

Wind-Tunnel Tests of the XV-15 Tilt Rotor Aircraft

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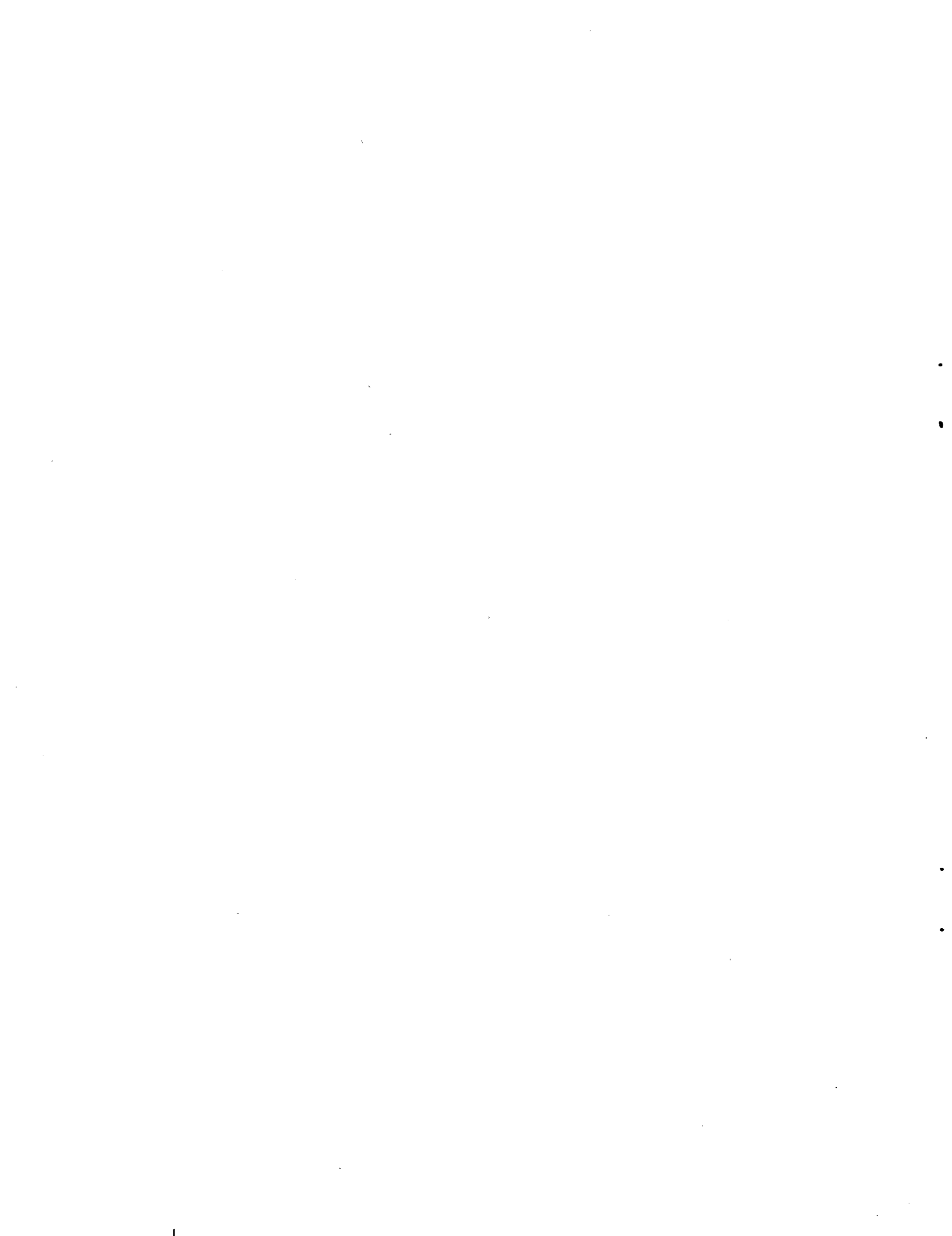


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NOTATION

<u>Symbol</u>	<u>Computer Notation</u>	<u>Description</u>	
b	SPAN	wing span	32.17 ft
c	CBAR	wing chord	5.25 ft
C_D	CD	drag coefficient	D/qS
C_l	CROLL	rolling-moment coefficient	L/qSb
C_L	CL	lift coefficient	L/qS
C_m	CM	pitching-moment coefficient	M/qSc
C_n	CN	yawing-moment coefficient	N/qSc
C_p	CP	power coefficient	$550HP/\pi R^2 \rho (\Omega R)^3$
C_y	CY	side force coefficient	Y/qS
D	DRAG ¹	drag	lb
fe	FE	flat plate drag area	$C_D S \text{ ft}^2$
HP _{mast}	HP	rotor shaft power	hp
L	LIFT	lift	lb
L	ROLL	rolling moment	lb-ft
M	PITCH	pitching moment	lb-ft
N	RPM	rotor rpm	rpm
N	YAW	yawing moment	lb-ft
q	QPSF	dynamic pressure	$(1/2)\rho V^2$, psf
Q_M	R MAST Q L MAST Q	mast torque (R - right) (L - left)	in.-lb
R	R	rotor radius	ft
S	AREA	wing area	sq ft
V	VFPS	velocity	fps

¹U denotes uncorrected values.

<u>Symbol</u>	<u>Computer Notation</u>	<u>Description</u>	
V_K	VKTS	velocity	knots
X	PED POS	pedal position	% (neutral = 50%)
	LONG STK	longitudinal stick	"
	LAT STK	lateral stick	"
	POW LEV	power lever position	"
	MTUN	tunnel mach. no.	
	TEMP	tunnel temperature	°F
	VSNDKTS	speed of sound	knots
Y	SIDE	side force	lb
α	ALFS,C	fuselage angle of attack	deg
i_N	INA	pylon angle ²	deg
μ	V/OR	advance ratio	$V/\Omega R$
ΩR	OMEG*R	rotor tip speed	fps
ρ	RHO	air density	lb sec ² /ft ⁴
σ	SIGMA	rotor solidity ratio ³	0.089
σ'	FOHR,6	density ratio	ρ/ρ_0
ψ	PSI	yaw angle (positive nose right)	deg
δ_f		flap deflection	deg

²relative to fuselage (0° airplane, 90° helicopter)

³blade area/rotor disc area

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SUMMARY

The XV-15 Tilt Rotor Research Aircraft was tested in the Ames 40- by 80-Foot Wind Tunnel for preliminary evaluation of aerodynamic and aeroelastic characteristics prior to flight. The tests were undertaken to investigate the aircraft performance, stability, control and structural loads for flight modes from helicopter through transition and airplane mode up to the tunnel capability of 170 knots. Results from these tests are presented.

INTRODUCTION

The joint NASA/Army XV-15 Tilt Rotor Research Aircraft Project involves design, fabrication, and flight test of two essentially identical aircraft (fig. 1). The overall plan to implement this program is documented in references 1 and 2. A Test and Evaluation Plan, reference 3, outlines the tests to ensure that the XV-15 aircraft will meet the requirements of the Program Plan and the contract Model Specification and Statement of Work. As part of this plan, one of the aircraft was tested in the Ames 40- by 80-Foot Wind Tunnel (fig. 2).

Prior to the wind-tunnel tests, the operation of the aircraft systems was evaluated on a ground tiedown stand at the contractor's facility (fig. 3). After completing about 40 hr of test time, a brief flight evaluation of the aircraft hover characteristics was made (fig. 4). Three hours of flight time in helicopter mode were accumulated from May 3 to 31, 1977. Flight was limited to 40 knots forward and 100 foot altitude. The ground tiedown tests were then resumed for a total of 130 hr accumulated time. The last 5 hr were with systems installed for remote operation in the wind tunnel. This served not only to check the functional operation of the system but also to train personnel in its operation.

Following completion of the remote control checkout on March 11, 1978, the aircraft was prepared for shipment to Ames for the wind-tunnel tests. This involved removal of the wing from the fuselage and mounting it in a shipping cradle. The components were then airlifted on March 23, 1978 to

Ames, reassembled, and the aircraft installed in the wind tunnel on May 4, 1978 (figs. 5 to 8). Testing was conducted to June 23 and consisted of 51 runs in 54 hr of wind-on time. Of this, 19 hr were with rotors on.

The purpose of the wind-tunnel test was to provide an initial assessment of the aerodynamic and aeroelastic characteristics and structural loads within the aircraft and tunnel operating envelope. The tests also served to verify the functional operation of the aircraft systems and on-board instrumentation in a simulated flight environment.

A brief summary of the results of these tests along with a computer print-out of the wind-tunnel scale data is presented in this report. Additional data and analysis including structural loads and structural dynamics are presented in reference 4.

DESCRIPTION OF THE AIRCRAFT

The XV-15 configuration is based on the Bell Helicopter model 301 design. Two aircraft were built and one of these was tested in the wind tunnel. A detailed description of the aircraft and its systems is given in reference 5. Pertinent geometry is shown in figure 1 and table I.

In order that the aircraft could be mounted and operated in the wind tunnel, modifications were incorporated during construction of the ship's structure and hydraulic, fuel, electrical and control systems. For the wind-tunnel tests, the aircraft was provided with remote operation of engine and flight controls and an external supply of fuel, hydraulics, and electrical power. Actuators for remote operation of the flight controls were installed in the aircraft systems as shown in figure 9. The aircraft electrical and hydraulic systems are normally powered from engine driven generators and transmission driven pumps. To provide for operation in the wind tunnel when engines were not running, the D.C. electrical and one of the hydraulic systems (PC-2) were connected to a tunnel source (ref. 6 and fig. 10). For the tests with engines operating, the aircraft systems were used. Prior to tunnel entry, the ship's fuel tanks were purged and inerted with nitrogen and the fuel lines disconnected and capped (ref. 7 and fig. 11). In the tunnel, the fuel lines to the engines were connected directly to the tunnel supply, thus bypassing the aircraft's fuel tank systems.

For tests with rotors off, the blades with pitch links were removed from the rotor hub spindles (fig. 8). To prevent engine compressor windmilling with power off and tunnel wind on, the engine inlet ducts and exhaust were sealed (fig. 12).

During the test, various aircraft configuration changes were made for aerodynamic improvements or to correct problems (vibration, low C_L max and flap effectiveness). These configuration modifications are shown in figure 13 and table II and included pylon strakes, fences, vortex generators, flap tabs, and structural supports.

Because of an interference between the landing gear doors and the tunnel support struts, the entire test was run with the gear retracted and the gear doors closed.

TUNNEL INSTALLATION

The installation of the aircraft in the wind tunnel is shown in figure 14. The aircraft was supported on a system of 3 struts (ref. 8). To accept the loads imposed by attachment to the support struts, additional structure was added to the wing and fuselage in the attachment area during initial construction. In selecting the strut arrangement, consideration was given to dynamic characteristics and rotor/tunnel clearances (ref. 9). To verify predicted mode shapes, frequency and damping of the aircraft as mounted in the tunnel, a dynamic shake test of the combined aircraft, support system and tunnel balance was made after installation and prior to wind on testing. The shake tests were conducted with rotor blades off and with weights attached to the hub spindles to simulate the blade mass. Excitation was applied to one wing tip using an electrohydraulic actuator (fig. 15). Accelerometers and strain gages were used to measure the applied force and structural response. The shake tests were conducted using the procedures and data analysis system described in reference 10. No resonance problems at operating conditions were indicated. Details of the results are presented in reference 4.

Remote operation of the aircraft in the wind tunnel was controlled from a console in the control room (fig. 16). The console contained the controls for operation of the actuators in the aircraft for remote operation of engine and flight control systems. Instruments for monitoring the conditions of the various aircraft systems were removed from the cockpit and installed in the console.

Fuel and hydraulic lines from the tunnel systems were routed inside the right strut and connected to the aircraft systems inside the wing aft of the rear spar (fig. 17). Electrical and instrumentation leads were routed inside the left strut. Because of space requirements, these leads were routed externally on the wing lower surface from the top of the strut to connect with the ship's system inside the fuselage (fig. 18).

To assure safe operation of the tunnel test, an analysis was made to evaluate the safety provisions in the aircraft and for test operation procedures. The results are presented in reference 11. As part of this safety evaluation and prior to the tunnel tests, crew training was conducted during the latter part of the ground tiedown tests at the contractor's facility with the remote systems installed.

In addition, a simulation of the test operation to evaluate significant failure and recovery modes was conducted at Ames using the FSAA flight simulation program. This failure mode evaluation used the aircraft math model that was used for the flight simulation without the automatic flight control systems, FFS, and SCAS, and did not require the use of the FSAA cab. Inputs to the math model were adjusted to correspond to the aircraft as mounted in

the tunnel. Remote operation in a simulated tunnel environment and emergency operating procedures were evaluated. The only significant failure identified that could cause a dangerous condition (high blade flapping and high loads) was a simultaneous dual engine failure at nacelle incidences above 85° (i.e., helicopter mode). Recovery from this failure was to reduce nacelle incidence within 5 sec of the failure. Complete conversion from 95° to 0° can be accomplished in 11 sec. If nacelle incidence is 85° or less at the time of the dual power failure, no corrective action was required.

DATA ACQUISITION AND REDUCTION

The wind-tunnel data acquisition system is a computer-based system that can be operated in either an on-line mode or stand alone with batch processing mode. The components of this system are described in reference 8. The components used for this test and the interface with the aircraft systems is shown in figure 19. The equipment is located in the wind-tunnel computer and control room (fig. 16(a)). Data acquired during the test included static aerodynamic forces, structural loads, and the status of the aircraft systems.

The static forces on the aircraft were measured by the wind-tunnel six-component balance system. Forces and moments were computed about the wind axes and the moment center shown in figure 20. No corrections were applied for support strut tare or tunnel-wall interference. Dimensional data used for reduction to coefficients are given in table I. Angle of attack and yaw are referenced to the fuselage reference line. Some of the data for setting and monitoring test conditions were displayed on a CRT (fig. 21).

Test operations involved monitoring loads in critical structural components and monitoring the condition of the various aircraft systems including the hydraulic, electrical, flight controls, and propulsion systems. Data acquisition, reduction, and display utilized the aircraft on-board instrumentation and the tunnel instrumentation data reduction and display systems.

The aircraft on-board instrumentation system is described in reference 12 and consists of sensors, signal conditioning, encoding (to Pulse-Code-Modulation (PCM) digital format) and recording. During the tunnel test, the aircraft's data system tape recorder was installed in the control room to provide access during test operations. The wind-tunnel data acquisition systems are described in reference 8 and have monitoring, reduction, analysis, display, and recording capabilities. The on-board research instrumentation and the interface with the tunnel systems are listed in table III and shown in figure 19.

Structural loads were displayed for monitoring on the wind-tunnel Peak Detector System (PDS), Cathode Ray Oscilloscope (CRO), brush recorders and a loads panel on the control console. The PDS computes peak-to-peak amplitude of selected dynamic signals in percent of full scale monitoring limit and displays the amplitude on a 50-channel bar graph display on a 20-in. CRT. Each channel was set to alarm when monitoring limits were exceeded. The CRO

displayed, on an 8-in. CRT, the dynamic structural loads from one blade and hub spindle as X-Y pairs (beam vs. chord) and the corresponding pitch link load to allow an on-line assessment of loads with respect to allowables or critical limits. Some selected dynamic loads were displayed and monitored on brush recorders. The remote control console had a panel for display of loads in 12 structural elements for the information of the console operators (fig. 16(c)).

TESTS AND RESULTS

Testing followed the Test Plan of reference 13. A log of the runs completed is given in table IV. The conversion corridor area (the aircraft configuration between the helicopter and the airplane flight modes covered with rotors on) is shown in figure 22. A computer printout of the tunnel-scale data is given in table V. Some of this data is plotted and is shown in figures 23 to 31.

Some of the significant observations are discussed below.

Lift Coefficient

The measured lift characteristics of the XV-15 at all nacelle angles demonstrated an apparent premature flow separation resulting in a reduction of achievable lift at high angles of attack. Inspection of the wing airfoil contours indicate that leading edge out-of-contour and surface irregularities may have contributed to this problem. The addition of vortex generators at the upper-surface quarter-chord location along the full wing span (fig. 13) eliminated the premature stall and retained attached flow up to an angle of attack of 15° . This improvement is shown in figure 24(a) for the airplane mode configuration. The addition of vortex generators at the 60% chord ahead of the flaps had no significant effect on lift up to angles of attack of 10° (fig. 24(b)).

Flap Effectiveness

The lift increment due to flap deflection was improved by the addition of a flap tab. This 3/4-in. tab runs the full span of the wing trailing edge and it projects downward approximately normal to the wing chord (fig. 13). The measured lift, drag, and moment data presented in figure 25(a) illustrates the lift increase due to the tab and its impact on drag. At low levels of lift coefficient and flap angles of 0° and 20° there is no effect on drag. As illustrated in figure 25(b), the flap tab provides a significant increase of the incremental lift due to flap deflection at 0° aircraft angle of attack. At high lift coefficients and at a 40° flap angle, a drag increase is apparent, as shown on the C_D and L/D curves of figure 25(a).

Autorotation

Autorotational capability was demonstrated at an 80-knot airspeed with a 95° nacelle angle and 40° flap angle aircraft configuration. The rotor RPM governor was engaged and several rotor speeds were tested. At the zero mast-torque autorotational condition shown in figure 27(g), the minimum rate of descent is computed to be approximately 2450 ft/min at 76% RPM.

Yaw Characteristics

The effect of aircraft yaw on the force and moment coefficients is shown in figures 23(b) and 28. Of note is the yawing coefficient, C_n , which demonstrates a linear variation with yaw angle. A reduction of the slope of C_n around the zero yaw angle measured in model tests of the original single vertical fin configuration of the tilt rotor research aircraft caused concern about its directional stability characteristics. No problem in this area was detected with the full-scale H-tail XV-15.

Drag

A determination of the drag of the XV-15 in a free-air state was not obtained because of the difficulty in establishing the tare and interference corrections with precision and confidence. The measured drag, however, indicated levels greater than expected based on the results of prior small scale tests. A summary of the rotors-off airplane mode drag, as measured by the wind-tunnel balance, is shown in figure 30. The configurations of the XV-15 on the three strut support system, in order of decreasing drag, are: vortex generators on; vortex generators off; and a clean (gaps taped, remote control cables and lines removed) configuration.

An indication of the drag coefficient difference between the three strut and a single strut support system is also presented in figure 30 based on a 1/5 scale model test. It appears that the pretest prediction would underestimate the free-air XV-15 minimum drag by as much as 20%. Comparisons of the clean aircraft configuration data indicate that the anticipated drag reduction at full scale Reynolds numbers is not occurring.

Airflow

The placement of tufts on the aircraft during the wind-tunnel tests revealed several areas of disturbed boundary-layer flow. For all flight modes, the upper-aft portion of the landing gear pod and the fuselage surface aft of the pod showed turbulent flow. Without vortex generators, the upper surface of the wing aft of 60% chord indicated separation when the flaps were deflected. Some separation was also noted on the upper fuselage just aft of the wing above the trailing edge fillet. In helicopter and conversion flight, the upper, or aft surface of the nacelles, showed severely separated flow. (Note that the nacelle is roughly oval in shape and is canted outboard at helicopter and conversion nacelle angles.) During portions of the

conversion envelope (particularly when high oscillatory empennage loads were present), the vertical fin tufts reflected turbulent flow conditions.

Systems Operation

Throughout the wind-tunnel test period, all aircraft components and systems operated well and within acceptable tolerances with the exception of the following items:

Pylon downstop— A failure of the right-hand pylon downstop bracket occurred. This component provides the hard-point that the pylon engages in the aircraft mode to increase the wing/pylon stiffness for aeroelastic stability. The failure was subsequently determined to have resulted from overstress cycle fatigue. The crack appeared to have started prior to the wind-tunnel test. The left-hand downstop also was cracked in the same location. As a result of this failure, only three runs had to be deleted from the planned run schedule. A limited amount of airplane mode testing was conducted by raising the pylons to just off the downstop. Following the wind-tunnel test, a redesign of the downstop bracket and a modification of its rigging/preloading procedure was initiated.

Nose boom vibration— During operation in airplane mode at speeds greater than 150 knots, the nose boom and the pitch and yaw vanes on the nose boom YAPS head vibrated excessively. Between runs 6 and 24, the nose boom YAPS head was removed. The nose boom was then stiffened by adding support wires for the remainder of the test.

Antenna vibrations— Excessive vibrations of the aft-fuselage mounted VOR-LOC antennas occurred during attitude sweeps in airplane mode flaps down. Inspection disclosed a structural failure at the attach point. The vibration was felt to be the result of wing flow separation. The antennas were removed for the remainder of the test.

Flap drive— During a run with flaps down, the flaps could not be extended beyond about 30° while operating at 160 knots. The failure was found to be due to a loose wire.

Engine oil venting— Seepage from the engine oil scavenge lines occurred during initial runs with rotors off while operating in airplane mode at airspeeds greater than 100 knots. The problem was corrected by scarfing the end of the tube. The modification was satisfactory for the remainder of the test up to the maximum test airspeeds.

Empennage loads— Oscillatory load limits were encountered on the empennage structure during helicopter and conversion mode operations. In the helicopter mode, at a nacelle incidence of 90°, the horizontal spar attach lug tension loads increased with increasing airspeed up to approximately 40 knots (as previously indicated by flight test of aircraft no. 1). Above 40 knots, the load amplitude decreased rapidly with airspeed (fig. 31(a)). The addition of a preload strap reduced the loads on the lugs to well below

the design limits. The excitation for these loads is believed to be the tip vortices shed from the inboard edge of the rotor disk. These vortices, which are generated downward in the hover condition, are swept aft as forward flight is initiated, providing a strong oscillatory flow at the empennage at about 40 knots. At higher speeds, the rotor tip vortices pass clear of the empennage.

At the low speed end of the conversion envelope, for nacelle angles around 60° , high vibratory loads appeared on the empennage structure, with the horizontal spar experiencing loads above the infinite life design limits. The placement of struts (shown in figs. 13(a) and (d)) reduced the loads in the horizontal tail structure but resulted in the growth of vertical fin spar and attach fitting loads to beyond its design limits. A series of tests after run 23 examined the effect of various aerodynamic modifications such as wing fences, nacelle strakes, and vortex generators (fig. 13) on the tail loads. Some of these results are shown in figures 31(b) and 31(c). No aerodynamic modification solution was found to be sufficiently effective and suitable for all flight-mode (hover through airplane) conditions. Long streamers attached to the inboard side of the nacelle at the wing/nacelle junction showed that a strong vortex rolls over the forward portion of the wing tip and is swept inboard to the lower half of the vertical fins at 60° nacelle incidence. Subsequent flight tests showed this problem to be less severe than indicated by wind-tunnel tests.

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TABLE I.- Concluded.
(Metric units)

(a) General

	Wing	Horizontal Tail	Vertical Tail
Area, sq m	16.81 ^a	4.67	4.69 ^b
Span, m	9.80 ^c	3.91	2.34
Chord, m	1.60	1.19	1.25/.73 ^d
\bar{c} , m ^e	1.60	1.19	1.13
Aspect ratio	6.12	3.27	2.33
Incidence, deg	3.0	0	--
Dihedral, deg	2.0	0	--
Sweep $\frac{c}{4}$, deg	-6.5	0	31.6 ^f
Section (NACA)	64A223 (mod)	64A015	0009
Tail length, m	--	6.83	7.07

(b) Movable Aerodynamic Surfaces

	Flap	Flaperon	Elevator	Rudder
Area aft hinge, sq m	1.02 ^b	1.88 ^b	1.21	.70 ^b
Span, m	1.29 ^g	2.40 ^g	3.35	1.42
Chord aft hinge, %	25	25	30	25
Deflection, deg	75 (max)	-23.8 ^h +13.8	±20	±20
Control travel for total surface deflection, cm	--	24.4	24.4	12.7

(c) Rotor

Number of blades per rotor	3
Diameter, m	7.62
Disk area per rotor, sq m	45.6
Blade chord, cm	35.6
Blade area per rotor, sq m	4.06
Solidity	.089
Blade Twist, deg Aerodynamic Geometric	45. 40.9
Hub precone angle, deg	2.5
δ_3 , deg	-15
Flapping design clearance, deg	±12
Blade Lock number	3.83
Rotor rpm/tip speed Helicopter Airplane	565 rpm/226 mps 458 rpm/183 mps

TABLE II. AIRCRAFT CONFIGURATION LOG

Run No.	Rotors	Nose boom YARD Head	Horizontal Tail Struts	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	REMARKS
					VORTX GENERATORS					FLYON STRAKES					FENCES					
1-5	OFF	ON																		
6		ON/OFF																		Remove wiring Run 6
7-8		OFF																		
9-10																				
11																				
12-13	OFF																			
14-19	ON																			
20-21																				
22-23		OFF																		
24-25		ON																		
26	ON																			
27-29	OFF																			
30																				
31																				
32																				
33																				
34																				
35																				
36-39																				
40-41																				
42																				
43																				
44																				
45		ON																		
46		OFF																		
47																				
48																				
49																				
50																				
51	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	

FOLDOUT FRAME ORIGINAL PAGE IS OF POOR QUALITY

FOLDOUT FRAME 2

TABLE III.- INSTRUMENTED PARAMETERS

Measurement no.	Description	Input TSP	PCM word	CRO	HS	TCS	DAS	p-p	DPM	OBS	DAC	
B122	Right bld beam 52.5		B1-10	2	1		29	1			A6	Load panel
B132	Left bld beam 52.5		B1-8		2		30	2			A4	Load panel
B123	Right bld chord 52.5		B1-20	6	3			3			A10	
B133	Left bld chord 52.5		B1-9		4		31	4			A5	
F103	Right pitch link		B1-45	3	5		28	5			A24	Load panel
F060	Left pitch link		B1-21		6		32	6			A11	Load panel
B165	Right conv spindle beam		B1-57		7			7			A27	Load panel
B190	Left conv spindle beam		B2-54		8			8			A29	Load panel
B166	Right conv spindle chord		B2-57		9			9			A30	
B191	Left conv spindle chord		B1-55		10			10			A26	
F611	Right conv actuator load		B1-7		11			11			A3	
F638	Left conv actuator load		A1-5		12			12			C1	
B112	Right yoke beam 9.0		B1-48	1	13			13			A25	
B114	Left yoke beam 9.0		B1-15		14			14			A7	
B113	Right yoke chord 9.0		B1-34	5	15			15			A18	Load panel
B115	Left yoke chord 9.0		B1-16		16			16			A8	Load panel
B109	Right perp mast bending		A1-21		17			17			C4	Load panel

TABLE III.- Continued.

Measurement no.	Description	Input TSP	PCM word	CRO	HS	TCS	DAS	P-P	DPM	ORS	DAC
B141	Left perp mast bending		B1-18		18			18			A9 Load panel
M107	Right mast torque		B1-6		19		14	19	3		A2 Load panel
M143	Left mast torque		B1-5		20		15	20	2		A1 Load panel
D156	Right F/A flapping	T104			21		22	21			AC cons.
D181	Left F/A flapping	T122			22		23	22			AC cons.
D157	Right lat. flapping	T101			23		24	23			AC cons.
D182	Left lat. flapping	T119			24		25	24			AC cons.
B656	Right wing beam 22	T107, 108, 109			25	1	4	25			
B626	Left wing beam 22	T125, 126, 127			26	2	5	26			
B655	Right wing chord 22/	T110, 111, 112			27	3	6	27			
B625	Left wing chord 22	T128, 129, 130			28	4	7	28			
M657	Right wing torsion 22	T113, 114, 115			29	5	8	29			
M627	Left wing torsion 22	T131, 132, 133			30	6	9	30			
E747	Flaperon exciter	T137			31		2				
E746	Collective exciter	T140			32		3				
A150	Right pylon F/A accel.		B1-37		33		16				A19

TABLE III.- Continued.

Measurement no.	Description	Input TSP	PCM word	CRO	HS	TCS	DAS	p-p	DPM	OBS	DAC
AI75	Left pylon F/A accel.		B1-30		34		17				A15
AI51	Right pylon lat. accel.		B1-38		35		18				A20
AI76	Left pylon lat. accel.		B1-31		36		19				A16
AI52	Right pylon vert. accel.		B1-39		37		20				A21
AI77	Left pylon vert. accel.		B1-32		38		21				AI7
RSFAA	Right strut F/A accel.	T004, 005, 006			39	7	10				
LSFAA	Left strut F/A accel.	T010, 011, 012			40	8	11				
RSLAA	Right strut lat. accel.	T001, 002, 003			41	9	12				
LSLAA	Left strut lat. accel.	T007, 008, 009			42	10	13				
B262	Right horiz. beam 8.0		B1-58		43		27	31			A28
B259	Left horiz. beam 8.0		B2-60		44		26	32			A32
B263	Right horiz. chord 8.0		B2-58		45						A31
F052	Right swash plate driver		B1-44		46			33			A23
F142	Left swash plate driver		B1-24		47			34			AI2
F162	Right F/A cyc act load		B1-40		48			35			A22
F187	Left F/A cyc act load		B1-27		49			36			AI3
F163	Right lat. cyc act load		AI-29		50			37			C5

TABLE III.- Continued.

Measurement no.	Description	Input TSP	PCM word	CRO	HS	TCS	DAS	P-P	DPM	OBS	DAC
F188	Left lat. cyc act load		B1-28		51			38			A14
F164	Right collective act load		B1-19		52			39			B1
F189	Left collective act load		B1-29		53			40			B2
B120	Right blade beam 22.8		A1-12		54			41			C2
B130	Left blade beam 22.8		B1-43		55			42			B5
D158	Right collective pitch		B4-82		56						B13 AC cons.
D183	Left collective pitch		B3-79		57						B10
D159	Right F/A cyclic		B5-82		58						B15
D184	Left F/A cyclic		B4-79		59						B12
D160	Right lat. cyclic		A2-72		60						C6 AC cons.
M266	Right horiz. torsion 8.0		B1-59								B6 BNC 1
B124	Right blade beam 75		B1-35								B3 BNC 2
B125	Left blade chord 75		B1-36								B4 BNC 3
B126	Right blade beam 112		A1-16								C3 BNC 4
D185	Left lat. cyc		B5-79								B14 AC cons.
	Shaker excitation										AC cons.
	Az right										AC cons.
	Az left										AC cons.
	NPR right										CTR 1
	NPR left										CTR 2

TABLE III.- Concluded.

