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Title **Spar, rib & skin stresses : C 105 / prepared by L. Matalon, J. Dixon.**
Publisher Malton, Ont. : A.V. Roe Canada Limited, Technical Dept. (Aircraft), 1955.

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Descript 1 v. (various pagings) : ill.
Series Report (A.V. Roe Canada) ; 7/0583/8.
Subject Avro Arrow (Turbojet fighter plane) -- Design and construction
Alt author Dixon, J. L.
A.V. Roe Canada. Aircraft Division. Technical Dept.
A.V. Roe Canada. Technical Dept. (Aircraft)

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Don't
think info is what Paul is
after
@ AP. 100 pages

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Descript 1 v. (various pagings) : ill.

Series Report (A.V. Roe Canada) ; 7/0558/82.

Subject Avro Arrow (Turbojet fighter plane) -- Design and construction

Alt author A.V. Roe Canada. Aircraft Division. Technical Dept.

Coiley, G. M.

A.V. Roe Canada. Technical Dept. (Aircraft)

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280 page

A - heady

B - Case considered

C - Geometry

D

E Loading

F Static stress

Detail Stressing

A

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*Title***Extract from stability reports.***Publisher*

Malton, Ont. : A.V. Roe Canada Limited, Technical Dept. (Aircraft), 1954.

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TL685.3 E95

Descript

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30 page.

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A. V. ROE CANADA LIMITED
MALTON - ONTARIO
TECHNICAL DEPARTMENT (Aircraft)

REPORT NO _____

SHEET NO _____

AIRCRAFT:

C-105

PREPARED BY _____

DATE _____

August 1954

CHECKED BY _____

DATE _____

EXTRACT INDEX A

EXTRACT

from

A.V. ROE STABILITY REPORTS

Classification cancelled / Changed to UNCLASS
by authority of AVRS
Date 27 Sept 96
Signature DB.01
AVRS

1. Yawing Moment due to Sideslip

- 1.1 $C_{N\beta}$ vs M $-2^\circ < \beta < +2^\circ$
- 1.2 $C_{N\beta}$ vs M $2^\circ < \beta < 8^\circ$
- 1.3 $C_{N\beta}$ vs q $M = .5$
- 1.4 C_N vs β $q = 2^\circ$

2. Rolling Moment due to Sideslip

- 2.1 $C_{l\beta}$ vs M $q = 0$
- 2.2 $C_{l\beta}$ vs M $q = 2^\circ$
- 2.3 $C_{l\beta}$ vs M $q = 6^\circ$
- 2.4 $C_{l\beta}$ vs q $M = .5$
- 2.5 C_{ℓ} vs β $q = 2^\circ$

