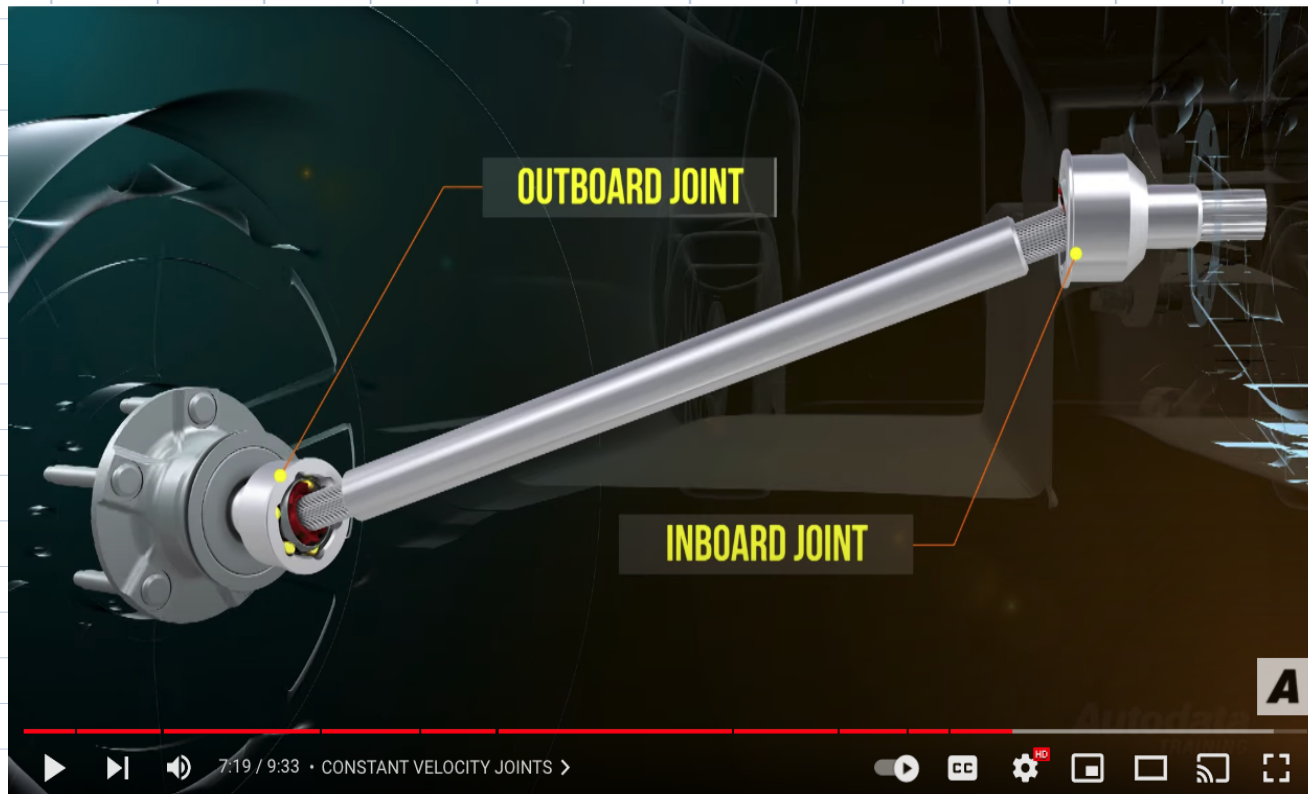


Torsion Motivation



CONVENTIONAL AIRFOILS

Low camber - low drag - high speed - thin wing section. Suitable for race planes, fighters, interceptors, etc.

Deep camber - high lift - low speed - thick wing section. Suitable for transports, freighters, bombers, etc.

Deep camber - high lift - low speed - thin wing section. Suitable as above

Low lift - high drag - reflex trailing edge wing section. Very little movement of centre of pressure. Good stability

Symmetrical (cambered top and bottom) wing sections. Similar to above

GA(W)-1 airfoil - thicker for better structure and lower weight - camber is maintained farther rear-ward which increases lifting capability over more of the airfoil and decreases drag

Fig. 5 Conventional airfoils

Torsion Motivation

