

Figure 1: Computational grid for CFD calculations on the ERICA fuselage.

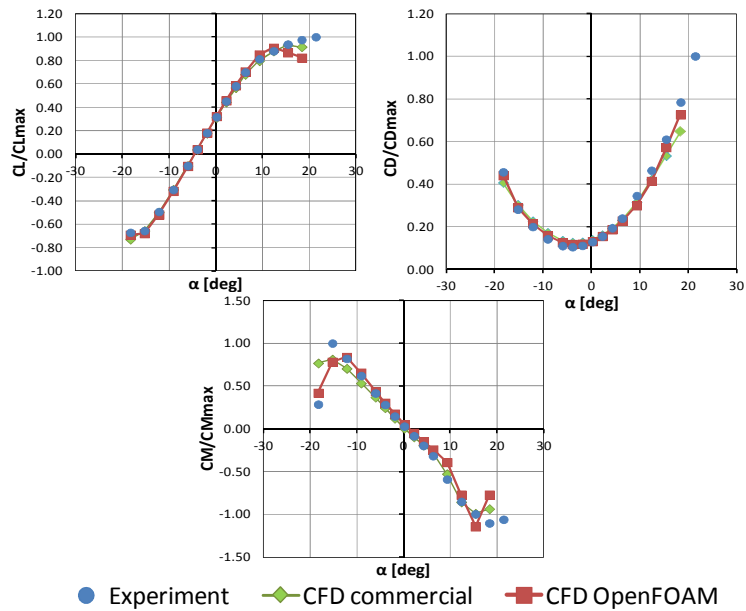


Figure 2: Aerodynamic coefficients of the baseline ERICA fuselage: numerical results (both using Fluent© and OpenFOAM©) against wind tunnel data on a 1/8<sup>th</sup> scaled model.

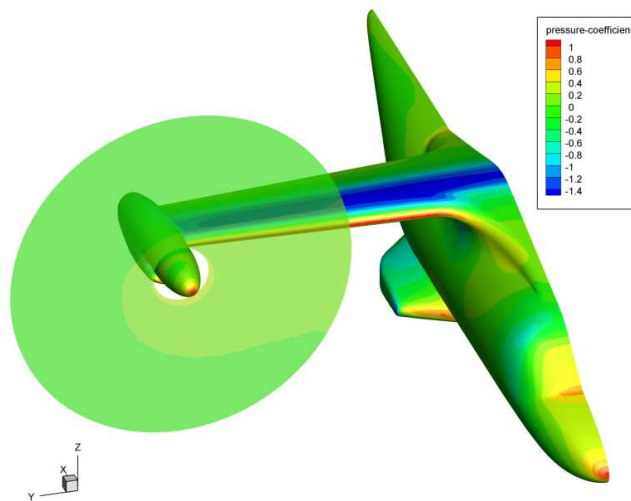


Figure 3: Contours of static pressure coefficient over the fuselage.

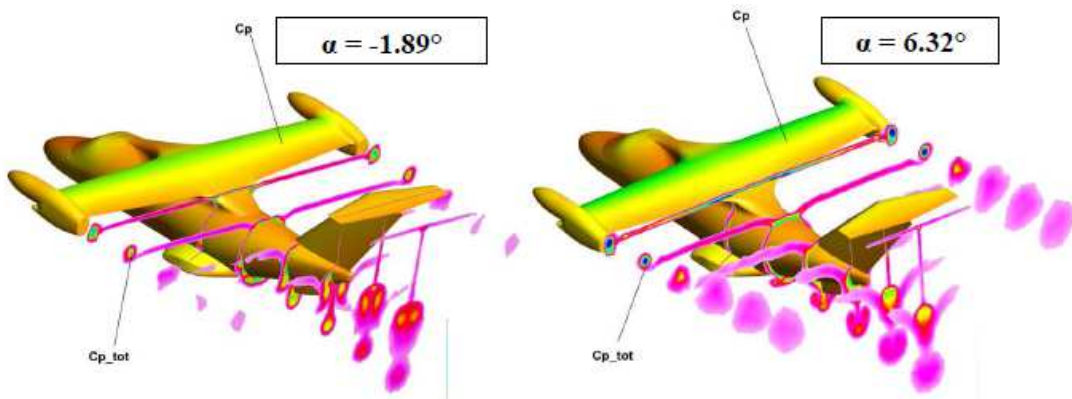


Figure 4: Visualization of total pressure losses downstream of the fuselage at various incidence angles.

