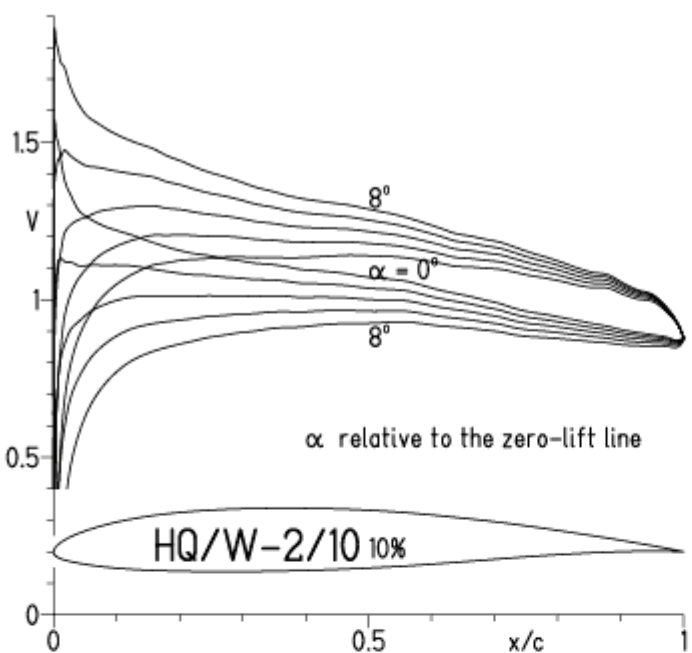


HQ/W-2/10, N=11 (Schnellere und Großsegelflugmodelle)

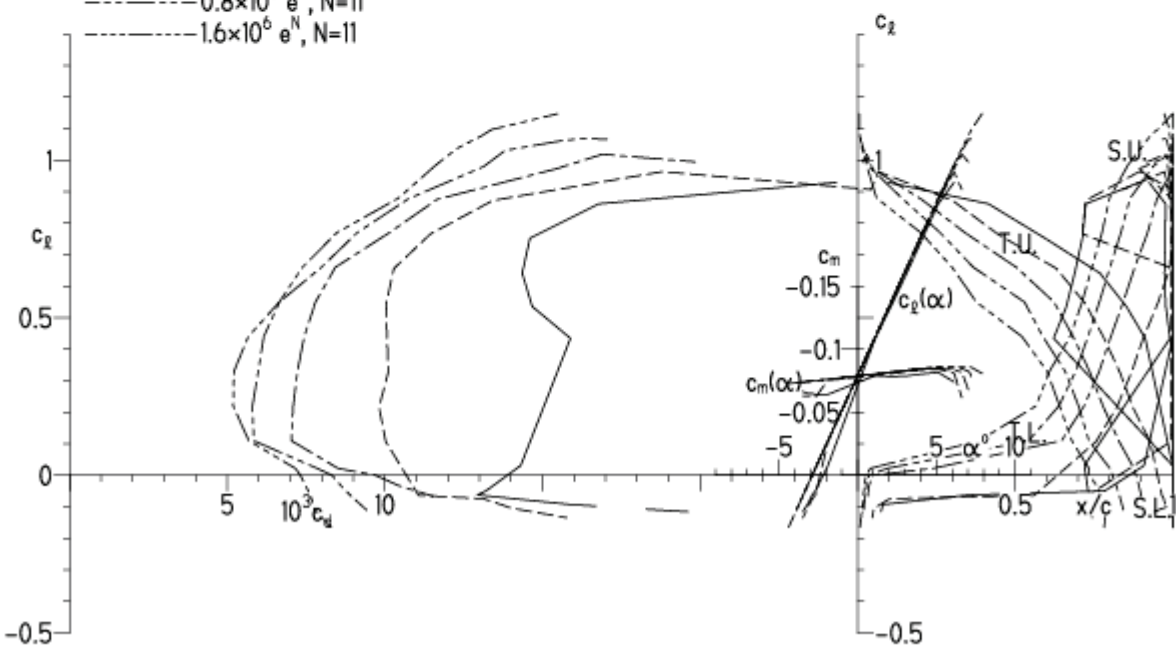
EPPLER 2005 V. 8.5.07 RUN 8.A.11 18:52



EPPLER 2005 V. 8.5.07 RUN 8.A.11 18:52

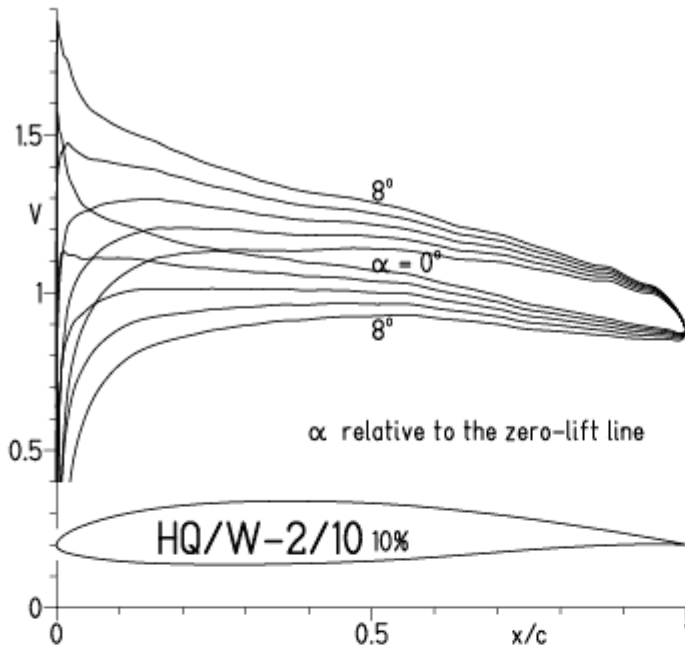
HQ/W-2/10 10%

- $Re = 0.1 \times 10^6$, $N=11$
- - - 0.2×10^6 , $N=11$
- · - 0.4×10^6 , $N=11$
- · - 0.8×10^6 , $N=11$
- · - 1.6×10^6 , $N=11$

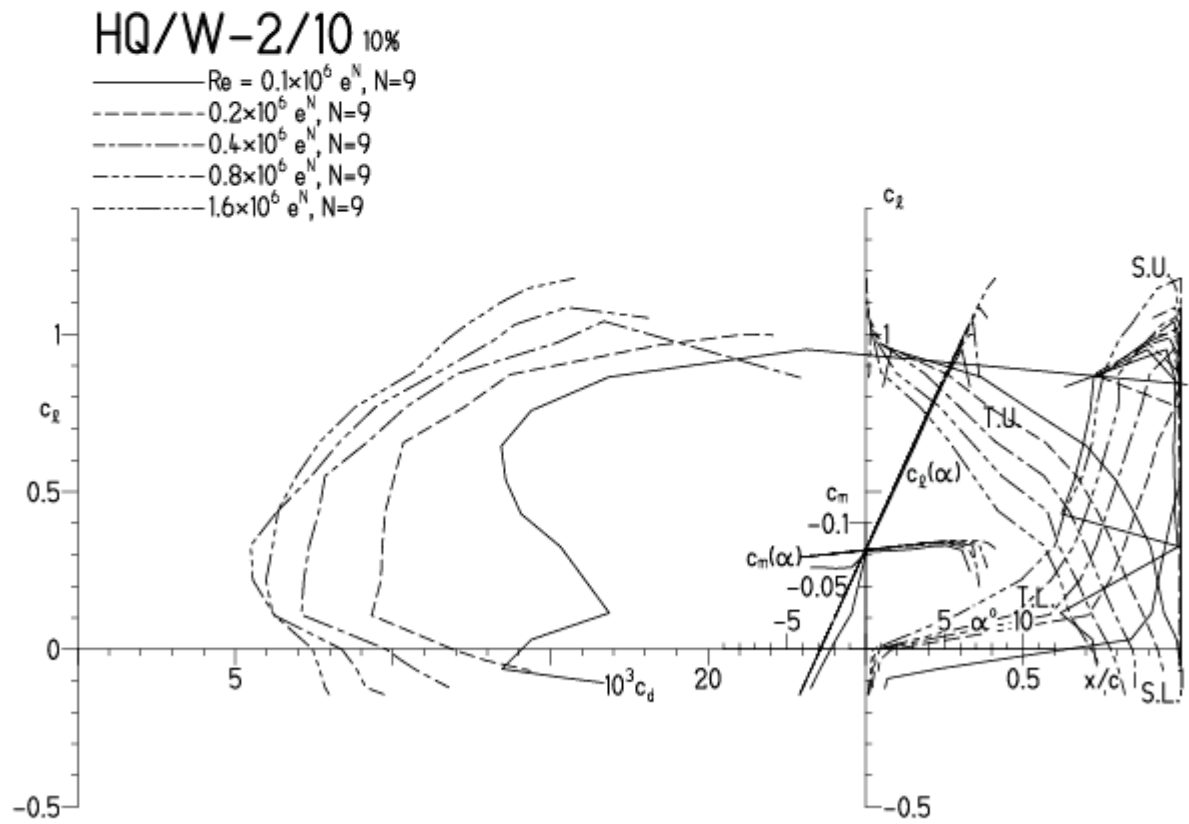


HQ/W-2/10, N=9 (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 12.4.11 11:10

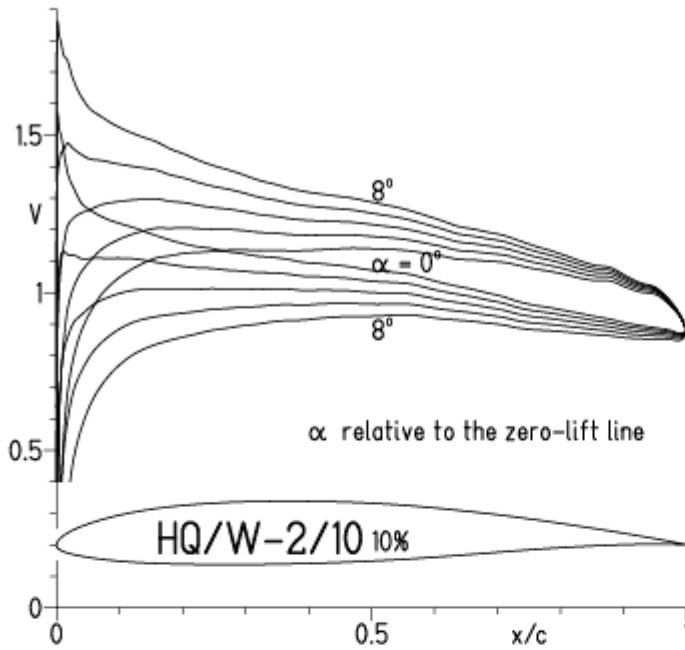


EPPLER 2005 V. 8.5.07 RUN 12.4.11 11:10



HQ/W-2/10, N=9, Turbulatoreffekt bei niedrigen Re-Zahlen

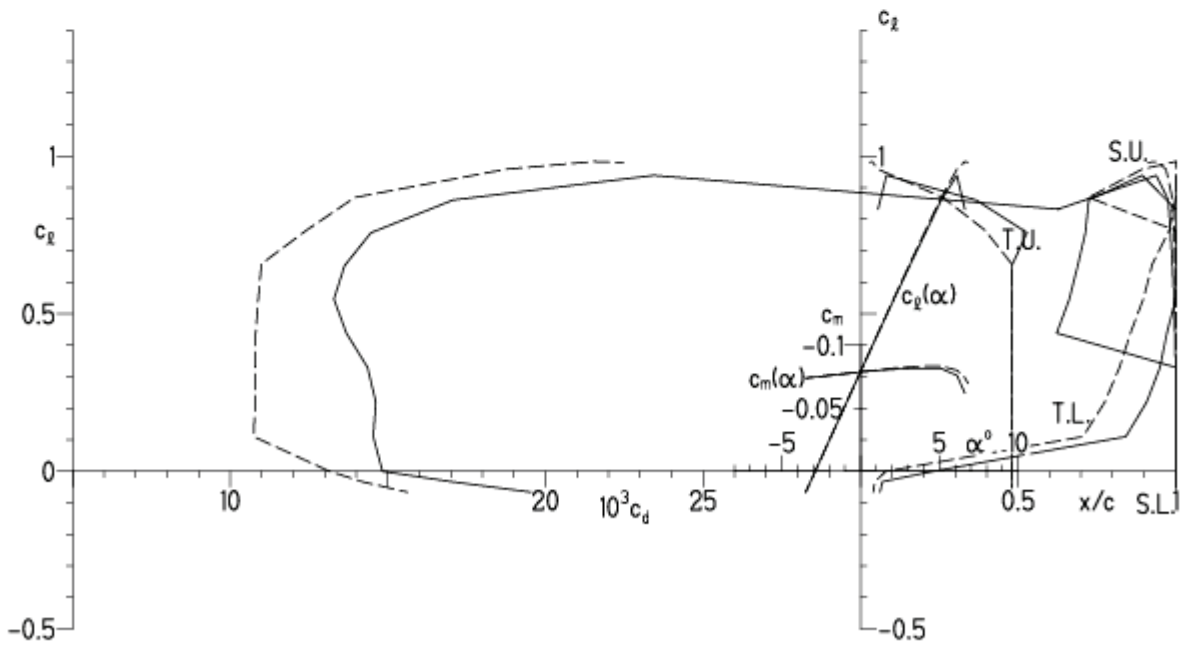
EPPLER 2005 V. 8.5.07 RUN 12.4.11 11:16



EPPLER 2005 V. 8.5.07 RUN 12.4.11 11:16

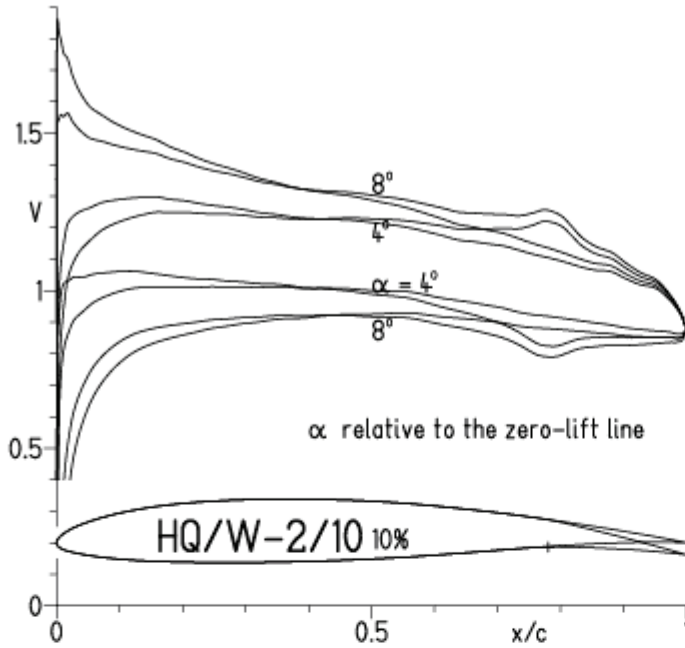
HQ/W-2/10 10%

- $Re = 0.1 \times 10^6$, Turb. upper 48% e^N , N=9
- - - 0.2×10^6 , Turb. upper 48% e^N , N=9

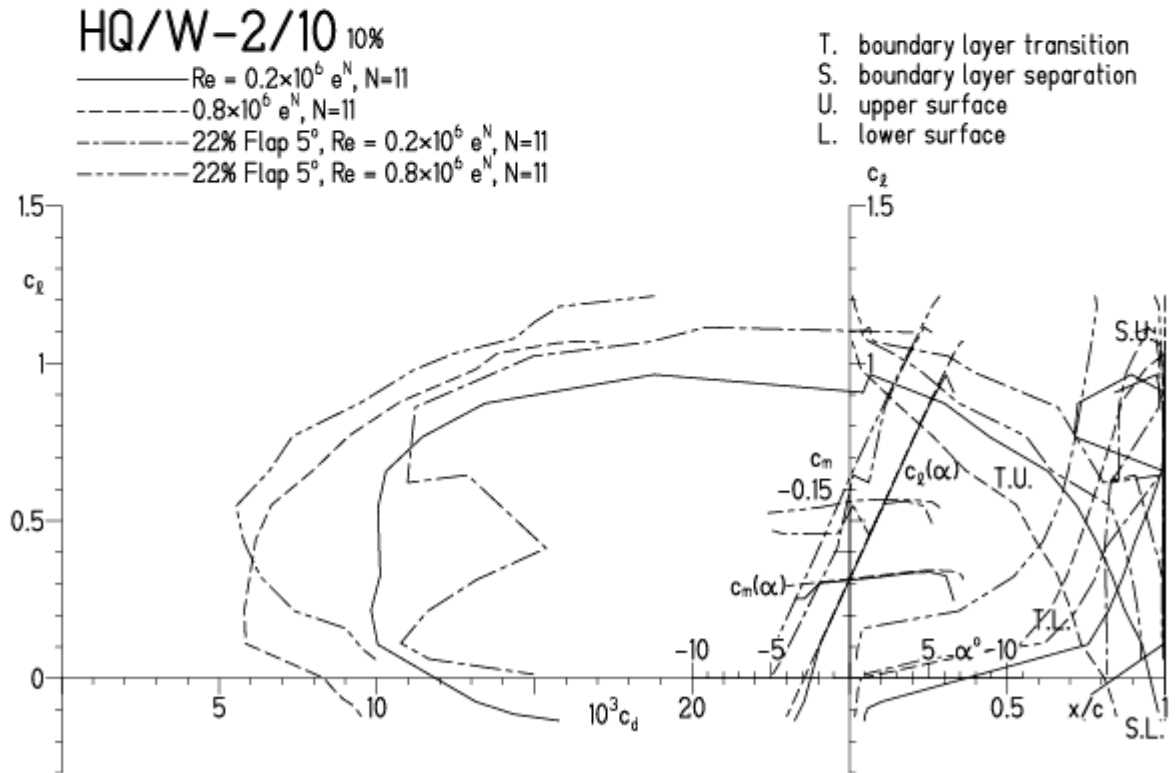


HQ/W-2/10, N=11, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 12.4.11 12:10

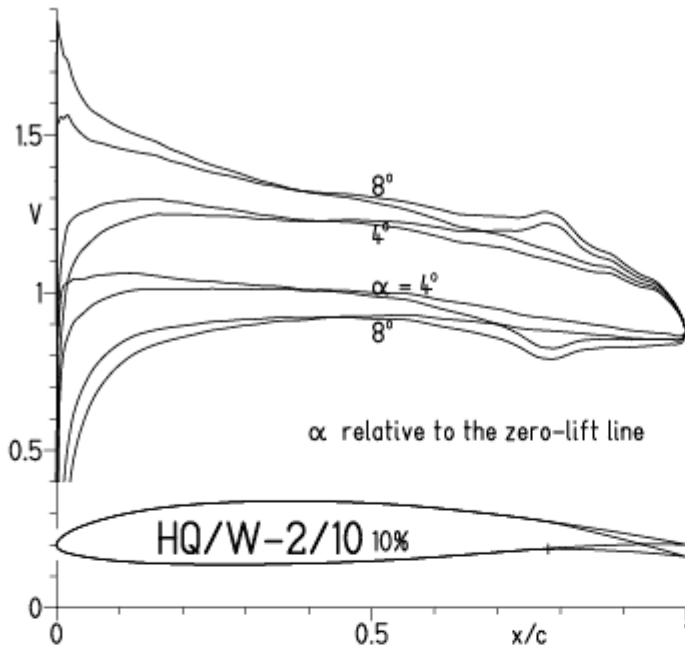


EPPLER 2005 V. 8.5.07 RUN 12.4.11 12:10

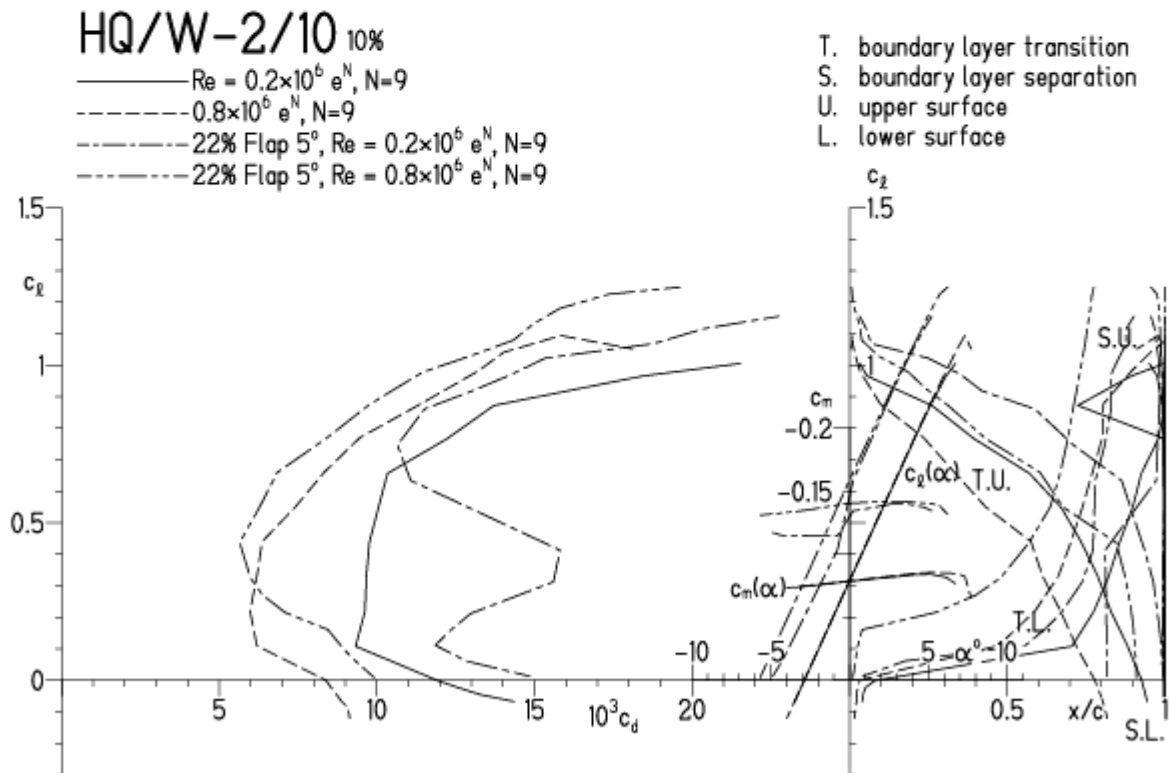


HQ/W-2/10, N=9, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 12.4.11 12:22

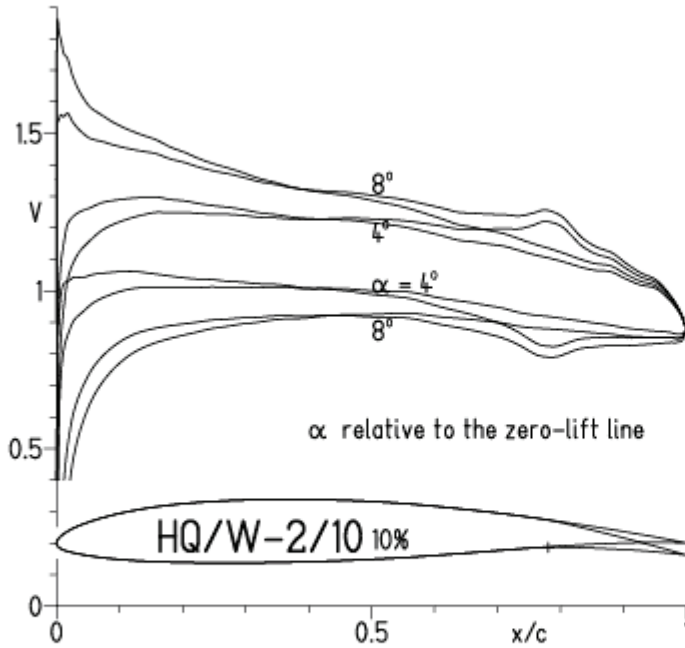


EPPLER 2005 V. 8.5.07 RUN 12.4.11 12:22



HQ/W-2/10, N=9, mit 5° Wölbklappenausschlag, Turbulatoreffekt
 (optimale Turbulatorposition bei 50% - 60% der Profiltiefe)

