

**The Gö 711 airfoil modified as the Gö 711-12% airfoil and the Gö 711-10% airfoil  
for use in windmill rotor blades (contains also characteristics of the  
Gö 795, the Gö 796 and the Gö 797 airfoils)**

ing. A. Kragten

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Engineering office Kragten Design  
Populierenlaan 51  
5492 SG Sint-Oedenrode  
telephone: +31 413 475770  
e-mail: [info@kdwindturbines.nl](mailto:info@kdwindturbines.nl)  
website: [www.kdwindturbines.nl](http://www.kdwindturbines.nl)

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## 1 Introduction

In report R443D (ref. 1) of the former Wind Energy Group of the University of Technology Eindhoven, about eighty airfoils are assembled which have been measured for low Reynolds numbers. A problem with this report is that it is probably no longer available and that most of the given airfoil graphs are too small for use in rotor blade calculations. Fortunately the original measuring points are given for almost all airfoils and using these points, new accurate graphs can be made.

Airfoils with a flat lower side are of interest for windmill rotor blades, especially if they are manufactured from massive wood. The Gö 623 airfoil which has a maximum thickness of 12 % of the chord is used in all my present VIRYA-windmills with wooden blades. The characteristics and geometry of this airfoil are given in chapter 5.5 of report KD 35 (ref. 2) and in report KD 463 (ref. 3).

For the Gö 623 and a lot of other airfoils, the flat lower side starts at 30 % of the chord. This means that the whole upper side and the front part of the lower side is curved. If the blade is made using a rotating cutter it means that one needs a cutter for the upper side and a cutter for the lower side of the airfoil.

For the Gö 711 airfoil, the flat lower side starts at 2.5 % of the chord. This means that no rotating cutter is required for the lower side of the airfoil because the little rounding off can be easily done by hand. The Gö 711 airfoil is rather thick (the maximum thickness is 14.85 % of the chord) and the lift coefficient at a certain angle of attack  $\alpha$  is therefore a lot higher than for the Gö 623 airfoil. The maximum lift coefficient ( $C_{l\max} = 1.5$ ) is even higher than for the Gö 624 airfoil which has a maximum thickness of 16 % of the chord. The minimum  $C_d/C_l$  ratio is very low for the given Reynolds number which means that a rotor with a high maximum  $C_p$  value can be realised. The minimum  $C_d/C_l$  ratio is about 0.015 for  $C_l = 0.97$  corresponding with  $\alpha = 3.7^\circ$ .

A disadvantage is that the Gö 711 airfoil has only been measured for a rather high Reynolds number of  $4 * 10^5$ . Therefore it is advised not to use it for rotor blades with small chords for which the critical Reynolds values at low wind speeds are lower than about  $3 * 10^5$ .

The Gö 711 airfoil is not very well known probably because it has only been published by F. W. Riegels in *Aerodynamische Profile* (ref. 4). Probably it is never used for windmill rotor blades. The Gö 711 airfoil is described in report KD 285 (ref. 5).

I have ideas about designing a rotor with blades which are made out of aluminium strip. For the available strip sizes it would be nice to use an airfoil with a maximum thickness which is 12 % or 10 % of the chord. For manufacture it is very attractive to use an airfoil like the Gö 711 which has a flat lower side over almost the whole chord. However, the Gö 711 is the only airfoil of its kind and not a member of a range of similar airfoils with varying maximum thickness. So it is decided to modify the Gö 711 airfoil.

## 2 The Gö 711-12% and the Gö 711-10% airfoil geometry

For the original Gö 711 airfoil, the maximum thickness is 14.85 % of the chord and for the modified Gö 711 airfoil it is 12 % or 10 %. The 12 % modified Gö 711 airfoil is called the Gö 711-12% airfoil and the 10 % modified Gö 711 airfoil is called the Gö 711-10% airfoil. It is decided to multiply all y-values with a factor  $12 / 14.85 = 0.8081$  for the Gö 711-12% and to multiply all y-values with a factor  $10 / 14.85 = 0.6734$  for the Gö 711-10%. In table 1 the airfoil geometry of the original Gö 711 is given for a chord of  $c = 100$  mm, copied from page 3-76 of report R 443 D. The distance  $x$  is the value from the airfoil nose. The distance  $y_u$  is the corresponding value for the upper part of the airfoil. The distance  $y_l$  is the corresponding value for the lower part of the airfoil. The calculated values of  $y_u$  and  $y_l$  for the Gö 711-12% and the Gö 711-10% airfoils are also given in table 1. The airfoil geometry for the Gö 711-12% airfoil, derived from table 1 is given in figure 1. The airfoil geometry for the Gö 711-10% airfoil, derived from table 1 is given in figure 2.

