AD 639233

REPORT NUMBER 166

MARCH 1966

PHASE I - FLIGHT TEST RESULTS

VOLUME III



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VOLUME III

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FOREWORD

For the convenience of the reader, this report is divided into three volumes - Volumes I, II and III.

Volume I contains Sections 1.0 through 6.2.

Volume II contains Sections 6.3 through 11.0.

Volume III contains Section 12.0, which consists of parameter illustrations only.

Volume I includes a complete Table of Contents for all three Volumes. A partial Table of Contents is included in the other Volumes.

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A-163 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$, $V_{i_{Trim}} \approx 130$ Knots, G.W. ≈ 10,020 Pounds, C.G. Position F.S. 238.8, Configuration: P A 619

A-164 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,500$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. ≈ 9800 Pounds, C.G. Position F.S. 238.7, Configuration: L 620

A-165 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. ≈ 9800 Pounds, C.G. Position F.S. 238.7, Configuration: L 621

A-166 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. ≈ 9800 Pounds, C.G. Position F.S. 238.7, Configuration: L 622

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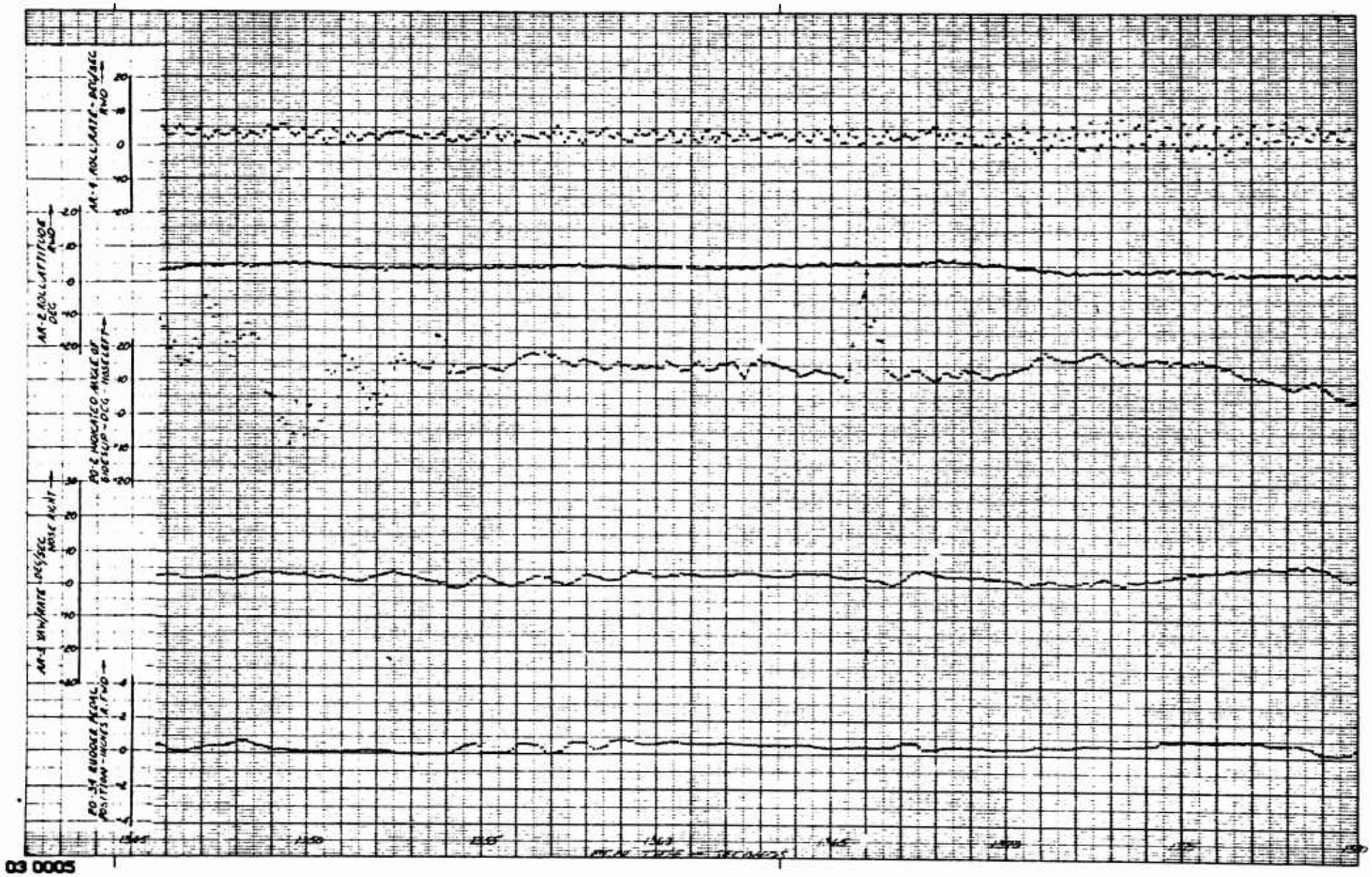


Figure A-1 Steady-State Sideslips, A/C No. 62-4506, Test 23.0F, 15 Feet Above Runway, $V_i \approx 10$ Knots, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 1 of 2

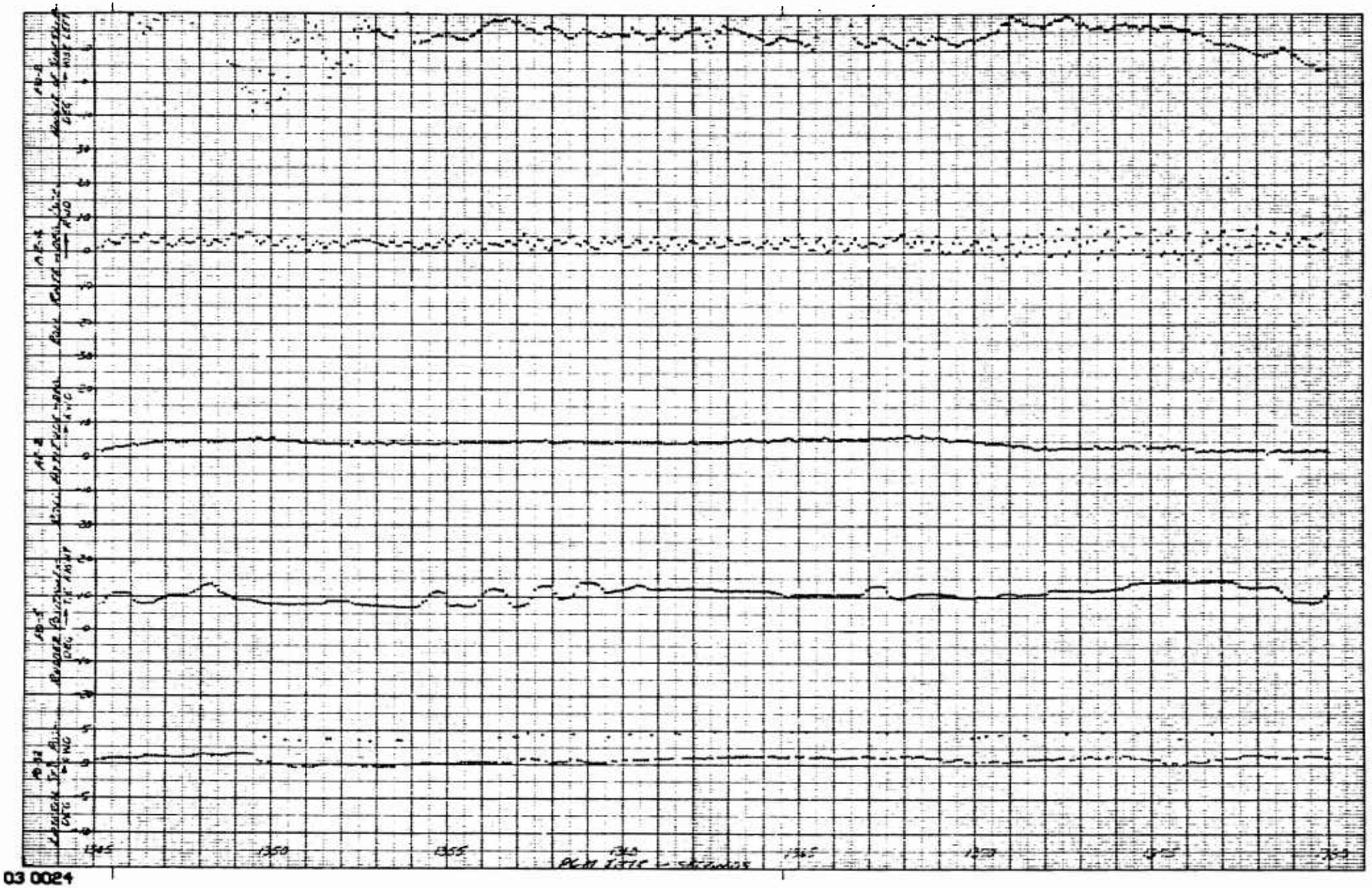


Figure A-1 Steady-State Sideslips, A/C No. 62-4506, Test 23.0F, 15 Feet Above Runway, $V_i \approx 10$ Knots, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 2 of 2

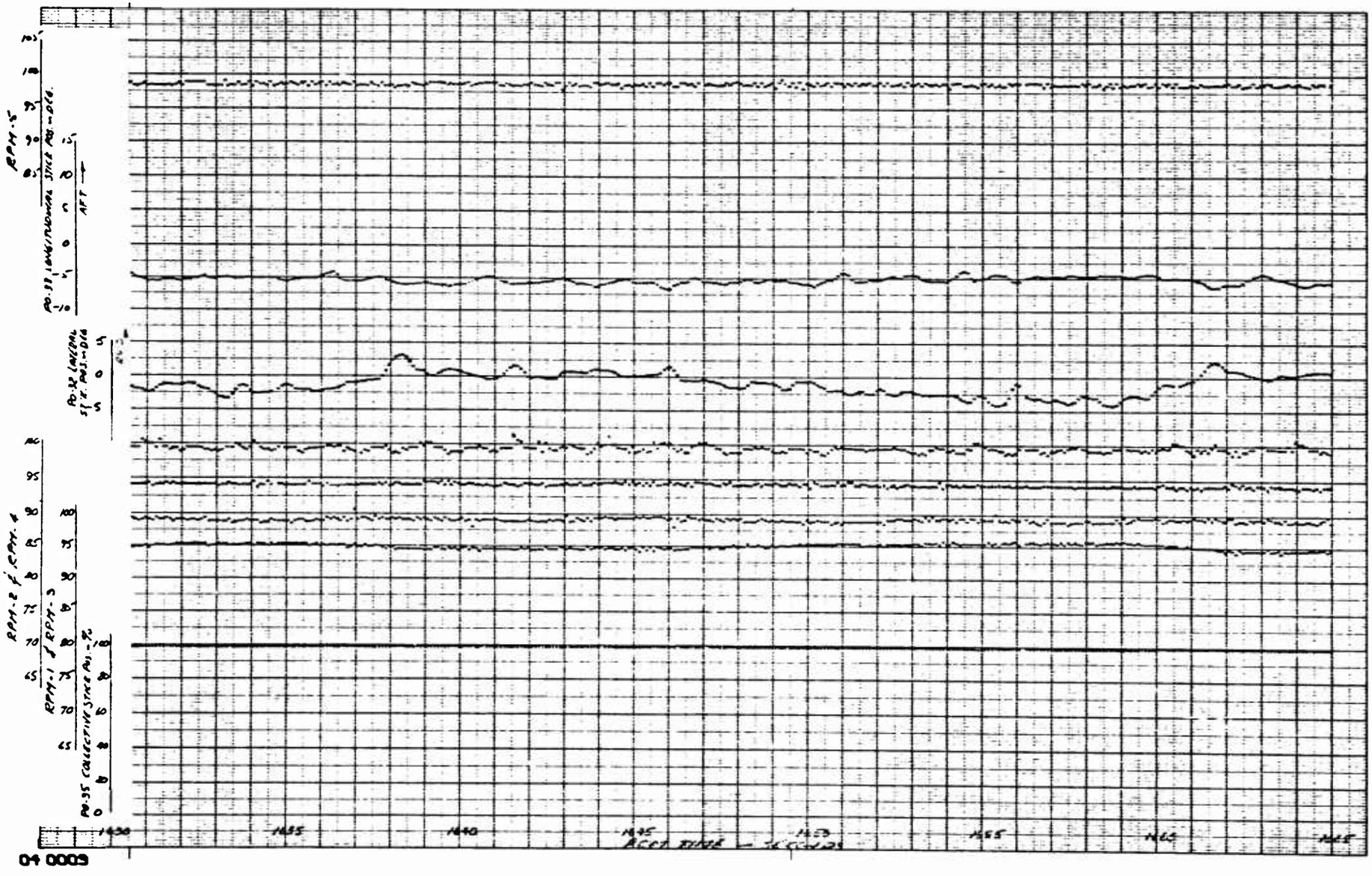


Figure A-2 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, $H_i \approx 6,000$ Feet, $V_i \approx 50$ Knots, $\beta_{V\text{Indicated}} \approx 20°$ Sheet 1 of 3

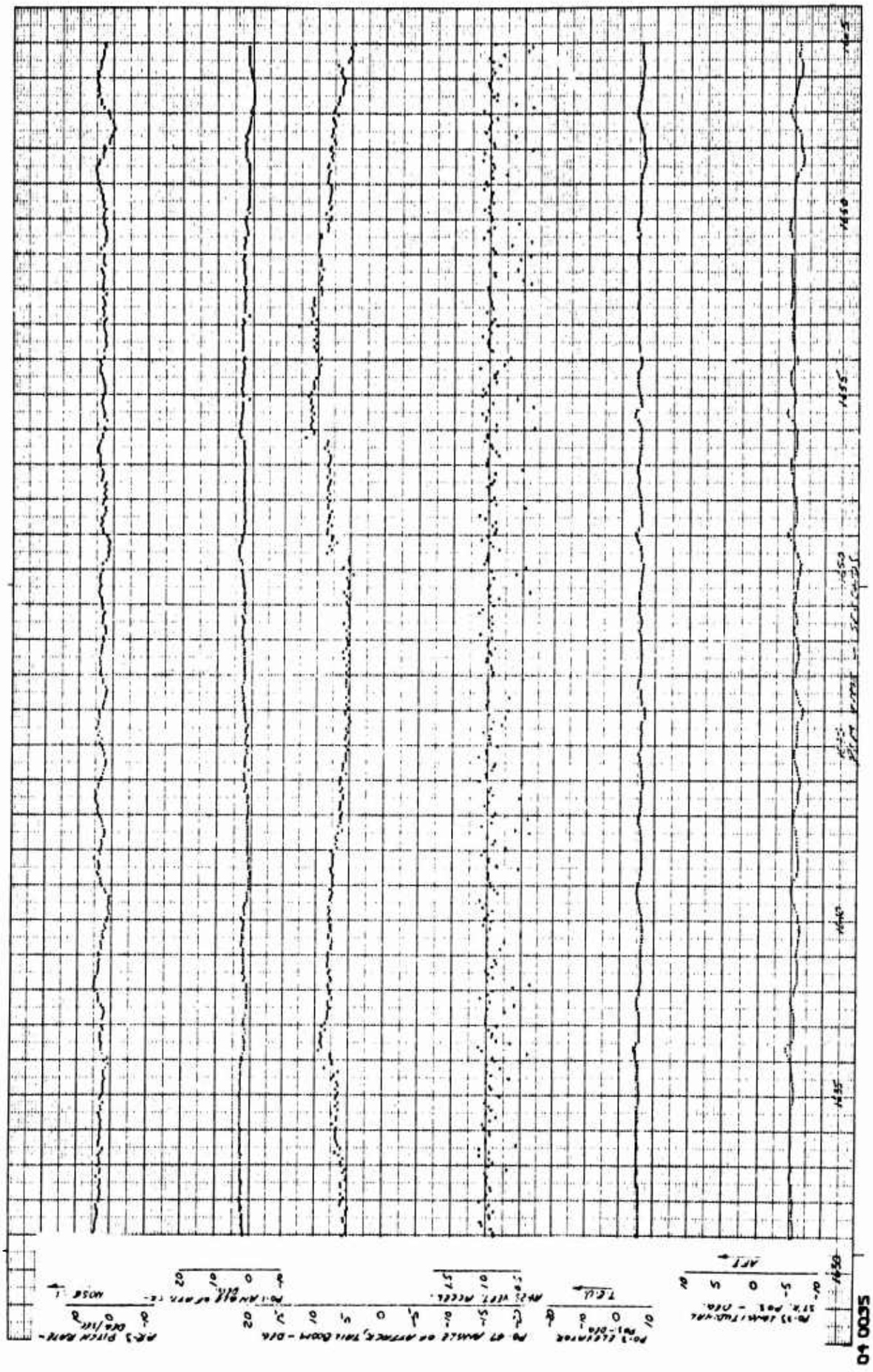


Figure A-2 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, $H_i \approx 6,000$ Feet, $V_i \approx 50$ Knots, $\beta_{Vindicated} \approx 20°$ Sheet 2 of 3

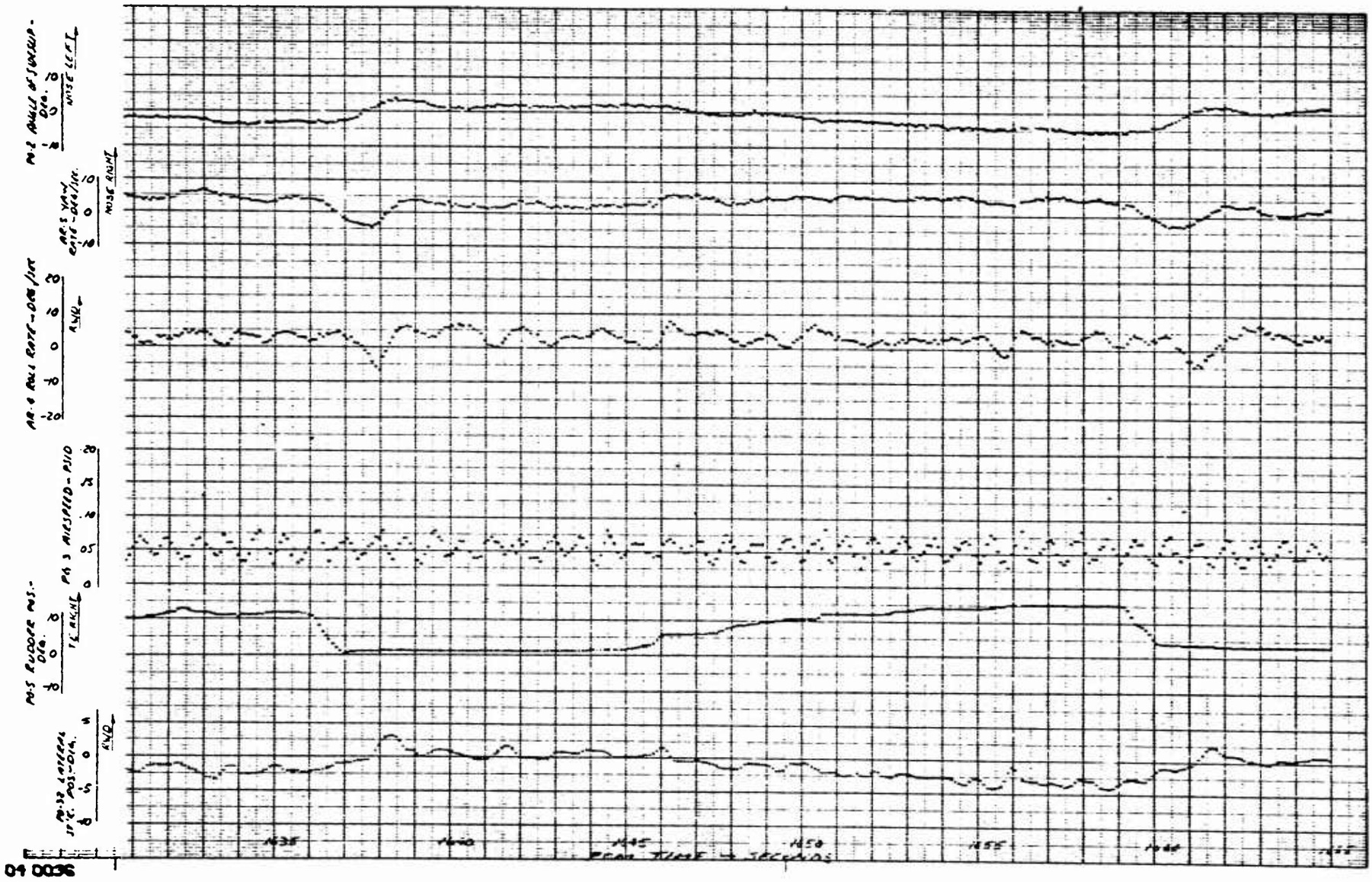


Figure A-2 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, $H_i \approx 6,000$ Feet, $V_i \approx 50$ Knots, $\beta_{vIndicated} \approx 20°$ Sheet 3 of 3

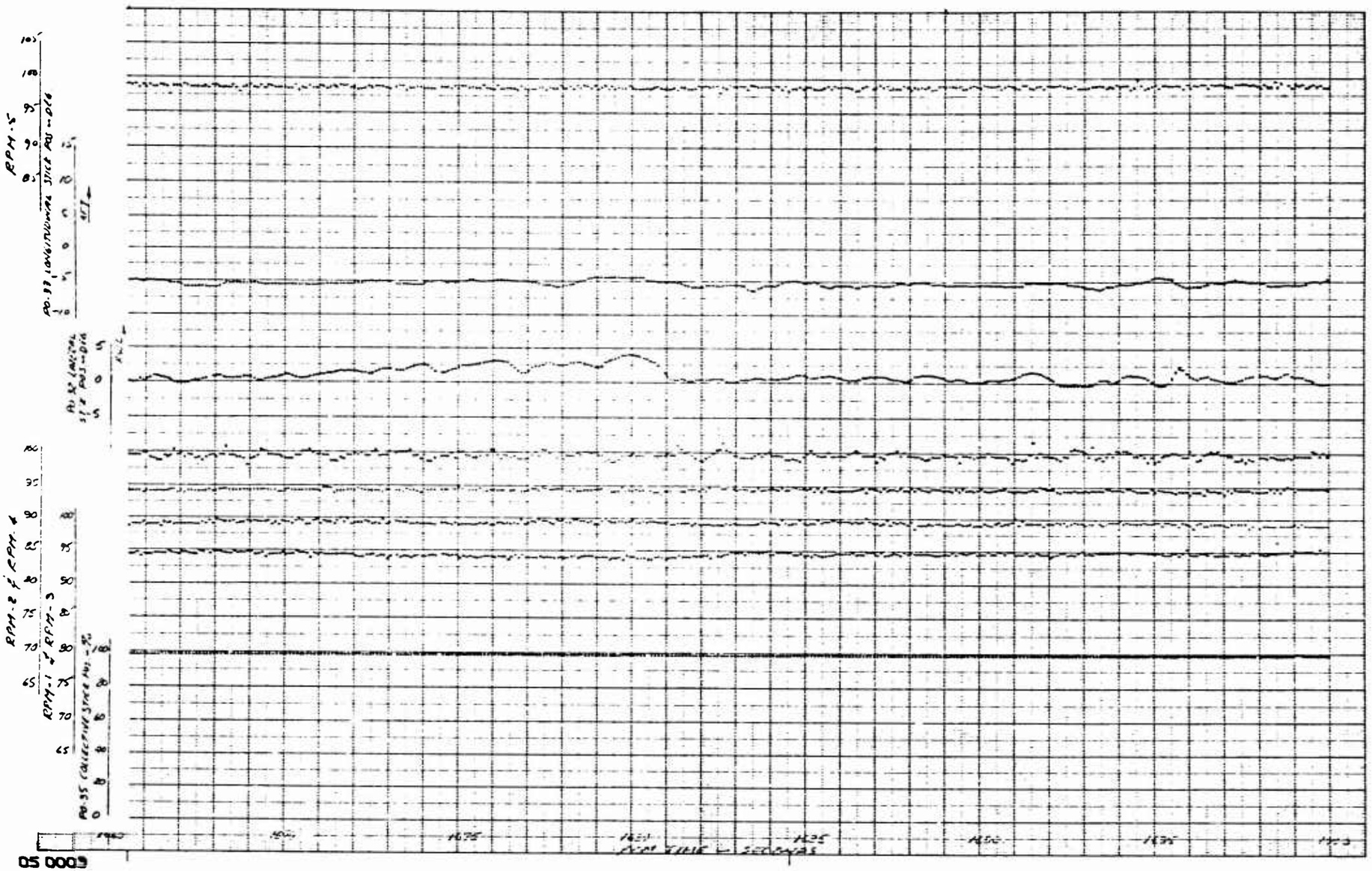


Figure A-3 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, $H_i \approx 6,000$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 20°$ Sheet 1 of 3

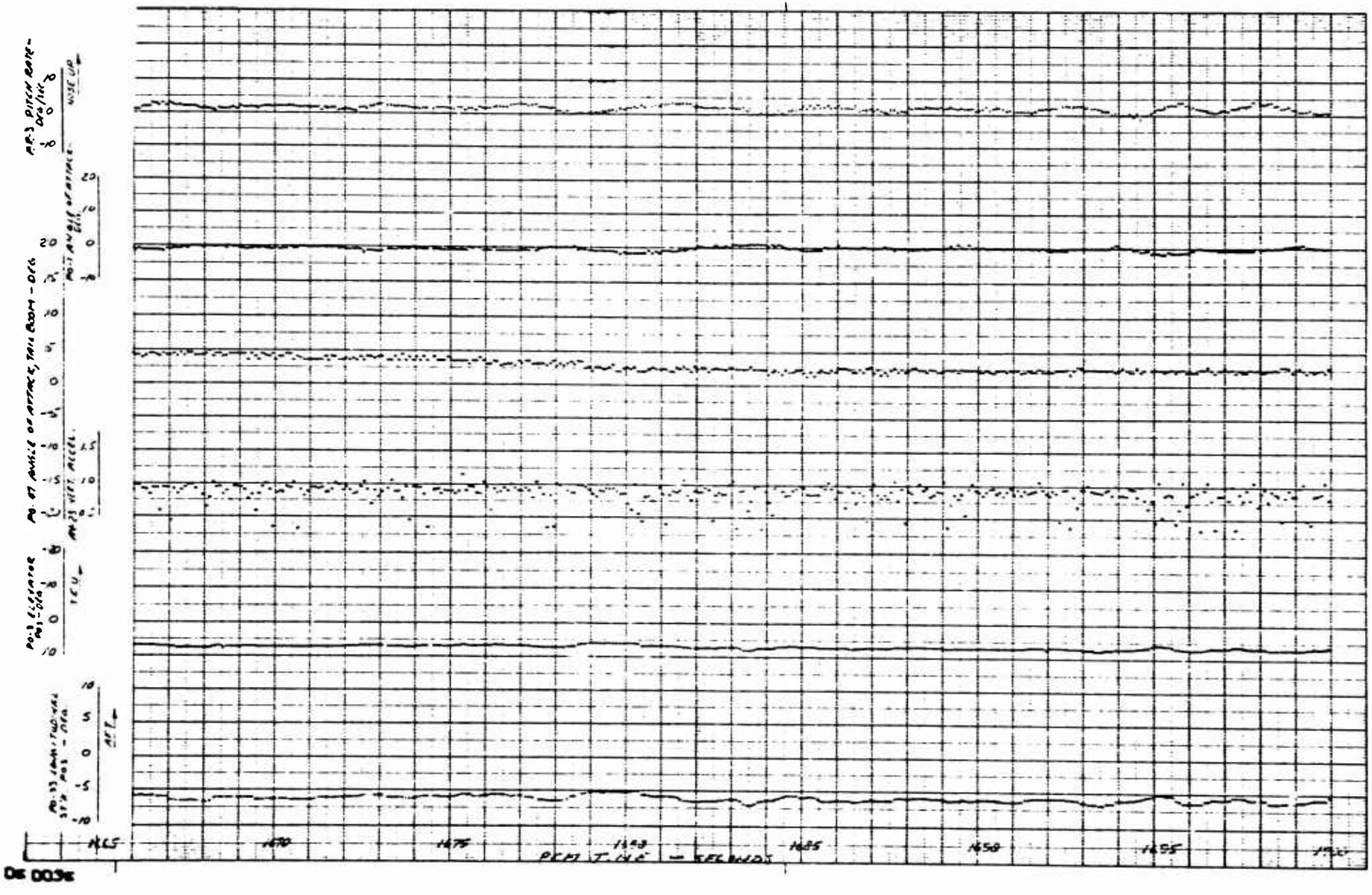


Figure A-3 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, $H_i \approx 6,000$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 20°$ Sheet 2 of 3

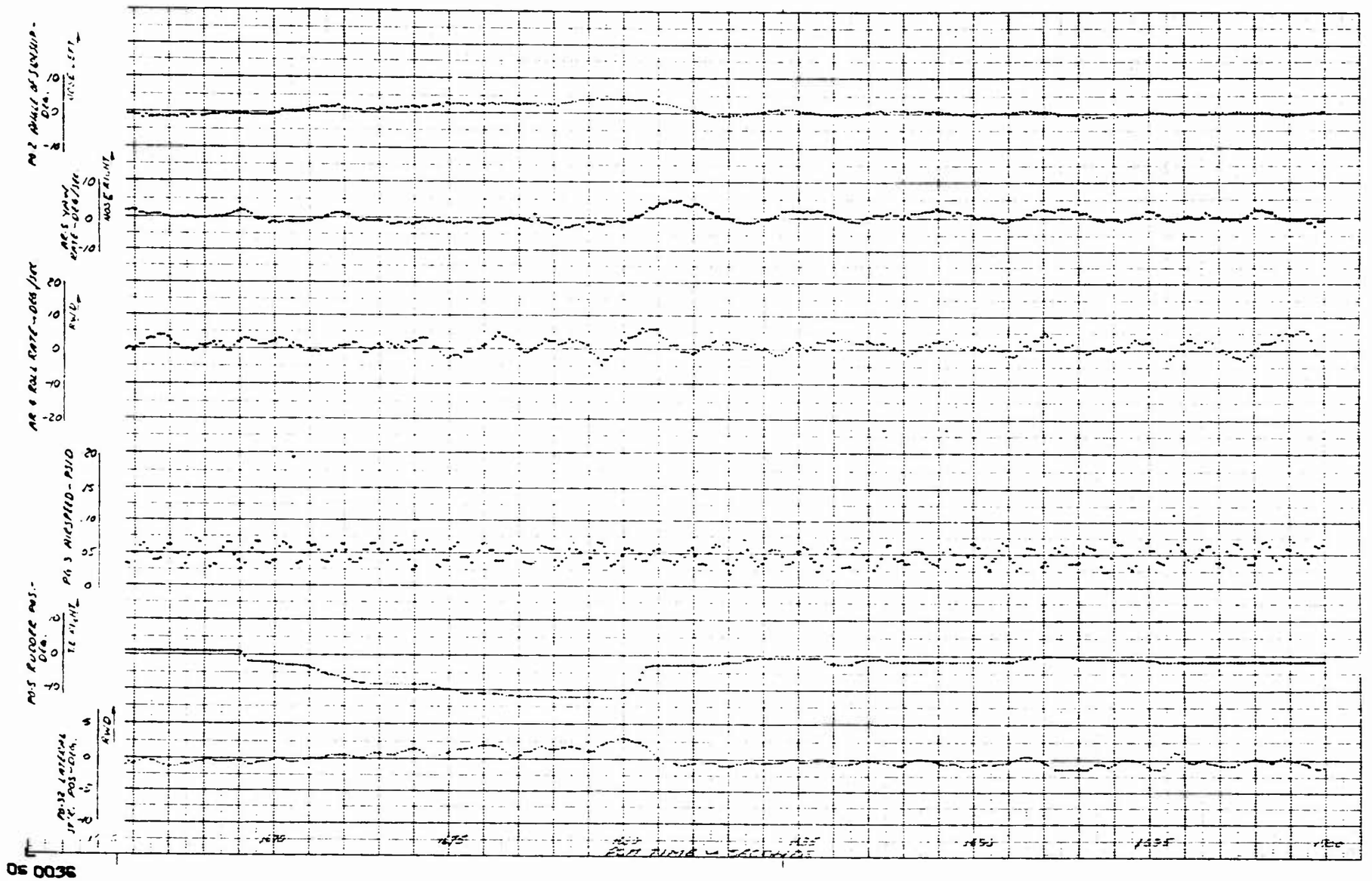


Figure A-3 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, $H_i \approx 6,000$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 20°$ Sheet 3 of 3

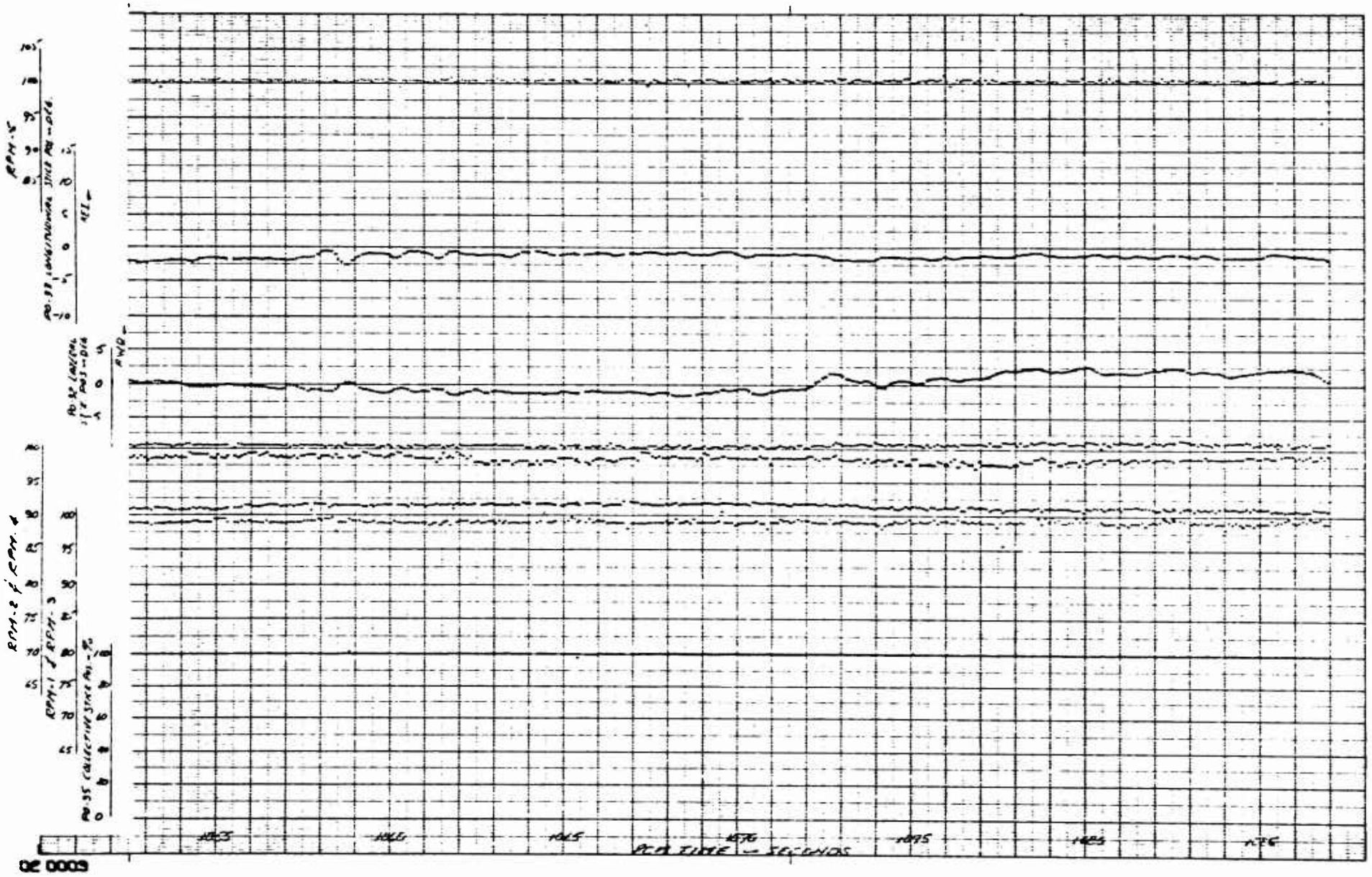


Figure A-4 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 1 of 3

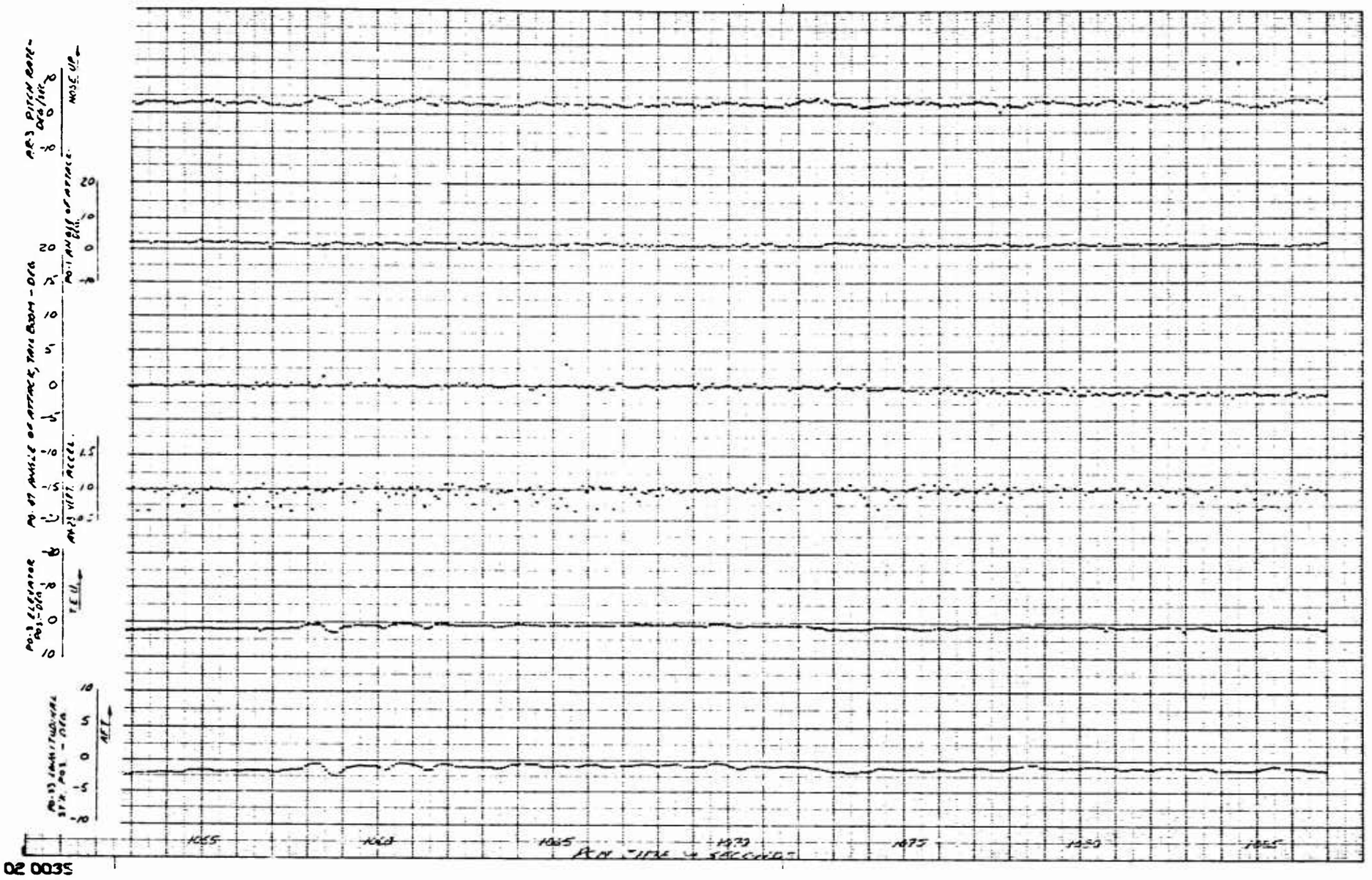


Figure A-4 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 2 of 3



Figure A-4 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 3 of 3

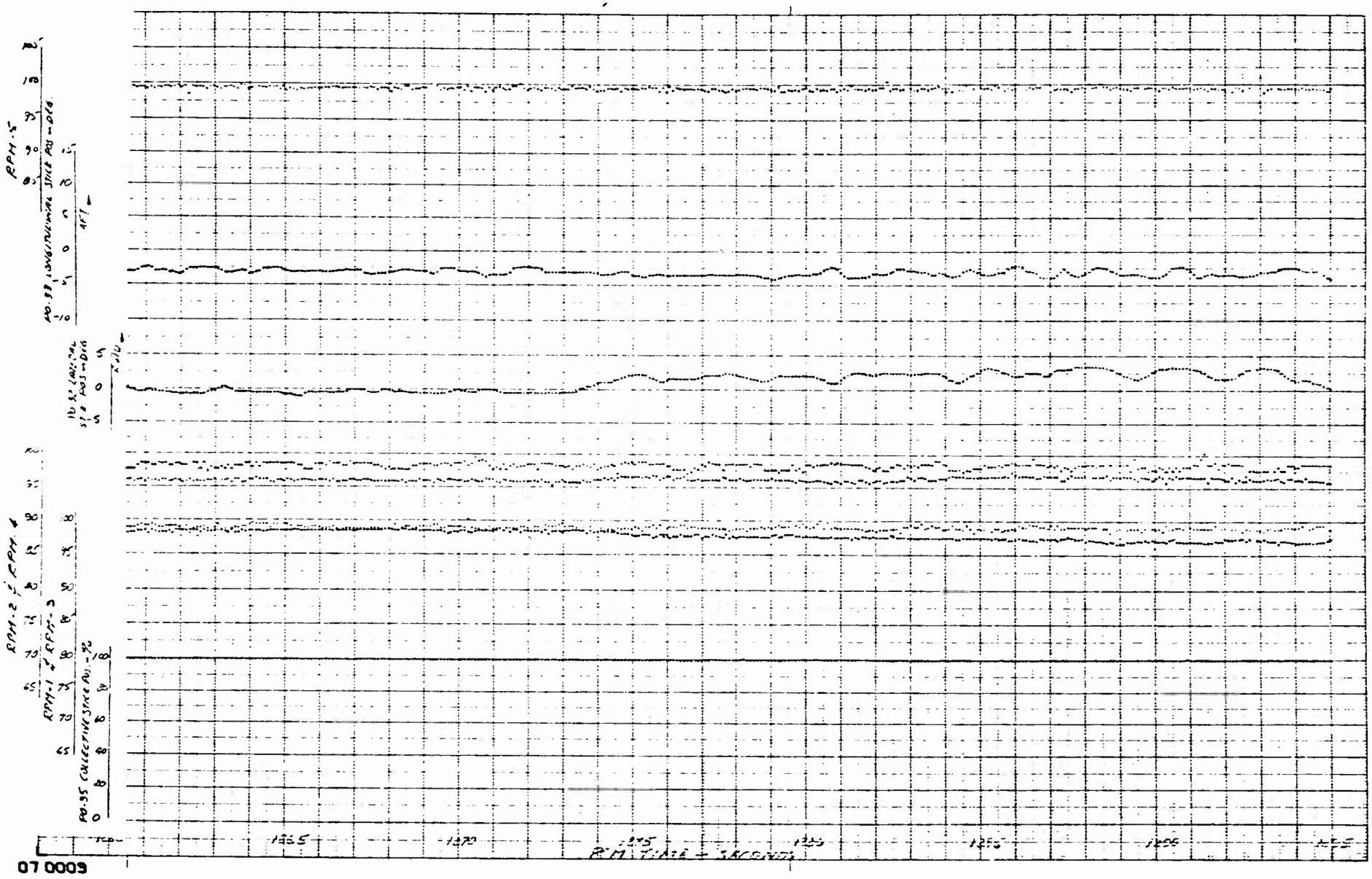


Figure A-5 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 1 of 3

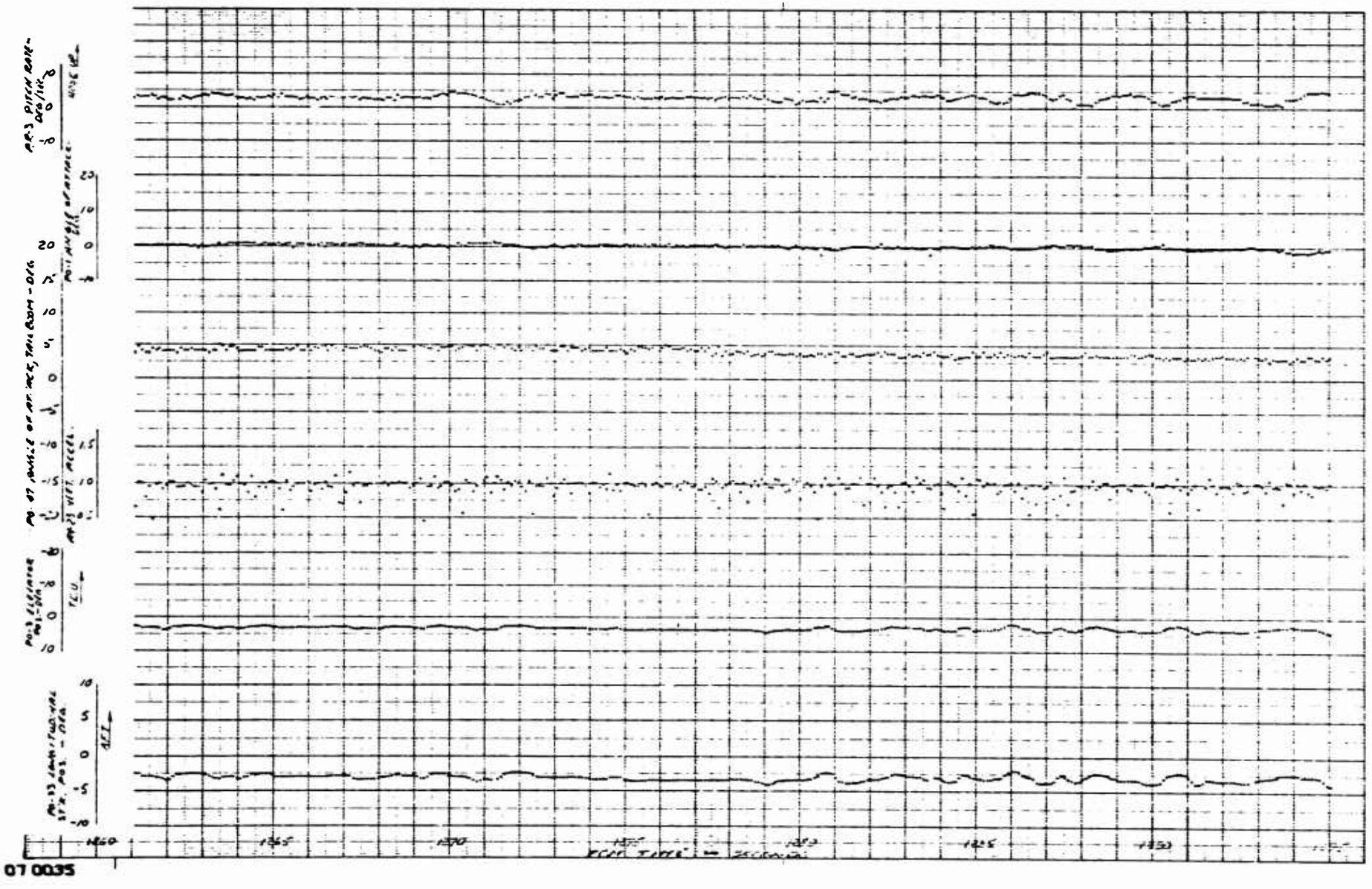


Figure A-5 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 2 of 3



Figure A-5 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 3 of 3

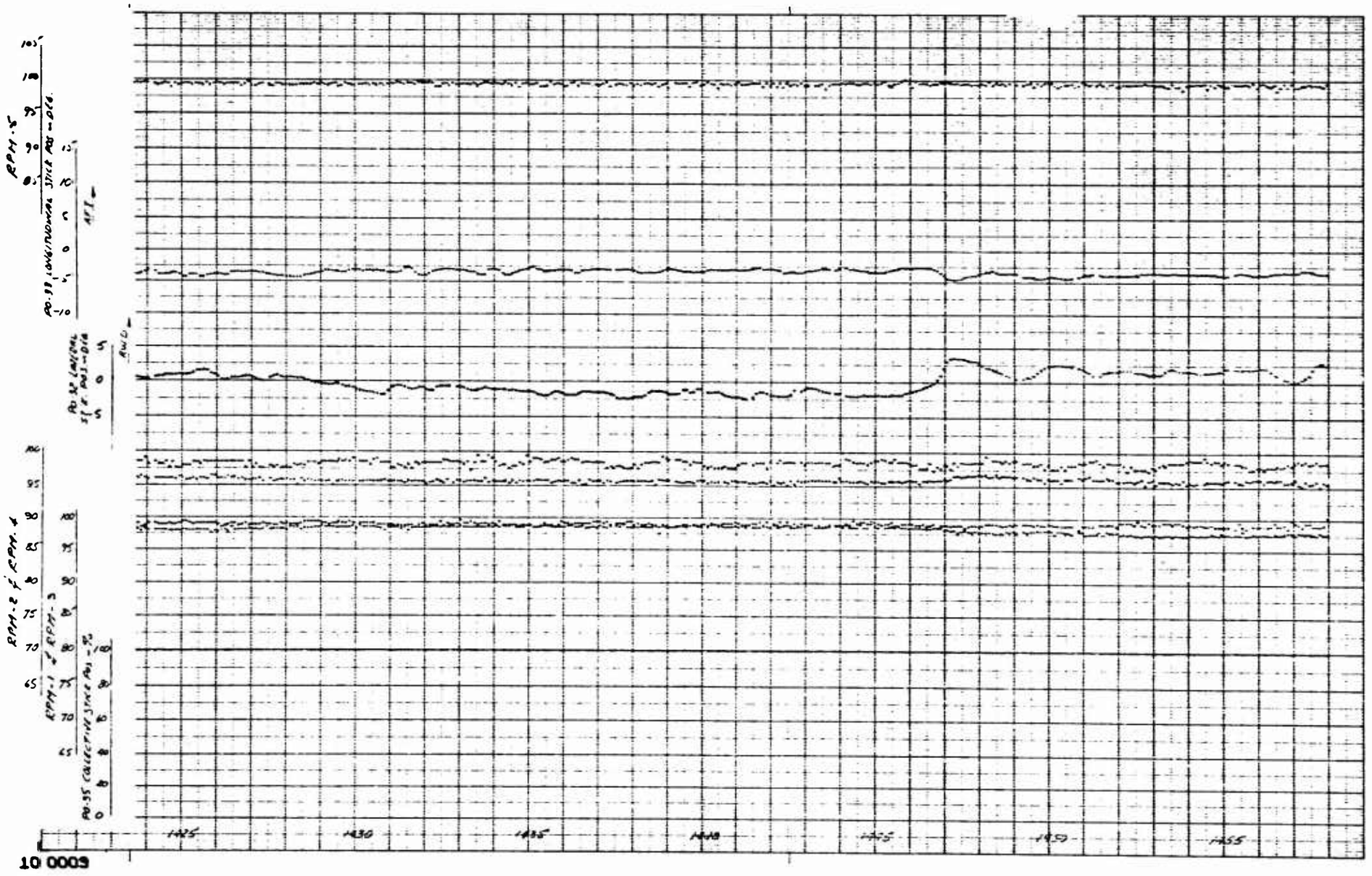


Figure A-6 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 1 of 3

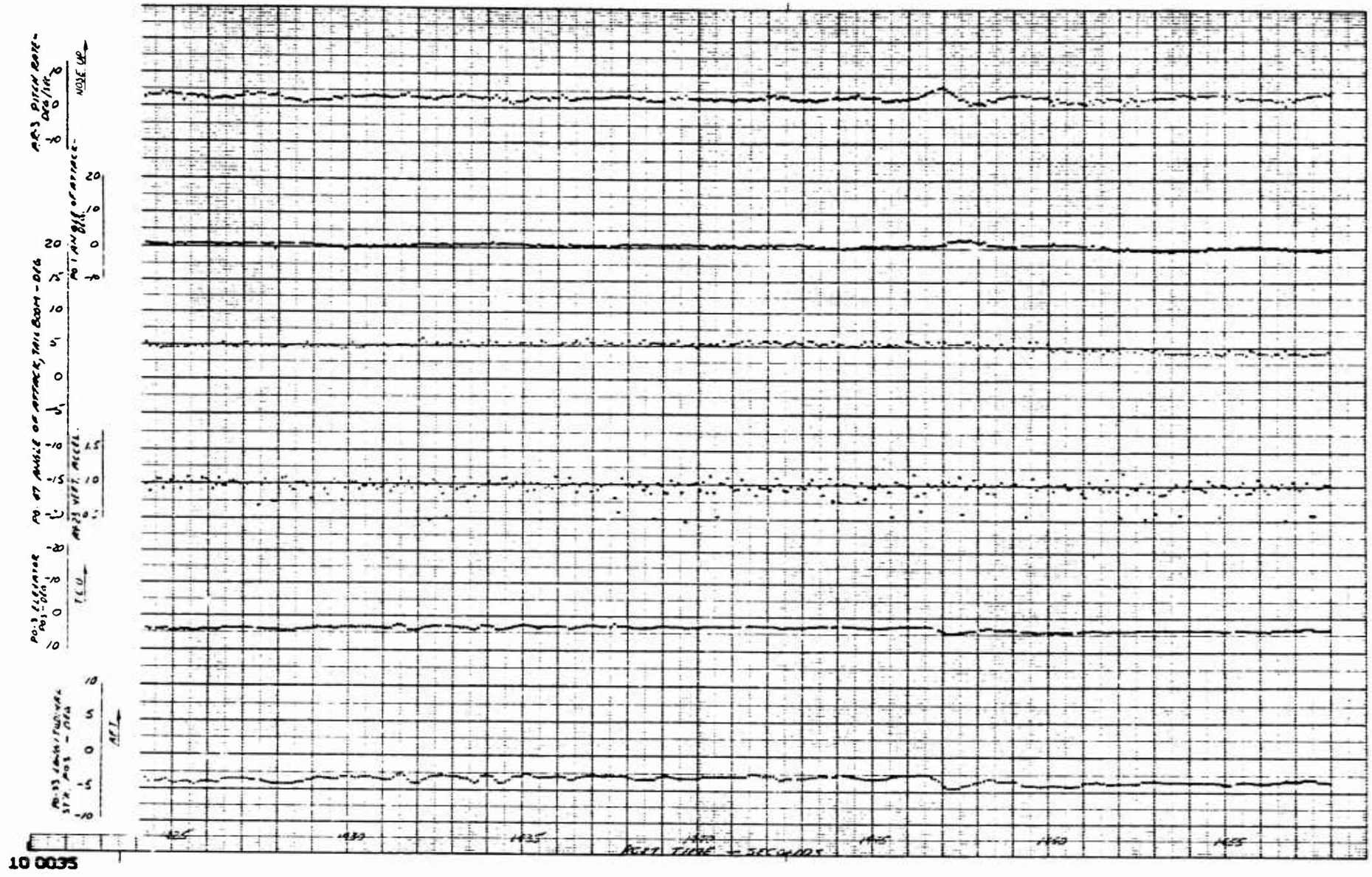


Figure A-6 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 2 of 3

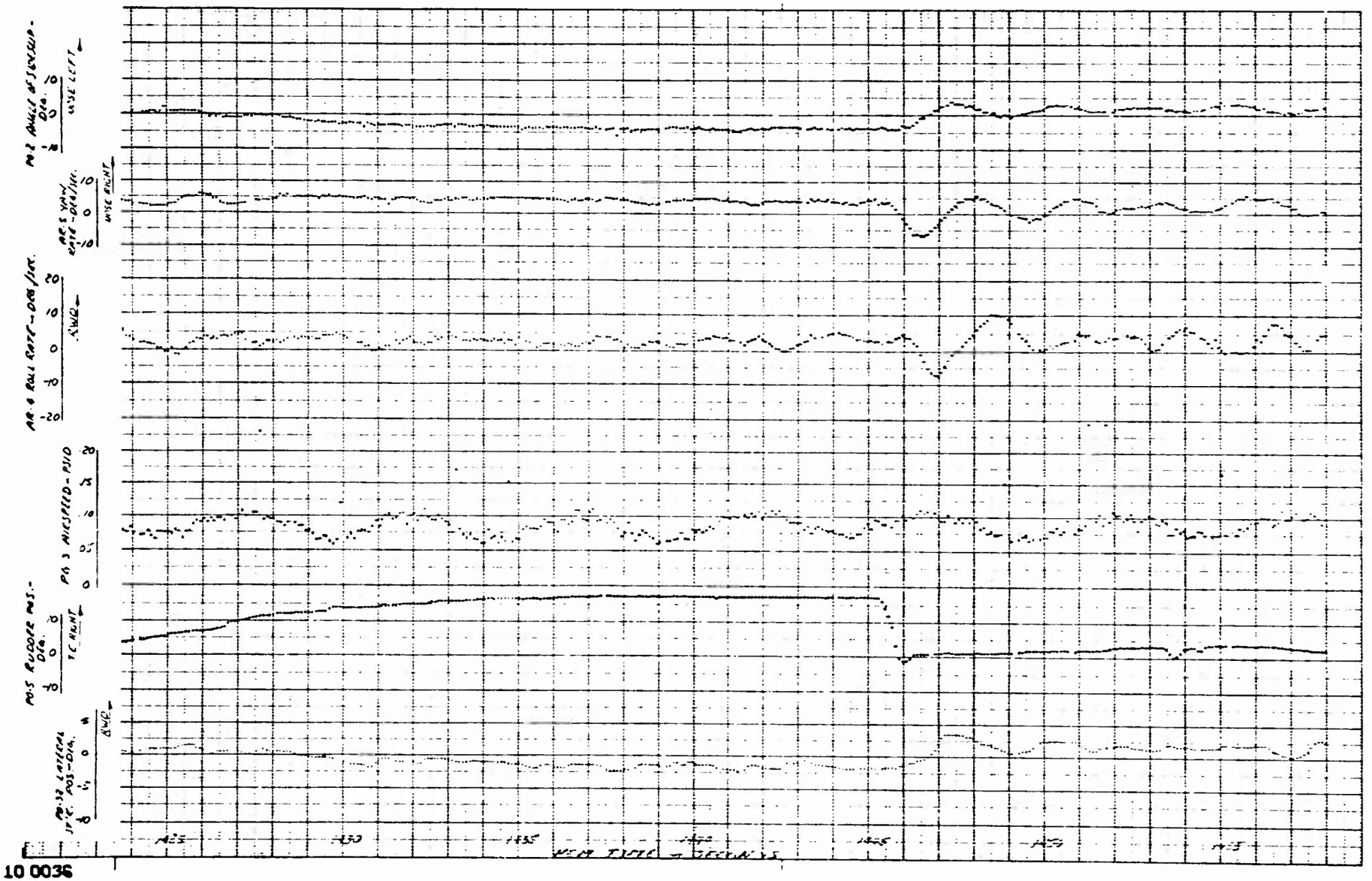


Figure A-6 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 3 of 3

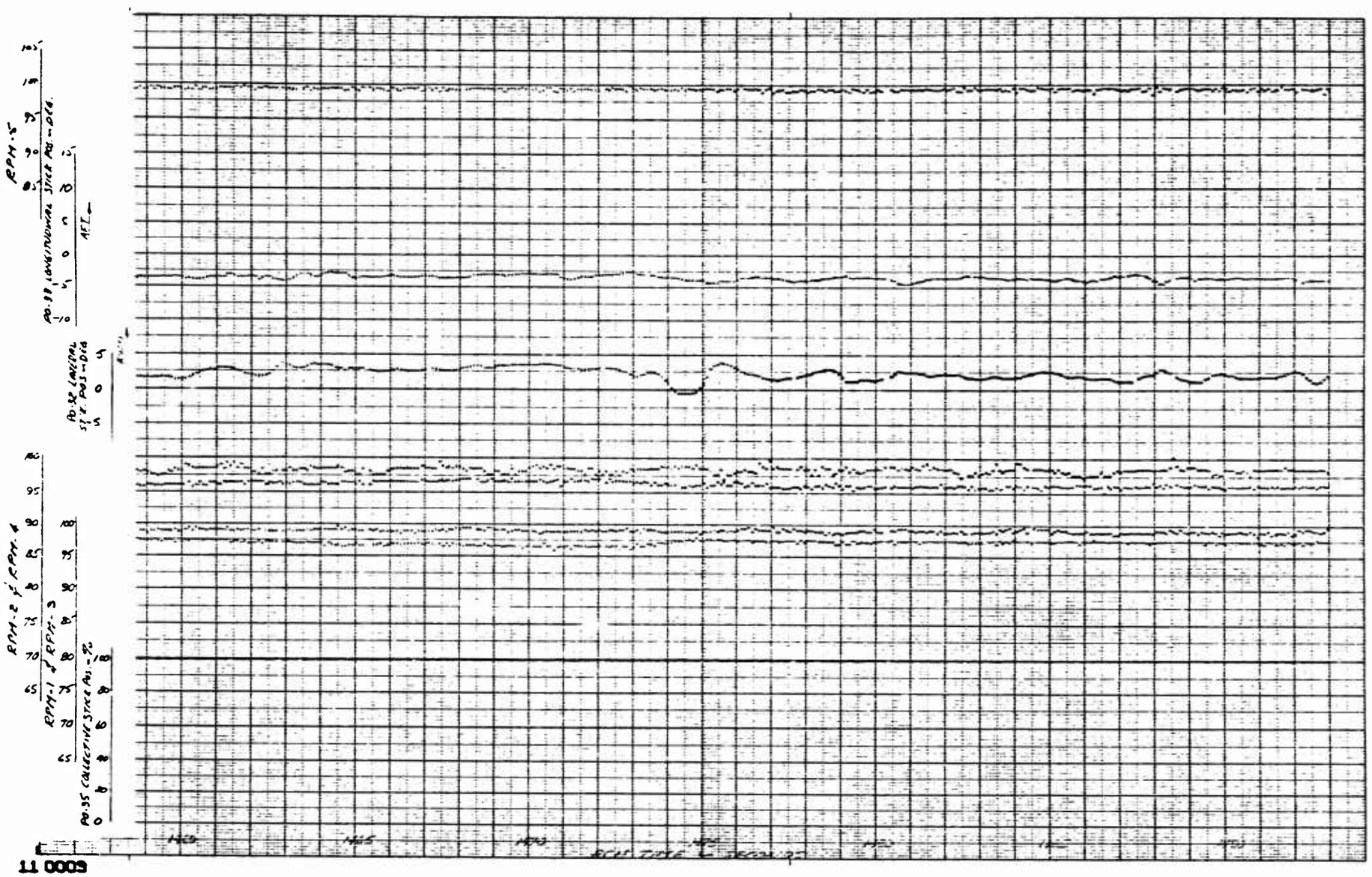


Figure A-7 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 1 of 3

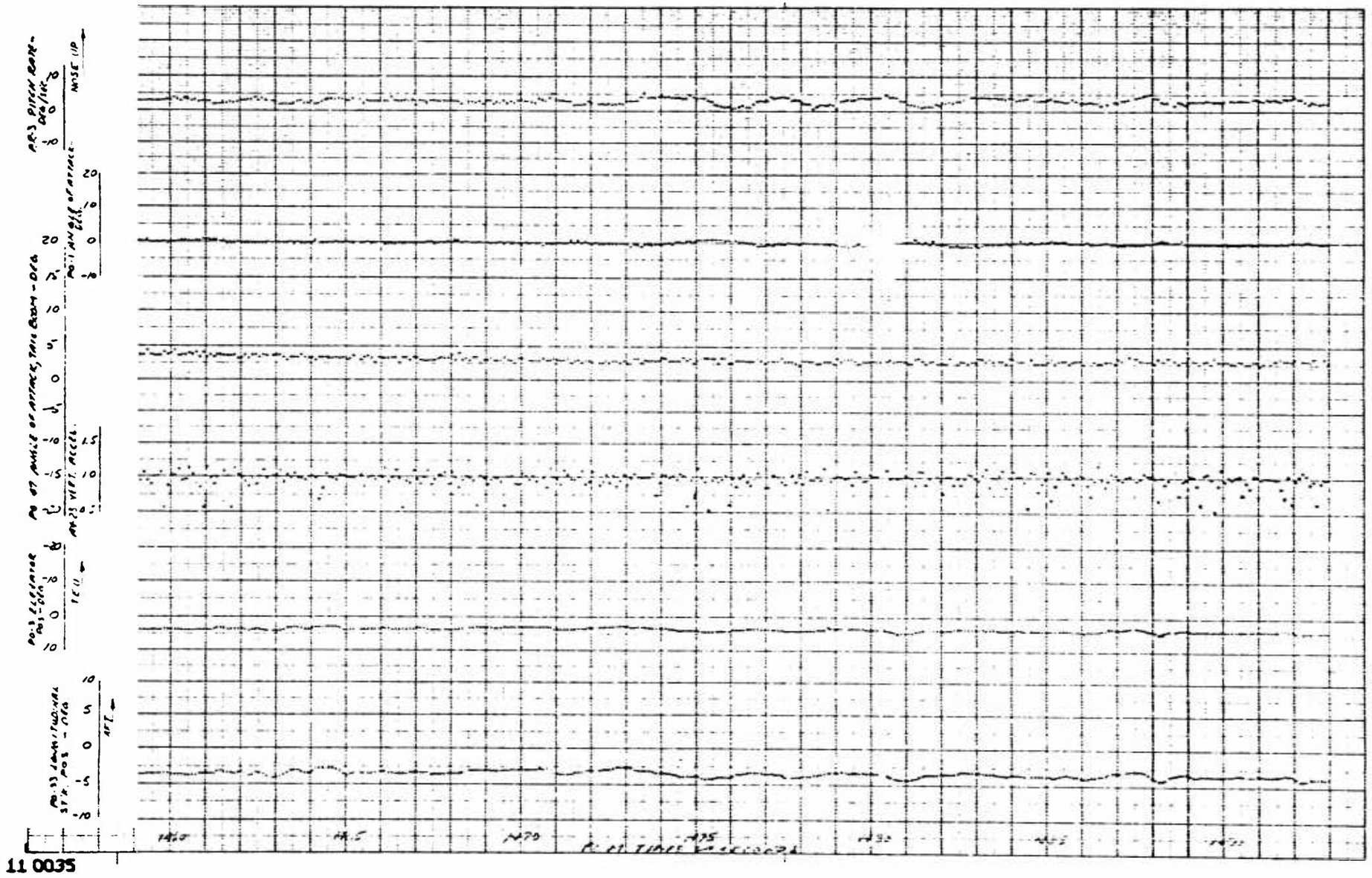


Figure A-7 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 2 of 3

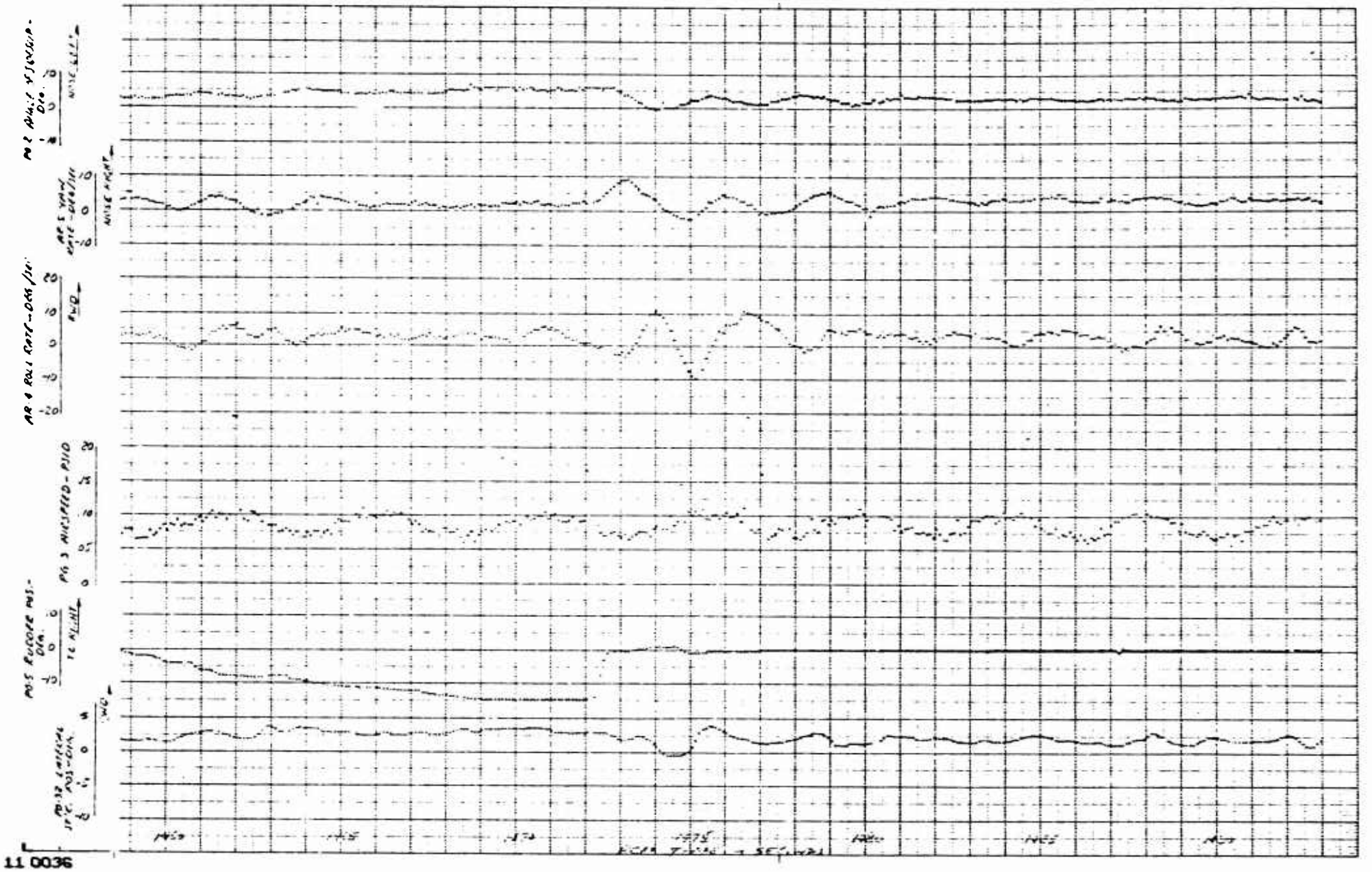


Figure A-7 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 3 of 3

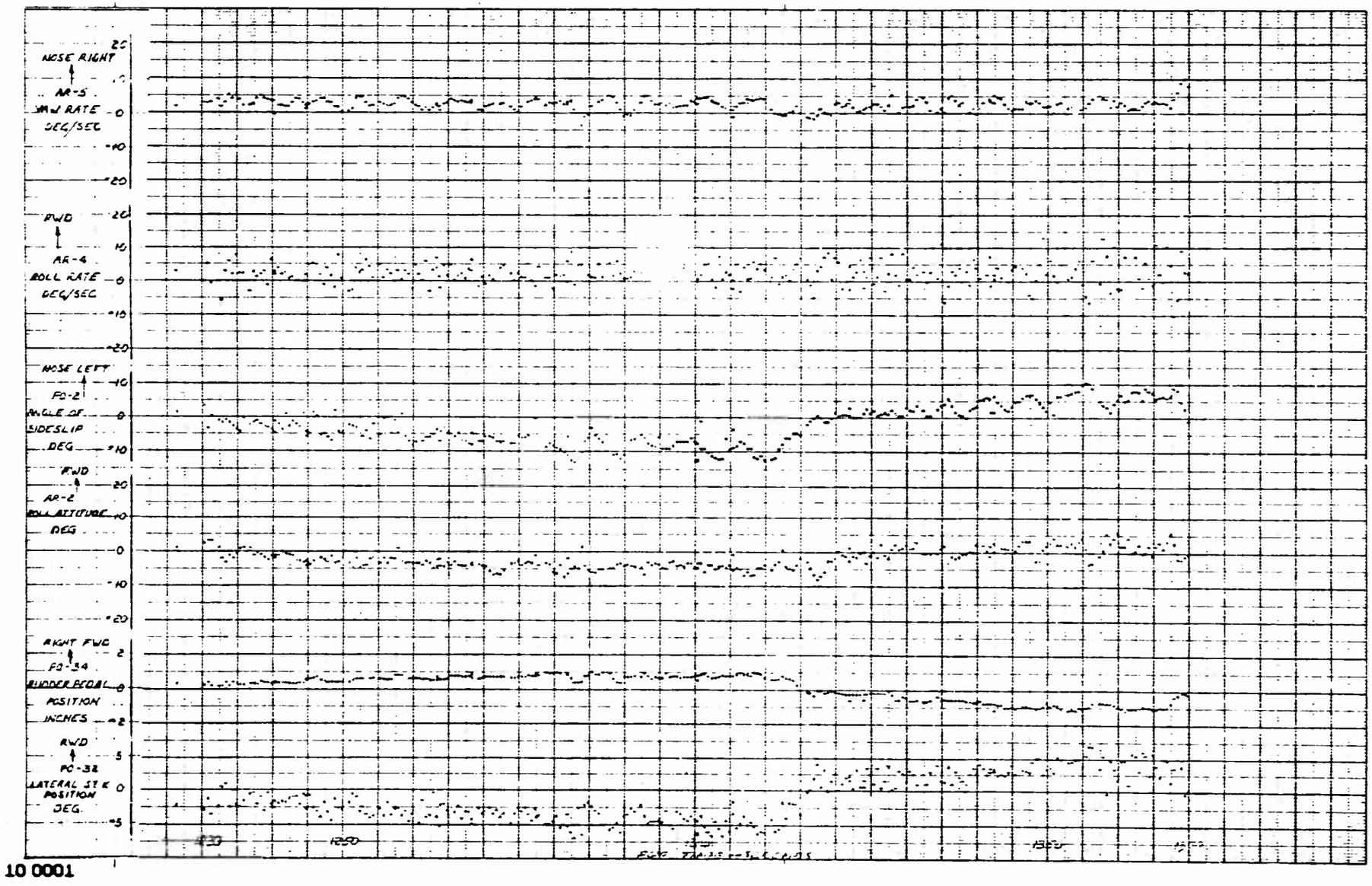


Figure A-8 Steady-State Sideslips, A/C No. 62-4506, Test 76.0F, $H_i \approx 6,000$ Feet, $V_i \approx 40$ Knots, $\beta_{V\text{Indicated}} \approx 11°$

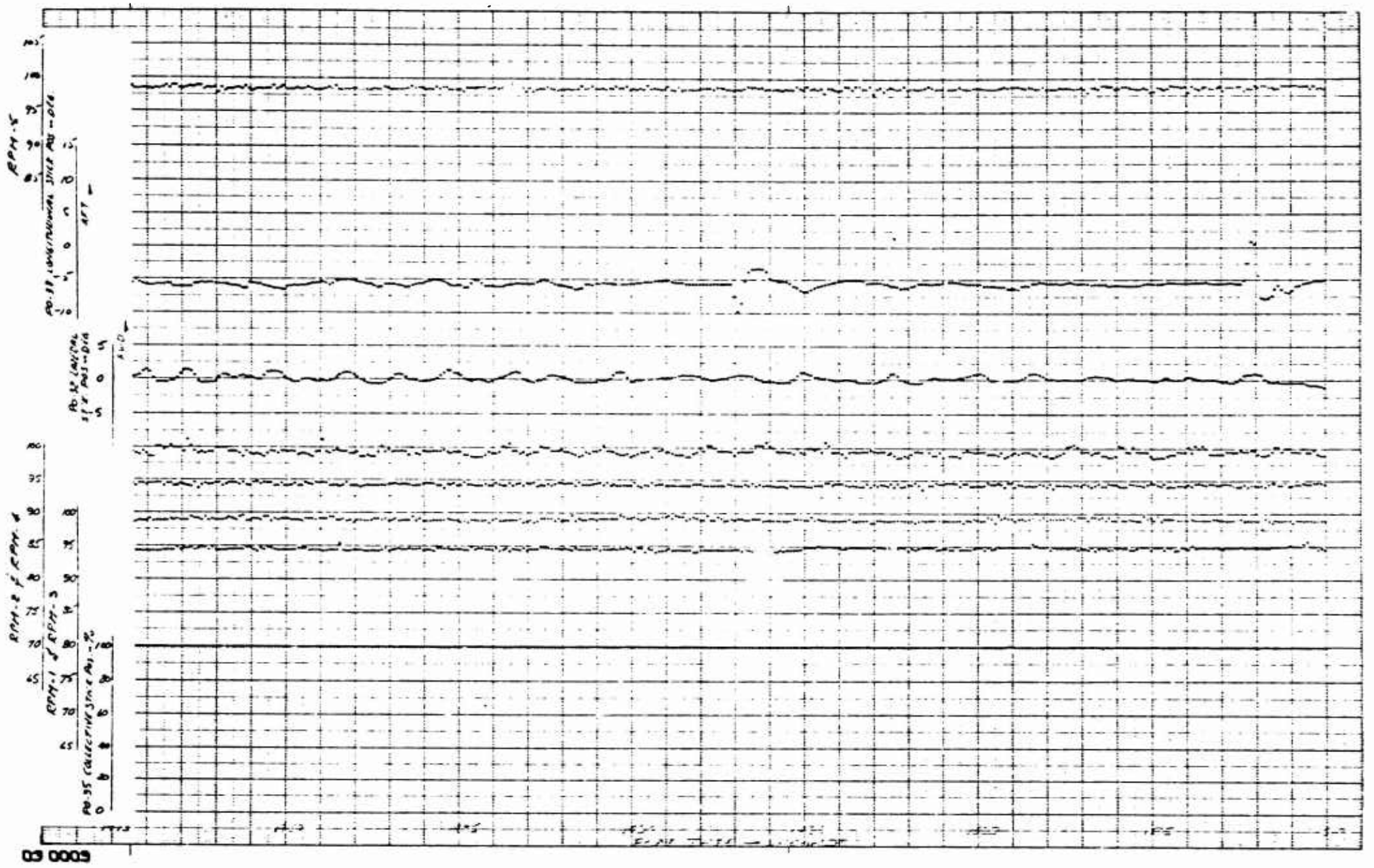


Figure A-9 Longitudinal Control Disturbance, A/C No. 62-4506, Test 55.0F, $H_i \approx 6,000$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 20°$, $i_{H.T.} \approx 17.6°$ Sheet 1 of 3

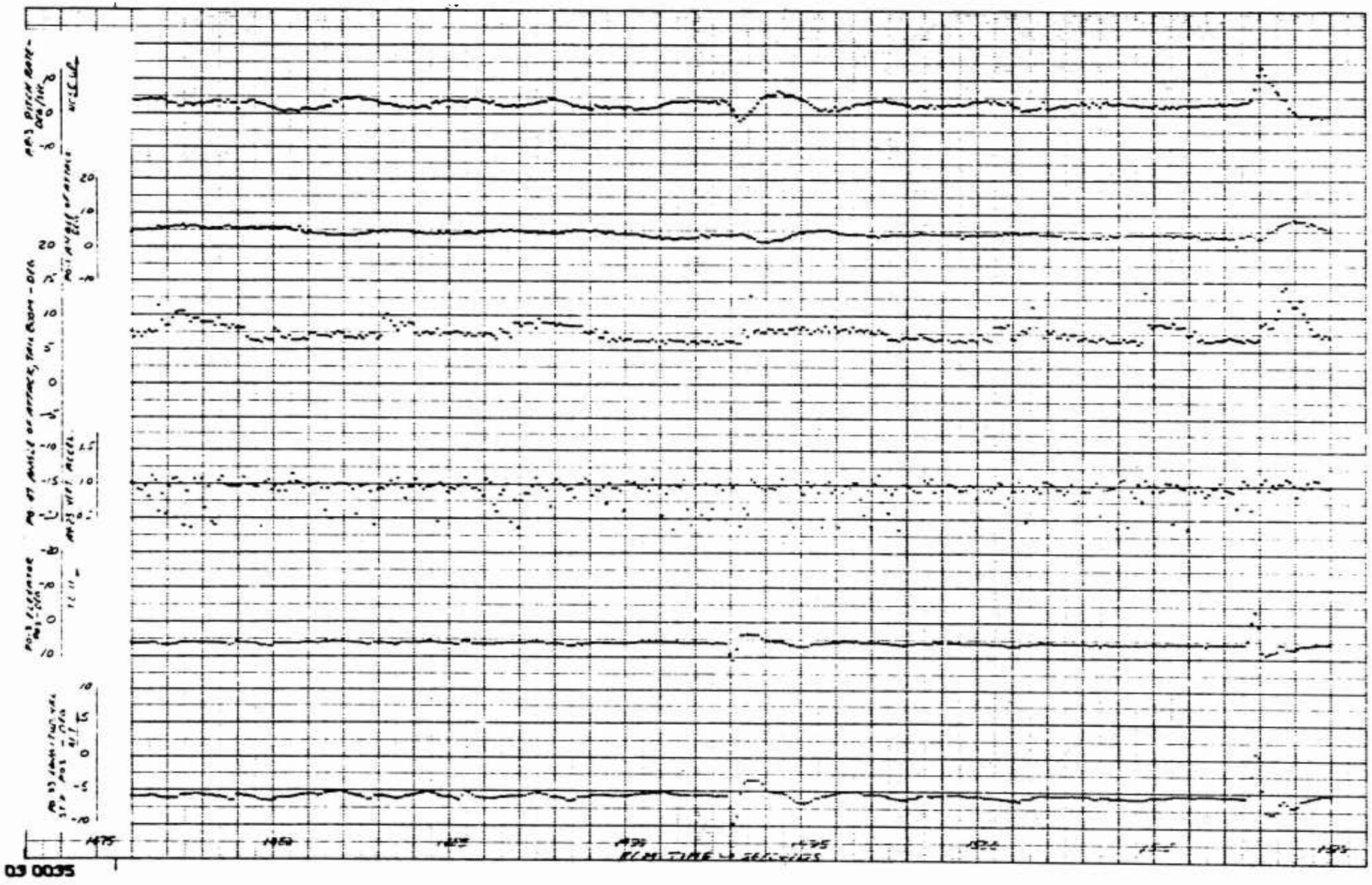


Figure A-9 Longitudinal Control Disturbance, A/C No. 62-4506, Test 55.0F, $H_i \approx 6,000$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 20°$, $i_{H.T.} \approx 17.6°$ Sheet 2 of 3

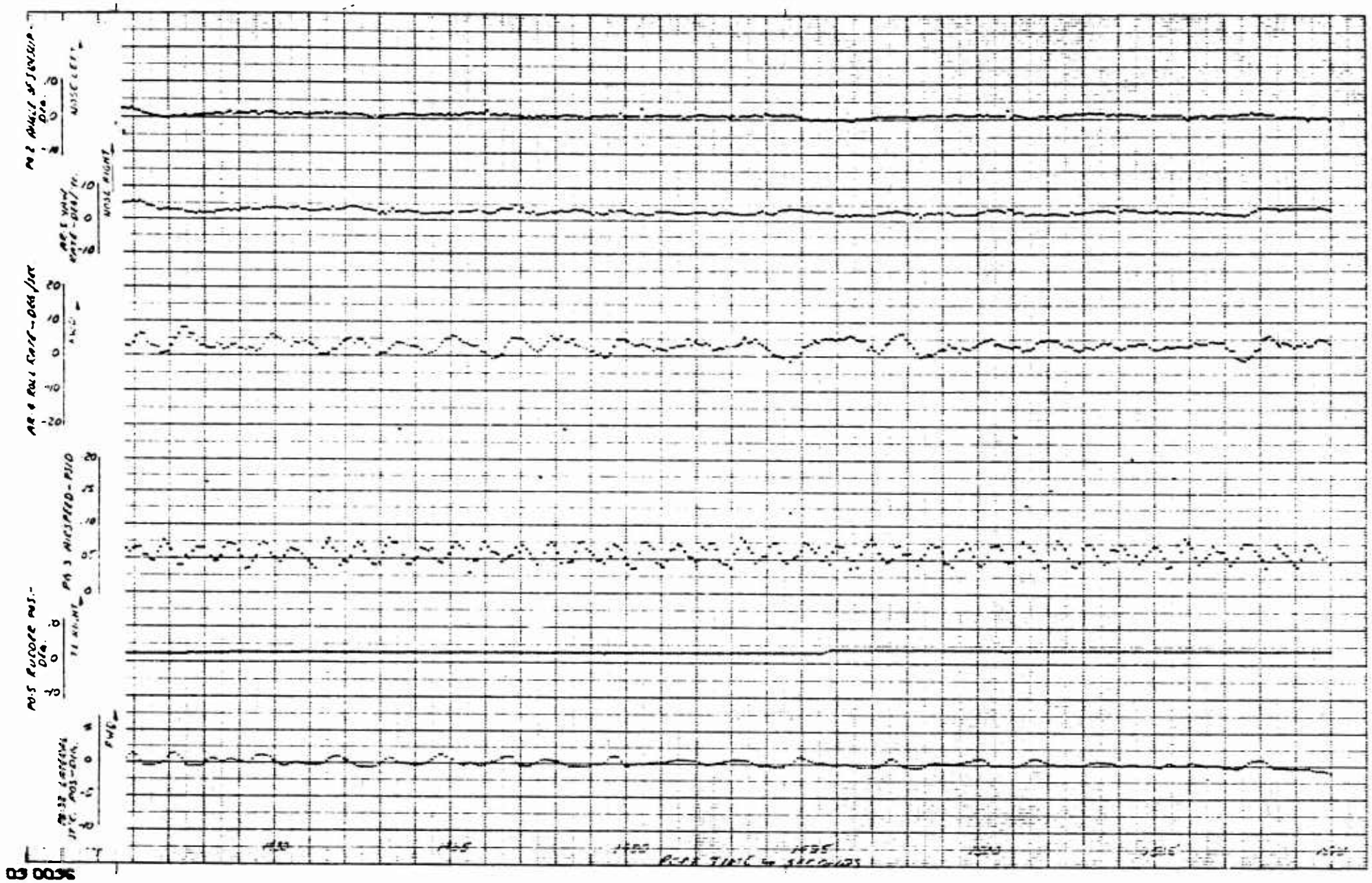


Figure A-9 Longitudinal Control Disturbance, A/C No. 62-4506, Test 55.0F, $H_i \approx 6,000$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 20°$, $i_{H.T.} \approx 17.6°$ Sheet 3 of 3

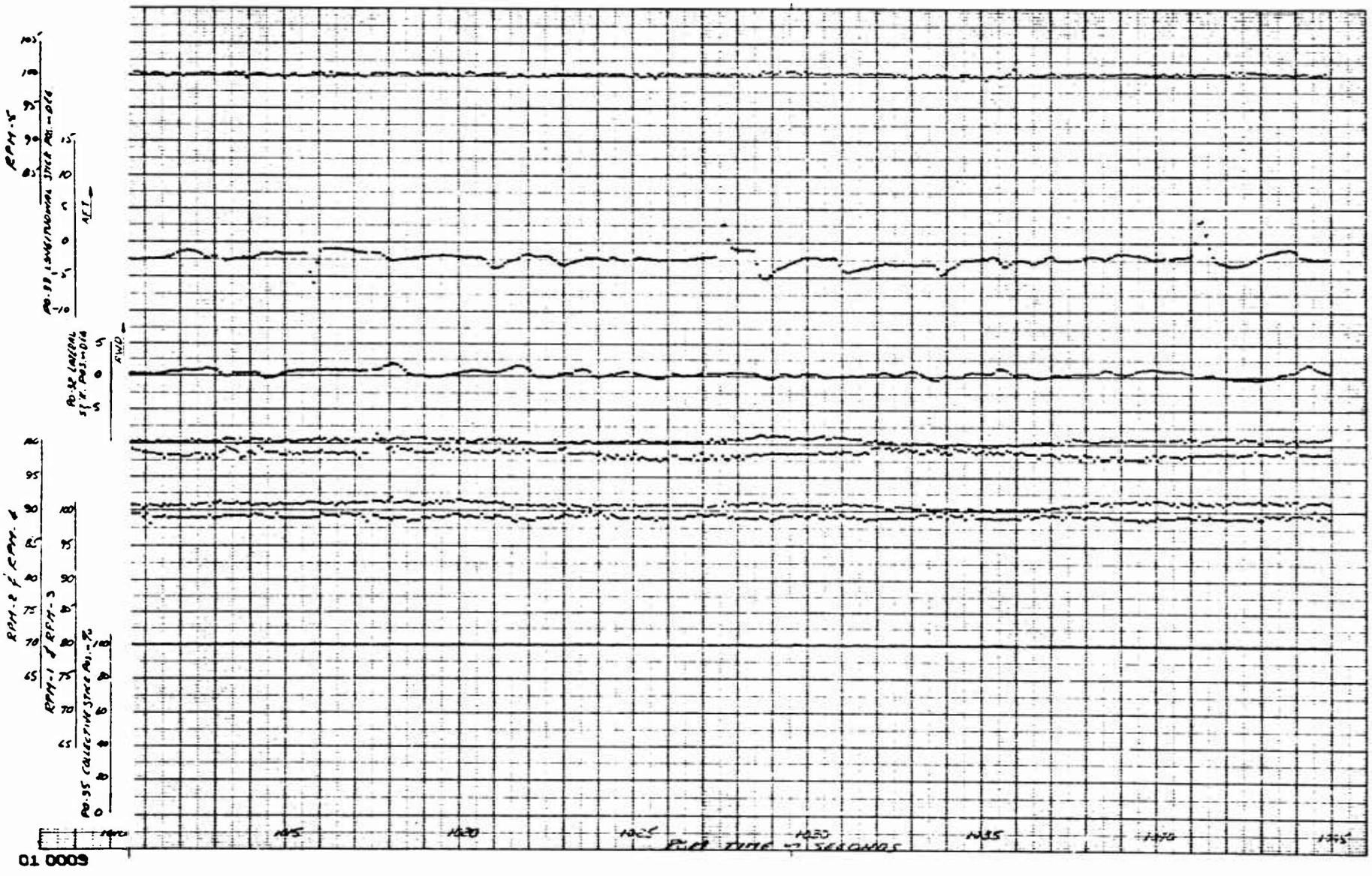


Figure A-10 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$, $i_{H.T.} \approx 11.3°$ Sheet 1 of 3

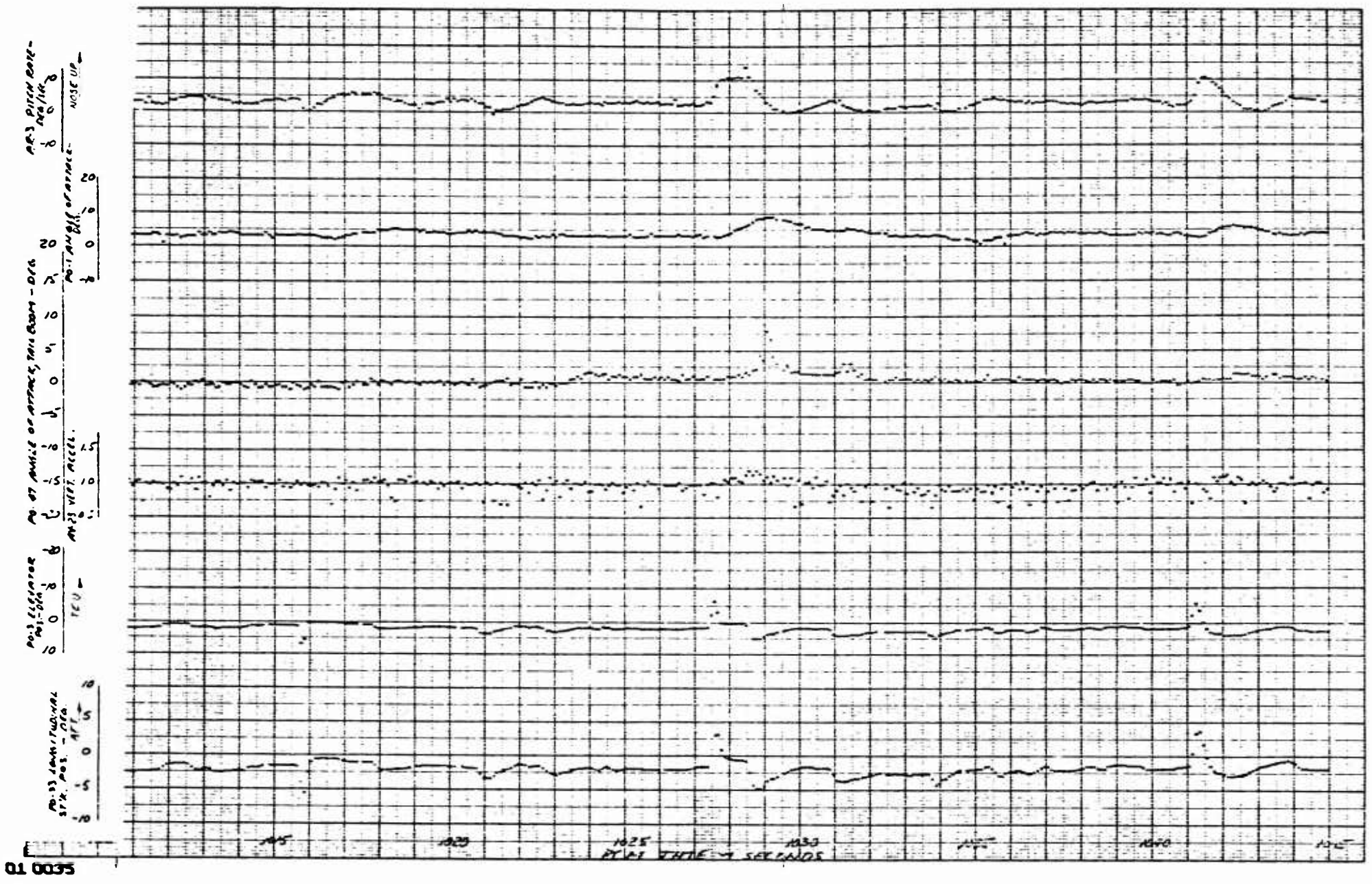


Figure A-10 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$, $i_{H.T.} \approx 11.3°$ Sheet 2 of 3

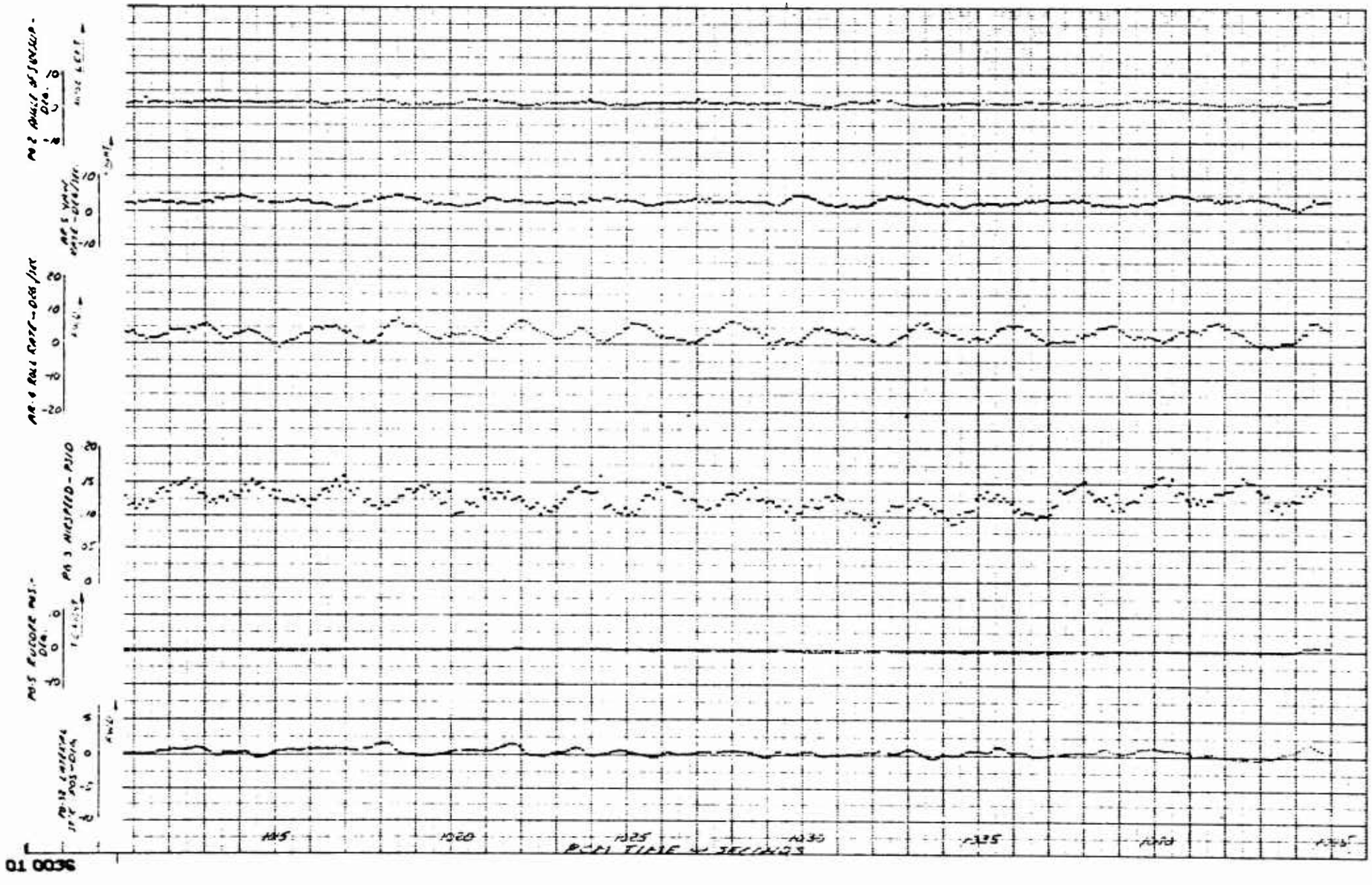


Figure A-10 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$, $i_{H.T.} \approx 11.3°$ Sheet 3 of 3

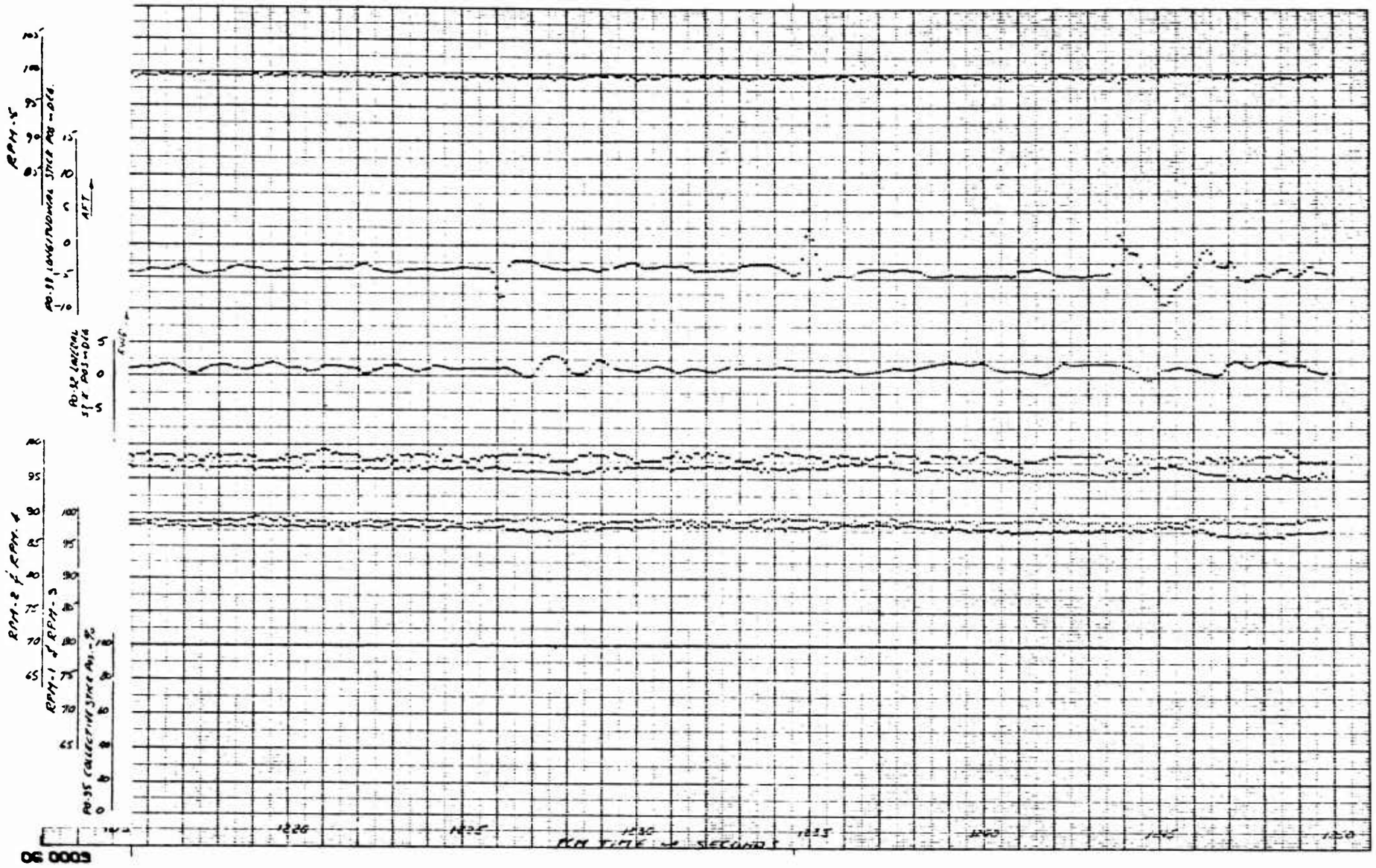


Figure A-11 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$, $i_{H.T.} \approx 16.9°$ Sheet 1 of 3

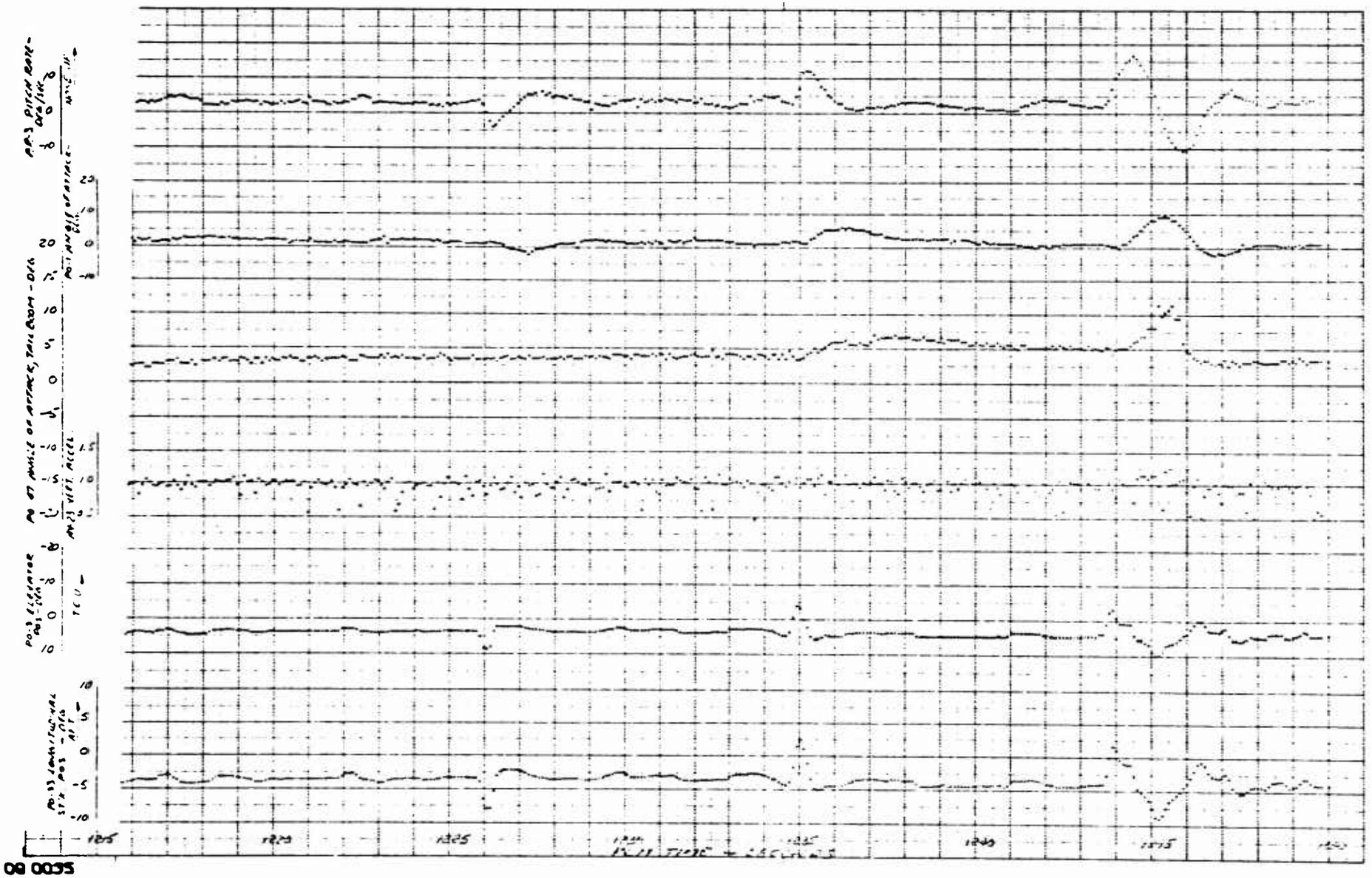


Figure A-11 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$, $i_{H.T.} \approx 16.9°$ Sheet 2 of 3



