

- [13] Kramer, F., Grueneberger, R., Thiele, F.H., Wassen, E. Wavy riblets for turbulent drag reduction. 5th Flow Control Conference, 4583: 1-10. <https://doi.org/10.2514/6.2010-4583>
- [14] Szodruch, J. (1991). Viscous drag reduction on transport aircraft. 29th Aerospace Sciences Meeting, pp. 91-685. <https://doi.org/10.2514/6.1991-685>
- [15] Bechert, D., Reif, W. (1985). On the drag reduction of the shark skin. 23rd Aerospace Sciences Meeting, pp. 546-546. <https://doi.org/10.2514/6.1985-546>
- [16] Bacher, E., Smith, C. (1985). A combined visualization-anemometry study of the turbulent drag reducing mechanisms of triangular micro-groove surface modifications. Shear Flow Control Conference, pp. 548-548. <https://doi.org/10.2514/6.1985-548>
- [17] Toussaint, H.M., Truijens, M., Elzinga, M.J, van de Ven, A., de Best, H., Snabel, B., de Groot, G. (2002). Effect of a Fast-skin 'body' suit on drag during front crawl swimming. *Sports Biomechanics*, 1(1): 1-10. <https://doi.org/10.1080/14763140208522783>
- [18] Pauly, C.P. (2001). What is a shark doing in this pump. *World Pumps*, (423): 15-16. [https://doi.org/10.1016/S0262-1762\(01\)80387-4](https://doi.org/10.1016/S0262-1762(01)80387-4)
- [19] Kendall, A., Koochesfahani, M. (2006). A method for estimating wall friction in turbulent boundary layers. 25th AIAA Aerodynamic Measurement Technology and Ground Testing Conference, 3834: 1-6. <https://doi.org/10.2514/6.2006-3834>
- [20] Clauser, F.H. (1956). The turbulent boundary layer. *Advances in Applied Mechanics*. Elsevier, 4: 1-51. [https://doi.org/10.1016/S0065-2156\(08\)70370-3](https://doi.org/10.1016/S0065-2156(08)70370-3)
- [21] Kendall, A., Koochesfahani, M. (2008). A method for estimating wall friction in turbulent wall-bounded flows. *Experiments in Fluids*, 44(5): 773-780. <https://doi.org/10.1007/s00348-007-0433-9>
- [22] Spalding, D.B. (1961). A single formula for the "law of the wall". *Journal of Applied Mechanics*, 28(3): 455-458. <https://doi.org/10.1115/1.3641728>