



*Cranfield*  
UNIVERSITY

The Royal Military  
College of Science

The Synergy of CFD and Experiments in  
Aerodynamics Research at  
Cranfield University, Shrivenham

*K Knowles*

*A J Saddington and N J Lawson*

*Integrating CFD and Experiments in Aerodynamics, Glasgow, 8-9 Sept 2003*





# Overview

- Jet aerodynamics
- Transonic cavity flows
- Racing car wheel flows



Glasgow 2003

*K Knowles, A J Saddington & N J Lawson*

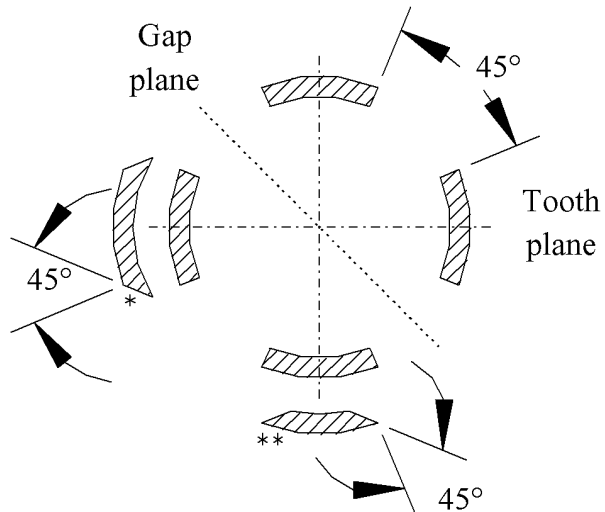
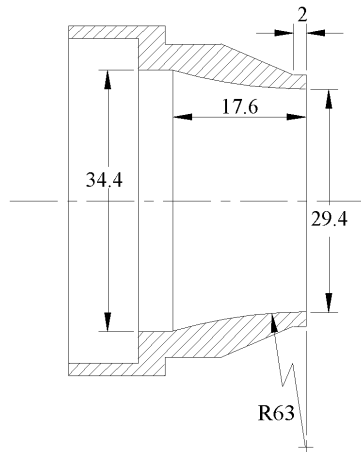


