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A WIND TUNNEL STUDY OF THE EFFECTS OF SPLITTER PLATE POSITION AND ANGLE ON THE LIFT-DRAG RATIO OF A CIRCULATION CONTROLLED ELLIPTICAL AIR.OIL

Wayne E. Rhynard, Jr.

Air Force Institute of Technology Wright-Patterson Air Force Base, Ohio

October 1974

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on the lower aft surface of the airfoil in five different test configurations. The tests were run at a constant Reynolds number, based on the model chord, of 7.7 x 10^5 , while the angle of attack and the secondary blowing were varied at each test increment.

It was found that when moderate blowing was applied, the splitter plate caused increases in the section lift coefficient of as much as 99 percent over the values attained on the model without a splitter plate. It was further found that above certain blowing levels, some of the splitter plate configurations resulted in a reduction in the section total drag coefficient of as much as 25 percent below that of the airfoil without a splitter plate. The lift-to-drag ratio increased steadily as the splitter plate was moved aft and as its angle was adjusted toward 45 degrees. The maximum lift-to-drag ratio obtained was 100 percent higher than that attained at the same blowing level without the splitter plate.

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THESIS

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A WIND TUNNEL STUDY OF THE EFFECTS OF SPLITTER PLATE POSITION AND ANGLE ON THE LIFT-DRAG RATIO OF A CIRCULATION CONTROLLED ELLIPTICAL AIRFOIL

THESIS

Presented to the Faculty of the School of Engineering of the Air Force Institute of Technology

Air University

in Partial Fulfillment of the Requirements for the Degree of

Master of Science

by

Wayne E. Rhynard Jr., B.S. Captain USAF

Graduate Aeronautical Engineering October 1974

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Preface

This study investigated the effects of splitter plate position and angle on the lift-to-total drag ratio of a cambered, circulation controlled, elliptical airfoil. It is hoped that the results will be of value to future investigations of high-lift devices.

I wish to express my appreciation to Dr. Milton E. Franke, my advisor, Professor Harold C. Larsen, and Mr. James Snyder, ASD/XRHD, for their counsel throughout the project. In addition, Mr. Millard Wolfe and the AFIT workshop staff deserve many thanks for their timely and effective airfoil modifications. Special thanks go to Mr. Wales S. Whitt for his invaluable assistance during wind tunnel set-up and testing.

Further gratitude is expressed to Mr. Julius Becsey, ARL, who wrote the data reduction computer programs and made his equipment available for the data reduction process. Thanks also go to Mr. Henry Maurer of Tech Photo, for his excellent photographic support, and my very sincere appreciation is extended to Capt Thomas A. Stevenson for his advice and consultation throughout the study. Finally, many thanks go to my wife, **many** for her patience and support throughout this endeavor.

Wayne E. Rhynard Jr.

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List of Symbols

- α_{g} Geometric angle of attack, degrees
- B Splitter plate deflection from model chord line, degrees
- c Model chord length, ft
- C_p Pressure coefficient, $(p-p_0)/q_0$
- $C_{p_{\ell}}$ Pressure coefficient on the lower surface of the airfoil $C_{p_{u}}$ Pressure coefficient on the upper surface of the airfoil
- C_{d_O} Section profile drag coefficient, (see Section IV)
- C_{d_t} Section total drag coefficient, $C_{d_0} + C_{\mu}$
- C_{ℓ} Section lift coefficient, $C_{n}\cos\alpha g$
- C_n Section normal force coefficient, N/q_oc
- C_{μ} Momentum coefficient, mV_j/q_oc
- l/d Section lift-to-total drag ratio
 - m Mass flow rate of blowing air per unit span, lbm/sec
 - N Normal force per unit span, 1bf
 - p Local static pressure, psfg
 - p_o Free stream static pressure, psfg
 - q Local dynamic pressure, psfg
 - q Free stream dynamic pressure, psfg
 - Re Reynolds number, based on c
 - V; Velocity at the slot, ft/sec
 - V_o Free stream velocity, ft/sec

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Abstract

Wind tunnel tests were conducted to determine the effects of splitter plate position and angle on the liftto-drag ratio of a circulation controlled airfoil. The model was a 20 percent thick, five percent cambered elliptical airfoil, with a blowing slot for circulation control located at the 96 percent chord position on the upper surface. A splitter plate of 1.5-in. chord was mounted on the lower aft surface of the airfoil in five different test configurations. The tests were run at a constant Reynolds number, based on the model chord, of 7.7 x 10^5 , while the angle of attack and the secondary blowing were varied at each test increment.

