



# Nasa Wings

**Gerald V. Foster**



## Nasa Wings:

*The Aerodynamic Design of Wings with Cambered Span Having Minimum Induced Drag* Clarence D. Cone (Jr.), 1963 The basic aerodynamic relations needed for the design of wings with cambered span having a minimum induced drag at specified flight conditions are developed for wings of arbitrary spanwise camber Procedures are also developed for determining the physical wing form required to obtain the maximum value of lift drag ratio at cruise when the wing spanwise camber line and section profiles are specified by optimizing the wing chord and twist distributions with respect to both profile and induced drags The application of the design procedure is illustrated by determining the physical wing form for a circular arc spanwise camber line The efficiency of this cambered wing is compared with that of an equal span flat wing of elliptical planform which satisfies the same set of flight operating conditions as does the cambered wing The wing pitching moment equations for optimally loaded cambered span wings at design flight conditions are also developed for use in trim analyses on complete aircraft designs Page 1 *Pressure Distributions on Blunt-delta Wings at Angles of Attack Up to 90 Degrees and Mach Number of 6.85* Peter T. Bernot, 1963 **Improved Method for Prediction of Attainable Wing Leading-Edge Thrust** Harry W. Carlson, 1996 **The Natural Flow Wing-design Concept** Richard M. Wood, 1992 NASA's Contributions to Aeronautics: Aerodynamics, structures, propulsion, controls, 2010 Two volume collection of case studies on aspects of NACA NASA research by noted engineers airmen historians museum curators journalists and independent scholars Explores various aspects of how NACA NASA research took aeronautics from the subsonic to the hypersonic era publisher description

**Static Stability Characteristics of a Series of Hypersonic Boost-glide Configurations at Mach Numbers of 1.41 and 2.01** Gerald V. Foster, 1959 *Scientific and Technical Aerospace Reports*, 1980 **A Dynamic Model Investigation of the Effect of a Sharp-edge Vertical Gust on Blade Periodic Flapping Angles and Bending Moments of a Two-blade Rotor** John Locke McCarty, George W. Brooks, Domenic J. Maglieri, 1959 **Transonic and Supersonic Wind-Tunnel Tests of Wing-Body Combinations Designed for High Efficiency at a Mach Number of 1.41** Frederick C. Grant, 1960 **Lift and Drag Characteristics at Subsonic Speeds and at a Mach Number of 1.9 of a Lifting Circular Cylinder with a Fineness Ratio of 10** Vernard E. Lockwood, 1959 **STAR**, 1973 **The Theory of Diffusion in Strained Systems** Louis A. Girifalco, Hubert H. Grimes, 1959 **An Examination of Methods of Buffeting Analysis Based on Experiments with Wings of Varying Stiffness** A. Gerald Rainey, Thomas A. Byrdson, 1959 *Summary and Analysis of Horizontal-tail Contribution to Longitudinal Stability of Swept-wing Airplanes at Low Speeds* Robert H. Neely, Roland F. Griner, 1959 Air flow characteristics behind wings and wing body combinations are described and are related to the downwash at specific tail locations for unseparated and separated flow conditions The effects of various parameters and control devices on the air flow characteristics and tail contribution are analyzed and demonstrated An attempt has been made to summarize certain data in a form useful for design The experimental data herein were obtained mostly at Reynolds

numbers greater than  $4 \times 10^5$  and at Mach numbers less than 0.25      *The Bending-moment Distribution of Chambered-span Wing Systems Having Minimum Induced Drag* Clarence D. Cone, 1963      *Static-stability Measurements of a Stand-on Type Helicopter with Rigid Blades, Including a Comparison with Theory* George E. Sweet, 1960      **The Bird Is on the Wing** James R. Hansen, 2004 The airplane ranks as one of history's most ingenious and phenomenal inventions and surely one of the most world shaking. How ideas about its aerodynamics first came together and how the science and technology evolved to forge the airplane into the revolutionary machine it became is the epic story James R. Hansen tells in *The Bird Is on the Wing*. Just as the airplane is a defining technology of the twentieth century, aerodynamics has been the defining element of the airplane. Hansen provides an engaging, easily understandable introduction to the role of aerodynamics in the design of such historic American aircraft as the DC-3 and 747. Recognizing the impact individuals have had on the development of the field, he conveys not only a history of aircraft technology but also a collective biography of the scientists, engineers, and designers who created the airplanes. From da Vinci whose understanding of what it took to fly was three centuries too early for practical use to the invention of the airplane by the Wright brothers, Hansen explores the technological matrix from which aeronautical engineering emerged. He skillfully guides the reader through the development of such critical aerodynamic concepts as streamlining, flutter, laminar flow, airfoils, the mythical sound barrier, variable sweep wing, supersonic cruise, blended body, and much more. Hansen's explanation of how vocabulary and specifications were developed to fill the gap between the perceptions of pilots and the system of engineers will fascinate all those interested in how human beings have used aerodynamics to move among and even beyond birds on the wing.      *Technical Publications Announcements with Indexes* United States. National Aeronautics and Space Administration, 1962      **Guide to Annual Subject Index for Technical Publications Announcements, Apr.-Dec. 1962** United States. National Aeronautics and Space Administration, 1962      **Some Effects of Control Profile and Control Trailing-edge Angle on the Oscillating Hinge-moment and Flutter Characteristics of Flap-type Controls at Transonic Speeds** William C. Moseley, Thomas G. Gainer, 1960

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