Fluid Measurements

The Wind Tunnel

Rotation Labs

- You may have to do a lab before you get the appropriate lecture
- What should you do?
  - Online notes
  - Online lecture videos
  - Pre-lab
  - Don’t be surprised if we tell you to look at something that is linked to the web site

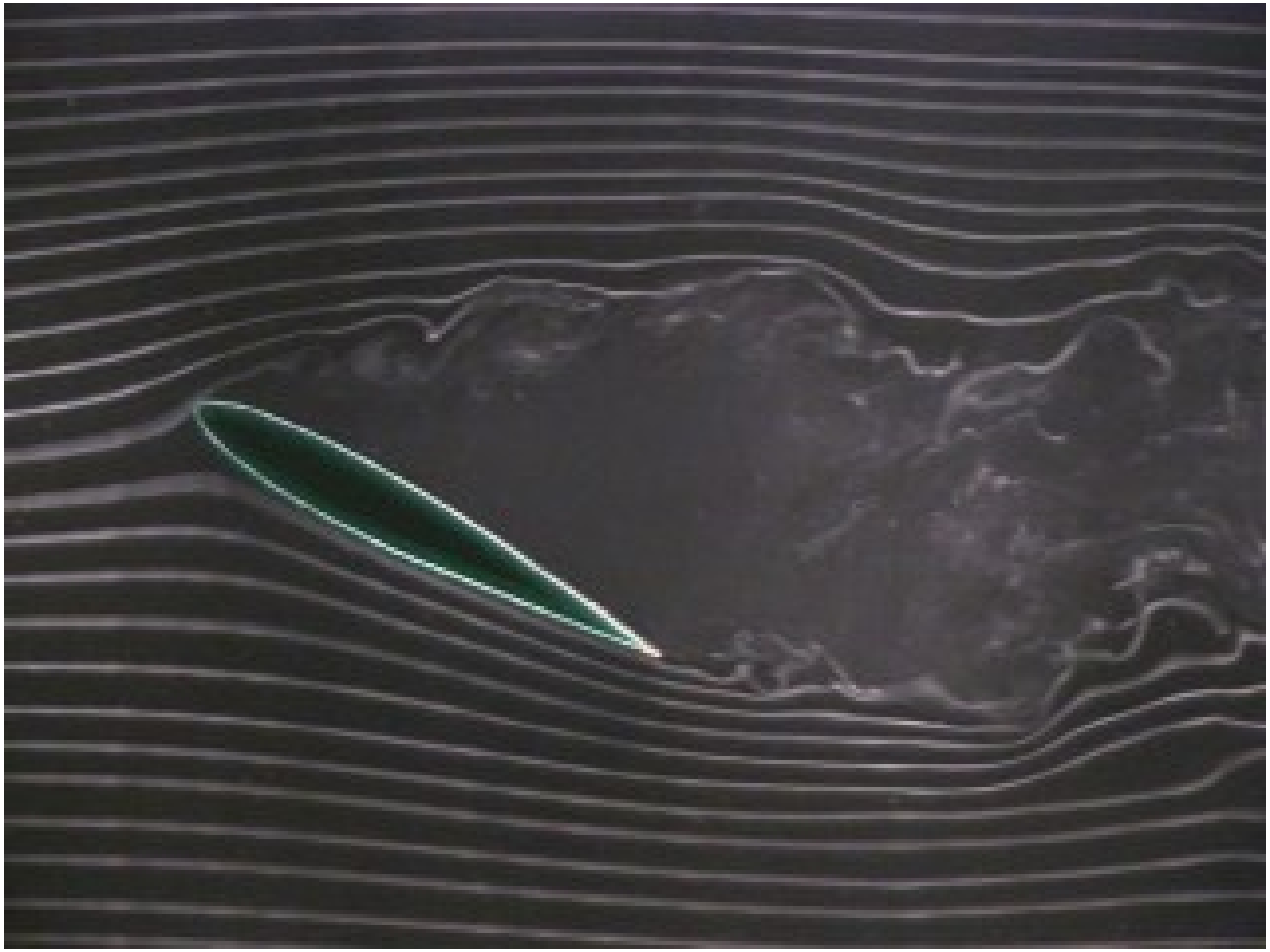
Cayley

http://www.ctie.monash.edu.au/hargrave/images/cayley.mov

Cayley’s Whirling Arm

- Cayley did this in 1804, and built and flew an unmanned glider with wing area of 200 sq. ft.
- What was Cayley trying to measure?
- Any issues with his whirling arm? Does it mimic what a real glider “sees”, in terms of fluid flow?

Airfoil in smoke tunnel



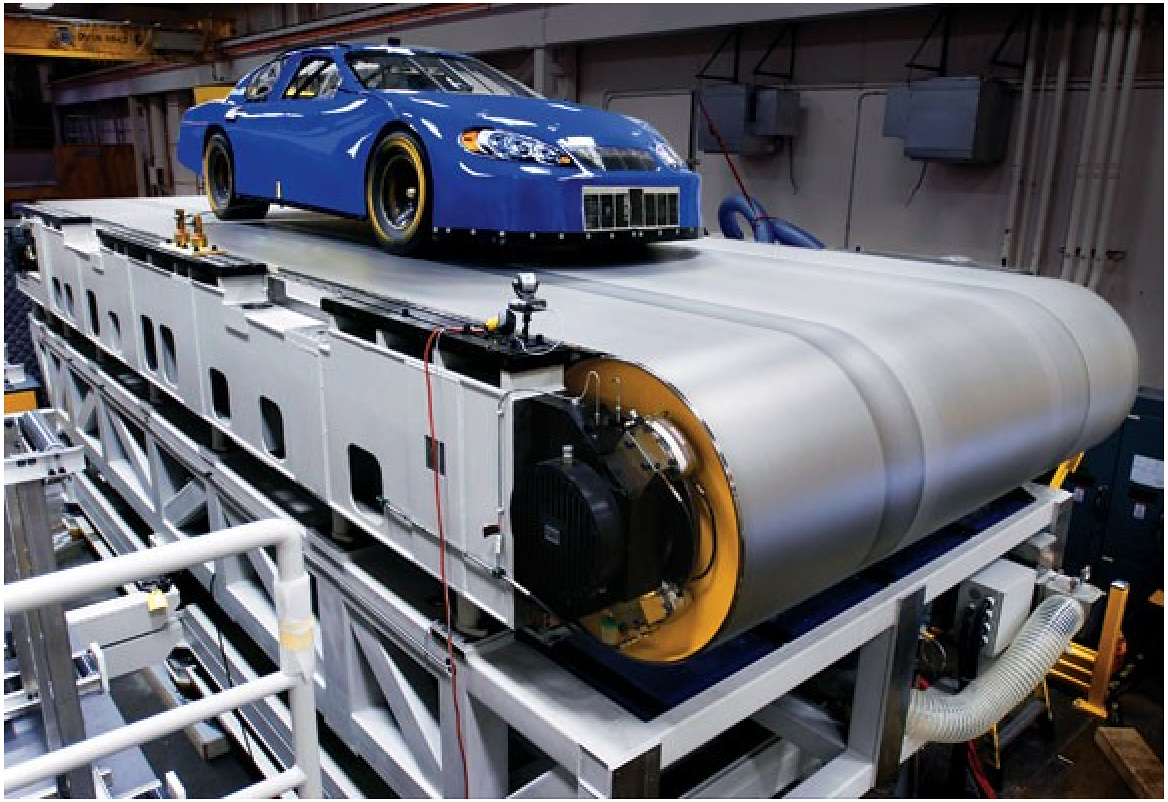
What about cars in tunnels?

