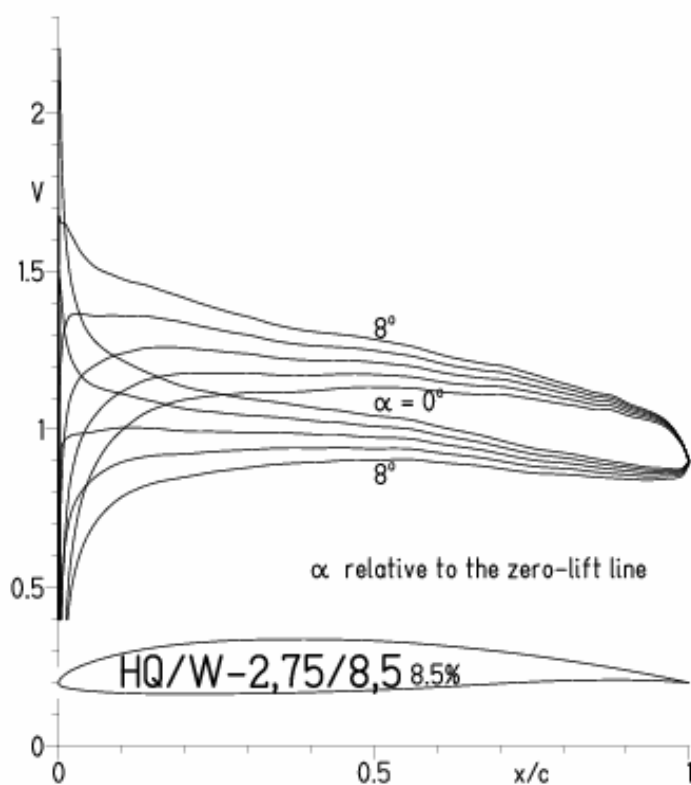


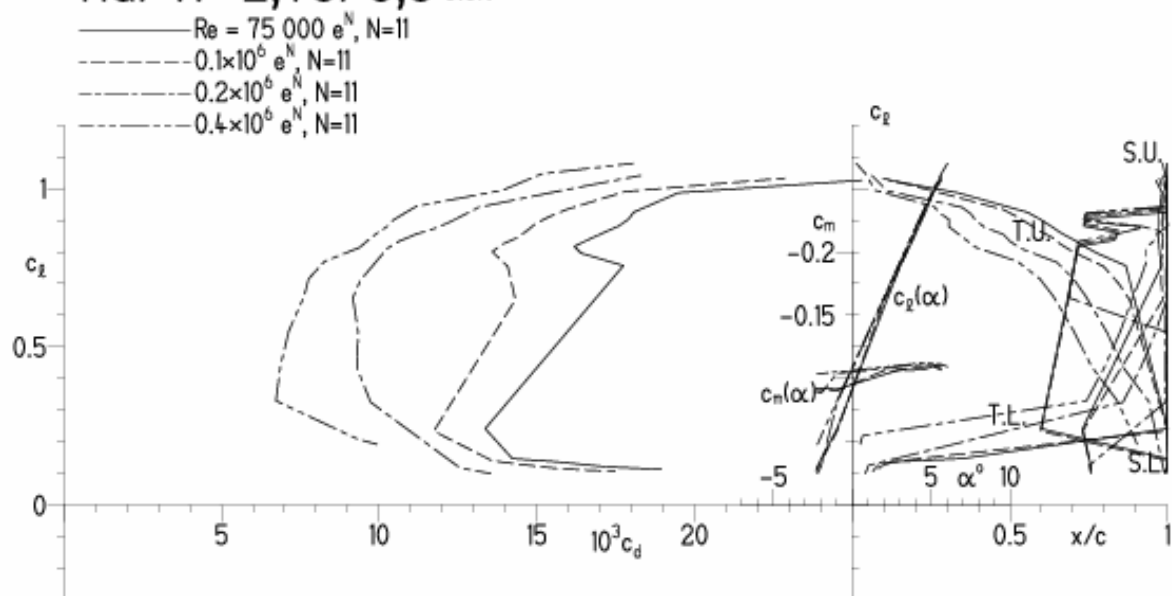
# HQ/W-2,75/8,5, N=11

EPPLER 2005 V. 8.5.07 RUN 8.7.11 13:12



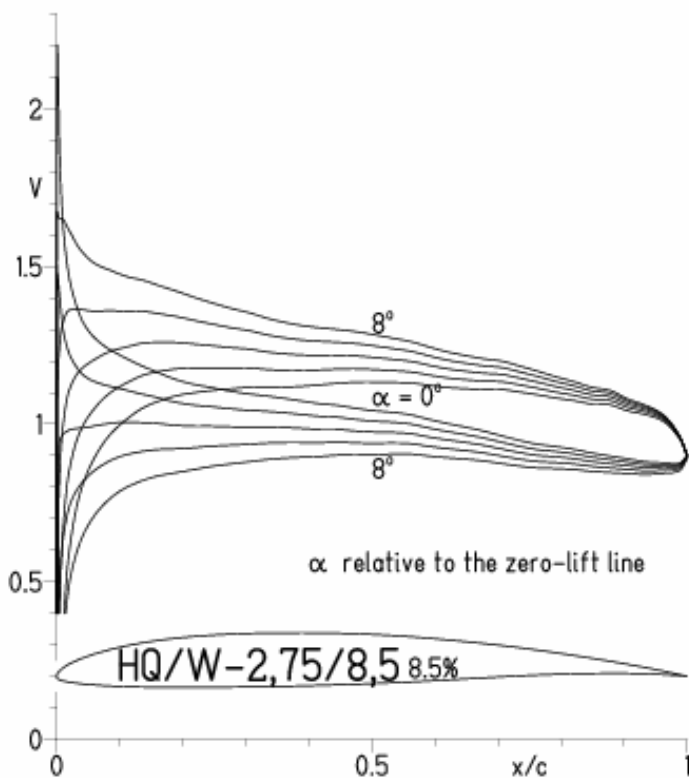
