C-105 UNCLASSIFIED EXT/P/WT/79

EXTRACT FROM P/WIND TUNNEL/79.

ANALYZED

C_M AND C_D VERSUS C_L

E.R. Fish

ANALYZED

National Research Council Canada
C.I.S.T.I.
Aeronautical and Mechanical Engineering Library

Conseil national de recherches Canada
I.C.I.S.T.
Bibliotèque d'aéronautique et de génie mécanique

TO
A

DATE

Report no.: QCX-AVRO-CF105- D-WT-79

has been ☐ downgraded to : _____

☒ de-classified

by (Name): Michel W. Drapeau

(Dept.): A/DND Coordinator, Access to Information

Date: Dec. 7, 1992

R. Drapeau
Signature

A. V. ROE CANADA LIMITED
MALTON - ONTARIO
TECHNICAL DEPARTMENT (Aircraft)

REPORT No. EXT/ P/WT/79
SHEET No. i

AIRCRAFT:		PREPARED BY	DATE
C-105	.04 SERIES III TESTS	E. Fish	Sept. 1955
		CHECKED BY	DATE

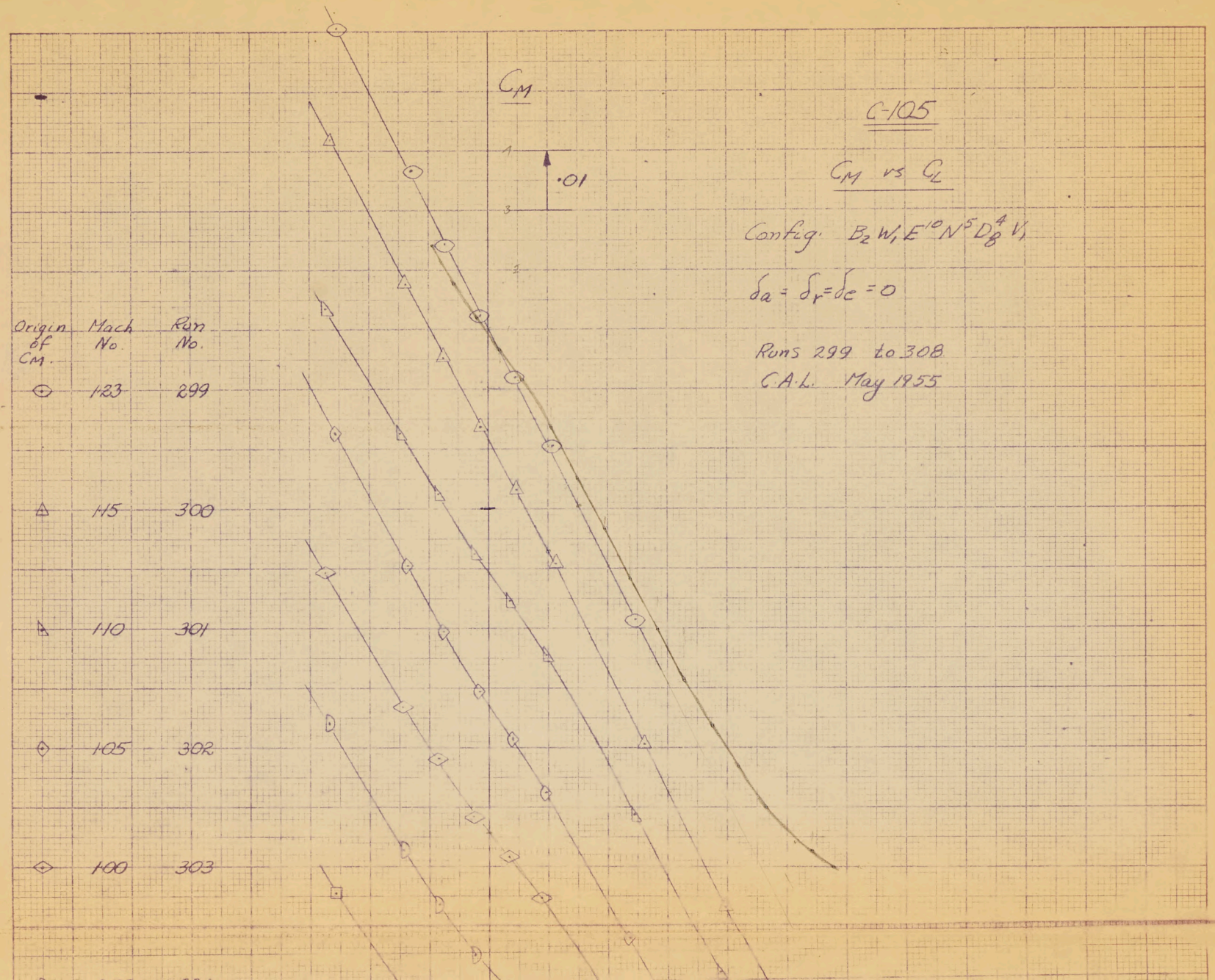
UNCLASSIFIED

EXTRACT FROM P/WIND TUNNEL/79

C_M AND C_D VERSUS C_L

INDEX

FORM 1319A



C-105

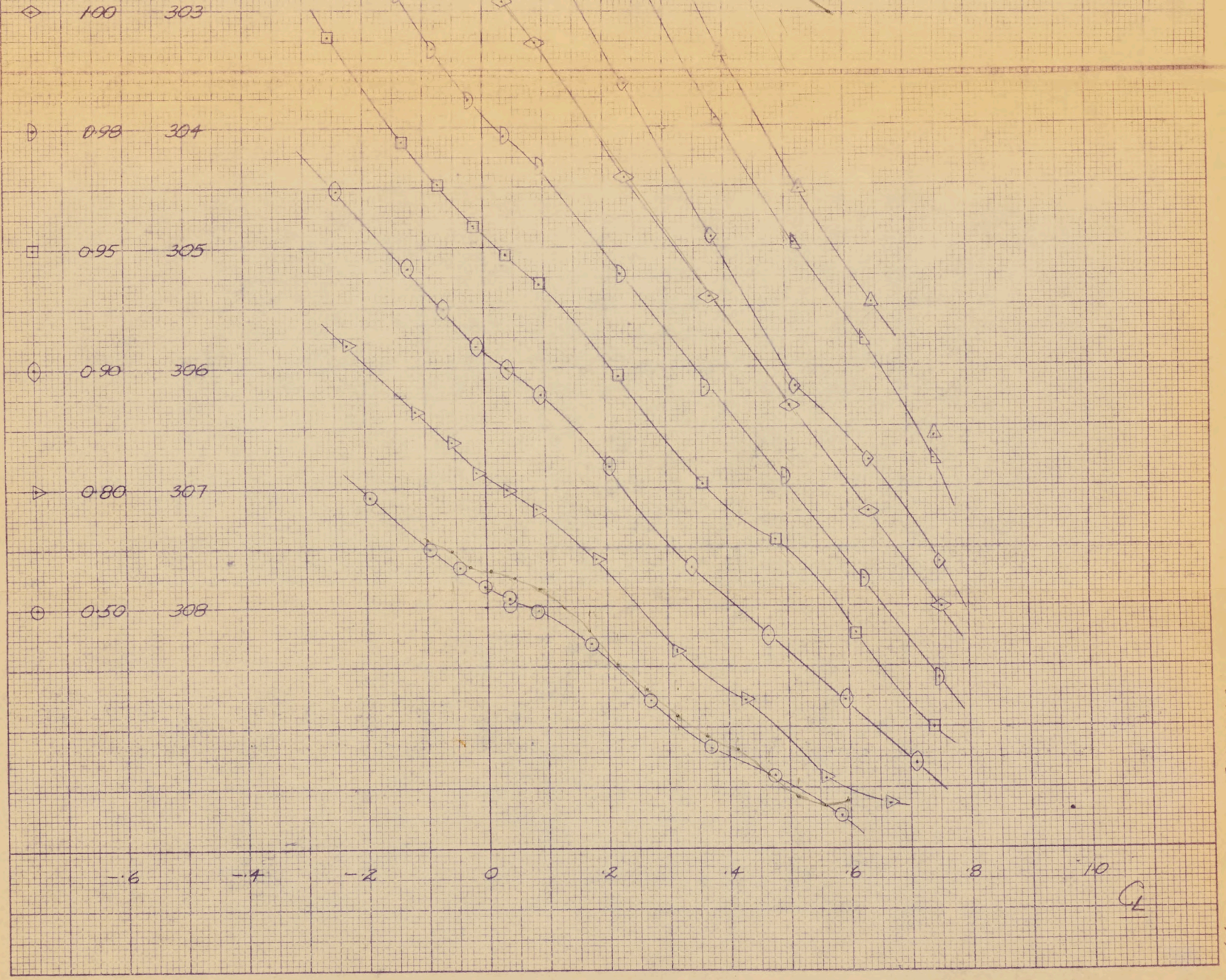
C_M vs C_L

Config. $B_2 W_1 E^{10} N^5 D_8^4 V_1$

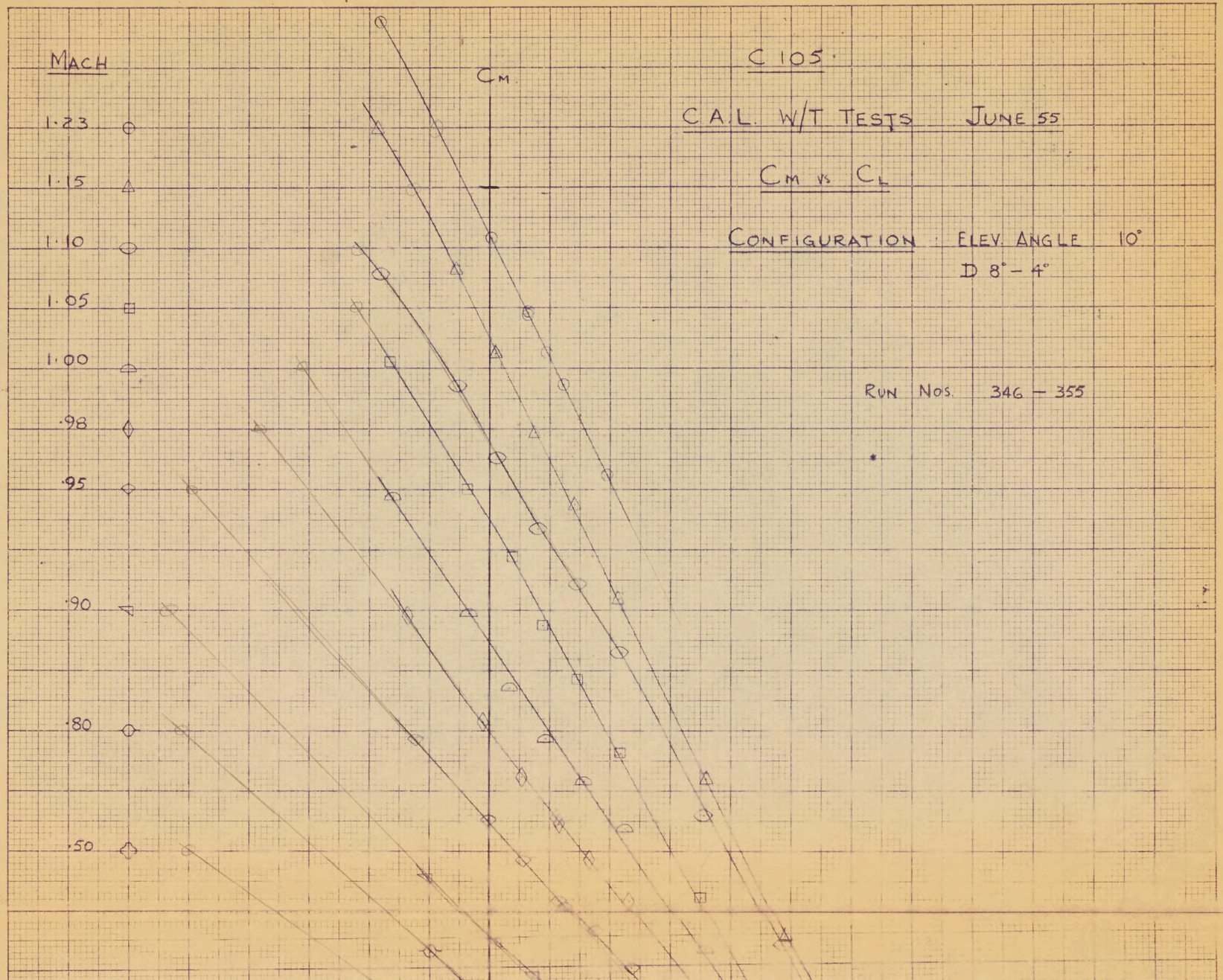
$\delta_a = \delta_r = \delta_e = 0$

Runs 299 to 308
C.A.L. May 1955

Origin of C_M	Mach No.	Run No.
⊙	1.23	299
△	1.15	300
△	1.10	301
◇	1.05	302
◇	1.00	303



C.A. FORD.



C 105

C.A.L. W/T TESTS JUNE 55

CM vs CL

CONFIGURATION ELEV. ANGLE 10°
D 8° – 4°

RUN NOS. 346 – 355

P/WT/79

HB.