x (mm)	Gö 711		Gö 711-12%		Gö 711-10%	
	$y_u$ (mm)	$y_l$ (mm)	$y_u$ (mm)	$y_l$ (mm)	$y_u$ (mm)	$y_l$ (mm)
0	1.30	1.30	1.051	1.051	0.875	0.875
1.25	4.0	0.02	3.232	0.016	2.694	0.013
2.5	5.45	0	4.404	0	3.670	0
5.0	7.75	0	6.263	0	5.219	0
7.5	9.55	0	7.717	0	6.431	0
10	10.95	0	8.848	0	7.374	0
15	12.90	0	10.424	0	8.687	0
20	14.02	0	11.329	0	9.441	0
30	14.85	0	12.000	0	10.000	0
40	14.6	0	11.798	0	9.832	0
50	13.70	0	11.071	0	9.226	0
60	12.25	0	9.899	0	8.249	0
70	10.4	0	8.404	0	7.003	0
80	8.05	0	6.505	0	5.421	0
90	5.05	0	4.081	0	3.401	0
95	3.24	0	2.618	0	2.182	0
100	1.4	0	1.131	0	0.943	0

table 1 Geometry of the Gö 711 airfoil, the Gö-711-12% and the Gö 711-10% airfoil for a chord  $c = 100$  mm

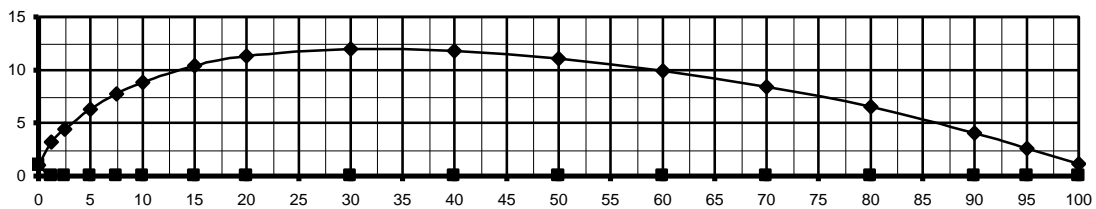


fig. 1 Gö 711-12% airfoil for  $c = 100$  mm

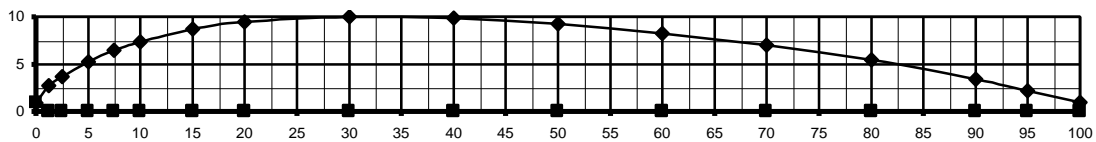


fig. 2 Gö 711-10% airfoil for  $c = 100$  mm

If the real blade chord  $c$  is a factor  $i$  larger than 100 mm, all the  $x$ -values,  $y$ -values and corrected  $y$ -values of table 1 have to be multiplied by the same factor  $i$ .

### 3 The Gö 711-12% and the Gö 711-10% airfoil characteristics

The Gö 711-12% and the Gö 711-10% airfoil characteristics have not been measured so they have to be estimated. To see how a different maximum thickness is influencing the characteristics, an airfoil family is selected which is measured for different maximum thickness' and which has a geometry which is as closest as possible similar to the Gö 711. It is chosen for the airfoil family Gö 795, Gö 796, Gö 797 and Gö 798 which have a maximum thickness of respectively 8 %, 12 %, 16 % and 20 %. For this airfoil family, the lower side is flat for 85 % of the chord. All four airfoils have only been measured for  $Re = 3.8 * 10^5$ . As we are interested in rather thin airfoils, the Gö 798 is not taken into account. The airfoil geometry of the three airfoils Gö 795, Gö 796 and Gö 797 is given in table 2.

x (mm)	Gö 795		Gö 796		Gö 797	
	$y_u$ (mm)	$y_l$ (mm)	$y_u$ (mm)	$y_l$ (mm)	$y_u$ (mm)	$y_l$ (mm)
0	2.40	2.40	3.60	3.60	4.80	4.80
1.25	3.75	1.30	5.62	1.95	7.50	2.60
2.5	4.40	0.90	6.60	1.35	8.80	1.80
5.0	5.30	0.48	7.95	0.72	10.60	0.96
7.5	5.95	0.24	8.92	0.36	11.90	0.48
10	6.45	0.15	9.68	0.22	12.90	0.30
15	7.15	0	10.72	0	14.30	0
20	7.65	0	11.48	0	15.30	0
30	8.00	0	12.00	0	16.00	0
40	7.90	0	11.85	0	15.80	0
50	7.40	0	11.10	0	14.80	0
60	6.48	0	9.72	0	12.96	0
70	5.25	0	7.88	0	10.50	0
80	3.85	0	5.78	0	7.70	0
90	2.20	0	3.30	0	4.40	0
95	1.30	0.04	1.95	0.06	2.60	0.08
100	0.40	0.10	0.60	0.15	0.80	0.20

table 2 Geometry of the Gö 795 airfoil, the Gö 796 and the Gö 797 airfoil for a chord  $c = 100$  mm

If the real blade chord  $c$  is a factor  $i$  larger than 100 mm, all the  $x$ -values,  $y$ -values and corrected  $y$ -values of table 2 have to be multiplied by the same factor  $i$ .

