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                               Robin D. Imber

NOTICE

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The present invention relates in general to lifting wings and appendages with which lift, thrust and directional controls are associated.

#### BACKGROUND OF THE INVENTION

The provision of a fixed or rotary wing for aircraft or hydrofoil vessels associated with generation of dynamic forces thereon by perpendicular ejection jets during translation of such wing through some ambient fluid medium, is generally well known in the art as disclosed for example in U.S. Patent No. 3,936,013 to Yuan. According to the Yuan patent, the jet flow emanates from the trailing edge of an elongated wing to break up wing tip vortices. A fixed circular wing on the other hand is described in U.S. Patent No. 3,936,013 to Bose patent, wherein the wing positioned inside of an aircraft fuselage within which the air flow over the wing surfaces is directed internally within the fuselage.

The tangential ejection of fluid outflow over Coanda edge portions of an airfoil or hydrofoil is also generally known in the art, including formation of passages internally within the associated airfoil or hydrofoil from which such outflow occurs. U.S. Patent Nos. 4,131,390, 4,137,008 and 5,464,321 disclose for example such tangential fluid ejection arrangements for propeller blades. Also, U.S. Patent No. 4,976,349 to Adkins discloses formation of a duct within the airfoil, receiving the tangential ejection flow. According to U.S. Patent No. 5,158,251 to Taylor, tangential ejection outflow is located at the lateral end of an elongated aircraft wing. Thus, according to such prior art arrangements tangential ejection outflow is directionally restricted by the portions of the airfoil or hydrofoil from which it emanates.

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2 It is therefore an important object of the present invention to utilize tangential ejection  
3 outflow from a Coanda edge of a lift wing independently of its translation direction through an  
4 ambient fluid so as to enhance lift and enable development of directionally controlled dynamic  
5 forces without complex geometrial modification of the surfaces exposed to the ambient fluid.

#### 6 SUMMARY OF THE INVENTION

7  
8 In accordance with the present invention, a planform type of wing is provided with a Coanda  
9 edge along a continuous perimeter from which fluid outflow tangential to the Coanda edge is  
10 selectively effected by omnidirectional supply of pressurized fluid to different azimuthal  
11 locations along the full perimeter in order to develop lift and thrust and generate lift without pitch  
12 while the wing is being translated through the ambient fluid medium at different speeds in a  
13 horizontal direction, even while being rotated about its axis.

#### 14 BRIEF DESCRIPTION OF DRAWING FIGURES

15  
16 A more complete appreciation of the invention and many of its attendant advantages will be  
17 readily appreciated as the same becomes better understood by reference to the following detailed  
18 description when considered in connection with the accompanying drawing wherein:

19 FIG. 1 is a partial side elevation view, with a portion shown in section, of a circular  
20 planform wing and associated environment in accordance with one embodiment of the invention:  
21

22 FIG. 2 is an enlarged partial section view taken substantially through a plane indicated by  
23 section line 2-2 in FIG. 1;

24 FIG. 3 is a partial section view taken substantially through a plane indicated by section line  
25 3-3 in FIG. 2: and  
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1  
2 FIGS. 4A-4D are internal top view diagrams depicting different azimuthal configurations of  
3 fluid ejection outflow from the wing shown in FIGS. 1-3, in accordance with omnidirectional  
4 control pursuant to the present invention.

5 DETAILED DESCRIPTION OF PREFERRED EMBODIMENT

6 Referring now to the drawing in detail, FIG. 1 illustrates a low aspect ratio type of planform  
7 wing with a continuous perimeter generally referred to by reference numeral 10, which is circular  
8 in a plane perpendicular to a central axis 12 of a tubular support 14 in a vertical direction of lift.  
9 The wing 10 is thereby fixedly mounted or rotatable about axis 12 on a vehicle 16 such as an  
10 aircraft (as denoted by dotted line in FIG. 1) moving horizontally through an ambient fluid  
11 medium such as air so as to produce a horizontal freestream flow 18 of such ambient fluid  
12 relative to the wing 10 at varying speeds.  
13

14 According to the embodiment as shown in FIG. 2, the wing 10 is made of a rigid material  
15 such as aluminum and has a cross-section formed by rotation about axis 12 of a two-dimensional  
16 circulation control airfoil contour having an upper section 19 and a lower section 20 between  
17 which an internal plenum 22 is established. The upper and lower wing sections 19 and 20  
18 respectively expose to the ambient fluid medium continuous airfoil surfaces 24 and 26. The  
19 tubular support 14 extends from the lower surface 26 into the vehicle 16. The surfaces 24 and 26  
20 terminate at a circular perimeter of the wing 10 formed by a cross-sectionally curved Coanda  
21 edge 28.  
22