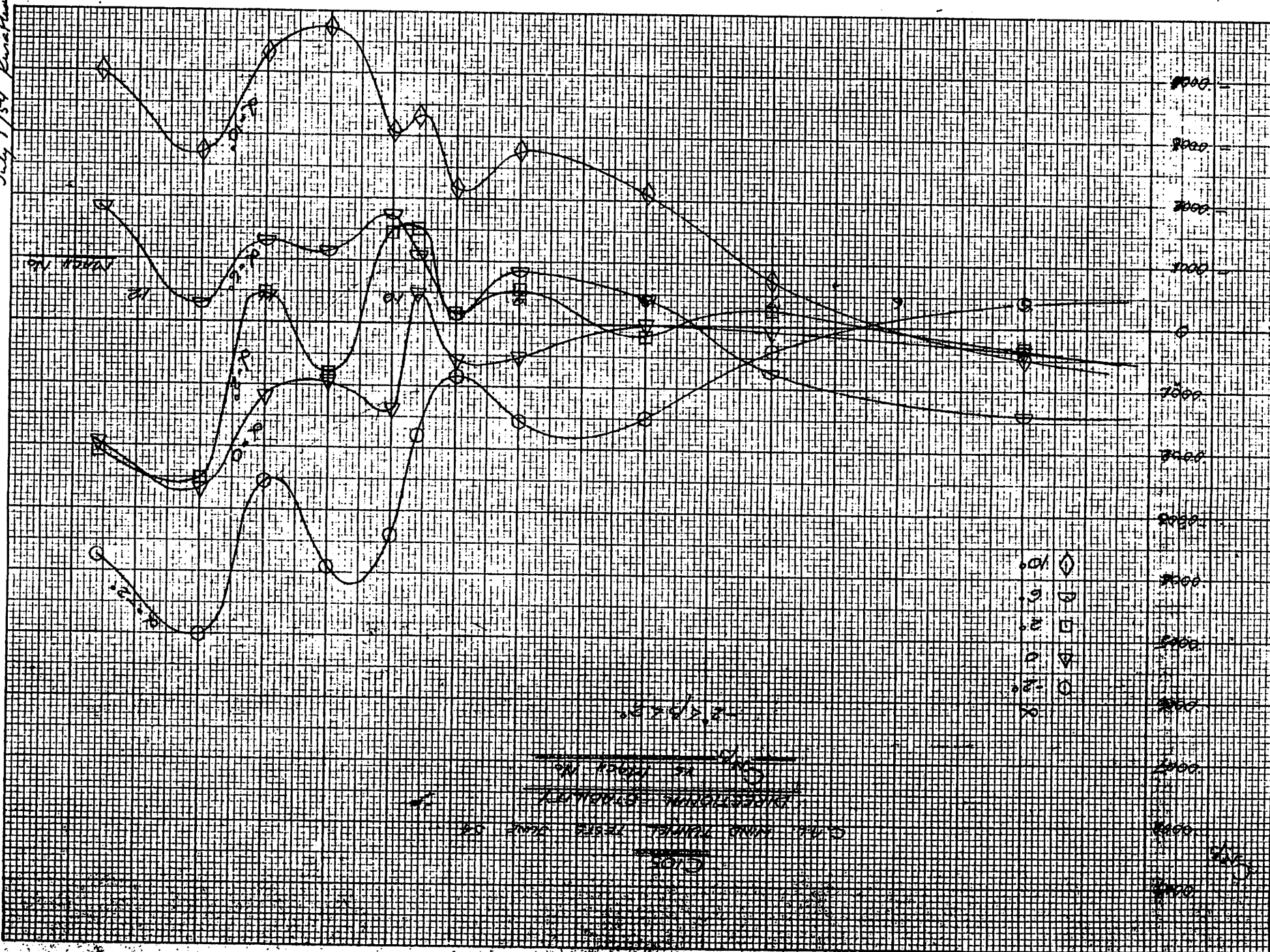
3. Rudder Effectiveness

- 3.1 $C_{N\delta_r}$ vs q $M = .5$

4. Aileron Effectiveness