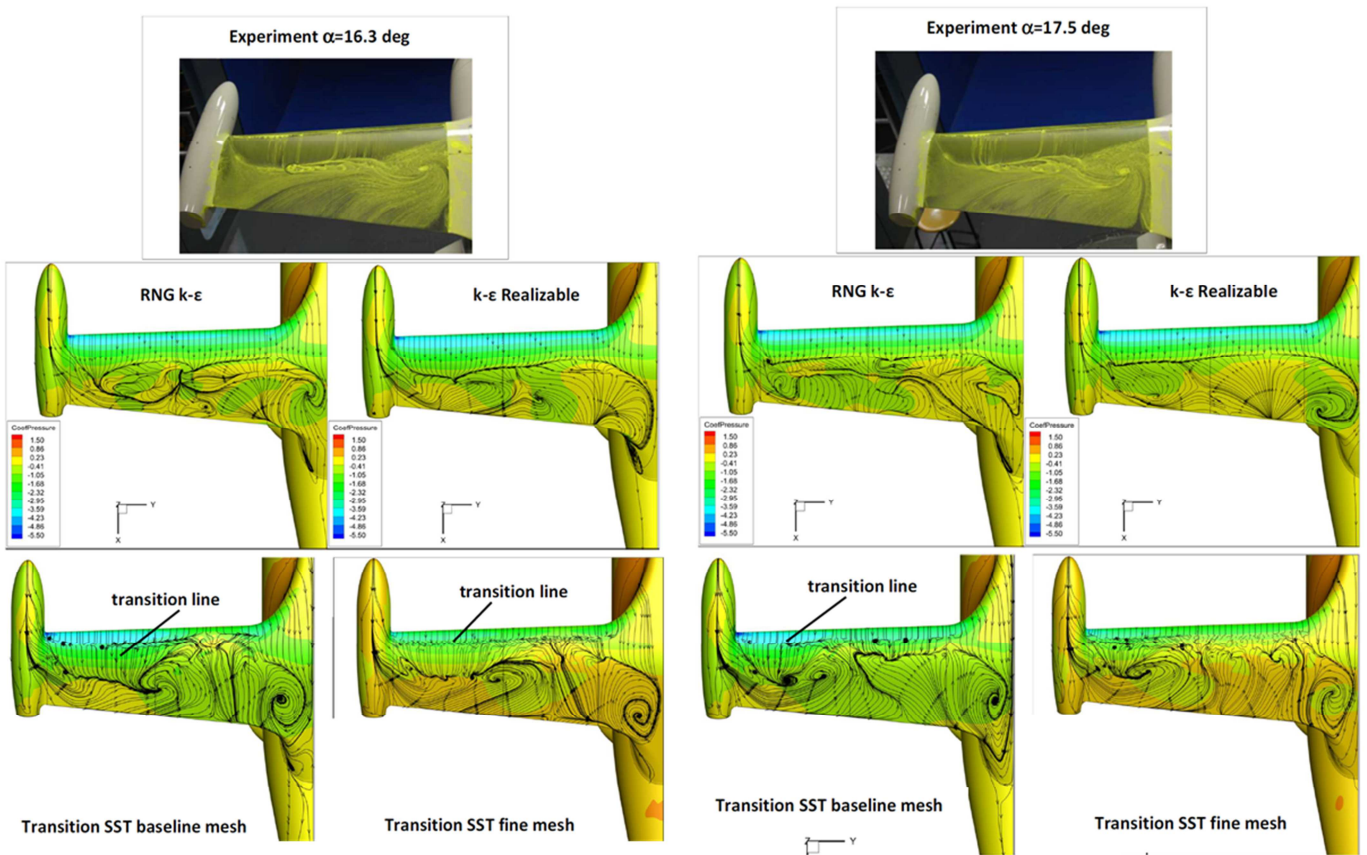


Figure 5: Comparison of CFD friction lines over the wing against experimental data for various angles of attack using different turbulence models.

