



Performance Improvements in Boeing/AFOSR Mach 6 Quiet Wind Tunnel Based on CFD Predictions

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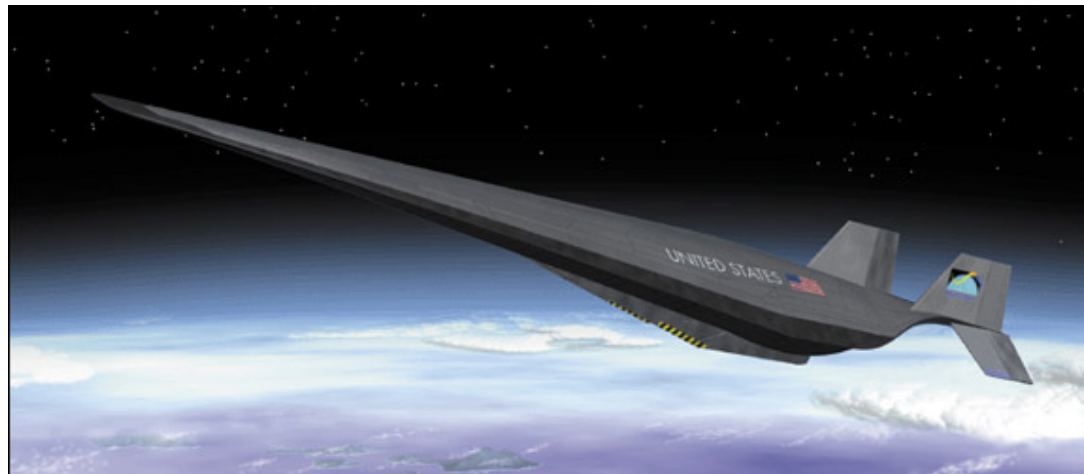
Purdue University

3rd International Symposium on Integrating CFD and Experiments in Aerodynamics
US Air Force Academy
Colorado Springs, CO
June 20-21, 2007

Report Documentation Page				Form Approved OMB No. 0704-0188	
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1. REPORT DATE JUN 2007		2. REPORT TYPE N/A		3. DATES COVERED -	
4. TITLE AND SUBTITLE Performance Improvements in Boeing/AFOSR Mach 6 Quiet Wind Tunnel Based on CFD Predictions				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Rutgers University				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release, distribution unlimited					
13. SUPPLEMENTARY NOTES Third International Symposium on Integrating CFD and Experiments in Aerodynamics, June 2007, The original document contains color images.					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT UU	18. NUMBER OF PAGES 26	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

Motivation

- Importance of quiet tunnels for hypersonic research
 - Understanding the nature of laminar-to-turbulent transition is crucial for:
 - ☐ Reusable launch vehicles
 - ☐ Hypersonic reconnaissance aircraft
 - ☐ Hypersonic cruise vehicles
 - ☐ Ballistic reentry vehicles
- Current Programs
 - ☐ *DARPA FALCON* glide vehicle
 - ☐ X-51
 - ☐ Orion



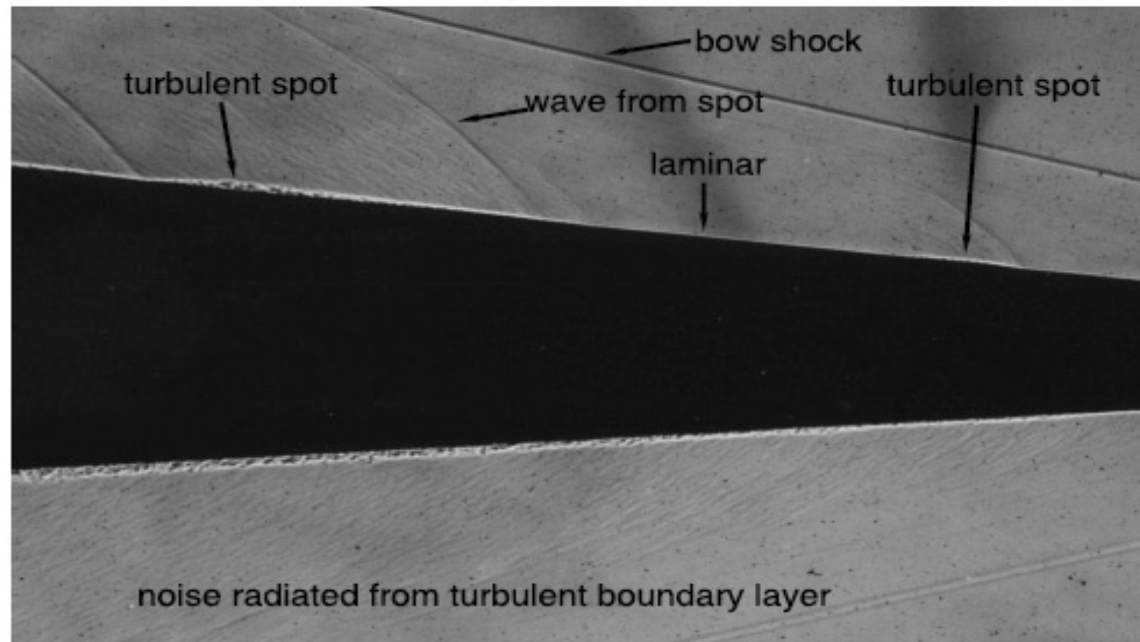
■ Transition location affects data

- Aerodynamic Heating
- Skin Friction Drag
- Heat Shield Weight, Materials

■ Conventional wind tunnel

Contaminated by high noise levels

- Location of transition
- Parametric trends for transition

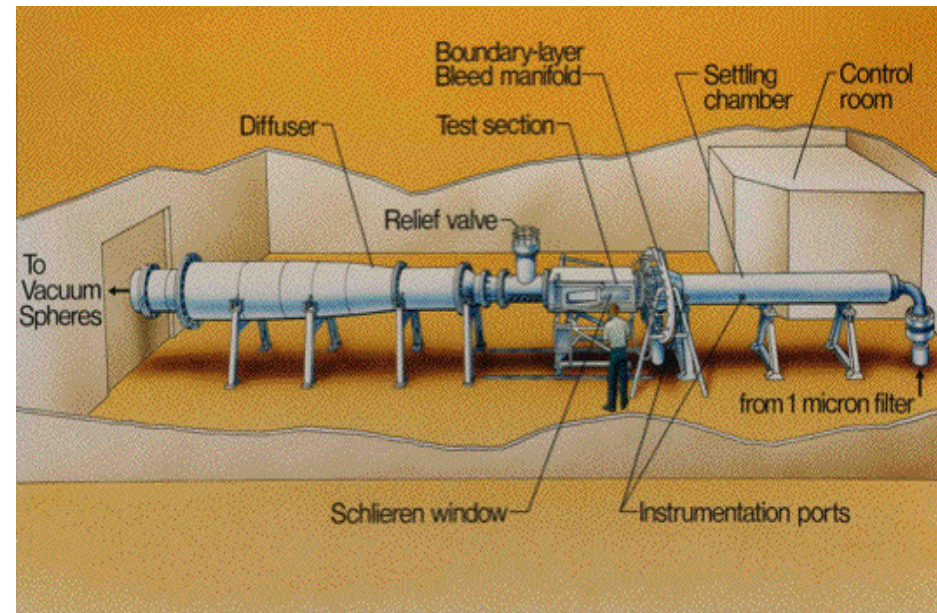


■ Quiet Flow Wind Tunnel

- Simulate hypersonic flight where the noise levels are very low
- Laminar boundary layers in the test section