Figure A-11 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$, $i_{H.T.} \approx 16.9°$ Sheet 3 of 3

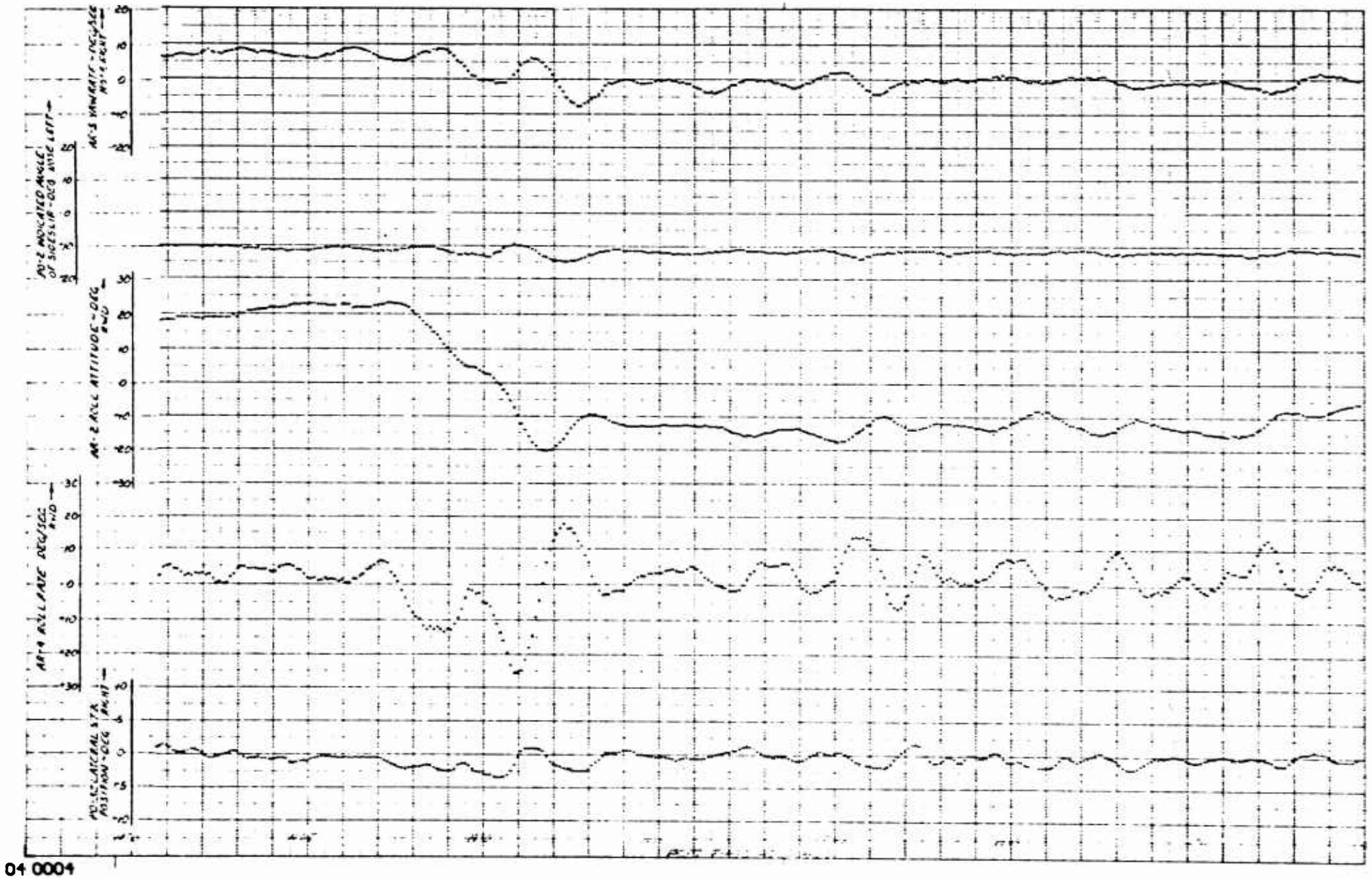


Figure A-12 Right to Left 20° Bank to Bank Roll, A/C No. 62-4506, Test 32.0F, $H_i \approx 3,000$ Feet, $V_i \approx 90$ Knots, $\beta_{V_{Indicated}} \approx 42°$ Sheet 1 of 2

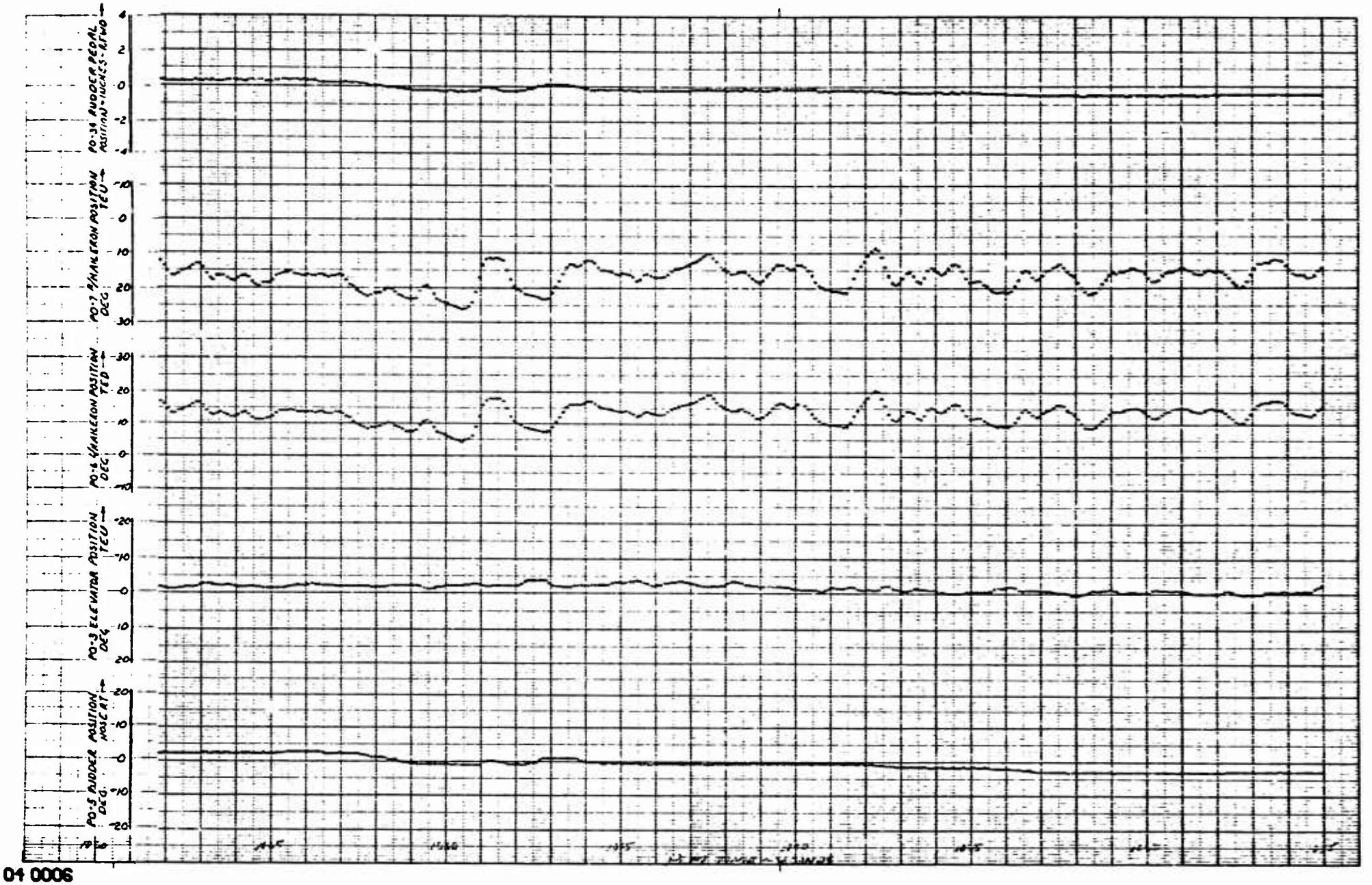


Figure A-12 Right to Left 20° Bank to Bank Roll, A/C No. 62-4506, Test 32.0F, $H_i \approx 3,000$ Feet, $V_i \approx 90$ Knots, $\beta_{V_{Indicated}} \approx 42°$ Sheet 2 of 2

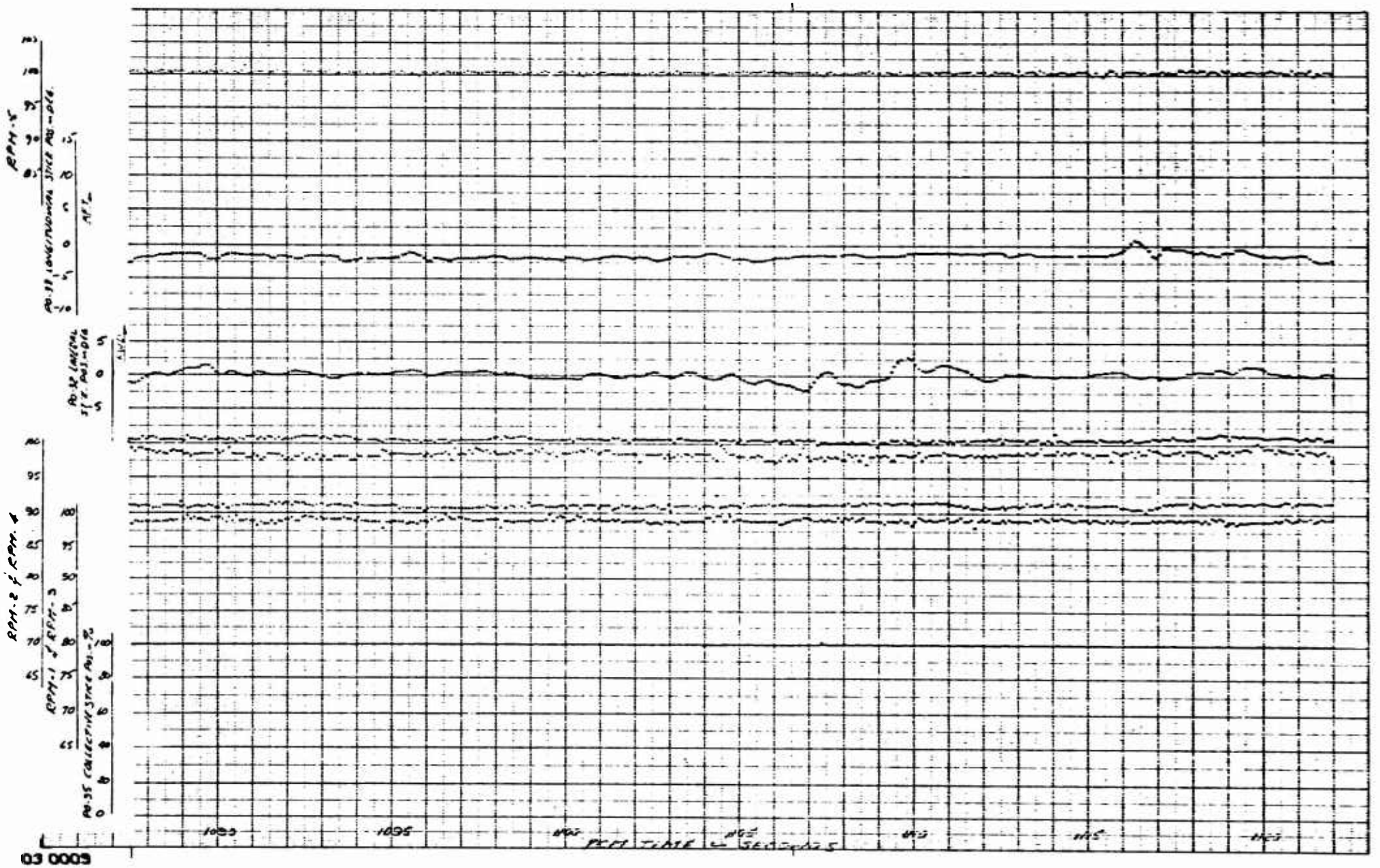


Figure A-13 Left to Right Roll Rudder Fixed, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 1 of 3

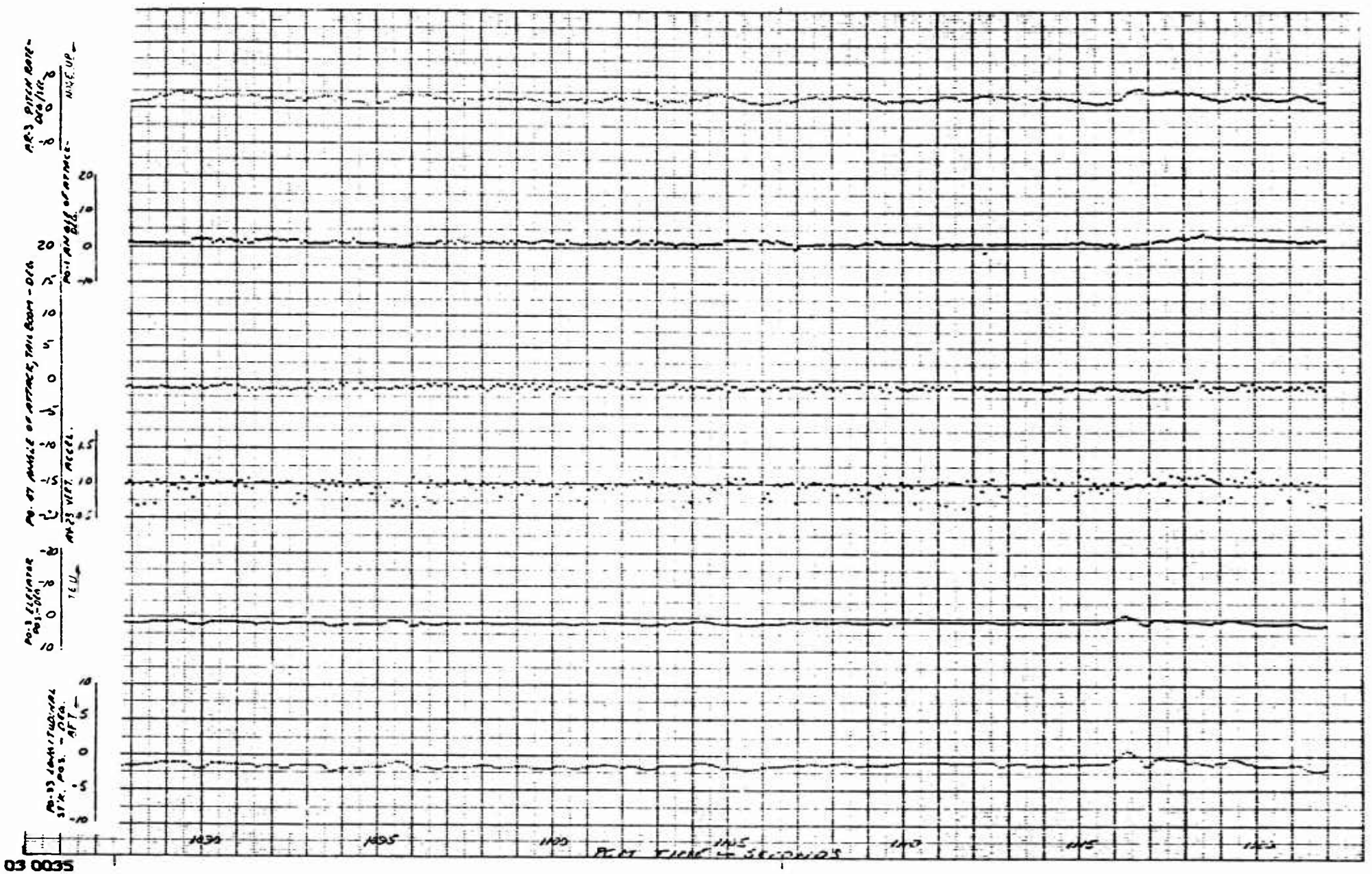


Figure A-13 Left to Right Roll Rudder Fixed, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 2 of 3



Figure A-13 Left to Right Roll Rudder Fixed, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 3 of 3

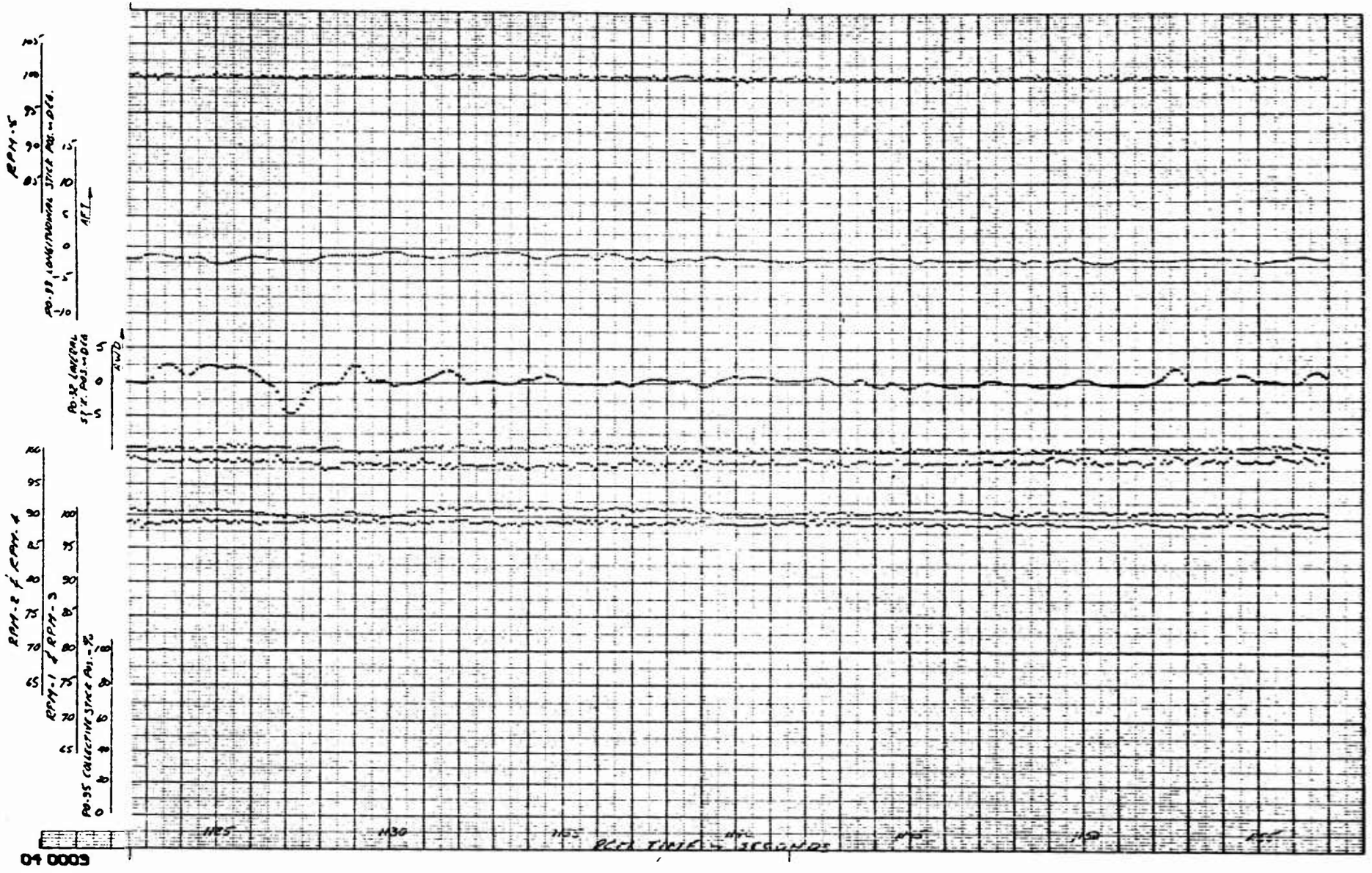


Figure A-14 Right to Left Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 1 of 3

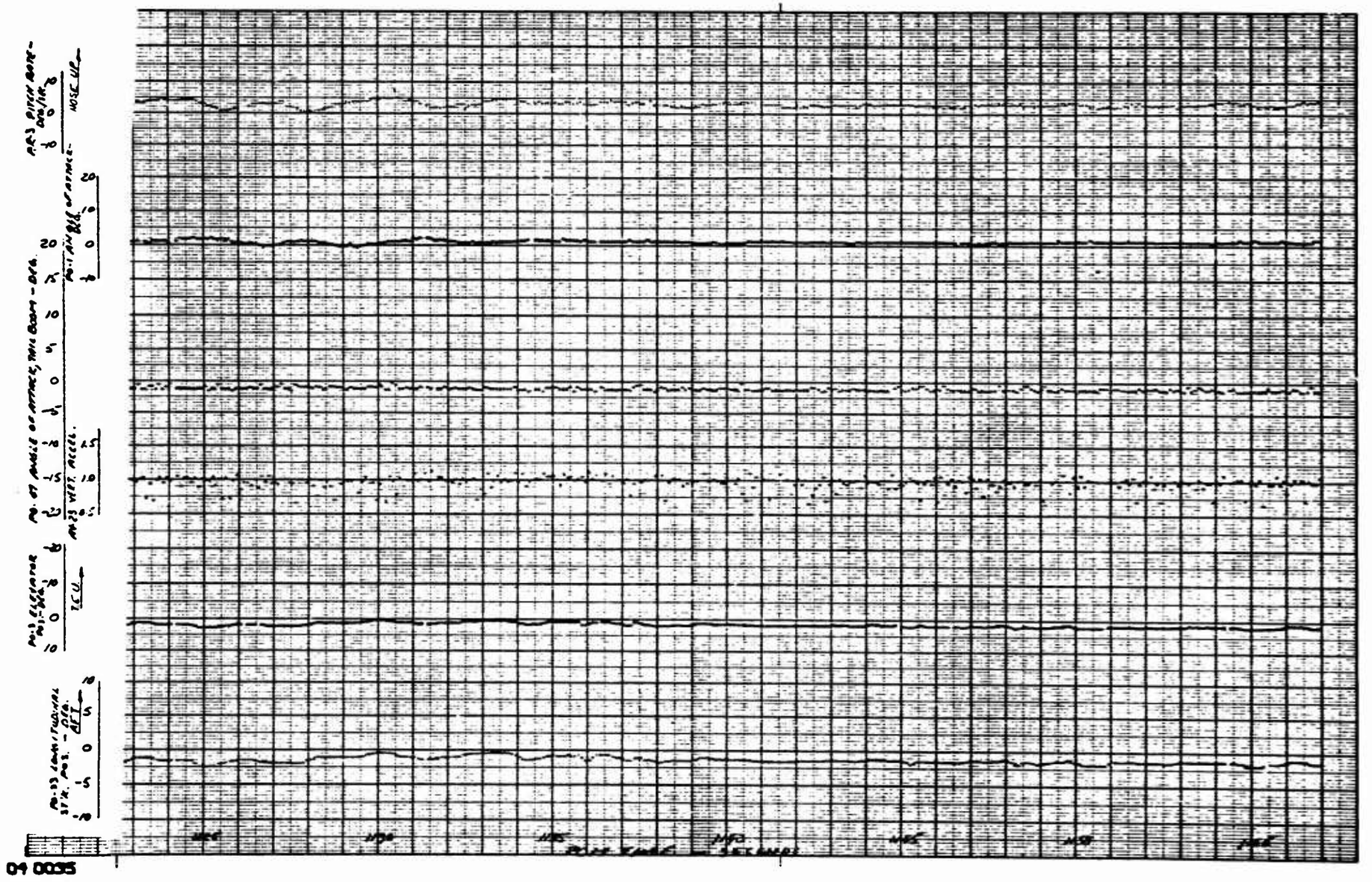


Figure A-14 Right to Left Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 2 of 3

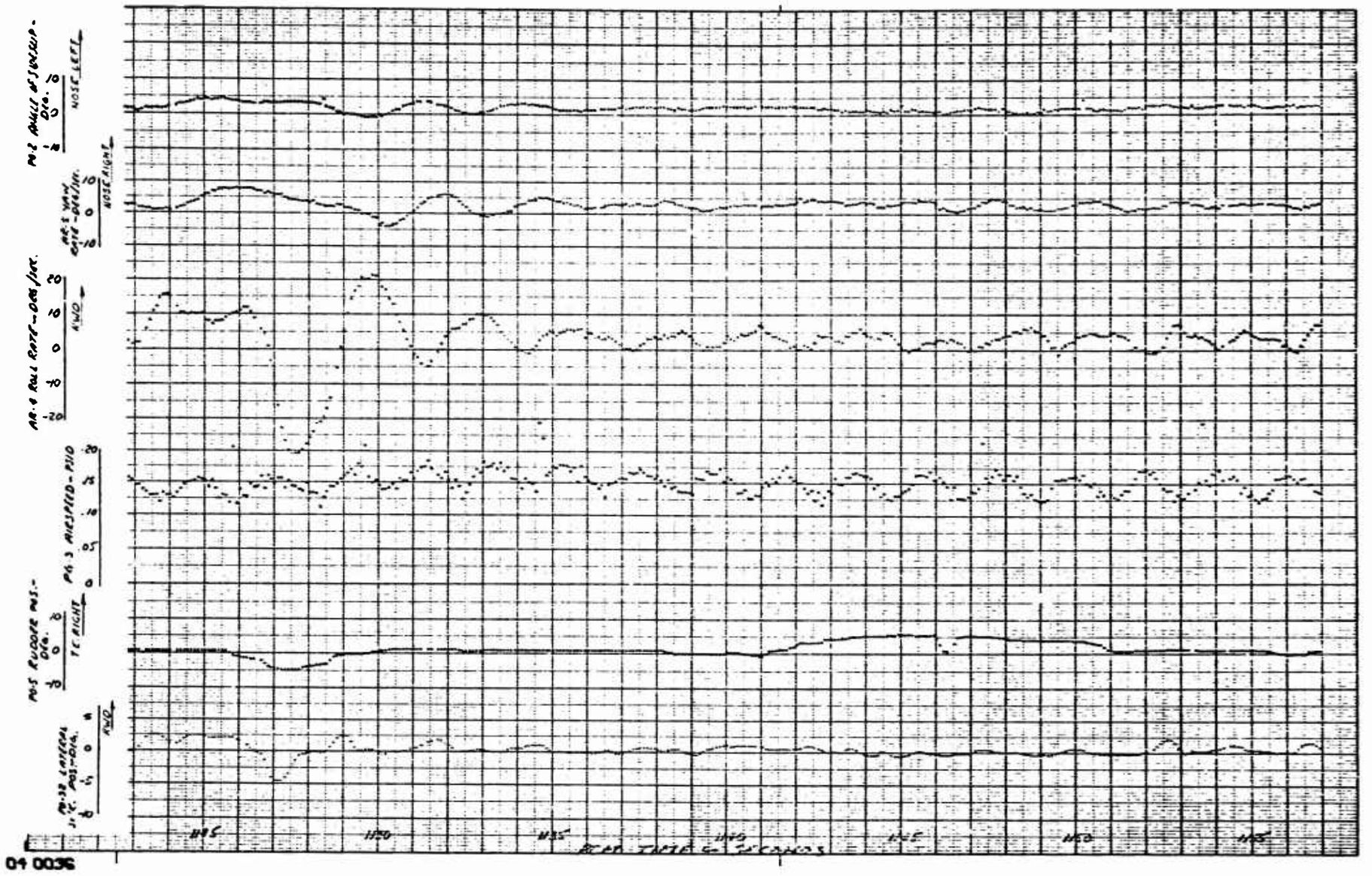


Figure A-14 Right to Left Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 3 of 3

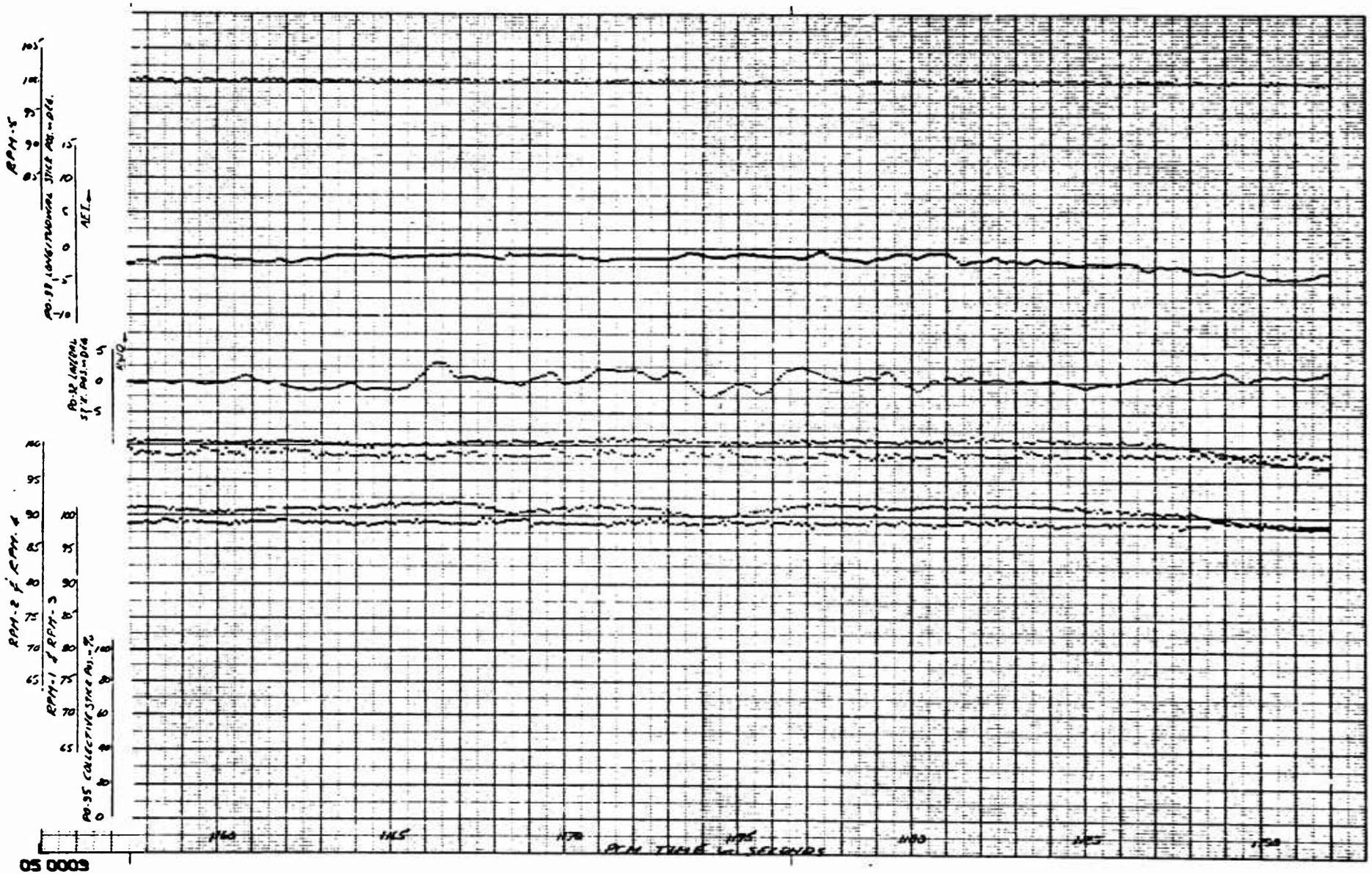


Figure A-15 Left to Right Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V\text{Indicated}} \approx 40°$ Sheet 1 of 3

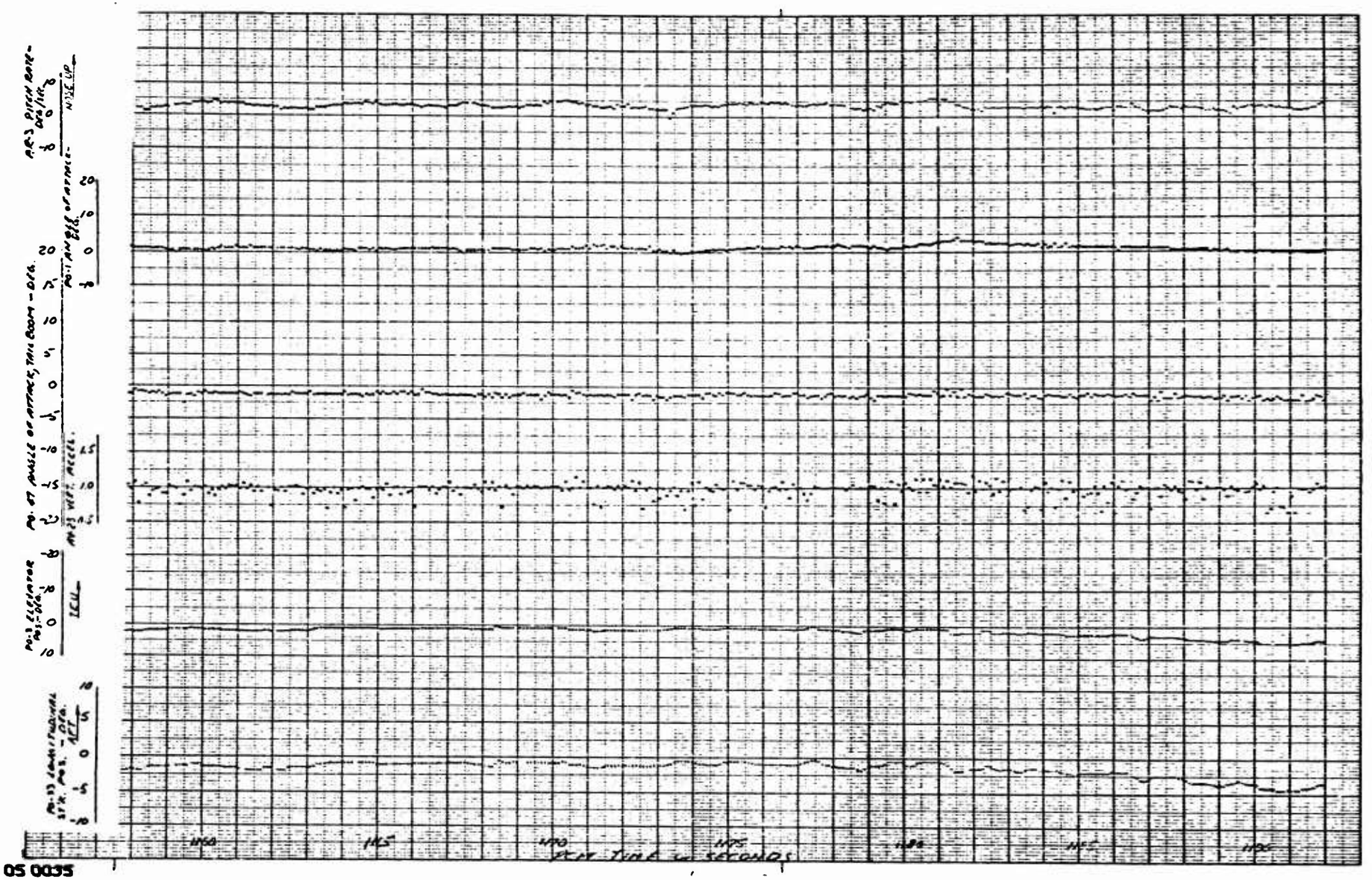


Figure A-15 Left to Right Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 2 of 3

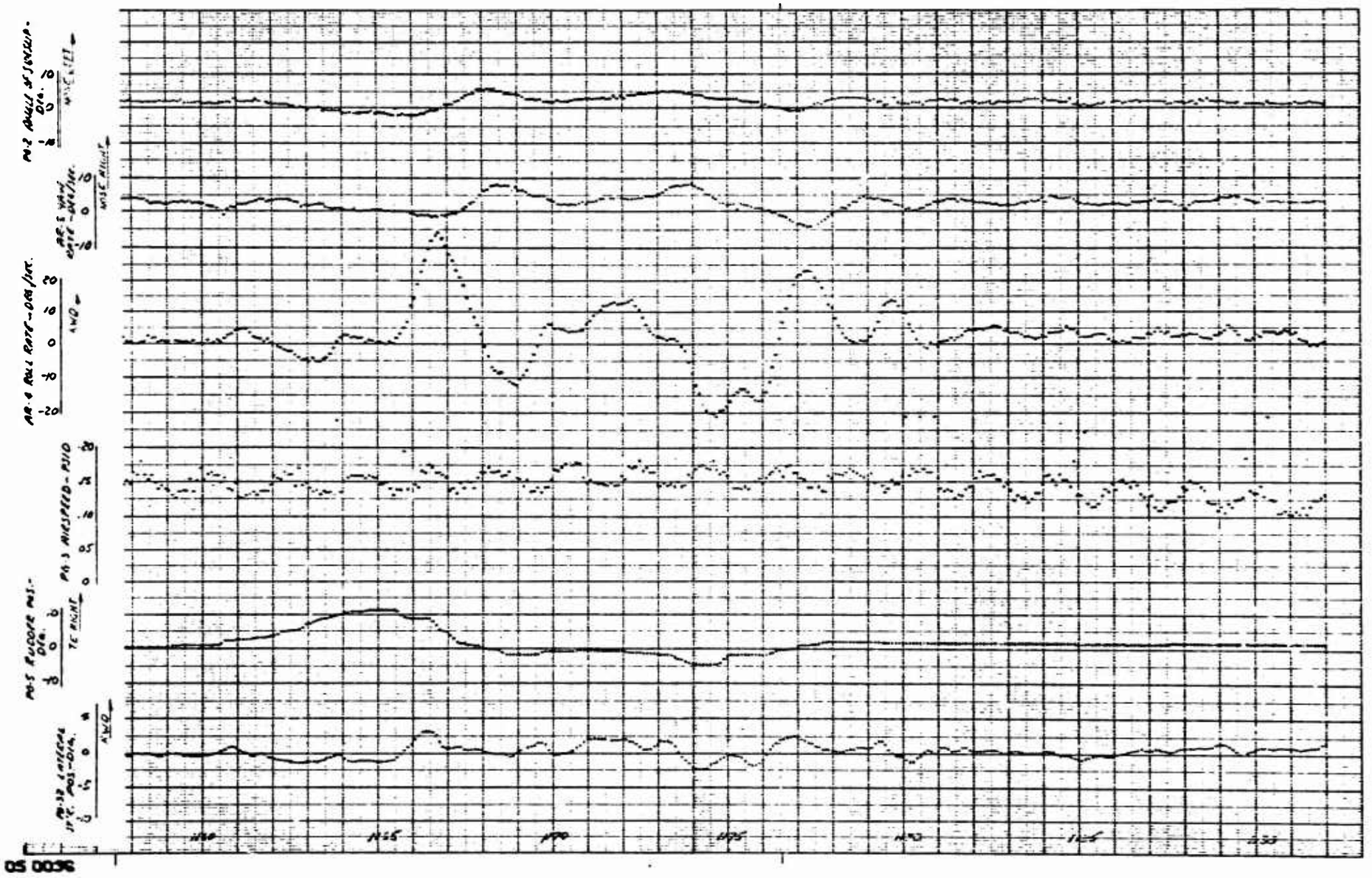


Figure A-15 Left to Right Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, $\beta_{V_{Indicated}} \approx 40°$ Sheet 3 of 3

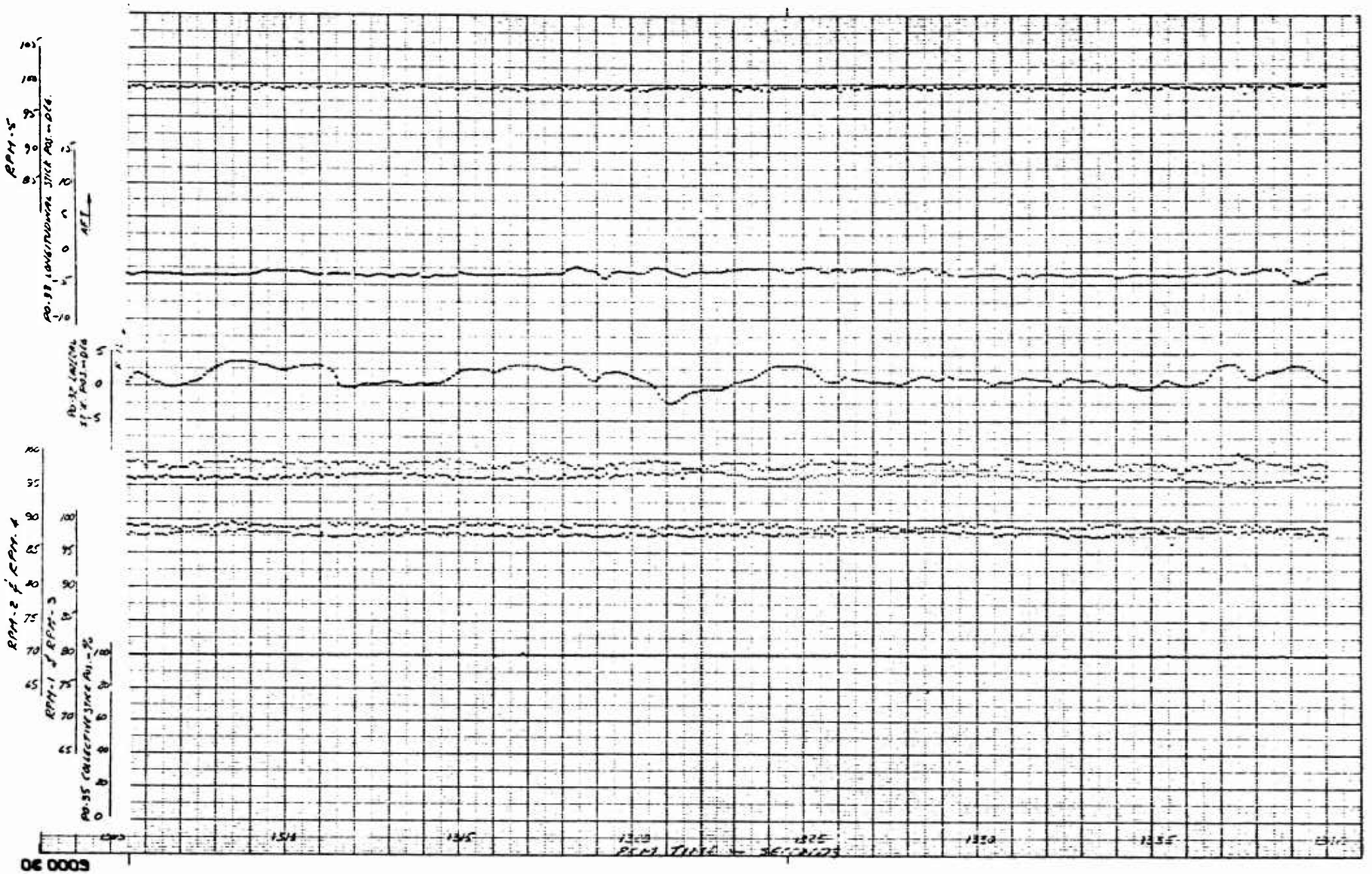


Figure A-16 Bank to Bank Rolls Fixed and Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 1 of 3

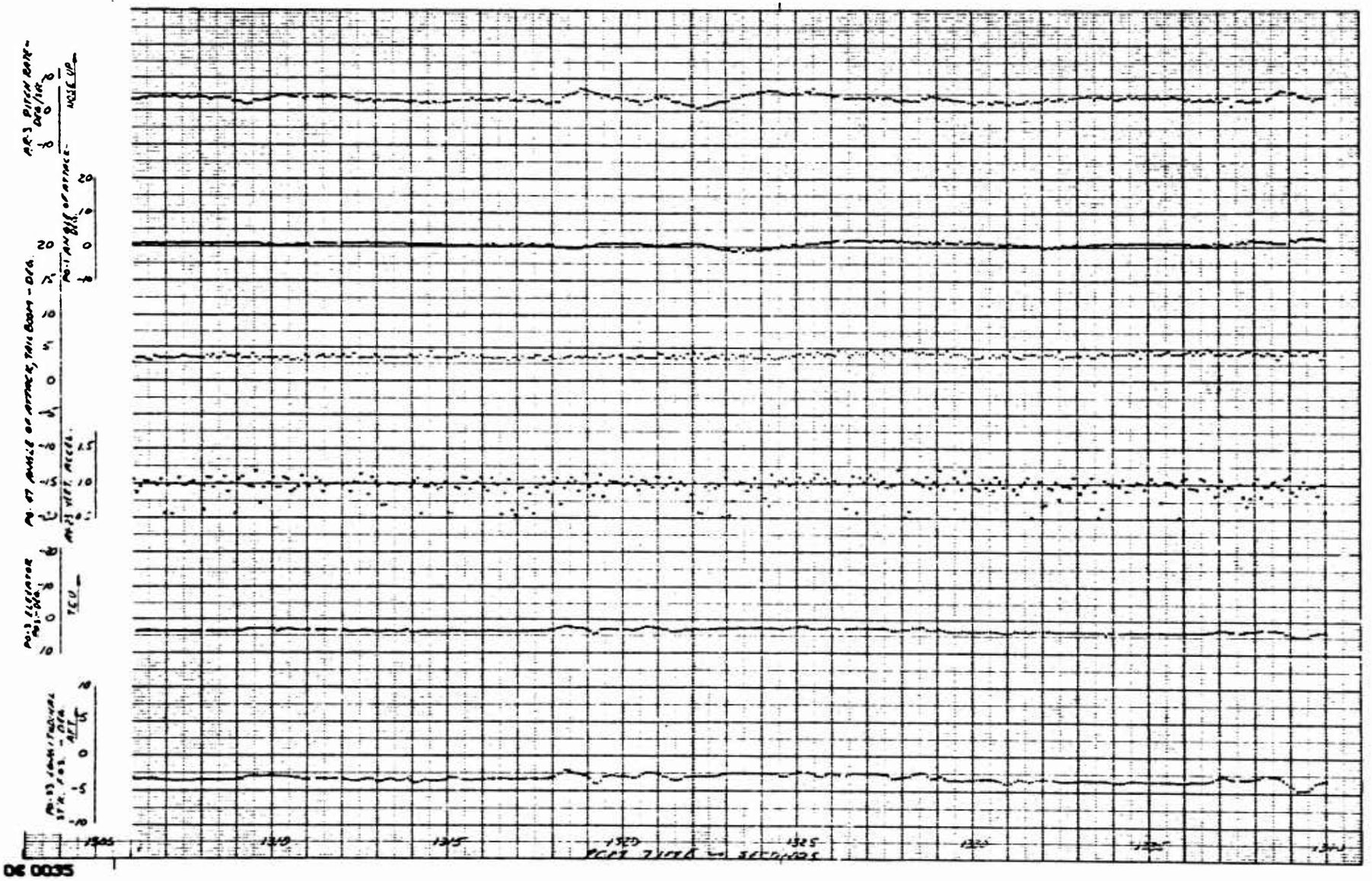


Figure A-16 Bank to Bank Rolls Fixed and Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 2 of 3

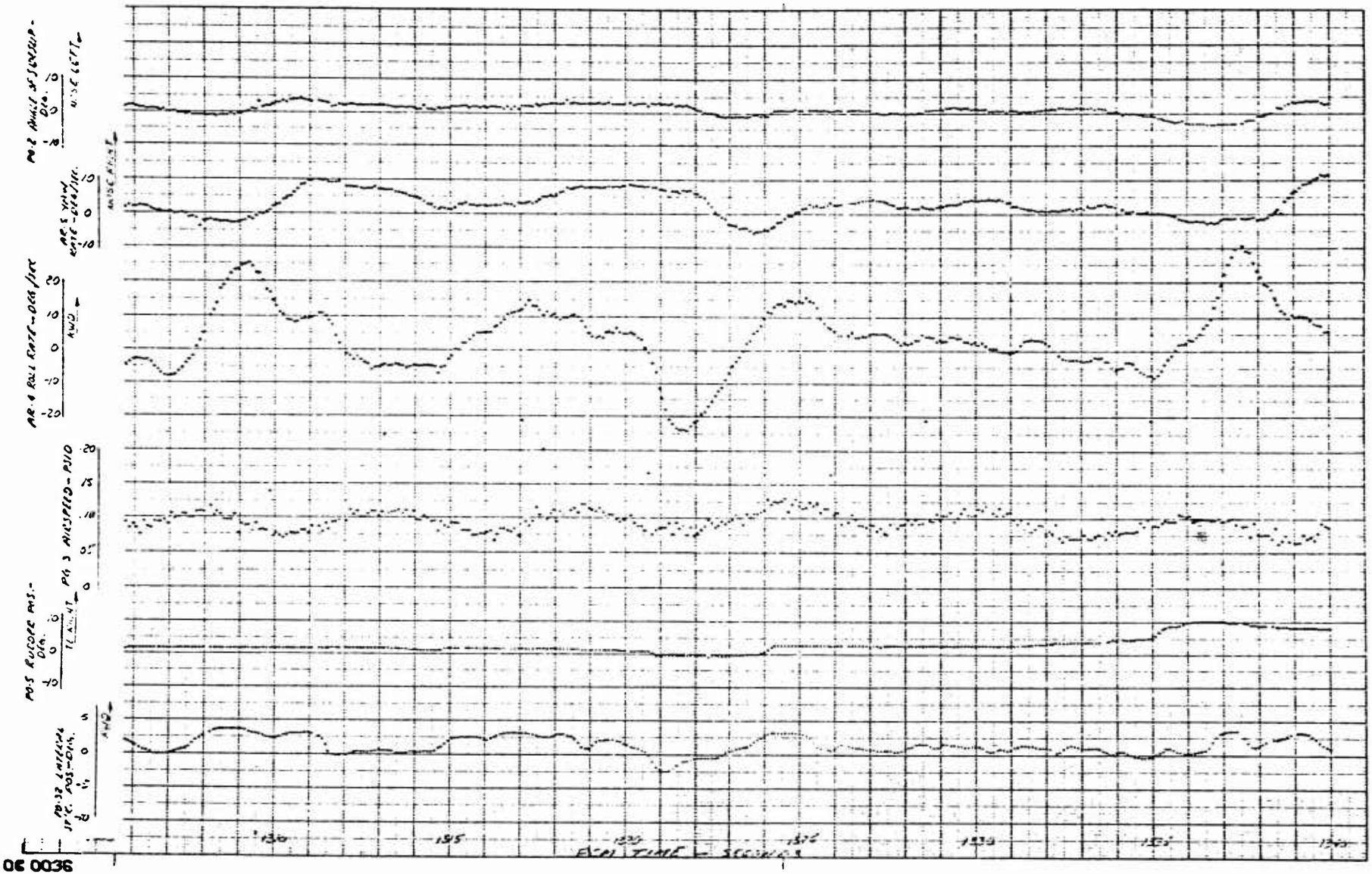


Figure A-16 Bank to Bank Rolls Fixed and Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 30°$ Sheet 3 of 3

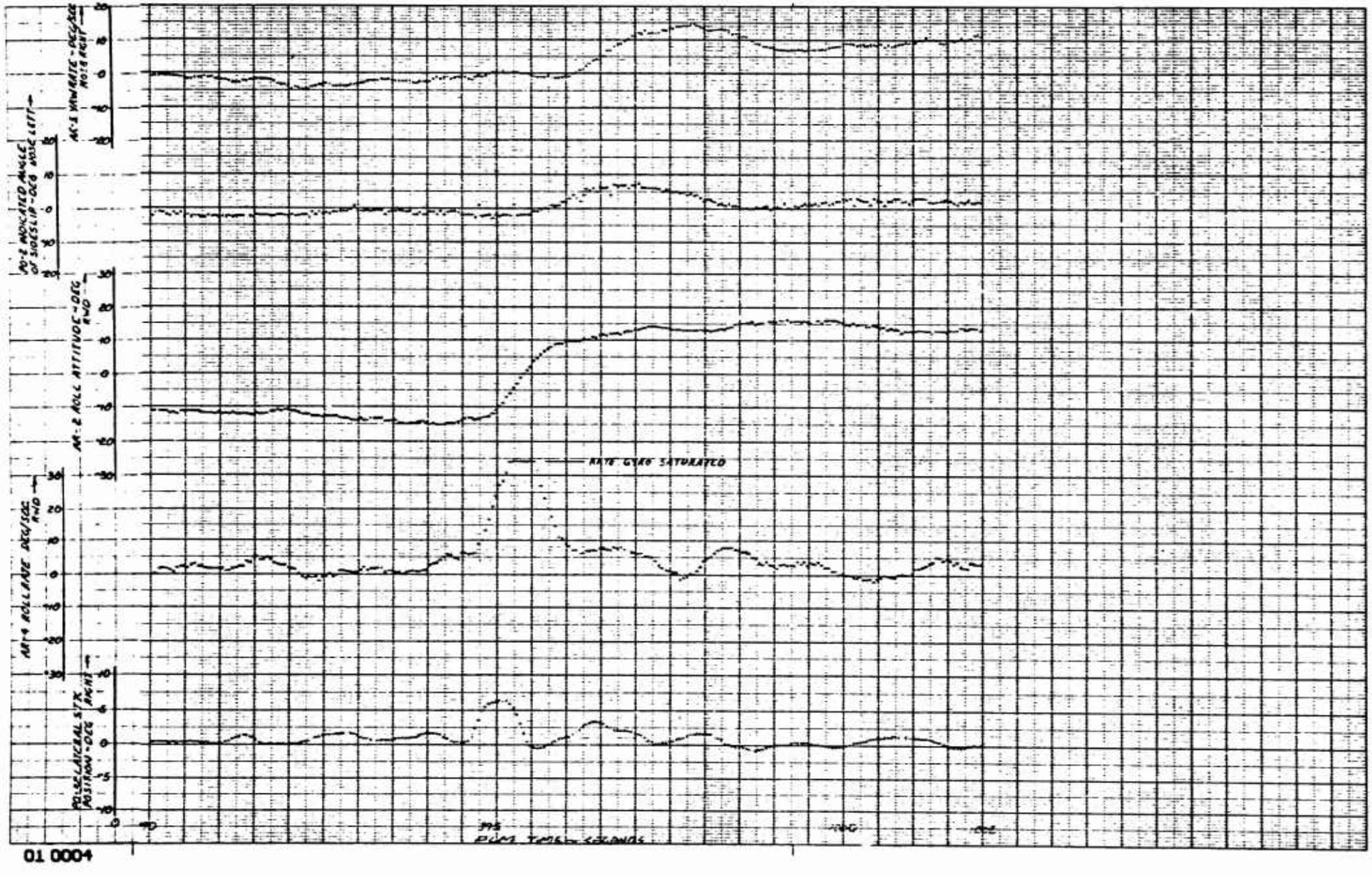


Figure A-17 Left to Right Bank to Bank Roll, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{v\text{Indicated}} \approx 18°$

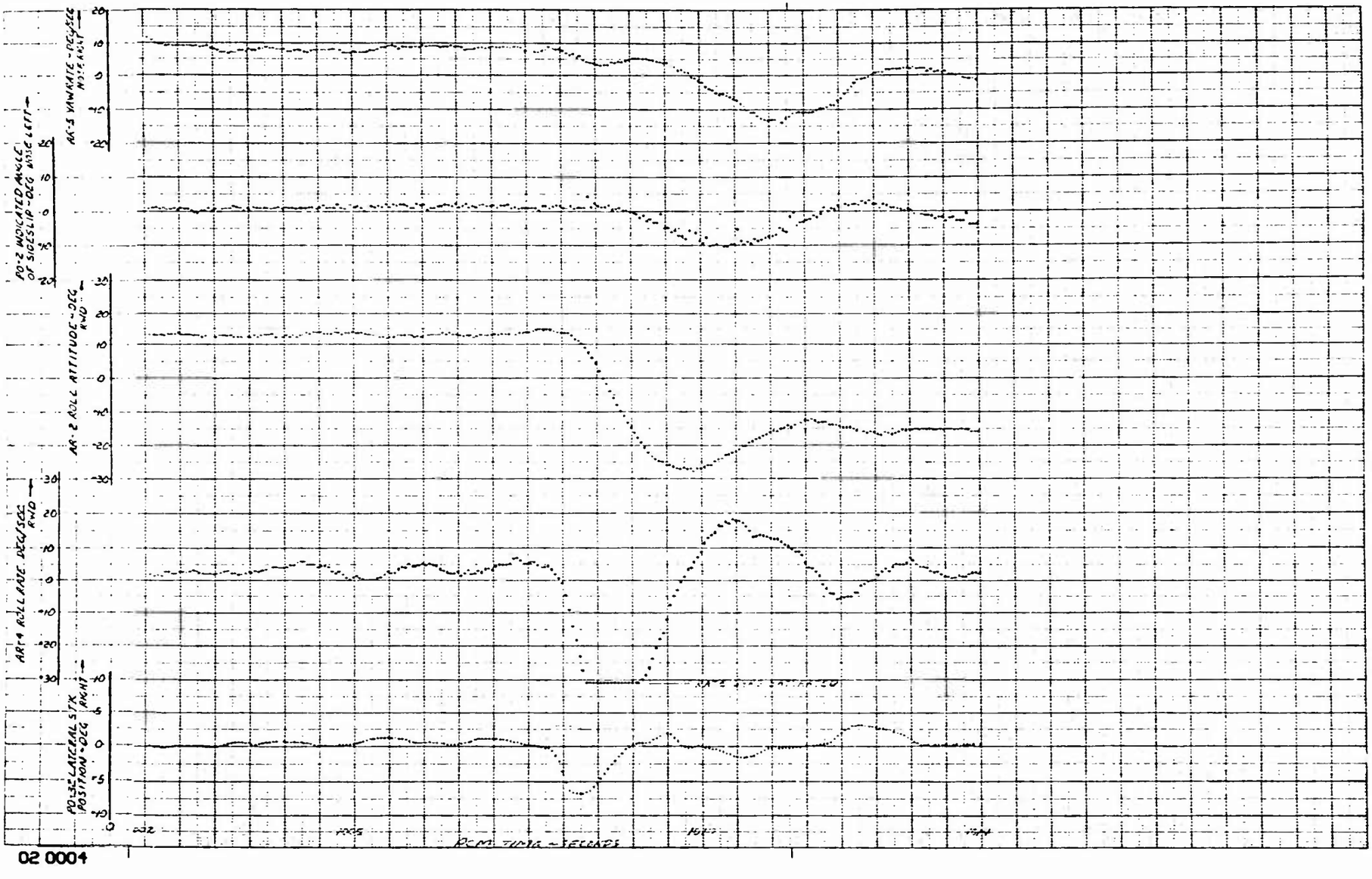


Figure A-18 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 18°$

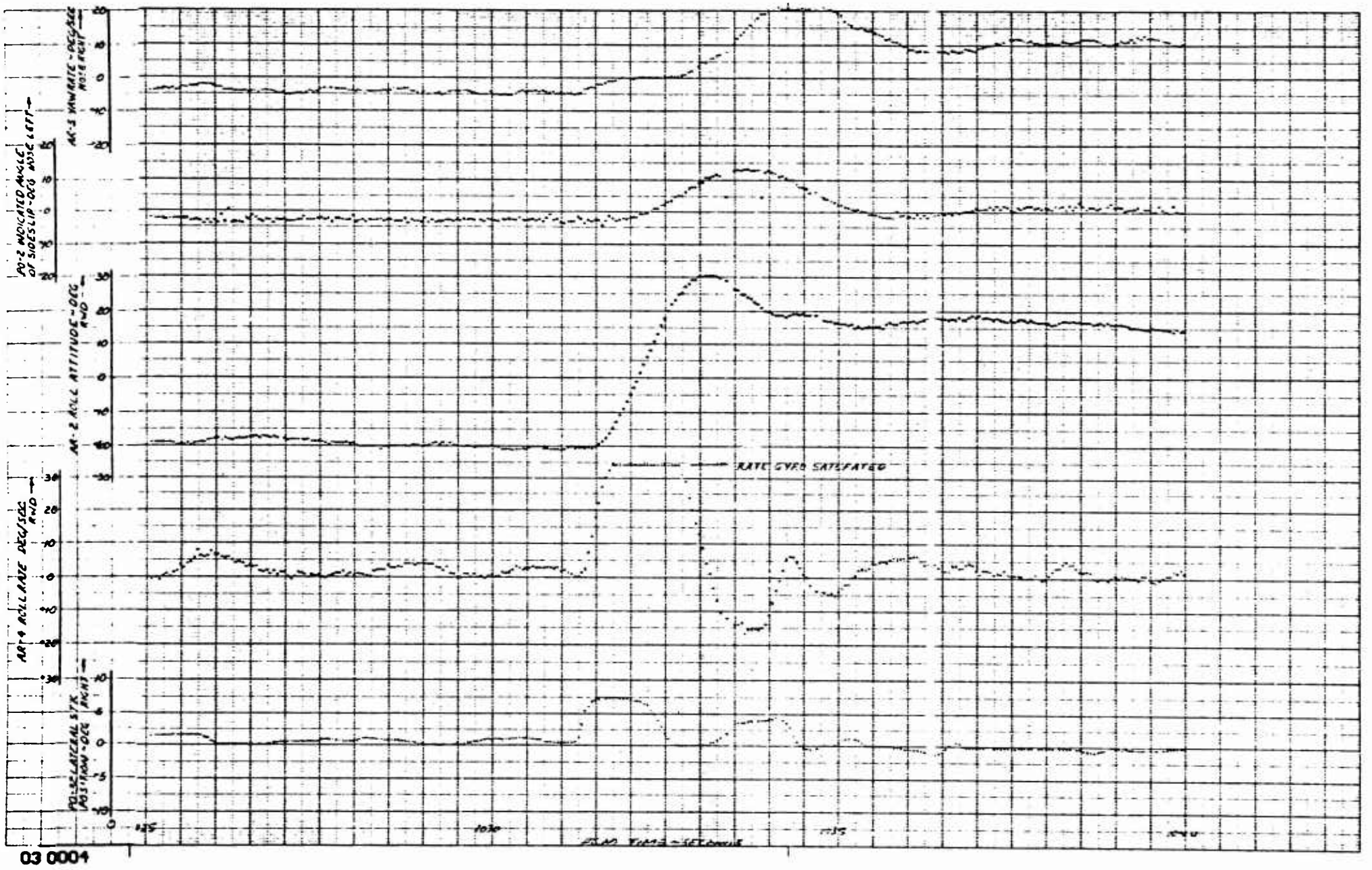


Figure A-19 Left to Right Bank to Bank Roll, A/C No. 62-4506, Test 72.0F, $H_i \approx$ 5,300 Feet, $V_i \approx$ 50 Knots, $\beta_{V_{Indicated}} \approx 18°$

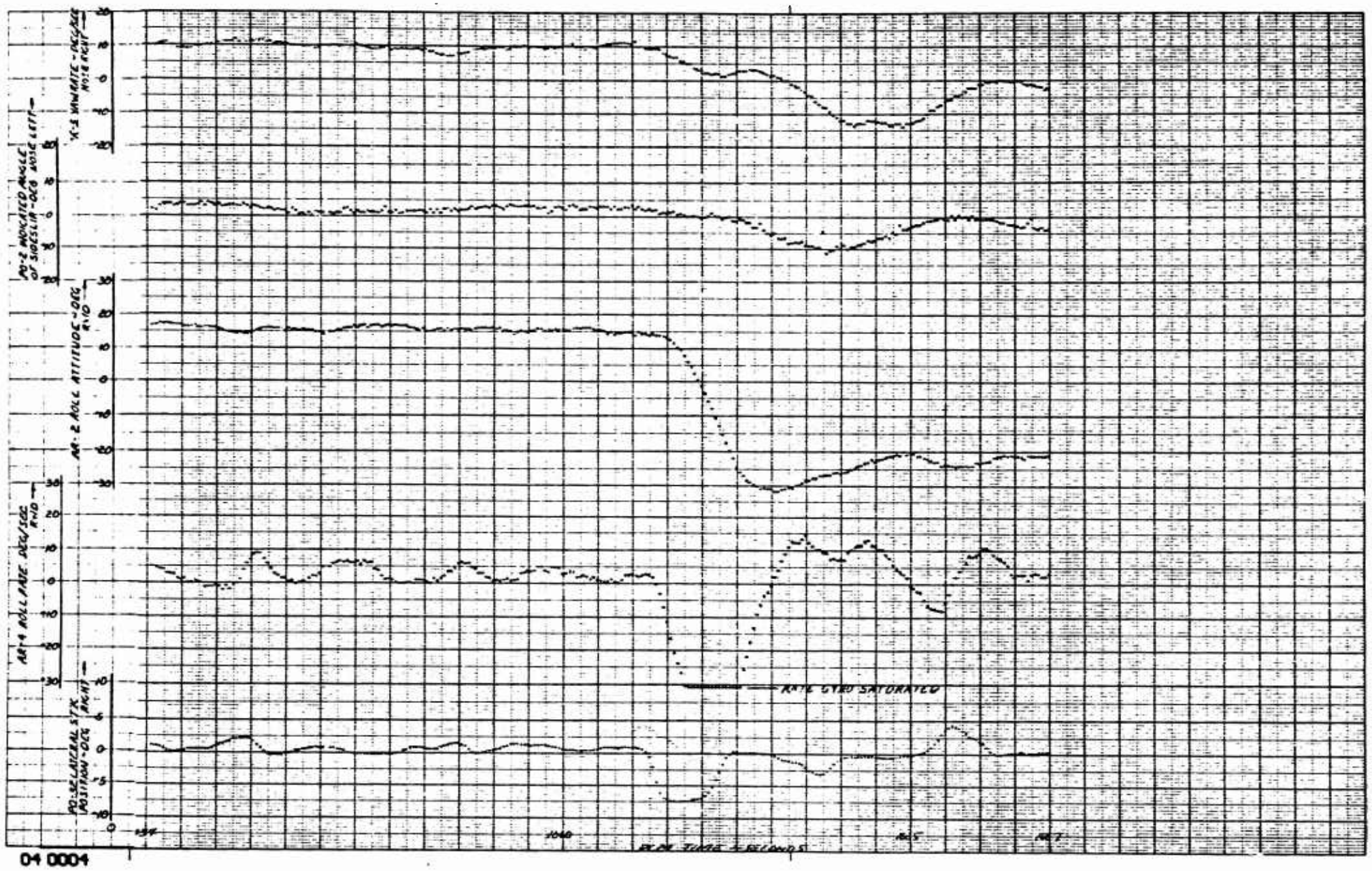


Figure A-20 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{V\text{Indicated}} \approx 18°$

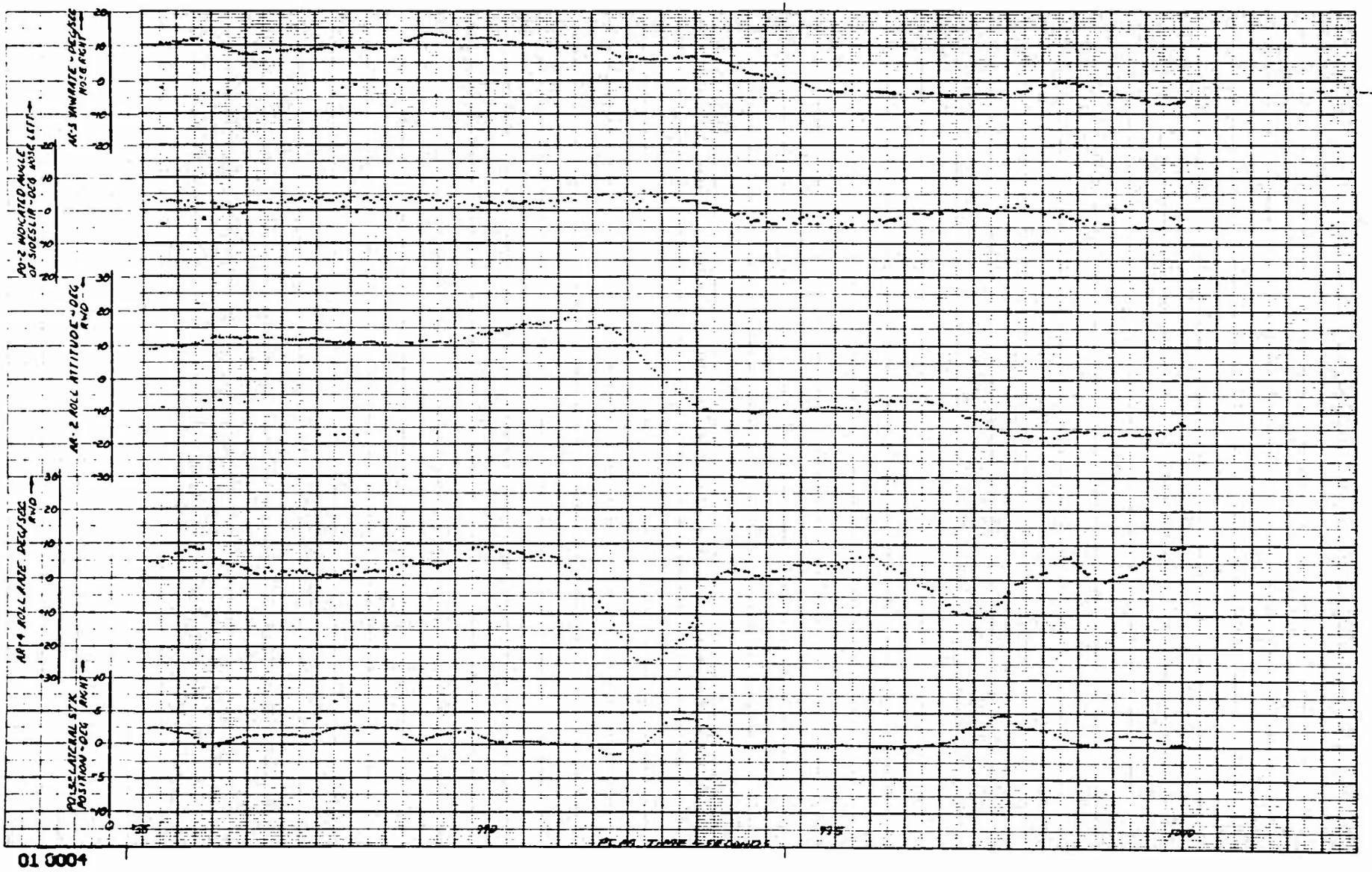


Figure A-21 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, $\beta_{V_{Indicated}} \approx 11°$

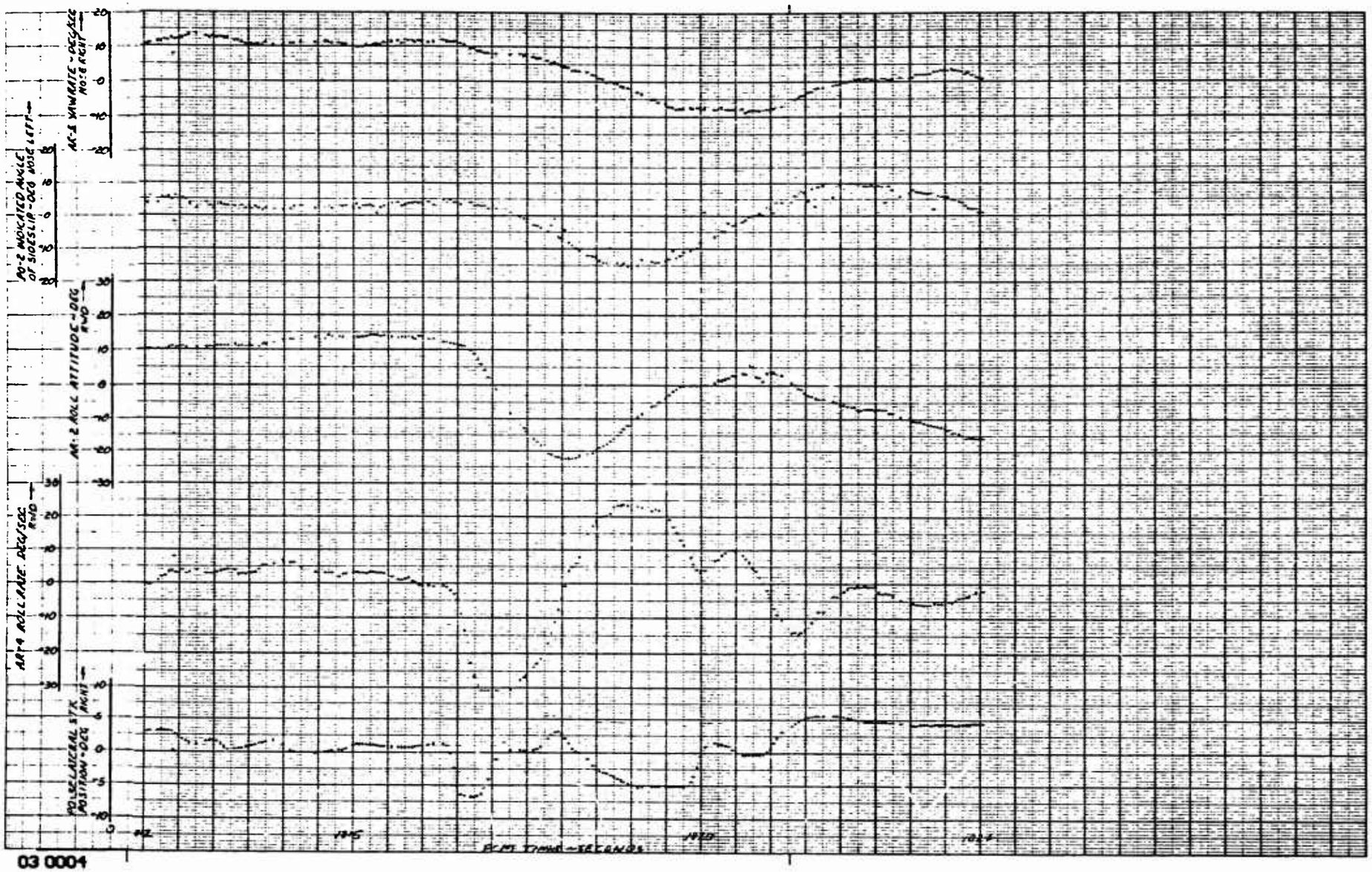


Figure A-22 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 76.0F, $H_i \approx$ 5,300 Feet, $V_i \approx$ 40 Knots, $\beta_{V\text{Indicated}} \approx 11°$

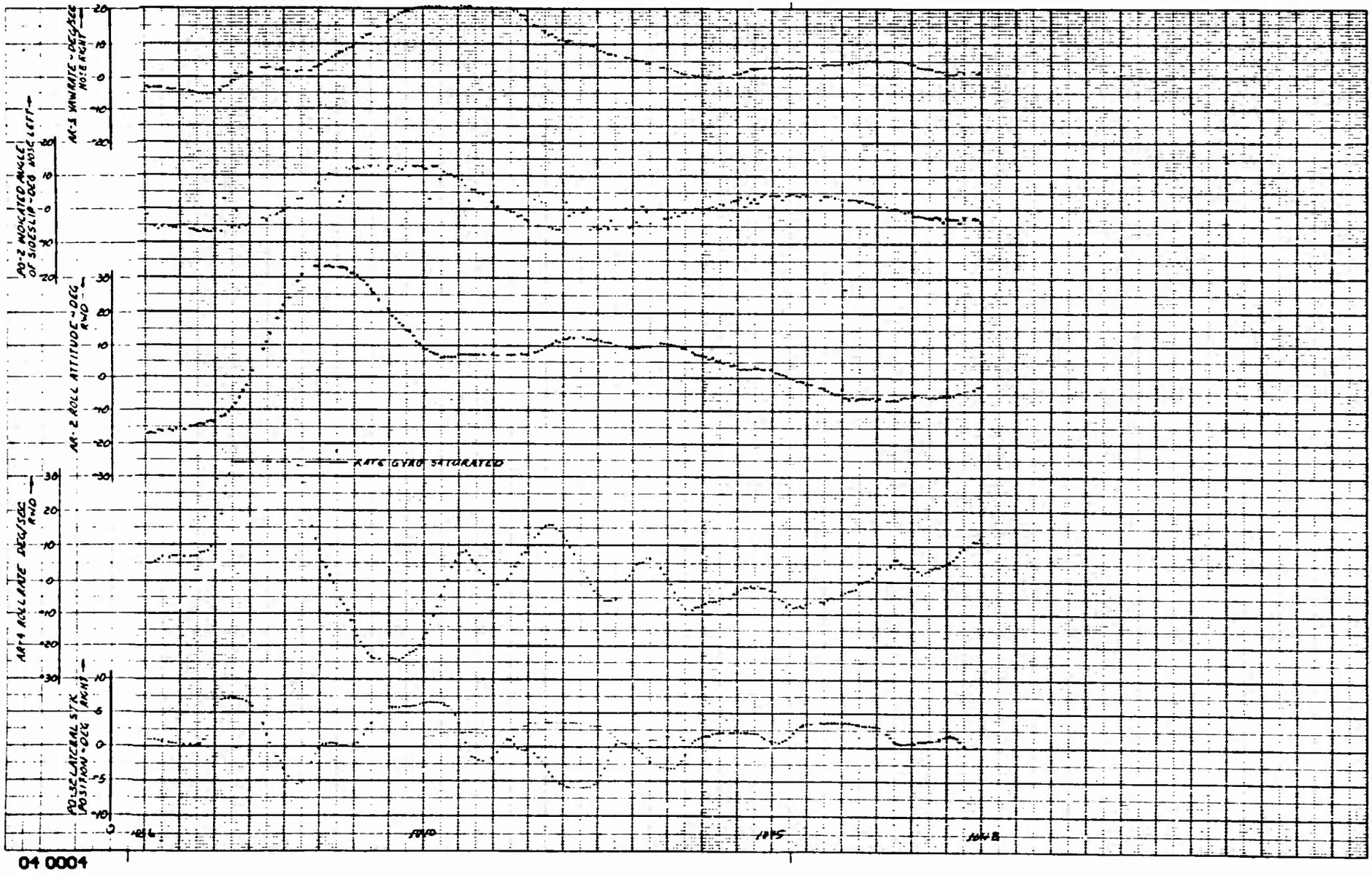


Figure A-23 Left to Right Bank to Bank Roll, A/C No. 62-4506, Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, $\beta_{V_{Indicated}} \approx 11°$

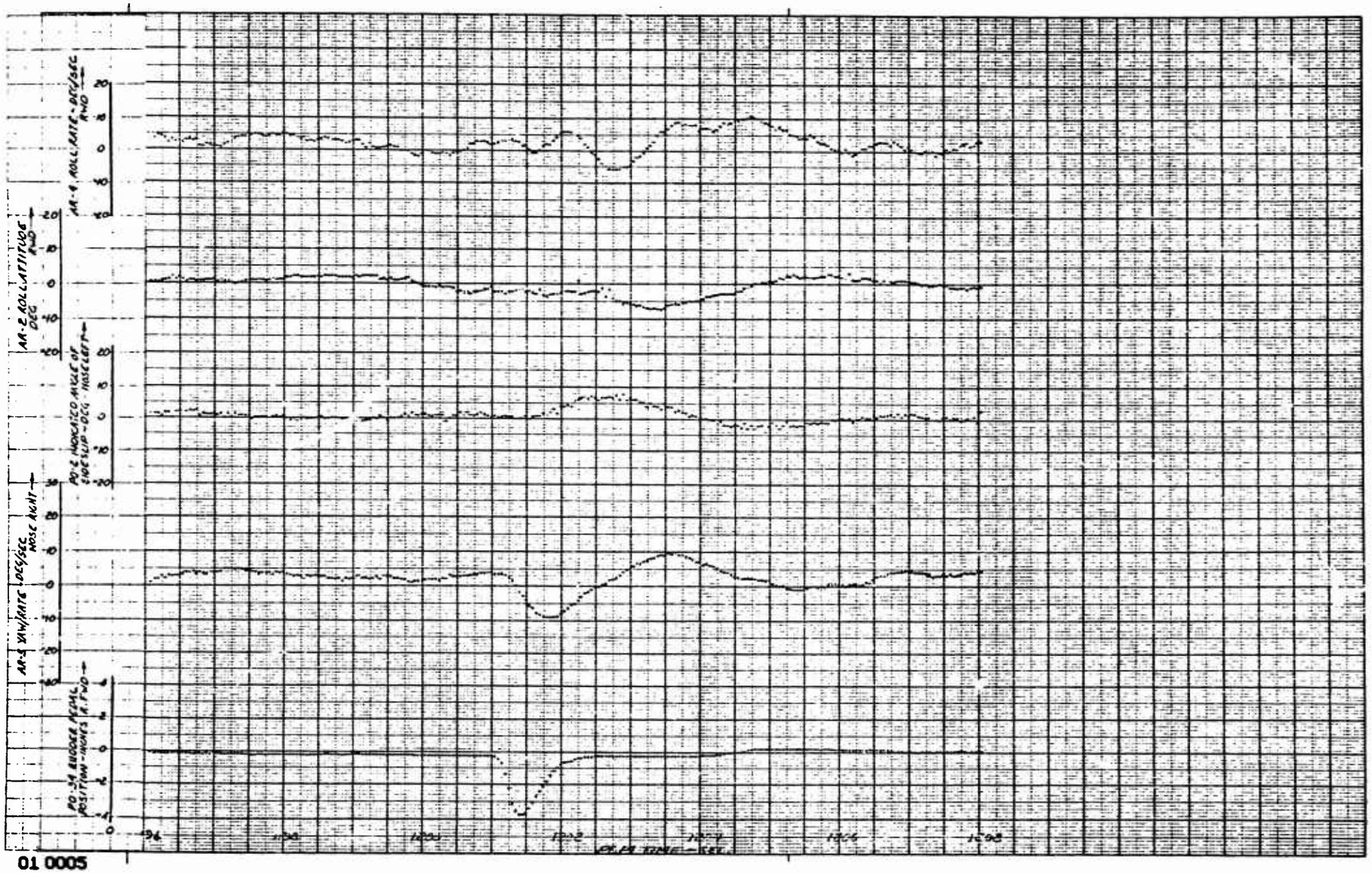


Figure A-24 Directional Control Input, A/C No. 62-4506, Test 73.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 18.0°$

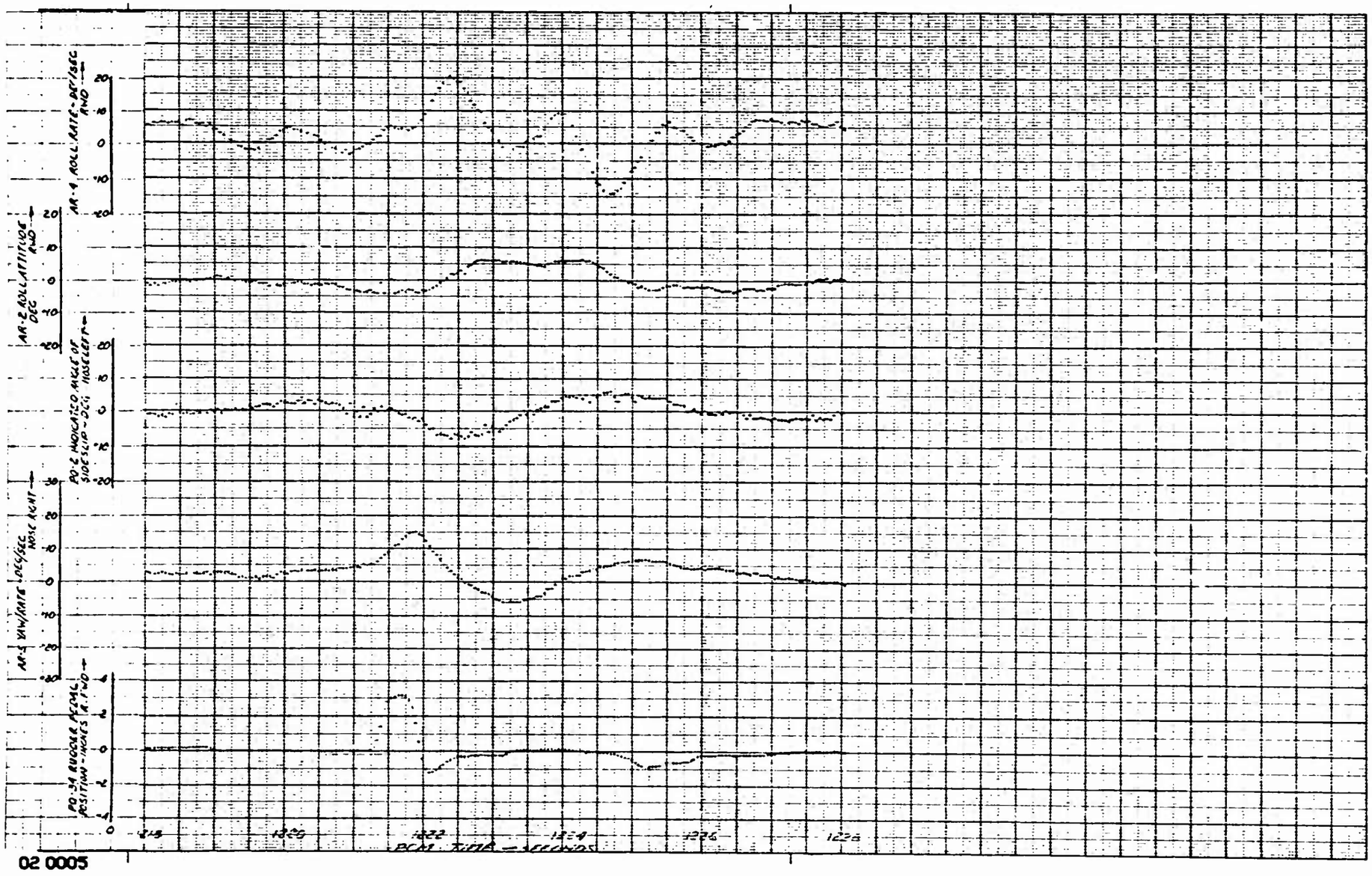


Figure A-25 Directional Control Input, A/C No. 62-4506, Test 73.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 18.0°$

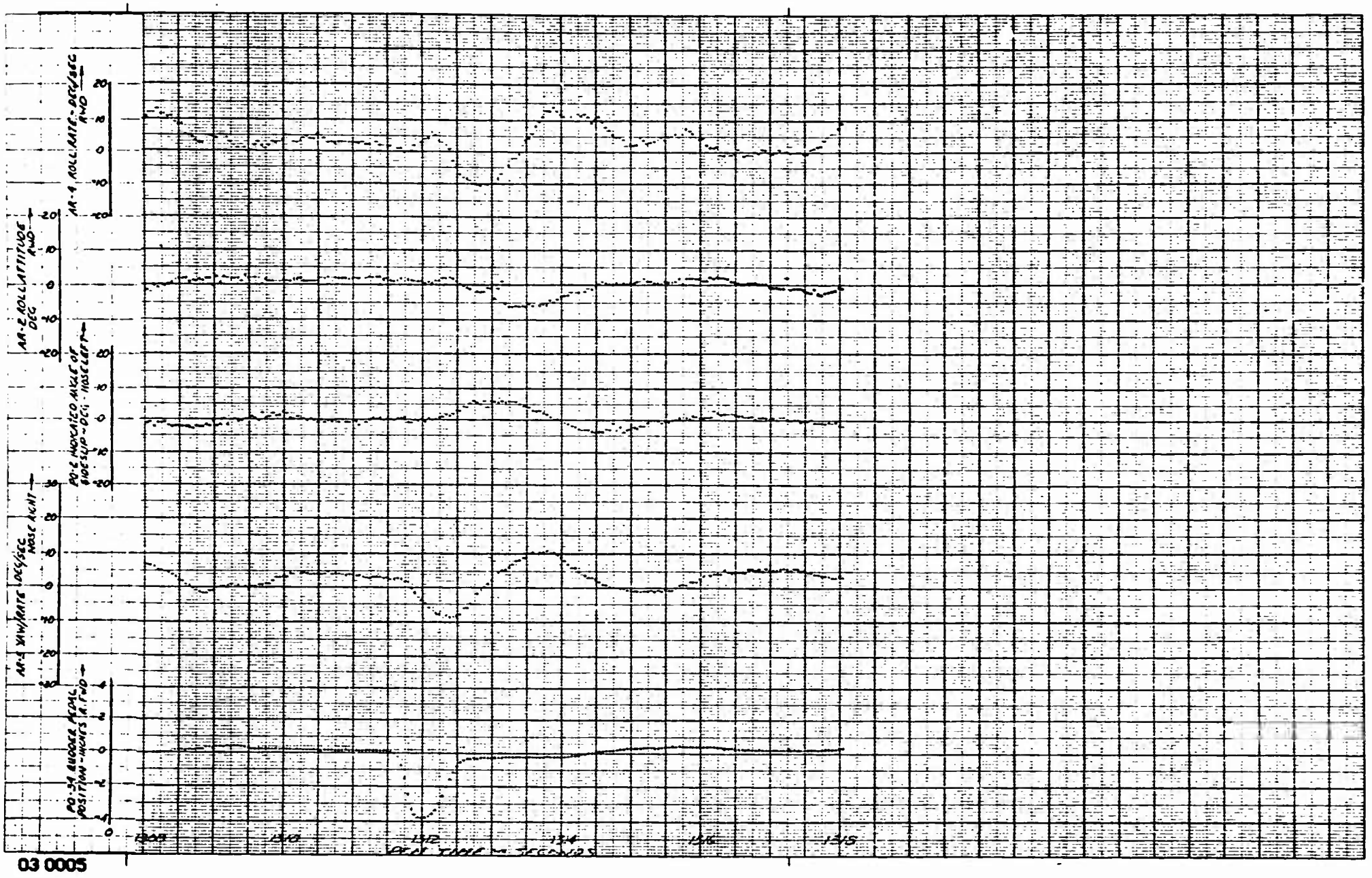


Figure A-26 Directional Control Input, A/C No. 62-4506, Test 73.0F, $H_i \approx$ 5,300 Feet, $V_i \approx$ 60 Knots, $\beta_{V_{Indicated}} \approx 23°$



Figure A-27 Directional Control Input, A/C No. 62-4506, Test 73.0F, $H_i \approx 5,300$ Feet, $V_i \approx 60$ Knots, $\beta_{V_{Indicated}} \approx 23°$



Figure A-28 Directional Control Input, A/C No. 62-4506, Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, $\beta_{V_{Indicated}} \approx 11°$

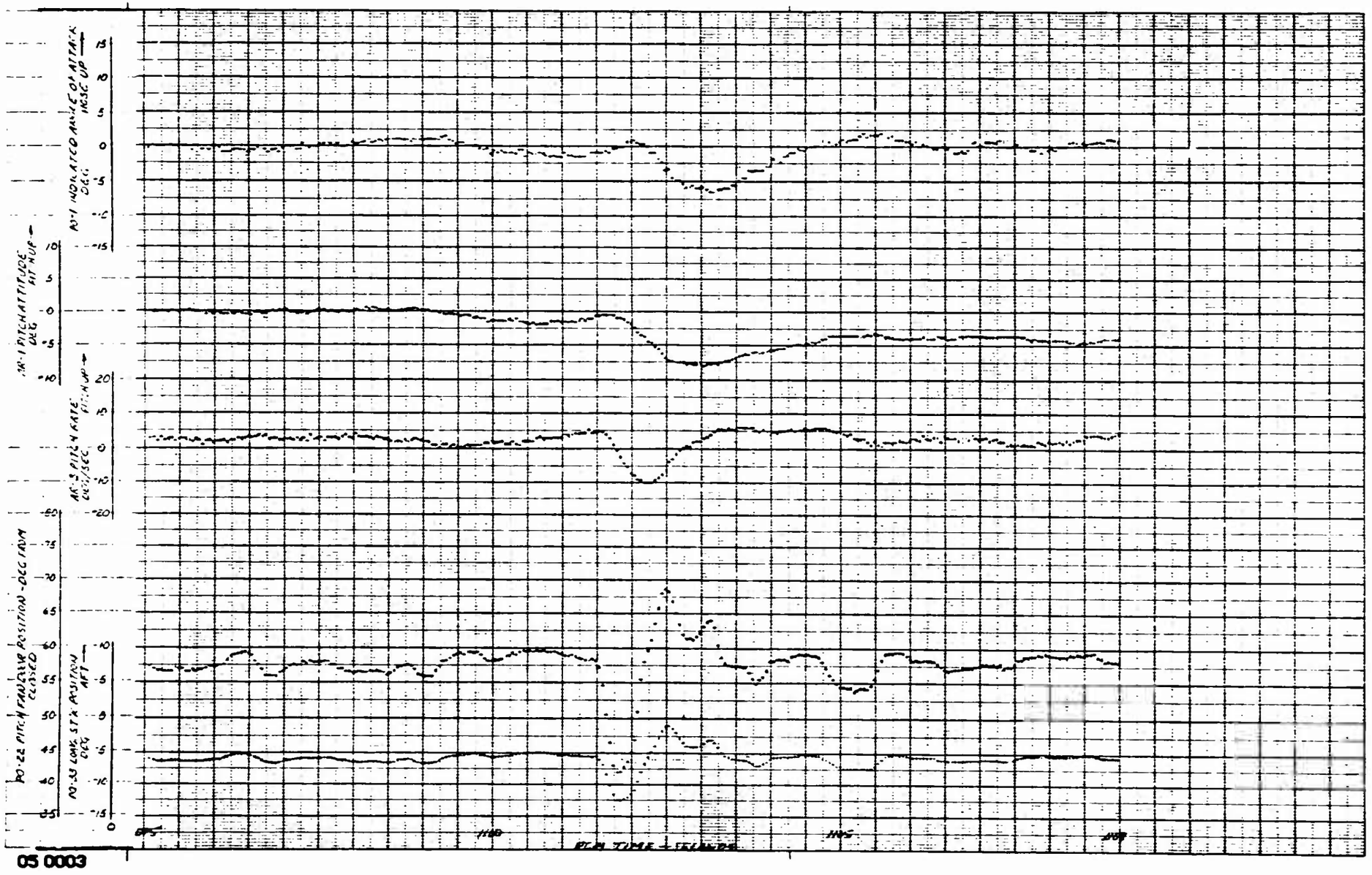


Figure A-29 Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 18°$, $i_{H.T.} \approx 17.6°$

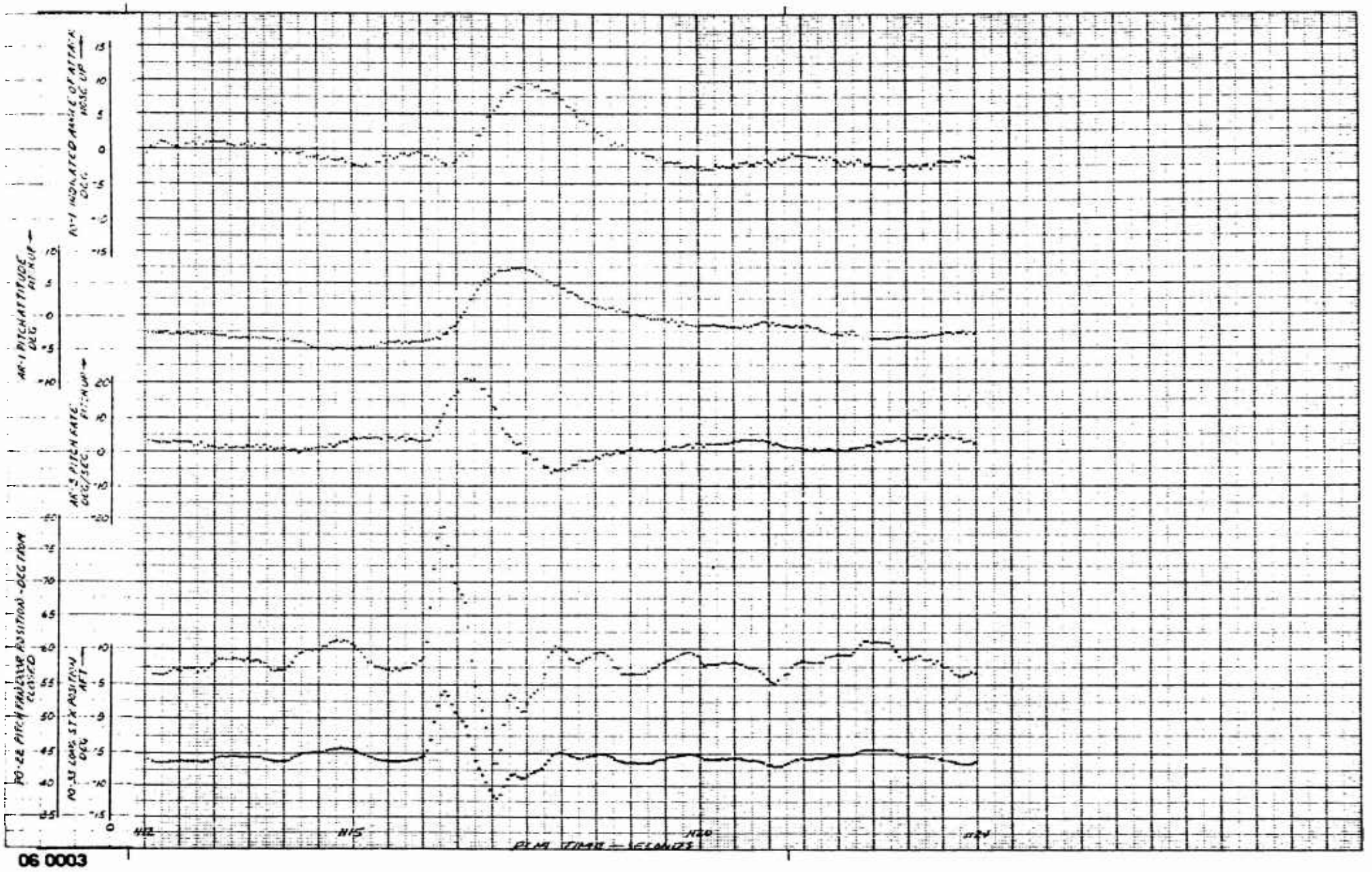


Figure A-30 Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 18°$, $i_{H.T.} \approx 17.6°$

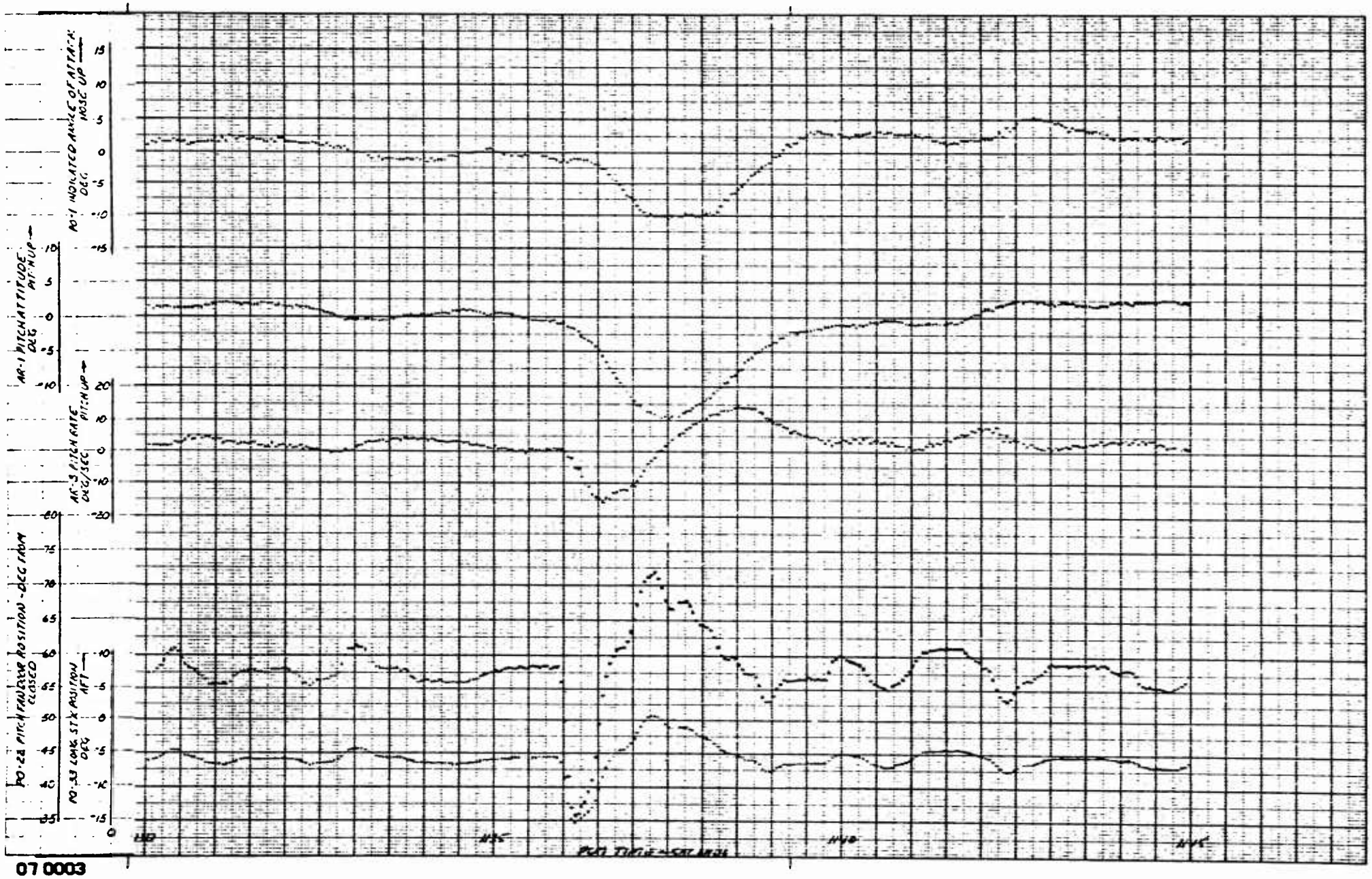


Figure A-31 Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{vIndicated} \approx 18°$, $i_{H.T.} \approx 17.6°$

