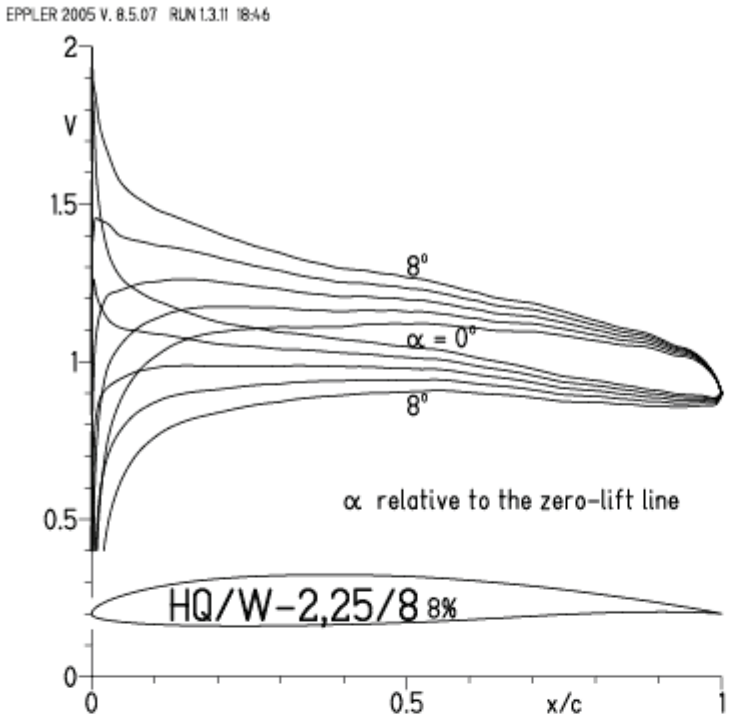
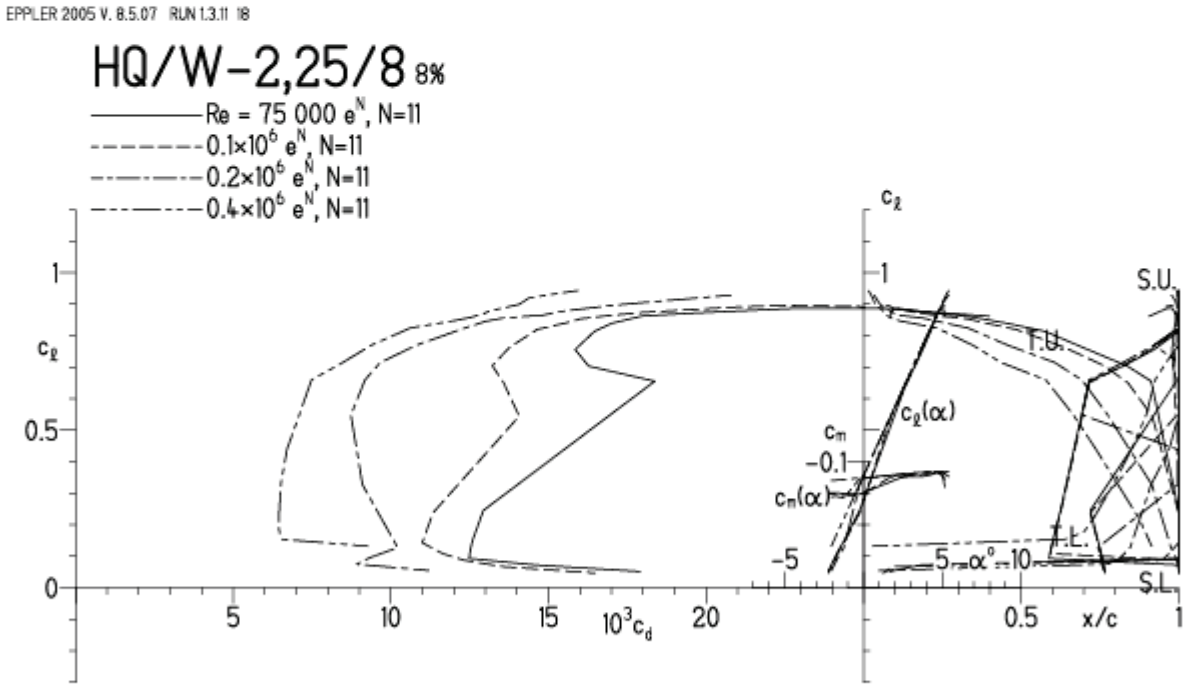
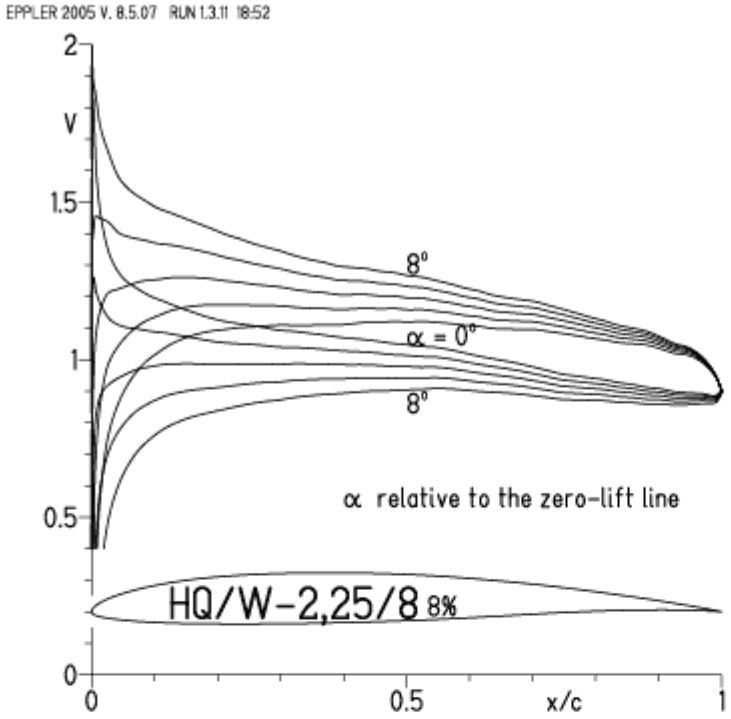
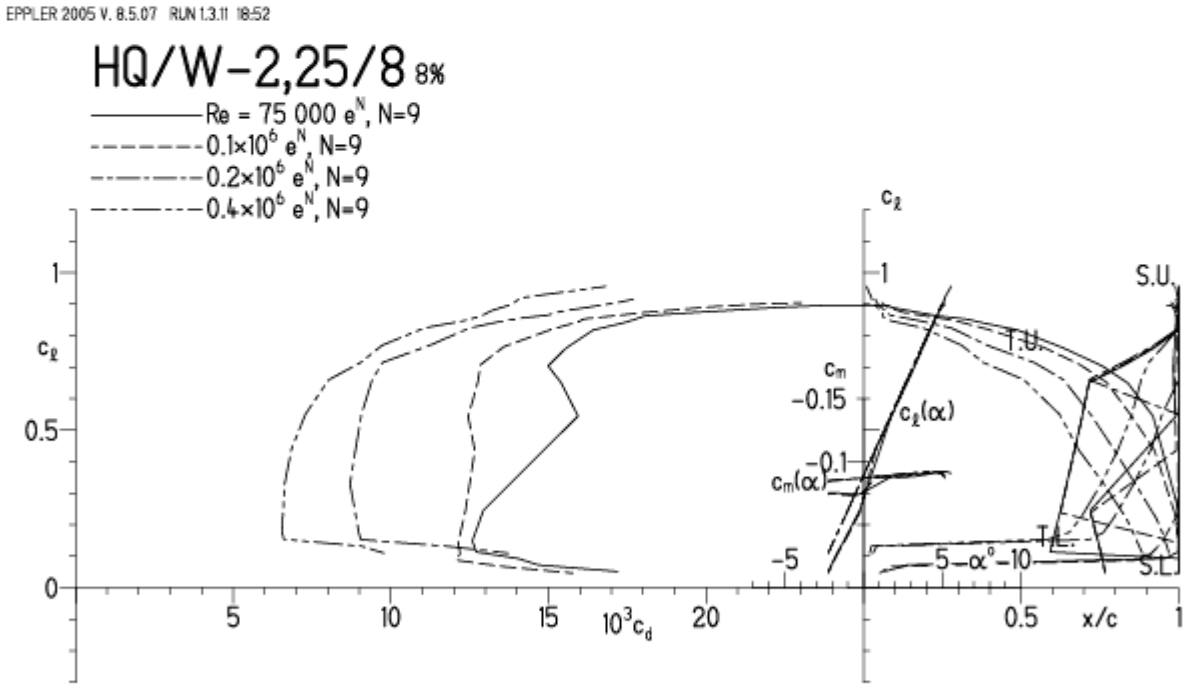
HQ/W-2,25/8, N=11


EPPLER 2005 V. 8.5.07 RUN 1.3.11 18:46
V
8°
α = 0°
8°
α relative to the zero-lift line
HQ/W-2,25/8 8%
x/c

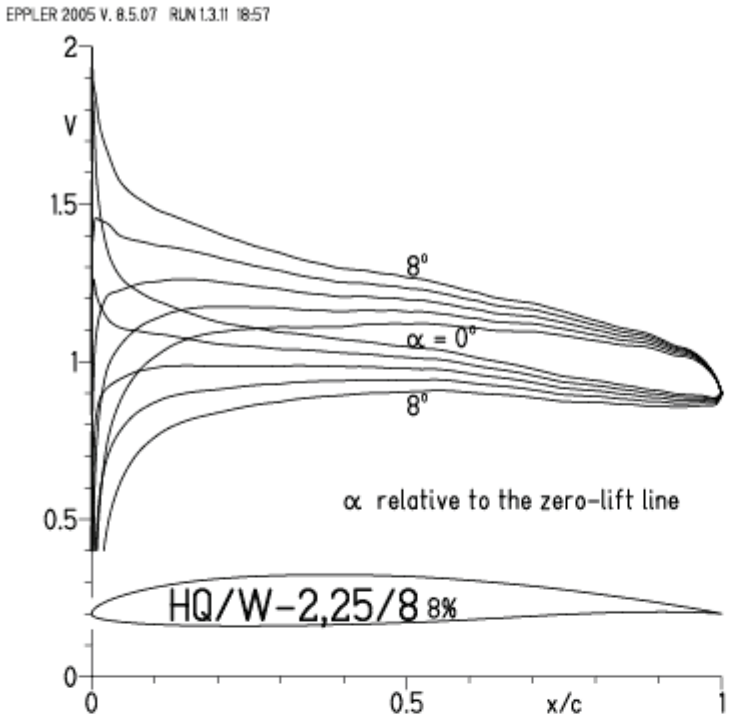

EPPLER 2005 V. 8.5.07 RUN 1.3.11 18
HQ/W-2,25/8 8%
Re = 75 000 e^N, N=11
0.1×10^6 e^N, N=11
0.2×10^6 e^N, N=11
0.4×10^6 e^N, N=11
c_l
c_l(α)
c_m
c_m(α)
S.U.
T.U.
T.L.
S.L.
10^3 c_d
x/c

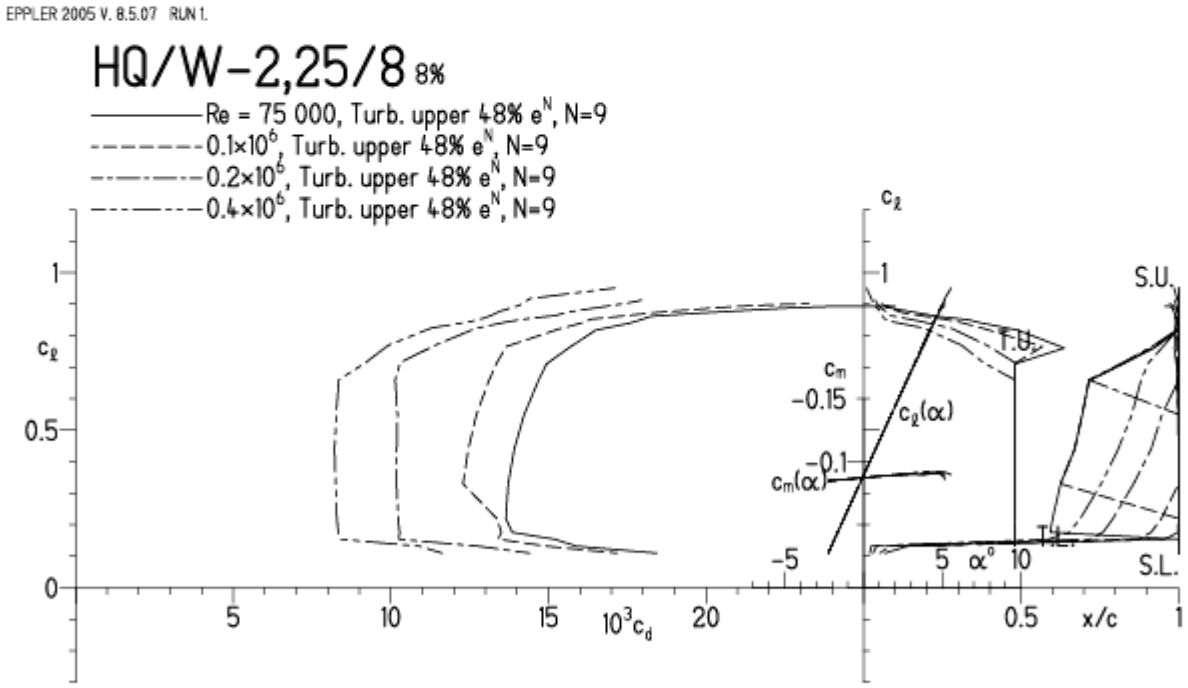
HQ/W-2,25/8, N=9


EPPLER 2005 V. 8.5.07 RUN 1.3.11 18:52
V
8°
α = 0°
8°
α relative to the zero-lift line
HQ/W-2,25/8 8%
x/c

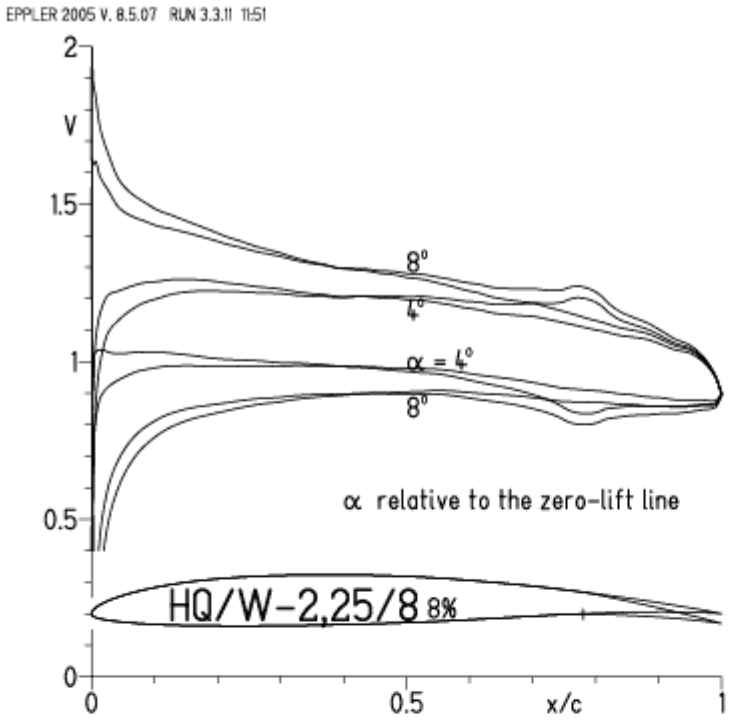

EPPLER 2005 V. 8.5.07 RUN 1.3.11 18:52
HQ/W-2,25/8 8%
Re = 75 000 e^N, N=9
0.1×10^6 e^N, N=9
0.2×10^6 e^N, N=9
0.4×10^6 e^N, N=9
c_l
c_m
c_l(α)
c_m(α)
S.U.
T.U.
T.L.
S.L.
10^3 c_d
x/c

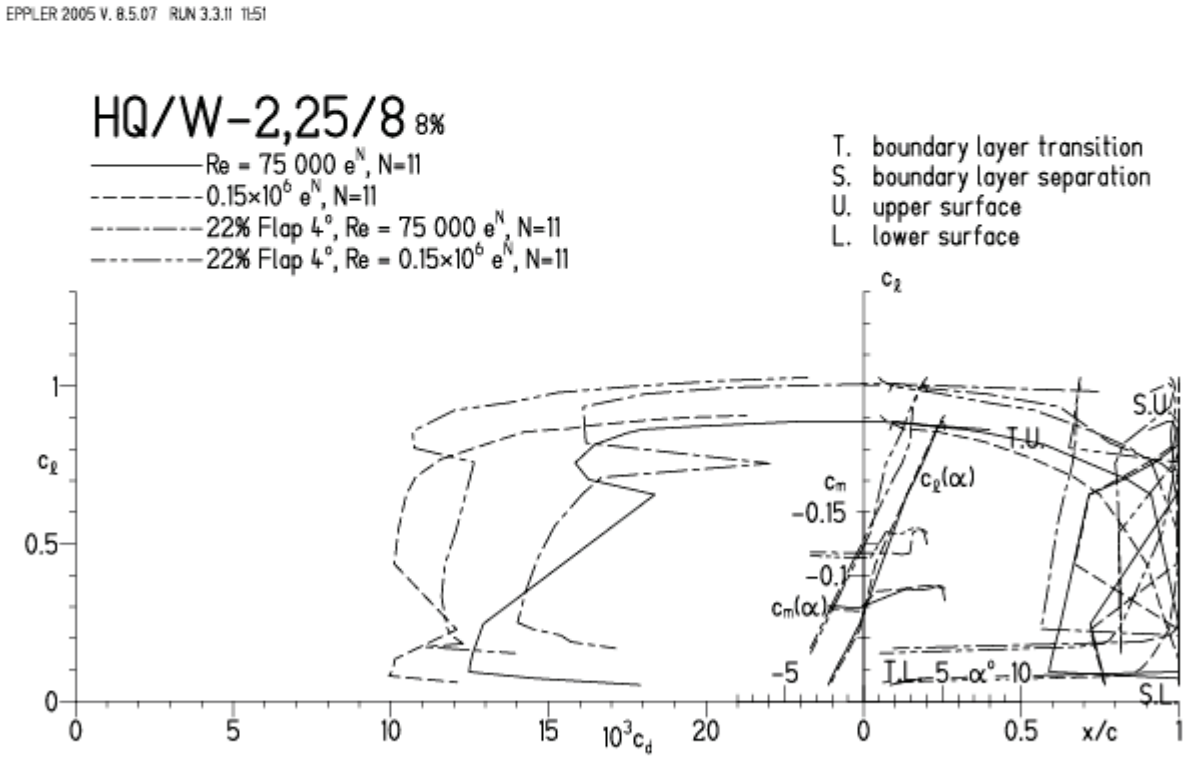
HQ/W-2,25/8, N=9, Turbulatoreffekt (optimal beim Maximum der Wölbung)



