The Aerodynamic Derivatives with respect to Rate of Yaw for a Delta Wing with Small Dihedral at Supersonic Speeds

-by-

Squadron Leader J.H. Hunter-Tod R.A.F.,
M.A., D.C.A., A.P.E.A.S.

SUMMARY

Expressions are derived for the yawing derivatives on the assumptions of the linearised theory of flow for a delta wing with small dihedral flying at supersonic speeds at small incidence.

The non-dimensional derivatives are numerically decreasing functions of Mach number. The non-dimensional rolling and yawing derivatives are also numerically decreasing functions of aspect ratio.

When the wing lies entirely within the apex Mach cone there is a leading edge suction force proportional to incidence which makes a destabilising contribution to the yawing moment and side force which may be of the same magnitude as that from the induced excess pressure distribution.
1. Introduction

A number of papers have been published during the past two years in which expressions are derived on the basis of the linearised theory for the various force coefficients acting on a delta wing flying at supersonic speeds. (\(C_L\), \(C_D\), \(C_M\) in Refs. 1 and 2; \(L_y, N_y, Y_v\) in Ref. 3; \(L_p, M_g\) in Ref. 4.) The present paper, in which the aerodynamic derivatives with respect to yawing are calculated, completes the list of derivatives with respect to linear and angular velocities relevant to the stability calculations for the delta wing.

It is clear that a steady rate of yaw is not possible if small deviations from a neutral position are only to be considered. In consequence the interpretation of derivative with respect to yawing is a matter of convention. In this paper the forces are taken to be those that would result from a hypothetical steady motion with the same instantaneous velocity distribution at the boundaries: the pitching derivatives are calculated on the same basis in Ref. 4. The hypothetical pressure distribution at the aerofoil differs from the true by an amount of the same order in the frequency parameter, \(r c / V\), (for notation see next section); the errors in the resultant force derivatives are reduced to second order in \(r c / V\) by the addition of appropriate sideslip acceleration derivatives. The latter may be of the same magnitude as the yawing derivatives in the form assumed here, and a short account of them will be given in a subsequent report.

The present investigation is confined to a wing of small dihedral at small incidence, of which the two halves are flat. The deviations from the neutral position are assumed small and in particular it is assumed that, if both leading edges lie within the apex Mach cone when in neutral position, they will remain so when disturbed, and vice versa.
When the leading edges lie within the apex Mach cone, a solution to the potential equation is obtained by extending the method of cone fields introduced by Stewart (Ref.1) to cover velocity distributions which are of the first degree in the space co-ordinates. When the leading edges protrude through the Mach cone the problem reduces to the integration of a simple source distribution.

2. Notation

V = Free stream velocity  
\( \delta \) = Angle of dihedral  
\( \alpha \) = Semi vertex angle  
\( \alpha \) = Angle of incidence  
\( c \) = Max. chord  
S = Wing area  
\( s \) = semi span  
A = Aspect ratio \((4s^2/\pi)\)  
L = Rolling moment  
N = Yawing moment  
Y = Side force  
r = Angular rate of yaw  
\( \rho \) = Air density  
M = Free stream Mach No.  
\( \beta \) = \( \sqrt{\delta - 1} \)  
\( \lambda \) = \( \beta \tan \delta \)  
k^2 = \( 1 - \delta^2 \) = \( 1 - \lambda^2 \), \( \lambda \leq 1 \)  
K,E = Complete elliptic integrals of 1st and 2nd kind of modulus k  
\( \ell_r \) = \( \frac{\alpha V^2 S^2}{\lambda^2} \) = non-dimensional rolling moment derivative  
\( n_r \) = \( \frac{\alpha N}{\lambda^2} \) = non-dimensional yawing moment derivative  
\( y_r \) = \( \frac{\alpha Y}{\lambda^2 S c} \) = non-dimensional side force derivative

/3. Results. ...
3. Results

The non-dimensional aerodynamic derivatives quoted are referred to body axes and not to wind axes. The rolling axis is taken to be the axis of the aerofoil, that is the line common to the two halves. It will be noted that the signs of \( n_r \) and \( y_r \) are reversed if the \( x \) and \( z \) axes are taken in directions opposite to the arrangement of Fig. 4a.

