CONFIDENTIAL

Copy 166

N-37767.

NACA

Declassified by authority of NASA
Classification Change Notices No. 7-3
Dated ** 9-15-64

NACA RESEARCH ON WINGS AND WING-BODY COMBINATIONS

AUGUST 1946 - JUNE 1954

DECLASSIFIED - EFFECTIVE 1-15-64
Authority: Memo Geo. Drobka NASA HQ.
Code ATSS-A Dtd. 3-12-64 Subj: Change
in Security Classification Marking.

FACILITY FORM 602

N65-88121
(ACCESSION NUMBER)

(THRU)

151
(PAGES)

3
(CODE)

TMX-56780
(NASA CR OR TMX OR AD NUMBER)

(CATEGORY)

NATIONAL ADVISORY COMMITTEE
FOR AERONAUTICS

WASHINGTON

CONFIDENTIAL

1R

[redacted]

NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

NACA RESEARCH ON WINGS AND WING-BODY COMBINATIONS

AUGUST 1946 - JUNE 1954

The tables contained herein list and describe the experimental studies, without limitation as to type of data obtained, that the NACA Langley and Ames Aeronautical Laboratories conducted on 3-dimensional wings and wing-body combinations during the approximate period between August 1946 and June 1954. Only studies that have been reported in Research Memorandums on tests conducted in wind tunnels and by the pilotless-aircraft, wing-flow, and free-fall-body methods are included. This information was originally intended for research management usage at the Langley Laboratory.

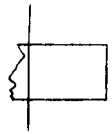
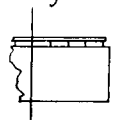
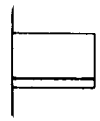
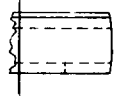
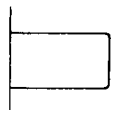
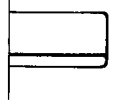
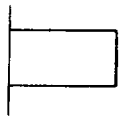
The tables were displayed at the May 4-5, 1955, meeting of the NACA Subcommittee on High-Speed Aerodynamics as an indication of some of the many wing configurations that the NACA has investigated experimentally. It was the opinion of the members of the Subcommittee that the tables would be of immediate interest and benefit to the aircraft industry in that such a compilation would facilitate the finding of needed wing-research information. The NACA was requested, therefore, to publish the tables as soon as possible.

An index is not provided with this compilation because the lack of a systematic arrangement of the table entries would only permit an indexing system so complicated and voluminous as to be of little or no value. It is suggested that the wing—plan-form drawings contained in the tables be used in lieu of an index to minimize the search for items of interest.

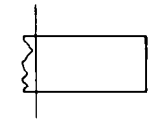
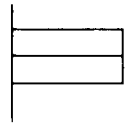
Langley Aeronautical Laboratory,
National Advisory Committee for Aeronautics,
Langley Field, Va., July 27, 1955.

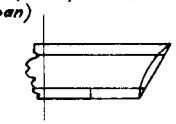
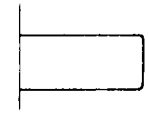
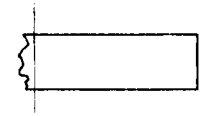
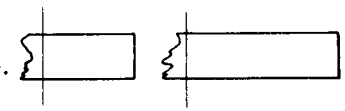
DECLASSIFIED - EFFECTIVE 1-15-64
Authority: Memo Geo. Drobka NASA HQ.
Code ATSS-A Dtd. 3-12-64 Subj: Change
in Security Classification Marking.

C[redacted]

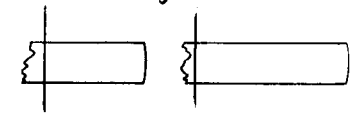
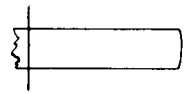
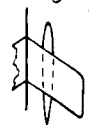
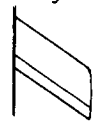
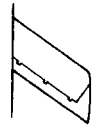
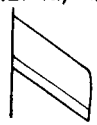
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0		2.7	1.0	65-009	(span: 25.73" Chord: 9.647")	1.05-1.35	PARD	RM L6J16	Wings on rocket-propelled bodies.
				Circular arc t/c = 9%	D"	0.85-1.22		RM L6J14	Drag at zero lift. Comparison of airfoil sections. 
0		2.7	1.0	65-009	5.04-6.73	1.05-1.225	PARD	RM L8L07a	Whole wing on rocket-propelled body. Wedge extended infront of L.E. C_{D_T}, C_{D_W} 
0		3.0	1.0	65-009	2.0-7.0	0.7-1.8	PARD	RM L8A07	⅄ wings on rocket-propelled body. Full-span, 0.2c-projection spoiler along 80%c line. C_D; $\frac{pb}{2V}$ 
0		3.4	1.0	2S-(50)(05)-(60)(03)	2.9-8.4	To 0.14	FST	RM L8D30	Whole wing on 2-strut support. 0.20c, droop-nose, and 0.10c, extensible L.E. flaps; L.E.-modification cylinders; 0.20c, half and full-span, split, T.E. flaps. $C_L, C_D, C_m, C_l, C_{L_{max}}$, tuft studies, P vs. M_0, C_Y, C_{Y_ψ}, C_{n_ψ}, C_{l_ψ}. 
0		3.71	1.0	65A006	4.5-8.0	0.85-1.40	PARD	RM L9I01	⅄ wings on rocket-propelled bodies. Canted rocket nozzles for roll. ϕ, $-C_{l_{\delta_a}}$, $-C_{l_p}$, C_D vs. M. 
				65A009					
0		3.71	1.0	65-009	2.0-7.3	0.57-1.77	PARD	RM L8I23	⅄ wings on rocket-propelled body. 0.20c, plain, sealed ailerons; sharp-edge and wedge-type spoiler ailerons. C_D, $\frac{pb}{2V}$ 
0		4.0	1.0	Symmetrical circular arc (t/c = 6%)	0.31-0.85	0.65-1.12	FRD	RM L7B20	Semispan wings with root endplates. Wing-flow tests.
				Symmetrical double wedge (t/c = 6%)					Drag comparisons 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0		4.0	1.0	65-010	2.69 @ 0.4 M_s 3.96 @ 0.99 M_s 3.82 @ 1.2 M_s (per foot of flow over model)	0.4-0.99, 1.2	8′ HST	RM L8H06	Whole wing on prolate spheroid body. P & M distributions.
0		4.0	1.0	Symmetrical double wedge (t/c = 6%)	0.36-0.81	0.66-1.12	FRD	RM L9A12	Semispan wing. Wing-flow tests. $C_L, C_D, C_m, \frac{dC_L}{d\alpha}, \frac{dC_M}{dC_L}, \left(\frac{C_L}{C_D}\right)_{max.}$, C_L for $\left(\frac{C_L}{C_D}\right)_{max.}$
0		4.0	1.0	Biconvex (t/c = 10%)	4.1	0.07	FST	RM L8C15	Whole wing with 0.20c, droop-nose, L.E. flap; 0.20c, T.E. flap (45% & 95% T.E. span). $C_L, C_Y, C_n, C_l, C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}$.
0		4.0	1.0	Circular arc 2s-(50)(05)-(50)(05)	3.27-7.67	To 0.13	FST	RM L7H19	Whole wing on 2-strut support. 0.20c, droop-nose, L.E. flap; 0.20c, T.E. flaps (45% & full T.E. span) C_L, C_D, C_m; tuft studies.
0		4.5	1.0	65-006 --- Double wedge with rounded ridges (t/c = 6%)	3.0-6.7	0.85-1.45	PARD	RM L50B10	λ wings on rocket-propelled bodies. Rocket nozzles canted for roll. ϕ'/sec, $-C_{l_p}$, C_{D_T}.
0		6.0	1.0	$65_{(09)}$A004 --- 65A009	(8" chord 48" span)	To 0.86 --- To 0.86, 1.17	Vibration & Flutter	RM L9B25b	Whole wings on fin-stabilized, free-fall bodies. $\frac{V}{b\omega_\alpha}, \frac{V}{V_R}, \frac{V_e}{V_R}$.
0		4.10	1.0	65A009	—	To flutter failure (0.71-1.11)	PARD	RM L8I30	Whole wings on vertical-fin-stabilized, rocket-propelled bodies. Flutter records.
0		7.01	1.0	65-006					

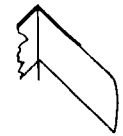
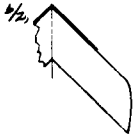
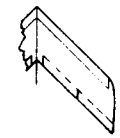
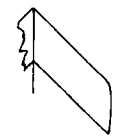
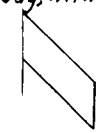
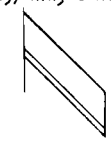
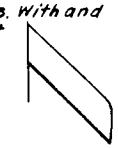





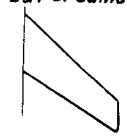
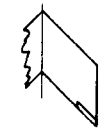
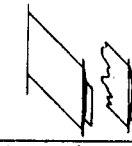
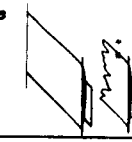
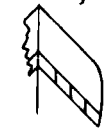
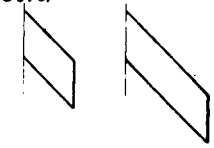
[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0		5.1 / 7.6	1.0	65-006	(8" chords)	0.80 - 1.14	FRD	RM L7E08	2 wings on same free-fall body. C_D. 
0		7.6	1.0	65-006 / Symmetrical circular arc (t/c = 6%)	0.75 - 5.0	0.85 - 1.16	FRD	RM L6J30	Whole wings on free-fall bodies. Drag comparisons. 
34.0		2.7	1.0	65-009 (⊥ to L.E.)	2.90 - 8.30	0.50 - 1.15	PARD	RM L50A19	Whole wings on rocket-propelled bodies. 2-wing-tank combinations in various positions. C_D, $\frac{pb}{2V}$, C_{D_T} 
35.0		3.04	1.0	66-009 Modified-str. lines from 0.65-c to T.E. (⊥ to L.E.)	0.88 - 1.06	0.6 - 1.0	7'x10' HST	RM L51J10	Semispan wing on transonic bump. 0.20c, servo-vane-controlled, flap-type aileron. C_L, C_m, C_l, C_n, $C_{L_{\delta_v}}$, ΔC_L (due to vane δ)
35.0		3.04	1.0	65-009 (⊥ to L.E.)	0.50 - 1.30	0.55 - 1.10	FRD	RM L7F13	Semispan wing with 0.25 c, T.E. flap. Wing-flow tests. C_L, C_m, C_H vs. δ_f & α, $\frac{dC_L}{d\alpha}$, $\frac{dC_L}{d\delta}$, $\frac{dC_m}{d\alpha}$, $\frac{dC_m}{d\delta}$, $\frac{dC_H}{d\delta}$, a.c. & c.p. positions. 
35.0		3.04	1.0	65-009 (⊥ to L.E.)	0.5 - 1.4	0.55 - 1.15	FRD	RM L9B23a	Semispan wing with horn-balanced aileron. Wing-flow tests. C_L, C_m, C_h, C_{L_α}, C_{L_δ}, $\frac{\partial\alpha}{\partial\delta}$, C_{m_α}, C_{m_δ}, C_{h_α}, C_{h_δ}, a.c. & c.p. positions. 
35.0		3.07	1.0	65A006 (⊥ to L.E.)	0.5 - 1.4	0.55 - 1.15	FRD	RM L9K11	Semispan wing with 0.24 c, beveled T.E. flap. Wing-flow tests. C_L, C_m, C_h, C_{L_α}, C_{L_δ}, $\frac{\partial\alpha}{\partial\delta_f}$, a.c. & c.p. positions. 

CONFIDENTIAL

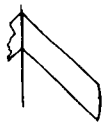
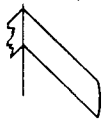
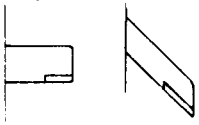
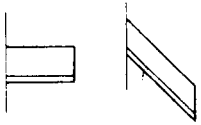
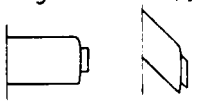
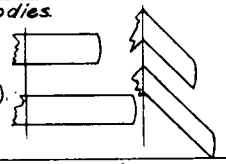
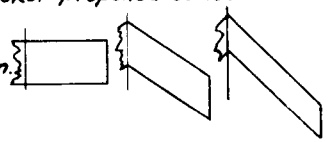
[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		2.61	1.0	Biconvex t/c = 12% (⊥ to L.E.) 65, -012 (⊥ to L.E.) 0012 (⊥ to L.E.)	1.4	0.17	Stability Tun.	RM L8L31a	Whole wings on single-strut support. 0012-section wing with and without L.E., 50% b/2 spoiler. Rolling flow. $C_L, C_m, C_x, C_{Y_p}, C_{n_p}, C_{l_p}, C_D - \frac{C_L^2}{\pi A}$. 
45.0		2.61	1.0	Biconvex t/c = 12% (⊥ to L.E.) 65, -012 (⊥ to L.E.) 0012 (⊥ to L.E.)	1.1	0.13	Stability Tun.	RM L8H10	Whole wings on single-strut support. 0012-section wing with and without inbd.-50% b/2, L.E. spoiler. $C_L, C_m, C_x, C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}, C_{Y_r}, C_{n_r}, C_{l_r}, C_D - \frac{C_L^2}{\pi A}$. 
45.0		2.61	1.0	0012 (⊥ to L.E.)	1.1	0.13	Stability Tun.	RM L8G20 (NOW TN 2689)	Whole wing on single-strut support. 0.20 c nose flap; 0.20 c, split, T.E. flap. $C_L, C_x, C_{l_\psi}, C_{Y_\psi}, C_{l_r}$. 
45.0		2.63	1.0	0012 (t/c = 0.085) (⊥ to L.E.)	1.4	0.17	Stability Tun.	RM L7H15 (Now TN 2741)	Whole wing on single-strut support, with and without body and tail surfaces. $C_L, C_m, C_x, C_l, C_n, C_Y, C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}, C_{Y_p}, C_{n_p}, C_{l_p}$. 
45.0		3.0	1.0	Biconvex (t/c = 0.10 ⊥ to c/4 line of unswept wing)	1.00-1.25	0.60-1.27	7'x10' HST	RM 1.8C11	Semispan wing on bump-mounted body, with and without tail. $C_L, C_D, C_m, -\frac{\partial C_m}{\partial C_L}$ 
45.0		3.7	1.0	16-009 (∥ to pl. of sym.)	2.6-9.7	0.7-1.9	PARD	RM L8B26	⅄ wings on rocket-propelled body. 0.20, plain, sealed, full-span aileron. $C_D, \frac{pb}{2V}/\delta_a$ 
45.0		4.0	1.0	$65_{(112)}$-010 a = 1.0 (⊥ to L.E.)	0.43-0.90	0.61-1.05	FRD	RM L6K12a	Semispan wings with root endplates. With and without 3 spoiler configurations (at T.E.) Spoiler effectiveness comparisons. 

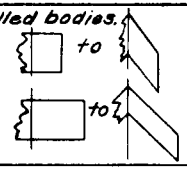
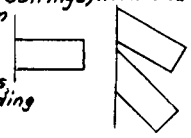
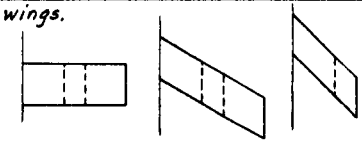
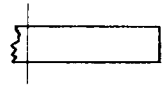
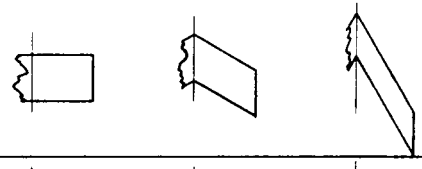
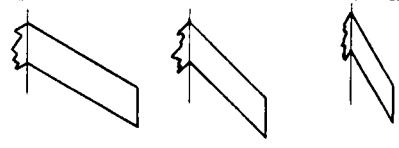
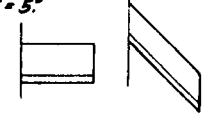
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
40.0	42.05	4.0	0.625	64, - 112 (⊥ to 0.273c line)	0.35 - 5.0	0.05 - 1.20	7'X10' HST	RM L9K03	Semispan models of different sizes but of same geometric configuration. $C_L, C_{L_{max}}, C_{L_\alpha}, C_D, C_m, C_{D_{min}}, C_{L_{(L/D)_{max}}}, (L/D)_{max}$. 
45.0		1.84	1.0	65-010 (⊥ to L.E.)	(10" chord 26" span)	To 1.4	PARD	RM L6J23	+ wings on rocket-propelled body. 0.10c, 0.33 b/2 ailerons. Roll data. 
45.0		1.87 with □ aileron 2.31 with Δ aileron	1.0	64A010 (⊥ to L.E.)	4.4	0.19	7'X10' 300mph Tun.	RM L9J28	Ceiling-mounted semispan wing, with and without tip endplate. Parallelogram and triangle tip ailerons. $C_L, C_m, C_n, C_l, C_{l_p}, \frac{pb}{2V}$. 
45.0		1.87 with □ aileron 2.31 with Δ aileron	1.0	64A010 (⊥ to L.E.)	4.4	0.19	7X10 300 mph Tun.	RM L50D19	Ceiling-mounted semispan wing, with and without tip endplate. Parallelogram and triangle tip ailerons. $C_L, C_m, C_D, \Delta C_m$ vs. δ_a, δ_c vs. C_L. 
45.0		1.84	1.0	65-010 (⊥ to L.E.)	(10" chord 26" span)	To 1.40	PARD	RM L6L09	+ wings on rocket-propelled body. 0.10c, 0.33 b/2 ailerons. Aileron oscillation data.
45.0		2.09	1.0	64A-010 (⊥ to L.E.)	3.10	0.26	7'X10' 300mph Tun.	RM L9L09a	Whole wing on single-strut support. 0.25c, flap-type ailerons of various lengths and in various spanwise locations. $C_L, C_D, C_m, C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}, C_l, C_n, C_{l_{\delta_a}}$. 
45.0		2.1 3.5	1.0	65-210 (⊥ to L.E.)	(2" chord 6" & 10" spans)	0.7 - 1.1	FRD	RM L7D22	Semispan wings. Wing-flow tests. Chordwise P distributions. 

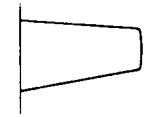
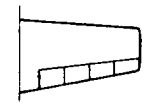
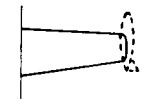
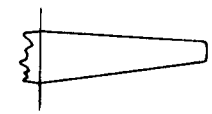
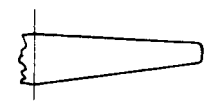
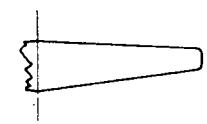
[redacted]

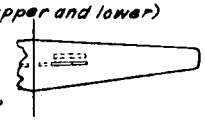
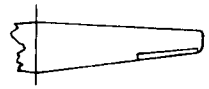
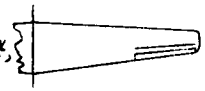
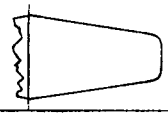
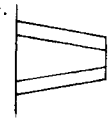
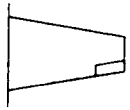
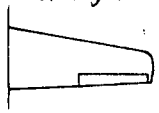
[redacted]

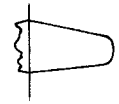
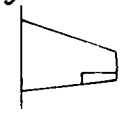
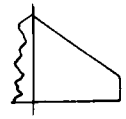
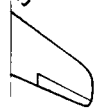
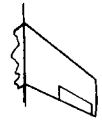
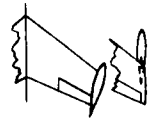
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.1	1.0	65-009 (⊥ to L.E.)	(12" chord [⊥ to L.E.] 70" span)	0.80-1.20	FRD	RM L6L26	Whole wing on free-fall body. Drag information. 
45.0		4.1	1.0	65-009 (⊥ to L.E.)	(12" chord [⊥ to L.E.] 70" span)	0.80-1.25	FRD	RM L7I01	Whole wing on free-fall body (2 longitudinal positions). Drag information. 
0 45.0		3.7	1.0	65A009 (∥ to pl. of sym)	2.0 - 7.3	0.60-1.76	PARD	RM L50A27	⅄ wings on rocket-propelled bodies. Various 0.20c aileron positions. C_{D_T}, $\frac{pb}{2V}$. 
0 45.0		3.71	1.0	65A009 (∥ to pl. of sym) 16-009 (∥ to pl. of sym) 9% Sym. doub. wedge (∥ to pl. of sym) 9% Circ. arc (∥ to pl. of sym)	2.0 - 7.3	0.7 - 1.9	PARD	RM L9D12	⅄ wings on rocket-propelled bodies. 0.20c, full-span ailerons. C_D, $\frac{pb}{2V}$, $\frac{pb}{2V}/\delta_a$. 
0 45.0		3.13 1.59	1.0	64A010 (⊥ to L.E.)	3.2, 4.5, 6.1 4.5, 6.3, 8.6	0.19, 0.27, 0.37	7'x10' 300 mph Tun.	RM L9H04	Ceiling-mounted semispan wings. Various tip, extensible-type ailerons. C_L, C_D, C_m, C_l, C_n, $\frac{pb}{2V}$. 
0 0 45.0 45.0		5.1 7.6 3.6 5.4	1.0	65-009 (⊥ to L.E.)	—	0.85-1.25	FRD	RM L6K08c & ACR L5G30	Whole wings on free-fall bodies. Drag information. (Effect of Λ & A changes). 
0 34.0 45.0		3.8 3.8 5.0	1.0	65-009 (⊥ to L.E.)	—	1.0 - 1.35	PARD	RM L7C05	Whole wings on rocket-propelled bodies. Drag information. 

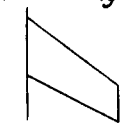
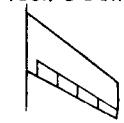
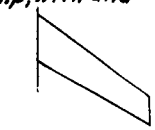
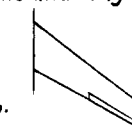
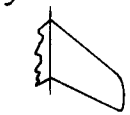
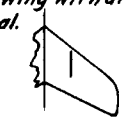
[redacted]

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0 34.0 45.0 52.0 0 34.0 45.0		1.5 2.7	1.0	65-009 (⊥ to L.E.)	—	1.05-1.35	PARD	RM L6J16	Whole wings on rocket-propelled bodies. Drag information. (Effect of Λ & A changes). 
0 30.0 45.0		4.5 (Basic straight wing)	1.0	Flat Plate (t/c = .011, ⊥ to L.E.)	—	0.078-0.156 0.076-0.342 0.102-0.405	4.5' Flutter Tun.	RM L9F24	Semispan wing (various sweep settings) with and without concentrated weight in various positions. Natural and flutter frequencies, phase-angle relationships of bending & torsion, nodal-line changes. 
0 30.0 45.0		2.0, 3.0, 5.0 2.0, 3.0, 5.0 2.0, 3.0	1.0	65-110 (⊥ to L.E.)	0.53-0.76	0.40-0.96	24" HST	RM L7C24	Semispan wings. C_L, C_D, C_m. 
0		7.32	1.0	9% Circ. arc 65A006 65A009	—	0.34-1.47	PARD	RM L50C03a	Whole wings on rocket-propelled bodies. Flutter (frequency & speed) information. 
0 30.0 60.0		3.31	1.0	65A005 65A005.8 (∥ to pl. of sym.) 65A(06)010 (∥ to pl. of sym.)	—	Do	Do	Do	Do 
0 5.0 60.0		5.64 3.93 2.16	1.0	65A009 (∥ to pl. of sym.)	—	Do	Do	Do	Do 
0 0 45.0		3.7	1.0	65-006 65-009 65-009 (∥ to pl. of sym.)	6.0 (max.)	0.75-1.40	PARD	RM L7D02	⅄ wings on rocket-propelled bodies. Plain, full-span, 0.20c ailerons set at $\delta = 5°$. Effect of Λ & t/c on control effectiveness and drag. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0	3.6	4.0	0.6	65A006 (∥ to pl. of sym)	0.63-0.79	0.60-1.18	7'x10' HST	RM L9H22	Bump-mounted semispan wing with and without semibody. $C_L, C_m, C_D, C_B, \epsilon, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M, \frac{q_{wake}}{q}, (C_D)_{L=0}, \left(\frac{\partial C_L}{\partial \alpha}\right)_M, \left(\frac{\partial C_m}{\partial C_L}\right)_M, y_{c.p.}$ 
0	3.6	4.0	0.6	65A006 (∥ to pl. of sym)	0.68-0.78	0.70-1.15	7'x10' HST	RM L50A03	Bump-mounted semispan wing on semibody. 0.30c flap-type controls of various spans. $C_L, C_{l_u}, C_m, C_{L_\delta}, C_{m_\delta}, C_{l_\delta}$ 
0		5.16	0.61	65-210 (∥ to pl. of sym) / 66,-212 with and without T.E. modifications (∥ to pl. of sym)	0.20-0.90	0.35-1.05	7'x10' HST	RM L9J04	Semispan wings on boundary-layer plate, with and without tip tank. $C_L, C_m, C_D, L/D, (L/D)_{max}, \left(\frac{\partial C_m}{\partial C_L}\right)_M, \left(\frac{\partial C_L}{\partial \alpha}\right)_M$. 
0		9.0	0.4	65-210 (∥ to pl. of sym)	—	0.76-0.91	8' HST	RM L6H28b	Whole wing on center plate. ε-fluctuation data. 
0		9.0	0.4	65-210 (∥ to pl. of sym)	—	0.40-0.91	8' HST	RM L7B12	Whole wing on center plate. ε at probable tail location. 
0		9.0	0.4	65-210 (∥ to pl. of sym)	0.90-1.40	0.40-0.93	8' HST	RM L6H28d	Whole wing on center plate. 0.20c, 0.375 b/2, straight-sided ailerons, inbd. end at 60% b/2. Chordwise P dist., $c_n c_b/s$, C_N, ΔC_N, C_m, ΔC_m, $C_m c^2 b^2/S^2$, $\Delta C_m c^2 b^2/S^2$, C_l, C_{l_p}, $\left(\Delta C_l/\Delta \delta_a\right)_\alpha$, $pb/2V/\Delta\delta_a$, C_{h_a}, ΔP (aileron seal).
0		9.0	0.4	65-210 (∥ to pl. of sym)	0.90-1.40	0.40-0.93	8' HST	RM L6H28a	Whole wing on center plate. Chordwise P dist., c_n, $c_n c_b/s$, C_N, $C_{B_{60}}/C_N$, $2y'/b$, $C_m c^2 b^2/S^2$, $C_{m_{c/4}}$, C_{D_0}, C_D, $\Delta H/q$ 

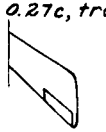
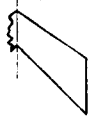
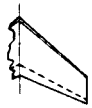
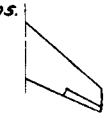
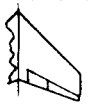
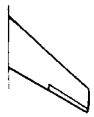
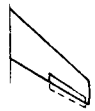
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0		9.0	0.4	65-210 (∥ to pl. of sym)	0.92-1.42	0.40-0.94	8′ HST	RM L6H28c	Whole wing on center plate. With and without solid and slotted dive brakes (upper and lower) and dive-recovery flaps. C_L, chordwise P dist., $c_n c_b/S$, C_N, C_m, ΔC_N, ΔC_m, C_{D_0}, C_D, $\Delta H/q$, $\Delta\epsilon$, $C_{m_{c/4}}$. 
0		9.0	0.4	65-210 (∥ to pl. of sym)	—	0.76-0.93	8′ HST	RM L6L10a	Whole wing on center plate. 0.20c, 0.375 b/2, straight-sided ailerons, inbd. end at 60% b/2. Aileron hinge-moment frequency fluctuations, ΔC_{h_a}. 
0		9.0	0.4	65-210 (∥ to pl. of sym)	0.90-1.40	0.40-0.91	8′ HST	RM L7D21	Whole wing on center plate. Straight-sided, 0.20c, 0.375 b/2 ailerons; 0.375 b/2, upper-surface spoilers at 60% c and 70% c; inbd. ends at 60% b/2. Chordwise P dist., C_l, ΔC_l, C_N, $\frac{\Delta C_N}{\Delta\alpha}$, $c_n c_b/S$, C_m, ΔC_m, $C_m c^2 b^2/S^2$, C_{h_a}. 
4.2		4.17	0.54	65,-110 (⊥ to c/2 line)	1.0-1.6	0.40-0.94	8′ HST	RM L8H05	D-558-I model with and without horizontal tail. 4° dihedral. ϵ vs. C_L, ϵ vs. M, $\frac{\partial\epsilon}{\partial C_L}$, $\frac{q_t}{q}$. 
4.7	9.33	3.14	0.59	Flat plate with wedge L.E. & T.E. $\left[(t/c)_{Root} = 0.062\right]$ $\left[(t/c)_{Tip} = 0.011\right]$	1.31	1.93	9″ SST	RM L8K12a	Semispan wing on boundary-layer plate. 18.9% C_R, constant-chord, L.E. and T.E. flaps. $C_{h_{LE}}$, $C_{h_{TE}}$, $\frac{\left(\frac{dC_h}{d\delta}\right)_{LE}}{\left(\frac{dC_h}{d\delta}\right)_{TE}}$. 
4.7		4.0	0.5	Symmetrical Double wedge, modified at midchord to give t/c = 0.046 (∥ to pl. of sym)	1.9-6.6	0.75-1.90	PARD	RM L8G20a	λ wings on rocket-propelled body. 35% C_T, 25% b/2, constant-chord ailerons. $1/m_\theta$, C_D, $\frac{pb}{2V}$. 
5.9	0 at 3/4 C line	6.0	0.5	23012 -------- 65-212	0.3-1.0	0.55-1.10	FRD	RM L8K29	Wing-flow semispan wings with 0.30c, 0.50 b/2, cusped aileron (on 65-212 wing) and straight-sided aileron (on 23012 wing). δ_a vs. M (showing "buzz"). 

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
8.64		4.01	0.5	65-108 aft 30% mod. to have straight sides (∥ to pl. of sym.)	1.26-1.94	0.40-0.92	8' HST	RM L9H23	Whole wing on center reflection plane. P distributions, C_n, $C_{m_{c/4}}$, C_{D_0}, C_n, a_n, A.C. location, C_D, $C_n \frac{cb}{S}$, $C_m \frac{c^2 b^2}{S^2}$, $\frac{\Delta H}{q}$. 
15.8		2.91	0.4	Modified Hexagonal (Rounded ridges) (t/c = 0.045)	2.6-7.7	0.85-1.90	PARD	RM L50D17	λ wings on rocket-propelled body. 0.25c' ailerons. P/P_0, C_D, $\frac{pb/2V}{\delta}$. 
26.6	45.0	1.06	0.31	Flat plate with wedge L.E. & T.E. [$(t/c)_{Root}$ = 0.034, $(t/c)_{Tip}$ = 0.090]	3.0	1.9	9"x12" SSBT	RM L8K17a	Semispan wing on semibody. Full-span, 45% C_r, constant-chord, L.E. and T.E. flaps. C_L, C_D, C_m, C_{l_δ}, C_{h_n}, C_{h_f}, C_{l_a}
27.7	35.0	3.0	0.313	64, A012 (∥ to pl. of sym.)	3.2-5.4	0.40-0.90	7'x10' HST	RM L50C21	Whole wing on sting-supported body. 4.5° incidence. With and without fixed transition. C_L, C_D, C_m, C_{L_α}, $C_{m_{C_L}}$. 
34.4		—	—	63-012 (⊥ to 0.30c line)	10.5	0.2-1.03	PARD	RM L8H09	Outer-55% b/2 panels of D-558-II wing model, with ailerons, on rocket-propelled body. Aileron aerodynamic vibration characteristics 
35.0	38.03	3.0	0.6	Symmetrical with round nose and max. thick. at 0.39c. (t/c = 0.105) (∥ to pl. of sym.)	2.8-4.8	0.40-0.91	7'x10' HST	RM L9C23	Whole wing, with and without vertical fins, on free-to-roll sting. True-contour ailerons C_l, $\frac{pb}{2V}$, C_{l_δ}, $\left(\frac{pb}{2V}\right)_\delta$, C_{l_p}. 
35.0	38.03	3.0	0.6	Symmetrical with round nose and max. thick. at 0.39c (t/c = 0.105) (∥ to pl. of sym.)	2.8-4.8	0.40-0.91	7'x10' HST	RM L9J19	Whole wing on free-to-roll sting. True-contour, plain, sealed ailerons. With and without tip and pylon-mounted tanks. C_l, $\frac{pb}{2V}$, C_{l_p}, C_{l_δ}, $\left(\frac{pb}{2V}\right)_\delta$ 

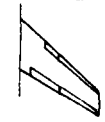
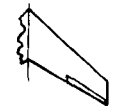
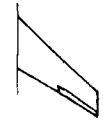
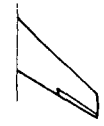
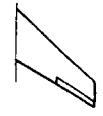
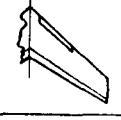
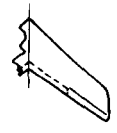
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
35.0	37.3	4.0	0.6	65A006 (∥ to pl. of sym)	0.59-0.78	0.60-1.18	7'X10' HST	RM L9B25	Semispan wing, with and without semibody and floating tail, on transonic bump. $C_L, C_m, C_D, C_B, \epsilon, \frac{\partial \epsilon}{\partial \alpha}, \frac{q_{wake}}{q}, (L/D)_{max.}, C_{D_{L=0}}, \left(\frac{\partial C_L}{\partial \alpha}\right)_M, y_{c.p.}, \left(\frac{\partial C_m}{\partial C_L}\right)_M, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M$. 
35.0	37.3	4.0	0.6	65A006 (∥ to pl. of sym)	0.63-0.80	0.60-1.20	7'X10' HST	RM L9L12a	Semispan wing on semibody on transonic bump. 0.30c, flap-type controls of various spans. $C_L, C_m, C_l, C_{L_\delta}, C_{m_\delta}, C_{l_\delta}$. 
35.0	36.6	6.0	0.6	65A006 (∥ to pl. of sym)	0.52-0.61	0.60-1.18	7'X10' HST	RM L9K10a	Semispan wing on transonic bump, with and without semibody. $C_L, C_m, C_D, C_B, \epsilon, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M, \frac{q_{wake}}{q}, C_{D_{L=0}}, \left(\frac{\partial C_L}{\partial \alpha}\right)_M, \left(\frac{\partial C_m}{\partial C_L}\right)_M, y_{c.p.}$ 
35.2	37.25	6.0	0.5	64,-212 (⊥ to 0.27c line)	6.8	0.13	19' PT	RM L8K12	Semispan wing on reflection plane and single strut. 0.20c aileron; spoilers; L.E. flap; L.E. slat; drooped L.E.; half-span, split and double-slotted flaps. $P_R, C_n, C_l, C_{h_a}, C_{l_\delta}, P_{R\infty}, C_L, C_D, C_m$. 
35.8	38.7	3.54	0.56	Tip: 63,-012 Root: 63-010 (⊥ to 0.30c line)	3.0 - 6.7	0.64-1.54	PARD	RM L9A06	Whole D-558-II model wings (3 degrees of stiffness) on rocket-propelled body. C_N, time histories of oscillations. 
35.8	38.7	3.54	0.56	Tip: 63,-012 Root: 63-010 (⊥ to 0.30c line)	1.55-1.80, 1.73	0.60-0.95, 1.2	8' HST	RM L9C04	Sting-mounted, whole D-558-II wing with and without body and tail. -3° dihedral. 0.68c and 0.95c fences. $C_L, C_m, C_D, \frac{L}{D}, \frac{\partial C_L}{\partial \alpha}$ 
35.8	38.7	3.54	0.56	Tip: 63,-012 Root: 63-010 (⊥ to 0.30 c line)	2.2 - 7.0	0.70-1.75	PARD	RM L8E28	λ wings (D-558-II) on rocket-propelled body. 0.15c ailerons. $C_D, \frac{pb}{2V}/\delta_a$

[redacted]

[redacted]

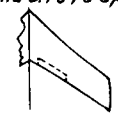
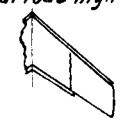
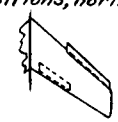
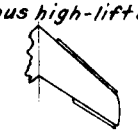
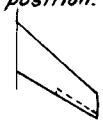
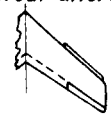
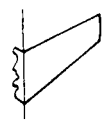
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
37.2	34.25	3.1	1.63	R-4,40-1,10X [Republic] (⊥ to 50% line of free-stream chords)	2.5 - 8.5	0.7 - 1.7	PARD	RM L50B08	λ wings on rocket-propelled body. 0.27c, true-contour ailerons. $C_{D_T}, \frac{pb}{2V}, \Delta\left(\frac{pb}{2V}\right)_{\delta_a}, \alpha_0$. 
37.5	35.0	3.0	1.62	65-009 (⊥ to L.E.)	—	0.89 - 1.28	PARD	RM L6L30	Whole wing on rocket-propelled body. Zero-lift drag. 
37.5		3.0	0.49	23012 (⊥ to T.E.)	1.02	0.13	Stab. Tun.	RM L8I03	Whole wing on body. 0.09 c', full-span nose flap; 0.10 c', semi- and full-span L.E. slat; 0.20 c', split T.E. flap. $C_L, C_X, C_m, C_{l_\psi}, C_{n_\psi}, C_{Y_\psi}, C_{l_p}, C_{n_p}, C_{Y_p}$. 
38.1		3.61	0.46	0010-64 (⊥ to 44.8%c line)	2.2 - 6.8	0.70 - 1.65	PARD	RM L9L19	λ wings on rocket-propelled body. True-contour and flat-sided (blunt T.E.) ailerons. $C_{D_T}, \frac{pb}{2V}, \frac{pb}{2V}/\delta_a$. 
40.0	45.1	2.5	0.42	65-110 (a = 1) (⊥ to c/4 line)	2.87	0.16	7'x10' 300 mph Tun.	RM L7B25 (Now TN2482)	Whole wing with body on 2-strut support, with and without tail. 0.20c flat-sided ailerons and true-contour, plain T.E. flaps. $C_L, C_X, C_m, \epsilon, \frac{\partial C_m}{\partial C_L}, C_l, C_n, C_Y, C_{l_\psi}, C_{n_\psi}, C_{Y_\psi}, C_{h_a}$ 
40.0	42.7	4.0	0.5	Symmetrical Biconvex (t/c = 8%) (∥ to pl. of sym.)	2.2	1.9	9"x12" SSBT	RM L8K24a	Semispan wing on semibody with basic and blunt ailerons. C_L, C_m, C_D, C_l, C_h. 
40.0	42.7	4.0	0.5	Circular arc (approx.) (t/c = 10% ⊥ to c/4 line)	2.2	1.9	9"x12" SSBT	RM L8D02	Wall-mounted semispan wing. True-contour, cusped, and extended-chord ailerons. C_L, C_m, C_D, C_l. 

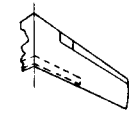
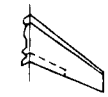
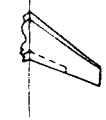
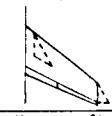
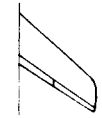
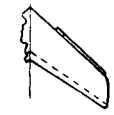
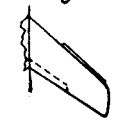
CONFIDENTIAL

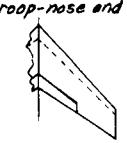
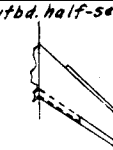
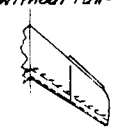
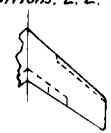
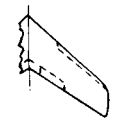
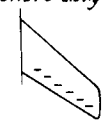
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
40.0	42.7	4.0	0.5	Symmetrical circular arc ($t/c = 10\%$ $\perp$ to c/4 line)	2.2	1.9	9"x12" SSBT	RM L9A18a	Semispan wing on semibody. Nose flaps and various aileron configurations. C_L, C_m, C_D, C_l. 
40.0	42.7	4.0	0.5	Symmetrical circular arc ($t/c = 10\%$ $\perp$ to c/4 line)	0.6	1.4	4'x4' SST	RM L9L08	X-2 model on sting support, with and without tail. 3° incidence. Flat-sided, blunt-T.E., 0.20c ailerons. $C_L, C_m, C_D, \epsilon, \frac{\partial \epsilon}{\partial \alpha}, \frac{\partial C_m}{\partial C_L}$. 
40.0	42.7	4.0	0.5	2S-(50)(05)-(50)(05) $t/c = 10\%$ ($\perp$ to c/4 line)	1.4 - 7.2	0.5 - 1.9	PARD	RM L8E25	λ wings on rocket-propelled body. 0.20c ailerons. $\frac{\phi}{m}, C_D, \frac{pb}{2V}$. 
40.0	42.7	4.0	0.5	Circular arc ($t/c = 10\%$ $\perp$ to c/4 line)	1.6 - 7.3	0.6 - 1.9	PARD	RM L8K23	λ wings on rocket-propelled body. Various aileron configurations. $C_D, \frac{pb}{2V}$. 
40.0	42.7	4.0	0.5	Circular arc ($t/c = 10\%$ $\perp$ to c/2 line)	0.80 - 1.22	0.42 - 1.17	7'x10' HST	RM L8K02	Bump- and wall-mounted semispan wing on semibody. 0.20c, 0.50 b/2 ailerons of various sections. $C_L, C_m, \Delta C_D, C_{l_a}$. 
40.0	42.7	4.0	0.5	Circular arc ($t/c = 10\%$ $\perp$ to c/4 line)	2.15	0.16	300mph 7'x10' Tu.n.	RM L7K13	Whole X-2 wing model on body, with and without Vee tail. 3° dihedral. 0.20c, plain T.E. flaps; 0.15c, plain nose flap. $C_L, C_m, C_D, C_Y, C_n, C_l$. 
40.0	42.05	4.01	0.625	64,-112 ($\perp$ to 0.273c line)	1.70 - 9.50	0.10 - 0.22	19' PT	RM L7D14	Whole wing on 2-strut support. 0.184c, 0.50 b/2, split T.E. flaps. 0.50 b/2, lateral-control spoilers at 0.724c. $C_L, C_m, C_D, C_l, C_n, C_Y, C_{n_\psi}, C_{n_\psi}, C_{Y_\psi}, C_X, C_{L_{max}}$, tuft studies. 

[redacted]

[redacted]

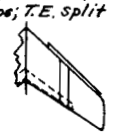
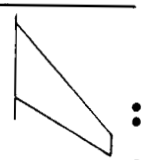
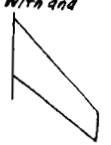
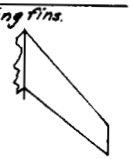
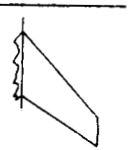
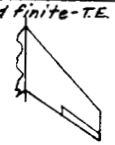
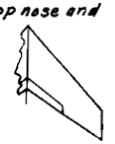
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
40.0	42.05	4.01	0.625	64, -112 (⊥ to 0.273c line)	3.04 – 8.09 (pitch tests), 1.72 – 5.30 (yaw tests)	0.07 – 0.19	19' PT	RM L7E13	Whole wing on 2-strut support, with and without body in 3 vertical positions (2° incidence) and 0.184c split T.E. flaps between 0.123 and 0.50 b/2. $C_L, C_m, C_D, C_l, C_n, C_Y, C_l, C_{n_\psi}, C_{Y_\psi}, C_{l_\psi}, C_X$. 
40.0	42.05	4.01	0.625	64, -112 (⊥ to 0.273c line)	6.84 (Some data at 3.00 – 6.84)	0.14	19' PT	RM L7G09	Whole wing on single- and 2-strut supports, with and without body in 3 vertical positions. Various high-lift and stall-control devices: L.E. and T.E. flaps, slats, fences. $C_L, C_m, C_D, C_l, C_n, C_Y, C_{l_\psi}, C_{n_\psi}, C_{Y_\psi}$, tuft studies. 
40.0	42.05	4.01	0.625	64, -112 (⊥ to 0.273c line)	6.8	0.14	19' PT	RM L8E12	Whole wing on 3-strut support; with and without ground board, body in 3 vertical positions, horizontal tail. Various high-lift and stall-control devices: L.E. and T.E. flaps, slats, fences. $C_L, C_m, \epsilon, q_t/q$. 
40.0	42.05	4.01	0.625	64, -112 (⊥ to c/4 line)	3.04-8.09	0.069-0.190	19' PT	RM L6L27	Whole wing on 2-strut support, with and without body in 3 vertical positions. Various high-lift and stall-control flaps. 2° incidence. C_L, C_m, C_D, C_l, a.c. location, tuft studies. 
40.01	42.7	4.0	0.5	Circular arc (t/c = 0.10 ⊥ to 0.50c line of unswept wing.)	0.85-1.13	0.60-1.15	7'x10' HST	RM L9F15	Semispan bump- and floor-mounted wings. With and without thickened T.E. in aileron position. Wings both twisted (3.44° at tip) and untwisted. Semibody. $C_l, C_{l_p}, C_{L_\alpha}, \frac{pb}{2V}$. ($C_l$ data only at M = 1.90) 
					2.2	1.90	9"x12" SSBT		
40.1	42.05	3.94	0.625	Symmetrical circular arc (⊥ to line of max. thick.) (t/c_{ROOT} = 7.9%, t/c_{TIP} = 5.2%, ⊥ to pl. of sym.)	5.3, 6.9	0.11, 0.15	19' PT	RM L9A07	Whole wing on 2-strut supports. Droop-nose flap, split T.E. flap, extensible L.E. flap, contour aileron, step-type spoiler, fence. $C_L, C_m, C_D, C_l, C_n, C_{N_\alpha}, P_R, C_{h_\alpha}, C_{l_\delta}, C_{h_\delta}, C_{h_{\alpha\alpha}}, C_{h_\delta^2}$, tuft studies. 
-30.0		4.0	0.5	65-012 (⊥ to c/4 line)	—	0.85-1.03	FRD	RM L6L24	Whole wing on free-fall body. C_D. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
$\Lambda_{c/4}$	Λ_{other}	A	λ	Section	$R \times 10^{-6}$	M	Facility	Report	Remarks
40.1	42.05	3.94	0.625	Symmetrical Circular arc ($t/c_{Root} = 7.9\%$, $t/c_{Tip} = 5.2\%$)	5.3	0.11	19' P.T.	RM L8F16	Whole wing with droop nose (18.4% c, 60 & 75% b/2 outboard) and T.E. split flaps (20% c, 50% b/2 inboard). C_L, C_{n_f}, C_{h_f}, tuft studies. 
40.1	42.8	4.0	0.50	Circular arc 2S-(50)(.05)-(50)(.05) (⊥ to c/4 line)	2.15	0.16	7'x10' 300 mph Tun.	RM L7G31	X-2 high wing (no dihedral) and low wing (3° & 5°51' dihedral) on small and large fuselage with and without tail and stall-control vanes. 0.20 c split and plain T.E. flap, 0.15c nose flap. $C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}, C_L, C_l, C_Y, C_n, C_m, C_x$. 
40.1	42.8	4.0	0.50	Circular arc 2S-(50)(.05)-(50)(.05) (⊥ to c/4 line)	2.15	0.16	7'x10' 300 mph Tun.	RM L7G28	X-2 high wing (no dihedral) and low wing (3° & 5°51' dihedral) on small and large fuselage with and without tail and stall-control vanes. 0.20c split and plain T.E. flap, 0.15c nose flap. $C_L, C_m, C_x, n_p, \epsilon$, tuft studies. 
40.1	42.8	4.0	0.50	10% circular arc (⊥ to 50% c line)	0.82 – 1.22	0.5 – 1.15	7'x10' HST	RM L8D21	Semispan wing on semibody on transonic bump. Various aileron configurations (including triangular wingtip and inboard; and 0.20c, T.E. ailerons). C_{l_a} vs. M. 
40.1	42.0	4.01	0.625	64, -112 (⊥ to 0.272 c line)	1.6 – 2.4	0.07 – 0.12	7'x10' 300 mph Tun.	RM L8K19	Ceiling-mounted semispan wing. 0.20 c' slotted T.E. flap; half-span Zap-flap; plug ailerons; 0.20c', 49% b/2 plain aileron. $C_L, C_m, C_D, C_{L_f}, C_n, C_l$. 
40.1	42.05	4.01	0.625	64, -112 (⊥ to 0.273-line of flow-direction chords)	3.0, 4.7, 6.8	Low	19' PT	RM L9E02	Whole wing on 2-strut support. Partial and full-span, 18.4% c' T.E. flaps. Round-nose, extensible L.E. flaps of various spans. L.E. roughness. $C_L, C_D, C_m, C_{L_{max}}, L/D, V_V$ vs. V_G, tuft studies. 
40.1	42.0	4.01	0.625	64, -112 (⊥ to 0.273c' line)	6.8	0.14	19' PT	RM L8G22	Whole wing on 2-strut support, with and without ground board. 0.20c, inbd. 50% b/2, split T.E. flaps, outbd. 60% b/2 L.E. flaps. C_L, q_t/q contours, ϵ_{av} & q_t/q_{av} vs. α, $Z/b/2$ & $Y/b/2$ vs. ϵ. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
40.1	42.0	4.01	0.625	64, -112 (⊥ to 0.273c line)	3.0 - 8.1	≈ 0.14	TDLTPT	RM L9B25a	Semispan wing with partial-span, split T.E. flap; extensible L.E. flap, L.E. roughness. C_L, C_D, C_m.
44.9	47.5	3.5	0.5	Symmetrical Circular arc (⊥ to line of max. thickness t/c = 10%)	4.3	0.07	FST	RM L9K04	Whole wing with and without full-span, droop-nose and 0.50 b/2 (inbd.), plain T.E. flaps. Flap P coefficients, $C_{n_f}, C_{h_f}, C_L, C_{N_f}$, $(C.P.)_{x_f}, (C.P.)_{y_f}, C_{h_f}\left(\frac{c_f}{c_f'}\right)^2$ & $C_{N_f}\left(\frac{c_f}{c_f'}\right)$ vs. y_f/b_f. 
40.1	42.05	4.01	0.625	64, -112 (⊥ to 0.273-line of flow-direction chords)	6.8	0.16	19'PT	RM L9E24	Whole wing on 2-strut support. 0.20'c, outbd. half-semi-span aileron on one wing panel. Extensible L.E. flaps; split, 0.20c, 0 to 50% b/2 T.E. flaps. Upper-surface fences. $C_{Z_a}, C_n, C_l, P_R, C_{h_a}, C_m, C_L, P_{R_\alpha}, C_{h_\alpha}$, $P_{R_\delta}, C_{h_\delta}, C_{l_\delta}, C_{h_\alpha}/C_{h_\delta}$. 
40.1	42.05	4.01	0.625	64, -112 (⊥ to 0.273c line)	3.8, 6.8	0.09-0.16	19'PT	RM L9L20a	Whole wing on 2-strut support, with and without full- and partial-span split T.E. flaps; 0.575 b/2 (outbd.) L.E. flaps; upper-surface fences; full- and partial-span plain and step spoilers. $\Delta C_m, \Delta C_L, \Delta C_D, C_n, C_l$ vs. spoiler position; C_L, C_l, C_n, C_m, C_D vs. α; tuft studies. 
40.2	42.05	3.94	0.625	Circular arc 2S-(50)(.05)-(50)(.05) at root 2S-(50)(3.2)-(50)(3.2) at tip (⊥ to line of max. thickness (50% c line of unswept wing))	5.30	0.11	19'PT	RM L7I30	Whole wing alone and on body in 2 vertical positions. L.E. straight flap and T.E. split flap. $C_L, C_m, C_D, C_{n_\psi}, C_{l_\psi}, C_{Y_\psi}, C_l, C_n, C_Y$, C_X, sidewash angle. 
40.2	42.05	3.94	0.625	Circular arc 2S-(50)(.05)-(50)(.05) at root 2S-(50)(0.32)-(50)(0.32) at tip (⊥ to 50% c line of unswept wing)	3.09-9.60	0.068-0.215	19'PT	RM L7E23	Whole wing alone and on body in 3 vertical positions. Curved and straight L.E. flaps; 0.20c, split T.E. flaps. $C_L, C_m, C_D, \left(\frac{dC_m}{dC_L}\right)_{\bar{c}/4}$, tuft studies. 
40.2	42.0	4.0	0.63	Double-wedge (Round nose, Sharp T.E., max. thickness at 42% c. ⊥ to 7% c line)	0.6 -0.95	0.45-1.27	7'X10'HST	RM L7F19	Bump-mounted semispan wing. Series of spoilers along 70% c line and oriented ⊥ to plane of symmetry. Rolling-moment data. 

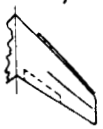
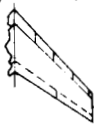
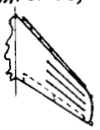
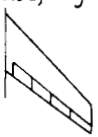
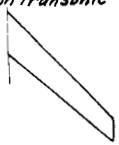
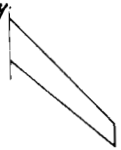
[redacted]

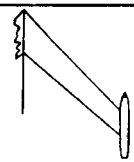
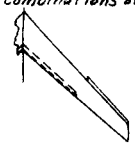
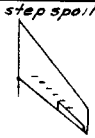
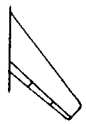
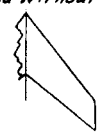
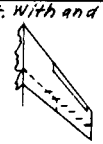
[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
40.1	42.05	3.94	0.625	2S-(50)(06)-(50)(05) at root 2S-(50)(0.33)-(50)(0.33) at tip (⊥ to line of max. thickness which is swept 38.19°)	6.9	0.15	19'PT	RM L9B11	Whole wing alone and on body in 3 vertical positions. Droop-nose flaps; extensible, round-nose L.E. flaps; T.E. split flaps; upper-surface fences. On 2-strut support. $C_L, C_m, C_D, \epsilon, q_t/q$, tuft studies. 
45.0		4.0	0.3	65A006 (∥ to pl. of sym.)	0.65-0.87	0.6-1.18	7'X10' HST	RM L9E25	Semispan wing on bump-mounted semi-body. $C_L, C_m, C_D, C_B, \epsilon, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M, \frac{q_{wake}}{q}, C_{D_{L=0}}, \left(\frac{\partial C_L}{\partial \alpha}\right)_M, \left(\frac{\partial C_m}{\partial C_L}\right)_M, y_{c.p.}$ 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	5.8-7.7	0.60-1.18	7'X10' HST	RM L9A21	Semispan wing on bump-mounted semibody. With and without fences. $C_L, C_D, C_m, C_B, \frac{q_{wake}}{q}$, & ϵ vs. tail position, $C_{D_L}, (L/D)_{max.}, \frac{\partial C_L}{\partial \alpha}, y_{c.p.}, \left(\frac{\partial C_m}{\partial C_L}\right)_M, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M$. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	9.0-20.0	0.85-1.51	PARD	RM L9H30	Whole wing on body with vertical stabilizing fins. C_D, C_{p_b}. 
44.9	47.5	3.5	0.5	Circular arc 2S-50(03)-50(05) (⊥ to 50%c line)	2.1-8.0 (for scale effects at $\psi = 0°$) 4.1 (for yaw tests)	0.04-0.13	FST	RM L7C11	Wing on 3-strut support. C_L, C_x, C_m, RN effect, $C_l, C_n, C_Y, C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}$, tuft studies. 
45.0	47.5	3.5	0.5	Symmetrical Circular arc (⊥ to 50%c line of unswept wing t/c = 70%)	4.3	0.07	FST	RM L9B02	Whole wing with 20% c', 50% b/2, contour and finite-T.E. outbd. ailerons. $C_L, C_D, C_m, C_l, C_{l_a}$. 
45.0	47.5	3.5	0.5	Symmetrical Circular arc (⊥ to line of max. thickness t/c = 10%)	4.3	0.07	FST	RM L9G15	Whole wing with and without full-span droop nose and 20% c_f inbd. 50% b/2 plain flap. C_L, C_l, span load coefficients, $\frac{c_l c}{C_L c_{av}}$, P distributions, tuft studies. 

[redacted]

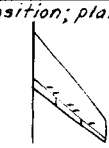
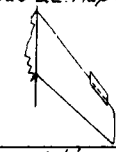
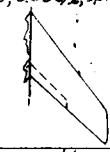
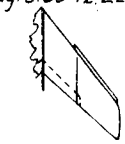
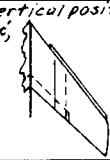
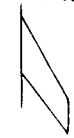
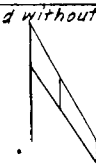
[redacted]

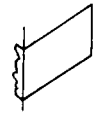
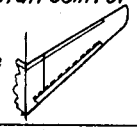
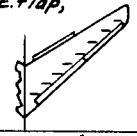
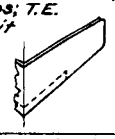
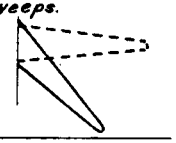
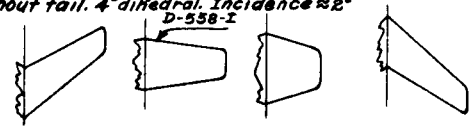
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0	47.5	3.4	0.51	64, A112 (⊥ to 0.25c line)	3.0 - 7.5	≈ 0.10	FST	RM L50B15	Whole wing on body on 3-strut support. Inbd. T.E. split flaps; 0.10c, extensible, L.E. flaps of various spans. Upper-surface and L.E. suction. C_L, C_D, C_m, C_p, C_Q, P distributions, tuft studies. 
45.0	47.5	3.5	0.5	Biconvex 25-50(05)-50(05) (⊥ to line of max thickness (50%c line of unswept wing) t/c = 10%)	4.5	Very low	FST	RM L8D06	Whole wing on 3-strut support. 0.20c, full-span L.E. & T.E. flaps with and without boundary-layer-control fences and wing glove to change front 50% c of airfoil contour. $C_L, C_D, C_m, C_{l_\psi}, C_{n_\psi}, C_{Y_\psi}$, tuft studies. 
45.0	47.5	3.5	0.5	64, -A112 (⊥ to c/4 line of unswept wing)	4.2	0.07	FST	RM L8E21	Whole wing on body. Boundary-layer suction. 0.78 b/2, split T.E. flap; 0.50 b/2, extensible L.E. flap; 0.20c, split-flap aileron. $C_L, C_m, C_l, C_n, C_Y, C_{l_\psi}, C_{n_\psi}, C_{Y_\psi}, C_{l_{\delta_{ar}}}$, tuft studies.
45.0	47.5	3.5	0.5	64, -A112 (⊥ to c/4 line of unswept wing)	2.1 - 7.1	0.07	FST	RM L8E18	Whole wing on body. Boundary-layer suction. 0.20c, split, T.E. flaps of 2 spanwise extents; 0.10c, extensible, L.E. flaps. Both rounded and straight tips. C_L, C_D, C_m, C_p vs. α, tuft studies. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	0.58 - 0.77	0.6 - 1.2	7'x10' HST	RM L9F29a	Semispan wing on bump-mounted semibody. 30% c, body-to tip aileron divided into 4 equal segments. $C_L, C_m, C_l, C_{L_\delta}, C_{m_\delta}, C_{l_a}$ 
45.0		6.0	0.6	65A006 (∥ to pl. of sym.)	0.52 - 0.64	0.60 - 1.18	7'x10' HST	RM L9I08	Semispan wing with and without semibody on transonic bump. $C_L, C_m, C_D, C_B, \epsilon, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M, \frac{q_{wake}}{q}, (C_D)_{L=0}, \left(\frac{\partial C_m}{\partial C_L}\right)_M, y_{c.p.}, \left(\frac{\partial C_L}{\partial \alpha}\right)_M$ 
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	0.52 - 0.62	0.60 - 1.18	7'x10' HST	RM L50B03a	Semispan wing on bump-mounted semibody. $C_L, C_m, C_D, C_B, \epsilon, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M, \frac{q_{wake}}{q}, \left(\frac{\partial C_L}{\partial \alpha}\right)_M, \left(\frac{\partial C_m}{\partial C_L}\right)_M, y_{c.p.}$ 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	3.8 - 10.2	0.8 - 1.75	PARD	RM L51K02	Whole wings on rocket-propelled bodies. Ducted and solid wing-tip nacelles. C_D, $\frac{m}{m_0}$, $\frac{H}{H_0}$, $\frac{p_d}{H_0}$. 
45.0	46.33	8.02	0.45	63,A012 (∥ to pl. of sym.)	1.5 - 4.8	0.07 - 0.25	19' PT	RM L51J04	Whole wing on 2-strut support. Various combinations of split T.E. flaps, round-nose extensible L.E. flaps, upper-surface fences. L.E. roughness. C_L, C_D, C_m, L/D, $C_{L_{max.}}$, $\frac{dC_m}{dC_L}$ vs. C_L, ΔC_m vs. α. 
45.4	47.72	5.1	0.383	64-210 (⊥ to 0.286c line)	4.0, 6.0	0.10, 0.14	19' PT	RM L50H29	Whole wing on body on 2-strut support. Wing uniformly to 1.32° washout at tips, 2° incidence. Round-nose, outbd. 0.50 b/2 extensible L.E. flaps; 0.25c, 0.30 b/2, single-slot, T.E. flaps. C_L, C_D, C_m, ΔC_L & Δc_l at various T.E. flap displacements.
48.6	51.3	3.06	0.49	65-012 (⊥ to 55.6% c line)	4.22 - 9.34	0.30 - 0.91	7'x10' HST	RM L9D06	Ceiling-mounted semispan wing. 0.60 b/2 step spoiler; 0.39 b/2 true-contour, plain aileron. C_L, C_m, C_D, C_h, C_{L_α}, C_n, C_l, $C_{l_{\delta_{a_T}}}$, $C_{h_{\delta_{a_T}}}$, C_{h_α} 
48.6	51.3	3.58	0.44	65-012 (⊥ to 0.50c line of unswept wing)	2.2	0.12	7'x10' 300mph Tun.	RM L8F29	Semispan wing on wall-mounted semibody. 0.20c ailerons. With and without fixed transition. Raked tip ⊥ to 0.50c line. C_L, C_D, C_m, C_h, C_l, $C_{l_{\delta_a}}$, $C_{h_{\delta_a}}$, C_{h_α} 
48.7	51.35	3.11	0.50	65-012 (∥ to pl. of sym.)	0.8	0.08	7'x10' 300mph Tun.	RM L9F08	Whole wing on 2-strut support, with and without hull and tail. C_L, C_D, C_m. 
48.7	51.3	3.11	0.50	65,-012 (∥ to pl. of sym.)	1.3	0.13	7'x10' 300 mph Tun.	RM L9K02	Whole wing on body on 2-strut support. With and without droop nose; inbd. 0.487 b/2, split, T.E. flap; various spoiler ailerons. C_L, C_D, C_m, C_n, C_l. 