The  $C_l$ - $\alpha$  curves are given in figure 3. The  $C_l$ - $C_d$  curves are given in figure 4. The  $C_m$ - $\alpha$  curves are given in figure 5.  $\alpha$  is the angle of attack.  $C_l$  is the lift coefficient.  $C_d$  is the drag coefficient.  $C_m$  is the moment coefficient.

The moment coefficient is defined around the quart chord point which is lying on the flat lower side at  $\frac{1}{4}$  of the chord from the nose. The right hand direction is defined positive if the airfoil nose is pointing to the left. So the direction of  $C_m$  is such that it is increasing the angle of attack  $\alpha$ . However, the moment coefficient is negative which means that in reality, the moment has a tendency to decrease the angle of attack.

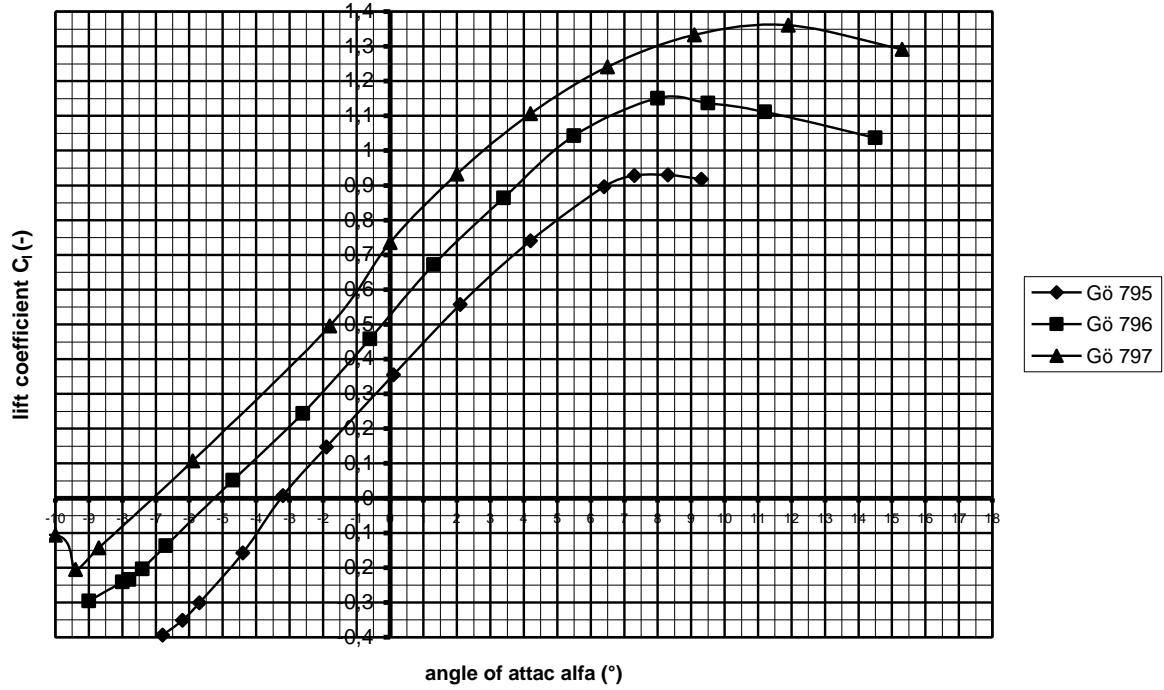


fig. 3  $C_l$ - $\alpha$  curves for the Gö 795, Gö 796 and Gö 797 airfoils for  $Re = 3.8 * 10^5$ .