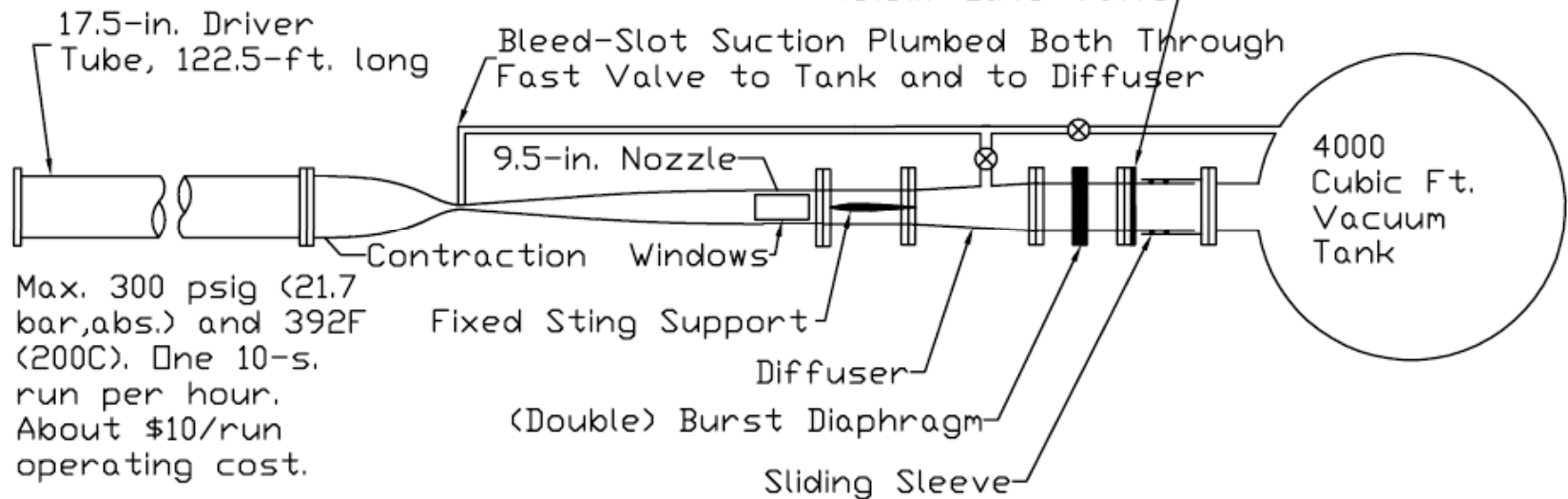
■ Quiet Facilities

- NASA Langley -- $M=3.5$
- NASA Langley -- $M=6$
 - Reassembled at Texas A&M
- NASA Langley -- $M=8$
 - Abandoned, 2001
- Boeing/AFOSR Mach-6 Quiet Tunnel (BAM6QT)
 - 145 psia, $Re \sim 13 \times 10^6$



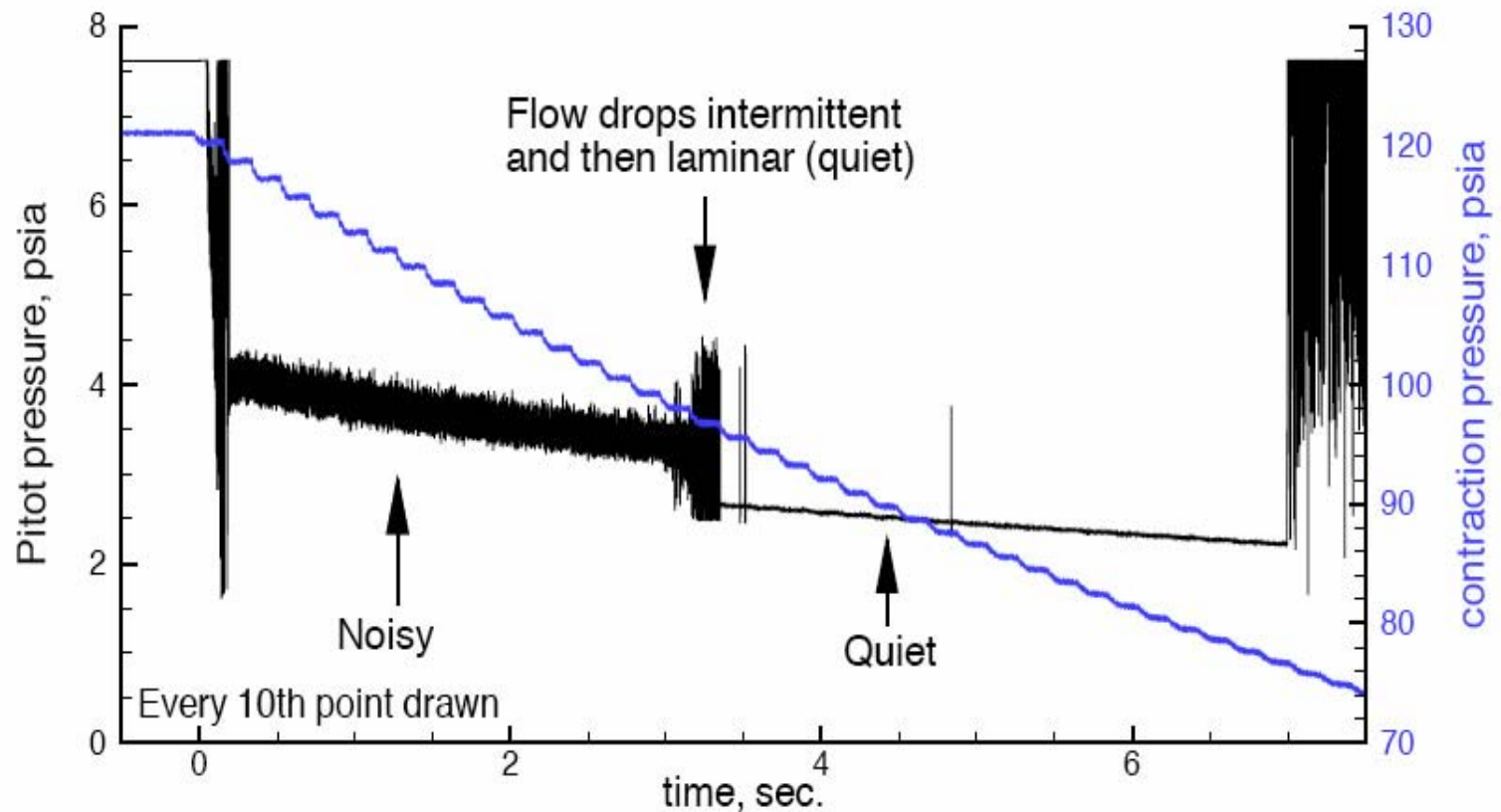
Ludwig Tube

All Clean Stainless Steel from Second-Throat Section Upstream
Unique Low-Noise Flow due to Laminar Nozzle-Wall Boundary Layer
(Slow) Gate Valve

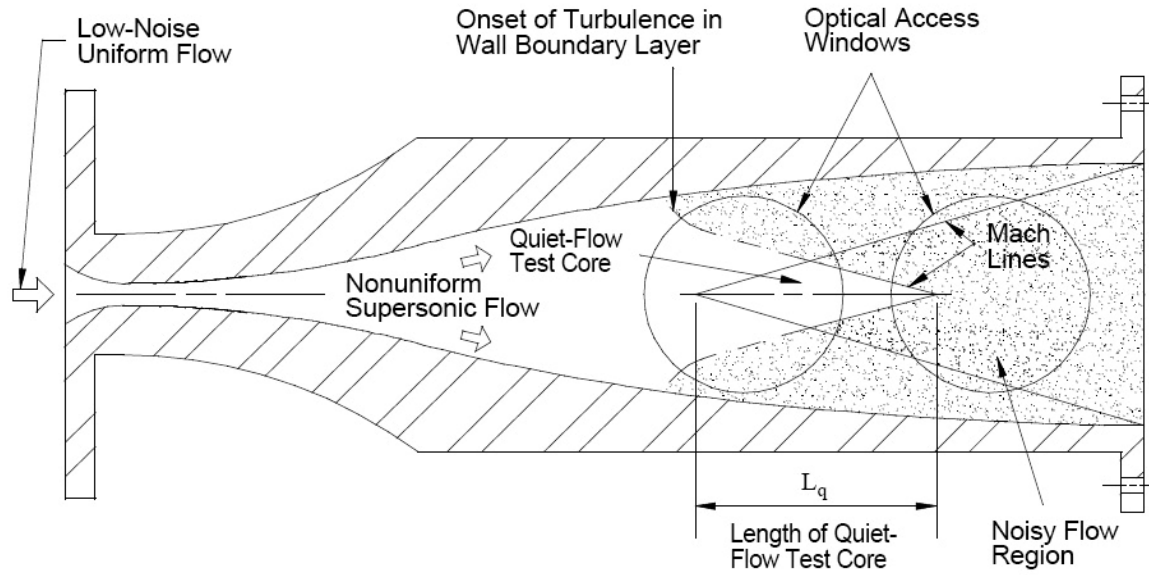


Typical Oscilloscope Output

- During many cycles of expansion-wave reflection, the pressure drops in stair-step fashion

