

ABSTRACT

The invention relates to wing-in-ground effect vehicles with hybrid wing type airframe design. The technical result consists in safety improvement by virtue of providing static, aperiodic and dynamic stability of the wing-in-ground effect vehicle, and in reduced lift drag by stall delaying in wing panels of the hybrid wing in the region of their attachment to the wing center section. The wing-in-ground effect vehicle has a hybrid wing with a wing center section (1) and wing panels (2), end plates (3) at tip sections of the wing center section (1), a powerplant, a vertical empennage (4) and a horizontal empennage (5). Aspect ratio of the hybrid wing is $\lambda = l^2 / (S_{CS} + 2S_W) \geq 2.5$, aspect ratio of the wing center section (1) is $0.5 \leq \lambda_{CS} = l_{CS}^2 / S_{CS} \leq 0.9$, relative area of the wing panels (2) is $0.25 \leq 2S_W / S_{CS} \leq 0.4$, longitudinal static moment of the wing-in-ground effect vehicle is $0.3 \leq A = (L_{HE}S_{HE} + 2L_WS_W) / B_{ACS}S_{CS} \leq 0.6$, longitudinal static moment of horizontal empennage (5) is $0.3 \leq A = (L_{HE}S_{HE} + 2L_WS_W) / B_{ACS}S_{CS} \leq 0.6$, wherein the longitudinal static moment of empennage projection onto a horizontal plane is $0.25 \leq A_{HE} = L_{HE}S_{HE} / B_{ACS}S_{CS} \leq 0.55$, where $l = l_{CS} + 2l_W$, l_{CS} , l_W , S_{CS} , S_W , S_{HE} are hybrid wing, wing center section (1), wing panel (2), horizontal empennage wing spans and areas, respectively; L_{HE} , L_W are distances between the center of gravity of the wing-in-ground effect vehicle and 0.25 of the mean aerodynamic chord (MAC) of the horizontal empennage (5) and the wing panels (2), respectively; B_{ACS} is the MAC of the wing center section (1). The wing panels (2) are provided with a stall delay means mounted at a distance of $l_{SD} / l_W \leq 0.4$ from the point of coupling with the wing center section, said means being provided in the form of a wing panel (2) portion having an aerodynamic (geometric) twist, with a pitch angle ϕ_W decreasing towards the wing center section (1), and/or a leading edge slat (7).