1.2

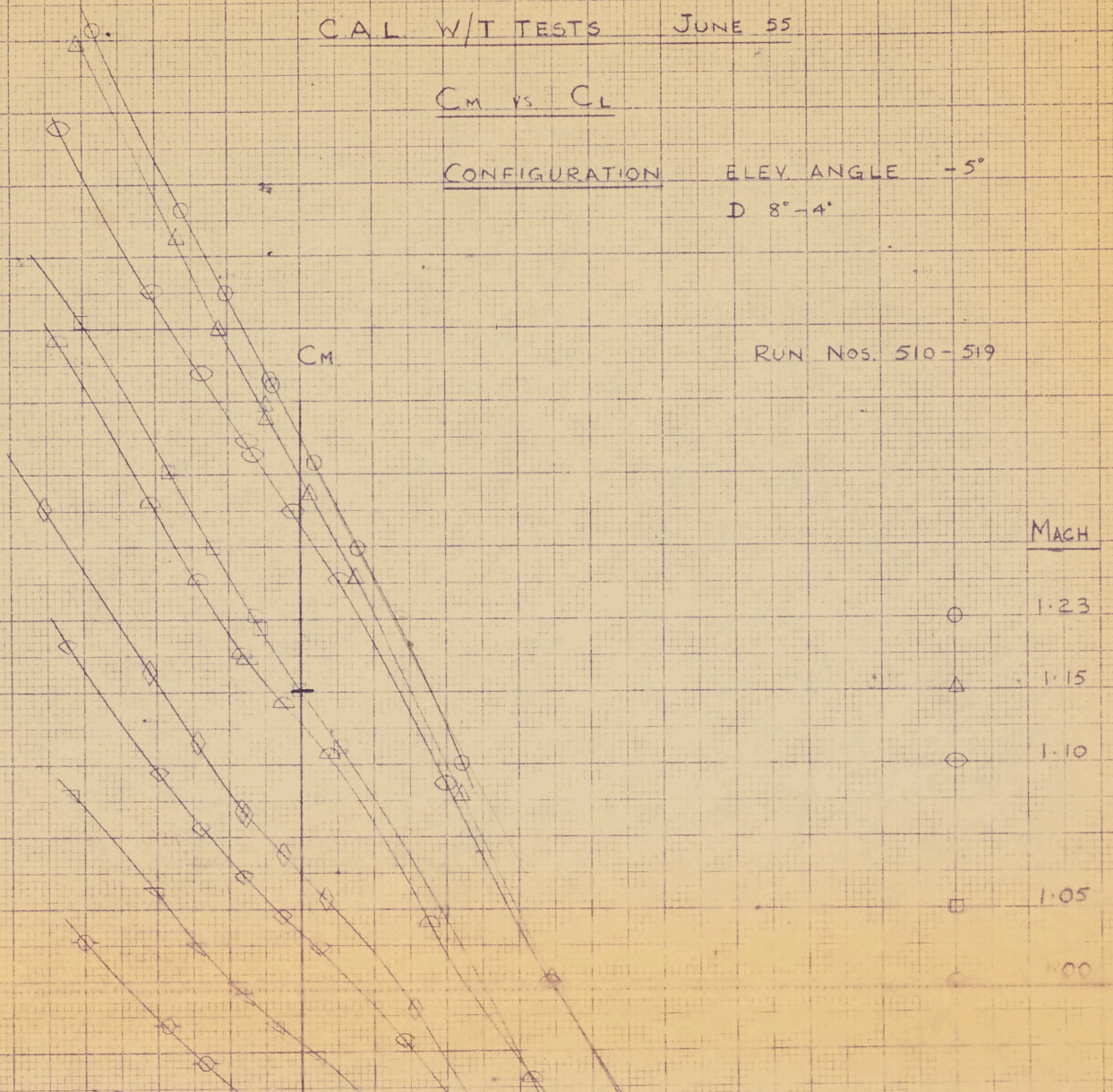
C 105

CAL W/T TESTS JUNE 55

C_M vs C_L

CONFIGURATION ELEV. ANGLE -5°
D 8°-4°

RUN NOS. 510-519



P/WT/79

J/B. 1.3

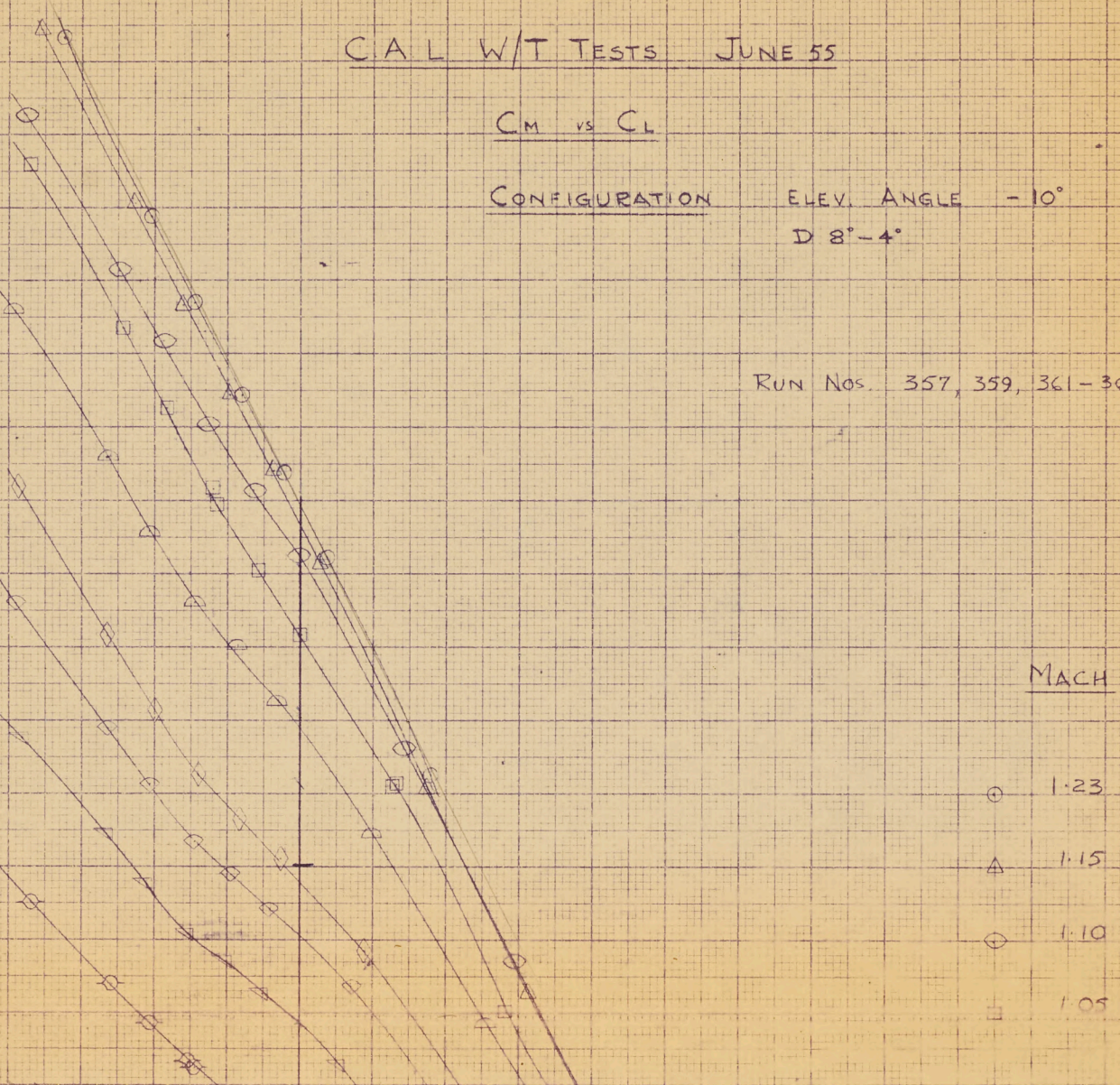
C 105

C A L W/T Tests June 55

C_M vs C_L