It was found that when moderate blowing was applied, the splitter plate caused increases in the section lift coefficient of as much as 99 percent over the values attained on the model without a splitter plate. It was further found that above certain blowing levels, some of the splitter plate configurations resulted in a reduction in the section total drag coefficient of as much as 25 percent below that of the airfoil without a splitter plate. The lift-to-drag ratio increased steadily as the splitter plate was moved aft and as its angle was adjusted toward 45 degrees. The maximum lift-to-drag ratio obtained was 100 percent higher than that attained at the same blowing level without the splitter plate.

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I. Introduction

In recent years, considerable attention has been concentrated on the subject of low-speed, high-lift flight. This area is of great importance to present and future aviation because of its application to the development of vertical and snort field take off and landing, as well as to the attainment of increased er "urance and reduced turn radius.

One means of obtaining high lif. at low speed is through airfoil circulation control, which may be described as the process of delaying flow separation from an airfoil by re-energizing the boundary layer. This is accomplished by blowing relatively high speed air over the rear upper surface of the airfoil. On airfoils with blunt trailing edges, the Coanda effect keeps the air attached as it moves around the trailing edge, transferring the front and rear stagnation points to the lower surface. In addition to increasing the section lift coefficient, C_{ℓ} , circulation control results in a decrease in the section profile drag coefficient, C_{d} .

Previous Studies

Using the uncambered circulation control airfell shown in Fig. 1, Kind and Maull obtained C_{ℓ} 's as high as 3.3 (Ref 5:176). Williams (Ref 14), Walters (Ref 13), and



Fig. 1. Cross Section of the Kind and Maull Airfoil (Ref 5:172)

Englar (Ref 3), in further tests with circulation control airfoils, obtained even higher C_{ℓ} values. In addition, Kind and Maull found that by attaching a flat metal plate, which they called a splitter plate, with a one inch chord and a span equal to that of the model, the lift-to-drag ratio, ℓ/d , could be increased from 30 to 42 (Ref 5:180). Attached to the lower surface of the trailing edge at a 45 degree angle to the model chord line, the plate reduced the mixing losses, and therefore, the drag. Although Kind and Maull experimented but briefly with the splitter plate, they speculated that an optimum splitter plate angle probably exists for a given airfcil (Ref 5:179-181).

In contrast to Kind and Maull's uncambered, elliptical airfoil, Stevenson used an airfoil that combined 5 percent camber with a 20 percent thick elliptical cross section. This airfoil is shown in Fig. 2. It was found to achieve a maximum ℓ/d of 56 when fitted with a splitter plate of 1.5-in. chord. The plate was fixed at 45 degrees to the model chord line at the 99 percent chord position on the lower surface (Ref 12:71). Though the model attained higher ℓ/d values than were achieved by Kind and Maull's uncambered model, Stevenson recommended that further study be applied to determining the optimum splitter plate position and angle for maximum $\ell/1$, and that the amount of secondary blowing be increased beyond that applied in his tests (Ref 12:31,32).

Objective

The purpose of the current study was to modify the airfoil used by Stevenson and determine the splitter plate position and angle for maximum ℓ/d . Tests were run in the Air Force Institute of Technology (AFIT) Five-Foot Wind Tunnel at five different blowing rates, six splitter plate configurations, and throughout a 12 degree range of geometric angles of at tack.

II. Description of Apparatus

Wind Tunnel

The wind tunnel tests were conducted in the AFIT Five-Foot Wind Tunnel. It is an open circuit, closed test section wind tunnel with a maximum speed of 350 miles per hour empty. A two-dimensional test section was simulated by the installation of 2 large wooden side boards, making the tunnel cross section 60 in. by 30 in. The twodimensionality was further increased by the attachment of large circular, bevelled endplates 0.19-in. thick to each end of the airfoil for the purpose of stripping the boundary layer. Secondary air for circulation control blowing was tapped from the Jet Propulsion Laboratory compressed air supply.