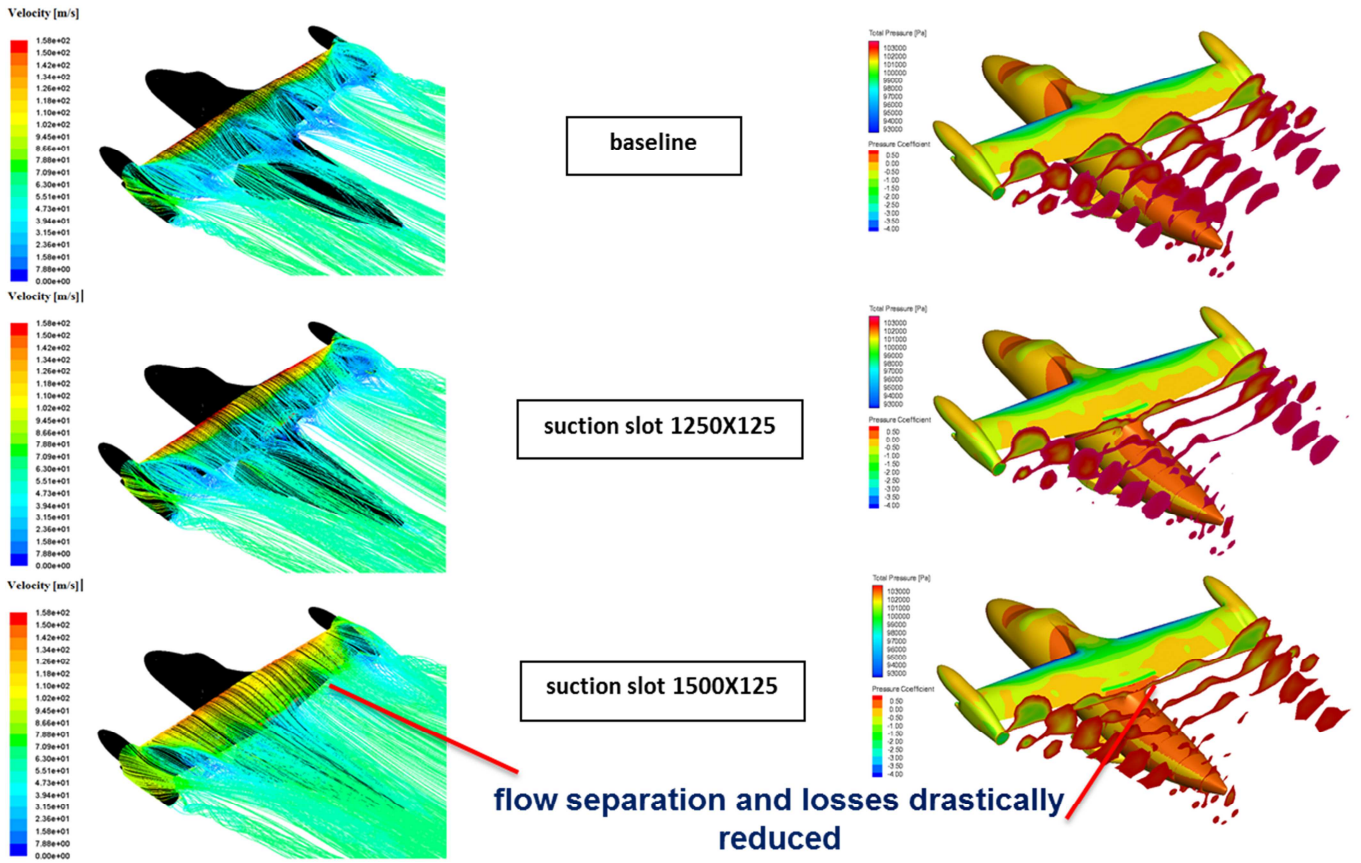


Figure 6: Effects of boundary layer suction on the wing/fuselage junction.