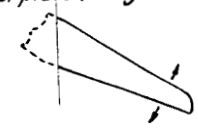
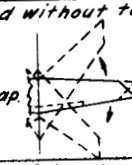
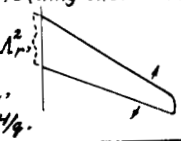
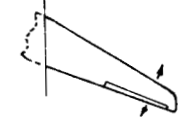
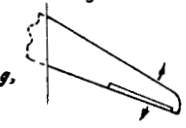
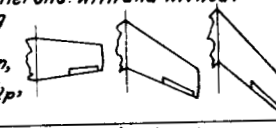
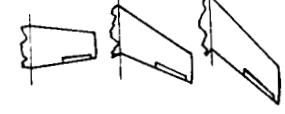
[redacted]

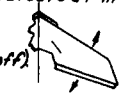
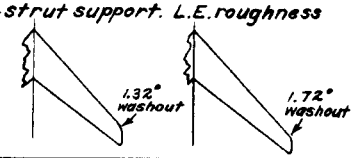
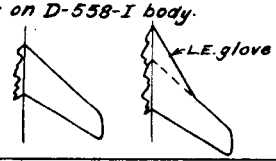
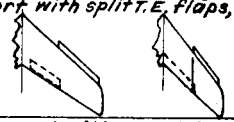
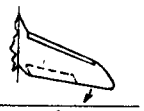
[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
48.7	51.3	3.43	0.44	65-012 (⊥ to 0.5c line of unswept wing)	2.2	0.12	7'x10' 300 mph Tun.	RM L8H20	Semispan wing on semibody. L.E. transition; plain, 0.167c, radius-nose, T.E. control (as both flap and aileron); spoiler aileron. $C_L, C_D, C_m, C_h, C_l, C_n, P_{seal}, C_{l_{\delta_a}}, C_{h_{\delta_a}}, C_{h_\alpha}$. 
50.20	52.05	2.84	0.625	Symmetrical circular arc (⊥ to 0.50c t/c_{root}=9.8%, t/c_{tip}=6.1%)	5.5, 6.0	0.11, 0.12	19' PT	RM L50A30	Whole wings on 2-strut support. Various L.E. flap and chord-extension configurations. C_L, C_D, C_m, a.c. variation with C_L. 
50.25	52.05	2.88	0.625	64,-112 (⊥ to 0.282c line)	6.0	0.12			
50.25	52.05	2.88	0.625	64,-112 (⊥ to 0.282c line)	2.0 - 11.0	0.08-0.21	19' PT	RM L8H25	Whole wing on 2-strut support. 0.20c, 0.50b/2, split, T.E. flaps. L.E. roughness. $C_L, C_D, C_m, C_{L_{max.}}$, tuft studies. 
50.25	52.05	2.88	0.625	64,-112 (⊥ to 0.282c line)	1.93 - 6.00	0.08 - 0.12	19' PT	RM L8H12	Whole wing in 3 vertical positions on body. 0.60 b/2 L.E. flaps 0.20c, 0.50 b/2, split, T.E. flaps, upper-surface fences. $C_L, C_D, C_m, C_{Y_\beta}, C_{n_\beta}, C_{l_\beta}, C_Y, C_n, C_l, C_X$, h' & h vs. σ & $q t/q$. 
50.25	52.05	2.88	0.625	64,-112 (⊥ to 0.282c line)	6.8	0.13	19' PT	RM L8I08	Whole wing with and without body (2 vertical positions) and tail. Constant-chord, L.E. flaps; 0.20c; 0.50b/2, split, T.E. flaps; upper-surface fences. C_L, C_D, C_m, a.c. vs. C_L, tuft studies. 
60.0		2.0	0.6	65A006 (∥ to pl. of sym.)	0.93-1.15	0.6 - 1.2	7'x10' HST	RM L50A12	Bump-mounted semispan wing, with and without semibody. $C_L, C_D, C_m, C_B, \epsilon, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M, \left(\frac{\partial C_L}{\partial \alpha}\right)_M, \left(\frac{\partial C_M}{\partial C_L}\right)_M, \frac{q_{wake}}{q}, C_{D_{L=0}}, y_{c.p.}$ 
60.0		4.0	0.6	65A006 (∥ to pl. of sym.)	0.66-0.78	0.6-1.15	7'x10' HST	RM L9G27	Bump-mounted semispan wing, with and without semibody. Full-chord fence (streamwise) at 45% b/2. $C_L, C_D, C_m, C_B, \epsilon, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M, \left(\frac{\partial C_L}{\partial \alpha}\right)_M, \left(\frac{\partial C_m}{\partial C_L}\right)_M, \frac{q_{wake}}{q}, C_{D_{L=0}}$ 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
-34.0		2.7	1.0	65-009 (⊥ to LE.)	—	0.9-1.3	PARD	RM L6L11	Whole wing on rocket-propelled body. C_D. 
-35.27	-32.3	5.79	0.389	65-210 (⊥ to 0.225c line) (t/c = 0.078 streamwise)	1.85-7.80	0.06-0.24	19'PT	RM L9H18a	Whole wing and body on 2-strut support. 1.8° wash-out at tips. Various high-lift and stall control devices. $C_L, C_m, C_D, \frac{dC_m}{dC_L}, \Delta C_L$ and ΔC_m (due to flap location), $L/D, C_{D_{Pa}}$, tuft studies. 
-35.27	-32.3	5.79	0.389	65-210 (⊥ to 0.225c line) (t/c = 0.078 streamwise)	5.3	0.16	19'PT	RM L9H18	Whole wing and body on 3-strut support. Full-span plain and step spoilers, ailerons, L.E. flap, slotted T.E. flap. $C_L, C_m, C_{h_\alpha}, C_l, C_n, C_{N_\alpha}, P_R, P_{R_\alpha}, P_{R_\delta}, C_{h_\alpha}, C_{h_\delta}, C_{l_\delta}$. 
-36.1	-33.9	3.94	0.625	Root: 25-(50)(05)-(50)(05) Tip: 25-(50)(0.22)-(50)(0.22) (⊥ to line of max. thick)	3.1-9.6	0.07-0.22	19'PT	RM L7F04a	Whole wing, with and without body in 3 vertical positions, on 2-strut support. L.E. flaps; T.E. upper and lower-surface, 0.20c, split flaps. $C_L, C_m, C_D, \frac{dC_m}{dC_L}$, tuft studies. 
4.7	0 at c/2 line	11.3	≈0.2	16-012 modified to thinner section in rear portion (⊥ to 0-sweep line of unswept wing)	0.95-1.45	0.40-0.87	8' HST	RM L6K18a	Wall-mounted semispan wing. Rotated about 0.50c point of root chord for different sweeps. $C_L, C_D, (L/D)_{max.}, C_{L_{(L/D)_{max.}}}$. 
≈49.8		5.5							
-45.0		2.66	0.5	65_2-215 (⊥ to c/4 line at 0° sweep)	3.3-1.8	0.13-0.55	16' HST	RM L7C05a	Wall-mounted semispan wing. Rotated about 0.50c point of root chord for different sweeps. Tuft studies.
0		6.00	0.5						
30.0		4.79	0.5						
45.0		3.33	0.5						
-32.1		4.17	0.54	65,-110 (⊥ to c/2 line of unswept wing)	1.00-1.58	0.40-0.94	8' HST	RM L6J09	Whole wings on body on sting support, with and without tail. 4° dihedral. Incidence ≈2°. C_L. 
4.2		4.17			1.00-1.58				
8.5		2.00			1.46-2.27				
38.0		4.17			1.00-1.58				

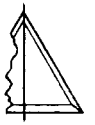
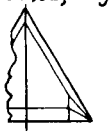
D-558-I

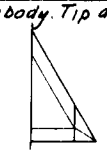
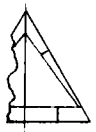
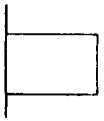
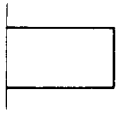
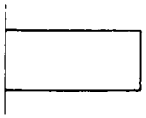
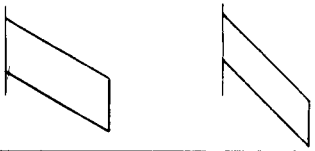
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
≈-45		4.5	0.37	65-210 (⊥ to c/4 line of unswept wing)	1.54 - 1.84	0.9 - 1.3	8' HST	RM L8C12	Whole wing on body on centerplate (wing skewed for different Λ's). ϵ vs. $C_{N\alpha}$ & M, $C_{N\alpha}$ vs. α. 
≈-30		6.9	0.37		1.23 - 1.47				
0		9.0	0.40		1.05 - 1.25				
≈30		7.5	0.38		1.15 - 1.37				
≈45		5.2	0.39		1.38 - 1.64				
≈45		3.69	0.46	65-110 (⊥ to c/4 line of unswept wing)	1.657	0.15	7'x10' 300mph Tun.	RM L8H31	Whole wing on X-1 body, with and without tail, on single-strut support. Various sweeps obtained by pivoting about point on unswept c/4 line. Half-span, 0.20c, inboard, T.E. flap. $C_m, C_L, C_X, C_{Y\psi}, C_{n\psi}, C_{l\psi}, C_{L\alpha}, \frac{\partial\epsilon}{\partial\alpha}, \frac{\partial C_m}{\partial C_L}, n_p, \epsilon, C_{l\psi C_L}$. 
≈30		5.62	0.50		1.373				
≈15		7.15	0.50		1.282				
0	Twist for swept c/4 swept back c/4	8.04	0.50		1.270				
0		8.10	0.50		1.270				
≈-15		7.15	0.46		1.357				
≈-30		5.36	0.48		1.569				
≈-45		3.28	0.45		2.020				
≈-45		4.4	0.37	65-210 (⊥ to c/4 line of unswept wing)	1.54 - 1.84	0.60-0.96	8' HST	RM L6J01a	Whole wing on body on centerplate (wing skewed for different Λ's). l'/c_c, S'/d, C_{N_c}/C_{N_W}, $C_f C_{\Lambda_f}^2/\bar{c}_f \bar{c}^2 \cos\Lambda_r^2$, C_{N_W} vs. M & α, $\frac{dC_{N_W}}{d\alpha}$, $C_{m_{c/4_W}}$, $C_{D_{0_W}}$, C_{n_f}/C_{N_W}, $C_n{}'C_L/C_N \bar{c} \cos\Lambda_r$, C_{d_0}, $\Delta H/q$. 
≈-30		6.8	0.37		1.23 - 1.47				
0		9.0	0.40		1.05 - 1.25				
≈30		7.4	0.38		1.15 - 1.37				
≈45		5.1	0.39		1.38 - 1.64				
≈-45		4.4	0.37	65-210 (⊥ to c/4 line of unswept wing)	—	0.60-0.96	8' HST	RM L8A30a	Whole wing on body on centerplate (wing skewed for different Λ's). 0.20c, plain, straight-sided ailerons. Tabulation of uncorrected section pressure data. 
≈-30		6.8	0.37						
0		9.0	0.40						
≈30		7.4	0.38						
≈45		5.1	0.39						
≈-45		4.4	0.37	65-210 (⊥ to c/4 line of unswept wing)	1.64 - 2.00	0.60-0.96	8' HST	RM L7I15	Whole wing on body on centerplate (wing skewed for different Λ's). 0.20c, plain, straight-sided ailerons. Pressure and hinge-moment data, spanwise variation in section loading, $C_l, \Delta C_l, C_{h_\alpha}, \Delta C_{h_\alpha}, C_{N_W}, \frac{\Delta C_{N_W}}{\Delta\alpha}$, $C_{m_W}, \Delta C_{m_W}$. 
≈-30		6.8	0.37		1.34 - 1.63				
≈30		7.4	0.38		1.24 - 1.52				
≈45		5.1	0.39		1.46 - 1.78				
3.6		4.0	0.6	65A006 (∥ to pl. of sym)	0.72	0.13	Stab. Tun.	RM L9F14	Whole wings, with and without body, on single-strut support. 0.20c, 0.40 b/2 ailerons. With and without transition strips. Rolling flow. $C_L, C_m, C_D, C_{L\alpha}$, A.C. location, $C_{Y\psi}, C_{n\psi}, C_{l\psi}, C_{Yp}, C_{np}, C_{lp}, C_{l\delta}, (pb/2V)_\delta$. 
32.6									
46.7									
3.6		4.0	0.6	65A006 (∥ to pl. of sym)	2.05-3.55	0.40-0.95	7'x10' HST	RM L9E10	Whole wings on free-roll sting (restrained and unrestrained). 0.20c, 0.40 b/2, true-contour, sealed ailerons. $C_l, C_{lp}, C_{l\delta}, pb/2V$. 
32.6									
46.7									

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0		8.04	0.50	65, -110 (a = 1.0) (⊥ to ¼ line of unswept wing)	1.2	≈0.15	7'x10' 300mph Tun.	RM L9B18	Whole wing on X-1 body, with and without X-1 tail, on single-strut support. 0.141c, 0.645 b/2, external airfoil flap with 23012 section. Faired, unfaired cutouts at inboard T.E. Sharp L.E. and top-surface vane installation. C_L, C_m, C_X, AC (tail off), ϵ, $\frac{d\epsilon}{d\alpha}$; $\left(\frac{dC_L}{d\alpha}\right)_0$ (tail off) 
15.0		7.15	0.49						
30.0		5.62	0.48						
45.0		3.69	0.46						
45.0	47.7	5.1	0.383	64-210 (⊥ to 0.286c line)	1.1-10.0	0.06-0.25	19' PT	RM L50A04	Whole wings on 2-strut support. L.E. roughness on A = 5.1 wing. $C_L, C_m, C_D, L/D$, tuft studies. 
		6.0	0.313						
38.0	40.5	4.17 (3.00 with glove)	0.54 (0.29 with glove)	65-110 (⊥ to c/2 line)	1.5-2.2	0.40-0.94	8' HST	RM L8J12	Altered D-558-I wings on D-558-I body. C_L; C_D; C_m; $\frac{\partial C_L}{\partial \alpha}$; L/D; $\Delta C_L, \Delta C_D, \Delta C_m$ vs. M. 
40.1	42.05	4.01	0.625	64, -112 (⊥ to 0.273c line)	5.12	0.14	19' PT	RM L9A18	Whole wings. 40°-Λ wing with body, split T.E. flaps and L.E. flaps on 2-strut support. 50°-Λ wing alone on single-strut support with split T.E. flaps, L.E. flaps, and fences. $C_L, C_m, C_D, C_{h_f}, C_{n_f}, C_{N_f}$, P dist. over L.E. flap. 
50.2	52.05	2.88	0.625		4.40	0.08			
Measured from 0.25c line of unswept wing.	20.0	5.76	≈0.49	Root: $64_{(10)}$-010.3 Tip: 64-008 (⊥ to 0.25 line of unswept wing)	2.0	0.152	7'x10' 300mph Tun.	RM L9K08	X-5 model on single-strut support, with and without horizontal tail. Various L.E. slat and T.E. split-flap arrangements. -2° dihedral. C_L, C_m, C_X. 
	35.0	4.56							
	50.0	2.98							
	60.0	1.92							
Measured from 0.25c line of unswept wing.	20.0	5.76	≈0.49	Root: $64_{(10)}$-010.3 Tip: 64-008 (⊥ to 0.25c line of unswept wing)	2.0	0.152	7'x10' 300mph Tun.	RM L50C17a	X-5 wing on single-strut support, with and without body and tail. 0.25c ailerons. Various slat, flap, and spoiler arrangements. -2° dihedral. $C_L, C_m, C_X, C_n, C_l, C_y, C_{n_\psi}, C_{l_\psi}, C_{y_\psi}$.
	35.0	4.56							
	50.0	2.98							
	60.0	1.92							
Measured from 0.25c line of unswept wing.	20.0	5.76	≈0.49	Root: $64_{(10)}$-010.3 Tip: 64-008 (⊥ to 0.25c line of unswept wing)	2.0	0.152	7'x10' 300 mph Tun.	RM L51I25	Complete X-5 model on single-strut support. 0.25c ailerons. Plain flaps and slats. -2° dihedral. Wing, slat, body and fillet pressures, pressure distributions, and section characteristics.
	60.0	1.92							

[redacted]

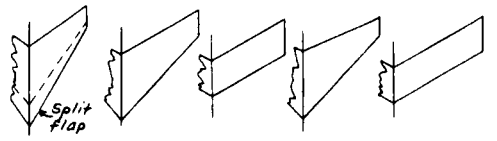
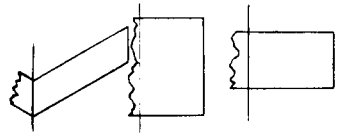
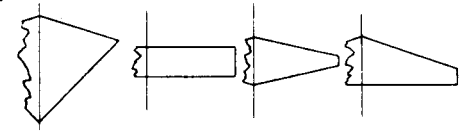
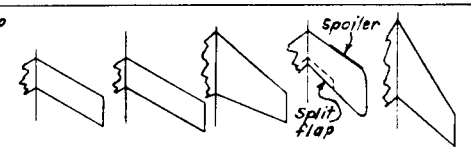
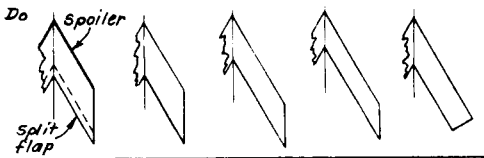
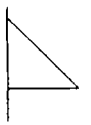
[redacted]

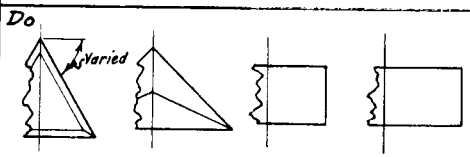
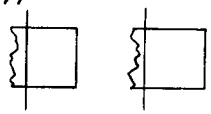
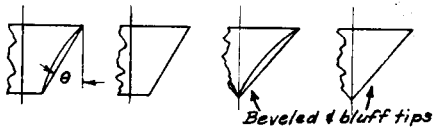
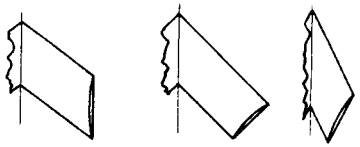
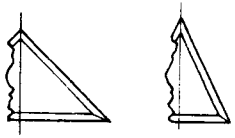
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
49.5	60.1	1.7	0	Flat plate with beveled and rounded LE, beveled T.E. ($t/c_{at\ fus.}$ = 2.5%, $t/c_{at\ ail.}$ = 9%, $t/c_{aileron}$ = 3%)	4.9	1.9	9"x12" SSBT	RM L9H26	Semispan wing on wall-mounted semibody. Tip aileron. $C_L, C_D, C_m, C_l, C_n, C_{N_f}, C_{m_f}$.
50.9	60.0	1.8	≈0	≈0015-64	4.6	Very low	FST	RM L7F16	Lippisch glider (DM-1) wing with and without semi-sharp L.E., modified vertical tail, elevon-control balance seals. $C_L, C_m, C_l, C_n, C_x, C_Y, C_{l_\psi}$.
50.9	60.0	1.8	≈0	≈0015-64	4.5	Very low	FST	RM L6K20	Lippisch glider (DM-1) with and without vertical tail and sharp L.E. C_L, C_m, flow data.
52.2	60.0	2.31	0	Flat plate with beveled and rounded L.E. and beveled T.E.	1.5, 3.0	0.13, 0.27	7'x10' 300mph Tun.	RM L9F10	Whole wing on single-strut support. L.E. & T.E. flaps. $C_L, C_D, C_m, L/D, C_l, C_n, C_Y, C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}$, flow studies, tuft studies. 
52.2	60.0	2.31	0	65(06)-006.5 modified	1.624	0.13	Stability Tunnel	RM L9E18	Whole wing on body on single-strut support, with and without various fin configurations. Rolling flow. $C_L, C_x, C_m, C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}, C_Y, C_n, C_l, C_{Y_p}, C_{n_p}, C_{l_p}$.
52.2	60.0	2.31	0	Biconvex (t/c = 6%) / Biconvex (t/c = 9%)	8.8	1.25	FRD	RM L50D05	Semispan wings. Wing-flow tests. With and without semibody. Models oscillated in pitch. $C_L, C_D, C_m, C_{D_{min}}, \frac{dC_L}{d\alpha}$.
52.2	60.0	2.31	0	Flat plate with beveled L.E. & T.E. (t/c_{Root} = 1.5%)	2.1	0.13	7'x10' 300mph Tun.	RM L51J26	Whole wing on sting support. Inbd. 67% b, single- and double-slotted T.E. flaps. C_L, C_D, C_m. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.2	60.0	2.31	0	Flat Plate with beveled L.E. & T.E. ($t/c_{root} = 3\%$, $t/c_{at\ ail.} = 9\%$)	4.0	1.9	9"x12" SSBT	RM L9H05	Wall-mounted semispan wing on semibody. Tip ailerons of two thickness ratios. Fences of two sizes at wing-aileron juncture. $C_L, C_D, C_m, C_l, C_n, \frac{pb}{2V}/\delta, C_{N_f}, C_{c_f}, C_{M_f}, C_{BM_f}$. 
52.2	60.0	2.31	0	Biconvex 25-(50)(05)-(50)(05) ($t/c = 10\%$ at 50% c line)	2.91 - 9.61	Very low	FST	RM L8G05	Whole wing, with and without vertical tail. 12.5% C_{Root} T.E. flaps, 20% local c drooped L.E. flaps. $C_L, C_D, C_m, C_l, C_n, C_Y, C_X, C_{l_\psi}, C_{n_\psi}, C_{Y_\psi}$, tuft studies. 
0		3.0	1.0	65A009	4.5 - 8.0	0.85-1.40	PARD	RM L50C01	λ wings on rocket-propelled bodies. $pb/2V$ & δ_{a_T} vs. M (Wing-drop investigation) 
0		3.7	1.0	65A006					
0		3.7	1.0	65A009	Do	Do	Do	Do	Do 
0		3.7	1.0	65A012					
0		4.5	1.0	65-006	Do	Do	Do	Do	Do 
0		4.5	1.0	Double wedge modified by rounded ridge ($t/c = 6\%$)					
30.0		3.7	1.0	65A009	Do	Do	Do	Do	Do 
45.0		3.7	1.0	65A006					
45.0		3.7	1.0	65A009	Do	Do	Do	Do	Do
52.2	60.0	2.31	0	Flat Plate with beveled L.E. & T.E. ($t/c_{root} = 9\%$, $t/c_{tip\ area} = 3\%$)					

[redacted]

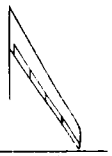
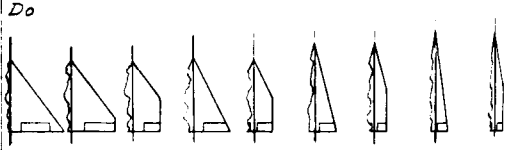
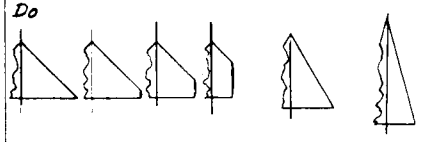
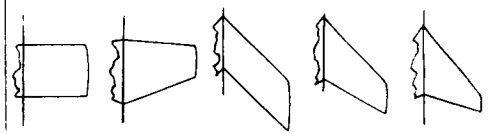
[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
-60.0		1.5	1.0	0015 (⊥ to LE)	Test: 0.62-1.25 Effective: 0.99-2.00	Low speed (60, 80 mph)	7'x10' 300 mph Tun.	TN 2445 (Formerly RM L7D23)	Whole wings on one-strut support $C_L, C_m, C_x, C_{y_\psi}, C_{l_\psi}, C_{n_\psi}, \frac{\partial C_y}{\partial \psi}, \frac{\partial C_n}{\partial \psi}, \frac{\partial C_l}{\partial \psi}$, tuft studies, a.c. location, $\frac{C_{L_\alpha}}{(C_{L_\alpha})_{\psi=0}}$, C_{L_α}, $(C_l)_\psi/C_L$
-60.0		3.0	1.0	0015 (⊥ to LE)					
Outbd: -60.0 Inbd: +60.0		2.6	1.0	0012 (⊥ to LE)					
-46.6		2.1	0.40	23012 (⊥ to TE)					
-45.0		2.1	1.0	0012 (⊥ to LE)					
-45.0		2.1	0.26	23012 (⊥ to c/2 line)	Do	Do	Do	Do	Do 
-32.0		3.6	0.35	23012 (⊥ to TE)					
-30.0		3.6	1.0	0012 (⊥ to LE)					
-30.0		3.6	0.24	23012 (⊥ to c/2 line)					
-30.0		4.5	1.0	0015 (⊥ to LE)					
-30.0		5.2	1.0	0015 (⊥ to LE)	Do	Do	Do	Do	Do 
0		1.3	1.0	Flat plate (t/c_R = 1.9%)					
0		3.0	1.0	Flat plate (t/c_R = 3.8%)					
0		3.0	1.0	0012 (∥ to pl. of sym)					
0		3.0	1.0	0015 (∥ to pl. of sym)					
0		3.0	0	Flat plate (t/c_R = 1.9%)	Do	Do	Do	Do	Do 
0		6.0	1.0	0012 (∥ to pl. of sym)					
0		6.0	1.0	0015 (∥ to pl. of sym)					
6.3		6.0	0.20	23012 (∥ to pl. of sym)					
14.0		6.0	0.33	23012 (∥ to pl. of sym)					
30.0		4.5	1.0	0015 (⊥ to LE)	Do	Do	Do	Do	Do 
30.0		5.2	1.0	0015 (⊥ to LE)					
37.5		3.0	0.49	23012 (⊥ to TE)					
37.5		3.0	1.62	Low drag type (∥ to pl. of sym. t/c = 7.5%)					
55.8		2.1	0.40	23012 (⊥ to TE)					
60.0		1.5	1.0	0012 (⊥ to LE)	Do	Do	Do	Do	Do 
60.0		1.5	1.0	0015 (⊥ to LE)					
60.0		2.6	1.0	0012 (⊥ to LE)					
60.0		3.0	1.0	0015 (⊥ to LE)					
60.0		3.1	1.0	0012 (⊥ to LE)					
36.9	45.0	4.0	0	65A006 (∥ to pl. of sym)	0.81-1.17	0.60-1.18	7'x10' HST	RM L9G22a	Bump-mounted semispan wing, with and without semibody. $C_L, C_D, C_m, \epsilon, \left(\frac{\partial \epsilon}{\partial \alpha}\right)_M, \frac{q_{wake}}{q}, C_{D_{L=0}}, \left(\frac{\partial C_L}{\partial \alpha}\right)_M, \left(\frac{\partial C_M}{\partial C_L}\right)_M, y_{c.p.}$ 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0	0	2.00	1.0	Sym. Circ. arc (t/c = 6%)	0.60, 0.55	1.62, 1.92	9" SST	RM L8L30	Whole wings on sting-mounted bodies. $-\beta C_{l_p}$ vs. $\tan\varepsilon/\tan\mu$, $-\beta C_{l_p}$ vs. βA, C_l vs. $pb/2V$.
0	0	2.73	1.0	Do	0.60, 0.55	1.62, 1.92			
36.8	44.9	4.05	0	4% Diamond	0.54, 0.49	1.62, 1.92			
37.3	45.4	3.97	0	Flat plate with bev. edges (t/c_R = .028)	0.50	1.92			
41.5	49.7	3.36	0	Flat plate with bev. edges (t/c_R = .022)	0.69, 0.62	1.62, 1.92	Do	Do	Do 
44.2	52.4	3.05	0	Flat plate with bev. edges (t/c_R = .021)	0.74	1.62			
46.6	54.6	2.85	0	Flat plate with bev. edges (t/c_R = .019)	0.82 - 0.75	1.62, 1.92			
49.0	56.9	2.60	0	Flat plate with bev. edges (t/c_R = .017)	0.87 - 0.79	1.62, 1.92			
51.8	59.5	2.38	0	Flat plate with bev. edge (t/c_R = .016)	0.95 - 0.84	1.62, 1.92	Do	Do	Do
54.4	61.8	2.13	0	Flat plate with bev. edges (t/c_R = .014)	1.06 - 0.97	1.62, 1.92			
58.1	65.0	1.86	0	Flat plate with bev. edges (t/c_R = .013)	1.18 - 1.06	1.62, 1.92			
63.8	69.8	1.47	0	Flat plate with bev. edges (t/c_R = .012)	1.30 - 1.16	1.62, 1.92			
0	0	1.74	1.0	Symmetrical circular arc (t/c = .06)	0.3 - 0.7	1.55, 1.90	9" SST	RM L7J10	Whole wings on sting support. C_L, C_D, schlieren pictures. 
0	0	1.99	1.0	Symmetrical circular arc (t/c = .09)		2.32			
0	(θ = 30°)	2.78	1.0	Sym. circular arc (t/c = .09)	Do	1.90	Do	Do	Do 
0	(θ = 30°)	2.78	1.0	Sym. circular arc (t/c = .09)		1.90, 2.32			
0	(θ = 40°)	3.36	1.0	Sym. circular arc (t/c = .06)		1.55, 1.90			
0	(θ = 40°)	3.36	1.0	Sym. circular arc (t/c = .06)		1.55			
36.0	36.0	2.76	1.0	Circular arc with round L.E. (⊥ to L.E.) (t/c = .11)	Do	1.55, 1.90	Do	Do	Do 
45.0	45.0	3.26	1.0	Circular arc with round L.E. (⊥ to L.E.) (t/c = .09)		1.55, 2.32			
63.0	63.0	1.37	1.0	Circular arc with round L.E. (⊥ to L.E.) (t/c = .06)		1.55, 2.32			
36.9	45.0	4.06	0	Flat plate with bev. T.E. and bev. & rounded L.E. (t/c = .02)	Do	1.55, 2.32	Do	Do	Do 
57.0	64.0	1.96	0	Flat plate with bev. T.E. and bev. & rounded L.E. (t/c = .03)		1.55, 1.90, 2.32			

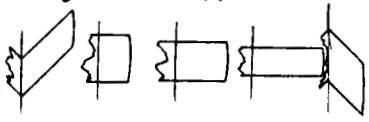
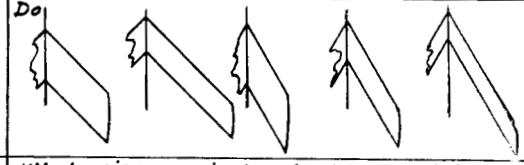
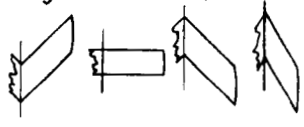
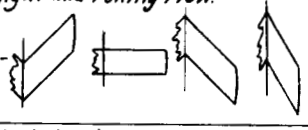
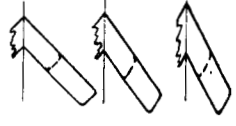
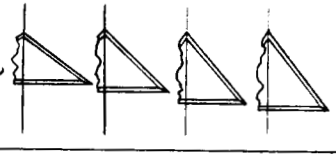
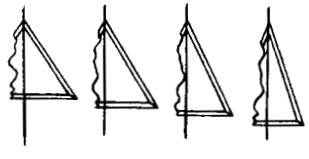
[redacted]

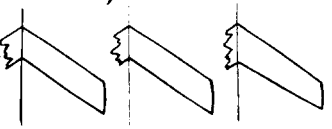
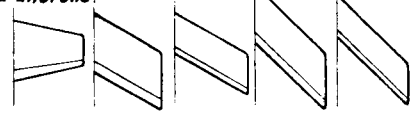
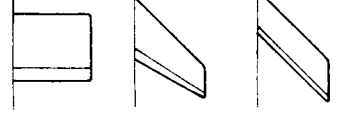
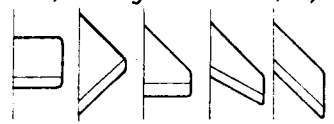
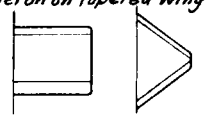
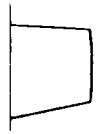
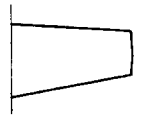
[redacted]

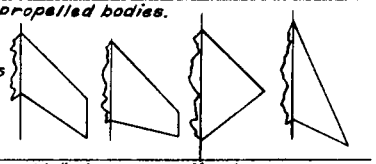
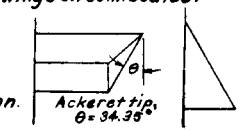
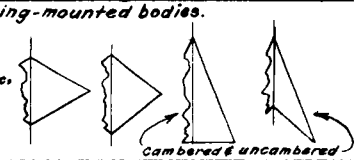
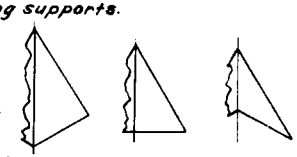
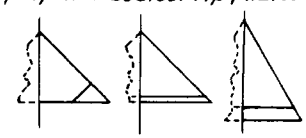
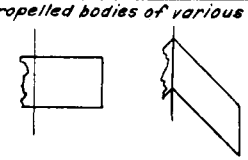
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
60.0		4.0	0.6	65A006 (⊥ to pl. of sym)	0.67-0.76	0.70-1.15	7'x10' HST	RM L50A17	Semispan wing on bump-mounted semi-body. 0.30c, flap-type, T.E. controls of several b/2 extents. $C_L, C_m, C_{l_\alpha}, C_{L_\delta}, C_{m_\delta}, C_{l_\delta}$. 
44.9	53.0	3.00	0	Flat plate with round LE., beveled T.E.	0.402-1.156	Very Low	FFT	RM L7K07	Wings with and without vertical tail. With constant-chord elevon controls. $C_L, C_D, C_m, C_{l_\beta}, C_{Y_\beta}, C_{n_\beta}, C_{l_p}, \Delta C_{h_\alpha}, \Delta C_{l_\alpha}$
44.9	53.0	2.00	0.2						
44.9	53.0	1.00	0.5						
56.3	63.5	2.00	0						
56.3	63.5	0.67	0.5						
71.6	76.0	1.00	0	Do	Do	Do	Do	Do	Do 
71.6	76.0	0.33	0.5						
80.5	83.0	0.50	0						
80.5	83.0	0.17	0.5						
36.9	45.0	4.0	0	0012	1.232	0.13	Stability Tun.	RM L50C02	Whole wings on single-strut support. Curved-flow tests. $C_L, C_{m_q}, C_{D_q}, C_{L_q}$
36.9	45.0	3.0	0.15	0012	1.254				
36.9	45.0	2.0	0.36	0012	1.335				
36.9	45.0	1.0	0.58	0012	1.510				
52.2	60.0	2.31	0	0012	1.624	Do	Do	Do	Do 
52.2	60.0	2.31	0	Flat plate	1.603				
52.2	60.0	2.31	0	Biconvex (t/c = 12%)	1.624				
70.4	75.0	1.07	0	0012	2.380				
0		2.61	1.0	0012 (⊥ to 0/4 line)	1.40	0.17	Stability Tun.	RM L8H18 (NOWTN2555)	Whole wings on single-strut support. Straight- and rolling-flow tests. $C_L, C_m, C_X, C_{Y_p}, C_{n_p}, C_{l_p}, C_{Y_{p_{C_L}}}, C_{n_{p_{C_L}}}, (C_{l_p})_{C_L=0}$
0		2.61	0.5	Do	1.45				
45.0		2.61	1.0	Do	1.40				
45.0		2.61	0.5	Do	1.45	Do	Do	Do	
45.0		2.61	0.25	Do	1.56				

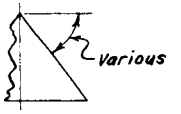
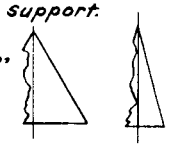
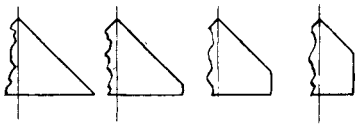
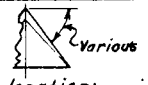
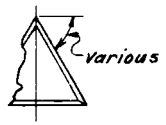
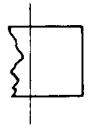
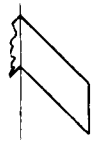
[redacted]

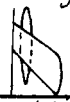
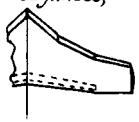
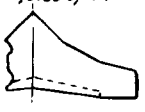
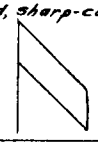
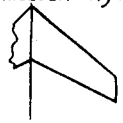
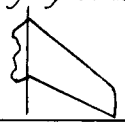
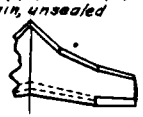
[redacted]

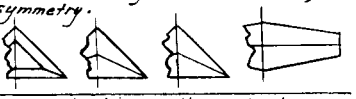
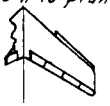
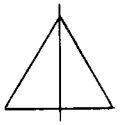
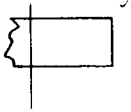
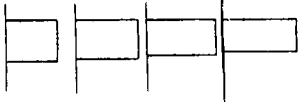
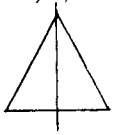
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
-45.0		2.61	1.0	0012 (⊥ to L.E.)	1.10	0.13	Stability Tun.	RM L8G19	Whole wings on single-strut support. Curved flow. C_L, C_m, C_x, $\frac{qc}{2V}$, C_{m_q}, C_{L_q}. 
0		1.34			1.58				
0		2.61			1.10				
0		5.16			0.78				
45.0		1.34			1.56				
45.0		2.61	Do	Do	1.10	Do	Do	Do	Do 
45.0		5.16			0.77				
60.0		1.34			1.56				
60.0		2.61			1.08				
60.0		5.16			0.76				
-45.0		2.61	1.0	0012 (⊥ to L.E.)	1.10	0.13	Stability Tun.	RM L7I09	Whole wings on single-strut support. Curved flow. C_L; C_l, C_n, C_Y vs. $\frac{rb}{2V}$; C_{l_r}, C_{n_r}, C_{Y_r} vs. C_L. 
0		5.16			0.78				
45.0		2.61			1.10				
60.0		1.34			1.56				
-45.0		2.61	1.0	0012 (⊥ to L.E.)	1.40	0.17	Stability Tun.	RM L7E09	Whole wings on single-strut support. Ailerons on +45° Λ wing. Straight and rolling flow. 6-comp. forces & moments. Rotary-stability derivatives. 
0		5.16			0.99				
45.0		2.61			1.40				
60.0		1.34			1.98				
45.0		3.32	1.0	Circular arc with round L.E. (⊥ to L.E.)	—	1.43, 1.55	9" SST	RM L6L17 (Now TN 1955)	Sting-mounted whole wings. C_L, C_D, C_m, schlieren pictures, L/D 
45.0		5.13							
55.0		2.10							
55.0		3.44							
63.0		1.36							
63.0		2.27							
28.9	36.4	5.43	0	Flat plate Beveled & rounded L.E., beveled T.E.	0.36, 0.34	1.43, 1.71	Do	Do	Do C_L, C_D, C_m, L/D, $(L/D)_{max}$, $C_{D_{min}}$, $\frac{dC_L}{d\alpha}$ vs. Λ. 
36.5	44.6	4.06			0.48, 0.44	Do			
41.5	49.7	3.39			0.54, 0.52	Do			
44.5	52.6	3.06			0.60, 0.56	Do			
47.6	55.7	2.73	0	Do	0.64, 0.62	Do	Do	Do	Do 
50.7	58.5	2.45			0.70, 0.66	Do			
56.7	63.8	1.97			0.80, 0.76	Do			
64.9	70.6	1.41			0.98, 0.94	Do			

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
35.0		4.8	1.0	65-009 (⊥ to c/4 line)	—	0.8-1.1	FRD	RM L8K01	Whole wings on fin-stabilized, free-fall bodies. Effects on drag of Λ, taper, t/c, M. 
			1.0	65,-012 (⊥ to c/4 line)					
			0.68	65,-012 (⊥ to c/4 line)					
6.3		3.44	0.45	65-009 (∥ to pl. of sym.)	2.0-8.1	0.7-1.7	PARD	RM L7L01	⅄ wings on rocket-propelled bodies, 0.20c, full-span, plain, sealed ailerons. $\frac{pb}{2V}$, C_D, $\frac{pb}{2V}/\delta_a$. 
30.0		2.29	1.0	65-009 "					
30.0		3.71	1.0	65-009 "					
45.0		2.29	1.0	65-009 "					
45.0		3.71	1.0	65-012 "					
0		2.29	1.0	65 009 (∥ to pl of sym.)	3.0 - 7.2	0.65-1.40	PARD	RM L7F30	⅄ wings on rocket-propelled bodies. Plain, full-span, 0.20c ailerons. C_D, $\frac{pb}{2V}$, wing torsional stiffness. 
41.6		3.44	0.45	65-009 "	2.4 - 5.5				
45.0		3.71	1.0	65-006 "	2.4 - 5.5				
0	0	2.0	1.00	Flat plate with round LE, bevelled T.E. ($t/c_{av.}$ = 3%)	0.5-1.6	0.5-1.1	FRD	RM L8A22	Wingflow tests of semispan wings with full-span, T.E. 0.25 MAC flaps. Qualitative results of flap effectiveness. 
31.2	45.0	2.0	0.12						
36.9	45.0	2.0	0.33						
41.8	45.0	2.0	0.65						
45.0	45.0	2.0	1.00						
0		2.29	1.0	Flatsided, L.E. & T.E. formed by circular arcs (t/c = 0.049) (t/c of tapered wing at 62% b/2)	3.6 - 1.18	0.70-1.75	PARD	RM L8E10	⅄ wings on rocket-propelled body, 0.13c L.E. and 0.20c. T.E. ailerons (% c of aileron on tapered wing measured at 62% b/2). C_D, $\frac{pb}{2V}/\delta_a$ 
20.8	37.23	1.90	0.16						
0	3.5	2.0	0.78	65A004 (∥ to pl. of sym.)	0.70-0.84	0.60-1.17	7'x10' HST	RM L50A18	Bump-mounted semispan wing. C_L, C_D, C_m, C_B, $\left(\frac{\partial C_L}{\partial \alpha}\right)_M$, $y_{c.p.}$, $\left(\frac{\Delta C_D}{C_L^2}\right)_M$, $\left(\frac{\partial C_m}{\partial C_L}\right)_M$ 
0	3.6	4.0	0.6	65A004 (∥ to pl. of sym.)	0.63-0.77	0.60-1.15	7'x10' HST	RM L50C16	Bump-mounted semispan wing with and without semibody C_L, C_m, C_B, C_D, ϵ, $\left(\frac{\partial \epsilon}{\partial \alpha}\right)_M$, $\frac{q_{wake}}{q}$, $C_{D_{L=0}}$, $\left(\frac{\partial C_L}{\partial \alpha}\right)_M$, $\left(\frac{\partial C_m}{\partial C_L}\right)_M$, $y_{c.p.}$ 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
28.2	45.0	2.15	0	65-009 (∥ to pl. of sym.)	6.70 (av.)	0.95-1.27	PARD	RM L7E26	Wings on rocket-propelled bodies. $C_{D_{C_L=0}}$ (changes due to varying taper ratio). 
38.3	45.0	2.38	0.33		6.55 (av.)				
42.6	45.0	2.57	0.66		6.53 (av.)				
61.4	66.5	2.15	0	65-006 (∥ to pl. of sym.)	6.59 (av.)				
0	0	4.12	1.0	Symmetrical Double wedge $t/c = 10\%$ (∥ to pl. of sym.)	1.4	1.9	9"x12"SSBT	RM L8H04	Semispan "all-movable" wings on semibodies. $C_L, C_m, C_D, C_l, \frac{L}{D}$ vs. α, $\frac{\Delta P}{q}$ vs. fuselage position. 
52.4	60.0	2.31	0	Symmetrical Circular arc $t/c = 9\%$ (∥ to pl. of sym.)	1.9				
15.8	29.6	3.50	0	.02 (t/c_{Root}) Circular arc	0.63 -1.445	1.62, 1.93, 2.41	9" SST	RM L51E11	Whole wings on sting-mounted bodies. $(L/D)_{max.}$, $C_{D_{min}}$, C_{L_α}, $C_{L_{opt.}}$, liquid film photos of Δ wing. 
21.7	38.6	2.50	0	.014					
62.7	68.6	1.57	0	.02					
65.5	68.6	2.57	0	.033					
49.1	60.0	1.73	0	Biconvex ($t/c = 10\%$ ∥ to pl. of sym.)	1.14	0.07	FST	RM L9J07	Whole wings on sting supports. q_l/q dist., airstream angularity, P dist., $C_m, C_l, C_L, \frac{c_l c}{C_L c_{av.}}$, c.p. location, tuft studies. 
52.4	60.0	2.31	0		0.85 - 1.42				
55.2	60.0	3.46	0		0.57				
36.9	45.0	4.0	0	65A-006 (∥ to pl. of sym.)	1.4 - 6.5	0.7 - 1.9	PARD	RM L8D16	Λ wings on rocket-propelled bodies. Tip & T.E. controls. C_D, $\frac{pb}{2V}/\delta_a$, and $\frac{\frac{pb}{2V}/\delta}{\left(\frac{pb}{2V}/\delta_a\right)_{m=1}}$ vs. $m = \frac{\tan\epsilon}{\tan\mu}$. 
36.9	45.0	4.0	0		1.4 - 6.5				
52.4	60.0	2.31	0		1.8 - 8.6				
36.9	45.0	4.0	0	65A006 (∥ to pl. of sym.)	1.4 - 6.5	0.6 - 1.9	PARD	RM L9J26	Λ wings on rocket-propelled bodies. Constant-chord, full-delta, and half-delta ailerons. $\frac{pb}{2V}/\delta$, $\frac{\frac{pb}{2V}/\delta}{\left(\frac{pb}{2V}/\delta\right)_{m=1}}$
52.4	60.0	2.31	0	Hexagonal sections on 2 Λ = 52.4° wings	1.8 - 8.7				
0	0	2.7	1.0	65-009 (⊥ to L.E.)	5.0	1.0 - 1.4	PARD	RM L7B19	Whole wings on rocket-propelled bodies of various fineness ratios. Drag comparison. 
45.0	45.0								

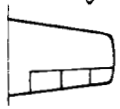
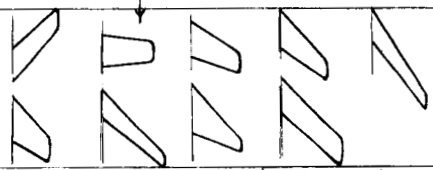
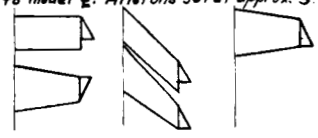
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
28.9	36.4	5.43	0	Flat plate with round L.E. & sharp-beveled T.E.	0.34-0.98	1.43 & 1.71	9" SST	RM L6L17 (NOWTN 1955)	Whole wings on sting support. C_L, C_m, C_D. 
36.5	44.6	4.05							
41.4	49.7	3.39							
44.5	52.6	3.05							
47.7	55.7	2.79							
50.8	58.5	2.45							
56.7	63.8	1.97							
64.9	70.6	1.41							
52.4	60.0	2.31	0	Flat plate	1.603	0.13	Stability Tun.	RM L8L29	Whole wings on single-strut support. $C_L, C_m, C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}, C_{Y_p}, C_{n_p}, C_{l_p}$, C_X, a.c. position, $C_{L_{max.}}$, C_{L_α}, $\frac{\partial C_{n_\psi}}{\partial C_L^2}$, $\frac{\partial C_{L_\psi}}{\partial C_L}$, $\frac{\partial C_{Y_p}}{\partial C_L}$, $\frac{\partial C_{n_p}}{\partial C_L}$. 
52.4	60.0	2.31		0012	1.624				
52.4	60.0	2.31		12% Biconvex	1.624				
70.4	75.0	1.07		0012	2.380				
36.9	45.0	4.0	0	0012 (⊥ to pl. of sym.)	1.232	Do	Do	Do	Do 
36.9	45.0	3.0	0.15		1.254				
36.9	45.0	2.0	0.36		1.335				
36.9	45.0	1.0	0.58		1.510				
37-77	45-80	0.7-4.0	0	Double wedge $\left([t/c]_{max.} = 8\% \text{ at } 18\%c\right)$	0.46-1.39	1.62, 1.92, 2.40	9" SST	RM L9D07	Whole wings on sting support. $C_L; C_m; L/D; C_D; \left(\frac{dC_L}{d\alpha}\right)_{L=0} / \left(\frac{dC_L}{d\alpha}\right)_{100}$ vs. $\frac{\tan\epsilon}{\tan m}$; $C_{D_{min.}}$ vs. $\frac{\tan\epsilon}{\tan m}$; $\Delta C_D/C_L^2 / \frac{dC_L}{d\alpha}$ vs. $\frac{\tan\epsilon}{\tan m}$; c.p. location; $(L/D)_{max}$; $\left(\frac{dC_m}{d\alpha}\right)_{L=0}$ vs. $\frac{\tan\epsilon}{\tan m}$; schlieren & liquid-film photos; P dist. 
				Elliptical L.E. to 18%c & straight taper there to T.E. $\left([t/c]_{max} = 8\% \text{ at } 18\%c\right)$					
47-58	55-65	1.9-2.8	Do	Flat plate with sharp L.E. & beveled T.E. $\left(t/c_{Root} = 1.3, 1.6, 1.7, 1.8\%\right)$	0.75-1.08	1.92	Do	Do	Do 
				Flat plate with round L.E. & beveled T.E. $\left(t/c_{Root} = 1.3, 1.7, 1.8, 1.9\%\right)$					
0	0	1.5	1.0	65-series 4 wings $\left(t/c = .0746, .0639, .0557, .0300\right)$	5.0-9.0	0.95-1.30	PARD	RM L7K14	Whole wings on rocket-propelled, fin-stabilized bodies. $C_{D_W}, C_{D_{Total}}$. 
45.0	45.0	2.7	1.0	Circular arc $\left(t/c = 9\% \perp \text{ to L.E.}\right)$	Do	Do	Do	Do	Do 
				Diamond $\left(t/c = 9\% \perp \text{ to L.E.}\right)$					

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
37.2	40.0 at c/2 line	3.05	1.628	65, - 210 (⊥ to 50% chord line)	0.67 - 1.05	0.40 - 0.92	H.S. 7'x10' Tunnel	RM L9J06	Semispan wing on semifuselage on boundary-layer plate. Rounded-corner tips on basic wing ∥ to plane of symmetry. Various pylon-suspended, flush-wing, and wing-tip external stores installations. $C_L, C_D, C_m, L/D, (L/D)_{max.}, \left(\frac{\partial C_m}{\partial C_L}\right)_M, \left(\frac{\partial C_L}{\partial \alpha}\right)_M$. 
38.9 (℄ to 0.30 b/2) 26.0 (0.30 b/2 to 0.65 b/2) 15.3 (0.65 b/2 to tip)	45.0 (℄ to 0.30 b/2) 30.0 (0.30 b/2 to 0.65 b/2) 20.0 (0.65 b/2 to tip)	4.12	0.36	64A009 (∥ to pl. of sym)	2.4 - 6.0	To 0.13	F.S.T.	RM L50A04a	Whole wing on three support struts. Tips of revolution ∥ to plane of symmetry. With and without L.E. roughness, with and without various combinations of split flaps, L.E. flaps, and outboard slats. $C_L, C_m, C_D, \frac{C_l c}{C_L' c_{av.}}$ vs. $2y/b$, $C_{L\,max.}$ vs. R, $\alpha_{C_{L\,max.}}$ & $C_{L\,max.}$ vs. L.E. flap span, tuft studies. 
38.9 (℄ to 0.30 b/2) 26.0 (0.30 b/2 to 0.65 b/2) 15.3 (0.65 b/2 to tip)	45.0 (℄ to 0.30 b/2) 30.0 (0.30 b/2 to 0.65 b/2) 20.0 (0.65 b/2 to tip)	4.12	0.36	64A009 (∥ to pl. of sym)	3.5	0.07	F.S.T.	RM L50A23a	Whole wing on three support struts. Tips of revolution ∥ to plane of symmetry. With and without 0.20 chord, 0.65 span split flaps. Chordwise pressure distributions, $\frac{C_l c}{C_L' c_{av.}}$ vs. $2y/b$, $\frac{2y}{b}$ vs. α, $x/c/\alpha$, C_L', C_m', tuft studies. 
45.0		4.1	1.0	65-009 (⊥ to L.E.)	0.22 - 0.52	0.55 - 1.14	F.R.D.	RM L50A31	Semispan wing on semibody, with and without stabilizer (canard arrangement). Slightly-rounded, sharp-corner tips. Wing-flow method. $C_L, C_m, C_l, C_{L\alpha}$ vs. M, $C_{m\alpha}$ vs. M, $C_{l\alpha}$ vs. M. 
40.0		4.0	0.5	Circular arc (10% thick ⊥ to c/4)	0.60 & 0.58	1.40 & 1.59	4'x4' SSPT	RM L50C17	Whole wing on fuselage with and without tail on sting-support system. 3° incidence, 3° dihedral. Slightly-rounded, sharp-corner tips. $C_l, C_n, C_Y, C_L, C_x, C_m, C_{Y\psi}, C_{n\psi}, C_{l\psi}$. 
40.0		4.0	0.5	Circular arc (10% thick ⊥ to c/4) (8% ∥ to pl. of sym)	0.58	1.59	4'x4' SSPT	RM L50C24	Whole wing on fuselage with tail on sting-support system. 3° incidence, 3° dihedral. Slightly-rounded, sharp-corner tips. Wing pressure distributions; P vs. C%; P $\frac{dz}{dx}$ vs. C%; A.C. location; L/D vs. C_L; $C_L, C_m, C_D, C_n, C_c, C_d, C_l$ vs. α; $C_L, P, C_m, C_{max.}, (\frac{L}{D})$, $C_n \frac{b}{2}$, $C_n, C_d, \frac{b}{2}$, C_d vs. $y/\frac{b}{2}$. 
38.9 (℄ to 0.30 b/2) 26.0 (0.30 b/2 to 0.65 b/2) 15.3 (0.65 b/2 to tip)	45.0 (℄ to 0.30 b/2) 30.0 (0.30 b/2 to 0.65 b/2) 20.0 (0.65 b/2 to tip)	4.12	0.36	64A009 (∥ to pl. of sym)	3.5	0.07	F.S.T.	RM L50D14	Whole wing on three support struts. Tips of revolution ∥ to plane of symmetry. With and without split flaps, L.E. flaps, outboard slats in various combinations. Plain, unsealed ailerons. $C_{Y\psi}, C_{n\psi}, C_{l\psi}, C_Y, C_n, C_l, C_L, C_x, C_m, C_{l\delta}, -C_n, pb/2V$. 

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
36.9	45.0	4.0	0	Flat with sym. beveled L.E. & T.E.	1.0 - 3.4	0.6 - 1.72	PARD	RM L50D24 (NOWTN 3314)	Whole wings on sting supports mounted on nose of rocket-powered bodies. 1st configuration is wing-fuselage combination. Last configuration has straight tips ∥ to plane of symmetry. C_l, $\frac{pb}{2V}$, $-C_{l_p}$ 
36.9	45.0		0	Sym. double wedge t/c = 4%	1.0 - 3.4	0.6 - 1.72			
36.9	45.0		0	Sym. double wedge t/c = 9%	1.0 - 3.4	0.6 - 1.72			
4.80			0.5	Sym. double wedge t/c = 4.6%	0.75 - 2.65	0.6 - 1.68			
44.9	47.5	3.4	0.51	64,A112 (⊥ to c/4)	4.4	0.07	FST	RM L50E02	Whole wing-fuselage combination on three-strut support. With and without extensible L.E. flaps, plain T.E. flaps. Straight, rounded-corner tips ∥ to plane of symmetry. C_D, C_L, C_m, $\Delta C_{L_{max}}$ (with flaps). 
60.0		2.0	0.6	65A006 (∥ to pl. of sym.)	0.88 - 1.09	0.6 - 1.15	7'X10' HST	RM L50E09	Semispan wing on semifuselage. Bump technique. Slightly rounded, sharp-corner tips ∥ to plane of symmetry. With and without flap-type & spoiler-type controls of various spans & positions. C_{L_δ}; C_{m_δ}; ΔC_L, ΔC_D, ΔC_m (with controls); C_l, C_n, ΔC_m (with spoiler).
52.4	60.0	2.31	0	Modified $65_{(06)}$-006.5	1.624	0.13	Stability Tunnel	RM L50E12a	Whole wing on body with various vertical fin arrangements on single strut support. C_L, C_{Y_r}, C_{n_r}, C_{l_r}. 
0		2.7	1.0	Diamond (t/c = 6%)	2.8 - 9.8	0.6 - 1.7	PARD	RM L50E19a	Whole wings on fin-stabilized, rocket-propelled body. Rectangular tips. Slits in base of blunt-T.E. wing. C_{p_b} (slab wing), C_{D_T}, C_{D_W} 
				Circular Arc (t/c = 6%)					
				Slab (Beveled L.E., blunt T.E.) (t/c = 6%)					
0		2.5	1.0	65A009	4.5 - 7.4	0.8 - 1.4	PARD	RM L50E26	⅄ wings on rocket-propelled body. Canted-nozzle rocket. Straight, sharp-corner tips ∥ to plane of symmetry. ϕ, $-C_{l_p}$, C_D vs. M. 
		3.0		65A009	4.1 - 7.2				
		3.7		65A009	3.8 - 7.6				
		4.5		65A009	3.3 - 5.5				
		3.7		65A012	3.8 - 6.0				
		3.7		65A006	3.8 - 7.8				
52.4	60.0	2.31	0	6% Double Wedge Max. Thick. at 20% C; 6% Double Wedge Max. Thick. at 50% C; 6% Double Wedge Max. Thick. at 80% C; 3% Double Wedge Max. Thick. at 50% C; 65-006	3.5 - 14.2	0.61 - 1.75	PARD	RM L50F01	Whole wings on fin-stabilized rocket-propelled bodies. C_{D_T} and C_{D_W} vs. M. 

[redacted]

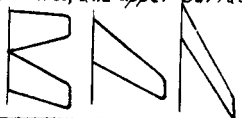
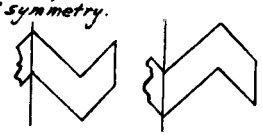
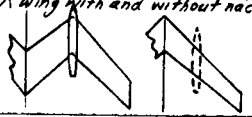
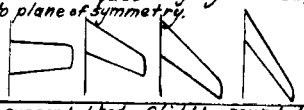
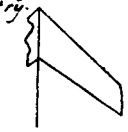
[redacted]

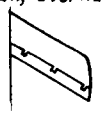
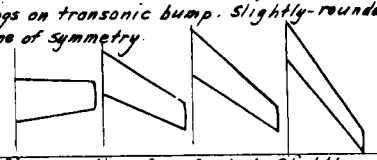
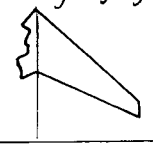
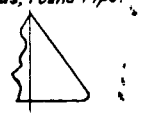
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
5.3	0 at c/2	2.5	0.625	Modified Double wedge ($t/c = 6\%$) (constant thickness in center 40% c)	2.3	1.9	9"X12" SSBT	RM L50F08	Semispan wing on semibody mounted on tunnel wall. Slightly-rounded, round-corner tips ∥ to plane of symmetry. 25%c, 35%c, & 45% c plain T.E. flaps of various lengths. C_{l_δ}, C_{L_δ}, C_{m_δ}, $\Delta p/q$, $C_{l_{gross}}$, C_L, C_D, C_m, $C_{n_{gross}}$, C_l, ΔC_L, ΔC_m. 
-45.0 0 30.0 45.0 60.0		4.0	0.6	65A006 (∥ to pl. of sym)	1.5-12.0	To 0.20	TDLTPT	RM L50F16	Semispan wings cantilever-mounted on tunnel wall, with and without L.E. roughness. With and without half-span T.E. inboard split flaps. 40° A = 4, λ = 0.6 wing tested with fences & hinged L.E. flap. Tips slightly rounded with round corners, ∥ to plane of sym. C_L, C_M, C_D, C_m, C_B, C_{L_α}, C_{L_S}, $C_{L_{max}}$, $\eta_{c.p.}$, $(x/\bar{c})_{c.p.}$, $\frac{X_{ac}}{c}$
45.0 45.0 45.0 45.0		2.0 6.0 4.0 4.0	0.6 0.6 0.3 1.0	Do	Do	Do	Do	Do	
50.8	52.05	2.84	0.616	Root: 25-(50)(04.5)-(50)(04.9) Tip: 25-(50)(02.1)-(50)(03.1) (⊥ to 50% c)	1.6 5.5 6.0 9.7	0.08 0.11 0.12 0.19	19'PT	RM L50F16a	Whole wing on 2-strut support. Slightly-rounded, round corner tips ∥ to plane of symmetry. With and without extensible L.E flaps and droop-nose flaps of various spans and spanwise positions. With and without extended T.E. flaps and split flaps. Tuft studies, C_L, C_m, C_D, $\left(\frac{dC_m}{dC_L}\right)_{c/4}$, L/D.
0		3.0	1.0	65-009 (∥ to pl of sym)	0 - 1.16	146-325 fps	FRD	RM L50F19	Semispan wing. Wing-flow technique. 25%c, full-span radius-nose T.E. flap. with mass balancing and spoilers attached - freely hinged. Control-surface buzz tests. Flap deflection vs. time.
45.6	47.72	5.1 6.0	0.383 0.313	64-210 (⊥ to 0.286c)	6.0	0.14	19'PT	RM L50F20	Whole wings with and without bodies on 2-strut supports. 2° incidence (1.32° tip washout with A = 5.1, 1.72° tip washout with A = 6.0) slightly-rounded, round-corner tips ∥ to plane of symmetry. With and without various spans of L.E. devices, T.E. flaps, fences, roughness. C_m, C_L, C_D, $C_{L_{max}}$, ΔC_L, L/D, tuft studies.
0 45.0 6.3 48.0 6.3	 0 at c/2 45.0 at c/2 0 at c/2	5.28 5.28 4.94 4.94 4.94	1.0 1.0 0.45 0.45 0.45	65A009 (∥ to model center)	1.3 - 6.4	0.5 - 1.7	PARD	RM L50F21	λ wings on rocket-propelled bodies. Δ tip ailerons. Wing tips straight and ∥ to model ℄. Ailerons set at approx. 5° $\frac{pb}{2V}/\delta$, C_{D_W}, C_D 

[redacted]

[redacted]

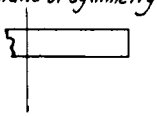
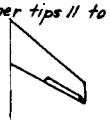
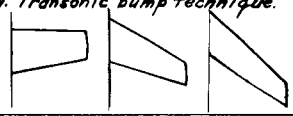
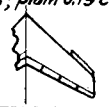
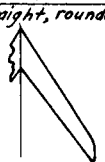
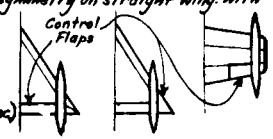
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
	20.0 60.0	5.76 1.92	Abt. 0.49	Root: 64(10)-010.3 Tip: 64-008 (Both ⊥ to 0.25c line of unswept wing)	2.0	0.152	300 mph 7'x10' Tunnel	RM L50F23	X-5 wing and fuselage, with vertical tail, with and without horizontal tail. 0° and 5° incidence. With and without dive brakes, T.E. fillets, extended wing tips, fences, -2° dihedral. $C_L, C_m, C_x, C_{n_\psi}, C_{l_\psi}, C_{y_\psi}, C_l, C_n, C_Y$.
16.4	23.0	3.11	0.423	Circular arc. (t/c = 4%) (Max. thick. at 40% c) Latter portion of sections varied by thickness change at T.E.	3.5-10.2	0.7-1.6	PARD	RM L50F26	4 whole wings on fin-stabilized rocket-propelled bodies. Tips straight with rounded corners. Base thicknesses of airfoils from 0 to 100% max. airfoil thickness. C_D.
59.4 55.3 52.3 55.3 52.8 51.2	50.0 (⊥ at c/2)	2.00 2.22 2.34 4.00 4.30 4.50	0 0.286 0.615 0 0.303 0.629	65A009 (∥ to model ℄)	5.0-10.0	1.0-1.8	PARD	RM L50F30a	Whole wings on fin-stabilized rocket-propelled bodies. Straight tips ∥ to plane of symmetry. C_{D_T}, C_{D_W}.
45.0		3.7	1.0	65A009 (∥ to pl. of sym)	0.62-0.77	0.60-1.15	7'x10' HST	RM L50G03	Semispan wing on semibody. Bump technique. Straight tip ∥ to plane of symmetry. 20% c flap-type ailerons of various spans. C_L, C_{L_a} vs. M, C_{l_a}, C_{l_δ}.
52.4	60.0	2.31	0	65(06)-006.5 (∥ to pl. of sym)	1.62-2.62	0.13-0.21	Stability Tunnel	RM L50G17	Whole wing on body with vertical tail. Constant-chord T.E. control surfaces (elevons), with and without horn balance and tip. With and without L.E. transition strips. $C_L, C_m, C_x, C_h, C_l, C_n, C_Y$.
45.0		4.1	1.0	65-009 (⊥ to L.E.)	3.2	(40 mph)	FFT	RM L50G11	Whole wing on fuselage with and without canard horizontal control surface. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. Force tests. $C_m, C_D, C_L, -C_{Y_\beta}, C_{n_\beta}, -C_{l_\beta}, C_Y, C_n, C_l$.
0		2.34	1.0	Circular arc (t/c = 6%)	0.64	2.41	9" SST	RM L50G12	Semispan wing on boundary-layer bypass plate. Straight tips ∥ to plane of symmetry. Downwash, sidewash, and M distribution behind wing.

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
5.3	0 at c/2	2.5	0.625	Modified Double Wedge (t/c = 6%) (L.E. & T.E. 11.43° Top and bottom ∥)	0.96 - 1.2	0.60 - 1.18	7'X10' HST	RM L50G13a	Semispan wing with and without semibodies of different sizes (with end plate when without body) on transonic bump. With and without a 35c ailerons of various spans and positions. Straight tip ∥ to pl. of sym. C_{2a}, C_L, C_m, C_D, C_{L_a}, C_{l_δ}
0 35.0 45.0 60.0		4.0	0.6	65A006 (∥ to pl. of sym)	0.39	1.38	6" SST	RM L50G14	Semispan wings with and without semibodies. With and without transition fixed, T.E. blunted, and upper-surface fence on 60° Λ wing. C_L, C_D, C_{D_i}, C_m; $\frac{\partial C_L}{\partial \alpha}$, $\frac{\partial C_m}{\partial C_L}$, $y_{c.p.}$, C_{D_0}, $(L/D)_{max}$, $\frac{\Delta C_{D_i}}{C_L^2}$ vs. Λ; L/D. 
0 0 45.0		3.7	0	65A003 (∥ to model ℄) 65A009 (∥ to model ℄) 65A009 (∥ to model ℄)	3.0 - 7.0	0.7 - 1.7	PARD	RM L50G14b	Λ wings on rocket-propelled bodies. 0.2 c. full-span ailerons. Straight, rounded-corner tips ∥ to plane of symmetry. 28 wings of various structural compositions (rigidity). $pb/2V$, P_a/P_0, ϕ vs. $1/m_{e_r}$, $-\frac{d(1-\phi)}{d(1/m_{e_r})}$ vs M, $\frac{dC_m/d\delta}{d\alpha/d\delta}$.
Outer exposed 50%: +45.0 Inner exposed 50%: -45.0 Outer exposed 50%: -45.0 Inner exposed 50%: +45.0		4.0	1.0	65-006 (∥ to pl. of sym)	2.0 - 8.0	0.8 - 1.4	PARD	RM L50G31	Whole wings on rocket-propelled, fin-stabilized bodies. Straight tips ∥ to plane of symmetry. C_{D_T}, C_{D_W}, bending & torsional rigidity. 
Outer exposed 66%: +45.0 Inner exposed 34%: -45.0 45.0		6.0	0.6	65A009 (∥ to pl. of sym)	Do	Do	Do	Do	Whole wings on rocket-propelled, vertical-fin-stabilized bodies. Straight tips ∥ to plane of symmetry. M wing with nacelles at Λ break. Λ wing with and without nacelles. C_{D_T}, C_{D_W}, bending & torsional rigidity. 
0 35.0 45.0 60.0		4.0	0.6	65A006 (∥ to pl. of sym)	0.70 - 0.80, 1.8 - 2.0, 3.1 - 3.6	Comparisons at 0.95	7'X10' HST 8' TPT PARD	RM L50H02	Comparisons of results of tests of whole and semispan wings with and without bodies (Bump, wall-mount, sting-mount and rocket techniques. Slightly rounded, round-corner tips ∥ to plane of symmetry. C_L, C_m, ΔC_D, $C_{D_{L=0}}$, C_{L_α}, $\frac{\partial C_m}{\partial C_L}$. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.73 - 2.02	0.60 - 0.96	8' T.T.	RM L50H08	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. C_L, C_m, C_D, P_b, $\frac{\partial C_L}{\partial \alpha}$, C_{D_0}, $(L/D)_{max.}$, $\frac{\partial C_m}{\partial C_L}$, $\frac{\Delta H}{q}$, ϵ, $\frac{\partial \epsilon}{\partial \alpha}$. 