For the wing entirely within the apex Mach cone \( (\lambda < 1) \):

\[
\begin{align*}
(1) \quad & \ell_r = \frac{\delta}{6} \left( \frac{8 - 7\lambda^2}{\lambda^2} E - \frac{\lambda^2}{(2 - \lambda^2) E} - \frac{\lambda^2}{(2 \lambda^2) K} \right) \\
(11) \quad & n_r = -\frac{1}{\pi} \delta^2 \cot \gamma \left( \frac{6 - 5\lambda^2}{\lambda^2} E - \frac{\lambda^2}{(2 - \lambda^2) E} - \frac{\lambda^2}{(2 \lambda^2) K} \right) \\
& \quad + \frac{1}{\pi} \delta^2 \cot \gamma \cosec \gamma \left( \frac{2E - \lambda^2 K}{(2 - \lambda^2) E - \lambda^2 K} \right) \\
(111) \quad & y_r = -\frac{1}{\pi} \delta^2 \tan \gamma \left( \frac{6 - 5\lambda^2}{\lambda^2} E - \frac{\lambda^2}{(2 - \lambda^2) E} - \frac{\lambda^2}{(2 \lambda^2) K} \right) \\
& \quad + \frac{1}{\pi} \alpha \delta^2 \cos \gamma \left( \frac{2E - \lambda^2 K}{(2 - \lambda^2) E - \lambda^2 K} \right)
\end{align*}
\]

For the leading edges protruding through the apex Mach cone \( (\lambda > 1) \):

\[
\begin{align*}
(1) \quad & \ell_r = \frac{\delta}{2\lambda} \\
(11) \quad & n_r = -\frac{\delta^2 \cot \gamma}{\pi(\lambda^2 - 1)} \left\{ 1 + \frac{2\lambda^2 - 3}{\sqrt{\lambda^2 - 1}} \sec^{-1} \lambda \right\} \\
(111) \quad & y_r = -\frac{1}{3} \frac{\delta^2 \tan \gamma}{\pi(\lambda^2 - 1)} \left\{ 1 + \frac{2\lambda^2 - 3}{\sqrt{\lambda^2 - 1}} \sec^{-1} \lambda \right\}
\end{align*}
\]

"It can ..."
It can be shown that the derivatives are continuous as the parameter $\lambda$ passes through unity.

In Fig. 1 the quantity $\frac{\partial \delta}{\partial \lambda}$ is plotted against Mach number for different aspect ratios.
In Fig. 2 the quantity $\frac{\partial \delta}{\partial \alpha}$ for zero incidence and the contribution to $\frac{\partial \delta}{\partial \alpha}$ due to leading edge suction are plotted similarly. In a like manner the variation of $y_r$ with Mach number and aspect ratio is shown in Fig. 3.

4. Delta Wing Enclosed within the Apex Mach Cone

Linearising the equation of continuity for steady supersonic flow gives the Prandtl-Glauert equation:

$$-\beta^2 \frac{\partial u}{\partial x} + \frac{\partial v}{\partial y} + \frac{\partial w}{\partial z} = 0$$

where $u, v, w$ are the induced velocity components in the $x, y, z$ directions in the cartesian co-ordinate system indicated at Fig. 4a.

