

forms such as E168 have lower drag than  $\frac{1}{8}$ -inch-thick sheet-balsa surfaces. By use of stress-skinned techniques, they can be lighter and stronger.

For both wings and tail surfaces, avoid thick TEs; sand them to  $\frac{1}{16}$  inch thickness with rounded edges. Thick TEs have the same drag as wire landing-gear legs and are longer.

### ENGINE AND MUFFLER

Exposed engine cylinders and mufflers are major sources of drag. Fully exposed engines, firewalls and mufflers are even worse.

Some mufflers permit cowling of both engine and muffler completely. This type of cowl has been used on several models powered by .40 to .45 and .46ci engines with absolutely no cooling problems.

The two cooling air outlets are at points of reduced air pressure on the sides of the fuselage. Remember, only the air that actually hits the engine cylinder does the cooling. This thick balsa cowl also acts as a sound damper. Engine noise is noticeably reduced. (See Chapter 17, Ducted Cowl Design.)

### FUSELAGE

The fuselage with the lowest  $C_D$ , fuselage no. 1 in Figure 1, isn't entirely practical for an R/C model that seeks to simulate the appearance of its full-scale big brothers.

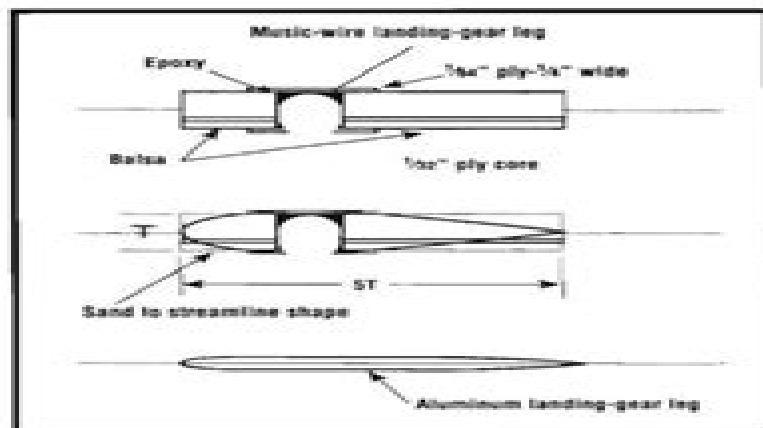
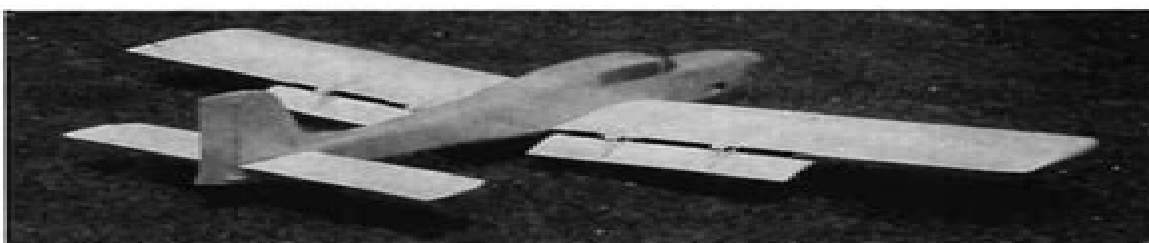


Figure 5.  
Streamlining landing-gear legs.



*The Seahawk at rest, flaps extended.*

The basic low-drag features may, however, be incorporated. Such a model is shown in the photo of the Seahawk. Another photo displays this airplane on its single float. The model's large Youngman flaps, fully extended, are very effective.

At a gross weight, on wheels, of 110 ounces, powered by a .46 engine turning an 11x8 prop, this model's performance is thrilling and justifies the drag-reducing techniques in this chapter.

In plan view, the fuselage sides should be straight and parallel at the wing-fuselage intersection to avoid separation drag. Reflexing starts just after the wing TE.

The angle of incidence at which the wing is set relative to the fuselage centerline is important. It's safe to assume that the fuselage's lowest drag occurs when it's flying, in level flight, with its centerline horizontal.

The wing's being fixed to the fuselage will cause variations in the fuselage's centerline attitude. At low speed, the wing must operate at a higher AoA to provide adequate lift for level flight. At high speeds, lower AoAs furnish the needed lift. Hence, the fuselage's centerline departs from the horizontal, nose up at low speeds, and nose down at higher speeds, both with increased drag.

The solution is to select a level-flight cruising speed and to adjust the wing's angle of incidence to provide the lift needed for level

flight at that speed. At other speeds, the increase in fuselage drag must be accepted. Figure 2 of Chapter 4—the lift, wing loading and speed chart—is very useful in this connection. Using that chart, proceed as follows:

From the wing loading of your model at the bottom of the chart, read upward to the cruise speed you've selected. Where the vertical and horizontal lines intersect, you'll find the  $C_L$  needed. For example, a wing loading of 24 ounces per square foot at 60mph needs a  $C_L$  roughly halfway between  $C_L$  0.15 and  $C_L$  0.20—say  $C_L$  0.17.

Refer to the lift-drag curves for the wing airfoil of your choice, and determine the AoA for  $C_L$  0.17. Using Eppler E197 as an example, an angle of minus 0.5 degree will produce  $C_L$  0.17. To adjust for the wing's AR of 6, another 0.5 degree should be added to this and the rectangular planform, bringing the AoA to zero degrees.

In your design, the angle of incidence of the wing to the fuselage centerline would be zero degrees to obtain the lowest fuselage drag at the 60mph cruise speed.

### LANDING GEAR

This necessary, but drag-producing, appendage provides a significant opportunity for reducing drag. Aluminum landing-gear legs should have rounded LEs and TEs tapered to an almost knife-edge as in Figure 6.

### OVERALL DESIGN

Good overall design will do much to reduce trim drag. A shoulder or mid-fuselage wing location, along with a high thrust line (inverted engine), will bring the centers of lift, thrust,

# Basics Of Model Aircraft Design

**Pasquale De Marco**



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