Airfoil

The experimental airfoil, shown in Fig3. 3 and 4, was a 20 percent thick, five percent cambered ellipse, symmetrical about the front and rear. The span of the model was 2.17 ft, while the chord was 1.67 ft. It was equipped with 48 static pressure taps distributed on the upper and lower surfaces.

Blowing air was routed through an annealed copper pipe to the fiber glass plenum chamber. The chamber, which had a diverging-converging cross section, extended the entire

span of the model. A 0.02-in. wide blowing slot at the minimum area of the converging portion of the chamber allowed the blowing air to flow along the upper, rear airfoil surface at the 96 percent chord position. Further details of the basic model design are available in Stevenson's report (Ref 12:9-11).

Airfoil Modifications

As a result of the static pressure tap spacing along the lower surface of the airfoil, it was feasible to mount the splitter plate in two different positions. These were the 95.3 and 99 percent chora positions on the lower surface. The model was modified, as shown in Figs. 3 and 4, by grooving two, 0.06-in. radius, semi-circular, spanwise notches into the lower surface of the airfoil at these two locations. The notches served as receptacles for the leading edge of the splitter plate, allowing smooth rotation of the plate when its angle was adjusted. When not in use, one or both of the notches were filled with modeling clay and smoothed to prevent flow disruption. In the remaining discussion, the 95.3 percent chord location will be referred to as forward, and the 99 percent position as aft.

The splitter plate had a 1.5-in. chord, a maximu. thickness of 0.13 in., and was tapered to a sharp trailing edge. It was fitted with endplates containing one hole each, which, when aligned with small holes in the model

endplates and pinned, allowed the plate to be set at β 's, or angles with the model chord line, of 45 and 60 degrees in the forward location and 30, 45 and 60 degrees when located aft. Firally, the leading edge of the splitter plate was rounded to enable smooth adjustment when lodged in the semi-circular notches on the lower airfoil surface.

Pitot Tube Apparatus

The purpose of the pitot tube apparatus was to determine the uniformity of spanwise total pressure along the blowing slot. The apparatus, which is shown in Fig. 5, consisted of a two inch long tube with a 0.02-in. diameter that was mounted on a metal slide which could be moved along the entire 2.17-ft span of the airfoil. This allowed the tube to point directly into the blowing slot as each pressure reading was recorded along the span.

Flowmeter

A 0.5-in. throat diameter venturi tube was used to measure the mass flow rate of the blowing air. It was calibrated against a 0.5-in. National Bureau of Standards venturi to an accuracy of ± 0.5 percent. Pressure readings were taken from flange taps at the throat and upstream of the throat, while the temperature was obtained from a copper-constantan thermocouple located just upstream of the venturi.

Wake Survey Rake

A total head wake survey rake was designed and constructed to measure the momentum deficit of the airfoil wake. The rake was equipped with 96 total head tubes and two static tubes, all of 0.0625-in. outside diameter and spaced 0.25 in. apart. The rake, shown in Fig. 6, was adjustable from the tunnel floor boundary layer to 10 in. above mid-tunnel. The airfoil section of the rake spanned the tunnel from top to bottom and was situated 37 in., or 1.85 chord lengths, behind the airfoil.

Manometers

A 100-tube bank of red oil manometers was connected to the wake survey rake. A total of 98 of the tubes were utilized, and the bank was inclined at 60 degrees to the vertical so that changes on the rake could be read more accurately. In addition, 50 tubes of a 100-tube bank of alcohol manometers were used to measure the static pressure on the airfoil and the dynamic pressure of the free stream and test section. Finally, two 60-in. manometers were used on the venturi pressure taps, and an 8-in. U-tube plus two 30-in. manometers were used to measure the total pressure in the plenum chamber.

III. Experimental Procedures

After leak tests were conducted on the blowing system, all model and wind tunnel components were checked for proper operation. The actual test sequence began with the establishment of the airfoil configuration by setting a specific splitter plate position and angle. The blowing rate was then established by setting predetermined venturi pressures. Next, the tunnel speed was brought to 76 feet per second, after which the geometric angle of attack was varied from -6 to +6 degrees. The angle of attack sequence began at 0 degrees and proceeded in order to -6, -4, -2, 0, +2, +4, +6, and 0 degrees. At each angle of attack increment, the mancmeter banks were photographed and the plenum chamber total pressure and venturi data recorded. After the angle of attack sequence was completed, the blowing rate was changed and the sequence repeated until each of the five blowing rates had been tested. Then, the entire procedure was repeated for a different airfoil configuration. In addition, 20 percent of the record runs were repeated as a check for accuracy, while periodic surveys were conducted of the total pressure uniformity along the blowing slot.

