

2009.7.24

Data No.: LWT1_0905_011

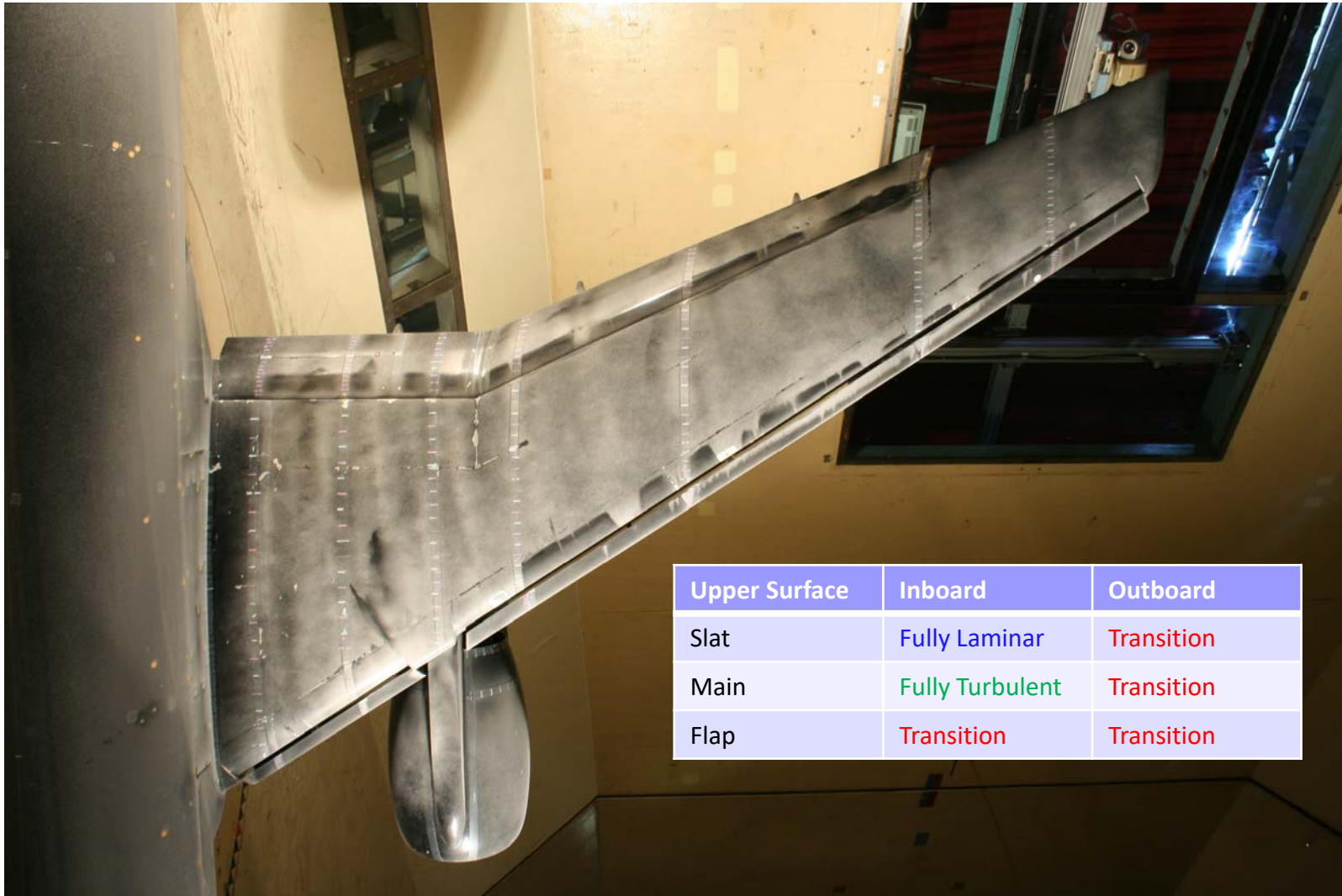
Freestream Velocity : 60m/s

