

P/Models/15# II

A.V. ROE CANADA LTD

C-105 Spinning Model 1/24 Scale

SECRET Series II

P/Models/15

A. V. ROE CANADA LIMITED

MALTON, ONTARIO

INITIAL PROJECTS OFFICE

AIRCRAFT ENGINEERING DIVISION

N.A.E. 'SPINNING' MODEL

SCALE 1/24

TL. 113-54/10

Prepared by L. J. Crowe
Approved by J. A. Chamberlin
Date November 6th, 1954.

Date: 22/10/54
Issue: 2

P/Models/15 1-01

'C-105 AIRCRAFT'

BASIC AIRCRAFT - 'COORDINATES OF ORIGINS'
(See Sheet 1)

'AIRCRAFT SYSTEM'

CODE	IDENTITY	DESCRIPTION	X	Y	Z
	A-1	Aircraft	0.000	0.000	0.000
	A-2	Wing	0.000	9.875	1.333
	A-3	Vertical Empennage	0.000	24.125	1.333
	A-4				
	A-5	U/C Nose			
	A-6	Engine			
	A-7	Elevator	2.417	30.229	1.164
	A-8	Aileron	6.875	30.872	0.853
	A-9	Rudder	0.000	30.775	1.333
	A-10	Nac-Duct	0.000	8.417	0.000
	A-11	Outer Panel	6.875	29.542	0.853
	A-12	Radome	0.000	0.000	-0.500
	A-13	Nacelle Aft	1.271	20.208	0.000

1. Fuselage system is the basic aircraft system.

CG. Posn Y 2.3896
Z 1.0182

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[illegible]

Date: 9/2/55
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MODEL PROGRAMME DATA

C-105 AIRCRAFT

ENVELOPE INFORMATION SYSTEM

General:

Information will be released on a '400' series set of drawings with a prefix number being attached identifying the brochure co-ordinate information. Therefore, a wing section release will carry a 7-400 series number. A re-issue will carry a stroke number as 7-400/2.

The drawing will be reproduced photographically to different scales from a set of rectilinear trammels, identified by a number sequence having a 25.000 inch increment, therefore, 1-13 represents 12 units of 25.000 inches or 300.000 inches full scale.

The 'fuselage-nacelle' body, '5 & 8' series, sectionalized into basic 40.000 inch increments with additional sections described in critical areas. The basic pattern consists of:

A	Y _F	=	0.000	Q	Y _F	=	240.000	N	Y _F	=	520.000
(1) A-1	Y _{Ra}	=	21.000	G-1	Y _F	=	276.05	O	Y _F	=	560.000
B	Y _F	=	40.000	G-2	Y _{Duc}	=	40.000	P	Y _F	=	600.000
(1) B-1	Y _{Ra}	=	46.000	G-3	Y _F	=	260.000	Q	Y _F	=	640.000
B-2	Y _F	=	60.000	H	Y _F	=	280.000	R	Y _F	=	680.000
C	Y _F	=	80.000	H-1	Y _{Duc}	=	80.000	S	Y _F	=	720.000
C-1	Y _F	=	100.000	H-2				S-1	Y _F	=	740.000
D	Y _F	=	120.000	H-3				T	Y _F	=	760.000
(2) D-1	T.V. Canopy Arch			I	Y _F	=	320.000	T-1	Y _F	=	780.000
E	Y _F	=	160.000	I-1				(4) T-2	Aft Nacelle Stn.		
(2) E-1	Y _F	=	172.000	J	Y _F	=	360.000	U	Y _F	=	800.000
(2) E-2	Y _F	=	184.000	J-1	Y _F	=	372.000	U-1	Y _F	=	808.000
(2) E-3	Y _F	=	192.000	J _w	Y _w	=	360.000				
F	Y _F	=	200.000	K	Y _F	=	400.000				
F-1	L.E. Intake			K _w	Y _w	=	400.000				
					Y _F	=	637.000				
F-3	Y _F	=	210.000	L	Y _F	=	440.000				
				L _w	Y _w	=	440.000				
					Y _F	=	677.000				
F-4	Y _F	=	224.000	M	Y _F	=	480.000				
(3) F-5	Y _{Duc}	=	4.000	M-1	Y _F	=	485.000				
(3) F-6	Y _{Duc}	=	12.0794	M _w	Y _w	=	480.000				
					Y _F	=	717.000				

Date: 9/2/55
Issue: 1

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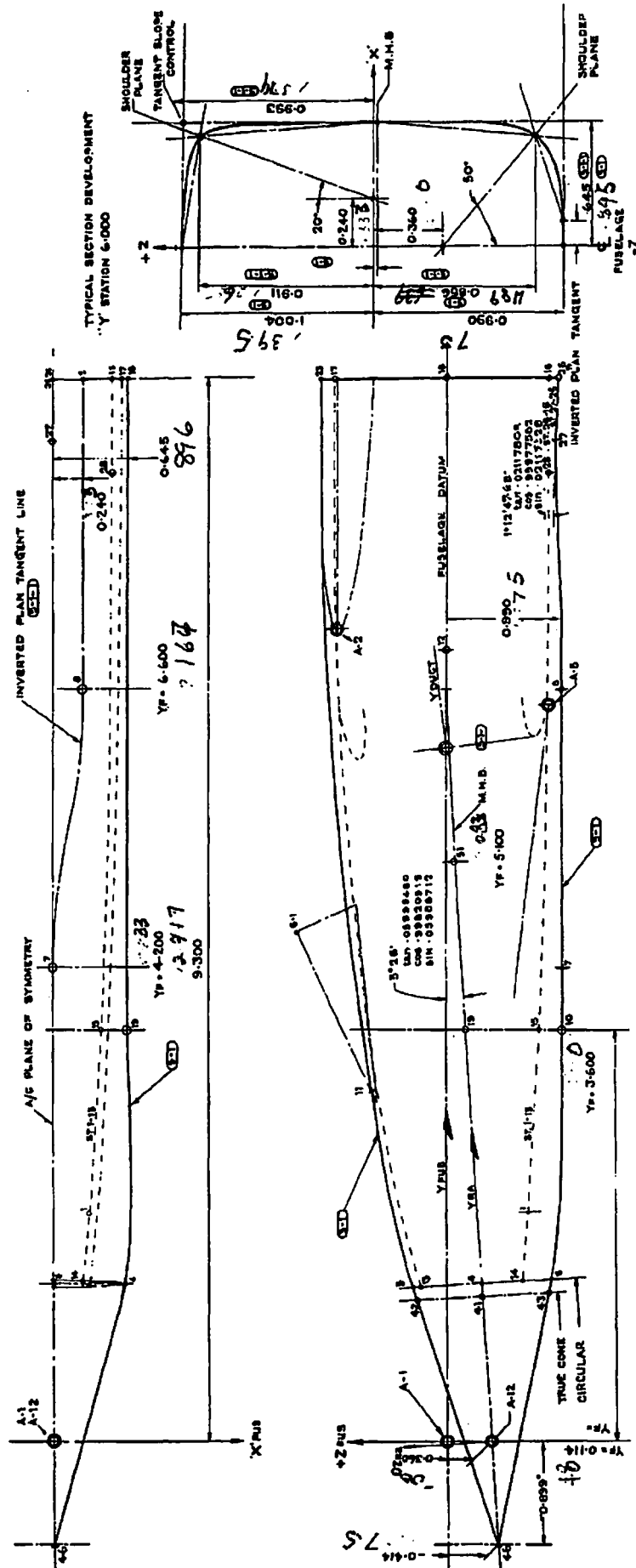
- (1) Normal to 'Radome' datum.
- (2) Canopy Section only.
- (3) Normal to 'Duct' datum.
- (4) Normal to 'Engine' datum.
- (5) Wing System Origin at $Y_p = 237.000$

These stations will be identified on the profile releases and will carry a stroke number if modified from the previous issue. It is therefore possible to see at a glance that area being modified from the preceding issue.

Wing releases, '7' series, will be issued as X_w cuts normal to the chord plane unless noted. The spanwise location will be defined as a percent of projected span (300.000). To relate this to chord plane terms, a factor of 1.002442 should be used;

$$\text{e.g. } 39.5\% \text{ span} = X_p = 118.500"$$

$$X_w = 118.789$$



Date: 18/11/55
Issue: 4

P/Models/45

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FUSELAGE DATA

'C-105 AIRCRAFT'

'CO-ORDINATES OF POINTS'

See Sht. 5 of 5-01

CODE	POINT	FUSELAGE SYSTEM			RADOME SYSTEM		
		X _F	Y _F	Z _F	X _{Ra}	Y _{Ra}	Z _{Ra}
	5-1/2	0.468	2.040	-0.753			
	-2						
	-3	0.000	1.423	-0.275	0.000	1.425	0.000
	-4/2	0.607	1.378	-0.277	0.607	1.380	"
	-5/2	0.000	1.341	0.329	0.000	"	0.607
	-6/2	0.000	1.414	-0.884	"	"	-0.607
	-7/2	0.000	4.200	-0.990			
	-8	0.240	6.600	"			
	-9/2	"	9.300	-0.941			
	-10/2	0.000	3.600				
	-11/2	0.000	3.044	0.641			
	-12	0.645	6.900	0.000			
	-13/2	0.325	1.347	0.235	0.325	1.380	0.513
	-14/2	0.422	1.040	-0.714	0.422	"	-0.437
	-15	0.528	3.600	-0.803			
	-16	0.608	9.300	-0.870			
	-17	0.598	"	0.982			
	-18	0.645	"	0.000			
	-19	"	3.600	-0.144			
	-20						
	-21						
	-22						
	-23						
	-24						
	-25	0.000	9.300	1.117			
	-26/2	"	"	-0.941			
	-27	"	8.760	-0.930			
	-28	0.608	8.040	-0.870			
	-29	0.000	1.950	0.461	0.000	1.996	0.703
	-30	0.374	1.956	0.369	0.374	"	0.610
	-31	0.673	1.992	-0.240	0.673	1.996	0.000
	-32	0.467	2.023	-0.752	0.467	1.996	0.512
	-33	0.000	2.035	-0.948	0.000	"	-0.709
	-34	"	2.400	0.538	0.000	2.449	0.753
	-35	0.404	"	0.451	0.404	2.444	0.666
	-36	0.673	"	-0.216	0.673	2.404	0.000
	-37	0.481	"	-0.764	0.482	2.371	-0.547
	-38	0.000	"	-0.958	0.000	2.359	-0.750
	-39						
	-40	0.645	5.100	-0.054	0.645	5.109	0.000
	-41				0.000	1.237	0.000
	-42				0.000	"	0.573
	-43				0.000	"	-0.573
	-44						
	-45						
	-46	0.000	-0.899	-0.404	0.000	-0.900	0.000

Date: 10/3/55
Issue: 5

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FUSELAGE DATA
C-105 AIRCRAFT

CO-ORDINATES:

CODE	P R O F I L E S					R A D O M E	
	Y_F	UPPER Z_F	LOWER $-Z_F$	M. H. B. X_F	$-Z_F$	RADOME SYSTEM Y_{Ra}	Z_{Ra}
(1)	-0.159	-0.506	0.506	0.000	0.506	-0.159	0.000
	0.000	0.424	0.572	0.074	0.500	0.000	
	+0.167	0.333	0.638	0.152	0.490	0.167	
	0.333	0.243	0.704	0.230	0.480	0.333	
	0.500	0.153	0.770	0.308	0.470	0.500	
	0.667	0.063	0.836	0.386	0.460	0.667	
	0.833	+0.028	0.902	0.463	0.450	0.833	
(2)	0.845	+0.034	-	-	-	-	-
(2)	0.873	-	-	0.482	0.448	0.875	0.482
(2)	0.902	-	0.929	-	-	-	-
	0.966	0.098	-	-	-	-	-
	0.998	-	-	0.539	0.440	1.000	0.539
	1.030	-	0.978	-	-	-	-
	1.128	0.178	-	-	-	-	-
	1.165	-	-	0.609	0.430	1.167	0.609
	1.201	-	1.038	-	-	-	-
	1.291	0.252	-	-	-	-	-
	1.331	-	-	0.674	0.420	1.333	0.674
	1.371	-	1.093	-	-	-	-
	1.454	0.320	-	-	-	-	-
	1.497	-	-	0.731	0.410	1.500	0.731
	1.541	-	1.140	-	-	-	-
	1.617	0.380	-	-	-	-	-
	1.664	-	-	0.782	0.400	1.667	0.782
	1.710	-	1.180	-	-	-	-
	1.781	0.433	-	-	-	-	-
	1.830	-	-	0.825	0.390	1.833	0.825
(3)	1.863	0.457	-	-	-	-	-
	1.879	-	1.213	-	-	-	-
(3)	1.913	-	-	0.844	0.385	1.917	0.844
(3)	1.964	-	1.227	-	-	-	-
	2.000	0.493	1.233	0.861			
	2.167	0.532	1.256	0.889			
	2.333	0.568	1.275	0.909			
	2.500	0.602	1.292	0.923			
	2.667	0.633	1.306	0.931			
	2.833	0.663	1.318	0.936			
	3.000	0.692	1.328	0.937			
(4)	3.031	-	-	0.937			
	3.167	0.720	1.337	0.937			
	3.333	0.748	1.345	0.934			
	3.500	0.775	1.351	0.930			
	3.667	0.802	1.357	0.926			

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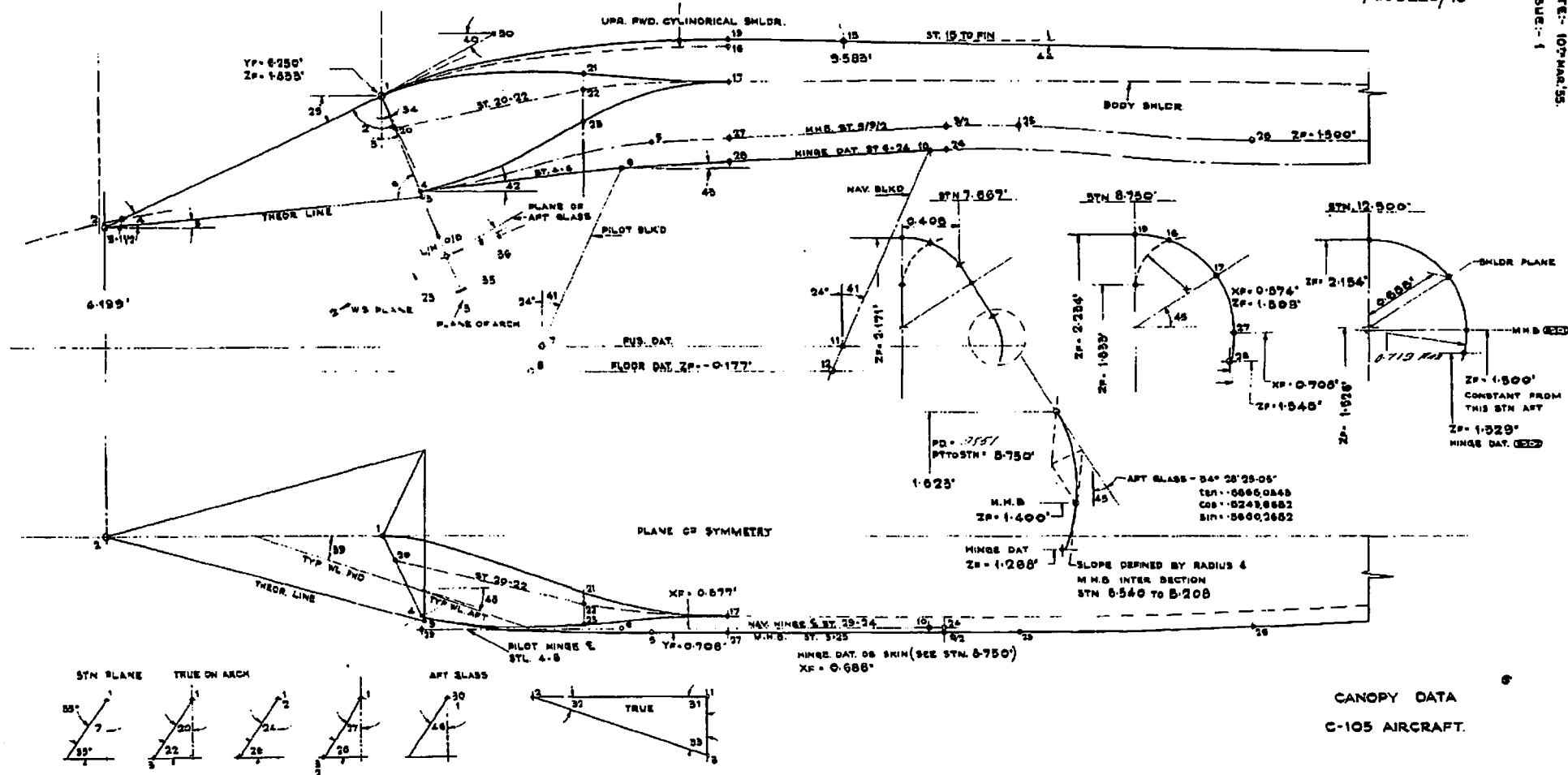
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CODE	P R O F I L E S					R A D O M E	
	Y_F	UPPER Z_F	LOWER $-Z_F$	M. H. B.		RADOME SYSTEM	
				I_F	$-Z_F$	Y_{Ra}	Z_{Ra}
(5)	3.833	0.829	1.362	0.921			
	4.000	0.855	1.365	0.915			
	C ₁ 4.167	0.881	1.368	0.910			
	4.333	0.907	1.371	0.904			
	4.500	0.933	1.373	0.900			
	4.667	0.959	1.374	0.898			
	4.833	0.984	1.375	0.896			
	D 5.000	1.009	1.375	0.896			
	5.167	1.034	"	"			
	5.333	1.058	"	"			
	5.500	1.082	"	"			
	5.667	1.105	"	"			
	5.833	1.127	"	"			
	6.000	1.149	"	"			
	6.167	1.171	"	"			
	6.333	1.192	"	"			
	6.500	1.212	"	"			
	E 6.667	1.232	"	"			
	6.833	1.251	"	"			
	7.000	1.269	"	"			
(6)	7.083	-	"	"	0.075		
	C ₁ 7.167	1.287	"	"	0.070		
	7.333	1.304	"	"	0.061		
	7.500	1.322	"	"	0.052		
	E ₂ 7.667	1.338	"	"	0.044		
	7.833	1.353	"	"	0.037		
	E ₃ 8.000	1.368	"	"	0.030		
	8.167	1.381	"	"	0.024		
	F 8.333	1.395	"	"	0.019		
	8.500	1.407	"	"	0.015		
	8.667	1.420	"	"	0.011		
	8.833	1.431	"	"	0.007		
	9.000	1.442	"	"	0.005		
	(6-A) 9.167	1.453	"	"	0.002		
	9.333	1.467	1.373	"	0.001		
(7)	9.500	1.472	1.370	"	0.000		
	9.583	-	"	"	0.000		
	9.667	1.481	1.365	"	"		
	9.833	1.489	1.359	"	"		
	G ₁ 10.000	1.497	1.352	"	"		
	10.167	1.504	1.345	"	"		
	10.333	1.510	1.337	"	"		
	10.500	1.516	1.329	"	"		
	10.667	1.521	1.321	"	"		
	10.833	1.526	1.314	"	"		
	11.000	1.530	1.307	"	"		
	11.167	1.534	1.302	0.896	0.000		

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DATE: 107 MAR 55.
1350E-1



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CANOPY DATA

'C-105 AIRCRAFT'

COORDINATES OF CRITICAL POINTS - 'FUSELAGE SYSTEM'

(See Sheet 6)

CODE	POINT	X _F	Y _F	Z _F
	6-1	0.000	6.250	1.833
	6-2	0.000	4.199	0.877
	6-3	0.618	6.555	1.094
	6-4	0.586	6.540	1.131
	6-5	0.708	8.208	1.490
	6-6	0.677	7.995	1.308
	6-7	0.000	7.412	0.000
	6-8	0.000	7.333	-0.177
	6-9/2	0.708	10.312	1.601
	6-10	0.677	10.213	1.425
	6-11	0.000	9.579	0.000
	6-12	0.000	9.500	-0.177
	6-13			
	6-14			
	6-15	0.000	9.583	2.229
	6-16	0.293	8.750	2.170
	6-17	0.582	8.750	1.926
	6-18			
	6-19	0.000	8.750	2.234
	6-20	0.163	6.331	1.638
	6-21	0.424	7.708	1.979
	6-22	0.500	7.708	1.869
	6-23	0.653	7.708	1.646
	6-24	0.677	10.312	1.430
	6-25	0.688	10.833	1.435
	6-26	0.688	12.500	1.500
	6-27	0.708	8.750	1.519
	6-28	0.688	8.750	1.348
	6-29	0.677	6.540	1.131
	6-30	0.000	7.083	2.270
(1)	6-31	0.688	7.375	1.233

(1) Fwd. limit of St. Hinge Dat. Skin Line (Sheet 6-1-2) X_F Col.

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CANOPY DATA
C-105 AIRCRAFT

WINDSCREEN ENVELOPE

CO-ORDINATES

CODE	Y_F	UPPER $+Z_F$	LOWER $+Z_F$	PLAN X_F
(1)	4.199	0.877	0.877	0.000
	4.333	0.940	0.889	0.035
	4.500	1.017	0.905	0.079
	4.667	1.095	0.920	0.122
	4.833	1.173	0.935	0.166
	5.000	1.250	0.951	0.210
	5.167	1.328	0.966	0.254
	5.500	1.484	0.997	0.341
	5.667	1.561	1.012	0.385
	6.000	1.717	1.043	0.472
	6.167	1.794	1.058	0.516
	6.250	1.833	1.066	0.538
(2)	6.333	-	1.073	0.559
	6.500	-	1.088	0.603
	6.555	-	1.094	0.618

(1) Windscreen Point 6-2.

(2) Transition from Windscreen Ridge to Upper Canopy Profile.

(3) Aft Base of Windscreen Envelope.

(1-2-3) Straight Line Sections.

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CANOPY DATA
C-105 AIRCRAFT

CANOPY - DORSAL

CO-ORDINATES

CODE	Y _F	P R O F I L E			B O D Y S H O U L D E R		
		UPPER Z _F	M. H. B.		TRUE	X _F	Z _F
			PLAN X _F	PROFILE Z _F			
(1)	6.250	1.833					
(1-A)	6.331	-			0.198	0.163	1.638
	6.333	1.870					
	6.417	1.904			0.223	0.184	1.653
	6.500	1.934			0.248	0.204	1.667
(2)	6.540	-	0.586	1.131	0.260	0.214	1.673
	6.667	1.987	0.617	1.149	0.297	0.245	1.695
	6.750	2.010	0.636	1.162	0.322	0.265	1.709
	6.833	2.031	0.653	1.178	0.347	0.286	1.723
	7.000	2.067	0.677	1.214	0.396	0.326	1.751
	7.167	2.101	0.693	1.257	0.445	0.367	1.778
	7.333	2.128	0.702	1.305	0.495	0.408	1.806
	7.500	2.152	0.705	1.354	0.544	0.449	1.834
	7.667	2.171	0.707	1.400	0.594	0.489	1.862
(3)	7.708	-	-	-	0.606	0.500	1.869
	7.833	2.188	0.708	1.439	0.633	0.522	1.884
	8.000	2.201	0.708	1.469	0.656	0.541	1.898
	8.167	2.212	0.708	1.487	0.673	0.555	1.907
(4)	8.208	-	"	1.490	-	-	-
	8.333	2.221	"	1.497	0.686	0.565	1.915
	8.500	2.227	"	1.505	0.696	0.573	1.920
	8.667	2.232	"	1.514	0.703	0.580	1.924
(5)	8.750	2.234	"	1.519	0.706	0.582	1.926
	8.833	2.235	"	1.523	0.709	0.584	1.927
	9.000	2.236	"	1.532	0.713	0.587	1.930
	9.167	2.236	"	1.540	0.716	0.590	1.931
	9.333	2.234	"	1.549	0.717	0.591	1.932
	9.500	2.231	"	1.558	0.719	0.593	1.933
(6)	9.583	2.229	"	1.562	-	-	-
	9.667	2.227	"	1.567	0.719	0.593	1.934
	9.833	2.223	"	1.576	0.720	0.593	1.934
	10.000	2.218	"	1.584	0.720	0.593	1.934
	10.167	2.214	"	1.593	0.720	0.593	1.934
(7)	10.313	2.210	"	1.601	-	-	-
	10.333	2.210	"	1.602	0.719	0.593	1.933
	10.417	2.208	"	1.605	0.719	0.593	1.933
	10.500	2.206	"	1.607	0.719	0.592	1.933
	10.667	2.201	"	1.608	0.718	0.592	1.933
(7-A)	10.833	2.197	0.708	1.605	0.716	0.591	1.932

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P R O F I L E					B O D Y S H O U L D E R		
M. H. B.							
CODE	Y _F	UPPER	PLAN	PROFILE	TRUE	X _F	Z _F
		Z _F	X _F	Z _F			
	11.000	2.193	0.708	1.599	0.715	0.589	1.931
	11.167	2.188	0.707	1.589	0.713	0.588	1.930
	11.333	2.184	0.706	1.576	0.711	0.586	1.929
	11.500	2.180	0.705	1.560	0.709	0.584	1.928
H	11.667	2.175	0.703	1.544	0.706	0.582	1.926
	11.833	2.171	0.701	1.529	0.703	0.580	1.924
	12.000	2.167	0.698	1.516	0.700	0.577	1.923
	12.167	2.163	0.695	1.507	0.696	0.574	1.921
	12.333	2.158	0.692	1.502	0.693	0.571	1.918
(8)	12.500	2.154	0.689	1.500	0.688	0.568	1.916
	12.667	2.150	0.685	"	0.684	0.564	1.914
	12.833	2.145	0.681	"	0.679	0.560	1.911
	13.000	2.141	0.676	"	0.675	0.556	1.908
	13.167	2.137	0.672	"	0.670	0.552	1.905
	13.333	2.132	0.667	"	0.665	0.548	1.903
	13.500	2.128	0.662	"	0.659	0.543	1.899
	13.667	2.124	0.657	"	0.654	0.539	1.896
	13.833	2.120	0.652	"	0.648	0.534	1.893
	14.000	2.115	0.646	"	0.642	0.529	1.890
	14.167	2.111	0.640	"	0.636	0.525	1.887
	14.333	2.107	0.634	"	0.630	0.520	1.883
	14.500	2.102	0.628	"	0.624	0.514	1.880
	14.667	2.098	0.622	"	0.618	0.509	1.876
	14.833	2.094	0.616	"	0.611	0.504	1.872
	15.000	2.089	0.609	"	0.605	0.499	1.869
	15.167	2.085	0.603	"	0.598	0.493	1.865
	15.333	2.081	0.596	"	0.592	0.488	1.861
	15.500	2.077	0.589	"	0.585	0.482	1.857
	15.667	2.072	0.582	"	0.578	0.476	1.853
	15.833	2.068	0.575	"	0.571	0.471	1.850
	16.000	2.064	0.568	"	0.564	0.465	1.846
	16.167	2.059	0.560	"	0.557	0.459	1.842
	16.333	2.055	0.553	"	0.550	0.453	1.837
	16.500	2.051	0.545	"	0.543	0.447	1.833
K	16.667	2.047	0.537	"	0.535	0.441	1.829
	16.833	2.042	0.529	"	0.528	0.435	1.825
	17.000	2.038	0.521	"	0.520	0.429	1.821
	17.167	2.034	0.513	"	0.513	0.423	1.817
	17.333	2.029	0.505	"	0.505	0.416	1.812
	17.500	2.025	0.497	"	0.498	0.410	1.808
	17.667	2.021	0.488	"	0.490	0.404	1.804
	17.833	2.016	0.480	"	0.482	0.398	1.799
	18.000	2.012	0.472	"	0.475	0.391	1.795
	18.167	2.008	0.463	"	0.467	0.385	1.791
	18.333	2.004	0.455	"	0.459	0.379	1.786
	18.500	1.999	0.447	1.500	0.452	0.373	1.782