IV. Data Reduction

Section Lift Coefficient

 C_{f} was calculated according to the equation

$$C_{\ell} = C_{n} \cos \alpha_{g} \tag{1}$$

where C_n is the section normal force coefficient and α_g is the geometric angle of attack (Ref 9:169). C_n was calculated by numerical integration of the pressure coefficients around the airfoil. The integration was performed by the trapezoidal rule on the Hewlett-Packard 9100A Calculator and 9107A Digitizer, according to the equation

$$C_n = \int_0^1 (C_{p_i} - C_{p_u}) d(\frac{x}{c})$$
 (2)

where $C_{p_{\ell}}$ and $C_{p_{u}}$ are the pressure coefficients on the lower and upper surfaces respectively, and $\frac{x}{c}$ is distance along the chord line (Ref 13:16).

Momentum Coefficient

The momentum or blowing coefficient, C_{μ} , is a measure of the amount of blowing applied to a circulation control airfoil. It was computed as shown in Eq (3).

$$C_{\mu} = \frac{mV}{q_{o}c}$$
(3)

where \dot{m} is the mass flow rate of the blowing per unit span, V j is the blowing velocity at the slot, q₀ is the free stream dynamic pressure, and c is the chord (Ref 7:195).

Section Total Drag Coefficient

The section profile drag coefficient, C_{do} , and the section total drag coefficient, C_{dt} , were calculated using Eqs (4) and (5) given by Englar (Ref 3) and Kind and Maull (Ref 5), respectively.

$$C_{d_{0}} = \frac{2}{c} \int_{0}^{h} (\sqrt{\frac{q}{q_{0}}} - \frac{q}{q_{0}}) dy + \frac{mV_{0}}{q_{0}c}$$
(4)

$$C_{dt} = C_{do} + C_{u} \tag{5}$$

In these equations, q and q_0 are the dynamic pressure in the wake and free stream, respectively, dy is the incremental distance between tubes on the rake, and V_0 is the free stream velocity. The integral term in Eq (4) represents that portion of the section profile drag coefficient that was calculated by the momentum method of Pope (Ref 9), while the second term accounts for the fact that the blowing air flow was entirely separate from the wind tunnel air flow and did not originate upstream of the model as assumed in the momentum method (Ref 5). Again, the integration was performed according to the trapezoidal rule on the Hewlett-Packard calculator and digitizer. In Eq (5), C_u represents the penalty paid in the production of the blowing air.

Lift-to-Drag Ratio

The ℓ/d values were computed by taking the ratio of C_ℓ to $C_{d\,t}$ as shown in Eq (6)

$$\frac{\ell}{d} = \frac{C_{\ell}}{C_{d_{t}}} \tag{6}$$

Wind Tunnel Corrections

Solid and wake blocking, along with streamline curvature corrections, were applied to C_{ℓ} . Solid and wake blocking corrections were also applied to C_{dt} , Vo, qo, and the Reynolds Number. In addition, a wake survey rake correction factor was applied to the static pressure readings of the rake.

V. Results and Discussion

General Observations

Throughout the experiment, there were noticeable quantities of oil and water present in the blowing system. While the water was merely natural condensation, the oil was the result of leaks in the Roots blowers which supplied the secondary air for blowing. The most noticeable effect of the oil was its tendency to build up along the downstream edge of the blowing slot, forming a lip, or bump, across the entire span of the model. This bump was disruptive to the flow, and in some cases resulted in loss of the Coanda effect and separation. In order to quantitatively determine the effects of the oil, several repeat runs were made, during which the airfoil was wiped free of oil before each data point was taken. The results were then compared to those of the same runs without oil removal.

It was found that the flow with oil removal generally remained attached up to angles of attack four degrees greater than achieved without removal. Also, the oil had a greater effect at C_{11} 's below 0.05, and these effects were independent of airfoil configuration. From -6 through +2 degrees angle of attack, C_{ℓ} and C_{dt} for the two cases were indistinguishable. However, at +4 and +6 degrees angle of attack, the flow began to separate from the model with oil.