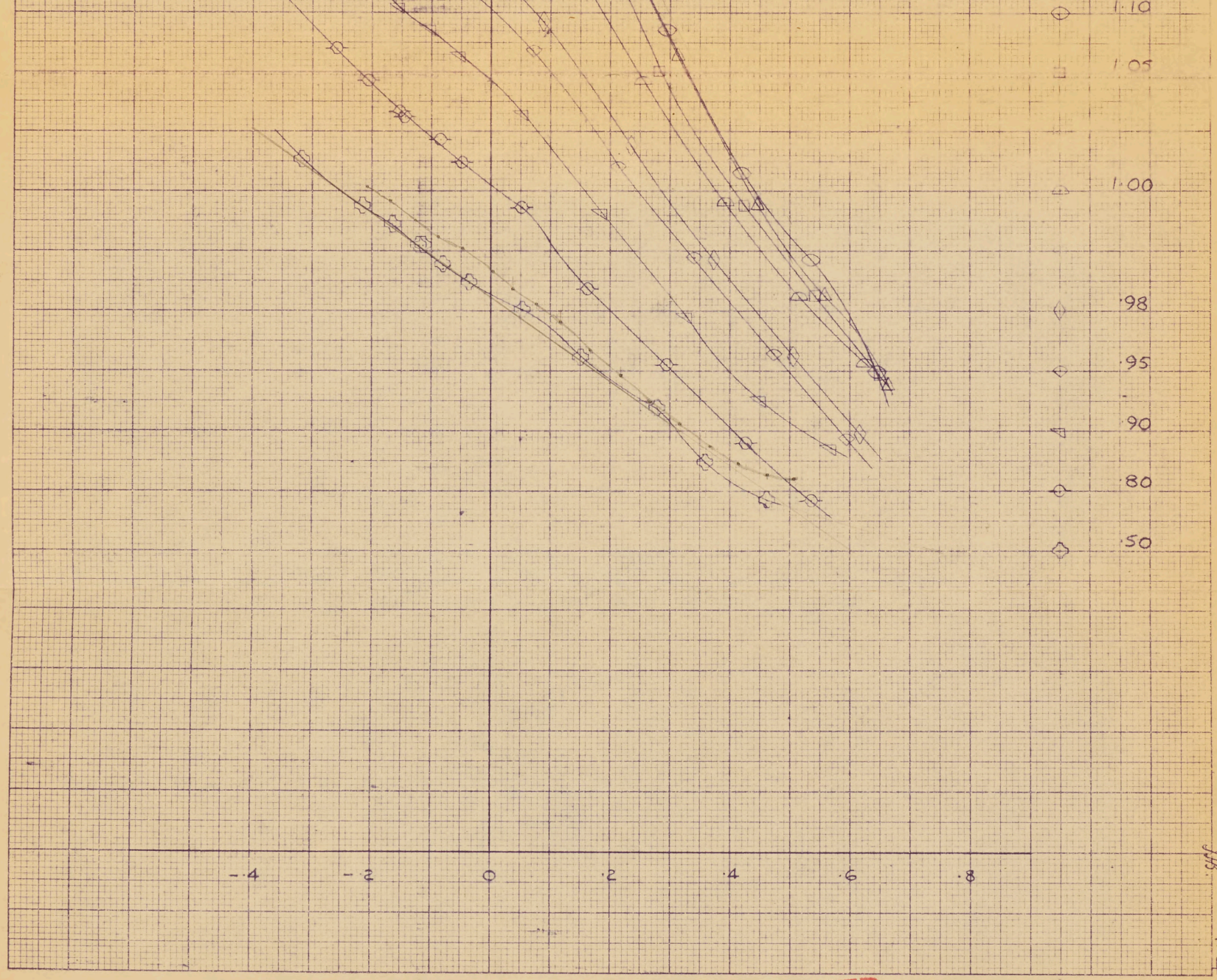
Configuration Elev. Angle -10°
D 8°-4°

Run Nos. 357, 359, 361-368



Mach

○ 1.23
△ 1.15
◇ 1.10
□ 1.05



P/NT/19

1.4

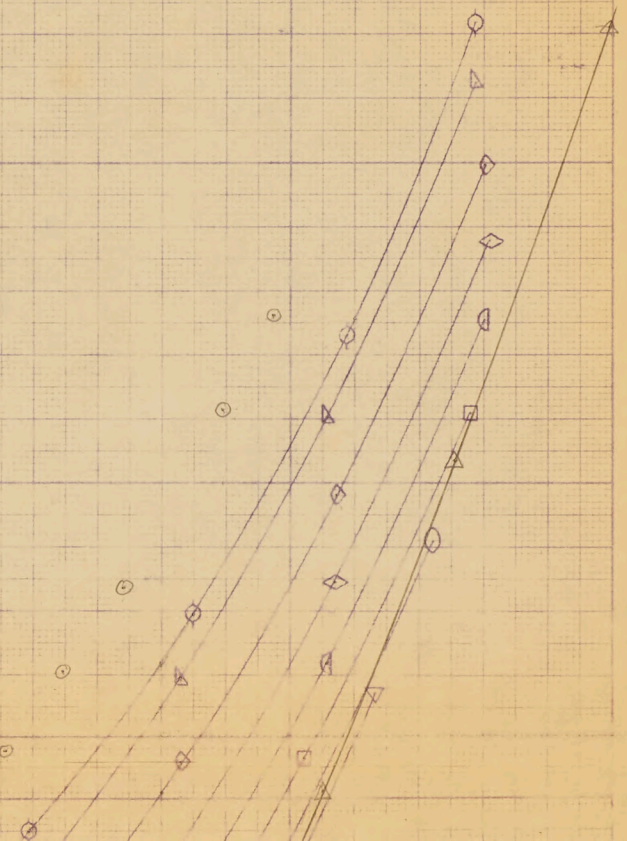
C.A.L. WIND TUNNEL TESTS (JUNE 1955)
C105 ~ C_D vs. C_L AT VARIOUS MACH NO