Date: 10/3/55
Issue: 1

P/Models/15 6-1-1

CODE	P R O F I L E				B O D Y S H O U L D E R		
	M. H. B.				TRUE	X _F	Z _F
	UPPER Y _F	PLAN Z _F	PROFILE X _F	PROFILE Z _F			
	18.667	1.995	0.439	1.500	0.444	0.366	1.778
	18.833	1.991	0.431	"	0.437	0.360	1.774
	19.000	1.986	0.422	"	0.430	0.354	1.769
	19.167	1.982	0.414	"	0.422	0.348	1.765
	19.333	1.978	0.406	"	0.415	0.342	1.761
	19.500	1.973	0.398	"	0.408	0.336	1.757
	19.667	1.969	0.390	"	0.401	0.330	1.753
	19.833	1.965	0.382	"	0.394	0.324	1.749
M	20.000	1.961	0.375	"	0.386	0.319	1.745
	20.167	1.956	0.367	"	0.380	0.313	1.741
	20.333	1.952	0.359	"	0.373	0.307	1.737
	20.500	1.948	0.352	"	0.366	0.302	1.734
	20.667	1.943	0.345	"	0.360	0.297	1.730
	20.833	1.939	0.338	"	0.353	0.291	1.726
	21.000	1.935	0.332	"	0.347	0.286	1.723
	21.167	1.930	0.325	"	0.341	0.281	1.720
	21.333	1.926	0.319	"	0.336	0.276	1.716
	21.500	1.922	1.313	"	0.330	0.272	1.713
N	21.667	1.918	0.307	"	0.325	0.268	1.710
	21.833	1.913	0.301	"	0.319	0.263	1.707
	22.000	1.909	0.295	"	0.314	0.259	1.704
	22.167	1.905	0.290	"	0.309	0.255	1.701
	22.333	1.900	0.285	"	0.304	0.251	1.699
	22.500	1.896	0.280	"	0.300	0.247	1.696
	22.667	1.892	0.276	"	0.295	0.243	1.694
	22.833	1.887	0.271	"	0.291	0.240	1.691
	23.000	1.883	0.267	"	0.287	0.236	1.689
	23.167	1.879	0.263	"	0.283	0.233	1.686
O	23.333	1.875	0.260	"	0.279	0.230	1.684
	23.500	1.870	0.256	"	0.275	0.227	1.682
	23.667	1.866	0.253	"	0.272	0.224	1.680
	23.833	1.862	0.250	"	0.268	0.221	1.678
	24.000	1.857	0.248	"	0.265	0.218	1.676
	24.167	1.853	0.245	"	0.262	0.216	1.674
	24.333	1.849	0.243	"	0.259	0.213	1.673
	24.500	1.844	0.241	"	0.256	0.211	1.671
	24.667	1.840	0.240	"	0.253	0.209	1.670
	24.833	1.836	0.238	"	0.251	0.207	1.668
P	25.000	1.832	0.237	"	0.248	0.204	1.667
	25.167	1.827	0.236	"	0.246	0.203	1.665
	25.333	1.823	0.235	"	0.243	0.201	1.665
	25.500	1.819	0.234	"	0.241	0.199	1.663
	25.667	1.814	0.234	"	0.239	0.197	1.662
	25.833	1.810	0.233	"	0.238	0.196	1.661
	26.000	1.806	0.233	"	0.236	0.194	1.660
	26.167	1.802	"	"	0.234	0.193	1.659
	26.333	1.797	0.233	1.500	0.233	0.192	1.658

Date: 10/3/55
Issue: 1

P/Models/15 6-1-1

P R O F I L E					B O D Y S H O U L D E R		
M. H. B.							
CODE	Y _F	UPPER Z _F	PLAN X _F	PROFILE Z _F	TRUE	X _F	Z _F
	26.500	1.793	0.233	1.500	0.231	0.191	1.657
	26.666	1.789	0.233	"	0.230	0.190	1.657
	26.833	1.784	"	"	0.229	0.189	1.656
	27.000	1.780	"	"	0.228	0.188	1.655
	27.083	1.778	"	"	"	"	"
	27.167	1.776	"	"	0.227	0.187	1.655
	27.333	1.771	"	"	0.226	0.187	1.654
	27.500	1.767	"	"	0.226	0.186	1.654
	27.667	1.763	"	"	0.225	0.186	1.654
	27.833	1.759	"	"	0.225	0.185	1.653
	28.000	1.754	"	"	0.224	0.185	1.653
	28.167	1.750	"	"	0.224	0.185	1.653
(10)	28.333	1.746	"	"	0.224	0.185	1.653
	28.500	1.741	"	"	0.224	0.184	1.653
	28.667	1.737	0.232	"	0.223	0.184	1.652
	28.833	1.733	0.231	"	0.221	0.183	1.652
	29.000	1.728	0.229	"	0.220	0.181	1.651
	29.167	1.724	0.227	"	0.217	0.179	1.649
	29.333	1.720	0.224	"	0.214	0.177	0.648
	29.500	1.716	0.220	"	0.211	0.174	1.646
	29.667	1.711	0.217	"	0.207	0.171	1.644
	29.833	1.707	0.212	"	0.203	0.167	1.641
	30.000	1.703	0.208	"	0.198	0.163	1.638
	30.167	1.698	0.203	"	0.193	0.159	1.636
	30.333	1.694	0.197	"	0.187	0.155	1.632
	30.500	1.690	0.191	"	0.182	0.150	1.629
	30.667	1.685	0.185	"	0.175	0.144	1.626
	30.833	1.681	0.178	"	0.168	0.139	1.622
	31.000	1.677	0.171	"	0.161	0.133	1.618
	31.167	1.673	0.162	"	0.153	0.126	1.613
	31.333	1.668	0.152	"	0.144	0.118	1.608
	31.500	1.664	0.141	"	0.133	0.110	1.602
	31.667	1.660	0.129	"	0.122	0.101	1.596
	31.833	1.655	0.116	"	0.111	0.091	1.589
	32.000	1.651	0.101	"	0.098	0.081	1.582
	32.167	1.647	0.085	"	0.084	0.069	1.574
	32.333	1.642	0.068	"	0.070	0.058	1.566
	32.500	1.638	0.050	1.500	0.055	0.045	1.558

- (1) Transition from Windscreen Ridge to Upper Canopy Profile
- (1-A) Pierce Point of Post on Shoulder Plane
- (2) Transition from Windscreen Plane to M.H.B.
- (3) Transition from Aft Glass to Shoulder Curve (Tan 0.29633628)
- (4) Transition to M.H.B. Straight Line Section
- (5) Aft Limit of Glass Envelope
- (6) Transition to Dorsal Ridge Line (Tan 0.02578797)
- (7) Aft Limit of Straight Line M.H.B. (Profile)
- (8) M.H.B. Transition to W/L Plane
- (9-10) Constant M.H.B.
- (7-A) Aft Limit of Straight Line M.H.B. (Plan).

Date: 9/3/55
Issue: 1

P/Models/15

6-1-2

CANOPY DATA

'C-105 AIRCRAFT'

CANOPY - DORSAL

CO-ORDINATES

CODE	Y _F	HINGE DATUM PLANE		AFT GLASS ENVELOPE			
		X _F	+Z _F	PLAN		PROFILE	
				UPPER X _F	LOWER X _F	UPPER +Z _F	LOWER +Z _F
(1)	6.250	-	-	0.000	-	1.833	-
	6.333	-	-	0.006	-	1.868	-
	6.417	-	-	0.016	-	1.898	-
	6.500	-	-	0.029	-	1.921	-
(2)	6.540	0.586	1.131	-	0.586	-	1.131
	6.583	0.596	1.137	0.046	0.597	1.941	1.138
	6.667	0.617	1.147	0.065	0.616	1.957	1.155
	6.750	0.635	1.157	0.086	0.632	1.970	1.175
	6.833	0.650	1.167	0.110	0.645	1.979	1.199
	7.000	0.671	1.187	0.161	0.664	1.991	1.259
	7.167	0.683	1.208	0.218	0.672	1.996	1.335
	7.333	0.688	1.228	0.278	0.669	1.995	1.425
(3)	7.375	0.688	1.233	-	-	-	-
	7.500	"	1.248	0.342	0.661	1.990	1.525
	7.667	"	1.268	0.408	0.654	1.981	1.623
(4)	7.708	"	1.273	0.424	0.653	1.979	1.646
	7.833	"	1.289	0.462	0.641	1.971	1.711
(5)	7.995	"	1.308	-	-	-	-
	8.000	"	1.309	0.498	0.619	1.960	1.783
	8.167	"	1.317	0.526	0.600	1.949	1.842
	8.333	"	1.326	0.549	0.587	1.939	1.883
	8.500	"	1.335	0.566	0.580	1.931	1.910
	8.667	"	1.344	0.578	0.580	1.927	1.924
(6)	8.750	"	1.348	0.582	0.582	1.926	1.926
	8.833	"	1.352				
	9.000	"	1.361				
	9.167	"	1.370				
	9.333	"	1.379				
	9.500	"	1.387				
	9.667	"	1.396				
	9.833	"	1.405				
	10.000	"	1.414				
	10.167	"	1.423				

Date: 9/3/55
Issue: 1

P/Modela/15

6-1-2

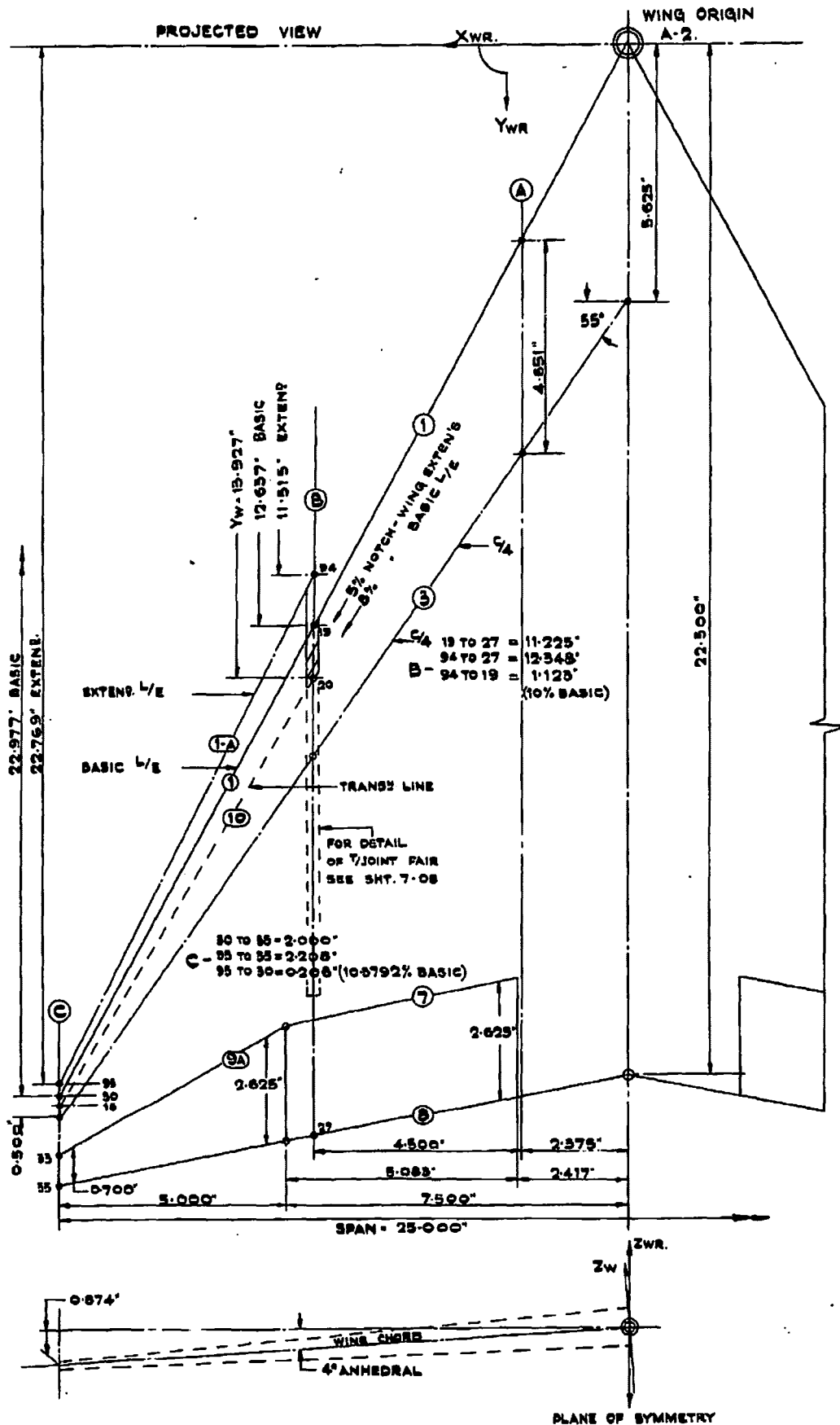
CODE	HINGE DATUM PLANE			AFT GLASS ENVELOPE			
	Y_F	X_F	$+Z_F$	PLAN UPPER X_F	LOWER X_F	UPPER $+Z_F$	PROFILE LOWER $+Z_F$
(7)	10.312	0.688	1.430				
	10.333	"	1.431				
	10.500	"	1.437				
	10.667	"	1.437				
(8)	10.833	"	1.435				
	11.000	"	1.428				
	11.167	0.687	1.418				
	11.333	0.686	1.405				
	11.500	0.684	1.390				
	11.667	0.682	1.373				
	11.833	0.680	1.358				
	12.000	0.677	1.346				
	12.167	0.675	1.337				
	12.333	0.671	1.331				
	12.500	0.668	1.329				
	12.667	0.664	"				
	12.833	0.660	"				
	13.000	0.656	"				
	13.167	0.651	"				
	13.333	0.647	1.329				

- (1) Transition from windscreen ridge to profile.
- (2) Transition from windscreen plane to M.H.B.
- (3) Transition from single curvature to straight line M.H.B.
- (4) Transition from glass plane to roll-off.
- (5) Transition to aft hinge plane.
- (6) Glass envelope wash-out.
- (7) Transition to curved hinge datum (profile).
- (8) Transition to curved hinge datum (plan).

DATE:- 26TH DEC. 54.
ISSUE:- 4

WING DATA C-105 AIRCRAFT.

P/MODELS/15 7



P/MODELS/15. 7-01-1.

DATE:- 16TH DEC.'54.

WING DATA

P/MODELS/15 7-02

SUE:- 5

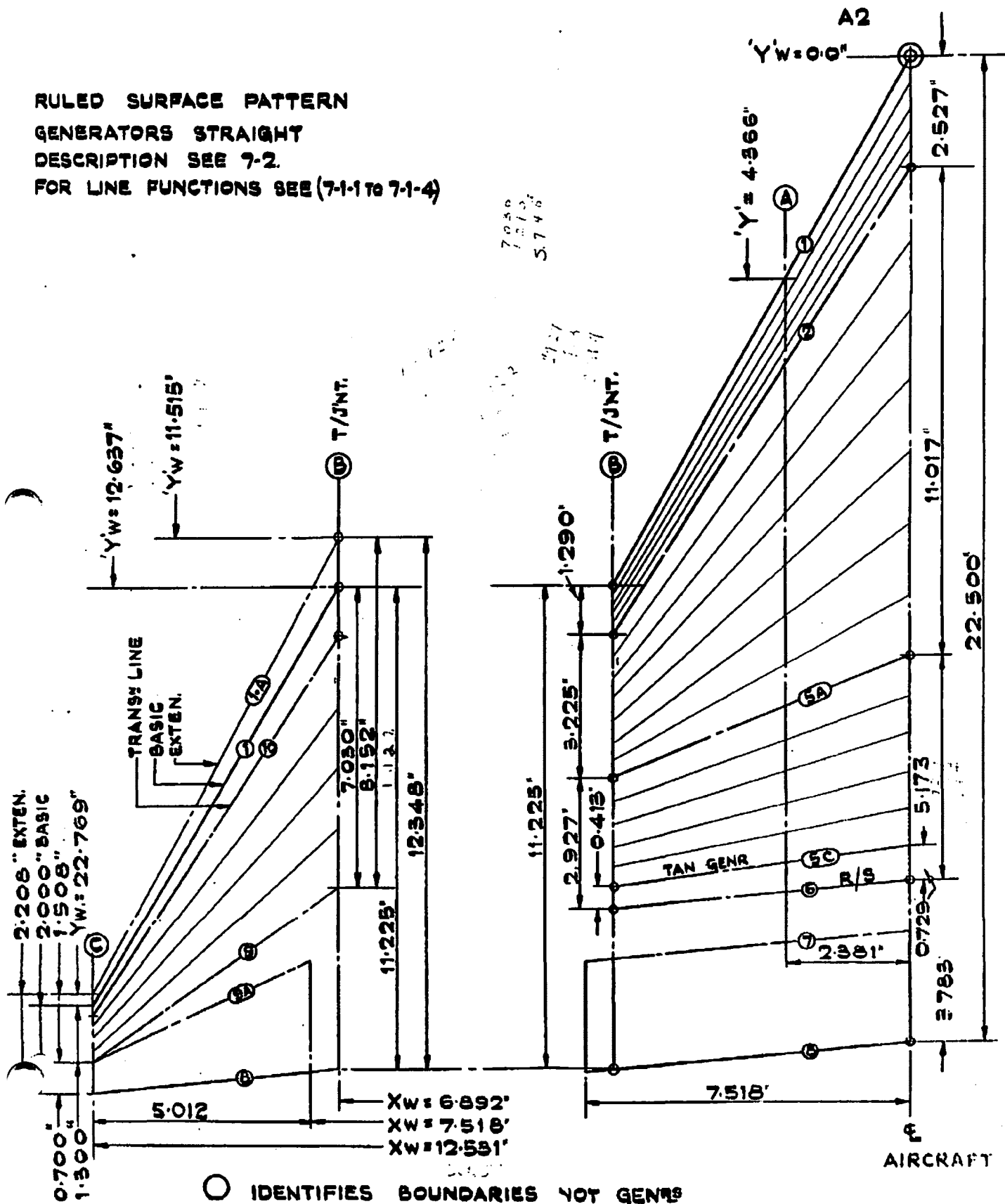
C-105 AIRCRAFT

RULED SURFACE PATTERN

GENERATORS STRAIGHT

DESCRIPTION SEE 7-2.

FOR LINE FUNCTIONS SEE (7-1-1 to 7-1-4)



DATE:- 24TH JAN. '55.

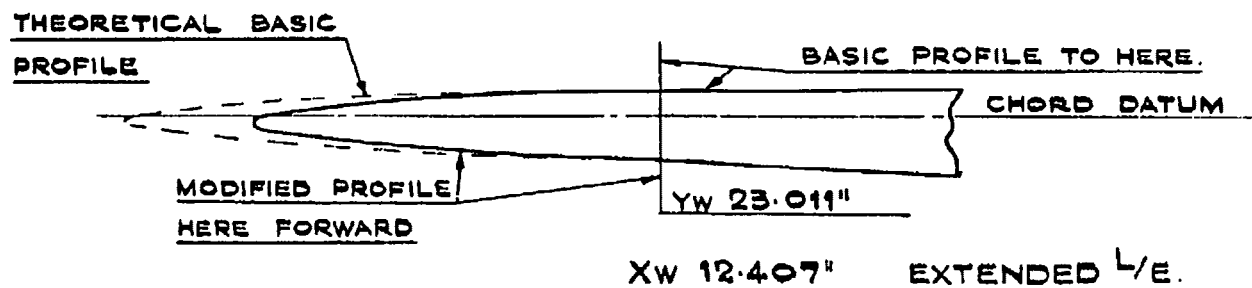
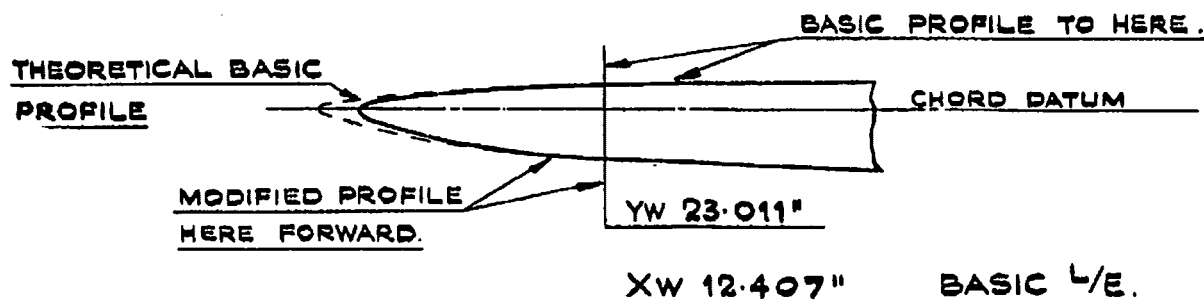
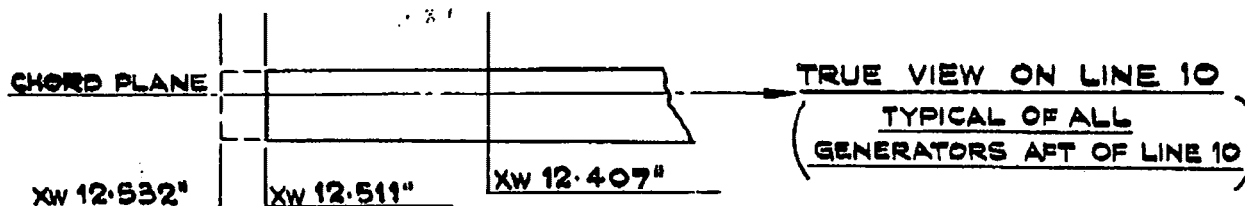
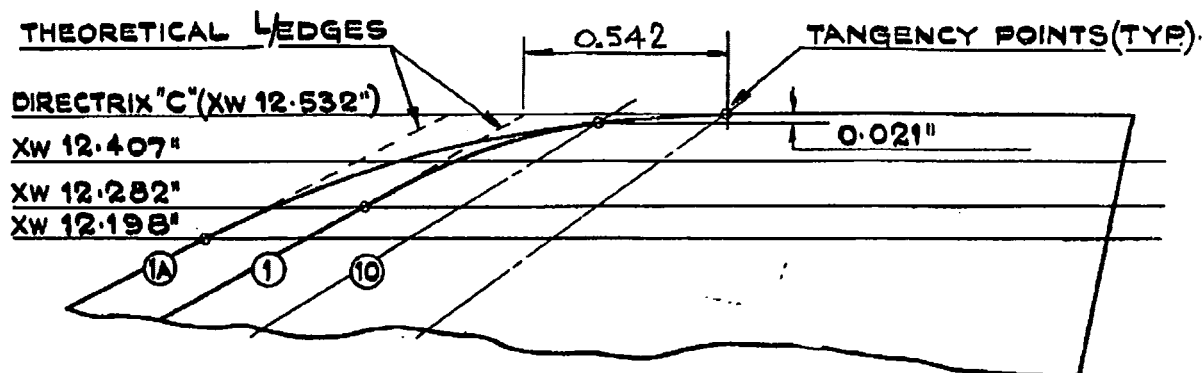
ISSUE:- 2

WING DATA
C-105 AIRCRAFT
'TIP CONTOUR'

P/MODELS/15 7-07

BASIC $\frac{1}{2}$ E CURVE - TANGENT AT XW 12.282" & XW 12.532" THROUGH SHOULDER POINT XW 12.511"

EXTENDED $\frac{1}{2}$ E CURVE - TANGENT AT XW 12.198" & TO SLOPE OF BASIC $\frac{1}{2}$ E CURVE AT XW 12.511" HAVING A P/D OF 1.349

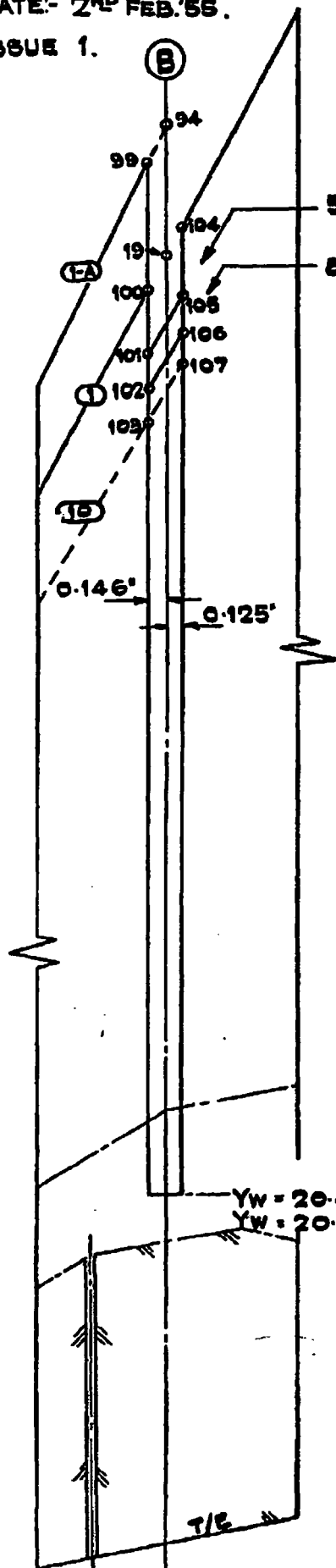


NOTE:- XW SECTIONS RETAIN BASIC PROFILES P'W'D TO LINE 10 - MODIFIED FORWARD BY FORESHORTENING STATION VALVES IN THE PROPORTION OF $\frac{1}{2}$ E CURVE TO THEORETICAL $\frac{1}{2}$ E & RETAINING 'Z' VALVES.

DATE: 2ND FEB. '55.
ISSUE 1.

WING DATA 'NOTCH T/JNT. FAIRING' C105 AIRCRAFT.