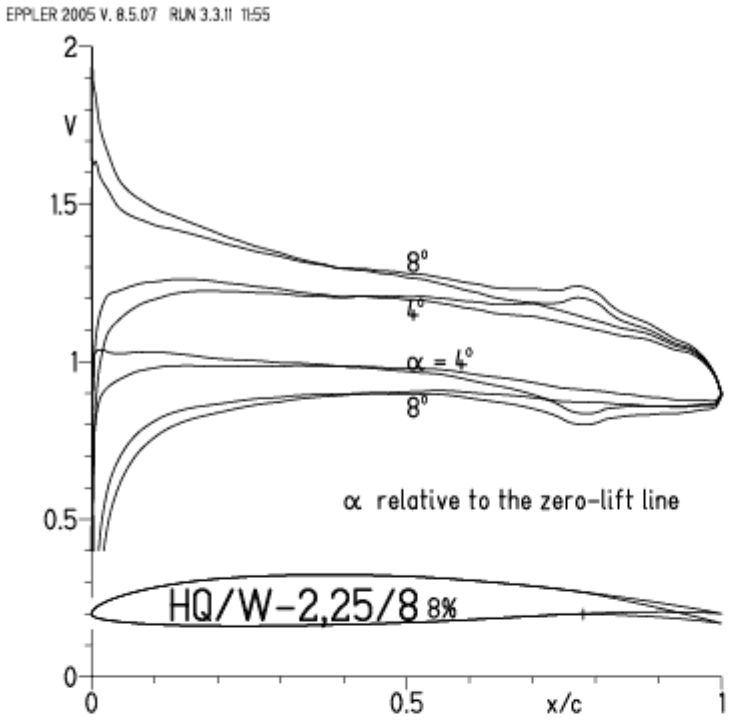


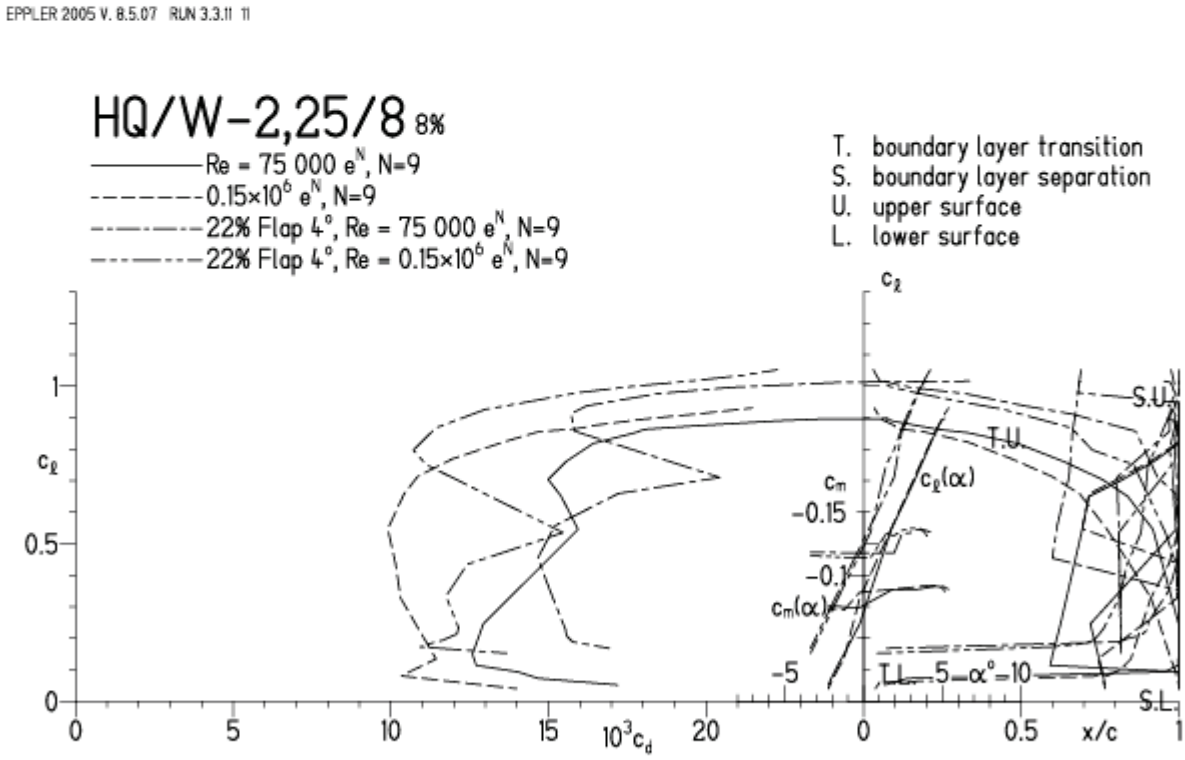
HQ/W-2,25/8, N=11, mit +4° Wölbklappenausschlag



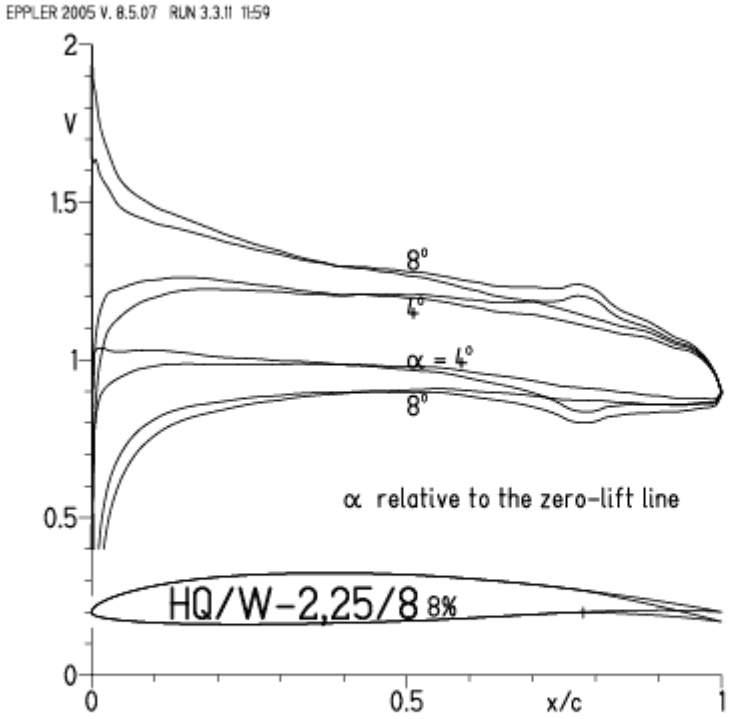


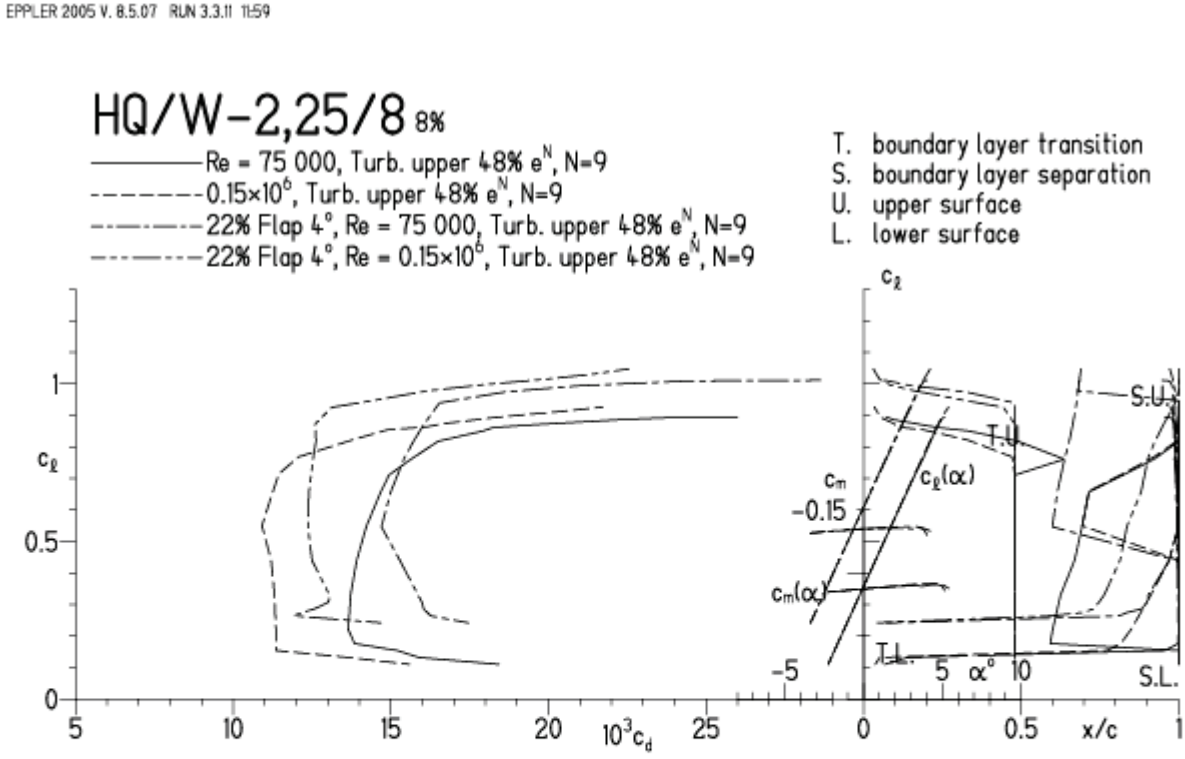
HQ/W-2,25/8, N=9, mit +4° Wölbklappenausschlag



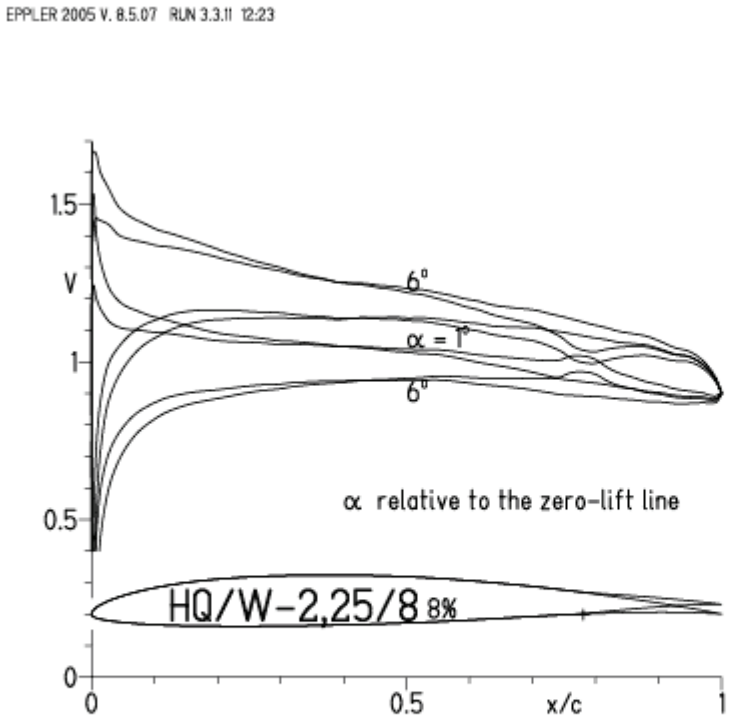


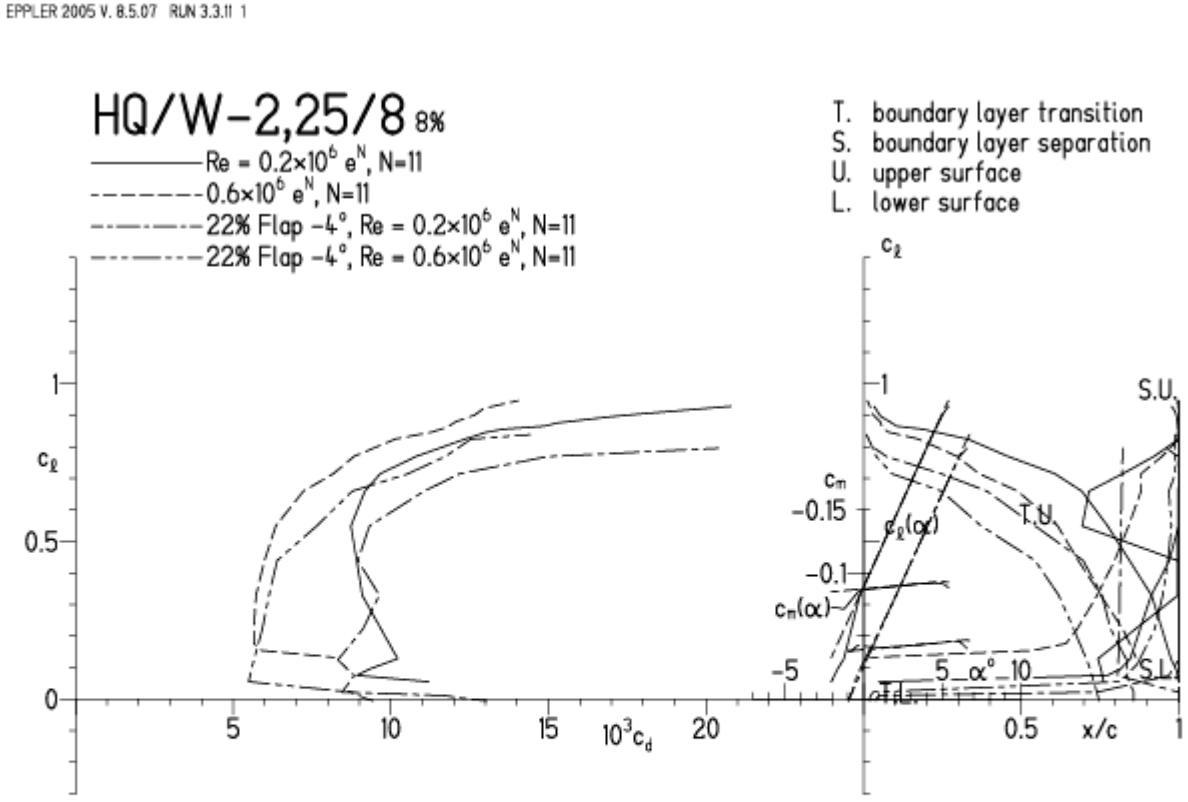
HQ/W-2,25/8, N=9 mit +4° Wölbklappenausschlag, Turbulatoreffekt
(Verbesserungen für niedrige Geschwindigkeiten und Profiltiefen an Flügelenden)



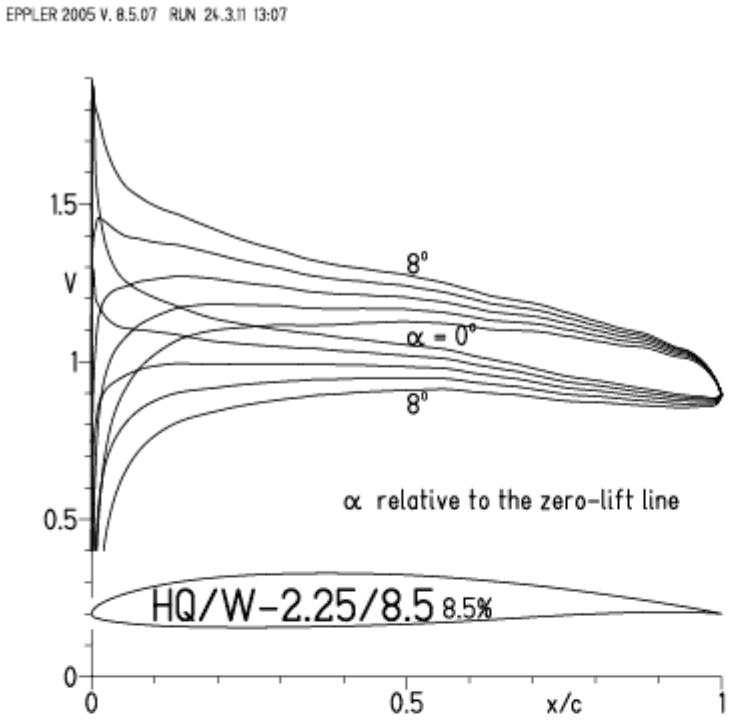


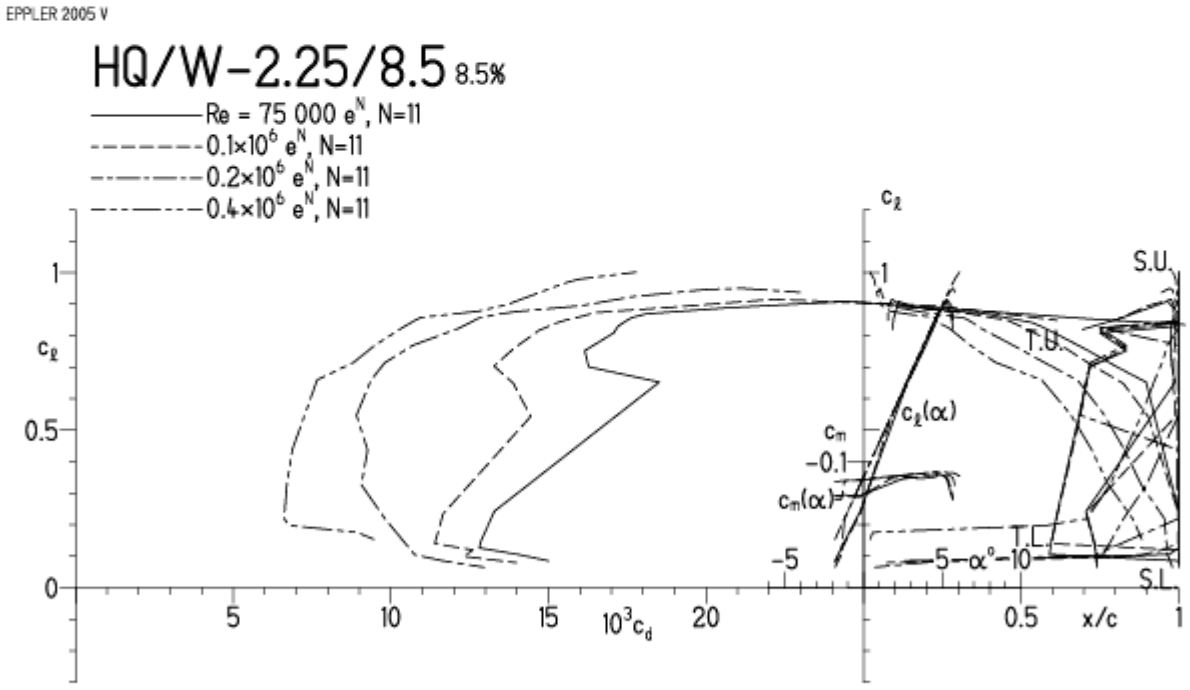
HQ/W-2,25/8, N=11 mit -4° Wölbklappenausschlag
(F3J-Modelle mit 30 g/dm^2 erreichen damit nur ca. 30 – 35 m/s Höchstgeschwindigkeit)