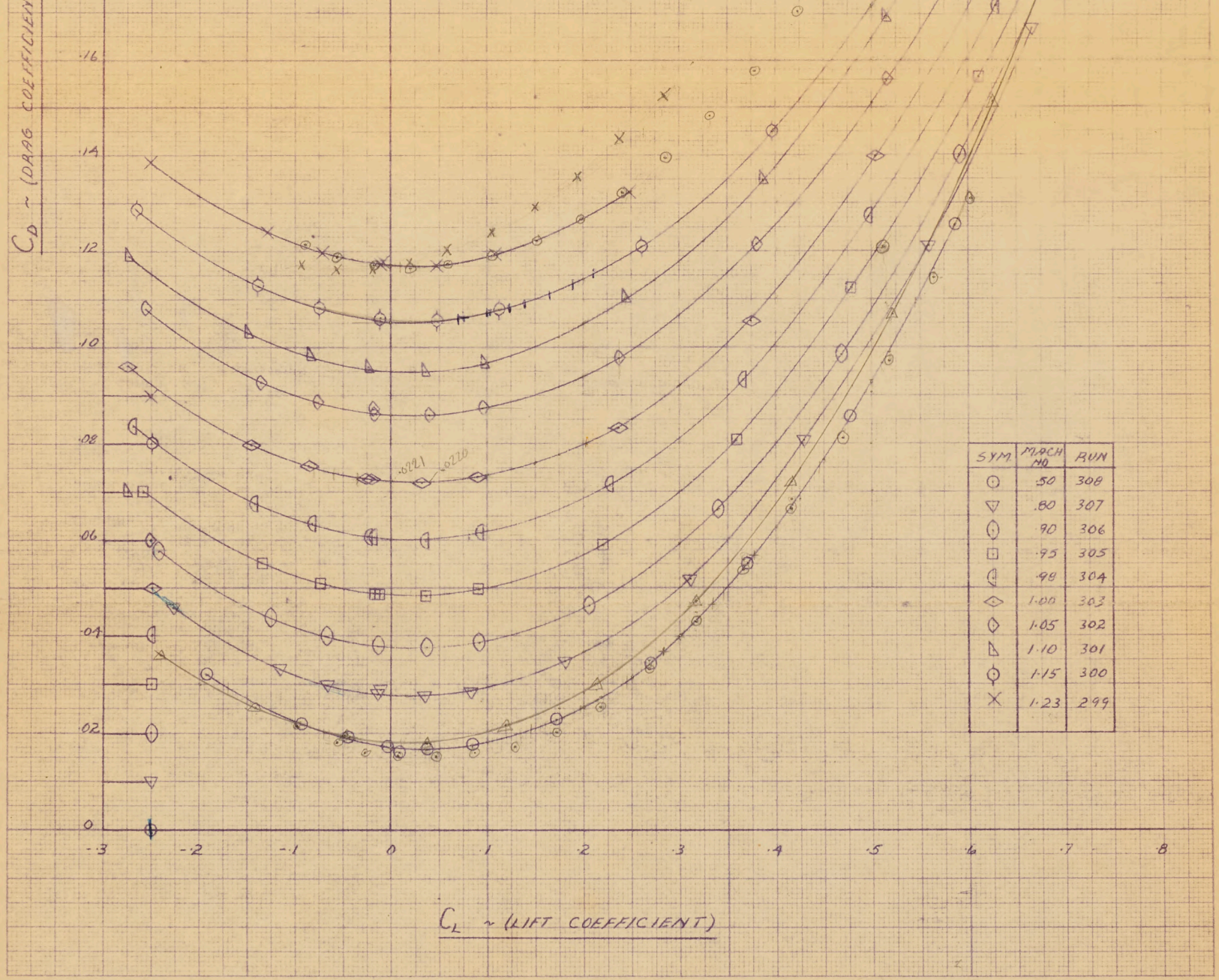
$\delta_E = 0°$

(NO C_p CORRECTION)

.30
.28
.26
.24
.22
.20
.18
.16

G COEFFICIENT)