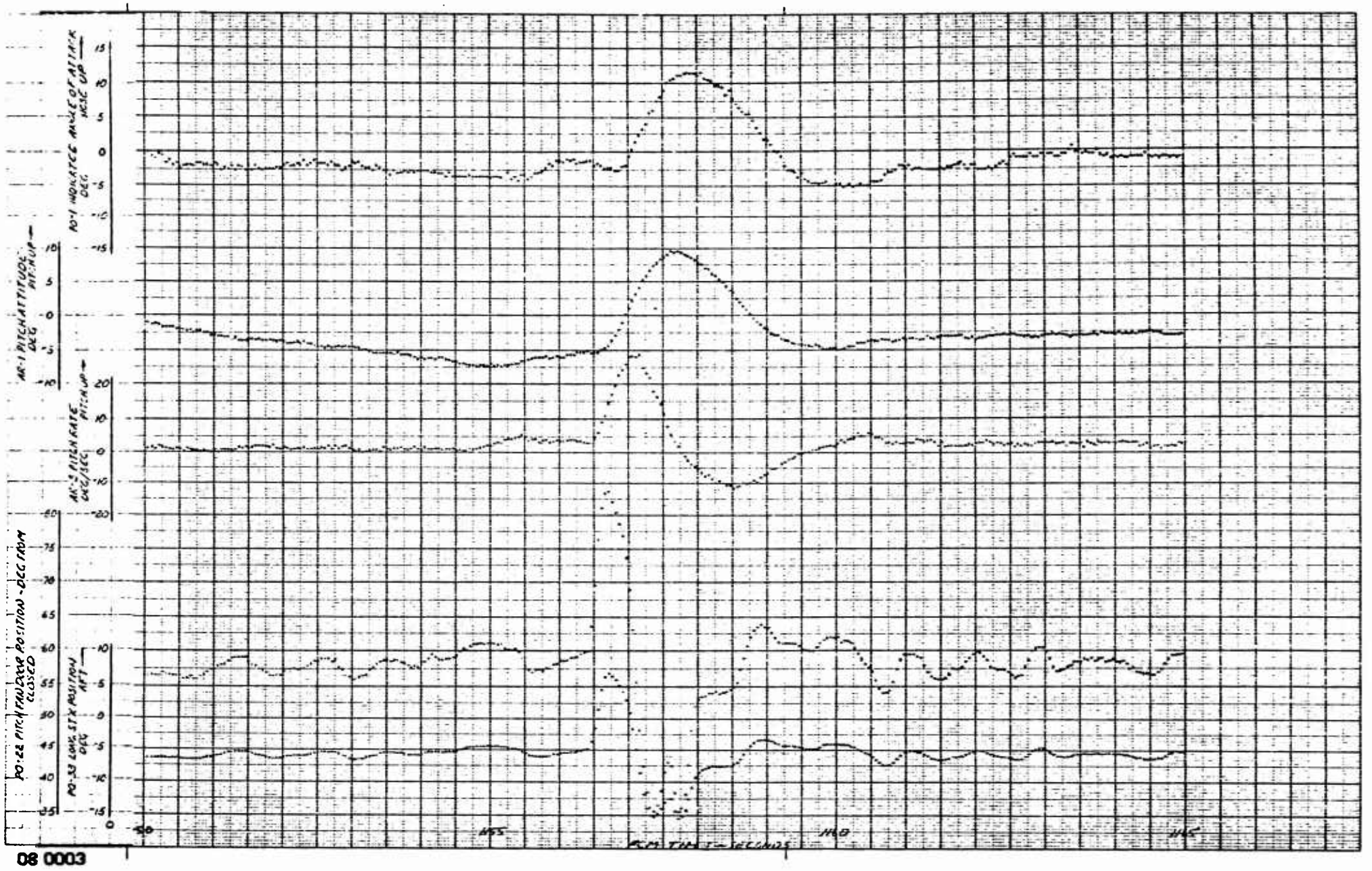


Figure A-32 Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{V_{Indicated}} \approx 18°$, $i_{H.T.} \approx 17.6°$

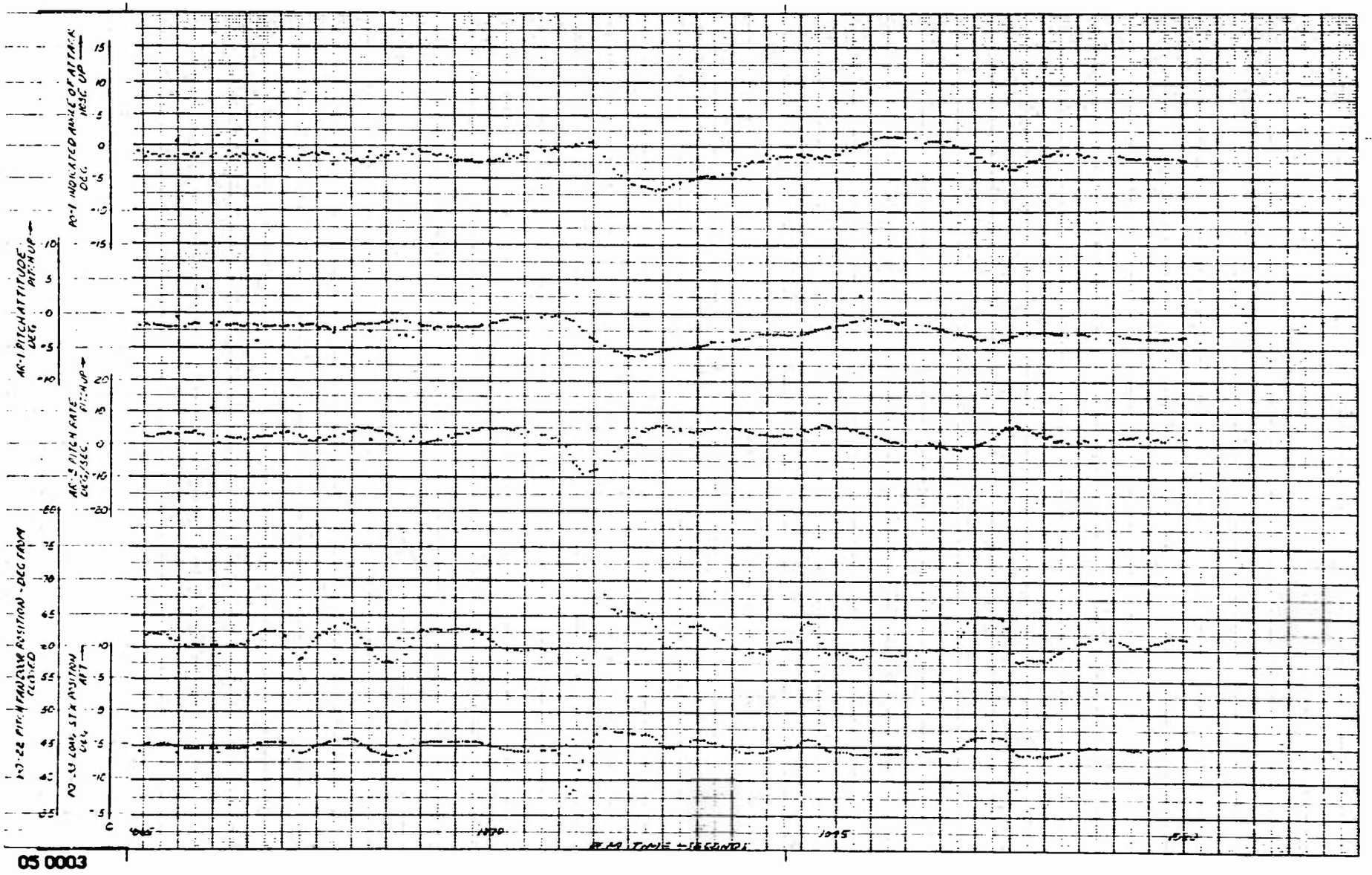


Figure A-33 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, $\beta_{V_{Indicated}} \approx 11°$, $i_{H.T.} \approx 17.6°$

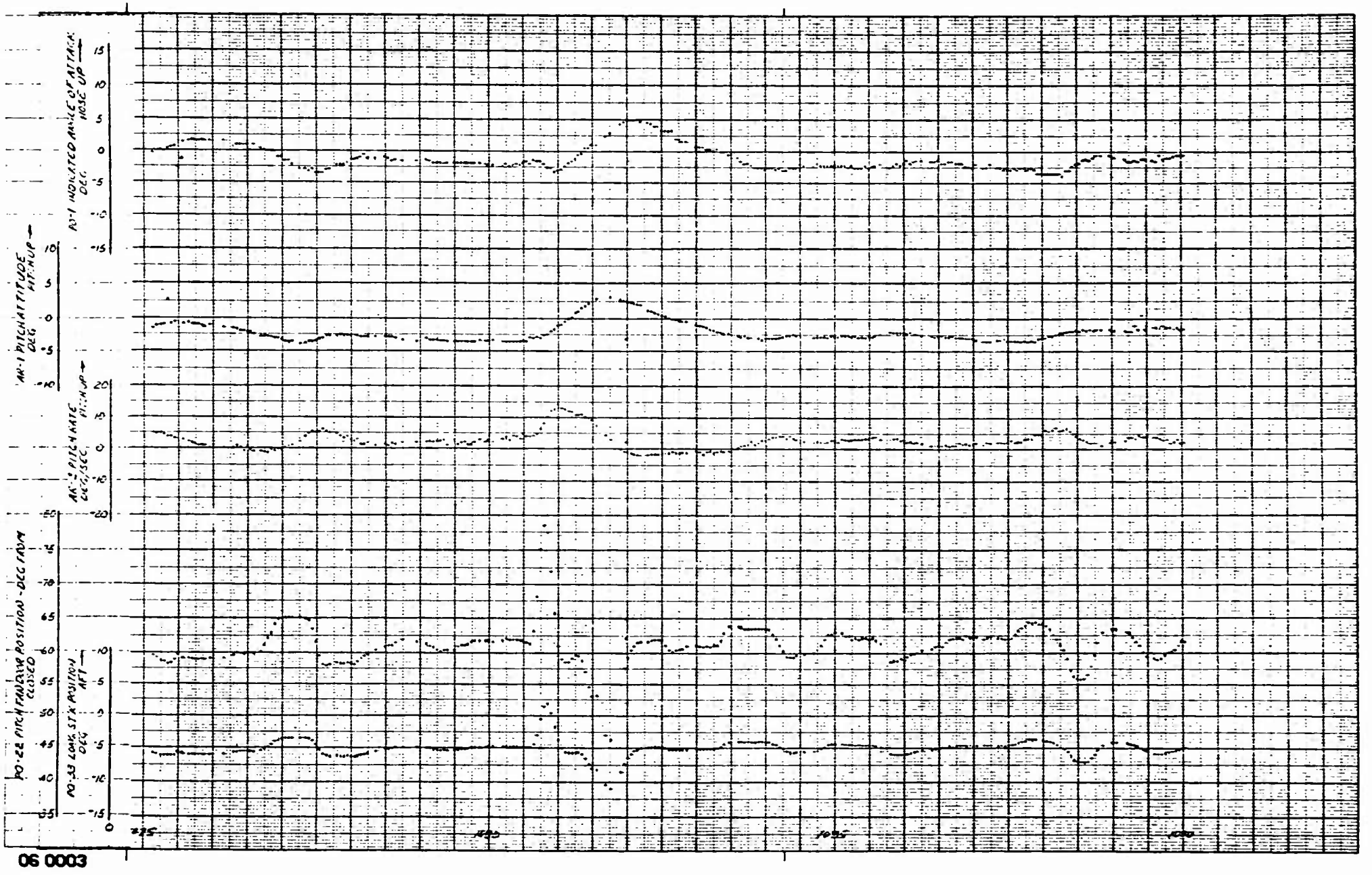


Figure A-34 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, $\beta_{V\text{Indicated}} \approx 11°$, $i_{H.T.} \approx 17.6°$

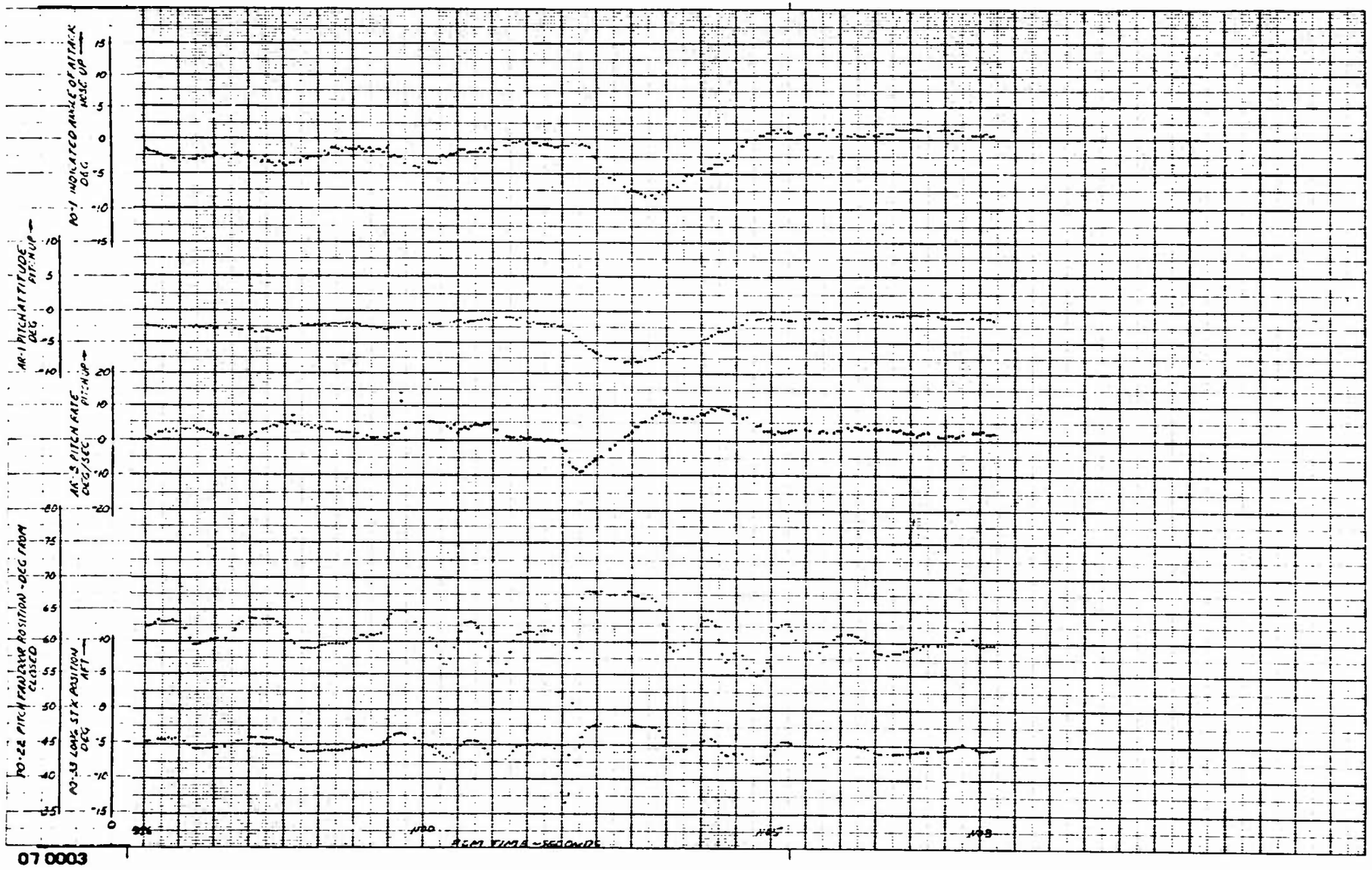


Figure A-35 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, $\beta_{v\text{Indicated}} \approx 11°$, $i_{H.T.} \approx 17.6°$

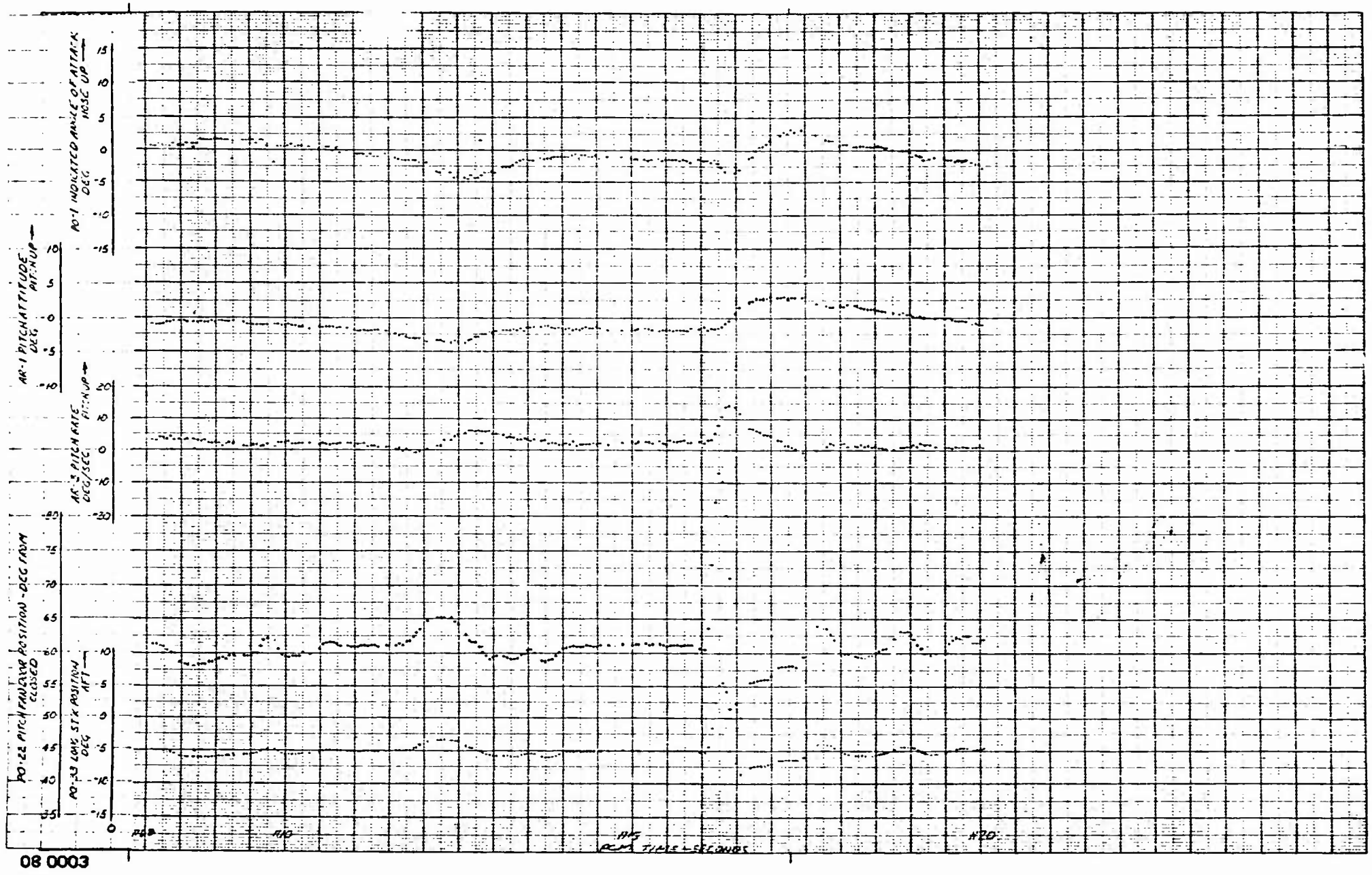


Figure A-36 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, $\beta_{V\text{Indicated}} \approx 11°$, $i_{H.T.} \approx 17.6°$

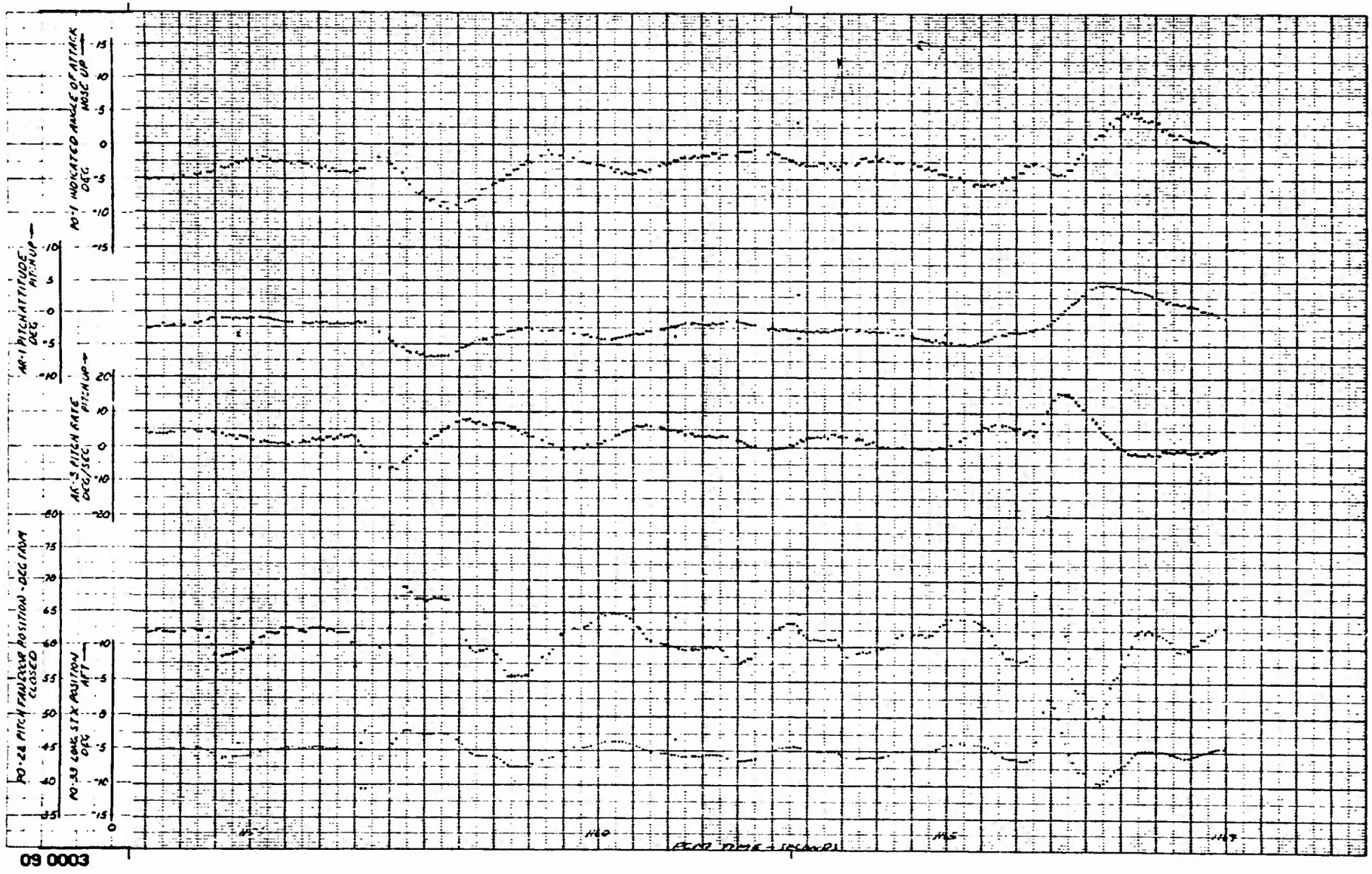


Figure A-37 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, $\beta_{V_{Indicated}} \approx 11°$, $i_{H.T.} \approx 17.6°$

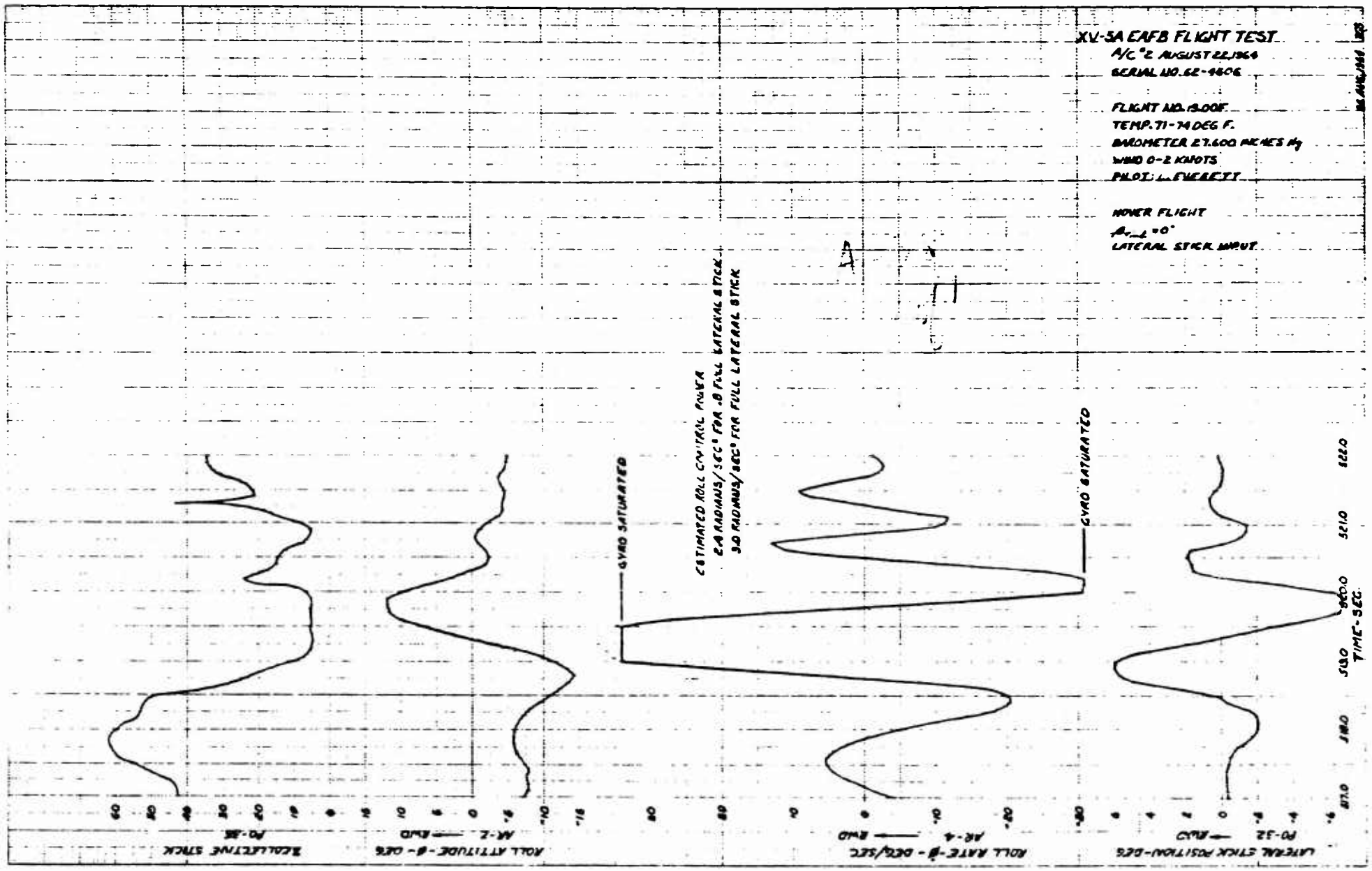


Figure A-38 Hover Flight, A/C No. 62-4506, Test 19.00F, Lateral Stick Input $\beta_{V_{Indicated}} \approx 0°$

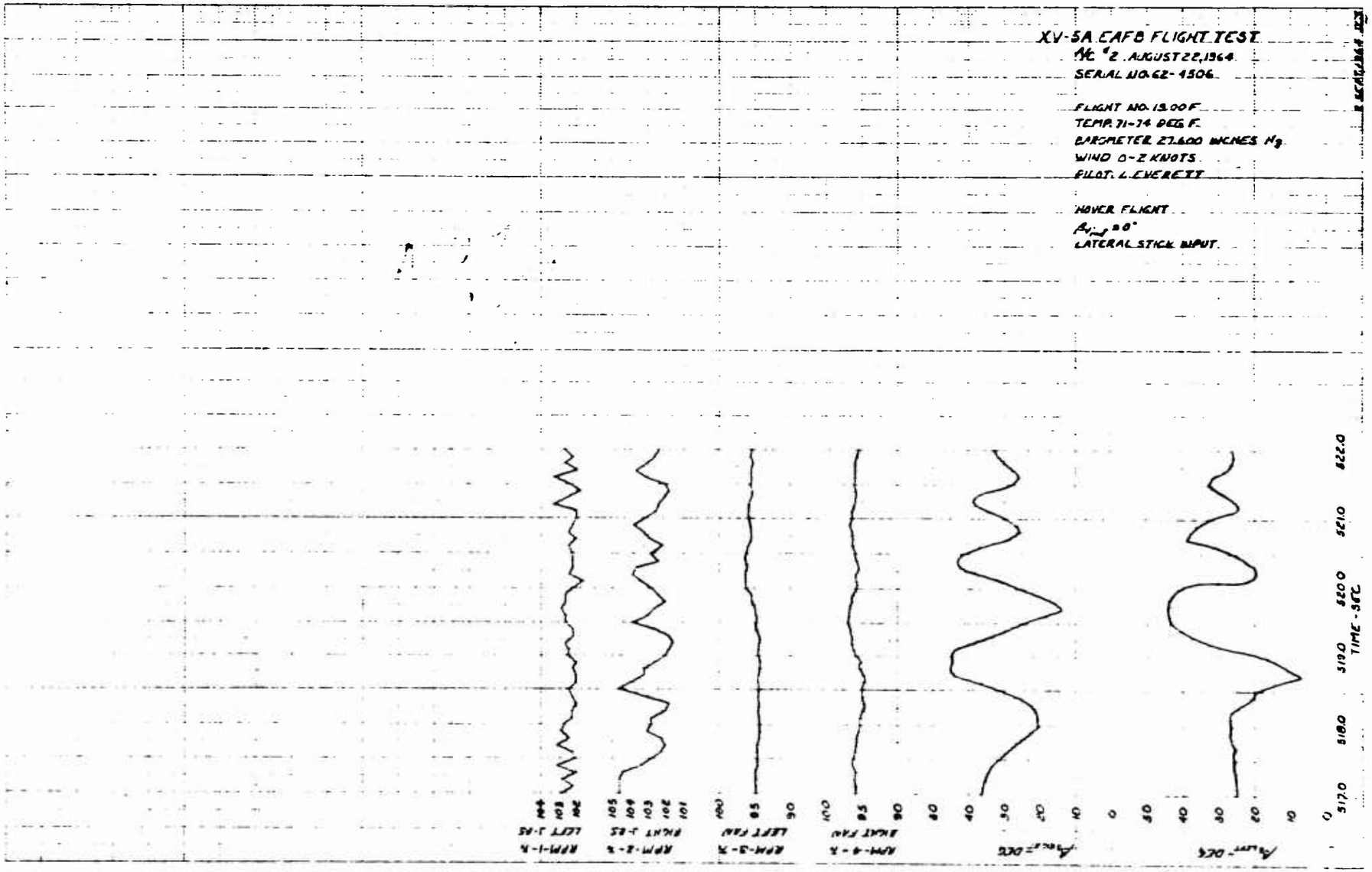


Figure A-39 Hover Flight, A/C No. 62-4506, Test 19.00F, Lateral Stick Input, $\beta_{V_{Indicated}} \approx 0°$

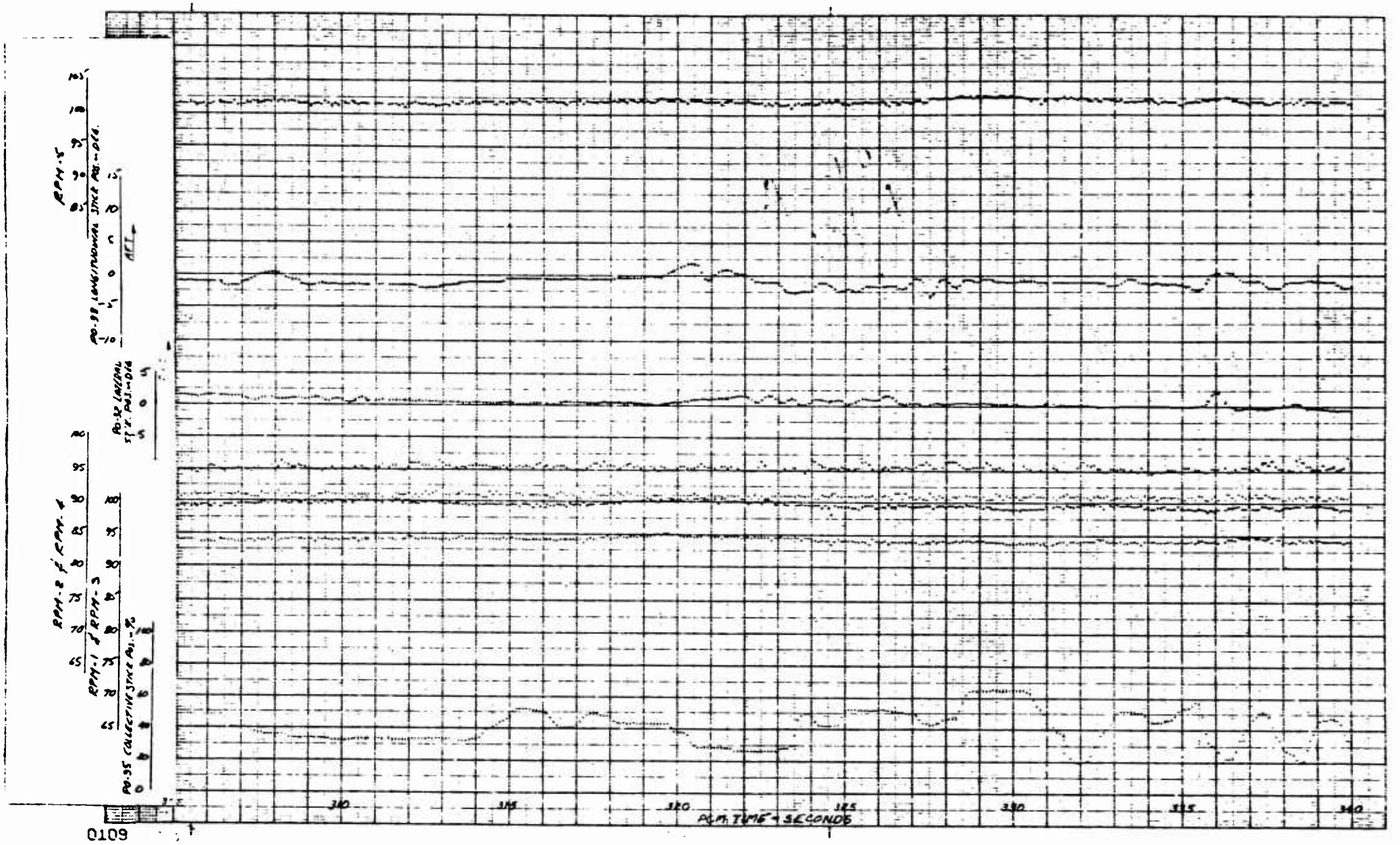


Figure A-40 Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 1 of 4

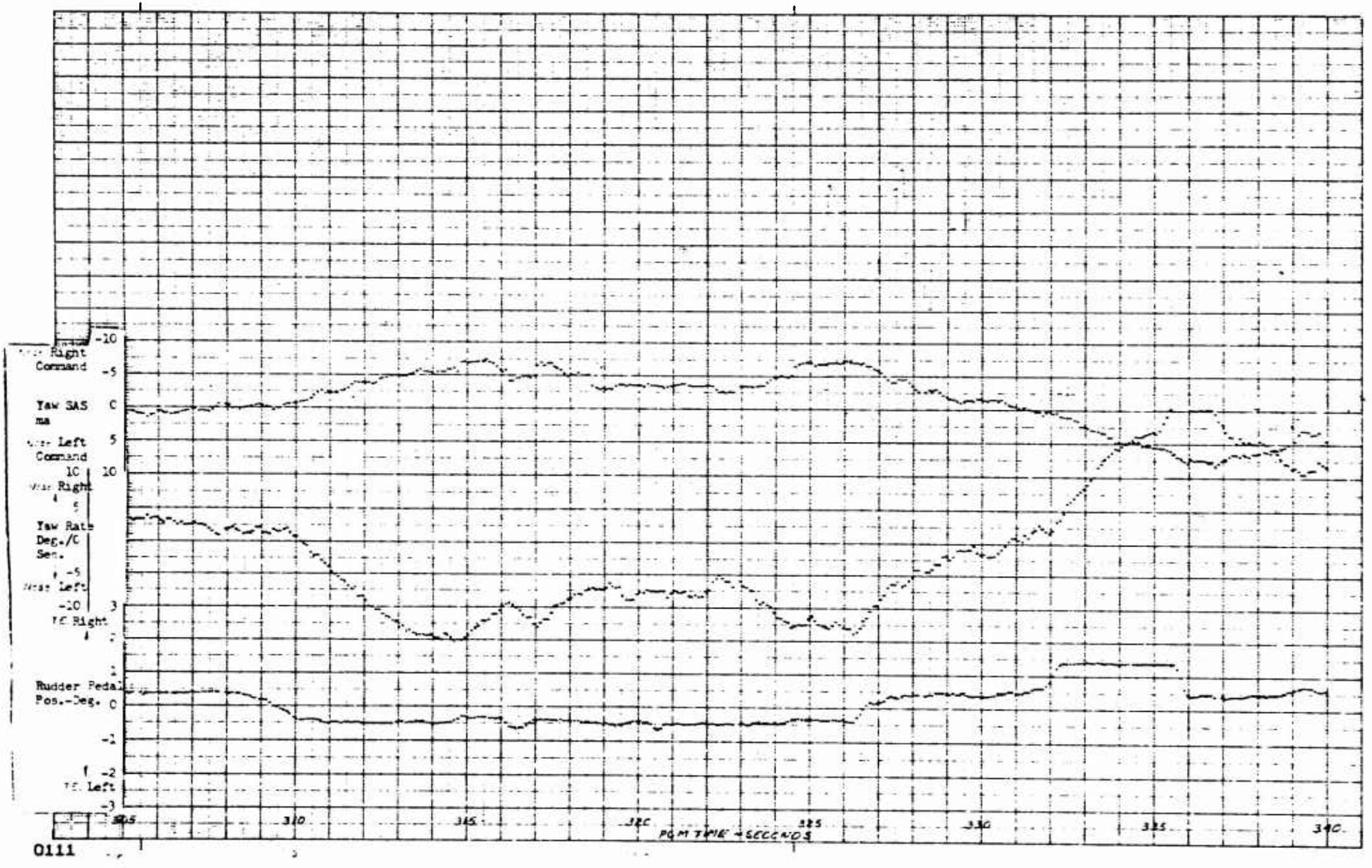


Figure A-40 Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 2 of 4

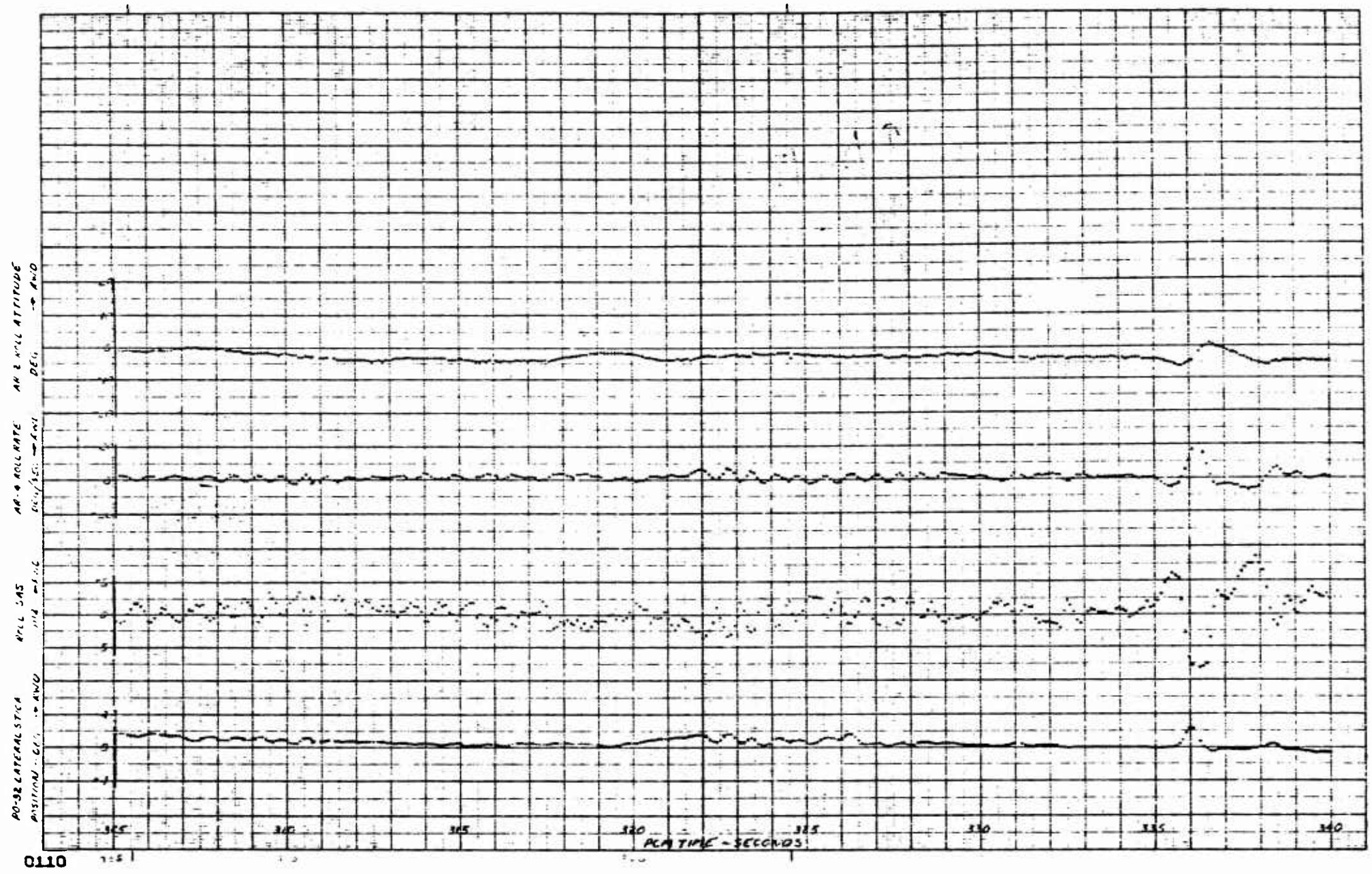


Figure A-40 Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 3 of 4

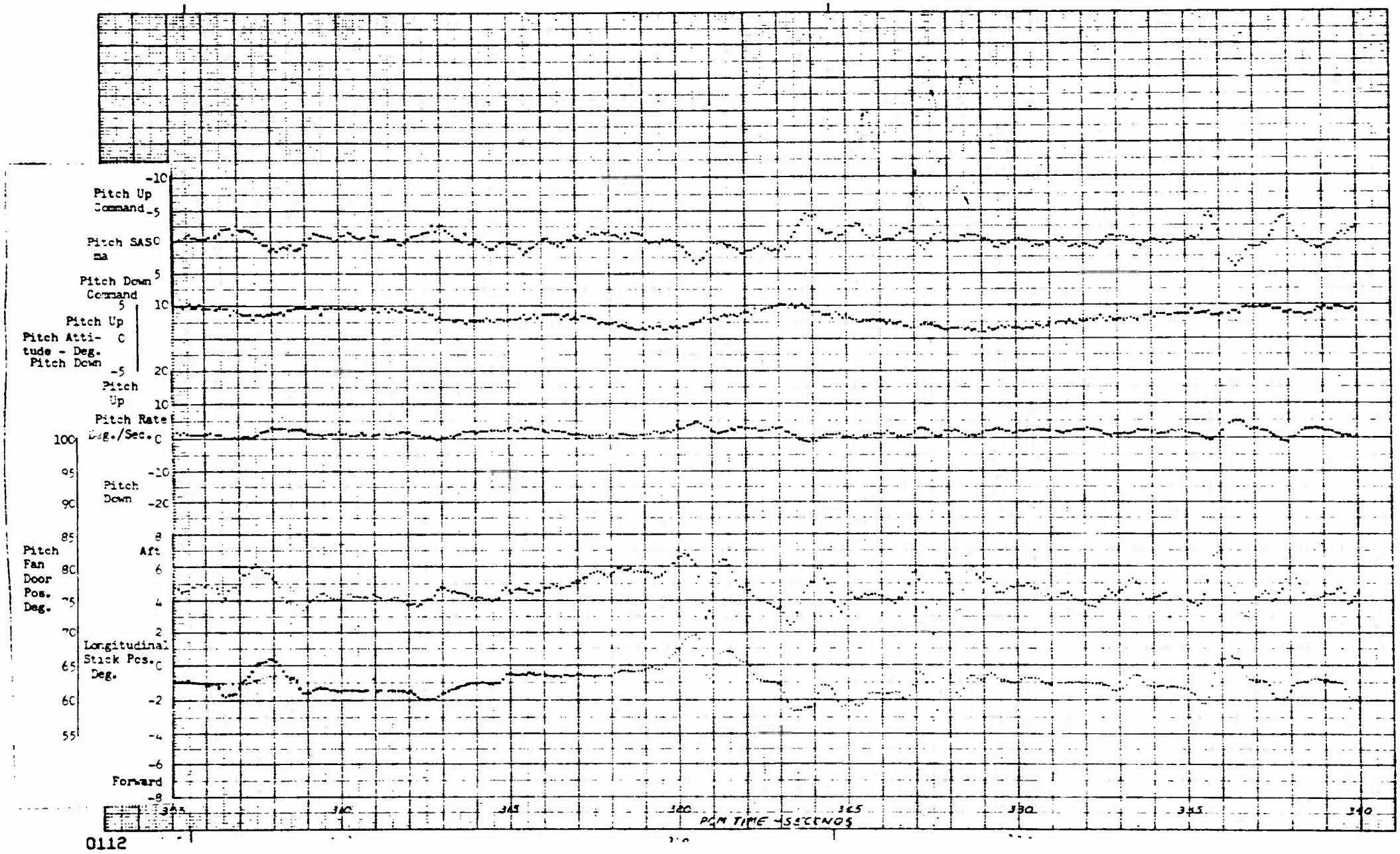


Figure A-40 Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 4 of 4

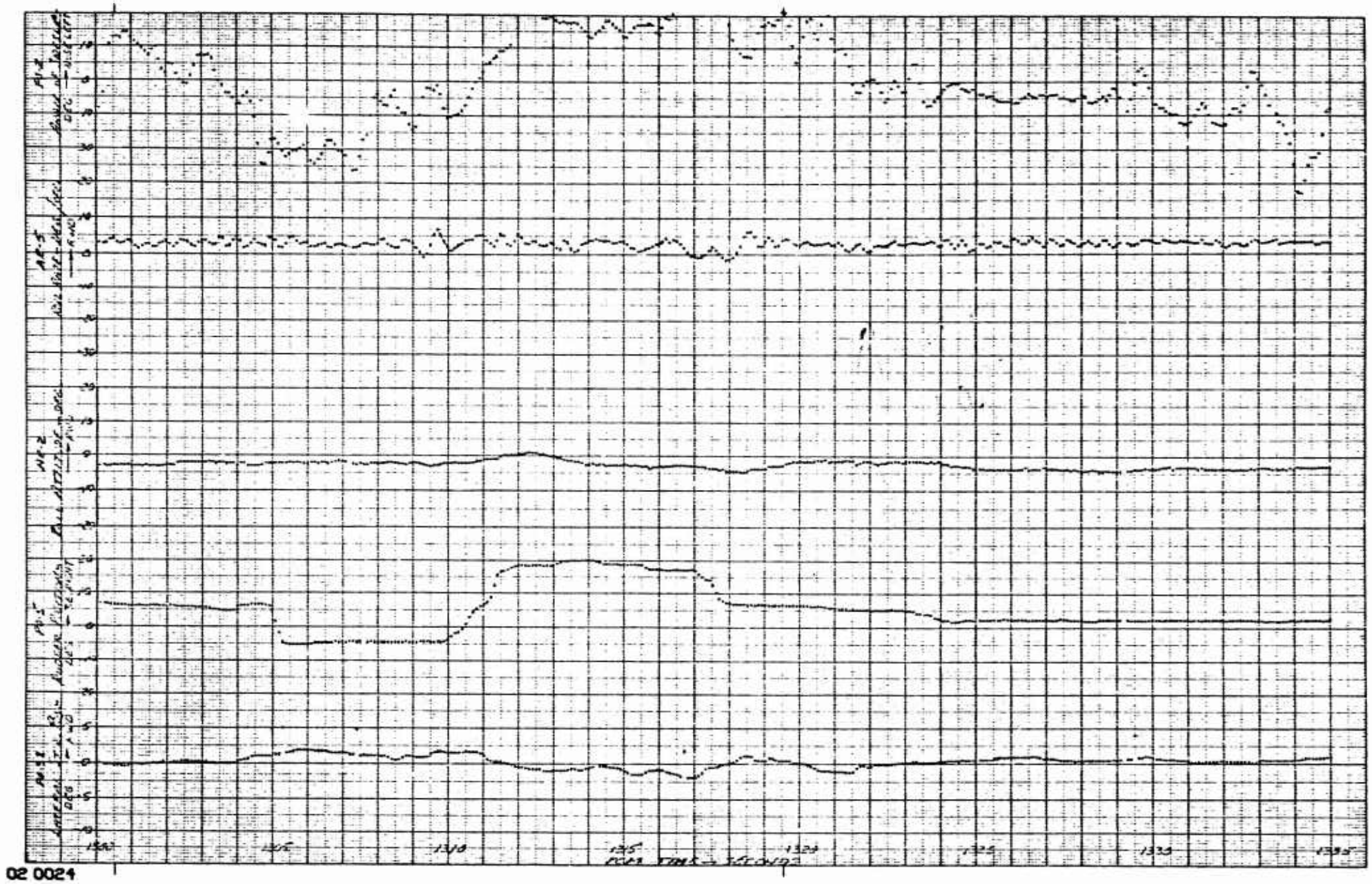


Figure A-41 Directional Control Inputs, A/C No. 62-4506, Test 23.0F, Hover Flight Out of Ground Effect, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 1 of 2

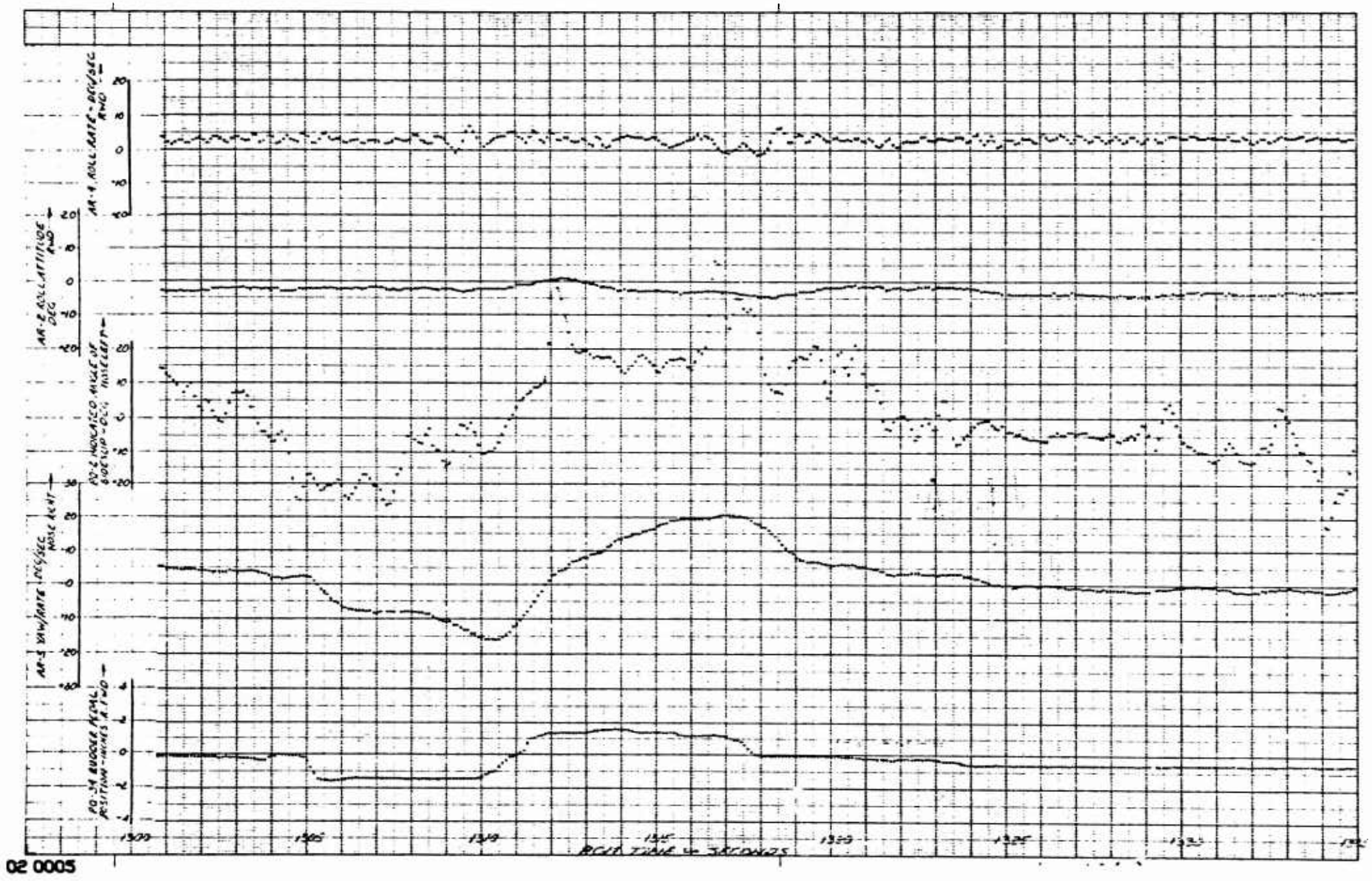


Figure A-41 Directional Control Inputs, A/C No. 62-4506, Test 23.0F, Hover Flight Out of Ground Effect, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 2 of 2

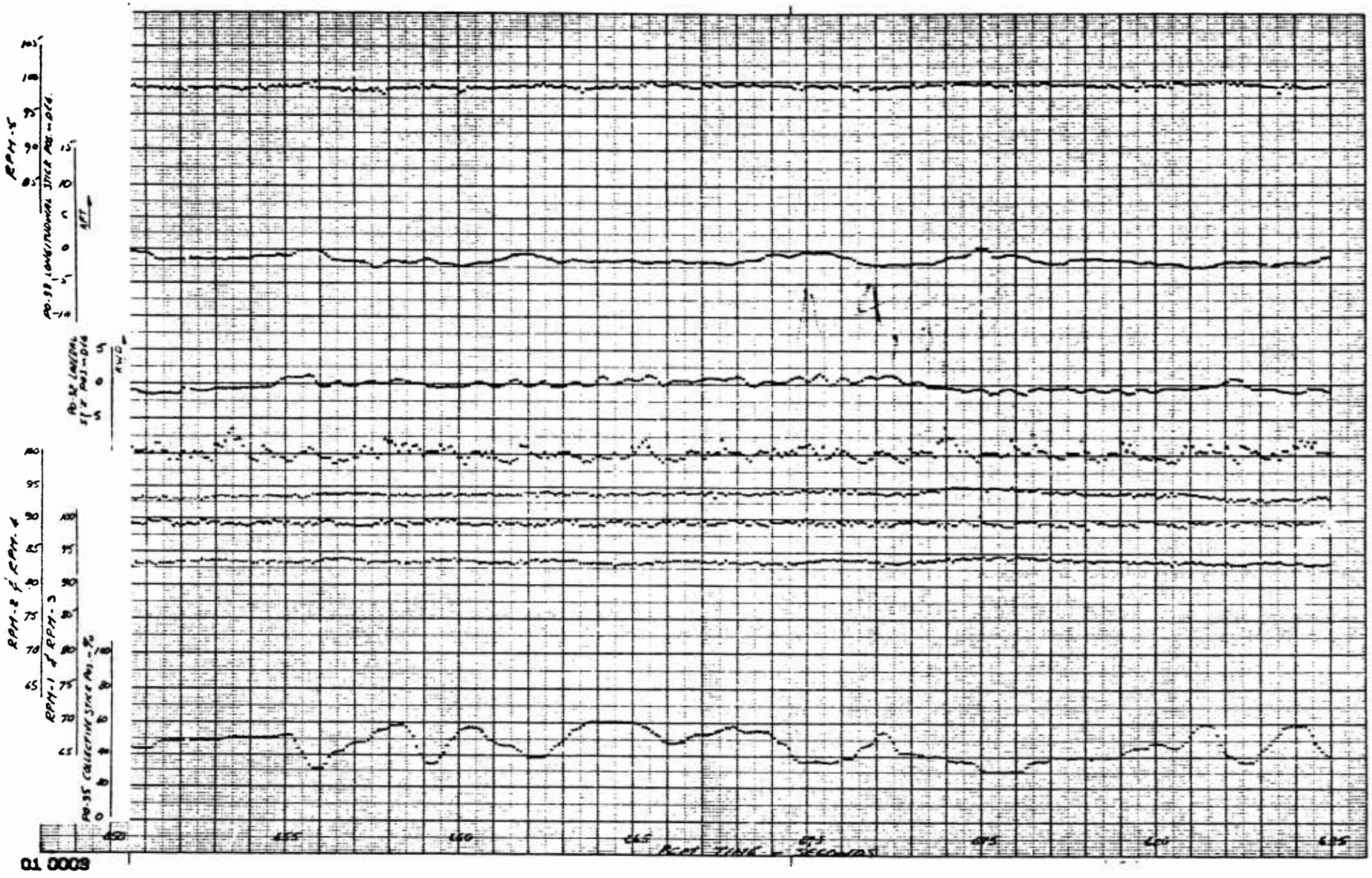


Figure A-42 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 1 of 3

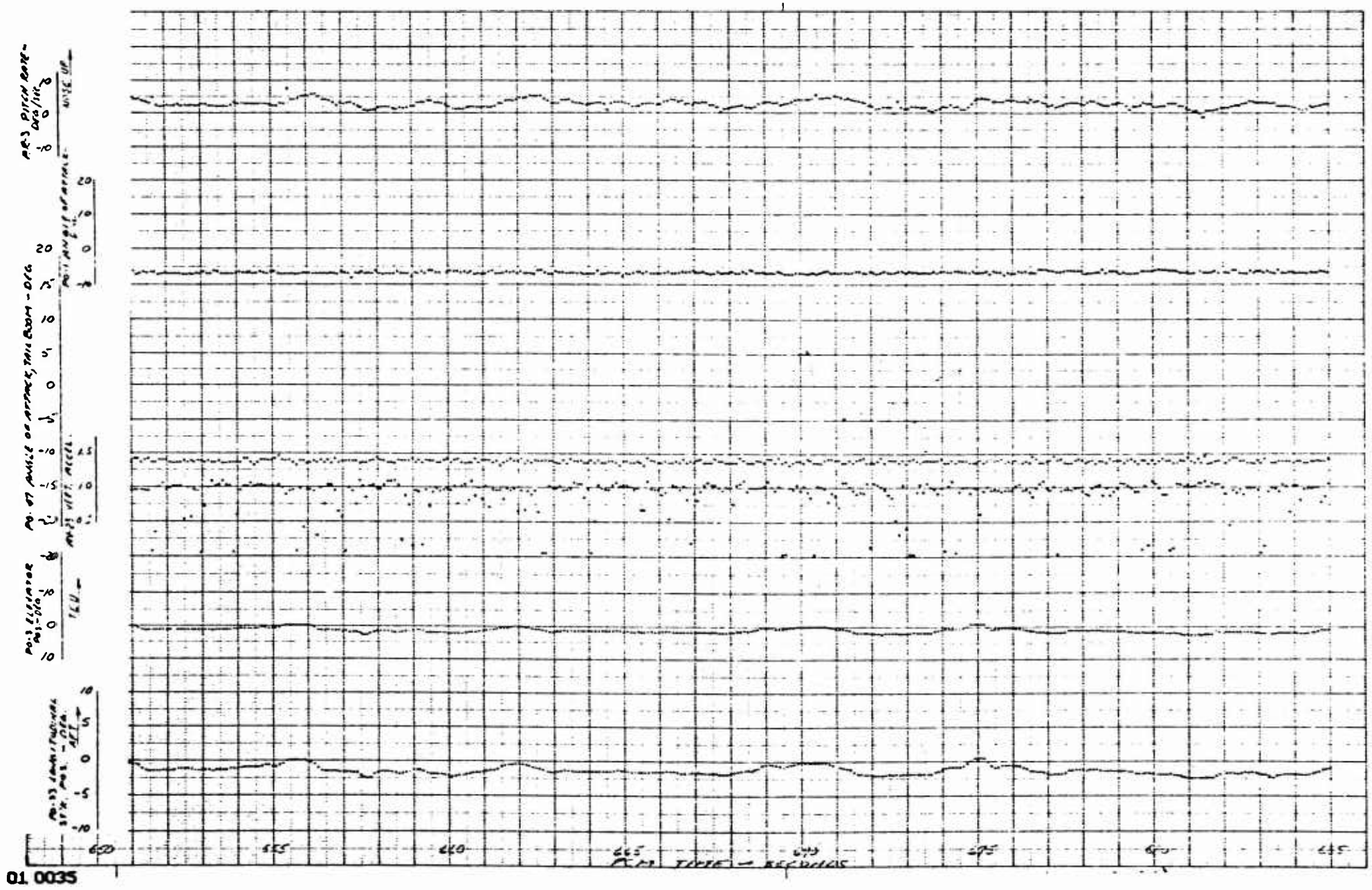


Figure A-42 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 2 of 3

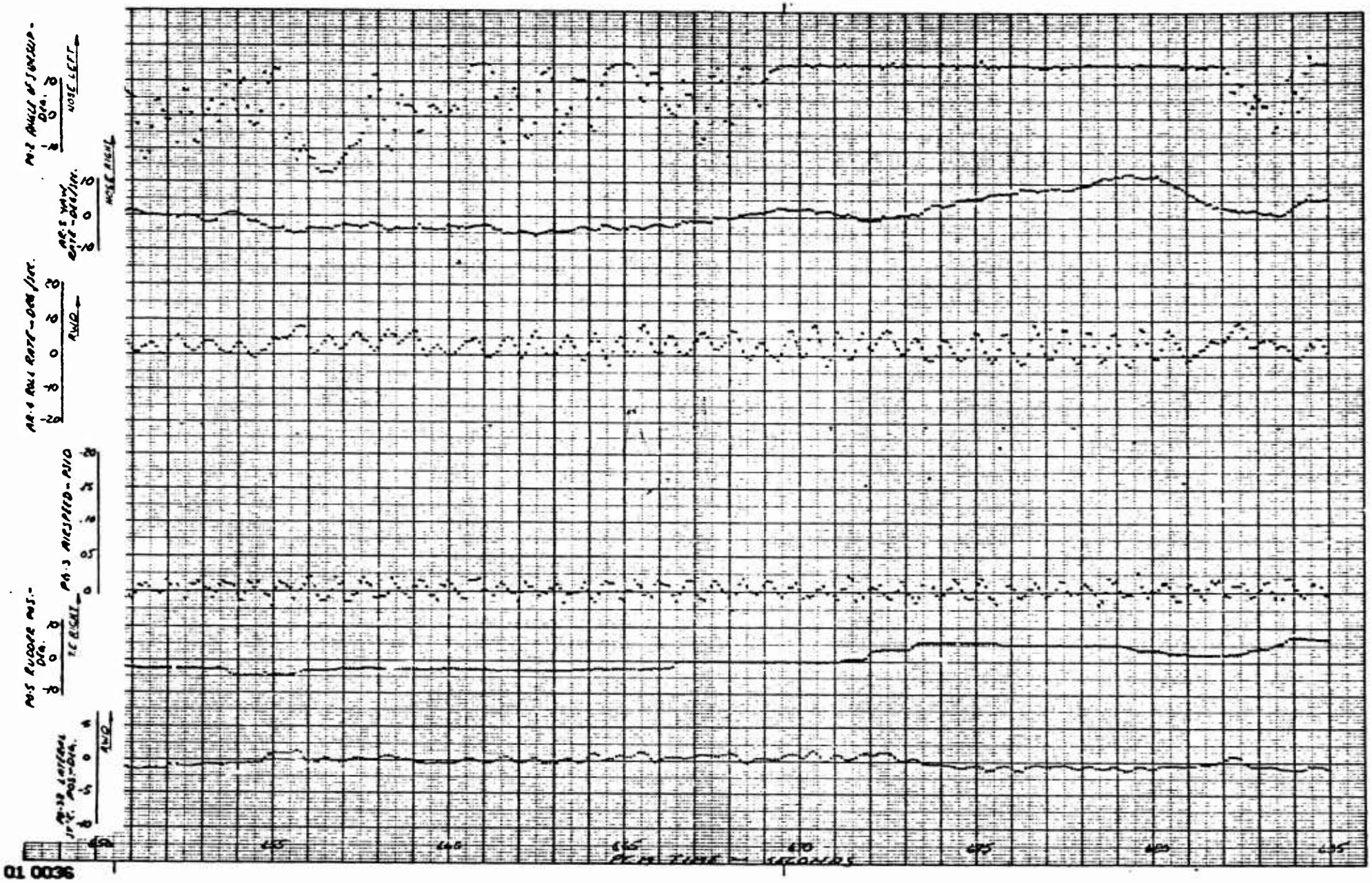


Figure A-42 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect, $\beta_{V_{Indicated}} \approx -7.0°$ Sheet 3 of 3

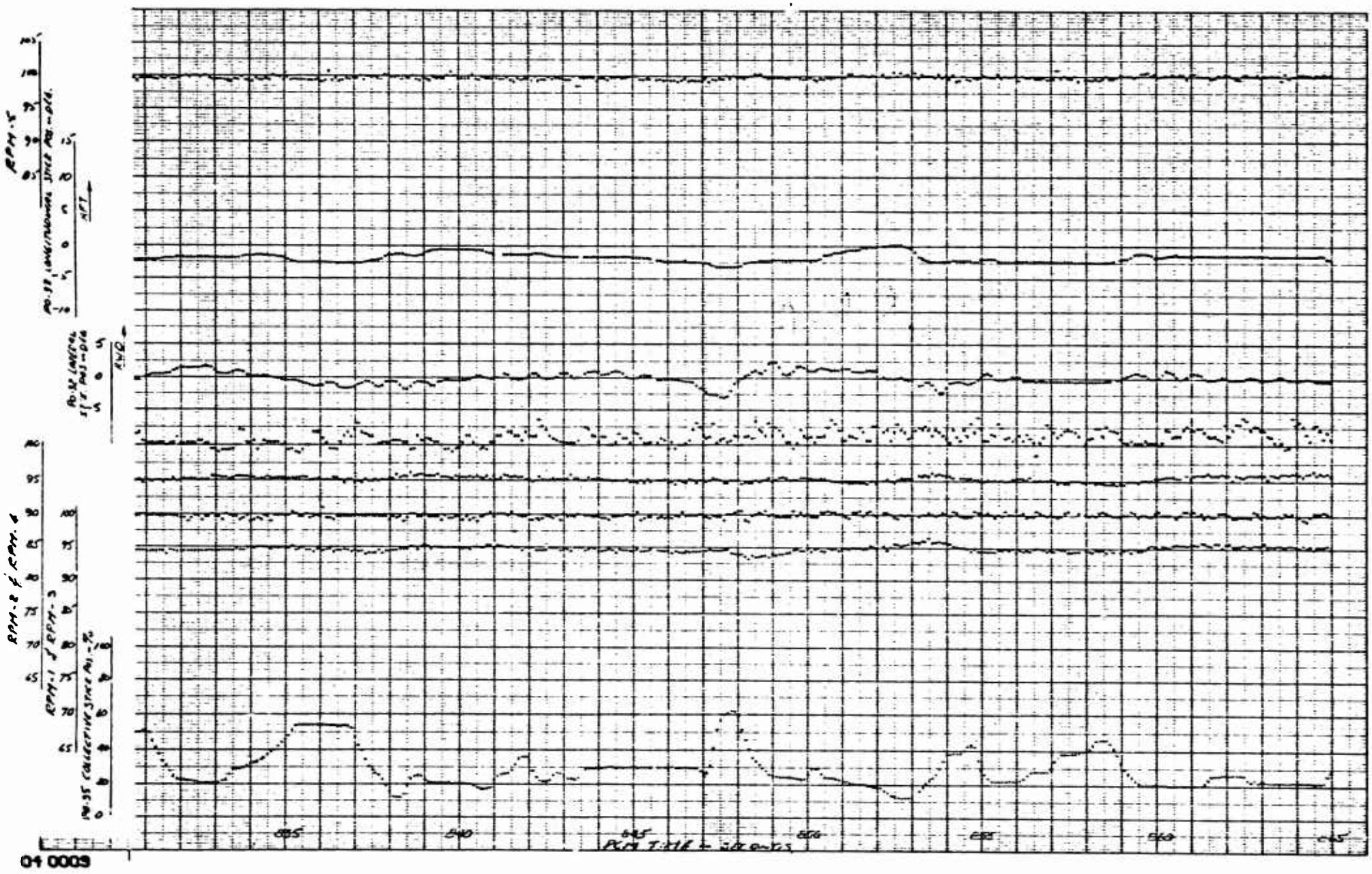


Figure A-43 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect
Sheet 1 of 3

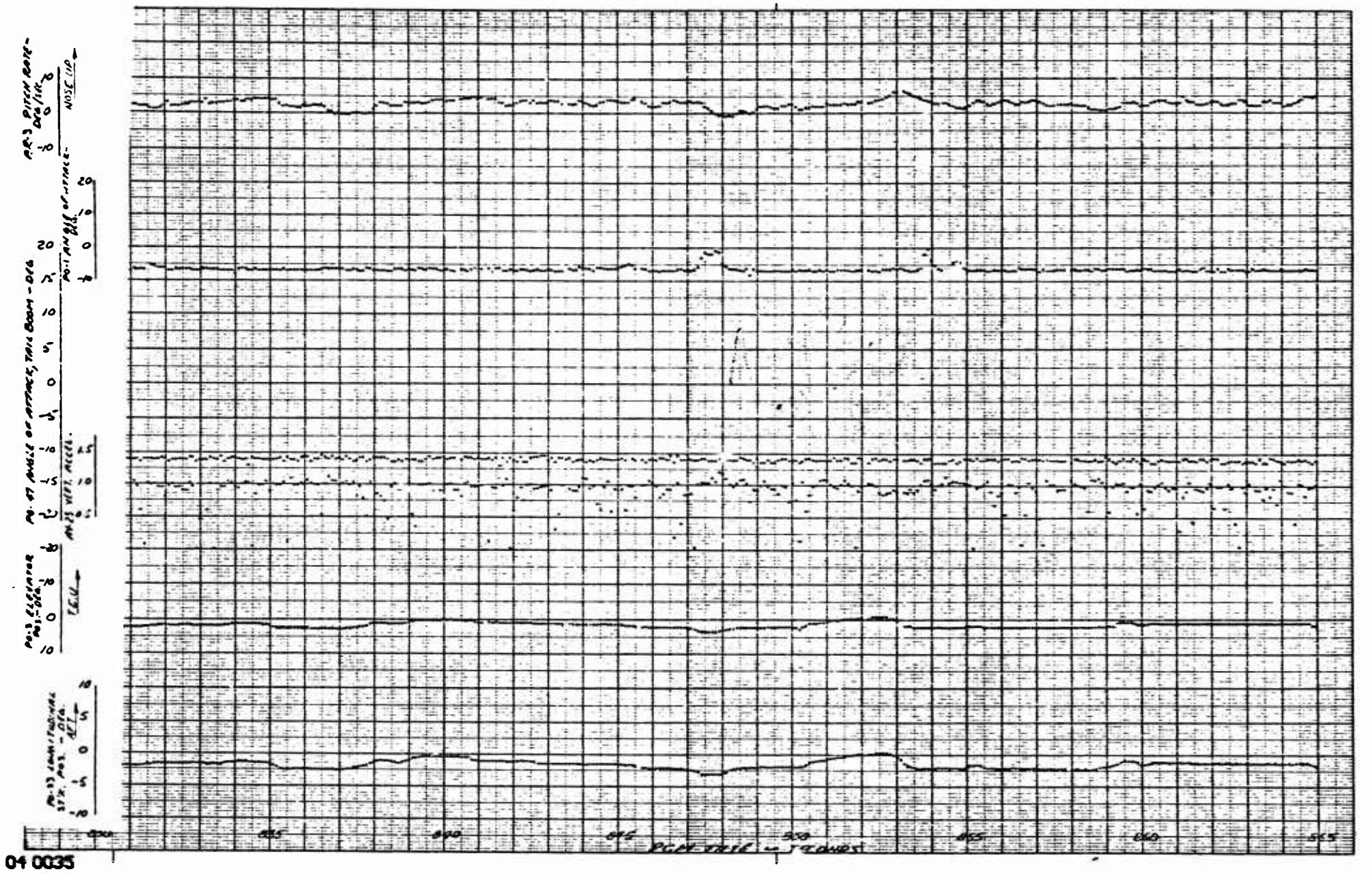


Figure A-43 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect
Sheet 2 of 3

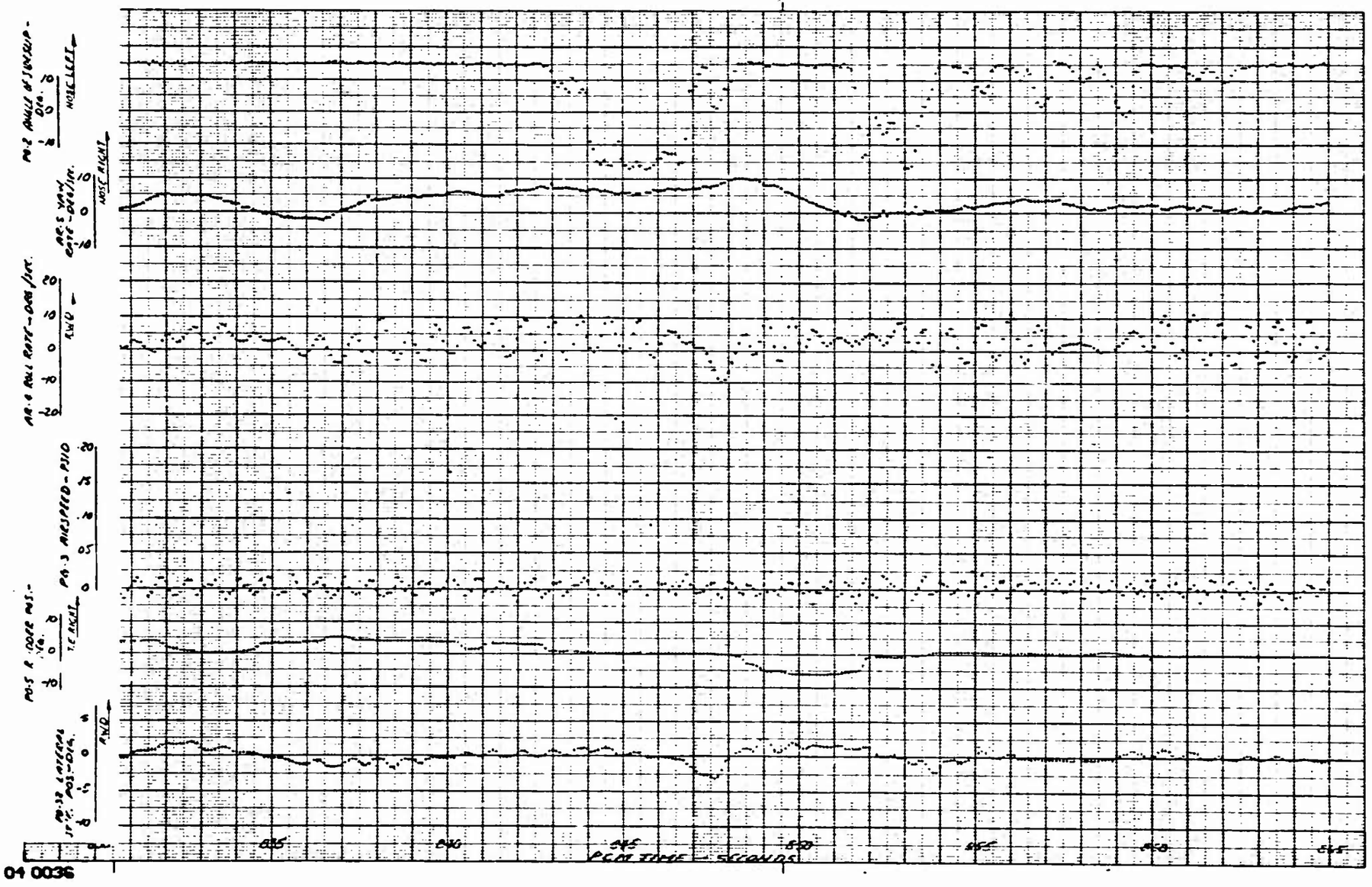


Figure A-43 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect
Sheet 3 of 3

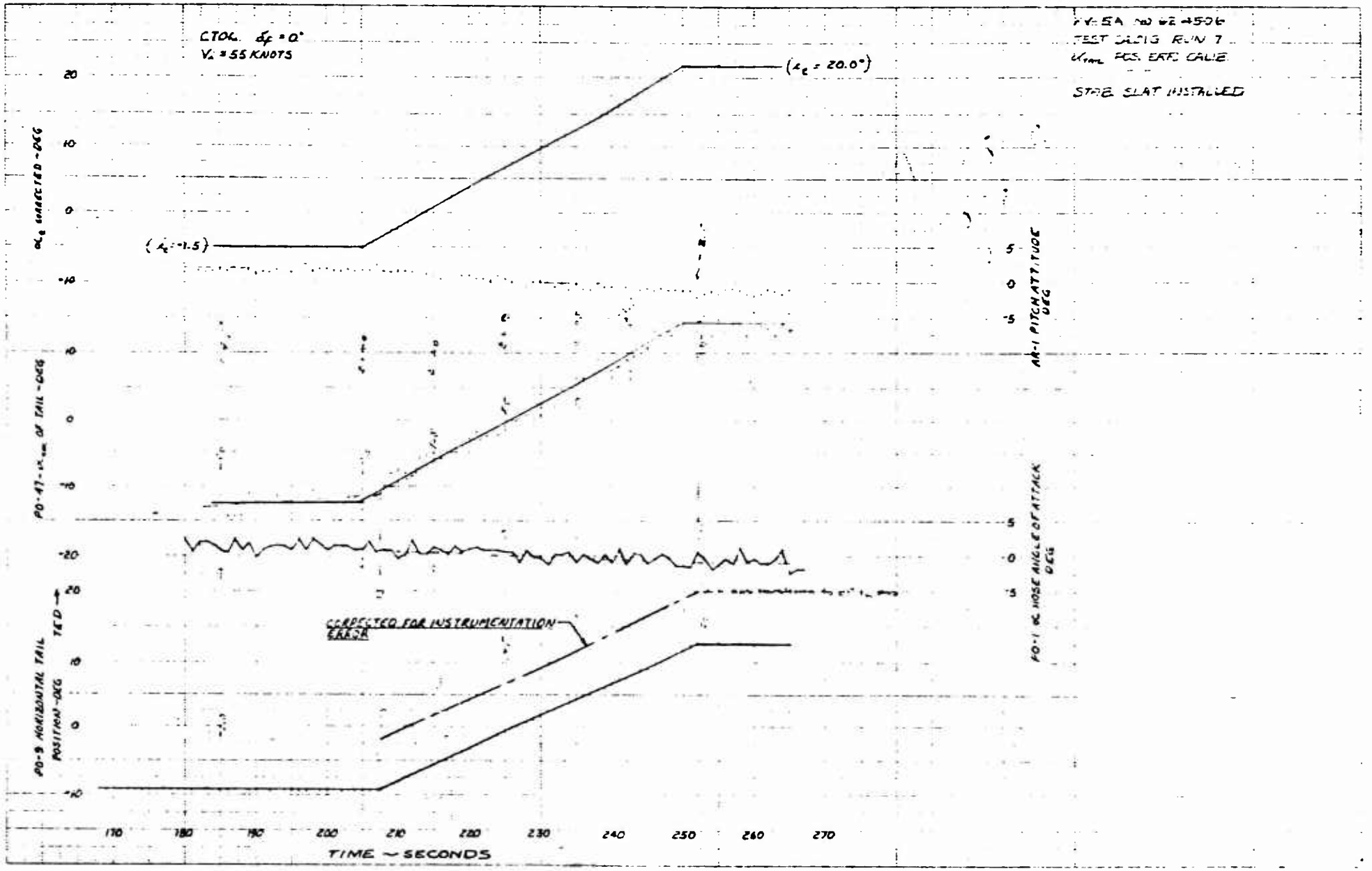


Figure A-43A Horizontal Tail Angle of Attack Indicator Calibration, Tail Slat Installed.

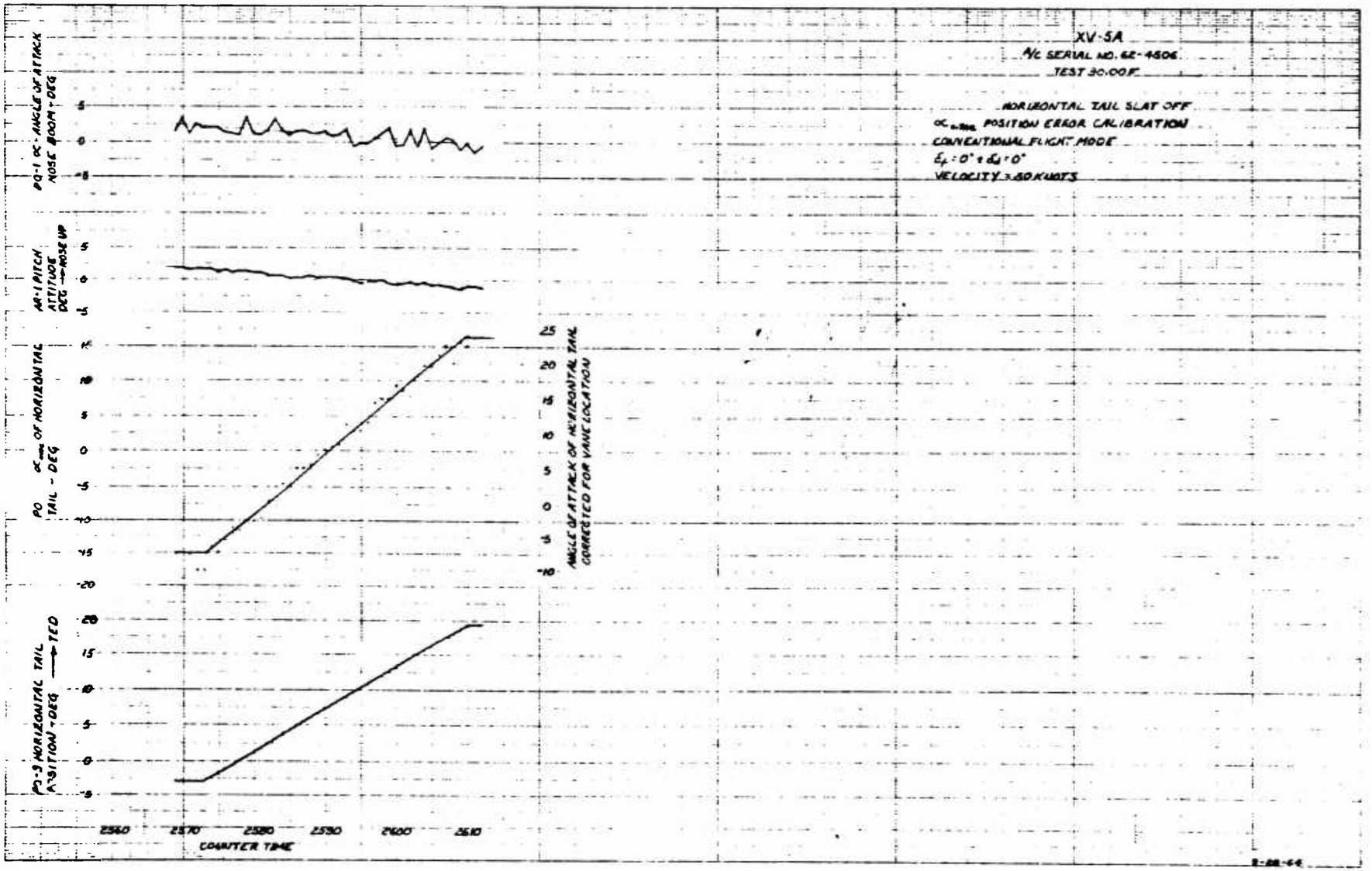


Figure A-43B Horizontal Tail Angle of Attack Indicator Calibration Tail Slat Off.

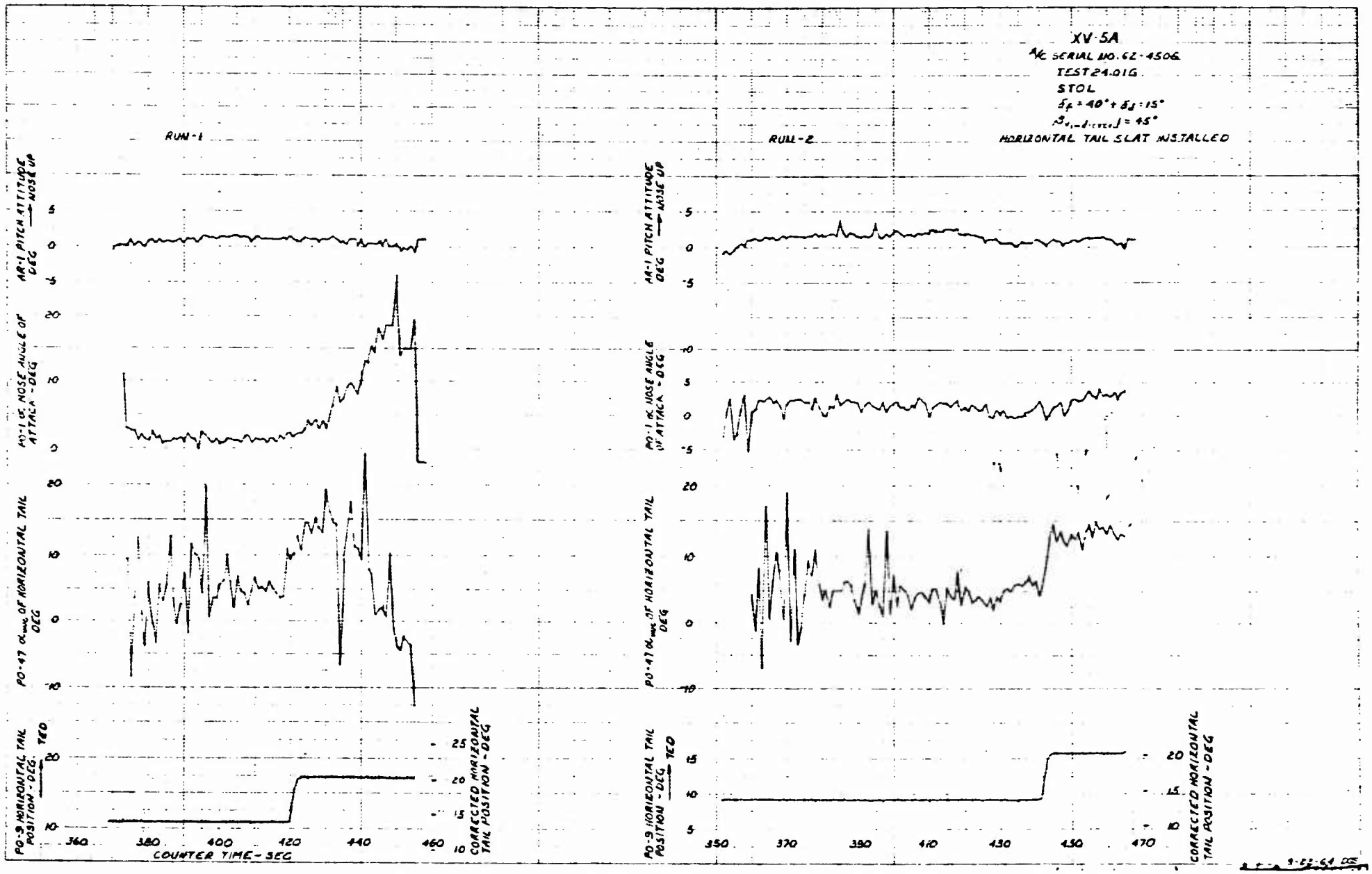


Figure A-43C Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.01G, $\beta_{v\text{Indicated}} \approx 45°$ Sheet 1 of 2

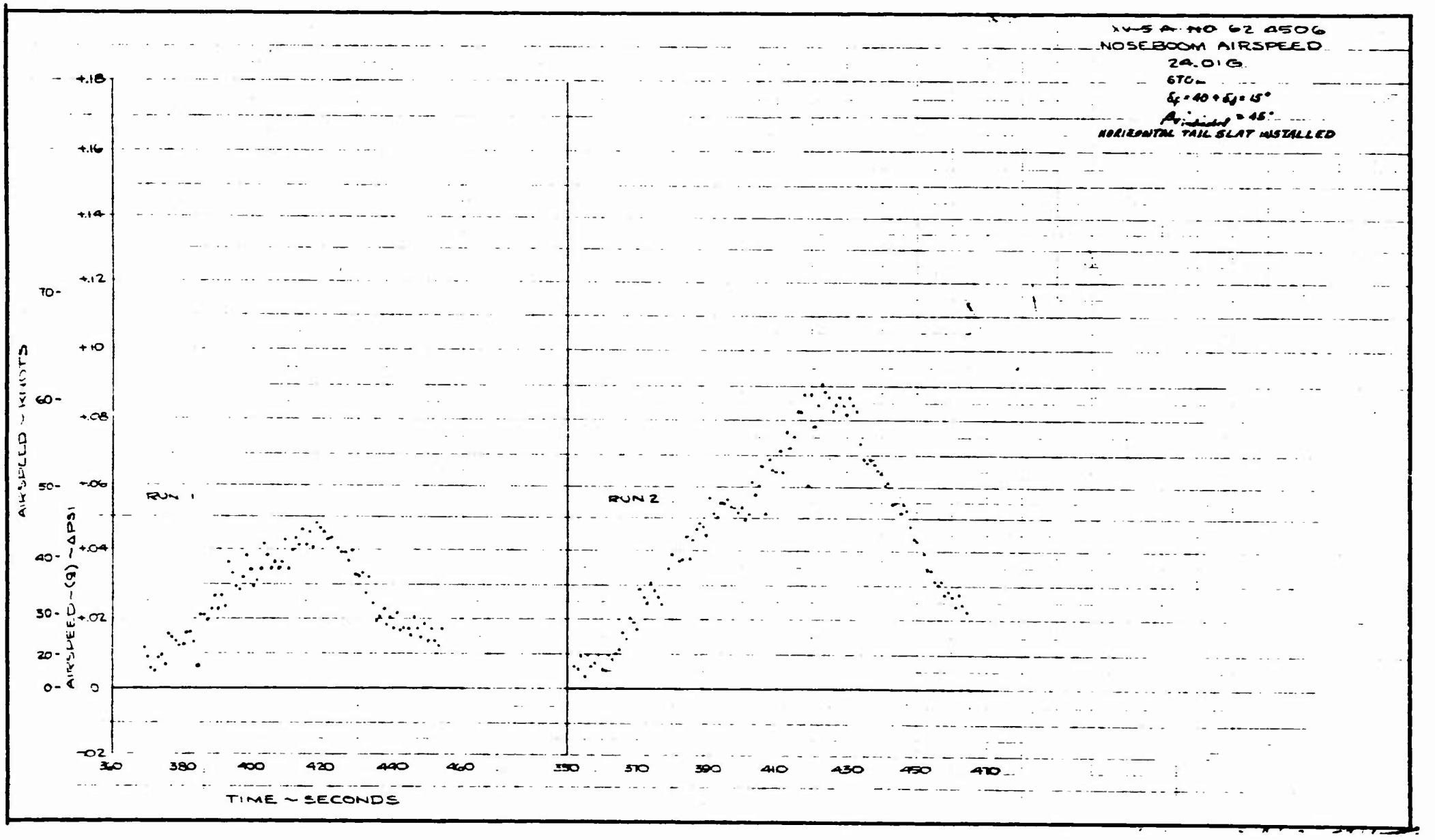


Figure A-43C Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.01G, $\beta_{v_{Indicated}} \approx 45^{\circ}$ Sheet 2 of 2

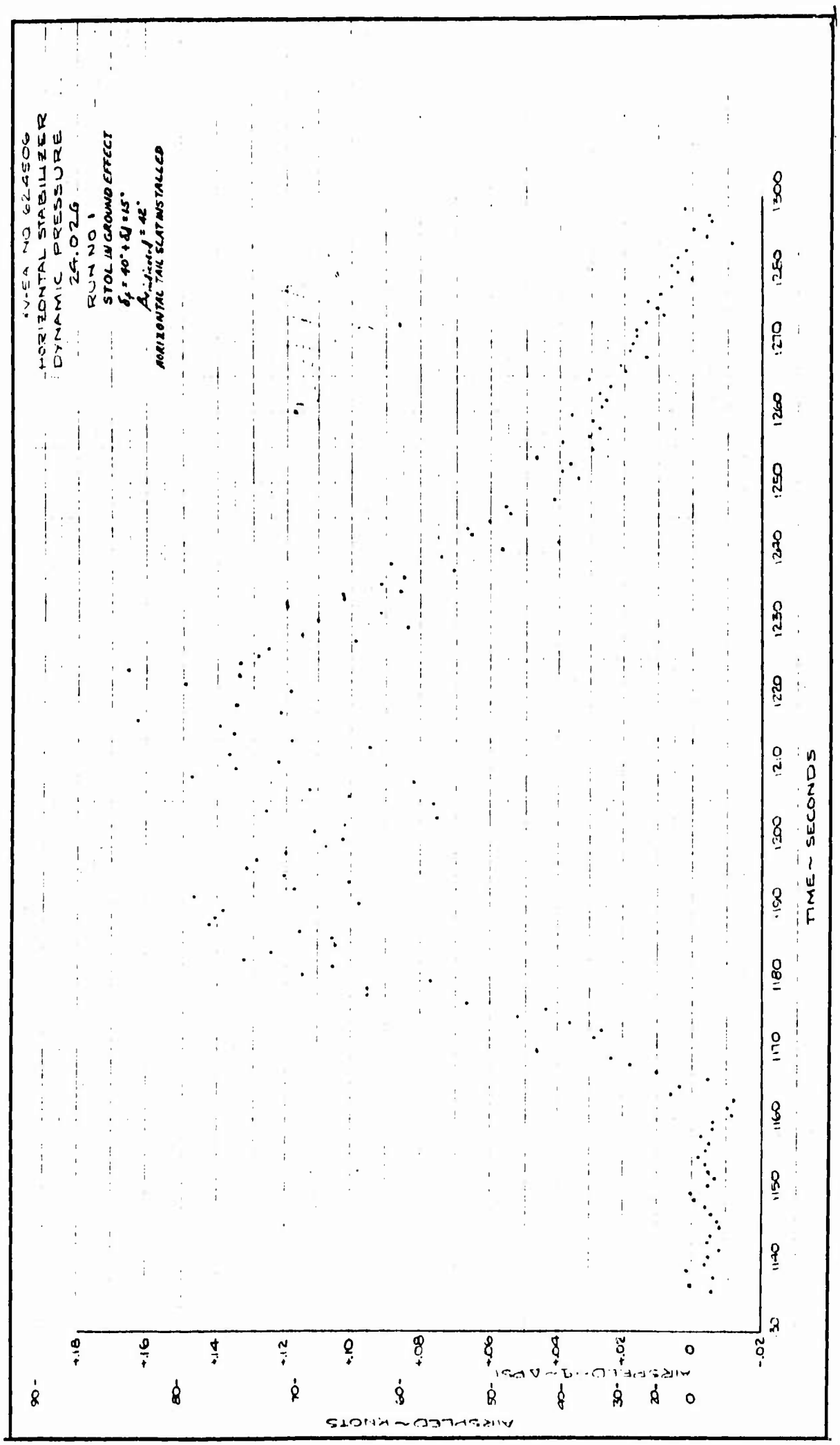


Figure A-43D Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G, $\beta_{vIndicated} \approx 42°$ Sheet 1 of 3

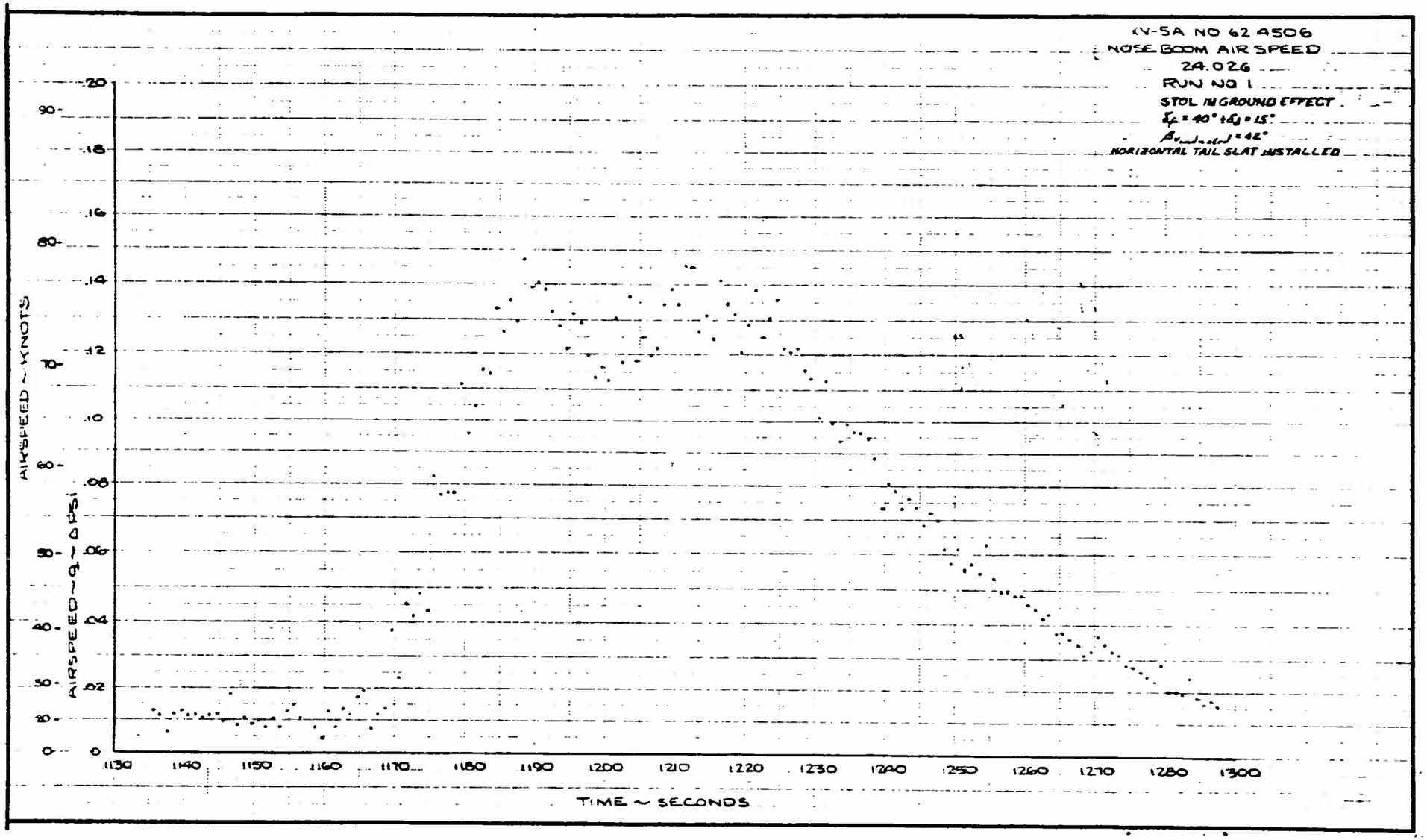


Figure A-43D Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G, $\beta_{v\text{Indicated}} \approx 42^\circ$ Sheet 2 of 3

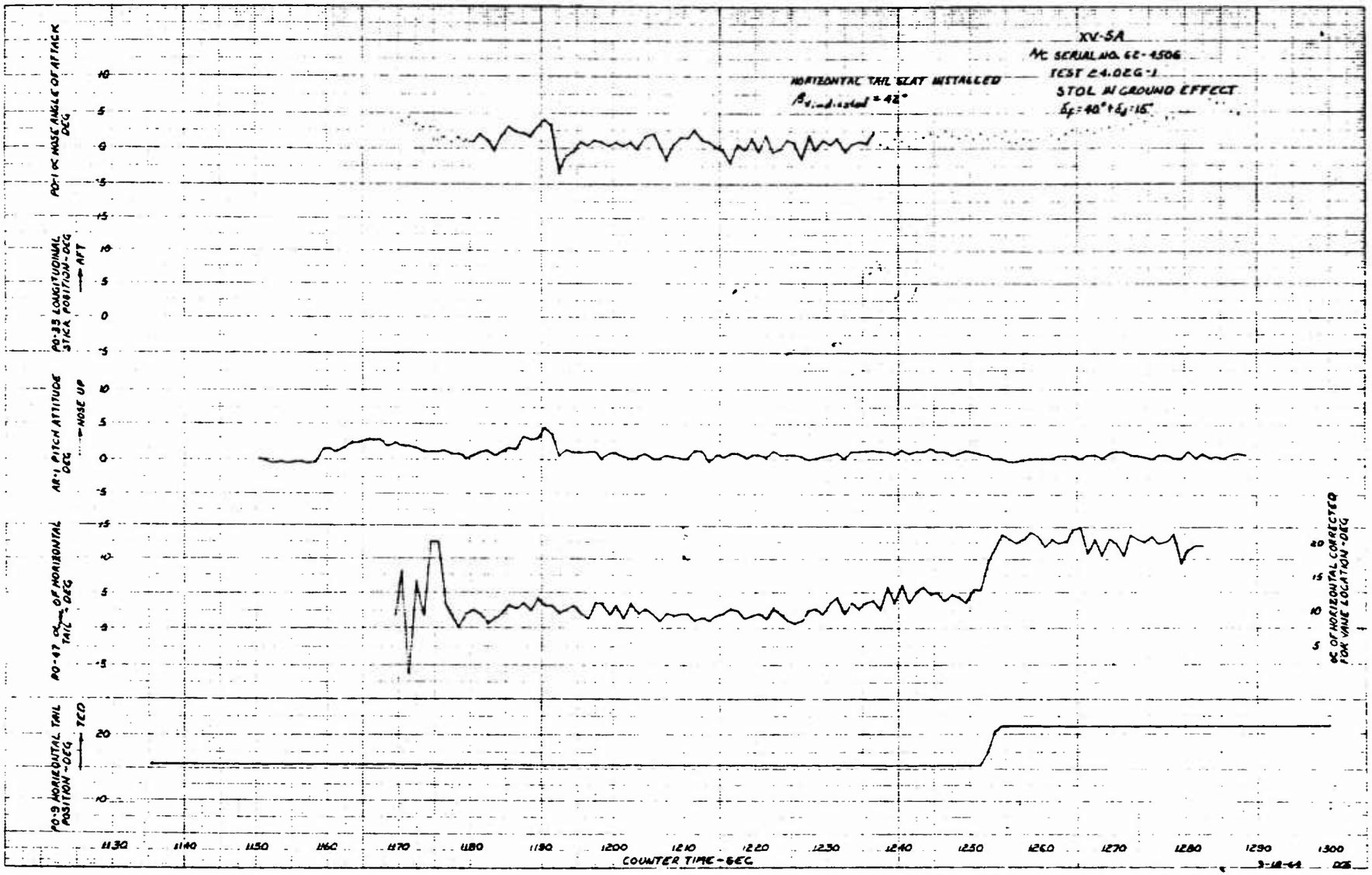


Figure A-43D Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G, $\beta_{v\text{Indicated}} \approx 42^{\circ}$ Sheet 3 of 3

