

Investigation Of Spoiler Ailerons For Use As Sd Brakes Or Glide Path Controls On Two Naca 65 Series Wings Equipped With Full Span Slotted Flaps National Advisory Committee For Aeronautics

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Investigation of Spoiler Ailerons for use as Speed Brakes ...
Investigation of spoiler ailerons for use as speed brakes or glide-path controls on two NACA 65-series wings equipped with full-span slotted flaps By James M Watson and Jack Fischel Abstract

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Analysis indicates that this use of spoiler ailerons is feasible and desirable for normal emergency operation of airplanes. These speed brakes or glide-path controls would probably have small effect on wing pitching moments and should retain their rolling effectiveness.

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An investigation was conducted in the Langley 16-foot transonic tunnel to determine the characteristics of several flap-type spoiler ailerons, lower-surface deflector ailerons, and spoiler-slot-deflector ailerons. These controls were located in the vicinity of the 70-percent wing chord line and extended outboard to 87 percent of the wing semispan. The flap-type spoilers were tested at only one projection. The wing of the wing-body combination used in these tests had 45 degree sweepback, an aspect ratio of 4.0, a taper ratio of 0.60, and NACA 65A006 airfoil sections parallel to the plane of symmetry. Six-component force and moment data were obtained at Mach numbers from 0.60 to 1.03 (Reynolds numbers from 5,050,000 to 6,000,000) for an angle-of-attack range from 0 to approximately 20 degrees.

An investigation was made in the Langley high-speed 7- by 10-foot tunnel through a Mach number range from 0.60 to 0.96 to determine the characteristics of a wing trailing-edge jet control on a 1/16-scale model of the Douglas D-558-II research airplane. The control was operated with ram air obtained from wing-tip inlets. The characteristics of ailerons and trailing-edge spoilers were also obtained for comparison with the jet control.

An investigation was made in the Langley full-scale tunnel of the low-speed lateral characteristics of a 47.5 degree swept-back-wing - fuselage combination with several flap and spoiler aileron arrangements at a Reynolds number of 4,400,000. The wing had an aspect ratio of 0.51, and NACA 64(1)A112 airfoil sections. The results indicated that the rolling effectiveness of small-span ailerons located inboard of the wing tips were greater than the effectiveness of equal-span ailerons located at the wing tips. At lift coefficients near the stall, the aileron effectiveness of the model with thick trailing-edge contour ailerons was essentially the same as the aileron effectiveness of the original contour ailerons.

An investigation has been made to determine some effects of tail damping and wing-tail interference on the rolling effectiveness of ailerons and a spoiler on a modified-delta wing. The investigation was made by means of free-flight models at zero angles of attack and zero degree angle of sideslip over a range of Mach numbers from 0.6 to 1.5. The results indicate that adding tail surfaces to a wing-body combination appreciably reduced the rolling effectiveness of a 1/3-exposed-span inboard aileron, a 2/3-exposed-span inboard aileron, and a 2/3-exposed-span inboard spoiler, but caused negligible change in the rolling effectiveness of an 1/3-exposed-span midspan aileron. Changing the location of the horizontal tail from the plane of the wing to 40 percent of the wing root chord above the plane of the wing caused a further reduction in the rolling effectiveness of the 2/3-exposed-span aileron at subsonic speeds and the 2/3-exposed-span spoiler at both subsonic and supersonic speeds.

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