SHT ~ 2-1

P/WT./79

R. SKULSKY

1.4 vs. 2.68 x $\frac{2}{3}$ =

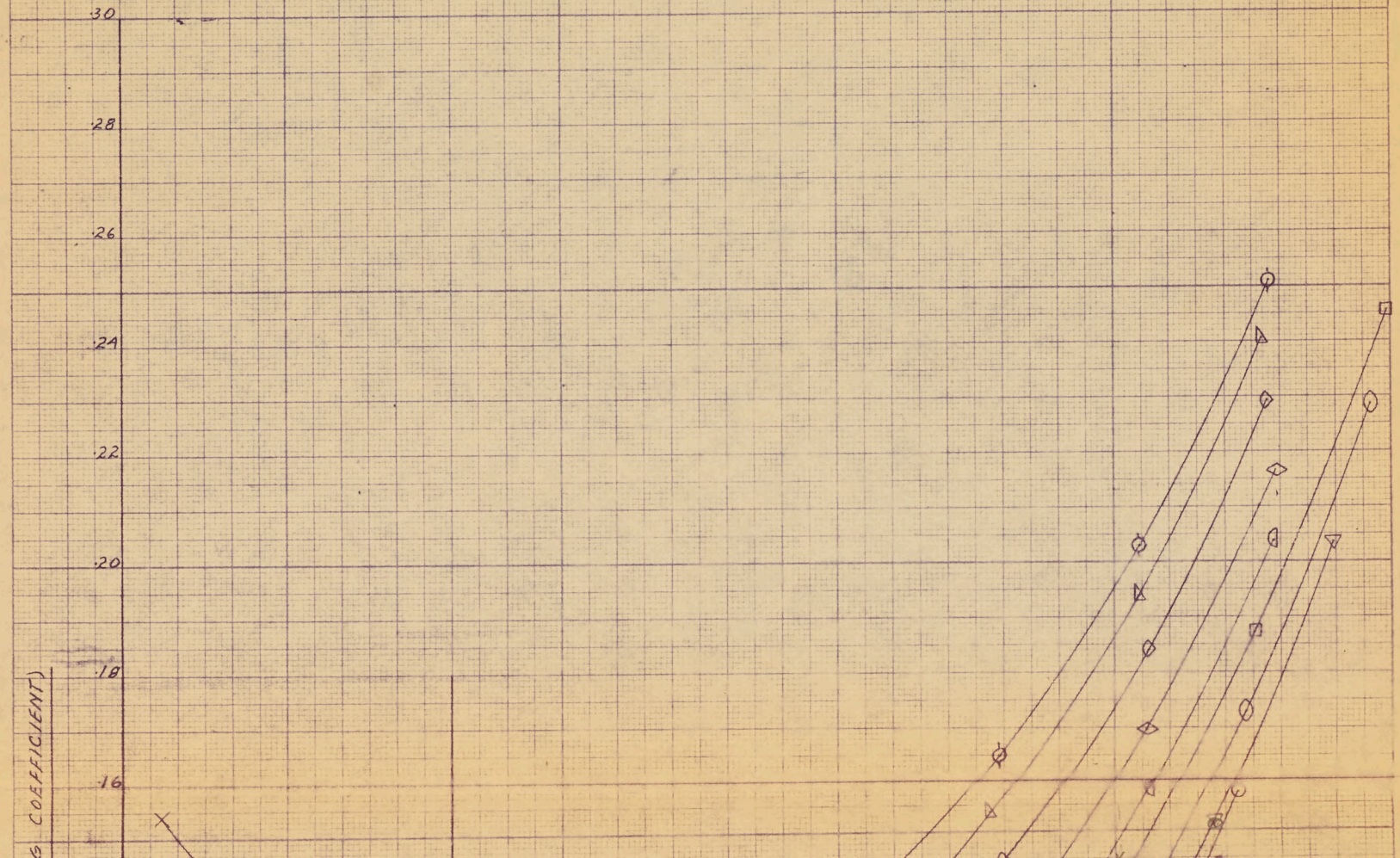
1.21

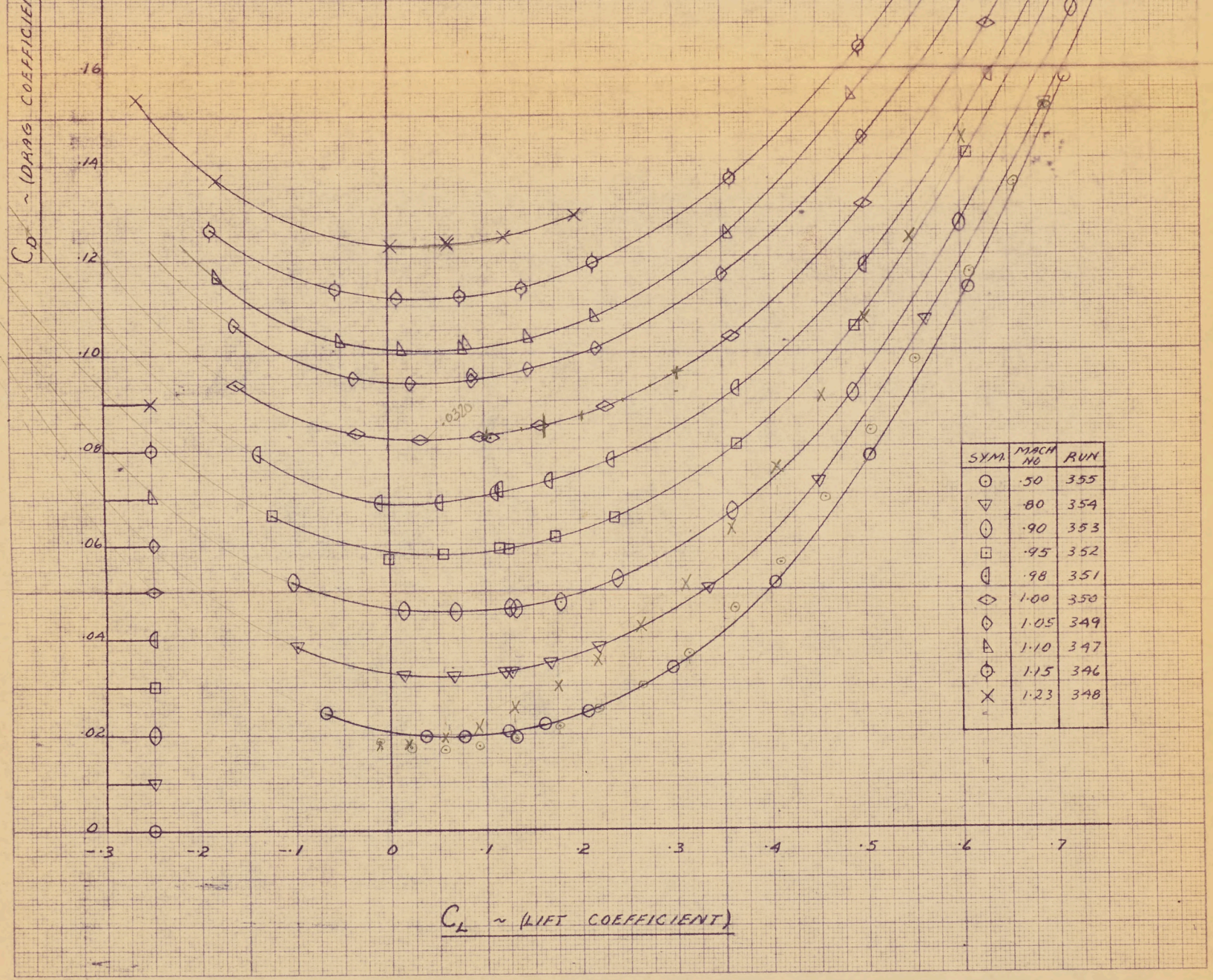
C.A.L. WIND TUNNEL TESTS (JUNE 1955)

C105 ~ C_D vs. C_L AT VARIOUS MACH NO

$\delta_E = 10°$

(NO C_p CORRECTION)