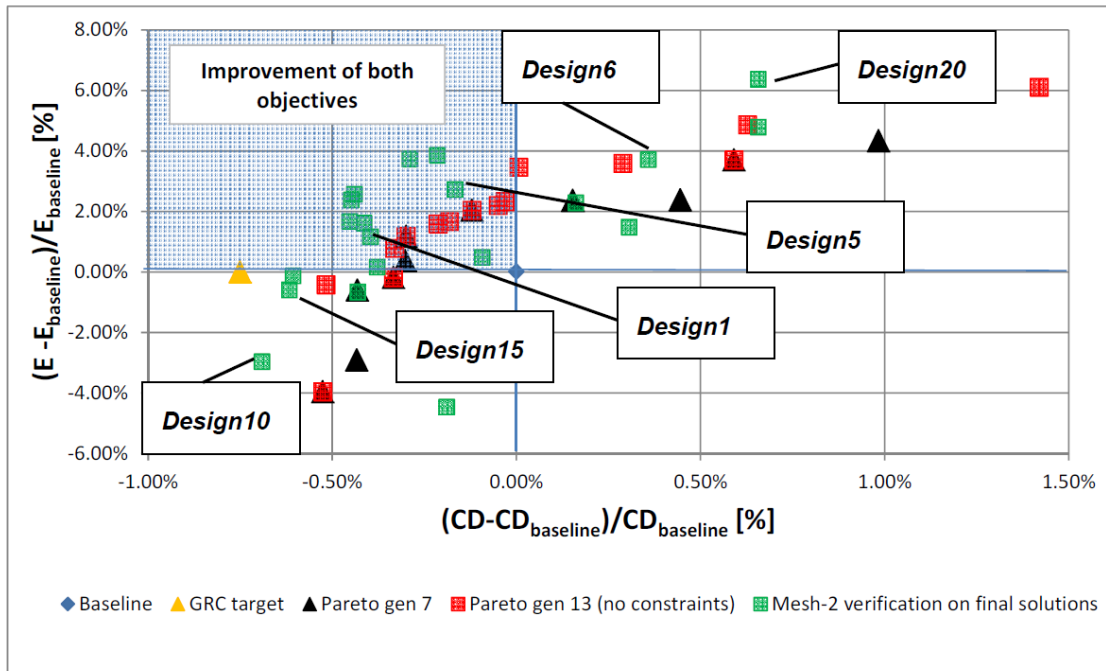


Figure 7: Final Pareto front for the wing/fuselage junction optimization.

