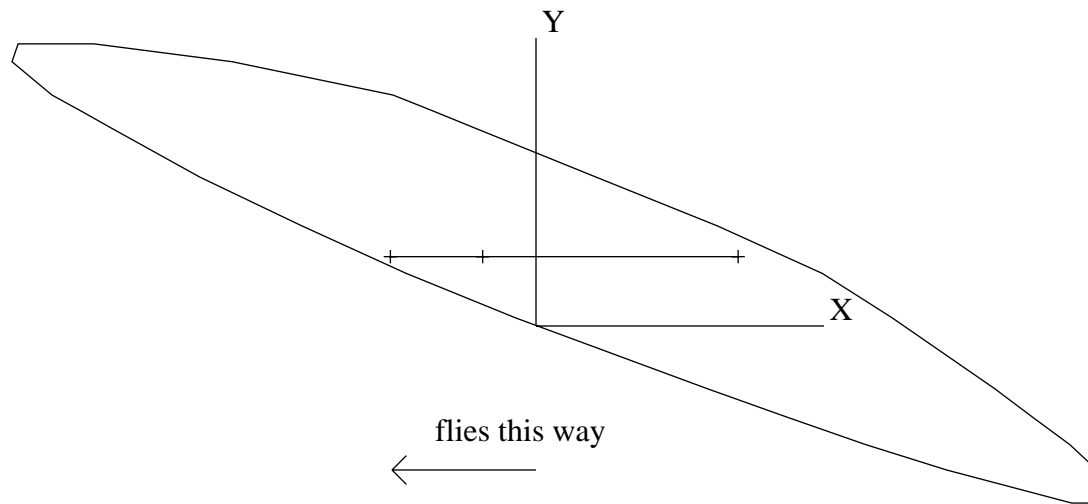
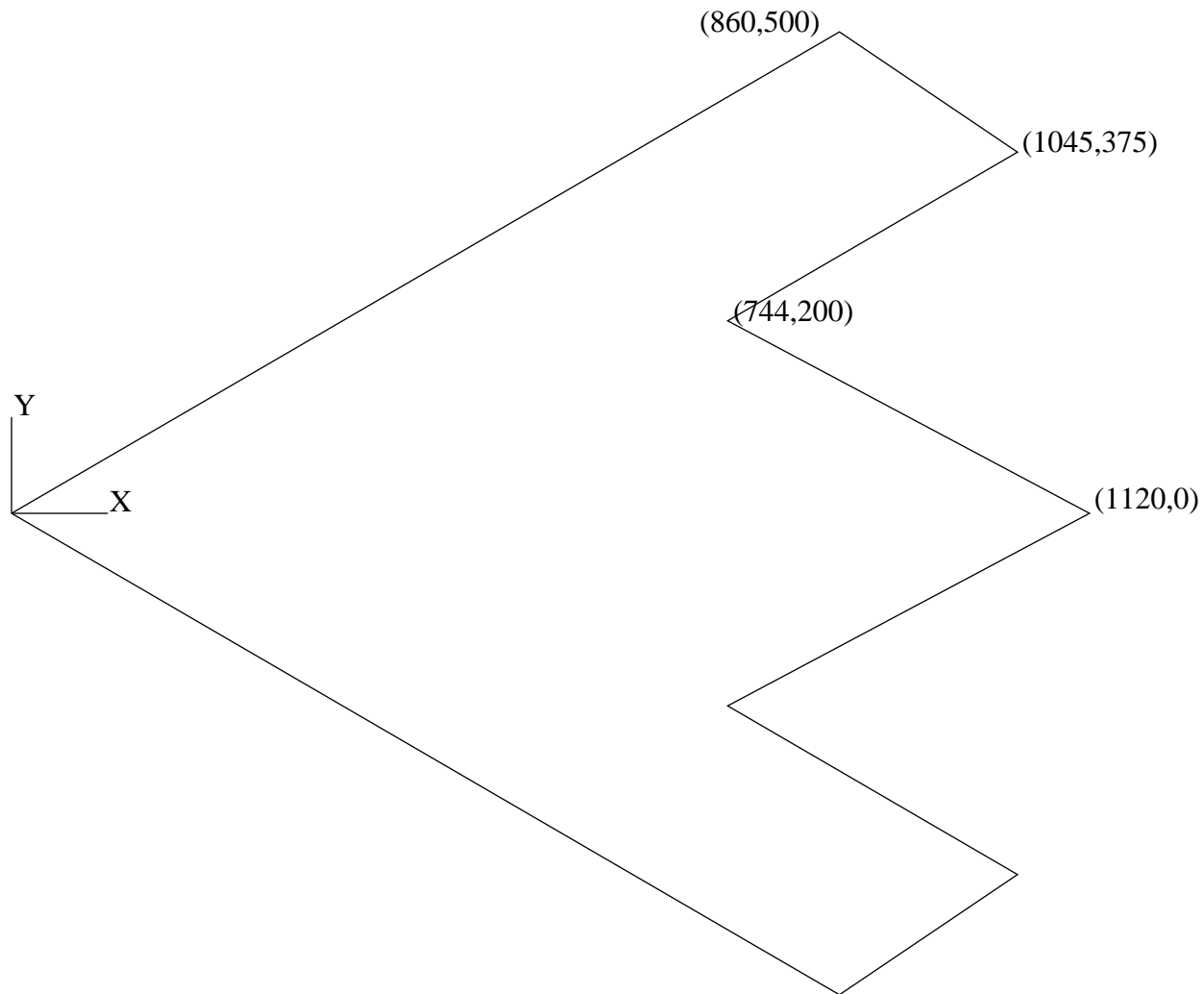