23  
24 With continued reference to FIG. 2, pressurized fluid within the plenum 22 is ejected from  
25 between the upper section 19 and lower section 20 of wing 10 through a convergent, curved  
26 nozzle slot 30 bordering the Coanda surface of the circular edge 28. A tangential fluid ejection  
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1 outflow at a regulated jet velocity, as indicated by arrows 32, is thereby achieved. In accordance  
2 with one embodiment, such fluid ejection outflow occurs from selective angular portions of the  
3 circular perimeter of the wing 10 at different azimuthal locations for interaction with the  
4 freestream flow 18 aforementioned. In such case, the plenum 22 and nozzle slot 30 are divided  
5 along the full circular perimeter of edge 28 into a plurality of angular segments 34 as shown in  
6 FIG. 3 separated by partition walls or channels 36 extending radially from the tubular support 14.  
7 Pressurized fluid is supplied to selected angular segments 34 of the plenum 22 from a suitable  
8 source according to the embodiment shown in FIG. 1 through a valve regulated flow control  
9 device 38. The flow control device 38 includes for example a supply conduit 40 extending from  
10 a pressurized fluid source to a rotatable valve 42 through which the pressurized fluid is  
11 respectively directed to the angular segments 34 through a plurality of tubes 44 within the tubular  
12 support 14. Selective displacement of the valve 42 by a suitable operating mechanism  
13 associated therewith correspondingly selects the azimuthal locations along the perimeter of edge  
14 28 from which tangential fluid ejection occurs. Alternatively, the pressurized fluid source is  
15 directly connected to the tubular support 14 for supply of pressurized fluid to remotely operated  
16 valves within each angular segment 34. Thus, angular control over the tangential fluid ejection  
17 outflow varying between zero ejection as diagrammatically represented in FIG. 4A and full  
18 ejection from the entire circular perimeter of the planform wing 10 as represented in FIG. 4B is  
19 provided in order to obtain high lift omnidirectional operation, generate moments, develop lift  
20 and thrust and generate lift with and without pitching moment changes during horizontal  
21 translation of the wing 10 as depicted in FIG. 1 producing the freestream flow 18.  
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1  
2 In operation, the pressurized fluid ejected from the perimeter slot 30 influences the global  
3 circulatory flow to develop lifting forces on the wing 10. The angular extent of the fluid ejection  
4 from slot 30 is selectively varied as aforementioned to produce moments, represented by way of  
5 example by the azimuthal configuration of FIG. 4C wherein the shaded angular portions of the  
6 wing represents the angular extent to which fluid ejection is limited relative to the direction of  
7 the freestream flow 18 by selective control for moment generation. Thus, lift force, pitching  
8 moment and rolling moment control has been achieved by selection of different azimuthal  
9 configurations. If the velocity of freestream flow 18 is zero, static lift and in-plane thrusting  
10 force can be generated for maneuvering in any direction. If an increase in lift is needed without a  
11 change in pitching moment, fluid is ejected from only lateral locations relative to the direction of  
12 freestream flow as represented by the azimuthal configuration of FIG. 4D. Such omnidirectional  
13 control capability associated with the arrangement of the present invention is achieved without  
14 complex variable geometry features on the lifting surfaces of wing 10.  
15

16  
17 The wing 10 and all of its structural components and operational features as hereinbefore  
18 described in connection with a separate aircraft vehicle 16, may also be associated with marine  
19 vessels having hydrofoil components including underwater vessels operating as a weapons  
20 platform. In the latter case, the hydrofoil components may for example be end plates with which  
21 all of the wing components and operational features of the present invention are associated.  
22 Also, such a wing itself may form part of a self-contained vehicle as an additional embodiment.  
23 Further, in the case of certain aircraft type vehicles, the wing may constitute a radome with  
24 respect to which forces thereon are controlled in accordance with the present invention.  
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According to yet another embodiment of the invention, a semi-circular planform wing component as a side appendage to a vehicle is utilized to radially eject fluid between zero and 180°. while otherwise embodying all of the features hereinbefore described for the circular planform wing 10.

