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**VORTEX-ASSISTED PRESSURE CONTROL
AT INLET OF UNDERWATER LAUNCH SYSTEM**

TO ALL WHOM IT MAY CONCERN

BE IT KNOWN THAT THOMAS J. GIESEKE, citizen of the United States of America, employee of the United States Government and resident of Newport, County of Newport, State of Rhode Island has invented certain new and useful improvements entitled as set forth above of which the following is a specification:

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VORTEX-ASSISTED PRESSURE CONTROL

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AT INLET OF UNDERWATER LAUNCH SYSTEM

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STATEMENT OF GOVERNMENT INTEREST

7 The invention described herein may be manufactured and used
8 by or for the Government of the United States of America for
9 Governmental purposes without the payment of any royalties
10 thereon or therefor.

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BACKGROUND OF THE INVENTION

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(1) Field of the Invention

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The present invention relates generally to controlling the
flow of a surrounding environmental fluid into an inlet formed in
a moving vehicle, and more particularly to a system that uses
vortices to control such a flow at the inlet of, for example, an
underwater vehicle's underwater launch system.

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(2) Description of the Prior Art

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Many underwater launch systems used by underwater vehicles
utilize the forward motion of the vehicle and underwater pressure
to develop a dynamic pressure head for launch initiation.
Briefly, an inlet formed in the vehicle's hull admits water as
the vehicle moves forward. A launch pressurization system
coupled to the inlet pressurizes and directs the water flow to a
launch tube. The inlet can be open at all times or fitted with a

1 door that is kept closed and flush with the vehicle's hull until
2 a launch is required. For hydrodynamic reasons, the inlet door
3 (if present) opens into the vehicle. However, an inlet that is
4 open at all times or one having an inward-opening inlet door does
5 not effectively direct the dynamic pressure of the moving water
6 into the inlet. To increase the mass flow of fluid into such an
7 inlet, the prior art has attempted to modify the door design or
8 has positioned protuberances on the door or forward of the door.

9 Mohn(U.S. Patent No. 4,174,083) discloses an ogee-shaped
10 platform mounted on an air inlet door of an aircraft fuselage for
11 generating a downwash of air into the inlet as the aircraft
12 flies. In each embodiment, the platform remains in the airflow
13 even when the inlet door is closed.

14 Mazzitelli (U.S. Patent No. 4,696,442) discloses the use of
15 two fixed-position vortex generators mounted forward of an
16 aircraft's air inlet to generate a downwash of air into the
17 inlet. The vortex generators remain in the airflow at all times.

18 The above-described prior art protuberance/vortex generator
19 concepts are not suitable for an underwater vehicle as they
20 generate hydrodynamic inefficiencies, an unwanted acoustic
21 signature, and may not properly position the generated vortex
22 relative to the inlet due to vehicle side slip motion and/or
23 underwater currents.

1 inlet. Detectors are coupled to the vehicle for detecting the
2 lateral position of the streamwise vortices. Pressure of the
3 fluid that has entered the inlet is also measured. A controller
4 adjusts the vortex generator based on the lateral position of the
5 streamwise vortices and the pressure of the fluid that entered
6 the vehicle via the inlet.

7

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BRIEF DESCRIPTION OF THE DRAWINGS

9 Other objects, features and advantages of the present
10 invention will become apparent upon reference to the following
11 description of the preferred embodiments and to the drawings,
12 wherein corresponding reference characters indicate corresponding
13 parts throughout the several views of the drawings and wherein:

14 FIG. 1 is a schematic view of a system for controlling a
15 fluid flow into a vehicle's inlet as the vehicle is moving
16 through the fluid in accordance with the present invention;

17 FIG. 2 is a side view of a movable wing type of vortex
18 generator for use in the present invention;

19 FIG. 3 is a side view of an air blowing jet type of vortex
20 generator for use in the present invention; and

21 FIG. 4 is a schematic view of an underwater vehicle's
22 underwater launch system equipped with the vortex generator and
23 control system in accordance with the present invention.

1 **DESCRIPTION OF THE PREFERRED EMBODIMENT(S)**

2 Referring now to the drawings, and more particularly to FIG.
3 1, a portion of the hull of an underwater vehicle is referenced
4 by numeral 100 and the direction of forward movement of hull 100
5 is referenced by directional arrow 102. Formed in hull 100 is an
6 inlet 104 for admitting a fluid flow (e.g., water) as hull 100
7 moves along direction 102. The specific design of inlet 104 is
8 not a limitation of the present invention. That is, the inlet
9 can be any type ranging from a simple flush mounted inlet to a
10 scooped inlet. In general, inlet 104 provides an entry point for
11 a flow of fluid to some onboard system 106 coupled to inlet 104
12 via conduits/ducts 108.

13 To control the fluid flow entering inlet 104, the present
14 invention uses the following: an adjustable vortex generator 10
15 that is placed forward of inlet 104 (relative to direction 102;
16 one or more sensors 12 positioned in and/or around inlet 104,
17 along ducts 108, and/or in onboard system 106; and a controller
18 14 receiving outputs from sensors 12 and supplying control inputs
19 to adjustable vortex generator 10.