EXAMPLE CASE OBLIQUE WING AIRPLANE

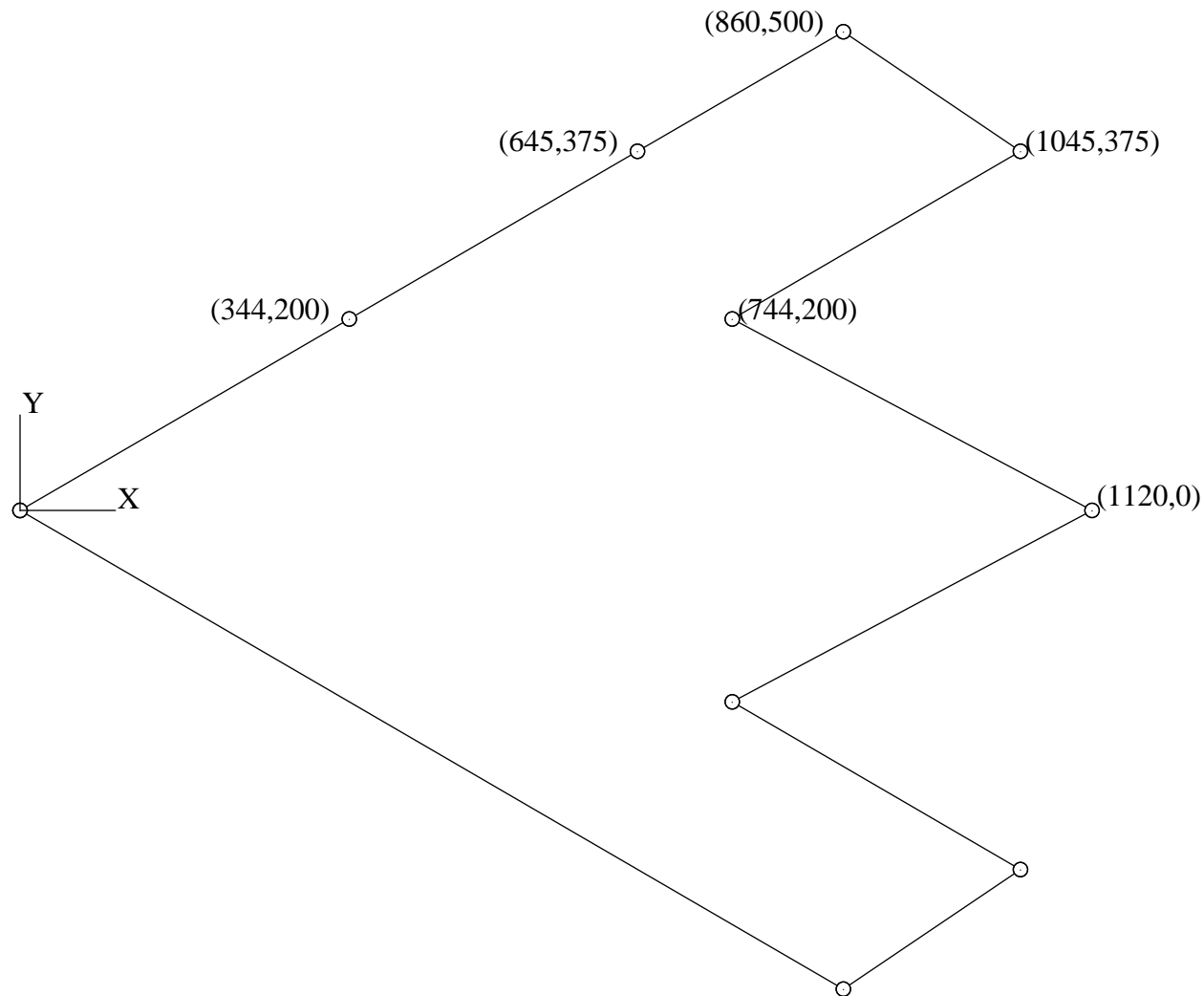


EXAMPLE CASE RESEMBLING F-117



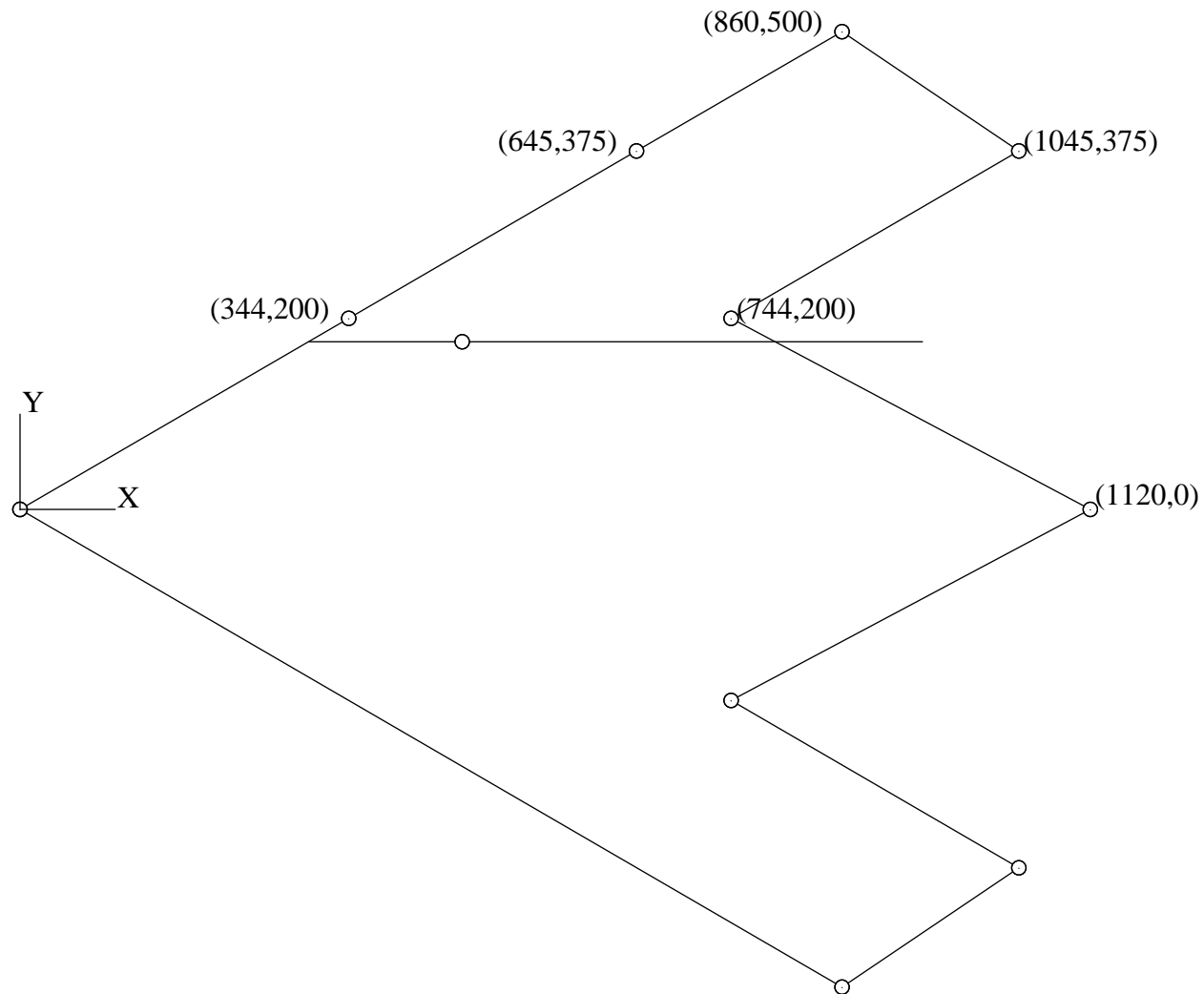
The data shown is sufficient to define