

Fig 1

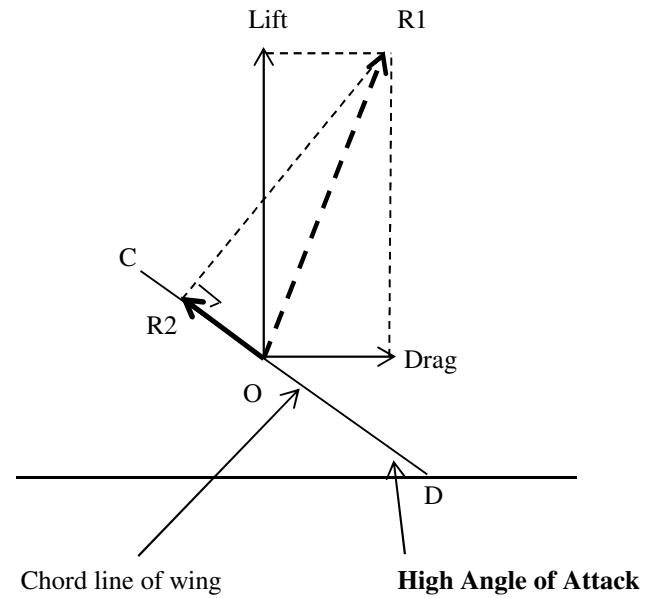


Fig 2

In both Cases :-

Line O-R1 is the resultant of Lift and Drag

Because this resultant force O-R1 is not perpendicular to the cord line C-D, it can be further resolved into another component O-R2 acting along the chord line.

NOTE: In the cruise flight scenario (Fig 1), the force O-R1 is leaning backwards in relation to the cord line causing the wing to be pulled **BACKWARDS**
 In the case of flight with a high angle of attack (Fig 2), the force O-R1 is leaning forwards in relation to the cord line causing the wing to be pulled **FORWARDS**