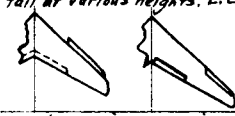
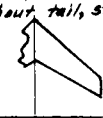
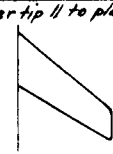
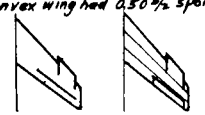
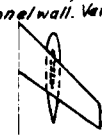
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
35.0		3.06	1.0	65-009 (⊥ to L.E.)	0.46 - 1.38	0.53 - 1.15	FRD	RM L50H09	Semispan wing with slightly-rounded, round-front-corner, sharp-rear-corner tip. 25% c, full-span, overhang-balanced flap. Wingflow method. $C_m, C_h, C_L, C_{L_\alpha}, C_{L_\delta}, \frac{\partial\alpha}{\partial\delta}$, a.c., c.p., $C_{m_\alpha}, C_{m_\delta}, C_{h_\alpha}, C_{h_\delta}$. 
0 35.0 45.0 60.0		4.0	0.6	65A006 (∥ to pl. of sym.)	0.38 - 0.46	0.61 - 1.20	7'X10' HST	RM L50H11	Semispan wings on transonic bump. Slightly-rounded tips ∥ to plane of symmetry. $C_L, C_{L_{max}}$, $L/D, C_m$. 
49.9	45.0 (at c/2 line)	3.75	0.2	Approx. 65-003 (⊥ to c/2 line)	2.0 - 7.9	0.80 - 1.18	FRD	RM L50H22	Whole wing on fin-stabilized, free-fall body. Slightly-round, sharp-corner tips. $C_D, C_{D_W}, \frac{D}{Fp}$. 
45.0 Outer 50%: +45 Inner 50%: -45 Outer 50%: -45 Inner 50%: +45		6.0	0.6	65A009 (∥ to pl. of sym.)	0.60	0.60 - 1.08	7'X10' HST	RM L50H25a	Semispan wings on reflection planes, wall-mounted, slightly-curved, sharp-corner tips ∥ to plane of symmetry. $C_L, C_D, C_m, C_B, C_{D_{min}}$. $\frac{\Delta H}{q}, \frac{\partial C_L}{\partial\alpha}, \frac{\partial C_m}{\partial C_L}$, y c.p., $L/D_{max}, \Delta C_D, L/D, \frac{\alpha_D}{L/2}$
52.4	60.0	2.31	Approx. 0	65A003 (∥ to pl. of sym.)	13.0 - 41.0	0.9 - 1.7	PARD	RM L50I22	2 wings of different size on similar fin-stabilized, rocket-propelled bodies. Small-radius, round tips. Comparison of drags and base-pressure coefficients. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.73 - 2.02	0.6 - 0.96 & 1.20	8' TT	RM L50J09	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. $C_L, C_m, C_D, P_b, \frac{\partial C_L}{\partial\alpha}, L/D_{max}, \frac{\partial C_m}{\partial C_L}, \frac{\Delta H}{q}, \epsilon, \frac{\partial\epsilon}{\partial\alpha}$.
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	4.6 - 9.3	0.8 - 1.3	PARD	RM L50G17a	Whole wings on rocket-propelled bodies with vertical stabilizing fins. Nacelles of 9.66 fineness ratio in various underslung and symmetrical positions at 40% b/2. Slightly-curved, sharp-corner tips ∥ to plane of sym. C_D, C_{D_N}, C_{P_B}.

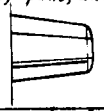
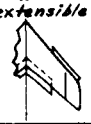
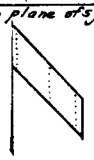
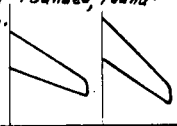
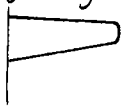
[redacted]

[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0		7.06	1.0	65A006 (⊥ to pl. of sym)	——	To 0.63	V.&F. Branch & PARD	RM L50I29	Whole wing on rocket-propelled body with vertical stabilizing fins. Straight tips ∥ to plane of symmetry. 70.6" span, 10" chord. Deformation, flutter, and wing failure data. 
40.0	42.7	4.0	0.50	Circular arc (⊥ to 50%c) line (t/c=8%, ∥ to pl. of sym)	0.95-1.17	0.6-1.2	7'x10' HST	RM L50J06	Semispan wing on semibody mounted on transonic bump. 0.20c, 0.50b, outboard ailerons. Various aileron T.E. thicknesses. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. $C_h, C_{h_\delta}, C_{h_\alpha}$, aileron floating angle vs. M, buzz frequency vs. M. 
0 / 35.0 / 45.0		4.0	0.6	65A006 (∥ to pl. of sym)	0.62-0.75	0.6-1.15	7'x10' HST	RM L50J19	6 semispan wings on semibodies, 3 untwisted, 3 twisted approx. 3.5° at tip. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. Transonic bump technique. $C_{l_p}, \frac{(C_{L_\alpha})_M}{(C_{L_\alpha})_{M=.6}}$ 
44.9	47.5	3.4	0.51	64,-A112 (⊥ to c/4)	4.4	0.07	FST	RM L50J20	Whole wing on body on 3-strut support. Straight tips with rounded corners, ∥ to plane of symmetry. With and without extensible 0.10c', 0.35 b/2 L.E. flaps; plain 0.19c T.E. flaps; 0.19c ailerons of various T.E. thicknesses; and upper-surface spoilers. $C_D; C_L; C_m; C_{l_{\delta_a}}; C_l; C_n; \Delta C_D$ (due to δ_a); $\Delta C_m, \Delta C_L, \Delta C_D$ (due to spoiler changes). 
60.0		4.0	0.6	65A006 (∥ to pl. of sym)	1.73-2.03	0.60-0.96	8'TT	RM L50J25	Whole wing on sting-supported body. Straight, rounded-corner tips ∥ to plane of symmetry. $P_b, \frac{\Delta\alpha}{L/S}, C_L, C_m, C_D$, $\frac{\partial C_L}{\partial \alpha}, (L/D)_{max}, \frac{\partial C_m}{\partial C_L}, \frac{\Delta H}{q}$, $\epsilon, \frac{\partial \epsilon}{\partial \alpha}$ 
Abt. 20 / Abt. 60	20.0 / 60.0 (Measured from 0.25c line of unswept wing)	5.76 / 1.92	Abt. 0.49	Root: $64_{(10)}$-010.3 Tip: 64-008 (Both ⊥ to 0.25c line of unswept wing)	2.0	0.152	300mph 7'x10' Tunnel	RM L50J27	X-5 wing & fuselage with and without vertical & horizontal tails. -2° dihedral. With and without 0.15c slats and 0.30c split T.E. flaps. Dive brakes with and without upper-surface inboard spoilers. $C_L, C_m, C_x, C_{n_\beta}, C_{l_\beta}$.
52.4 / 52.4 / 5.3	60.0 / 60.0 / 0 at c/2	2.3 / 2.3 / 2.5	0 / 0 / 0.625	Modified double wedge (Constant-thickness in center portion. Round nose. 6.6° leading portion 15.4° trailing portion. / Modified double wedge t/c=6%. Constant thickness in center 40% c.	2.3-4.0	1.9	9"x12" SSBT	RM L50K03	Wall-mounted semispan wings on semibodies. Straight tips with rounded corners ∥ to plane of symmetry on straight wing. With stores on and off. $C_L; C_D; C_m; C_{l_{gross}}; C_{n_{gross}}$; $C_{N_\beta}; C_{m_\beta}; \Delta C_L, \Delta C_l, \Delta C_m$, $\Delta C_{N_\beta}, \Delta C_{m_\beta}$ (due to control deflec.) 

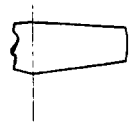
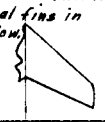
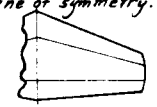
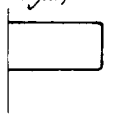
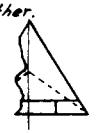
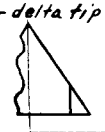
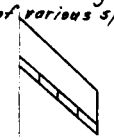
CONFIDENTIAL

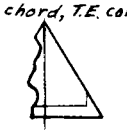
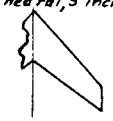
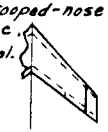
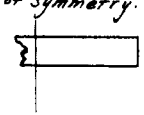
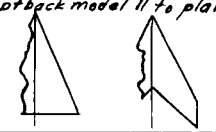
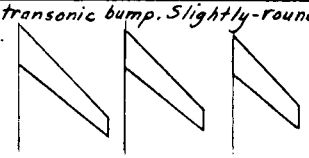
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0	47.7	5.1 6.0	0.383 0.313	64 - 210 (⊥ to 0.286 c)	6.0	0.14	19' P.T.	RM L50K06	Wade wings on body mounted on 3-strut supports. Slightly-rounded, round-corner tips ∥ to plane of symmetry. With and without horizontal tail at various heights. L.E. flaps, droop-nose, split and double slotted T.E. flaps. $C_L, C_m, \frac{dC_m}{dC_L}, \epsilon, \sigma$. 
40.0		4.0	0.5	Symmetrical Circular arc (⊥ to 0/4, t/c = 10%)	0.6	1.40 & 1.59	4'x4' SSPT	RM L50K14	X-2 wing on sting-supported body with and without tail. 3° dihedral. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. With and without tail, stall vanes, and wing-tip skids. $C_L, C_D, C_m, C_Y, C_n, C_l, L/D$. 
Abt. 40 Abt. 50 Abt. 60	40.0 50.0 60.0	3.77 2.98 2.18		Root: $64_{(10)}$ A011 Tip: $64_{(08)}$ A008.6 (Both ⊥ to 0.38c line of unswept wing)	0.9 0.9 1.1	1.23 - 1.24	F R D	RM L50K15	Semispan X-5 configuration with and without tail. Wing-flow technique. $C_L'; C_m'; C_D'; C_{L_\alpha}, C_{D_{C_L}}$, & C_{m_α} vs. Λ.
52.4	60.0	2.31	0	65 - 006 (∥ to pl. of sym)	1.1 - 1.5	0.6 - 1.18	7'x10' HST	RM L50L01	Semispan wing on transonic bump. Large Δ control surface with overhang balance and skewed hinge axis. $C_L, C_D, C_m, C_h, C_l, C_{L_\delta}, C_{m_\delta}$, $C_{l_\delta}, C_{h_\alpha}, C_{h_\delta}$.
40		4.0	0.625	64, - 112 (⊥ to 0.273c)	3.0	0.1 - 0.9	LTPT	RM L50L04a	Semispan wing. Straight, rounded-corner tip ∥ to plane of symmetry. C_L, pressure distributions over retracted L.E. slat position. 
49.5 49.6	51.7 51.7	2.47 2.39	0.615 0.625	Biconvex (∥ to pl. of sym) (t/c = 7%) Hexagonal (t/c = 6%)	2.0 1.8 1.7	1.41 1.62 1.96	9"x12" SSBT	RM L50L06a	Semispan wings on semibodies. Straight, rounded-corner tips ∥ to plane of symmetry. 0.15 $\bar{c}$, 0.13 b/2 and 0.25 b/2 chord extensions on & off. Biconvex wing had 0.50 b/2 spoiler control. Hex. wing had 0.25 c, 0.52 b/2 T.E. flap-type control. $C_L, C_m, C_{l_{gross}}$ vs. b/c and δ. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	0.50 - 0.75	0.41 - 0.96	7'x10' HST	RM L50L12	Semispan wing-body combination. Slightly-rounded, sharp-corner tips. Reflection-plane mounted on tunnel wall. Various stores installations, varying shape, chord-wise position, fineness ratio, pylon thickness, length & sweep angle. $C_L, C_m, C_D, \left(\frac{\partial C_m}{\partial C_L}\right), \left(\frac{\partial C_L}{\partial \alpha}\right)$, $\Delta C_D, \frac{\Delta C_D}{C_{D_B}}, M_B, L/D_{max}$. 

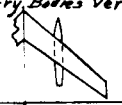
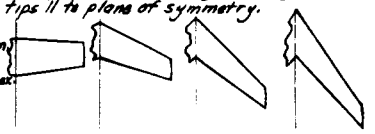
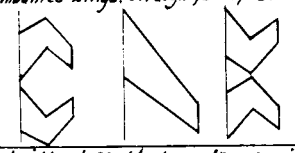
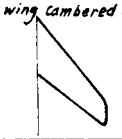
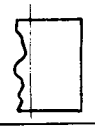
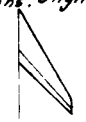
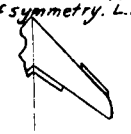
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
15.5	0 at c/2	2.5	0.625	Hexagonal ($\frac{t}{c}$ = 6%) (center 40% of constant thickness)	2.2	1.90	9"X12" SSBT	RM L50L20	Semispan wing-body combination. Slightly-rounded, round-corner tips ∥ to plane of symmetry. Top-surface spoiler-type controls of various heights, spans, and chordwise positions. $C_{l_{gross}}$, C_L, C_m, C_D, $C_{n_{gross}}$, C_l, ΔC_L, ΔC_m, ΔC_D, C_n. 
62.0	67.5	1.863	0	Modified 0004 (∥ to pl. of sym)	8.5-29.0	0.90-1.95	PARD	RM L50K28a	Whole wing on rocket-propelled body with vertical fin. C_D, C_N, $C_{D_{min}}$.
50.2	52.05	2.88	0.625	64,-112 (⊥ to 0.282c)	6.0	0.12	19'PT	RM L50K29	Whole wing with and without body and tail. Slightly-rounded, round corner tips ∥ to plane of symmetry. 2.0° incidence. Split and extended inbd, 0.20c T.E. flaps; extensible outbd, approx. 0.15c, L.E. flaps; upper surface fences. C_L, C_m, $\frac{dC_m}{dC_L}$, C_D, ϵ, σ, $\frac{dW}{d\alpha}$. 
45.0		3.5	1.0	65-210 (⊥ to L.E.)	0.47-0.77	0.7-1.1	FRD	RM L51D24	Semispan wing with straight tips ∥ to plane of symmetry. Wing-flow technique. Pressure distributions, C_l, $\frac{dC_l}{d\alpha}$, $\frac{C_l}{C_L}$, $\frac{2y}{b}$, C_d, C_D, C_m, $\frac{dC_m}{dC_L}$, $\frac{dC_l}{d\alpha}$, $\frac{dC_m}{dC_L}$, C_{D_T}. 
30.0		7.5	0.38	65-210 (⊥ to c/4 line of unswept wing)	1.10-1.51	0.50-0.96	8' T.T.	RM L50K27	Semispan wing on semibody (pivoted whole wing with vertical plate in middle). Slightly-rounded, round-corner tips ∥ to plane of symmetry. $C_{D_{ow}}$, C_{d_0}, C_n, pressure distributions and tuft studies. 
45.0		5.2			1.30-1.79				
-30.0		7.5	0.38	65-210 (⊥ to c/4 line of unswept wing)	1.19-1.64	0.50-0.96	8' T.T.	RM L50K28	Semispan wing on semibody (pivoted whole wing with vertical plate in middle) Slightly-rounded, round-corner tips ∥ to plane of symmetry. $C_{D_{ow}}$, C_{d_0}, C_n, pressure distributions.
-45.0		5.2			1.46-2.01				
0		9.0	0.40	65-210 (∥ to pl. of sym)	1.13-1.37	0.60-0.92	8' T.T.	RM L50L07	Semispan wing on semibody, plate mounted. Slightly rounded, round-corner tip ∥ to plane of symmetry. C_{d_0}, C_n, tuft studies, pressure distributions. 

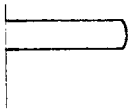
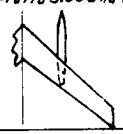
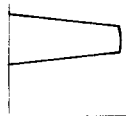
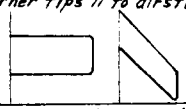
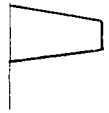
[redacted]

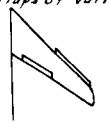
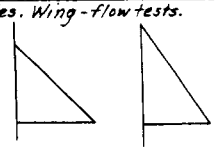
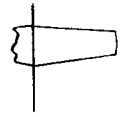
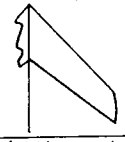
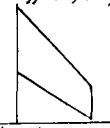
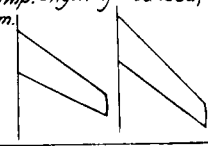
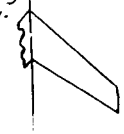
[redacted]

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.73-2.02	0.6 -0.97	8'T.T.	RM L51A02	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. $P_b, C_L, C_D, C_m, \frac{dC_L}{d\alpha}, (L/D)_{max}, \frac{dC_m}{dC_L}, \frac{\Delta H}{q}, \epsilon, \frac{d\epsilon}{d\alpha}$. 
38.1	41.57	3.60	0.455	0010-64	0.90 & 1.138	0.13 & 0.16	Stab. Tun.	RM L51A10	Whole wing on body. Single-strut support. Tips of revolution ∥ to plane of symmetry. Wing with and without body, canopy, nacelles, full-span flaps, vertical fins in various positions. Straight, yawing & rolling flow. $C_L, C_m, C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}, C_{Y_r}, C_{n_r}, C_{l_r}, C_{Y_p}, C_{n_p}, C_{l_p}$. 
15.8	23.03	3.04	0.394	Hexagonal (Slightly modified) (t/c = 4.5%) (Middle 45% of constant thickness)	7.6 - 25.5	0.70 - 1.65	PARD	RM L51A15	Whole wing on rocket-propelled body with vertical stabilizing fins. Tips of revolution ∥ to plane of symmetry. C_D, C_{p_b}. 
0		3.7	1.0	65A009 (∥ to model ℄)	1.0 - 2.2 (sting mount) 2.3 - 8.0 (Torque nozzle)	0.6-1.4	PARD	RM L51A16	⅄ wings on body. Sting-mount and torque-nozzle techniques for comparing roll data. Straight, round-corner tips ∥ to model center line. $C_l, \frac{pb}{2V}, -C_{l_p}$. 
52.4	60.0	2.31	0	Symmetrical Biconvex t/c = 10% / Same as above but with L.E. glove of 65-010 sect. ∥ to pl. of sym. on fwd 0.50c	6.00	0.07	FST	RM L51A26	Whole wing on 3-strut support. Outboard and inboard ailavators operable separately and together. $C_L, C_m, C_D, (C_{m_\delta})_L, (C_{L_\delta})_L, C_n, C_l, (C_{n_\delta})_L, (C_{l_\delta})_L, C_h, (C_{h_\delta})_L$. 
52.4	60.0	2.31	0	$65_{(06)}$-006.5 (∥ to pl. of sym.) (Modified to have straight sides from 0.70c tangency point to LE)	2.06	0.17	Stab. Tun.	RM L51B09	Whole wing on single-strut static support and on forced-rotation rig. Half-delta tip controls of various areas. C_L, C_{n_p}, C_{l_p}. 
45.0		3.7	1.0	65A009 (∥ to model ℄)	1.2 - 2.8	0.20-0.96	300 mph 7'x10' Tun.	RM L51B16	⅄ wings on sting-mounted, free-to-roll body. Straight tips ∥ to model ℄. 0.20C ailerons of various spans and spanwise positions. $pb/2V, C_l, C_{l_p}, \frac{pb/2V}{\delta_T}, C_{l_\delta}$. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	$65_{(06)}$-006.5 (∥ to pl. of sym.)	—	0.63 - 1.22	PARD	RM L51B28	Whole wing on rocket-propelled body with vertical stabilizing fin. Sealed-gap, constant-chord, T.E. control surface on wing. Time history of flutter failure. 
40.0		4.0	0.5	Circular arc (10% thick ⊥ to L.E.)	0.598	1.40	4'x4' SSPT	RM L51C06	X-2 wing on body with tail on sting support. Slightly-rounded, sharp-corner tips ∥ to pl. of symmetry. 3° dihedral, 3° incidence. Pressure distributions for spanwise and oblique stations, $P\frac{dz}{dx}$, $\frac{57.3(P_{lc}-P_{cord})}{\alpha}$, C_m, C_c, C_n, C_d, C_l, $C_{n_\beta}^{c/(\alpha)}$, $C_{d_\xi}^{c}$, $C_{m_x}(\frac{\xi}{\xi})^2$, C_L, L/D, $y_{cp}/b/2$. 
44.9	47.5	3.5	0.5	Circular arc (⊥ to line of max. thickness) (t/c = 10% ⊥ to line of max. thickness)	4.3	0.07	FST	RM L51C07	Whole wing on two-strut support. Straight, sharp-corner tips ∥ to plane of symmetry. Full-span drooped-nose flap, 0.20C. Semispan, plain T.E. flap, 0.20C. 0.50 b/2, 0.20C aileron. 0.20 b/2 wing-tip control. C_{l_T}, C_{n_T}, C_L, $-C_{l_T}$, $pb/2V$, C_{l_a}, C_{n_a}, X_{ac}, L/D, flow studies. 
0		7.34	1.0	Root: 65A004 (∥ to pl. of sym.) Tip: 65A002	—	0.4 - 1.17	PRD	RM L51C08	4 identical whole wings on fin-stabilized, free-fall bodies, straight, sharp-corner tips ∥ to plane of symmetry. Time histories of flutter, V_e/V_{R_1}, V/V_{R_1}, $\frac{V_e}{b\omega_\alpha}$, $\frac{V_c}{b\omega_\alpha}$, $\frac{\omega_e}{\omega_\alpha}$, $\frac{\omega_c}{\omega_\alpha}$. 
62.4	68.7	1.56	0	0002 (at root)	0.491 - 1.55	0.05 - 0.17	Stab. Tun.	RM L51C20	Cambered and twisted wings on single-strut-supported bodies. Straight tips on sweptback model ∥ to plane of symmetry. C_L, C_D, C_m, L/D, C_{L_a}, $(C_D)_{min.}$, $(L/D)_{max.}$, C_{Y_ψ}, C_{n_ψ}, C_{l_ψ}. 
63.4	66.4	2.00	0.253		0.384 - 1.212				
45.0		8.0	0.45	63,A012 (∥ to pl. of sym.)	0.51 - 0.56	0.70 - 1.15	7'x10' HST	RM L51C26	Semispan wings on transonic bump. Slightly-rounded, sharp-corner tips. C_L, C_m, C_D, C_B, $(\frac{\partial C_L}{\partial \alpha})$, $C_{D_{C_L=0}}$, $\frac{\partial C_m}{\partial C_L}$. 
		6.0	0.56		0.53 - 0.59				
		4.0	0.68		0.57 - 0.63				
50.8	52.05	2.84	0.616	Sym. circular arc (⊥ to line of max. thickness)	5.5	0.11	19'PT	RM L51C30	Whole wing with and without body and horizontal tail on two support struts. Slightly-rounded, round- rner tips ∥ to plane of symmetry. 0.25 b/2, outboard L.E. flaps. 0.40 b/2, inboard, T.E. split flaps. C_L, C_m, $\frac{dC_m}{dC_L}$, ϵ, σ.

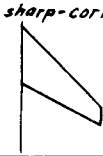
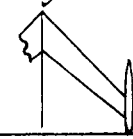
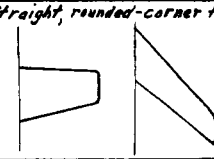
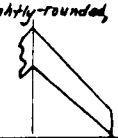
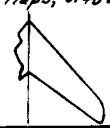
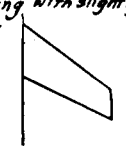
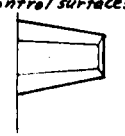
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	3.8 - 7.6	0.80 - 1.25	PARD	RM L51D06	Whole wing on rocket-propelled bodies with fineness ratio 9.66 nacelles in various spanwise positions. Straight, sharp-corner tips ∥ to plane of symmetry. Bodies vertical-fin stabilized. C_D, C_{D_n}. 
0 35.0 45.0 60.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.73 - 2.02	0.60 - 0.96	8' TT	RM L51D13	4 whole wings on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. C_L, $\frac{\partial C_L}{\partial \alpha}$, C_D, C_m, L/D_{max}, $C_{L(L/D)max}$, $\frac{\partial C_m}{\partial C_L}$, ϵ, $\frac{\Delta H}{q}$, P_b 
Inbd. b/4 : -41.3 Outbd. b/4 : 48.3 M Inbd. b/4 : 48.3 Outbd. b/4 : -41.3 W 48.3 Λ Inbd. b/4 : 48.3 Outbd. b/4 : -41.3 W Inbd. b/4 : -41.3 Outbd. b/4 : 48.3 M		2.66	0.5	Flat plate 0012 (∥ to airstream)	1.2 - 3.6	To 0.60	4.5' Flutter Tunnel	RM L51E31	5 semispan, cantilever-mounted wings. Straight, sharp-corner tips ∥ to airstream. Flutter time history, flutter speed vs. $\sqrt{1/K}$ natural vibration modes. 
50.6	53.4	2.98	0.45	Root: 64(10)A010.9 Tip: 64(08)A008.1 (Both ⊥ to 0.293c line)	0.67 - 0.86	0.60 - 1.17	7'x10' HST	RM L51C16	2 semispan wings with and without semibody on transonic bump. Approximates X-5 configuration. One wing cambered and twisted, the other not. Rounded-corner tips ∥ to airstream. C_L, C_D, C_m, C_B, L/D, $\frac{\partial C_L}{\partial \alpha}$, $\alpha_{C_L=0}$, $y_{c.a.l.}$, $\frac{\partial C_m}{\partial C_L}$, C_{m_0}, $C_{D(min)}$, $C_{L_{D_{min}}}$, L/D_{max}, $C_{L(L/D)max}$. 
0		1.0	1.0	Diamond Half-diamond Wedge Half-circular arc t/c = 5%	0.98	6.86	11" Hypersonic Tunnel	RM L51D17	Whole wings on sting supports. Square planforms. $\frac{P_2 - P_1}{P_1}$, C_m, C_L, C_D, C.P. location, L/D, schlieren photos. 
60.8	63.0	3.5	0.25	64A005 (∥ to model ℄)	3.0 - 6.6	0.7 - 1.6	PARD	RM L51D18a	λ wings on rocket-propelled body. 0.30c ailerons of various spans and spanwise positions. Slightly-rounded, sharp-corner tips ∥ to model ℄. Wings of various degrees of rigidity. P_a/P_o, $Pb/2V$, $\frac{dC_m/d\delta}{d\alpha/d\delta}$. 
45.4	47.72	5.1	0.383	64-210 (⊥ to 0.286c line)	6.0	0.14	19' PT	RM L51D20	Whole wing with and without body on 2-strut support. Rounded, round-corner tips ∥ to plane of symmetry. L.E. flaps of various outboard spans. Various types and sizes of T.E. flaps. C_L, C_m, $C_{L_{max}}$, ΔC_L (with L.E. flaps). C_D, L/D, V_f vs. V_g. 

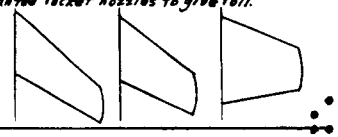
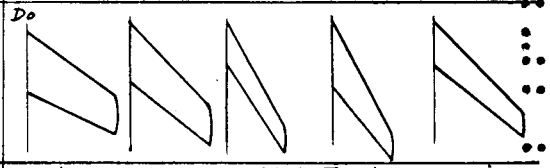
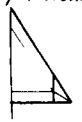
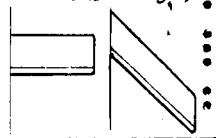
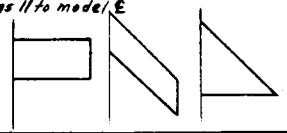
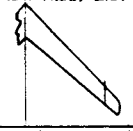
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	$65_{(06)}$-006.5 (∥ to pl. of sym.)	2.06	0.17	Stab. Tun.	RM L51D20a	Whole wing with and without body on single-strut support. Tip controls of 3 areas with and without circular endplates on controls. $C_L, C_m, C_D, C_{L_\delta}, C_{m_\delta}, \frac{C_{L_\delta}}{C_{L_\alpha}}, C_{m_\delta}, \frac{X_{cp}}{\bar{c}}, C_{L_\delta}\frac{S_W}{S_C}, C_{L_t}, C_{L_{\alpha_{trim}}}$
0		8.0	1.0	65-010 65-210 836D110 847B110	0.70	0.65-1.08	FRD	RM L51D24a	Series of 7 semispan wings with different airfoil sections. Rounded, sharp-corner tips ∥ to airstream. Wing-flow tests. $C_N, C_m, C_c, C_L, C_D, C_{N_\alpha}$, A.C. position, Max. $C_L/C_D, C_{D_0}$. 
Do		Do	Do	Elliptical (3 to 1) Nose, latter 80% with straight sides, tang. to nose ellipse, t/c = 10%. Thickness dist. of ellipt. nose section above but with 420-240 camber. 65-010 thickness distribution. 420-240 camber.	Do	Do	Do	Do	Do
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	3.9-7.3	0.8-1.3	PARD	RM L51D26	Whole wing on fin-stabilized, rocket-propelled body. Slightly-rounded, sharp-corner tips. Fineness-ratio 9.66 and 8.0 nacelles in pylon-mounted, underslung and symmetrically-mounted positions. C_D, C_{D_N}. 
1.9		6.0	0.5	65-108 (⊥ to 40% c line) (∥ to pl. of sym.)	0.415-0.533	0.60-1.15	7'X10' HST	RM L50C28	X-1 semispan wing on transonic bump. Slightly-rounded, sharp-corner tip, ∥ to plane of symmetry. 1° washout. $C_L, C_{L_{max.}}, C_{L_\alpha}, C_{N_{max.}}, C_D, C_L$ at $(L/D)_{max.}, (L/D)_{max.}, C_{D_{min.}}, C_m, \partial C_m/\partial C_L$. 
0 45.0		3.7	1.0	65A009 (∥ to airstream)	0.8-8.0	0.6-1.7	PARD	RM L51D25	Whole wing, λ, and X arrangements, isolated and on rocket-propelled bodies utilizing sting-mount and torque-nozzle techniques. Straight, round-corner tips ∥ to airstream. $C_l, pb/2V, -C_{l_p}$ 
4.8		4.0	0.5	Faired Double wedge (t/c = 4.6%)	0.3-0.7	0.60-1.13	FRD	RM L51E01	Semispan wing with and without semi-body and horizontal tail, straight, sharp-corner tip ∥ to airstream. $C_{m_{50\bar{c}}}, C_N, C_D, \frac{\Delta C_D}{\Delta C_N^2}, \frac{\partial C_N}{\partial \alpha}, \frac{\partial C_m}{\partial C_N}, \left(\frac{\partial C_m}{\partial \alpha}\right)_{\alpha=0}, \left(\frac{\partial C_m}{\partial i_t}\right)_{\alpha=0}, \frac{d\epsilon}{dC_N}, \frac{d\epsilon}{d\alpha}$. 

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.4	47.72	5.1	0.383	64-210 (⊥ to 0.286c line)	6.0	0.14	19' PT	RM L51E24	Whole wing on body. 2-strut support. Rounded, round-corner tips ∥ to plane of symmetry. L.E. flaps of various outboard spans. Single-slotted and double-slotted T.E. flaps. 2° incidence, 1.32° washout at tip. C_L, L/D, $C_{L_{max.}}$, ΔC_L (with flap deflec.) 
52.4 52.4 36.9 36.9	60.0 60.0 45.0 45.0	2.31 2.31 4.00 4.00	0	65-009 Biconvex (t/c = 9%) 65-006 Double wedge (t/c = 6%)	1.43-1.60 1.06-1.20	0.75-1.075	FRD	RM L51F01	Semispan wings on semibodies. Wing-flow tests. C_L, C_m, C_D, $\frac{dC_L}{d\alpha}$, $\frac{\Delta C_D}{\Delta C_L^2}$, A.C. position. 
1.9		6.0	0.5	65,-110 (⊥ to 40%c line) (∥ to pl. of sym.)	1.30-2.06	0.40-0.88	7'X10' HST	RM L51F01a	X-1 wing on body with and without tail. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. 2.5° incidence. 1% washout. Yoke-sting support. C_n, C_Y, C_l, C_{n_ψ}, C_{l_ψ}, $\Delta C_{n_{\psi_{vt}}}$, $\Delta C_{l_{\psi_{vt}}}$, $\Delta C_{Y_{\psi_{vt}}}$. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	—	0.60-1.13	8' TT	RM L51F05	Whole wing on sting-mounted body. Curved, sharp-corner tips ∥ to plane of symmetry. Pressure distributions. 
45.6		3.0	0.5	64A010 (⊥ to line at 45° to pl. of sym.)	0.90-1.08	0.60-1.16	7'X10' HST	RM L51F06a	Semispan wing on transonic bump. Slightly-rounded, sharp-corner tip ∥ to airstream. Full-span, plain, flap-type control, 25.4%c. C_h, C_L, C_m, C_l, C_D, C_{h_α}, C_{h_δ}, C_{L_α}, C_{L_δ}, $C_{m_{C_L}}$, C_{m_δ}, C_{l_δ}, $C_{D_{L=0}}$ 
35.0 45.0		6.0	0.60	65A009 (∥ to airstream)	0.47-0.57	0.58-1.14	7'X10' HST	RM L51D19	Semispan wings on transonic bump. Slightly-rounded, sharp-corner tip ∥ to airstream. C_L, C_D, C_m, C_B, $C_{D_{min.}}$, $\frac{\partial C_L}{\partial \alpha}$, $\frac{\partial C_m}{\partial C_L}$, $y_{c.p.}$ 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.73-2.03	0.60-1.20	8' TT	RM L51F07	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. Pressure distributions, C_n, $\frac{C_n c}{\bar{c}}$, $\frac{C_n c}{C_N \bar{c}}$, C_N, $\frac{\partial C_N}{\partial \alpha}$, C_m, a.c. location, ΔC_m (due to body), C_{d_w}, C_{D_T}. 

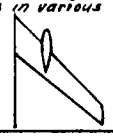
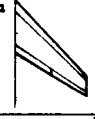
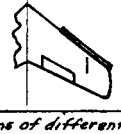
[redacted]

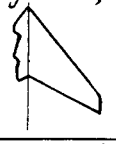
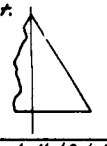
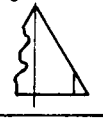
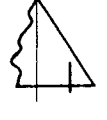
[redacted]

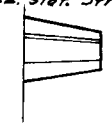
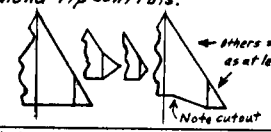
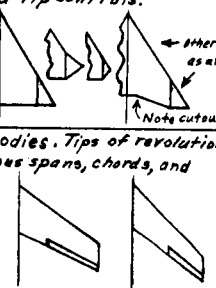
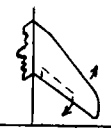
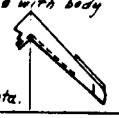
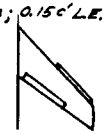
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.0	0.3	65A006 (∥ to airstream) / 65A012 at root. 65A006 40% b/2 to tip. (∥ to airstream)	0.66 - 0.86	0.60 - 1.08	7'X10' HST	RM L51F08a	Semispan wings with slightly-rounded, sharp-corner tip. Reflection-plane mount. $C_L, C_m, C_B, C_D, \frac{\partial C_L}{\partial \alpha}, y_{c.p.}, \frac{\partial C_m}{\partial C_L}$, $C_{D_{min}}, \Delta C_D, D_p, (L/D)_{max}$. 
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	3.8 - 7.3	0.80 - 1.25	PARD	RM L51F13	Whole wing on vertical-fin-stabilized body. Tip nacelles at 3 chordwise positions. C_D, C_{D_N}. 
0 / 45.0		4.0	0.6	65A006 (∥ to airstream)	Small wings: 0.40 - 0.58 / Large wings: 0.67 - 0.97	0.7 - 1.3	7'X10' HST / 4.5"X6.25" Slotted Tunnel	RM L51F14	Semispan wings of 2 sizes. Straight, rounded-corner tips ∥ to airstream. $C_L, C_m, \Delta C_D$ (due to lift), $C_B, \left(\frac{\partial C_L}{\partial \alpha}\right)_M, \left(\frac{\partial C_m}{\partial C_L}\right)_M, C_{D_{L=0}}$, $y_{c.p.}$, schlieren photos. 
45.0		6.0	0.6	65A009 (∥ to pl. of sym) / Same as above, 40% b/2 to tip but inbd. varied linearly to 65(215)A016 at root.	3.3 - 7.1	0.8 - 1.25	PARD	RM L51F15	Whole wings on rocket-propelled bodies (one indented at wing). Vertical-fin-stabilized. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. C_{D_T}, C_{D_W}. 
45.4	47.7	5.1	0.383	64-210 (⊥ to 0.286 c line)	6.0	0.14	19' PT	RM L51F22	Whole wing on 2-strut support. Rounded, round-corner tips ∥ to plane of symmetry. 0.475 b/2 L.E. flaps, 0.40 b/2 T.E. split flaps, 0.20c plain, sealed aileron. $C_L, C_l, C_{z_a}, C_n, P_R, C_{h_a}, C_m, C_{h_\delta}, C_{l_\delta}, P_{R_\alpha}, C_{h_\alpha}, P_{R_\delta}, C_{h'_\delta}, \bar{C}_b/\bar{C}_a$. 
35.0		4.0	0.6	Root: 65A006 Tip: 65A002 (∥ to airstream)	0.65	0.60 - 1.08	7'X10' HST	RM L51F28	Reflection-plane mounted semispan wing with slightly rounded, sharp-corner tips ∥ to airstream. $C_L, C_D, C_m, C_B, \Delta C_D$ (due to lift), $C_{D_{min}}, \frac{\partial C_L}{\partial \alpha}, \frac{\partial C_m}{\partial C_L}, y_{cp}$. 
5.3		2.5	0.625	Modified Double Wedge (11.43° fore and aft angles. Straight center portion. t/c = 6 %)	0.99 - 1.24	0.60 - 1.18	7'X10' HST	RM L51G03	Transonic-bump-mounted, semispan wing with straight wedge tip ∥ to airstream. T.E. flap-type control surfaces in various spanwise positions. Hinge line at 0.45c. On semibody. $C_L, C_{l_a}, C_m, C_{L_\delta}, C_{m_\delta}, C_{l_\delta}$. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
40.0	42.7	4.0	0.50	0.07 Circular Arc	(All ∥ to model ℄) 2.5 - 8.3	0.7 - 1.4	PARD	RM L51G06	λ wings on rocket-propelled bodies. Curved, sharp-corner tips ∥ to ℄ of model. Canted rocket nozzles to give roll. $-C_{l_p}$, rolling velocity, C_D 
40.0	42.7	4.0	0.50	0.07 circular Arc (with half-slab aileron)					
33.5	36.5	3.5	0.56	Root: 63-010 Tip: 63-012					
33.5	36.5	3.5	0.56	63-010					
15.8	23.1	2.9	0.41	0.045 Hexagonal					
35.1	37.4	4.0	0.60	65A006	Do	Do	Do	Do	Do 
45.0	46.7	4.0	0.60	65A006					
60.0	60.9	4.0	0.60	65A006					
60.8	63.0	3.5	0.25	65A005					
45.0	46.2	6.0	0.60	65A009					
52.4	60.0	2.31	0	Modified Hexagonal (Root t/c = 2.32%, t/c at wing aileron parting line = 9%, L.E. ∠ = 6.3°, T.E. ∠ = 15.5°)	4.5 - 15.0	0.69 - 1.52	PARD	RM L51G18	+ wings on rocket-propelled body. Two wing-panels with t/c = 3% tip ailerons. Fence between tip ailerons and wing panels. C_h, C_{l_p}, C_{l_δ}, $\frac{pb/2V}{\delta}$. 
0		3.7	1.0	Various 3%, 6% & 9% sections with various T.E. angles. Sym. circular arc, Sym. double wedge, Sym. conventional	2.0 - 6.7	0.70 - 1.73	PARD	RM L51G27	λ wings on rocket-propelled bodies. 0.8c ailerons. Straight, rounded-corner tips ∥ to model ℄. $pb/2V$, C_{D_T}, ΔC_{D_w} (due to T.E. thickness). 
45.0									
0	0	3.7	1.0	65A009 (∥ to model ℄)	1.9 - 7.2	0.62 - 1.78	PARD	RM L51H03	λ wings on rocket-propelled bodies at various incidence angles. Straight tips on λ = 1.0 wings ∥ to model ℄. $pb/2V$, $pb/2V/i_w$. 
45.0	45.0	3.7	1.0	65A009 (∥ to model ℄)					
36.9	45.0	4.0	0	65A006 (∥ to model ℄)	2.2 - 5.8	0.81 - 1.76			
45.0		8.02	0.45	63, A012 (∥ to pl. of sym.)	1.5 - 4.8	0.07 - 0.25	19' P.T.	RM L51H13	Whole wing on 2- and 3-strut supports. Rounded, rounded-corner tips ∥ to plane of symmetry. With and without L.E. roughness and outboard fences. Chordwise pressure distributions, C_l, C_L, $\frac{c_l c}{c}$, $\frac{C_d C}{\delta}$, $\frac{\bar{y}}{b/2}$, $\frac{\bar{X}}{C'}$, $\frac{\bar{X}}{C}$, $\frac{\bar{X}}{C}$, C_B, $C_{T_{C_{r/4}}}$, $C_{T_{C_{\Lambda}}}$. 
0		3.71	1.0	65A006 (∥ to model ℄)	3.0 - 11.0	0.8 - 1.45	PARD	RM L51H14	λ wings on rocket-propelled bodies. Tips (other than on Δ wings) slightly rounded, sharp-corner, and ∥ to model ℄. Canted rocket nozzles. $-C_{l_p}$, C_D, $\frac{C_{l_{p\Lambda}}}{C_{l_{p(\lambda=1)(\Lambda=0)}}}$ vs. λ.
			0.5						
			0.3						
45.0			0						

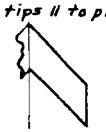
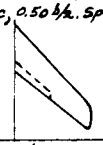
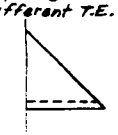
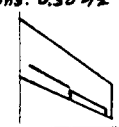
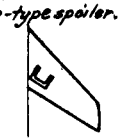
CONFIDENTIAL

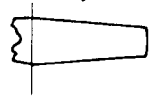
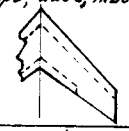
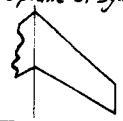
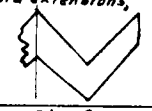
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		6.0	0.6	65A009 (∥ to airstream)	1.7 - 2.6	0.4 - 0.9	7'X10' HST	RM L51 H16	Ceiling-mounted, semispan wing with and without semibody and with and without fineness-ratio 5.0 nacelles in various chordwise underslung and symmetrical positions at 1/3 b/2. C_L, C_m, C_D, M_B vs. C_L, C_{D_I} vs. C_L, $\frac{C_{D_I}}{2C_{D_m}}$ vs. $X_{c/2}$, a_0, C_{L_α}, $C_{m_{C_L}}$, press. dist, $X_{p/c}$, ΔC_d. 
52.4 ---- 23.4	60.0 ---- 0	2.31	0	Biconvex (t/c = 6%) (∥ to airstream)	1.5	0.75-1.075	FRD	RM L51 H23	Semispan wings on semibodies. Wingflow method. C_L, C_D, C_m, α vs. M (at several C_L), C_D vs. M (at several C_L), $\frac{dC_L}{d\alpha}$, $\frac{\Delta C_D}{\Delta C_L^2}$, C_m vs. M (at several C_L), A.C. location.
62.4	68.6	1.57	0	00-series (Max. thickness at 0.30c. L.E. radii = 0.4% local chord. t/c at root = 4% t/c at 0.9 b/2 = 6.24%)	1.04, 3.9, 12.6, 18.3	2.41	9" X 5 3/4" (M = 2.41) Blowdown Jet / 9" SST	RM L51 H06	Whole wing on sting support. C_L, C_D, L/D, C_m, C_{p_u}, C_{p_l}, $\frac{\Delta p}{q\alpha}$, $\frac{C_n c}{c}$, liquid-film pictures.
44.9	47.5	3.5	0.5	Symmetrical Circular arc (t/c' = 10%) (⊥ to 0.50c' line)	4.2	0.07	FST	RM L51 H15	Semispan wing. Reflection-plane mounted. Straight tip ∥ to airstream. 0.20c' plain, T.E. flaps. Outboard 0.5 b/2 portion of flaps used as aileron. Droop-nose flap. Comparison with full-span tests. Chordwise pressure distributions, C_l', c.p., $C_{l_b}\frac{c}{c_{av.}}$, $C_{l_a}'\frac{c}{c_{av}}$, C_L', C_L, C_m, 2y/b, $\frac{dC_m}{dC_L}$, C_{l_α}, $C_{l_{\delta_e=18.6°}}'-C_{l_{\delta_e}}'=0°$. 
36.0	35.0 at 0.33c line	3.57	0.565	Root: 63-010 Tip: 63-012 (⊥ to 0.33c line)	1.1	0.94	Stability Tun.	RM L51 H17	Whole D-558-II wing on body with vertical tail and with and without horizontal-tail, fences at 0.36 b/2 and 0.73 b/2, plain T.E. flaps from 0.20 b/2 to 0.55 b/2, and 0.568 b/2 constant-chord slats. Slightly-rounded, round-corner tips ∥ to plane of symmetry. 3° incidence. -3° dihedral. C_L, C_D, C_m. 
48.6	51.3	2.87	0.51	64, -012 (⊥ to 0.556c line)	1.02-1.42	0.60-1.15	7'X10' HST	RM L51 H27	Semispan wing on transonic bump. 3 tip ailerons of different planform. Basic wing tip slightly-rounded, sharp-cornered. C_L, C_m, C_D, A.C. location, $(C_D)_{C_L=0}$, C_{L_α}, ΔC_D (due to δ_a), C_l, C_{L_δ}, C_{m_δ}, C_{l_δ}.
48.6	51.3	3.06	0.49	65, -012 (⊥ to 0.556c line)	4.45	0.328	7'X10' HST	RM L51 H29	Ceiling-mounted, semispan wing with 0.20c, 0.393 b/2 ailerons having various rake angles at tips. Tip of revolution ∥ to airstream. C_L, C_D, C_m, C_n, C_l, C_h, C_{h_δ}, C_{h_α}, C_{l_δ}.

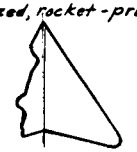
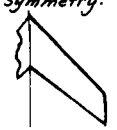
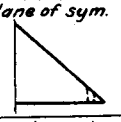
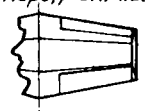
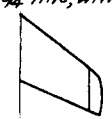
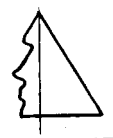
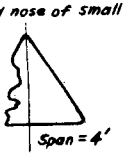
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	$65_{(06)}$ A006.5 (∥ to pl. of sym.)	11.0 - 24.0	0.75 - 1.70	PARD	RM L51I04	Whole wing on rocket-propelled body. Constant-chord, flap-type controls (elevons). Vertical-fin stabilized. $C_L, C_{L_\alpha}, C_D, C_{L_0}, \frac{dC_D}{dC_L^2}, \frac{C_{m_\alpha}\bar{c}}{2V} + \frac{C_{m_{\dot\alpha}}\bar{c}}{2V}$, $(L/D)_{max}, L/D, \frac{\Delta C_{D_{min.}}}{\Delta \delta_e^2}, \frac{\Delta C_{L_0}}{\Delta \delta}, C_{L_\delta}, C_{m_\delta}, C_{L_{\delta_{trim}}}, \left(\frac{\Delta\alpha}{\Delta\delta}\right)_{trim}$, $\frac{\Delta(dC_D/dC_L^2)}{\Delta\delta}, C_{h_\delta}, C_{h_\alpha}, C_{h_0}$, Period, $C_{m_{\dot\alpha}}$, A.C. location, $T_{1/2}$, C_{m_0}
47.0		3.5	0.2	65A series $t/c = 4\%$ $t/c = 6\%$ $t/c = 9\%$ Outer $t/c = 6\%$ Inner 8.0% to $t/c = 12\%$	2.0 - 2.5	0.50 - 1.12	8' T.T.	RM L51I04a	4 whole wings on sting-mounted body, slightly-rounded, sharp corner tips ∥ to plane of symmetry.  $C_L, C_D, C_m, C_{L_\alpha}, C_{D_0}$, $\frac{dC_D}{dC_L^2}, (L/D)_{max}, C_{L(L/D)_{max}}, \frac{dC_m}{dC_L}$.
52.4	60.0	2.31	0	$65_{(06)}$-006.5 (∥ to pl. of sym.)	2.06	0.17	Stab. Tun.	RM L51I06	Whole wing on body with and without horizontal tail in various positions. Single-strut support.  C_L, C_m, various data showing effect of tail position on horizontal S&C.
52.4	60.0	2.31	0	$65_{(06)}$-006.5 (∥ to pl. of sym.)	2.06	0.17	Stab. Tun	RM L51I10	Whole wing on body on single-strut support. Half-delta tip controls having various % areas of total wing area. Circular end plate with one control.  $C_L; C_m; C_l; C_n; C_Y; C_{Y_\delta}; C_{n_\delta}; C_{l_\delta}$, $\Delta C_{Y_\delta}, \Delta C_{n_\delta}, \Delta C_{l_\delta}$ (due to sym. control deflection); $\Delta C_{D_\delta} = 0$ vs. δ_{trim}, $pb/2V$, L/D, $\frac{p_{max}}{\delta}$, $\frac{\delta_H}{\delta_e}$.
47.5	49.8	2.5	0.625	Hexagonal ($t/c = 6\%$ ∥ sides in center 40% c ∥ to airstream)	2.1	1.9	9"x12" SSBT	RM L51I26	Semispan wing on semibody. Cantilever-mounted on tunnel wall. Slightly rounded, round-corner tips ∥ to airstream. Plain T.E. flaps of various chords, spans, and spanwise positions. $C_{L_\delta}; C_{l_\delta}; C_{m_\delta}; C_L; C_{l_{gross}}; C_D$; $C_m; C_{n_{gross}}; \Delta C_L, \Delta C_D, \Delta C_m$ and ΔC_n vs. δ; C_l.
45.1	48.0	3.02	0.51	Root: 0009-1.16 38/1.14 Tip: 0007-1.16 38/1.14 (∥ to model ℄)	3.0 - 9.0	0.6 - 1.5	PARD	RM L51I28	λ wings on rocket-propelled body. Straight, round-corner tips ∥ to model ℄. Upper-surface, mid-½ spoilers; outboard fences; lower-surface tip skids; plain 0.25c ailerons. Wings of different degrees of stiffness. $C_{D_T}, pb/2V, \frac{C_{m_\delta}}{dC_\delta}, C_D$.
52.4	60.0	2.31	0	Symmetrical Circular Arc $t/c = 10\%$ Same as above but with $65_{(06)}$-006.5 nose tangent at 0.25c. Same as above but with 65-010 nose tangent to 0.50c.	2.90, 6.00, 9.72	0.02, 0.07, 0.12	FST	RM L51J05	Whole wings on 3-strut support. With and without pairs of various vertical fins in several spanwise and chordwise positions.  $C_L, C_m, C_x, L/D, C_{l_\psi}, C_l$, C_n, C_Y.

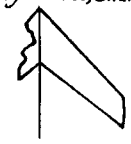
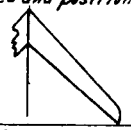
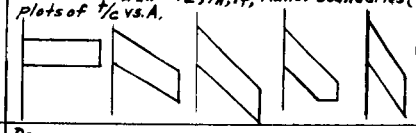
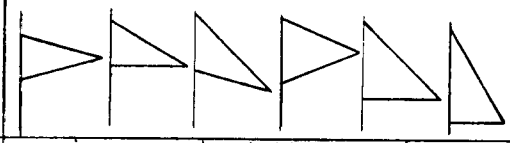
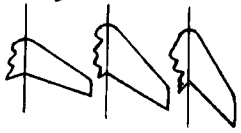
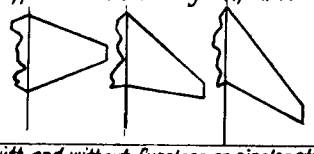
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
4.9		2.5	0.63	Double Wedge (t/c = 6.3%) (Sides ∥ in middle 40%c)	0.86 - 1.13	0.60-1.10	7'x10' HST	RM L51J22a	Reflection-plane, cantilever-mounted semispan wing with and without 0.24c, full-span, L.E. slat. Straight tip ∥ to airstream. $C_L, C_D, C_m, C_{L_{max}}$. 
52.4	60.0	2.31 (and 1.72)	0	65(06)-0065 (∥ to pl. of sym.)	2.00-2.13	0.17	Stab. Tun.	RM L51K08	Whole wings on single-strut supported body. Various half-delta and half-diamond tip controls. $C_{L_\alpha}, C_{m_{C_L}}, C_{L_{max}}, C_L, C_m, C_D, C_{L_\delta}, C_{m_\delta}, \frac{C_{L_\delta}}{C_{L_\alpha}}, \frac{X_{c.p.}}{c}, C_{L_t}, -C_{m_{C_L}}, \frac{(C_{L_\alpha})_t}{C_{L_\alpha}}$ 
—	60.0	2.65 (and 2.06)	0	Same as above but with flat-contour rear portion					
35.0		4.0	0.6	65A006 (∥ to model ℄)	3.0 - 7.7	0.8 - 1.6	PARD	RM L51K16	λ wings on rocket-propelled bodies. Tips of revolution ∥ to model ℄. Ailerons of various spans, chords, and chordwise locations. $P_a/P_0, \frac{(pb/2V)_{F_a}}{}, \frac{C_m/\delta}{\alpha/\delta}, (pb/2V)_R, \frac{(pb/2V)_R}{\delta}, \frac{(pb/2V)_{RM}}{(pb/2V)_{RM=28}}, \frac{pb/2V}{\delta}$ 
45.0									
Abt. 20	20.0	5.76	Abt. 0.49	Thickness Dist. Root: 64(10)A010.3 Tip: 64A008 (⊥ to 0.25c line of unswept wing)	2.0	0.152	7'x10' 300 mph Tun.	RM L51K22	X-5 wing (altered by twist and camber) on fuselage, with and without horizontal tail. -2° dihedral. $C_L, C_m, C_x, C_{D_0}, L/D$ max., L/D, $\partial T/q$, ϵ, $C_{L_{max}}$, $\Delta C_{L_{max}}$, generally comparing results of these tests with results of tests of same model but with flat wing. 
Abt. 35	35.0	4.56							
Abt. 50	50.0	2.98							
Abt. 60	60.0	1.92							
45.0		8.02	0.45	63, A012 (∥ to pl. of sym.) Thickness Dist.: 63, A012 (∥ to pl. of sym.)	4.0	0.19	19' P.T.	RM L51K23	Two wings on 3-strut support system with and without body. One wing flat and at 0° and 4° incidence on body. Other wing cambered and twisted and at 0° incidence with body at root. Rounded, rounded-corner tips ∥ to plane of symmetry. Fences, L.E. & T.E. flaps. $C_l \frac{c_l}{c}, \frac{\partial}{\partial \alpha}(C_l \frac{c_l}{c}), \Delta C_l \frac{c_l}{c}$ (due to body), S and $S_u - S_l$ vs x/c, C_L, various other wing-body data. 
47.3	49.1	3.78	0.586	65A006 (∥ to airstream)	6.1	0.10	FST	RM L51K26	Semispan wing on reflection plane. Tips of revolution ∥ to airstream. Plane, 0.25c', inboard T.E. flaps; 0.15c' L.E. slats of various span and outboard ends at wing tip. $C_L, C_D, C_m, y_{c.p.}, C_s, C_{n_s}$, pressure distributions, tuft studies. 
Abt. 40	40.0	3.77	Abt. 0.49	Root: 64(10)A011 Tip: 64(08)A008.6 (⊥ to 38.58% line of unswept wing)	0.9-1.1	1.24	FRD	RM L51K27	Semispan wing on semibody with and without tail. Wing flow method. X-5 configuration. $C_L, C_{m_{0.35\bar{c}}}, C_{m_{0.29\bar{c}}}, C_D, C_B, C_{m_{0.26\bar{c}}}, \frac{y}{b/2}, C_D', C_{L_\alpha}', C_{m_\alpha}', C_L', C_D', C_m'$
Abt. 50	50.0	2.98							
Abt. 60	60.0	2.18							

Measured from 0.25c line of unswept wing

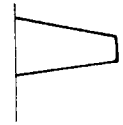
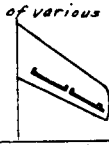
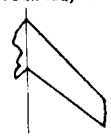
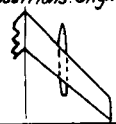
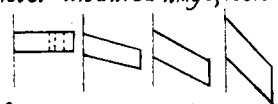
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		3.13	1.0	16-003 (⊥ to L.E.) / 16-004 (⊥ to L.E.)	—	To 1.23	Vibration & Flutter Branch	RM L51K28a	Whole wings on fin-stabilized, free-fall bodies. Wings of different metals. Straight tips ∥ to plane of symmetry. $\frac{V_c}{b\omega_{\alpha_1}}$, $\frac{V_e}{b\omega_{\alpha_1}}$ 
45.0		4.0	0.6	2-006 (∥ to pl. of sym)	1.2 - 8.0	0.1 - 0.9	LTPT	RM L51L04	Cantilever, wall-mounted, semispan wing. Rounded, rounded corner tips ∥ to plane of symmetry. 0.20c, 0.50 b/2 split, T.E. flap. Comparison with wing of same planform, but with 65A006 section. $C_L, C_D, C_M, C_B, L/D, C.P., C_{L_\delta}, C_{L_\alpha}, C_{L_{max}}, C_{D_{min}}$, C_D at $C_L = 0.4$. 
36.9	45.0	4.0	0	Flat plate (Round L.E. Wedge T.E.)	1.5 - 5.9	0.7 - 1.7	PARD	RM L51L05	λ wings on rocket-propelled bodies. 5 sets of wings of same planform, different flexibilities, different T.E. (aileron) angles. $pb/2V/\delta_a$, ϕ, C_{D_T} vs M. 
32.6	35.1	4.0	0.6	65A006 (∥ to pl. of sym.)	2.1 - 3.5	0.4 - 0.91	7'x10' HST	RM L51L10	Whole wing on sting-supported body. Straight tips ∥ to plane of symmetry. 0.20c, 0.40 b/2 ailerons. 0.50 b/2 spoilers located at 0.70c (perforated) C_L, C_m, C_D, C_l, C_n. 
45.6		3.0	0.5	64A010 (45° to pl. of sym.)	0.90 - 1.08	0.60 - 1.15	7'x10' HST	RM L51L11	Semispan wing on transonic bump. Tips of revolution ∥ to plane of symmetry. 0.25 4c, full-span, flap-type T.E. control with overhang for balance. $C_L, C_m, C_h, C_l, C_{h_\alpha}, C_{h_\delta}$, $C_{L_\alpha}, C_{L_\delta}, C_{m_{C_L}}, C_{m_\delta}, C_{l_\delta}$.
45.6		3.0	0.5	64A010 (45° to pl. of sym.)	0.96 - 1.04	0.7 - 1.1	7'x10' HST	RM L51L19	Semispan wing on reflection plane. Tip of revolution ∥ to plane of symmetry. 0.25 4c, full-span, flap-type T.E. control with and without paddle balance. $C_h, C_L, C_l, C_{h_\alpha}, C_{h_\delta}, C_{L_\alpha}, C_{L_\delta}, C_{l_\delta}$.
45.6		3.0	0.5	64A010 (45° to pl. of sym.)	0.96 - 1.04	0.7 - 1.1	7'x10' HST	RM L52A03	Semispan wing on reflection plane. Tip of revolution ∥ to plane of symmetry. Inboard 0.25 b/2 plug-type spoiler. $C_h, C_l, C_n, C_L, C_m, \Delta C_D, H$. 

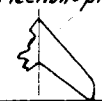
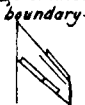
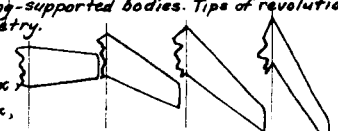
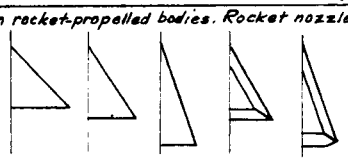
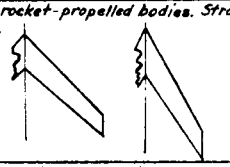
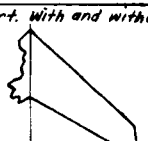
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		8.02	0.45	63, A012 (∥ to pl. of sym.)	4.0	0.19	19' P.T.	RM L51 G30	Whole wing with rounded, round-front-corner, sharp-rear-corner tips. Various fence sizes and locations. Comparison of experimental method with theoretical methods of determining spanwise loading. C_L, C_m, C_D, $\frac{C_l c}{C_L \bar{c}}$, $\frac{x}{c}$.
60.0	62.7	2.24	0.33	Root: $64_{(10)}$A011 Tip: 64A008 (⊥ to 32.66% c line)	9.1 – 27.0	0.75 – 1.50	PARD	RM L51 K06	Whole wing on vertical-fin-stabilized, rocket-propelled body. Tips slightly curved, sharp corners, at 10° with plane of symmetry. C_L, C_{L_α}, $C_{D_{min}}$, $\frac{dC_D}{dC_L^2}$, $(L/D)_{max.}$ C_L for $(L/D)_{max}$, C_{m_α}
1.9	0 at 0.40c line	6.0	0.50	65-108 (a=1.0) (∥ to pl. of sym.)	2.0 – 4.2	0.6 – 1.17	PARD	RM L51 L10a	Whole X-1 wing on rocket-propelled body with horizontal and vertical tail. Response-to-abrupt-horizontal-tail-deflections method. 1° twist in wing (washout) Effects of wing on model characteristics, including buffeting. 
44.9	47.5	3.5	0.5	Symmetrical Circular arc (⊥ to line of max. thickness) (t/c = 10%)	4.3	0.07	F.S.T.	RM L51 L12	Whole wing on two-strut support. Straight tips ∥ to plane of symmetry. Full-span, droop-nose flaps; 0.20 c_f inboard 0.50 $b/2$ plain T.E. flaps. C_L, C_m, chordwise P dist., $\frac{C_l c}{C_L c_{av.}}$, downwash, sidewash, dynamic-press. ratio behind wing, vorticity dist., $\epsilon_{av.}$, ϵ. 
40.0		4.0	0.5	Symmetrical Circular arc (⊥ to c/4, t/c = 10%)	0.60 – 0.575	1.40, 1.59	4'x4' SSPT	RM L51 L17	Whole X-2 wing on body with tail. Sting-support mounted. Slightly-rounded, sharp-corner tips ∥ to plane of sym. 3° incidence, 3° dihedral. wing data obtained by subtracting body-tail data from total-model data. ϵ. 
Outbd. 0.5 $b/2$: -45.0 Inbd. 0.5 $b/2$ 45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	1.58	0.22	300 mph 7'x10' Tunnel	RM L52 A25	Whole wing on body with and without tail on single-strut support. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. With and without L.E. chord extensions, fences, and vortex generators in vicinity of sweep break. C_L, C_m, C_x, ϵ, C_l, C_n, C_{n_ψ}, C_{l_ψ}, C_{x_ψ}. 
45.0		2.0 / 4.0 / 6.0	0.6	65A006 (∥ to pl. of sym.)	3.3 – 5.8 / 2.1 – 3.6 / 1.6 – 2.7	0.4 – 0.96	7'x10' HST	RM L52 A29	Whole wings on sting-supported bodies. Tips of revolution ∥ to plane of symmetry. C_L, C_m, C_D, L/D, C_{L_α}, $C_{D_{C_L=0}}$, $\frac{\partial C_m}{\partial C_L}$, L/D_{max}, $C_{D_{WF}} - C_{D_F}$, ΔC_D vs C_L.