When the flow is irrotational there exists an induced velocity potential, $\phi$, and it and $u, v, w$ all satisfy the equation:

$$-\beta^2 \left( \frac{\partial^2 f}{\partial x^2} + \frac{\partial^2 f}{\partial y^2} + \frac{\partial^2 f}{\partial z^2} \right) = 0 \quad (1)$$

Define $\omega = \eta + i\gamma = \beta \frac{x + iy}{x^2 + y^2 + \beta^2 z^2}$

From the analogue of Donkin's general solution of degree zero of Laplace's equation in three dimensions (Ref. 5) it follows that the real part of any analytic function of $\omega$ is a solution of degree zero of equation (1) also satisfying Laplace's equation in $\eta, \gamma$.

Suppose $u^x, v^x, w^x$ are functions of degree zero in $x, y, z$, derived from a potential $\Psi^x$, and satisfying equation (1); we can take them to be the real parts of functions $U, V, W$ of $\omega$. It was shown in Ref. 1 (compare
Ref. 3) that in these circumstances:

\[
\frac{\beta \beta_w}{2} = \frac{\beta \beta_w}{2} = \frac{\beta \beta_w}{2}
\] (2)

It can be shown by dimensional arguments in our present problem in which the aerofoil has an angular velocity about the z-axis that the induced velocity components are functions of degree one in x, y, z in the region ahead of the trailing edge. It is assumed that the motion is irrotational. Therefore, the first derivatives of the velocity components with respect to x are of degree zero, are derivable from a potential function and satisfy equation (1). In consequence these derivatives are the real parts of functions \(U_x, V_x, W_x\) of \(w\), which are connected by a relation of the form (2); it follows likewise that the derivatives with respect to y and z are the real parts of functions \(U_y, V_y, W_y\) and \(U_z, V_z, W_z\) respectively, which are similarly connected.

For the boundary conditions at the aerofoil we make the usual assumptions of the linearised theory of thin wings with small incidence and dihedral that the kinematic boundary conditions are fulfilled at the normal projection of the aerofoil on the x y plane rather than at the aerofoil itself. In calculating the aerodynamic derivatives with respect to yawing, referred to body axes, we can, except for the purpose of assessing the suction forces at the leading edges, ignore the incidence without loss of generality. Therefore, the boundary condition at the aerofoil reduces to \(v = \pm r x \xi, y > 0\) and \(w = \pm r x \xi, y < 0\), \(\eta z = 0\).

The other relevant boundary is the shock wave emanating from the apex of the delta wing, which, in accordance with the principles of the linearised theory is taken to be the Mach cone corresponding to undisturbed flow. It is further assumed in the present problem of a wing with small dihedral lying entirely within the Mach cone that the shock wave is infinitely weak. The boundary condition reduces to the requirement that the induced velocity should vanish at the apex cone. Clearly a sufficient condition, which will also be shown to be

\begin{equation}
\text{necessary} ...
\end{equation}
necessary, is that the velocity components shall vanish at one point and their first derivatives at all points on the Mach cone.

Since the induced velocity vanishes at the Mach cone we can write a number of relations of the form:

\[
\frac{u(x,y,z)}{x-x^1} - \frac{u(x^1,y^1,z)}{x-x^1} = \frac{y^1 - y}{y-y^1} \cdot \frac{u(x^1,y^1,z)}{x-x^1} - \frac{u(x^1,y^1,z)}{y-y^1},
\]

where \((x,y,z)\) and \((x^1,y^1,z)\) are points on the Mach cone, from which it can be shown that in any region on the Mach cone where one velocity derivative is finite the remainder are finite.