EPPLER 2005 V. 8.5.07 RUN 8.7.11 13:12

## HQ/W-2,75/8,5 8.5%



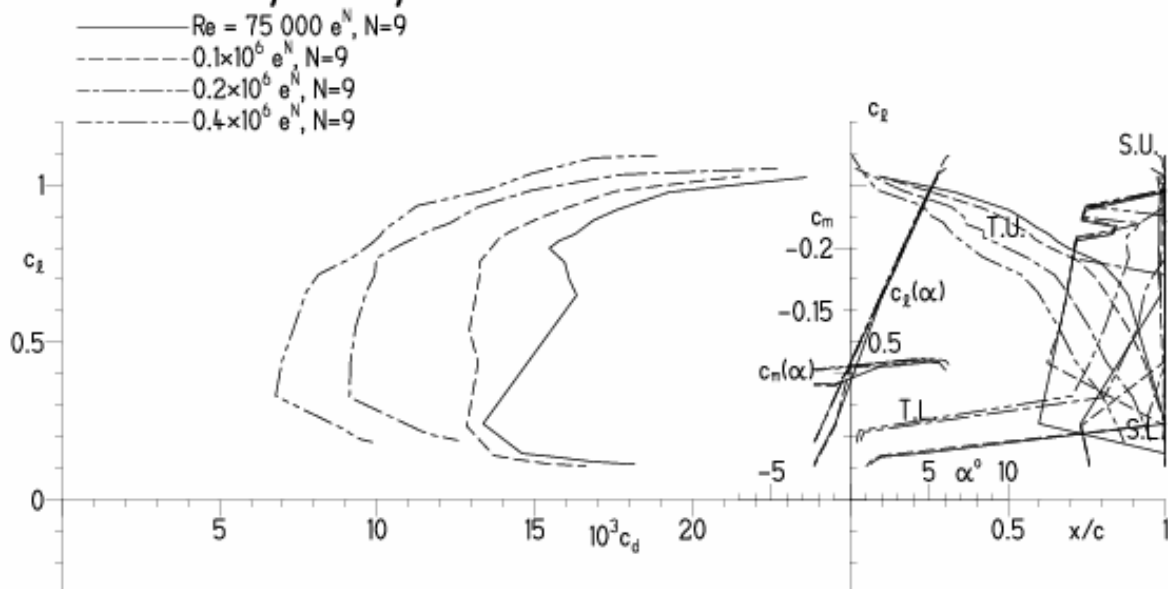
# HQ/W-2,75/8,5, N=9

EPPLER 2005 V. 8.5.07 RUN 8.7.11 13:20



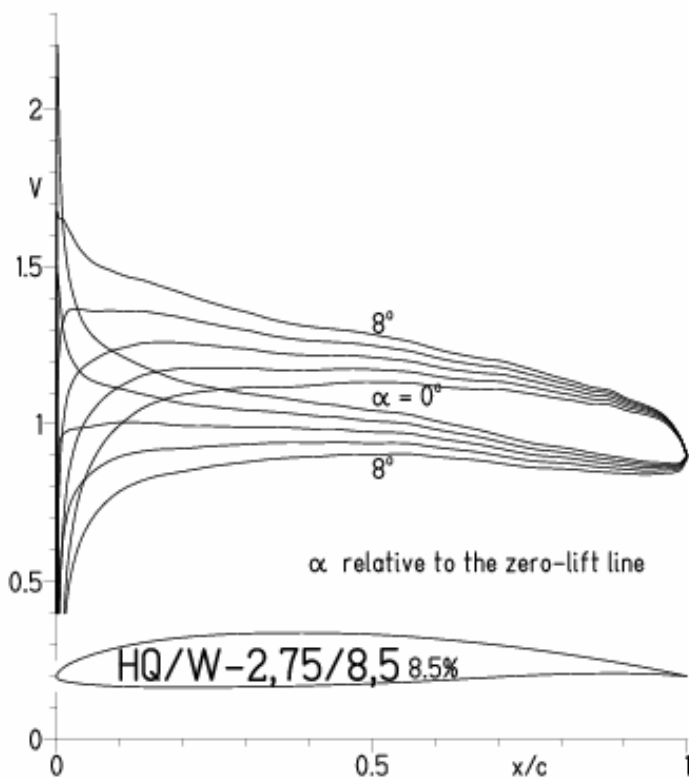