Here, the maximum difference between the coefficients for the two cases was six percent for C_f and five percent for C_{dt} . Cases where the flow was completely separated from the model without oil removal were not compared. These results indicate that the adverse effect of the oil was limited to its tendency to cause separation at slightly lower angles of attack than would have been attained with clean blowing air.

ring tests at C_{μ} 's less than 0.05, separation often occurre at +4 to +6 degrees angle of attack for all configurations. At C_{μ} 's greater than 0.05, the tendency of the flow to separate was greatly reduced, and no separation occurred at C_{μ} 's greater than 0.08 in the range of α_{g} tested. Stevenson also experienced separation at low C_{μ} 's, and his belief that increased blowing would reduce the separation tendency was corroborated by the current study. The oil tests seemed to indicate that the presence of oil in the blowing air was the primary cause of separation at C_{μ} 's below 0.05, while contributing factors were the physical location of the blowing slot and the small radius of curvature of the trailing edge.

A study of the photographs of the static pressure distributions around the airfoil permitted an early comparison of the flow patterns for the different configurations. For the clean configuration, it was found that the static pressure increased approximately 67 percent from the

blowing slot to the trailing edge. The pressure increases when the splitter plate was mounted in the forward position, regardless of β , was 60 percent for the same distance. However, when the splitter plate was mounted in the aft position, the increase was slightly less than 50 percent for all three plate angles. These values were relatively constant for all C_{μ} 's and angles of attack. The percentages indicate the relative severit, of the adverse pressure gradient on the model surface, and they indicate that the aft splitter plate location was most effective in reducing that gradient. Thus, the flow around the trailing edge for the aft plate location.

Blowing Slot Pressure Survey

As shown in Table I, the total pressures measured in the first several inches of the blowing slot were as much as 20 percent lower than along the remainder of the slot. This effect was most pronounced at high C_{μ} 's, while it was practically negligible at low blowing. The high spanwise velocity of the air as it entered the pipe at the leading edge of the plenum chamber and the geometry of the pipechamber combination made it impossible for the air to flow evenly into the plenum chamber. However, at lower blowing, the spanwise velocity was lower and the air was able to flow more evenly into the chamber. Since the static

pressures on the airfoil were measured at mid-span and the slot total pressure was uniform there, the test data was uneffected by the non-uniformity.

Lift Results

The lift results, shown in Figs. 7 through 12, indicate that the combination of the splitter plate and circulation control greatly increased the C $_{\ell}$ over that of the clean configuration, which attained the lowest C_{f} 's in all cases. Even without blowing, the splitter plate caused C_l to increase above the clean airfeil values The aft splitter plate position, with a β of 60 degrees, produced the highest C_{ℓ} at each C_{μ} tested, reaching a maximum value of 3.79. The aft configuration, with a β of 45 degrees, attained the second highest C_{ℓ} 's up to a C_{μ} of 0.05. Above that C_{μ} , the two forward plate configurations achieved the second highest Cg values. In all cases, the aft, 30 degree β plate configuration had the lowest C_f's of all splitter plate configurations. Table II shows the configurations ranked in order of decreasing C_{ℓ} for $C_{\mu} = 0.04$ and an angle of attack of -2 degrees. It should be noted that while these relationships held for all α_{g} 's tested, they varied somewhat as C_{ij} was changed. The C_{ij} value of 0.04 was selected because it was near the value for maximum l/d. The actual C_{ℓ} 's are given in the table, along with the percentage increase in C_l over the clean airfoil value for

each listing. The results indicate that the aft splitter plate location and the steeper plat ϵ angles were most effective 1. achieving high C_{ℓ} 's.

The superior C_{ℓ} 's attained with the steeper plate angles were probably due to the fact that the jet of air from the blowing slot nad a larger vertical than horizontal component as it left the airfoil at the splitter plate, resulting in the addition of the vertical thrust to the airfoil lift. The rear plate location was superior because the flow had less distance to travel against the adverse pressure gradient in moving from the blowing slot to the plate, and consequently, had more energy when it arrived at the plate.

