Aerodynamic Preliminary Analysis System II
Part II - User's Manual

G. Sova and P. Divan

ROCKWELL INTERNATIONAL CORPORATION
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AERODYNAMIC PRELIMINARY ANALYSIS SYSTEM II

PART II USER'S MANUAL

By G. Sova, P. Divan, L. Spacht

North American Aircraft Operations, Rockwell International

SUMMARY

An aerodynamic analysis system based on potential theory at subsonic/supersonic speeds and impact type finite element solutions at hypersonic conditions is described. Three-dimensional configurations having multiple non-planar surfaces of arbitrary planform and bodies of non-circular contour may be analyzed. Static, rotary, and control longitudinal and lateral-directional characteristics may be generated.

The analysis has been implemented on a time sharing system in conjunction with an input tablet digitizer and an interactive graphics input/output display and editing terminal to maximize its responsiveness to the preliminary analysis problem. Computation times on an IBM 3081 are typically less than one minute of CPU/Mach number at subsonic, supersonic or hypersonic speeds. Computation times on PRIME 850 or a VAX 11/785 are about fifteen times longer than on the IBM. The program provides an efficient analysis for systematically performing various aerodynamic configuration tradeoff and evaluation studies.
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<td>( S_{\text{wet}} )</td>
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T/CT  Tip chord maximum thickness ratio
X( ),A( ),W/H Station, cross-sectional area, width/height ratio. (Table 3)
X-Area  Cross-sectional area
X,Y,Z Axial, lateral, vertical cartesian body axis coordinates
XO,YO,ZO Section origin
XRO,YRO,ZRO Component origin
X-STAT X station
XTRANS/LENG Transition distance as a fraction of component length or chord
\( \lambda \) Surface taper ratio
\( \Lambda_{L,E.} \) Leading edge sweep-degrees
\( \Gamma \) Dihedral angle-degrees
[ ] Letter in brackets is the indicated screen input for a cross-hairs command
\( \rightarrow \) Keyboard input
\( \alpha \) Angle of attack-degrees
\( \beta \) Angle of side slip-degrees
P Roll rate - rad/sec
Q Pitch rate - rad/sec
R Yaw rate - rad/sec
SECTION 1

INTRODUCTION

A subsonic-supersonic-hypersonic aerodynamic analysis code was developed by integrating an inhouse version (called Unified Distributed Panel or UDP) of the Woodward (subsonic-supersonic) panel program and an inhouse enhanced version of the Hypersonic Arbitrary Body Program (HABP). This analysis system is called the Aerodynamic Preliminary Analysis System (APAS), which has contained within it an interactive portion which allows the user to setup and preview geometry and analysis models before commitment to analysis. The UDP module was extended to include non-linear vortex forces using a generalization of the Polhamus analogy. The resulting interactive system develops appropriate aerodynamics models from a single input geometry data base and has a run/output format similar to a wind tunnel test program. A description of the pertinent theory is presented in Part I.

The user's manual has been organized to sequentially cover the principal system activities of a typical application. That is, geometric input/editing, aerodynamic evaluation, and post analysis review/display. Sample sessions are provided for each to illustrate the specific tasks involved. This text is followed by a comprehensive command/subcommand dictionary that is used to operate the system.

It is recommended that new users exercise the sample cases or their equivalents. Speed should not be a consideration initially. Obtaining desired simulations often requires repeating steps several times. Like any tool, practice is required. Since the system provides several alternative ways to process a job, the user is encouraged to experiment in order to determine which paths best suit his needs.

A well trained analyst can evaluate a configuration in one working day. Since most of the aerodynamic analysis is performed in background, three sessions are typically required. The first is associated with geometry input and checkout, the second with run schedule setup, and the third with display of results and preparation of additional runs if necessary.
SECTION 2
SYSTEM OVERVIEW

APAS II is the fourth evolution of a system which began with an interrogative response approach and evolved into a command oriented system in order to reduce user response demand. Although not as easy to learn as the former its productivity is far superior. In addition, it has the ability to operate over a wide range of sophistication by accessing fewer or more options on a particular problem.

The system structure is presented on figure 2-1. The program flow is from left to right. In general, the procedure is a fairly straight forward pattern of input, storage, preview, analysis, and review. System activity and command/subcommand or procedure relationships are summarized on figure 2-2. Input manipulation, and verification of geometry (squares one through four) are described in section 3. The interactive analysis and run set up for background evaluation (square five) are detailed in section 4. Display of aerodynamic results (square six) are described in section 5. Utility commands (square seven) are provided to maintain geometry file identification and set or modify various system defaults. Alternative program link-ups (square eight) assist the user in creating data files for other programs or users. The use of some of these procedures are described in Appendix E. All key words in this square are available only upon EXITing from APAS. Entering any of these keyword names invokes a procedure which performs the intended function - which in this case is to create interface data for other programs. APASOUT converts an APAS binary geometry file to card image, which among other uses can be helpful in writing interfaces with other systems. APASIN converts an APASOUT card image data set to a binary geometry file which can be used directly in APAS. These latter two codes are useful for shipping data between users at different locations. PATRANG, MBYU, and COLOR are helpful in processing output data (shaded model views, isobars, isotherms, etc). PATRANG is available by lease only. MBYU can be purchased for about $1000. COLOR is similar in function to PATRANG and MBYU. However, it is a Rockwell proprietary code and is not available for general distribution. A detailed system command/subcommand dictionary is presented in section 6 and can be referred to directly by the experienced analyst.

APAS II is coded in FORTRAN-77 and has been implemented on IBM 3081, PRIME and VAX machines. The system contains three separate programs: the interactive input/output program, the subsonic-supersonic analysis program (UDP), and the hypersonic analysis program (HABP).

The interactive program uses Tektronix PLOT10 software for graphics display and a 4014 model Tektronix graphics terminal with a large tablet. Enhanced graphics is recommended over smaller less equipped scopes and any Tektronix graphics terminal starting with models 4014 and up may be used productively. The data transmission rate to the interactive terminal should be at least 1200 BAUD (120 characters per second) and preferably at 9600 BAUD for efficient use of the man-in-the-loop with machine process.
Figure 2-1. APAS II Organization.
Figure 2-2. System Activity and Command/Procedure Relationships.
SECTION 3

GEOMETRY

Geometric simulation and input procedures are described. Supporting interactive display and editing activities are defined. Two work sessions of increasing complexity are provided to illustrate these system tasks for the beginning user.

A multiple body/surface component description was adopted for air vehicle definition. This approach facilitates arrangement studies, regional modification or replacement and the evaluation of component contributions and interactions. In addition, aerodynamic analysis sensitivities may be established by variation of component force algorithms where pertinent.

Geometric input is by one of five ways; generate simple geometric shapes via keyboard input while using the TERMINAL command, digitize geometric shapes from a three-view drawing using a graphics tablet, pen, and the DIGIT command, read in (via the CARD command) a data file previously constructed according to the format of appendix A, using the APASIN procedure - create a binary geometry file from a card image data set of an existing geometry file (which is provided by the APASOUT procedure), and taking data from a data base manager (such as GEOMOD, or Rockwell’s IDAS, etc) for which an interface has been written with APAS. Storage format is independent of the input method. A vehicle can, therefore, be composed of components defined in a variety of ways without incurring problems with geometric compatibility provided a common system of units is used.

The typical procedure is to input a particular component, display and edit it as necessary, and then catalogue it in the permanent file. The task is repeated for each vehicle component.

Activity concerned with user controlled geometric/aerodynamic model interfaces is subsequently initiated. Typical tasks involve linking of subassemblies to form a vehicle body component and definition of surface-flap-shell paneling. The remaining aerodynamic model definitions are developed under automatic directive.

A common geometric data base is used to develop the subsonic-supersonic and hypersonic aerodynamic models. It can be reused since it is not altered during analysis model definition.

User configuration of the system is initiated by reviewing the display, edit, units, and file title defaults and changing the directives as desired. The ATTRIBUTE and TITLE commands of section 6 are used for this purpose and provide the following prompts.
PRESENT USER DEFAULTS:

FILE OPERAND FOR SEVERAL COMMANDS----->: PERMANENT
ANGLE OPERAND FOR DISPLAY Command----->: YAW=90.00 PITCH=0.0 ROLL=-90.00
UNIT OPTION FOR DISPLAY Command----->: METERS
VIEW OPERAND FOR DISPLAY Command----->: THREE VIEW
LINE TYPE OPTION FOR DISPLAY Command-->: STICK
VIEW OPERAND FOR EDIT/LIST SUBCOMMAND>: FULL DISPLAY

ENTER: "CR" - NO CHANGE
1 - FILE OPERAND
2 - ANGLE OPERAND FOR DISPLAY COMMAND
3 - UNIT OPTION FOR UNITS COMMAND
4 - VIEW OPERAND FOR DISPLAY COMMAND
5 - LINE TYPE OPTION FOR DISPLAY COMMAND
6 - VIEW OPERAND FOR EDIT/LIST SUBCOMMAND

**OK**

PRESENT TITLE IS: APAS SAMPLE SESSION GEOMETRY FILE
ENTER: NEW TITLE OR "CR"

**OK**

Interrogation of the various ATTRIBUTE options provide the following menu.

1 ENTER: 1 - PERM, 2 - LOCAL, OR 3 - COMP

2 ENTER ANGLES: YAW, PITCH, ROLL

3 ENTER: 1 - METERS, 2 - INCHES, OR 3 - CENTIMETERS

4 ENTER: 1 - ORTHOGRAPHIC OR 2 - THREE VIEW

5 ENTER: 1 - HIDDEN PANEL OR 2 - STICK FIGURE

6 ENTER: 0 - FULL DISPLAY, 1 - SUPPRESS PRINT, OR 2 - SUPPRESS DISPLAY
COMPONENTS

A component in APAS is defined as an object which can be spatially defined using a set of similar concatenated cross-sections. Geometric and analysis components are used. The former approximates a portion of the physical vehicle. Analysis components are simulations of geometric components or specialized constructions. Examples are slender bodies and interference shells respectively.

A cross-section of a component is, in general, an ordered set of points which, when connected, will form a closed area either by nature of the points themselves or by the symmetric and reflection properties of the component illustrated in table 1. The component symmetry/reflection codes are assigned during digitizing and can be changed by using the EDIT/PARAMETER subcommand.

Numerically-similar points on each cross-section are connected. Point one of section one is connected to point one on section two and so, providing a simple and convenient three-dimensional component construction.

There are five basic components used in APAS. They are bodies, surfaces, slender bodies, interference shells, and field points. A description of each follows.

GEOMETRIC

Bodies (Types 1 and 2)

A body refers to a geometry construction whose primary function is to provide containment volume in a configuration. The fuselage (or major pieces thereof), nacelles, auxiliary fuel tanks, and engine pods are body components. Type 1 bodies are aircraft centerline components. The SLENDER command is the only command in APAS which makes use of the distinction between type 1 and 2 bodies.

Surfaces (Types 3 and 4)

A surface is a component such as wings, verticals, strakes, canards, horizontals, and ventrals. The distinction between types 3 and 4 is whether the reference planform is based on the root-to-tip area (type 3), such as a vertical or a ventral, or on the full trapezoidal area (type 4), as in a wing or horizontal. See figure 3-2.

Each airfoil of a surface component must start and end at the leading edge. They usually have two segments. If a surface has a blunt trailing edge, segment two will be the trailing edge, and the lower surface will be segment three. A surface with only one segment is permitted (see figure 3-3) and can be used to represent a zero thickness camber plane.
Table 1. Component Symmetry Parameters.

<table>
<thead>
<tr>
<th>Stored boundary</th>
<th>Generated by symmetry directive</th>
</tr>
</thead>
<tbody>
<tr>
<td>Codes</td>
<td></td>
</tr>
<tr>
<td>1 Non-reflective</td>
<td>About aircraft centerline</td>
</tr>
<tr>
<td>2 Reflective</td>
<td></td>
</tr>
<tr>
<td>+ Asymmetric</td>
<td>About component centerline</td>
</tr>
<tr>
<td>- Symmetric</td>
<td></td>
</tr>
</tbody>
</table>

**Reflective Asymmetric**

Code = 2
Example: Fuselage
Fuselage-Nacelles

**Reflective Symmetric**

Code = -2
Example: Missiles
Podded Nacelles

**Non-reflective Asymmetric**

Code = 1
Example: Centerline Vertical

**Reflective Asymmetric**

Code = -2
Example: Winglets or
Twin verticals
Figure 3-1. Cross-section Segmentation.
Figure 3-2. Surface Components.

Figure 3-3. Airfoil Segmentation.
Figure 3-4. Multiple Interference Shells Use.

Figure 3-5. Typical Slender Body Cross-sections.
ANALYSIS

Interference Shell (Type 5)

This component is one of the special analysis constructions used in APAS. It is required with a slender body to account for carryover loads induced on the body by adjacent components. This construction is not required if a flat plate simulation of a body is used.

Interference shells are constructed using the INTERFERENCE command. They are one segment non-circular cylinders and are formed by use of symmetry parameters or closing the construction on itself. By concatenating two or more shells, figure 3-4, longitudinal variations in body cross sections can be accommodated. Each shell section must have a contour point where an adjacent surface attaches. An automatic tolerance matching procedure is provided to make the connection. Multiple interference shells are numbered consecutively from the associated body starting with the most forward shell component. They do not have to follow the slender body mold lines exactly and may penetrate the slender body.

Slender Bodies (Types 7 and 8)

This component satisfies the subsonic-supersonic analysis requirement of uniform cross-sectional point spacing and is used to simulate type 1 and 2 components. They are constructed using the SLENDER command. The merging of major pieces can also be performed to develop a contiguous component. Figure 3-5 illustrates typical cross-sections for centerline (type 7) and offset (type 8) cases. Analysis simulation of the slender body uses sources and sinks to represent the body, therefore control points approaching control points must be avoided.

An interference shell must be constructed for each slender body except for a body alone case.

Field points (Type 9)

A specified array is used to define the locations at which off-body flow conditions are desired. The CARD command is used to input up to 100 such points. Inlet analysis, missile drop simulations, etc. are typical analysis problems which make use of this option.

NUMBERING

Component numbering is used to control the order in which components are processed and the connectivity between components. It provides the user with freedom in organizing configurations, but adds the responsibility to exercise care in numbering components.

In general, components should be separated by category; i.e., bodies, nacelles, wings, verticals, etc as indicated in table 2.
Table 2. Component Numbering.

<table>
<thead>
<tr>
<th>COMPONENT NUMBER</th>
<th>COMPONENT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.00 - 99.00</td>
<td>Bodies</td>
</tr>
<tr>
<td>100.00-199.00</td>
<td>Nacelles</td>
</tr>
<tr>
<td>200.00-299.00</td>
<td>Wings</td>
</tr>
<tr>
<td>300.00-399.00</td>
<td>Verticals</td>
</tr>
<tr>
<td>400.00-499.00</td>
<td>Horizontals/canards</td>
</tr>
<tr>
<td>500.00-599.00</td>
<td>Ventrals/fins</td>
</tr>
<tr>
<td>600.00-699.00</td>
<td>Slender body/interference shells</td>
</tr>
<tr>
<td>1000.0</td>
<td>External stores</td>
</tr>
<tr>
<td>9999.0</td>
<td>Maximum component number</td>
</tr>
</tbody>
</table>

Each component can be assembled from up to 9 subcomponents numbered within the same decade. The following examples are combinations which are typical.

1. Forward Fuselage   Mid Fuselage   Aft Fuselage   Pod
   10.00                11.00           12.00           13.00

2. Inboard Wing       Outboard Wing
   200.00               201.00

3. Slender Body       Interference Shell
   600.00               601.00

The rule for component combinations is to start the group on a multiple of 10 (the values zero through nine not being valid). The most forward or inboard subcomponent is placed first, followed by the next outboard, or aft subcomponent. By following a logical numbering system, the user will find managing his geometry file easier and also useable by others.

CONFIGURATIONS

A set of components comprising a complete vehicle definition for analysis is defined as a configuration. A geometry file may contain more than one configuration, and a given component may be used to assemble more
than one arrangement. As an example, the file listing of figure 3-6 contains two configurations shown broken out to the right.

<table>
<thead>
<tr>
<th>PERMANENT GEOMETRY FILE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NUMBER</td>
</tr>
<tr>
<td>11.00</td>
</tr>
<tr>
<td>12.00</td>
</tr>
<tr>
<td>200.00</td>
</tr>
<tr>
<td>210.00</td>
</tr>
<tr>
<td>300.00</td>
</tr>
<tr>
<td>400.00</td>
</tr>
<tr>
<td>410.00</td>
</tr>
<tr>
<td>600.00</td>
</tr>
<tr>
<td>601.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONFIGURATION 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>NUMBER</td>
</tr>
<tr>
<td>11.00</td>
</tr>
<tr>
<td>12.00</td>
</tr>
<tr>
<td>200.00</td>
</tr>
<tr>
<td>300.00</td>
</tr>
<tr>
<td>400.00</td>
</tr>
<tr>
<td>600.00</td>
</tr>
<tr>
<td>601.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONFIGURATION 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>NUMBER</td>
</tr>
<tr>
<td>11.00</td>
</tr>
<tr>
<td>12.00</td>
</tr>
<tr>
<td>210.00</td>
</tr>
<tr>
<td>300.00</td>
</tr>
<tr>
<td>410.00</td>
</tr>
<tr>
<td>600.00</td>
</tr>
<tr>
<td>601.00</td>
</tr>
</tbody>
</table>

Figure 3-6. Two Configurations from a Single Geometry File.

Figure 3-7. TERMINAL Airfoil Sections Command.
INPUT

Five avenues of geometry input are available for APAS. They are: (1) keyboard entry of simple shapes using the TERMINAL command, (2) digitizing arbitrary shapes from three-view configuration drawings using the DIGIT command, (3) card image data of simple or arbitrary shapes defined in accordance with appendix A and read in using the CARD command, (4) permanent geometry file which has been created using APASIN procedure and (5) permanent geometry file from a data base manager (such as GEOMOD, or Rockwell's IDAS, etc) which has an interface with APAS.

SIMPLE

The TERMINAL command allows the user to define simple geometries by typing basic descriptive parameters into the system.

Body components (types 1 and 2) are input by selecting control points (e.g. pilot station, engine face, and base) and specifying the x-station, cross-sectional area and the section width to height ratio. One segment full ellipse, half ellipse, rectangular, and triangular contour options are available.

Surface components (types 3 and 4) are input by defining aspect ratio, area, taper ratio, sweep, and dihedral. The analyst then specifies the wing section (five different types, figure 3-7) and the root and tip thickness ratio.

The CARD command provides an alternate means of inputting simple vehicle geometry. Components are constructed from similar type of data as TERMINAL, except that the user has greater control of section locations and, in the case of surfaces, upper and lower surface contours. A complete description of CARD input is provided in appendix A.

ARBITRARY

Digitizing requires a limited amount of information keyed in by the operator. The majority of the data is defined using a graphic tablet and digitizing pen. A component is constructed by sequentially digitizing a series of sections, starting from the nose and proceeding to the tail for a body or from root to tip for a surface. Adding or replacing sections on an existing component does not have an order restriction.

The following discussion is intended to provide a detailed example of how to use the DIGIT command. Reference to the command dictionary in section 6 will be helpful. The process begins by choosing a reference point for the body cross-section(s), which is usually taken as the configuration fuselage reference line (FRL), figure 3-9. Offset components can be digitized using a component reference line (CRL) and positioned relative to the configuration using the component origin, XO, YO, ZO. Entering the reference point is step I in digitizing a body section. Step II digitizes points around the section, starting at the top of the section and working outboard around to the bottom of the section for a type 1 (centerline) component or back to the top point for a type 2 (offset) component. Segment joining points are specified (figure 3-8, section 1) by double point. If more than two segments converge at one location (figure 3-8, section 2), a point is entered for each segment. A total of five is required for this case.
Figure 3-8. Digitizing Points for Sections Having Converging Segments.

Figure 3-9. Preparing Surfaces for Digitizing.
At the end of each section digitizing, an entry from the keyboard is required to end the section. If the user has made a mistake, he can enter the letter R and carriage return, and the input will reset back to step I. If the letter S is entered, the section ends normally, the section is displayed on the screen, and the reference coordinates XO, YO and ZO are printed. If the user enters the letter S, Y, or Z, the current XO, YO, and ZO from digitizing is printed on the screen, and the user has the option of accepting these or entering his own values. This ends the section loop. The user is asked to re-enter the section, enter a new section, or end the component.

Surface definition has two levels of input complexity. The lowest is based on the use of scaled airfoils from a 65A0XX default section or scaling an input section for the surface. The user defines the planform by entering a sequential set of section maximum-thickness ratios, origins, and chord lines. This is a repeated four step process for the default or preselected section and a seven step process for the digitized section option. The basic (four-step) process is:

**Step I:** Enter maximum thickness \( \text{(t/cmax)} \) ratio from the keyboard. A positive t/cmax will scale the default or previously input section zero t/max or carriage return will return a section of the same t/cmax. Negative t/cmax activates the airfoil digitizer mode. The input section will be scaled to the chord length input in steps III and IV. If the t/cmax of the digitized section differs from the absolute value keyed in by more than 15 percent, the digitized thickness ratio is then scaled such that t/cmax matches the keyed-in value. This option allows the user to digitize standard airfoil sections.

**Step II:** After entering t/cmax, the tablet will be initialized, and the user will enter the z or height location of the chord line from the side view f the configuration drawing. (see) figure 3-9)

**Step III:** The next point to enter on the chord line is the X-Y location of the leading edge. This is entered from the top view on the configuration drawing. This is visually straight forward for a wing or horizontal. The points in steps III and IV are also entered from the top view for a vertical surface end. In this case, it is helpful to draw the chordlines to be used in a vertical surface in the side view then transfer the end points onto the top view for digitizing. (See figure 3-9).

**Step IV:** The final point defines the chord length (trailing edge) of the chord line. All surface chord lines run parallel to the X-axis in APAS. The leading edge of a surface has been arbitrarily selected to define the chord line reference plane.

This completes the surface section loop. In summary, step I enters t/cmax, step II digitizes the Z leading edge, step III digitizes the X-Y leading edge, and step IV digitizes the X trailing edge. This process is sequentially repeated from the root to tip.
If the t/cmax entered in step I is negative, three additional steps are performed, and a true view of each airfoil desired is required. It does not have to be the same scale as the configuration drawing. A larger scale is preferred for improved digitizing accuracy. The sections do not have to be oriented on the tablet in any particular manner because steps V and VI will define the true reference system of the airfoil.

**Step V:** Digitize the leading edge on the section reference line. (See figure 3-10, left side.) This point establishes the vertical location of the section. It is also an axis point for orienting the section in its true X-Z viewing space.

**Step VI:** Digitize the trailing edge point on the section reference line. (See figure 3-10, right side.) This point locates the axial trailing edge location for scaling the section chord to match the chord line. It is also the second point for orienting the section in its true viewing space.

---

**Figure 3-10. Airfoil Reference Line.**

Step VII: Digitize the airfoil chordwise by starting at the leading edge. At the trailing edge, a double point is entered (for a two-segment surface) to indicate the segment brake between the upper and lower surfaces. For a blunt trailing edge (three-segment surface), a double point is entered at both trailing edge points. If a blunt trailing edge ceases to exist at a given section, a triple point is required to indicate a null segment at the trailing edge. The user then enters eight an R (to repeat steps V through II only) or an S (to end the section normally) and carriage return from the keyboard. The section thus entered becomes the default section replacing whatever section was previously stored as the default. This is the end of the digitized section input process. The user can return to step I for the same section, a new section, or end the component.
PROCESSING

Detailed descriptions of the mathematical formulas used in APAS geometry processing are presented in Appendix B. Point spacing may be based on constant curvature, constant fractional arc length or a combination of these algorithms. Linear, second-order, or least-squares smoothing interpolation is available.

Digitized body sections utilize a point spacing criteria based on 50% constant curvature and 50% constant fractional arc length. The hypersonic panel model uses the inputted geometry points as corner points for all the panels and the connectivity of these points to form panels is done automatically by the program.

Digitized cross-section segments are interpolated using the second-order or least-squares method. For surface sections, an algorithm is provided in the least squares method to estimate or incorporate the radius at the leading edge.

Section insertions are constructed by interpolating along common points (e.g., point 7 of section 8 to point 7 of section 9) with linear or second-order fits.

Surface camber and thickness are determined using a piecewise least-squares fit to provide smooth distributions and slopes on a grid defined by input geometry points. Linear interpolation is used to determine the panel coordinates and boundary conditions at control point locations.

DISPLAY

Three-view and orthographic visualization is available in the DISPLAY command to establish the acceptability of the geometry. Each has special features which help to locate problems. In addition to trouble shooting, these displays are used as a permanent record of the geometry for documentation purposes. Some artistic capabilities have consequently been included.

The three-view mode permits examination from the three standard angles as indicated on figure 3-11. In addition section cuts can be constructed and displayed using the graphics cursor.

The orthographic projection provides the ability to view geometry at user specified angles as indicated on figure 3-12. Windowing permits zooming in on a given area (figure 3-13) to investigate a problem or check the region more closely. A perspective capability is available to provide alternate views (figure 3-14) of a vehicle or group of components and also as an aide in generating underlays for artist renderings. A poor mans hidden panel algorithm can be activated in the orthographic projection to help define geometry problems masked by the standard stick figures. See figure 3-15.

EDITING

The EDIT command is used to correct or refine component geometry and update a vehicle undergoing development. A primitive capability exists to
alter a component so that the impact of size and shape changes on aerodynamics can be evaluated. A second principal function is to define subsonic-supersonic analysis paneling and flap boundaries.

Sections can be scaled, translated, deleted or inserted using a combination of graphics cursor and keyboard input of the type of operation desired. Additional capabilities are zooming into a problem area, multicomponent viewing, and several other graphical aids designed to improve visual editing capabilities. These cursor guided functions are combined into the EDIT/VIEW subcommand.

Alternative keyboard subcommands are provided to digitly correct, translate, scale, delete, or insert, component sections singly or in sequential groups.

The PARAM subcommand adjusts component segment parameters (wetted or unwetted), and origin values.

Surface finite-element definition required for the subsonic-supersonic analysis and control surface boundaries for the hypersonic analysis are development using the PANEL subcommand of EDIT.

Paneling of each surface construction in APAS must be performed by the user via the PANEL subcommand. Recommended default panel densities are indicated. Type 3 surfaces have five spanwise and five chordwise uniform panels. Type 4 surfaces have 10 by 10 evenly spaced panels. Interference shells (type 5) have 10 chordwise and one spanwise panel between each set of contour points.

PANEL allows the user to develop a finite element model which is generally independent of the chordwise and spanwise input geometry. The user may also specify sets of panels as control surfaces. PANEL uses a planview of the surface as its working display. The planform is partitioned into a set of regions with a specified number and type of finite elements. The spanwise region boundaries are determined by the input airfoil sections themselves or the root and tip if desired.

COMPONENT MANAGEMENT

Components are stored on a random or direct-access device, depending on the computer installation. This allows the user to work with them in a fast and efficient manner. Components are accessed in numerical order even though they are stored in the order in which they are cataloged.

File Structure

There are three geometry file catagories used in APAS. They are permanent, component, and local. All are binary geometry files and use the same storage process. The permanent file is used to store configuration geometry that is to be analyzed and is a read or write file. The component file is a read only file (and thus must already exist - usually is a modified copy of an existing permanent geometry file) and may be used in several ways. One of the most common uses is to point to another users permanent file and then copy out certain components into the permanent or
local file using the COPP command. Another use is as a storage file for commonly used component parts, such as engine pods, missiles and external tanks. The local file is used to place selected components from the permanent and/or component files for interactive analysis and/or as a configuration to be analyzed in the background mode. All components for execution must be present in the local file before using any of the analysis commands (VISC, WAVE, etc). APAS commands for component manipulation are ATTACH, CATALOG, CLEAR, COPP, COPY, DELETE, and the SAVE subcommand in EDIT.

ATTACH takes components from the permanent or component file and adds non-redundant components to the local file. CLEAR purges the local file and is useful for clearing the local file so another configuration can be entered, or as a preparation for entering the SET command if a new configuration is not to be defined.

CATALOG adds new components to a file and is used only with the SLEN, INTER and TERMINAL commands. It protects any old components with the same number.

COPY allows a user to copy a component within a file. COPP allows a component from the component or local file to be copied into the permanent file and has the same protections as CATALOG.

DELETE removes components from a file. The file must be specified. This protects the user from destroying components from the wrong file.
Figure 3-11. Three-view Display.
Figure 3-12. Orthographic Display.
Figure 3-13. Windowing Into a Potential Trouble Area.
Figure 3-14. Perspective Viewing.
Figure 3-15. Hidden Panel Display.
SAMPLE SESSIONS

Geometry input functions are illustrated in sessions 3-1 and 3-2.

Each session is structured to illustrate a wide range of APAS capabilities. Selectively bypassing certain complexities progressively reduces the level of user expertise required, and those areas which can be delayed are pointed out in the text.

Prior to initiating any session, a preplanning effort is spent defining the specific work that will be done in order to minimize the amount of sitting time. This will assure that terminal usage is spent primarily on effort requiring the computer.

Two cases are investigated. The first case, session 3-1, a simple, conceptual vehicle which is input using the TERMINAL command. It is subsequently shaped and modified using the EDIT command and subcommands. The second case, session 3-2, digitizes the space shuttle vehicle. Differences between the two models, in terms of the type and amount of input work required, will become apparent from the discussions.

SIMPLE CONFIGURATION (CASE #1/SESSION 3-1)

Read the function descriptions of TERMINAL and EDIT in the command dictionary, section 6.

For this section, it is assumed that the gross geometric characteristics of manned recoverable space vehicle have been defined from an independent study. The data available may include a minimum cross-section area of the cargo bay, volume of crew compartment and other vehicle equipment, fuel volume required, wing and empennage size, etc. The user will define a set of geometric parameters from this data base which can be entered in APAS using the TERMINAL command to define the vehicle.

Geometric Preliminaries

Input for bodies is in the form of vehicle station, cross-section area, and width/height ratio for key locations on the body. A table of these values is set up which will be used later in APAS. Table 3 presents the pertinent fuselage information.
Table 3. Simple Body Input Data.

<table>
<thead>
<tr>
<th>Station (m)</th>
<th>Area ($m^2$)</th>
<th>Width/Height</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.59</td>
<td>0</td>
<td>.88</td>
<td>Nose</td>
</tr>
<tr>
<td>11.68</td>
<td>20.65</td>
<td>.88</td>
<td>Crew station</td>
</tr>
<tr>
<td>15.24</td>
<td>28.39</td>
<td>.88</td>
<td>Max cargo section</td>
</tr>
<tr>
<td>33.02</td>
<td>30.97</td>
<td>.88</td>
<td>Max cargo section aft</td>
</tr>
<tr>
<td>38.10</td>
<td>43.87</td>
<td>.88</td>
<td>End of body</td>
</tr>
</tbody>
</table>

Surfaces are created using the parameters of planform area, aspect ratio, taper ratio, leading-edge sweep, and dihedral. The pertinent characteristics for the wing and tail are summarized in table 4.

Table 4. Simple Surface Input Data.

<table>
<thead>
<tr>
<th>$S$ ($m^2$)</th>
<th>AR</th>
<th>$\Delta$</th>
<th>$\Delta_{LE}$</th>
<th>$\gamma$</th>
<th>Section</th>
<th>T/CR</th>
<th>T/CT</th>
<th>Surface</th>
</tr>
</thead>
<tbody>
<tr>
<td>249.91</td>
<td>2.3</td>
<td>.20</td>
<td>$45^\circ$</td>
<td>$5^\circ$</td>
<td>64AOXX</td>
<td>.04</td>
<td>.03</td>
<td>Wing</td>
</tr>
<tr>
<td>38.80</td>
<td>1.65</td>
<td>.40</td>
<td>$45^\circ$</td>
<td>$90^\circ$</td>
<td>HEX</td>
<td>.03</td>
<td>.03</td>
<td>Vertical</td>
</tr>
</tbody>
</table>

Additional information required for each component includes the component number and name, the origin of the component, and its orientation in space.

APAS Preliminaries

Once the configuration component geometric tabulations are complete, the user is ready to logon and run APAS. In the present case, the session is initialized using a new geometry and output file. The title of the file is entered as "APAS SAMPLE SESSION GEOMETRY FILE," screen 3-1.

The ready mode on APAS is indicated by the symbol **OK** to distinguish it from the normal operating mode of the computer system. The commands required to execute this session are all accessed from the **OK** mode. The EXIT command is used only to terminate a session.

Fuselage Input

The first component to input (using the TERMINAL command) is the fuselage because data from it will be helpful in lining-up the wing and vertical tail attachment points.
The data of table 3 are keyed in (figure 3-16) for the fuselage. Two options are available for inputting cross-section data. The number of cross sections (five in this case) were specified instead of entering all the data on one line. Note that more than one section can be entered on a line; e.g., sections 2 and 3, and that commas or blanks can be used as delimiters to separate data elements. When the last section has been entered, the maximum height and half-breadth from the centerline is printed. These characteristics will be used later for attaching surfaces to the fuselage.

The component should be cataloged immediately after it is created in order to avoid inadvertent loss. CATALOG checks the file for another component having the same number.

The user next enters EDIT and selects the VIEW (VI) subcommand to display the fuselage, bottom of figure 3-16. If no data follow the VI command string, the default display angles for types 1 and 2 will be used for yaw, pitch and roll. Note that either upper or lower case letters may be used when typing in commands. For purposes of clarity in this document lower case inputs are used throughout.

Figure 3-17 presents the fuselage as it was created from key input. At this point, the user can accept this component and proceed to the input on figure 3-21 (text beginning on page 33) or progressively modify it on figures 3-18 through 3-20. Figure 3-18 shows the fuselage as it appears after using the graphics cursor to translate selected body sections. The menu of options is in the upper right of the screen. Options I and F interpolate the section at the location chosen with the vertical cursor. Sections can be inserted only between the nose and tail and out of the proximity of other sections. A programmed alarm will sound if an errant key is entered, or a cursor rule is violated. Options D through L are one-step functions locating the nearest section to the vertical graphics cursor on which to operate. Option D deletes that section. Options T and B scale the section vertically until the top or bottom respectively matches the Z-location indicated by the horizontal cursor. Options U and L translate the section vertically until the top (upper) or bottom (lower) respectively matches the location indicated with the horizontal cursor.
**Figure 3-16. TERMINAL Input of a Simple Fuselage.**
Option M translates the entire component. The cursor is positioned and the letter M is entered. The cursor is now positioned to a new location and M is entered again. A translation vector is defined with the two entries, and the EDIT component is translated and displayed in its new location.

Option O displays (overwrites) the edited component on top of the screen image already present. Option R repaints the entire screen image, including auxiliary components, if any. The cursor location at the time the Z-option is requested via the keyboard forms one corner of the window into which the user wishes to zoom in on. The cursor should next be moved to a location to form other diagonal corner of window and when Z is entered from the keyboard the box is completed and the new view displayed. Option W doubles the amount of real space viewed on the screen, leaving the EDIT component centered on the screen.

Figure 3-18. Fuselage Modification by Section Translation.
The modifications of figure 3-18 are made with the L-key to translate selected sections, forming the bottom line of the fuselage (steps 1 through 6). The changes are reviewed with the overwrite key (O, step 7), producing the single dashed display of the changes, and the screen is repainted (R, step 8).

In figure 3-19, two sections have been inserted between sections 1 and 2 and 2 and 3 of the original fuselage to improve the nose definition. A series of top scalings (T, steps 3 through 5) and a bottom scaling (B, step 6) round out the original conical nose shape. A section translation (L, step 7) corrects a small error from the previous figure. An overwrite is performed (O, step 8) to check the changes, and a repaint to view the final adjustment in figure 3-20. The user then ends the view mode (E, step 1), SAVEs the fuselage (step 2), and ENDS the EDIT mode. For clarity, the last entry on figure 3-20 is repeated at the top of figure 3-21.

Figure 3-19. Inserting Sections and Modifying Fuselage Nose.
APAS SAMPLE SESSION GEOMETRY FILE

YAW = 0.0  PITCH = 0.0  ROLL = 0.0

EDIT**

(2) save
SAVED IN PERM FILE
EDIT**

end

SIMPLE FUSELAGE

MENU OF KEY FUNCTIONS

INSERT - 2ND ORDER : I
INSERT - LINEAR : F
DELETE : D
SCALE TOP TO CURSOR : T
" BOTTOM TO CURSOR : B
MOVE UPPER TO CURSOR : U
MOVE LOWER TO CURSOR : L
TRANSLATE COMPONENT : M
OVERWRITE : O
REPAINT : R
ZOOM - ENLARGE IMAGE : Z
WIDE - SHRINK IMAGE : W
END : E

Figure 3-20. Viewing and Saving Modified Simple Fuselage.
Wing Input

Figure 3-21 illustrates the steps involved in constructing a simple wing from the data of Table 4, using the full-surface option of TERMINAL. Referring to the bottom of figure 3-16, use is made of the maximum half-breath and height to initially locate the wing-fuselage lateral and vertical attachment YO(root) of 3.30 meters and ZO(root) of -3.05 meters were selected for this purpose.

EDIT**
 ---> end
 **OK**
 ---> terminal
 * ENTER COMPONENT YAW,PITCH,ROLL :
 ---> <CR>
 0.0 0.0 0.0 DEFAULTS SELECTED

* 1 FULL SURFACE
* 2 HALF SURFACE
* 3 FULL ELLIPSE
* +4 HALF ELLIPSE UP -4 HALF ELLIPSE DOWN
* 5 RECTANGLE
* +6 TRIANGLE UP -6 TRIANGLE DOWN
* E END

--- 3
* INPUT COMPONENT NAME:
 ---> simple wing
* INPUT COMP NUMBER:
 ---> 101
 * FULL SURFACE : X(CBAR/4),YO(ROOT),ZO(ROOT):
 ---> 33.02 3.30 -3.05
 * S,AR,TAPER,SWEEP(DEG),DIH(DEG):
 ---> 249.91 2.3 2.45 3
* 1  65 A OXX
* 2  64 A OXX
* 3 SUPERCritical
* 4 HEX AIRFOIL
* 5 BI-CONVEX
* SELECT AIRFOIL TYPE:
 ---> 1
 *ENTER : (T/C)1 , (T/C)2 .... (T/C)M, N <=10
 (DEFAULT VALUES: 0.05,0.05)
 ---> .04 .03
 **OK**
 ---> cata
 **OK**
 ---> edit 101 10
 EDIT**
 ---> vi

Figure 3-21. TERMINAL Input of Simple Wing.
After keying in the wing and cataloging it, the EDIT command is entered for the wing (component I01.00), using the fuselage (component I0.00) as an auxiliary component. The VIEW subcommand in EDIT is selected and the work shifts to figure 3-22.

**Figure 3-22. Wing Viewing Using Auxiliary Component.**

The user elects to line up the root trailing edge of the wing with the end of the fuselage. This is accomplished by the steps outlined in figures 3-22 and 3-23.
Ending the view mode (E, step 1, screen 3-7), the user lists the first section by keying the section number and the letter L (step 2). This display (figure 3-23) provides a tabulation of the airfoil coordinates for section 1. The trailing edge point should be at x = 38.10 meters. Its present location is at 5.891 meters (point 16) plus XO of 33.02 meters or 38.911 meters. To correct the wing, a DX of -0.811 meters is applied to all the stations (1,99,ALL). The user now returns to the VIEW mode (figure 3-24). To save space, the original view (figure 3-22) was widened in steps 1 and 2, and the final screen with a full view of the fuselage is shown.

```
EDIT**
>>> dx = -0.811,1,99,all
EDIT**
>>> vi
```

Figure 3-23. Translating the Wing.
The translate function, T, is now used to modify the wing leading edge (T, steps 3 and 4). The changes are checked using overwrite (O, step 5). Note that the root chord does not attach to the side of the body. The user ends the view mode (E, step 6) and moves the root section (section 1) inboard an estimated 0.508 meters (step 7). The work is then saved (the original component is written over), which reevaluates the wing extents since the planform has been changed. The wing is then viewed (figure 3-25) to verify the final changes. The user ends from EDIT/VIEW and produces a three-view display on figure 3-26.
Figure 3-25. Final View of Simple Wing Modifications.

Figure 3-26. Three-view of Simple Wing and Fuselage.
Four cross-section cuts are made, three to the left (L, steps i through 3) and one to the right (R, step 4). Step 5 ends the cross-section mode, at which point the contours are filled in. A copy can now be taken. Step 6 returns the program to the **OK** mode.

Note the gap between the wing and fuselage in figure 3-26. The analyst decided to correct the fuselage and uses the EDIT/XH cross hairs subcommand to flatten the sides and bottom to match the wing. The cross hairs operation is a two-step process; the first entry locates the nearest point and the second its new location. Steps 1 and 2 of figure 3-27 show the translation of point 12, steps 3 and 4 move point 11, etc. for section 11. The space bar [SP] is the most convenient way to enter the point, and an [O] will end the cross hairs function either on the translate entry (step 10 for example) or the following entry as was done here.

The user lists the modified section in figure 3-28 with print suppressed and uses the cross hairs to readjust points 8 through 12 slightly (not illustrated). The final section is shown in figure 3-29. A print suppressed listing of section 10 is now requested (figure 3-30). The user now realizes that a simpler method to accomplish the same results at section 11 are the first two entries on figure 3-30. In the first entry, the z-values at points 8 through 13 were set equal to the z at point 13.

EDIT**

SECTION: 11

EDIT**

Figure 3-27. Modifying a Fuselage Section Using the EDIT/XH Cross Hair Subcommand.
Figure 3-28. Modified Cross-section from Figure 3-27.
Figure 3-29. Final View of Modified Cross-section.

In the second entry, the y-value of points 8 through 8 were changed to the y at point 7. The resulting section modification is displayed on figure 3-31. Four additional (sections 6 through 9) modification entries are shown on figure 3-31. Section 6 is listed on figure 3-32 and the cross hairs mode is used to move points 8, 9 and 10 (arrows, bottom of section) to round off the lower corner. On figure 3-33 the z-value of point 10 is matched to point 11 to make sure the bottom is flat. The user then saves the fuselage and ends edit. The final entry on figure 3-33 is to obtain an orthographic projection of the components (no components listed) at angle 0 for yaw, pitch, and roll. A view from the nose is shown on figure 3-34.

On figure 3-35, the user has displayed the wing and fuselage interface. It is decided to move the wing up one-half the root chord maximum thickness to improve the intersection (figure 3-36). By using the PARAMETER (P) subcommand in EDIT, the user increases the wing z origin by 0.686 meters. In the parameter mode, carriage return retains the old values, and the user enters a carriage return until prompted for the origin input (fifth arrow). To adjust only ZO, he enters a comma to keep XO, a comma to keep YO, and the new ZO value of -2.362 meters. The wing is saved, EDIT is ended, and a three-view display of all components in the permanent file (the user's default file) is made on figure 3-37.
Figure 3-30. Modifying a Cross-section Using the Z and Y Subcommands of EDIT.