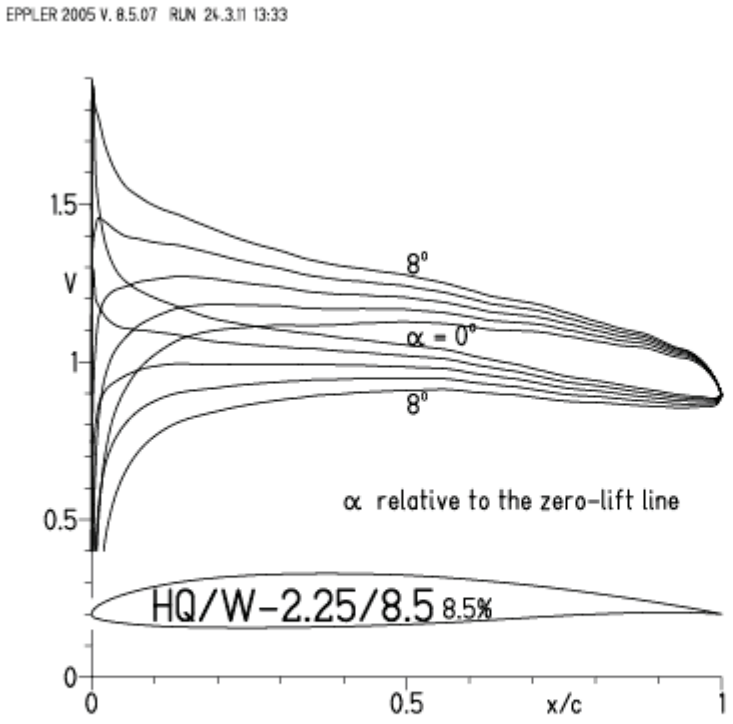


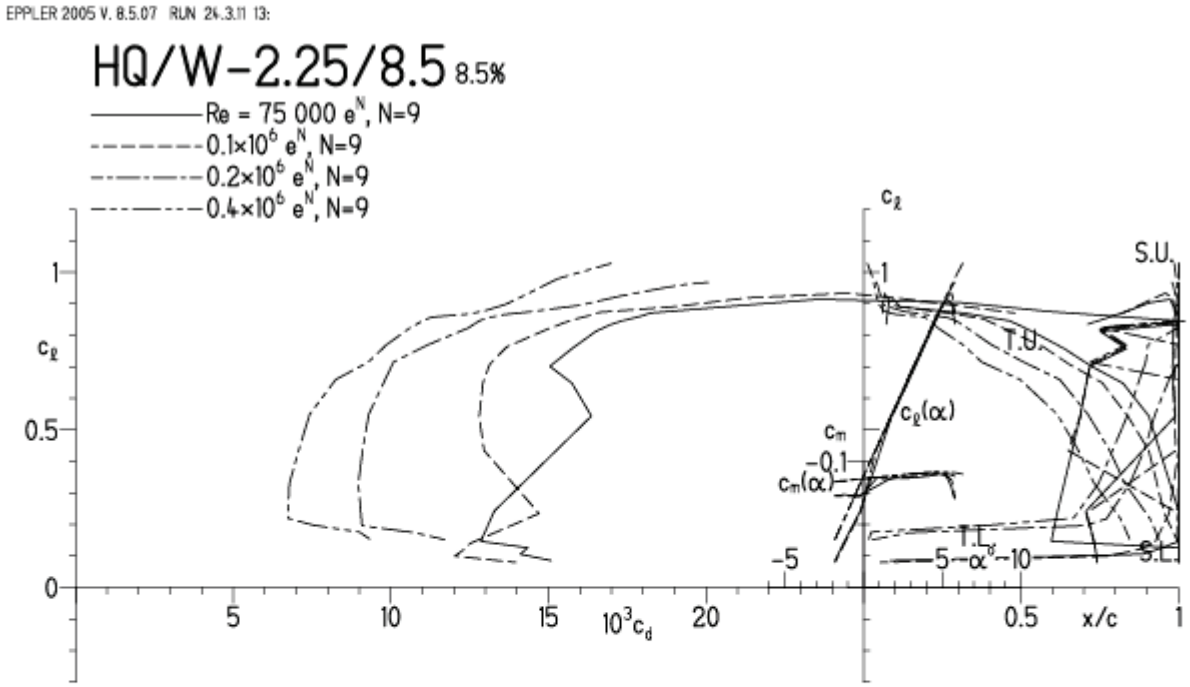
HQ/W-2,25/8,5, N=11



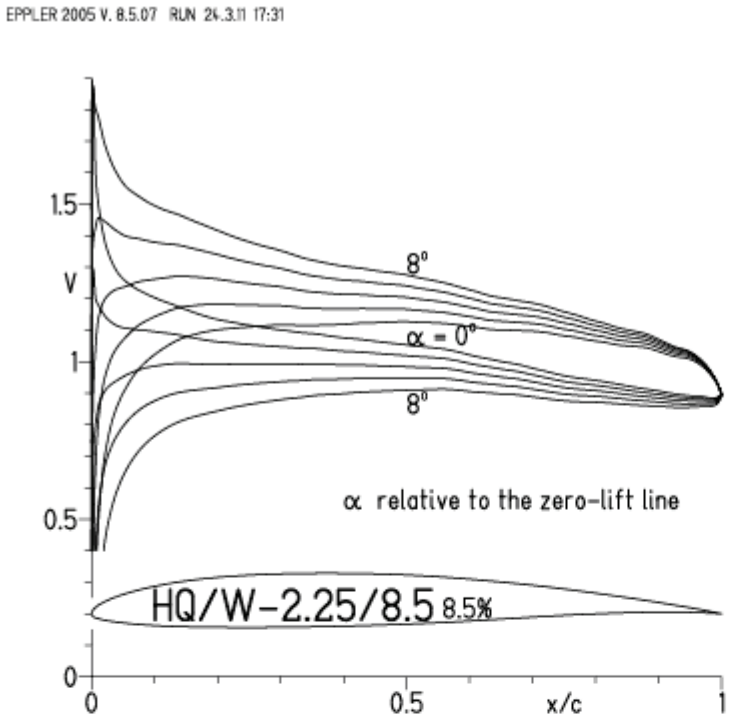


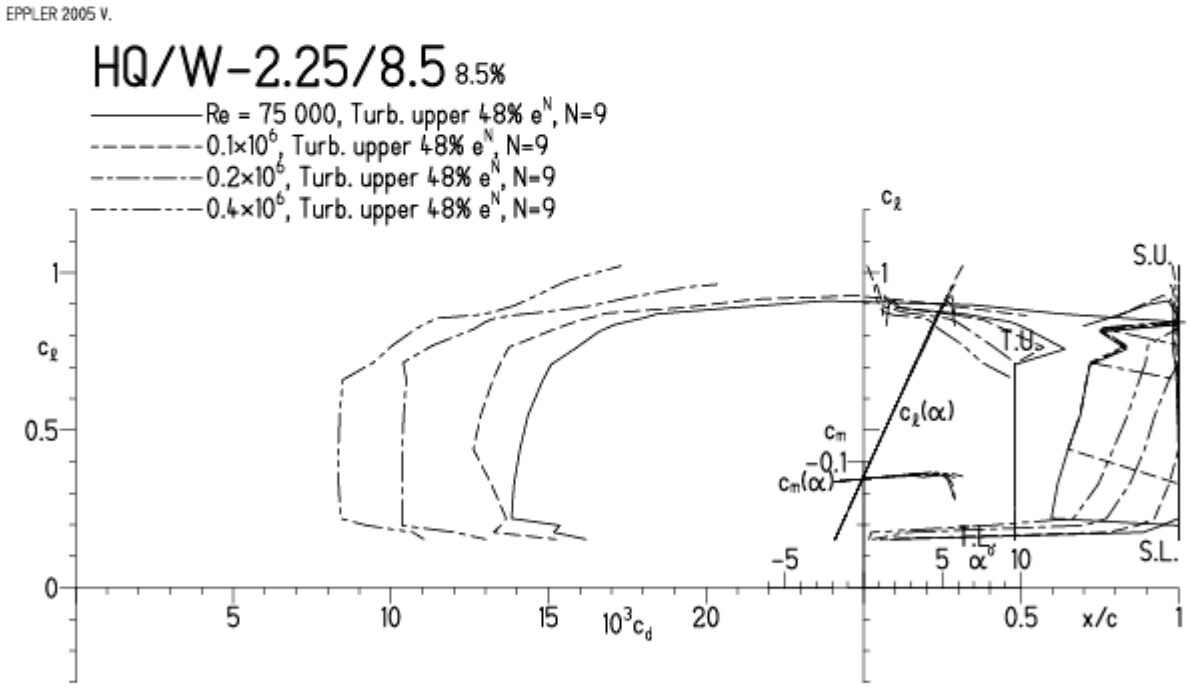
HQ/W-2,25/8,5, N=9


EPPLER 2005 V. 8.5.07 RUN 24.3.11 13:33
1.5
V
1
0.5
0
8°
α = 0°
8°
α relative to the zero-lift line
HQ/W-2.25/8.5 8.5%
0
0.5
x/c
1

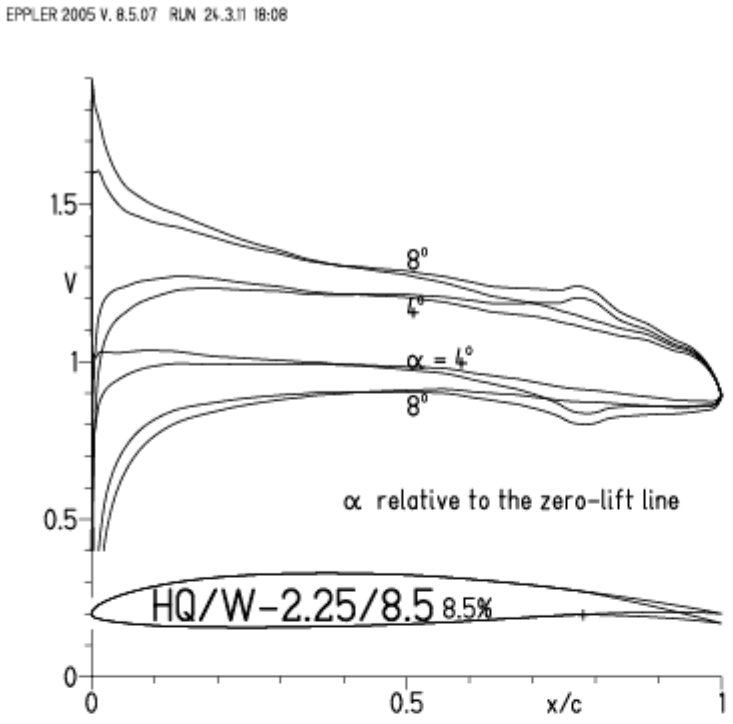

EPPLER 2005 V. 8.5.07 RUN 24.3.11 13:
HQ/W-2.25/8.5 8.5%
Re = 75 000 e^N, N=9
0.1×10^6 e^N, N=9
0.2×10^6 e^N, N=9
0.4×10^6 e^N, N=9
c_l
1
0.5
0
5
10
15
10^3 c_d
20
c_l
1
S.U.
T.U.
c_l(α)
c_m
-0.1
c_m(α)
-5
T.L.
S.L.
-5 α° -10
0.5
x/c
1

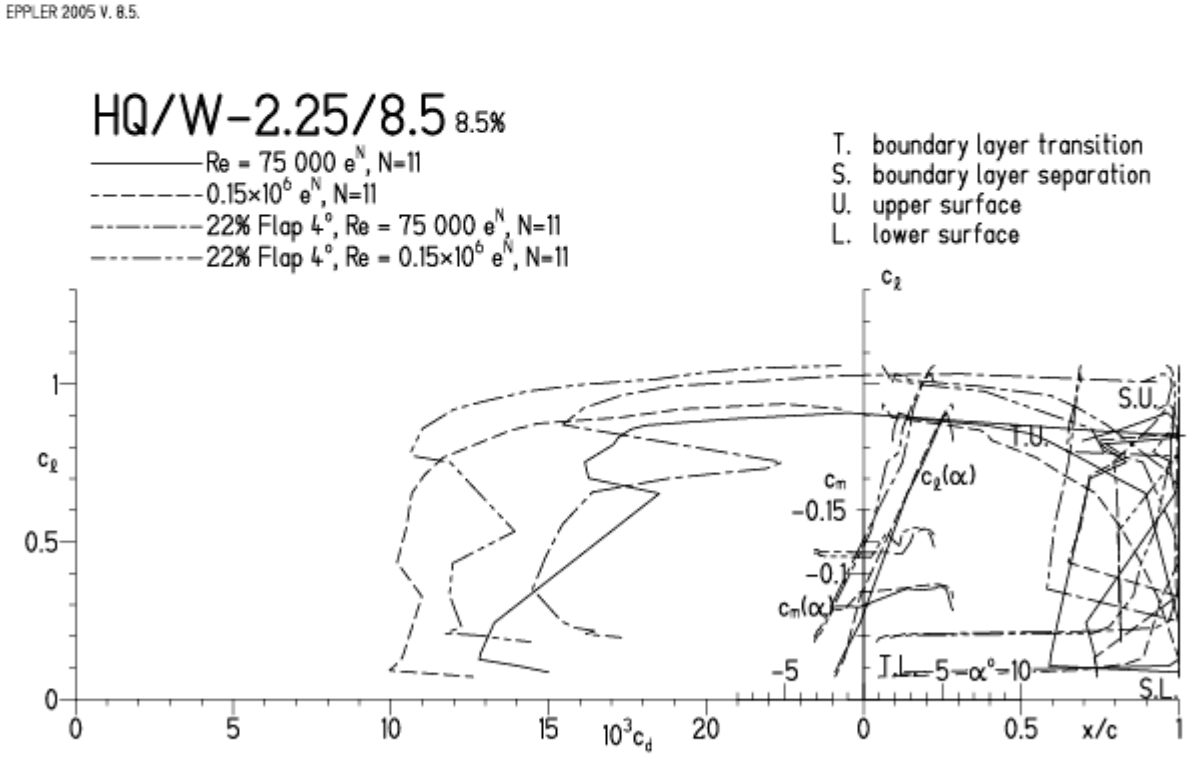
HQ/W-2,25/8,5, N=9, Turbulatoreffekt (optimal beim Maximum der Wölbung)



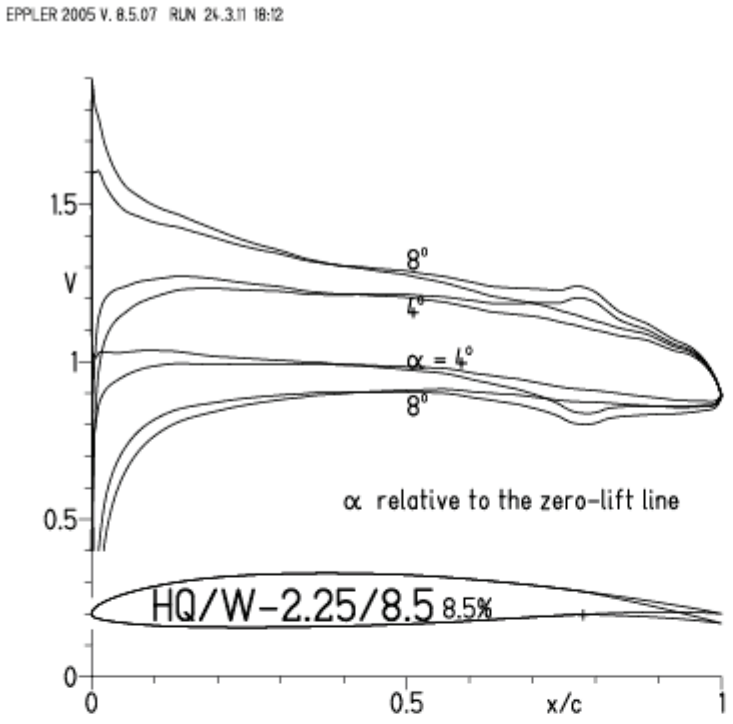


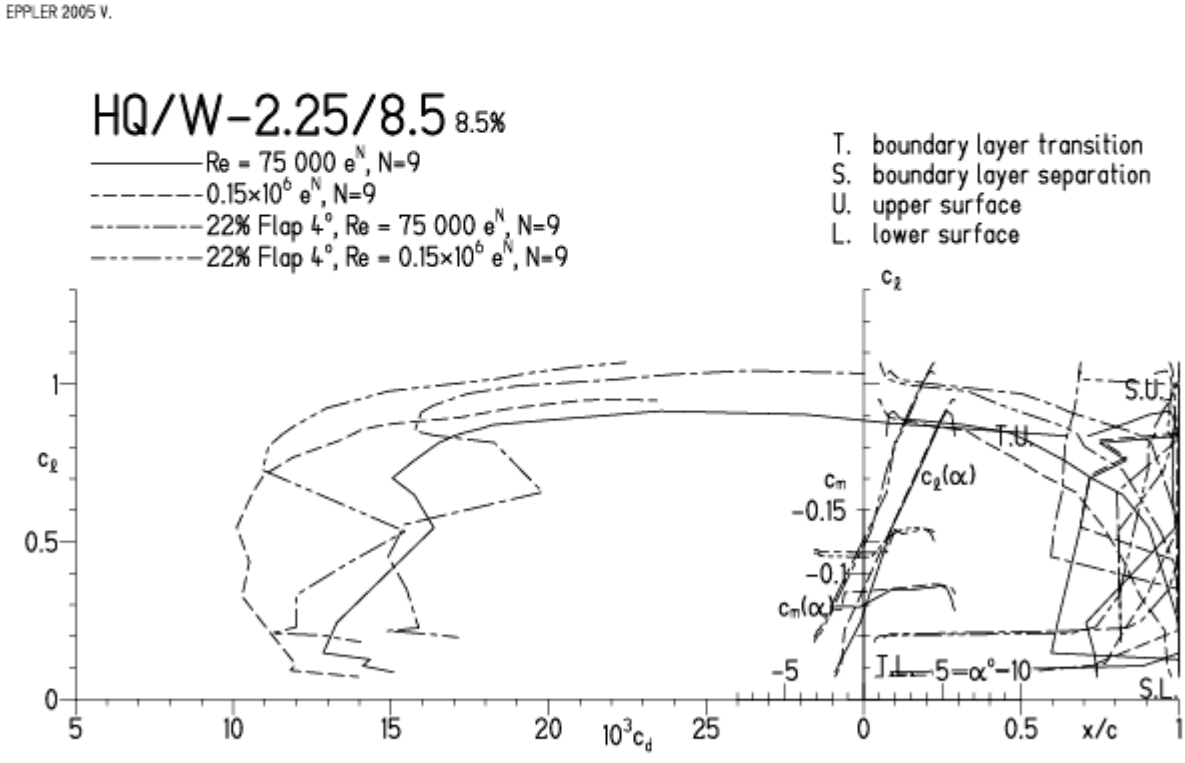
HQ/W-2,25/8,5, N=11, mit +4° Wölbklappenausschlag



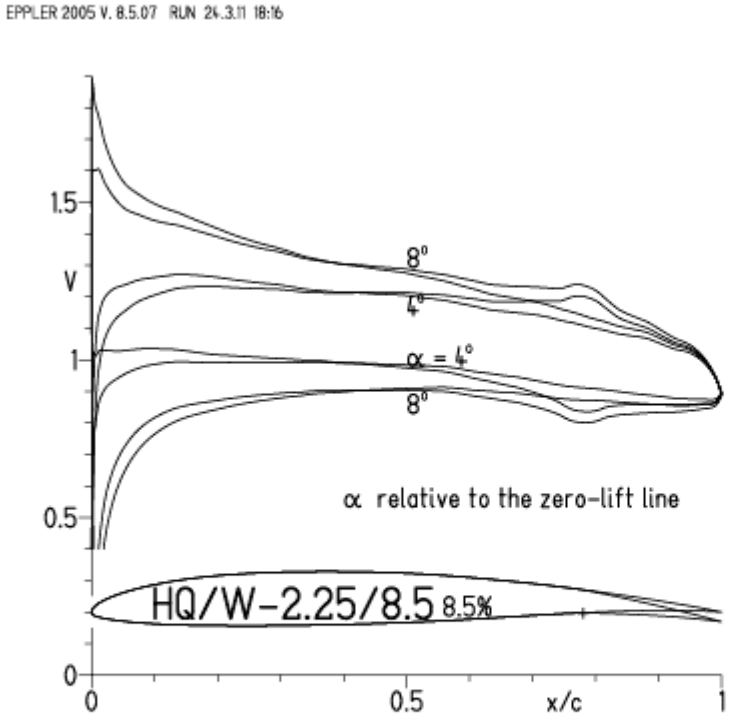


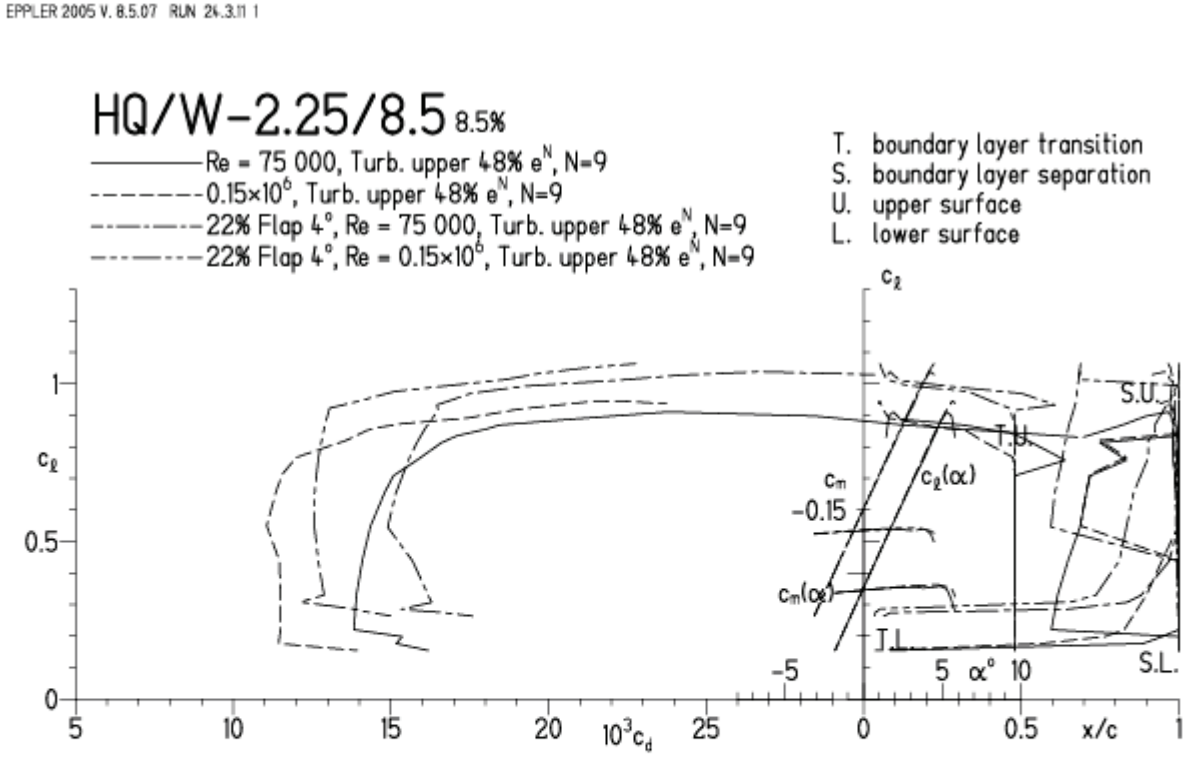
HQ/W-2,25/8,5, N=9, mit +4° Wölbklappenausschlag



