

I am sure Mary or Henry can describe this more aptly than me.

But here is how I understand it.

At Speed, Near supersonic. The wind behaves like a fluid pipe.

It becomes incompressible. So wind has to bend away from the wing edges. AS the wing thickens, the more the pipes bend.

If they have no place to go, they begin to stall, and force compression, stealing power from the vehicle (High Drag).

If you squeeze the fuselage, so that these pipes have a place to bend into, then drag is reduced.

Essentially, the cross sectional area of the aircraft should remain constant for all areas of the fuselage. That is where the wings are subtracted, the cross sectional area of the wings from the fuselage.

pat