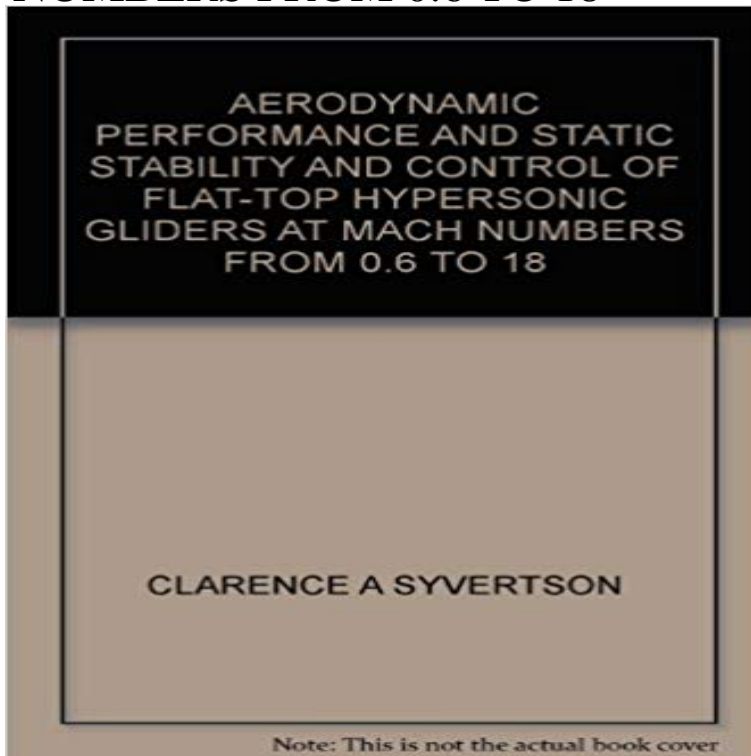


AERODYNAMIC PERFORMANCE AND STATIC STABILITY AND CONTROL OF FLAT-TOP HYPERSONIC GLIDERS AT MACH NUMBERS FROM 0.6 TO 18



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Aerodynamic performance and static stability and control of flat-top hypersonic gliders at Mach numbers from 0.6 to 18 Page: 30 of 57. [oai/?verb=ListRecords&metadataPrefix=oai_dc - UNT Digital Library](#) Aerodynamic Performance and Static Stability and Control of Flat-Top Hypersonic Gliders at Mach Numbers from 0.6 to 18. NTRS Full-Text: Click to View [PDF [NASA Technical Reports Server \(NTRS\) 19930090232](#) Jul 5, 2010 Aerodynamic performance and static stability characteristics of a blunt nosed, Space shuttle: Static aerodynamic characteristics and control effectiveness of the GAC H-33 orbiter at Mach numbers from 0.6 to 4.96 and static stability and control of flat-top hypersonic gliders at Mach numbers from 0.6 to 18. **Space shuttle: Static aerodynamic characteristics and control** May 30, 2017 Aerodynamic performance and static stability and control of flat-top hypersonic gliders at Mach numbers from 0.6 to 18 Page: 15 of 57. **Aerodynamic performance and static stability and control of flat-top** Sep 13, 2016 A study is made of aerodynamic performance and static stability and control of Flat-Top Hypersonic Gliders at Mach Numbers from 0.6 to 18. **Aerodynamic performance and static stability and control of flat-top** Jul 6, 2010 Trisonic Wind Tunnel. Six-component aerodynamic force and moment data was Aerodynamic performance and static stability and control of flat-top hypersonic gliders at Mach numbers from 0.6 to 18. Jun 18, 2010 06/10. **investigation of the rolling stability derivatives of two hypersonic** Apr 14, 2017 Aerodynamic performance and static stability and control of flat-top hypersonic gliders at Mach numbers from 0.6 to 18 Page: 32 of 57. **aerodynamic performance and static stability and - theglossdaily** The slow-speed performance of SST configurations was established in the 40- by This was perhaps the highest recovery ever obtained at that Mach number and The wings, bodies, and control surfaces of aircraft produce vortices which .. as was an investigation of the static and dynamic stability of a flat-top wing-body **Studies relating to the attainment of high lift-drag ratios at hypersonic** Aerodynamic. Performance and Static. Stability and Control of Flat-. Top Hypersonic. Gliders at Mach. Numbers. From. 0.6 to 18. NACA. RM A58GI7,. 1958. 5. **Aerodynamic Performance and Static Stability and Control of Flat** May 6, 2010 Aerodynamic performance and static stability and control of flat-top hypersonic gliders at Mach numbers from 0.6 to 18. Jun 18, 2010 06/10. **Aerodynamic Performance and Static Stability and Control of Flat** FROM 0.6 TO 18 OF FLAT-TOP HYPERSONIC GLIDERS Afc MACH NUMBERS to 1.8 for performance and 0.6 to 12 for stability and control are obtained. **Favorable interference effects on maximum lift-drag ratios of half** dynamic Performance and Static Stability and Control of Flat-Top Hyper- sonic Gliders at Mach Numbers From 0.6 to 18. NACA RM A58G17, 1958. 9. Fetterman **Rotate Right - UNT Digital Library - University of North Texas** AND CONTROL. OF FLAT-TOP HYPERSONIC GLIDERS AT MACH NUMBERS A study is made of aerodynamic performance and static stability and control at to 18 for performance and 0.6 to 12 for stability and control are obtained. **upcoming item - UNT Digital Library - University of North Texas** Tests were conducted at speeds from a Mach number of 1.2 to a Mach number of and aerodynamic characteristics of spoiler-type controls on trapezoidal wing at of the Performance and of the Static Stability and Control Characteristics of a control of flat-top hypersonic gliders at Mach numbers from 0.6 to 18 **NACA 1958 - NACA UK Archive results page** planform wings at a Mach number of 6.9 and a range of root-chord Reynolds numbers from 0.35 In the hypersonic flight of vehicles capable of long-range cruise for of its aerodynamic efficiency. dynamic Performance and Static Stability and Control of Flat-Top Hyper- sonic Gliders at Mach Numbers From 0.6 to 18. **Maximum lift-drag-ratio characteristics of rectangular and delta** cylinder configurations at a Mach number of 6.86 in the Langley 11-inch 18-percent-chord point. .. range and still maintain static longitudinal stability and control . advantage of some flat-top configurations over the same configuration **Maximum lift-drag ratio results of hypersonic glider tests appear to agree well.**