P/MODELS/15 7-08

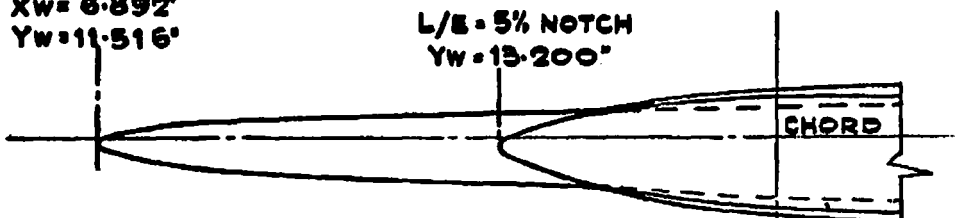


5% NOTCH - EXTR. L/E (60°17'27.44" tan-1.75254368)

8% NOTCH - BASIC L/E (59°25'28.78" tan-1.70556768)

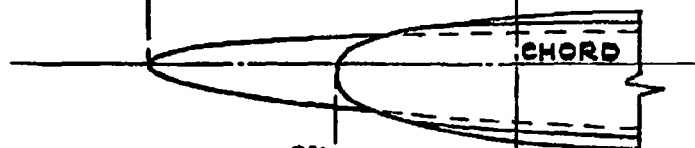
XW = 6.892'
YW = 11.516'

L/E - 5% NOTCH
YW = 13.200'



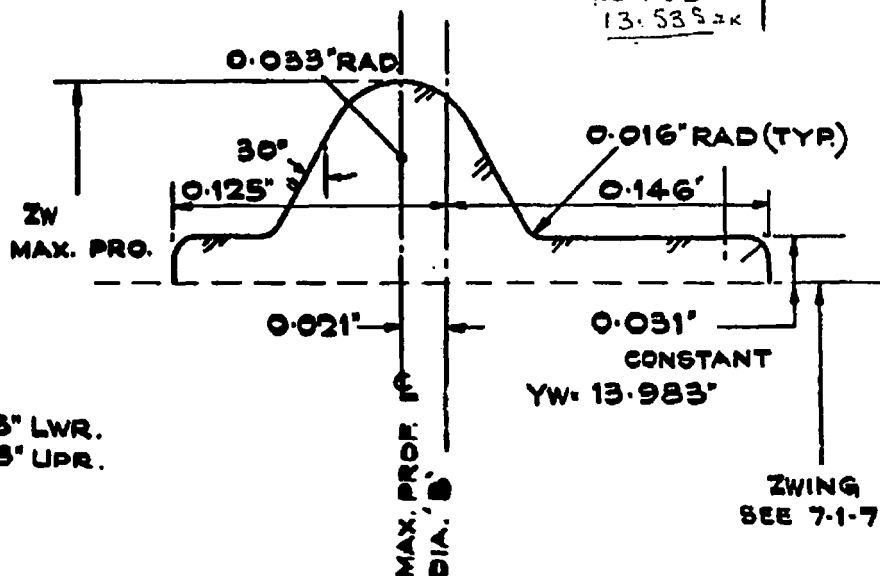
13.983"

XW = 6.892'
YW = 12.638'



8% NOTCH
YW = 13.7031

13.5352x



YW = 20.833' LWR.
YW = 20.873' UPR.

TYPICAL SECTION UPR & LWR.

WING DATA
'C-105 AIRCRAFT'

NOTCH - T/J FAIRING

BASIC WING - 8% CASE

CODE	GEN _R	NO	Y _w	INBOARD X _w = 11.368			Y _w	OUTBOARD X _w = 11.823		
				DIST. L.E.	UPPER	Z _w LOWER		DIST. L.E.	UPPER	Z _w LOWER
(1)	L/E		13.323	0	-0.0440	-0.0440	13.783	0	-0.0440	-0.0440
		1		0.0024	0.0214	0.0661		0.0030	0.0190	0.0678
		2		0.0065	-0.0077	0.0803		0.0089	-0.0077	0.0798
		3		0.0107	0.0012	0.0905		0.0113	0.0006	0.0887
		4		0.0190	0.0143	0.1048		0.0190	0.0125	0.1018
		5		0.0298	0.0262	0.1178		0.0292	0.0250	0.1143
		6		0.0417	0.0387	0.1309		0.0411	0.0363	0.1268
		7		0.0625	0.0536	0.1482		0.0613	0.0512	0.1428
		8		0.0940	0.0708	0.1667		0.0911	0.0678	0.1613
		9		0.1357	0.0875	0.1851		0.1309	0.0839	0.1780
(2)			13.471	0.1488	-	0.1893	13.927	0.1434	-	0.1821
		10		0.1774	0.1012	0.1976		0.1714	0.0970	0.1899
			13.518	0.1952	0.1059	-	13.971	0.1881	0.1018	-
		11		0.2190	0.1119	0.2065		0.2113	0.1077	0.1988
		12		0.2607	0.1202	0.2095		0.2512	0.1155	0.2059
		13		0.3024	0.1262	0.2202		0.2917	0.1214	0.2125
		14		0.3857	0.1339	0.2315		0.3714	0.1286	0.2232
		15		0.4690	0.1387	0.2417		0.4518	0.1333	0.2327
		16		0.5524	0.1417	0.2494		0.5440	0.1375	0.2417
(4)	TAN.		13.982	0.6595	0.1440	-0.2571	14.418	0.6351	0.1393	-0.2482

- (1) L/E of notch profile.
- (2) Lower intersection of basic wing profile.
- (3) Upper intersection of basic wing profile.
- (4) Transition to constant depth section (Z_w 0.0315)

7-08-2

P/Models/15

WING DATA'C-105 AIRCRAFT'NOTCH - T/J FAIRINGEXTENDED WING - 5% CASE

CODE	GEN _R	NO	INBOARD $X_w = 6.7667$				OUTBOARD $X_w = 7.0375$			
			Y_w	DIST. L.E.	UPPER Z_w	LOWER	Y_w	DIST. L.E.	UPPER Z_w	LOWER
(1)	L/E		12.980	0	-0.0339	-0.0339	13.454	0	-0.0339	-0.0339
	1			0.0018	0.0238	0.0434		0.0018	0.0244	0.0428
	2			0.0059	0.0167	0.0506		0.0059	0.0173	0.0500
	3			0.0095	0.0119	0.0559		0.0095	0.0125	0.0548
	4			0.0161	0.0059	0.0613		0.0155	0.0071	0.0607
	5			0.0220	-0.0012	0.0661		0.0214	-0.0024	0.0655
	6			0.0303	0.0042	0.0714		0.0298	0.0030	0.0702
	7			0.0452	0.0113	0.0786		0.0434	0.0095	0.0780
	8			0.0619	0.0178	0.0857		0.0595	0.0161	0.0845
	9			0.0827	0.0250	0.0940		0.0798	0.0232	0.0917
	10			0.1036	0.0315	0.1012		0.1000	0.0298	0.0988
	11			0.1452	0.0434	0.1137		0.1399	0.0417	0.1113
	12			0.1869	0.0542	0.1250		0.1798	0.0518	0.1220
	13			0.2286	0.0637	0.1351		0.2202	0.0613	0.1315
	14			0.3119	0.0803	0.1548		0.3000	0.0774	0.1500
	15			0.3952	0.0952	0.1738		0.3803	0.0911	0.1673
(2)			13.434	0.4548	0.1042	0.1863	13.8917	0.4375	0.1000	0.1798
	16			0.4786	0.1077	0.1911		0.4601	0.1036	0.1839
	17			0.5619	0.1184	0.2065		0.5405	0.1137	0.1988
	18			0.6452	0.1268	0.2202		0.6208	0.1220	0.2125
	19			0.7286	0.1339	0.2315		0.7006	0.1286	0.2232
	20			0.8119	0.1387	0.2417		0.7809	0.1333	0.2327
	21			0.8952	0.1417	0.2494		0.8732	0.1375	0.2417
(3)	Tan.		13.982	1.0024	0.1434	0.2565	14.4185	0.9643	0.1393	0.2482

(1) Leading edge of notch profile.

(2) Upper and lower intersection of basic wing profile.

(3) Transition to constant depth section (Z_w 0.0309).

7-08-3

P/Models/15

WING DATA
'C-105 AIRCRAFT'

MAXIMUM PROFILE OF FAIRING

$$X_w = 6.8708$$

CODE	GEN. R No.	Y _w	5% NOTCH			8% NOTCH	
			DIST. L.E.	UPPER	LOWER	UPPER	LOWER
(1) L/E		13.6102	0	0.1030	0.1839	-	-
(2)		13.6465	0.0363	-	-	-	0.1869
			0.0774	0.1143	0.2000	-	0.1988
			0.0821	-	-	0.1042	-
			0.1399	0.1232	0.2131	0.1190	0.2131
(3)		13.8334	0.2232	0.1351	0.2298	0.1351	0.2298
(4)		13.9167	0.3065	0.1464	0.2458	0.1464	0.2458
			0.4315	0.1625	0.2684	0.1625	0.2684
			0.5565	0.1768	0.2893	0.1768	0.2893
			0.6815	0.1899	0.3077	0.1899	0.3077
			0.8083	0.2012	0.3250	0.2012	0.3250
			0.9315	0.2113	0.3399	0.2113	0.3399
			1.056	0.2196	0.3536	0.2196	0.3536
			1.223	0.2298	0.3690	0.2298	0.3690
			1.390	0.2381	0.3827	0.2381	0.3827
			1.556	0.2446	0.3928	0.2446	0.3928
			1.723	0.2494	0.4018	0.2494	0.4018
			1.890	0.2518	0.4077	0.2518	0.4074
			2.056	0.2530	0.4119	0.2530	0.4119
			2.223	0.2530	0.4131	0.2530	0.4131
			2.390	0.2518	0.4131	0.2518	0.4131
			2.556	0.2494	0.4113	0.2494	0.4113
			2.723	0.2470	0.4077	0.2470	0.4077
			2.890	0.2428	0.4024	0.2428	0.4024
			3.056	0.2375	0.3946	0.2375	0.3946
			3.223	0.2309	0.3857	0.2307	0.3857
			St. line to				
			7.223	-	0.1536	-	0.1536
			7.261	0.0667	-	0.0667	-

(1-2) Intersection of maximum profile with notch profile.

(3) Lower transition to common profile.

(4) Upper transition to common profile.

WING DATA
'C-105 AIRCRAFT'

TIP CONTOUREXTENDED LEADING EDGE - 5% CASE

CODE	GEN _R	NO	$X_w = 12.489$				$X_w = 12.405$			
			Y_w	DIST. L.E.	UPPER Z_w	LOWER Z_w	Y_w	DIST. L.E.	UPPER Z_w	LOWER Z_w
	L/E	23.034	0.000	-0.007	0.007	22.626	0.000	-0.008	0.008	
			0.001	-0.004	0.013		0.001	-0.005	0.011	
			0.003	-0.001	0.016		0.002	-0.004	0.012	
			0.005	0.001	0.018		0.002	-0.003	0.013	
			0.008	0.003	0.020		0.009	0.000	0.017	
			0.009	0.005	0.021		0.016	0.002	0.019	
			0.015	0.007	0.024		0.023	0.004	0.020	
			0.021	0.009	0.026		0.033	0.005	0.023	
			0.033	0.012	0.029		0.052	0.008	0.026	
			0.045	0.014	0.030		0.071	0.009	0.027	
			0.058	0.017	0.032		0.110	0.013	0.030	
			0.076	0.019	0.034		0.149	0.015	0.033	
			0.093	0.021	0.036		0.194	0.017	0.034	
			0.105	0.022	0.038		0.252	0.020	0.036	
	23.147		0.113	0.022	0.040		0.310	0.021	0.038	
			0.149	0.023	0.043		0.348	0.023	0.041	
			0.208	0.023	0.046	23.010	0.374	0.023	0.042	
							0.413	0.024	0.045	
							0.476	0.024	0.049	

WING DATA'C-105 AIRCRAFT'TIP CONTOURBASIC WING - 8% CASE

CODE	GEN _R	NO	$X_w = 12.489$			$X_w = 12.405$		
			Y_w	DIST. L.E.	Z_w UPPER LOWER	Y_w	DIST. L.E.	Z_w UPPER LOWER
L/E	23.061			0.0000	0.0000 0.0000	22.782	0.0000	0.0000 0.0000
				0.002	0.005 0.006		0.004	0.006 0.006
				0.004	0.008 0.008		0.009	0.008 0.009
				0.005	0.009 0.010		0.015	0.009 0.011
				0.008	0.010 0.012		0.020	0.011 0.013
				0.009	0.011 0.014		0.026	0.011 0.015
				0.011	0.012 0.015		0.031	0.012 0.016
				0.014	0.013 0.017		0.036	0.013 0.017
				0.017	0.014 0.018		0.046	0.015 0.020
				0.032	0.017 0.024		0.087	0.018 0.029
				0.048	0.019 0.030		0.127	0.020 0.033
	23.147			0.086	0.021 0.040	23.009	0.227	0.023 0.042

Date: 5/7/54
Issue: 2

P/Kodels/15

7-1-03

WING DATA

'C-105 AIRCRAFT'

DIRECTRIX 'A'

X = 2.375"
X_w = 2.381"
Y_{L.E.} = 4.366"
Chord = 18.605"

CODE	GEN. R NO.	Y _w	Z _w UPR.	Z _w LWR.
	L/E	4.366	0.000	0.000
	1	4.374	0.020	0.024
	2	4.383	0.028	0.033
	4	4.400	0.040	0.046
	5	4.409	0.045	0.051
	6	4.418	0.049	0.056
	7	4.435	0.055	0.064
	9	4.469	0.067	0.078
	11	4.573	0.089	0.110
	14	4.885	0.126	0.174
	17	5.196	0.146	0.220
	20	5.508	0.160	0.256
	23	5.820	0.169	0.288
	26	6.131	0.177	0.315
(3)	28-A	6.465	0.183	0.340
	31	6.728	0.187	0.358
	34	7.012	0.190	0.375
	37	7.295	0.193	0.390
	40	7.578	0.195	0.404
	43	7.862	0.197	0.416
	46	8.145	0.198	0.427
	49	8.429	0.199	0.436
	52	8.712	0.200	0.444
	55	8.995	0.200	0.451
	58	9.279	0.200	0.456
	61	9.562	0.200	0.460
	64	9.845	0.199	0.463
	67	10.129	0.198	0.465
	70	10.412	0.197	0.465
	73	10.696	0.196	0.465
	76	10.979	0.194	0.464
	79	11.262	0.192	0.462
	82	11.546	0.190	0.459
	85	11.829	0.187	0.456
	88	12.112	0.185	0.452
	91	12.396	0.182	0.448
		12.593	0.180	0.444
	94	12.679	0.178	0.442

Date: 5/7/54
Issue: 2

P/Models/15

7-1-03

WING DATA
'C-105 AIRCRAFT'

CODE	GEN.R NO.	Y_w	Z_w UPR.	Z_w LWR.
	97	12.963	0.175	0.436
	100	13.246	0.172	0.429
	103	13.529	0.168	0.422
	106	13.813	0.164	0.414
	109	14.096	0.160	0.405
	112	14.380	0.156	0.396
	115	14.663	0.151	0.386
	116-A	14.791	0.149	0.381
	118	14.966	0.147	0.374
	121	15.284	0.142	0.361
	124	15.603	0.137	0.347
	127	15.922	0.132	0.333
	130	16.241	0.127	0.319
	133	16.559	0.122	0.304
	136	16.878	0.117	0.290
	136-A	16.990	0.115	0.285
	139	17.303	0.110	0.271
	142	17.622	0.105	0.257
	145	17.941	0.099	0.243
	148	18.259	0.094	0.229
	151	18.578	0.089	0.214
	154	18.897	0.084	0.200
	R/S	19.188	0.079	0.187
(1)		20.346	0.061	0.136
(2)	T/E	22.971	0.019	0.019

Generating pattern defines straight line sections.

Main spar not a generator.

(1) Elevator hinge centre-line.

(2) 'Z' value normal to mean line.

(3) Pattern transition generator.

Date: 10/5/54
Issue: 2

P/Kodala/15

7-1-05

WING DATA

'C-105 AIRCRAFT'

DIRECTRIX 'B' 'INNER PANEL'

$I = 6.875"$
 $I_y = 6.892"$
 $Y_{L.E.} = 12.637"$
 $Z_{UPR} = 0.481"$
Chord = 11.225"

CODE	GEN. NO.	Y_w	Z_w UPR.	Z_w LWR.
	L/E	12.637	0.000	0.000
	1	12.643	0.012	0.014
	2	12.648	0.017	0.019
	3	12.653	0.021	0.024
	4	12.659	0.024	0.027
	5	12.664	0.027	0.030
	7	12.680	0.033	0.039
	9	12.701	0.040	0.047
	11	12.765	0.053	0.066
	14	12.956	0.075	0.105
	17	13.148	0.087	0.132
	20	13.339	0.095	0.155
	23	13.531	0.100	0.173
	26	13.722	0.104	0.189
(3)	28-A	13.927	0.107	0.205
	31	14.029	0.108	0.212
	34	14.139	0.110	0.219
	37	14.249	0.111	0.225
	40	14.358	0.112	0.231
	43	14.468	0.113	0.237
	46	14.578	0.113	0.242
	49	14.688	0.114	0.247
	52	14.798	0.115	0.251
	55	14.907	0.115	0.255
	58	15.017	0.116	0.259
	61	15.127	0.116	0.263
	64	15.237	0.117	0.266
	67	15.347	0.117	0.269
	70	15.456	0.117	0.271
	73	15.566	0.117	0.273
	76	15.676	0.118	0.275
		15.689	0.118	0.275
	79	15.786	0.118	0.277
	82	15.895	0.118	0.278
	85	16.005	0.118	0.279
	88	16.115	0.118	0.280
	91	16.225	0.117	0.280

Date: 10/5/54
Issue: 2

P/Models/15

7-1-05

CODE	GEN. NO.	Y_w	Z_w UPR.	Z_w LWR.
	94	16.335	0.117	0.280
	97	16.444	0.117	0.281
	100	16.554	0.117	0.280
	103	16.664	0.116	0.280
	106	16.774	0.116	0.279
	109	16.884	0.115	0.279
	112	16.993	0.115	0.278
	115	17.103	0.114	0.277
	116-A	17.153	0.114	0.276
	118	17.269	0.114	0.275
	121	17.481	0.112	0.272
	124	17.693	0.111	0.268
	127	17.906	0.109	0.264
	130	18.118	0.107	0.259
	133	18.330	0.104	0.254
	136	18.542	0.102	0.248
	136-A	18.616	0.101	0.246
	139	18.825	0.098	0.239
	142	19.037	0.096	0.231
	145	19.249	0.093	0.223
	148	19.462	0.089	0.215
	151	19.674	0.086	0.205
	154	19.886	0.083	0.196
	R/S	20.080	0.079	0.187
(1)			0.061	0.136
(2)	T/E	23.861	0.019	0.019

Generating pattern defines straight line sections.

- (1) Aileron hinge centre line.
- (2) 'Z' value normal to mean line.
- (3) Pattern transition generator.

Date: 7/5/54
Issue I

P/Models/15

WING DATA
C-105 AIRCRAFT

DIRECTrix 'B' 'OUTER PANEL'

X = 6.8739

X_w = 6.8907

Y_{L.E.} = 12.6352

Z_{wr} = 0.4807

Chord = 11.2232

<u>CODE</u>	<u>GEN.R NO.</u>	<u>Y_w</u>	<u>Z_w UPR.</u>	<u>Z_w LWR.</u>
	L/E	12.6352	0.00000	0.00000
1		12.6592	0.02500	0.02916
2		12.6892	0.03690	0.04345
4		12.7491	0.05118	0.06249
5		12.7789	0.05594	0.07023
6		12.8087	0.06011	0.07677
7		12.8383	0.06428	0.08332
8		12.8679	0.06725	0.08927
9		12.8973	0.07023	0.09463
10		12.9561	0.07558	0.1048
11		13.0145	0.07915	0.1143
12		13.0726	0.08332	0.1226
13		13.1303	0.08630	0.1297
14		13.2448	0.09106	0.1440
15		13.3580	0.09522	0.1565
16		13.4701	0.09820	0.1678
17		13.7988	0.1053	0.1958
18		14.1141	0.1113	0.2172
19		14.4254	0.1125	0.2345
20		14.7242	0.1143	0.2488
21		15.0139	0.1155	0.2589
22		15.2949	0.1167	0.2672
23		15.5677	0.1172	0.2732
24		15.8325	0.1178	0.2773
25		16.0897	0.1172	0.2797
26		16.3397	0.1172	0.2803
27		16.5827	0.1167	0.2803
28		16.8189	0.1155	0.2791
29		17.0488	0.1149	0.2773
30		17.2726	0.1137	0.2750
31		17.4904	0.1119	0.2720
32		17.7026	0.1107	0.2684
33		17.9093	0.1089	0.2642
34		18.1108	0.1065	0.2595
35		18.3072	0.1048	0.2541
36		18.4988	0.1024	0.2488
37		18.6856	0.09998	0.2434
38		18.8679	0.09760	0.2369

<u>CODE</u>	<u>GEN. R NO.</u>	<u>Y_w</u>	<u>Z_w UPR.</u>	<u>Z_w LWR.</u>
	39	19.0460	6.111 0.09522	0.2309
	40	19.2198	6.384 0.09284	0.2244
	41	19.3895	6.765 0.09046	0.2172
	42	19.5553	7.160 0.08749	0.2101
	Sym. Tan.	19.6638	7.529 0.08606	0.2056
(1)		21.3577	8.782 0.05969	0.1344
(2)	T/E	23.8575	11.225 0.01905	0.01905

Generating pattern defines straight line sections.

(1) Aileron hinge centre line.

(2) 'Z' value measured normal to mean line.

Date: 16/12/54
Issue: 1

P/Models/15

7-1-05-2

WING DATA
C-105 AIRCRAFT

DIRECTRIX 'B' - 'OUTER PANEL'

WING EXTENSION

$X_F = 6.875$
 $X_W = 6.892$
 $Y_{L.E.} = 11.515$
 $Z_{WR} = 0.481$
Chord = 12.348

CODE	GEN. R NO.	Y_W	Z_W UPR.	$-Z_W$ LWR.
(3)	L/E	11.515	-0.022	0.022
	52	11.519	-0.012	0.033
	54	11.536	-0.001	0.047
	56	11.577	+0.013	0.065
	58	11.619	0.022	0.076
	60	11.661	0.028	0.085
	62	11.702	0.034	0.032
	64	11.765	0.040	0.102
	66	11.848	0.047	0.112
	68	11.931	0.053	0.120
	70	12.056	0.060	0.130
	72	12.223	0.068	0.141
	74	12.390	0.074	0.149
	76	12.556	0.079	0.155
	78	12.765	0.085	0.162
	80	13.015	0.090	0.168
	82	13.265	0.096	0.175
	83	13.390	0.098	0.179
	84	13.515	0.100	0.183
	85	13.640	0.103	0.188
	86	13.765	0.105	0.195
(4)		13.927	0.107	0.205
	18	14.119	0.112	0.218
	19	14.428	0.112	0.235
	20	14.727	0.114	0.249
	21	15.016	0.116	0.259
	22	15.297	0.117	0.267
	23	15.570	0.117	0.273
	24	15.835	0.118	0.278
	25	16.092	0.118	0.280
	26	16.342	0.117	0.281
	27	16.585	0.117	0.280
	28	16.822	0.116	0.279
	29	17.052	0.115	0.277
	30	17.275	0.114	0.275
	31	17.493	0.112	0.272
	32	17.705	0.110	0.268
	33	17.912	0.109	0.264

Date: 16/12/54
Issue: 1

P/Models/15

7-1-05-2

CODE	GEN. R NO.	Y_w	Z_w UPR.	$-Z_w$ LWR.
	34	18.114	0.107	0.259
	35	18.310	0.105	0.254
	36	18.502	0.103	0.249
	37	18.689	0.100	0.243
	38	18.871	0.098	0.237
	39	19.049	0.095	0.231
	41	19.393	0.090	0.217
	42	19.558	0.088	0.210
(1)		20.997	0.065	0.146
(2)	T/E	23.862	0.019	0.019

Generating pattern defines straight line section

- (1) Aileron Hinge Centre-Line
- (2) 'Z' Value normal to mean line
- (3) Leading edge of extension
- (4) Transition to basic profile (Line 10).

$$X_F = 6.875$$

Date: 7/5/54
Issue: 2

P/Models/15

7-1-07

WING DATA

C-105 AIRCRAFT

DIRECTRIX 'C' 'OUTER PANEL'

X = 12.500
X_w = 12.531
Y_{L.E.} = 22.977
Z_{wr} = .874
Chord = 2.000

CODE	GEN. R NO.	Y _w	Z _w UPR.	Z _w LWR.
	L/E	22.977	0.000	0.000
	1	22.981	0.005	0.006
	2	22.987	0.007	0.008
	3	22.992	0.009	0.010
	4	22.998	0.010	0.012
	5	23.003	0.011	0.013
	6	23.009	0.012	0.015
	7	23.014	0.012	0.016
	8	23.020	0.013	0.017
	9	23.025	0.014	0.018
	10	23.036	0.015	0.020
	11	23.047	0.015	0.022
	12	23.058	0.016	0.023
	13	23.068	0.017	0.025
	14	23.090	0.018	0.028
	15	23.111	0.019	0.030
	16	23.131	0.019	0.032
	17	23.192	0.021	0.037
	18	23.251	0.022	0.041
	19	23.308	0.023	0.045
	20	23.363	0.023	0.047
	21	23.417	0.023	0.049
	22	23.469	0.024	0.051
	23	23.519	0.024	0.052
	24	23.568	0.024	0.052
	25	23.616	0.024	0.053
	26	23.662	0.024	0.053
	27	23.707	0.024	0.053
	28	23.751	0.024	0.053
	29	23.793	0.024	0.052
	30	23.835	0.023	0.052
	31	23.875	0.023	0.051
	32	23.914	0.023	0.051
	33	23.952	0.023	0.050
	34	23.990	0.022	0.049
	35	24.026	0.022	0.048

Date: 7/5/54
Issue: 1

P/Models/15 7-1-07

CODE	GEN. R NO.	Y _w	Z _w UPR.	Z _w LWR.
	36	24.061	0.022	0.047
	37	24.096	0.021	0.046
	38	24.130	0.021	0.045
	39	24.163	0.021	0.044
	40	24.195	0.020	0.042
	41	24.226	0.020	0.041
	42	24.257	0.019	0.040
(1)	Sym. Tan.	24.277	0.019	0.039
(2)	T/E	24.977	0.008	0.008

Generating pattern defines straight line sections.

- (1) Aileron Hinge Centre-Line.
- (2) 'Z' Value measured normal to mean line.

