

## Voyage Aux Villes Maudites Sodome.--Gomorrhe.-- Seboim.--Adama.--Zoar



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## VOYAGE AUX VILLES MAUDITES SODOME.--GOMORRHE.--SEBOIM.--ADAMA.--ZOAR



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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 74 pages. Original publisher: Palo Alto, Calif. : Stanford University ; Moffett Field, Calif. : National Aeronautics and Space Administration, Ames Research Center, 1990 OCLC Number: ocm27861126 Subject: Supersonic transport planes. Excerpt: . . . planform area of 5 of the wing planform area located near the wing tips provide adequate control authority in case of engine failure. 2. 3 Payload Size Affecting Wing Geometry The wing can be tailored in such a way that we obtain a Sears-Haack area distribution, elliptic lift and maximum utilization of the volume for payload and fuel. This was accomplished with the following approach: The total empty weight of the OFW for a given payload relates directly to the wing planform area. So the maximum payload fraction is obtained at the maximum payload floor fraction  $Sp S$ . For a given payload the required wing size can be determined by the assumption of the Sears Haack Area distribution and given minimum internal dimensions to accommodate the payload. Fig. 2. 1 shows the available fraction of the planform area used by passengers and cargo plotted against the maximum root section thickness and the root taper ratio of 0. 7 for an assumed NACA airfoil. The taper ratio of 0. 7 was selected because it gave the least variation in thickness-to-chord ratio over the span of the passenger cabin. Section 2. 5 will show that the design is constrained by the maximum local thickness-to-chord ratio. It is therefore advantageous to use this maximum over as large an inboard span as possible to maximize the available payload area and volume. Starting with a root chord of given thickness, the wing is tapered up to the point where the internal height is less than that required to...

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