http://stopbuyingrotas.files.wordpress.com/2008/10/voltex.jpg

Car testing

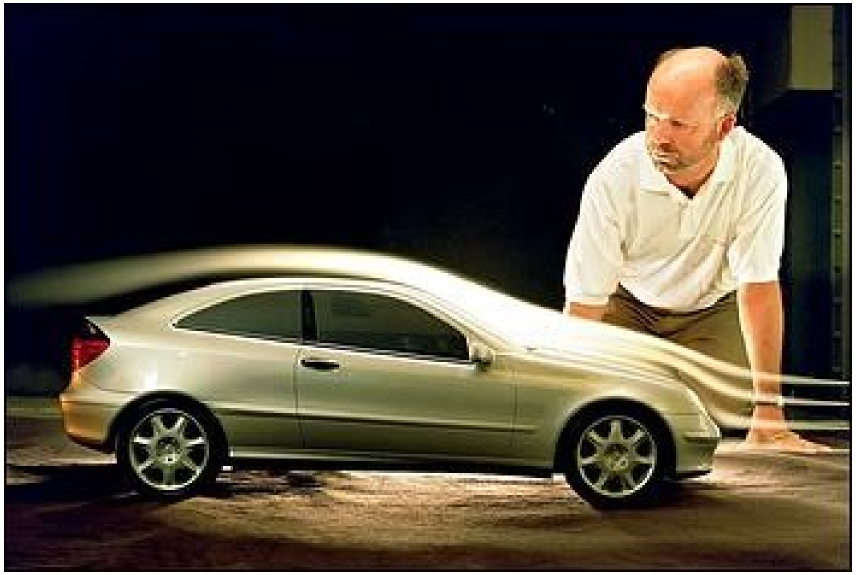
- What needs to be there to make it like a real car driving on a road?
- What kinds of things would you want to measure?
- Any comments about the tunnel itself?

Rolling Road Wind Tunnel



http://www.wired.com/cars/coolwheels/magazine/15-10/pl_motor

Less expensive to do scaled models



- What do we have to do in order to test scaled models?
  - Geometry scales
  - Paths of fluid particles look the same, velocity of fluid particles scales
  - Forces scale
- Called **similarity** (geometric, kinematic, dynamic)
  - More in a bit…

Rockets in wind tunnels

- Think of your first flight lab out in the gravel pit
- What would you liked to have tested in a wind tunnel?

Mars Curiosity parachute

http://www.cleveland.com/science/index.ssf/2012/07/wind_tunnel_testing_at_clevela.html
http://www.super-collider.com/styrofoam/wp-content/uploads/2012/08/parachute.jpg

Other examples

http://images.motorcycle-usa.com/PhotoGallerys/wind-tunnel-02.jpg
http://history.nasa.gov/SP-440/ch4-3.htm

Wind Tunnel

- Ground-based experimental facility designed to produce flow of gases (often air) to simulate natural flows occurring around a vehicle or other object
  - These fluid flows cause forces
- Commonly used for flight vehicles (airplanes, jets, rockets, space vehicles)
- Many different types of tunnels, depending on application (low-speed, supersonic, hypersonic, ice testing, spin testing, tunnels for buildings, bridges, etc)

Objectives of this lab

- “Demonstrate the safe start-up and shut-down sequence for the wind tunnel.”
- “Set and verify the wind speed in the wind tunnel.”
- “Compare measured drag forces on standard shapes in a flow field with literature values.”
- “Model and Measure the drag and lift forces on the rocket in various orientations in a flow field.”
- “Calibrate the Pitot sensor in the rocket nose cone.”