EPPLER 2005 V. 8.5.07 RUN 8.7.11 13:20

## HQ/W-2,75/8,5 8.5%



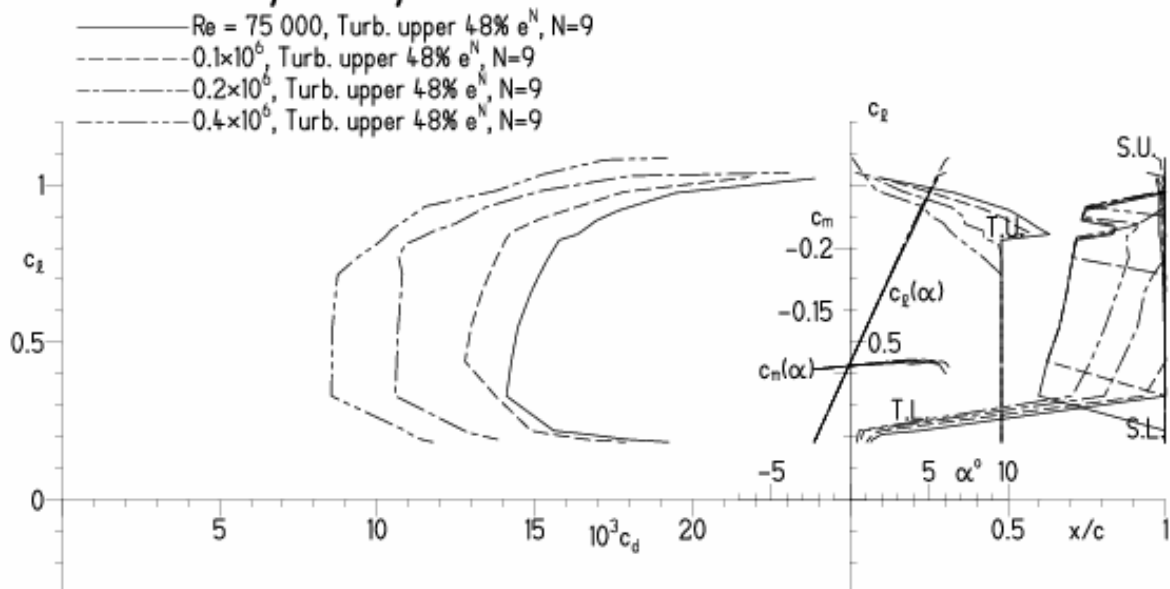
# HQ/W-2,75/8,5, $N=9$ , Turbulatoreffekt (optimal beim Maximum der Wölbung)