EPPLER 2005 V. 8.5.07 RUN 12.4.11 12:30

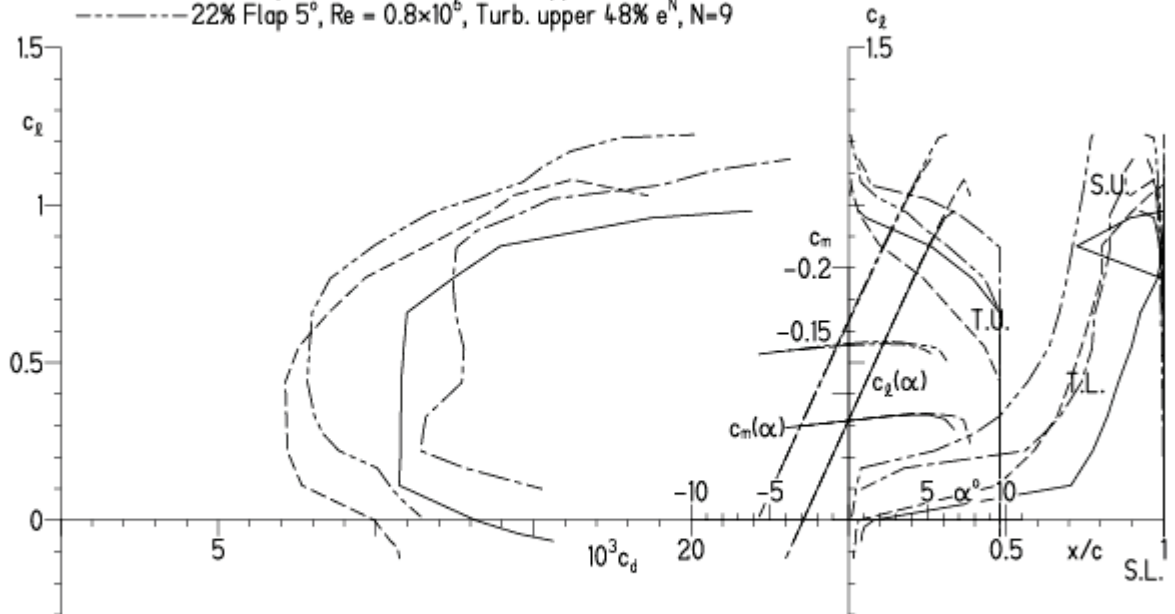


EPPLER 2005 V. 8.5.07 RUN 12.4.11 12:30

HQ/W-2/10 10%

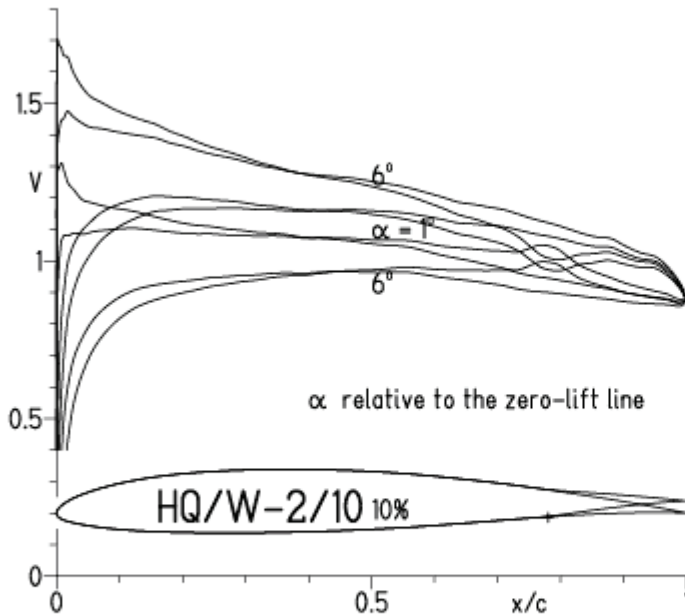
- $Re = 0.2 \times 10^6$, Turb. upper 48% e^N , N=9
- - - 0.8×10^6 , Turb. upper 48% e^N , N=9
- · - · 22% Flap 5°, $Re = 0.2 \times 10^6$, Turb. upper 48% e^N , N=9
- · - · 22% Flap 5°, $Re = 0.8 \times 10^6$, Turb. upper 48% e^N , N=9

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface

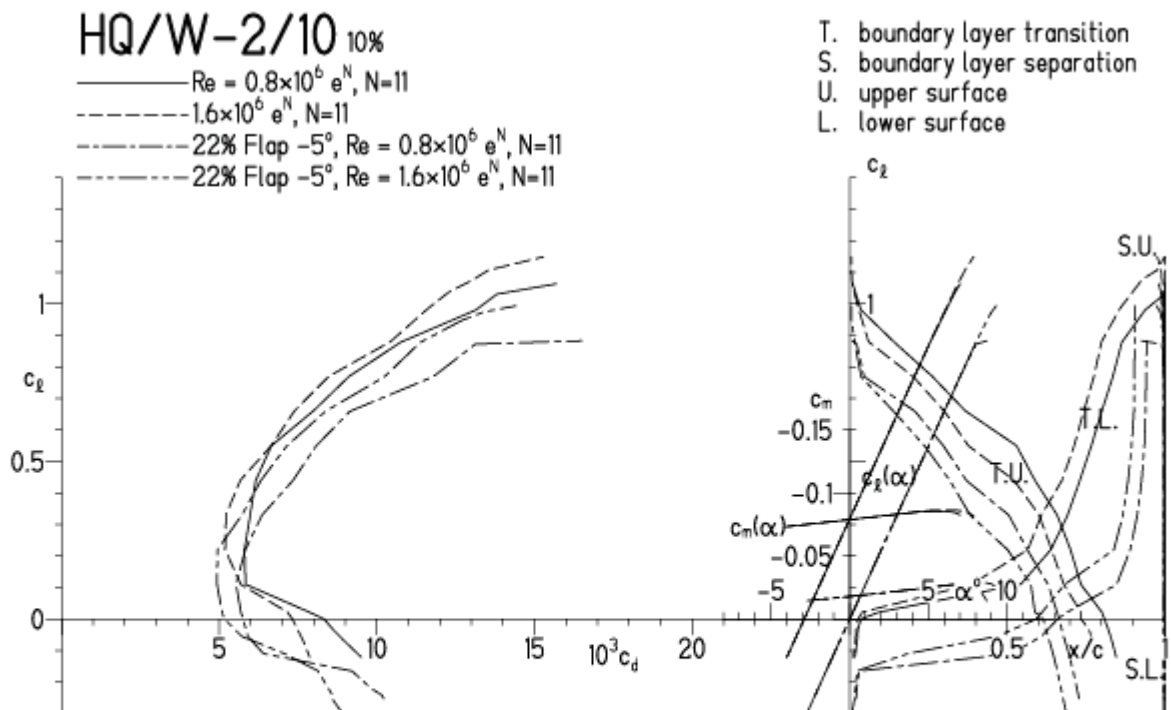


HQ/W-2/10, N=11, mit -5° Wölbklappenausschlag (Schnellflug)
Damit lassen sich hohe Maximalgeschwindigkeiten erzielen!

EPPLER 2005 V. 8.5.07 RUN 12.4. 13:33

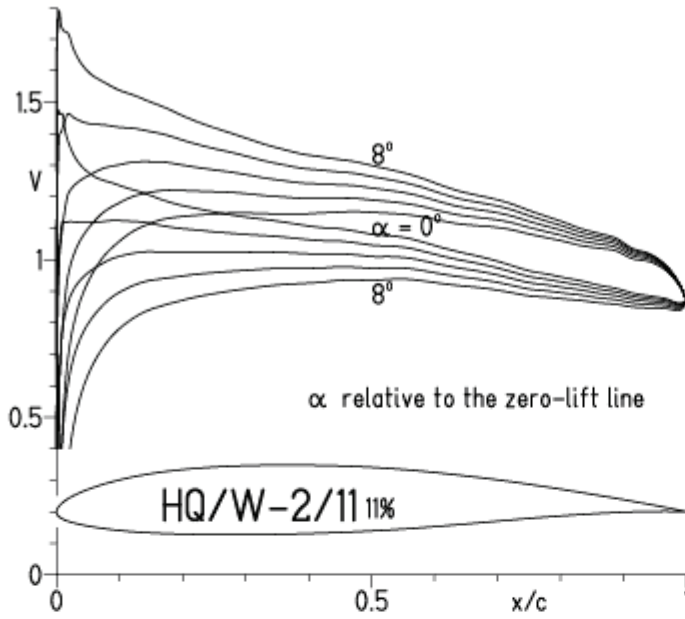


EPPLER 2005 V. 8.5.07 RUN 12

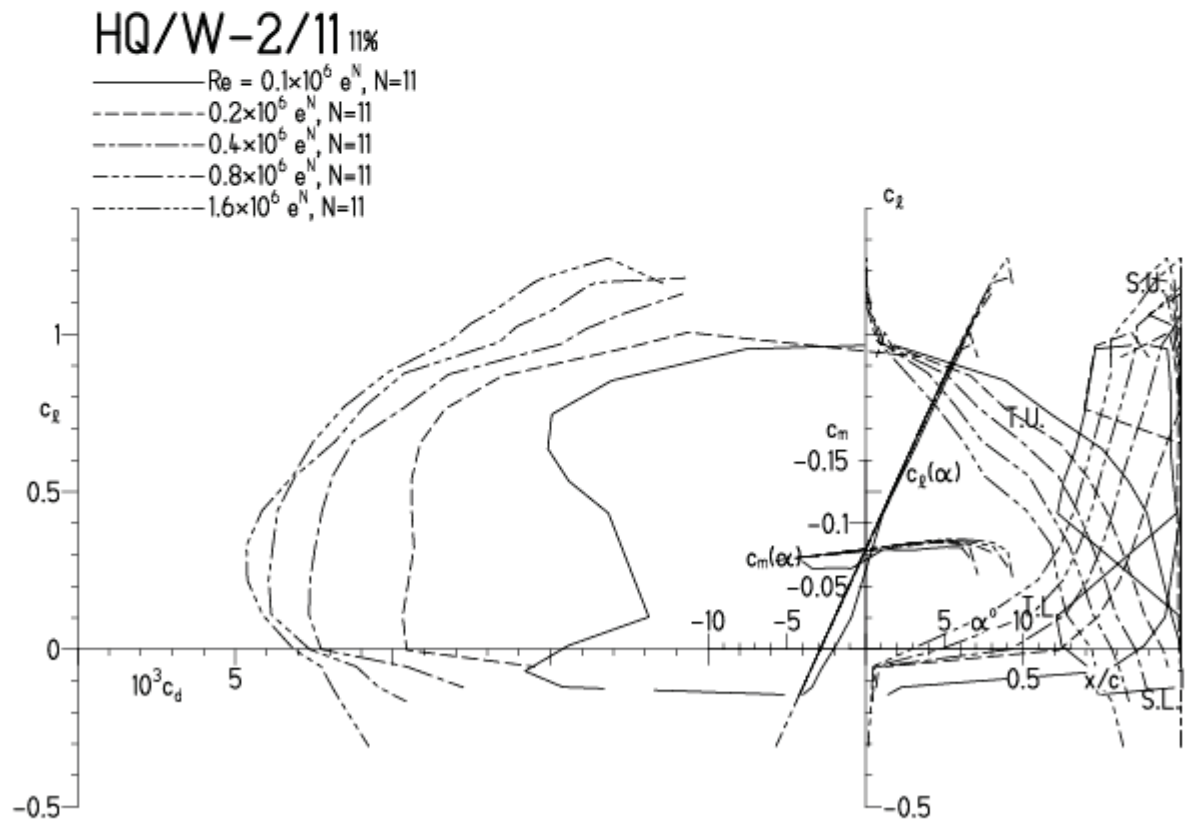


HQ/W-2/11, N=11, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 12.4.11 17:14

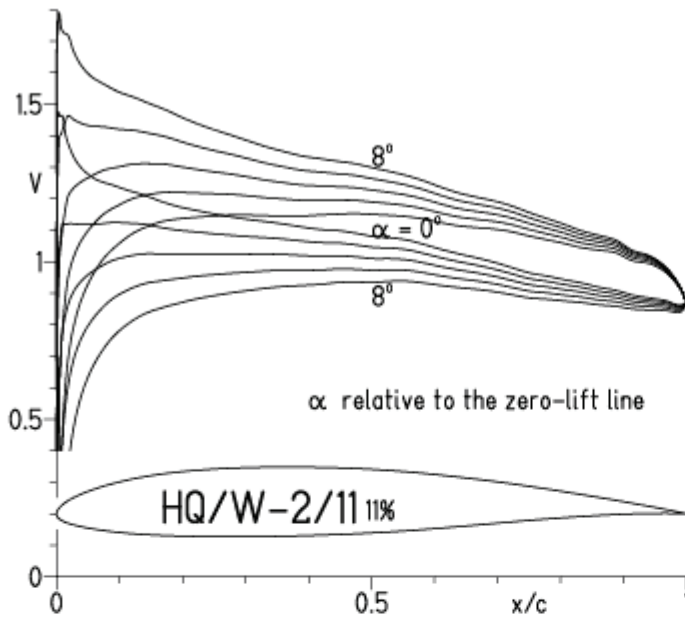


EPPLER 2005 V. 8.5.

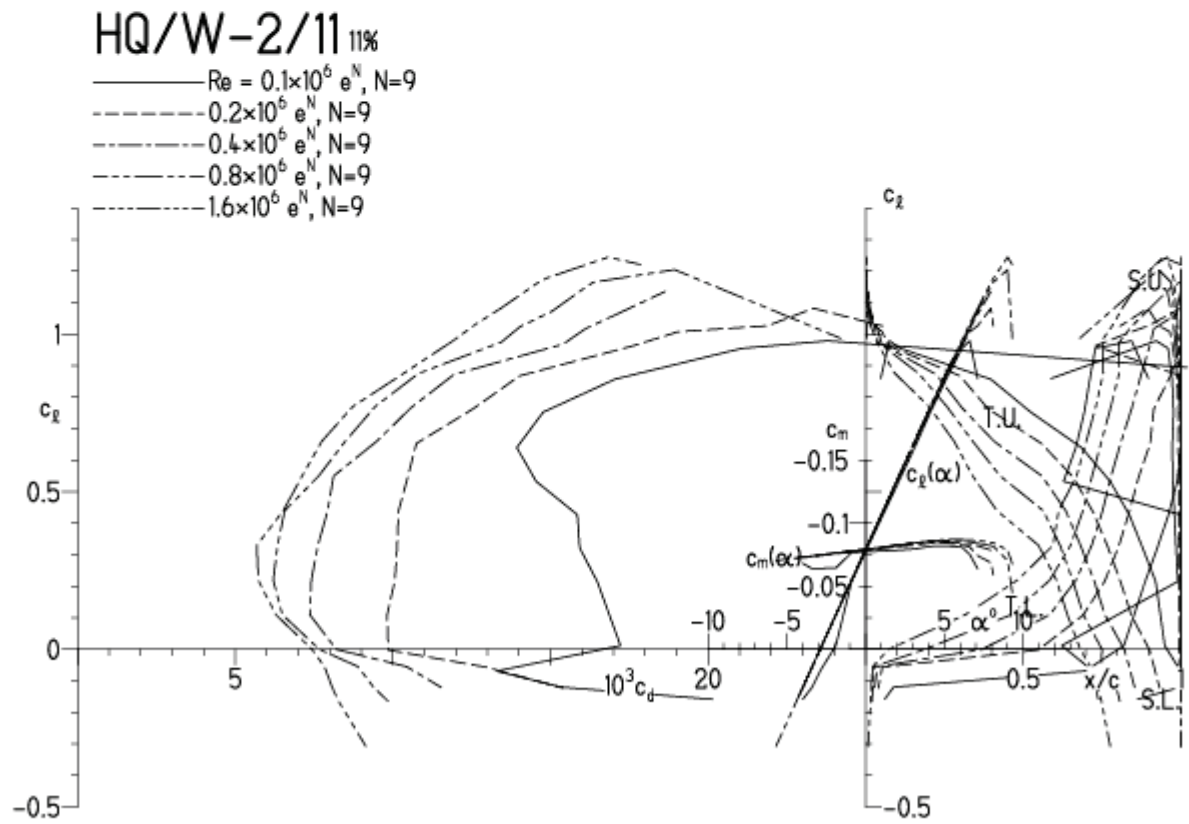


HQ/W-2/11, N=9, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 12.4.11 17:20

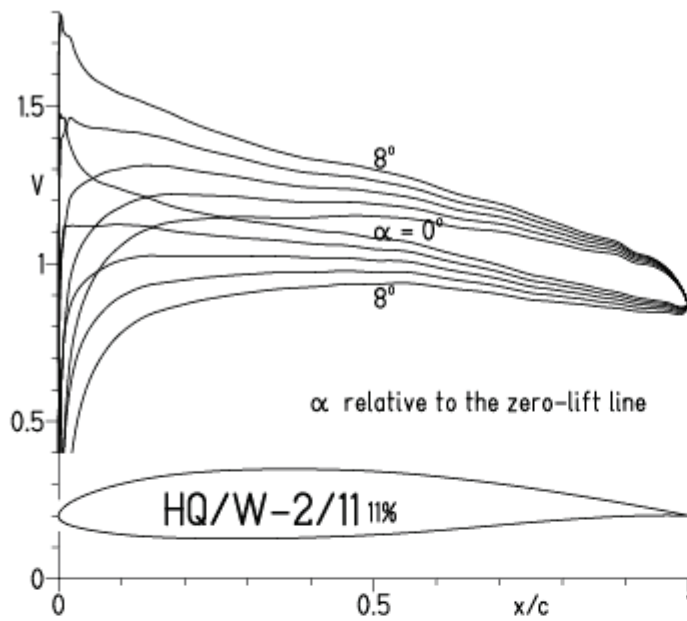


EPPLER 2005 V. 8.5.07 RUN 12.4.11 17:20



HQ/W-2/11, N=9, Turbulatoreffekt bei niedrigen Re-Zahlen

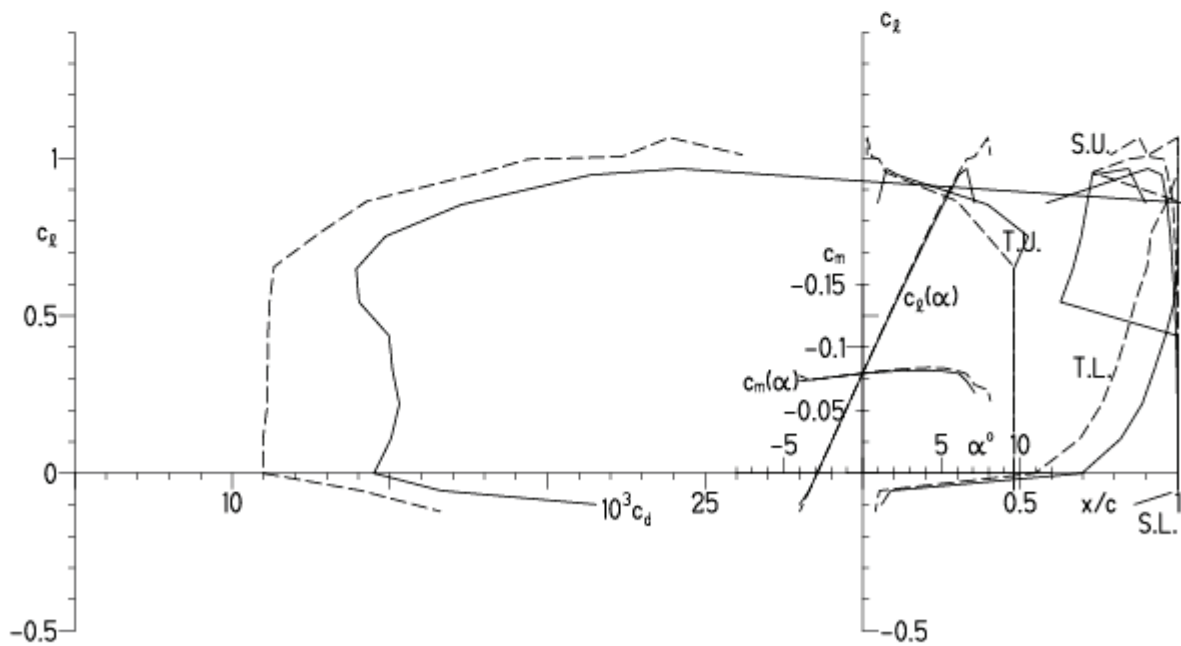
EPPLER 2005 V. 8.5.07 RUN 12.4.11 17:27



EPPLER 2005 V. 8.5.07 RUN 12.4.11 17:

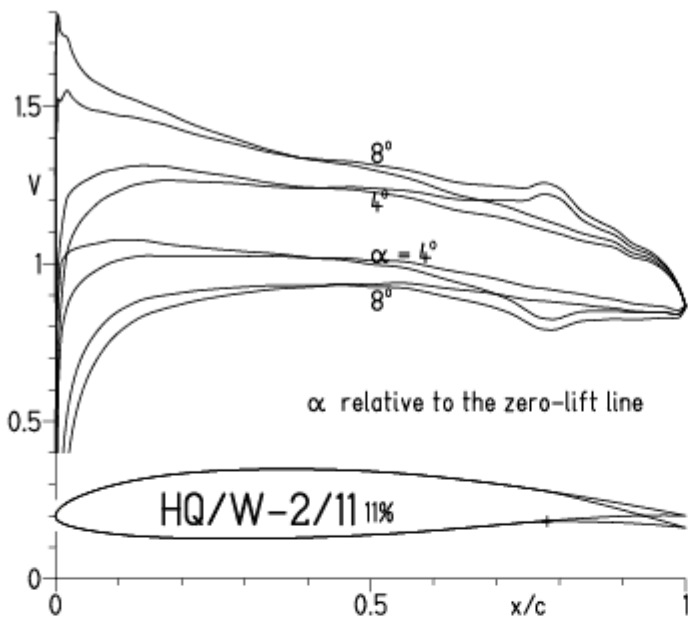
HQ/W-2/11 11%

- $Re = 0.1 \times 10^6$, Turb. upper 48% e^N , N=9
- - - 0.2×10^6 , Turb. upper 48% e^N , N=9



HQ/W-2/11, N=11, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 12.4.11 18:00

