



7L113-55/00

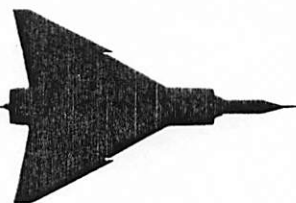
CENTRE LINE of AIRCRAFT RIB

STN	YR	-C	Z _u	Z _u	T	NOTES
1						
2						
3						
4						
5						
6						
7						
8	7.627		.657	1.245		FRONT SPAR C-105
9	8.795		.665	1.321		
10	11.297		.683	1.457		
11	13.796		.692	1.567		
12	16.297		.695	1.645		
13	18.796		.691	1.696		
14	21.294		.688	1.725		
15	23.796		.678	1.725		
16	26.295		.665	1.711		
17	28.796		.645	1.683		
18	31.226		.625	1.639		
19	32.92		.606	1.602		MAIN SPAR
20	35.044		.575	1.529		
21	37.544		.534	1.429		
22	39.794		.498	1.330		
23	42.544		.453	1.198		
24	44.544		.416	1.097		
25	46.294		.375	1.023		
26	48.794		.347	.890		
27	51.294		.307	.775		
28	53.794		.265	.665		
29	56.152		.233	.556		REAR SPAR
30	67.50		.056	.056	.112	TRAILING EDGE
31						
32	31.00		.626	1.640		AUX SPAR
33						
34						

WING DATA COMPILED
@ Y8 Scale by
Jon Dugleby



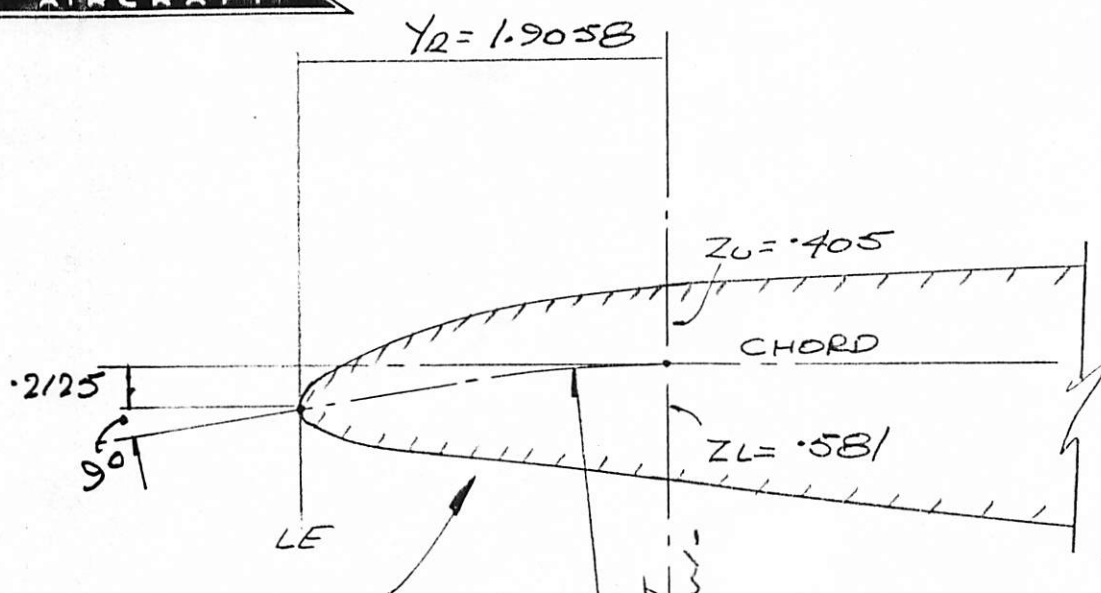
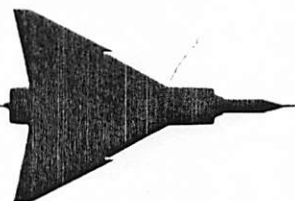
DIRECTRIX A