20 Regardless of its specific design, vortex generator 10
21 generates one or more vortices 20 that extend in a streamwise
22 direction aft from the vortex generator 10. As is known in the
23 art, the vortices 20 modify the flow field adjacent to hull 100
24 to create a downwash that can be used to increase the mass flow
25 into inlet 104 and, therefore, the pressure of fluid available
26 for use by the onboard system 106. In perfect or steady-state

1 conditions (i.e., constant speed and direction of movement of the
2 hull 100, steady-state currents in the fluid surrounding the hull
3 100, etc.), the vortex generator 10 could be fixed in its
4 position. However, when the hull 100 is part of an underwater
5 vehicle, such steady-state conditions rarely exist. Accordingly,
6 the present invention provides the means to control the vortex
7 generator 10 so that the strength and/or position of the vortices
8 20 can be adjusted for changing conditions. The sensor(s) 12
9 provide signals indicative of changing conditions at their
10 various locations and the controller 14 utilizes the signals to
11 develop a control signal supplied to the adjustable vortex
12 generator 10 for the purpose of adjusting the strength and/or
13 position of the vortices 20.

14 The adjustable vortex generator 10 can be realized by one or
15 more vortex generating devices that are controllable to adjust
16 the strength and/or position of the vortex generated thereby.
17 For example, as shown in FIG. 2, one such vortex generator 10 can
18 be a mechanically manipulated wing 30 (e.g., a delta wing, an
19 ogee-shaped wing, etc.) that can be moved into and out of the
20 flow field moving over hull 100 by means of an actuator 32 and
21 hinging linkage 34. A single actuator 32 and hinging linkage 34
22 could be used to provide for simple angle-of-attack adjustments.

23 However, if additional actuators/hinging linkages are coupled to
24 the wing 30, the wing's angle-of-attack and yaw could be adjusted
25 to thereby provide for both strength and lateral position
26 adjustment of the vortices produced by the wing. When no vortex

1 generation is required, the wing 30 is manipulated to fit within
2 a recess 101 of hull 100 so that the wing is flush therewith.

3 Another type of vortex generator is illustrated in FIG. 3
4 where a pressurized fluid source 40 provides fluid 42 (such as
5 air) under pressure to one (or more) nozzles 44 having the output
6 flush with hull 100. The nozzle(s) 44 is (are) positioned such
7 that the fluid 42 is ejected into the surrounding fluid
8 environments in a direction that is normal to hull 100. The
9 advantage of this design is that no mechanical systems need be
10 deployed outside of the hull 100.

11 By way of illustrative example, the present invention will
12 be explained for its use with an underwater launch system of an
13 underwater vehicle. However, it is to be understood that the
14 present invention can also be used with any surface vehicle or
15 aircraft moving through the air. Referring now to FIG. 4, the
16 basic elements of an underwater vehicle's underwater launch
17 system include: inlet 104 coupled to inlet duct 108 that leads to
18 a slide valve 110, a tube 112 housing a payload 114 that is to be
19 ejected therefrom; an impulse tank 116 coupled to the aft or
20 breech end of tube 112 via slide valve 110; and a turbine pump
21 118. The above elements are well known components of an
22 underwater launch system and should not be considered as part of
23 the present invention or limitations of the present invention.

24 Cooperating with the launch system are the present
25 invention's vortex generator 10, sensors 12 and controller 14
26 with sensors 12 being distributed to assure proper positioning of

1 vortices 20 relative to inlet 104 and to assure proper strength
2 of vortices 20 to maintain the proper pressure balance in tube
3 112 prior to the launch of payload 114. Accordingly, sensors 12
4 placed around or in inlet 104 need only detect the presence of
5 vortices 20 whereas sensors 12 placed fore and aft of payload 114
6 should be capable of measuring a fluid pressure. However, for
7 simplicity, each of sensors 12 can be a pressure sensor. While
8 each of sensors 12 will be coupled to controller 14, only some of
9 sensors 12 in FIG. 4 are shown as being coupled to controller 14
10 for clarity of illustration.

11 Just prior to launching the payload 114, the inlet 104
12 and/or duct 108 are opened to admit water therein as the hull 100
13 moves through the water. The vortex generator 10 is activated
14 with the sensors 12 around the inlet 104 providing (pressure)
15 readings to the controller 14. At a minimum, at least one of the
16 sensors 12 is placed on each side of the inlet 104 in order to
17 detect any higher pressure (due to the vortices 20) if the
18 vortices are laterally misaligned with the inlet. However, for
19 more positive feedback with respect to the lateral position of
20 the vortices 20, additional sensors 12 can be aligned with (e.g.,
21 fore and aft) and/or placed just inside the inlet 104 as shown.
22 The various high/low pressure readings of the sensors 12 around
23 and/or in the inlet 104 are utilized by the controller 14 to
24 establish control signals for the vortex generator 10.

