Determining The Drag Force With Cfd Method Ansys Workbench 11

Some text on aerodynamics, CFD, and drag force calculations with Ansys Workbench. Discusses the suitability of using a drag sphere anemometer for the measurement of VTOL aircraft downwash.

Investigation of methods for predicting the aerodynamic characteristics of two-lobed parawing. Fluid mechanics and Soviet research.

Analytical study of the aerodynamic removal of small charged particles from a dielectric surface. Adhesion of dust and powder.

Miniature drag-force anemometer transactions. SPE drilling & completion. Transactions of the ASAE.
experiments measure the drag force on the sphere and the flow velocity profile at the point of incipient motion of the sphere. The test results obtained in the wind tunnel experiment compare favorably to predictions of the analytical method presented. This method is extended to analyze the onset of incipient motion for the 50 to 500 micrometers agglomerate particles subject to the drag forces induced by a vacuum nozzle and the adhesion forces caused by electrostatic charge on the particles. A comparison of the computer program analysis with experimental data shows good agreement. Additional experiments involving the vacuum nozzle applied to particles in eight different size classes ranging from 15 to 500 micrometers are conducted. Difficulties encountered in controlling the charge level of the particles required that uncharged particles be tested. Experimental results based on observed weight percentage of particles for the eight different size classes compare favorably to removal likelihood as predicted by the analysis. –Abstract.

DRAG-FORCE MEASUREMENTS.

Irrigation & Power Abstracts

Grain Trajectories in Saltating Flows for Earth and Mars Conditions

An Application of the Finite Element Method to the Determination of Nonlinear Static and Dynamic Responses of Underwater Cable Structures

Journal of Sedimentary Petrology

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High Temperature

Soils and Foundations

Conference Record

The Lincoln Laboratory Journal

The present study seeks to develop accurate methods for predicting the longitudinal aerodynamic characteristics of two-lobed conical paraseaways with leading-edge booms for high aspect ratios and high slackness. For prediction purposes, the assumption has been made that the booms and canopy can be considered separately. The canopy was then considered to have a known shape for purposes of determining its aerodynamic performance. Various theoretical methods were studied for determining canopy aerodynamic characteristics, including profile drag, force increments due to the leading-edge booms were studied both analytically and empirically.

Seismic Engineering

Engineering Fluid Mechanics guides students from theory to application, emphasizing critical thinking, problem solving, estimation, and other vital engineering skills. Clear, accessible writing puts the focus on essential concepts, while abundant illustrations, charts, diagrams, and examples illustrate complex topics and highlight the physical reality of fluid dynamics applications. Over 1,000 chapter problems provide the "deliberate practice"—with feedback—that leads to material mastery, and discussion of real-world applications provides a frame of reference that enhances student comprehension. The study of fluid mechanics pulls from chemistry, physics, statics, and calculus to describe the behavior of liquid matter; as a strong foundation in these concepts is essential across a variety of engineering fields, this text likewise pulls from civil engineering, mechanical engineering, chemical engineering, and more to provide a broadly relevant, immediately practicable knowledge base. Written by a team of educators who are also practicing engineers, this book merges effective pedagogy with professional perspective to help today's students become tomorrow's skilled engineers.

Techniques Utilized in the Simulated Altitude Testing of a 2D-CD Vectoring and Reversing Nozzle

Space Flight

Abstracts

Tests were conducted on a simple, low-cost drag sphere anemometer to determine its suitability for measuring wind velocities in the vicinity of VTOL aircraft and helicopters. A drag sphere anemometer is a device for determining wind velocity by measuring the drag force acting on a spherical body of known drag coefficient. The drag sphere anemometer, as tested, was found to be capable of measuring wind velocities and direction in one plane over a speed range of 10 to 110 mph. Instrumentation accuracy was found to be plus or minus 2.5 mph in the speed range of 10 to 50 mph and plus or minus 5% in the speed range of 50 to 110 mph. Directional accuracy was found to be approximately plus or minus 30 deg, at low wind speeds, plus or minus 10 deg, for speeds from 30 to 60 mph, and plus or minus 5 deg above 60 mph. On the basis of the relatively unsophisticated tests performed, the drag sphere anemometer is considered to be suitable for measurement of downwash velocities in close proximity to hovering VTOL aircraft. If required, the upper end of the usable speed range could be extended through additional wind-tunnel calibration. (Author).

Canadian Journal of Zoology

Determining the Lift and Drag Distributions on a Three-dimensional Airfoil from Flow-field Velocity Surveys

Thrust and Drag

A three-component force gage suitable for measurement of transient aerodynamic drag loads on sting-mounted models was successfully developed and used on Shot 12 of Operation Teapot. Comparison of peak forces at a 3foot height over three surfaces indicated the highest forces in the dusty
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desert area, with lower forces in inconclusive order over the asphalt and water areas. It was not considered valid to calculate field drag coefficients from the force and q (dynamic pressure) data. Laboratory investigation revealed the high sensitivity of the spheresting configuration to angle of flow and the difficulty of determining the actual angle of flow from the orthogonal force components. It was concluded that on Shot 12 (at the 3-foot height) the air flow in the blast was parallel to the ground and directed radially outward from ground zero. The spherical force gages were tested in wind tunnel and shock tubes in the range of Mach numbers from 0.2 to 0.7, with Reynolds numbers from about 3 x 10 to the 5th to 6th powers (shock overpressures from about 2 to 20 psi). Fair agreement is obtained between wind tunnel and shock-tube drag coefficients.

Engineering Fluid Mechanics

Inflight Thrust Measuring System for Underwing Nacelles Installed on a Modified F-106 Aircraft

Oceans 2003

Proceedings of the Topical Meeting on Thermal Reactor Safety

Debris Forces on Highway Bridges

Oceans '86 Conference Record

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