

Errata

Sheared Wing-Tip Aerodynamics: Wind-Tunnel and Computational Investigation

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IN the published paper, the text following Eq. (2) on page 211 was printed incorrectly. The correct text appears below.

When the total drag coefficient C_D is differentiated with respect to C_L^* , the following expression is obtained:

$$\frac{dC_D}{dC_L^*} = K_p \left(1 - \frac{C_{L_{\min}^*}}{C_L} \right) + \frac{K_i}{\pi R} \quad (3)$$

Notice that the slope of the linearized drag polar for a wing with a cambered section is a function of C_L unless $K_p = 0$ or $C_L = C_{L_{\min}^*}$. For the NLF(1)-0414F wing section, K_p is approximately zero for lift conditions inside the drag bucket, and $C_{L_{\min}^*} \approx 0.40$.¹⁸ For $0.04 \leq C_L^* \leq 0.40$, the wing operates inside the drag bucket, and the deviations from $C_{L_{\min}^*}$ are rather small; thus, $K_i \approx \pi R / (dC_L^* / dC_D)$.

The AIAA editorial Staff regrets these errors and apologizes for any inconvenience.

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