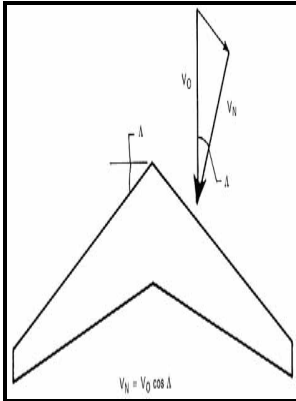


# Flight experiments on the boundary layer characteristics of a swept back wing

College of Aeronautics - Experiments on Discrete Roughness Element Technology for Swept



Description: -

-Flight experiments on the boundary layer characteristics of a swept back wing

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## Boundary Layer Suction

Thenonlinear inverse concept eventually joined classical control designmethods as a contending approach for control augmentation design inthe U. It has the effect of delaying the shock waves and accompanying rise caused by fluid near the , improving performance. This resulted in a crash program to introduce new swept wing designs, both for fighters as well as.

## Flow Patterns and Aerodynamic Performance of Unswept and Swept

The aircraft might stall at approximately 152 KCAS at sea level. They accepted the relatively slow cruise speed M0. For example, placing an array of DREs spaced at 2.

ch8

Dover publications, New York, 2004. At speeds of approximately 260 knots or less, air can be considered incompressible in that, at a fixed altitude, its density remains nearly constant while its pressure varies. Pilotson the C-17 joint test team from the Air Force and McDonnell Douglasflew the QSRA in a program run by Hynes and Hardy to evaluateflightpath control augmentation and the head-up display.

## High Speed Flight

Some jet transports have two sets of ailerons, a pair of outboard low-speed ailerons and a pair of high-speed inboard ailerons. The model was positioned to an accuracy of  $\pm 0$ .

## Why Do Fast Aircraft Have Swept Wings?

Ames continued itsflight investigation of boundary-layer control lift augmentation intests of the FJ-3, F9F-4, and F9F-6 aircraft. This approach is illustrated by the broken lines in Fig.



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