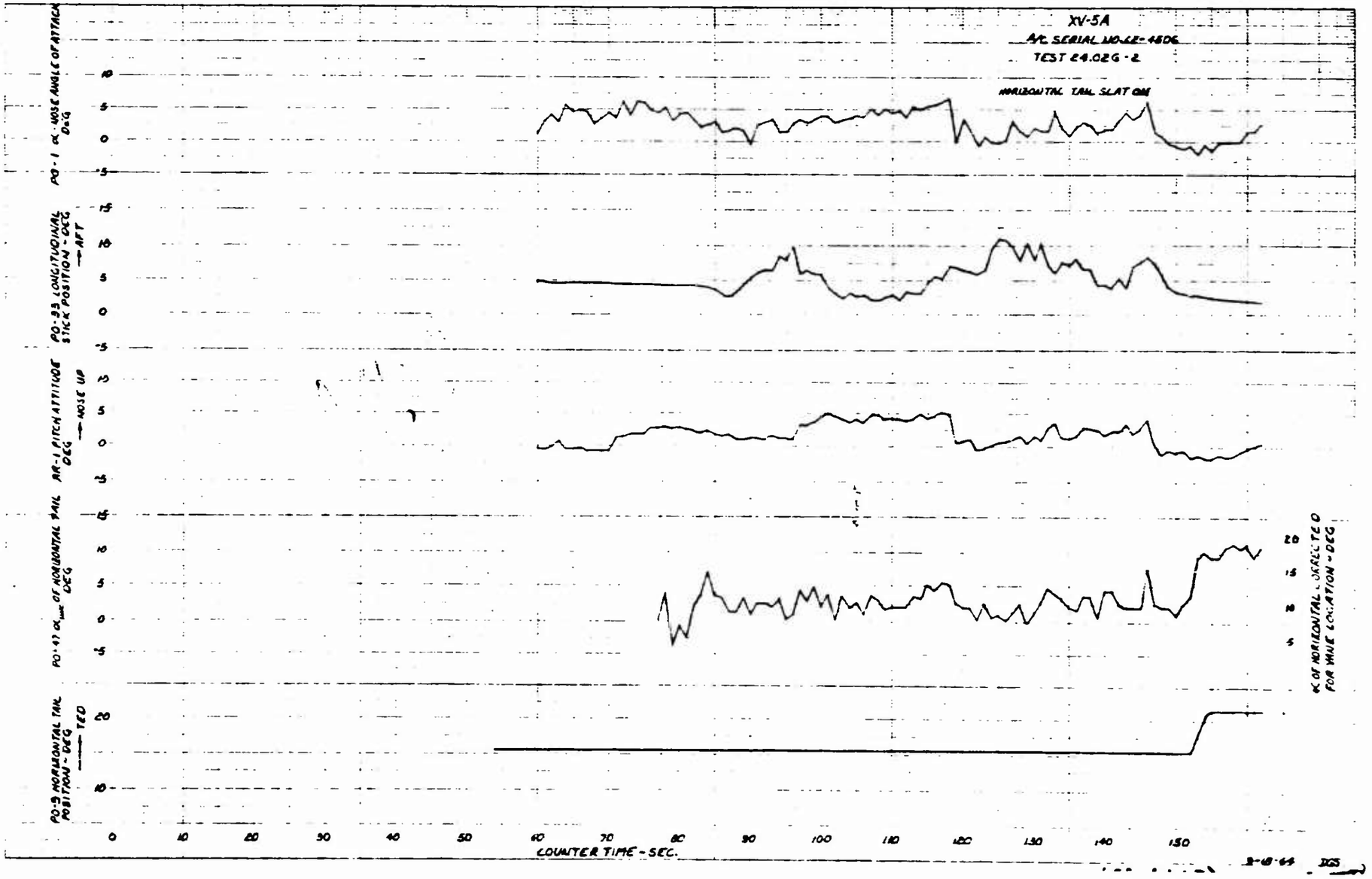


Figure A-43E Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G Sheet 1 of 3

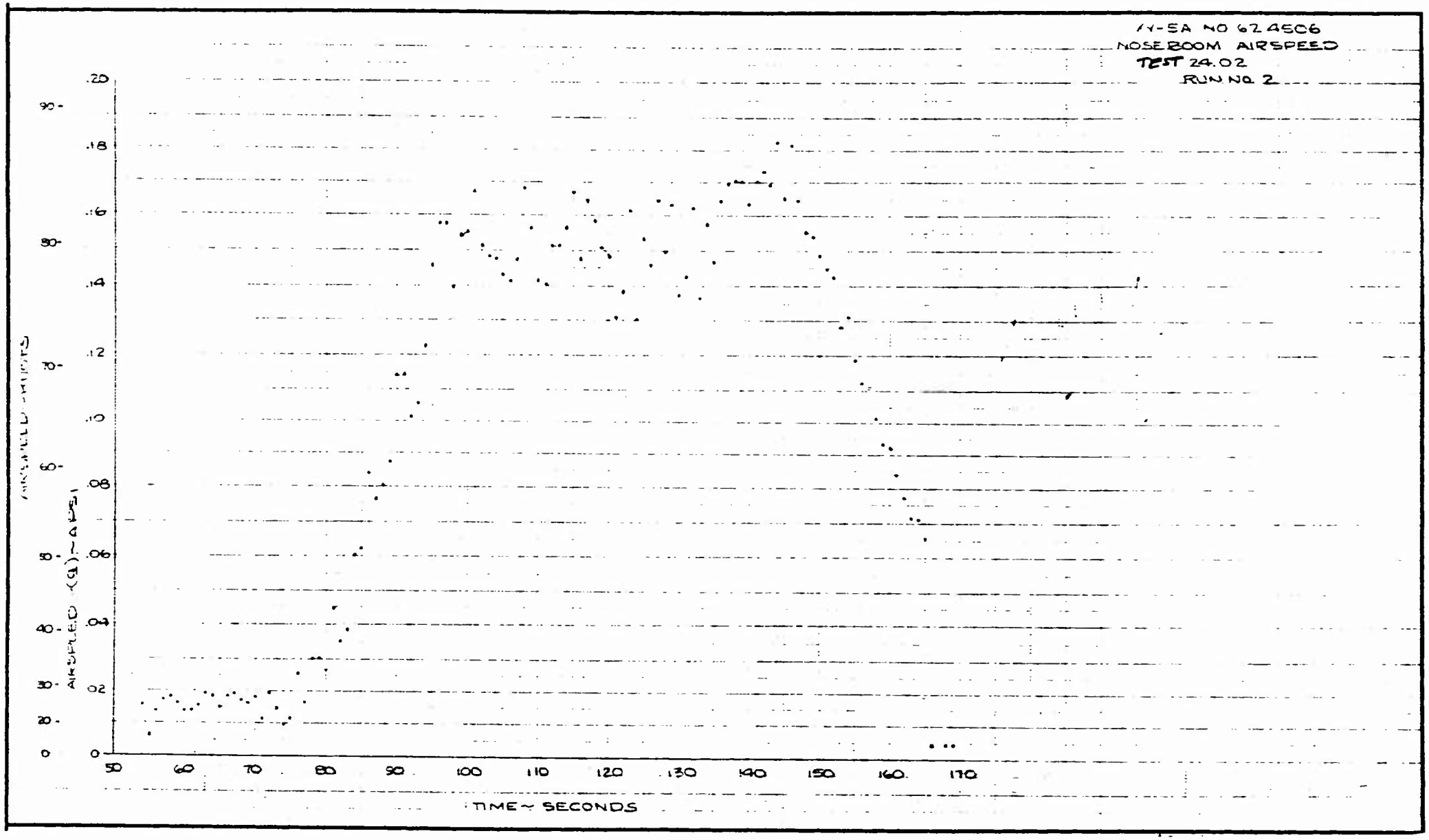


Figure A-43E Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G Sheet 2 of 3

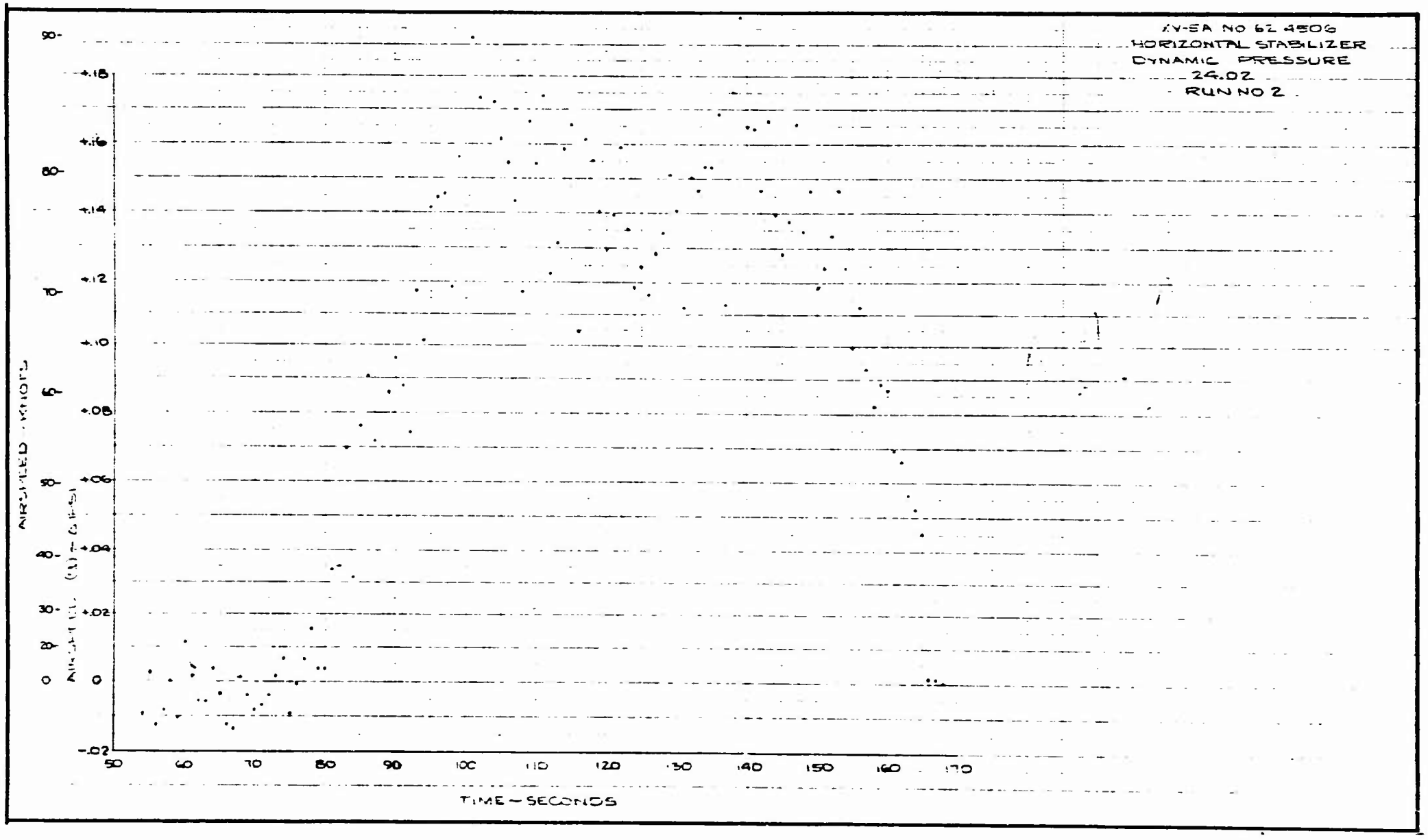


Figure A-43E Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G Sheet 3 of 3

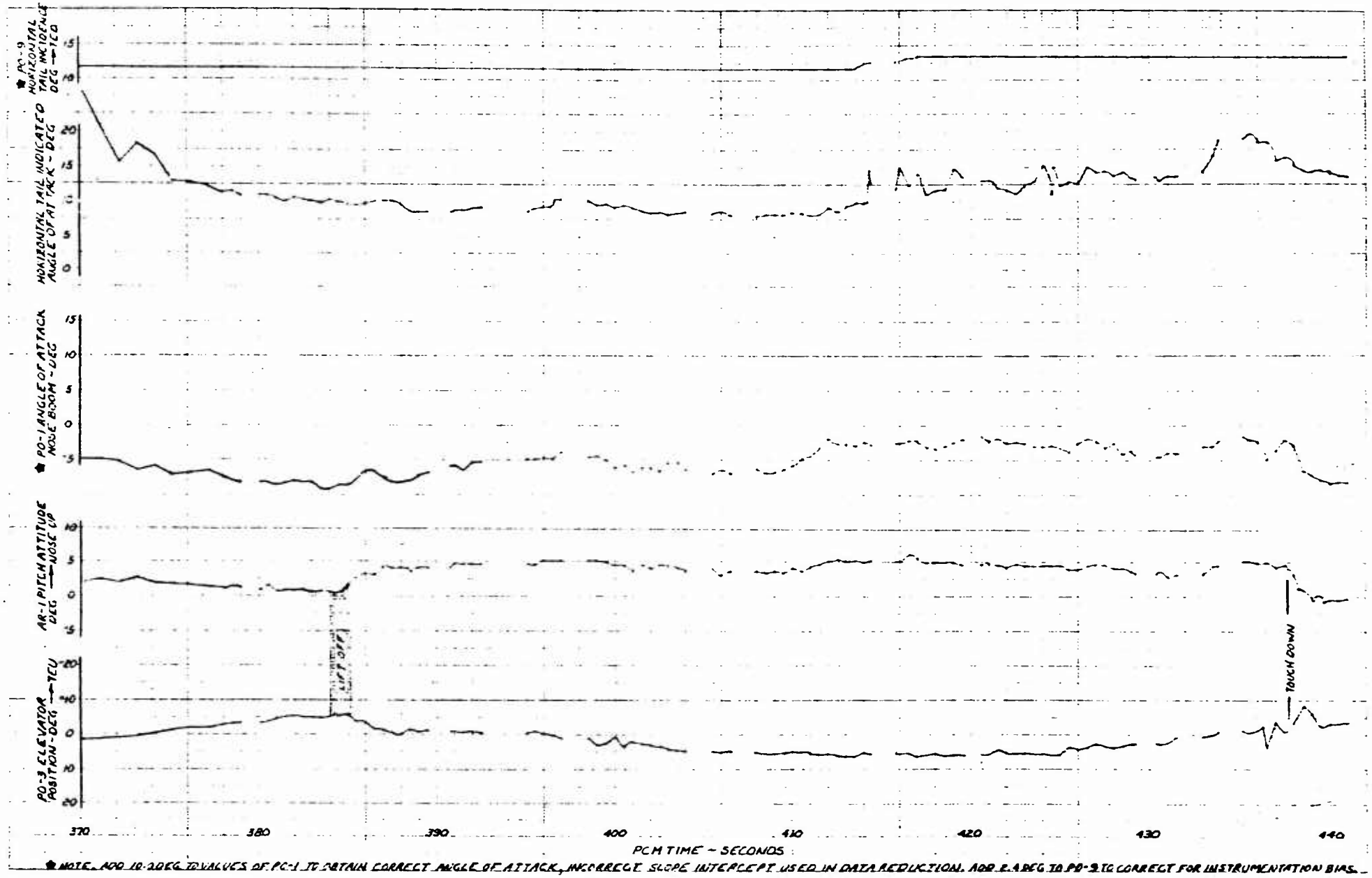


Figure A-43F STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F
Sheet 1 of 2

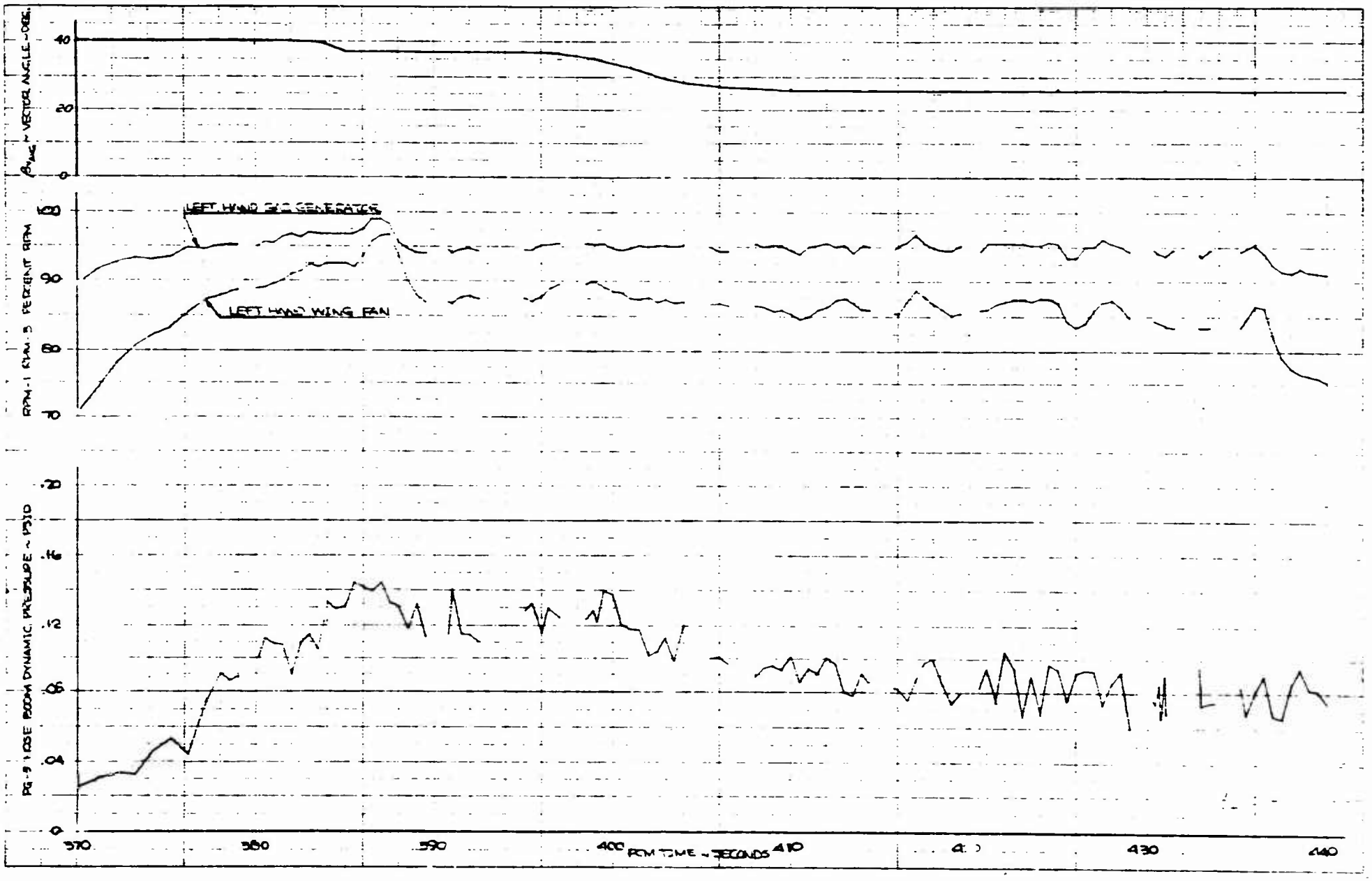


Figure A-43F STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F
Sheet 2 of 2

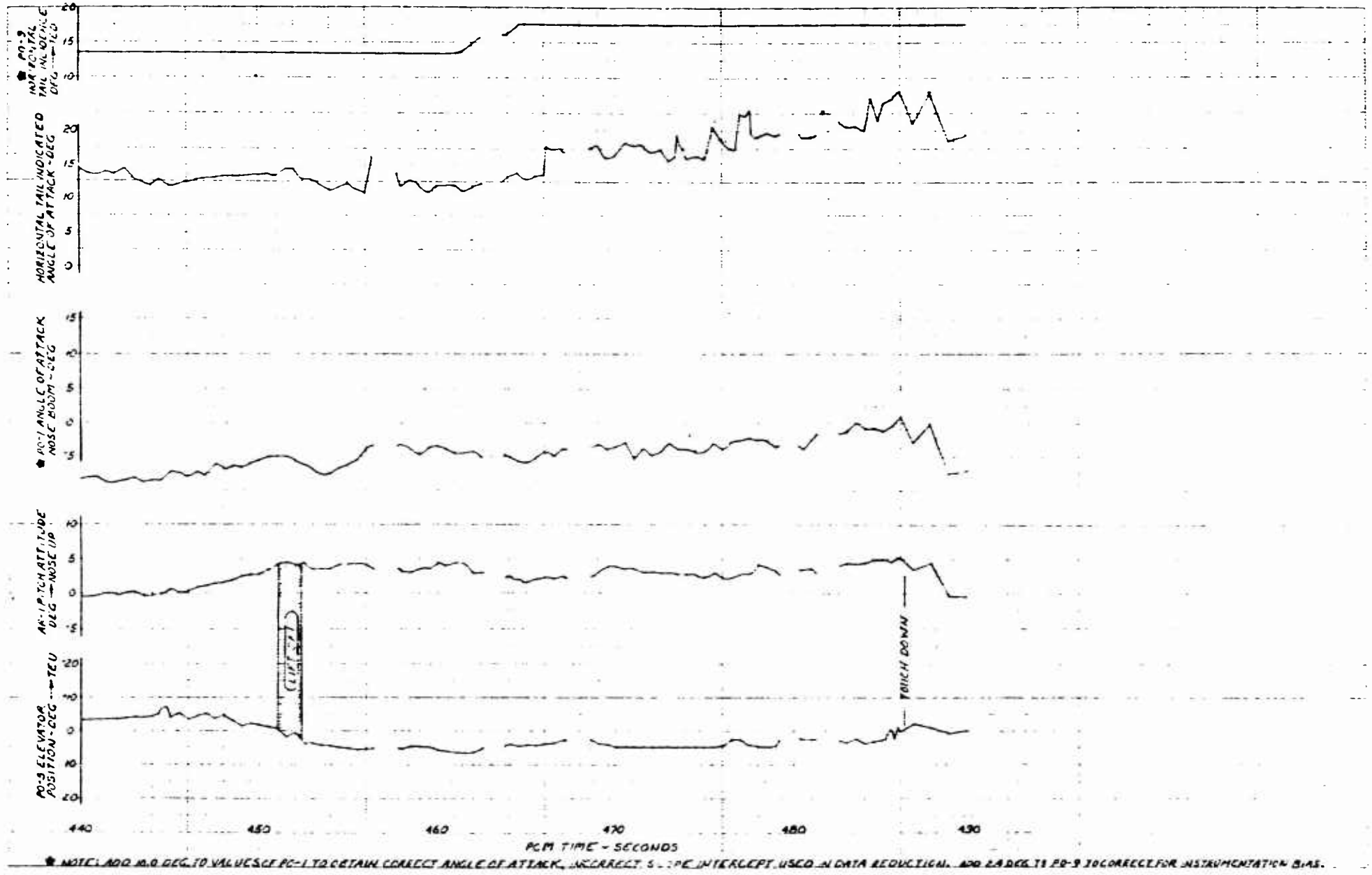


Figure A-44 STOL Operation Time Histories, A/C No. 62-4506, Test 58. 0F
Sheet 1 of 2

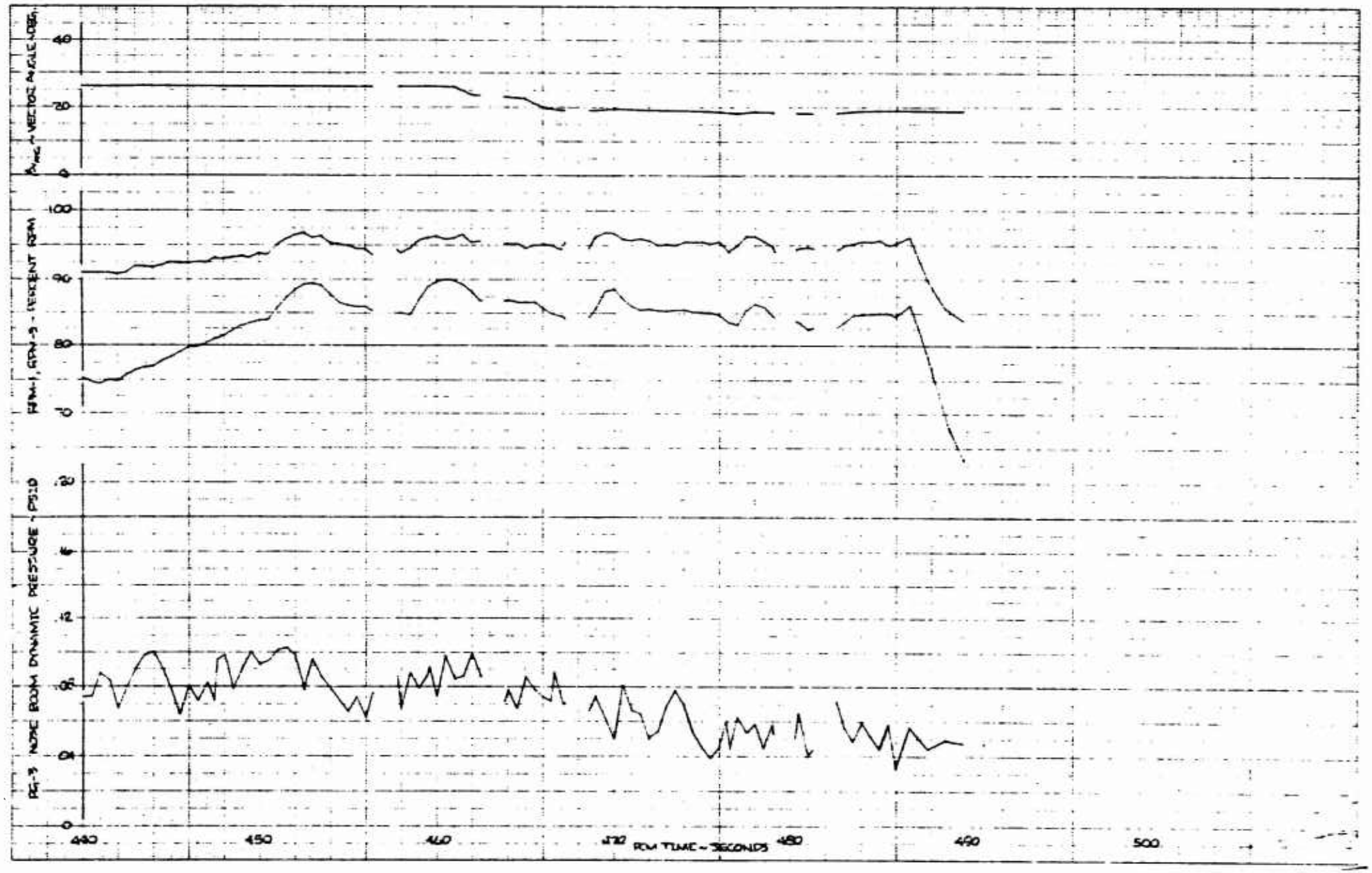


Figure A-44 STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F
Sheet 2 of 2

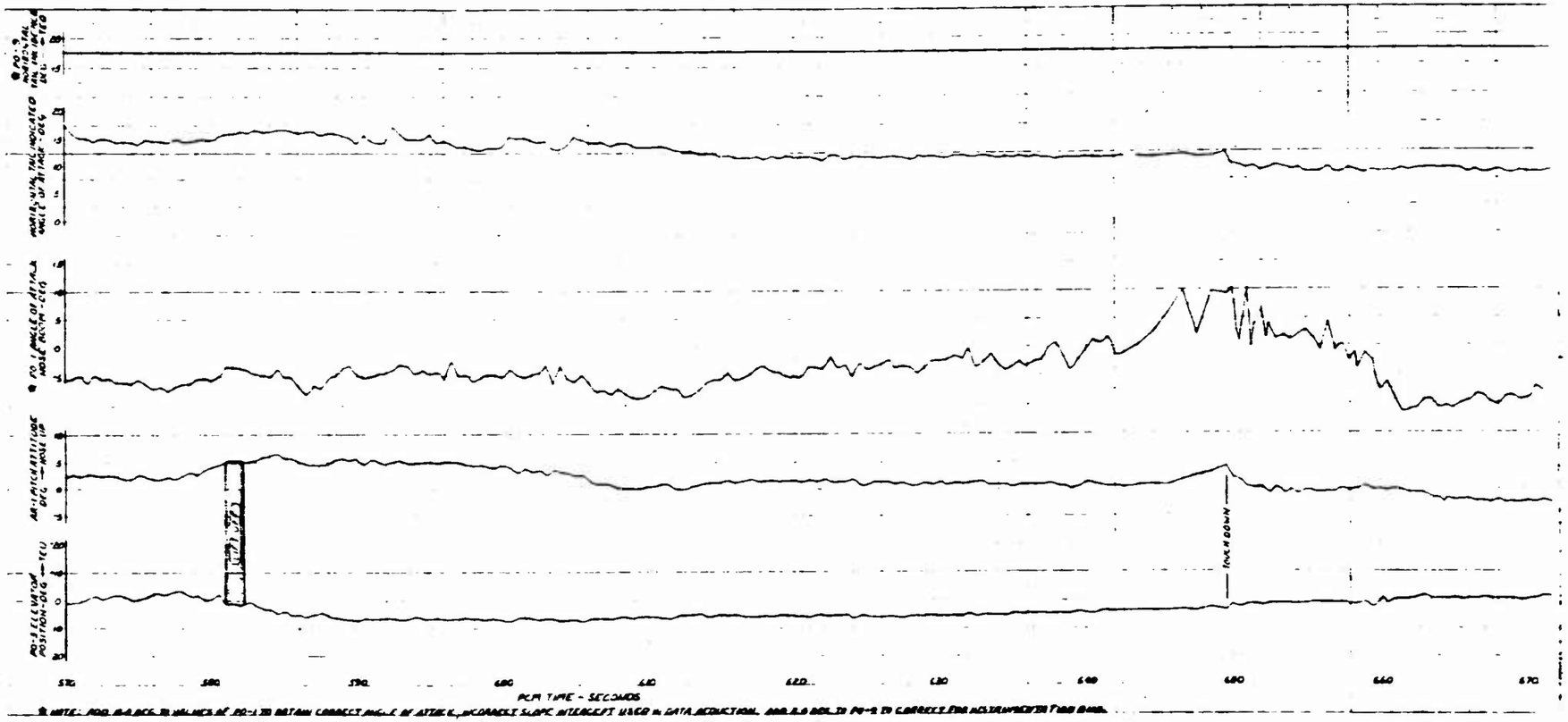


Figure A-45 STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F
Sheet 1 of 2

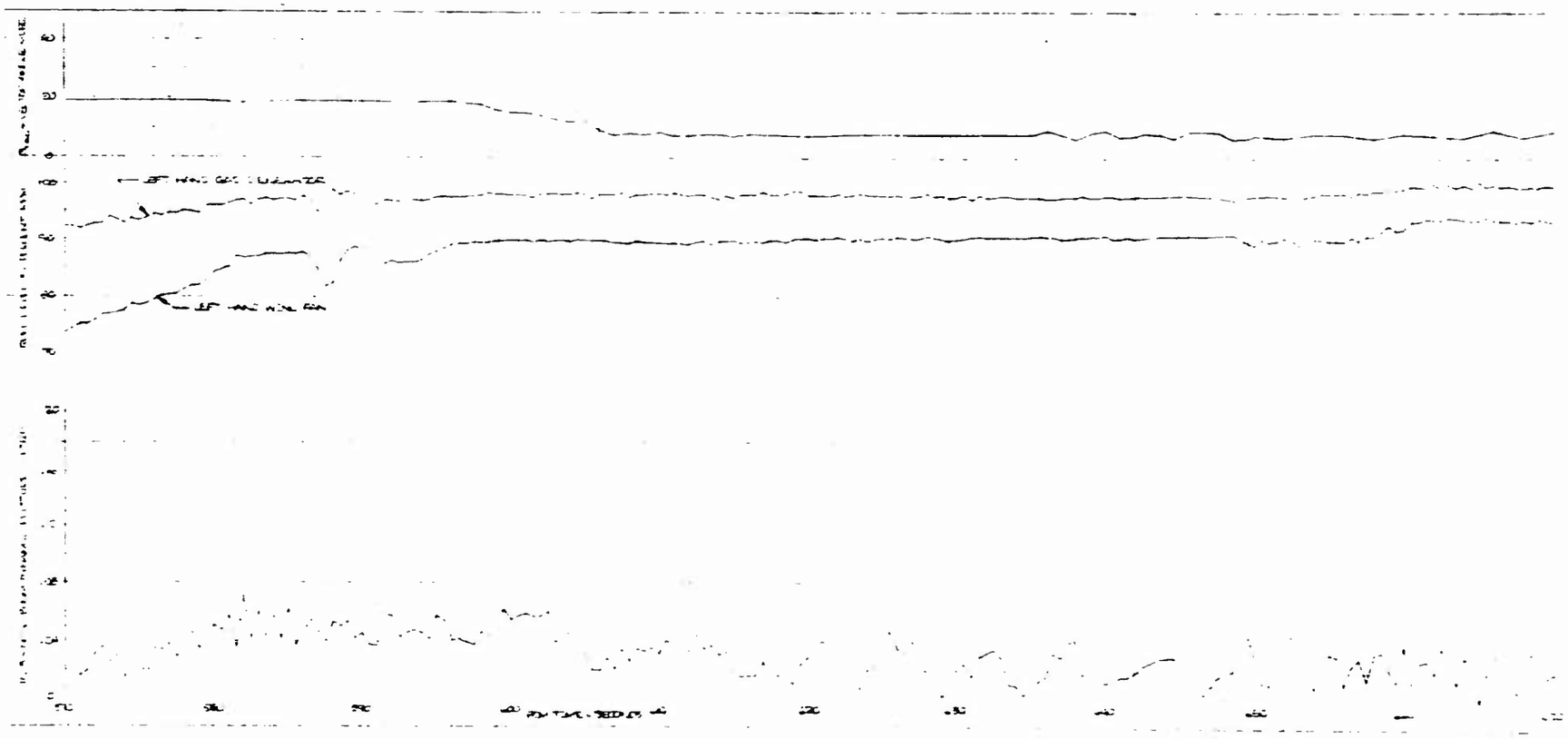


Figure A-45 STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F
Sheet 2 of 2

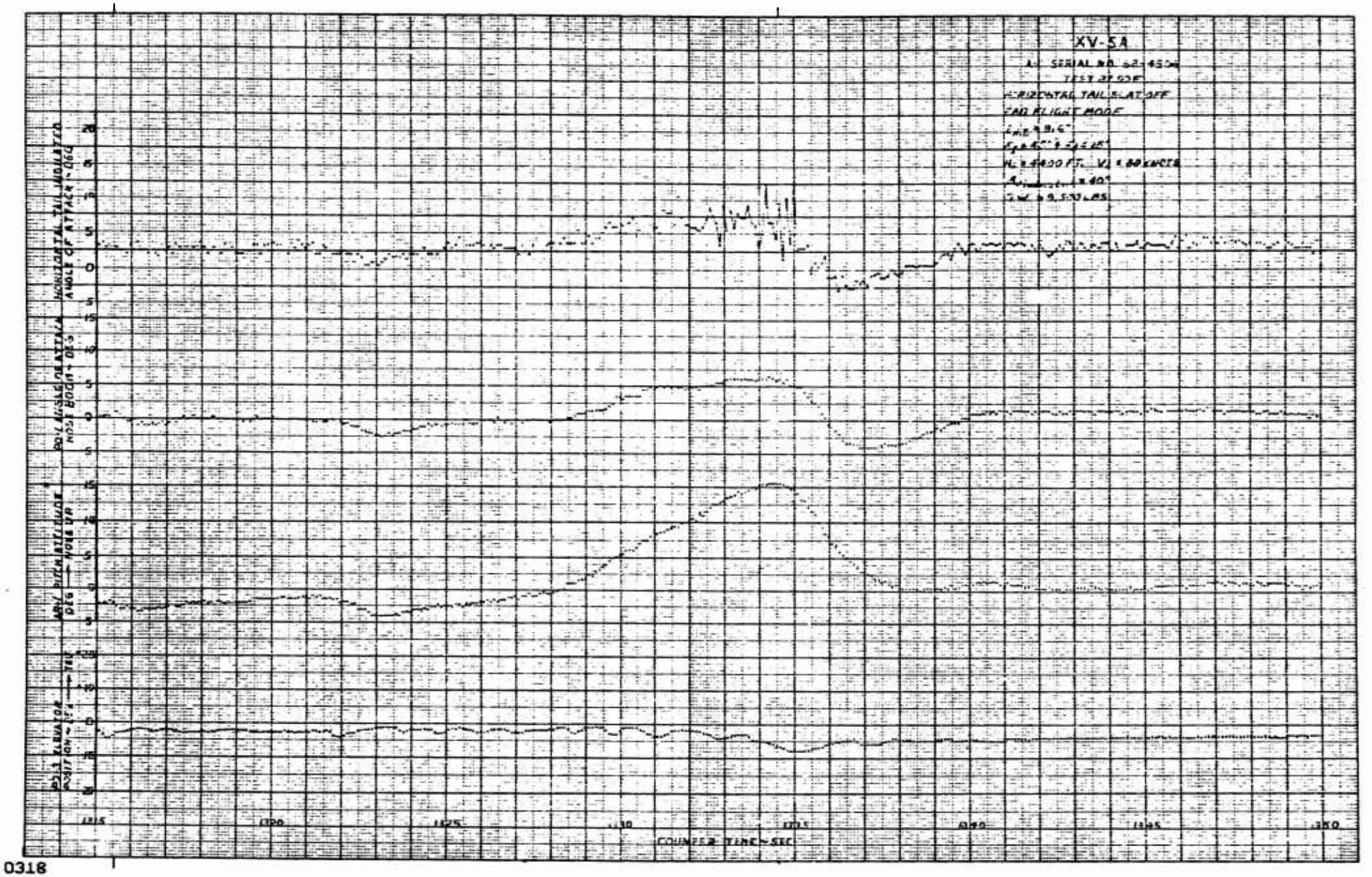


Figure A-46 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 39.00F
Sheet 1 of 2

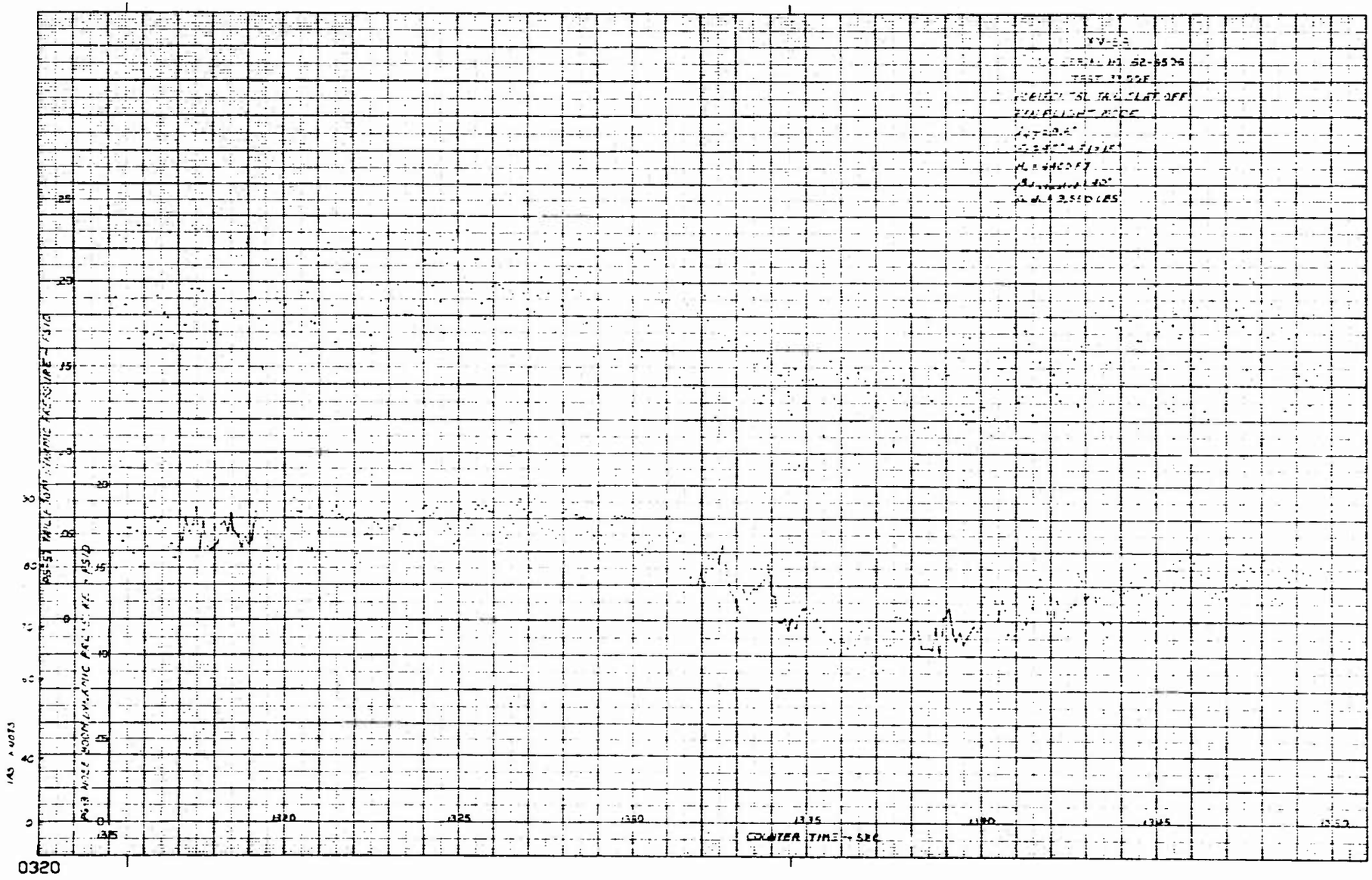


Figure A-46 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 39.00F
Sheet 2 of 2

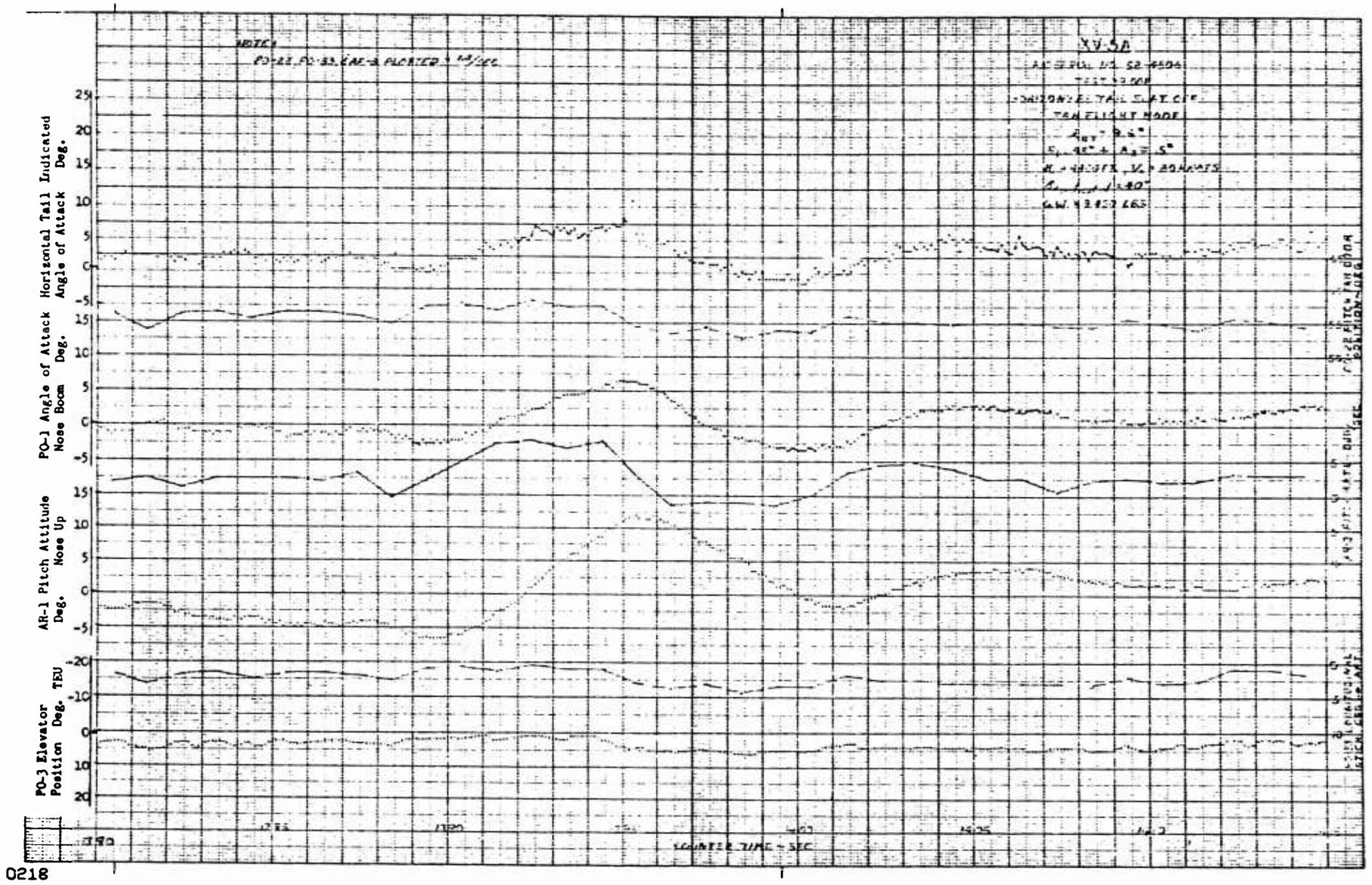


Figure A-47 Horizontal Stabilizer Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 39.00F
Sheet 1 of 2

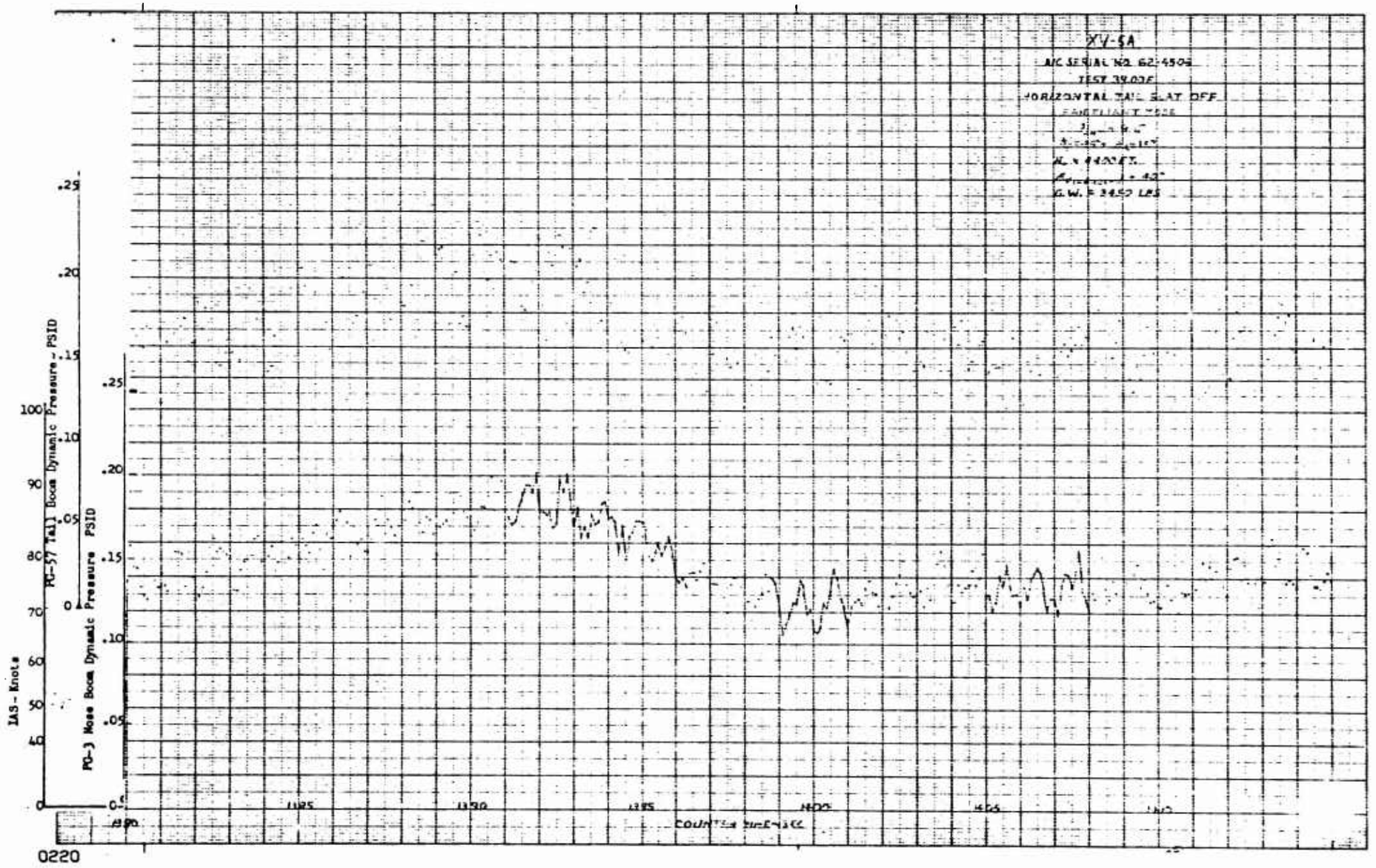


Figure A-47 Horizontal Stabilizer Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 39.00F
Sheet 2 of 2

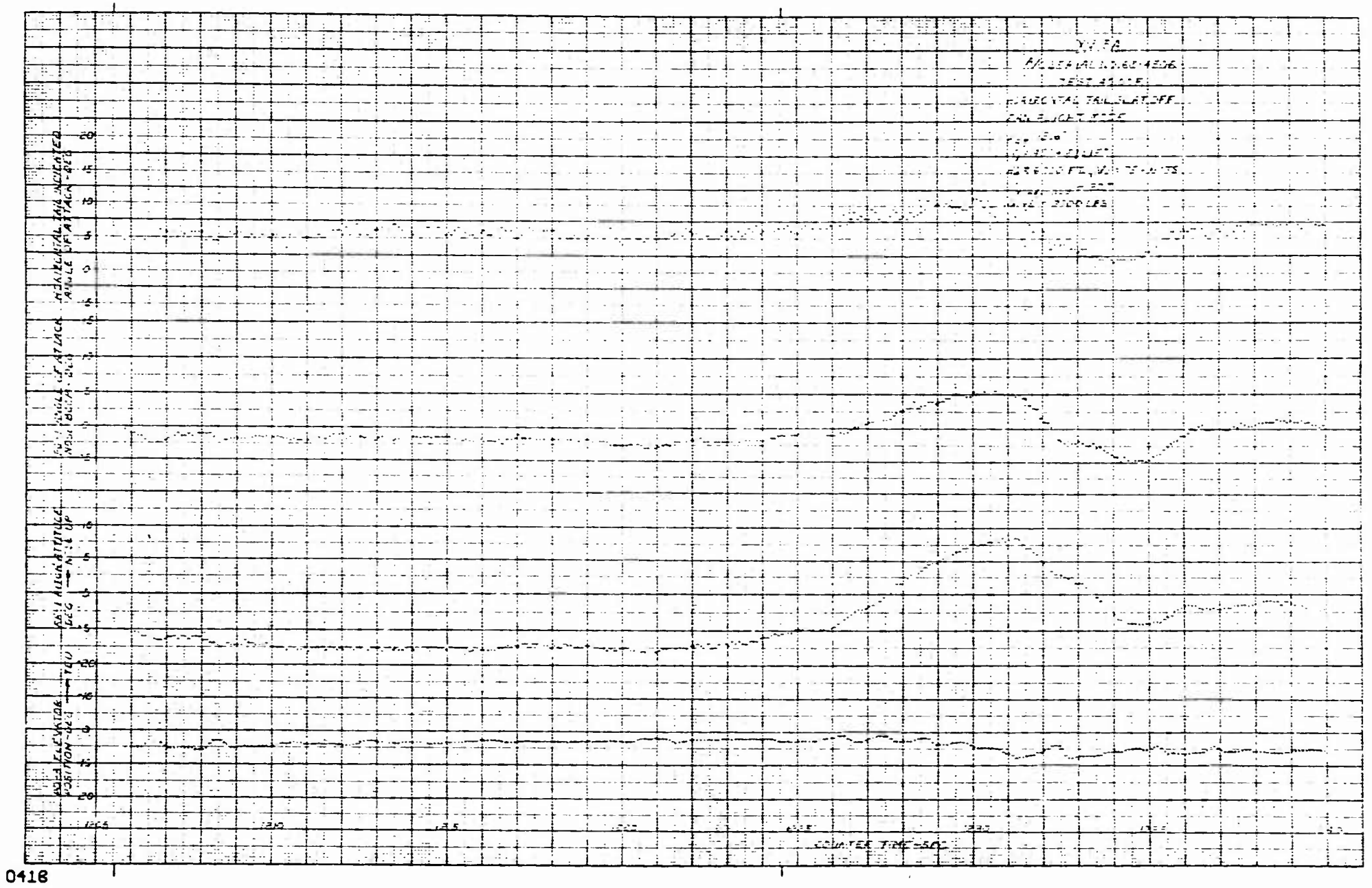


Figure A-48 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Tes' . 00F
Sheet 1 of 2

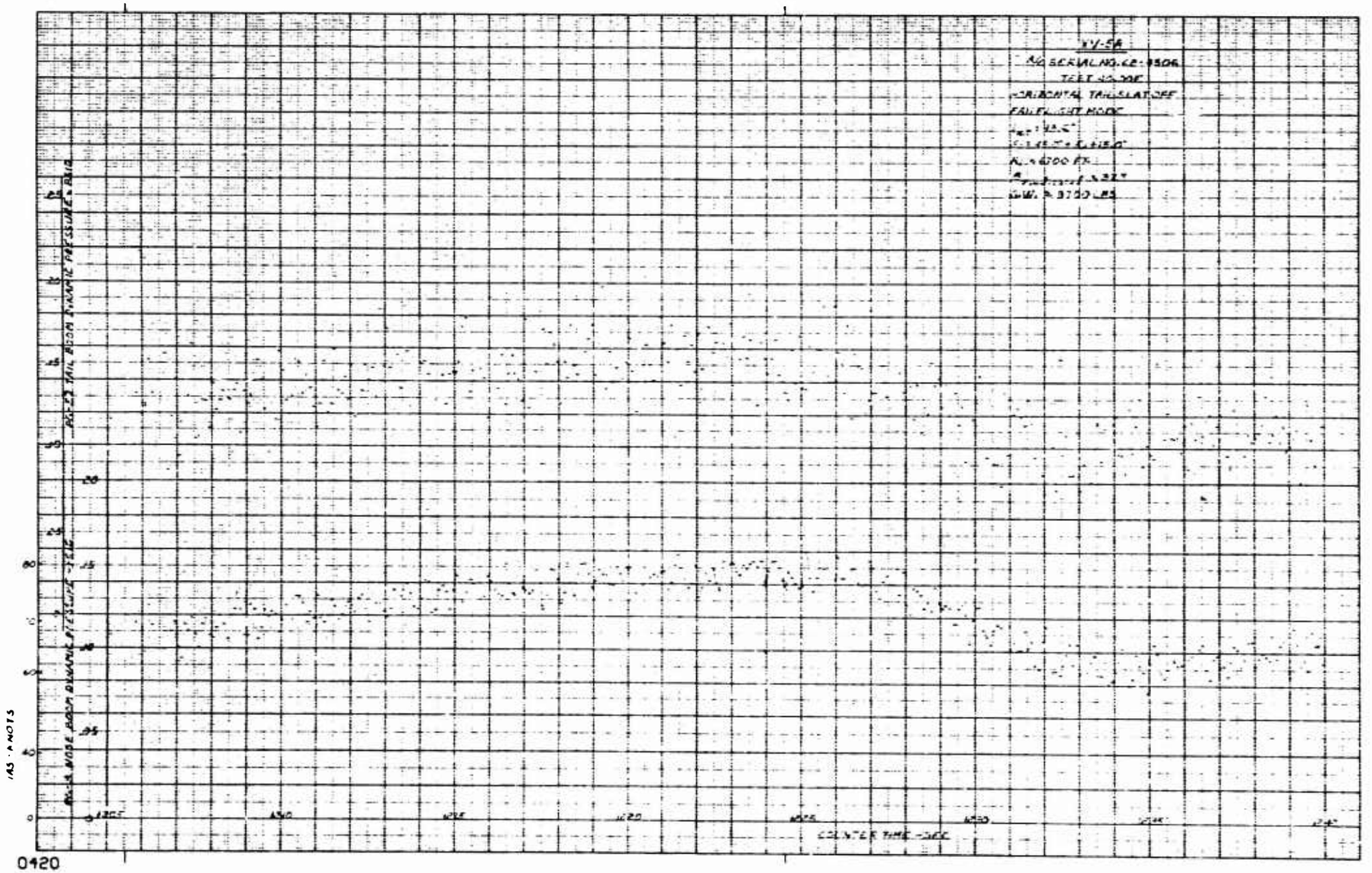
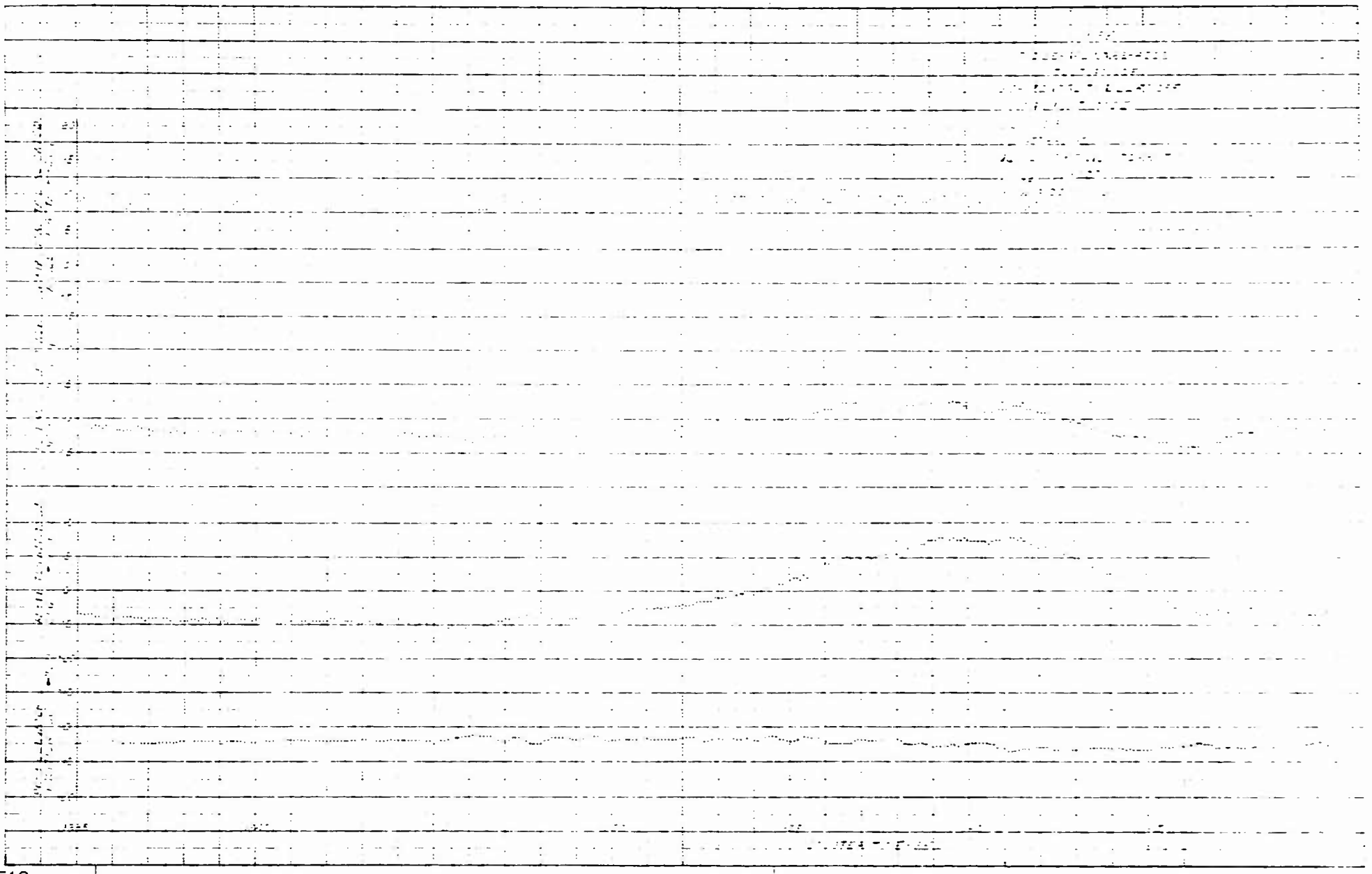


Figure A-48 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 40.00F
Sheet 2 of 2



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Figure A-49 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 40.00F
Sheet 1 of 2

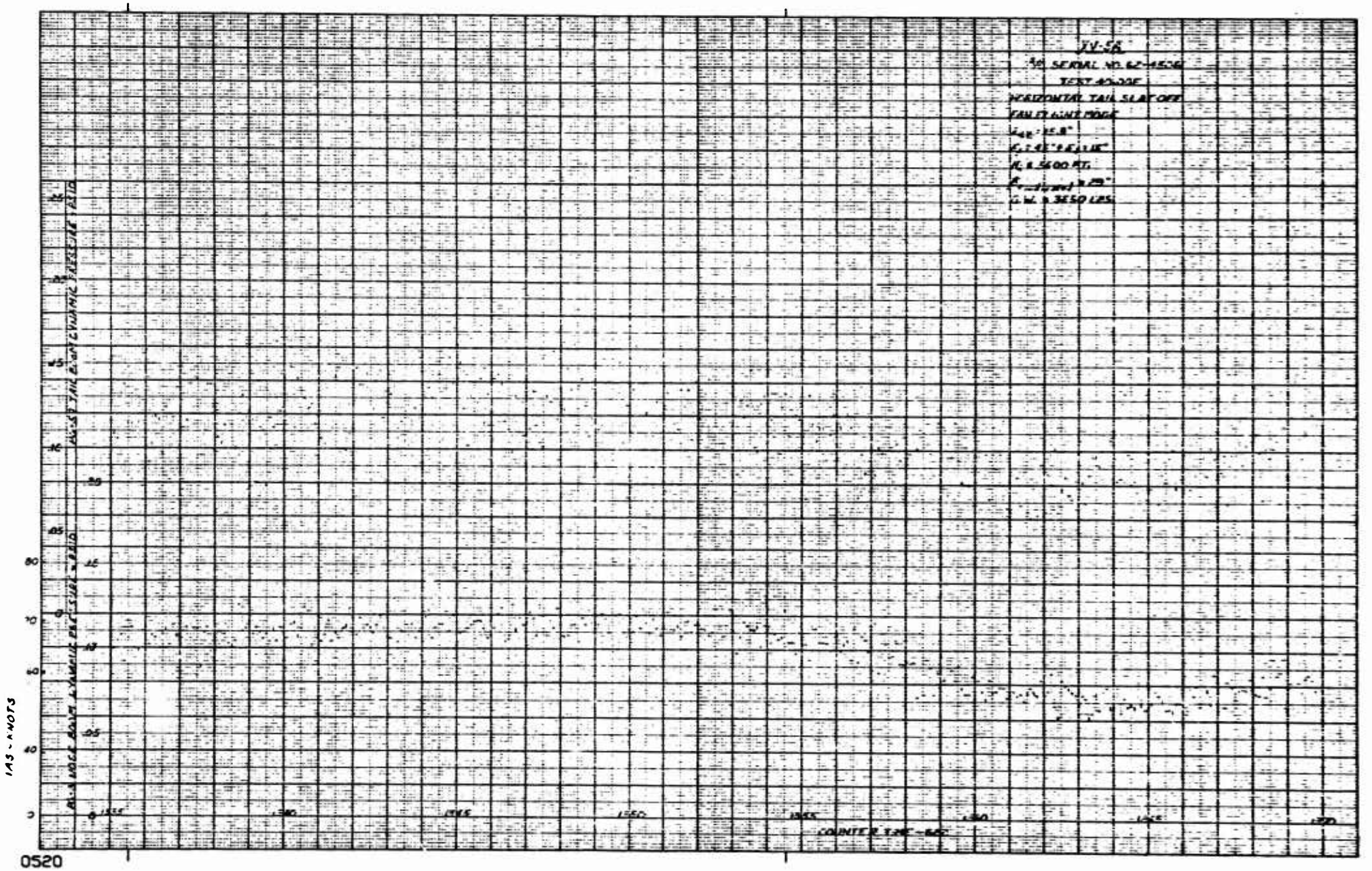


Figure A-49 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 40.00F
Sheet 2 of 2

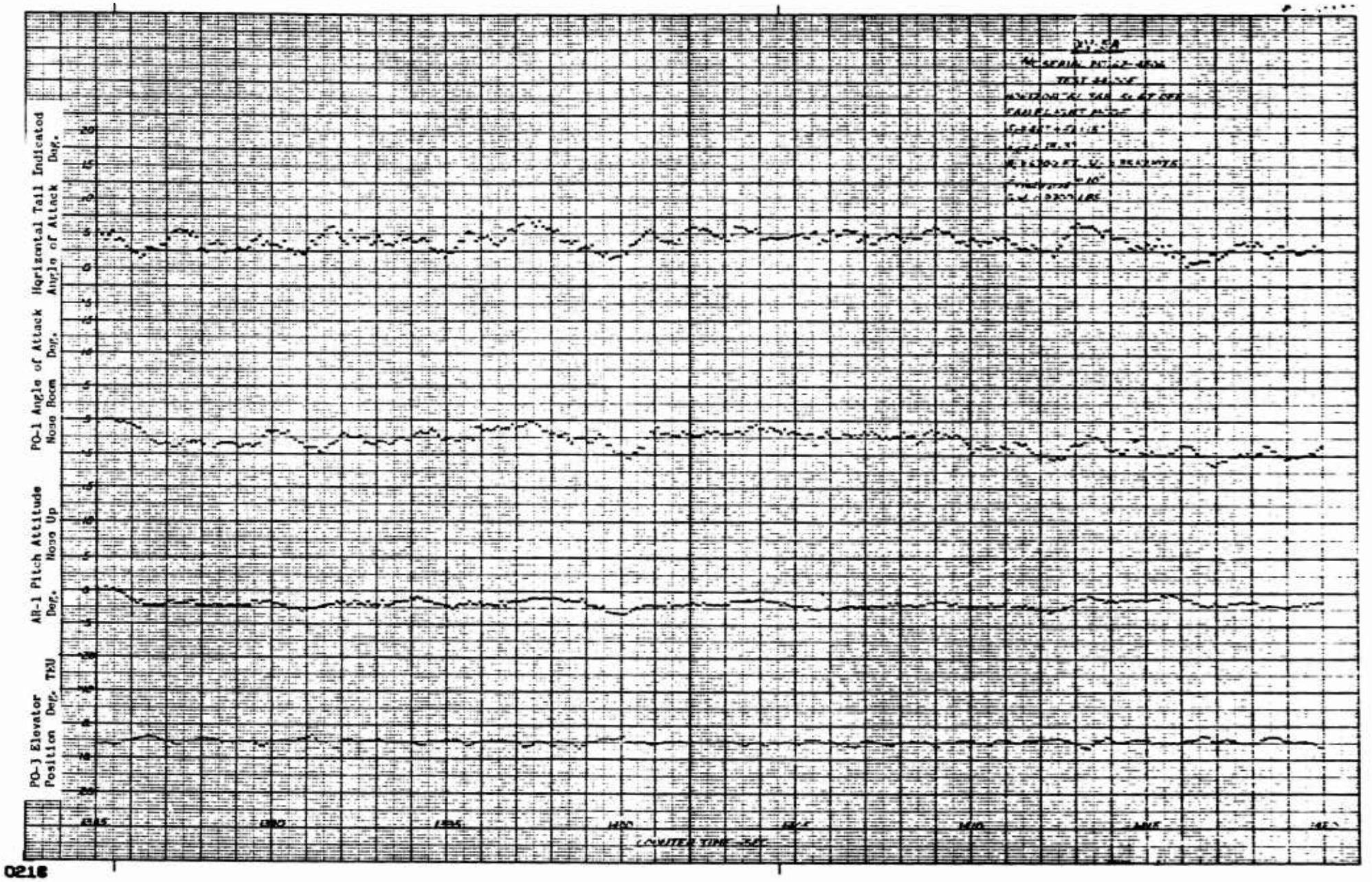


Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 44.00F
Sheet 1 of 4

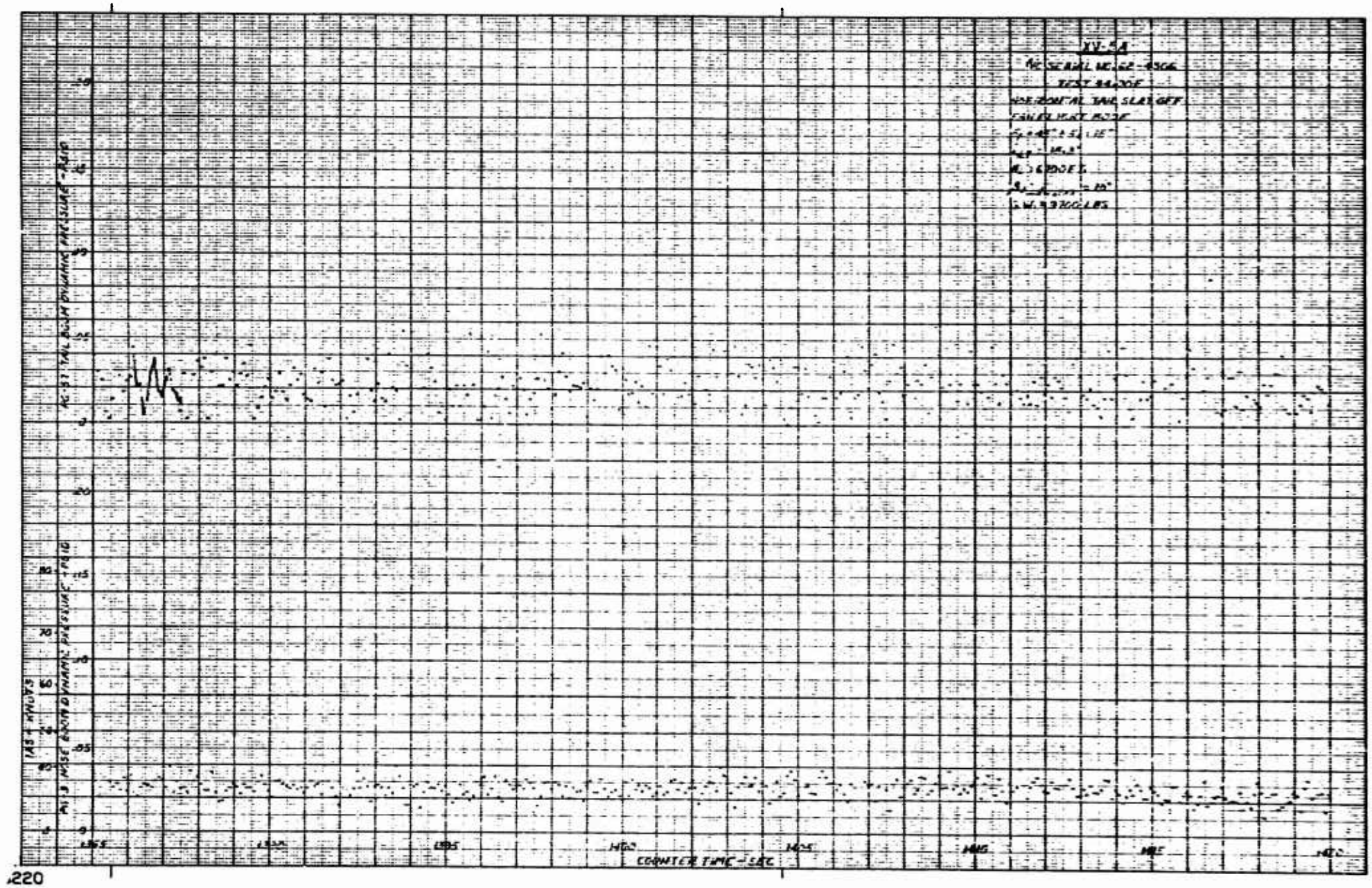


Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 44.00F
Sheet 2 of 4

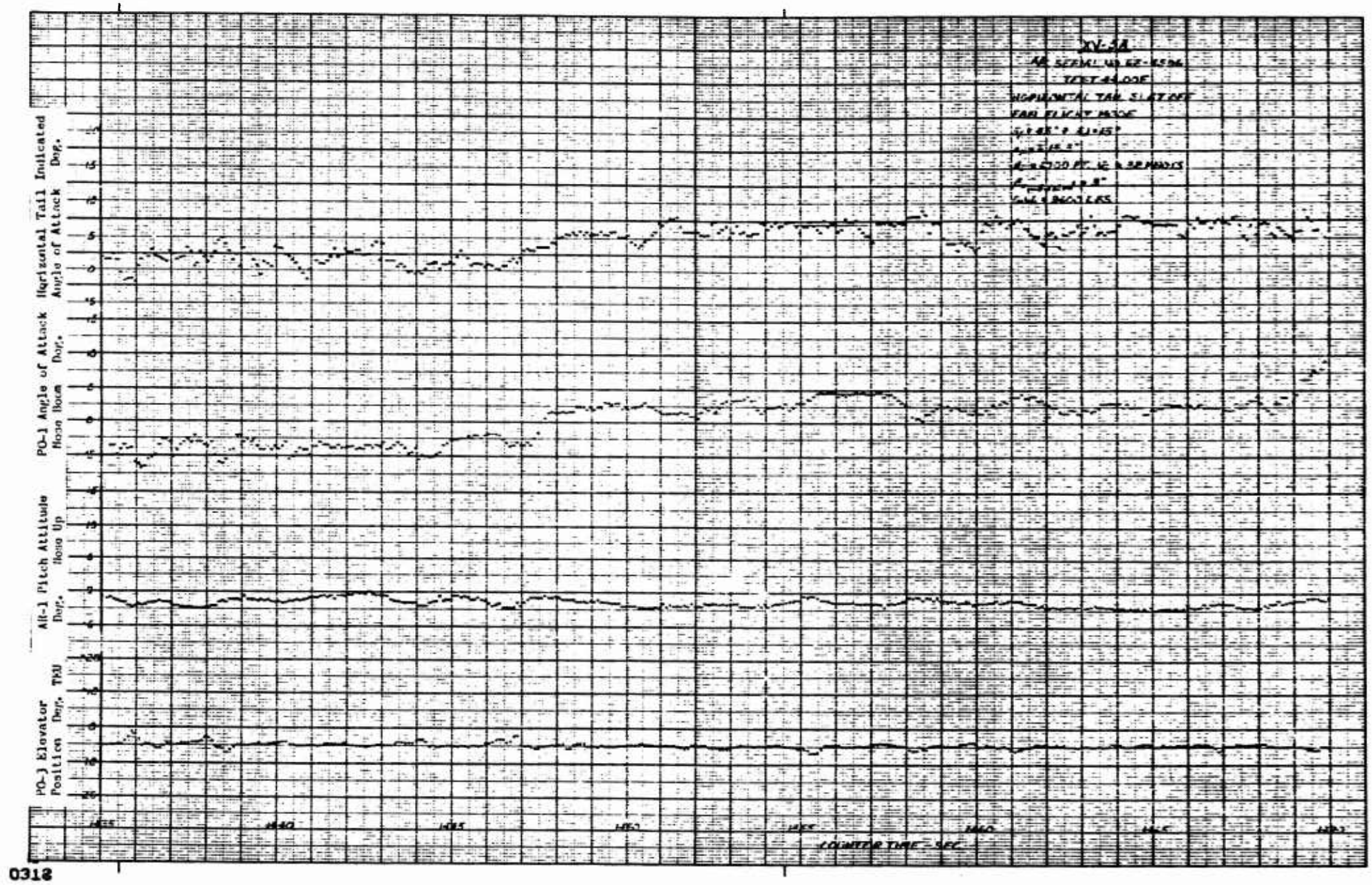


Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 44.00F
Sheet 3 of 4

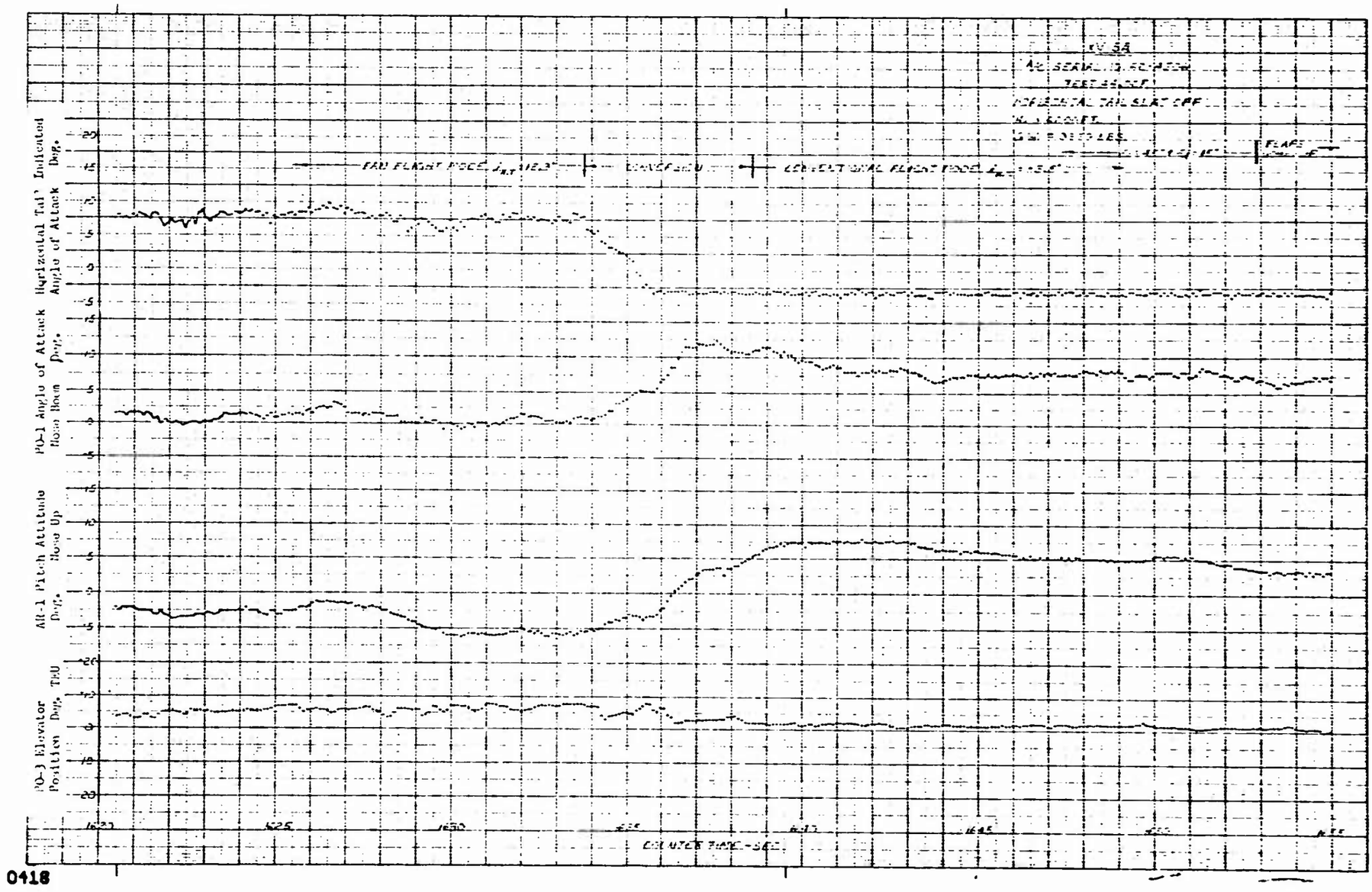


Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 44.00F
Sheet 4 of 4

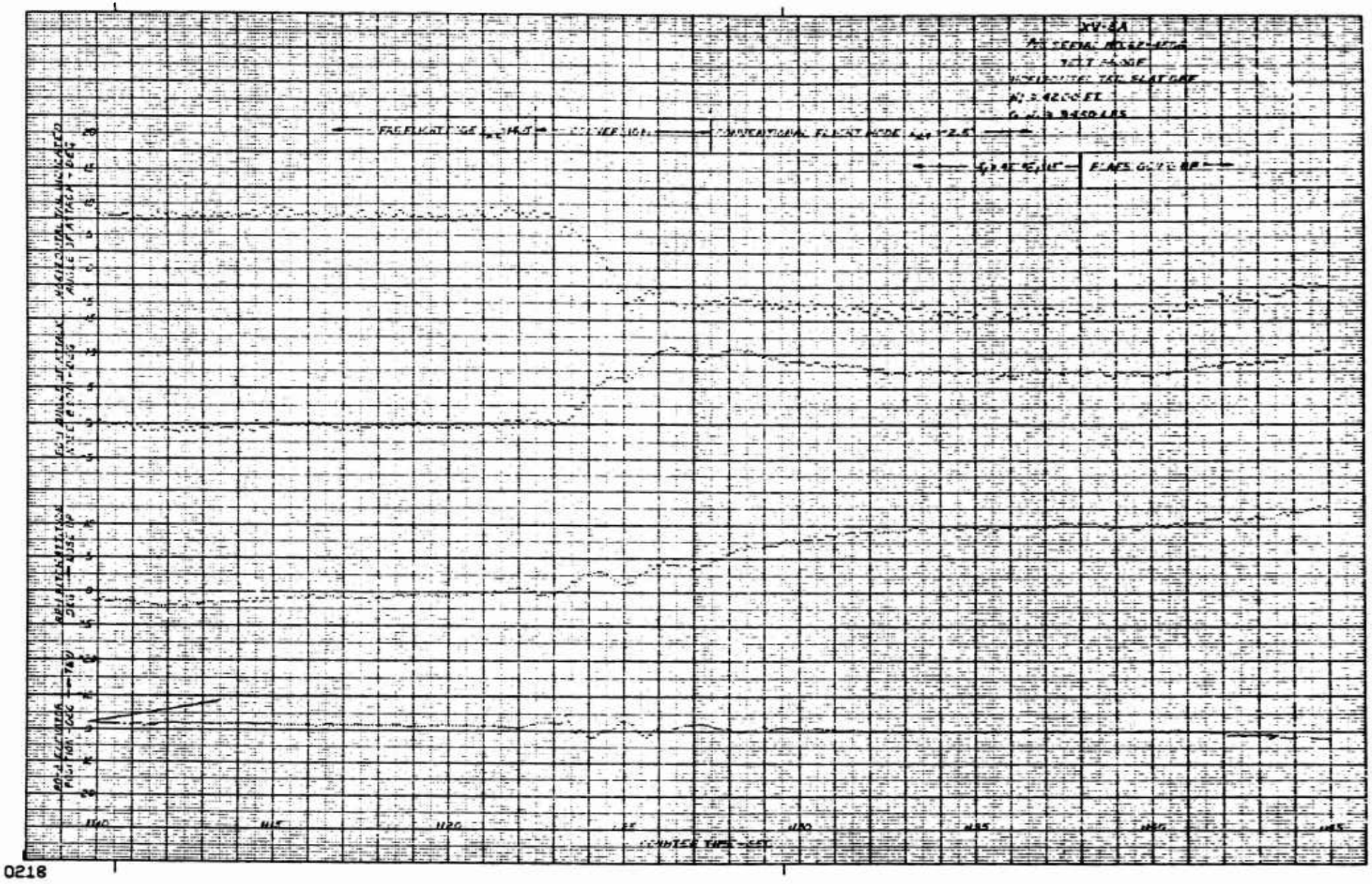


Figure A-51 Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Test 34.00F

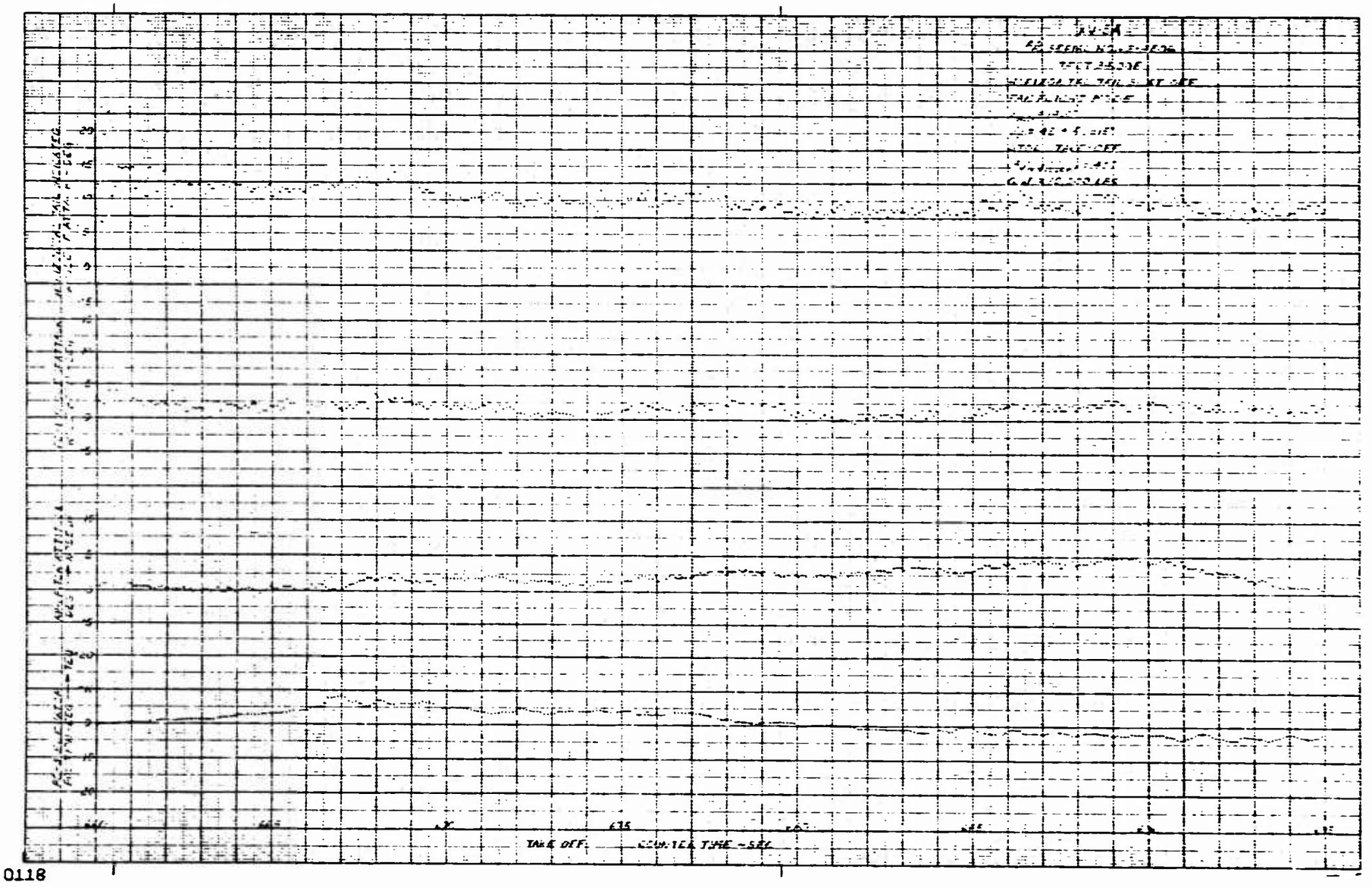


Figure A-52 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 34.00F

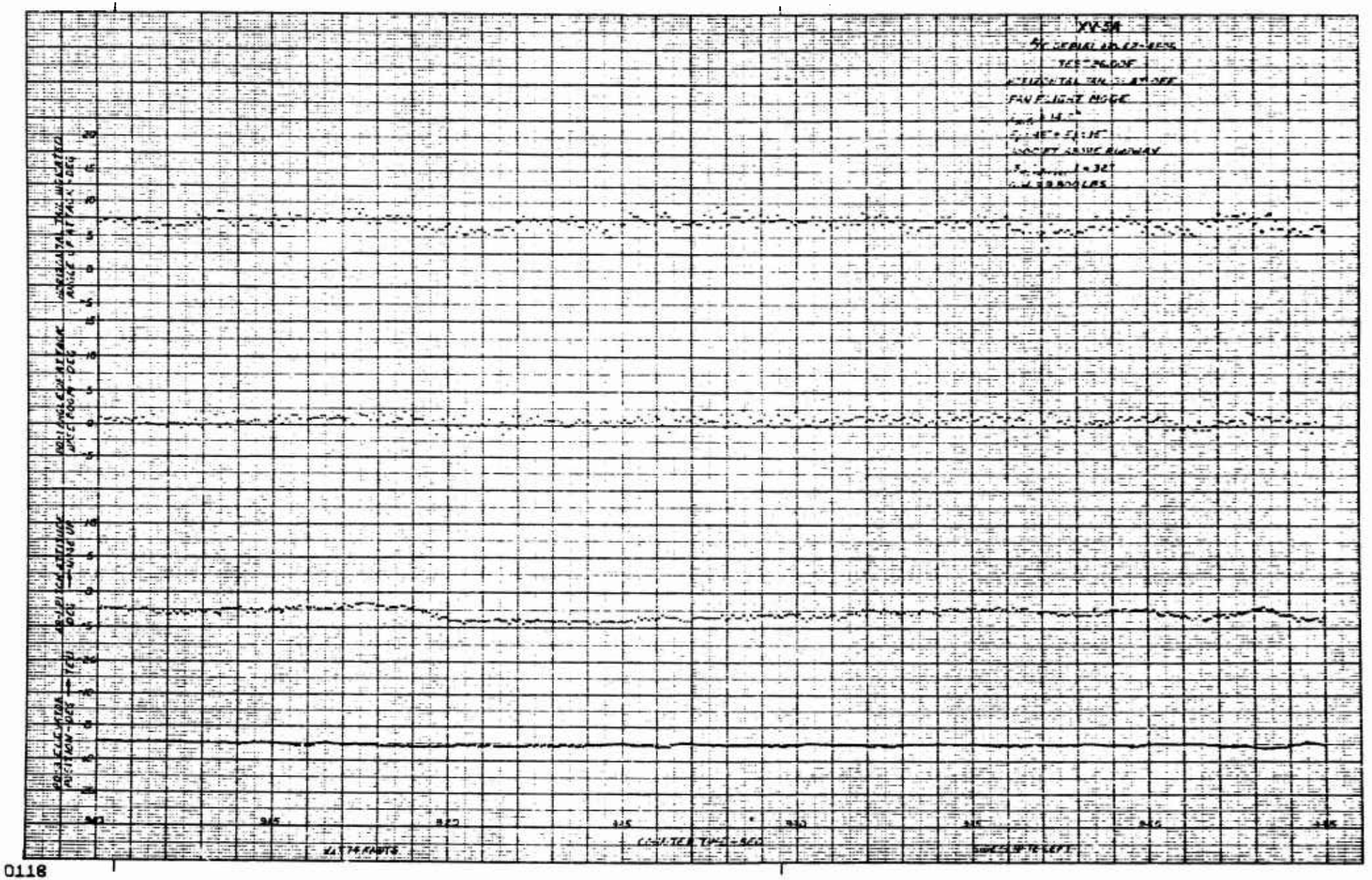


Figure A-53 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 36.00F
Sheet 1 of 2

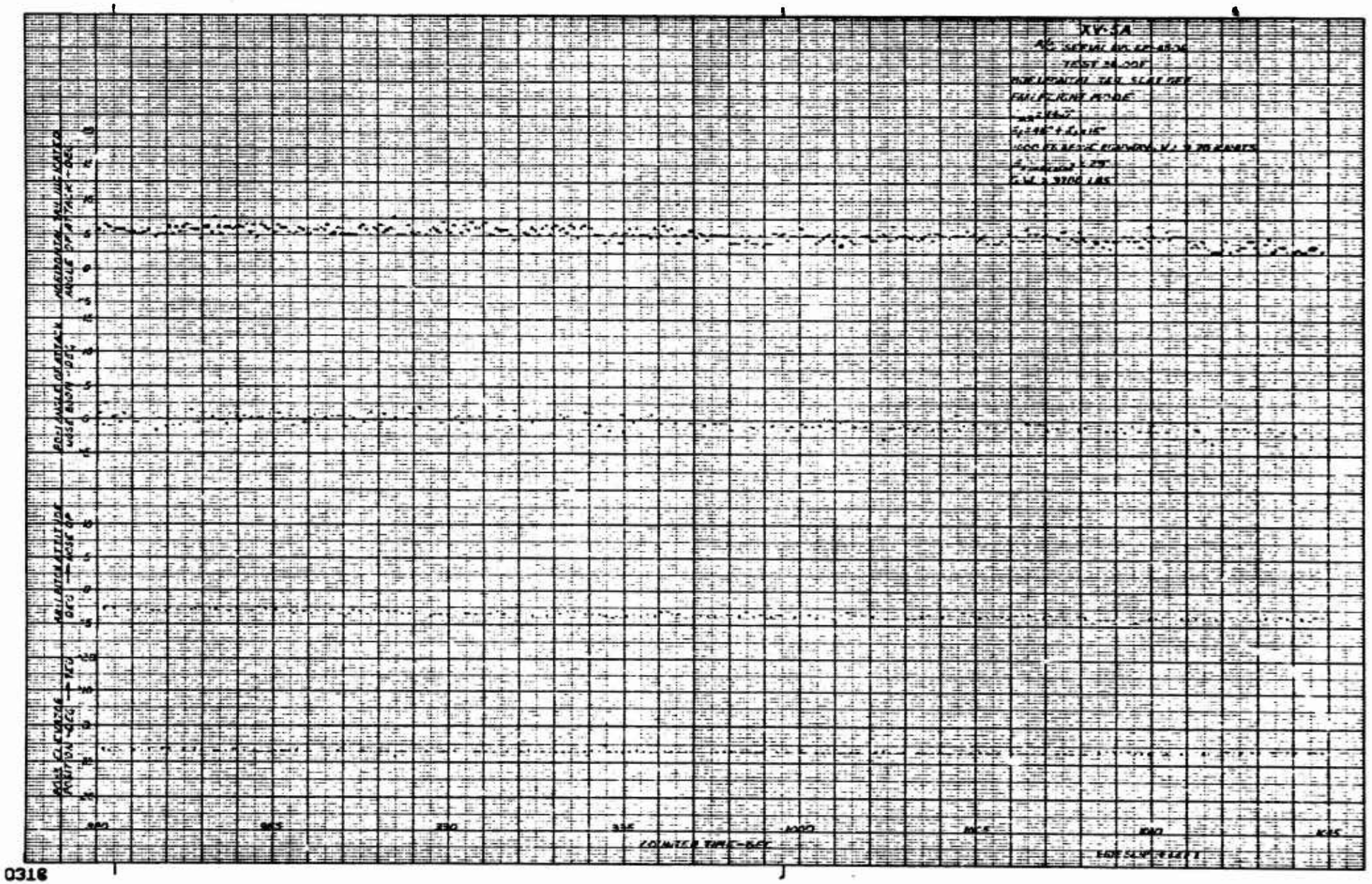


Figure A-53 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 36.00F
Sheet 2 of 2

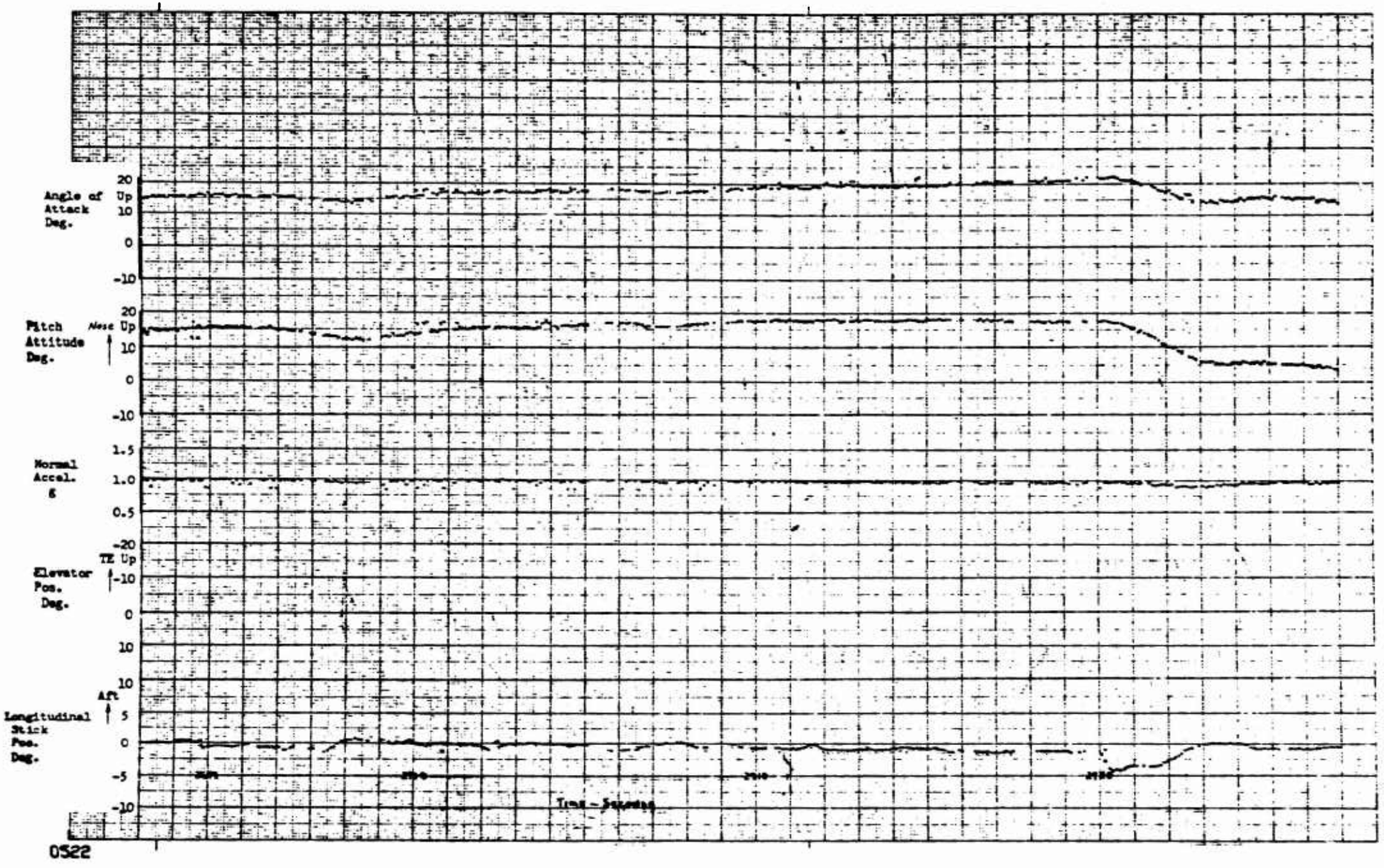


Figure A-54 Stall Approach in Preconversion Configuration, A/C No. 62-4506, Test 25.0F, $H_i \approx 10,000$ Feet, G.W. $\approx$ 10,000 Pounds

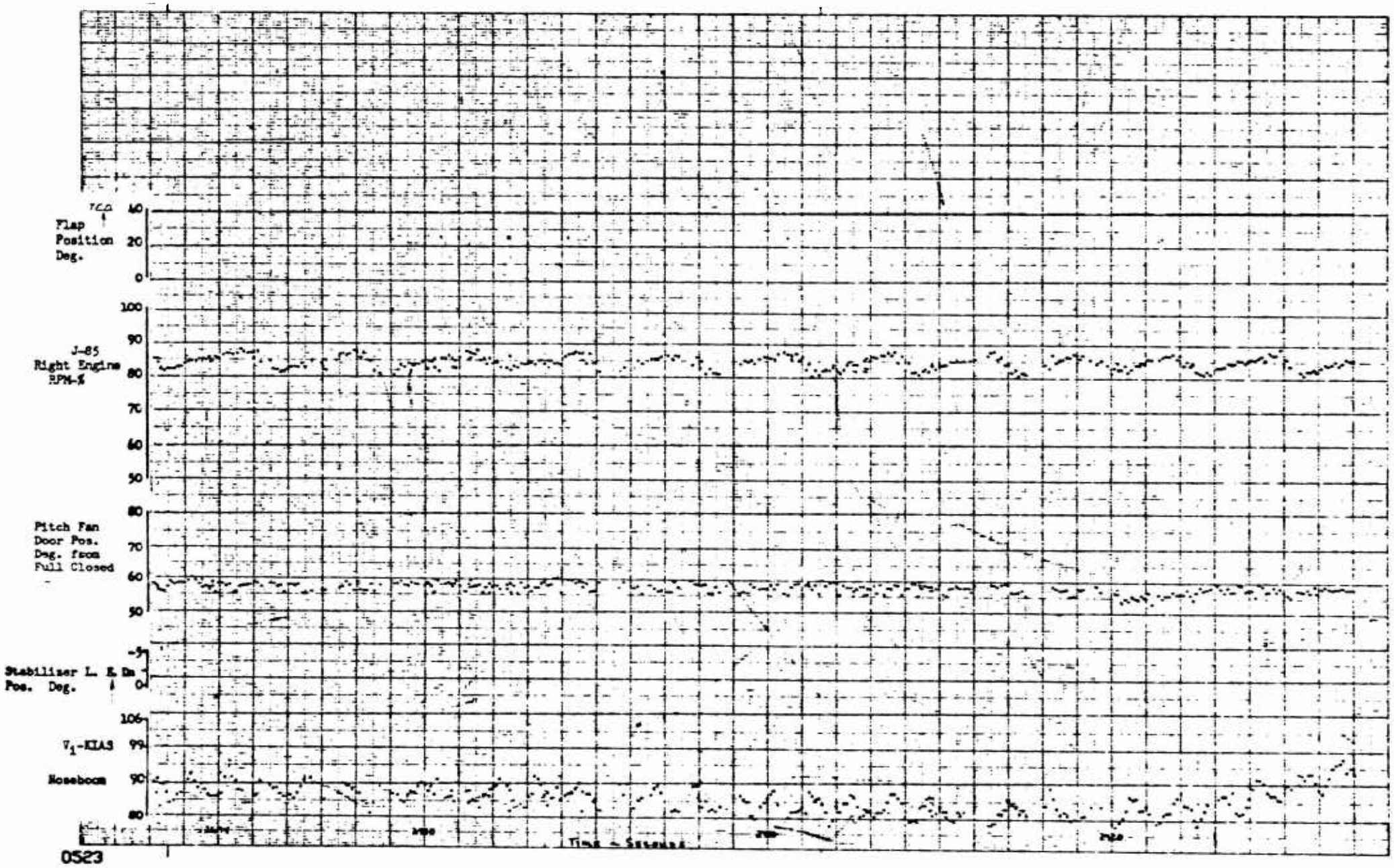


Figure A-55 Stall Approach in Preconversion Configuration, A/C No. 62-4506, Test 25.0F, $H_i \approx 10,000$ Feet, G.W. $\approx$ 10,000 Pounds