Date: 6/12/54
Issue: 1

P/Models/15

7-1-07-2

WING DATA

IC-105 AIRCRAFT

DIRECTRIX 'C' - OUTER PANEL

LEADING EDGE EXTENSION

X_F = 12.500"
X_w = 12.531"
Y_{L.E.} = 22.769"
Z_{wr} = 0.874"
Chord = 2.208"

CODE	GEN. R NO.	Y _w	Z _w UPR.	-Z _w LWR.
(3)	L/E	22.769	-0.007	0.007
	52	22.770	-0.005	0.010
	54	22.773	-0.003	0.012
	56	22.781	-0.000	0.016
	58	22.788	+0.001	0.017
	60	22.796	0.003	0.019
	62	22.804	0.004	0.021
	64	22.816	0.005	0.022
	66	22.831	0.007	0.023
	68	22.846	0.008	0.025
	70	22.869	0.010	0.026
	72	22.900	0.012	0.028
	74	22.931	0.013	0.029
	76	22.962	0.015	0.030
	78	23.000	0.016	0.031
	80	23.047	0.017	0.032
	82	23.093	0.019	0.033
	83	23.116	0.019	0.034
	84	23.139	0.020	0.035
	85	23.162	0.020	0.036
	86	23.185	0.021	0.037
(4)		23.215	0.021	0.039
	18	23.251	0.022	0.041
	19	23.308	0.023	0.045
	20	23.363	0.023	0.047
	21	23.417	0.023	0.049
	22	23.469	0.024	0.051
	23	23.519	0.024	0.052
	24	23.568	0.024	0.052
	25	23.616	0.024	0.053
	26	23.662	0.024	0.053
	27	23.707	0.024	0.053
	28	23.751	0.024	0.053
	29	23.793	0.024	0.052
	30	23.835	0.023	0.052
	31	23.875	0.023	0.051

Date: 6/12/54
Issue: 1

P/Models/15

7-1-07-1

CODE	GEN. R NO.	Y _w	Z _w UPR.	-Z _w LWR.
	32	23.914	0.023	0.051
	33	23.952	0.023	0.050
	34	23.990	0.022	0.049
	35	24.026	0.022	0.048
	36	24.061	0.022	0.047
	37	24.096	0.021	0.046
	38	24.130	0.021	0.045
	39	24.163	0.021	0.044
	40	24.195	0.020	0.042
	41	24.226	0.020	0.041
	42	24.257	0.019	0.040
(1)	Sym. Tan.	24.277	0.019	0.039
(2)	T/E	24.977	0.008	0.008

Generating pattern defines straight line sections.

- (1) Aileron Hinge Centre-Line.
- (2) 'Z' value measured normal to mean line.
- (3) Leading edge of extension.
- (4) Transition to basic profile (Line 10).

Date: 22/9/54
Issue: 7

P/Models/15

7-1-1

WING DATA

'C-105 AIRCRAFT'

CHORD PLANE DATA

MAIN WING

NO.	DESCRIPTION	TRIG. FUNCTION	COORDINATE DATA			
			ROOT		T/JOINT	
1	Leading Edge 61° 23' 38.29"	Tan 1.8336 7036	X _w	0.000	6.892	
		Sin 0.8779 3257	Y _w	0.000	12.637	
		Cos 0.4787 8429	Z _w	0.000	0.000	
2	Pattern Transition 58° 50' 43.10"	Tan 1.6541 4675	X _w	0.000	6.892	
		Sin 0.8557 7362	Y _w	2.527	13.927	
		Cos 0.5173 5048	Z _w	0.000	0.000	
5-A	Pattern Transition 27° 38' 1.27"	Tan 0.5235 3625	X _w	0.000	6.892	
		Cos 0.8859 3103	Y _w	13.545	17.153	
		Sin 0.4638 1701	Z _w	0.000	0.000	
5-C	Tan. Generator 13° 41' 29.70"	Tan 0.2436 1809	X _w	0.000	6.892	
		Cos 0.9715 8390	Y _w	17.988	19.667	
		Sin 0.2366 9541	Z _w	0.000	0.000	
6	Rear Spar	Parallel to	X _w	0.000	6.892	
		Trailing edge	Y _w	18.717	20.080	
			Z _w	0.000	0.000	
7	Elevator Hinge	Parallel to	X _w	0.000	6.892	
		Trailing edge	Δ Y _w	19.875	21.237	
			Z _w	0.000	0.000	
8	Trailing Edge 11° 10' 52.51"	Tan 0.1976 6532	X _w	0.000	6.892	
		Cos 0.9810 1866	Y _w	22.500	23.862	
		Sin 0.1939 1337	Z _w	0.000	0.000	

KEY Angles represent sweep

Δ This T/E value (2.625") constant to X_w = 7.518" (elevator tip).

Date: 9/9/54
Issue: 2

P/Modela/15

7-1-2

WING DATA
'C-105 AIRCRAFT'

CHORD PLANE DATA

OUTER PANEL

NO.	DESCRIPTION	TRIG. FUNCTION	CO-ORDINATE DATA			
			T/JOINT		DIR. C.	
1	Leading Edge 61° 23' 3.89" 38.24"	Tan 1.8336 7036	X _w	6.892	12.531	
		Sin .8779 3257	Y _w	12.637	22.977	
		Cos .4787 8429	Z _w	0.000	0.000	
9	Tangency Line 39° 16' 3.29"	Tan .8175 4607	X _w	6.892	12.531	
		Sin .6329 4291	Y _w	19.667	24.277	
		Cos .7741 9847	Z _w	0.000	0.000	
9-A	Aileron Hinge C 30° 11' 15.86"	Tan .5817 2748	X _w	6.892	12.531	
		Sin .5028 3500	Y _w	20.997	24.277	
		Cos .8643 8242	Z _w	0.000	0.000	
8	Trailing Edge 11° 10' 52.51"	Tan .1976 6532	X _w	6.892	12.531	
		Sin .1939 1337	Y _w	23.862	24.977	
		Cos .9810 1866	Z _w	0.000	0.000	

KEY Angles Represent Sweep

X_w Spanwise value
Y_w Chordwise value
Z_w Vertical value

Date: 24/3/54
Issue: 3

P/Models/15

7-1-3

WING DATA
'C-105 AIRCRAFT'

PROJECTED CHORD PLANE DATA

MAIN WING

NO.	DESCRIPTION	TRIG. FUNCTION	COORDINATE DATA				
			ROOT		T/JOINT		
1	Leading Edge 61° 27' 9.60"	Tan	1.8381	4800	X _{WR}	0.000	6.875
		Sin	.8784	2263	Y _{WR}	0.000	12.637
		Cos	.4778	8459	Z _{WR}	0.000	- 0.481
2	Front Spar 58° 54' 25.70"	Tan	1.6581	8603	X _{WR}	0.000	6.875
		Sin	.8563	3143	Y _{WR}	2.527	13.927
		Cos	.5164	2662	Z _{WR}	0.000	- 0.481
3	Aerodynamic 1/4 Chord 55°	Tan	1.4281	4800	X _{WR}	0.000	6.875
		Sin	.8191	5204	Y _{WR}	5.625	15.443
		Cos	.5735	7644	Z _{WR}	0.000	- 0.481
4	Main Spar 34° 32' 1.42"	Tan	.6881	48000	X _{WR}	0.000	6.875
		Cos	.8237	9264	Y _{WR}	10.958	15.689
		Sin	.5668	9126	Z _{WR}	0.000	- 0.481
5-A	Centre Spar 'Fwd'	Tan	.5248	14667	X _{WR}	0.000	6.875
		Cos	.8854	6544	Y _{WR}	13.545	17.153
		Sin	.4647	0524	Z _{WR}	0.000	- 0.481
5-B	Centre Spar 'Aft'	Tan	.3614	81333	X _{WR}	0.000	6.875
		Cos	.9404	4261	Y _{WR}	16.131	18.616
		Sin	.3399	5245	Z _{WR}	0.000	- 0.481
6	Rear Spar 11° 12' 28.31"	Parallel to trailing edge			X _{WR}	0.000	6.875
					Y _{WR}	18.717	20.080
					Z _{WR}	0.000	- 0.481
7	Elevator Hinge 11° 12' 28.31"	" "			X _{WR}	0.000	6.875
					A Y _{WR}	19.875	21.237
					Z _{WR}	0.000	- 0.481
8	Trailing Edge 11° 12' 28.31"	Tan	.1981	48000	X _{WR}	0.000	6.875
		Cos	.9809	2847	Y _{WR}	22.500	23.862
		Sin	.1943	6901	Z _{WR}	0.000	- 0.481

KEY Angles represent sweep Anhedral 4°

A This T/E value (2.625") constant to X_{WR} = 7.500" (elevator tip)

X_{WR} Spanwise value (fuselage system)

Y_{WR} Chordwise value (fuselage system)

Z_{WR} Vertical value (fuselage system)

Date: 13/9/54
Issue: 5

P/Models/15 7-1-6

WING DATA
'G-105 AIRCRAFT'

Buttock Cut: $X_p = 0.000"$
Fuselage System: $X_w = 0.000"$
 $Y_{L.E.} = 0.000"$
 $Z_{WT} = 0.000"$
Chord = 22.500"

CODE	GEN. R NO.	UPPER		LOWER	
		Y_w	Z_w'	Y_w	Z_w'
	L/E	0.000	0.000	0.000	0.000
	1	0.007	0.024	0.014	0.029
	2	0.016	0.034	0.026	0.041
	3	0.026	0.042	0.037	0.048
	4	0.035	0.049	0.049	0.055
	5	0.045	0.054	0.060	0.062
	7	0.075	0.067	0.093	0.078
	9	0.115	0.081	0.137	0.095
	11	0.236	0.109	0.267	0.314
	14	0.606	0.153	0.651	0.211
	17	0.978	0.178	1.033	0.266
	20	1.351	0.195	1.413	0.310
	23	1.725	0.207	1.792	0.348
	26	2.100	0.216	2.170	0.381
(3)	28-A	2.501	0.224	2.575	0.411
	31	2.849	0.229	2.924	0.435
	34	3.224	0.233	3.300	0.457
	37	3.600	0.237	3.676	0.477
	40	3.975	0.240	4.052	0.495
	43	4.350	0.242	4.427	0.510
	46	4.726	0.243	4.802	0.524
	49	5.101	0.244	5.177	0.535
	52	5.477	0.245	5.551	0.545
	55	5.853	0.245	5.926	0.553
	58	6.228	0.245	6.300	0.559
	61	6.604	0.244	6.674	0.564
	64	6.980	0.243	7.047	0.567
	67	7.355	0.242	7.421	0.568
	70	7.731	0.240	7.794	0.567
	73	8.107	0.238	8.168	0.565
	76	8.483	0.235	8.541	0.563
	79	8.859	0.232	8.914	0.559
	82	9.235	0.228	9.287	0.555
	85	9.610	0.225	9.660	0.549
	88	9.986	0.221	10.034	0.543
	91	10.362	0.216	10.407	0.536
	94	10.738	0.211	10.780	0.527
	97	11.114	0.206	11.153	0.518
	100	11.490	0.201	11.526	0.508
	103	11.866	0.195	11.899	0.497
	106	12.241	0.190	12.272	0.485
	109	12.617	0.184	12.645	0.472
	112	12.993	0.117	13.019	0.458

Date: 13/9/54
Issue: 5

P/Models/15 7-1-6

CODE	GEN. NO.	UPPER		LOWER	
		Y_w	Z_w	Y_w	Z_w
	115	13.369	0.171	13.392	0.443
	116-A	13.539	0.168	13.561	0.436
	118	13.744	0.165	13.765	0.426
	121	14.120	0.156	14.139	0.408
	124	14.495	0.151	14.513	0.388
	127	14.871	0.144	14.886	0.369
	130	15.246	0.138	15.260	0.350
	133	15.621	0.131	15.634	0.332
	136	15.997	0.125	16.008	0.313
	136-A	16.128	0.122	16.139	0.307
	139	16.497	0.116	16.507	0.289
	142	16.873	0.110	16.881	0.271
	145	17.248	0.103	17.255	0.254
	148	17.623	0.097	17.629	0.237
	151	17.998	0.091	18.004	0.220
	154	18.374	0.085	18.378	0.203
	R/S	18.716	0.080	18.720	0.188
(2)	T/E	22.499	0.019	22.501	0.019

Generating Pattern defines straight line sections.

Front and Main Spars not generators.

(2) 'Z' value measured in plane of fuselage buttock.

(3) Pattern transition generator.

$$X_F = 0.000$$

Date: 23/9/54
Issue: 3

P/Models/15

7-1-6

'WING DATA'

'C-105 AIRCRAFT'

Buttock Out: X_F = 1.271"
Fuselage System: X_W = 1.274"
 $Y_{L.E.}$ = 2.336"
 Z_{WF} = 0.089"
Chord = 20.416"

CODE	GEN. R NO.	UPPER		LOWER	
		Y_W	Z_W	Y_W	Z_W
	L/E	2.336	0.000	2.336	0.000
	1	2.343	0.022	2.349	0.026
	2	2.351	0.031	2.360	0.037
	3	2.360	0.038	2.370	0.044
	4	2.368	0.044	2.380	0.050
	5	2.377	0.049	2.391	0.056
	7	2.404	0.061	2.421	0.071
	9	2.440	0.073	2.461	0.086
	11	2.551	0.098	2.579	0.121
	14	2.887	0.139	2.928	0.191
	17	3.226	0.161	3.275	0.241
	20	3.565	0.176	3.621	0.282
	23	3.905	0.187	3.965	0.316
	26	4.246	0.195	4.309	0.345
	28-A	4.611	0.202	4.678	0.373
	31	4.914	0.206	4.981	0.394
	34	5.240	0.210	5.308	0.413
	37	5.566	0.214	5.635	0.431
	40	5.892	0.216	5.962	0.446
	43	6.218	0.218	6.288	0.460
	46	6.545	0.219	6.614	0.472
	49	6.871	0.220	6.939	0.482
	52	7.198	0.221	7.265	0.491
	55	7.524	0.222	7.590	0.498
	58	7.851	0.221	7.915	0.504
	61	8.178	0.221	8.240	0.508
	64	8.504	0.220	8.565	0.511
	67	8.831	0.219	8.890	0.512
	70	9.158	0.217	9.214	0.512
	73	9.484	0.215	9.539	0.511
	76	9.811	0.213	9.863	0.510
	79	10.138	0.211	10.188	0.507
	82	10.464	0.208	10.512	0.504
	85	10.791	0.205	10.837	0.499
	88	11.118	0.202	11.161	0.494
	91	11.445	0.198	11.485	0.488
	94	11.771	0.194	11.810	0.482
	97	12.098	0.190	12.134	0.474

Date: 23/9/54
Issue: 3

P/Model 15

7-1-6

CODE	GEN. R NO.	UPPER		LOWER	
		Y_w	Z_w	Y_w	Z_w
	100	12.425	0.186	12.458	0.466
	103	12.751	0.181	12.782	0.457
	106	13.078	0.176	13.107	0.447
	109	13.405	0.171	13.431	0.436
	112	13.731	0.166	13.755	0.425
	115	14.058	0.161	14.080	0.412
	116-A	14.206	0.158	14.226	0.406
	118	14.395	0.155	14.415	0.398
	121	14.740	0.149	14.758	0.383
	124	15.086	0.144	15.102	0.376
	127	15.431	0.138	15.446	0.350
	130	15.776	0.132	15.790	0.334
	133	16.122	0.126	16.134	0.317
	136	16.467	0.120	16.478	0.301
	136-A	16.587	0.118	16.598	0.295
	139	16.927	0.113	16.936	0.280
	142	17.272	0.107	17.280	0.264
	145	17.618	0.101	17.625	0.248
	148	17.963	0.096	17.969	0.233
	151	18.308	0.090	18.313	0.217
	154	18.653	0.085	18.657	0.202
	R/S	18.968	0.080	18.972	0.188
	T/E	22.751	0.019	22.752	0.019

Generating pattern defines straight line sections.

Date: 22/9/54
Issue: 2

P/Models/15 7-1-6

WING DATA
'C-105 AIRCRAFT'

Buttock Cut X_p = 1.792
Fuselage System X_w = 1.796
 $Y_{L.E.}$ = 3.293
 Z_{wr} = 0.125
Chord = 19.561

CODE	GEN-R NO.	UPPER		LOWER	
		Y_w	Z_w	Y_w	Z_w
	L/E	3.293	0.000	3.293	0.000
	1	3.300	0.021	3.306	0.025
	2	3.308	0.030	3.316	0.035
	3	3.316	0.036	3.326	0.042
	4	3.324	0.042	3.336	0.048
	5	3.333	0.047	3.344	0.054
	7	3.359	0.058	3.375	0.068
	9	3.393	0.070	3.412	0.078
	11	3.449	0.094	3.523	0.116
	14	3.822	0.133	3.862	0.183
	17	4.147	0.154	4.194	0.231
	20	4.472	0.169	4.526	0.270
	23	4.799	0.179	4.856	0.303
	26	5.125	0.187	5.186	0.331
	28-A	5.476	0.193	5.539	0.357
	31	5.760	0.197	5.824	0.377
	34	6.066	0.201	6.131	0.395
	37	6.372	0.204	6.438	0.411
	40	6.678	0.206	6.744	0.426
	43	6.984	0.208	7.050	0.438
	46	7.290	0.210	7.356	0.450
	49	7.597	0.211	7.662	0.460
	52	7.903	0.211	7.967	0.469
	55	8.210	0.212	8.272	0.475
	58	8.516	0.211	8.577	0.481
	61	8.822	0.211	8.882	0.485
	64	9.127	0.210	9.187	0.488
	67	9.436	0.209	9.492	0.490
	70	9.742	0.208	9.797	0.490
	73	10.049	0.206	10.101	0.489
	76	10.355	0.204	10.406	0.488
	79	10.662	0.202	10.710	0.486
	82	10.968	0.200	11.014	0.483
	85	11.275	0.197	11.319	0.479
	88	11.582	0.194	11.623	0.474
	91	11.888	0.191	11.927	0.469
	94	12.195	0.187	12.232	0.463
	100	12.808	0.179	12.840	0.449
	103	13.115	0.175	13.144	0.440
	106	13.421	0.171	13.457	0.431

Date: 22/9/54
Issue: 2

P/Models/15 7-1-6

CODE	GEN. NO.	UPPER		LOWER	
		Y_w	Z_w^0	Y_w	Z_w^0
	109	13.728	0.164	13.753	0.422
	112	14.034	0.161	14.057	0.411
	115	14.341	0.156	14.362	0.400
	116-A	14.479	0.154	14.499	0.394
	118	14.662	0.151	14.681	0.387
	121	14.995	0.146	15.012	0.372
	124	15.328	0.141	15.344	0.357
	127	15.661	0.135	15.678	0.342
	130	15.994	0.130	16.007	0.327
	133	16.327	0.124	16.338	0.311
	136	16.659	0.119	16.670	0.296
	136-A	16.776	0.117	16.786	0.291
	139	17.103	0.111	17.112	0.276
	142	17.436	0.106	17.444	0.267
	145	17.769	0.101	17.776	0.246
	148	18.102	0.095	18.108	0.231
	151	18.435	0.090	18.440	0.216
	154	18.767	0.084	18.772	0.201
	R/S	19.071	0.080	19.075	0.188
	T/E	22.854	0.019	22.856	0.019

Generating Pattern defines straight line sections.

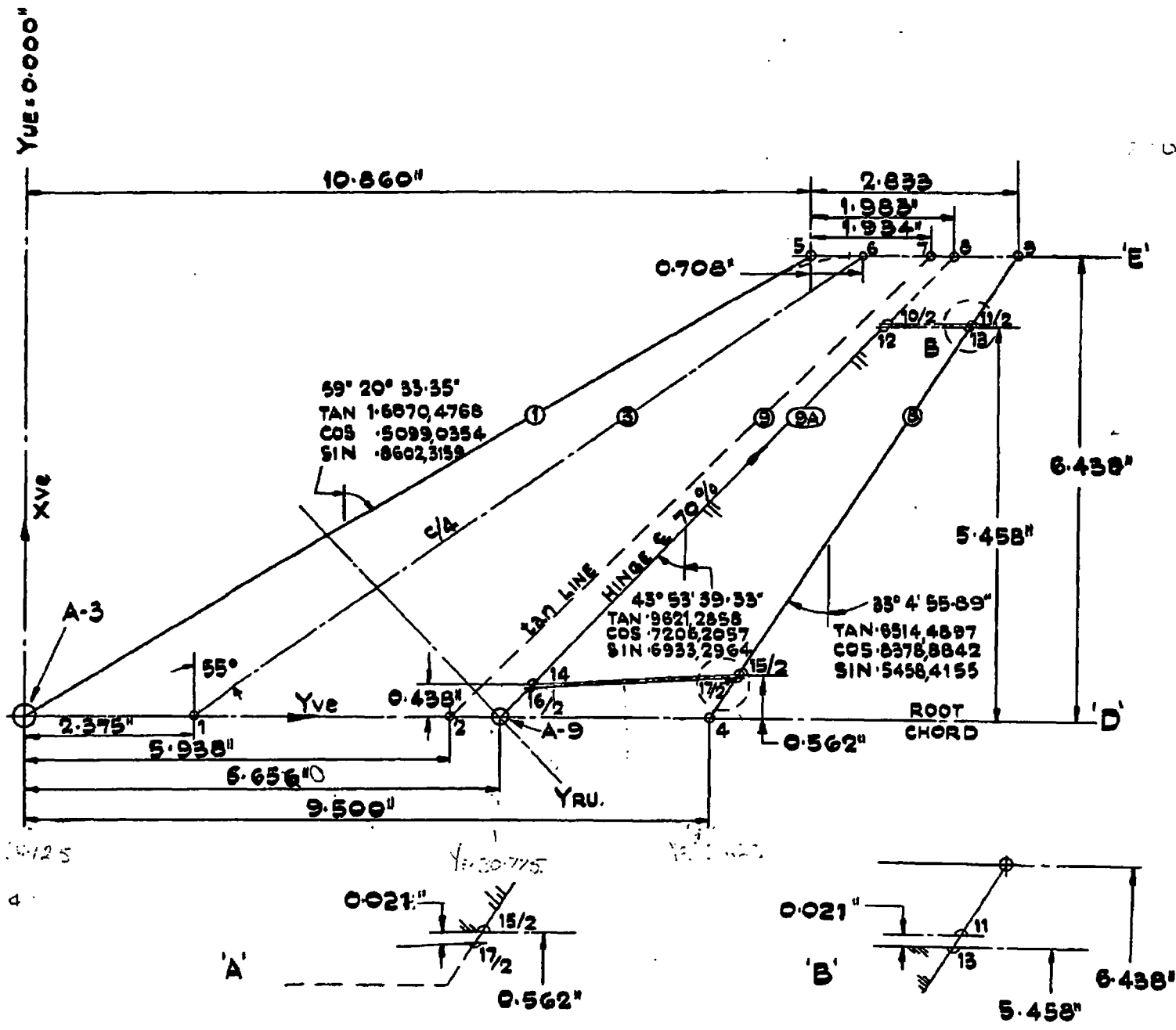
$$I_p = 1.792''$$

DATE: 28TH JAN 55.
 E-15.

GENERATING PATTERN
 DESCRIBED ON SHT. 9-02

VERTICAL TAIL
 C-105 AIRCRAFT.

P/Models/15 9



DATE: 16TH DEC '54.

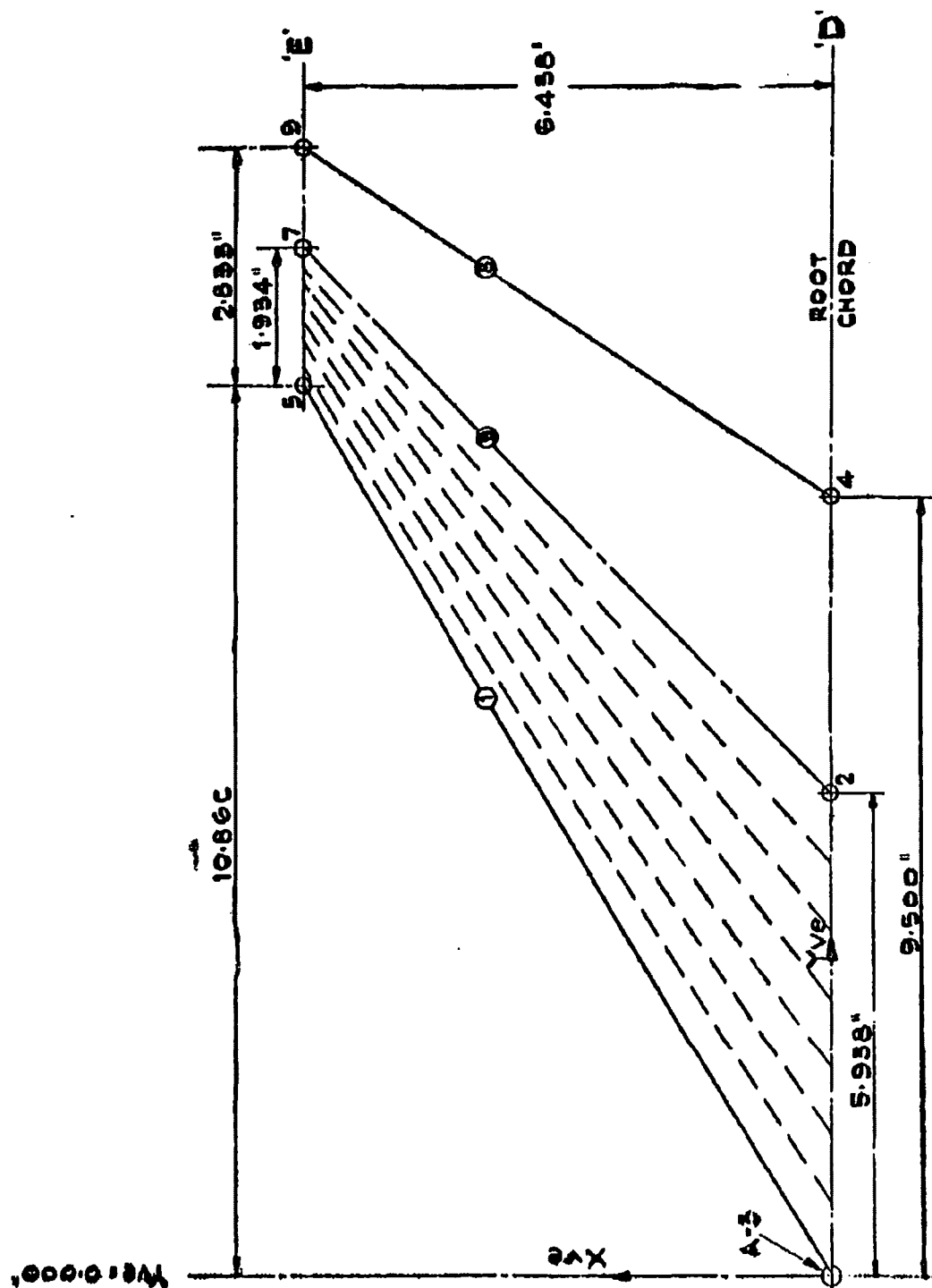
VERTICAL TAIL

P/MODELS/15. 9-02

FILE: 11.

C105 AIRCRAFT.

RULED SURFACE PATTERN
FOR ANGULARITY SEE 9-1-1.