If \(u\) is to be zero over the Mach cone then at the Mach cone in a region where its derivatives are defined the following conditions hold:

\[
\begin{align*}
\frac{x}{\partial x} \frac{\partial u}{\partial x} + \frac{y}{\partial y} \frac{\partial u}{\partial y} + z \frac{\partial u}{\partial z} &= 0 \\
- \frac{z}{\partial z} \frac{\partial u}{\partial z} - y \frac{\partial u}{\partial y} &= 0 \\
\end{align*}
\]

so that

\[
\frac{x}{\partial x} \frac{\partial u}{\partial x} + (\beta^2 + z^2) \frac{\partial u}{\partial x} = 0
\]

Since \(\frac{\partial u}{\partial x} = \frac{\partial u}{\partial x}\) everywhere and \(x^2 = \beta^2(y^2 + z^2)\) on the Mach cone, the last equation can be rewritten as:

\[
\frac{\partial y}{\partial x} \frac{\partial u}{\partial x} + \frac{\partial u}{\partial x} = 0
\]

Put

\[
\frac{dW_x}{d\omega} = \frac{1 - \omega^2}{\omega^2} \frac{F(\omega)}{\lambda}
\]

so that

\[
\frac{dW_x}{d\omega} = \frac{2i\omega}{\lambda} \frac{F(\omega)}{\lambda}
\]

and equation (4) reduces to:

\[
R \left\{ \int \int \frac{2i\omega}{\omega} \left[ \frac{1 - \omega^2}{\omega^2} \frac{F(\omega)}{\lambda} \right] d\omega d\omega \right\} = 0
\]

where ...
where $\omega_1, \omega_2$ are points in the same region in which $\frac{\partial u}{\partial x}$ and $\frac{\partial w}{\partial x}$ are defined.

Since on the Mach cone $|\omega| = 1$, we may substitute $e^{i\theta}$ for $\omega$ in the last equation and obtain:

$$R \left\{ \sin \theta_2 \int_{\theta_i}^{\theta_2} \frac{d\theta}{P} - \int_{\theta_i}^{\theta_2} \frac{d\theta}{P} \sin \theta \right\} = 0$$

whence

$$R \int_{\theta_i}^{\theta_2} \cos \theta \left\{ \int_{\theta_i}^{\theta_2} \frac{d\theta}{P} \right\} = 0$$

from which it follows that $F$ is pure imaginary on $|\omega| = 1$ so that

$$\left( \frac{\partial u}{\partial x} \right)_{\theta_i} - \left( \frac{\partial u}{\partial y} \right)_{\theta_i} = 2R \int_{\theta_i}^{\theta_2} \frac{d\theta}{P} = 0$$

Therefore $\frac{\partial u}{\partial x}$ and similarly $\frac{\partial u}{\partial y}, \frac{\partial u}{\partial z}$ are constant and clearly from equations (3) zero, in the region on the Mach cone where they are all three defined. In a like manner it may be shown that the other derivatives vanish in the same regions. Since these functions are continuous at points just inside the Mach cone it follows that they cannot be infinite in some regions and zero in the remainder and therefore either zero or infinite everywhere on the cone.

Now for thin aerofoils which are approximately in the $xy$-plane and which are symmetrical with respect to $y$ the induced velocity potential is antisymmetrical with respect to $z$, so that $\frac{\partial u}{\partial x}, \frac{\partial v}{\partial x}, \frac{\partial w}{\partial z}$ vanish at all points in the $xy$-plane not on the aerofoil. Therefore all the derivatives vanish everywhere on the Mach cone.

Consider the transformation:

$$\text{cn}(\gamma, k) = \text{cn}(\gamma + i\kappa, k) = \frac{2\kappa^2}{1 - \kappa^2}$$

where $\text{cn}(\gamma, k)$ is the Jacobi elliptic function of modulus $k$ in Glaisher's notation. The interior of the Mach cone is represented in the $\gamma$-plane by the interior of the rectangle with vertices $\pm 2i\kappa, k \pm 2i\kappa'$, the imaginary axis between $\pm 2i\kappa'$ corresponding to the Mach cone and the
parallel line between \( K \pm \text{i}K' \) to the aerofoil. (See Fig. 4c).

