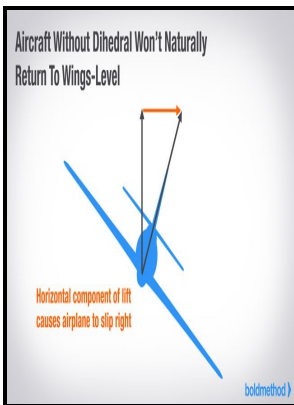


# Effect of geometric dihedral on low-speed static stability characteristics of a 40 degree swept-back wing

Royal Institute of Technology, Division of Aeronautics - Mean Aerodynamic Chord



Description: -

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Notes: Bibliographical references: p. 8.

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**PHAK**

These goals were accomplished in both aircraft.

## An Introduction to the Longitudinal Static Stability of Low

Side and plan views of these two groups with appropriate dimensions are shown in Figures 8. This is accomplished by dividing the weight of the aircraft by the wing area to produce a factor known as Wing Loading.

## Aircraft Wing Area and Aspect Ratio

For more information on weight-shift control aircraft, see the Federal Aviation Administration FAA Weight-Shift Control Flying Handbook, FAA-H-8083-5. Figures 4-45 and 4-46 show that banking an aircraft greater than  $72^\circ$  in a steep turn produces a load factor of 3, and the stalling speed is increased significantly.

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The airspeed at this point is the minimum airspeed at which the limit load can be developed aerodynamically.

## Longitudinal Dihedral

Dynamic stability refers to the aircraft response over time when disturbed from a given AOA, slip, or bank. If you enjoyed it, it would be great if you could share it on your favorite social network! If the bank angle is held constant and the airspeed is increased, the radius of the turn changes increases. With weight now being greater than lift, the aircraft begins to descend.



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