



aspect ratio 15 wing is .45, the Reynold's number at the tip is approximately half that at the root.

Using this change in maximum lift coefficient but displacing the curve downward to correspond to lower Reynold's numbers, the section maximum lift line is shown on Fig-

ure 10 as a dashed line. The solid lines show the section lift that exists along the wing semi-span when the total wing lift coefficient is 1.4. At higher wing lift coefficients the solid lines move up until they meet the section maximum lift line, at which time local stalling takes place. It is

necessary for the initial stall to occur far enough inboard that serious rolling moments and loss of lateral control will not occur. Just how far out toward the tip and how much of the wing can be permitted to stall and still be satisfactory stallwise depends a great deal upon the abruptness with