Since the flow is irrotational it is clear that \( V_x - W_y = W_x - U_y - V_x = 0 \). and it will be seen that in the \( \gamma' \) - plane

\[
\begin{align*}
\beta \frac{\partial w_x}{\partial \gamma'} &= i \frac{\partial W_z}{\partial \gamma'} = \frac{\partial w_z}{\partial \gamma'} = \frac{\partial w_t}{\partial \gamma'} = \frac{\partial w_z}{\partial \gamma'} = \frac{\partial w_t}{\partial \gamma'}
\end{align*}
\]

(5)

\[
= - i \frac{\partial v_x}{\partial \gamma'} = \frac{\partial w_x}{\partial \gamma'} = \frac{\partial v_x}{\partial \gamma'} = \frac{\partial w_x}{\partial \gamma'} = \frac{\partial w_x}{\partial \gamma'}
\]

It now remains to choose one function, say \( \frac{\partial w_x}{\partial \gamma'} \), satisfying the boundary conditions in such a way that the velocity potential is single valued and the aerodynamic forces are finite.

By reasons of symmetry \( \frac{\partial w}{\partial x} = 0 \) on \( y = 0 \) and therefore, referring to Fig. 4c, \( \frac{\partial w}{\partial x} \) must be pure imaginary on the lines \( OC, AB \) and \( A'B' \). On integrating \( \frac{\partial w}{\partial x} \) along \( OCB \) \( \frac{\partial w}{\partial x} \) must jump in value from 0 to \( + r \delta \) at the point \( C \) and on integrating along \( OCB' \) to \( - r \delta \), in order that the boundary conditions at the aerofoil may be met; hence \( \frac{\partial w}{\partial x} \) must have a simple pole with a residue of imaginary part \( 2 \pi r \delta \) at \( \gamma = K \) and similarly poles with residues of opposite sign at \( B, B' \) \( (\gamma' = K \pm \text{i}K') \). In addition we require \( \frac{\partial w}{\partial x} \) to be constant and \( \frac{\partial w}{\partial y} \) to vanish over the two halves of the aerofoil, which need is met by choosing \( \frac{\partial w}{\partial x} \) to be real on \( BB' \).

The boundary condition at the Mach cone that the first derivatives of the velocity components should vanish requires \( \frac{\partial v_x}{\partial \gamma'} \) to be real on the imaginary axis, \( AA' \), to have no singularities on \( AA' \) that contribute to the real part of its integral and to have at least a simple zero at \( P \) and \( P'(\gamma' = \pm \text{i}K') \).

For the velocity components to be single valued...
valued dw must have no branch points or poles with residues inside the rectangle A'B'B. The aerodynamic forces will be finite provided dx and dy do not have any singularities of too high an order on the aerofoil, BB'.

The necessary function is found to be:

\[ \frac{dW}{dx} = iser n d \frac{1}{4} (A dn^2 Y + B k'^2) \]

where A and B are real constants such that \( \frac{dW}{dy} \) and \( \frac{dW}{dy} \) have the correct values on the two halves of the aerofoil. Any other function of this form would lead to an inadmissible singularity of one or more of the functions such as \( \frac{dW}{dx} \) at either \( Y = \pm iK' \) or \( Y = \pm iK \),

This function has a residue \( -i(A + B)/k'^3 \) at the point \( C, Y = K \), and therefore \( A + B = \frac{2r}{\pi}k'^3 \).

From equations (5) and (6) we have:

\[ \frac{\partial W}{\partial Y} = \frac{1}{\pi} \left[ \beta \int_{-\infty}^{\infty} \left\{ \frac{k'^2(\lambda + \frac{iB}{3})K(Y) + (2\lambda + \frac{1}{3}(7+k^2)B)E(Y)}{k'^4 + (A+B)sn(Y)sn(Y+1)} + \frac{1}{2} \right. \right. \]

\[ \left. \left. \frac{1}{k'^4} \right\{ \frac{k'^2(\lambda + \frac{iB}{3})K - (2\lambda + \frac{1}{3}(7+k^2)B)E} {k'^4 + (A+B)sn(Y)sn(Y+1)} \right\} \right] \]

for \( Y = K + i \sigma \)