the wing. In order to make the input file to getMAC, the length of the chords at each breakpoint must be known. The LinInterp tool makes it easy to get these points.

EXAMPLE CASE RESEMBLING F-117



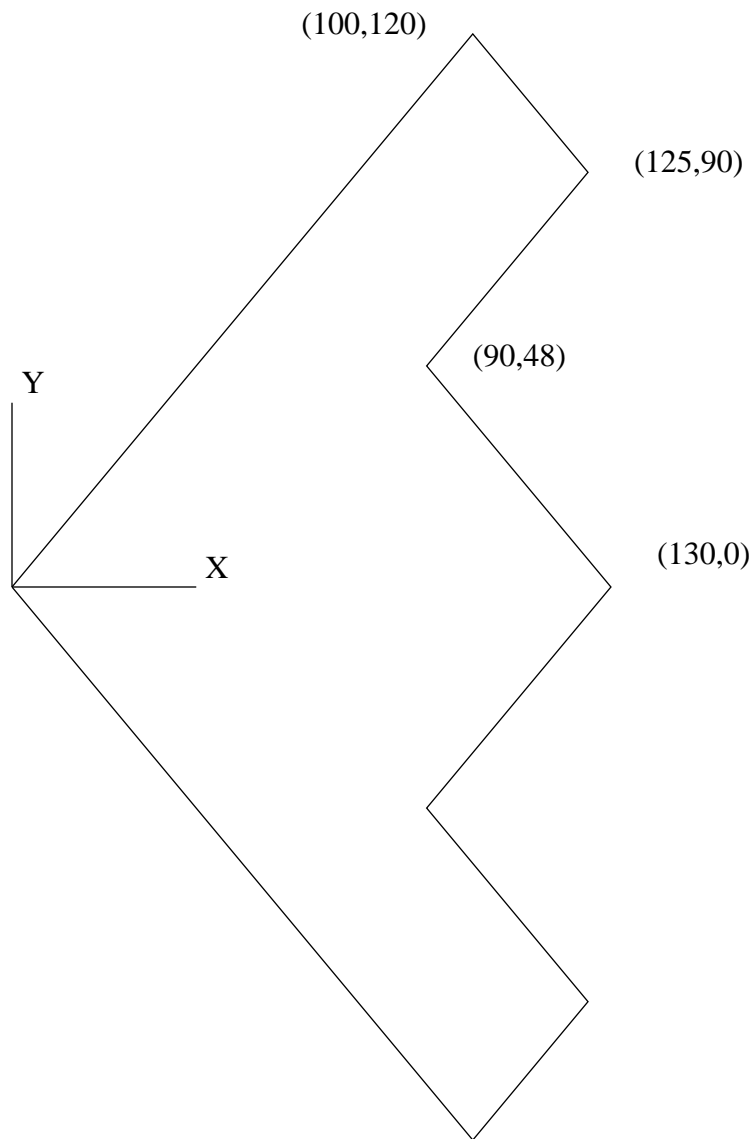
From these points, we see that the chords are 1120,4000,400,0 in length.
The leading edges are at 0,344,645, and 860 with y=0,200,375, and 500

