AERODYNAMICS OF A MODEL OF THE HL-10 FLIGHT-TEST VEHICLE AT MACH 0.35 TO 1.80

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A summary is presented of tests conducted at the Langley Research Center to determine the aerodynamic characteristics of a model of the HL-10 lifting-body flight vehicle at speeds from low subsonic through a Mach number of 1.80. Data throughout this speed range are given for the trimmed longitudinal, directional and lateral stability, and lateral control characteristics. The subsonic and transonic data were taken from NASA TM X-2119 and NASA TM X-1918. Detailed results at Mach 1.50 and 1.80 are also presented.
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SUMMARY

The results of wind-tunnel tests of the HL-10 lifting-body configuration are summarized and presented together with detailed results of tests at Mach 1.50 and 1.80. (This vehicle is currently being flown at the Flight Research Center.) The summary of the trimmed aerodynamic characteristics throughout the Mach number range from 0.22 to 1.80 shows a maximum subsonic trimmed lift-drag ratio of about 4 at a Reynolds number of about $18 \times 10^6$. The data indicate the vehicle to be stable and controllable over the Mach number and angle-of-attack ranges of the investigation. Adverse yawing moment due to aileron deflection is noted at low angles of attack at the higher supersonic speeds. Adverse roll due to rudder deflection is also noted at the higher supersonic speeds as would be expected from a center-fin rudder mounted above the vehicle center of gravity. However, these adverse effects are not of sufficient magnitude to present control problems.

INTRODUCTION

Extensive wind-tunnel tests at the Langley Research Center have resulted in the development of a lifting body designated HL-10 and led to the construction of the one-man flight-test vehicle which made its first flight in December 1966. In numerous glide and powered flights at the Flight Research Center, the vehicle has been flown to a Mach number in excess of 1.80 and at altitudes above 90,300 feet (27.5 km). Reference 1, covering the first 14 flights, indicates satisfactory longitudinal handling qualities with the stability-augmentation system on but in the first flight noted a reduction in the roll-control effectiveness at a particular combination of angles of attack and sideslip at a Mach number of about 0.6. Subsequent wind-tunnel tests indicated that this loss of roll control was associated with flow separation occurring in the region of the leading edge of the tip fins and extending over the inner surface of the fins and the vehicle upper surface and elevons. Wind-tunnel tests established that the loss of roll control could be eliminated by increasing the camber of the inner surface (designated modification I) or by an extended, cambered leading edge attached to the fin (modification II). As a result of these tests, the vehicle was altered by using the second modification and returned to flight status in March 1968.
This paper presents the detailed results of the wind-tunnel tests at Mach numbers of 1.50 and 1.80 as well as a summary of the data for the trimmed conditions throughout the complete Mach number range of the investigation; thus, the wind-tunnel results of the flight configuration are made available in one reference. The data for the subsonic and transonic summary figures were obtained from references 2 and 3.

SYMBOLS

\( b \) span of body without tip fins

\( C_D \) drag coefficient, \( \frac{\text{Drag force}}{qS} \)

\( C_L \) lift coefficient, \( \frac{\text{Lift force}}{qS} \)

\( C_l \) rolling-moment coefficient, \( \frac{\text{Rolling moment}}{qSb} \)

\( C_{l\beta} \) effective dihedral parameter, \( \frac{\Delta C_l}{\Delta \beta} \) (from pitch test at \( \beta = 0^\circ \) and \( 3^\circ \)), per degree

\( C_m \) pitching-moment coefficient, \( \frac{\text{Pitching moment}}{qSl} \)

\( C_n \) yawing-moment coefficient, \( \frac{\text{Yawing moment}}{qSb} \)

\( C_{n\beta} \) directional-stability parameter, \( \frac{\Delta C_n}{\Delta \beta} \) (from pitch test at \( \beta = 0^\circ \) and \( 3^\circ \)), per degree

\( C_Y \) side-force coefficient, \( \frac{\text{Side force}}{qS} \)

\( C_{Y\beta} \) side-force parameter, \( \frac{\Delta C_Y}{\Delta \beta} \) (from pitch test at \( \beta = 0^\circ \) and \( 3^\circ \)), per degree