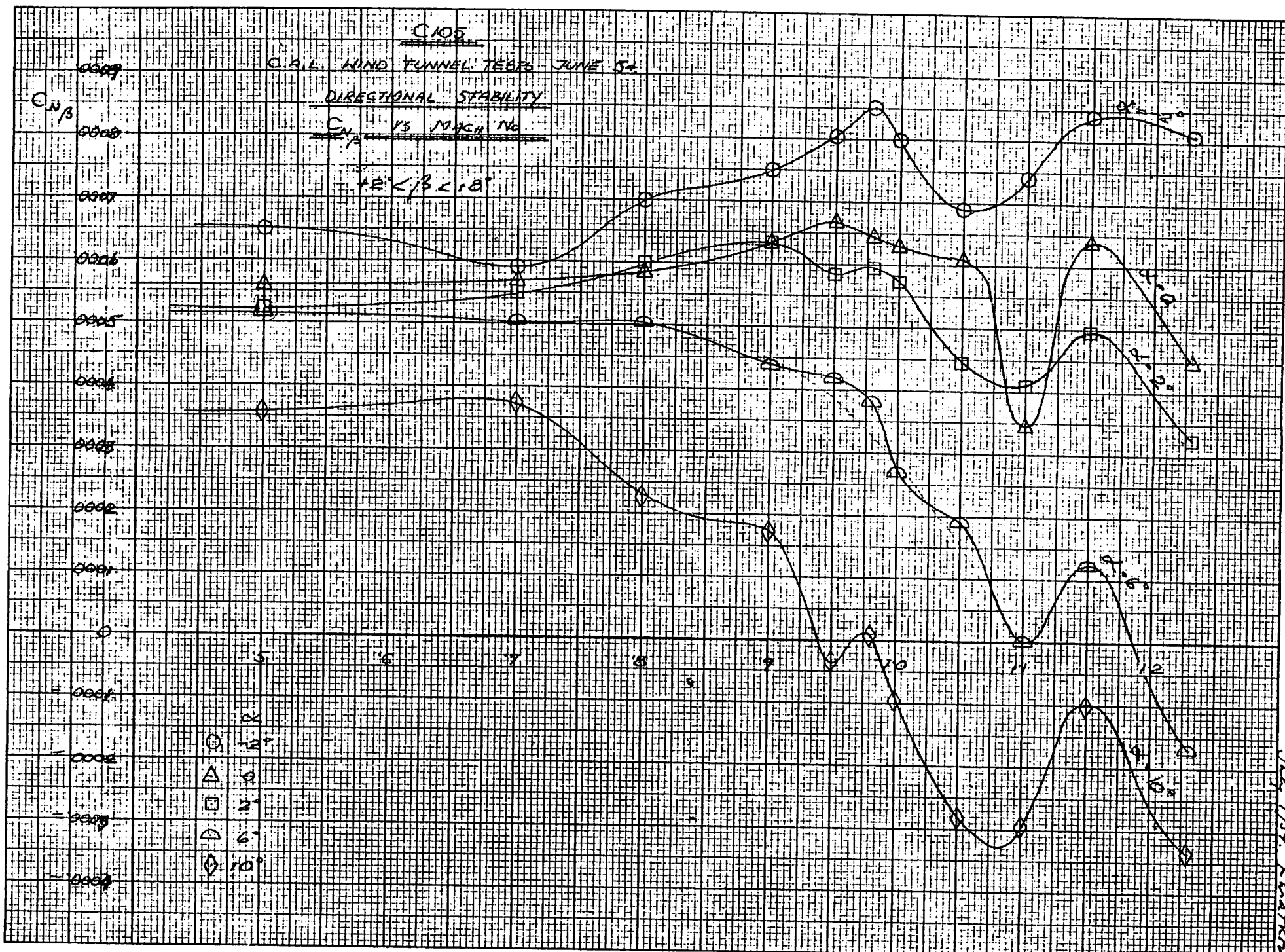
- 4.1 $C_{\ell\delta_a}$ vs q $M = .5$

3.1.1.1. P.M.T/301
July 7/54 Keweenaw



1000
 900
 800
 700
 600
 500
 400
 300