Measurement no.	Description	Input TSP	PCM word	CRO	HS	TCS	DAS	P-P	DPM	OBS	DAC
D021	F/A stick pos		B1-78						1		B7
D022	Lat. stick pos		B2-78						7		B8
D023	Power lever pos		B3-78						5		B9
D024	Pedal pos		B4-78						6		B11

TABLE IV.- RUN LOG
(Rotors off)

Run no.	Pt no.	i_N	V_k knots	δ_F	Cntr	Sweep	α trim	Run time	Remarks
3	2-12	90	80	40	1706-1708	α : -12 to +14	-	1:53	Clean A/C
	13-19	90	80	40	1709-1711	ψ : -4 to +16	-8		
	20-25	90	80	40	1712-1718	$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	-8		
5	2-12	90	60	75	1723-1727	α : -12 to +14	-	1:30	
	13-19	90	60	75	1728-1730	ψ : -4 to +16	-8		
	20-21	90	60	75	1731-1732	ΔX_{lat}	-8		
6	5-10	0_L	160	0	1742-1743	α : -4 to +8	-	2:25	Removed nose boom Removed VHF antennas
	11-17	0_L	122	0	1744-1746	α : -4 to +12	-		
	18-23	0_U	160	40	1747-1749	α : -4 to +8	-		
	24-30	0_U	110	40	1750-1751	α : -4 to +12	-		
7	4-7	0_L	-	0	1755-1757	V: 100 to 178	0	1:26	Dyn. stability
8	3-4, 7	90	-	40	1761-1763	V: 80 to 118	0	1:40	Dyn. stability Dyn. stability Dyn. stability
	5-6, 10	0_U	-	40	1767	V: 111 to 170	0		
	8-9	30	-	40	1765-1766	V: 122 to 170	0		
9	3-14	0_L	80	0	1772-1780	α : -4 to 16	-	2:15	VGs on
	15-25	0_L	80	40	1781-1788	α : -4 to +14	-		
	26-31	-	80	40	1789-1794	i_N : 0 to 90	0		
	32-41	0_L	110	40	1795-1801	α : -4 to +12	-		
	42	0_L	110	0	-	-	0		
10	4-11	0_L	160	0	1803-1807	α : -4 to +8	-	1:08	
	12-15	30	140	40	1808-1810	α : -4 to +2	-		
	16-19	75	100	40	1811-1814	α : -4 to +1	-		
	20-22	60	120	40	1815-1817	α : -4 to -1	-		
11	3-5	75	100	40	1818-1820	α : -4 to 0	-	1:32	Removed helicopter doors
	6-10	0_L	160	0		ψ : -4 to +8	+2		
	11-16	0_L	160	0		$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	+2		
	17-19	0_L	125	0		ΔX_{lat}	+8		
	20-22	0_L	125	0		ΔX_{lat}	+12		
	23-27	0_L	160	40		ψ : -4 to +8	0		
	28-33	0_L	160	40		$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	0		
34-36	0_L	110	40		ΔX_{lat}	+8			
12	3-13	90	80	40	1856-1864	α : -12 to +14	-	1:00	Tail strut on
	14-18	75	100	40	1865-1867	α : -4 to +4	-		
13	3-7	75	100	20	1868-1872	α : -4 to +4	-	:45	
	8-10	75	100	0	1873-1875	α : +4 to +8	-		
	10-13	-	100	0	1876-1878	i_N : 75 to 0_L	+8		

TABLE IV.- Continued.
(Rotors on)

Run no.	Pt no.	i_N	V_{knots}	δ_F	Cntr	Sweep	α trim	Run time	Remarks
-	-	90	-	40		Track/balance	0	:10	94% NR
14	3-4	90	-	40		Track/balance	0	:55	
	-	90	-	40		-	0	:02	Xms chip light
15	7	90	40	40	1901		0	1:45	
	8-9	80	-	40	1903-1904	V_{knots} : 40-80	0		
	10-18	-	80	40	1906-1914	i_N : 80-10	0		
	19-22	-	100	40	1915-1918	i_N : 10-0	0		
	23-24	0_L	100	0	1919-1923	Exciter	0		Dyn. stab. 76%
16	-	0_L	120	0		Exciter	0	:20	Oil drain leak
17	3-6	0_L	-	0	1932-1943	V_{knots} : 140-180	0	2:09	Dyn. stability
	7-8	0_L	180	0	1946-1948	Q_m : 60-80%	0		Dyn. stability
18	4-7	0_U	-	40	1952-1956	V_{knots} : 110-170	0	2.25	XMS chip
	8-9	30	-	40	1957-1969	V_{knots} : 150-170	-4		Dyn. stability
	10-16	60	-	40	1970-1977	V_{knots} : 130-151	-7		Dyn. stability
	17	90	80	40	1980	-	-7		Dyn. stability
20	8-15	90	-	40	1989-1997	V_{knots} : 80-100	-8	2:45	Dyn. stability
	16-20	90	80	40	1998-2002	α : -12 to -4	-		
	21-28	90	80	40	2003-2009	ψ : -4 to +16	-8		
	29-34	90	80	40	2010-2014	$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	-8		
	35-40	90	-	40	2015-2020	V_{knots} : 95-123	-8 to -12		Dyn. stability
	41-44	75	140	40	2021-2024	Q_m : 45-70%	-8		
	45-46	45	160	40	2025-2026				
21	3-10	60	80	40	2027-2034	α : -8 to +7	-	1:00	
	11-16	60	120	40	2036-2041	α : -5 to +3	-		
22	3-5	90	-	40	2052-2057	V_{knots} : 40-80	0	2:08	
	6-10	60	120	40	2058-2062	ψ : -4 to +8	-1		
	11-16	60	120	40	2063-2068	$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	-1		
	18-28	95	80	40	2070-2082	α : 0 to +12	-		76% NR Autorotation
	29-38	95	80	40	2083-2094	α : 0 to +12	-		94% NR Autorotation
	39	95	80	40	2095		12		102% NR Autorotation
	-	90	60	40	2097-2098		0		Start/stop
23	3-9	0_U	110	40	2099-2104	α : 0 to +12	-	1:20	94% NR
	10-14	0_U	110	40	2105-2109	ψ : -4 to +8	8		
	15-21	0_U	110	40	2110-2115	$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	8		
	22-27	0_U	160	40	2116-2120	α : -1 to +3	-		Down stop broke
24	3-4	90	-	40	2127-2128	V_{knots} : 60-80	-5, -8	2:05	Struts off/ 6" strake
	5-9	-	80	40	2129-2133	i_N : 90-30	0		
	10-14	60	80	40	2134-2138	α : -4 to +3	-		
	15-16	60	100	40	2140-2141	α : -2 to 0	-		
	17-20	60	120	40	2142-2145	α : -4 to 0	-		
	21	60	120	0	2146	-	0		
	22-24	75	100	40	2147-2149	α : -5 to -2	-		
	25-30	75	100	40	2150-2155	ψ : -4 to +12	-2		
	31-36	75	100	40	2157-2162	$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	-2		
	37-41	30	140	40	2163-2167	α : -5 to +3	-		
26	3-5	90	40	40	2173-2175	α : -2, -5, -8	-	1:57	Struts on
	6-10	30	140	40	2176-2180	ψ : -4 to +8	-1		
	11-16	30	140	40	2181-2186	$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	-1		
	17-20	45	100	40	2187-2190	α : 4 to +9	-1		
	21-28	45	100	40	2191-2197	$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	+8		
	-	-	80	40	-	i_N : 45-80	-1		
	29-33	80	80	40	2198-2203	α : -5 to +3	-		
	34-40	80	80	40	2204-2209	$\Delta X_{long}, \Delta X_{lat}, \Delta X_{ped}$	-1		
	41-46	80	80	40	2210-2215	ψ : -4 to +12	-1		

TABLE IV.- Continued.
(Rotors off)

Run no.	Pt no.	i_N	V knots	δ_F	Cntr	Sweep	α trim	Run time	Remarks
29	3-9	60	120	40	2218-2224	α : -4 to +6	-	1:45	Strut, 6" strake Nose boom on
	10-16	45	120	40	2225-2231	α : -4 to +8	-		
	17-18	45	120	40	2232-2233	ΔX_{lat}	8		
	19-27	0_u	120	40	2237-2245	α : -4 to 11	-		
	28-29	0_u	120	40	2247-2248	ΔX_{lat}	8		
	30-37	0_u	120	20	2249-2256	α : -4 to +10	-		
	38-45	0_u	120	0	2257-2264	α : -4 to +10	-		
30	3-10	0_u	120	20	2265-2272	α : -4 to +10	-	1:00	Tab on flap (3/4)
	11-17	45	120	20	2273-2279	α : -4 to +8°	-		
	18-19	45	120	20	2280-2281	ΔX_{lat}	8		
	20-21	0_u	120	20	2282-2283	"	8		
	22-30	60	120	0	2284-2292	α : -4 to +9	-		
31	3-4	60	120	40	2296-2297	α : -4 to -2	-	:30	Cowl doors off
32	3-12	0_u	120	0	2298-2307	α : -4 to +12	-	1:00	Strut, strakes 3", 6", 18", wing fence--1/2 chord
	13-14	0_u	120	0	2308-2309	ΔX_{lat}	8		
	15-22	0_u	120	40	2310-2317	α : -4 to +10	-		
	23-24	0_u	120	40	2318-2319	ΔX_{lat}	8		
33	4-10	0_u	120	0	2320-2326	α : -4 to +8	-	:20	Wing fence removed Wing - pylon gaps taped
	11-12	0_u	120	0	2327-2332	ΔX_{lat}	8		
34	3-11	60	80	40	2335-2343	α : -4 to +11	-	1:15	
	12-20	60	100	40	2344-2353	α : -4 to +9	-		
	21-28	60	120	40	2354-2361	α : -4 to +8	-		
35	3-7	60	120	40	2362-2366	α : -4 to +6	-	:45	Inboard fairing nacelle cut-off, gap covered
	8-11	60	120	0	2367-2370	α : -4 to +6	-		
	-	-	120	40	2371-	i_N : 0 to 90	0		
36	3-6	60	120	40	2374-2377	α : -4 to +4	-	:35	All strakes on nacelle removed
	7-12	60	120	0	2378-2383	α : -4 to +6	-		
	-	-	120	40	-	i_N : 0 to 90	0		
37	3-6	60	120	40	2386-2388	α : -4 to +4	0	:50	Removed inboard na- celle fairing cover (Left-hand horiz. strut cracked)
	7-10	75	100	40	2389-2392	α : -4 to +4	-		
	11-16	0_u	160	0	2393-2398	α : -4 to + 11	-		

TABLE IV.- Continued.
(Rotors off)

Run no.	Pt no.	i_N	V knots	δ_F	Cntr	Sweep	α Trim	Run time	Remarks
39	4-5	60	120	40	2401-2402	α : -4 to 0	-	1:45	Nacelle original conf.
	6-8	75	100	40	2403-2405	α : -4 to +4	-		
	9-12	60	120	0	2406-2409	α : -4 to +4	-		
	13-17	-	120	40	2410-2419	i_N : 0 to 90	0		
40	3-6	60	120	40	2421-2425	α : -4 to +4	-	1:10	3" spoiler 24" along blue stripe, out-board nacelle (angle of attack out)
	7-10	60	120	0	2426-2429	α : -4 to +4	-		
	11-15	-	120	40	2430-2440	i_N : 0 to 90	0		
	16-20	0_u	160	0	2441-2447	α : -4 to +10	-		
	21-24	0_u	160	20	2448-2451	α : -4 to +2	-		
41	3-6	0_u	160	40	2454-2457	α : -4 to +6	-	:15	
42	3-5	60	120	40	2460-2462	α : -4 to -1	-	1:50	Emp. strut on
	6-8	60	120	0	2463-2465	α : -4 to -1	-		
	9-13	-	120	40	2466-2475	i_N : 0 to 90	0		
	14-17	75	100	40	2476-2479	α : -4 to +1	-		
43	4-8	0	120	0	2480-2484	α : -4 to 10	-	:45	Inlet fairing and emp. strut on
	9-12	0	120	20	2485-2488	α : -4 to 8	-		
	13-14	0	120	20	2489-2490	ΔX_{lat}	8		
	15	0	120	40	2491	-	-4		
	16-19	60	120	40	2492-2495	α : -4 to 4	-		
44	5-9	0	120	0	2496-2500	α : -4 to 10	-	:50	Rear set VGs
	10-13	0	120	20	2501-2504	α : -4 to 8	-		
	14-15	0	120	20	2505-2506	ΔX_{lat}	-		
	16-21	0	120	40	2507-2511	α : -4 to 8	-		
45	3-8	0	120	0	2514-2519	α : -4 to 11	-	1:25	Low drag VGs
	9-14	0	120	40	2520-2525	α : -4 to 8	-		
	15-19	30	140	40	2526-2531	α : -4 to 8	-		
	20-25	90	80	40	2532-2539	α : -4 to 12	-		
46	5-9	0	120	0	2539-2543	α : -4 to 10	-	:25	Nose boom, pylon strake, tab flap, fuel line removed
	10-13	0	120	40	2544-2547	α : -4 to 8	-		
47	3-7	0	120	0	2548-2552	α : -4 to 10	-	:25	Gaps taped
	8-11	0	120	40	2553-2556	α : -4 to 8	-		
48	3-5	-	80	40	2560-2562	$i_N = 0$ to 90	-4	1:10	Large nacelle strake 15 x 52"
	6-16	60	120	40	2563-2573	$\alpha = -4$ to 10	-		
	17-21	60	120	40	2574-2578	$\psi = -6$ to +8	+6		
	22-26	0	120	40	2579-2583	$\psi = -4$ to +12	+6		
49	3	0	120	40	2586	-	-4	:25	Large nacelle strake 15 x 67" wing fence 12"
	4-8	60	120	40	2587-2591	$\alpha = -4$ to +8	-		

TABLE IV.- Concluded.
(Rotors off)

Run no.	Pt no.	i_N	V_{knots}	δ_F	Cntr	Sweep	α trim	Run time	Remarks
50	3-13	60	120	40	2592-2603	$\alpha = -4$ to $+8$	-	:30	Removed wing fence
51	3-10	0	120	0	-	$\alpha = -4$ to $+10$	-	:30	Removed strake, VGs, strut, gaps taped
52	-	-	-	-		tunnel tare	-	-	

TABLE V.—Continued

Row	TEST 225									
	245F	PSI	RET	POS	LIF	OR	SL	PL	PL	PL
10	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
11	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
12	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
13	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
14	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
15	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
16	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
17	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
18	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
19	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
20	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
21	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
22	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
23	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
24	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
25	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
26	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000
27	181.2	0.0	0.0	10000	2250	1000	1000	1000	1000	1000

ORIGINAL PAGE IS OF POOR QUALITY

TABLE V.- Continued.

RUN 4 TEST 525												
PI	ALPS	INA	LIFF	UNAV	SIUC	PIUC	144	MULL				
OPSF	PSI	PEP	PUS	DIFF	ORAV	TIUC	PIIC	144	MULL			
MUN	ALPS	INA	LIFF	UNAV	SIUC	PIUC	144	MULL				
TEMP	ALPS	INA	LIFF	UNAV	SIUC	PIUC	144	MULL				
VSUPTS	ALPS	INA	LIFF	UNAV	SIUC	PIUC	144	MULL				
4	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
681.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
681.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
681.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
681.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
681.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
681.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
681.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TABLE V.— Continued.

RUN 11 — EST 525										
MI	WTS	APR	100	100	100	100	100	100	100	100
DP3F	100	100	100	100	100	100	100	100	100	100
MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN
MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN
MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN	MIUN
30	101.3	0.0	0.0	12765	2776	337	2017	1099	1222	
	78.7	0.0	0.0	12765	2776	337	2017	1099	1222	
	0.215	0.0	0.0	14551	3108	337	2017	1099	1222	
	0.0	0.2124	0.0	55.23						
	0.0370	0.00937	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0037	0.0000
31	101.4	0.0	0.0	12765	2776	337	2017	1099	1222	
	78.7	0.0	0.0	12765	2776	337	2017	1099	1222	
	0.215	0.0	0.0	14551	3108	337	2017	1099	1222	
	0.0	0.2124	0.0	55.23						
	0.0370	0.00937	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0037	0.0000
32	101.5	0.0	0.0	12765	2776	337	2017	1099	1222	
	78.7	0.0	0.0	12765	2776	337	2017	1099	1222	
	0.215	0.0	0.0	14551	3108	337	2017	1099	1222	
	0.0	0.2124	0.0	55.23						
	0.0370	0.00937	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0037	0.0000
33	101.5	0.0	0.0	12765	2776	337	2017	1099	1222	
	78.7	0.0	0.0	12765	2776	337	2017	1099	1222	
	0.215	0.0	0.0	14551	3108	337	2017	1099	1222	
	0.0	0.2124	0.0	55.23						
	0.0370	0.00937	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0037	0.0000
34	101.5	0.0	0.0	12765	2776	337	2017	1099	1222	
	78.7	0.0	0.0	12765	2776	337	2017	1099	1222	
	0.215	0.0	0.0	14551	3108	337	2017	1099	1222	
	0.0	0.2124	0.0	55.23						
	0.0370	0.00937	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0037	0.0000
35	112.5	0.0	0.0	10075	1300	100	500	200	200	
	78.0	0.0	0.0	10075	1300	100	500	200	200	
	0.105	0.0	0.0	10075	1300	100	500	200	200	
	0.0	0.2154	0.0	55.23						
	0.027	0.0003	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0003	0.0000
36	112.7	0.0	0.0	10075	1300	100	500	200	200	
	78.0	0.0	0.0	10075	1300	100	500	200	200	
	0.105	0.0	0.0	10075	1300	100	500	200	200	
	0.0	0.2154	0.0	55.23						
	0.027	0.0003	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0003	0.0000
37	112.7	0.0	0.0	10075	1300	100	500	200	200	
	78.0	0.0	0.0	10075	1300	100	500	200	200	
	0.105	0.0	0.0	10075	1300	100	500	200	200	
	0.0	0.2154	0.0	55.23						
	0.027	0.0003	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0003	0.0000
38	112.7	0.0	0.0	10075	1300	100	500	200	200	
	78.0	0.0	0.0	10075	1300	100	500	200	200	
	0.105	0.0	0.0	10075	1300	100	500	200	200	
	0.0	0.2154	0.0	55.23						
	0.027	0.0003	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0003	0.0000
39	112.7	0.0	0.0	10075	1300	100	500	200	200	
	78.0	0.0	0.0	10075	1300	100	500	200	200	
	0.105	0.0	0.0	10075	1300	100	500	200	200	
	0.0	0.2154	0.0	55.23						
	0.027	0.0003	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0003	0.0000
40	112.7	0.0	0.0	10075	1300	100	500	200	200	
	78.0	0.0	0.0	10075	1300	100	500	200	200	
	0.105	0.0	0.0	10075	1300	100	500	200	200	
	0.0	0.2154	0.0	55.23						
	0.027	0.0003	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0003	0.0000
41	112.7	0.0	0.0	10075	1300	100	500	200	200	
	78.0	0.0	0.0	10075	1300	100	500	200	200	
	0.105	0.0	0.0	10075	1300	100	500	200	200	
	0.0	0.2154	0.0	55.23						
	0.027	0.0003	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0003	0.0000
42	112.7	0.0	0.0	10075	1300	100	500	200	200	
	78.0	0.0	0.0	10075	1300	100	500	200	200	
	0.105	0.0	0.0	10075	1300	100	500	200	200	
	0.0	0.2154	0.0	55.23						
	0.027	0.0003	0.0	0.0000	0.1000	0.0	0.0	0.0	0.0003	0.0000

TABLE V.— Continued.

ROW	TEST	STAT	TEST	STAT	TEST	STAT	TEST	STAT	TEST	STAT	TEST	STAT	TEST	STAT	TEST	STAT	TEST	STAT
4	134.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	134.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	134.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	134.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	134.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	134.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	135.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	135.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	135.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	135.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	135.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	135.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ORIGINAL PAGE IS OF POOR QUALITY

TABLE V.— Continued.

JUN 21 TEST 525														
PI	VAIS	ALFAIC	PSI	MED	POS	LIP10	LIP10	LIP10	LIP10	LIP10	LIP10	LIP10	LIP10	LIP10
15	160.2	2.1	40.0	14195	1400	71	-335	-3873	-5071	300.0	59800			
	98.0	1.0	40.0	14195	1400	71	-335	-3873	-5071	300.0	59800			
	0.174	0.001	40.0	14195	1400	71	-335	-3873	-5071	300.0	59800			
	100	0.0000	40.0	14195	1400	71	-335	-3873	-5071	300.0	59800			
	692.2	0.6499	40.0	14195	1400	71	-335	-3873	-5071	300.0	59800			
16	120.1	3.0	40.0	14225	1475	-76	-1000	-3064	-1881	300.0	59300			
	45.0	1.0	40.0	14225	1475	-76	-1000	-3064	-1881	300.0	59300			
	0.174	0.001	40.0	14225	1475	-76	-1000	-3064	-1881	300.0	59300			
	100	0.0000	40.0	14225	1475	-76	-1000	-3064	-1881	300.0	59300			
	692.2	0.6499	40.0	14225	1475	-76	-1000	-3064	-1881	300.0	59300			

JUN 22 TEST 525														
PI	VAIS	ALFAIC	PSI	MED	POS	LIP10	LIP10	LIP10	LIP10	LIP10	LIP10	LIP10	LIP10	LIP10
3	40.0	1.0	40.0	14075	1400	70	-375	-3750	-3750	300.0	57000			
	17.2	0.0	40.0	14075	1400	70	-375	-3750	-3750	300.0	57000			
	0.170	0.001	40.0	14075	1400	70	-375	-3750	-3750	300.0	57000			
	100	0.0000	40.0	14075	1400	70	-375	-3750	-3750	300.0	57000			
	671.7	0.6710	40.0	14075	1400	70	-375	-3750	-3750	300.0	57000			
4	60.0	1.0	40.0	14770	1400	-10	-700	-3000	-3000	300.0	57000			
	12.1	0.0	40.0	14770	1400	-10	-700	-3000	-3000	300.0	57000			
	0.170	0.001	40.0	14770	1400	-10	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14770	1400	-10	-700	-3000	-3000	300.0	57000			
	671.7	0.6710	40.0	14770	1400	-10	-700	-3000	-3000	300.0	57000			
5	70.0	1.0	40.0	14905	1400	-20	-700	-3000	-3000	300.0	57000			
	20.5	0.0	40.0	14905	1400	-20	-700	-3000	-3000	300.0	57000			
	0.170	0.001	40.0	14905	1400	-20	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14905	1400	-20	-700	-3000	-3000	300.0	57000			
	671.7	0.6710	40.0	14905	1400	-20	-700	-3000	-3000	300.0	57000			
2	117.0	1.0	40.0	14045	1400	-237	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14045	1400	-237	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14045	1400	-237	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14045	1400	-237	-700	-3000	-3000	300.0	57000			
	670.0	0.6700	40.0	14045	1400	-237	-700	-3000	-3000	300.0	57000			
7	117.7	1.0	40.0	14370	1400	000	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14370	1400	000	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14370	1400	000	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14370	1400	000	-700	-3000	-3000	300.0	57000			
	670.7	0.6700	40.0	14370	1400	000	-700	-3000	-3000	300.0	57000			
6	117.7	1.0	40.0	14305	1400	075	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14305	1400	075	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14305	1400	075	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14305	1400	075	-700	-3000	-3000	300.0	57000			
	670.7	0.6700	40.0	14305	1400	075	-700	-3000	-3000	300.0	57000			
4	117.1	1.0	40.0	14405	1400	120	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14405	1400	120	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14405	1400	120	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14405	1400	120	-700	-3000	-3000	300.0	57000			
	671.0	0.6710	40.0	14405	1400	120	-700	-3000	-3000	300.0	57000			
10	118.0	1.0	40.0	14605	1400	200	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14605	1400	200	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14605	1400	200	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14605	1400	200	-700	-3000	-3000	300.0	57000			
	670.0	0.6700	40.0	14605	1400	200	-700	-3000	-3000	300.0	57000			
11	118.5	1.0	40.0	14705	1400	210	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14705	1400	210	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14705	1400	210	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14705	1400	210	-700	-3000	-3000	300.0	57000			
	670.0	0.6700	40.0	14705	1400	210	-700	-3000	-3000	300.0	57000			
12	118.5	1.0	40.0	14675	1400	200	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14675	1400	200	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14675	1400	200	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14675	1400	200	-700	-3000	-3000	300.0	57000			
	670.0	0.6700	40.0	14675	1400	200	-700	-3000	-3000	300.0	57000			
13	118.1	1.0	40.0	14675	1400	190	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14675	1400	190	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14675	1400	190	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14675	1400	190	-700	-3000	-3000	300.0	57000			
	670.0	0.6700	40.0	14675	1400	190	-700	-3000	-3000	300.0	57000			
14	118.0	1.0	40.0	14575	1400	180	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14575	1400	180	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14575	1400	180	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14575	1400	180	-700	-3000	-3000	300.0	57000			
	670.0	0.6700	40.0	14575	1400	180	-700	-3000	-3000	300.0	57000			
15	118.0	1.0	40.0	14605	1400	190	-700	-3000	-3000	300.0	57000			
	40.0	0.0	40.0	14605	1400	190	-700	-3000	-3000	300.0	57000			
	0.175	0.001	40.0	14605	1400	190	-700	-3000	-3000	300.0	57000			
	100	0.0000	40.0	14605	1400	190	-700	-3000	-3000	300.0	57000			
	670.0	0.6700	40.0	14605	1400	190	-700	-3000	-3000	300.0	57000			

ORIGINAL FILE IS OF POOR QUALITY

TABLE V.- Continued.

RUN	20	TEST	525	PI	VP10	VP15	VP20	VP25	VP30	VP35	VP40	VP45	VP50	VP55	VP60	VP65	VP70	VP75	VP80	VP85	VP90	VP95	VP100	VP105	VP110	VP115	VP120	VP125	VP130	VP135	VP140	VP145	VP150	VP155	VP160	VP165	VP170	VP175	VP180	VP185	VP190	VP195	VP200	VP205	VP210	VP215	VP220	VP225	VP230	VP235	VP240	VP245	VP250	VP255	VP260	VP265	VP270	VP275	VP280	VP285	VP290	VP295	VP300	VP305	VP310	VP315	VP320	VP325	VP330	VP335	VP340	VP345	VP350	VP355	VP360	VP365	VP370	VP375	VP380	VP385	VP390	VP395	VP400	VP405	VP410	VP415	VP420	VP425	VP430	VP435	VP440	VP445	VP450	VP455	VP460	VP465	VP470	VP475	VP480	VP485	VP490	VP495	VP500	VP505	VP510	VP515	VP520	VP525	VP530	VP535	VP540	VP545	VP550	VP555	VP560	VP565	VP570	VP575	VP580	VP585	VP590	VP595	VP600	VP605	VP610	VP615	VP620	VP625	VP630	VP635	VP640	VP645	VP650	VP655	VP660	VP665	VP670	VP675	VP680	VP685	VP690	VP695	VP700	VP705	VP710	VP715	VP720	VP725	VP730	VP735	VP740	VP745	VP750	VP755	VP760	VP765	VP770	VP775	VP780	VP785	VP790	VP795	VP800	VP805	VP810	VP815	VP820	VP825	VP830	VP835	VP840	VP845	VP850	VP855	VP860	VP865	VP870	VP875	VP880	VP885	VP890	VP895	VP900	VP905	VP910	VP915	VP920	VP925	VP930	VP935	VP940	VP945	VP950	VP955	VP960	VP965	VP970	VP975	VP980	VP985	VP990	VP995																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
1	80.0	75.0	70.0	12455	210	-72	-7700	-7775	-1400	300.0	44000	741	-127.0	0.115	0.175	0.235	0.295	0.355	0.415	0.475	0.535	0.595	0.655	0.715	0.775	0.835	0.895	0.955	1.015	1.075	1.135	1.195	1.255	1.315	1.375	1.435	1.495	1.555	1.615	1.675	1.735	1.795	1.855	1.915	1.975	2.035	2.095	2.155	2.215	2.275	2.335	2.395	2.455	2.515	2.575	2.635	2.695	2.755	2.815	2.875	2.935	2.995	3.055	3.115	3.175	3.235	3.295	3.355	3.415	3.475	3.535	3.595	3.655	3.715	3.775	3.835	3.895	3.955	4.015	4.075	4.135	4.195	4.255	4.315	4.375	4.435	4.495	4.555	4.615	4.675	4.735	4.795	4.855	4.915	4.975	5.035	5.095	5.155	5.215	5.275	5.335	5.395	5.455	5.515	5.575	5.635	5.695	5.755	5.815	5.875	5.935	5.995	6.055	6.115	6.175	6.235	6.295	6.355	6.415	6.475	6.535	6.595	6.655	6.715	6.775	6.835	6.895	6.955	7.015	7.075	7.135	7.195	7.255	7.315	7.375	7.435	7.495	7.555	7.615	7.675	7.735	7.795	7.855	7.915	7.975	8.035	8.095	8.155	8.215	8.275	8.335	8.395	8.455	8.515	8.575	8.635	8.695	8.755	8.815	8.875	8.935	8.995	9.055	9.115	9.175	9.235	9.295	9.355	9.415	9.475	9.535	9.595	9.655	9.715	9.775	9.835	9.895	9.955	10.015	10.075	10.135	10.195	10.255	10.315	10.375	10.435	10.495	10.555	10.615	10.675	10.735	10.795	10.855	10.915	10.975	11.035	11.095	11.155	11.215	11.275	11.335	11.395	11.455	11.515	11.575	11.635	11.695	11.755	11.815	11.875	11.935	11.995	12.055	12.115	12.175	12.235	12.295	12.355	12.415	12.475	12.535	12.595	12.655	12.715	12.775	12.835	12.895	12.955	13.015	13.075	13.135	13.195	13.255	13.315	13.375	13.435	13.495	13.555	13.615	13.675	13.735	13.795	13.855	13.915	13.975	14.035	14.095	14.155	14.215	14.275	14.335	14.395	14.455	14.515	14.575	14.635	14.695	14.755	14.815	14.875	14.935	14.995	15.055	15.115	15.175	15.235	15.295	15.355	15.415	15.475	15.535	15.595	15.655	15.715	15.775	15.835	15.895	15.955	16.015	16.075	16.135	16.195	16.255	16.315	16.375	16.435	16.495	16.555	16.615	16.675	16.735	16.795	16.855	16.915	16.975	17.035	17.095	17.155	17.215	17.275	17.335	17.395	17.455	17.515	17.575	17.635	17.695	17.755	17.815	17.875	17.935	17.995	18.055	18.115	18.175	18.235	18.295	18.355	18.415	18.475	18.535	18.595	18.655	18.715	18.775	18.835	18.895	18.955	19.015	19.075	19.135	19.195	19.255	19.315	19.375	19.435	19.495	19.555	19.615	19.675	19.735	19.795	19.855	19.915	19.975	20.035	20.095	20.155	20.215	20.275	20.335	20.395	20.455	20.515	20.575	20.635	20.695	20.755	20.815	20.875	20.935	20.995	21.055	21.115	21.175	21.235	21.295	21.355	21.415	21.475	21.535	21.595	21.655	21.715	21.775	21.835	21.895	21.955	22.015	22.075	22.135	22.195	22.255	22.315	22.375	22.435	22.495	22.555	22.615	22.675	22.735	22.795	22.855	22.915	22.975	23.035	23.095	23.155	23.215	23.275	23.335	23.395	23.455	23.515	23.575	23.635	23.695	23.755	23.815	23.875	23.935	23.995	24.055	24.115	24.175	24.235	24.295	24.355	24.415	24.475	24.535	24.595	24.655	24.715	24.775	24.835	24.895	24.955	25.015	25.075	25.135	25.195	25.255	25.315	25.375	25.435	25.495	25.555	25.615	25.675	25.735	25.795	25.855	25.915	25.975	26.035	26.095	26.155	26.215	26.275	26.335	26.395	26.455	26.515	26.575	26.635	26.695	26.755	26.815	26.875	26.935	26.995	27.055	27.115	27.175	27.235	27.295	27.355	27.415	27.475	27.535	27.595	27.655	27.715	27.775	27.835	27.895	27.955	28.015	28.075	28.135	28.195	28.255	28.315	28.375	28.435	28.495	28.555	28.615	28.675	28.735	28.795	28.855	28.915	28.975	29.035	29.095	29.155	29.215	29.275	29.335	29.395	29.455	29.515	29.575	29.635	29.695	29.755	29.815	29.875	29.935	29.995	30.055	30.115	30.175	30.235	30.295	30.355	30.415	30.475	30.535	30.595	30.655	30.715	30.775	30.835	30.895	30.955	31.015	31.075	31.135	31.195	31.255	31.315	31.375	31.435	31.495	31.555	31.615	31.675	31.735	31.795	31.855	31.915	31.975	32.035	32.095	32.155	32.215	32.275	32.335	32.395	32.455	32.515	32.575	32.635	32.695	32.755	32.815	32.875	32.935	32.995	33.055	33.115	33.175	33.235	33.295	33.355	33.415	33.475	33.535	33.595	33.655	33.715	33.775	33.835	33.895	33.955	34.015	34.075	34.135	34.195	34.255	34.315	34.375	34.435	34.495	34.555	34.615	34.675	34.735	34.795	34.855	34.915	34.975	35.035	35.095	35.155	35.215	35.275	35.335	35.395	35.455	35.515	35.575	35.635	35.695	35.755	35.815	35.875	35.935	35.995	36.055	36.115	36.175	36.235	36.295	36.355	36.415	36.475	36.535	36.595	36.655	36.715	36.775	36.835	36.895	36.955	37.015	37.075	37.135	37.195	37.255	37.315	37.375	37.435	37.495	37.555	37.615	37.675	37.735	37.795	37.855	37.915	37.975	38.035	38.095	38.155	38.215	38.275	38.335	38.395	38.455	38.515	38.575	38.635	38.695	38.755	38.815	38.875	38.935	38.995	39.055	39.115	39.175	39.235	39.295	39.355	39.415	39.475	39.535	39.595	39.655	39.715	39.775	39.835	39.895	39.955	40.015	40.075	40.135	40.195	40.255	40.315	40.375	40.435	40.495	40.555	40.615	40.675	40.735	40.795	40.855	40.915	40.975	41.035	41.095	41.155	41.215	41.275	41.335	41.395	41.455	41.515	41.575	41.635	41.695	41.755	41.815	41.875	41.935	41.995	42.055	42.115	42.175	42.235	42.295	42.355	42.415	42.475	42.535	42.595	42.655	42.715	42.775	42.835	42.895	42.955	43.015	43.075	43.135	43.195	43.255	43.315	43.375	43.435	43.495	43.555	43.615	43.675	43.735	43.795	43.855	43.915	43.975	44.035	44.095	44.155	44.215	44.275	44.335	44.395	44.455	44.515	44.575	44.635	44.695	44.755	44.815	44.875	44.935	44.995	45.055	45.115	45.175	45.235	45.295	45.355	45.415	45.475	45.535	45.595	45.655	45.715	45.775	45.835	45.895	45.955	46.015	46.075	46.135	46.195	46.255	46.315	46.375	46.435	46.495	46.555	46.615	46.675	46.735	46.795	46.855	46.915	46.975	47.035	47.095	47.155	47.215	47.275	47.335	47.395	47.455	47.515	47.575	47.635	47.695	47.755	47.815	47.875	47.935	47.995	48.055	48.115	48.175	48.235	48.295	48.355	48.415	48.475	48.535	48.595	48.655	48.715	48.775	48.835	48.895	48.955	49.015	49.075	49.135	49.195	49.255	49.315	49.375	49.435	49.495	49.555	49.615	49.675	49.735	49.795	49.855	49.915	49.975	50.035	50.095	50.155	50.215	50.275	50.335	50.395	50.455	50.515	50.575	50.635	50.695	50.755	50.815	50.875	50.935	50.995	51.055	51.115	51.175	51.235	51.295	51.355	51.415	51.475	51.535	51.595	51.6

TABLE V.- Continued.

RUN 24 TEST 525														
STATION	ALPHA	BETA	DELTA	EPSILON	ZETA	ETA	THETA	IOTA	KAPPA	LAMDA	MU	NU	Xi	OMEGA
GPS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS
LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG
VS42475	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409
39	139.5	-1.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	50.3	0.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	0.003	0.000	74.3	13132	1313	-200	-400	-1070	-2030	0.317	0000	0000	0000	0000
	100	0.0000	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	600.7	0.0022	28.5	137905	0.073	-0.0173	-0.0074	-0.0033	-0.0077	0.0000	0000	0000	0000	0000
40	139.5	1.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	50.3	0.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	0.003	0.000	74.3	13132	1313	-200	-400	-1070	-2030	0.317	0000	0000	0000	0000
	100	0.0000	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	600.7	0.0022	28.5	137905	0.073	-0.0173	-0.0074	-0.0033	-0.0077	0.0000	0000	0000	0000	0000
41	139.5	3.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	50.3	0.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	0.003	0.000	74.3	13132	1313	-200	-400	-1070	-2030	0.317	0000	0000	0000	0000
	100	0.0000	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	600.7	0.0022	28.5	137905	0.073	-0.0173	-0.0074	-0.0033	-0.0077	0.0000	0000	0000	0000	0000

RUN 26 TEST 525														
STATION	ALPHA	BETA	DELTA	EPSILON	ZETA	ETA	THETA	IOTA	KAPPA	LAMDA	MU	NU	Xi	OMEGA
GPS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS	POS
LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG
VS42475	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409	4409
1	139.5	-1.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	50.3	0.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	0.003	0.000	74.3	13132	1313	-200	-400	-1070	-2030	0.317	0000	0000	0000	0000
	100	0.0000	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	600.7	0.0022	28.5	137905	0.073	-0.0173	-0.0074	-0.0033	-0.0077	0.0000	0000	0000	0000	0000
2	139.5	1.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	50.3	0.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	0.003	0.000	74.3	13132	1313	-200	-400	-1070	-2030	0.317	0000	0000	0000	0000
	100	0.0000	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	600.7	0.0022	28.5	137905	0.073	-0.0173	-0.0074	-0.0033	-0.0077	0.0000	0000	0000	0000	0000
3	139.5	3.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	50.3	0.0	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	0.003	0.000	74.3	13132	1313	-200	-400	-1070	-2030	0.317	0000	0000	0000	0000
	100	0.0000	30.0	13950	1295	-100	-437	-1103	-2000	300.0	0000	0000	0000	0000
	600.7	0.0022	28.5	137905	0.073	-0.0173	-0.0074	-0.0033	-0.0077	0.0000	0000	0000	0000	0000

ORIGINAL PAGE IS OF POOR QUALITY

TABLE V.— Continued.