Glasgow 2003

*K Knowles, A J Saddington & N J Lawson*

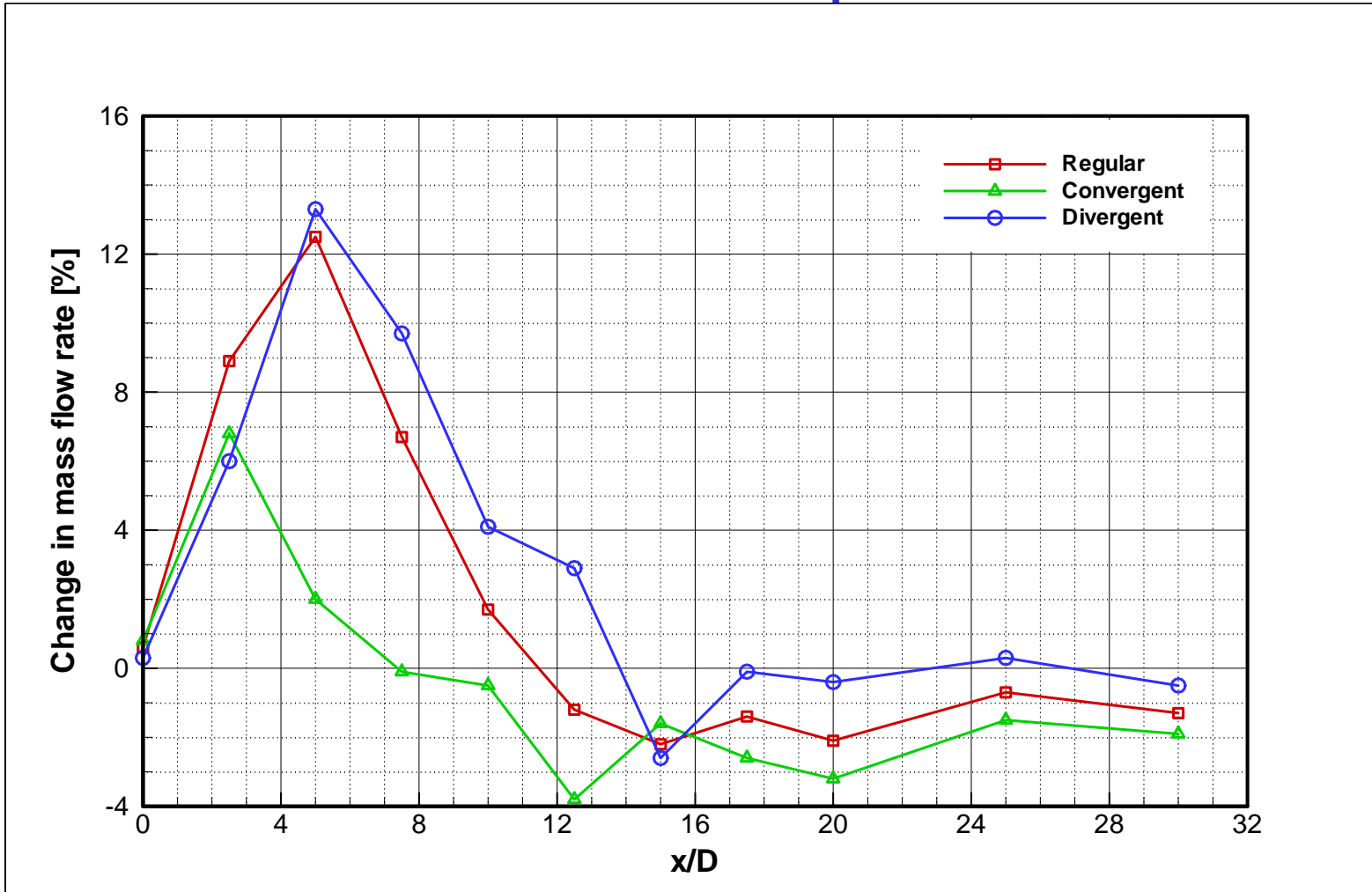


# High-speed jet research





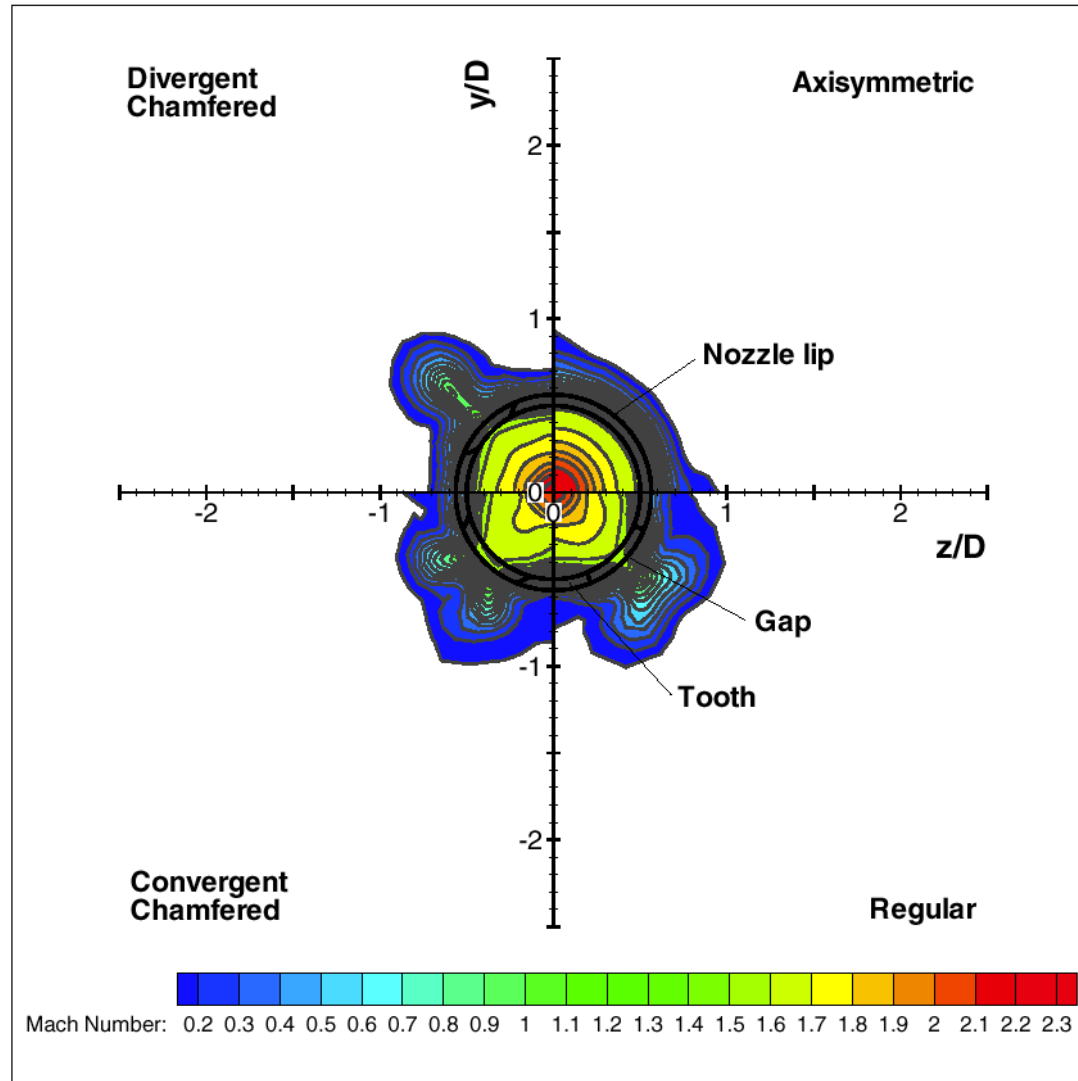
# CFD-predicted nozzle mass flow rates vs streamwise position