http://www.eng.hmc.edu/NewE80/WindTunnelLab.html

Measurements

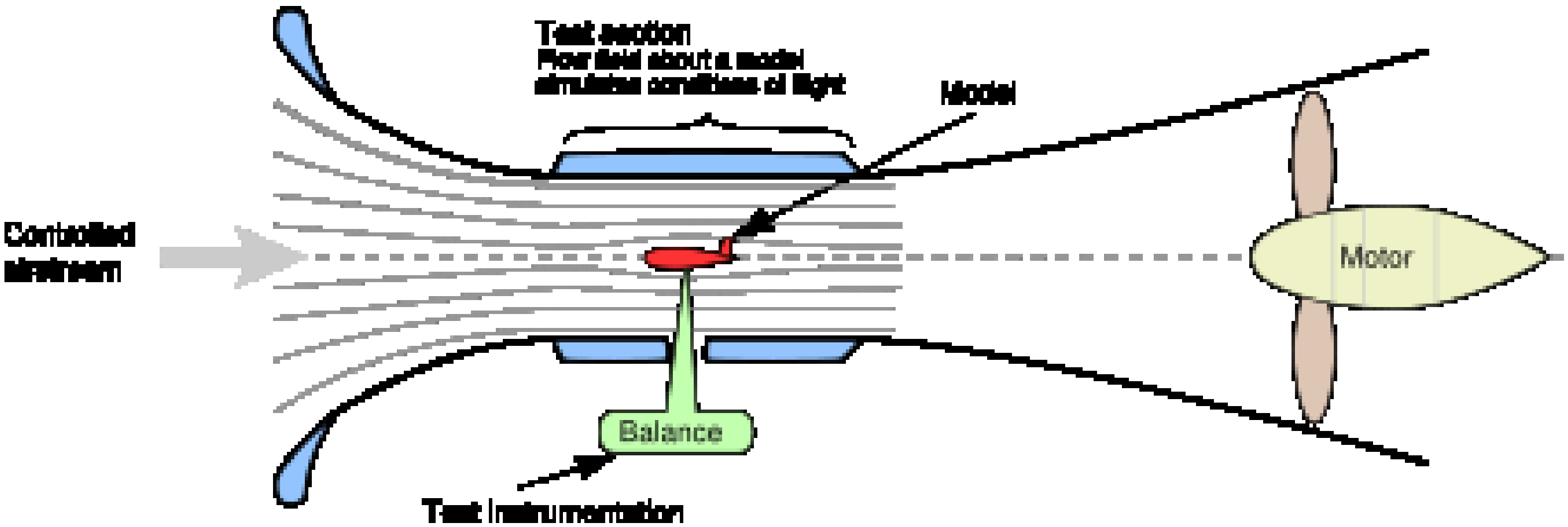
- Given those objectives, what do you think we’ll be measuring?

- “Set and verify the wind speed in the wind tunnel.”
- “Compare measured drag forces on standard shapes in a flow field with literature values.”
- “Model and Measure the drag and lift forces on the rocket in various orientations in a flow field.”
- “Calibrate the Pitot sensor in the rocket nose cone.”

Why do we need experimental data?

- Can’t we just do computational fluid dynamics to solve for everything we need?
  - CFD solutions must be validated. How do we do that?
  - CFD doesn’t work well for everything
    - Flow separation, some fluid-structures interactions
  - In the past, CFD took too long to run
  - For flight vehicles, it’s a really good idea to get wind tunnel data before you actually fly
    - “Tunnel tests first, free-flight tests later, is the proper order of things.” –NASA (from “Wind Tunnels of NASA”)
    - “We validate the designs,” Wendy Lacy, Boeing test engineer

Low-speed wind tunnel schematic



http://www.thefullwiki.org/Subsonic_and_transonic_wind_tunnel

HMC Wind Tunnel

Prof. Jenn Rossmann's tunnel

1' x 1' test section, 140 mph

Note: open door to outside before operating!

Low-speed wind tunnel

- M = Mach number = velocity/speed of sound
- For M < 0.3, density can be taken as constant (incompressible fluid)
- M=0.3 is about 230 mph at sea level
  - What does that say about our 140 mph tunnel?
- At steady-state operation, assuming uniform velocity across cross-section, conservation of mass is:
- $\rho_1 A_1 V_1 = \rho_2 A_2 V_2 = \dot{m}$ (mass flow rate)
- $V_2 = \frac{A_1}{A_2} V_1$

Bernoulli’s Eqn

- $P_1 + \rho \frac{{V_1}^2}{2} = P_2 + \rho \frac{{V_2}^2}{2} =$ constant along a streamline
  - Assumed friction is negligible, gravity negligible, steady flow, incompressible fluid, flow is along a streamline
- We can derive this from conservation of momentum or conservation of energy

Operation of wind tunnel

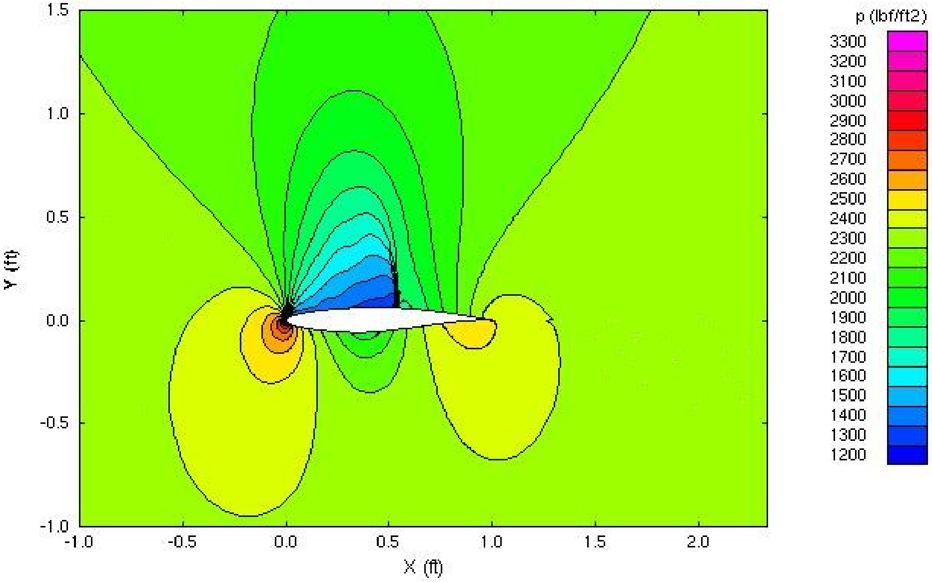
- Although we need to be careful when using Bernoulli's eqn because of restrictive assumptions, we can use it to gain some insight
- $V_2 = \sqrt{\frac{2(P_1 - P_2)}{\rho(1 - (\frac{A_2}{A_1})^2)}}$
- Area ratio of wind tunnel is known, so we vary the pressure difference to get our desired test section velocity
- How do we vary the pressure difference in the tunnel?

