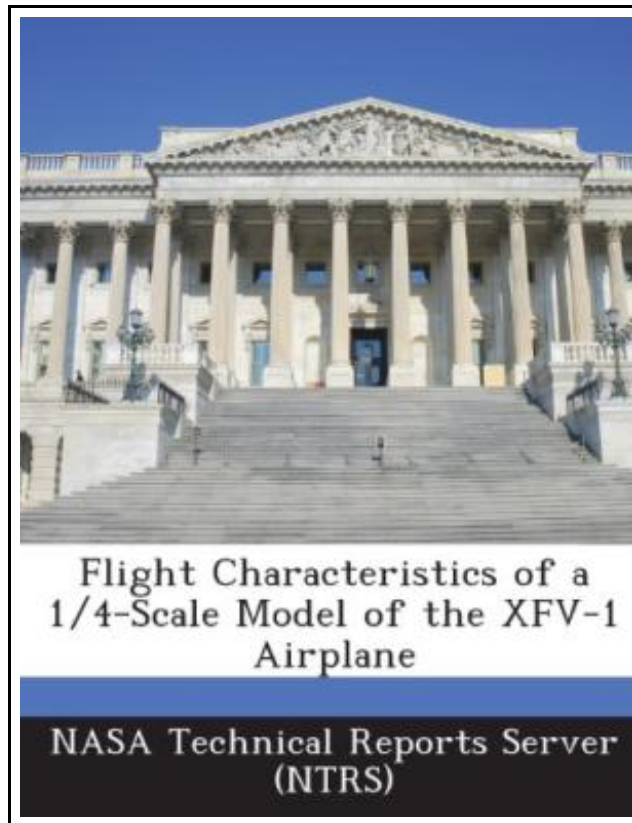


Flight Characteristics of a 14-Scale Model of the Xfv-1 Airplane



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FLIGHT CHARACTERISTICS OF A 14-SCALE MODEL OF THE XFV-1 AIRPLANE



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Bibliogov. Paperback. Book Condition: New. This item is printed on demand. Paperback. 44 pages. Dimensions: 9.7in. x 7.4in. x 0.1in. A 14-scale dynamically similar model of the XFV-1 airplane has been flown in the Ames 40-by 80-foot wind tunnel, using the trailing flight-cable technique. This investigation was devoted to establishing the flight characteristics of the model in forward flight from hovering to wing stall, and in yawed flight (wing span alined with the relative wind) from hovering to the maximum speed at which controlled flight could be maintained. Landings, take-offs, and hovering characteristics in flights close to the ground were also investigated. . Since the remote control system for the model was rather complicated and provided artificial damping about the pitch, roll, and yaw axes, sufficient data from the control-system calibration tests are included in this report to specify the performance of the control system in relation to both the model flight tests and the design of an automatic control system for the full-scale airplane. The model in hovering flight appeared to be neutrally stable. The response of the model to the controls was very rapid, and it was always necessary to provide some amount of artificial damping to maintain control. The model could be landed with little difficulty by hovering approximately a foot above the floor and then cutting the power. Take-offs were more difficult to perform, primarily because the rate of change in power to the model motors was limited by the characteristics of the available power source. The model was, capable of controlled yawed flight at translational velocities up to and including 20 feet per second. The effectiveness of the controls decreased with increasing speed, however, and at 25 fps control in pitch, and probably roll, was lost completely. The model was flown in controlled forward flight..



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