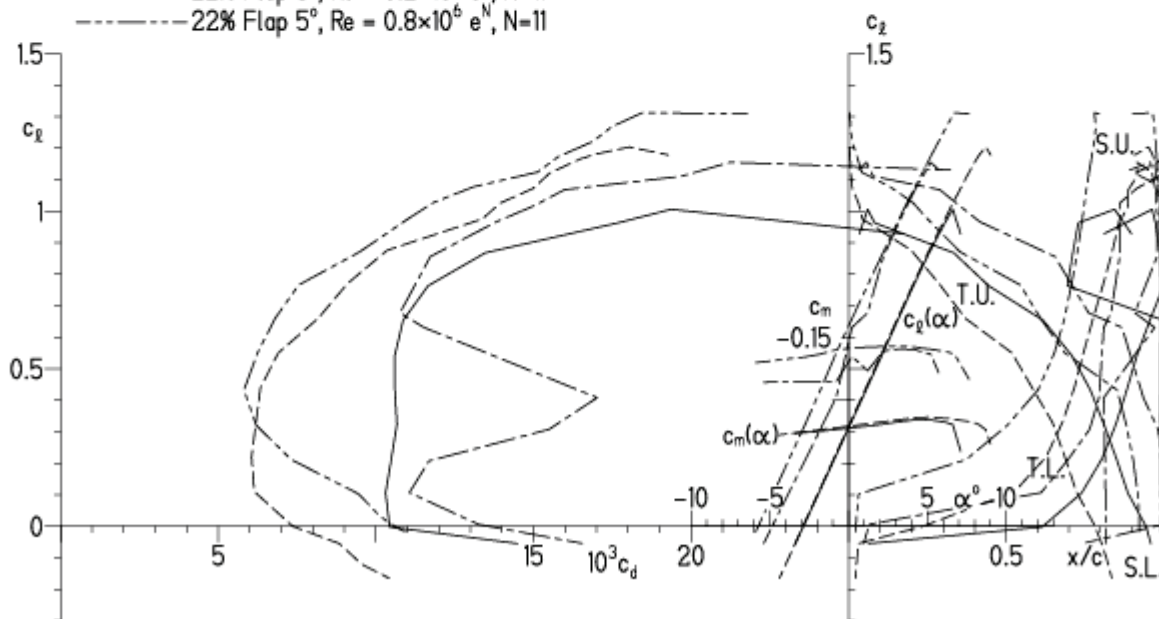


EPPLER 2005 V. 8.5.07 RUN 12.4.11 18:00

HQ/W-2/11 11%

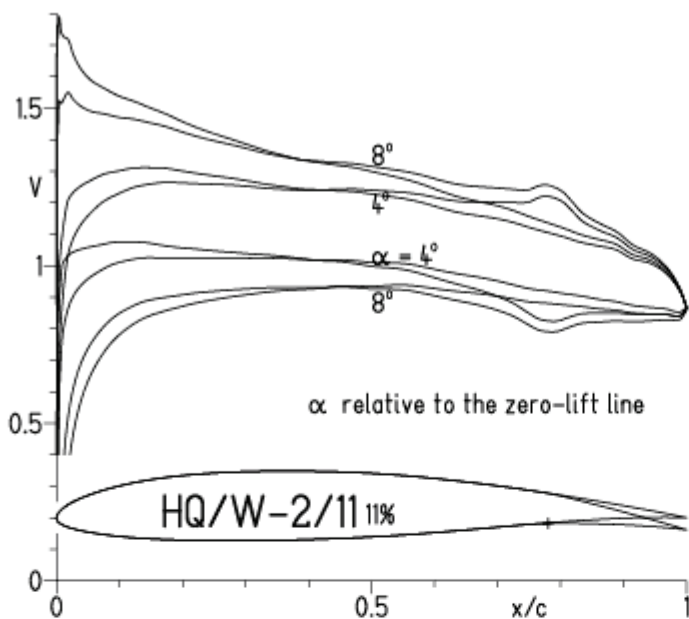
- $Re = 0.2 \times 10^6$ e^N, N=11
- - - 0.8×10^6 e^N, N=11
- · - · - 22% Flap 5°, $Re = 0.2 \times 10^6$ e^N, N=11
- · - · - 22% Flap 5°, $Re = 0.8 \times 10^6$ e^N, N=11

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface



HQ/W-2/11, N=9, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 12.4.11 18:05

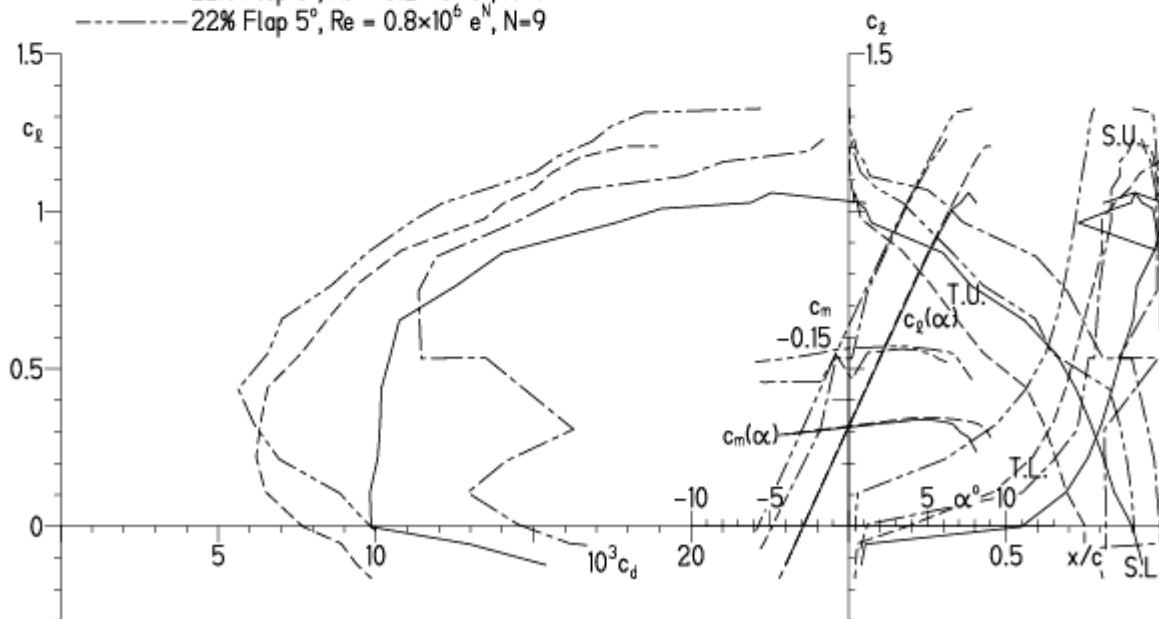


EPPLER 2005 V. 8.5.07 RUN 12.4.11 1

HQ/W-2/11 11%

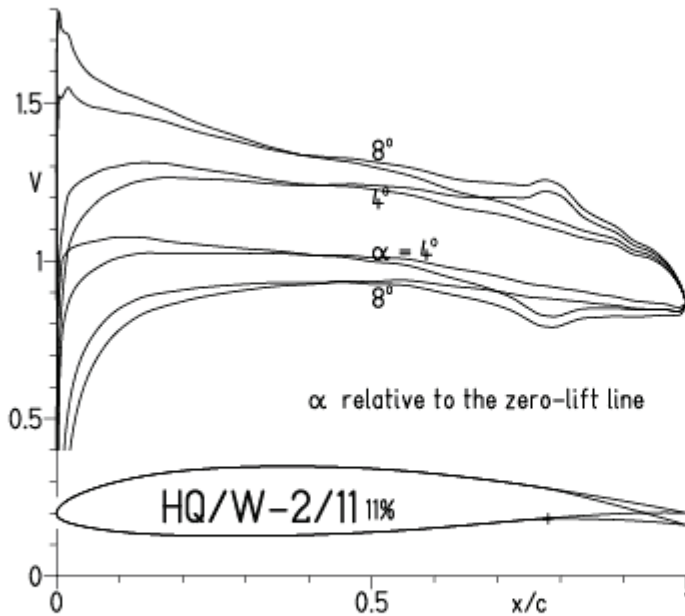
- $Re = 0.2 \times 10^6 e^N, N=9$
- - - $0.8 \times 10^6 e^N, N=9$
- · - · 22% Flap 5°, $Re = 0.2 \times 10^6 e^N, N=9$
- · - · 22% Flap 5°, $Re = 0.8 \times 10^6 e^N, N=9$

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface



HQ/W-2/11, N=9, mit 5° Wölbklappenausschlag, Turbulatoreffekt
 (optimale Turbulatorposition bei 50% - 60% der Profiltiefe)

EPPLER 2005 V. 8.5.07 RUN 12.4.11 18:14

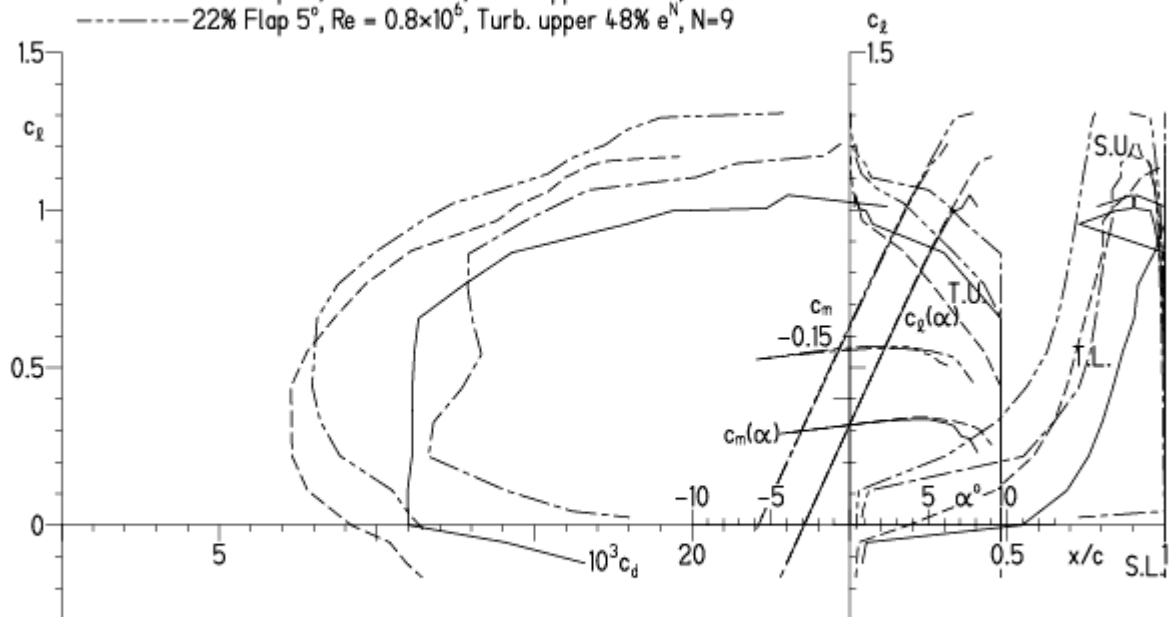


EPPLER 2005 V.

HQ/W-2/11 11%

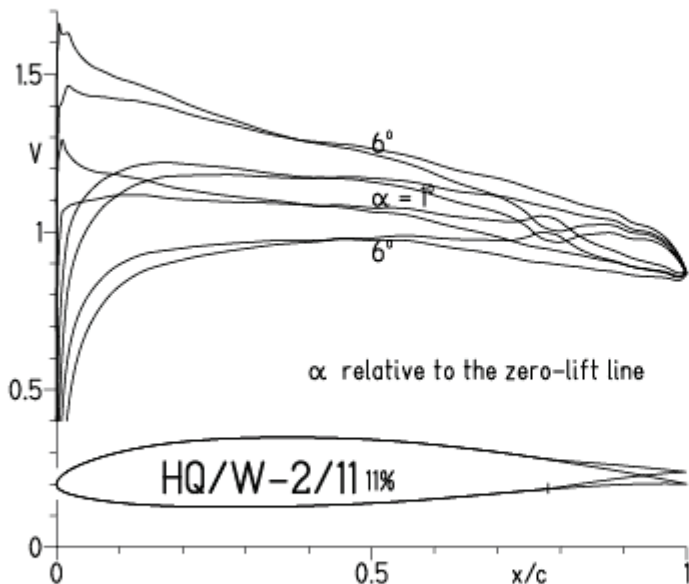
- Re = 0.2×10^6 , Turb. upper 48% e^N , N=9
- - - 0.8×10^6 , Turb. upper 48% e^N , N=9
- · - · 22% Flap 5°, Re = 0.2×10^6 , Turb. upper 48% e^N , N=9
- · - · 22% Flap 5°, Re = 0.8×10^6 , Turb. upper 48% e^N , N=9

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface

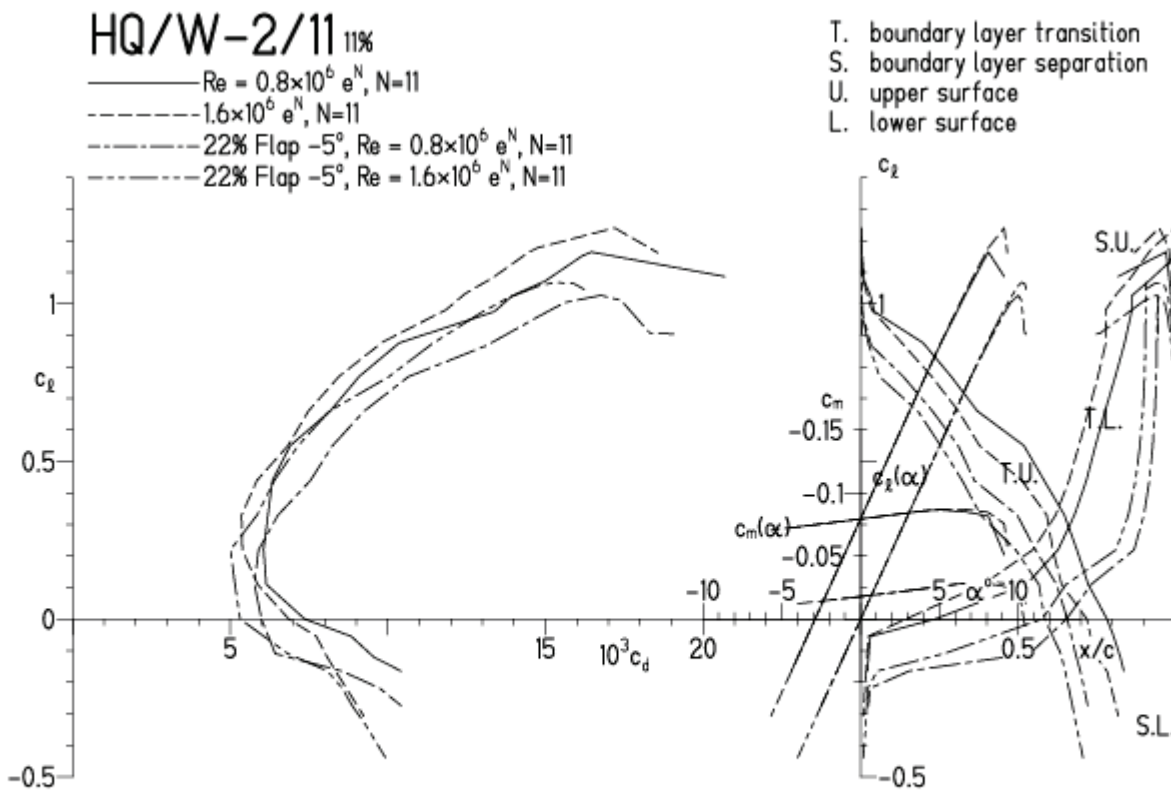


HQ/W-2/11, N=11, mit -5° Wölbklappenausschlag (Schnellflug)
 Damit lassen sich sehr Maximalgeschwindigkeiten erzielen!

EPPLER 2005 V. 8.5.07 RUN 12.4.11 18:49

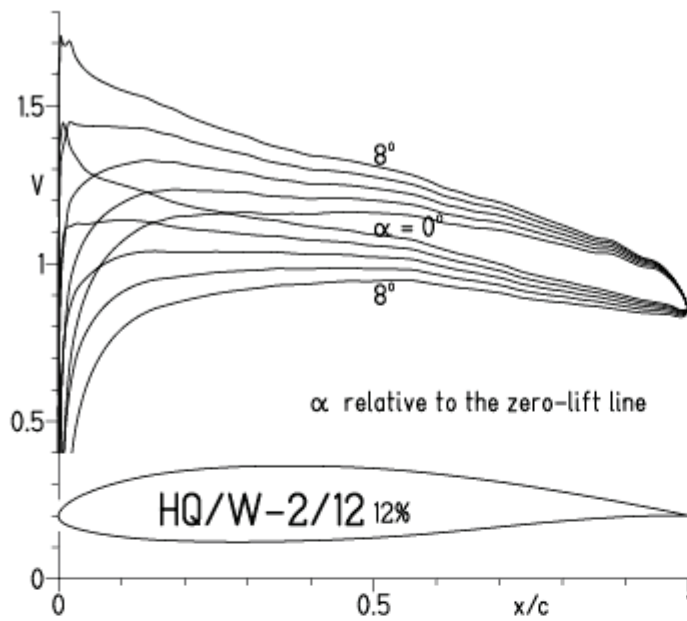


EPPLER 2005 V. 8.5.07 RUN 12.4.11 18:49

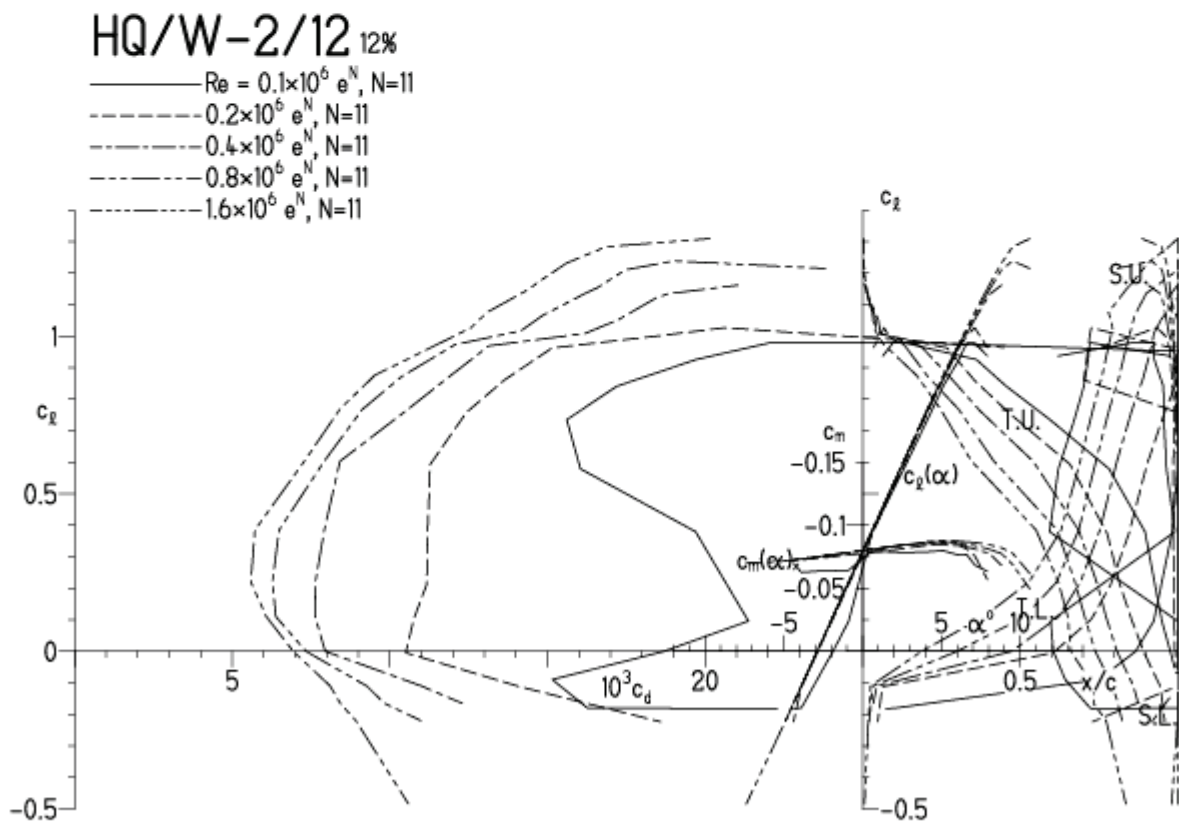


HQ/W-2/12, N=11, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 13.4.11 10:52

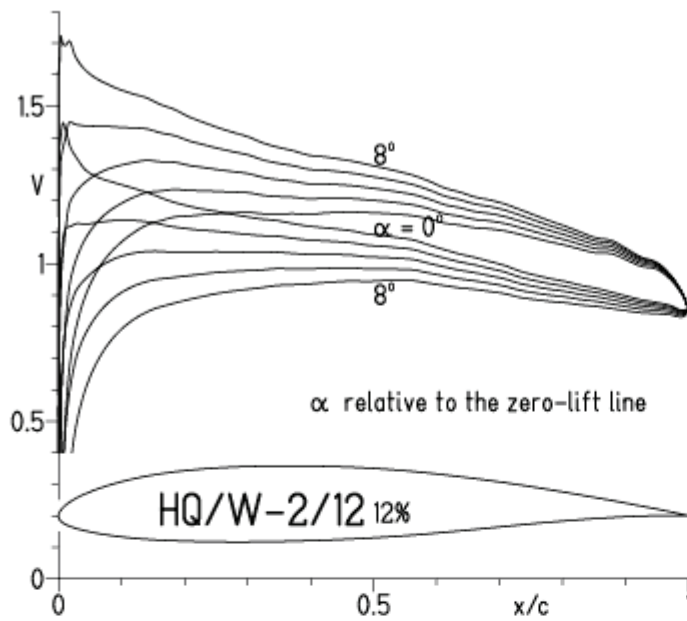


EPPLER 2005 V. 8.5.07 RUN 13.4.11 10:52

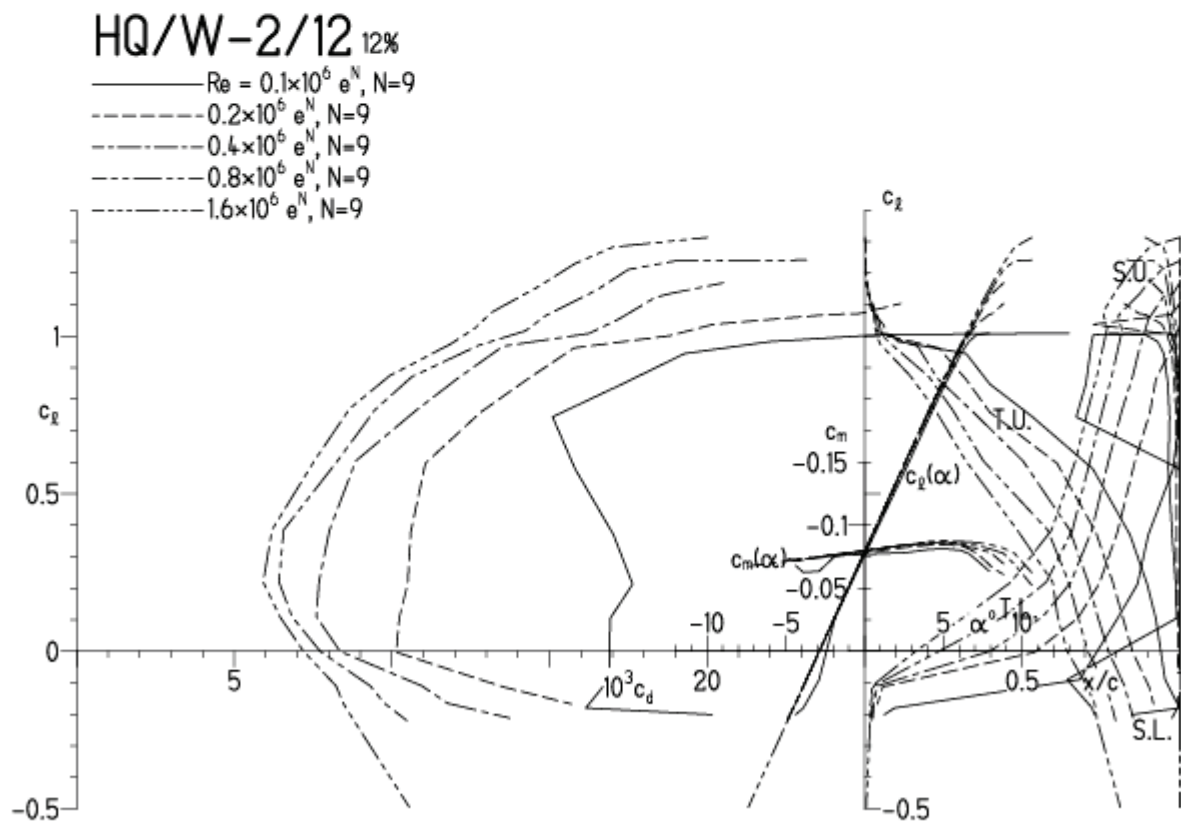


HQ/W-2/12, N=9, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 13.4.11 10:55