Therefore in order that \( \frac{\partial W}{\partial Y} \) may vanish on the aerofoil:

\[ B = \frac{6k'^2(2-k'^2)}{\pi} \left. \frac{2k'^2}{k'^2(K+E) - (K-B)} \right| \]

Also
Also from equations (5) and (6) we have:

\[
\frac{\partial u}{\partial x} = \frac{1}{\beta} \int_{0}^{\gamma} \sin \phi \cos \beta \gamma (\sin^2 \phi + \beta \cos^2 \phi) \, d\phi

= - \frac{1}{\beta} \int_{0}^{\gamma} (A + B) \cos \phi - \frac{1}{3} \beta \cos^3 \phi \, d\phi
\]

Now on \( \gamma = 21 \omega \), \( \frac{\partial u}{\partial x} = \frac{1}{\beta} \int_{0}^{\gamma} \sin \phi \cos \beta \gamma (\sin^2 \phi + \beta \cos^2 \phi) \, d\phi \)

that \( \cos \phi = \sqrt{x^2 \tan^2 \phi - y^2} \) for \( z = +0 \) and is of opposite sign for \( z = -0 \)

Hence

\[
\frac{\partial u}{\partial x} = \frac{1}{\beta} \left\{ \frac{1}{2} \int_{0}^{\gamma} (A + B) \cos \phi - \frac{1}{3} \beta \cos^3 \phi \, d\phi \right\}
\]

on the upper surface of the aerofoil with opposite sign on the lower surface.

Again from equations (5) and (6)

\[
\frac{\partial u}{\partial y} = \frac{1}{\beta} \int_{0}^{\gamma} \cos \phi \cos \beta \gamma (\sin^2 \phi + \beta \cos^2 \phi) \, d\phi

= R \left\{ \frac{A + B}{k^3} \left[ \text{ch}^{-1} \frac{x \tan Y}{y} - \frac{1}{3} \beta \text{x} \tan^3 \gamma \right] \right\}

= \frac{A + B}{k^3} \left\{ \text{ch}^{-1} \frac{x \tan Y}{y} - \frac{1}{3} \beta \text{x} \tan^3 \gamma \right\}
\]

on the upper surface and with opposite sign on the lower surface.

Hence

\[
u = \frac{A + B}{k^3} \text{ch}^{-1} \frac{x \tan Y}{y} + \frac{\beta \text{x} \tan^3 \gamma}{y^3} \left( \frac{\text{x} \tan Y}{y} \right) - \frac{\beta \text{x} \tan^3 \gamma}{y^3} \left( \frac{\text{x} \tan Y}{y} \right)
\]

on the upper surface of the aerofoil.

\[ \text{The excess ...} \]
The excess pressure is approximately \(-QuV\) and therefore the force derivatives at zero incidence may be readily calculated from expression (7). However, when the aerofoil is at incidence the interaction between the two fields give rise to a leading edge suction which contributes to the yawing moment and sideforce.

It is shown in Appendix IV of Ref. 2 that, if the total induced velocity perpendicular to the leading edge is of the form \(C\xi^{-2} + \text{bounded terms}\), where \(\xi\) is the distance in from the leading edge, then the suction force is \(\frac{1}{\pi}Ck^{2}\cos \gamma\) per unit length.

The velocity along the leading edge \(y = x \tan \gamma\) induced by the yawing is \((u \cos \gamma + v \sin \gamma)\) and

\[
\frac{\partial}{\partial x} (u \cos \gamma + v \sin \gamma) = \frac{1}{\sin \gamma} \left( k \sin \lambda + i \sin \gamma \right) R \left( \frac{\xi}{\sin \gamma \sinh \xi} \right) - \frac{\xi}{\sin \gamma} \left( \frac{1}{\partial \gamma} \right) 
\]

which vanishes at the leading edge \((\gamma = k - i k')\), and \(\frac{\partial}{\partial \gamma} (u \cos \gamma + v \sin \gamma)\) vanishes in like manner.