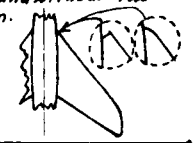
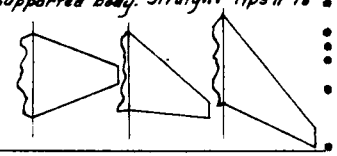
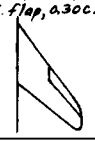
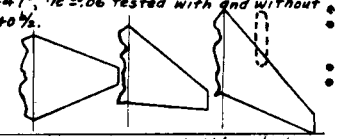
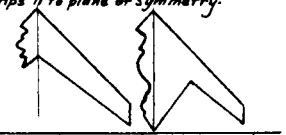
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
Approx. 50.7	57.08	2.53	Abt. 0.107	Symmetrical – (Round nose) Root thickness: 3.7% at 0.185c Tip thickness: 5.98 at 0.30c	18.0 – 37.5	0.78 – 1.32	PARD	RM L52A31	Whole wing on vertical-fin-stabilized, rocket-propelled body. Rounded tips. C_D, $(L/D)_{max.}$, $C_{L_{opt.}}$ 
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	3.0 – 12.0	0.75 – 1.16	FRD	RM L52B12	Whole wing on fin-stabilized, free-fall body. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. C_D, comparison with 8' TT data. 
36.9	45.0		0	16 – 004 / Flat plate with round L.E. & T.E.	0.33 – 4.19	0.223 – 0.81	4.5' Flutter Tunnel	RM L52B14a	3 wings of same planform, two semispan, one full-span on body. All models diminished in span (by 1/12 & 1/6) for successive tests by cutting off tips ∥ to plane of sym. Natural vibration modes, variation of flutter velocity and circular flutter frequency with altitude. 
5.3		2.5	0.625	Hexagonal (Symmetrical, Thickness of middle 0.40c = 0.06c.)	7.6	0.15	19' P.T.	RM L52B15	Whole wing on body on two-strut support. Straight tip ∥ to plane of symmetry. With droop-nose flaps, plain T.E. flaps and ailerons, and spoiler-type ailerons in various combinations and sizes. $C_L, C_n, C_m, C_l, C_D, P_R, C_{N_\alpha}, C_{h_\alpha}, C_{l_\delta}, P_{R_\delta}, C_{h_{\alpha\alpha}}, C_{h_\delta}, \frac{\Delta P}{q}$. 
35.0		3.01	0.605	Symmetrical – (∥ to airstream 12% thickness ⊥ to c/4 line)	1.32 – 1.86	0.65 – 1.10	FRD	RM L52B15a	Semispan wing. Wingflow method. Outboard 15.2% b/2, full-chord, wing-tip control. Hinge axis on c/4 line, with and without elliptical end plate on root end of control. Wing tip of revolution ∥ to airstream. $C_m, C_h, C_N, \frac{\partial C_N}{\partial \alpha}, \frac{\partial C_m}{\partial C_N}, C_{N_{Trim}}$. 
52.4	60.0	2.31	0	6% Biconvex / 9% Biconvex / 12% Biconvex	1.38 – 1.57	0.74 – 1.08	FRD	RM L52B18	3 semispan wings on semibodies. Wing-flow method. C_L, C_D, C_m, α variation with M at constant C_L, $\frac{dC_L}{d\alpha}, \frac{\Delta C_D}{\Delta C_{L^2}}, C_{D_0}$, a.c. location. 
52.4	60.0	2.31	Approx. 0	Root: 65-006 at 94% b/2: 65,-012	—	Very low	Gust Tunnel	RM L52B04	Whole wing with vertical stabilizer. Tips and nose of small radius. $\Delta n, \Delta \theta$. Gust-load greater than wind-tunnel lift-curve slope would give.  Span = 4'

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.0	0.6	65 A 006 (∥ to pl. of sym.)	1.73 - 2.02	0.60 - 1.13	8' T.T.	RM L52B27	Whole wing on sting-mounted body. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. $\frac{c_n c}{c}$, c.p. location, C_b, c_m, a.c. position. 
45.0		8.0	0.45	Cambered with thickness distribution of: 63, A 012 (∥ to pl. of sym.)	1.5 - 4.8	0.07 - 0.25	19' P.T.	RM L52 C11	Whole wing with and without body. Rounded tips ∥ to plane of symmetry. Various combinations, sizes and positions of split and extended-split T.E. flaps, L.E. flaps, fences. Wing cambered and twisted. Wing incidence of 0° & 4°. L.E. roughness. C_m, C_L, $\frac{dC_m}{dC_L}$, ΔC_L, $C_{L_{max}}$, L/D, ΔC_{m_f}, tuft studies. 
0 to 60.0		0.66 to 7.50	0 to 1.0	Symmetrical Hexagonal (Various t/c)	—	1.3	9.24" x 18.23" Blowdown Tun.	RM L52 C13	Semispan wings of various planforms, cantilever-mounted on tunnel side wall. f_α, f_h, f_f, flutter boundaries (indicated on plots of t/c vs. A. (wings also of various materials) 
Do		Do	Do	Do	—	Do	Do	Do	Do 
33.1	30.0	4.44	0.50	0012 (⊥ to 50% c line)	—	88 fps	Gust Tun.	RM L52C20	Whole wings on boom with stabilizing tail. Tips of revolution ∥ to plane of symmetry. Tuft pictures showing wing vortex flow in gust. Comparison with tuft studies made in Stab. Tun. and F.F.T. 
48.0	45.0	2.99							
61.0	60.0	1.44							
10.8		3.5	0.2	Thickness distr. - 65A series Mean line ords. - 1/3 NACA 230 ser. + NACA 6 ser. unif.-load mean line (a=1.0) for C_{l_i} = 0.1 (∥ to pl. of sym.)	2.0 - 2.5	0.50 - 1.12	8' T.T.	RM L52 B08	Whole wings on sting-supported bodies. Straight tips ∥ to plane of symmetry. C_L, C_D, C_m, C_{L_α}, C_{D_0}, C'_D, C'_{max}, $\frac{dC_D}{dC_L^2}$, $(L/D)_{max}$, $C_L(L/D)_{max}$, $\frac{dC_m}{dC_L}$. 
35.0									
47.0									
36.0	35.0 at 0.33c line	3.57	0.565	Root: 63-010 Tip: 63-012 (⊥ to 0.33c line)	1.1 / 0.885 / 0.493	0.17 / — / —	Stab. Tun.	RM L52 C25	Whole D-558-II wing with and without fuselage on single-strut support. Various outboard L.E. chord extensions and fences. Also L.E. chord recessions. 3° incidence, -3° dihedral. Also with and without horizontal tail. C_L, C_m, C_D, ϵ, q/q_0, tuft and tuft-grid studies.

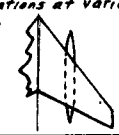
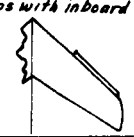
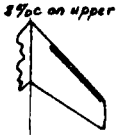
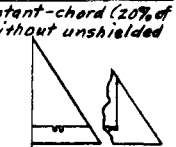
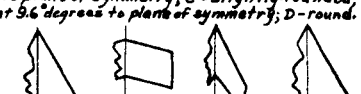
Λ of semichord line

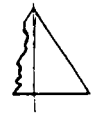
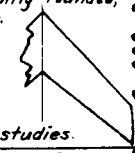
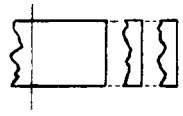
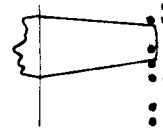
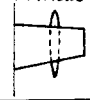
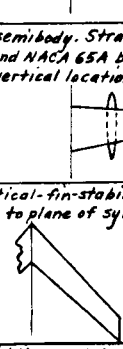
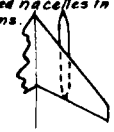
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
6.7	0 at 0.60c	4.0	0.5	65 A 007, 65, A 012, 65 A 006, (∥ to airstream)	2.3 - 4.8	0.71 - 1.34	PARD	RM L52C27	+ wings on rocket-propelled bodies. Slightly-rounded, sharp-corner tips ∥ to airstream. $pb/2V$, $C_{N_{trim}}$, C_D Buffeting and wing-dropping information. 
35.0		4.0	0.6	65A006 (∥ to airstream)	3.1 - 4.0	0.60-0.93	7'X10' HST	RM L52C28	Ceiling-mounted semispan wing. Slightly-rounded, round-corner tip ∥ to airstream. Various spoilers of various lengths at 0.70c. Chordwise pressure distributions. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	—	0.60 - 1.11	8' T.T.	RM L 52D01	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. C_L, C_m, C_D, tuft studies, schlieren pictures, pressure distributions. 
0		9.0	0.5	64, A 012 (∥ to airstream)	0.55	Very low	300 mph 7'X10' Tun.	RM L52D04	Semispan wing on ceiling-mounted body. Engine nacelle, with and without propellers, in two span-wise locations on bottom surface of wing. Slightly-rounded, round-corner tip ∥ to airstream. C_L, C_m, C_x, C_B, y_{cp}, $(C_m)_{\alpha=0}$, $\left(\frac{\partial C_m}{\partial \alpha}\right)_{T_c}$, $\left(\frac{\partial C_m}{\partial C_L}\right)_{T_c}$, ΔC_D (due to slipstream) vs. C_{L_W}, ϵ, q/q_0, tuft-grid pictures.
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	3.8 - 7.3	0.8 - 1.25	PARD	RM L52D04a	Whole wing on rocket-propelled, vertical-fin-stabilized body. Underslung nacelle located in three spanwise positions. Slightly rounded, sharp-corner tips ∥ to plane of sym. C_D, C_{D_N}. 
Various		Various	Various	Various	Mostly 6.0 & 4.0	Subsonic	Various	RM L 52D16	Summary and analysis of low-speed longitudinal characteristics of swept wings at high Reynolds numbers. Available data up to August 15, 1951.
0		3.75-6.00	1.0	16-004, 65A004, 65A002	0.049-5.341	0.042-0.794	4.5' Flutter Tunnel	RM L52D08	Semispan, cantilever-mounted wings, tested in freon and air. $\frac{V}{b\omega_\alpha}$, $\frac{V}{b\omega}$ vs. α'; $\frac{2m'g}{\pi}\left(\frac{V}{b\omega}\right)^2$ vs. $\frac{V}{b\omega}$; $\left(\frac{V}{b\omega_\alpha}\right)_{min.}$ vs. $g_\alpha\left(\frac{r_\alpha^2}{K}\right)e$, Min. flutter M vs. $\frac{b\omega_\alpha}{a}$. 
15.0		5.04							
30.0		4.05		16-004 (All ⊥ to L.E.)					
45.0		2.70							

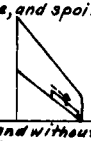
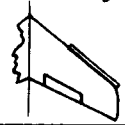
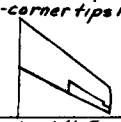
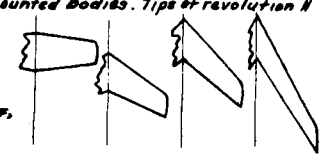
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
50.6		2.98	0.45	Root: $64_{(10)}A010.9$ Tip: $64_{(08)}A008.1$ 64A thickness distribution (All ⊥ to 0.293c line)	0.745-0.845	0.70 - 1.10	7'X10' HST	RM L52D08a	Basic X-5 wing and wing modified to have the forward 45% of chord cambered outboard of 55% b/2 station. Semispan models reflection-plane mounted with & without semifuselage. $C_L, C_D, C_m, C_D, L/D, \left(\frac{\partial C_L}{\partial \alpha}\right), \alpha_{C_L=0}$, $y_{c.a.l.}, \left(\frac{\partial C_m}{\partial C_L}\right), C_{m_0}, C_{D_{min}}, C_{L_{C_{D_{min}}}}$, $C_{L(L/D)_{max}}, \left(L/D\right)_{max_{mod.}}/\left(L/D\right)_{max_{basic}}$. 
47.3	49.1	3.78	0.586	65A006 (∥ to airstream)	4.4 & 6.1	0.10 & 0.07	FST	RM L52D17a	Floor-mounted semispan wing. Tips of revolution ∥ to airstream. 0.15c' L.E. slats on outer 50% b/2, 0.10c' L.E. flap on outer 50% b/2, 0.25c' T.E. flap on inboard 46.9% b/2, chordwise fences of varied lengths, divided-flap-type aileron, boundary-layer slats at 0.20c' and 0.7375c'. $C_L, C_m, C_D, L/D, C_l$. 
3.6 32.6 45.0 60.0		4.0	0.6	65A006 (∥ to pl. of sym.)	2.1 - 3.6	0.40-0.96	7'X10' HST	RM L52D18	Whole wings on sting-supported bodies. Tips of revolution ∥ to plane of symmetry. $C_L, C_m, C_D, L/D, C_{L_\alpha}$, $C_{D_{C_{L=0}}}, \frac{\partial C_m}{\partial C_L}, L/D_{max}$, $C_{D_{WP}} - C_{D_F}, \Delta C_D$ vs. C_L. 
36.9 52.2 64.1 52.4 64.1	45.0 60.0 70.0 60.0 70.0	4.00 2.31 1.45 2.31 1.45	1.0	65A006 65A006 65A006 Const.-thick. Hexagon t/c = 3% at root Const.-thick. Hexagon t/c = 1.8% at root	3.8 - 27.5 (Varies with model)	0.7-2.1 (Varies with model)	PARD	RM L52D22a	⅄ and + wings on rocket-propelled bodies. Rocket nozzles canted for roll. $-C_{l_p}, C_D$ vs. M; $-\beta C_{l_p}$ vs. $m = \frac{\tan \epsilon}{\tan \mu}$. 
45.0		8.01	0.54	65A009 (∥ to pl. of sym.)	—	To 1.17	PARD (and V.&F.Br.)	RM L52D24b	Whole wings on fin-stabilized, rocket-propelled bodies. Straight tips ∥ to plane of symmetry. Flutter-speed data & comparison with theory. 
60.0		4.25	Approx. as above	65A009 (at 15° with pl. of sym.) (Freestream t/c = 6.3%)	—	To 1.53			
45.58		3.0	0.5	64A010 (45° to pl. of sym.)	0.96-1.04	0.70-1.10	7'X10' HST	RM L52D25	Semispan wing on sidewall reflection plane. Slightly-rounded, sharp-corner tip ∥ to plane of symmetry. 25.4% c, plane, full-span, T.E., flap-type control, and 0.25 b/2, plug-type spoiler in inboard position. Flap and spoiler linked in motion. $C_h, C_m, C_L, C_l, C_n, C_{h_{\delta_f}}, C_{L_{\delta_f}}, C_{l_{\delta_f}}, C_{m_{\delta_f}}$, $C_{h_{cc}}, \Delta C_D$ vs. δ_f.
40.0		4.0	0.5	Symmetrical Circular arc (⊥ to c/4 line, t/c = 10%)	2.7	1.40, 1.59	4'X4' SSPT	RM L52E02a	Whole X-2 wing & fuselage on sting support. With and without wing skids. 3° incidence. Pressure measurements for effect of interference of wing on fuselage. 

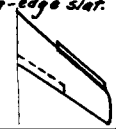
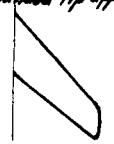
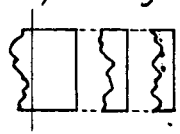
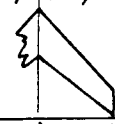
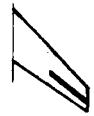
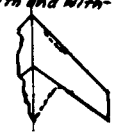
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
50.7		2.98	Abt. 0.45	Root: $64_{(10)}$-010.3 Tip: 64-008 (⊥ to 0.25c line)	2.0	0.152	300 mph 7'x10' Tunnel	RM L52E07	Whole X-5 wing on X-5 fuselage with and without two modifications to wing-root plan form. $C_L, C_D, C_m, \epsilon, L/D$. 
10.8 35.0 47.0		3.5	0.2	65A Thickness dist. Mean line ords. ½ NACA a=1 (t/c=1) mean line for C_L=a.l. ∥ to pl. of sym. t/c=.04 ∥ to pl. of sym. t/c=.04 ∥ to pl. of sym. t/c_R=.04,.06,.08,.12 t/c_T=.04,.06,.08,.06	2.2	2.01	4'x4' SSPT	RM L52E09	Whole wings on sting-supported body. Straight tips ∥ to plane of symmetry. $C_L, C_m, C_D, L/D$, $C_{D_{min}}, C_{L_{ac}}$, a.c., $(L/D)_{max}, C_L$ for $(L/D)_{max}, \frac{\Delta C_D}{C_L^2}$. 
50.6		2.98	0.45	Root: $64_{(10)}$A010.9 Tip: $64_{(08)}$A008.1 (⊥ to 0.293c line)	0.74 - 0.84	0.7 - 1.1	7'x10' HST	RM L52E12	Semispan wing on wall-mounted, reflection-plane plate. Essentially X-5 wing. Outboard 55% b/2 L.E. flap, 0.30c. $C_L, C_D, C_m, C_B, L/D, \frac{\partial C_L}{\partial \alpha}$, $\alpha_{C_L=0}, y_{ca}, \frac{\partial C_m}{\partial C_L}, C_{m_0}, C_{D_{min}}$, $C_{L_{C_{D_{min}}}}, \frac{(L/D)_{max\,Ea}}{(L/D)_{max\,Ena}}, C_L(L/D)_{max}$. 
Inbd. +45.0 Outbd.: -45.0 Inbd: +35.0 Outbd. -35.0		8.0	0.45	63A, 012 (∥ to airstream) Root: 63A010 Tip: 63A006 (∥ to airstream) Root: 63A010 Tip: 63A006 (∥ to airstream)	0.46 - 0.53	0.6 - 1.1	7'x10' HST	RM L52E14a	Semispan wings on wall-mounted reflection plane. Slightly-rounded, sharp-corner tips ∥ to airstream $C_L, C_D, C_m, C_B, \frac{\partial C_L}{\partial \alpha}, \frac{\partial C_m}{\partial C_L}$, $C_{D_{min}}, Y_L, \Delta C_D$ vs. C_L.
10.8 35.0 47.0		3.5	0.2	65A Thickness dist. Mean line ords. ½ NACA a=1 (t/c=1) mean line for C_L=a.l. ∥ to pl. of sym. t/c=.04 ∥ to pl. of sym. t/c=.04 ∥ to pl. of sym. t/c_R=.04,.06,.08,.12 t/c_T=.04,.06,.08,.06	2.2	2.01	4'x4' SSPT	RM L52E23	Whole wings on sting-supported body. Straight tips ∥ to plane of symmetry. Wing with Λ=47°, t/c=.06 tested with and without underslung nacelles at 0.40 b/2. $C_l, C_n, C_Y, C_L, C_X, C_m$, $C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}$. 
45.0 45.0 (Before modification)		6.0 4.06	0.6 outer panel: 0.7 Inner panel: 0.3	65A-Series 65A-Series (Before modif.)	3.9 - 8.3	0.8 - 1.4	PARD	RM L52F02a	Whole wings on rocket-propelled, vertical-fin-stabilized bodies. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. $C_{D_T}, C_{D_W}, C_{D_{Wp}}$, $\frac{C_{D_{Wp}}}{100(t/c)^2}$ 
52.4	60.0	2.31	0	65A003 (∥ to pl. of sym.)	1.55 - 2.77	0.07 - 0.12	FST	RM L52F04	Whole wing on sting-mounted body. With and without symmetrically mounted nacelles in various chordwise and spanwise positions. $C_D, C_L, C_m, C_{L_{max}}, \frac{dC_m}{dC_L}, L/D, \alpha°$, tuft studies.

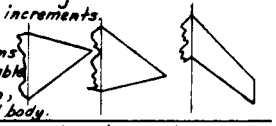
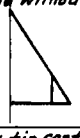
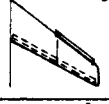
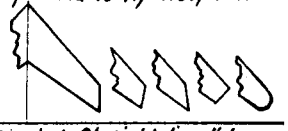
[redacted]

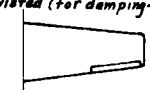
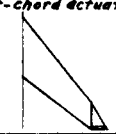
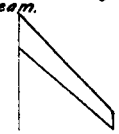
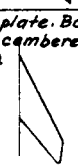
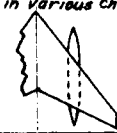
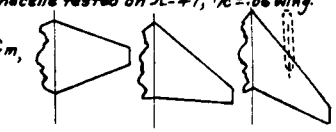
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
60.0		2.0	0.6	65A 006 (∥ to airstream)	0.88 - 1.08	0.6 - 1.2	7'X10' HST	RM L52F16	Semispan wing on transonic bump. Tip of revolution ∥ to airstream. Retractable spoiler aileron and plug-type spoiler-slat aileron. C_L, C_n.
47.0		3.5	0.2	t/c = .06 / t/c = .12 at root varied linearly to .06 at 40% b/2 and constant thereto tip	2.2	2.01	4'X4' SSPT	RM L52F03	Whole wings on sting-mounted body. Straight tips ∥ to plane of symmetry. Two nacelle configurations at various underslung and submerged chord & spanwise positions. $C_D, C_L, C_m, L/D$, Schlieren pictures. 
40.0	42.05	4.01	0.625	64,112 (⊥ to 0.273c line)	5.12, 6.84	0.11, 0.14	19' PT	RM L7J03	Whole wing on body. Slightly-curved, rounded-corner tips ∥ to plane of symmetry. 57.5% b/2, L.E. flaps with inboard end at 40% b/2. C_L, C_D, C_m, P/q on flap, C_{h_f}, C_n, C_{N_f}. 
44.8	47.5	3.4	0.51	64,A112 (⊥ to c/4 line)	4.4	0.07	FST	RM L51K15	Whole wing on body. 3-support strut system. Porous L.E. of various spans from 1% c on lower surface to 8% c on upper surface for suction. Straight, rounded-corner tips ∥ to plane of symmetry. $C_L, C_D, C_m, C_{D_E}, C_p$, pressure distributions. 
52.4	60.0	2.31	0	65-006 (∥ to airstream)	1.1 - 1.4	0.6 - 1.18	7'X10' HST	RM L51H22	Semispan wing on transonic bump. Constant-chord (20% of root chord) flap-type control with and without unshielded triangular horn balance. $C_L, C_m, C_h, C_{m_\delta}, C_{L_\delta}, C_{h_\delta}, C_{h_\alpha}, C_{L_\alpha}$. 
0		2.7	1.0	Symmetrical, straight-sided, straight taper to 0.4C. Various rear-portion tapers, t/c's, T.E. thicknesses. (All had blunt T.E.'s.)	1.3 - 1.8	1.41, 1.62, 1.96	9"X12" SSBT	RM L52D21	21 semispan wings on wall-mounted semibodies of 2 different lengths. Straight tips ∥ to airstream on λ = 1 wings. Fixed transition. $-P_b, -P_b', \frac{P_b'}{P_{b_1}}, \frac{P_b}{P_{b_1}}$, liquid-film studies.
45.0		2.7	1.0						
0		5.0	1.0						
36.9	45.0	4.0	0						
A 52.4	60.0	1.97	0.078	Constant thickness, beveled L.E. & T.E. t/c = 1.2% at root.	2.0 - 12.0	1.0 - 2.6	PARD	RM L52D29	Whole wings on rocket-propelled, vertical-fin-stabilized bodies. Tips: A - straight, ∥ to plane of symmetry; B - slightly-rounded, sharp corners, ∥ to plane of symmetry; C - slightly-rounded, sharp corners, at 9.6° degrees to plane of symmetry; D - round. C_D. 
B 10.0	10.0	3.0	1.0	Parallel-sided, contoured L.E. & T.E. t/c = 0.045					
C 60.7	62.8	2.02	0.381	Root: 64A010 Tip: 64A008 (⊥ to 0.3266 line)					
D 52.4	60.0	2.31	0	65A003 (∥ to pl. of sym.)					

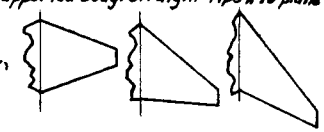
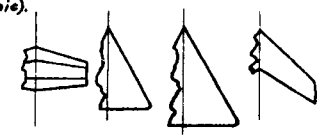
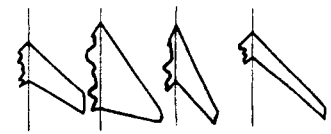
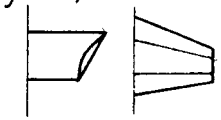
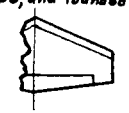
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	65A003 (∥ to pl. of sym.)	—	To 2.29	PARD ¢ V¢F Br.	RM L52E06a	Whole wing on rocket-propelled, vertical-fin-stabilized body. Small-radius tips. High-wing position. Variation of flutter frequency with M. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.72 – 2.03	0.60 – 1.13	8' T.T.	RM L52E14	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. $C_L, C_m, C_D, \theta_t, \frac{\partial C_L}{\partial \alpha}, \frac{\partial C_m}{\partial C_L}, p_b, \Delta P_b$ $C_{L_{max.}}, \alpha C_{L_{max.}}, C_{D_0}, C_{L(L/D)_{max.}}$, $C_D - C_{D_0}$ vs. C_L^2, L/D, $(L/D)_{max}$, a.c., c.p., tuft studies. 
0		2.0 / 3.0 / 4.0	1.0	Biconvex Circular arc (t/c = 6%)	0.46, 0.42, 0.33 and (1.02, 1.05, 1.28, 1.40)	1.62, 1.93, 2.41	9" S.S.T.	RM L52E26	Whole wings on sting-mounted bodies of 2 different fineness ratios. Square tips. 0° and 3° of incidence. $C_L, C_m, C_D, C_{L_{\alpha_W}}, C_{L_i}$, $C_{L_\alpha}, C_{m_\alpha}, C_{D_{min.}}$, A.C., $C_{L_{\alpha_{b(w)}}}$, $C_L/C_{L_{\alpha_{WB}}}$, $C_{m_\alpha}/C_{m_{\alpha_{WB}}}$, $C_{D_{min}}/C_{D_{min_{WB}}}$ 
1.9	0 at 0.4c line	6.0	0.50	65-110 (a=1) (Slightly modified in T.E. region)	4.2 – 4.6	0.7 – 1.0	16' T.T.	RM L52E29	Whole X-1 wing on sting-supported body with tail. 2.5° incidence, 1° twist. $C_n, C_{m_{c/4}}, C_N, C_m, C_B$, $\frac{X_{cp}}{c}, \frac{Y_{cp}}{b/2}, \frac{C_n c}{\ell}, C_m\left(\frac{c}{\ell}\right)^2, \frac{2Y_{cp}}{b}$ $(C_{m_0})_W$, a.c., chordwise P & P_R. 
0		4.0	0.6	65A004 (∥ to airstream)	1.1 – 1.4	1.41, 1.62, 1.96	9"×12" SSBT	RM L52F13	Semispan wing on floor-mounted semibody. Straight tip ∥ to airstream. D.A.C. external store and NACA 65A body of revolution in various spanwise and vertical locations on outboard 80% of wing semispan. $C_L, C_D, C_m, \frac{dC_m}{dC_L}, \Delta C_{m_{C_L=0}}$, $\Delta\alpha_{C_L=0}, \Delta C_D, L/D$. 
45.0		6.0	0.6	65A009 (∥ to pl. of sym.) / 1-009 in fwd. 12%, straight sides to 40% 65A009 to T.E. (∥ to pl. of sym.)	3.8 – 7.6	0.8 – 1.4	PARD	RM L52F30	Whole wings on rocket-propelled, vertical-fin-stabilized bodies. Straight, sharp-corner tips ∥ to plane of symmetry. C_{D_T}, C_{D_W}. 
47.0		3.5	0.2	Thickness dist.: 65A Series; Mean-line ords. ⅓ of 2.30 series + 6-series unit-load mean line (a=1.0) for design C_L=0.1	t/c = 6% / t/c = 6% tip to 40%, 12% at root	2.0 – 2.6	0.5 – 1.15	8' T.T.	RM L52G02	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. Ducted and faired nacelles in various chordwise, spanwise, and heightwise positions. $C_L, C_D, (L/D)_{max}, M_B$, a.c., $C_m, \Delta C_D$, point mass-flow coeff., $C_{D_{int.}}, C_{L_\alpha}$, schlieren studies. 

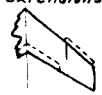
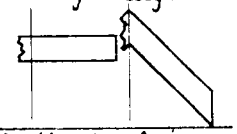
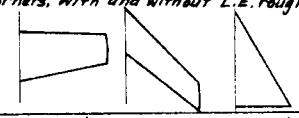
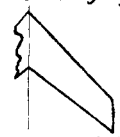
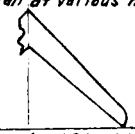
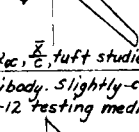
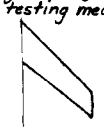
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
48.6	51.3	3.06	0.49	65, -012 (⊥ to 55.6% c line)	4.45	0.328	300 mph 7'x10' Tunnel	RM L52G03	Semispan wing mounted on tunnel ceiling. Tip of revolution ∥ to airstream. 0.20 c, 0.39 b/2, flatsided, unsealed, plain, radius-nose aileron with overhang, paddle, and spoiler balances. $C_L, C_D, C_m, C_l, C_n, C_h$. 
36.0	35.0 (at 0.33 c line)	3.57	0.565	Root: 63-010 Tip: 63-012 (⊥ to 0.33 c line)	0.865, 1.10	0.13, 0.17	Stab. Tun.	RM L52G07	Whole D-558-II wing on fuselage with and without tail. Single-strut support. 3° incidence, -3° dihedral. Landing configuration. $C_L, C_m, C_D, C_{Y_\beta}, C_{n_\beta}, C_{l_\beta}, C_{Y_p}, C_{n_p}, C_{l_p}, C_{Y_r}, C_{n_r}, C_{l_r}$. 
35.0		4.0	0.6	65 A006 (∥ to airstream)	0.86 - 1.07	0.60 - 1.10	7'x10' HST	RM L52G08	Semispan wing on transonic bump. 0.43 b/2 (outboard), T.E. flap-type control, hinged at 70% c, mass-balanced with overhanging nose. Slightly-rounded, sharp-corner tips ∥ to airstream. $C_h, C_L, C_l, C_m, C_{h_\alpha}, C_{h_\delta}, C_{L_\delta}, C_{l_\delta}, C_{m_\delta}$. 
Abt. 20	20.0	Measured from 0.25c line of unswept wing	5.76	Abt. 0.49	Thickness Distr.: Root: $64_{(10)}$ A010.3 Tip: 64-008 (⊥ to 0.25c line of unswept wing)	2.0	0.152	300 mph 7'x10' Tunnel	RM L52G08a	X-5 wing on fuselage, with and without horizontal tail. Forward outboard portion of original wing altered to have camber. -2° dihedral. $C_L, C_m, C_x, C_{L_{max}}, (L/D)_{max}, L/D, \epsilon, C_{n_\beta}, C_{l_\beta}$.
Abt. 35	35.0		4.56						
Abt. 50	50.0		2.98						
Abt. 60	60.0		1.92						
36.9	45.0	4.0	0	63 A010 (∥ to airstream)	7.0 - 14.3	0.66 - 1.33	PARD	RM L52G09	Whole wings on rocket-propelled, vertical-fin-stabilized bodies. Δ wings had small-radius tips. Λ wings had rounded tips with round leading corner, sharp trailing corner. $C_{m_{\dot\alpha}}$, Period of oscillation, total damp. factor, $T_{1/2}$, $C_{m_q}+C_{m_{\dot\alpha}}$, $C_{D(C_L \approx 0)}$.
36.9	45.0	4.0	0	63 A006 (∥ to airstream)	7.0 - 14.3	0.66 - 1.33			
34.4	37.5	3.0	0.6	64, A012 (⊥ to 3/4 line)	7.2 - 10.5	0.78 - 1.13			
35.2	39.0	3.6	0.4	64 A006 (⊥ to c/4 line)	5.2 - 9.6	0.72 - 1.33			
45.0		4.0	0.6	65A006 (∥ to airstream)	3.25, 2.70	0.33, 0.28	300 mph 7'x10' Tunnel	RM L52G10	Semispan wing mounted on tunnel ceiling. Slightly-rounded tip ∥ to airstream. 0.40 b/2 flap-type spoiler on upper surface. Lower-surface deflector in same planwise position (acted as scoop to direct air thru wing and behind spoiler). C_L, C_m, C_D, C_n, C_l.
3.6		4.0	0.6	65A006 (∥ to pl. of sym.)	2.0 - 3.6	0.40 - 0.95	7'x10' HST	RM L52G11a	Whole wings on sting-mounted bodies. Tips of revolution ∥ to plane of symmetry. $C_L, C_{l_\beta}, C_{n_\beta}, C_{Y_\beta}, C_l, C_n, C_Y, \Delta C_{l_{\beta_{WF-F}}}, C_{l_{\beta_{C_L}}}, C_{n_{\beta_{C_L}}}, C_{Y_{\beta_{WF-F}}}$. 
32.6									
45.0									
60.0									

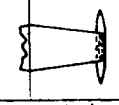
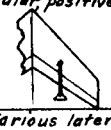
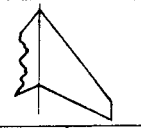
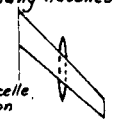
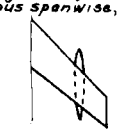
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
40.2	40.0 (at 0.273c line)	4.0	0.625	64, -112 (⊥ to 0.273c line)	3.0	0.10-0.91	LTPT	RM L52G18a	Semispan wing, cantilever-mounted. Slightly-rounded tip ∥ to airstream. 0.22c, 0.575 b/2 leading-edge slat. Half-span, 0.184c T.E. split flap. $C_L, C_D, C_{m_s}, C_c, C_N, C_R, \delta_c'$; pressure distributions. 
45.0		4.0	0.60	65A006 (∥ to pl. of sym) ⊥ 2-006 (∥ to pl. of sym)	1.0, 3.0	1.2	LTPT	RM L52G17	Semispan wings, wall mounted. Slightly-rounded tip approx ∥ to plane of symmetry. $C_L, C_D, C_{m_{c/4}}, C_B, L/D$, c.p. 
0		1.0 / 2.0 / 3.0	1.0	0012 (∥ to pl. of sym)	0.4-3.0	0.07-0.28	LTPT	RM L52G18	Whole wings on sting support. Square tips. Leading-edge roughness. $C_L, C_{m_{c/4}}, (C_{L_{\alpha}})_{\alpha=0°}$, $C_{L_{max}}$. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	1.72-2.03	0.60-1.13	8' T.T.	RM L52G23	Whole wings, one aluminum, one steel, on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. θ_t vs. M, C_L, C_D, C_m, $\frac{\partial C_m}{\partial C_L}, P_b, \frac{C_n c}{C_N c_{ax}}, \frac{\delta}{b/2}$. 
51.4	59.13	Abt. 2.3	0	Modified Hexagonal (t/c = 2.37% at Root)	4.8-13.7	0.55-1.43	PARD	RM L52H06	+ wings on rocket-propelled body. Wings in one plane equipped with half-delta tip controls. Hinge moments, C_{h_δ}, C_{h_α}, c.p.$_\alpha$, $(C_{N_\delta})_\alpha$, $(C_{N_\alpha})_\alpha$, c.p.$_\delta$, C_N, C_{N_α}.
45.0		4.0	0.6	65A006 (∥ to model ℄)	1.75-7.70	0.5-1.6	PARD	RM L52H06a	λ wings on rocket-propelled body. Slightly-rounded, sharp-corner tips ∥ to model ℄. Top-surface spoilers of various spans and spanwise positions located along 70% c line. Wings of 3 different flexibilities. $C_D, (pb/2V)_F, \frac{(pb/2V)_F}{(pb/2V)_R}, \Delta C_D$. 
45.0		4.032	0.6	64A008 (∥ to pl. of sym)	5.7-7.4	0.80-1.41	26" TBT	RM L52H08a	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. With and without root engine inlets. $\frac{p-p_0}{H_0-p_0}, \frac{u}{U}, \left(\frac{m_i}{m_0}\right)_{inlet}, \frac{\bar{H}}{H_0}, \frac{H}{H_0}, C_{D_b}, C_{D_b}+\Delta C_{D_{ext.}}$, $C_{L_b}, C_{L_b}+\Delta C_{L_{ext.}}, \frac{\Delta(F_N-D)}{F_{N\,ideal}}$. 

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0		4.0	0	Sym, composed of Circular arcs Max. thick. at 40% t/c = 4% (All ∥ to pl. of sym.)	—	0.85-1.10	8' T.T.	RM L52H08	Whole wings on on sting-supported bodies. Pointed and straight tips ∥ to plane of symmetry. Some bodies indented to reduce zero-lift drag-rise increments. Schlieren studies. Comparisons of combinations with comparable bodies of revolution. M_w, C_{D_0}, ΔC_{D_0}. Comparisons with indented body. 
27.6	37.0	4.0	0	Sym. composed of Circular arcs Max. thick. at 40% t/c = 4%					
45.0		4.0	0.6	65A006					
52.4	60.0	2.31	0	Modified Hexagonal Constant thickness (t/c = 2.4% at root)	2.0, 2.4	1.41, 1.96	9"x12" SSBT	RM L52H13	Semispan wing on floor-mounted semibody. Half-delta tip control spanning 1/3 exposed b/2. With and without fence at parting line of wing & control. C_{BM_f}, C_h, C_L, $C_{l_{gross}}$, C_m, C_D, C_{h_δ}, C_{h_α}, $C_{BM_{f_\alpha}}$, $C_{BM_{f_\delta}}$, ΔC_L, C_l, ΔC_m. 
51.9	59.5	2.36	0	Modified hex. Constant thickness (t/c = 3% at wing-fuselage juncture)	5.6-16.3	0.70-1.65	PARD	RM L52H14	+wings on rocket-propelled body. Half-delta tip controls on wing in one plane. 9:1 ratio between exposed wing area and control area. Controls pulsed. Period vs. M, C_{m_α}, C_L, C_{L_α}, a.c., $C_{m_q}+C_{m_{\dot\alpha}}$, α_{trim}, $C_{L_{trim}}$, $\frac{\Delta\alpha_{trim}}{\Delta\delta}$, $\frac{\Delta C_{L_{trim}}}{\Delta\delta}$, C_{L_δ}, C_{m_δ}, C_D, $C_{D_{min}}$, $\frac{dC_D}{dC_L^2}$, $(L/D)_{max}$
0		3.7	1.0	65A003	1.0-7.0	0.4-1.7	PARD	RM L52H18	λ wings on rocket-propelled bodies. Straight, rounded-corner tips ∥ to axis of symmetry. Full-span, solid, sharp-edge spoilers along 0.80c line. Wings of different flexibilities. C_D, $Pb/2V$, $\frac{(1-\phi)}{(\theta/m)_r}$, $(pb/2V)_{rigid}$.
				65A006					
				65-009					
				65A009					
35.2	37.25	6.0	0.50	64_1-212 (⊥ to 0.27c line)	2.00-9.35	0.08-0.18	19' P.T.	RM L8D29	Semispan wing on vertical reflection plane. Straight, rounded-corner tips ∥ to airstream. With and without roughness. 0.50 b/2 L.E. slats, 0.50 b/2 L.E. droop, various-length L.E. flaps, split and double-slotted T.E. flaps, and fences in various combinations. C_L, C_m, C_D, ΔC_L & $\Delta C_{L_{max}}$ (due to flaps), tuft, $C_{L_{max}}$, ϵ, q_t/q, $\bar{y}/b/2$. 
45.0		4.14	0.412	65-110 (∥ to pl. of sym.)	1.483	0.14	300 mph 7'x10' Tun.	RM L8J07	Whole wing on X-1 body, with and without X-1 tail. 0° and -10° dihedral. Various tip shapes and 45° tip droop tested. C_L, C_m, C_x, C_l, C_n, C_Y, C_{Y_ψ}, C_{n_ψ}, C_{l_ψ}. 
0		3.00 to 4.56	1.0	3-, 5-, 8-percent Circular arc; 3-percent double wedge; 16-010; 65-007. (∥ to airstream)	—	1.31	Flutter Tunnel	RM L8J11 (now TN 3312)	Semispan wings, sidewall-mounted. Straight tips ∥ to airstream. With and without tip weights. $V/b\omega_{\alpha_0}$; $\omega_f/\omega_{\alpha_0}$; torsion, bending & flutter frequencies.

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	$65_{(06)}-006.5$ (∥ to pl. of sym.)	10.0 - 20.0	0.75 - 1.28	PARD	RM L9L07	Whole wing on rocket-propelled body with vertical tail. Constant-chord, fullspan elevons used as elevators. C_{L_α}, $C_{L_{trim}}$, C_{m_0}, C_{L_δ}, C_{h_α}, C_{h_δ}, C_{h_0}, C_{m_δ}, $(\Delta\alpha/\Delta\delta)_{trim}$, $C_{m_{\dot\alpha}}$, $C_{m_{\frac{\dot z}{2V}}}+C_{m_{\dot\alpha\bar c}}$, p(short per. long oscill.), $T_{1/2}$, a.c., α_{trim}, δ_{trim}, F, $(\Delta g/\Delta\delta)_{trim}$, $\Delta F/g$, $C_{1/10\,a}$.
1.9	5.05	6.0	0.5	65 - 108 (∥ to pl. of sym.)	0.48 - 0.73	0.5 - 1.2	7'x10' H.S.T.	RM L50C22	Semispan X-1 wing on semibody mounted on transonic bump. 1° washout. 0.15c aileron. 2.5° incidence. Twisted (for damping-in-roll) wing also tested. 4.72° washin. $C_L, C_m, C_B, C_{l_a}, C_{l_{\delta a}}, C_l, C_{l_p}$, $\frac{(C_{L_\alpha})_M}{(C_{L_\alpha})_{M=.6}}$, $\frac{(C_{l_p})_M}{(C_{l_p})_{M=.6}}$, $\frac{pb/2V}{\delta a}$, $C_{L_\alpha}, C_m, \frac{dC_m}{dC_L}, \frac{z_y}{b}$. 
48.6	51.3	4.47	0.5 (using wing-aileron juncture as tip chord)	65, - 012 (⊥ to 0.556c line)	2.4	0.19	300 mph 7'x10' Tun.	RM L51H16a	Semispan wing, ceiling-mounted. Free-floating triangular tip aileron with full-aileron-span, constant-chord actuating servotab. C_L, C_m, C_D, δ_a vs. δ_t, C_n, C_l. 
45.0		8.0	0.45	Root: 63A010 Tip: 63A006 (∥ to airstream)	0.43 - 0.53	0.60 - 1.05	7'x10' H.S.T.	RM L51H28	Semispan wing on wall-mounted reflection plane. Slightly-curved, sharp-corner tips ∥ to airstream. $C_L, C_D, C_m, C_B, \frac{\partial C_L}{\partial\alpha}, \frac{\partial C_m}{\partial C_L}$, $C_{D_{min.}}$, y_L. 
60.7		1.94	0.44	Root: $64_{(10)}A011.2$ Tip: $64_{(08)}A008.1$ (⊥ to 31.5% c line) Cambered, with thickness distribution at root and tip as on wing above.	0.86 - 1.09	0.6 - 1.1	7'x10' H.S.T.	RM L51I21	Semispan wings on wall-mounted reflection plate. Both wings of same planform; one flat, the other cambered and twisted (incidence 2.81° at root, -1.31° at tip). Straight, rounded-corner tip at 14.1° to airstream. $C_L, C_D, C_m, C_B, \frac{\partial C_L}{\partial\alpha}, \alpha_{C_L=0}, y_{c.a.l.}, \frac{\partial C_m}{\partial C_L}$, $C_{m_{C_L=0}}, C_{D_{min}}, C_{L_{C_{D_{min}}}}, (L/D)_{max}, C_L(L/D)_{max}$. 
47.0		3.5	0.2	65A Series thickness distrib. Mean line ords: 1/2 NACA 230+(a=1) for $C_L=0.1$. t/c = 6% Same as above in outer 60% b/2, but varying to t/c = 12% from 4% b/2 to model centerline.	2.7	1.60	4'x4' S.S.P.T.	RM L51K14a	Whole wings on sting-mounted body. Straight tips ∥ to plane of symmetry. Open and faired nacelles in various chordwise and vertical positions. $C_L, C_D, \Delta C_D, C_m, L/D$, schlieren pictures. 
10.8		3.5	0.2	65A series thick. dist. Mean line ords: 1/2 NACA 230+(a=1) for $C_L=0.1$. t/c = 0.04	2.7	1.60	4'x4' S.S.P.T.	RM L51K15a	Whole wings on sting-mounted body. Straight tips ∥ to plane of symmetry. Open nacelle tested on $\Lambda=47°$, t/c = .06 wing. $C_Y, C_n, C_l, C_L, C_x, C_m$, $C_{Y_\psi}, C_{n_\psi}, C_{l_\psi}$. 
35.0				Same as above.					
47.0				Same as above, but three wings having t/c = .04, .06, .09.					

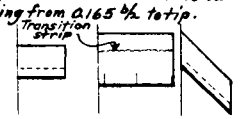
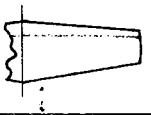
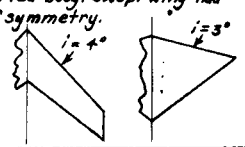
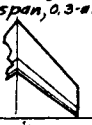
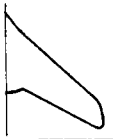
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
10.8		3.5	0.2	Thick. dist: NACA 65A series. Mean line of 2a: 1/3 NACA 230+(a=1) for C_L = 0.1. t/c = .04	2.7	1.60	4'x4' SSPT	RM L51K16a	Whole wings on sting-supported body. Straight tips ∥ to plane of symmetry. $C_D, C_L, C_m, L/D, C_{L_\alpha}$, a.c., $C_{D_{min}}$, $\frac{\Delta C_D}{C_L^2}$, $(L/D)_{max}$, C_L for $(L/D)_{max}$. 
35.0				Same as above.					
47.0				Same as above, but 4 wings: t/c = .04; .06; .09; & .12 at root to .06 at 90% and thereout.					
15.8	0 at .75c	3.04	0.394	Hexagonal t/c = .045	9.0-24.0	0.80-1.60	PARD	RM L52D18a	Whole wings on rocket-propelled, vertical-fin stabilized bodies (parabolic and transonic). $C_D, C_{P_b}, C_N, (L/D)_{max}$. 
52.4	60.0	2.31	0	65A004.5	13.0-35.0	0.86-1.57			
52.4	60.0	2.31	0	65A003	21.0-50.0	0.80-1.47			
45.0		4.0	0.6	65A006	21.0-44.0	0.80-1.39			
45.0		4.0	0.6	65A006	8.0-21.0	0.81-1.52			
45.0		4.0	0.6	65A006	8.0-21.0	0.81-1.52	Do	Do	Do. 
50.7	57.0	2.53	0.1	Symmetrical, Round Nose. Root t/c = 0.037 Tip t/c = 0.060	18.0-37.0	0.80-1.32			
60.0	62.7	2.24	0.4	Root: 64A011 Tip: 64A008 (∥ to 32.66% chord)	10.0-27.0	0.80-1.48			
45.0		8.0	0.45	63,A012	6.0-10.0	0.80-1.11			
52.4	60.0	2.31	0	Biconvex t/c = 10%	6.0	0.07	FST	RM L52H19	Whole wing on 3-strut support. Full-span, constant-chord, plain T.E. flap. $C_L, C_m, q/q_0$ contours, charts of downwash and sidewash, ϵ_{av}.
				Same but with 65(06)-006.5 section fwd. of 0.25c					
				Same but with 65-010 section fwd. of 0.50c					
52.4	60.0	2.31	0	65A003 (∥ to airstream)	2.4-2.8	1.41, 1.62, 1.96	9"x12" SSBT	RM L52H29	Semispan wing on floor-mounted semibody. DAC-shape external store tested in various spanwise, chordwise, and vertical positions. $C_L, C_D, C_m, \frac{dC_m}{dC_L}, \Delta C_{m_{C_L=0}}$, $\Delta\alpha_{C_L=0}, \Delta C_D, L/D$.
0		4.0	1.0	66-006 (∥ to airstream)	0.46-1.06	0.30-0.90	24" HST	RM L52I08	Wall-mounted semispan wings. A = 4.0 wings had tips negatively raked 30°. A = 3.0 wing had tip ∥ to airstream. $C_L, \frac{dC_L}{d\alpha}, C_{m_{c/4}}, C_{D_0}$, ΔC_D vs. M at C_L=0.4, L/D. 
				6% circular arc (∥ to airstream)					
15.0	22.3	3.0	0.4	Mod. Hexagonal (Sides in mid. 40%) (t/c = 4.5%)					
15.9	23.1	3.0	0.4	Mod. Hexagon. (t/c = 4.5%)	2.23	0.264	300 mph 7'x10' Tunnel	RM L52H01	Whole X-3 wing, isolated and with various combinations of fuselage, tail (of different sizes and locations), L.E. & T.E. flaps, wing-tip tail, fin and fillet, fuselage nose shape, and rounded wing leading edge. C_L, C_m, C_D, tuft studies, ϵ, q/q_0. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
40.0		4.0	0.50	Circular arc (⊥ to 0.50c line) (t/c = 10%)	1.6 ω - 2.20	0.12 - 0.17	300 mph 7'x10' Tunnel	RM L52I18	Whole X-2 wing and fuselage with and without horizontal tail. 0.20c, plain T.E. flaps over inboard 0.50 b/2. 0.15c L.E. flaps of various spans. 0.10c & 0.15c chord extensions of various spans in various outboard spanwise positions. Upper-surface fence at 0.60 b/2. C_L, C_m, C_x, ϵ, q_t/q, $\frac{\partial C_m}{\partial C_L}$, C_{L_α}, $C_{L_{max}}$, C_{l_β}, C_{l_β}, C_{n_β}. 
0		7.25	1.0	16-006	> 1.0	0.32	4.5' Flutter Tunnel	RM L52I24	Whole wings in various longitudinal positions on square cross-section body with vertical stabilizing fin. Body free in pitch. $\frac{2V}{c\omega_h}$, flutter frequency. 
45.0		5.52	1.0	Flat Plate					
0		4.0	0.6	65A006 (∥ to airstream)	0.57 - 0.75	0.6 - 1.1	7'x10' HST	RM L52I30	Semispan wings on side-wall reflection plane. Δ wing also tested with semibody. Tips of 0° and 45° Λ wing slightly curved with sharp corners. With and without L.E. roughness. C_L, C_D, C_m, C_B, $C_{L_{max}}$, $\alpha_{C_{L_{max}}}$. 
45.0		4.0	0.6	65A006 (∥ to airstream) Flat plate, round L.E.					
52.4	60.0	2.31	0	65-006 (∥ to airstream)	0.99 - 1.32				
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.75 - 2.1	0.6 - 1.13	8' T.T.	RM L52J01	Whole wing on 4 different sting-mounted bodies. Slightly-rounded tips ∥ to plane of symmetry. C_L, C_m, C_D, P_b, ΔP_b (effect of wing), $\frac{\partial C_L}{\partial \alpha}$ vs. M, $(L/D)_{max}$. 
45.0	46.33	8.0	0.45	63,A012 (∥ to pl. of sym.) 63,A012 thick. dist. about mod. a=1.0 mean line Unif. chord loading at C_L = 0.7, M = 0.3	4.0	0.19	19' P.T.	RM L52J03	Whole wings at 0° and 4° incidence on body on 3-strut support with and without horizontal tail at various heights. Cambered wing had 11.5° of twist. C_L, C_m, $\frac{dC_m}{dC_L}$, $\frac{C_l c}{C_L \bar{c}}$. 
45.0	46.33	8.02	0.45	63,A 12 C_{l_i}=.73 to .86 (∥ to pl. of sym.)	1.5 - 4.8	0.07 - 0.25	19' P.T.	RM L52J03a	Whole wing on 2-strut support. 11.5° of twist. 0.20c, 0.50 inbd. b/2, split T.E. flaps. 0.45 outbd. b/2 L.E. flaps. Upper-surface fences. L.E. roughness. C_L, C_m, C_D, $\frac{dC_m}{dC_L}$, C_l, chordwise pressure distribution, $C_{m_{c/4}}$, C_d, $\frac{C_l c}{C_L \bar{c}}$, $C_{m_{c/4}}'$, $\frac{c^*}{\bar{c}c}$, C_d, $C_{m_{c/4}}'$, $\frac{\bar{x}}{c}$, $\frac{\bar{z}}{c}$, $C_l \frac{c}{\bar{c}}$, $\bar{y}/b/2$, $C_{l_{\alpha c}}$, $\frac{\bar{x}}{c}$, tuft studies. 
45.0		4.0	0.6	65A006 (∥ to airstream)	2.25	1.205	LTPT	RM L52J07	Semispan wing on wall-mounted semibody. Slightly-curved, sharp-corner tip ∥ to airstream. Freon-12 testing medium. Chordwise pressure distributions at 0.20, 0.60, 0.95 b/2. Comparison with measurements in air. 

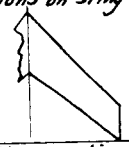
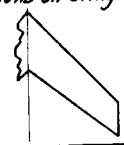
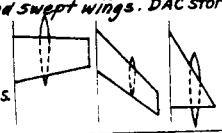
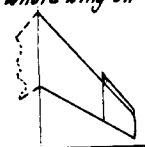
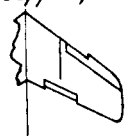
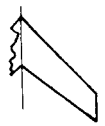
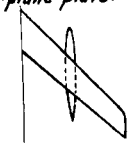
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
3.6	0 at 0.5c	4.0	0.6	65 A 006 (∥ to pl. of sym.)	2.4 - 3.6	0.50 - 0.93	7'X10' HST	RM L52 J08	Whole wing on sting-supported body. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. Wing-mounted bodies at 3 spanwise and 3 heightwise positions. $C_L, C_m, C_D, C_{m_{C_L}}, C_{L_\alpha}, C_{D_n}, C_{L_{b_l}}, C_{m_{b_l}}, C_{D_{b_l}}, C_{n_{b_l}}, C_{Y_{b_l}}, C_{l_{b_l}}, \frac{\partial C_{m_{b_l}}}{\partial \alpha}$. 
45.58		3.0	0.5	64 A 010 (At 45° to pl. of sym.) (t/c = .076)	1.0	0.70 - 1.10	7'X10' HST	RM L52 J09	Wall-mounted semispan wing. Slightly-curved, sharp-corner tips ∥ to airstream. Full-span, 0.254c, T.E., flap-type control. Boom-mounted, triangular positive-lift balance tab linked to flap. $C_{h_f}, C_L, C_{h_{f_{\delta_t}}}, \frac{\delta_t}{\delta_f}, C_{L_{\delta_t}}, C_{L_{\delta_f}}, (C_{L_{\delta_f}})_{C_{h_{\delta_f}}=0}$. 
52.4	60.0	2.31	0	Flat Plate with beveled L.E. & T.E. ($t/c_{max.}$ = 0.045, t/c_{root} = 0.015)	3.0	0.195	300mph 7'X10' Tunnel	RM L52 J13	Whole wing on sting-supported body. Various lateral-control spoiler installations. Effects of perforations and wing slots on spoiler performance. C_L, C_D, C_m, C_n, C_l.
47.0		3.5	0.2	65A thickness distribution Mean line ords: 1/3 230 series + 6-series unif.-load mean line (a = 1.0) for C_{l_i} = 0.1.	2.0 - 2.5	0.50 - 1.10	8' T.T.	RM L52J15	Whole wing on sting-supported body. Straight tips ∥ to plane of symmetry. Unattached horizontal tail for downwash measurements. Downwash characteristics of wing-body combination. 
45.0		6.0	0.6	65A series Tapered from 9% at root to 3% at tip.	0.47 - 0.59	0.6 - 1.1	7'X10' HST	RM L52 J22	Semispan wing on sidewall reflection plane. Slightly-curved, sharp-corner tips ∥ to airstream. Underslung nacelles in various chordwise & spanwise positions. $C_L; C_D; C_m; C_B; (L/D)_{max.}; C_{L_\alpha}; C_{m_{C_L}}; y_{cp}; (L/D)_{max.\,model+nacelle}/(L/D)_{max\,model}; (\Delta C_{L_\alpha}, \Delta C_{m_{C_L}}, \Delta y_{cp})$ due to nacelle location. 
52.4	60.0	2.31	0	Flat Plate with beveled L.E. & T.E. ($t/c_{max.}$ = 0.045, t/c_{root} = 0.015)	2.1	0.13	300mph 7'X10' Tunnel	RM L52 J24	Whole wing on sting-supported body. Various lateral-control spoiler arrangements in combination with constant-chord, 0.67 b/2, double-slotted T.E. flap. C_L, C_D, C_m, C_l, C_n.
45.0		4.0	0.6	65 A 006 (∥ to airstream)	1.3 - 1.5	1.41 - 1.96	9"X12" SSBT	RM L52 J27	Semispan wing on floor-mounted semibody. Straight tips ∥ to airstream. D.A.C.-shape store in various spanwise, chordwise & heightwise positions. $C_L; C_D; C_m; \frac{dC_m}{dC_L}; \Delta C_{m_{C_L=0}}; \Delta\alpha_{C_L=0}$, ΔC_D (due to stores); L/D. 

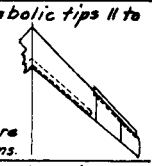
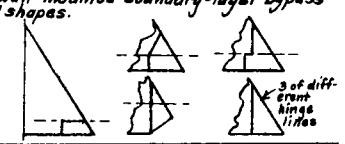
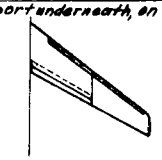
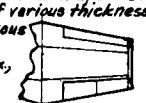
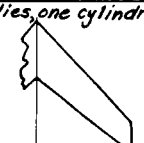
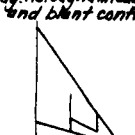
[redacted]

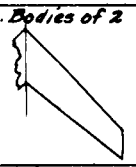
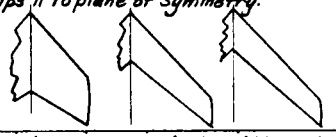
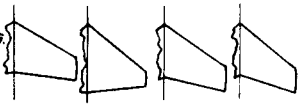
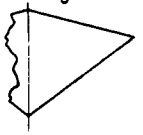
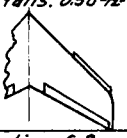
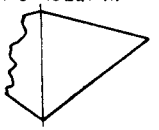
[redacted]

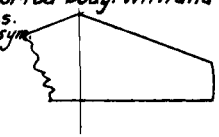
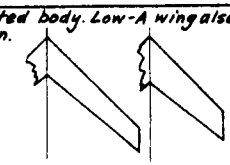
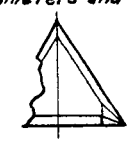
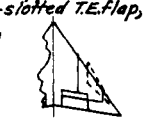
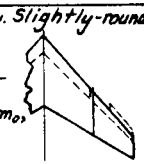
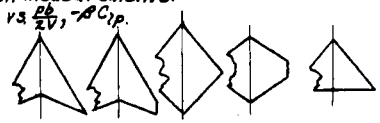
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0 0 45.0		2.7	1.0	Flat side, wedge L.E. to 40% c, full-blunt T.E., t/c = 6% Flat side, wedge L.E. to 40% c, tapered aft 20% c to .02c T.E., t/c = 6% Flat side, wedge L.E. to 40% c, full-blunt T.E., t/c = 6%	1.3 - 2.3	1.41, 1.96	9"x12" SSBT	RM L52J28	Semispan wings on floor-mounted semibody. Straight tips ∥ to airstream. Lateral-control spoilers at T.E. and 70% b/2 upper surface positions, extending from 0.165 b/2 to tip. C_L; $C_{L_{gross}}$; C_m; P_b; C_l; C_n; $\Delta C_L, \Delta C_D, \Delta C_m$ (due to spoiler). 
52.4	60.0	2.31	0	Flat Sided with beveled L.E. & T.E. t/c_{Root} : 0.015c t/c_{max} : 0.045c	2.2	0.13	300 mph 7'x10' Tunnel	RM L52J29	Whole wing on sting-supported body. 13.2% root-chord, 67.5% b/2 plain, single-slotted, double-slotted, and split flaps. C_m, C_L, C_D, $C_{L\,max}$.
1.9	0 at 0.4c	6.0	0.50	65-110 (Slightly modified in T.E. region)	4.1 - 4.7	0.70 - 1.00	16' T.T.	RM L52J31	Complete X-1 configuration (clean) with and without horizontal tail. With and without vortex generators, full span at 27.5% c. 2½° incidence, 1° twist. Sting supported. Buffeting investigation. P_F, C_L, pressure fluctuation frequency analysis. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.61 - 1.94	0.60 - 1.13	8' T.T.	RM L52K06a	Whole wings on sting-supported body. Swept wing had straight tips ∥ to plane of symmetry. P_b, C_L, C_D, C_m, $\frac{\Delta C_{L_i}}{\Delta C_{L_\alpha}}$, C_{L_α}, $\frac{\partial C_m}{\partial C_L}$, $(L/D)_{max.}$, $C_{L(L/D)max.}$ 
0		4.0	0	Symmetrical Circular arcs joined at 0.4c to give max. t/c of 4%.	1.67 - 2.01				
45.0		3.0	0.6	65A006 (∥ to pl. of sym)	3.4 - 9.5	0.7 - 1.4	PARD	RM L52K07	Whole wing on rocket-propelled, X-fin-stabilized body. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. Full-span, 30% c ailerons with fixed, full-span, 0.3-aileron-chord balancing tabs. $\frac{pb}{2V}$, δ_a (floating angle), $\left(\frac{\delta_a}{\delta_t}\right)_{C_h=0}$, $\frac{pb}{2V}/\delta_a$, $\frac{pb}{2V}/\delta_t$. 
≈20 ≈40 ≈60	20 40 60 (Measured from 0.35c line of Λ = 50° wing)	4.82 3.77 2.18		Root: $64_{(10)}$A011 Tip: $64_{(08)}$A008.6 (⊥ to unswept 38.6% c line)	1.0	0.7 - 1.05	FRD	RM L52K12	X-5 semispan wing and semibody with and without horizontal tail. Wingflow method. C'_m, C'_L, C'_D, $\left(\frac{\partial C'_m}{\partial C'_L}\right)_{C'_L=0}$, $\frac{dC'_m}{di_t}$, $i_{t_{Trim}}$, $\frac{d\epsilon}{d\alpha}$. 
0		4.0	0	Circular Arc t/c = 4%, max. at 0.4c. Symmetrical. (∥ to pl. of sym)	2.3 - 2.7	0.60 - 1.13	8' T.T.	RM L52K12a	Whole wing on 4 different sting-supported bodies. P_b, ΔP_b, C_L, C_D, C_m, $\frac{dC_L}{d\alpha}$, $(L/D)_{max.}$, $C_{L(L/D)max.}$, $\frac{\partial C_m}{\partial C_L}$

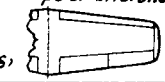
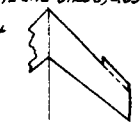
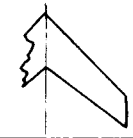
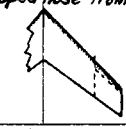
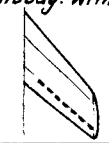
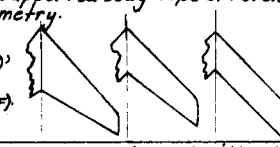
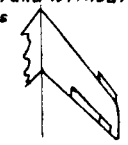
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.0	0.3	65A006 (∥ to airstream)	0.66-0.87	0.60-1.11	7'X10' HST	RM L52K13	Semispan wing on wall-mounted reflection plane. Slightly-curved, sharp-corner tip ∥ to airstream. 0°, -3.3°, and -6.5° twist (measured at tip). 0.20c, full-span, droop-nose flap. $C_L, C_D, C_m, L/D, \frac{\partial C_L}{\partial \alpha}, \alpha_{C_L=0}, \frac{\partial C_m}{\partial C_L}$, $C_{m_0}, C_{D_{min.}}, C_{L_{C_{D_{min.}}}}, C_{L_{(L/D)_{max}}}, \left[\frac{L/D_{max}}{L/D_{max}}\right]_{\delta_n=6°, \delta_f=0°}$
0		7.38	1.0	Root: 65A004 Tip: 65A002	—	0.84-1.16	Transonic Blowdown Tunnel	RM L52K14	Whole wing on sting-supported body. Straight tips ∥ to plane of symmetry. Flutter study. Correlation with other methods. $\frac{\omega_\theta}{\omega_\alpha}, \frac{V_\theta}{V_R}$,
45.0		4.0	0.6	65A Series Cambered with t/c = 6% ∥ to plane of sym.	1.91-1.99	0.80-1.10	8' T.T.	RM L52K18	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. Incidence = 4.5° at root and -0.2° at tip. $C_L, C_D, C_m, P_b, \frac{C_D - C_{D_{plane}}}{C_L^2}$, $(L/D)_{max}, C_{L_{(L/D)_{max}}}, L/D$.
51.9	59.59	2.31	0	Double-wedge Max. thick. at 18% c (t/c = 8%)	6.0	4.04 (1.62, 6.9 in 9" SST & 11" Hyper. Tun.)	9"X9" (M=4) Blowdown Jet (9" SST, 11" Hypersonic Tunnel)	RM L52K19	Semispan wings on boundary-layer bypass plate. C_L, C_D, C_b, c.p. location, $C_{L_\alpha}, C_{D_{min.}}, (L/D)_{max}, \frac{C_{D_0}\beta}{(C_{L_\alpha})^2}$, C_L for $(L/D)_{max}, (C_{L_\alpha})_{L=0}/(C_{L_\alpha})_\infty$
52.0	59.65			Double-wedge Max. thick. at 60% c (t/c = 8%)					
51.9	60.0	2.20	0	0004-65 Modified	4.5, 3.9	1.61, 2.01	4'X4' SSPT	RM SL52L11a	F-102 configuration, with and without fences and duct fairings. Original and NACA vertical tails. $C_L, C_m, C_X, C_Y, C_n, C_l$.
45.0	(1) 4.0		0.25	(all airfoils ∥ to airstream) Root: 65A(2.4)04, a=0.5 Tip: 65A(4.4)04, a=0.5	0.23-0.62	0.65-1.17	FRD	RM L52H07	Semispan wing-flow wings. Slightly-curved, sharp-corner tips ∥ to airstream. Wings had following washout at tip: (1) 3.3°, (2) 3.6°, (3) 3.6°, (4) 0°. w/ & w/o roughness. $C_L, C_D, C_m, \left(\frac{\Delta C_L}{\Delta \alpha}\right)_{C_L=0}, \alpha_{C_0}$ vs. M, C_{D_0} vs. M, ΔC_{D_L} vs. C_L^2, L/D, $(L/D)_{max}$, C_L for $(L/D)_{max}, C_{m_0}$.
	(2) 6.0			Root: 65A(2.4)08, a=0.5 Tip: 65A(4.4)08, a=0.5					
	(3) 8.0			Root: 65A(2.4)12, a=0.5 Tip: 65A(4.4)12, a=0.5					
	(4) 6.0			65A008					
46.4	45.0 at 0.406c line	5.5	0.4	65A006, modified by having moderate "droop" in L.E. region. (∥ to pl. of sym.)	3.4-7.5	0.81-1.34	PARD	RM SL52I12	Whole MX-775A missile configuration with pulse rockets for longitudinal disturbances. (Configuration has no horizontal tail). $C_D, C_N, C_L, C_m, C_{L_\alpha}, C_{m_\alpha}$, a.c. location, period of longitudinal oscillation, $T_{1/2}, (C_m)_{\frac{\partial \alpha}{2V}} + (C_m)_{\frac{\partial \dot{\alpha}}{2V}}, C_{m_q}$, per. of lat. oscill.