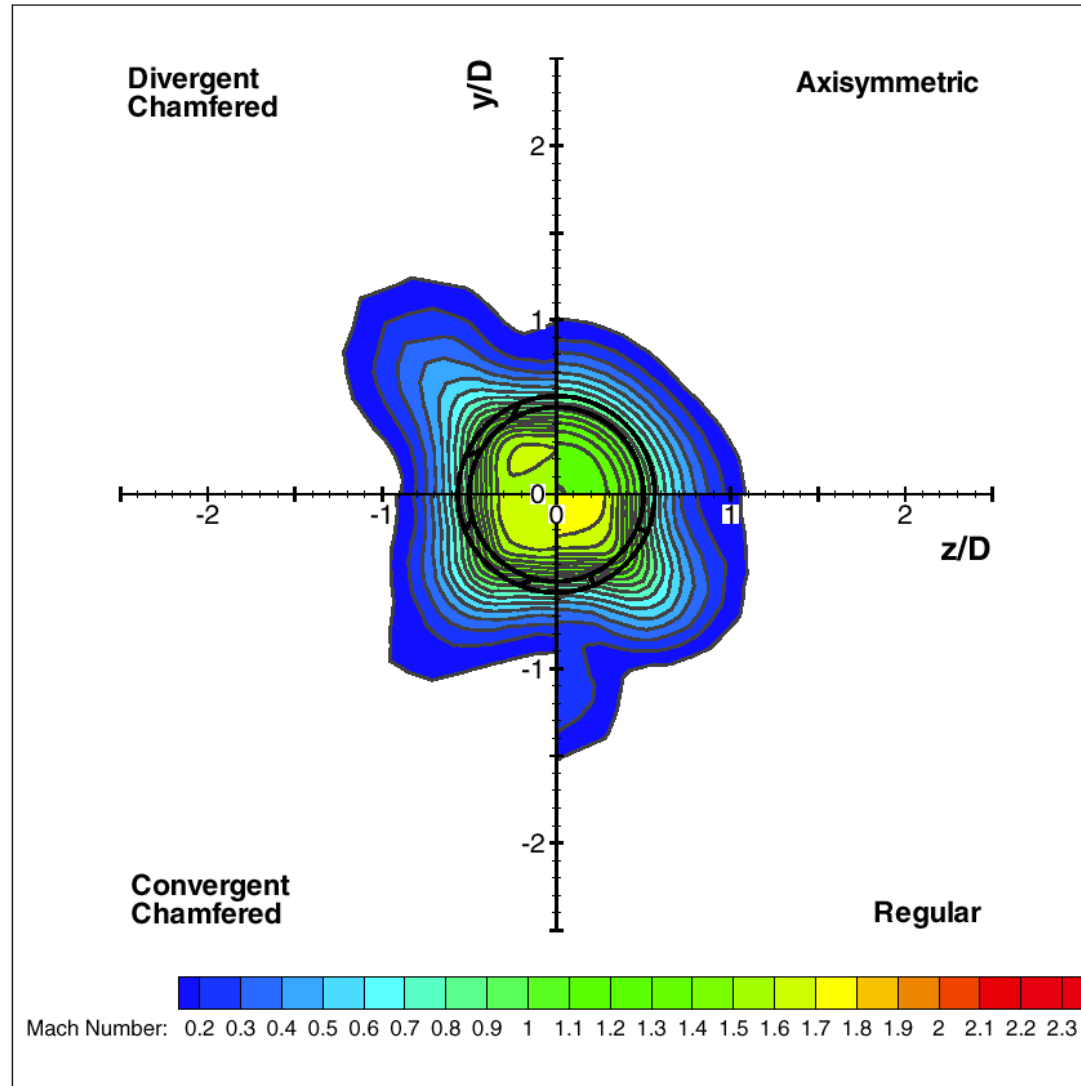


# Mach no contours $x/D=2.5$



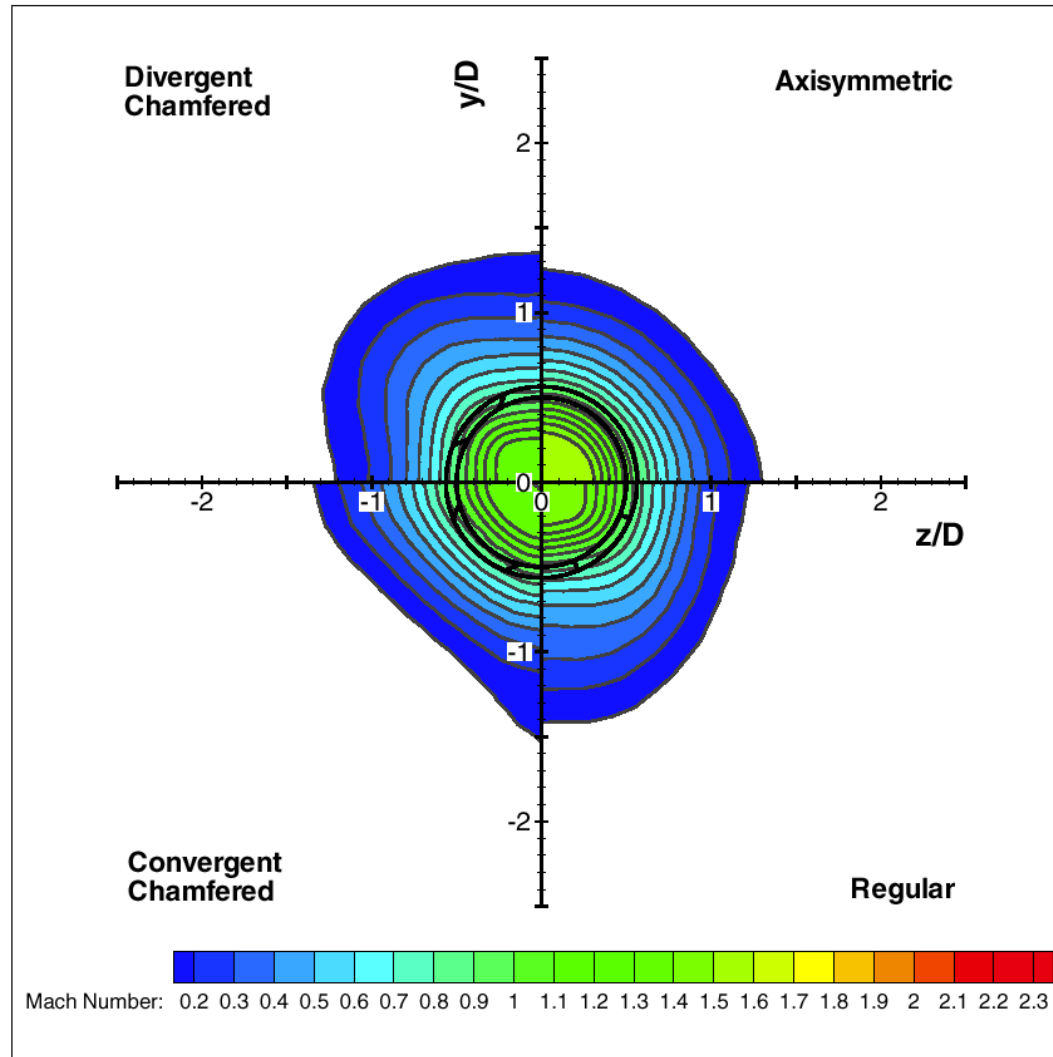


# Mach no contours $x/D=5$





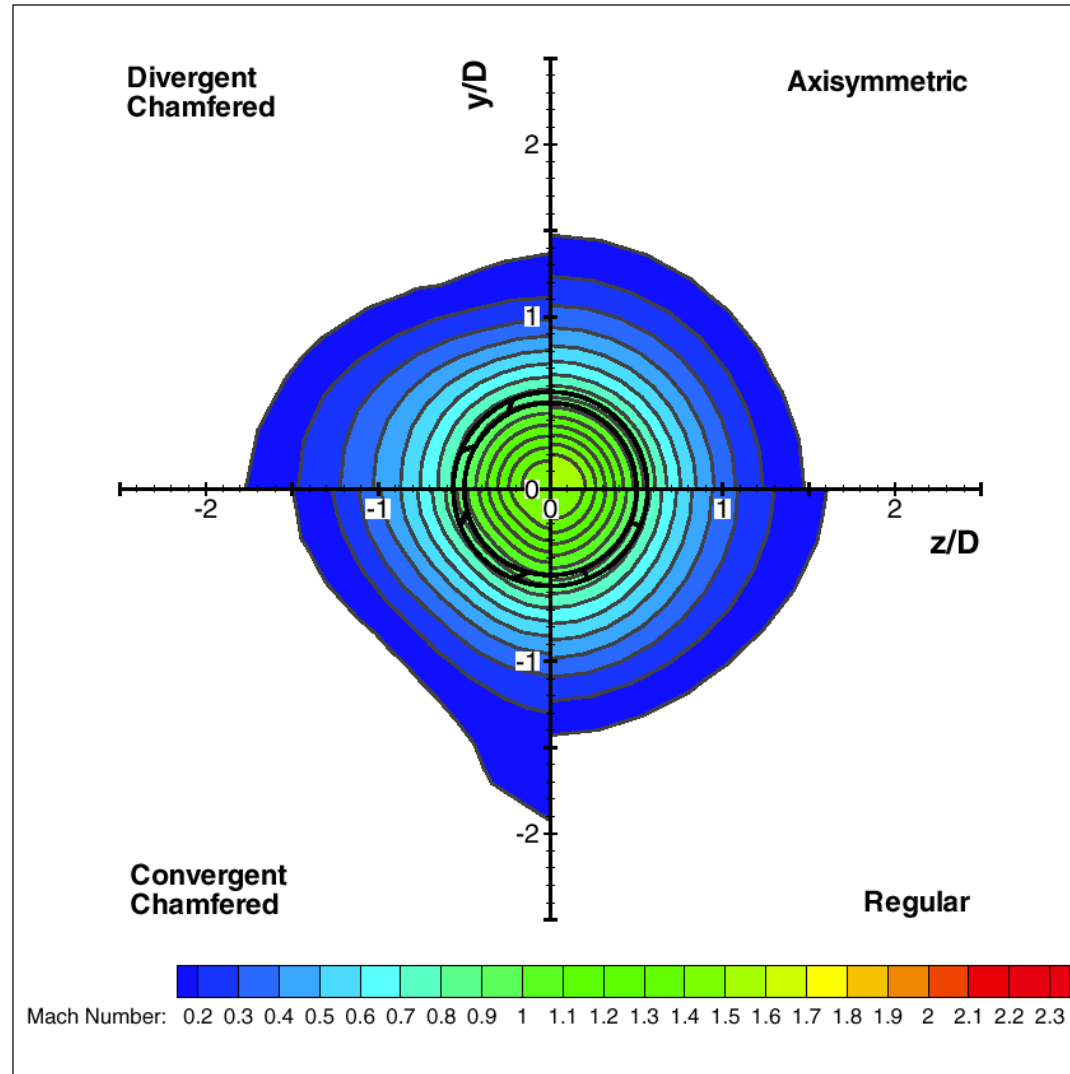
