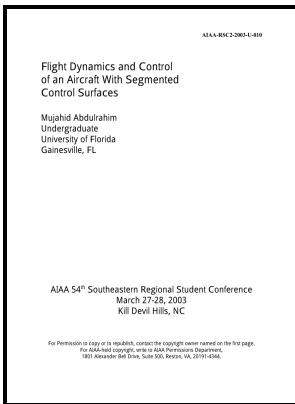


Comparison of experimental and calculated lift and hinge moment parameters for full-span control surfaces

National Research Council of Canada - SAE 2015 Final Report



Description: -

-Comparison of experimental and calculated lift and hinge moment parameters for full-span control surfaces

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Notes: References: p. 5.

This edition was published in 1948



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A grid independent solution has not been achieved at high tab deflection, and the slope near zero tab deflection is much flatter than the measurement.

CONTROL

The length of the airfoil from leading to trailing edge is known as the airfoil chord. Frequency and damping ratio trends for systems with different wind-off frequencies. The wing is then placed on the fuselage and firmly attached using nylon hinges and fibre tape.

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This is as a result of the high camber and large thickness-to-chord ratio employed on this airfoil. A convenient way to measure the efficiency of an airfoil is to look at the ratio of the lift to drag it produces. Much research is currently being undertaken to investigate accurate and efficient ways of predicting LCOs, including non-linear FE and aerodynamic models.

Aerodynamic Lift, Drag and Moment Coefficients

It should be noted that the drop in the residue due to the multigrid starting procedure has not been included in Figure 2. DESCRIPTION OF EXPERIMENT As mentioned earlier, the control surface model consists of a stabilizer, a plain flap and a plain tab as shown in Figure 1. At 15 degrees of flap deflection, the fine grid prediction is still within 10% of the measured values but the authoritative version for attribution.

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