Figure 3-31. Modified Section from Figure 3-30 and Z and Y Changes to Sections 9, 8, 7, and 6.
Figure 3-32. Rounding Off the Bottom of Section 6.

Figure 3-33. List of Section 6 Modifications and Saving the Fuselage.
APAS SAMPLE SESSION GEOMETRY FILE

<table>
<thead>
<tr>
<th>YAW</th>
<th>PITCH</th>
<th>ROLL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Figure 3-34. Front View of the Simple Fuselage.

APAS SAMPLE SESSION GEOMETRY FILE

Figure 3-35. Three-view of Simple Wing and Fuselage Showing Improved Wing-body Interface.
EDIT**

--- parameter

101.00  SIMPLE WING

TYPE: 4
NWET: 1  1

ENTER TYPE:

--- <CR>

ENTERSWET VALUES:

--- <CR>

COMPONENT SYMMETRY: REFLECTIVE AND ASYMMETRIC

ENTER: 1 : NON-REFLECTIVE
2 : REFLECTIVE
POSITIVE : ASYMMETRIC
NEGATIVE : SYMMETRIC

CARRIAGE RETURN : UN-CHANGED

--- <CR>

XO: 33.020  YO: 3.302  ZO: -3.048

ENTER NEW VALUES, PLACE COMMA TO LEAVE VALUE UNCHANGED:

--- ,,-2 362

BET: 0.0  ALP: 0.0  GAM: 0.0

ENTER NEW VALUES, PLACE COMMA TO LEAVE VALUE UNCHANGED:

--- <CR>

VORTEX FORCES FOR THIS COMPONENT ARE OFF.
ENTER "OFF" OR "ON" OR <CR> TO RETAIN:

--- <CR>

EDIT**

--- save

SAVED IN PERM FILE.

EDIT**

--- end

**OK**

--- disp all

Figure 3-36. Using the Maximum Half Thickness of Wing Section 1 to Change ZO from -3.048 to -2.362.
Figure 3-37. Three-view Showing Wing in its Final Position on the Fuselage.
Vertical Tail Input

Figure 3-38 illustrates the TERMINAL command input procedure for the vertical tail using data from table 4. The entries are similar to the wing. The work session continues on figure 3-39 using the VIEW subcommand of EDIT.

```
**OK**
--- term
  * ENTER COMPONENT YAW, PITCH, ROLL:
--- <CR>
  0.0 0.0 0.0 DEFAULTS SELECTED

  * 1 FULL SURFACE
  * 2 HALF SURFACE
  * 3 FULL ELLIPSE
  * +4 HALF ELLIPSE UP -4 HALF ELLIPSE DOWN
  * 5 RECTANGLE
  * +6 TRIANGLE UP -6 TRIANGLE DOWN
  * E END
--- 2
  * INPUT COMPONENT NAME:
--- simple vertical
  * INPUT COMP NUMBER:
--- 201
  * HALF SURFACE
  XRO, YRO, ZRO (INBOARD LE)
--- 33.02 0 3.56
  * S, AR, TAPER, SWEEP (DEG), DIH (DEG):
--- 38.80 1.65 0.4 45 90
  * 1 65 A OXX
  * 2 64 A OXX
  * 3 SUPERCRITICAL
  * 4 HEX AIRFOIL
  * 5 BI-CONVEX
  * SELECT AIRFOIL TYPE:
--- 4
  * ENTER: (T/C)1, (T/C)2 . . . . (T/C)M, N <= 10
  (DEFAULT VALUES: 0.05, 0.05)
--- .03 .03
**OK**
--- catalog
**OK**
--- edit 201 10
EDIT**
--- vi
```

Figure 3-38. Vertical Tail TERMINAL Input.

The W key is used to widen the tail-fuselage viewing space (figure 3-39) and the M key is used on figure 3-40 to move the vertical into position relative to the fuselage (steps 1 and 2). The view mode is ended (E, step 3), the vertical is saved, and a full configuration display is requested. The resulting three-view is show on figure 3-41.
Figure 3-39. Viewing the Vertical and Widening the Viewing Space.
APAS SAMPLE SESSION GEOMETRY FILE

YAW = 90.0 PITCH = -90.0 ROLL = -90.0

EDIT**

→ save
SAVED IN PERM FILE.

EDIT**

→ end
**OK**

→ disp all

(3) [E]

Figure 3-40. Vertical Tail Translation.

Development of the slender body and interference shell analysis components and wing, vertical and shell paneling will be deferred to the arbitrary configuration session to eliminate redundant discussion.

APAS SAMPLE SESSION GEOMETRY FILE

Figure 3-41. Configuration Three-view.
A drawing about one-fourth the size required for digitizing is presented on figure 3-42. Auxiliary contour data can be used if it is all to the same scale. A configuration input plan should be developed prior to logging on the system. This effort can markedly reduce input geometry session time and increase analysis flexibility on APAS.

The first planning step is to partition the configuration into body and surface components in order to properly apply the system aerodynamic analysis algorithms. These elements can be further partitioned as indicated on figure 3-43 to facilitate digitizing, aerodynamic buildup analysis, etc. Decisions concerning which of the configuration elements will be digitized using the DIGIT command, keyboard input using the TERMINAL command, or card input using the CARD command are made at this time. In the present case, it was elected to digitize the entire vehicle. Of course, if the user has access to APAS compatible digitized data as through the APASIN command or through an interface like GEOMOD or Rockwell's IDAS, then this session example can be bypassed. However, the process of planning the configuration input should be valuable in either case and is therefore recommended reading.

The fuselage is examined to locate canopy lines, contour corners, and wing, vertical tail, and pod attachment lines. This information is used to established fuselage defining segments. To eliminate carrying a zero segment the length of the body for the wing and pods (figure 3-44), the fuselage is split into three components. Each is reviewed to establish segment definitions as indicated on figure 3-45. The use of double and triple points to preserve the same number of segments for a particular component is illustrated. For example, the point at which two segments meet is entered twice (double point).

The input process for the pod is similar to the fuselage and will not be repeated.

The wing is now examined. The planform is squared off at the root and tip to provide streamwise edges as indicated on figure 3-46. Chord lines are defined on the top view for the available section cuts. The leading edges of these chord lines are next located along the wing leading edge in the side view. Airfoils can be digitized using one, two or three segments. The first and last define the upper and lower surface respectively. The second segment (of a three segment definition) provides for a blunt trailing edge. A single segment surface can be used for "camber plane" linear analysis. Various default airfoil options are also provided.

The vertical tail leading and trailing edge points of the root and tip are transferred from the side view to the top view as indicated on figure 3-47. The root chord is digitized by entering the leading-edge point in the side view, moving up the transfer line to the centerline in the top view and entering a point and then moving along the centerline to the trailing edge point to complete the chord line definition. The process is repeated for the tip. Airfoils are defined in the same manner as for the wing.

The configuration is now ready for input to APAS.
Figure 3-42. Space Shuttle Orbiter Three-view.

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Figure 3-43. Space Shuttle Orbiter Components.

Figure 3-44. Fuselage Partitioning for Digitizing.
Figure 3-45. Examples of Digitizing Sections on Various Body Components.
Figure 3-46. Previewing Wing Surface, Adding Guide Lines and Transfer Lines for Digitizing.

Figure 3-47. Previewing Vertical Tail, Adding Guide Lines and Transfer Lines for Digitizing.
Digitizing

The drawing of figure 3-42 is taped to the graphics tablet such that the areas being digitized sit on the active surface. Log into APAS using the same geometry file as the sample geometry case. Review the components in the permanent file using the FILES command.

Enter DIGITIZE and refer to figure 3-48 for the inputs to initiate digitizing. In this session, the forward fuselage and wing input will be defined. The first entry (XO, Xmax) is the x-station values of the selected origin and another point providing a reasonable distance for scaling the drawing. Xmax is usually taken as the largest x-station on the active tablet surface. The second entry is (XO,YO) top screen to verify these entries, followed by the question "AXIS OK * YES * 2 NO." User should accept if the points are near orthogonal. The next entry is the basic component parameters: the type of component, the number of segments per cross-section, and the status of each segment; 1 for a wetted (exposed) and -1 for an unwetted. This is followed by the component number, name and symmetry. The forward fuselage, component 11.00, will be a type 1 body with three wetted segments.

*KEY * XO,XMAX *
→→ 0 30.683
PEN * PLANFORM XO. PROFILE XO. PROFILE XMAX *

AXIS OK * 1 YES * NO
→→ 1
COMPONENT PARAMETERS
KEY*TYPE(1,2,3 OR 4), NSEG, NWET(1)....NWET(NSEG)
→→ 1 3 1 1 1

INPUT COMPONENT NUMBER:

→→ 11

INPUT COMPONENT NAME:
→→ forward fuselage

ENTER SYMMETRY PARAMETER:
1 : NON - REFLECTING
2 : REFLECTING
+ : ASYMMETRIC
- : SYMMETRIC
→→ 2

(XO, YO)

(XO,ZO)                    (Xmax, ZO)

Figure 3-48. Forward Fuselage General Digitizing Input.
Figures 3-49 through 3-54 illustrate the steps for pen digitizing each of the forward fuselage sections. Symbols on each cross-section display have been added to show the contour points digitized. The x-return indicates the completion of the pen input and displays the section origin to allow modification if desired. In these screens the user changes the XO value only. If it is desired to change ZO only, then the input would be:,, and new ZO value. The commas indicate no change to XO and YO. Two other options are available to signal the end of pen input. The s (save) return indicates pen input is complete and requests the data be saved. The r (repeat) return option is used to terminate pen input when the user has made a digitizing error and desires to start over. These latter two options have not been used in the present set of screens. Once XO has been input through the keyboard the section data are printed in the upper right corner of the screen and a prompt message is printed in the lower left. The user enters a one (to signal desire to input yet another section) until end of component is achieved.
* SECTION: 1 NO. SEG.: 3, PTS/SEG.: 1 1 1
XO = 0.0 YO = 0.0 ZO = -1.459

(1) PEN * FUSELAGE REF.
* SEGMENTS FROM TOP OF SECTION
(2) x

INPUT XO,YO,ZO FOR SECTION, DEFAULTS:
XO: -0.001 YO: 0.0 ZO: -1.459
(3) 0.

* 1 NEXT SECTION  * 2 REPEAT SECTION  * 3 END COMP.

(4) 1

Figure 3-49. Digitizing Forward Fuselage Section 1.

* SECTION: 2 NO. SEG.: 3, PTS/SEG.: 1 5 3
XO = 0.559 YO = 0.0 ZO = -0.754

(1) PEN * FUSELAGE REF.
* SEGMENTS FROM TOP OF SECTION
(2) x

INPUT XO,YO,ZO FOR SECTION, DEFAULTS:
XO: 0.672 YO: 0.0 ZO: -0.754
(3) 0.559

* 1 NEXT SECTION  * 2 REPEAT SECTION  * 3 END COMP.

(4) 1

Figure 3-50. Digitizing Forward Fuselage Section 2.
Figure 3-51. Digitizing Forward Fuselage Section 3.

Figure 3-52. Digitizing Forward Fuselage Section 5.
* SECTION: 6 NO. SEG.: 3, PTS/SEG.: 7 3 5
XO = 6.324 YO = 0.0 ZO = 2.263

(1) PEN * FUSELAGE REF.
* SEGMENTS FROM TOP OF SECTION

(2) x

INPUT XO,YO,ZO FOR SECTION, DEFAULTS:
XO: 6.324 YO: 0.0 ZO: 2.263

(3) <CR>

* 1 NEXT SECTION * 2 REPEAT SECTION * 3 END COMP.

(4) 1

Figure 3-53. Digitizing Forward Fuselage Section 6.

* SECTION: 7 NO. SEG.: 3, PTS/SEG.: 7 5 5
XO = 6.858 YO = 0.0 ZO = 2.465

(1) PEN * FUSELAGE REF.
* SEGMENTS FROM TOP OF SECTION

(2) x

INPUT XO,YO,ZO FOR SECTION, DEFAULTS:
XO: 7.069 YO: 0.0 ZO: 2.465

(3) 6.858

* 1 NEXT SECTION * 2 REPEAT SECTION * 3 END COMP.

(4) 3

Figure 3-54. Digitizing Forward Fuselage Section 7 and Ending Component Digitizing.
Figure 3-55 illustrates the entries for processing and storing the geometry. The smoothing option will be illustrated for wing digitizing where irregularities in geometry are more important. The user is also given the opportunity to change the number of segment points by interpolation (bodies only). In the present case, the default values are accepted and represent the maximum number of points used for each segment as determined from all 7 input sections. An EDIT/LIST of each section will display a total of 21 points with the number of points in each segment as shown. The component is cataloged and a three-view is displayed on figure 3-56.

*SMOOTH OPTION: ENTER ORDER OF
*CARRIAGE RETURN FOR SPLINE FIT ONLY.

<CR>
POINTS/SEGMENT ENRICHMENT
ENTER NEW VALUES OR CARRIAGE RETURN TO RETAIN.
PRESENT VALUES: 7 9 5

<CR>
**OK**
cata
**OK**
disp

Figure 3-55. Body Contour Processing.

APAS SAMPLE SESSION GEOMETRY FILE

Figure 3-56. Three-view of Digitized Forward Fuselage.
The mid and aft fuselage and pod are input similarly. The initial data for these components is shown in figures 3-57, 3-58, 3-59 respectively. Since the pod is a type 2 component the cross sections are digitized to closure as indicated on figure 3-60.

```plaintext
*KEY * XO,XMAX
   0 30.531
   PEN * PLANFORM XO, PROFILE XO, PROFILE XMAX *
   AXIS OK * 1 YES * 2 NO
   1
   COMPONENT PARAMETERS
   KEY*TYPE(1,2,3, OR 4),NSEG, NWET(1).....NWET(NSEG)
   1 4 1 1 -1 1
   INPUT COMP NUMBER:
   12
   INPUT COMPONENT NAME:
   mid fuselage
   ENTER SYMMETRY PARAMETER:
   1 : NON - REFLECTING
   2 : REFLECTING
   + : ASYMMETRIC
   - : SYMMETRIC
   2

Figure 3-57. Mid Fuselage General Digitizing Input.

*KEY * XO,XMAX
   0 30.531
   PEN * PLANFORM XO, PROFILE XO, PROFILE XMAX *
   AXIS OK * 1 YES * 2 NO
   1
   COMPONENT PARAMETERS
   KEY*TYPE(1,2,3, OR 4),NSEG, NWET(1).....NWET(NSEG)
   1 5 1 -1 1 -1 1
   INPUT COMP NUMBER:
   13
   INPUT COMPONENT NAME:
   aft fuselage
   ENTER SYMMETRY PARAMETER:
   1 : NOW - REFLECTING
   2 : REFLECTING
   + : ASYMMETRIC
   - : SYMMETRIC
   2

Figure 3-58. Aft Fuselage General Digitizing Input.
```
*KEY * XO,XMAX
   ←→ 0 30.531
    PEN * PLANFORM XO, PROFILE XO, PROFILE XMAX *

AXIS OK * 1 YES * 2 NO
←→ 1

COMPONENT PARAMETERS
KEY*TYPE(1,2,3, OR 4),NSEG, NWET(1).....NWET(NSEG)
←→ 2 2 1 -1

INPUT COMP NUMBER:
←→ 14

INPUT COMPONENT NAME:
←→ pod

ENTER SYMMETRY PARAMETER:
1 : NON - REFLECTING
2 : REFLECTING
+ : ASYMMETRIC
- : SYMMETRIC
←→ 2

Figure 3-59. Pod General Digitizing Input.

* SECTION: 4 NO. SEG.: 2, PTS/SEG.: 13 2
   XO = 31.750 YO = 0.763 ZO = 2.907

(1) PEN * FUSELAGE REF.
   * SEGMENTS FROM TOP OF SECTION
(2)←→ x

INPUT XO,YO,ZO FOR SECTION, DEFAULTS:
XO: 30.521 YO: 0.763 ZO: 2.907
(3)←→ 31.75

* 1 NEXT SECTION * 2 REPEAT SECTION * 3 END COMP.
(4)←→ 1

Figure 3-60. Digitized Pod Contour.

When the four components have been digitized, a three view of the complete fuselage is produced (figure 3-61) using the DISPLAY command.
The general input for the wing (type 4) is shown on figure 3-62. The indicated key and pen input are required to establish scale and location data. Screens of the digitized sections are shown on figures 3-63 through 3-65 for airfoils 1, 2 and the tip. Note the negative thickness input to indicate section digitizing, the chord line location points (rectangles on figure) and the section definition. After defining the origin and chord, the user can now pen in the airfoil cross-section. A s (save) return terminates digitizing and causes the section data to be printed at upper right. APAS then prompts the user on how to proceed as shown in the last line. In figure 3-64 the user indicated input is complete by keying in a s return. However, the number of segments input was wrong. APAS prints out the nature of the error, i.e., number of segments input is incorrect (3 is correct number) and requests user to re-enter pen input. The user does this and enters s a second time. APAS indicates acceptance by printing out the section data at upper right and then the prompt message shown below the airfoil section.
Figure 3-62. General Input for Wing Digitizing.
Figure 3-63. Digitizing Wing Section 1.

Figure 3-64. Digitizing Wing Section 2.
Digitized wing sections may be refined using polynomial smoothing in conjunction with a leading edge algorithm. Three options are available: a default sharp edge, a radius based on the detailed section, or NACA four and five DIGIT airfoil values given by \( r/c = 1.10919 \left( \frac{t}{c} \right)^2 \). The second option was selected here and input in response to prompts of the smoothing function. Screens 3-45 through 3-47 illustrate the resulting airfoil modifications. The vertical scale for these displays has been expanded by a factor of 2.5 for clarity. Each segment of greater than \( n+1 \) points (\( n \) being the order of the smoothing polynomial) is displayed and the user selects or rejects the refinement. In screen 3-45 for example, the smoothing was rejected in favor of the spline default definition.

The component is then cataloged. Due to the small drawing used, some planform editing may be required.
Figure 3-67. Processing Wing Section 2.

* ACCEPT SPLINE: 0, SMOOTH: 1, CHANGE ORDER: ENTER ORDER *

(1)→→ 0

Figure 3-68. Processing Wing Tip.

* ACCEPT SPLINE: 0, SMOOTH: 1, CHANGE ORDER: ENTER ORDER *

(1)→→ 1
The vertical tail is digitized using figure 3-42. The input procedure is similar to the wing and will not be shown.

A three-view display of the final configuration is presented on figure 3-69 and completes the input of the geometric components. The aerodynamic analysis requires that slender body and an interference shell components be developed and the wing, vertical tail and shell paneling defined using the PANEL subcommand of EDIT.

Figure 3-69. Complete Configuration Three-view.
Analysis Components

Subsonic-supersonic aerodynamic evaluation requires development of a slender body and interference shell pair for each body. In the sample configuration the fuselage of figure 3-61 is simulated by a slender body. The associated interference shell is constructed to approximate wing-body and tail-body intersections and must be assigned a component number within the same decade of the slender body component number.

Slender Body

A list of the components in the permanent file is displayed on figure 3-70. The user selects components 11 through 14 for slender body generation.

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</tr>
</thead>
</table>

files

<table>
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<td>SIMPLE VERTICAL</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>211.00</td>
<td>VERTICAL</td>
<td>3</td>
<td>1</td>
</tr>
</tbody>
</table>

**OK**

slender 11 12 13 14

Figure 3-70. Selecting Body Components for Generating the Slender Body.

In the sample shown in figure 3-71, a fuselage and nacelle are linked to form one component. At each point along the fuselage contour (starting at the top centerline) a check is made to determine if there are any contour points form other components located in the vicinity. The radius for this check is determined by the parameter FACTOR which is the fraction of the segment length to the next point on the fuselage contour. At point 6 on the fuselage, the first point of the nacelle contour falls within the radius (.7R) and thus the revised contour transitions to the nacelle. To prevent premature returning to the fuselage, additional nacelle contour points must be skipped before initiating the checking process. The number of points skipped is determined by NPASS. At point 10 of the nacelle, the revised contour transitions back to the fuselage to complete the linking. Figure 3-72 shows the commands that generate the slender body, catalogue and display it (as shown in figure 3-73) to verify that the contours are correct.
Figure 3-71. SLENDER Component Linking.

* SLENDER BODY SIMULATION *
* ENTER COMPONENT NAME *

slender body

* INPUT COMP NUMBER *
611

* COMPONENT PARAMETERS FOR SLENDER BODY COMBINATION *
* ENTER FACTOR NPASS (DEFAULTS: 0.7, 3) *

<CR>

**OK**

catclog

INVALID COMMAND CATCLOG
RE-ENTER INPUT

catalog

**OK**

disp 611 o a 60-30 30

Figure 3-72. Entries Required to Generate a Slender Body from Several Fuselage Components.

APAS SAMPLE SESSION GEOMETRY FILE

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<th>PITCH</th>
<th>ROLL</th>
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<td>60.0</td>
<td>-30.0</td>
<td>30.0</td>
</tr>
</tbody>
</table>

Figure 3-73. Orthographic Projection of Slender Body.
The slender body simulation for the fuselage requires a series of editing steps as outlined on figures 3-74 through 3-82. The effort is similar to that performed on the simple fuselage (see figure 3-19) and will not be repeated here.

Fuselage sectional forces and moments are governed by the axial rate of change of cross-section area. Consequently denser definition is required in such regions. When a single component is used to generate the slender body, input contours can be appropriately concentrated and editing is generally not necessary. When more than one component is used, the sections are evenly spaced between components, and some longitudinal definition can be lost. By editing in the presence of the forward fuselage (figures 3-74 and 3-75) and zooming in on the forebody (figure 3-76), the nose of the slender body is modified by adding sections and scaling them into place (figures 3-76 through 3-78).

**OK**

files

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<th>TYPE</th>
<th>SYMM</th>
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<td>FORWARD FUSELAGE</td>
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<td>MID FUSELAGE</td>
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<tr>
<td>13.00</td>
<td>AFT FUSELAGE</td>
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<td>2</td>
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<tr>
<td>14.00</td>
<td>POD</td>
<td>2</td>
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</tr>
<tr>
<td>101.00</td>
<td>SIMPLE WING</td>
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<td>SIMPLE VERTICAL</td>
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<td>1</td>
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<td>VERTICAL</td>
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<tr>
<td>612.00</td>
<td>INTERF SHELL</td>
<td>5</td>
<td>2</td>
</tr>
</tbody>
</table>

**OK**

edit 611

EDIT

Figure 3-74. Slender Body Editing Using Forward Fuselage.

Figure 3-75. Viewing Slender Body with the Forward Fuselage (dashed line) as an Underlay.
Figure 3-76. Adding Sections to the Nose of the Slender Body Using the Forward Fuselage as Reference.

Figure 3-77. Scaling the New Sections to Match the Forward Fuselage Contours.
After displaying the body (figure 3-79), it is noted that improved definition is required in the crew area and pods. Reduced mid-fuselage definition is permissible as a result of small area changes.
On figure 3-80, seven sections have been deleted from the cargo area. The fuselage is enlarged with the zoom option and section definition is improved on figure 3-81. Finally, a close-up of the forebody aids in the enhancement of the crew station area in figure 3-82.

Figure 3-80. Thinning Slender Body Sections.
Figure 3-81. Inserting and Adjusting Sections in Aft Fuselage.

Figure 3-82. Rounding Off the Slender Body Crew Station.
Interference Shell

The INTERFERENCE command is used to construct an interference shell using the slender body (611.00), wing (121.00), and vertical tail (211.00) auxiliary components as indicated on figure 3-83. The component number is selected to be within the same decade as the slender body component number (a program rule).

**OK**

\[ \text{inte 611 121 211} \]

ENTER COMPONENT NUMBER:

612.

ENTER COMPONENT NAME:

**interf shell**

Figure 3-83. INTERFERENCE Command General Input.

On figure 3-84, the shell is defined using the graphics cursor to input specific locations following the menu in the lower right hand side of the screen. The construction proceeds as follows.

APAS SAMPLE SESSION GEOMETRY FILE

**OK**

\[ \text{cata} \]

**OK**

\[ \text{edit 612} \]

EDIT**

\[ \text{panel} \]

(12)

\[ \text{(5)} \]

(4)

(6)

(7)

(3)

(8)

(9)

(10)

(11)

(1)

MENU OF KEY STEPS

1ST BELL - CHOOSE SECTION
2ND BELL - SHELL L.E.
3RD BELL - SHELL T.E.
AFTER CUT HAS BEEN DRAWN
1-ENTER SHELL POINTS
   STARTING FROM TOP CENTER
2-FINISH BODY AT LOWER C.L.
   (1ST POINT IN OFFSET BODY
3-AFTER LAST ENTRY, ENTER
   E - FOR END
   (OR ENTER Z TO ZOOM)

Figure 3-84. Interference Shell Construction.

76
Select a cross-section which is representative of the body the shell is being constructed about. For this step through step 11, the key used to enter points on the screen is arbitrary as long as it's not an E. Step 2, enter the forward most point for the shell; step three, enter the most aft.

Following step 3, the section selected in step 1 is drawn on the screen in an increased scale to facilitate the next steps. The zoom option (Z key) can be used to further enlarge the section if desired. Using the graphics cursor, points are entered (steps 4 through 11) defining the shape of the interference shell "tube". Starting from the top of the section, a point is entered to match the vertical root chord. INTERFERENCE automatically matches y and/or z values of points that are entered in proximity to any surface leading edge points. Point 5 is a free point; 6, 7 and 9 have free z values but will be matched exactly to the wing root point. The y value of point 10 will match point 5, and point 11 will be matched to y = 0.0. Step 12 ends the construction with the entry of an E. The shell is cataloged to save it.

Paneling

The shell is paneled using the PANEL subcommand of EDIT. The keyboard and graphics entries are shown on figure 3-85. The shell regions are numbered from 1 to 7. Keyboard entries are labeled by step on the outside of the picture border and graphics entries are shown inside. Steps 2 through 8 enter the number of spanwise panels in each region. Entries 9 through 15 describe the chordwise paneling and control surfaces of each region. The interference shell cannot have control surfaces, so only the first two values in each entry (NCHRD-number of chordwise panels and NSPACE-chordwise spacing: 1-even, 2 half cosine and 3-cosine spacing) are used. These have default values of 10 and 1, respectively. The axial paneling of the shell should be geometrically similar to the wing and vertical, NCHRD-15 was selected to improve the simulation. When 15 is entered in step 9, it replaces NCHRD-10 as the default, and a carriage return is all that is required in entries 10 through 15 to set regions 2 through 7 at similar even chordwise spacing. A copy can be made for record purposes before executing step 16. Note: a minimum of 3 chordwise panels are required.

The wing and vertical tail are paneled on figures 3-86 and 3-87. A control surface line is defined in steps 1 (1') and 2 (2') using the C key to indicate a x/c value will be input for each selected chord from the keyboard. Since the control surface line is straight, the root and tip chord are used for construction. Notice that the chord selected will be the one closest to the graphics cursor, indicated by the offset locations shown in steps 1 and 2 on the screen. Steps 1' and 2' are entered immediately following their respective graphics steps. The spanwise entries (steps 5 through 8) are the same as previously discussed for the shell. Notice in steps 9 through 16 of figure 3-86 that the PANEL subcommand scans through the leading edge regions first (regions 1, 3, 5 and 7), then the trailing edge (flap regions 2, 4, 6 and 8). This allows the user to set up two sets of defaults, one for the forward regions (steps 9 through 12) and one for the flap regions (steps 13 through 16). NCHRD and NSPACE have already been discussed. NFLAP is the flap number (1 through 6) of the region, and SFLAP is the flap symmetry indicator (1 for symmetric, -1 antisymmetric, or 0 for both—which counts as two flaps). The wing control surface (flap 1) is a symmetric flap, and the vertical tail rudder (flap 2) is antisymmetric.
APAS SAMPLE SESSION GEOMETRY FILE

ENTER - NCHRD, NSPACE, NFLAP, SFLAP
DEFaulTS - 10, 1, 0, 1

(9) REGION 1 - 15
• REGION 2 -
• REGION 3 -
• REGION 4 -
• REGION 5 -
• REGION 6 -

(16) [SP]

(1) [F]

Figure 3-85. Interference Shell Paneling.

APAS SAMPLE SESSION GEOMETRY FILE

ENTER - NCHRD, NSPACE, NFLAP, SFLAP
DEFaults - 10, 1, 0, 1

(9) REGION 1 -
• REGION 2 -
• REGION 3 -
• REGION 4 -
• REGION 5 -
• REGION 6 -

(16) REGION 8 -

(18) [SP]

LEADING EDGE FORCES ACTIVE(A), INACTIVE(I): A (17)

Figure 3-86. Wing-flap Paneling.
Construction of a partial span flap is accomplished by first positioning the cross hairs near the pertinent inboard section and entering a C and then repeating the process near the appropriate outboard section. For a case without flaps, the cross hairs is placed behind the trailing edge of the root and tip and a P entered each time. Termination of either case is the same as full span flap of figure 3-86 (i.e. steps 3 and 4). All APAS flap deflections are in the freestream direction and not relative to the hinge line. So, if the user has tunnel flap deflections measured relative to the hinge line the input angles for APAS would be those deflections times cosine of the hinge line angle.

A constant source panel default is used for calculating thickness effects. If it is changed to a linear axial variation in the SET command, the flap hinge line must be on a constant fractional chord line.

The declaration of leading and side edge vortex forces at subsonic-supersonic speeds is defined for the wing and vertical tail by step 17 of figure 3-86 and step 8 of figure 3-87 respectively.

The permanent geometry file now contains all the components necessary to assemble a complete configuration for analysis. The beginning user will find it beneficial to take some of the components that have been generated and manipulate and modify them using the command dictionary for options not explicitly covered in this session. These practice components can be subsequently discarded.
SECTION IV

ANALYSIS

Aerodynamic analysis is based on the theory described in Part I. Components attached to the local file define a configuration. Limited analysis (drag only) may be accomplished in the foreground, otherwise the configuration is evaluated via a background job submittal once the SET command has been entered and the user has defined a series of runs.

Subsonic-supersonic and/or hypersonic evaluation may be conducted for a requested background analysis. Calculations are automatically processed in a manner which minimizes computational cost and is independent of the run schedule order.

Foreground drag analysis is available for precursor configuration screening purposes and will be discussed initially. The procedures for developing a background set up are then defined. Finally, a set of sample sessions is presented to familiarize the user with the various analysis capabilities of the system.

FOREGROUND

Skin friction and wave drag evaluation can be conducted interactively to facilitate vehicle/major component screening prior to full background analysis.

The VISCOUS command defines vehicle distributions of perimeter and cross-section area as well as component and total vehicle surface area and volume. Evaluation of the skin friction for specified flight conditions is then performed.

The WAVEDRAG command evaluates the wave drag due to volume at supersonic speeds using the area rule. This information is used to determine if vehicle or component reconfiguration should be pursued prior to batch analysis.

The first sample session (pages 82 through 89) illustrates typical input directives and output results for the interactive drag analysis.

BACKGROUND SETUP

The SET command is used to define a schedule of runs to be analyzed. It also processes requests to display the aerodynamic models for verification, define required constants, and select hypersonic panel algorithms prior to dispatching the background input file (generally referred to as the plot file since certain data generated in background are stored in this file for later plotting, i.e., once the foreground part of APAS is re-entered) for processing.

The SET subcommand of SET permits the user to store up to twelve (12) lists that are commonly used for analysis runs. A list in this context is a
set of parameters describing flight or wind-tunnel conditions, initial attitudes for static and rotary derivatives, and variable values of angle of attack or sideslip.

The batch input file accommodates thirty-two separate runs or 292 data points (i.e., $[\alpha, \beta]$ combinations). The maximum number of data points per run is 20. The choice of independent variables has been limited to two, angle of attack and sideslip.

The LIST subcommand of SET command provides the user with a list of runs in the batch input file attached to the system, giving all non-zero initial conditions and the status (whether analysis has taken place or not) of each run. If a run is to be recomputed, the RESET subcommand is used to return that run to analysis status.

Aerodynamic model verification and hypersonic panel algorithm selections have been built into SET and follow after using the END subcommand. The user can temporarily skip this portion of SET if he is not ready for analysis or simply reviewing the run schedule. The logic must however be processed prior to analysis, but this is necessary for only the first time a component has been designated for a hypersonic analysis.

The selected hypersonic panel methods are stored as part of the component geometry and cannot be changed from run to run or configuration to configuration. They can be parametrically varied by making several analysis passes adding new runs each time and changing the analysis methods prior to each batch submittal. Analysis print provides a record of the methods used.

The standard print from analysis provides summary type data. If a hypersonic run is questionable, it can be reactivated with the PRINT operand specified in the RESET subcommand, and detailed print will result. This will increase the number of output lines for that run by a factor of almost ten and is only recommended for diagnostic purposes.

The second sample session (pages 90 through 104) illustrates configuration assembly, run schedule definition and aerodynamic model validation for background analysis.
**SAMPLE SESSIONS**

Precursor drag analysis and setup for background submittal are presented to familiarize the analyst with these system activities.

**FOREGROUND (SESSION 4-1)**

Review the VISCOUS and WAVEDRAG commands of section six prior to beginning this session.

A configuration is selected from the permanent file listing on figure 4-1 and attached to the local file. Note the use of the "g" key to attach all components in family ii.00 (i.e. 11.00-20.00). A list of the local file verifies the configuration and the VISCOUS command is entered, fourth entry. Option 3 (the default) is used to evaluate the surface area and volume using 51 equally spaced axial section cuts. Figures 4-2 and 4-3 present the resulting perimeter and cross-section area distribution. Component and total areas and volumes are also tabulated.

The following message is then presented on the screen:

0  EXIT
1  SF DRAG
2  EDIT

Selecting option 1, the skin friction setup is completed as shown in figure 4.4. A surface roughness of 0.00000634 meters corresponding to carefully applied mate paint (see table 9 in section 6 under VISCOUS command) has been entered. For the altitudes of 0.0, 3048, and 6096 meters the user requests detailed print at sea level, M = 0.6 and h = 3048 meters, M = 1.2 and no printout at M = 1.6. The viscous-drag default parameters are accepted for each component.

Figures 4-5 and 4-6 present the output requested at M = 0.6 and 1.2 respectively. Surface wetted areas are calculated in the viscous drag analysis using a component strip integration as opposed to the total configuration axial section integration of figures 4-2 and 4.3. The component wetted areas may differ slightly from those of figure 4-7, since the latter is based on figure 4-2. Figure 4-7 presents a summary of the drag, surface area, and volume for the configuration in the local file. The user ends the VISCOUS command with a "0" on figure 4-8.
**OK**

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--- attach 11g 121 211

**OK**

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<td>211.00</td>
<td>VERTICAL</td>
<td>3</td>
<td>1</td>
</tr>
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</table>

**OK**

--- visc

KEY * 1,2, OR 3

1  * PLOT * NX, X(1),.....,X(MX)
2  * PLOT * NX,XB,XE
3  * NO PLOT * MX-51 (ALL SURFACE FLAGED)

**OK**

--- 3

---

Figure 4-1. Assembling Local File Configuration and Initiating the VISCous Command.
Figure 4-2. Perimeter Distribution and Wetted Area.

Figure 4-3. Area Distribution and Volume.
SKIN FRICTION DRAG INPUT
INPUT MACH NUMBERS:
>>> 0.6 1.2 1.6
INPUT SREF (M^2):
>>> 249.91
ENTER SAND GRAIN HEIGHT (KS (M)) DEFAULT: 0.0
>>> 0.00000634
ENTER STAG PRESS (NT/M^2), TEMP (K), LISTING MACH NUMBER (0.0 FOR ALL)
OR ENTER ALTITUDE (M), LISTING MACH NUMBER
ENTER CARRIAGE RETURN TO END
ENTER DATA FOR CASE 1
>>> 0 0.6
ENTER DATA FOR CASE 2
>>> 3048 1.2
ENTER DATA FOR CASE 3
>>> 6096
ENTER DATA FOR CASE 4
>>> <CR>
FORWARD FUSELAGE ENTER: XTRANS/LENG, FLAT PLATE1 * AXIS-BODY 2 :
DEFAULTS : 0.01,2
>>> <CR>
BODY FORM FACTOR : 1.07688
BODY T/C RATIO : 0.12223
WING ENTER: XTRANS/LENG, CK, FLAT PLATE 1 * AIRFOIL 2 :
DEFAULTS : 0.01,1.2,2
>>> <CR>
VERTICAL ENTER: XTRANS/LENG, CK, FLAT PLATE 1 * AIRFOIL 2 :
DEFAULTS : 0.01,1.2,2
>>> <CR>

Figure 4-4. VISCOUS Calculation Input Parameters.
### Figure 4-5. VISCOUS Detailed Print at M = 0.6.

<table>
<thead>
<tr>
<th>COMPONENT</th>
<th>WET SURF</th>
<th>COMP</th>
<th>FF</th>
<th>K/L</th>
<th>REYNOLDS</th>
<th>CD</th>
<th>CD</th>
<th>CD</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUSELAGE</td>
<td>546.3</td>
<td>21.768</td>
<td>1.077</td>
<td>0.010</td>
<td>4.7779E-08</td>
<td>0.00008</td>
<td>0.00007</td>
<td>0.00007</td>
</tr>
<tr>
<td>WING</td>
<td>123.4</td>
<td>21.768</td>
<td>1.077</td>
<td>0.010</td>
<td>4.7779E-08</td>
<td>0.00008</td>
<td>0.00007</td>
<td>0.00007</td>
</tr>
<tr>
<td>VERTICAL</td>
<td>22.0</td>
<td>5.767</td>
<td>1.177</td>
<td>0.010</td>
<td>7.3999E-08</td>
<td>0.00008</td>
<td>0.00007</td>
<td>0.00007</td>
</tr>
</tbody>
</table>

II TOTAL WET SURFACE AREA = 1000.45 ft²
II TOTAL SKIN FRICTION DRAG = 0.000071

---

### Figure 4-6. VISCOUS Detailed Print at M=1.2.

<table>
<thead>
<tr>
<th>COMPONENT</th>
<th>WET SURF</th>
<th>COMP</th>
<th>FF</th>
<th>K/L</th>
<th>REYNOLDS</th>
<th>CD</th>
<th>CD</th>
<th>CD</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUSELAGE</td>
<td>549.3</td>
<td>21.768</td>
<td>1.077</td>
<td>0.010</td>
<td>6.8387E-08</td>
<td>0.00008</td>
<td>0.00007</td>
<td>0.00007</td>
</tr>
<tr>
<td>WING</td>
<td>123.6</td>
<td>21.768</td>
<td>1.077</td>
<td>0.010</td>
<td>6.8387E-08</td>
<td>0.00008</td>
<td>0.00007</td>
<td>0.00007</td>
</tr>
<tr>
<td>VERTICAL</td>
<td>22.1</td>
<td>5.767</td>
<td>1.177</td>
<td>0.010</td>
<td>9.9262E-08</td>
<td>0.00008</td>
<td>0.00007</td>
<td>0.00007</td>
</tr>
</tbody>
</table>

II TOTAL WET SURFACE AREA = 1000.45 ft²
II TOTAL SKIN FRICTION DRAG = 0.000071
APAS SAMPLE SESSION GEOMETRY FILE

VISCOUS DRAG

ALTITUDE TEMPERATURE PRESSURE MACH NUMBERS
0.0 288.149 .1013E+06 0.00771 0.00650 0.00577
3048.0 268.347 .6969E+05 0.00801 0.00671 0.00599
6096.0 248.564 .4660E+05 0.00835 0.00699 0.00624

NUMBER NAME SWET M2 VOLUME M3
11.00 FORWARD FUSELAGE 75.679 73.791
12.00 MID FUSELAGE 341.426 555.096
13.00 AFT FUSELAGE 71.009 157.785
14.00 POD 52.037 40.785
121.00 WING 383.077 157.611
211.00 VERTICAL 77.220 5.097

TOTALS: 1000.448 990.163

SAND GRAIN HEIGHT: 0.00000634 M
REFERENCE AREA: 249.91 M2

Figure 4-7. VISCOUS Summary Print.

Entering the WAVERDRAG command, second entry, a request is made for the supersonic Mach numbers to be calculated and the reference area, last two entries on figure 4-8. Figures 4-9 and 4-10 present WAVERDRAG output for the specified Mach numbers. Twenty five roll angles are calculated and the drag for every other one and the total drag are printed on the upper left. Area plots as a function of x are presented for 45 degree roll angle increments. Following the last Mach number, the WAVERDRAG command returns control to the **OK** mode, and the user is ready to exit or continue into analysis session 4-2. To initiate this effort either clear the work file using the CLEAR command and start at the top of figure 4-11 or attach only components 611.00 and 612.00 and start with the third entry (file,1) on figure 4-11. Note that the configuration including 611.00 and 612.00 could have been attached at the beginning of this session since VISCOUS and WAVERDRAG ignore analysis components.
* 0 EXIT
* 1 SF DRAG
* 2 EDIT

- 0

**OK**

wave

INPUT MACH NUMBERS:

- 1.2 1.6

INPUT SREF (M2):

- 249.91

Figure 4-8. Exiting VISCOUS and Entering WAVEDRAG Command.

Figure 4-9. WAVEDRAG Output at M=1.2.
Figure 4-10. WAVEDRAG Output at M=1.6.
BACKGROUND ANALYSIS (SESSION 4-2)

Review the SET command of section six prior to beginning this work session.

Subsonic-Supersonic Configuration

During this effort the user assembles a configuration in the local file and then enters the SET command to define an analysis run schedule. Several of the subcommands of SET are demonstrated to familiarize the analyst with this activity.

In figure 4-11 the user attaches the digitized configuration developed in geometric input session 3-2 to the local file. The SET command of the system recognizes this as configuration 1 and requests the reference quantities to be used for aerodynamic coefficients.

To simplify run schedule preparation, the SET subcommand of SET allows the user to store up to twelve commonly used lists of run variables. Upon entering the SET subcommand (figure 4-11) the system requests the data to be stored in location one. The conditions typically entered are those that will be repetitively used. The analyst then proceeds to define additional sets two through four by calling them out directly as SET2, etc.

Set four is modified in figure 4-12 by defining input for three runs using the ADD subcommand of SET. A set may be deleted using the DELETE subcommand of SET, i.e. DEL,SET2 for example.