 200
 100
 0

12
 1
 10
 9
 8
 7
 6
 5
 4
 3
 2
 1
 0

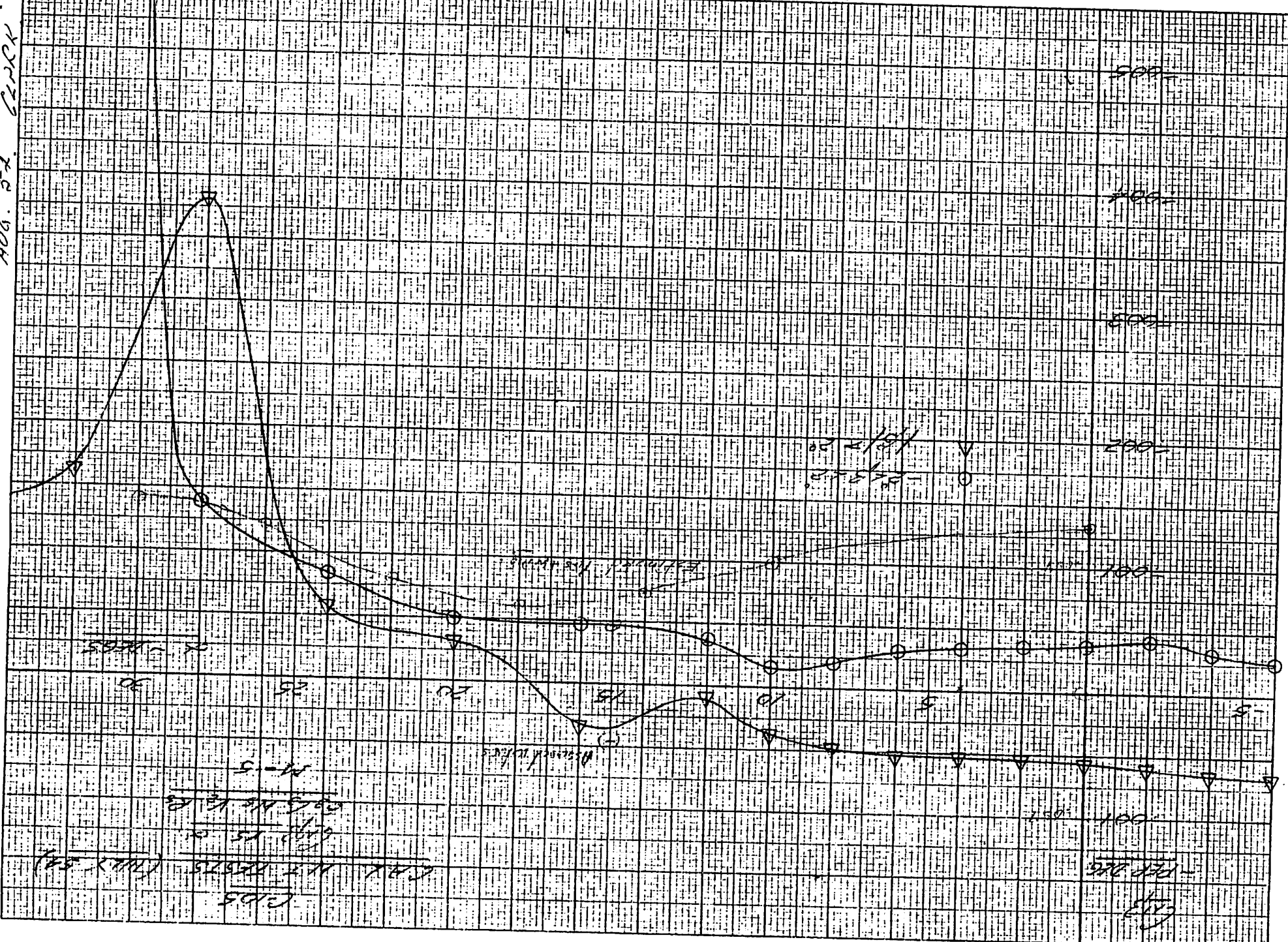


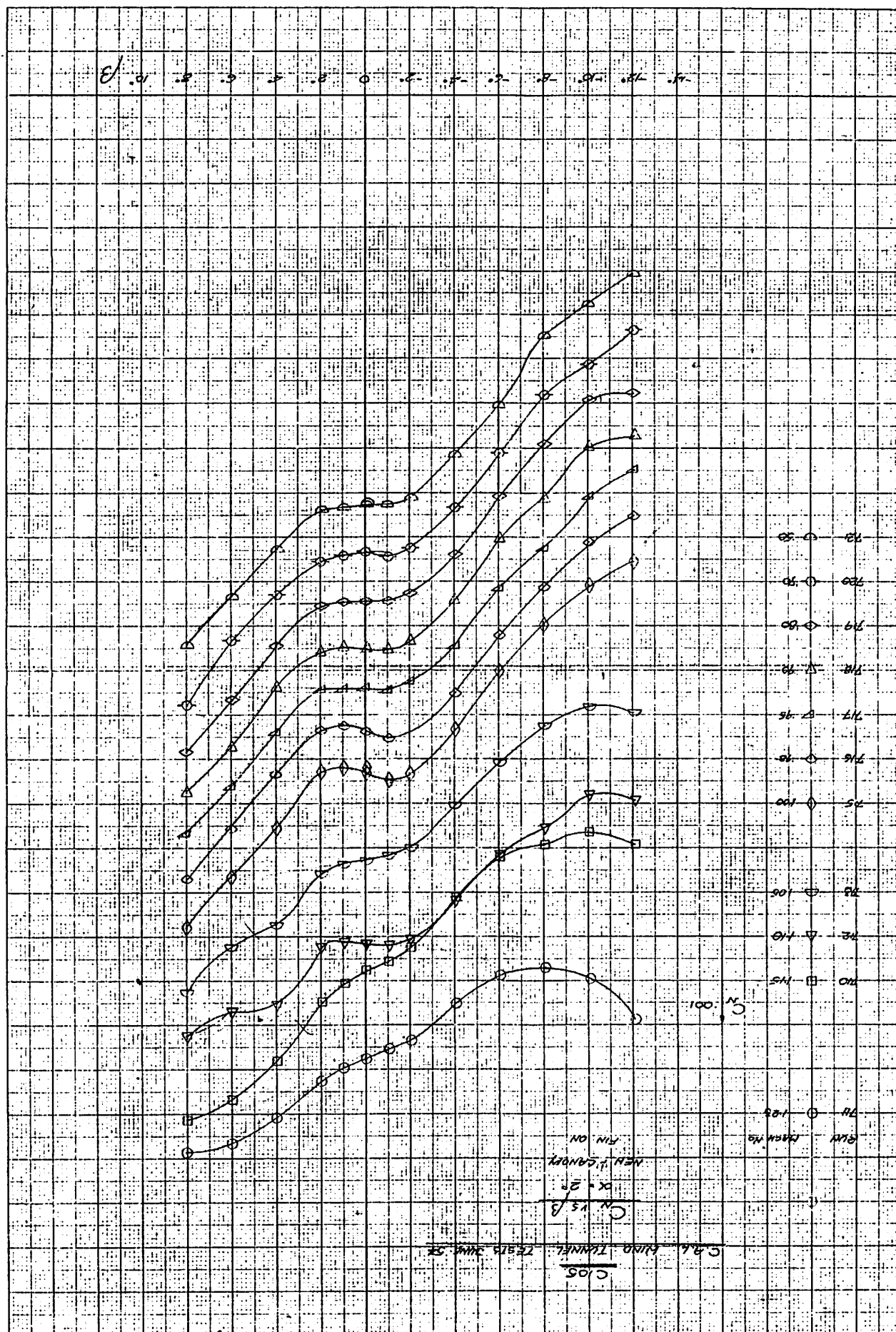
3.1.1.2.

