

## Free-Spinning-Tunnel Tests of a 124-Scale Model of the North American XP-86 Airplane



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## FREE-SPINNING-TUNNEL TESTS OF A 124-SCALE MODEL OF THE NORTH AMERICAN XP-86 AIRPLANE



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Bibliogov. Paperback. Book Condition: New. This item is printed on demand. Paperback. 34 pages. Dimensions: 9.7in. x 7.4in. x 0.1in. A spin investigation has been conducted in the Langley 20-foot free-spinning tunnel on a 124-scale model of the North American XP-86 airplane. The effects of control settings and movements upon the erect and inverted spin and recovery characteristics of the model were determined for the design gross weight loading. The long-range loading was also investigated and the effects of extending slats and dive flaps were determined. In addition, the investigation included the determination of the size of spin-recovery parachute required for emergency recovery from demonstration spins, the rudder force required to move the rudder for recovery, and the best method for the pilot to escape if it should become necessary to do so during a spin. The results of the investigation indicated that the XP-86 airplane will probably recover satisfactorily from erect and inverted spins for all possible loadings. It was found that fully extending both slats would be beneficial but that extending the dive brakes would cause unsatisfactory recoveries. It was determined that a 10.0-foot-diameter tail parachute with a drag coefficient of 0.7 and with a towline 30.0 feet long attached below the jet exit or a 6.0-foot-diameter wingtip parachute opened on the outer wing tip with a towline 6.0 feet long would insure recoveries from any spins obtainable. The rudder-pedal force necessary to move the rudder for satisfactory recovery was found to be within the physical capabilities of the pilot. This item ships from La Vergne, TN. Paperback.

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