AoA: 10.48deg

Model Configuration

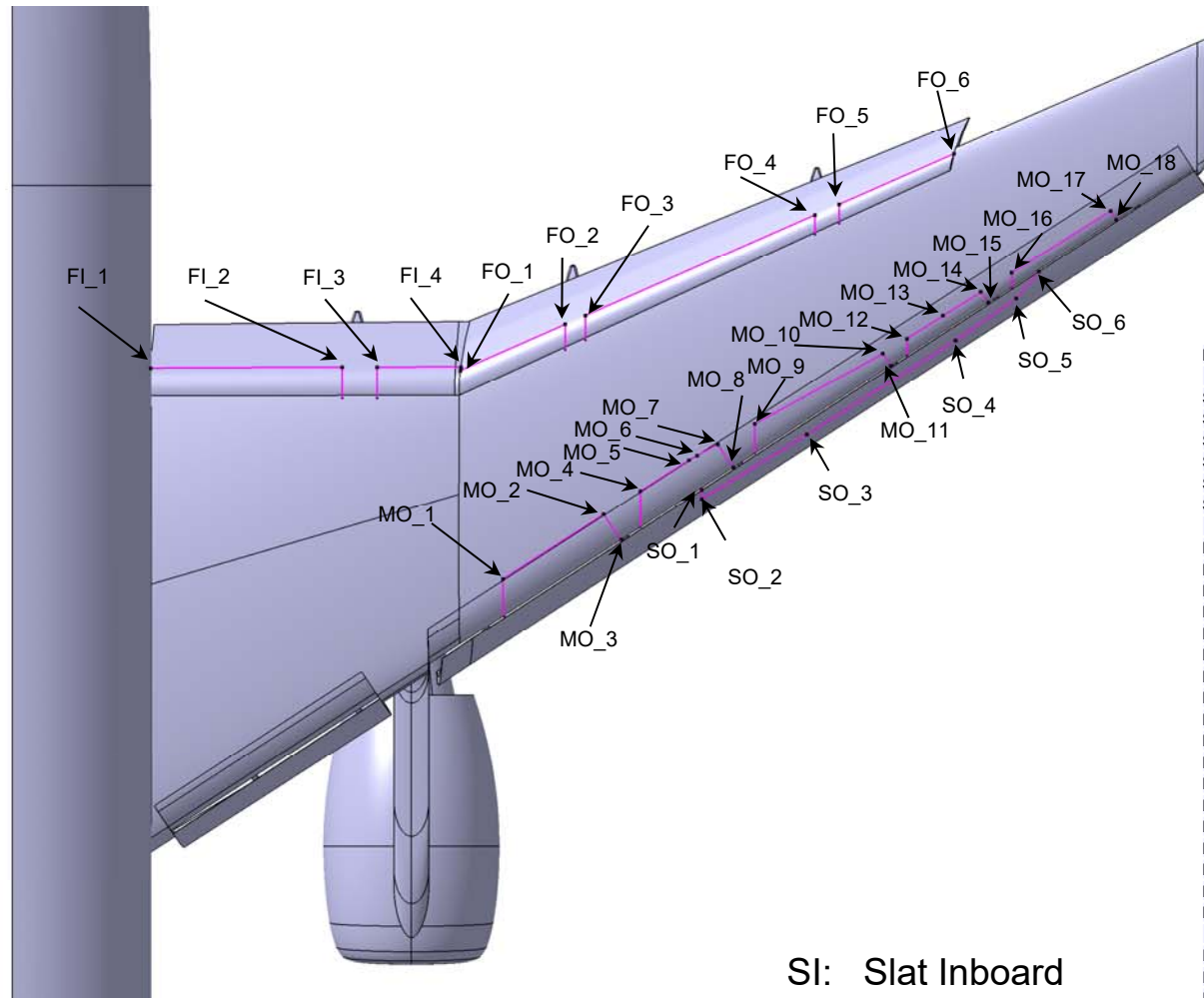
Case2:Landing, Flap=30deg, Short-nacelle