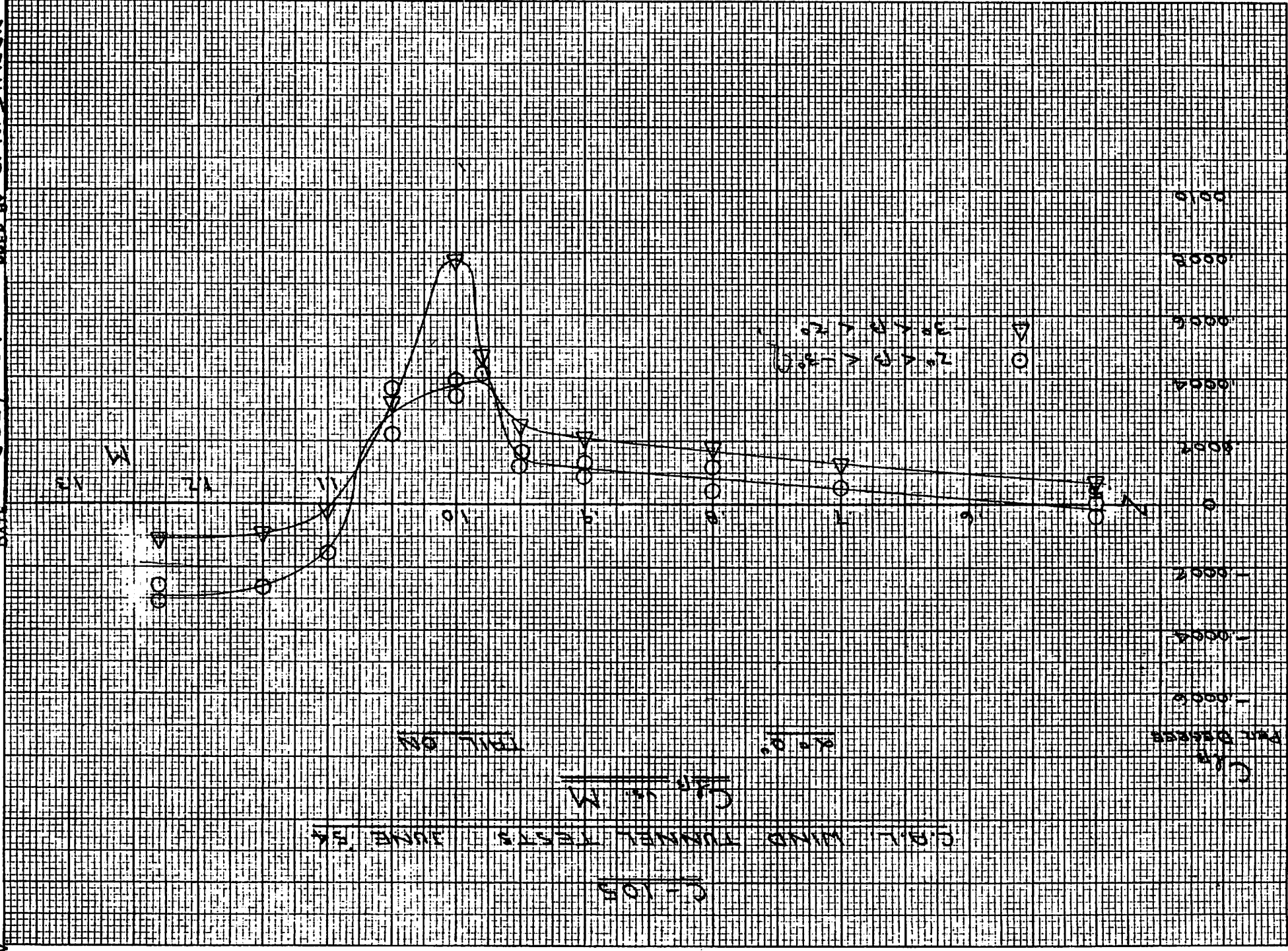
P.M.T./30 1.0

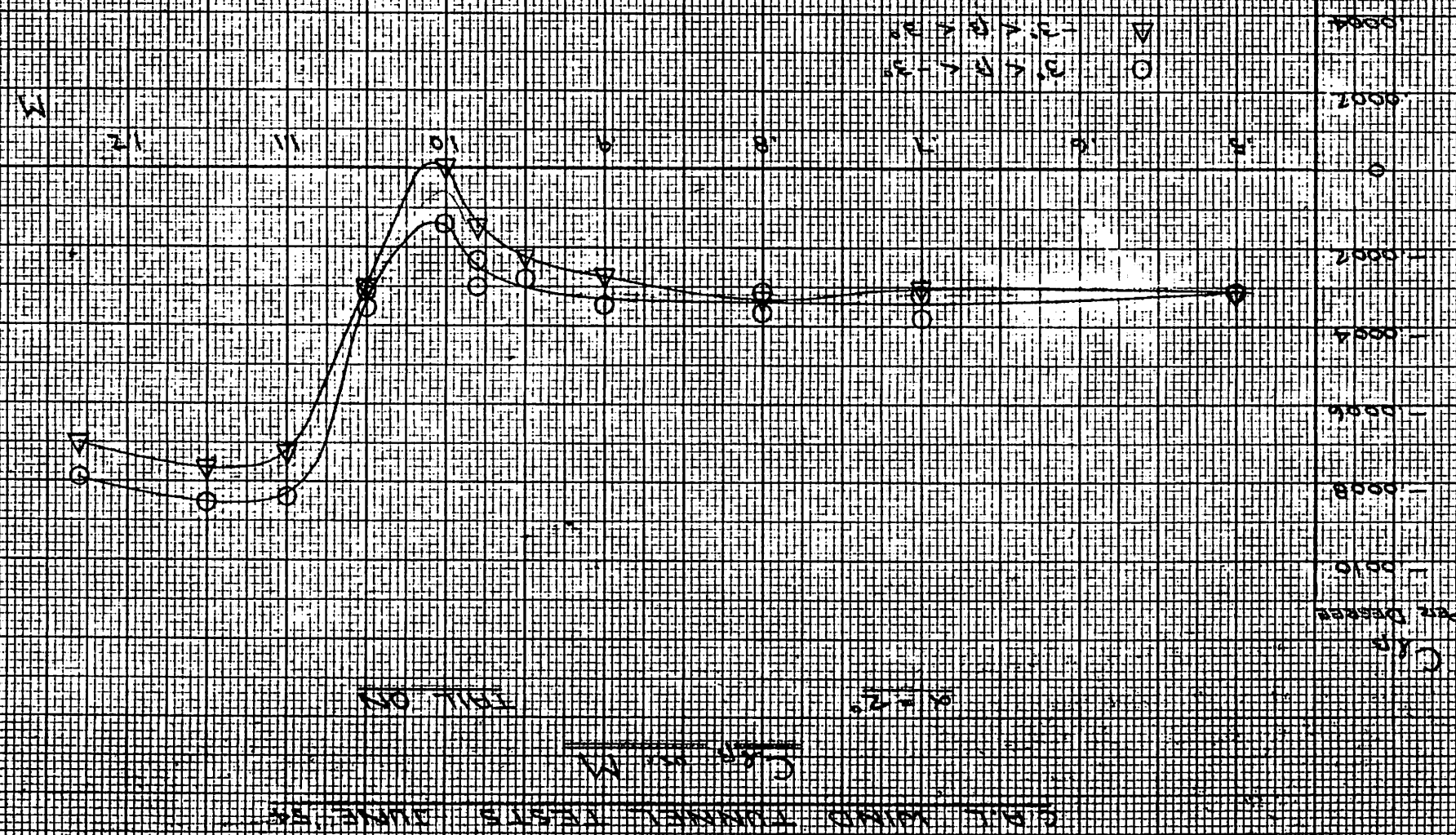
T.A. 7/54 K.A. 4/54

7/10.7/40
AUG. 2-4. C. P. R. K.









