

Local Flow Conditions for Propulsion Experiments on the NASA F-15b Propulsion Flight Test Fixture



Local Flow Conditions for Propulsion
Experiments on the NASA F-15B
Propulsion Flight Test Fixture

NASA Technical Reports Server
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Reviews

*Simply no phrases to explain. It is definitely simplistic but shocks from the fifty percent from the pdf. You may like the way the blogger write this ebook.
(Antonetta Tremblay)*

LOCAL FLOW CONDITIONS FOR PROPULSION EXPERIMENTS ON THE NASA F-15B PROPULSION FLIGHT TEST FIXTURE

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BiblioGov. Paperback. Book Condition: New. This item is printed on demand. Paperback. 36 pages. Dimensions: 9.7in. x 7.4in. x 0.1in. Local flow conditions were measured underneath the National Aeronautics and Space Administration F-15B airplane to support development of future experiments on the Propulsion Flight Test Fixture (PFTF). The local Mach number and flow angles were measured using a conventional air data boom on a cone-cylinder mounted under the PFTF and compared with the airplane air data nose boom measurements. At subsonic flight speeds, the airplane and PFTF Mach numbers were approximately equal. Transonic Mach number values were up to 0.1 greater at the PFTF than the airplane, which is a counterintuitive result. The PFTF local supersonic Mach numbers were as much as 0.46 less than the airplane values. The maximum local Mach number at the PFTF was approximately 1.6 at an airplane Mach number near 2.0. The PFTF local angle of attack was negative at all Mach numbers, ranging from -3 to -8 degrees. When the airplane angle of sideslip was zero, the PFTF local value was zero between Mach 0.8 and Mach 1.1, -2 degrees between Mach 1.1 and Mach 1.5, and increased from zero to 1 degree from Mach 1.5 to Mach 2.0. Airplane inlet shock waves crossed the aerodynamic interface plane between Mach 1.85 and Mach 1.90. This item ships from La Vergne, TN. Paperback.



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