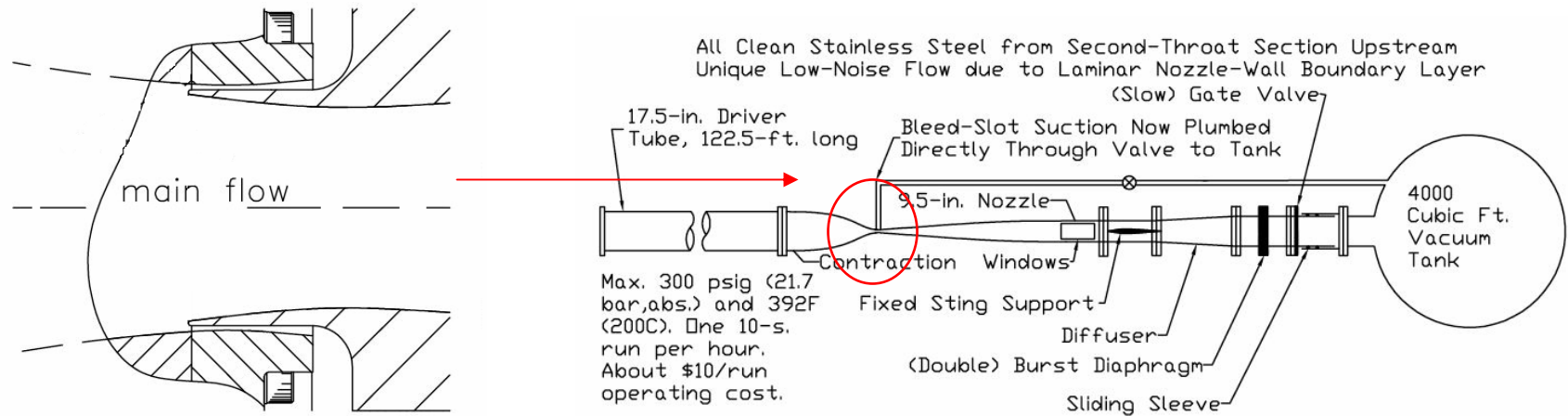


Quiet Test Section



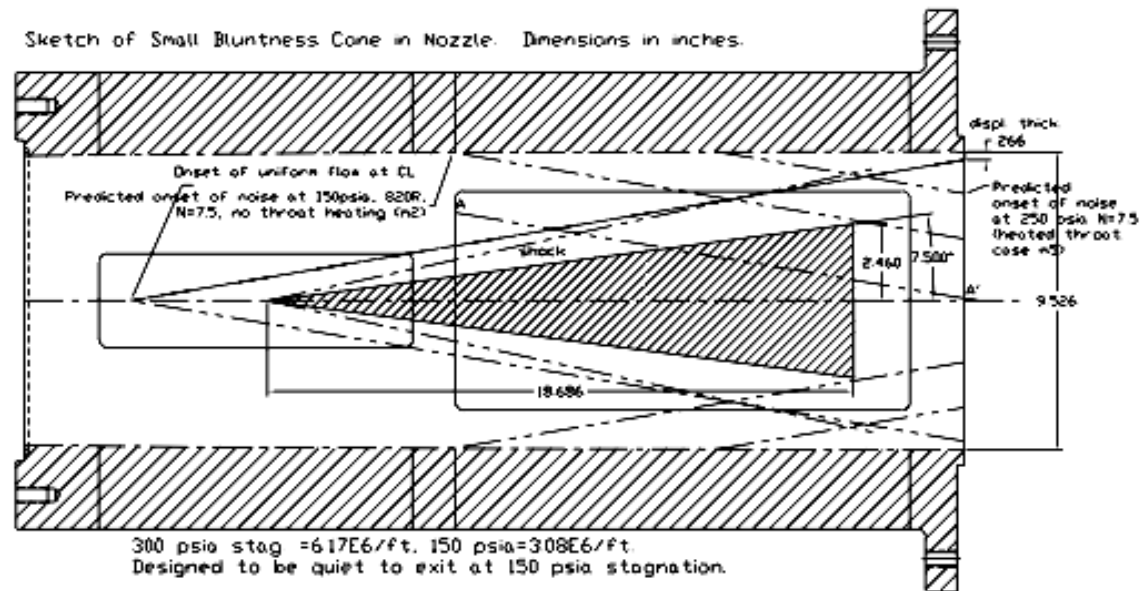
- Quiet flow region in test section is determined by
 - Characteristics marking onset of uniform flow
 - Characteristics marking beginning of acoustic radiation from onset of turbulence

Bleed Slot



- Bleed slot before the throat removes contraction-wall boundary layer
- Purpose: reduces noise by delaying boundary layer transition

Test Section Expansion



- Shocks emanating from a model interact with nozzle wall boundary layer, causing separation for blunter models
- Expand the test section diameter and determine the largest model that can be started in the tunnel



Objectives

Two cases that used CFD to improve performance of the BAM6QT:

- The effect of bleed lip geometry on nozzle wall boundary layer transition
- The effect of a test section expansion on the ability to test larger blunt models



Bleed Lip Redesign

As of 2005, the tunnel was not yet quiet for the desired range of pressures up to 150 psi.

Cause of test section noise:

- Early transition of the nozzle wall boundary layer.

Cause of early transition:

- Separation bubbles on the bleed lip and associated fluctuations induced near the bleed lip.

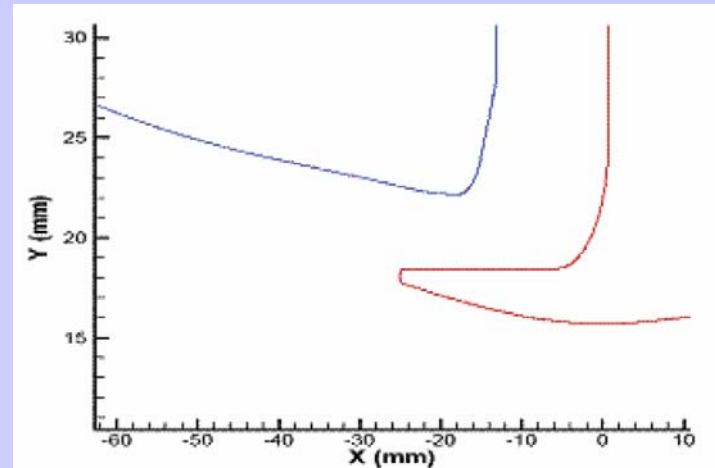
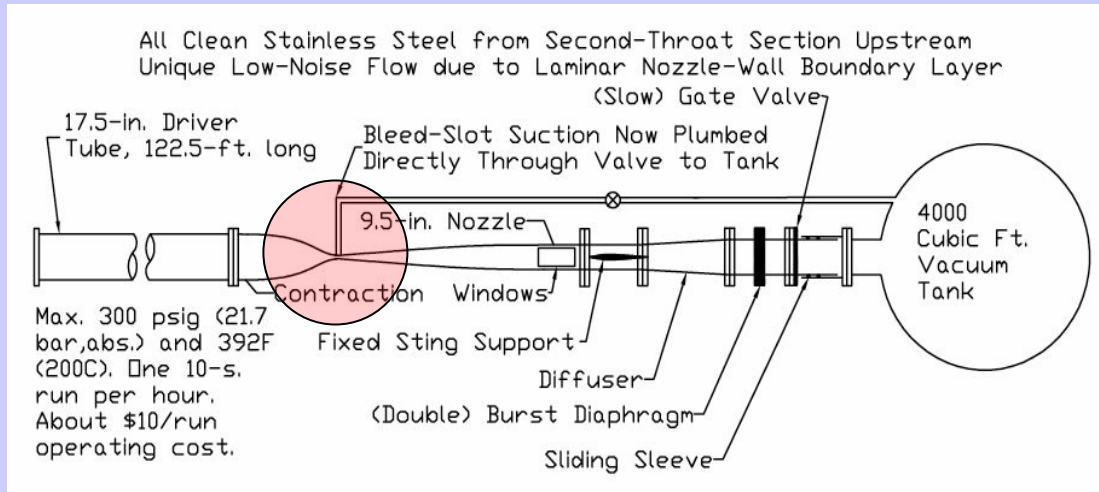