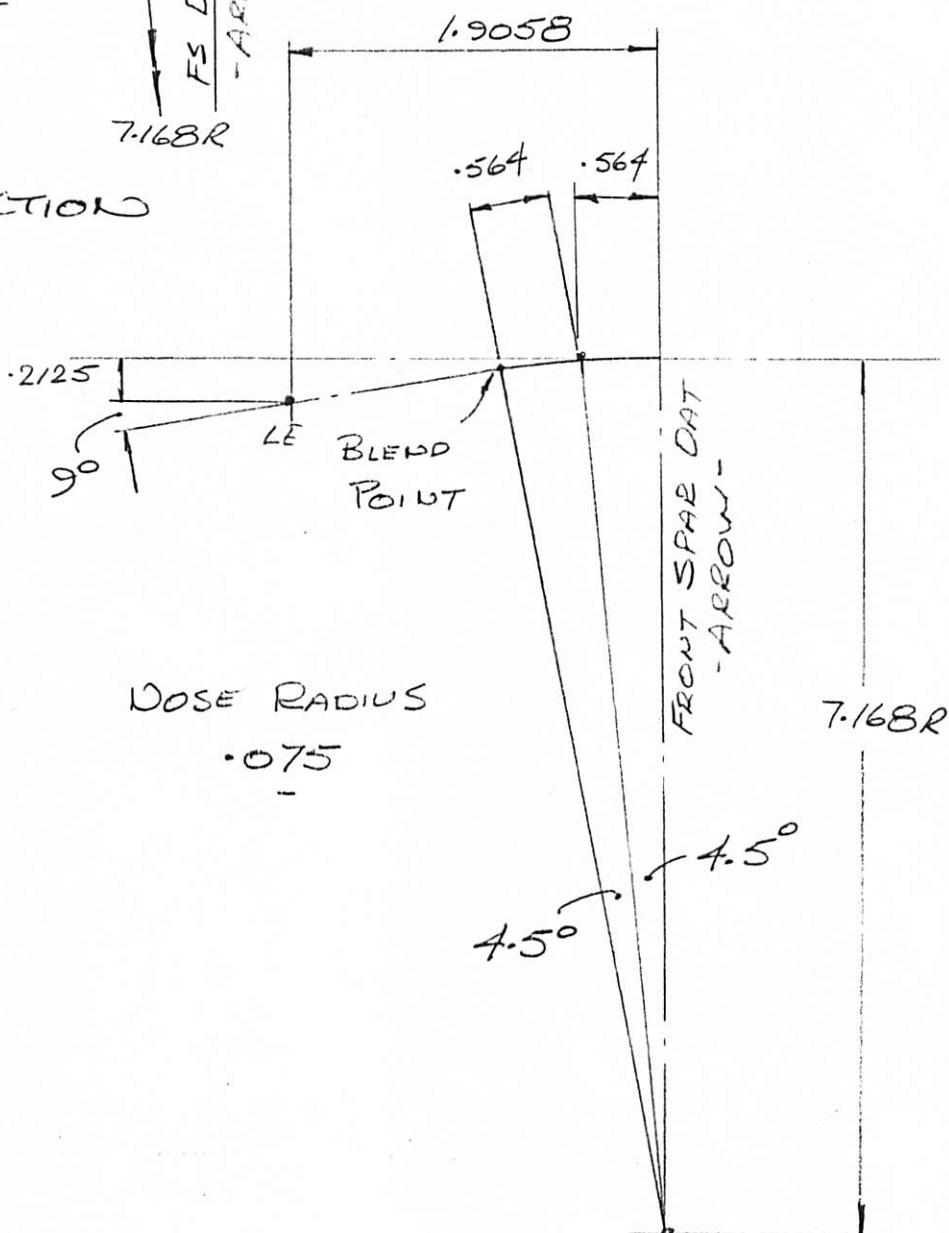
STN	Yr	-C	Zu	ZL	T	NOTES
1	0	0	0	0	0	PLOT ALONG
2	.071	.006	.103	.116	.219	9° DROOP
3	.416	.022	.229	.273	.502	OF CHORD
4	1.246	.059	.353	.472	.825	LINE
5	2.077	.094	.419	.608	1.027	
6	3.323	.143	.478	.764	1.242	
7	4.569	.187	.513	.887	1.400	
8	6.300	.243	.542	1.028	1.570	FRONT SPAR C-105
9	7.448	.267	.548	1.083	1.631	
10	8.966	.311	.561	1.183	1.744	
11	10.782	.348	.568	1.265	1.833	
12	12.600	.377	.571	1.325	1.896	
13	14.416	.397	.570	1.365	1.935	
14	16.232	.411	.568	1.390	1.958	m = 3.5% At 29.06%
15	18.050	.417	.561	1.395	1.956	
16	19.666	.418	.553	1.389	1.942	
17	21.684	.417	.540	1.374	1.914	E = .0075% c At 35.593
18	23.450	.410	.526	1.347	1.873	
19	24.682	.405	.513	1.324	1.837	MAIN SPAR
20	26.487	.394	.493	1.282	1.775	
21	28.612	.377	.464	1.219	1.663	
22	30.525	.356	.438	1.151	1.589	CS F.N.D
23	32.862	.326	.406	1.058	1.464	
24	34.575	.303	.379	.985	1.364	
25	36.050	.290	.349	.930	1.279	
26	38.175	.251	.327	.829	1.156	CS AFT
27	40.300	.221	.295	.738	1.033	
28	42.425	.191	.263	.645	.908	
29	44.467	.161	.233	.556	.789	REAR SPAR
30	55.814	0	.056	.056	.112	TRAILING EDGE
31						
32						
33	19058	.088	.405	.581	.986	ARROW FRONT SPAR
34						