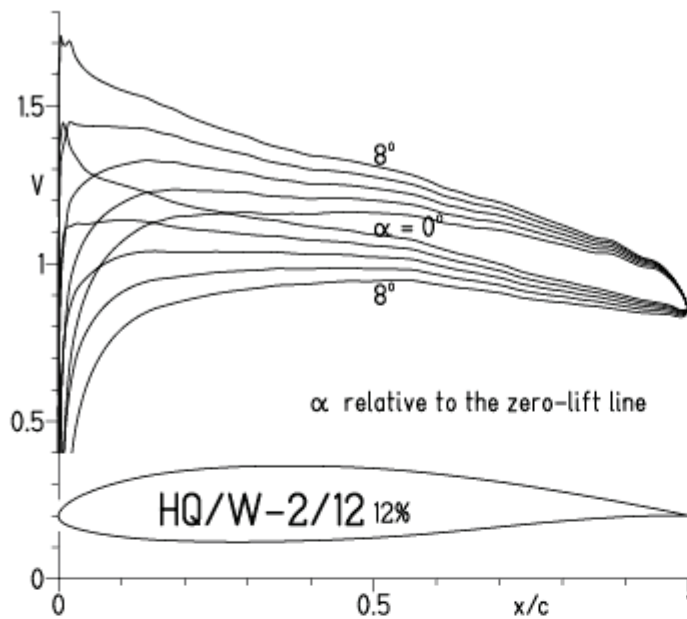


EPPLER 2005 V. 8.5.07 RUN 13.4.11 10:55



HQ/W-2/12, N=9, Turbulatoreffekt bei niedrigen Re-Zahlen

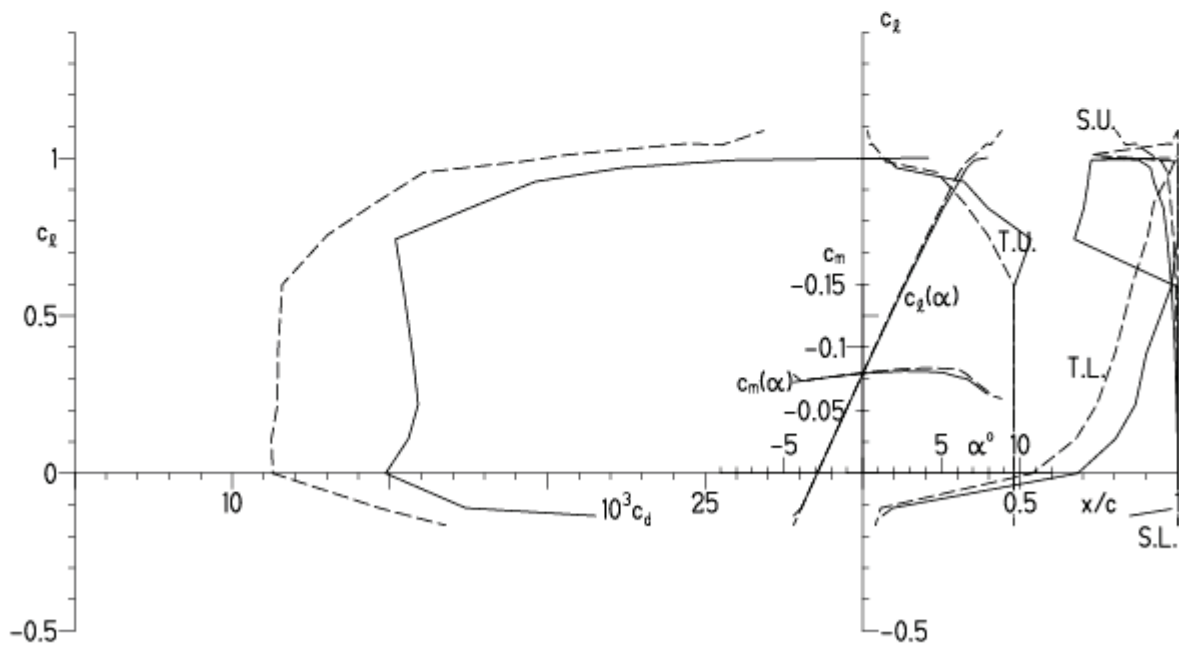
EPPLER 2005 V. 8.5.07 RUN 13.4.11 11:01



EPPLER 2005 V. 8.5.07 RUN 13.4.11 11:01

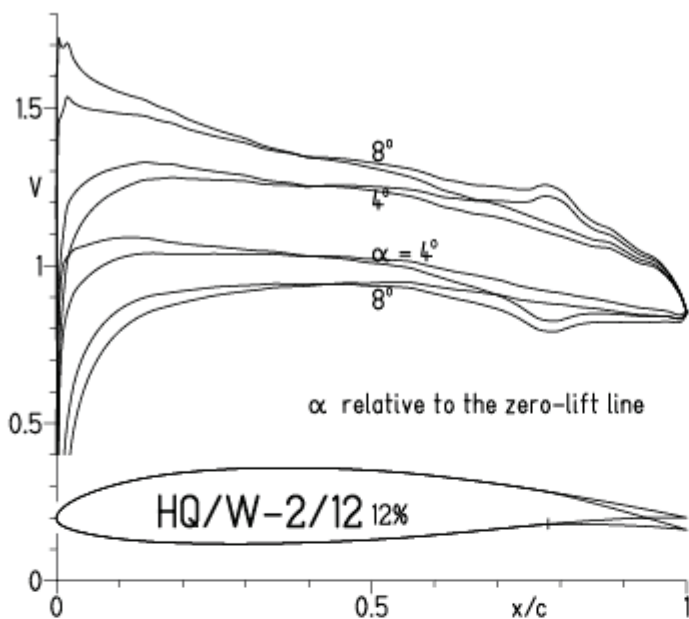
HQ/W-2/12 12%

— $Re = 0.1 \times 10^6$, Turb. upper 48% e^N , N=9
 - - - 0.2×10^6 , Turb. upper 48% e^N , N=9



HQ/W-2/12, N=11, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 13.4.11 11:31

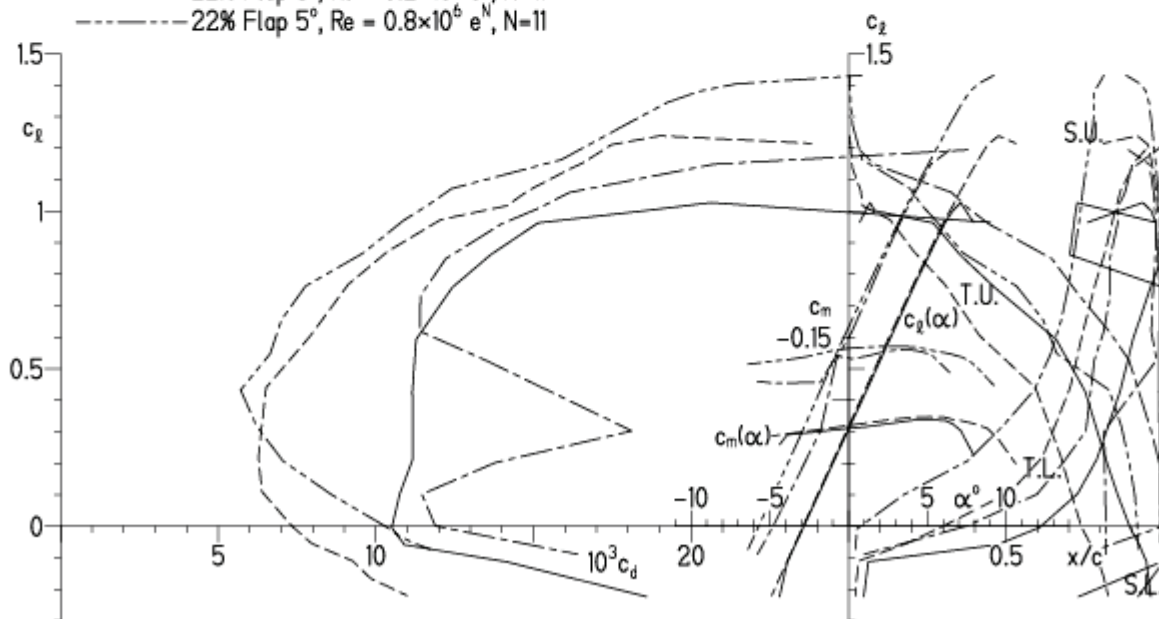


EPPLER 2005 V. 8.5.07 RUN 13.4.11 11:31

HQ/W-2/12 12%

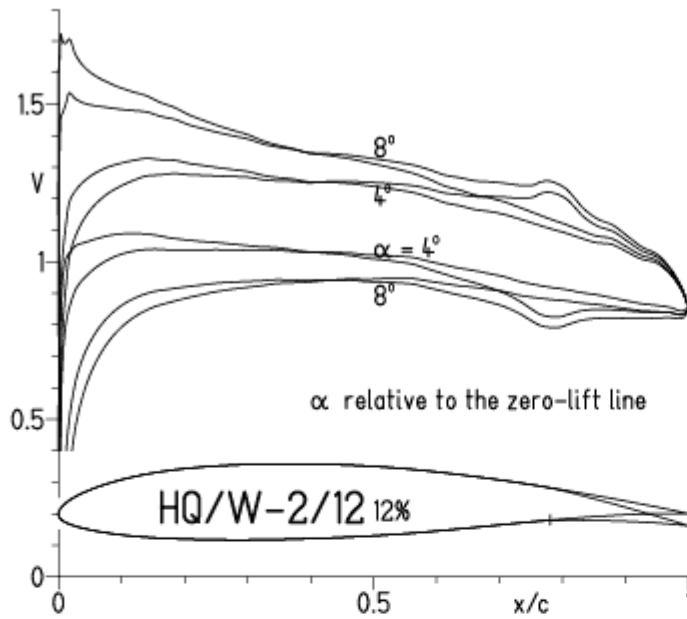
- $Re = 0.2 \times 10^6 e^N, N=11$
- - - $0.8 \times 10^6 e^N, N=11$
- · - · 22% Flap 5°, $Re = 0.2 \times 10^6 e^N, N=11$
- · - · 22% Flap 5°, $Re = 0.8 \times 10^6 e^N, N=11$

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface



HQ/W-2/12, N=9, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 13.4.11 11:34

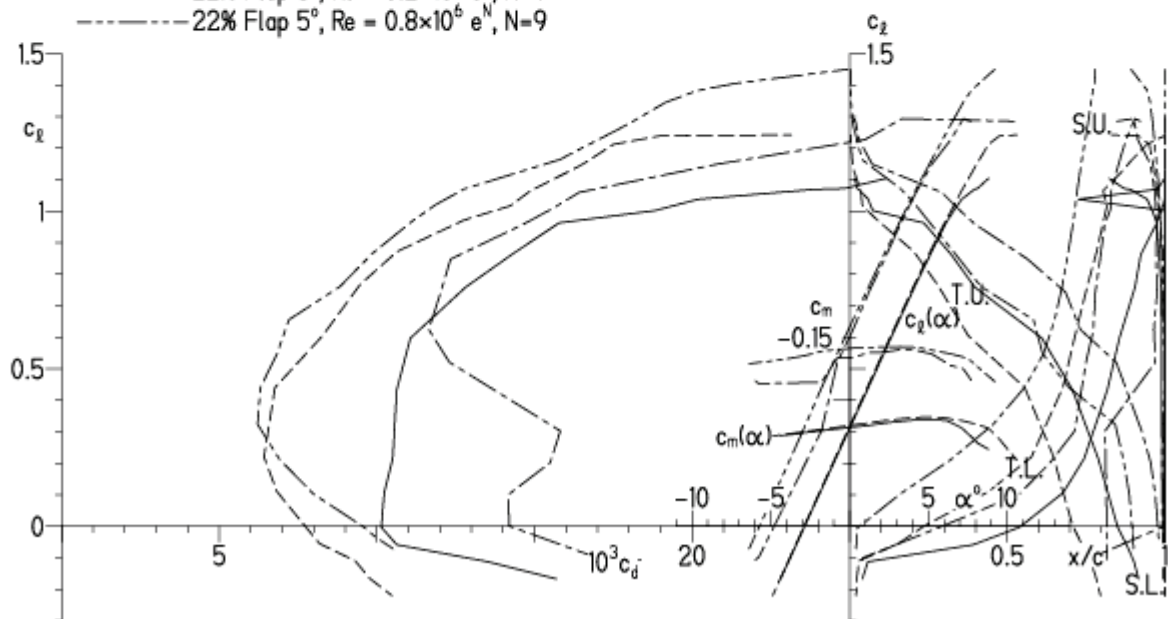


EPPLER 2005 V. 8.5.07 RUN 1

HQ/W-2/12 12%

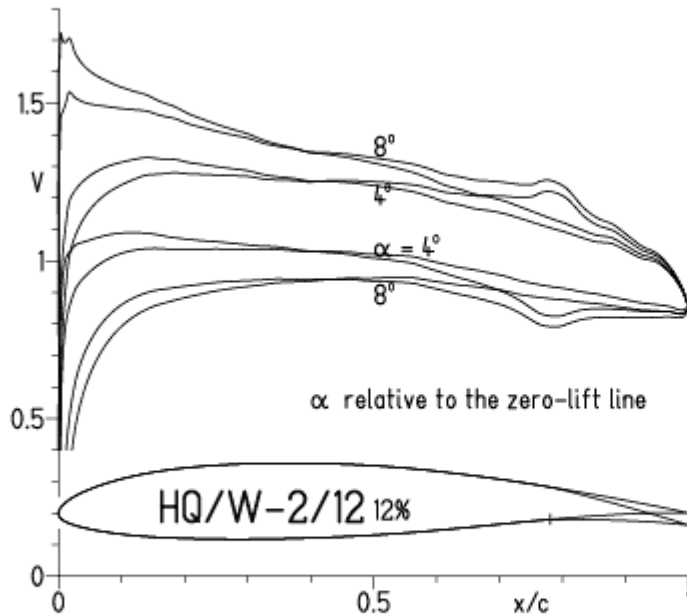
- $Re = 0.2 \times 10^6 e^N, N=9$
- - - $0.8 \times 10^6 e^N, N=9$
- · - · - 22% Flap $5^\circ, Re = 0.2 \times 10^6 e^N, N=9$
- · - · - 22% Flap $5^\circ, Re = 0.8 \times 10^6 e^N, N=9$

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface



HQ/W-2/12, N=9, mit 5° Wölbklappenausschlag, Turbulatoreffekt
(optimale Turbulatorposition bei 50% - 60% der Profiltiefe)

EPPLER 2005 V. 8.5.07 RUN 13.4.11 11:39

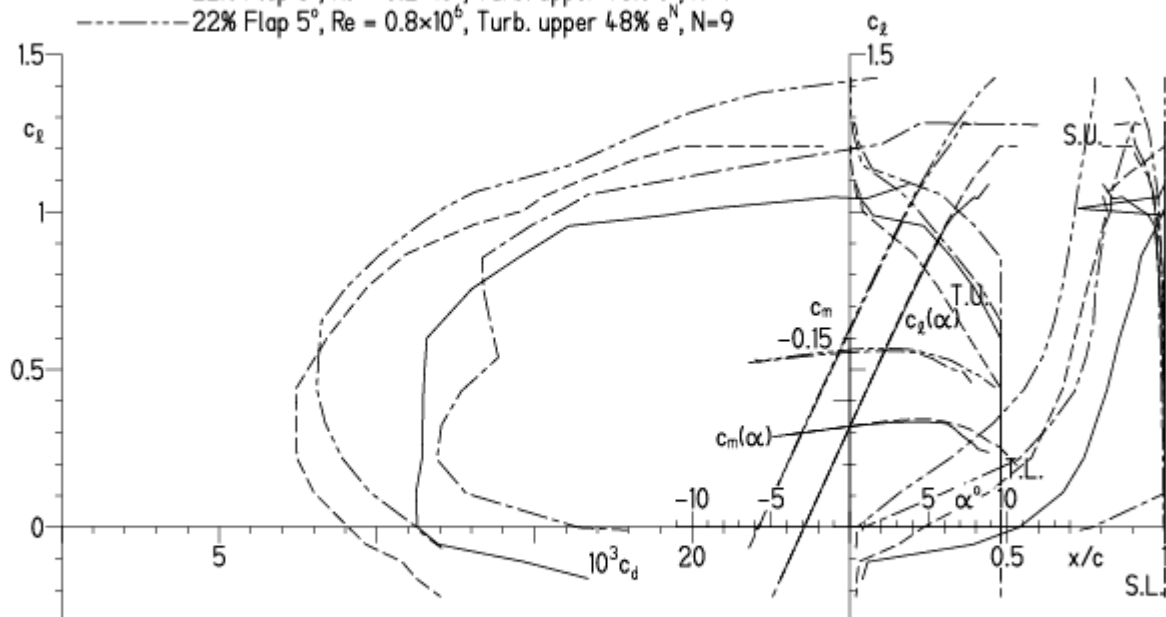


EPPLER 2005 V. 8.5.07 RUN 13.4.11 11:

HQ/W-2/12 12%

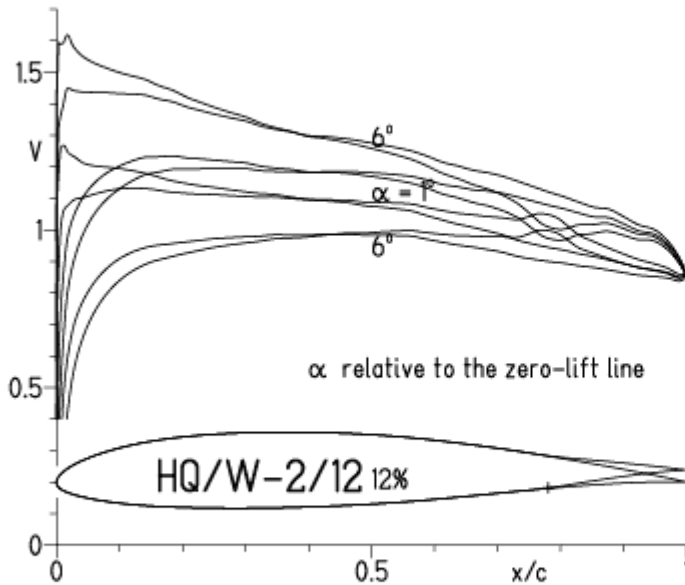
- $Re = 0.2 \times 10^6$, Turb. upper 48% e^N , N=9
- - - 0.8×10^6 , Turb. upper 48% e^N , N=9
- · - · 22% Flap 5° , $Re = 0.2 \times 10^6$, Turb. upper 48% e^N , N=9
- · - · 22% Flap 5° , $Re = 0.8 \times 10^6$, Turb. upper 48% e^N , N=9

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface

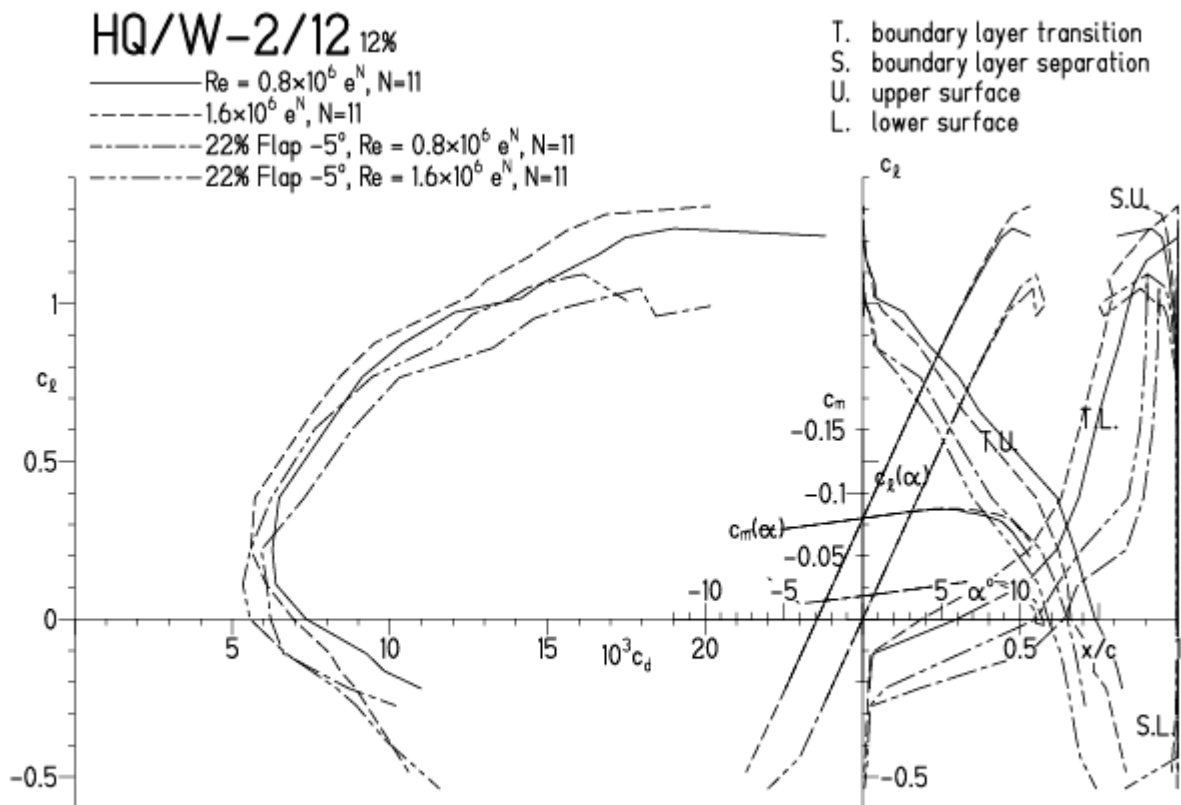


HQ/W-2/12, N=11, mit -5° Wölbklappenausschlag (Schnellflug)
 Damit lassen sich hohe Maximalgeschwindigkeiten erzielen!