EPPLER 2005 V. 8.5.07 RUN 8.7.11 13:25



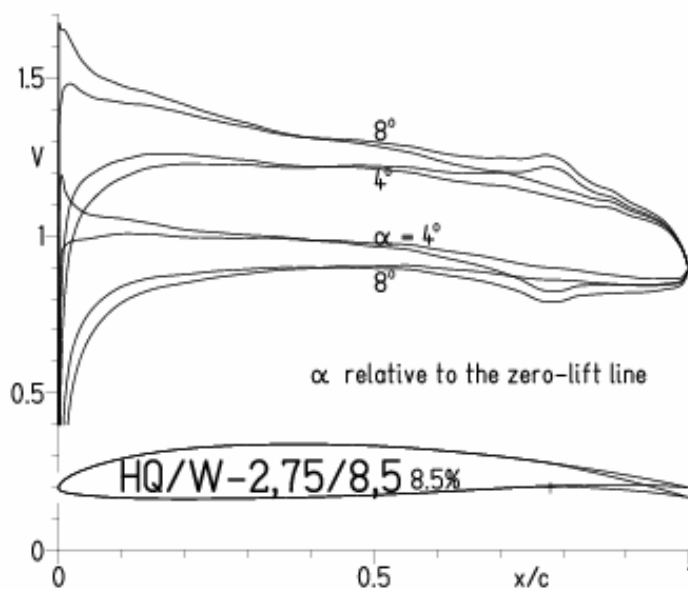
EPPLER 2005 V. 8.5.07 RUN 8.7.11 13:25

## HQ/W-2,75/8,5 8.5%

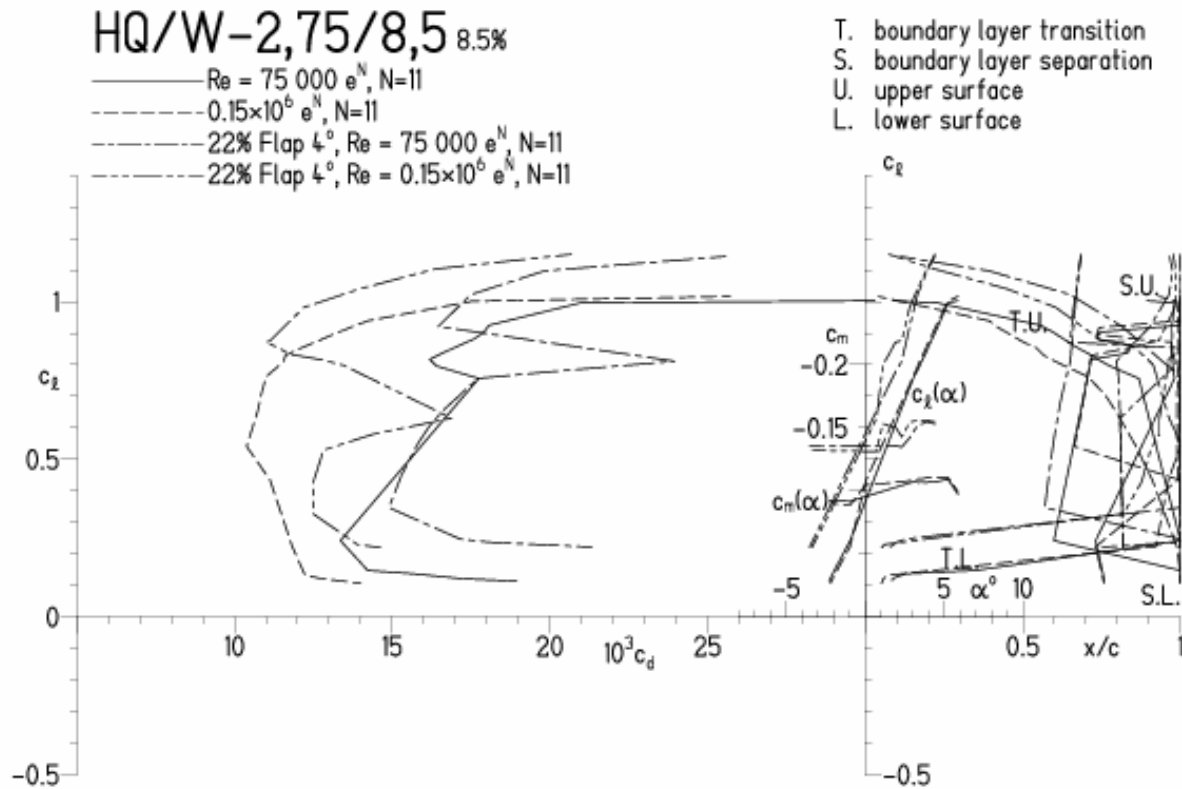


# HQ/W-2,75/8,5, N=11, mit +4° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 8.7.11 13:50

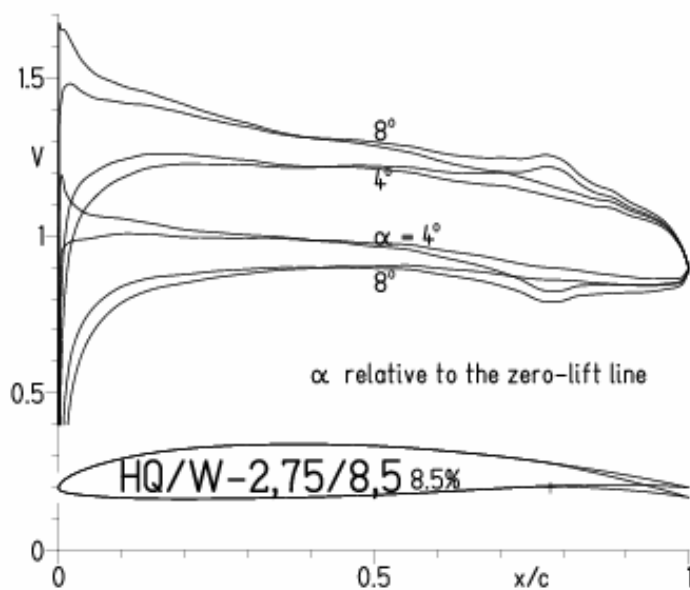