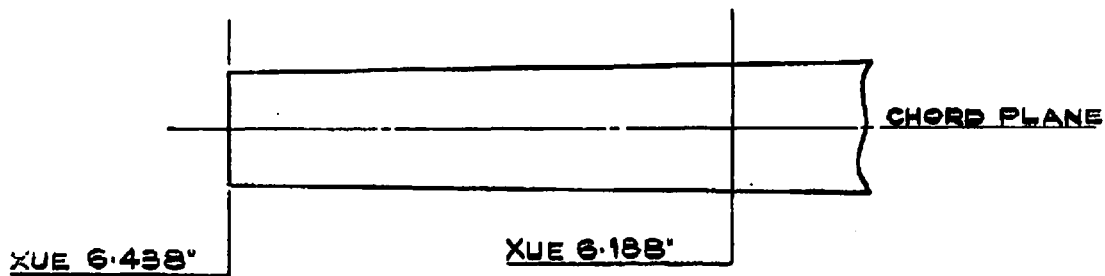
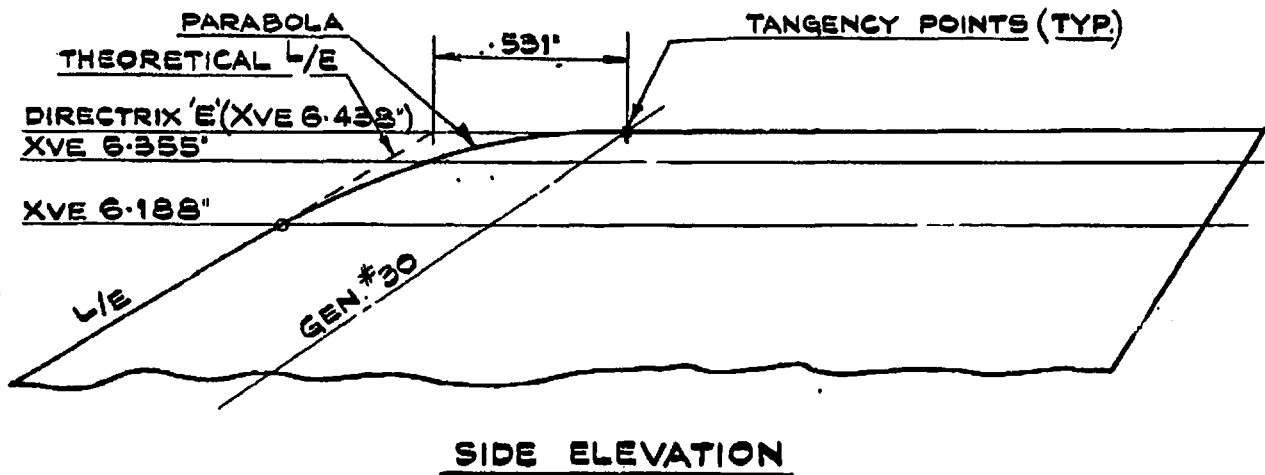
DATE:- 21ST JAN '55.

VERTICAL TAIL

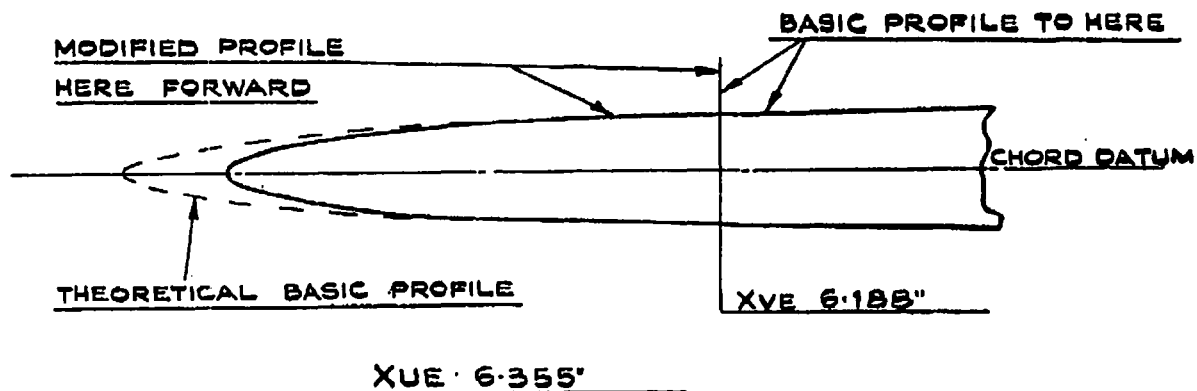
P/MODELS/15 9-07

ISSUE:- 1

C-105 AIRCRAFT 'TIP CONTOUR'



TRUE VIEW ON GENERATOR #30 (TYPICAL OF ALL GENERATORS AFT OF GENERATOR #30)



NOTE:- XVE SECTIONS RETAIN BASIC PROFILES F'W'D. TO GEN.30 - MODIFIED F'W'D BY FORESHORTENING STATION VALVES IN THE PROPORTION OF L/E CURVE TO THEORETICAL L/E & RETAINING 'Z' VALVES.

Date: 21/10/54
Issue: 2

P/Models/15

9-1-03

VERTICAL TAIL

'C-105 AIRCRAFT'

DIRECTRIX 'D'

$X_{ve} = 0.000"$
Chord = 9.500"

CODE	GEN. R NO.	X_{ve}	Z_{ve}
	I/E	0.000	0.000
	1	0.005	0.013
	2	0.010	0.018
	3	0.047	0.039
	4	0.119	0.060
	5	0.237	0.082
	6	0.475	0.110
	7	0.712	0.129
	8	0.950	0.143
	9	1.187	0.154
	10	1.425	0.163
	11	1.662	0.170
	12	1.900	0.176
	13	2.137	0.181
	14	2.375	0.185
	15	2.612	0.187
	16	2.850	0.189
	17	3.087	0.190
	18	3.325	0.190
	19	3.562	0.189
	20	3.800	0.188
	21	4.037	0.185
	22	4.275	0.182
	23	4.512	0.179
	24	4.750	0.174
	25	4.987	0.169
	26	5.225	0.163
	27	5.462	0.157
	28	5.700	0.149
(1)	Tang'cy.	5.937	0.141
(2)		6.650	0.117
	T/E	9.500	0.019

Generating pattern defines straight line sections.

- (1) Flat plane tangency.
- (2) Rudder hinge centre line.

Date: 17/11/54
Issue: 1

P/Geom/12 9-1-7

VERTICAL TAIL

'C-105 AIRCRAFT'

X_{ve} Cut

X_{ve} = 3.219

Y_{L.E.} = 5.431

Chord = 6.167

<u>GEN.R NO.</u>	<u>Y_{ve} L.E.</u>	<u>Z_{ve}</u>
L.E.	0.000	0.000
1	0.030	0.025
2	0.048	0.031
3	0.065	0.036
4	0.082	0.040
5	0.099	0.044
6	0.117	0.047
7	0.134	0.050
9	0.169	0.055
13	0.237	0.064
17	0.305	0.071
21	0.506	0.086
24	0.702	0.097
27	0.893	0.104
30	1.080	0.110
33	1.263	0.115
36	1.442	0.118
39	1.616	0.120
42	1.787	0.122
45	1.954	0.123
48	2.118	0.123
51	2.278	0.123
54	2.435	0.122
57	2.589	0.121
60	2.739	0.119
63	2.887	0.117
66	3.031	0.115
69	3.172	0.112
72	3.311	0.109
75	3.447	0.106
81	3.625	0.101
87	3.755	0.097
92	3.861	0.093
95	3.924	0.091
Tan	3.936	0.091
	4.317	0.078
T.E.	6.167	0.014

Date: 6/12/54
Issue: 3

VERTICAL TAIL

P/Geom/32 9-1-05

'C-105 AIRCRAFT'

DIRECTRIX 'E'

$$X_{ve} = 6.438$$

$$\text{Chord} = 2.833$$

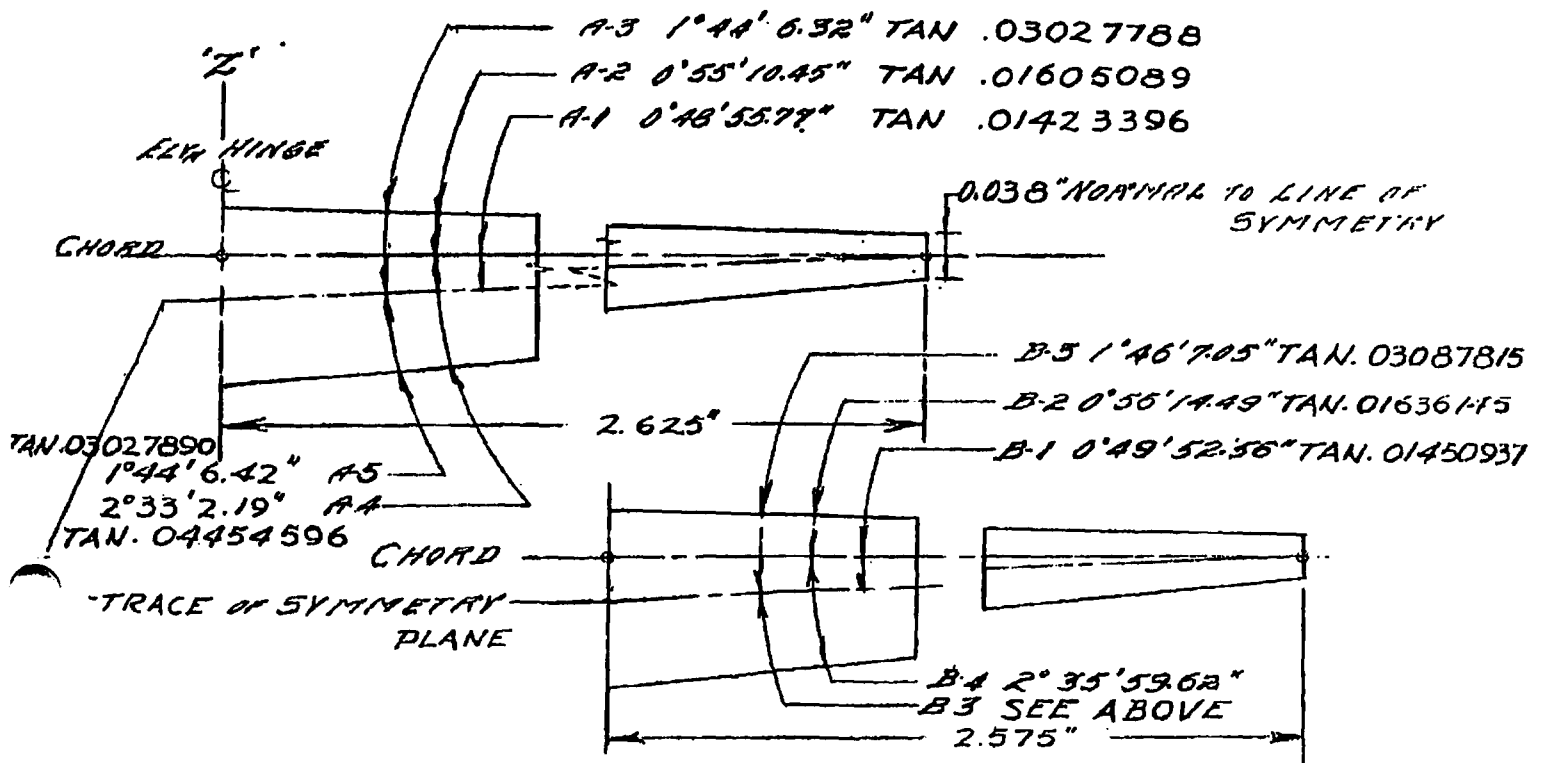
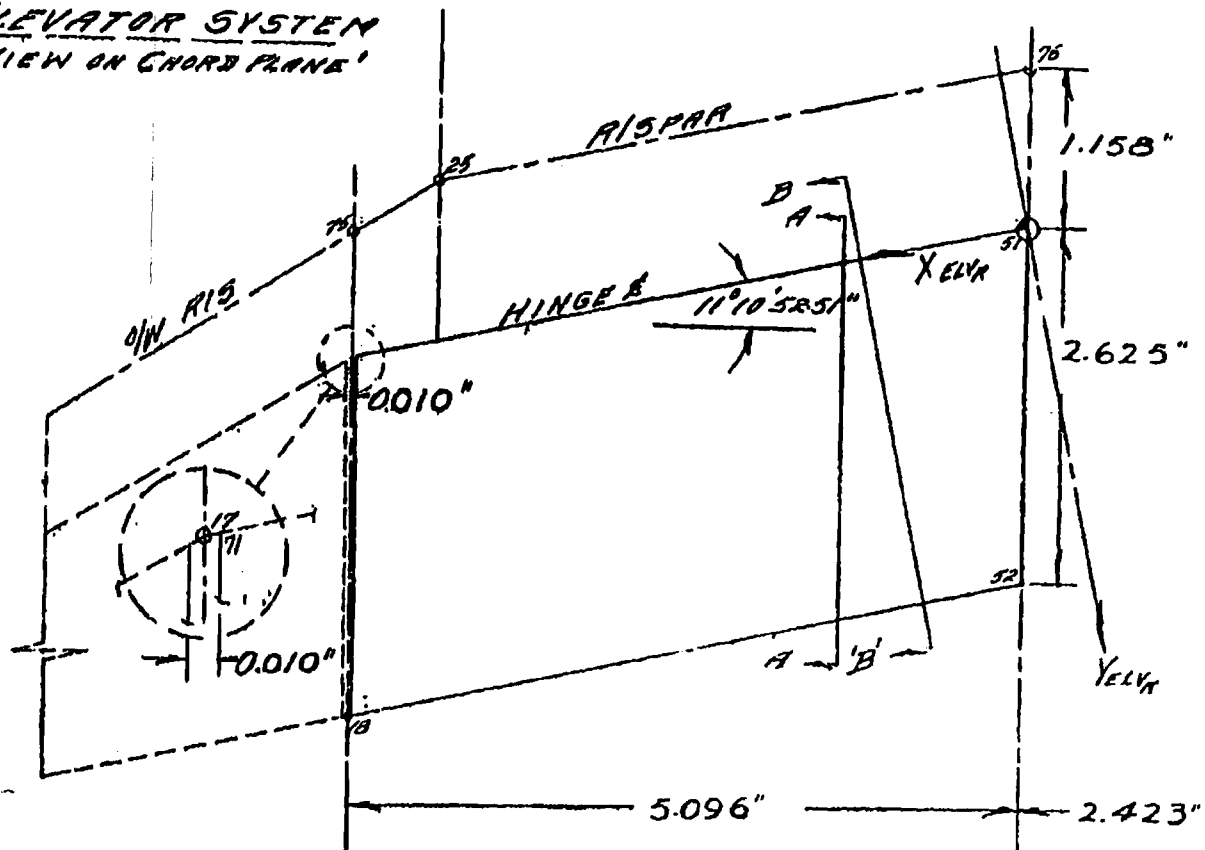
<u>GEN. NO.</u>	<u>Y_{ve}</u> <u>L.E.</u>	<u>Z_{ve}</u>
L.E.	0	0.000
1	0.015	0.012
2	0.024	0.014
3	0.032	0.017
4	0.041	0.019
5	0.049	0.020
6	0.058	0.022
7	0.066	0.023
8	0.075	0.024
9	0.083	0.026
13	0.117	0.030
17	0.150	0.033
21	0.249	0.040
24	0.345	0.045
27	0.439	0.048
30	0.531	0.051
33	0.621	0.053
36	0.708	0.054
39	0.794	0.055
42	0.878	0.056
45	0.961	0.057
48	1.041	0.057
51	1.120	0.056
54	1.197	0.056
57	1.272	0.055
60	1.346	0.054
63	1.418	0.053
66	1.489	0.052
69	1.559	0.051
72	1.627	0.049
75	1.694	0.048
81	1.781	0.045
87	1.845	0.043
92	1.897	0.041
95	1.928	0.040
Tang'cy	1.934	0.040
	1.984	0.038
T/E	2.834	0.009

DATE: JULY 17/54
ISSUE: 4

ELEVATOR DATA
C-105 AIRCRAFT

P/MODELS/15 10

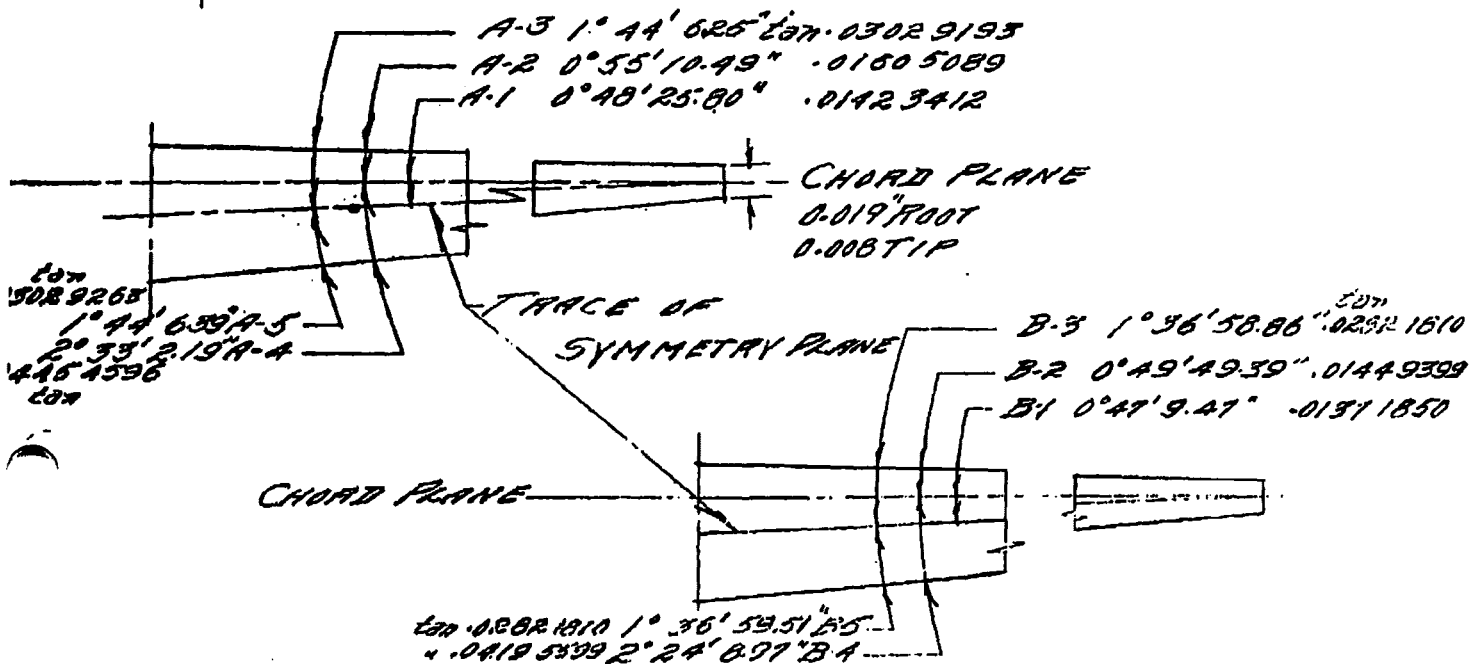
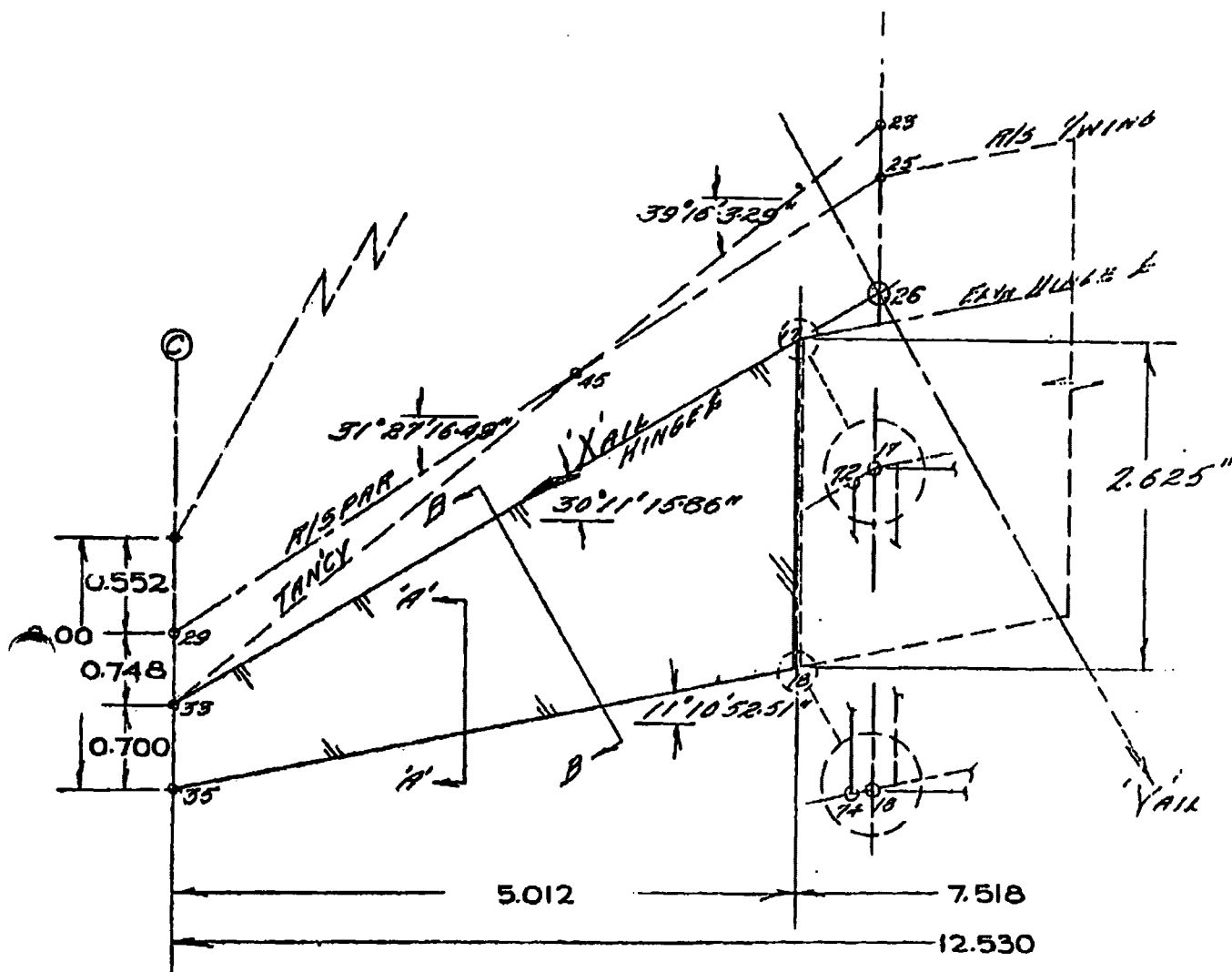
ELEVATOR SYSTEM
'VIEW ON CHORD PLANE'



ATE: APRIL 19/54
 ISSUE: 2

AILERON DATA
 G105 AIRCRAFT

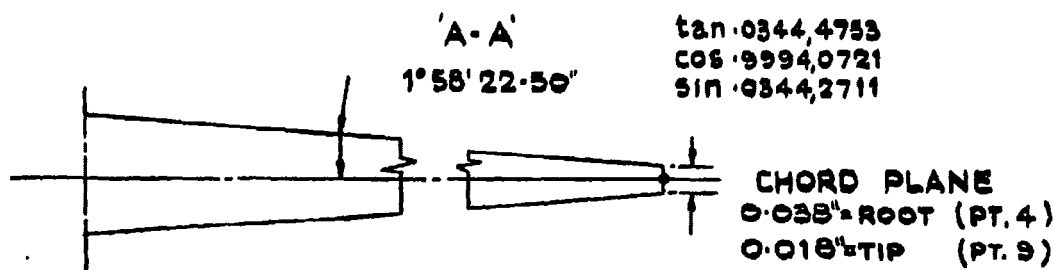
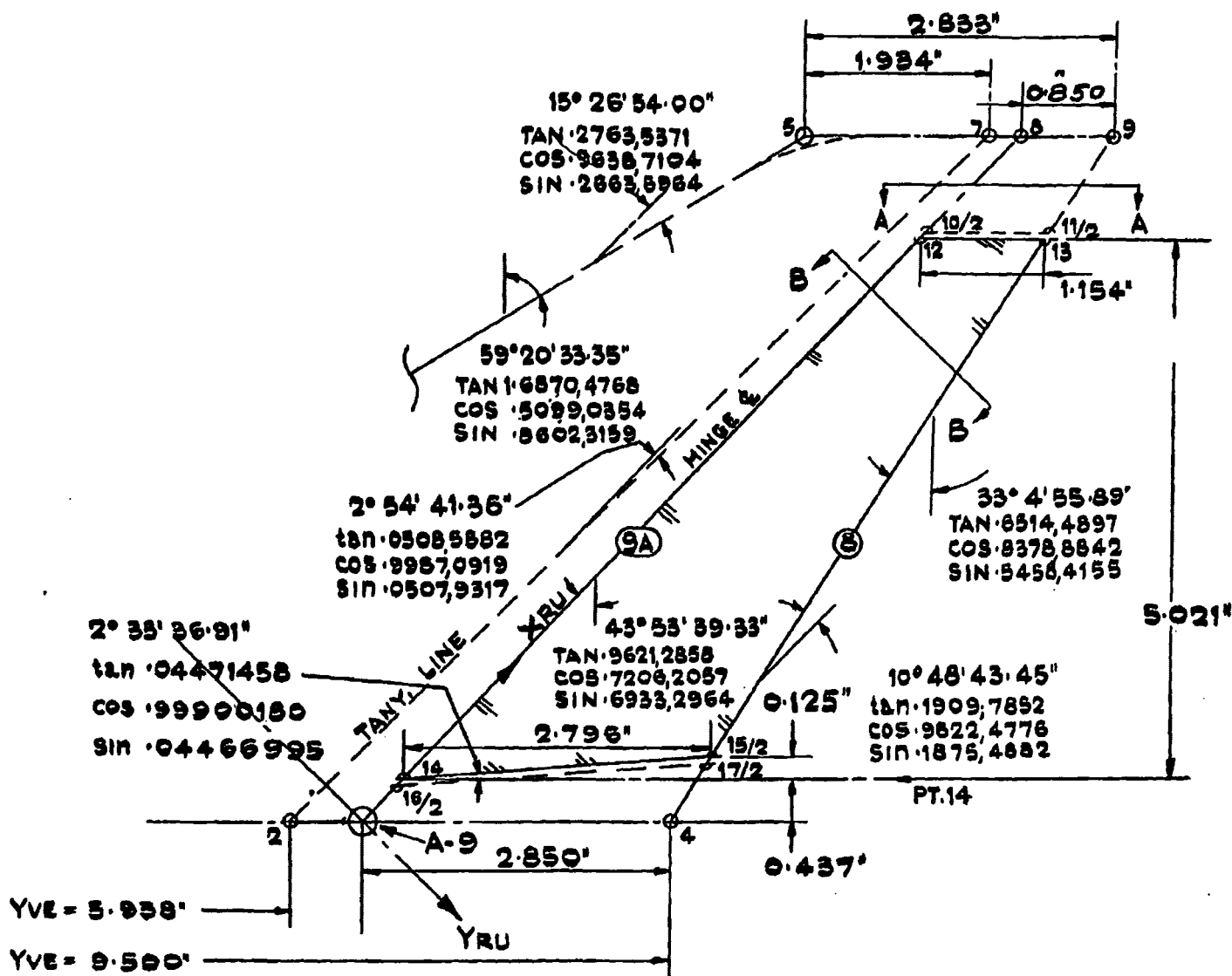
P/MODELS/15 11