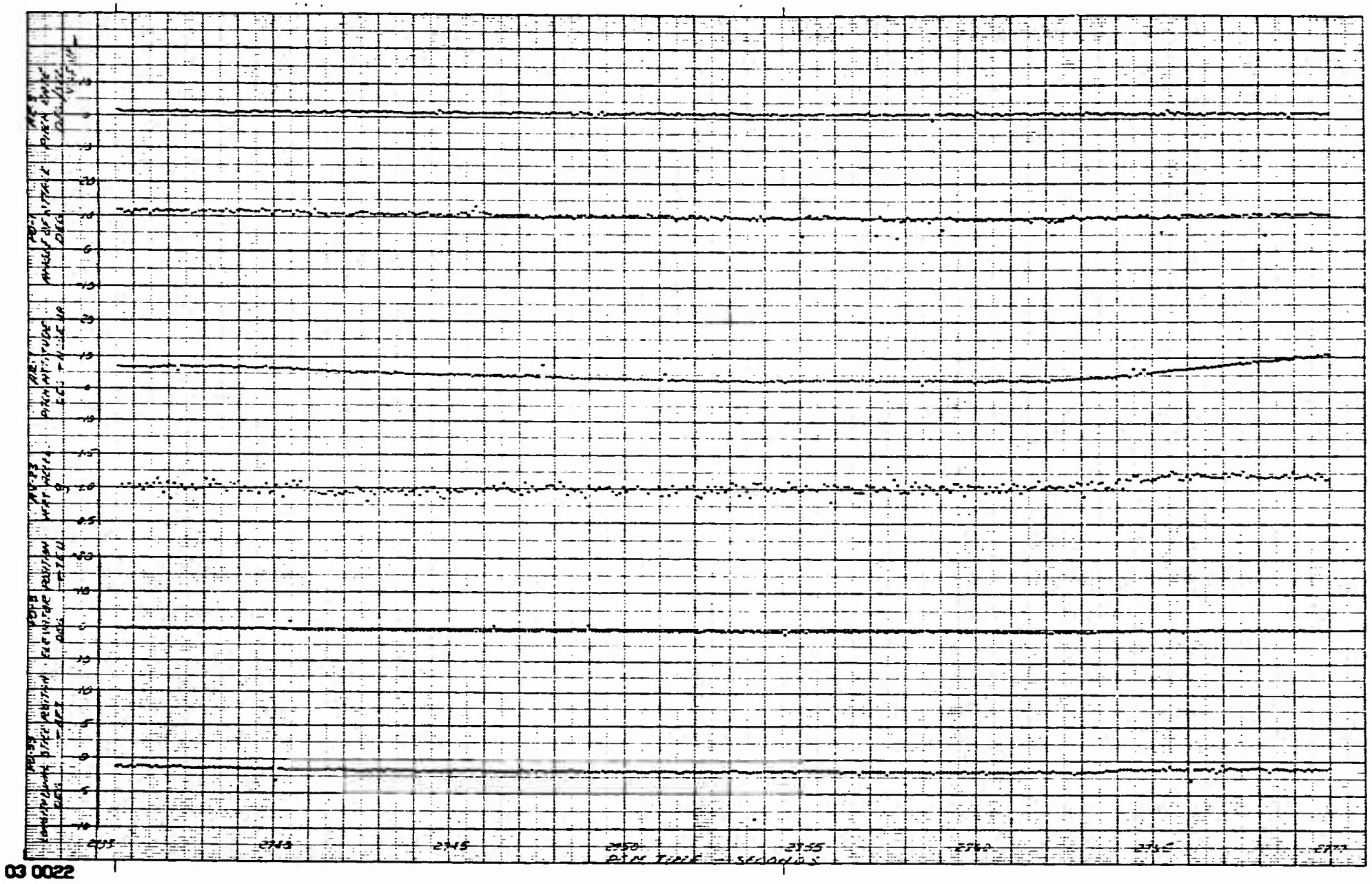


Figure A-56 Long Period Longitudinal Stability Check, Stick Free, A/C No. 62-4505, Test 7.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 150$ Knots, G.W. $\approx$ 10,300 Pounds C.G. Position F.S. 240, Configuration C R

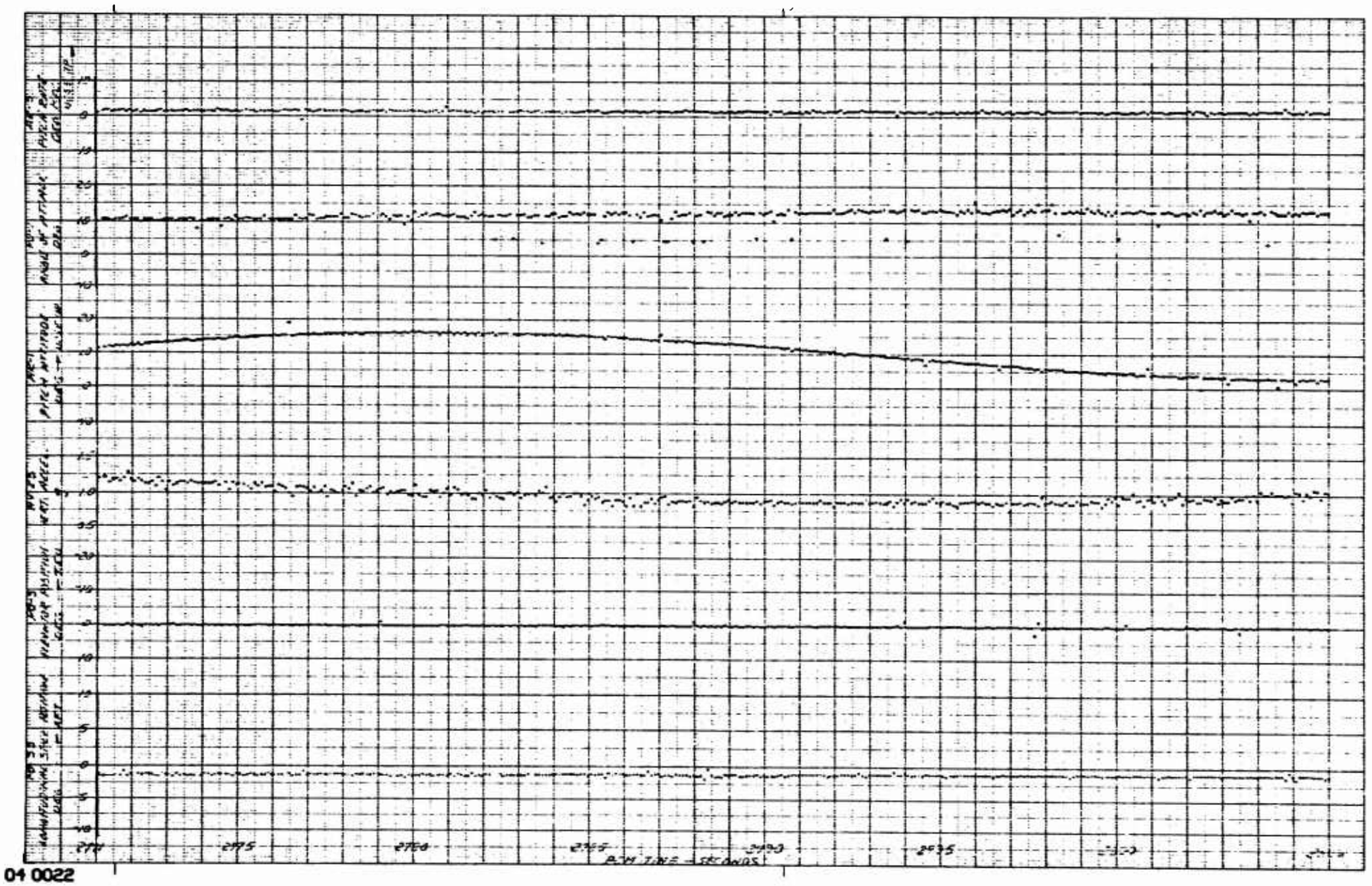


Figure A-57 Long Period Longitudinal Stability Check, Stick Free, A/C No. 62-4505, Test 7.0F, $H_i \approx 12,000$ Feet, $Vi_{Trim} \approx 150$ Knots, G.W. $\approx 10,300$ Pounds, C.G. Position F.S. 240, Configuration C R

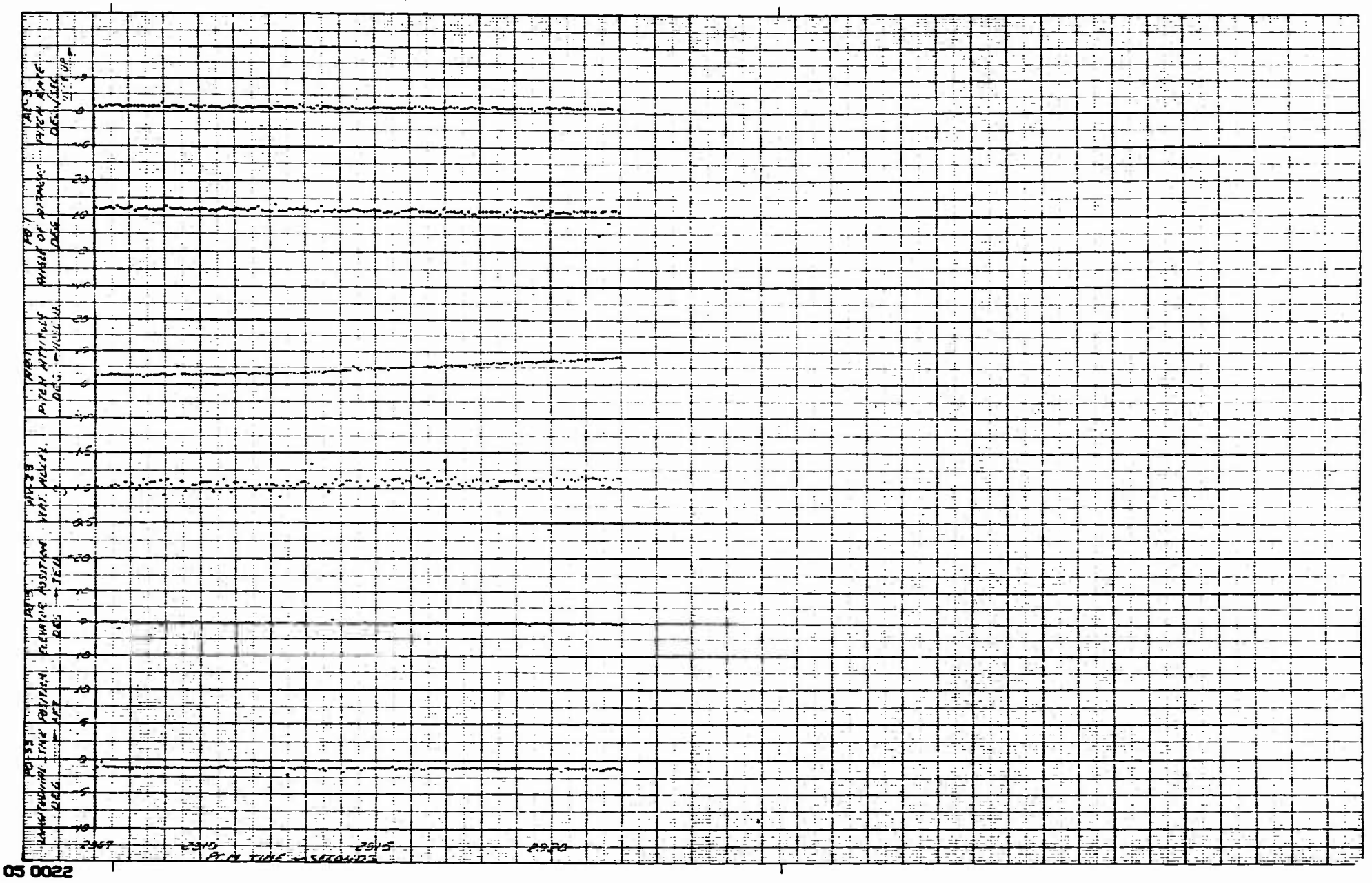
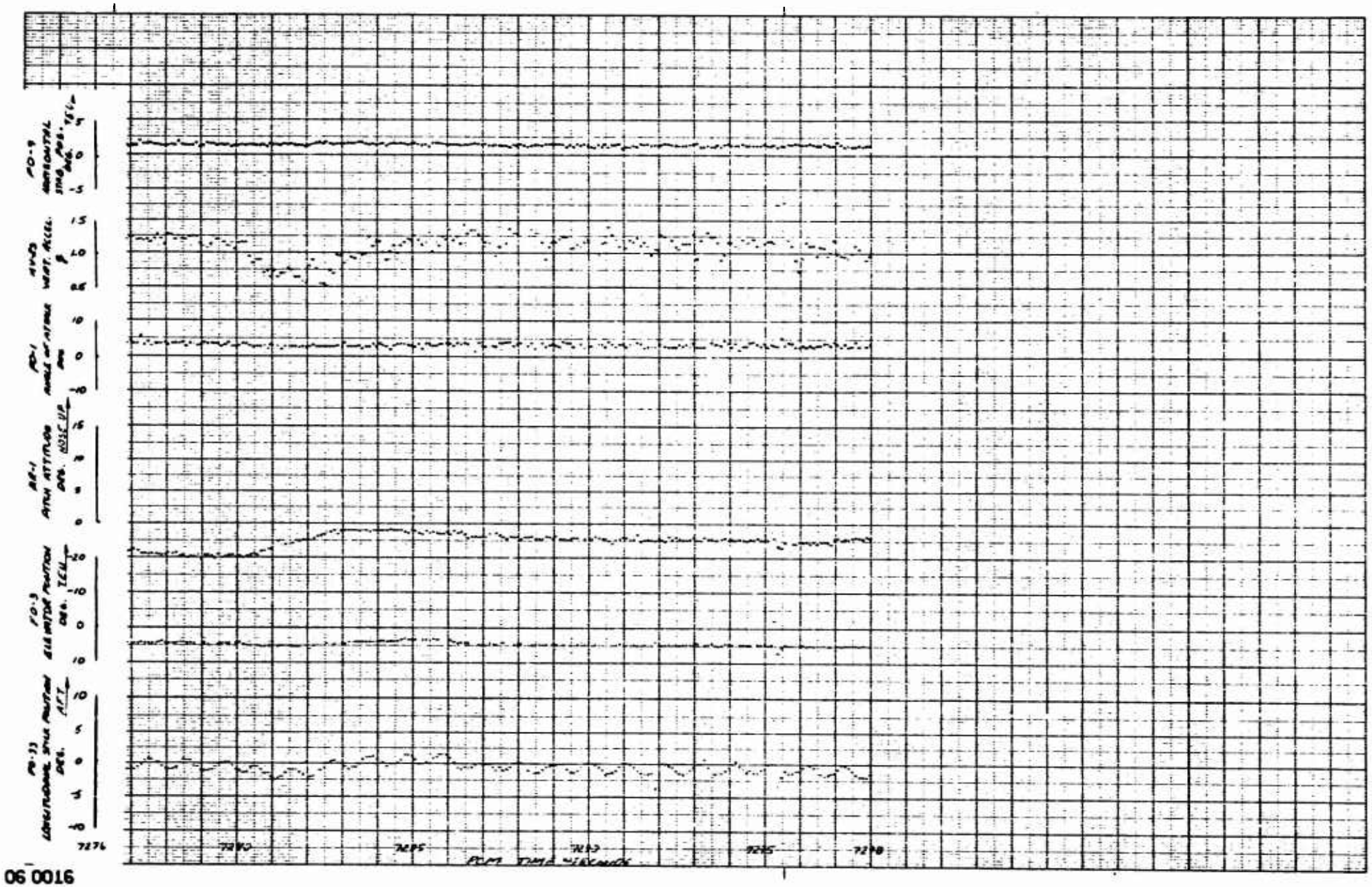


Figure A-58 Long Period Longitudinal Stability Check, Stick Free, A/C No. 62-4505, Test 7.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 150$ Knots, G.W. $\approx 10,300$ Pounds, C.G. Position F.S. 240, Configuration C R



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Figure A-59 Longitudinal Stability Check, A/C No. 62-4505 Test 23.0F, $H_i \approx$ 7700 Feet, $V_i \approx$ 405 Knots, G.W. $\approx$ 10,300 Pounds, C.G. Position F.S. 241, Configuration C R

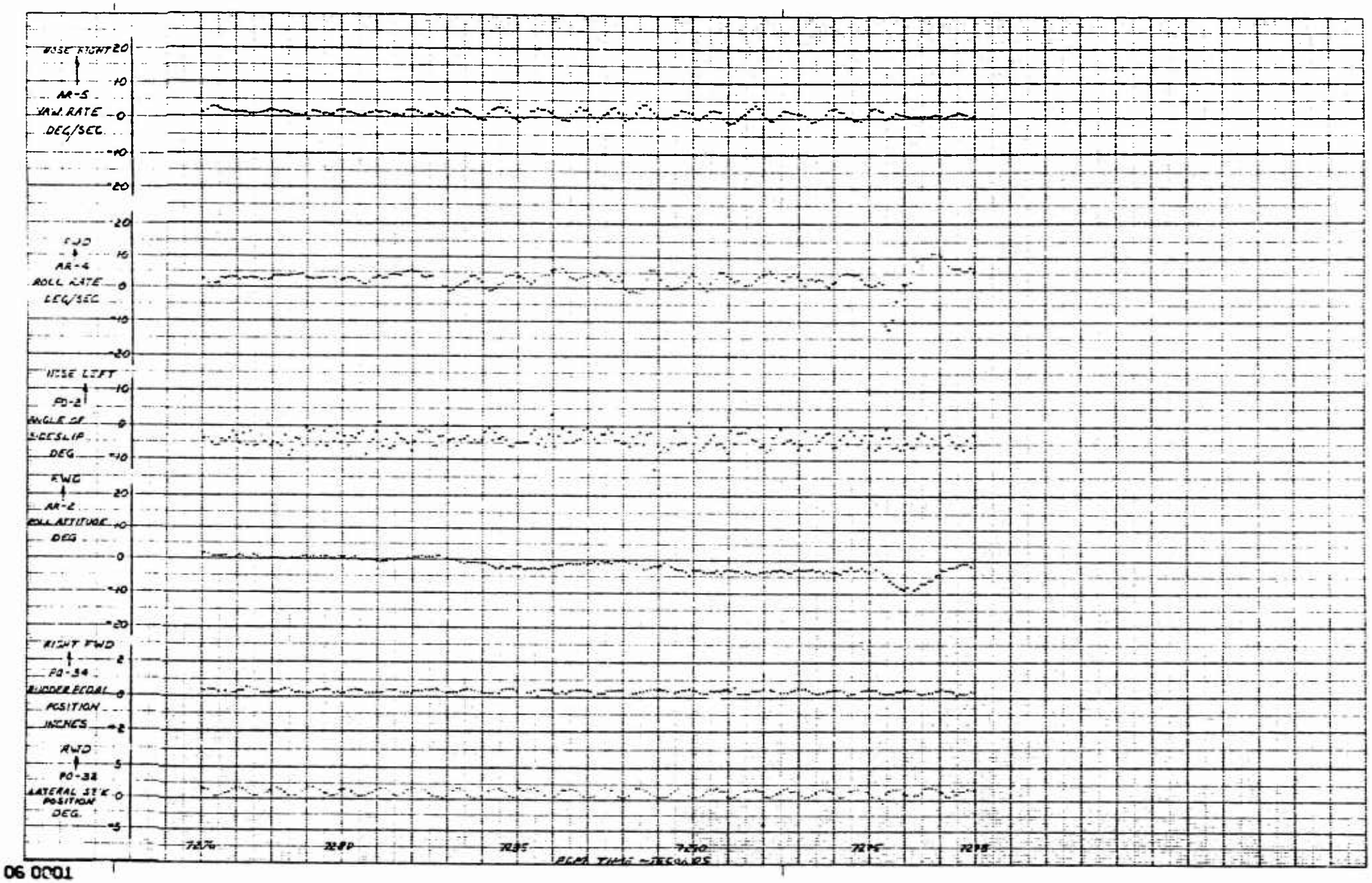


Figure A-60 Longitudinal Stability Check, A/C No. 62-4505, Test 23.0F, $H_i \approx 7700$ Feet, $V_i \approx 405$ Knots, G.W. $\approx$ 10,300 Pounds, C.G. Position F.S. 241, Configuration C R

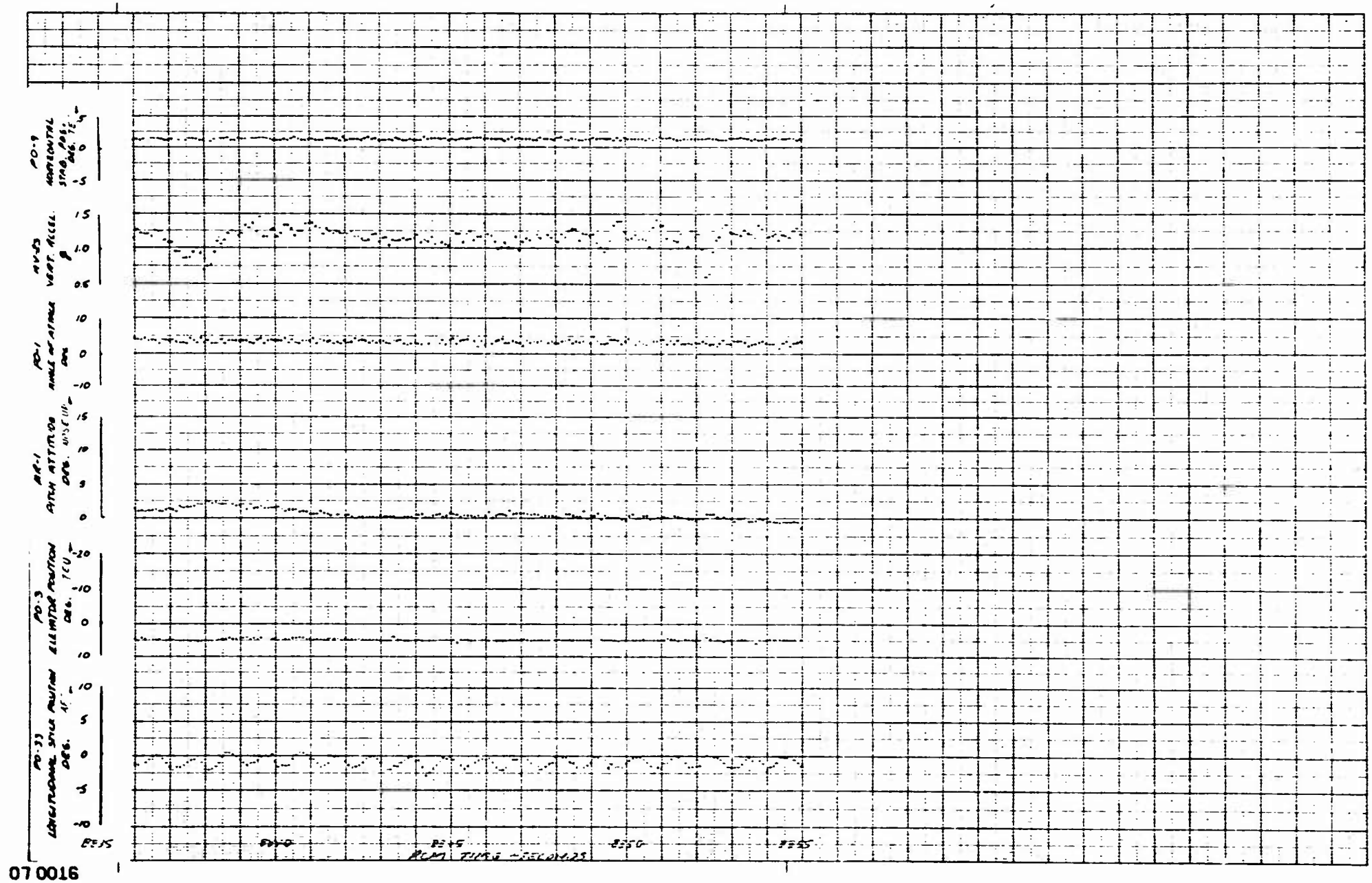


Figure A-61 Longitudinal Stability Check, A/C No. 62-4505, Test 23.0F, $H_t \approx 7700$ Feet, $V_t \approx 405$ Knots, G.W. $\approx$ 10,300 Pounds, C.G. Position F.S. 241, Configuration C R

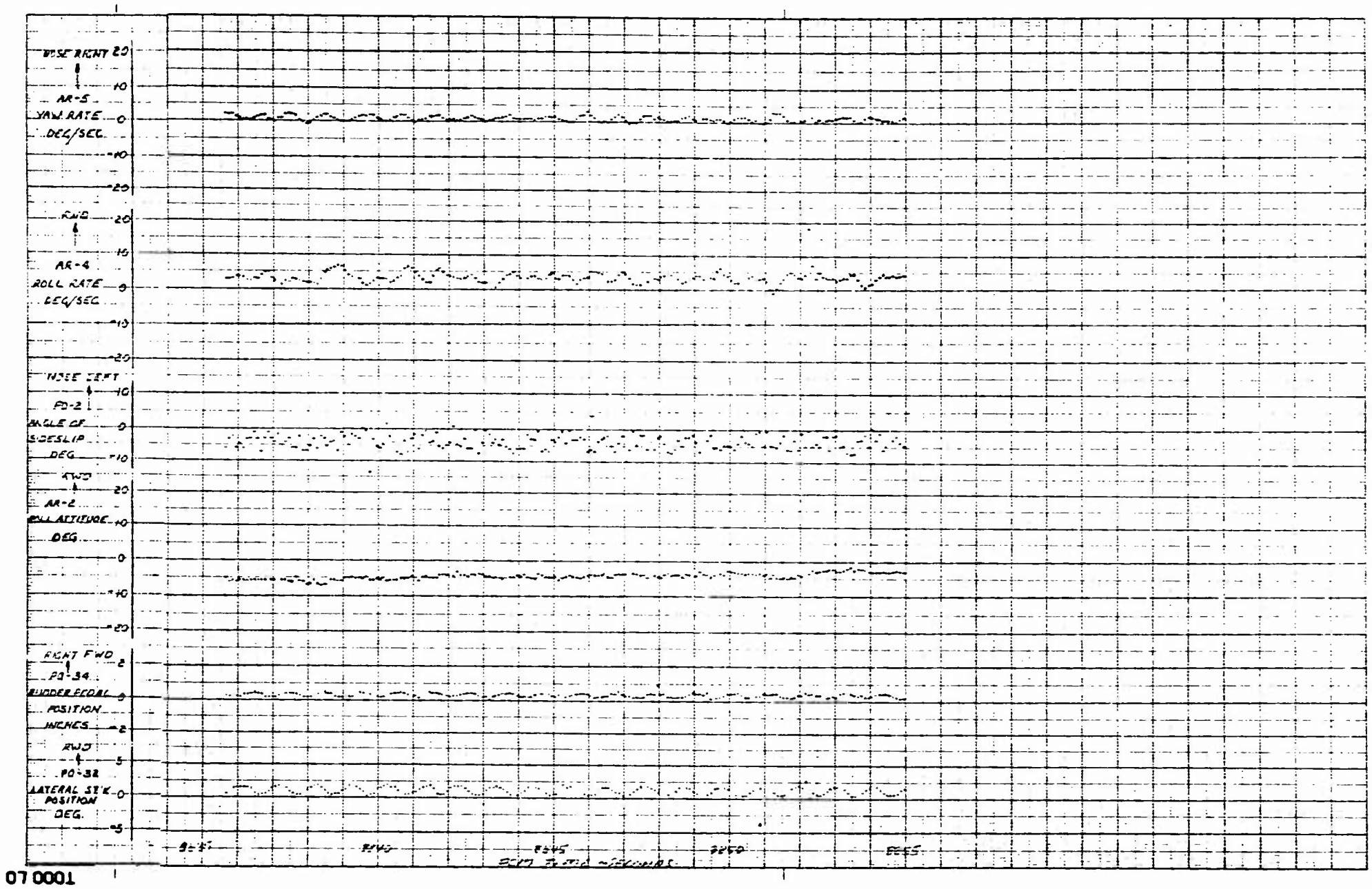


Figure A-62 Longitudinal Stability Check, A/C No. 62-4505, Test 23.0F, $H_i \approx 7700$ Feet, $V_i \approx 405$ Knots, G.W. ≈ 10,300 Pounds, C.G. Position F.S. 241, Configuration C R

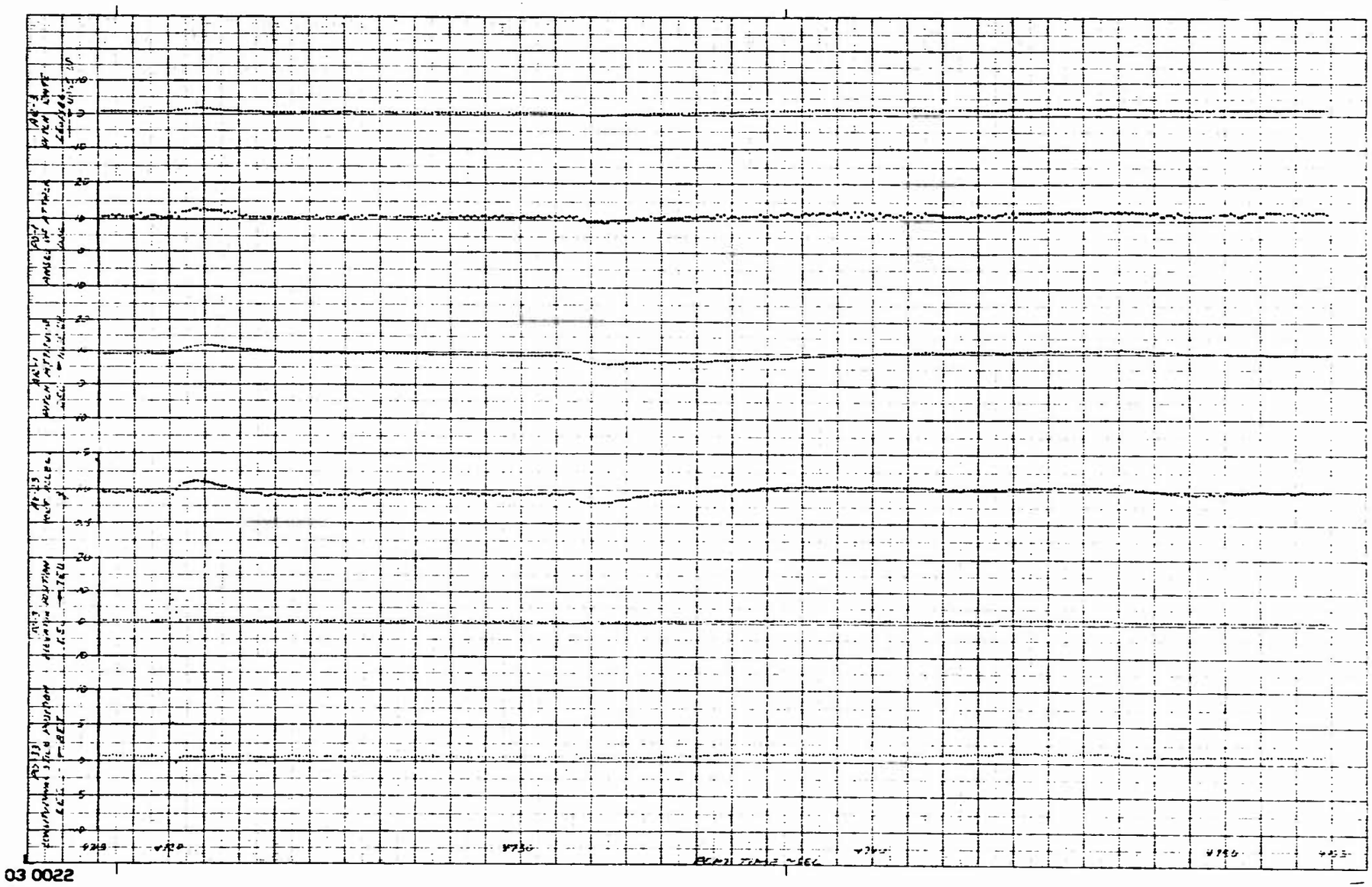


Figure A-63 Short Period Longitudinal Stability Check, A/C No. 62-4506, Test 7.0F, $H_i \approx 13,000$ Feet, $V_i \approx 130$ Knots, G.W. ≈ 9700 Pounds, C. G. Position F.S. 240, Gear Down, Flaps Up

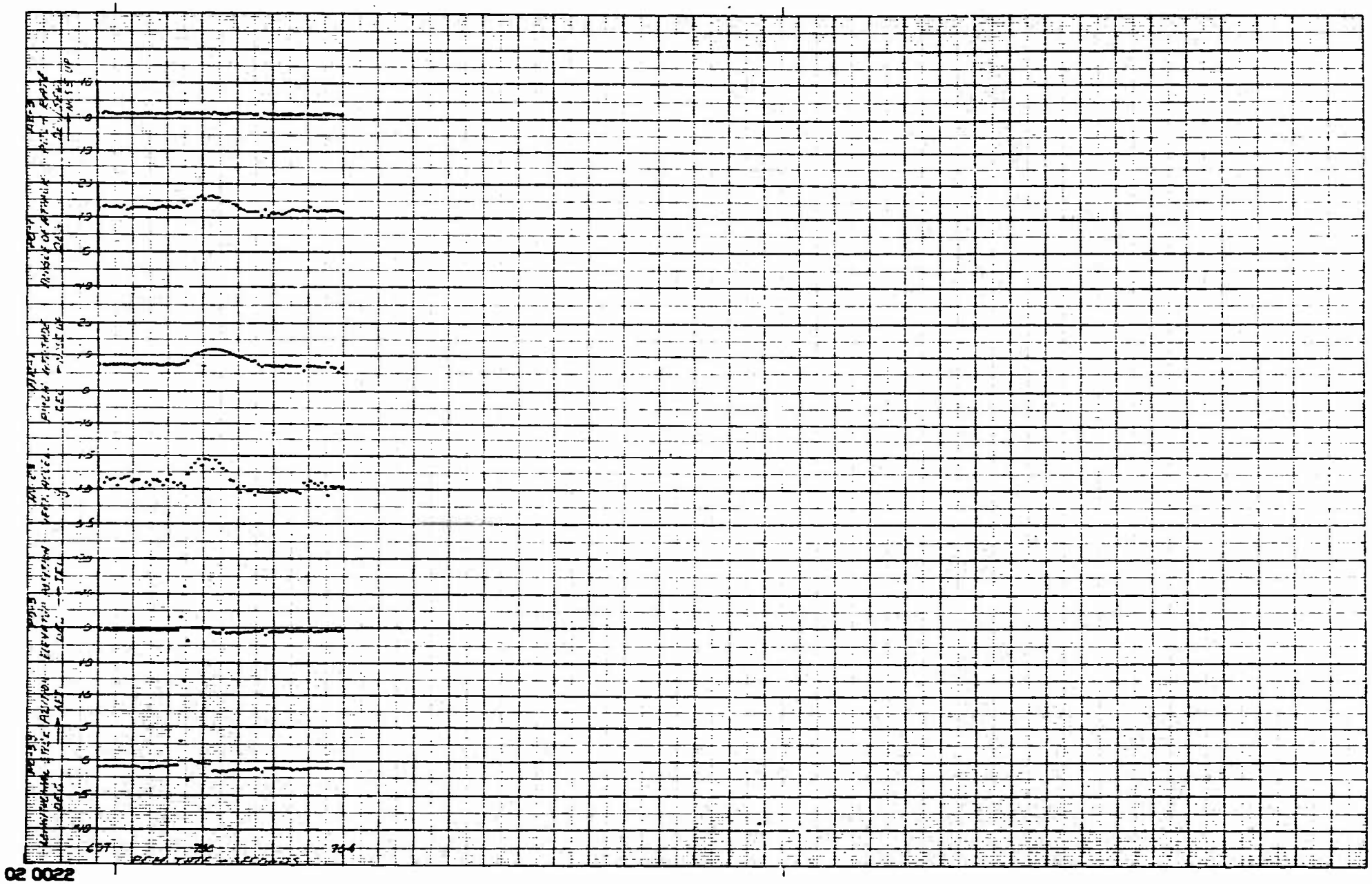


Figure A-64 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 7.0F, $H_i \approx$ 12,000 Feet, $V_i \approx$ 150 Knots, G.W. $\approx$ 10,500, C.G. Position F.S. 239.8, Configuration C R

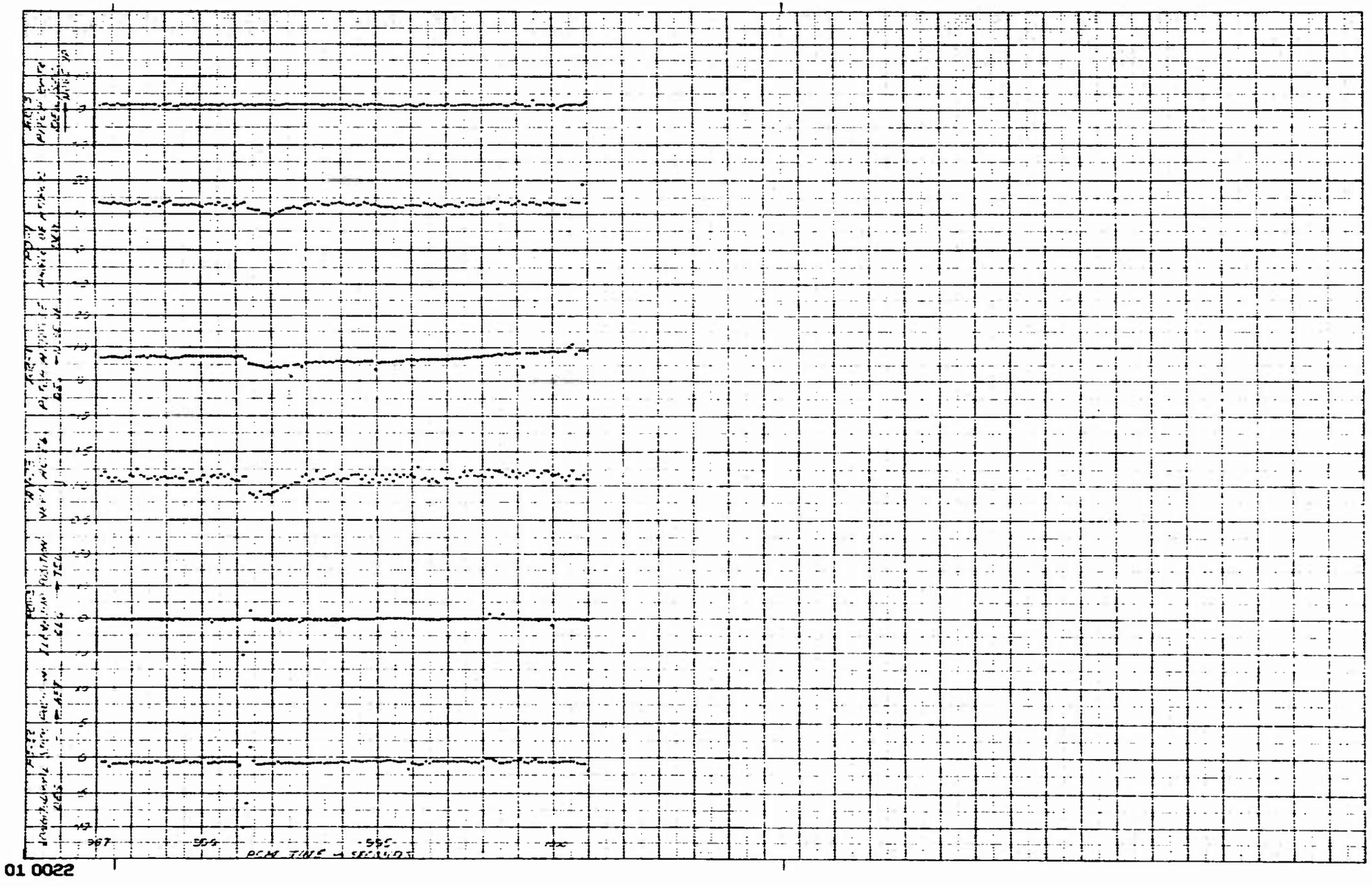


Figure A-65 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 7.0F, $H_i \approx 12,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,500$, C.G. Position F.S. 239.8, Configuration C R

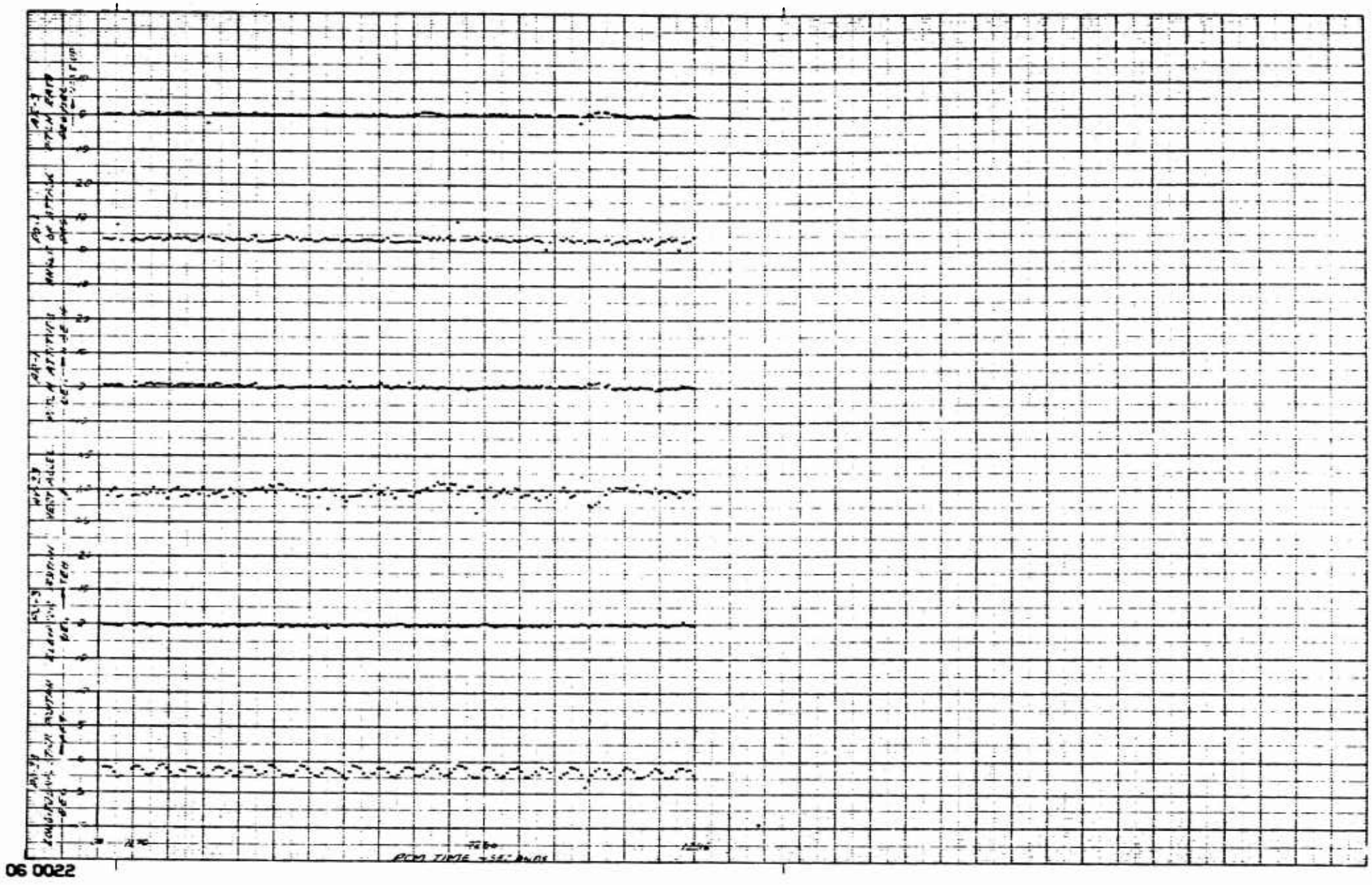


Figure A-66 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 15.0F, $H_i \approx 8000$ Feet, $V_i \approx 284$ Knots, G.W. $\approx$ 11,000 Pounds, C.G. Position F.S. 240.2, Configuration C R

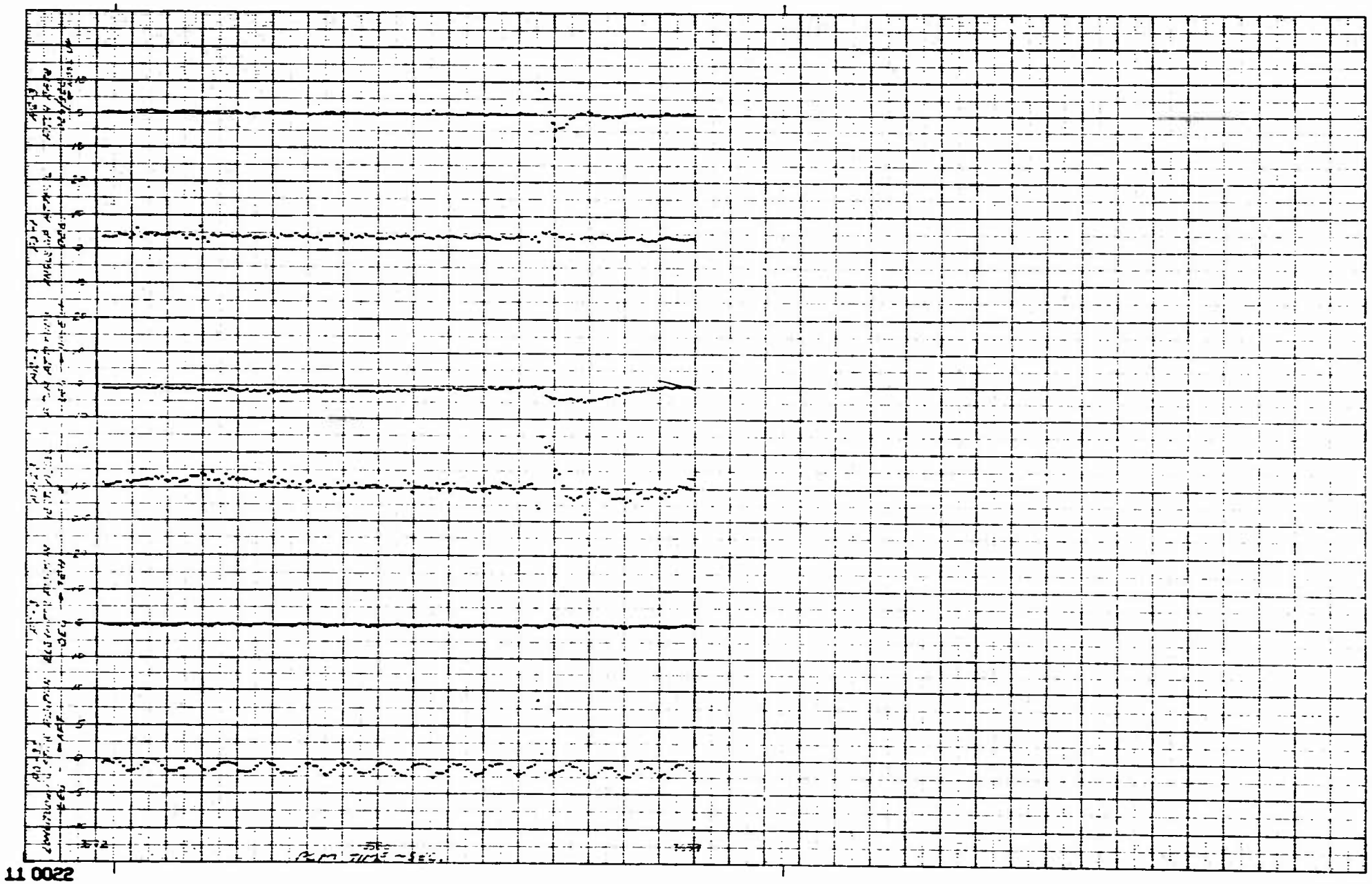


Figure A-67 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 289$ Knots, G.W. $\approx 10,250$ Pounds, C.G. Position F.S. 239.2, Configuration C R

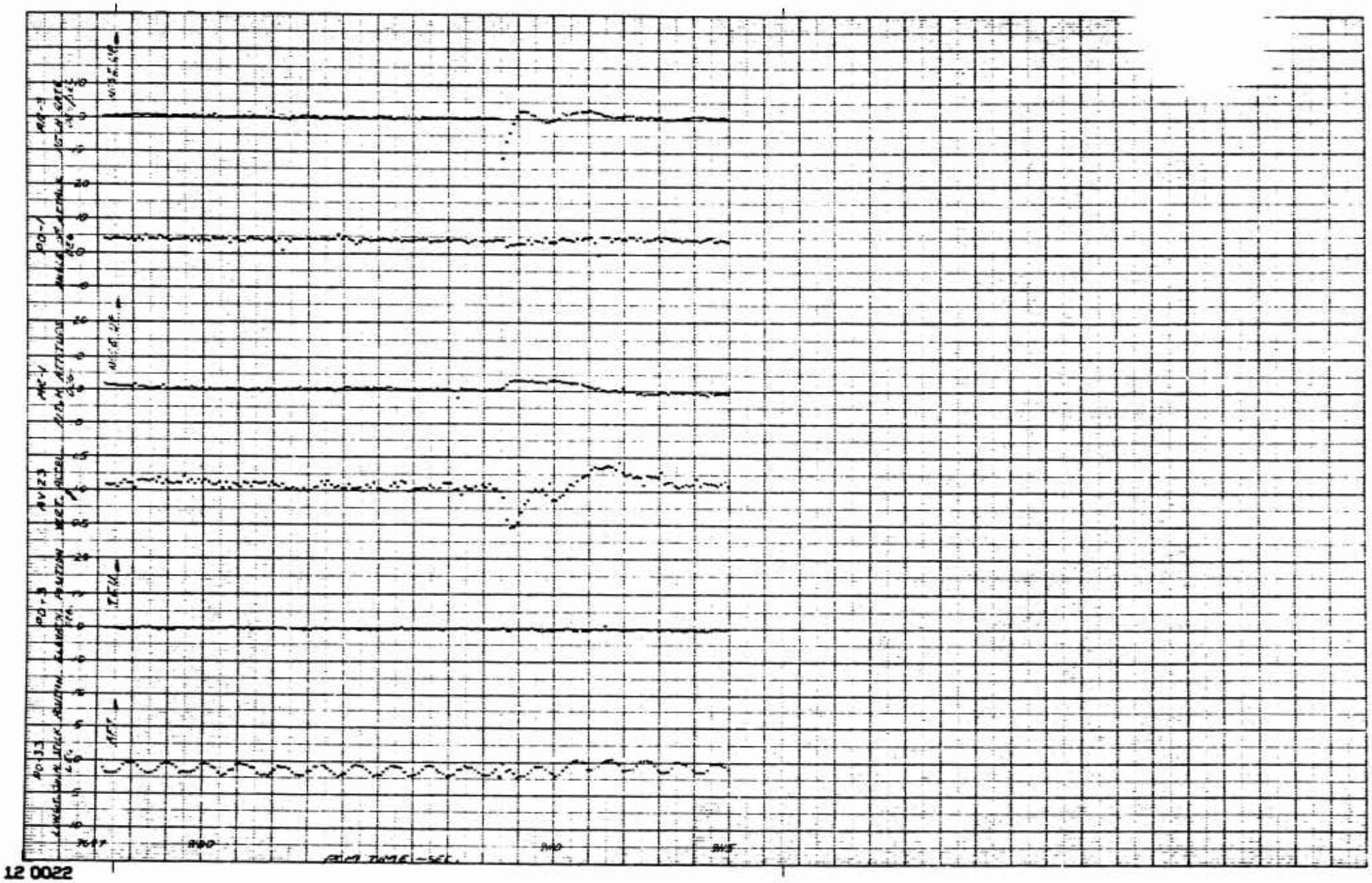


Figure A-68 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 289$ Knots, G.W. $\approx$ 10,175 Pounds, C.G. Position F.S. 239.5, Configuration C R

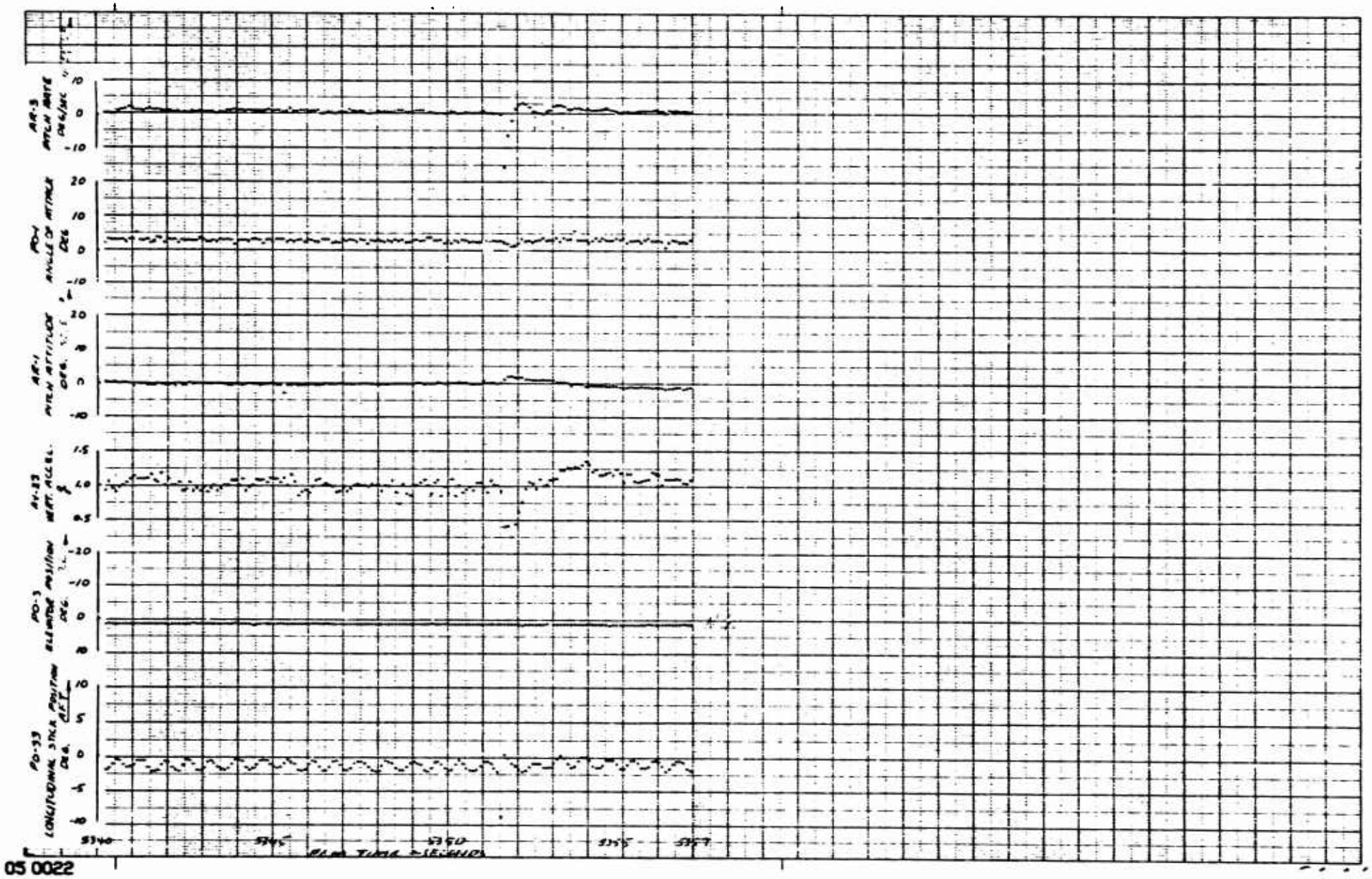


Figure A-69 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, $H_i \approx$ 8000 Feet, $V_i \approx$ 346 Knots, G.W. $\approx$ 11,200 Pounds, C.G. Position F.S. 242.6, Configuration C R

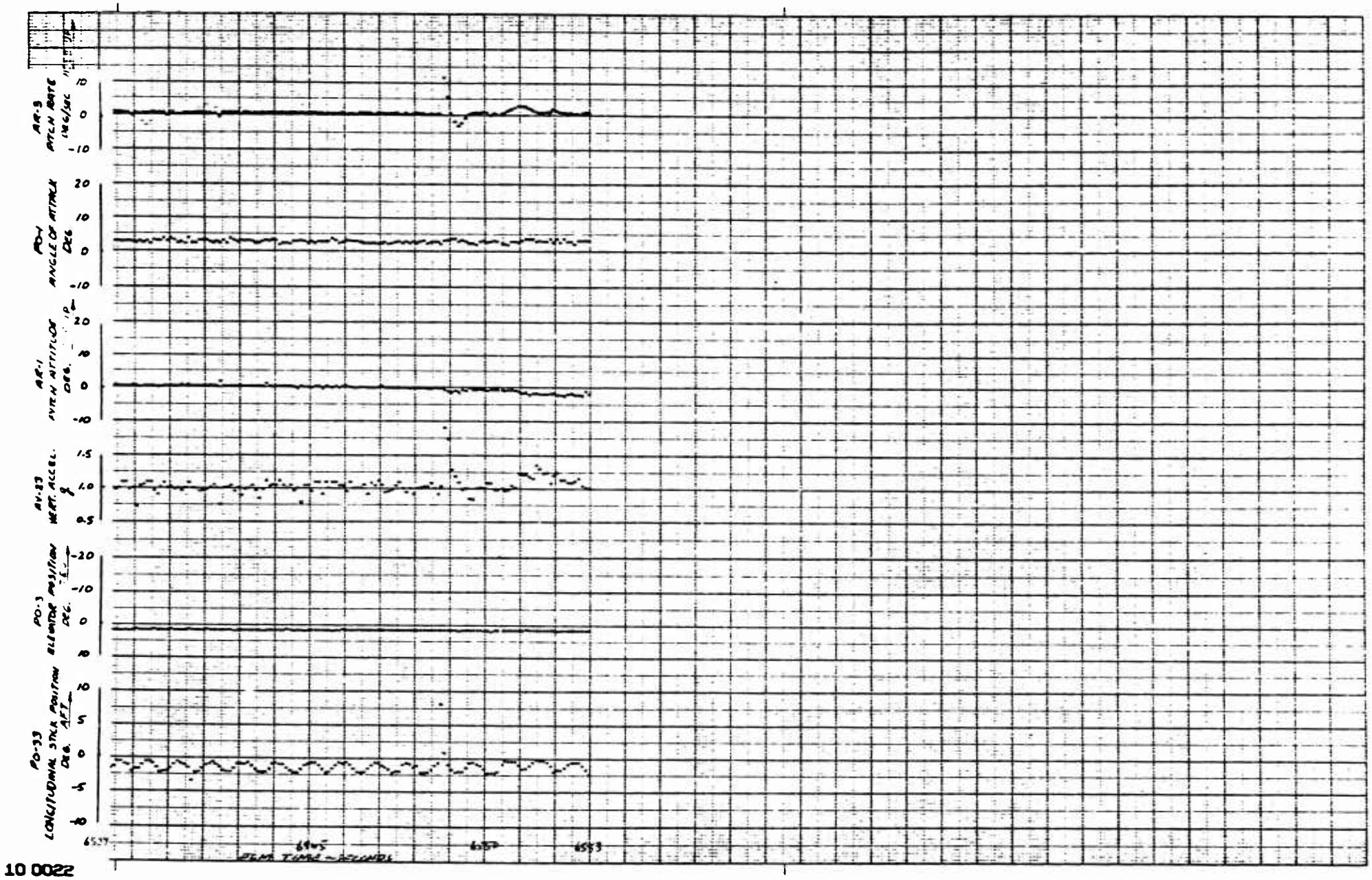


Figure A-70 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, $H_i \approx 11,900$ Feet, $V_i \approx 349$ Knots, G.W. $\approx$ 10,600 Pounds, C.G. Position F.S. 242.3, Configuration C R

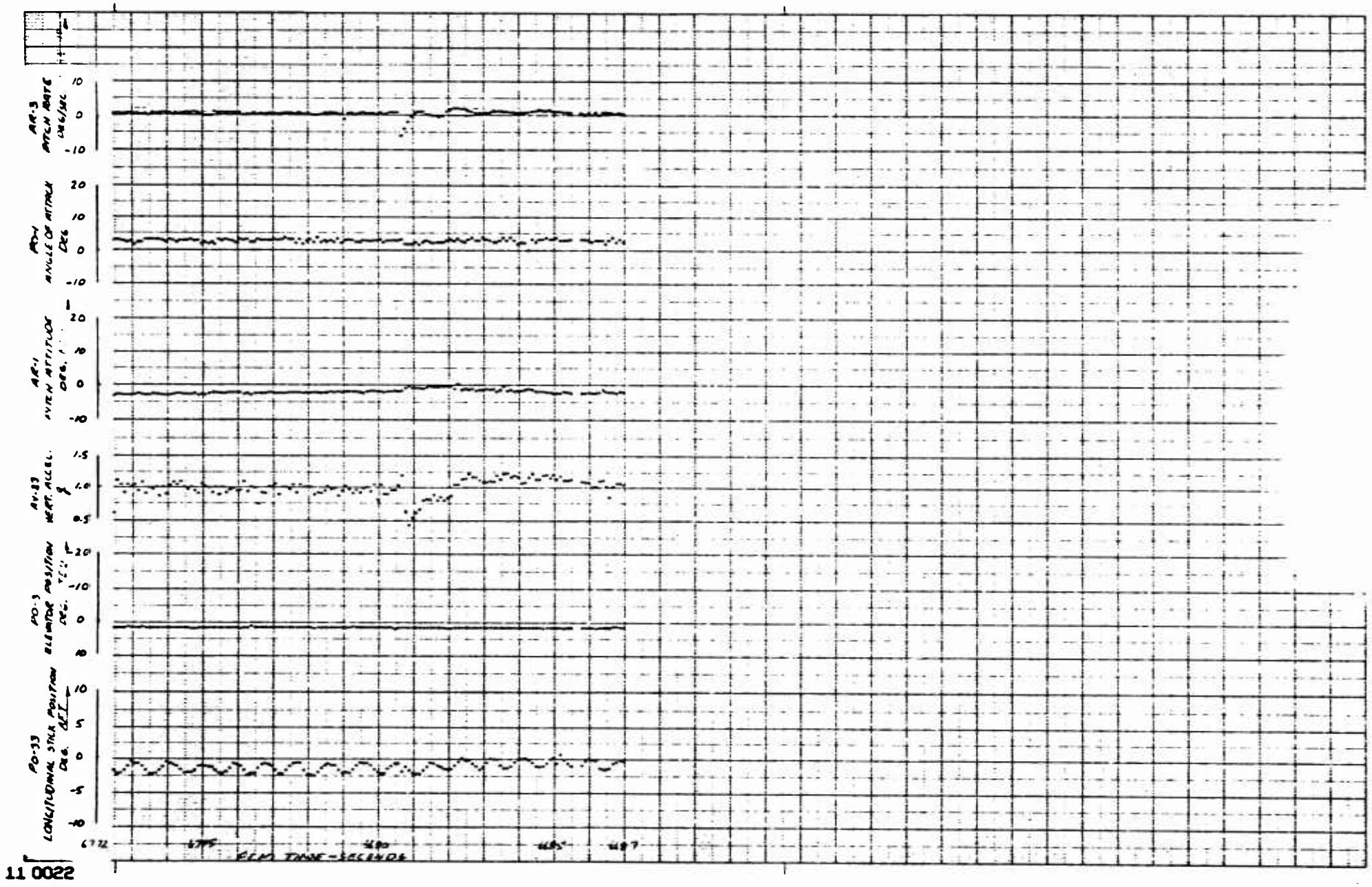


Figure A-71 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, $H_i \approx 12,100$ Feet, $V_i \approx 349$ Knots, G.W. $\approx 10,450$ Pounds, C.G. Position F.S. 242.0, Configuration C R

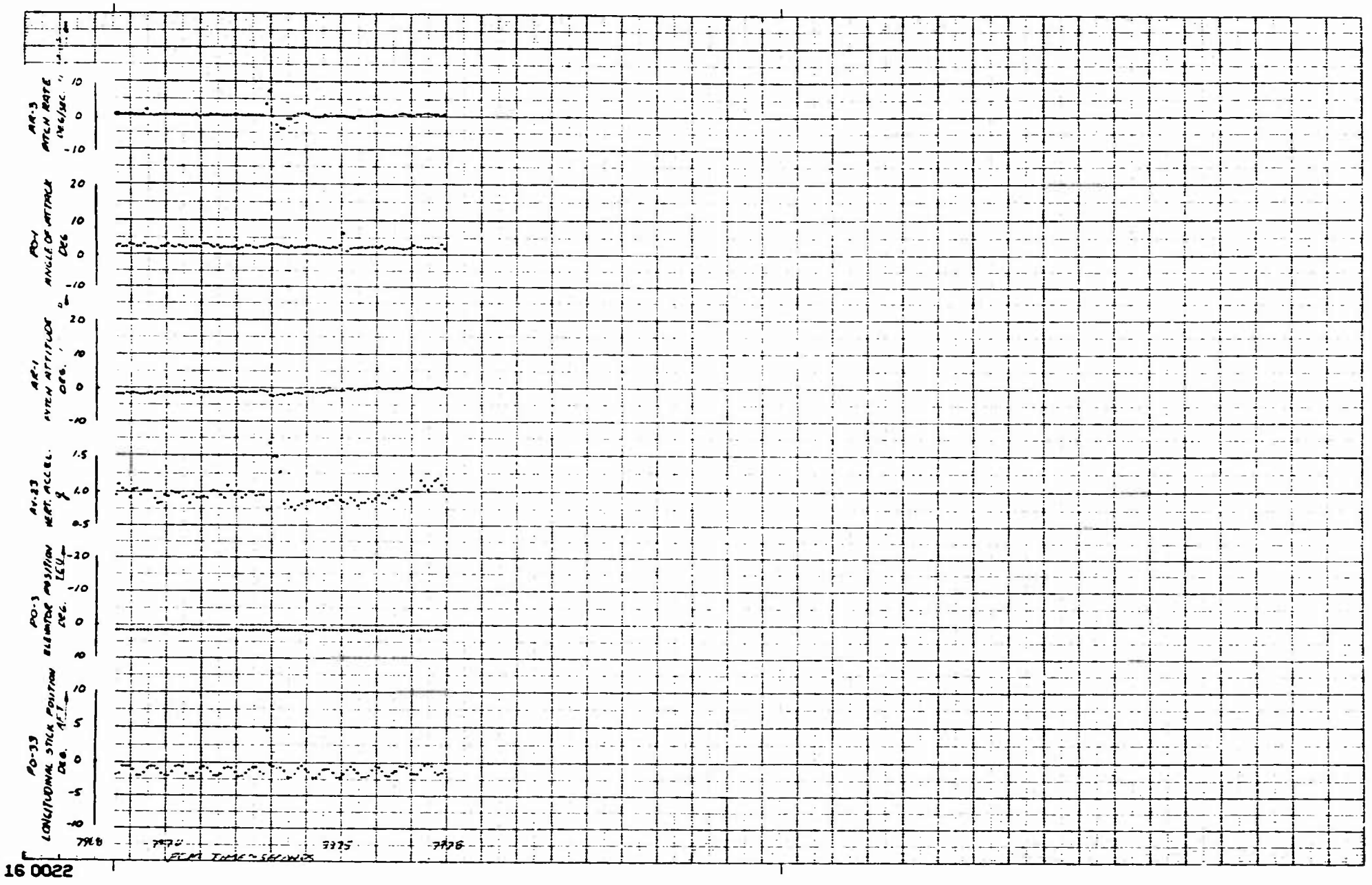


Figure A-72 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, $H_i \approx$ 7800 Feet, $V_i \approx$ 375 Knots, G.W. $\approx$ 9825 Pounds, C.G. Position 241.6, Configuration C R

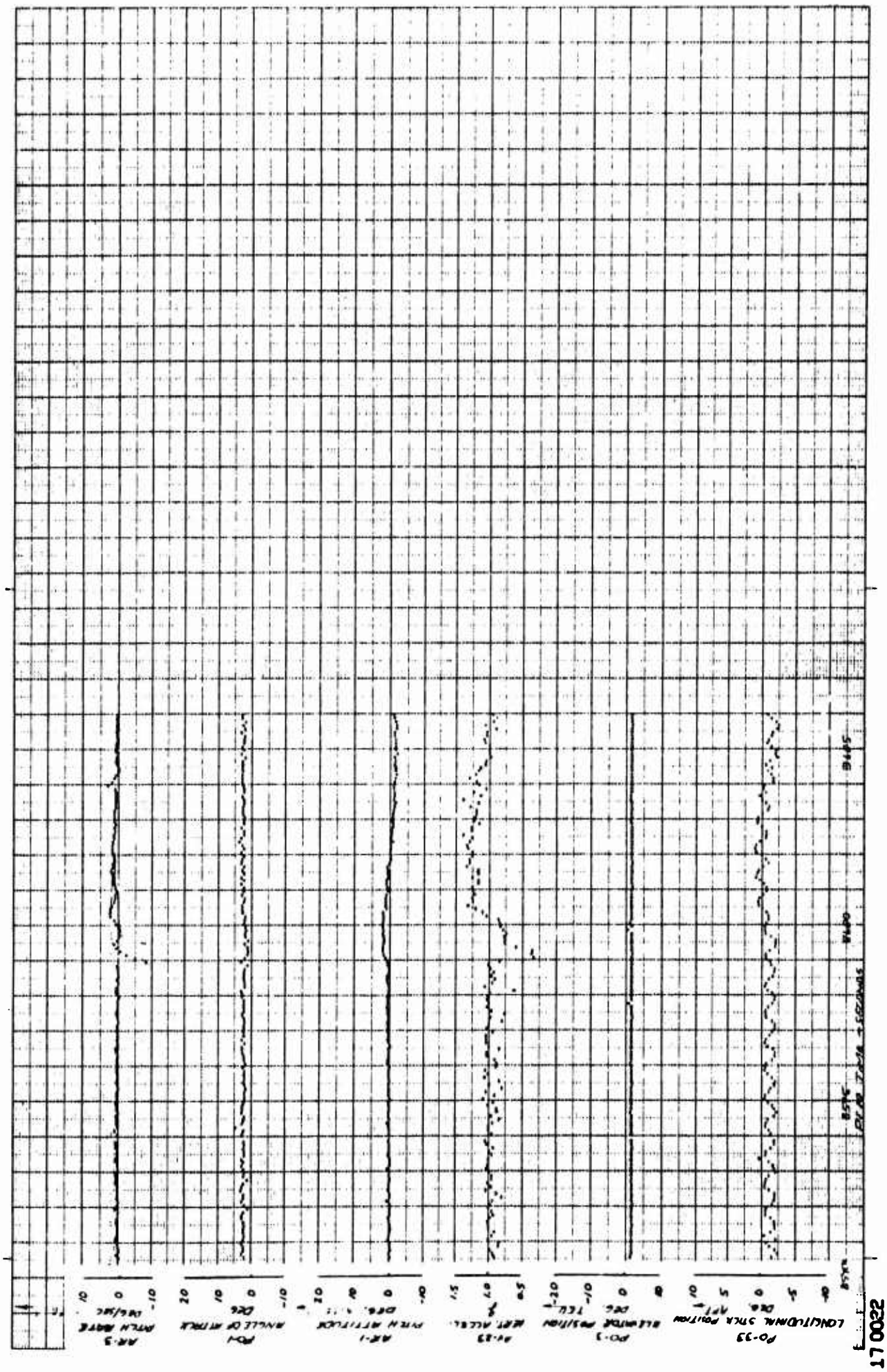


Figure A-73 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, $H_i \approx 7900$ Feet, $V_i \approx 375$ Knots, G.W. ≈ 9775 Pounds, C.G. Position F.S. 241.6, Configuration C R

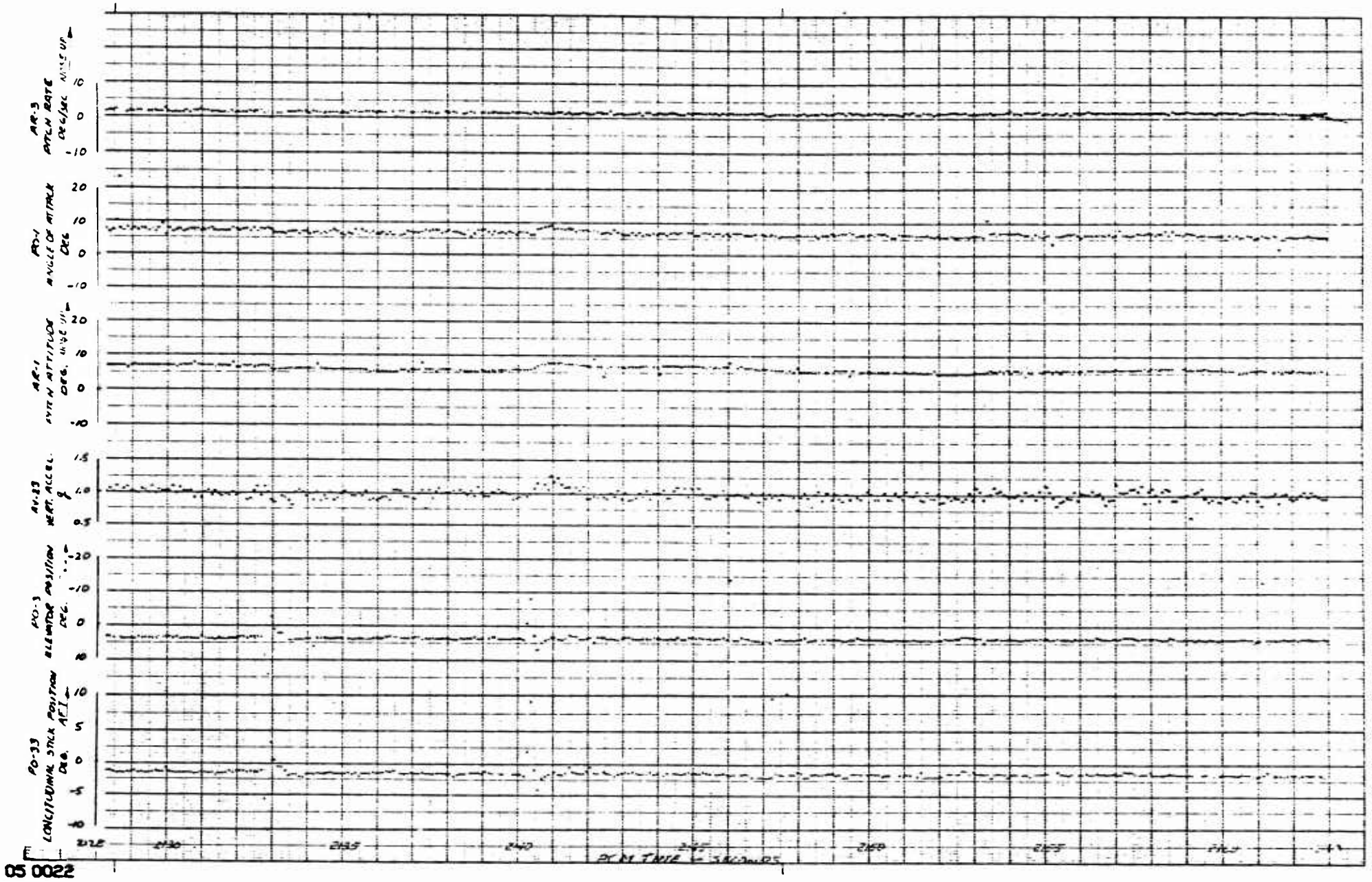


Figure A-74 Short Period Longitudinal Stability Check A/C No. 62-4505, Test 5.0F, $H_i \approx 10,000$ Feet, $V_i \approx 130$ Knots, G.W. $\approx$ 9370 Pounds, C.G. Position F.S. 238.8, Configuration P A

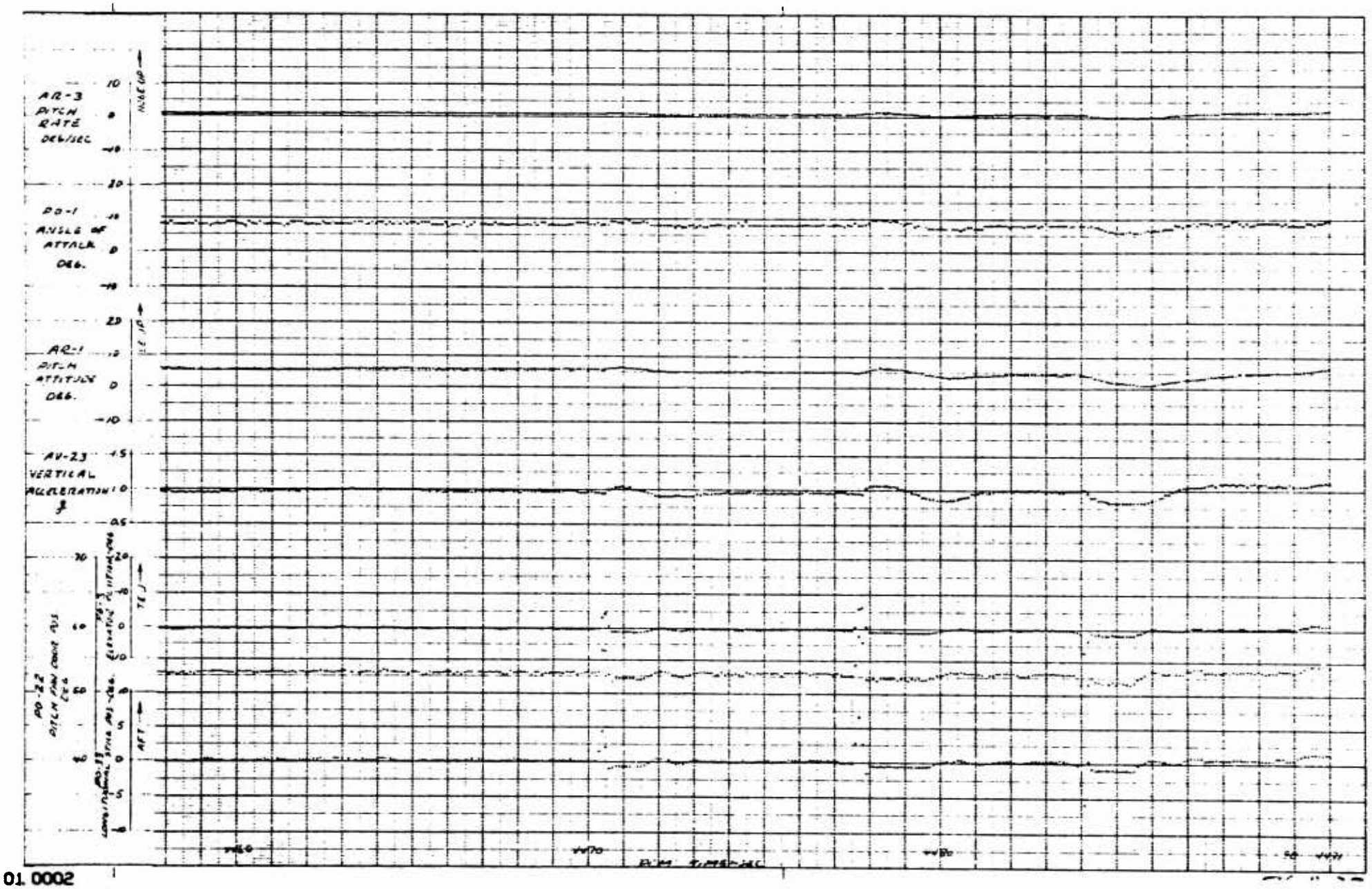


Figure A-75 Short Period Dynamic Longitudinal Stability Checks, A/C No. 62-4506, Test 7.0F, $H_i \approx 15,000$ Feet, $V_i \approx 116$ Knots, G.W. $\approx$ 9850 Pounds, Preconversion Configuration

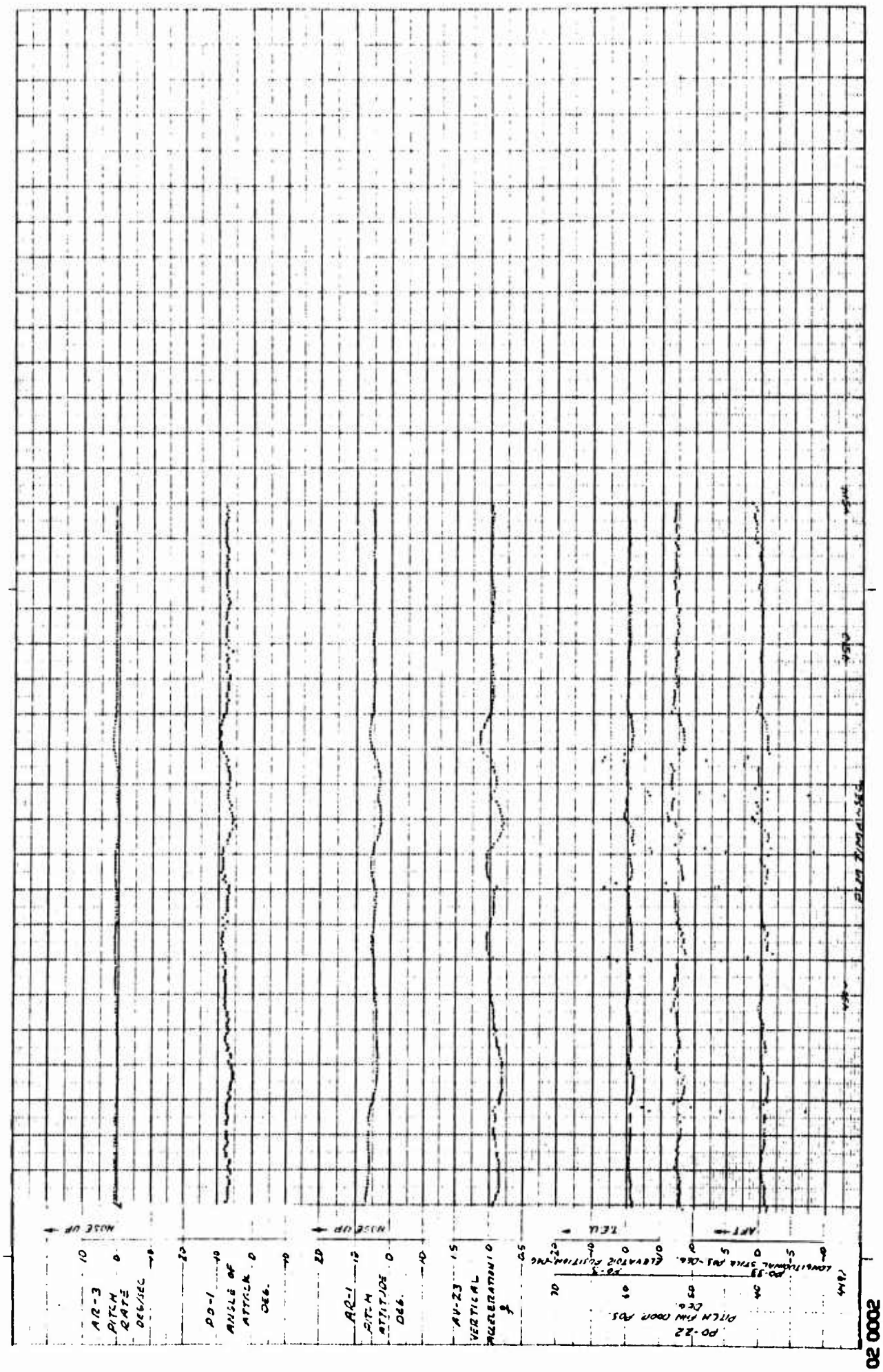


Figure A-76 Short Period Dynamic Longitudinal Stability Checks, A/C No. 62-4506, Test 7.0F, $H_i \approx 15,000$ Feet, $V_i \approx 116$ Knots, G.W. ≈ 9800 Pounds, Preconversion Configuration

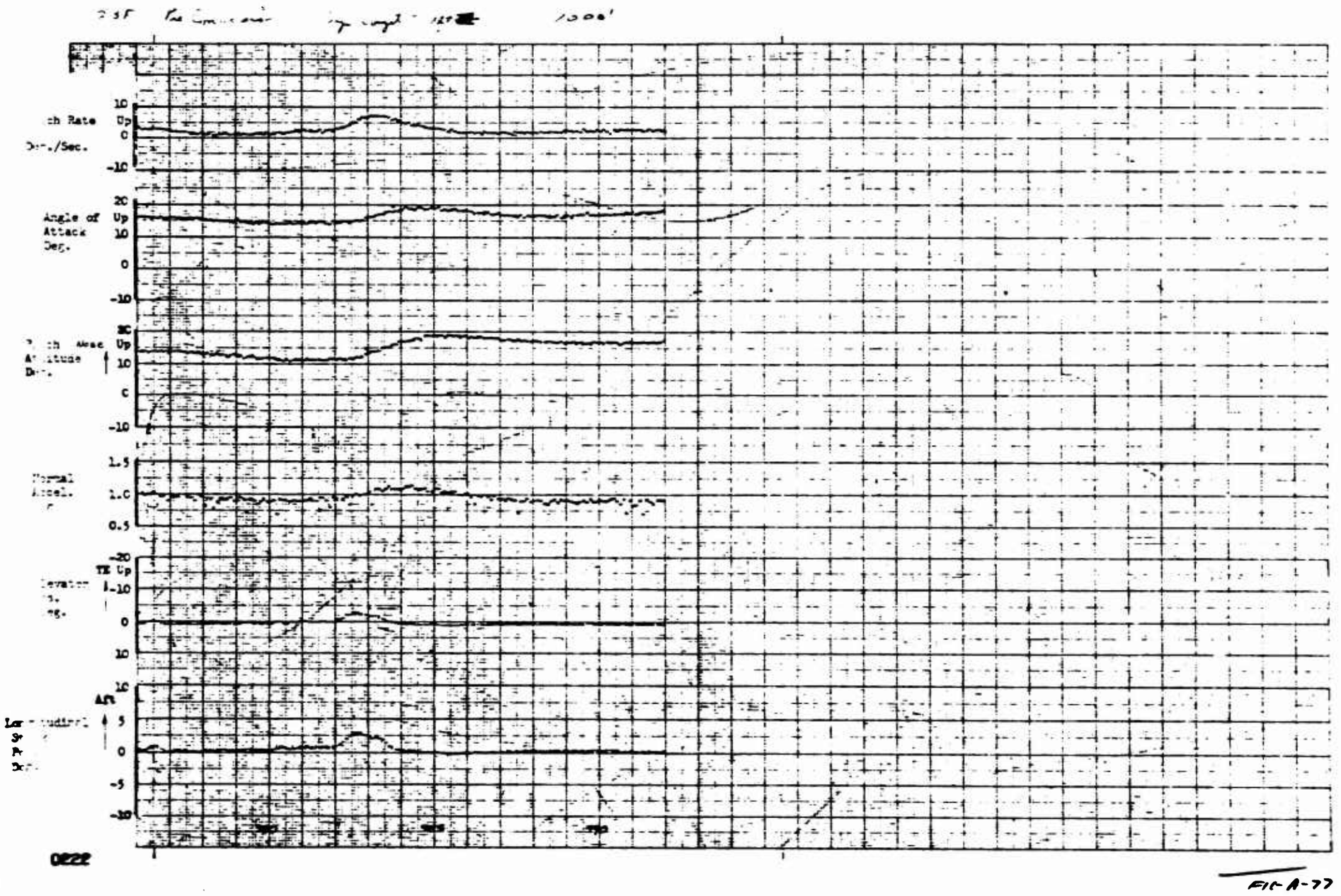


Figure A-77 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F, $H_i \approx 7000$ Feet, $V_i \approx 100$ Knots, G.W. $\approx$ 10,600 Pounds, Preconversion Configuration

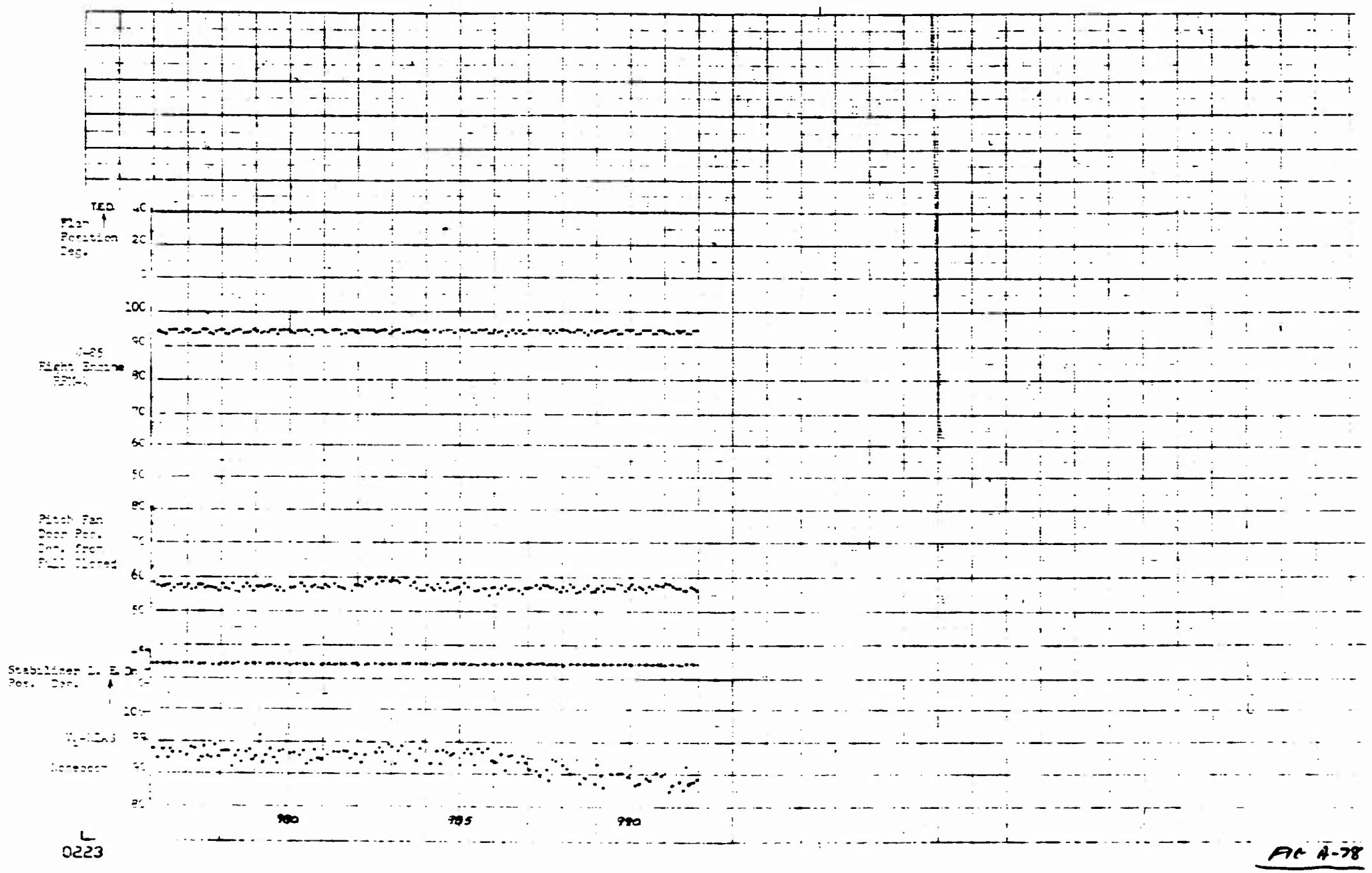


Figure A-78 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F, $H_i \approx 7000$ Feet, $V_i \approx 100$ Knots, G.W. $\approx$ 10,600 Pounds, Preconversion Configuration

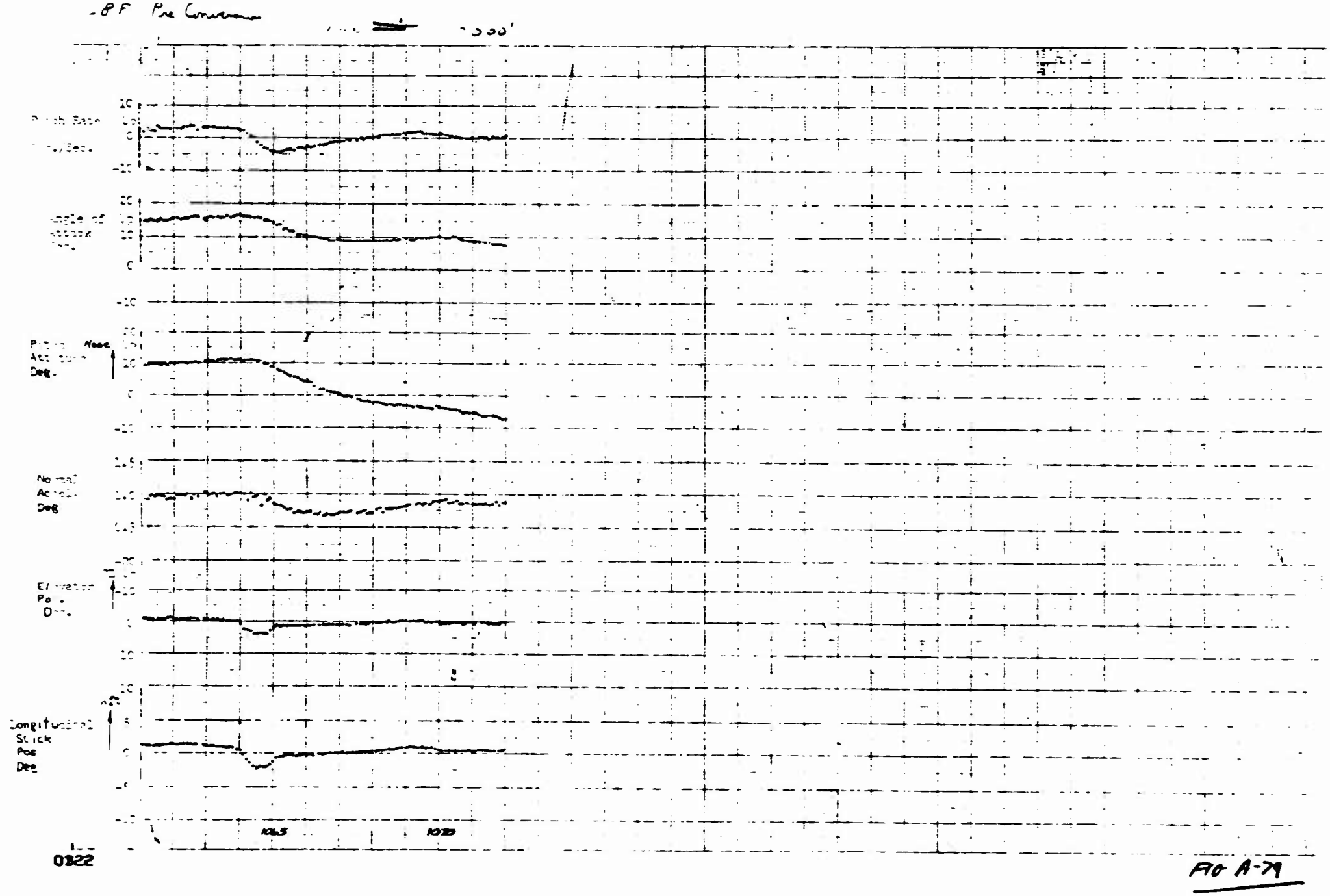


Figure A-79 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F, $H_i \approx$ 7000 Feet, $V_i \approx$ 100 Knots, G.W. $\approx$ 10,500 Pounds, Preconversion Configuration

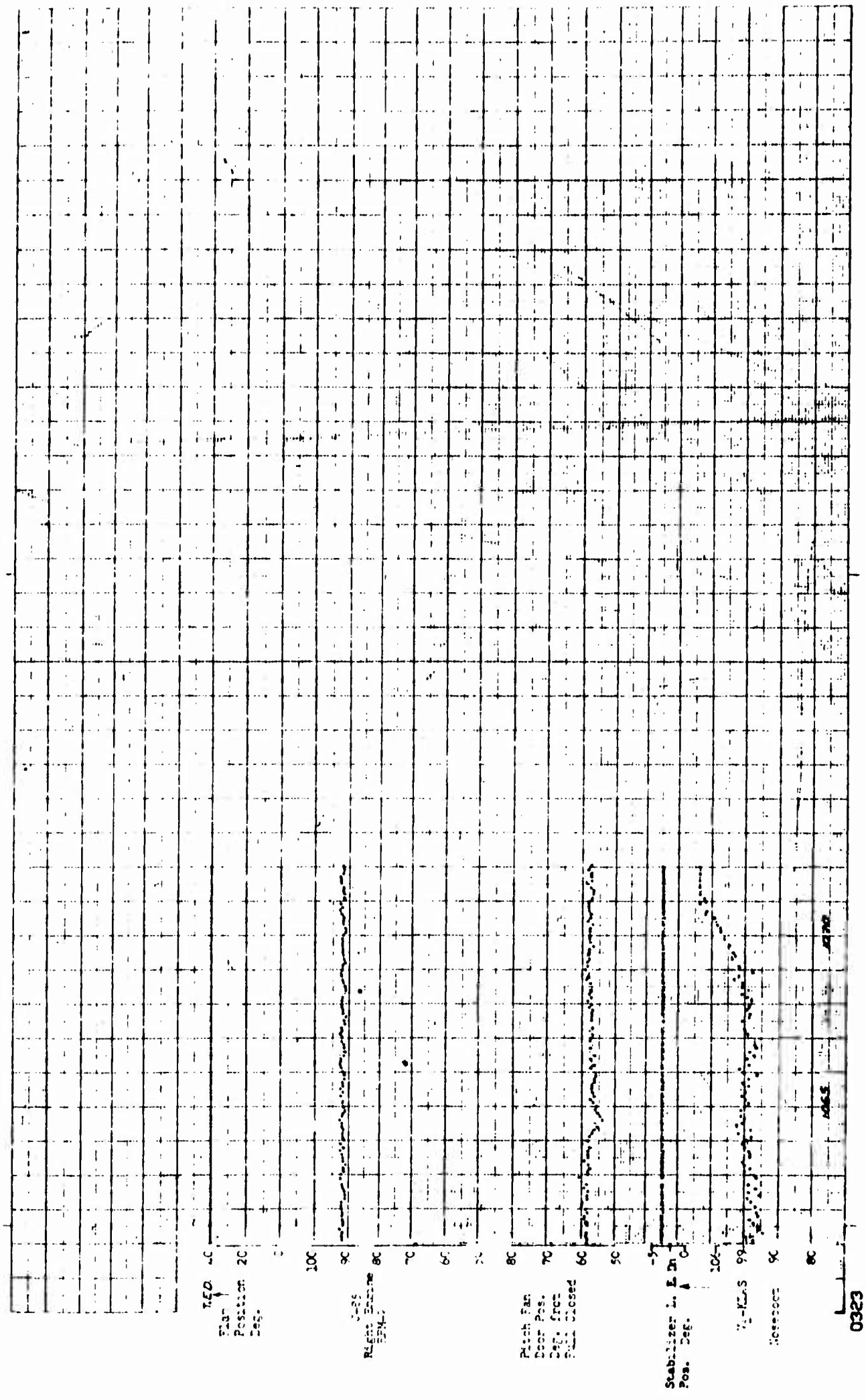


Figure A-80 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F, $H_i \approx 7000$ Feet, $V_i \approx 100$ Knots, G.W. $\approx$ 10,500 Pounds, Preconversion Configuration

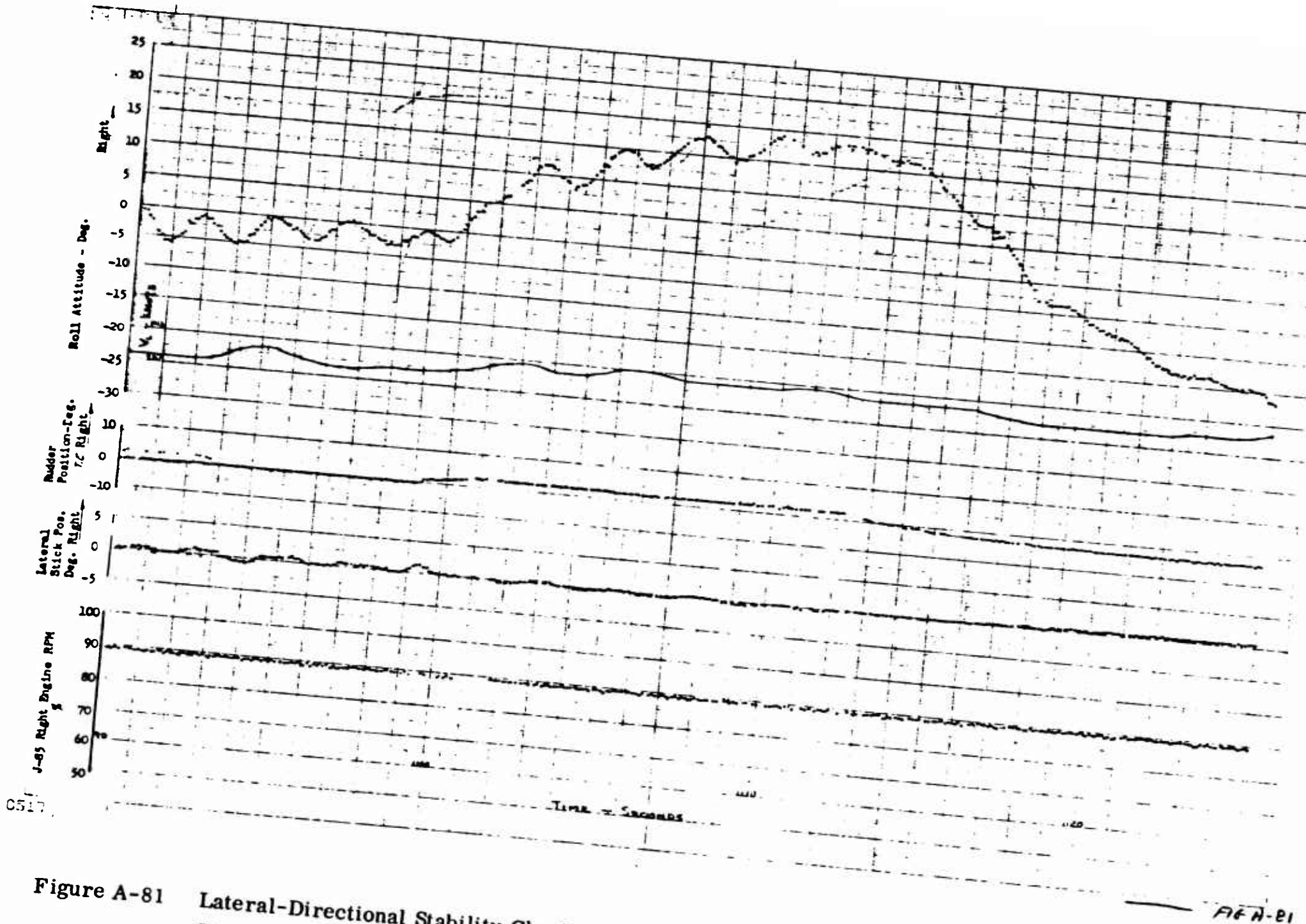


Figure A-81 Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F, $H_i \approx 8000$ Feet, $V_i \approx 135$ Knots, G.W. $\approx$ 10,450 Pounds, C.G. Position F.S. 212.5, Configuration: Flaps Up and Gear Down