**OK**

files  
---

<table>
<thead>
<tr>
<th>COMPN</th>
<th>NAME</th>
<th>TYPE</th>
<th>SYMM</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.00</td>
<td>SIMPLE FUSELAGE</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>11.00</td>
<td>FORWARD FUSELAGE</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>12.00</td>
<td>MID FUSELAGE</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>13.00</td>
<td>AFT FUSELAGE</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>14.00</td>
<td>POD</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>101.00</td>
<td>SIMPLE WING</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>121.00</td>
<td>WING</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>201.00</td>
<td>SIMPLE VERTICAL</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>211.00</td>
<td>VERTICAL</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>611.00</td>
<td>SLENDER BODY</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>612.00</td>
<td>INTERF SHELL</td>
<td>5</td>
<td>2</td>
</tr>
</tbody>
</table>

**OK**
Figure 4-11. Assembling a Configuration and Initiating the SET Command and Subcommand.

The subcommand ADD4 presents most of the parameters required for run 1. The 4 immediately after the word ADD refers to set4 of figure 4-11. The parameters in the run(1) ADD statement are in addition to set4 data and will override any redundant parameters. The sand grain height (ks) was input (table 9 under VISCOUS command description) by ADD since it is missing in set4. In figure 4-12, the UDP analysis option menu immediately follows the carriage return from this subcommand and allows the user to specify additional parameters for the run. Item two (2) is selected which requests aerodynamic characteristics for an alpha sweep. The second ADD4 statement creates run(2) and modifies the set4 Mach number from 0.8 to 1.6. Since roughness was not specified, the system request this information in the next entry. A run number will also be requested if one is not provided and will not allow duplicates.
** SET **

```
add4 run(1) ks(0.00000634)
```

```
* 0 - USE PREVIOUSLY DECLARED OPTIONS/ELSE: COMPLETELY RESET
* 1 - PRINT WING L.E. SUCTION DETAILS
* 2 - CALCULATE SYMMETRICAL MATRIX FOR ALPHA INFLUENCE
* 3 - CALCULATE ASYMMETRICAL MATRIX FOR YAW INFLUENCE
* 4 - USE EXTERNAL SOURCE FOR TWIST AND CAMBER
* 5 - INVOKE JET FLAP CAPABILITY
* 6 - INVOKE INLET-MASS-FLOW-RATIO SIMULATION CAPABILITY
* 7 - INVOKE GROUND-EFFECT CAPABILITY (MIRROR IMAGES CONFIG.)
* 8 - DECLARE INACTIVE/ACTIVE STATUS FOR PANELLED COMPONENTS
   (DEFAULT - ALL ARE ACTIVE - 1)
* 9 - USE ZERO THICKNESS FOR PANELLED COMPONENTS

EG: 1 2
```

```
RUN: 1 REFERENCE VALUES:
MACH = 0.800  PRESSURE = 69683.687  TEMP = 268.340  ALTITUDE = 3049.000
BETA = 0.0  P = 0.0  Q = 0.0  R = 0.0
D1 = 0.0  D2 = 0.0  D3 = 0.0  D4 = 0.0
DS = 0.0  D6 = 0.0  KS = 0.0000
INDEPENDENT VARIABLE: ALPHA 4 POINTS
0.0  5.000  10.000  20.000

** SET **
```

```
add4 run(2) mach(1.6)
ENTER VALUE FOR KS
```

```
0.00000634
[
*** UDP MENU ***
]
```

```
RUN: 2 REFERENCE VALUES:
MACH = 1.600  PRESSURE = 69683.687  TEMP = 268.340  ALTITUDE = 3049.000
BETA = 0.0  P = 0.0  Q = 0.0  R = 0.0
D1 = 0.0  D2 = 0.0  D3 = 0.0  D4 = 0.0
DS = 0.0  D6 = 0.0  KS = 0.0000
INDEPENDENT VARIABLE: ALPHA 4 POINTS
0.0  5.000  10.000  20.000
```

** SET **

Figure 4-12. Creating a Run Schedule Using the ADD Subcommand.

In the first entry of figure 4-13, the RESET subcommand of SET is used to modify run 1 by changing the Mach number to 1.6 (to match run 2) and deflecting the flap 10 degrees. This change reduces the computation costs for this analysis case, since only one Mach solution will be required in the subsonic-supersonic evaluation. Next, the analysis options menu is displayed and item 2 is selected.
In the next two entries on figure 4-13, a list of the runs and configurations in the file are requested and displayed. Note that the system assigns flap designations to the user-defined flap numbers.

** SET **

--- reset run(1) m(1.6) d(10)

RUN: 1 REFERENCE VALUES:
MACH = 1.600 PRESSURE = 69683.687 TEMP = 268.340 ALTITUDE = 3049.000
BETA = 0.0 P = 0.0 Q = 0.0 R = 0.0
D1 = 10.0000 D2 = 0.0 D3 = 0.0 D4 = 0.0
DS = 0.0 D6 = 0.0 KS = 0.0000
INDEPENDENT VARIABLE: ALPHA 4 POINTS
 0.0 5.000 10.000 20.000

** SET **

[ *** UDP MENU *** ]

--- 2

--- 1,r

RUN: 1 SET FIXED SOURCES
MACH: 1.600 PRESSURE = 69684 TEMP = 268.34 ALTITUDE = 3049.0
CONFIG: 1 IND. VAR.: ALPHA
 0 5.000 10.000 20.000
INITIAL CONDITIONS:
D1 = 10.000 KS = .63400E-06
REYNOLDS NUMBER=891710000.0 TWALL=405.73 VBAR=0.0000 M/SQR(RN)=0.0001

RUN: 2 SET FIXED SOURCES
MACH : 1.600 PRESSURE - 69684 TEMP - 268.34 ALTITUDE - 3049.0
CONFIG: 1 IND. VAR.: ALPHA
 0 5.000 10.000 20.000
INITIAL CONDITIONS:
KS : .63400E-06
REYNOLDS NUMBER=891710000.0 TWALL=405.73 VBAR=0.0000 M/SQR(RN)=0.0001

**SET**
--- 1,c

CONFIGURATION : 1
11.00 FORWARD FUSELAGE BODY
12.00 MID FUSELAGE BODY
13.00 AFT FUSELAGE BODY
14.00 POD OFF BODY
121.00 WING SURFACE
  SYMBOL  FLAP  TYPE
   D1  1  SYMM
211.00 VERTICAL SURFACE
   D2  ANTISYM
611.00 SLENDER BODY SLN BODY
612.00 INTERF SHELL SHELL

** SET **

Figure 4-13. Modifying an Existing Run and Listing the Run Schedule and Configuration.
On figure 4-14, the entry "end" initiates the conversational mode of the SET command. The user is now given the opportunity to examine the aerodynamic model. Only questions that are pertinent to the Mach numbers of the run schedule are asked. Configuration verification must be performed prior to initial analysis in order to fix component parameters for viscous drag. Subsequent analysis using these components does not require model revalidation. The answer to the first question of figure 4-14 is then "no" instead of "yes".

** SET **

> end

CHECK CONFIGURATION MODELS: YES OR NO

> yes

***** CONFIGURATION 1 LIFTING SOLUTION *****

ENTER "Y" FOR DISPLAYS, "N" TO SKIP

> yes

DISPLAY PANEL MODEL FOR CONFIGURATION 1

YES OR NO:

> yes

Figure 4-14. Ending SET and Initiating Analysis Model Verification.

The reference quantities and paneling, and the wing camber, thickness and twist are displayed on figures 4-15 through 4-18 respectively for review. The symbols on the curves in figures 4-16 through 4-18 mark the x/c location of the control points on the panels. The boundary conditions to be applied at each control point include camber and thickness (i.e., rate of change of these parameters) and may also be previewed by answering "yes" to the appropriate prompts as they are written on the screen. In the present case all reviewed data are accepted as satisfactory. On figure 4-19 the viscous-drag parameters for each component are entered by using carriage returns to accept the default values shown. The boundary layer transition point, the airfoil thickness correction factor of table 10 and the type of estimation (flat plate, axisymmetric body or airfoil) are specified. The default values are selected for full-scale analysis here. For wind-tunnel evaluation, the transition point is usually fixed at the model grit line or natural transition point if known.

The input file for configuration 1 is now ready for background processing as discussed in section 5.

***** CONFIGURATION 1 VISCOUS DRAG PARAMETERS *****

FORWARD FUSELAGE ENTER: XTRANS/LENG, FLAT PLATE 1 * AXIS-BODY 2:

DEFAULTS: 0.01, 2

> <CR>

WING

ENTER: XTRANS/LENG, CK, FLAT PLATE 1 * AIRFOIL 2:

DEFAULTS: 0.010, 1.20, 2

> <CR>

VERTICAL

ENTER: XTRANS/LENG, CK, FLAT PLATE 1 * AIRFOIL 2:

DEFAULTS: 0.010, 1.20, 2

> <CR>

** OK **

Figure 4-19. Defining Viscous Drag Parameters.
Figure 4-15. Subsonic-supersonic Analysis Paneling.

Figure 4-16. Wing Camber Distribution.
Figure 4-17. Wing Thickness Distribution.

Figure 4-18. Surface Twist Distribution.
Hypersonic Configuration:

The same configuration is commonly used for both subsonic-supersonic and hypersonic analysis. In the present case however, a body flap can only be simulated for the latter case. A second configuration which includes this component is thus attached to the local as shown on figure 4-20.

--- file,1

<table>
<thead>
<tr>
<th>COMPN</th>
<th>NAME</th>
<th>TYPE</th>
<th>SYMM</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.00</td>
<td>FORWARD FUSELAGE</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>12.00</td>
<td>MID FUSELAGE</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>13.00</td>
<td>AFT FUSELAGE</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>14.00</td>
<td>POD</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>121.00</td>
<td>WING</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>211.00</td>
<td>VERTICAL</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>400.00</td>
<td>BODY FLAP</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

**OK**

Figure 4-20. Hypersonic Configuration.

A run schedule is created in a similar way to the subsonic-supersonic example. Mach number of 10.0 is selected and automatically (M>4) flags the run as hypersonic. A sand grain height is not required. The HABP analysis options menu (see below) is next and user responds as desired.

****************************************************************
*                                                          *
*  0 - ACCEPT DEFAULT OPTIONS/ELSE: COMPLETELY RESET       *
*  1 - DO NOT INCLUDE COMPONENT SHIELDING EFFECTS          *
*      (DEFAULT: INCLUDE COMPONENT SHIELDING)              *
*  2 - SET MODEL SCALE                                     *
*      DEFAULT: MODEL SCALE = 1.0 IS FOR INPUT GEOMETRY     *
*  3 - DO NOT INCLUDE SKIN FRICTION EFFECTS IN ANALYSIS    *
*      (DEFAULT: INCLUDE SKIN FRICTION EFFECTS)            *
*  4 - DO NOT ADD HEMISPHERICAL NOSE TO BODY PANELS        *
*      (DEFAULT: ADD HEMISPHERICAL NOSE CAP BETWEEN 1ST AND *
*      2ND INPUT GEOMETRY SECTIONS IF INPUT BODY           *
*      NOSE HALF CONE ANGLE IS GREATER THAN 30 DEG)        *
*                                                          *
*                                              EG: 1 4      *
****************************************************************
APAS next interrogates the user concerning hypersonic panel algorithm assignments and aerodynamic model acceptance. The response must be affirmative since this is the initial examination for configuration 2.

Figure 4-21 indicates the analysis method selection for the fuselage and pod components. Starting with the nose, the "1" response to the first question supplies a list of the available compression analysis methods. The user selects the default. The associated Newtonian correlation factor, k, is then requested and the default value of 1.8* is accepted.

**Figure 4-21. Hypersonic Analysis Methods for the Fuselage and Pod.**

* Part I [Theory Manual], p 102
METHODS FOR SHADOW ANALYSIS:
1: NEWTONIAN
2: MODIFIED NEWTONIAN + PRANDTL-MEYER
3: PRANDTL-MEYER EMP.
4: OSU BLUNT-BODY EMP.
5: VAN DYKE UNIFIED METHOD
6: HIGH MACH NUMBER BASE PRESSURE
7: SHOCK EXPANSION METHOD
8: INPUT PRESSURE COEF.
9: FREE Molecular FLOW

ENTER ANALYSIS METHOD NUMBER:

3

ENTER VALUE OF Q/QINF (DEFAULT: 1.000):

FORWARD FUSELAGE BODY
RECOMMENDED SHADOW METHOD: TANGENT CONE EMP.
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

FORWARD FUSELAGE BODY
RECOMMENDED SHADOW METHOD: PRANDTL-MEYER EMP.
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

ENTER VALUE OF Q/QINF (DEFAULT: 1.000):

MID FUSELAGE BODY
RECOMMENDED SHADOW METHOD: TANGENT CONE EMP.
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

MID FUSELAGE BODY
RECOMMENDED SHADOW METHOD: PRANDTL-MEYER EMP.
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

ENTER VALUE OF Q/QINF (DEFAULT: 1.000):

AFT FUSELAGE BODY
RECOMMENDED SHADOW METHOD: TANGENT CONE EMP.
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

Figure 4-21 (cont'd). Hypersonic Analysis Methods for the Fuselage and Pod.
AFT FUSELAGE BODY
RECOMMENDED SHADOW METHOD: PRANDTL-MEYER EMP.
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

ENTER VALUE OF Q/QINF (DEFAULT: 1.000) :

AFT FUSELAGE BLUNT END :
RECOMMENDED SHADOW METHOD: MODIFIED NEWTONIAN
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

IMPACT ANALYSIS METHOD: MODIFIED NEWTONIAN
ENTER VALUE FOR K (DEFAULT: 1.8000 )
(-1.0 WILL PROVIDE STAGNATION K )

AFT FUSELAGE BLUNT END :
RECOMMENDED SHADOW METHOD: HIGH MACH NUMBER BASE PRESSURE
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

ENTER VALUE OF Q/QINF (DEFAULT: 1.000) :

POD BODY :
RECOMMENDED IMPACT METHOD: TANGENT CONE EMP.
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

POD BODY :
RECOMMENDED IMPACT METHOD: PRANDTL-MEYER EMP.
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

ENTER VALUE OF Q/QINF (DEFAULT: 1.000) :

POD BLUNT END :
RECOMMENDED SHADOW METHOD: MODIFIED NEWTONIAN
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

IMPACT ANALYSIS METHOD: MODIFIED NEWTONIAN
ENTER VALUE FOR K (DEFAULT: 1.8000 )
(-1.0 WILL PROVIDE STAGNATION K )

Figure 4-21 (cont'd). Hypersonic Analysis Methods for the Fuselage and Pod.
Figure 4-21. Hypersonic Analysis Methods for the Fuselage and Pod.

Again, using the "1" response for the expansion analysis, a list of available shadow methods is displayed. The empirical Prandtl-Meyer expansion default is accepted. There are no other input parameters required for this method. The default value of 1.0 is selected for the ratio of local to free stream dynamic pressure and the setup goes on the the main part of the forward fuselage.

In the remainder of the panel algorithm assignments shown on figures 4-21 and 4-22, each body and surface is broken down, and analysis methods for each piece are selected. Note that since the fuselage components were consecutively numbered, a blunt base was not constructed until the aft fuselage and pod were set. The default methods for a surface with a flap are the ones shown here. If the SHKEP operand is used when setting up a given run they will be superseded by shock-expansion analysis at the time of analysis. After defining the hypersonic panel methods for each component, the user examines the finite element model, using the last two entries on figure 4-22. Typical views are presented on figures 4-23 and 4-24.

The input file for configuration 2 is now ready for background analysis.
WING LEADING EDGE:
RECOMMENDED IMPACT METHOD: MODIFIED NEWTONIAN
ENTER NUMBER OF DIFFERENT METHOD
RETURN FOR RECOMMENDED METHOD
L TO LIST METHODS

IMPACT ANALYSIS METHOD: MODIFIED NEWTONIAN
ENTER VALUE FOR K (DEFAULT: 1.8000)
(-1.0 WILL PROVIDE STAGNATION K)

WING LEADING EDGE:
RECOMMENDED IMPACT METHOD: PRANDTL-MEYER EMP.
ENTER NUMBER OF DIFFERENT METHOD
RETURN FOR RECOMMENDED METHOD
L TO LIST METHODS

ENTER VALUE OF Q/QINF (DEFAULT: 1.000):

WING SURFACE:
RECOMMENDED IMPACT METHOD: TANGENT WEDGE EMP.
ENTER NUMBER OF DIFFERENT METHOD
RETURN FOR RECOMMENDED METHOD
L TO LIST METHODS

WING SURFACE:
RECOMMENDED SHADOW METHOD: PRANDTL-MEYER EMP.
ENTER NUMBER OF DIFFERENT METHOD
RETURN FOR RECOMMENDED METHOD
L TO LIST METHODS

ENTER VALUE OF Q/QINF (DEFAULT: 1.000):

WING BLUNT T.E.:
RECOMMENDED IMPACT METHOD: MODIFIED NEWTONIAN
ENTER NUMBER OF DIFFERENT METHOD
RETURN FOR RECOMMENDED METHOD
L TO LIST METHODS

IMPACT ANALYSIS METHOD: MODIFIED NEWTONIAN
ENTER VALUE FOR K (DEFAULT: 1.8000)
(-1.0 WILL PROVIDE STAGNATION K)

WING BLUNT T.E.:
RECOMMENDED SHADOW METHOD: HIGH MACH NUMBER BASE PRESSURE
ENTER NUMBER OF DIFFERENT METHOD
RETURN FOR RECOMMENDED METHOD
L TO LIST METHODS

ENTER VALUE OF Q/QINF (DEFAULT: 1.000):

Figure 4-22. Hypersonic Methods for Wing, Vertical Tail and Body Flap.
VERTICAL SURFACE:
RECOMMENDED IMPACT METHOD: MODIFIED NEWTONIAN
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

IMPACT ANALYSIS METHOD: MODIFIED NEWTONIAN
ENTER VALUE FOR K (DEFAULT: 1.8000)
(-1.0 WILL PROVIDE STAGNATION K)

BODY FLAP SURFACE:
RECOMMENDED IMPACT METHOD: TANGENT WEDGE EMP.
ENTER : NUMBER : OF DIFFERENT METHOD
RETURN : FOR RECOMMENDED METHOD
L : TO LIST METHODS

ENTER VALUE OF Q/QINF (DEFAULT: 1.000)

DO YOU WISH TO SEE CONFIGURATION 2
YES OR NO:

INPUT YAW, PITCH, ROLL ANGLES FOR DISPLAY:

Figure 4-22 (cont'd). Hypersonic Methods for Wing, Vertical Tail and Body Flap.

APAS SAMPLE SESSION GEOMETRY FILE

<table>
<thead>
<tr>
<th>YAW</th>
<th>PITCH</th>
<th>ROLL</th>
</tr>
</thead>
<tbody>
<tr>
<td>60.0</td>
<td>-30.0</td>
<td>30.0</td>
</tr>
</tbody>
</table>

* 1 VIEW *
* E END *
* ENTER COMMAND:

INPUT YAW, PITCH, ROLL ANGLES FOR DISPLAY:

Figure 4-23. Orthographic Projection of the Hypersonic Geometry Model.
Figure 4-24. Top View of the Hypersonic Geometry Model.
ANALYSIS OUTPUT

Foreground (interactive) analysis results are discussed in section 4 in order to correlate them with directives to prompts and will not be repeated.

Background analysis results are available in two forms: detailed print data and output file storage of forces, moments, and pressures of each specified vehicle condition for interactive display.

The most commonly used printed results are discussed initially. More specialized information which can be used to uncover problems is subsequently considered. The output display command PLOT, and its subcommands are then described to introduce the user to their capabilities. Sample sessions illustrating various PLOT subcommands is provided to familiarize the user with generating displays of the analysis results.

PRINT

APAS analysis is structured to minimize repetitive calculations. Processing and printout are in the same order and as follows.

Configuration $C_i$

  Mach number independent

    1) Slender body solutions
    2) Wetted areas

  Place runs in numerical order using Mach number

    Run UDP solution for Mach number $M_j$
    Run wave drag due to volume for $M_j$

  Calculate force & pressure for run $R_k$ at $M_j$

    Run wave drag due to lift for $R_k$
    Run viscous drag for $R_k$
    Calculate & store total forces and moments for $R_k$

  Cycle on runs until a new Mach number comes up (cycle on $k$)

  Cycle on Mach numbers until all runs for configuration are done (cycle on $j$)

  Cycle on configuration (cycle on $i$)
A detailed output variable glossary is presented in appendix C for decoding printed results. Figure 5-1 presents slender body solution results. Each slender body of the configuration has similar output. A cursory examination of the force coefficients should be made to identify obvious problems such as negative lift, positive side force, etc.

A component summary of the configuration surface area and volume obtained from a cutting plane analysis is presented on figure 5-2. These results are similar to those from foreground analysis and will differ slightly from the contour integration skin friction results of figure 5-7.

General output of the subsonic-supersonic panel solution is shown in figure 5-3. The reference data should correspond to SET input data. The symmetry codes should be one (1) except for the centerline vertical and antisymmetric surfaces such as skewed wings which are zero (0). Surface lateral extent and the number of spanwise panels should be verified.

Users typically scan subsonic-supersonic analysis for the complete configuration forces and moments (figure 5-4). Unit solutions for symmetrical (longitudinal) characteristics are printed first followed by antisymmetrical (lateral-directional) results.

Supersonic wave drag due to volume is then printed (figure 5-5). These results should be the same as the WAVEDRAG command interactive analysis. The next three pages present the lifting wave drag for three angles of attack. Figure 5-6 present the results of one calculation.

The evaluation is then followed by the viscous-drag solution (figure 5-7). The results will be the same as those from the VISCOUS command interactive analysis.

Figure 5-8 presents a six component data summary of the subsonic-supersonic analysis as a function of angle of attack or sideslip. Results are presented for the aerodynamic characteristics with and without edge (leading and tip) vortex considerations. The drag results do not include friction or wave drag due to volume and correspond to zero (CDO), one hundred percent (CD100), or attainable suction (CDL) drag due to lift.

Typical hypersonic analysis results are presented on figures 5-9 through 5-12. Six component aerodynamic characteristics are evaluated in a component buildup format. An initial page, (figure 5-9) presents the breakdown of the configuration and the flap symbols (if any) applied to the control surfaces.

The analysis is processed component by component for each run. The output is similar to that used in the hypersonic arbitrary body program, reference 2. Surface area and volume characteristics and panel compression/expansion algorithms are presented for each component (figure 5-10) followed by its forces and moments (figure 5-11). Complete configuration characteristics are then summarized (figure 5-12). Note that the results are for air and the flap has been calculated without shock expansion algorithms. In the last two columns, C AF is skin friction and %LAMINAR indicates percent of vehicle surface area in laminar flow.
### APAS SAMPLE SESSION GEOMETRY FILE

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<th>CBAR (M)</th>
<th>X-CG (M)</th>
<th>Y-CG (M)</th>
<th>Z-CG (M)</th>
</tr>
</thead>
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<td>23.7910</td>
<td>12.0600</td>
<td>21.3540</td>
<td>0.0</td>
<td>-0.6350</td>
</tr>
</tbody>
</table>

### SLENDER BODY SOLUTION

- **BODY**: 0.0 11.0962 0.00285 1.01427 -0.04246 -0.59902 0.00381 0.10348 0.00348 -0.89094 0.00222 -0.31245
- **SOLUTION HAS BEEN CALCULATED - COMPUTATION TIME 13.938 SEC.**

### VISCOUS DRAG PROGRAM

#### APAS SAMPLE SESSION GEOMETRY FILE

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<tr>
<th>NUMBER</th>
<th>COMPONENT</th>
<th>WETTED AREA (M2)</th>
<th>VOLUME (M3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.00</td>
<td>FORWARD FUSELAGE</td>
<td>75.68</td>
<td>73.79</td>
</tr>
<tr>
<td>12.00</td>
<td>MID FUSELAGE</td>
<td>341.42</td>
<td>555.09</td>
</tr>
<tr>
<td>13.00</td>
<td>AFT FUSELAGE</td>
<td>71.01</td>
<td>157.79</td>
</tr>
<tr>
<td>14.00</td>
<td>POD</td>
<td>52.04</td>
<td>40.79</td>
</tr>
<tr>
<td>121.00</td>
<td>WING</td>
<td>397.27</td>
<td>157.61</td>
</tr>
<tr>
<td>211.00</td>
<td>VERTICAL</td>
<td>76.92</td>
<td>5.10</td>
</tr>
<tr>
<td>TOTAL:</td>
<td></td>
<td>1014.34</td>
<td>990.16</td>
</tr>
</tbody>
</table>

**Figure 5-1. Slender Body Solution.**

**Figure 5-2. Viscous Solution Wetted Area and Volume Summary.**
UNIFIED DISTRIBUTED PANEL PROGRAM
APAS SAMPLE SESSION GEOMETRY FILE

<table>
<thead>
<tr>
<th>SREF (M2)</th>
<th>SPAN (M)</th>
<th>CBAR (M)</th>
<th>X-CG (M)</th>
<th>Y-CG (M)</th>
<th>Z-CG (M)</th>
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<tbody>
<tr>
<td>249.9100</td>
<td>23.7910</td>
<td>12.0600</td>
<td>21.3540</td>
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<td>-0.6350</td>
</tr>
</tbody>
</table>

**SYMMETRY**

<table>
<thead>
<tr>
<th>COMPONENT NAME</th>
<th>TYPE</th>
<th>INDICATOR</th>
<th>SEMI-SPAN</th>
<th>INCIDENCE</th>
<th>PANELS</th>
<th>IND</th>
<th>IND</th>
</tr>
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<tbody>
<tr>
<td>INTERF SHELL</td>
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<td>ON</td>
<td>9.9575</td>
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<tr>
<td>VERTICAL</td>
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<td>OFF</td>
<td>8.0299</td>
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<td>5</td>
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</table>

**Figure 5-3. Lifting Surface Solution Header Page.**

**COMPONENT 2 WING**

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<thead>
<tr>
<th>ETA</th>
<th>CHORD</th>
<th>TWIST (DEG)</th>
<th>CN</th>
<th>CN*C/CAVG</th>
<th>CL*C/CAVG</th>
<th>X/C C.P.</th>
</tr>
</thead>
<tbody>
<tr>
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<td>20.46275</td>
<td>0.0</td>
<td>0.02702</td>
<td>0.05122</td>
<td>0.05105</td>
<td>0.53887</td>
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<tr>
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<td>14.14536</td>
<td>0.0</td>
<td>0.03765</td>
<td>0.04934</td>
<td>0.04934</td>
<td>0.45133</td>
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<td>0.02626</td>
<td>0.29645</td>
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</table>

**NORMAL/SIDE LIFT SIDE ROLL PITCH YAW**

| 0.01723 | 0.03443 | 0.0 | 0.0 | -0.00995 | 0.0 |

**COMPONENT 3 VERTICAL CAVG = 31.12254**

<table>
<thead>
<tr>
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<td>0.49718</td>
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<td>0.69661</td>
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**NORMAL/SIDE LIFT SIDE ROLL PITCH YAW**

| -0.00000 | 0.0 | 0.00000 | 0.00000 | 0.0 | -0.00000 |

**TOTAL FORCES AND MOMENTS FOR THE COMPLETE CONFIGURATION**

<table>
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<tr>
<th>FORCE</th>
<th>MOMENT</th>
<th>CENTER OF PRESSURE</th>
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<td>LIFT</td>
<td>SIDE</td>
<td>ROLL PITCH YAW</td>
</tr>
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**Figure 5-4. Subsonic-supersonic Panel Solution Forces and Moments.**
### MACH 1.600 VOLUME DRAG

<table>
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<th>D/Q</th>
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<td>-52.500</td>
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<td>0.0</td>
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<td>14</td>
<td>7.500</td>
<td>20.9426</td>
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<td>30.9462</td>
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<tr>
<td>22</td>
<td>67.500</td>
<td>32.7350</td>
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<td>23</td>
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<tr>
<td>24</td>
<td>82.500</td>
<td>42.7536</td>
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<tr>
<td>25</td>
<td>90.000</td>
<td>48.0824</td>
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**TOTAL WAVE DRAG**

24.6787

**TOTAL COEFFICIENT**

0.098750

Figure 5-5. Volume Wave Drag Solution.
### Wave Drag Program

**APAS Sample Session Geometry File**

<table>
<thead>
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<th>MACH NO.</th>
<th>1.600</th>
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</thead>
<tbody>
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<td>VOLUME DRAG</td>
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<td><strong>D/Q</strong></td>
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<tr>
<td>25</td>
<td>90.000</td>
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</table>

**Total Wave Drag**

31.6825 Volume + Lift

**Total Coefficient**

0.126776

**Figure 5-6. Lifting Wave Drag Solution.**

### Viscous Drag Program

**APAS Sample Session Geometry File**

<table>
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<th>COMPONENT</th>
<th>MACH: 1.600</th>
<th>ALT: 3045</th>
<th>WET SLBF AREA</th>
<th>CCMP LENGTH M</th>
<th>260.340 K REYNOLDS NO.</th>
<th>249.910 M2 SREF</th>
<th>0.000000634 M2 SREF</th>
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<td>12.573</td>
<td>1.129</td>
<td>0.010</td>
<td>3.5312E+08</td>
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<tr>
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<tr>
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</tbody>
</table>

**Total Wet Surface Area**

1000.45 $\text{m}^2$

**Total Skin Friction Drag**

0.00610

**Total Vehicle Base Drag**

0.00627

**Figure 5-7. Viscous Drag Solution.**
**Figure 5-8. Subsonic-supersonic Analysis Summary.**

**HYPersonic ARBITRARY-BODY PROGRAM, MARK III MOD 3**

**APAS SAMPLE SESSION GEOMETRY FILE**

**CONFIGURATION: 2**

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<th>SYMBOL</th>
<th>FLAP</th>
<th>TYPE</th>
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<td></td>
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<td>SYMM</td>
</tr>
<tr>
<td>13.00</td>
<td>AFT FUSELAGE</td>
<td></td>
<td></td>
<td>SYMM</td>
</tr>
<tr>
<td>14.00</td>
<td>POD</td>
<td></td>
<td></td>
<td>SYMM</td>
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<td>WING</td>
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<td>D2</td>
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Figure 5-9. Hypersonic Analysis Configuration.
Figure 5-10. Hypersonic Analysis Panel Summary.

APAS SAMPLE SESSION GEOMETRY FILE
FORWARD FUSELAGE AIR

MACH = 10.000 VELOCITY = 3366.9 M/SEC RE/M = 0.19887E+08
ALT = 3049.0 M
P = 0.0 Q = 0.0 R = 0.0
D1 = 0.0 D2 = 0.0 D3 = 0.0
SREF = 249.91 M2 SPAN = 23.79 M MAC = 12.06 M
X CG = 21.35 M Y CG = 0.0 M Z CG = -0.63 M

FORCE DATA

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<th>CL</th>
<th>CA</th>
<th>CY</th>
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<tr>
<td>0.0</td>
<td>-0.79761</td>
<td>-0.03521</td>
<td>0.0</td>
<td>0.0</td>
<td>0.001193</td>
</tr>
<tr>
<td>5.0</td>
<td>0.02862</td>
<td>-0.01561</td>
<td>0.02987</td>
<td>0.0</td>
<td>-0.01306</td>
</tr>
<tr>
<td>0.0</td>
<td>-0.54560</td>
<td>-0.01532</td>
<td>0.0</td>
<td>0.0</td>
<td>0.001186</td>
</tr>
<tr>
<td>10.0</td>
<td>0.02622</td>
<td>-0.00264</td>
<td>0.02628</td>
<td>0.0</td>
<td>0.00195</td>
</tr>
<tr>
<td>0.0</td>
<td>-0.10087</td>
<td>0.00559</td>
<td>0.0</td>
<td>0.0</td>
<td>0.001179</td>
</tr>
<tr>
<td>20.0</td>
<td>0.03169</td>
<td>0.02321</td>
<td>0.02184</td>
<td>0.0</td>
<td>0.03265</td>
</tr>
<tr>
<td>0.0</td>
<td>0.73233</td>
<td>0.04830</td>
<td>0.0</td>
<td>0.0</td>
<td>0.001052</td>
</tr>
</tbody>
</table>

Figure 5-11. Hypersonic Analysis Component Summary.
**HYPERSONIC ARBITRARY-BODY PROGRAM, MARK III MOD 3**  
**RUN 3**

**APAS SAMPLE SESSION GEOMETRY FILE**

**TOTAL MOMENTS AND FORCES FOR COMPLETE CONFIGURATION**  
**AIR**  
**FLAP DATA DOES NOT INCLUDE SHOCK EXPANSION ALGORITHMS**

<table>
<thead>
<tr>
<th>MACH</th>
<th>10.000</th>
<th>VEL</th>
<th>3366.9 M/SEC</th>
<th>RE/M</th>
<th>0.19887E+08</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALT</td>
<td>3049.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P</td>
<td>0.0</td>
<td>Q</td>
<td>0.0</td>
<td>R</td>
<td>0.0</td>
</tr>
<tr>
<td>D1</td>
<td>0.0</td>
<td>D2</td>
<td>0.0</td>
<td>D3</td>
<td>0.0</td>
</tr>
<tr>
<td>S REF</td>
<td>249.91 M</td>
<td>SPAN</td>
<td>23.79 M</td>
<td>MAC</td>
<td>12.06 M</td>
</tr>
<tr>
<td>X CG</td>
<td>21.35 M</td>
<td>Y CG</td>
<td>0.0</td>
<td>Z CG</td>
<td>-0.63 M</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FORCE DATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHA</td>
</tr>
<tr>
<td>BETA</td>
</tr>
<tr>
<td>0.0</td>
</tr>
<tr>
<td>0.0</td>
</tr>
<tr>
<td>5.0</td>
</tr>
<tr>
<td>0.0</td>
</tr>
<tr>
<td>10.0</td>
</tr>
<tr>
<td>0.0</td>
</tr>
<tr>
<td>20.0</td>
</tr>
<tr>
<td>0.0</td>
</tr>
</tbody>
</table>

**NOTE:**  
1) \(C_L\), \(C_D\) ARE IN STABILITY AXIS SYSTEM (NORMAL SYSTEM DEFINITION)  
2) OTHER COEFFICIENTS ARE IN BODY REFERENCE COORDINATE SYSTEM  
3) \(C_Y\) (SIDE), \(C_M\) (PITCHING) INVARIANT TO \((\alpha, \beta)\) TRANSFORMATION  
4) \(C_{LN}\) (YAWING), \(C_{LL}\) (ROLLING) MOMENT ARE NOT INVARIANT

Figure 5-12. Hypersonic Analysis Total Configuration Summary.
Interactive plotting of aerodynamic results is accomplished using the PLOT command of section six.

There are thirty-seven parameters (table 5) available for plotting at each \((\alpha, \beta)\) combination (analysis point) for subsonic-supersonic runs. The available plotting parameters for hypersonic runs are indicated by an * in front of the location column in table 5. The reduced number of plotting parameters for hypersonic runs occurs because: (1) the parameter(s) are meaningless relative to impact theory (for example; suction, linear etc.); or (2) the large (unrestricted) number of panels exceeds the storage allocations (as for cp data).

The LIST subcommand enables the user to review all the analysis runs in the output file and initial conditions for each run.

The SET subcommand of PLOT minimizes keyboard entries required by presetting up to twelve commonly used plot lines. User inputs at the time of display generation will override entries of the set list. Each of the aerodynamic variables can be displayed as a function of angle of attack or sideslip. Multiple runs can be combined to display results as a function of Mach number or one of the flap-deflection angles (D1 to D6) where applicable using the RUN operand of the PLOT subcommand of PLOT. Run lists are also used to simultaneously display more than one run on a single plot for comparison. The RUNM operand permits identification of run list subsets.

An existing run list applies to the current and all subsequent displays until modified by the user. A Mach list applies only to the current display and is replaced by the prior run list for the next display. Initial conditions for each grid should be specified for a Mach list.

There are three display formats and five grids available for plotting aerodynamic results. They are illustrated in figures 5-13 through 5-15. Grid positions do not have to be specified in order on a PLOT or SET list; however grids cannot be skipped, i.e., if grid 2 is filled then grid 1 must also have a plot specified or an error will result. Form 1 contains three narrow grids, figure 5-13, and is typically used to display slope data as a function of Mach number. Form 2 is useful for displaying a force or moment coefficient as a function of the run variable \((V_r)\) on grid 2 and the slope or value at \(V_r = 0\) as a function of Mach number on grid 1. Form 3, figure 5-15, is commonly used to display force and moment coefficients as a function of the run variable.
Table 5. Aerodynamic Parameter Storage.

<table>
<thead>
<tr>
<th>Location</th>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TT</td>
<td>Free Stream Total Temperature</td>
</tr>
<tr>
<td>2</td>
<td>PT</td>
<td>Free Stream Total Pressure</td>
</tr>
<tr>
<td>3</td>
<td>PFS</td>
<td>Free Stream Static Pressure</td>
</tr>
<tr>
<td>4</td>
<td>q</td>
<td>Dynamic Pressure, ( \frac{1}{2} \rho V^2 )</td>
</tr>
<tr>
<td>5</td>
<td>RN</td>
<td>Reynolds Number/L</td>
</tr>
<tr>
<td>6</td>
<td>M</td>
<td>Mach Number</td>
</tr>
<tr>
<td>7</td>
<td>CN</td>
<td>Normal-Force Coefficient [HABP only]</td>
</tr>
<tr>
<td>8</td>
<td>CA</td>
<td>Axial-Force Coefficient [HABP only]</td>
</tr>
<tr>
<td>9</td>
<td>CL</td>
<td>Lift Coefficient Includes LE Vortex</td>
</tr>
<tr>
<td>10</td>
<td>CM</td>
<td>Pitching-Moment Coefficient Effect [If Present]</td>
</tr>
<tr>
<td>11</td>
<td>CD</td>
<td>Total-Drag Coefficient</td>
</tr>
<tr>
<td>12</td>
<td>CDP</td>
<td>Viscous-Drag Coefficient (Shear+( \delta^* ))</td>
</tr>
<tr>
<td>13</td>
<td>CDM</td>
<td>Wave-Drag Coefficient [UDP only]</td>
</tr>
<tr>
<td>14</td>
<td>CDOZERO</td>
<td>Zero Suction Drag Coefficient [UDP only]</td>
</tr>
<tr>
<td>15</td>
<td>CD100</td>
<td>100% Suction Drag Coefficient [UDP only]</td>
</tr>
<tr>
<td>16</td>
<td>CY</td>
<td>Side-Force Coefficient Includes LE</td>
</tr>
<tr>
<td>17</td>
<td>CN</td>
<td>Yawing-Moment Coefficient Vortex Effects</td>
</tr>
<tr>
<td>18</td>
<td>CR</td>
<td>Rolling-Moment Coefficient [If Present]</td>
</tr>
<tr>
<td>19</td>
<td>CLA</td>
<td>( \frac{dCL}{d\alpha} ), per degree (lift)</td>
</tr>
<tr>
<td>20</td>
<td>CMA</td>
<td>( \frac{dCM}{d\alpha} ), per degree (pitch)</td>
</tr>
<tr>
<td>21</td>
<td>CYB</td>
<td>( \frac{dCY}{d\beta} ), per degree (side)</td>
</tr>
<tr>
<td>22</td>
<td>CNB</td>
<td>( \frac{dCN}{d\beta} ), per degree (yaw)</td>
</tr>
<tr>
<td>23</td>
<td>CRB</td>
<td>( \frac{dCR}{d\beta} ), per degree (roll)</td>
</tr>
<tr>
<td>24</td>
<td>ALPHA</td>
<td>Angle of Attack, degrees</td>
</tr>
<tr>
<td>25</td>
<td>BETA</td>
<td>Angle of Sideslip, degrees</td>
</tr>
<tr>
<td>26</td>
<td>DCMDC</td>
<td>Pitch Stability, ( \frac{dCM}{dCL} )</td>
</tr>
<tr>
<td>27</td>
<td>LOD</td>
<td>Lift Over Drag, CL/CD</td>
</tr>
<tr>
<td>28</td>
<td>Analysis</td>
<td>Analysis Indicator, [UDP=1.0, HABP=2.0]</td>
</tr>
<tr>
<td>29</td>
<td>CLLIN</td>
<td>CM (lift) Linear Results Only</td>
</tr>
<tr>
<td>30</td>
<td>CMLIN</td>
<td>CM (pitch) [Excludes LE Vortex]</td>
</tr>
<tr>
<td>31</td>
<td>CYLIN</td>
<td>CY (side)</td>
</tr>
<tr>
<td>32</td>
<td>CNLIN</td>
<td>CN (yaw)</td>
</tr>
<tr>
<td>33</td>
<td>CRLIN</td>
<td>CR (roll)</td>
</tr>
<tr>
<td>34</td>
<td>CLALIN</td>
<td>( \frac{dCL}{d\alpha} ), per degree</td>
</tr>
<tr>
<td>35</td>
<td>CMALIN</td>
<td>( \frac{dCM}{d\alpha} ), per degree</td>
</tr>
<tr>
<td>36</td>
<td>CYBLIN</td>
<td>( \frac{dCY}{d\beta} ), per degree</td>
</tr>
<tr>
<td>37</td>
<td>CNBLIN</td>
<td>( \frac{dCN}{d\beta} ), per degree</td>
</tr>
<tr>
<td>38</td>
<td>CRBLIN</td>
<td>( \frac{dCR}{d\beta} ), per degree</td>
</tr>
<tr>
<td>39</td>
<td>CDL</td>
<td>Drag-Due-To-Lift Coefficient [UDP only]</td>
</tr>
<tr>
<td>40</td>
<td>CDBASE</td>
<td>Base-Drag Coefficient [UDP only]</td>
</tr>
<tr>
<td>41</td>
<td>CLBASIC</td>
<td>CL for basic load [UDP only]</td>
</tr>
<tr>
<td>42</td>
<td>CMBASIC</td>
<td>CM for basic load [UDP only]</td>
</tr>
<tr>
<td>43</td>
<td>CYBASIC</td>
<td>CY for basic load [UDP only]</td>
</tr>
<tr>
<td>44</td>
<td>CNBASIC</td>
<td>CN for basic load [UDP only]</td>
</tr>
<tr>
<td>45</td>
<td>CRBASIC</td>
<td>CR for basic load [UDP only]</td>
</tr>
<tr>
<td>46</td>
<td>OPEN</td>
<td>Unused Data Location</td>
</tr>
<tr>
<td>47</td>
<td>OPEN</td>
<td>Unused Data Location</td>
</tr>
<tr>
<td>48</td>
<td>OPEN</td>
<td>Unused Data Location</td>
</tr>
<tr>
<td>49</td>
<td>OPEN</td>
<td>Unused Data Location</td>
</tr>
<tr>
<td>50</td>
<td>NPANELS</td>
<td>Number of Panels in Configuration</td>
</tr>
</tbody>
</table>
Figure 5-13. PLOT Form 1 Display.

Figure 5-14. PLOT Form 2 Display.

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SAMPLE SESSIONS

Review the PLOT command of section six prior to initiating this effort. Various subcommands will be demonstrated to familiarize the analyst with the system interactive display activity.