Bleed Lip Redesign

■ Use CFD to

- Investigate numerically the existence of steady and unsteady separation bubbles on the main flow and/or the bleed flow side of the original nozzle lip
- Design a new geometry to eliminate or reduce the size of the separation bubbles

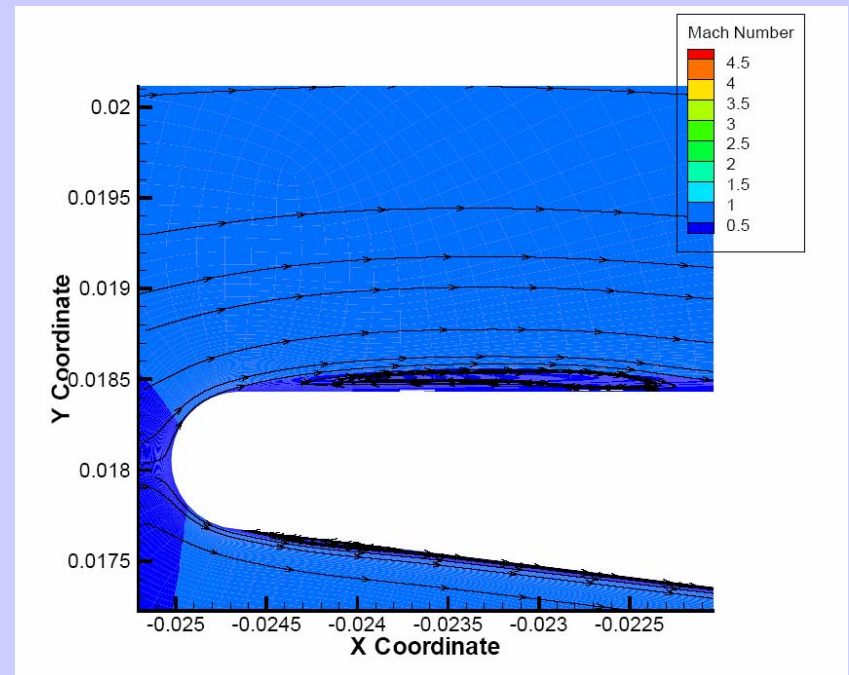
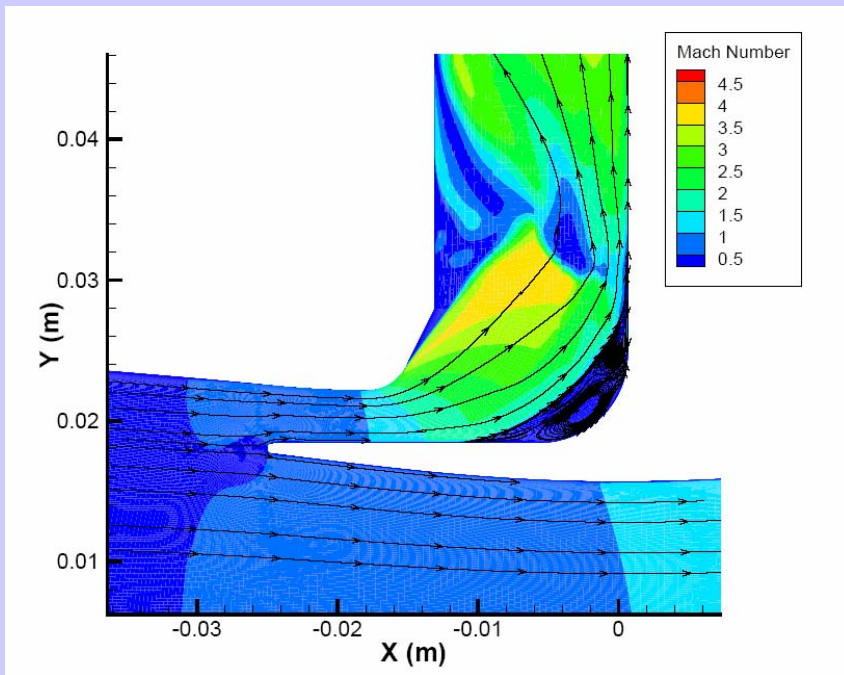
Analysis of Existing Bleed Lip



The geometry is represented by two surfaces.

Analysis of Existing Bleed Lip

- Separation bubbles exist on both the main flow and bleed flow sides for all the stagnation pressures tested.

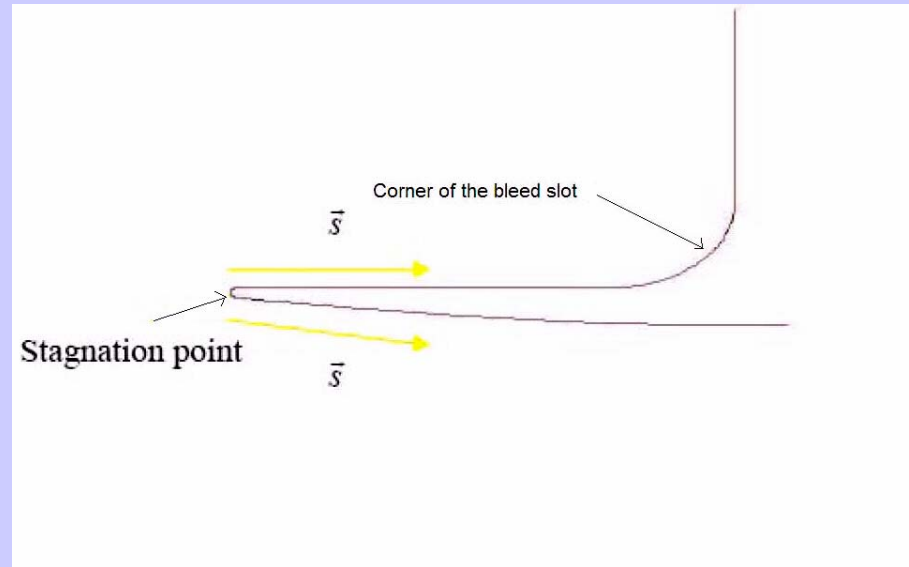


Mach number contours and streamlines for 150 psi.