EXAMPLE CASE RESEMBLING F-117



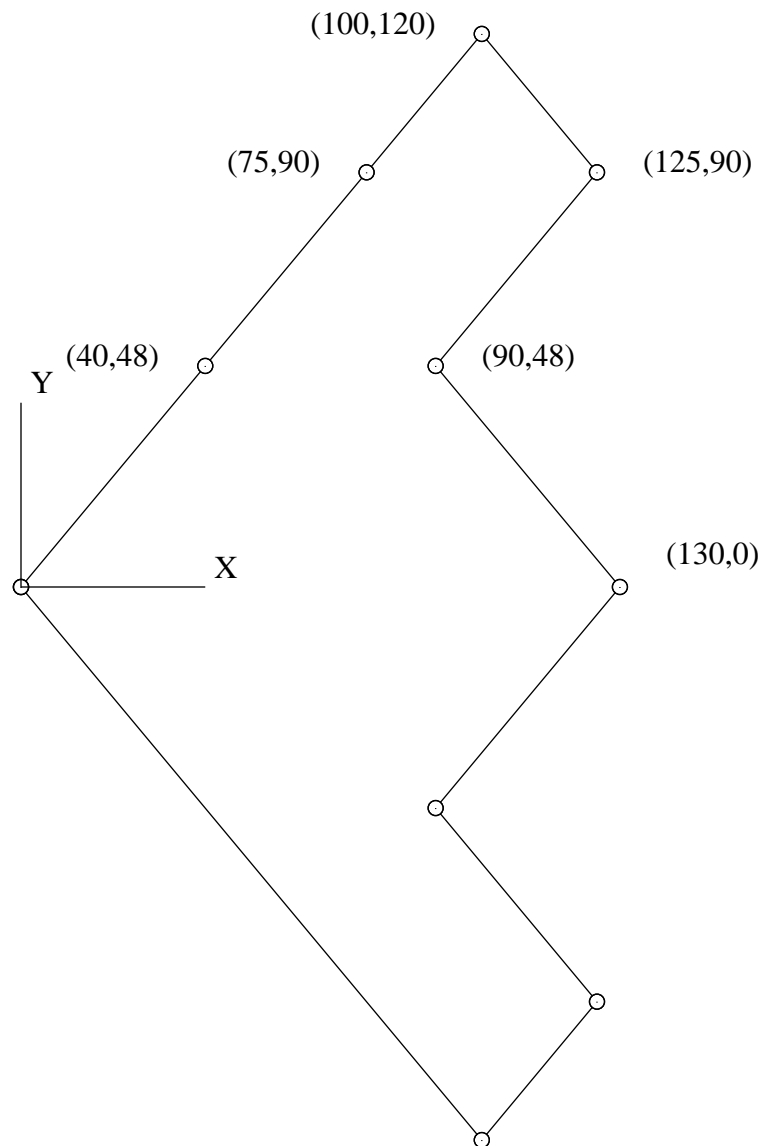
The mean aerodynamic chord is at $y = 175.472$ and has a length of 643.023 The leading edge is at $x=301.812$ and $c/4$ is at $x=462.568$

