Studies Rectangular Mixed Compression Supersonic Air Intake

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In the present investigation computational and experimental studies have been carried out, on a rectangular mixed compression supersonic air-intake designed for Mach 2.2.

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supersonic air intake at various locations (X/L = 0.1468, 01856 & 0.2223) respectively. Studies were carried out on rectangular mixed compression air intake designed for a free stream mach number of 2.2. Figure-3. Geometrical details (all the dimensions are in mm) 3. COMPUTATIONAL METHODOLOGY Computations are carried out to understand the

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Studies Rectangular Mixed Compression Supersonic Air Intake
A fixed-geometry two-dimensional mixed-compression supersonic inlet with sweep-forward high-light and bleed slot in an inverted “X”-form layout was tested in a wind tunnel.

Experimental Investigation of a Fixed-geometry Two ...
The performance of a supersonic mixed compression air intake has been investigated experimentally. The intake is of ... was experimentally investigated for a rectangular mixed compression intake. It was found that in the best configuration, the pressure recovery and stable ... studies the bleed duct entrance has been located in

Proc IMechE Part G: Performance investigation of a ...
Abstract A low area ratio rectangular supersonic gaseous ejector is subjected to parametric evaluation to calculate the performance parameters like stagnation pressure ratio, compression ratio, entrainment ratio and the mixing parameter known as non-mixed length for a wide range of operating conditions by varying the secondary flow rate.

Experimental parametric studies on the performance and ...
In the present study, a supersonic mixed compression inlet designed for a free-stream Mach number of 2.0 was chosen to simulate its flow field for both axisymmetric and three-dimensional cases at zero degrees angle of attack. The results for both cases are compared with each other.

Computational and experimental studies have been carried out, on a rectangular mixed compression supersonic air-intake designed for Mach 2.2. The details of flow field have been obtained with different cowl deflection angles and back pressures. The effectiveness of cowl deflection compared to conventional bleed has been investigated. Unsteady flow field details inside the intake duct with cowl deflection and back pressure have been also obtained. The study provides the start / unstart characteristics of intake with bleed and cowl deflection angle, performance with combined adoption of bleed and cowl deflection together, the effect of cowl deflection angle without and with various back pressures and the unsteady flow field characteristics inside the intake duct. These studies give the details of complex flow existing inside the air-intake even at design conditions and the possibility of adopting cowl deflection to improve the performance of intakes. The details obtained from the present study are expected to provide useful inputs towards the design of air-intakes at supersonic speed.

Lists citations with abstracts for aerospace related reports obtained from world wide sources and announces documents that have recently been entered into the NASA Scientific and Technical Information Database.

This book provides, for the first time, the distilled experience of authors who have been closely involved in design of air intakes for both airframe and engine manufacturers. Much valuable data from systematic experimental measurements on intakes for missiles, combat, and V/STOL aircraft from research sources in the United Kingdom, the United States, France, and Germany are included, together with the latest developments in computational fluid dynamics applied to air intakes.

This book presents selected papers presented in the Symposium on Applied Aerodynamics and Design of Aerospace Vehicles (SAROD 2018), which was jointly organized by Aeronautical Development Agency (the nodal agency for the design and development of combat aircraft in India), Gas-Turbine Research Establishment (responsible for design and development of gas turbine engines for military applications), and CSIR-National Aerospace Laboratories (involved in major aerospace programs in the country such as SARAS program, LCA, Space Launch Vehicles, Missiles and UAVs). It brings together experiences of aerodynamicists in India as well as abroad in Aerospace Vehicle Design, Gas Turbine Engines, Missiles and related areas. It is a useful volume for researchers, professionals and students interested in diversified areas of aerospace engineering.