\( L/D \) lift-drag ratio

\( l \) body length

\( M \) free-stream Mach number

\( q \) free-stream dynamic pressure

\( R \) Reynolds number based on model length, \( l \)
<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>reference area</td>
</tr>
<tr>
<td>x,y,z</td>
<td>distances along longitudinal, lateral, and vertical axes, respectively</td>
</tr>
<tr>
<td>x&lt;sub&gt;cp&lt;/sub&gt;</td>
<td>longitudinal location of center of pressure</td>
</tr>
<tr>
<td>α</td>
<td>angle of attack measured relative to reference line of model, deg</td>
</tr>
<tr>
<td>β</td>
<td>angle of sideslip, deg</td>
</tr>
<tr>
<td>δₐ</td>
<td>roll-control deflection (equal to right-elevon deflection angle minus left-elevon deflection angle), deg</td>
</tr>
<tr>
<td>δₑ</td>
<td>elevon deflection angle measured in plane perpendicular to hinge line, positive when trailing edge is down, deg</td>
</tr>
<tr>
<td>δₑᶠ</td>
<td>elevon-flap deflection angle, angle between elevon flap and body upper surface in region of elevon, positive when trailing edge is above body surface at δₑ = 0⁰</td>
</tr>
<tr>
<td>δᵢᶠ</td>
<td>deflection angle of inner flap on tip fin, angle between flap and tip-fin inner surface measured normal to hinge line, positive when trailing edge moves toward body center line, deg</td>
</tr>
<tr>
<td>δₒᶠ</td>
<td>deflection angle of outer flap on tip fin, angle between flap and tip-fin outer surface measured normal to hinge line, positive when trailing edge moves toward body center line, deg</td>
</tr>
<tr>
<td>δᵣ</td>
<td>rudder deflection angle measured in plane perpendicular to hinge line, positive when trailing edge is left, deg</td>
</tr>
<tr>
<td>ψ</td>
<td>rudder included angle, positive for converging trailing edge, deg</td>
</tr>
</tbody>
</table>

**MODELS AND DESIGNATIONS**

A planform and a side-view drawing of the vehicle are shown in figure 1(a). Details of the tip-fin planform, tip-fin flaps, and elevon flaps are shown in figure 1(b), and the pitot boom, which was on the model for all tests (except those at low speed and high Reynolds number), is shown in figure 1(c). Vertical cross sections of both the basic and
modified tip fins are presented in figures 2(a) and 2(b), respectively, and a photograph of the model is shown in figure 3. A photograph of the flight vehicle (fig. 4) shows details of the rudder and outer tip-fin flaps as well as the modified tip fin.

The basic tip-fin planform has been designated $I_4$ and the center fin designated $E_2$ as in previously published data on this vehicle. In reference 4 (and other papers using the $I_4$ fin planform), the tip-fin cross sections show that the inner surface was curved. During design and construction of the flight vehicle, it was decided to alter this curved surface to a plane surface (see fig. 2(a)), and data were obtained to establish the aerodynamics of this fin section. The results obtained at Mach 1.50 and 1.80 on this fin section are presented herein. Since the vehicle incorporates two-position tip-fin and elevon flaps and a split rudder for improvements in maximum subsonic trimmed lift-drag ratio and transonic longitudinal stability, the following table is presented to define the combination of flap deflection angles used for these speed regimes:

<table>
<thead>
<tr>
<th>Flap position</th>
<th>$\delta_{ef}, \text{deg}$</th>
<th>$\delta_{ff}, \text{deg}$</th>
<th>$\delta_{of}, \text{deg}$</th>
<th>$\psi, \text{deg}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subsonic</td>
<td>-8</td>
<td>0</td>
<td>40</td>
<td>6</td>
</tr>
<tr>
<td>Transonic</td>
<td>20</td>
<td>30</td>
<td>0</td>
<td>-6</td>
</tr>
</tbody>
</table>

