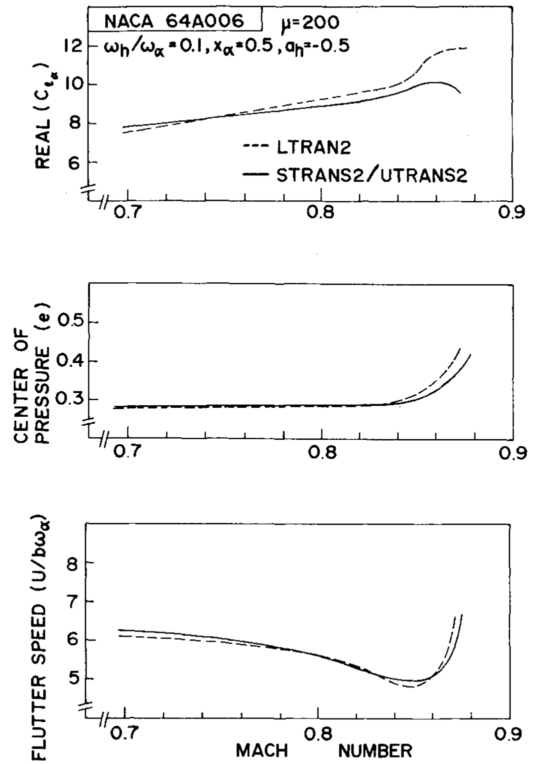

Fig. 2 The compensating effects of $Re(C_{l_\alpha})$ and the position of center-of-pressure on flutter speed.

than for the two conventional airfoils. Also, the peak of ReC_{l_α} for this supercritical airfoil is not as pronounced as those for the NACA 64A006 and NACA 64A010 conventional airfoils.

Figure 2 illustrates the compensating effects of ReC_{l_α} and e on flutter speed for the NACA 64A006 airfoil. As ReC_{l_α} increases, the flutter speed drops at a comparable rate. The e-value remains more or less unchanged up to about $M=0.84$. After that, the e-value increases noticeably, i.e., the center-of-pressure moves aft. The effect of this aft movement appears to increase the flutter speed sharply.

In the original paper, the authors considered the effect of shock strength on flutter results. But, due to the limitations of both the indicial and the harmonic methods, the effect of shock movement on flutter results could not be considered.

Reference

[1] Yang, T.Y., Striz, A.G., and Guruswamy, P., "Flutter Analysis of a Two-Degree-of-Freedom MBB A-3 Supercritical Airfoil in Two-Dimensional Transonic Flow," AIAA Paper 80-0736, *AIAA/ASME/ASCE/AHS 21st Structures, Structural Dynamics, and Materials Conference Proceedings,* Seattle, Wash., May 12-14, 1980, pp. 434-443.

Errata

Analysis and Design of Strake-Wing Configurations

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[Journal of Aircraft, **17**, 20-27 (1980)]

THE following figures should replace Figs. 8 and 9 which appeared on pages 23 and 24, respectively.

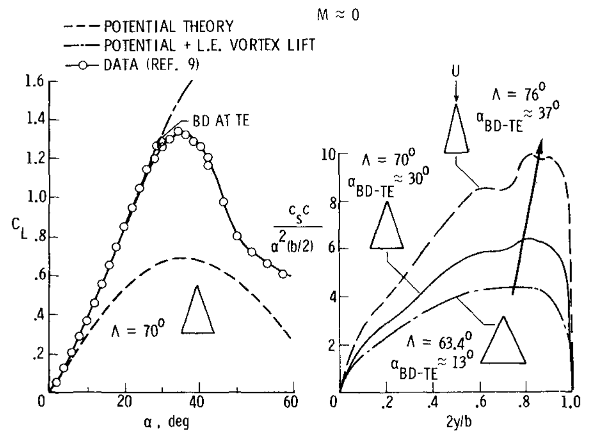

Fig. 8 Delta wing vortex breakdown angle correlation with leading-edge suction distribution, $M\approx 0$.

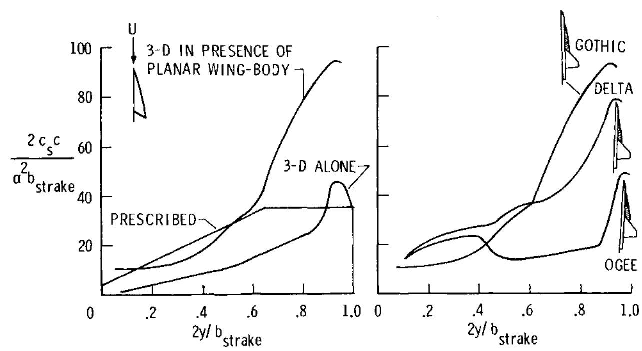

Fig. 9 Strake and strake-wing leading edge suction distributions, $\Lambda=44$ deg, $M=0.2, 0.3$.

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