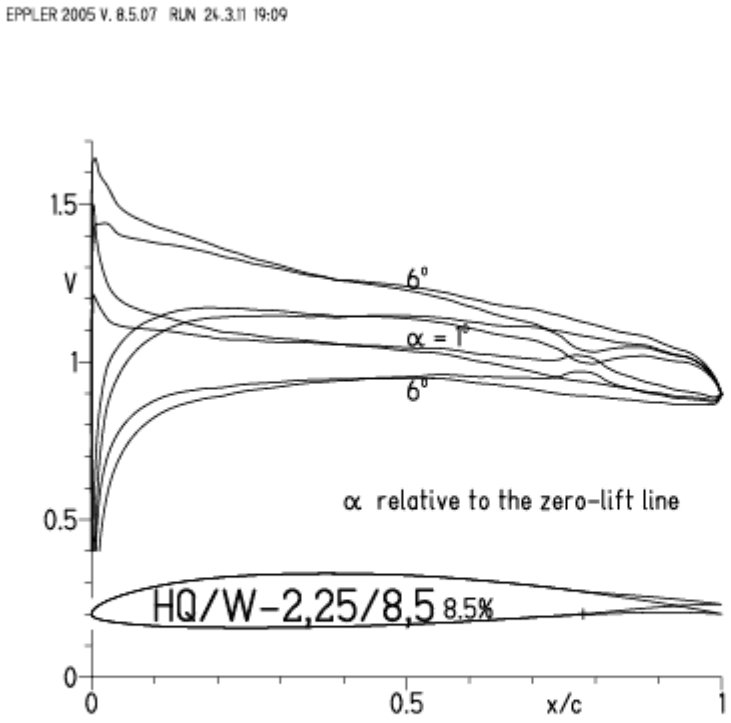


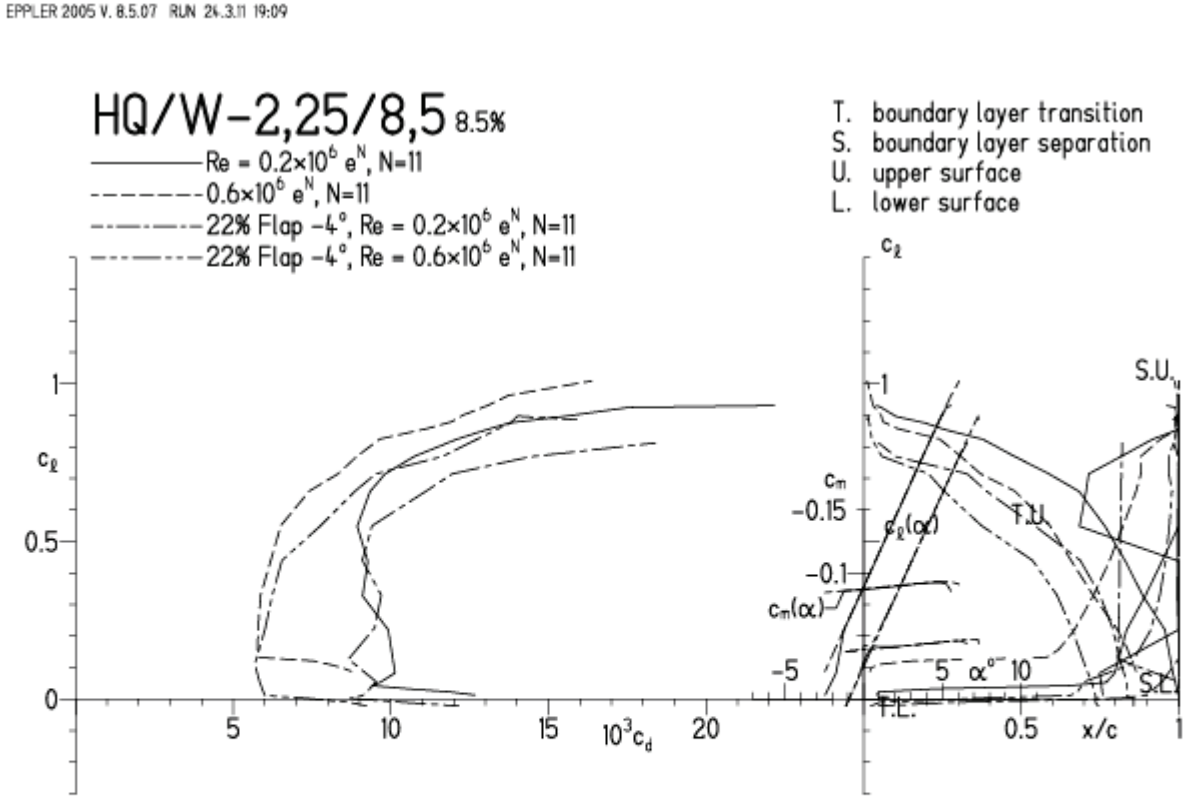
HQ/W-2,25/8,5, N=9 mit +4° Wölbklappenausschlag, Turbulatoreffekt
(Verbesserungen für niedrige Geschwindigkeiten und Profiltiefen an Flügelenden)



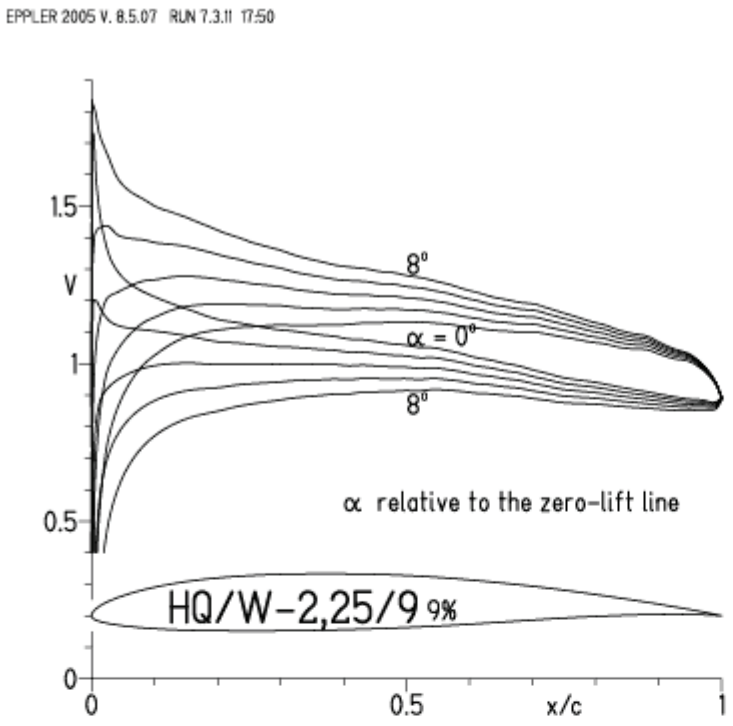


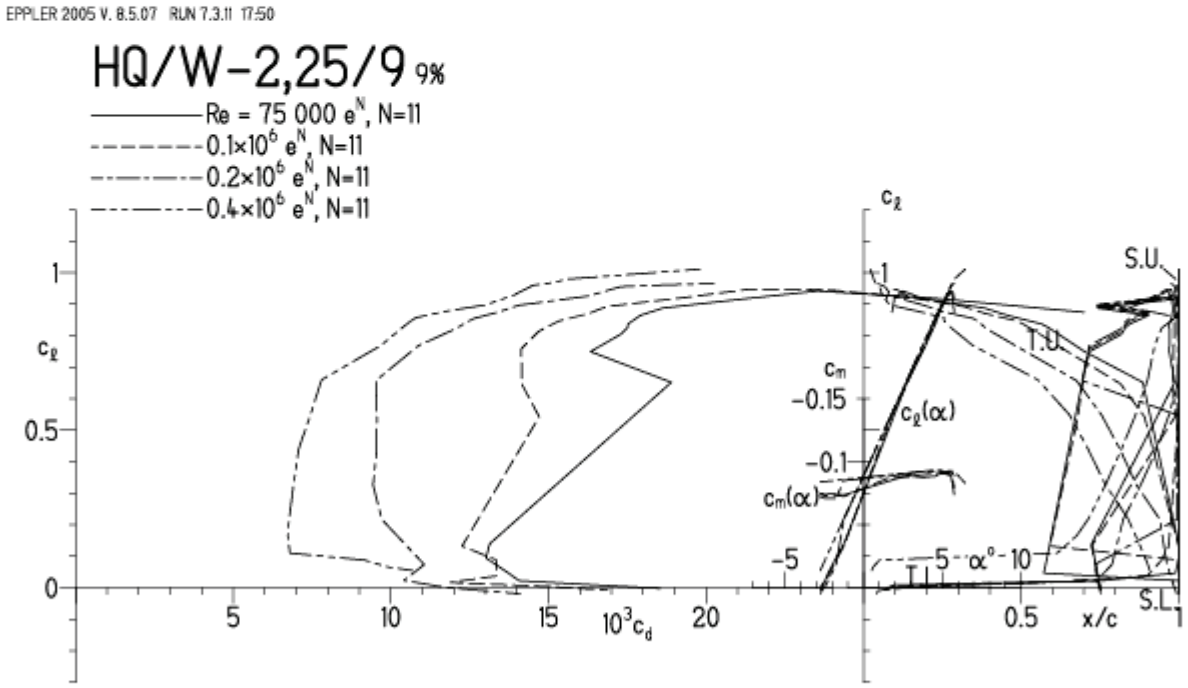
HQ/W-2,25/8,5, N=11 mit -4° Wölbklappenausschlag
(F3J-Modelle mit 30 g/dm^2 erreichen damit ca. 50 m/s Höchstgeschwindigkeit)



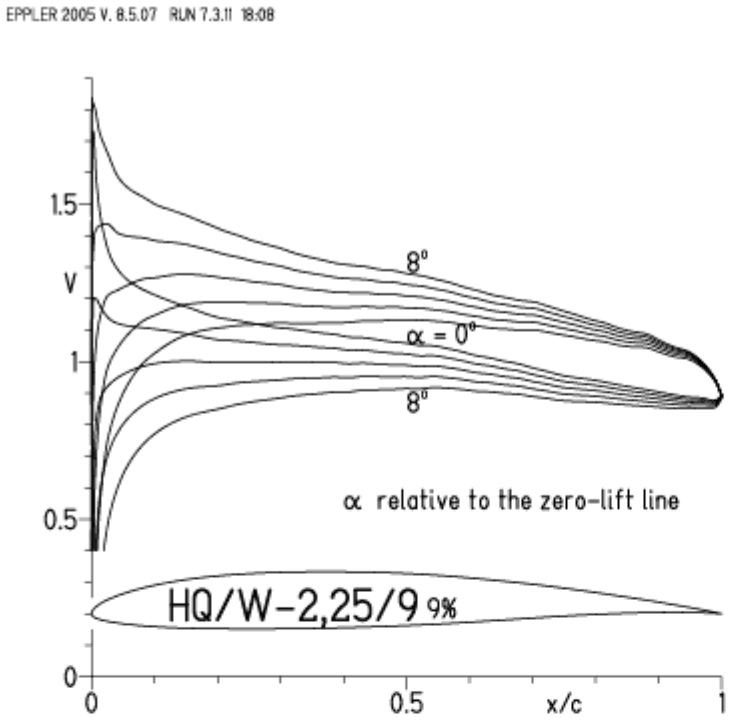


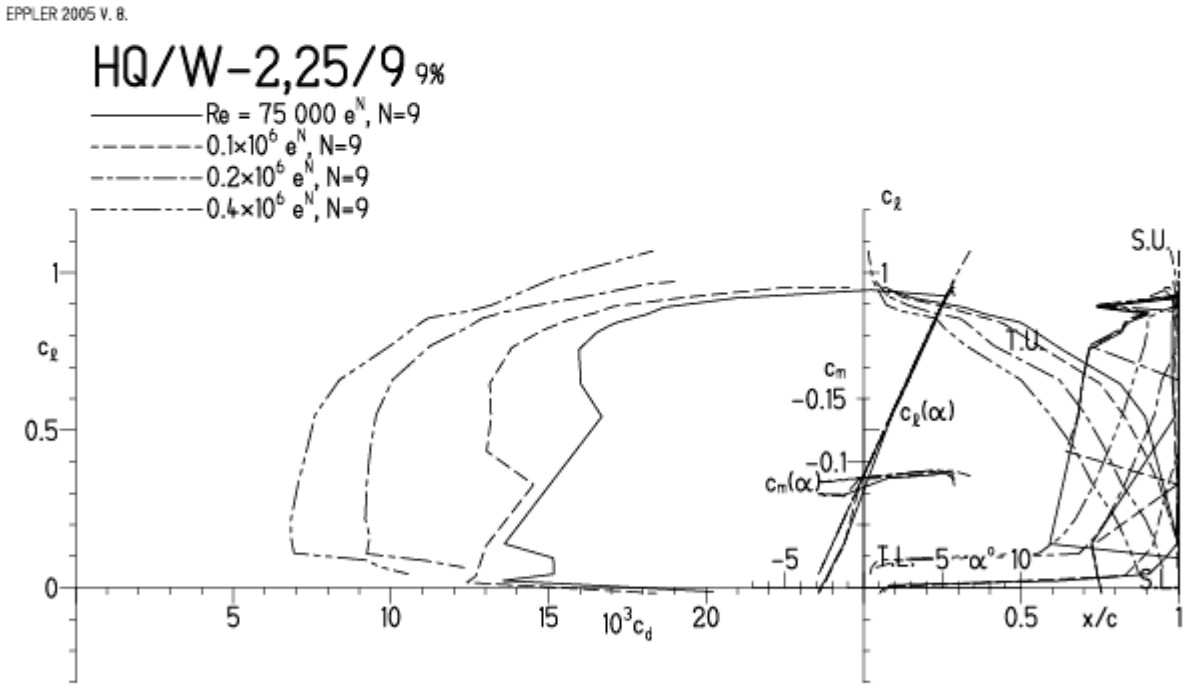
HQ/W-2,25/9, N=11


EPPLER 2005 V. 8.5.07 RUN 7.3.11 17:50
1.5
V
1
0.5
0
8°
α = 0°
8°
α relative to the zero-lift line
HQ/W-2,25/9 9%
0
0.5
x/c
1

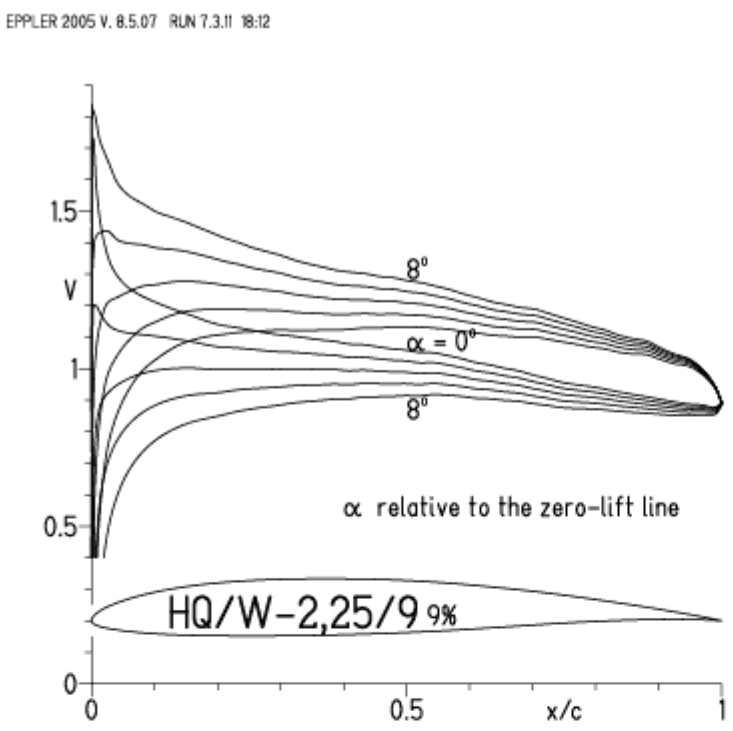

EPPLER 2005 V. 8.5.07 RUN 7.3.11 17:50
HQ/W-2,25/9 9%
Re = 75 000 e^N, N=11
0.1×10^6 e^N, N=11
0.2×10^6 e^N, N=11
0.4×10^6 e^N, N=11
c_l
1
0.5
0
5
10
15
10^3 c_d
20
c_l
1
S.U.
T.U.
c_m
-0.15
-0.1
-5
c_l(α)
c_m(α)
5 α° 10
S.L.
0.5
x/c
1