Fig. 12 shows the variation in C_{ℓ} with α_{g} for each of the C_{μ} 's tested. The values presented are those of the maximum lift configuration with the splitter plate at a β of 60 degrees in the aft position. The value of C_{ℓ} increased with both α_{g} and C_{μ} in all cases.

Drag Results

Figs. 13 through 20 present the drag results of the study. It can be seen that up to a C_{μ} of approximately 0.03, the clean configuration had the lowest values of C_{d_t} . However, above that C_{μ} the aft splitter plate positions exhibited the lowest C_{d_t} values, while the forward positions exhibited the highest values of C_{d_t} throughout the entire

range of C_{μ} . Table III shows the six configurations ranked in order of increasing C_{d_t} for an α_g of -2 degrees and a C_{μ} of 0.04. From a C_{μ} of 0.04 through 0.09, the aft plate location, with a β of 45 degrees, had the lowest C_{d_t} values, while the 30 and 60 degree aft plate positions gave successively higher C_{d_t} values. With the exception of the 45 degree aft minimum drag configuration, it is clear that C_{d_t} increased with forward movement and increasing angle of the splitter plate.

While C_{d_t} increased with increasing C_{μ} for all configurations, a study of Figs. 19 and 20 shows that the increase was due to the addition of C_{μ} to C_{d_0} , the section profile drag coefficient. The C_{d_0} curve in Fig. 19 demonstrates that there was a dramatic decrease in C_{d_0} as C_{μ} was increased. The decrease was due to the reduction in mixing losses caused by the splitter plate and to the horizontal component of the thrust created by the blowing air at the splitter plate. The thrust was most noticeable with the 30 and 4.5 degree aft splitter plate positions. Fig. 18 shows that the variation in C_{d_t} with α_g was quite small for each C_{μ} until separation approached.

Lift-to-Drag Ratio Results

The ℓ/d results are presented in Figs. 21 through 26, and Table IV lists the six configurations in order of decreasing ℓ/d for an α_g of -2 degrees and a C_μ of 0.04.

Due to the fact that it attain 1 high Cl's and the lowest C_{d+} 's throughout most of the C_{μ} range tested, the aft splitter plate configuration, with a β of 45 degrees, attained the highest l/d ratios for all but the very highest C_{μ} 's. At these extreme values, the 60 degree aft position produced slightly higher *l*/d's. Although the 60 degree aft configuration achieved the best lift results, its Cdt values were much higher than those of the 45 degree aft configuration. The two forward positions and the 30 degree aft position, in that order, achieved the next highest l/d values, while the clean configuration produced ℓ/d 's significantly below all other values in all cases. With the exception of the 30 degree plate angle, the rear position of the splitter plate yielded the best l/d results, but it is difficult to define any consistent trends for the plate angle. As a whole, all of the configurations gave their best ℓ/d results in a C₁₁ range of 0.03 through 0.04. A review of the drag results shows that the slope of the Cd+ versus Cu curves rose rather steeply for all configurations as C_{11} was increased beyond 0.04. This accounts for much of the decrease in ℓ/d values with increased blowing beyond a C_{μ} of 0.04.

The relative contributions of C_{ℓ} and $C_{d_{t}}$ can be appreciated by a study of Figs. 27 through 31, which show C_{ℓ} versus $C_{d_{t}}$ for both the clean and the aft splitter plate configurations. The steep slopes of the 45 and 60

degree splitter plate curves shows that these configurations experienced very great lift increases with relatively small increases in drag. Note that the levelling of the slope of the 45 degree curve is shown on the ℓ/d versus C_{μ} curves as a decrease in ℓ/d with increasing C_{μ} . As shown in Fig. 26, the ℓ/d varied directly with α_g for all C_{μ} 's.

Comparison of Results With Previous Work

Figs. 32 through 37 show several results of the current study plotted with Stevenson's results for similar test conditions and configurations. The results shown are for the clean configuration and the 45 degree aft splitter plate configuration. The two C_{μ} 's chosen from the current study were slightly higher and slightly lower than those of Stevenson, and the Reynolds Numbers were a little lower in all cases.

As shown in Fig. 32, the C_{ℓ} 's of the clean airfoil in the current study bracketed those of Stevenson, demonstrating excellent agreement. Fig. 35 indicates that separation occurred at several points of Stevenson's test with the art, 45 degree β configuration, causing three of his C_{ℓ} 's to be lower than anticipated. However, his other three C_{ℓ} values for this configuration were in excellent agreement with those obtained in this study.