Obviously, other modifications and variations of the present invention may be possible in light of the foregoing teachings. It is therefore to be understood that

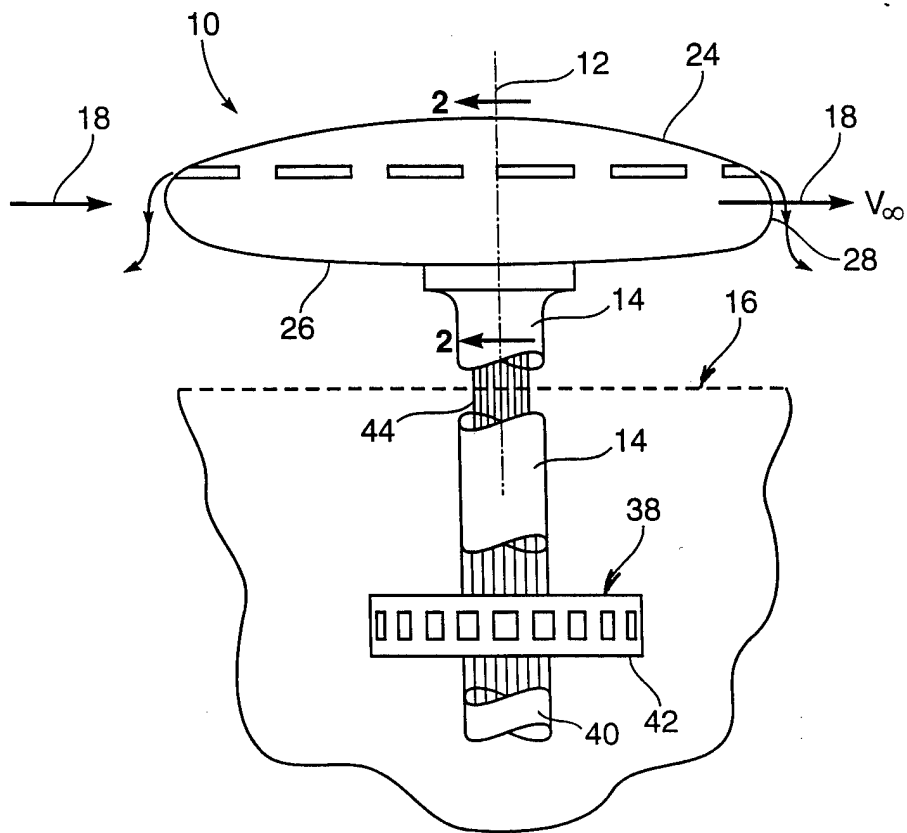
the invention may be practiced otherwise than as specifically described.