25 Sensors 12 positioned fore and aft of payload 114 measure
26 any imbalance in the dynamic head in tube 112. This is critical

1 in an underwater launch system as any pressure imbalance could
2 cause movement of payload 114 in tube 112. Thus, the controller
3 14 uses pressure readings from the sensors 12 positioned fore and
4 aft of payload 114 to increase/decrease the strength of the
5 vortices 20 in order to maintain the proper pressure balance.

6 The advantages of the present invention are numerous. The
7 vortex-assisted pressure control system can maintain a critical
8 pressure balance in an underwater launch system. However, the
9 present invention is not so limited as the teachings herein can
10 be applied equally as well to an airborne vehicle having an inlet
11 formed in the body thereof.

12 Therefore, it will be understood that many additional
13 changes in the details, materials, steps and arrangement of
14 parts, which have been herein described and illustrated in order
15 to explain the nature of the invention, may be made by those
16 skilled in the art within the principle and scope of the
17 invention as expressed in the appended claims.

1 Attorney Docket No. 82998

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VORTEX-ASSISTED PRESSURE CONTROL

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ABSTRACT OF THE DISCLOSURE

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A vortex-assisted pressure control system is provided for
8 controlling fluid flow into an inlet formed in a vehicle where
9 such fluid flow into the inlet occurs during vehicle movement.

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Vortex generator(s) is (are) positioned forward of the inlet with
11 respect to forward movement of the vehicle to generate streamwise
12 vortices in the fluid as the vehicle moves through the fluid.

13

Each vortex generator is controllable to adjust strength of the
14 streamwise vortices and a lateral position of the streamwise
15 vortices relative to the inlet. Sensors are used to i) detect
16 the lateral position of the streamwise vortices relative to the
17 inlet, and ii) pressure of the fluid that has entered the inlet.

18

A controller adjusts the vortex generator(s) based on sensor
19 measurements in order to control the lateral position of the
20 streamwise vortices and the pressure of the fluid entering the
21 vehicle via the inlet.

FIG. 1

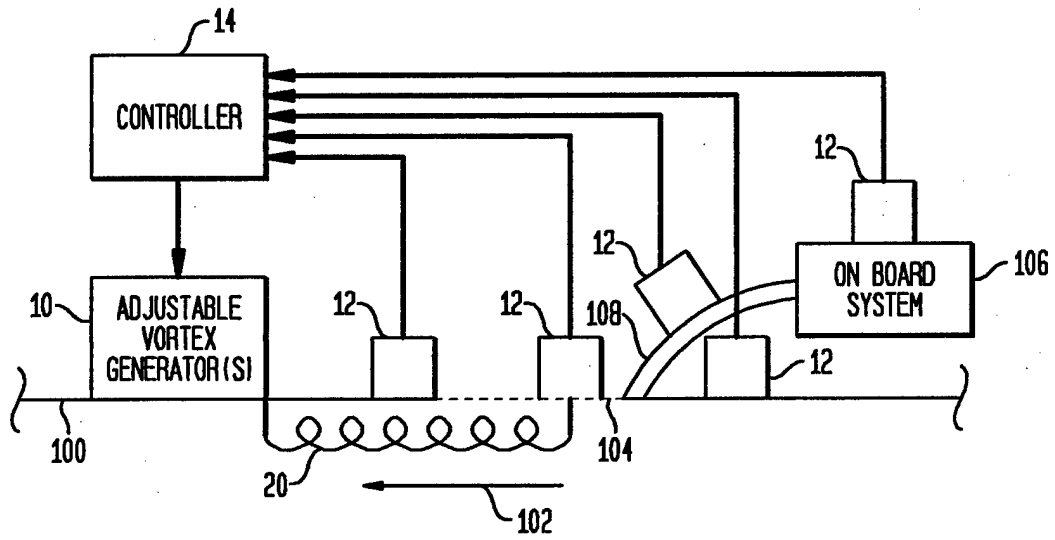


FIG. 2

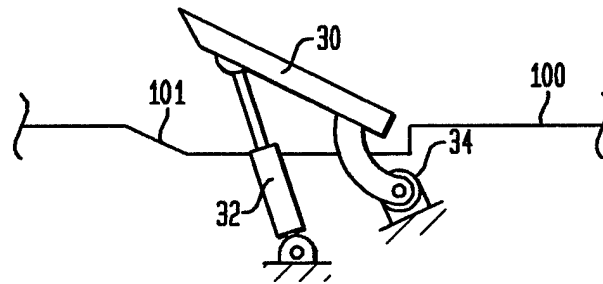


FIG. 3

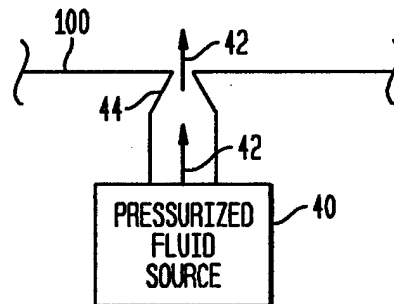


FIG. 4