Figs. 33 and 36 show that the values of C_{dt} obtained by Stevenson were somewhat lower than the values of this

study. The higher C_{dt} values of the current study were the result of more accurate measurement of the profile drag by the wake survey rake used in this test. The rake was constructed such that the total head tubes were concentrated in the lower half of the tunnel, directly in the airfoil wake. In addition, the rake was mounted more than a full model chord length behind the airfoil, allowing the wake to reach tunnel static pressure before measurement at the rake. The lower C_{dt} values obtained by Stevenson are reflected in his higher ℓ/d values as shown in Figs. 34 and 37.

Because of important differences in the two airfoils, the results of this study can only be qualitatively compared with those of Kind and Maull. The airfoil of Kind and Maull was symmetrical with a rounded trailing edge. There were also significant differences in the splitter plate chord and in the blowing slot thickness. Nevertheless, it was possible to compare the relative merits of some of the configurations. Kind and Maull experimented briefly with splitter plate angles of 30, 45, and 60 degrees, with the plate mounted in the vicinity of the 99 percent chord position. Though their report displayed results for an α_g of +5 degrees only, the curve shapes and relationships between configurations were exactly those of the current study as shown in Figs. 11, 17, and 31.

VI. <u>Conclusions</u>

A two-dimensional wind tunnel study to determine the splitter plate position and angle for maximum lift-to-drag ratio of a circulation controlled airfoil resulted in the following conclusions.

- The section lift coefficient increases as "he splitter plate position is moved aft toward the 99 percent chord location.
- 2. The section lift coefficient increases as the angle between the splitter plate and the airfoil chord line is increased toward 60 degrees.
- 3. The section profile drag coefficient and the section total drag coefficient decrease as the splitter plate location is moved aft toward the 99 percent chord position.
- 4. The splitter plate angle for minimum section profile drag coefficient and minimum section total drag coefficient is 45 degrees.
- 5. The section lift-to-total drag ratio is maximized when the splitter plate is located at the 99 percent chord position at an angle of 45 degrees to the airfoil chord line.
The section lift-to-total drag ratio is maximized for each splitter plate configuration when the momentum coefficient is between 0.03 and 0.04.

VII. <u>Recommendations</u>

It is recommended that further wind tunnel tests of circulation controlled airfoils include:

- A determination of the contribution of pressure drag to the profile drag of the airfoil with and without a splitter plate.
- 2. The effects of a free-to-rotate splitter plate, able to seek its own angle with the model chord line, on the lift and drag of the airfoil.
- 3. A detailed flow visualization study of splitter plate effects on the airflow.

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Appendix A

Apparatus

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Cross Section of the Stevenson Airfoil (Ref 12:45)

Fig. 2.



Cross Section of the Modified Airfoil

Fig. 3.

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Fig. 5. Pitot Tube Apparatus



Fig. 6. Wake Survey Rake

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Appendix B

Tabulated Data

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Table I

	$C_{\mu} = .038$	$C_{\mu} = .060$	$C_{\mu} = .090$
z in.	Pt in. Hg (guage)	P _t in. Hg (guage)	P _t in. Hg (guage)
$ \begin{array}{c} 1\\ 2\\ 3\\ 4\\ 5\\ 6\\ 7\\ 8\\ 9\\ 10\\ 11\\ 12\\ 13\\ 14\\ 15\\ 16\\ 17\\ 18\\ 19\\ 20\\ 21\\ 22\\ 23\\ 24\\ 25\\ 26\\ \end{array} $	$ \begin{array}{c} 1.3\\ 1.3\\ 1.4\\ 1.4\\ 1.4\\ 1.4\\ 1.4\\ 1.4\\ 1.4\\ 1.4$	1.6 1.8 1.8 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	3.2 3.2 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3

Spanwise Total Pressure Distribution at the Blowing Slot

 ${\bf z}$ - Distance from the left endplate measured in inches.