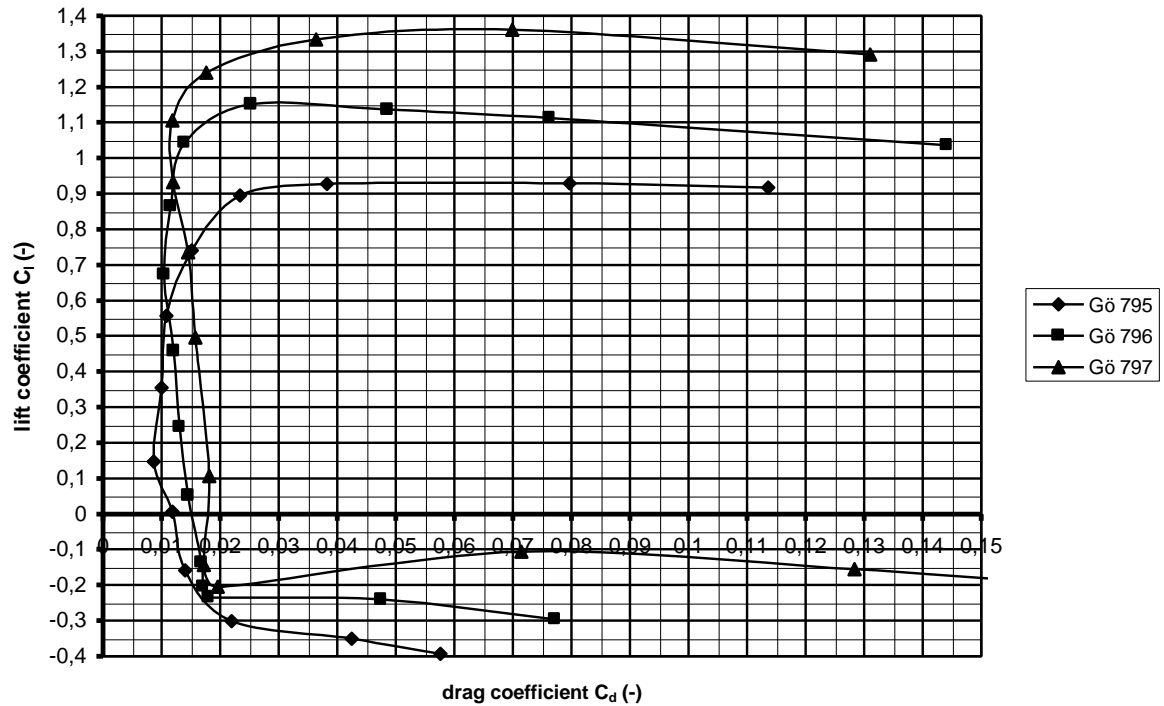


fig. 4  $C_l$ - $C_d$  curves for the Gö 795, Gö 796 and Gö 797 airfoils for  $Re = 3.8 * 10^5$

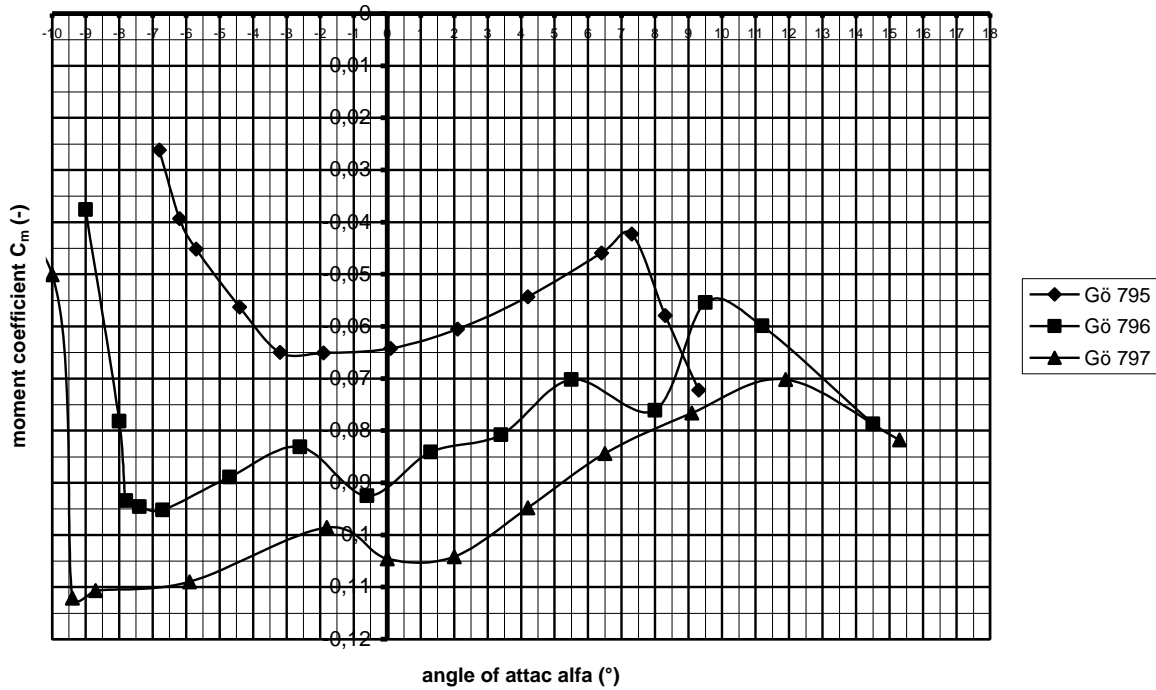


fig. 5  $C_m$ - $\alpha$  curves for the Gö 795, Gö 796 and Gö 797 airfoils for  $Re = 3.8 \cdot 10^5$ .

In figure 3 it can be seen that the three  $C_l$ - $\alpha$  curves are about parallel for  $-7^\circ < \alpha < 7^\circ$ . Decrease of the airfoil thickness from 16 % to 12 % results in decrease of the lift coefficient by about 0.18. Decrease of the airfoils thickness from 12 % to 8 % results also in a decrease of lift coefficient by about 0.18. So 1 % reduction of the thickness will result in a decrease of lift coefficient of about 0.045.

The reduction of the thickness of the Gö 711 to the Gö 711-12% is 2.85 % and to the Gö 711-10% is 4.85 %. It is estimated that this results in a decrease of lift coefficient of  $2.85 \cdot 0.045 = 0.13$  for the Gö 711-12% and of  $4.85 \cdot 0.045 = 0.22$  for the Gö 711-10%. So the  $C_l$ - $\alpha$  curve of the Gö 711-12% is lying 0.13 lower than the  $C_l$ - $\alpha$  curve of the Gö 711 and the  $C_l$ - $\alpha$  curve of the Gö 711-10% is lying 0.22 lower than the  $C_l$ - $\alpha$  curve of the Gö 711.

