Finding Drag Coefficient Using Solidworks Flow Simulation

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Djordjevic

the dissipation method is used to obtain estimates for the friction velocity u sub as well as values for the neutral drag coefficient cdn for data collected from a coastal tower off san diego california c sub dn is found to be independent of the ten meter height windspeed u sub 10 for velocities between 4 9 m sec its value is estimated to be 0 94 or 0 4 1000 which compares well with values by smith 1980 and large and pond 1981 definite trends in c sub dn with fetch and sea state are also observed drag coefficient estimates are found to be higher for short fetch than for long fetch conditions c sub dn is also seen to increase sharply just before frontal passages and during sea breeze conditions when the waves are actively growing with the windspeed and wave field reaching equilibrium c sub dn is found to decrease with time to a smaller and more constant value author

multiphase flow technology especially in the area of gas droplet and gas particle flows is increasingly important in the energy and manufacturing industries pollution control pneumatic transport food processing combustion and development of new materials as well as many other engineering applications will benefit from the fundamental engineering design applications and research in this field written for graduate students and professionals multiphase flows with droplets and particles provides a clear pedagogical approach to the fundamentals of gas particle and gas droplet flows

this paper develops a real time method based on the law of the wake for estimating forebody skin friction coefficients the incompressible law of the wake equations are numerically integrated across the boundary layer depth to develop an engineering model that relates longitudinally averaged skin friction coefficients to local boundary layer thickness solutions applicable to smooth surfaces with pressure gradients and rough surfaces with negligible pressure gradients are presented model accuracy is evaluated by comparing model predictions with previously measured flight data this integral law procedure is beneficial in that skin friction coefficients can be indirectly evaluated in real time using a single boundary layer height measurement in this concept a reference pitot probe is inserted into the flow well above the anticipated maximum thickness of the local boundary layer another probe is servomechanism driven and floats within the boundary layer a controller regulates the position of the floating probe the measured servomechanism of this second probe provides an indirect measurement of both local and longitudinally averaged skin friction simulation results showing the performance of the control law for a noisy boundary layer are then presented

the effects of primary and runback icing and frost formations on the drag of an 8 foot chord naca 651 212 airfoil section were investigated over a range of angles of attack from 2 degrees to 8 degrees and airspeeds up to 260 miles per hour for icing conditions with liquid water contents ranging from 0 25 to 1 4 grams per cubic meter and datum air temperatures of 30 to 30 degrees f

wave drag equations are derived for rhombic profile tapered wings with maximum thickness line swept less than the mach line variations in drag with taper ratio aspect ratio sweepback and mach number are determined calculations are presented for representative plan forms and for a family of wings having equal root bending stress this report quantifies the changes in the loading on a target caused by the arrival of artificial numerically induced reflections of waves from the transmissive boundaries of a computational grid several computations were performed using the two dimensional cartesian coordinates mode of the ballistic research laboratory s version of the airblast hull hydrodynamics computer code hull uses a two step explicit differencing method to solve the inviscid unsteady euler equations a target is simulated in the computational grid by generating aggregates of rigid immobile and impermeable flow field cells the simple transmissive boundaries in hull simulate a zero gradient condition across the boundary for both the pressure and the normal component of velocity simple transmissive boundaries such as these will partially reflect waves that strike them including shock compression and expansion waves the strength of these reflected waves is directly related to the strength of the incident waves these reflected waves then travel back into the computational grid modifying the flow field conditions in the regions through which they pass thereby ending the simulation of free field conditions

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