No.	ALFALFA		CORN		SOYBEANS		WHEAT		BARLEY		RICE	
	1945	1946	1945	1946	1945	1946	1945	1946	1945	1946	1945	1946
1	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
2	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
3	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
4	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
5	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
6	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
7	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
8	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
9	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
10	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
11	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
12	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
13	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
14	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
15	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
16	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
17	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
18	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
19	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
20	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0

TABLE V.— Continued.

PLANT	TEST	SEAS
3	114.2	+2.0	50.0	590.1	2242.1	+105.	1577.5	544.	1000.0
	42.7	0.0	50.0	558.0	2249.7	-124.	1577.5	544.	1000.0
	0.171	0.0	50.0	572.2	2244.1	+104.	1577.5	544.	1000.0
	7.1	0.2246	50.0	61.30					
	669.2	0.9530	50.1	177223	0.1374	-0.0136	0.1374	0.0022	0.0034
4	114.5	+2.0	50.0	675.1	2251.1	+84.	1510.1	546.	1000.0
	42.7	0.0	50.0	675.1	2251.1	+84.	1510.1	546.	1000.0
	0.171	0.0	50.0	675.1	2251.1	+84.	1510.1	546.	1000.0
	7.1	0.2246	50.0	61.30					
	670.5	0.9422	50.1	177495	0.1374	-0.0135	0.1374	0.0022	0.0034
5	114.3	+2.0	50.0	723.1	2257.1	+77.	1474.2	539.	1000.0
	42.7	0.0	50.0	723.1	2257.1	+77.	1474.2	539.	1000.0
	0.171	0.0	50.0	723.1	2257.1	+77.	1474.2	539.	1000.0
	7.1	0.2246	50.0	61.30					
	670.5	0.9423	50.2	177490	0.1368	-0.0135	0.1350	0.0022	0.0033
6	115.7	+2.0	50.0	855.1	2382.1	+81.	1450.7	1882.	1294.
	43.5	0.0	50.0	855.1	2382.1	+81.	1450.7	1882.	1294.
	0.171	0.0	50.0	855.1	2382.1	+81.	1450.7	1882.	1294.
	7.1	0.2246	50.0	61.30					
	671.1	0.9502	50.1	177496	0.1362	-0.0052	0.1352	0.0026	0.0035
7	115.9	+2.0	50.0	225.1	2396.1	+18.	1360.1	1545.	2344.
	43.6	0.0	50.0	225.1	2396.1	+18.	1360.1	1545.	2344.
	0.171	0.0	50.0	225.1	2396.1	+18.	1360.1	1545.	2344.
	7.1	0.2246	50.0	61.30					
	671.7	0.9583	50.1	177495	0.1369	-0.0163	0.1323	0.0023	0.0031
8	116.0	+2.0	50.0	280.1	2511.1	+85.	1293.0	1826.	1460.
	43.7	0.0	50.0	280.1	2511.1	+85.	1293.0	1826.	1460.
	0.171	0.0	50.0	280.1	2511.1	+85.	1293.0	1826.	1460.
	7.1	0.2246	50.0	61.30					
	671.7	0.9581	50.1	177492	0.1352	-0.0166	0.1304	0.0024	0.0035
9	116.0	+2.0	50.0	776.1	2440.1	+80.	1221.0	1812.	1544.
	43.5	0.0	50.0	776.1	2440.1	+80.	1221.0	1812.	1544.
	0.171	0.0	50.0	776.1	2440.1	+80.	1221.0	1812.	1544.
	7.1	0.2246	50.0	61.30					
	673.0	0.9588	50.1	177497	0.1337	-0.0122	0.1293	0.0023	0.0030
10	116.0	+2.0	50.0	780.1	2397.1	+134.	1260.1	1801.	1771.
	43.5	0.0	50.0	780.1	2397.1	+134.	1260.1	1801.	1771.
	0.171	0.0	50.0	780.1	2397.1	+134.	1260.1	1801.	1771.
	7.1	0.2246	50.0	61.30					
	673.0	0.9588	50.1	177491	0.1362	-0.0177	0.1311	0.0024	0.0033
11	116.2	+2.0	50.0	741.1	2742.1	+103.	1454.0	1975.	1491.
	43.8	0.0	50.0	741.1	2742.1	+103.	1454.0	1975.	1491.
	0.171	0.0	50.0	741.1	2742.1	+103.	1454.0	1975.	1491.
	7.1	0.2246	50.0	61.30					
	673.9	0.9530	50.1	177495	0.1350	-0.0131	0.1310	0.0024	0.0030
12	116.4	+2.0	50.0	840.1	2320.1	+86.	1512.0	1844.	1831.
	43.5	0.0	50.0	840.1	2320.1	+86.	1512.0	1844.	1831.
	0.171	0.0	50.0	840.1	2320.1	+86.	1512.0	1844.	1831.
	7.1	0.2246	50.0	61.30					
	673.9	0.9531	50.1	177495	0.1361	-0.0064	0.1361	0.0034	0.0031
13	116.2	+2.0	50.0	840.1	2376.1	+100.	1447.0	1871.	1744.
	43.5	0.0	50.0	840.1	2376.1	+100.	1447.0	1871.	1744.
	0.171	0.0	50.0	840.1	2376.1	+100.	1447.0	1871.	1744.
	7.1	0.2246	50.0	61.30					
	674.2	0.9512	50.2	177490	0.1353	-0.0135	0.1348	0.0024	0.0024
14	116.4	+2.0	50.0	1370.1	2305.1	+55.	1119.5	184.	1491.
	43.8	0.0	50.0	1370.1	2305.1	+55.	1119.5	184.	1491.
	0.171	0.0	50.0	1370.1	2305.1	+55.	1119.5	184.	1491.
	7.1	0.2246	50.0	61.30					
	674.9	0.9538	50.2	177492	0.1360	-0.0096	0.1365	0.0022	0.0025
15	116.1	+2.0	50.0	830.1	2369.1	+71.	1042.0	181.	1491.
	43.7	0.0	50.0	830.1	2369.1	+71.	1042.0	181.	1491.
	0.171	0.0	50.0	830.1	2369.1	+71.	1042.0	181.	1491.
	7.1	0.2246	50.0	61.30					
	674.9	0.9538	50.1	177492	0.1319	-0.0124	0.1307	0.0016	0.0024
16	116.1	+2.0	50.0	840.1	2348.1	+57.	1042.0	181.	1491.
	43.7	0.0	50.0	840.1	2348.1	+57.	1042.0	181.	1491.
	0.171	0.0	50.0	840.1	2348.1	+57.	1042.0	181.	1491.
	7.1	0.2246	50.0	61.30					
	674.9	0.9538	50.2	177491	0.1327	-0.0144	0.1317	0.0013	0.0025
17	116.2	+2.0	50.0	2475.1	2475.1	+70.	649.1	182.	1491.
	43.8	0.0	50.0	2475.1	2475.1	+70.	649.1	182.	1491.
	0.171	0.0	50.0	2475.1	2475.1	+70.	649.1	182.	1491.
	7.1	0.2246	50.0	61.30					
	674.9	0.9538	50.1	177493	0.1362	-0.0136	0.1294	0.0017	0.0026

TABLE V.— Continued.

Row	Col 1	Col 2	Col 3	Col 4	Col 5	Col 6	Col 7	Col 8	Col 9	Col 10	Col 11	Col 12	Col 13	Col 14	Col 15
91	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
92	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
93	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
94	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
95	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
96	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
97	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
98	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
99	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
100	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
101	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
102	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
103	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
104	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
105	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
106	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
107	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
108	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
109	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
110	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
111	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
112	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
113	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
114	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
115	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
116	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
117	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
118	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
119	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
120	114.7	0.0	0.0	132.0	133.0	+2.0	144.7	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0

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TABLE V.— Continued.

RUN 46 TEST 525											
PI	WKTS	ALFSLC	INA	L1F10	UNAG10	SIDE10	PITCH10	YAW10	ROLL10	TEST 525	
										PSI	PDS
WTUN		LUNG STA		L1F10		UNAG10		SIDE10		PITCH10	
1440		1440		1440		1440		1440		1440	
VSXOKTS		PCHOKTS		CL		CH		CA		CROLL	
21	116.9	0.0	0.0	3391	1222	74	3392	339	-125		
	20.0	0.0	0.0	3392	1222	74	3392	339	-125		
	0.119	0.2277	0.0	3392	1222	74	3392	339	-125		
	74	0.2281	0.0	3392	1222	74	3392	339	-125		
	676.2	0.9597	0.0	3392	1222	74	3392	339	-125		
22	116.9	0.0	0.0	4073	1432	74	4073	407	-131		
	20.0	0.0	0.0	4073	1432	74	4073	407	-131		
	0.119	0.2281	0.0	4073	1432	74	4073	407	-131		
	74	0.2281	0.0	4073	1432	74	4073	407	-131		
	676.2	0.9597	0.0	4073	1432	74	4073	407	-131		
23	116.9	0.0	0.0	5073	1432	74	5073	507	-131		
	20.0	0.0	0.0	5073	1432	74	5073	507	-131		
	0.119	0.2281	0.0	5073	1432	74	5073	507	-131		
	74	0.2281	0.0	5073	1432	74	5073	507	-131		
	676.2	0.9597	0.0	5073	1432	74	5073	507	-131		
24	116.9	0.0	0.0	5973	1432	74	5973	597	-131		
	20.0	0.0	0.0	5973	1432	74	5973	597	-131		
	0.119	0.2281	0.0	5973	1432	74	5973	597	-131		
	74	0.2281	0.0	5973	1432	74	5973	597	-131		
	676.2	0.9597	0.0	5973	1432	74	5973	597	-131		
25	116.9	0.0	0.0	6325	2067	74	6325	632	-131		
	20.0	0.0	0.0	6325	2067	74	6325	632	-131		
	0.119	0.2281	0.0	6325	2067	74	6325	632	-131		
	74	0.2281	0.0	6325	2067	74	6325	632	-131		
	676.2	0.9597	0.0	6325	2067	74	6325	632	-131		
RUN 46 TEST 525											
PI	WKTS	ALFSLC	INA	L1F10	UNAG10	SIDE10	PITCH10	YAW10	ROLL10	TEST 525	
										PSI	PDS
WTUN		LUNG STA		L1F10		UNAG10		SIDE10		PITCH10	
1440		1440		1440		1440		1440		1440	
VSXOKTS		PCHOKTS		CL		CH		CA		CROLL	
5	116.9	0.0	0.0	730	1068	-21	1068	107	243	243	243
	20.0	0.0	0.0	730	1068	-21	1068	107	243	243	243
	0.119	0.2267	0.0	730	1068	-21	1068	107	243	243	243
	74	0.2267	0.0	730	1068	-21	1068	107	243	243	243
	673.6	0.9538	0.0	730	1068	-21	1068	107	243	243	243
6	117.1	0.0	0.0	3040	973	-21	973	973	198	198	198
	20.0	0.0	0.0	3040	973	-21	973	973	198	198	198
	0.119	0.2263	0.0	3040	973	-21	973	973	198	198	198
	74	0.2263	0.0	3040	973	-21	973	973	198	198	198
	676.2	0.9520	0.0	3040	973	-21	973	973	198	198	198
7	117.1	0.0	0.0	3105	1035	-21	1035	1035	202	202	202
	20.0	0.0	0.0	3105	1035	-21	1035	1035	202	202	202
	0.119	0.2254	0.0	3105	1035	-21	1035	1035	202	202	202
	74	0.2254	0.0	3105	1035	-21	1035	1035	202	202	202
	676.9	0.9502	0.0	3105	1035	-21	1035	1035	202	202	202
8	117.2	0.0	0.0	3075	1035	-21	1035	1035	202	202	202
	20.0	0.0	0.0	3075	1035	-21	1035	1035	202	202	202
	0.119	0.2254	0.0	3075	1035	-21	1035	1035	202	202	202
	74	0.2254	0.0	3075	1035	-21	1035	1035	202	202	202
	675.5	0.9485	0.0	3075	1035	-21	1035	1035	202	202	202
9	117.3	0.0	0.0	3040	1035	-21	1035	1035	202	202	202
	20.0	0.0	0.0	3040	1035	-21	1035	1035	202	202	202
	0.119	0.2254	0.0	3040	1035	-21	1035	1035	202	202	202
	74	0.2254	0.0	3040	1035	-21	1035	1035	202	202	202
	675.5	0.9485	0.0	3040	1035	-21	1035	1035	202	202	202
10	117.3	0.0	0.0	3035	1035	-21	1035	1035	202	202	202
	20.0	0.0	0.0	3035	1035	-21	1035	1035	202	202	202
	0.119	0.2246	0.0	3035	1035	-21	1035	1035	202	202	202
	74	0.2246	0.0	3035	1035	-21	1035	1035	202	202	202
	676.7	0.9450	0.0	3035	1035	-21	1035	1035	202	202	202
11	117.4	0.0	0.0	3035	1035	-21	1035	1035	202	202	202
	20.0	0.0	0.0	3035	1035	-21	1035	1035	202	202	202
	0.119	0.2246	0.0	3035	1035	-21	1035	1035	202	202	202
	74	0.2246	0.0	3035	1035	-21	1035	1035	202	202	202
	676.7	0.9457	0.0	3035	1035	-21	1035	1035	202	202	202
12	117.4	0.0	0.0	3035	1035	-21	1035	1035	202	202	202
	20.0	0.0	0.0	3035	1035	-21	1035	1035	202	202	202
	0.119	0.2246	0.0	3035	1035	-21	1035	1035	202	202	202
	74	0.2246	0.0	3035	1035	-21	1035	1035	202	202	202
	676.7	0.9447	0.0	3035	1035	-21	1035	1035	202	202	202
13	117.5	0.0	0.0	3035	1035	-21	1035	1035	202	202	202
	20.0	0.0	0.0	3035	1035	-21	1035	1035	202	202	202
	0.119	0.2246	0.0	3035	1035	-21	1035	1035	202	202	202
	74	0.2246	0.0	3035	1035	-21	1035	1035	202	202	202
	677.4	0.9429	0.0	3035	1035	-21	1035	1035	202	202	202

TABLE V.- Continued.

RUN 49 TEST 525												
PTS	A.F.S.C	INC	CLIFF	DRAG	SIDE	PITCH	YAW	ROLL				
QPSF	PSI	PED POS	LF1	UWAL	SIDE	PITCH	YAW	ROLL				
TEMP	WIND	LAT STA	CL	FE	CI	CH	CH	CH				
VS0015	WIND	POS LEV	CL	FE	CI	CH	CH	CH				
117.3	4.0	00.0	8005.	3077.	+130.	18110.	551.	-510.				
45.0	0.0	50.0	8005.	3077.	+130.	18110.	551.	-510.				
0.170	0.0	50.0	4830.	3100.	+140.	18700.	517.	-520.				
71.	0.2294	50.1		08.42								
009.2	0.9051	50.0	0.5731	0.3700	-0.0107	0.0234	0.0000	-0.0014				
117.2	0.0	00.0	7130.	3255.	+150.	13521.	900.	-301.				
44.8	0.0	50.0	7130.	3255.	+150.	13521.	900.	-301.				
0.170	0.0	50.0	7401.	3259.	+143.	14050.	705.	-340.				
72.	0.2290	50.2		72.00								
009.9	0.9033	50.1	0.8191	0.4013	-0.0170	0.0370	0.0037	-0.0015				
117.5	4.0	00.0	9725.	3504.	+101.	7777.	871.	-030.				
44.9	0.0	50.0	9725.	3504.	+101.	7777.	871.	-030.				
0.170	0.0	50.1	10115.	3500.	+105.	8000.	900.	-072.				
73.	0.2285	50.1		70.03								
070.5	0.9015	49.9	1.1900	0.4301	-0.0124	0.1002	0.0033	-0.0032				
117.7	0.0	00.0	10900.	3732.	-07.	5170.	1370.	-230.				
45.0	0.0	50.0	10900.	3732.	-07.	5170.	1370.	-230.				
0.170	0.0	50.0	11350.	3800.	+101.	5100.	1437.	-240.				
74.	0.2281	50.0		02.90								
071.1	0.9507	50.0	1.5391	0.4505	-0.0110	0.1020	0.0053	-0.0000				
117.8	0.0	00.0	11900.	3901.	-09.	2101.	1591.	-052.				
45.0	0.0	50.0	11900.	3901.	-09.	2101.	1591.	-052.				
0.170	0.0	50.0	12507.	3770.	+103.	2277.	1601.	-001.				
75.	0.2277	50.2		01.50								
071.7	0.9570	50.0	1.4711	0.0830	-0.0120	0.0510	0.0001	-0.0025				
117.9	0.0	00.0	10505.	3050.	+100.	7701.	1000.	+031.				
45.0	0.0	50.1	10505.	3050.	+100.	7701.	1000.	+031.				
0.170	0.0	49.0	11071.	4030.	+104.	8101.	1040.	-030.				
76.	0.2273	50.3		05.01								
072.4	0.9501	50.0	1.5004	0.0701	-0.0103	0.1000	0.0000	-0.0173				
118.0	0.0	00.0	10700.	3702.	-072.	0902.	7022.	-2700.				
45.0	0.0	50.0	10700.	3702.	-072.	0902.	7022.	-2700.				
0.170	0.0	50.0	11275.	3972.	+101.	7227.	6107.	-2411.				
77.	0.2200	50.0		03.05								
073.0	0.9503	50.0	1.3210	0.0002	-0.0104	0.1001	0.0200	-0.0100				
117.9	0.0	00.0	10905.	3712.	-07.	5910.	1370.	-200.				
44.9	0.0	50.0	10905.	3712.	-07.	5910.	1370.	-200.				
0.170	0.0	50.0	11007.	3850.	+07.	6151.	1001.	-070.				
77.	0.2200	50.2		02.03								
073.0	0.9503	50.0	1.3405	0.4505	-0.0107	0.1003	0.0053	-0.0010				
117.5	0.0	00.0	10750.	3703.	-70.	0004.	+020.	1145.				
44.9	0.0	50.0	10750.	3703.	-70.	0004.	+020.	1145.				
0.170	0.0	50.0	11204.	3850.	-70.	7000.	+215.	1000.				
77.	0.2200	50.1		02.51								
073.0	0.9503	50.0	1.5234	0.0500	-0.0001	0.1000	0.0150	0.0000				
117.4	0.0	00.0	10555.	3002.	+520.	0330.	-0355.	1701.				
44.8	0.0	50.0	10555.	3002.	+520.	0330.	-0355.	1701.				
0.170	0.0	50.1	11004.	3950.	+055.	0150.	-0770.	1070.				
76.	0.2203	50.2		00.70								
073.0	0.9522	50.0	1.5307	0.0003	-0.0003	0.1050	-0.0300	0.0000				
118.0	0.0	00.0	09005.	3050.	-33.	7305.	1410.	000.				
44.9	0.0	49.0	09005.	3050.	-33.	7305.	1410.	000.				
0.170	0.0	50.0	10021.	4037.	-35.	7000.	1400.	1031.				
79.	0.2250	50.1		05.70								
074.2	0.9500	50.0	1.2101	0.0735	-0.0041	0.1110	0.0050	0.0030				

TABLE V.- Concluded.

PT	HRIS	ALFS.C	INA	L1F1/U	UNAG/U	SIUE/U	P1CPL/U	PAR/U	WDL/U
ORF	PS	PEQ	POS	L1F1	QHA	SIUE	P1CPL	PAR	WDL
MTN	LUN	STK	L1F1/U	UNAG/U	SIUE/U	P1CPL/U	PAR/U	WDL/U	
TEM	H=U1CU	LAT	STK	FE	CE	CV	CM	CN	EWOL
YSDX13	WMO	POW	LEV	FL	CC	CV	CM	CN	EWOL
3	118.2	-4.0	0.0	-110.	803.	-85.	9575.	1083.	+560.
	44.9	0.0	50.0	-110.	803.	-85.	9575.	1083.	-560.
	0.176		50.0	-110.	803.	-85.	10069.	1081.	-520.
	78.	0.2260	50.0		17.87				
	675.0	0.9509	50.0	-0.0135	0.0987	-0.2080	0.2240	0.0072	-0.0019
4	118.4	-2.0	0.0	1480.	762.	-85.	7380.	1877.	+85.
	45.0	0.0	50.0	1480.	762.	-85.	7380.	1877.	-85.
	0.176		50.0	1502.	762.	-85.	7783.	1881.	+85.
	80.	0.2252	50.0		16.94				
	678.9	0.9474	50.0	0.1810	0.0930	-0.0555	0.1725	0.0072	-0.0002
5	118.6	0.0	0.0	3050.	734.	-59.	5080.	1805.	+340.
	44.9	0.0	50.0	3050.	734.	-59.	5080.	1805.	-340.
	0.176		50.0	3251.	734.	-63.	6140.	1878.	+413.
	82.	0.2244	50.0		16.33				
	678.1	0.9439	50.0	0.3769	0.0902	-0.0033	0.1300	0.0071	-0.0015
6	118.6	2.0	0.0	4570.	754.	-91.	3317.	1800.	+577.
	45.0	0.0	50.0	4570.	754.	-91.	3317.	1800.	-577.
	0.176		50.0	4802.	754.	-98.	3514.	1807.	+612.
	82.	0.2244	50.0		16.77				
	676.1	0.9439	50.0	0.5014	0.0920	-0.0112	0.0775	0.0069	-0.0022
7	118.5	4.0	0.0	5980.	810.	-78.	1850.	1543.	+1300.
	44.9	0.0	50.0	5980.	810.	-78.	1850.	1543.	-1300.
	0.176		50.0	6380.	810.	-83.	1755.	1635.	-1447.
	82.	0.2244	50.0		16.18				
	678.0	0.9439	50.0	0.7374	0.1005	-0.0290	0.0380	0.0059	-0.0052
8	119.0	6.0	0.0	7400.	917.	-80.	-1401.	1707.	+509.
	45.1	0.0	50.0	7400.	917.	-80.	-1401.	1707.	-509.
	0.176		50.0	7855.	917.	-87.	-1487.	1822.	+328.
	81.	0.2239	50.0		20.32				
	678.7	0.9421	50.0	0.9059	0.1123	-0.0105	-0.0320	0.0065	-0.0014
9	118.0	8.0	0.0	8090.	1000.	-110.	-3293.	1555.	410.
	44.9	0.0	50.0	8090.	1000.	-110.	-3293.	1555.	410.
	0.176		50.0	8028.	1000.	-108.	-3502.	1651.	430.
	84.	0.2235	50.0		23.33				
	677.4	0.9404	50.0	1.0441	0.1289	-0.0123	-0.0771	0.0059	0.0040
10	118.8	10.0	0.0	9365.	1219.	-98.	-6201.	1688.	+1334.
	44.9	0.0	50.0	9365.	1219.	-98.	-6201.	1688.	-1334.
	0.176		50.0	9458.	1219.	-100.	-6594.	1780.	+1424.
	84.	0.2235	50.0		27.12				
	677.4	0.9404	50.0	1.1511	0.1498	-0.0120	-0.1450	0.0060	-0.0051

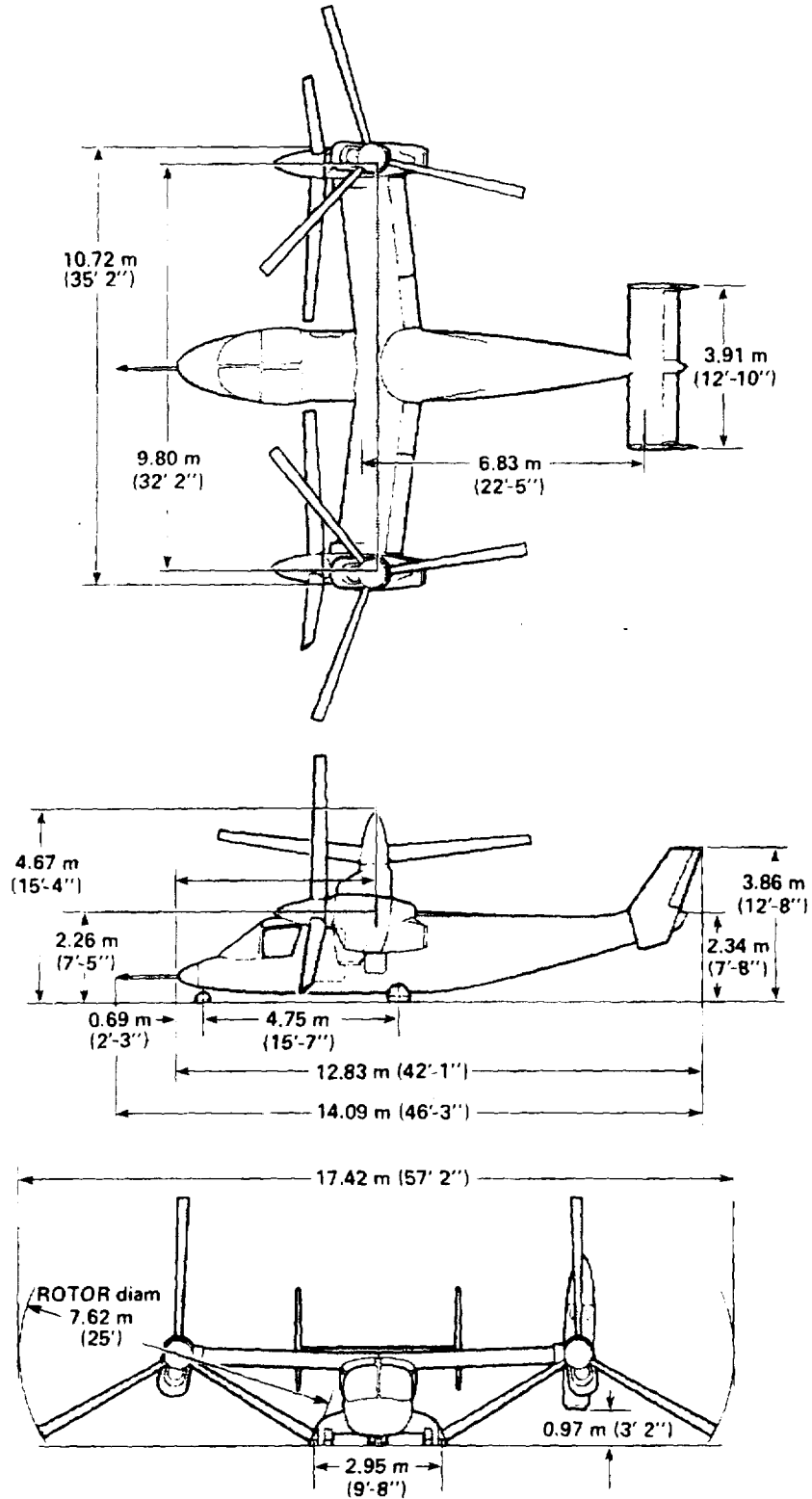
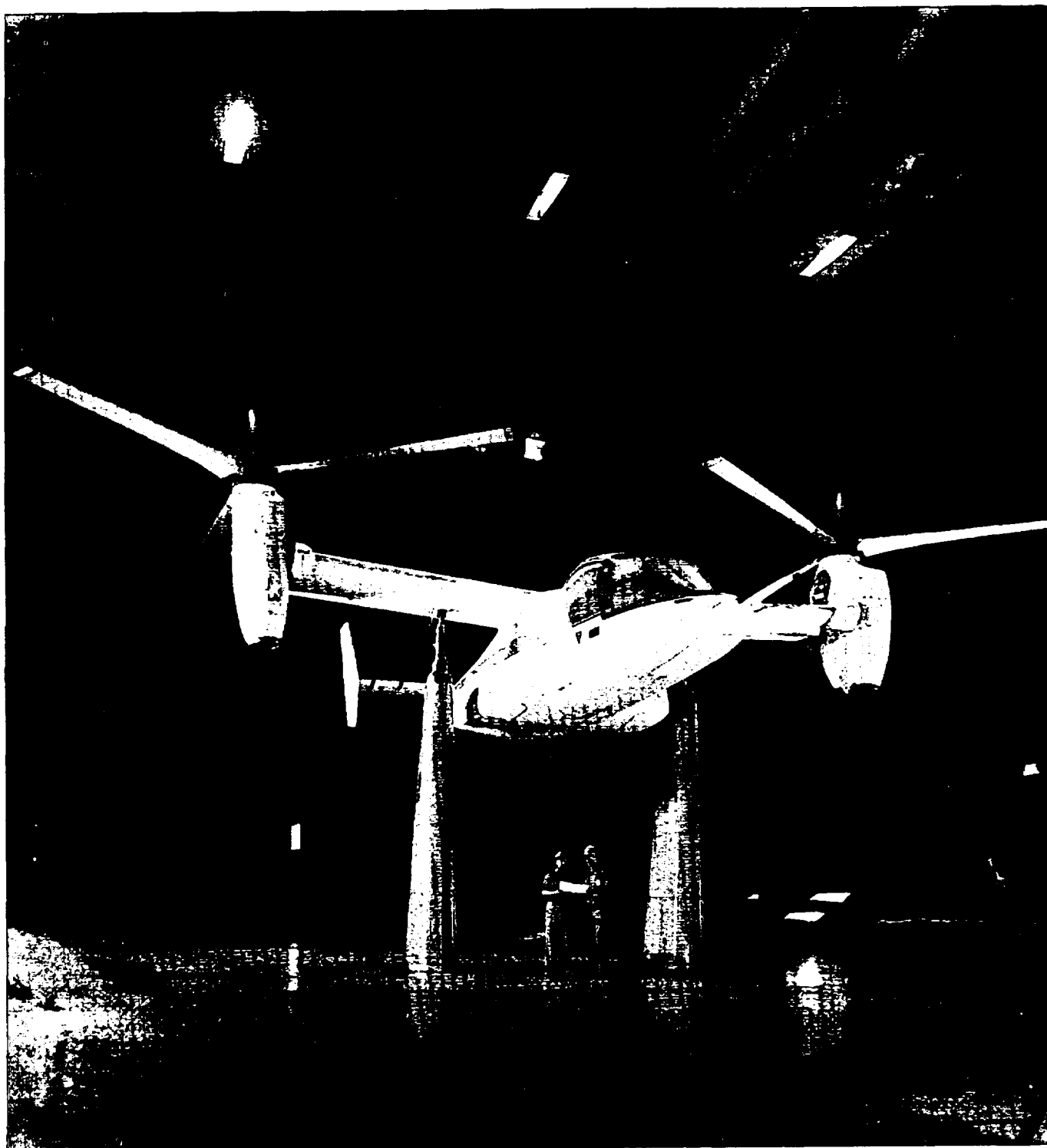


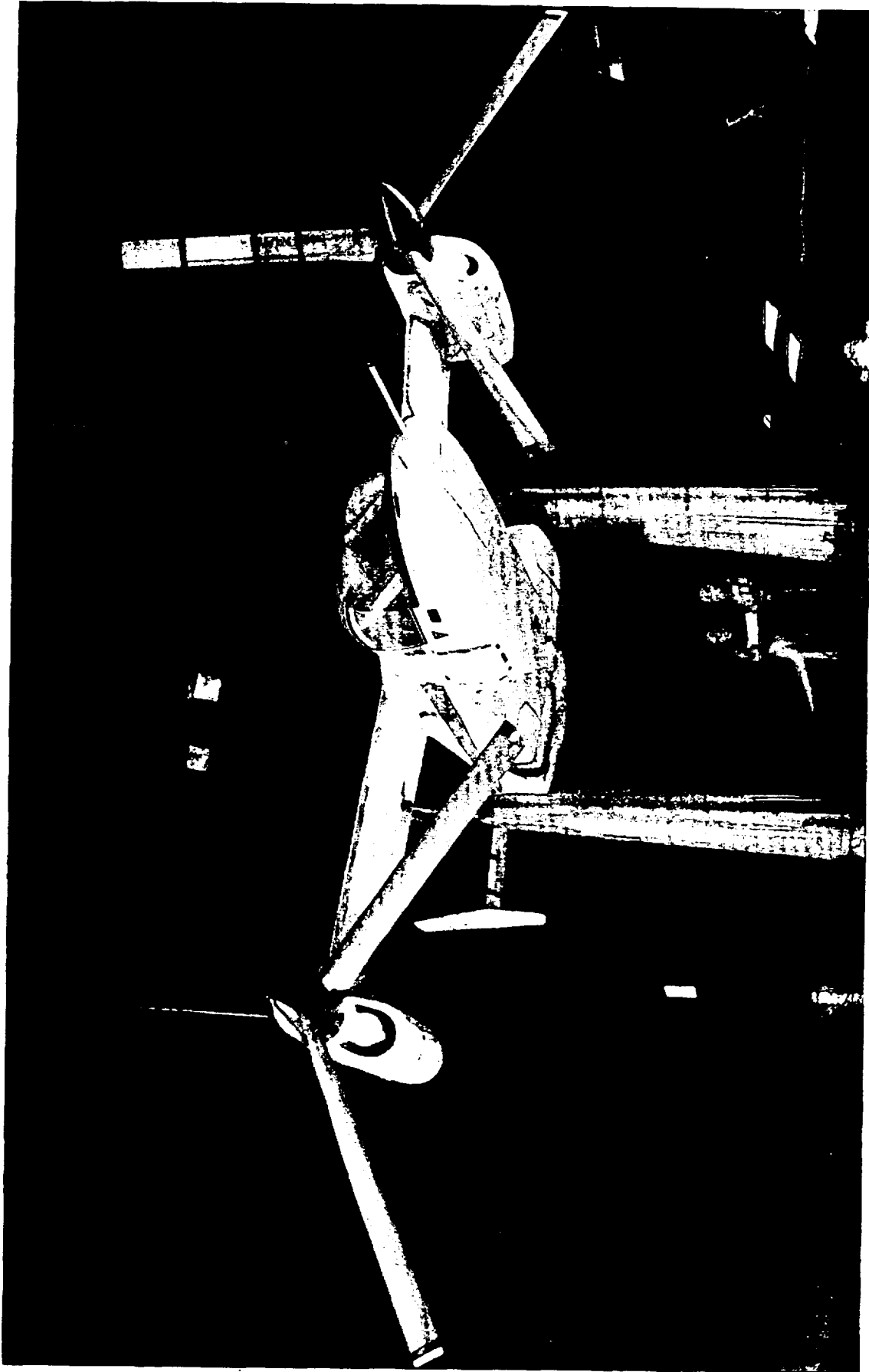
Figure 1.- Aircraft geometry.