# Mach no contours $x/D=7.5$







# Mach no contours $x/D=10$



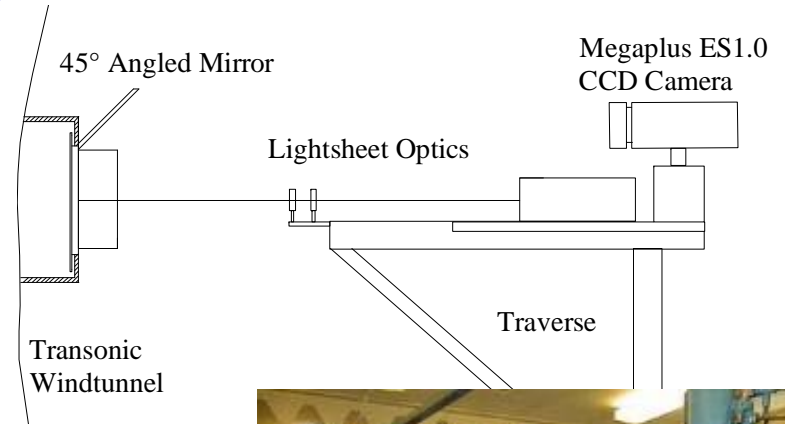
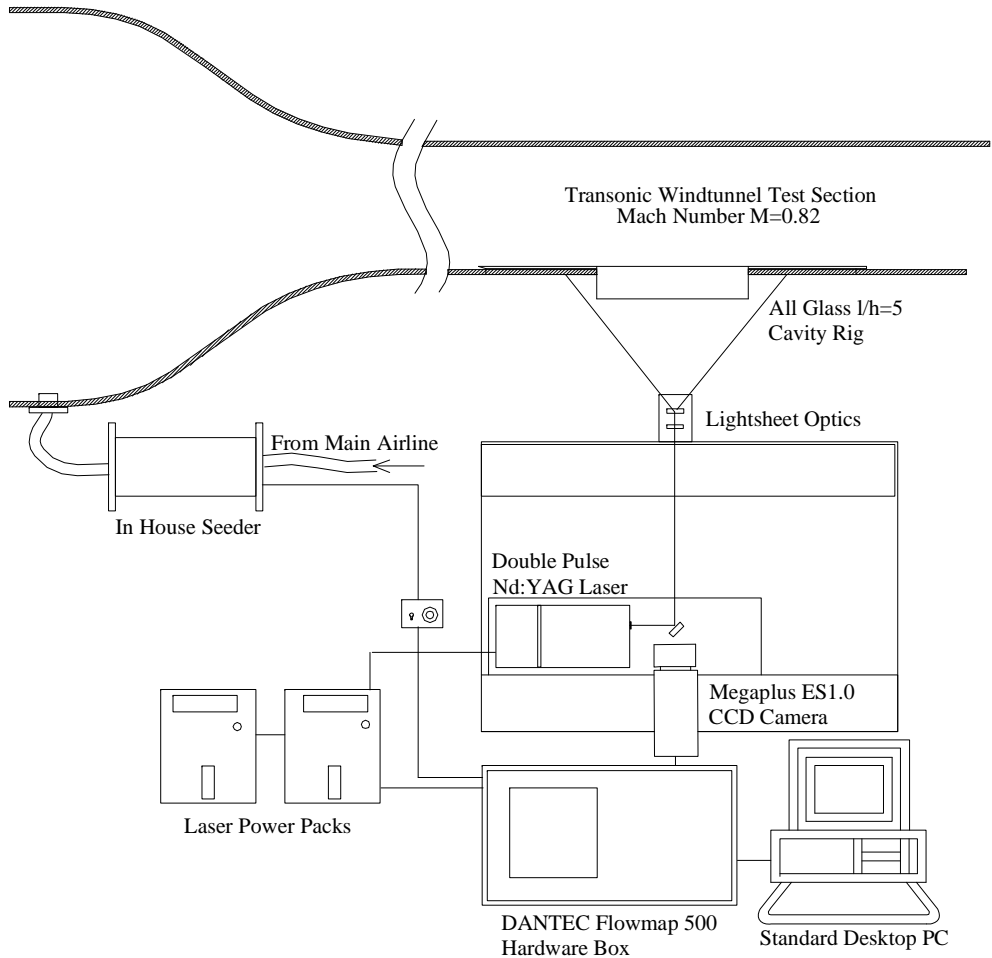