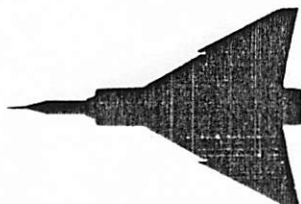
DIRECTRIX A LEADING EDGE



NB: PLOT THE ORDINATES AT 90° TO CHORD LINE IN THIS SECTION



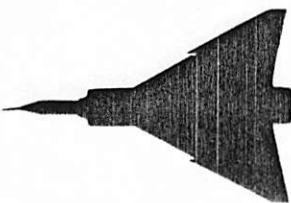
INBOARD NOTCH RIB-BASIC



STN	YR	-C	ZL	ZL	T	NOTES
1	0	0	0	0	0	
2	.045		.050	.056		
3	.260		.138	.166		
4	.779		.210	.287		
5	1.295		.251	.369		
6	2.071		.286	.467		
7	2.856		.311	.541		
8	3.937		.329	.627		FRONT SPAR-105
9	4.198		.331	.645		
10	4.756		.336	.678		
11	5.314		.340	.703		
12	5.873		.343	.734		
13	6.431		.346	.754		
14	6.990		.347	.772		
15	7.548		.346	.786		
16	8.107		.346	.797		
17	8.665		.345	.804		
18	9.208		.343	.809		
19	9.587		.342	.812		TAIL SPAR
20	10.805		.336	.827		
21	12.239		.334	.831		
22	13.530		.328	.820		
23	15.105		.319	.800		
24	16.264		.311	.777		
25	17.259		.300	.758		
26	18.693		.290	.716		
27	20.128		.272	.669		
28	21.562		.259	.607		
29	22.940		.233	.556		REAR SPAR
30			.056	.056	.112	TRAILING EDGE
31						
32						
33						
34						