Aerodynamic Forces

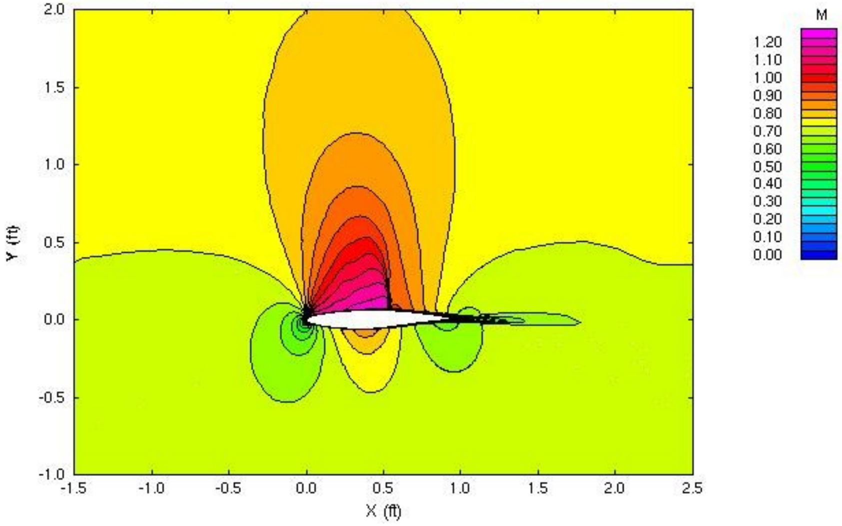
- In fluids, we have pressure (normal) forces and forces due to shear stress
- Often we want to determine the resultant of those forces acting on a body
  - Could be useful to know these for a rocket, for example
- Can integrate the pressure and shear stress distribution on a surface

Pressure and velocity on an airfoil

Pressure contours

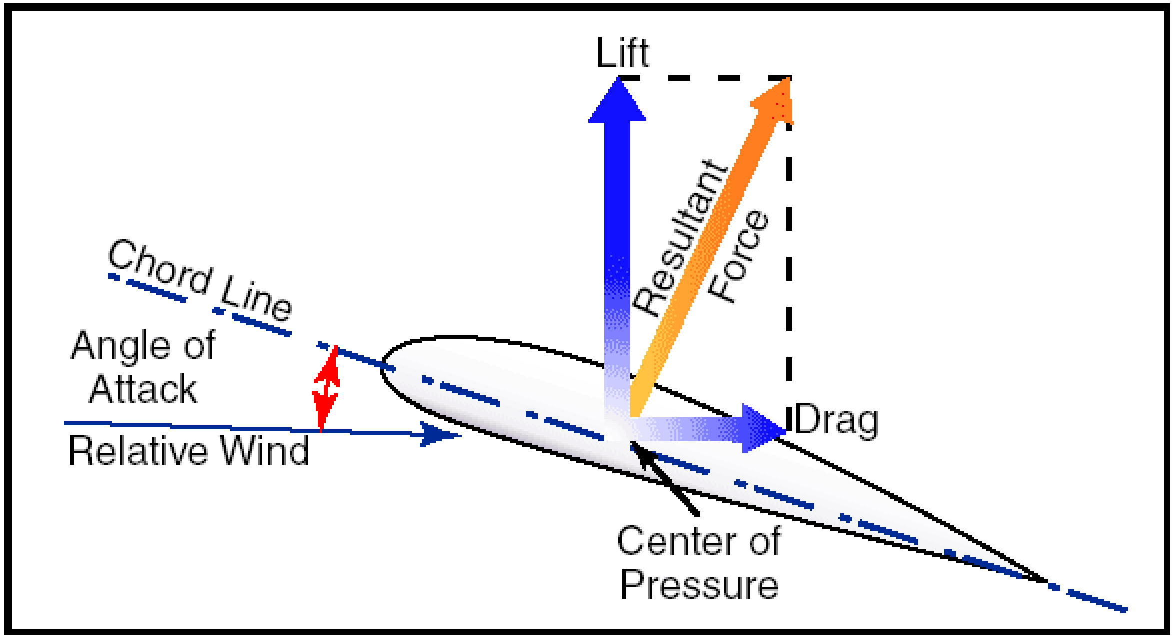


Mach number contours



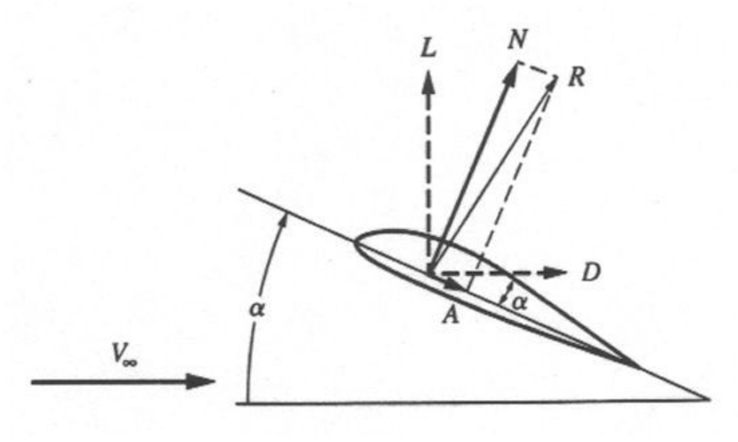
http://www.grc.nasa.gov/WWW/wind/valid/raetaf/raetaf04/raetaf04.html

Forces: Lift and Drag



http://www.free-online-private-pilot-ground-school.com/aerodynamics.html

Also Normal and Axial Forces



- Lift Force is often defined as perpendicular to relative wind
- Normal Force is defined as perpendicular to some body axis
- Often, for rockets, the normal force is called the "Lift Force" and the axial force is called the "Drag Force"
  - Makes trajectory modeling clearer if we use fixed reference frame on the vehicle (local frame)

Force Balance: the heart of a wind tunnel

- Rather than measuring pressure and wall shear stress and then integrating, in E80 we measure forces on our models (good balances measure moments as well)
- Instruments often measure a deflection or strain, produce a voltage, and relate that to force
  - Strain gages
  - Linear variable differential transformers (LVDT)

Force Coefficients

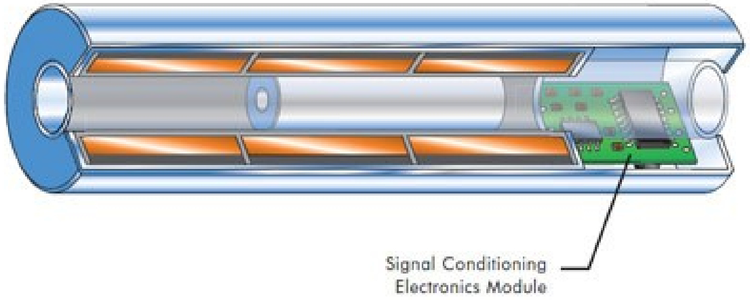
- F_L= lift = $\frac{1}{2}\rho V^2$AC_L
  - Where $\rho =$ free stream density
    $V =$ free stream velocity
    A = reference area
    C_L= lift coefficient

