

2009.7.24

Data No.: LWT1_0905_013

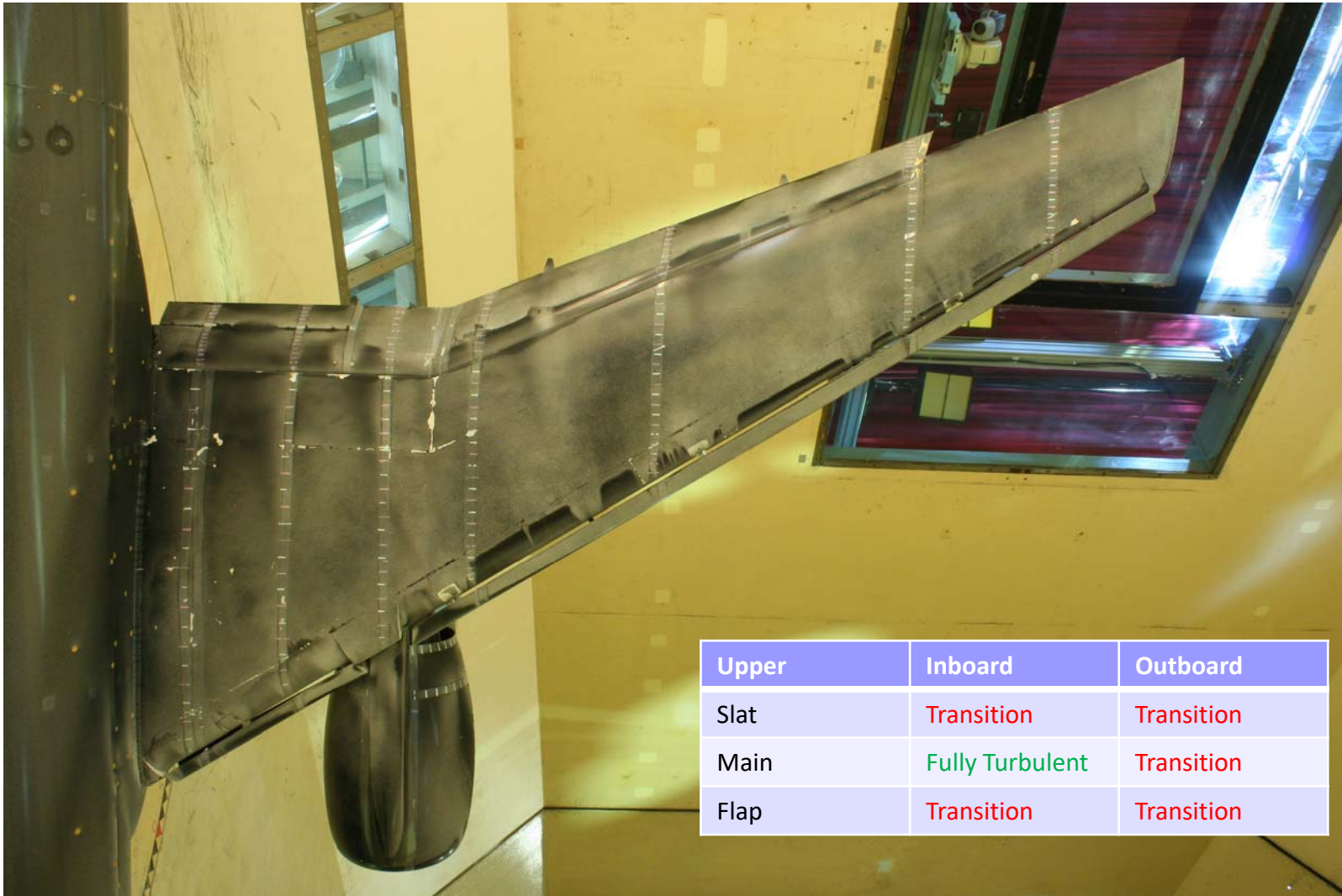
Freestream Velocity : 60m/s

AoA: 18.59deg

Model Configuration

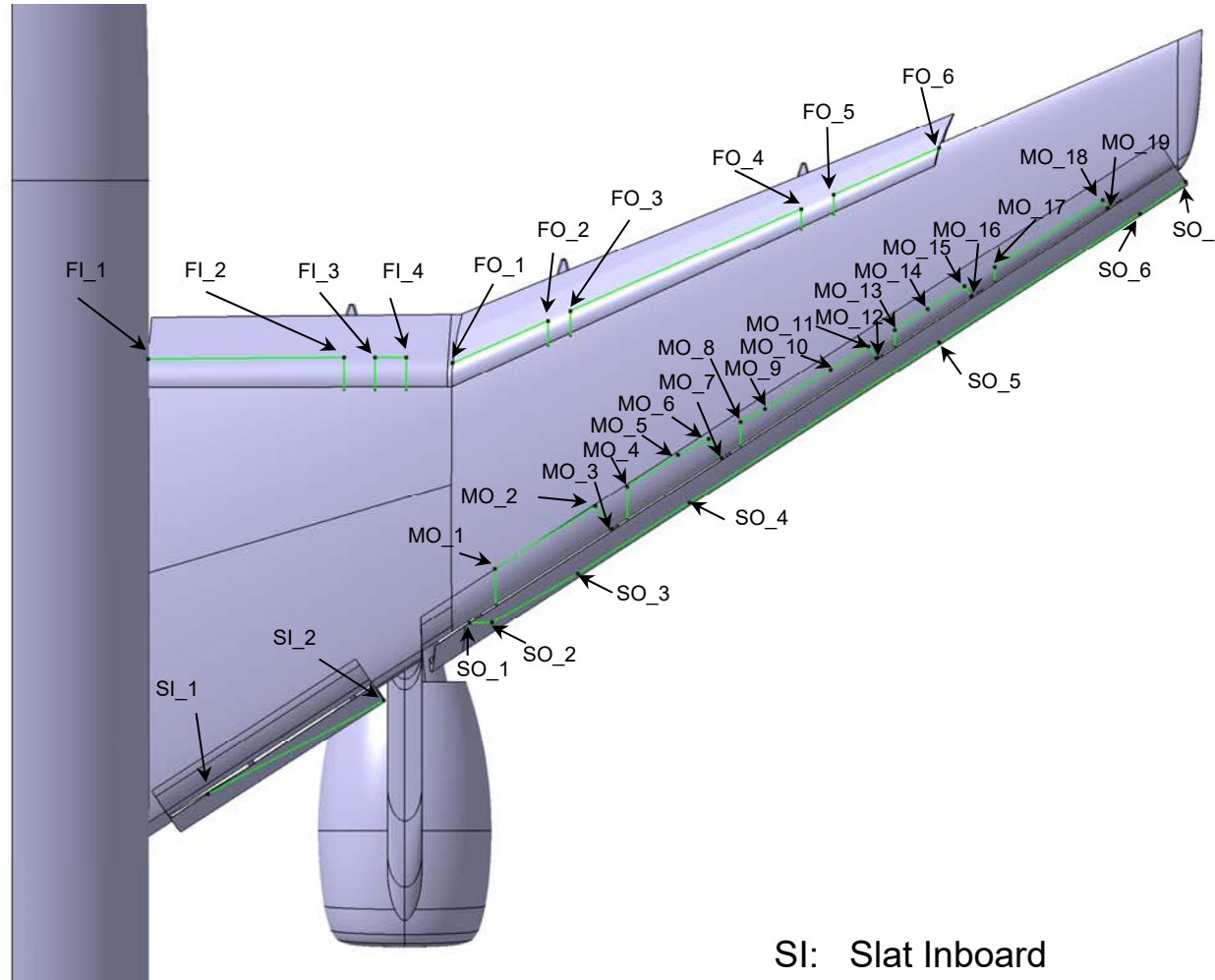
Case2:Landing, Flap=30deg, Short-nacelle

S.N.	U	AoA	Remarks
013	60m/s	18.59deg	Wing upper surface



Upper	Inboard	Outboard
Slat	Transition	Transition
Main	Fully Turbulent	Transition
Flap	Transition	Transition

Digitalized Data, AoA: 18.59deg



SI: Slat Inboard
SO: Slat Outboard
MO: Main Outboard
FI: Flap Inboard
FO: Flap Outboard