(a) Helicopter mode.

Figure 2.— Aircraft mounted in the tunnel.

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(b) Airplane mode.

Figure 2.- Concluded.

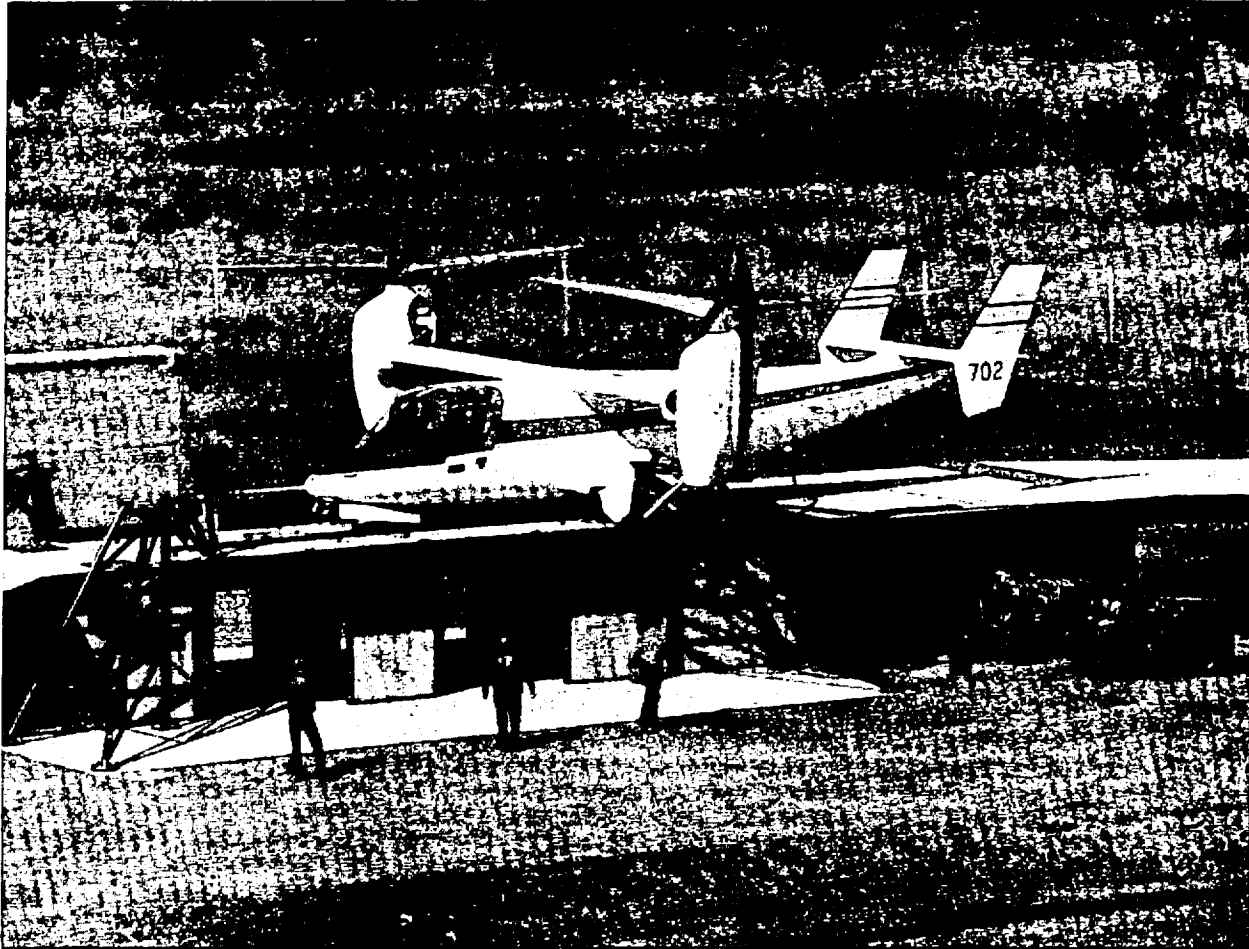


Figure 3.- Aircraft on the ground tie-down stand.

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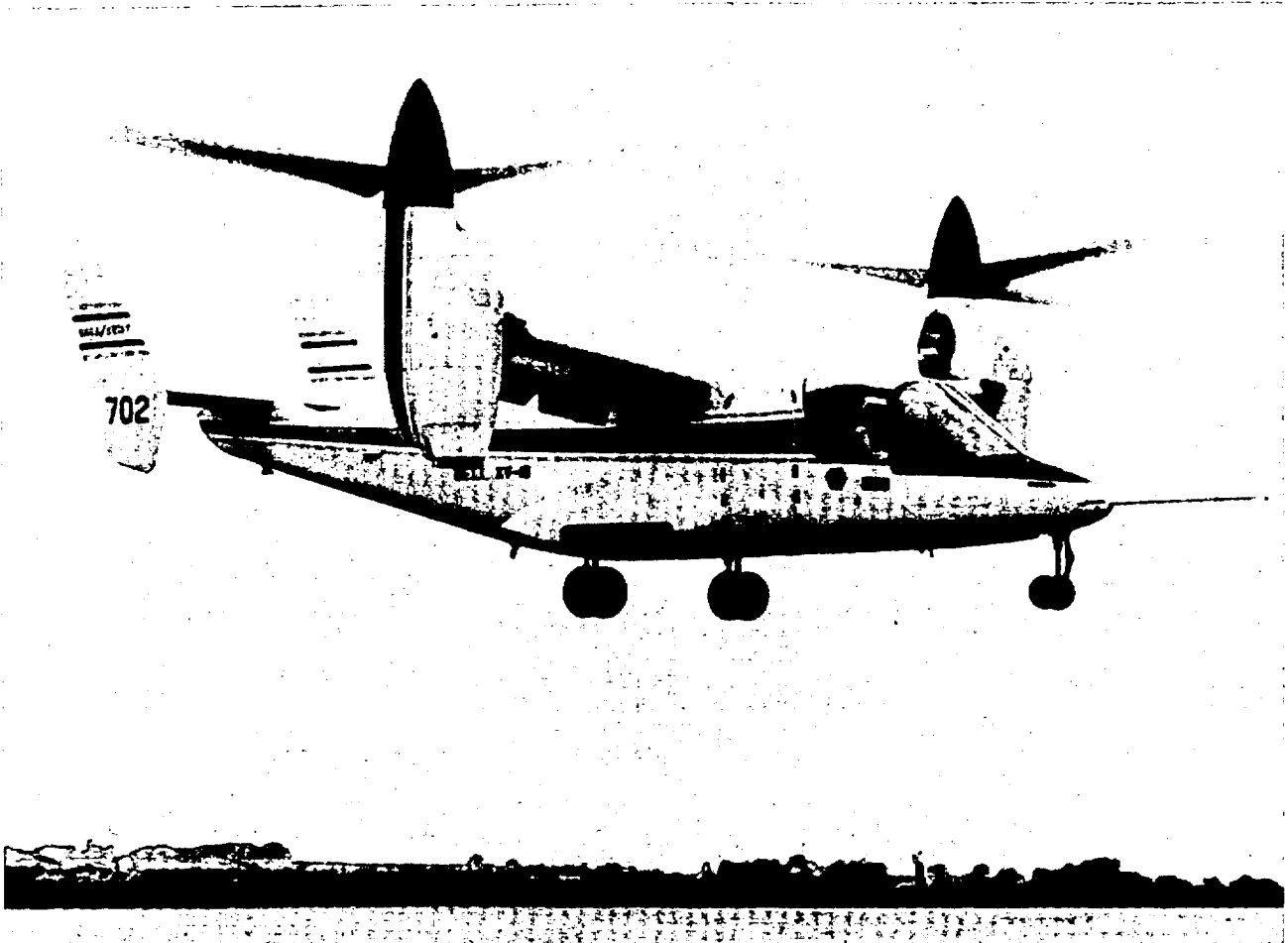
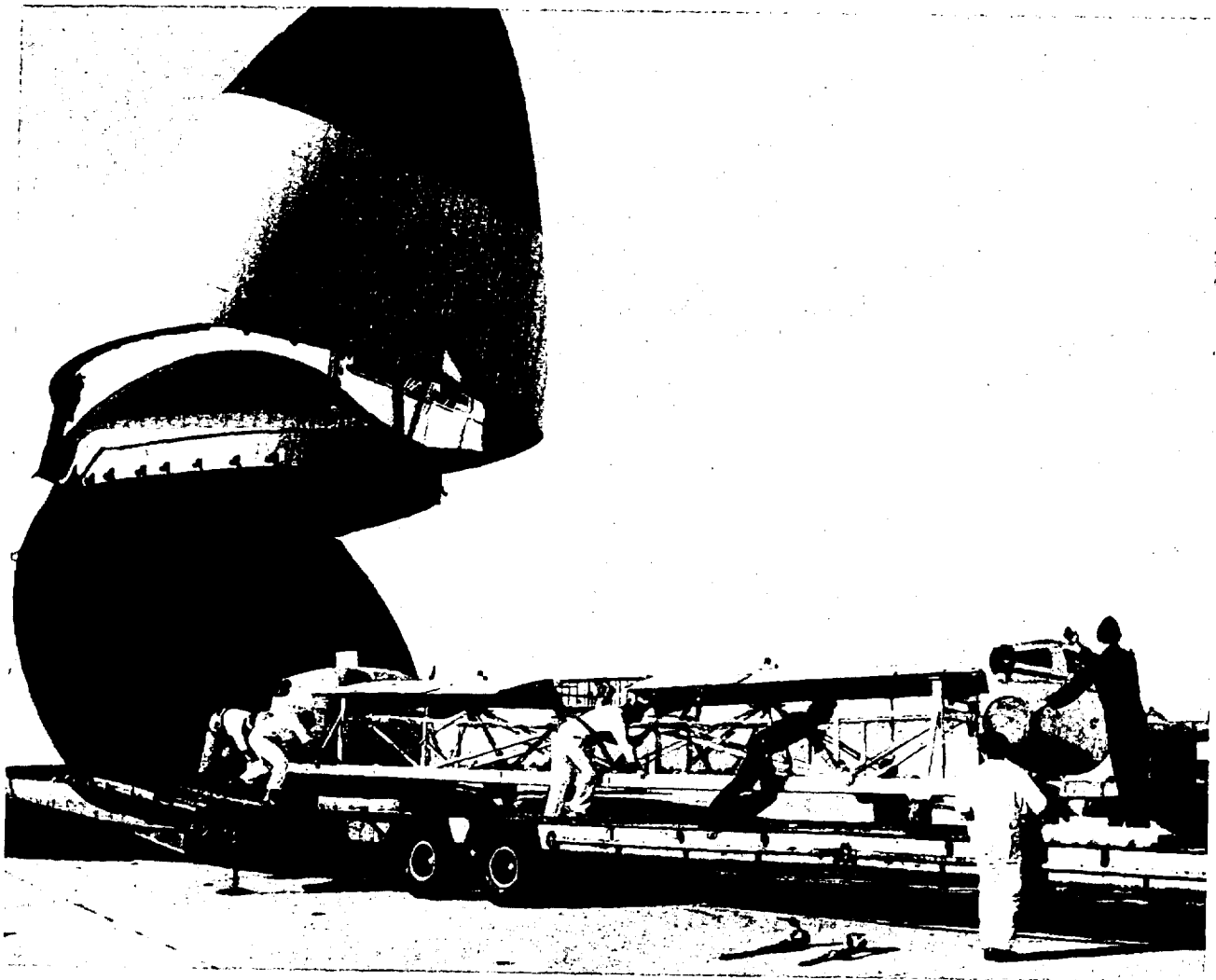


Figure 4.- Aircraft in hover flight.



(a) Wing on shipping cradle.

Figure 5.- Arrival of the aircraft at Ames.

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(b) Fuselage.

Figure 5.— Concluded.

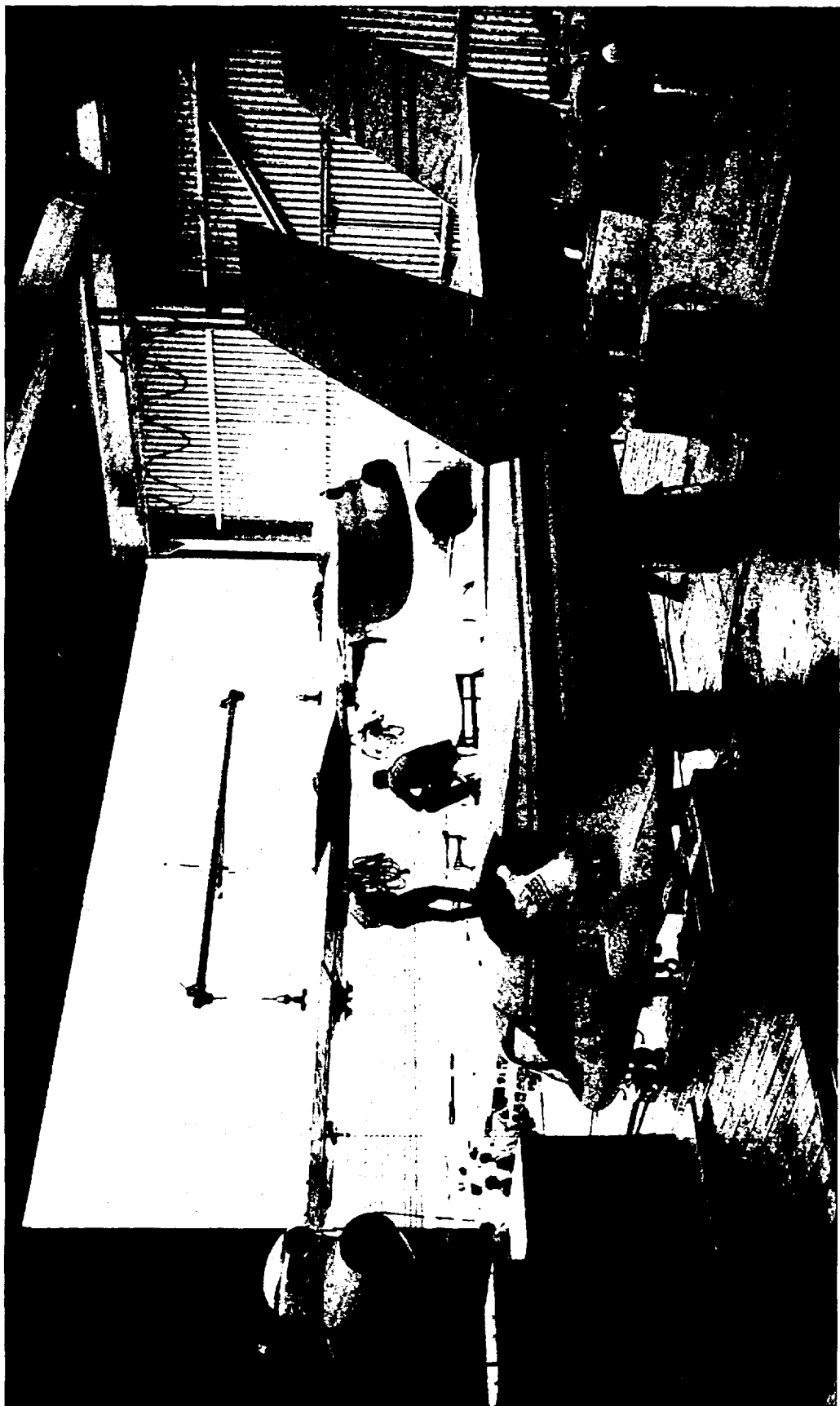


Figure 6.- Assembly of aircraft.

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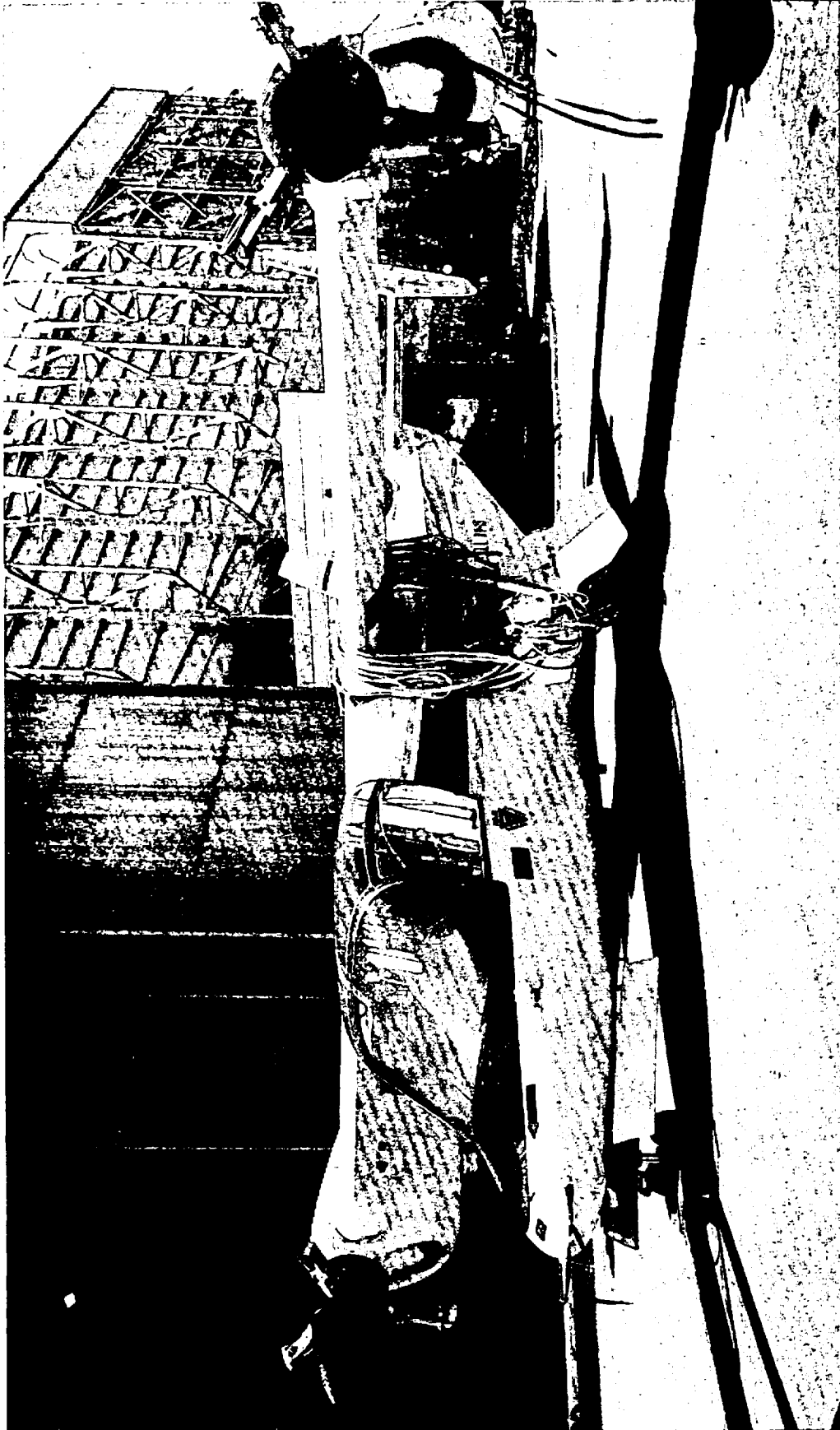


Figure 7.— Moving the aircraft to the tunnel.

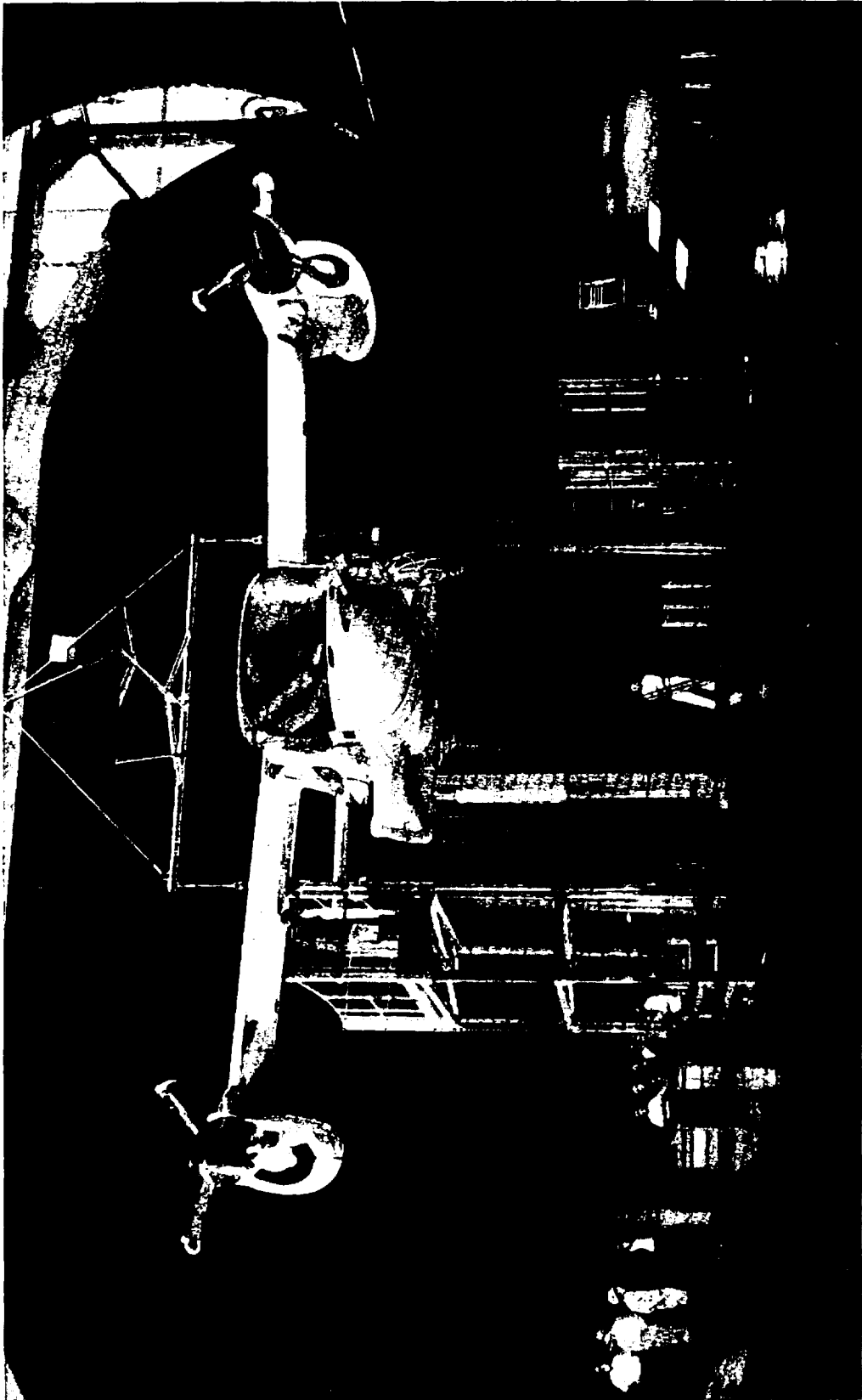


Figure 8.— Installing aircraft on the support struts.

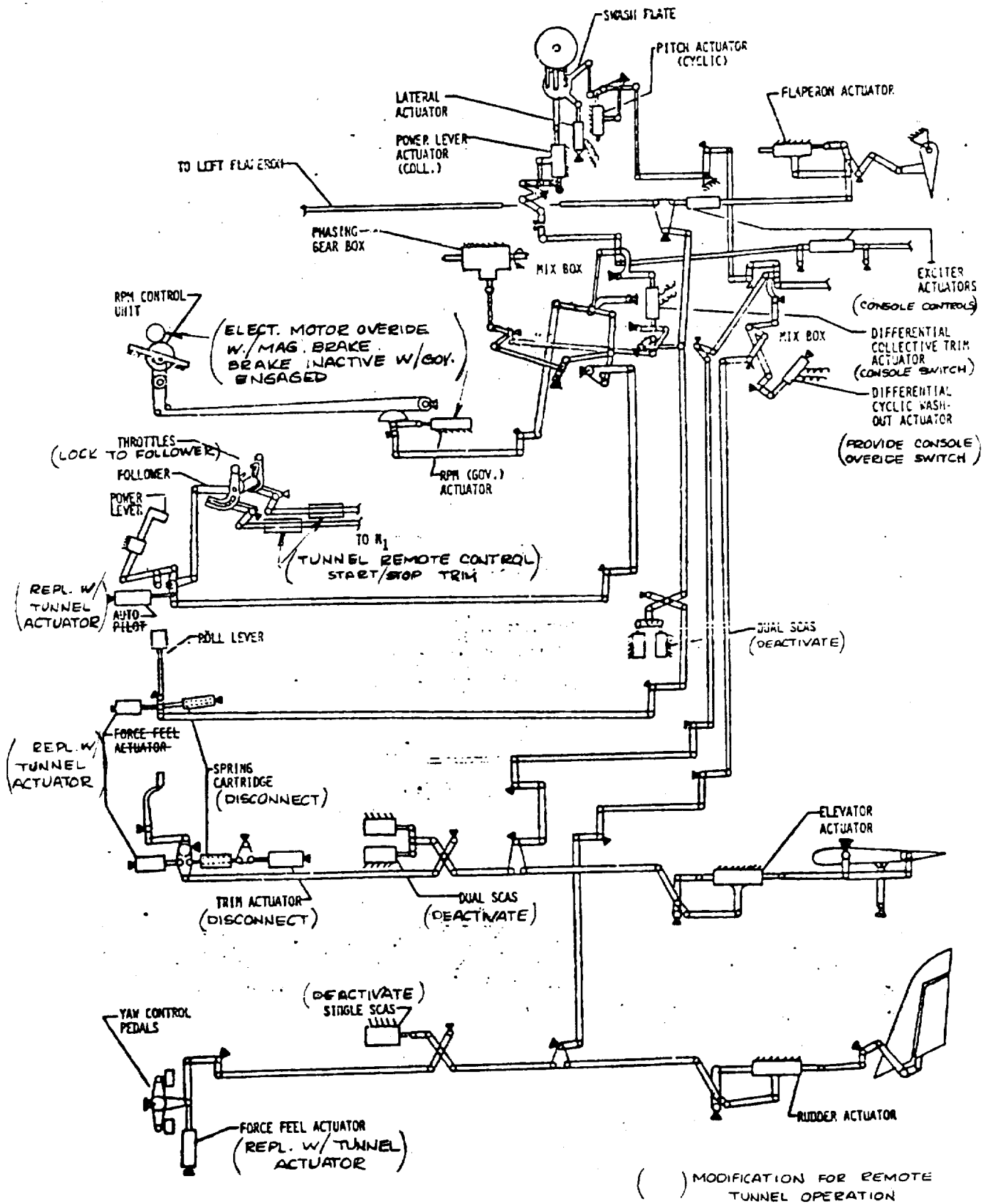


Figure 9.— Control system for remote operation.

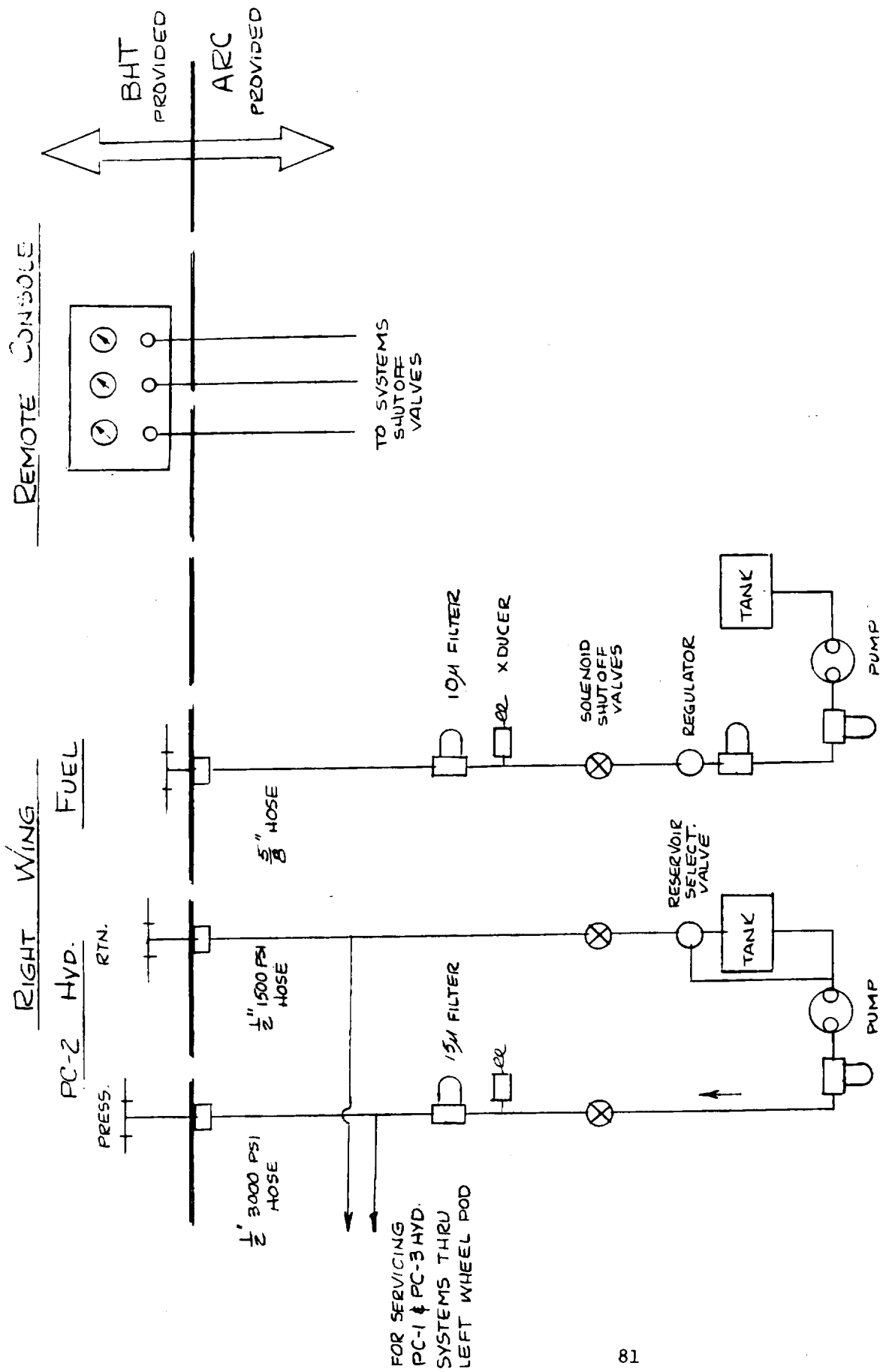


Figure 10.- Aircraft/wind-tunnel interface, hydraulic & fuel systems.