S.N.	U	AoA	Remarks
011	60m/s	10.48deg	Wing upper surface



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

Digitalized Data, AoA: 10.48deg



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

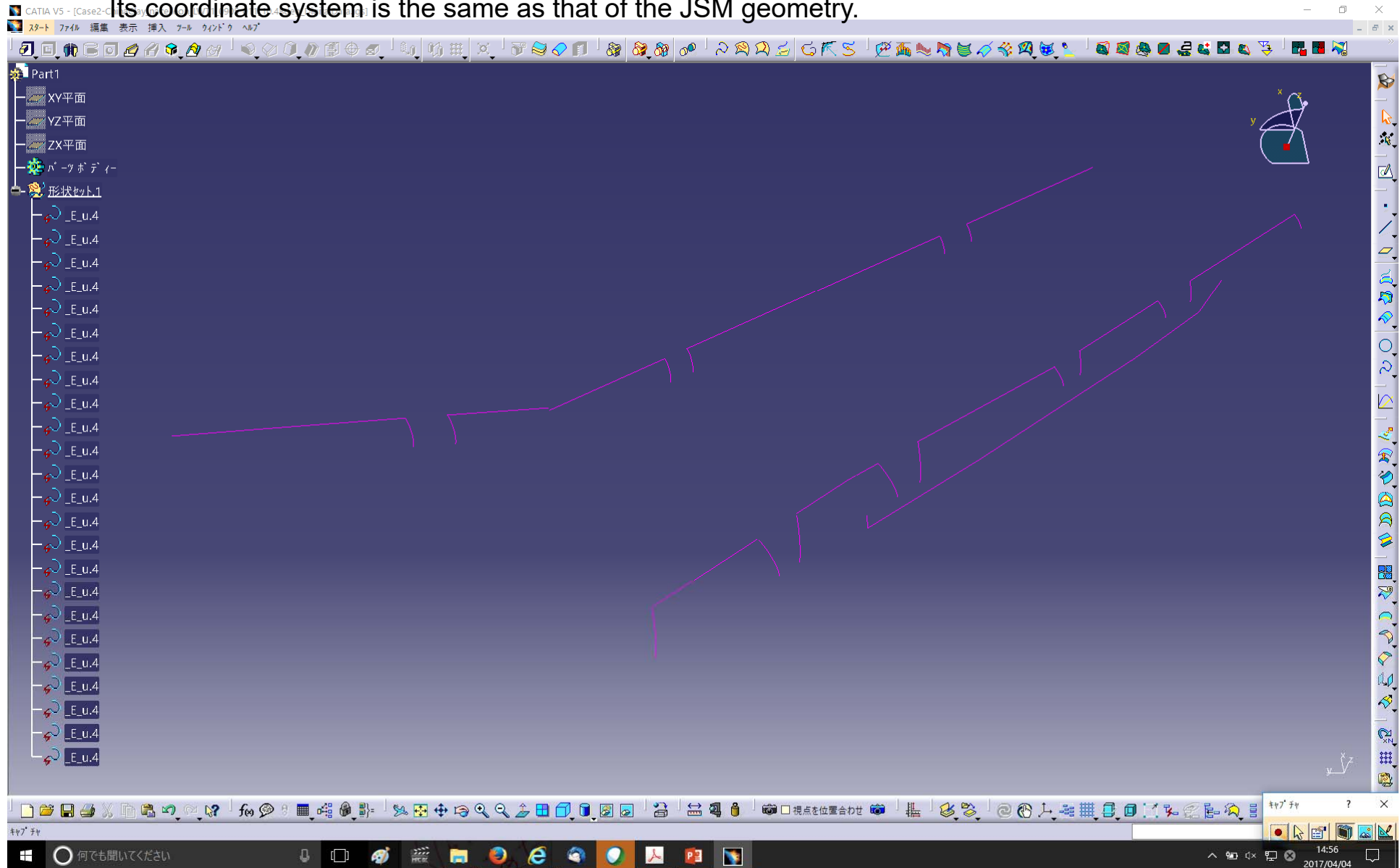
	X	Y	Z
SO_1	2484.42	-1311.61	-87.53
SO_2	2467.88	-1311.61	-97.43
SO_3	2590.16	-1511.61	-91.57
SO_4	2770.20	-1793.60	-78.38
SO_5	2850.28	-1909.84	-69.27
SO_6	2901.38	-1952.65	-53.76
MO_1	2314.86	-933.22	-89.43
MO_2	2437.75	-1124.92	-81.15
MO_3	2389.39	-1157.96	-112.42
MO_4	2482.42	-1194.59	-78.15
MO_5	2541.60	-1286.91	-74.17
MO_6	2550.18	-1302.50	-73.59
MO_7	2571.64	-1341.52	-72.17
MO_8	2527.97	-1371.39	-100.93
MO_9	2610.60	-1412.39	-69.99
MO_10	2744.90	-1655.85	-63.99
MO_11	2722.73	-1671.34	-84.67
MO_12	2773.51	-1701.28	-62.07
MO_13	2817.04	-1770.38	-59.14
MO_14	2862.34	-1842.46	-56.12
MO_15	2842.74	-1856.16	-74.53
MO_16	2898.80	-1900.46	-53.70
MO_17	3017.30	-2088.84	-46.09
MO_18	3001.15	-2100.11	-60.97
FI_1	2717.77	-262.49	-199.91
FI_2	2719.56	-627.92	-157.14
FI_3	2719.73	-694.20	-149.62
FI_4	2719.52	-853.04	-132.61
FO_1	2713.04	-852.06	-128.70
FO_2	2800.75	-1051.29	-117.13
FO_3	2817.65	-1089.69	-114.91
FO_4	3009.90	-1526.46	-89.59
FO_5	3030.38	-1572.99	-86.90
FO_6	3126.17	-1790.65	-74.31