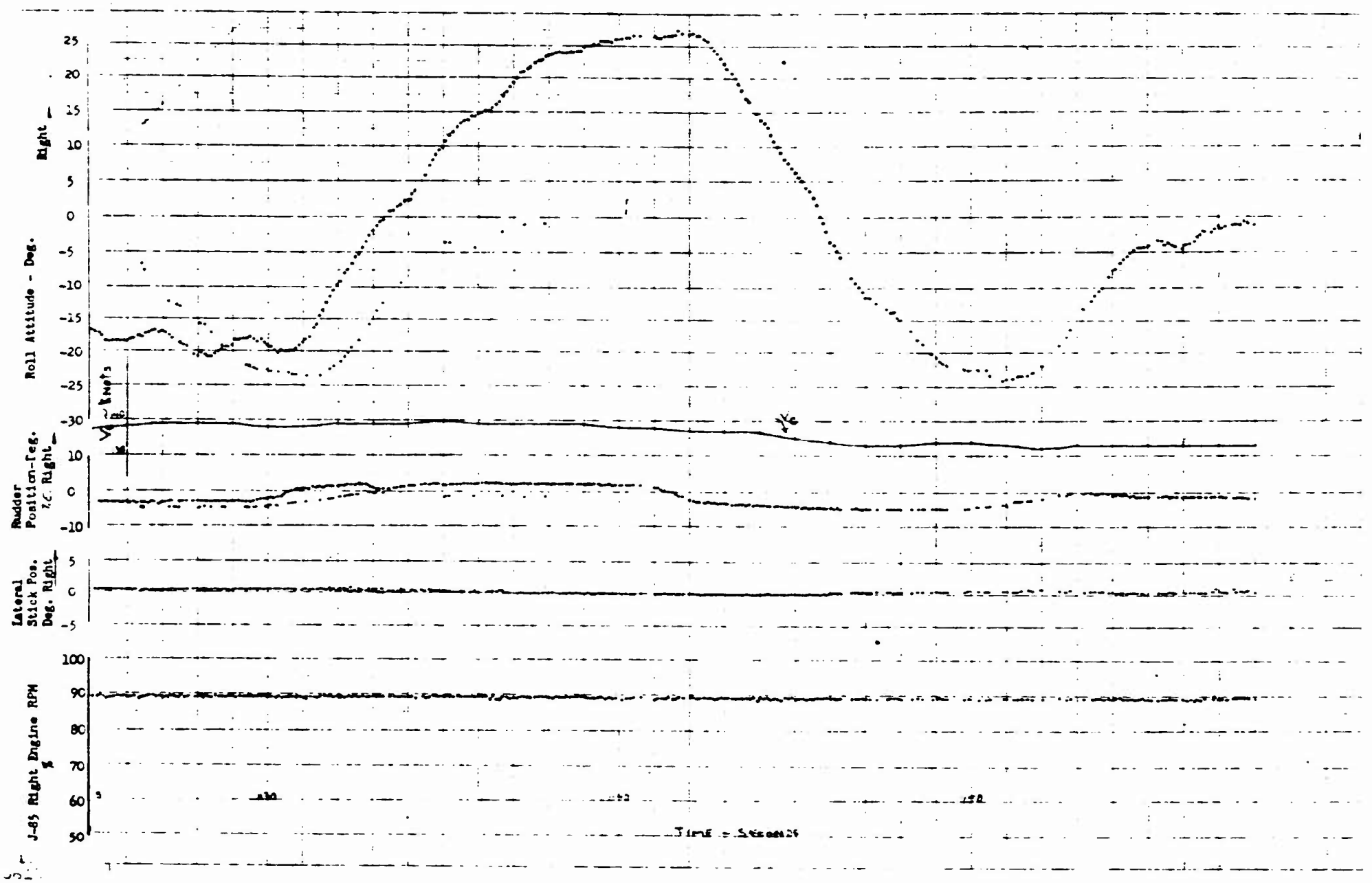


Figure A-82 Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F, $H_i \approx$ 8000 Feet, $V_i \approx$ 135 Knots, G.W. $\approx$ 10,450 Pounds, C.G. Position F.S. 242.5, Configuration: Flaps Up and Gear Down

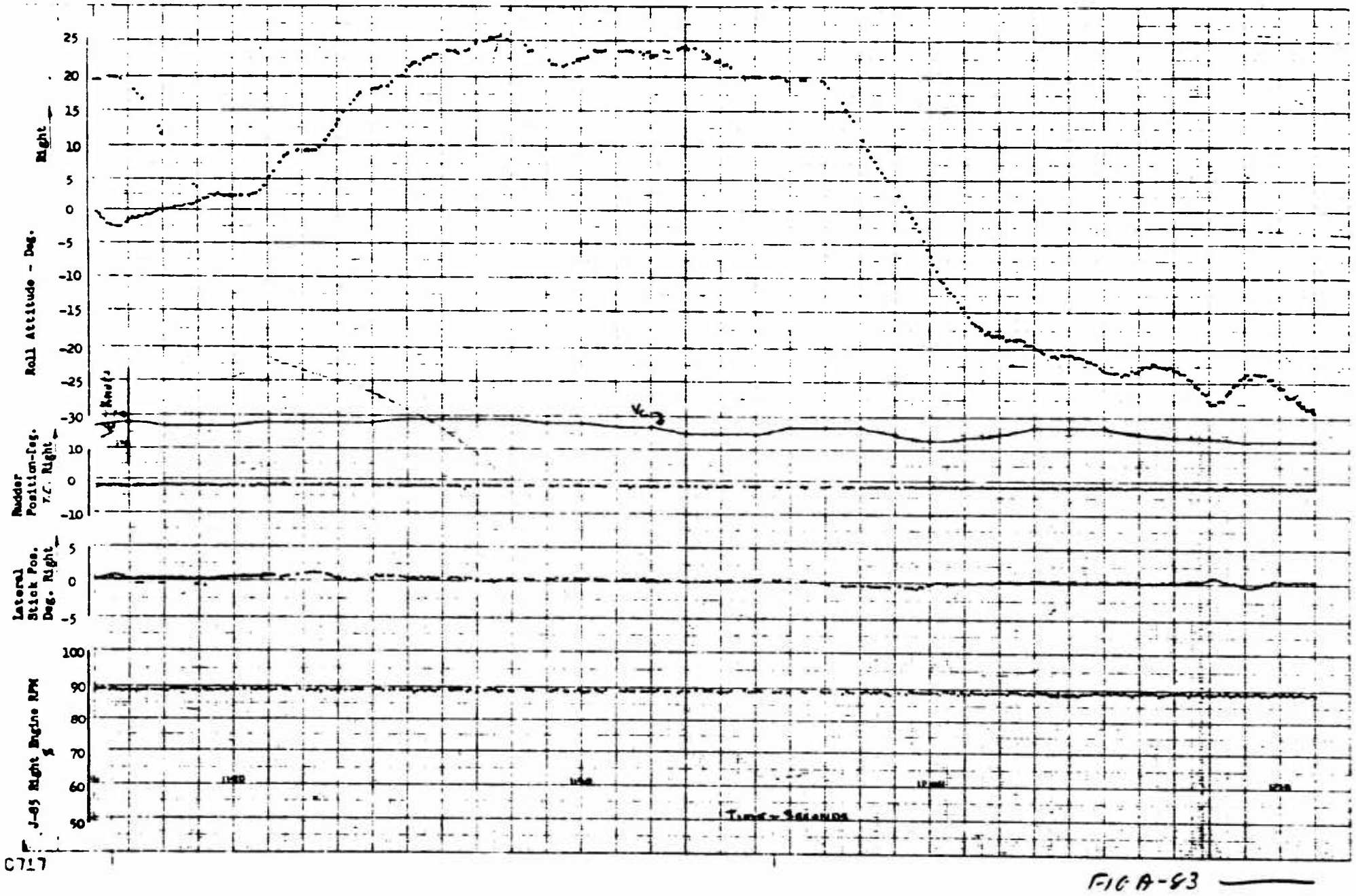


Figure A-83 Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F, $H_i \approx$ 8000 Feet, $V_i \approx$ 135 Knots, G.W. $\approx$ 10,450 Pounds, C.G. Position F.S. 242.5, Configuration: Flaps Up and Gear Down

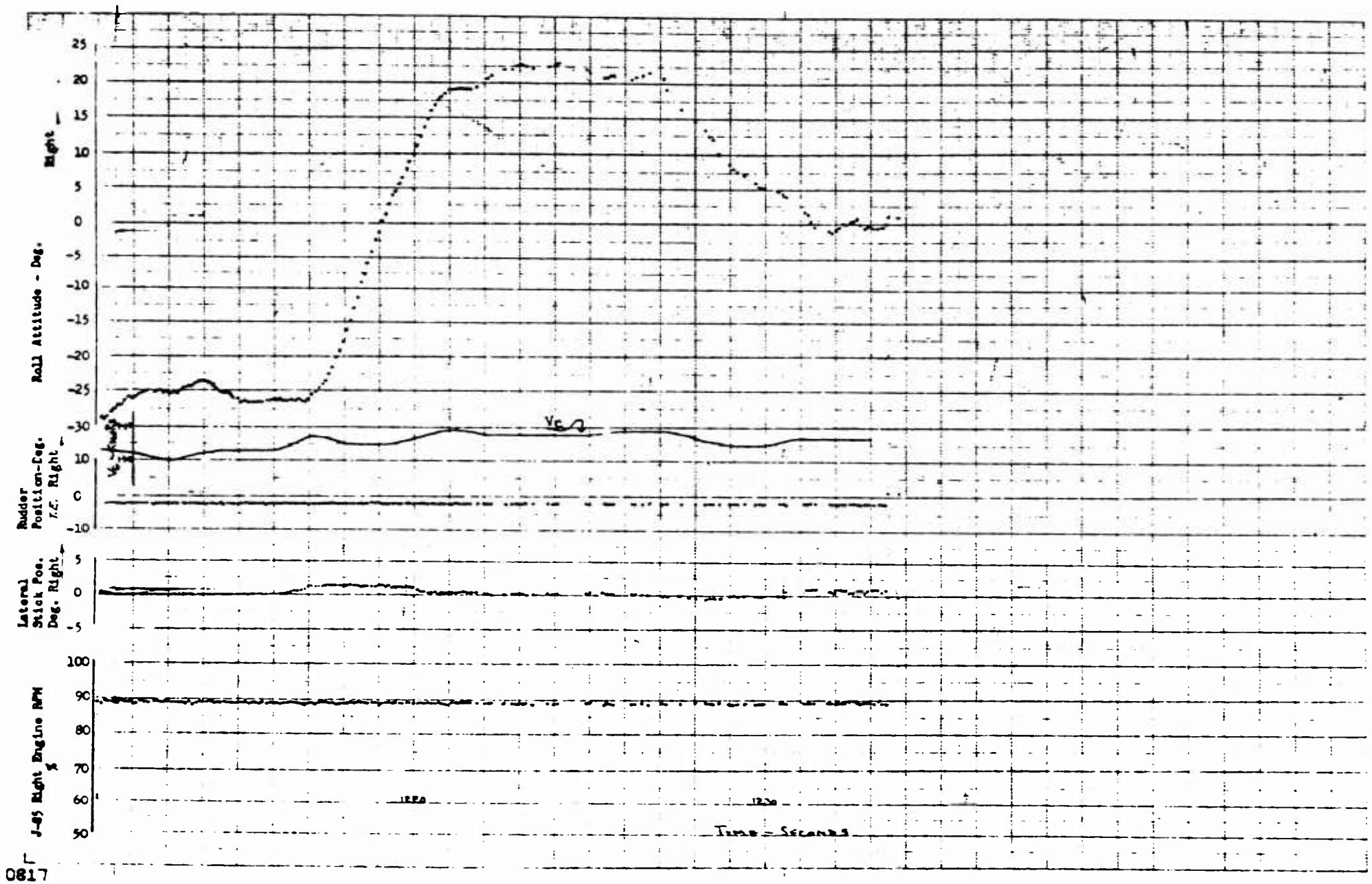


Figure A-84 Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F, $H_i \approx 8000$ Feet, $V_i \approx 135$ Knots, G.W. $\approx$ 10,450 Pounds, C.G. Position F.S. 242.5, Configuration: Flaps Up and Gear Down

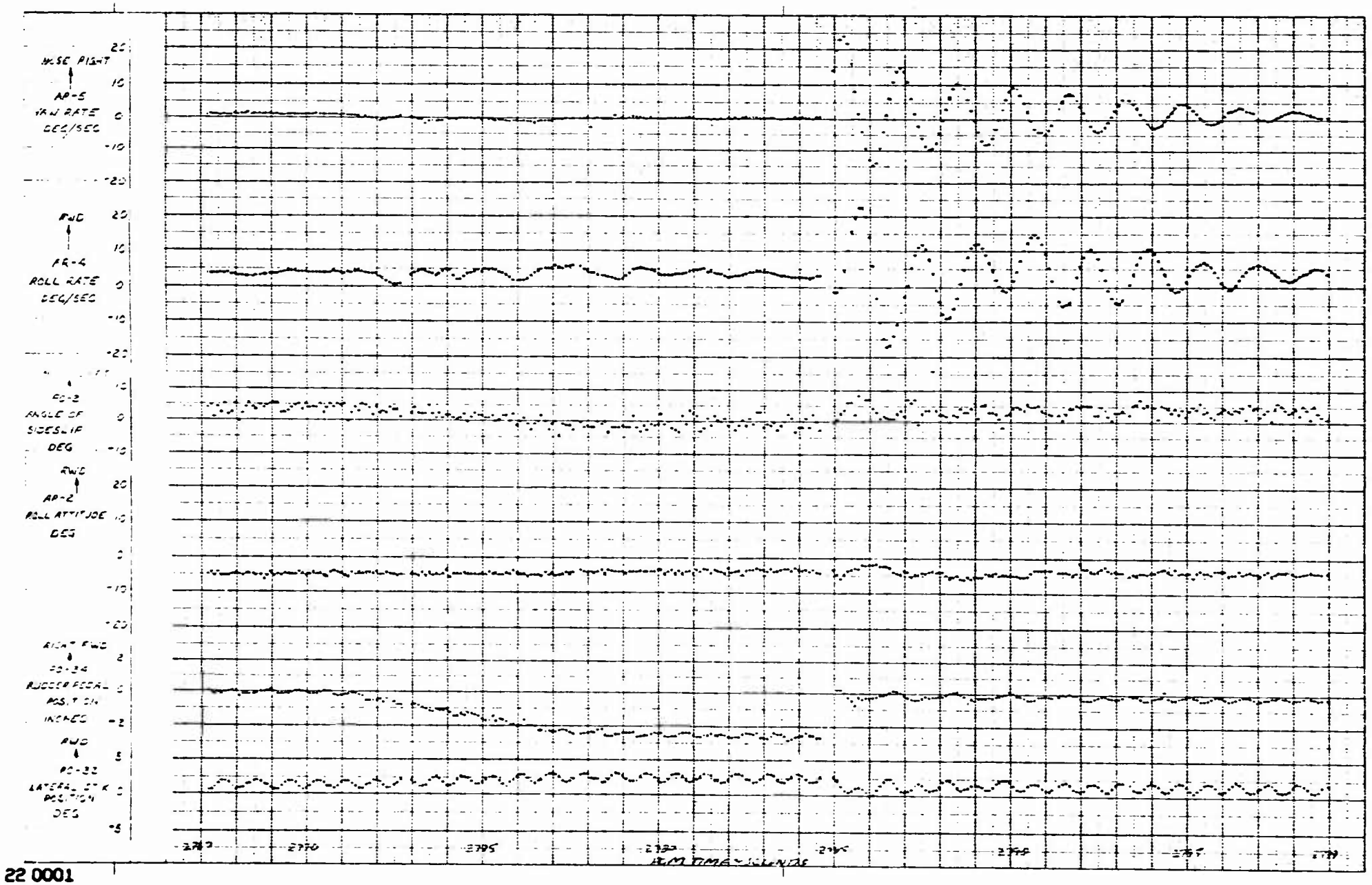


Figure A-85 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 225$ Knots, G.W. $\approx$ 9500 Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)

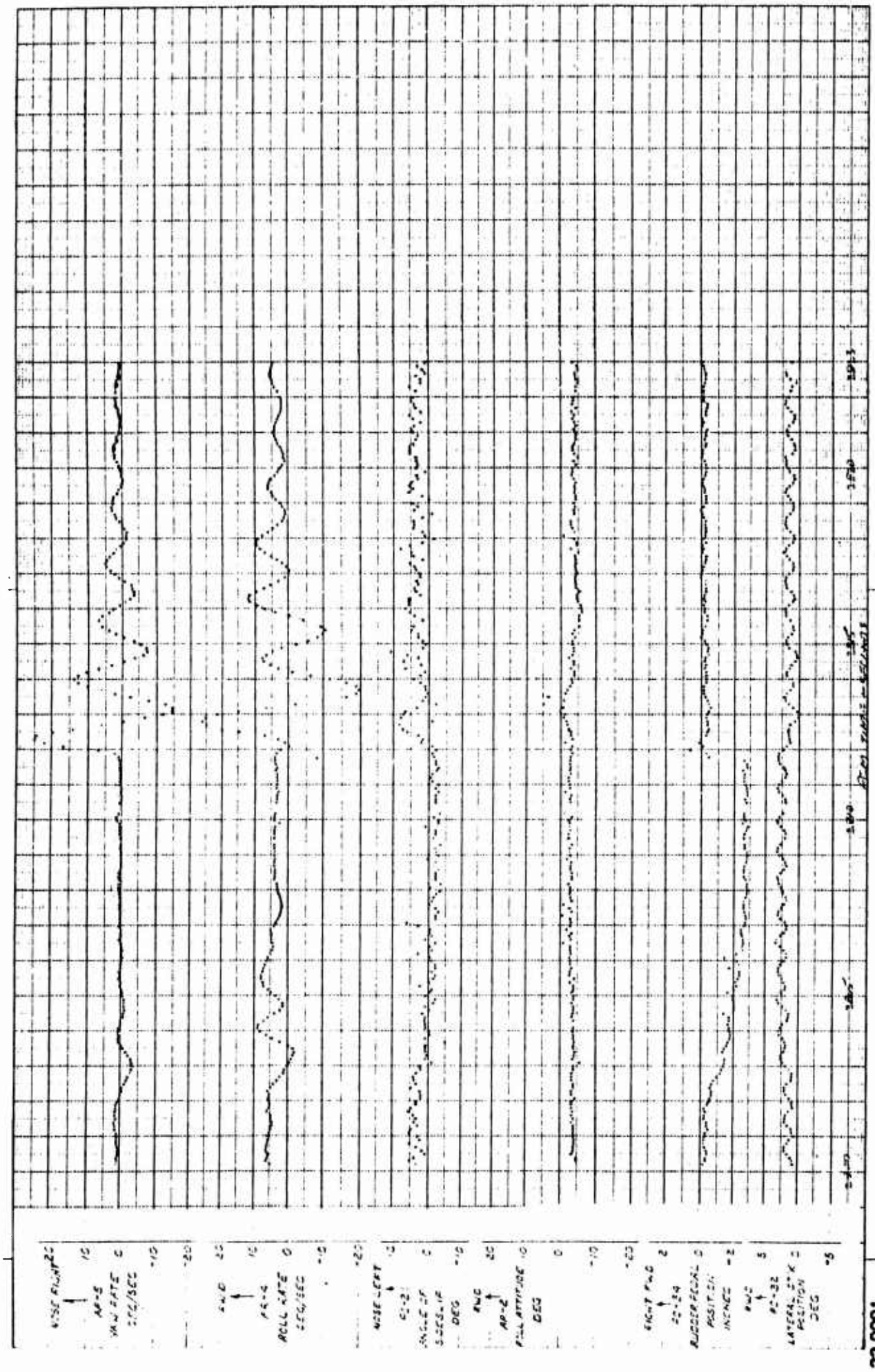


Figure A-86 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 225$ Knots, G.W. $\approx$ 9500 Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)



Figure A-87 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 225$ Knots, G.W. $\approx$ 9500 Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)

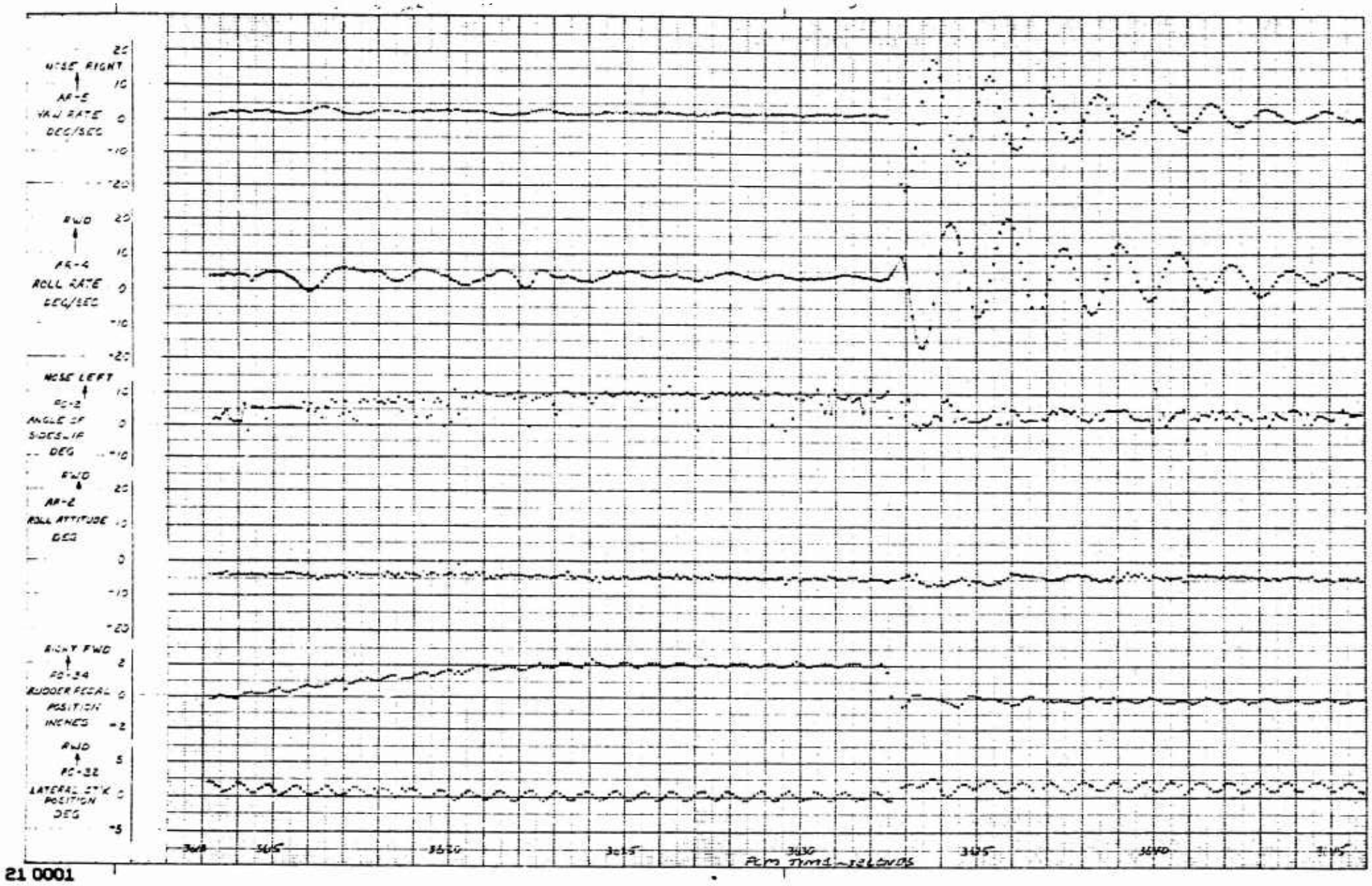


Figure A-88 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 225$ Knots, G.W. $\approx$ 9600 Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)

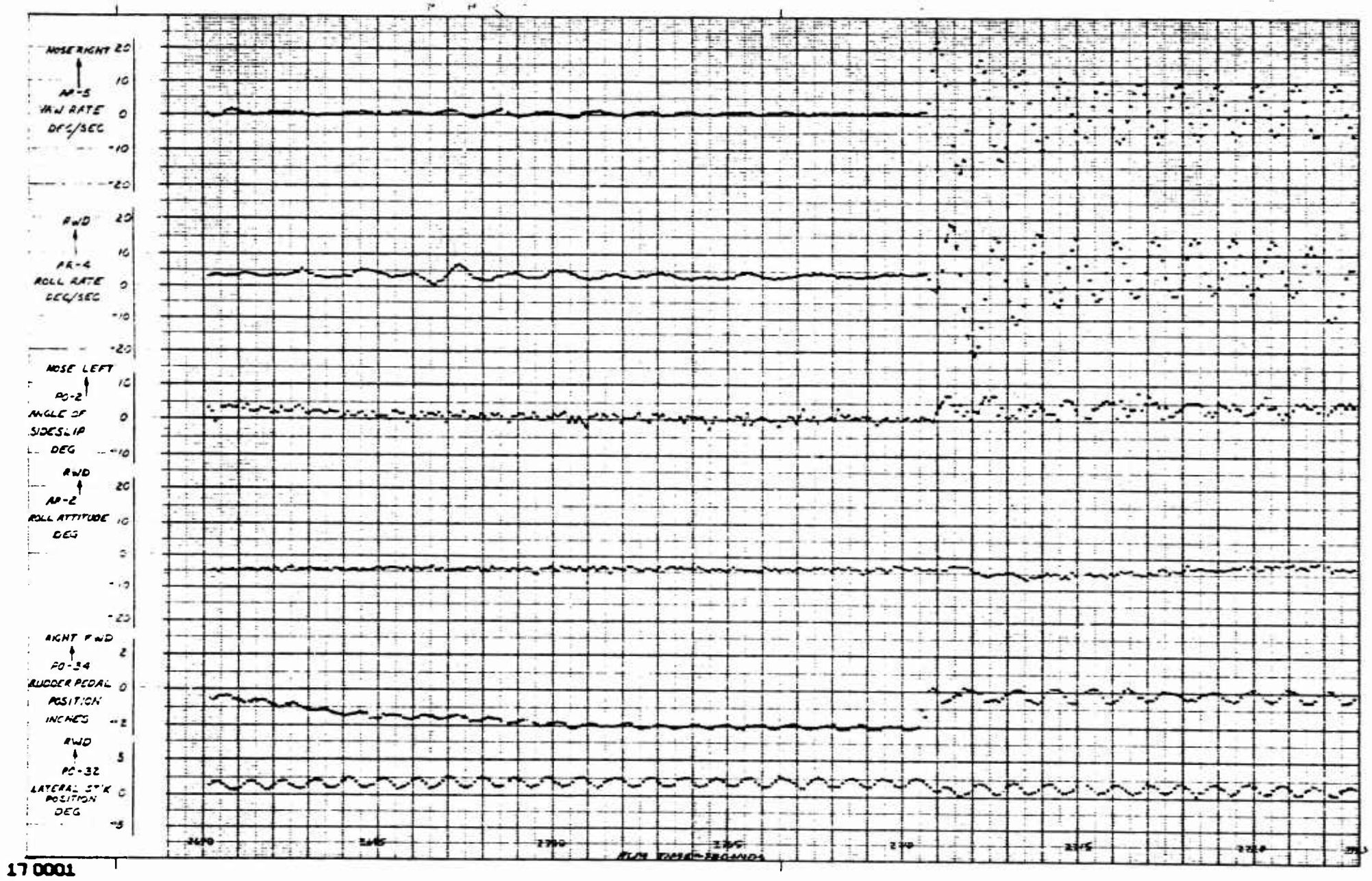


Figure A-89 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 287$ Knots, G.W. $\approx$ 9760 Pounds, C.G. Position F.S. 240.2, Configuration: C R (No T-Section Installed on Rudder)

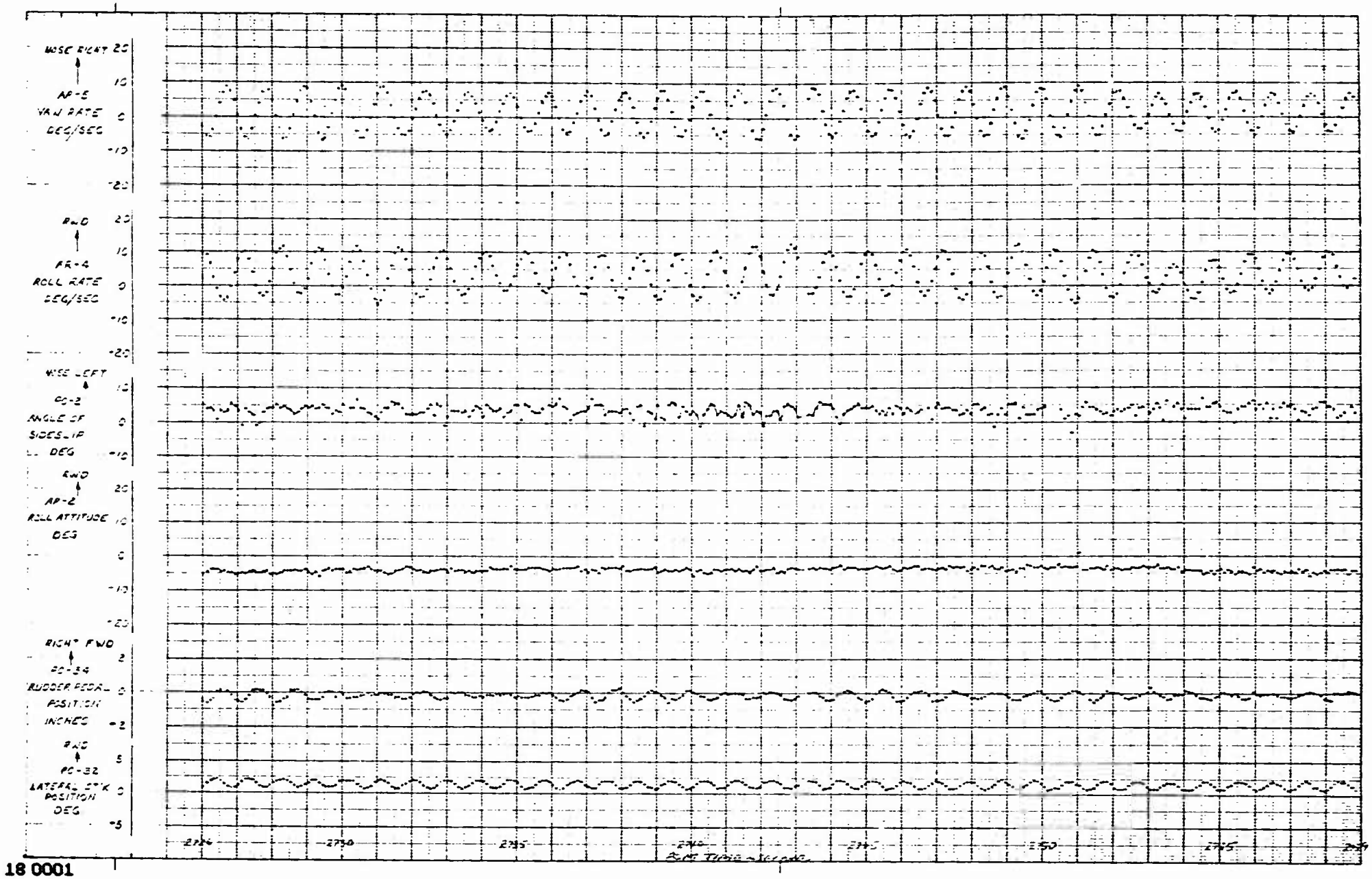


Figure A-90 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 287$ Knots, G.W. $\approx$ 9760 Pounds, C.G. Position F.S. 240.2, Configuration: C R (No T-Section Installed on Rudder)

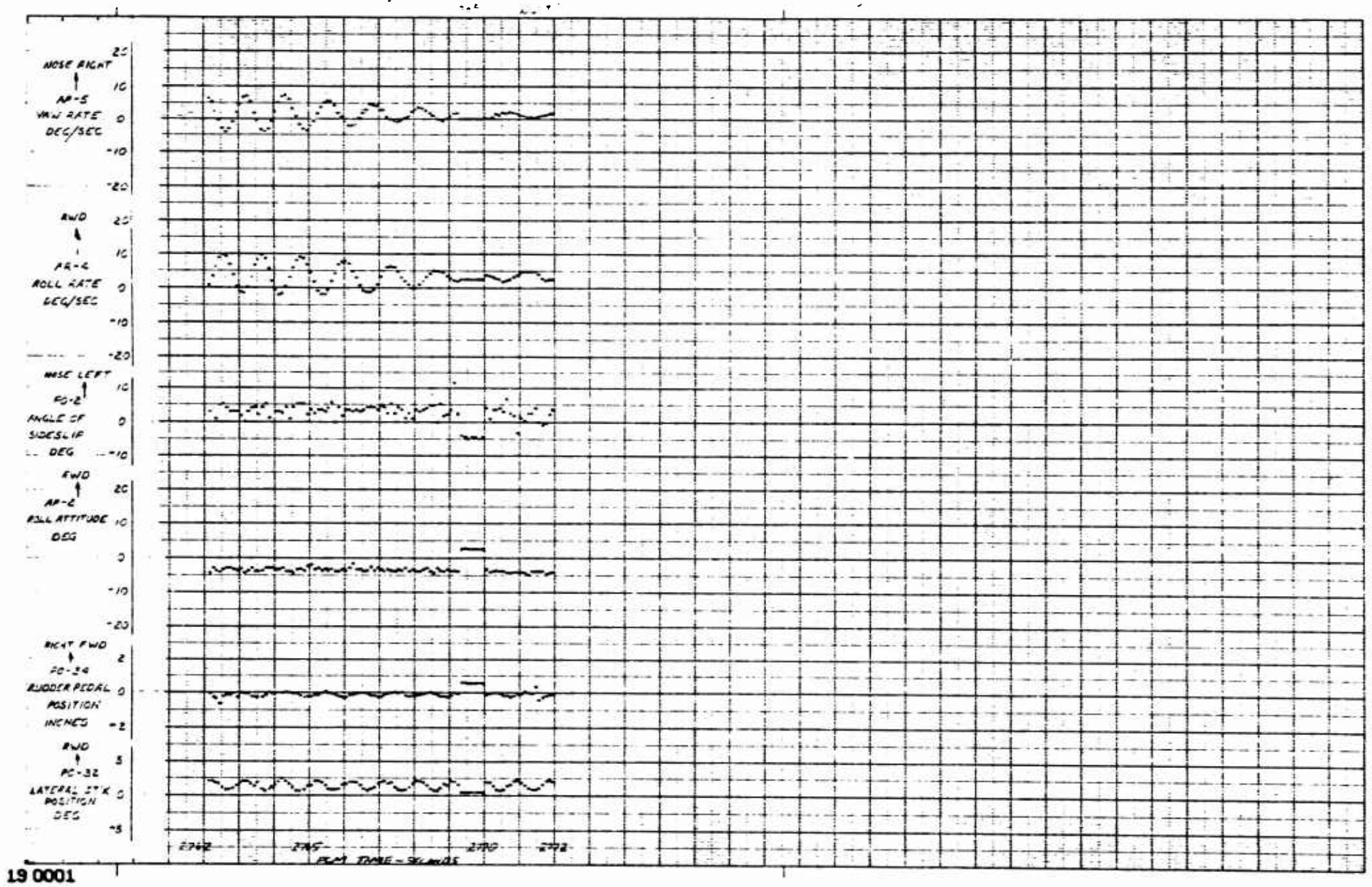


Figure A-91 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 287$ Knots, G.W. $\approx$ 9760 Pounds, C.G. Position F.S. 240.2, Configuration: C R (No T-Section Installed on Rudder)

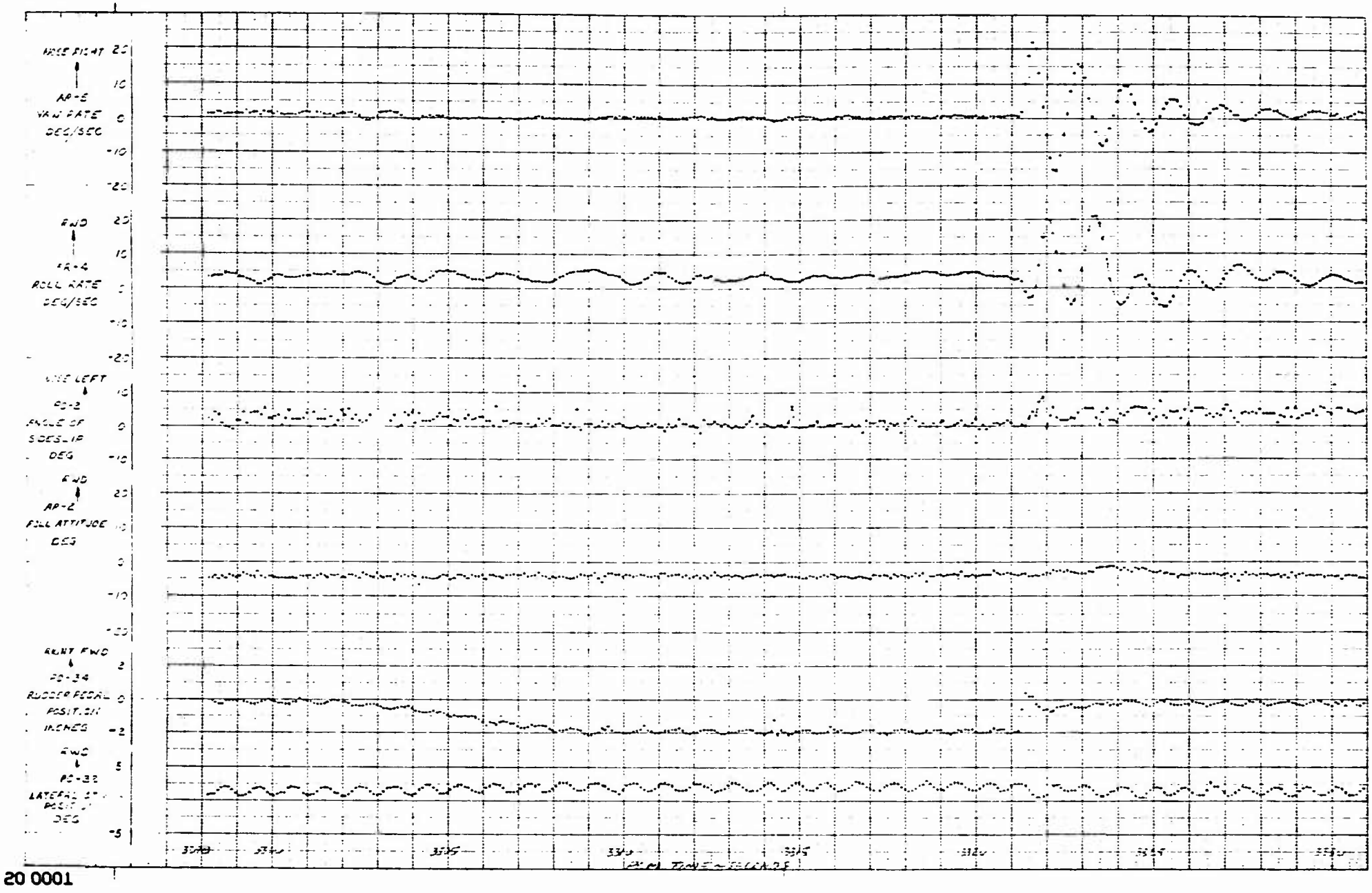


Figure A-92 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 287$ Knots, G.W. $\approx$ 9600 Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section Installed on Rudder)

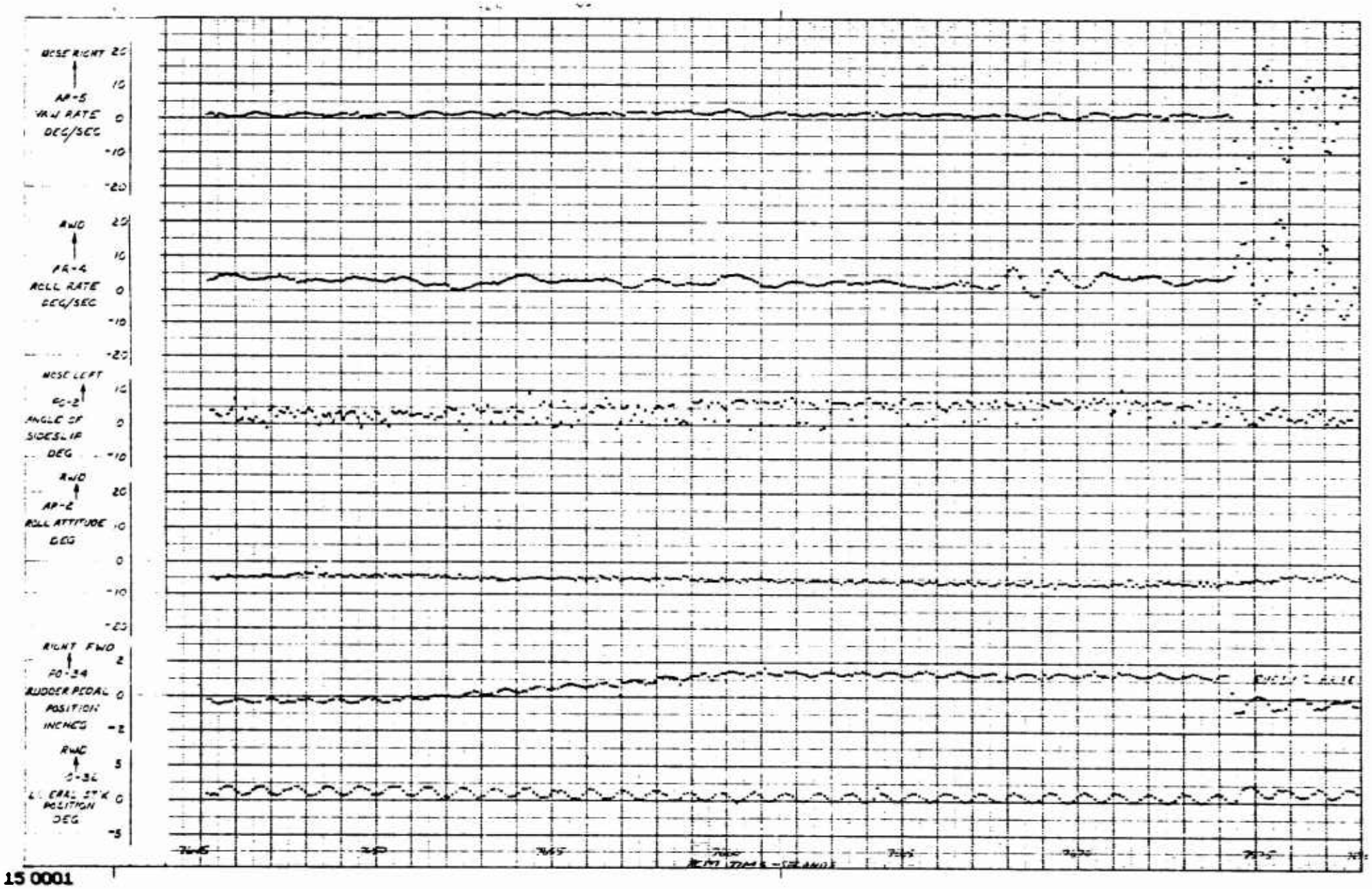


Figure A-93 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 287$ Knots, G.W. $\approx$ 9900 Pounds, C.G. Position F.S. 240, Configuration: C R (No T-Section Installed on Rudder.

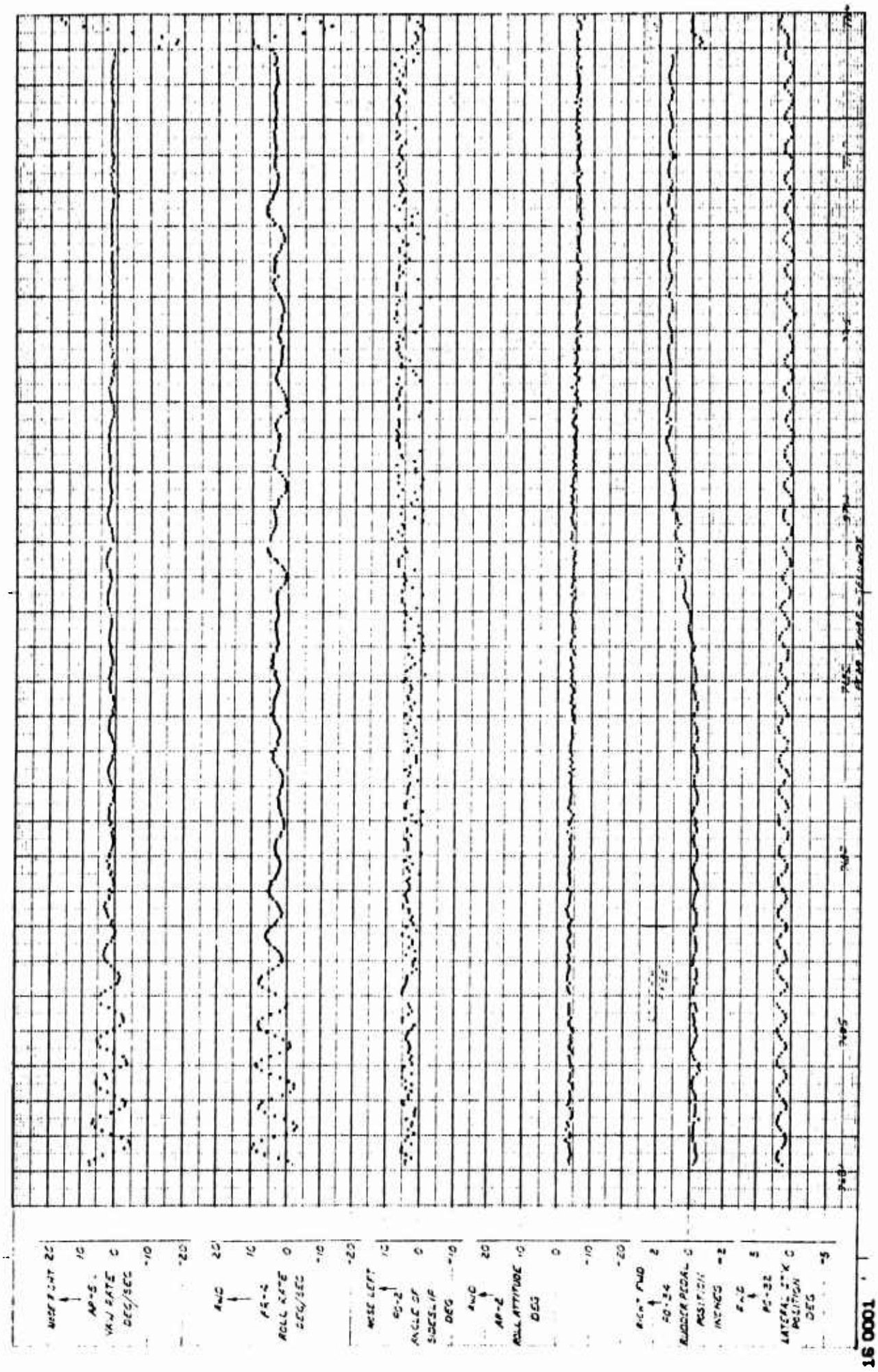


Figure A-94 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 287$ Knots, G.W. $\approx$ 9930 Pounds, C.G. Position F.S. 240, Configuration: C R (No T-Section Installed on Rudder)

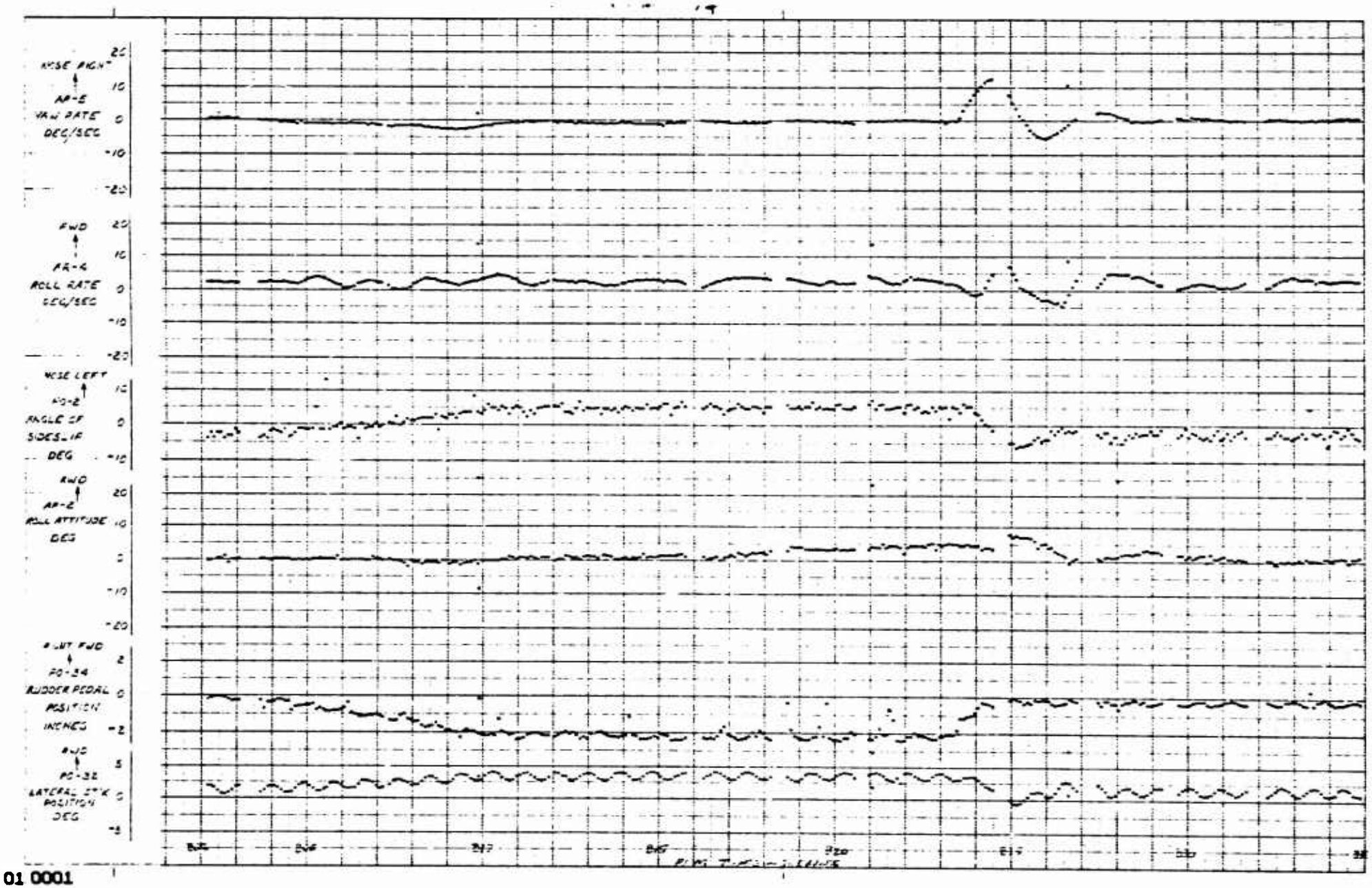


Figure A-95 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx$ 11,190 Pounds, C.G. Position F.S. 243.7, Configuration: C R (T-Section Installed on Rudder)

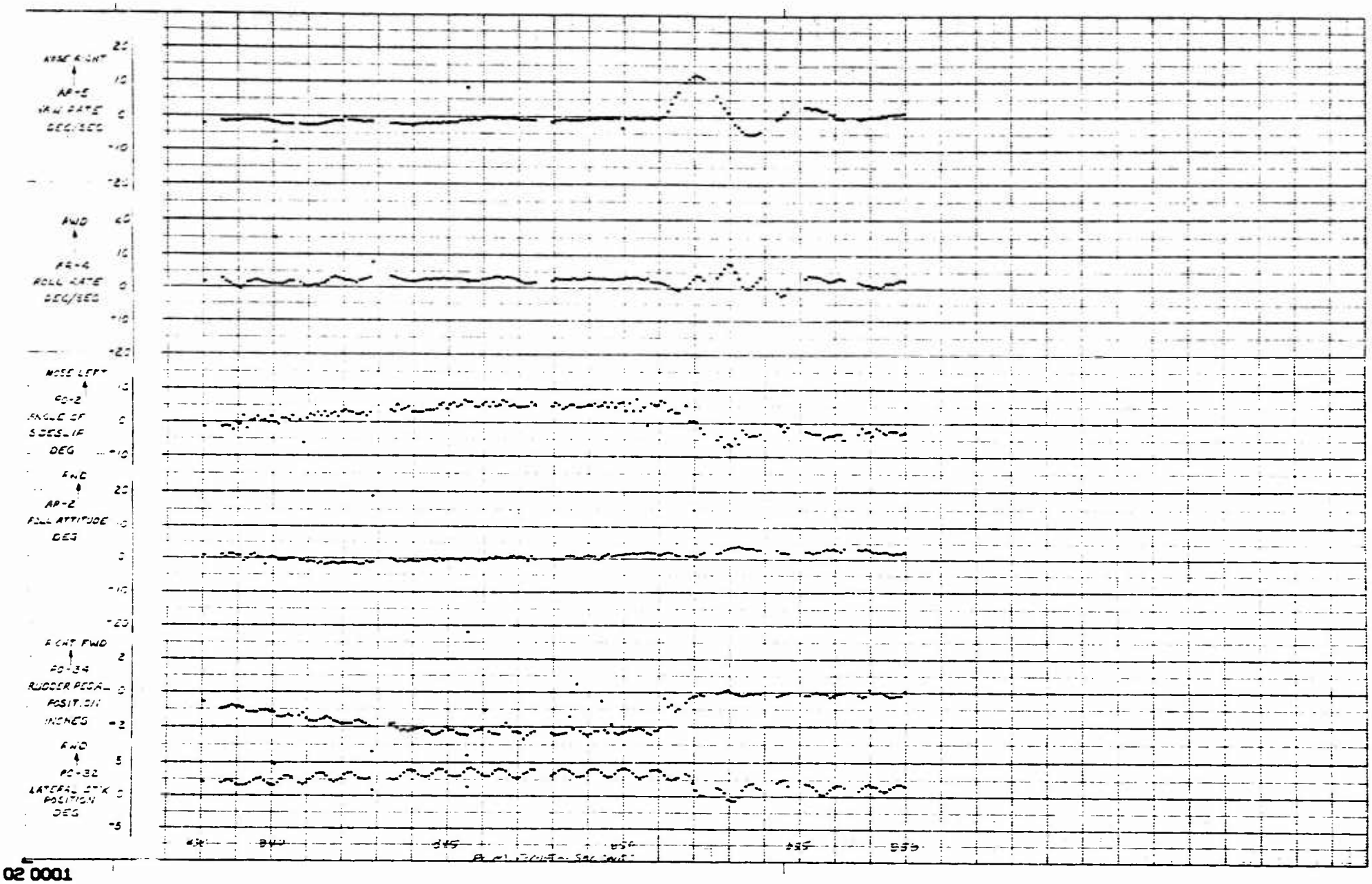


Figure A-96 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx$ 11,150 Pounds, C.G. Position F.S. 243.7, Configuration: C R (T-Section Installed on Rudder)

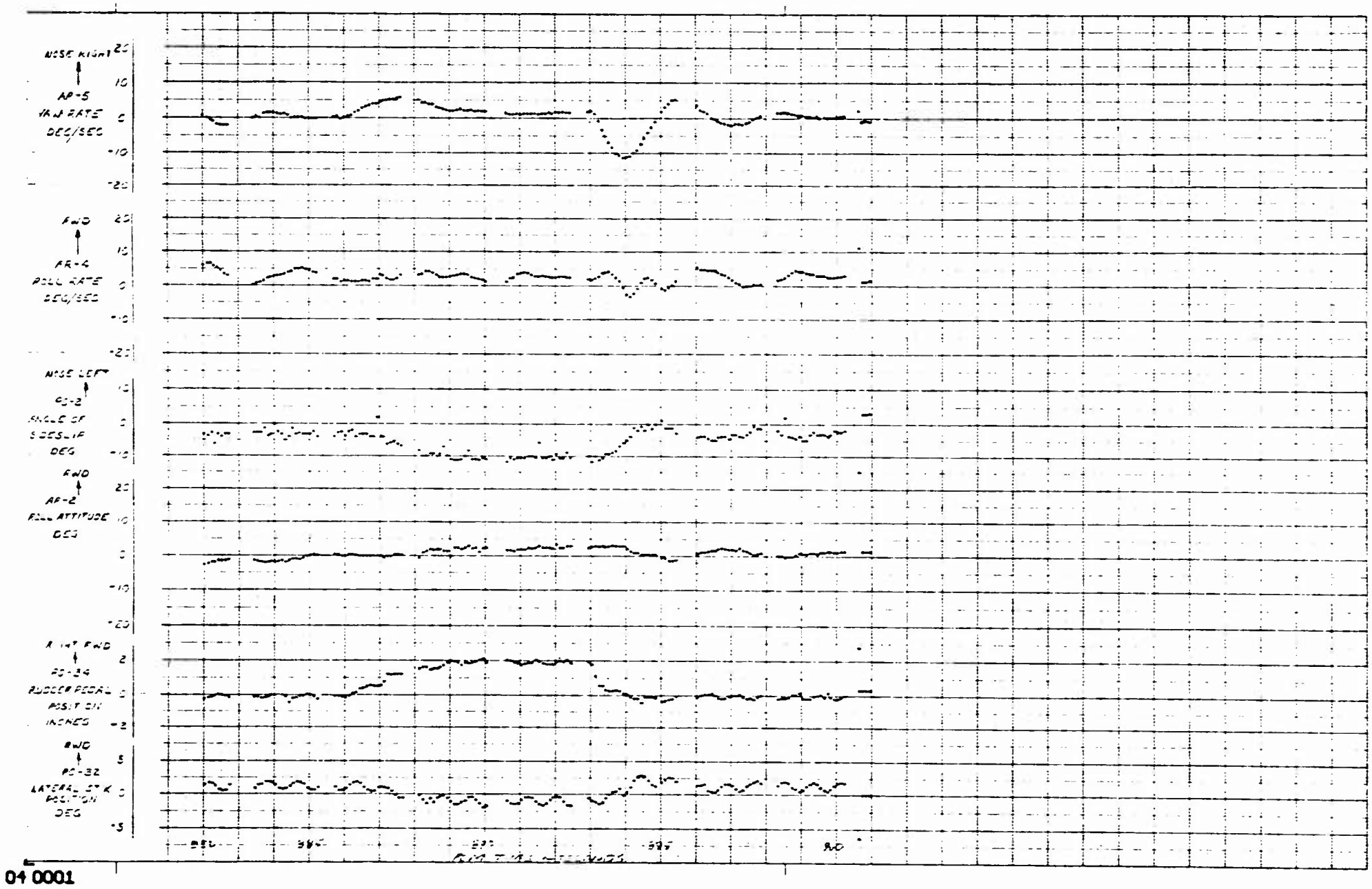


Figure A-97 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 11,100$ Pounds, C.G. Position F.S. 243.7, Configuration: C R (T-Section Installed on Rudder)

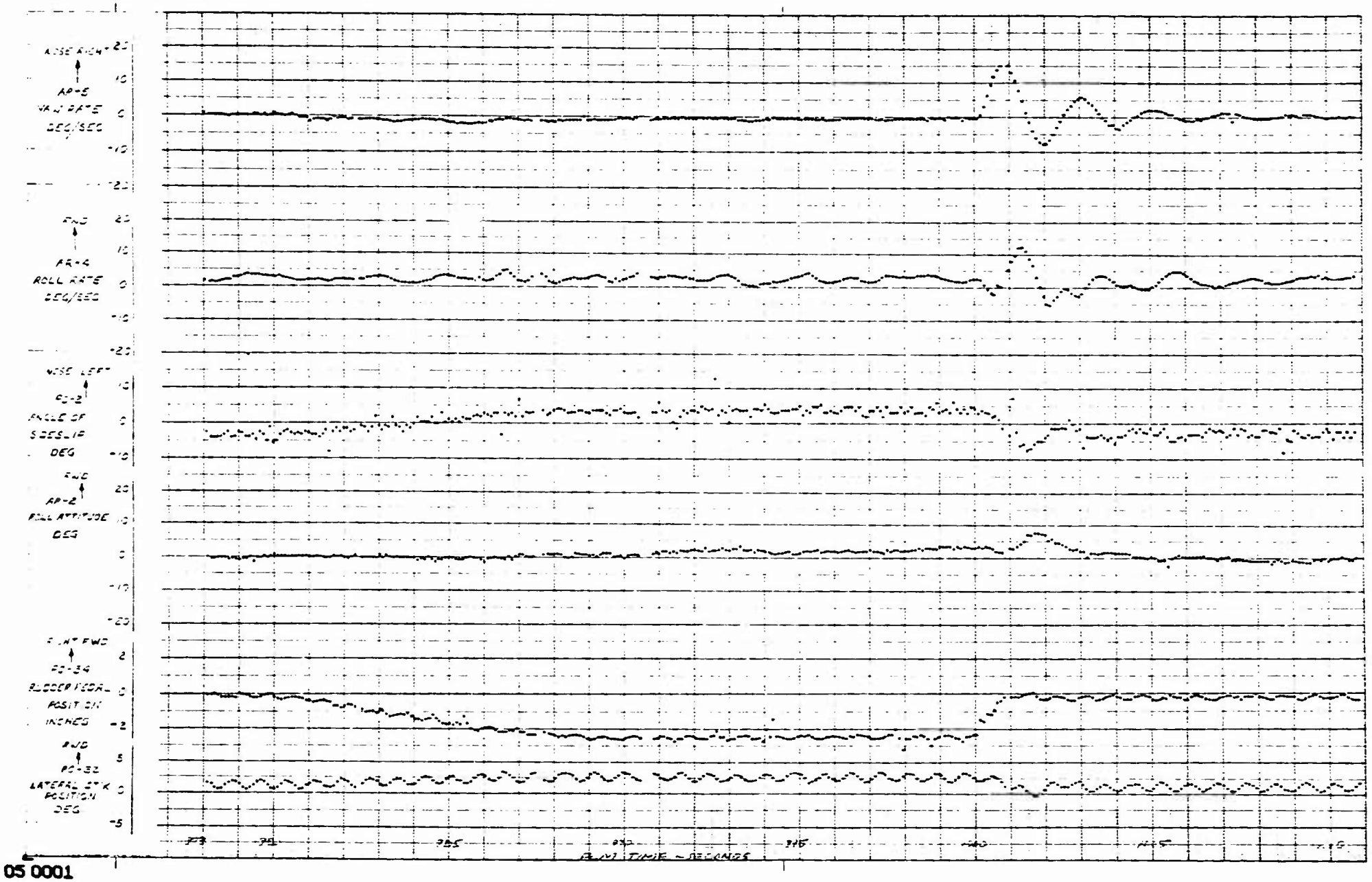


Figure A-98 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 200$ Knots, G.W. 11,065 Pounds, C.G. Position F.S. 243.4, Configuration: C R (T-Section Installed on Rudder)

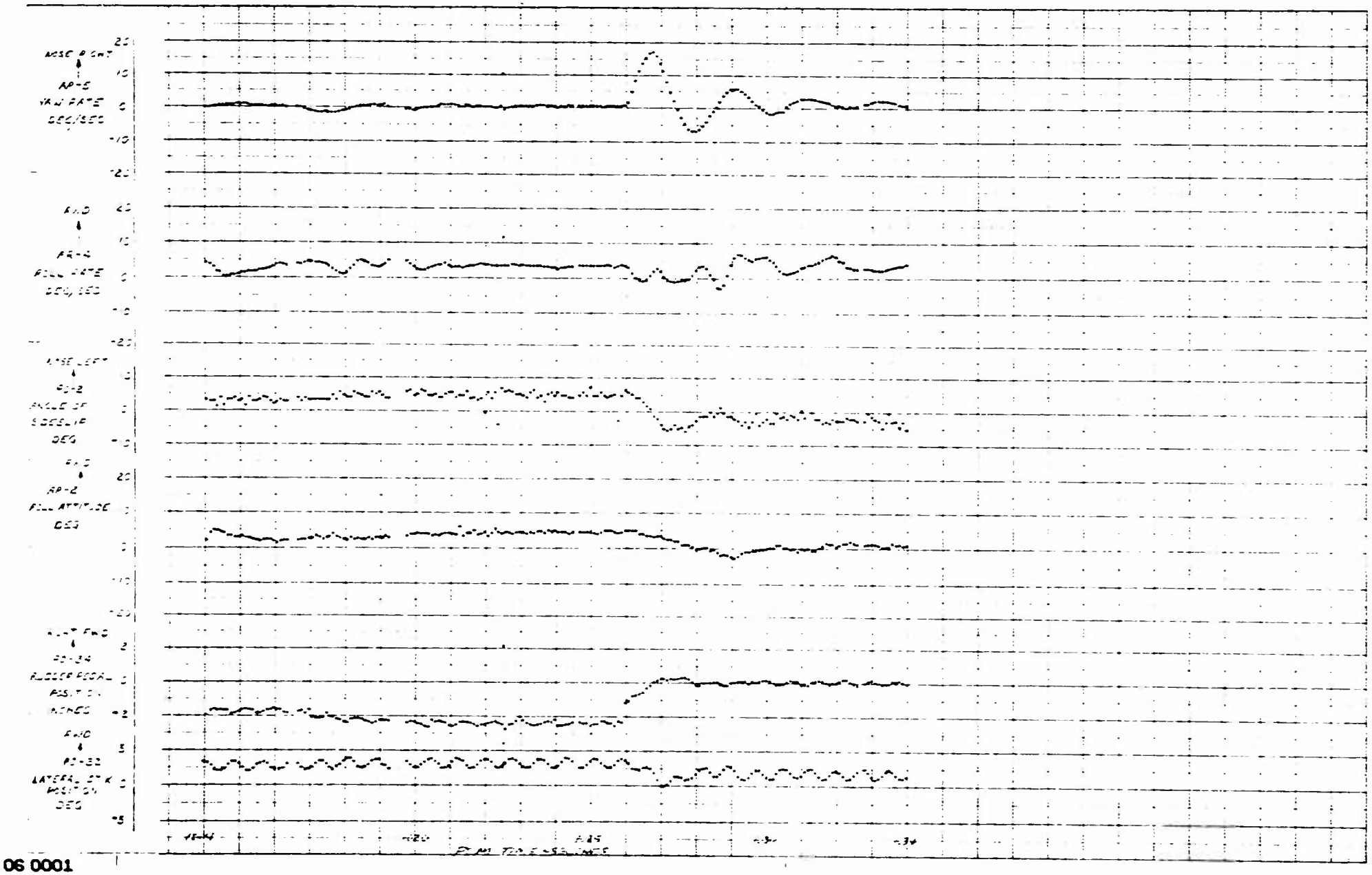


Figure A-99 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx$ 200 Knots, G.W. $\approx$ 11,065 Pounds, C.G. Position F.S. 243.3, Configuration: C R (T-Section Installed on Rudder)

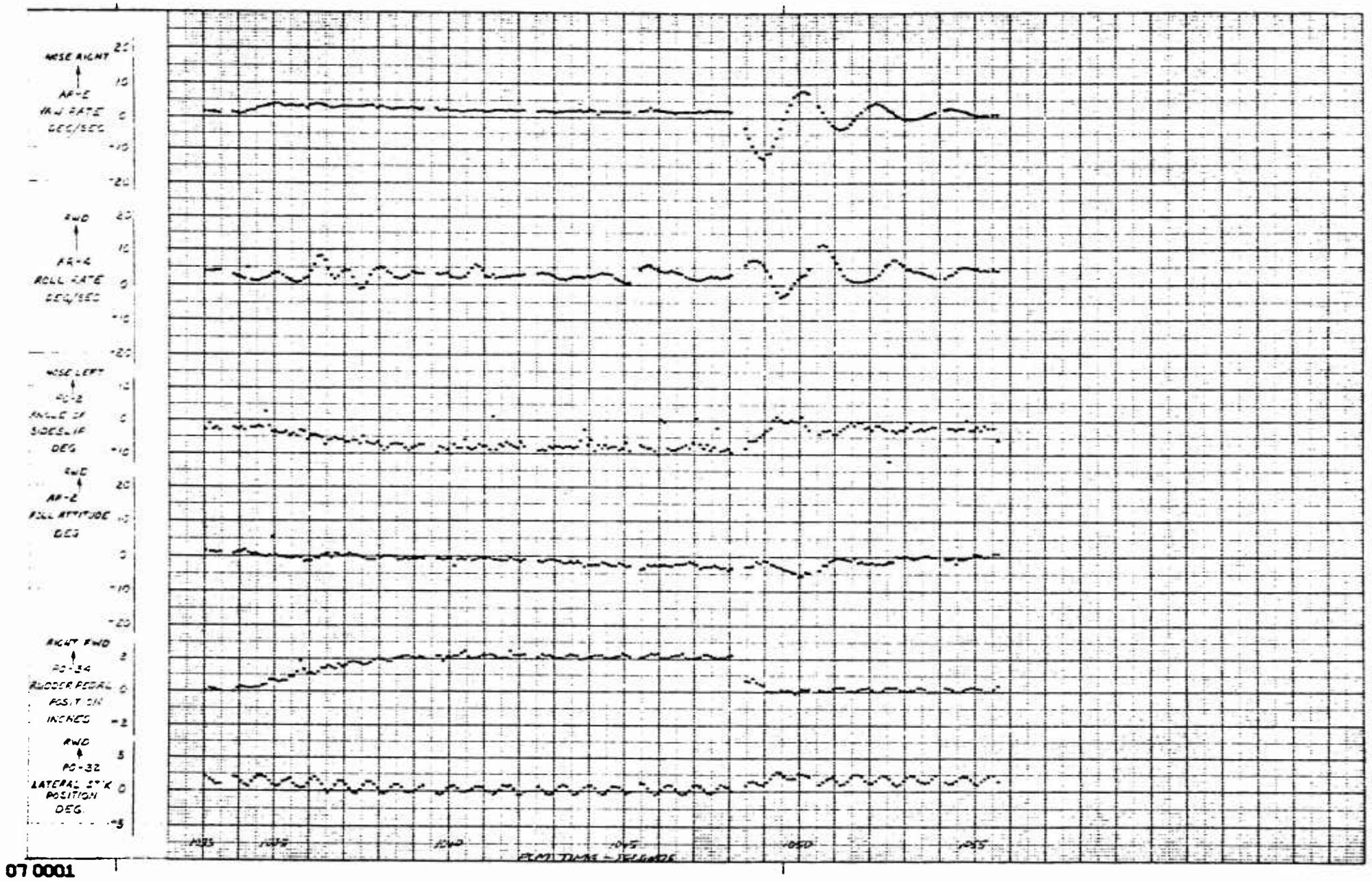


Figure A-100 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 11,040$ Pounds, C.G. Position F.S. 243.2, Configuration: C R (T-Section Installed on Rudder)



Figure A-101 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 11,040$ Pounds, C.G. Position F.S. 243.2, Configuration: C R (T-Section Installed on Rudder)

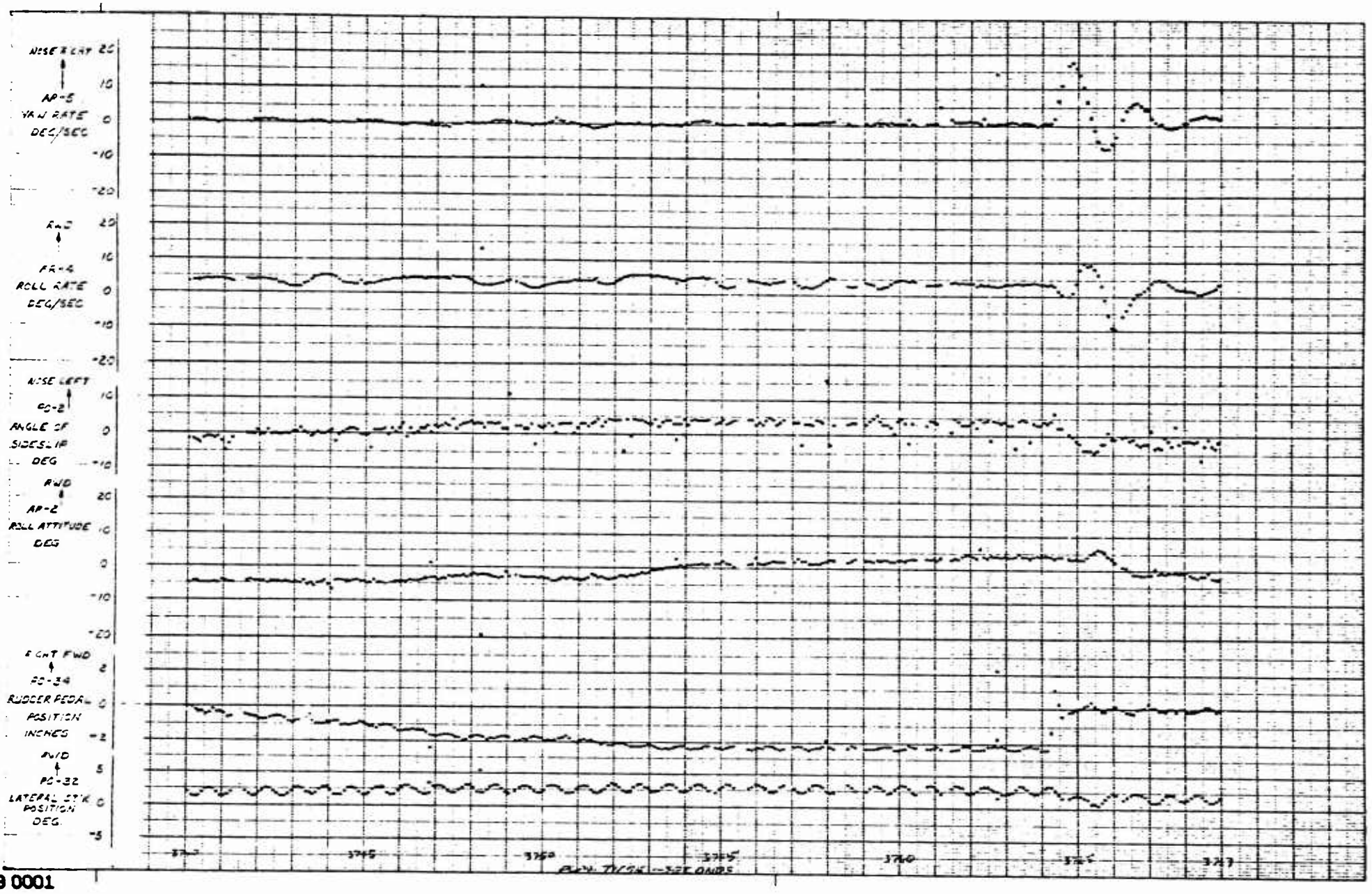


Figure A-102 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 250$ Knots, G.W. $\approx 10,980$ Pounds, C.G. Position F.S. 242.8, Configuration: C R (T-Section Installed on Rudder)



Figure A-103 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 250$ Knots, G.W. $\approx 10,980$ Pounds, C.G. Position F.S. 242.8, Configuration: C R (T-Section Installed on Rudder)



Figure A-104 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx$ 16,000 Feet, $V_i \approx$ 250 Knots, G.W. $\approx$ 10,960 Pounds, C.G. Position F.S. 242.7, Configuration: C R (T-Section Installed on Rudder)

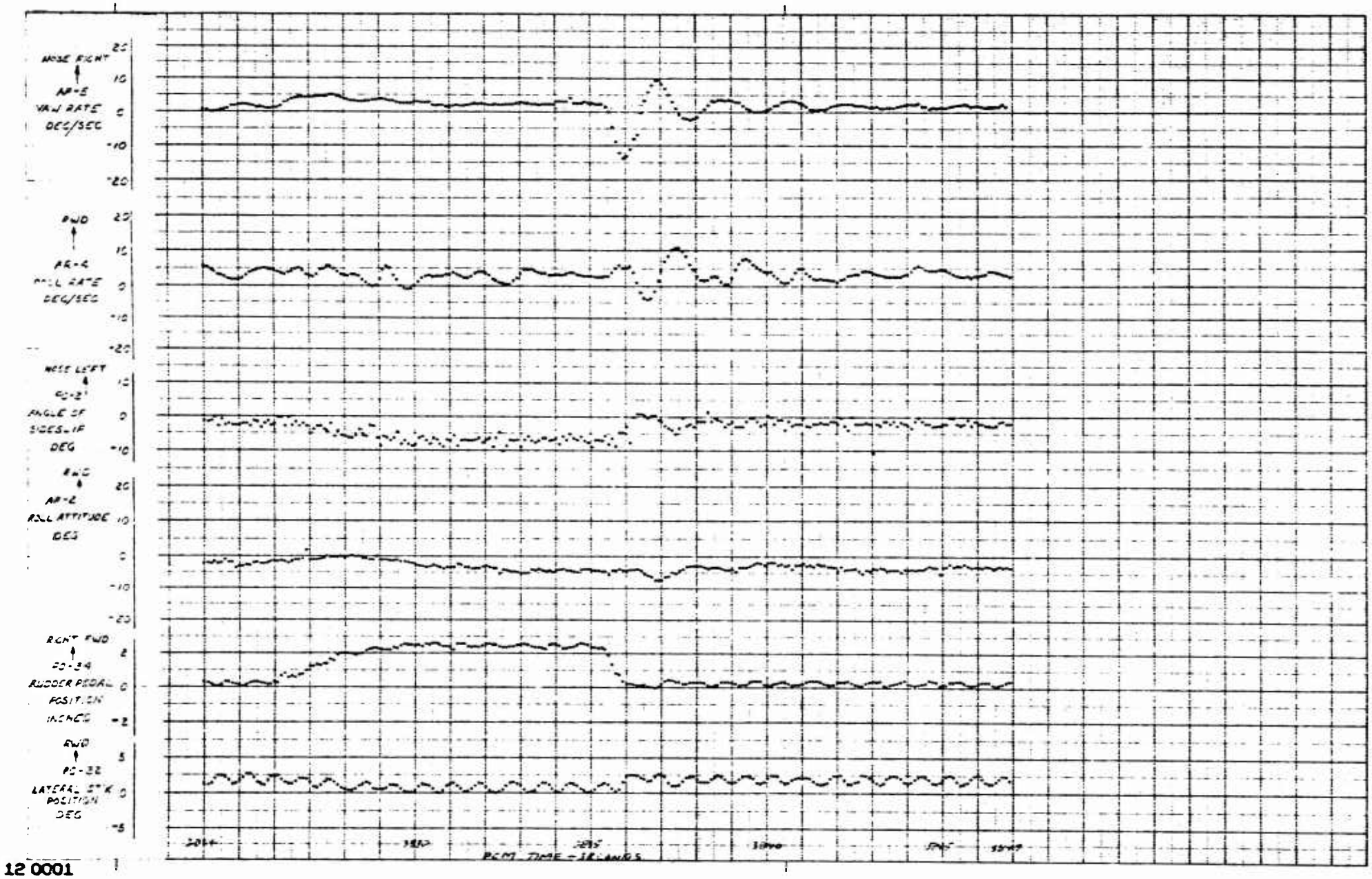


Figure A-105 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 250$ Knots, G.W. $\approx$ 10,960 Pounds, C.G. Position F.S. 242.7, Configuration: C R (T-Section Installed on Rudder)

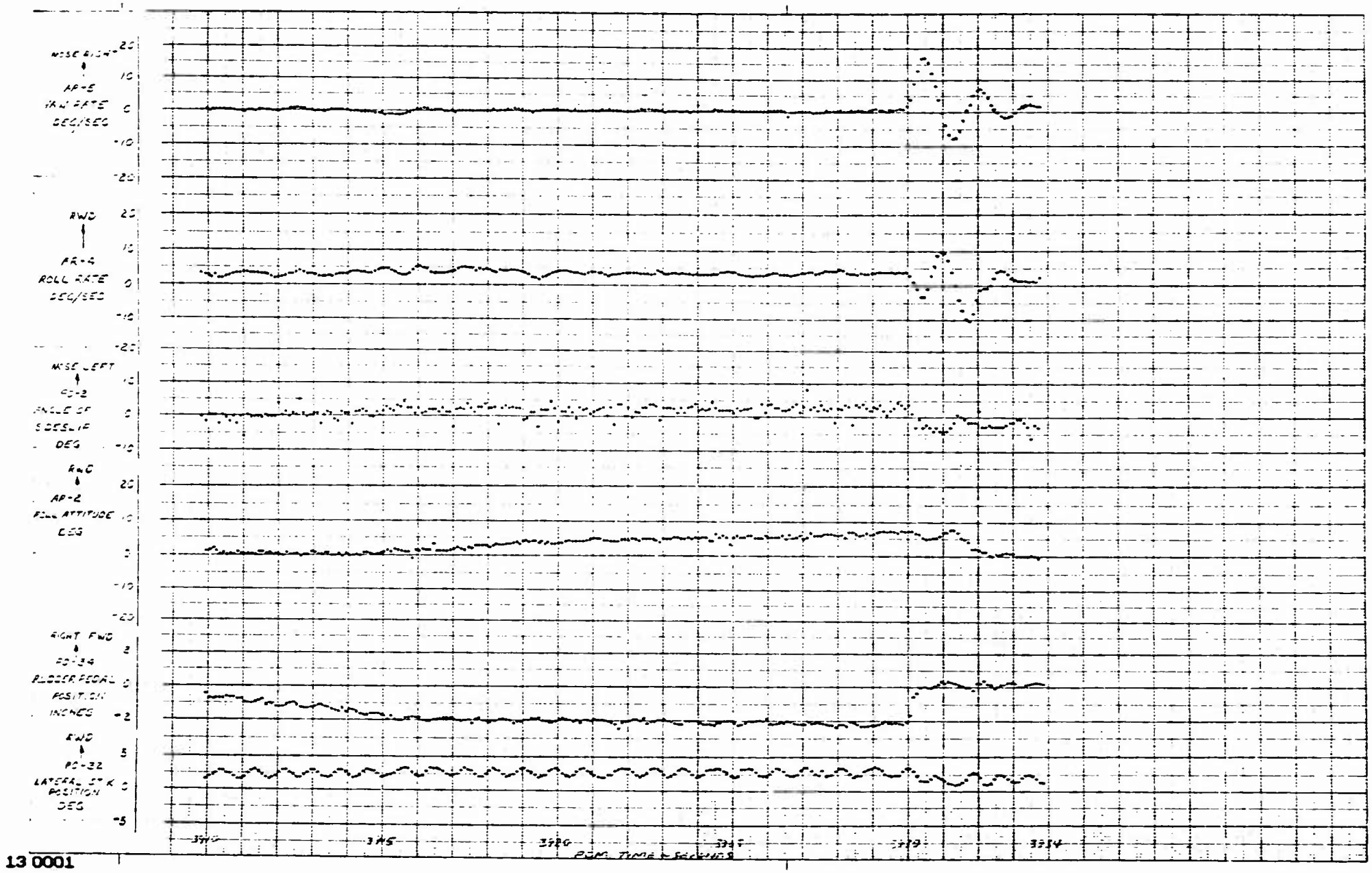


Figure A-106 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 280$ Knots, G.W. $\approx 10,890$ Pounds, C.G. Position F.S. 242.3, Configuration: C R (T-Section Installed on Rudder)



Figure A-107 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 280$ Knots, G.W. $\approx$ 10,870 Pounds, C.G. Position F.S. 242.4, Configuration: C R (T-Section Installed on Rudder)



Figure A-108 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 280$ Knots, G.W. $\approx$ 10,850 Pounds, C.G. Position F.S. 242.1, Configuration: C R (T-Section Installed on Rudder)

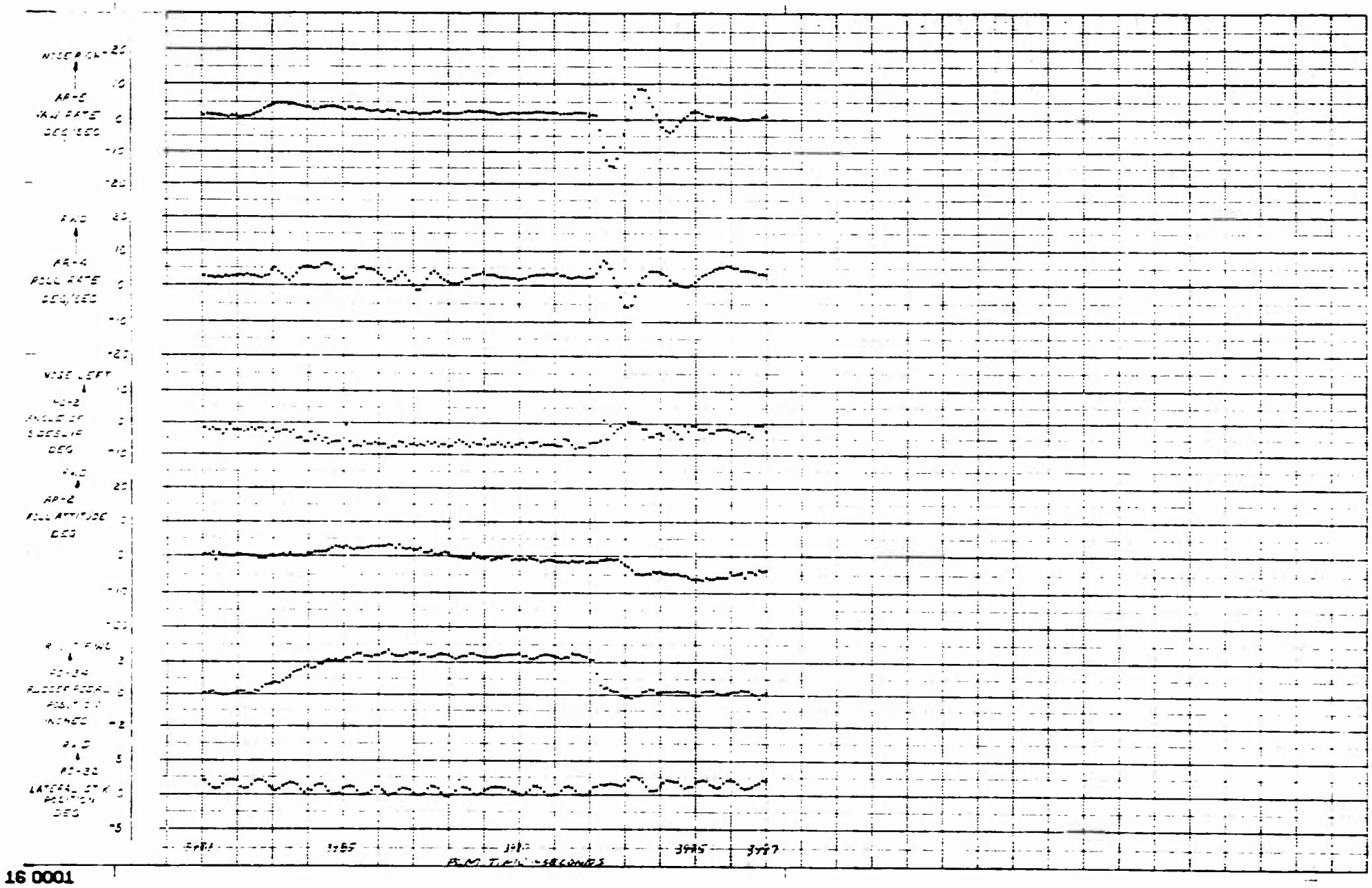


Figure A-109 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 280$ Knots, G.W. $\approx 10,820$ Pounds, C.G. Position F.S. 242.0, Configuration: C R (T-Section Installed on Rudder)

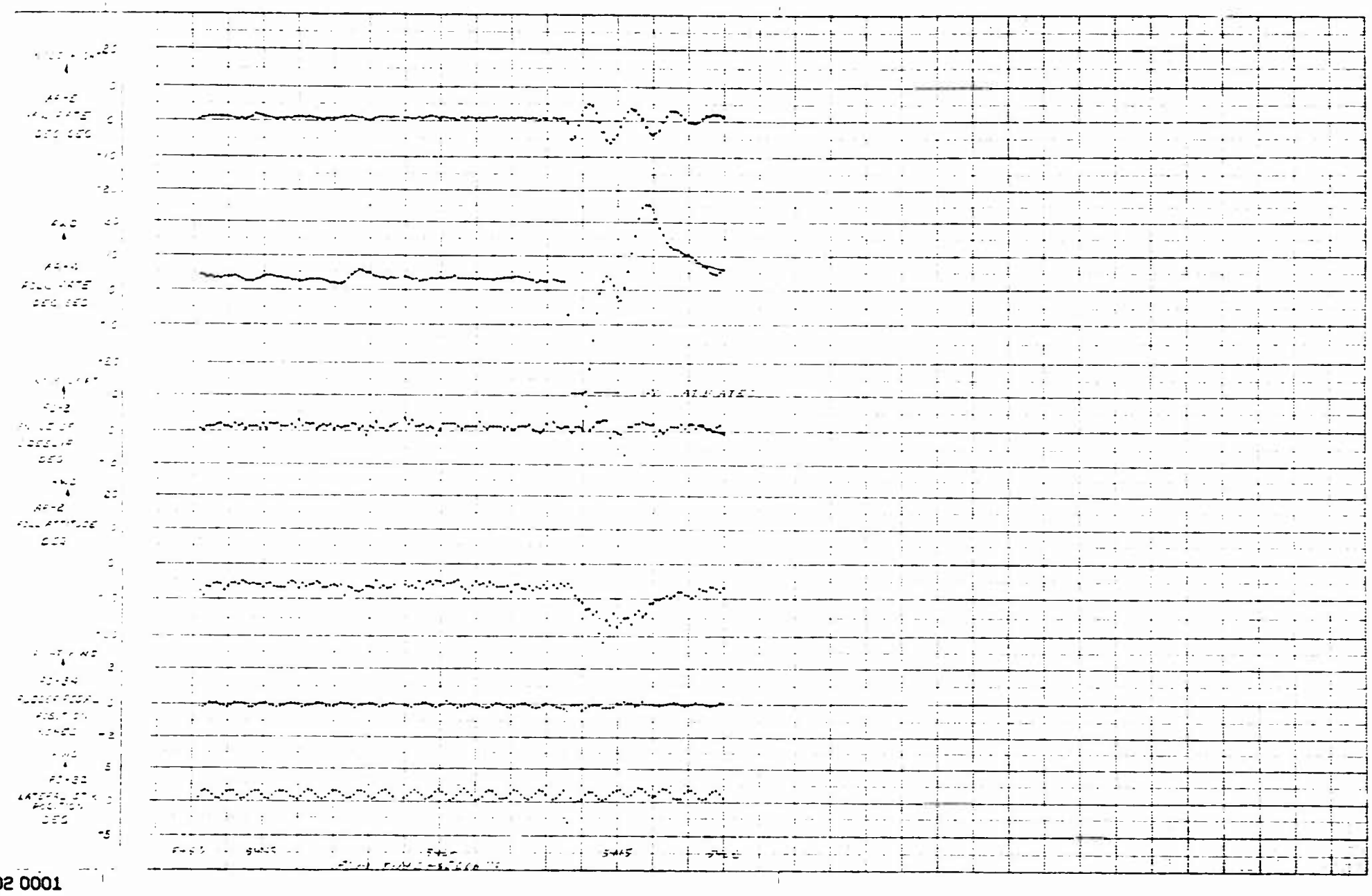


Figure A-110 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F, $H_i \approx 8500$ Feet, $V_i \approx 284$ Knots, G.W. $\approx$ 11,180 Pounds, C.G. Position 241.2, Configuration: C R

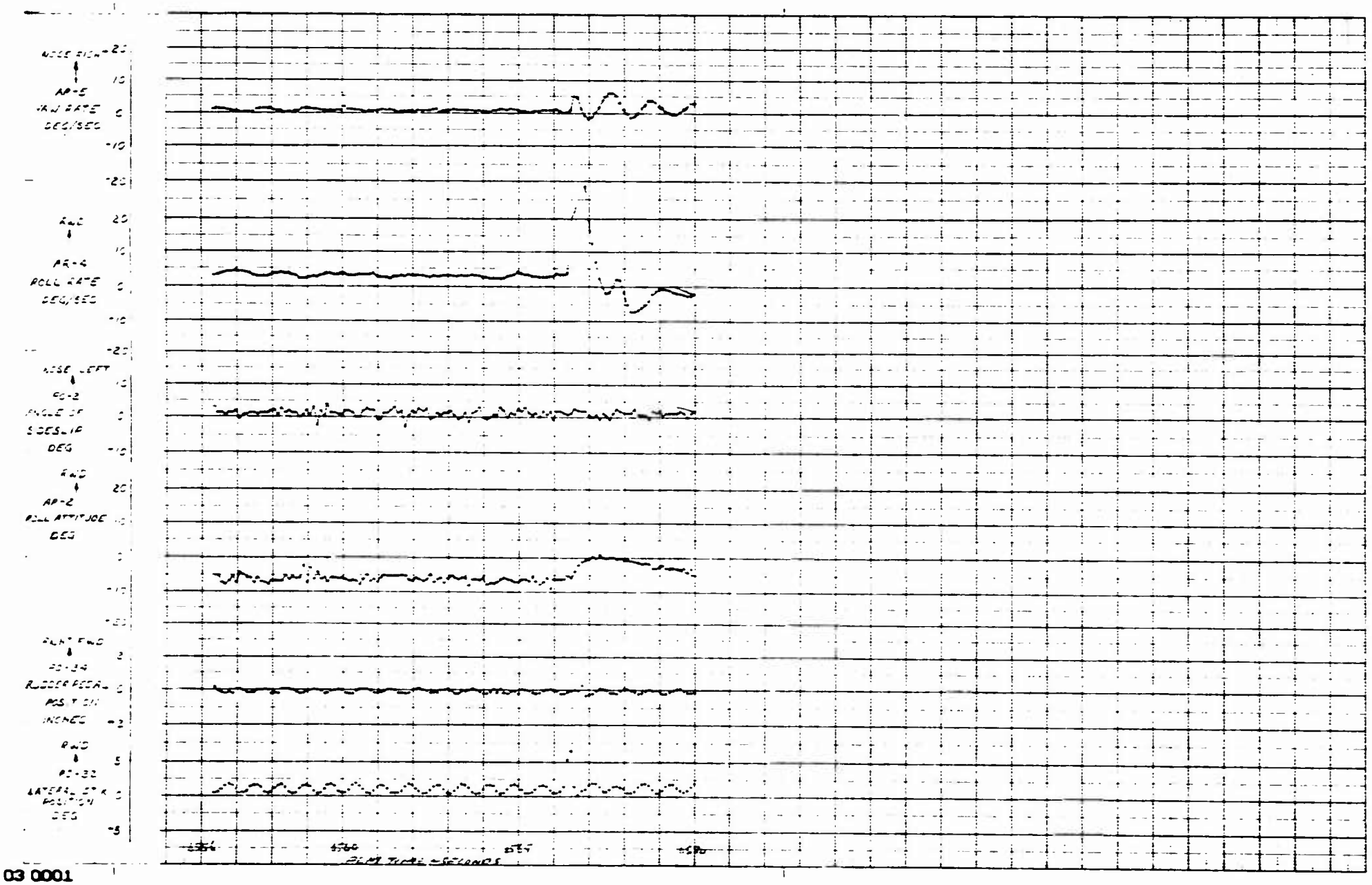


Figure A-111 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F, $H_i \approx 8300$ Feet, $V_i \approx 284$ Knots, G.W. $\approx 11,120$ Pounds, C.G. Position F.S. 241.1, Configuration: C R

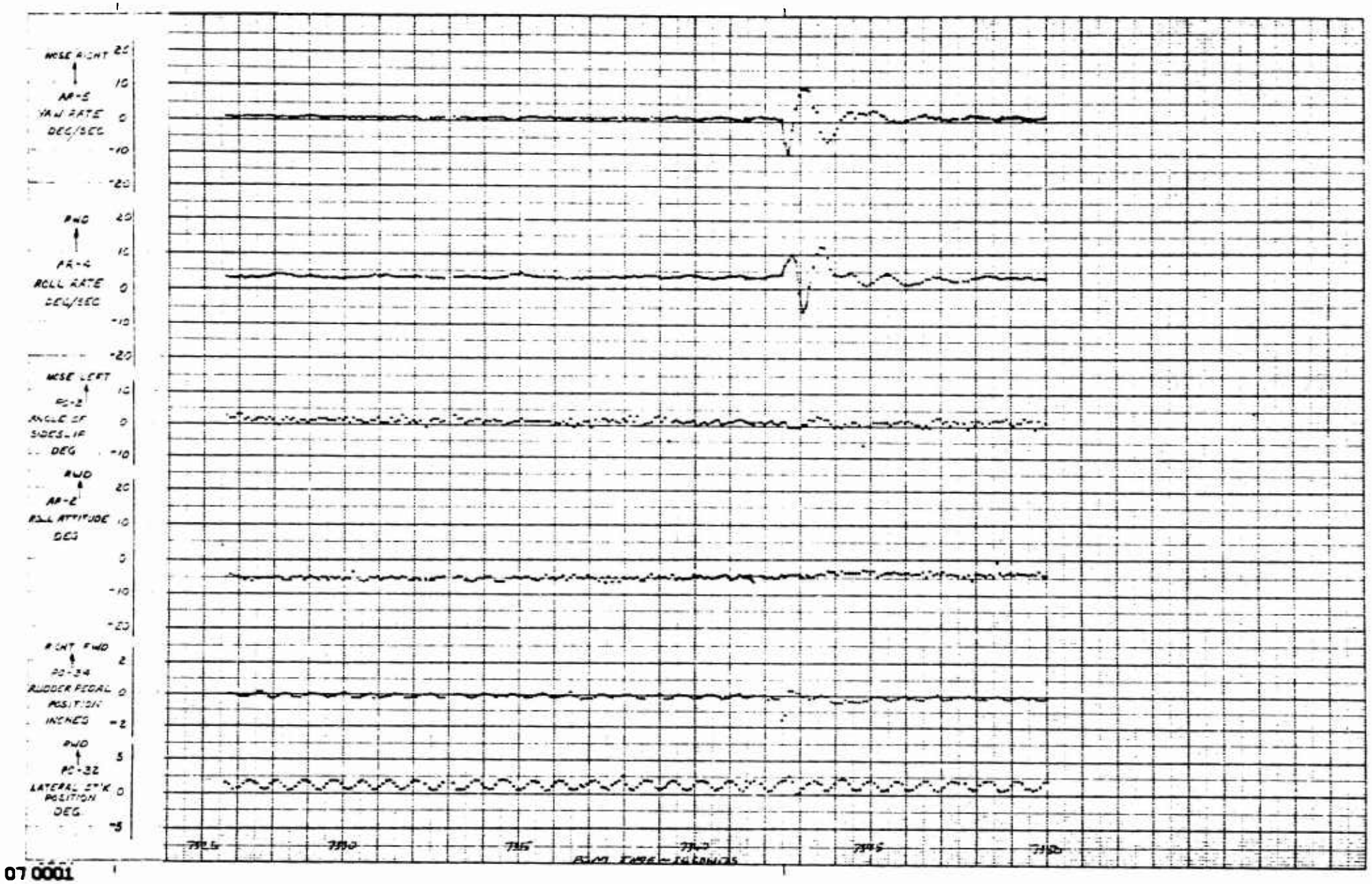


Figure A-112 Directional Stability Check, Left Rudder Impulse, A/C No. 62-4505, Test 15.0F, $H_i \approx 8600$ Feet, $V_i \approx 283$ Knots, G.W. $\approx$ 10,950 Pounds, C.G. Position F.S. 240.2, Configuration: C R , (No T-Section on Rudder)

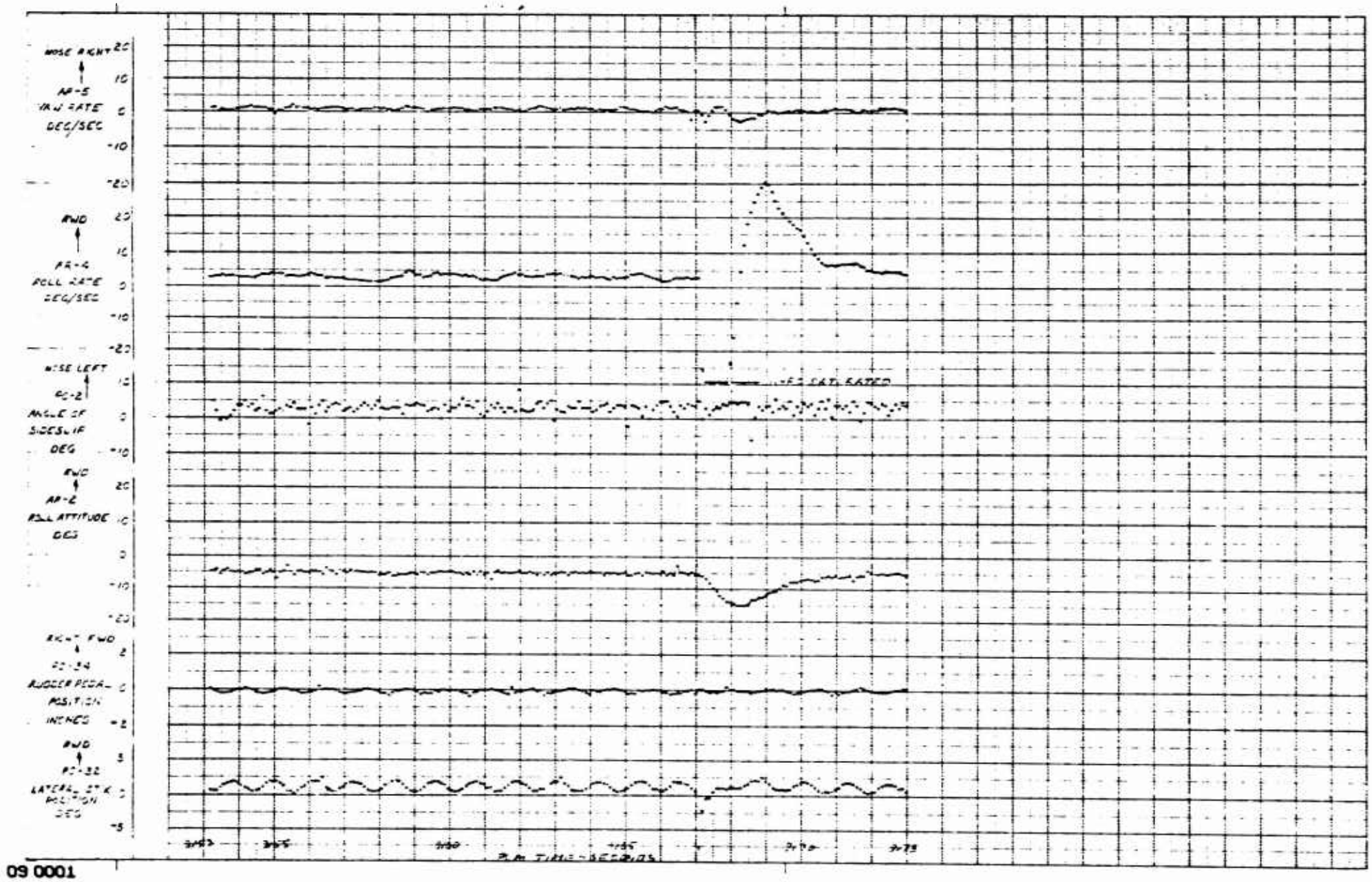


Figure A-113 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,300$ Feet, $V_i \approx 289$ Knots, G.W. $\approx$ 10,400 Pounds, C.G. Position F.S. 238.8, Configuration: C R

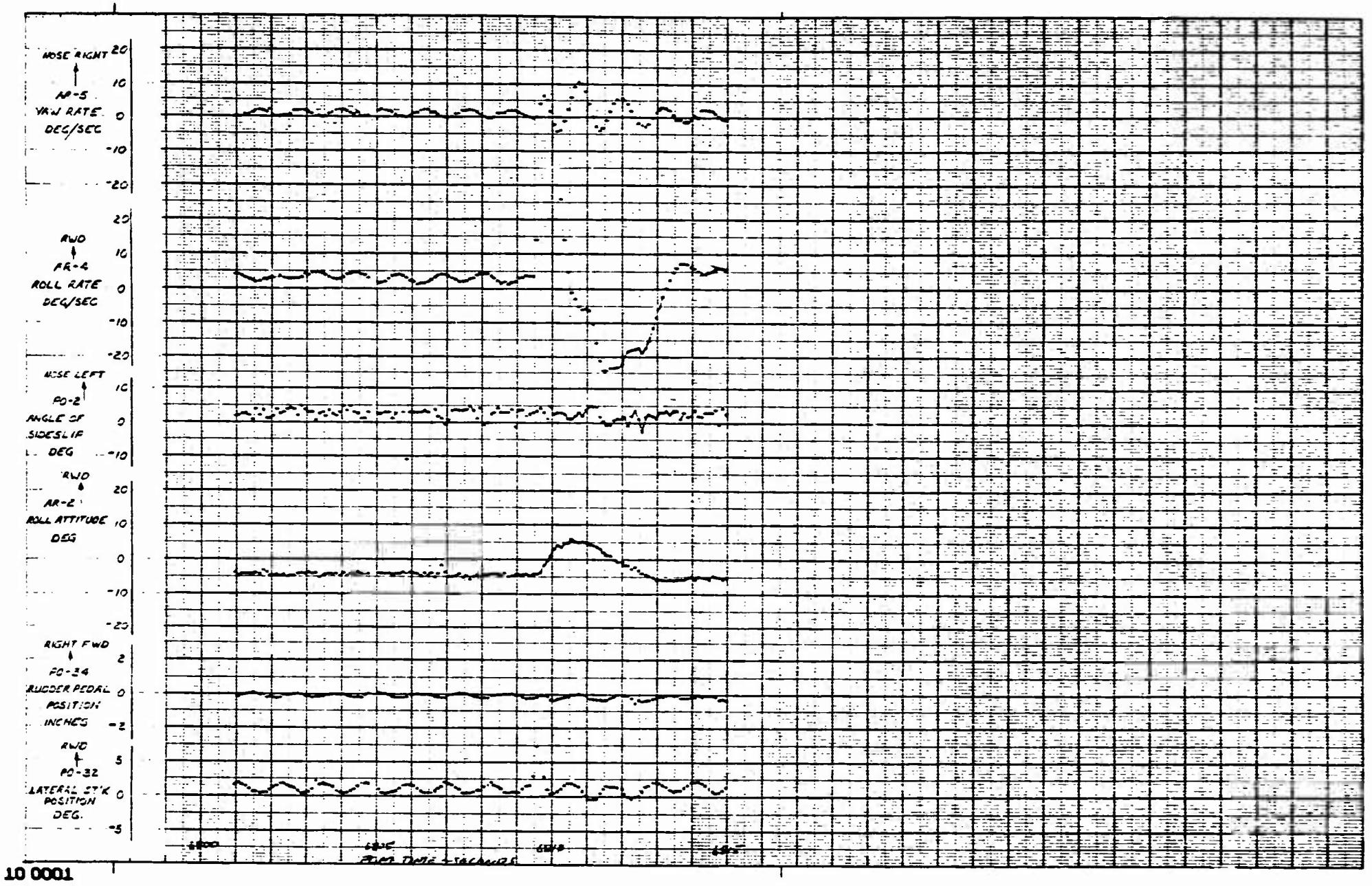


Figure A-114 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,300$ Feet, $V_i \approx 289$ Knots, G.W. $\approx$ 10,350 Pounds, C.G. Position F.S. 238.6, Configuration: C R