- F_D = drag = $\frac{1}{2}\rho V^2$AC_D
  - Where C_D= drag coefficient

- We're going to experimentally determine the lift and drag coefficients as part of this lab
  - Measure forces
  - Measure flow velocity

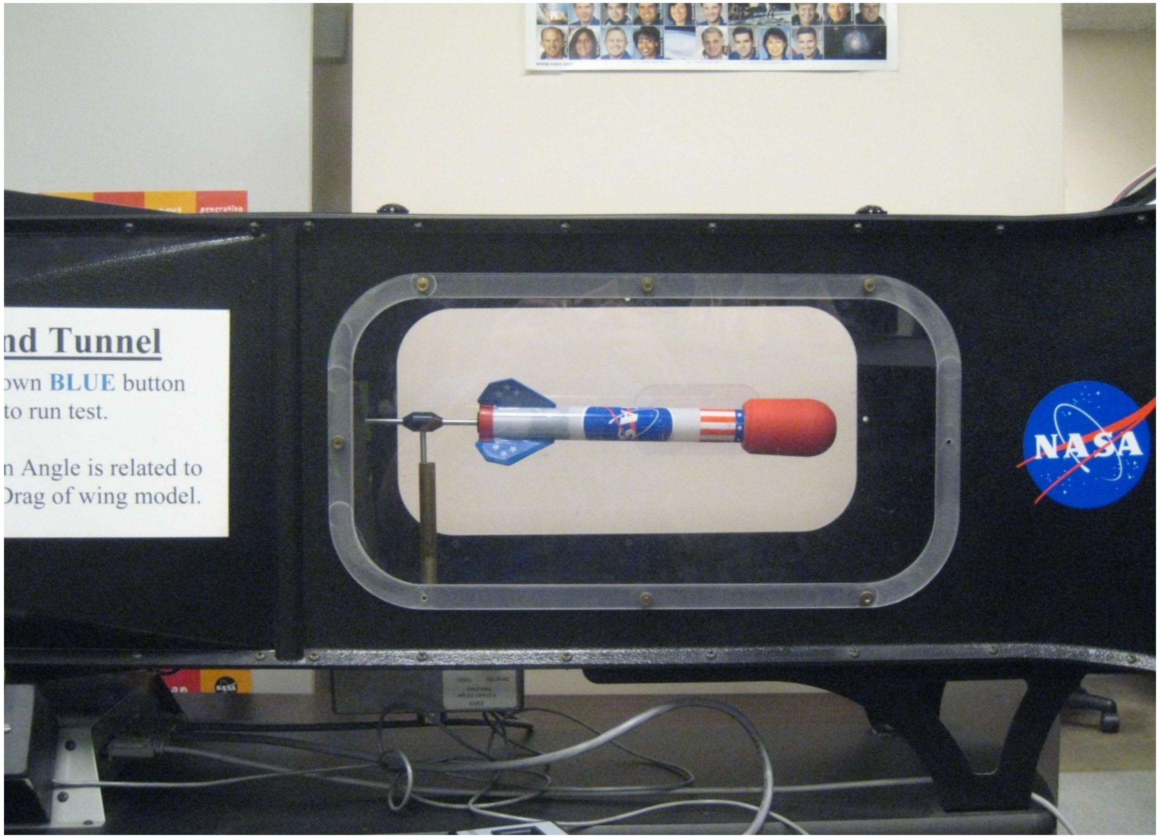
Force Measurement

Linear variable differential transformers (LVDT)



http://www.macrosensors.com/lvdt_tutorial.html
http://www.singer-instruments.com/sites/default/files/documents/products/Low-Range-Force-Sensors-F-and-FD-series.pdf

Sting Balance



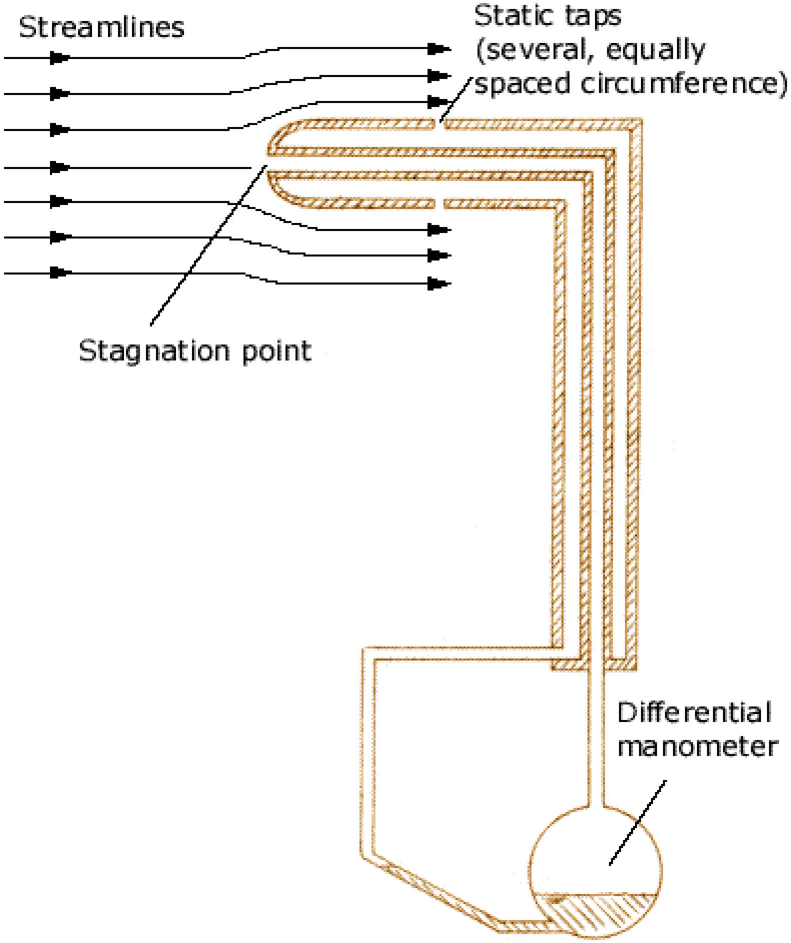
- Note: Tare Forces (from the Arabic ''tarha" meaning “deduction”) will act on the sting
- Random historical fact: early models were suspended from thin wires; unfortunately, drag on the wires sometimes exceeded model drag by a factor of 10!

