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(Irving Roob)

FREE-SPINNING-TUNNEL TESTS OF A 124-SCALE MODEL OF THE MCDONNELL XP-88 AIRPLANE WITH A CONVENTIONAL TAIL



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Bibliogov. Paperback. Book Condition: New. This item is printed on demand. Paperback. 36 pages. Dimensions: 9.7in. x 7.4in. x 0.1in. An investigation of the spin and recovery characteristics of a 124-scale model of the McDonnell XP-88 airplane has been conducted in the Langley 20-foot free-spinning tunnel. The effects of control settings and movements on the erect and inverted spin and recovery characteristics of the model in the normal loading were determined. Tests of the model in the long-range loading also were made. The investigation included tail-modification, spin-recovery parachute, pilot-escape, and rudder-pedal-force tests. Recoveries were generally satisfactory for spins in the normal loading provided the ailerons were not held against the spin. Satisfactory recoveries were obtained regardless of the aileron setting when the leading-edge flaps were deflected and normal recovery technique was used or when the horizontal tail was raised 70 inches, full scale. Recoveries were rapid from all inverted spins obtained. In the long-range loading with tanks on, it may be necessary to jettison the tanks in order to obtain recovery. A 12.0-foot spin-recovery parachute at the tail or a 4.0-foot parachute opened on the outer wing tip (drag coefficient of 0.66) was found to be effective for recoveries from demonstration spins. Test results showed that in an emergency the pilot should attempt to escape from the outboard side of the spinning airplane. The rudder-pedal forces in a spin were indicated to be within the capabilities of the pilot. This item ships from La Vergne, TN. Paperback.

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