Glasgow 2003

*K Knowles, A J Saddington & N J Lawson*



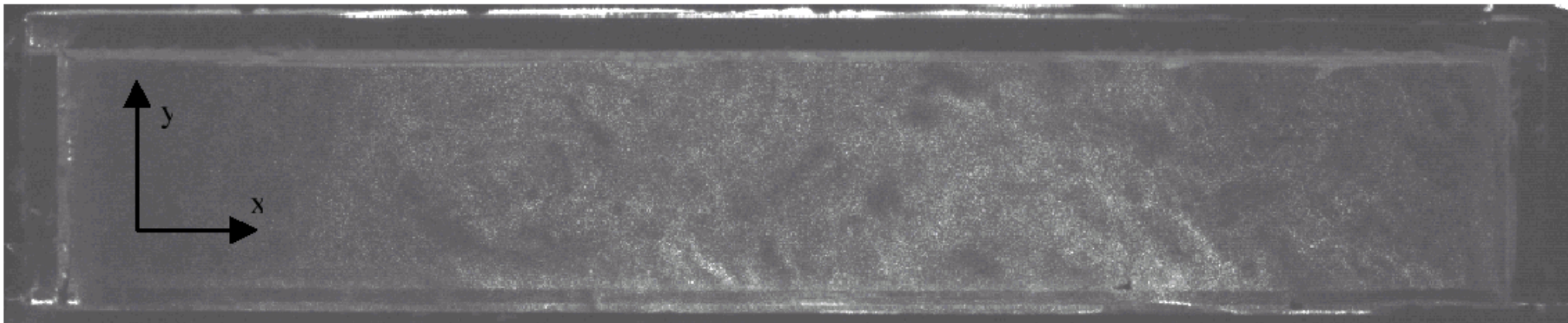
# Transonic cavity flow





# Instantaneous PIV image

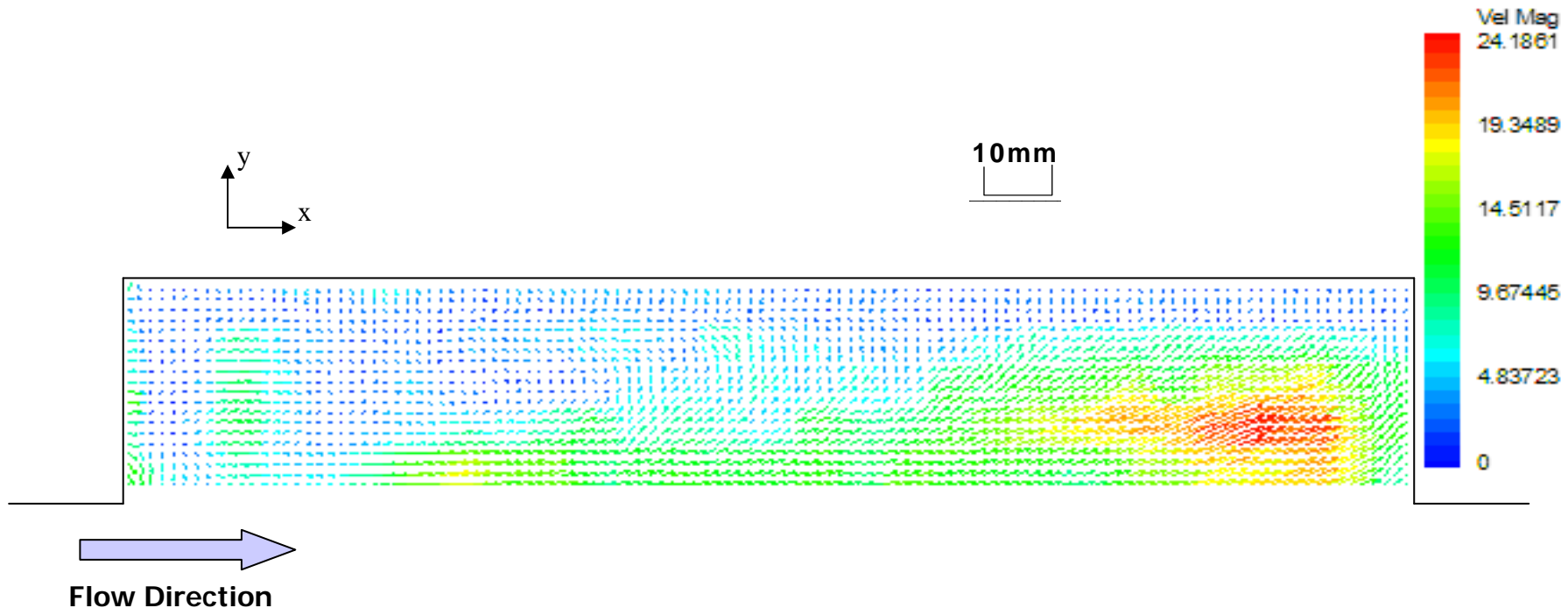
10mm







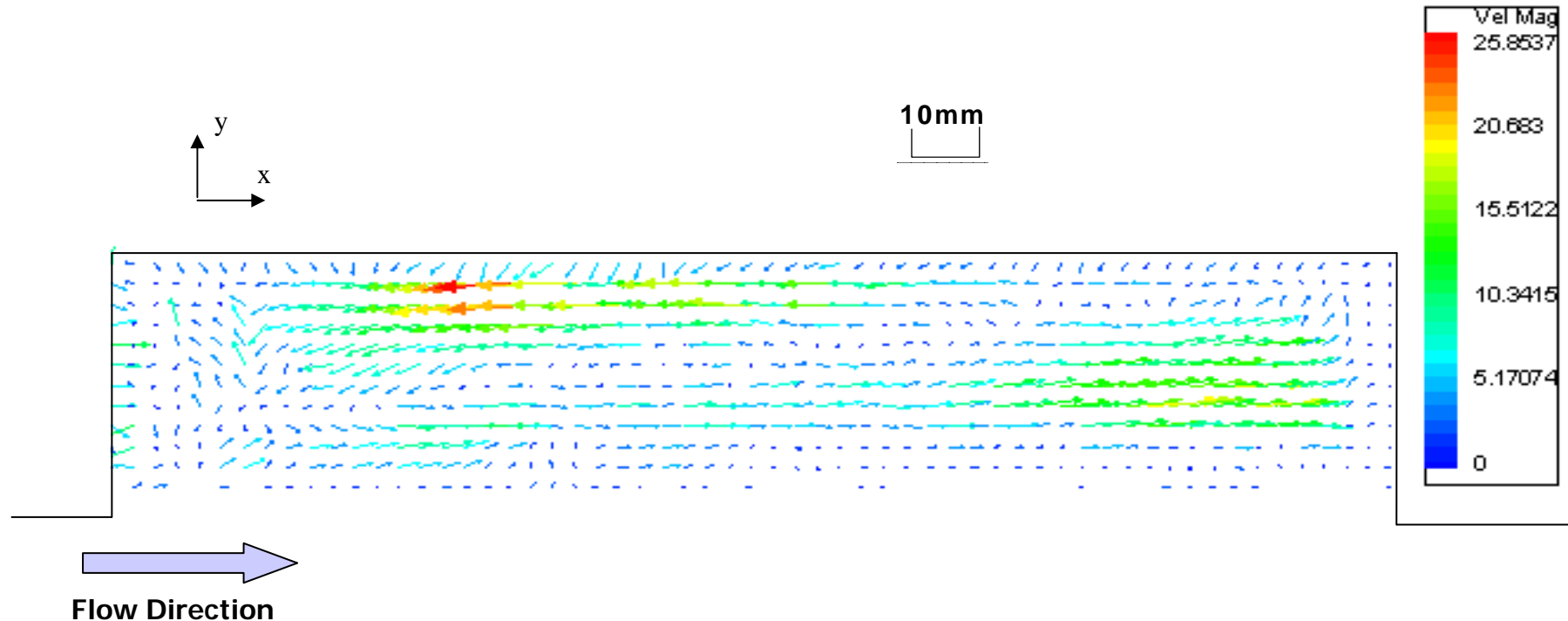
# Insight software processed PIV data



- Time averaged flow field from 70 instantaneous image pairs captured at 15Hz
- Hart algorithm used to correlate particle displacements between images
- Data suffers from poor signal to noise ratio especially near to cavity walls



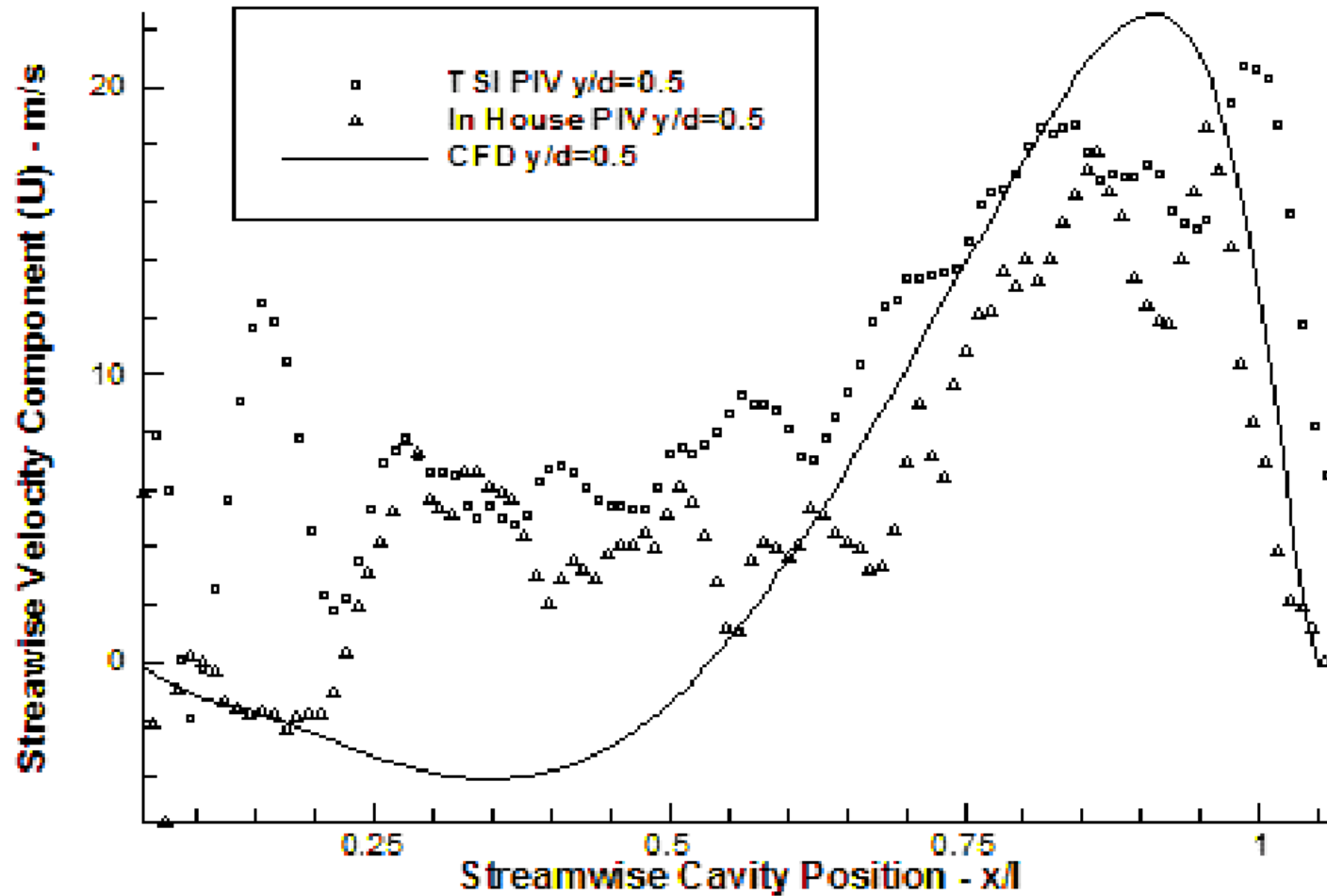
# In-house code processed PIV data



- In house developed correlation algorithm proposed by Meinhart *et al* [2000]
- Correlation peak averaging technique rather than flow field averaging technique
- Technique offers greatly increased signal to noise ratio