DATE:- 31ST JAN.'55.
 SSUE:- 13

RUDDER DATA C-105 AIRCRAFT

P/MODELS/15 12



LINE LENGTH 12-14	= 6.967"
" " 13-15/2	5.843"
" " 12A-15A/2	5.302"
" " 13A-14A	7.813"
" " 14-15/2	2.798"

TRUE TAPER	
TANY. LINE	0° 37' 0.62"
TAN	.0107,8626
COS	.9999,4205
SIN	.0107,8584
HINGE 2	0° 30' 10.86"
TAN	.0087,7854
COS	.9999,6147
SIN	.0087,7820
T.E.	0° 4' 15.75"
TAN	.0012,3989
COS	.9999,9923
SIN	.0012,3989

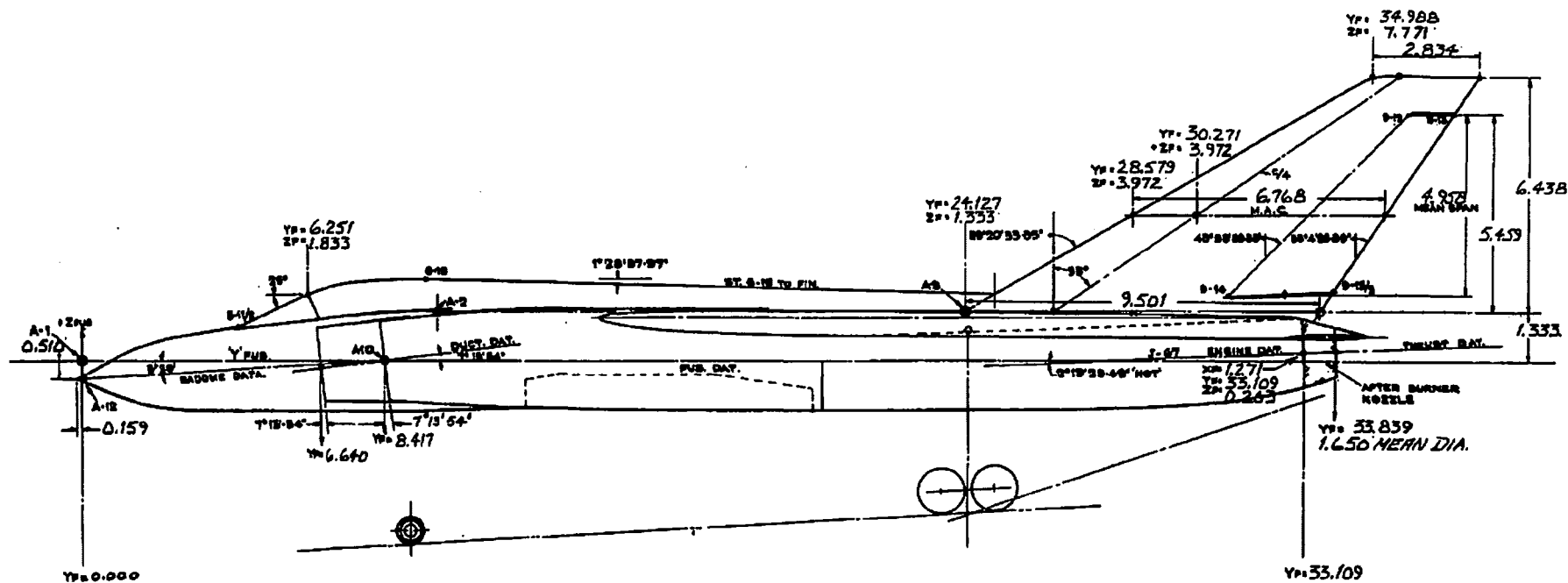
SUPERCEDED DOCUMENTS

P/MODELS/13 3

2nd Copy
P/Models/15 3

10-2

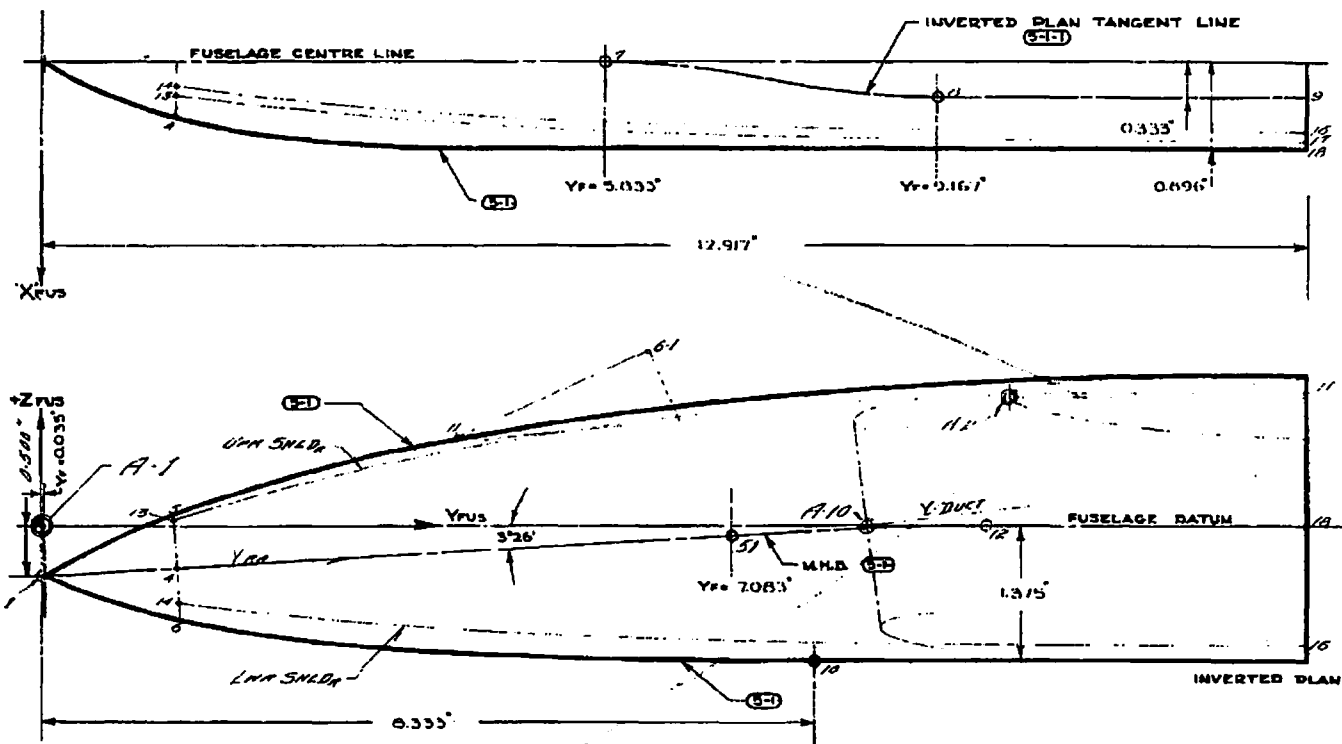
2 copy



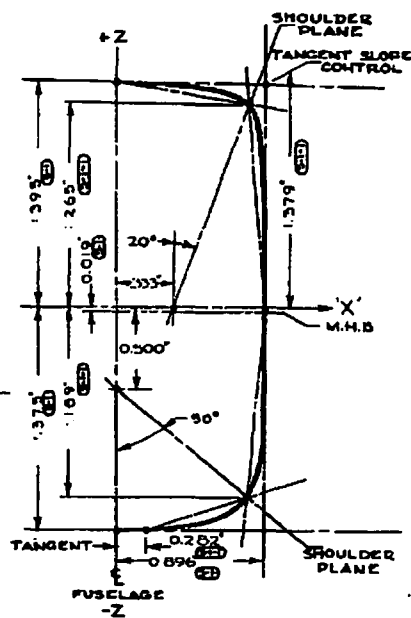
DATE: APRIL 12/54
ISSUE: 5

FUSELAGE DATA
C-105 AIRCRAFT

1



**TYPICAL SECTION DEVELOPMENT
'Y' STATION 8.333'**



4/100951.5/15

2

Date: 21/8/54
Issue: 4

P/Models/15

5-1

FUSELAGE DATA
'C-105 AIRCRAFT'

CO-ORDINATES - FORWARD

CODE	PROFILES					RADOME SYSTEM	
	Y _F	UPR. Z _F	LWR. Z _F	PLAN X _F	MHB Z _F	Y _{Ra}	RADIUS R _a
1	0.000	-0.500	-0.500	0.000	-0.500	0.000	0.000
	0.035	0.498	0.498	0.000	-	0.035	0.000
	0.171	0.427	-	-	-	-	-
	0.171	-	-	0.063	-	0.171	0.063
	0.175	-	0.553	-	-	-	-
	0.284	0.365	-	-	-	-	-
	0.291	-	-	0.118	-	0.292	0.118
	0.299	-	0.600	-	-	-	-
	0.338	0.337	-	-	-	-	-
	0.347	-	-	0.143	-	0.347	0.143
	0.355	-	0.622	-	-	-	-
	0.389	0.310	-	-	-	-	-
	0.399	-	-	0.166	-	0.399	0.166
	0.409	-	0.642	-	-	-	-
	0.417	-	-	-	0.475	-	-
	0.483	0.262	-	-	-	-	-
	0.495	-	-	0.208	-	0.496	0.209
	0.508	-	0.678	-	-	-	-
	0.567	0.219	-	-	-	-	-
	0.582	-	-	0.246	-	0.583	0.246
	0.597	-	0.711	-	-	-	-
	0.663	0.172	-	-	-	-	-
	0.680	-	-	0.288	-	0.682	0.288
	0.698	-	0.746	-	-	-	-
	0.749	0.130	-	-	-	-	-
	0.768	-	-	0.324	-	0.770	0.324
	0.788	-	0.777	-	-	-	-
	0.827	0.093	-	-	-	-	-
	0.833	-	-	-	0.450	-	-
	0.848	-	-	0.356	-	0.849	0.356
	0.869	-	0.805	-	-	-	-
	0.897	0.060	-	-	-	-	-
	0.920	-	-	0.385	-	0.922	0.385
	0.943	-	0.829	-	-	-	-
	0.962	0.031	-	-	-	-	-
	0.986	-	-	0.411	-	0.988	0.411
	1.011	-	0.851	-	-	-	-
	1.022	0.004	-	-	-	-	-
	1.047	-	-	0.434	-	1.049	0.434
	1.073	-	0.870	-	-	-	-
	1.129	+0.042	-	-	-	-	-
	1.157	-	-	0.474	-	1.159	0.474
	1.185	-	0.903	-	-	-	-
	1.223	0.081	-	-	-	-	-
	1.250	-	-	-	0.425	-	-
	1.253	-	-	0.507	-	1.256	0.507
	1.284	-	0.931	-	-	-	-
	1.308	0.114	-	-	-	-	-
	1.340	-	-	0.535	-	1.342	0.535
	1.372	-	0.953	-	-	-	-

Supplemental

Date: 21/8/54
Issue: 4

P/Models/15 5-1

CODE	PROFILES					RADOME SYSTEM	
	Y_F	UPR. Z_F	LWR. Z_F	PLAN X_F	MHB Z_F	Y_R	RADIUS R_R
(2)	1.384	0.143	-	-	-	-	-
(2)	1.418	-	-	0.559	-	1.420	0.559
(2)	1.451	-	0.973	-	-	-	-
	1.667	0.242	1.022	0.628	0.400	See Note 3	
	2.083	0.374	1.100	0.717	0.375		
	2.500	0.492	1.160	0.781	0.350		
	2.917	0.597	1.207	0.829	0.325		
	3.333	0.693	1.203	0.862	0.300		
	3.750	0.780	1.275	0.882	0.275		
	4.167	0.860	1.298	0.892	0.250		
	4.583	0.935	1.317	0.896	0.225		
	5.000	1.004	1.332	"	0.200		
	5.417	1.068	1.344	"	0.175		
	5.833	1.127	1.353	"	0.150		
	6.250	1.182	1.361	"	0.125		
	6.667	1.233	1.367	"	0.100		
(4)	7.083	1.280	1.371	"	0.075		
	7.500	1.322	1.373	"	0.052		
	7.917	1.361	1.374	"	0.033		
	8.333	1.395	1.375	"	0.019		
	8.750	1.426	"	"	0.009		
	9.167	1.453	"	"	0.002		
	9.583	1.467	"	"	0.000		
	10.000	1.497	"	"			
	10.417	1.513	"	"			
	10.833	1.526	"	"			
	11.250	1.536	"	"			
	11.438	1.539	"	"			
	11.667	1.542	"	"			
	12.083	1.546	"	"			
	12.500	1.549	"	"			
(5)	12.917	1.551	1.375	0.896			

(1) Fuselage origin plane $Y_F = 0.000$ "

(2) Radome Contour to be maintained to this station.

(4) Transition from straight line datum to curved M.H.B.

(1-4) Radome datum ($\sim 3^\circ 26'$ tan .05999480

(5) Aft station of basic nose fuselage.

Date: 23/8/54
Issue: 4

P/Models/15

5-1-1

FUSELAGE DATA
'C-105 AIRCRAFT'

CO-ORDINATES: FORWARD

CODE	UPPER SHOULDER				LOWER SHOULDER			TANGENT CONTROL	
	Y _F	TRUE	X _F	Z _F	TRUE	X _F	Z _F	UPR. Z _F	INVERTED PLAN X _F
(1)	1.3913	0.0279	0.3429	+0.0262	-	-	-		
(1)	1.442	-	-	-	0.5003	0.3833	-0.9216		
	1.667	0.130	0.378	0.122	0.554	0.425	0.856		
	2.083	0.272	0.426	0.256	0.641	0.491	0.912		
	2.500	0.398	0.470	0.374	0.710	0.544	0.956		
	2.917	0.513	0.5086	0.482	0.766	0.587	0.992		
	3.333	0.615	0.544	0.578	0.811	0.622	1.022		
	3.750	0.708	0.575	0.665	0.849	0.650	1.046		
	4.167	0.794	0.605	0.746	0.882	0.676	1.067		
	4.583	0.873	0.632	0.821	0.912	0.699	1.086		
	5.000	0.947	0.657	0.890	0.939	0.716	1.103		
	5.417	1.016	0.681	0.955	0.961	0.736	1.118	See Note	
(2)	5.833	1.080	0.703	1.015	0.982	0.752	1.131	3	0.000
(3)	6.250	1.139	0.723	1.071	1.002	0.767	1.144	1.182	0.013
	6.667	1.193	0.741	1.121	1.020	0.781	1.155	1.231	0.051
	7.083	1.240	0.757	1.165	1.035	0.793	1.165	1.277	0.105
	7.500	1.281	0.771	1.204	1.049	0.804	1.174	1.317	0.167
	7.917	1.316	0.783	1.237	1.062	0.813	1.182	1.350	0.229
	8.333	1.346	0.794	1.265	1.072	0.821	1.189	1.379	0.282
	8.750	1.371	0.802	1.288	1.080	0.827	1.194	1.402	0.318
(4)	9.167	1.391	0.809	1.308	1.087	0.833	1.199	1.421	0.3333
	9.583	1.408	0.815	1.323	1.092	0.837	1.202	1.436	"
	10.000	1.423	0.820	1.337	1.096	0.839	1.204	1.448	"
	10.417	1.433	0.824	1.347	1.098	0.841	1.206	1.458	"
	10.833	1.442	0.826	1.355	1.101	0.843	1.207	1.464	"
	11.167	-	-	-	1.1020	0.844	1.2083	-	"
	11.250	1.448	0.828	1.360	"	"	"	1.468	"
	11.667	1.4522	0.8300	1.3646	"	"	"	1.471	"
	12.083	"	"	"	"	"	"	1.473	"
	12.500	"	"	"	"	"	"	1.475	"
(5)	12.917	"	"	"	"	"	"	1.479	0.3333

(1) Shoulder plane trace on aft radome control station. 'Upr. & Lwr.'

(2) Transition from full quadrant conic.

(2-4) Flat in Cross Section only 'Lwr. segment'.

(3) Upper Tangent Control values on plane of Buttock 0.894"

(4-5) Flat plane portion of lower quadrant.

Date: 23/8/54
Issue: 4

P/Models/15

5-1-1

FUSELAGE DATA
'C-105 AIRCRAFT'

CO-ORDINATES: FORWARD

CODE	Y _F	TRUE	UPPER SHOULDER		TRUE	LOWER SHOULDER		TANGENT UPR. Z _F	CONTROL INVERTED PLAN I _F	
			I _F	Z _F		I _F	Z _F			
(1)	1.3913	0.0279	0.3429	+0.0262	-	-	-			
(1)	1.442	-	-	-	0.5003	0.3833	-0.8216			
	1.667	0.130	0.378	0.122	0.554	0.425	0.856			
	2.083	0.272	0.426	0.256	0.641	0.491	0.912			
	2.500	0.398	0.470	0.374	0.710	0.544	0.956			
	2.917	0.513	0.5086	0.482	0.766	0.587	0.992			
	3.333	0.615	0.544	0.578	0.811	0.622	1.022			
	3.750	0.708	0.575	0.665	0.849	0.650	1.046			
	4.167	0.794	0.605	0.746	0.882	0.676	1.067			
	4.583	0.873	0.632	0.821	0.912	0.699	1.086			
	5.000	0.947	0.657	0.890	0.938	0.716	1.103			
	5.417	1.016	0.681	0.955	0.961	0.736	1.118	See Note		
(2)	5.833	1.080	0.703	1.015	0.982	0.752	1.131	3	0.000	
(3)	6.250	1.139	0.723	1.071	1.002	0.767	1.144	1.182	0.013	
	6.667	1.193	0.741	1.121	1.020	0.781	1.155	1.231	0.051	
	7.083	1.240	0.757	1.165	1.035	0.793	1.165	1.277	0.105	
	7.500	1.281	0.771	1.204	1.049	0.804	1.174	1.317	0.167	
	7.917	1.316	0.783	1.237	1.062	0.813	1.182	1.350	0.229	
	8.333	1.346	0.794	1.265	1.072	0.821	1.189	1.379	0.282	
	8.750	1.371	0.802	1.288	1.080	0.827	1.194	1.402	0.318	
(4)	9.167	1.391	0.809	1.308	1.087	0.833	1.199	1.421	0.3333	
	9.583	1.408	0.815	1.323	1.092	0.837	1.202	1.436	"	
	10.000	1.423	0.820	1.337	1.096	0.839	1.204	1.448	"	
	10.417	1.433	0.824	1.347	1.098	0.841	1.206	1.458	"	
	10.833	1.442	0.826	1.355	1.101	0.843	1.207	1.464	"	
	11.167	-	-	-	1.1020	0.844	1.2083	-	"	
	11.250	1.448	0.828	1.360	"	"	"	1.468	"	
	11.667	1.4522	0.8300	1.3646	"	"	"	1.471	"	
	12.083	"	"	"	"	"	"	1.473	"	
	12.500	"	"	"	"	"	"	1.475	"	
(5)	12.917	"	"	"	"	"	"	1.479	0.3333	

(1) Shoulder plane trace on aft radome control station. 'Upr. & Lwr.'

(2) Transition from full quadrant conic.

(2-4) Flat in Cross Section only 'Lwr. segment'.

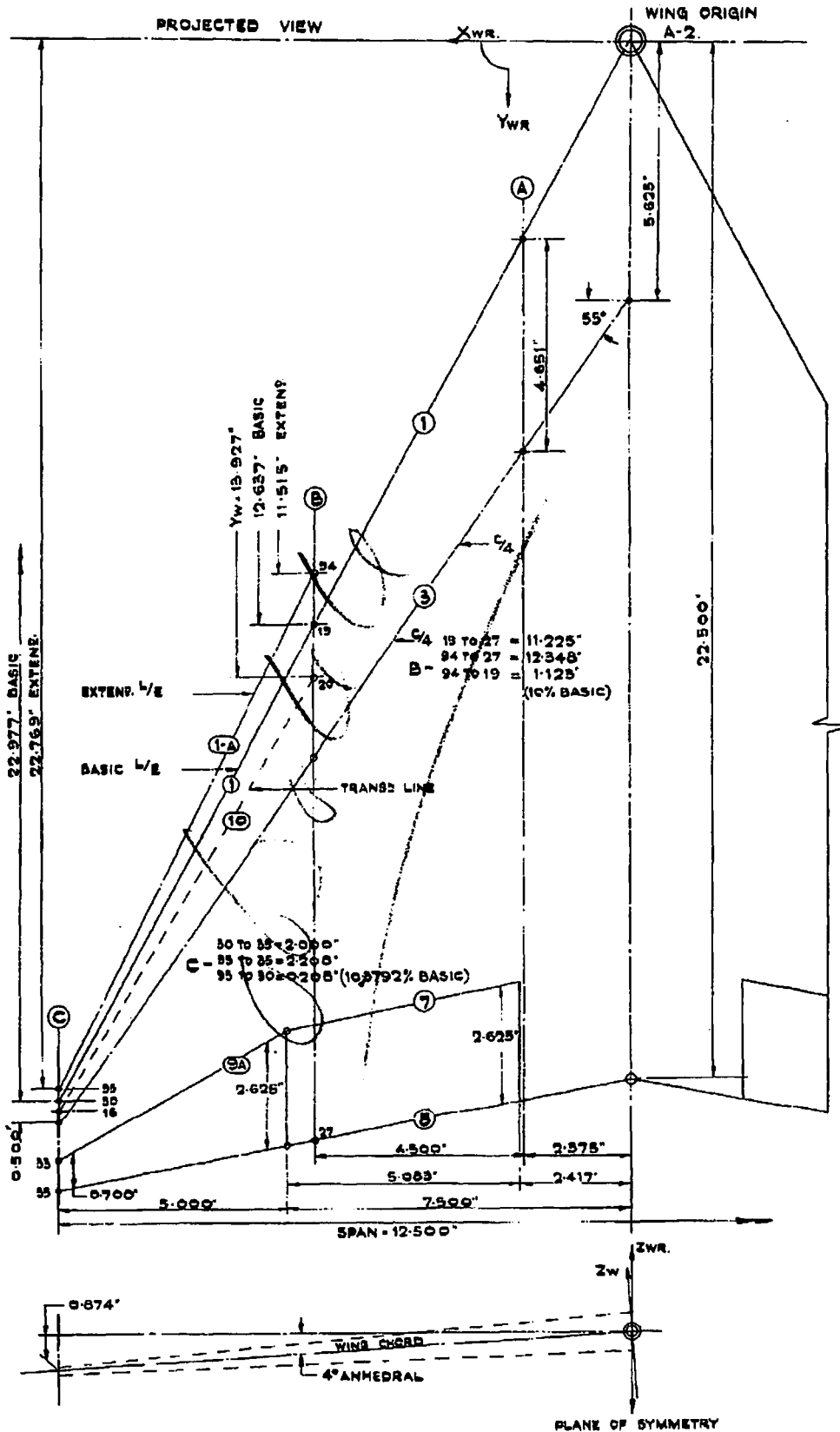
(3) Upper Tangent Control values on plane of Buttock 0.894"

(4-5) Flat plane portion of lower quadrant.

DATE: 28TH DEC '54.
ISSUE: 3

WING DATA C-105 AIRCRAFT.

P/MODELS/15 7

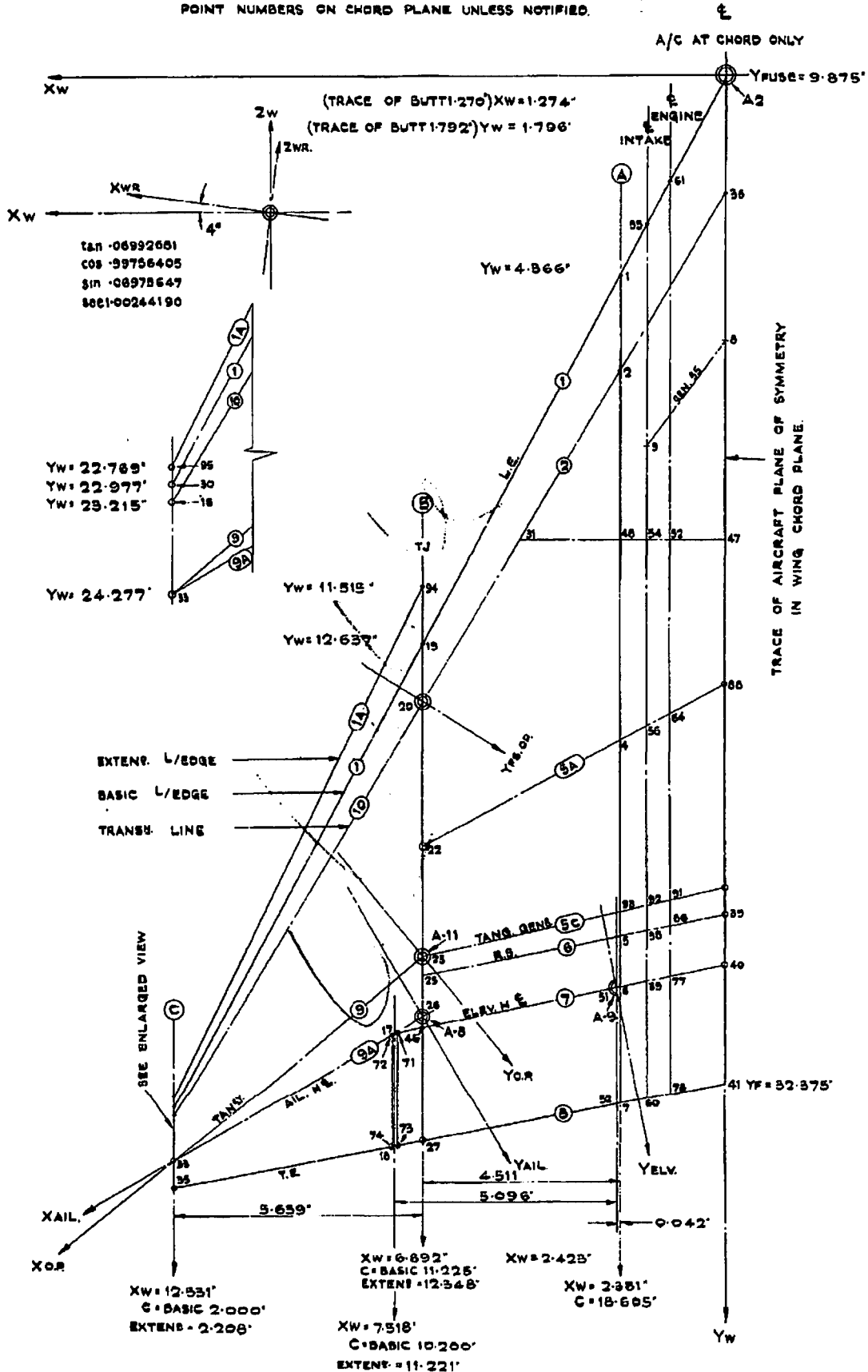


DATE: 17TH DEC. '54.
ISSUE: 5

WING DATA.
C-105 AIRCRAFT.