Hence the velocity induced by the yawing perpendicular to the leading edge is \((u \cos \gamma + \text{bounded terms})\).

The velocity potential induced by incidence alone is by Ref. 2 \(\frac{1}{2} \sqrt{\frac{2}{k^2}} - \frac{y}{2}\).

Therefore the total induced velocity perpendicular to the leading edge is:

\[
\left\{ \frac{V\alpha}{E} + \frac{Bk^2}{3k^{1.3}} \right\} \frac{x \sec \gamma}{x^2 \tan^2 \gamma - y^2} + \text{bounded terms}
\]

\[
= \left\{ \frac{V\alpha}{E} + \frac{Bk^2}{3k^{1.3}} \right\} \frac{x_0 \tan \gamma \sec \gamma}{2 \xi} + \text{bounded terms}
\]

where \(x = x_0 + \xi \sin \gamma\) and \(y = x_0 \tan \gamma - \xi \cos \gamma\).

Neglecting second order quantities the suction force resulting from yawing when at incidence is therefore:

\[
\frac{1}{\pi} \alpha V^2k^2 \frac{x^2 \tan \gamma}{3k^{1.3}}
\]

(Integration ...)
Integration of the pressure distribution obtained from expression (7) and of the suction forces at expression (8) yields the values of the non-dimensional derivatives \( \ell_n, n_r, y_r \) given in Section 3, for \( \lambda < 1 \).

5. Delta Wing with Leading Edges outside the Apex Mach cone

Since the region of influence of a disturbance at a point is contained within the Mach cone emanating from that point, the flow at the upper surface of the aerofoil is independent of the conditions at the lower surface, and vice versa, when the leading edges protrude through the apex Mach cone. The flow at the upper surface is represented, therefore, by a potential function which satisfies the boundary conditions at the top surfaces without regard to the lower surface, and such a function is obtained by integrating a distribution of elementary solutions or sources that give the correct values of the normal velocity locally. The required source distribution is of strength \( -\frac{r_S}{\pi} \) for \( y > 0 \) and \( \frac{r_S}{\pi} \) for \( y < 0 \) for the upper surface.

The induced potential at the upper surface is therefore:

\[
\Phi(x,y) = -\frac{r_S}{\pi} \int \int_{C} \frac{x_0 \tan \gamma}{(x-x_0)^2 + \beta^2(y-y_0)^2} \, dx \, dy - \frac{r_S}{\pi} \int \int_{C_{0}} \frac{x_0 \tan \gamma}{(x-x_0)^2 + \beta^2(y-y_0)^2} \, dx \, dy
\]

In Fig. 4d \( P \) is the point \( (x,y) \), \( OL_1 \) and \( OL_2 \) the leading edges, and \( PL_1 \) and \( PL_2 \) are the boundaries where \( (x-x_0)^2 + \beta^2(y-y_0)^2 = 0 \).

Put \( x_0 = x - \frac{1 + t^2}{1-t^2}, \ y_0 = y - \frac{2t}{1-t^2} \).

The value ...
The value of $q$ and $t$ vary as follows:

When $(x_0, y_0)$ is on

(i) $L_1$, $t = -1$

(ii) $L_2$, $t = 1$

(iii) $O$, $t = t_0 = \frac{1 - t^2}{2t}$

(iv) $X$, $q = q_0 = \frac{1 - t^2}{2t}$

(v) $L_1$, $q = q_1 = \frac{(x \tan \gamma - y)(1 - t^2)}{\lambda (1 + t^2) - 2t}$

(vi) $L_2$, $q = q_2 = \frac{(x \tan \gamma + y)(1 - t^2)}{\lambda (1 + t^2) + 2t}$