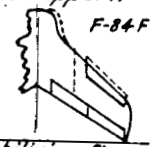
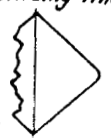
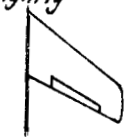
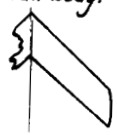
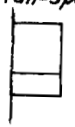
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	4.75-5.95	0.60-1.03	16′ TT	RM L52K04	Whole wing at two longitudinal positions on sting-mounted body. Straight tips ∥ to plane of symmetry. $C_L, C_D, C_m, \frac{dC_L}{d\alpha}, (L/D)_{max}$, base P vs. M, long. c.p. position. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	4.80-5.80	0.60-1.03	16′ TT	RM L52K05a	Whole wing at two longitudinal positions on sting-mounted body. Straight tips ∥ to plane of symmetry. C_N, C_m, long. & lat. c.p. positions, diagrams of shocks affecting flow, chordwise P distributions, c_n, c_m, ΔC_D due to components. 
0		4.0	0.6	65A004 (∥ to airstream)	1.4, 1.2, 1.1	1.41, 1.62, 1.96	9″x12″ SSBT	RM L52K20a	Semispan wings on wall-mounted semibody. Straight tips ∥ to airstream on straight and swept wings. DAC store shapes of various sizes in various underslung spanwise, chordwise & heightwise positions. $C_L; C_m; C_D; \frac{dC_m}{dC_L}, \Delta C_m, \Delta\alpha, \Delta C_D$ vs. $\bar{y}/b_{basic}$. 
45.0		4.0	0.6	65A006 (∥ to airstream)	1.5, 1.4, 1.3				
52.2	60.0	2.31	0	65A003 (∥ to airstream)	2.8, 2.6, 2.4				
45.0		4.0	0.3	65A006 (∥ to pl. of sym)	1.62, 1.85-3.25, 0.62-0.81	0.17, 0.40-0.93, 0.60-1.10	7′x10′ HST & 7′x10′ 300mph Tunnel	RM L52K21	Whole wing on single-strut support, and whole wing on sting-mounted body, and semispan wing on floor-mounted reflection plane. Slightly-rounded tips ∥ to plane of symmetry. With & without L.E. chord extensions and full c fence at extension inbd. end (0.65 b/2). $C_L, C_D, C_m, y_{c.p.}, (L/D)_{max}, C_{D_{C_L=0}}, \partial C_L/\partial\alpha$. 
36.0		3.57	0.565	Root: 63-010 Tip: 63-012 (⊥ to 0.333c line of unswept wing)	1.10	0.17	Stability Tunnel	RM L52K21a	D-558-II configuration on single-strut support, with and without tail. Constant-chord L.E. extension from 0.68 b/2 to tip. Various chordwise fences at 0.36 b/2. Plane T.E. flap. Constant-chord drooped L.E. from 0.432 b/2 to tip. $C_L, C_m, C_D, L/D$, comparisons with configuration with L.E. slats. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	1.8 - 3.0	0.40-0.95	7′x10′ HST	RM L52K24	Whole wing on roll-sting-supported body, with and without tail components. Straight tips ∥ to plane of symmetry. $C_{Y_p}, C_{n_p}, C_{l_p}, C_{n_p}/C_L, C_{Y_p}/C_L$. 
45.0		6.0	0.6	Root: 65A009 Tip: 65A003 (∥ to pl. of sym.)	0.47-0.59	0.6 - 1.1	7′x10′ HST	RM L52K25	Semispan wing on wall-mounted reflection-plane-plate. Slightly-rounded tips ∥ to airstream. 3 nacelles (ogive-cylinder, 65A-series, 0-series [reversed]) at 0.46 b/2 in 3 underslung chordwise positions. $C_L, C_D, C_m, C_B, C_{D_n}, (L/D)_{max}, C_{L_\alpha}, \Delta C_{L_\alpha}, C_{m_{C_L}}, \Delta C_{m_{C_L}}, y_{c.p.}, \Delta y_{c.p.}, (L/D)_{max_{w+n}}/(L/D)_{max_{model}}$. 

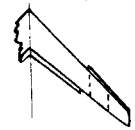
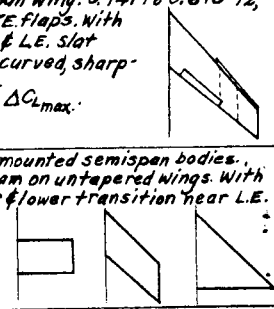
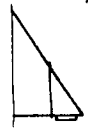
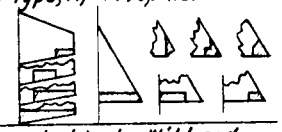
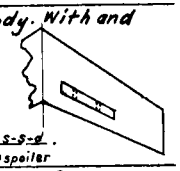
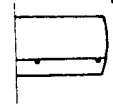
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
Abt. 45.5	52.5	2.01	0.33	Root: 0007-63/30-9.5° (mod.) Tip: 00045-63/30-6.6° (∥ to pl. of sym)	8.0 - 16.0	0.80 - 1.36	PARD	RM SL52K19a	Four complete XF4D-1 models (sans landing gear) with and without rocket packets and DAC-design stores. $C_{L_{trim}}$, $(C_m)_{C_L=0}[\delta_e=-0.3°]$, C_{L_α}, C_{m_α}, pitch period, A.C. location, $C_{m_{c/4}}$ vs. C_L, $T_{1/2}$, $C_{m_q}+C_{m_{\dot\alpha}}$, δ_{trim}, $\Delta\epsilon/\Delta\delta$, $C_{l/10}$.
45.0	46.33	8.02	0.45	63, A012 (∥ to pl. of sym)	4.0	0.19	19' PT	RM L52K26	Whole wing on 3-strut support. Parabolic tips ∥ to plane of symmetry. With and without 20%c split and extended T.E. flaps on inbd. 50% b/2; constant-chord outbd. 45% b/2, extensible, round-nose L.E. flaps; 0.07c-high, aft-95%c upper-surface fences. C_L, C_m, C_{m_c}, $\frac{c^2}{\bar{c}c}$, C_l, $\frac{X}{c}$, chordwise pressure distributions, C_l, $\frac{c}{\bar{c}}$, span-load distributions. 
52.4	60.0	2.31	0	Root: 63-series to 30%c, ∥ sides there to 87%c, straight taper there to sharp T.E. (t/c = 3%)	4.2	1.61	4'x4' SSPT	RM L52K28	Semispan wing on wall-mounted boundary-layer bypass plate. 7 tip-control shapes. C_h, C_{h_α}, C_{h_α}, C_{h_δ}. 
Abt. 35.0	37.25	6.0	0.5	64, - 212 (⊥ to c/4 line of unswept wing)	2.50 - 8.10	0.08 - 0.26	19' PT	RM L52L05	Semispan wing, with single-strut support underneath, on side reflection plane. Porous upper L.E. (sectioned spanwise). With and without 0.50 b/2 (inbd), 0.20c split flap; 0.50 b/2 (inbd), 0.25 double-slotted flap; 0.06c (rear) upper-surface fence at 0.50 b/2. C_L, C_m, Reffect on P of L.E.; $P_{L.E.}$ vs. M, effect of spanwise porous extent on $P_{L.E.}$, C_D. 
5.3	0 at 50% chord line	2.5	0.625	Symmetrical Hexagonal (Thickness of middle 0.40c = 0.06c.)	5.4, 7.6	0.05 - 0.15	19' PT	RM L52L11b	Whole wing on 2-strut supports and on bodies of 2 lengths on 2-¢3-strut supports. Straight, elliptical- and wedge-cross-section tips. 15% c (20 to 95% b/2) droop-nose L.E. flaps. 25%c (20-55, 20-95% b/2) plain T.E. flaps. TEs of various thicknesses. With and without horizontal tail in various positions. C_L, C_m, C_D, tuft studies, $C_{L_{max.}}$, $\Delta C_{L_{max.}}$, $\Delta C_{L_{(C_L=0)}}$, ϵ_e, $(q_t/q)_e$. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	1.8 - 2.1	0.80 - 1.10	8' TT	RM L52L12	Whole wing on sting-mounted bodies, one cylindrical at wing, the other indented. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. C_L, C_m, C_D, $(L/D)_{max.}$, C_L for $(L/D)_{max.}$, c.p. location, schlieren pictures. 
48.8	55.0	3.5	0	0.40 b/2 to tip: 65A005; 0 to 0.40 b/2: 65A005 from L.E. to 0.20c and thickened from there to T.E.	1.9 - 2.2, 2.2, 2.0, 1.8	0.72 - 0.82, 1.41, 1.62, 1.96	9"x12" SSBT	RM L52L15	Semispan wing on floor-mounted semibody. Aerodynamically-balanced tip-T.E. control surface. Basic and blunt control section. Two chordwise fences of different configurations at outbd. wing-control parting line. C_L, $C_{L_{gross}}$, C_m, C_D, C_h, C_l, ΔC_L, ΔC_m vs. δ, C_h vs. α, C_{h_δ}, $C_{D_{min}}$, $(L/D)_{max}$, C_{L_α}, $\frac{dC_m}{dC_L}$. 

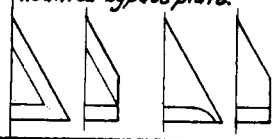
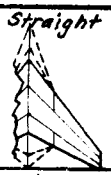
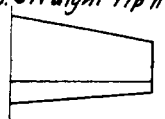
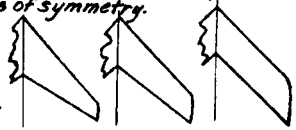
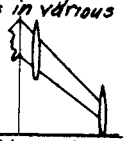
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.75 - 2.11	0.60 - 1.13	8' TT	RM L52L16	Whole wing on sting-mounted bodies. Bodies of 2 diameters. Wing in 2 longitudinal positions. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. $C_L, C_D, C_m, \left(\frac{\partial C_L}{\partial \alpha}\right)_{av.}, (L/D)_{max.}, C_L(L/D)_{max.}, \left(\frac{\partial C_m}{\partial C_L}\right)_{av.}$ 
45.0		2.0 4.0 6.0	0.6	65A006 (∥ to pl. of sym.)	2.9 - 4.8 1.8 - 3.0 1.4 - 2.3	0.40 - 0.95	7'x10' HST	RM L52L18	Whole wings on sting-mounted body. Slightly-round, sharp-corner tips ∥ to plane of symmetry. $C_L, C_{l_\beta}, C_{n_\beta}, C_{Y_\beta}, C_{l_{\beta_{WF-F}}}, C_{l_{\beta_{C_L}}}, C_{n_{\beta_{WF-F}}}, C_{Y_{\beta_{WF-F}}}$. 
25.0 30.0 30.0 35.0		3.0	0.5 0.2 0.5 0.5	65A004 (∥ to pl. of sym.)	1.17 - 1.29	0.80 - 0.94	7'x10' HST	RM L54G12	Whole wings on sting-mounted body, with and without tail (horiz. tail in 2 vert. positions). $C_L, C_m, \frac{\partial C_L}{\partial \alpha}, \Delta C_D$ vs. $C_L, \frac{\partial C_m}{\partial C_L}$. 
0		4.0	0	Symmetrical Circular-arc ($(t/c)_{max.} = 4\%$ at 0.4c ∥ to pl. of sym.)	2.28 - 2.68	0.60 - 1.11	8' TT	RM L52L19	Whole wing in 2 longitudinal positions on sting-mounted body. P_b vs. M, $C_L, \frac{\partial C_L}{\partial \alpha}, C_m, C_D, C_D - C_{D_0}, (L/D)_{max.}, C_L(L/D)_{max.}$ 
41.6	45.0	3.0	0.5	0012	0.44	50 fps	FFT	RM L52L22	Whole wing on relatively flat (⬭) body. With and without center and wing-tip vertical tails. 0.50 b/2-to-tip L.E. flaps, plain T.E. flaps operated either together or differentially. Force and free-flight tests. C_L, C_m, C_D, tuft studies, $C_Y, C_n, C_l, C_{n_\beta}, C_{Y_\beta}, -C_{l_\beta}, -C_{n_r} + C_{n_\beta}, \delta$ vs. C_L. 
52.4	60.0	2.31	0	65A002	2.9 - 3.5	0.60 - 1.125	8' TT	RM L52L22a	Whole wing on 3 sting-supported bodies of 2 lengths and 2 rear portions (straight and curve-tapered). $P_b, \Delta P_b, C_D, \left(\frac{dC_L}{d\alpha}\right)_{av.}, (L/D)_{max.}, C_L$ for $(L/D)_{max.}, \left(\frac{\partial C_m}{\partial C_L}\right)_{av.}$ vs. M; C_L, C_m.
0		4.0	0	Symmetrical Circular arc ($(t/c)_{max} = 4\%$ at 0.4c ∥ to pl. of sym.)	2.4 - 2.7	0.80 - 1.10	8' TT	RM L52L23	Whole wing on 2 sting-mounted bodies (one cylindrical with streamlined nose, the other same but indented). $C_L, C_m, C_D, C_{D_0}, \Delta C_{D_0}, (L/D)_{max.}, C_L(L/D)_{max.}, \left(\frac{\partial C_L}{\partial \alpha}\right)_{av.}$, c.p. location, schlieren pictures. 

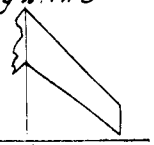
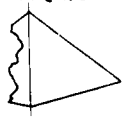
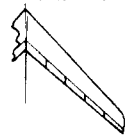
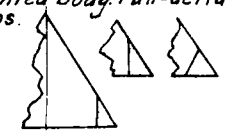
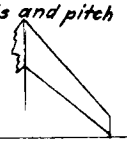
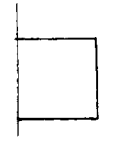
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
16.2	21.13	4.364	0.41	Symmetrical Hexagonal with rounded ridge lines. (t/c)max. varied from 0.08c at tip to 0.054c at 31.5% b/2 and const. to tip	0.7 - 1.2, 3.0 - 5.0	0.40-0.90	LTPT	RM L52L26a	Whole wing on sting-supported body. With and without surface roughness. Slightly-rounded tips ∥ to pl. of sym. C_L, $\frac{dC_L}{d\alpha}$, $\frac{dC_M}{d\alpha}$. 
45.0		6.0 6.0 6.0 6.0 4.0	0.6	65-series. t/c=6% root to tip 65-series, t/c=12% root to 0.50 b/2, 6% to tip 65-series. t/c=9% at root to 3% at tip 65-series. t/c=12% at root to 3% at tip. 65-series. t/c=6% root to tip.	1.55 - 1.65	0.80 - 1.10	8' TT	RM L52L26b	Whole wings on sting-supported body. Low-A wing also on same body with indentation. Straight tips ∥ to plane of symmetry. $C_L, C_D, C_m, \Delta\frac{C_D}{C_L}, (L/D)_{max.}, \frac{\partial C_L}{\partial \alpha}, \frac{\partial C_m}{\partial C_L}, \Delta\frac{C_m}{C_L}$. 
52.4	60.0	2.31	0	Symmetrical Hexagonal (t/c varied from 1.5% at root to 4.5% at 67 b/2)	2.1	100 mph	7'x10' 300mph Tunnel	RM L52L29a	Whole wing on bodies of various diameters and lengths. Constant-chord, double-slotted T.E. flaps. $C_m, C_L, C_D, \frac{C_{L\alpha}}{C_{L\alpha_W}}, C_{L\alpha}$, a.c. position. 
47.8	55.0	3.2	0	65A003 (∥ to pl. of sym)	1.39 - 2.59	0.136-0.266	7'x10' 300mph Tunnel	RM SL53A05	Whole wing in various heightwise positions on ℄ at various incidence angles to a single-strut-supported body (MX-1554A). With and without double-slotted T.E. flap, H℄V tail, wing tanks (stores), spoilers, tip ailerons, fences, L.E. chord extension, ground board. Straight wing also tested briefly. $C_L, C_m, C_{n_\beta}, C_{l_\beta}, C_{Y_\beta}, C_n, C_l, C_Y, C_X, \epsilon$. 
45.0		4.0	0.3	65A006 (∥ to pl. of sym)	2.05-3.15	0.40-0.93	7'x10' HST	RM L53A09a	Whole wing on sting-supported body. Slightly-rounded tips ∥ to plane of symmetry. 6° full-span and 3° partial-span L.E. flaps combined with chord extension (L.E.) and full-chord fences. $C_{D_b}, C_D, C_L, C_m, L/D, \frac{\partial C_L}{\partial \alpha}, \alpha_{C_L=0}, \frac{\partial C_m}{\partial C_L}, C_{m_0}, (L/D)_{C_L=.7\,mod.}, (L/D)_{max.\,mod.}, C_{D_{min.}}, C_L(L/D)_{max.}, (L/D)_{C_L=.7\,basic}, (L/D)_{max.\,basic}$. 
66.5 to 54.6 67.9 to 38.9 44.8 to 18.2 36.6 to 10.8 52.4 to 41.7	70.0 to 60.0 70.0 to 45.0 53.0 to 33.4 33.5 to 21.2 60.0 to 50.0	1.82 to 3.07 1.87 to 3.12 1.83 to 3.02 1.88 to 3.22 2.32 to 3.40	0 0.25 0 0.25 0	All wings machined from flat sheet, LE's & TE's beveled at 5° in direction ∥ to wing root chord. Two wings thicker than the rest.	0.52-2.37	1.62, 1.93, 2.41	9" SST	RM L53A13	Whole wings on sting supports. Sting revolved for roll measurements. C_l vs. $\frac{pb}{2V}$, $-\beta C_{l_p}$. 
Abt. 45.5	52.5	2.01	0.33	Root: 0007-63/30-9.5° (mod.) Tip: 0004.5-63/30-6.6° (mod.) (∥ to pl. of sym)	7.5 - 16.0 (10.5 - 15.0 for stores tests)	0.8 - 13.7 (0.8 - 1.15 for stores tests)	PARD	RM L53A27	Four complete XF4D-1 models (sans landing gear) with and without rocket packets and DAC-design stores. $C_{L_{ac}}, C_{L_{trim}}, C_{D_{ext.}}, C_{D_{base}}, C_{D_{int.}}$, pitch period, $C_{m_{ac}}, C_{m_{3/4}}$, a.c. location, $(C_m)_{C_L=0}, C_{m_q}+C_{m_{\dot\alpha}}, T_{1/2}$, yaw period, C_{n_β}.

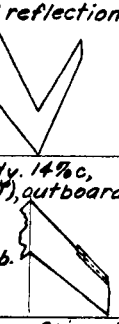
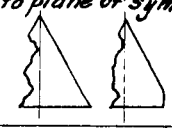
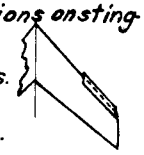
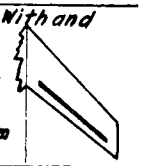
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
3.3	0 at 50%c line	4.0	0.625	Symmetrical Hexagonal, 11.42° L.E. & T.E. angles (t/c = 6%)	5.36, 6.20	0.13, 0.15	19' P.T	RM L53A29	Whole wing on body on three-strut support. 0.15c, 0.16 to 0.95 b/2 L.E. flap. 0.25c, 0.16 to 0.95 b/2 T.E. flap split at 0.55 b/2 so that sections could be operated together or separately and to simulate flaps or ailerons. Shallow-ellipse-plan-form tips ∥ to plane of symmetry. $C_L, C_m, C_l, C_n, C_{h_a}, P_R, C_{N_a}, C_{l_\delta}, C_{h_\delta}, C_{h_{\delta c}}, P_{R_\delta}, P_{R_{\delta c}}, C_{h_{\delta c}}$. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	3.7 - 6.1 (Avg.)	0.40 - 1.03	16' T.T.	RM L53B02	Whole wing in two longitudinal positions on sting-mounted body. 0.15c, 0.55 & 0.65 b/2 to 0.99 b/2 and 0.20c, 0.65 & 0.70 b/2 to 0.99 b/2 L.E. chord extensions, drooped and undrooped. With and without chordwise fences at 0.54 & 0.65 b/2. $C_L, C_D, C_m, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}, C_{D_{C_L=0}}$, $(L/D)_{E_{max}}/(L/D)_{B_{max}}$, $(L/D)_E/(L/D)_B$. 
45.0		4.0	0.6	65A series, 6% thick dist. ∥ to pl. of sym. (camber & twist to give unif. load dist. at C_L = 0.4 & M = 1.2)	1.9 - 2.0	0.80 - 1.10	8' T.T.	RM L53B03	Whole wing on 2 sting-mounted bodies (one indented). Twist varied from 4.5° at root to -0.2° at tip. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. $C_L, C_D, C_m, P_b, (L/D)_{max}$, $\frac{(L/D)_{twisted\ \&\ cambered\ wing}}{(L/D)_{plain\ wing}}$. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	4.8 - 6.6	0.60 - 1.03	16' T.T.	RM L53B04	Whole wing on sting-supported body. With and without 110%c fences at 0.65 b/2; 0.14c drooped nose from 0.65 b/2 to tip; vortex generators at 2 chordwise position, 2 extents, 2 angles to free stream. Slightly-curved, sharp-corner tips ∥ to plane of sym. $C_L, C_m, C_D, \frac{(L/D)_{modif.\ model}}{(L/D)_{basic\ model}}$. 
47.5	45.0 at 50% chord line	2.5	0.625	Symmetrical Hexagonal Middle 40%c t/c = 6%. LE & TE wedge angles = 11.42° (∥ to airstream)	1.6 - 2.2	1.41, 1.96	9"x12" SSBT	RM L53B09	Semispan wing on floor-mounted semibody. With and without panel-type spoilers of various chordwise positions and spanwise extents, and 0.75 b/2, 0.65c station semaphore spoilers. Flat-ellipse tips ∥ to airstream. $C_{l_{gross}}, C_L, C_m, C_D, C_{n_{gross}}, C_l, \Delta C_L, \Delta C_m, \Delta C_D, C_n$. 
45.0		4.0	0.3	65A006 (∥ to pl. of sym)	1.75 - 3.20	0.40 - 0.96	7'x10' HST	RM L53B25a	Whole wings on sting-supported body. Tips of revolution ∥ to plane of symmetry. $C_{l_\beta}, C_{n_\beta}, C_{Y_\beta}, C_{l_{\beta(WF-F)}}$, $\frac{C_{l_\beta}}{C_L}, C_{n_{\beta(WF-F)}}, C_{Y_{\beta(WF-F)}}$. 
45.0		4.0	0.6						
45.0		4.0	1.0						
50.2	52.05	2.83	0.617	Symmetrical Circular Arc Root t/c = 6.52% Tip t/c = 4.05% t/c's ∥ to pl. of sym. Airfoil ⊥ to 50% chord line.	5.5 (force & moment) 1.3 (visual flow)	0.11 (force & moment) 0.065 (visual flow)	19' P.T.	RM L53B26	Whole wing on 2-strut support. With and without 0.975 b/2 to 0.725 b/2 L.E. chord extensions and extensible L.E. flaps. Left wing equipped with 0.18c flap-type ailerons, 0.415 b/2 to 0.785 b/2 and to 0.910 b/2. $C_l, C_L, C_n, C_m, C_{l_\delta}$, ink-flow studies. 

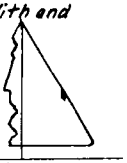
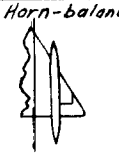
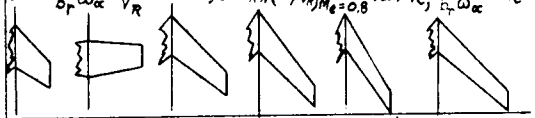
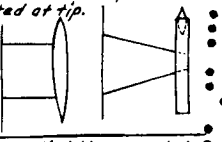
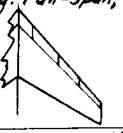
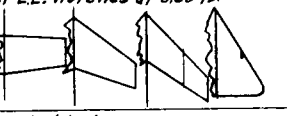
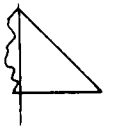
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
Abt. 40.0		3.45	0.578	64A010 (⊥ to c/4 line of unswept wing)	2.0	0.17	300mph 7'x10' Tun.	RM L53C09	Whole wing on body on single-strut support. With and without L.E. slats and chord extensions, fences, L.E. droop, landing gear and tails at various heights, T.E. flaps, 2 diff. eng. inlets. $C_L, C_D, C_m, \epsilon, \frac{d\epsilon}{d\alpha}, C_{m_\alpha}, C_{l_\beta}, C_{n_\beta}, C_{Y_\beta}$, tuft and tuft-grid studies.  F-84F
25.7	0 at c/2 line	2.31	0	65A003 (∥ to pl. of sym.)	12.0-35.0	0.725-1.54	PARD	RM L53C17	Whole wing on body with vertical stabilizing fins. $C_D, C_{p_b}, \alpha, C_L$, comparison with similar model with delta wing, $\frac{dC_L}{d\alpha}$, a.c. position, $(L/D)_{max}$. 
52.4	60.0	2.31	0	65A003 (∥ to pl. of sym.)	2.3	0.10	FST	RM L53C18	Whole wing on sting-supported body. Half-delta tip control and horn-balance type control. Chord-plane-mounted nacelles at 3 spanwise stations. $C_h, C_L, C_m, C_{m_{\delta_r}}, C_l, C_Y, C_n, C_{l_{\delta_r}}$.
35.0		4.0	0.6	65A006 (∥ to airstream)	3.1-4.0	0.60-0.95	7'x10' HST	RM L53C23	Floor-mounted semispan wing. Slightly-rounded, round-corner tips ∥ to plane of symmetry. 0.20c, 0.25 to 0.75 b/2 flap-type aileron. Chordwise pressure distributions. 
52.4	60.0	2.31	0	65A006 (∥ to pl. of sym.)	9.0	0.14	LTPT	RM L53C30	Whole wing on sting-supported body, with and without canard surface. $C_L; C_D; C_m$; contour charts of ϵ', σ' and q_t/q in wing wake; $\epsilon_e', (q_t/q)_e$ vs α; ϵ, q_t/q and $\epsilon(q_t/q)$ vs. $y/b/2$; ϵ_e vs. x/c.
45.0		4.17	1.0	65009 (⊥ to L.E.)	—	0.60-1.24	FRD	RM L53C31	Whole wing on X-fin-stabilized free-fall body. Rounded, sharp-corner tips ∥ to plane of symmetry. $C_D, C_{D_F}, \Delta C_{D_F}$. 
0		1.33	1.0	Symmetrical Circular Arc (t/c = 6%)	8.0	4.04	9"x9" M=4 Blowdown Jet	RM L53D03	Wall-mounted semispan wing. 0.30c, full-span T.E. flap, unsealed gap. C_L vs. $\alpha, \delta_{flap}, C_{m_s}$ & L/D; chordwise c.p. location; $C_h; C_{h_\delta}$; $C_b; C_l$; spanwise c.p. location; comparison of two- and three dimensional data. 

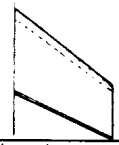
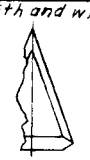
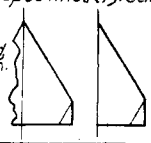
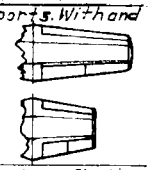
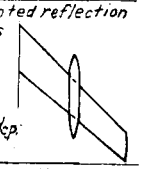
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0	46.33	8.0	0.45	63-series, $t/c = 12\%$, $a = 1.0$. (∥ to pl. of sym.) wing twisted for elliptic span load & uniform chord load at $C_L = .7$, M = .9	4.0	0.19	19' PT	RM L53D08	Whole wing on body on 3-strut support at 0° & 4° incidence. With and without tail (at various heights); 0.45 b/2 (outbd) L.E. flaps; 0.50 b/2 (inbd) extended, split T.E. flaps; various fence arrangements. Wing twisted to −11.5° at tips. $C_L, C_m, dC_m/dC_L, \epsilon_e$, contour charts of airflow in region of tail. 
47.3	49.1	3.78	0.59	65A006 (∥ to airstream)	4.4, 6.1	0.07, 0.10	FST	RM L53D09	Floor-mounted semispan wing. 0.141 to 0.610 b/2, 0.25c' plain and Fowler T.E. flaps. With & without various fence & L.E. slot arrangements. Slightly-curved, sharp-corner tip ∥ to airstream. $C_L, C_D, C_m, (C.P.)_y, \Delta C_{L_{\alpha=0}}, \Delta C_{L_{max}}$.
0		2.7	1.0	Essentially: Various Hexagonal Section, all having straight-taper nose to 0.4c and ∥ sides near middle but varying in amt of T.E. bluntness and t/c (3% to 10%)	1.41, 1.62, 1.96	1.5, 1.4, 1.3	9"x12" SSBT	RM L53D13	Semispan wings on wall-mounted semispan bodies. Straight tips ∥ to airstream on untapered wings. With and without fixed upper & lower transition near L.E. $C_L, C_m, C_D, (L/D)_{max}$, $C_{L_\alpha}, \frac{\partial C_m}{\partial C_L}$. 
45.0		2.7	1.0		1.41, 1.62, 1.96	1.5, 1.4, 1.3			
36.9	45.0	4.0	0		1.41, 1.62, 1.96	2.0, 1.8, 1.7			
52.4	60.0	2.31	0	Blunt 63-series nose section to 30% c, 3% thick center section, sharp straight-taper T.E.	4.20	1.61	4'x4' SSPT	RM L53D14	Wall-mounted semispan wing with half-delta tip control. With and without 2 fence configurations at wing-control gap, control T.E. tabs. $C_h, C_{h_\delta}, C_{h_\alpha}, \delta_T/\delta$. 
15.8	23.0	3.1	0.39	Modified Hexagonal Sharp L.E. & T.E. & flat midsection ($t/c = 4.5\%$)	1.6 – 6.5	1.6, 2.0	4'x4' SSPT	RM L53D15a	Semispan wings. Trapezoidal wing tips straight and ∥ to airstream. Various flap-type, tip and spoiler controls. Chordwise and spanwise loading distributions due to controls and their deflections. Comparisons with theory. 
52.4	60.0	2.31	0	Round L.E., flat midsection, tapered T.E. $t/c_{at\ root} = 3\%$	1.7 – 7.6				
32.6	35.1	4.0	0.6	65A006 (∥ to pl. of sym.)	2.1 – 3.5	0.4 – 0.91	7'x10' HST	RM L53D17	Whole wing on sting-supported body. With and without lateral-control spoiler, slot-deflector combination, & spoiler-slot-deflector combination from 0.139 to 0.639 b/2. Slightly-curved, sharp-corner tips ∥ to pl. of symmetry. $C_l, C_n, C_L, C_m, C_D, \frac{C_{D_{spoiler\text{-}slot\text{-}deflector}}}{C_{D_{spoiler}}}, \frac{C_{D_{s\text{-}s\text{-}d}}}{C_{D_{spoiler}}}$. 
0		3.01	1.0	65-009 (∥ to airstream)	0.5 – 0.9	0.65 – 1.10	FRD	RM L53D21	Semispan wing-flow wing with 0.25c, full-span plain flap (unsealed and sealed for 69% of its length) with and without L.E. roughness. $C_L, C_m, C_h, C_{L_\alpha}, C_{L_\delta}, \frac{\partial\alpha}{\partial\delta}$, $C_{m_{\alpha,.395\bar{c}}}, C_{m_{\delta,.395\bar{c}}}$, MAC location, $C_{h_\alpha}, C_{h_\delta}$. 

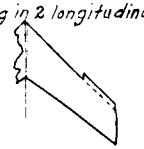
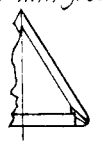
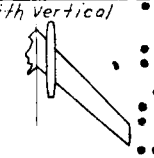
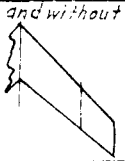
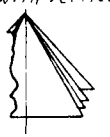
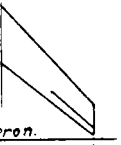
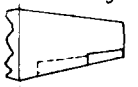
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.5	60.03	2.31	0	Modif. symmet. Hexagonal, half-blunt T.E. (t/c_{root} = 3%)	9.3	4.04	9"x9" M=4 Blowdown Jet	RM L53D30a	Semispan wings on wall-mounted bypass plate. C_L, C_D, C_m, L/D, C_b, c.p. position (chordwise & spanwise) 
		0.91	0.44						
52.3	59.9	2.31	0	Same as above except that L.E. was modified 0003-63					
		0.91	0.44						
47.0	51.6	3.5	0.2	Symmetrical Hexagonal with sides of middle third parallel. (t/c = 6%)	2.68, 2.20	1.61, 2.01	4'x4' SSPT	RM L53E07a	Whole wings on sting-supported body. Straight tips ∥ to plane of symmetry. L.E. & T.E. extension inserts for changing lengths of chords in the inboard 40% b/2. C_L, C_D, L/D, C_m, c.p. location, $C_{D_{min}}$, $\frac{C_D - C_{D_{min}}}{C_L^2}$, C_{L_α}, $C_{L_{opt.}}$, $(L/D)_{max.}$, C_{m_α}. 
				Sym. hexagonal with sides of mid. third parallel. Outbd. 6 ft/2, 6% thk. 12% thick at root					
7.13	0 at 75% chord line	4.0	0.6	65A006 (∥ to airstream)	1.07 – 2.34	0.32 – 0.98	7'x10' HST	RM L53E11	Semispan wing on wall-mounted reflection plane. Full-span, 0.25c, plain T.E. flap. Straight tip ∥ to airstream. C_L, C_h, C_{L_δ}, C_{h_δ}. 
45.0		4.0	0.3	65A006 (∥ to pl. of sym.)	1.9 – 3.2	0.40 – 0.96	7'x10' HST	RM L53E20	Whole wings on sting-mounted bodies. Tips of revolution ∥ to plane of symmetry. C_L, C_m, C_D, L/D, C_{L_α}, $\frac{\partial C_m}{\partial C_L}$, $C_{D_{C_L=0}}$, $(L/D)_{max.}$, $C_{D_{WF}} - C_{D_F}$, ΔC_D vs. C_L. 
			0.6		1.8 – 3.0				
			1.0		1.75 – 2.9				
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	4.0 – 7.3	0.8 – 1.3	PARD	RM L53E25	Whole wing on vertical-fin-stabilized body, with and without in-the-wing nacelles in various positions and sizes. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. C_D, C_{D_N}. 
52.4	60.0	2.31	0	Flat plate with beveled L.E. & T.E. (Max. t/c = 0.045) (Min. t/c = 0.015)	1.45 – 1.78	0.6 – 1.1	7'x10' HST	RM L53E28a	Semispan wing on transonic bump. Double-wedge single and tandem T.E. flaps from root to 0.67 b/2. C_L, C_h, C_{h_δ}, C_{h_α}, C_{L_δ}.
51.5	60.0	2.09	0	65A003 (∥ to pl. of sym.)	6.5 – 20.3	0.8 – 1.35	PARD	RM L53E29	Whole wing on vertical-fin-stabilized body (indented). Two underslung nacelles on each half of wing. C_D, pressure-drag increment.

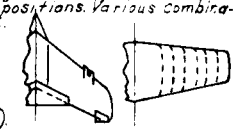
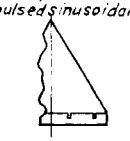
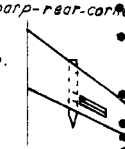
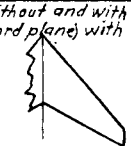
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	1.92-1.99	0.80-1.12	8' T.T.	RM L53F02	Whole wing on sting-mounted body with 3 indentation variations (2 assymmetric) to provide lower drag due to lift without increase to zero-lift drag. Slightly-rounded sharp-corner tips ∥ to plane of symmetry. $C_L, C_D, C_m, (L/D)_{max}, C_L$ for $(L/D)_{max}$, c.p. location. 
26.6	36.9	4.0	0	Circular Arc (t/c = 4% at 60% c (max. thk) ∥ to pl. of sym)	2.5-2.7	0.80-1.10	8' T.T.	RM L53F05a	Whole wing on sting-supported bodies (one unindented and one indented). C_L, C_D, C_m, comparisons with wing in reversed position, C_{D_0}, $\Delta C_{D_0}, (L/D)_{max}, C_L$ for $(L/D)_{max}$, $\partial C_L/\partial\alpha$, c.p. location, schlieren photos. 
3.6 / 45.0		4.0	0.6	65A006 (∥ to pl. of sym)	1.8-3.0	0.40-0.96	7'x10' HST	RM L53F09	Whole wings on sting-supported body. Dihedral angles of ±5° & ±10° as well as 0°. $C_L, \Delta C_{D_{bp}}, C_D, C_m, C_{l_\beta}, C_{n_\beta}, C_{Y_\beta}, C_l, C_n, C_Y, C_{l_{\beta_T}}$.
45.0		8.02	0.45	63,A012 (∥ to pl. of sym) — Same thickness dis. as above, modif. a=1.0 mean line, ellip. span ld., unit c. ld., C_L=0.7, M=0.9	4.0	0.19	19' PT	RM L53F12	Whole wings on 3-strut support. The cambered wing also twisted to -12° at tip. Following split T.E. 20c flaps: 60% ½ inbd, 40% ½ outbd, 20% ½ at various spanwise locations. $C_m, C_l, \alpha_\delta, \Delta C_{l_{\frac{c}{c}}}, \Delta C_L, \Delta C_b(\alpha=0°), \Delta C_{m_{\frac{c}{4}}}, \frac{c^2}{c'\bar{c}}$, $X_{c.p.}$. 
52.4	60.0	2.31	0	65A006 (∥ to pl. of sym)	9.0	0.15	LTPT	RM L53F16a	Whole wing on sting-mounted body. Full-delta and 2 half-delta tip ailerons. $C_L, C_m, C_D, C_h, C_l, C_Y, C_n, \Delta C_n, \Delta C_L, \Delta C_h, C_{h_{tot}}$. 
43.6	45.0 at 0.406c line	5.5	0.4	Essentially symmetrical from 0.40c to T.E. From 0.40c slightly drooped to 0.085c at L.E. Round nose. (t/c_{max} = 0.0603c at 40% c)	3.5-7.0	0.85-1.34	PARD	RM L53F18	Whole wings (one dural, one steel) on rocket-propelled bodies with vertical tails and pitch pulse rockets. Straight tips ∥ to plane of symmetry. $C_D, C_{N_{trim}}, \alpha_{trim}, C_L, C_{L_\alpha}, C_{m_\alpha}$, period, a.c. location, $T_{1/2}, C_{n_\beta}, \theta/L$, $C_{L_{\alpha_e}}/C_{L_{\alpha_r}}, (C_m)_{\frac{\dot{\theta}\bar{c}}{2V}} + (C_m)_{\frac{\dot{\alpha}\bar{c}}{2V}}$. 
0		2.0	1.0	65A010 (∥ to airstream)	0.60-9.21	0.15-0.81	2'x4' Flutter Tunnel	RM L53F19	Wall-mounted semispan wing. $\phi, \theta, \frac{|L|}{\pi\rho V^2 c s|\alpha|}, \frac{|M|}{\pi\rho V^2 c^2 s|\alpha|}$, neg. damp. mom. coef., $k, m_1, -m_2$. 

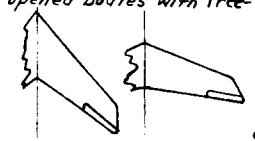
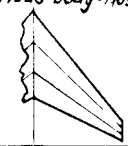
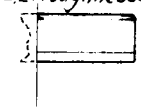
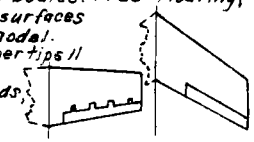
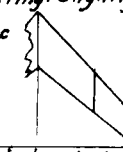
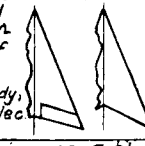
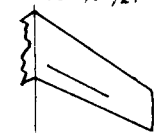
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
Inbd. 50%: +60.8 Outbd. 50%: -60.8		3.5	0.25	64A005 (∥ to airstream)	0.815 - 0.875	0.7 - 1.1	7'x10' HST	RM L53F22	Semispan wing on wall-mounted reflection plane. Slightly-curved, sharp-corner tips ∥ to plane of sym. $C_L, C_D, C_m, C_B, C_{D_L}, \frac{\partial C_m}{\partial C_L}, \frac{C_l}{C_L}, \frac{\partial C_L}{\partial \alpha}, C_{D_{min}}, y_{c.p.}, \frac{c\,c_l}{c_{av.}C_L}$.
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	4.0 - 6.5	0.40 - 1.03	16' T.T.	RM L53F23	Whole wing on sting-mounted body. 14% c, 0.45 b/2 (δ_s = 0°, 10°, 20°), 0.35 b/2 (δ_s = 0, 10°), outboard L.E. slats. Slightly-rounded, sharp-corner tips ∥ to pl. of sym. $C_L, C_D, C_m, \frac{dC_L}{d\alpha}$, chordwise P distrib. $(L/D)_s, (L/D)_B, dC_m/dC_L$. 
52.4	60.0	2.31	0	65A002 (∥ to pl. of sym)	0.9 - 9.0	0.15 - 0.40	LTPT	RM L53F24	Whole wings on sting-mounted body. Clipped wing had tips of revolution ∥ to plane of sym. $C_L, C_m, C_D, \frac{dC_L}{d\alpha}, C_{L_{max.}}, \frac{dC_m}{dC_L}, \frac{\Delta C_D}{C_L^2}, (L/D)_{max.}, C_{L_{(L/D)max.}}$. 
		2.31	0	65A006 (∥ to pl. of sym)	0.9 - 9.0	0.15 - 0.85			
		1.39	0.249		3.7 - 6.3	0.40 - 0.95			
51.9	60.0	2.20	0	65A004 (∥ to pl. of sym)	4.8, 3.9	1.41, 2.01	4x4 SSPT	RM L53G03	Whole wing on sting-mounted bodies (with and without indentations), with and without aft body extensions. $C_L, C_D, L/D, C_m, \Delta C_D$ vs. C_L^2.
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	4.8 - 6.7	0.6 - 1.03	16' T.T.	RM L53G06a	Whole wing at 2 longitudinal positions on sting-mounted body. With and without 0.9 c, 0.54 to 0.99 b/2 L.E. slats; 0.15 c, 0.65 to 0.99 b/2 L.E. chord extensions. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. $\Delta P/q$, C_L, flow-fluctuation histories. 
45.0		3.98	0.61	65A006 (∥ to pl. of sym)	5.1 - 6.2	0.60 - 1.03	16' T.T.	RM L53G07a	Whole wing on sting-mounted body. With and without various 0.73 b/2 spoiler ailerons at 0.7c (with & without gap). Slightly-curved, sharp-corner tips ∥ to plane of symmetry. $P_b, C_L, C_D, C_m, C_l, C_n, C_Y, \Delta C_L, \Delta C_D, \Delta C_m$ (all vs. α), C_l & δ vs. M. 
45.4	47.72	6.0	0.313	64-210 (⊥ to c/4 line of unswept wing)	1.23, 4.45	0.065, 0.122	19' PT	RM L53G09	Whole wing on single-strut support. With and without body & tail; constant-c, 0.481 b/2 L.E. flaps; 0.25c, 0.061 to 0.462 b/2 double-slotted flaps; various chordwise fences. $C_{n_\psi}, C_{Y_\psi}, C_{l_\psi}, C_L, C_m, C_n, C_Y, C_l, C_x$, $(q_v/q)_e$, $\partial\alpha'/\partial\psi$, $\Delta C_{n_\psi}, \Delta C_{Y_\psi}, \Delta C_{l_\psi}$, tuft studies.

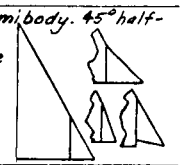
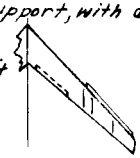
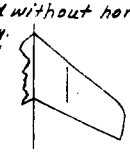
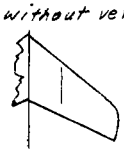
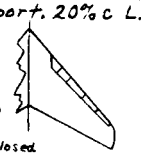
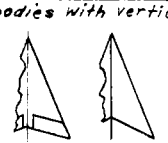
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60	2.31	0	65A003 (∥ to pl. of sym.)	3.0 - 5.0	0.40 - 0.95	7'x10' HST	RM L53G09a	Whole wing on sting-supported body. With and without L.E. notches at 0.60 b/2. $C_L, C_m, C_D, L/D, C_n, C_Y, C_l, C_{n_\beta}, C_{Y_\beta}, C_{l_\beta}, \frac{dC_{l_\beta}}{dC_L}, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}, C_{D_{C_L=0}}, \frac{dC_D}{dC_L^2}, (L/D)_{max.}$ 
52.4	60	2.31	0	65A003 (∥ to pl. of sym.)	2.3	0.10	FST	RM L53G09b	Whole wing on sting-supported body. Horn-balance tip-T.E. control surfaces. With and without 2 symmetrically-mounted nacelles at 0.48 b/2. $C_L, C_m, C_X, C_Y, C_n, C_l, C_h, C_{Y_\beta}, C_{n_\beta}, C_{l_\beta}, C_{h_{\delta_r}}, C_{h_{\delta_l}}, C_{n_{\delta_r}}, C_{l_{\delta_r}}$. 
45.0		2.0	0.6	65A004 (∥ to pl. of sym.)	—	0.73 - 1.43	26" TBDT	RM L53G10a	Whole wings on sting body. g vs. $\frac{V_n}{b_r\omega_\alpha}$, $\frac{V_e}{V_R}$ vs. Me, $(V_e/V_R)/(V_e/V_R)_{M_e=0.8}$ vs. Me, $\frac{V'}{b_r\omega_\alpha}$ vs. Me 
0		4.0							
45.0		4.0							
52.5		4.0							
60.0		4.0							
45.0		6.0							
0 and varied		0.75 to 4.07	1.0, 0.373 to 0.52	Symmetrical Hexagonal (Constant thickness, t/c varied)	—	1.3	9"x18" Intermittent-Flow S.S.T.	RM L53G10b	Wall-mounted semispan wings with various open and closed bodies symmetrically-mounted at tip. $\frac{V}{b\omega_\alpha}$ vs. $\frac{\omega h}{\omega_\alpha}$, $\left(\frac{V}{b\omega_\alpha}\right)_{exp.}/\left(\frac{V}{b\omega_\alpha}\right)_{calc.}$ vs. $\frac{\omega h}{\omega_\alpha}$, $\left(\frac{\omega}{\omega_\alpha}\right)_{exp.}/\left(\frac{\omega}{\omega_\alpha}\right)_{calc.}$ vs. $\frac{\omega h}{\omega_\alpha}$. 
45.0		4.0	0.3	65A006 (∥ to pl. of sym.)	2.05 - 3.15	0.4 - 0.93	7'x10' HST	RM L53G13	Whole wing on sting-mounted body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. Full-span, 0.20c L.E. flap divided into segments at 0.426, 0.713, & 0.139 b/2. $C_{D_b}, \frac{\Delta\alpha}{\delta_{C_L}}, \Delta\left(\frac{\partial C_m}{\partial C_L}\right), K, C_L, C_D, C_m, L/D$. 
3.6		4.0	0.6	65A006	1.8 - 3.0	0 - 0.85	7'x10' HST	RM L53G13a	Whole wings on sting-mounted body (Forced-roll sting). 45° L. wing with and without full-chord fences at 0.65 b/2. Delta wing with and without L.E. notches at 0.60 b/2. C_L, C_{l_p}, C_m, C_n vs. α; C_l vs. $\frac{pb}{2V}$; $\frac{C_n c}{C_{av.}}$, $\Delta\left(\frac{C_n c}{C_{av.}}\right)$ vs. $y/(b/2)$ 
32.6		4.0	0.6	65A006	1.8 - 3.0	0 - 0.85			
45.0		4.0	0.6	65A006	1.8 - 3.0	0 - 0.91			
52.4	60.0	2.31	0	65A003	3.1 - 5.2	0 - 0.85			
36.9	45.0	4.0	0	65A006 (∥ to pl. of sym.)	2.4 - 3.9	0.40 - 0.95	7'x10' HST	RM L53G14a	Whole wing on sting-mounted body. $C_L, C_m, C_D, L/D, C_{l_\beta}, C_{n_\beta}, C_{Y_\beta}, C_{L_\alpha}, C_{D_{C_L=0}}, \frac{\partial C_m}{\partial C_L}, (L/D)_{max.}, \Delta C_D, C_{l_{\beta_{C_L}}}$ 

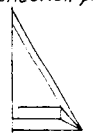
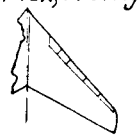
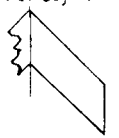
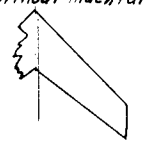
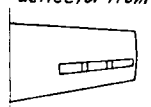
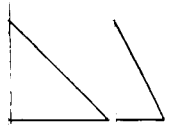
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
35.0		3.0	0.6	0012-63 (⊥ to unswept ¼ line) (Streamwise t/c = 10.5%)	2.6 - 4.2,	0.40 - 0.95,	7'x10' HST	RM L53G29a	Wall mounted semispan wings with and without L.E. roughness. Large 6% model with and without T.E. upper and lower strips (2 large and 2 small models with each t/c). Straight tips ∥ to plane of symmetry. $\frac{\omega c}{2V}$, C_{m_α}, $C_{m_q} + C_{m_{\dot\alpha}}$, buffeting records. 
				Above section reduced proportionately to provide streamwise t/c: 6%	0.4 - 0.6	0.60 - 1.05			
64.1	70.0	1.40	0	Hexagon (t/c_{Root} = 1.47%)	3.47	2.01	4'x4' SSPT	RM L54G20	+ wings on sting-mounted bodies, with and without + canard surfaces. C_C, C_N, C_m. 
51.9	60.0	2.20	0	0004-65 (mod) (∥ to pl of sym)	1.37-8.83, 1.13-7.27	1.41 2.01	4'x4' SSPT	RM SL53G30	Complete F-102 configuration (sans landing gear) on sting support. Various afterbody, nose, canopy, tail modifications. Open and closed inlets. With and without fences. C_L, C_x, C_m, C_l, C_n, C_Y, C_{L_α}, $C_{m_{C_L}}$, $C_{D_{min}}$, $(C_{L_{\delta_e}})_{trim}$, $(C_{m_{\delta_e}})_{trim}$, $(C_{m_{\delta_e}})_{\alpha=0°}$, $C_{x_{min}}$, C_{Y_β}, C_{l_β}, C_{n_β}, $(\beta_{\delta_R})_{C_n=0}$, ΔC_D vs C_L^2.
52.4	60.0	1.39	0.249	65A006 (∥ to pl. of sym)	3.8-9.0	0.15-0.92	LTPT	RM L53G31a	Whole wing on sting-mounted body (low-speed model). Semi-span wing on floor-mounted semibody. Half-delta tip controls with hinge axis skewed 60°. L.S. model tips slightly curved. H.S. model tips straight, both ∥ to pl. of sym. C_h, C_Y, C_l, $C_{l_{gross}}$, C_n, ΔC_l, C_L, C_D, C_m. 
52.4	60.0	1.35	0.262	65A003 (∥ to pl of sym.)	2.2-3.3	1.41, 1.62, 1.96	9"x12" SSBT		
3.36		4.0	0.625	Symmetrical hexagonal. Upper & lower surfaces ∥ between 30 & 70% c (t/c = 6%)	6.2	0.15	19' PT	RM L53H14a	Whole wings on bodies on 3-strut supports. With and without 0.15c L.E. flaps from body to 0.95 b/2, 0.25c T.E. flaps from body to 0.95 b/2 (divided at 0.55 b/2). AR = 4.0 wing had rounded tips ∥ to pl. of sym. AR = 2.5 wing had straight wedge tips ∥ to pl. of sym. Horizontal tails at various heights. C_L, C_m, C_D, ϵ_e, $(q_t/q)_e$, tuft and ink-flow studies. 
5.30		2.5	0.625	Same as above	7.6				
45.0		6.0	0.6	65A series t/c_{Root} = 9% t/c_{Tip} = 3% (∥ to airstream)	0.47-0.59	0.6-1.1	7'x10' HST	RM L53H17	Semispan wing on semibody on wall-mounted reflection plane. Slightly-rounded sharp-corner tips ∥ to airstream. Symmetrically-mounted nacelles in 4 spanwise positions. C_L, C_D, C_m, C_B, C_{D_n}, ΔC_D, $(L/D)_{max}$, C_{L_α}, $\frac{(L/D)_{max\,model+nacelle}}{(L/D)_{max\,model}}$, ΔC_{L_α}, $C_{m_{C_L}}$, $\Delta C_{m_{C_L}}$, $y_{c.p.}$, $\Delta y_{c.p.}$ 
Abt. 60.0		2.08	0.406	Wing-fus. juncture: 64(10)A011 Tip: 64(08)A008.28 (⊥ to 38.02% c line of unswept wing)	2.86 - 3.56	0.60 - 1.10	8' TT	RM L53H18	Complete X-5 model (sans landing gear) on sting support. Slightly oversize tail. C_L, C_D, C_m, C_{L_α}, C_{N_A}, C_{D_0}, L/D, $\delta_{e_{trim}}$, $C_{m_{i_t}}$, C_{m_δ}, ϵ, $\frac{\partial\epsilon}{\partial\alpha}$, $C_{h_{elevator\,pull\text{-}up}}$ time histories $(C_{h_\alpha})_{\delta=0°}$ $(C_{h_\delta})_{\alpha=0°}$, $\frac{m}{A_0 V_\infty A_i}$, $\frac{V_t}{V_\infty}$, C_{D_I}, P(nose & canopy).

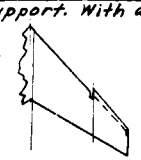
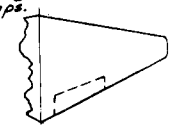
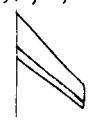
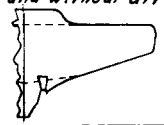
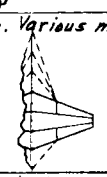
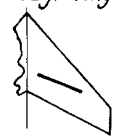
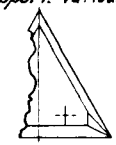
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	5.2-6.2	0.60-1.03	16'TT	RM L53H18b	Whole wing on sting-mounted body (wing in 2 longitudinal positions). Slightly-rounded, sharp, corner tips, ∥ to plane of symmetry. With and without 2 L.E. chord-extensions. C_m, C_L, chordwise P distributions, tuft, ink flow & shadowgraph studies. 
52.4	60.0	2.31	0	Flat plate with beveled L.E. and T.E. $t/c_{Root} = 0.015$ $t/c_{0.67 b/2} = 0.045$.	2.2	0.13	7'X10' 300 mph Tun.	RM L53H19a	Whole wing on body on single-strut support with ground board. 13.2% root chord, double-slotted T.E. flap. Horizontal tail in various vertical and longitudinal positions (on and off). C_L, C_m, C_D, ϵ. 
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	4.0-8.0	0.8-1.3 (Preflight jet tests at 1.22, 1.42, 1.75, 3.8)	PARD	RM L53H20	Whole wing on rocket-propelled body with vertical stabilizing fins. Ducted & unducted, symmetrically-mounted nacelles at 15% b/2. Nacelles also tested in preflight jet. C_D, C_{D_N}, $\frac{m}{m_0}$, $\frac{H_d}{H_0}$ vs. y/r & M_0. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	2.1-3.0	0.50-0.95	7'X10' HST	RM L53H24	Whole wing on sting-mounted body, with and without fences and L.E. slots at 0.55 b/2. Slightly rounded sharp-corner tips ∥ to plane of symmetry. $\frac{C_n c}{C_{av.}}$, $\frac{X}{C}$, C_n, C_{N_e}, C_{B_e}, $\left(\frac{Y}{b/2}\right)_e$, chordwise P distributions (with fences). 
58.1	65.0	1.86	0	Flat plates with beveled edges.	0.44 - 1.69	1.62, 1.93, 2.41	9" SST	RM L53H25	Whole wings on sting-supported bodies with vertical stabilizing surfaces. Model oscillated in pitch to determine effect of amplitude on damping. $-(C_{m_q} + C_{m_{\dot\alpha}})$ vs. α_0, C_{m_α} vs. α_0. 
52.4	60.0	2.31							
47.0	55.0	2.8							
36.9	45.0	4.0							
45.0		4.0	0.6	65A006 (∥ to model ℄)	—	To 1.08	PARD	RM L53H26	λ wings on rocket propelled bodies. Slotted and solid spoiler controls on top surface of wing panels at 70% c between 57% b/2 to tip. Straight, rounded-corner tips ∥ to airstream. $\frac{V}{V_R}$ & $\frac{V}{f_R}$ vs. M, Flutter and destruction telemeter records. Comparison with wing with aileron. 
2.9	0 at 0.4c line	4.0	0.5	64A004 (modified) (∥ to pl. of sym.)	1.2	0.13	7'X10' 300 mph Tun.	RM L53H27	Whole X-1 configuration (sans landing gear) on single-strut support with and without tail. 0.68 to 0.98 b/2 straight side ailerons. 0.188 to 0.68 b/2 straight side, single-slotted T.E. flaps. Slightly-rounded, sharp-corner tips ∥ to pl. of sym. C_L, C_D, C_m, $\frac{dC_m}{dC_L}$, C_Y, C_l, C_n, C_{n_β}, C_{Y_β}, C_{l_β}, C_{h_α}, $pb/2V$, F_W. 

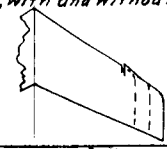
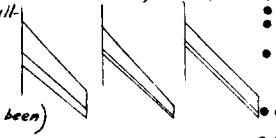
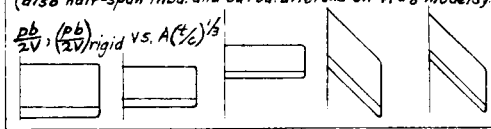
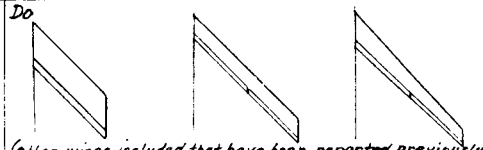
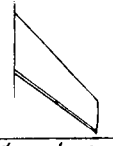
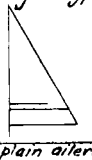
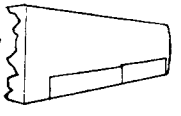
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
36.0	35.0 at 0.33 c line	3.57	0.565	Root. 63-010 Tip 63-012 (⊥ to 0.33c line)	1.1	0.17	Stability Tunnel	RM L53H31	Whole wings on D-558II body on single-strut support with ℄ without horizontal tails in various positions. Various combinations of L.E. notches, fences, L.E. & T.E. chord extensions on Λ = 36.6° wing. Slightly-rounded, round corner tips ∥ to pl. of sym. C_L, C_m, C_D, tuft study (of Λ 36.0 wing with fence-nose configuration). 
1.5	0 at 0.333c line	3.57, 3.0c, 2.50, 2.25, 2.00, 1.50, 1.00	.565, .617, .670, .695, .727, .780, .855	Modif flat plate (Rounded L.E., Beveled T.E.) t/c_{Root} = 8.4% t/c_{Tip} = 10.2%					
60.0		4.0	0.333	64 Series t/c_{Root} = 12% $t/c_{.5b/2}$ = 6% t/c_{tip} = 6% (Camber & twist for uniform load at M=1.4 at C_L = 0.25)	—	0.80 – 1.15	8' T.T.	RM L53H31a	Whole wing on indented and unindented bodies. Straight tips ∥ to plane of symmetry. $C_L, C_D, (L/D)_{max}, C_{L(L/D)max}$.
52.4	59.92	1.975	0.078	65A007 (∥ to model ℄)	4.5 – 12.6	0.50 – 1.26	PARD	RM L53I04	+ wings on rocket-propelled body. Wings in one plane had full-span, constant-chord control surfaces (pulsed sinusoidally). Straight tips ∥ to model ℄. $C_h, C_{h_\alpha}, C_{h_\delta}, C_{h_{\alpha_d}}, C_{h_{\delta_a}}, C_N, C_{N_\alpha}, C_{N_\delta}, C_{N_\delta}\frac{S}{S_c}$, c.p. location, $\delta e/\delta$. 
62.2	68.4	1.57	0	00-series Max. thickness at 30% c, L.E. radius modified to 0.4% of local c. (t/c_{Root} = 4% $t/c_{80\%}$ $b/2$ = 6.24%)	2.2 & 7.2; 7.2, 12.6 & 18.4, 2.2 & 7.2	1.62, 1.90, 1.93.	9" SST & 9" Blowdown Jet (GDB)	RM L53I08	Wall-mounted semispan wings in both tunnels (with and without boundary-layer scoop in blowdown jet). Sting-mounted wing in 9" SST. $C_L, C_M, C_D, L/D, C_p$ vs. $t/2c$, ΔC_D vs. C_L^2, C_c vs. α, C_{p_u} vs. % $b/2$, local flow direction, inkflow studies, $\frac{\Delta p}{q\alpha}$ vs. %c, $\frac{C_n c}{c_{av.}}$ vs. % $b/2$, C_p vs. % local c.
35.0	37.76	4.76	0.51	65,012 (mod.) (∥ to airstream)	3.5	0.27	7' x 10' 300 mph Tun.	RM L53I09a	Ceiling-mounted semispan wing. Rounded, sharp-rear-corner tip. Jet and spoiler upper-surface control (together and separately) at 70% c from 49% to 73% $b/2$. Jet force from stagnation pressure. $C_L, C_m, C_D, \Delta C_l, \frac{pb}{2V}$. 
45.0		3.56	0.3	64A007 (∥ to pl. of sym.)	5.0 – 12.0 (average)	0.7 – 1.4	PARD	RM L53I10	Whole wings on rocket-propelled bodies (without and with i_t=0° & i_t=-1.5° horizontal tails in wing chord plane) with vertical stabilizers. Slightly-rounded sharp corner tips ∥ to plane of symmetry. α_{trim} vs. M, $C_N, C_Y, \frac{pb}{2V}, \Delta a_n, \Delta a_t, C_{n_\beta}, C_D$, telemeter record of normal accel. during buffet. 
64.1	70.0	1.404	0	Hexagonal (t/c_{Root} = .0147)	3.47	2.01	4'x4' SSPT	RM L53I14	+ wings on various-length sting-mounted bodies with and without + canard surfaces. C_N; C_m; C_c; c.p. locations; α_{trim}; $C_{m_{\alpha=0}}$; C_{m_α}; C_{m_δ} vs. $\frac{i_t}{c}$.

