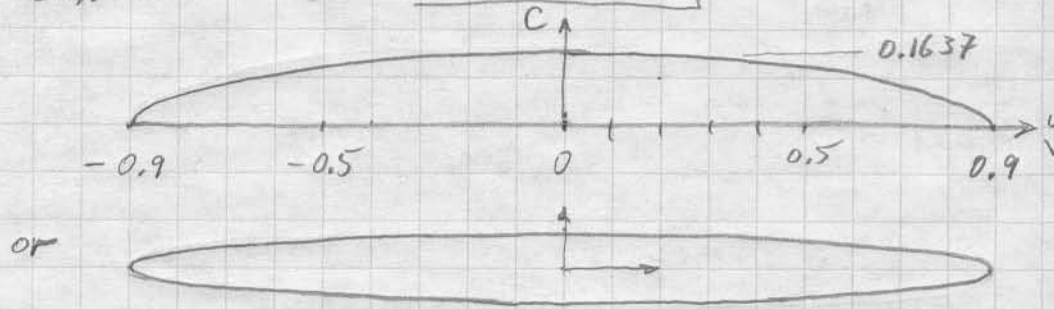


1a) $L = \frac{\pi}{4} \rho V_\infty \Gamma_0 b = W$ in level flight.

$\rightarrow \Gamma_0 = \frac{4}{\pi} \frac{W}{\rho V_\infty b} = \frac{4}{\pi} \frac{4N}{1.2 \text{ kg/m}^3 \cdot 6 \text{ m/s} \cdot 1.8 \text{ m}} = 0.393 \text{ m}^2/\text{s}$

$C(y) = \frac{2\Gamma_0}{V_\infty C_L} \sqrt{1 - \left(\frac{2y}{b}\right)^2} = \frac{2 \cdot 0.393}{6 \text{ m/s} \cdot 0.8} \sqrt{1 - \left(\frac{2y}{b}\right)^2} = 0.1637 \sqrt{1 - \left(\frac{2y}{b}\right)^2}$



1b) $\alpha_i = \frac{\Gamma_0}{2bV_\infty} = \frac{0.393 \text{ m}^2/\text{s}}{2 \cdot 1.8 \text{ m} \cdot 6 \text{ m/s}} = 0.0182 \text{ rad} = 1.0425^\circ$

$\alpha_{aero} + \alpha^0 = \frac{C_L}{2\pi} + \alpha_i = \frac{0.8}{2\pi} + 0.0182 \text{ rad} = 0.1455 \text{ rad} = 8.338^\circ$ constant

1c) $\alpha_{geom} = \alpha_{aero} + \alpha_{L=0}$, for same airfoil, $\alpha_{L=0}(y) = \text{constant}$.

$\therefore \alpha_{geom}$ is also spanwise constant, shifted by $\alpha_{L=0} (< 0)$

1d) $C_{Di} = \alpha_i C_L = \alpha_i C_L$ (for elliptic loading case)

$C_{Di} = 0.0182 \cdot 0.8 = 0.0146$, $\frac{L}{D} = \frac{C_L}{C_D} = \frac{C_L}{C_{Dp} + C_{Di}} = \frac{0.8}{0.015 + 0.0146} = 27.06$

2a) $\Gamma_0 = \frac{4}{\pi} \frac{W}{\rho V_\infty b} = \frac{4}{\pi} \frac{4N}{1.2 \text{ kg/m}^3 \cdot 12 \text{ m/s} \cdot 1.8 \text{ m}} = 0.1965 \text{ m}^2/\text{s}$

2b) $\alpha_i = \frac{\Gamma_0}{2bV_\infty} = \frac{0.1965}{2 \cdot 1.8 \text{ m} \cdot 12 \text{ m/s}} = 0.00455 \text{ rad} = 0.261^\circ$

α_{aero} is same as in 1b) (same wing). $\alpha_{aero} = 0.1455 \text{ rad}$.

$C_L = \frac{2\Gamma_0}{V_\infty C_D} = 0.200$ (4x lower than at low speed, since V_∞ is 2x higher)

$\alpha = \frac{C_L}{2\pi} - \alpha_{aero} + \alpha_i = \frac{0.2}{2\pi} - 0.1455 + 0.00455 = -0.109 \text{ rad} = -6.25^\circ$