Analysis of Existing Bleed Lip

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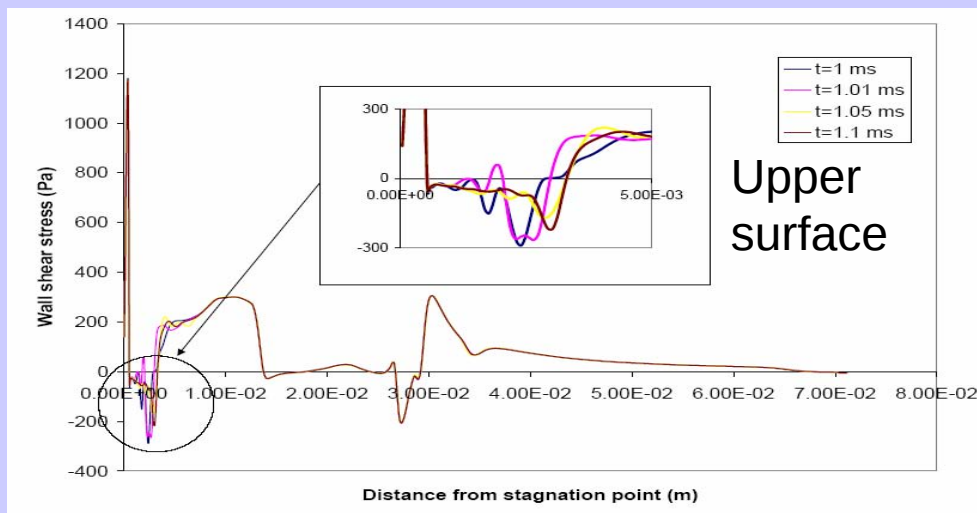
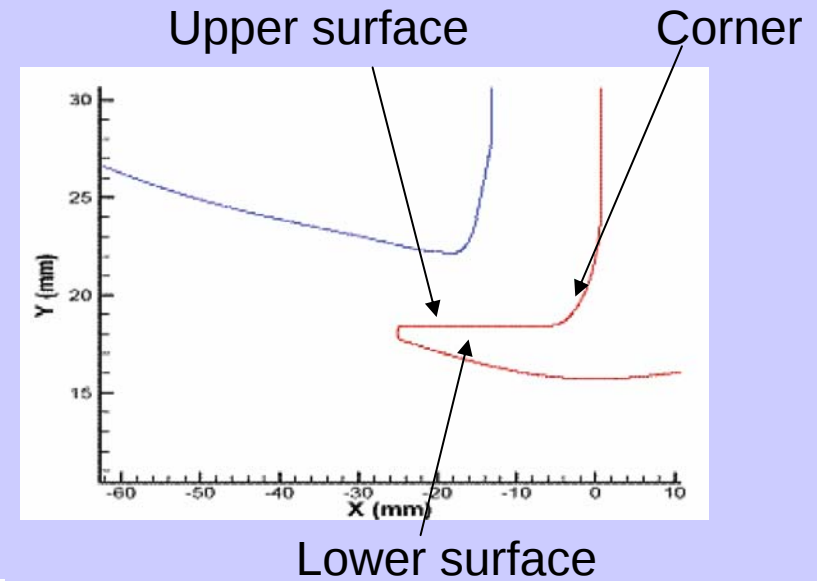
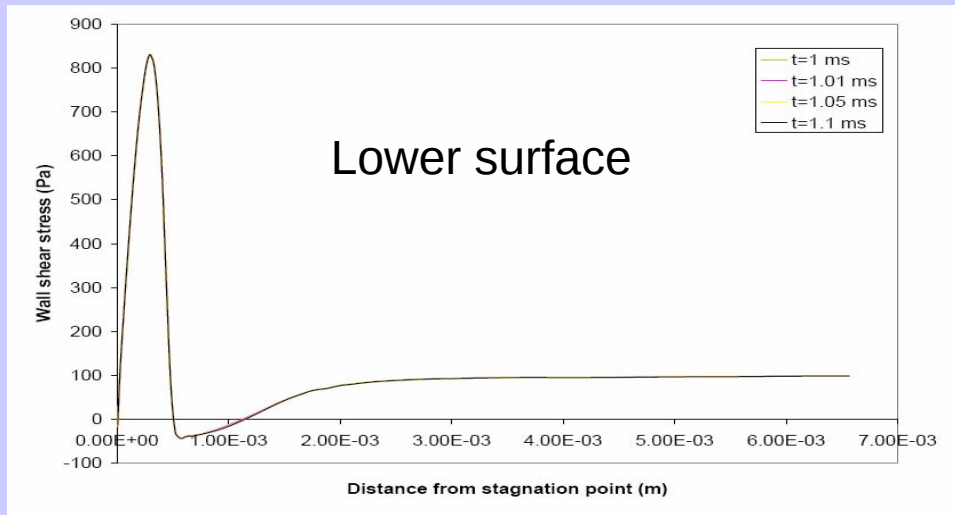
$$\Gamma_w = \mu_w \frac{\vec{s} \cdot \vec{V}}{\Delta n}$$



Mach number contours and streamlines for 150 psi.

Results of Original Bleed Lip

14 psi

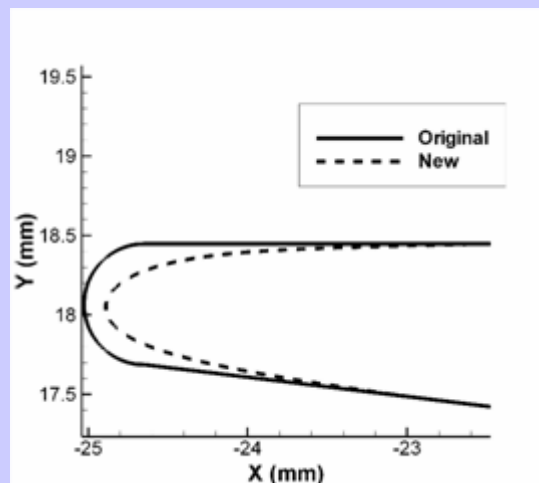


Separation bubbles:

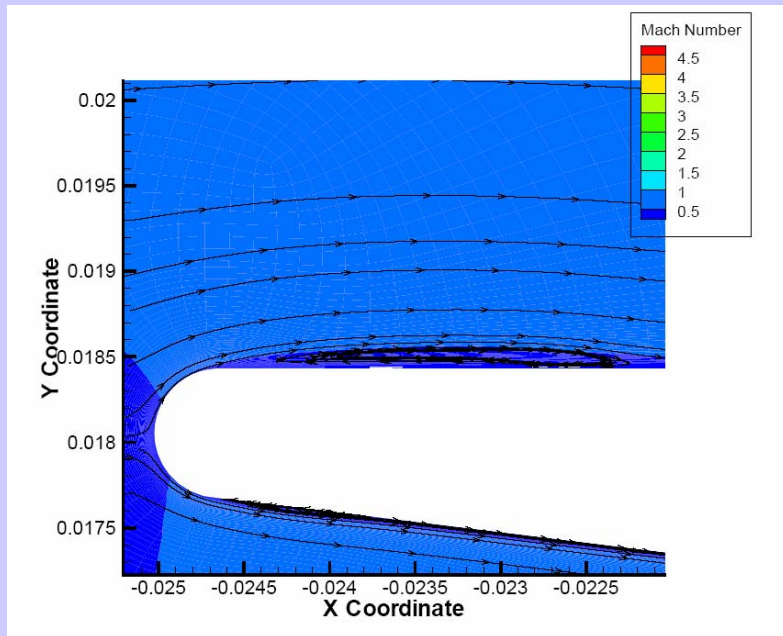
- Unsteady on bleed flow side (upper surface)
- Steady on main flow side (lower surface)

Redesign of Bleed Slot

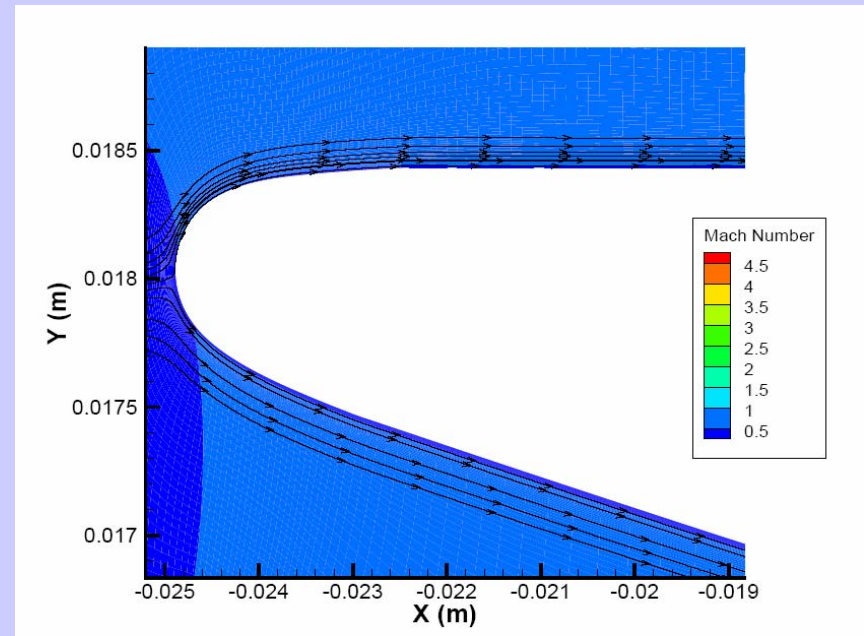
- The bleed lip was cut less than 0.1 in (2.54 mm)
- An adverse pressure gradient is present just aft of the blunt nose on a flat plate in uniform flow. As a semi-elliptical nose becomes more slender, this gradient reduces. (Hess and Smith, 1967)
- The basic idea in the modifications of the bleed lip is to make the lip more slender to eliminate the separation bubbles.



