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Correction: Aerodynamic Benefits of Camber Morphing Technology for Strut-Braced Wing Configurations

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Correction notice

The C_L in the title of Fig. 7(b) was corrected from 0.4 in the original version to $C_L = 1.0$.

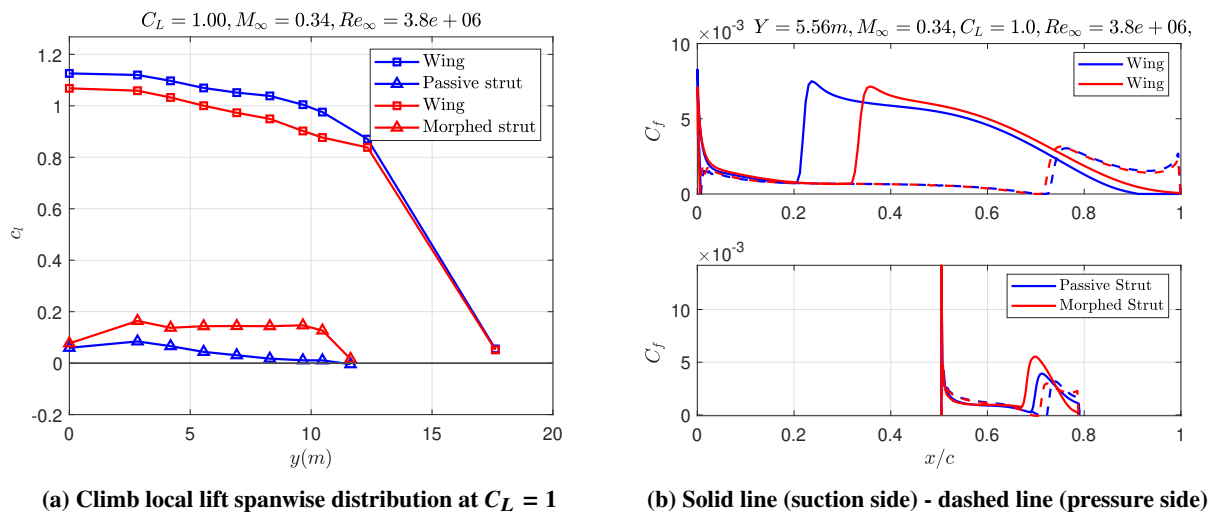


Fig. 7 Local lift coefficient distribution with a selected friction coefficient of one section