http://www.grc.nasa.gov/WWW/k-12/rocket/dragdat.html

Velocity Measurements

- Pitot-static tube
- MPX53DP differential pressure sensor

- Piezoresistive pressure sensor. Pressure causes resistance change in silicon diaphragm, output as voltage



http://twarm.com/commerce/product_info.php?cPath=158_164&products_id=3391&sid=98

Velocity measurement

Pitot-static tube

- Stagnation, or total, pressure, P_0
  - Pressure of the gas when the fluid velocity is zero.
- Static pressure, P
  - what you probably think of when you think of pressure
- $V = \sqrt{\frac{2(P_0 - P)}{\rho}}$ (this is Bernoulli's eqn again)
  - What kind of pressure sensor shall we use?
- Where on the rocket will we get a stagnation point? Where on the rocket should we measure static pressure?

Pitot Tube Static Port

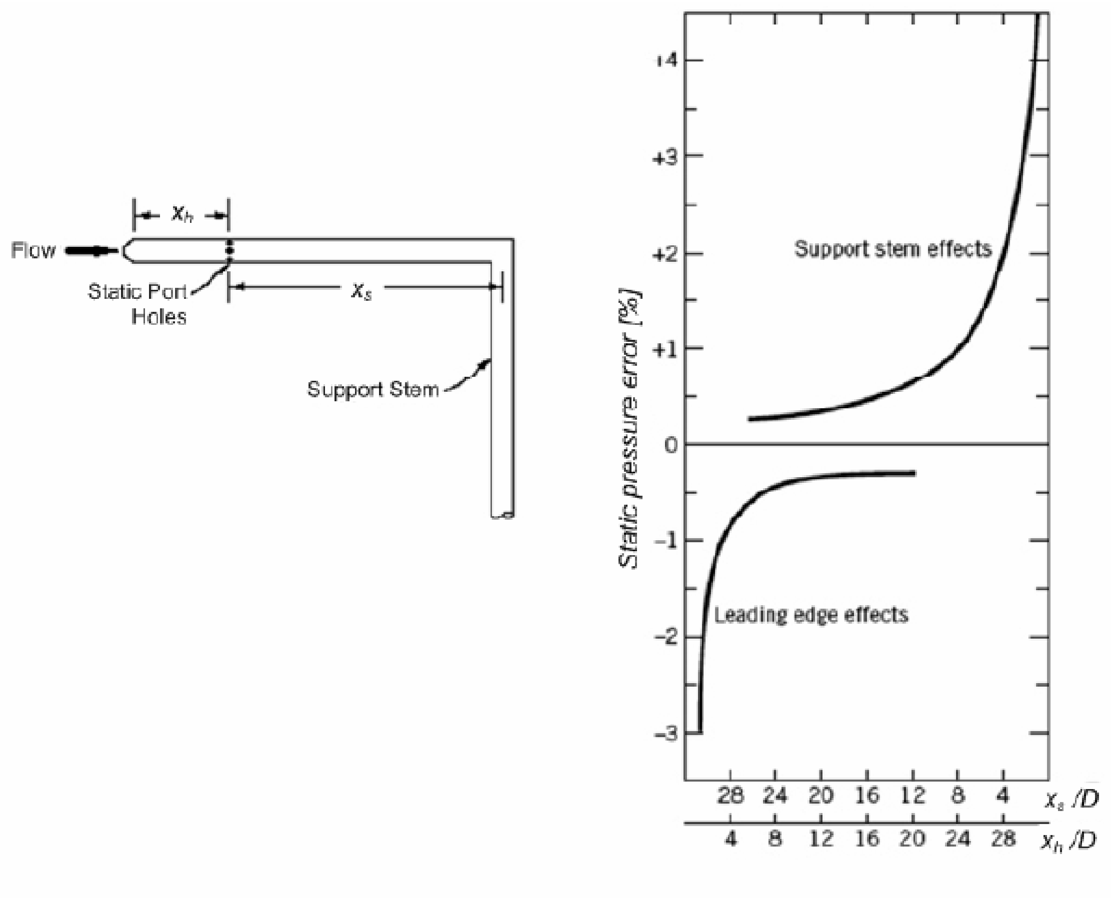
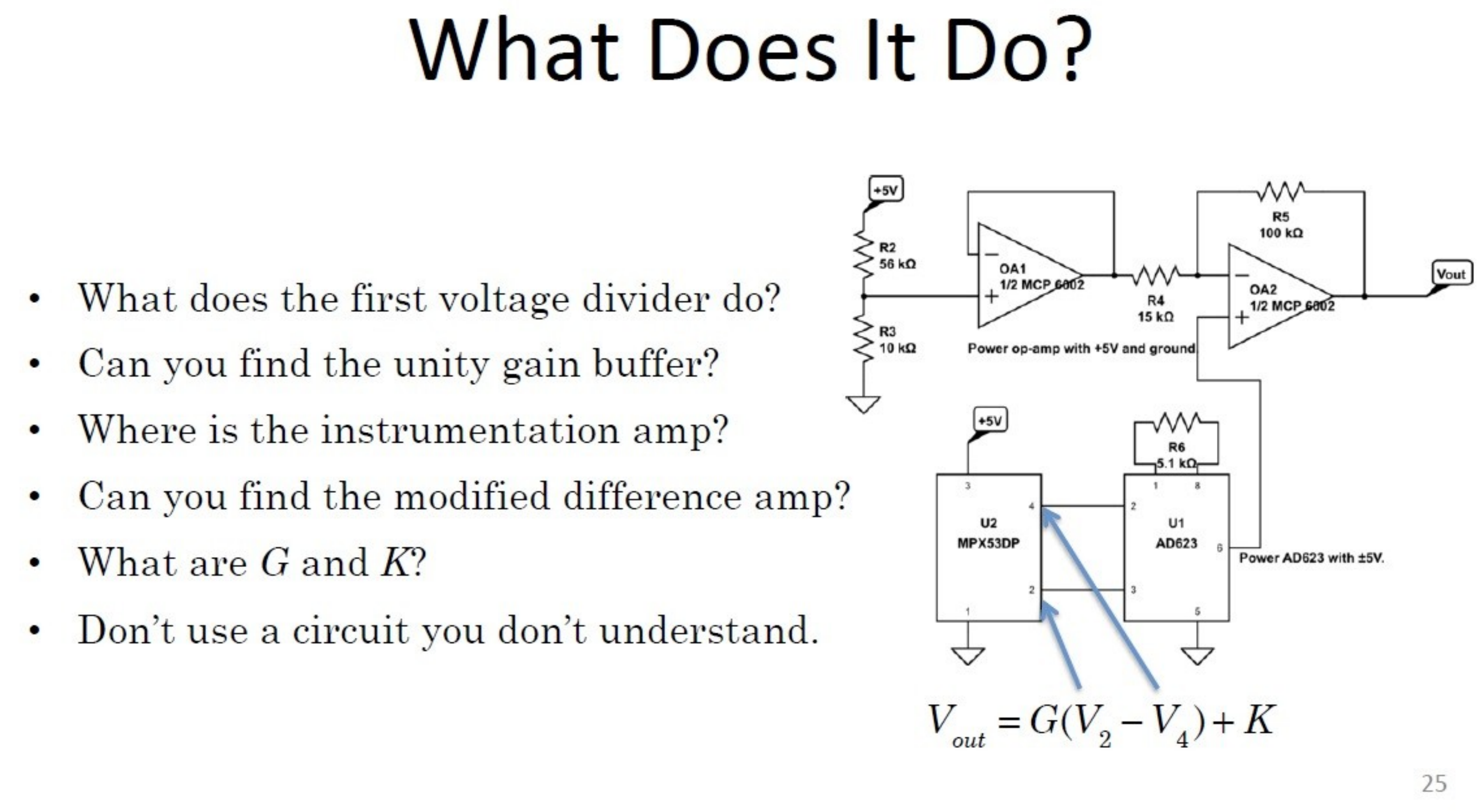