EPPLER 2005 V. 8.5.07 RUN 13.4.11 11:55

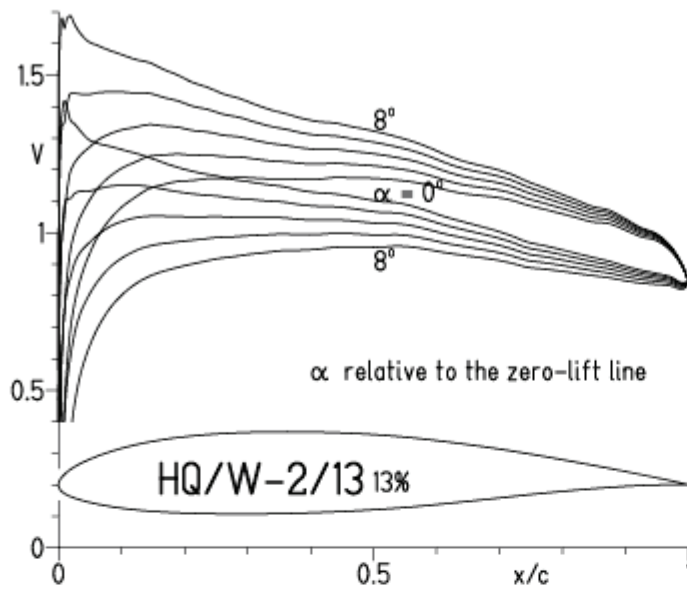


EPPLER 2005 V. 8.5.07 RUN 13.4.11 11:55

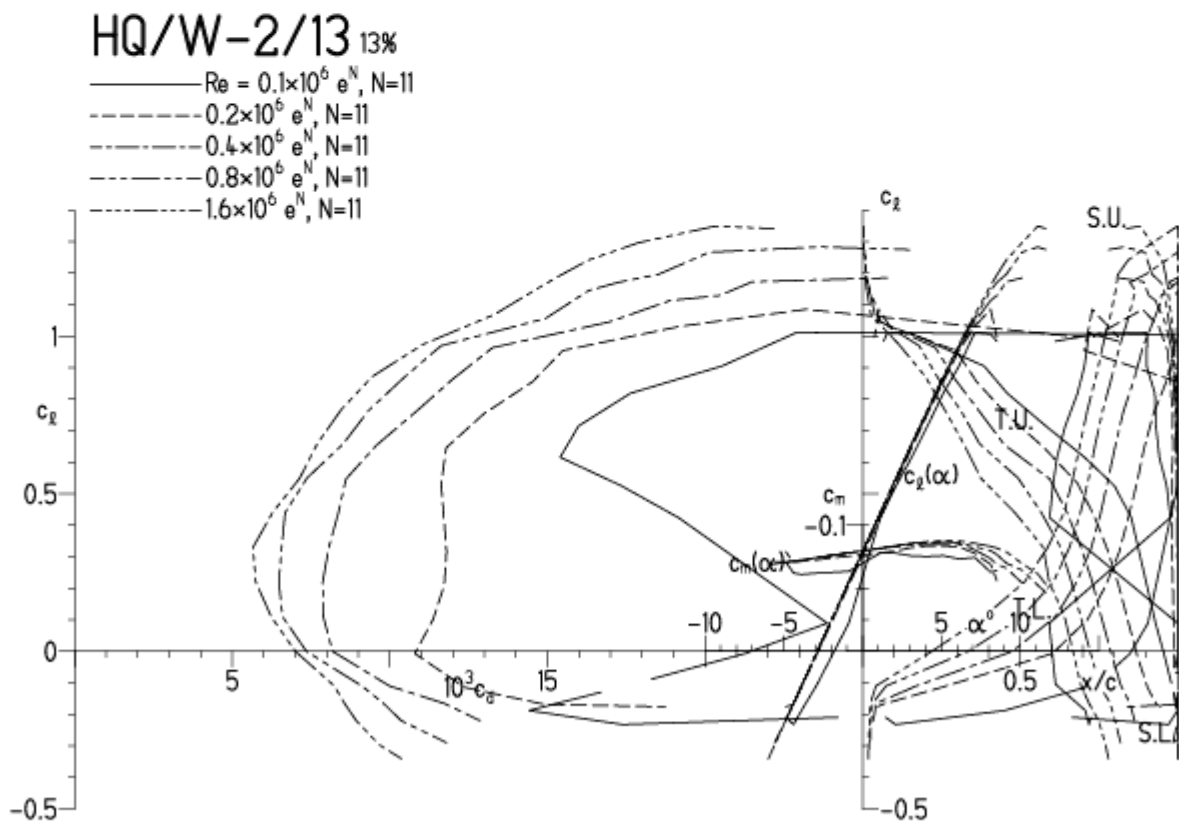


HQ/W-2/13, N=11, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 13.4.11 16:30

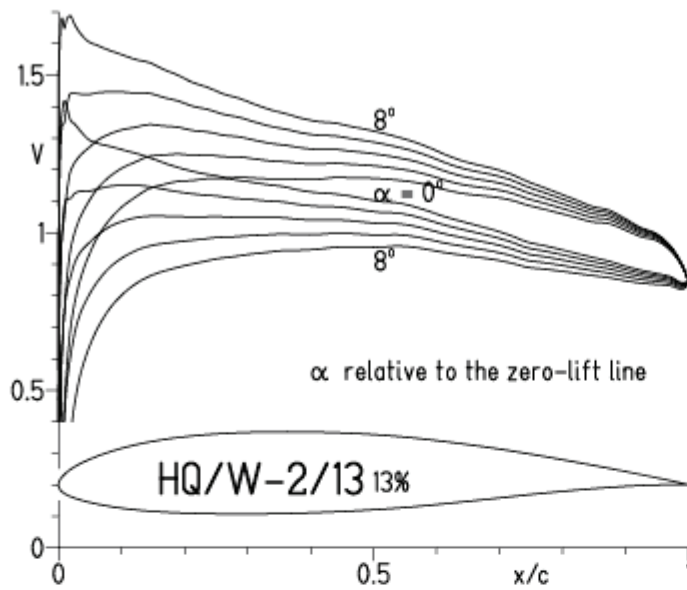


EPPLER 2005 V. 8.5.07 RUN 13.4.11 16:30

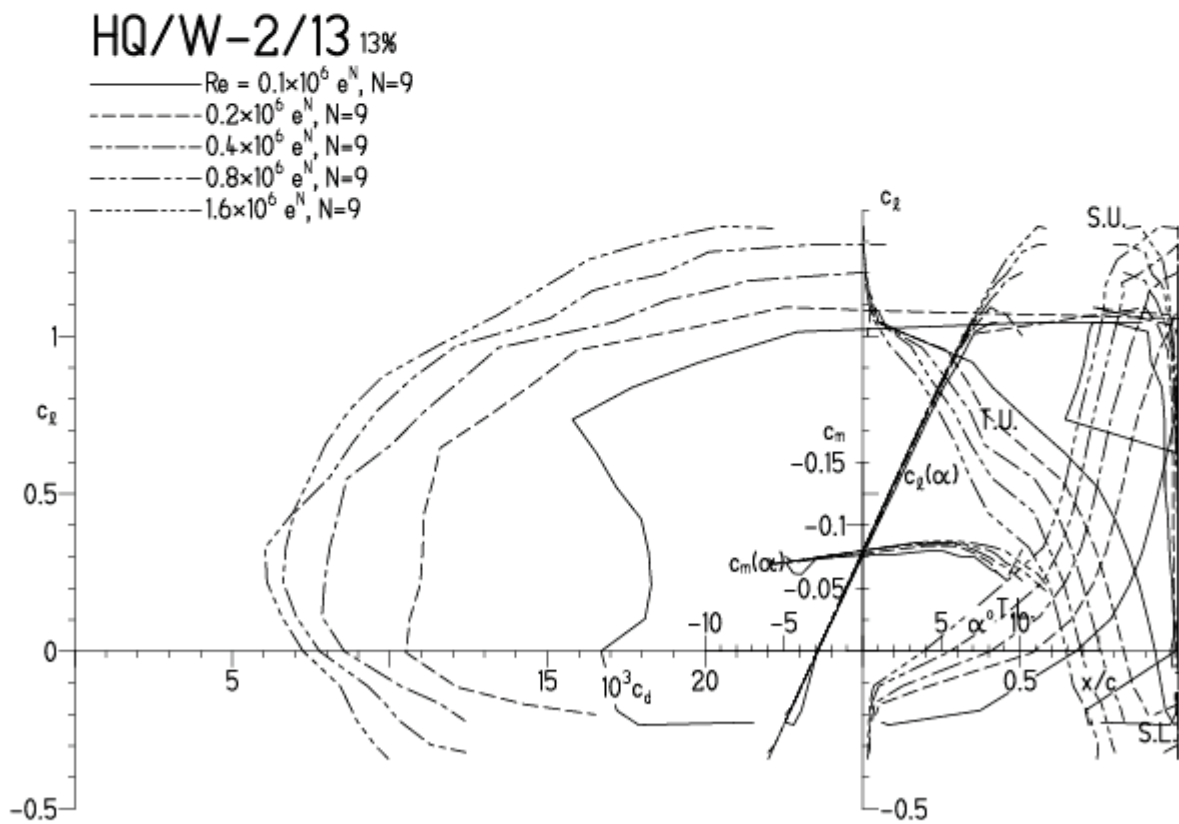


HQ/W-2/13, N=9, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 13.4.11 16:34

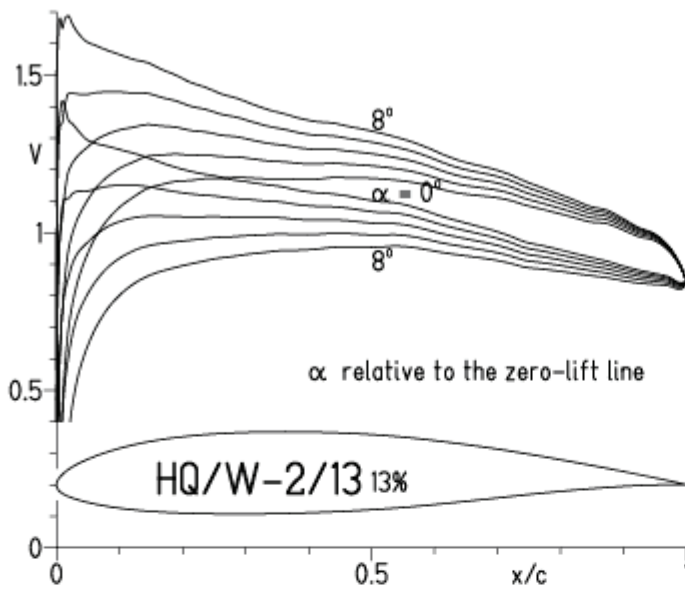


EPPLER 2005 V. 8.5.07 RUN 13.4.11 16:34



HQ/W-2/13, N=9, Turbulatoreffekt bei niedrigen Re-Zahlen

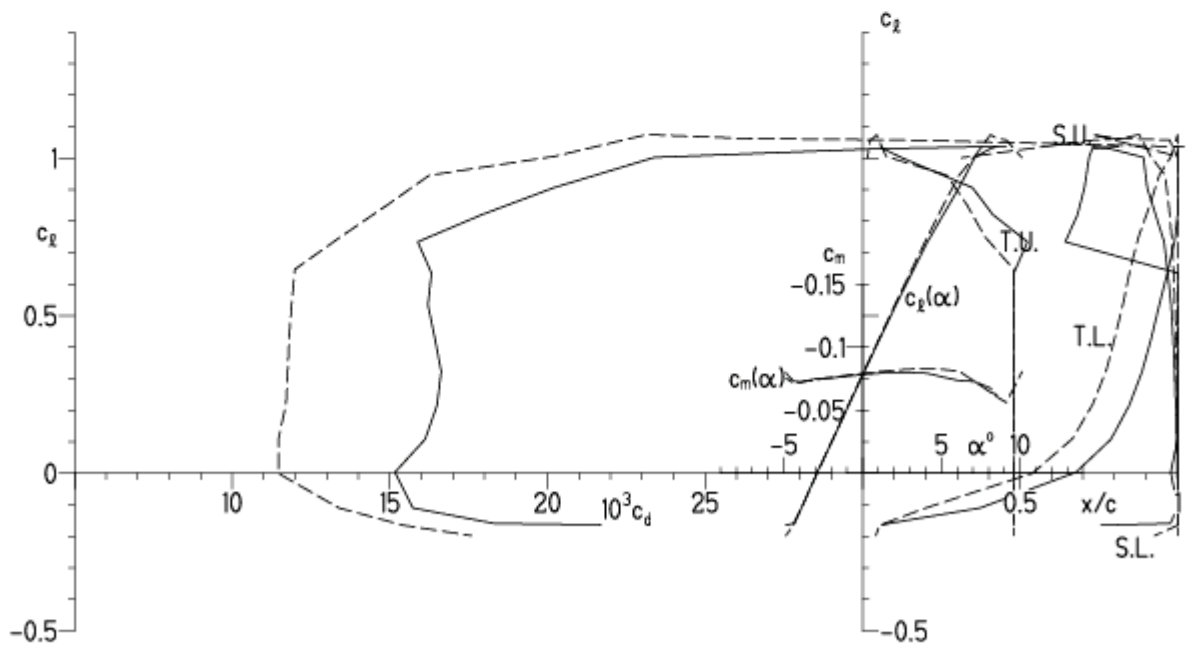
EPPLER 2005 V. 8.5.07 RUN 13.4.11 16:39



EPPLER 2005 V. 8.5.07 RUN 13.4.11 16:3

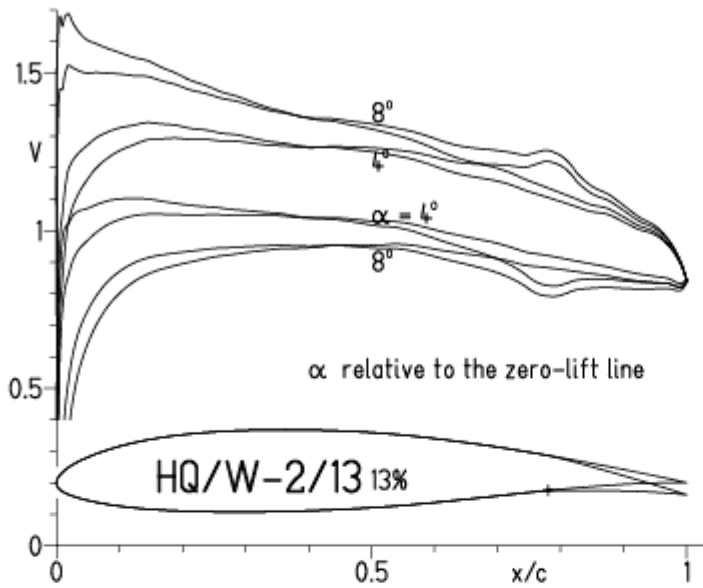
HQ/W-2/13 13%

- $Re = 0.1 \times 10^6$, Turb. upper 48% e^N , N=9
- - - 0.2×10^6 , Turb. upper 48% e^N , N=9



HQ/W-2/13, N=11, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 13.4.11 16:51

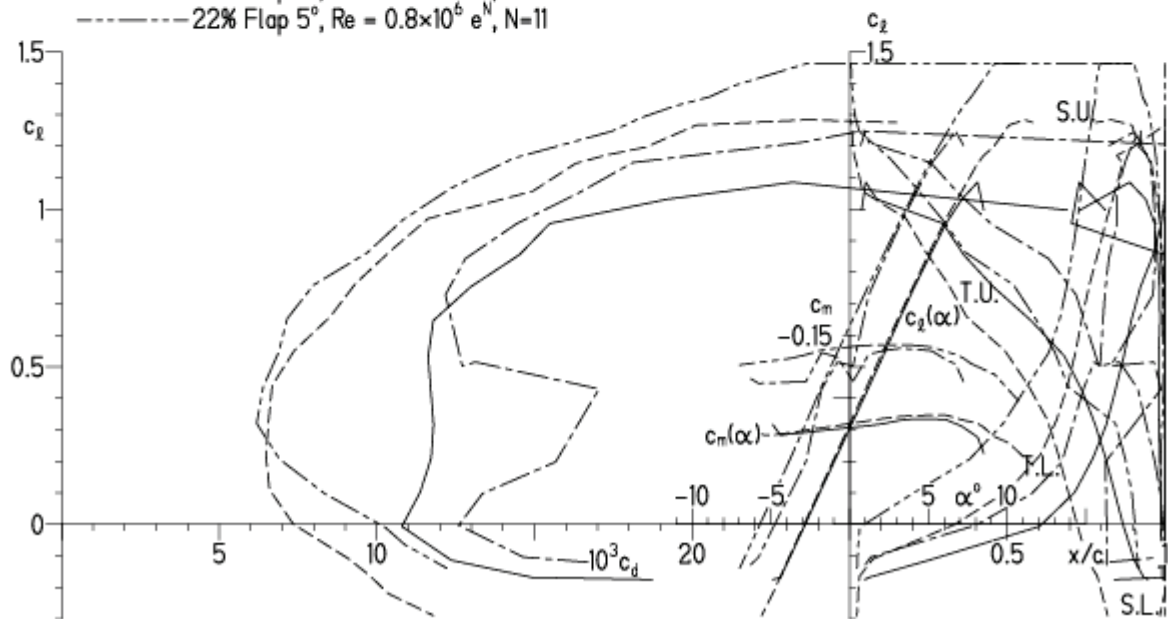


EPPLER 2005 V. 8.5.07 RUN 13.4.11 16:51

HQ/W-2/13 13%

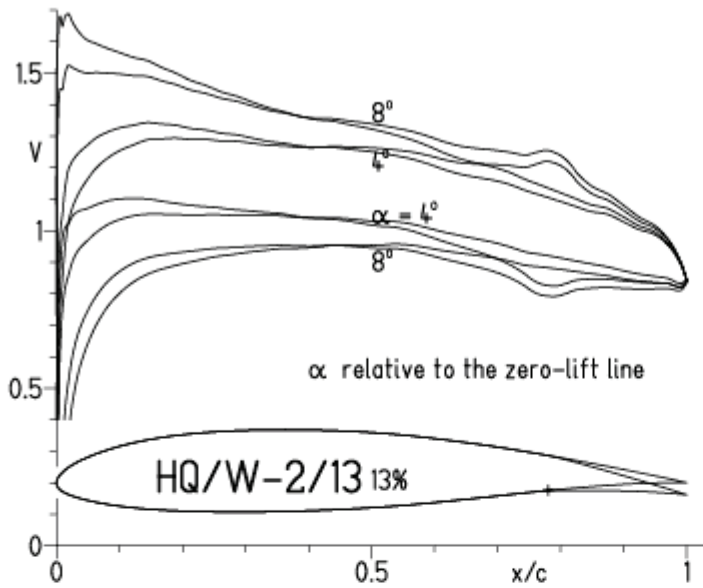
- $Re = 0.2 \times 10^6 e^N, N=11$
- - - $0.8 \times 10^6 e^N, N=11$
- · - · 22% Flap $5^\circ, Re = 0.2 \times 10^6 e^N, N=11$
- · - · 22% Flap $5^\circ, Re = 0.8 \times 10^6 e^N, N=11$

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface

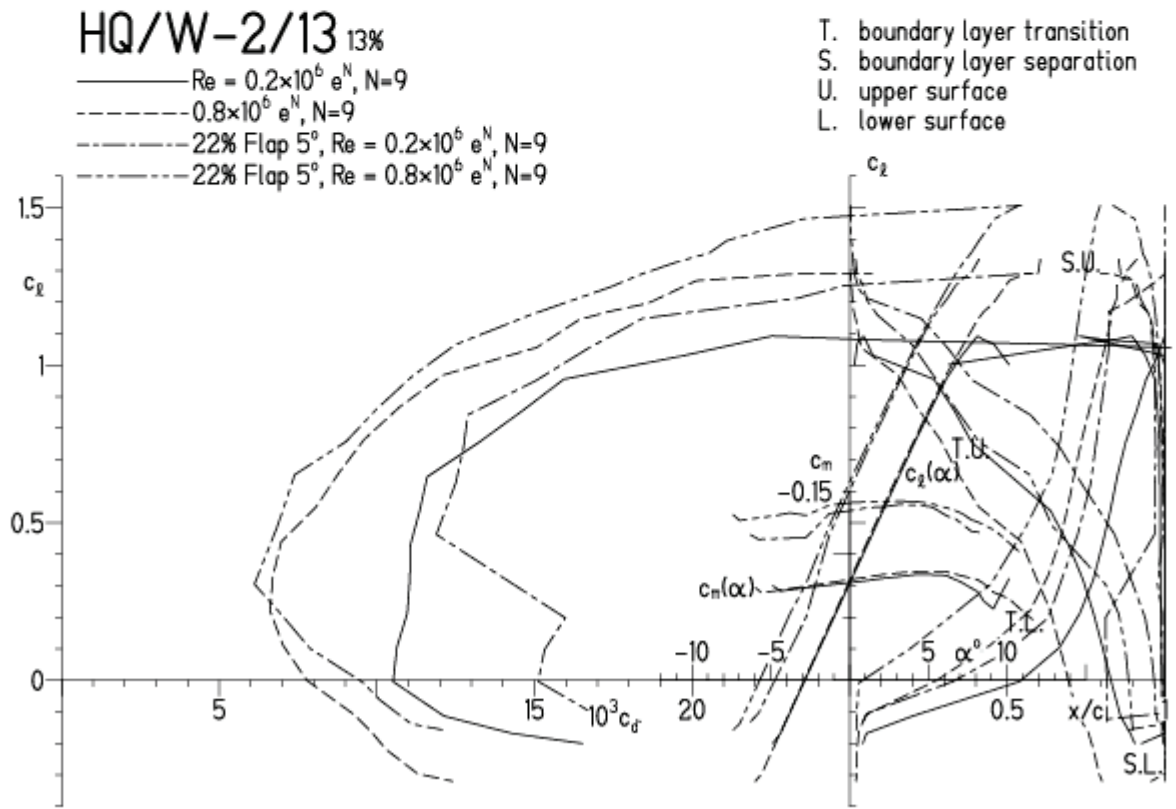


HQ/W-2/13, N=9, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 13.4.11 17:15

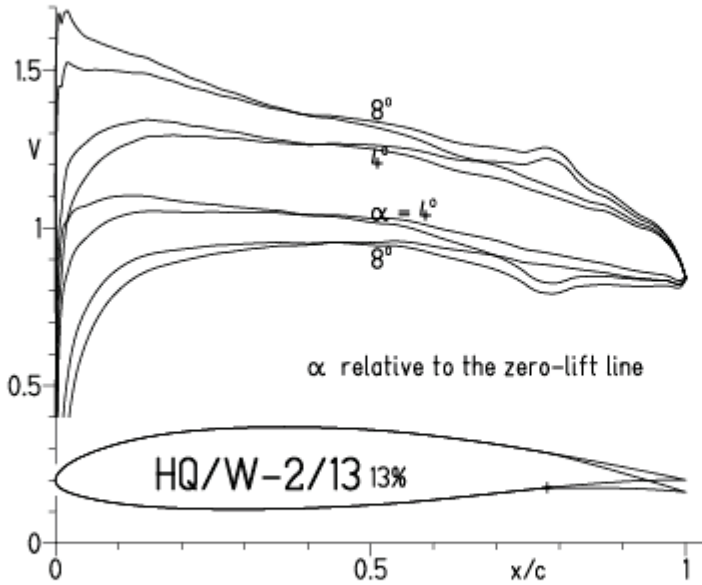


EPPLER 2005 V. 8.5.07 RUN 13.4.11 17:15



HQ/W-2/13, N=9, mit 5° Wölbklappenausschlag, Turbulatoreffekt
 (optimale Turbulatorposition bei 50% - 60% der Profiltiefe)