# Streamwise velocity profiles





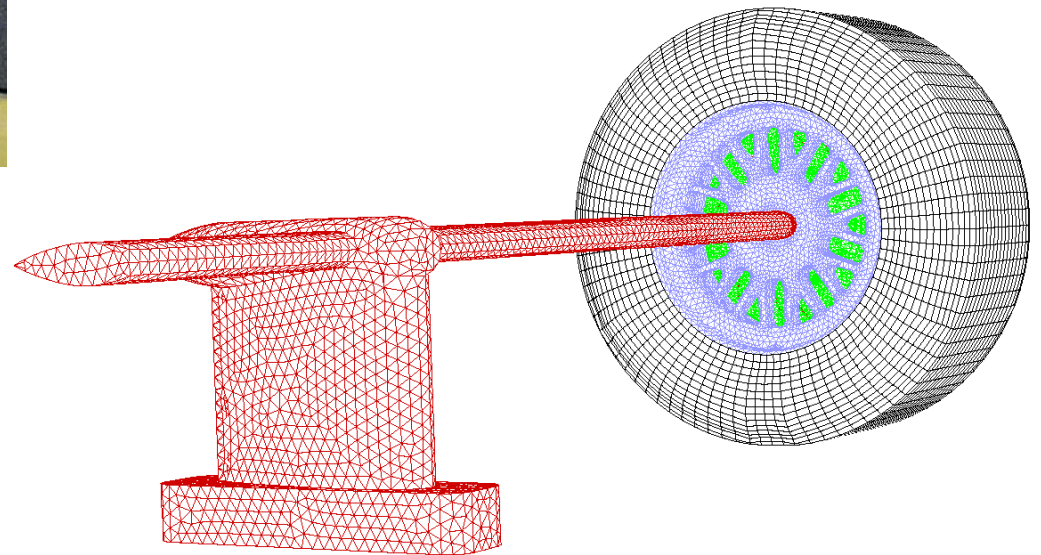
Glasgow 2003

*K Knowles, A J Saddington & N J Lawson*





# Open-wheeled racing cars

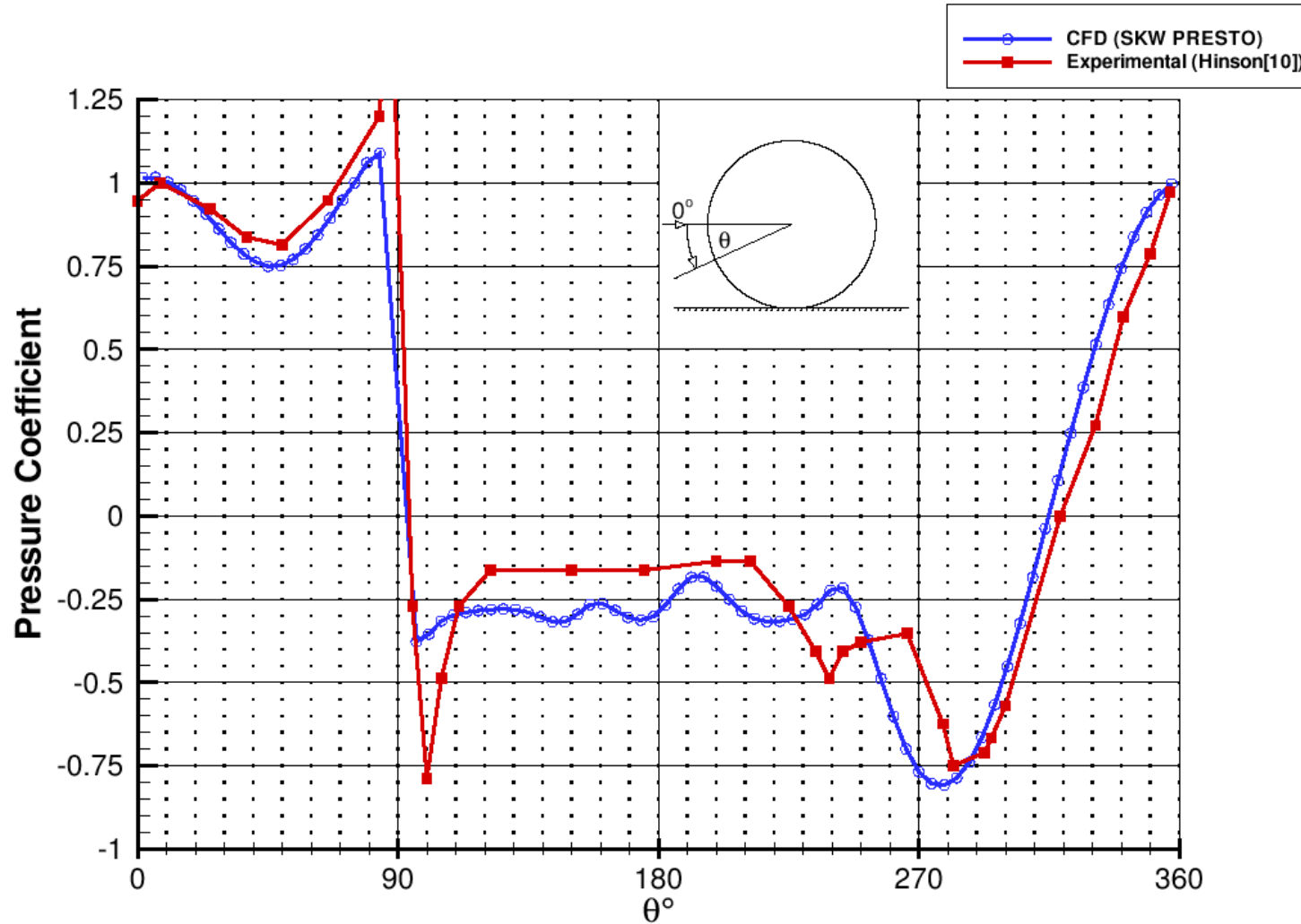


Glasgow 2003

*K Knowles, A J Saddington & N J Lawson*



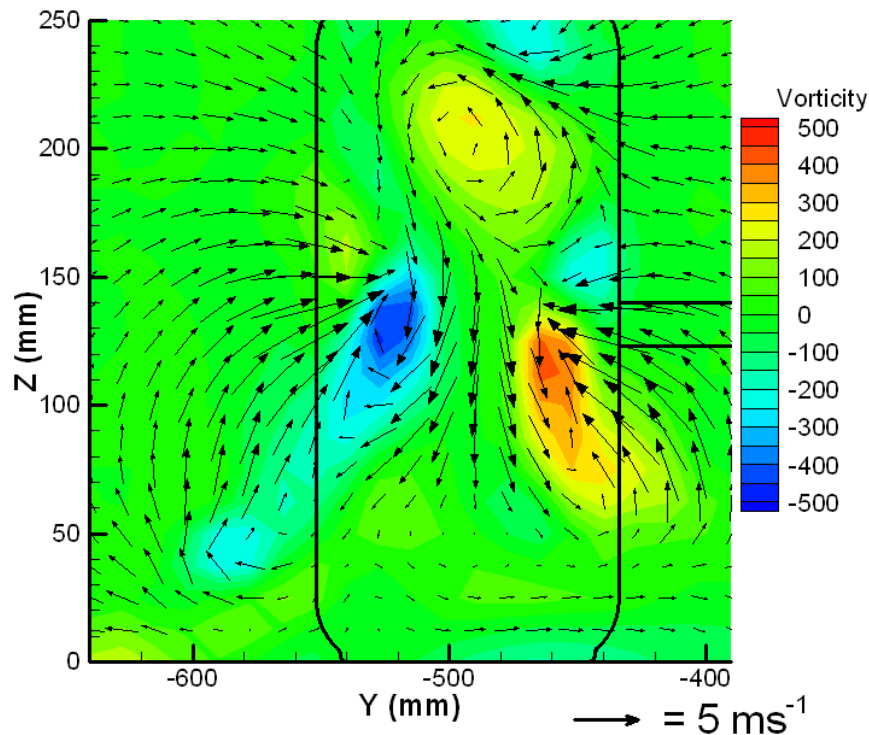
# Centreline pressure distribution



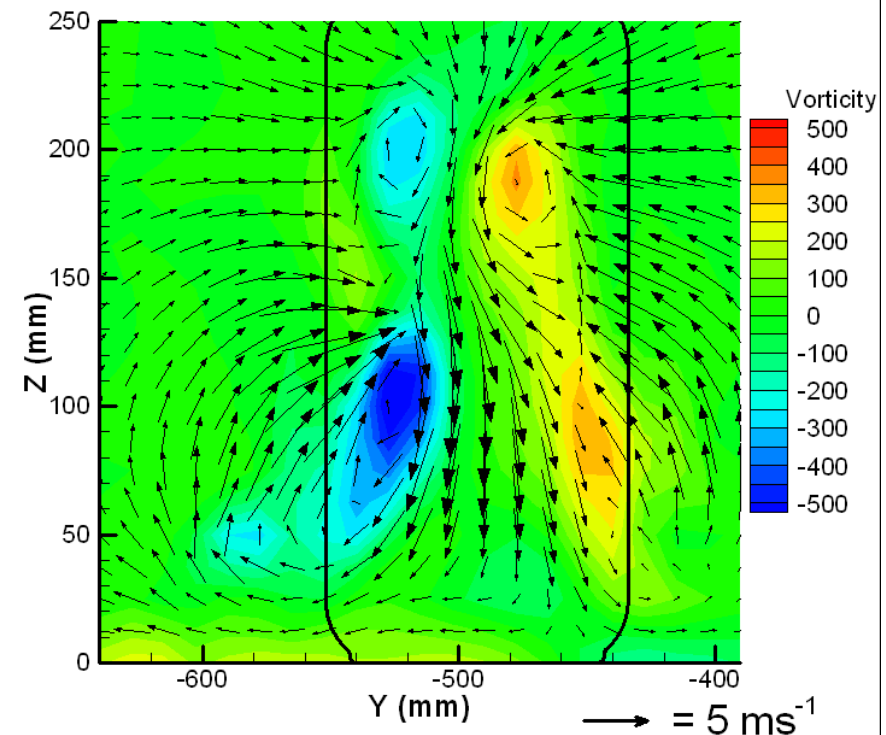


