design is necessary to obtain the best results from these two conflicting conditions.

The second means of changing the planform is by tapering (decreasing the length of chord from the root to the tip of the wing). In general, tapering causes a decrease in drag (most effective at high speeds) and an increase in lift. There is also a structural benefit due to a saving in weight of the wing.

Most training and general aviation type airplanes are operated at high coefficients of lift, and therefore require comparatively high aspect ratios. Airplanes that are developed to operate at very high speeds demand greater aerodynamic cleanness and greater strength, which require low aspect ratios. Very low aspect ratios result in high wing loadings and high stall speeds. When sweepback is combined with low aspect ratio, it results in flying qualities very different from a more conventional high aspect ratio airplane configuration. Such airplanes require very precise and professional flying techniques, especially at slow speeds, while airplanes with a high aspect ratio are usually more forgiving of improper pilot techniques.

The elliptical wing is the ideal subsonic planform since it provides for a minimum of induced drag for a given aspect ratio, though as we shall see, its stall characteristics in some respects are inferior to the rectangular wing. It is also comparatively difficult to construct. The tapered airfoil is desirable from the standpoint of weight and stiffness, but again is not as efficient aerodynamically as the elliptical wing. In order to preserve the aerodynamic efficiency of the elliptical wing, rectangular and tapered wings are sometimes tailored through use of wing twist and variation in airfoil sections until they provide as nearly as possible the elliptical wing's lift distribution. While it is true that the elliptical wing provides the best coefficients of lift before reaching an incipient stall, it gives little advance warning of a complete stall, and lateral control may be difficult because of poor aileron effectiveness.

In comparison, the rectangular wing has a tendency to stall first at the wing root and provides adequate stall warning, adequate aileron effectiveness, and is usually quite stable. It is, therefore, favored in the design of low cost, low speed airplanes.

Aerodynamic Forces in Flight Maneuvers

Forces in Turns

If an aircraft were viewed in straight-and-level flight from the front *[Figure 5-34]*, and if the forces acting on the aircraft could be seen, lift and weight would be apparent: two forces. If the aircraft were in a bank it would be apparent that lift did not act directly opposite to the weight, rather it now acts in the direction of the bank. A basic truth about turns is that when the aircraft banks, lift acts inward toward the center of the turn, perpendicular to the lateral axis as well as upward.

Newton's First Law of Motion, the Law of Inertia, states that an object at rest or moving in a straight line remains at rest or continues to move in a straight line until acted on by some other force. An aircraft, like any moving object, requires a sideward force to make it turn. In a normal turn, this force is supplied by banking the aircraft so that lift is exerted inward, as well as upward. The force of lift during a turn is separated into two components at right angles to each other. One component, which acts vertically and opposite to the weight (gravity), is called the "vertical component of lift." The other, which acts horizontally toward the center of the turn, is called the "horizontal component of lift" or centripetal force. The horizontal component of lift is the force that pulls the aircraft from a straight flight path to make it turn. Centrifugal force is the "equal and opposite reaction" of the aircraft to the change in direction and acts equal and opposite to the horizontal component of lift. This explains why, in a correctly executed turn, the force that turns the aircraft is not supplied by the rudder. The rudder is used to correct any deviation between the straight track of the nose and tail of the aircraft into the relative wind. A good turn is one in which the

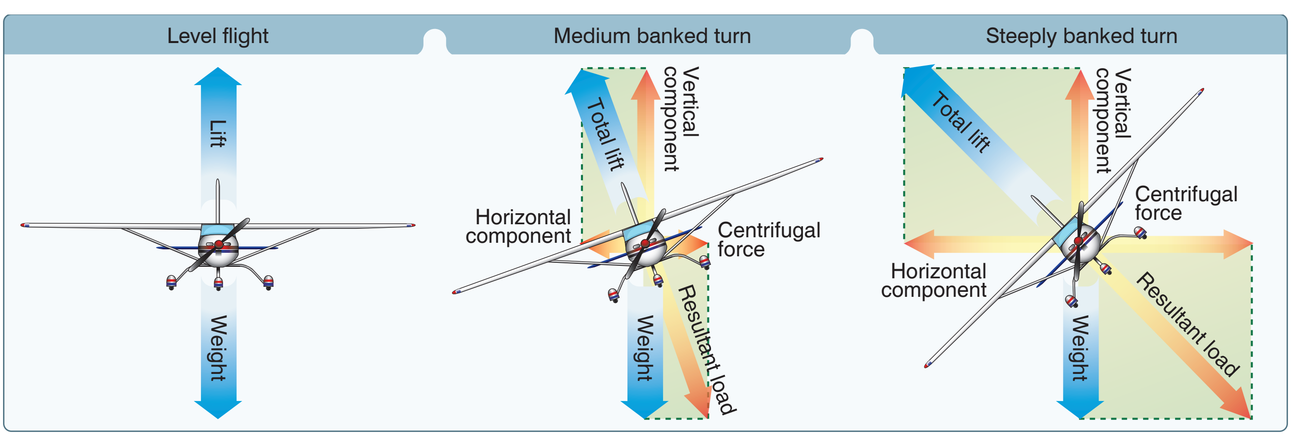

Figure 5-34. *Forces during normal, coordinated turn at constant altitude.*