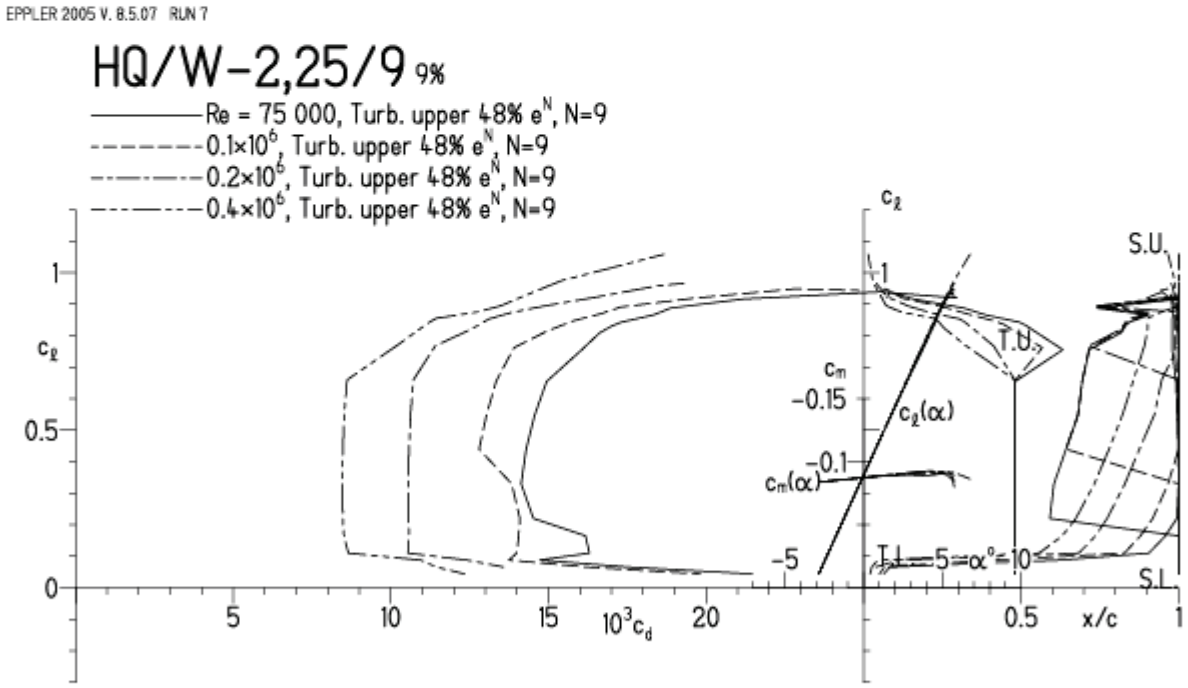
HQ/W-2,25/9, N=9


EPPLER 2005 V. 8.5.07 RUN 7.3.11 18:08
1.5
V
1
0.5
0
8°
α = 0°
8°
α relative to the zero-lift line
HQ/W-2,25/9 9%
0
0.5
x/c
1

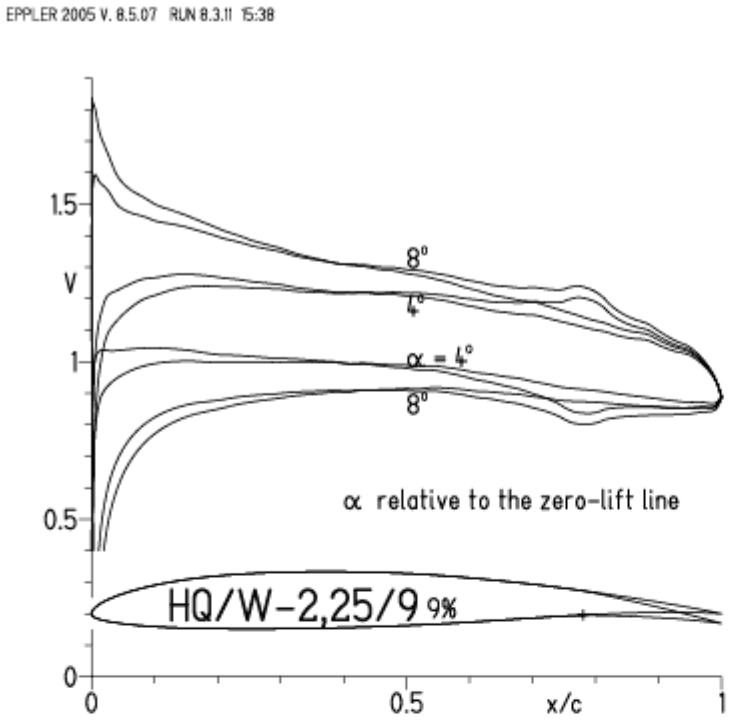

EPPLER 2005 V. 8.
HQ/W-2,25/9 9%
Re = 75 000 e^N, N=9
0.1×10^6 e^N, N=9
0.2×10^6 e^N, N=9
0.4×10^6 e^N, N=9
c_ℓ
1
0.5
0
5
10
15
10^3 c_d
20
c_m
-0.15
-0.1
-5
c_ℓ(α)
c_m(α)
S.U.
T.U.
T.L.
S.L.
-5 α° 10
0.5
x/c
1

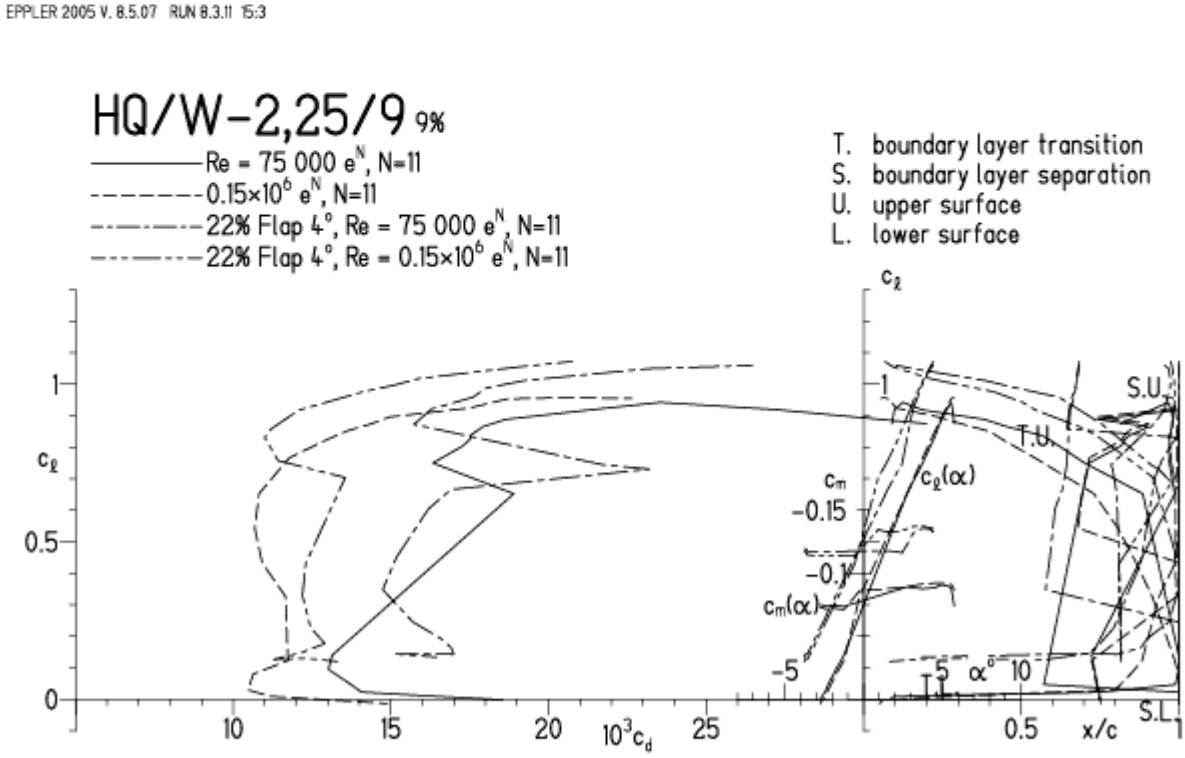
HQ/W-2,25/9, N=9, Turbulatoreffekt (optimal beim Maximum der Wölbung)



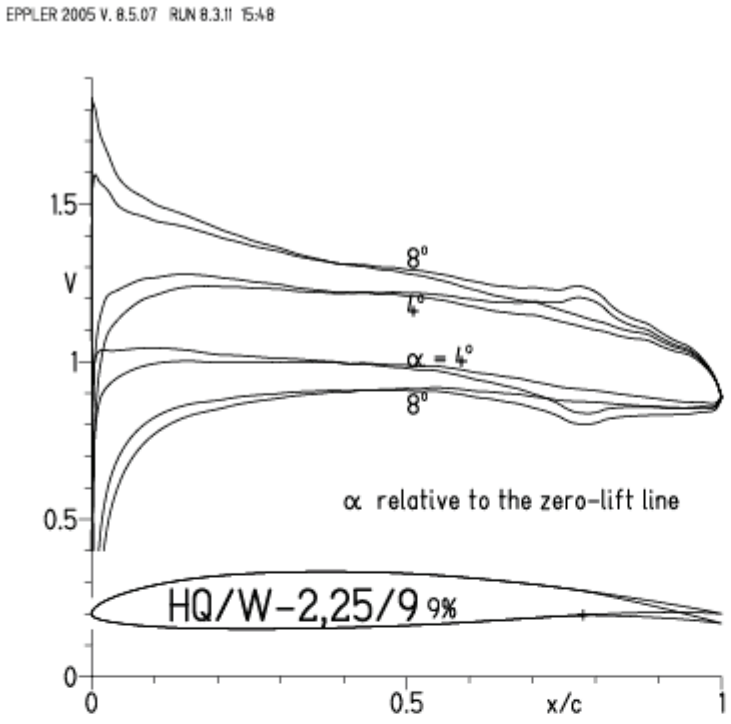


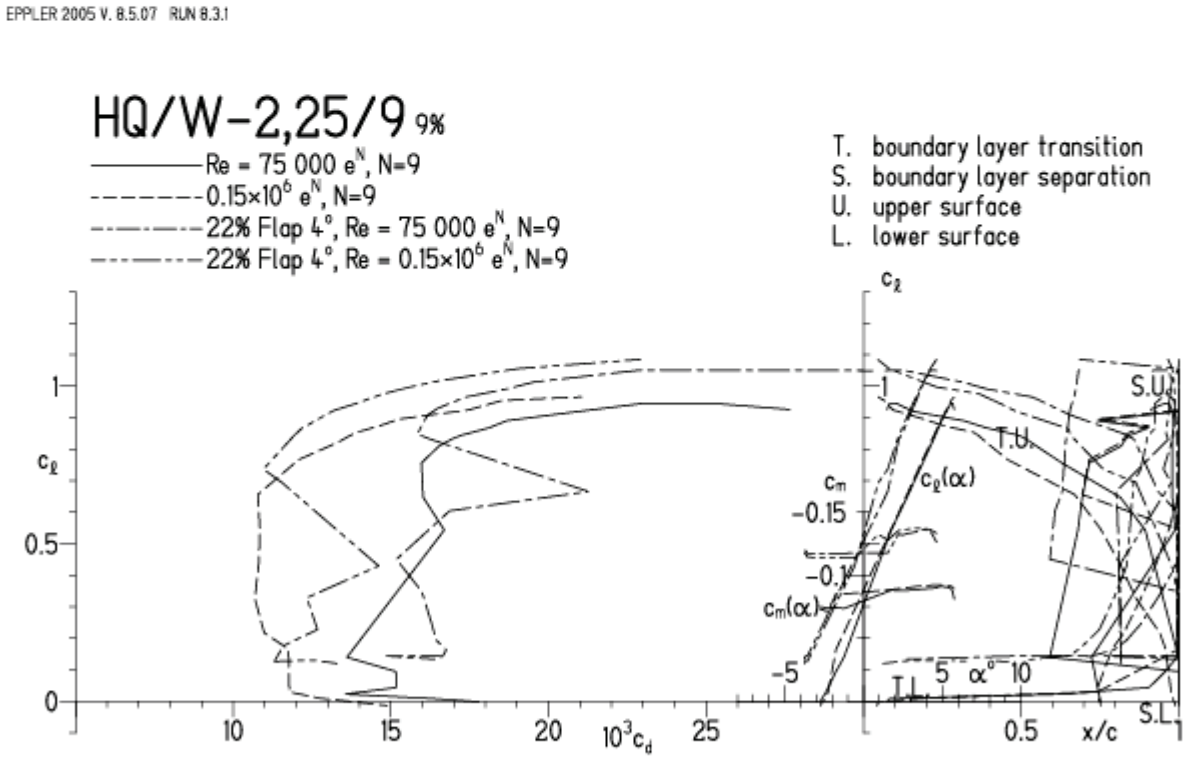
HQ/W-2,25/9, N=11, mit +4° Wölbklappenausschlag



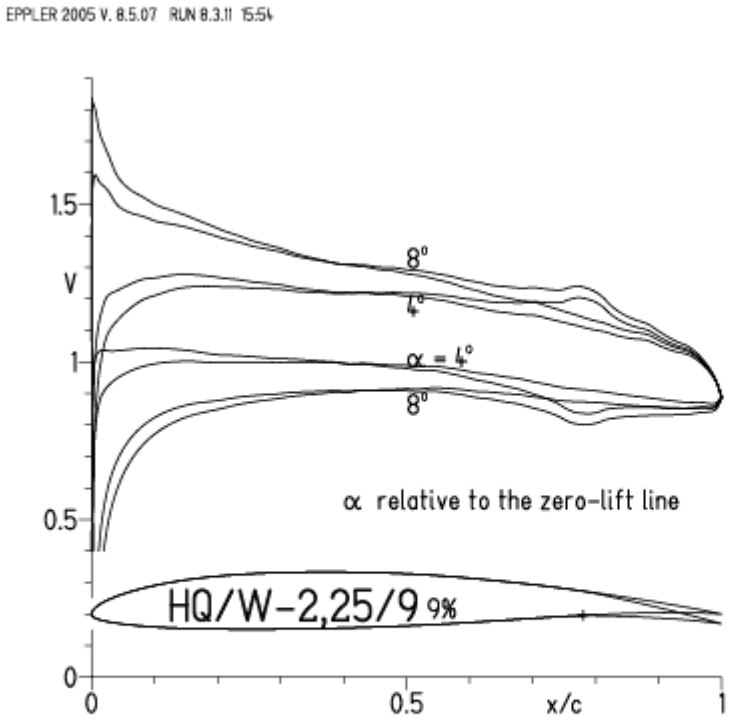


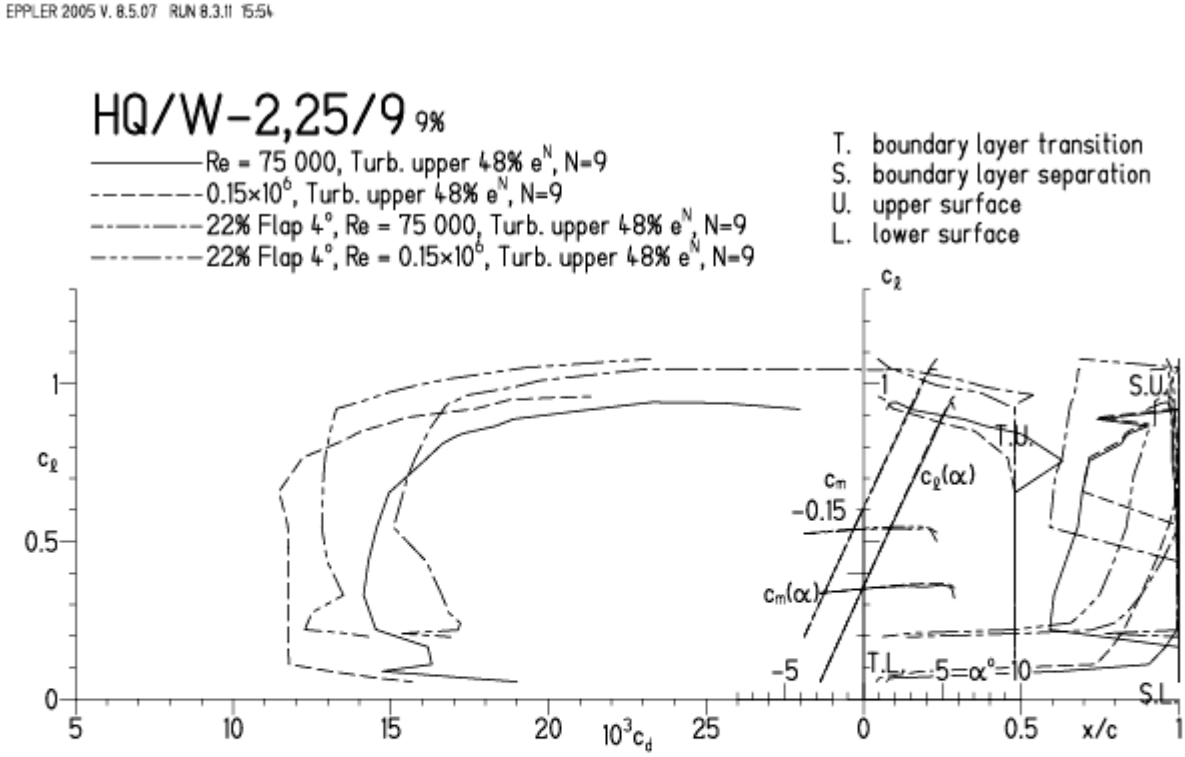
HQ/W-2,25/9, N=9, mit +4° Wölbklappenausschlag



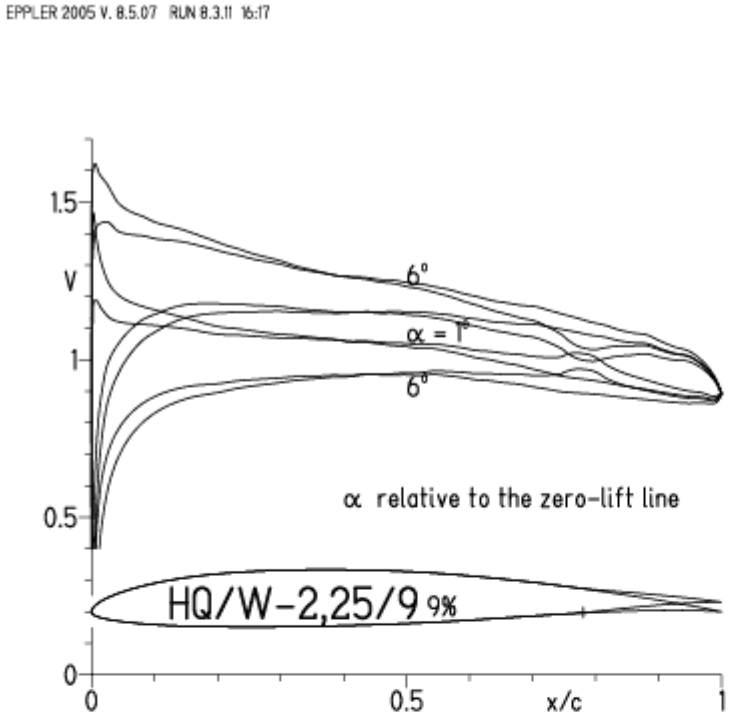


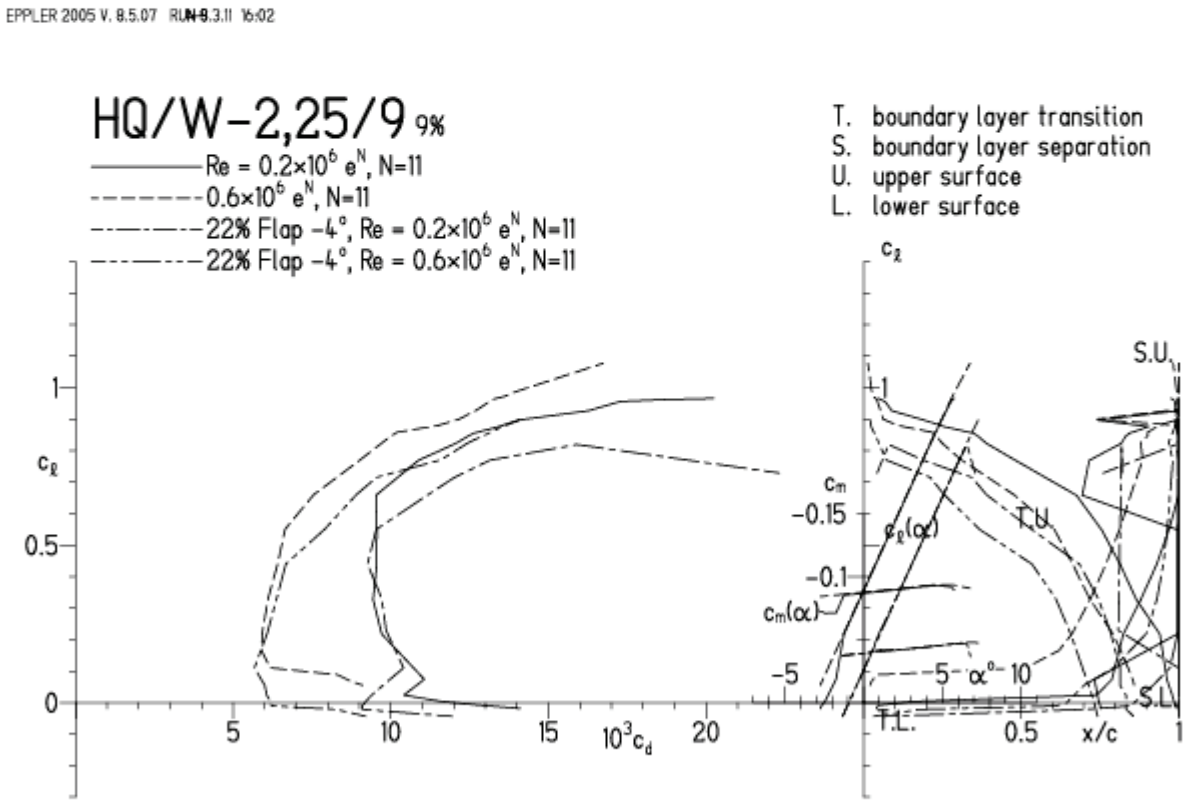
HQ/W-2,25/, N=9 mit +4° Wölbklappenausschlag, Turbulatoreffekt
(Verbesserungen für niedrige Geschwindigkeiten und Profiltiefen an Flügelenden)