EPPLER 2005 V. 8.5.07 RUN 8.7.11 13:50

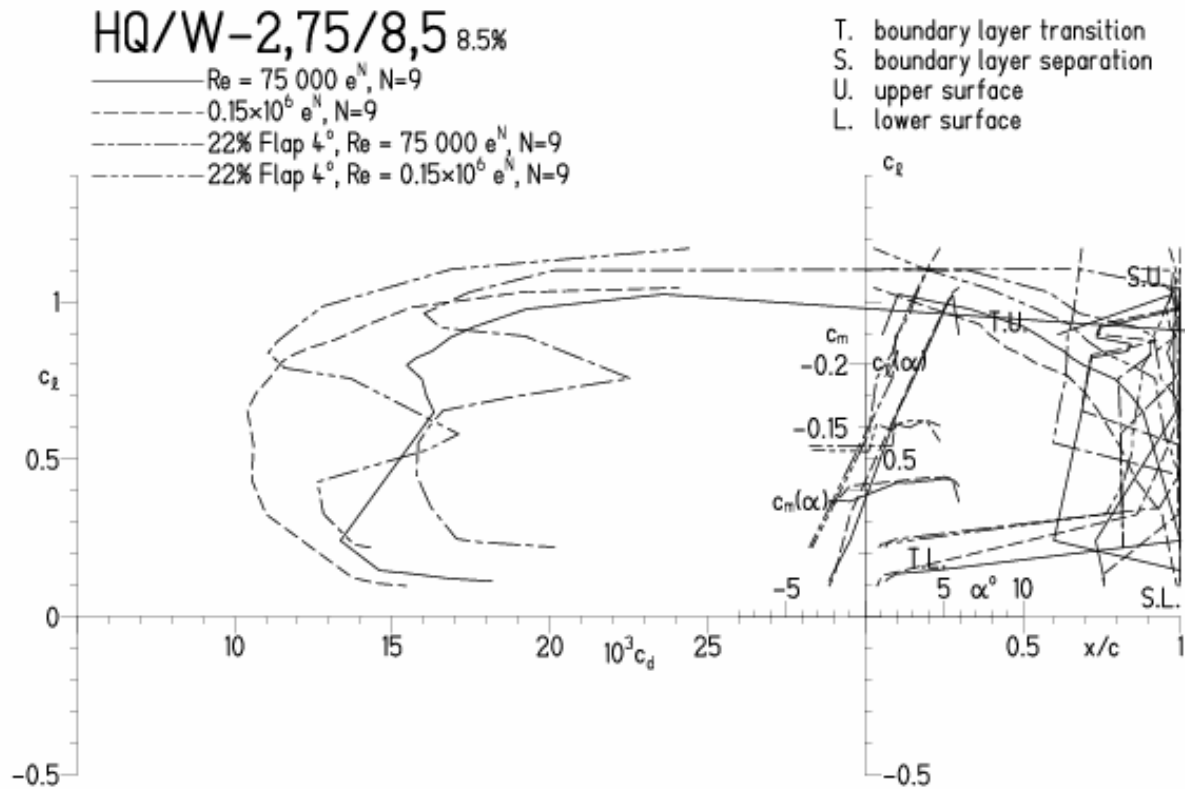


# HQ/W-2,75/8,5, N=9, mit +4° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 8.7.11 15:38

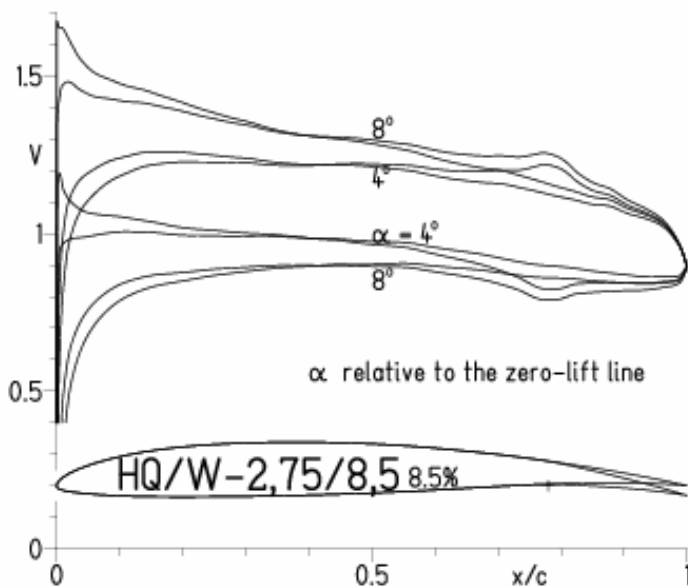


EPPLER 2005 V. 8.5.07 RUN 8.7.11 15:38