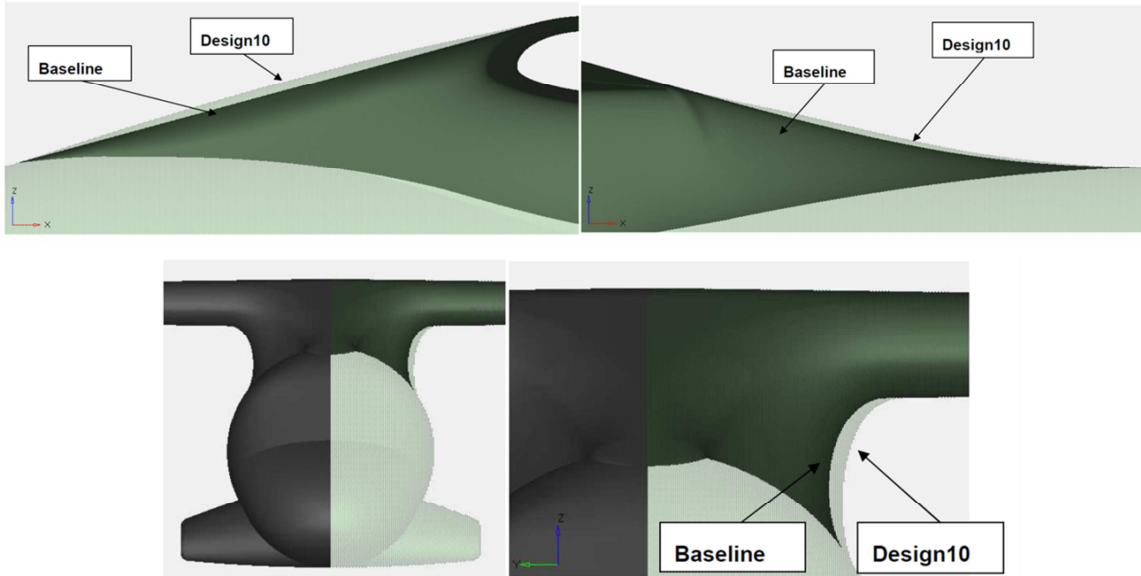


Figure 8: Optimized wing/fuselage junction compared against the baseline.

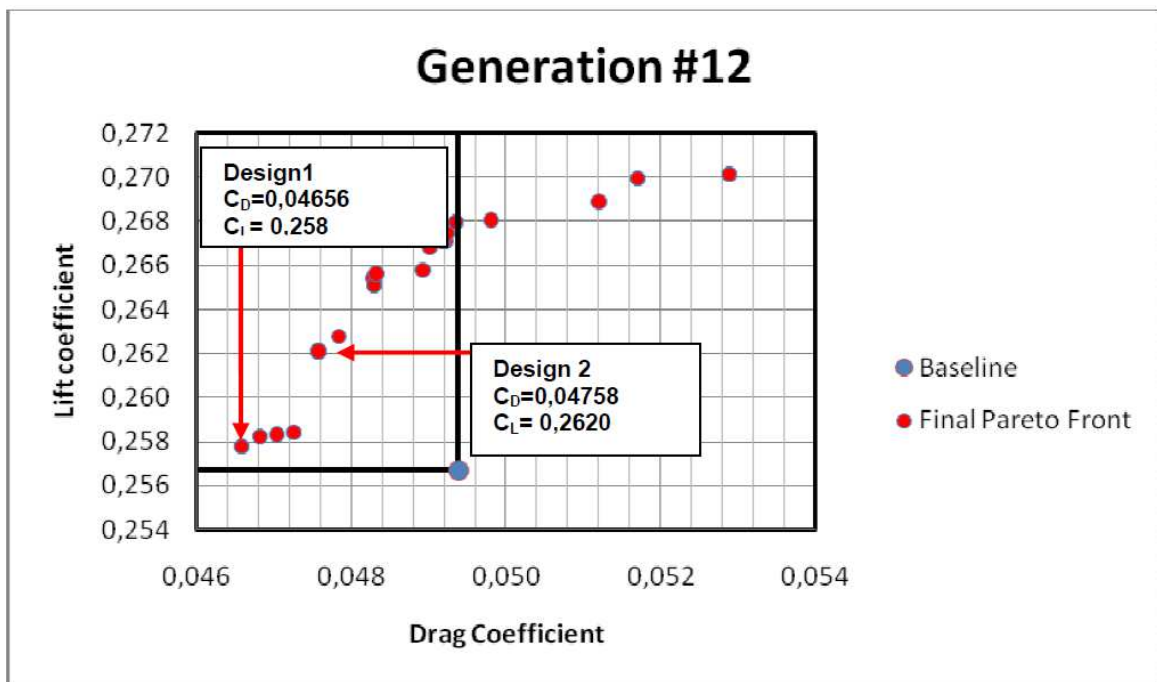


Figure 9: Final Pareto front for the landing gear sponson.

