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<i>Abstract</i>	: Tests were conducted in the NAL 1.2m wind tunnel on a 1/15th scale model of the LCA stage 4 configuration. The tests were carried out in a Mach number range of 0.5 to 1.2 and over an angle of attack range varying from -5 deg to +28 deg at M=0.5 to -5 deg to +16 deg at M=1.2. The test Reynolds numbers (based on the wing mean aerodynamic chord) varied between $3 \times 10^6$ and $8 \times 10^6$ depending on the Mach number. The results show that this configuration exhibits a significantly high level of pitch-up at subsonic and transonic speeds. It is seen that the shape of the wing outboard panel and the position of the close combat missiles both influence the magnitude of pitch-up. The configuration generates a trimmed lift-to-drag ratio of about 5.3 at a lift coefficient of 0.5 at Mach number of 0.7. Deflecting the leading edge slats by 20 deg results in an approximately 10% increase in trimmed lift-to-drag ratio at the same conditions.		