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14. ABSTRACT
There are two areas that need to be studied in the Mach number range above 2.8. First, the airplane buffets slightly all the way up to Mach 3. This sounds like the noise associated with driving at high speed in an automobile with a window open and can be felt in the airplane as a very light buffeting. The impression is that it might be an aerodynamic phenomenon around the cabin area. Secondly, upon reaching Mach 3, a very slight nose-up trim change occurred as if the shock wave was affecting the longitudinal trim of the airplane. Just after passing Mach 3, the longitudinal trim change appeared to go in the opposite direction causing the airplane to go nose down. The data in this area should be studied carefully so that the pilots can anticipate the trim change on subsequent flights.

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