In figure 4 it can be seen that transformation of one  $C_l$ - $C_d$  curve into another is more difficult than for the  $C_l$ - $\alpha$  curves because the curves are not similar. The lowest  $C_d$  value is obtained for the thinnest airfoil. The 8 % Gö 795 has a minimum  $C_d$  value of  $C_d = 0.0087$  for  $C_l = 0.147$ . The 12 % Gö 796 has a minimum  $C_d$  value of  $C_d = 0.0104$  for  $C_l = 0.672$ . The 16 % Gö 797 has a minimum  $C_d$  value of  $C_d = 0.0119$  for  $C_l = 1.106$ . So for a thin airfoil, the minimum  $C_d$  value is gained for a much lower  $C_l$  value than for a thick airfoil.

It may be expected that the same minimum value of  $C_d = 0.0104$  for  $C_l = 0.672$  as measured for the 12 % Gö 796 is valid for the Gö 711-12%. It may be expected that for a 10 % airfoil a minimum  $C_d$  value of about 0.0095 would have been measured for a  $C_l$  value of about 0.4. It is assumed that these values are also about realised for the Gö 711-10% airfoil.

To transform the  $C_l$ - $C_d$  curves of the Gö 771 into the  $C_l$ - $C_d$  curves of the Gö 711-12%, all  $C_l$  values are first reduced by 0.13. Next the curve is modified such that the minimum  $C_d$  value = 0.0104 and that it is lying at a about a  $C_l$  value of 0.672. To transform the  $C_l$ - $C_d$  curves of the Gö 771 into the  $C_l$ - $C_d$  curves of the Gö 711-10%, all  $C_l$  values are first reduced by 0.22. Next the curve is modified such that the minimum  $C_d$  value = 0.0095 and that it is lying at a about a  $C_l$  value of 0.4.

In figure 5 it can be seen that the moment coefficient for thinner airfoils is lying higher than for thicker airfoils. But the curves are not horizontal lines like it is the case for many other airfoils. The Gö 711-12% and Gö-10% airfoils will be used at an average angle of attack of about  $3^\circ$ . So let's look at the  $C_m$ - $\alpha$  curves for  $\alpha = 3^\circ$ . For the 8 % Gö 795,  $C_m = -0.058$  for  $\alpha = 3^\circ$ . For the 16 % Gö 797,  $C_m = -0.101$  for  $\alpha = 3^\circ$ . So the difference in  $C_m$  is 0.043 for a difference in thickness of 8 %. So 1 % difference in thickness roughly gives a difference in  $C_m$  of  $0.043 / 8 = 0.0054$ .

The Gö 711 and the Gö 711-12% have a difference in thickness of 2.85 %. The difference in  $C_m$  will therefore be about  $2.85 * 0.0054 = 0.015$ . So the  $C_m$ - $\alpha$  curve of the Gö 711-12% will lie about 0.015 higher than the  $C_m$ - $\alpha$  curve of the Gö 711. The Gö 711 and the Gö 711-10% have a difference in thickness of 4.85 %. The difference in  $C_m$  will therefore be about  $4.85 * 0.0054 = 0.026$ . So the  $C_m$ - $\alpha$  curve of the Gö 711-10% will lie about 0.026 higher than the  $C_m$ - $\alpha$  curve of the Gö 711.

In table 2, the original measuring points of the Gö 711 airfoil characteristics for  $C_l$ ,  $C_d$  and  $C_m$  are given which were copied from page 3-74 of report R 443 D. The angle of attack is  $\alpha$  ( $^\circ$ ). The lift coefficient is  $C_l$  (-). The drag coefficient is  $C_d$  (-). The moment coefficient is  $C_m$  (-). The estimated  $C_l$ ,  $C_d$  and  $C_m$  values for the Gö 711-12% and Gö 711-10% airfoils are also given in table 3.

$\alpha$ ( $^\circ$ )	Gö 711			Gö 711-12%			Gö 711-10%		
	$C_l$ (-)	$C_d$ (-)	$C_m$ (-)	$C_l$ (-)	$C_d$ (-)	$C_m$ (-)	$C_l$ (-)	$C_d$ (-)	$C_m$ (-)
-14.1	-0.173	0.1640	-0.0174	-0.303	0.1640	-0.0024	-0.393	0.1640	0.0086
-11.6	-0.083	0.1275	-0.0350	-0.213	0.1275	-0.0200	-0.303	0.1275	-0.0090
-9.0	0.009	0.0928	-0.0554	-0.121	0.0928	-0.0404	-0.211	0.0928	-0.0294
-6.2	0.070	0.0587	-0.0912	-0.060	0.0587	-0.0762	-0.150	0.0587	-0.0652
-4.2	0.284	0.0299	-0.1236	0.154	0.025	-0.1086	0.064	0.020	-0.0976
-2.2	0.483	0.0165	-0.1174	0.353	0.013	-0.1024	0.263	0.012	-0.0914
0.0	0.665	0.0142	-0.1145	0.535	0.011	-0.0995	0.445	0.0095	-0.0885
2.1	0.843	0.0134	-0.1089	0.713	0.0104	-0.0939	0.623	0.011	-0.0829
4.3	1.019	0.0153	-0.1070	0.889	0.013	-0.0920	0.799	0.014	-0.0810
6.6	1.190	0.0235	-0.1060	1.060	0.020	-0.0910	0.970	0.020	-0.0800
8.8	1.361	0.0297	-0.1061	1.231	0.0297	-0.0911	1.141	0.0297	-0.0801
11.3	1.479	0.0476	-0.1110	1.349	0.0476	-0.0960	1.259	0.0476	-0.0850
14.3	1.478	0.1078	-0.1270	1.348	0.1078	-0.1120	1.258	0.1078	-0.1010
17.8	1.354	0.2090	-0.1460	1.224	0.2090	-0.1310	1.134	0.2090	-0.1200