EXAMPLE CASE RESEMBLING B-2



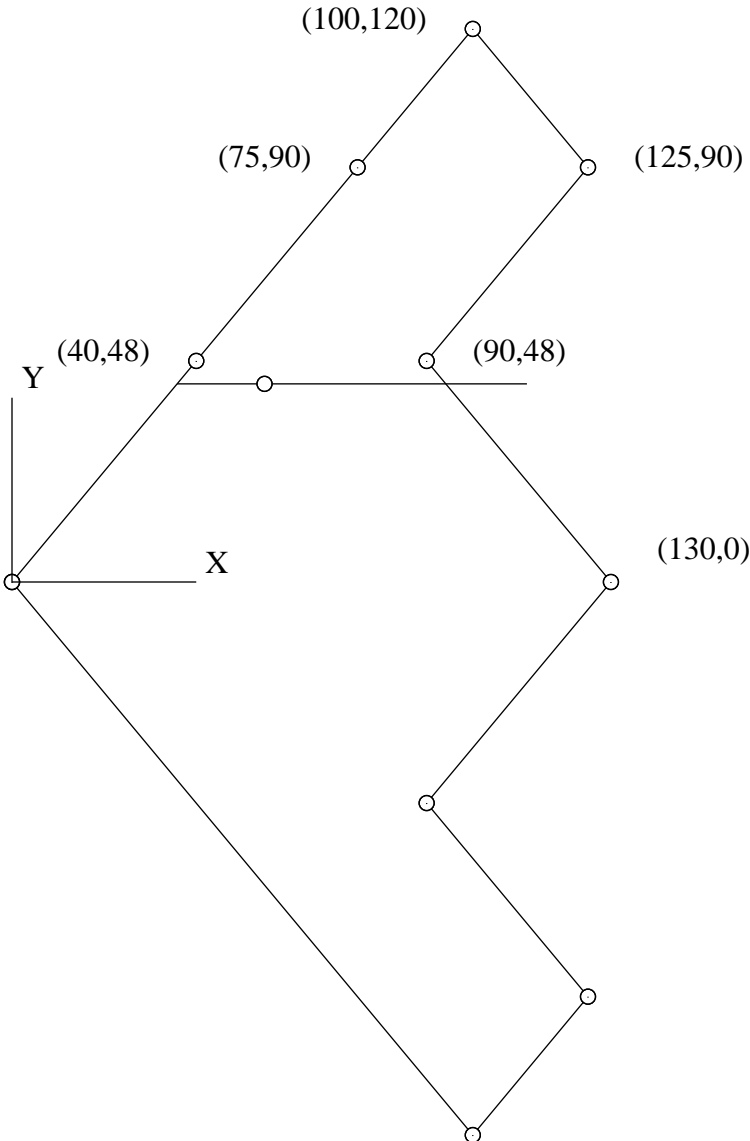
The data shown is sufficient to define the wing. In order to make the input file to getMAC, the length of the chords at each breakpoint must be known. The LinInterp tool makes it easy to get these points.

EXAMPLE CASE RESEMBLING B-2



From these points, we see that the chords are 130,50,50,0 in length.
 The leading edges are at 0,40,75, and 100 with $y=0,48,90$, and 120
 X

EXAMPLE CASE RESEMBLING B-2



The mean aerodynamic chord is at $y=42.9874$ and has a length of 75.9275. The leading edge is at $x=35.8229$ and $c/4$ is at $x=54.8047$