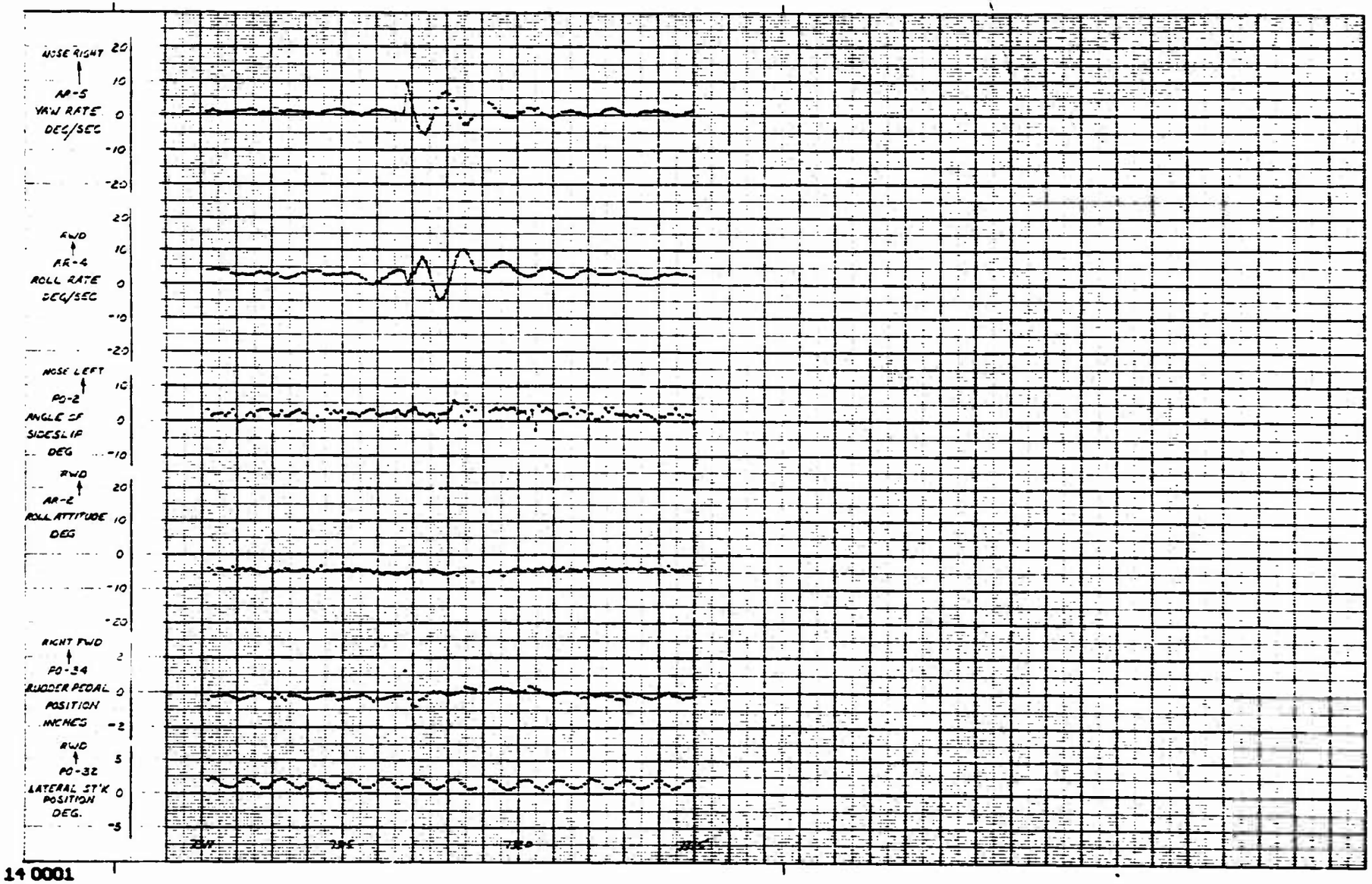


Figure A-115 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 289$ Knots, G.W. $\approx 10,070$ Pounds, C.G. Position F.S. 239.5, Configuration: C R (No T-Section on Rudder)

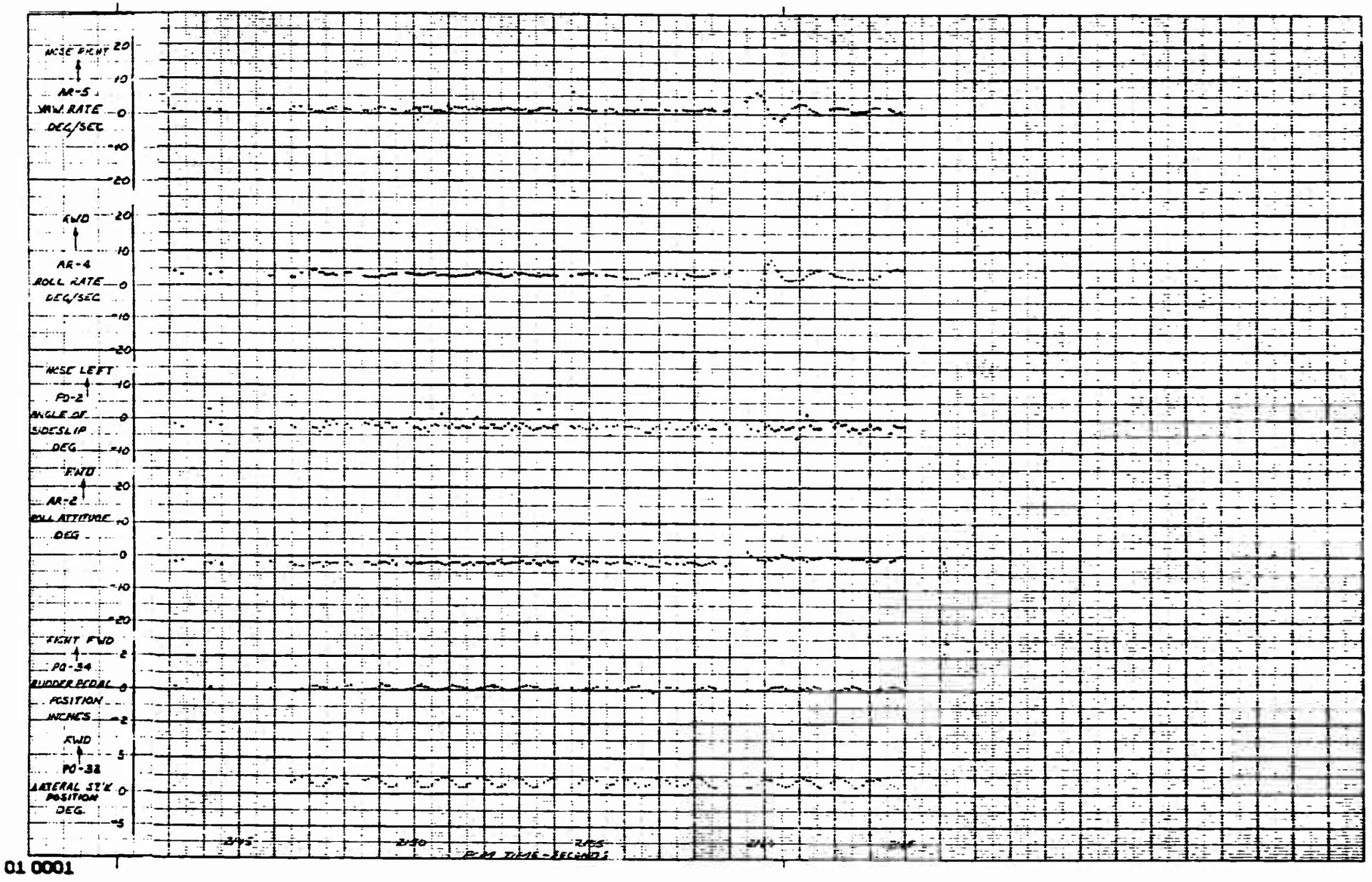


Figure A-116 Directional Stability Check, Left Rudder Impulse, $V_i \approx 324$ Knots, G.W. $\approx$ 11,250 Pounds, C.G. Position F.S. 243.4, Configuration: C R (T-Section on Rudder)

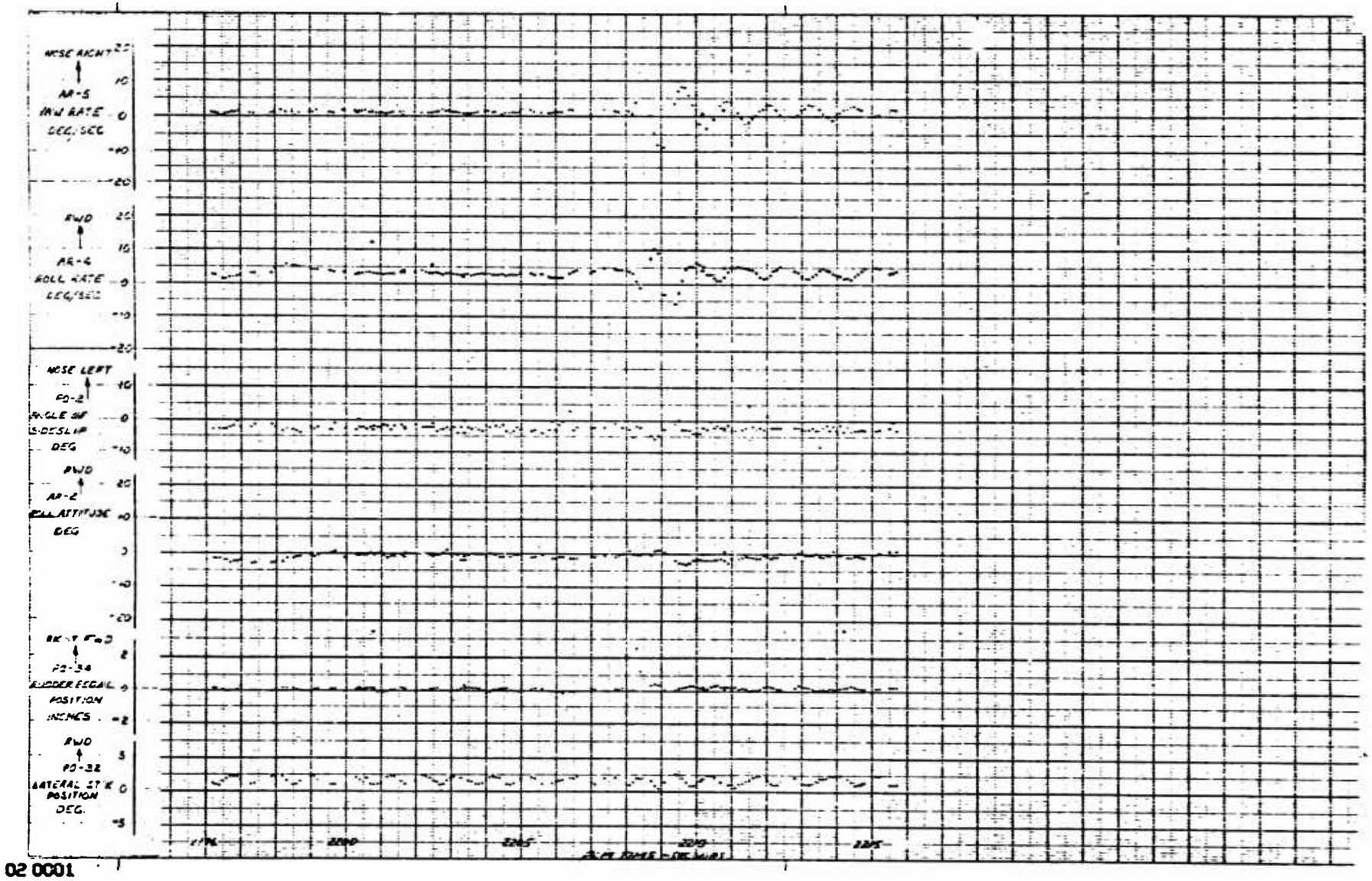


Figure A-117 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 19.0F, $H_i \approx 20,000$ Feet, $V_i \approx 324$ Knots, G.W. $\approx 11,200$ Pounds, C.G. Position F.S. 243.4, Configuration: C R (T-Section on Rudder)

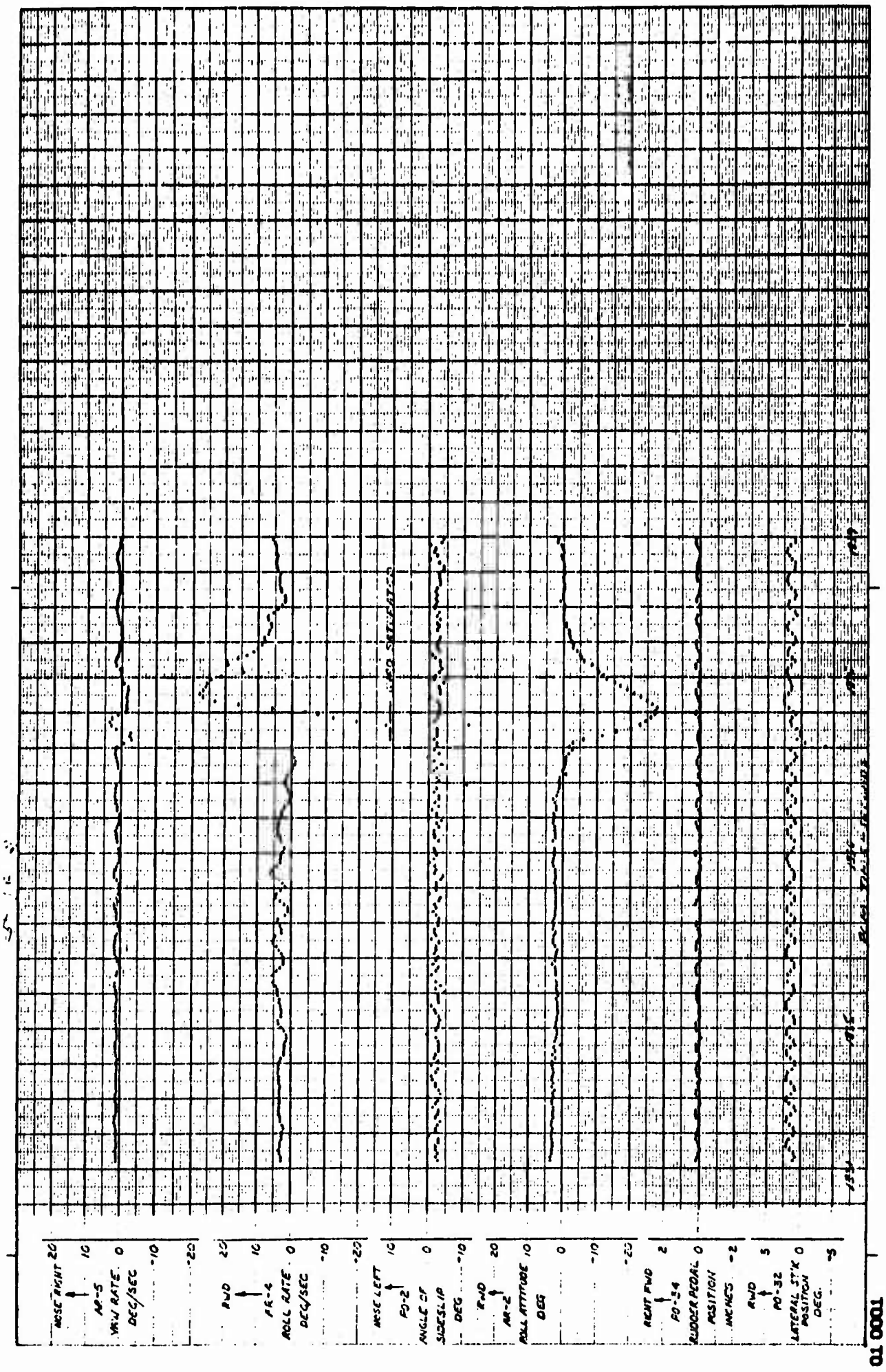


Figure A-118 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx 8000$ Feet, $V_i \approx 346$ Knots, G.W. $\approx$ 11,375 Pounds, C.G. Position F.S. 243.4, Configuration: C R

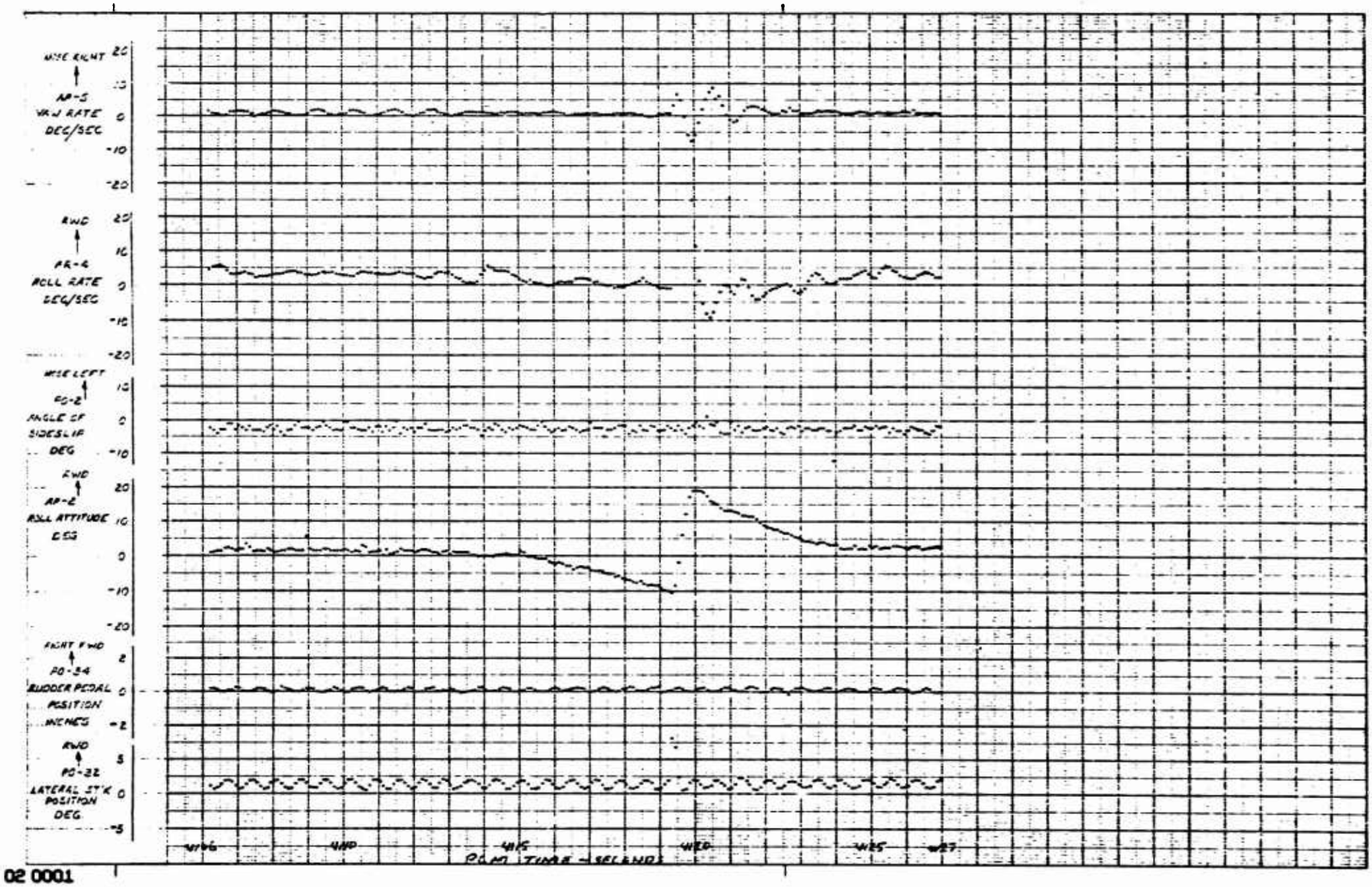


Figure A-119 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 20.0 F, $H_i \approx 8000$ Feet, $V_i \approx 346$ Knots, G.W. $\approx 11,335$ Pounds, C.G. Position F.S. 243.2, Configuration: C R

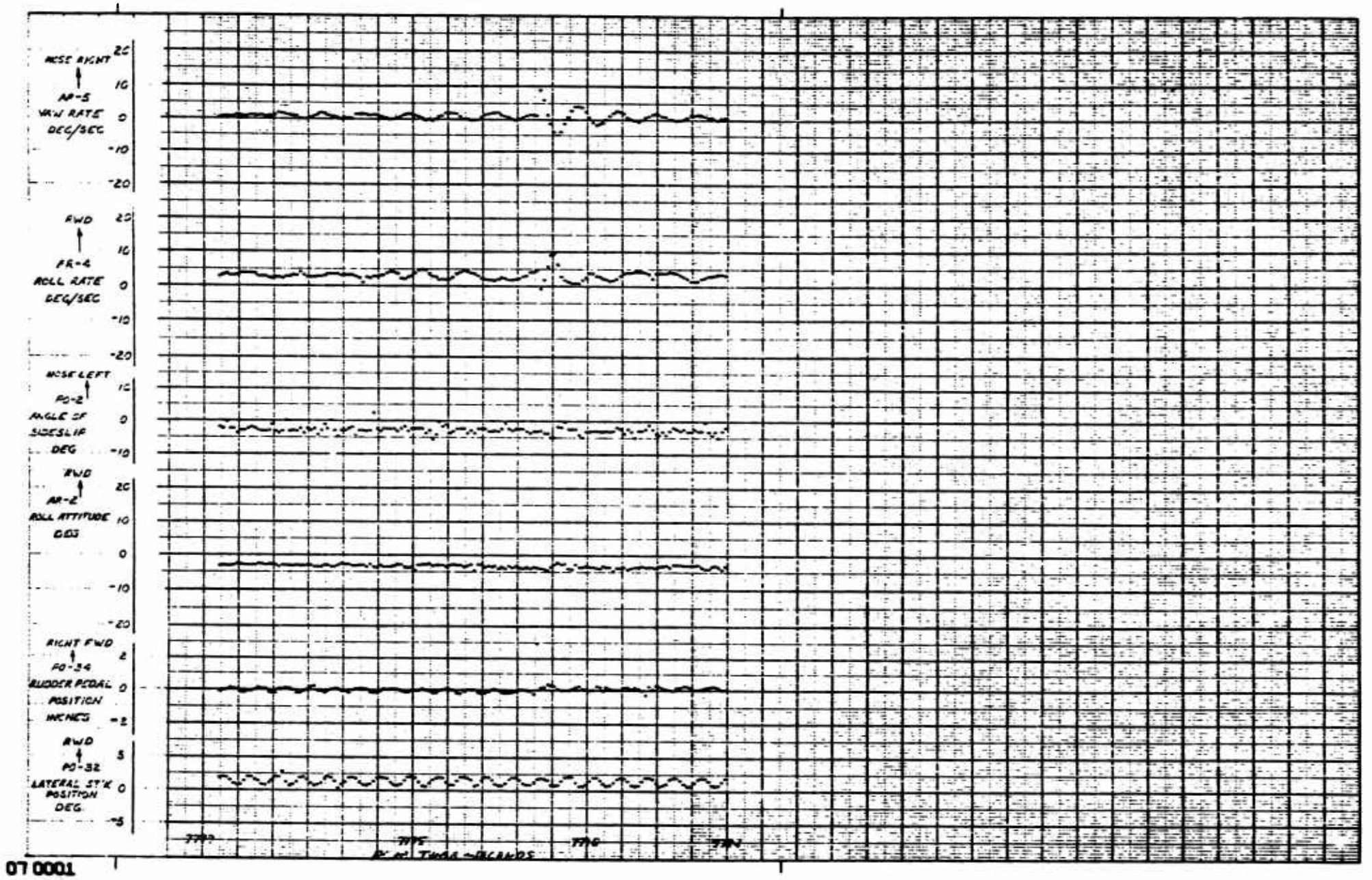


Figure A-120 Directional Stability Check, Right Rudder Impulse A/C No. 62-4505, Test 20.0F, $H_i \approx 8800$ Feet, $V_i \approx 346$ Knots, G.W. $\approx$ 11,030 Pounds, C.G. Position F.S. 242.5, Configuration: C R (T-Section on Rudder)

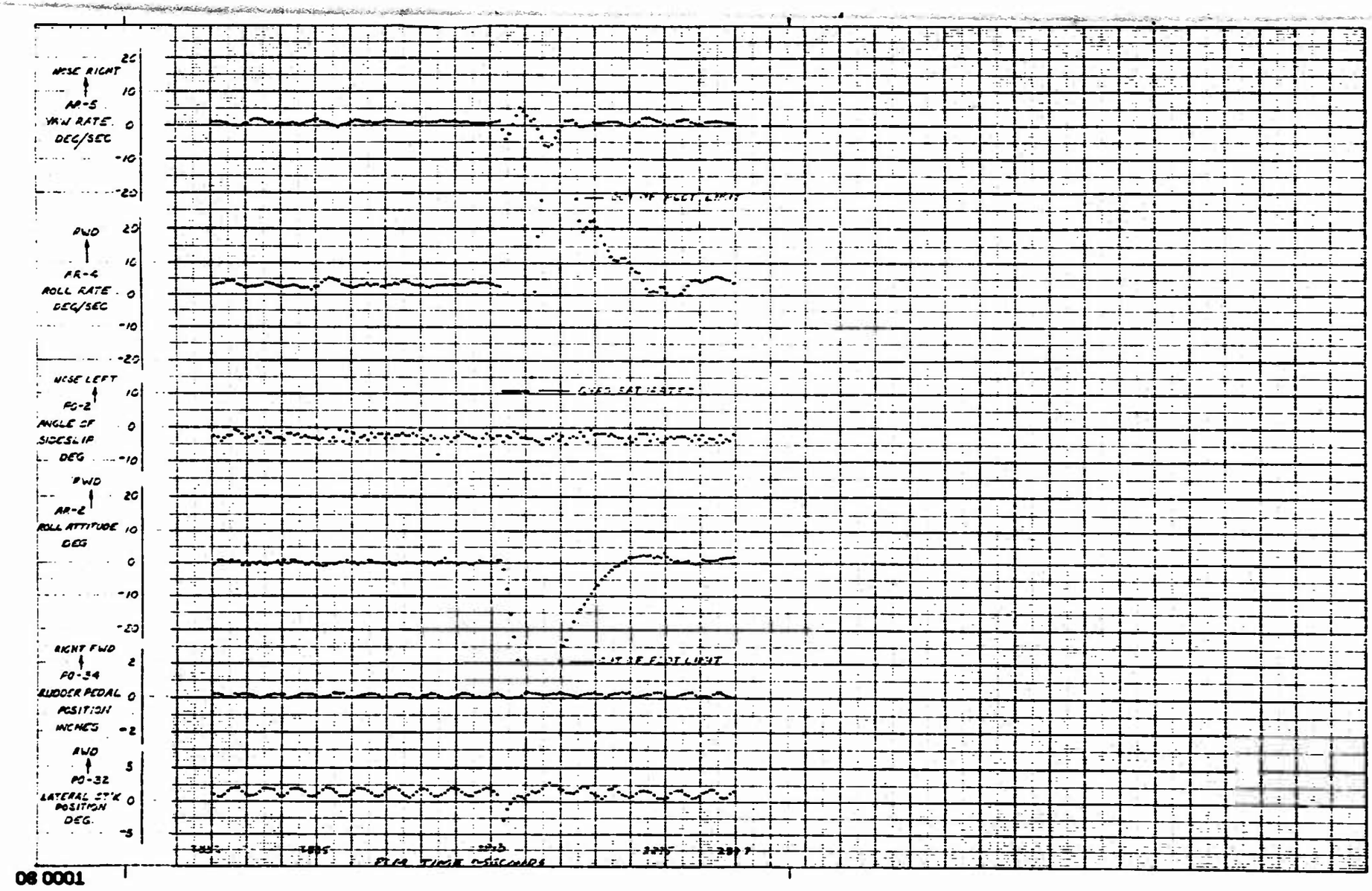


Figure A-121 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx$ 11,900 Feet, $V_i \approx$ 349 Knots, G.W. $\approx$ 10,820 Pounds, C.G. Position F.S. 2430, Configuration: C R

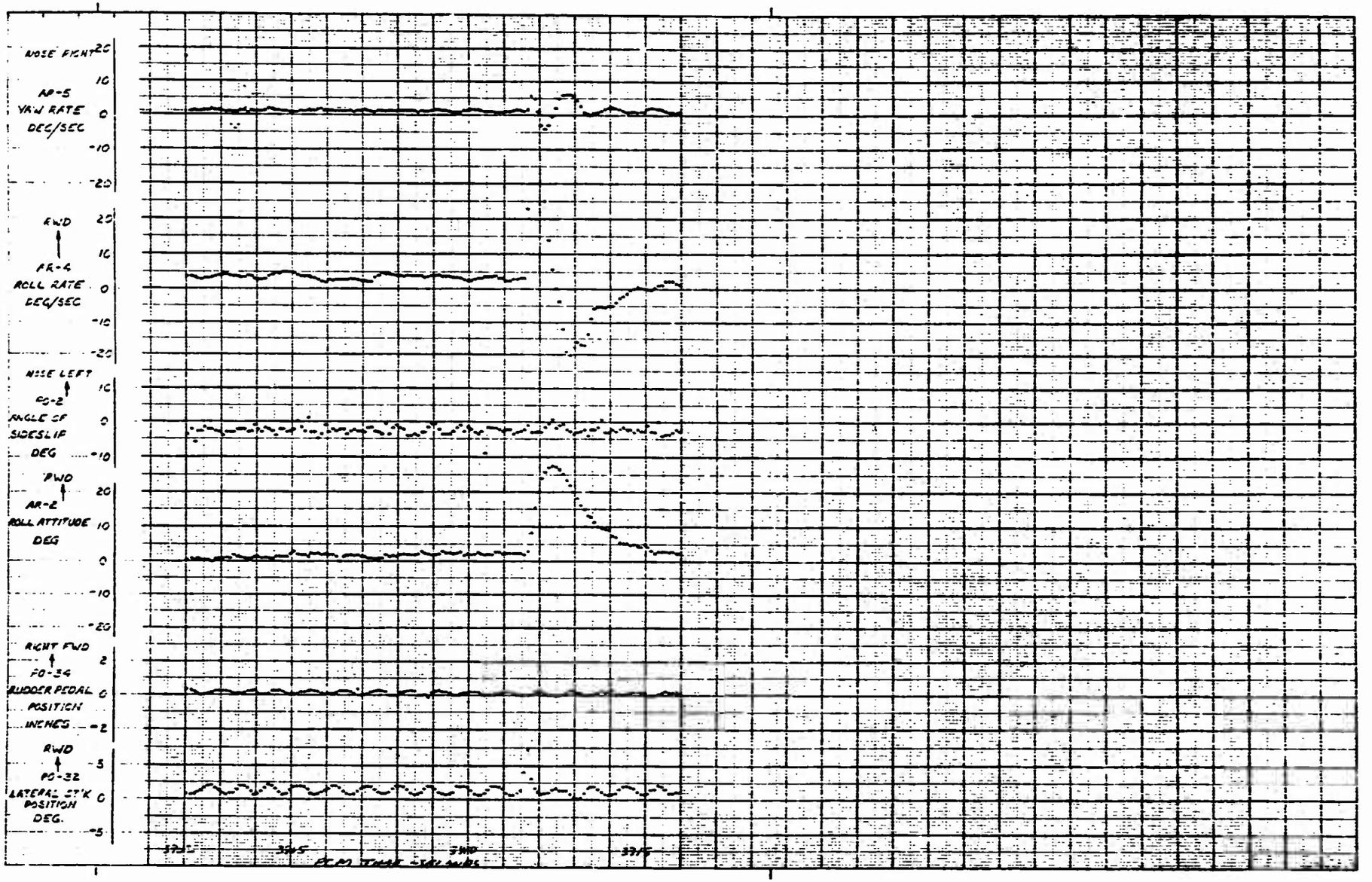


Figure A-122 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx$ 11,850 Feet, $V_i \approx$ 349 Knots, C.G. Position F.S. 242.9, Configuration: C R

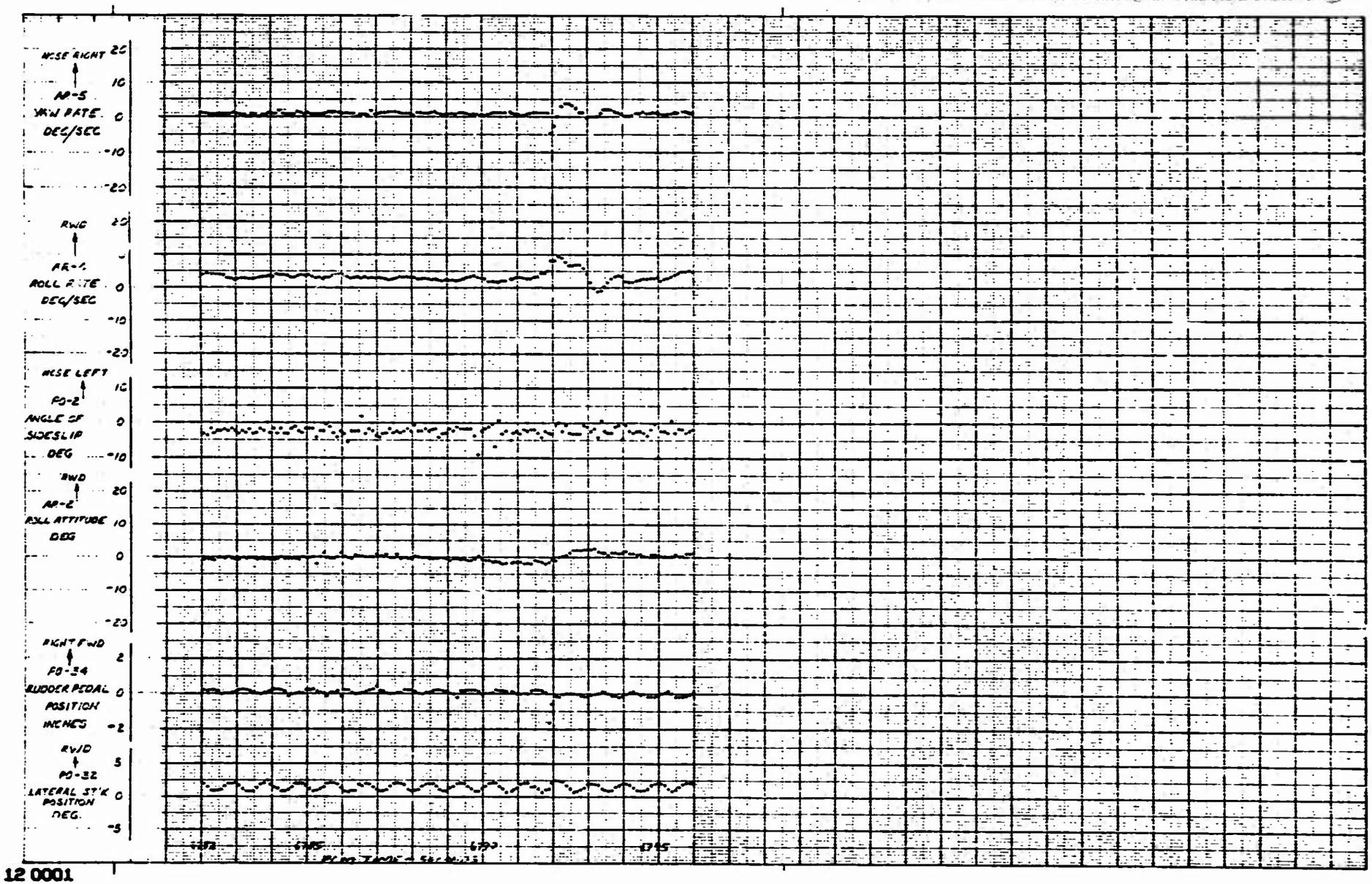


Figure A-123 Directional Stability Check, Left Rudder Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx 12,200$ Feet, $V_i \approx 349$ Knots, G.W. $\approx 10,420$ Pounds, C.G. Position F.S. 242.5, Configuration: C R (T-Section on Rudder)

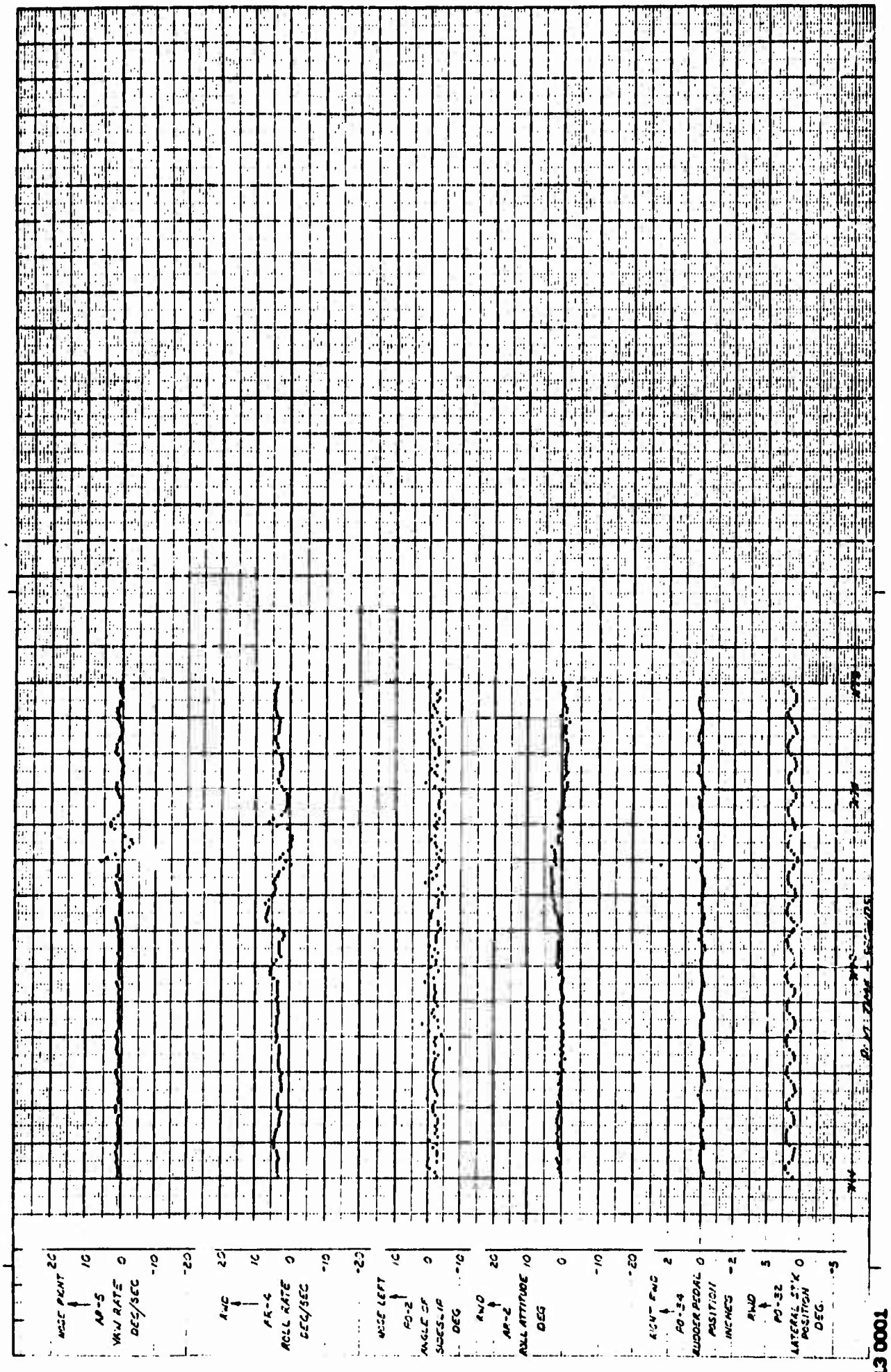


Figure A-124 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx 12,000$ Feet, $V_i \approx 349$ Knots, G.W. $\approx 10,360$ Pounds, C.G. Position F.S. 242.7, Configuration: C R (T-Section on Rudder)

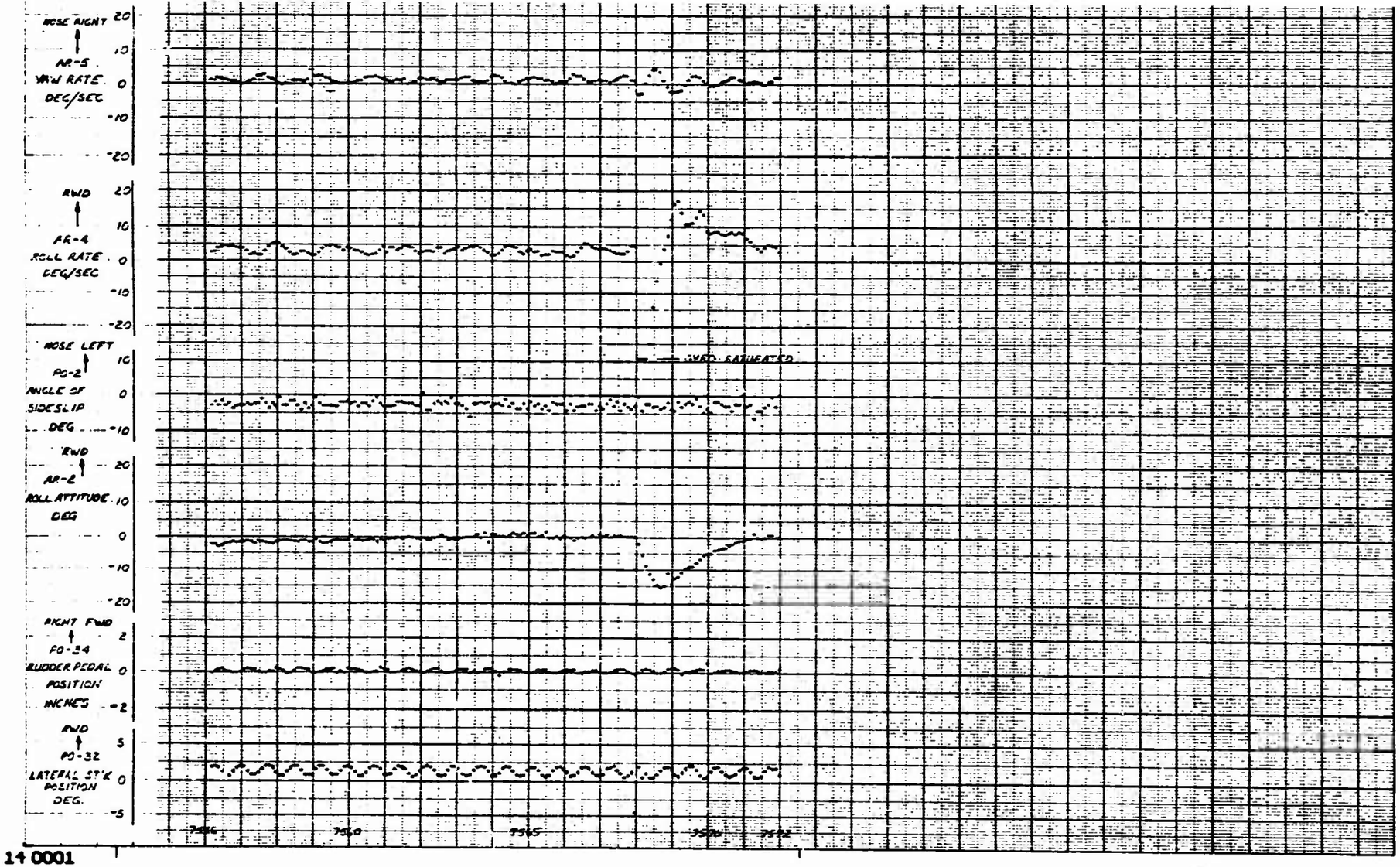


Figure A-125 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx$ 8000 Feet, $V_i \approx$ 375 Knots, G.W. $\approx$ 10,025 Pounds, C.G. Position F.S. 241.6, Configuration: C R

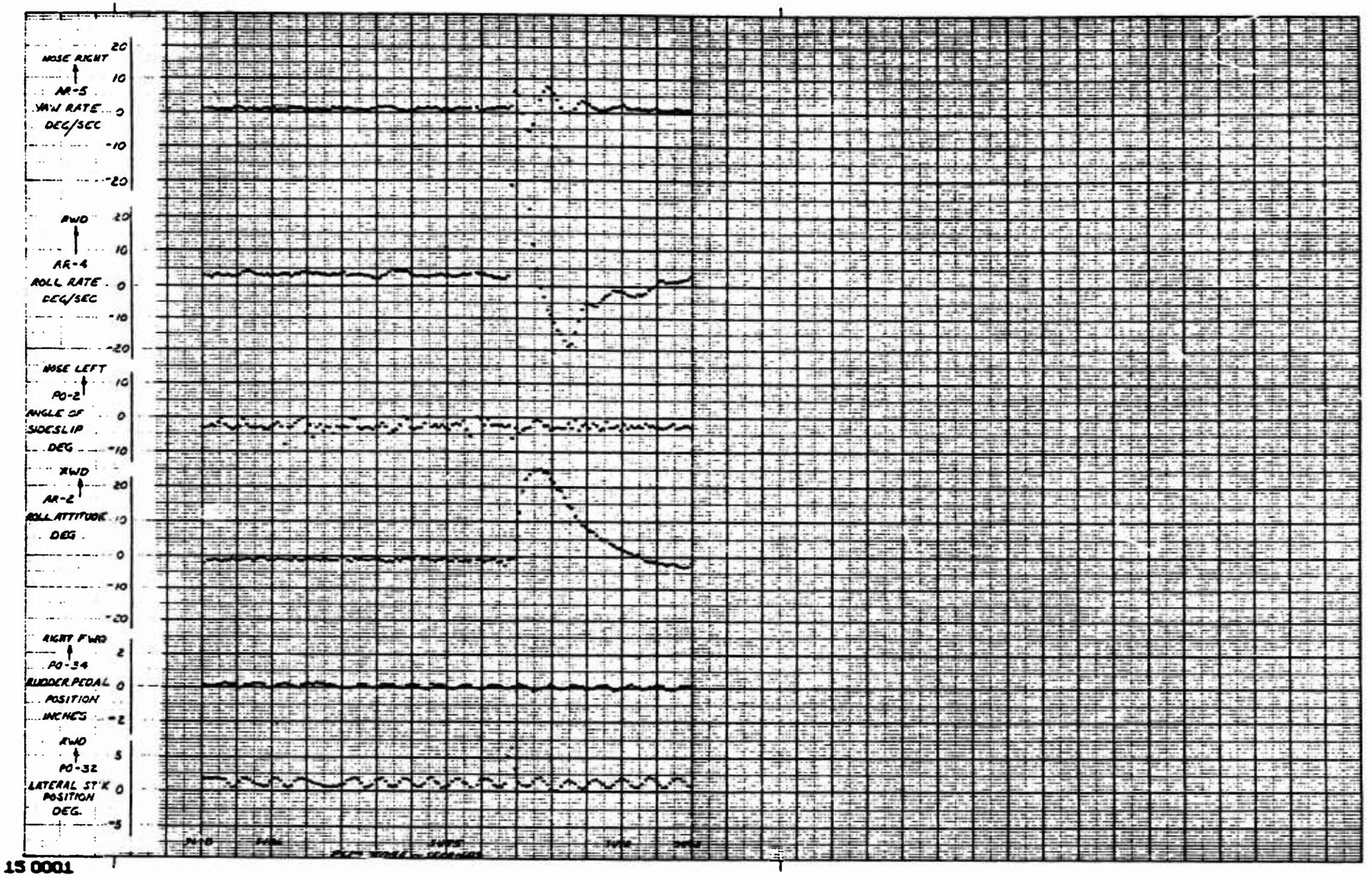


Figure A-126 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx$ 7900 Feet, $V_i \approx$ 375 Knots, G.W. $\approx$ 9960 Pounds, C.G. Position F.S. 241.6, Configuration: C R

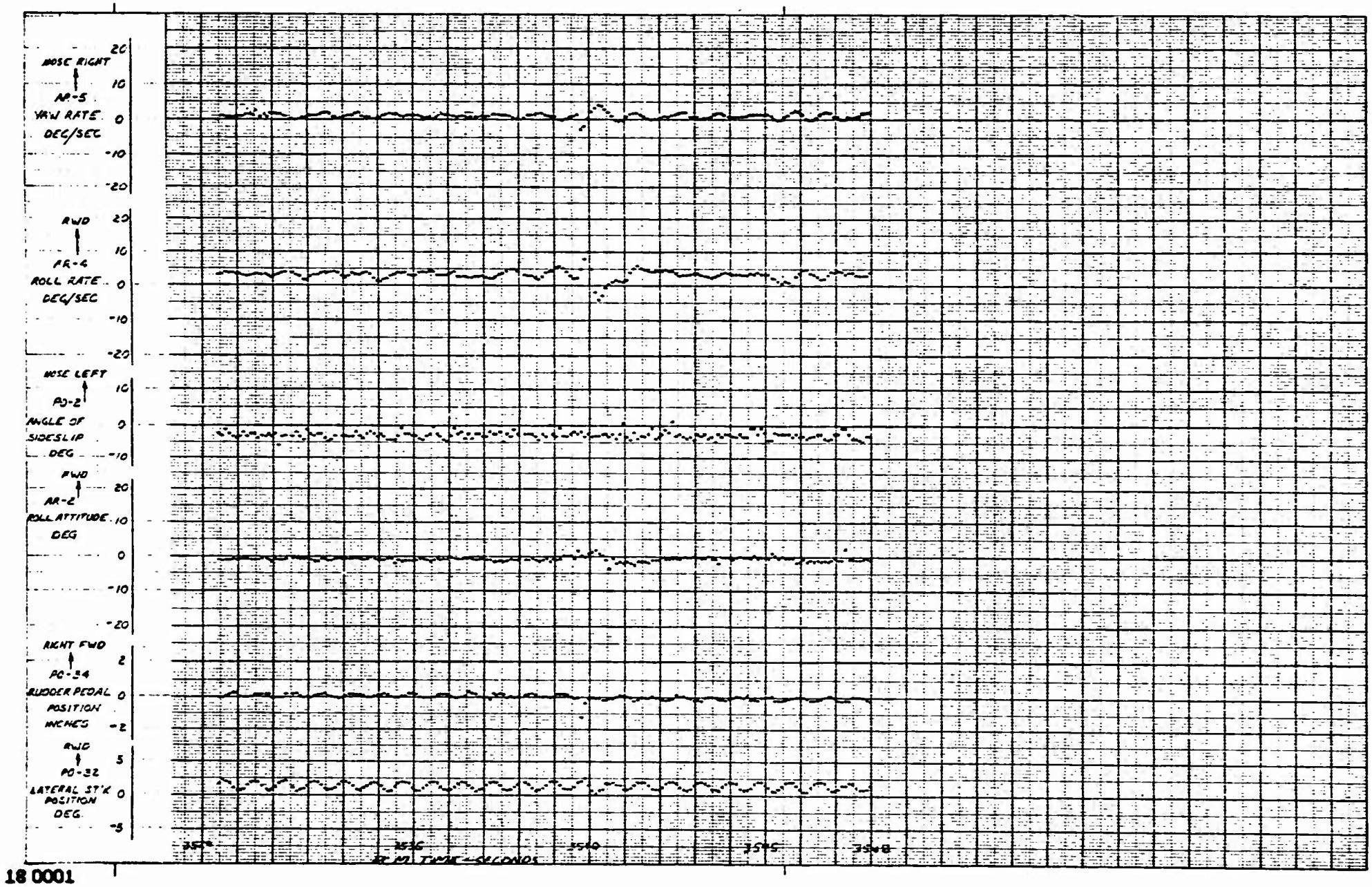


Figure A-127 Directional Stability Check, Left Rudder Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx 8050$ Feet, $V_i \approx 375$ Knots, G.W. $\approx$ 9600 Pounds, C.G. Position F.S. 241.2, Configuration: C R (T-Section on Rudder)

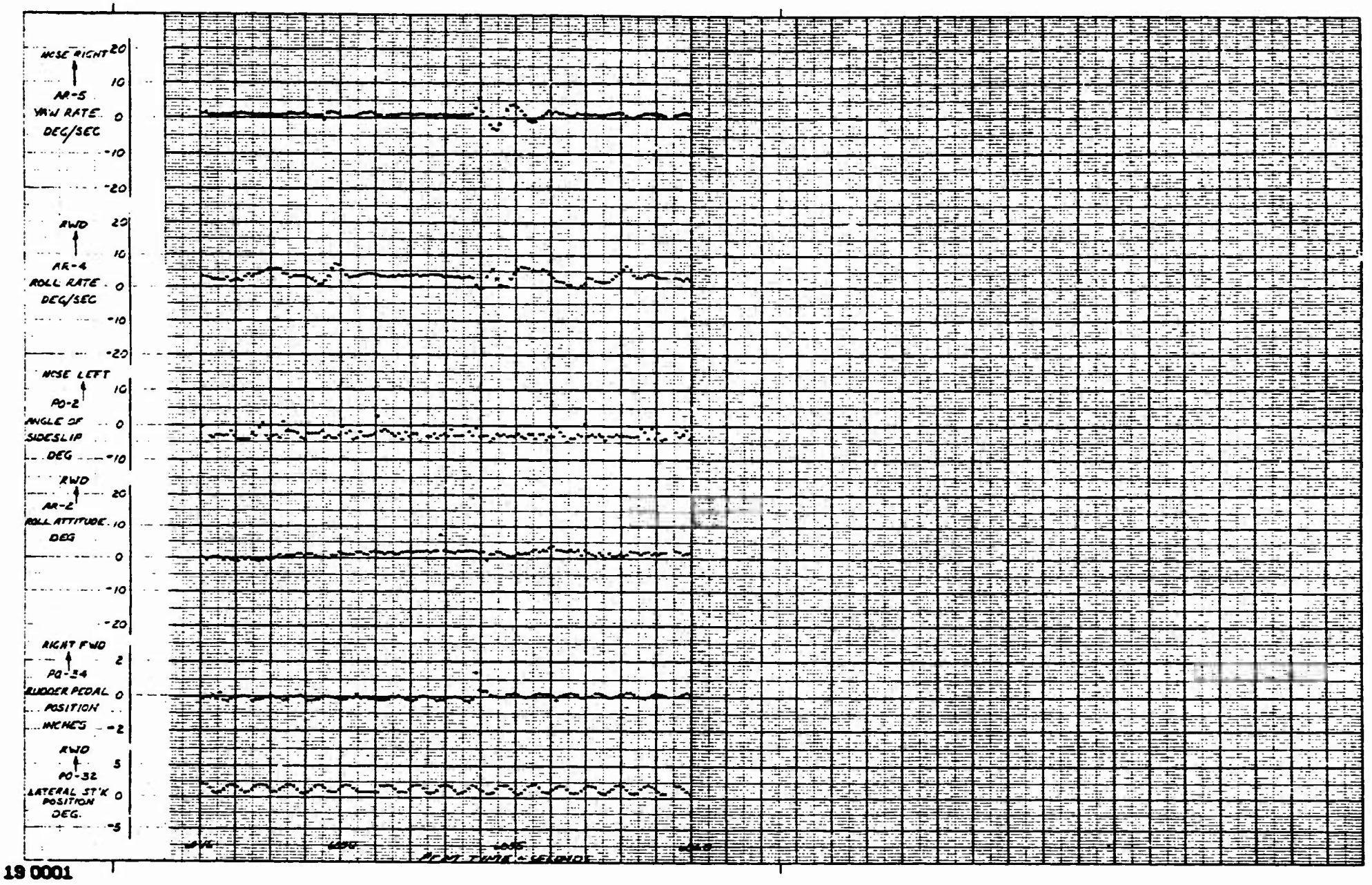


Figure A-128 Directional Stability Check, Right Rudder Impulse A/C No. 62-4505, Test 20.0F, $H_i \approx 8100$ Feet, $V_i \approx 375$ Knots, G.W. 9550 Pounds, C.G. Position F.S. 241.2, Configuration: C R (T-Section on Rudder)

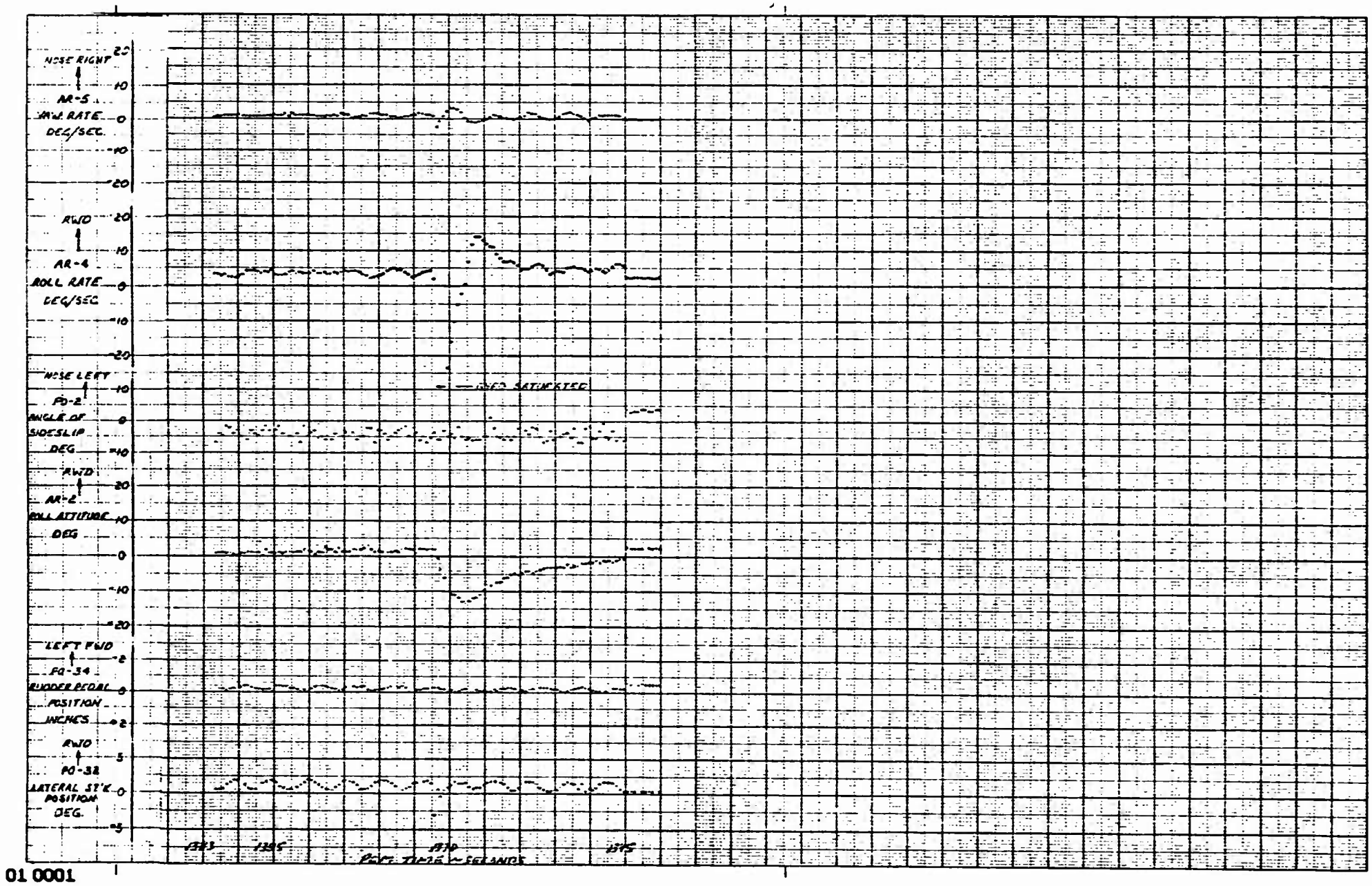


Figure A-129 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 23.0F, $H_i \approx 12,190$ Feet, $V_i \approx 375$ Knots, G.W. $\approx 11,000$ Pounds, C.G. Position F.S. 241.0, Configuration: C R

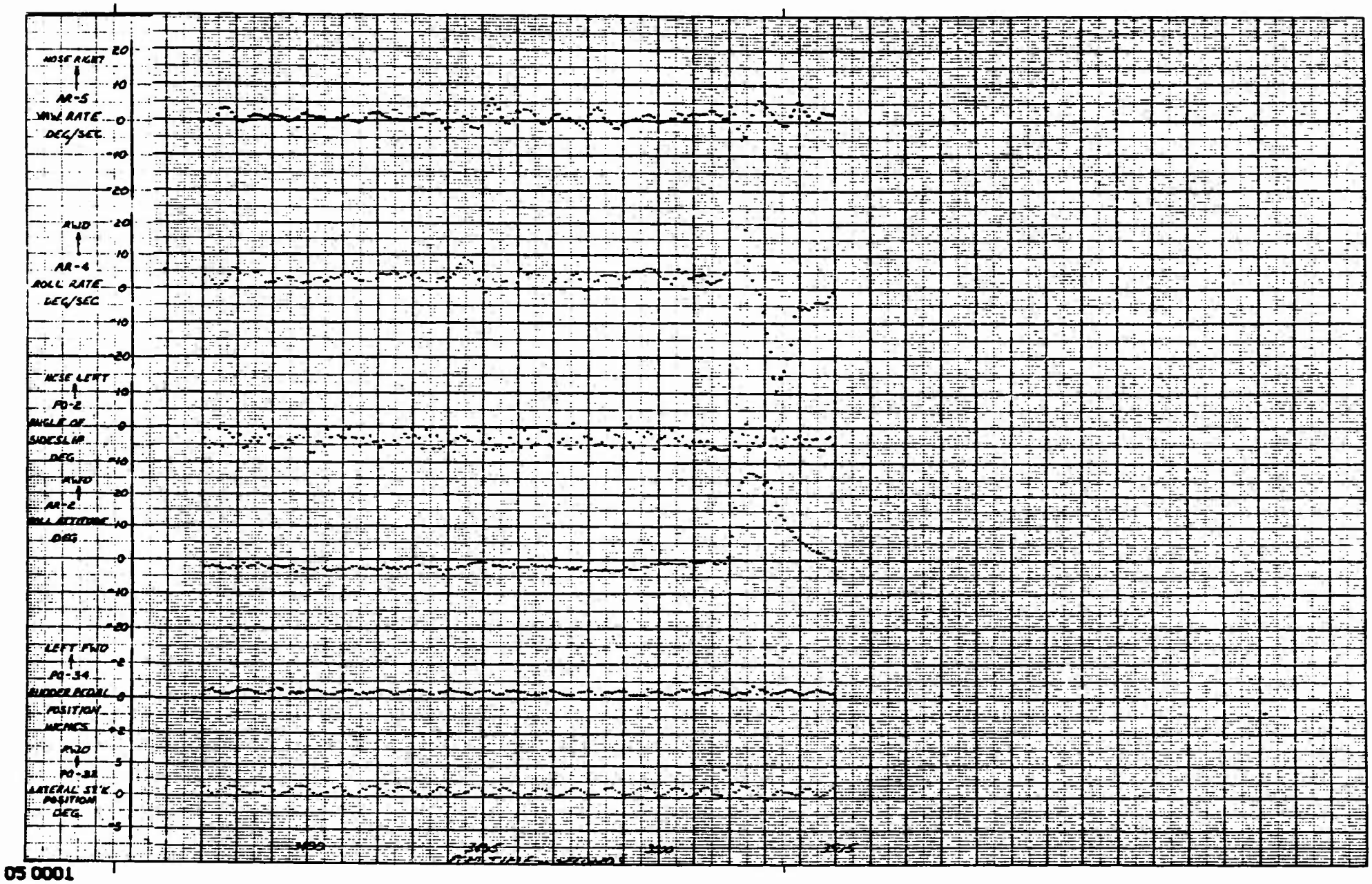


Figure A-130 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 23.0F, $H_i \approx 8300$ Feet, $V_i \approx 405$ Knots, G.W. $\approx 10,435$ Pounds, C.G. Position F.S. 241.2, Configuration: C R

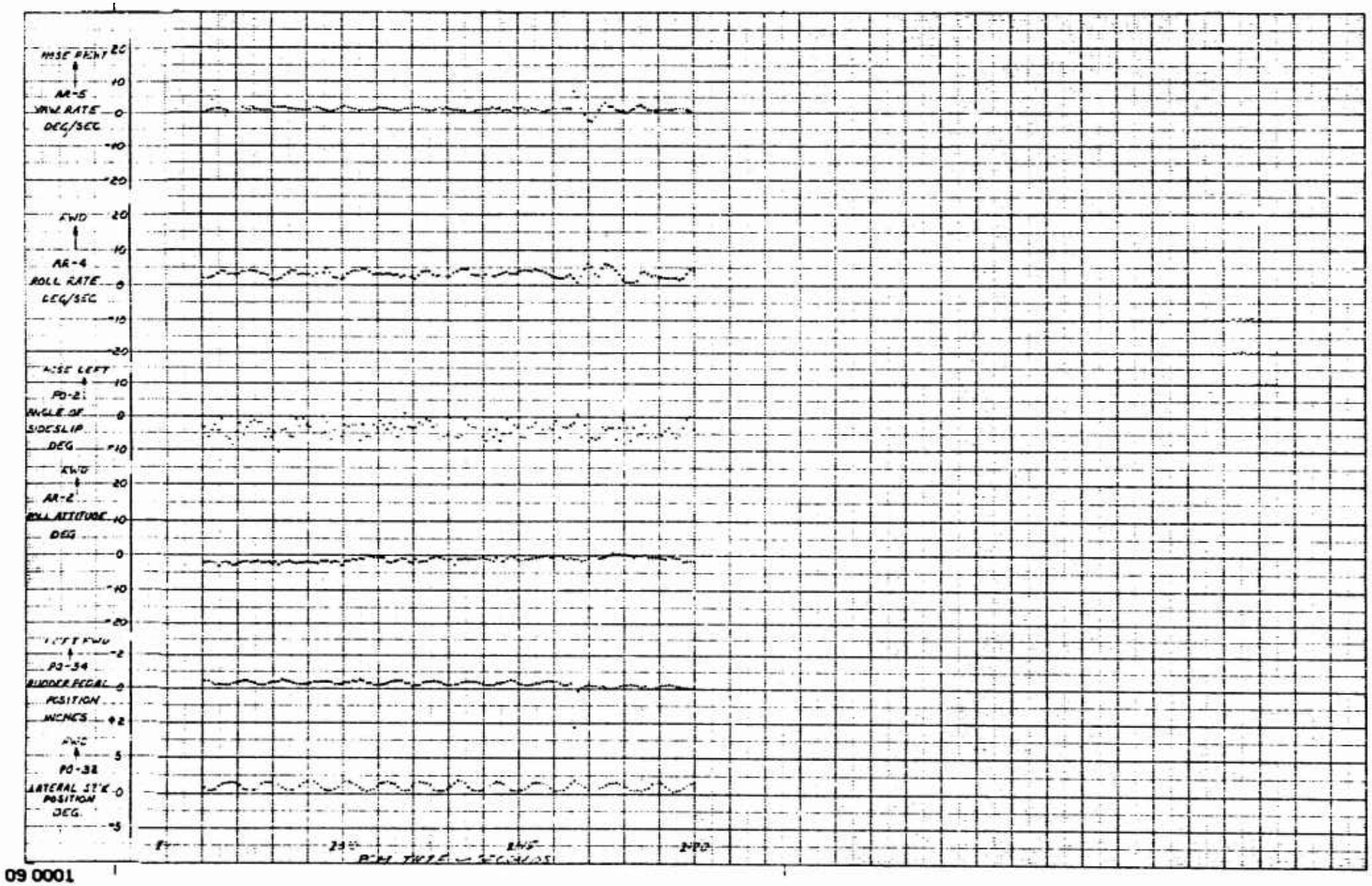


Figure A-131 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 23.0F, $H_i \approx 7700$ Feet, $V_i \approx 405$ Knots, G.W. $\approx$ 9650 Pounds, C.G. Position F.S. 241.2, Configuration: C R (T-Section on Rudder)

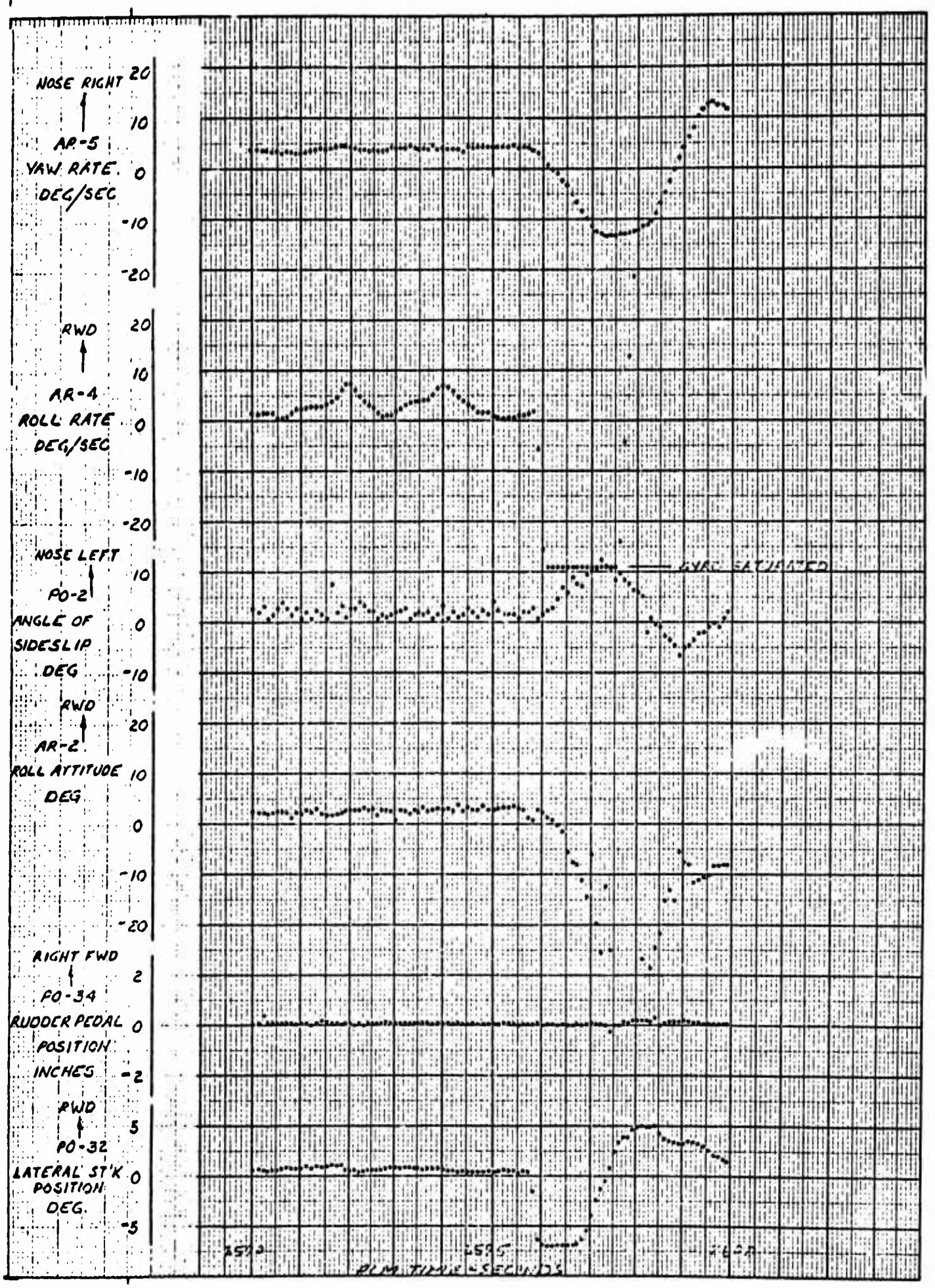


Figure A-132 Lateral-Directional Stability Check, Left Roll from Right Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx$ 10,430 Pounds, C.G. Position F.S. 240.4, Configuration: C R

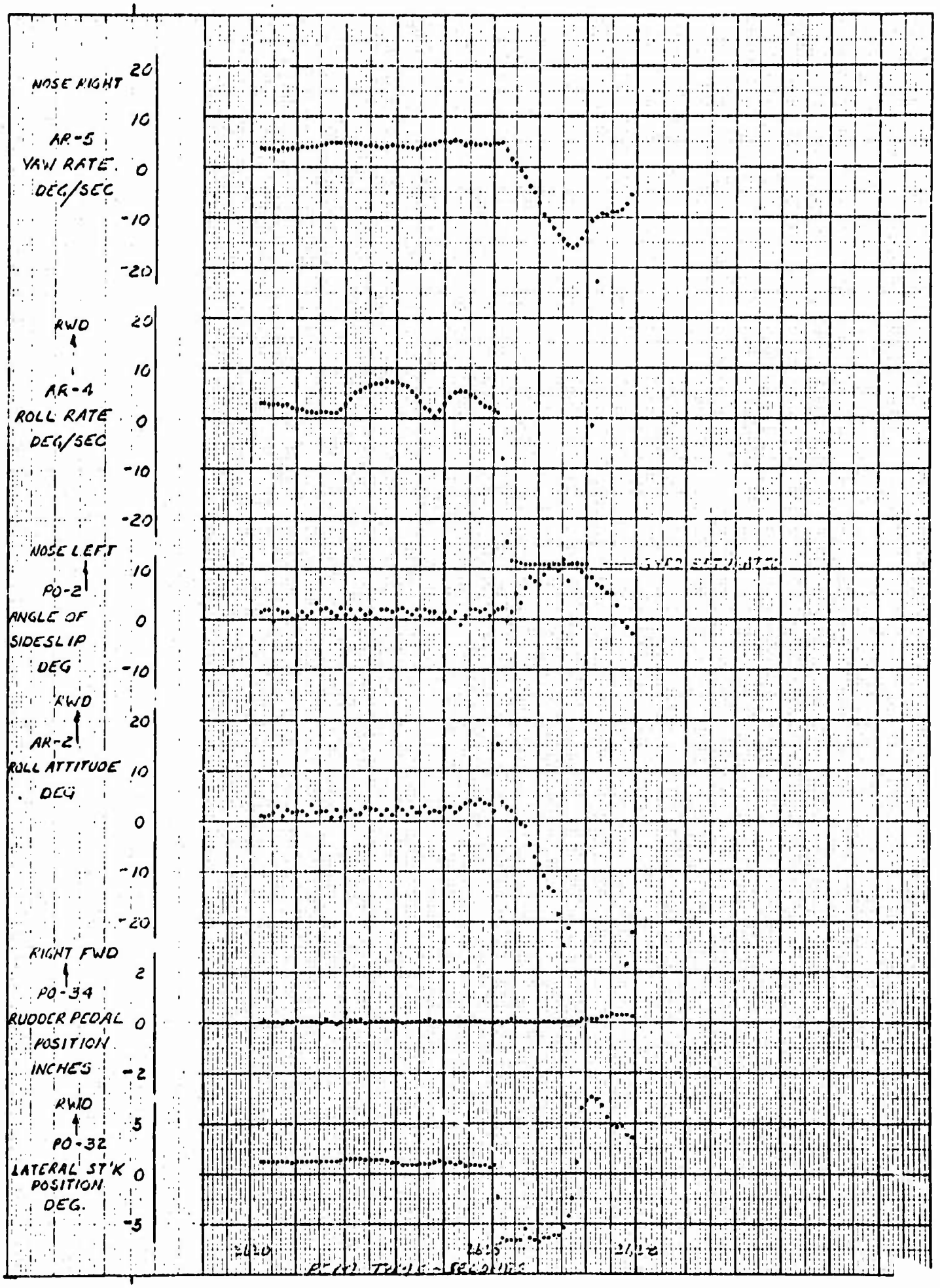


Figure A-133 Lateral-Directional Stability Check, Left Roll from Right Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,415$ Pounds, C.G. Position F.S 240.4, Configuration: C R

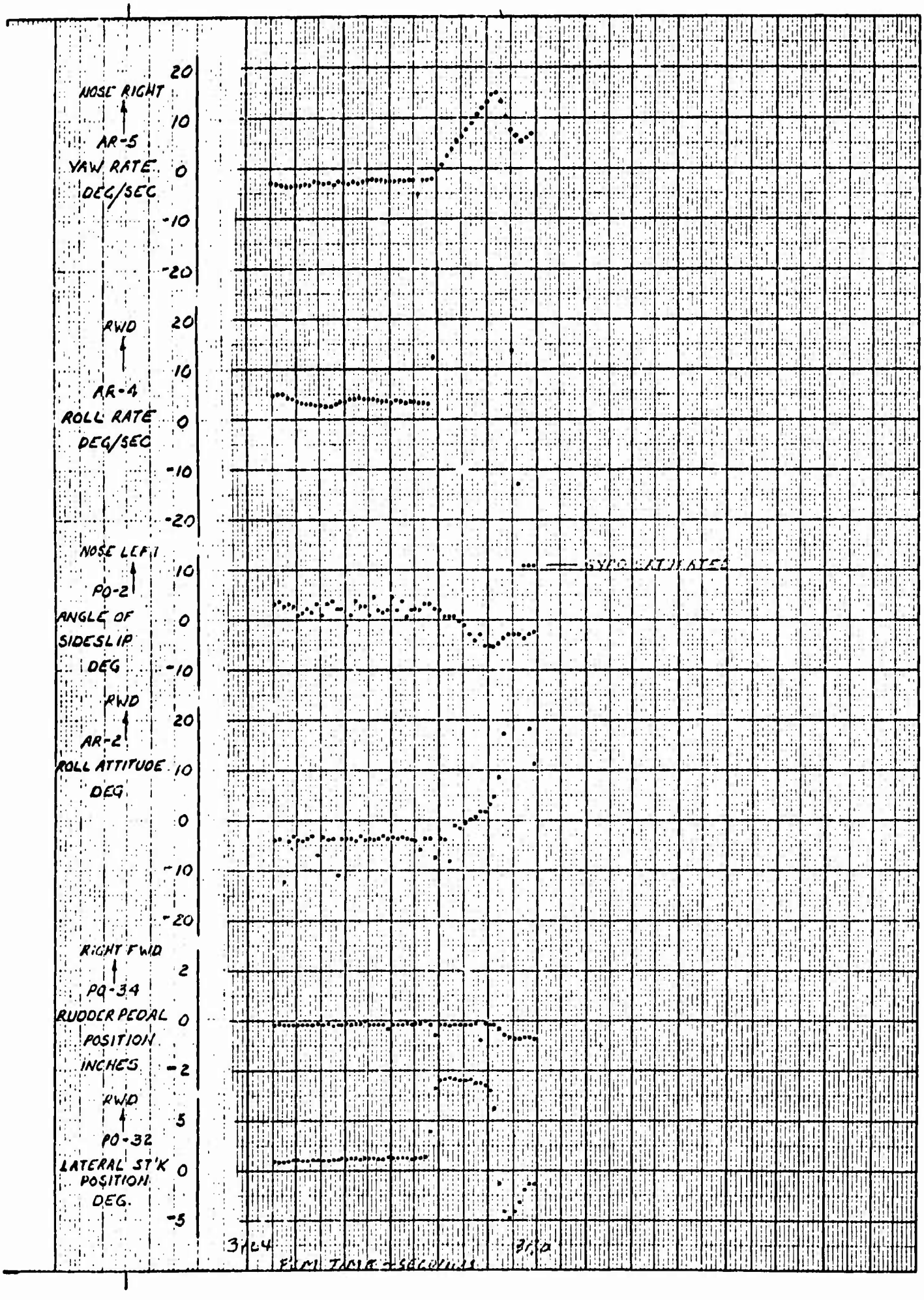


Figure A-134 Lateral-Directional Stability Check, Right Roll from Left Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx$ 10,465 Pounds, C.G. Position F.S. 240.6, Configuration: C R

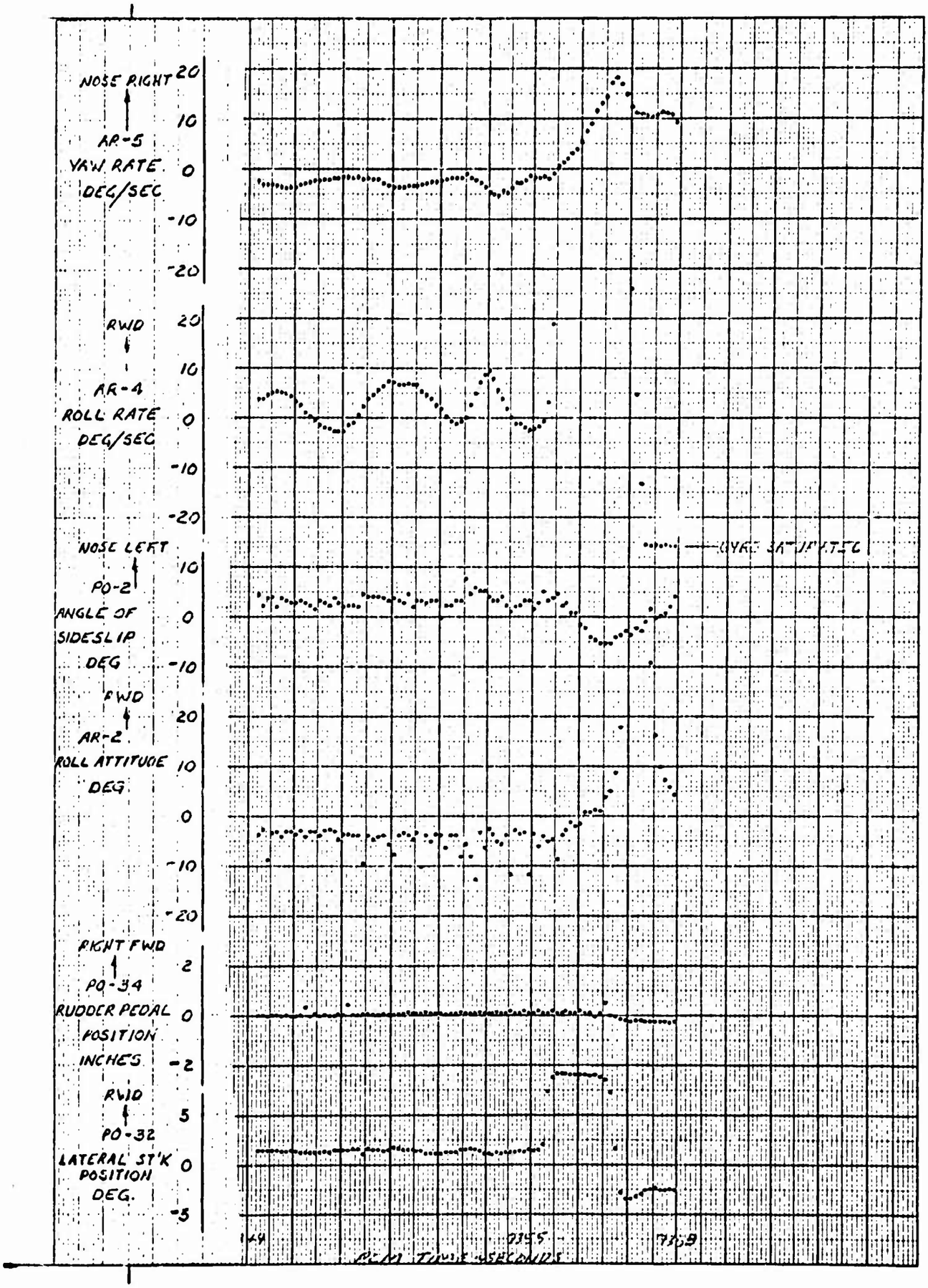


Figure A-135 Lateral-Directional Stability Check, Right Roll from Left Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,445$ Pounds, C.G. Position F.S. 240.5, Configuration: C R

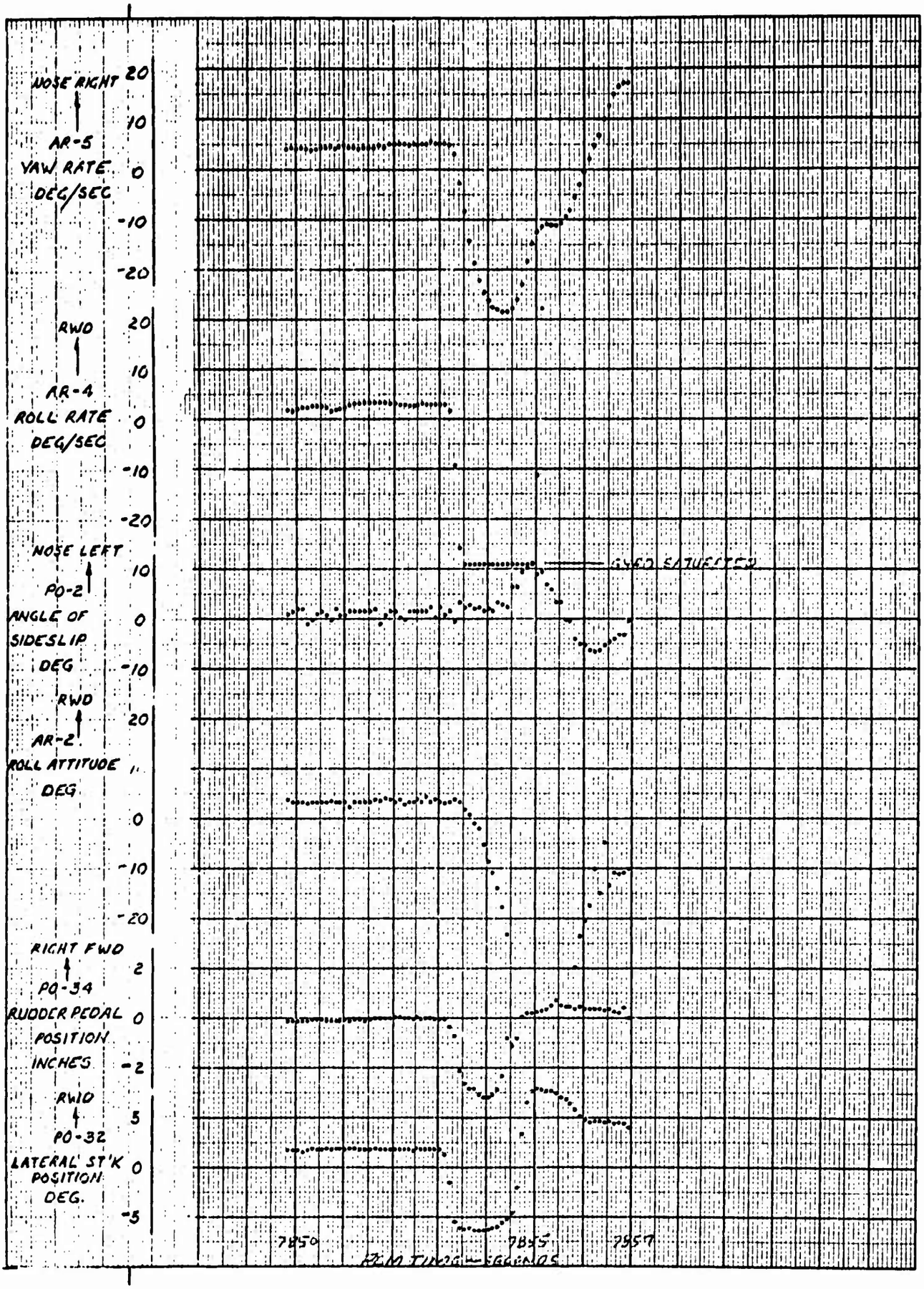


Figure A-136 Lateral-Directional Stability Check, Left Roll from Right Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx$ 10,390 Pounds, C.G. Position F.S. 240.3, Configuration: C R

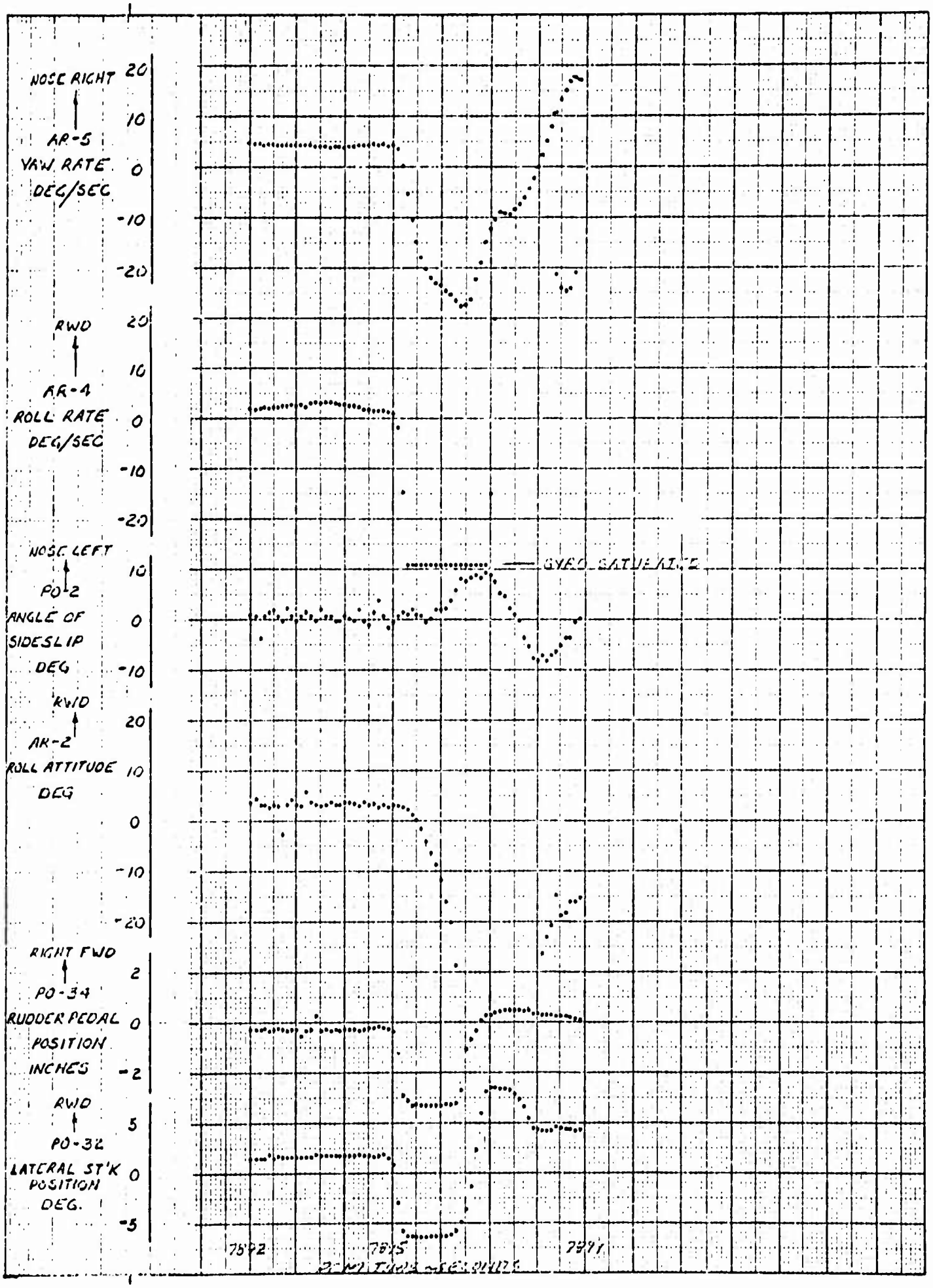


Figure A-137 Lateral-Directional Stability Check, Left Roll from Right Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx$ 10,370 Pounds, C.G. Position F.S. 240.3, Configuration: C R

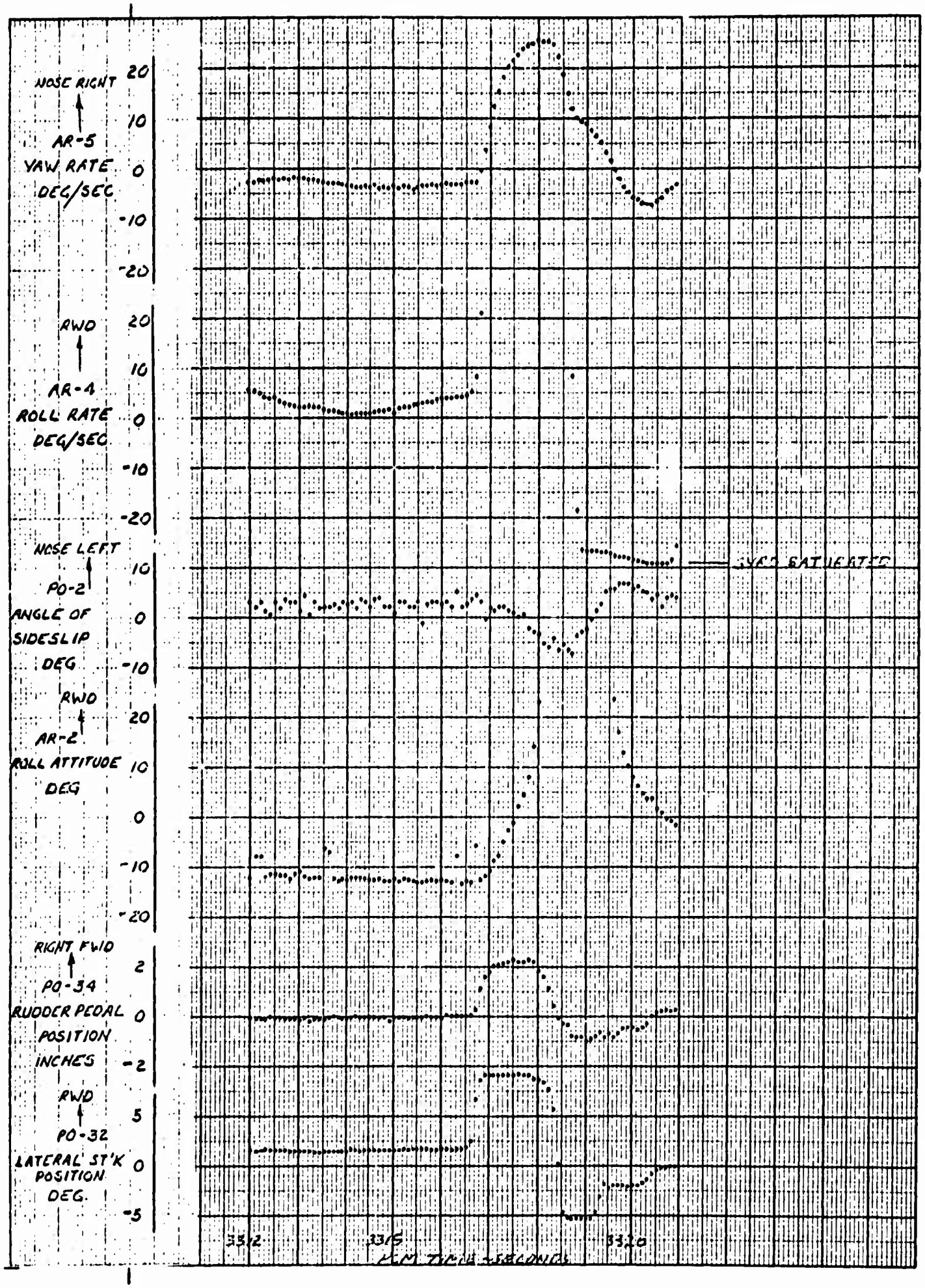


Figure A-138 Lateral-Directional Stability Check, Right Roll from Left Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,350$ Pounds, C.G. Position F.S. 240.3, Configuration: C R

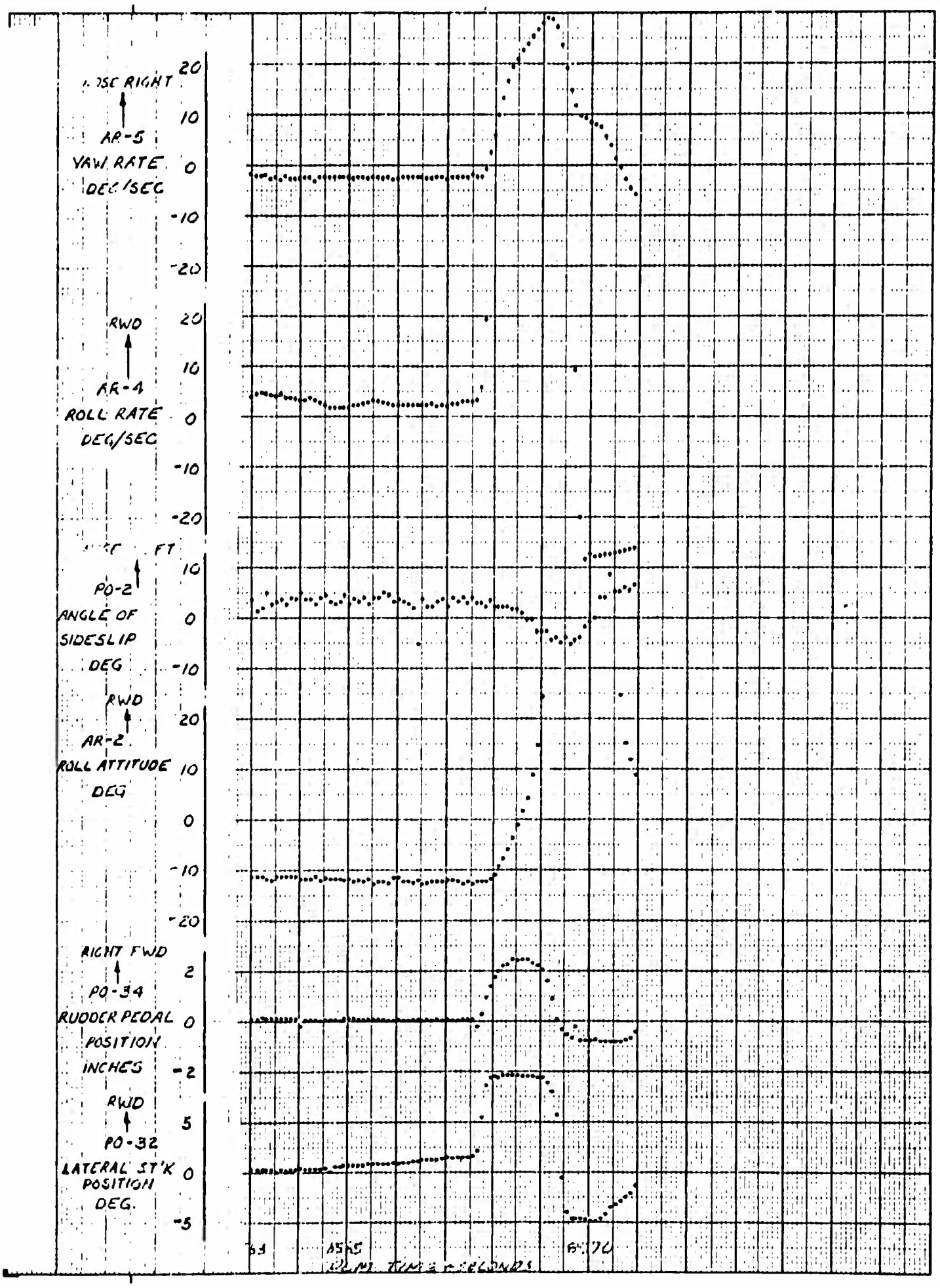


Figure A-139 Right Roll from Left Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,330$ Pounds, C.G. Position F.S. 240.2, Configuration: C R

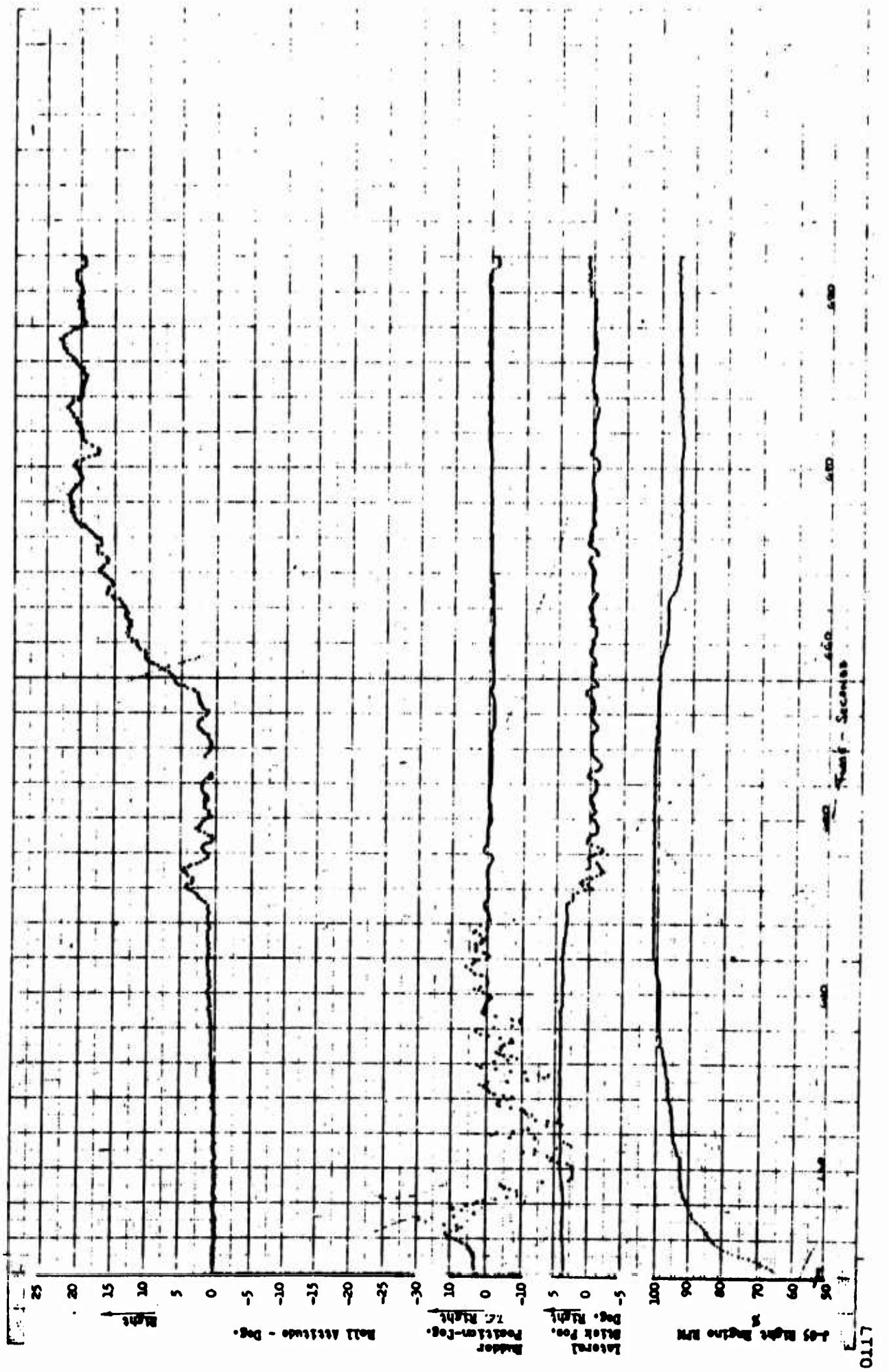


Figure A-140 Take-off with 15° Flaps, Lift-off Speed ≈ 98 Knots Indicated, Flaps Up at 130 Knots Indicated, A/C No. 62-4506, Test 5.0F, G.W.≈ 11,140 Pounds, C.G. Position F.S. 242.9