P/MODELS/15 7-01-1.

COORDINATES SYSTEMS IN WING
POINT NUMBERS ON CHORD PLANE UNLESS NOTIFIED.



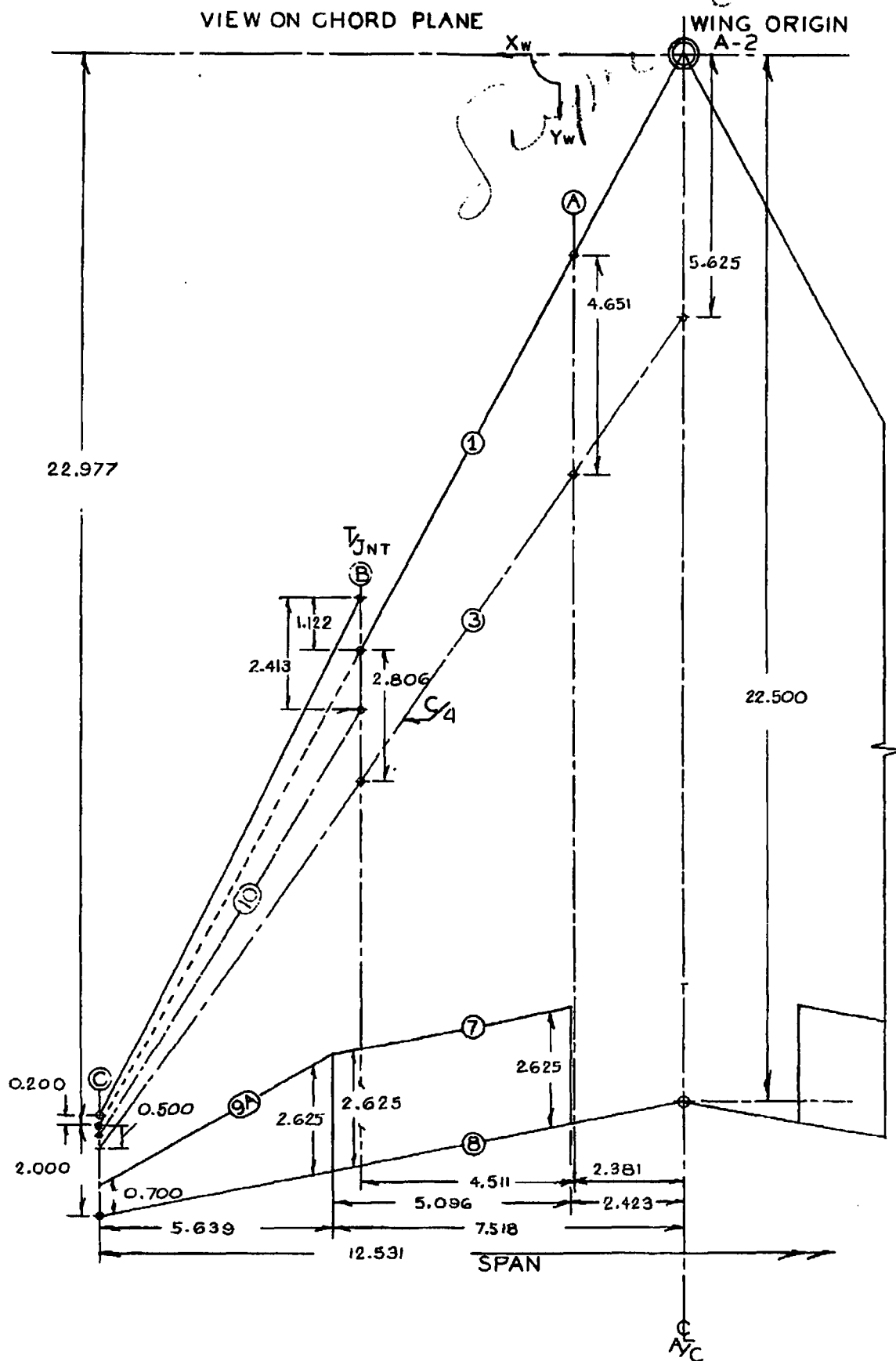
DATE, 14-9-54
ISSUE, 1

WING DATA
C-105 AIRCRAFT

SECRET

P/MODELS/10

7



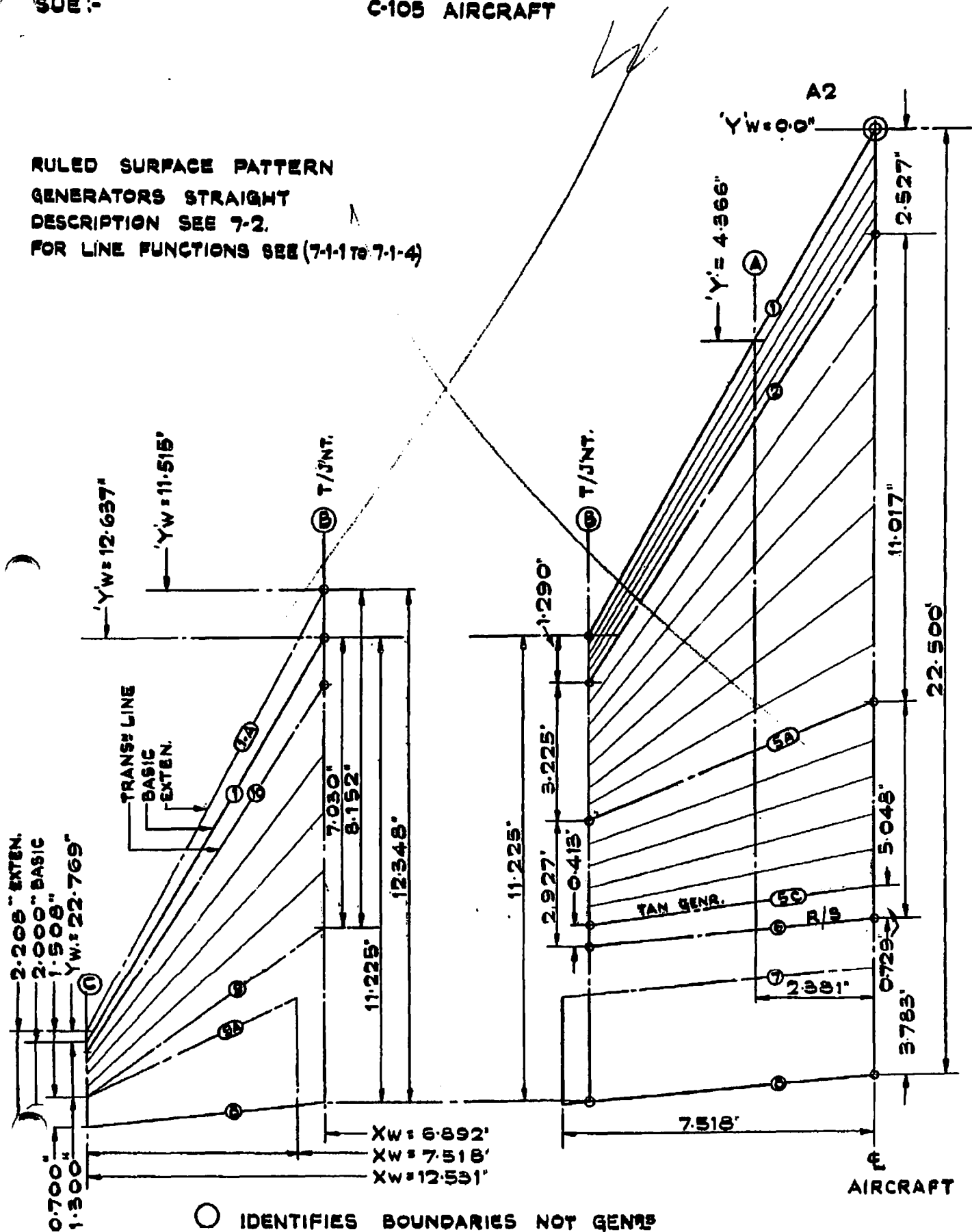
DATE:- 16TH DEC.'54.

WING DATA C-105 AIRCRAFT

P/MODELS/15 7-02

SUE:-

RULED SURFACE PATTERN
GENERATORS STRAIGHT
DESCRIPTION SEE 7-2.
FOR LINE FUNCTIONS SEE (7-1-1 TO 7-1-4)

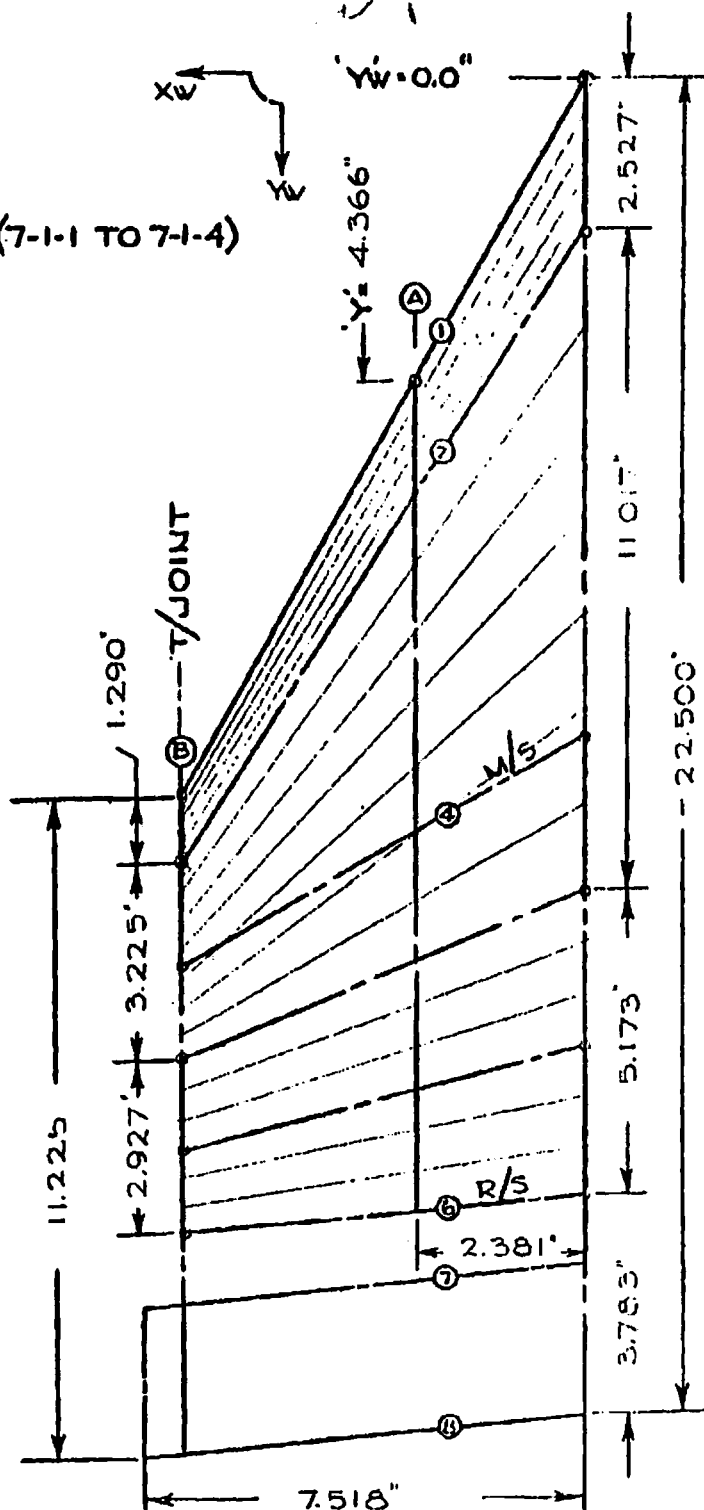
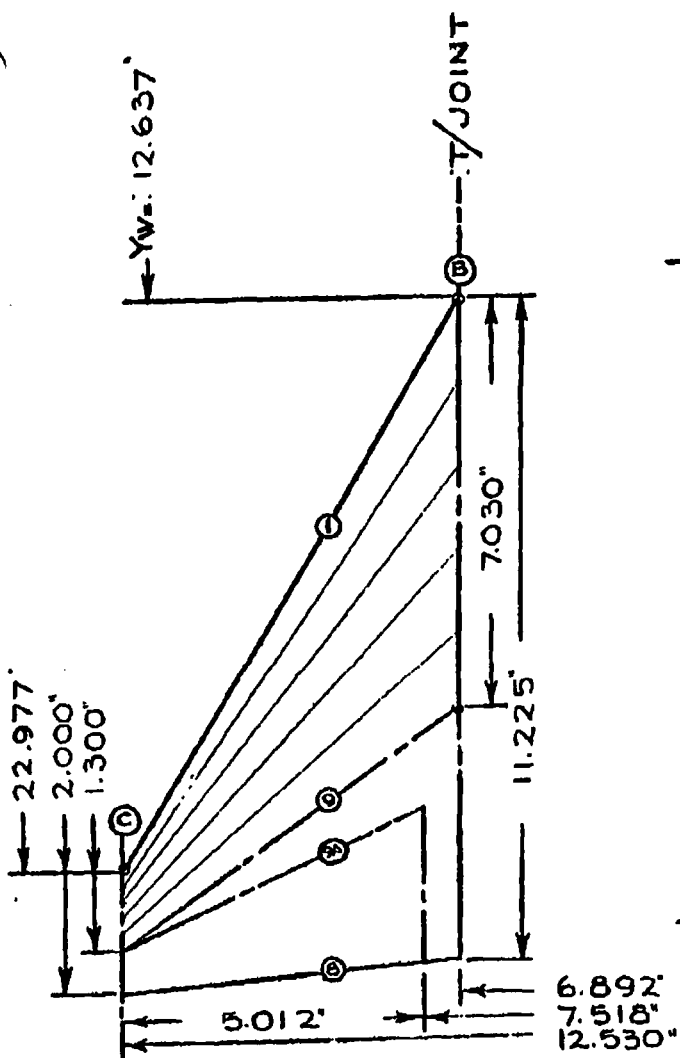


DATE: MARCH 16/54
ISSUE: 3

WING DATA
C-105 AIRCRAFT

P/MODELS/15 (7-02

RULED SURFACE PATTERN
GENERATORS - STRAIGHT
LINE SECTIONS (SEE 7-2)
FOR SPAR FUNCTIONS SEE (7-1-1 TO 7-1-4)



DATE: MARCH 18/54
PAGE: 2

WING DATA
C-105 AIRCRAFT

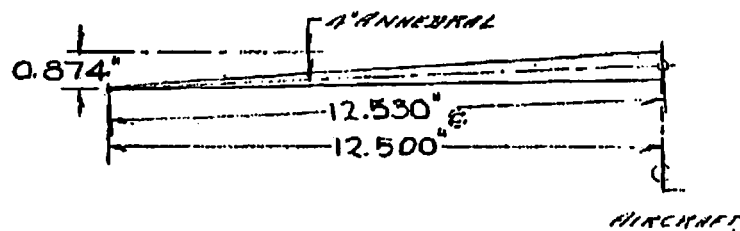
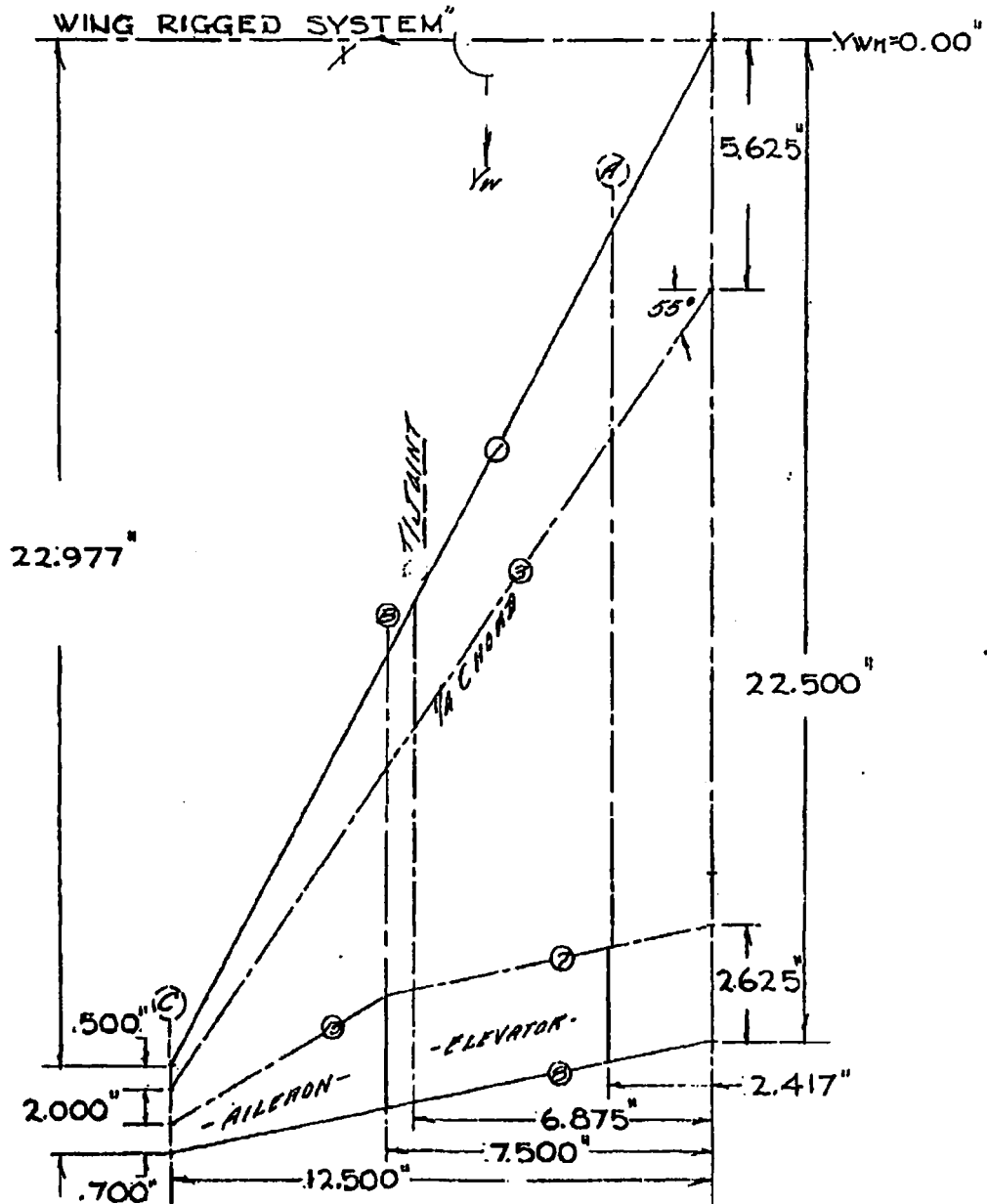
P/MODELS/15

701

Supplement

PLAN VIEW

PROJECTED CHORD
PLANE DATA UNLESS
NOTED (C)



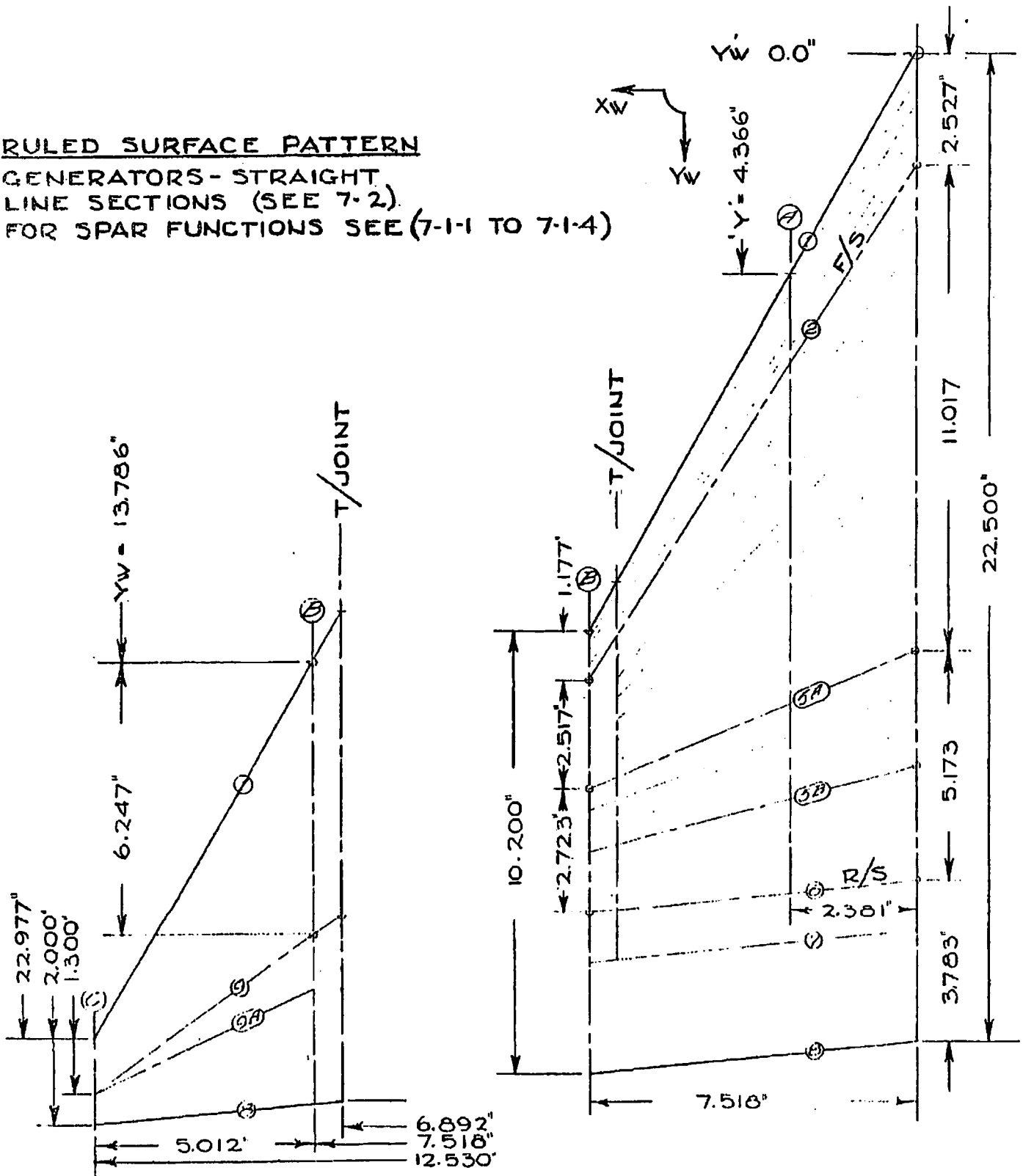
DATE: MARCH 29/54
ISSUE 11

WING DATA
C-105 AIRCRAFT

P/MODELS/15 7-02

RULED SURFACE PATTERN

GENERATORS - STRAIGHT
LINE SECTIONS (SEE 7-2)
FOR SPAR FUNCTIONS SEE (7-1-1 TO 7-1-4)

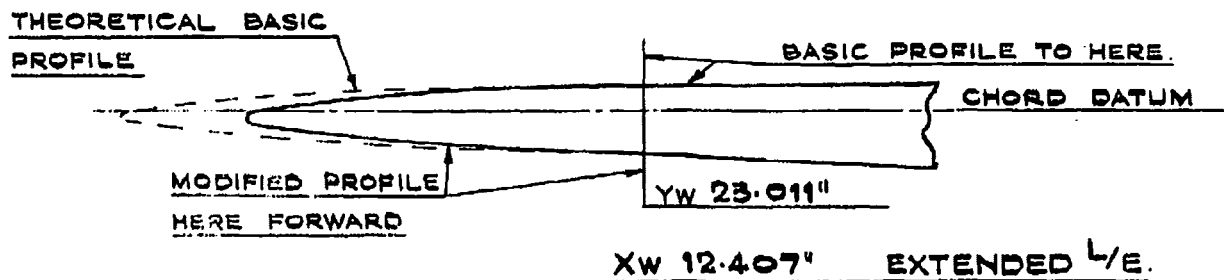
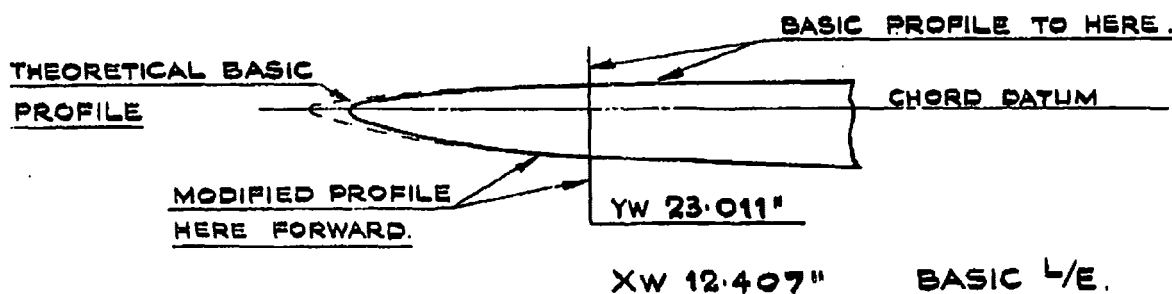
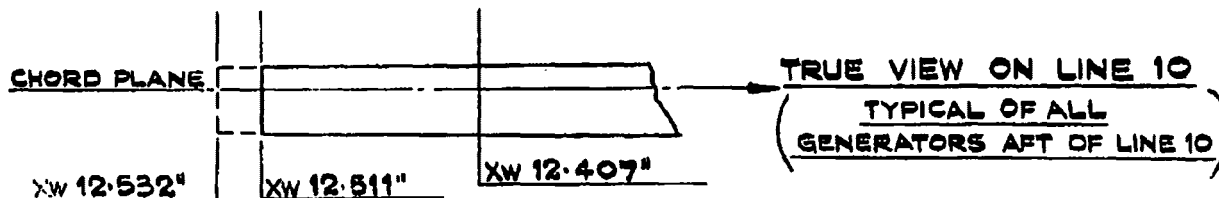
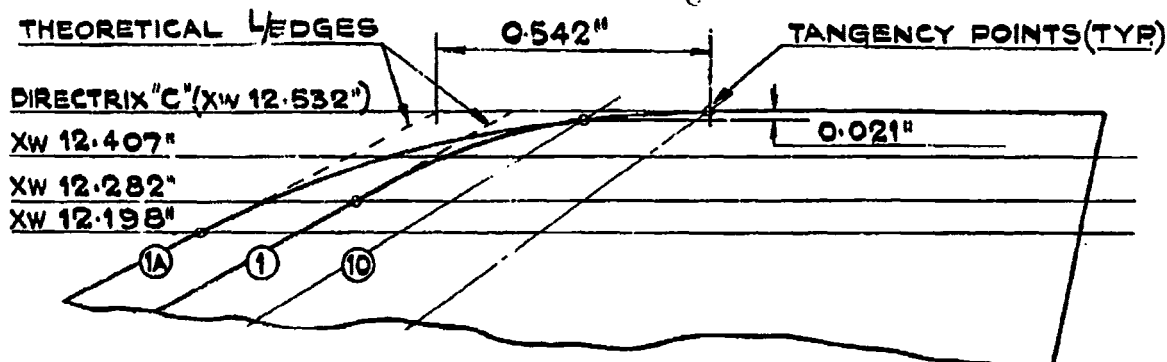


DATE:- 24TH JAN. '55.
ISSUE:- 1

WING DATA C-105 AIRCRAFT 'TIP CONTOUR'

P/MODELS/15 7-07

BASIC L/E CURVE - TANGENT AT XW 12.282" & XW 12.532" THROUGH SHOULDER
POINT XW 12.511"
EXTENDED L/E. CURVE - TANGENT AT XW 12.198" & TO SLOPE OF BASIC L/E CURVE
AT XW 12.511" HAVING A P/D OF



NOTE:- XW SECTIONS RETAIN BASIC PROFILES P'W'D TO LINE 10 - MODIFIED FORWARD BY FORESHORTENING STATION VALUES IN THE PROPORTION OF L/E CURVE TO THEORETICAL L/E & RETAINING 'Z' VALUES.