Constant Mach Number (Session 5-1)

Some of the aerodynamic results from the run list created in analysis session 4-2 will be displayed. In figure 5-16, the user enters the PLOT command and lists the runs available in the current output file on figure 5-17.

A plot of $C_L$ versus angle of attack for runs 1, 2 and 3 is requested. The system searches the output file, selects the required data, and displays plotting information on figure 5-18. This screen will eventually clear and the requested plot will be displayed. Unresolved data will result in an error message, and the pre-plot page will remain. The PAGE operand of the PLOT subcommand can be used to set the screen to hold or copy mode instead of the automatic clear mode. The resulting display is shown on figure 5-19.
**OK**

plot

***PLOT***

1

Figure 5-16. PLOT Command Entry and Listing of Runs Currently Available in the Output File.

**RUN SUMMARY**

<table>
<thead>
<tr>
<th>RUN</th>
<th>M</th>
<th>A</th>
<th>B</th>
<th>P</th>
<th>Q</th>
<th>R</th>
<th>D1</th>
<th>D2</th>
<th>D3</th>
<th>D4</th>
<th>D5</th>
<th>D6</th>
<th>RUN STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1.600</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>10.000</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>ANALYZED</td>
</tr>
<tr>
<td>2</td>
<td>1.600</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>ANALYZED</td>
</tr>
<tr>
<td>3</td>
<td>10.000</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>ANALYZED</td>
</tr>
</tbody>
</table>

***PLOT***

plot cl/a run(2,1,3)

Figure 5-17. Listing of Runs in Current Output File and Entering Subcommand to Display CL Versus a.

**PLOT DATA SUMMARY**

FORM: 3

GRID: 1

CL VS. A

REFERENCE : A B P Q R D1 D2 D3 D4 D5 D6

DATA : 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

POINT RUN MACH D1

1 2 1.600 0.0

2 1 1.600 10.000

3 3 10.000 0.0

ENTER "CARRIAGE RETURN" TO START PLOT, OR ENTER A NEW "PLOT" SUBCOMMAND:

NOTE: TO CONTROL PAGE STOP ON THIS PREPLOT PAGE USE "PAGE" OPERAND

Figure 5-18. Pre-plot Page for Lift Display.
On figure 5-20, the new plot schedules are specified using the SET subcommand. After review a carriage return is keyed in to reactivate the ***PLOT*** mode. There are seven plot schedules which the user can display. To obtain a drag polar display plot schedule 3 is selected using plot3 entry. Note that it is not necessary to re-enter the run schedule keyed in on figure 5-17. The resulting pre-plot page and display are shown on figures 5-21 and 5-22.
--- set1 cl/a
***PLOT***

--- set2 cm/a
***PLOT SCHEDULE 2: CM/A
***PLOT***

--- set3 cl/cd
***PLOT SCHEDULE 3: CL/CD
***PLOT***

--- set4 f2 cla/m cl/a
***PLOT SCHEDULE 4: F2 CLA/M CL/A
***PLOT***

--- set5 cla cra clo
***PLOT SCHEDULE 5: CLA CMA CLO
***PLOT***

--- set6 cl/cm sa=0.1
***PLOT SCHEDULE 6: CL/CM SA=0.1
***PLOT***

--- set7 cl/cd0 sa=0.1 cl/cd100 sa2=0.1 cl/cd sa3=0.1
***PLOT SCHEDULE 7: CL/CD0 SA=0.1 CL/CD100 SA2=0.1 CL/CD SA3=0.1

--- <CR>
***PLOT***

plot3

--- plot3

Figure 5-20. Utilizing the SET Subcommand to Specify New Plotlists and Plotting the Current Runlist.

### PLOT DATA SUMMARY

**FORM:** 3  
**GRID:** 1  
**REFERENCE:**  
<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>P</th>
<th>Q</th>
<th>R</th>
<th>D1</th>
<th>D2</th>
<th>D3</th>
<th>D4</th>
<th>D5</th>
<th>D6</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**DATA:**  
<table>
<thead>
<tr>
<th>POINT</th>
<th>RUN</th>
<th>MACH</th>
<th>D1</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>1.600</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>1.600</td>
<td>10.000</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>10.000</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**NOTE:** TO CONTROL PAGE STOP ON THIS PREPLOT PAGE USE "PAGE" OPERAND

--- <CR>

--- <CR>

--- <CR>

Figure 5-21. Preplot Page for Drag Polar Display.
Figure 5-22. Display of Lift Versus Drag.

On figure 5-23, the runs available have been relisted for review, and a display of \( C_L \) has been selected with an abscissa scale (SA1) of 0.1. The resulting display is shown on figure 5-24.

**Figure 5-23. \( C_L \) Versus \( C_M \) Display Request.**
Figure 5-24. $C_L$ Versus $C_M$ Display.

The final activity of this session, requests the pitching moment plot for run 3 (figure 5-25), and is displayed on figure 5-26.

***PLOT***

$\rightarrow$ plot cl/cm run(3) sal=0.1

Figure 5-25. Run 3 $C_L$ Versus $C_M$ Display Request.

Figure 5-26. Run 3 $C_L$ Versus $C_M$ Display.
Variable Mach Number (Session 5-2)

A new set of analysis runs was processed and added to the output file for a total of 22. Runs 1 through 14 are pitch analysis with the trailing edge flap undeflected and deflected ten degrees. Runs 15 through 22 are side slip analysis at zero angle of attack. The new runs cover the subsonic, supersonic and hypersonic speed range of the study configuration. Runs 10 and 11 are linear supersonic analysis and runs 12 and 13 hypersonic evaluation for the same Mach numbers. As a result of the increased analysis coverage, a series of aerodynamic displays can be set up to summarize overall vehicle characteristics.

The SET subcommand of PLOT is used to request the longitudinal slope \((dC_L/d\alpha, dC_M/d\alpha, dC_D/dC_L)\) preset plot list. The PLOT subcommand and RUN operand are then used to display the analysis results as a function of Mach number (figure 5-27). Runs 4, 6, 8, 2, and 10 are the subsonic-supersonic runs and are placed in ascending order. These are followed by the hypersonic runs 12, 14, and 3 also in ascending order. The RUNM operand partitions the list into 5 subsonic-supersonic cases and 3 hypersonic cases to identify the results by analysis method. The pre-plot page is shown on figure 5-28. The resulting display on figure 5-29.

```plaintext
***PLOT***

set6

CURRENT PLOT SCHEDULE 6 IS: CLA/M(A=0) CMA/M(A=0) DCM/DCM/M(A=0)
Enter new PLOT SCHEDULE 6, or "CARRIAGE RETURN" to retain as is

<CR>

***PLOT***

plot6 run(4 6 8 2 10 12 14 3 ) runm(5 3)
```

Figure 5-27. Input for Displaying Mach Number Variation of Longitudinal Aerodynamic Derivatives.
### FORM: 3

#### PLOT DATA SUMMARY

**GRID: 1**

**REFERENCE**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>P</th>
<th>Q</th>
<th>R</th>
<th>D1</th>
<th>D2</th>
<th>D3</th>
<th>D4</th>
<th>D5</th>
<th>D6</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**DATA**

<table>
<thead>
<tr>
<th>POINT</th>
<th>RUN</th>
<th>MACH</th>
<th>ANALYSIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4</td>
<td>0.600</td>
<td>1.000</td>
</tr>
<tr>
<td>2</td>
<td>6</td>
<td>0.900</td>
<td>1.000</td>
</tr>
<tr>
<td>3</td>
<td>8</td>
<td>1.200</td>
<td>1.000</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>1.600</td>
<td>1.000</td>
</tr>
<tr>
<td>5</td>
<td>10</td>
<td>3.000</td>
<td>1.000</td>
</tr>
<tr>
<td>6</td>
<td>12</td>
<td>3.000</td>
<td>2.000</td>
</tr>
<tr>
<td>7</td>
<td>14</td>
<td>5.000</td>
<td>2.000</td>
</tr>
<tr>
<td>8</td>
<td>3</td>
<td>10.000</td>
<td>2.000</td>
</tr>
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Enter "carriage return" to start plot, or enter a new "plot" subcommand:

Note: To control page stop on this preplot page use "page" operand

Figure 5-28. Longitudinal Display Pre-plot Page.
Figure 5-29. Mach Number Display of Longitudinal Characteristics.

Using form 2, a more detailed display can be made of individual characteristics. Figure 5-30 shows the input for displaying lift curve slope as a function of Mach number and lift versus angle of attack, and the resultant plot is shown on figure 5-31. The run list is the same as the previous plot. Similar inputs and displays are shown for longitudinal stability in screens 5-32 and 5-33, and drag in screens 5-34 and 5-35.

***PLOT***

plot cla(a=0) cl/a run(4 6 8 2 10 12 14 3) runm(5 3)

Figure 5-30. Input for Displaying Lift and Lift Curve Slope.
Figure 5-31. Lift Characteristics Displayed as a Function of Mach Number and Angle of Attack.

***PLOT***

plot dcmdcl(a=0) cl/cm runm(5 3)

Figure 5-32. Longitudinal Stability and Lift Versus Pitching Moment Display.
Figure 5-33. Longitudinal Stability as a Function of Mach Number and Lift Versus Pitching Moment.

***PLOT***

set

CURRENT PLOT SCHEDULES:
1. CL/A
2. CM/A
3. CL/CD
4. F2 CLA/M CL/A
5. CLA CMA CLO
6. CL/CM SA1=0.1
7. CL/CDO SA1=0.1 CL/CD100 SA2=0.1 CL/CD SA3=0.1
8. CDO/M(A=0.) CL/CD G1

CURRENT PLOT SCHEDULE 9 IS:
ENTER NEW PLOT SCHEDULE 9, OR "CARRIAGE RETURN" TO RETAIN AS IS

***PLOT***

plot8 runm(5 3)

Figure 5-34. Drag at $\alpha=0$ and $C_L$ Versus $C_D$ Display Request.
Similarly, the input and display shown on figures 5-36 and 5-37 summarize the lateral-directional characteristics \( C_y, C_n, \) and \( C_{\beta} \) from runs 15 through 22.

\[ \text{****PLOT***} \]
\[ \rightarrow \text{plot cyb(b=0) cnb(b=0) crb(b=0) run(15 16 17 18 19 20 21 22) runm(5 3)} \]

Figure 5-35. Drag Characteristics as a Function of Mach Number and Lift.

Figure 5-36. Input for Displaying Lateral-directional Characteristics as a Function of Mach Number.
Section 6

COMMAND/SUBCOMMAND DICTIONARY

General grouping of commands by system activity is presented on figure 6-1. System activity and commands as used in previous sections, is presented on table 6. Table 7 provides a command index.

Each command/subcommand begins with a summary description including examples. Information then follows on its detailed use. This format allows progressively reduced reading load with increasing experience. Once familiarization with the command structure is gained, many of the activities only require cursory review to recall mechanics.

The command summary has been designed to give as much information as possible on one page. Its format is as follows:

1. Name
2. Type of entry
3. Input format (always contained in a box)
4. List of operands and their function
5. Command/subcommand abbreviation
6. Function
7. Examples

A command and its associated operands are keyed in on one line. A typical directive is

```
DISPLAY, \{COMP(1),COMP(2),...COMP(N)\}[,FILE][,VIEW][,ANGLE,-\beta,\alpha,\gamma] <CR>
```

where DISPLAY identifies the command desired and the square brackets are used to indicate optional operands which may be entered in any order. Nested brackets are used to separate the operands into logical groups. Strings of periods ..... indicate to continued as in one through seven. The comma before each operand is a delimiter. A blank preceding each operand is also adaptable but was not used in order to explicitly indicate this point. In general a single comma, a single comma with one or more preceding or anteceding blanks, or one or more blanks are legal delimiters. Do not enter the brackets, as they have been used to separate the operands into logical groups and serve only this function.

The remainder of this section alphabetically defines system commands and subcommands. Their use is best learned by reviewing the cited examples and practicing the various operations. The default status for the file operand is taken to be PERMANENT to agree with the ATTRIBUTE declaration used throughout this document.
Figure 6-1. Command/Subcommand Summary by System Activity.
Table 6. System Activity and Commands Versus Section.

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COMMAND: ATTACH

ATTACH, \{COMP(1), COMP(2), ..., COMP(15)\} [,FILE]

OPERANDS: 
- COMP(N) - Component number(s).
- ALL - Attach all components from [,FILE].
- FILE - [P]ERMANENT; Default. [C]OMPONENT

ABBREVIATION: ATTA

FUNCTION: Copies non-redundant components from [FILE] into local file.

LIMITS: Fifteen (15) components per configuration. All components must have same units.

EXAMPLE: Figures 4-1, 4-11.
COMMAND: ATTRIBUTE

OPERANDS: None.

ABBREVIATION: ATTR

FUNCTION: Modification of system defaults.

PROMPTS:

PRESENT USER DEFAULTS:
  FILE OPERAND FOR COMMANDS........: PERMANENT
  ANGLE OPERAND FOR DISPLAY COMMAND: YAW=90.00 PITCH=0.0 ROLL=90.00
  UNIT OPTION FOR UNITS COMMAND....: METERS
  LINE-TYPE OPTION FOR DISPLAY COMMAND: STICK
  VIEW OPERAND FOR EDIT/LIST SUBCOMMAND: FULL DISPLAY

ENTER: "CR" - NO CHANGE
  1 - FILE OPERAND
  2 - ANGLE OPERAND FOR DISPLAY COMMAND
  3 - UNIT OPTION FOR UNITS COMMAND
  4 - VIEW OPERAND FOR DISPLAY COMMAND
  5 - LINE TYPE OPTION FOR DISPLAY COMMAND
  6 - VIEW OPERAND FOR EDIT/LIST SUBCOMMAND

Details associated with each option will be displayed upon interrogation.
COMMAND: CARD

CARD,COMP(1)[,COMP(2),....COMP(N)][,FILE]

OPERANDS: COMP(N) - Component number(s) in card file.

FILE - [P]ERMANENT; Default.
       [L]OCAL

ABBREVIATION: None

FUNCTION: Copies component(s) from the card image format file into [FILE].
Refer to Appendix A for input format.

LIMITS: Maximum 40 points per cross-section.
Maximum 10 segments per cross-section.
Maximum 17 cross-sections per component of the surface type.
Maximum 18 cross-sections per component of the body type.

EXAMPLE: CARD,101,L
COMMAND: CATALOG

OPERANDS: FILE - [P]ERMANENT; Default.
[B]OTH

ABBREVIATION: CATA

FUNCTION: Catalog component undergoing input into requested file. Protects old components with same number.

This command must be executed immediately after a component has been created using the CARD, DIGITIZE, FLAT, INTERFERENCE, JETF, SLENDER, or TERMINAL commands.

EXAMPLE: Figures 3-16, 3-21, 3-72.
COMMAND: CLEAR

OPERANDS: None.

ABBREVIATION: CL

FUNCTION: Purges all components in the local file.
-COPP-

COMMAND: COPP

\[
\text{COPP} \left\{ \text{COMP}(1), \text{COMP}(2), \ldots, \text{COMP}(N) \right\} [\text{ALL}, \text{FILE}]
\]

OPERANDS: COMP(N) - Component number(s). [N≤50].
ALL - Attach all components from [,FILE].
FILE - [C]OMPONENT; Default.
[L]OCAL

ABBREVIATION: None.

FUNCTION: Copy a component from [,FILE] into permanent file. Protects existing components with same number.

EXAMPLE: COPP, ALL, C
COMMAND:  COPY

COPY,COMP,COMPN[,FILE]

OPERANDS:  COMP  - Component number of the original component.
COMPN  - Component number of the new duplicate component.
FILE  - [P]ERMANENT; Default.
         [L]OCAL

ABBREVIATION:  None.

FUNCTION:  Copy a component to a new record in the same file.

EXAMPLE:  COPY,101,102,L
COMMAND: DELETE

\[
\text{DELETE, FILE, } \left\{ \text{COMP}(1)[, \text{COMP}(2)\ldots, \text{COMP}(N)] \right\}
\]

OPERANDS: FILE - [P]ermanent
[L]ocal

COMP - Component number.

ALL - Delete all components from specified file.

ABBREVIATION: DEL

FUNCTION: Eliminate components from specified file.

EXAMPLE: DEL, L, 121, 211
**COMMAND:** DIGITIZE

```
DIGITIZE[,COMPN][,AXIS][,FILE]
```

**OPERANDS:**

- **COMPN** - Add sections to component numbered COMPN.
- **AXIS** - New axis system requested.
  Default: Axis defined on first call to digitize, or previous axis on subsequent re-entries for same COMPN.
- **FILE** - [P]ERMANENT; Default. [L]OCAL

**ABBREVIATION:** DIGI

**FUNCTION:** Digitize component cross-sections from drawing using graphics tablet. A common set of units must be used.

**EXAMPLE:** Figures 3-48 through 3-55, 3-62 through 3-68.
-DIGITIZE-  (continued)

**SYMBOL**

[]  
Information in bracket does not appear on screen.
Information in bracket is point input from tablet.


Indicated information is on graphics screen.

Tablet input using digitizing pen or puck.

Carriage return.

Position of point to be input from tablet.

**Variable**

**XO**  
Minimum x value from drawing.

**XMAX**  
Maximum x value from drawing.

**TYPE**

1 - Non-planar centerline (eg. fuselage).
2 - Non-planar off-set (eg. engine pod).
3 - Half planar (eg. vertical tail).
4 - Full planar (eg. wing).

**NSEG**

Number of segments/section.

**NWET(1)**

Wetted-unwetted segment flag.
Ten segments allowed per section.

1 - Wetted.
-1 - Unwetted.

**TOC**

t/C max of airfoil.

TOC < 0; Input airfoil section.

TOC > 0; Last input airfoil section scaled to new chord and TOC.

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Component Symmetry Parameters

--- Stored boundary
----- Generated by symmetry directive

Codes

\[
\begin{align*}
1 & \text{ Non-reflective } & \text{ About aircraft centerline} \\
2 & \text{ Reflective } & \text{ About component centerline} \\
+ & \text{ Asymmetric } & \text{ About component centerline} \\
- & \text{ Symmetric } & \text{ About component centerline}
\end{align*}
\]

Reflective Asymmetric

Code = 2

Example: Fuselage-Nacelles

Reflective Symmetric

Code = -2

Example: Missiles-Podded Nacelles

Non-reflective Asymmetric

Code = 1

Example: Centerline Vertical

Reflective Asymmetric

Code = 2

Example: Winglets or Twin verticals
SET UP AXIS SYSTEM

**KEY * XO,XMAX *

\[50,600. <\text{CR}>\]

PEN * PLANFORM XO, PROFILE XO, PROFILE XMAX

[1] [2] [3]

STEP I

INSTRUCTIONS

** COMPONENT PARAMETERS

KEY * TYPE (1,2,3 OR 4), NSEG, NOUT(1), ...

\[1,2,+1,1 <\text{CR}>\]

STEP II

INSTRUCTIONS

** IF POINTS [1] [2] [3] ARE INPUT INCORRECTLY ENTER 0,0,0 AND REPEAT II

STEP III

AXIS OK 1-YES * 2-NO
INPUT COMPONENT NUMBER

>>> number

INPUT COMPONENT NAME

>>> name

ENTER SYMMETRY PARAMETER

1  NON-REFLECTING
2  REFLECTING
+  ASYMMETRIC
-  SYMMETRIC

>>> symmetry parameter

SURFACE

GO TO STEP IV-A

BODY

GO TO STEP IV-B
SURFACE INPUT

KEY * TOC:  SET NEGATIVE TO INPUT AIRFOIL.
SET POSITIVE TO SCALE LAST INPUT AIRFOIL.
DEFAULT IS REFERENCE AIRFOIL T/C.

PEN * LE(PROFILE), LE AND TE (PLANFORM CHORD LENGTH)
IF TOC < 0, SECTION LE AND TE REFERENCE (IF DIFFERENT)
AIRFOIL SECTION FROM TOP L.E.

STEP IV-A

STEP V-A

TOC < 0

POINTS [3]-[10] SEGMENT 1
POINTS [11]-[18] SEGMENT 2

STEP VI-A

TOC > 0

S <CR>

RETURN TO STEP IV-A

GO TO VII

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-DIGITIZE- (continued)

PEN * FUSELAGE REF.
* SEGMENTS FROM TOP

KEYBOARD REF. POINT INPUT
STEP
V-A

* SEGMENT
INPUT XO, YO, ZO FOR SECT.;
324.0, 0.0, -.12
325.6, 0.0, -.12 <CR>

POINTS [2]-[7] SEGMENT 1
POINTS [8]-[13] SEGMENT 2

STEP V-B

S <CR>

OPTION WHEN SECTION IS OFF DRAWING

X = 325.6 Y = 0.0 Z = -0.12

STEP VI

* 1 NEXT SECT. * 2 REPEAT SECT. * END COMPONENT

TO TO STEP VII
SEGMENT INTERPOLATION/SMOOTHING

* SMOOTH OPTION: ENTER ORDER OR  
* CARRIAGE RETURN FOR SPLINE FIT ONLY

STEP VII

SURFACE

BODY

STEP VIII

* L.E. RADIUS: METHOD 1:1  
* METHOD 2:2  
* OFF: 3

SPLINE

LEAST SQUARES

* ACCEPT SPLINE: 0, SMOOTH:1, CHANGE ORDER: ENTER ORDER
?

GO TO NEXT SEGMENT  REPEAT SEGMENT
NOTES

1) XO and XMAX do not have to extend the length of the tablet or encompass the entire configuration. They are simply two convenient points on the drawing.

2) The XO in the plan view and profile view must be the same X-station.

3) When a change in segments occurs, the user inputs two points at the same location. If two or more segments occur at the same point (i.e. segments of zero length such as would occur on the cross-section at the end of a canopy. See below), the user should input a number of identical points equal to the number of segments, i.e. if three segments meet at the same point three points are input.

![Diagram](image0.png)

SECTION n-1

2 points here

SECTION n

3 points here

The first and last points on a section do not require multiple points unless segments converge or originate there.
4) The latest airfoil is always the reference section. A default section can only be used if the planar component has two segments.

5) Three airfoil nose options are available: a default sharp edge, a radius based on the input points ahead of the maximum thickness, or NACA four and five digit airfoil values given by

\[
R_{LE}/c = 0.685 \, (t/c)^2 \quad \text{[NACA 64 A]}
\]

\[
R_{LE}/c = 0.639 \, (t/c)^2 \quad \text{[NACA 65 A]}
\]

6) The multipoint routine used for graphics tablet digitizing has three termination options.

- S <CR> indicates the cross-section is completed.
- R <CR> indicates an error has occurred and input is being reinitiated.
- X <CR> allows keyboard correction of the sections \(x\)-location.

7) The maximum number of input points per cross-section is forty including reference points such as the center line for a body section or chord markers for an airfoil.

8) Restoring the Tablet Bias

About once a week the tablet's magnetic bias should be restored. The following procedure can be used more often if the tablet begins to relay incorrect data or if the graphics cursor moves erratically.

a. Turn the terminal off and unplug it.
b. Disconnect the tablet from the interface.
c. Pull the bar magnet across the tablet from the upper left corner towards the lower right corner in a single, smooth motion. Wipe the entire surface in about two or three seconds.
d. Connect the tablet again, plug the terminal back in, and turn the terminal back on.

The magnet should be stored away from the tablet and other magnetically sensitive items (such as flexible disks and magnetic tapes).
COMMAND: DISPLAY

\[ \text{DISP,} \left\{ \text{COMP}(1)[\text{COMP}(2), \ldots \text{COMP}(N)] \right\}[, \text{FILE}][, \text{VIEW}][, \text{ANGLE}, \text{yaw}, \text{pitch}, \text{roll}], \]

\[ [\text{ALL}] \]

OPERANDS:

COMP(N) - Component number(s); default is [ALL].

FILE - [P]ERMANENT; Default.

[LOCAL]

VIEW - [T]HREE View STICK; Default.*
Use L-, R-keys at cross hairs location to obtain view of a cross-section to left or right. E-key to end section loop request, followed by E-key to end EDIT.

[O]RTHOGRAPHIC View STICK

[A]NGLE - Yaw, pitch, roll viewing angles (Orthographic only)

YAW = 90.0, PITCH = 0.0, ROLL = 90.0 are defaults.*
0,0,0 provides a head on view (nose to tail).
135,0,-20 provides a nice view from left, rear.

HIDD - Poor man's hidden view (only forward facing panels displayed).
This is available only with Orthographic view.

ABBREVIATION: DISP

FUNCTION: Display component(s) in orthographic projection or three-view.

*Stick or hidden panel line type is available.
Orthographic has the following option menu.

* 1 VIEW *
* 2 WINDOW *
* 3 ZOOM OUT *
* 4 PERS ON *
* 5 PERS OFF *
* E END * [returns user to **OK** mode]
* ENTER COMMAND:

EXAMPLE: Figures 3-11 to 3-15, 3-33, 3-40, 3-55, 3-73.

*Set with ATTRIBUTE command.
COMMAND: DR

OPERANDS: None.

ABBREVIATION: None.

FUNCTION: Draws 3-D views, with or without hidden lines, of paneled components. Slender bodies may also be displayed instead of interference shell. Useful for checking whether panel edges are connected, and that all downstream panel edges follow upstream ones.

EXAMPLE:

PROMPT/RESPONSE:

```
DR
PLOT SLENDER BODY PANELING? Y=1, N=2
2
ENTER CONFIG NUM OR CARRIAGE RETURN TO USE LOCAL FILE
<CR>
LOCAL FILE CONTENTS - - WILL BE DISPLAYED
COMPONENT NO. NAME ITYPE ISYM
11.00 FORWARD FUSELAGE 1 2
12.00 MID FUSELAGE 1 2
13.00 AFT FUSELAGE 1 2
14.00 POD 2 2
15.00 BODY FLAP 4 2
121.00 WING 4 2
211.00 VERTICAL 3 1
611.00 SLENDER BODY 7 2
```

ENTER 0 TO END
ENTER 1 TO DRAW ALL PANELS OF CONFIGURATION
  1.0 RIGHT SIDE
  1.1 LEFT SIDE
  1.2 RIGHT AND LEFT SIDE
ENTER 2 TO DRAW A PARTIAL CONFIGURATION
  2.0 RIGHT SIDE
  2.1 LEFT SIDE
  2.2 RIGHT AND LEFT SIDE
```
1.2
```

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INPUT DISPLAY ANGLES (YAW, PITCH, ROLL):

? 45 5 20

PANELS 1 THRU 234

ENTER 0 TO END
ENTER 1 TO DRAW ALL PANELS OF CONFIGURATION
  1.0 RIGHT SIDE
  1.1 LEFT SIDE
  1.2 RIGHT AND LEFT SIDE
ENTER 2 TO DRAW A PARTIAL CONFIGURATION
  2.0 RIGHT SIDE
  2.1 LEFT SIDE
  2.2 RIGHT AND LEFT SIDE
ENTER 3 TO DRAW WITH HIDDEN LINES REMOVED

[IBM 3081 CPU TIME(SEC)]
SUBROUTINE TRIANG IS BEING CALLED TIME = 0.312
SUBROUTINE TRIANG IS COMPLETE DT = 0.007
SUBROUTINE OVRLAP IS BEING CALLED TIME = 0.334
  TOTAL NUMBER OF POINTS IN OVERLAP TABLE: 11861
  TOTAL POINTS ALLOWED: 70000
  MAXIMUM OVERLAP FOR ANY TRIANGLE: 57
SUBROUTINE OVRLAP IS COMPLETE DT = 0.882
SUBROUTINE PRIOR IS BEING CALLED TIME = 1.216
SUBROUTINE PRIOR IS COMPLETE DT = 1.912
SUBROUTINE VISIBL IS BEING CALLED TIME = 3.128
SUBROUTINE VISIBL IS COMPLETE DT = 1.087

TOTAL TIME FOR HIDDEN LINE SOLUTION = 3.903
DISPLAY ANGLES  YAW,PITCH,ROLL  PANELS 1 THRU 234

The example shown here used the local file as its source of components. Another source of components that can be plotted are those associated with a particular configuration number as defined in the SET command. If components in a local file are used for the display, the DR command will actually use components in the permanent file that have the same component numbers.

LIMITS: A maximum of 500 panels can be displayed.
COMMAND: EDIT

EDIT[,,COMPN][,,FILE][COMPREF\_1...,,COMPREF\_n]

OPPRANDS: COMPN - Component Number; Default is component in core.
FILE - [P]ERMANENT; Default.
[L]OCAL
[C]OMPONENT

COMPREF\_1 - Reference component(s) used in VIEW subcommand.

ABBREVIATION: None.

FUNCTION: Section listing and editing. Sections can be displayed, inserted, modified, or deleted. Full component editing is performed in edit using the VIEW subcommand. Paneling surface components for the lifting surface analysis program (UDP) is performed using the PANEL subcommand.

LIMITS: 40 Points per cross-section [TYPES 1 through 4].
10 Segments per cross-section.
25 Cross-sections per component (Remember that wave drag analysis adds 2 sections to each TYPE 1 or 2 component).
500 Points per component.

Each TYPE 1 or 2 cross-section must have a constant x-value.

Each TYPE 3 or 4 cross-section must have points on upper lower surface in matching pairs, each pair having the same x-value. Initial incidence (specified with EDIT/PARAMETER subcommand) may be set to a nonzero value of ALP, but remember that the rotation is done about the Xo,Yo,Zo global coordinate.

EXAMPLE: Figures 3-16 through 3-40, 3-74 through 3-87.
-EDIT-/A,B

**SUBCOMMAND:** A, B

```
[SEC,*=VAL[,N1,N2][,N3][,V]
*=A or B
```

**OPERANDS:**

- **SEC** - Section number; Default is current section.
- **VAL** - Value of angle for rotation (degrees).
  - counter-clockwise
  + clockwise
  (Must be preceded by an "=" sign)
- **N1,N2** - Start point and end point of points to be rotated.
  If N1 is greater than N2, rotation takes place on points not between N1 and N2.
- **N3** - Point to rotate about, default is N1.
  If N3 specified N1, N2 must be entered.
  Default: If N1, N2, N3 are omitted, all points in section are rotated about point 1.
- **V** - Verify input value.

**ABBREVIATION:** None.

**FUNCTION:** Rotate body or airfoil sections.

**BODY (TYPE 1 and 2)**

- A - Rotate section about component y-axis.
- B - Rotate section about component z-axis.

**AIRFOIL (TYPE 3 and 4)**

- A - Incremental rotation angle < ± 90°
- B - Absolute dihedral angle of airfoil.
  Zero is parallel to aircraft xz-plane of symmetry.

**EXAMPLE:** 1,A=6.0,V
**-EDIT-/DELETE**

**SUBCOMMAND:** DELETE

```
DELETE,N1[,N2][,V]
```

**OPERANDS:**
- **N1** - Section to delete.
- **N2** - Delete sections from N1 to N2.
- **V** - Verify input section.

**ABBREVIATION:** DEL

**FUNCTION:** Delete sections from component geometry.

**EXAMPLE:** DEL,2,3,V
SUBCOMMAND: DUPLICATE

DUPLICATE=VAL,N1[,V]

OPERANDS: 

VAL - Interior location of new section. (Must be preceded by an "=" sign)

for TYPE 1 and 2 body components
x-location of new section

for TYPE 3 and 4 wing components
η-location of new section
z/b for TYPE = 3 (Assuming 90 deg dihedral.)
2y/b for TYPE = 4 (Assuming 0 deg dihedral.)

N1 - Section to be duplicated.

V - Verify new section.

ABBREVIATION: DU

FUNCTION: Duplicate section N1 at location VAL

EXAMPLE: DU=9.5,4,V; Assuming TYPE 1 or 2 body component.
-EDIT-/DX,DY,DZ

**SUBCOMMAND:** DX, DY, DZ

```
[SEC,]D*=VAL[,PNT1,PNT2][,V]
  *=X or Y or Z
or,
D*=VAL[,SEC1,SEC2][,ALL][,V]
```

**OPERANDS:**
- **SEC** - Section number; Default is current section.
- **VAL** - Value to be added to *-points. (*=x or y or z) (Must be preceded by an "=" sign)
- **PNT1, PNT2** - Add increment only to *-points from PNT1 to PNT2.
  Default (no entry) increment all *-points in section.
- **V** - Verify with printout of incremented *-points.
  Default suppresses printout of incremented *-points.

In second form of command the following additional operands are used.

- **SEC1, SEC2** - Add increment only to *-points in SEC1 to SEC2.
- **ALL** - Add increment to all *-points in each section.

**ABBREVIATION:** None.

**FUNCTION:**
Add incremental value to x, y or z in a given section using subcommand DX, DY, or DZ, respectively.

**EXAMPLES:**
Figures 3-23, 3-24.
1, DX=0.5 [Deltas X-points (all) in section 1 by 0.5]
3, DZ=0.5, 1, 11, V [Deltas Z-points from 1-11 in sect 3 by 0.5]

or,
DX=0.5, 3, 5, ALL [Deltas ALL X-points in sections 3-5 by 0.5]
**SUBCOMMAND:** END

**OPERANDS:** None.

**ABBREVIATION:** E

**FUNCTION:** Ends editing activity of EDIT and returns the user to the **OK** mode.

**EXAMPLE:** Figure 3-20.
SUBCOMMAND: INSERT

INSERT=VAL[,V]

OPERANDS: VAL - Interior location of new section. (Must be preceded by an "-" sign)

for TYPE 1 and 2 body components
  x-location of new section

for TYPE 3 and 4 wing components
  $\eta$-location of new section
    $z/b$ for TYPE = 3 (Assuming 90 deg dihedral)
    $2y/b$ for TYPE = 4 (Assuming 0 deg dihedral)

V - Verify new section.

ABBREVIATION: IN

FUNCTION: Spline interpolate a new section at location VAL on a segment by segment basis.

EXAMPLE: IN=9.503,V; Assuming TYPE 1 or 2 body component.
-EDIT-/LIST

**SUBCOMMAND:** LIST

```
[SEC,]LIST[,SP][,SD]
```

**OPERANDS:**
- **SEC** - Section number; omit for current section. L for first section or L,L for last section.
- **SP** - Display section but suppress x,y,z values.
- **SD** - List x,y,z values but suppress display of section.

Defaults: List data and display section. Change with ATTRIBUTE command.

**ABBREVIATION:** L

**FUNCTION:** Display section and list x, y, z coordinates. Multiple points correspond to beginning and end points of segments.

**EXAMPLE:** 2,L
Figures 3-22, 3-23, 3-28.
EDIT-/PADD, PDEL

SUBCOMMAND: PADD, PDEL

OPERANDS: None.

ABBREVIATION: None.

FUNCTION: Remove or add one or more points to each section of a body component (TYPE 1 and 2). Remember that all sections in a component must have the same number of points. Also, each segment in one section must have the same number of points in all other sections.

EXAMPLE: PADD
SUBCOMMAND: PANEL

[ ] PANEL[,NOSEC][,VERIFY]

OPERANDS: [N]OSEC - Only root and tip sections in component will be used to define region boundaries. Default: All component sections are used to define region boundaries.

[V]ERIFY - Verify region, flap, and panel specifications.

ABBREVIATION: PAN

FUNCTION: Definition of subsonic-supersonic analysis regions, using flap boundaries and panel specification by region for surface components (TYPES 3 through 5).

OPERATION: A planer view of the surface component is displayed with a menu of key functions. Data is input by graphics cursor and keyboard.

LIMITS: 500 Total panels.
20 Panels chordwise.
50 Panels spanwise per configuration.
6 Flaps per configuration.

EXAMPLE: Figures 3-84, 3-85, 3-86, 6-3, 6-4.
Description of key functions

D  - DEFINE MODIFIED PANELS

Helpful in force accounting considerations. (For example, may want to strip out ramp forces due to an inlet).
Allows interference effects of panel(s) on rest of configuration, however, direct effects of such panel(s) will not be folded into aero coefficients.

Upper and/or lower surface of panel(s) may be modified, i.e., forces from such panel(s) will not be included in aero coefficients.

Restrictions: Component must have been paneled before using D-key.
   Code will recognize only the first (lowest numbered) paneled component.

Use: Follow prompts as they appear on the screen. (See figure 6-2)

P  - POINT FROM CURSOR

Chordwise and spanwise coordinates are taken from the cursor position. The latter is re-assigned the value of the nearest section on the surface.

X  - X LOC FROM KEYBOARD

The span location is taken as the closest section to the graphics cursor. The chordwise location is the input x-value.

C  - X/C LOC FROM KEYBOARD

The span location is taken as the closest section to the graphics cursor. The chordwise location is the input x/c-value.

E  - END FLAP LINE SEGMENT

E is entered following the last point for the flap hinge line being ended.

F  - FINISHED FLAPLINE WORK

Entered following the entry of the endpoint of the last flap hinge line

Q  - QUIT

Terminate region/paneling input and exit from EDIT/PANEL subcommand.

H  - HASH LINES (EVERY 5%)

Five percent chord marks to aid flap hinge line definition.
If F is the only key (other than an H) entered, the leading and trailing edge and displayed spanwise sections will be used to define the surface regions for paneling. Flap boundaries are defined using the cross hairs and P-, X- or C-key to establish span and chord extents, respectively. The E-key indicates the end of a partial span flap hinge line. This process is demonstrated on figure 3-86.

Each region is assigned a number following the F entry as illustrated on figure 6-3. The number of spanwise panels, NSPAN, for each region is defined along the lower border of the figure and is initiated by the appearance of an arrow at the lower right. The number of chordwise panels, spacing and flap data are entered at the upper left of the figure. The following data is requested by region:

| NCHRD: | Number of chordwise panels for this region |
| NSPACE: | Type of chordwise spacing: |
| 1- | Even |
| 2- | Half cosine |
| 3- | Full cosine |
| NFLAP: | Flap number for this region. A zero is entered for no flap. Otherwise use numbers between one and six. Regions having the same flap number are considered one control surface. Flaps should be numbered chordwise and then spanwise. Flap numbering specified here does not in general correspond to "D" ordering used in background analysis as may be observed using the SET/LIST c subcommand. The "D" ordering is assigned according to paneled component number ordering. |

Note: Anti-symmetric flaps must be the last "D" numbered ones in a configuration. If SFLAP type of BOTH is selected, it can occur only once and must be the last "D" numbered flap in the configuration.

| SFLAP: | Type of flap deflection (ignored if NFLAP is zero). |
| -1 | Anti-symmetric |
| 0 | Both [Counts as two flaps] |
| 1 | Symmetric |

Verification of region, flap, and panel specification using the v operand is illustrated on figure 6-4 (i.e., using subcommand PAN,V in **EDIT mode).

Input control surface deflections for all APAS analysis are in the streamwise direction, not perpendicular to the flap hingeline. Most wind tunnel tests deflections are perpendicular to the flap hingeline. Deflections perpendicular to the flap hingeline are calculated by $\delta(\text{streamwise}) = \delta(\text{perpendicular}) \times \cos(\text{sweep angle of hingeline})$.
EDIT**

1 REPAIN VIEW-SHOWING PANEL MODIFICATION
2 CONTINUE PROCESSING

DON'T FORGET TO SAVE CHANGES

MENU OF KEY FUNCTIONS
DEFINE MODIFIED PANELS: D
POINT FROM CURSOR : P
X LOC FROM KEYBOARD : X
X/C LOC FROM KEYBOARD : C
END FLAP LINE SEGMENT : E
FINISHED FLAPLINE WORK: F
QUIT : Q
HASH LINES (EVERY 5%) : H

1 SELECT PANEL NO.S TO BE MODIFIED IN FORCE INTEGRATION
2 USE PRESENT DEFINITION

Figure 6-2. Panel Modification Process with Prompts/Responses.
APAS SAMPLE SESSION GEOMETRY FILE

ENTER - NCHRD, NSPACE, NFLAP, SFLAP
DEFAULTS - 10, 1, 0, 1
REGION 1 - 3,2,1,
REGION 2 - 5
REGION 3 - 3,1,2
REGION 4 - 8,2,1
REGION 5 - 5
REGION 6 - 3,1,2
REGION 7 - 8,2
REGION 8 - 3,1,2
REGION 9 - 8,2
REGION 10 - 3,1,2

MENU OF KEY FUNCTIONS
DEFINE MODIFIED PANELS: D
POINT FROM CURSOR: P
x LOC FROM KEYBOARD: X
x/c LOC FROM KEYBOARD: C
END FLAP LINE SEGMENT: E
FINISHED FLAPLINE WORK: F
QUIT: Q
HASH LINES (EVERY 5%): H

Figure 6-3. Surface Region, Paneling, and Flap Specification.

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APAS SAMPLE SESSION GEOMETRY FILE

**MENU OF KEY FUNCTIONS**
- DEFINE MODIFIED PANELS: D
- POINT FROM CURSOR: P
- LOC FROM KEYBOARD: X
- X/c LOC FROM KEYBOARD: C
- END FLAP LINE SEGMENT: E
- FINISHED FLAPLINE WORK: F
- QUIT: Q
- HASH LINES (EVERY 5%): H

**REGION LEGEND**

REGION,FLAP(NCHRD,NSPAN)
SFLAP,SPACING

Figure 6-4. Verification of Surface Region, Paneling, and Flap Specifications.
SUBCOMMAND: PARAMETER

OPERANDS: None.

ABBREVIATION: P

FUNCTION: Change component parameters contained in the header and record of each component.

PROMPTS/RESPONSES:

100.0 DEMO COMPONENT
TYPE: 1
NWET: 1 1 -1 1 [-1 means this segment will be unwetted]
ENTER TYPE:
→→ 2 [or <CR> to retain]

ENTER NWET:
→→ 1,-1,-1,1 [or <CR> to retain]

COMPONENT SYMMETRY: REFLECTIVE AND SYMMETRIC
ENTER: 1: NON-REFLECTIVE
2: REFLECTIVE
POSITIVE: ASYMMETRIC
NEGATIVE: SYMMETRIC
CARRIAGE RETURN: UNCHANGED
→→ 1 [or <CR> to retain]

XO: 0.00 YO: 40.00 ZO: -20.00
ENTER NEW VALUES, PLACE COMMA TO LEAVE VALUE UNCHANGED
→→ 200.0,-30 [or <CR> to retain]

BET: 0.00 ALP: 0.00 GAM: 0.00
ENTER NEW VALUES, PLACE COMMA TO LEAVE VALUE UNCHANGED
→→ ,10. [or <CR> to retain]

EDIT**

EXAMPLE: Figure 3-36.
The NWET variable has been expanded in its definition to allow definition of emissivity coefficient and invoke the Mangler transformation. The following convention now applies.