EPPLER 2005 V. 8.5.07 RUN 13.4. III 17:22

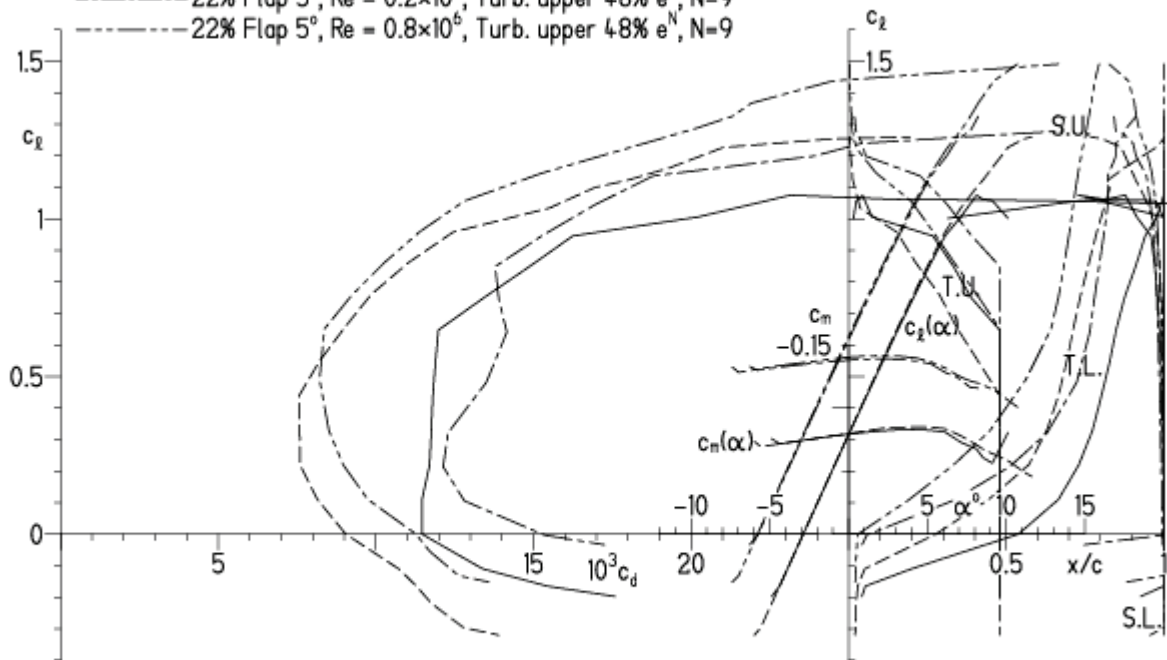


EPPLER 20

HQ/W-2/13 13%

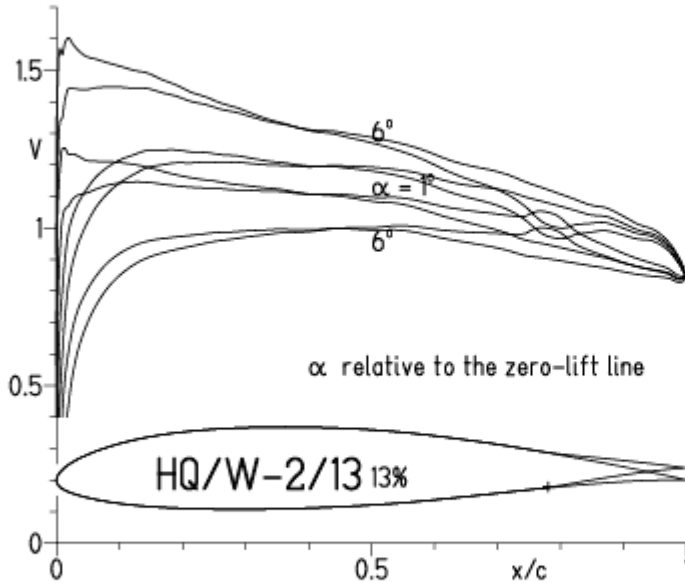
- $Re = 0.2 \times 10^6$, Turb. upper 48% e^N , $N=9$
- - - 0.8×10^6 , Turb. upper 48% e^N , $N=9$
- · - · 22% Flap 5° , $Re = 0.2 \times 10^6$, Turb. upper 48% e^N , $N=9$
- · - · 22% Flap 5° , $Re = 0.8 \times 10^6$, Turb. upper 48% e^N , $N=9$

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface

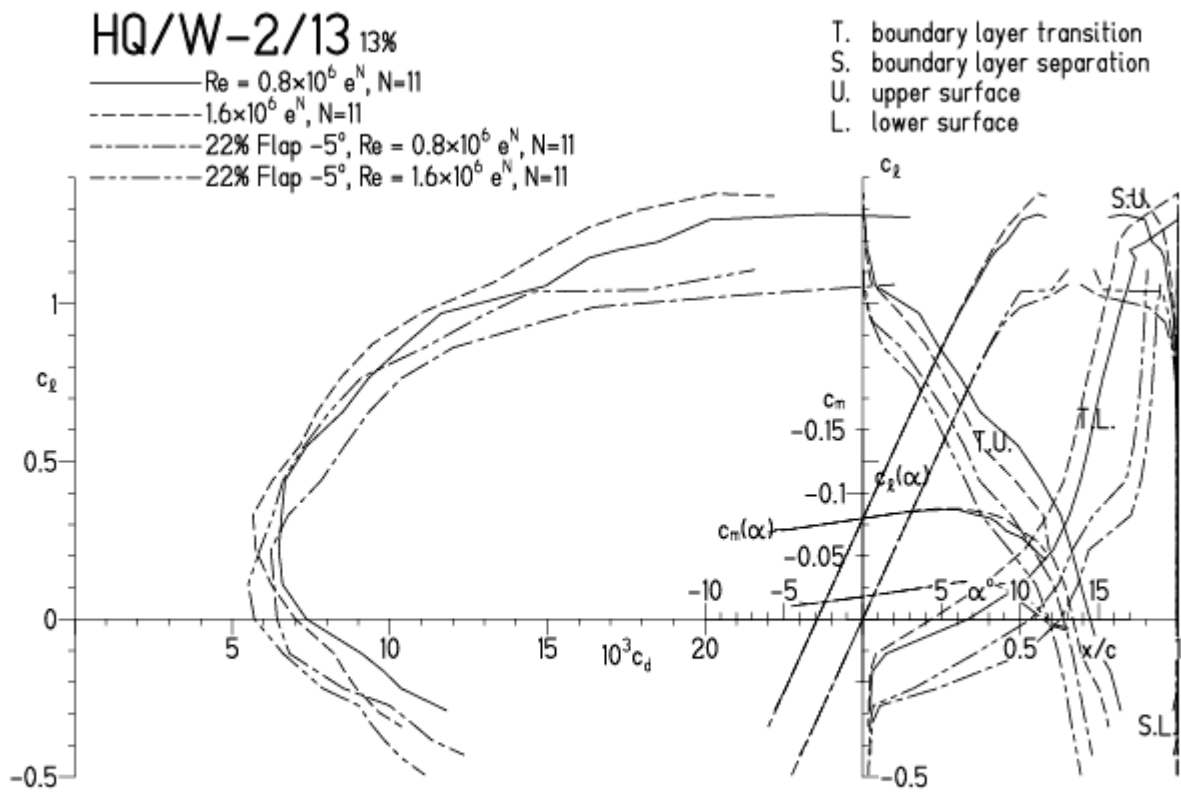


HQ/W-2/13, N=11, mit -5° Wölbklappenausschlag (Schnellflug)
 Damit lassen hohe Maximalgeschwindigkeiten erzielen!

EPPLER 2005 V. 8.5.07 RUN 13.4. III 17:38

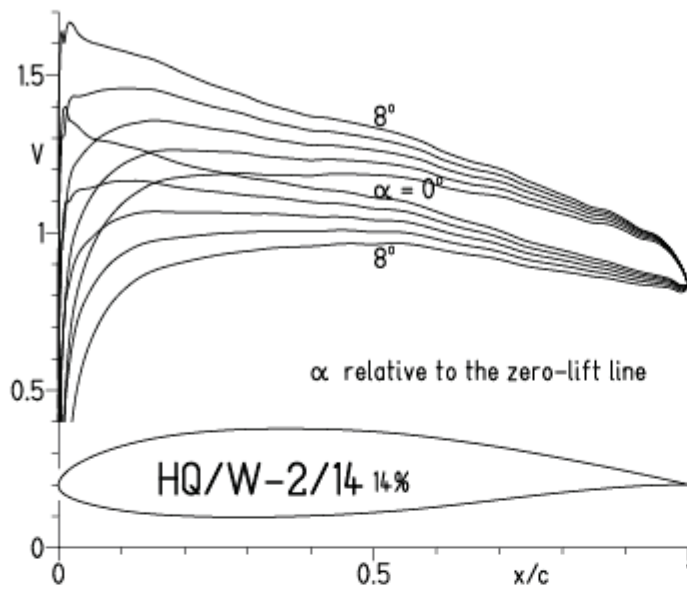


EPPLER 2005 V. 8.5.07 RUN 13.4. III 17:38

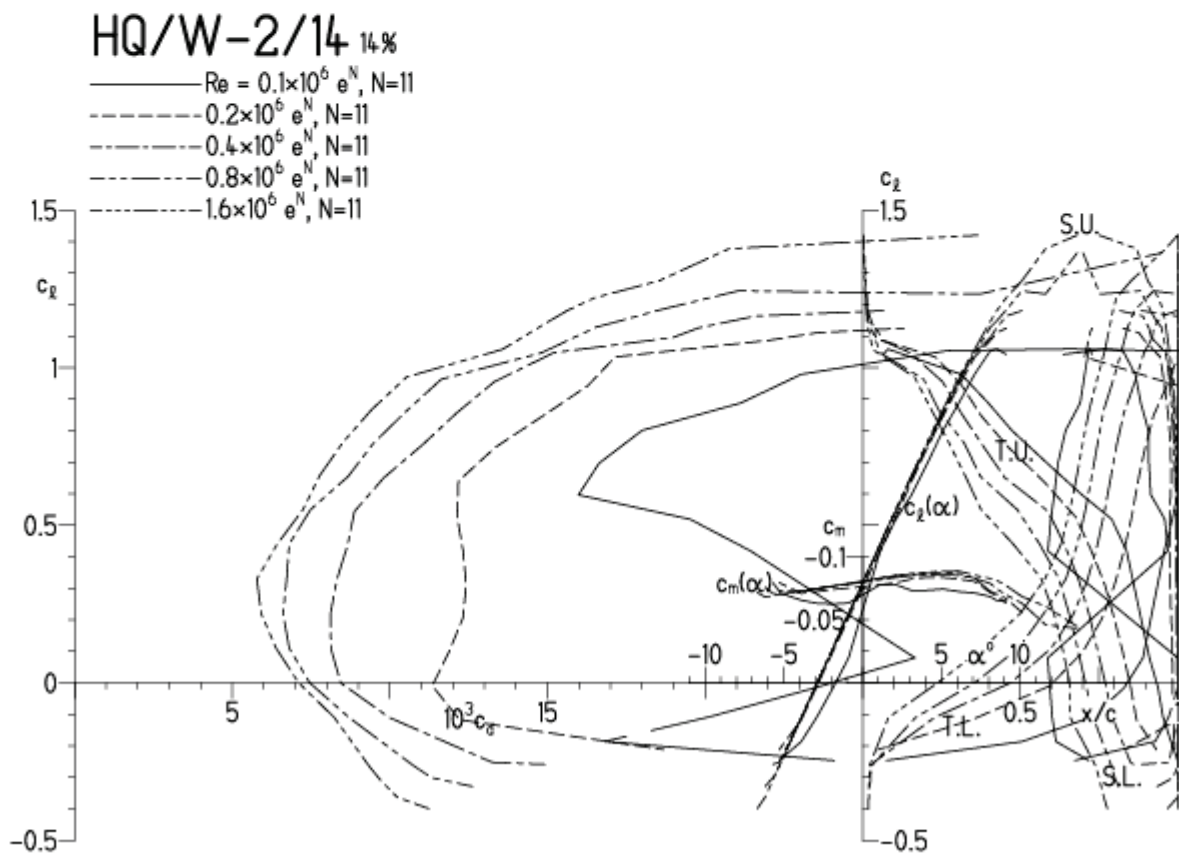


HQ/W-2/14, N=11, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 15.4.11 16:41

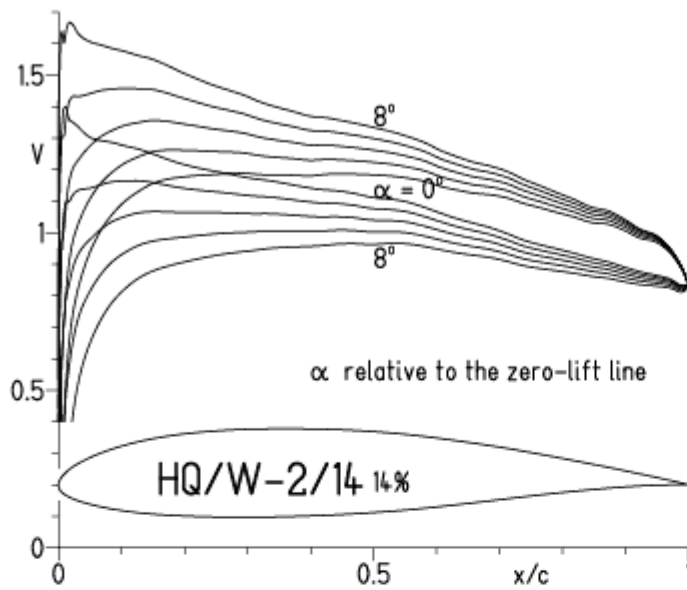


EPPLER 2005 V. 8.5.07 RUN 15.4.11 16:41



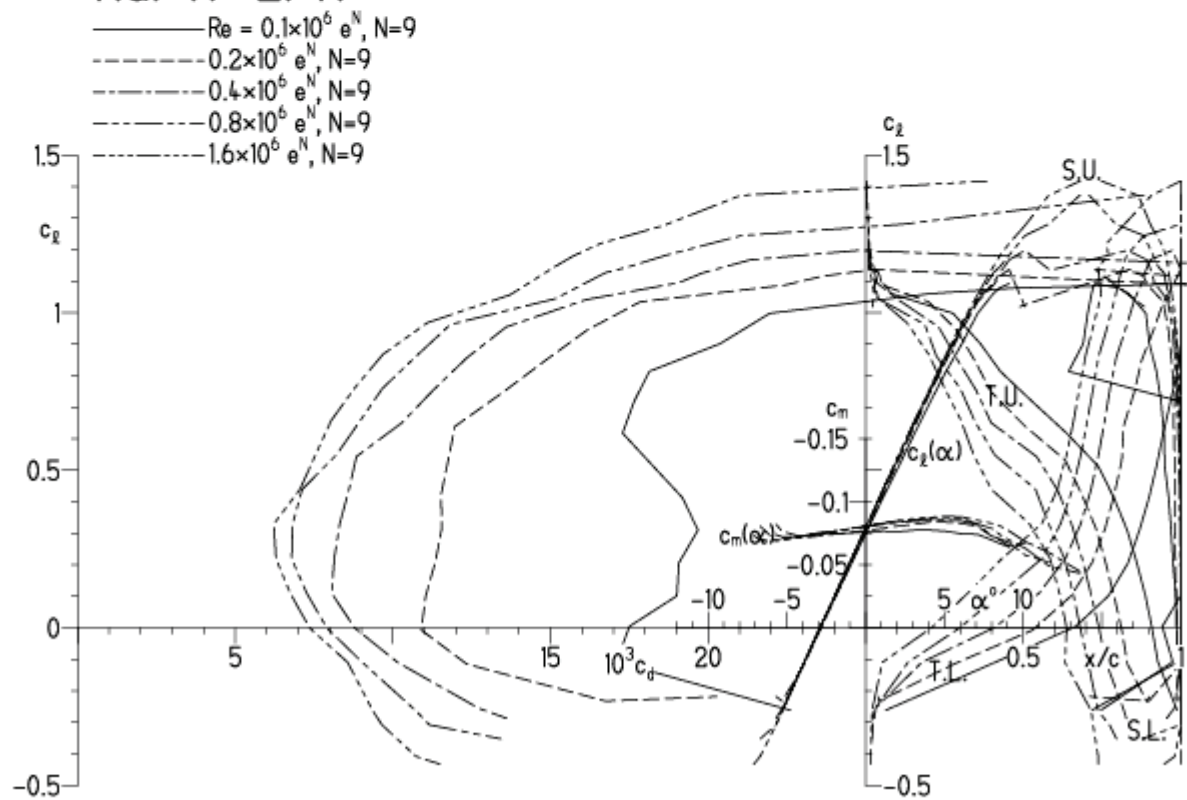
HQ/W-2/14, N=9, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 15.4.11 17:08



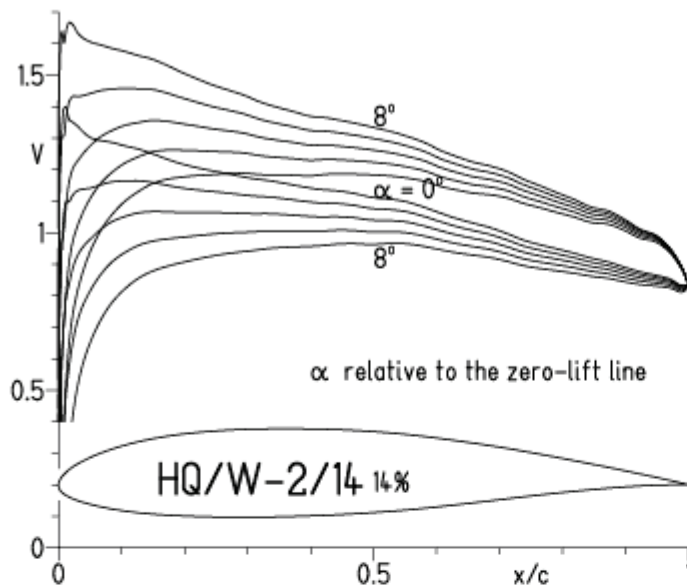
EPPLER

HQ/W-2/14 14%



HQ/W-2/14, N=9, Turbulatoreffekt

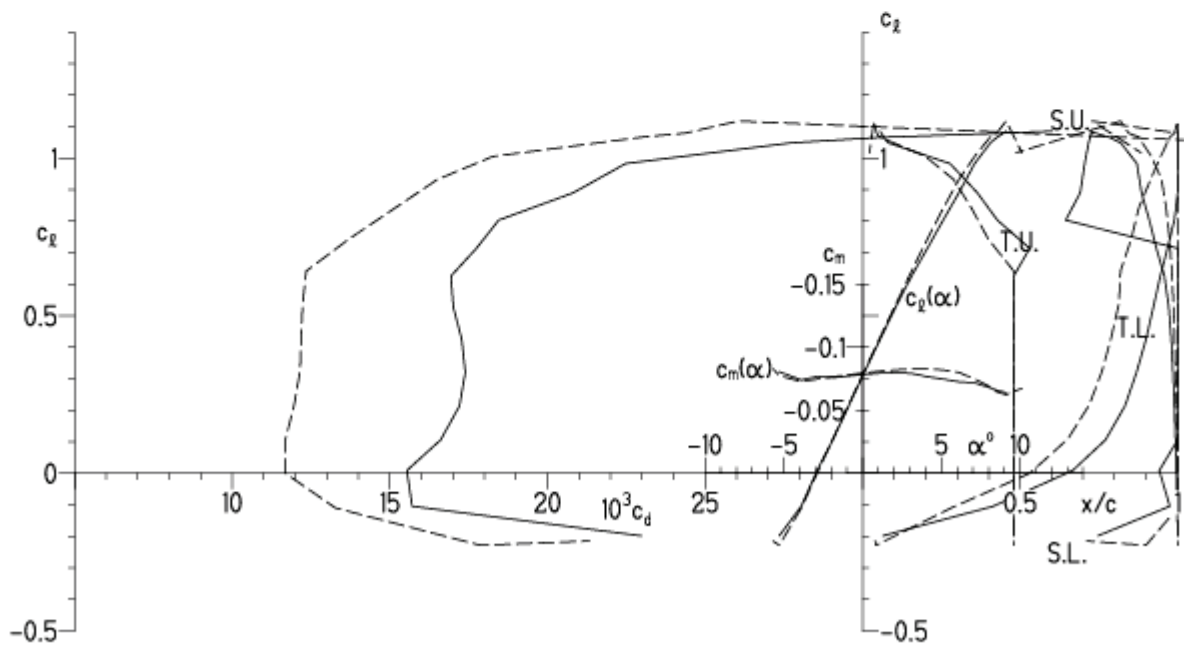
EPPLER 2005 V. 8.5.07 RUN 15.4.11 17:14



EPPLER 2005 V. 8.5.07 RUN 15.4.11 17:14

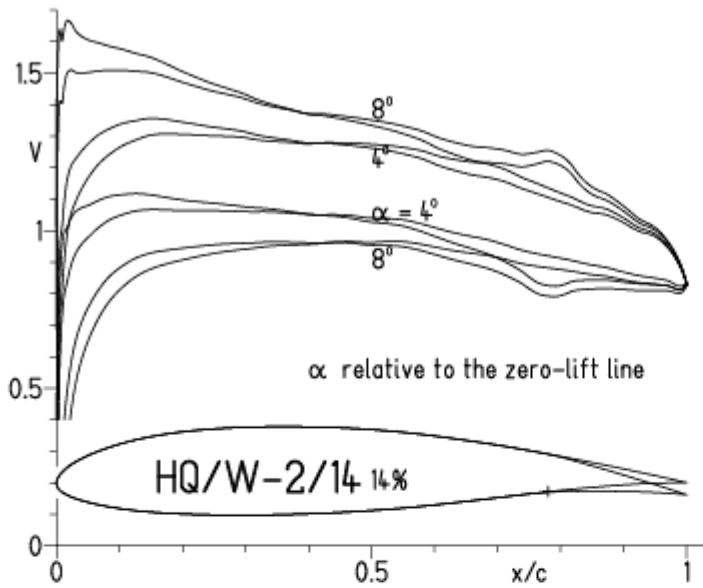
HQ/W-2/14 14%

— $Re = 0.1 \times 10^6$, Turb. upper 48% e^N , $N=9$
 - - - 0.2×10^6 , Turb. upper 48% e^N , $N=9$

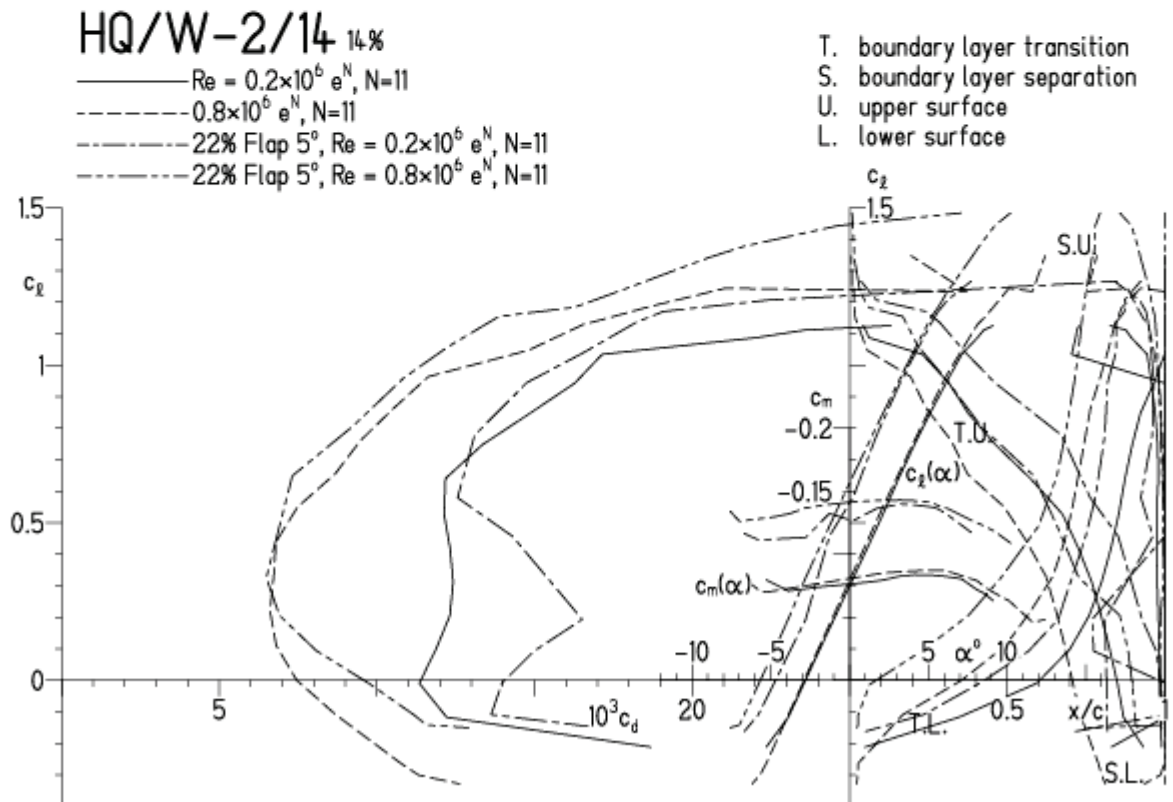


HQ/W-2/14, N=11, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 15.4.11 17:44