Date: 24/3/54
Issue: 4

P/Models/15

7-1-1

WING DATA
C-105 AIRCRAFT

CHORD PLANE DATA
MAIN WING

NO.	DESCRIPTION					COORDINATE DATA	
						ROOT	T/JOINT
1	Leading Edge 61° 23' 38.29"	Tan	1.8336	7036	X _w	0.000	6.892
		Sin	.8779	3258	Y _w	0.000	12.637
		Cos	.4737	8428	Z _w	0.000	0.000
2	Front Spar 58° 50' 43.10"	Tan	1.6541	4675	X _w	0.000	6.892
		Sin	.8557	7362	Y _w	2.527	13.927
		Cos	.5173	5046	Z _w	0.000	0.000
4	Main Spar 34° 28' 6.59"	Tan	.6864	71706	X _w	0.000	6.892
		Cos	.8244	3757	Y _w	10.958	15.689
		Sin	.5659	5300	Z _w	0.000	0.000
5-A	Centre Spar 'Fwd'	Tan	.5235	36245	X _w	0.000	6.892
		Cos	.9859	0522	Y _w	13.545	17.153
		Sin	.4638	6628	Z _w	0.000	0.000
5-B	Centre Spar 'Aft'	Tan	.3606	00783	X _w	0.000	6.892
		Cos	.9407	0715	Y _w	16.131	18.616
		Sin	.3388	0346	Z _w	0.000	0.000
6	Rear Spar	Parallel to trailing edge			X _w	0.000	6.892
					Y _w	18.717	20.080
					Z _w	0.000	0.000
7	Elevator Hinge	" "			X _w	0.000	6.892
					A Y _w	19.875	21.237
					Z _w	0.000	0.000
8	Trailing Edge 11° 10' 52.51"	Tan	.1976	65322	X _w	0.000	6.892
		Cos	.9810	1865	Y _w	22.500	23.862
		Sin	.1939	1336	Z _w	0.000	0.000

KEY Angles represent sweep

A This T/E value (2.625") constant to X_w = 7.513" (elevator tip)

X_w Spanwise value (wing system)

Y_w Chordwise value (wing system)

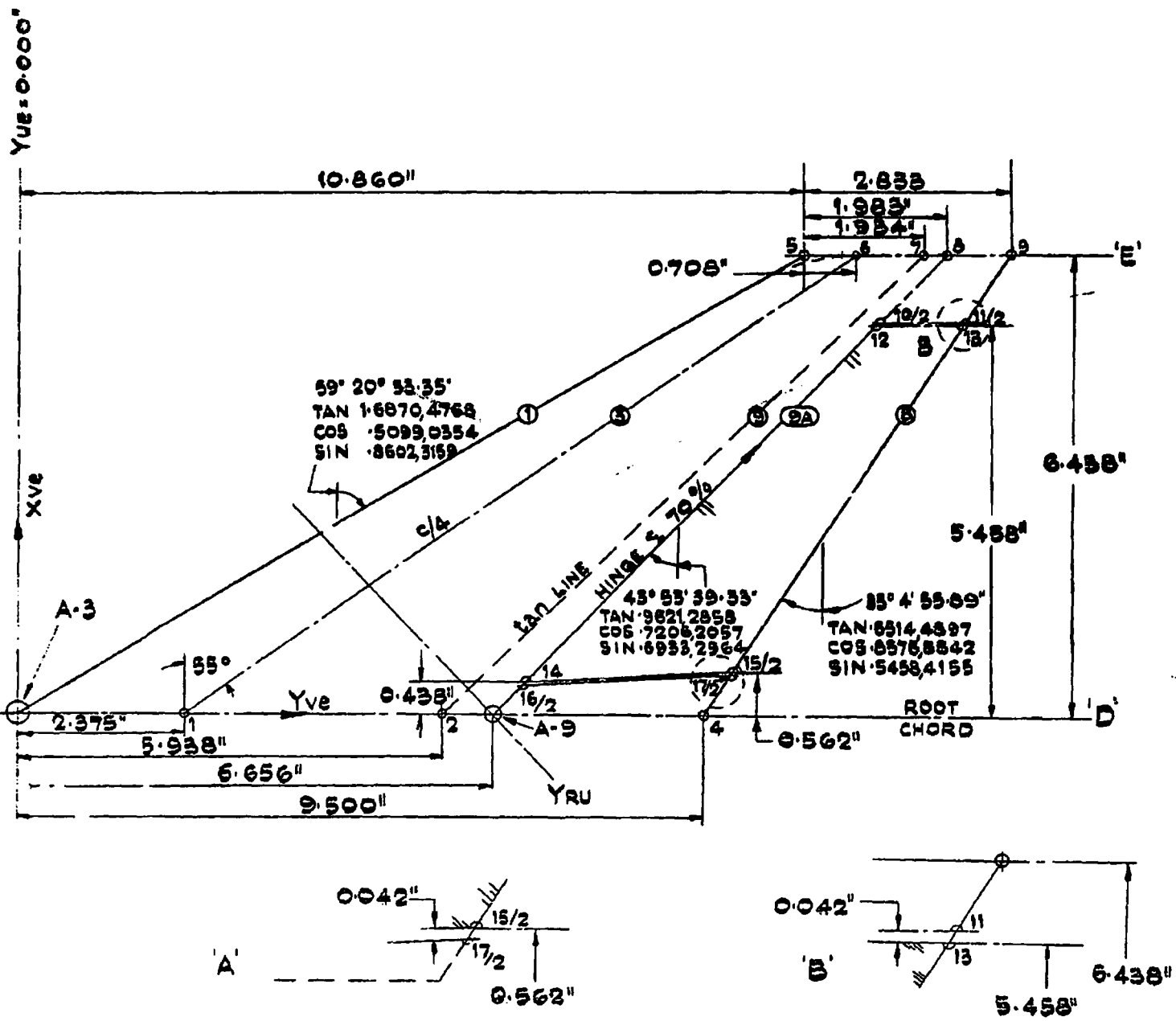
Z_w Vertical value (wing system)

DATE: 28 JAN 55
PAGE: 12.

GENERATING PATTERN
DESCRIBED ON SHT. 9-02

VERTICAL TAIL
C-105 AIRCRAFT

P/MODELS/15 9

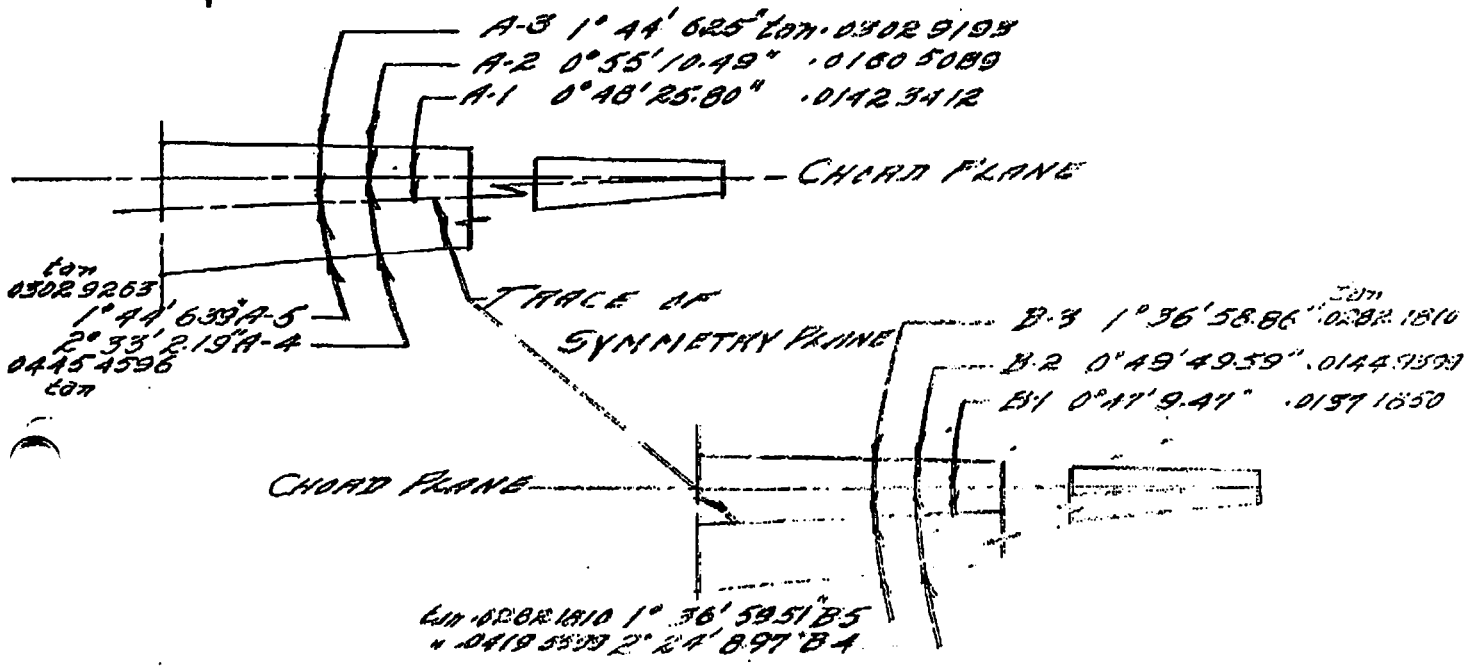
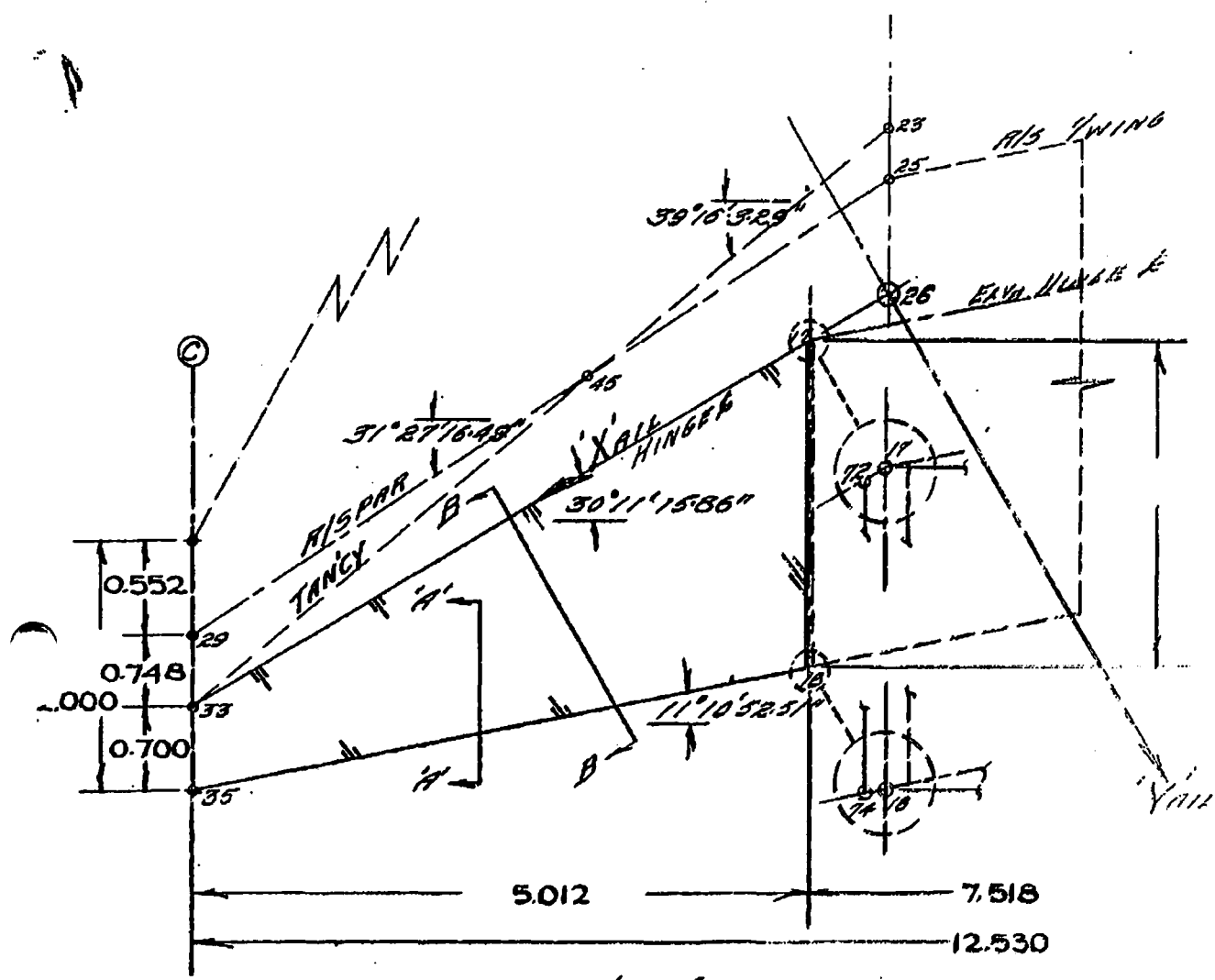


DATE: APRIL 19/54
 ISSUE: 2

AILERON DATA
 C-105 AIRCRAFT

P/MODELS/15 II

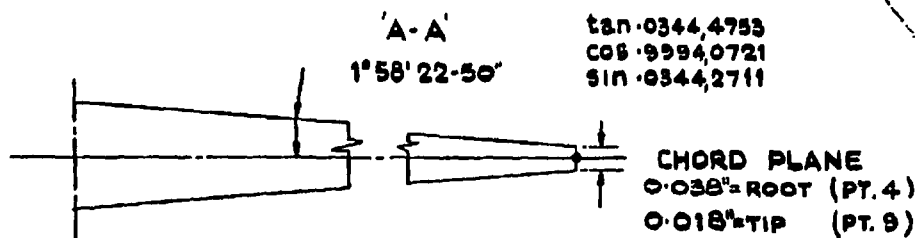
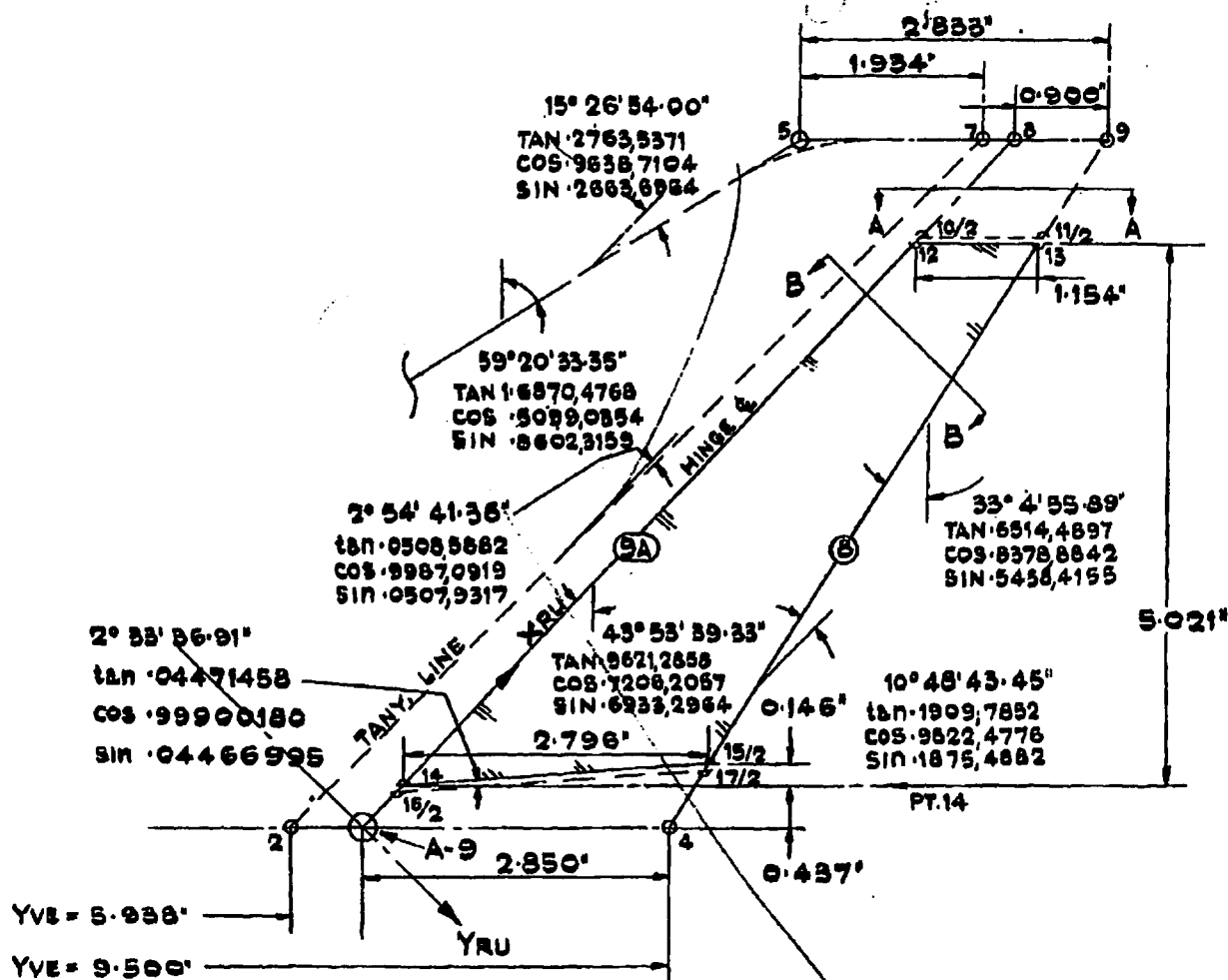
Supplement



DATE:- 31ST JAN.'55.
ISSUE:- 12

RUDDER DATA C-105 AIRCRAFT

P/MODELS/15 12



B-B
2° 15' 15.67"
tan .0393,5650
COS .9992,2643
SIN .0393,2606

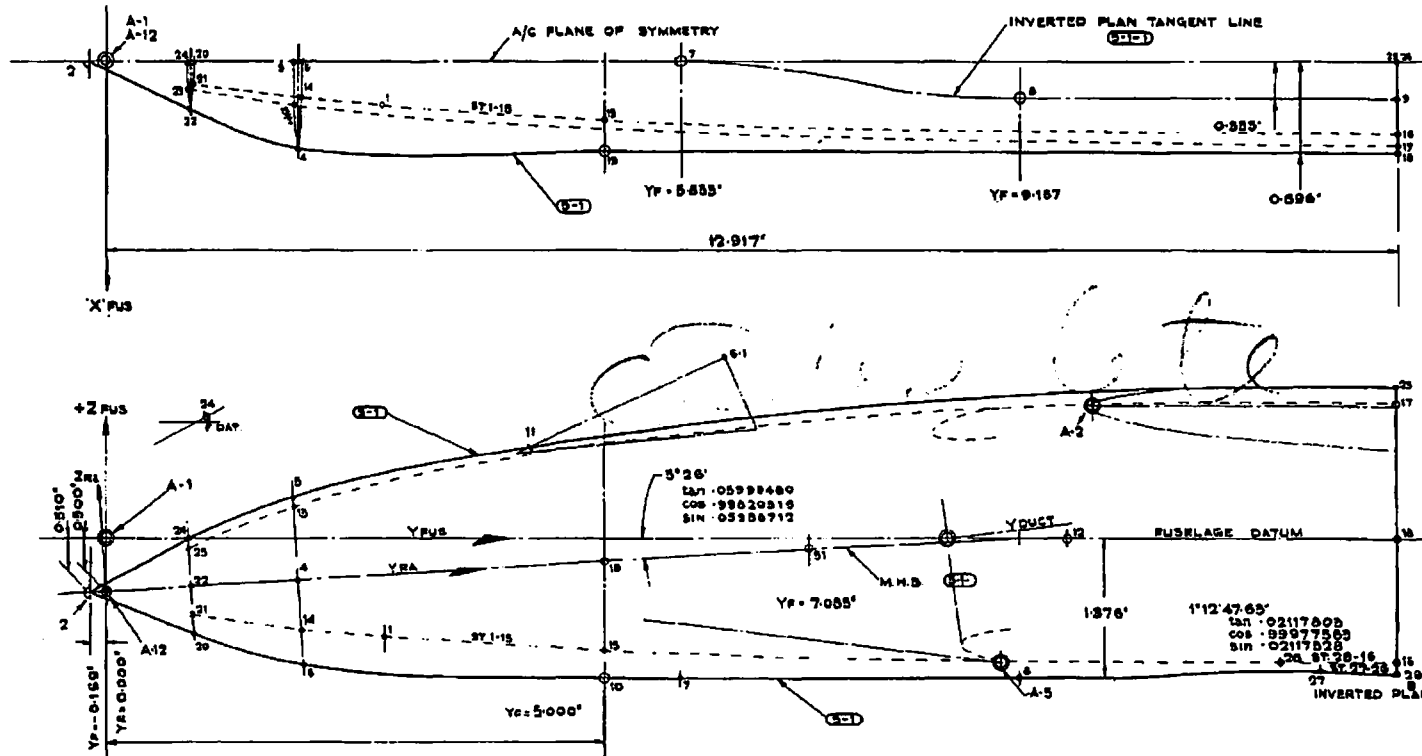
TRUE TAPER
TANY. LINE 0° 37' 0.62"
TAN .0107,8626
COS .9999,4205
SIN .0107,8564
HINGE E 0° 30' 10.66"
TAN .0087,7054
COS .9999,6147
SIN .0087,7820
T.E. 0° 4' 15.75"
TAN .0012,3989
COS .9999,9923
SIN .0012,3989

LINE LENGTH 12-14 = 6.967"
" " 13-15 1/2 = 5.843"
" " 12A-15A 1/2 = 5.302"
" " 13A-14A = 7.813"
" " 14-15 1/2 = 2.798"

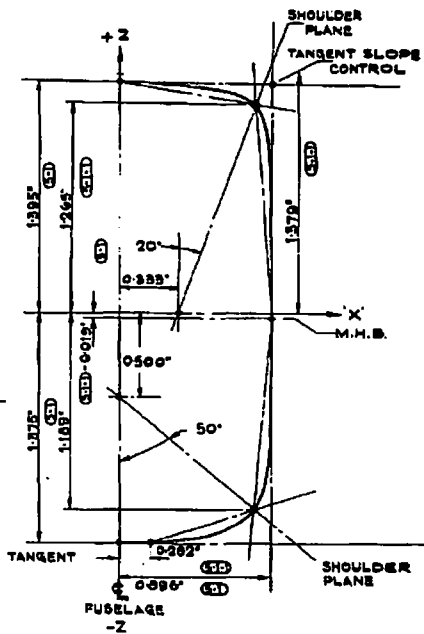
DATE: 18 DEC '54
ISSUE: 5

FUSELAGE DATA
C-105 AIRCRAFT

5



TYPICAL SECTION DEVELOPMENT
'Y STATION 5.835'



P/MODELS/15 5

Date: 14/3/55
Issue: 2

P/Models/15 5-01-4

FUSELAGE DATA

C-105 AIRCRAFT

FUSELAGE - 'CO-ORDINATES OF POINTS' - FORWARD
(See Sheet 5)

CODE	POINT	FUSELAGE SYSTEM				RADOME SYSTEM		
		X _F	Y _F	Z _F		X _{Ra}	Y _{Ra}	Z _{Ra}
	5-1/2	0.650	2.833	-1.045		-	-	-
	5-2/2	0.000	-0.159	-0.510		0.000	-0.159	0.000
	5-3	0.000	1.976	-0.381		0.000	1.980	0.000
	5-4/2	0.844	1.913	-0.385		0.844	1.917	0.000
	5-5/2	0.000	1.863	0.457		0.000	1.917	0.844
	5-6/2	0.000	1.964	-1.227		0.000	1.917	-0.844
	5-7/2	0.000	5.833	-1.375		-	-	-
	5-8	0.333	9.167	-1.375		-	-	-
	5-9/2	-	12.917	-1.308		-	-	-
	5-10/2	0.000	5.000	-		-	-	-
	5-11/2	0.000	4.228	0.890		-	-	-
	5-12	0.896	9.583	0.000		-	-	-
	5-13/2	0.452	1.871	0.326		0.452	1.917	0.712
	5-14/2	0.586	1.950	-0.991		0.586	1.917	-0.607
	5-15	0.733	5.000	-1.115		-	-	-
	5-16	0.844	12.917	-1.208		-	-	-
	5-17	0.830	12.917	1.365		-	-	-
	5-18	0.896	12.917	0		-	-	-
	5-19	0.896	5.000	-0.200		-	-	-
	5-20	0.000	0.902	-0.929		0.000	0.875	-0.482
	5-21	0.342	0.894	-0.787		0.342	0.875	-0.340
	5-22	0.482	0.873	-0.448		0.482	0.875	0.000
	5-23	0.306	0.851	-0.076		0.306	0.875	0.373
	5-24	0.000	0.846	+0.034		0.000	0.875	0.482
	5-25	0.000	12.917	1.551		-	-	-
	5-26/2	0.000	12.917	-1.308		-	-	-
	5-27	0.000	12.167	-1.292		-	-	-
	5-28	0.844	11.167	-1.208		-	-	-

51	0.896	7.083	-0.075	0.896	7.096	0.000
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