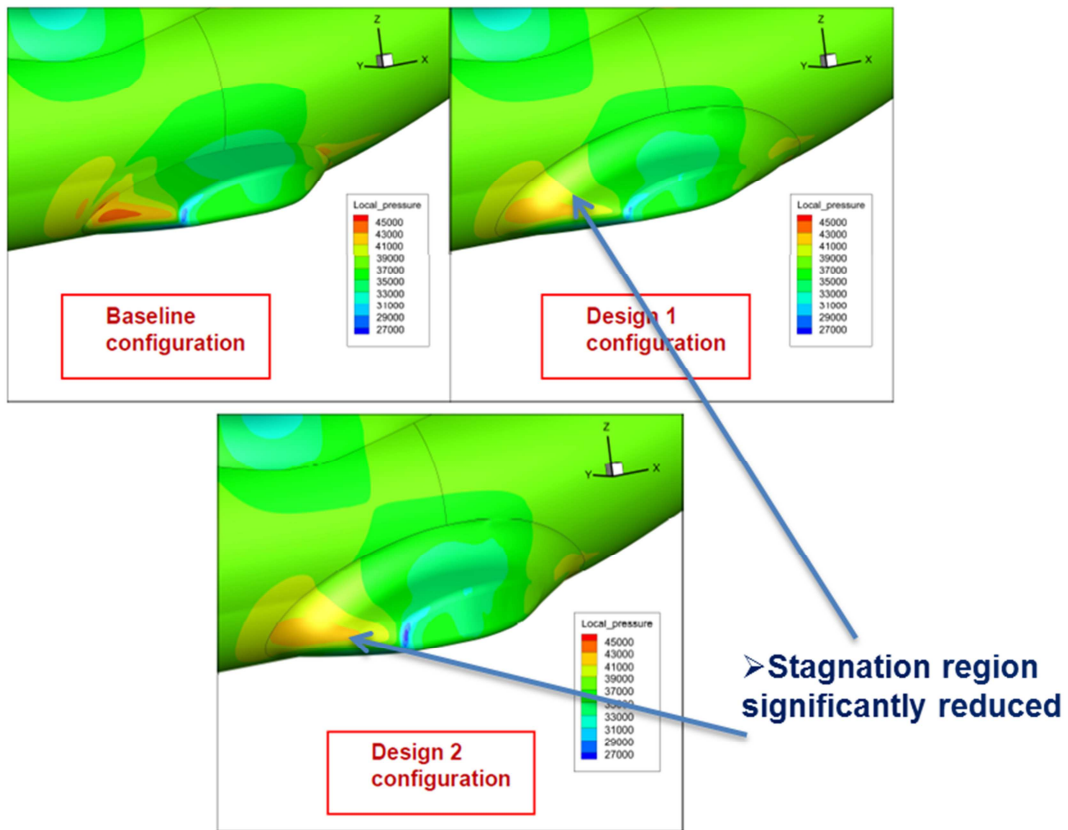


Figure 10: Static pressure coefficient contours over the baseline sponson and the two optimal configurations.