2.2

C-105

CAL. WIND TUNNEL TESTS INNOV 1954

C-105

TAIL ON

 $\alpha = 6^\circ$ C_L
PER DEGREE

-0.0018

-0.0016

-0.0014

-0.0012

-0.0010

-0.0008

-0.0006

-0.0004

-0.0002

 $3^\circ < \alpha < 12^\circ$ $-12^\circ < \alpha < -3^\circ$ 

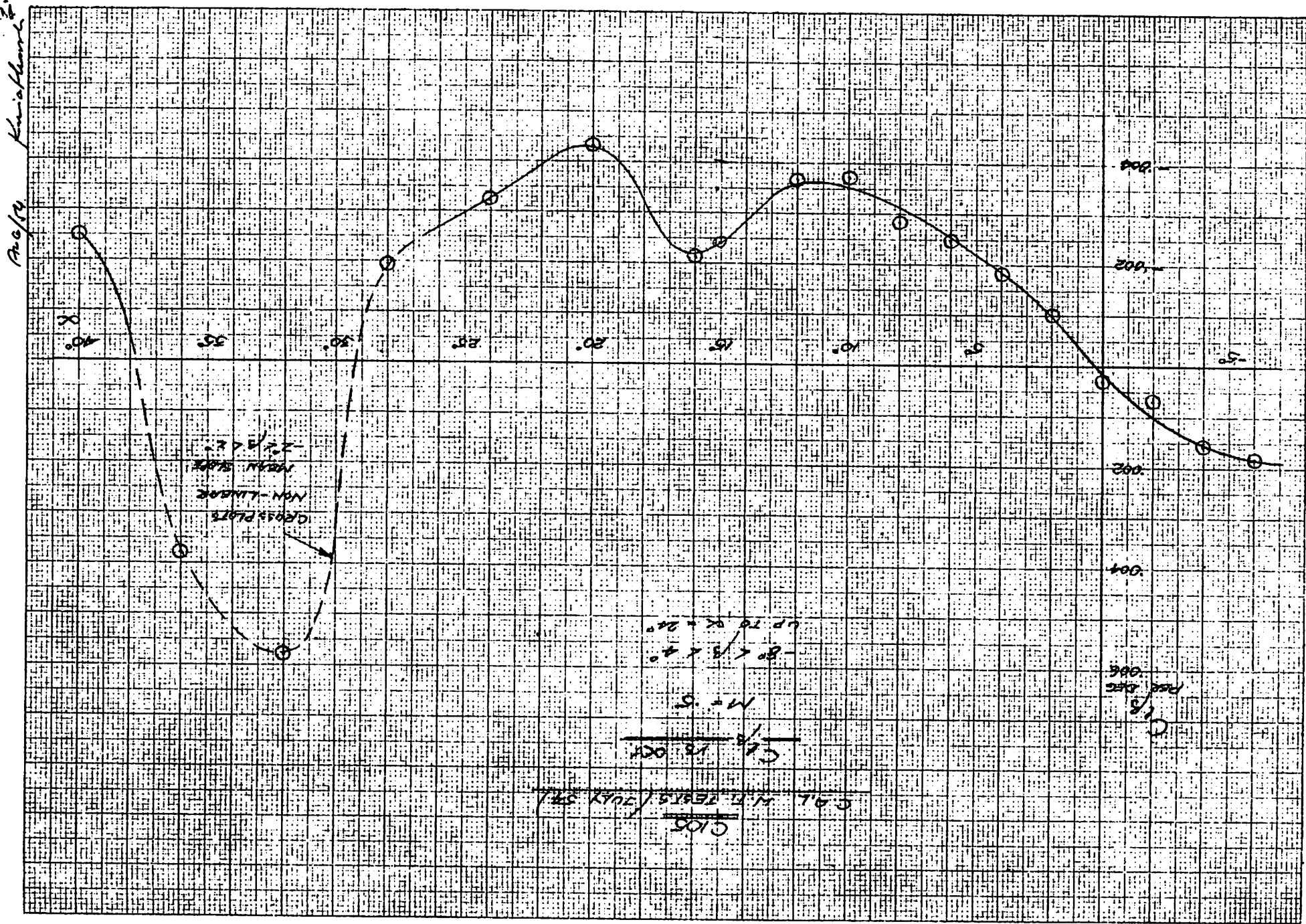
505
 9.1 15.5 10.5
 (15.5 10.5 9.1)