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
≈ 20.0	20 at c/4 line of unswept wing	6.202 (unswept wing)	0.494 (unswept wing)	64A-series (⊥ to 38%c line of unswept wing) (t/c Root = 0.11c, t/c tip = 0.0828c)	1.1 – 2.7	0.45 – 0.93	PARD	RM L53I18b	Whole X-5 wings on rocket-propelled bodies with free-spinning tail. Partial-span, plain, T.E. ailerons. $\frac{p_o}{p_o}$, $\frac{pb}{2V}$, $\frac{pb/2V}{\delta_{a_T}}$, C_D. 
≈ 46.5	46.5 at c/4 line of unswept wing	Do	Do		0.8 – 4.3	0.65 – 1.60			
47.0		3.5	0.2	Symmetrical Hexagonal (1/3-1/3-1/3) (t/c = 6%) (∥ to pl. of sym)	4.1 (Some round-nose tests at 3.7)	1.61 (Some round-nose tests at 2.01)	4'x4' SSPT	RM L53I23a	Whole wing on sting-supported body. Various body-nose shapes, including different nose radii, slotted-cone, spiked, conical-head tripod (with and without wire-mesh covering). Straight wing tips ∥ to plane of symmetry. $C_L, C_D, C_m, C_{L_{(w)}}, C_{D_{(w)}}, L/D$, c.p. position, $C_{m_{(w)}}$, ΔC_D (due to degree of nose bluntness). 
0		3.7	0	Circular arc, Symmetrical (t/c = 6%)	1.2 – 6.2	0.5 – 1.6	PARD	RM L53I25	λ wings on rocket-propelled bodies. Straight, rounded-corner tips ∥ to axis of symmetry. Full-span, 0.2-chord, plain T.E. ailerons. Various types of L.E. roughness. $\frac{pb}{2V}$, C_D. 
0		4.0	0.6	65A004	2.1 – 6.5	0.51 – 1.33	PARD	RM L53I29	λ wings on rocket-propelled bodies. Free-floating, mass-balanced T.E. control surfaces on one wing panel of each model. Slightly-rounded, sharp-corner tips ∥ to axis of symmetry. Pressure and flutter records. $\Delta\delta$, δ_{trim}, C_p, C_D, $1/K$ 
35.0		3.43	0.75	65A006					
				65A009					
				65A012					
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	2.7 – 3.0	0.70, 0.85, 0.91	7'x10' HST	RM L53J01a	Whole wing on body on forced-roll sting. Slightly-curved, sharp-corner tips ∥ to plane of symmetry. With and without full-c fences at 20, 40, 60, 65, 80, 95% b/2. $\frac{pb}{2V}$, $\frac{c_n c}{c_{av}}$, $\Delta\left(\frac{c_n c}{c_{av}}\right)$ (due to fences). 
62.0	67.5	1.86	0	0004, modified by having portion behind 0.40c composed of straight-line segments, ∥ to ℄	10 – 28	0.9 – 1.8	PARD	RM L53J02	Whole wings on large and small rocket-boosted bodies with fin-stabilizers. One model with T.E. aileron (constant-chord). 62.6% model wing is other wing with rear cut off at 50%c. C_N, C_D, ΔC_D's (due to blunt T.E., large body, interference, $\frac{pb}{2V}\delta$, dyn. press., wing deflec. time history of instability due to roll. 
62.6	67.5	2.07	0						
32.6	35.1	4.0	0.6	65A006 (∥ to pl. of sym)	2.0 – 3.5	0.39 – 0.89	7'x10' HST	RM L53J05a	Whole wing on sting-mounted body. Various 49.7% b/2, 0.70c, top surface, inboard spoilers. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. C_L, C_D, C_m, C_l, C_n. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	Symmetrical Hexagonal, modified by small L.E. radius. 6.78° L.E., 13.80° T.E. $t/c_{Root} = 2.4\%$ $t/c_{0.75\,b/2} = 9.2\%$	2.4, 2.25, 2.0	1.41, 1.62, 1.96	9" X 12" SSBT	RM L53J08a	Semispan wing on floor-mounted semibody. 45° half-delta, 60° half-delta, 75° half-delta, 60° triangular tip controls. Chordwise fence between wing and controls. C_L, $C_{l_{gross}}$, C_{BM_f}, C_h, C_l, ΔC_L vs. δ, vibration pattern of 45° half-delta control. 
45.0	46.33	8.0	0.45	63, A012 (∥ to pl. of sym.)	4.0	0.19	19' PT	RM L51J08	Whole wing on body on 3-strut support, with and without horizontal tail in various vertical positions. With and without chord fences, L.E. flap, plain split T.E. flap, extended split T.E. flap. C_L, $\frac{dC_m}{dC_L}$, C_m, ϵ_e, $i_{t(trim)}$. 
≈35.6		3.57	0.565	63-010 (⊥ to 30% c line)	1.90, 1.52	1.61, 2.01	4'X4' SSPT	RM L53I22	D-558-II wing, body and tail, with and without horizontal tail, sans landing gear and canopy. Stall-control vanes. $i_w = 3° - 3°$ dihedral C_L, C_D, C_m. 
≈35.6		3.57	0.565	63-010 (⊥ to 30% c line)	1.90, 1.52	1.61, 2.01	4'X4' SSPT	RM L53I29a	D-558-II wing and body with and without vertical and whole tail, sans landing gear and canopy. Stall-control vanes. $i_w = 3° - 3°$ dihedral. C_Y, C_l, C_n, C_L, C_m, C_x, C_{n_β} 
45.0		3.56	0.3	$64_{(06)}$A007 (∥ to pl. of sym.)	5.5 - 6.7	0.60 - 1.03	16' T.T.	RM L53I30	F-100 wing and body on sting support. 20% c L.E. slats of various spanwise extents and degrees of closure. C_{N_s}, C_{c_s}, C_{m_s}, underslot pressures, C_N, C_c, C_m, $C_{L_{s_{open}}} - C_{L_{s_{closed}}}$, $L/D_{s_{open}} - L/D_{s_{closed}}$ 
62.0 ------ 62.6	67.5	1.86 ------ 2.07	0	0004 (Modified with straight-line segments between .75c & .75 and .75c & 1.00c) / Same as above but with aft 10% cut off (blunt T.E.)	9 - 30	0.9 - 1.8	PARD	RM L53J02	Whole wings on rocket-propelled bodies with vertical tails, with and without ailerons. C_N, C_D, ΔC_D (due to T.E. bluntness, change in body size, wing-body interference), $pb/2V$, δ 
45.0 ------ Inbd.: -45.0 Outbd.: +45.0 ------ Inbd.: +45.0 Outbd.: -45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	0.4 - 1.25	Low Speed	7'X 10' 300mph Tun.	RM L53J02a	Semispan wings on wall-mounted reflection plane. 3 flexible wings of pictured planforms. One rigid wing of the swept-back planform. C_L, C_D, C_m, C_B, spanwise deflection & twist with Λ & q, C_{L_α}, y_L, $\frac{dC_m}{dC_L}$, ϵ contours.

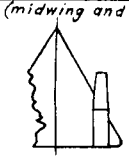
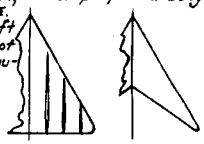
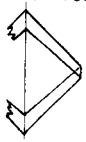
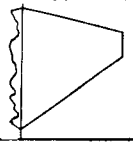
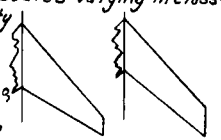
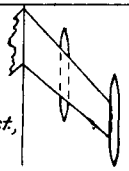
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	Flat plate with beveled L.E. and T.E. ($t/c_{Root} = 1.5\%$, $t/c_{66.7\% b/2} = 4.5\%$)	1.4 - 1.8	0.62-1.08	7'x10' HST	RM L53J05	Semispan wing on semibody on wall-mounted reflection plane. Constant-chord spoiler aileron (open and closed slot) from 10.4% to 66.7% b/2. $\Delta C_l, \Delta C_n, C_h$ vs. δ_s. 
45.0		3.56	0.3	$64_{(06)}A007$ (∥ to pl. of sym.)	5.2 - 7.2	0.60-0.97, 1.00-1.03	16' T.T.	RM L53J08	F-100 wing and body, with and without tail, on sting support. 20% b/2 segmented slats from .25 b/2 to .95 b/2. $P_b, C_L, C_D, C_m, \frac{dC_m}{dC_L}$, ink-flow and tuft studies. 
45.0		3.0	1.0	65A006 (∥ to pl. of sym.)	0.9	0.14 - 0.29	7'x10' 300mph Tun.	RM L53J09a	Whole wing on bodies, of various fineness ratios, on sting support (large range of wing span - body diameter ratios). $C_{m_B}, C_{L_B}, C_m, C_L, C_D, C_{L_{\alpha_B}}, C_{L_\alpha}$. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	4.0 - 11.0	0.9 - 1.8	PARD	RM L53J20a	Whole wing on two bodies (with and without indentation) with stabilizing fins. C_{D_T}, C_D. 
0		4.0	0.6	65A006 (∥ to pl. of sym.)	0.595 - 0.750	0.62 - 1.20	7'x10' HST	RM L53J21	Semispan wing on transonic bump. With and without spoiler, spoiler-gap-lip, spoiler-slot-deflector from 40% to 97% b/2. C_L, C_D, C_m, C_l. 
52.4	60.0	≈2.31	≈0	Flat plate with beveled L.E. and T.E. ($t/c_{Root} = 1.5\%$, $t/c_{66.7\% b/2} = 4.5\%$)	2.2	0.13	7'x10' 300mph Tun.	RM L53J26	Whole wing on various bodies (Fineness ratio varied by using different length afterbodies), with and without horizontal tails in various positions and canard surface, on single support strut. Single- and double-slotted T.E. flaps. C_L, C_m, C_D.
36.9	45.0	4.0	0	65A010	0.90 - 2.15	0.26 - 0.76	2'x4' Flutter Tun.	RM L53J26a	Wall-mounted semispan wings (oscillated about root midchord position) $\eta_{\alpha l}, \Phi, -m_2, -m_1, -\Theta$ vs. k. 
56.3	63.43	2.0			1.3 - 4.4	0.19 - 0.81			

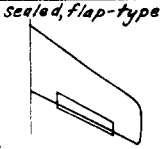
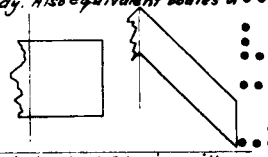
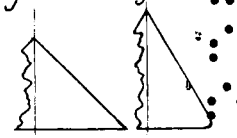
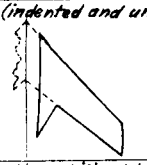
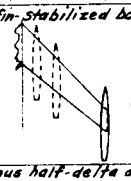
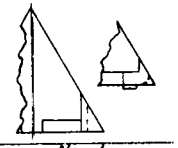
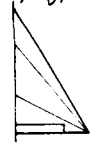
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.0	0.3	65A006 (∥ to pl. of sym)	1.62	0.17	7'X10' 300mph Tun.	RM L53J27a	Whole wing on single-strut support. With and without various L.E. notch, L.E. chord-extension, and fence configurations. C_L, C_D, C_m. 
0		4.0	0.2	2-006 (∥ to pl. of sym) / 65A006 (∥ to pl. of sym)	1.0 - 7.5	0.125-0.21, 0.35-0.92	LTPT	RM L53J29	Whole wings on sting-mounted body. With and without 0.20c, 0.12 to 0.50 b/2 split T.E. flaps. $C_L, C_m, C_D, C_{L_\alpha}, C_{L_{max}}, C_{L_i}$, $C_{L_{i_{2-006}}} - C_{L_{i_{65A006}}}, C_{L_{(L/D)max}}, (L/D)_{max}$, $\partial C_m/\partial C_L$. 
45.0		4.0	0.6	65A006 (∥ to pl. of sym)	0.67 - 0.85	0.59 - 1.06	7'X10' HST	RM L53K03a	Wall-mounted semispan wing. 10% $\bar{c}$-high spoilers on upper surface at 70% $\bar{c}$, from root to 20, 40, 60, 80 and 100% b/2. $\Delta C_L, \Delta C_D, \Delta C_m, \Delta C_{m_t}$, C_l, C_n all vs. spoiler spans for various M, $\partial \Delta C_{m_t}/\partial \Delta C_L$ vs. α & M. 
≈-3.7 (Basic)	0	5.9 (Basic)	0.473 (Basic)	At 0.427 b/2: 651-212 At tip: 63-209 (∥ to pl. of sym)	0.57, 0.73	0.17	Stability Tunnel	RM L53K09	FH airplane model wing and body with and without tail. Root nacelles. $i_w = -1/2°$. With and without aft body modifications. $C_L, C_m, C_{Y_\beta}, C_{n_\beta}, C_{l_\beta}, C_{Y_p}$, $C_{n_p}, C_{l_p}, C_{Y_r}, C_{l_r}, C_{n_r}$, comparison with estimated values. 
10.8	20.85	3.5	0.2	Symmetrical Hexagonal Middle 1/3-c sides parallel (t/c = 6%)	1.42 - 2.68	1.61, 2.01	4'X4' SSPT	RM L53K11	Whole wing on sting-supported body. Various modifications to wing inbd. of 40% b/2 by lengthening and thickening the root chord. $C_L, C_D, L/D, C_m$, c.p. location, $C_{D_{min.}}$, $\frac{C_D - C_{D_{min}}}{C_L^2}, C_{L_\alpha}, C_{L_{opt.}}, (L/D)_{max}, C_{m_\alpha}$. 
45.1		3.56	0.3	64A007 (∥ to pl. of sym)	2.8 - 7.1 (Sustainer-on) 1.6 - 6.8 (Coasting flight)	0.5-1.4	PARD	RM L53K20	⅄ wings on torque-rocket-propelled body. Wing slotted and with plain and semaphore spoilers in slot position (upper surface). $C_D, \frac{pb}{2V}, \Delta C_D, C_{l_p}, C_{l_s}$. 
52.4	60.0	2.31	0	Flat plate with beveled L.E. & T.E. (t/c_{Root} = 1.5%)	3.0	0.2	7'X10' 300mph Tun.	RM L53K27	Whole wing on body on single-strut support. Various autorotating upper-and-lower surface spoilers at 0.375 b/2 and 0.82 root chord. $C_m, C_L, C_D, C_n, C_l, C_R, C_B$. 

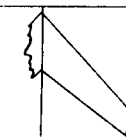
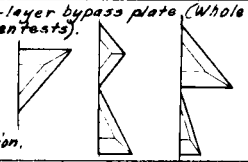
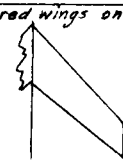
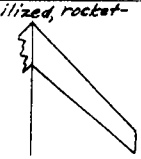
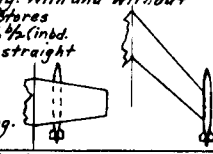
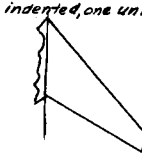
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
32.6		3.0	0.68	65A006 (11 to pl. of sym)	3.2	0.80, 0.90, 0.93	7'X10' HST	RM L53L09	Whole wings on sting-mounted body, with and without horizontal tail and notch-chord-extension combination. C_m, C_L, C_D. 
		3.5	0.64						
		4.0	0.60						
45.0		4.0	0.60	65A006	—	0.6 - 1.8	PARD	RM L53H14	λ wings on rocket-propelled bodies. 0.2c, full-span ailerons on A=8 wings. 0.3c, full-span ailerons on A=4 wing. $\frac{pb}{2V}$, $\left(\Delta\frac{pb}{2V}\right)_{ex}$ due to aeroelasticity (other wings included that have been reported previously). 
45.0		8.0	0.50	65,A012					
45.0		8.0	1.00	65,A012					
0		2.9	1.0	65A009	3.3-6.0	0.6 - 1.4	PARD	RM L53L11	λ wings on rocket-propelled bodies. 0.2c, full-span ailerons (also half-span inbd. and outbd. ailerons on A=8 models). $\frac{pb}{2V}$, $\left(\frac{pb}{2V}\right)_{rigid}$ vs. $A(t/c)^{1/3}$ 
0		3.7	1.0	65A006	1.9-6.0	0.6 - 1.6			
0		3.7	1.0	65,A012	1.9-6.0	0.6 - 1.6			
0		5.0	1.0	65A009	1.6-5.4	0.6 - 1.6			
45.0		2.3	1.0	65A009	3.0-7.0	0.6 - 1.4			
45.0		2.9	1.0	65A009	3.3-6.0	0.6 - 1.4			
45.0		3.7	1.0	65A006	1.9-6.0	0.6 - 1.6	Do	Do	Do  (other wings included that have been reported previously).
45.0		3.7	1.0	65,A012	1.9-6.0	0.6 - 1.6			
45.0		8.0	1.0	65A009	1.1 - 3.9	0.6 - 1.51			
45.0		8.0	1.0	65,A012	1.1 - 3.9	0.6 - 1.51			
46.2		8.0	0.5	65,A012	1.1 - 3.9	0.6 - 1.51			
45.0		4.0	0.6	65A006	2.0 - 7.5	0.6 - 1.4	PARD	RM L53L14a	λ wings on rocket-propelled body. Inbd. and outbd. 0.54b/2 solid, sharp-edge, half-span, T.E., 2% c spoilers. C_D, $\frac{pb}{2V}$. 
52.4	60.0	2.31	0	Slab airfoil with 63-series section from L.E. to 30% c and sharp, beveled T.E. (t/c_{root} = 3%)	4.2	1.61	4'X4' SSPT	RM L53L17	Semispan wing on wall-mounted boundary-layer bypass plate. Fullspan, plain T.E. control surface (25% of wing area). With and without spoiler from 0 to 57.2% b/2, at 82.5% root chord. Chordwise P distribution, spanwise ΔP dist. at spoiler, C_L, C_D, C_m, C_h, δ (control δ required for same effect as spoiler) vs. α, ΔC_h (due to spoiler). 
2.9	0° at 40% chord line	4.0	0.5	64A004 (Slightly modified in aft portion.)	1.2	0.13	7'X10' 300 mph Tun.	RM L53L18	X-1E model on single-strut support. 0.25c plain aileron from 0.68 to 0.98 b/2. 0.27c single-slotted flap from 0.188 to 0.68 b/2. i_W = 2°. Chordwise P distributions, C_m, C_n, C_{h_f}, C_{n_f}, C_{h_a}, C_{n_a}. 

[redacted]

[redacted]

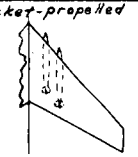
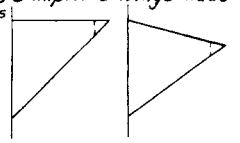
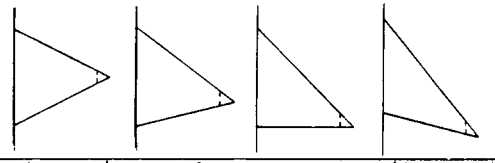
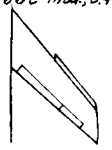
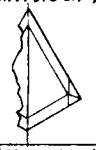
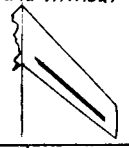
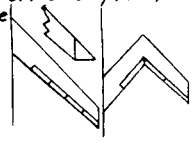
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	65A003	5.8-22.8	0.8 - 2.0	PARD	RM L53L21	Whole wing on rocket-propelled body (midwing and high wing positions), with and without symmetrical and underslung nacelles (ducted) at 66% b/2. C_D, C_{P_b}, C_{D_N}. 
52.4	60.0	2.06	≈0	65A003 Root: 0003-X3 0.9b/2: 0006-X3 (Various L.E. & aft portion modif.)	6.0-30.0 (L.E. modifications) 7.0 - 25.0 (Aft portion modif.)	0.7 - 2.0 (L.E. modifications) 0.6 - 1.5 (Aft portion modif.)	PARD	RM L53L24a	Whole wings on vertical-fin-stabilized, rocket-propelled body. Δ-wing section varied by various L.E. radii and degrees of aft portion (aft 70%) bluntness. (wing with 0003-63 root and 0006-63 tip also tested with simulated control-actuator housings). C_D, ΔC_{D_p}, C_{D_W}. 
55.8	60.0	3.45	≈0	Root: Fwd 50%, 0003-63 Rear 50%, 0007-63 Tip: Same but t/c=0.10	4.0 - 15.0	0.6 - 1.5			
Top wing +44.1 Bottom wing: -47.6	Top wing: L.E. 45.0 Bottom Wing: T.E 45.0	4.0	0.6	Flat Plate Round L.E. & Beveled T.E.	0.8, 1.9, 2.0, 2.7	0.2, 0.76, 0.90	LTPT	RM L53L24b	Whole biplane wings (joined tips) on sting-mounted bodies. C_L, C_m, C_D, C_{l_β}. 
Top wing: +44.1 Bottom wing: -47.6	Top wing: L.E. 45.0 Bottom Wing: T.E 45.0	4.0	0.6	65A004 (∥ to pl. of sym.)	1.0 - 1.2	0.7 - 1.27	26" TBT		
0		2.67	0.2	Symmetrical circular-arc (t/c = 4%, max. at 40% c)	0.25-0.26	0.80-1.15	8' T.T.	RM L54A08	Whole wing on sting-supported bodies (indented and unindented). P_b, C_L, C_D, C_m, ΔC_{D_0}, C_{D_0}, $\frac{dC_D}{dC_L^2}$, $C_L(L/D)_{max}$, $(L/D)_{max}$, $\left(\frac{dC_L}{d\alpha}\right)_{av}$, $\left(\frac{dC_m}{dC_L}\right)_{av}$. 
20		4.82	0.41	Root: 64(10) A011 Tip: 64(08) A008.6 (⊥ to 38.6% c line of unswept wing)	≈ 1.0	0.7-1.05	FRD	RM L54A11	X-5 model. Semispan wings attached to and detached, from, but in presence of body (with and without tail) on wingflow bump. With and without body dive brake ahead of wing. C_m', C_b', C_B', C_D', C_N', C_m, C_L, C_B, spanwise c.p. position.
40		3.77	0.42						
60		2.18	0.43						
45.0		4.0	0.3	65A006 (∥ to pl. of sym.)	1.80-2.00	0.80-1.15	8' TT	RM L54A15	Whole wings on sting-supported bodies varying in cross-section-distribution in vicinity of wing. C_L, C_D, C_m, P_b, ΔC_{D_0}, $C_{D_{C_L=0.3}} - C_{D_{C_L=0}}$, $(L/D)_{max}$, C_{D_0}, $C_{D_{b+w}} - C_{D_b}$, C_{L_α}, $C_{m_{C_L}}$, C_L pitch-up. 
45.0		4.0	0.6						
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.80 - 3.00	0.40 - 0.95	7'x10' HST	RM L54A21	Whole wing on sting-supported body. With and without wing-tip stores and underslung stores at 46% b/2 in all combinations. $c_n \frac{c}{c_{av}}$ vs. $y/b/2$, $y_{cp}/\frac{b_e}{2}$ vs. C_{N_e}, $\Delta \frac{c_n c}{C_{N_e} c_{av}}$ & $\frac{c_n c}{C_{N_e} c_{av}}$ vs. $y_c/\frac{b_e}{2}$, c_n, chordwise P dist., c.p. locations, C_L, C_{L_α}, $C_{m_{C_L}}$, C_D. 

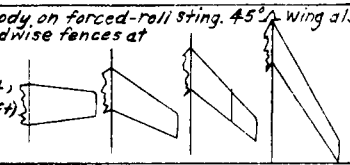
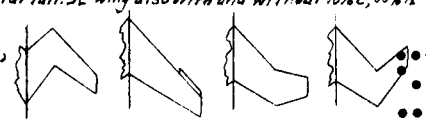
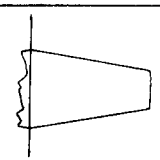
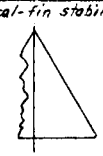
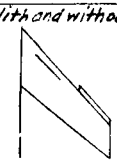
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
35.0		4.0	0.6	65A006 (∥ to pl. of sym.)	3.1-4.0	0.60-0.93	7'x10' HST	RM L54A22	Ceiling-mounted semispan wing. 20%c sealed, flap-type T.E. control from 25 to 75% b/2 with 6%c full-flap-span, attached tab. Chordwise P distributions; $C_{n_w}, C_{n_f}, C_{n_t}, C_{m_{c/4}}, C_{h_f}, C_{h_t}$ vs. δ_f; $C_{n_{f_{\delta_t}}}, C_{n_{t_{\delta_t}}}, C_{n_{w_{\delta_t}}}, C_{m_{c/4_{\delta_t}}}, C_{h_{t_{\delta_t}}}, C_{h_{f_{\delta_t}}}$ (and same δ_f) vs. M. 
0		1.5	1.0	Symmetrical Circular-arc (t/c = 6%, max. at 50% c)	3.0 (Based on body length)	0.95-1.04	4"x19" Semiopen Tun.	RM L54A28a	Whole wings on sting-mounted body. Also equivalent bodies of revolution. Schlieren photos showing similarity of wing-body and equivalent-body shock patterns. 
4.5		3.9	1.0	66-006 (∥ to pl. of sym.)					
36.9	45.0	4.0	0	65A006	2.7-3.9	0.50-0.95	7'x10' HST	RM L53L18a	Whole wings on sting-mounted body. A = 2.31 wing with and without L.E. notch at 60% b/2. C_l, C_n, C_Y vs. $\frac{pb}{2V}$; $C_{l_p}, C_{n_p}, C_{Y_p}$, drag due to lift vs. α; C_{l_p} vs. M. 
52.4	60.0	2.31	≈0	65A003	3.6-5.2				
45.0		4.032	0.6	64A008 (∥ to pl. of sym.)	5.5-7.4	0.65-1.41	Transonic Blowdown Tunnel	RM L54A29	Whole wing on sting-supported bodies (indented and unindented) with and without wing-root air inlets (ducted). $C_{D_{wb}} + \Delta C_{D_{ext.}}, C_{L_{wb}} + \Delta C_{L_{ext.}}, C_{L_{wb}} - C_{L_b}, C_{L_{wb}} + \Delta C_{L_{ext.}} - C_{L_b}, C_{D_{wb}} - C_{D_b}, C_{D_{wb}} + \Delta C_{D_{ext.}} - C_{D_b}, C_{m_{wb}}, C_{m_{wb}} + \Delta C_m$. 
45.0		6.0	0.6	65A009 (∥ to pl. of sym.)	4.0-7.0	0.80-1.25	PARD	RM L54B02	Whole wing on 2 rocket-propelled, vertical-fin-stabilized body configurations. With and without vertically-centered nacelles in 15, 40, 96% b/2 positions. C_{D_T}, C_D, C_{D_N}. 
52.4	60.0	2.31	0	65A003	4.0-14.0 (Mainly 10.0)	0.09	FST	RM L54[illegible]3	Whole wing on body on 3-strut support. Various half-delta and horn-balance controls in combination, with constant-chord T.E. flaps. With and without various-size control tabs. $C_L, C_D, C_m, C_l, C_n, C_Y, \Delta C_l, C_{n_\delta}, C_{l_\delta}, \frac{pb}{2V/\delta}, C_h, C_{h_\delta}, C_{h'_{\delta_a}}$. 
52.4	60.0	2.31	0	Symmetrical Hexagonal (∥ sides in middle 40% c. t/c = .04c Very slight L.E. round.)	1.45-1.77	0.6-1.1	7'x10' HST	RM L54B08	Bump-mounted semispan wing. Constant-c, T.E. flap-type control from 0 to 66% b/2 (various hinge lines). $C_L, C_m, C_h, \Delta C_m, \Delta C_L, C_{h_{\delta(\alpha=0)}}, C_{h_{\alpha(\delta=0)}}, C_{L_\delta}, C_{m_\delta}$. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		4.0	0.6	65A006 (⊥ to pl. of sym.)	1.74–2.03	0.60 – 1.13	8′ TT	RM L54B09	Whole wing on sting-supported body. Chordwise P distributions, $\frac{c_n c}{\bar{c}}$, $C_{N_W}, C_{N_{WB}}, C_{N_B}/C_{N_{WB}}, \Delta C_{N_{B_W}}, C_{T_{c/4}}$ $\frac{c_n d}{d_{max}}$, lateral c.p. position, $C_B, C_{m_W}, C_{m_{WB}}$, chordwise c.p. position 
-16.6 30.8 41.8 55.8 66.6	0 50.0 50.0 63.0 72.0	3.36 1.68 3.36 2.04 1.32	0	Root: Symmetrical Hexagonal (⊥ sides in middle 50% c. t/c = 2/22)	0.71, 1.42	1.62, 2.41 (1.93 for Schlieren studies)	9″ SST	RM L54B10	Semispan wings on boundary-layer bypass plate (Whole wings on sting bodies for schlieren tests). Schlieren photos, vorticity sketches, pressure contours and flowvectors, spanwise $-\frac{\partial \epsilon}{\partial \alpha}$ variation, vertical sidewash variation, spanwise $-\epsilon$ & σ variation. 
64.1	70.0	1.40	0	Flat Plate with beveled L.E. & T.E. (t/c_{Root} = 1.47%)	1.17, 3.13	1.41	4′X4′ SSPT	RM L54B11	+ wings in rearward position on sting-mounted body, with and without canard surfaces. C_m, C_N, C_c.
45.0		4.0	0.6	65A-Series (t/c = 6%, ⊥ to pl. of sym.)	1.83 – 2.0	0.80 – 1.03, 1.15	8′ TT	RM L54B15	Whole, twisted, and twisted-and-cambered wings on sting-mounted indented and unindented bodies. (Approx. 6° twist and 1.6% max. camber) $i_W = 0° \& -4°$. $P_b, C_L, C_D, C_m, \frac{(L/D)_{twist\ \&\ camb.\ wing}}{(L/D)_{plane\ wing}}, (L/D)_{max}$, $C_L(L/D)_{max}, C_{D_{basic\ body}} - C_{D_{indent.\ body}}$, C_L at pitchup. 
45.0		6.0	0.6	65A009 (⊥ to pl. of sym.)	3.0 – 8.0	0.8 – 1.3	PARD	RM L54B16	Three whole wings on vertical-fin-stabilized, rocket-propelled bodies. Wings of different flexibility. Pulse rockets for pitch disturbances. $C_{L_\alpha}, C_{m_{\dot\alpha}} + C_{m_q}$ vs. M; C_{L_α} vs. $\frac{e}{L}/(L)_{ref.}$; $C_{L_{\alpha elast.}}/C_{L_{\alpha rigid}}$ vs. $\frac{C_{L_\alpha} q\, k}{1000}$. 
3.6 --- 46.7		4.0	0.6	65A006 (⊥ to pl. of sym.)	2.1 – 3.0	0.50 – 0.91	7X10 HST	RM L54B18	Whole wings on sting-mounted body. With and without finned and unfinned bomb-shape stores at tips and pylon-mounted at 33% t/2 (inbd. stores at 2 heightwise positions on straight wing) $C_L, C_m, C_D, C_{L_\alpha}, C_{m_{C_L}}$, aerodynamic characteristics of stores when on wing. 
45.0		4.0	0.3	65A006 (⊥ to pl. of sym.)	1.0 – 7.6	0.2 – 0.4	LTPT	RM L54B18a	Whole wing on sting-mounted bodies (one indented, one unindented). With and without transition roughness. C_{D_0} vs. R, fluorescent-lacquer flow-study photo. 

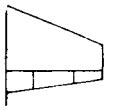
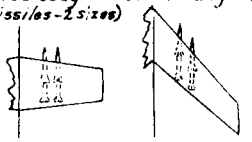
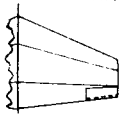
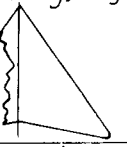
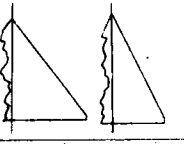
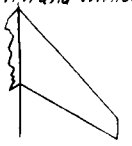
[redacted]

[redacted]

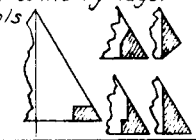
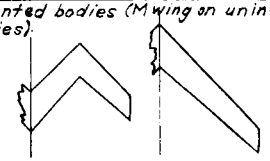
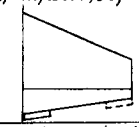
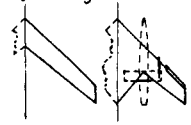
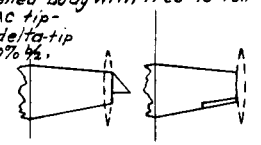
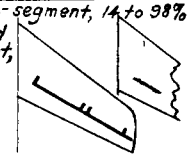
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.0		3.56	0.3	64A007 (‖ to pl. of sym.)	5.0-14.0	0.75-1.45	PARD	RM L54B19	Whole wing on vertical-fin-stabilized, rocket-propelled bodies, with and without 4 bomb-shape stores on pylons at 18 and 34% b/2. C_{N_T}, C_{Y_T}, $\frac{pb}{2V}$, Δg(buffet), C_N, C_D, ΔC_D(stores) 
-14.03	0	4, 3	0, 0.143	65A003	0.75-0.95	0.60-1.18	7X10 HST	RM L54B25	Semispan wings on transonic bump. A=3 wings made by clipping tips of A=4 wings. C_L, C_m, C_D, C_B, $\frac{\partial C_L}{\partial \alpha}$, $C_{D_{L=0}}$, $\left(\frac{L}{D}\right)_{max}$, $(C_L)_{\alpha=20°}$, y_{cp}, $\frac{\partial C_m}{\partial C_L}$, ΔC_{D_p} vs. $\Lambda_{c/2}$, $\frac{\partial C_D}{\partial C_L^2}$, L/D, $X_{a.c.}$, $X_{a.p.}$. 
0	14.03	4, 3	0, 0.143	65A003					
14.03	26.57	4, 3	0, 0.143	65A002					
14.03	26.57	4, 3	0, 0.143	65A003					
14.03	26.57	4, 3	0, 0.143	65A004.5	Do	Do	Do	Do	Do 
26.57	36.87	4, 3	0, 0.143	65A003					
36.87	45.00	4, 3	0, 0.143	65A003					
45.00	51.33	4, 3	0, 0.143	65A003					
47.1	49.1	3.78	0.59	65A006 (‖ to pl. of sym.)	2.9, 4.4, 6.1	0.05, 0.07, 0.10	FST	RM L54C05	Semispan wing on reflection plane. 0.266c' inbd., 0.469 b/2 T.E. flap; 0.266c, 0.234 b/2 flap-type aileron; 0.15c, 0.50 b/2 L.E. slat; 0.06c high chordwise fences at 0.6, 0.8 b/2. slot for airblow over flap & aileron. C_L, C_D, y_{cp}, C_m, tuft study, chordwise P dist. over flap, c_{c_f}, C_{n_f}, C_h, $(x'_f/c'_f)_{cp}$, C_l, $\frac{\Delta C_l}{\Delta \alpha}$, ΔC_{L_B}, $\Delta C_{L_{\alpha=0}}$, $\Delta C_{L_{max}}$, C_μ 
49.4	59.88	1.74	0	Modified Hex. (L.E. & T.E. ∠°, ‖ to pl. of sym. = 6.46° & 15.44°) ($t/c_{wing-body\ junc.}$ = 0.094, $t/c_{control\ root}$ = 0.0903)	4.7-15.1	0.45-1.40	PARD	RM L54C10	+ wings on rocket-propelled body. Tip controls on 2 opposite wings (hinge at 2 different longitudinal positions on 2 models). C_{h_1} vs. δ, & α, C_{h_α}, C_{h_δ}, $(C_{N_\delta})_a$, $c.p._\delta$ & $(C_{N_\alpha})_a$, $c.p._\alpha$, $C_{N_\delta}(\alpha=0)$, $C_{N_\delta}-(C_{N_\delta})_a/C_{N_\delta}(\alpha=0)$. 
45.0		3.98	0.61	65A006 (‖ to pl. of sym.)	5.1-6.2	0.60-1.03	16' T.T.	RM L54C17a	Whole wing on sting-mounted body. With and without upper-surface and lower-surface 4%c-high, 14% to 87% b/2 spoiler ailerons at 70% c line (with and without wing gap behind spoiler). Chordwise P dist., C_l, C_N, $\frac{X_{cp}}{c'}$, $\frac{Y_{c.p.}}{c'}$, C_n-$\frac{\bar{r}}{c}$, $\frac{X_{cp}}{c}$, C_{n_s} $\frac{h}{h}$ or $\Delta P \frac{h}{h}$. 
45.0 Inbd. 50% b/2: -45.0 outbd. 50% b/2: +45.0		6.0	0.6	65A009 (‖ to pl. of sym.)	0.40-1.02	Low Speed	7'X10' 300 mph Tun.	RM L54C19	Semispan wings on wall-mounted reflection plane. One rigid and one flexible Λ wing, one flexible M wing. Outer 80% b/2 plain, segmented, 0.25c ailerons and spoiler ailerons (also half-delta tip control on Λ wing). C_l, C_n, $\frac{C_{l_{Flex.}}}{C_{l_{Rigid}}}$ vs $\frac{qb^4}{(EI)_r}$ & C_L. 

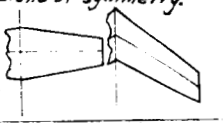
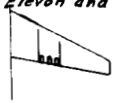
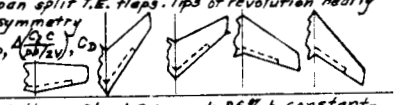
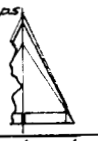
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
3.6 32.6 45.0 60.0		4.0	0.6	65A006 (∥ to pl. of sym.)	2.15-2.95	0.50-0.95	7'X10' HST	RM L54C26	Whole wings on body, on forced-roll sting. 45° Λ wing also tested with chordwise fences at 65% b/2. C_l & C_n vs. $\frac{pb}{2V}$, C_{l_p}, C_L, C_{n_p}, C_{Y_p}, C_D (due to lift) 
Inbd 40% b/2: 45.0 Outbd 60% b/2: 45.0 45.0 Inbd 60% b/2: +45.0 Outbd 40% b/2: 0 Inbd 60% b/2: +45.0 Outbd 40% b/2: -45.0		4.0	0.3	65A006 (∥ to pl. of sym.)	2.5 - 3.0	0.80-0.92	7'X10' HST	RM L54C29	Whole wings on sting-mounted body. With and without vertical & horizontal tail. Λ-wing also with and without 10% c̄, 65% b/2 to tip L.E. slat. C_L, C_m, C_D, L/D, C_{Y_β}, C_{n_β}, C_{l_β}. 
4.8	0 at 50% c line	4.0	0.5	65A004 (∥ to pl. of sym.)	4.6 - 6.0	0.60-1.06	16' T.T.	RM L54B24	Whole wing on sting supported body. P_b, chordwise P dist., shock diagrams (planform), C_L, C_D, C_m, C_{BM}, $C_{D_{Total}} - C_{D_{(L=0)}}$, $\frac{d\Delta C_D}{dC_L^2}$, $(L/D)_{max}$, c.p. x/c, $C_n \frac{\theta}{\tau}$, $\frac{T}{b/2}$ vs. C_N & M. 
52.4	60.0	≈ 2.31	≈ 0	65A003	4.5 - 5.3	0.60-0.94	7'X10' HST	RM L54D01	Whole wing on sting-mounted body, various lateral-control, plain spoiler arrangements. C_L, C_D, C_m, ΔC_l.
60.0		4.0	0.333	64A series (t/c_{Root} = 12% $t/c_{outbd.\ 50\%\ b/2}$ = 6%) (Wing twisted & cambered for unif. load, C_L = 0.25, M = 1.4)	2.2 - 2.8	0.60 - 1.14	8' TPT, 8' TT	RM L54D09a	Whole wing on sting-mounted body. With and without contoured (stream-flow) fences, L.E. chord extensions, boundary-layer ramps, and 0.20c, ∥ to 41% b/2 extended T.E. flaps. Body indented for M = 1.4. C_L, C_m.
52.4	60.0	2.31	0	65A003	—	1.13 - 2.12	PARD	RM L54D12a	Whole wing on rocket-propelled body (vertical-fin stabilized). Wing vibration frequency vs. flight velocity (flutter in evidence). 
45.0		4.0	0.6	65A006 (∥ to pl. of sym.)	1.25 - 1.60	0.86-0.99	9"X12" BDT	RM L54D13	Semispan wing on floor-mounted semibody. With and without 0.15c, outbd. 35% b/2 LE chord extension and various upper-surface spoilers (plain). C_L, C_D, C_m, ΔC_D, ΔC_l, $y_{cp}/b/2$. 

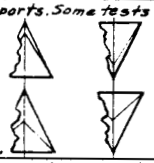
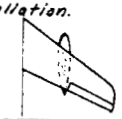
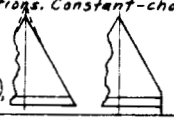
[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
Inbd: -60.0 Outbd: +60.0 --- Inbd: +60.0 Outbd: -60.0		4.00, 5.34 --- 4.00, 4.89, 5.81	1.0	65A006 (∥ to pl. of sym.)	0.39	1.38	6" SST	RM L54D15a	Wall-mounted semispan wings. Various tip shapes. With and without L.E. roughness. C_L, C_m, C_D, C_B, C_{L_α}, $C_{D_{min}}$, $(L/D)_{max}$, C_L for $(L/D)_{max}$, $\Delta C_D/C_L^2$, $1/C_{L_\alpha}$, y_{cp}, y_{ca}, $\partial C_m/\partial C_L$.
15.8	23.0	3.1	0.4	Modified Hex. (Middle 40% flat rounded ridges) (t/c = 4.5%)	1.7 - 5.6	1.61, 2.01	4'x4' SSPT	RM L54D19	Semispan wing on boundary-layer bypass plate. Plain T.E. controls of various spanwise extents (full-span controls of 3 T.E. thicknesses - 0 to slab). L.E. roughness. C_L, C_b, C_m, C_h, C_{L_δ}, C_{b_δ}, C_{m_δ}, C_{h_δ}, $C_{m'_\delta}$. 
3.6 --- 46.7		4.0	0.6	65A006 (∥ to pl. of sym.)	1.8 - 2.9	0.50 - 0.94	7'x10' HST	RM L54D20	Whole wings on sting-mounted body. Various arrangements of pylon-mounted stores (missiles - 2 sizes). C_L, C_D, C_m, $C_{D_{m_1}}$, $C_{D_{m_2}}$, ΔC_D, C_{L_α}, $C_{m_{C_L}}$. 
15.7	0 at 75% c line	3.04	0.40	Symmetrical Hexagonal (Middle 40% c) flat (t/c = 0.045c) (T.E. blunted on wings with spoilers)	1.1 - 6.2	0.5 - 1.6	PARD	RM L54D26a	Whole wings (X-3 planform) on rocket propelled body. 0.25c, 70% b/2 to tip, sealed flap-type aileron. Solid and slotted, 70% b/2 to tip, T.E. spoilers on blunted T.E. wings. $\frac{pb}{2V}$, C_D 
48.1	55.0	3.2	≈ 0	65A003 (∥ to pl. of sym.)	0.7 - 5.0	0.6 - 2.2	PARD	RM L54E04	Whole wings (one steel, one magnesium) on body, sting-mounted on carrier missile. $(C_{l_p})_m$, $(C_{L_\alpha})_r$, $\frac{pb}{2V}$, $(C_{l_p})_a$ $(C_{l_p})_r$. 
44.6 --- 56.3	53.07 --- 63.43	3.0 --- 2.0	≈ 0	63A006	9.2 - 15.2 --- 12.0 - 20.1	0.77 - 1.27 --- 0.81 - 1.34	PARD	RM L54D29	Whole wings on rocket-propelled bodies of different fineness ratios, with vertical stabilizing fins. Pulse rockets for pitch disturbances. C_{L_α}, C_{m_α}, $\bar{x}_{a.c.}$, damping factor (b), $C_{m_q} + C_{m_{\dot\alpha}}$, C_D, flight records of pitch disturbances. 
45.0		4.0	0.3	65A006 (∥ to pl. of sym.)	3.9 - 4.1	0.80 - 1.15	8' T.T.	RM L54E11	Whole wing on sting-mounted body, with and without canopy in two positions. P_b, C_L, C_m, C_D, $(L/D)_{max}$, C_L for $(L/D)_{max}$. 

[redacted]

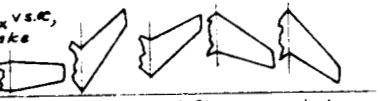
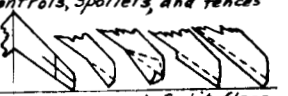
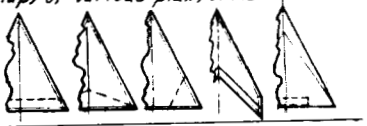
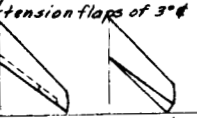
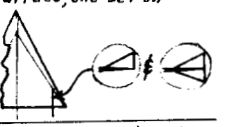
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	Root: 63-series from L.E. to 30% c, const. t/c = 3% from 30% c to 86.7% c to beveled T.E.	4.2	1.61	4'x4' SSPT	RM L54E25	Semispan wing on wall-mounted boundary-layer bypass plate. Various tip controls (1/2 Δ control with and without root fence). $C_L, C_D, C_m, C_h, C_{L_\delta}, C_{D_\delta}, C_{m_\delta}$. 
Inbd. 50% b/2: -45.0 outbd. 50% b/2: +45.0 / 45.0		6.0	0.6	65A009 (⊥ to pl. of sym.)	1.60-1.66	0.80-1.13	8' T.T.	RM L54F14	Whole wings on sting-mounted bodies (M wing on unindented and indented bodies). $C_L, C_D, C_m, (L/D)_{max.}, C_L(L/D)_{max.}, \left(\frac{\partial C_L}{\partial \alpha}\right)_{av.}, C_m'$. 
15.7	23.0	3.1	0.4	Mod. Sym. Hex. (Middle 40% c flat rounded ridges.) (t/c = 4.5%)	3.6	1.61	4'x4' SSPT	RM L54F22	Semispan wing on wall-mounted boundary-layer bypass plate. L.E. roughness. Full-semispan, 25.4% c, flap-type T.E. control with and without root and tip T.E. tabs. $C_h, \Delta C_{h_{\delta_T}}, \Delta C_{h_\delta}, \Delta C_{h_\alpha}, \frac{\delta_T}{\delta}$. 
45.0		6.00	0.60	65A009 (⊥ to pl. of sym.)	0.54-0.63	0.7-1.09	6'x6' Stab. Tun., 7'x10' HST	RM L54F24	Whole wing (low-speed models) on body on single-strut support and semispan wings (high-speed models) on wall-mounted reflection-plane plate. With and without nacelles, slats, flaps, fences tail and Δ filler in crotch of the modified wing. $C_L, C_D, C_m, C_B, C_{D_{C_L=0}}, (L/D)_{max.}, \frac{\partial C_L}{\partial \alpha}, \partial C_m/\partial C_L, y_{c.p.}$ 
Inbd: 26.5 outbd: 45.0		4.06	Inbd: 0.288 outbd: 0.715	Outbd. 60% b/2 same as above. Inbd 40% b/2 made by splitting inbd. 50% b/2 of wing along 40% c line & inserting 80° wedge (in planform)	1.98 / 1.07-1.25	0.16 / 0.7-1.09			
0		4.0	0.6	65A004 (⊥ to pl. of sym.)	1.3-5.2	0.6-1.5	PARD	RM L54F29a	Whole wing on rocket-propelled body with free-to-roll tail. With and without DAC tip-mounted stores and half-delta-tip ailerons. Also 15% c, 59 to 100% b/2, plain, sealed ailerons. $\frac{pb}{2V}, C_D$. 
35.0		4.0	0.6	65A006 (⊥ to pl. of sym.)	3.1-4.0	0.60-0.93	7'x10' HST	RM L54F08	Ceiling-mounted semispan wing 2-segment, 14 to 98% b/2 plug-type spoiler (gap sealed and unsealed) along 70% c line. 7-segment, 13 to 33% b/2 semaphore spoiler along 70% c line. Spoiler pressure distributions, C_n & $C_{m_{t_s}}$ vs. α. 
64.1	70.0	1.404	0	Root: Hexagonal (t/c = 1.47%) Aileron root: Double wedge (t/c = 5.43%)	3.47	2.01	4'x4' SSPT	RM L54F09	+ and X wings on rotary-sting-mounted bodies of 2 fineness ratios, with and without + canard surfaces. Triangular tip ailerons on 2 panels. $C_N, C_m, C_c, C_Y, C_n, C_l$.

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
4.8	0 at c/2 line	4.0	0.5	Isosceles Triangle $t/c = 5\%$	0.12 - 0.90	1.53	1'x3' SST No. 1.	RM A6K22	Whole wings with and without bodies on sting supports. Straight tips ∥ to plane of symmetry. Straight wing also tested as divided wing (Split in center and totally exposed on both sides of body) schlieren photos, C_L, C_D, C_m, $\alpha_{L=0}$, $dC_L/d\alpha$, $C_{D_{min}}$, C_{D_F}. 
38.1	40.93								
23.12		7.41	0.25	Root: 65(318)-019 Tip: 65, 3-018 (∥ to airstream)	8.5	0.40-0.775	16' HST	RM A7C13	Wall-mounted, Semispan YB-49 wing Straight, rounded-corner tip ∥ to airstream. Three T.E. jet nacelles with two adjacent vertical fins. Elevon and longitudinal trim flap. 1° dihedral, 4° washout about c/4 line. C_L, $C_{m_{c.g.}}$, C_{h_e}, $\frac{\partial C_L}{\partial \alpha}$, C.G. vs. M, δ_e vs. V_i, $\frac{\partial C_{m_{c.g.}}}{\partial \delta_f}$, $\frac{\partial C_{m_{c.g.}}}{\partial \delta_e}$, tuft studies. 
-45		3.12	0.38	Root: 0015 Tip: 23009 (of unswept) wing (∥ to pl. of sym. on unswept wing)	5.6 - 20.4	Very low	40'x80' Tunnel	RM A7D11	Sting-mounted whole wings on rolling wing stand wings modified from original straight wing by altering inboard and outboard portions and changing Λ, 0.20c, 62.3% (inbd.) span split T.E. flaps. Tips of revolution nearly ∥ to plane of symmetry. C_l, $\frac{pb}{2V}$, C_L, C_{l_p}, $\frac{\Delta C_l c}{(pb/2V)}$, C_D 
-30		4.69	0.40						
0		4.62	0.55						
30		4.84	0.44						
45		3.64	0.42						
56.3	63.43	2.0	0	Symmetrical Double-wedge (Max. thickness at 0.20c, $t/c = 5\%$)	11.8 — 34.0	Very low	40'x80' Tunnel	RM A7F06	Whole wing on three-strut support. 86% b, constant-chord, T.E. split flaps, 86% b, 18% c nose flaps. C_L, C_D, C_m, C_{D_0}, C_l, C_Y, C_n, α_{δ_f}, ΔC_L (due to flap deflec.), $C_{L_{max}}$, $\alpha_{C_{L_{max}}}$, L/D, ΔC_m (due to flap deflec.), C_{l_β}, $C_{l_{\delta a}}$, C_{n_β}, $C_{n_{\delta a}}$. 
5.2	0 at 0.52 c line	6.39	0.364	65, -213, (a = 0.5) (∥ to airstream)	— (Full-scale wing)	0.5 - 0.825	16' HST	RM A7F30	Wall-mounted semispan wing (with tip restrained during most of test). Nearly-circular tip. 0.76 b/2, 0.25 c, plain, unbalanced aileron. With and without spoilers, upper- and lower-surface; faired bumps; variation of thickness ratio; vent holes between upper and lower surfaces; aileron-contour change and mass overbalance; hydraulic- and inertia-type dampers. — Shadowgraph pictures, shock position & displac., δ, f, H_e, flutter records.
56.3	63.43	2.0	0	Flat plate with sharp-beveled L.E. & T.E. (t/c at root: Δ wing - 2.1%, Λ wing - 2.8%)	0.50 - 1.30	0.50 - 1.10	FRB	RM A7G18	Semispan wingflow wings. Constant-chord, triangular drooped-tip, constant-percent-chord, and constant-chord swept-back flaps. α_{float}, C_m, C_n, $\frac{dC_n}{d\alpha}$, α_{L_0}, $\frac{dC_m}{dC_N}$, $(d\alpha/d\delta_f)_{C_N=0}$, $(dC_m/d\delta_f)_{C_N=0}$.
60.3		2.0	0.33						
-45.0		2.46-2.99	0.38-0.46	Tip: 23009 Near Root: 0015 (⊥ to c/4 line)	7.2, 9.3, 10.7	Very low	40'x80' Tunnel	RM A7H13	Whole wings on sting support. Various tip shapes. Ducted and unducted bodies of revolution tested on +45° Λ wing. C_L, C_m, tuft studies.
+45.0		3.01-3.91	0.37-0.48						

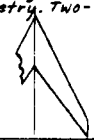
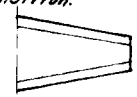
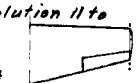
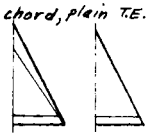
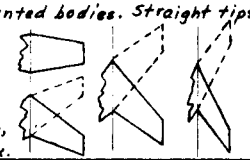
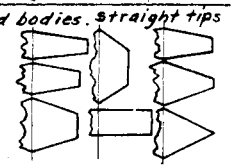
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
56.3	63.43	2.0	0	Symmetrical Double wedge (t/c = 5% & is max. at 0.20c) Also various modifications: rounded L.E. & ridge	6.2 - 19.0	Very Low	40' x 80' Tun.	RM A7H28	Whole wing on 3-strut support. 16% MAC, constant-chord Split, T.E. flaps (86% b). Airfoil varied by installing various rounded L.E. and by rounding the ridge line. $C_L, C_D, C_m, \epsilon, q_w/q, d\epsilon/d\alpha$, apex vortices pictures.
56.3	63.43	2.0	0	Double Wedge t/c=5% max. at 20c	0.75	1.53	1'x3' SST #1	RM A7I10	Whole wings on bodies on sting supports. Some tests made with rounded L.E. and ridge. $\alpha_{L=0}, \left(\frac{dC_L}{d\alpha}\right)_{L=0}, C_{m_{L=0}}, \left(\frac{dC_m}{dC_L}\right)_{L=0}$, $C_{D_{min.}}, (C_{D_i}/C_{L_\alpha}^2), (L/D)_{max}$, $C_{L_{opt.}}, C_L, C_m, C_{D_f}, C_D, L/D, C_{D_L}$, liquid-film photos, schlieren photos. 
				Double wedge t/c = 5% max. at 50c					
				Isosceles Δ, t/c = 5% (swept fwd. wings had same sections reversed.					
-26.6	0								
35.2		5.02	0.495	Root: 0012-64 Tip: 0011-64 ($\perp$ to c/4 line)	3.35-6.20	0.30-0.90	16' HST	RM A7J02	Semispan wing on semibody (F-86), with and without semispan horizontal tail on wall-mounted reflection plane. With and without T.E. chord extension, modified fuselage at wing body juncture, and L.E. extension at wing root. $dC_L/d\alpha, C_D, C_L, C_{h_\alpha}, C_{l_\alpha}, C_m$.
35.4		4.785	0.513	Root: Mod. 0012-64 Tip: Mod. 0011-64 ($\perp$ to c/4 line)					
35.4		4.785	0.513	Root: Mod. 0012-64 Tip: Mod. 0011-64 ($\perp$ to c/4 line)	—	0.30-0.90	16' HST	RM A7J03	Semispan wing on semibody (mod. F-86) on wall-mounted reflection plane. Various under-wing rocket installations and an under-wing fuel-tank installation. $C_L, C_m, C_D, \Delta C_D$ (due to rockets and number of rockets), $\partial C_l/\partial \delta_a$. 
52.4	60.0	2.31	0	65, -006.5 (‖ to pl. of sym)	0.71, 1.13	1.53	1'x3' SST #1	RM A7J05	Whole wings on sting supported bodies. With and without two vertical-fin arrangements, L.E. root extension. Body had two intake configurations. Constant-chord, plain T.E. control surfaces. $C_L, C_D, C_m, C_Y, C_n, C_{m_{\frac{c}{4}}}$, $C_{m_{\frac{c}{4}}}$, ΔC_{L_e} & $\Delta C_{m_{\frac{c}{4}}}$ (due to elevator), schlieren photos. 
56.3	63.4	2.0	0	Symmetrical Double wedge (Max. t/c = 5% at 20%c)	1.8	Low Speed	7'x10' Tun.	RM A7K03	Whole wing with and without body in two fore-and-aft positions on single-strut support. Ground plane installed during part of tests. Constant-chord T.E. flap. $C_L, C_D, C_m, L/D, C_n, C_Y, C_{n_\psi}, C_{Y_\psi}$, $C_{L_{max}}$, ΔC_L and ΔC_m (due to flap deflec.), dC_m/dC_L, C_{L_α}.
56.3	63.43	2.0	0	Symmetrical Double wedge Max. t/c = 5% at 20%c	5.0-27.5 3.5, 5.3	0.18 0.18-0.95	12' PWT	RM A7K05	Floor-mounted semispan wing with and without semibody. Wing tested in original configuration and modified (a) by rounding ridges and (b) by additionally rounding the L.E. $C_L, C_m, C_D, L/D, \frac{dC_L}{d\alpha}$, A.C. position

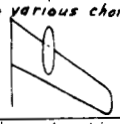
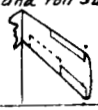
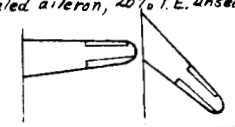
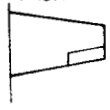
[redacted]

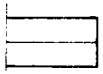
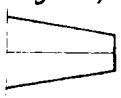
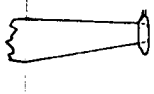
[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
35.22		4.785	0.513	Root: 0012-64 Tip: 0011-64 (⊥ to 25% c line)	2.4 - 6.2	0.2 - 0.9	16' HST	RM A7K28	Semispan wing on semifuselage (F-86) on wall-mounted reflection plane with and without horizontal tail and constant-chord L.E. extensible slat (69% b/2), 3° dihedral, 2° twist. 0.54 b/2 aileron. $C_L, C_D, C_m, \frac{\partial C_L}{\partial \alpha}, \frac{\partial C_m}{\partial C_L}, C_{h_a}$, ΔC_l (due to aileron deflec.).
-45		3.12	0.38	Root: 0015 Tip: 23009 (of unswept wing) (⊥ to pl. of sym. on unswept wing)	5.5 - 9.1	Very Low	40'x80' Tunnel	RM A7L05	Boom-mounted whole wings. Wings modified from original straight wing by altering inboard and outboard portions and changing Λ. Tips essentially ∥ to plane of symmetry. 6 contours, ϵ_{max} v.s. α, C_L, spanwise wake limits & max. pressure loss. 
-30		4.69	0.40						
0		4.62	0.55						
30		4.84	0.44						
45		3.64	0.42						
45.0		4.5	0.5	64A210 (a = 0.8) (∥ to pl. of sym.)	0.27 - 2.08	Very Low	7'x10' Tunnel	RM A7L16	Whole wing on sting support and floor-mounted semispan wing. Basic model had plain, 20%c, 50% b/2 aileron and tips of revolution ∥ to plane of symmetry. Various chord-extension controls, spoilers, and fences tested. $C_L, C_l, \Delta C_D$ (due to control changes), $Pb/2V$ 
56.3	63.4	2.0	0	Flat Plate with all edges beveled to included ∠ of approx. 15°	1.8	Low speed	7'x10' Tunnel	RM A7L11	Whole wings on single-strut support. Split flaps (and one plain flap) of various planforms. $C_L, C_m, \Delta C_m, \Delta C_L$. 
60.2	63.4	2.0	0.33						
56.3	63.4	2.0	0	Double wedge t/c = 5% at 0.20c					
45.0		4.5	0.5	64A210 (a = 0.8) (∥ to pl. of sym.)	1.8	Low speed	7'x10' Tunnel	RM A8A16	Floor-mounted semispan wing with various flap arrangements: 0.20 c split flaps of 60% & 90% b/2 & 60°δ; T.E. triangular chord-extension flaps of 3° & 25°δ; slightly-rounded, sharp corner tip ∥ to airstream. C_L, C_D, C_m. 
56.3	63.4	2.0	0	Symmetrical Double Wedge (Max. t/c = 5% at 20%c)	1.8	Low Speed	7'x10' Tunnel	RM A8C03	Whole wing on single-strut support. Two-triangle directional fins (one set on top surface, one set on top and bottom). Effect of vertical fins on lift and longitudinal stability of wing. $C_L, C_m, C_l, C_n, C_Y, C_{l_\psi}, C_{Y_\psi}, C_{n_\psi}$ 
63.8		1.66	1.0	Symmetrical Elliptical Arc (t/c = 7% ∥ to airstream)	0.481 - 3.25	1.53	1'x3' SST #1	RM A8C22	Semispan model on wall-mounted reflection plane. Tip of revolution ∥ to airstream. chordwise pressure distribution, spanwise variation of section pressure drag coefficient, liquid film pictures.

CONFIDENTIAL

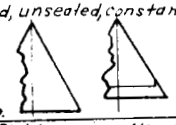
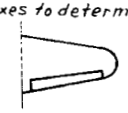
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
60.8	63.0	3.5	0.25	64A006 (∥ to pl. of sym)	8.0	Low Speed	40'x80' Tun.	RM A8D02	Whole wing with and without body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. Two- and three-strut support systems. C_L, C_D, C_m, C_l, C_n, C_Y, C_{n_β}, C_{l_β}. 
4.8	0 at 50%c	4.0	0.5	Basic Diamond $t/c = 4.5\%c$ (∥ to pl. of sym)	1.00 – 10.19	0.20 – 0.94	12' PWT	RM A8D07	Floor-mounted semispan wing. Straight tips ∥ to airstream. Constant-chord nose flap, T.E. flap, and aileron. With and without fixed transition. C_L, C_m, C_D, $\frac{dC_L}{d\alpha}$, $\frac{dC_m}{dC_L}$, $C_{D_{min}}$, L/D 
				Same as above, but with ridge rounded for distance of 15%c. $t/c = 4.2\%$					
60.8	63.0	3.5	0.25	64A006 (∥ to airstream)	2.26 – 10.30	0.080 – 0.925	12' PWT	RM A8D20	Floor-mounted semispan wing. Slightly-rounded, sharp-corner tips ∥ to airstream. Constant-chord eleven (outboard 50% b/2). C_L, C_D, C_m, L/D, $dC_L/d\alpha$, A.C. location, $C_{L_{\delta_e}}(\alpha=0°)$, $C_{m_{\delta_e}}(\alpha=0°)$.
Approx. -1.5		4.13	0.545	23013 (∥ to airstream)	—	0.607 – 0.822	16' HST	RM A8D27	Wall-mounted semispan wing with tip support strut. Round-nosed, unsealed, 50% b/2, plain aileron with and without mass balance. Tip of revolution ∥ to airstream. With and without tip relief (end plate). Tuft studies. C_{h_a}, $\frac{\partial C_{h_a}}{\partial \delta_a}$, observed & calculated flutter frequency. 
56.3	63.43	2.00	0	Double wedge 5% thick, uncambered, max. thick. at 20%c, ∥ to stream	5.3 – 15.0	0.40 – 0.95	12' PWT	RM A8E03	Floor-mounted semispan wing with and without semi-body. Round-nosed, unsealed, constant chord, plain T.E. flap with no aerodynamic balance. C_L, C_D, C_m, C_h, $C_{D_{min}}$, $\frac{\partial C_L}{\partial \alpha}$, $\frac{\partial C_L}{\partial \delta}$, $\frac{\partial C_m}{\partial \delta}$, A.C. location, A.C. of loading due to flap, $\frac{\partial C_h}{\partial \alpha}$, $\frac{\partial C_h}{\partial \delta}$, L/D. 
55.9	63.03	2.03		Same as above, but ridge line rounded to radius 32.22%c					
				Same, but rounded ridge line and rounded L.E.					
4.8	0 at 50%c	4.00	0.5	Isosceles triangle. $t/c = 5\%$ (∥ to pl. of sym.)	0.75	1.53	1'x3' SST	RM A8E05	Whole wings on sting-mounted bodies. Straight tips ∥ to plane of symmetry. C_L, C_D, C_m, $\alpha_{L=0}$, $\left(\frac{dC_L}{d\alpha}\right)_{L=0}$, $C_{m_{L=0}}$, $\left(\frac{dC_m}{dC_L}\right)_{av}$, $C_{L_{D=min}}$, $C_{D_{min}}$, K_a, $\Delta C_D/(\Delta C_L)^2$, $C_{L_{opt.}}$, $(L/D)_{max}$. 
33.0, -25.7	±30 at 50%c	3.46							
46.3, -39.3	±43 at 50%c	2.92							
62.2, -57.4	±60 at 50%c	2.00							
3.2	0 at 50%c	6.00	0.5	Isosceles triangle $t/c = 5\%$ (∥ to pl. of sym.)	0.75	1.53	1'x3' SST	RM A8E06	Whole wings on sting-mounted bodies. Straight tips ∥ to plane of symmetry. C_L, C_D, C_m, $\alpha_{L=0}$, $\left(\frac{dC_L}{d\alpha}\right)_{L=0}$, $C_{m_{L=0}}$, $\left(\frac{dC_m}{dC_L}\right)_{av}$, $C_{D_{min}}$, $C_{L_{D=min}}$, $\Delta C_D/(\Delta C_L)^2$, K_a, $(L/D)_{max}$, $C_{L_{opt}}$. 
4.8		4.00							
9.5		2.00							
18.4		1.00							
0		4.0	7.0						
4.8			0.5						
9.5			0.2						
14.0			0						

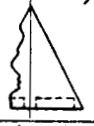
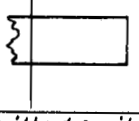
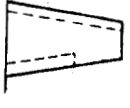
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
35.2	35.0 at 27.06% c.line	6.04	0.5	64,-212 (⊥ to 27.06% c.line)	2.70	0.24	7'x10' Tunnel	RM A8E12	Semispan wing cantilever-mounted on floor reflection plane. Rounded, round-corner tips ∥ to airstream. With and without ellipsoid nacelle in various chordwise and heightwise positions. C_L, C_D, C_m, C_{D_p}, chordwise P, and P distributions of wing-nacelle junctures, tuft studies. 
55.9	63.03	2.036	0	Double wedge with rounded L.E. and ridge lines. Max. thickness of 0.0484c at 0.20c.	5.00 & 3.20	0.18 & 0.30-0.95	12' PWT	RM A8E21	Floor-mounted semispan wing. Triangular tip control surface with hinge line swept at 64.43°, unsealed. $C_m, C_L, C_D, C_h, L/D, \frac{\partial C_m}{\partial \delta}, \frac{\partial C_L}{\partial \delta}, \frac{\partial C_h}{\partial \alpha}, \frac{\partial C_h}{\partial \delta}, C_{L_{C_m=0}}$.
37.5		3.07	1.63	? Max. thickness of 10% at 40% c, design lift coefficient of 0.17 (∥ to pl. of sym.)	9.3	100 mph (sea level)	40'x80' Tunnel	RM SA8F09	Whole XF-91 (Full-scale) wing with and without various combinations of fuselage, ailerons, split flaps and L.E. slats on sting, 3-strut, and roll supports. $C_L, C_D, C_m, C_Y, C_n, C_l, C_{h_a}, C_{l_p}, C_{L_{trim}}$. 
4.8	0 at c/2 line	4.0	0.50	Diamond t/c = .045 (∥ to airstream) / Mod. Diamond (Rounded ridges) t/c = .042	3.0-10.0	0.20, 0.30	12' PWT	RM A8F15	Floor-mounted semispan wing. Straight tip ∥ to airstream. Constant-chord, full-span nose flap, constant-chord, partial-span T.E. flap, constant-chord aileron (all plain). $C_L; C_m; C_D; \Delta C_{L_{max}}$ and $\alpha_{C_{L_{max}}}$ with δ_{flap}; L/D.
0		8.00	0.50	0012-64 (∥ to airstream)	4.75-7.10	0.40-0.85	16' HST	RM A8H12	Wall-mounted semispan wing at two sweep angles. Round tip. 15% c L.E. unsealed aileron, 20% T.E. unsealed aileron. $C_L, C_D, C_m, \Delta C_l$ (with T.E. aileron deflection), C_{h_a}, C_n (spanwise variation). 
45.3		4.59	0.484	0012-64 (at 45° with airstream)	6.20-9.50				
56.3	63.43	2.0	0	Symmetrical Double wedge t/c = 5% at 20% c	0.67-0.85	0.50-0.975, 1.09-1.49	1'x3½' HST	RM A8I16	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_L}{d\alpha}$, A.C. position, $\frac{\Delta C_D}{\Delta C_L^2}$, $C_{D_{min}}$, $(L/D)_{max}$, schlieren photos.
4.8	0 at c/2 line	4.0	0.50	Mod. Diamond (Rounded ridges) t/c = .042	2.37	0.27-0.94	12' PWT	RM A8I17	Floor-mounted semispan wing. Straight tip ∥ to airstream. 39.12% b/2 (outboard), constant-chord, unsealed, plain aileron. $C_L, C_l, pb/2v$. 