table 3  $C_l$ ,  $C_d$  and  $C_m$  as a function of  $\alpha$  for Gö 711, Gö 711-12% and Gö 711-10% for  $Re = 4 * 10^5$

The measured  $C_l$ - $\alpha$ ,  $C_l$ - $C_d$  and  $C_m$ - $\alpha$  curves for the Gö 711 airfoil and the estimated  $C_l$ - $\alpha$ ,  $C_l$ - $C_d$  and  $C_m$ - $\alpha$  curves for the Gö 711-12% and Gö-711-10% airfoils are given in figure 6, 7 and 8.



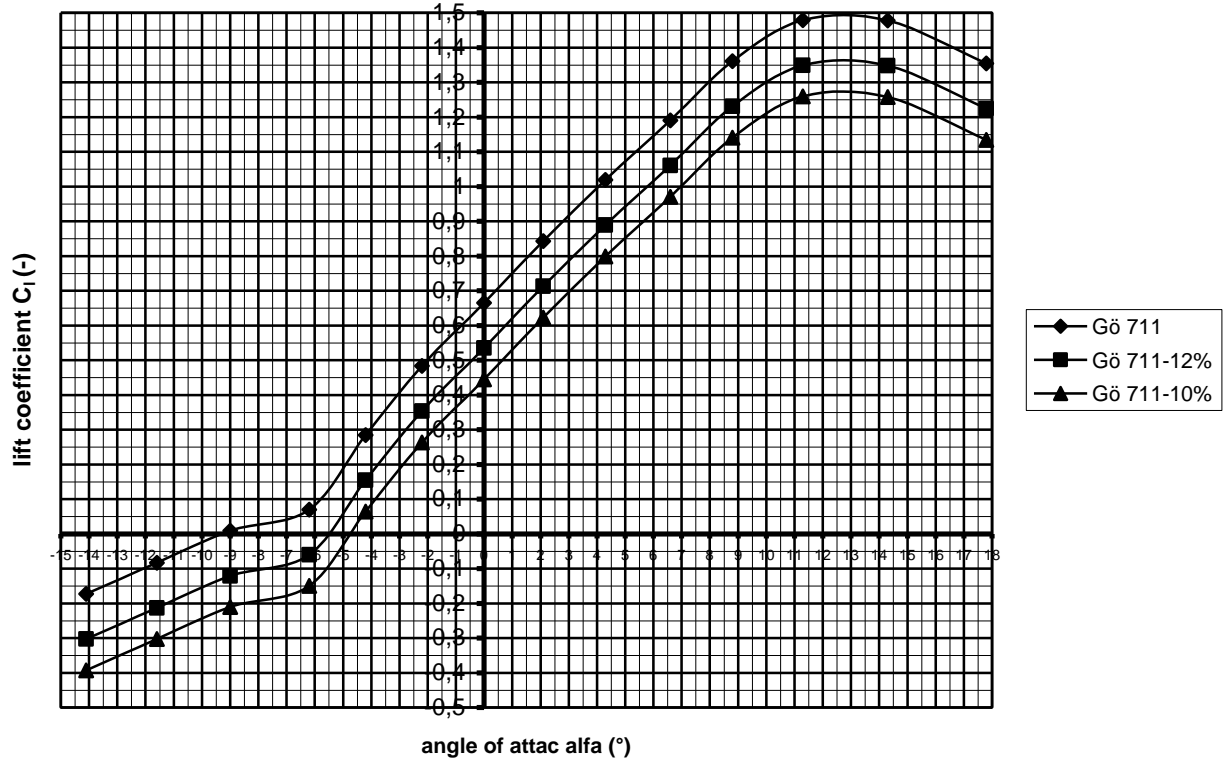


fig. 6 Measured  $C_l$ - $\alpha$  curve for the Gö 711 airfoil and estimated  $C_l$ - $\alpha$  curve for the Gö 711-12% and Gö 711-10% airfoils for  $Re = 4 * 10^5$