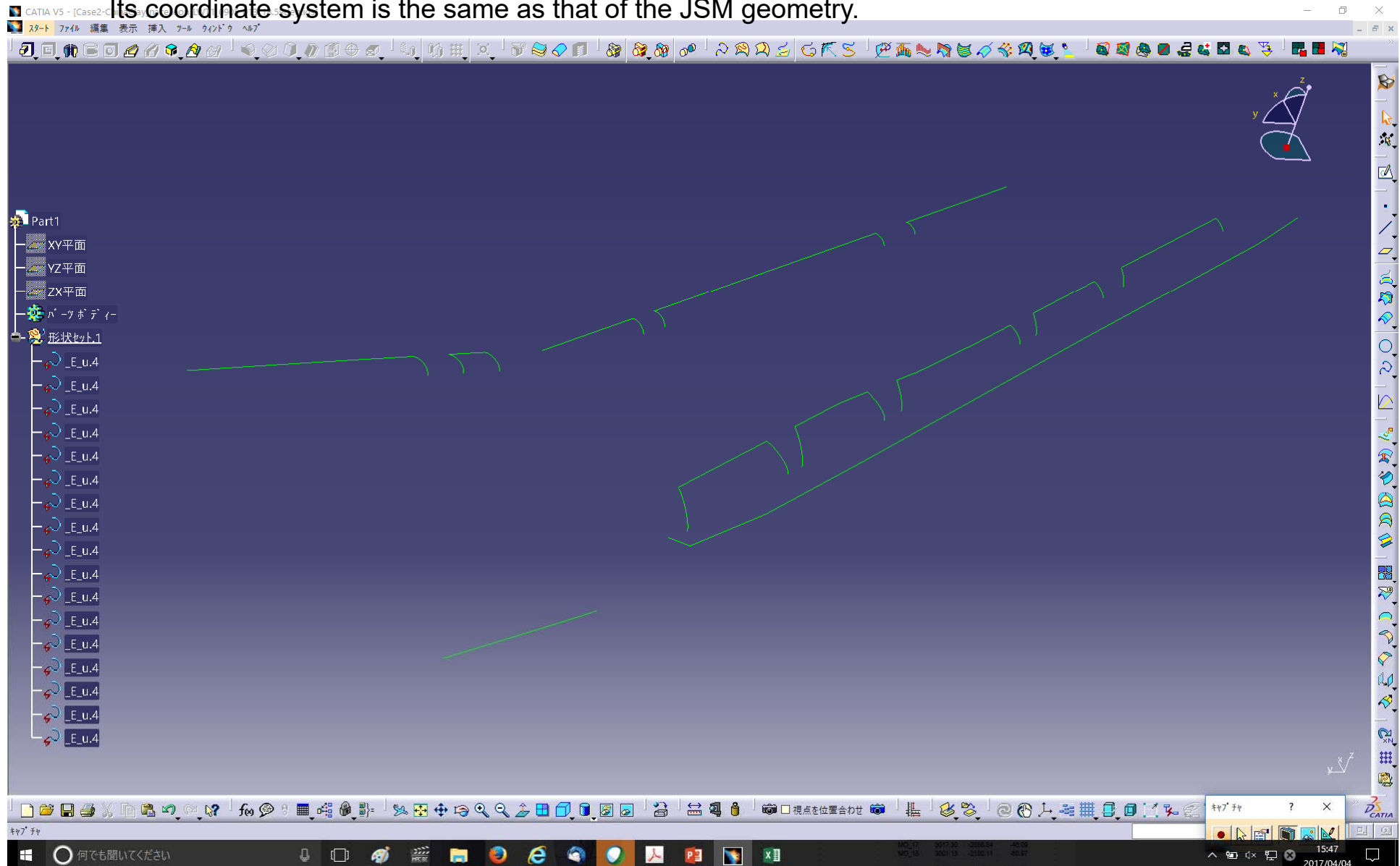
LWT1_0905_013_18.59deg			
	X	Y	Z
SI_1	1875.25	-378.29	-121.71
SI_2	2057.54	-719.21	-149.91
SO_1	2206.70	-884.43	-110.25
SO_2	2207.93	-927.10	-125.34
SO_3	2303.40	-1093.96	-127.04
SO_4	2440.57	-1308.97	-117.25
SO_5	2752.40	-1791.87	-91.32
SO_6	3001.22	-2180.20	-72.51
SO_7	3063.38	-2268.96	-63.33
MO_1	2312.80	-933.22	-89.58
MO_2	2433.89	-1127.42	-81.45
MO_3	2389.38	-1157.94	-112.42
MO_4	2472.26	-1188.96	-78.89
MO_5	2533.37	-1286.94	-74.87
MO_6	2564.55	-1346.31	-73.45
MO_7	2528.02	-1371.47	-100.93
MO_8	2597.28	-1408.53	-72.25
MO_9	2621.83	-1455.08	-71.50
MO_10	2698.78	-1582.88	-67.11
MO_11	2744.74	-1655.85	-64.03
MO_12	2722.68	-1671.26	-84.67
MO_13	2776.40	-1706.11	-61.90
MO_14	2816.88	-1770.38	-59.18
MO_15	2860.83	-1840.81	-56.30
MO_16	2841.53	-1854.31	-74.64
MO_17	2897.54	-1899.64	-53.91
MO_18	3027.82	-2108.25	-45.77
MO_19	3013.12	-2118.55	-59.93
FI_1	2720.06	-262.65	-201.46
FI_2	2723.02	-641.41	-157.81
FI_3	2723.34	-701.65	-151.08
FI_4	2723.62	-761.70	-144.45
FO_1	2712.35	-851.96	-128.30
FO_2	2793.88	-1035.87	-117.98
FO_3	2812.98	-1078.97	-115.56
FO_4	3010.84	-1525.31	-90.55
FO_5	3038.76	-1588.31	-87.02
FO_6	3128.89	-1791.65	-75.62