Mach Contours for Modified Geometry



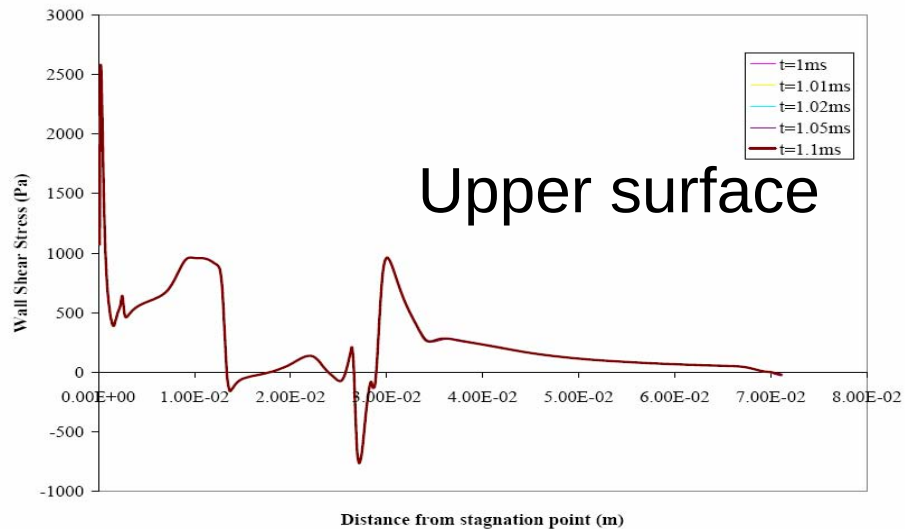
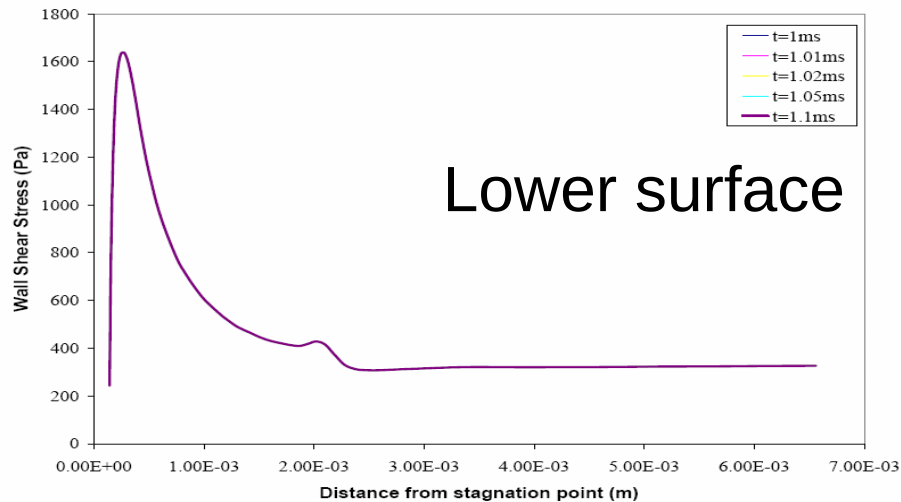
■ Original Design – 150 psi



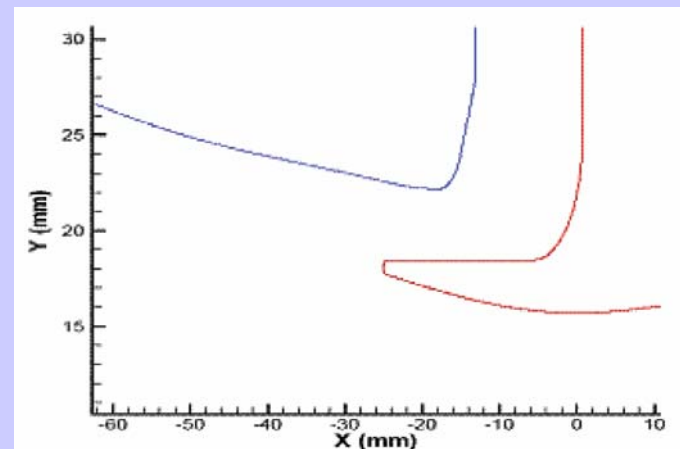
■ Modified Design – 150 psi

There is no separation bubble on both the main flow and bleed flow sides of the bleed lip with the modified geometry up to a stagnation pressure of 300 psi.

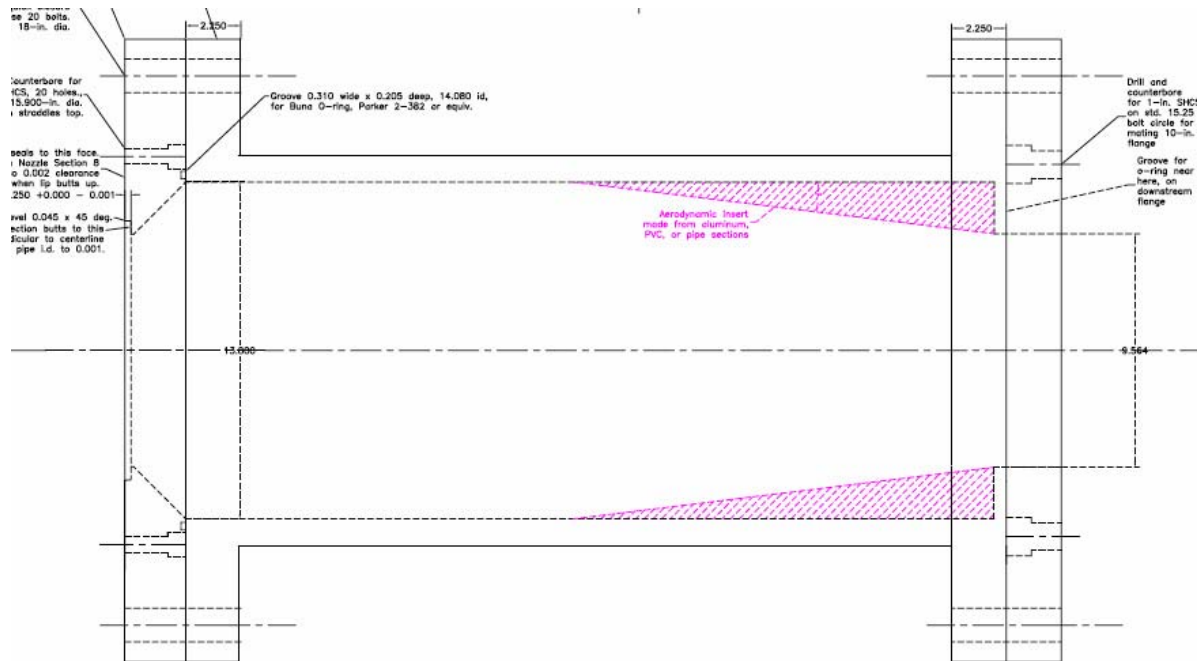
Redesign of Bleed Slot



- No separation bubble on either the upper or the lower surface
- Wall shear stress is always positive around the bleed lip