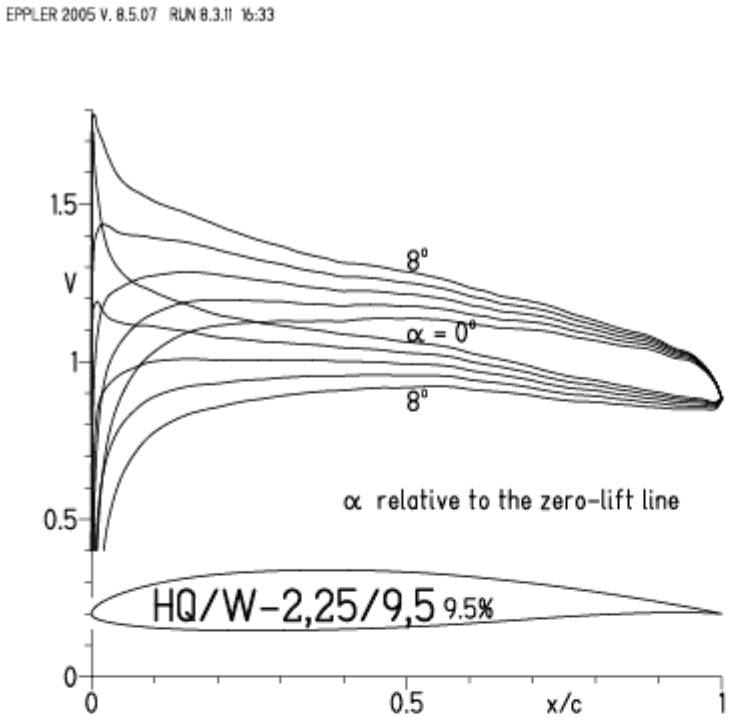


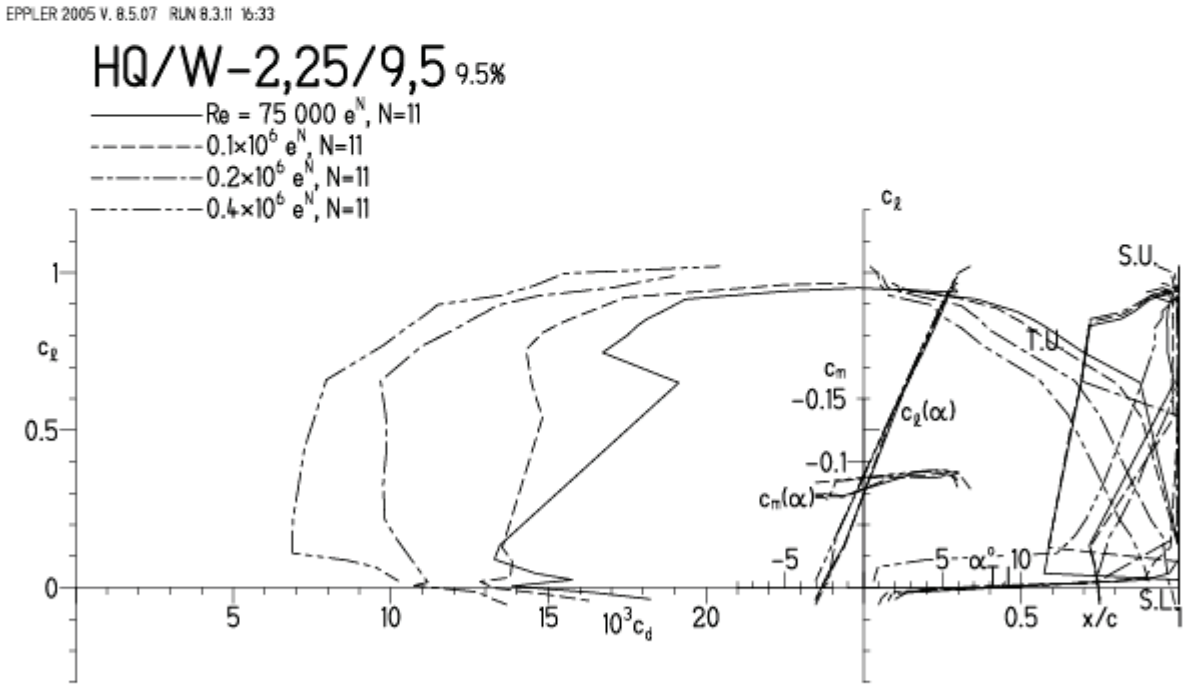
HQ/W-2,25/9, N=11 mit -4° Wölbklappenausschlag
(F3J-Modelle mit 30 g/dm^2 erreichen damit ca. 50 m/s Höchstgeschwindigkeit)





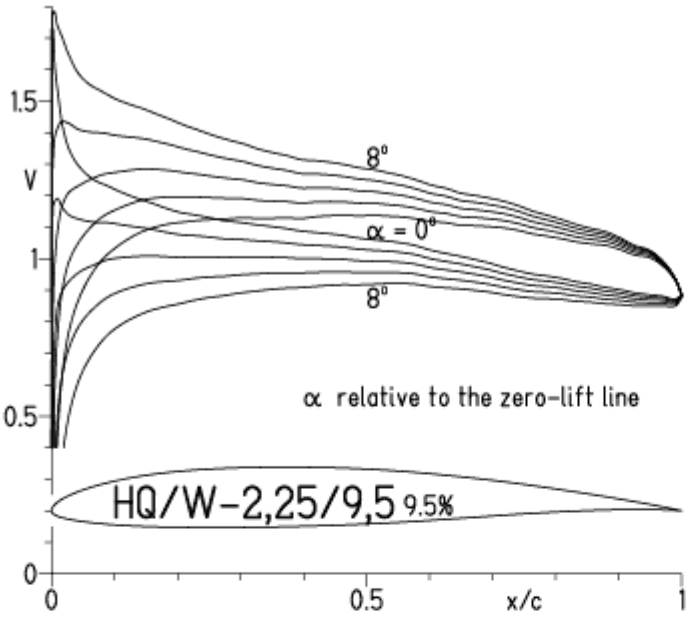
HQ/W-2,25/9,5, N=11



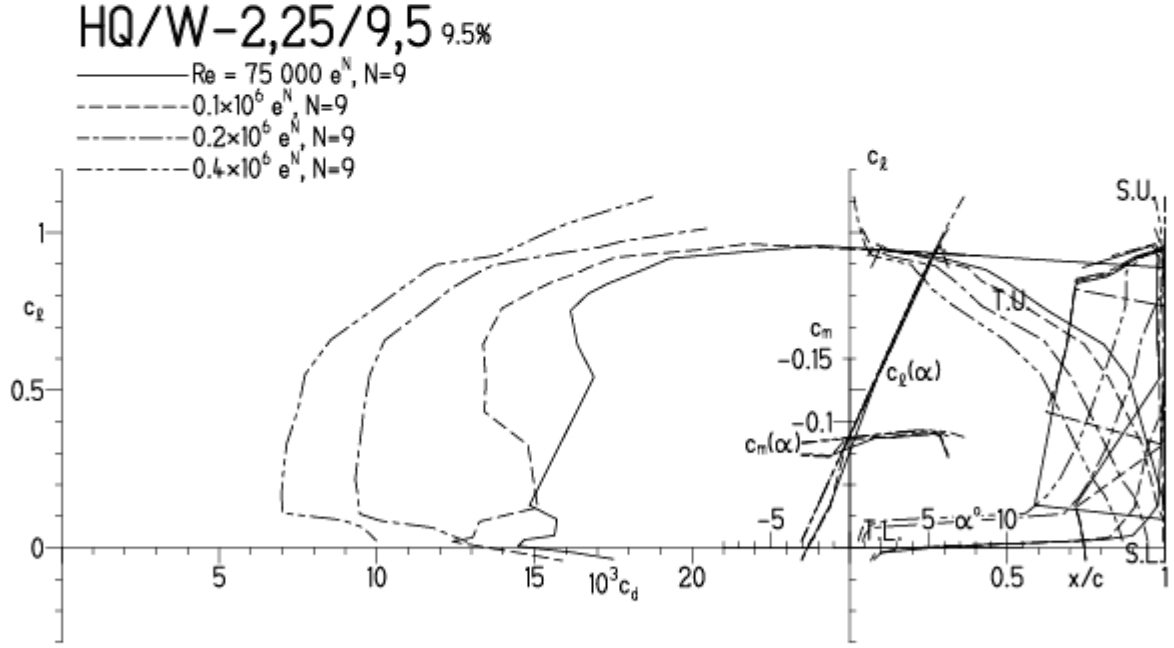


HQ/W-2,25/9,5, N=9

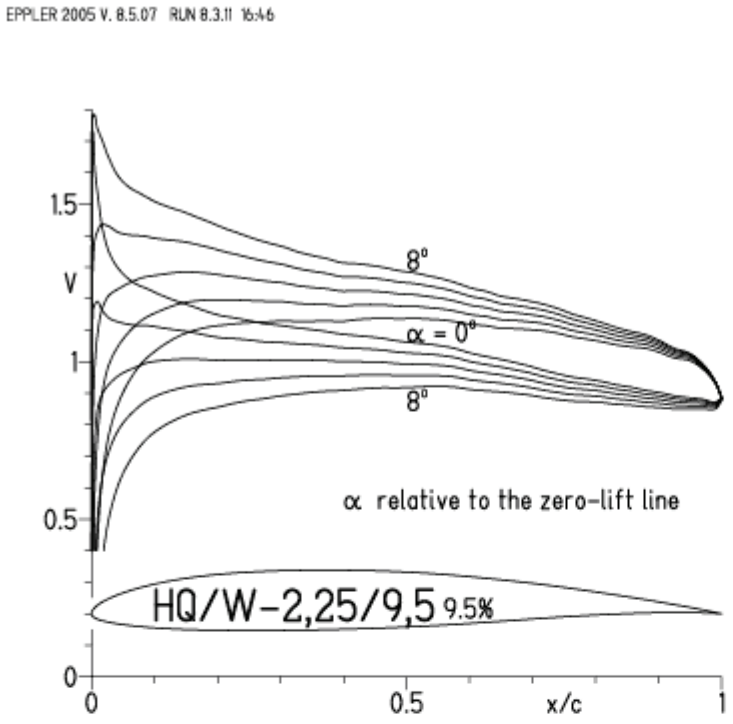
EPPLER 2005 V. 8.5.07 RUN 8.3.11 16:43

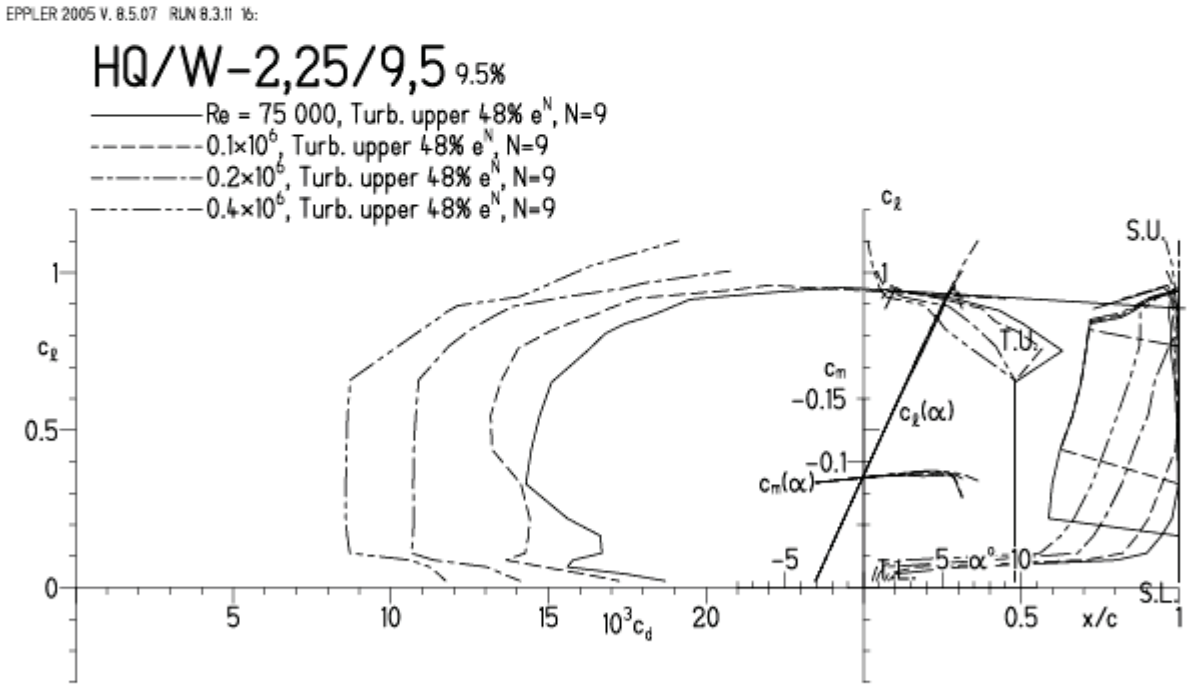


EPPLER 2005 V. 8.5.07 RUN 8.3.



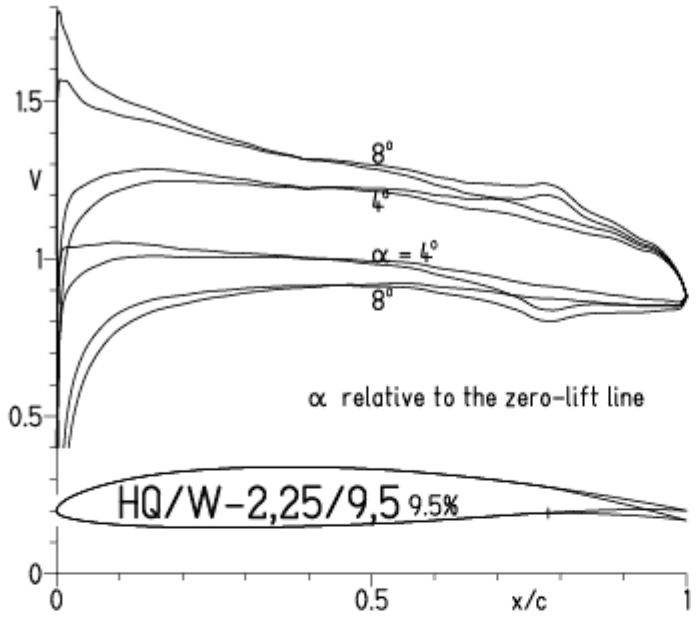
HQ/W-2,25/9,5, N=9, (Turbulatoreffekt (optimal beim Maximum der Wölbung)