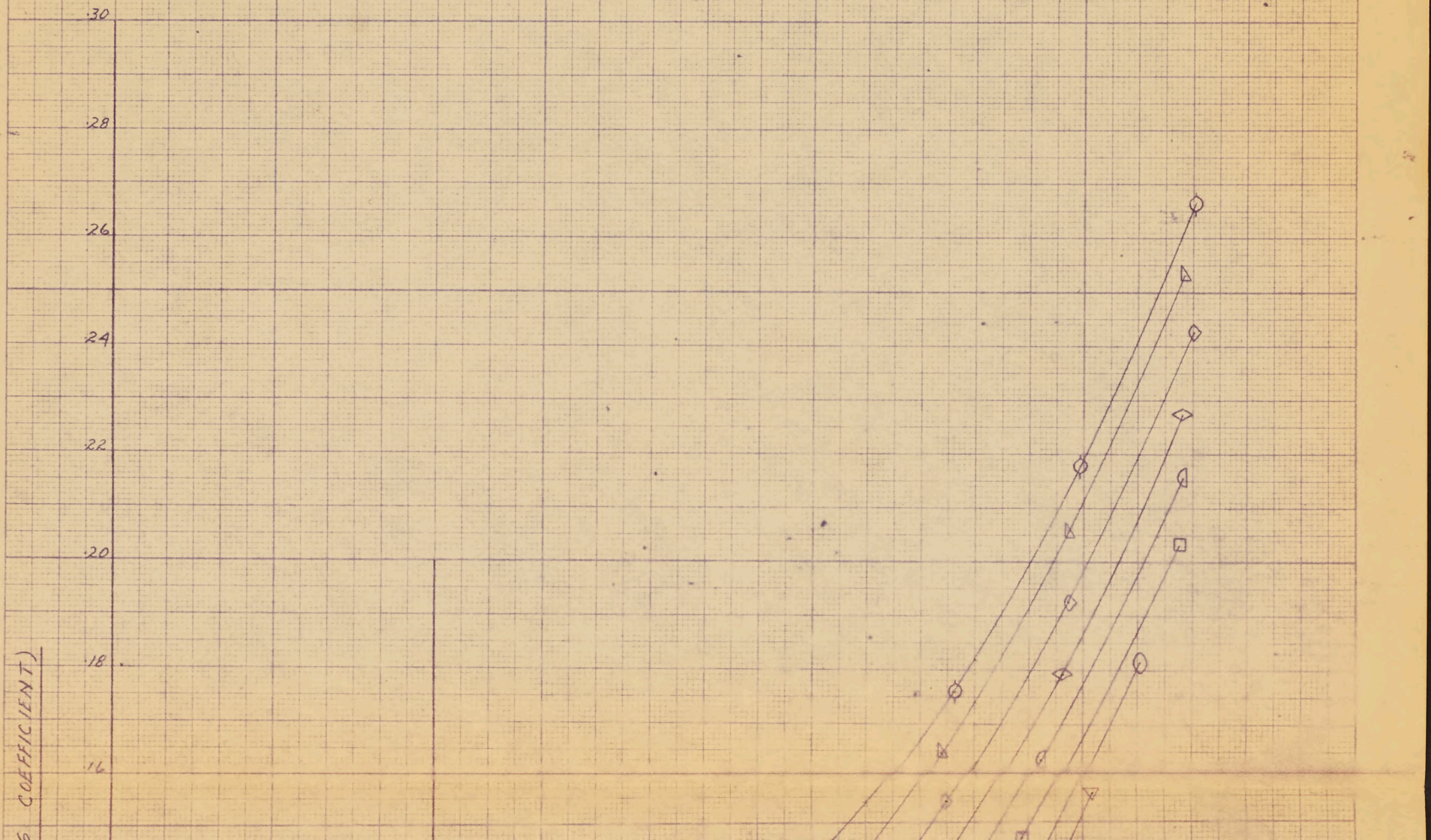
SH. 2-2

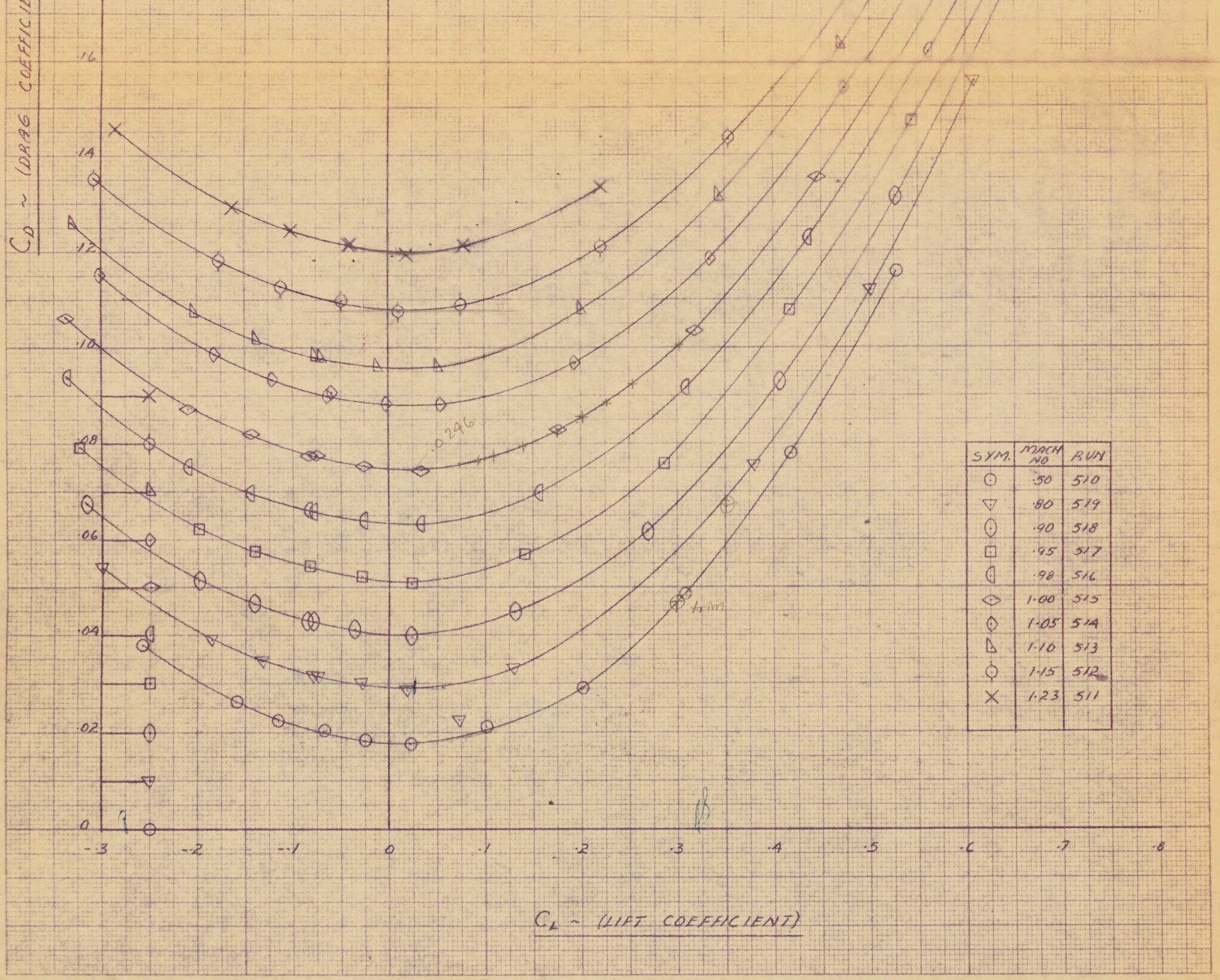
TUNNEL 7 R. SKULSKY

C.A.L WIND TUNNEL TESTS (JUNE 1955)
C105 ~ C_D vs. C_L AT VARIOUS MACH NO

$\delta_E = -5°$

(NO C_D CORRECTION)