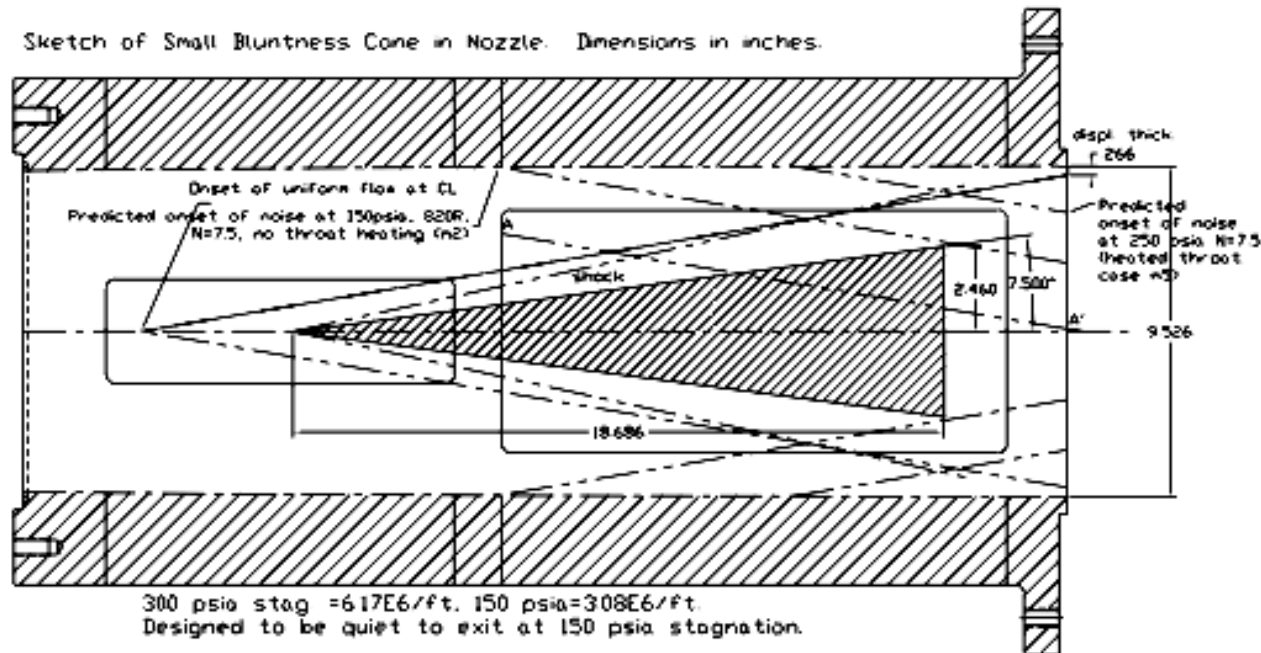


Test Section Expansion



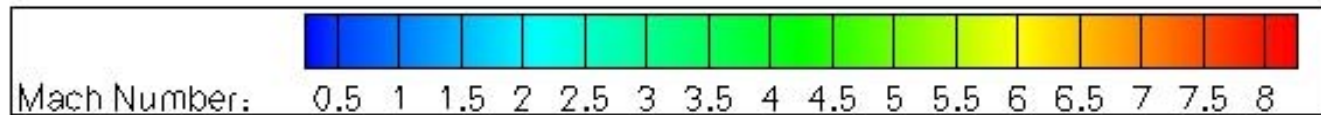
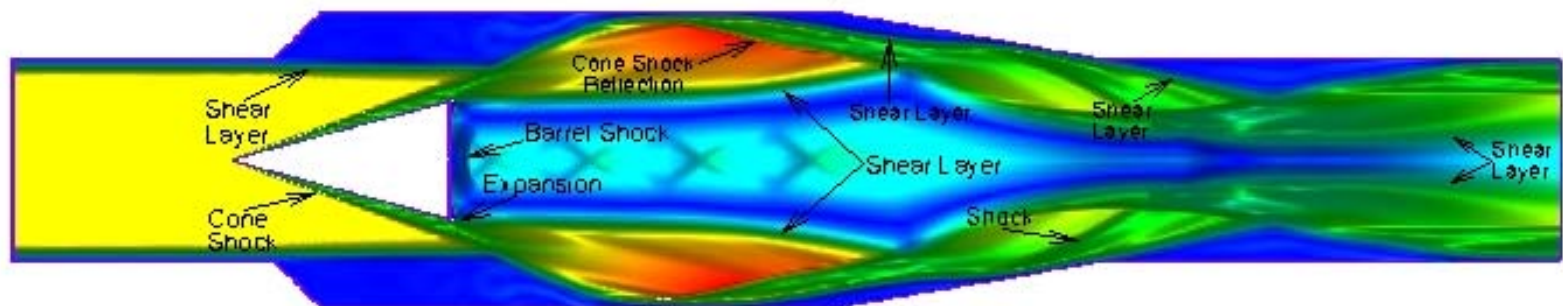
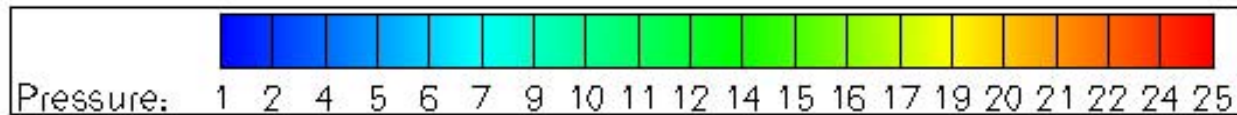
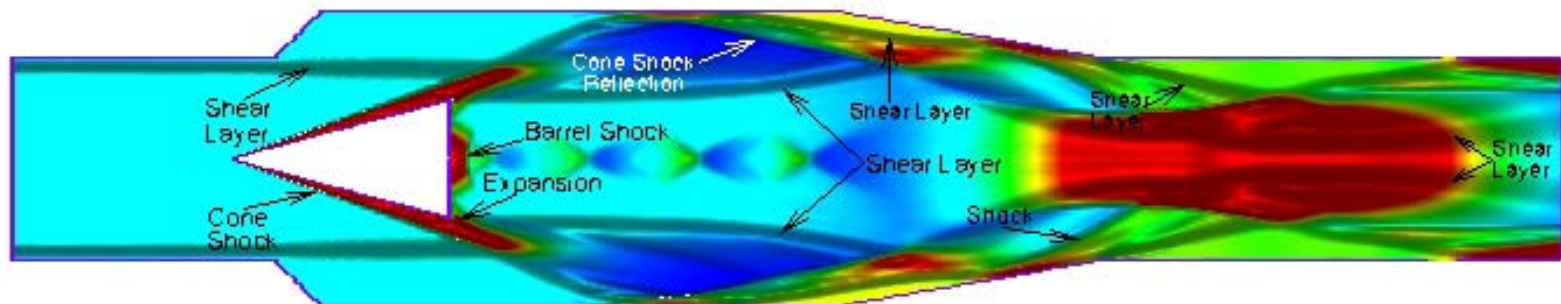
Goal: Expand Diameter to fit larger, blunter models

Test Section Expansion

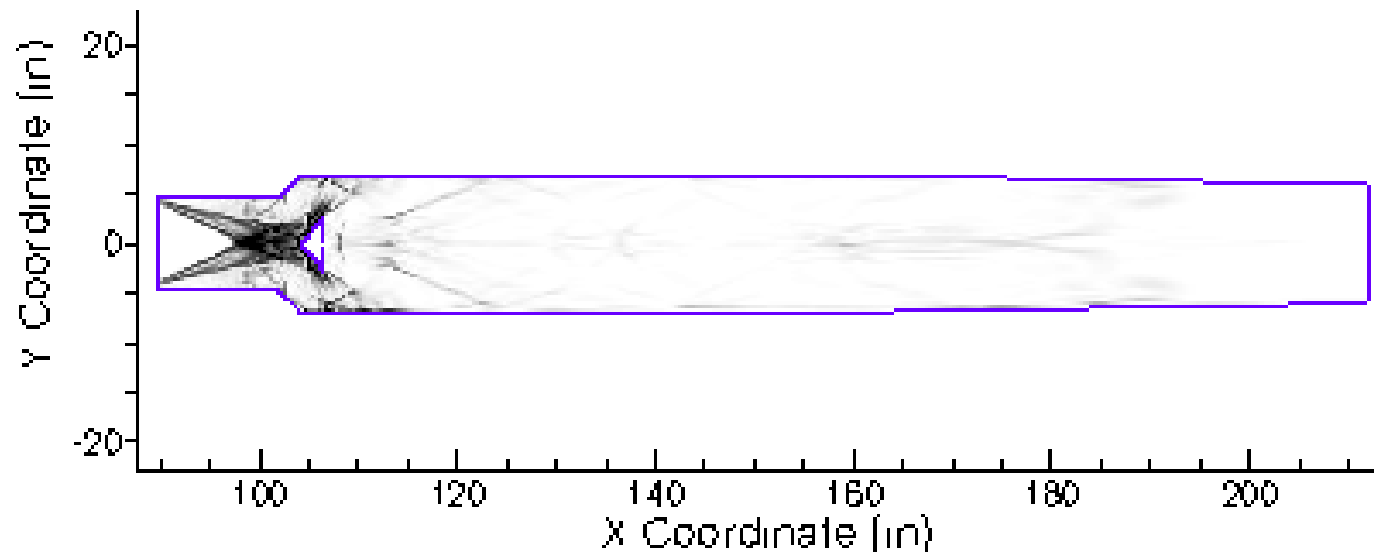
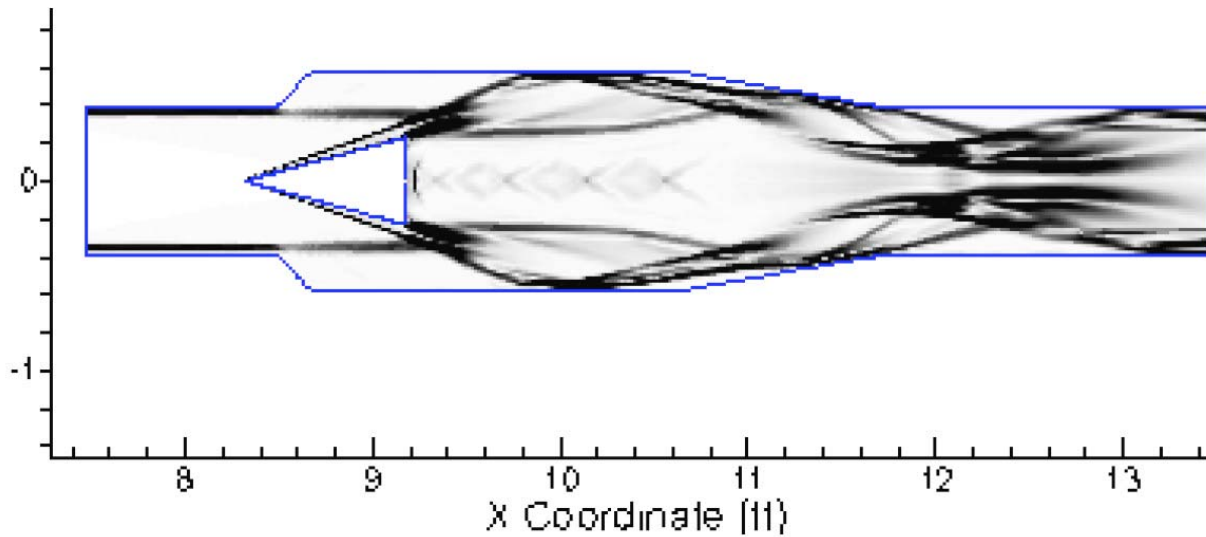