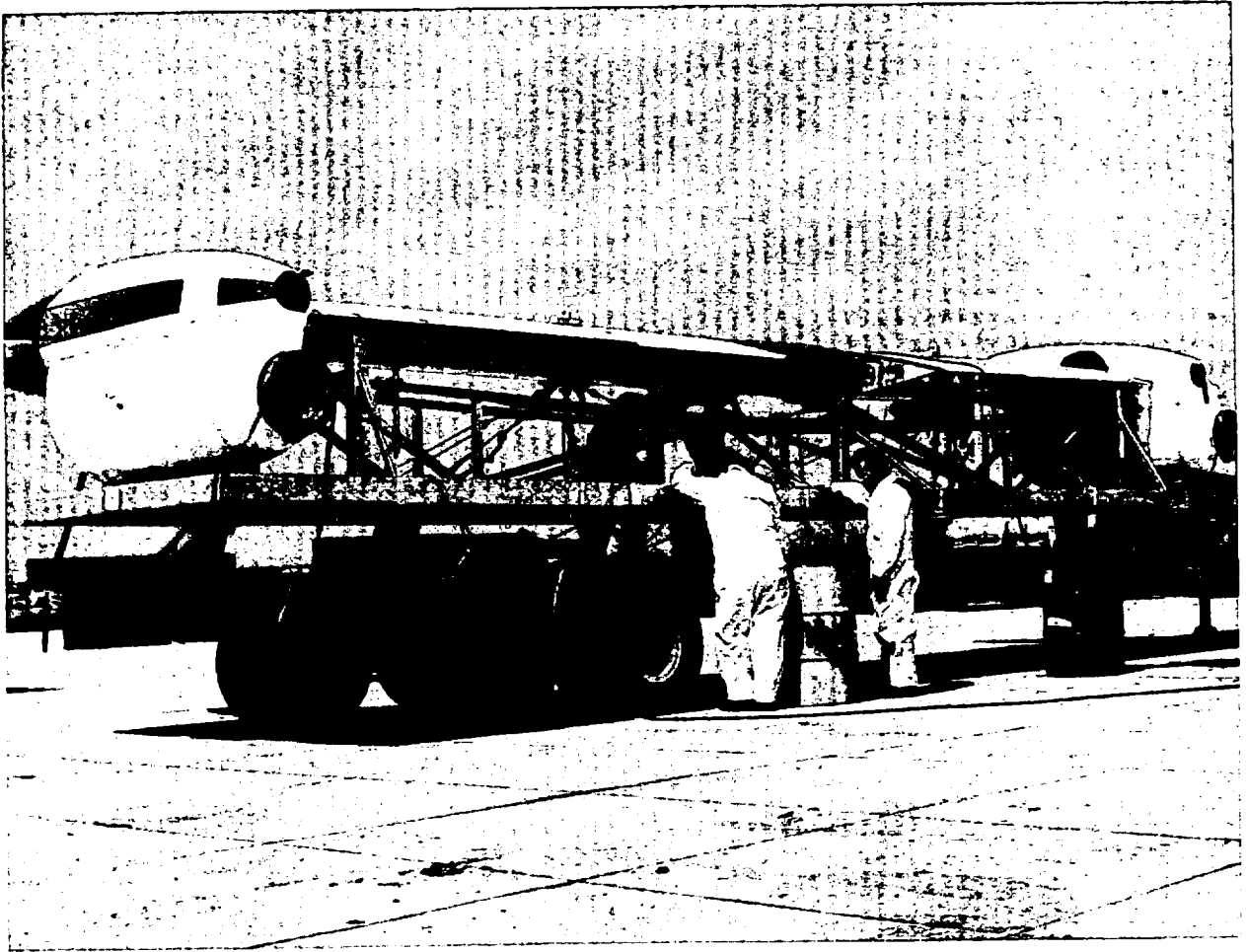
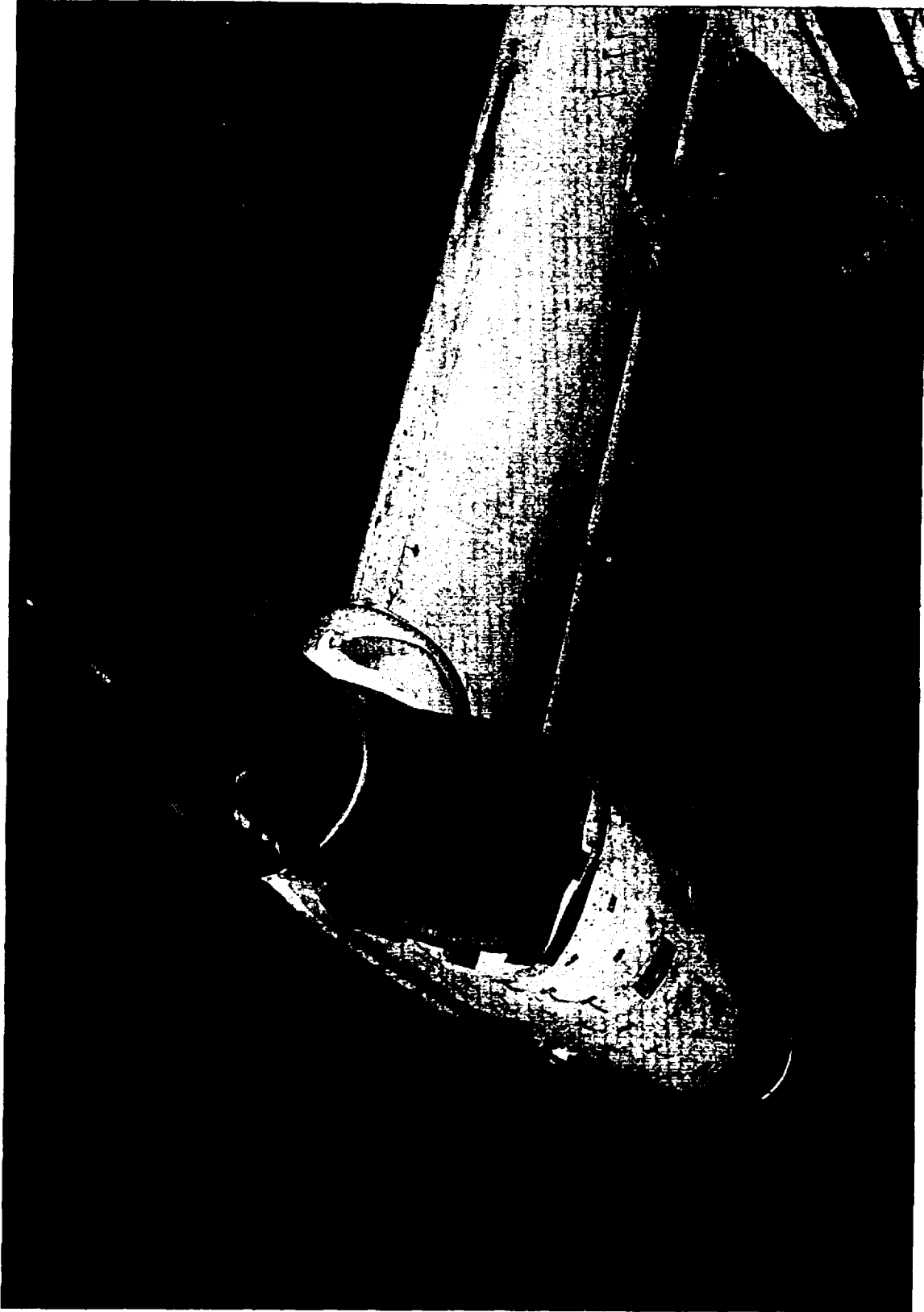


Figure 11.- Purging fuel from tanks.



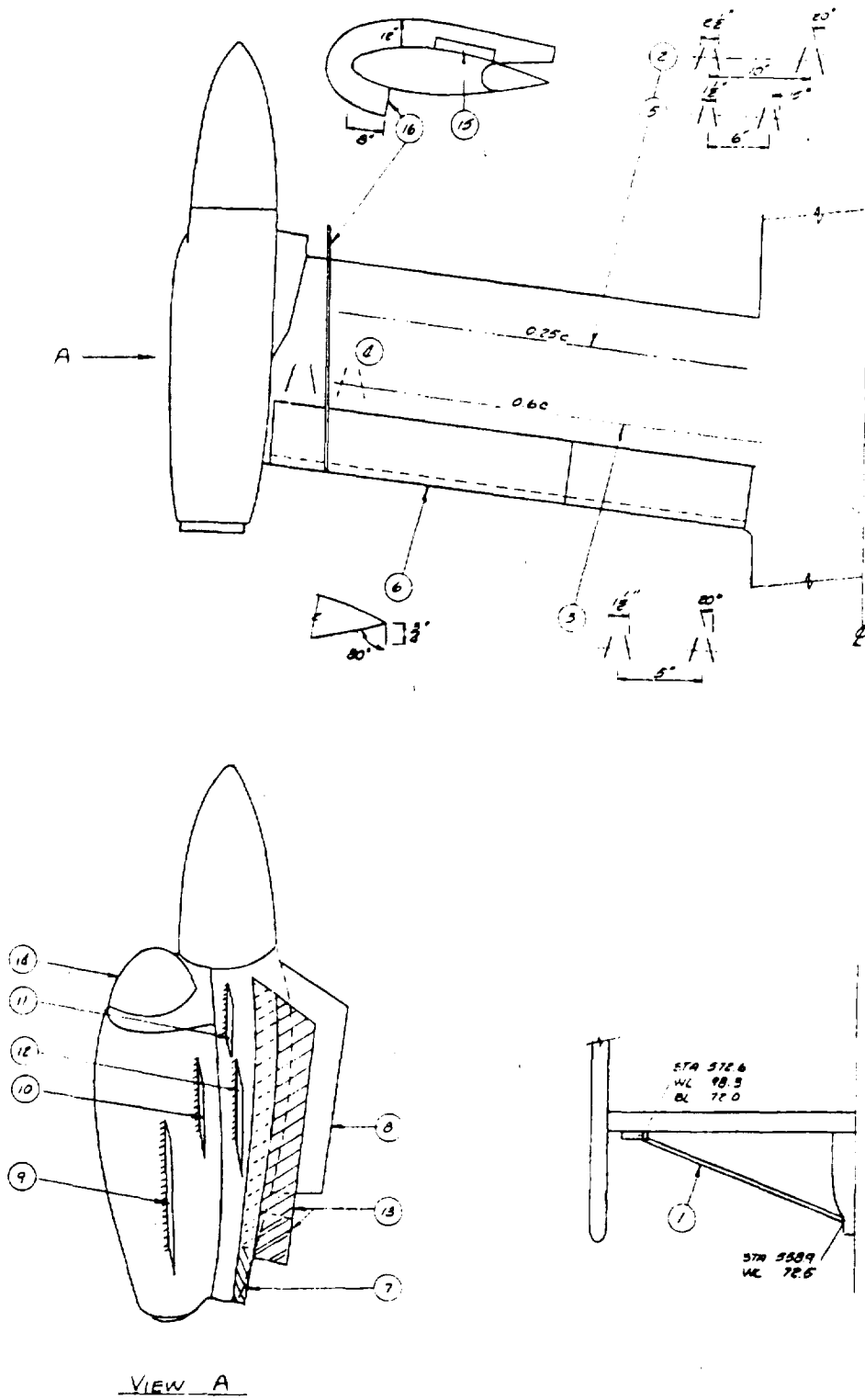
(a) Inlet.

Figure 12.— Engine airflow seals for power-off operation.



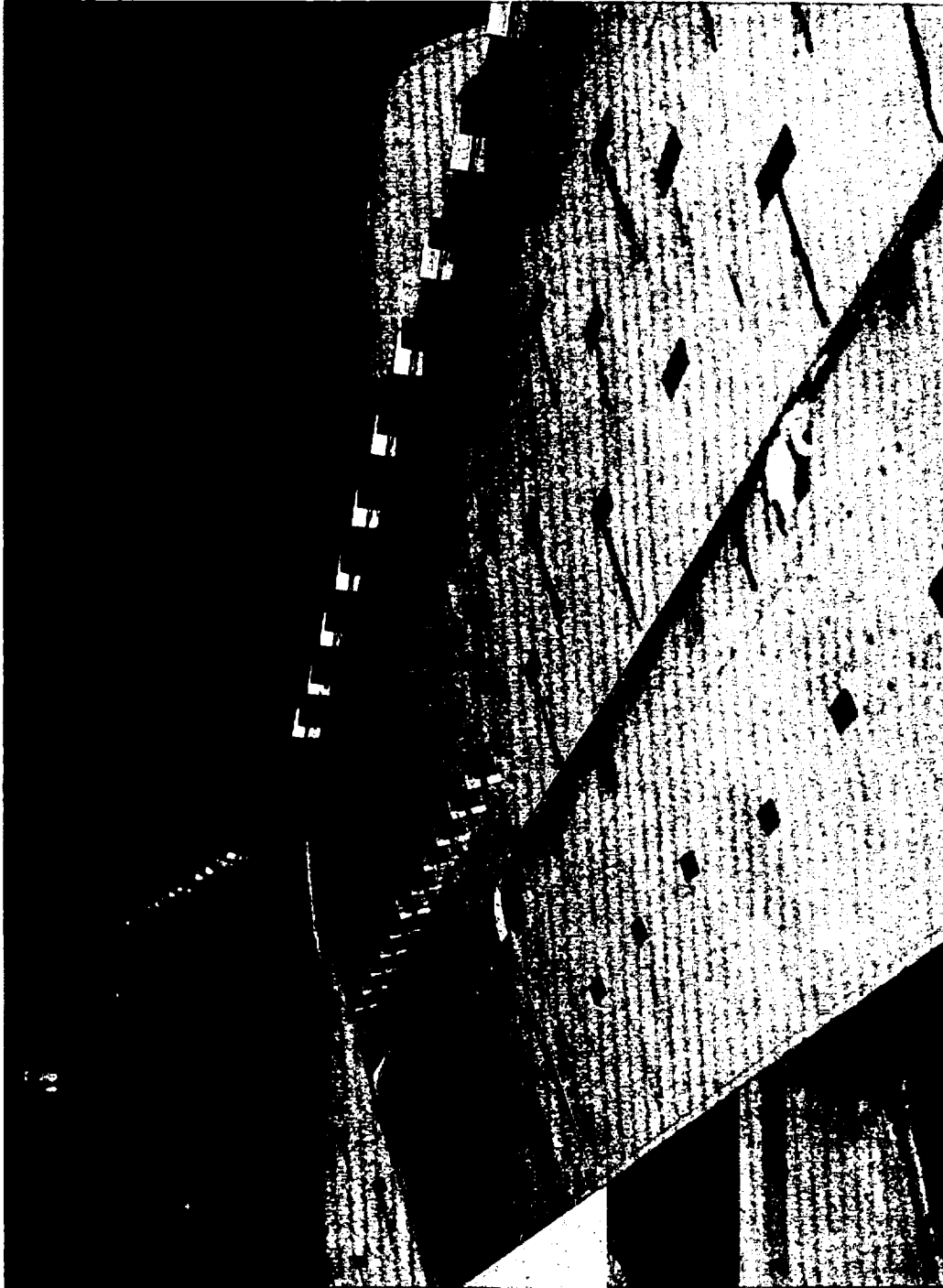
(b) Tail pipe.

Figure 12.- Concluded



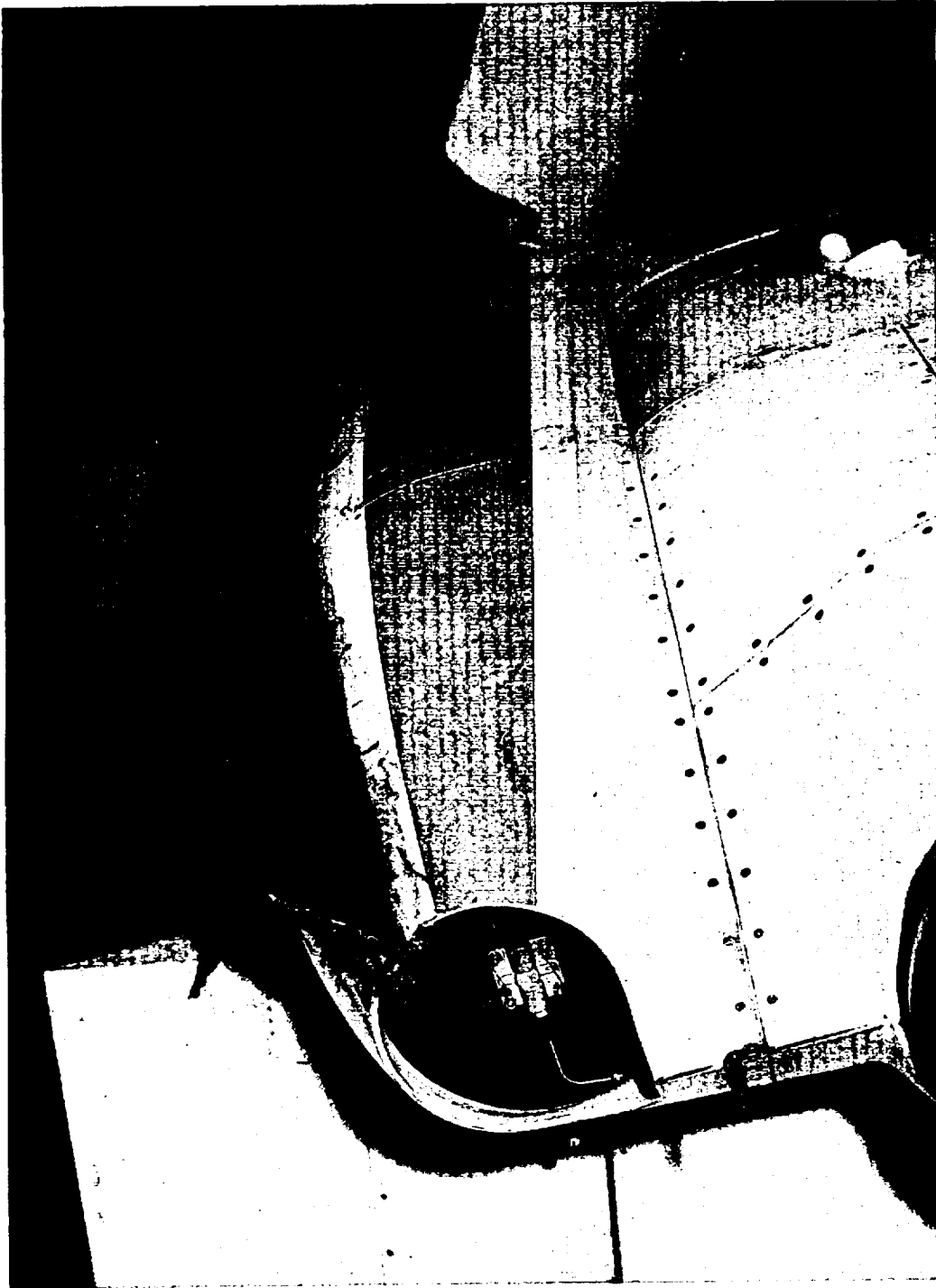
(a) Geometry (ref. Table II).

Figure 13.- Aircraft configuration modifications.



(b) Vortex generators.

Figure 13.~ Continued



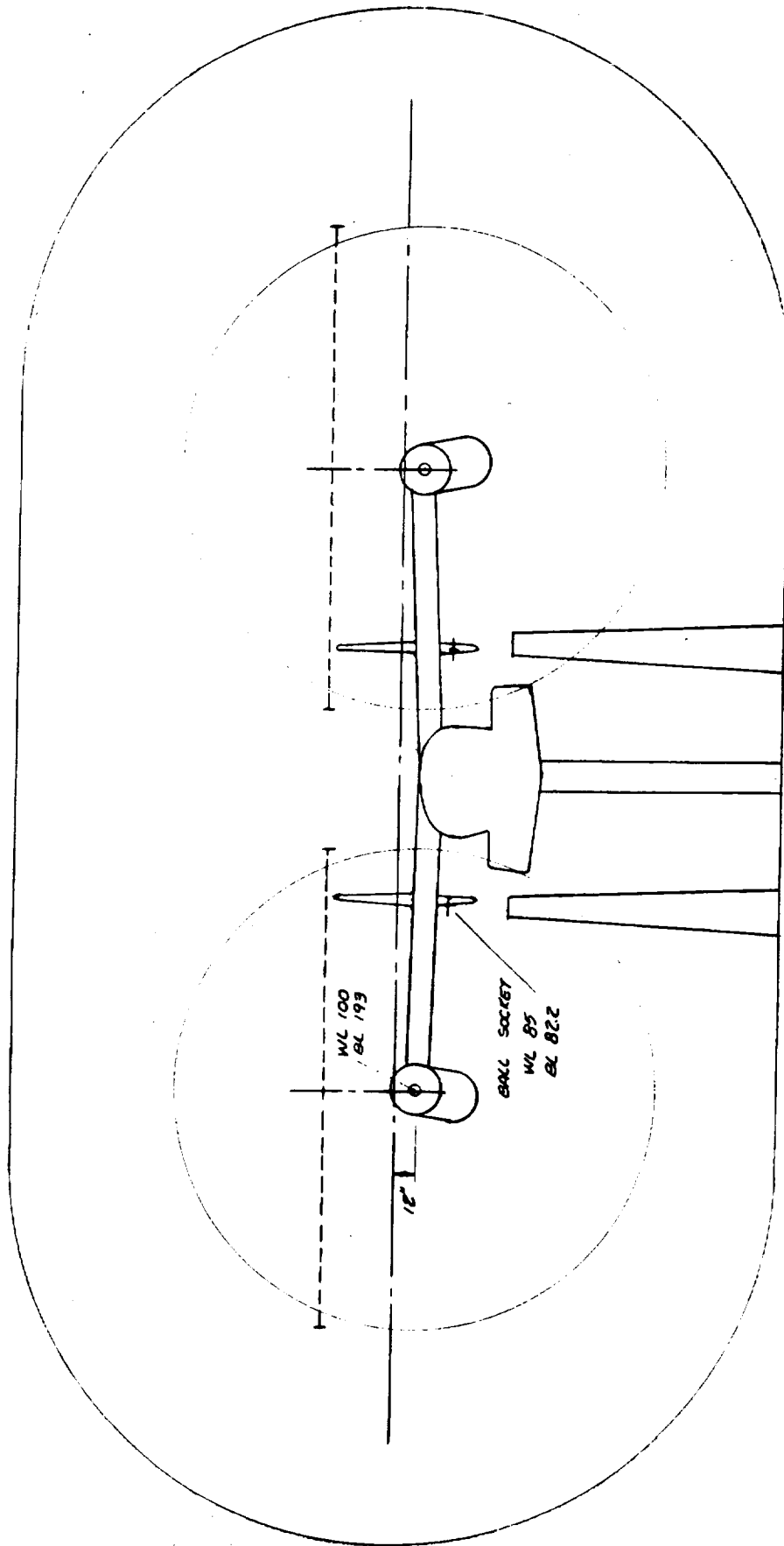
(c) Fence 7.

Figure 13.— Continued.



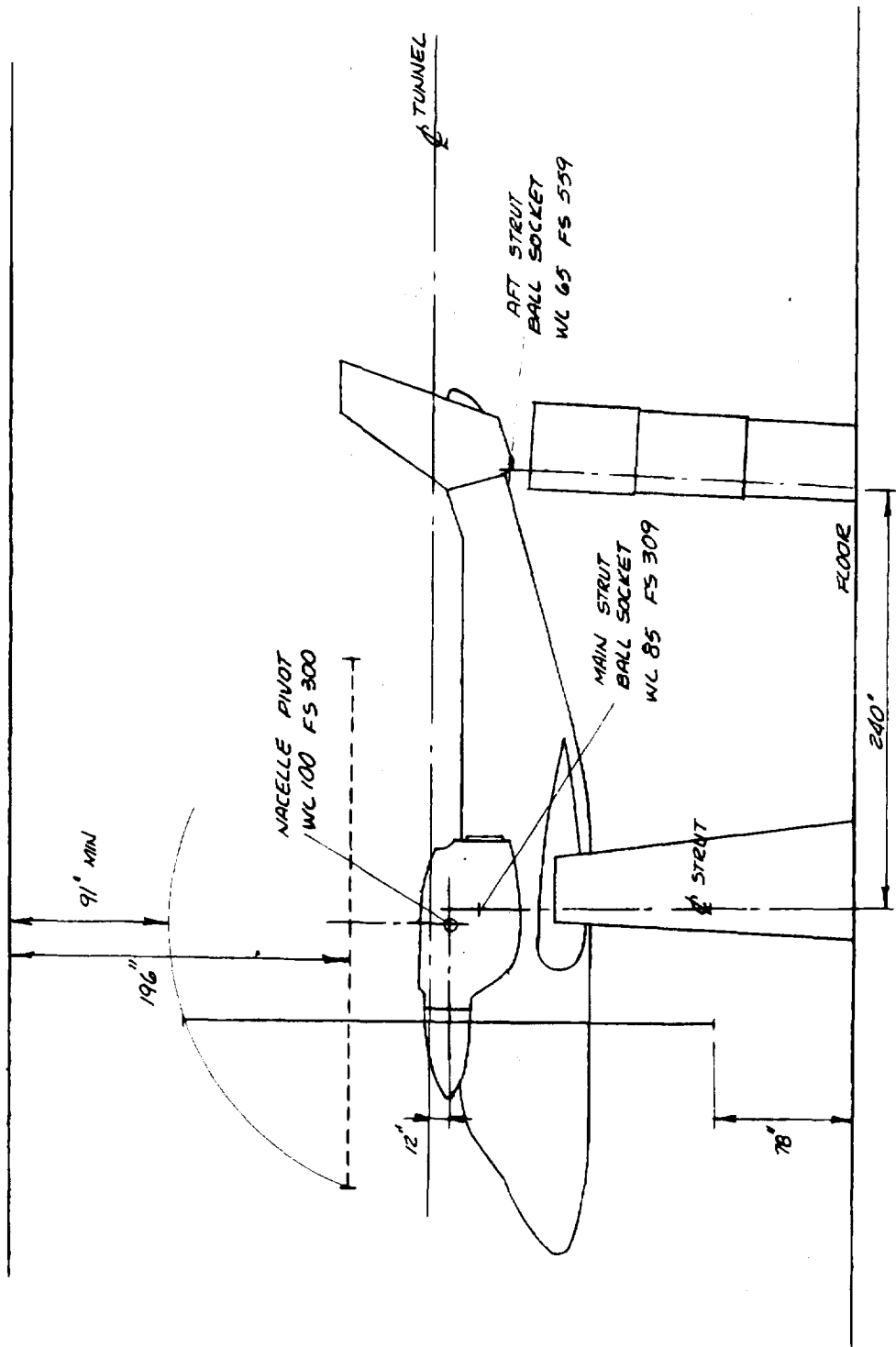
(d) Horizontal tail struts.

Figure 13.- Concluded.



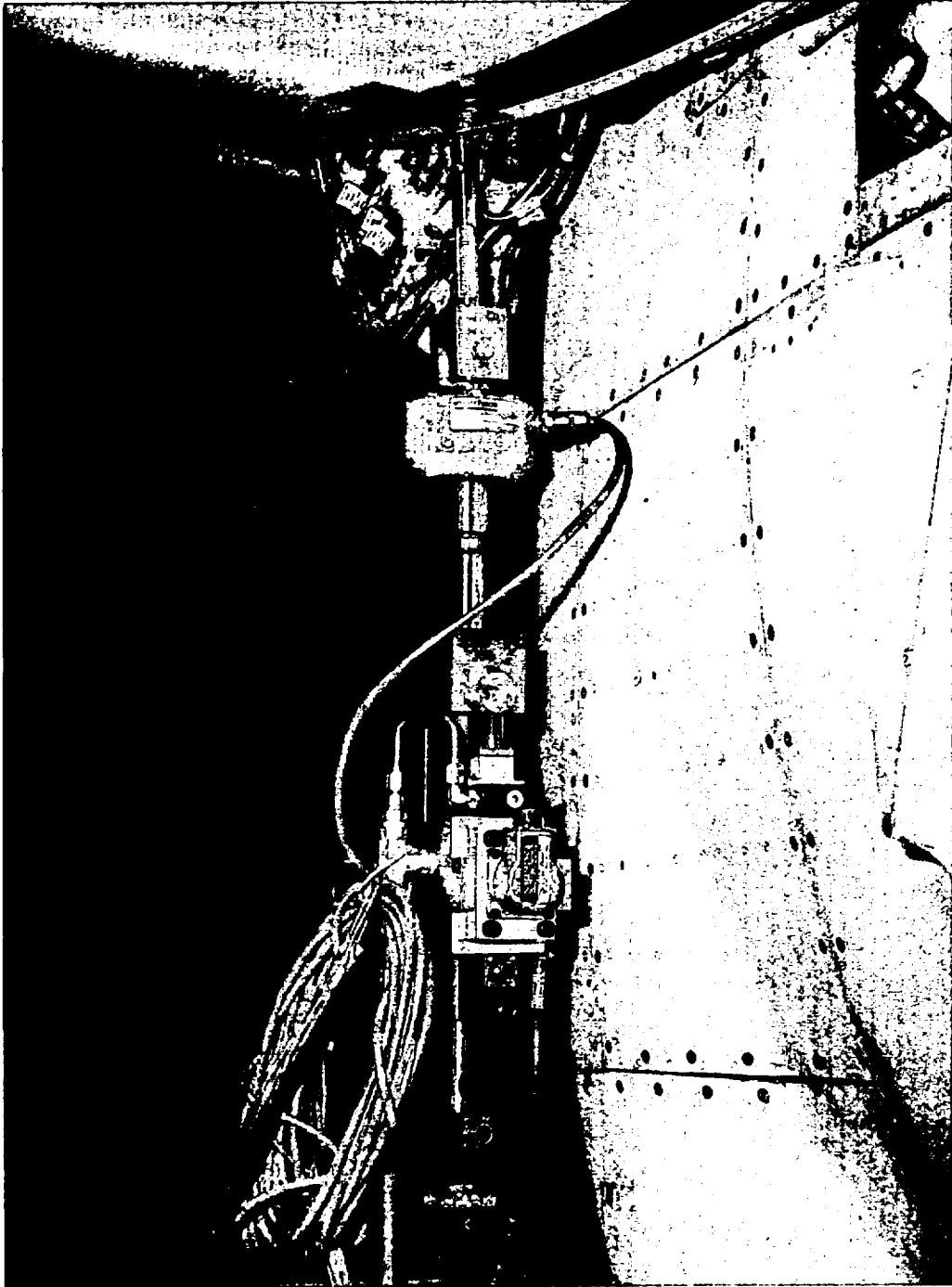
(a) Front view.

Figure 14.— The XV-15 in the 40- by 80-foot wind tunnel.



(b) Side view.

Figure 14.— Concluded.

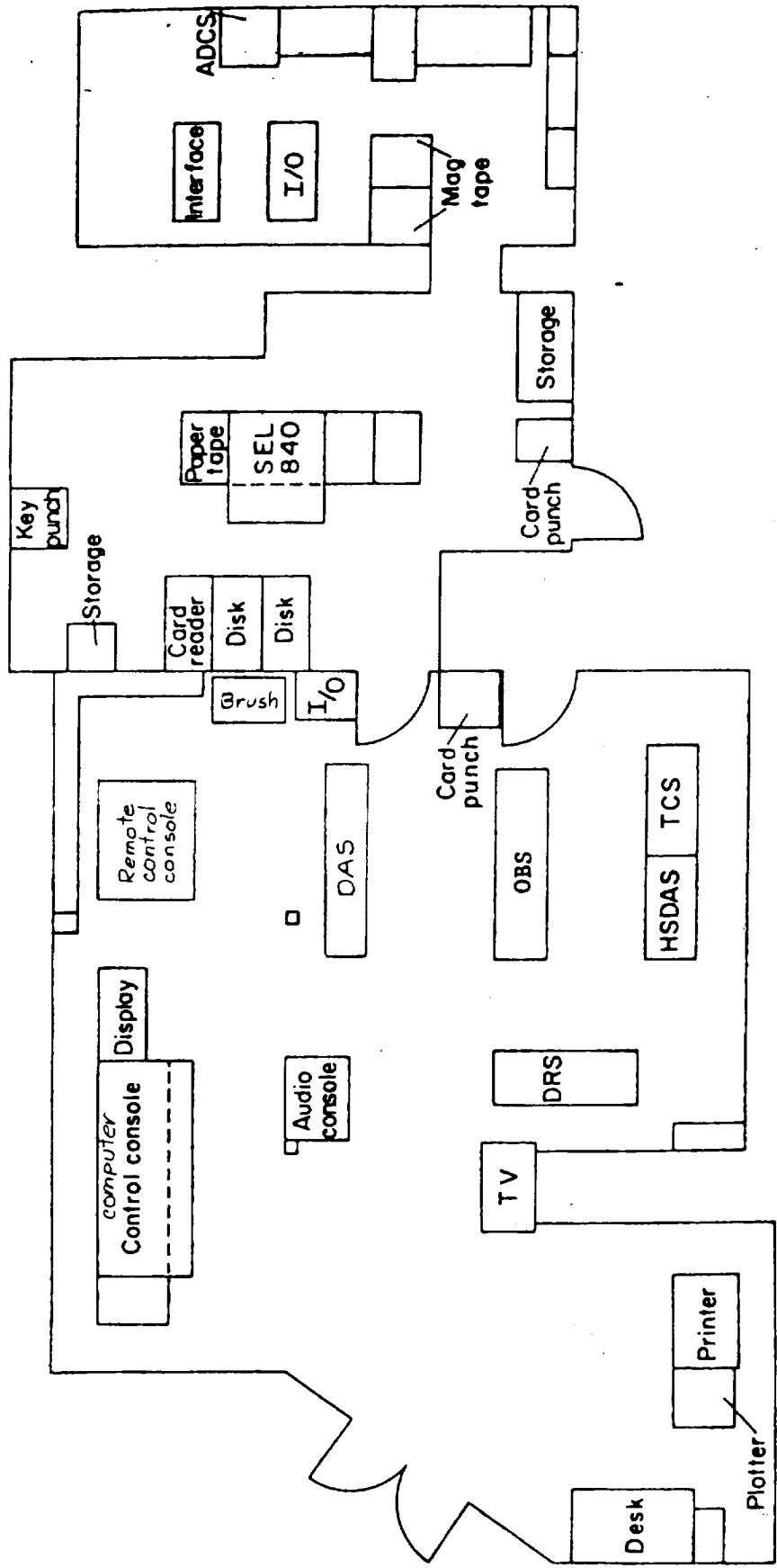


(a) Vertical.

Figure 15.— Shaker installation.



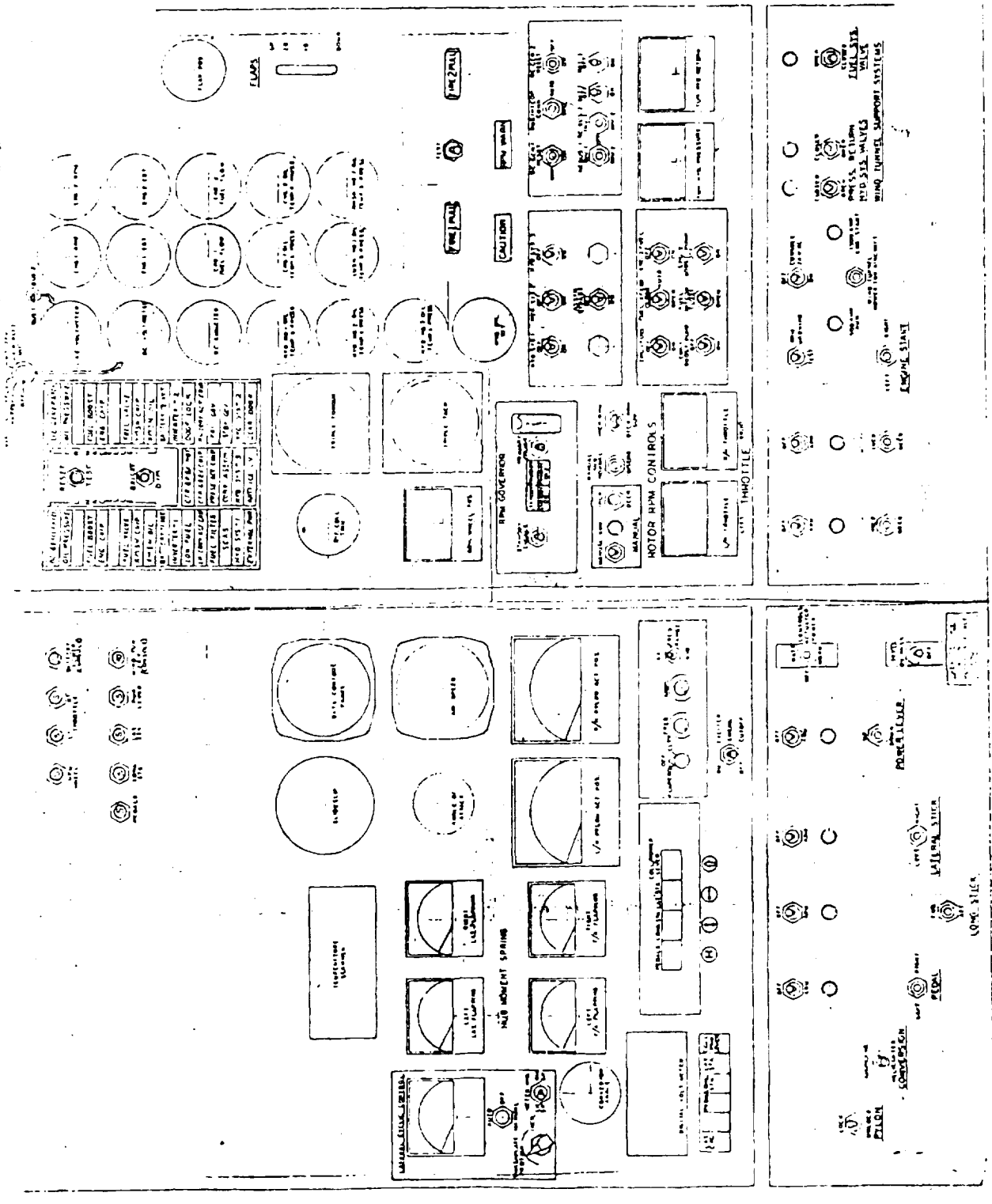
(b) Horizontal.
Figure 15. - Concluded.



