POSSIBLE METHODS FOR IMPROVING THE LIFT-DRAG OF THE B-70

1. Partially unfold wing tip. (Such a change produces a rearward shift in the A.C. with a resulting increase in the trim drag. Thus, it can only be utilized when some other means is also incorporated to favorably influence the trim drag.)

2. Flatten and camber nose, together with an improvement of the canopy design. (Available information indicates that such a group of changes could increase the lift-drag by .2.)

3. Reduce camber and twist. (Reduction of the camber would provide not only a lessening of the drag but also an improvement of the trimming moment. Reduction of twist would also reduce drag but would provide an adverse change in the trim moment.)

4. Reduction of inlet lip angle. (Available information indicates that such a change could provide a significant improvement in lift-drag.)

5. Improvement of the base. (The base provides a substantial proportion of the drag of the airplane, and improvements in this area should be possible.)

6. Improvement of internal flow, including collection air momentum recovery.

7. Improve engine (J-58).

8. Redesign of radar and antenna fairings. (Such improvements are already incorporated in L/D estimates of advanced versions of the B-70.)