SHT. ~ 2-3

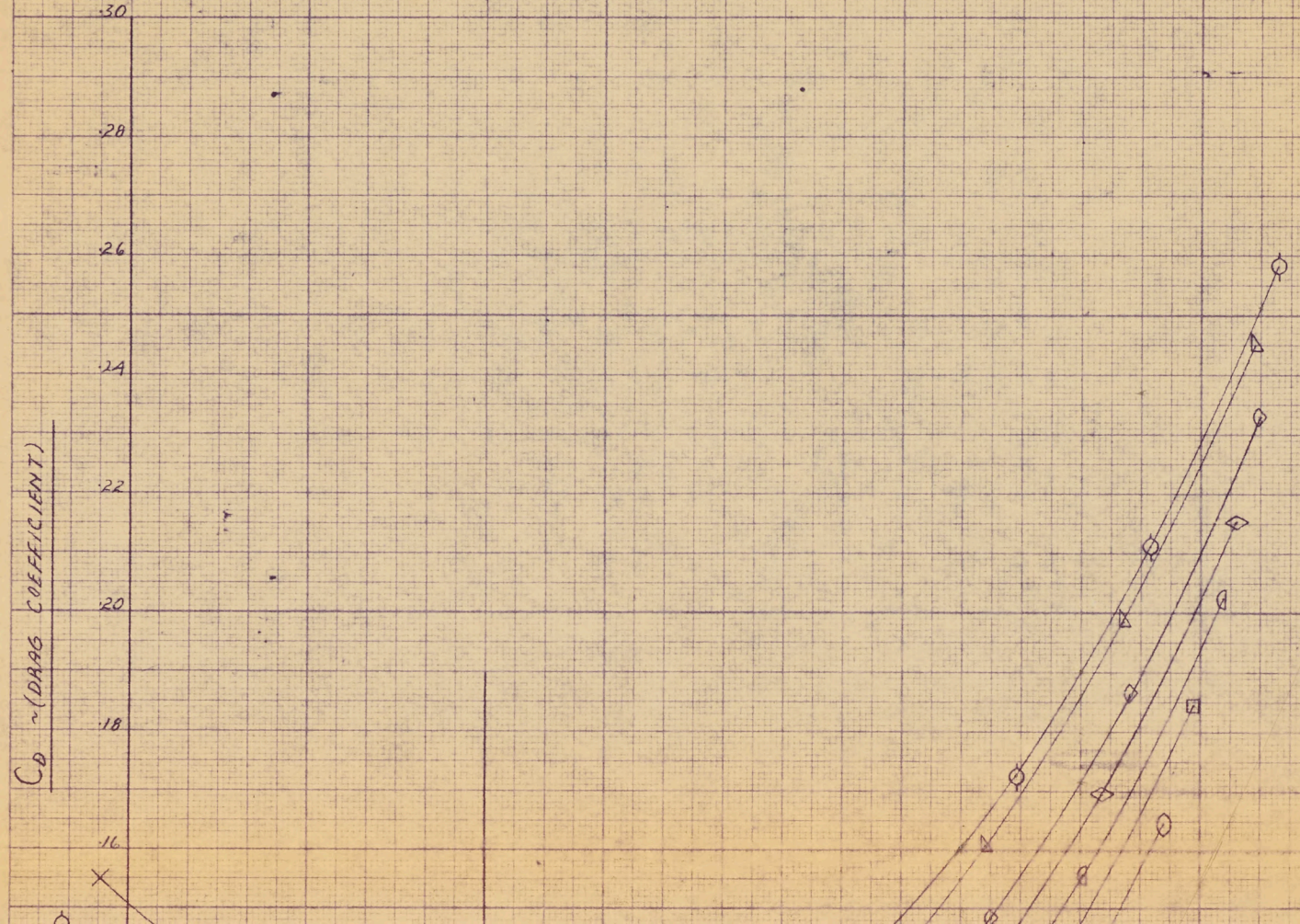
P/WIND TUNNEL/79

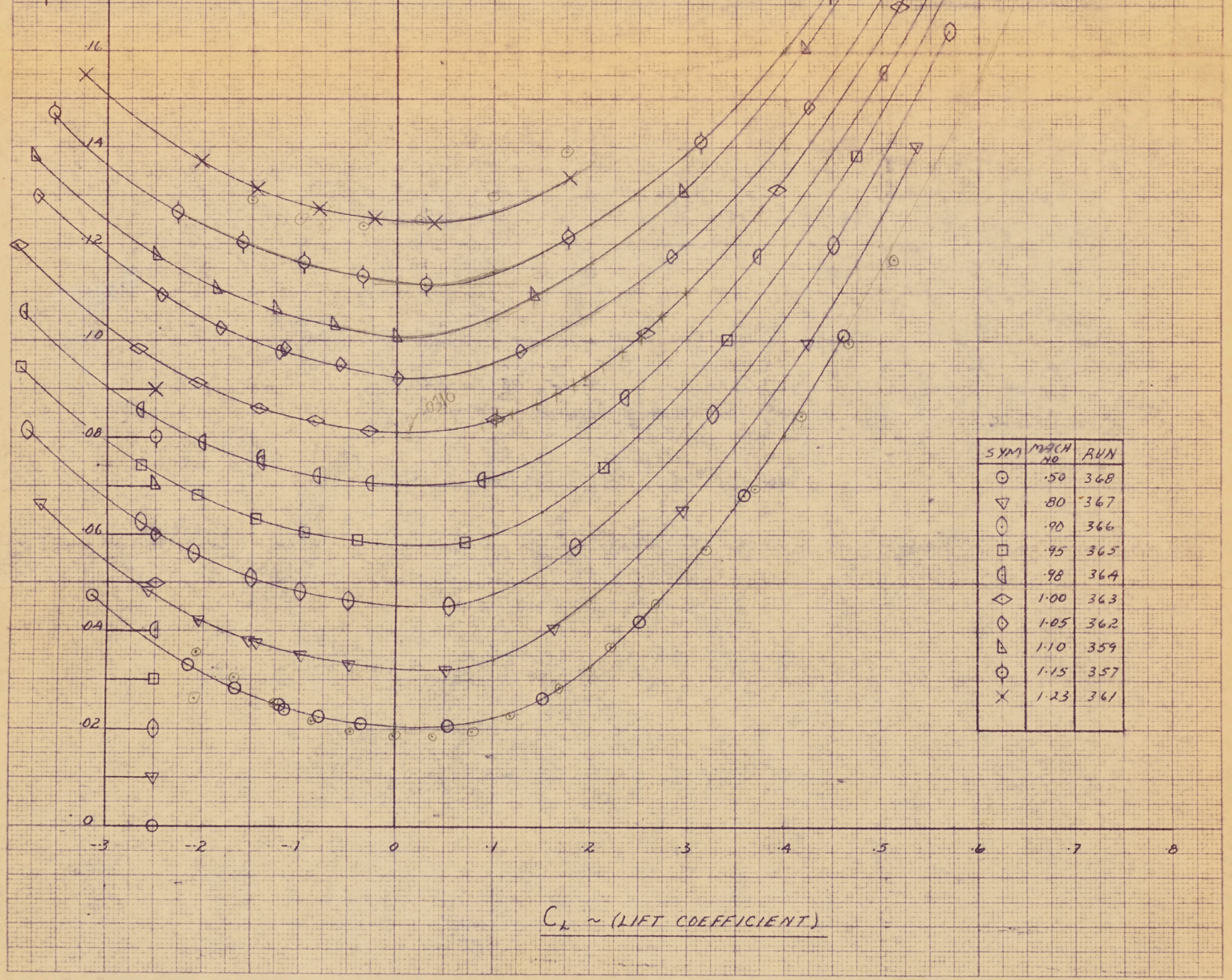
R. SKULSKY

C.A.L. WIND TUNNEL TESTS (JUNE 1955)
C105 ~ C_D Vs. C_L AT VARIOUS MACH NO

$\delta_E = -10°$

(NO C_p CORRECTION)





SHT. 2-4

P/WIND TUNNEL/79

R. SHULSKY