INBOARD NOTCH PROFILE

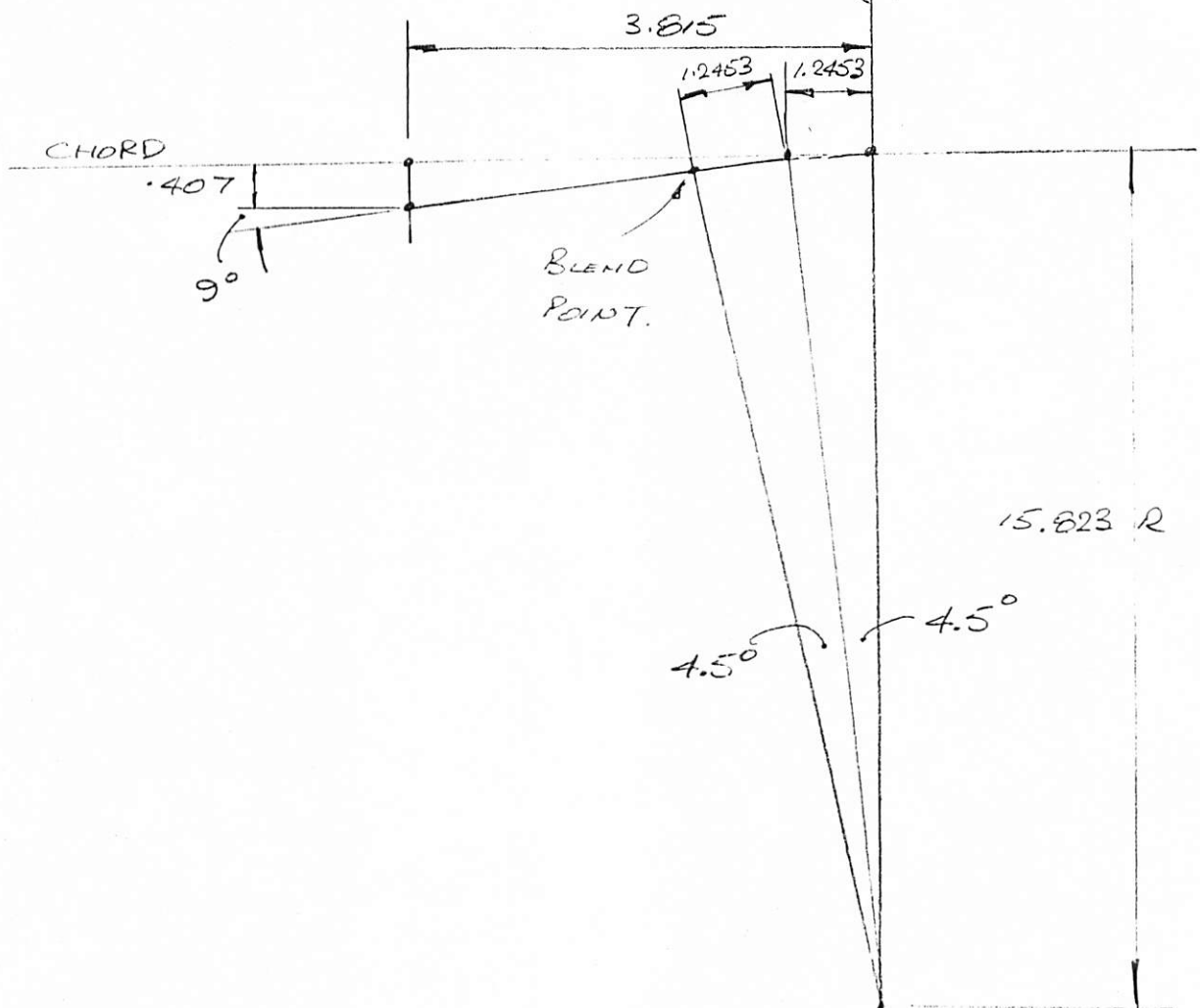
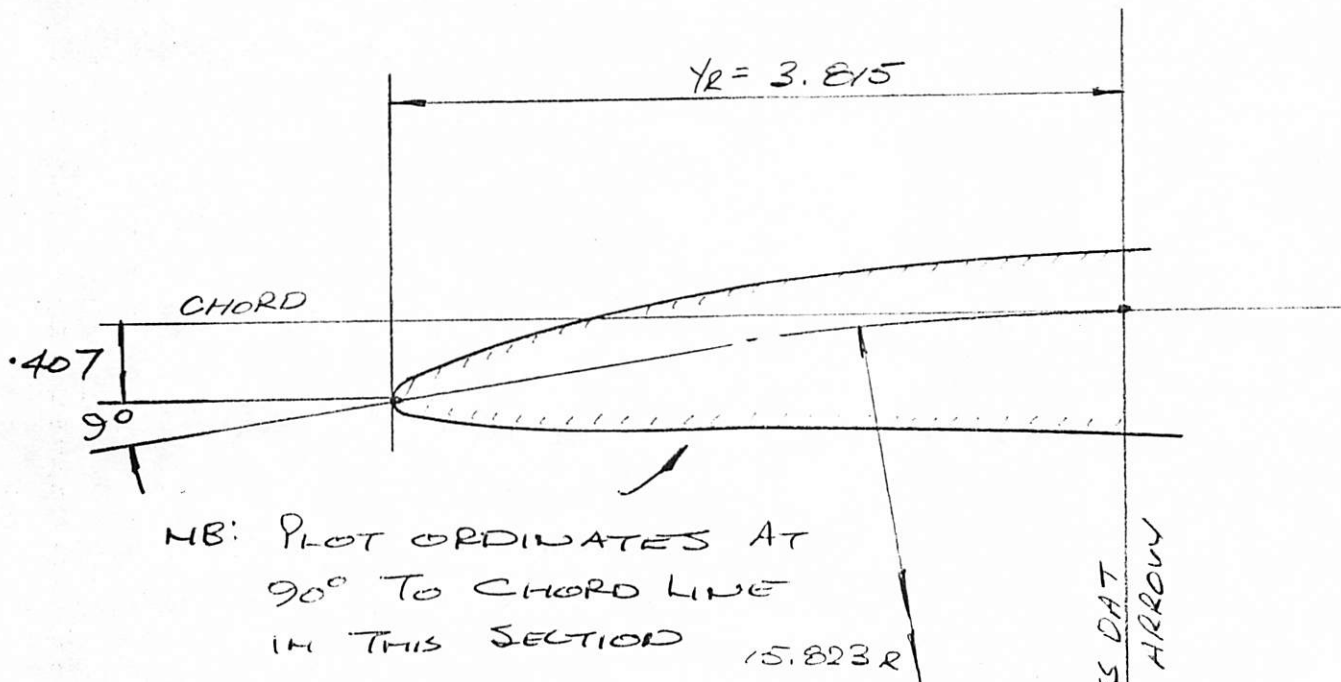
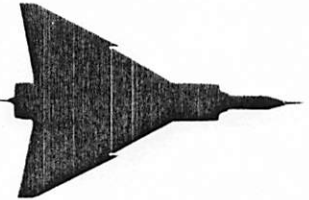


