

In article <C50zxA.1K9@zoo.toronto.edu> henry@zoo.toronto.edu (Henry Spencer) writes:

>In article <1ppm7j\$ip@access.digex.net> prb@access.digex.com (Pat) writes:

|>I thought the area rule was pioneered by Boeing.

|>NASA guys developed the rule, but no-one knew if it worked

|>until Boeing built the hardware 727 and maybe the FB-111?????

|Nope. The decisive triumph of the area rule was when Convair's YF-102 --

|contractually committed to being a Mach 1.5 fighter and actually found

|to be incapable of going supersonic in level flight -- was turned into

|the area-ruled YF-102A which met the specs. This was well before either

|the 727 or the FB-111; the 102 flew in late 1953, and Convair spent most

|of the first half of 1954 figuring out what went wrong and most of the

|second half building the first 102A.

|All work is one man's work. | Henry Spencer @ U of Toronto Zoology

| - Kipling | henry@zoo.toronto.edu utzoo!henry

Good thing i stuck in a couple of question marks up there.

I seem to recall, somebody built or at least proposed a wasp waisted

Passenger civil transport. I thought it was a 727, but maybe it

was a DC- 8,9??? Sure it had a funny passenger compartment,

but on the other hand it seemed to save fuel.

I thought Area rules applied even before transonic speeds, just

not as badly.

pat