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
56.3	63.43	2.0	0	Symmetrical Double-wedge Max. thickness at midchord $t/c = 5\%$	0.67-0.83	0.50-0.975, 1.09-1.49	1'x 3½' HST	RM A8I20	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_L}{d\alpha}, \frac{\Delta C_D}{\Delta C_L^2}$, $C_{D_{min}}, (L/D)_{max}$, A.C. location, schlieren photos.
52.4	60.0	2.309	0	65,-006.5 (∥ to pl. of sym)	10.6-36.4	Low speed	40'x 80' Tunnel	RM SA8B04	Complete XF-92 configuration (flying mock-up) on 3-strut support. Landing gear retracted & extended. With and without sharp wing L.E. $C_L, C_D, C_m, C_l, C_n, C_Y$, (all at various angles of sideslip).
60.8	63.0	3.42	0.25	64A006 (∥ to pl. of sym)	0.62, 0.84, 0.95	1.53	1'x 3' SST #1	RM A8J04	Whole wing on sting-mounted body. Configuration also tested with $\Lambda_{L.E.}$ changed to 57.0°, 60.4°, 67.0° & 69.9° (corresponding A of 4.49, 4.03, 2.71, & 2.23). Rounded, sharp-corner tips ∥ to plane of symmetry. $C_L, C_{m_{1/2}}, C_D, L/D, C_{D_{min}}$, $dC_L/d\alpha, \Delta C_D/(\Delta C_L)^2, (L/D)_{max}$, $C_{L_{opt}}, C_{m_{1/4}}, \Delta C_D = C_D - C_{D_{min}}$, $\Delta C_L/\Delta\alpha$, liquid-film & schlieren photos.
4.8		4.0	0.50	Diamond with rounded ridge ($t/c = 0.042$) (∥ to airstream)	2.00	0.20-0.94	12' PWT	RM A8K19	Floor-mounted semispan wing. Straight tip ∥ to plane of symmetry. Full-span, constant-chord, plain L.E. flap. $C_L, C_D, C_m, L/D, (L/D)_{max}$, $\delta_{n(L/D)max}, C_{L(L/D)max}, \delta_n$.
0		3.5	1.0	Symmetrical Double Wedge (Max. $t/c = 0.05$ at 0.5c)	1.25	1.53	1'x 3' SST #1	RM A8L16	Semispan wing on wall-mounted boundary-layer plate. Straight tip ∥ to airstream. ϵ vs. α, profiles of pitot press. loss through viscous wake, position of upper limit of viscous wake and position of wake center line relative to extended chord plane. 
4.8		4.0	0.5	Symmetrical Double Wedge ($t/c = 0.044c$)	0.38-0.66	0.51-1.20	FRB	RM A8L20	Semispan, wing-flow wing model. Straight tips ∥ to airstream. $C_{m_{0.50\bar{c}}}, C_L, C_{m_{0.25\bar{c}}}$, $dC_L/d\alpha, dC_{m_{0.25\bar{c}}}/dC_L$, A.C. position. 
0		9.0	0.4	63,-210 (∥ to pl. of sym)	2.5-4.5	0.30-0.85	16' HST	RM A9B09	Whole wing on sting support. With and without wing-tip turrets having various gun and sighting configurations. $C_L, C_D, C_m, -\frac{\partial C_m}{\partial C_L}$, turret pressure distributions. 

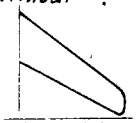
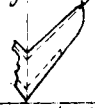
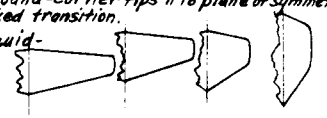
[redacted]

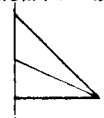
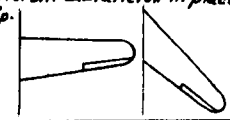
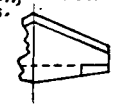
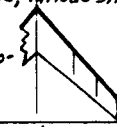
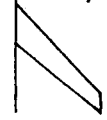
[redacted]

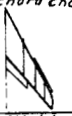
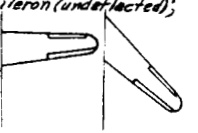
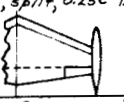
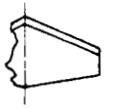
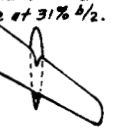
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	R × 10^{-6}	M	Facility	NACA report number	Configurations tested and types of data obtained
52.4	60.0	2.31	0	65-006.5 (II to pl. of sym)	0.82 - 0.99 1.01 - 0.98	0.5 - 0.95 12.0 - 1.52	1'x3½' HST	RM A9B16	Whole wing on sting-mounted body with and without vertical tail. Body with five inlet noses: external compression entry & open nose entry (latter with canopy). Constant-chord T.E. flap $C_L, C_D, C_{m_{\bar{c}/4}}$, A.C. position, $C_{D_{min}}, C_{D_I}, \left(\frac{dC_L}{d\delta_e}\right)_{av}, \left(\frac{dC_m}{d\delta_e}\right)_{av}$.
55.9	63.03	2.04	0	Basic symmet double wedge, t/c = 5% at 20% c mod. with rounded nose and t/c = .483 at 21.6% c.	14.3	0.13	40x80' Tunnel	RM A9B17	Whole wings on bodies on 3-strut supports. 55.9° wing also tested without body. Other model had vertical tail and horn-balanced, unsealed, constant chord, plain T.E. control. C_L, C_m, chordwise pressure distributions, section-lift coefficients, spanwise $dC_l/d\alpha$ distrib., c.p. positions, $\frac{C_l c}{C_L C_{av}}$ distrib. 
52.4	60.0	2.31	0	65-006.5	16.4				
5.2	0 at 0.52 c line	6.39	0.364	65, - 213 (a = 0.5) (II to airstream)	? (Full-scale partial-span wing)	To 0.83	16' HST	RM A9B28	Wall-mounted, partial-span fighter wing. Nearly-circular tip. 0.76 b/2, 0.25c, plain, unbalanced aileron with various attempted fixes to determine reason for aileron flutter. Shadowgraph pictures apparent bending & torsional nodes, tuft-study photos, $C_L, C_D, \Delta C_L$ vs. δ_a, ΔC_D vs. δ_a, $C_{m_{0.35}}, C_{h_a}, -\left(\frac{\partial H_a}{\partial \alpha}\right)_{\delta_a, 0°}$ 
60.8	63.0	3.46	0.25	64A005 thickness distribution II to pl. of sym. a = 1.0 (Wing had camber & twist)	0.31 - 0.95	1.53	1'x3' SST #1	RM A9C07	Whole wing on sting-mounted body. Configuration also tested with $\Lambda_{L.E.}$ changed to 67° & 70° (corresponding A of 2.75 & 2.22). Rounded, sharp-corner tips II to plane of symmetry. $C_L, C_D, C_{m_{1/4}}$ center of lift location, $C_{D_{min}}, C_{L_{D=min}}, (L/D)_{max}, C_{L_{opt.}}$, $\left(\frac{dC_L}{d\alpha}\right)_{L=0}, \left(\frac{dC_L}{d\delta}\right)_{opt.}, \alpha_{L=0}, \left(\frac{\Delta C_D}{(\Delta C_L)^2}\right)_{opt.}$
60.8	63.0	3.5	0.25	64A005 thickness distribution II to pl of sym. a = 1.0 (Wing had 3.5° of twist)	4.5	1.15 - 1.70	6'x6' SST	RM A9C16	Whole wing on sting-mounted body. Slightly-rounded sharp-corner tips II to plane of symmetry. Load-distribution data.
60.8	63.0	3.5	0.25	64A006 (II to pl. of sym)	2.5 - 7.2	Low speed	7'x10' Tun #2	RM A9C21	Floor-mounted semi-span wing with and without bodies at two different lengths. Various 0.25c split flap, 0.25c and constant-chord elevon, leading-edge flap, and sharp L.E. configurations. $C_L, C_D, C_m, C_l, C_{L_{max}}$ (before long. instab).
55.9	63.0	2.04	0	Double wedge Symmetrical (t/c = 5% max. at 0.50c)	2.0	1.53	1'x3' SST #1	RM A9D20	Semispan wing on wall mounted boundary-layer plate. ε vs. α, spanwise variation of $\left(\frac{d\varepsilon}{d\alpha}\right)_{\alpha=0}$, profiles of pitot press. loss through viscous wake, position of upper limit of viscous wake and position of wake center relative to extended chord plane.

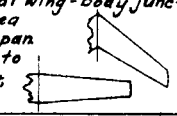
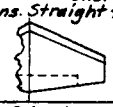
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
60.8	63.0	3.5	0.25	64 A 005 thickness dist. with a=1 mean-camber line (∥ to pl. of sym)	0.8 - 9.0	0.20-0.93	12' PWT	RM A9D25	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. Wing twisted for uniform lift distribution. Undeflected, constant-chord, unsealed-gap, plain T.E. flaps. $C_L, C_D, C_m, C_{D_{min}}, \frac{dC_L}{d\alpha}, L/D$, $(L/D)_{max}$, A.C. position
-45.0 (approx.)		3.55	0.5	64, A 112 a = 0.8 ⊥ to c/4 line (c/4 taken on airfoils at 45° to pl. of sym.)	10.6	110 mph.	40'x80' Tunnel	RM A9D29	Whole wing on 3-strut support. Rounded, round-corner tips ∥ to plane of symmetry. With and without up- and down-deflected L.E. flaps (half and full span) and cambered nose (half and full span). C_L, C_D, C_m, chordwise pressure distributions.
60.8	63.0	3.42	0.258	64A-006 (∥ to pl. of sym)	0.35-0.52	0.5-0.95, 1.09-1.51	1'x3½' HST	RM A9E09	Whole wing on sting-mounted body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. $C_L, C_D, dC_L/d\alpha, C_{D_{min}}$, $\Delta C_D/\Delta C_L^2, (L/D)_{max}, C_m$, A.C. location, schlieren photos.
60.8	63.0	3.5	0.25	64 A 006 (∥ to pl. of sym)	8.0	100 mph	40'x80' Tun.	RM A9F14	Whole wing on body on 3-strut supports, with and without vertical tail. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. $C_L, C_D, C_m, C_l, C_n, C_Y, C_{n_\beta}, C_{l_\beta}, C_{h_r}$.
55.9	63.03	2.04	0	Symmetrical Double Wedge modified by rounding L.E. and ridge line. (t/c = 0.0483 c at 21.6% c)	15.4	0.13	40'x80' Tun.	RM A9H04	Whole wing on 3-strut support with and without body and with and without vertical tail. Constant-chord, split T.E. flap. $C_L, C_D, C_m, C_l, C_n, C_Y, \Delta C_L$ & ΔC_m for flap deflections, $L/D, C_{l_\beta}, C_{n_\beta}$, $C_{Y_\beta}, \Delta C_l/\delta a, \Delta C_n/\delta a, \Delta C_Y/\delta a$ 
0		4.0	1.0	Various with sharp and blunt T.E's Double wedge, biconvex, circular arc (t/c = 9.1 & 10.0%)	0.2-1.2	1.5 & 2.0	1'x3' SST #1	RM A9H11	Sting-supported whole wings. Square tips. Wings vary only by airfoil section. With and without artificial roughness. $C_{D_{min}}, C_L, C_D$, comparison of theory and experiment (re blunt T.E.) 
4.8	0 at 50% c	4.0	0.5	Symmetrical Double Wedge, uncambered with faired ridge line. (t/c = 0.042) (∥ to airstream)	1.0-10.0	0.20-0.95	12' PWT	RM A9I01	Floor-mounted semispan with and without semibody and horizontal tail. Full-span, constant-chord, plain L.E. flap; 60.9% b/2, constant-chord, plain T.E. flap. $C_L, C_D, C_m, \epsilon, q^t/q, \eta\, q^t/q$, $\partial\epsilon/\partial\alpha, L/D$. 

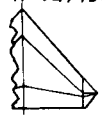
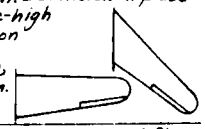
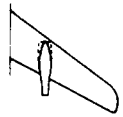
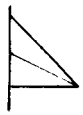
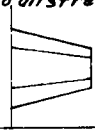
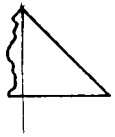
[redacted]

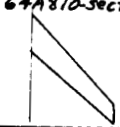
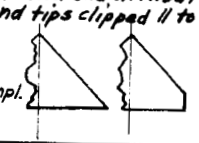
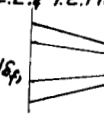
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
60.8	63.0	3.5	0.25	64A005 thickness distribution, a=1 (∥ to pl. of sym)	2.0	0.20-0.93	12' PWT	RM A9I27	Whole wing on sting-supported body. Slightly-curved sharp-corner tips ∥ to plane of symmetry. Constant-chord elevons, 0.50 b/2 (outboard). Wing twisted -3.5° at tip. C_L, C_m, C_h, C_L for $C_m=0, C_{m_\delta}^*$, $L/D, C_l, pb/2V, H$.
60.8	63.0	3.5	0.25	64A006 (∥ to airstream) 64A005 thick. distrib, a=1 a=1 (∥ to airstream)	0.48 -0.79	0.52-1.11	FRB	RM A9J06	Semispan wings. Wing flow method. Uncambered wing (not twisted) also tested on semibody and with boundary-layer control fence. Cambered wing (twisted -3.5° at tip) tested alone. Tips slightly-curved, sharp-cornered, ∥ to airstream. $C_L, C_{m_{0.25\bar{c}}}$, A.C. position, $\frac{dC_L}{d\alpha}, \frac{dC_{m_{0.25\bar{c}}}}{dC_L}$, comparison with 12' PWT & 1'x3½' HST data.
60.8	63.0	3.5	0.25	64A005 thickness distribution, a=1 (∥ to pl. of sym)	3.7	1.2 - 1.7	6'x6' SST	RM A9J24	Whole wing on sting-supported body. Slightly rounded, sharp-corner tips ∥ to plane of symmetry. Twisted -3.5° at tip. $C_L, C_m, C_D, L/D, C_{L_\alpha}, \alpha_{C_L=0}$, $\frac{dC_m}{dC_L}, \frac{\Delta C_D}{\Delta C_L^2}, (L/D)_{max}, C_{D_{min}}$.
35.2	37.25	6.04	0.5	64,-212 (⊥ to 35°Λ line at 94 of airfoil section)	1.1, 2.0, 3.0	0.18-0.94, 0.18-0.94, to 0.90	12' PWT	RM A9K01	Floor-mounted semispan wing. Rounded, rounded-corner tips ∥ to airstream. With and without roughness at 0.10c. C_L, C_D, C_m, A.C. location, $\frac{dC_L}{d\alpha}$, L/D, chordwise pressure distributions, spanwise C_n distributions $\frac{C_n c}{C_{N_{cav}}}$, $c_c\left(\frac{c}{c_{av}}\right)$, constant-pressure lines. 
60.8	63.0	3.50	0.25	64A005 thickness distrib. a=1.0 (∥ to airstream)	1.4	1.53	1'x3' SST #1	RM A9K02	Semispan wings on wall-mounted boundary-layer plate. Tapered wing twisted to -3.5° at tip. Tips slightly-rounded, sharp-corner, ∥ to airstream. $\epsilon, \left(\frac{d\epsilon}{d\alpha}\right)_{L=0}, C_L, C_N, \frac{P_l - P_u}{q\alpha}$, $\frac{\Delta H'}{H}$ profiles, upper-wake limit relative to chord plane.
63.75	63.75	1.66	1.00	Symmetrical, biconvex, circular arc. t/c = 15.9% (⊥ to wing L.E.)	2.6				
45		3.55	0.5	64,A112 a=0.8 (modified) (⊥ to 45°Λ line at c/4 of airfoil section)	6.1, 10.6	63 mph, 110 mph	40'x80' Tunnel	RM A9K02a	Whole wing on body on 3-strut support system. Full-span, 12.5% c, L.E. flap, 0.588 b/2 (inbd), 0.178c, split, T.E. flap. Various installations of wing and wing-fuselage-juncture boundary-layer suction slots. C_L, C_m, C_D, tuft studies, chordwise pressure distributions, c_l. 
0		1.0	0.4	65,-210 a=1 (∥ to pl. of sym)	7.0 - 10.7	0.4 - 0.9	16' HST	RM A9K18	Whole wings on sting-supported, minimum-size (only to contain measuring equipment) body. 3° dihedral. Slightly-rounded, round-corner tips ∥ to plane of symmetry. With and without fixed transition. $C_L, C_D, C_m, \frac{dC_L}{d\alpha}$, liquid-film studies. 
0		2.0			5.6 - 8.6	0.4 - 0.9			
0		4.0							
0		6.0			4.7 - 7.0	0.4 - 0.8			

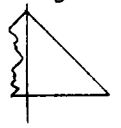
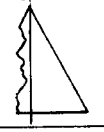
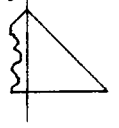
$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
55.9	63.03	2.04	0	Basic symmet. double wedge (t/c=5% at 20% c) modified with rounded ridge to have t/c=.483 at 21.6% c.	12.5, 14.1	Low speed	40'x80' Tun.	RM A9K22	Whole wing on body on 3-strut support. Skewed nose flap. 0 chord at root, 100% c at 91% $b/2$. C_L, C_D, C_m
36.9	45.0	4.0	0	Symmetrical Double wedge Max. t/c = 8% at 50% c	0.8 – 1.1	0.50-0.98, 1.09 - 1.29	1'x3½' HST	RM A9L01	Semispan wing with and without semibody (wall-mounted). Wing all-movable in combination with body. $C_L, C_D, C_m, \frac{dC_L}{d\alpha}$, $C_{D_{min}}, \frac{\Delta C_D}{(\Delta C_L)^2}, \frac{dC_m}{d\alpha}$, A.C. location. 
Approx. 0	2.41	7.37	0.50	0012-64 modified by lengthening rear portion t/c = 11.01	5.2 – 7.7	0.40 - 0.90	16' HST	RM A9L27	Wall-mounted semispan wing in 2 sweep positions. 26.6% c, 44% $b/2$ (outbd.) T.E. aileron. L.E. aileron in place but not deflected. Round tip. $C_L, C_D, C_m, \Delta C_l$ due to $\delta_{ail.}$, $C_{L_\delta}, C_{m_\delta}, C_{l_\delta}, C_{h_\alpha}, C_{h_{\alpha_{T.E.}}}$, tuft studies. 
Approx. 45	47.41	4.31	0.48	Same section as above but rotated 45° to airstream t/c = 8.39	7.0 – 10.9	0.40 - 0.925			
15.9	0 at 0.75c line	3.01	0.4	Symmetrical hexagonal with rounded corners at 0.30 and 0.70 chord (t/c = 4.5%)	2.12 – 4.92	0.25 - 0.925	16' HST	RM A50A03	Whole X-3 wing on fuselage with and without empennage, nose fins, and landing gear. 0.25c split T.E. flaps (fuselage to aileron at 46.6% $b/2$). Plain, full-span, constant-chord, L.E. flaps. 0.25c aileron. Straight tips. C_L, C_m, C_D, ϵ, tuft studies. 
56.3	63.43	2.0	0	0005 with aft 33% faired to T.E. by straight lines (∥ to pl. of sym.)	15.3	0.13	40'x80' Tun.	RM A50A04a	Whole wing on 3-strut support. Full-span, constant-chord, plain T.E. flap. (sealed). C_L, C_D, C_m, C_h, chordwise pressure distributions, C_l, c.p. variation, $\frac{C_l c}{C_L c_{av.}}$
46.4	48.3	6.0	0.4	65-009 with aft 34% faired to T.E. by straight lines (45° to pl. of sym.)	2.99 - 11.44	Low Speed	40'x80' Tun.	RM SA50A05	Whole wing on body (with vertical tail) on 3-strut support. 60% and full-span L.E. flaps; various single- and double-fence arrangements. Part of tests with increased L.E. radius. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. C_L, C_D, C_m. 
Approx. 45		6.0	0.5	64A010 ⊥ to plane at 45° to pl. of sym. / 64A810 ⊥ to plane at 45° to pl. of sym.	8.0	0.2	40'x80' Tun.	RM A50A10	Semispan wings on floor-mounted semibody. Cambered wing twisted from 0° at root to -10° at tip. Slightly-curved, sharp-corner tips ∥ to airstream. $C_L, C_D, C_m, L/D, C_{D_i}$ vs. C_L^2, C_l, tuft studies. 

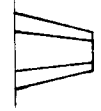
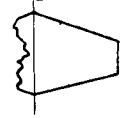
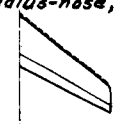
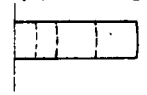
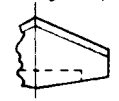
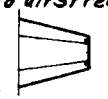
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
35.2	37.25	6.04	0.50	64,-212 at 35° to airstream	1.88, 3.70	0.16, up to 0.33	7'x10' Tunnel	RM A50A13	Semispan wing cantilever-mounted on dummy tunnel floor. With and without nacelle mounted at tip and 31% b/2 and in central and underslung positions (jet nacelles) V_l/V_0, C_L, C_m, $\frac{H_2-P_0}{H_0-P_0}$, C_{D_F}(nacelle), C_D, chordwise (at 31% b/2) and nacellewise press. dist., tuft studies.
60.8	63.0	3.5	0.25	0010 thickness dist. with camber (⊥ to L.E.) (Designed to give unif. lift dist. at C_L=.5 at M=1.4 with twist)	2.3, 3.0, 3.7	Low Speed	7'x10' Tunnel	RM A50A23	Floor-mounted semispan wing with and without semibody; 0.25c, 0.5 b/2 flat-plate T.E. flap; 0.22 & 0.45 b/2 (outbd) L.E. flap; and upper-surface, full-chord chordwise fences at 0.4, 0.6, 0.8 b/2, slightly rounded, sharp-corner tips ∥ to airstream. Twist from 12.5° (root) to -5.5° (tip) C_L, C_m, C_D, L/D, chordwise pressure distributions, c_l, $\frac{c_l c}{c_{av.}}$. 
60.8	63.0	3.5	0.25	0010 (⊥ to L.E.)	1.5, 2.7, 3.7	1.2 - 1.7	6'x6' SST	RM A50A31a	Whole wing on sting-mounted body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. 30% c, 50% b/2 (outbd) elevons. With and without upper-surface spoiler, boundary-layer fence at inboard end of elevon. C_L, C_D, C_m, L/D, $(L/D)_{max.}$, $dC_L/d\alpha$, C'_L, C'_m, C'_h, C'_D, $(C_{L_\delta})_{\delta=0}$, $(C_{m_\delta})_{\delta=0}$, $(C_{h_\delta})_{\delta=0}$, $(\Delta C_m)_{spoiler}$, tuft studies.
0		8.00	0.50	0012-64 (∥ to airstream)	—	0.60-0.85	16' HST	RM A50B13	Wall-mounted semispan wing at two sweep angles. Round tip. L.E., unsealed, 15% c aileron (undeflected); T.E., unsealed, 20% aileron. Complete, tabulated, pressure-distribution data (coefficients). 
45.3		4.59	0.484	0012-64 (At 45° with airstream)					
15.9	0 at 0.75c line	3.01	0.4	Symmetrical hexagonal with rounded corners at 0.30 and 0.70 chord. (t/c = 4.5%)	3.2 - 4.9	0.40 - 0.925	16' HST	RM A50C30	Whole X-3 wing on sting-supported fuselage with and without empennage, canopy, scoops, wing-tip and under-wing tanks, and wing-tip ram jets. Plain, full-span, constant chord L.E. flaps, partial span, split, 0.25c T.E. flaps. Plain, 0.25c, 0.30 b/2 aileron on one wing. Straight tips. C_L, C_m, C_D. 
15.9	0 at 0.75c line	3.01	0.4	Symmetrical hexagonal with rounded corners at 0.30 and 0.70 chord. (t/c = 4.5%)	—	0.40 - 0.925	16' HST	RM A50D07	Whole X-3 wing on sting-supported fuselage with empennage and plain, full-span, constant-chord L.E. flaps. Straight tips. Wing and fuselage pressure distributions in pitch & yaw, C_n, spanwise load distribution, $\frac{H-H_0}{H_0-P_0}$. 
35.2	37.25	6.04	0.50	64,-212 (⊥ to 35° Λ line at c/4 of airfoil section)	2.00	0.18 - 0.92	12' PWT	RM A50E09	Floor-mounted semispan wing with and without underslung body-of-revolution nacelle at 31% b/2. C_L, C_m, C_D, $\frac{dC_L}{d\alpha}$, a.c. location, L/D_{max}, C_L for L/D_{max}, $C_{D_{min}}$, lines of constant P, chordwise press. dist. 

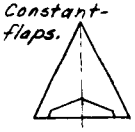
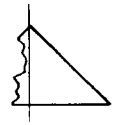
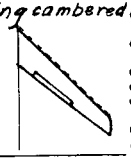
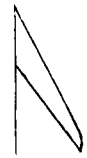
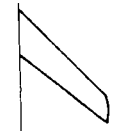
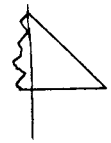
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
56.3	63.4	2.0	0	Sym. double wedge. $t/c = 5\%$ at 20% c. (Also tested with rounded ridges so that $t/c = 4.8\%$) Sym. double wedge. ($t/c = 5\%$ at 50% c.)	0.92 - 1.69	0.47 - 1.15	FRD	RM A50E10	Semispan, wing-flow wings. Wing with max. thickness at 20% c also tested with constant-chord plain flap and with forward 20% coated with lampblack. $C_L, C_m, C_h, C_{L_\alpha}$, A.C. location, $C_{m_\alpha}, C_{L_\delta}, C_{m_\delta}, C_{h_\delta}$, c.p. (load due to flap).
2.1	0 at 50% c line	9.0	0.5	64 A 015 (⊥ to 50% c line)	2.1 - 2.9	0.50-0.94	16' HST	RM A50E26	Whole wings on sting-supported body. With swept wing, body lines were unbroken for some tests; for others, body lines were contoured at wing-body juncture to alter press. dist. in that area to approx. that near wing midsemispan. Tips slightly-curved, sharp-cornered, ∥ to pl. of sym. C_L, C_m, C_D, $C_{press.\ drag\ near\ root}$, press. dist. & coeff. contours., tuft studies. 
37.3	35 at 50% c line	6.0	0.5	Same as above but faired to NACA 0015 near wing root.	2.6 - 3.5				
77.3	80.4	0.67	0	Symmetrical Double Wedge (Max. $t/c = 8\%$ at 50% c)	2.48	1.50-2.02	1' X 3' SST #1	RM A50F06	Sting-mounted whole wing with and without body. C_L, C_m, total lift-interference ratio, total moment-interference ratio, c.p. location, $\left[\frac{L}{q}\right]_{L\to 0}, \left[\frac{dC_L}{d\alpha}\right]_{L\to 0}, \frac{d(\Delta C_L)}{dx}, \frac{d(\Delta C_{L_\alpha})}{dx}, \left[\frac{dC_L}{d\alpha} \Big/ \left(\frac{dC_L}{d\alpha}\right)_{x=0}\right]_{L\to 0}$.
66.1	71.6	1.34			1.75				
56.0	63.2	2.02			1.49				
48.0	56.0	2.69			1.37				
42.1	50.3	3.33			1.30				
36.9	45.0	4.00			1.25				
60.8	63.0	3.5	0.25	64A005 thickness distribution. ∥ to plane of symmetry. $a = 1.0$ (Wing had 3.52° of twist)	1.5, 2.7, 3.7	1.4	6' X 6' SST	RM A50F09	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. $C_L, C_m, C_D, C_l, C_n, C_Y, (C_{n_\beta})_{\beta=0}$, C_{L_α}, $dC_m/dC_L, (C_{l_\beta})_{\beta=0}, \left(\frac{dC_{l_\beta}}{dC_L}\right)_{C_L=0}$.
15.9	0 at 75% chord line	3.01	0.4	Symmetrical hexagonal with rounded corners at 0.30 and 0.70 chord. ($t/c = 4.5\%$)	2.0	0.20	7' X 10' Tun.	RM A50G06	Whole X-3 wing on fuselage on single-strut support with and without tail, nose fins, landing gear, air scoops, canopy, 0.25c T.E. flaps, and constant-chord L.E. flaps divided at various spanwise stations. Straight tips. C_L, C_m, chordwise pressure distributions, $1 - q/q_\infty$, ϵ. Tests with groundboard included. 
60.8	63.0	3.5	0.25	64A005 thickness distribution. ∥ to plane of symmetry. $a = 1.0$ (Wing had 3.52° of twist)	0.75 - 3.7	1.2 - 1.53	6' X 6' SST	RM A50G10	Whole wing on sting-supported body. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. $C_L, C_m, C_D, L/D, C_{L_\alpha}, C_{D_{min.}}$, A.C. location, $(L/D)_{max.}$
60.8	63.0	3.5	0.25	64A006 (∥ to pl. of sym.)	4.9	63 mph	40' X 80' Tun.	RM A50H09	Whole wing on body on 3-strut support. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. Porous-surface L.E. suction over full span. Tests with & without suction. C_L, C_m, C_D, chordwise press. distribution, C_l.

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
41.5	49.5	2.55	0	Flat-sided with wedge L.E. (14.5°) and T.E. (10.0°). (t/c = 4.8% at root & 8.7% at wing-air juncture)	0.82	1.52	1'x3' SST #1	RM A50H10	Whole wing on sting-mounted body. Half-delta wing-tip controls. Wing set on body at various degrees of incidence. $\Delta C_{l_{\delta a}}$ (with α), C_l vs β. 
Approx. 0	2.41	7.37	0.50	0012-64 modified by lengthening rear portion t/c = 11.01 (⊥ to pl. of sym. with st. wing & at 45° with swept wing)	5.2 - 7.75	0.40 - 0.90	16' HST	RM A50H17	Wall-mounted semispan wing in 2 sweep positions. 26.6% c, 4.4% b/2 (outbd.) T.E. aileron. L.E. aileron in place but not deflected. Round tip. 0.05c-high chordwise fences at 0.412 & 0.790 b/2 on sweptback wing. Tabulated pressure coefficients; C_n, C_m (spanwise variation), C_L, C_D, C_m. 
Approx. 45	47.41	4.31	0.48		7.0 - 10.9	0.40 - 0.925			
35.2	37.25	6.04	0.5	64, -212 (⊥ to 35° Λ line at c/4 of airfoil section)	2.0	0.18 - 0.92	12' PWT	RM A50H23	Semispan wing cantilever-mounted on tunnel floor. With and without nacelle with nose inlet mounted on wing underside at 31% b/2. Rounded, round-corner tips ∥ to airstream. C_L, C_m, C_D, A.C. position, $\frac{dC_L}{d\alpha}$, ΔC_D vs M_0 (for various V_i/V_0), drag divergence M_0 vs C_L, L/D, constant-P lines diagrams. 
60.8	63.0	3.5	0.25	0-50% b/2: 0010 thick. dist. with camber 50-100% b/2: 0012 thick. dist. with camber (⊥ to L.E.) (wing twisted & cambered for unif. lift dist. at C_L = 0.5, M = 1.4)	3.7	0.16	7'x10' Tun.	RM A50I14	Floor-mounted semispan wing with and without semibody. Twist from 12.5° at root to -8° at tip. Slightly-rounded, sharp-corner tips ∥ to airstream. Tested with various arrangements of fences, elevons, spoiler, L.E. flap. C_L, C_m, C_D, L/D, chordwise pressure distributions, C_l, $\frac{C_l c}{C_{av.}}$.
36.9	45.0	4.0	0	Symmetrical Double Wedge (t/c = 8%)	0.8 - 1.1	0.50-0.95, 1.09-1.29	1'x3½' HST	RM A50I14a	Wall-mounted semispan wing. ϵ vs. α (for various M), $(d\epsilon/d\alpha)_{\alpha=0}$ vs. M, $(dC_L/d\alpha)_{\alpha=0}$ vs. M, $(d\epsilon/dC_L)_{\alpha=0}$ vs. M, wake profiles. 
7.1	0 at 0.5c line	2.67	0.5	Straight-sided between 25% c and 75% c. Wedge L.E. & T.E. (t/c = 8% between 25% c and 75% c.)	0.94 - 1.27	0.50-0.98, 1.09-1.29	1'x3½' HST	RM A50J09b	Wall-mounted semispan wing. Full-span, 0.25 c L.E. & T.E. flaps. Straight tips ∥ to airstream. C_L, C_D, C_m, C_{h_f}, $dC_L/d\alpha$, $d\alpha/d\delta_f$, $dC_{h_f}/d\alpha$, $dC_{h_f}/d\delta_f$, $C_{D_{min}}$, L/D, c.p. location. 
36.9	45.0	4.0	0	0006-63 (∥ to pl. of sym.) / Sharp-nose biconvex. (Max. t/c = 6% at 0.3c) (∥ to pl. of sym.)	1.8, 1.0, 3.75	1.20 - 1.70	6'x6' SST	RM A50J17	Whole wings on sting support. Tabulated pressure coefficients, spanwise pressure distributions, schlieren photos, C_N. 

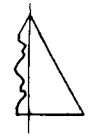
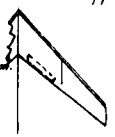
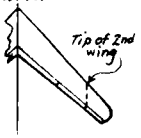
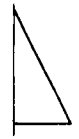
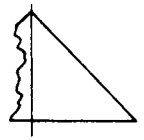
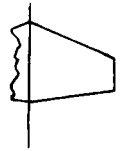
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
Approx. 45		6.0	0.5	64A010 (At 45° to airstream) 64A810 a = 0.8 (mod.) (At 45° to airstream)	8.0	0.2	40' X 80' Tun.	RM A50J24	Semispan wings on floor-mounted semibody. Wings set at 0° incidence to body. 64A810-section wing twisted to 10° washout at tip. Tips slightly-rounded, sharp-cornered, ∥ to airstream. Spanwise c_l distribution, pressure contours, C_L, C_D, C_m, c.p. location, press. distributions. 
36.9	45.0	4.0 2.67 4.0 2.67	0 0.20 0 0.20	Symmetrical bi-convex, sharp L.E. (Max. t/c = 6% at 30% c) 0006-63	1.23-1.35 1.23, 0.55; 1.23-1.35 1.23 - 1.35	1.15 - 1.70 0.23 - 0.94; 1.15 - 1.70 1.15 - 1.70	6'X6' SST, 12' PWT	RM A50J26	Whole wings on sting support with and without body, support-tip shroud, and tips clipped ∥ to airstream. $C_{m_q} + C_{m_{\dot\alpha}}$ vs. M & $\tan\epsilon/\tan\mu$. C_{m_α} vs M, time to damp to ½ ampl. vs. M, $\frac{\Delta x_{c.g.}}{c}$ vs. M. 
45.0 35.0 45.0		4.0 6.0 6.0	0.6	65A006 (∥ to pl. of sym)	3.2 - 5.1 2.6 - 4.2 2.6 - 42	0.40-0.94	16' HST	RM A50J26a	Whole wings on sting-mounted bodies. Slightly-rounded, round L.E., sharp-T.E. tips ∥ to plane of symmetry. Tabulated pressure coefficients, data on aeroelastic twist of model wings, chordwise pressure distr., C_L, C_D, C_m, $\partial C_L/\partial\alpha$, $\partial C_m/\partial C_L$, ϵ_u, $(\partial\epsilon/\partial x)_u$, q/q_0, tuft studies.
60.8	63.0	3.5	0.25	64A006 (∥ to pl. of sym)	5.0, 8.0, 10.0	63, 100, 140 mph	40' X 80' Tunnel	RM A50K06	Whole wing on body on 3-strut support. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. With and without streamwise suction slots near L.E., tip tanks, full-span L.E. flaps (0.125c) C_L, C_D, C_m, chordwise pressure distributions, c_n.
60.8	63.0	3.5	0.25	0010 (⊥ to L.E.)	1.5	1.2 - 1.7	6'X6' SST	RM A50K07	Whole wing on sting-mounted body. Slightly-curved, sharp-corner tips ∥ to plane of sym. 30%c, 50% b/2 elevon on one wing. Outboard spoilers of various heights on one wing. C_l', C_n', $(C_{l_\delta})_{\delta=0°}$ per deg., $pb/2V/\delta$, $pb/2V$, ΔC_l (due to spoilers)
7.1	0 at 50%c	2.67	0.50	Symmetrical Hexagonal (t/c = 8% from 25%c to 75%c)	0.94 - 1.23, 1.26 - 1.27	0.50-0.95, 1.09-1.29	1'X3½' HST	RM A50K10	Wall-mounted semispan wing. Straight tips ∥ to airstream. Full-span, 25%c L.E. & T.E. flaps. C_L, C_D, C_m, C_{h_n}, $d\alpha/d\delta_n$, $d\alpha/d\delta_f$, $dC_{h_n}/d\delta_n$, $dC_{h_n}/d\alpha$, $dC_{h_f}/d\alpha$, $dC_{h_f}/d\delta_f$, L/D. 
35.0		10.07	0.5	64,A312 with modif. a=0.8 mean line (∥ to airstream)	2.0, 2.0, 4.0, 6.0, 10.0	0.25-0.90, 0.25	12' PWT	RM A50K15	Floor-mounted semispan wing with and without series of three tip tanks of different fineness ratios, and flow-separation-prevention vanes at wing-tank juncture. C_L, C_m, C_D, L/D, $C_D - C_{D_{min}}$, $\partial C_m/\partial C_L$.

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
56.3	63.43	2.0	0	0008-63 (∥ to airstream)	Mostly 3.0 (Some data at 1.5, 5.0, 6.0 & 15.0)	0.24-0.95, 1.30-1.70	12' PWT, 6'X6' SST	RM A50K20	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max.}$, $(L/D)_{max.}$
56.3	63.43	2.0	0	0005-63 (∥ to airstream)	Mostly 3.0 (Some data at 1.5, 5.0, 7.5 & 15.0)	0.24-0.95, 0.60-0.90 & 1.30-1.70	12' PWT, 6'X6' SST	RM A50K21	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max.}$, $(L/D)_{max.}$
36.9	45.0	4.0	0	0005-63 (∥ to airstream)	Mostly 1.5 (Some data at 0.75, 3.0, 5.0 & 8.0)	0.25-0.96, 0.60-0.93 & 1.20-1.70	12' PWT, 6'X6' SST	RM A50K24	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max.}$, $(L/D)_{max.}$ 
56.3	63.43	2.0	0	0003-63 (∥ to airstream)	Mostly 5.0 (Some data at 3.0 & 7.5)	0.60-0.90, 1.30-1.70	6'X6' SST	RM A50K24a	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max.}$, $(L/D)_{max.}$ 
36.9	45.0	4.0	0	0005-63 thickness dist. (∥ to airstream) wing cambered & twisted for trapez. load dist. at M=1.15 & design C_L=0.35	Mostly 1.5 (Some data at 0.75, 3.0, 5.0 & 8.0)	0.25-0.96, 1.20-1.70	12' PWT, 6'X6' SST	RM A50K24b	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max.}$, $(L/D)_{max.}$ 
35.0		10.0	0.5	65, A012 64, A312 64, A612 (∥ to airstream)	2.0, 2.0-10.0	0.25-0.92, 0.25	12' PWT	RM A50K27	Floor-mounted semispan wings. Slightly-curved, round-L.E., sharp-T.E. tips ∥ to airstream. $C_L, C_D, C_m, L/D, C_{D_0}$, $\partial C_m/\partial C_L$.
35.0		5.0	0.7						
56.3	63.43	2.0	0	0005-63 thickness dist. (∥ to airstream) wing cambered & twisted for trapez. span-load dist. at M=1.53 & design C_L=0.25	Mostly 3.0 (Some data at 1.5, 5.0 & 7.5)	0.60-0.90, 1.30-1.70	6'X6' SST	RM A50K27a	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max.}$, $(L/D)_{max.}$

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
7.1	0 at 0.5c line	2.67	0.5	Symmetrical Hexagonal ($t/c = 8\%c$ from 25%c to 75%c)	0.94-1.23, 1.27	0.50-0.95, 1.09-1.27	1'X 3½' HST	RM A50K27b	Wall-mounted semispan wing. Full-span, 0.25c L.E. & T.E. flaps. Straight tips ∥ to airstream. $C_L, C_{h_n}, C_{h_f}, dC_{h_f}/d\alpha, dC_{h_n}/d\alpha, C_D, L/D, C_m$. 
11.5	19.1	3.1	0.39	Biconvex ($t/c = 3\%$ ∥ to pl. of sym)	Mostly 2.4 (Some data at 1.5 & 3.8)	0.60-0.925, 1.20-1.90	6'X6' SST	RM A50K28	Whole wing on sting-supported body. Straight tips ∥ to plane of symmetry. $C_L, C_m, C_D, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}, C_L$ for $(L/D)_{max.}, (L/D)_{max.}$ 
Approx. 35.0		4.5 / 4.464	0.5	64A010 (⊥ to line of 35° Sweep) / Same as above but with enlarged and slightly-cambered L.E. Mean camber line resembling NACA 240, camber for design $C_{L_{ref}}$	2.0-11.0, / 2.0	0.21, / 0.21-0.94	12' PWT	RM A50K28a	Floor-mounted semispan wing. Slightly-rounded tips ∥ to airstream. Full-span, radius-nose, sealed, plain, 0.30c' T.E. flap. $C_L, C_m, C_D, C_h, L/D, C_D - C_{D_0}, C_{D_{min}}, C_{L_\alpha}$. 
0		1, 2, 4, 6	1.0	63A010, 63A008, 63A006, 63A004, 63A002	1.25-2.05	0.40-1.10	16' HST	RM A51A12 (NOWTN 3501)	Semispan wings on transonic bump. (Fence at inboard ends to prevent leakage interferences.) Slightly-curved, sharp-corner tips ∥ to airstream. $C_L, C_D, C_m, L/D, (L/D)_{max}, \frac{dC_L}{d\alpha}, \frac{dC_m}{dC_L}$. 
15.9	0 at 75% chord line	3.01	0.4	Symmetrical hexagonal with rounded corners at 0.30 and 0.70 chord. ($t/c = 4.5\%$)	2.0 (Some data at 1.4 for oscillating rolling mom.)	Low speed	7'X10' Tun.	RM A51A16	X-3 wing with and without fuselage and other components, including nose fins, on single support strut. C_l, C_n, variation of C_l with time. 
7.1	0 at 0.5c line	2.67	0.5	Symmetrical Hexagonal ($t/c = 8\%c$ from 25%c to 75%c)	0.94-1.23, 1.26-1.27	0.5-0.98, 1.08-1.29	1'X3½' HST	RM A51B16	Wall-mounted semispan wing. Full-span, 0.25c L.E. & T.E. flaps. Straight tips ∥ to airstream. ϵ vs α for various δ_h & δ_f, $(d\epsilon/d\alpha)_{\alpha=0}, (dC_L/d\alpha)_{\alpha=0}, (d\epsilon/dC_L)_{\alpha=0}$, wake position, vertical position max. total-pressure defect, vortex sheet variation 
52.4	60.0	2.31	0	Flat plate with long-bevel L.E. & T.E. ($t/c = 2.63\%$ at wing-body juncture)	1.25	1.40	6'X6' SST	RM A51B20	+ wings on sting-mounted body. Contours of constant ϵ & σ' for various ϕ, vector representation of flow velocities for various ϕ.

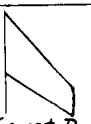
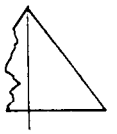
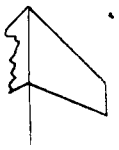
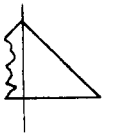
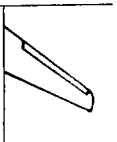
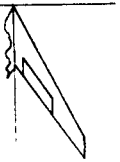
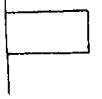
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
56.3	63.43	2.0	0	Modified 0005 Straight-line fairing from 67% c to T.E. (∥ to pl. of sym.)	14.6	0.13	40'x80' Tunnel	RM A51B21	Whole wing with tail on and off and horizontal tail in various vertical positions. Constant-percent-chord, partial-span, slotted flaps. $C_L, C_D, C_m, \epsilon_{av.}$ 
36.9	45.0	4.0	0	0006-63 (∥ to pl. of sym.) / Sharp-nose symmetrical circular arc. (t/c=6% at 30%c)	1.8	1.20-1.70	6'x6' SST	RM A51C13	Sting-supported whole wings. Variation of load distribution with β for various α & M, comparison with theoretical distributions. 
77.3	80.4	0.67	0	Symmetrical double-wedge Max. thickness = 8% at 50%c (∥ to pl. of sym.)	0.5 per inch	1.50, 2.02	1'x3' SST #1	RM A51C27	Whole wings on sting support, with and without bodies. $C_D, C_L, C_{D_{min}}, \Delta C_D/C_L^2, K_a, K_{a_c}, \left[\frac{D_{WB}+D_{BW}}{D_B+D_W}\right]_{\alpha=0°} = \left[\frac{D_c}{D_B+D_W}\right]_{\alpha=0°} - 1$, liquid-film study, comparison with theory.
66.1	71.6	1.34							
56.0	63.2	2.02							
48.0	56.0	2.69							
42.1	50.3	3.33							
36.9	45.0	4.00							
45.0		6.0	0.5	64A010 (⊥ to c/4 line) / 64A810 (a=0.8) modified (⊥ to c/4 line)	8.0	0.2	40'x80' Tunnel	RM A51D18	Semispan wings on semibody. 2nd wing cambered and twisted to 10° washout at tip. 0.20 to 0.60 b/2, 25%c double-slotted T.E. flaps; various L.E. droop and radius modifications. Tips of revolution. $C_L, C_D, C_m, L/D, c_l$, comparison with theory. 
60.8	63.0	3.5	0.25	0010 thickness distribution, cambered for C_L=1.0, a=0.8 (modified) (⊥ to L.E.)	3.7	Low speed	7'x10' Tunnel	RM A51D25	Floor-mounted semispan wing with and without body. Slightly-curved, sharp-corner tips ∥ to airstream. $C_L, C_m, C_D, L/D, c_l$, pressure distributions. 
45.0		5.0	0.565	64A010 (⊥ to c/4 line) / 64A810 with modified a=0.8 mean line (⊥ to c/4 line)	2.0; 3.0, 4.0, 6.0, 10.0	0.25-0.94; 0.7, 0.6, 0.4, 0.25	12' PWT	RM A51D27	Floor-mounted semispan wings with and without bodies, rearward 0.522c fences and roughness near L.E. Slightly-curved, sharp-corner tips ∥ to airstream. 2nd wing twisted to -8.7° at tip and set at -1.3° incidence. $C_L, C_D, C_m, L/D$. 
36.9	45.0	4.0	0	Biconvex (t/c = 3%) (∥ to pl. of sym.)	1.66, 2.91, 4.15	0.60-0.92, 1.20-1.70	6'x6' SST	RM A51D30	Whole wing on sting-mounted body. $C_L, C_m, C_D, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max.}$, $(L/D)_{max.}$. 

[redacted]

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
56.3	63.4	2.0	0	0003 - 63 thickness distribution (streamwise). Twisted & cambered for elliptical spanwise loading.	3.0, 7.5	0.60 - 0.90, 1.30 - 1.70	6'x6' SST	RM A51E01	Whole wing on sting-supported body. $C_L, C_m, C_D, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max.}$, $(L/D)_{max.}$ 
0		5.13	0.45	65-213 (a = 0.5) (⊥ to c/4 line of 50°Λ wing)	0.7 - 1.1	0.70 - 0.95	1'x3½' HST	RM A51E04	Wall-mounted semispan wing with 25% c aileron with ends ∥ to airstream in 50°Λ position. Rounded tip. Total aileron motion, δ, vs. M; incipient flutter M, M_f, vs. α; $\frac{M_f}{M_f(\Lambda=0)}$ vs. Λ, flutter freq., f, vs. Λ; C_L vs. M.
20		4.98	0.42						
30		4.58	0.40						
40		3.94	0.38						
50		3.08	0.34						
45.0		6.0	0.4	65-009 modified with straight-line fairing from 0.66 c to T.E. (⊥ to c/4 line)	9.0	0.2	40'x80' Tunnel	RM A51E15	Whole wing on body with vertical tail on 3-strut support. With split, T.E., 30% c, 40% b/2 (inbd) flaps. With and without various arrangements of upper boundary-layer fences, L.E. flap, L.E. radius. Slightly-curved, sharp-corner tips ∥ to airstream. c_l distribution, C_L, C_D, C_m, chordwise P distribution, c_l vs. α_o, tuft study. 
46.3	48.39	5.5	0.40	6%-thick, cambered (Max. thick. at 38.7% c) (∥ to pl. of sym.)	1.10, 2.20	0.85, 0.92, 1.30, 1.40, 1.70	6'x6' SST	RM A51E28	Whole wings on sting-supported body with vertical tail. Segmented, 17.59%, T.E. surfaces. Rounded, sharp-rear tips. $C_L, C_D, C_m, C_l, C_Y, C_n, L/D$. 
		4.1	0.52		2.33				
56.3	63.4	2.0	0	Modified 0005 Straight-line fairing from 67% c to T.E. (∥ to pl. of sym.)	1.0 - 1.9	0.40 - 1.10	16' HST (Bump)	RM A51F12a	Semispan wing on semibody on transonic bump, with and without horizontal tail. $C_L, C_D, C_m, \epsilon, \frac{d\epsilon}{d\alpha}$. 
36.9	45.0	4.0	0	Modified biconvex (Forward 50% c mod. to ellipse) (t/c = 3%) (∥ to pl. of sym.)	2.91, 4.15	0.60 - 0.92, 1.20 - 1.70	6'x6' SST	RM A51F21	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max.}$, $(L/D)_{max.}$ Comparison with A51D30 results. 
15.9	23.0	3.0	0.4	Hexagonal, ∥ sides between 0.30 c & 0.70 c. Rounded ridge lines. (t/c = 4.5%)	1.75	0.25	7'x10' Tunnel	RM A51G24	Whole X-3 wing on various bodies on single-strut support. $C_{N_w}, C_{m_w}, C_n/C_{av.}, C_b$, effect of body size on C_N, ε (upwash), a.c. position, C_x, C_D. Comparison with theory. 

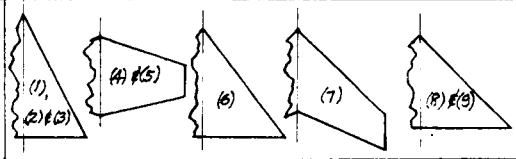
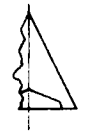
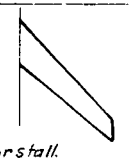
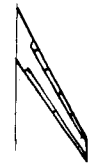
[redacted]

[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
45.6	48.54	3.0	0.5	64A010 (⊥ to line representing 0.296 of chords ∥ to pl. of sym.)	Up to 18, / 4.0, 8.0	0.25, / 0.08 – 0.96, 0.08, 0.25, 0.60	12' PWT	RM A51G31	Floor-mounted semispan wing. Slightly-rounded, sharp-corner tips ∥ to airstream. C_L, C_m, C_D, chordwise pressure distributions, c_n, c.p. variations, lines of const. P, $\frac{dC_L}{d\alpha}$, a.c., C_L for $(L/D)_{max}$, $(L/D)_{max}$, $\frac{c_n c}{C_N c_{av}}$, tuft studies. 
45.0	53.1	3.0	0	0003 – 63 (∥ to pl. of sym.)	4.80, / 1.92, 3.08	0.60 – 0.92, 1.20, 1.70, / 0.60, 0.90, 1.20, 1.70	6'x6' SST	RM A51H02	Whole wing on sting-mounted body. C_L, C_m, C_D, L/D, $\frac{dC_L}{d\alpha}$, $\frac{dC_M}{dC_L}$, $(L/D)_{max}$, C_L for $(L/D)_{max}$. 
40.6	45.0	3.0	0.4	Biconvex (t/c = 3% streamwise)	3.83, / 1.53, 2.46	0.60 – 0.92, 1.20, 1.70, / 0.60, 0.90, 1.20, 1.70	6'x6' SST	RM A51H10	Whole wing on sting-supported body. Straight tips ∥ to plane of symmetry. C_L, C_m, C_D, L/D, $\frac{dC_L}{d\alpha}$, $\frac{dC_m}{dC_L}$, $(L/D)_{max}$, C_L for $(L/D)_{max}$. 
36.9	45.0	4.0	0	0005 Modified by straight-line fairing from 67% c to T.E.	10.9	0.13	40' x 80' Tunnel	RM A51H10a	Whole wing on body on 3-strut support. With and without vertical and horizontal tails. C_L, C_D, C_m, ϵ_{av}. 
35.23	37.73	4.785	0.513	Modified 0012-64 (root) 0011-64 (tip) chord extended rearward str. line fairing from tip to tangent pt. (⊥ to c/4 line)	2.6 – 6.3	0.30 – 0.883	Southern California Cooperative Wind Tunnel	RM A51H23	Semispan wing on floor-mounted semibody. Constant-chord, .242 b/2-to-.96 b/2, L.E. slat divided into 4 segments. Wing incidence varied from +1.0° at root to -1.0° at tip. Rounded, sharp-rear tip. C_L, C_m, C_D, L/D, chordwise and thicknesswise P distributions over slat, C_{h_s}, (C_{c_s}), C_{m_s}, C_s. 
60.8	63.0	3.5	0.25	0010 (⊥ to L.E.)	1.5, 2.4, 3.7	0.6, 0.9, 1.2, 1.4, 1.7	6'x6' SST	RM A51I18	Whole wing on sting-supported body. 0.30 c, 0.436 b/2 to 0.50 b/2 aileron. Slightly-rounded, sharp-corner tips ∥ to pl. of symmetry. C_L, C_m, C_l, C_h, C_D, $(C_{L_\delta})_{\delta=0°}$, $(C_{m_\delta})_{\delta=0°}$, $(C_{h_\alpha})_{\alpha=0°}$, $(C_{h_\delta})_{\delta=0°}$, $(C_{L_\delta})_{\delta=0}$, $\frac{pb/2V}{\delta}$, $pb/2V$. 
0		4.0	1.0	Basic sym. circular arc with rear altered to T.E. thick. of 0, 0.3, 0.6, 1.0 times max. thickness. (All t/c = 4%)	1.7 – 2.2	0.60 – 1.10	16' HST	RM A51J11	Semispan wings on transonic bump. Very-slightly-rounded, sharp-corner tips ∥ to airstream. With & without roughness. C_L, C_D, C_m, $\frac{dC_L}{d\alpha}$, a.c. position, $(L/D)_{max}$, L/D, P_b, $(\frac{\Delta H}{q})_{max}$. 

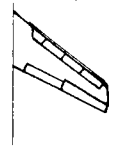
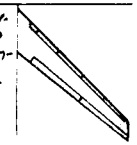
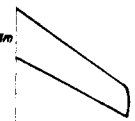
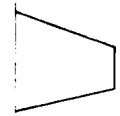
[redacted]

[redacted]

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
60.8	63.0	3.5	0.25	64A006 (∥ to pl. of sym)	5.2	Low Speed	40'x80' Tunnel	RM A51J24	Whole wing on body on 3-strut support. Inboard, 20%c, 60% b/2, δ=45°, T.E. split flaps. Various areas of L.E. suction thru metal-mesh sheet. various suction-air velocities C_L, C_D, C_m, Chordwise P distribution, C_l, tuft studies, w_0/U_0 vs x/c.
(1) 56.3	63.4	2.0	0	0003-63	2.57-8.81, 2.57 (per foot)	0.25, 0.60	12' PWT	RM A51K28	Whole wings on sting mounted bodies. C_L, C_m, C_D, L/D, $\frac{dC_L}{d\alpha}$, $\frac{dC_m}{dC_L}$, $(L/D)_{max}$, C_L for $(L/D)_{max}$.
(2) 56.3	63.4	2.0	0	0005-63 Cambered & twisted					
(3) 56.3	63.4	2.0	0	0003-63 Cambered & twisted					
(4) 11.5	19.1	3.0	0.4	Biconvex, t/c=3%	2.57 (per foot)	0.60	6'x6' SST		
(5) 11.5	19.1	3.0	0.4	Biconvex, t/c=3%, Elliptical L.E.					
(6) 45.0	53.1	3.0	0	0003-63	All sections ∥ to plane of symmetry	Do	Do	Do	
(7) 40.6	45.0	3.0	0.4	Biconvex, t/c=3%					
(8) 36.9	45.0	4.0	0	Biconvex, t/c=3%					
(9) 36.9	45.0	4.0	0	Biconvex, t/c=3%, Elliptical L.E.					
56.3	63.43	2.0	0	0005 Modified, Straight-line fairing from 67% c to T.E. (⊥ to pl. of sym)	14.6	0.13	40'x80' Tunnel	RM A51L03	Whole wing on body on 3-strut support, with and without vertical & horizontal tails (together and separately). Constant-percent-chord, partial-span slotted T.E. flaps, deflected symmetrically and assym. C_L, C_D, C_m, C_l, C_n, C_Y, C_{l_β}, C_{n_β}, C_{Y_β}, $\Delta C_l/\Delta\delta_a$, $\Delta C_n/\Delta\delta_a$, $\Delta C_Y/\Delta\delta_a$, pb/2V, $\Delta C_l/\Delta\delta_r$, $\Delta C_n/\Delta\delta_r$, $\Delta C_Y/\Delta\delta_r$. 
56.3	63.43	2.0	0	0008-63 (∥ to pl. of sym)	3.0, To 15.0	0.11-0.95 Low M	12' LTPWT	RM A51L21	Whole wings on sting-supported bodies. Chordwise pressure distributions at 6 spanwise stations, C_L, C_m, C_D, C_n, L/D, $\frac{dC_N}{d\alpha}$, $\frac{c_n c}{C_N c_{av}}$, spanwise c.p. location, $\frac{dC_m}{dC_L}$, $\frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max}$, $(L/D)_{max}$.
				0005-63 (∥ to pl. of sym)					
Abt. 45.0		6.0	0.5	64A010 (⊥ to c/4 line of unswept wing) 64A810 a=0.8 (modif) (⊥ to c/4 line of unswept wing)	8.0	0.2	7'x10' Tunnel	RM A52A10	Semispan wings on floor-mounted semibody. Very-slightly-rounded, sharp-corner tips ∥ to airstream, Cambered wing also twisted to 10° washout at tip. C_L, C_D, C_m, C_l, chordwise P dist. at 6 semispan stations (comparison with theory) chordwise c.p. location. Spanwise C_l variation for stall. 
Abt. 60.0		3.5	0.45	64A010 (⊥ to c/4 line of unswept wing) (29.52% c of swept wing)	4.0-10.0	Low Speed	40'x80' Tunnel	RM A52A14a	Semispan wing on floor-mounted semibody. 0.25c, 0.22 b/2 to 0.93 b/2, 5-spanwise-segment, L.E. slat 0.25c, 0.21 b/2 to 0.57 b/2, split and double-slotted T.E. flaps. 0.25c, outboard, sealed-gap aileron. Chordwise (of unswept wing) P distributions, C_L, C_D, C_m, C_l. 

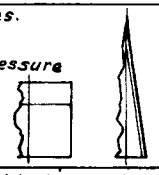
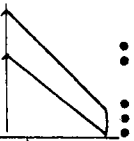
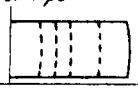
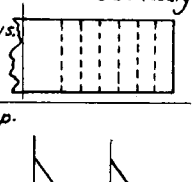
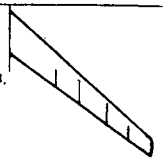
[redacted]

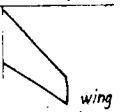
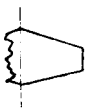
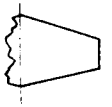
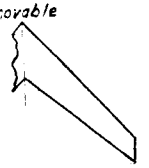
[redacted]

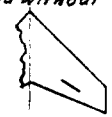
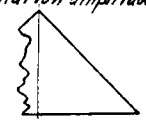
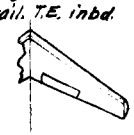
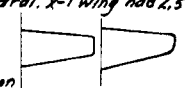
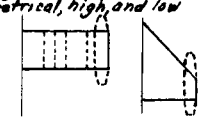
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
60.8	63.0	3.5	0.25	0-50% b/2: 0010 thick. dist. with camber 50-100% b/2 0012 thick. dist. with camber (⊥ to L.E.) (wing twisted and cambered for unif. lift dist. at C_L=0.5, M=1.4)	3.7	0.16	7'x 10' Tunnel	RM A52A17	Semispan wing on floor-mounted semi body. Twist from 12.5°(root) to -3°(tip). Slightly-rounded, sharp corner tips ∥ to airstream. With and without vortex generators and various top-surface streamwise fences. C_L, C_m, C_l; for generators: C_{D_c} at C_L=0.5, $C_{D_{min.}}$, $(L/D)_{max}$, flow direction, u/V, v/V; for fences: C_D, L/D; Chordwise P distributions.
Abt. 35.2	37.22	4.79	0.51	Root: 0012-64(mod.) Tip: 0011-64(mod.) (⊥ to c/4 line of unswept wing)	3.2-12.3	0.06-0.23	40'x 80' Tunnel	RM A52B05	F-86 (actual) with and without horizontal tail in 2 vertical positions. Various L.E. modifications such as: L.E. droop, L.E. spoilers, increased L.E. radius, sharp discontinuity between L.E. modifications. $C_l, C_L, C_m, C_D, C_{L_{max}}$, tuft studies. 
56.3	63.43	2.0	0	0005-63 thickness dist. (∥ to pl. of sym) Wing twisted and cambered to give elliptical span load dist. at M=1.53 & C_L=0.25	3.0, 4.9, 7.5, 7.5	{0.60-0.90, 1.30-1.90, 1.70	6'x6' SST	RM A52B08	Whole wing on sting-supported body. $C_L, C_D, C_m, L/D, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}, (L/D)_{max}$, C_L for $(L/D)_{max}$.
Abt. 45.0		6.0	0.5	64A010 (⊥ to c/4 line of unswept wing)	8.0 (Some data at 2.5-8.0)	Low Speed	40'x 80' Tunnel	RM A52B19	Semispan wing on floor-mounted semibody. Slightly-rounded, sharp-corner tips ∥ to airstream. 0.14 b/2-to-tip L.E. slats, (5 spanwise segments); 0.20 b/2-to-0.60 b/2, 0.25c double-slotted, T.E. flap; 0.60 b/2-to-tip, 0.25c aileron. $C_L, C_D, C_m, C_l, C_{L_{max}}, C_{L_{sep}}$. 
35.0		5.14	0.713	65, A012 (∥ to airstream)	2.0-10.0, 2.0-4.5	0.25, 0.6-0.94	12' PWT, 16' HST	RM A52B20	Semispan wing mounted on floor of one tunnel and wall of other. Slightly-rounded, round-leading-corner tip ∥ to airstream. C_L, C_D, C_m, C_n, chordwise P distributions, $C_N, C_{D_p}, \frac{\partial C_N}{\partial \alpha}, \frac{\partial C_m}{\partial C_N}, \frac{\partial C_n}{\partial \alpha}\left(\frac{c}{c_{av}}\right)$ 
11.6	0 at 60% c line	3.0	0.39	0003-63 (∥ to airstream) / 3% thick circular arc (∥ to airstream)	1.9-2.5	0.60-1.10	16' HST	RM A52C07	Semispan wings on transonic bump. Straight tips ∥ to airstream. With and without L.E. roughness. $C_L, C_D, C_m, L/D, \frac{dC_L}{d\alpha}, \frac{dC_m}{dC_L}, (L/D)_{max}$, C_L for $(L/D)_{max}$. 
45.0		3.0	0	0003-63 (∥ to pl. of sym)	4.8	0.6, 0.9, 1.2, 1.4, 1.7	6'x6' SST	RM A52C10a	Whole wing on sting-supported body with and without various air-to-air-missile arrangements (external stores) $C_L, C_D, C_m, L/D, \Delta C_D$ (due to missiles), $(L/D)_{max}$.