$\frac{1}{2}$ REDUCTION FACTOR = .5589
 $\frac{1}{2}$ REDUCTION FACTOR AFTER FS 105 = .1683

5TH	YR	-C	ZL	ZL	T	NOTES
1	0	0	0	0		Plot Above
2	.025		.050	.056		90° Drop
3	.145		.138	.166		CHORD
4	.435		.210	.287		
5	.725		.251	.369		
6	1.161		.286	.467		
7	1.596		.311	.541		
8	2.254		.329	.627		FS 105
9						
10	2.1326					FS Arrow
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
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23						
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31						
32						
33						
34						

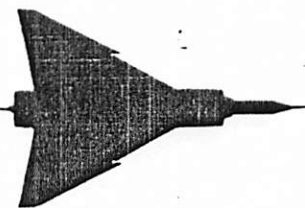


INBOARD NOTCH RIB-BASIC





DIRECTRIX B-ARROW BASIC

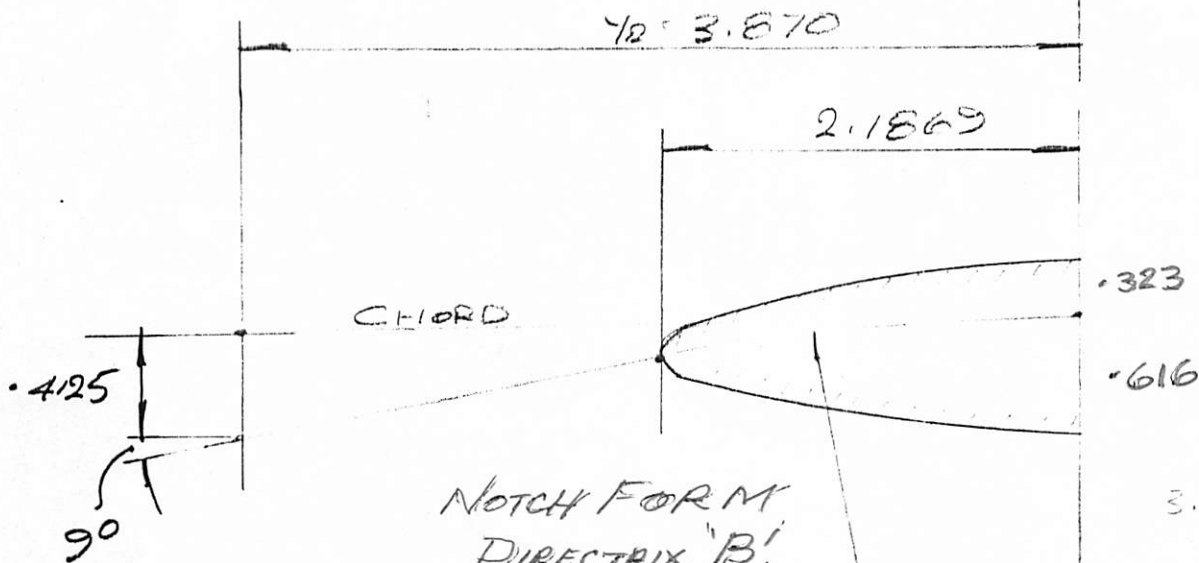
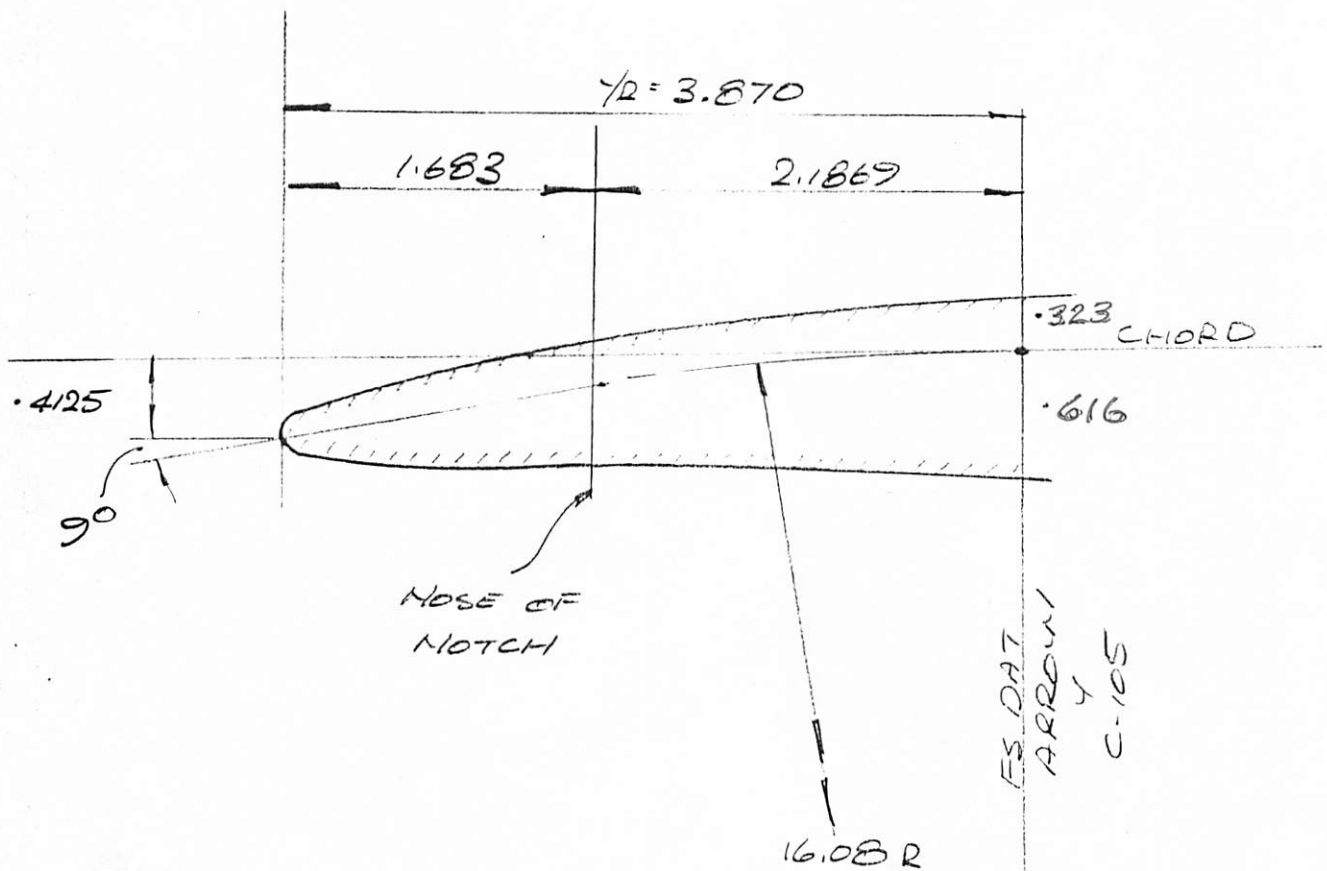
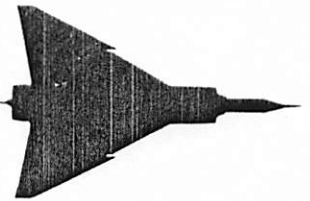