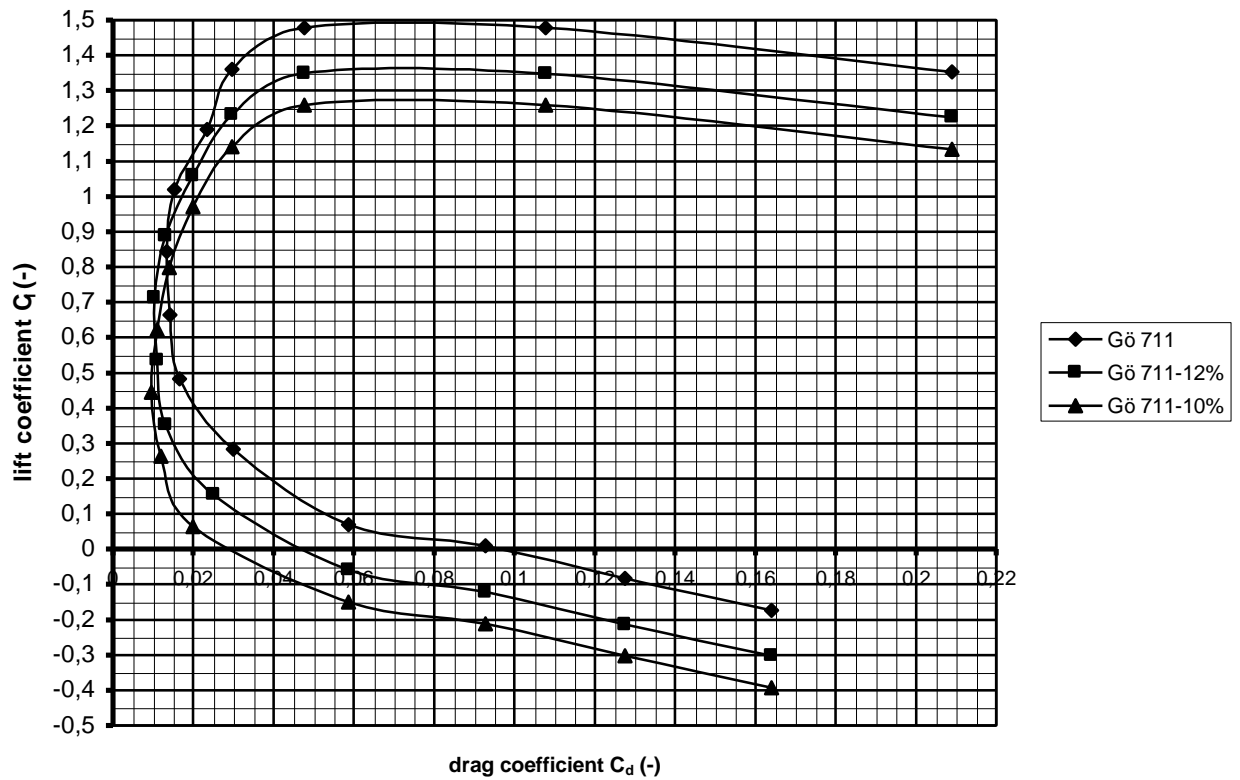


fig. 7 Measured  $C_l$ - $C_d$  curve for the Gö 711 airfoil and estimated  $C_l$ - $C_d$  curve for the Gö 711-12% and Gö 711-10% airfoils for  $Re = 4 * 10^5$

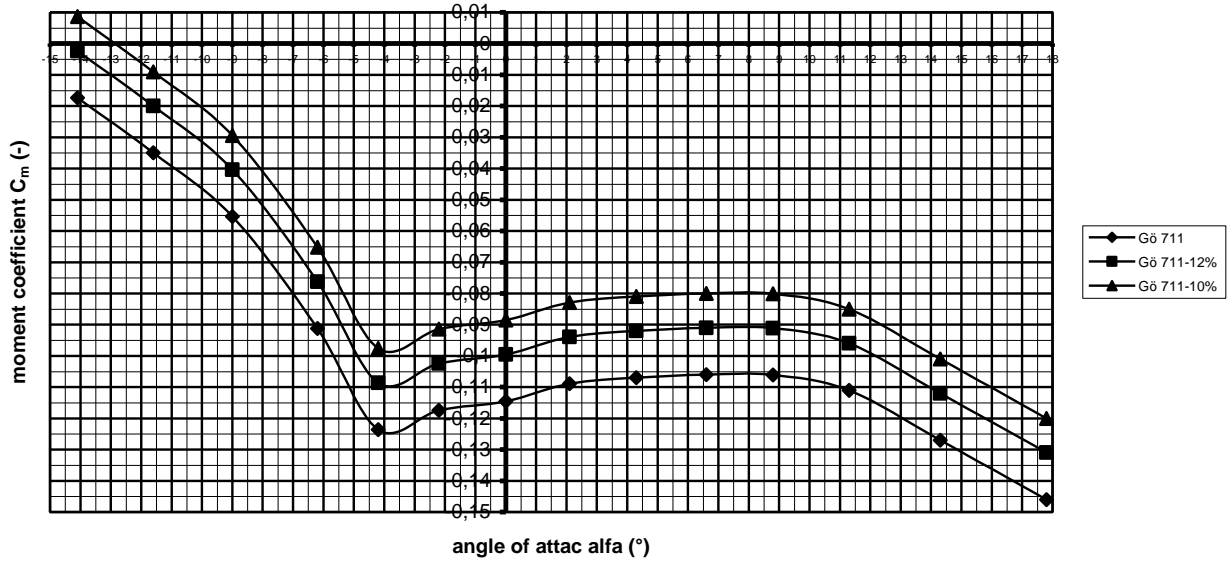


fig. 8 Measured  $C_l$ - $\alpha$  curve for the Gö 711 airfoil and estimated  $C_l$ - $\alpha$  curve for the Gö 711-12% and Gö 711-10% airfoils for  $Re = 4 * 10^5$