<table>
<thead>
<tr>
<th>Interval</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>-99 to -02</td>
<td>Mangler transformation invoked. Skin Friction is calculated as conical surface. Emissivity coefficient is the absolute value of NWET divided by 100 i.e. 0.99 to 0.02</td>
</tr>
<tr>
<td>-1</td>
<td>Segment not included in force summation (original definition)</td>
</tr>
<tr>
<td>1</td>
<td>Segment included in force summation. Emissivity is 0.85 (default original definition).</td>
</tr>
<tr>
<td>+02 to +99</td>
<td>Segment included in force summation. Skin friction calculated as flat plate. Emissivity coefficient is the value of NWET divided by 100 i.e. 0.02 to 0.99.</td>
</tr>
</tbody>
</table>
SUBCOMMAND: RESECT

OPERANDS: None.

ABBREVIATION: None.

FUNCTION: Allow the redefinition of the spanwise order from root thru tip to tip thru root of type 3 or 4 components. Used to reorder symmetric (semi-span defined) geometry into asymmetric geometry definition. Afterwards scale the defining geometry by Y=-1.0 for type 3 components. Reflects airfoil about X-Z plane for type 4 components.
**EDIT-/SAVE**

**SUBCOMMAND:** SAVE

```plaintext
SAVE[,COMPN][,FILE]
```

**OPERANDS:**
- **COMPN** - New component number; Default is current number.
- **FILE** - [P]ERMANENT; Default. [L]OCAL

**ABBREVIATION:** S

**FUNCTION:** Save work performed on a component in edit.

**EXAMPLE:** Figures 3-20, 3-24, 3-33, 3-36, 3-40, 3-79, 3-82.
SUBCOMMAND: SC

SC=VAL, [1,NS][,V]

OPERANDS: 
- VAL - Scaling value.
  (Must be preceded by an '=' sign)
- 1 - First component section.
- NS - Number of component sections.
- V - Verify with printout of scaled points.
  Default suppresses printout of scaled points.

ABBREVIATION: None.

FUNCTION: Full component scaling relative to component origin.

Can be used in conjunction with subcommands DX, DY, DZ to scale and translate along more than one axis.

Also see subcommands SX, SY, SZ, ST for specialized component scaling.

EXAMPLE: SC=0.10,1,5,V
-EDIT-/SEG

SUBCOMMAND: SEG

OPERANDS: Menu Driven.

ABBREVIATION: None.

FUNCTION: Allow the alteration of the segmentation of type 1 and 2 Components (must be used in conjunction with PADD and PDEL subcommands near "Triple Points").

Note: Changes must be saved before exiting EDIT.

OPTIONS:
1 - graphical presentation of a typical section. (requested by user).
2 - specification of point number at segment.
3 - END (return to EDIT mode).

SUB-OPTIONS (graphically only)

MOVE - Select an existing segment and reposition it to a new location (at an existing point.) Requires two separate cross-hairs inputs.

ADD - Add an additional segment definition graphically with screen cross-hairs or by point specification.

DELETE - Remove a segment edge definition.

REPAINT - Display the specified section as currently modified.

END - Return the user to EDIT mode.

EXAMPLES: 178, 179 and 180
EDIT 104

** EDIT**

--- SEG

ENTER 1 FOR SEGMENT SPECIFICATION
2 FOR GRAPHIC SEGMENT REPRESENTATION
3 TO EXIT

--- 1

ENTER THE REPRESENTATIVE SECTION YOU WISH TO WORK WITH

--- 2

POINT LOCATION OF SEGMENTS

--- 13 15

ENTER UPPER CASE LETTER
M TO MOVE A SEGMENT
A ADD A SEGMENT
D DELETE A SEGMENT
E END
R RELIST SEGMENT

Example SEG command menus for Numerical segment Specification

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MENU OF KEY FUNCTIONS

Move A Segment: M
Add A Segment: A
Delete A Segment: D
End: E
Repaint: R

SEG Command menus for Graphic Segment Specification
-EDIT- /SPON, SDON

**SUBCOMMAND:** SPON, SDON

**OPERANDS:** None.

**ABBREVIATION:** None.

**FUNCTION:** Change print and display defaults. Can also be used in conjunction with LIST subcommand.

- **SPON** Suppress print
- **SDON** Suppress display

**EXAMPLE:**

- SPON
- 1,L,SPON (When used in conjunction with LIST subcommand)
SUBCOMMAND: SX, SY, SZ, ST

OPERANDS:

SEC - Section number, Default is current section.
VAL - Scaling value.
(Must be preceded by an "=" sign)
PNT1, PNT2 - Scale only *-points from PNT1 to PNT2.
Default (no entry) scales all *-points in section.
V - Verify with printout of scaled *-points.
Default suppresses printout of scaled *-points.

In second form of command the following additional operands are used.

SECl, SEC2 - Scale only *-points in sections SECl to SEC2.
ALL - Scale all *-points in each section.

ABBREVIATION: None.

FUNCTION: Provide single axis scaling capability.

SX - Scale x-coordinates
SY - Scale y-coordinates
SZ - Scale z-coordinates
ST - Scale wing sections to thickness specified by VAL

Can be concatenated with each other and subcommands DX, DY, and DZ to scale and translate along more than one axis.

EXAMPLES:

1, SX=0.5  [Scales X-points (all) in section 1 by 0.5]
3, SZ=0.5, 1, 11, V  [Scales Z-points from 1-11 in sect 3 by 0.5]
or,
SX=0.5, 3, 5, ALL  [Scales ALL X-points in sections 3-5 by 0.5]
SUBCOMMAND: T/C

[SEC,T/C

OPERANDS: SEC - Section number; Default is current section.

ABBREVIATION: T

FUNCTION: Evaluates and displays maximum T/C and associated x/c.

EXAMPLE: 1,T
SUBCOMMAND: VIEW

OPERANDS: YAW, PITCH, ROLL - Optional angles, in degrees, for TYPE 1 through 4 component visual editing. (Must be preceded by an "=" sign)

Defaults are:
(0.0, 0.0, 0.0) for TYPES 1 and 2
(90.0, -90.0, 0.0) for TYPES 3 and 4

ABBREVIATION: VI

FUNCTION: Component editing using graphical display.

OPERATION: Component(s) being edited will be displayed on the screen. User specified subsidiary components are shown as dashed lines. Additional input for this subcommand is through the graphics cursor using keys to define the type of operation desired. Key definition is provided in the accompanying menu.

Caution: It is best to use menu operations with default view angles only.

EXAMPLE: Figures 3-16 through 3-19, 3-21 through 3-25, 3-39, 3-40, 3-74 through 3-82.
MENU AND KEY DEFINITIONS:

I - Insert a section at the cursor x-location using second-order interpolation.

F - Insert a section at the cursor x-location using linear interpolation.

D - Delete closest section to cursor x-location.

T - Scale section indicated by graphics cursor such that the top of the section matches the z-(vertical) location of the cursor. Scaling is on z only. The bottom of the section is unchanged.

B - Scale section indicated by graphics cursor such that the bottom of the section matches the z-(vertical) location of the cursor. Scaling is on z only. The top of the section is unchanged.

U - Move section nearest cursor vertically such that the top of the section matches the z-(vertical) location of the cursor.

L - Move section nearest cursor vertically such that the bottom of the section matches the z-(vertical) location of the cursor.

O - Display the edited component on the present screen.

R - Repaint the screen.

Z - Zoom in on an area. This input locates one corner of the box; the next input from the cursor locates the opposite corner.

W - Increases the viewing area by 100%.

E - End.

The various key options are accomplished in one operation, one section at a time with the exception of zoom. Keys D,T,B,U, and L operate on the section closest to the cursor at the time the key is entered. Keys I and F do not function near existing sections.
-EDIT-/VON,VOFF

SUBCOMMAND: VON,VOFF

VON or VOFF

OPERANDS: None.

ABBREVIATION: None.

FUNCTION: Activates verify mode during EDIT to automatically print changes.

EXAMPLE: VON
SUBCOMMAND: X,Y,Z

[SEC,]*[-VAL][,N1][,N2][,N3][,V]
*=-X or Y or Z

OPERANDS:
SEC - Section number; Default is current section.
VAL - Value to replace * (* = x or y or z).
     (Must be preceded by an "=" sign)
N1 - Point to be given new value.
N2 - All points from N1 to N2 are to be set to VAL.
N3 - All points from N1 to N2 are to be set to the value of point N3.
     Default is "ALL". (When N1, N2, or N3 are omitted)
V - Verify input value.

ABBREVIATION: None.

FUNCTION: Replace present values of x, y, or z of a given section using subcommand X, Y, OR Z respectively.

EXAMPLE: Figures 3-30, 3-31, 3-33.
SUBCOMMAND: XH

XH[,N1][,N2]

OPERANDS:

N1 - Change point N1 to y,z-values indicated by cross hairs.

N2 - Change points from N1 to N2 to y,z-values indicated by cross hairs.

Default - locate point to modify and hit spacebar. Next, move cross hairs to desired new location. Hit spacebar to fix point and to continue. Otherwise enter zero to fix point and to end cross hairs mode.

ABBREVIATION: None.

FUNCTION: Cross-section modification using graphics cursor. Valid for TYPES 1,2,7 and 8.

EXAMPLE: Figure 3-27.
COMMAND: EXIT

OPERANDS: None.

ABBREVIATION: EX

FUNCTION: Close files and exit from system.

EXAMPLE: **OK**
    ↓↓ EXIT
COMMAND: FILES

FILES[,FILE]

OPERANDS: FILE - [P]ERMANENT; Default.
[L]OCAL
[C]OMPONENT

ABBREVIATION: FILE

FUNCTION: List components stored in either permanent or indicated file.

EXAMPLE: Figures 3-69, 3-74, 3-82, 4-1, 4-11.
COMMAND: FLAT

OPERANDS: COMP(N) - Component(s) to be used for reference. At least one must be specified.

ABBREVIATION: None.

FUNCTION: Construct a flat plate surface (TYPE=4) component, using reference component(s) as a guide. Helpful in creating subsonic-supersonic analysis model to represent a flat plate wind tunnel model of a configuration.

LIMITS: The leading and trailing edge region of interest must be represented by a single component. For example, a fuselage is typically composed of several components. FLAT cannot use them, but it could use a slender body component (which is a single component that represents the entire fuselage).

EXAMPLE:

PROMPT/RESPONSE:

→→ flat 611 121
    ENTER COMPONENT NUMBER: [for flat plate component being created]

→→ 999
    ENTER COMPONENT NAME:
→→ Shut Flat Plate

[Screen clears and following image is presented]
INSTRUCTIONS

STEP I (PLANVIEW)
SELECT A Y-SECTION AND LOCATE ITS LEADING EDGE.
ENTER ONE OF THE FOLLOWING:
# ASSIGNED TO COMPONENT YOU WANT TO CONNECT WITH (1 2 ?)
0 FOR A FREE LINE.

SPACEBAR TO INDICATE WORK ON COMPONENT IS COMPLETED.

STEP II (SIDE VIEW)
SELECT A Z-LEVEL.
LOCATE TRAILING EDGE.
PRESS SPACEBAR.

REPEAT ABOVE AS REQUIRED.
The objective is to make a flat plate model with a planview like that shown on previous page. Following the instructions listed, the cross hairs are first located at the L.E. centerline of the planview and the 1-key is entered. The one (1) -key represents component 1 as listed in the figure. Next the cross hairs are moved to the side view and the z-level is located at the nose. The cross hairs are then moved to the trailing edge of this component and the spacebar is pressed. The next section to be defined for the flat plate model is where the wing joins the body. Thus, the cross hairs are moved to the planview body-wing leading edge juncture and 1-key is entered. This is followed by moving the cross hairs to the side view and locating the z-level at the leading edge of the root section of the wing. Holding that z-level the cross hairs are then moved aft to the trailing edge of component number 1 (-611-slim body), and the spacebar is pressed.

Another section is defined where the wing joins the body, but this time the 2-key is entered and the T.E. is on the wing component. The user then moves outboard along the span, defining as many sections for the flat plate model as desired.

The process is ended by pressing the spacebar in the planview prompting cycle. The screen erases and the following message appears:

**OK**
BE SURE TO CATALOG COMPONENT IF YOU WANT TO KEEP IT
**OK**
+++ cata
**OK**

The flat plate component (999) may then be examined using EDIT/VIEW. The resulting view is shown below, and confirms the work done in FLAT.
**COMMAND:** INTERFERENCE

```plaintext
INTERFERENCE,COMP(1)[,COMP(2),...COMP(N)[,FILE]
```

**OPERANDS:**
- **COMP** - Component number(s) to be used for reference. At least one must be specified.

**ABBREVIATION:** INTE

**FUNCTION:**
Slender body interference shell construction for subsonic/supersonic analysis. Shell purpose is to accommodate any interference effects from other components so that the no normal flow boundary condition of the slender body to which it is attached is maintained. The surrounding interference effects are integral (averaged), thus panel density on the shell is not real important. In fact the shell may exist inside the slender body in places with no ill analysis effect.

Must use CATALOG command for file storage.

Must be numbered within the same decade of the slender body component it is to accompany in the analysis mode.

Must be paneled to have at least three (3) chordwise panels.

**EXAMPLE:** Figure 3-83.
COMMAND: JETF

JETF,COMP(1)[,COMP(2),...COMP(N)]

OPERANDS: COMP(N) - Component(s) to be used for reference. At least one must be specified.

ABBREVIATION: None.

FUNCTION: Construct a jet flap (TYPE-6) component, using reference component(s) as a guide. Required component type for simulating vortex sheet for a trailing edge jet flap.

Must use CATALOG command for file storage.

LIMITS: Only one jet flap component per configuration.

Jet flap component must follow all other configuration panels, i.e., must be highest numbered paneled component.

Do not use even spacing when paneling this component. Half cosine is recommended and cosine spacing for paneled component upstream.

EXAMPLE:

PROMPT/RESPONSE:

+++ jetf 3100 [3100 is wing from NASA TN D-8361]
ENTER COMPONENT NUMBER: [for jet flap component being created]
+++ 3200
ENTER COMPONENT NAME:
+++ jetflap for 3100

[Screen clears and following image is presented]
INSTRUCTIONS

STEP I (PLANVIEW)
SELECT A Y-SECTION AND LOCATE ITS LEADING EDGE.
ENTER ONE OF THE FOLLOWING:
# ASSIGNED TO COMPONENT YOU WANT TO CONNECT WITH (1 2 ?)
0 FOR A FREE LINE.

SPACEBAR TO INDICATE WORK ON COMPONENT IS COMPLETED.

STEP II (SIDE VIEW)
SELECT A Z-LEVEL.
LOCATE TRAILING EDGE.
PRESS SPACEBAR.

REPEAT ABOVE AS REQUIRED.
The objective is to create a jet flap component whose leading edge will coincide with the trailing edge of the reference component(s). The spanwise extent of the jet flap is controlled by the user and as can be seen in the planview portion on the previous page. This was accomplished by following the instructions listed in the right corner. The cross hairs were first located at the L.E. and part way outboard along the span (\(\eta=0.1\)) of the planview and the 1-key is entered. The one (1) -key represents component 1 as listed in the figure. Next the cross hairs are moved to the side view and the z-level is located. The cross hairs are then moved to the trailing edge of component one (\((-3100)\)) and the spacebar is pressed. The program responds by drawing the inboard horizontal line shown in the planview and prompts the user to enter the jet flap component chord length desired for this first section in terms of the chord of the parent component (one). The user requests two chord lengths. This process is repeated for an outboard section for the jet flap. The process is ended by pressing the spacebar in the planview prompting cycle. The screen erases and the following message appears:

**OK**
BE SURE TO CATALOG COMPONENT IF YOU WANT TO KEEP IT
**OK**

The jet flap component (3200) and the parent component (3100) are then paneled using the EDIT/PANEL command. Cosine spacing is used for 3100 and half cosine spacing for 3200. Do not use even spacing, as a poor simulation will result. Also, the leading edge panel spacing of the jet flap must mirror the trailing edge (and going forward panel spacing) of the parent component (3100). The view shown below is from the configuration verify mode of the SET command, and confirms the work done in JETF and EDIT/PANEL.
APAS comparison with wind tunnel results for the NASA TN D-8361 jet flap wing are shown below.

\[ C_L \] - Lift coefficient neglecting jet momentum forces (circulation lift)

\[ C_T \] - Jet Thrust Coefficient \([T/(S_{REF}q)]\)

Test data corrected for thickness by \((1+t/c)^{-1}\)

Test Data Ref. 10

- 37 degree initial jet deflection angle
- 67 degree initial jet deflection angle

APAS
COMMAND: PANBDY

OPERANDS:

COMP - Component(s) needed to form a paneled body component. Limit is sixteen (16).
Component numbers must be in same decade (non cardinal o.k.) and numbered according to increasing x. Do not overlap components.

FILE - [P]ermanent; Default.
[L]ocal
[C]OMPONENT

ABBREVIATION: None

FUNCTION: Paneled body construction. Typically used to represent the fuselage. Used in subsonic analysis mode only.
Must use CATALOG command to store on file of choice.

LIMITS: One (1) paneled body component per configuration.

Maximum number of sections: (total for all geometry components to be used in forming a paneled body component)
Twenty five (25) for TYPE 10 paneled body (symmetric).
Sixteen (16) for TYPE 11 paneled body (asymmetric).

PROMPT/RESPONSE:

--- PANBDY 11,12,13,14

PANELED BODY CONSTRUCTION
ENTER COMPONENT NUMBER
--- 150
INPUT COMPONENT NAME
--- PANELED SHUT
INPUT - NUMBER OF POINTS PER SECTION
    Note: Existing Geometry uses 10 points/section
         Typical Panel Density is 15 points/section
--- 15

BASE CENTROID: X,Y,Z = 1516.7971 0.0000 -0.6865
BASE AREA : 52367.0400

DON'T FORGET TO ENTER THE COMMAND: CATALOG
IF YOU WANT TO SAVE PANBDY COMPONENT CONSTRUCTION
COMMAND: PLOT

OPERANDS: None.

ABBREVIATION: None.

FUNCTION: Analysis display.
The available variables are presented on Table 8.

EXAMPLE: Figures 5-16 through 5-37.
Table 8. Analysis Plot Variables.

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Angle of attack, $\alpha$, degrees</td>
</tr>
<tr>
<td>B</td>
<td>Sideslip angle, $\beta$, degrees</td>
</tr>
<tr>
<td>CD</td>
<td>Total drag coefficient, $C_D$</td>
</tr>
<tr>
<td>CDO</td>
<td>Drag coefficient at $C_L = 0.0$, $C_{D_0}$</td>
</tr>
<tr>
<td>CD0</td>
<td>Zero suction drag coefficient, $C_{D_0}$ %</td>
</tr>
<tr>
<td>CDM</td>
<td>Wave drag coefficient, $C_{D_w}$</td>
</tr>
<tr>
<td>CDP</td>
<td>Viscous drag coefficient, $C_{D_p}$</td>
</tr>
<tr>
<td>CD100</td>
<td>100% Suction drag coefficient, $C_{D_{100}}$ %</td>
</tr>
<tr>
<td>CL,CLLIN</td>
<td>Lift coefficient, $C_L$</td>
</tr>
<tr>
<td>CLA,CLALIN</td>
<td>Lift curve slope, $C_{L, \alpha}$, deg$^{-1}$</td>
</tr>
<tr>
<td>CLO</td>
<td>Lift coefficient at zero angle of attack, $C_{L_0}$</td>
</tr>
<tr>
<td>CM,CMLIN</td>
<td>Pitching moment coefficient, $C_M$</td>
</tr>
<tr>
<td>CMA,CMALIN</td>
<td>Pitching moment slope, $C_{M, \alpha}$, deg$^{-1}$</td>
</tr>
<tr>
<td>CN,CNLIN</td>
<td>Yawing moment coefficient, $C_n$</td>
</tr>
<tr>
<td>CNA</td>
<td>Normal force slope, $C_{N, \alpha}$, deg$^{-1}$</td>
</tr>
<tr>
<td>CNB,CNBLIN</td>
<td>Yawing moment slope, $C_{N, \beta}$, deg$^{-1}$</td>
</tr>
<tr>
<td>CNR</td>
<td>Normal force coefficient, $C_N$</td>
</tr>
</tbody>
</table>
Table 8. Analysis Plot Variables (concluded).

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP</td>
<td>Upper and Lower surface $C_p$ versus $x/c$</td>
</tr>
<tr>
<td>CPNET</td>
<td>(Lower-Upper) $C_p$ versus $x/c$</td>
</tr>
<tr>
<td>CPL</td>
<td>Lower surface $C_p$ versus $x/c$</td>
</tr>
<tr>
<td>CPU</td>
<td>Upper surface $C_p$ versus $x/c$</td>
</tr>
<tr>
<td>CR,CRLIN</td>
<td>Rolling moment coefficient, $C_{\alpha}$</td>
</tr>
<tr>
<td>CRB,CRBLIN</td>
<td>Rolling moment slope, $C_{\beta}$, deg(^{-1})</td>
</tr>
<tr>
<td>CY,CYLIN</td>
<td>Side force coefficient, $C_Y$</td>
</tr>
<tr>
<td>CYB,CYBLIN</td>
<td>Side force slope, $C_{Y\beta}$, deg(^{-1})</td>
</tr>
<tr>
<td>DCMDCL</td>
<td>Pitch stability $dC_M/dC_L$</td>
</tr>
<tr>
<td>LOD</td>
<td>Lift divided by Drag, $C_L/C_D$</td>
</tr>
<tr>
<td>M</td>
<td>Mach number</td>
</tr>
<tr>
<td>P</td>
<td>Roll rate, rad/sec</td>
</tr>
<tr>
<td>Q</td>
<td>Pitch rate, rad/sec</td>
</tr>
<tr>
<td>R</td>
<td>Yaw rate, rad/sec</td>
</tr>
</tbody>
</table>
SUBCOMMAND: END

OPERANDS: None.

ABBREVIATION: E

FUNCTION: Ends plotting activity of PLOT and returns the user to the **OK** mode.
SUBCOMMAND: LIST

OPERANDS: None.

ABBREVIATION: L

FUNCTION: Provides list of runs currently available in the output file.

EXAMPLE: Figure 5-16.
SUBCOMMAND: PLOT

PLOT[n] [Gg_1] [[,FUNCTION_1([(IC_1-val,..,IC_n-val)])]],...

[[Gg_3] [[,FUNCTION_3([(IC_1-val,..,IC_n-val)])] [,FORMF]]

[[RUN(R_1,R_2,...,R_k)] [,MACH (M_1,M_2,...,M_k)]]

[[,SOg-VAL] [,SAg-VAL] [,TOL-VAL]]

[,RUNM (N_1,N_2,...,N_l) [PAGE=p]]

[,LVFIX=VNAME] [,RVFIX=NAME]

OPERANDS:

n - SET number to concatenate onto plot list (n ≤ 12).
    (See PLOT/SET subcommand for SET number origin)

Gg - Allows data to be arbitrarily placed on different
     grids of a plot form, where "g" defines the grid the
     FUNCTION that follows is to be placed. The default is
     to fill the top grid with the first function and lower
     grids in succession.

FUNCTION_i - Parameters to display. For example CL/A ,i.e., lift
              coefficient versus angle of attack. /is used to
              separate the ordinate (left side) from the
              abscissa. If no abscissa is indicated MACH number is
              assumed.

  IC_1-val,...initial conditions. For example CLA/M(A=0)
  ,i.e., lift curve slope at zero angle of attack versus
  MACH number. See Table 8.
-PLOT-/PLOT (continued)

FORM [Ff] - Plot form.

<table>
<thead>
<tr>
<th>f = 1</th>
<th>f = 2</th>
<th>f = 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>g = 1</td>
<td>g = 1</td>
<td>g = 1</td>
</tr>
<tr>
<td>g = 2</td>
<td>g = 2</td>
<td></td>
</tr>
<tr>
<td>g = 3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

RUN(R1,R2,..,Rk) - Run number list to be used for this plot (k ≤ 32).
If a list is not supplied, the current RUN list at the time of execution will be used or may be added in the PLOT subcommand to override the SET run list. A RUN list supersedes a MACH list.

MACH(M1,M2,..,Mk) - Mach list to be used for this plot (k ≤ 32).
Entering the mach number alone will override the current RUN list for the current MACH list. Adding a MACH list in the plot subcommand will override listings in SET command.

SOg=VAL - Ordinate grid scale, where g indicates the grid number and VAL is the numerical value of the scaling. Default (VAL = 0.0 for automatic scaling).

SAg=VAL - Abscissa grid scale, where g indicates the grid number and VAL is the numerical value of the scaling. Default (VAL = 0.0 for automatic scaling).

TOL=VAL - Comparison tolerance, where VAL equals the increment to be used when comparing initial conditions of one run against another for display consistence. Default (VAL = 0.50).

RUNM(N1,N2,..,Nn) - Run list partitioning for plotting identification.
See figures 5-27, 5-29.

\[ N_1 + N_2 + \ldots + N_n = k \quad (n \leq 8) \]

Where k is the total number of runs in the current runlist. It is recommended that LVFIX be specified. RUNM must be set for each new plot.

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-PLOT-/PLOT (concluded)

**PAGE=p**
- Pre-plot summary page control.

  p = -1  Don’t stop before plotting; Default.
  0  Always stop before plotting
  1  Stop only in case of error
  2  Stop and make a hard copy

**LVFIX-VNAME**
- Independent variable VNAME to display in plot symbol table. If unspecified the first two runs are compared and the first unequal independent variable found will be used. Mach number is displayed when no differences are found. See figures 5-19 AND 5-31.

**RVFIX-VNAME**
- For plots using a MACH list only. Only runs with variable name VNAME as the independent variable will be selected for plotting.

**ABBREVIATION:** PL

**FUNCTION:**
Display analysis results in graphical form. Each plot is constructed independently using RUN lists or MACH lists supplied by the user. Each grid in a display can have different initial conditions.

The required input can be reduced by pre-entering common sets of display parameters using the SET subcommand.

**EXAMPLE:** Figure 5-18.
SUBCOMMAND:  SET

\[
\text{SET}[n] \ [Gg_1] \ [\text{FUNCTION}_1[(IC_1=val, ..., IC_n=val)]]] , ...
\]

\[
[ [Gg_3] \ [\text{FUNCTION}_3[(IC_1=val, ..., IC_n=val)]]] \ [,\text{FORM}] \]
\[
[ [\text{RUN}(R_1, R_2, ..., R_k)] \ [,\text{MACH} (M_1, M_2, ..., M_k)]]
\]

\[
[ [,\text{SOg-VAL}] [,\text{SAg-VAL}] [,\text{TOL-VAL}] ]
\]

\[
[ [,\text{RUNM} (N_1, N_2, ..., N_l)] [,\text{PAGE}=p] ]
\]

\[
[ [,\text{LVFIX-VNAME}] [,\text{RVFIX-NAME}] ]
\]

OPERANDS:

n  
- SET number assigned to this input line (n \leq 12).

·  
- Same as PLOT subcommand.

ABBREVIATION:  None.

FUNCTION:  Used to define and display plot lists (schedules) which are used on a regular basis. A schedule is accessed from the PLOT subcommand by concatenating it. See figure 5-27.

SET is a convenience function in APAS. RUN lists are not usually placed on PLOT lists since they are the most varied operand entered in the PLOT command statement.

EXAMPLE:  Figures 5-20, 5-27
COMMAND: RENAME

OPERANDS:

COMP - Component number.

FILE - [P]ERMANENT; Default.
       [L]OCAL

ABBREVIATION: RENA

FUNCTION: Change component name.

EXAMPLE:
rename,121
ENTER NEW COMPONENT NAME
   wing
COMMAND: RENUMBER

RENUMBER, OLDCOMP, NEWCOMP[, FILE]

OPERANDS:
OLDCOMP - Old component number.
NEWCOMP - New component number.
FILE - [P]ERMANENT; Default.
[L]OCAL

ABBREVIATION: RENU

FUNCTION: Change component number.

EXAMPLE: RENU, 101, 121
COMMAND: SET

OPERANDS: None.

ABBREVIATION: None.

FUNCTION: Provides input file definition for background analysis in UDP and/or HABP.

Process:
(1) Define configuration (ATTACH components to LOCAL file).
(2) Enter SET command and define reference quantities for this configuration when prompted.
(3) Define run schedule, setting appropriate parameters, to be submitted to background analysis as input file.
Note: Some parameters, such as mach, alt etc., are set on the run# card. Others are set in response to the UDP or HABP analysis options menus.

A configuration does not have to be ATTACHED to the LOCAL file before entering the SET command if that configuration already exists within the SET environment.

Use the CLEAR command to remove all components from LOCAL file if a new configuration is not to be created when entering the SET command.

LIMITS:
10 Configurations
15 Analysis Components/Configuration
  Analysis Components are: Slender Body, Interference Shell, Surfaces and Field Points.
  Slender Body + Interference Shell counts as one analysis component.
  Field Points count as one analysis component per 25 points.
70 Component Sections/Configuration
32 Runs
20 Data points/Run
292 Data points (i.e., [α,β] combinations)

EXAMPLE: Figure 4-11.
ANALYSIS PARAMETERS:

The ADD and RESET subcommands of SET command allow the user to declare values for certain analysis parameters, such as mach number, altitude etc. Additional analysis parameters to be declared comes from the follow up menu(s) which are displayed on the screen once above subcommands are processed.

A detailed description of the follow up menus follows.

FOLLOW UP MENU:

****************************************************************
* **** UDP ANALYSIS OPTION MENU **** *
* *
* 0 = USE PREVIOUSLY DECLARED OPTIONS/ELSE: COMPLETELY RESET *
* 1 = PRINT WING L.E. SUCTION DETAILS *
* 2 = CALCULATE SYMMETRICAL MATRIX FOR ALPHA INFLUENCE *
* 3 = CALCULATE ASYMMETRICAL MATRIX FOR YAW INFLUENCE *
* 4 = USE EXTERNAL SOURCE FOR TWIST AND CAMBER *
* 5 = INVOKE JET FLAP CAPABILITY *
* 6 = INVOKE INLET-MASS-FLOW-RATIO SIMULATION CAPABILITY *
* 7 = INVOKE GROUND-EFFECT CAPABILITY (MIRROR IMAGES CONFIG.) *
* 8 = DECLARE INACTIVE/ACTIVE STATUS FOR PANELLED COMPONENTS *
* 9 = USE ZERO THICKNESS FOR PANELLED COMPONENTS *
* *
* EG: 1 2 *
****************************************************************

OPTION 0:

Allows user to accept previously declared options.
If none have been previously declared, the default position is that no analysis options are requested.
If zero option is not used, all previous selections are forgotten and the user simply requests analysis options desired.

OPTION 1:

Detailed printout of the various major parameters that are involved in the computation of the non-linear effect associated with the leading edge vortex calculation. L.E. vortex effects may be requested in the EDIT/PARAMETER and EDIT/PANEL subcommands.

This option also provides a detailed printout in background output of the upper and lower surface pressure coefficient for any paneled components.
OPTION 2:

This option is almost always invoked. It is required if an $\alpha$-sweep (holding $\beta$ at some fixed value) has been requested in the run list schedule.

OPTION 3:

Required if $\beta=0$ and/or asymmetric configuration exists. Vertical tail on the centerline does not make a configuration asymmetrical even though this is an asymmetric component in that position.

An asymmetric configuration exists if an asymmetrical flap setting is used. In this case the vertical tail on the centerline, if it has a flap (which can only be asymmetrical), causes the configuration to be asymmetrical. An asymmetric configuration exists if asymmetric components are used, for example, an oblique wing. In this case all components must be made asymmetric, i.e., no panels can be reflected across the centerline.

OPTION 4:

This option is used if the user wants to override the APAS generated twist and camber data normally computed from the input geometry file. The program will look for alternate twist and camber data from the IOPT file while executing the UDP code. A data set name for the IOPT file will be requested once the background UDP code begins to execute.

This option is normally used when an optimum twist and camber study is in progress, with data for these parameters being established from a source outside the APAS environment.

OPTION 5:

This option is requested only if a jet flap component has been constructed using the JETF command and included in the configuration. Only one jet flap component per configuration allowed.

The following example illustrates a typical data prompt/response:

```
ENTER NUMBER OF SPAN STATIONS IN JET FLAP COMPONENT
    4
ENTER INITIAL JET DEFLECTION ANGLE (DEG) FOR 4 JET STATIONS
    (DEFAULT: 0.0 DEG)
    5.23 5.23 5.23 5.23
ENTER : CT (,WEIGHT1,WEIGHT2,...WEIGHT4) (DEFAULT: 1.0)
    0.40 1.00 1.00 1.00 1.00
```
OPTION 6:

The inlet-mass-flow-ratio simulation option is invoked if the user wants to study the effect of mass flow ratios on the aerodynamic coefficients and/or streamtube entering the inlet. The latter may be useful in conducting icing studies by using the flow field gathered via field point components and conducting particle trajectory studies. Also helpful for inlet/flow-field alignment studies.

LIMITS: Subsonic freestream mach number.

A typical prompt/response follows:

SPECIFY NUMBER OF INLETS (COMPONENT SYMM CODES USED)

2

SPECIFY NUMBER OF CONTROL PT(S) FOR INLET #1

THE JET-WAKE WITH THE LOWEST COMPONENT NUMBER = INLET #1

1

SPECIFY MFR CONTROL FACTOR - - FOR INLET #1

USING FOLLOWING FORMULA

FACTOR = (MFR*C-1)/BETA**2 WHERE: MFR = MASS FLOW RATIO

C = A_LOCAL/A_CAPTURE

BETA = 1-MACH**2

-0.39654

SPECIFY NUMBER OF PANELS ON JET-WAKE FOR INLET #1

REMEMBER; JET-WAKE COMPONENTS MUST BE THE HIGHEST NUMBERED ONES

8

SPECIFY NUMBER OF CONTROL PT(S) FOR INLET #2

1

SPECIFY MFR CONTROL FACTOR - - FOR INLET #2

ETC.

-0.39654  (Unequal values could be specified to simulate unstart)

SPECIFY NUMBER OF PANELS ON JET-WAKE FOR INLET #2

8

INLET MASS FLOW CONTROL POINT LOCATION(S) FOR THE INLET(S) ARE ENTERED BY CREATING A FIELD POINT COMPONENT. ORDER AND NUMBER MUST AGREE WITH ABOVE INLET SPECIFICATION.
To simulate mass flow through an inlet three components are required: (1) Inlet geometry/paneled component; (2) Jet-box geometry/paneled component; and (3) Field point component that specifies the coordinates of the control points at which the flow velocity in the inlet will be controlled. The following discussion provides an example of how to model an inlet for mass flow ratio simulation.

**STEP 1: CONSTRUCT INLET GEOMETRY COMPONENT**

The B-1B Inlet geometry used in this example is shown in figure 6-5. The inlet has movable cowl lips which are shown at the 40° position. Geometry is input in one of the several ways available to APAS users, i.e., CARD, DIGITIZE or TERMINAL command. This inlet is made up of five geometric components as follows. Note that they are type 3 (half surfaces).

<table>
<thead>
<tr>
<th>COMPN</th>
<th>NAME</th>
<th>TYPE</th>
<th>SYMM</th>
</tr>
</thead>
<tbody>
<tr>
<td>600</td>
<td>COWL40-INBOARD</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>601</td>
<td>LOWER S.P.-INBD</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>620</td>
<td>SPLITTER</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>630</td>
<td>LOWER S.P.-OUTBD</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>631</td>
<td>COWL40-OUTBOARD</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>

Good flow field results in the vicinity of the inlet requires at least 3 spanwise panels for each component. Half cosine spacing using 10 chordwise has produced good results for this inlet.

The top of the inlet is the under-side of the inboard wing. Care must be taken in defining the geometric sections of the inboard wing so that the y-values of the sections line up with the leading edge y-values of components 600, 620 and 631, i.e., panel edges must be connected with panel edges. In other words, APAS lifting surface panels are created with y and z values matching the leading edge of the geometric component. Figure 6-6 shows a top view of the inboard wing & inlet geometry, verifying the proper alignment.

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STEP 2: CONSTRUCT JET-BOX COMPONENT

Attached to the end of the inlet is a jet-box which simulates the jet-wake. This component is most easily constructed using the ring-wing approach as described later on. Please note the following:

1. The y-, z-values for the jet box are the y-, z-values associated with the leading edges of the inlet, because the APAS lifting surface paneling algorithm creates panels which are in the y and z-plane described by the leading edge coordinates of the inlet.

2. The leading edge x-values of the jet-box are the trailing edge x-values of the inlet.

3. The length of the jet box should be about two times the overall configuration length.

4. The jet-box components are the highest numbered paneled components of the analysis configuration.

The number of spanwise panels for each region in the jet-box must be the same as the number used or the inlet in front of it. In other words, panel edges must be followed by panel edges. Good results have been obtained using two chordwise panels on the jet-box. Figure 6-7 shows the configuration paneling as described so far.

STEP 3: CONSTRUCT FIELD POINT COMPONENT

The field point component can only be constructed using the CARD command. A sample data set is shown in Appendix A. In the present example one field point is selected in the center of each inlet at the exit plane. These field points are used by the program inlet-mass-flow ratio control points. They are selected in a region where the flow is thought to be relatively uniform. For a constant x-station specification where the flow is not uniform more than one field point should be used in the inlet.

STEP 4: SET-COMMAND

After attaching the configuration to be analyzed into the local file the SET command is entered and a run is defined. The prompts and responses made when option 6 is selected has been discussed above. The responses are straightforward except for the mass flow ratio control factor. The intention is to specify a MFR = 0.62. Using a free stream Mach number of 0.265 and a $c = 1.06$, the factor is computed to be $-0.39654$. 

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Figure 6-5. B-1B Inlet Geometry.
Figure 6-6. Verifying Wing and Inlet Geometry Alignment.
Figure 6-7. Paneled View of Inlet with Jet-Box Component.
RING-WING CONSTRUCTION

The inlet mass flow ratio simulation requires that a jet-box be attached to the end of the inlet component. Both the inlet and jet-box components may require a ring-wing construction. The following discussion provides an example of how to construct a ring-wing starting with the TERMINAL command in APAS.

STEP 1: TERMINAL COMMAND USAGE

In figure 6-8 please note that the selection of s(in2), ar (aspect ratio) etc. are completely arbitrary. To minimize later editing it is suggested that a sweep of zero and a taper ratio of one be used. The component length and y, z values will have to be edited to form the "box" in 3-D space of your required component dimensions.

**OK**

---TERMINAL
ENTER COMPONENT YAW,PITCH,ROLL:
---<CR>
0.0 0.0 0.0 DEFAULTS SELECTED
ENTER:
  1 - FULL SURFACE
  2 - HALF SURFACE
  3 - FULL ELLIPSE
  +4 - HALF ELLIPSE UP
  -4 - HALF ELLIPSE DOWN
  5 - RECTANGLE
  +6 - TRIANGLE UP
  -6 - TRIANGLE DOWN
E - END
---1
* INPUT COMP NUMBER:
---991
* INPUT COMP NAME:
---JETBOX SAMPLE
* FULL SURFACE
ENTER: XO(ROOT),YO(ROOT),ZO(ROOT)
---<CR>
0.0 0.0 0.0 DEFAULTS SELECTED
ENTER: S(IN2),AR,TAPER,SWEEP(DEG),DIH(DEG):
---100 5 1.0 0.0
  * 1 65 A OXX
  * 2 64 A OXX
  * 3 SUPERCRITICAL
  * 4 HEX AIRFOIL
  * 5 BI-CONVEX
  * SELECT AIRFOIL TYPE:
---4
  * ENTER: (T/C)1, (T/C)2 ..., (T/C)N, N < - 10
  (DEFAULT VALUES: 0.05,0.05)
---0.0 0.0
**OK**
---CATA

Figure 6-8. Start of Ring-Wing Construction Using TERMINAL Command.

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STEP 2: EDIT/VIEW COMMAND

Figure 6-9 shows an edit-view of component. Delete as many sections as you desire, leaving in this case four spanwise regions (5 sections) as shown in figure 6-10. The uneveness of the region size is unimportant since this will be controlled by editing later on in the process.

STEP 3: EDIT/B COMMAND

The B-subcommand of the EDIT command can be used to change the dihedral of an airfoil section. Figure 6-11 shows an application of the command. The goal is to wrap the wing around as shown in the rear view of the component below.

Rear View of Component.
STEP 4: EDIT/X,Y,Z COMMAND

The component coordinates can now be moved in space. This example will form a box which starts with the first section at y - z = 0. (unchanged) The second section will remain unchanged at y = 2.2361, z = 0.0. However, the third section requires that y be changed to 2.2361 as shown in figure 6-12. Z has already been changed to -2.2. Section four requires that y = 0 and z = -2.2. Finally, section five requires that y = 0. One can also lengthen the component at this point (x-changes) if desired.

STEP 5: EDIT/PANEL COMMAND

The jet-box is paneled using two chordwise and three spanwise panels. The paneling is accomplished in the usual manner.

STEP 6: DR COMMAND

This command allows user to have any view of a paneled component(s). An end-view (0,0,0) will allow verification of the box shape.

RING-WING CONSTRUCTION EXAMPLE

<table>
<thead>
<tr>
<th>JETBOX SAMPLE</th>
</tr>
</thead>
</table>

MENÚ OF KEY FUNCTIONS
INSERT - 2ND ORDER : I
INSERT - LINEAR : F
DELETE : D
SCALE TOP TO CURSOR : T
" BOTTOM TO CURSOR : B
MOVE UPPER TO CURSOR : U
MOVE LOWER TO CURSOR : L
TRANSATE COMPONENT : M
OVERWRITE : O
REPAINT : R
ZOOM - ENLARGE IMAGE : Z
WIDE - SHRINK IMAGE : W
END : E

Figure 6-9. EDIT/VIEWS of Ring-Wing Component with Section Deletion.
RING-WING CONSTRUCTION EXAMPLE

MENU OF KEY FUNCTIONS

INSERT - 2ND ORDER : I
INSERT - LINEAR : F
DELETE : D
SCALE TOP TO CURSOR : T
" BOTTOM TO CURSOR : B
MOVE UPPER TO CURSOR : U
MOVE LOWER TO CURSOR : L
TRANSLATE COMPONENT : M
OVERWRITE : O
REPAINT : R
ZOOM - ENLARGE IMAGE : Z
WIDE - SHRINK IMAGE : W
END : E

Figure 6-10. EDIT/VIEW of Ring-Wing Component with Reduced Sections.
-SET- (continued)

* 2. B=45

** 2 1  -0.0000  2.23606  0.00000
** 2 2  1.34163  2.23606  0.00000
** 2 3  3.13048  2.23606  0.00000
** 2 4  4.47212  2.23606  0.00000
** 2 5  4.47212  2.23606  0.00000
** 2 6  3.13048  2.23606  0.00000
** 2 7  1.34163  2.23606  0.00000
** 2 8  -0.0000  2.23606  0.00000

EDIT**

* 3.3-135

EDIT**

* 4.3-315

EDIT**

S

SAVED IN PERM FILE

EDIT**

Figure 6-11. Ring-Wing Component Modification Using EDIT/B.

