

# Errata

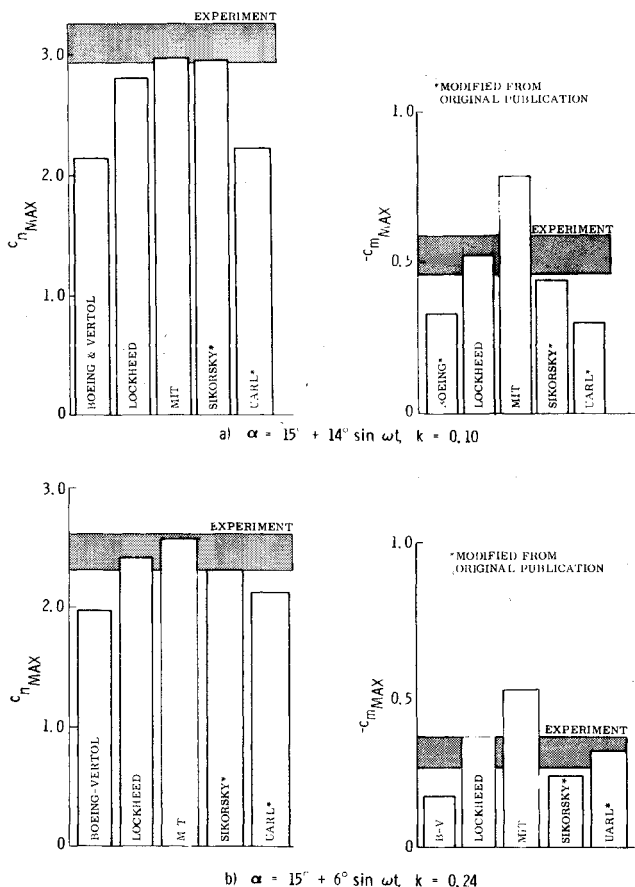
## Further Consideration of "Spilled" Leading-Edge Vortex Effects on Dynamic Stall

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**E**QUATION (2b) should read as follows:

$$-(c_{m\max})_{\text{dyn}} = -\Delta c_{ms} + \Delta c_{nv} (1 - \xi_{CG}) \quad (2b)$$



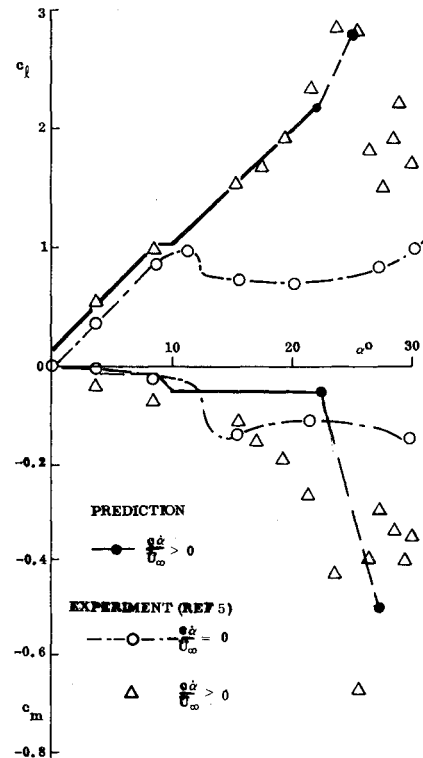
**Fig. 3** Predictions and measurements of maximum normal force and pitching moment coefficients for an oscillating NACA 0012 airfoil.

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**Fig. 5** Comparison of experimental  $\alpha$ -ramp results with refined predictions (modified from original publication).

and the preceding text should be changed accordingly, i.e., the last line and "for the" from the preceding line should be eliminated. Consequently, the Lockheed prediction of the moment peak in Fig. 3 and in Fig. 5 is incorrect. According to a recent publication,<sup>1</sup> the experimental moment data in Fig. 3 are also incorrect. The correct figures are shown below. In addition to the above corrections, Bore has suggested in his evaluation<sup>2</sup> of the full-length version<sup>3</sup> of the present Note and its predecessor<sup>4</sup> that the derivation of the vortex-induced normal force ( $\Delta c_{nv}$ ) is incorrect. It is not. The expression suggested in Ref. 2 as the correct one is in fact the expression for the vortex-induced lift ( $\Delta c_{lv}$ ). Although the difference between  $\Delta c_{nv}$  and  $\Delta c_{lv}$  is of no practical significance for the angle-of-attack range of interest, we like to set the record straight.

### References

- <sup>1</sup>Philippe, J.J., "Le Décrochage Dynamique: Un Exemple d'Interaction Forte Entre Écoulements Visqueux et Non-Visqueux," AGARD Symposium on Unsteady Aerodynamics, Ottawa, Canada, Sept. 26-28 1977.
- <sup>2</sup>Bore, C.L., "Unsteady Airloads in Separated and Transonic Flow," AGARD Specialists' Meeting on Unsteady Airloads in Separated and Transonic Flow, Lisbon, Portugal, April 19-20 1977.
- <sup>3</sup>Ericsson, L.E. and Reding, J.P., "Quasi-Steady and Transient Dynamic Stall Characteristics," AGARD Symposium on Prediction of Aerodynamic Loading, Moffett Field, Calif. Sept. 27-29 1976. AGARD-Cp-204, pp. 24-3 through 24-12.
- <sup>4</sup>Ericsson, L.E. and Reding, J.P., "'Spilled' Leading Edge Vortex Effects on Dynamic Stall Characteristics," *Journal of Aircraft*, Vol. 13, April 1976, pp. 313-315.