Case2-ChinaClay_nacelleon_LWT1_0905_011_10.48deg.igs

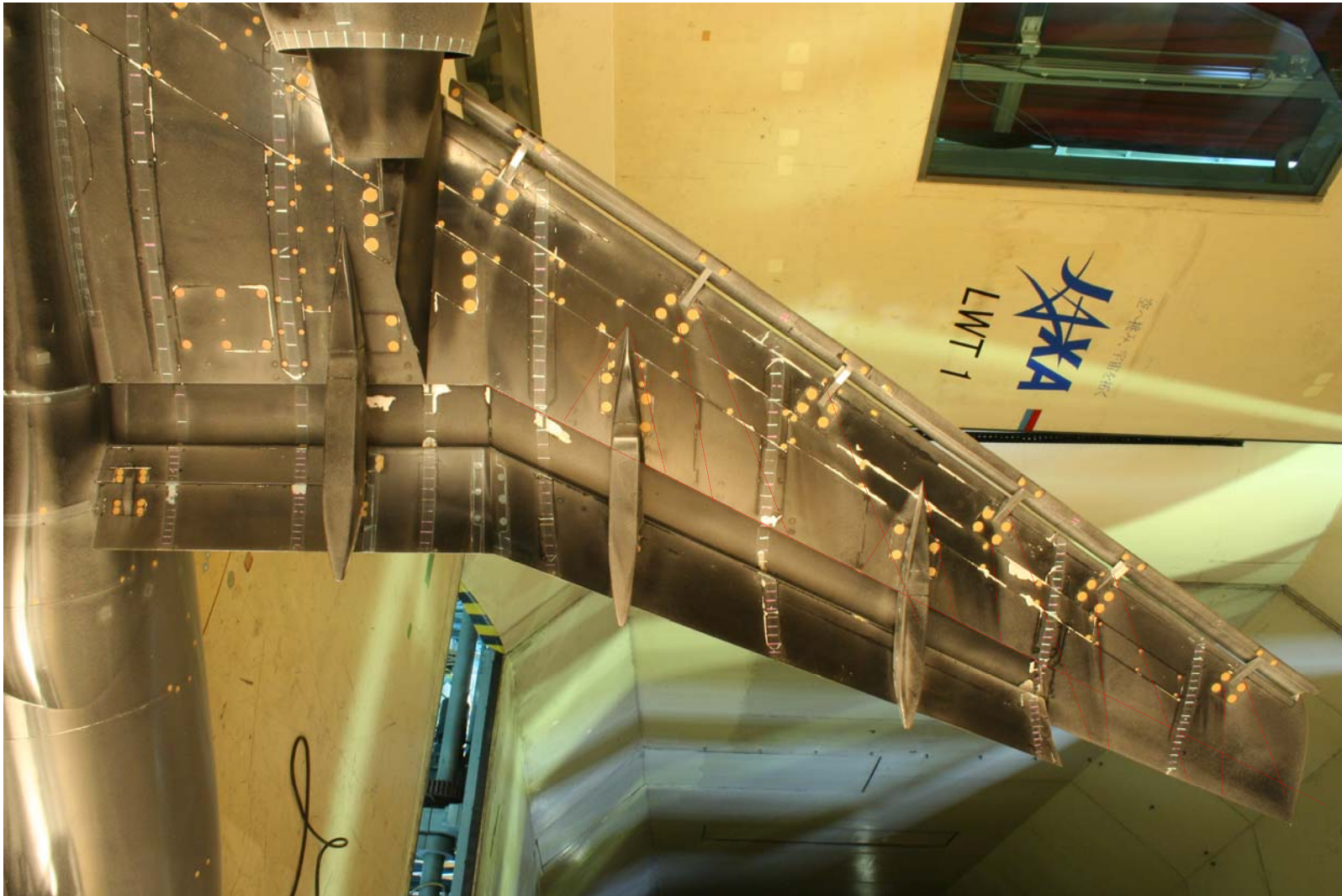


Digital transition lines prepared on CATIA V5.

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



S.N.	U	AoA	Remarks
011	60m/s	10.48deg	Wing lower surface 4



No digital transition lines for lower surface because of their complexity