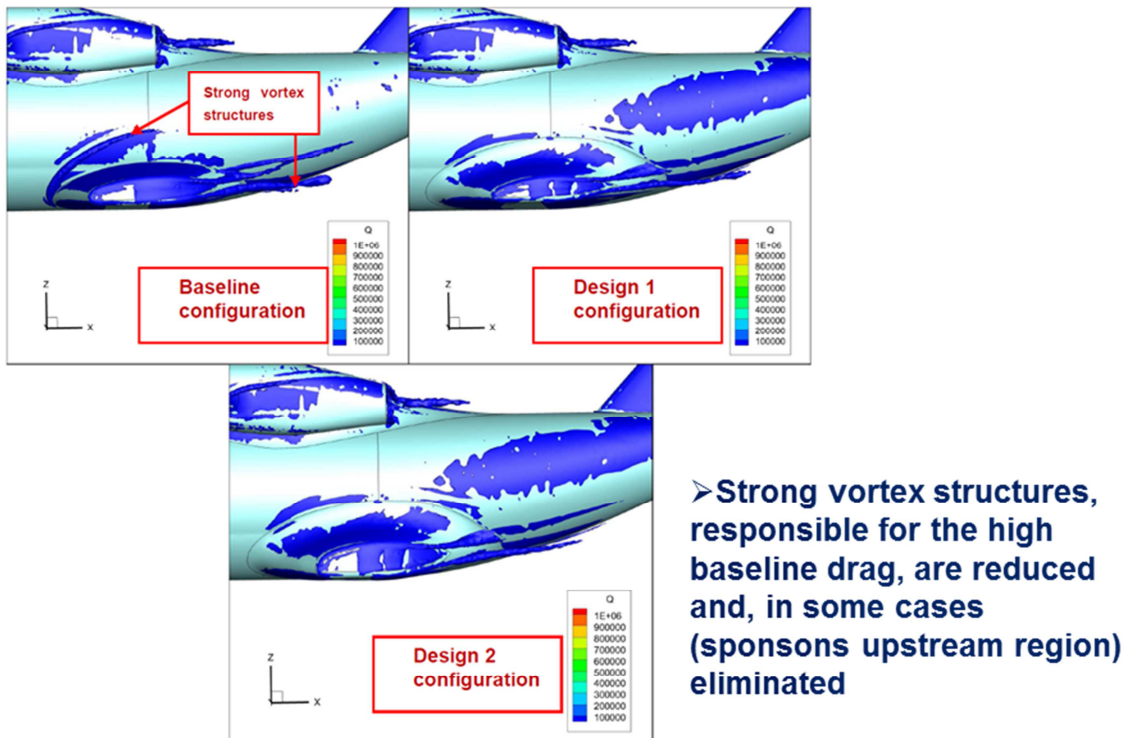


Figure 11: Vortex core structures visualization around the baseline sponson and the two optimal configurations.