EDIT**

* Y=2.2361

EDIT**

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>7</td>
<td>6</td>
<td>5</td>
</tr>
</tbody>
</table>

1  -0.0000  4.4721  -2.2000
2  1.3416  4.4721  -2.2000
5  4.4721  4.4721  -2.2000
7  1.3416  4.4721  -2.2000
8  -0.0000  4.4721  -2.2000

Figure 6-12. Ring-Wing Component Modification Using EDIT/X,Y,Z.
OPTION 7:

If ground effects are important, this option should be requested. Normally a vehicle is said to be in ground effect if distance from ground is less than two wing spans.

The user does not have to alter the analysis configuration in any way to use this option. APAS simply mirror-images all panels in the configuration, through a matrix manipulation, to the other side of the ground plane. In this way the ground plane is exactly represented.

OPTION 8:

Useful for store separation and ground effect studies. Allows the user to obtain aerodynamic characteristics of one or more components while in the presence of the complete configuration. The boundary conditions specified in the run schedule are for the active components in the configuration only. The inactive components have boundary conditions of the basic solution (typically, $\alpha=\beta=\gamma=0.0$). The initial incidence may be changed by using the EDIT/PARAMETER command.

EXAMPLE 1: MISSILE IN PRESENCE OF A WING/BODY COMBINATION

DISPLAY ANGLES YAW, PITCH, ROLL PANELS 1 THRU 332
15.00 5.00 5.00

Consider a missile in the presence of a wing/body combination. It is desired to obtain the missile aero characteristics while in the vicinity of the rest of the configuration.
Step 1: RIGGING THE INITIAL INCIDENCE OF THE CONFIGURATION

The initial incidence boundary condition for paneled components is declared in the EDIT/PARAMETER command by setting the ALC (-ALPHA) parameter. The initial incidence of a slender body is automatically determined within APAS from the value specified for its shell.

Step 2: DECLARING ACTIVE/INACTIVE SETTING FOR THE PANELED COMPONENTS

At this point it is assumed that the user has attached a configuration to the local file, entered the SET command, defined a run number for the configuration, and has requested option 8 from the UDP analysis options menu. The following prompt/response polling is then entertained. After each paneled component name and present initial incidence angle are displayed, the user is prompted to declare the active/inactive setting.

DECLARE ACTIVE/INACTIVE STATUS FOR FOLLOWING COMPONENTS (I-ACTIVE, 0-INACTIVE) INITIAL INCIDENCE OF CONFIGURATION COMPONENTS IS DECLARED IN EDIT/PARAMETER COMMAND
NCOMP = 3
MISSILE SHELL  PRESENT VALUE OF INCIDENCE 5.00
ENTER 1 OR 0

--- 1
B INTF SHELL  PRESENT VALUE OF INCIDENCE 5.00
ENTER 1 OR 0

--- 0
NASA TN D-8361 W  PRESENT VALUE OF INCIDENCE 5.00
ENTER 1 OR 0

--- 0
DO YOU WANT TO RESET REFERENCE QUANTITIES TO VALUES APPROPRIATE FOR INACTIVE COMPONENT(S) ARRANGEMENT. Y OR N

--- Y

CONFIGURATION: 1
SREF: 1290.00  CBAR: 12.6000  SPAN: 45.0000
ENTER NEW VALUES OR CARRIAGE RETURN:

--- 18.67 9.333 4.88
XCG : 12.6000  YCG : .0  ZDG : .0
ENTER NEW VALUES OR CARRIAGE RETURN:

--- 9.3333 0 -8.0

The reference quantities may also be changed at this time in order to reflect the values appropriate for the determination of the aerodynamic characteristics of the active components. In this case the missile base area, centroid location, base diameter, and z-location relative to the wing/body combination are input.

The following graph shows that the missile's $C_{M0}$ and $C_{LO}$ are substantially altered, while the $C_{Mx}$ and $C_{Lo}$ are not affected by being in close proximity to the wing/body combination of a low aspect ratio, highly swept wing and a conical shaped missile apparently does not produce as strong an interaction as will be seen in the next example.
A ground-effect machine as a large overwater transport has sparked considerable interest from time to time. NASA conducted a wind-tunnel investigation to determine the effect of ground proximity on the aerodynamic characteristics of thick (22%-for cargo space considerations), highly cambered, unswept wings with various aspect ratios. The following example uses the aspect ratio of four model of the NASA geometry in APAS. In this APAS model, shown alongside, the ground is paneled. An alternate method in APAS allows the user to select an analysis option to reflect the configuration (wing in this case) about some imaginary z-located ground plane. However, for the purposes of demonstrating the use of option 8, the ground paneled model is presented here.

As in the previous example, the initial incidence of the configuration is established (zero in present example). Then the active/inactive setting for the paneled components is declared (wing = active, ground = inactive).

The following graph compares APAS results with NASA TN D-926 data. The $C_{L,\alpha}$ result compares favorably. No data were available on $C_{M,\alpha}$. Other data comparisons show: 1) good agreement on drag; (2) APAS computes increasing values of lift coefficient at $\alpha=0$ as the ground is approached, whereas NASA data has the lift coefficient at an angle of attack of 0 remaining nearly constant as the ground is approached; and (3) $C_M$ vs $h/c$ has the right sign but is about 50% to large.
OPTION 9:
The zero thickness option is useful for comparing APAS results with flat plate wind tunnel models. Another application would be for studying the differential effects of thickness on the aerodynamic coefficients.
FOLLOW UP MENU:

-SET- (continued)

*******************************************************
* **** HABP ANALYSIS OPTION MENU **** *
* 0 - ACCEPT DEFAULT OPTIONS/ELSE: COMPLETELY RESET *
* 1 - DO NOT INCLUDE COMPONENT SHIELDING EFFECTS *
* DEFAULT: INCLUDE COMPONENT SHIELDING *
* 2 - SET MODEL SCALE *
* DEFAULT: MODEL SCALE=1.0 IS FOR INPUT GEOMETRY *
* 3 - DO NOT INCLUDE SKIN FRICTION EFFECTS IN ANALYSIS *
* DEFAULT: INCLUDE SKIN FRICTION EFFECTS *
* 4 - DO NOT ADD HEMISPHERICAL NOSE TO BODY PANELS *
* DEFAULT: ADD HEMISPHERICAL NOSE CAP BETWEEN 1ST AND *
* 2ND INPUT GEOMETRY SECTIONS IF INPUT BODY *
* NOSE HALF CONE ANGLE IS GREATER THAN 30 DEG *
* EG: 1 4 *
*******************************************************

OPTION 0:

Allows user to accept previously declared options. If none have been previously declared, the default positions are used. If zero option is not used, all previous selections are forgotten and the user simply requests analysis options desired.

OPTION 1:

When the shielding option is requested a data set is created which identifies all visible panels. Impact forces will not be included in the aerodynamic coefficients for invisible panels. Skin friction effects will be included for the invisible panels.

When the shielding option is used, the execution times increase by a factor of three. Normally this option is used as a refinement calculation. Experience has shown that including the effects of shielding tends to improve L/D, C_D and C_M predictions relative to data.

If shielding is requested the following menu appears.
*** SPECIFY SHIELDING OPTION ****

** ENTER: 1 - SHIELDING EFFECTS ARE NOT REQUESTED

2 - SHIELDING EFFECTS ARE REQUESTED

3 - SHIELDING EFFECTS DATA ALREADY EXIST - USE.

 USER BEWARE: OPTION 3 REQUIRES -

(A) THAT A PREVIOUS RUN USING OPTION 2 WAS EXEC
(B) THAT (A) WAS THE ONLY RUN OR THE LAST RUN
(C) THAT THE DATA CREATED IN (A) WAS SAVED, I.E.,
 FOR IBM USERS THE JOB WAS SUBMITTED, USING-
 ANAL @ @ 999 NEW P(3) HYPDSP(KEEP)
 AND RERUN USING ANAL @ @ 999 NEW P(3) HYP(OLD) HYPDSP(KEEP)

Entry 1 and 2 are self explanatory. Entry 3 can be a time saver when multiple mach, altitude conditions are to be run. However, the (α, β) combinations must be the same as well as any flap deflections. For runs reusing the shielding data, completion times are shorter than the case when no shielding is requested.

OPTION 2:

The model scale option allows the user to compute HABP aerodynamics on one geometry that can represent either a full-scale vehicle or a wind tunnel model. Model scale=1.0 is for input geometry.

OPTION 3:

With this option the user can turn skin friction effects on or off and thus study the differential effects between impact forces and skin friction. The original Mark III code requires two geometry models, one for impact forces and the other for skin friction. The APAS version of the Mark III code has been upgraded so that only one geometry model is used. Basically, skin friction effects are not calculated in the leading edge regions of the surface components in the model (Reynolds number typically approaches zero).

The following menu appears when this option is requested.
-SET- (concluded)

***************
* 
* **** SPECIFY SKIN FRICTION OPTION ****
* 
* ENTER: 0 - TURBULENT
* 
* 1 - LAMINAR
* 
* 2 - LAMINAR TO TURBULENT TRANSITION
* 
***************

Entry 0, requests turbulent skin friction calculation for entire model while entry 1 would make the choice laminar. Entry 2 lets the code decide, based on transition Reynolds number, which portions of the vehicle are in laminar flow and which in turbulent.

OPTION 4:

Since all the drag, due to impact forces, comes from the forward facing (visible only used if shielding is on) portions of the model surface - it is important to accurately model these regions. Especially the leading edge and nose regions where impact angles change most rapidly. Because of this consideration a hemispherical nose cap option is provided for insertion between the first and second section of the most forward facing body component.
**SET-/ADD**

**SUBCOMMAND:** ADD

```
ADD[n] [,RUN(r)] [,ALPHA(a1,...,an)] [BETA(b1,...,bn)]
[,MACH(m)] [,ICOND1(ic1),...,ICONDn(icn)] [,CONFIG(c)]
[,AIR][HELIUM][CFOUR] [,NOPRINT][PRINT]
[,SHKOFF][SHKEXP] [,HYPOFF][HYPER] [,LINEAR][FIXED]
```

**OPERANDS:**

- **n** - SET number to concatenate onto add list \((n \leq 12)\).  
  (See SET/SET subcommand for SET number origin)

- **RUN(r)** - Run number \((r)\). Any value between 1 and 9999 can be used in ascending order.

- **[A]LPHA(a1-...an)** - Angle-of-attack list. Either ALPHA or BETA list should be specified or a run with only one data point will result (which is not permitted).

- **[B]ETA(b1-...bn)** - Angle-of-sideslip list.

- **[M]ACH(m)** - Mach number.

- **ICOND1(ic1),...,ICONDn(icn)** - Initial condition \((ic)\) for analysis calculations.  
  See table 9 for list of keywords.

- **[C]ONFIG(c)** - Configuration to use for analysis.  
  Default is the highest or most recent.

- **AIR**
- **HELIUM** - Atmosphere for hypersonic analysis.  
  Default is air.

- **CFOUR** - \(CF_4\) (carbon tetrafluoride)

- **NOPRINT**
- **PRINT** - Diagnostic print for hypersonic runs. Increases output by a factor of ten.  
  Default is NOPRINT.
-SET-/ADD (continued)

SHKOFF - Shock expansion indicator for hypersonic flap
deflection calculations.
Default is SHKOFF.

SHEXP

HYPOFF - Hypersonic analysis indicator. Mach numbers less than
4.0 default to the subsonic-supersonic analysis unless
the HYPER keyword is invoked.
Default is HYPOFF.

HYPER

LINEAR - Subsonic-supersonic source(thickness) solution
indicator.
Default is LINEAR.
Experience has shown best results are obtained using
FIXED for subsonic flows and LINEAR for supersonic
conditions. Flap(s) must be at constant % chord when
using the LINEAR option to avoid possible
singularities, emanating from sonic leading edges,
passing through control points on adjacent panels.

FIXED

ABBREVIATION: None.

FUNCTION: Enter a new run into the input file for background analysis.
When used with a setlist, the amount of input required and
possible errors are considerably reduced. Required
information will be requested by the system if not provided in
the ADD statement.

EXAMPLE: Figure 4-12.
Table 9. Analysis Initial Conditions.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHA</td>
<td>Initial angle of attack, degrees.</td>
</tr>
<tr>
<td>BETA</td>
<td>Initial sideslip angle, degrees.</td>
</tr>
<tr>
<td>P</td>
<td>Roll rate, radians/sec.</td>
</tr>
<tr>
<td>Q</td>
<td>Pitch rate, radians/sec.</td>
</tr>
<tr>
<td>R</td>
<td>Yaw rate, radians/sec.</td>
</tr>
<tr>
<td>D1,...,D6</td>
<td>Flap deflection angles, degrees.</td>
</tr>
<tr>
<td>ALTITUDE</td>
<td>Initial altitude, meters or feet.</td>
</tr>
<tr>
<td>KS</td>
<td>Equivalent sand grain height, meters, inches or cm for viscous drag calculations (See Table II). Required for subsonic-supersonic analysis only.</td>
</tr>
<tr>
<td>PRESSURE</td>
<td>Stagnation pressure, Nt/m² or Lb/ft².</td>
</tr>
<tr>
<td>TEMPERATURE</td>
<td>Stagnation temperature, Kelvin or Rankine.</td>
</tr>
</tbody>
</table>

Initial conditions are the parametric values which define the configuration attitude and atmospheric conditions at which a given run is to be analyzed. A string of these conditions are input with the ADD or RESET subcommands which will then define the attributes utilized at the time each run in the analysis file is executed. The SET subcommand is a convenient way to maintain a group of preset lists of initial condition strings which are used repeatedly.

Mach number, altitude or temperature and pressure, and sand grain height (for non-hypersonic runs) initial conditions will be requested by the system if the user fails to input them when adding a run to the analysis file.

Angle of attack or sideslip may be specified to have from 2 to 20 values in a given run. They are the independent variables in the same sense as a wind tunnel test.
SUBCOMMAND: DELETE

OPERANDS:

R - Run number(s) to delete from input file. Delete one run at a time starting with highest number. Deleting runs other than highest numbered one ruins the input file.

C - Configuration number(s) to delete from input file. Delete one configuration at a time, starting with the highest numbered one.

SET - Set list number(s) to delete from user file. Can be deleted in any order.

ABBREVIATION: DEL

FUNCTION: Provides input and user file data management.

EXAMPLES: DEL,R32
DEL,C9
DEL,SET2
SUBCOMMAND: END

OPERANDS: None.

ABBREVIATION: E

FUNCTION: Ends run list definition activity of SET and initiates the aerodynamic model validation and/or hypersonic algorithm assignment phase.

EXAMPLE: Figures 4-14 through 4-24.
-SET-/LIST

**SUBCOMMAND:** LIST

**LIST[,CONFIG(N)]
[,R(N)]**

**OPERANDS:**

[C]ONFIG - List specific configuration number.
Default is "ALL" if a number is not specified.

R - List specific run number.
Default is "ALL" if a number is not specified.

**ABBREVIATION:** L

**FUNCTION:** Displays configuration of run data. Among other data, a list of the run data indicates run status, i.e., a keyword of either ANALYZED or SET appears in first line of data. If SET appears, it means the run is "set", i.e., waiting to be analyzed. If ANALYZED appears, it means the run has been "analyzed" and the user can view the analysis results using the PLOT command.

**EXAMPLES:** Figure 4-13; L,R5
SUBCOMMAND: PL

OPERANDS: None.

ABBREVIATION: None.

FUNCTION: Allow the numerical list of 50 plot variables for a specified run and angle of attack (or sideslip). User can edit this plot information to input wind tunnel or computational data for comparison in the PLOT command.

EXAMPLES: 238
**SET**

ENTER RUN NUMBER

1

SELECT ALPHA 0.0 5.0 10.0

5.0

PLOT FILE OUTPUT FROM BACKGROUND ANALYSIS UDP/HABP

(screen display split for clarity)

<table>
<thead>
<tr>
<th>(columns)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TTOTAL</td>
</tr>
<tr>
<td>2353.5</td>
</tr>
<tr>
<td>CD</td>
</tr>
<tr>
<td>0.00456</td>
</tr>
<tr>
<td>CYB-SIDE</td>
</tr>
<tr>
<td>0.00000</td>
</tr>
<tr>
<td>CYLIN</td>
</tr>
<tr>
<td>0.00000</td>
</tr>
<tr>
<td>CL-BASIC</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(columns)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MACH</td>
</tr>
<tr>
<td>5.00</td>
</tr>
<tr>
<td>CY-SIDE</td>
</tr>
<tr>
<td>0.00000</td>
</tr>
<tr>
<td>DCMDCL</td>
</tr>
<tr>
<td>.10928</td>
</tr>
<tr>
<td>CYBLIN</td>
</tr>
<tr>
<td>0.00000</td>
</tr>
<tr>
<td>TIPVTXR</td>
</tr>
<tr>
<td>0.00000</td>
</tr>
</tbody>
</table>

SELECT DATA LOCATION NUMBER (1 TO 50) FOR MODIFICATION OR ENTER ZERO

0

ENTER 1 TO EDIT /VIEW CP DATA

0 TO END

** SET **

Example PL command Output Summary for Run 1 and Angle of Attack of 5 degrees
-SET-/PR

**SUBCOMMAND:** PR

**OPERANDS:** None.

**ABBREVIATION:** None.

**FUNCTION:** Allow the numerical display of run input variables for a specified configuration and run. User can edit configuration or run input information.

**EXAMPLES:** 240, 241, 242
**SET**

(display is line wrap-around for clarity)

ENTER CONFIGURATION NUMBER ZERO TO SKIP

INPUT FOR BACKGROUND ANALYSIS (CONFIGURATION 1) FROM PLOT FILE

NRUN, NOCPS, NOCOF TITLE = 14 0 0 PANELED BODY USING SHUTTLE

```
geomi.data
```

ME, NADD, IDD(1-31) = 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
N0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
N CONFIG, ISUCTG, IYP(10) = 9 1 1 1 1 1 1 1 1 1
ISS, IAS, NINLET, NCPTS(5), FACTOR(5) NTJ(5) = 2 0 0 0 0 0

```
CONFIG = 1
```

```
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
```

```
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
```

```
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
```

```
| 0.00 | 387360.0 | 474.7 | 936.7 | 1076.7 | 0.0 |
```

```
-25.0
```

NCOMP, IACTIV = 1 0

ENTER RUN NUMBER, ZERO TO SKIP

INPUT FOR BACKGROUND ANALYSIS (RUN # 1) FROM PLOT FILE

IRUN NAB NPRTS NRS NVAR

```
I 3 5 25 I
```

MACH PSTATIC TSTATIC ALTITUDE ALPHA

```
-5.0 93.72 392.25 70000.00 0.00
```

BETA P Q R D1

```
0.00 0.00 0.00 0.00 0.00 |
```

D2 D3 D4 D5 D6

```
0.00 0.00 0.00 0.00 0.00 |
```

ALPHA OF BETA ANGLES SPECIFIED FOR ANALYSIS SWEEP - UP TO 20 VALUES MAY BE ENTERED

```
0.000 5.00 10.00 15.00 20.00 0.000 0.000
```

```
0.00 0.00 0.000 |
```

```
0.00 0.00 0.000 |
```

```
0.00 0.00 0.000 |
```

NPRESS1 NPRESS2 NPRESS3 NPRESS4 NPRESS5

```
1 2 3 4 3
```

PROT ICONF IGAS CT ISOL

```
14 9 100 -1.0 0
```

SELECT DATA LOCATION NUMBER (1-50) FOR MODIFICATION OR ENTER ZERO

```
0
```

** SET **

Example PR command Configuration and Run Input Option Summary
### TABLE 10

**EDIT SUB-COMMAND PR VARIABLE NAME DEFINITION**

**Configuration Information**

<table>
<thead>
<tr>
<th>VARIABLE</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NRUN</td>
<td>run number</td>
</tr>
<tr>
<td>TITLE</td>
<td>LOCAL file title</td>
</tr>
<tr>
<td>ME</td>
<td>units indicator (ME = 2 is inches)</td>
</tr>
<tr>
<td>NCONFIG</td>
<td>number of configurations defined</td>
</tr>
<tr>
<td>ISUCTG</td>
<td>leading edge suction indicator</td>
</tr>
<tr>
<td>ISS</td>
<td>Symmetric matrix calculation indicator</td>
</tr>
<tr>
<td>IAS</td>
<td>Asymmetric matrix calculation indicator</td>
</tr>
<tr>
<td></td>
<td>1 for asymmetric matrix requested (SET menu option 3)</td>
</tr>
<tr>
<td>NINLET</td>
<td>number of inlets</td>
</tr>
<tr>
<td></td>
<td>(SET menu option 6)</td>
</tr>
<tr>
<td>NCPTS(5)</td>
<td>number of control points of each inlet</td>
</tr>
<tr>
<td>FACTOR(5)</td>
<td>mass flow ratio for each inlet</td>
</tr>
<tr>
<td>CONFIG(27)</td>
<td>number of components in configuration</td>
</tr>
<tr>
<td></td>
<td>component number(s) (limit 20 components)</td>
</tr>
<tr>
<td></td>
<td>reference area</td>
</tr>
<tr>
<td></td>
<td>reference span</td>
</tr>
<tr>
<td></td>
<td>mean aerodynamic chord</td>
</tr>
<tr>
<td></td>
<td>X center of gravity</td>
</tr>
<tr>
<td></td>
<td>Y center of gravity</td>
</tr>
<tr>
<td></td>
<td>Z center of gravity</td>
</tr>
<tr>
<td>NCOMP</td>
<td>UDP only - component number to be removed from force summation (declared inactive in SET menu option 8)</td>
</tr>
<tr>
<td>IACTIV</td>
<td>UDP only - flag that components are to be removed from force summation</td>
</tr>
</tbody>
</table>
TABLE 10 (continued)

EDIT SUB-COMMAND PR VARIABLE NAME DEFINITION

(Run information)

<table>
<thead>
<tr>
<th>VARIABLE</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>IRUN</td>
<td>run number</td>
</tr>
<tr>
<td></td>
<td>negative if runs are set to be analyzed</td>
</tr>
<tr>
<td></td>
<td>positive if runs have been analyzed</td>
</tr>
<tr>
<td>NAB</td>
<td>number of angle of attacks or betas</td>
</tr>
<tr>
<td>NVAR</td>
<td>flag for angle of attack or beta as independent variable</td>
</tr>
<tr>
<td></td>
<td>1 for angle of attack</td>
</tr>
<tr>
<td></td>
<td>2 for beta</td>
</tr>
<tr>
<td>MACH</td>
<td>Mach number</td>
</tr>
<tr>
<td></td>
<td>negative for HABP analysis</td>
</tr>
<tr>
<td></td>
<td>positive for UDP analysis</td>
</tr>
<tr>
<td>DI to D6</td>
<td>flap deflection angles</td>
</tr>
<tr>
<td>ALPHA</td>
<td>angle of attack or beta values</td>
</tr>
<tr>
<td>(or BETA)</td>
<td>(limited to 20 values)</td>
</tr>
<tr>
<td>PROT</td>
<td>HABP only - HABP shielding flag and skin friction transition option request (two digit definition)</td>
</tr>
<tr>
<td></td>
<td>right digit is transition option flag</td>
</tr>
<tr>
<td></td>
<td>0 all turbulent</td>
</tr>
<tr>
<td></td>
<td>1 all laminar</td>
</tr>
<tr>
<td></td>
<td>2 transition based on Reynolds number referenced to x</td>
</tr>
<tr>
<td></td>
<td>3 Transition based on Reynolds number referenced to boundary layer parameter theta</td>
</tr>
<tr>
<td></td>
<td>left digit is HABP shielding option flag</td>
</tr>
<tr>
<td></td>
<td>1 shielding effects are not requested</td>
</tr>
<tr>
<td></td>
<td>2 shielding effects are requested</td>
</tr>
<tr>
<td></td>
<td>3 shielding effects previously calculated (and saved) and reuse for this run</td>
</tr>
<tr>
<td>ICONF</td>
<td>configuration number</td>
</tr>
<tr>
<td>IGAS</td>
<td>HABP only - HABP gas flag AIR, HELIUM or CH4</td>
</tr>
<tr>
<td>ISOL</td>
<td>UDP only - UDP thickness source indicator</td>
</tr>
<tr>
<td></td>
<td>0 for linear (varying spanwise) source</td>
</tr>
<tr>
<td></td>
<td>10 for fixed (constant spanwise) source</td>
</tr>
</tbody>
</table>
**SET-/REFERENCE**

**SUBCOMMAND:**  REFERENCE

```
REFERENCE[c]
```

**OPERANDS:**

- **c** - Configuration number.
  Default is "ALL" if a number is not specified.

**ABBREVIATION:**  REF

**FUNCTION:**  Used to verify or respecify reference data by configuration.
Reference data changed for runs already analyzed will result in incorrect output data, unless they are re-analyzed.

**PROMPT/RESPONSE:**

```
+++ REFc
     CONFIGURATION: c
     SREF:sref CBAR:cbar SPAN:span
     ENTER NEW VALUES OR CARRIAGE RETURN:
     +++ sref_new,cbar_new,span_new
     XCG: xcg      YCG: ycg      ZCG: zcg
     ENTER NEW VALUES OR CARRIAGE RETURN:
     +++ xcg_new,ycg_new,zcg_new
     ***WARNING *** DATA FROM RUNS USING THESE UPDATED ***
     ***   REFERENCE QUANTITIES MAY NOW BE IN ERROR   ***
```
-SET-/RESET

SUBCOMMAND: RESET

```
RESET[n] [,RUN(r)] [,ALPHA(a₁,...,aₙ)] [BETA(b₁,...,bₙ)]
[,MACH(m)] [,ICOND₁(ic₁),.....,ICONDₙ(icₙ)] [,CONFIG(c)]
[,AIR] [HELIUM] [CFFOUR] [,NOPRINT] [PRINT]
[,SHKOFF] [SHKEXP] [,HYPOFF] [HYPER] [,LINEAR] [FIXED]
```

OPERANDS:

RUN(r)  - Run number (r). Any value between 1 and 9999 can be used in ascending order.

[ALPHA(a₁-aₙ)]  - Angle-of-attack list. Either ALPHA or BETA list should be specified or a run with only one data point (α,β) combination will result (which is illegal). Number of values entered must be less than or equal to the original number.

[BETA(b₁-bₙ)]  - Angle-of-sideslip list.

[MACH(m)]  - Mach number.

ICONDₙ(icₙ)  - Initial condition (ic) for analysis calculations. See Table 9 for list of analysis initial conditions.

[CONFIG(c)]  - Configuration to use for analysis. Default is the highest or most recent.

AIR  - Atmosphere for hypersonic analysis. Default is air.
HELIUM  - Helium
CFFOUR  - CF₄ (carbon tetrafluoride).
-SET-/RESET (concluded)

**NOPRINT**

- Diagnostic print for hypersonic runs. Increases output by a factor of ten.
  Default is NOPRINT.

**PRINT**

- Increases

**SHKOFF**

- Shock expansion indicator for hypersonic flap deflection calculations.
  Default is SHKOFF.

**SHKEXP**

- Hypersonic analysis indicator. Mach numbers less than 4.0 default to the subsonic-supersonic analysis unless the HYPER keyword is invoked.
  Default is HYPOFF.
  If HYPER keyword is invoked, it must be the last entry on the RESET command string.

**HYPOFF**

- Subsonic-supersonic source (thickness) solution indicator.
  Default is LINEAR.
  Experience has shown best results are obtained using FIXED for subsonic flows and LINEAR for supersonic conditions. Flap(s) must be at constant % chord when using the LINEAR option to avoid possible singularities (emanating from sonic leading edges) passing through control points on adjacent panels.

**HYPER**

- Subsonic-supersonic source (thickness) solution indicator.
  Default is LINEAR.
  Experience has shown best results are obtained using FIXED for subsonic flows and LINEAR for supersonic conditions. Flap(s) must be at constant % chord when using the LINEAR option to avoid possible singularities (emanating from sonic leading edges) passing through control points on adjacent panels.

**LINEAR**

- Subsonic-supersonic source (thickness) solution indicator.
  Default is LINEAR.
  Experience has shown best results are obtained using FIXED for subsonic flows and LINEAR for supersonic conditions. Flap(s) must be at constant % chord when using the LINEAR option to avoid possible singularities (emanating from sonic leading edges) passing through control points on adjacent panels.

**ABBREVIATION:** None.

**FUNCTION:** Modification of an existing run or changing a run from ANALYZED to SET (analysis status).
If modifying, only updates need be entered.

**EXAMPLE:** Figure 4-13.
**SUBCOMMAND: SET**

```
SET[n] [,ALPHA(a_1, ..., a_n)] [BETA(b_1, ..., b_n)]
[,MACH(m)] [,ICOND_1(ic_1), ..., ICOND_n(ic_n)] [,CONFIG(c)]
[,AIR] [HELIUM] [CFFOUR] [,NPRINT] [PRINT]
[,SHKOFF] [SHKEXP] [,HYPOFF] [HYPER] [,LINEAR] [FIXED]
```

**OPERANDS:**

- **n** - SET number of this variable list. (n≤12)

- **[A]LPHA(a_1-a_n)** - Angle-of-attack list. Either ALPHA or BETA list should be specified or a run with only one data point (α, β) combination will result (which is illegal). Number of values entered must be less than or equal to the original number.

- **[B]ETA(b_1-b_n)** - Angle-of-sideslip list.

- **[M]ACH(m)** - Mach number.

- **ICOND_i(ic_i)** - Initial condition (ic) for analysis calculations. See Table 9 for list of analysis initial conditions.

- **[C]ONFIG(c)** - Configuration to use for analysis. Default is the highest or most recent.

- **AIR** - Atmosphere for hypersonic analysis. Default is air.

- **HELIUM** - CF₄ (carbon tetrafluoride).
### -SET-/SET (concluded)

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRINT</td>
<td>Diagnostic print for hypersonic runs. Increases output by a factor of ten. Default is NOPRINT.</td>
</tr>
<tr>
<td>SHKOFF</td>
<td>Shock expansion indicator for hypersonic flap deflection calculations. Default is SHKOFF.</td>
</tr>
<tr>
<td>HYPOFF</td>
<td>Hypersonic analysis indicator. Mach numbers less than 4.0 default to the subsonic-supersonic analysis unless the HYPER keyword is invoked. Default is HYPOFF. If HYPER keyword is invoked, it must be the last entry on the SET command string.</td>
</tr>
<tr>
<td>LINEAR</td>
<td>Subsonic-supersonic source (thickness) solution indicator. Default is LINEAR. Experience has shown best results are obtained using FIXED for subsonic flows and LINEAR for supersonic conditions. Flap(s) must be at constant % chord when using the LINEAR option to avoid possible singularities (emanating from sonic leading edges) passing through control points on adjacent panels.</td>
</tr>
</tbody>
</table>

**ABBREVIATION:** None.

**FUNCTION:** Development of commonly used analysis variable lists. Up to twelve (12) can be stored in the user file. If SET subcommand is entered with no operands, the status of the present list is displayed and the user is prompted to fill the next available location.

**EXAMPLE:** Figure 4-11.
COMMAND: SLENDER

SLENDER,COMP(1)[,COMP(2),...COMP(16)][,FILE]

OPERANDS:

COMP - Component(s) needed to form a slender body component.
Limit is sixteen (16).
Component numbers must be in same decade and numbered according to increasing x. Do not overlap components.

FILE - [P]ermanent; Default.
[L]ocal
[C]omponent

ABBREVIATION: SLEN

FUNCTION:

Slender body construction.
Typically used to represent the fuselage, fuselage w/inlets and offset missile components.
Used in subsonic-supersonic analysis mode only.

Must use CATALOG command to store on file of choice.

LIMITS:

Five (5) slender bodies per configuration.
(An offset slender body counts as one.)

Minimum number of sections is four (4) per slender body.

Maximum number of sections: (total for all geometry components to be used in forming a slender body component)

Twenty three (23) for TYPE 7 slender body.
Fourteen (14) for TYPE 8 slender body.

Solution sensitive to section placement. Best results are obtained when the Δx spacing between adjacent sections does not vary by more than a factor of two. Transition zones (places along the component where cross-sectional area changes suddenly become essentially constant) require more sections to adequately define cross-sectional area gradients.

Δx/L<0.001 for area jumps (as when inlet(s) suddenly appear).
S(L)>0.0 required.

Control points cannot approach control points.
(Solution blows up).
In terms of slender body shape this means care must be exercised in modeling so that one surface is not parallel and in close proximity to another surface in the same cross-section. This situation typically arises in body closure or when blending inlets.
-SLENDER- (concluded)

PROMPT/RESPONSE:

SLENDER-BODY SIMULATION
ENTRY COMPONENT NAME
   slender body
INPUT COMPONENT NUMBER
   700.0
COMPONENT PARAMETERS FOR SLENDER-BODY COMBINATION
ENTER FACTOR,NPASS  [requested if offset body component present]
   0.7, 3

FACTOR:  Fraction of the segment length to the next point on the current
         section to use in finding the nearest surrounding point. Controls
         transition to an adjacent component as indicated in figure 3-71.
         Default is 0.7.

NPASS:  Number of points to process on the new contour before starting
        the passing check again. It is used to prevent erroneous back
        linking.
        Default is 3.

EXAMPLE:  Figures 3-70, 3-72.
COMMAND: STATUS

OPERANDS: None.

ABBREVIATION: ST

FUNCTION: Identifies the component number and name in core.
-TERMINAL-

**COMMAND:** TERMINAL

**OPERANDS:** None.

**ABBREVIATION:** TERM

**FUNCTION:** Create simple geometry component using keyboard input. A common set of units must be used.

Must use CATALOG command to store on file of choice.

**EXAMPLE:** Figures 3-16, 3-21, 3-38.

**LIMITS:**
10 Surface Sections.
25 Body Sections.
GEOMETRY OPTION

1

\[ S = \frac{C_R + C_T}{2} b \]
\[ AR = \frac{b^2}{S} \]
\[ \lambda = \frac{C_T}{C_R} \]
\[ \Gamma = 0 \]

GEOMETRY

2

\[ S = \frac{C_R + C_T}{2} b \]
\[ AR = \frac{b^2}{S} \]
\[ \lambda = \frac{C_T}{C_R} \]

(X0, Y0, Z0)
-TERMINAL- (continued)

GEOMETRY OPTION

___ STORED BOUNDARY

----- GENERATED BY SYMMETRY

3

4

4

5

6

-6
TERMINAL - (continued)

PROMPTS:

ENTER COMPONENT YAW, PITCH, ROLL:
→ → 0.0,0.0,0.0 [or <CR>]

* 1 FULL SURFACE (Uses 40 points per cross-section)
* 2 HALF SURFACE (Uses 40 points per cross-section)
* 3 FULL ELLIPSE (Variable number pts/cross-section. W/H=1-circle)
* +4 HALF ELLIPSE UP -4 HALF ELLIPSE DOWN (W/H=0.5=circle)
* 5 RECTANGLE
* +6 TRIANGLE UP -6 TRIANGLE DOWN
* E END

FULL SURFACE INPUT:

→ → 1
 INPUT COMPONENT NAME:
 simple wing
 INPUT COMPONENT NUMBER:
 101.

FULL SURFACE : X(Root), YO(Root), ZO(Root)
→ → 33.02, 3.30, -3.05
 S, AR, TAPER, SWEEP(DEG), DIH( DEG): [S-in^2, cm^2, or m^2]; [λ>0]
→ → 249.91, 2.3, 2.45, 3
 * 1 65 A OXX (r/c=.639(t/c)**2)
 * 2 64 A OXX (r/c=.686(t/c)**2)
 * 3 SUPERCRITICAL
 * 4 HEX AIRFOIL
 * 5 BI-CONVEX
 * SELECT AIRFOIL TYPE:
 → → 1
 ENTER : (T/C)1,...,(T/C)N,N<=10
 (DEFAULT VALUES: 0.05, 0.05)
→ → 0.04, 0.03 [or <CR>]; [0,0 for a flat plate]

HALF SURFACE INPUT:

→ → 2
 INPUT COMPONENT NAME:
 simple vertical
 INPUT COMPONENT NUMBER:
 301.

HALF SURFACE : XO(ROOT), YO(ROOT), ZO(ROOT)
→ → 33.02 0 3.56
-TERMINAL-(concluded)

S, AR, TAPER, SWEEP(DEC), DIH(DEC): [S-\text{in}^2, \text{cm}^2, \text{or m}^2]

\[ 38.8 \ 1.65 \ 0.4 \ 45 \ 90 \]

\* 1 65 A OXX \ (r/c=0.639(t/c)**2)
\* 2 64 A OXX \ (r/c=0.686(t/c)**2)
\* 3 SUPERCRITICAL
\* 4 HEX AIRFOIL
\* 5 BI-CONVEX
** SELECT AIRFOIL TYPE:

\[ 4 \]

\[ \text{ENTER : (T/C)1,...,(T/C)N,N<10} \]

\[ \text{(DEFAULT VALUES: 0.05,0.05)} \]

\[ 0.03 \ 0.03 \ [\text{or <CR>}] \]

**OK**

BODY INPUT:

--- 3

INPUT COMPONENT NAME:

simple fuselage

INPUT COMPONENT NUMBER:

--- 10.

BODY COMPONENT

XRO, YRO, ZRO \ (origin of body)

\[ 0.0 \ 0.0 \ 0.0 \ [\text{or <CR>}] \]

NUMBER OF CROSS-SECTIONS OR

X(1), A(1), W/H(1),...,X(NCS), A(NCS), W/H(NCS), NCS\leq25

--- 5

ENTER SETS OF (X,A,W/H) FOR 5 CROSS SECTIONS

--- 5.59 0.0 0.88

? 11.68 20.65 0.88 15.24 28.39 0.88

?

33.02 30.97 0.88

?

38.10 43.87 0.88

MAXIMUM HEIGHT ABOVE COMP. REF. LINE: 3.9836

MAXIMUM HALF WIDTH OF COMPONENT : 3.5055

**OK**
COMMAND: TITLE

OPERANDS: FILE - [P]ERMANENT; Default. [L]OCAL

ABBREVIATION: TITL

FUNCTION: Input or change title of specified file. Limit of 80 characters.

EXAMPLE: →→ TITLE,L

PRESENT TITLE IS: APAS SAMPLE SESSION
ENTER: NEW TITLE OR 'CR'
→→ <CR>
-UNITS-

**COMMAND:** UNITS

**OPERANDS:** FILE - [P]ERMANENT; Default. [L]OCAL

**ABBREVIATION:** UNIT

**EXAMPLE:**

```plaintext
>>> unit
PRESENT UNITS ARE: INCHES
ENTER: 1 - METERS, 2 - INCHES, OR 3 - CENTIMETERS
>>> 1
USER DEFAULT UNITS UPDATED TO MATCH FILE UNITS (THIS SESSION ONLY)
```
-VISCOUS-

COMMAND: VISCOUS

OPERANDS: None.

ABBREVIATION: VISC

FUNCTION: Interactive viscous drag analysis. Perimeter and cross-sectional area distributions are generated for the configuration in the LOCAL file with the option to calculate viscous drag at specified conditions.

PROMPTS:

KEY * 1,2, OR 3
1 * PLOT * NX,X(1),...,X(NX)
2 * PLOT * NX,XB,XE
3 * PLOT WETTED SURFACE AREA AND VOLUME DISTRIBUTIONS

Options 1 and 2 are specialized features for configurations which do not have close control on wetted surface segments. No equivalent procedure exists in the background analysis.

Option 3 simulates the background viscous drag analysis. Surface area is evaluated using 51 cutting planes in the interactive analysis and component contour integration in the batch evaluation.

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OPTION 1:

DEMONSTRATION
SCALE=20.0
NX,X(1),... X(NX)

The system asks for the number of section cuts, NX, to make and the x-station values. The cursor (+) appears on the screen after each cross-section specified is displayed. Wetted line segments of the cut will appear solid, unwetted segments will appear dashed. To eliminate (make unwetted) unwanted line segments locate one end of the line segment and enter the numerical value corresponding to the location of the desired component in the local file. Move the cursor to the other end of the segment and enter the numerical value corresponding to the other component at this intersection. If none exists or the other component already has an unwetted line indicated, enter zero. When finished or if no segments need to be flagged, enter zero. Each pair of numbered entries eliminates a segment equivalent to that length from each indicated component. It is recommended that NX ≤ 5 be used to keep the screen uncongested. When cross-section wetted perimeter corrections are completed, enter 0,0 in response to the "NX,X(1),..,X(N)" question.

OPTION 2:

Instead of answering: "NX,X(1),... X(NX)", the question: "NX,XB,XE" where:

NX: Is the number of cross-section cuts to make between
XB: The beginning x-station and
XE: The ending x-station.
OPTION 3:

Plots of perimeter and cross-sectional area are displayed using the cross hairs to separate pages. The system then responds with the following prompt:

0 EXIT
1 SF DRAG
2 EDIT

--- 1  (Default is 0)

For the EDIT option refer to option 1 described previously. The responses for the skin friction drag analysis for a body and surface are shown below.

SKIN FRICTION DRAG INPUT
INPUT MACH NUMBERS:

--- 0.6 1.2 1.6

INPUT SREF(M2)

--- 1250.

ENTER SAND GRAIN HEIGHT (KS(M)) (DEFAULT: 0.0)

--- 0.000021

ENTER [Stagnation values for] PRESS NT/M2, TEMP(K), LISTING MACH NUMBER (0.0 FOR ALL) (DEFAULT IS NONE)

OR ENTER ALTITUDE, LISTING MACH NUMBER
ENTER CARRIAGE RETURN TO END:

--- 1221.,551.,0.6

--- 10000,1.2

--- <CR>
SAMPLE BODY
ENTER: XTRANS/LENG, FLAT PLATE 1 * AXIS-BODY 2:
DEFAULT : 0.01,2

SAMPLE SURFACE
ENTER: XTRANS/LENG, CK, FLAT PLATE 1 * AIRFOIL 2 :
DEFAULT : 0.01,1.2,2

The sand grain height ,KS, in meters is the equivalent roughness of the configuration. See Table 11.

PFS is the static pressure in newtons/square meter, TFS is the static temperature in Kelvin. Altitude is in meters above sea level. The listing mach number is one of the input mach numbers at which a component break-down of viscous drag is desired.

XTRANS/LENG is the laminar transition point as a fraction of component length. CK is the airfoil linear thickness correction coefficient and accounts for surface curvature effects. See Table 12.

The system now blocks in and titles this page for copying. A page for each requested mach number is displayed followed by a summary page containing all the conditions run and tabulations of component wetted area and volumes.

EXAMPLE: Figure 4-4.
Table 11. Equivalent Sand Grain Roughness.