2 OMNIDIRECTIONAL AND CONTROLLABLE  
3 WING USING FLUID EJECTION

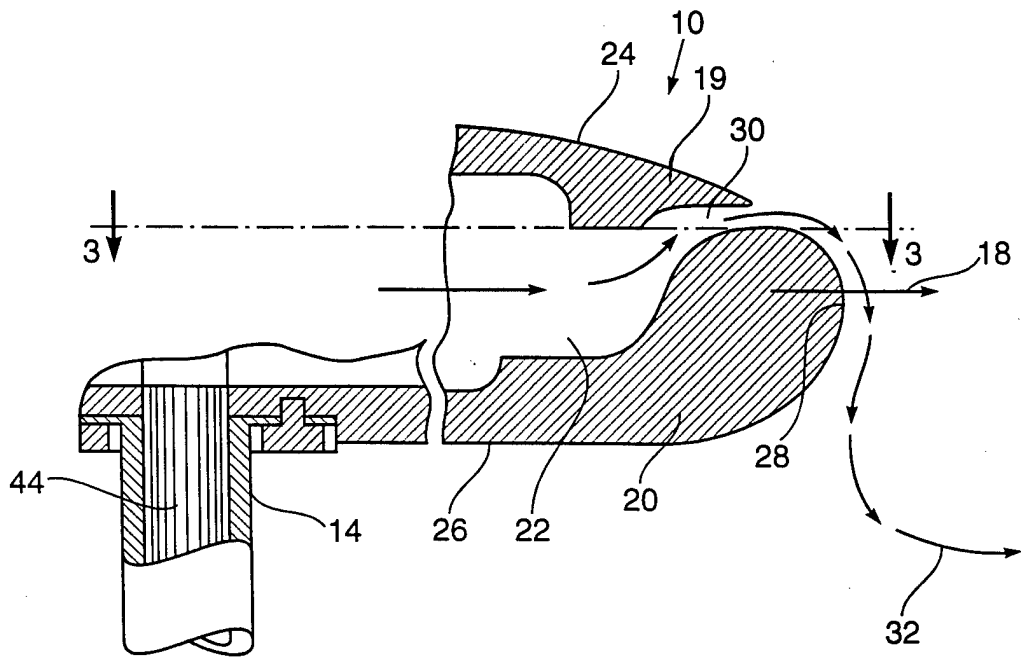
4 ABSTRACT OF THE DISCLOSURE

5 A vehicular lift wing having a Coanda edge perimeter, is provided with a nozzle slot  
6 formation from which fluid ejection is directed tangentially from the full Coanda edge perimeter  
7 during translation through an ambient fluid medium. Omnidirectional control means supplies  
8 pressurized fluid to the nozzle slot formation at different azimuthal locations along the Coanda  
9 edge perimeter for selectively controlled generation of dynamic forces exerted on the wing.  
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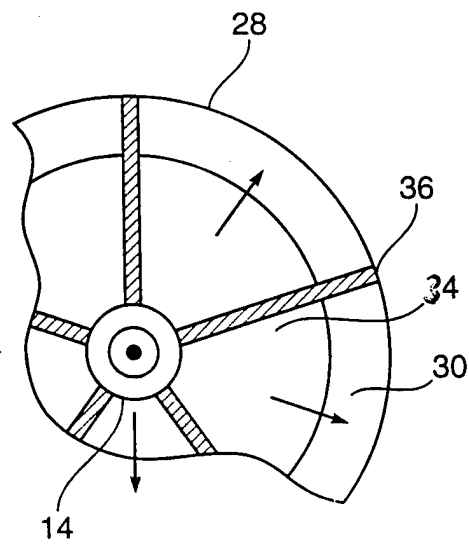




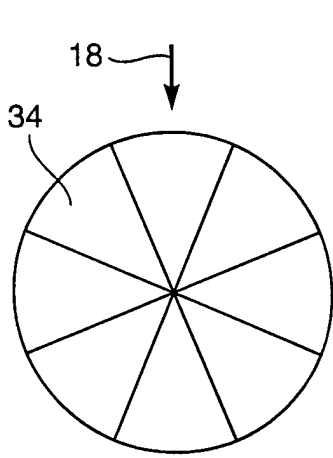
**FIG. 1**



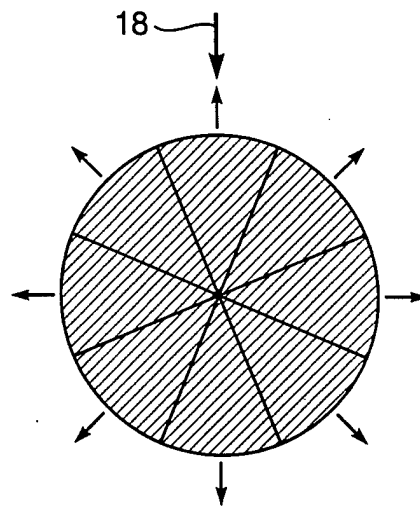
**FIG. 2**



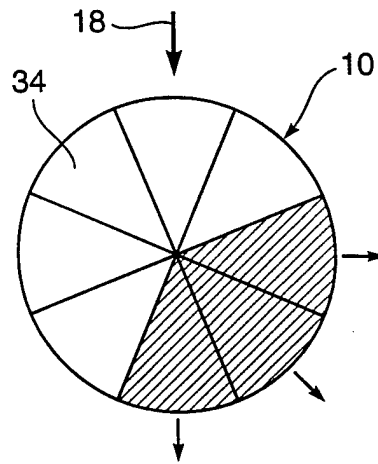
**FIG. 3**



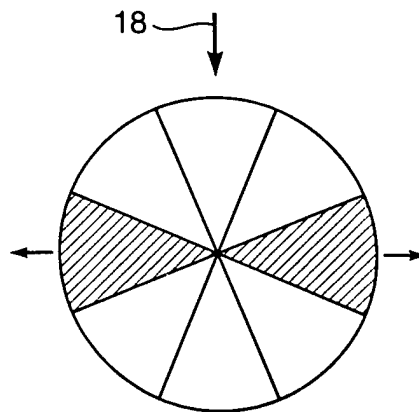
**FIG. 4A**



**FIG. 4B**



**FIG. 4C**



**FIG. 4D**