5 15 25 35 45 55 65 75 85 95 100

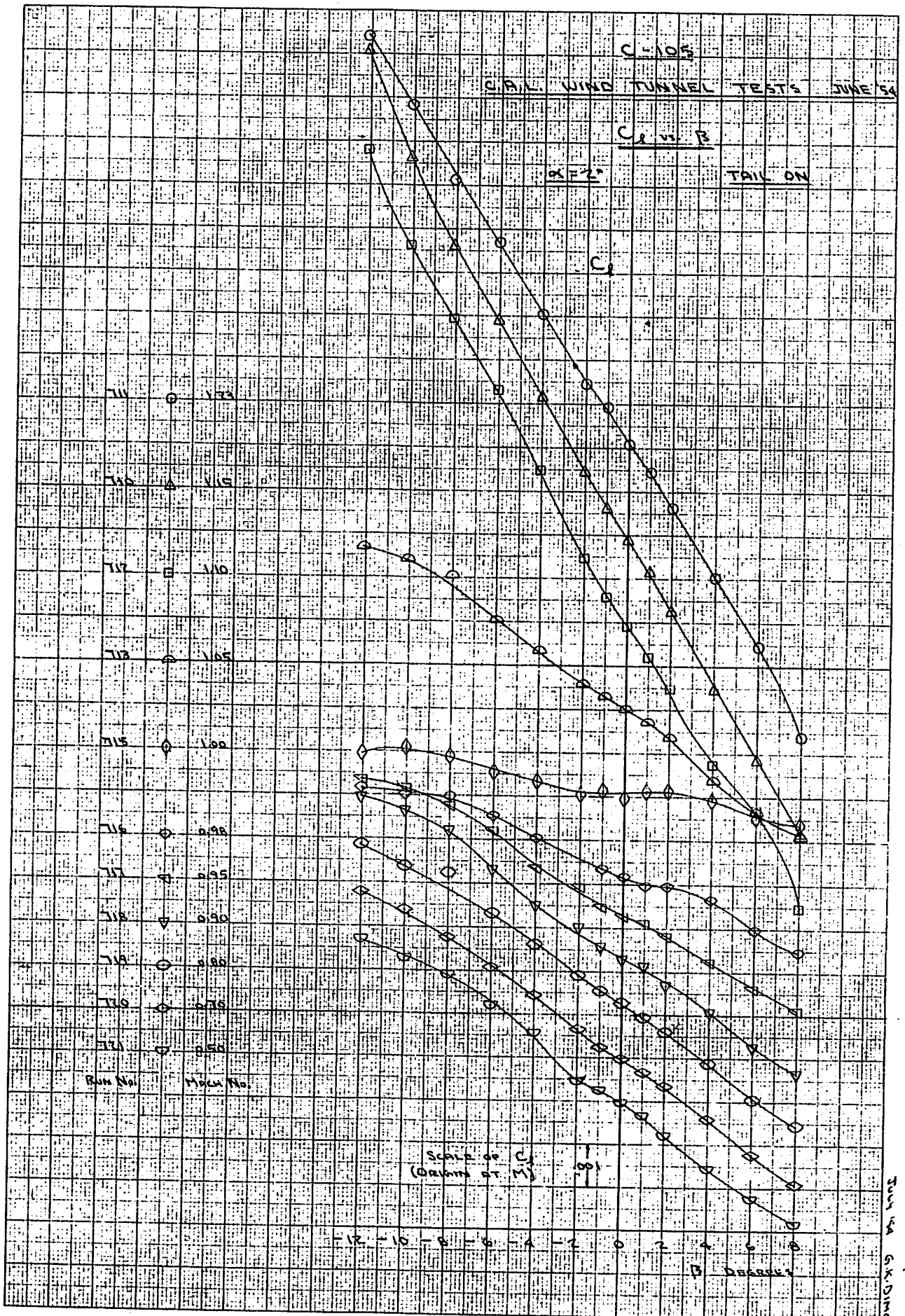
M = 5

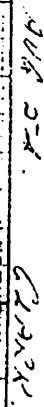
-80 < 3 < 40
 10 20 30 40 50 60 70 80 90 100

0.053 PLATS
 NON-LINEAR
 MEAN VALUE
 2.2 2.2 2.2



P/W.T/100
 mc/10
 2.2





2/22/70
3.1