<table>
<thead>
<tr>
<th>TYPE OF SURFACE</th>
<th>EQUIVALENT SAND GRAIN HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>METERS</td>
</tr>
<tr>
<td>AERODYNAMICALLY SMOOTH</td>
<td>0.0</td>
</tr>
<tr>
<td>POLISHED WOOD OR METAL</td>
<td>(5.09 \times 10^{-4})</td>
</tr>
<tr>
<td></td>
<td>(2.03 \times 10^{-6})</td>
</tr>
<tr>
<td>NATURAL SHEET METAL</td>
<td>(3.96 \times 10^{-6})</td>
</tr>
<tr>
<td>SMOOTH MATTE PAINT, CAREFULLY APPLIED</td>
<td>(6.34 \times 10^{-6})</td>
</tr>
<tr>
<td>STANDARD CAMOUFLAGE PAINT, AVERAGE APPLICATION</td>
<td>(1.00 \times 10^{-5})</td>
</tr>
<tr>
<td>CAMOUFLAGE PAINT, MASS PRODUCTION SPRAY</td>
<td>(3.05 \times 10^{-5})</td>
</tr>
<tr>
<td>DIP-GALVANIZED METAL SURFACE</td>
<td>(1.52 \times 10^{-4})</td>
</tr>
<tr>
<td>NATURAL SURFACE OF CAST IRON</td>
<td>(2.54 \times 10^{-4})</td>
</tr>
</tbody>
</table>

Table 12. Airfoil Thickness Correction Factors.

<table>
<thead>
<tr>
<th>AIRFOIL</th>
<th>THICKNESS CORRECTION (CK)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRFOIL (t/c_{\text{max}}) AT 30% CHORD</td>
<td>2.0</td>
</tr>
<tr>
<td>NASA 64 OR 65 SERIES AIRFOIL</td>
<td>1.2</td>
</tr>
</tbody>
</table>
**COMMAND:** WAVEDRAG

**OPERANDS:** None.

**ABBREVIATION:** WAVE

**FUNCTION:** Interactive wave drag analysis. Supersonic thickness drag is calculated for components currently attached in the local file.

**PROMPTS:**

ENTER SREF (M2)


ENTER MACH NUMBERS:


A display of normal oblique projected cross-sectional area as a function of x-station and roll angle is displayed along with a tabulation of wavedrag as a function of roll angle and the total drag. The cross hairs appear on the screen when a case is completed. Pressing any key will initiate analysis of the next case.

**EXAMPLE:** Figures 4-8, 4-9, 4-10.
COMMAND:  WDOPT

OPERANDS:  None.

ABBREVIATION:  None.

FUNCTION:  ** WAVE DRAG OPTIMIZATION **

For configuration currently attached in the local file, user can select component(s) whose volume distribution will be redefined (while in the presence of the rest of the configuration) so that the configuration total wave drag will be an optimum (minimum).

PROMPT/RESPONSE:
Extensive user interaction required. The following example demonstrates some aspects of the command usage.

STEP 1:  CLEAR, ATTACH Configuration to Local File, and Enter the Optimizer.

**OK**

CL

**OK**

ATTA 3000 3100

**OK**

WDOPT

CONFIGURATION
STEP 2: Respond to Optimizer Prompts. See TFD-75-260 for Detailed Explanation of Terms (Theta Cuts, Harmonics, etc.)

OPTIMIZATION STRATEGY

Before responding to the following prompts a strategy should be worked out as a guide in the search of the optimum wave drag. In the present example it is desired to allow the fuselage volume (component 3000) to be redistributed in order to reduce the configuration wave drag. Also, rather than pursuing a point-design (optimize at one specific mach number) an average mach number solution is sought in the range $1.2 \leq M \leq 2.0$. Point-design optimization reduces wave drag locally but often produces higher wave drags at the off-design mach numbers, sometimes higher than the original configuration. The average mach number solution gives the user control over the distribution of the wave drag levels through the use of weight factors. This aspect will be discussed later. To invoke the average mach number solution one enters more than one mach number in response to the "INPUT SUPERSONIC MACH NUMBER(S)" prompt. In the present example three specific mach numbers will be input, i.e., 1.2, 1.6, and 2.0. However, before the average mach number solution mode can be entered the user must decide on what, if any, constraints will be imposed on the optimization process. The constraints must be held fixed for all mach numbers analyzed in the average mach number solution.

To evaluate the need for constraints an initial screening is undertaken by optimizing at each of the mach numbers using the point-design approach.

SECTION CONSTRAINTS

Section constraints are invoked when volume redistribution is indicated in an area where design changes are not permitted. The forward fuselage is often a restricted zone because of radar and canopy design requirements.

Responding to WDOPT prompts, the $M=1.2$ case is screened for section constraints. Note that the default value for NT is used. Higher values for NT are generally reserved for the final, detailed wave drag calculations (analysis run). The top and bottom body modification option is selected so that the wing mating juncture with the side of the fuselage will remain undisturbed. Thus, the maximum movement in the section redefinition occurs at the top and bottom centerline and diminishes to zero movement at the side of the section.
LOCAL FILE CONTENTS - - CONFIGURATION TO BE OPTIMIZED

COMPONENT NO. NAME ITYPE ISYM

3000.00 NASA TN D-8361 B 1 2
3100.00 NASA TN D-8361 W 4 2

INPUT SUPERSONIC MACH NUMBER(S) (RETURN - ENDS SESSION)

1.2

INPUT SREF(IN2):
1290

INPUT NT: NT(MAXIMUM)=25
NT(DEFAULT)= 5
NT - NUMBER OF THETA CUTS
FOR SYMMETRICAL CONF FOR ASYMMETRIC CONF
(-90 TO +90) (-90 TO -270)
5-45 DEG, 13-15 DEG 5-90 DEG, 13-30 DEG
19=10 DEG, 25-7.5DEG 19-20 DEG, 25-15 DEG

INPUT COMPONENT NUMBER(S) TO BE OPTIMIZED

COMP. NO.S ENTERED MUST ALL BE FOR GROUP ITYPE 1,2 OR 3,4
(Return = Analysis Run Only)

3000

FOR BODY MODIFICATION(1&2): FOR WING MODIFICATION(3&4)
ENTER: 0 TOP AND BOTTOM 0 T/C CHANGED SPANWISE
1 TOP ONLY 1 T/C CHANGED CHORDWISE
2 BOTTOM ONLY
3 SIDE ONLY

0

At this point the cross hairs have appeared on the screen. Hit the spacebar to continue.

The next set of prompts that appear are shown below. The number of harmonics specified should not exceed the number of sections in a component. One harmonic is required to modify one component section. Be sure your component(s) have ample sections, well spaced, so that potential movements can be made.

INPUT NUMBER OF HARMONICS FOR AXIAL COVERAGE OF BODY (ITYPE=1,2)
DEFAULT = 8
LIMIT = 20

15

INPUT: XSTART, XEND (DEFAULT: 0.0 HOLDS FIRST AND LAST SECTION OF EACH COMPONENT)
TO ALTER FIRST AND/OR LAST SECTION OF A COMPONENT
ENTER: XSTART-? AND/OR XEND+?
OVERALL EXTENT OF COMPONENT(S) TO BE OPTIMIZED IS:
XSTART = -1.00 XEND= 106.41
After the above carriage return has been entered, a long pause generally occurs before the cross hairs appear once again on the screen. The code is solving the matrix of equations represented by the sum of the number of thetas, harmonics, and constraints. Computation time is a direct function of this sum. The sum of the number of harmonics and constraints must not exceed 41.

The results of the solution are shown next. The solution is for a delta volume constraint of zero. This means that if volume is removed in one location (as in the forward fuselage) it must be added in other locations (most goes to aft fuselage in this case) so that the net change in volume addition and subtraction is zero. The delta volume constraint will be discussed in more detail latter.

The wave drag summary for each of the five theta cuts (90 degrees - top centerline) shows that the optimizer was able to about halve the wave drag. The geometry data shown record the optimized and unoptimized values. The side view of the fuselage shows the "coke bottle" effect produced by the linearized theory supersonic area rule algorithm in the optimizer.

WDOPT: WAVE DRAG OPTIMIZATION EXAMPLE
MACH- 1.200 DELTA VOLUME- 0.0

<table>
<thead>
<tr>
<th>SECT</th>
<th>OPT T</th>
<th>OLD R</th>
<th>X</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.000</td>
<td>0.000</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>1.794</td>
<td>1.685</td>
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</tr>
<tr>
<td>3</td>
<td>2.293</td>
<td>2.694</td>
<td>11.600</td>
</tr>
<tr>
<td>4</td>
<td>2.730</td>
<td>3.417</td>
<td>17.400</td>
</tr>
<tr>
<td>5</td>
<td>3.153</td>
<td>3.810</td>
<td>23.190</td>
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<tr>
<td>6</td>
<td>3.870</td>
<td>3.810</td>
<td>29.244</td>
</tr>
<tr>
<td>7</td>
<td>4.203</td>
<td>3.810</td>
<td>37.152</td>
</tr>
<tr>
<td>8</td>
<td>3.786</td>
<td>3.810</td>
<td>45.183</td>
</tr>
<tr>
<td>9</td>
<td>3.192</td>
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<td>53.709</td>
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<td>10</td>
<td>3.113</td>
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<td>62.852</td>
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<td>11</td>
<td>4.144</td>
<td>3.810</td>
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</tr>
<tr>
<td>12</td>
<td>4.523</td>
<td>3.810</td>
<td>80.844</td>
</tr>
<tr>
<td>13</td>
<td>4.447</td>
<td>3.810</td>
<td>88.923</td>
</tr>
<tr>
<td>14</td>
<td>4.153</td>
<td>3.810</td>
<td>96.830</td>
</tr>
<tr>
<td>15</td>
<td>3.810</td>
<td>3.810</td>
<td>105.410</td>
</tr>
</tbody>
</table>

--- unoptimized geometry

--- optimized geometry
In the next set of prompts the example problem requires that the forward fuselage remain unmodified. In other words the forward fuselage modification made by the optimizer is considered unacceptable because of design considerations (canopy, radar, etc.). Section constraints will be imposed on sections 2 thru 6 as shown below.

INPUT: DELTA VOLUME (DEFAULT=0)
→→<CR>
INPUT: SECTION NUMBER(S) TO BE CONSTRAINED (DEFAULT=0)
→→2 3 4 5 6
INPUT: R-VALUE(S). R<0 REMOVES CONSTRAINT AT THAT SECTION
→→1.685 2.694 3.417 3.810 3.810

Constraint additions/changes are not computationally time consuming because the influence coefficient matrix has already been computed for the x-cuts, theta-cuts, and harmonic (or modal shape) specifications. The optimization results with the section constraints are shown next. Note that the new optimized value is 11 counts higher than the previous unconstrained result. However, the constrained value is 28% lower than the unoptimized configuration. Note that once a section constraint has been specified, it remains in effect. To remove a section constraint, input the section number and then input a R<0 value when prompted for R.

** TOTAL WAVE DRAG COEFFICIENT

#### WDOPT: WAVE DRAG OPTIMIZATION EXAMPLE

<table>
<thead>
<tr>
<th>NO.</th>
<th>THETA</th>
<th>D/Q</th>
<th>OPT D/Q</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>90.00</td>
<td>7.67</td>
<td>5.89</td>
</tr>
<tr>
<td>2</td>
<td>45.00</td>
<td>7.70</td>
<td>5.56</td>
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<tr>
<td>3</td>
<td>0.0</td>
<td>8.27</td>
<td>5.81</td>
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<tr>
<td>4</td>
<td>-45.00</td>
<td>7.70</td>
<td>5.56</td>
</tr>
<tr>
<td>5</td>
<td>-90.00</td>
<td>7.67</td>
<td>5.89</td>
</tr>
</tbody>
</table>

** TOTAL WAVE DRAG COEFFICIENT

0.0061 0.0044
DELTA VOLUME CONSTRAINTS

The effect of adding or removing volume in the fuselage component on the above optimum wave drag is shown in the following plot. In this particular case a delta volume of zero is the optimum and this is true for M=1.6 and 2.0 as well. In screening a more complicated configuration one might expect to find different values of delta volume produce the minimum point, at the different mach numbers. In that event one must decide on an average value to use since only one value must be invoked during the average mach number solution process.

To end the constraint prompt loop one accepts the default values as shown below. The next prompt wants to know whether to save the optimized component geometry into the local file. For the purposes of this example the local file geometry is not to be updated at this time since the result stored would be for the M=2.0 point-design optimum. The code then moves the user back to the beginning, where the mach number(s) are specified, etc.

INPUT: DELTA VOLUME (DEFAULT=0)  <<<CR>>>  INPUT: SECTION NUMBER(S) TO BE CONSTRAINED (DEFAULT=0)  <<<CR>>>  1=SAVE OPT. COMP; O=NO (DEFAULT=NO)  <<<CR>>>
AVERAGE MACH NUMBER SOLUTION

The average mach number solution algorithm is invoked by entering more than one mach number as shown below. The weight factors associated with each mach number is also requested. Once the solution is computed the user can respecify the weight factors to study this influence and to a certain extent have control over the shaping of the level of the wave drag as a function of mach number. Studying the influence of weight factor is inexpensive and the user should feel free to explore a variety of combinations. The inputs for reference area, number of theta-cuts, component to be optimized, nature of body modification and the number of harmonics remains the same as before. After this input the code provides the unconstrained wave drag optimum for the first mach number, i.e., M=1.2.

INPUT SUPERSONIC MACH NUMBER(S) (RETURN - ENDS SESSION)
—— 1.2 1.6 2.0
INPUT WEIGHT FACTOR FOR EACH MACH NO. TO BE USED IN AVERAGE MACH NUMBER SOLUTION
—— 1 1 1

The next screen, shown below, prompts the user to specify the constraints to be used for all the mach numbers. All future prompts for this information should be answered by accepting the defaults, i.e., input a carriage return.

SPECIFY CONSTRAINTS TO BE USED FOR ALL MACH NUMBERS
INPUT: DELTA VOLUME (DEFAULT=0)
—— <CR>
INPUT: SECTION NUMBER(S) TO BE CONSTRAINED (DEFAULT=0)
—— 2 3 4 5 6
INPUT: R VALUE(S), R<0 REMOVES CONSTRAINT AT THAT SECTION
—— 1.685 2.694 3.417 3.81 3.81

The code then reanalyzes the M=1.2 case and provides the output. Continuing to respond to the prompts as they come up the code will proceed to analyze the M=1.6 and 2.0 cases as shown next.
WDOPT: WAVE DRAG OPTIMIZATION EXAMPLE

** MACH - 1.200  DELTA VOLUME - 0.0

<table>
<thead>
<tr>
<th>NO.</th>
<th>THETA</th>
<th>D/Q</th>
<th>OPT D/Q</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
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<td>7.42</td>
<td>6.83</td>
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<tr>
<td>2</td>
<td>45.00</td>
<td>8.69</td>
<td>6.45</td>
</tr>
<tr>
<td>3</td>
<td>0.0</td>
<td>8.02</td>
<td>6.11</td>
</tr>
<tr>
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<td>-45.00</td>
<td>8.69</td>
<td>6.45</td>
</tr>
<tr>
<td>5</td>
<td>-90.00</td>
<td>7.42</td>
<td>6.83</td>
</tr>
</tbody>
</table>

** TOTAL WAVE DRAG COEFFICIENT

| SECT | OPT T | OLD R | X
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.000</td>
<td>0.000</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>1.685</td>
<td>1.685</td>
<td>5.000</td>
</tr>
<tr>
<td>3</td>
<td>2.694</td>
<td>2.694</td>
<td>11.600</td>
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<tr>
<td>4</td>
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<td>3.417</td>
<td>17.400</td>
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<td>5</td>
<td>3.810</td>
<td>3.810</td>
<td>23.190</td>
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<tr>
<td>6</td>
<td>3.810</td>
<td>3.810</td>
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<td>3.810</td>
<td>37.152</td>
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<td>3.625</td>
<td>3.810</td>
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<td>3.034</td>
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<td>53.709</td>
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<td>2.969</td>
<td>3.810</td>
<td>62.852</td>
</tr>
<tr>
<td>11</td>
<td>4.014</td>
<td>3.810</td>
<td>71.748</td>
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<td>12</td>
<td>4.412</td>
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<td>80.844</td>
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<td>3.810</td>
<td>88.923</td>
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<td>96.830</td>
</tr>
<tr>
<td>15</td>
<td>3.810</td>
<td>3.810</td>
<td>105.410</td>
</tr>
</tbody>
</table>

----- unoptimized geometry

--- optimized geometry

--- unoptimized geometry

--- optimized geometry
The following summary output is provided by the code and shows the wave drag levels as a function of mach number for the weight factors selected as well as the corresponding geometry valid for the mach number range. In the present example it is assumed that the M = 2.0 wave drag will be reduced as much as possible. To accomplish this, new weight factors are entered to favor the M = 2.0 case.
WDOPT: WAVE DRAG OPTIMIZATION EXAMPLE
MACH= 1.200  DELTA VOLUME= 0.0

<table>
<thead>
<tr>
<th>NO.</th>
<th>THETA</th>
<th>D/Q</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>-90.00</td>
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<tr>
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<td>-45.00</td>
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<td>5.868</td>
</tr>
<tr>
<td>5</td>
<td>90.00</td>
<td>6.250</td>
</tr>
</tbody>
</table>

** TOTAL WAVE DRAG COEFFICIENT 0.0046

WDOPT: WAVE DRAG OPTIMIZATION EXAMPLE
MACH= 1.600  DELTA VOLUME= 0.0

<table>
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<th>NO.</th>
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</tr>
</thead>
<tbody>
<tr>
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<td>-90.00</td>
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<tr>
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<td>6.606</td>
</tr>
<tr>
<td>5</td>
<td>90.00</td>
<td>5.966</td>
</tr>
</tbody>
</table>

** TOTAL WAVE DRAG COEFFICIENT 0.0051

WDOPT: WAVE DRAG OPTIMIZATION EXAMPLE
MACH= 2.000  DELTA VOLUME= 0.0

<table>
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<th>NO.</th>
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</tr>
</thead>
<tbody>
<tr>
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<td>-90.00</td>
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<td>2</td>
<td>-45.00</td>
<td>6.746</td>
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<td>3</td>
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<tr>
<td>5</td>
<td>90.00</td>
<td>6.145</td>
</tr>
</tbody>
</table>

** TOTAL WAVE DRAG COEFFICIENT 0.0056

OPTIMIZED GEOMETRY (SOLID) USING AVERAGE MACH NUMBER SOLUTION

<table>
<thead>
<tr>
<th>MACH</th>
<th>WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.20</td>
<td>1.00</td>
</tr>
<tr>
<td>1.60</td>
<td>1.00</td>
</tr>
<tr>
<td>2.00</td>
<td>1.00</td>
</tr>
</tbody>
</table>
WOULD YOU LIKE TO TRY A DIFFERENT WEIGHT ON MACH NUMBERS?
PRESENT VALUES ARE (MACH,WEIGHT)
   1.20  1.00  
   1.60  1.00  
   2.00  1.00  

               1=YES  0=NO (DEFAULT=NO)

INPUT WEIGHT FACTOR FOR EACH MACH NUMBER TO BE USED IN AVERAGE MACH
NUMBER SOLUTION

.25 .25 1.
The following graph summarizes the various results obtained in the course of this example problem. The difference between curves A and B show the maximum wave drag reduction that could be possible. More realistic is curve C since geometry constraints are almost always a certainty. The problem of point-design optimization is demonstrated in curve D and shows the poor off-design performance at other mach numbers. Curves E and F indicate the reason for a bias towards using an average mach number solution rather than the point-design.
OTHER FEATURES

The above example demonstrated one branch of the wave drag optimizer. Within the context of that example a top, bottom or side only body modification option could have been explored in the search for a better optimum. Generally the choice selected is governed more by hardware construction and/or boundary layer control considerations than by pure academic optimizations.

Experience has shown some small benefit can be realized if one now proceeds to optimize the wing in the presence of the optimized(saved) body in the above example. For the wing modification (surface components - Types 3&4) the user can vary the thickness (T/C) spanwise or airfoil shape (T/C) chordwise. The spanwise option works best. Be sure to enrich your wing component with additional sections, especially in the root area, because the optimizer tends to produce blended wing-body designs.

Negative areas are often produced when using the chordwise option, forcing the user to impose many constraints on the solution. Generally so little volume is available in the wing that its redistribution causes severe changes in the wing section shape. Since the wing section design is more constrained by other aspects of aerodynamics than wave drag considerations this option should have restricted usage. Possibly in the design of a flying wing where all the volume is in the wing.

LIMITS: NT - NUMBER OF THETA-CUTS = 25

NUMBER OF HARMONICS + NUMBER OF CONSTRAINTS = 41
Vehicle body, surface, and field point data can be entered in card image form using the input format described in this appendix. The card image data set should be stored under an appropriate data set name on user's computer resident catalog for later reference by APAS.

Data set access and transfer to the local or permanent file is accomplished using the CARD command of section 6.
## Header Card for CARD Command Input File

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<td>surface z/c’s. The upper z/c’s of one section are followed directly by the z/c’s for the lower surface. [If RLC-107 is zero, and airfoil is symmetric, enter upper surface z/c’s only] Input only one section if all have same z/c’s (Fill in only if upper surface flag is &gt;0.0)</td>
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- **100.0** FUSELAGE

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### 1200.0 FIELD POINTS

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Listing of Keyed-In CARD Data Following Format Shown on Previous Pages
General Procedure for Inputing a BODY Component That Has a General Section

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### GENERAL FUSELAGE EXAMPLE

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Listing of Keyed-In CARD Data Following Format Shown on Previous Page
Point spacing and data interpolation procedures are defined. A summary of the transformations used to position and display geometry are presented.

**POINT SPACING**

Given a set of ordered input points in three space, the angle between two consecutive vectors \( \vec{a} \) and \( \vec{b} \) can be determined as follows:

\[
\cos \theta_i = \frac{\vec{a} \cdot \vec{b}}{|\vec{a}| |\vec{b}|} \quad 2 \leq i \leq n-1
\]

where

\[
\vec{a} = a_1 \hat{i} + a_2 \hat{j} + a_3 \hat{k}
\]

\[
\vec{b} = b_1 \hat{i} + b_2 \hat{j} + b_3 \hat{k}
\]

Thus

\[
\theta_i = \cos^{-1} \left[ \frac{a_1 b_1 + a_2 b_2 + a_3 b_3}{\left( a_1^2 + a_2^2 + a_3^2 \right)^{1/2} \left( b_1^2 + b_2^2 + b_3^2 \right)^{1/2}} \right]
\]
The end points are arbitrarily defined as $\theta_1 = 0$ and, $\theta_n = \theta_{n-1}$. A rule for spacing points based on the total angular displacement can be developed such that the angular change between any two vectors is a constant. That is:

$$\Delta \theta = \text{constant}$$

$$\theta = \sum_{1}^{n} |\theta_i|$$

Alternatively, a constant incremental arc length rule can be considered

$$\Delta S/S = \text{constant}$$

$$S_1 = 0$$

$$S = \sum_{2}^{n} \left[ (x_i - x_{i-1})^2 + (y_i - y_{i-1})^2 + (z_i - z_{i-1})^2 \right]^{1/2}$$

A spacing algorithm (SPCTOL) was designed considering either or both properties. It is used with a 0.5 property bias to space points on digitized body cross sections and during hypersonic model generation.

**INTERPOLATION**

There are three methods of curve fitting geometry data and one method for curve fitting analysis display data. They are linear, second order and least squares smoothing. The second order routine is also used for analysis data.

The linear curve fit solves the equation.

$$y = y_n + (y_{n+1} - y_n) (x - x_n) / (x_{n+1} - x_n)$$

where $x_n \leq x \leq x_{n+1}$.

The second order curve fit solves the equation

$$y = (x - x_n) (x - x_{n+1}) / [(x_{n-1} - x_n) (x_{n-1} - x_{n+1})] y_{n-1}$$

$$+ (x - x_{n-1}) (x - x_n) / [(x_{n-1} - x_n) (x_{n-1} - x_{n+1})] y_n$$

$$+ (x - x_{n-1}) (x - x_{n+1}) / [(x_{n-1} - x_{n+1}) (x_{n+1} - x_n)] y_{n+1}$$

for the value $y$. The evaluation is performed first for a left triplet, then the right triplet. The two resulting $y$'s are averaged.
A least squares curve fit solves for the coefficients $a_1, a_2, \ldots, a_n$ in the equation

$$z = \sqrt{2rx(1-x)} + x(1-x) \left[ a_1 + a_2 x + \ldots + a_{n-1}x^{n-2} \right] + xz_t \quad 0 \leq x \leq 1$$

such that the error $\sum_{i=1}^{n} (z_i - z)^2$ is a minimum in the least squares sense under the condition that the curve passes exactly through the first and last points. $r$ is taken as the initial normalized radius of curvature and $z_t$ is the normalized maximum half thickness. The input data is prepared such that the first point passes through $z=0$, and the last point passes through $z=z_t$. The value of $r$ can be input or can be solved for as an additional unknown coefficient $a_n$.

$$r = \frac{a_n^2}{2}$$

When $r$ and $z_t$ are set to zero, a standard least squares fit, results. This form is used for digitized body sections.

The principle purpose of this routine, is to smooth airfoil data being input through the digitizer.

**GEOMETRY TRANSFORMATIONS**

Consider two orthogonal reference systems $\mu$ and $\nu$. The transformation from $\mu$ to $\nu$ is defined by

$$[\begin{array}{cccc} x & y & z & h \end{array}]_{\nu} = [\begin{array}{cccc} x & y & z & h \end{array}]_{\mu} \begin{bmatrix} A & E & I & M \\ B & F & J & N \\ C & G & K & O \\ D & H & L & P \end{bmatrix}$$
The specific APAS applications are

COMPONENT POSITION

\[
[C] = \begin{bmatrix}
A & E & I & 0 \\
B & F & J & 0 \\
C & G & K & 0 \\
Xo & Yo & Zo & 1/s*
\end{bmatrix}
\]

SCALING INDIVIDUAL AXIS DIRECTIONS

\[
[S] = \begin{bmatrix}
Sx & 0 & 0 & 0 \\
0 & Sy & 0 & 0 \\
0 & 0 & 0 & 1 \\
0 & 0 & 0 & 1
\end{bmatrix}
\]

*s = SCALING FACTOR

PERSPECTIVE VIEWING

\[
[P] = \begin{bmatrix}
1 & 0 & 0 & 1/d* \\
0 & 1 & 0 & 1/d* \\
0 & 0 & 1 & 0 \\
0 & 0 & 0 & 1
\end{bmatrix}
\]

DISPLAY POSITION

\[
[D] = \begin{bmatrix}
A & E & I & 0 \\
B & F & J & 0 \\
C & G & K & 0 \\
0 & 0 & 0 & 1
\end{bmatrix}
\]

*d = VIEWING DISTANCE

To rotate a component with position [C] into viewing space [D], the transformation

\[
[T] = [C] \times [D]
\]

will define the position in one operation. The sub matrix

\[
\begin{bmatrix}
A & E & I \\
B & F & J \\
C & G & K
\end{bmatrix}
\]

due to sideslip (\(\beta\)), pitch (\(\alpha\)), and roll (\(\gamma\)) can be determined from a standard axis rotation and are as follows

\[A = \cos \alpha \cos \beta\]
\[B = \sin \beta \cos \gamma - \sin \alpha \cos \beta \sin \gamma\]
\[C = -\sin \alpha \cos \beta \cos \gamma - \sin \beta \sin \gamma\]
\[E = -\cos \alpha \sin \beta\]
\[F = \sin \alpha \sin \beta \sin \gamma + \cos \beta \cos \gamma\]
\[G = \sin \alpha \sin \beta \cos \gamma - \cos \beta \cos \gamma\]
\[I = \sin \alpha\]
\[J = \cos \alpha \sin \gamma\]
\[K = \cos \alpha \cos \gamma\]
APPENDIX C

OUTPUT VARIABLE DESCRIPTIONS*

INTERACTIVE

A, ALPHA
Angle of attack, \( \alpha \), degrees

ALT, ALTITUDE
Altitude, m or ft

B, BETA
Angle of Sideslip, \( \beta \), degrees

CONFIG.
Configuration

D1, ..., D6
Flap Deflection Angle, \( \delta_1, \delta_2, \ldots \), degrees

KS
Sand Grain Height, \( K_s \), m or ft

M, MACH
Mach Number, M

P
Non-Dimensional Rolling Velocity, \( \mathbf{p} \)

PR, PRESSURE
Static Pressure, \( P_\infty \), Nt/m\(^2\) or lb/ft\(^2\)

Q
Non-Dimensional Pitching Velocity, \( \mathbf{q} \)

R
Non-Dimensional Yawing Velocity, \( \mathbf{r} \)

T, TEMP
Static Temperature, \( T_\infty \), K or R

SLENDER BODY ANALYSIS

By definition, slender body results do not vary with mach number. This can be seen in wind tunnel or flight test data. The extent such data vary is a measure of the non-slenderness of vehicle.

BC
Boundary Condition

<table>
<thead>
<tr>
<th>BC</th>
<th>DESC</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AL=0: ( \alpha=0 ) deg. (Basic Load)</td>
</tr>
<tr>
<td>2</td>
<td>AL=1: ( \alpha=1 ) deg. (Coefficient Increment Due to Unit Increment in Pitch)</td>
</tr>
<tr>
<td>3</td>
<td>QB=1: ( \mathbf{q}=1 ) rad. (Coefficient Increment Due to Unit Increment in Pitching Rate)</td>
</tr>
<tr>
<td>4</td>
<td>BE=1: ( \beta=1 ) deg. (Coefficient Increment Due to Unit Increment in Yaw)</td>
</tr>
<tr>
<td>5</td>
<td>PB=1: ( \mathbf{p}=1 ) rad. (Coefficient Increment Due to Unit Increment in Rolling Rate)</td>
</tr>
<tr>
<td>6</td>
<td>RB=1: ( \mathbf{r}=1 ) rad. (Coefficient Increment Due to Unit Increment in Yawing Rate)</td>
</tr>
</tbody>
</table>

*Aerodynamic symbols conform to PART I definitions

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CBAR
Input Reference Chord, $C_{REF}$

CL
Lift Coefficient, $F_z/[q_{SREF}]$

CLL
Rolling Moment Coefficient, $M_x/[q_{BREF}S_{REF}]$

CM
Pitching Moment Coefficient, $M_y/[q_{CREF}S_{REF}]$

CN
Yawing Moment Coefficient, $M_y/[q_{CREF}S_{REF}]$

CNB1
Sectional Normal Force Coefficient, $n/[q_{L}]$ at $\alpha = 0$

CNB2
Sectional Normal Force Slope, $d/d_\alpha[n/q_{L}]=2S_{PX}/57.3$ [for circular bdy]

CY
Side Force Coefficient, $F_y/[q_{SREF}]$

L
Body Length (Last value in X-column of printout)

$S/L^2$
Normalized Body Cross-sectional Area, $S/L^2$

SPAN
Input Reference Span, $b_{REF}$

SPX
Normalized Body Cross-sectional, $(d[S/L^2])/(d[x/L])$
Area First Derivative

SPPX
Smoothed Normalized Body Cross-sectional,
Area Second Derivative
$(d^2[S/L^2])/(d[x^2/L^2])$

SPPXR
Rough Normalized Body Cross-sectional,
Area Second Derivative
$(d^2[S/L^2])/(d[x^2/L^2])$

SREF
Input Reference Area, $S_{REF}$

W/L
Normalized Body Width, $W/L$

X
Axial Distance from Body Nose, $x$

X-CG
Axial Reference Point, $x_{CG}$

Y-CG
Lateral Reference Point, $y_{CG}$

Z-CG
Vertical Reference Point, $z_{CG}$

A useful calculation to make to check the slender body solution relative to known data is to compute the lift coefficient at $\alpha = 1$. Recall that in slender body theory the value for an infinite cylinder is 2.0. The formula to use is:

$$C_{L,\alpha=1}=[S_{REF}/L^2]/[S_{BASE}/L^2](57.3)\cdot C_{L} =\frac{[249.91/(31.75)^2](57.3)(.00792)}{.04105} = 2.74$$
UNIFIED DISTRIBUTED PANEL ANALYSIS

ACTIVE
Indicator to denote which components are active. (e.g. "Active" Missile in presence of "Inactive" Carrier Aircraft)

0 Inactive (Forces influence active components but are not included in force output summary)
1 Active (Only forces to appear in output)

ALPHA
Angle of Attack, \( \alpha \), degrees

AREA
Normal Surface Area of Quadrilateral Panel

BETA
Angle of Sideslip, \( \beta \), degrees

CAVG
Average Chord, \( \frac{S_{\text{REF}}}{(\text{Component True Span})} \)

CBAR
Input Reference Chord; \( \delta_{\text{Delta Wing}} \)^{-2/3}

CDL
Drag due to Lift, \( C_{D_{L}} \)

CDTHK
Total Nearfield Thickness Drag

CDTHK (BODY)
Body Nearfield Thickness Drag

CDVTX
Farfield Vortex Drag

CDO
Nearfield Drag Due to Lift, \( C_{D_{0}} \)

CD100
Farfield Drag Due to Lift, \( C_{D_{100}} \)

CHORD
Local Component Chord, \( C \)

CL
Lift Coefficient, \( C_{L} \)

CL*C/CAVG
Weighted Section Lift, \( C_{L} \frac{C}{C_{AVG}} \)

CN
Section Normal (to Surface) Force Coefficient, \( C_{n} \)

CN*C/CAVG
Surface Weighted Section Normal Force Coeff., \( C_{n} \frac{C}{C_{AVG}} \)

CN*W/L
Body Weighted Section Normal Force Coefficient, \( C_{n} \frac{W}{L} \)

COS(THETA)
Cosine of Quadrilateral Panel Dihedral Angle*

CP-NET
Net Pressure Across Quadrilateral Panel, \( C_{P_{\text{NET}}} \)

DELTA
Flap Deflection, \( \delta \), degrees

* Facing forward, positive normal is in direction of head with first chord in left hand and last chord in right hand.
Flap Deflection $\delta_1, \delta_2 \ldots$, deg [$\delta<0$, LE down; $\delta>0$, T.E.]

Nondimensional Span Station, $\eta = s/(\text{Component True Span})$

Quadrilateral Panel Image Indicator

Initial Component Incidence in Degrees (Same as constant Twist along Span)

Lift Coefficient, $C_L$

Total Force Coefficient Normal to Local Surface for Half of Component (Not Meaningful for Non-Planar Components)

Nondimensional Rolling Velocity, $\hat{p}$

Pitching Moment Coefficient, $C_m$

Nondimensional Pitching Velocity, $\hat{q}$

Nondimensional Yawing Velocity, $\hat{r}$

Rolling Moment Coefficient, $C_r$

Component Semi-Span Measured Along Surface (Total Span for Asymmetric Components)

Side Force Coefficient, $C_Y$

Sine of Quadrilateral Panel Dihedral Angle

Number of Spanwise Quadrilateral Vortex/Source Panels

Average Level of Leading Edge Suction

$$\frac{(\bar{C}_D - C_{D_{L100}})}{(\bar{C}_D - C_{D_L})} \text{ where } \bar{C}_D - C_{D_L} \text{ for } K_S = 0$$

Local Component Twist Angle, $\epsilon$, degrees

[Calculated from $(z_{le} \text{ minus } z_{te})$/chord]

Component Type:

3 Vertical Surface

4 Symmetrical Surface

5 Interference Shell

Ratio of Local Body Width to Body length, $W/L$
X  x-coordinates for Body Stations
XBAR  x-coordinate of Quadrilateral Panel Centroid
XC  x-coordinate of Quadrilateral Panel Control point
X1  x-coordinate of Quadrilateral Panel Inboard Leading Edge
X2  x-coordinate of Quadrilateral Panel Outboard Leading Edge
X3  x-coordinate of Quadrilateral Panel Inboard Trailing Edge
X4  x-coordinate of Quadrilateral Panel Outboard Trailing Edge
X/C C.P  Nondimensional Chord Location of Section Center of Pressure
X/L  Nondimensional Coordinates for Body Stations
YAW  Yawing Moment Coefficient, $C_n$
YBAR  y-coordinate of Quadrilateral Panel Centroid
Y1  y-coordinate of Quadrilateral Inboard Edge
Y2  y-coordinate of Quadrilateral Outboard Edge
ZBAR  z-coordinate of Quadrilateral Panel Centroid
Z1  z-coordinate of Quadrilateral Inboard Edge
Z2  z-coordinate of Quadrilateral Outboard Edge

WAVE DRAG ANALYSIS

ALPHA  Angle of Attack, $\alpha$, degrees
D/Q  Sectional Wave Drag, $d[Dw/q]/d\theta$
MACH  Mach Number, $M$
THETA  Cylindrical Angle, $\theta$, degrees

SKIN FRICTION ANALYSIS

CDF SMOOTH  Hydraulically Smooth Skin Friction Drag Coefficient, $C_{DF}$
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDF ROUGH</td>
<td>Distributed Rough Skin Friction Drag Coefficient, $C_{DF}$</td>
</tr>
<tr>
<td>CDF USED</td>
<td>Maximum of CDF Smooth and CDF Rough</td>
</tr>
<tr>
<td>KS</td>
<td>Sand Grain Height, $K_S$, m or ft</td>
</tr>
<tr>
<td>PRESS</td>
<td>Static Pressure, $P_\infty$, N/m$^2$ or lb/ft$^2$</td>
</tr>
<tr>
<td>REYNOLDS</td>
<td>Length Reynolds Number $U_\infty C/\mu_\infty$ or $U_\infty L/\mu_\infty$</td>
</tr>
<tr>
<td>TEMP</td>
<td>Static Temperature, $T_\infty$, $^0$K or $^0$R</td>
</tr>
<tr>
<td>X/L TRANS</td>
<td>Component Normalized Transition Point, $x$-transition/L</td>
</tr>
</tbody>
</table>
APPENDIX D
DESCRIPTION OF SYSTEM SUBROUTINES

AAMAIN - APAS II main program.

AERO - Controls FORCE calculations.

ANGLE (X1,Y1,X2,Y2,S)
- Evaluates angles for vector defined by (X1,Y1) and (X2,Y2) and returns the magnitude S.

ARDC62 (ALT,PRESS,TEMP,C)
- 1962 U.S. Standard Atmosphere. Input altitude (ALT) returns static pressure (PRESS - lbs/ft²), temperature (TEMP °R) and the speed of sound (C-ft/sec).

AREAS - Makes cuts through a geometric component and tallies perimeter and cross-section area.

AREAW - Makes oblique cuts through geometric components and accumulates the projected cross-section areas.

ATMOS - Solves for the atmospheric properties using the 1962 U.S. Atmosphere.

BDYLD - Calculates longitudinal loading on the body components.

BLOCK - Initializes data arrays required in calculating equilibrium real gas properties of air.

BLOCK DATA - Used to initialize the page heading array.

BLUNT - Calculates the viscous forces on a blunt body including low density effects.

BMTX - Calculates \((T + \beta^2)^{1/2}\) for each of the quadrilateral panels, where \(T\) is the tangent of the leading edge sweep angle and \(\beta^2 = 1 - M^2\).

BORDER (TITLE)
- Places a border around a Tektronix screen and on the underlined title (TITLE) at the top of the page.

BOUND - Calculates the symmetric and antisymmetric boundary conditions for use with the aerodynamic influence matrices.

CLC (N,BUF1,II,IBUF2,I2)
- Compare N characters of BUF1 starting at character II against N characters in IBUF2 starting at I2.
CODIM (XI,YI,NI,T,ANS,NA)
- Curve fit routine based on a second-order weighted average technique. NI input points (XI, YI arrays) are used to fill NA points in the ANS array using the values in array T.

COMEXT - Calculates component extents for scaling and display. Parameters used are from common/GEOM/.

COMPON - Component management routine. APAS commands processed (ATTACH, COPY, ETC) are clearly marked. Major parameters used are from commons / COMPO/, /INDEX/, and the first 7 words of /GEOM/.

COMPR - Calculates the local flow properties using oblique - shock relationships of NACA TR 1135.

CONCAT (A1,A2)
- Concatenates two words into one left adjusted word. A double precision function on the PRIME computer.

CONE - Solves for the local properties about a cone in supersonic flow using empirically derived equations.

CONTROL- Changes the geometry data for control surfaces to the proper deflected position.

CONV (I1ST,BUF,ILAST)
- Converts 1 Byte characters in BUF array to a real value starting at location I1ST through ILAST or until a delimiter (comma, space, 1, (,),) is encountered. Returns end point location in I1ST.

CPLOT (X,Y,NP,IND,ISKIP)
- Simple display for wave drag area cuts. Plots Y versus X for NP points. IND = 1 to scale
  ISKIP =0 solid line
  = 0 to use old scale
  >0 dashed line.

CRVFT - Calculates a least-square error curve fit for the set of points $X_i, F_i, i = 1,n$.

CUT (JCUT,XMP,ROT,YERO,ZERO,IDASH,LEFT)
- Makes cuts through component indicated at the rotation indicated by ROT array and/or aircraft rotation system.

  JCUT
  1 Component already in position retrieve data.
  2 Position component relative to ROT angles only.
  3 Position component relative to ROT and A/C location data.

  XMP Location of plane to be cut.

  ROT Spacial position of plane.

  YERO Origin of section in picture.

  ZERO

  IDASH Dashed line indicator.
LEFT  1  Draw section to right of marker.
      2  Draw section to left of marker.

CUTSEC - Display cross-section cuts on a three-view for the component currently in common /GEOM/.

DIGIT  - Digitize geometry component using the Tektronix tablet. Important variables are in commons /GEOM/, /DIGIT/, and /AXIS/. Variable IAXIS in /COMPO/ controls the drawing axis on the tablet.

DISP  - Controls the type of display to be used (three-view or orthographic).

DQWS (IM,NM)  - WAVE drag routine. Calculates total vehicle drag from S array in /COPT/. IM is current Mach number, NM is number of Mach numbers in calculation.

DRAG  - Calculates untrimmed values of drag-due-to-lift for three angles of attack. These values are used to determine the coefficients in a parabolic drag polar equation.

EDIT  - Executive routine for edit function. Controls calls to subroutines in the edit family and adjustments to parametric component data. Major variables are found in /GEOM/,/PANL/,/COMP/,/ED/, and /EDD/.

EDITN - Screen edit routine uses a pictorial of a component and the cross-hairs to make changes to the component's geometry. Major parameters are from /GEOM/,/COMPO/,/INDEX/,/ED/, and /EDD/.

EDPUT - Edit command interpretor. Converts alphanumeric terminal input into numerics in common/EDD/.

ELPI - Approximates elliptic integrals of the first and second kind.

EMLORD (IT,DA)  - Cross-section interpolation routine to enhance data supplied in the TERMINAL function. Uses an EMINTION LORD curve fit method. Variable IT is the type of body component, and the output is stored in the array DA.

EQUA  - Calculates the parabolic drag due to lift equations from three data points.

EXPAND  - Calculates local flow conditions using Prandtl-Meyer relationships of NACA TR 1135.

FILL  - Fills intermediate locations in an array using cosine axial spacing.