The same model was used for the tests at Mach 1.50 and 1.80 as was used for the tests throughout the Mach number range presented herein. It was machined from aluminum and was 16 inches (40.64 cm) in length. The moment center for all tests is located at 53 percent of the body length behind the nose and at 1.25 percent of the body length below the reference center line. The reference areas and lengths are as follows:

| $S$ .................................................. | 0.634 ft$^2$ (0.0589 m$^2$) |
| $b$ .................................................. | 10.30 in. (26.16 cm)       |
| $l$ .................................................. | 16.00 in. (40.64 cm)       |

APPARATUS, TESTS, AND PROCEDURE

The supersonic tests were conducted in the low Mach number test section of the Langley Unitary Plan wind tunnel. A brief description of this facility is presented in reference 5. For the tests at both Mach 1.50 and 1.80, the stagnation temperature was $150^\circ$ F ($339^\circ$ K) and the dynamic pressure was about 380 psf (18.2 kN/m$^2$). The Reynolds number was about $2.1 \times 10^6$ based on the model length. Description of the facilities and the test conditions for data obtained at the other speeds are given in the reference reports (refs. 2 and 3) from which the data were taken.

The aerodynamic forces and moments were measured on a six-component electrical strain-gage balance housed within the model. The balance was rigidly mounted to the tunnel support system. Angles of attack and sideslip were corrected for deflection
of the balance and sting support under aerodynamic load. The data have also been cor-
rected for tunnel flow angularity. The drag data presented are gross measurements as
obtained during the tests and no adjustments have been made to relate drag coefficient
levels to free-stream conditions at the model base.

All longitudinal performance data are referred to the stability-axis system, whereas
the directional and lateral stability and control data are referred to the body-axis system.
The directional and lateral stability derivatives presented were obtained from tests at two
sideslip angles, but some data are presented as a function of sideslip to give an indication
of the linearity of the data. At Mach 1.50 and angles of attack above about 30°, schlieren
flow photographs have indicated that a reflection of the bow shock wave from the tunnel
wall strikes the aft end of the model; thus, data at these higher angles of attack should be
regarded as qualitative.

PRESENTATION OF RESULTS

The basic data obtained at Mach 1.50 and 1.80 are presented as well as a summary
of data over the Mach number range. An index to the figures follows:

<table>
<thead>
<tr>
<th>Control variable</th>
<th>Mach number</th>
<th>Tip fin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plots of $C_L$, $C_D$, $L/D$, and $C_m$ against $\alpha$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>$\beta$, deg</td>
<td></td>
<td>Figure</td>
</tr>
<tr>
<td>0</td>
<td>$\delta_e$</td>
<td>1.50</td>
</tr>
<tr>
<td>0</td>
<td>$\delta_e$</td>
<td>1.80</td>
</tr>
<tr>
<td>0, 3</td>
<td>$\delta_e$</td>
<td>1.50</td>
</tr>
<tr>
<td>0, 3</td>
<td>$\delta_e$</td>
<td>1.80</td>
</tr>
<tr>
<td>0</td>
<td>$\delta_e$, $\delta_v$</td>
<td>1.50</td>
</tr>
<tr>
<td>0</td>
<td>$\delta_e$, $\delta_v$</td>
<td>1.80</td>
</tr>
<tr>
<td>0</td>
<td>$\delta_v$, $\delta_v$</td>
<td>1.50</td>
</tr>
<tr>
<td>0</td>
<td>$\delta_v$, $\delta_v$</td>
<td>1.80</td>
</tr>
</tbody>
</table>

| Plots of $C_L$, $C_m$, and $C_Y$ against $\beta$ | | |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.50 | Modification II | 13 |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.80 | Modification II | 14 |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.50 | Modification II | 15 |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.80 | Modification II | 16 |

| Between 0 and 3 | $\delta_e$ | 1.50 | Basic |
| $\delta_v$, $\delta_v$, $\delta_v$ | 1.80 | Basic |
| $\delta_v$, $\delta_v$, $\delta_v$ | 1.50 | Modification II |
| $\delta_v$, $\delta_v$, $\delta_v$ | 1.80 | Modification II |
| $\delta_v$, $\delta_v$, $\delta_v$ | 1.50 | Modification II |
| $\delta_v$, $\delta_v$, $\delta_v$ | 1.80 | Modification II |
| $\delta_v$, $\delta_v$, $\delta_v$ | 1.50 | Modification II |
| $\delta_v$, $\delta_v$, $\delta_v$ | 1.80 | Modification II |

| Plots of $C_L$, $C_m$, and $C_Y$ against $\alpha$ | | |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.50 | Modification II |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.80 | Modification II |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.50 | Modification II |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.80 | Modification II |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.50 | Modification II |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.80 | Modification II |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.50 | Modification II |
| $\delta_e$, $\delta_e$, $\delta_e$ | 1.80 | Modification II |
DISCUSSION