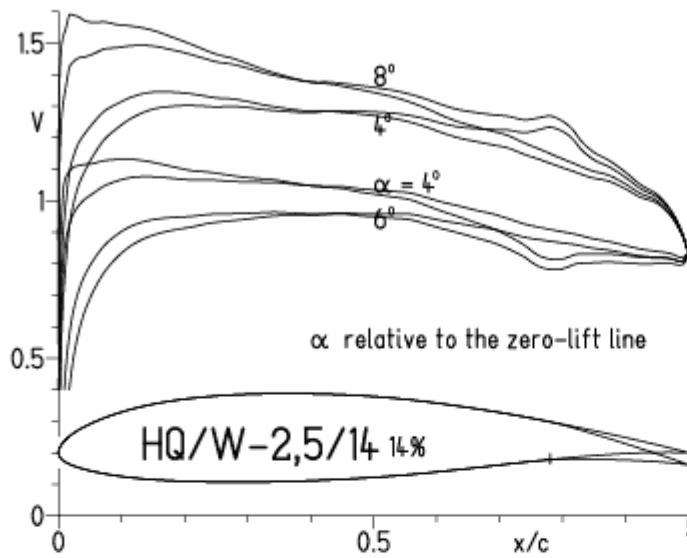


EPPLER 2005 V. 8.5.07 RUN 15.4.11 17:44



HQ/W-2/14, N=9, mit 5° Wölbklappenausschlag

EPPLER 2005 V. 8.5.07 RUN 4.A.11 18:21

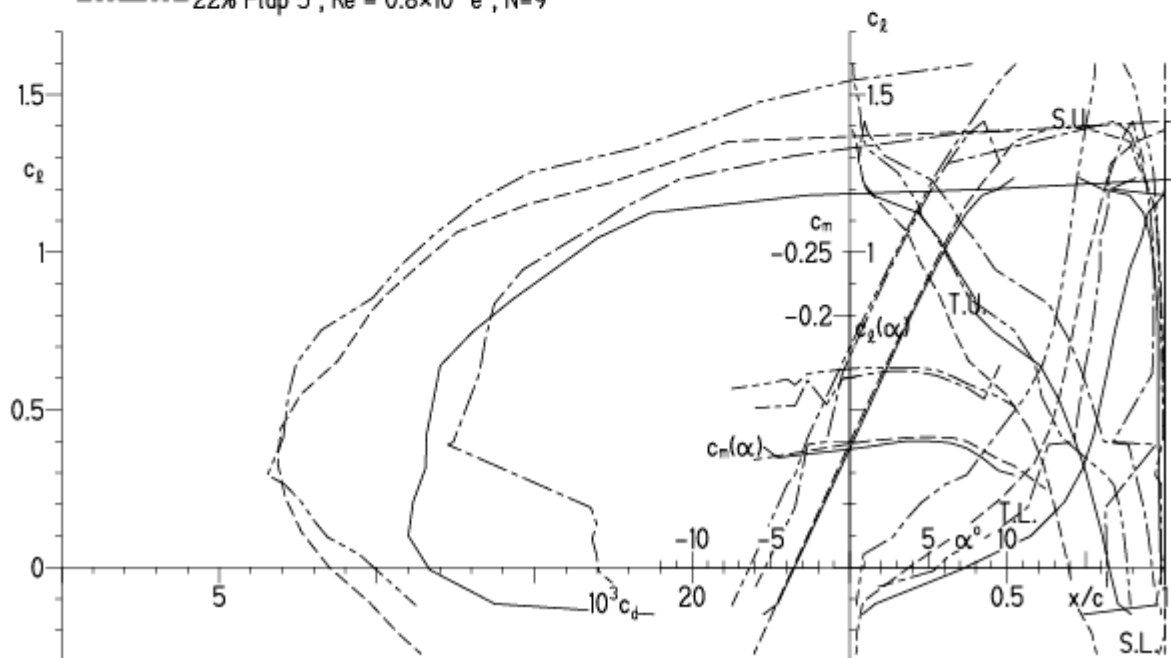


EPPLER 2005 V. 8.5.07 RUN 4.A.11 18:21

HQ/W-2,5/14 14%

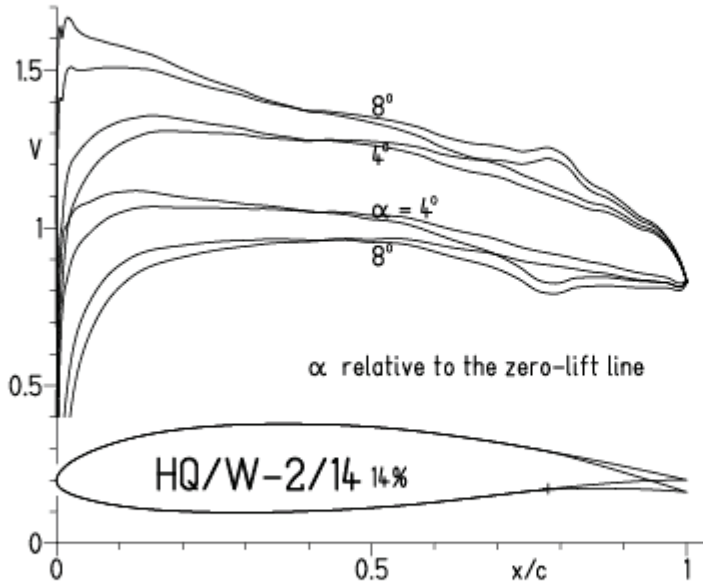
- $Re = 0.2 \times 10^6 e^N, N=9$
- - - $0.8 \times 10^6 e^N, N=9$
- · - · 22% Flap $5^\circ, Re = 0.2 \times 10^6 e^N, N=9$
- · - · 22% Flap $5^\circ, Re = 0.8 \times 10^6 e^N, N=9$

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface



HQ/W-2/14, N=9, mit 5° Wölbklappenausschlag, Turbulatoreffekt
 (optimale Turbulatorposition bei 50% - 60% der Profiltiefe)

EPPLER 2005 V. 8.5.07 RUN 15.4.11 17:48

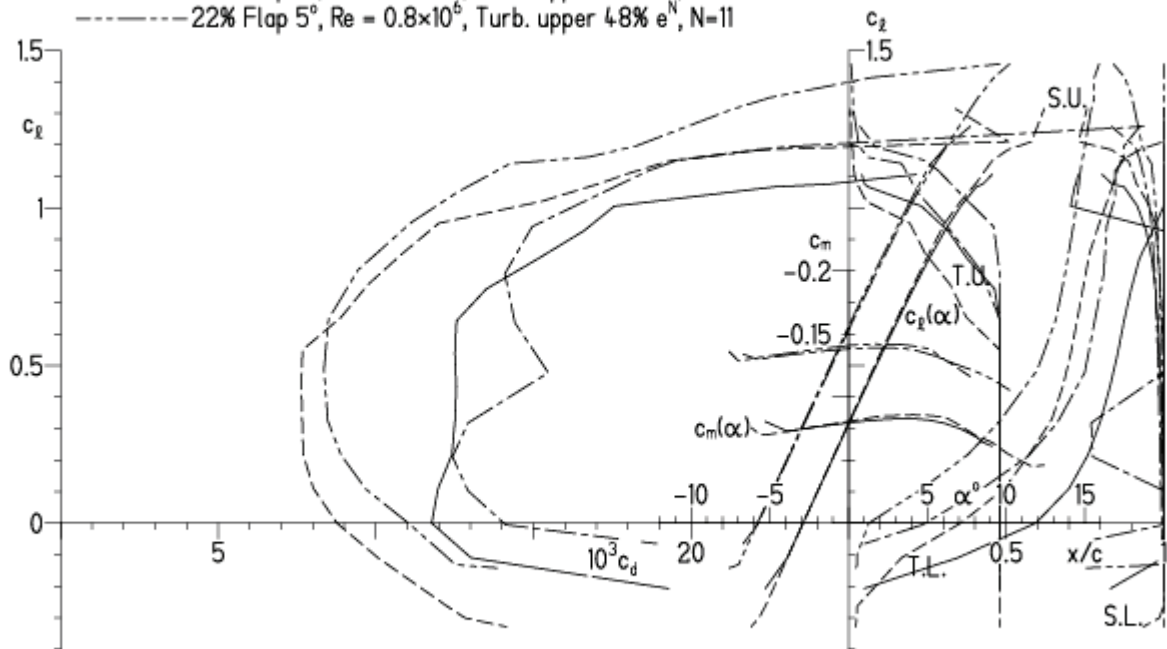


EPPLER 2005 V. 8.5.07 RUN 15.4.11 17:48

HQ/W-2/14 14%

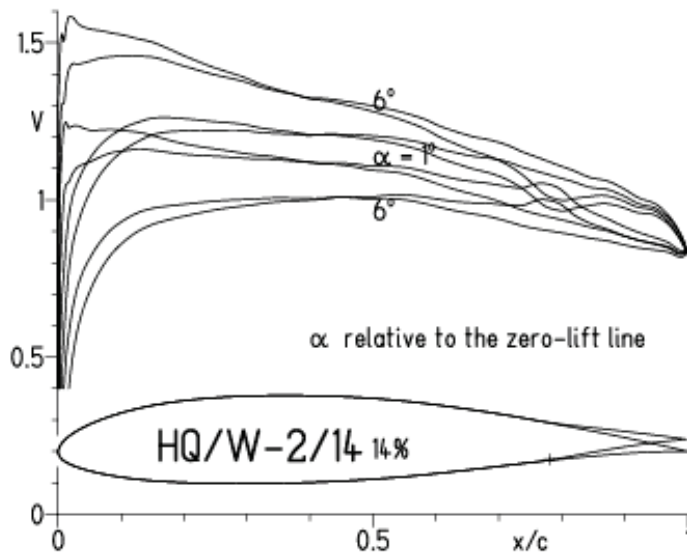
- $Re = 0.2 \times 10^6$, Turb. upper 48% e^N , N=11
- - - 0.8×10^6 , Turb. upper 48% e^N , N=11
- · - · 22% Flap 5°, $Re = 0.2 \times 10^6$, Turb. upper 48% e^N , N=11
- · - · 22% Flap 5°, $Re = 0.8 \times 10^6$, Turb. upper 48% e^N , N=11

- T. boundary layer transition
- S. boundary layer separation
- U. upper surface
- L. lower surface

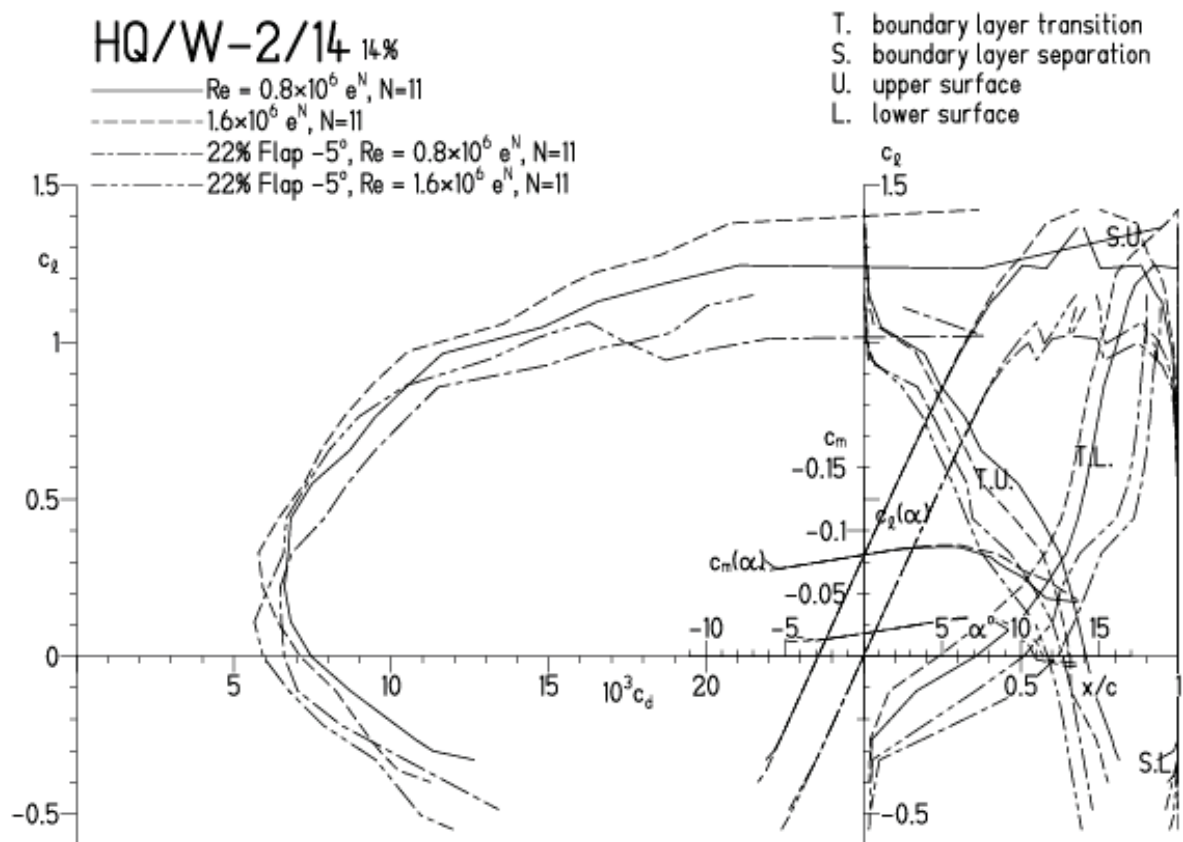


HQ/W-2/14, N=11, mit -5° Wölbklappenausschlag (Schnellflug)

EPPLER 2005 V. 8.5.07 RUN 15.4.11 18:12

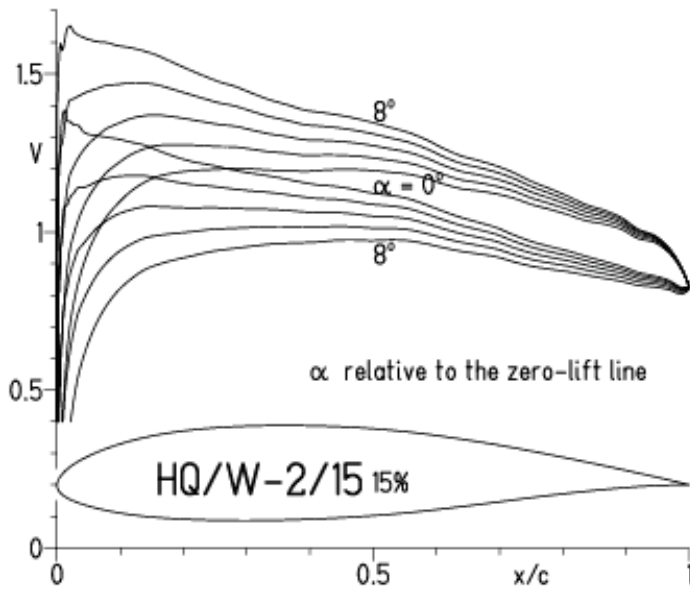


EPPLER 2005 V. 8.5.0

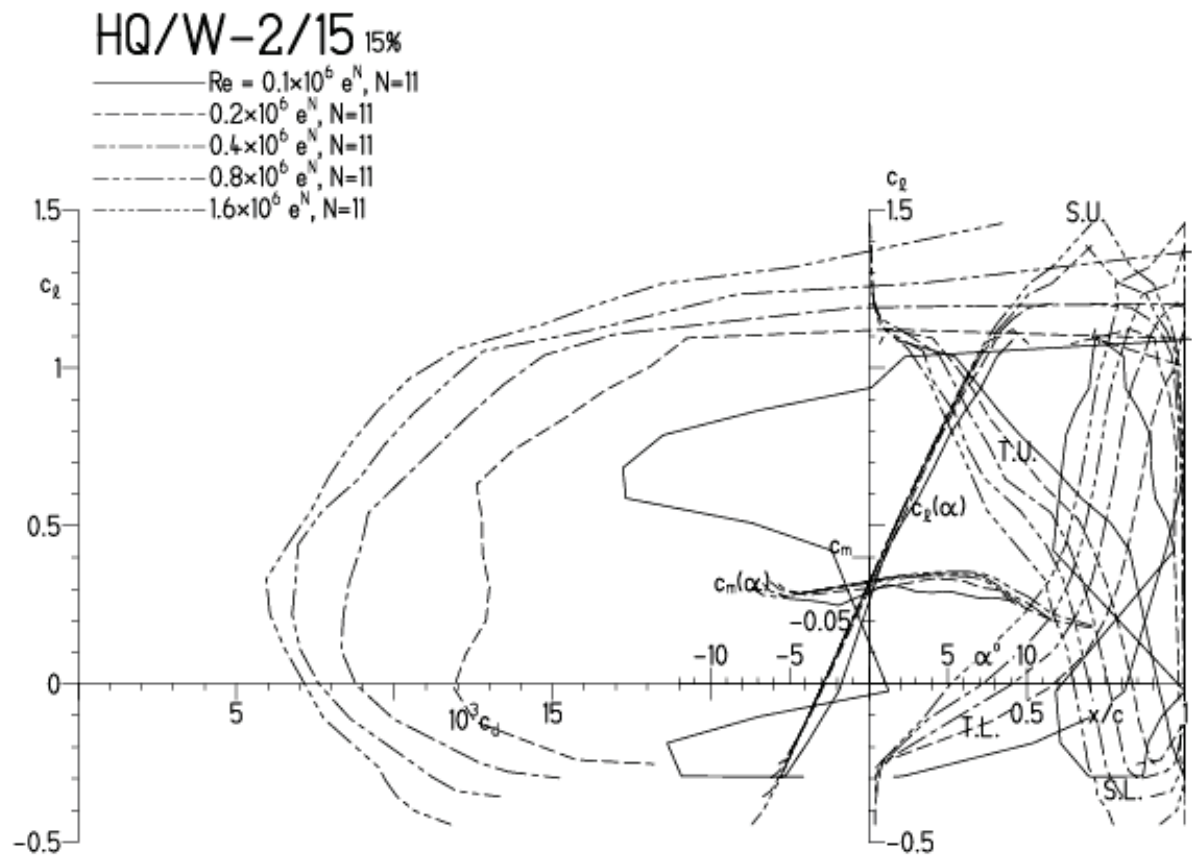


HQ/W-2/15, N=11, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 16.4.11 10:32

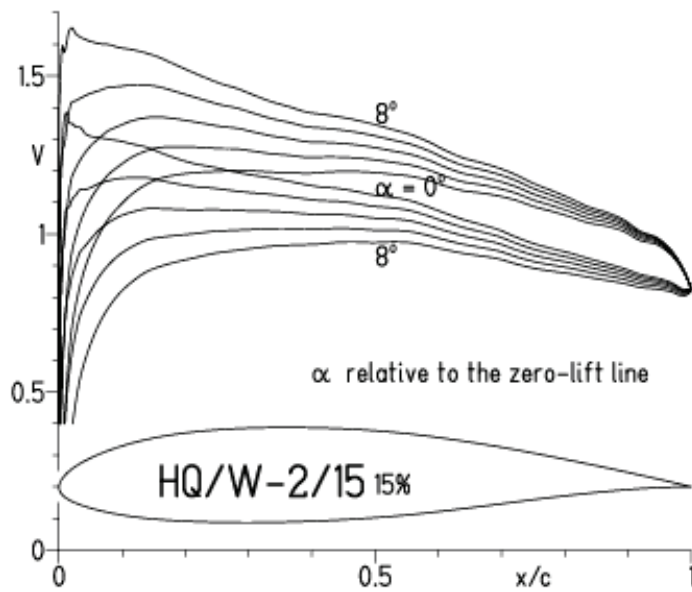


EPPLER 2005 V. 8.5.07 RUN 16.4.11 10:32

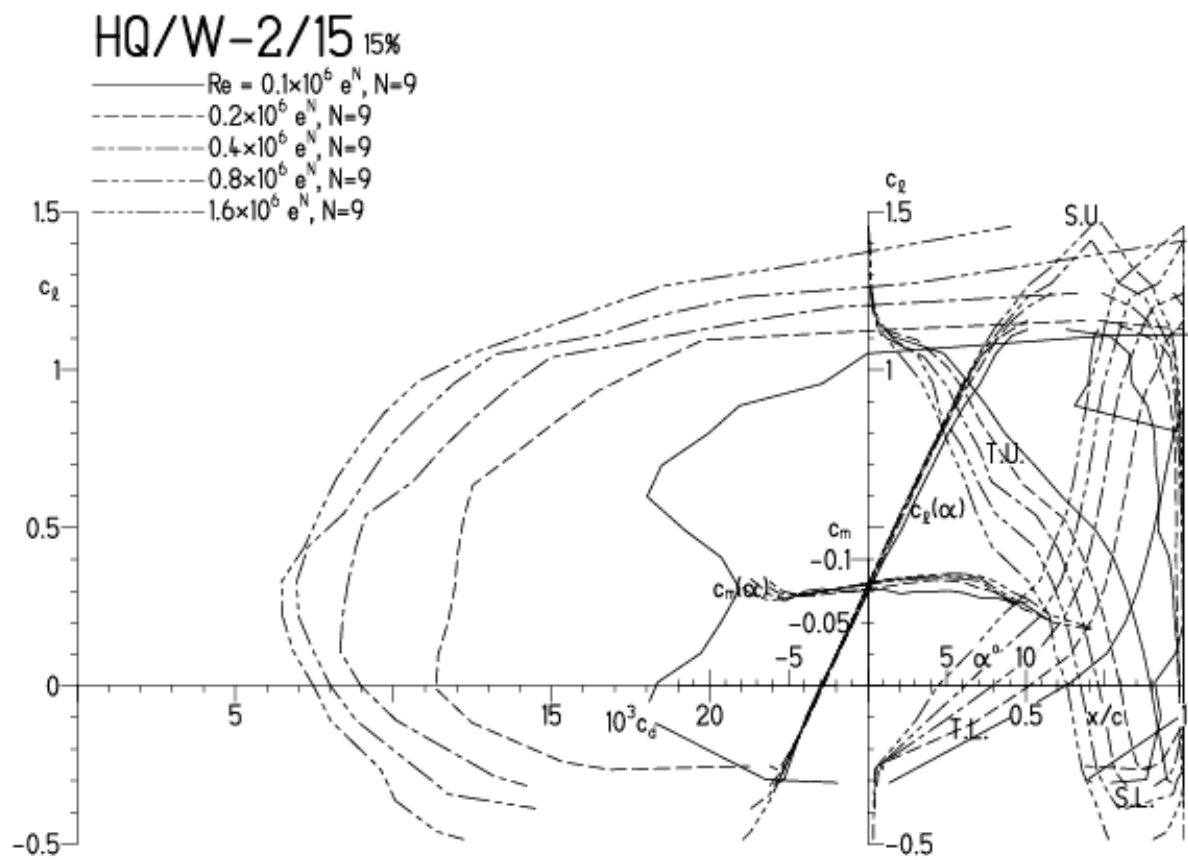


HQ/W-2/15, N=9, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 16.4.11 10:4.3