Table II

Airfoil Splitter Plate Configurations in Order of Decreasing C $_{\pounds}$ Attained at C $_{\mu}$ = 0.04 and α_g = -2°

	Configuration			% Improvement Over
Order	в	Position	Cl	Clean Configuration
1 2 3 4 5 6	60° 45° 60° 45° 30° none	aft aft forward forward aft none	2.60 2.37 2.36 2.21 1.83 1.31	99% 81% 80% 69% 40% 0%

Table III

Airfoil Splitter Plate Configurations in Order cf Increasing Cdt Attained at C $_{\mu}$ = 0.04 and α_{g} = -2°

	Configuration			% Change From
Order	β	Position	^C dt	Clean Configuration
1 2 3 4 5 6	45° 30° none 60° 45° 60°	aft aft none forward forward aft	.049 .051 .054 .057 .062 .063	- 9% - 6% 0% + 6% +15% +17%

Table IV

Airfoil Splitter Plate Configurations in Order of Decreasing ℓ/d Attained at C_{μ} = 0.04 and α_g = -2°

	Configuration			% Improvement Over
Order	β	Position	ℓ/d	Clean Configuration
1 2 3 4 5 6	45° 60° 45° 30° none	aft aft forward forward aft none	48 42 42 40 36 25	92% 68% 68% 60% 44% 0%







Fig. 9. The Effect of C_{ii} on C_{ℓ} For Six Airfoil Splitter Plate Configurations at an α_g of -2 Degrees



Fig. 10. The Effect of C_{μ} on C_{ℓ} For Six Airfoil Splitter Plate Configurations at an α_g of 0 Degrees









Fig. 13. The Effect of C_{μ} on C_{dt} For Six Airfoil Splitter Plate Configurations at an α_g of -6 Degrees

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Fig. 14. The Effect of C_{μ} on C_{d_t} For Six Airfoil Splitter Plate Configuratiors at an α_g of -4 Degrees



Fig. 15. The Effect of C_{μ} on C_{dt} For Six Airfoil Splitter Plate Configurations at an α_g or -2 Degrees



Fig. 16. The Effect of C_{μ} on C_{dt} For Six Airfoil Splitter Plate Configurations at an α_g of 0 Degrees



Fig. 17. The Effect of C_{μ} on C_{d_t} For Six Airfoil Splitter Plate Configurations at an α_g of +2 Degrees



Fig. 18. The Effect of α_g on \texttt{C}_{d_t} For Five $\texttt{C}_{\mu}\texttt{'s}$

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Fig. 23. The Effect of C_{ij} on ℓ/d for Six Airfoil Splitter Plate Configurations at an α_g of -2 Degrees



ig. 24. The Effect of C_{μ} on ℓ/d for Six Airfoil Splitter Plate Configurations at an α_g of 0 Degrees





Fig. 26. The Effect of α_g on ℓ/d For Five $\mathtt{C}_\mu\,\text{'s}$







Fig. 28. C_{ℓ} vs C_{dt} For Four Airfoil Splitter Plate Configurations at an α_g of -4 Degrees and Increasing C_{μ}

and the



Fig. 29. C_{ℓ} vs C_{dt} For Four Airfoil Splitter Plate Configurations at an α_g of -2 Degrees and Increasing C_{μ}


Fig. 30. C_{ℓ} vs C_{dt} For Four Airfoil Splitter Plate Configurations at an α_g of 0 Degrees and Increasing C_{u}

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Fig. 31. C_{ℓ} vs C_{dt} For Four Airfoil Splitter Plate Configurations at an α_g of +2 Degrees and Increasing C_{μ}

No Splitter Plate

This Study $C_{\mu} = .050 \text{ Re} = 7.6 \times 10^{5}$ This Study $C_{\mu} = .036 \text{ Re} = 7.6 \times 10^{5}$ Stevenson Study $C_{\mu} = .042 \text{ Re} = 7.7 \times 10^{5}$ (Ref 12)





No Splitter Plate

-D- This Study
$$C_{\mu} = .050 \text{ Re} = 7.6 \text{ x } 10^{7}$$

-O- This Study $C_{\mu} = .036 \text{ Re} = 7.6 \text{ x } 10^{5}$
--O-- Stevenson Study $C_{\mu} = .042 \text{ Re} = 7.7 \text{ x } 10^{5}$
(Ref 12)









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Fig. 37. ℓ/d vs ag For Two Wind Tunnel Studies

<u>Vita</u>

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This thesis was typed by Miss Linda K. Moenter.