(a) Layout of control room.

Figure 16.— Remote operation of aircraft in the tunnel.

2-2



(b) Remote control console.

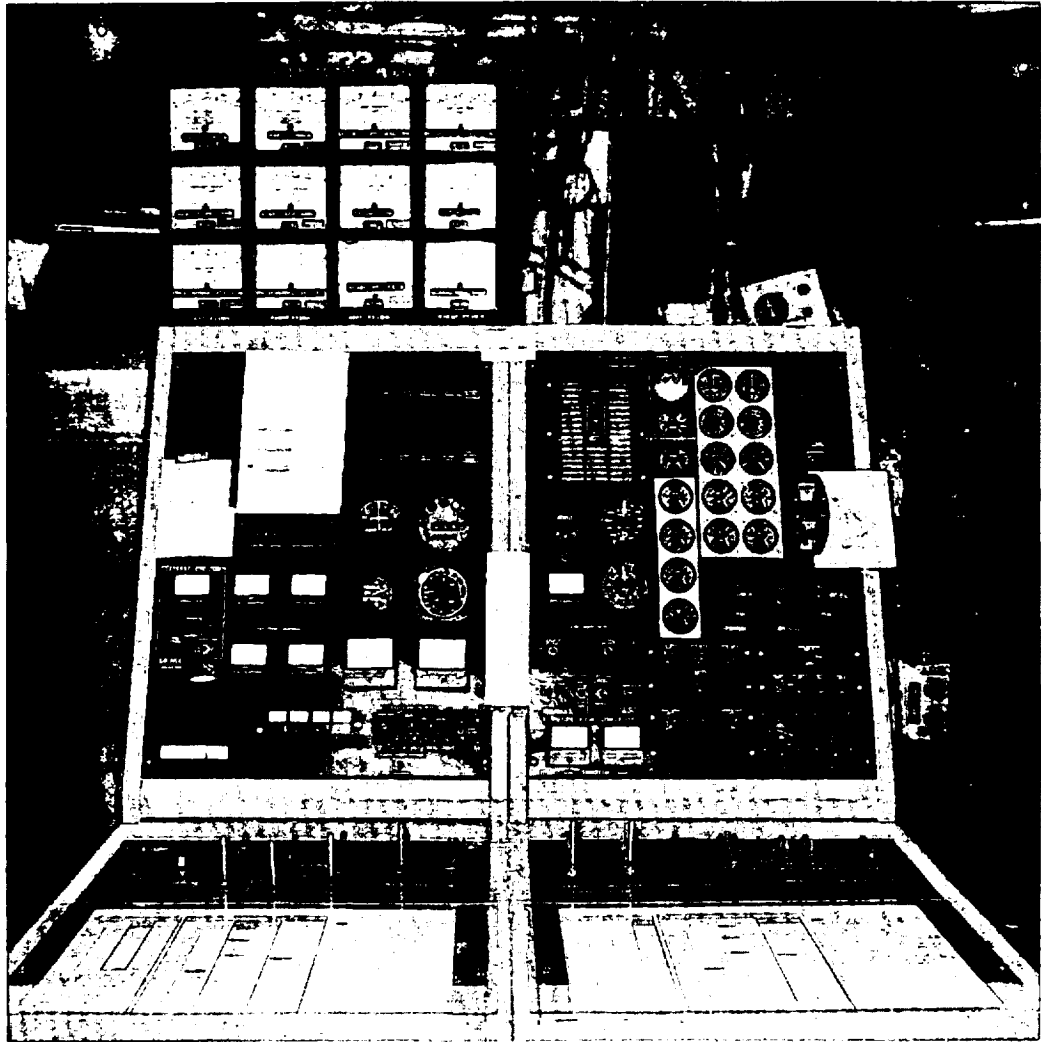
Figure 16.- Continued.

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LH MAST TORQUE M 143	RH MAST TORQUE M 107	LH SPINDLE BENDING B 190	RH SPINDLE BENDING B 165
LH MAST BENDING B 141	RH MAST BENDING B 109	LH RED BLADE PITCH LINK F 060	RH RED BLADE PITCH LINK F 103
LH YOKE CHORD B 115	RH YOKE CHORD B 113	LH RED BLADE BEAM STA. 53 B 132	RH RED BLADE BEAM STA. 53 B 122

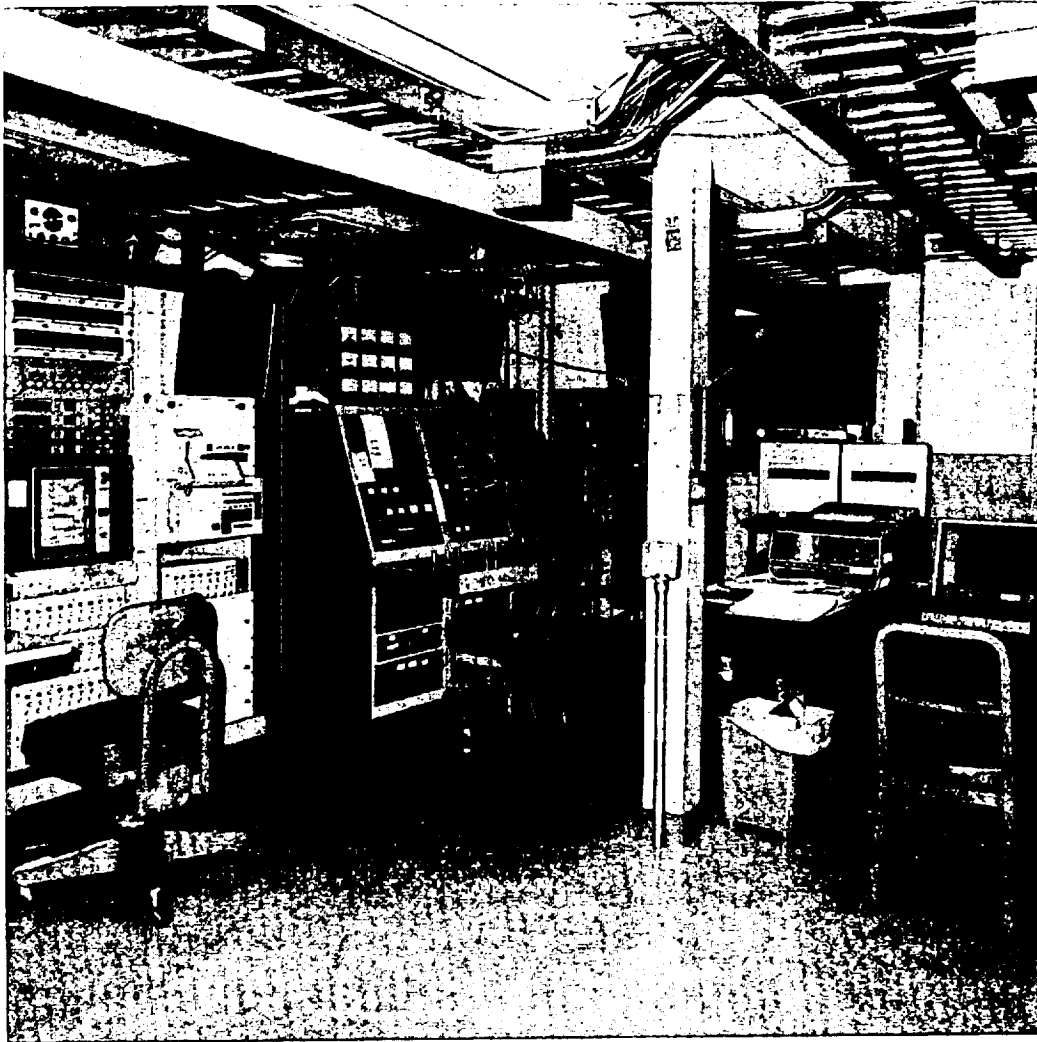
(c) Loads panel on console.

Figure 16.- Continued.



(d) Remote control console.

Figure 16.- Continued.



(e) Control room.

Figure 16.- Continued.

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(f) Control room during test operations.

Figure 16. Concluded.

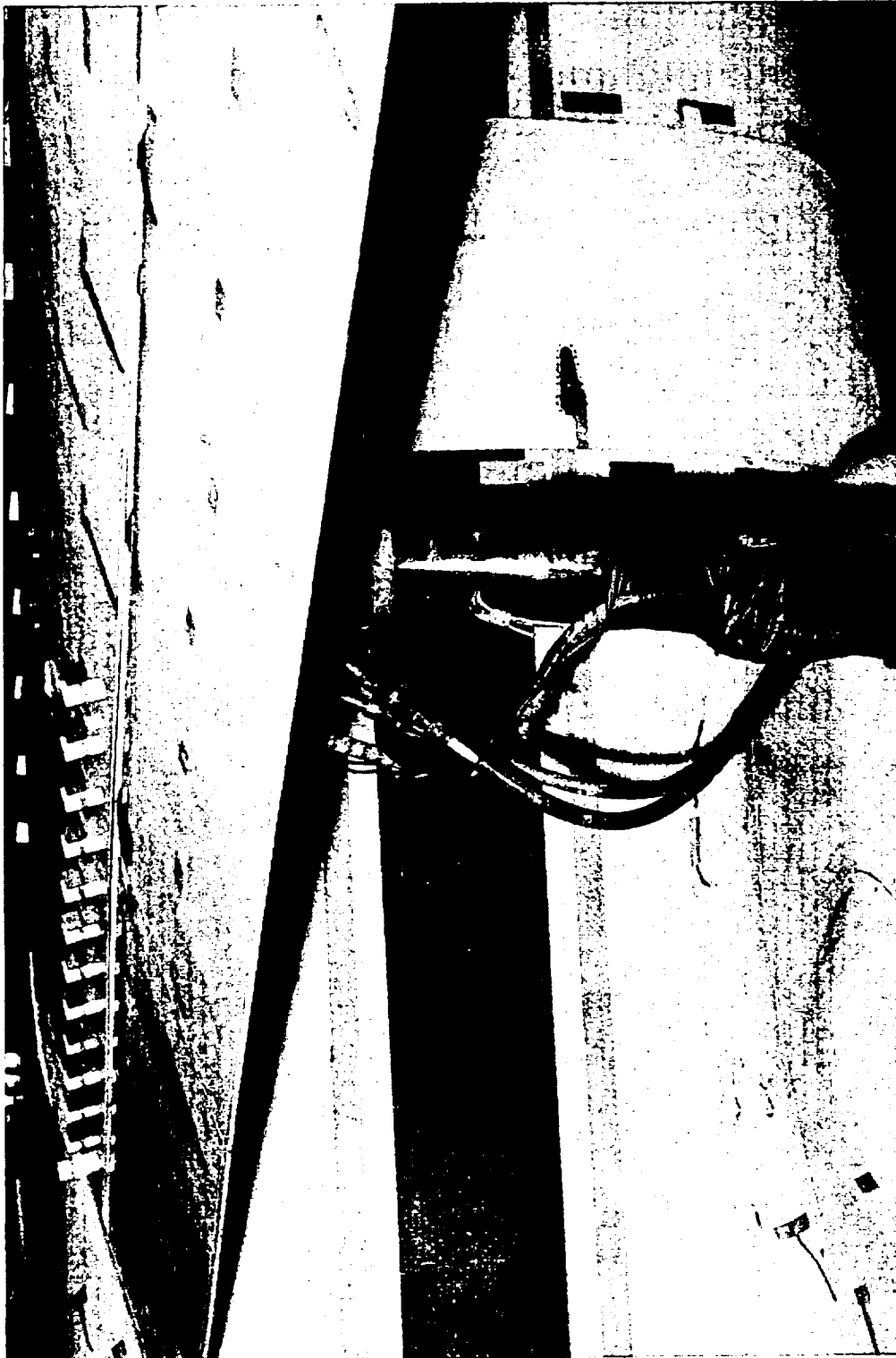


Figure 17.- Right-hand support strut.

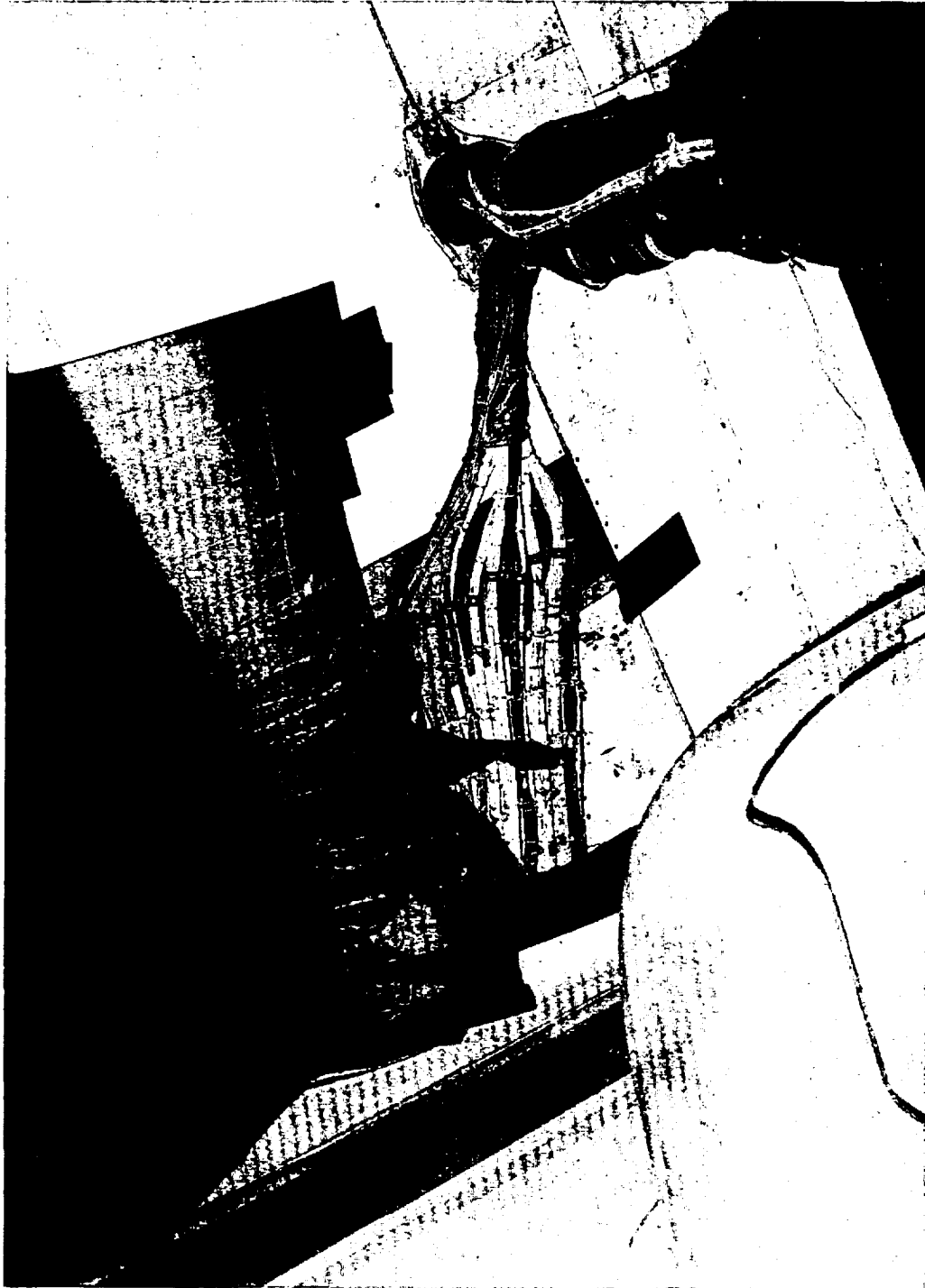


Figure 18.— Left-hand support strut.

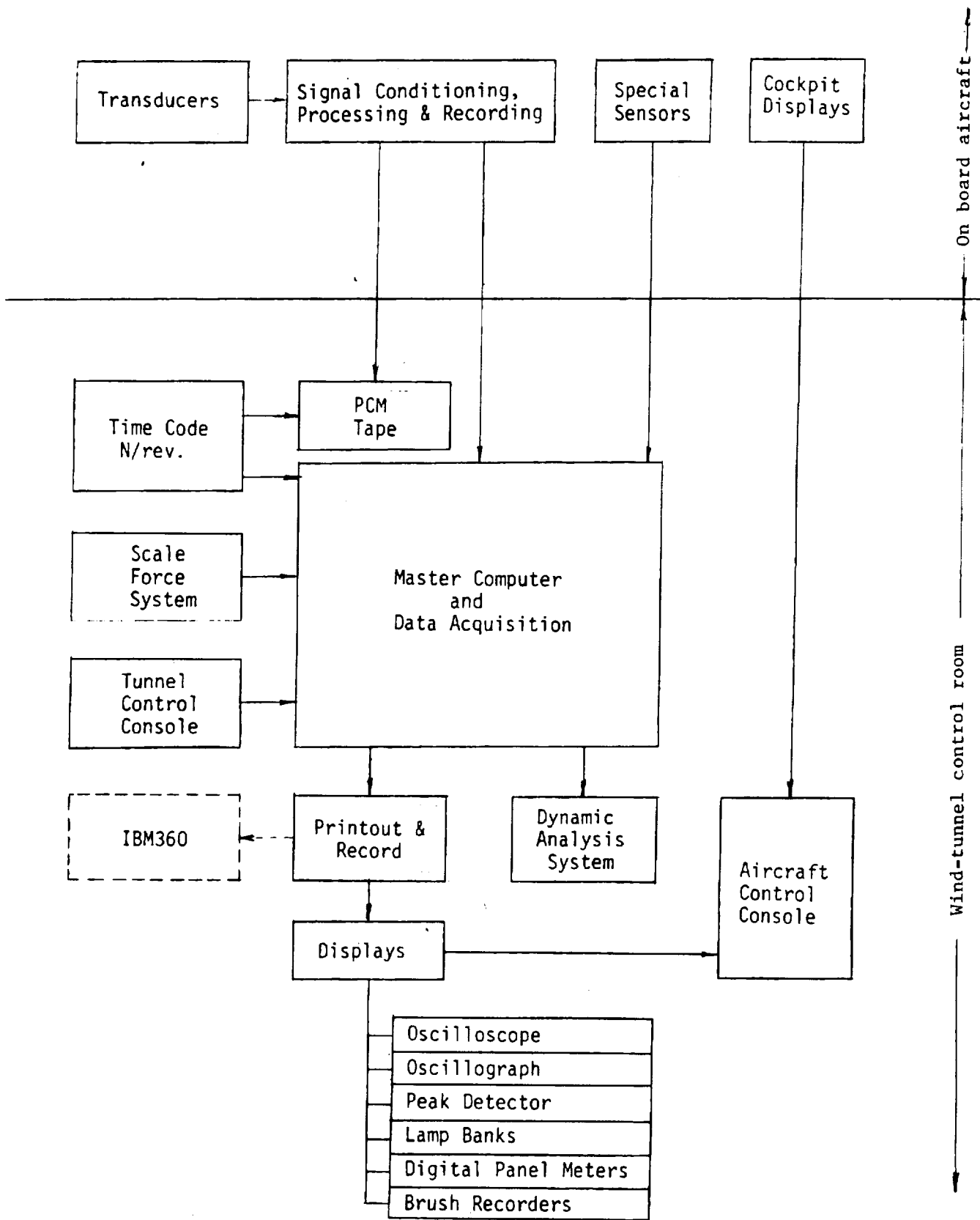


Figure 19.- Data system block diagram.

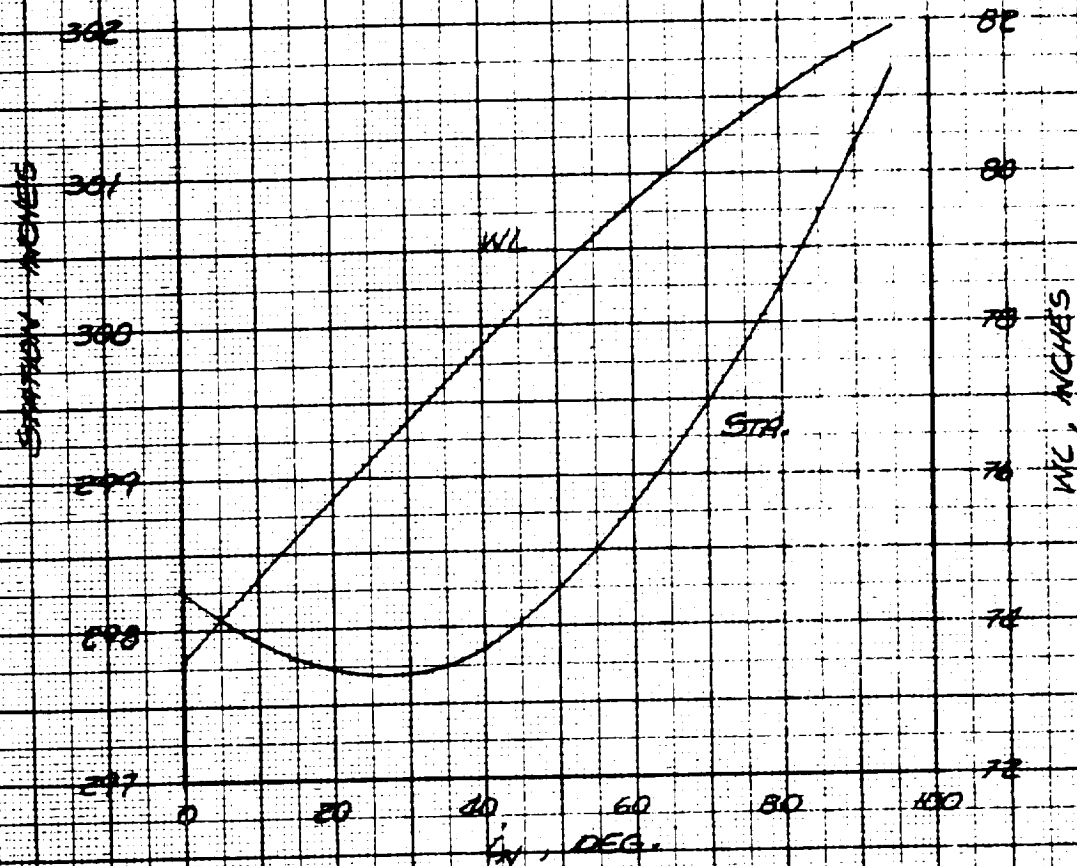


FIGURE 29. - MOMENT CENTER VARIATION WITH WACELLE TILT.

```

RUN 20 SEQ 19 06-JUN 09:46:20

ALPH -8.00 MTL 6.209E+04
PSI 0.000 MTR 6.258E+04
I N 90.0
VKTS 79.7 HPL 556.
RPM 564. HPR 560.
VOR 0.182 N/6 -4.696E+03
TEMP 88.0 R/6 304
Y/6 -43.7
COLL 23.1
LAT 50.6 L/6 1.408E+04
LONG 69.6 D/Q 6.49
PED 40.6 M/6 -4.028E+03

XV-15 TEST 525

```

Figure 21. Data display on CRT in control room.

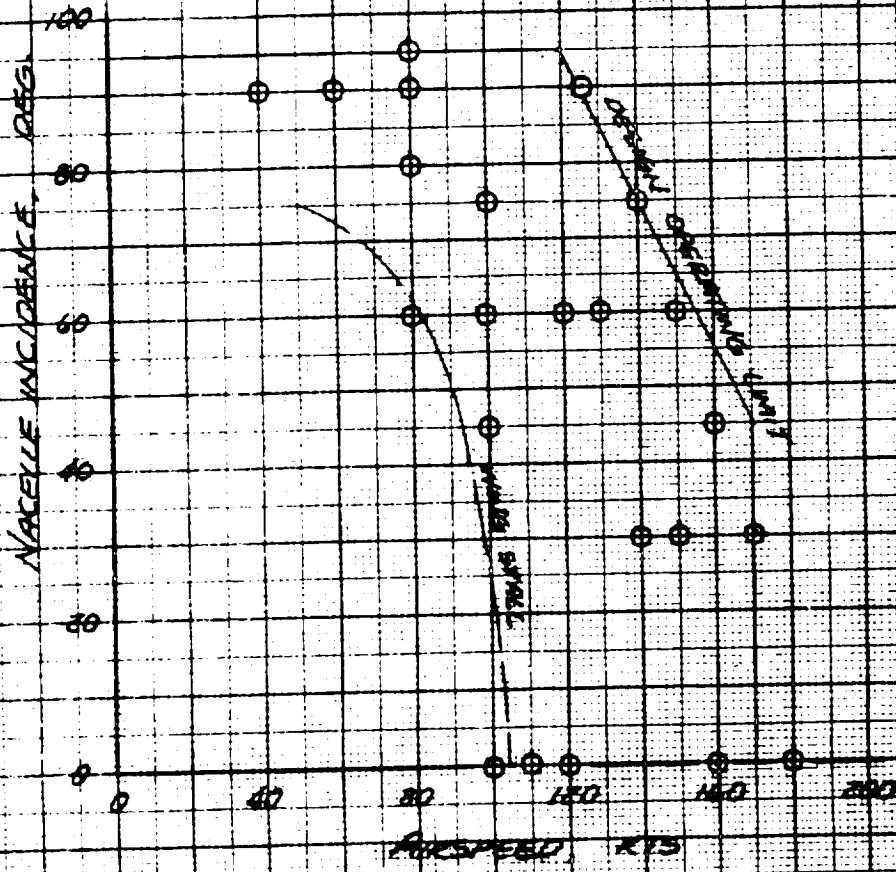


FIGURE 22 - CONVERSION CORRIDOR TEST RESULTS

Series	Symbol	Time	Temp	Pressure
08	△	21	04	08
001	▽	21	04	08
021	◇	21	04	08
021	○	21	04	08
001	△	17	04	08
001	▽	17	04	08
001	◇	17	04	08
001	○	17	04	08

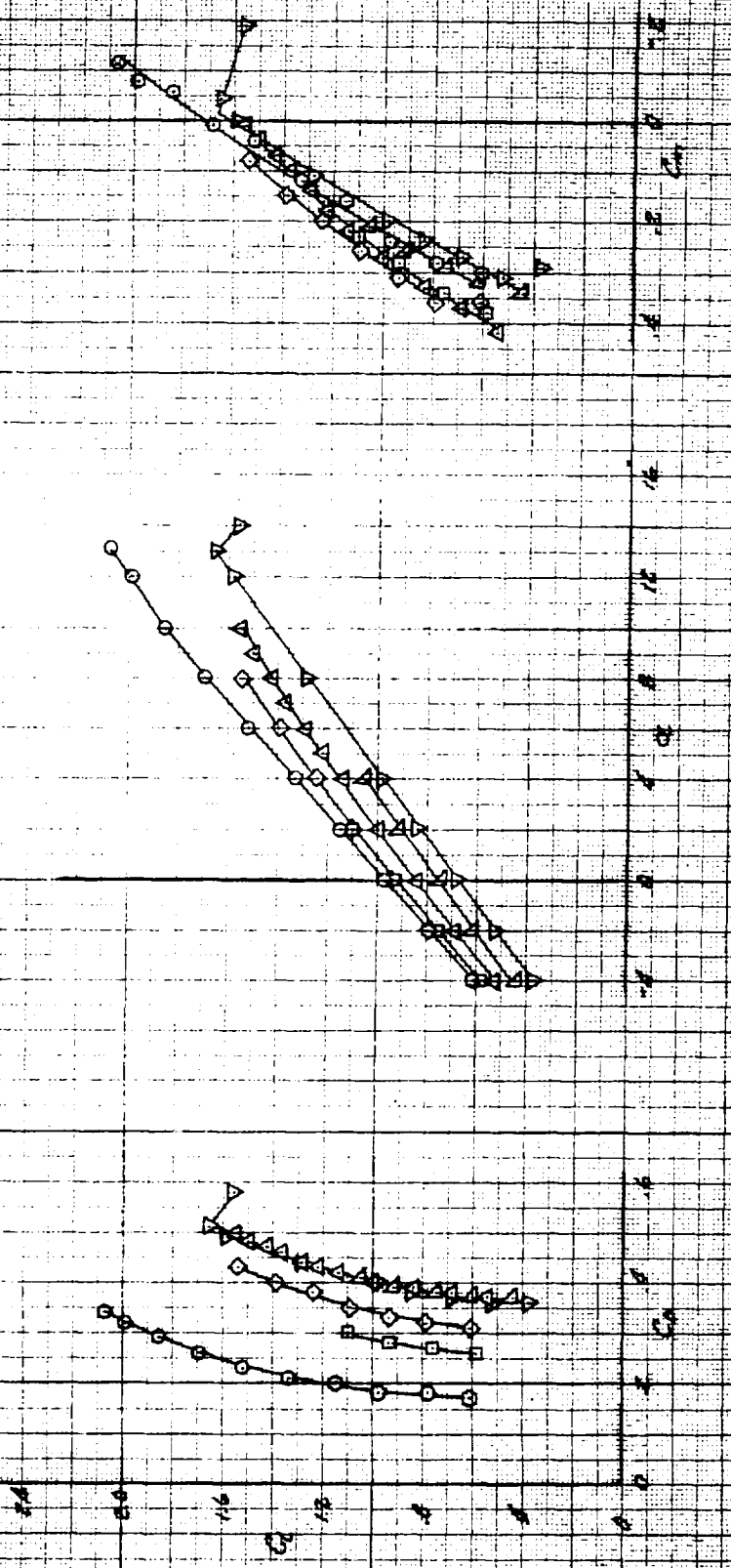
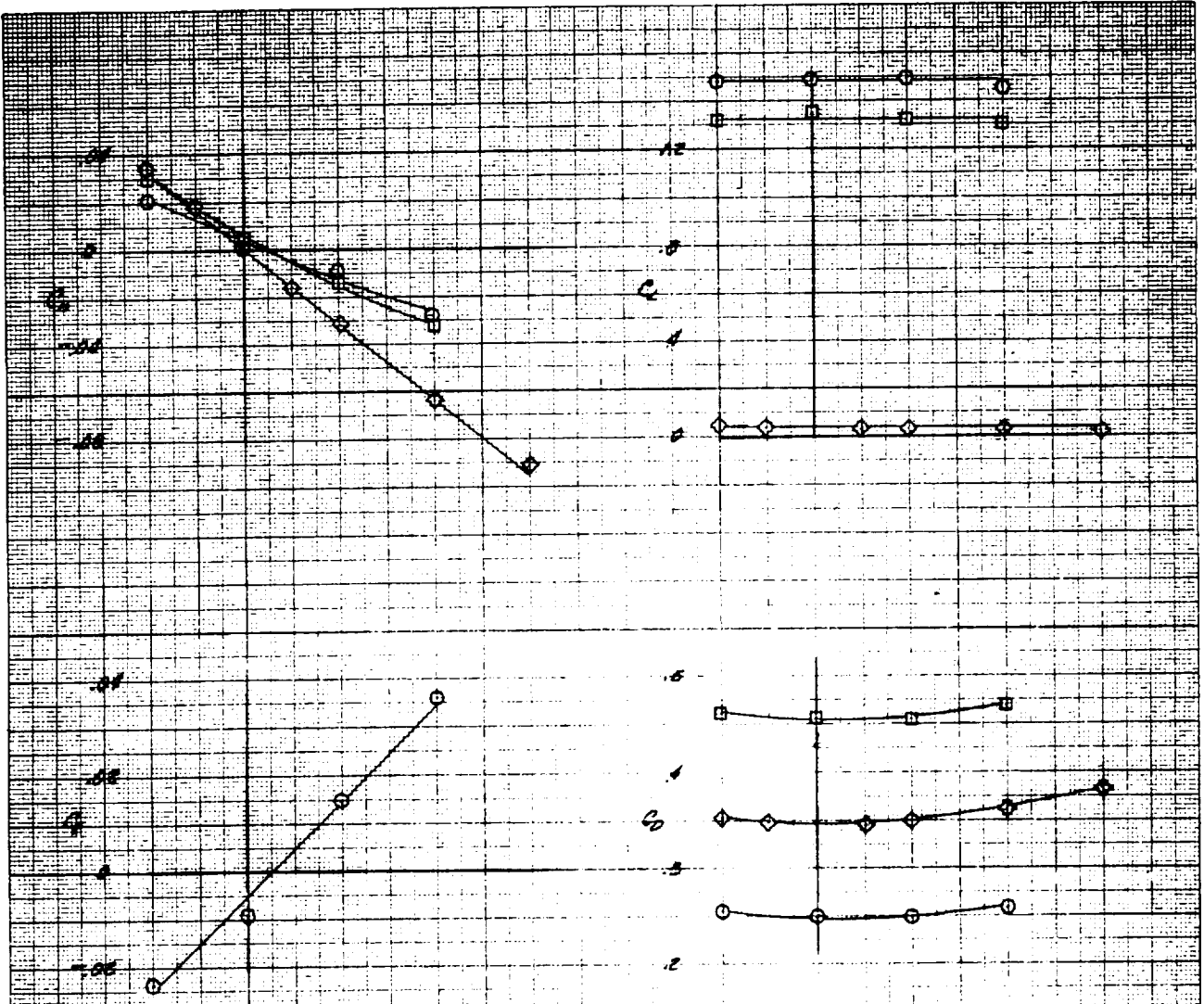
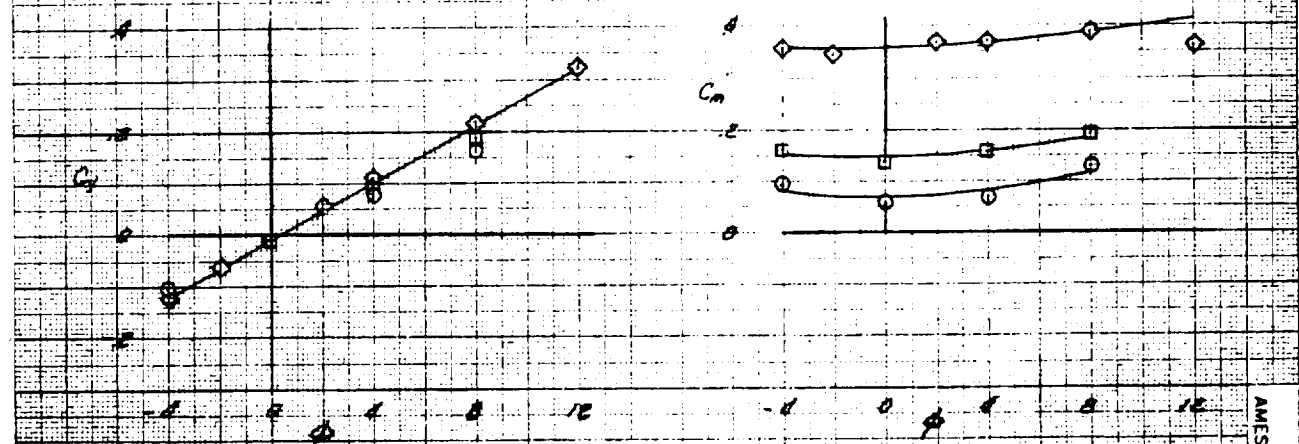


FIGURE 23 - EFFECT OF ANGLE OF INCIDENCE ON CONCENTRATION CHARACTERISTICS



TEST 525

Run	L_1	S_1	α	V_1
○ 22	0	40	6	160
□ 40	60	40	6	120
◇ 8	90	40	-8	80



(14) CHARACTERISTICS IN RAW.
FIGURE 23 - CONCLUDED.