- Separation of the upstream boundary layer is often induced when strong bow shocks from blunt models interact with the nozzle wall boundary layer
- If the bow shock impinges on a shear layer before reaching the wall separation might be avoided (Skoch, Schneider & Borg, 2005)

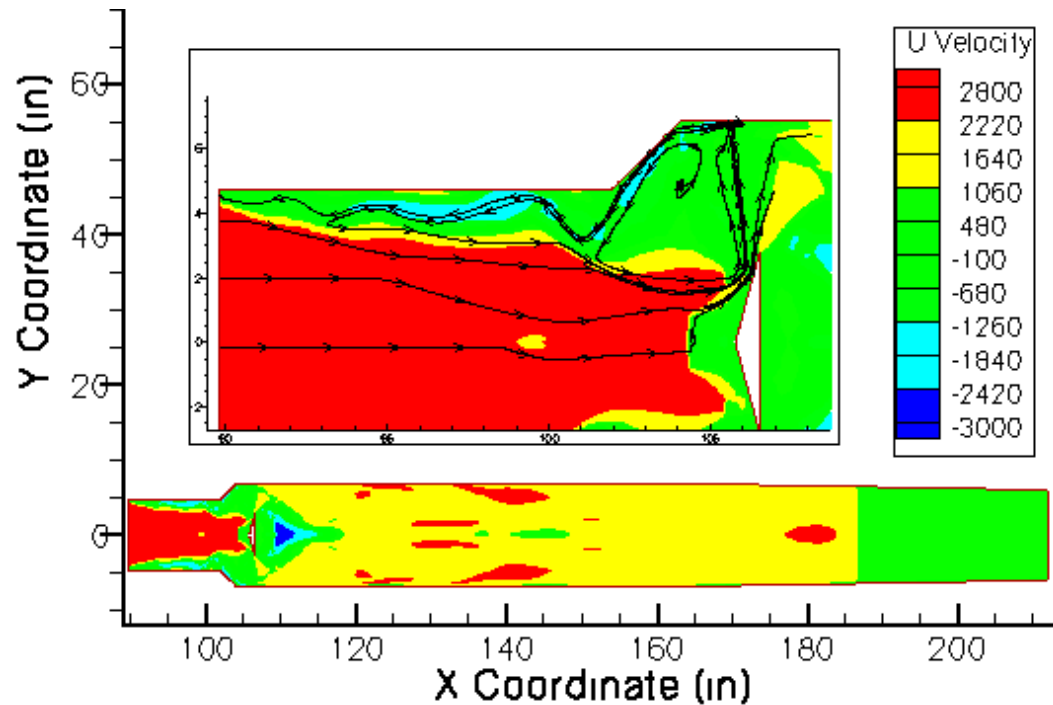
Results



Unstart

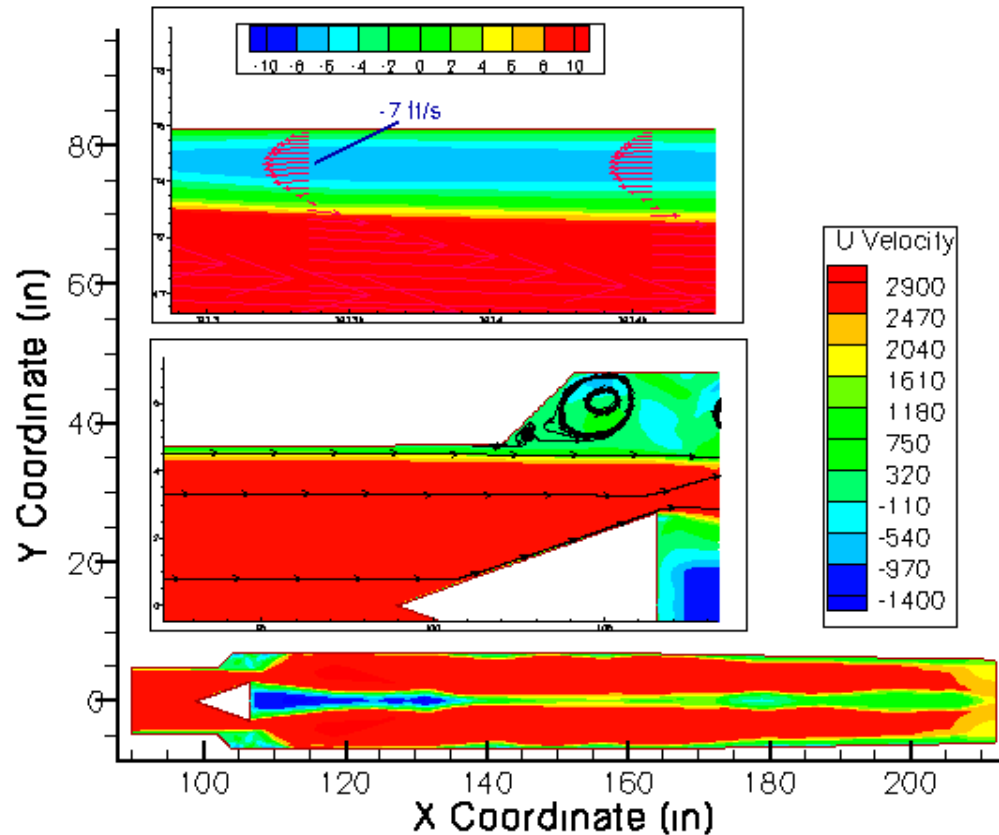


Results



- U Velocity contours of 75° cone unstarring the tunnel
- Separation bubble forms at expansion corner and grows until inflow boundary

- Separation bubble moves slightly upstream and remains in place
 - tunnel is not unstated
 - may cause noise and interfere with quiet flow measurements



Summary

Two examples of design modification based on CFD analysis:

- Bleed slot modification
 - Separation bubbles were shown to exist on both the main flow and the bleed flow sides of the bleed lip
 - Separation bubbles are eliminated up to 300 psi (operational limit of the tunnel)
 - BAM6QT was remachined in 2006 and quiet flow was subsequently achieved at 150 psi
- Test Section Expansion
 - Bow shocks from large models cause the flow upstream to separate
 - 15° cone fit into modified section without causing unstart – an improvement over the 7° cone currently used