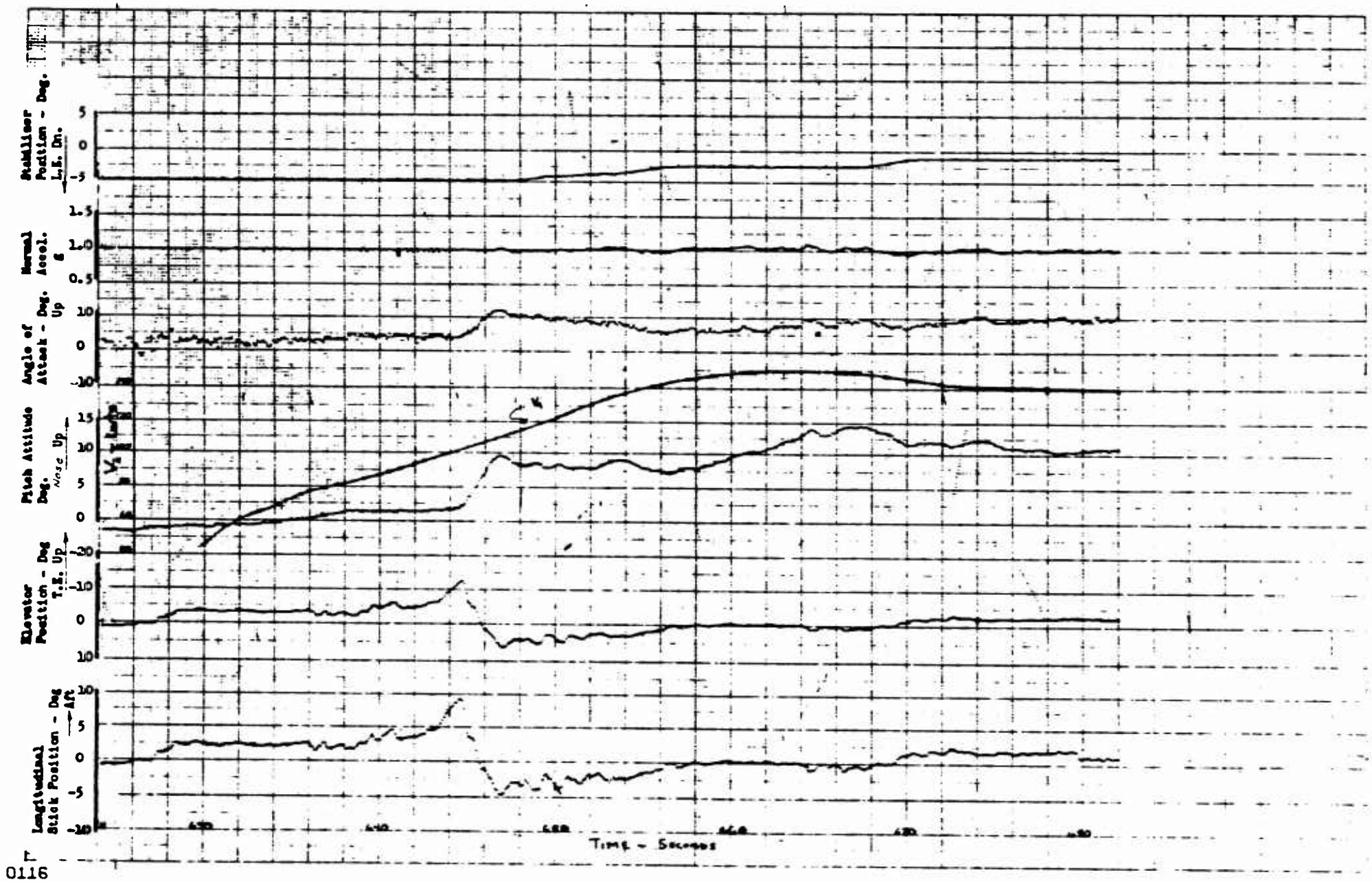


Figure 141 Take-off with 15° Flaps, Lift-off Speed ≈ 98 Knots Indicated, Flaps Up at 130 Knots Indicated, A/C No. 62-4506, Test 5.0F, G.W. ≈ 11,140 Pounds, C.G. Position F.S. 242.9

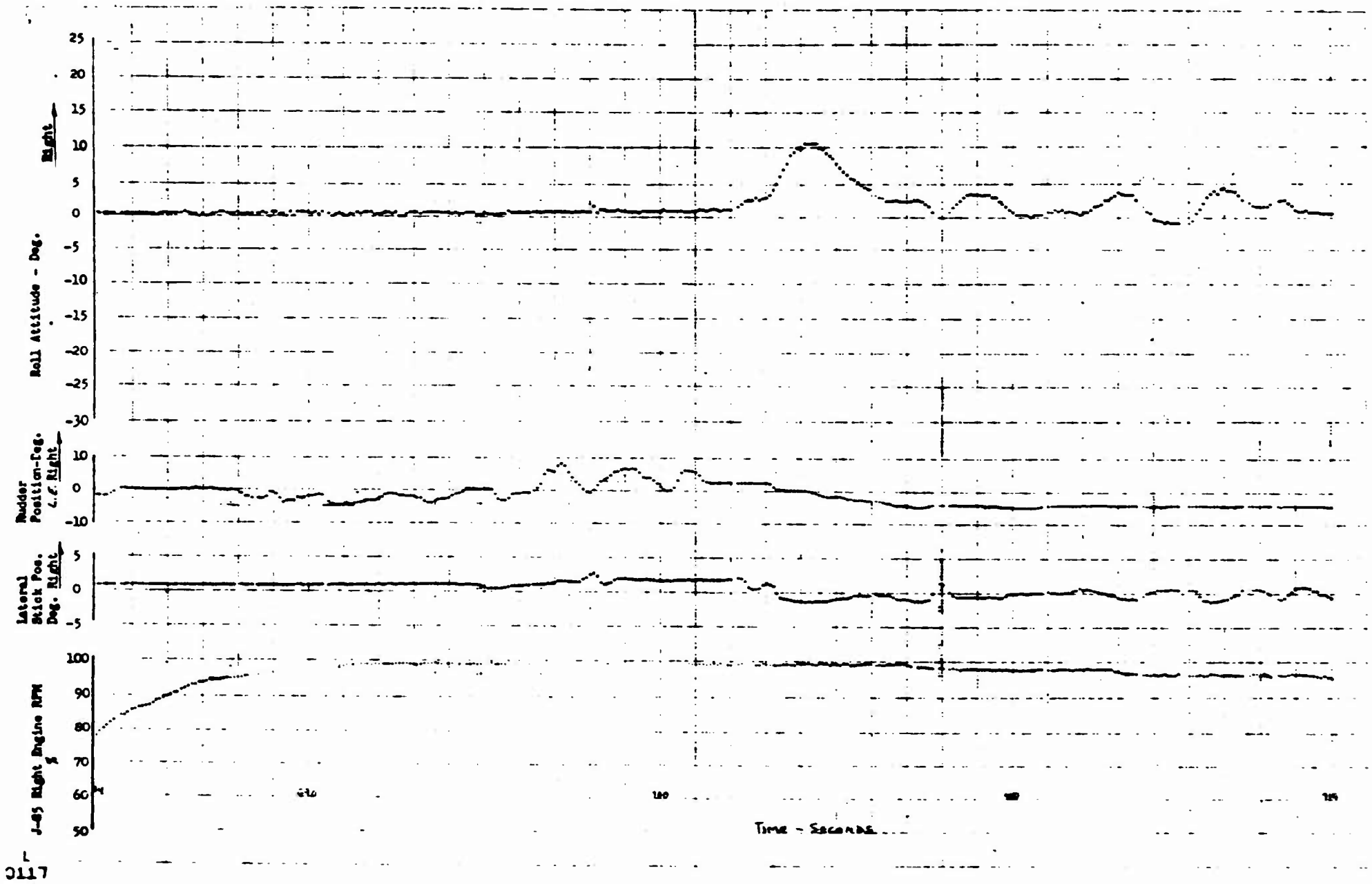


Figure A-142 Take-off with 30° Flaps, A/C No. 62-4506, Test 4.0F,G.W. ≈ 11,000 Pounds, C.G. Position F.S. 243.9

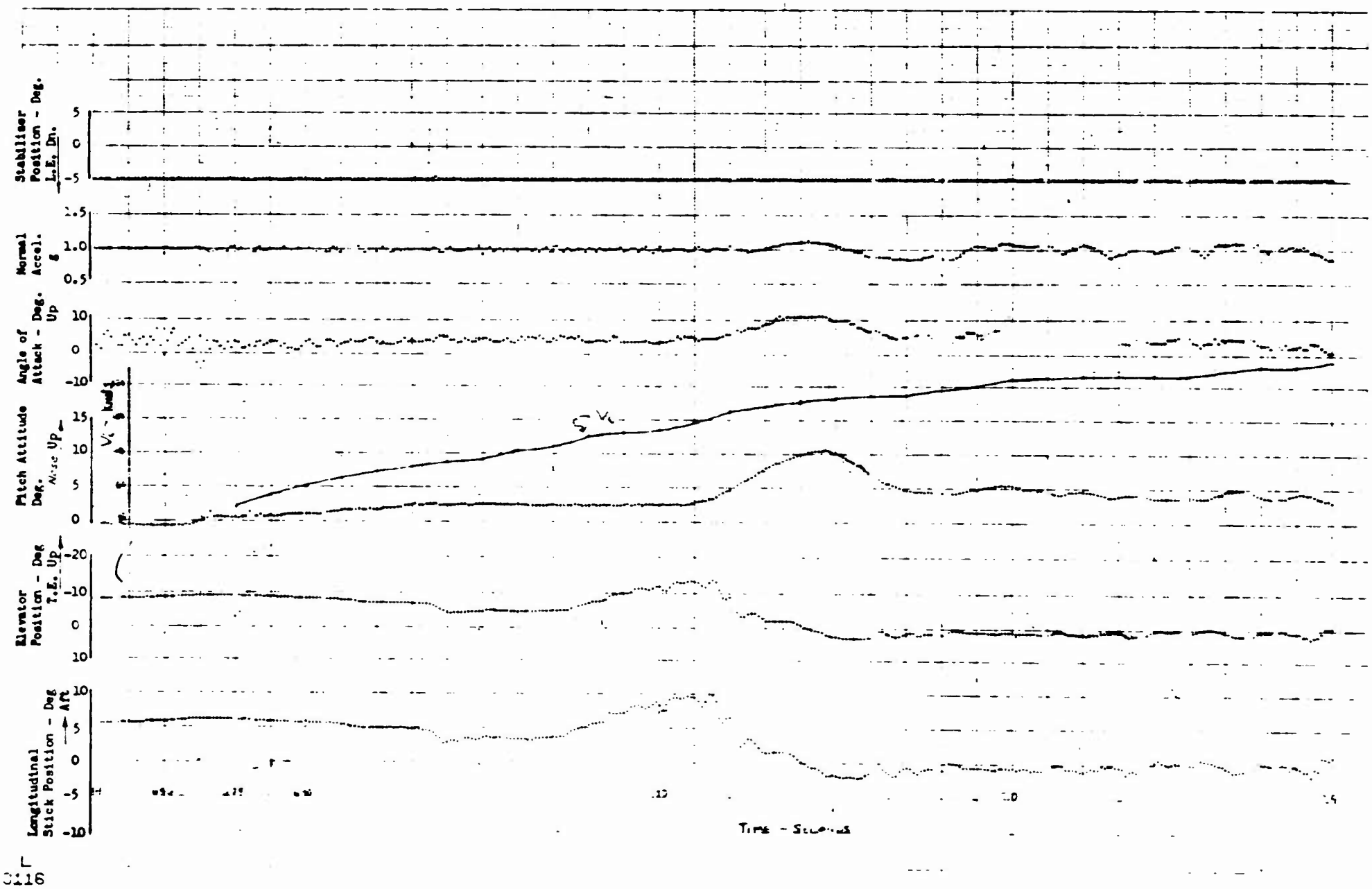


Figure A-143 Take-off with 30° Flaps, A/C No. 62-4506, Test 4.0F, G.W. ≈ 11,000 Pounds, C.G. Position F.S. 243.9

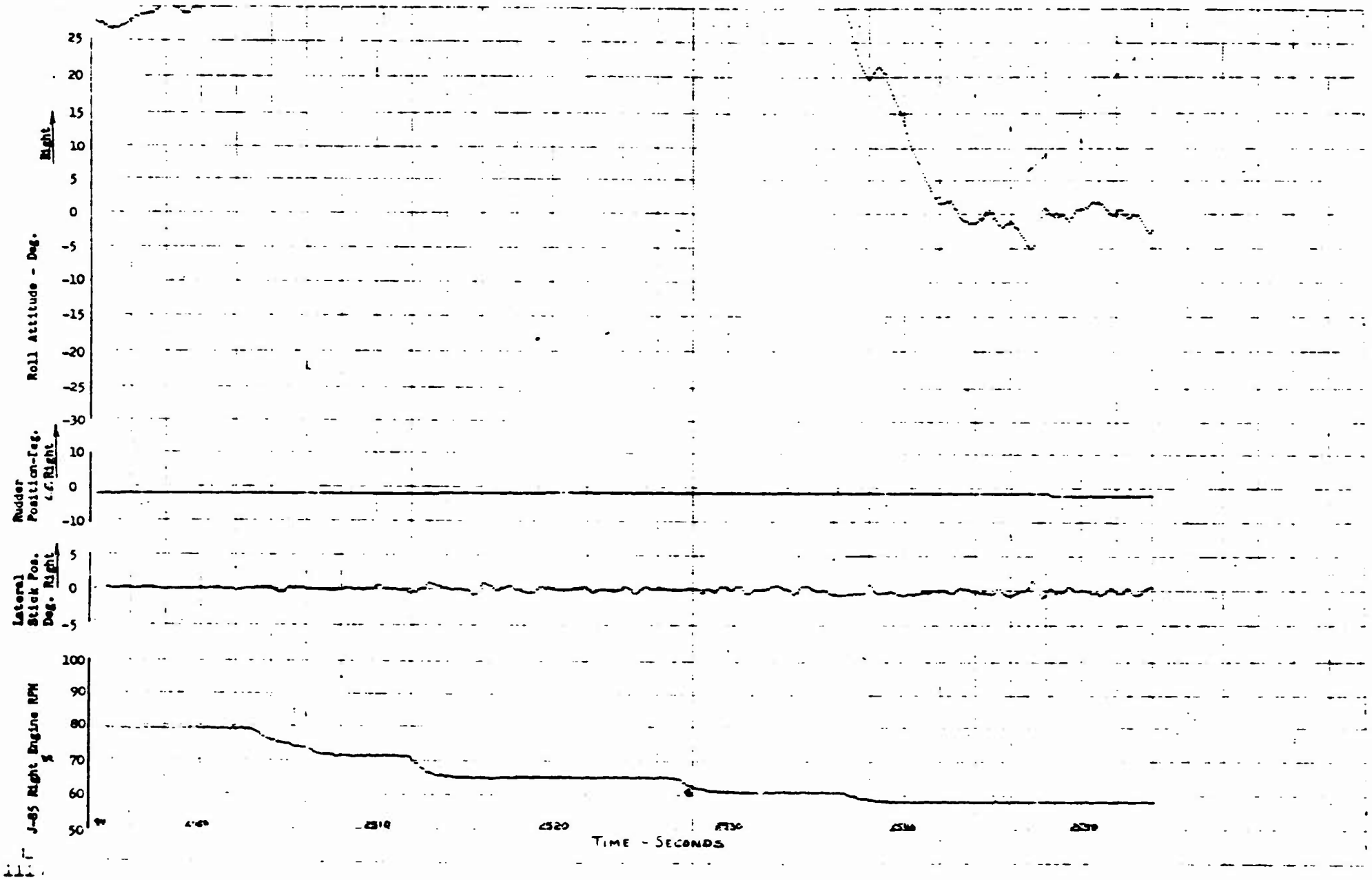


Figure A-144 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F,G.W. ≈ 9322 Pounds, C.G. Position F.S. 240.6

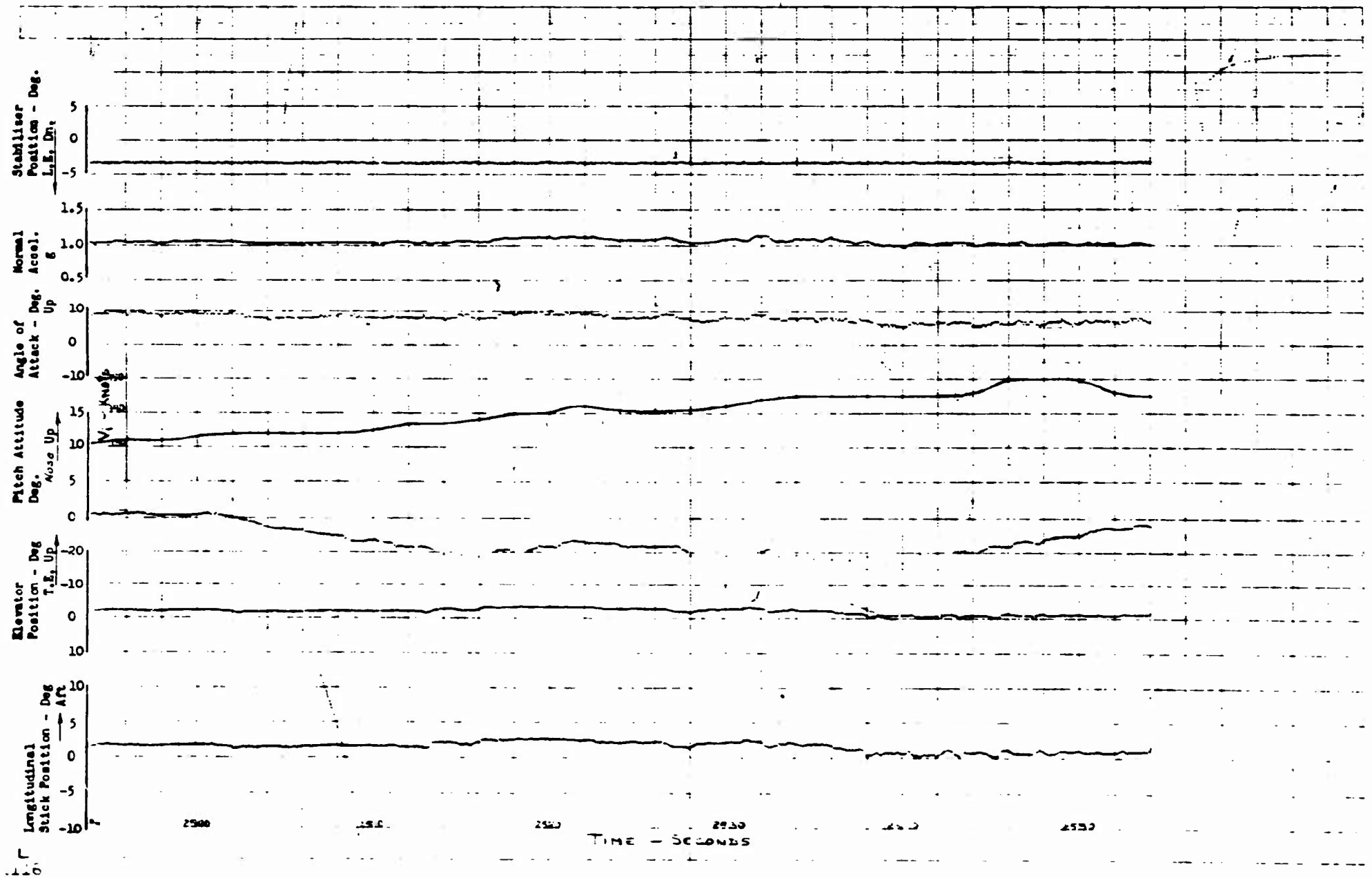


Figure A-145 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F, G.W. ≈ 9322 Pounds, C.G. Position F.S. 240.6

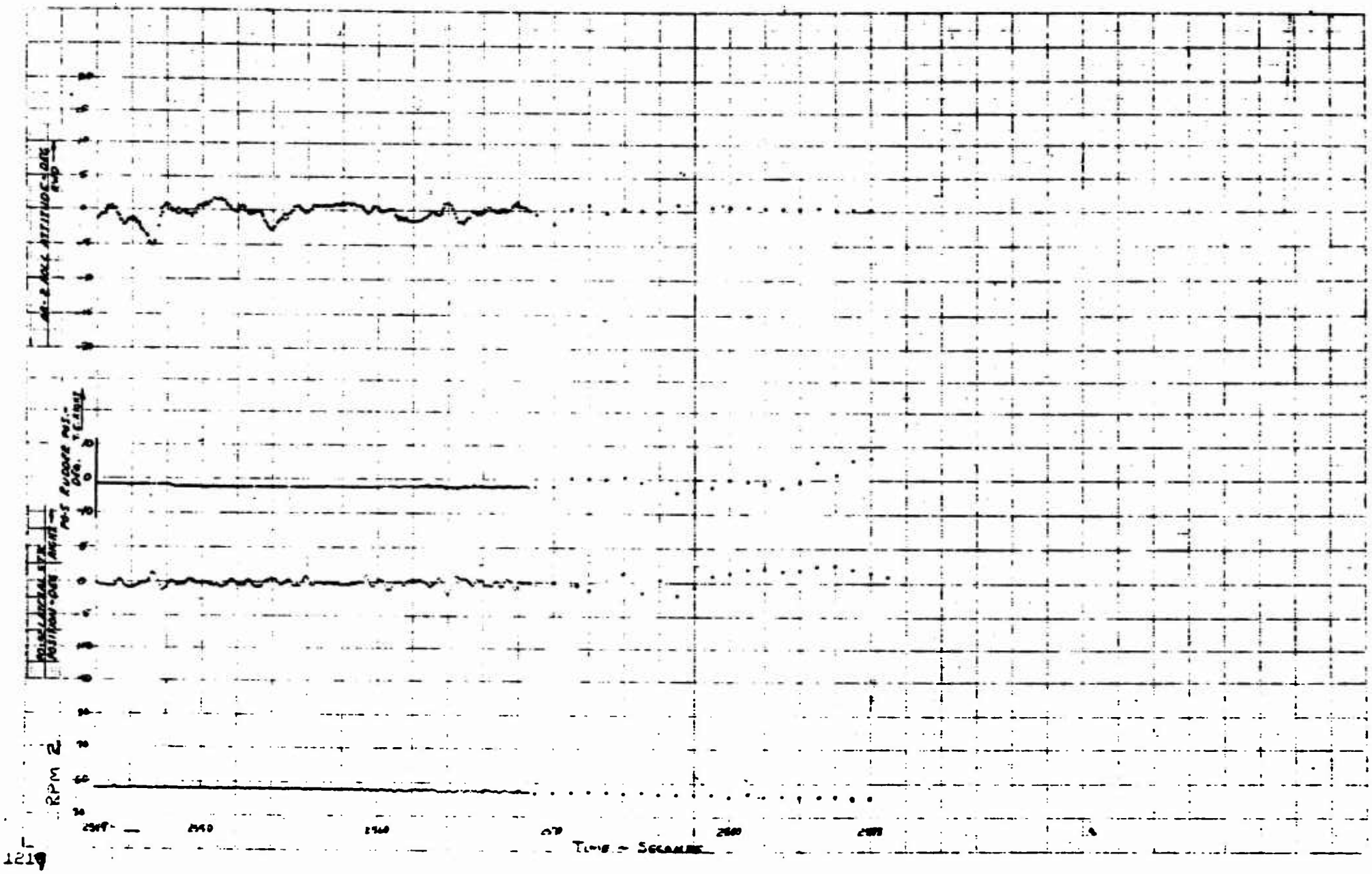


Figure A-146 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F, G.W. ≈ 9322 Pounds, C.G. Position F.S. 240.6

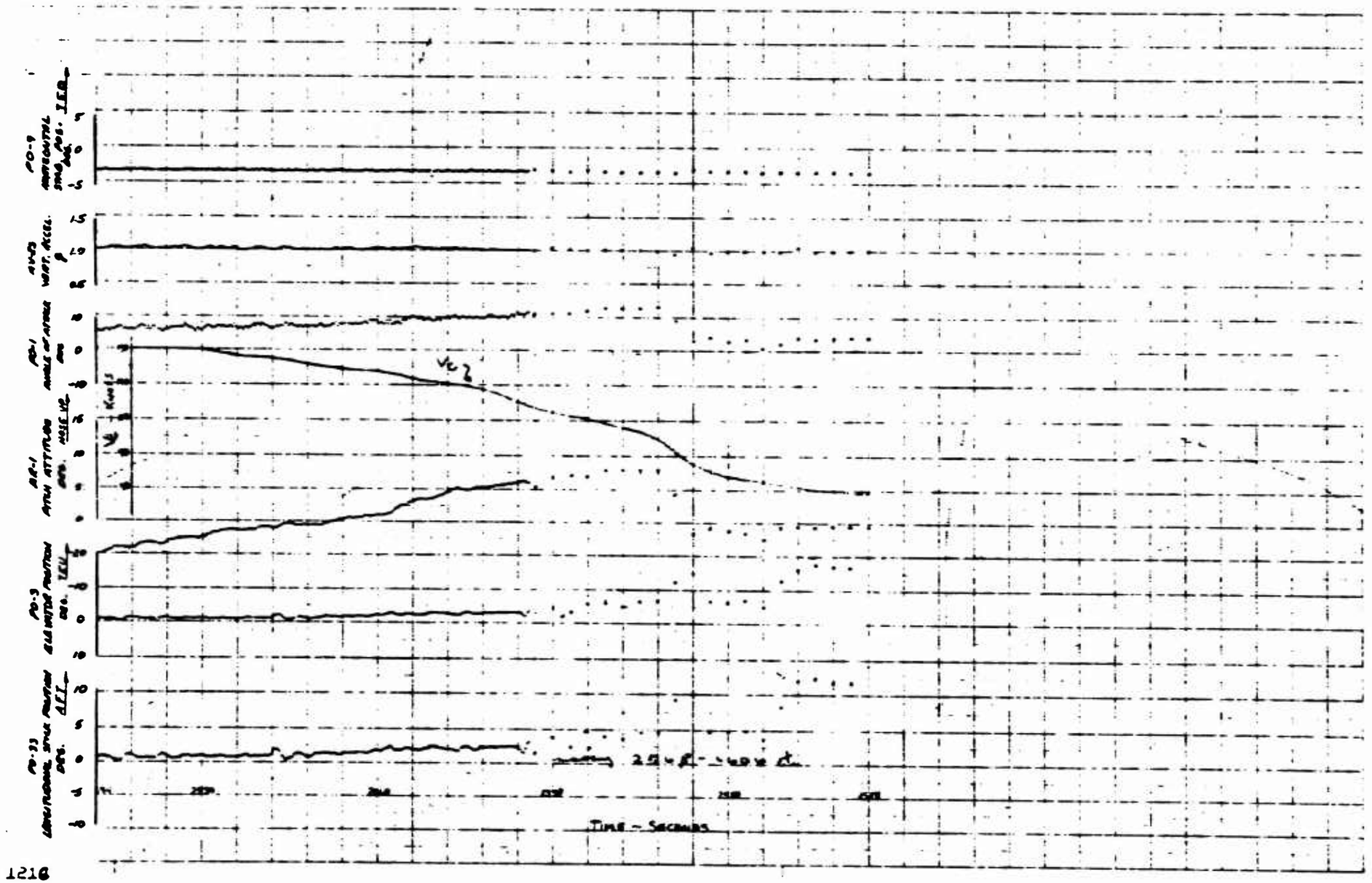


Figure A-147 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F, G.W. ≈ 9322 Pounds, C.G. Position F.S. 240.6

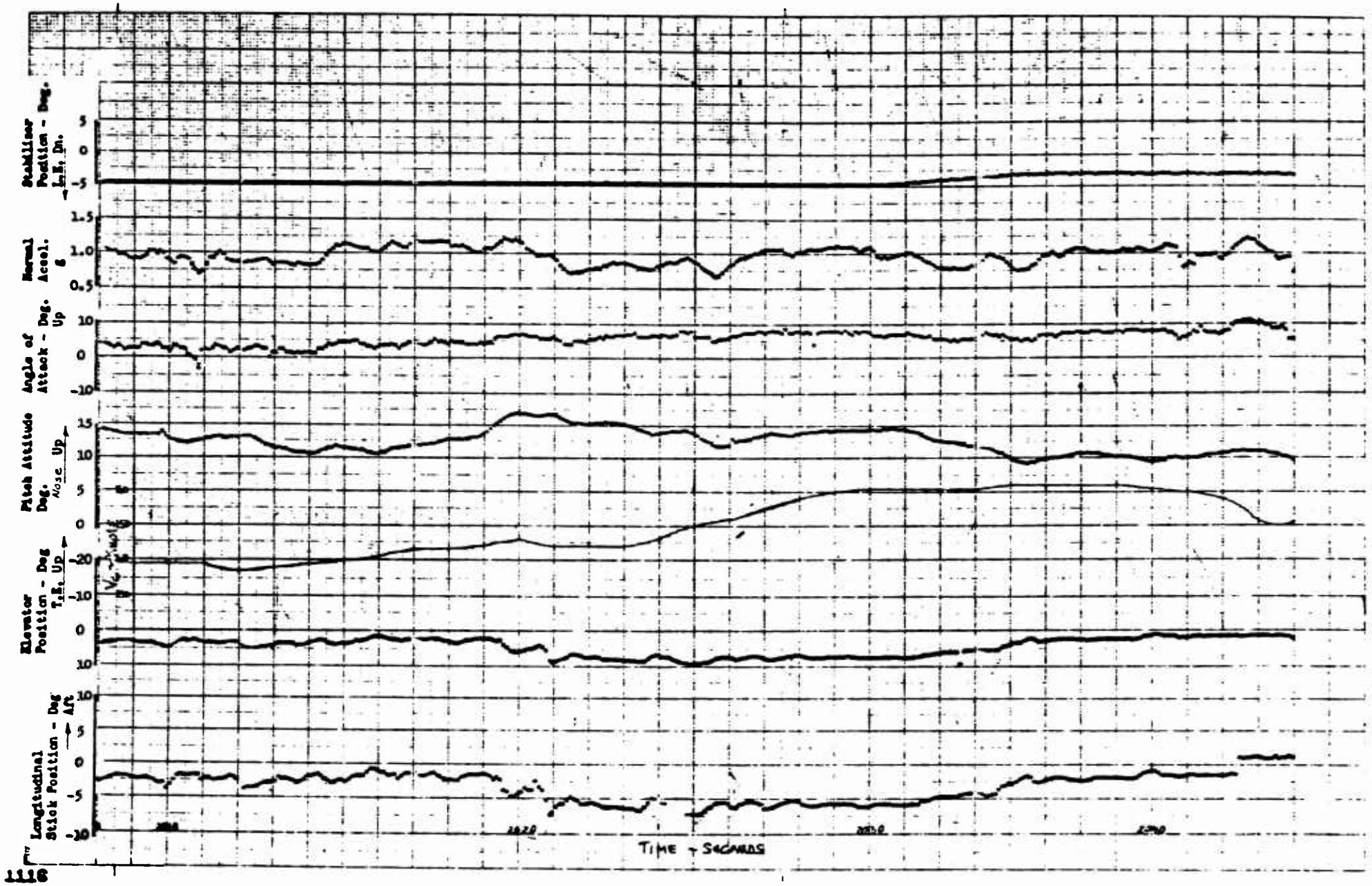


Figure A-148 **Longitudinal Trim Change Flaps from 30° to 0° R/C Constant, A/C No. 62-4506, Test 4.0F, $H_i \approx$ 5000 Feet, $V_{i_{Trim}} \approx$140 Knots, G.W. ≈ 10.095 Pounds, C.G. Position F.S. 241.5**

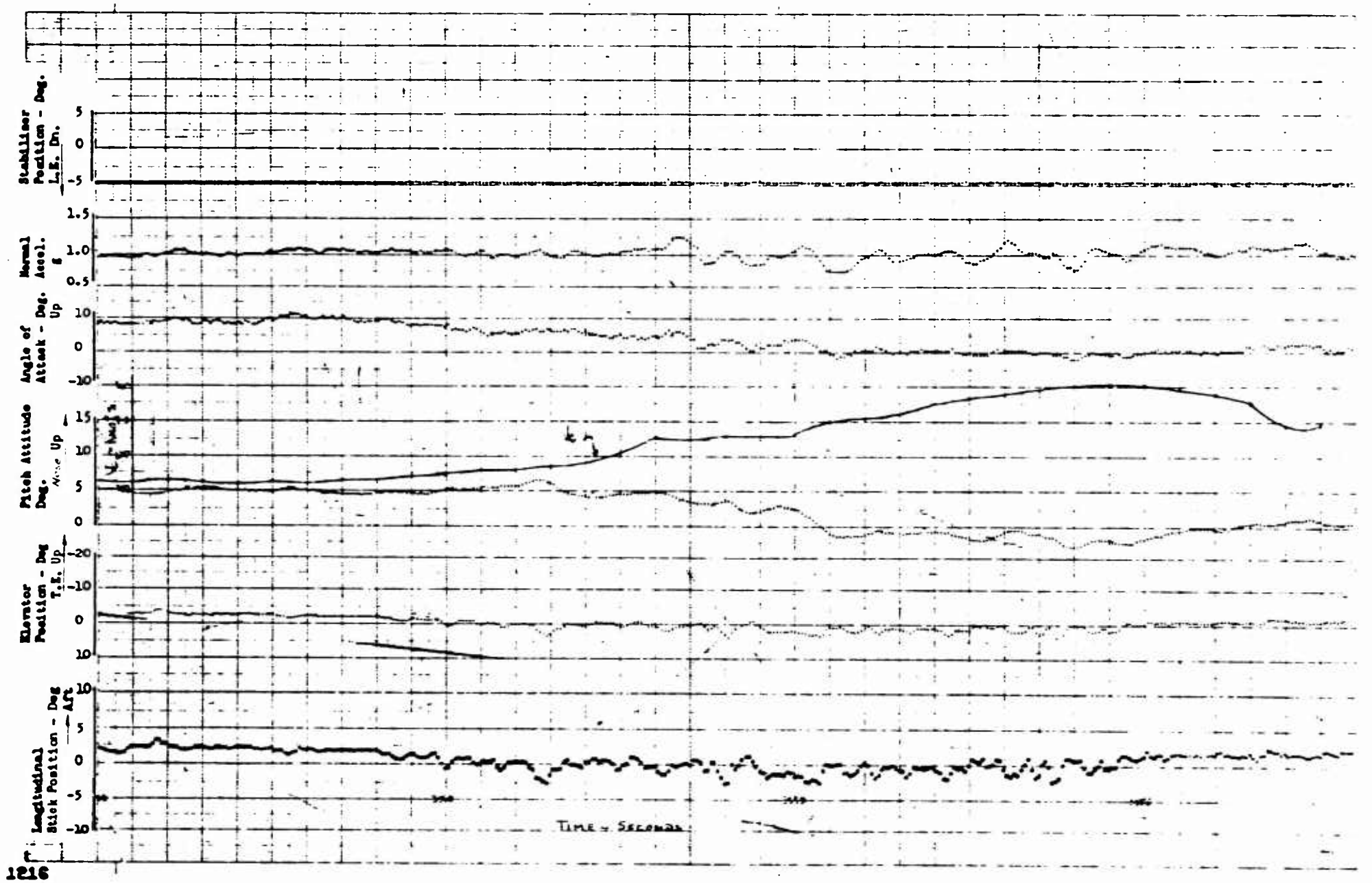


Figure A-149 Longitudinal Trim Change, Flaps 45°, Increase Power from Power Required for Level Flight to Maximum Power, Altitude Constant, A/C No. 62-4506, Test 4.0F, $H_i \approx 5000$ Feet, $V_{i_{Trim}} \approx 110$ Knots, G.W. ≈ 9920 Pounds, C.G. Position F.S. 240.8

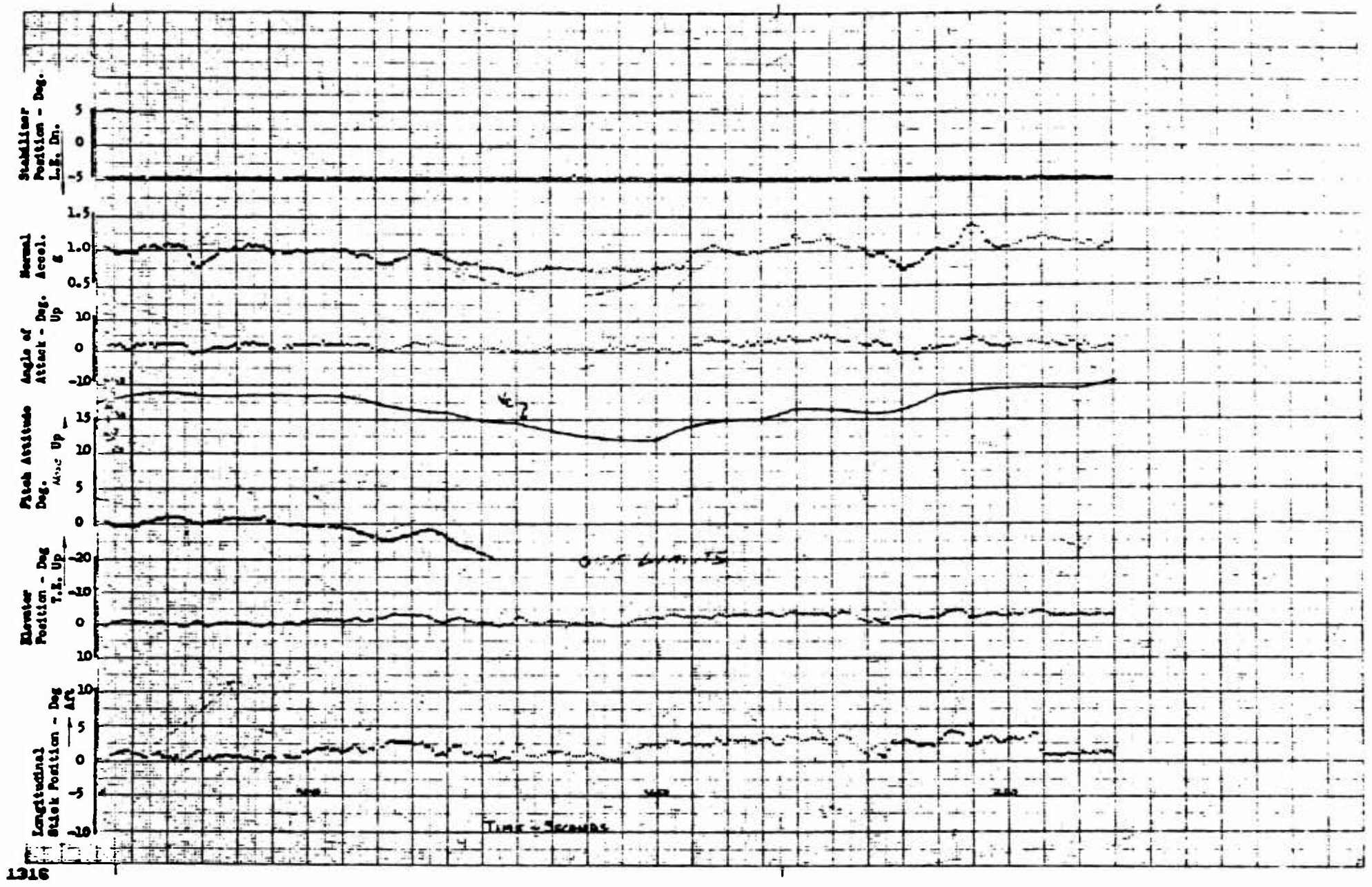


Figure A-150 Longitudinal Trim Change, Flaps 45°, Reduce Power from Power Required for Level Flight to Idle Power, Airspeed Constant, A/C No. 62-4506, Test 4.0F, $H_i \approx 5000$ Feet, $V_{i_{Trim}} \approx 135$ Knots, G.W. $\approx$ 9870 Pounds, C.G. Position F.S. 240.6

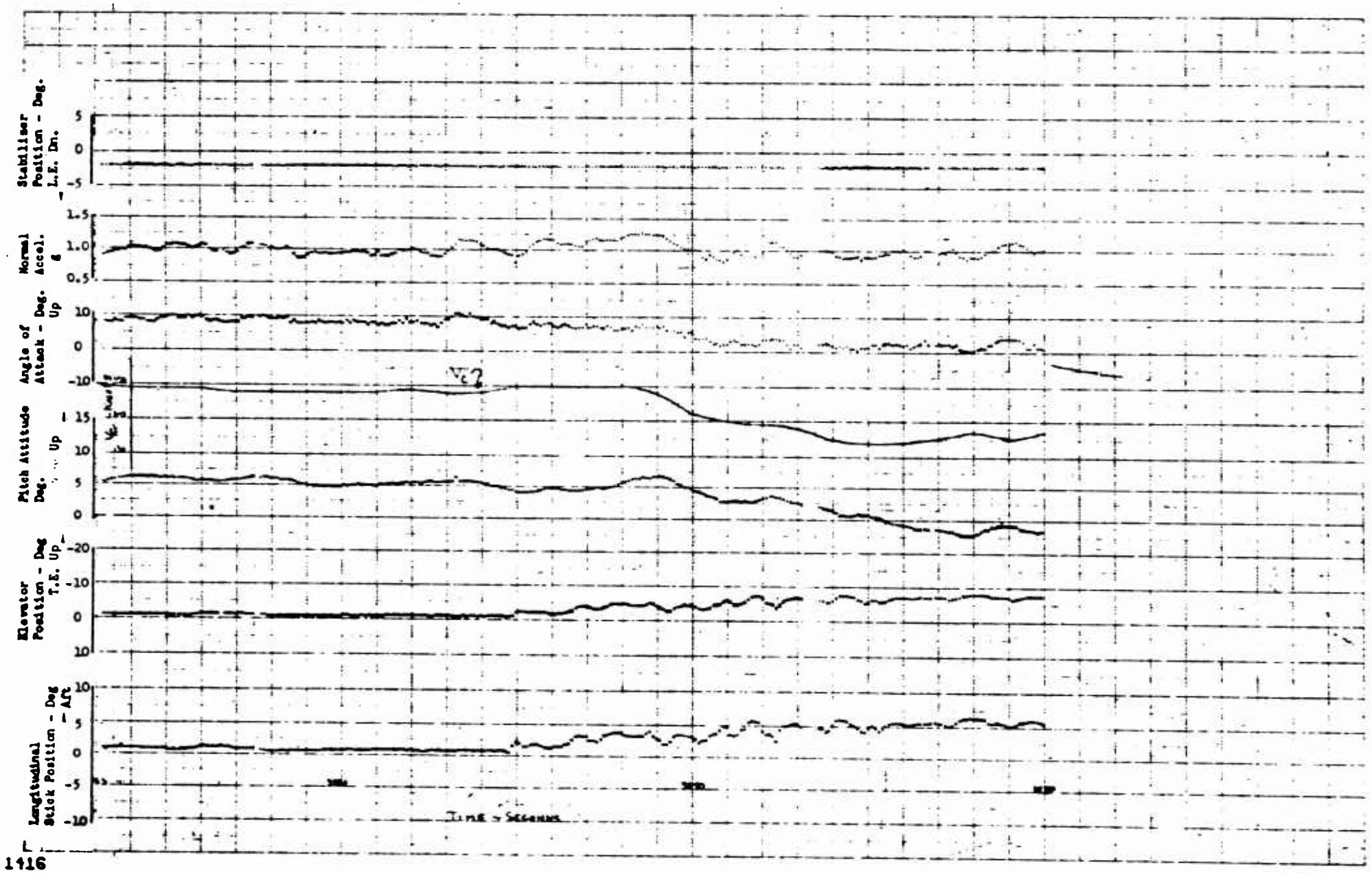


Figure A-151 Power Required for Level Flight Lower Flaps from 0° to 45°, Altitude Constant, A/C No. 62-4506, Test 4.0F, $H_i \approx 10,000$ Feet, $V_{i_{Trim}} \approx 150$ Knots, G.W. $\approx$ 9695 Pounds, C.G. Position F.S. 240.5

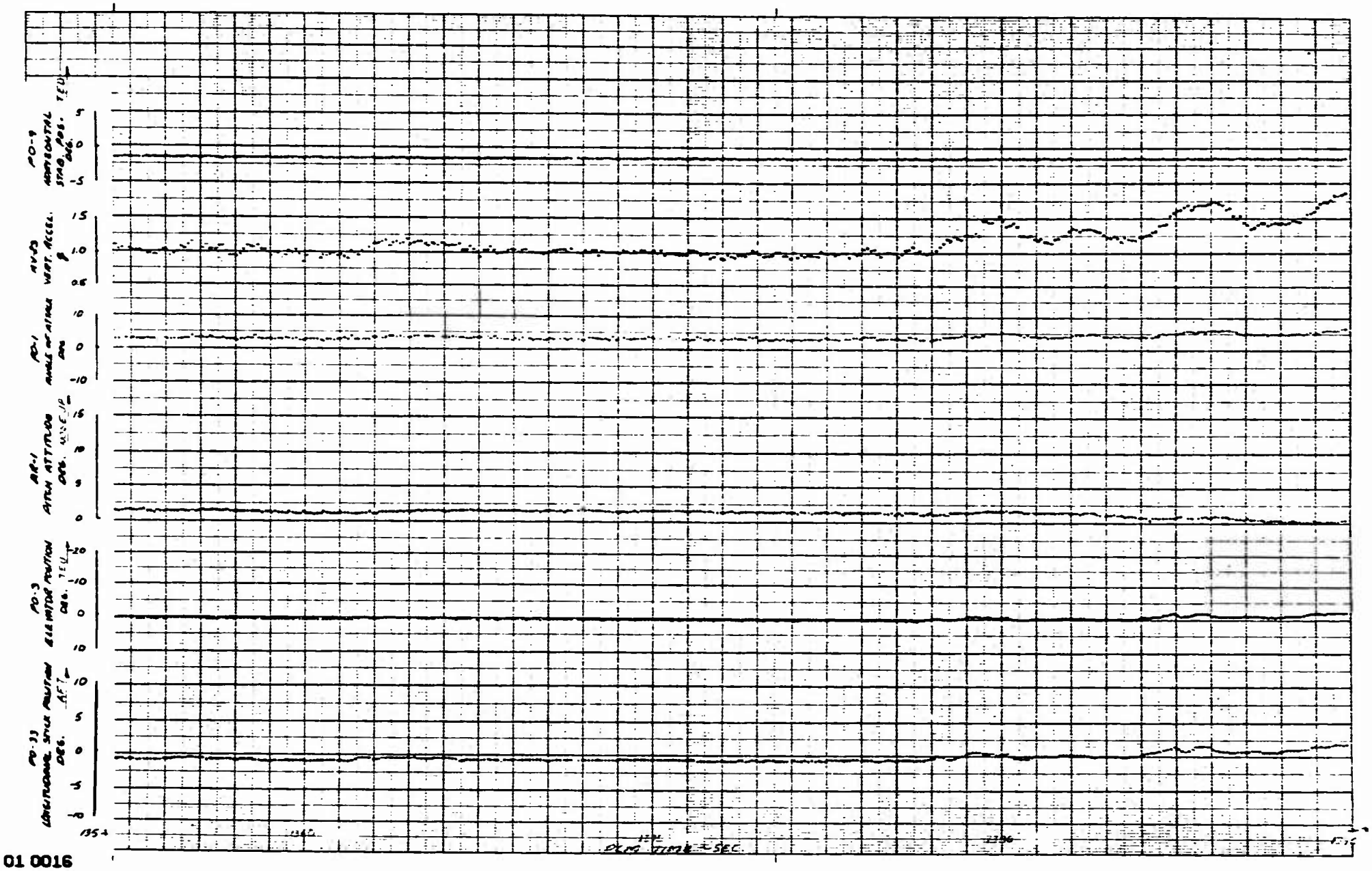


Figure A-152 Wind-up Turn to the Left, Maximum Normal Load Factor 2.6 g's, A/C No. 62-4506, Test 79.0F, $H_i \approx 8200$ Feet, $V_i \approx 220$ Knots, G.W. $\approx 11,200$ Pounds, C.G. Position F.S. 243.0, Configuration: C R

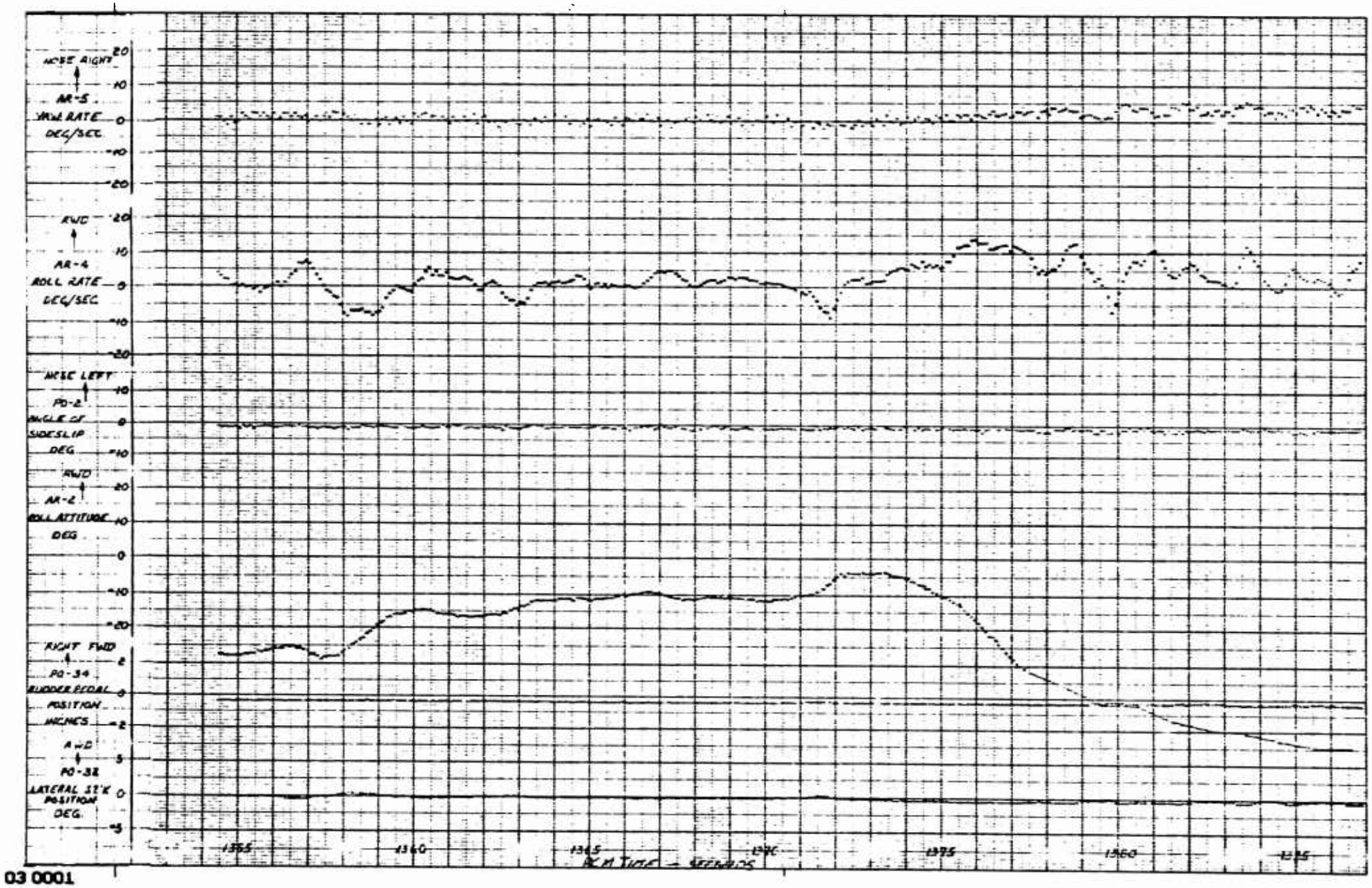


Figure A-153 Wind-up Turn to the Left, Maximum Normal Load Factor 2.6 g's, A/C No. 62-4506, Test 79.0F, $H_i \approx 8200$ Feet, $V_i \approx 220$ Knots, G.W. $\approx 11,200$ Pounds, C.G. Position F.S. 243.0, Configuration: C R

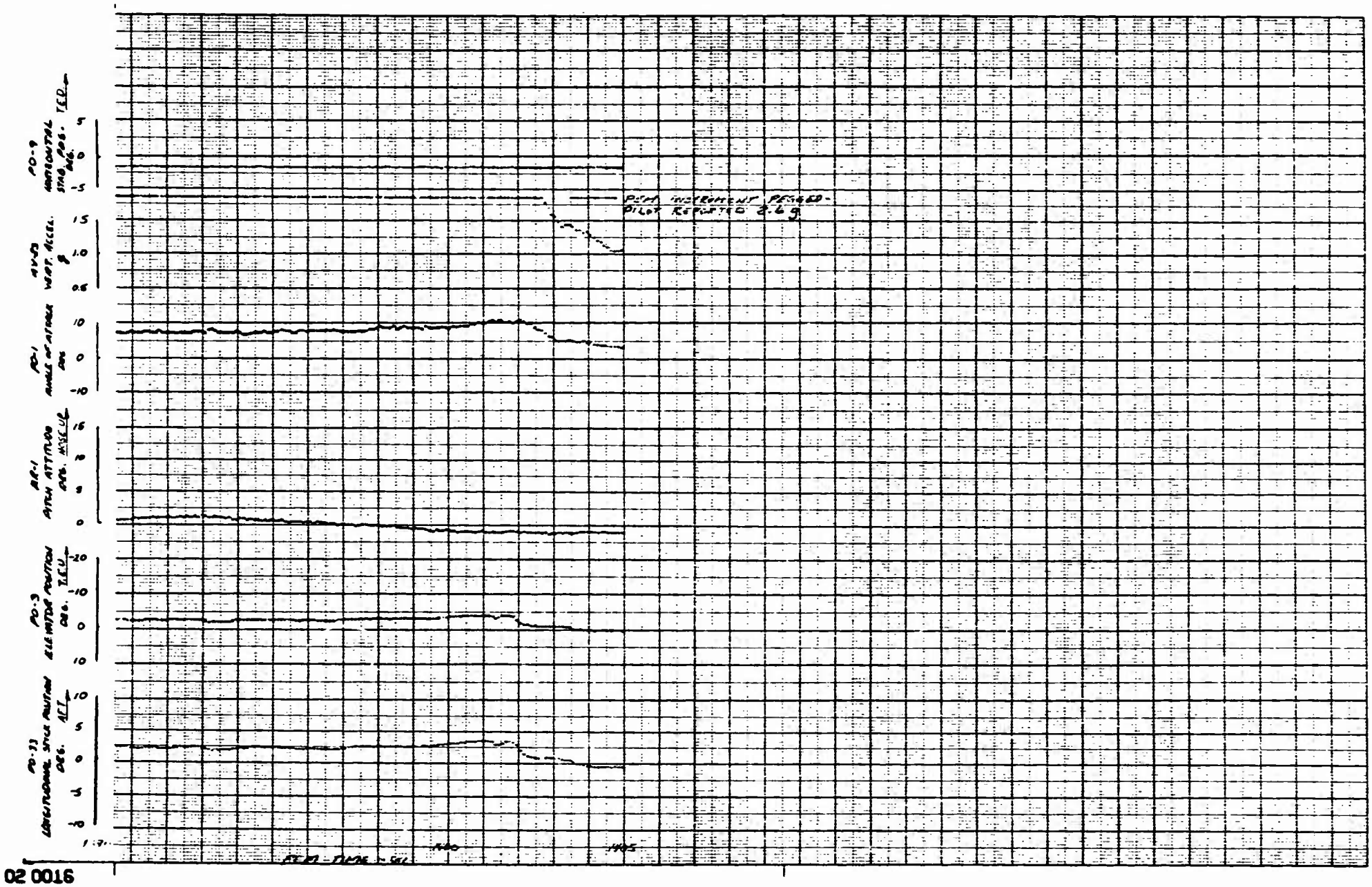


Figure A-154 Wind-up Turn to the Left, Maximum Normal Load Factor, 2.6g's, A/C No. 62-4506, Test 79.0F, $H_i \approx 8,200$ Feet, $V_i \approx 220$ Knots, G.W. $\approx 11,200$ Pounds, C.G. Position F.S. 243.0, Configuration: C R

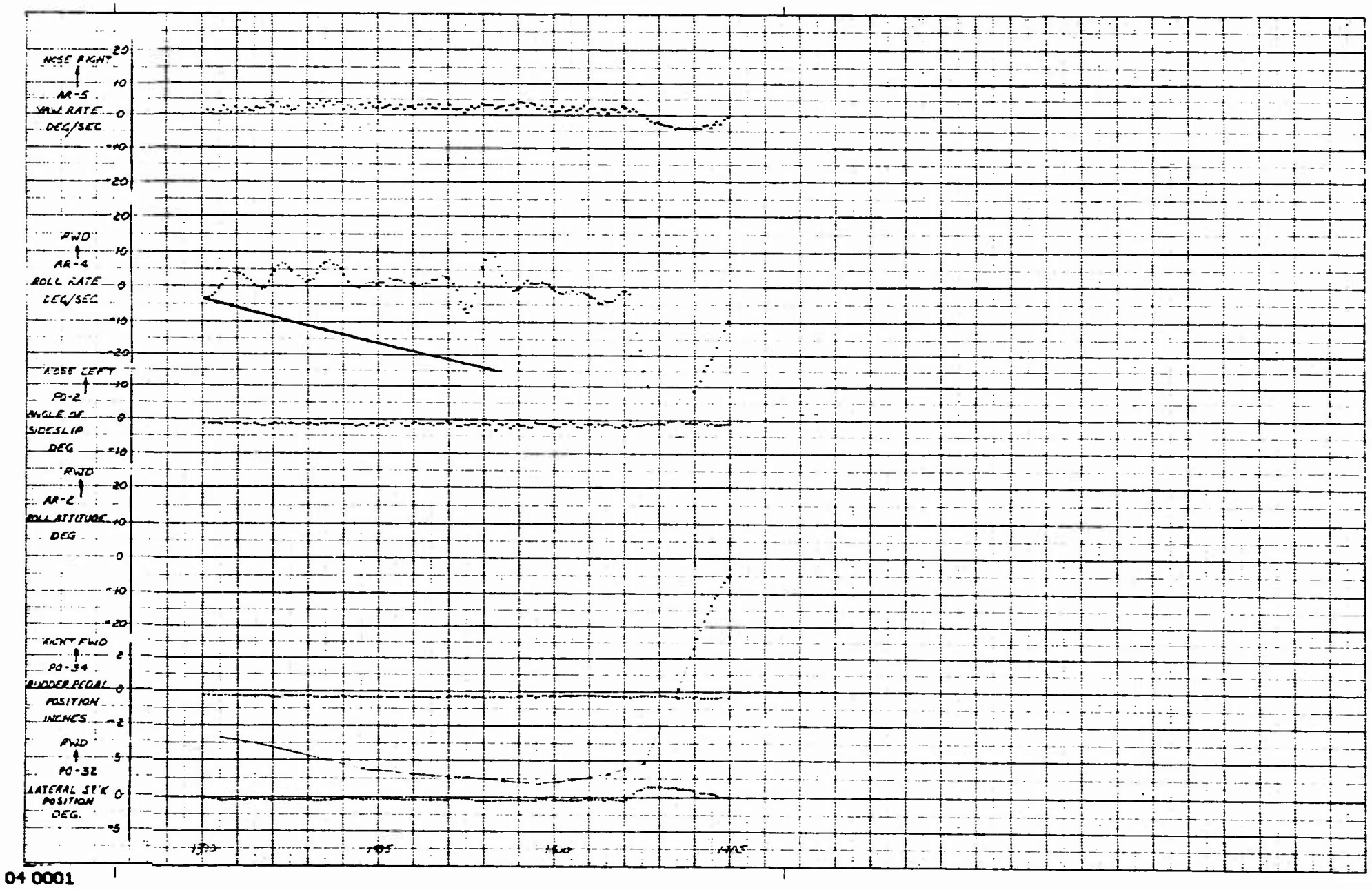


Figure A-155 Wind-up Turn to the Left, Maximum Normal Load Factor 2.6g's, A/C No. 62-4506, Test 79.0F $H_i \approx$ 8200 Feet, $V_i \approx$ 220 Knots, G.W. $\approx$ 11,200 Pounds, C.G. Position F.S. 243.0, Configuration: C R

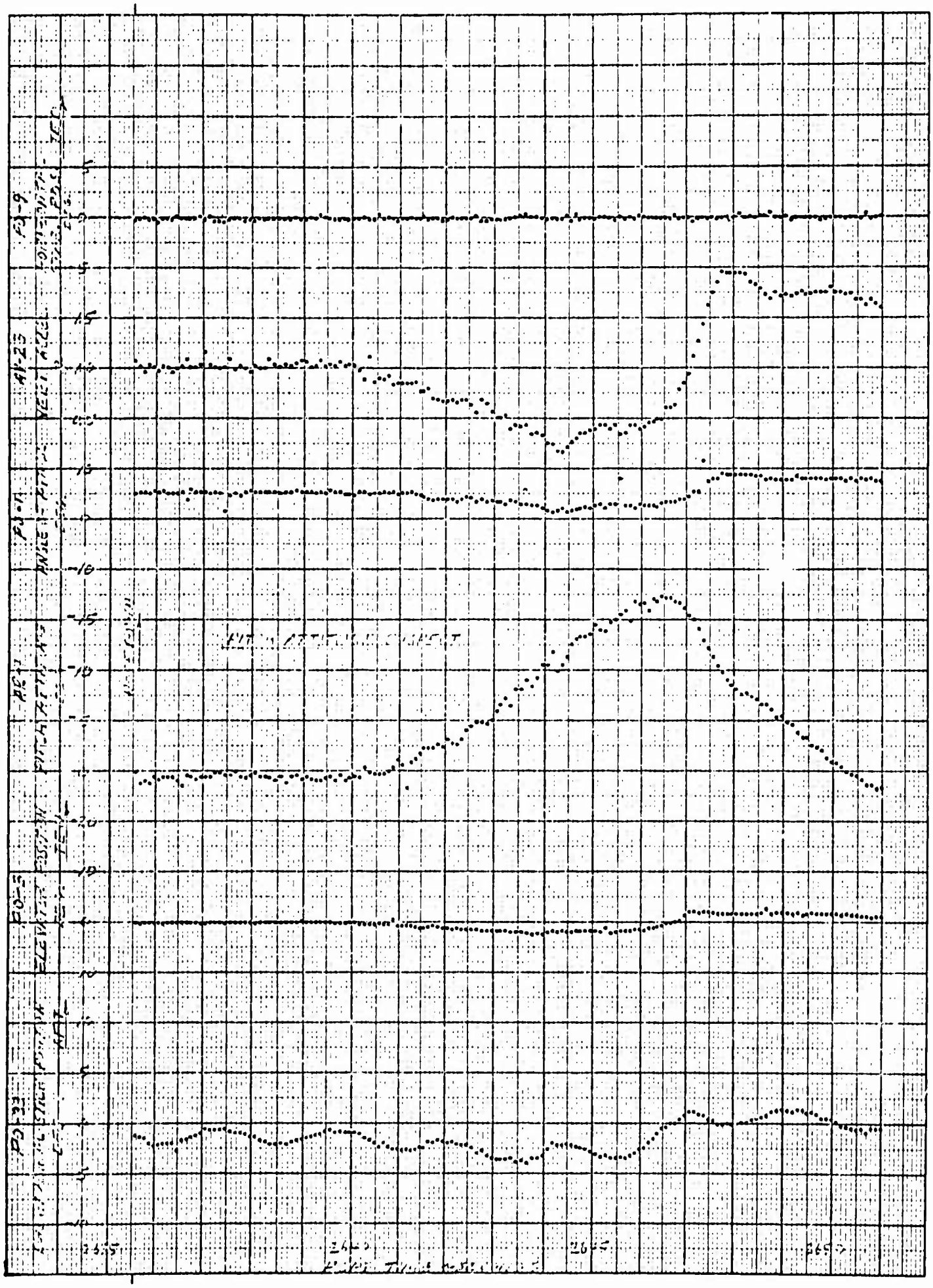


Figure A-156 Push Over to Normal Load Factor of 0.5g's, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 220$ Knots, G.W. $\approx 11,105$ Pounds, C.G. Position F.S. 243.0, Configuration: C R

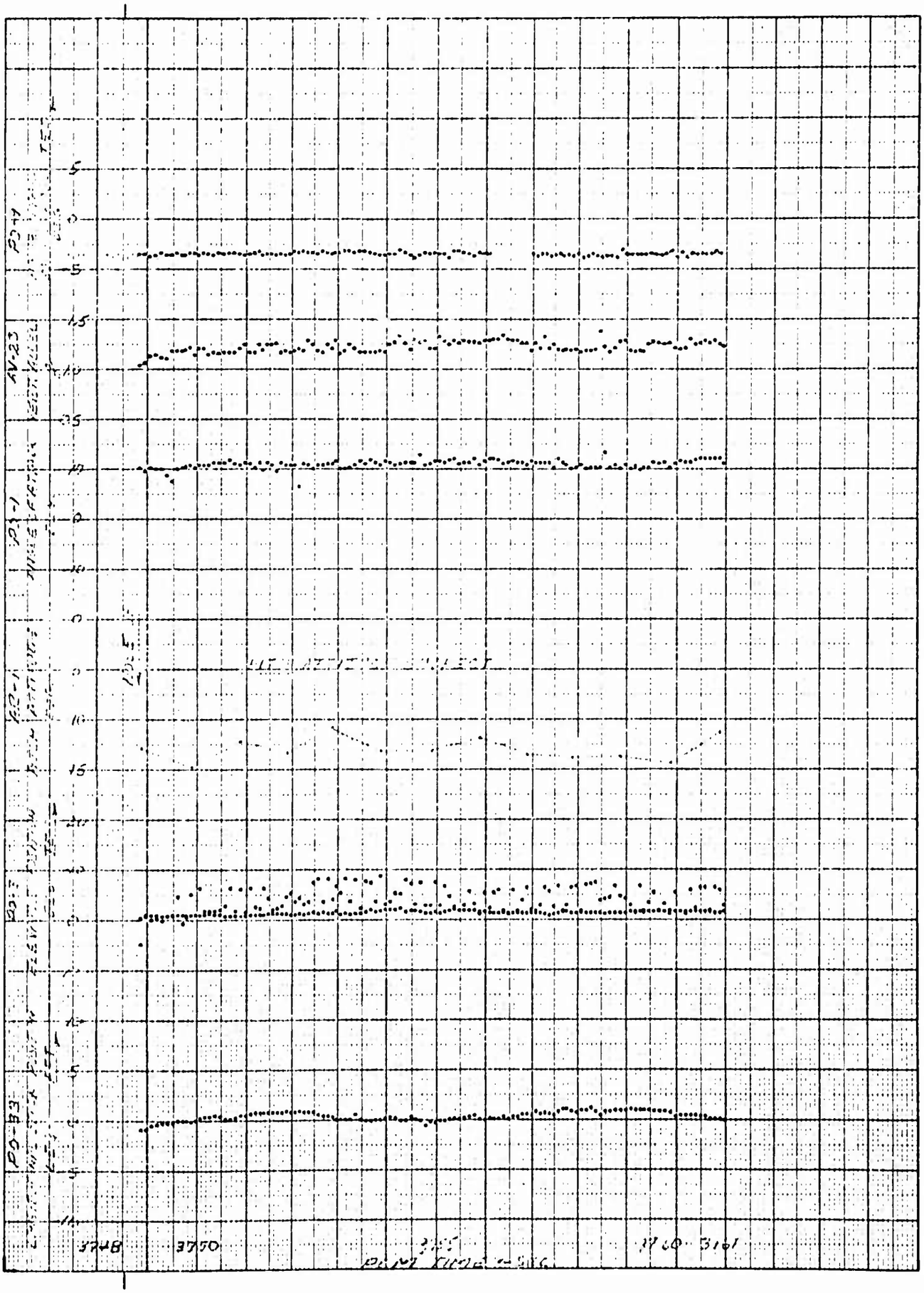
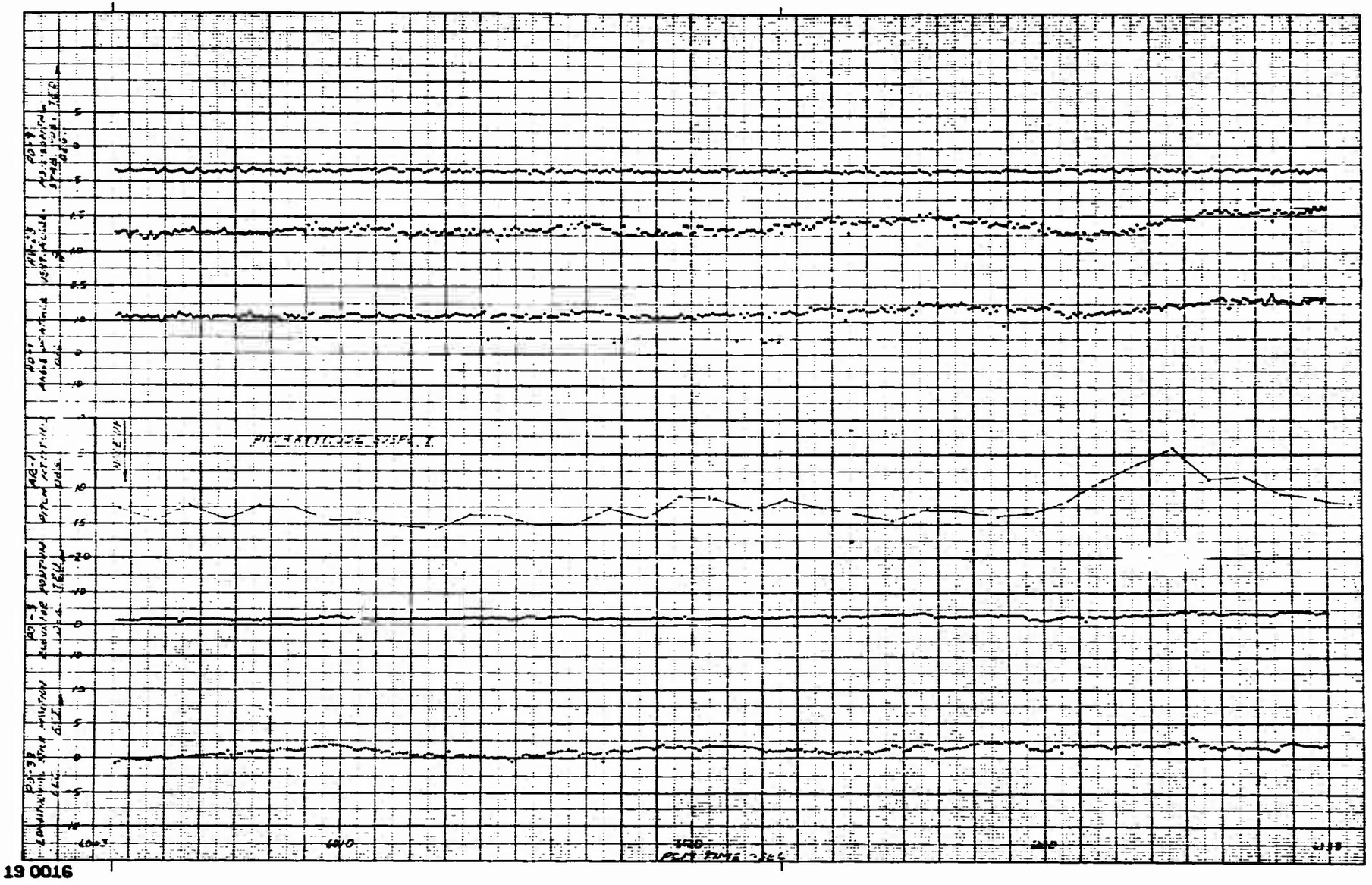


Figure A-157 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. ≈ 10,160 Pounds, C.G. Position F.S. 239.0, Configuration: P A



19 0016

Figure A-158 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. ≈ 10,100 Pounds, C.G. Position F.S. 238.9, Configuration: P A

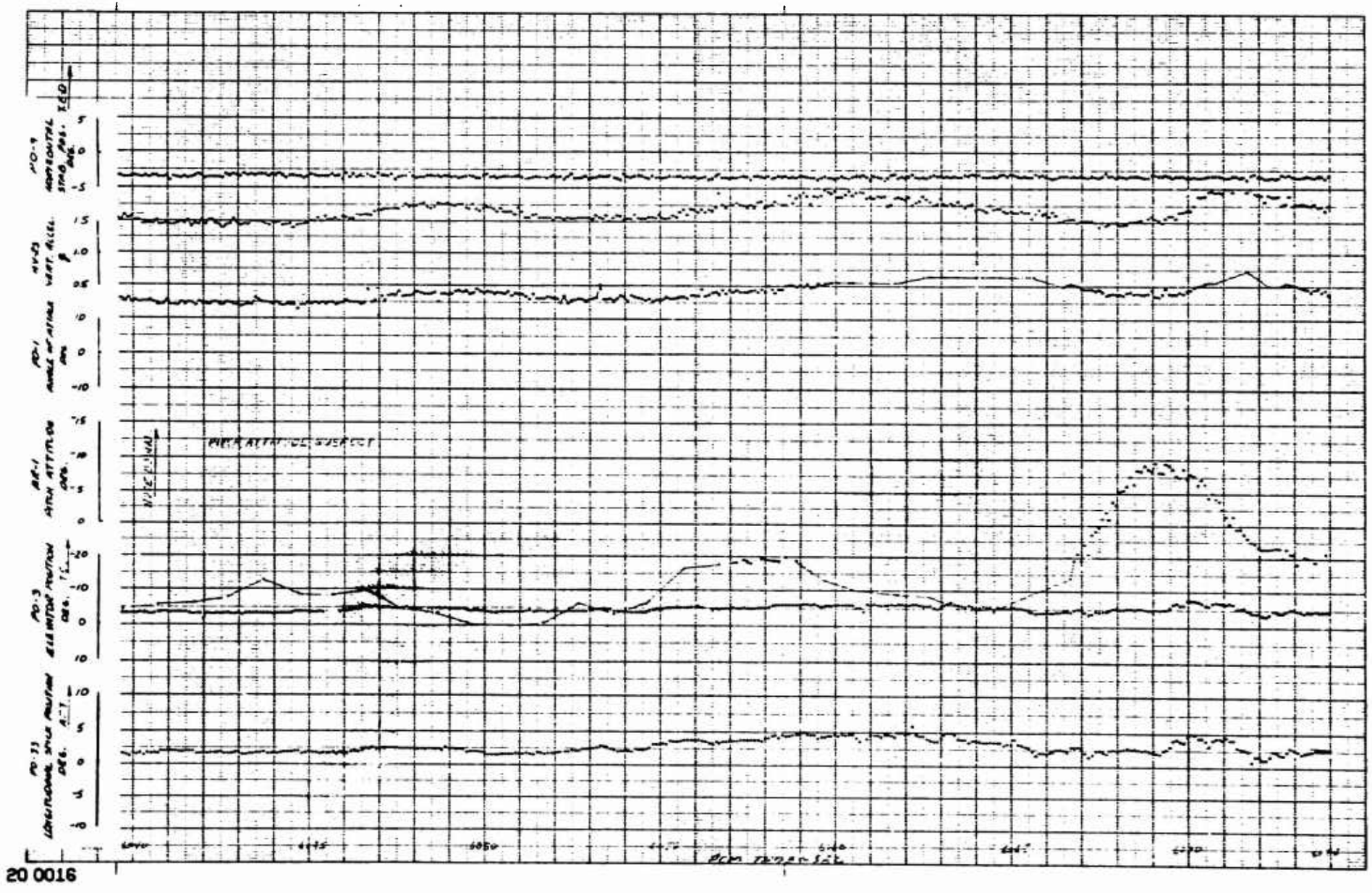


Figure A-159 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. $\approx 10,100$ Pounds, C.G. Position F.S. 238.9, Configuration: P A

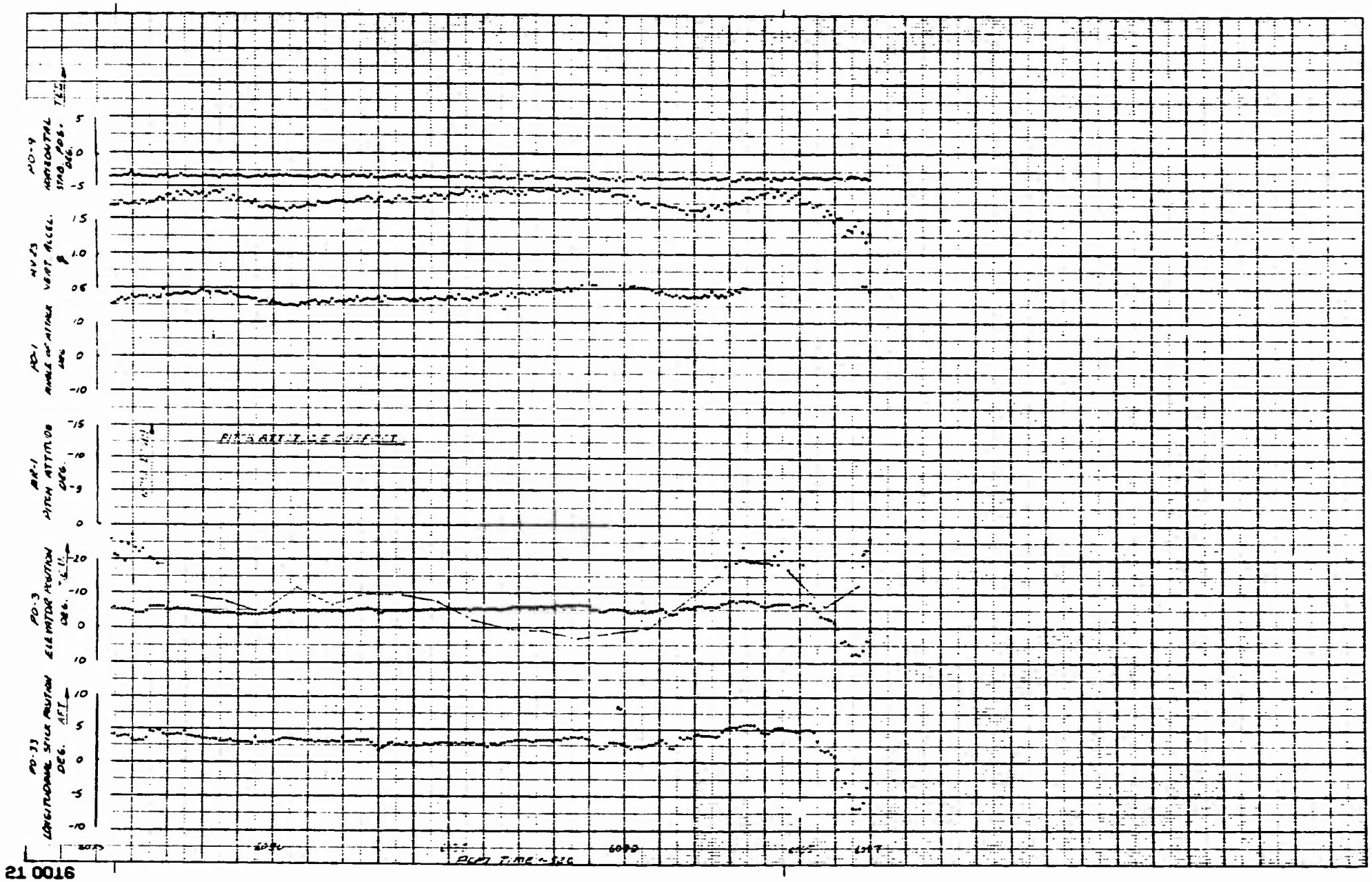
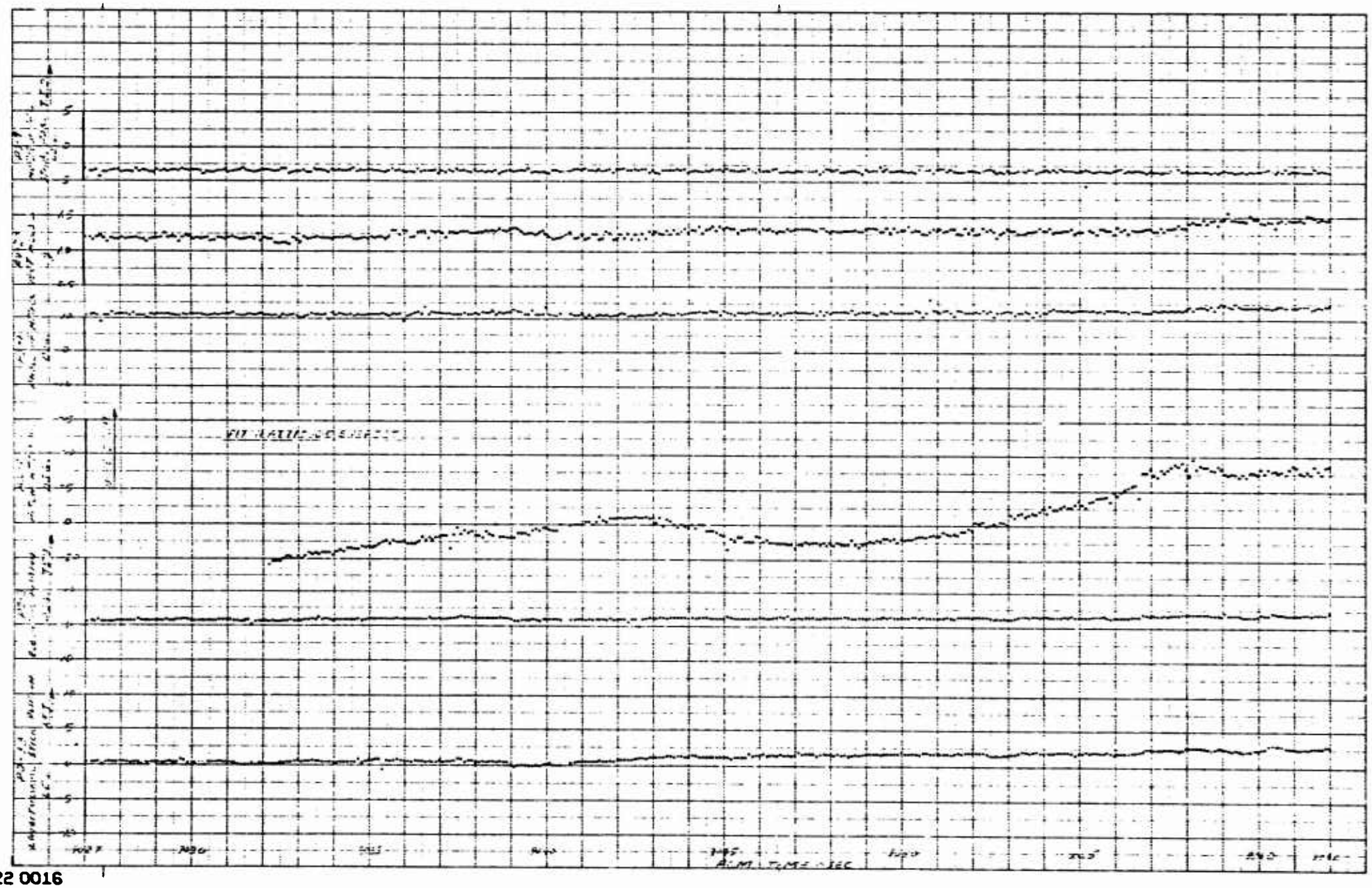


Figure A-160 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. $\approx$ 10,100 Pounds, C.G. Position F.S. 238.9, Configuration: P A



22 0016

Figure A-161 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. $\approx$ 10,020 Pounds, C.G. Position F.S. 238.8, Configuration: P A

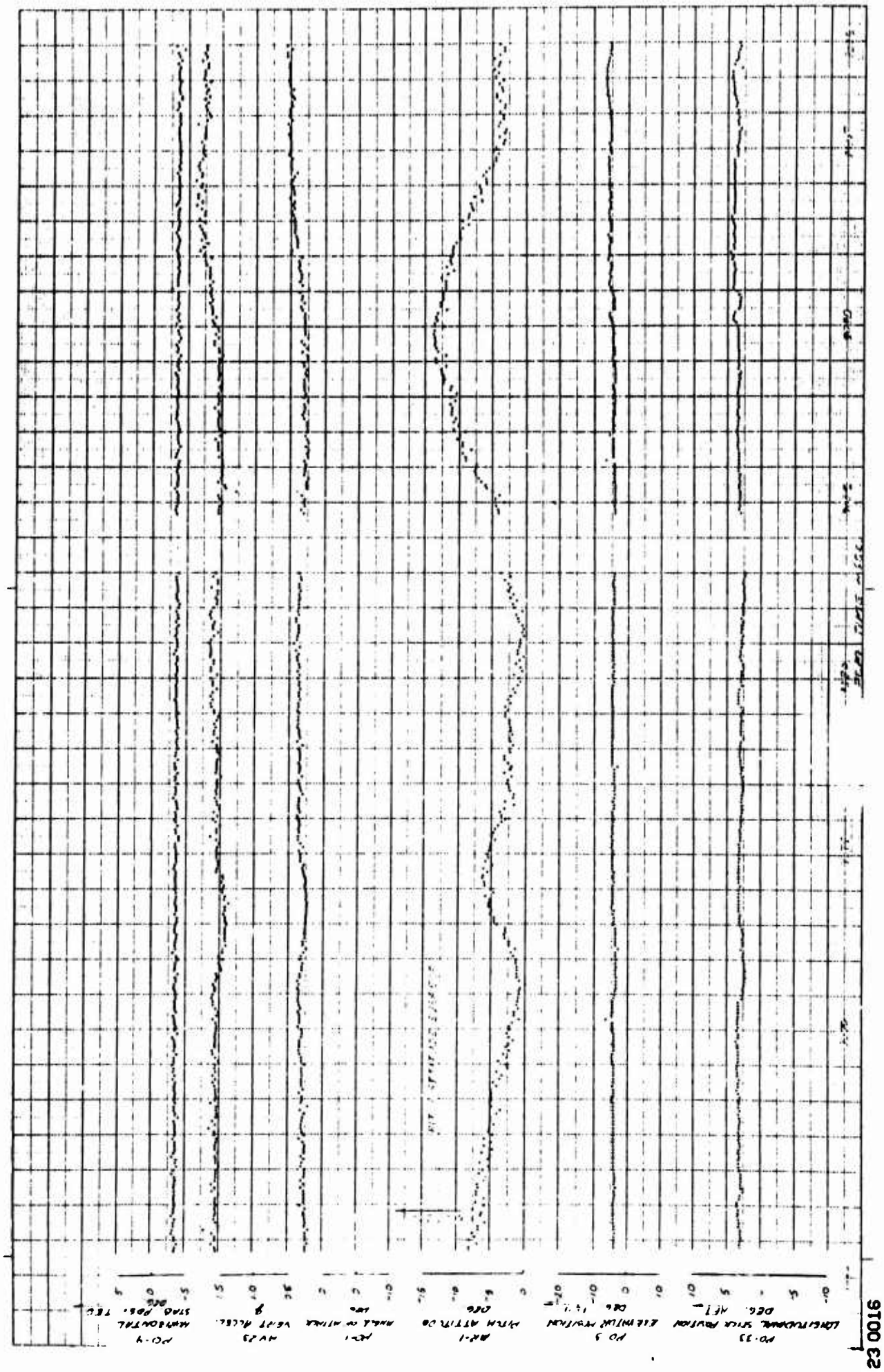


Figure A-162 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. $\approx 10,020$ Pounds, C.G. Position F.S. 238.8, Configuration: P A

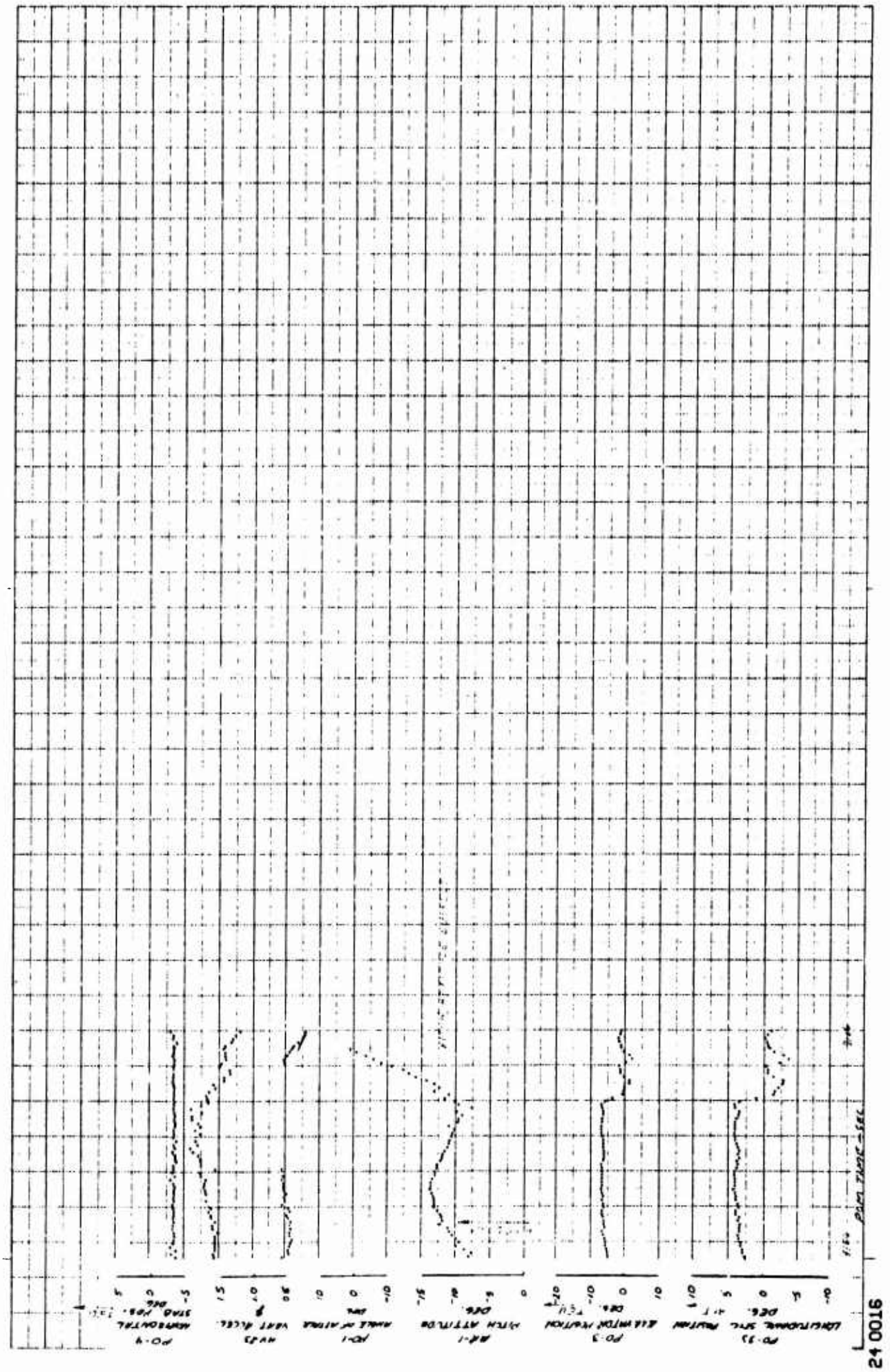


Figure A-163 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$, $V_{iTrim} \approx 130$ Knots, G.W. $\approx$ 10,020 Pounds, C.G. Position F.S. 238.8, Configuration: P A

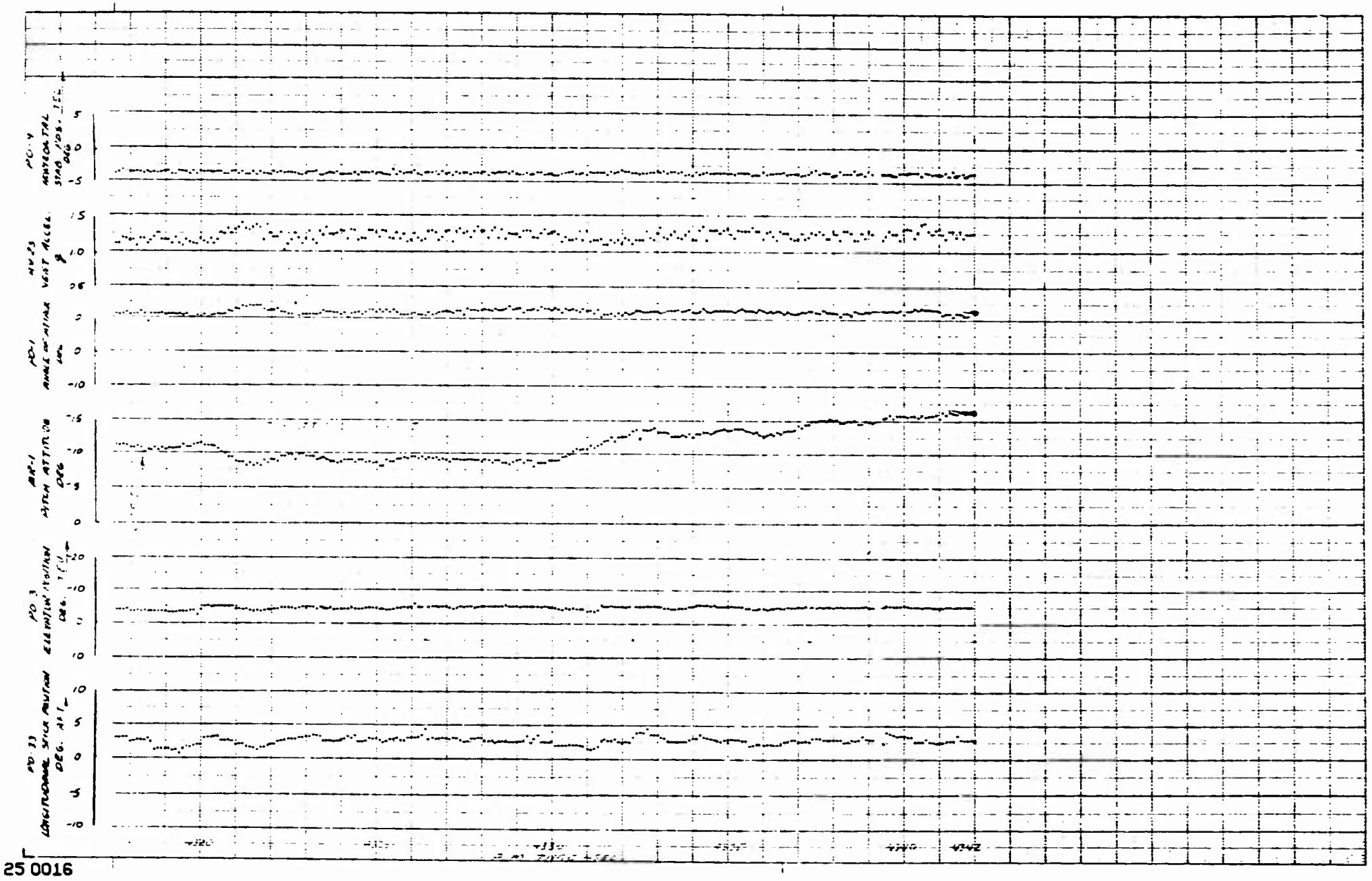


Figure A-164 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,500$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. ≈ 9800 Pounds, C.G. Position F.S. 238.7, Configuration: L

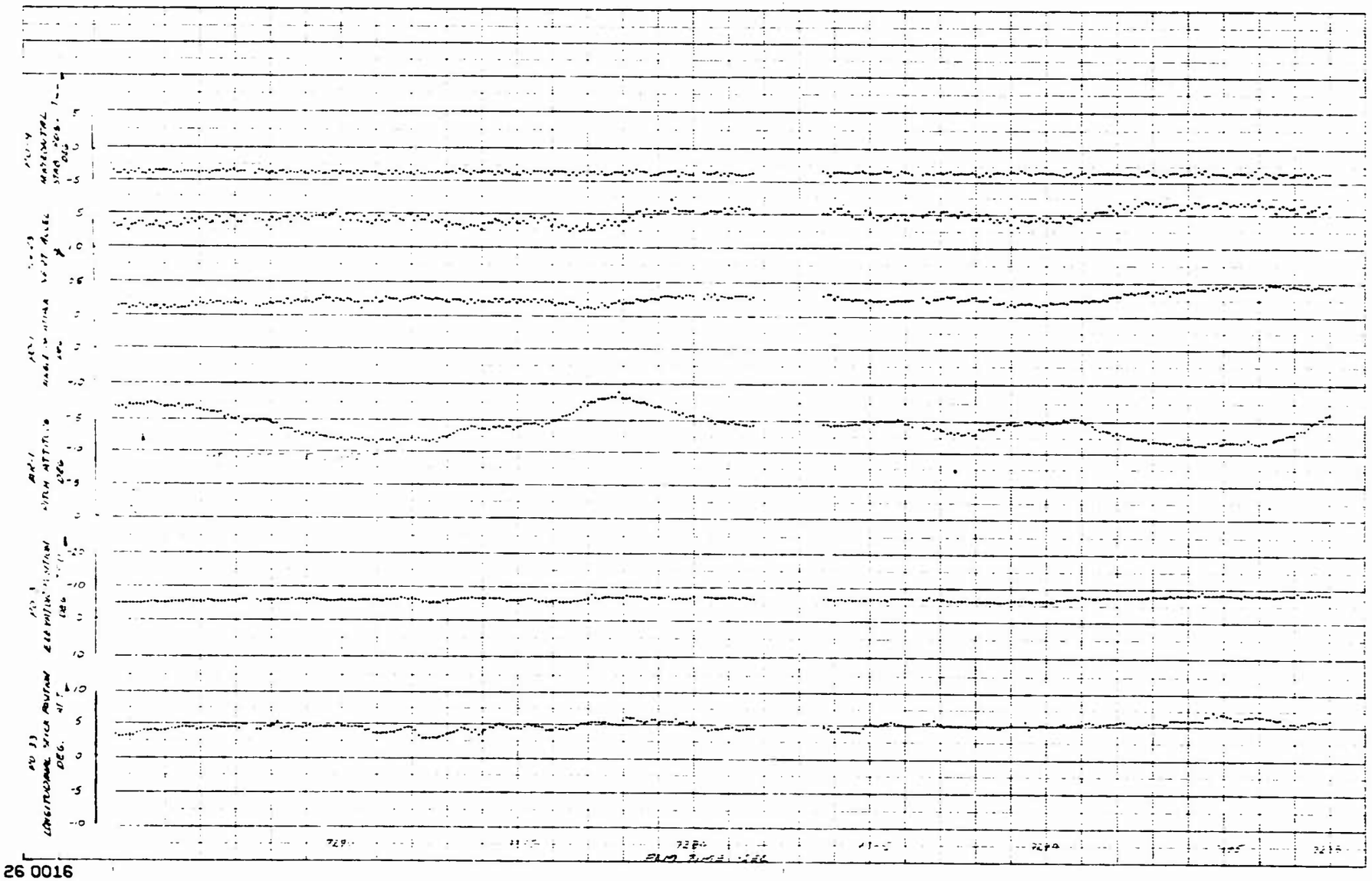


Figure A-165 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. ≈ 9800 Pounds, C.G. Position F.S. 238.7, Configuration: L

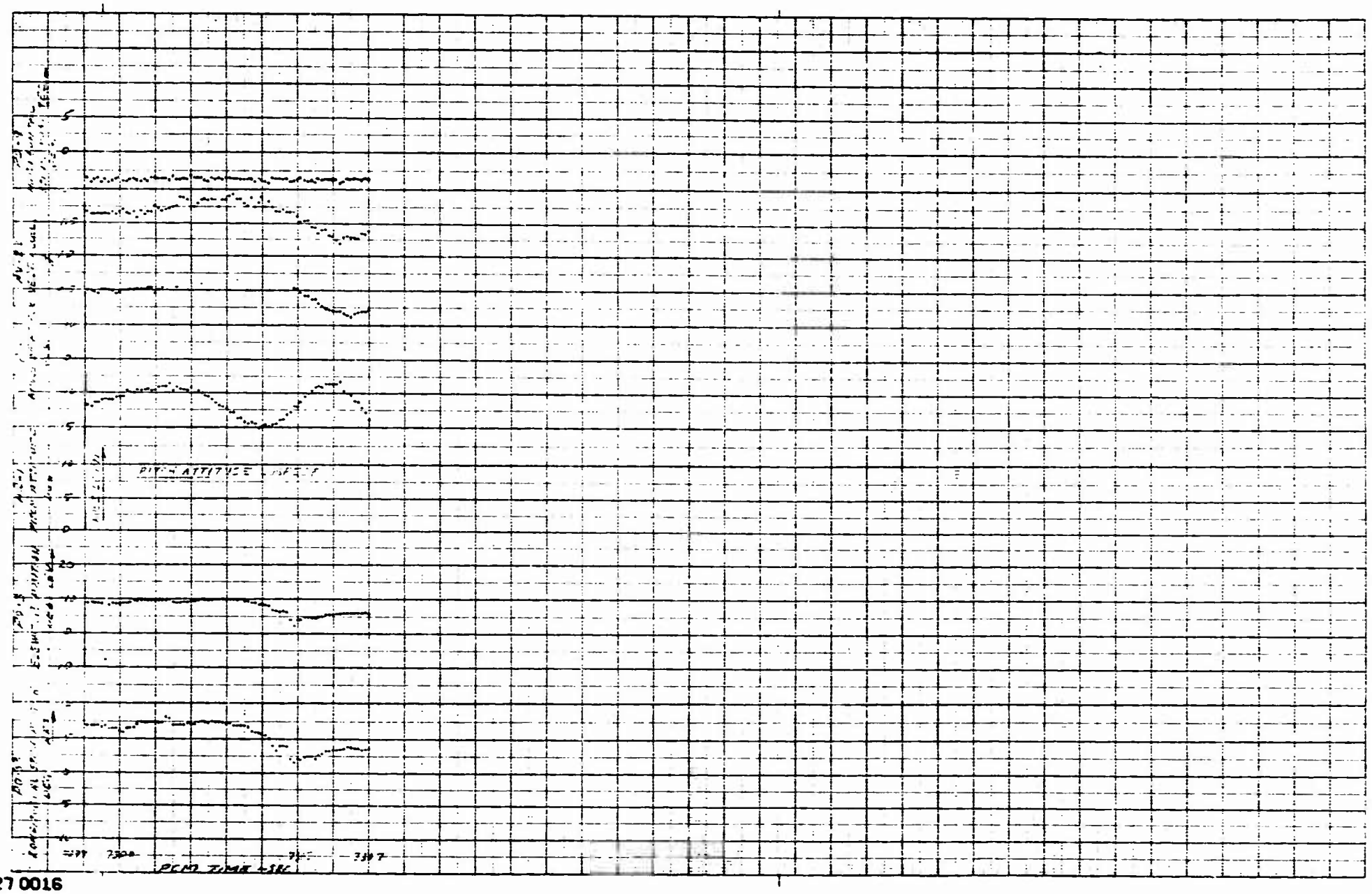


Figure A-166 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,000$ Feet, $V_{i_{Trim}} \approx 130$ Knots, G.W. ≈ 9800 Pounds, C.G. Position F.S. 238.7, Configuration: L