# Sting vs no-sting (10mm)

10mm Plane - Sting - CFD (SKW 2nd. Order)



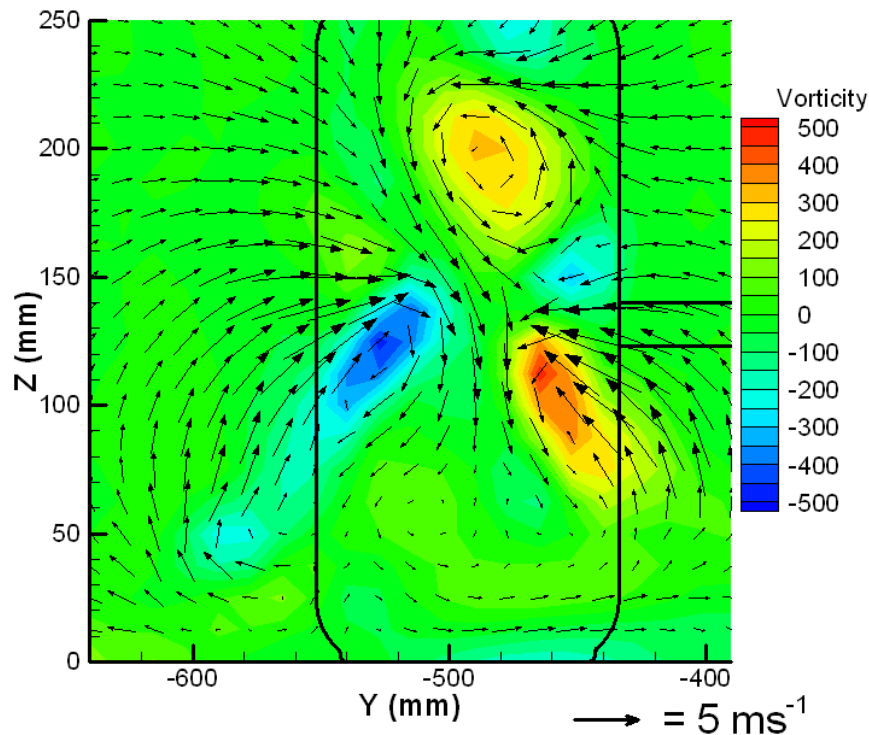
10mm Plane - No Sting - CFD (SKW 2nd Ord.)



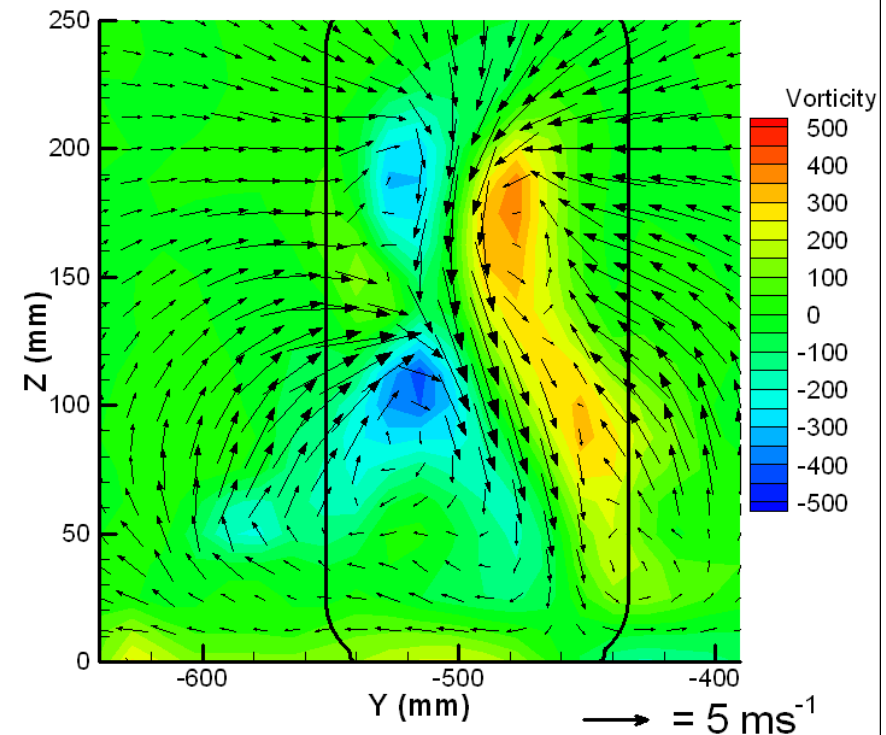


# Sting vs no-sting (25mm)

25mm Plane - Sting - CFD (SKW 2nd. Order)



25mm Plane - No Sting - CFD (SKW 2nd Ord.)