STN	YR	-C	ZL	ZL	T	NOTES
1	0	0	0	0	0	
2	.044		.048	.054		
3	.255		.136	.163		
4	.765		.206	.281		
5	1.276		.246	.362		
6	2.041		.280	.458		
7	2.807		.305	.531		
8	3.870		.323	.616		FRONT SPAR C-155
9	4.114		.325	.632		& ARROW
10	4.637		.329	.664		
11	5.159		.333	.692		
12	5.682		.336	.717		
13	6.204		.340	.737		
14	6.727		.341	.754		
15	7.250		.340	.769		
16	7.772		.340	.780		
17	8.295		.340	.788		
18	8.803		.338	.792		
19	9.157		.337	.797		MAIN SPAR
20	10.359		.337	.814		
21	11.773		.330	.820		
22	13.047		.325	.811		
23	14.602		.316	.793		
24	15.734		.307	.7716		
25	16.724		.299	.753		
26	18.139		.289	.713		
27	19.553		.271	.667		
28	20.968		.259	.606		
29	22.327		.233	.556		REAR SPAR
30	33.675		.056	.056	.112	TRAILING EDGE
31						
32						
33						
34						

34.179%
 30.76%
 31%



DIRECTRIX B-BASIC

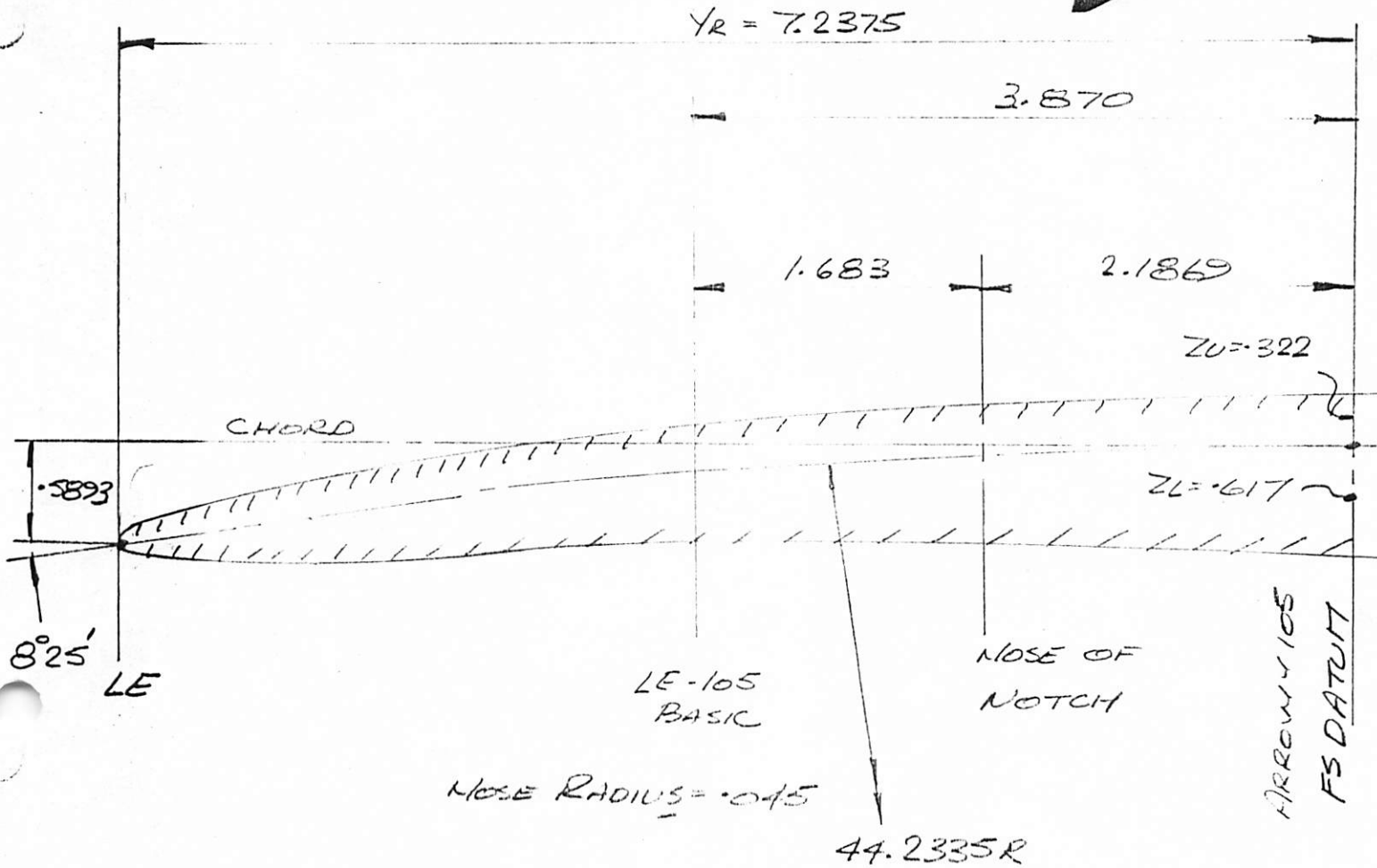


NOTCH FORM
DIRECTRIX "B"