Case2-ChinaClay_nacelleon_LWT1_0905_013_18.59deg.igs

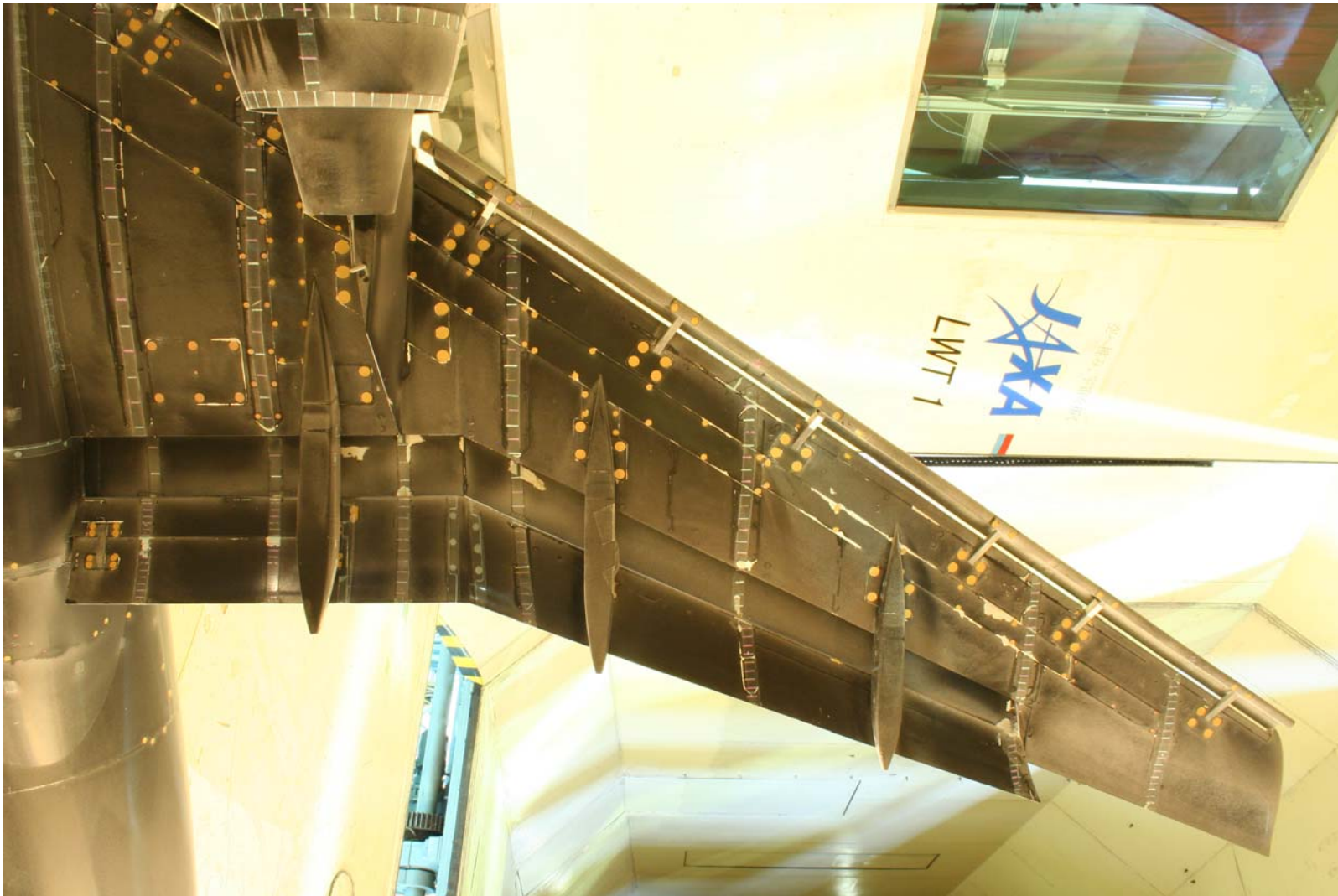


Digital transition lines prepared on CATIA V5.

Its coordinate system is the same as that of the JSM geometry.



S.N.	U	AoA	Remarks
013	60m/s	18.59deg	Wing lower surface 1



No digital transition lines for lower surface because of their complexity