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Run	kw	δ_1	k	vs
6	0	0	120	0.17
7	0	0	80	1.1
16	0	0	120	0.6

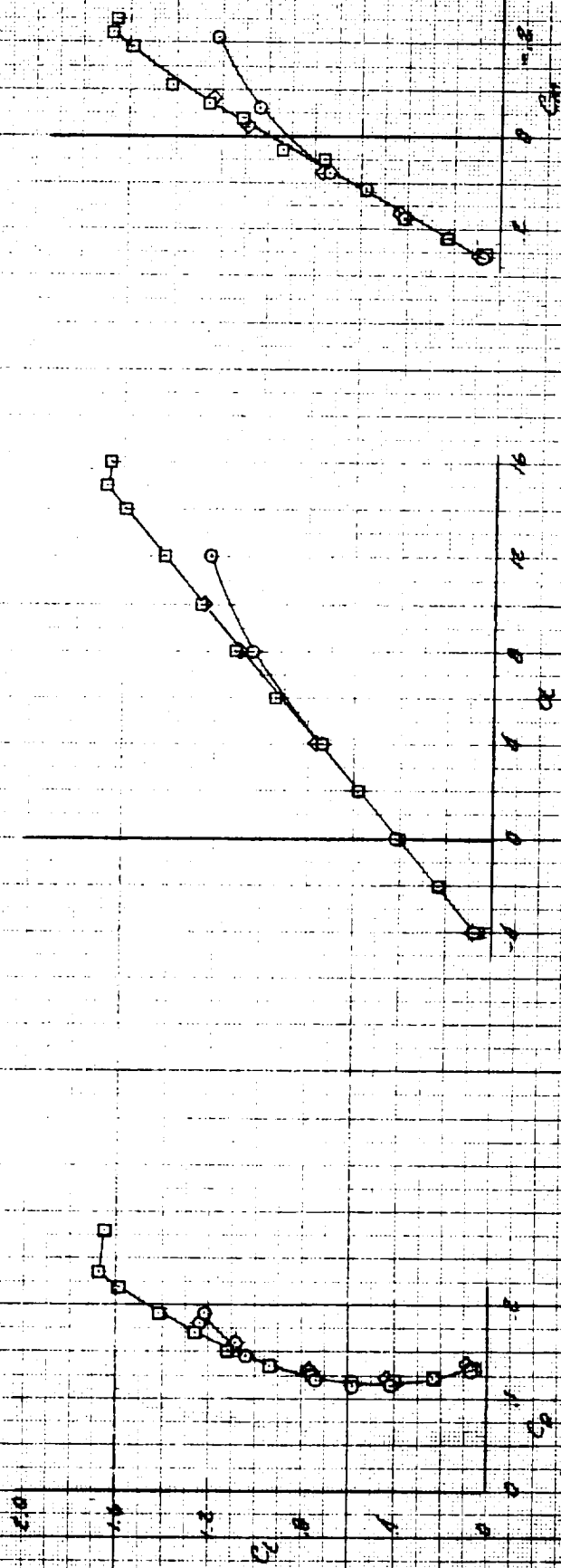
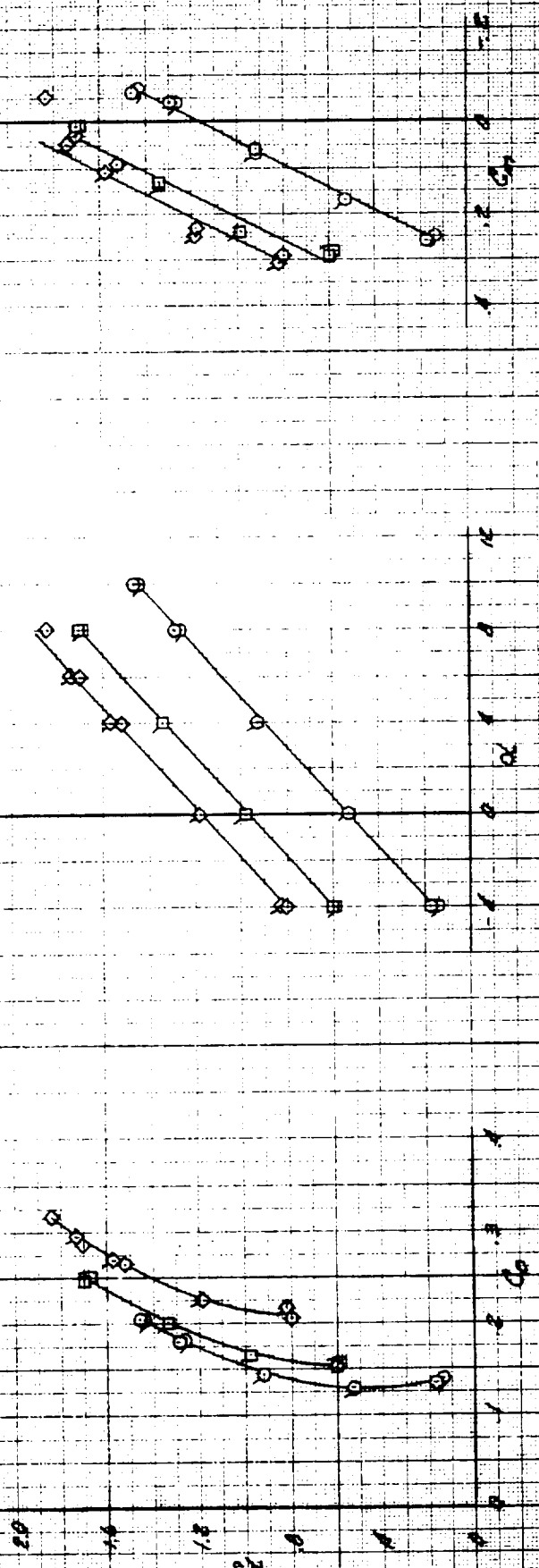


FIGURE 24 - EFFECT OF ROTEX GENERATORS
100 A DISE

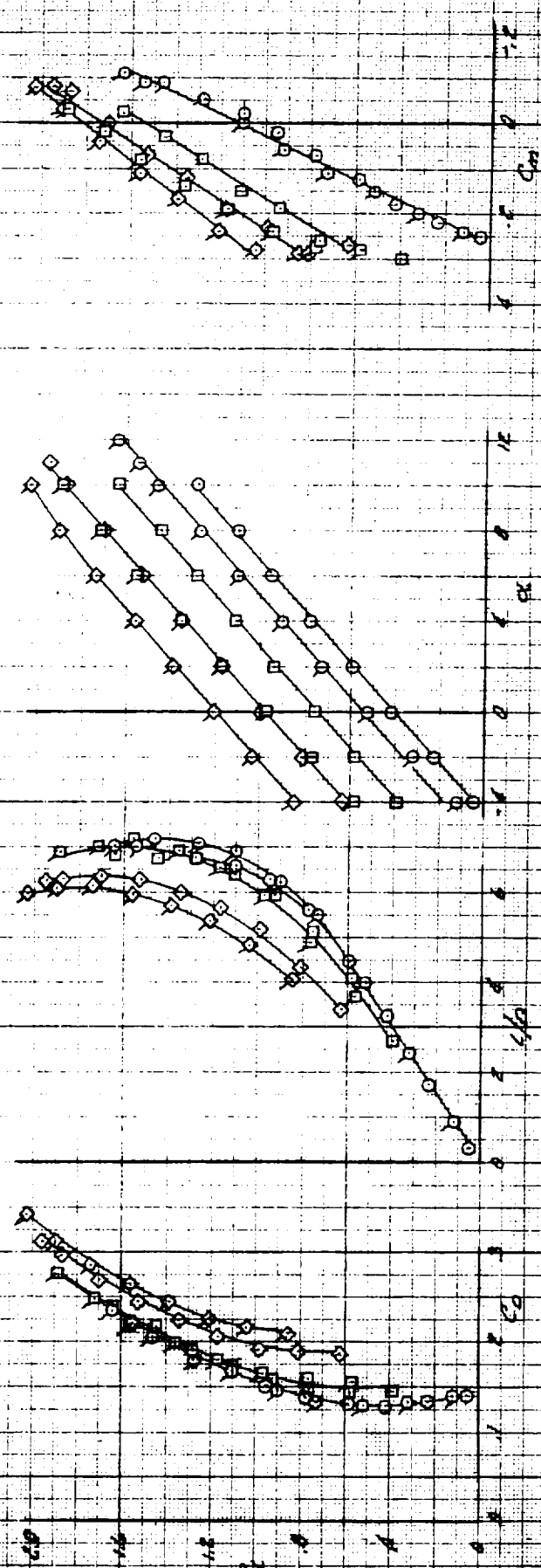
ROW	TEST	IN	VA	YB
01	0	0	120	.60
03	0	0	120	.60
04	0	0	120	.60
05	0	0	120	.60
07	0	0	120	.60



141 AT 0-60
FLANGE RE - CONTINUED

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TEST	PR25	PR25	W/TAB	FLAP
4	1/4	0	0	0
5	0	0	0	0
6	0	20	0	0
7	0	20	0	0
8	0	40	0	0
9	0	0	0	0
10	0	0	0	0

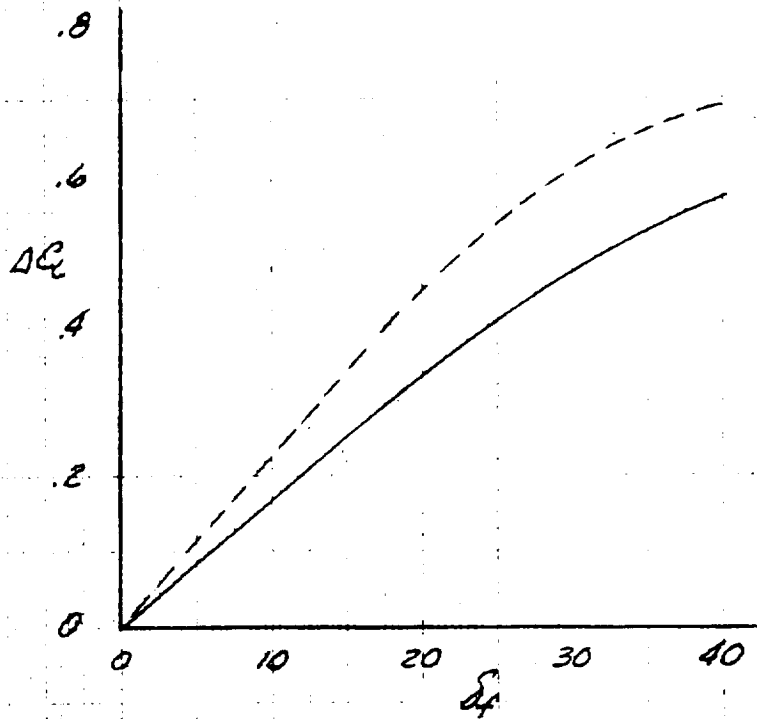


10-1 CONTINUOUS
FIGURE 25 - FLAP EFFECTIVENESS RATIOS OF

TEST 525

— WITHOUT TAB FLAP
- - - WITH " "

$\alpha = 0 - 75^\circ$



(b) FLAP LIFT INCREMENT

FIGURE 25.- CONCLUDED.

TEST 573
RBN 11
 $\omega = 0$ $\delta_1 = 0$ $\delta_2 = 160$ Edges on
 $\alpha = 2^\circ$
○ F/A
□ CAT
◇ PED

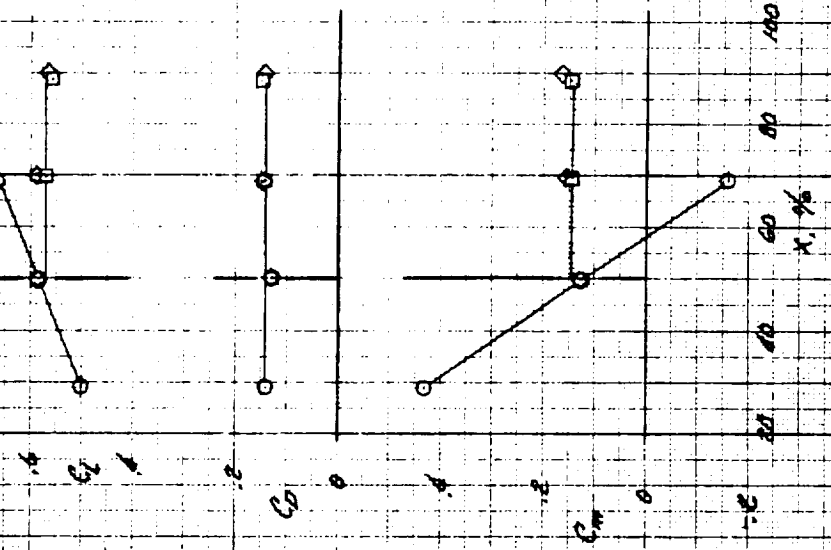
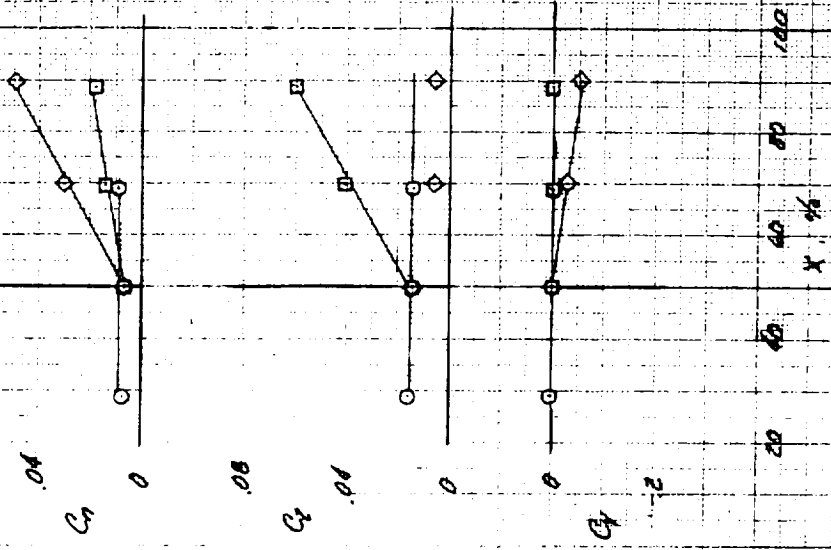
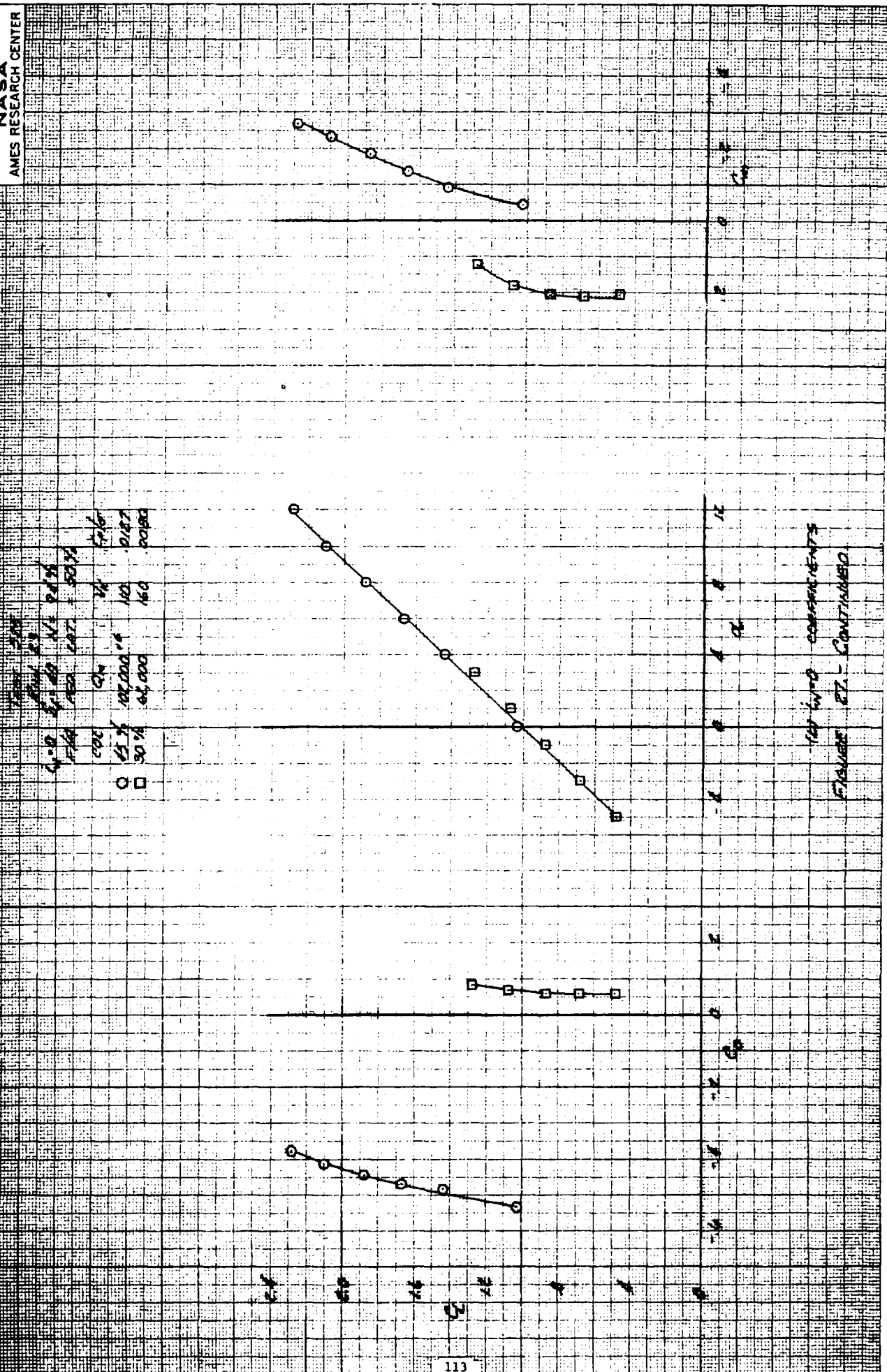
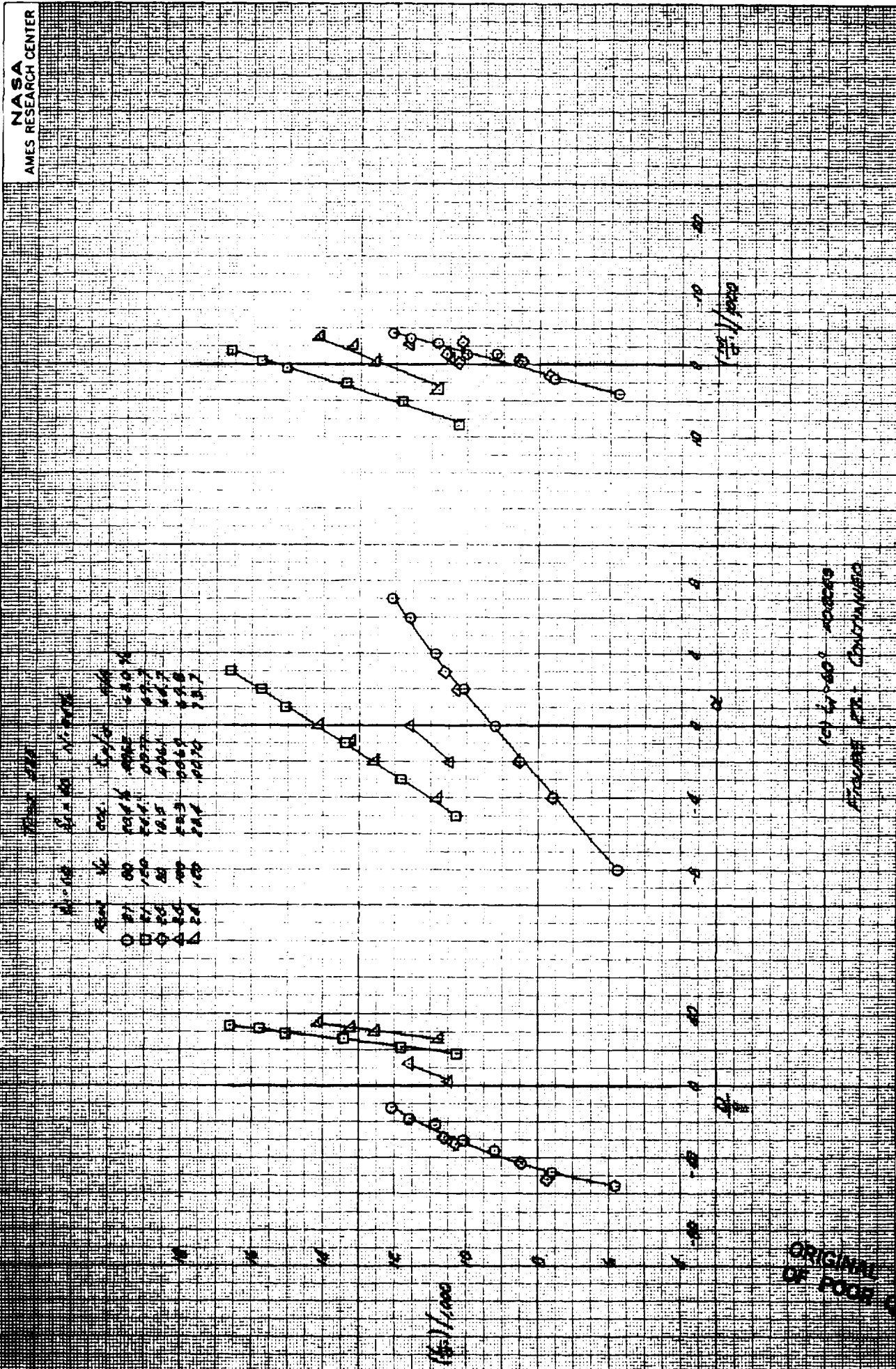


FIGURE 8A - CONTROL EFFECTIVENESS EDGES OFF

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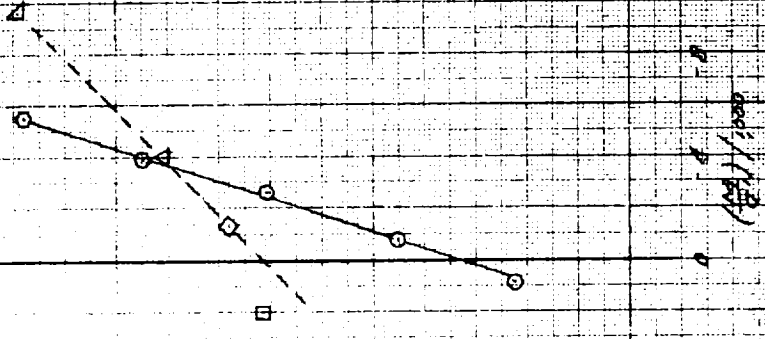
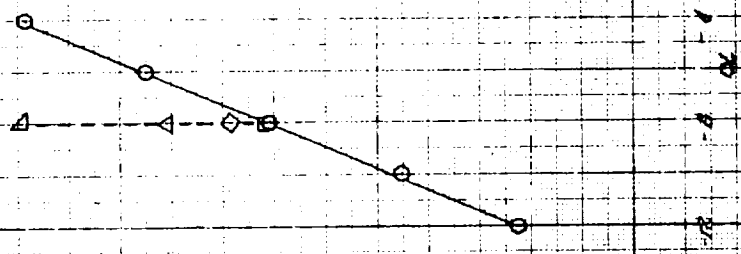
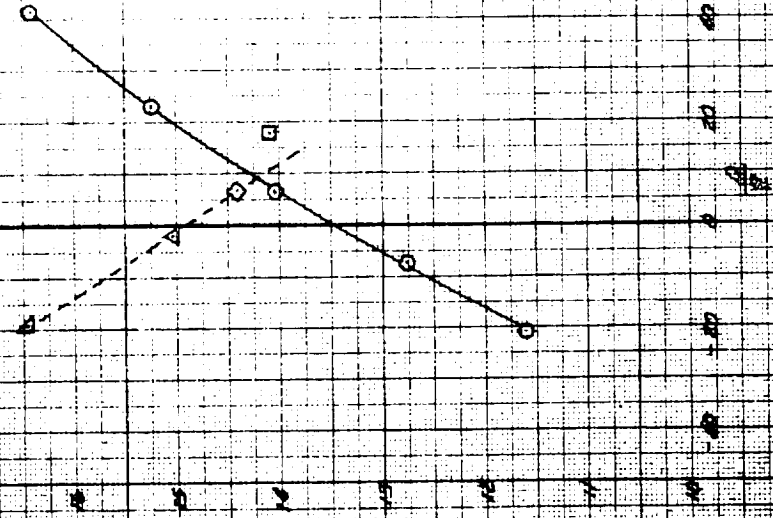




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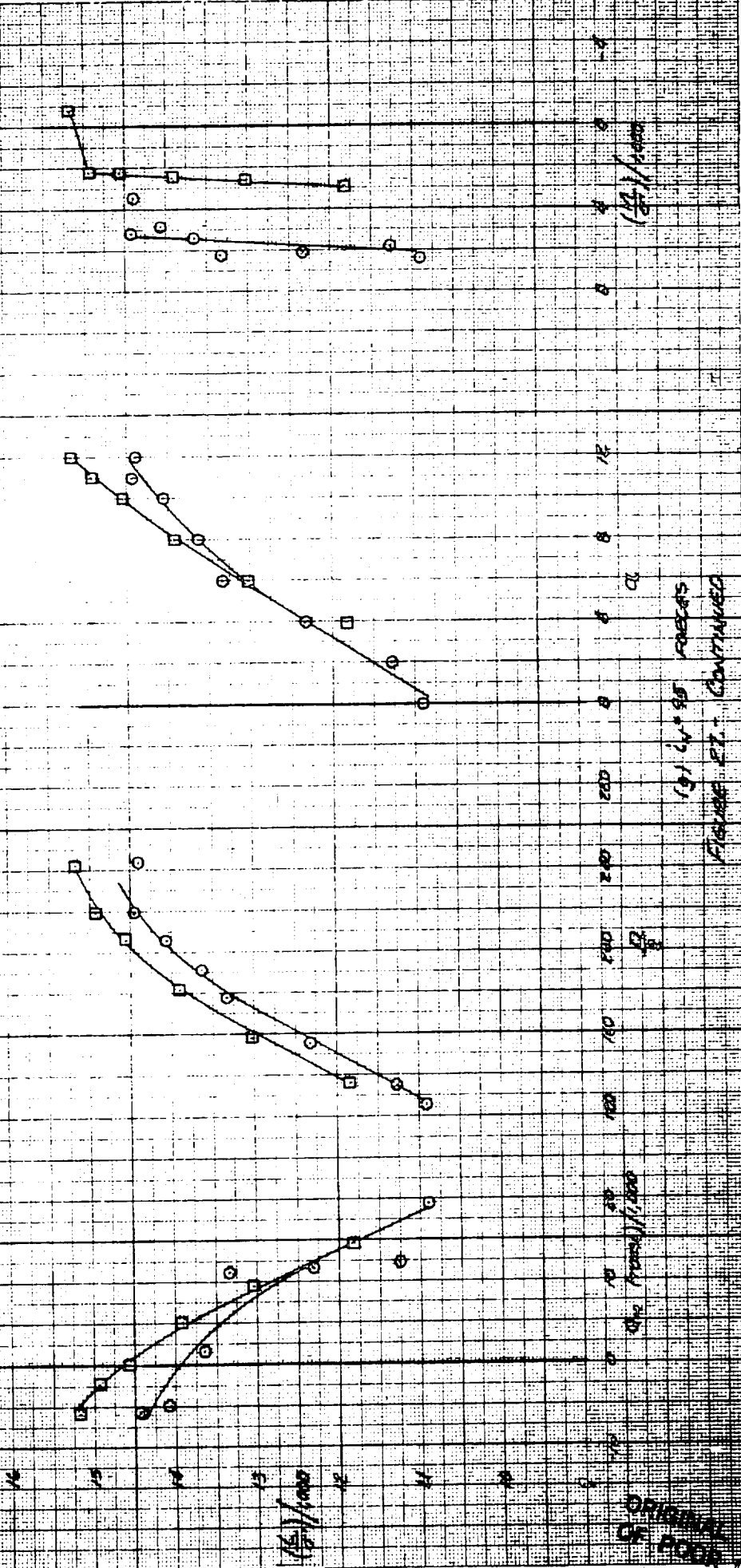
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 REPT # 20
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 C₂ = 20
 C₃ = 20
 C₄ = 20
 C₅ = 20
 C₆ = 20
 C₇ = 20
 C₈ = 20
 C₉ = 20
 C₁₀ = 20
 C₁₁ = 20
 C₁₂ = 20
 C₁₃ = 20
 C₁₄ = 20
 C₁₅ = 20
 C₁₆ = 20
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 C₁₉ = 20
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 C₃₈ = 20
 C₃₉ = 20
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 C₄₄ = 20
 C₄₅ = 20
 C₄₆ = 20
 C₄₇ = 20
 C₄₈ = 20
 C₄₉ = 20
 C₅₀ = 20

0.1%
 0.2%
 0.5%
 1.0%
 2.0%
 5.0%
 10.0%
 20.0%
 50.0%
 100.0%



(C1+C2) / (C1+C2+C3) FORCES
 FIGURES 27 - CONTAINED

TEST STDS
RUN 22
 $\omega = 95$ $\delta_1 = 40$ $\delta_2 = 80$ $\text{FA} = 54\%$
N \circ 76% \square 96%