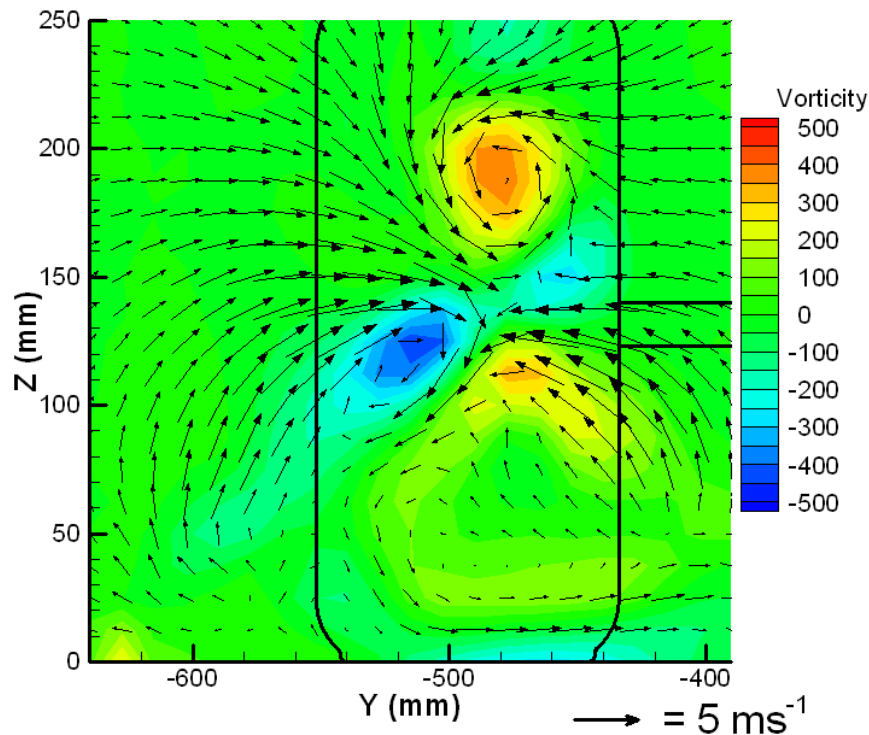




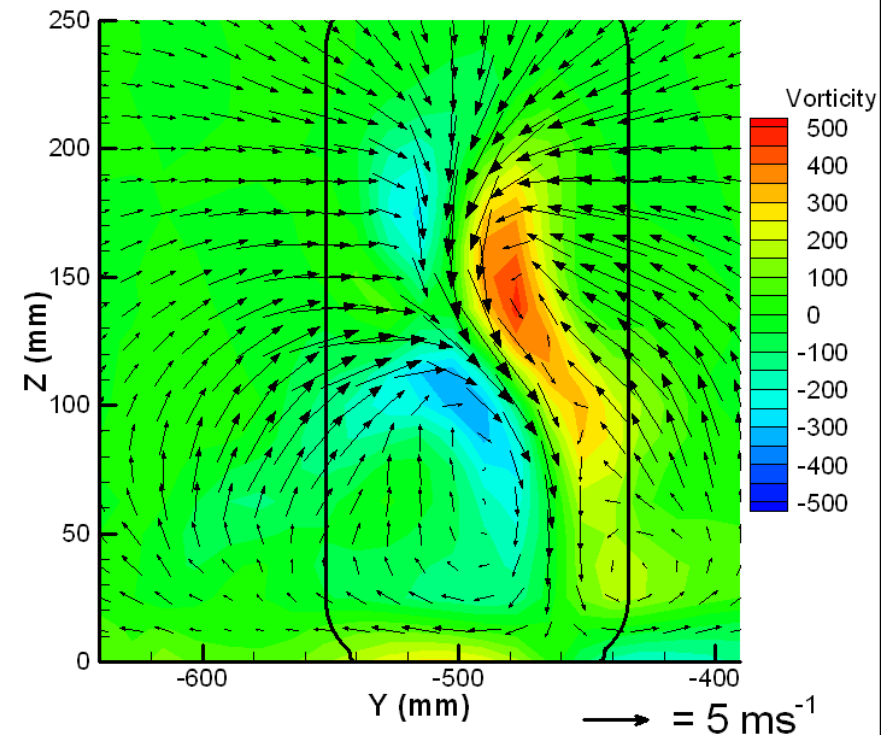


# Sting vs no-sting (50mm)

50mm Plane - Sting - CFD (SKW 2nd. Order)



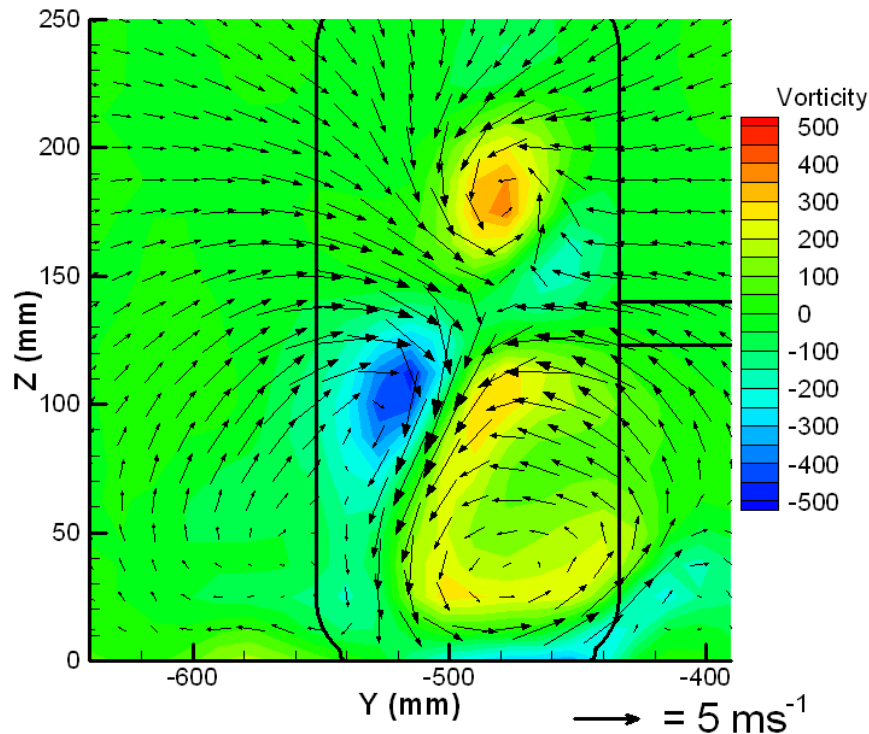
50mm Plane - No Sting - CFD (SKW 2nd Ord.)



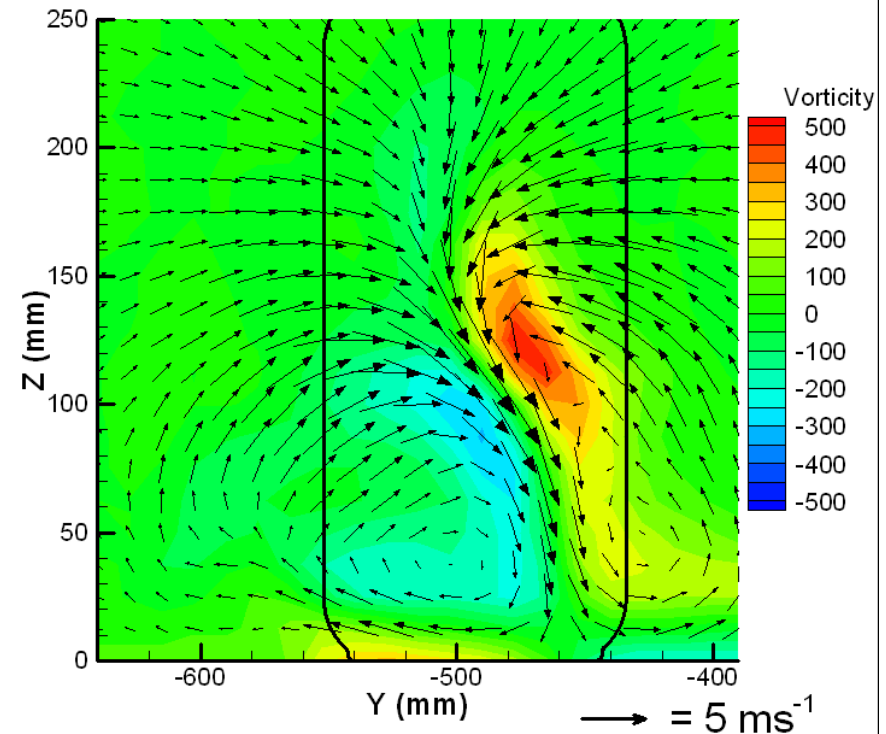


# Sting vs no-sting (100mm)

100mm Plane - Sting - CFD (SKW 2nd. Order)



100mm Plane - No Sting - CFD (SKW 2nd Ord.)





# Conclusions

- The combined use of CFD and experiment has been shown to give enhanced insight into a wide range of aerodynamic flows, including:
  - high-speed turbulent jet flows
  - transonic cavity flows
  - open-wheeled racing car aerodynamics.
- Traditionally, experiments have been used to inform CFD development.
- Increasingly, CFD can inform experimental set-ups.