Figure 4. Static pressure errors due to static port hole placement.

http://search.asee.org/search/fetch;jsessionid=459m5p7k76jr7?url=file%3A%2F%2Flocalhost%2FE%3A%2Fsearch%2Fconference%2F17%2FAC%25202008Full522.pdf&index=conference_papers&space=129746797203605791716676178&type=application%2Fpdf&charset=

From Prof. Spjut’s Op amps lecture



What Does It Do?

- What does the first voltage divider do?
- Can you find the unity gain buffer?
- Where is the instrumentation amp?
- Can you find the modified difference amp?
- What are G and K?
- Don’t use a circuit you don’t understand.

Power op-amp with +5V and ground

Power AD623 with ±5V.

$$V_{out} = G(V_2 - V_4) + K$$

http://www.eng.hmc.edu/NewE80/PDFs/OpAmps3FEB2015.pdf

Similarity and Dimensional Analysis

- Similarity: How to make sure our scale models in the tunnel simulate our real-life vehicle
  - geometric, kinematic, and dynamic
- Dimensional Analysis: Method for reducing the number and complexity of experimental variables that affect a given physical phenomenon
  - Helps us be more efficient, keeps us from running redundant experiments, helps with insight
  - Will explain where our force coefficients came from

Similarity

- Geometric similarity: all body dimensions in all three coordinates have the same linear scale ratio
- Kinematic similarity: same length scale ratio and same time scale ratio (this means the velocity scale ratio will be the same)
- Dynamic similarity: same length scale, time scale, and force (or mass) scale ratios
  - Means that forces are in the same ratio and have equivalent directions between the real thing and scaled model

Similarity

- To get complete similarity for a general flow field, we need to have geometric, kinematic, and dynamic similarity
- Reynolds number, Re, governs this for the type of fluid flow we are interested in for E80
  - $Re = \frac{\rho V L}{\mu}$ (dimensionless)
  - L = characteristic length scale
  - $\mu =$fluid viscosity

Dimensional Analysis

- We want to determine drag force on our sphere
- We think that F_D=f(length-scale, velocity, density, viscosity)
  - Why both density and viscosity? Can change fluid, also can change temperature
- We could run experiments that vary those 4 parameters, measure drag force, then extract a functional relationship

Dimensional Analysis

- Let’s not do it that way (costly, could be difficult, and it turns out that not all of the combinations we could run are independent)
- DA gives us the number and form of independent dimensionless parameters which govern our physical phenomenon
  - How? Buckingham Pi (you have seen this in E72)

Coefficient of Drag

Cd of spheres as f(Re)

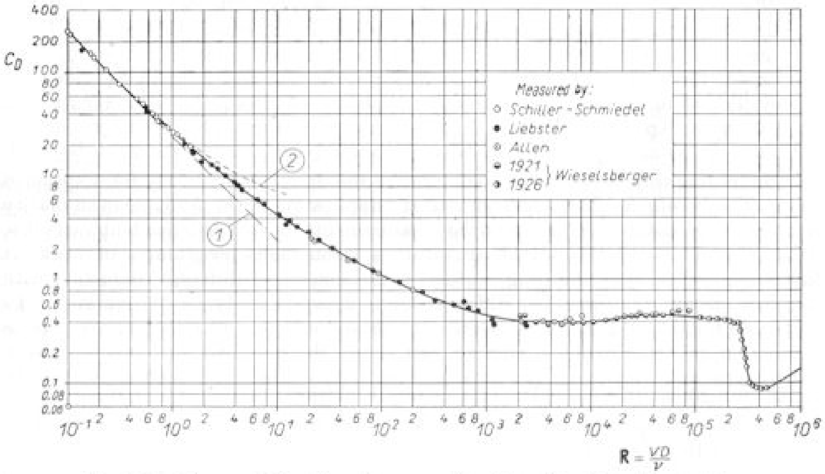
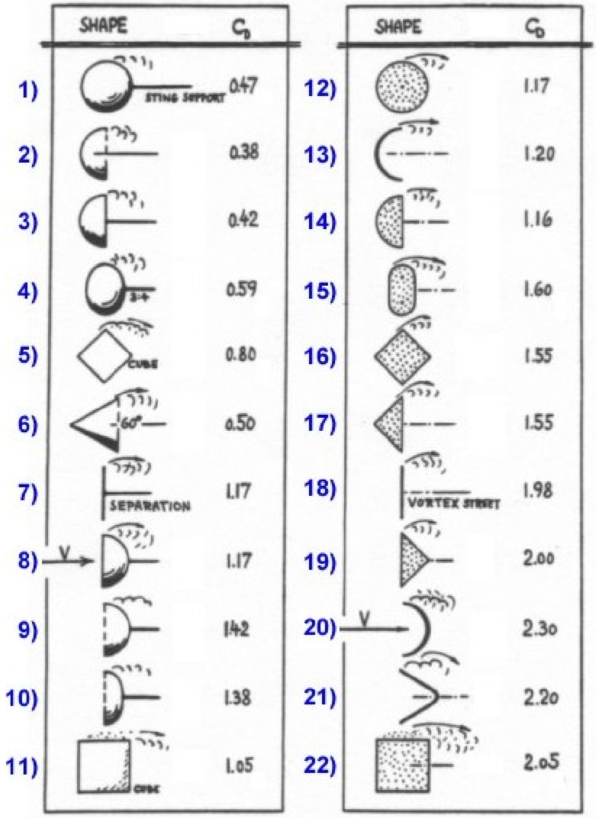


