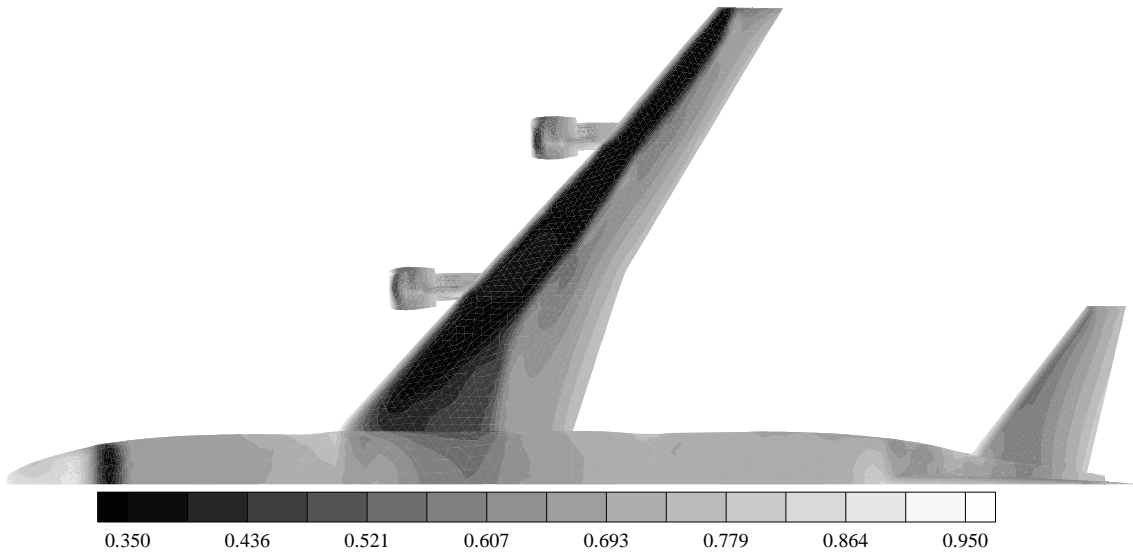


(a) Pressure contours on the initial geometry.



(b) Pressure contours on the optimized geometry.

Figure 6.17: Upper surface pressure contours for the initial and optimized Boeing 747-200 configurations ($M_\infty = 0.84$, $\alpha_\infty = 2.73^\circ$).