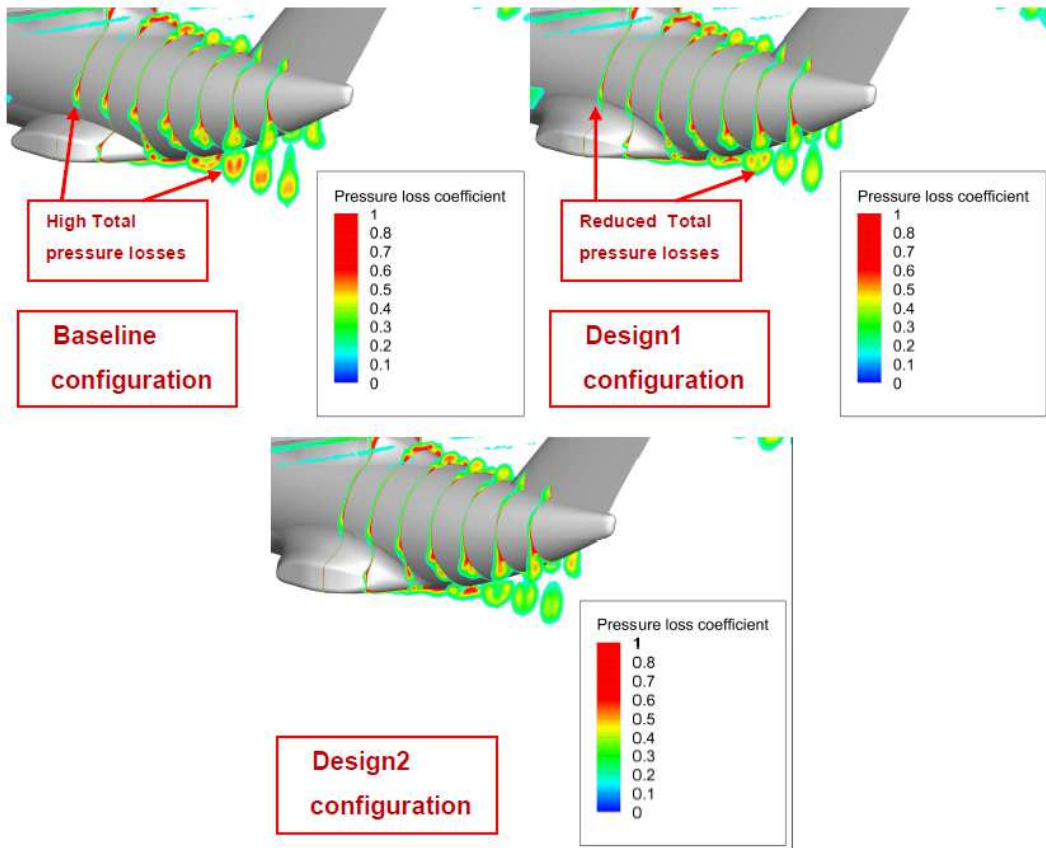


Figure 12: Total pressure losses visualization downstream of the sponson: baseline compared against the two optimal configurations.

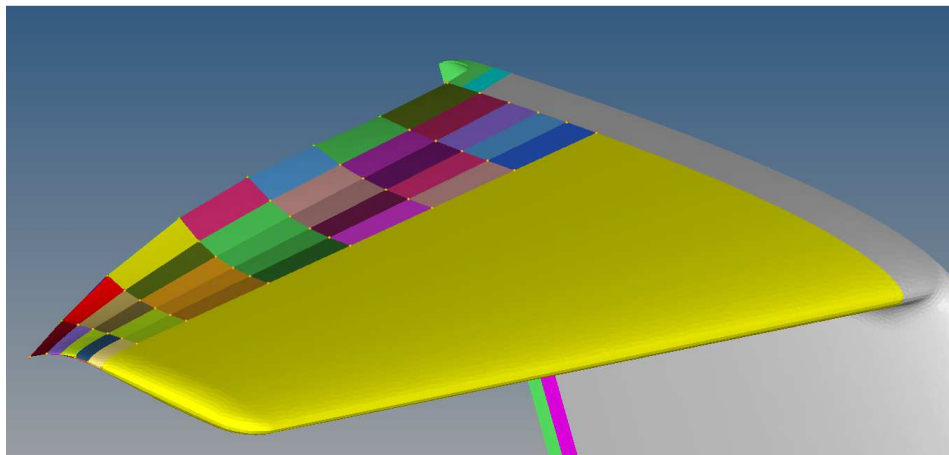
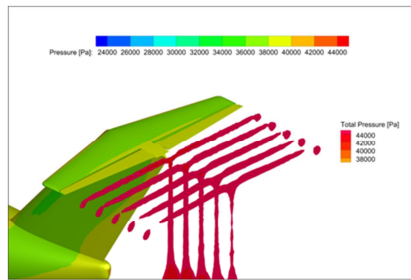


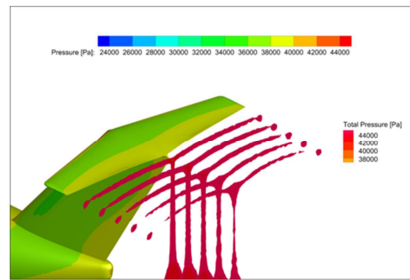
Figure 13: Shape parameterization for application of morphing wings concept to the horizontal tailplane.

**Optimized morphed shapes for horizontal tailplane elevator:**  
*Static pressure contours & total pressure losses downstream of the tailplane*

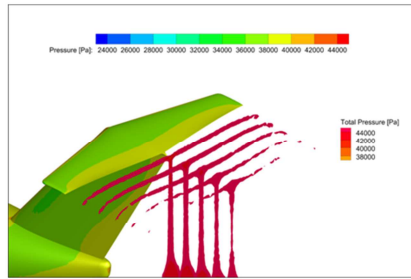
**Baseline configuration with elevator at  $\delta = -5^\circ$**



**Optimized shape with the maximum lift increment**



**Optimized shape with the maximum drag reduction**



➤ **Maximum lift increment w.r.t. the baseline = +18.75%**

(Percentage referred to the only empennage)

➤ **Maximum drag reduction w.r.t. the baseline = -16.49%**

(Percentage referred to the only empennage)

**Figure 14: Results of the tailplane optimization in non-deflected configuration: maximum drag reduction and maximum lift increment solutions compared against the baseline.**

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