Fig. 1.5. Drag coefficient for spheres as a function of the Reynolds number
Curve (1): Stokes' theory, eqn. (6.10); curve (2): Oseen's theory, eqn. (6.13)

100000<Re<1E6
3d on left, 2d on right

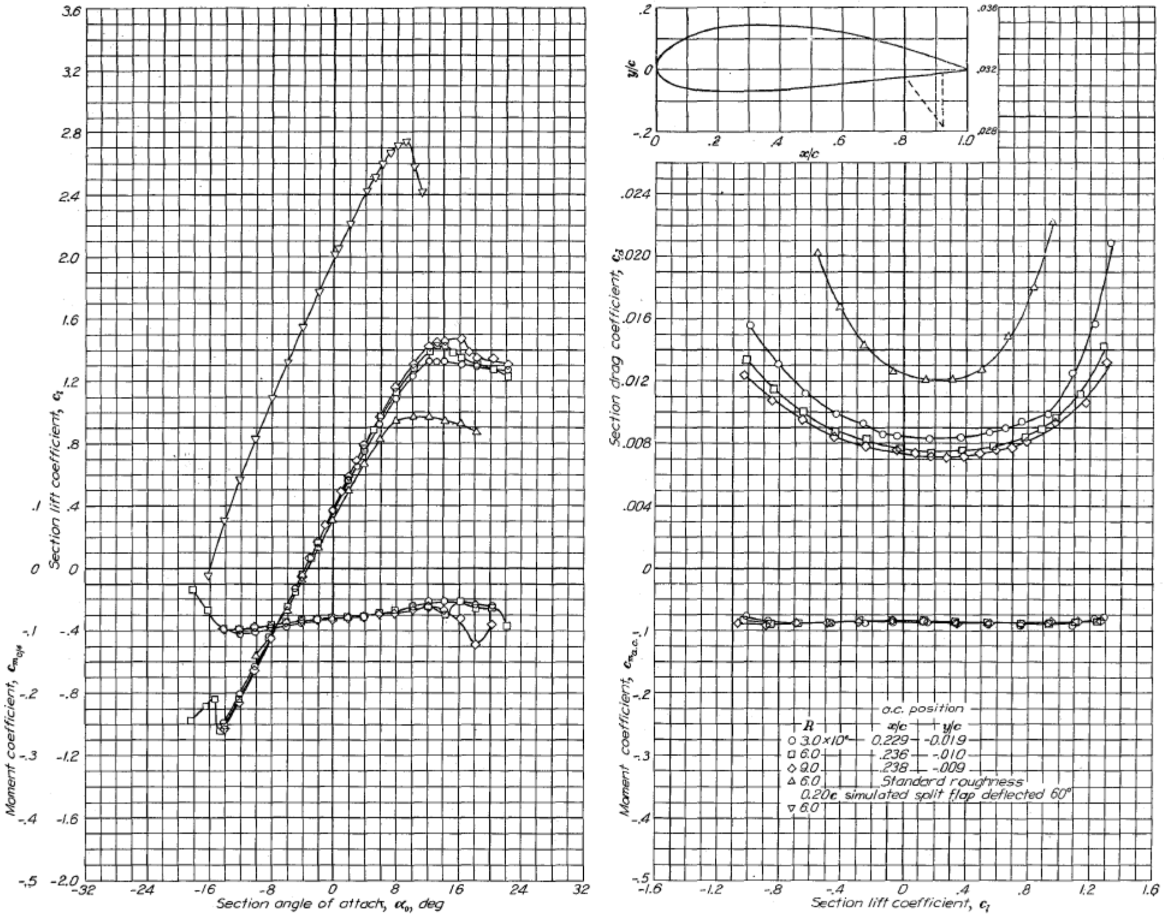


	SHAPE	C_D
1)	STING SUPPORT	0.47
2)		0.38
3)		0.42
4)	3:4	0.59
5)	CUBE	0.80
6)	60°	0.50
7)	SEPARATION	1.17
8)	V	1.17
9)		1.42
10)		1.38
11)	CUBE	1.05

	SHAPE	C_D
12)		1.17
13)		1.20
14)		1.16
15)		1.60
16)		1.55
17)		1.55
18)	VORTEX STREET	1.98
19)		2.00
20)	V	2.30
21)		2.20
22)		2.05

http://www.uh.edu/engines/epi1529.htm
http://www.aerospaceweb.org/question/aerodynamics/drag/drag-shapes.jpg

Aero characteristics for NACA 4421 airfoil



NACA 4421

REPORT NO. 824—NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

Aerodynamic characteristics of the NACA 4421 airfoil section, 24-inch chord.

http://ntrs.nasa.gov/archive/nasa/casi.ntrs.nasa.gov/19930090976_1993090976.pdf

What area to use in force coeffs?

- Spheres?
- Airfoils?
- Rockets?
- Foreshadowing
  - How does OpenRocket use these?
  - RockSim?

Implications beyond E80

- Lowered drag coefficients for vehicles
  - Aviation efficiency
    - Fuel costs have been driving this (we see big leaps in drag reduction when fuel price increases)
  - Car efficiency
    - Toyota Prius: drag coefficient of 0.25
    - Mercedes G Class: drag coefficient of 0.53

http://ecomodder.com/wiki/index.php/Vehicle_Coefficient_of_Drag_List