Comparisons of the trimmed longitudinal aerodynamic characteristics and directional and lateral stability characteristics of the model having basic tip fin with those of the model having modification II tip fins show that the addition of the cambered leading edge to the tip fin has no significant effect on these parameters at the supersonic Mach numbers. (See figs. 33 and 34.)

The trimmed longitudinal data for the vehicle with modification II tip fins and flaps in the subsonic position are summarized in figure 35 for Mach numbers from 0.22 to 0.70. The results shown indicate the increase in maximum trimmed subsonic lift-drag ratio with Reynolds number. The maximum subsonic L/D of about 4.0 was obtained with an elevon deflection angle of \(-15^\circ\) at a Reynolds number of about \(18 \times 10^6\). A rearward center-of-gravity shift will reduce the trim losses and increase the maximum lift-drag ratio. As the Mach number increases to 0.70, the maximum L/D decreases to about 3.3. Since the trimmed lift coefficient remains the same or increases slightly with Mach number for a given angle of attack, the decrease in lift-drag ratio must be attributed to an increase in drag. For the tests at Mach 0.22 in the Langley low-turbulence pressure tunnel, the model did not have the pitot boom installed.

The results of the longitudinal aerodynamic characteristics for the vehicle with the flaps in the transonic position are shown in figure 36. The maximum trimmed lift-drag ratio decreases from about 2.50 at Mach 0.60 to 1.30 at Mach 1.80. The lift-drag ratio L/D decreases from about 3.30 to 2.50 because of changing the flaps from the subsonic to the transonic position at Mach 0.60 and 0.70. With the flaps in the transonic position,
positive elevon deflection angles are required for trim at low angles of attack, mainly because of the upward deflection of the elevon flap. At $\delta_e = 0^\circ$, the vehicle trims at an angle of attack of about $22^\circ$ at Mach 0.60, and for this setting, the trim angle of attack decreases to about $16^\circ$ at Mach 1.00. At the lower Mach numbers, only positive elevon deflection angles were used since this range covered the angle-of-attack range of interest; but, as the Mach number increases, negative elevon deflections were included to obtain the desired trim range.

Longitudinal center-of-pressure locations for the flaps in the subsonic and transonic positions are presented in figures 37 and 38, respectively. These data are presented to give an indication of the angle-of-attack range over which the vehicle can be trimmed and to show the effects of center-of-gravity shifts.

Directional and lateral stability derivatives for the vehicle with flaps in the subsonic position are shown in figure 39. The level of $C_{n\beta}$ remains about the same from Mach 0.35 to Mach 0.70 as does the level of $C_{l\beta}$ at low angles of attack. The lateral stability increases with angle of attack at low subsonic speeds but is essentially constant at Mach numbers of 0.60 and 0.70. With the flaps in the transonic position, a rapid loss in $C_{n\beta}$ is observed with increasing angle of attack at transonic Mach numbers, and at Mach 0.95, this parameter becomes negative at angles of attack above $27^\circ$. (See fig. 40.) This decrease in $C_{n\beta}$ with increasing angle of attack diminishes at supersonic Mach numbers, becomes zero, or even increases under some conditions. The lateral-stability parameter $C_{l\beta}$ is essentially constant throughout the angle-of-attack range for all Mach numbers.