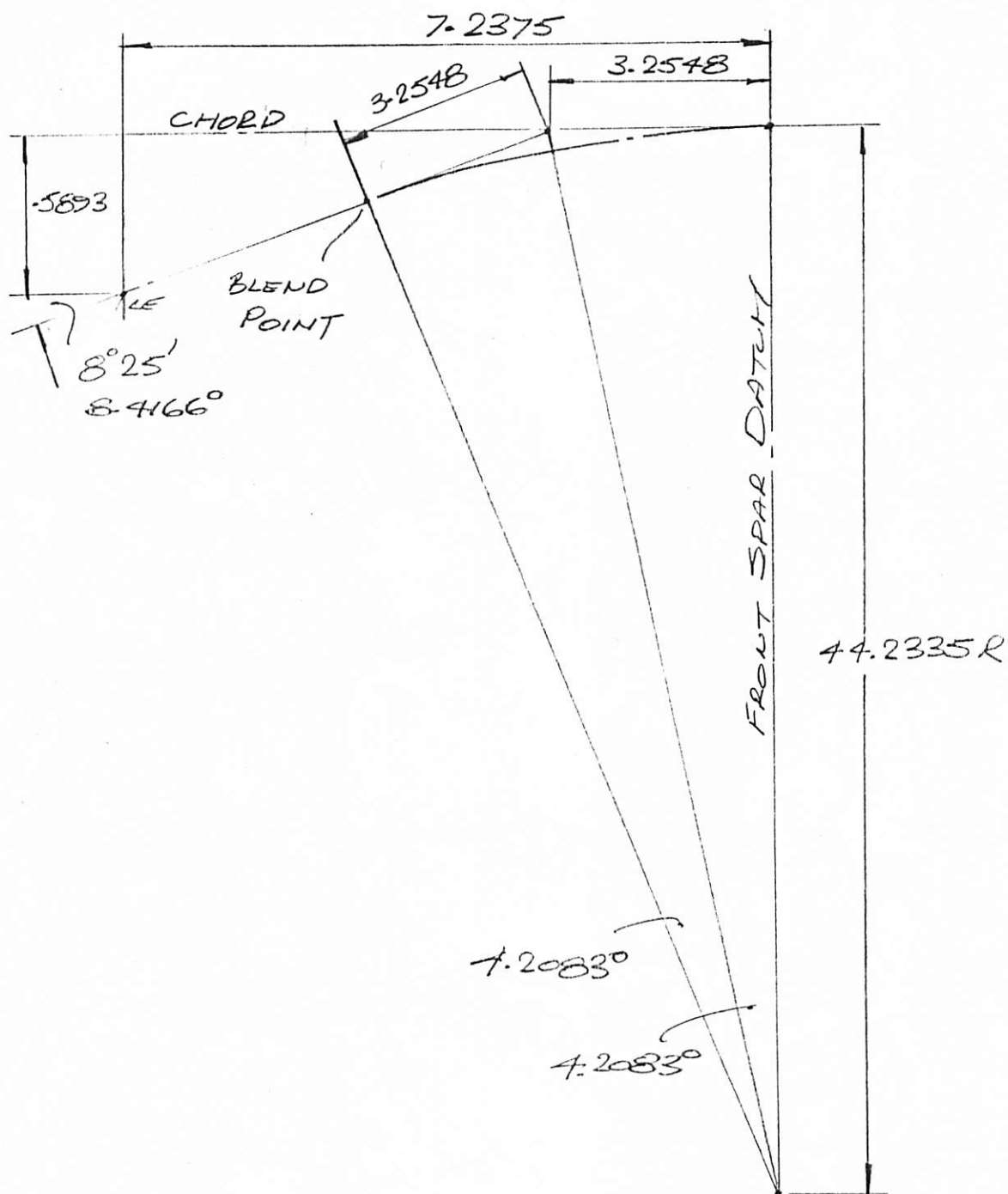
$\frac{1}{2}$ COORDINATES
SHORTED BY A
FACTOR OF .565

16.08 R

$$\begin{array}{r} 3.87 - 1.412 \\ \hline 3.87 \\ \hline .565 \end{array}$$



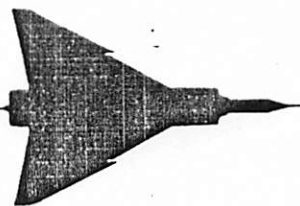
DIRECTRIX B (ARROW) EXTENDED LEADING EDGE



DIRECTRIX B (ARROW) EXTENDED LEADING EDGE



END RIB INBOARD WING-BASIC



STN	YR	-C	ZL	ZL	T	NOTES
1						
2	.043		.047	.052		
3	.251		.133	.160		
4	.13		.201	.275		
5	1.25		.240	.354		
6	2.0		.274	.448		
7	2.75		.298	.520		
8	3.792		.316	.603		FRONT SPAR G105
9	4.016		.318	.618		
10	4.497		.322	.647		
11	4.978		.326	.674		
12	5.459		.329	.698		
13	5.940		.332	.717		
14	6.421		.333	.734		
15	6.901		.333	.749		
16	7.382		.334	.760		
17	7.863		.333	.769		
18	8.332		.332	.776		
19	8.656		.3317	.780		MAIN SPAR
20	9.434		.3317	.799		
21	11.230		.326	.807		
22	12.483		.321	.800		
23	14.013		.313	.784		
24	15.135		.306	.765		
25	16.101		.297	.748		
26	17.492		.288			
27	15.884		.270	.664		
28	20.275		.259	.605		
29	21.612		.233	.556		REAR SPAR
30			.056		.112	TRAILING EDGE
31						
32	3.933					FS-ARROW
33						
34						