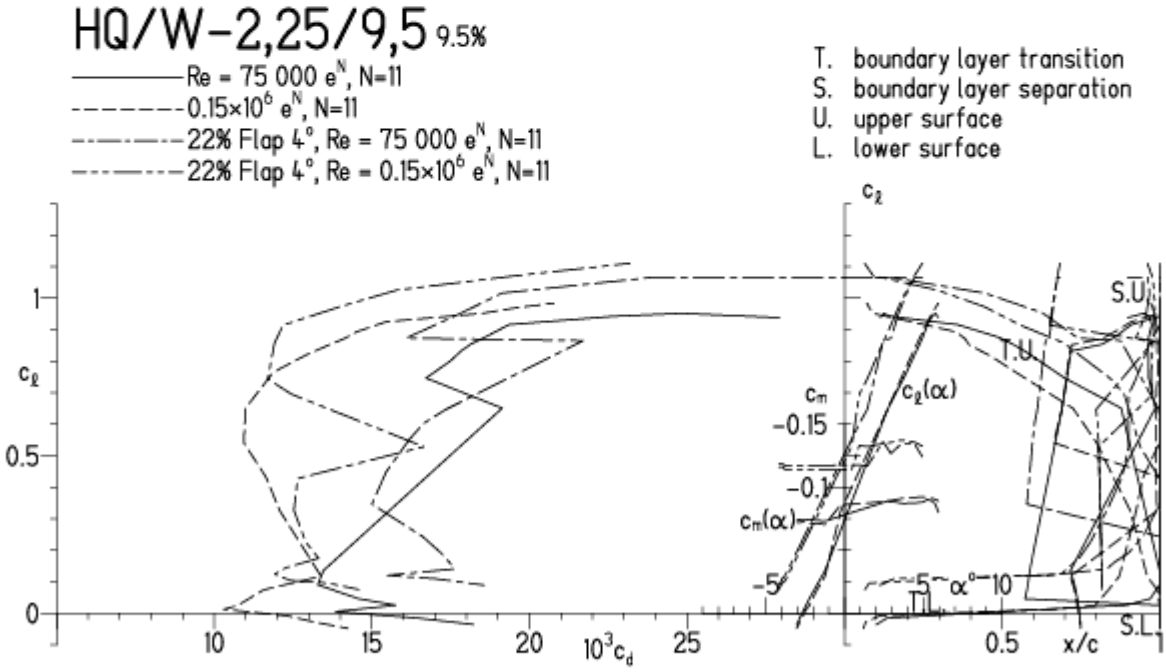


HQ/W-2,25/9,5, N=11 mit +4° Wölbklappenausschlag

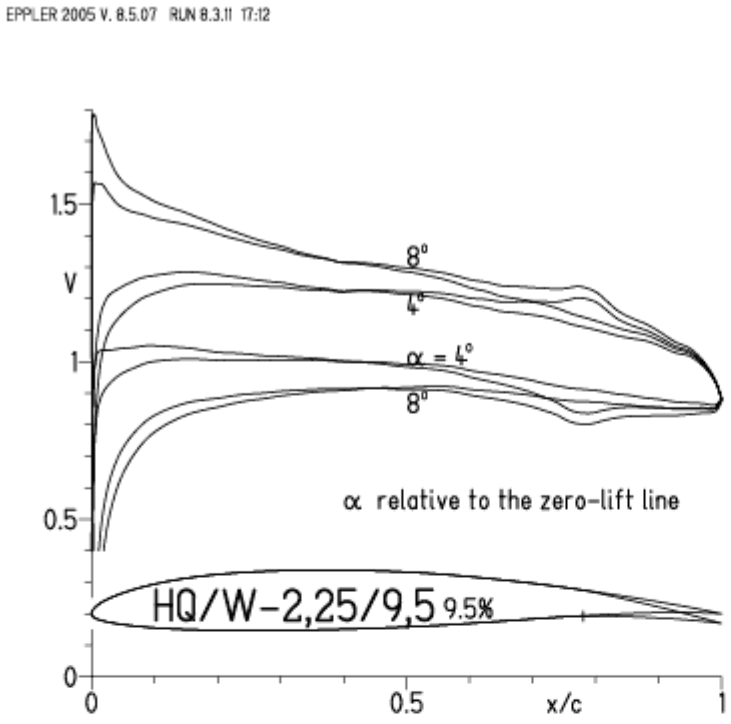
EPPLER 2005 V. 8.5.07 RUN 8.3.11 17:07

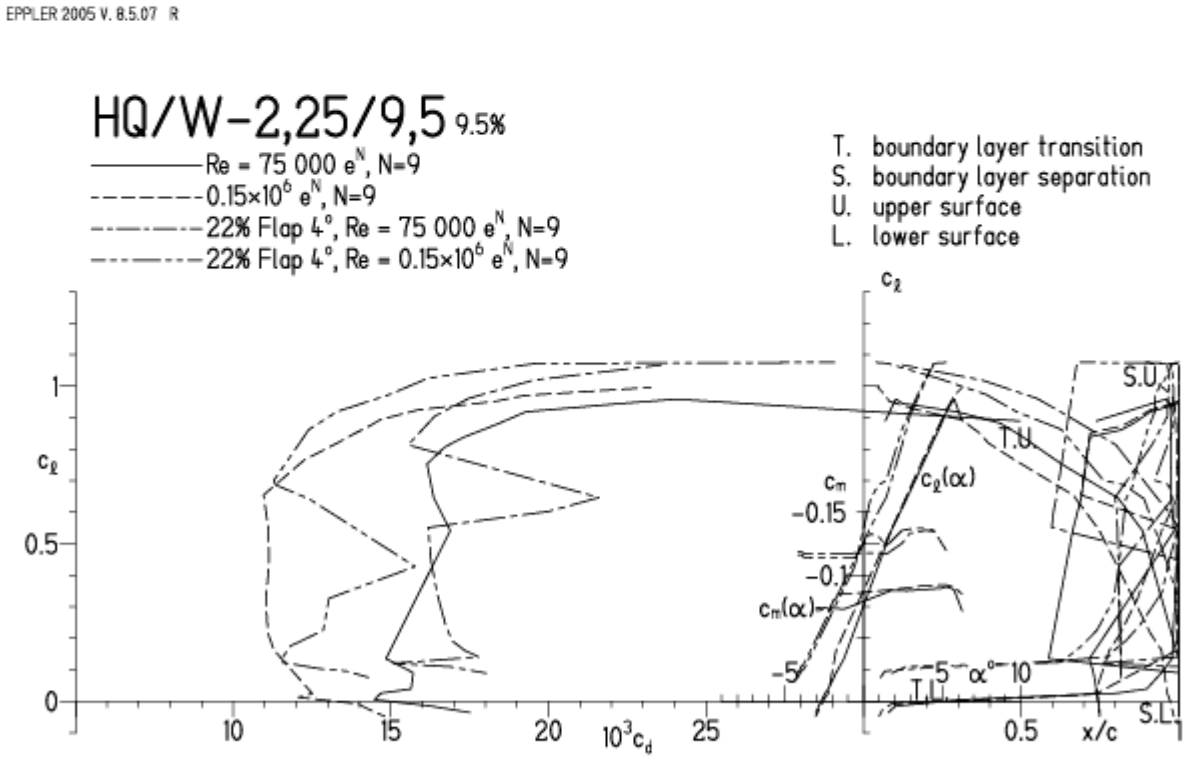


EPPLER 2005 V. 8.5.07 RUN 8.3.11 17:07

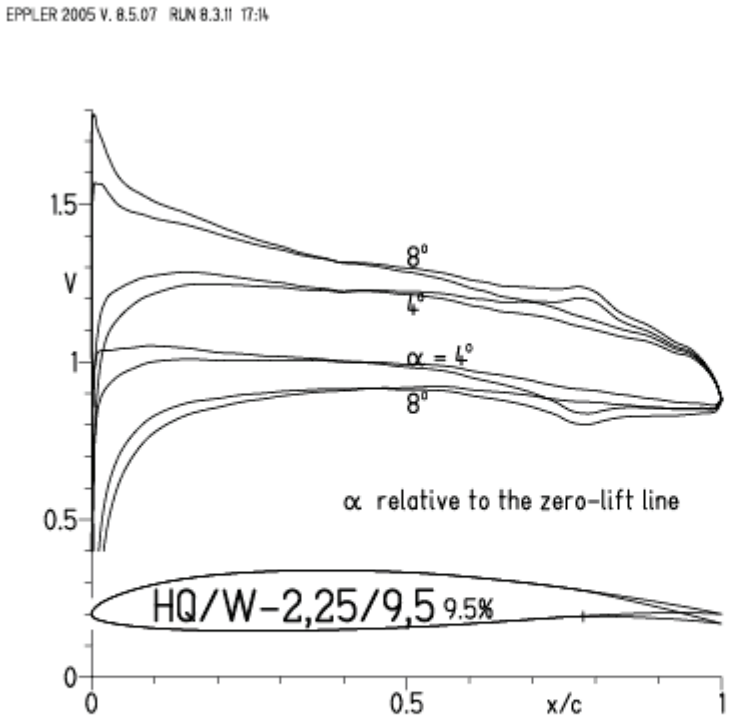


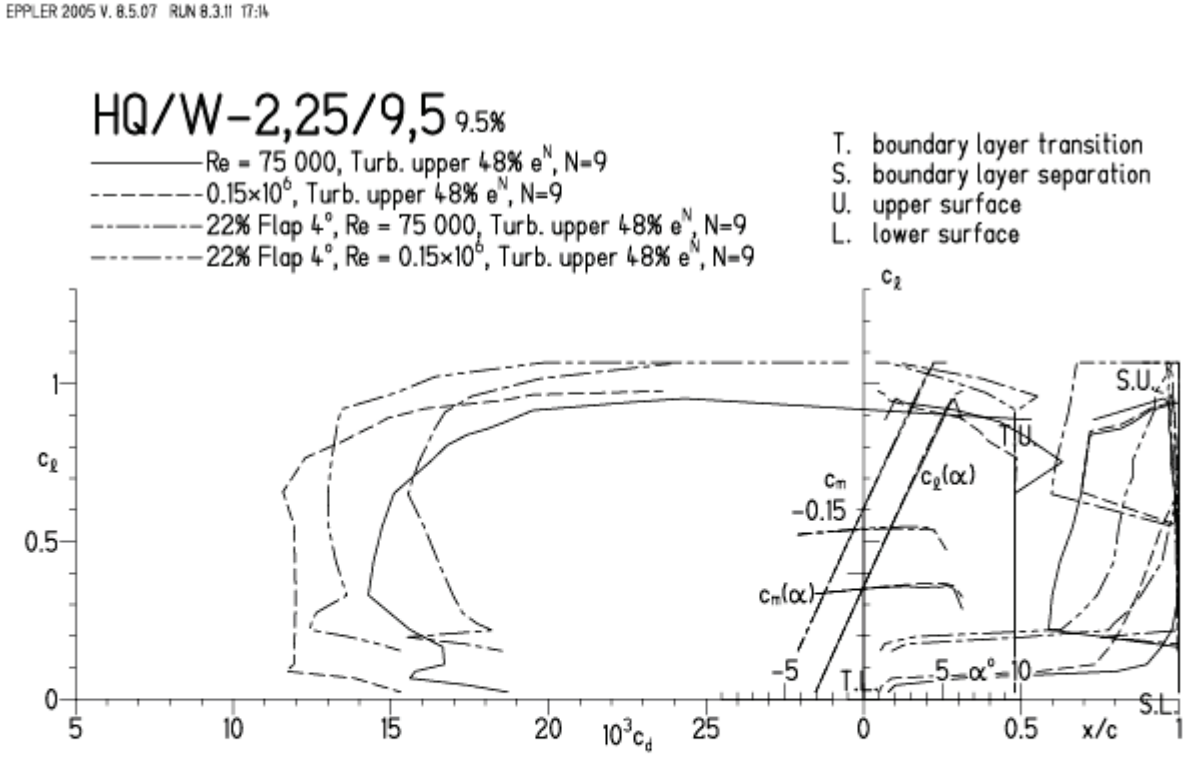
HQ/W-2,25/9,5, N=9 mit +4° Wölbklappenausschlag





HQ/W-2,25/9,5, N=9 mit +4° Wölbklappenausschlag, Turbulatoreffekt
(Verbesserungen für niedrige Geschwindigkeiten und Profiltiefen an Flügelenden)





HQ/W-2,25/9,5, N=11 mit -4° Wölbklappenausschlag

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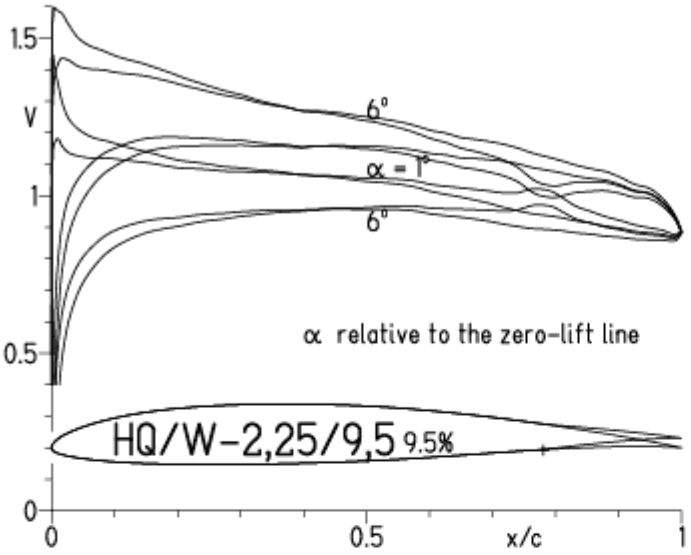
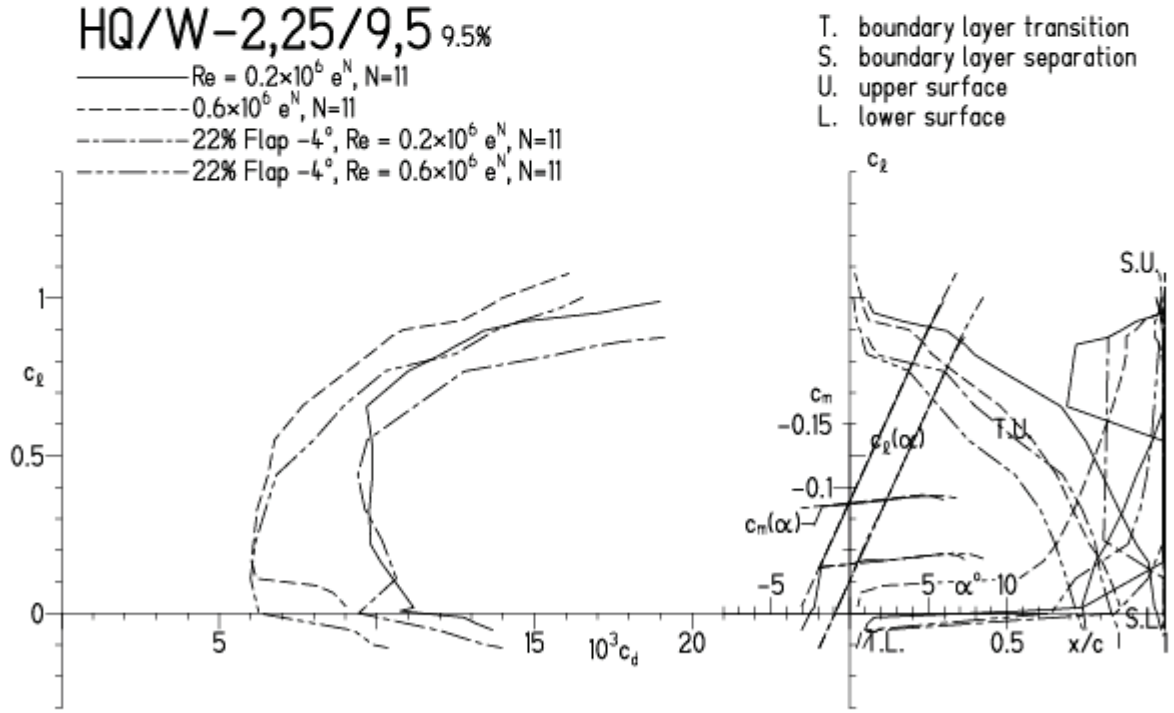
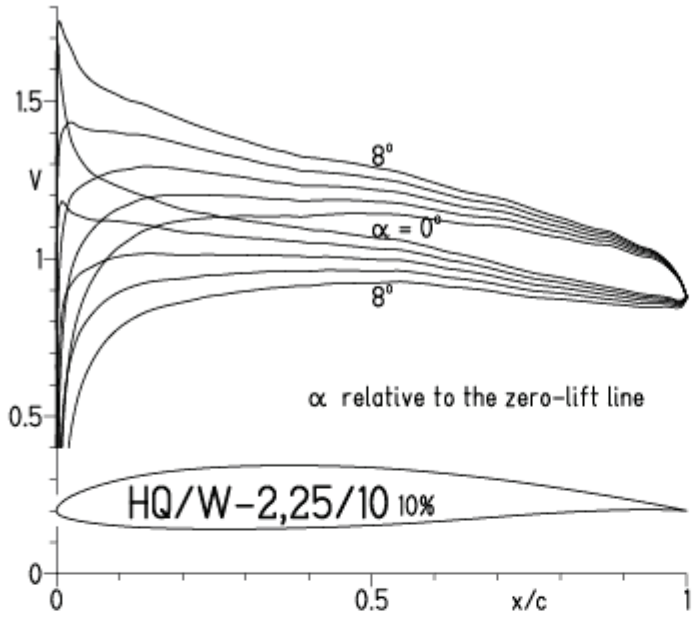


EPPLER 2005 V.