Lateral control data for the vehicle with flaps in the subsonic position are presented in figure 41. For the lower speeds, the control effectiveness appears to be about linear with aileron deflection, but at Mach 0.70, large nonlinearities are noted. The control effectiveness remains about constant with angle of attack, and favorable yaw due to aileron deflection is noted. Data for the vehicle with flaps in the transonic position are presented in figure 42. At Mach numbers of 1.20 and below, the lateral-control effectiveness decreases with increasing angle of attack except for the $\delta_a = 10^\circ$ case at Mach 0.95 where it increases slightly. For the supersonic Mach numbers of 1.50 and 1.80, however, the control effectiveness increases with angle of attack up to about $15^\circ$ but decreases at the higher angles. At the two higher Mach numbers, the control effectiveness is near zero at angles of attack near $0^\circ$ and at the highest angle of attack. For all Mach numbers where data are available for two aileron deflection angles, the control effectiveness is about linear with the deflection angle. Favorable yawing moments due to aileron control are generally noted up to Mach 1.20; at the higher speeds, adverse yaw exists at angles of attack up to about $20^\circ$. This adverse yaw does not present a problem on the flight
vehicle, since the dynamic lateral control is a function not only of $C_{n\delta_a}$ but also of $C_{n\beta}$, $C_{l\beta}$, and $C_{l\delta_a}$. For the HL-10 vehicle, the combination of these parameters is such that a favorable control system exists throughout the angle-of-attack range.

Yaw-control data are available for the vehicle with the modification II tip fins at the two higher supersonic Mach numbers only, and the results are shown in figure 43. The yaw control tends to decrease with increasing angle of attack and is nonlinear with control deflection angle. Adverse rolling moment due to rudder deflection exists at both Mach numbers for all angles of attack. This condition is typical of a center rudder located well above the vehicle reference axis. For other Mach numbers, the yaw-control data was assumed to be unaffected by the modification of the tip-fin leading edge and previously published data are being used in simulator studies as well as for other purposes.

CONCLUDING REMARKS

A summary of the trimmed aerodynamic characteristics of a model of the HL-10 lifting-body flight vehicle at speeds from low subsonic through supersonic shows a maximum subsonic trimmed lift-drag ratio of about 4.0 at a Reynolds number of about $18 \times 10^6$. The configuration was stable and controllable over the Mach number and angle-of-attack ranges of the investigation. Adverse yawing moment due to aileron deflection is noted at low angles of attack at the higher supersonic speeds. Adverse roll due to rudder deflection is also noted at the higher supersonic speeds as would be expected from a center fin mounted well above the vehicle center of gravity. However, these adverse effects are not of sufficient magnitude to present control problems.

Langley Research Center,
National Aeronautics and Space Administration,
Hampton, Va., August 27, 1970.
REFERENCES


(a) Details of body.

Figure 1.- Details of model tested.
(b) Tip fin, tip-fin flap, and elevon-flap details.

Figure 1.- Continued.
(c) Pitot boom.

Figure 1.- Concluded.
(a) Original tip fin.

Figure 2.- Tip-fin cross sections.
Figure 2.- Concluded.

(b) Tip fin with modification II.
Figure 3.- Photographs of model tested.
Figure 4.- Photograph of HL-10 flight vehicle taken at Flight Research Center.
Figure 5.- Effects of elevon deflection on longitudinal aerodynamic characteristics of vehicle with basic tip fins. \( \beta = 0^\circ; \) \( M = 1.50 \).
Figure 6.- Effects of elevon deflection on longitudinal aerodynamic characteristics of vehicle with basic tip fins. $\beta = 0^\circ$; $M = 1.80$. 
Figure 7. Effects of elevon deflection on longitudinal aerodynamic characteristics of vehicle with modification II tip fins. $M = 1.5$. 

(a) $\beta = 0^\circ$. 
(b) $\beta = 3^\circ$.

Figure 7.- Concluded.
Figure 8.- Effects of elevon deflection on longitudinal aerodynamic characteristics of vehicle with modification II tip fins. $M = 1.3$. 

(a) $\beta = 0^\circ$. 
(b) $\beta = 3^\circ$.

Figure 8.- Concluded.
Figure 9.- Effects of aileron deflection on longitudinal aerodynamic characteristics of vehicle with modification II tip fins for various elevon deflection angles. \( \beta = 0^\circ \); \( M = 1.50 \).

(a) \( \delta_e = -30^\circ \).
Figure 9. - Continued.

(b) $\delta_e = -15^\circ$.

Figure 9. - Continued.
(c) $\delta_e = 0^\circ$.

Figure 9. - Continued.
(d) $\delta_c = 15^\circ$.