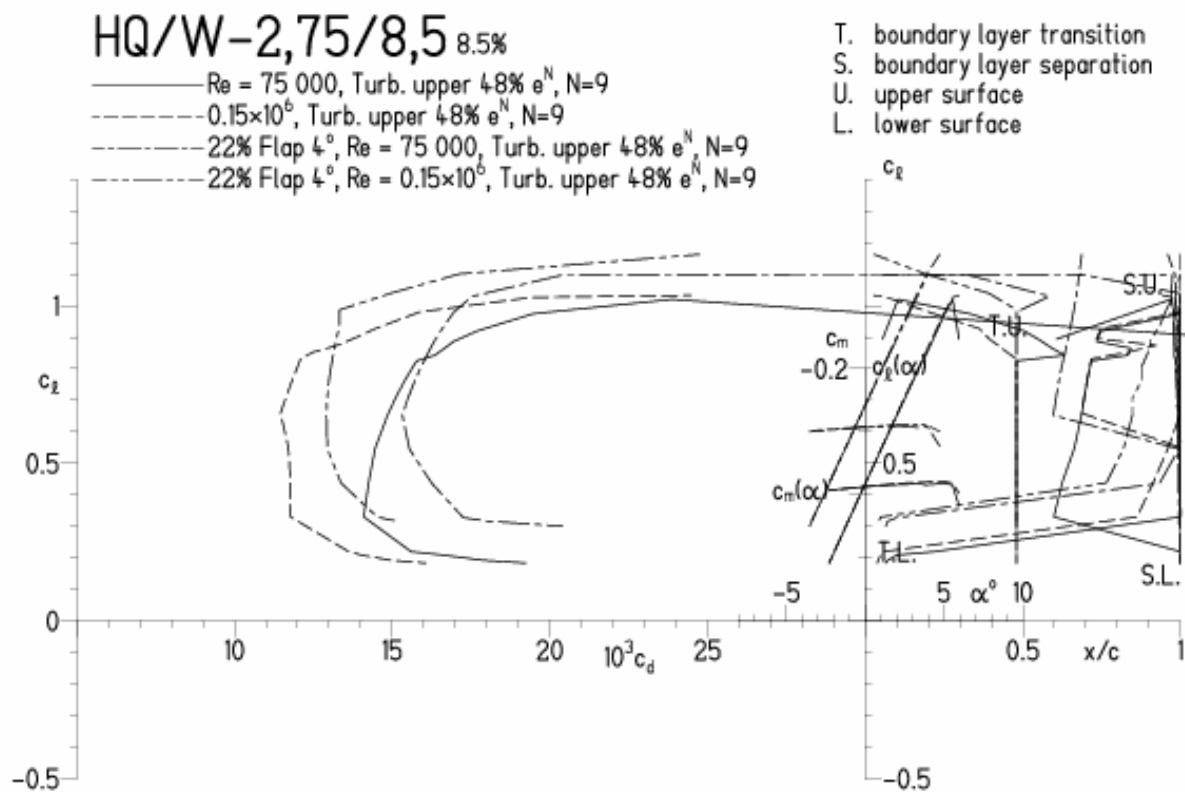


HQ/W-2,75/8,5, N=9 mit +4° Wölbklappenausschlag, Turbulatoreffekt  
(Verbesserungen für niedrige Geschwindigkeiten und Profiltiefen an Flügelenden)

EPPLER 2005 V. 8.5.07 RUN 8.7.11 15:41

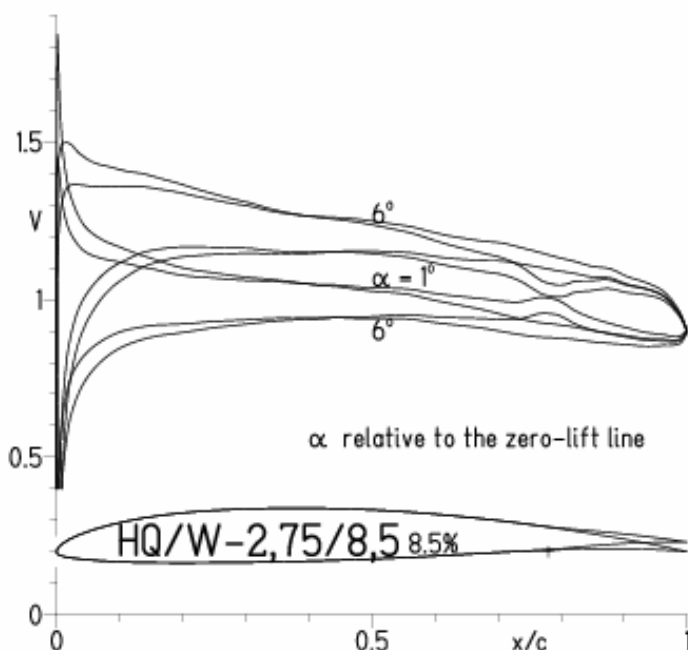


EPPLER 2005 V. 8.5.07 RUN 8.7.11 15:41



HQ/W-2,75/8,5, N=11 mit  $-4^\circ$  Wölbklappenausschlag  
(F3J-Modelle mit  $\sim 25 \text{ g/dm}^2$  erreichen damit ca. 15 – 20 m/s Höchstgeschwindigkeit)

EPPLER 2005 V. 8.5.07 RUN 8.7.11 16:29



EPPLER 2005 V. 8.5.07 RUN 8.7.11 16:29