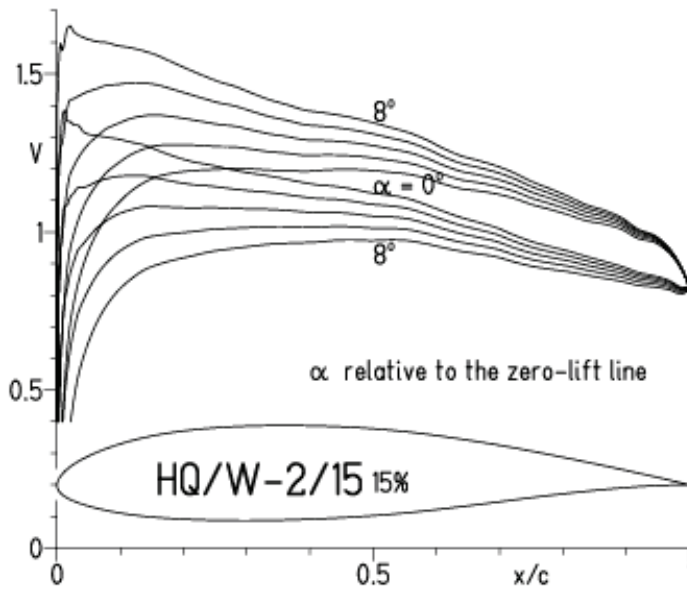


EPPLER 2005 V. 8.5.07 RUN 16.4.11 10:4.3



HQ/W-2/15, N=9, Turbulatoreffekt

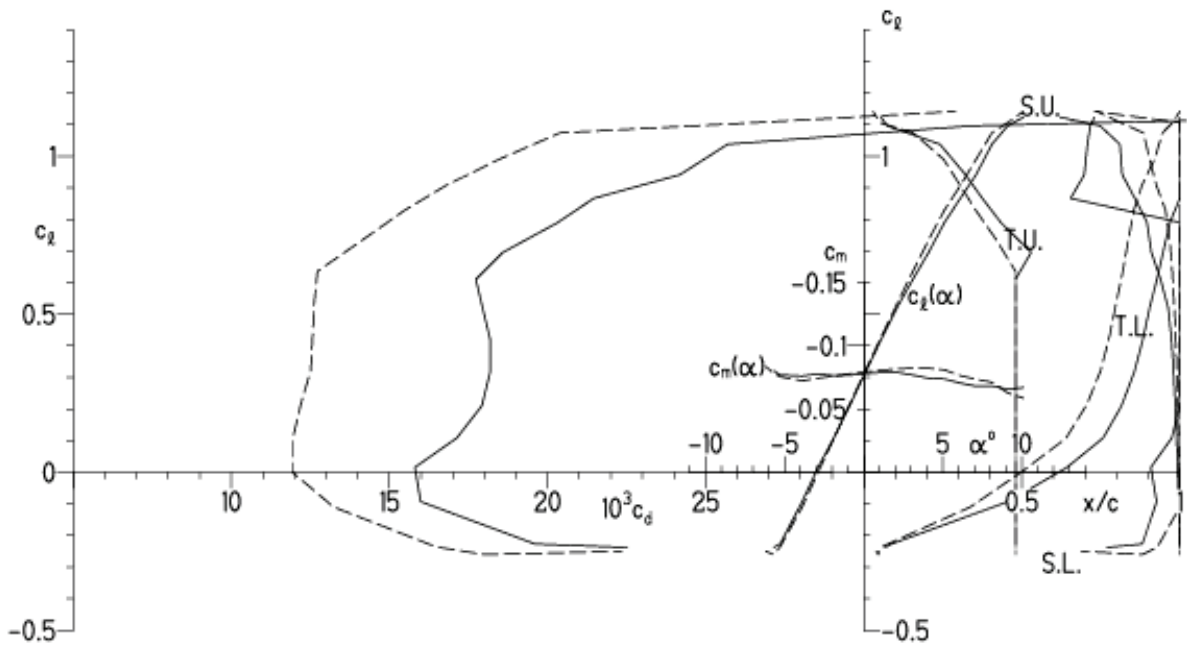
EPPLER 2005 V. 8.5.07 RUN 16.4.11 10:48



EPPLER 20

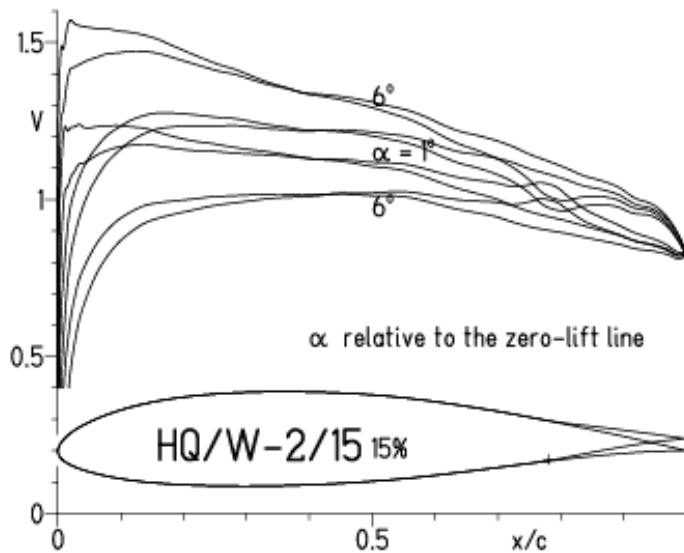
HQ/W-2/15 15%

- $Re = 0.1 \times 10^6$, Turb. upper 48% e^N , $N=9$
- - - 0.2×10^6 , Turb. upper 48% e^N , $N=9$

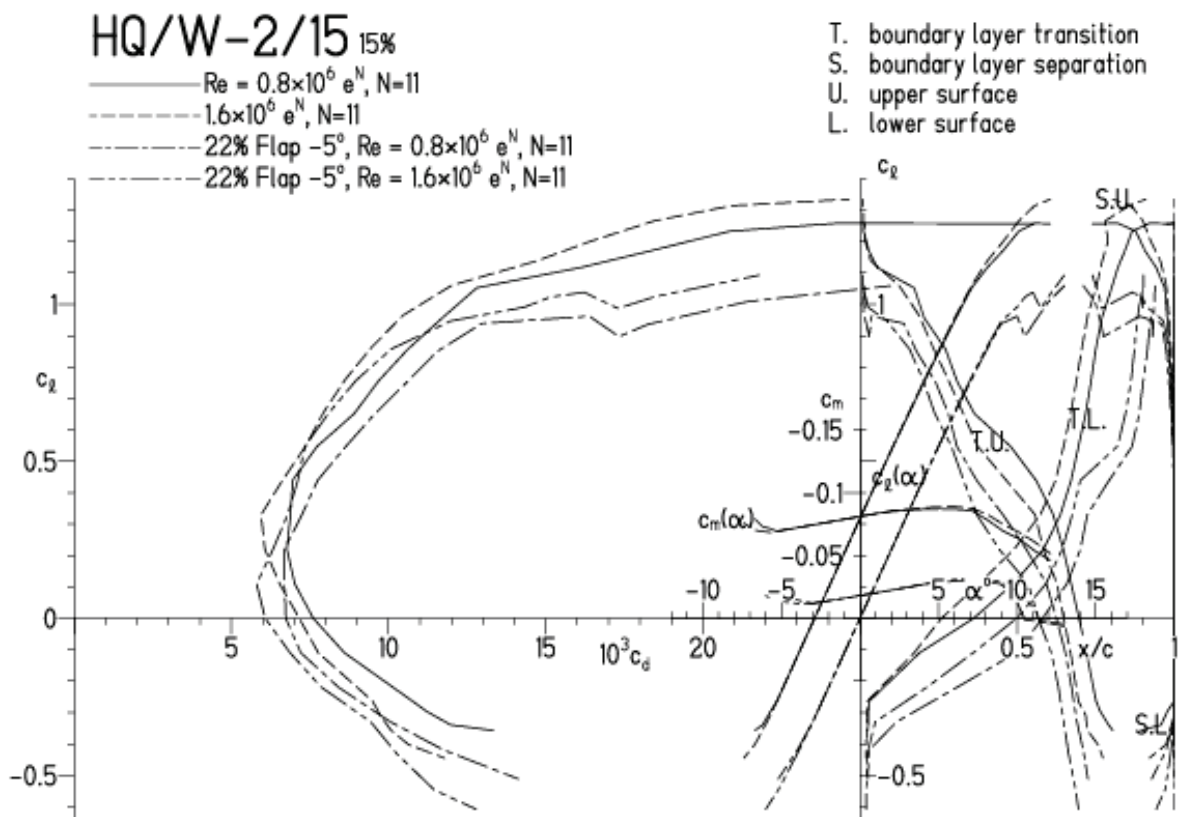


HQ/W-2/15, N=11, mit -5° Wölbklappenausschlag (Schnellflug)

EPPLER 2005 V. 8.5.07 RUN 16.4.11 11:04

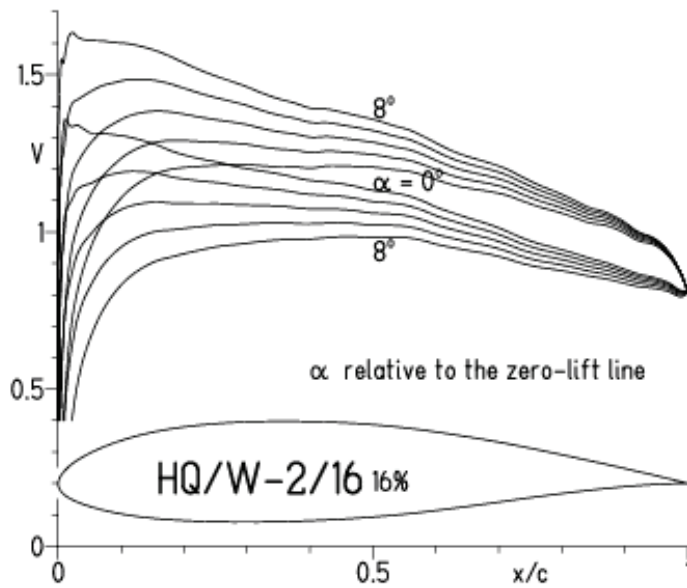


EPPLER 2005 V. 8.5.07 RUN 16.4.11 11:04



HQ/W-2/16, N=11, (Schnellere und Großsegelflugmodelle)

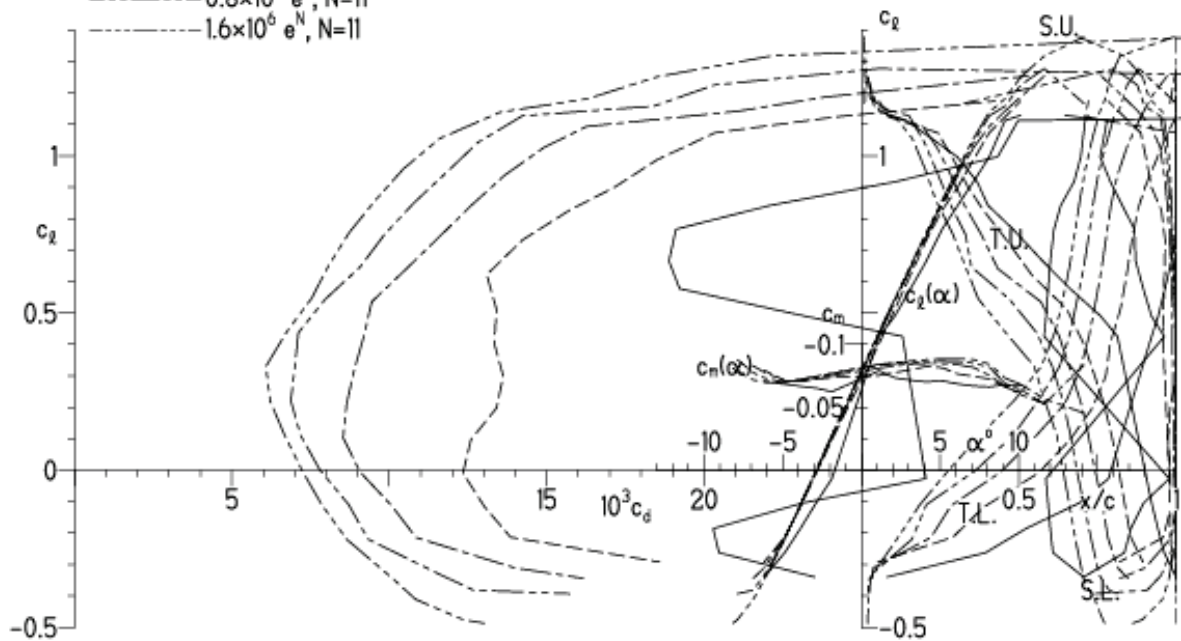
EPPLER 2005 V. 8.5.07 RUN TT.4.11 12:29



EPPLER 2005 V. 8.5

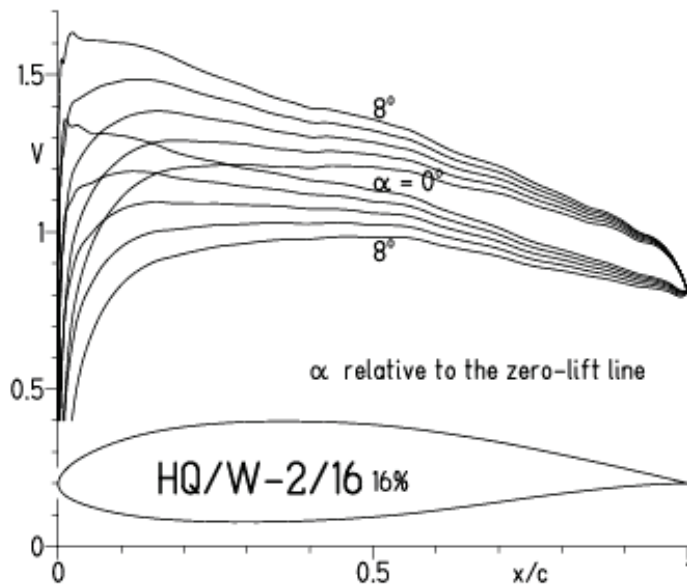
HQ/W-2/16 16%

- $Re = 0.1 \times 10^6 e^N, N=11$
- - - $0.2 \times 10^6 e^N, N=11$
- · - $0.4 \times 10^6 e^N, N=11$
- · - · $0.8 \times 10^6 e^N, N=11$
- · - · - $1.6 \times 10^6 e^N, N=11$

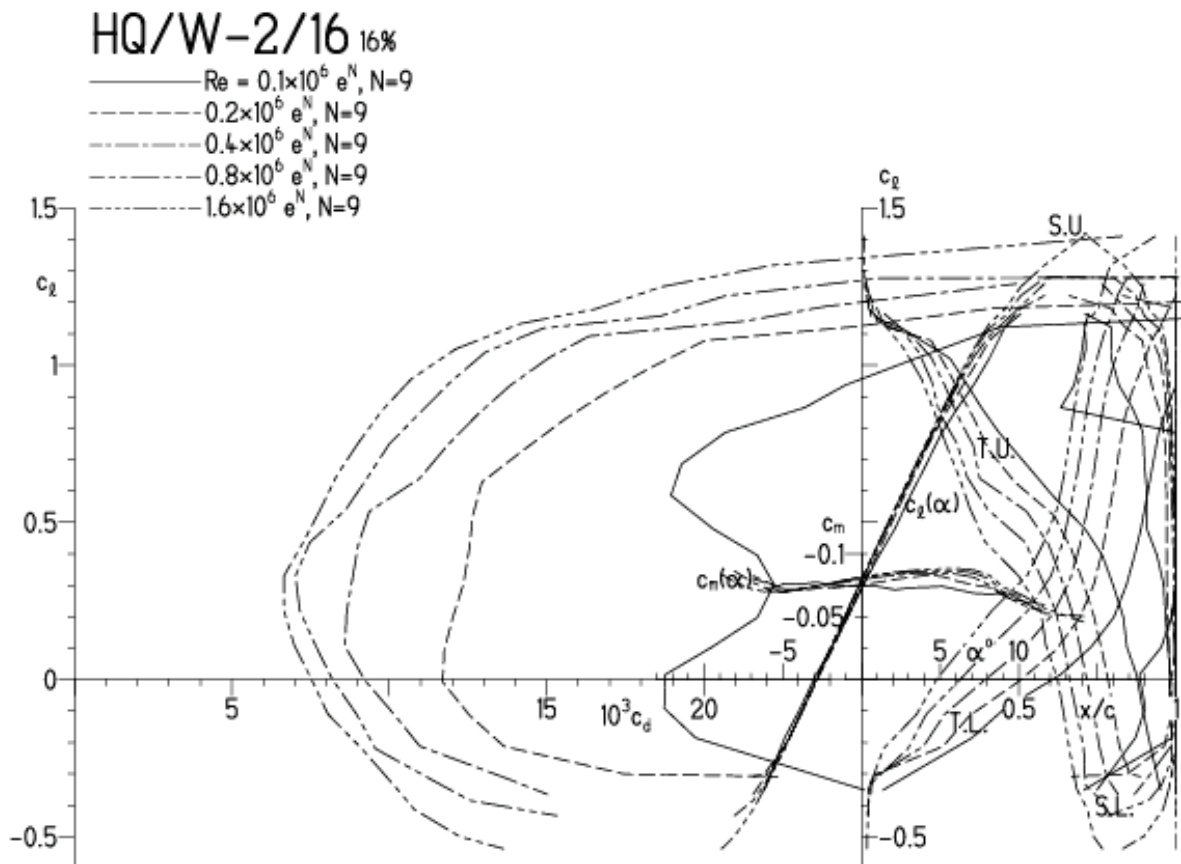


HQ/W-2/16, N=9, (Schnellere und Großsegelflugmodelle)

EPPLER 2005 V. 8.5.07 RUN 17.4.11 12:48

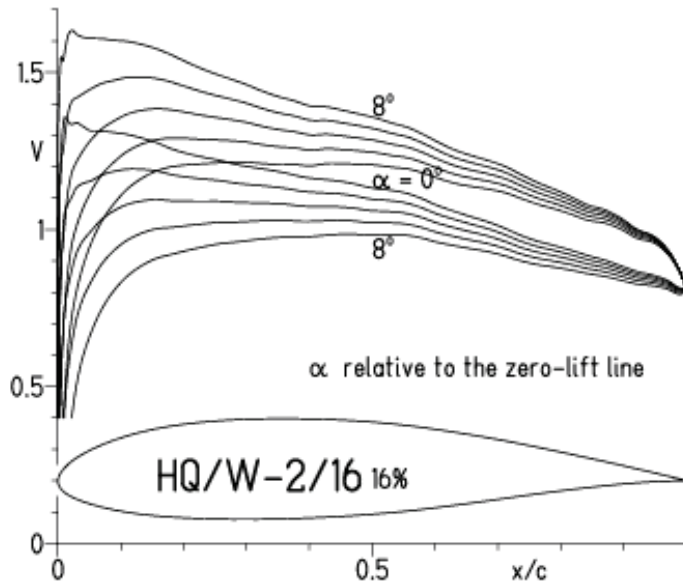


EPPLER 2005 V. 8.5.07 RUN 17.4.11 12:48



HQ/W-2,5/16, N=9, Turbulatoreffekt

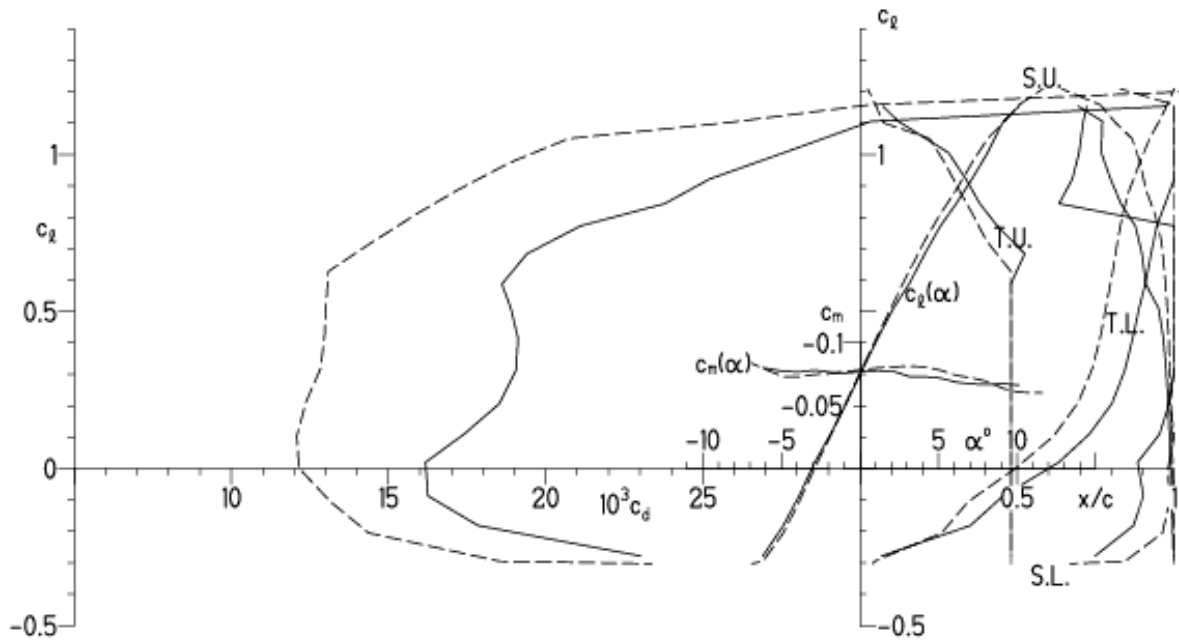
EPPLER 2005 V. 8.5.07 RUN TT.4.11 12:43



EPPLER 2005 V. 8.5.07 RUN TT.4.11 12:43

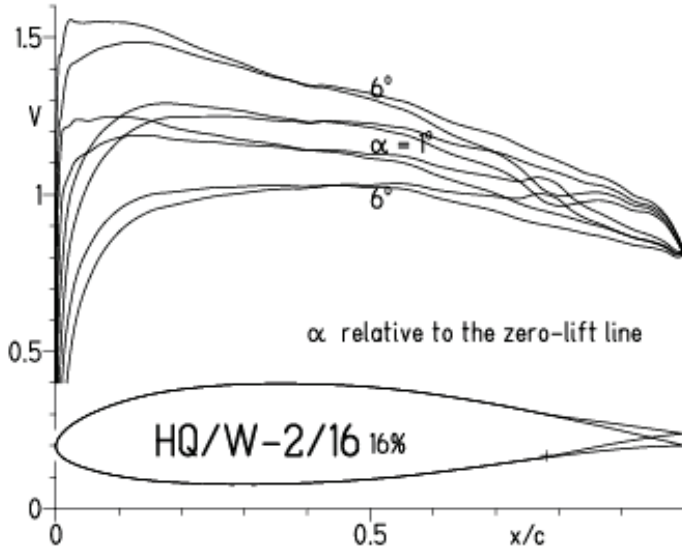
HQ/W-2/16 16%

— $Re = 0.1 \times 10^6$, Turb. upper 4.8% e^N , N=9
 - - - 0.2×10^6 , Turb. upper 4.8% e^N , N=9



HQ/W-2/16, N=11, mit -5° Wölbklappenausschlag (Schnellflug)

EPPLER 2005 V. 8.5.07 RUN TT.4.11 13:01



EPPLER 2005 V. 8.5.07 RUN TT.4.11 13:01