Figure 9.- Continued.
(e) $\delta_e = 30^\circ$.

Figure 9.- Concluded.
Figure 10.- Effects of aileron deflection on longitudinal aerodynamic characteristics of vehicle with modification II tip fins for various elevon deflection angles. $M = 1.80$. 

(a) $\delta_e = -15^\circ$. 
(b) $\delta_e = 0^\circ$.

Figure 10.- Continued.
(c) $\delta_e = 15^\circ$.

Figure 10.- Continued.
(d) $\delta_e = 30^\circ$.

Figure 10. - Concluded.
Figure 11.- Effects of rudder deflection on longitudinal aerodynamic characteristics of vehicle with modification II tip fins for various elevon deflection angles. $\beta = 0^\circ$; $M = 1.50$.

(a) $\delta_e = -15^\circ$. 
Figure 11. - Continued.

(b) $\delta_e = 0^\circ$.
(c) $\delta_e = 15^\circ$.

Figure 11.- Continued.
Figure 11.- Concluded.

(a) $\delta_e = 30^\circ$. 
Figure 12. - Effects of rudder deflection on longitudinal aerodynamic characteristics of vehicle with modification II tip fins for various elevon deflection angles. $\beta = 0^\circ, \ M = 1.80$.

(a) $\delta_e = -15^\circ$. 
(b) $\delta_e = 0^\circ$.

Figure 12.- Continued.
Figure 12.- Continued.

(c) \( \delta_e = 15^\circ \).

Figure 12.- Continued.
(d) $\delta_e = 30^\circ$.

Figure 12.- Concluded.
Figure 13.- Effects of aileron deflection on variation of lateral aerodynamic characteristics with sideslip angle for vehicle with modification II tip fins at selected angles of attack and several elevon deflection angles. $M = 1.50$. 

(a) $\delta_e = -30^\circ$. 
Figure 13. Continued.

(b) $\delta_e = -15^\circ$.
(c) $\delta_e = 0^\circ$.

Figure 13.- Continued.
(d) $\delta_e = 15^\circ$.

Figure 13.- Continued.
Figure 13. Concluded.

(e) $\delta_e = 30^\circ$.
(a) $\delta_e = -15^\circ$.

Figure 14.- Effects of aileron deflection on variation of lateral aerodynamic characteristics with sideslip angle for vehicle with modification II tip fins at selected angles of attack and several elevon deflection angles. $M = 1.80$. 
Figure 14. - Continued.

(b) $\delta_e = 0^\circ$. 

Figure 14. - Continued.
Figure 14.—Continued.

(c) $\delta_e = 15^\circ$. 

Figure 14.—Continued.
Figure 14.- Concluded.

(d) $\theta = 30^\circ$.
Figure 15.- Effects of rudder deflection on variation of lateral aerodynamic characteristics with sideslip angle for vehicle with modification II tip fins at selected angles of attack and several elevon deflection angles. $M = 1.50$. 

(a) $\delta_e = -15^\circ$. 
(t) $\delta_e = 0^\circ$.

Figure 15 - Continued.
(c) $\theta_e = 15^\circ$.

Figure 15.- Continued.
(d) $\delta_e = 30^\circ$.

Figure 15.- Concluded.
Figure 16. - Effects of rudder deflection on variation of lateral aerodynamic characteristics with sideslip angle for vehicle with modification II tip fins at selected angles of attack and several elevon deflection angles. $M = 1.80$. 

(a) $\delta_e = -15^\circ$. 
Figure 16.- Continued.
(c) $\delta_e = 15^\circ$.

Figure 16.- Continued.


Figure 16.- Concluded.

(d) $\delta_e = 30^\circ$. 
Figure 17.- Effects of elevon deflection on directional and lateral stability characteristics of vehicle with basic tip fins. \( M = 1.50 \).
Figure 18.- Effects of elevon deflection on directional and lateral stability characteristics of vehicle with basic tip fins. $M = 1.80$. 

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Figure 19.- Effects of elevon deflection on directional and lateral stability characteristics of vehicle with modification II tip fins. $M = 1.50$. 
Figure 20.- Effects of elevon deflection on directional and lateral stability characteristics of vehicle with modification II tip fins. $M = 1.80$. 
(a) \( \delta_e = -30^\circ \).