When $P$ is inside the Mach cone so that $x > \beta y > 0$, we have

$$
\phi = 2r \delta \left\{ \int_0^{q_1} \int_0^{t_0} - \int_0^{t_0} \int_0^{q_1} \frac{x(1 - t^2)}{(1 - t^2)^2} dq_0 dq \right\}
$$

Having integrated with respect to $q$ we can differentiate under the integral signs with respect to $x$, since $q_0 = q_1 = q_2$ when $t = t_0$, and:

$$
u = 2r \delta \left\{ \int_0^{t_0} \frac{x \tan \gamma}{(\lambda - 1)^2 + \lambda - 1} \left[ \frac{2xt(\tan \gamma - y)}{(\lambda - 1)^2 + \lambda - 1} \right] dt \right. \right.
$$

$$
- 2r \delta \left\{ \int_{t_0}^{t_0} \frac{x \tan \gamma}{(\lambda + t)^2 + \lambda - 1} \left[ \frac{2xt(\tan \gamma + y)}{(\lambda + t)^2 + \lambda - 1} \right] dt \right.
$$

$$
+ 2r \delta \left\{ \frac{yt \tan^{-1} \left( \frac{x \tan \gamma}{\sqrt{\lambda - 1}} \right)}{\sqrt{\lambda - 1}} \right\}
$$

$$
= 2r \delta \left\{ \frac{x \tan \gamma}{(\lambda - 1)^{3/2}} \left[ \frac{x \tan \gamma}{x^2 \tan^2 \gamma - \lambda \gamma^2} \right] \right. \right.
$$

$$
+ 2r \delta \frac{(\lambda^2 - 2)(\tan \gamma)}{(\lambda - 1)^{3/2}} \left[ \frac{y \sqrt{\lambda - 1}}{x^2 \tan^2 \gamma - \lambda \gamma^2} \right] + 2r \delta \frac{\text{ych}^{-1} x}{\sqrt{\beta |y|}}
$$

the same result being obtained for $x > -\beta y > 0$
For a point outside the Mach cone, $\beta y > x$,

$$\phi = \frac{2\pi \delta}{\pi} \int \int \frac{x(1-t^2)}{(1 - t^2)^{3/2}} dq \, dt$$

By putting $t_0 = 1$ in equation (9), we obtain

$$u = r \delta \frac{x \tan Y(\lambda^2 - 2) + Y}{(\lambda^2 - 1)^{3/2}}$$

and similarly for $\beta y < -x$

$$u = - r \delta \frac{x \tan Y(\lambda^2 - 2) - Y}{(\lambda^2 - 1)^{3/2}}$$

By integrating the pressure distribution given by these expressions for $u$, the values of the derivatives quoted in Section 3, for $\lambda > 1$ are obtained.
REFERENCES


VARIATION OF $l_o$ WITH MACH NUMBER AND ASPECT RATIO
VARIATION OF $\eta_1$ WITH MACH NUMBER AND ASPECT RATIO.

FIG. 2
FIG. 3

CONTRIBUTION OF THE LEADING EDGE SUCTION.

\[
\frac{\Delta q}{q_0} \quad A = 1 \quad A = 1/2 \quad A = 3 \quad A = 5 \quad A = 4
\]

MACH NUMBER

VALUE AT ZERO INCIDENCE

\[
\Delta \phi \quad A = 1 \quad A = 3 \quad A = 2 \quad A = 1/2 \quad A = 1
\]

MACH NUMBER

VARIATION OF \( \Delta \phi \) WITH MACH NUMBER AND ASPECT RATIO.
THE AEROFOIL IN THE \((x,y,z)\) FIELD

**FIG. 4a.**

**THE \(w\) - PLANE**

**FIG. 4b.**

**THE \(\gamma\) - PLANE**

**FIG. 4c.**

**THE AEROFOIL FOR \(\lambda > 1\)**

**FIG. 4d.**