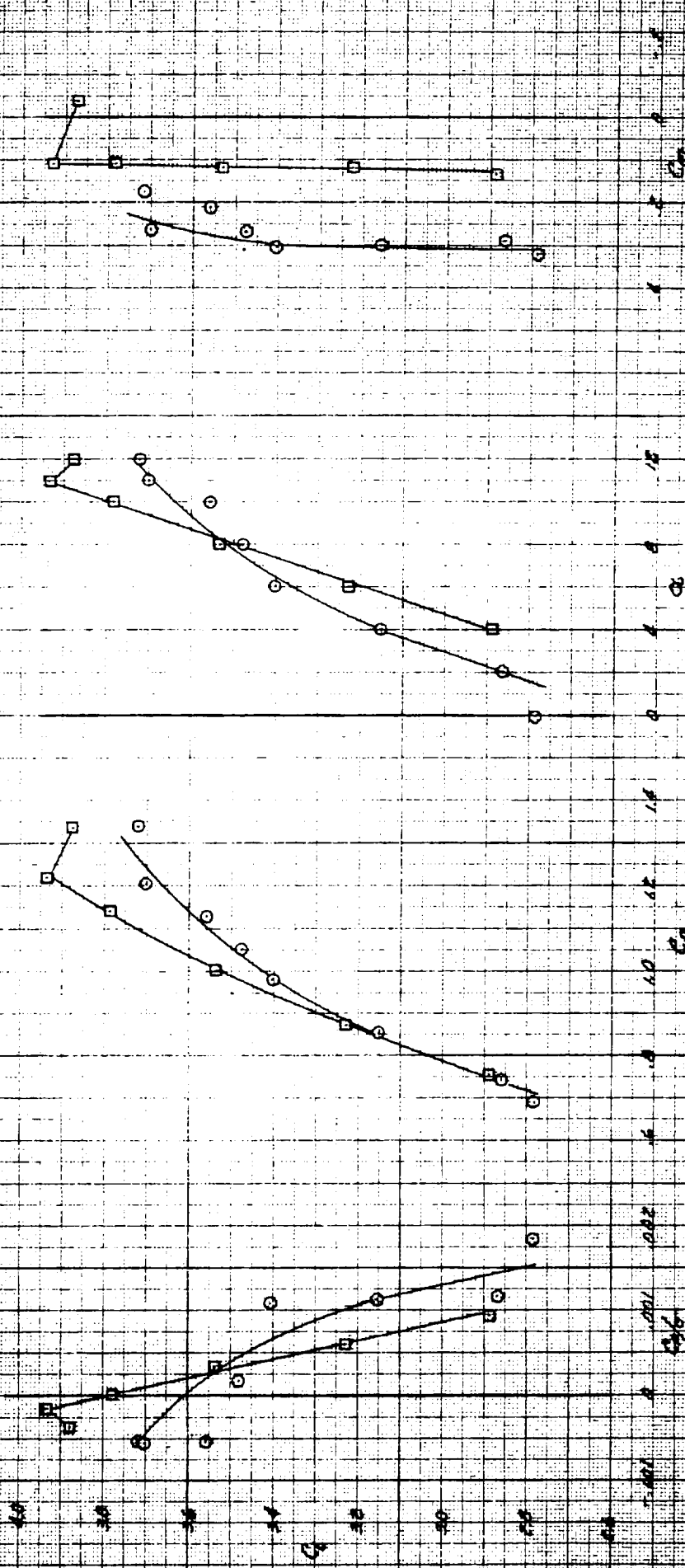


(9) $\omega = 95$ SERIES
FIGURE F1 - CONTINUED

TEST 525
RUN 22

1.1-95 $\Delta t = 0.0$ $V_0 = 1.00$ $V_{10} = 2.00$

\square 76%
 \circ 84%



(11) 60° 95° COEFFICIENTS
FIGURE 21 - CONTINUED

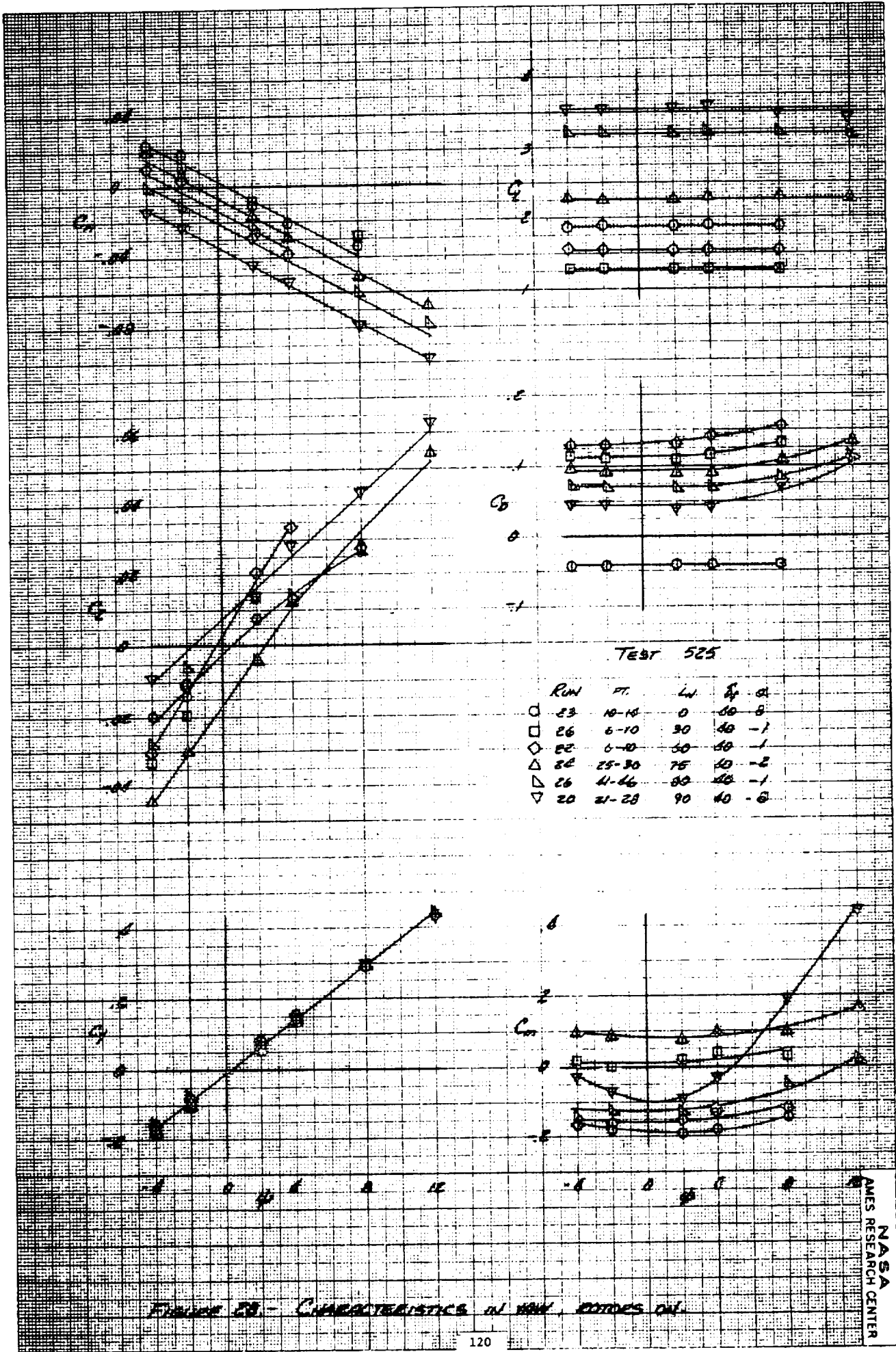


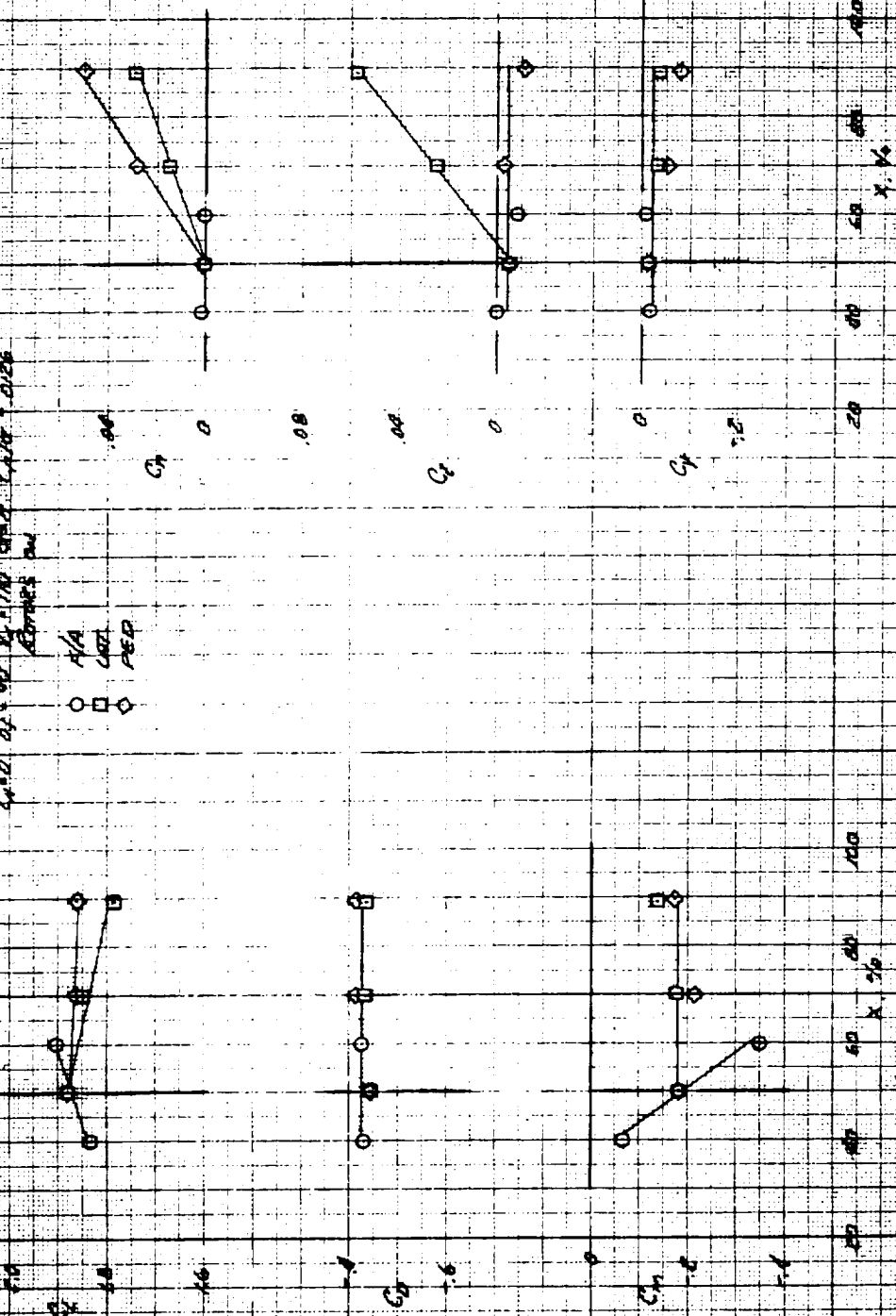
FIGURE 28 - CHARACTERISTICS IN NEW EDGES ON.

TEST 5123

CONFIDENTIAL

$M = 0.8$
 $\alpha = 10^\circ$
 $C_{L0} = 0.125$
 REYNOLDS NO.

○ A/A
 □ C/CL
 ◇ P/EP



CONFIDENTIAL
 REYNOLDS NO. 1000000

ORIGINAL
 POOR

TEST 325

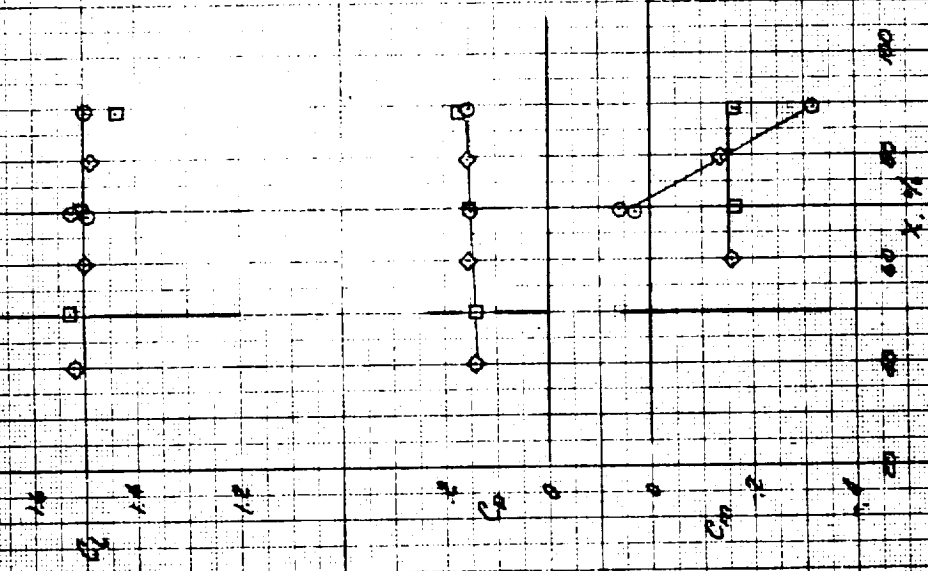
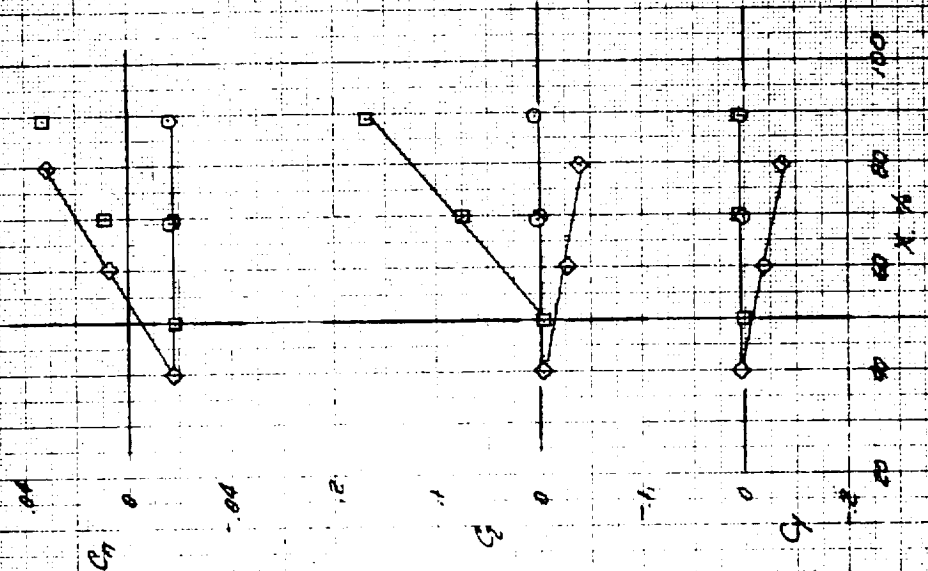
RDW FB

$C_{D1} = 60^{\circ}$ $C_{D2} = 45^{\circ}$ $C_{D3} = 150^{\circ}$ $C_{D4} = 100^{\circ}$ $C_{D5} = 60^{\circ}$

RETURNS ON

F/A
C/D
P/E/P

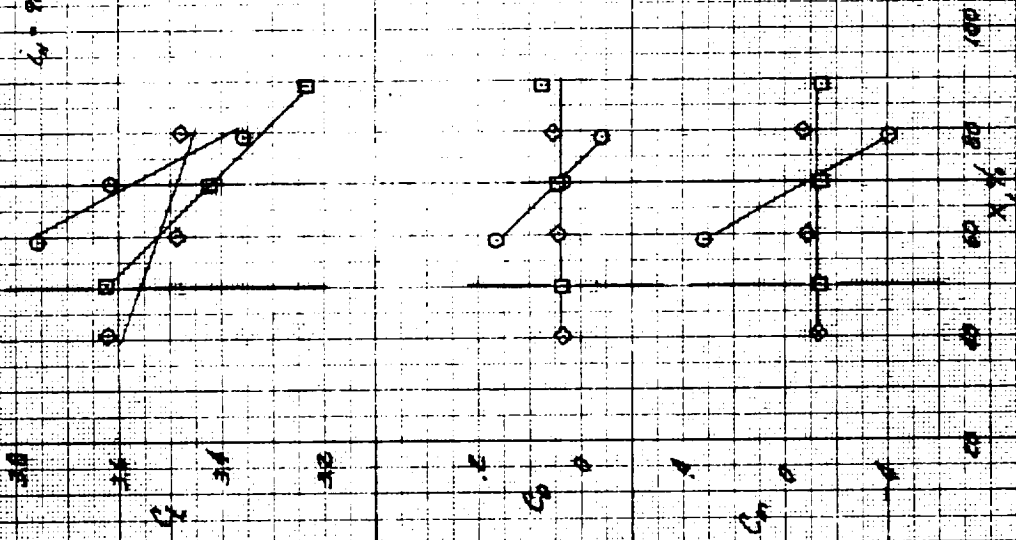
○ □ ◇



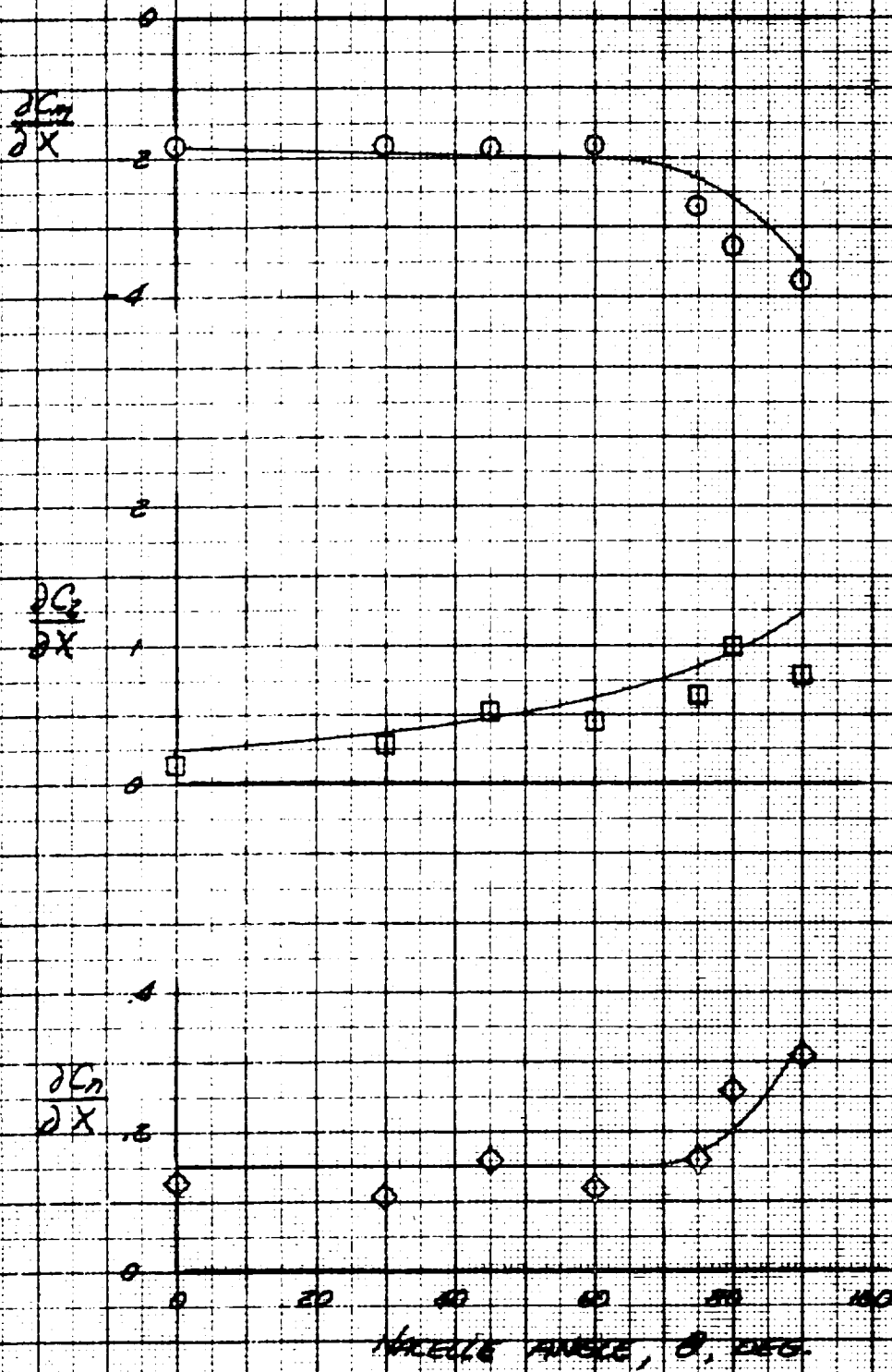
100 $C_{D1} = 50$
RETURNS ON - CONTINUED

TEST 5130
 PLAN CP
 $\alpha = 90^\circ$
 $\alpha = 45^\circ$
 $\alpha = 0^\circ$
 $C_{MA} = 1.0076$
 FORWARD IN

F/A
 LAT.
 PED.



(1) $\alpha = 90^\circ$
 FORWARD IN - CONTINUED



(d) Variation with θ
FIGURE 29. CONTINUED

ORIGINAL PAGE IS
OF POOR QUALITY

TEST	ROW	SEAL	CONDIT	SUPPORT STENTS
▲ ARC 525	10	FULL	V.G. @ .25c	3
◆ " "	6	"	V.G. OFF	3
△ " "	51	"	TAPED RIC OFF	3
○ LSWT 564	116	1/5	CLEAN	3
□ " "	113	"	CLEAN	1

ROTORS OFF, $i_N = 0$, $\delta_L = 0$

NO TRACE OR INTERFERENCE CORRECTIONS

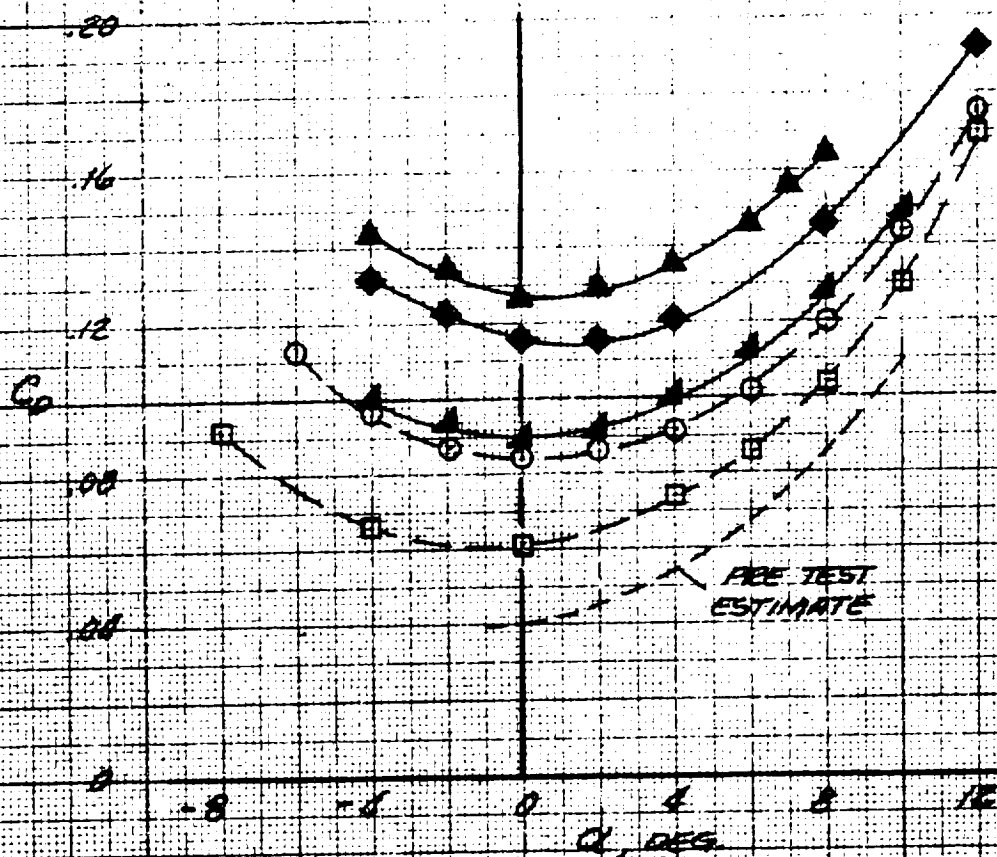
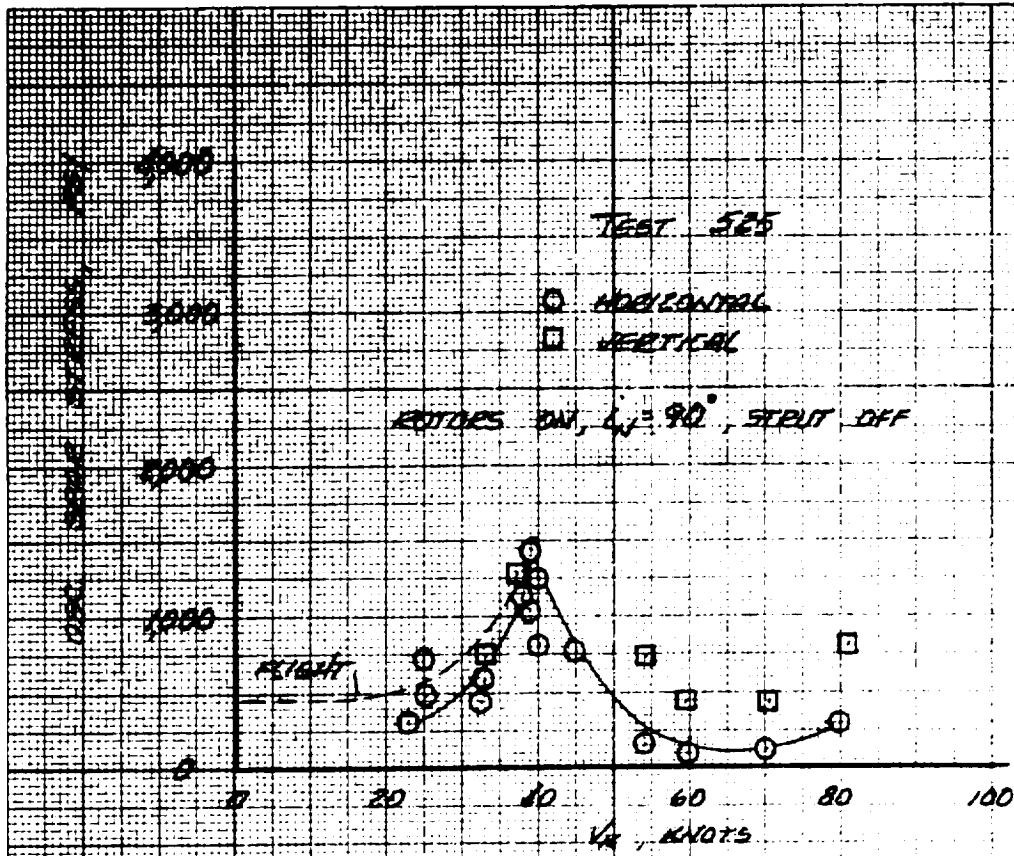
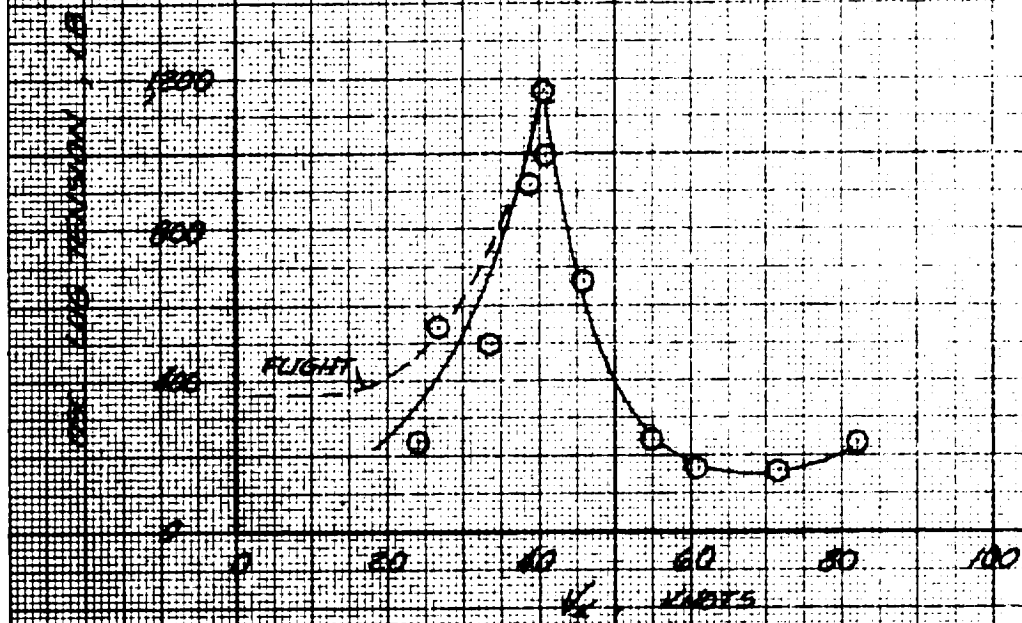


FIGURE 20 - CURVE SUMMARY



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OF POOR QUALITY



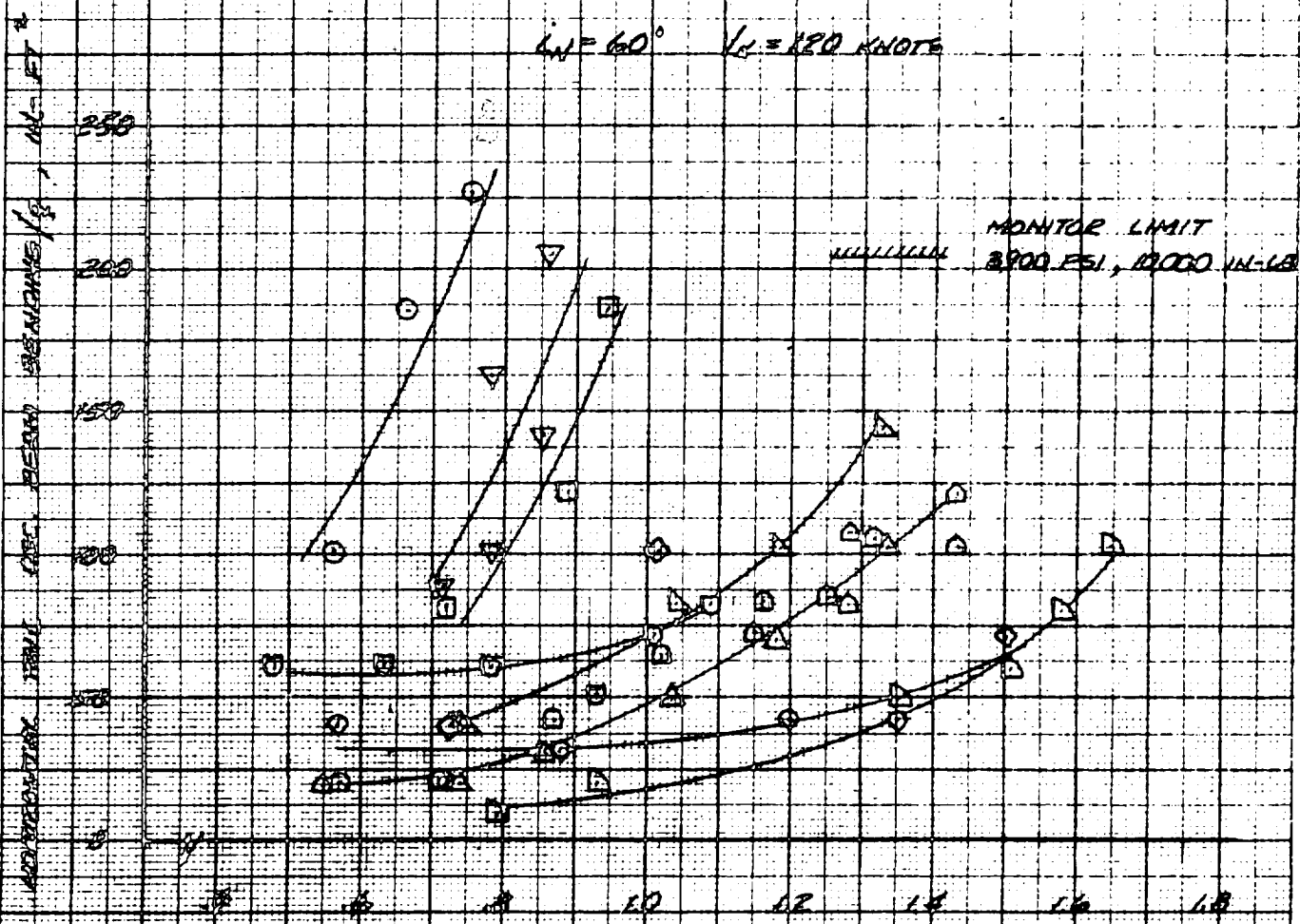
(a) HELICOPTER MODE.
FIGURE 81 - ENGINE POWER CURVES

TEST 325

	Roll	Rotors	TRAIL STRUT	Roll STRIKES	WING FENCE	FLAP TAB
○	10	OFF	OFF	OFF	OFF	OFF
○	12	"	"	②	"	⑧
○	39	"	ON	OFF	"	"
△	40	"	"	②	"	"
▽	37	"	"	OFF	"	"
▽	34	"	"	⑧ ⑨	"	"
□	29	"	"	③	"	OFF
□	19	"	"	⑤	⑩	"
□	50	"	"	"	OFF	"
△	26	"	OFF	⑦	"	"
□	21	ON	ON	OFF	"	"

SEE TABLE II

$\alpha = 60^\circ$ $V = 120$ KNOTS



(B) TRANSITION MODE, HORIZONTAL TAIL

FIGURE 31 - CONTINUED

TEST 525

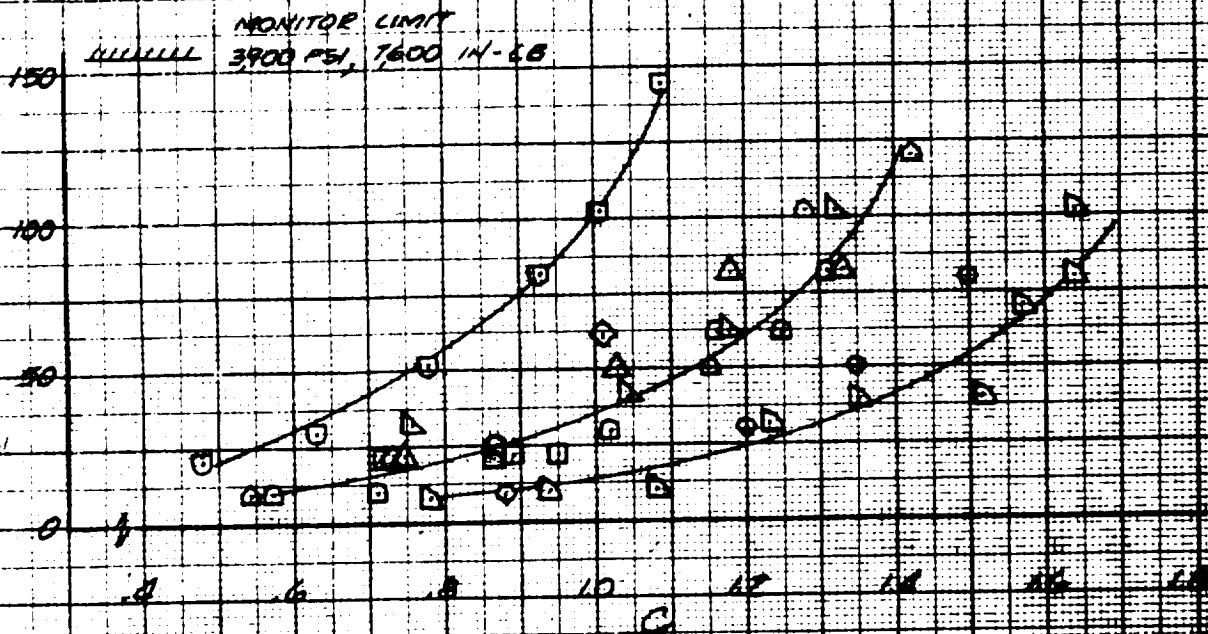
RUN	ROTORS	TAIL STREETS	FRONT STREETS	WINGS REAR	FLAP TAB
10	OFF	OFF	OFF	OFF	OFF
12	"	"	12	"	6
29	"	ON	OFF	"	4
40	"	"	12	"	"
37	"	"	OFF	"	"
34	"	"	0 9	"	"
29	"	"	7	"	DEF
49	"	"	13	16	"
50	"	"	"	DEF	"
24	"	OFF	7	11	"
21	ON	ON	OFF	4	"

SEE TABLE II

$\gamma_N = 60^\circ$ $V_N = 120$ KNOTS

ORIGINAL PAGE IS
OF POOR QUALITY

VERTICAL TAIL OSC. BEAM BENDING / Q, IN-FT²



(2) TRANSITION MODE, VERTICAL TAIL
FIGURE 31- (CONCLUDED)

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16. Abstract The XV-15 Tilt Rotor Research Aircraft was tested in the Ames 40- by 80-Foot Wind Tunnel for preliminary evaluation of aerodynamic and aeroelastic characteristics prior to flight. The tests were undertaken to investigate the aircraft performance, stability, control and structural loads for flight modes from helicopter through transition and airplane mode up to the tunnel capability of 170 knots. Results from these tests are presented.					
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