Figure 21.- Effects of aileron deflection on directional and lateral stability characteristics of vehicle with modification II tip fins. \( M = 1.50 \).
(b) $\delta_e = -15^\circ$.

Figure 21.- Continued.
(c) $\delta_e = 0^\circ$.

Figure 21. - Continued.
(d) $\delta_e = 15^\circ$.

Figure 21. - Continued.
\( \theta_e = 30^\circ \).

Figure 21.- Concluded.
Figure 22.- Effects of aileron deflection on directional and lateral stability characteristics of vehicle with modification II tip fins. $M = 1.80$. 

(a) $\delta_e = -15^\circ$. 
Figure 22.- Continued.

(b) $\delta_e = 0^\circ$. 

Figure 22.- Continued.
(c) $\delta_e = 15^\circ$.

Figure 22.- Continued.
(a) $\alpha_e = 30^\circ$.

Figure 22.- Concluded.
Figure 23.: Effects of rudder deflection on directional and lateral stability characteristics of vehicle with modification II tip fins. $M = 1.50$. 

(a) $\delta_e = -15^\circ$. 

\[ 6, 24, 28, 32, 36, 40\]
(b) $\delta_e = 0^\circ$.

Figure 23.- Continued.
(c) $\delta_e = 15^\circ$.

Figure 23.- Continued.
Figure 23. - Concluded.

(d) $S_e = 30^\circ$. 
Figure 24. Effects of rudder deflection on directional and lateral stability characteristics of vehicle with modification II tip fins. $M = 1.80$. 

(a) $\delta_e = -15^\circ$. 
(b) $\delta_{e} = 0^\circ$.

Figure 24.- Continued.
(c) $\delta_e = 15^\circ$.

Figure 24: Continued.
Figure 24.- Concluded.

(d) $\delta_e = 30^\circ$. 
Figure 25.- Effects of aileron deflection on lateral aerodynamic characteristics of vehicle with modification II tip fins for several elevon deflection angles. $\beta = 0^\circ$, $M = 1.50$. 

(a) $\delta_e = -30^\circ$. 

$C_n$, $C_l$, and $C_y$ vs. $\alpha$ for different aileron deflections and elevon deflections.
(b) $\delta_e = -15^\circ$.

Figure 25.- Continued.
Figure 25.- Continued.

\( C_n \)

\[ \delta_e, \text{deg} \]
- ○ 0
- □ 10
- ◆ 20

\( C_l \)

\( C_Y \)

\( \alpha, \text{deg} \)

(c) \( \delta_e = 0^\circ \).
Figure 25.- Continued.

(d) $\delta_e = 15^\circ$. 

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Concluded.

Figure 25.- Concluded.
Figure 26. - Effects of aileron deflection on lateral aerodynamic characteristics of vehicle with modification II tip fins for several elevon deflection angles. $\beta = 3^\circ$; $M = 1.50$. 

(a) $\delta_e = -30^\circ$. 
Figure 26.- Continued.

(b) $\delta_{\theta} = -15^\circ$.
Figure 26.- Continued.

(c) $\delta_e = 0^\circ$.
Figure 26.- Continued.

(d) $\delta_e = 15^\circ$.

Figure 26.- Continued.
Figure 26.- Concluded.

(e) $\delta_e = 30^\circ$. 
Figure 27. - Effects of aileron deflection on lateral aerodynamic characteristics of vehicle with modification II tip fins for several elevon deflection angles. $\beta = 0^\circ$, $M = 1.80$. 

(a) $\delta_e = -15^\circ$. 

\( \delta_n \text{ deg} \)

- $0$
- $10$
- $20$

$C_n$

$C_t$

$C_\alpha$

$a$, deg

-10  0  10  20  30  40
Figure 27. - Continued.

(b) $\alpha_e = 0^\circ$.
(c) $\delta_e = 15^\circ$.

Figure 27.- Continued.
Figure 27. Concluded.

(a) $\delta_e = 30^\circ$.
Figure 28. Effects of aileron deflection on lateral aerodynamic characteristics of vehicle with modification II tip fins for several elevon deflection angles. $\beta = 3^\circ$; $M = 1.80$. 