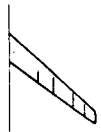
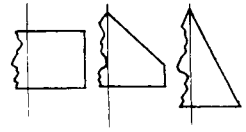
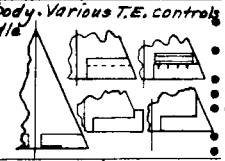
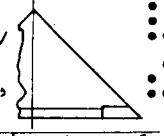
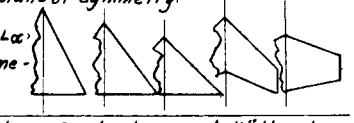
[redacted]

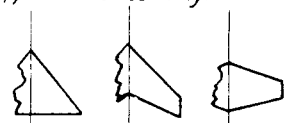
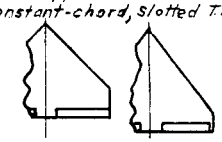
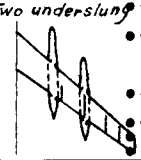
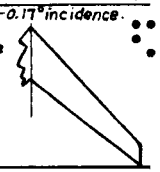
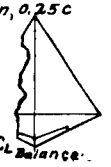
[redacted]

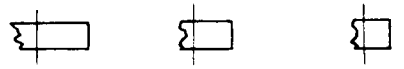
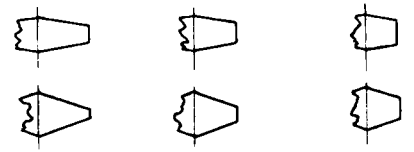
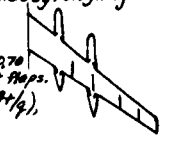
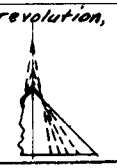
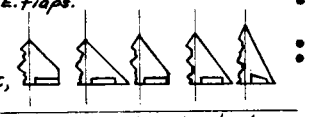
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0	0	0.96	1.0	Flat plate with bevelled L.E. (t/c = 0.51)	2.8 - 16.0	1.3 - 6.2	SSFFWT	RM A52C24	+ Wings on free-flight-bodies. C_{L_α} per degree, center of-pressure location, $C_{D_{min}}$. 
78.0	80.9	0.64	0	Flat plate with bevelled L.E. (t/c Root = 0.026, t/c tip = 0.160)					
Abt. 45.0		5.50	0.53	64A010 (⊥ to ¾ line of unswept wing)	10.0; 1.0 - 4.9	0.25-0.92; 0.60-0.92	12' PWT & 16' HST	RM A52D01	Whole wings on sting-mounted bodies and duplicate semispan wings on duplicate floor-mounted semibody. Cambered wings were twisted from 0° at root to -0.37° at tip. Slightly-rounded, sharp-corner tips ∥ to airstream. Surface roughness at 10% c on whole wings. $C_L, C_m, C_D, C_{L_\alpha}, C_{m_{C_L}}, C_{D_{min}}, (L/D)_{max}, C_L$ for $(L/D)_{max}$. 
				64A810 Modif. a = 0.8 mean line (⊥ to ¾ line of unswept wing)					
56.3	63.4	2.0	0	0005-63 (∥ to airstream)	3.0	0.6-0.9, 1.3-1.7	6'x6' SST	RM A52D01c	Whole wing on sting-mounted body. Constant-chord T.E. flap on one side, constant-% chord, T.E. flap on other (both having 25% b/2 area). One set of flaps had true airfoil contour, another had half-blunt contour. $C_L, C_D, C_m, C_l, C_h, (C_{L_\delta})_{\delta=0}, (C_{h_\alpha})_{\alpha=0°}, (C_{m_\delta})_{\delta=0°}, L/D$, $(L/D)_{max}$, neutral point position.
0	0	{4, 3, 2, 1.5, 1}	1.0	63A2XX, 63A4XX t/c = 10, 8, 6, 4, 2	1.7 - 2.2	0.6 - 1.12	16' HST	RM A52D11 (NOW TN 3502)	38 semispan wings on transonic bump. Wings with following characteristics not included: t/c = 0.10 & 0.08, A = 3 & 1.5, t/c = 0.02, A = 4 & 3. Slightly-rounded, sharp-corner tips ∥ to airstream. $C_L, C_D, C_m, \frac{dC_L}{d\alpha}, L/D$. 
0	0	1.0, 1.5, 2.0, 2.5, 3.0, 3.5, 4.0. (Not all the airfoils were tested with all these A's)	1.0	Wedge, double-wedge, boat-tail, & circular-arc airfoils of various t/c = (0.05, 0.075, 0.10) and various T.E. angles	0.55 - 2.20	1.5 - 3.1 (Calculated theoretical results at 1.5 & 10)	1'x3' SST Nos. 1 & 2	RM A52D17 (NOW TN 3504)	Large number of whole wings on sting supports and sting-supported bodies. Straight, blunt tips ∥ to plane of symmetry. With and without surface boundary layer trips. $C_L, \Delta\left(\frac{dC_L}{d\alpha}\right)/\left(\frac{dC_L}{d\alpha}\right)_0$ vs. $1/A\sqrt{M_\infty^2-1}$ and vs. h/c, $\Delta C_L/C_{L_0}$ vs. M_∞. (T.E. % thickness) 
56.3	63.4	2.0	0	0003-63	2.1 - 2.8	0.60 - 1.10	16' HST	RM A52D21	Semispan wings on transonic bump. Trapezoid wing is A = 3.0 cut off ∥ to airstream. $C_L, C_D, C_m, L/D, dC_L/d\alpha$, $\frac{dC_m}{dC_L}$, $(L/D)_{max}$, C_L for $(L/D)_{max}$.
56.3	63.4	2.0	0	0005-63					
45.0	53.1	3.0	0	0003-63					
45.0	53.1	2.0	0.20	0003-63					
Abt. 40.1	40.0 at 26.65% line	10.0	0.4	00XX thickness distribution a = 0.8 (med) mean line, c_{l_i} = 0.4 t/c = 14% at root, 11% at tip (⊥ to ¾ line of unswept wing)	2.0 - 8.0, 2.0	Low M, 0.25-0.92	12' PWT	RM A52F18	Floor-mounted semispan wing with and without semibody. Tip of revolution ∥ to airstream. Various combinations of boundary-layer fences. 3° incidence. Washout at tip = 5°. $C_L, C_D, C_m, L/D, C_D - C_{D_{zero\ lift}}$ vs. C_L^2 (for fences), $\frac{\partial C_L}{\partial \alpha}, \frac{\partial C_m}{\partial C_L}$, tuft studies. 

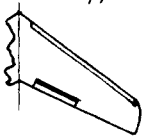
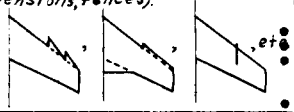
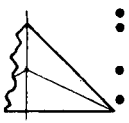
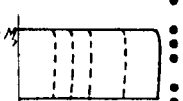
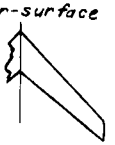
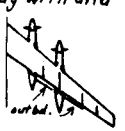
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
63.75	63.75	1.66	1.0	Symmetrical Biconvex (⊥ to L.E.)	0.48 3.0	1.53	1'x3' SST #1	RM A8F22	Semispan wing on wall-mounted boundary-layer plate. Tips of revolution ∥ to airstream. $\frac{P_u - P_l}{q_0 \alpha}$ vs %c, liquid-film studies. C_N vs. α & $C_{m_{c/2}}$.
Abt. 45.0	48.54	3.0	0.5	64A410 a=0.8 (⊥ to c/4 line of unswept wing)	Force, moment pressure tests To 18.0 To 8.0 4.0 Force, moment with roughness: 4.0	0.25 0.60 0.08-0.96 0.25-0.93	12'PWT	RM A52D22	Floor-mounted semispan wing. Slightly-rounded sharp-corner tips ∥ to airstream. With and without 3 L.E. roughness configurations. Wing twisted to 5° washout at tip. $C_L, C_m, C_D, L/D, C_D - C_{D_0}$ vs. C_L^2, C_n vs. α_u, comparison with planar wing $\frac{c_p c}{C_N c_{av.}}$, a.c. location, $\frac{dC_L}{d\alpha}$ chordwise P dist, const-P lines. 
11.5		3.1	0.39	Modified Biconvex, forward 5% elliptical (t/c = 3% ∥ to pl. of sym.)	1.5, 2.4, 3.8	0.60-0.92, 1.20-1.30 (M limited to 1.70 max. at P = 3.8×10⁶)	6'x6' SST	RM A52D23	Whole wing on sting-supported body. Straight tips ∥ to plane of symmetry. $C_L, C_m, C_D, \frac{dC_L}{d\alpha}, \frac{dC_m}{dC_L}, L/D, (L/D)_{max}$, C_L for $(L/D)_{max}$, comparison with same planform wing with biconvex section. 
11.4		3.1	0.39	Biconvex, t/c=3% varied as follows: (1) ∥ sides from 0.50c to T.E. (2) ∥ sides from 0.50c to 1.25c. 15% c TE. (3) 15% TE str. lines from T.E. to point of tangency.	1.5, 3.8	0.6-0.925, 1.2-1.7	6'x6' SST	RM A52E01	3 whole wings on sting-mounted body. Straight tips ∥ to plane of symmetry. $C_L, C_m, C_D, L/D, (L/D)_{max.}$, $(P_b - P_0)q$ vs α $\frac{dC_L}{d\alpha}(C_L=0)$, $C_{m_{c/4}}$, comparison with wing of same planform and unaltered 3% biconvex section. 
45.0	53.1	3.0	0	0003-63	4.8 (Except 3.1 at M=1.90)	0.60-0.92, 1.20-1.90	6'x6' SST	RM A52E23	Whole wings on sting-supported bodies. Wings with, and without simulated wrinkled skin. Swept wing with vertical tail, rounded wing tips. $C_L, C_m, C_D, L/D, C_h$ (of inbd. & outbd. elevon of swept wing).
Abt 45.5		2.0	0.332	Root: 0007-63/30 -9.5° Tip: 0004.5-63/30 -9.5°	2.0	0.60-0.90, 1.20-1.70			
56.3	63.43	2.0	0	Modified 0005 (Straight lines from 67% c to T.E.) (∥ to airstream)	5.0 (3.0, 5.0, 8.0 for one config.)	0.18 (0.10, 0.18, 0.29)	7'x10' Tunnel	RM A52F13	Semispan wing mounted on floor with various large-chord, horn-balanced, flap-type controls having various amounts of balance, T.E. thickness, with and without seal. $C_L, C_m, C_D, C_n, C_{h_\alpha}, C_{h_\delta}, C_{L_\alpha}, C_{L_\delta}$, $K_{h_\alpha}, K_{h_\delta}$.
Abt. 45.0		6.0	0.5	64A010 (⊥ to c/4 line of unswept wing)	2.75-5.60	0.84-1.10	FRB	RM A52F16	Whole wings on free-fall bodies with all-movable + tails. Cambered wing had 10" washout at tips. Straight tips ∥ to plane of symmetry. $C_L, C_{L_\alpha}, \alpha_T, \frac{\partial C_m}{\partial \alpha}$, a.c. position, $C_{m_{W(exposed)}}, (C_{m_q} + C_{m_{\dot\alpha}}), C_{m_{\dot\alpha}}, C_{h_\beta}, \frac{d\epsilon}{d\alpha}$, $\partial C_{L_t}/\partial \alpha_t$, 
64A410 a=0.8 (modified) (⊥ to c/4 line of unswept wing)									

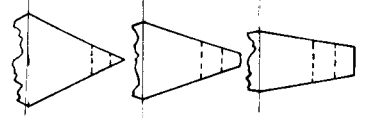
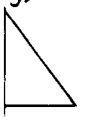
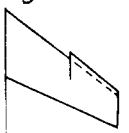
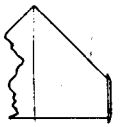
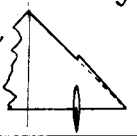
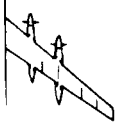
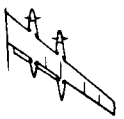
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
40.6	45.0	3.0	0.4	Biconvex (∥ to pl. of sym.) (t/c = 3%)	1.5, / 3.0-6.0	0.25-0.96, / 0.25	12' PWT	RM A52G02	Whole wing on sting-supported body. Straight tips ∥ to plane of symmetry. With and without 6.3% c high, 24.6% b/2, perforated spoiler on top surface between 0.417 b/2 & 0.663 b/2 on 0.69c line. $C_L; C_2; C_D; C_m; \Delta C_L, \Delta C_D, \Delta C_m$ (due to spoiler), C_{2p}, $pb/2V$. 
36.9	45.0	4.0	0	0006-63 (∥ to pl of sym)	0.55, 1.25, / 3.0-6.0	0.10-0.95 / 0.23	12' PWT	RM A52G07	Whole wing on sting-supported body. Model had feedback oscillator for study of oscillation amplitude and frequency on damping in pitch. With and without surface roughness. $(C_{m_q} + C_{m_{\dot{\alpha}}})$ vs: θ_{max}, M, $\frac{\omega \bar{c}}{2V}$, α_0. 
Abt. 35.0		4.785	0.513	Root: 0012-64 (mod) Tip: 0011-64 (mod) (⊥ to c/4 line of unswept wing)	5.8-9.2	Free-stream velocity = 112 to 180 fps	40' x 80' Tunnel	RM A52G17	Whole F-86A wing and horizontal tail on 3-strut-supported research body with vertical tail. T.E. inbd. flaps. With and without various amounts of L.E. suction thru porous surface. 3° dihedral, 2° washout at tips. C_L, C_m, C_D, C_Q & hp. vs C_L, C_L vs β for various C_Q's, C_L vs β for various C_Q's. 
60.8	63.0	3.5	0.25	64A006 (∥ to pl. of sym.)	6.1	78 mph.	40' x 80' Tunnel	RM A52J08 (NOW TN 3175)	Whole wing on 3-strut-supported body. L.E. suction (area) to prevent separation. Slightly-rounded, sharp-corner tips ∥ to plane of symmetry. C_L vs α for various $\bar{c}/4$ locations of survey rake, contours of constant ϵ behind wing, vortex-sheet shape behind wing, planform tip-vortex path, ϵ_{max} distributions, $C_L c/C_{L_{Cav.}}$ vs $y/b/2$.
1.7	0 at 35% c line	5.17	0.44	Root: 23019.26 Tip: 23009	1.4-2.2	0.40-1.02	16' HST	RM A52J17	F8F-1 and X-1 semispan wings on bump-mounted, simplified semispan bodies of those airplanes. F8F-1 wing had 3° incidence, 5.5° dihedral. X-1 wing had 2.5° incidence, 1° washout at tip. $C_L; C_m; \Delta C_D$ & $\frac{\Delta b}{q}$ (for constant C_L's) vs M, buffet boundaries (comparison with flight results) 
1.9	0 at 40% c line	6.0	0.5	65-108 (a=1)	1.1-1.9	0.40-1.08			
0	0	1.0, 1.5, 2.0, 3.0, 4.0	1.0	63A002, 63A202, 63A402, 63A004, 63A204, 63A404, 63A004	1.6-2.1	0.60-1.12	16' HST	RM A52J21	Bump-mounted semispan wings with and without tip-mounted nacelles in symmetrical, high and low positions. $C_L, C_m, C_D, C_{L_\alpha}, A$ vs C_{L_α} $\frac{\partial C_D}{\partial C_L^2}$ 
36.9	45.0	2.0	0.33	Circular arc (t/c = 4%)	2.3-3.1	0.60-1.12			
Abt. 45.5	52.5	2.03	0.332	Tip: 0004.5-63/30-6.6° (Mod.) 0007-63/30 -9.5° (Mod)	2.0, 3.2	0.60-0.90, 1.20-1.70	6' x 6' SST	RM A52J30	Whole XF-4D1 airplane configuration (sans landing gear) on sting support and same configuration with added triangular tips, with and without vertical tail. $C_L, C_m, C_D, C_c, C_n, C_2, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}$, C_L for $(L/D)_{max}$, $(L/D)_{max}$, $C_{2_{\delta_a}}$, $C_{m_{\delta_e}}$, $C_{L_{\delta_e}}$, C_{l_β}, C_{n_β}
		3.98	0	(∥ to pl. of sym.)	1.8				

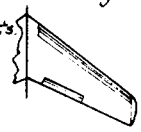
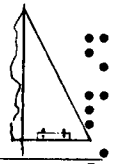
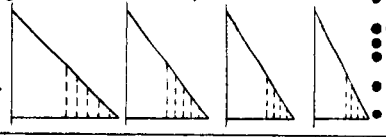
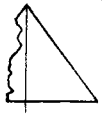
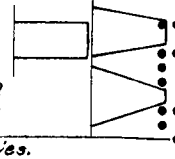
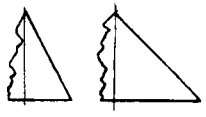
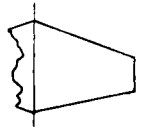
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
Abt. 45.5	52.5	2.03	0.332	Root: 0004.5-63/30-6.6° (Mod.) Tip: 0007-63/30-9.5° (Mod.) (⊥ to pl. of sym.)	3.2, 2.0	0.60, 0.80, 0.90, 1.20, 1.35, 1.50, 1.70 1.20, 1.30, 1.70	6'x6' SST	RM A52J31	Whole XF-4D1 airplane configuration (sans landing gear) on sting support. With and without cockpit canopy and various arrangements of open- and closed-tube rocket packets and fuel tanks on swept and unswept pylons under wing. $C_L, C_D, C_m, C_l, L/D, (L/D)_{max}, C_p, C_{D_s}$.
Abt. 40		10.0	0.4	00XX thickness distribution, a=0.8 (mod.) mean line, $C_{l_i}=0.4$ (⊥ to 26.65%c line) (t/c_{tip}=11%, t/c_{root}=14%)	8.0, 2.0	0.165-0.25, 0.25-0.90	12' PWT	RM A52K20	Semispan wing on floor-mounted semi-body. Wing twisted to 5° washout at tip. 3° incidence. Slightly-rounded, sharp-corner tips ∥ to airstream. With and without body and two fence arrangements. Chordwise pressure distribution, lines of constant press. coeff. and regions of separated flow, $C_L, C_D, C_m, C_n, \frac{dC_y}{dC_L}(\frac{y}{c_{av}}), C_n/C_{av}$. 
0	0	2.0	1.0	3% Biconvex	1.8, 4.4	0.61-0.93, 1.20-1.90	6'x6' SST	RM A52L02	Whole wings on sting-mounted bodies. The finite tips ∥ to plane of symmetry. $\frac{dC_L}{d\alpha}$, c.p. location, $C_{D_{min}}$, $(L/D)_{max}$. 
36.9	45.0	2.0	0.333	3% Biconvex aft 50% 3% Elliptical fore 50% 3% Biconvex aft 50% 3% Elliptical fore 50% 3% Biconvex	1.9, 4.8	0.61-0.93, 1.20-1.90 0.61-0.93, 1.20-1.70			
56.3	63.4	2.0	0	0003-63	3.0, 7.5	0.61-0.93, 1.30-1.70 0.61-0.93, 1.30-1.70			
56.3	63.43	2.0 (for basic wing)	0 (for basic wing)	0005-63 (∥ to pl. of sym.)	4.4	0.6-0.9, 1.2-1.9	6'x6' SST	RM A52L04	Whole wing on sting-supported body. Various T.E. controls including: overhang balance, paddle balance, horn balance, T.E. tab. $C_L, C_D, C_m, C_h, (C_{h_\alpha})_{\alpha=0}, C_{D_0}, (C_{h_\delta})_{\delta=0}, (C_{m_\delta})_{\delta=0}$. 
36.9	45.0	4.0	0	0005 Modified by straight-line fairing from 67% to T.E.	10.9	0.13	40'x80' Tunnel	RM A52K13	Whole wing on body on 3-strut support. Plain, constant-chord, outboard T.E. flaps; single-slotted, constant-chord, inboard T.E. flaps. With and without horizontal tail (vertical tail on for all tests). $C_L, C_D, C_m, C_l, C_n, C_Y, \epsilon_{av.}, \frac{\Delta C_l}{\Delta \delta_{l_o}}, \frac{\Delta C_l}{\Delta \delta_{l_i}}, \frac{pb}{2V}, C_{l_\beta}, C_{n_\beta}, C_{Y_\beta}$. 
56.3	63.4	2.0	0	0003-63	1.6 (Some data at 1.0 & 3.2)	0.60-0.90, 1.20-1.90	6'x6' SST	RM A52L04a	Whole wings on sting-mounted bodies (single-degree-of-freedom, free-oscillation). Finite-taper-ratio wings had straight tips ∥ to plane of symmetry. $C_{m_q}+C_{m_{\dot\alpha}}, C_{m_\alpha}, C_{L_\alpha}, \frac{X_\theta}{c}$, oscillation time-history record. 
45.0	53.1	3.0	0	0003-63					
36.9	45.0	4.0	0	Biconvex Circ. Arc (t/c = 3%)					
40.6	45.0	3.0	0.403	Biconvex Circ. Arc (t/c = 3%)					
11.5	19.1	3.0	0.406	Biconvex Circ. Arc (t/c = 3%)					
45.0	53.2	2.99	0	0005 Modified by straight-line fairing from 67% c to T.E. (∥ to pl. of sym.)	12.8	0.13	40'x80' Tunnel	RM A52L15	Whole wing on body on 3-strut support. With and without vertical and horizontal tails. Constant-chord slotted flaps from 14.8 to 76.9% b/2. $C_L, C_D, C_m, \Delta C_L$ (due to flaps), $\epsilon_{av.}, C_{l_\beta}, C_{n_\beta}, C_{Y_\beta}, \frac{\Delta C_l}{\Delta \delta_{lf}}, \frac{\Delta C_n}{\Delta \delta_{lf}}, \frac{\Delta C_Y}{\Delta \delta_{lf}}$.

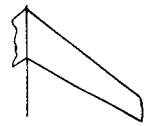
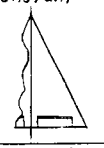
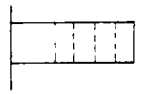
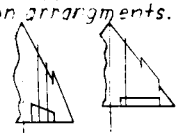
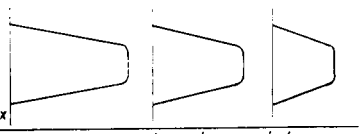
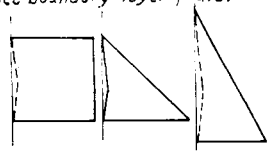
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
11.5	19.1	3.1	0.39	3% Biconvex (streamwise)	2.57, 4.00	0.61-0.91, 1.20-1.90	6'x6' SST	RM A52L15a	Whole wings on sting-supported bodies. Wings in 3 vertical positions on bodies. $C_L, C_D, C_m, L/D, \frac{dC_L}{d\alpha}, \frac{dC_m}{dC_L}, (L/D)_{max}$. 
40.6	45.0	3.0	0.40	3% Biconvex (streamwise)					
45.0	53.1	3.0	0	0003-63 (streamwise)					
36.87	45.0	2.0	0.33	0005 Modified by straight-line fairing from 67% c to T.E. (ll to pl. of sym.)	11.4	0.13	40'x80' Tunnel	RM A52L16	Whole wings on bodies on 3-strut support. With and without horizontal and vertical tails. Constant-chord, slotted T.E. flaps. $C_L, C_D, C_m, C_l, C_n, C_Y, \epsilon_{av}, \frac{\Delta C_l}{\Delta \delta_{lf}}$. 
45.00	53.2	2.0	0.20		13.0				
56.3	63.43	2.0	0	0005 Modified by straight-line fairing near T.E. (ll to pl. of sym.)	2.05, 2.98, 3.94	0.25	7'x10' Tunnel	RM A53A14	Whole wings of various sizes on bodies of various sizes on single-strut support. Incidence angles of 0°-10°. Full-length and half-length (rear) dorsal fins on one configuration. C_N, C_m, C_b, a.c. & c.p. positions, $C_L, C_D, L/D$, $\frac{(C_N)_{wing\ in\ presence\ of\ body} + (C_N)_{carried\ over\ body}}{(C_N)_{wing\ in\ presence\ of\ body}}$.
56.3, 45.0, 36.9	63.4, 53.1, 45.0	2.0, 3.0, 4.0	0	0003-63, 0005-63, 0008-63, 3% biconvex 3% round nose	1.9 - 1.66	0.25 - 1.70	12' Tun., 6'x6' Tun., 2'x2' TT., 16' Tun. (Bump)	RM A53A30	Whole wings on sting-mounted bodies (bump tests with semispan wings, no bodies). Some of the delta wings cambered and twisted. $C_L, C_D, C_m, \left(\frac{\partial C_L}{\partial \alpha}\right)_{L=0}$, a.c. position, $C_{D_{min}}, \frac{\partial}{\alpha}, (L/D)_{max}, C_{L_{opt}}$, comparisons with theory.
36.9, 40.6	45.0, 45.0	2.0, 3.0	0.33, 0.4	3% biconvex, 3% round nose	1.9 - 4.8	0.25 - 1.90			
11.5	19.1	3.08	0.388	3% biconvex, 3% round nose	1.4 - 8.3	0.25 - 1.90			
0	0	2.0	1.0	3% biconvex 3% round nose	1.8 - 4.4	0.61 - 1.90			
Abt. 40.1	40.0 at c/4 line of unswept wing	10.0	0.4	Root: 0014, a = 0.8 (mod.), $C_{l_i} = 0.4$ Tip 0011, a = 0.8 (mod) $C_{l_i} = 0.4$ (⊥ to c/4 line of unswept wing)	2.0 - 8.0	0.123 - 0.92	12' PWT	RM A53A30a	Semispan wing on floor-mounted semibody. Two underslung nacelles, at 25 & 50% b/2. Chordwise fences at 33, 50, 70 & 85% b/2. 3° incidence. Wing twisted to 5° washout at tip. Slightly-rounded, sharp corner tip ll to air stream. C_L, upflow angles at nacelles, $\frac{\partial \epsilon}{\partial \alpha}$. 
Abt. 45	45.0 at c/4 line of unswept wing	6.0	0.5	64A010 (⊥ to c/4 line of unswept wing)	3.0 - 5.0	0.86 - 1.08	FRB	RM A53B16	Whole wings on free-fall bodies with + tails. -0.17° incidence. Cambered wing also twisted to -10° at tips. Tips slightly curved, sharp-corner, ll to plane of symmetry. $C_{D_E}, C_{m_{\bar{c}/4_E}}, C_{L_E}, \frac{\partial P}{\partial \alpha}, C_{L_W}, C_L, C_D, C_m, C_{L_\alpha}, C'_{D_W}$, tip deflections. 
				64A810 Cambered for design $C_{L_W} = 0.4$ (⊥ to c/4 line of unswept wing)					
45.0	56.31	2.0	0	0005-63 (st line behind 75% c) (ll to pl. of sym)	3.0	0.24-0.95	12' PWT	RM A53C20	Whole wing on sting-supported body. Full-span, 0.25c elevons with 0.25 elevon-chord, inbd. half span tabs. $C_L; C_D; C_m; C_{h_e}; C_{h_t}; C_F, 2y/b, x/c_F$ vs. $\alpha; \frac{dC_m}{dC_L}; \frac{dC_L}{d\alpha}; (L/D)_{max}, C_L$ for $(L/D)_{max}$, $C_{L_{\delta e}}, C_{m_{\delta e}}, C_{h_{e_\alpha}}, C_{h_{\delta e}}, C_{h_{e_{\delta t}}}, C_{h_{t_{\delta t}}}, C_{F_\alpha}, C_{F_{\delta e}}, C_{L_{Balance}}$. 
					3.0, 5.0, 8.0, 15.0	0.24			

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
0		4.0	1.0	63A008 (∥ to pl. of sym.)	2.6 - 4.6	0.4 - 0.94	16' HST	RM A53C19	Whole wings on bodies of revolution of four different profiles. Straight tips ∥ to plane of symmetry. $C_L, C_D, C_m, C_{D_B}, \Delta C_D/C_L^2, dC_L/d\alpha, L/D, dC_m/dC_L$. 
0		3.0	1.0		2.6 - 4.6				
0		2.0	1.0		2.6 - 4.6				
4.8		4.0	0.50		2.7 - 4.7				
4.8		3.0	0.60		2.8 - 4.9				
4.8		2.0	0.71	Do	3.0 - 5.2	Do	Do	Do	
9.5		4.0	0.20		3.0 - 5.2				
9.5		3.0	0.33		3.1 - 5.5				
9.5		2.0	0.50		3.3 - 5.9				
Abt. 40		10.0	0.4	Root: 0014, a = 0.8 (mod) $C_{l_i} = 0.4$ 0011, a = 0.8 (mod) $C_{l_i} = 0.4$ (At 40° with plane of sym.)	8.0, 2.0 (4.0 flaps)	0.165, 0.25-0.90 (0.082 flaps)	12' PWT	RM A53D06	Floor-mounted semispan wing on semibody. Slightly-rounded, sharp-corner tip ∥ to pl. of sym. Underslung nacelles at 25 and 50% b/2. With and without horizontal tail in several heightwise positions. Fences at 0.33, 0.50, 0.70 and 0.85 b/2. 20% c, 50% b/2 extended split flaps. $C_L, C_m, C_{D_0}, \frac{dC_L}{d\alpha}, L/D, C_D, \epsilon, (1-\frac{d\epsilon}{d\alpha}), \eta(q_t/q), \left(\frac{dC_L}{d\alpha}\right)_t / \left(\frac{dC_L}{d\alpha}\right)_{tail\ off}$. 
77.4		0.67	0	Symmetrical, Double wedge (t/c = 8%)	0.8, 1.6 (also 0.3, 1.0 for A = 1.33 wing with body)	2.0 (also 1.5 for wing-body combinations)	1'x3' SST #1	RM A53D10	Whole wings, with and without bodies of revolution, on sting support. Vapor-screen method of flow visualization. Vapor-screen photos showing vortex patterns. Variation of vortex position with α. Spanwise ε distribution. 
65.0		1.33							
56.0		2.00							
48.2		2.67							
36.9		4.00							
36.9	45.0	2.0	0.33	0005 (Modified to have straight-line fairing from 67% c to T.E.)	11.4	0.13	40'x80' Tunnel	RM A53D14	Whole wings on bodies of revolution with vertical tails, with and without horizontal tails, on 3-strut supports. Single-slotted T.E. flaps. $C_L, C_D, C_m, C_{L_\alpha}$ vs. A and λ, $\frac{C_L}{(C_L)_{C_L=0}}$ vs. α, $\alpha_{C_{L_{max}}}$ and $C_{L_{max}}$ vs. A, $\frac{d\alpha}{db}$ vs. $\frac{c_f}{c_t}\frac{dC_L}{(\Delta C_L)_{\delta=0}}$ vs. α, C_D vs. C_L^2, L/D 
36.9	45.0	4.0	0		10.9				
45.0	53.2	2.0	0.20		13.0				
45.0	53.2	3.0	0		12.8				
56.2	63.43	2.0	0		14.6				
56.2	63.43	2.0	0	0005 (Modified to have straight-line fairing from 67% c to T.E.)	14.7	0.13	40'x80' Tunnel	RM A53D21	Whole wing on body, with and without tail, on 3-strut supports. Constant-%c slotted flaps. Various i_w settings. $C_L, C_D, C_m, \Delta C_{L_f}$ vs. $(\alpha + i_w)$
56.2	63.43	2.0	0	0005	≈ 2.2	0.6-0.9, 1.3-1.9	6'x6' SST	RM A53D27	Whole wing on body of revolution, on sting support. Constant-chord, plain T.E. flap rigged to oscillate. C_{h_δ} vs. M, $(C_h)_{\delta=5°}$ vs. M.

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
≈ 35.0		4.785	0.513	0012-64 Modified (⊥ to c/4 line)	7.5, 9.6	Low Speed	40' x 80' Tunnel	RM A53E06	Whole F-86A wing on body of revolution on 3-strut support. With and without tail. Various L.E. (slats, droop, suction) and flap (slotted, suction) arrangements. 10° dihedral. $C_L, C_D, C_m, \Delta C_L$ vs. C_Q, C_Q vs. C_L, P/P_{P_f} vs. C_L, chordwise P dist., C_L vs. α, characteristics of porous materials, ΔC_L vs. δ_p. 
≈ 35.0		4.5	0.5	64A010 (⊥ to c/4 line)	2.0 11.0	0.20-0.92, 0.20	12' PWT	RM A53E12	Floor-mounted semispan wing on semibody of revolution with and without tail. Various wing fixes for longitudinal stability (L.E. & T.E. chord extensions, fences). $C_L, C_D, C_m, \left(\frac{dC_m}{dC_L}\right)_{C_L=0}, \left(\frac{dC_L}{d\alpha}\right)_{C_L=0}$. 
45.0	56.31	2.0	0	0005-63 (∥ to pl. of sym)	3.0, 3.0-15.0	0.24-0.95, 0.24	12' PWT	RM A53F03	Whole wing on sting-supported body of revolution. Differentially-operated, constant-%-c elevons with constant-%-c tabs. $C_L, C_D, C_m, C_l, C_{h_e}, C_{h_t}, C_F$, spanwise and chordwise location of elevon load, $C_{L_{\delta_e}}$ and $C_{m_{\delta_e}}$ vs. M, $C_{l_{\delta_{ea}}}$ vs. M, $pb/2V$.
36.9	45.0	4.0	0	Symmetrical Double Wedge (t/c = 8%)	1.3-5.7, 5.8	1.46, 1.99	1'x3' SST #1	RM A53F22	Whole wing on sting-mounted body of revolution. Variable-deflection (i_w) wing. $C_L, C_D, C_h, \eta, C_D - C_{D_{min}}$ vs. $\alpha - \alpha_{D_{min}}$, c.p. location vs. α. 
0		1.0 to 4.0	1.0	63A206 63A204 63A408 63A406	1.70-2.05	0.60-1.10	16' HST	RM A53G31	Bump-mounted semispan wings. α_0 vs. M, $\left(\frac{dC_L}{d\alpha}\right)_{\alpha=0}$ vs. M, C_L^2 vs. C_D, $C_{D_{int.}}$ vs. M, $\frac{\Delta C_D}{C_L^2}$ vs. M, $C_{m_{\alpha=0}}$ vs. M, $\left(\frac{dC_m}{dC_L}\right)_{\alpha=0}$ vs. M, $\frac{dC_m}{dC_L}$ vs. $\frac{M^2-1}{(t/c)^{2/3}}$ and various other correlations. 
≈ 45.0		5.515	0.532	64A010 (⊥ to c/4 line) 64A810 wing twisted from $i_t = 2.5°$ (root) to $-7°$ (tip) (⊥ to c/4 line) 64A010 (root) 64A610 (tip) wing twisted from $i_t = 2.5°$ (root) to $-4.7°$ (tip) (⊥ to c/4 line)	1.7-4.9	0.25-0.94	16' HST	RM A53I21	Whole wings on sting-mounted bodies. Upper-surface fences. Plain aileron and various spoiler ailerons on varying-camber wing. $C_L; C_D; C_m$; chordwise P distributions; $c_l; c_m; C_l; C_h; C_{h_\alpha}; C_{h_\delta}; C_{m_\delta}; C_{l_\delta}; \Delta C_l; \Delta C_m; \Delta C_D$ (due to various spoiler projections). 
≈ 40.0		10.0	0.4	Root: 0014, a = 0.8 (mod) $c_{l_i} = 0.4$ Tip: 0011, a = 0.8 (mod) $c_{l_i} = 0.4$ (⊥ to c/4 line) Wing twisted -5°	4.0, 6.0, 8.0	0.082-0.165	12' PWT	RM A53I28	Semispan wing on floor-mounted semibody with and without horizontal tail. Extend, split T.E. flaps in inboard and outboard positions. Nacelles, fences and powered propellers. $i_w = 3°$. C_L, C_x, C_m, T_c vs. C_L. 

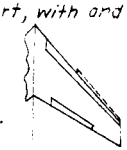
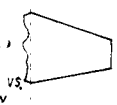
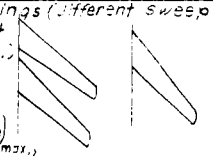
$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
14.0 9.5 4.8		4.0 3.0 2.0	0, 0.20, 0.50 0.14, 0.33, 0.60 0.33, 0.50, 0.72	63A00X (X=2,4,6,8%)	1.4 - 2.0	0.6 - 1.1	16'HST	RM A53I29	Bump-mounted semispan wings with root reflection planes. C_L vs. α, C_D, C_m, $\frac{dC_L}{d\alpha}$, $C_{D_{P\,min.}}$, $\frac{dC_m}{dC_L}$ vs. M. 
45.0		3.0	0	63A006	1.8 - 2.4	0.6 - 1.1	16'HST	RM A53I23	Bump-mounted semispan wing with and without horizontal tail in various positions (no body). C_L, C_D, C_m, ϵ, $\frac{d\epsilon}{d\alpha}$. 
≈35.0		4.5	0.5	64A010 (⊥ to c/4 line)	11.0, 2.0	0.20, 0.20-0.92	12'PWT	RM A53J07	Semispan wing on floor-mounted semibody with and without horizontal tail in two heightwise positions. With and without 15 %c L.E. chord extension. C_L, C_D, C_m, ϵ, $\frac{\Delta q}{q}$. 
36.9	45.0	2.0	0.33	3% Biconvex with elliptical forward 50%c	6.6, 4.8, 3.1 - 3.8	0.91, 0.61-0.93, 1.2-1.9	6'x6'SST	RM A53J14	Whole wing on sting-mounted body. With and without circular endplates at tips. C_L, C_m, C_D, $\frac{dC_m}{dC_L}$, $\frac{dC_L}{d\alpha}$, $C_{D_{min}}$, $(L/D)_{max}$, C_L for $(L/D)_{max}$. 
45.0	53.1	3.0	0	0003-63	3.8	0.6-0.9, 1.3-1.9	6'x6'SST	RM A53J14a	Whole wing in high position on sting-mounted body. 2 wing-mounted vertical tails. With and without horizontal tail and 13.35%c, outbd. 50% b/2 L.E. chord extensions (3° droop). C_L, C_m, C_D. 
≈40.0		10.0	0.4	Root: 0014, a=0.8 (mod) C_{l_i}=0.4 Tip: 0011, a=0.8 (mod) C_{l_i}=0.4 (⊥ to c/4 line) wing twisted -5°	1.0, 2.0	0.6 - 0.9	12'PWT	RM A53J23	Semispan wing on floor-mounted semibody with and without horizontal tail. Nacelles, powered propellers, fences. i_W=3° C_L, C_x, C_m, $\frac{dC_L}{d\alpha}$, $\frac{dC_m}{dC_L}$, ϵ. 
≈40.0		10.0	0.4	Root: 0014, a=0.8 (mod) C_{l_i}=0.4 Tip: 0011, a=0.8 (mod) C_{l_i}=0.4 Wing twisted -5°	1.0 - 8.0	0.082 - 0.9	12'PWT	RM A53L29	Semispan wing on floor-mounted semibody. With and without nacelles (with and without powered propellers) and extended split T.E. flap. Upper-surface fences used in all tests. Chordwise P distributions; C_L; C_x; C_m; c_n; $c_n \frac{c}{c_{av}}$; ΔC_L, ΔC_{L_s}, ΔC_m, ΔC_{m_s} due to thrust changes. 

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
≈35.0		4.785	0.513	Root: 0012-64 Tip: 0011-64 (⊥ to c/4 line) Wing twisted 2°	5.8 to 8.7	Low speed	40'X80' Tun.	RM A53J26	Whole F-86A wing on general research body with tail on 3-strut support. Various L.E. and T.E. suction flap arrangements. 3° dihedral. Chordwise P distributions. 
56.3	63.4	2.0	0	0005-63	3.0	0.6-0.9, 1.2-1.9	6'X6'SST	RM A53K20	Whole wing on sting-mounted body. Double-paddle aileron control. $C_m, C_h, C_{D_0}, (C_{h_\alpha})_{\alpha=0}, (C_{h_\delta})_{\delta=0}, (C_{m_\delta})_{\delta=0}$. 
36.9	45.0	4.00, 3.27, 2.67, 2.15, 1.71, 1.33	0, 0.1, 0.2, 0.3, 0.4, 0.5	63A002, 63A004, 63A006, 63A(1.5)04 (Not all airfoils used for all taper ratios.)	1.85-2.90	0.60-1.10	16' HST	RM A53L03	Semispan wings with root end plate on transonic bump. $C_L, C_D, C_m, \frac{dC_L}{d\alpha}, \frac{dC_D}{dC_L^2}, \frac{dC_m}{dC_L}$. 
45.0	53.0	3.00, 2.46, 2.00, 1.62, 1.28, 1.00	0, 0.1, 0.2, 0.3, 0.4, 0.5						
50.2	58.0	2.50, 2.05, 1.67, 1.35, 1.07	0, 0.1, 0.2, 0.3, 0.4						
56.3	63.0	2.00, 1.64, 1.33, 1.08, 0.86	0, 0.1, 0.2, 0.3, 0.4						
45.0	53.13	3.0	0	0003.5-63	2.5	0.25-0.95	12' Tun.	RM A53L15	Whole wing in mid- and high-wing positions on sting-mounted body. With and without tail. $C_L, C_m, \epsilon, \frac{dC_m}{dC_L}, \frac{dC_L}{d\alpha}, C_D, L/D$. 
0		4.0	1.0	Root: 63A006 Tip: 63A002	1.4-1.9	0.6-1.1	16' HST	RM A53L17	Semispan wings with root endplate on transonic bump. $C_L; C_D; C_m; (C_{D_p})_{min}$ vs. M & $(t/c)^{5/3}$, $\frac{dC_L}{d\alpha}$, L/D, C_L for $(L/D)_{max}$, $(L/D)_{max}$, $\frac{dC_m}{dC_L}$ 
4.8		4.0	0.5						
9.5		4.0	0.2						
56.3		2.0	0	0003-63	3.0, 7.5	0.6, 0.9, 1.4, 1.7	6'X6'SSPT	RM A53L22	Whole wings on sting-mounted bodies. $C_{l_\beta}, C_{n_\beta}, C_{Y_\beta}$. 
56.3		2.0	0	0003-63 thk. distr. Camb. & twist for ellipt. loding. M=1.53, C_L=0.25	3.0, 7.5				
56.3		2.0	0	0005-63	3.0, 7.5	1.4			
36.9		4.0	0	0005-63	1.9	1.4			
11.7	19.1	3.1	0.4	Basic 3%-thick circular-arc, altered successively by ellipt. fwd 50%, 30% blunt T.E., and combination of both modifications	3.8 (and 2.4 at supersonic speeds only)	0.61-0.93, 1.20-1.90	6'X6' SST	RM A54A04	Whole wing on sting-mounted body. $C_L, C_m, \frac{dC_L}{d\alpha}$, a.c. location, $C_D, C_{D_{min}}, (L/D)_{max}$. 

$\Lambda_{c/4}$	$\Lambda_{L.E.}$ (or as noted	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
32.8		6.0	0.5	64_2 A015 ⊥ to 50% c line	2.6 – 3.4	0.50 – 0.94	16′ HST	RM A54A22	Whole wing on sting-mounted bodies of revolution. Various body modifications (including indentation). Fineness ratios of 9 and 12, C_L, C_m, C_D, $(C_D)_{C_L=0}$, $(C_D)_{C_L=0.3}$, $\left(\frac{\partial C_L}{\partial \alpha}\right)_{C_L=0}$, $\left(\frac{\partial C_m}{\partial C_L}\right)_{C_L=0}$, Constant P lines over wing. 
56.3		2.0	0	0005	9.8 – 18.2	Low Speed	40′×80′ Tunnel	RM A54A25	Whole wing on body on 3-strut support. Constant chord suction flap (Suction area varied). C_L, C_D, C_m, Chordwise P distributions, flow diagrams, C_h, ΔC_L vs. δ_f, suction flow and power requirements. 
0		2.0, 3.0, 4.0, 5.0, 6.0	0	64A002 64A004 64A006	1.7 – 2.0	0.60 – 1.10	16′ HST	RM A54A29	Bump-mounted semispan wings (7 wings of different stiffnesses and mass density ratios). Aspect ratios varied by extension in tunnel. Flutter zones on α vs. M plots, α_f vs. M, $\frac{V}{b\omega_\alpha}$ vs. α_f, C_L vs. α (with flutter points indicated). 
56.3	63.43	2.00	0	0005 (Modified with straight line fairing from 67% c to T.E.)	14.6	0.13	40′×80′ Tunnel	RM A54B09	Whole wings on bodies on 3-strut support. Various fence and L.E.-chord-extension arrangements. (Also L.E.-root rounding and L.E. spoiler on A=2 wing, and L.E. flap and L.E. droop on A=3 wing). C_L, C_m, C_D, $\frac{dC_m}{dC_L}$ 
≈45.0	53.2	2.99			12.8				
77.0	80.91	0.64	0	Flat plate with wedge L.E. and blunt T.E. (L.E. wedge ∥ to pl. of sym. = 9.1°) (t/c_{Root} = 16%)	0.5 – 4.5	1.5 – 6.0	Supersonic Free-Flight Tunnel	RM A54B15a	Cruciform wings on free-flight bodies. (A = 1.28 wing tested with various degrees of L.E. roughness). $-\beta C_{l_p}$ vs. βA, $-C_{l_p}$ vs. M, Shadowgraph pictures, $\beta C_{l_{p_{exp.}}}/\beta C_{l_{p_{theo.}}}$ vs. βA.
66.9	72.25	1.28							
52.4	60.00	2.31							
4.8	0 at .5c	4.0	0.5	Root: 63A006 Tip: 63A002	1.5 – 1.8	0.60 – 1.10	16′ HST	RM A54B18	Semispan wings with root reflection plane on transonic bump. C_L, C_m, C_D, $\frac{dC_L}{d\alpha}$, $C_{L_{max.}}$, $\frac{dC_m}{dC_L}$, $(L/D)_{max}$ 
6.3	0 at .5c	3.0		Root: 63A004.5 Tip: 63A001.5					
9.5	0 at .5c	2.0		Root: 63A003 Tip: 63A001					
0		2.0	1.0	Modif. Biconvex (50% blunt T.E.) (t/c = 5% max. at 50% c)	1.04, 1.76	1.45, 1.97	1′×3′ SST #1	RM A54D19	Semispan wings on wall-mounted boundary-layer plate. Thickened roots (A=2 wings also without thickened roots). cC_h vs. y/s, C_N, $\bar{x}/c_r$ vs. y/s. 
36.9	45.0	4.0	0		0.26, 0.44 per inch, C_R = 4″				
56.3	63.43	2.0	0		0.26, 0.44 per inch, C_R = 8″				

[redacted]

[redacted]

$\Lambda_c/4$	$\Lambda_{L.E.}$ (or as noted)	A	λ	Airfoil section	$R \times 10^{-6}$	M	Facility	NACA report number	Configurations tested and types of data obtained
≈45		3.5	0.3	64A010 (⊥ to c/4 line of unswept wing)	≈ 10	0.16	40'x80' Tunnel	RM A54E10	Whole wing on body on 3-strut support, with and without horizontal tail in 3 vertical positions. 17% c L.E. slat from root 16% b/2 to tip. 25% c double-slotted T.E. flap from 0.59 to 0.693 b/2. 0.15 L.E. chord extension from 0.50 b/2 to tip. L.E. camber. C_{L_i}, C_L, C_D, C_l, C_m 
11.5	19.1	3.1	0.39	Mod. Biconvex (Semielliptical 0 to 50% c, Biconvex 50 to 100% c.) (t/c = 3% ∥ to pl. of sym.)	6.5-12.5	0.80-1.16	FRB	RM A54E12	Whole wing on body with + tail. Pulsed horizontal tail. C_L, C_{L_α}, $C_{L_{max}}$, α for $C_{L_{max}}$, C_{L_T} vs C_{D_T}, C_{L_e} & C_{L_w} vs. C_{D_e} & C_{D_h}, $\frac{\partial C_{D_w}}{\partial C_{L_w}^2}$, C_{L_e} & C_{L_w} vs. C_{m_e} & C_{m_w}; a.c. location. 
≈40		7.00	0.4	00xx and 64A-0xx thickness distributions (⊥ to c/4 line of unswept wings) a=0.8 (mod.) mean line, C_{l_i}=0.4, α=-4.7° twist. t/c_{root}=14%, t/c-tip=11%	2-10	Low Speed	12'FWT	RM A54F18	6 floor-mounted semispan wings (different sweep obtained by sweeping straight wing panels and replacing tips.) C_L, C_m, C_D, L/D, C_{L_i}, $C_D - C_{D_0}$ vs C_L^2, $\frac{dC_L}{d\alpha}$, $\frac{dC_m}{dC_L}$, $(L/D)_{max}$, flow studies. 
≈45		6.03			2 (Λ=40° & 50° wings flow studies at R=2 & 8 x 10^6)	0.25-0.94 (Λ=40° & 50° wings flow studies at M=0.65, 0.25, 0.80, & 0.90.)			
≈50		5.04							

ABBREVIATED NAMES OF FACILITIES

1' × 3' SST #1 & #2	1- by 3-Foot Supersonic Tunnel (#1 and #2)
1' × $3\frac{1}{2}$' HST	1- by $3\frac{1}{2}$-Foot High-Speed Tunnel
4' × 4' SSPT	4- by 4-Foot Supersonic Pressure Tunnel
6" SST	6-Inch Supersonic Tunnel
6' × 6' SST	6- by 6-Foot Supersonic Tunnel
7' × 10' 300 mph Tun.	300-mph 7- by 10-Foot Tunnel
7' × 10' HST	High-Speed 7- by 10-Foot Tunnel
8' HST	8-Foot High-Speed Tunnel
8' TT	8-Foot Transonic Tunnel
8' TPT	8-Foot Transonic Pressure Tunnel
9" × 12" BDT or 9" × 12" SSBT	9- by 12-Inch Supersonic Blowdown Tunnel
9" × 18" Intermittent-Flow SST	9- by 18-Inch Intermittent-Flow Supersonic Tunnel
9" SST	9-Inch Supersonic Tunnel
12' PWT	12-Foot Pressure Wind Tunnel
16' HST	16-Foot High-Speed Tunnel
16' TT	16-Foot Transonic Tunnel
19' PT	19-Foot Pressure Tunnel
24" HST	24-Inch High-Speed Tunnel
26" TBT or 26" TBDT	26-Inch Transonic Blowdown Tunnel
40' × 80' Tun.	40- by 80-Foot Tunnel
FFT	Free-Flight Tunnel
FRB	Flight Research Branch
FRD	Flight Research Division
FST	Full-Scale Tunnel
GDB	Gas Dynamics Branch
LTPT or TDLTPT	Two-Dimensional Low-Turbulence Pressure Tunnel
PARD	Pilotless Aircraft Research Division
PRD	Physical Research Division
SSFFWT	Supersonic Free-Flight Wind Tunnel
Stab. Tun.	Stability Tunnel
V & F Br.	Vibration and Flutter Branch

(Other abbreviated names of facilities are self-explanatory.)

ABBREVIATIONS

abt.	about
a.c. or A.C.	aerodynamic center
accel.	acceleration
ACR	Advance Confidential Report
ail.	aileron
ampl.	amplitude
approx.	approximately
av.	average
bev.	beveled
c	chord
calc.	calculated
camb.	cambered
circ.	circular
coeff.	coefficient
const.	constant
c.p.	center of pressure
D.A.C.	Douglas Aircraft Company
damp.	damping
deflec.	deflection
displac.	displacement
dist. or distr.	distribution
doub.	double
ellipt.	elliptical
ex. or exp.	experimental
fps	feet per second
fus.	fuselage
fwd.	forward
H & V	horizontal and vertical
hex.	hexagonal
horiz.	horizontal
inbd.	inboard
indent.	indented
junc.	juncture
lding.	loading
L.E.	leading edge
long.	longitudinal
MAC	mean aerodynamic chord
max.	maximum
mid.	middle
min.	minimum
mod. or modif.	modified
mph	miles per hour
opt.	optimum
outbd.	outboard
ords.	ordinates

P or press.	pressure
per.	period
pl.	plane
pt.	point
RM	Research Memorandum
S & C	stability and control
sect.	section
st. or str.	straight
sym. or symmet.	symmetry or symmetrical
tang.	tangent
T.E.	trailing edge
thk. or thick.	thickness
TN	Technical Note
trapez.	trapezoidal
twist.	twisted
unif.	uniform
vs.	versus
W & WO	with and without

SYMBOLS

A	wing aspect ratio (b^2/S)
b	wing span
C	chord force
c	wing chord
c_a	control-surface chord
C_b	wing-root bending-moment coefficient
C_B	bending-moment coefficient
C_{BM}	wing-panel bending-moment coefficient
C_{BM_f}	bending-moment coefficient, tip control surface
C_c	chord-force coefficient
C_{c_s}	slat-segment chord-force coefficient
C_D	drag coefficient
C_{D_b}	base pressure-drag coefficient
C_{D_E}	drag coefficient equivalent to blower power (in boundary-layer studies)
C_{D_f}	friction-drag coefficient
C_{D_F}	fore drag (wing-body combinations)
C_{D_i}	induced-drag coefficient
C_{D_I}	internal- or interference-drag coefficient
C_{D_L}	drag coefficient due to lift

$C_{D_{m_1}}$	drag coefficient of missile installation in terms of missile-body frontal area (missiles used as stores)
$C_{D_{m_2}}$	drag coefficient of missile installation in terms of total added frontal area of missile installation (missiles used as stores)
C_{D_N}	nacelle-drag coefficient
C_{D_o}	drag coefficient at zero lift or profile-drag coefficient
C_{D_p}	pressure-drag coefficient
$C_{D_{p_e}}$	effective profile-drag coefficient
C_{D_w}	wing-plus-interference drag coefficient
$C_{D_{W_P}}$	wing pressure drag coefficient
C_F	elevon-load coefficient
C_f	skin-friction drag coefficient
C_h	hinge-moment coefficient
C_h'	total hinge moment
$C_{h_{\dot{\delta}}}$	torsional damping-moment coefficient
C_H	model hinge-moment coefficient
C_L	lift coefficient
C_l	rolling-moment coefficient
C_{l_g}	gross rolling-moment coefficient
C_{L_i}	inflection lift coefficient (highest before break in pitching-moment curve)
C_{l_p}	rolling moment due to rolling velocity

C_{l_r}	rolling moment due to yawing velocity
C_{L_t}	trimmed lift coefficient
$C_{L_{sep}}$	lift coefficient for abrupt increase in rate of drag rise
C_{l_β}	rolling moment due to sideslip
C_{l_ψ}	rolling moment due to yaw
C_{L_1}	lift coefficient for initial section stall
C_m	pitching-moment coefficient
C_{m_o}	pitching-moment coefficient at zero lift
$(C_{m_o})_w$	pitching-moment coefficient at $C_N = 0$
$C_{m_{i_t}}$	stabilizer effectiveness parameter
C_{m_t}	twisting-moment coefficient
C_{m_x}	section pitching-moment coefficient about chordwise point other than $c/4$
C_n	yawing-moment coefficient
C_N	normal-force coefficient
c_n	wing-section normal-force coefficient
C_{N_c}	normal-force coefficient through critical point
C_{N_e}	exposed-wing-panel normal-force coefficient
c_{n_f}	fuselage-section normal-force coefficient
C_{n_p}	yawing moment due to rolling velocity
C_{n_r}	yawing moment due to yawing velocity

c_{n_w}	section normal-force coefficient of main airfoil with flap and tab
C_{N_α}	overall normal-force coefficient
C_{n_β}	yawing moment due to sideslip
C_{n_ψ}	yawing moment due to yaw
C_p	static-pressure coefficient or pressure-loss coefficient
C_{p_b}	body-base pressure coefficient
C_Q	suction-flow coefficient (in boundary-layer studies)
C_R	rotational-moment coefficient of spoiler or slat resultant-force coefficient
C_T	twisting-moment coefficient
c_t	wing-section twisting-moment coefficient about $c/4$ line
C_X	longitudinal-force coefficient
C_Y	lateral-force coefficient
C_{Y_p}	lateral force due to rolling velocity
C_{Y_r}	lateral force due to yawing velocity
C_{Y_β}	lateral force due to sideslip
C_{Y_ψ}	lateral force due to yaw
C_{Z_a}	aileron-load coefficient
c_Λ	section chord perpendicular to $c/4$ line of unswept wing
C_μ	momentum coefficient in plane perpendicular to blowing slot
C_τ	twisting-moment coefficient

$C_{1/2}$	pitching-moment coefficient about 50 percent mean aerodynamic chord
$C_{1/10}$	cycles to damp to 1/10 amplitude
$(c.p.)_x$	chordwise center of pressure
$(c.p.)_y$	spanwise center of pressure
$\bar{c}_b/\bar{c}_a$	aileron-balance chord ratio
$c_{m\delta}/\alpha\delta$	effective section twisting-moment coefficient per unit rolling effectiveness
$c_n \frac{c}{\bar{c}}$	section normal-load coefficient
$\frac{cc_l}{c_{av.}C_L}$	span-loading coefficient
$(C_m)_{\frac{\dot{\theta}\bar{c}}{2V}} + (C_m)_{\frac{\dot{\alpha}\bar{c}}{2V}}$	pitch-damping derivative
D	drag force
D_f	equivalent leading-edge-suction factor
E	Young's modulus of elasticity
F	frontal area or stick force
F_N	net thrust
F_W	control-wheel force
f_f	flutter frequency
f_h	first natural bending frequency
f_α	first natural frequency (predominately torsion)
G	shear modulus of rigidity
g	acceleration due to gravity

DECLASSIFIED

g_α	structural damping coefficient for torsion mode
h	projection of spoiler or other protuberance
H	total pressure
H_d	total pressure at duct station
H_o	free-stream pressure or amplitude of hinge-moment function
$\frac{\bar{H}}{H_o}$	integrated total pressure recovery weighted by local mass flow
$\frac{h}{c'}$	distance from slat leading edge to slat center of pressure
I	moment of inertia in bending
i	incidence
J	torsional stiffness constant
k	reduced frequency parameter $\left(\frac{\omega c}{2V}\right)$ or stiffness parameter
K	effective mass-density ratio
K_a	rearward inclination of resultant wing drag force
K_{a_c}	rearward inclination of resultant wing-body drag force
$\frac{1}{K}$	reduced velocity parameter $\left(\frac{2V}{c_a\omega}\right)$
L	lift force or applied load
l	length
l_α	lift coefficient per unit amplitude of oscillation
$\frac{l'}{c_c}$	chordwise position of center of load with reference to c/4 line of unswept wing
M	Mach number

CONFIDENTIAL

m	mass, mass flow through duct, $\frac{\tan \epsilon}{\tan \mu}$ (where ϵ = semivertex angle and μ = Mach angle), or moment coefficient (in flutter studies)
M_B	drag-break Mach number
M_f	free-stream Mach number for incipient aileron flutter
M_o	free-stream Mach number
M_W	tunnel-wall Mach number
m_1	nondimensional moment coefficient in phase with angular displacement
m_2	nondimensional moment coefficient in phase with angular velocity
$m_{\dot{\alpha}}$	coefficient of aerodynamic moment per radian in phase with velocity
m_θ	wing torsional-stiffness parameter
m_i/m_o	duct mass-flow ratio
n_p	neutral-point location (percent mean aerodynamic chord)
P	air pressure
P_a	static pressure at altitude
P_b	base pressure coefficient $\frac{p_b - p}{q}$
P_{b_v}	pressure coefficient for zero base pressure
P_F	pressure fluctuation coefficient
P_o	static pressure at sea level
P_R	resultant pressure coefficient in control balance chamber or between upper- and lower-surface static pressures
$P \frac{dz}{dx}$	unit chordwise-force coefficient
p	free-stream static pressure, ambient static pressure, or rolling angular velocity

p_b	static pressure at base of model
p_d	static pressure in duct
p_l	local lower-surface static pressure
p_o	free-stream static pressure or standard sea-level static pressure
p_u	local upper-surface static pressure
pb/2V	helix angle generated by wing tip in roll
q	free-stream dynamic pressure or angular velocity in pitch
q_t	local free-stream dynamic pressure
R	Reynolds number
r	yawing angular velocity
r_α	effective radius of gyration
rb/2V	yawing-velocity parameter or lateral flight-path curvature (for constant sideslip)
S	wing area
S_u	upper-surface pressure coefficient
S_l	lower-surface pressure coefficient
s'/d	lateral position of center of load with reference to section through critical point
t	wing thickness
t/c	airfoil-section thickness ratio $\left(\frac{\text{Maximum thickness}}{\text{Chord length}}\right)$
$T_{1/2}$	time to damp to 1/2 amplitude
T_c	effective thrust coefficient

u	local velocity parallel to surface and inside boundary layer
U	local velocity parallel to surface at outer edge of boundary layer
u/V	chordwise velocity ratio
V	free-stream velocity
V_G	gliding speed
V_R	reference wing flutter frequency (the reference wing being two dimensional)
V_v	sinking speed
v/V	spanwise velocity ratio
V_e/V_r	flutter speed ratio (where subscripts e and r mean experimental and calculated, respectively)
V_i/V_o	inlet velocity ratio
$2V/c\omega_h$	nondimensional flutter-speed coefficient
W	wake center location
x	longitudinal distance or position
X	longitudinal force at zero angle of yaw
$X_{a.c.}$	longitudinal position of aerodynamic center
X_c/c	longitudinal position of nacelle
X_p/c	longitudinal position of peak minimum pressure
Y_L	lateral position of center of lift
$y_{c.a.l.}$	lateral center of additional loading
$y_{c.p.}$	lateral position of center of pressure
y_L	lateral position of center of lift

α	angle of attack of wing
α_D	change in local wing incidence due to wing deflection under air load
α_o	angle of attack for zero lift
α_δ	flap lift effectiveness
β	$\sqrt{M^2 - 1}$
γ	glide-path angle
δ	angular deflection of hinged surface or wing deflection perpendicular to wing chord plane
δ_{a_T}	true aileron deflection (corrected for deflection under load) or trim aileron deflection
δ_e/δ	control-twist correction factor
δ_v	servovane angle
Δ	incremental value of, or delta (referring to shape)
Δa_n	increment of normal acceleration due to buffeting
Δa_t	increment of transverse acceleration due to buffeting
$\Delta g/\Delta\delta$	elevon effectiveness as an elevator
Δn	acceleration increment (in gust-loads studies)
$\Delta p/q$	pressure fluctuation coefficient
$\frac{\Delta\alpha}{L/S}$	change of angle of attack for given lift loads due to bending
$\Delta\theta$	pitch increment (in gust-loads studies)
ϵ	downwash angle or wing semivertex angle
ϵ_e	effective downwash angle
η	efficiency factor, relative effectiveness of wing in lift, or nondimensional spanwise location

$\eta_{c.p.}$	nondimensional location of spanwise center of pressure
θ	phase angle (moment vector leads incidence vector) or local wing-twist angle produced by lift
θ_t	angle of wing-tip twist
θ/L	structural influence coefficient
θ/m	wing-torsional-stiffness parameter
Λ	wing sweep angle
Λ_r	sweep angle between line perpendicular to plane of symmetry and $c/4$ line of unswept wing
λ	wing taper ratio $\left(\frac{\text{Tip chord}}{\text{Root chord}}\right)$
μ	Mach angle $\left(\tan^{-1} \frac{1}{\sqrt{M^2 - 1}}\right)$
σ	angle of sidewash
ϕ	rolling velocity, fraction of rigid-wing rolling effectiveness retained by flexible wing, phase angle between aileron displacement and shock displacement, angle of bank, or phase angle (lift vector leads incidence vector)
ψ	angle of yaw
ω	circular frequency of wing pitching oscillation
ω_e	experimental value of circular frequency
ω_h	angular bending frequency
ω_α	angular uncoupled torsional frequency about elastic axis
℄	center line
$\parallel$	parallel
$\perp$	perpendicular

▱	parallelogram
+	plus or cruciform arrangement
⅄	arrangement of three aerodynamic surfaces 120° apart measured around model center line
≈	approximately equal to
$\lvert x \rvert$	absolute value of (in this case, x)
∠	angle

SUBSCRIPTS

a	aileron or wing control surface
av.	average
b	body or basic model
B	body or basic model
b(w)	interference on body due to wing
b_l	body (external stores)
BM	bending moment
c	control
C	wing-body combination
calc.	calculated
c.g.	center of gravity
c.p.	center of pressure
e	elevon, exposed, experimental, elastic, effective, due to elevator deflection
E	exposed wing surface or leading-edge chord extension
ex.	experimental
exp.	experimental
ext.	external
f	flap
F	frontal area
Flex.	flexible
h_1	first bending
h_2	second bending

i	inlet or incidence
int.	internal
l	left, local
L	left
lf	landing flap
m	measured
n	nacelle or nose (as with nose flap)
opt.	optimum
P_f	flap plenum chamber
r	root, rudder, right, calculated, rigid or yawing angular velocity
R	right
s	spoiler, stores, slat or segment
S	due to propeller, model with slats, or slats
t	tab, total, tail, horizontal tail or trim
T	tab or total
tot.	total
u	uncorrected
V	vertical tail
vt	vertical tail
W	wing
(W)	wing-body combination
wb	wing-body combination
α	due to angle of attack
α_1	first torsion

$\dot{\beta}$	sideslipping velocity
ϵ	angle of wing twist
δ	due to control deflection
ψ	due to angle of yaw
∞	free-stream
Γ	due to geometric dihedral angle

SUPERSCRIPTS

°	degrees
"	inches
'	feet, average, mean aerodynamic or geometric

(The symbols $\dot{}$ and $\ddot{}$ directly over a quantity denote first and second derivatives, respectively, with respect to time.)