#### 4 Comparing of the Gö 711-12%, the Gö 623 and the Gö 796

The Gö 711-12%, the Gö 623 and the Gö 796 have a maximum thickness of 12 % of the chord. The Gö 623 is used in the present VIRYA windmills with wooden blades. It will now be investigated how much the  $C_l$ - $\alpha$  curves of both airfoils differ and if it might be possible to replace the Gö 623 by the Gö 711-12% or by the Gö 796. The  $C_l$ - $\alpha$  curve of the Gö 711-12%, the Gö 623 for  $Re = 4.2 * 10^5$  and the Gö 796 for  $Re = 3.8 * 10^5$  are given in figure 9.

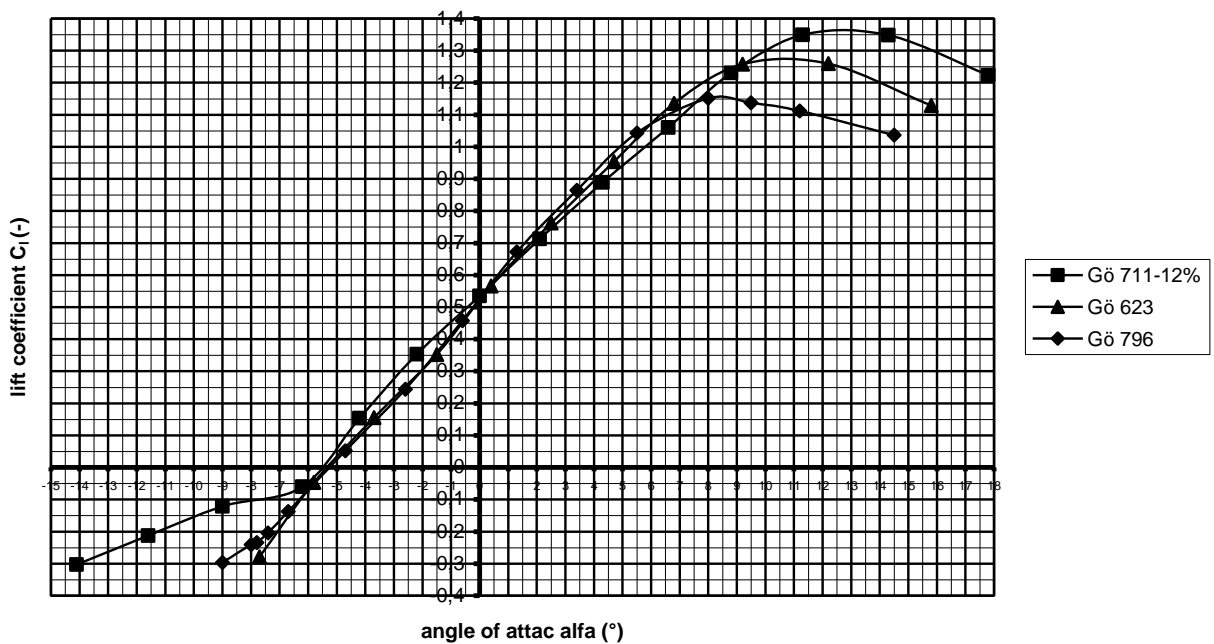


fig. 9 Estimated  $C_l$ - $\alpha$  curve for the Gö 711-12% for  $Re = 4 * 10^5$ , measured  $C_l$ - $\alpha$  curves for the Gö 623 for  $Re = 4.2 * 10^5$  and for the Gö 796 for  $Re = 3.8 * 10^5$

In figure 9 it can be seen that the  $C_l$ - $\alpha$  curves of all three airfoils are lying close to each other for angles  $\alpha$  in between  $-6^\circ$  and  $10^\circ$  which is the region for which the airfoil is normally used. This is an indication that the transferring procedure from the Gö 711 to the Gö 711-12% is correct. The maximum  $C_l$  value for the Gö 711 is higher than for the Gö 623 and the maximum value is realised for a higher value of  $\alpha$  (about  $12.5^\circ$  instead of  $10.5^\circ$ ). This may be caused by the sharper leading edge of the Gö 711-12% airfoil. The maximum value of the Gö 796 is lower than for the Gö 623 which may be caused by the somewhat lower Reynolds number. So it seems to be acceptable to replace the Gö 623 by the Gö 711-12% or by the Gö 796 without changing of the blade angle  $\beta$ . Using of the Gö 711-12% has as advantage that the lower side of the airfoil needs almost no machining.

## 5 References

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