(a) $\delta_e = -15^\circ$. 

92
Figure 28.- Continued.
Figure 28.- Continued.

(c) \( \delta_e = 15^\circ \).

\[ \text{Figure 28.- Continued.} \]
Figure 28. Concluded.

(d) $\delta_e = 30^\circ$.

Figure 28.- Concluded.
Figure 29. Effects of rudder deflection on directional aerodynamic characteristics of vehicle with modification II tip fins for several elevon deflection angles. $\beta = 0^\circ$; $M = 1.50$. 

(a) $\delta_e = -15^\circ$. 
Figure 29.- Continued.

(b) $\delta_e = 0^\circ$. 

97
Figure 29.- Continued.

(c) $\delta_e = 15^\circ$. 

98
(a) $\delta_e = 30^\circ$.

Figure 29.- Concluded.
Figure 30.- Effects of rudder deflection on directional aerodynamic characteristics of vehicle with modification II tip fins for several elevon deflection angles. $\beta = 3^\circ$; $M = 1.50$. 

(a) $\delta_e = -15^\circ$. 
Figure 30—Continued.

(b) $\delta_e = 0^\circ$.
Figure 30.- Continued.

(c) $\delta_e = 15^\circ$.

102
Figure 30.- Concluded.

(a) $\delta_e = 30^\circ$. 

$C_n$ vs. $\alpha$, deg
Figure 31.- Effects of rudder deflection on directional aerodynamic characteristics of vehicle with modification II tip fins for several elevon deflection angles. $\beta = 0^\circ$; $M = 1.80$. 

(a) $\delta_e = -15^\circ$. 

104
Figure 31. - Continued.

(b) $\delta_e = 0^\circ$. 

Figure 31.- Continued.
Figure 31. - Continued.

(c) \( \delta_e = 15^\circ \).
Figure 31.- Concluded.

\( \delta_e = 30^\circ \).
Figure 32.- Effects of rudder deflection on directional aerodynamic characteristics of vehicle with modification II tip fins for several elevon deflection angles. \( \beta = 3^\circ; \ M = 1.80 \).
\( \delta_r, \deg \)

\[ \delta_e = 0^\circ. \]

Figure 32.- Continued.
Figure 32.—Continued.

(c) $\phi_e = 15^\circ$.
Figure 32. Concluded.

(d) $\delta_e = 30^\circ$. 
Figure 33.- Trimmed longitudinal aerodynamic characteristics of vehicle with both basic and modification II tip fins.

(a) $M = 1.50$.  

(b) $M = 1.80$.  

(a) $M = 1.50$.  

Figure 33.- Trimmed longitudinal aerodynamic characteristics of vehicle with both basic and modification II tip fins.
Figure 34.- Trimmed directional and lateral stability characteristics of vehicle with both basic and modification II tip fins.
Figure 35.- Summary of trimmed longitudinal aerodynamic characteristics of vehicle with modification II tip fins at subsonic speeds. Flaps in subsonic position. Flagged symbols indicate extrapolated data.
Figure 36. Summary of trimmed longitudinal aerodynamic characteristics of vehicle with modification II tip fins from subsonic to supersonic speeds. Flaps in transonic position.
Figure 36.- Continued.
Figure 36. - Concluded.
Figure 37.- Summary of longitudinal location of center of pressure of vehicle with modification II tip fins at subsonic speeds. Flaps in subsonic position.
Figure 38.- Summary of longitudinal location of center of pressure of vehicle with modification II tip fins at supersonic speeds. Flaps in transonic position.
Figure 38. - Continued.
Figure 38.- Concluded.
(e) \( M = 0.95 \).
(f) \( M = 1.00 \).
(g) \( M = 1.10 \).
(h) \( M = 1.20 \).

Figure 40.- Continued.
Figure 40. - Concluded.
Figure 42. - Continued.

(e) $M = 0.95$.  
(f) $M = 1.00$.  
(g) $M = 1.10$.  
(h) $M = 1.20$.  

(i) $M = 1.50$.

(j) $M = 1.80$.

Figure 42.- Concluded.
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