FINDW (ICOL,ILAST,CCOL,VALUE,IFLG)  - Searches a single character buffer, "CCOL" and returns the first word encountered as a packed word "FINDW" double precision function on 32 bit machines.
"ICOL" is the first position within CCOL to be searched, or return, ICOL - the position of the delimiter encountered immediately after the returned word.

"ILAST" is the last position within CCOL to be searched, returned unaltered.

"Value" is returned as the value of a number which follows the returned word immediately or one delimiter past.

If the word begins with a "C" it is assumed to be a data coefficient, such as "CL". If the coefficient is "CL", "CM", "CY", ~CN", or "CR" any additional characters following are assumed to be a slope subscript. In the case of "CLA" the first part "CL" would be returned in "FINDW" and the variable name "A" would be returned in "VALUE".

on return, IFLG=0  If a word is encountered and is followed by another.
     IFLG=99  If a double blank follows the returned word.
     IFLG=100 If no word is encountered within the field.
     IFLG=99  If a number returned in "VALUE" was preceded by a "(".

FIT (N X,Y,NN,XX,YY,IOR,R,ITY)
   - Interpolates broken line using spline fit or least squares smoothing up to tenth order.

N     No. of input points, N>3.
X,Y   Input point arrays.
NN    No. output points.
XX,YY Output point arrays, XX must be specified.
IOR   Maximum desired least squares order.
R     Initial radius of curvature of curve.
-R, radius is calculated, least squares only.
ITY   1- Least Squares; 2-CODIM fit; 3- Linear fit.

FITWT (MUM,XX,MM,XP,YP,R,N)

This subroutine fits a curve
Y = SORT(2.*R*X) + A(L)*X + A(2)*X**2 + ... +A(N)*X**N
through the points X(I)) such that
1. The curve goes through (0,0) and (X(M),Y(M)).
2. The initial radius of curvature is equal to R.
3. The error (Y-Y(I)) is a minimum in the least square sense.
4. If (ABS(Y(2)-Y(I)).LT>R point is eliminated.

MUM  is the number of points (X(I),Y(I)).
MM   is the number of output points.
N    is the order of the polynomial.
M    must be greater than or equal to N.

All X(I) must be greater than 0.
YY,A1,A2,A3, are scratch arrays of dimension M.
The solution is A(I) = A(I,1,...,N).
FIT3 (NN,X,Y,Z,NC,NS,XP,YP,ZP)
- Three-dimensional linear curve fit. Input arrays XP and ZP are
two-dimensional. NC,X,NS, YP is dimensioned NA with one value of
YP for each NC values of XP and ZP. The value of Z is interpolated
for each value of X and Y for NN output points.

FLOSEP - Determines the effect of flow separation caused by the deflection
of a control surface at hypersonic speeds.

FORCE - Determines the pressure coefficients on each quadrilateral element,
resolves the force in the required body axis system, and sums the
contributions of each element to give hypersonic six component
characteristics.

GENTB - Hypersonic paneling routine for body components. Unwetted areas on
bodies are bypassed. /GEOM/ and /GENT/ common blocks are used.

GENTS - Hypersonic paneling routine for surfaces. Uses /GEOM/ and /PANL/
to break out leading edge, flaps, and surfaces. Also uses common
/GENT/.

GEOEX - Main executive command interpreter. Inputs an alphanumerics string
from the terminal and converts it to numeric code variables in
common /COMPO/.

GETRUN (JCONF)
- Interrogates local file and determines if a new or old
configuration is stored. Inputs configuration parameters, SREF,
CBAR, SPAN, XCG, YCG, ZCG for a new configuration. Uses common
/OINDEX/ and /INDEX/.

GREEK (I)
- Draws Greek symbols $\lambda$, $\Lambda$, and $\gamma$ at current Tektronix screen
location for $I = 1,2,$ or 3, respectively.

GRID - Subroutine to produce a grid in subroutine PLOTIT. Inputs select
scaling factors, grid type, axis orientation and zero point
location.

HEADER - Provides a title at the top of each page of the output and advances
the page counter.

HSHLDR - Function to solve systems of simultaneous equations using the
Householder method. Non-square solution sets are solved least
square.

IDATA - Inputs viscous drag calculation conditions. Commons /GEOM/,
/COPTV/, /PLOTV/, and /CDAT/ are used.

INFO - Inputs and interprets basic surface definition parameters, SW, AR,
$\lambda$, $\Gamma$. Will also draw a box in the upper right-hand corner of the
screen if requested.
INTE - Subroutine for constructing interference shells. Uses a three-view and the graphics cursor to define the surface. Uses commons /GEOM/, /PANL/, and /INDEX/.

INTEG - Integrates net pressures to establish section and total loads for each component.

INTSCT - Calculates the intersection (X,Y) of two lines determined by connecting (X1,Y1), (X2,Y2) and (X3,Y3), (X4,Y4).

INTSCT-0 Solution for (X,Y) completed.
INTSCT-1 Parallel lines, no solution.
INTSCT-1 The lines coincide.

INVEST (NC,FILE,NCR,ITYPE)
- Investigates ICOM array against the index array for requested files and returns the record number for each local component.

NC Number of components on input list.
FILE Unit number to be investigated.
NCR Number of components being returned.
ITYPE 1 : normal find.
2 : find all components and +.
3 : search for - components and place record number in ICOM array.

ISIMEQ - Solves a system of linear equations by Gaussian elimination.

ISTRING (I1ST,ILAST,BUF,NTOT,VALUE)
- Routine to convert a string of numbers, separated by commas or blanks, within buffer "BUF", beginning at character "I1ST" and ending when any delimiter or a double blank is encountered.

"ILAST" is the last character within BUF to be searched.

The array of integer converted values is returned within "VALUE".

"I1ST" is returned as the position of the next delimiter following the converted string or as the position immediately following a ")" at the end of the numeric string.

LIMIT (IC)
- Calculates component (IC) limits for viscous drag section cuts. Input data from /GEOM/. Output stored in /CLIM/.

LINEAR (X1,Y1,N1,XO,YO,NO)
- Linear curve fitting routine. Input array X1,Y1 of size N1 are used to interpolate NO values of YO at points in XO.
LIST - Terminal input edit function. Keyboard command interpreted by EDPUT are carried out in LIST. Section inserting, deleting, duplicating, point translation with graphics cursor, and listing cross-section displays. Section translation, scaling, and component scaling are also performed in LIST. Commons /GEOM/, /EDD, /ED/ contain most of the important variables.

LSEE - Interprets surface geometry in /GEOM/ for subsonic-supersonic paneling. Resulting data is displayed for model verification.

MAIN - Hypersonic analysis control program.

MATMUL (M,NX,N,A,B,C,ITRANS)
- Performs matrix multiplication A(M,NX) * B(NX,N) = C(M,N).
A, B, C size is given in the dimension statement.

MATR (F,ANG)
- Fills in 4 x 4 rotation matrix F based on yaw, pitch, and roll angles stored in ANG.

MATRIX - Compute coefficients for slender body wave drag equation in subroutine EMLORD.
- calculates the aerodynamic influence matrices for both source (thickness) and vortex (lift) panels.

MAXIT (B,Y,NYS,YMIN,YMAX,YMID,DIV)
- Given NYS values of X, MAXIT calculates the extents (YMIN,YMAX), the midpoint ,YMID, and plot spacing ,B, based on DIV grid spaces.

MENU - Menu of key functions in VIEW subcommand in EDIT. Displayed on screen.

MENUI - Menu of key functions in the INTERFERENCE command in EDIT. Displayed on screen.

MENUP - Menu of key functions in the PANEL subcommand in EDIT. Displayed on screen.

MSOL - Subroutine MSOL uses the method of Householder to solve the linear set of aerodynamic influence equations.

MULTIP - Rings Tektronix bell for indicating errors in users input.

MULVEC (XI,YI,ZI,HI,F,X,Y,Z,H)
- Subroutine MULVEC multiplies the vector (X,Y,Z,H) by transformation matrix F with resulting vector of (XI,YI, ZI,HI)

NEWTPM - Newtonian + Prandtl-Meyer blunt-body method.

NORMAL - Calculates normal wash in the Trefftz plane at each span station for farfield vortex drag.

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ORIG (NP,IX,IY)
- Displays NP rectangles on the screen at points defined by IX and IY arrays.

ORTH
- Provides displays of components in rotations of yaw, pitch, and roll. Also allows windowing and perspective viewing.

PAGE
- Writes the heading and page number at the top of each page.

PANEL
- Subsonic-supersonic surface component paneling. Span-lines input with the graphics cursor break surfaces into regions which are paneled using numeric inputs through the keyboard.

PANSUB
- Presents data in common /PANL/ based on surface geometry in /GEOM/.

PCURSR(ICHAR,IO)
- Keyboard input routine using the graphics cursor. IO is subtracted from the ASCII character value to get ICHAR.

PLOTIT (KIN,X,Y,NPC,NPL,NSM,NC,NCA,NO-SA,SO,XS,YS,TITLE)
- A graphic display routine designed for plotting analytical and experimental data used in aerodynamic analysis and design. This version has 3 grid sizes and five display locations as shown below. The routine will plot with or without symbols and with any one of 5 hardware dashed lines supported by Tektronix enhanced graphics equipment.

KIN
  ABS = Grid Number. (-1) continue.
  (+1) end plot display title.

X
  Coordinate of abscissa input points.

Y
  Coordinate of ordinate input points.

NPC(I)
  Number of input curves.

NPL(I)
  Dash control for curve(I).
  0  solid line.
  1 - 5  Tektronix hardware dash lines.
  5  Tektronix software dashed lines.

NSM(I)
  Symbol control for curve (I).
  0  no symbol in curve.
  1 - 8  use symbol NSM(I) on curve input points.

NC
  Number of input curves.

NCA
  Array for horizontal label NCA(KIN) for grid KIN.

NCO
  Array for vertical label NCO(KIN) for grid KIN.

SA
  Grid increment for horizontal axis.
  0.0 arbitrary scaling.
SO    Grid increment for vertical axis.
      0.0 arbitrary scaling.

XS    (+1.0) standard plot horizontal.
      (-1.0) reverse grid.

YS    (+1.0) standard plot vertical.
      (-1.0) reverse grid.

TITLE 80 character title for plot.

PLOTO - Displays analysis data which is stored in the output file.
      Alphanumeric input from the keyboard is interpreted and displays of
      the data requested are drawn on the screen. Uses commons /OINDEX/,
      and /CHAR/.

PLOTOT - Displays an outline of a surface component with or without
      sections. TYPE 4 surfaces are drawn in the X-Y plane, TYPE 3 in
      three-view and TYPE 5 components are unwrapped. Commons /GEOM/,
      /ED/, and /EDD/ are used.

PLTLNE (NPTS,X,Y,TOL,IDASH)
      - Display a line X-Y (of NPTS points) using only points required to
        meet tolerance (TOL(degrees)). IDASH=0=solid
        IDASH>0=dashed line.

PLTONE  - Displays component in /GEOM/ in stick-figure form with orientation
         matrix AMAT.

POLY  - Generates an N-th order polynomial.

PRESS  - Calculates and stores the axial perturbation velocities and net
         pressures for each of the unit solutions on the plot output file.
         PRESS also calculates the perturbation velocities at field points.

PRINT - Used to print the source and vortex aerodynamic influence matrices,
        PRINT is called from the MAIN program and is normally a comment
        statement. If a print of the aero matrices is required for a
        specific case, the c must be removed from column 1 of the call
        statement, the MAIN program must be recompiled and the UDP program
        relinked.

PUNCH  - Writes element data card images on tape 8.

QC     - Determines the aerodynamic heating at the given wall temperature.

QINT   - Calculates a quadratic interpolation with given values.
RADIUS - Calculate leading-edge radius using a polynomial fit. Within this code is a check on x/c spacing. If Δ(x/c) ≤ 0.00025, the code assumes that the user is setting the L.E. radius with points on the circumference of a cylinder. This feature is useful when one includes L.E. vortex effects in the calculation and it is important to exactly control the L.E. radius. The L.E. is assumed to be at x/c = 0.0. If the next x/c is at 0.00025 or less the program will assume the z/c's provided at these x/c's lie on the surface of a cylinder. Only the upper surface need be supplied (z/c data on cylinder).

READN (KEY,IIN,IOUT,VALUE)
- Reads in number in free-format from KEY and loads them into VALUE array. IIN is the number of values to read in. IIN=0 for variable number, IOUT is the number of values actually returned. Alphanumeric inputs are interpreted as zero's.

REALOT (ABC)
- Displays number ABC using Tektronix routine AOUTST and a F12.3 format.

REANUM (N,NMAX,INP,ILIM)
- Interprets a numerical value in alphanumeric array INP starting at location N and proceeding to NMAX or the first delimiter. The type of delimiter encountered is returned in ILIM.

REVERS - Reverses the storage order of the symmetric and antisymmetric boundary conditions and solutions.

ROMU - Calculates various equilibrium real gas properties for air.

RUNOUT - Calculates the linearized forces and moments, including wave drag and skin friction drag, for each of the wind tunnel run conditions. Where applicable, nonlinear force and moment increments due to leading-edge and side-edge vortex formation are included.

SAVEB - Digitizer curve-fit routine. Organizes data accumulated from DIGIT on scratch file. Determines number of points per segment and cross-sections. Curve fits and/or smooths digitized data for each cross-section. Some keyboard input required for max point determination and smoothing algorithms.

SCALE (ISCALE,AMAT,FILL,XM,XL,XR,YB,YT)
- Scales component(s) into a screen space for the orientation given by AMAT.

ISCALE -
1 SCALE bounds of initial component.
2 SCALE bounds of additional component.
3 SCALE present bounds into viewing space.
4 Finish initial SCALE and bound into viewing space.
5 Finish add SCALE and bound into viewing space.
AMAT    Matrix of viewing space for ISCALE = 2.
FILL    Percentage of screen to fill with image.
XM      Array of computed boundaries.
XL      Left boundary.
XR      Right boundary.
YB      Bottom boundary.
YT      Top boundary.

SCALIT (YMAX,SCALE,IS,YMID,IC,IXID)
- Sets grid scaling factor (SCALE) based on approximate spacing
  (YMAX), selects format statement to be used to display the grid
  (IS), and determine parameters for locating the center grid line
  (IC,IXID) using the midpoint (YMID).

SDATA    - Prepares geometry data for use by the rest of the program.

SDQ (DQWT,DQWN)
- Calculates the area under curve (DQWT) then divides it by the
  length to get roll angle wave drag (DQWN). Commons /CFIXW/ and
  /CTHE/ provide integer and length values.

SECT (IND,VAL,ND,X,Y,Z,NPH,NH,ITYPE)
- Section insert/delete.
  
  IND = 1    CODIM interpolation.
  IND = 2    LINEAR interpolation.
  IND = 3    Delete section ND.

  VAL    interpolation point.

  X,Y,Z  geometry point arrays.

  NPH   number of points/cross-section.

  NH    number of cross-sections.

  ITYPE  type of component.

SEEGEN (NCOMP,XM)
- Hypersonic geometry display using limit parameters from GENTS and
  GENTB (XM array). NCOMP components are read off a scratch file
  and displayed on screen at angles of yaw, pitch, and roll.
  Similar to ORTH.
SENDC (IR,IT)
- Transmits geometry in file record IR and the panel geometry if a surface component in record IT in card image form. Data is placed on the file designed to transfer data in a distributed network.

SEND (IUNIT,N,ARRAY)
- Writes N values of array ARRAY onto unit IUNIT using a 6E12.5 format.

SET
- Analysis set-up routine. Alphanumeric input from the keyboard is interpreted by SET and placed in specific data locations on the analysis output (PLOT) file. Missing data is requested by the routine. The last section of SET sorts out required analysis runs and geometry and places them into the card image data transmission file. Commons /OINDEX/ and /CONDTN/ contain the primary variables used here.

SETGEM
- Reviews the run index in the PLOT file prepared in SET and selects configuration and analysis models required for review prior to sending the data for analysis. Commons used /GEOM/, /PANL/, /OINDEX/, and /CONDTN. Initial conditions of /GENT/ are filled in here.

SETHYP
- Interrogative routine used to fill in hypersonic analysis methods. Default methods and values are built into the routine. Fills in DEFINE array in /GEOM/.

SHIFT (KC,ITYPE,SY,SZ)
- Re-arranges KC points in SY, SZ arrays based on point type (ITYPE array). Scheme is for AREAS and AREAW routines to assure points from section cuts are integrated in the proper order.

SHKEXP
- Performs a streamwise shock expansion analysis.

SKINF
- Skin friction calculation. Uses general geometric quantities stores in common /CDAT/ to calculate viscous drag at various input atmospheric or wind-tunnel conditions.

SLEN
- Slender body generation. Combines from one to six body subcomponents into a single slender body with allowance for overlapping. Common /GEOM/ contains all the input and output data.

SMOTH (NN,X,DYDX,BC,IORDER)
- A piecewise least squares smoothing routine which takes input points (X,BC), and smooths BC and determines the first derivative at each point in X. The resultant values are output in arrays Y and DYDX respectively.

SOLVE
- Controls the solution of the symmetric and antisymmetric aerodynamic influence equations.

SORTER (N,X,Y)
- Sorts N values of X and Y into ascending order based on X.
SOURCE - Calculates the influence of a constant or linearly varying source
panel on a control point.

SPCTOL (TOL,WF,N,Y,Z,S,NPS,SS,XIN,XEND,DR,XN,SP)
- Spaces points along the independent axis of a three-dimensional
curve based on the relative angular change.

TOL  Spacing increment (in degrees).
WF   Weighting factor for spacing (0.0 - 1.0).
N    Number of points input.
NPS  Number of points output.
     < 0 - Calculate NPS only.
     = 0 - Calculate NPS and SS array.
     > 0 - Use old NPS and calculate SS array.
Y    First coordinate array.
Z    Second coordinate array.
S    S(I) = X(I)
     S(I) = SUM(I=1,N) SQRT(Y(I)-YO)**2+(Z(I)-ZO)**2)
SS   Spaced values of S, SS(1)=0.0, SS(NPS)=1.0
DR,XN,SP  Scratch arrays same size as SS array.

STRING (IIST,ILAST,BUF,NTOT,VALUE)
- Routine to convert a string of numbers, separated by commas or
  blanks, within buffer "BUF", beginning at character "LIST" and
  ending when any delimiter or a double blank is encountered.

"ILAST" is the last character within BUF to be searched.

The array of real converted values is returned within "VALUE".

"ILAST" is returned as the position of the next delimiter following the
converted string or as the position immediately following a ")" at the
end of the numeric string.
SYMLEG (MLEFT, MTOP, NCURV, RUNS, LABEL, VALUES, ORDFIX, NPD, ETA V)
- Routine to draw a symbol legend of the form:

$$\text{(MTOP)}$$

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>RUN</th>
<th>&quot;LABEL&quot;</th>
<th>ETA</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;RUNS(1)&quot;</td>
<td>&quot;VALUES(1)&quot;</td>
<td>&quot;ETAV(1)&quot;</td>
<td>(CPPILOTS ONLY)</td>
</tr>
<tr>
<td>&quot;RUNS(2)&quot;</td>
<td>&quot;VALUES(2)&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>&quot;RUNS(INCURV)&quot;</td>
<td>&quot;VALUES(INCURV)&quot;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(MLEFT) "MTOP" and "MLEFT" are Tektronix absolute coordinates

"SYMBOL" column is left off if "NCURV" is negative

ORDFIX is the ordinate plot parameter type for CP plots. ORDFIX=23 when both upper and lower surface pressures are plotted. In this case, upper is plotted with solid lines and lower is plotted with dashed lines and the same symbols. A line legend is plotted in this routine.

NPD is an array of symbols used for each label type.

SYMM(I, M, N, K)
- Symbol plotting routine. Plots symbol (I) of size (K) at screen location (M, N).

SYM(IX<IXY)
- Plots a triangle at screen location (IX, IY).

SYMV(X, Y)
- Plots a triangle at virtual screen location (X, Y).

TEMP
- Iterative procedure to calculate the surface equilibrium temperature for either an ideal or a real gas.

TERMIN
- Simple keyboard inputs to create surface and body components. Common/GEOM/ and array DA are used.

THINER (IP, XG, YG, ZG, IT, TOL, SS, ST, XP, YP, ZP, SP, ISCR)
- Reduces arrays XG, YG, ZG using YG and ZG as reference arrays. The value of TOL determines the tolerance of the spacing. IP is the number of points (in and out), IT is the number of points per section, ISCR is SCRATCH file unit number. All other arrays are SCRATCH arrays.

TLU (XI, YI, ZI, NI, XO, YO, ZO, NO)
- Linear interpolation of YI and ZI based on XO. NI input points from arrays XI, YI, ZI are used to evaluate NO output points in XO, YO, ZO arrays.
TRAP - Keyboard definition of a simple trapezoidal surface. Inputs of SW, AR, \( \lambda \), \( \Gamma \), t/c's and wing section type are used.

TTABLE - Performs the interpolation to find the thickness correction factors.

UTILIT - Keyboard input routine for changing system file management, title and units default parameters.

VALUE - Subroutine VALUE calculates the value of the integral \( \int_0^2 f(x) \, dx \) where \( f(x) = a_1 x(1-x) + a_2 x^2(1-x) \).

VECTOR - Converts input thrust vector data to coefficients and adds the results to the vehicle aerodynamic coefficients.

VIEWER (ISENSE, PX, PY, PZ, NPT, IDASH)
- Checks a panel defined by PX, PY, and PZ arrays to see if the normal vector is facing away or towards the screen. ISENSE indicates if the panel is a clockwise or counterclockwise formation. NPT is the number of points to display. IDASH = 0 solid, IDASH >0 dashed display.

VIEW3 - Three-view display. Geometry components listed in /COMPO/ are input into /GEOM/ and displayed on the screen.

VISC - Viscous drag calculation control. Checks local file for a configuration then controls input and calculations.

VORTEX - Calculates the influence of a constant pressure panel on a control point.

VTX - Calculates farfield vortex drag for three angles of attack.

WAVE - Wave drag calculation control. Checks local file for a configuration, then controls input and calculations.

WET (IX, XSURF)
- Updates perimeter and area arrays in /CXXXV/ to reflect new section cuts.

WSVP - Calculates and displays total surface area and volume.

XACALW - Global scaling for wave drag. Uses component parameters in /GEOM/ to fill in arrays in /CLIMW/.

XYZ (DA, L)
- Card image data stored in DA is converted into surface and body components and stored in /GEOM/.

XYZR - Geometry preparation for wave drag. Takes input geometry in /GEOM/, adapts it for wave drag and stores its output in /CXXXW/.
APPENDIX E

ALTERNATE PROGRAM USAGE

Square 8 of figure 2-2 provides a list of alternate program link-ups with the APAS. Examples of job control language (JCL) and required inputs are provided for the APASOUT, APASIN, PATRANG and MBYU interfaces.
APASOUT

Function

Convert an APAS binary geometry file [permanent or component] to card image. Used to ship data between users at different locations or for providing interface data with other programs.

Job Control Language (For PRIME Machines, release 20.02 or earlier)

The following JCL is used to create an executable load module from the interface source code stored in OCT86.APASOUT.F77 and OCT86.APAS.UTILITIES.

```
COMO APASOUT.CREATE.BIND.COMO
DATE
F77 OCT86.APASOUT -BIG -SILENT -BIN OCT86.APASOUT.BIN -SAVE
BIND
LO OCT86.APASOUT
LO OCT86.APAS.UTILITIES
LI
MAP -UNDEFINED
MAP OCT86.APASOUT.MAP -FULL
FILE OCT86.APASOUT
DELETE OCT86.APASOUT.MAP
DELETE OCT86.APASOUT.BIN
DELETE APASOUT.CREATE.BIND.COMO
COMO -E
```

Usage on PRIME Machines

```
---> RUN OCT86.APASOUT.RUN

INPUT THE COMPLETE NAME FOR PERMANENT GEOMETRY DATA DIRECT ACCESS FILE.

---> SHUTTLE.GEOM [a binary geometry file]

IF FILE STATUS OF **( OLD )** IS CORRECT - HIT RETURN - IF NOT ENTER NO

---> <CR>

** OPEN FILE 1 FOR PERMANENT GEOMETRY DATA DIRECT ACCESS FILE OLD **
** ENTER FILE NAME FOR CARD IMAGE DATA SET TO BE CONSTRUCTED NEW **

---> APASOUT.GEOM

IF FILE STATUS OF **( NEW )** IS CORRECT, HIT RETURN - IF NOT ENTER NO

---> <CR>

** OPEN FILE 14 FOR CARD IMAGE DATA SET TO BE CONSTRUCTED NEW **
```

[The direct access record numbers versus component numbers as found in the SHUTTLE.GEOM file are printed to the screen as follows:]

[Negative component numbers occur only if the component has been paneled.]
<table>
<thead>
<tr>
<th>RECORD</th>
<th>VALUE 1</th>
<th>VALUE 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>INOSE CONE</td>
<td>RECORD 34 350.00 4ASYM/WING W/ELEV</td>
</tr>
<tr>
<td>3</td>
<td>FOREBODY</td>
<td>RECORD 35 -350.00 4ASYM/WING W/ELEV</td>
</tr>
<tr>
<td>4</td>
<td>COCKPIT</td>
<td>RECORD 36 351.00 4ASYM/WING W/AIRE</td>
</tr>
<tr>
<td>5</td>
<td>1AFT COCKPIT</td>
<td>RECORD 37 -351.00 4ASYM/WING W/AIRE</td>
</tr>
<tr>
<td>6</td>
<td>1AFT FUSE+OMS 1+2</td>
<td>RECORD 38 370.00 4ASYM/WING W/ELEV</td>
</tr>
<tr>
<td>7</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 39 -370.00 4ASYM/WING W/ELEV</td>
</tr>
<tr>
<td>8</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 40 371.00 4ASYM/WING W/AIRE</td>
</tr>
<tr>
<td>9</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 41 -371.00 4ASYM/WING W/AIRE</td>
</tr>
<tr>
<td>10</td>
<td>1AFT FUSE+OMS 3+4</td>
<td>RECORD 42 223.00 3TIP FINS</td>
</tr>
<tr>
<td>11</td>
<td>1FUSE + OMS BASE</td>
<td>RECORD 43 -223.00 3TIP FINS</td>
</tr>
<tr>
<td>12</td>
<td>1BODY FLAP STUB</td>
<td>RECORD 44 701.00 4ASYM/WING LHS</td>
</tr>
<tr>
<td>13</td>
<td>1BODY FLAP</td>
<td>RECORD 45 -701.00 4ASYM/WING LHS</td>
</tr>
<tr>
<td>14</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 46 721.00 4ASYM/WING RHS</td>
</tr>
<tr>
<td>15</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 47 -721.00 4ASYM/WING RHS</td>
</tr>
<tr>
<td>16</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 48 731.00 3ASYM/TIP FIN RHS</td>
</tr>
<tr>
<td>17</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 49 -731.00 3ASYM/TIP FIN RHS</td>
</tr>
<tr>
<td>18</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 50 711.00 3ASYM/TIP FIN LHS</td>
</tr>
<tr>
<td>19</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 51 -711.00 3ASYM/TIP FIN LHS</td>
</tr>
<tr>
<td>20</td>
<td>120 H/A CONE T=15</td>
<td>RECORD 52 901.00 3VERTICAL TAIL</td>
</tr>
<tr>
<td>21</td>
<td>4WING W/ELEVON</td>
<td>RECORD 53 -901.00 3VERTICAL TAIL</td>
</tr>
<tr>
<td>22</td>
<td>4WING W/ELEVON</td>
<td>RECORD 54 900.00 3VERTICAL TAIL</td>
</tr>
<tr>
<td>23</td>
<td>4WING W/AILERON</td>
<td>RECORD 55 -900.00 3VERTICAL TAIL</td>
</tr>
<tr>
<td>24</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 56 902.00 3VERTICAL TAIL</td>
</tr>
<tr>
<td>25</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 57 -902.00 3VERTICAL TAIL</td>
</tr>
<tr>
<td>26</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 58 950.00 4ASYM/WING W/ELEVON</td>
</tr>
<tr>
<td>27</td>
<td>4VERTICAL TAIL</td>
<td>RECORD 59 -950.00 4ASYM/WING W/ELEVON</td>
</tr>
<tr>
<td>28</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 60 960.00 4WING FLAPLIN</td>
</tr>
<tr>
<td>29</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 61 -960.00 4WING FLAPLIN</td>
</tr>
<tr>
<td>30</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 62 970.00 4WING CON XC</td>
</tr>
<tr>
<td>31</td>
<td>3VERTICAL TAIL</td>
<td>RECORD 63 -970.00 4WING CON XC</td>
</tr>
<tr>
<td>32</td>
<td>3VERTICAL TAIL</td>
<td>DATA FOR ANALYSIS SUCCESSFULLY STORED IN TRANSMIT FILE</td>
</tr>
<tr>
<td>33</td>
<td>3VERTICAL TAIL</td>
<td></td>
</tr>
</tbody>
</table>

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APASIN

Function

Convert an APASOUT card image data set to a binary geometry file [permanent or component] which can be used directly in APAS.

Job Control Language (For PRIME Machines, release 20.02 or earlier)

The following JCL is used to create an executable load module from the interface source code stored in OCT86.APASIN.F77 and OCT86.APAS.UTILITIES.

```
COMO APASIN.CREATE.BIND.COMO
DATE
F77 OCT86.APASIN -BIG -SILENT -BIN OCT86.APASIN.BIN -SAVE
BIND
LO OCT86.APASIN
LO OCT86.APAS.UTILITIES
LI
MAP -UNDEFINED
MAP OCT86.APASIN.MAP -FULL
FILE OCT86.APASIN
DELETE OCT86.APASIN.MAP
DELETE OCT86.APASIN.BIN
DELETE APASIN.CREATE.BIND.COMO
COMO -E
```

Usage on PRIME Machines

--- RUN OCT86.APASIN.RUN

INPUT THE COMPLETE NAME FOR PERMANENT GEOMETRY DATA DIRECT ACCESS FILE.

--- NEWFILE.GEOM [Enter name of new binary geometry file in which to store] [APASOUT.DATA card image file]

IF FILE STATUS OF **( NEW )** IS CORRECT - HIT RETURN - IF NOT ENTER NO

--- <CR>

** OPEN FILE 1 FOR PERMANENT GEOMETRY DATA DIRECT ACCESS FILE NEW **
** ENTER FILE NAME FOR EXISTING CARD IMAGE DATA SET OLD **

--- APASOUT.GEOM

IF FILE STATUS OF **( OLD )** IS CORRECT, HIT RETURN - IF NOT ENTER NO

-- <CR>

** OPEN FILE 5 FOR EXISTING CARD IMAGE DATA SET NEW **

[The direct access record numbers versus component numbers as found in the APASOUT.GEOM file are printed to the screen as follows:]
[Negative component numbers occur only if the component has been paneled.]
GEOMETRY DATA SUCCESSFULLY STORED
Function

Create data sets that can be used directly in either COLOR or PATRAN-G software. Helpful in pre- and post-processing of APAS data, allowing the user to obtain shaded model views, isobars, isotherms, etc. in three-dimensional views.

Job Control Language (For PRIME Machines, release 20.02 or earlier)

The following JCL is used to create an executable load module from the interface source code stored in OCT86.PATRANG.F77 and OCT86.APAS.UTILITIES.

```
COMO PATRANG.CREATE.BIND.COMO
DATE
F77 OCT86.PATRANG -BIG -SILENT -BIN OCT86.PATRANG.BIN -SAVE
BIND
LO OCT86.PATRANG
LO OCT86.APAS.UTILITIES
LI
MAP -UNDEFINED
MAP OCT86.PATRANG.MAP -FULL
FILE OCT86.PATRANG
DELETE OCT86.PATRANG.MAP
DELETE OCT86.PATRANG.BIN
DELETE PATRANG.CREATE.BIND.COMO
COMO -E
```

Usage on PRIME Machines

```+>+ RUN OCT86.PATRANG.RUN

ENTER DSN FOR PLOTDSN.PATRANG.DATA. DSN TAKEN FROM HABP ANALYSIS RUN

+>+ T$HABP09 [Results data for temp, pressure, heating rate, etc]

IF FILE STATUS OF **( OLD )** IS CORRECT - HIT RETURN - IF NOT ENTER NO

+>+ <CR>

** OPEN FILE 12 FOR PLOTDSN.PATRANG.DATA

FILE IS OLD **

** ENTER DSN FOR PLOTDSN.MKIII.DATA. DSN TAKEN FROM HABP RUN

+>+ T$HABP05 [Geometry data]

IF FILE STATUS OF **( OLD )** IS CORRECT, HIT RETURN - IF NOT ENTER NO

+>+ <CR>

** OPEN FILE 5 FOR PLOTDSN.MKIII.DATA

FILE IS OLD **

** ENTER DSN FOR PATRAN-G NULLFILE (FORMATTED) OUTPUT
```

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PAT.NULL

IF FILE STATUS OF **( NEW )** IS CORRECT, HIT RETURN - IF NOT ENTER NO

** OPEN FILE 7 FOR DSN FOR PATRAN-G NULLFILE (FORMATTED) OUTPUT NEW **
** OPEN FILE 8 FOR NULLFILE SCRATCH DATA SET SCR **
** ENTER DSN FOR PATRAN-G RESULTS (FORMATTED) OUTPUT

PAT.RES

IF FILE STATUS OF **( NEW )** IS CORRECT, HIT RETURN - IF NOT ENTER NO

** OPEN FILE 10 FOR DSN FOR PATRAN-G RESULTS (FORMATTED) OUTPUT NEW **

1
PROCESSING # 1 WITH IXX,IS,ITYPE,NEH,L,LL-- 9 4 1 9 0 0
"  "
"  "
PROCESSING # 21 WITH IXX,IS,ITYPE,NEH,L,LL-- 10, 1 -3 24 1146 1156
FOLLOWING DATA VALUES ENCOUNTERED - PLEASE SELECT AN I

<table>
<thead>
<tr>
<th>I</th>
<th>ALPHA</th>
<th>BETA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>2</td>
<td>10.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

YOU WILL HAVE A RESULTS FILE CREATED FOR

APHA,BETA= 10.00 0.0

**********STOP
MBYU

Function

Create data sets that can be used directly in Movie Brigham Young University software to create shaded (or color) model views in three-dimensions. Also creates a Part/Polygon summary table that can be helpful in selecting colors for portions of the model for MBYU display.

Job Control Language (For PRIME Machines, release 20.02 or earlier)

The following JCL is used to create an executable load module from the interface source code stored in OCT86.MBYU.F77 and OCT86.APAS.UTILITIES.

```
COMO MBYU.CREATE.BIND.COMO
DATE
F77 OCT86.MBYU -BIG -SILENT -BIN OCT86.MBYU.BIN -SAVE
BIND
LO OCT86.MBYU
LO OCT86.APAS.UTILITIES
LI
MAP -UNDEFINED
MAP OCT86.MBYU.MAP -FULL
FILE OCT86.MBYU
DELETE OCT86.MBYU.MAP
DELETE OCT86.MBYU.BIN
DELETE MBYU.CREATE.BIND.COMO
COMO -E
```

Usage on PRIME Machines

### Run OCT86.MBYU.RUN

ENTER DSN FOR PLOTDSN.PATRANG.DATA. DSN TAKEN FROM HABP ANALYSIS RUN

### T$HABP09 [Results data for temp, pressure, heating rate, etc. - not used]

IF FILE STATUS OF **( OLD )** IS CORRECT - HIT RETURN - IF NOT ENTER NO

### <CR>

** OPEN FILE 12 FOR PLOTDSN.PATRANG.DATA ** FILE IS OLD **
** ENTER DSN FOR PLOTDSN.MKIII.DATA. DSN TAKEN FROM HABP RUN

### T$HABP05 [Geometry data]

IF FILE STATUS OF **( OLD )** IS CORRECT, HIT RETURN - IF NOT ENTER NO

### <CR>
** OPEN FILE 5 FOR PLOTDSN.MKIII.DATA FILE IS OLD **
** ENTER DSN FOR MBYU GEOM NULLFILE (FORMATTED) OUTPUT **

---

** MBYU.NULL

IF FILE STATUS OF *( NEW )* IS CORRECT, HIT RETURN  - IF NOT ENTER NO **

---

** OPEN FILE 7 FOR DSN FOR MBYU GEOM NULLFILE(FORMATTED) OUTPUT NEW **
** OPEN FILE 8 FOR NULLFILE SCRATCH DATA SET-INCLUDES DEFLECTED SCR **
** ENTER DSN FOR MBYU-T,P,Q..RESULTS(FORMATTED)-[GROWTH ITEM, NOT USED] **

---

** MBYU.RES

IF FILE STATUS OF *( NEW )* IS CORRECT, HIT RETURN  - IF NOT ENTER NO **

---

** OPEN FILE 10 FOR DSN FOR MBYU-T,P,Q..RESULTS, NOT USED. NEW **
** ENTER DSN FOR MBYU GEOM (X,Y,Z COORDINATES OF MKIII) **
** OPEN UNIT 11 FOR MBYU GEOM (X,Y,Z COORDINATES OF MKIII) **

ENTER : 1 FOR NO REFLECTION
0 FOR REFLECTION

---

1
### PART/POLYGON SUMMARY

<table>
<thead>
<tr>
<th>COMPONENT NAME</th>
<th>PART NUMBER</th>
<th>BEGINNING POLYGON</th>
<th>ENDING POLYGON</th>
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</tbody>
</table>

**** STOP
1. **CONFIGURING THE TERMINAL:** (While in the LOCAL mode)

   A. Selecting Hard Copier Type
      
      Esc Q D 0  [Invokes black & white copies only - faster]
      Esc Q D 1  [Invokes color - slow, requires 4.5min/copy]

   B. Color Hardcopy Dithering
      
      Esc Q F 0  [Off]
      Esc Q F 1  [On]

   C. Color Hardcopy Form
      
      Esc Q F 0  [960 Dots Wide]
      Esc Q F 1  [1024 Dots Wide]

   D. Color Hardcopy Resolution
      
      Esc Q B 1  [1 Byte Resolution]
      Esc Q B 2  [2 Byte Resolution]

   E. Color Hardcopy Image Density
      
      Esc Q U 1  [128 Dots/Inch]
      Esc Q U 2  [156 Dots/Inch]

2. **EDIT GEOM DATA SET:**

   A. Remove all card images between .NULL and first card image which has all integers at **top** of data set.

   Remove all card images below last card image which has all integers on it at **bottom** of data set.

   **Example:**

   ED MBYU.SHUT
   TOP
   P5
   P-3
   D3
   BOTTOM
   P-3
   D3
   SAVE
   QUIT
3. USING MBYU:

A. Enter Load Module

--- SEG YDD5310>BYU>DISPLAY.SEG [MBYU Load Module]
<MOVIE SYSTEM DISPLAY>
<READ GEOM FILE>
--- MBYU.SHUT
<READ DISP FILE>
--- <CR>
<READ FUNC FILE> [Future upgrade item, to use results file]
--- <CR>
>>

B. Declare Values for SCOPE

--- SCOPE
<DEVICE>
--- TK15
<LINe DRAWING OR CONTINUOUS TONE>
--- CT [Continuous Tone]
<BLACK/WHITE OR COLOR>
--- CO [Color]
<ENABLE DITHERING>
--- N [No]
<COMPUTATION RESOLUTION> [128, 256, 512 or 1024]
--- 128 [1024 gives maximum fidelity but requires long wait time]
<SAVE SEGMENTS>
--- N [No]

C. Declare Values For COLOR

--- COLOR
<BACKGROUND RED, BLUE, GREEN>
--- 0 0 0 [Black Background on screen]

BLUE
(0,1,0)

MAGENTA
(1,1,0)

CYAN
(0,1,1)

WHITE
(1,1,1)

RED
(1,0,0)

BLACK
(0,0,0)

GREEN
(0,0,1)

YELLOW
(1,0,1)

<PARTS 11/12, RED, BLUE, GREEN> [Set color for each part]
--- 1 70 .9 .9 .9 [Set all parts to off-white color]
>> [Prompt allows additional part/color specifications]
--- <CR>

<STANDARD FRINGE COLORS?>
--- Y
<SYMmetric?>
D. SMOOTH [Blend shading between parts]

<PARTS I1/I2 NOT SMOOTHED>

<<<

<CR>
E. PARTS  [Select parts to be used in display]

<PARTS I1/I2 WITHHELD FROM DISPLAY>

>>> <CR>

>>> <CR>

F. LIGHT

<ENTER LIGHT SOURCE NUMBER (1-4)>

>>> 1

<intensity>

>>> 1

<TURNS I1/I2, REGULAR LIGHT EXPONENT>

>>> 1 70 .8

>>> <CR>

<HIGHLIGHTS PARTS I1/I2, INTENSITY EXPONENT>

>>> 1 70 .6 .8

>>> <CR>

G. DISP  [To Set Viewing Angles]

>>> DISP

<ROLL, PITCH, YAW>

>>>  -20,-5,135

.COLOR PASS>

H. VIEW  [To Plot Color View]

>>> VIEW
REFERENCES


# APAS II Software Problem Report

**User Name________________________Company/Div________________________**

Street__________________________________________________________

City_____________________State_____________________Zip____________

Phone________________________________________Date________________

**INSTRUCTIONS**

Use this form to report software bugs, documentation errors, or suggested enhancements. Mail the form to Rockwell address shown above.

**CATEGORY**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>_____</td>
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</tr>
<tr>
<td>Software Problem</td>
<td>Documentation Problem (document #______________)</td>
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<tr>
<td>Software Enhancement</td>
<td>Other</td>
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</tbody>
</table>

**SOFTWARE DESCRIPTION**

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<table>
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<td>Rockwell Product__________________________</td>
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<td>Version Date______________________________</td>
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<tr>
<td>Operating System__________________________</td>
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<tr>
<td>Rev______________________________</td>
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<tr>
<td>Peripherals Used (Make and Model Number)______________________________</td>
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</table>

**PROBLEM DESCRIPTION**

Describe the problem. (Also describe how to reproduce it, and your diagnosis and suggested correction.) Attach a listing if available.
An aerodynamic analysis system based on linear potential theory at subsonic / supersonic speed and newtonian impact type finite element solutions at hypersonic conditions is described. Three dimensional configurations having multiple non-planar surfaces of arbitrary planform and bodies of non-circular contour may be analyzed. Static, rotary and control longitudinal and lateral directional characteristics may be generated.

The analysis has been implemented on a time sharing system in conjunction with an input tablet digitizer and an interactive graphics input/output display and editing terminal to maximize its responsiveness to the preliminary analysis problem. CDC 175 computational time of 45 CPU seconds/ Mach number at subsonic - supersonic speeds and 1 cpu second/ Mach number / altitude at hypersonic conditions for a typical simulation indicates that the program provides an efficient analysis tool for systematically performing various aerodynamic configuration tradeoff and evaluation studies.