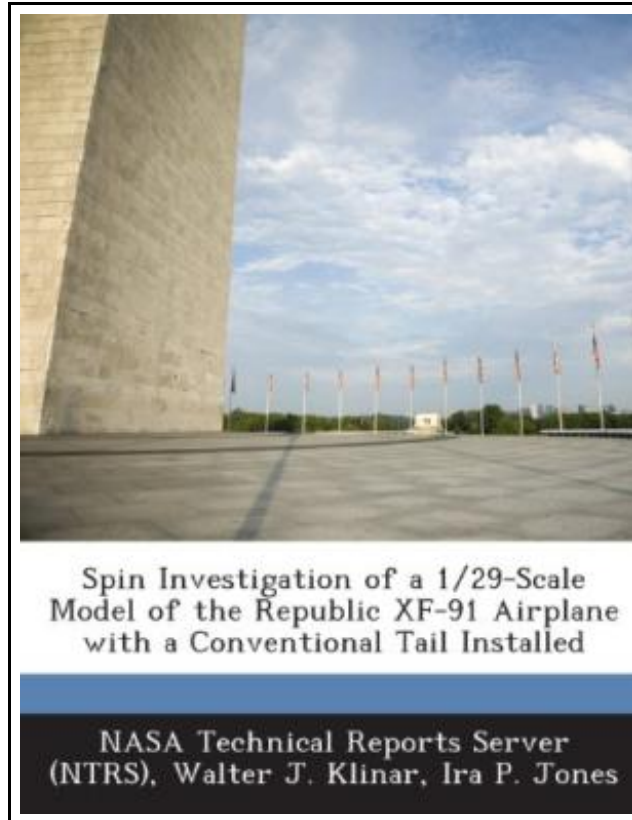


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Bibliogov. Paperback. Book Condition: New. This item is printed on demand. Paperback. 40 pages. Dimensions: 9.7in. x 7.4in. x 0.1in. An investigation has been conducted in the Langley 20-foot free-spinning tunnel of a 129-scale model of the Republic XF-91 airplane with a conventional-tail arrangement installed. Previously, tests were made on the model with a vee tail installed. The erect spin and recovery characteristics of the model were determined for the normal loading with the wing installed at various amounts of incidence. The spin investigation also included inverted-spin tests, spin-recovery-parachute tests, tests with the center of gravity moved rearward, and tests with external fuel tanks added to the model. In addition, several tail modifications were tested, on the model in an attempt, to improve the model's spin-recovery characteristics. The results indicate that any fully developed spin obtained on the airplane with the conventional tail installed will be satisfactorily terminated if rudder reversal is accompanied by moving the ailerons with the spin (stick right in a right spin). Decreasing the wing incidence from 6deg to -2deg should have a beneficial effect on the recovery characteristics of the airplane. Recovery characteristics by normal use of controls (full rudder reversal followed by moving the elevators down) will be satisfactory if the wing incidence, of the airplane is -2deg. Installation of external fuel tanks (with or without fuel) will have a somewhat adverse effect on the recovery characteristics of the airplane, but if the recovery technique includes movement of the ailerons to full with the spin, the spin rotation will be terminated rapidly. Varying the position of the center of gravity within the limits indicated to be possible on the airplane should not affect the recovery characteristics. This item ships from La Vergne, TN. Paperback.



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