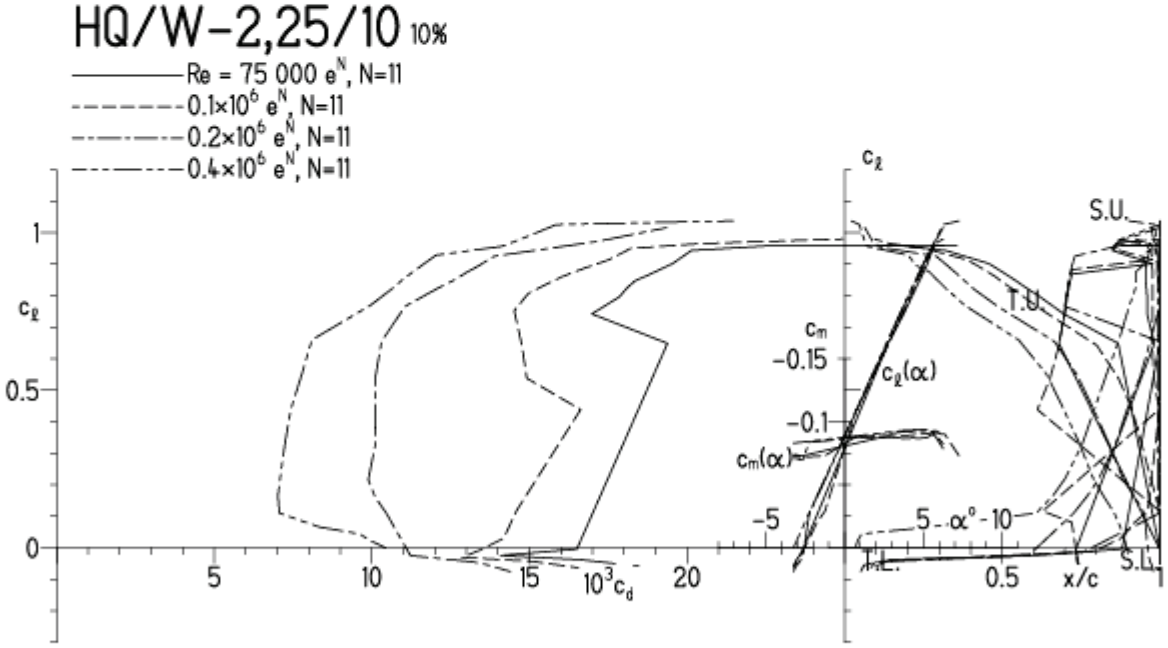


HQ/W-2,25/10, N=11

EPPLER 2005 V. 8.5.07 RUN 8.3.11 17:47

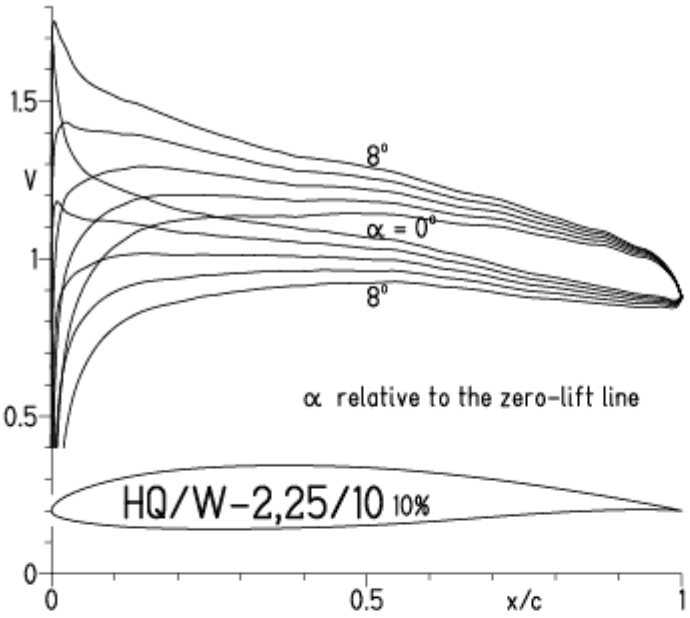


EPPLER 2005 V. 8.5.07 RUN 8.3.11 17:47

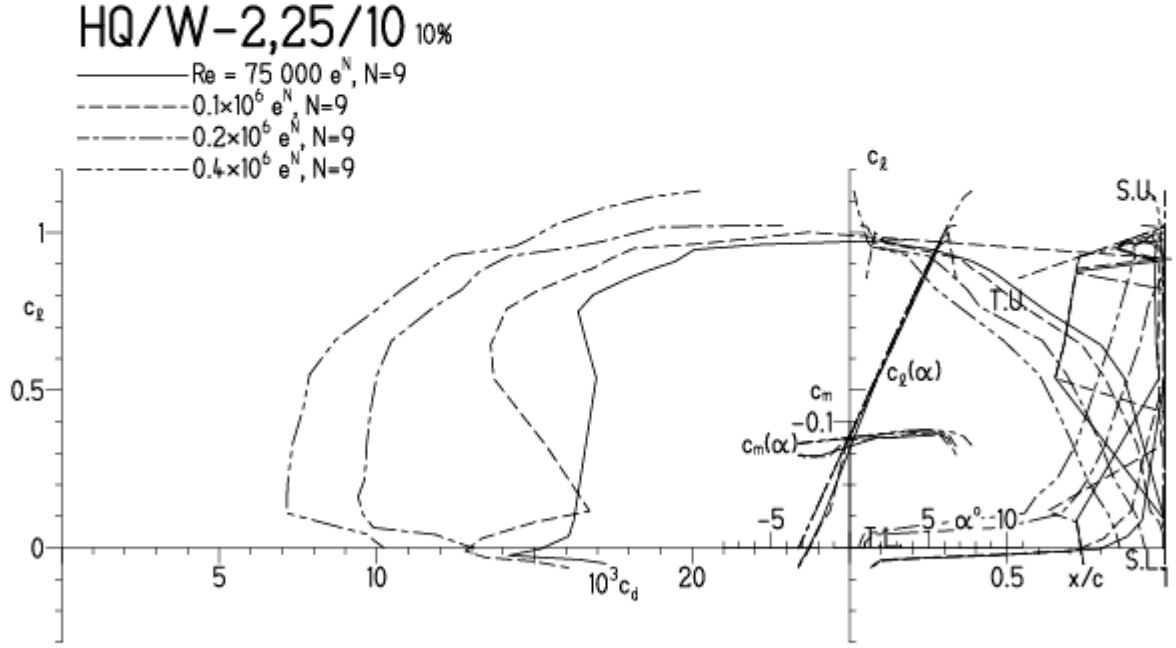


HQ/W-2,25/10, N=9

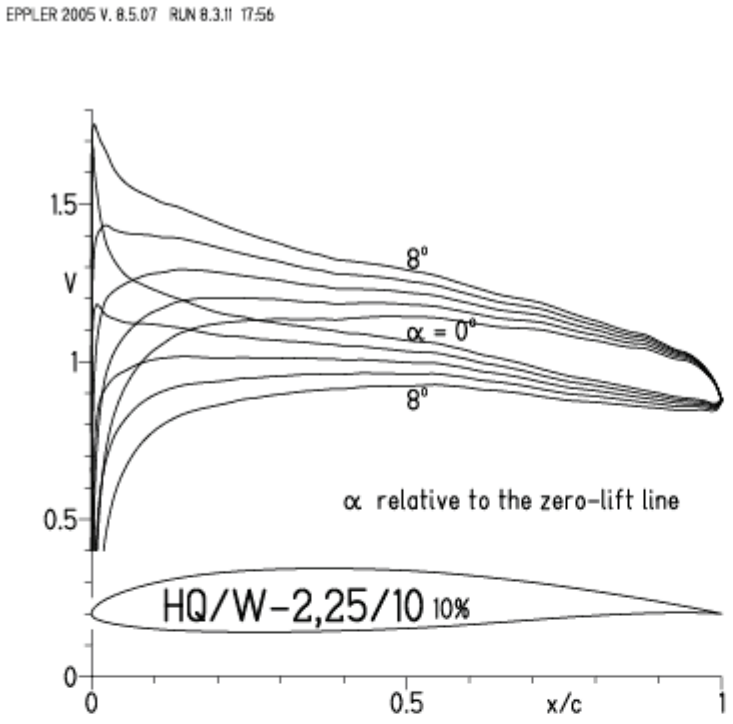
EPPLER 2005 V. 8.5.07 RUN 8.3.11 17:53

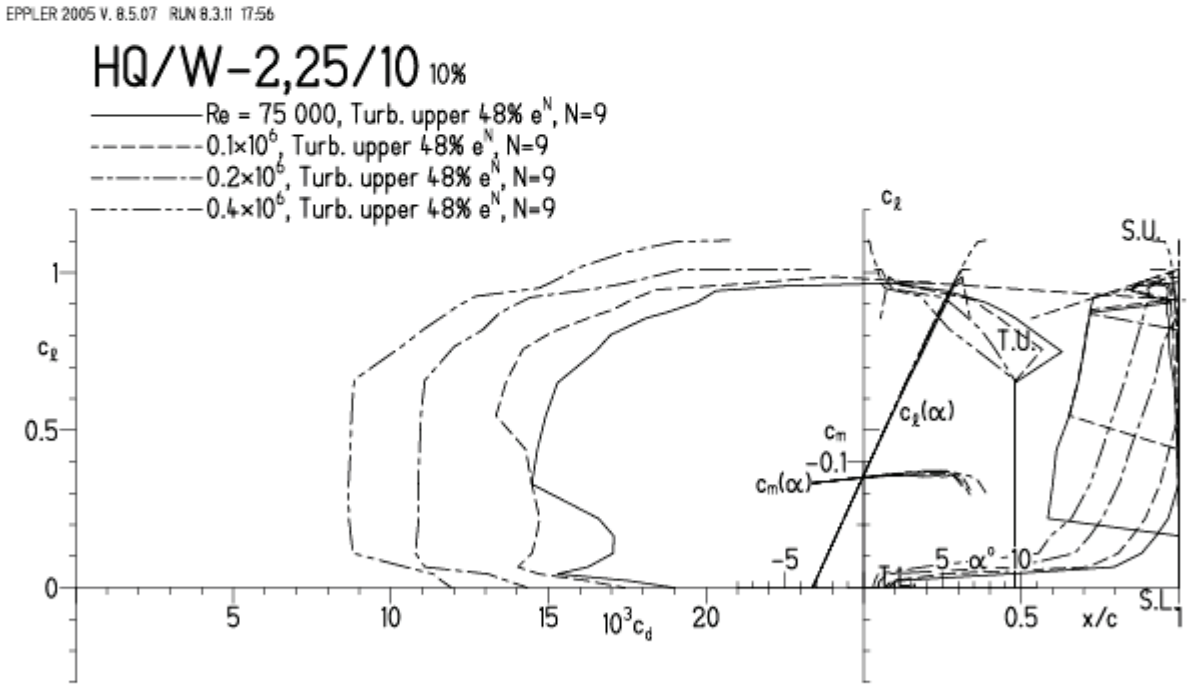


EPPLER 2005 V. 8.5.07 RUN 8.3.11 17:53



HQ/W-2,25/10, N=9, (Turbulatoreffekt (optimal beim Maximum der Wölbung)





HQ/W-2,25/10, N=11 mit +4° Wölbklappenausschlag

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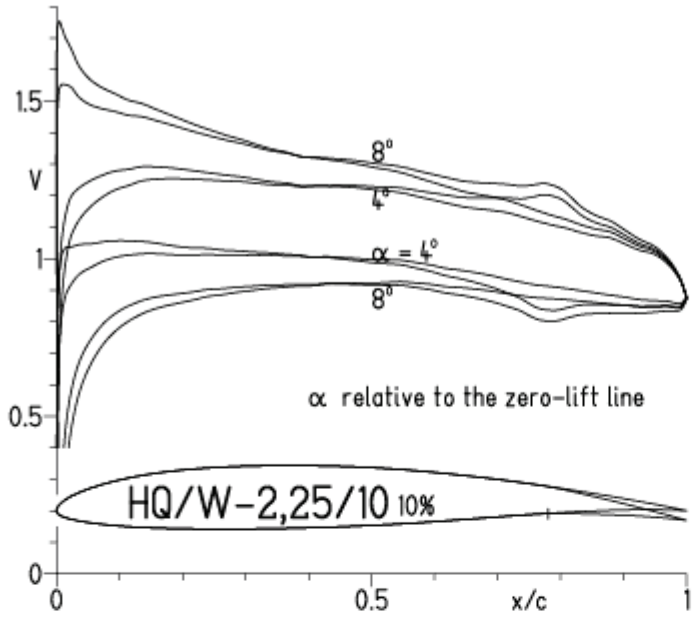
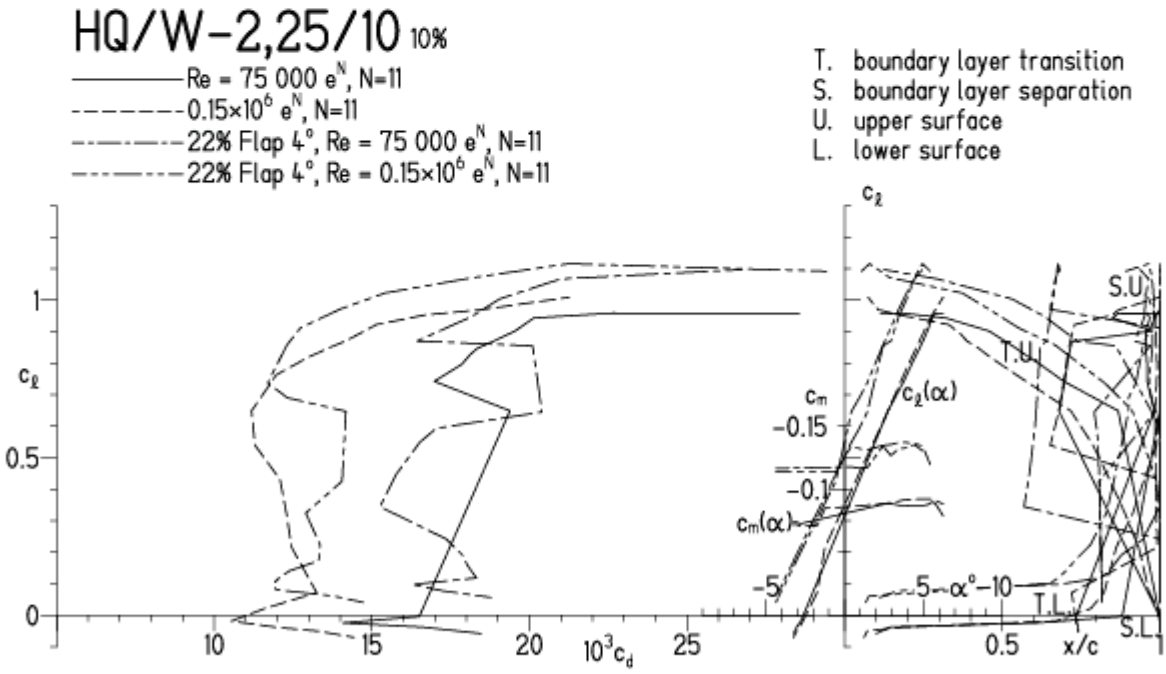
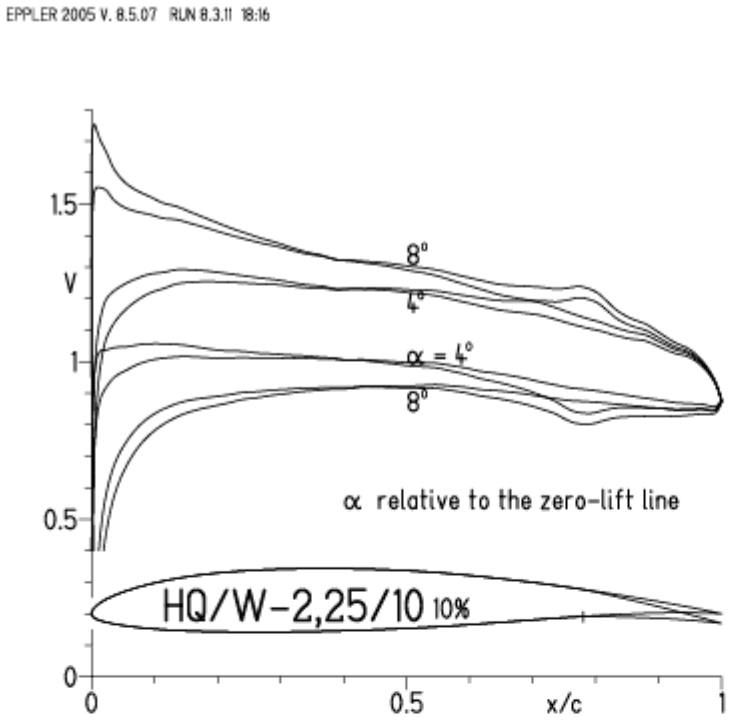
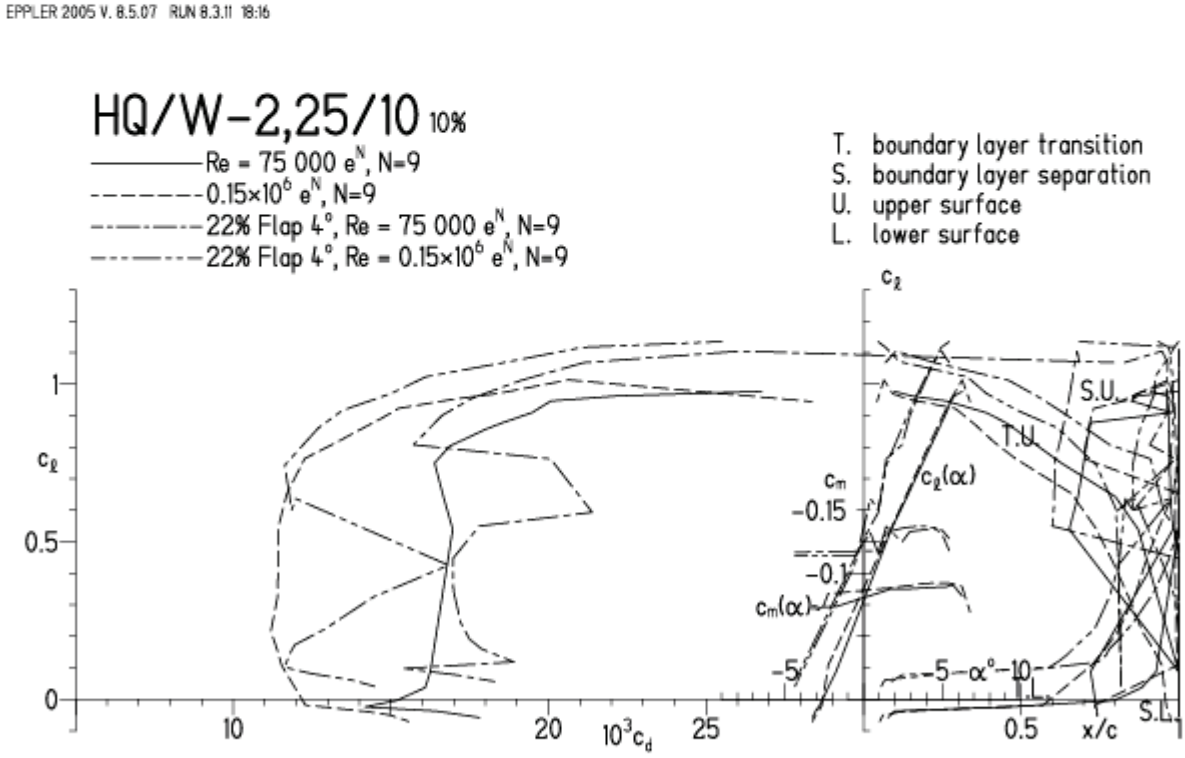


EPPLER 2005 V. 8.5.07 RUN 8.3.11 18:08



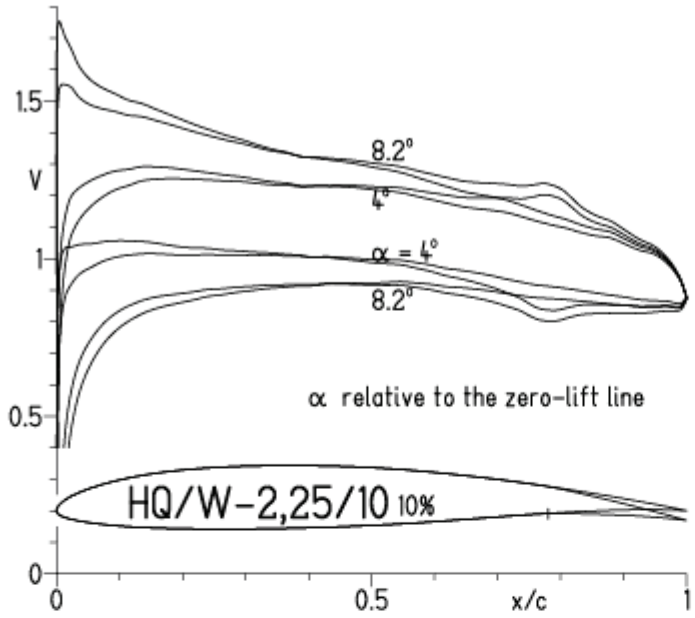
HQ/W-2,25/10, N=9 mit +4° Wölbklappenausschlag





HQ/W-2,25/10, N=9 mit +4° Wölbklappenausschlag, Turbulatoreffekt

EPPLER 2005 V. 8.5.07 RUN 8.3.11 18:32



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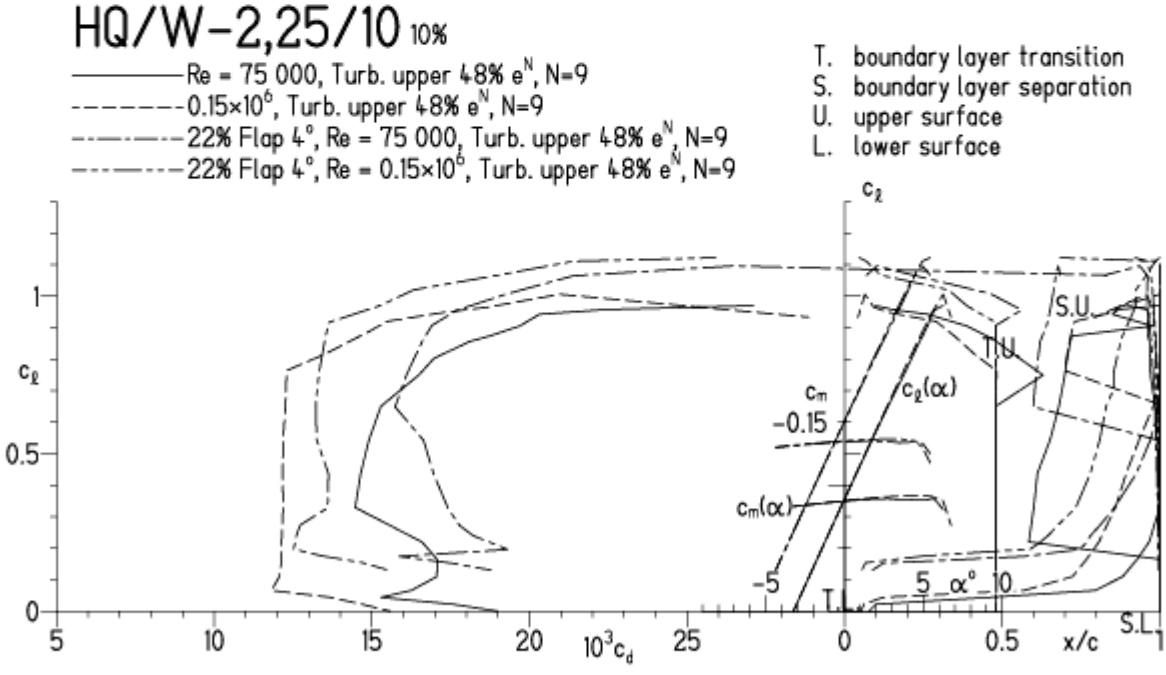
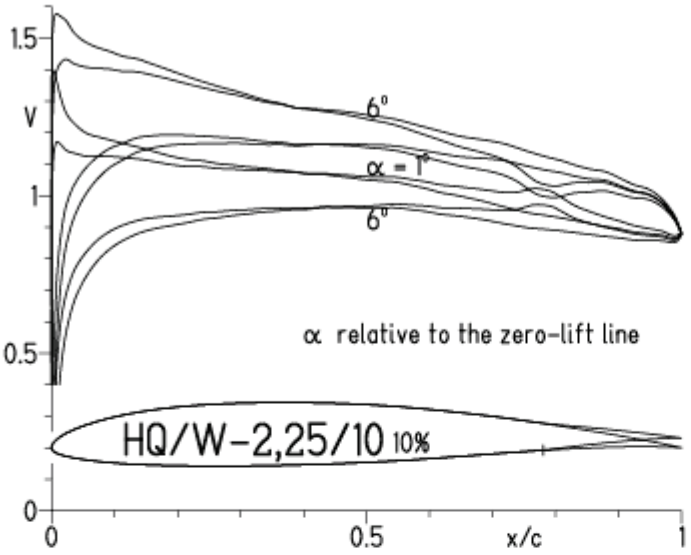


HQ/W-2,25/10, N=11 mit -4° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 8.3.11 18:23



EPPLER 2005 V. 8.5.07 RUN