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Wind Tunnel Model Systems Criteria

a. This procedure and guideline sets forth criteria for the design, analysis, quality assurance, and documentation of wind-tunnel model systems to be tested at the Langley Research Center (LaRC). The criteria contained in this directive are intended to prevent model system failure and/or facility damage.

Wind-Tunnel Model Systems Criteria - NASA

documentation of wind-tunnel model systems to be tested at Langley Research Center (LaRC). b. The criteria contained in this directive are intended to prevent model system failure and/or facility damage. c. The requirements in this directive are mandatory for model systems to be tested in

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The criteria are intended to prevent model system loss and/or potential facility damage. The purpose of these requirements is to allow wind tunnel model systems with sufficient fidelity to be tested in wind tunnel environments at LaRC. As a result, the design requirements are not as conservative as building standards and therefore, shall

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Cleveland, Ohio 44135 Summary This
report describes criteria for the design,
analysis, quality assurance, and
documentation of models NASA Glenn
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NASA Glenn Wind Tunnel Model Systems Criteria

NASA Glenn Wind Tunnel Model Systems Criteria This report describes criteria for the design, analysis, quality assurance, and documentation of models that are to be tested in the wind tunnel facilities at

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the NASA Glenn Research Center. This report presents two methods for computing model allowable stresses on the basis of the yield stress or ultimate stress, and it defines project procedures to test models in the NASA Glenn aer propulsion facilities.

NASA Technical Reports Server (NTRS)

Wind tunnels are classified as low-speed or high-speed; they are further classified as subsonic (80 percent of the speed of sound), transonic (about the speed of sound), supersonic (up to 6 times the speed of sound), hypersonic (6 to 12 times the speed of sound), and hypervelocity (over 12 times the speed of sound).

Wind tunnel | aeronautical engineering | Britannica

Wind tunnels are large tubes with air blowing through them. The tunnels are used to replicate the actions of an object flying through the air or moving along

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the ground. Researchers use wind tunnels to learn more about how an aircraft will fly. NASA uses wind tunnels to test scale models of aircraft and spacecraft. Some wind tunnels are large enough to contain full-size versions of vehicles. The wind tunnel moves air around an object, making it seem as if the object is really flying. Most of the

Wind tunnel - Wikipedia

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Abstract. This handbook sets forth criteria for the design, analysis, quality

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assurance, and documentation of wind-tunnel model systems to be tested at the Kryo-Kanal Koeln, KKK, of the Central Division Windtunnels of the Deutsche Forschungsanstalt fuer Luft- und Raumfahrt.

Model Systems Criteria for the Cryogenic Low Speed Wind ...

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If you want to test complete aircraft noise in a wind tunnel, you need an acoustic wind tunnel of excellent quality, bigger than three meters. "You also

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need aeroacoustically similar turbofan simulators and pressurized air for them.

The future role of wind tunnels in test and development ...

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Wind Tunnel Test Request Form and Test Planning ...

Wind tunnel models can be classified according to different classification criteria such types of aerial vehicle prototypes, the structures of the aerial

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vehicle prototypes, the types of data obtained, the similarity criteria met, the test speed [3, 4], etc., as listed in Table 2. Table 2. Types of wind tunnel models.

Models for wind tunnel tests based on additive ...

Langley's LHB 1710.15 Wind Tunnel Model System Criteria is the guideline for model design and fabrication. Model installation and any exceptions to this document must have the approval of the 12-Ft LST Safety Head on a case-by-case basis to assure personnel and tunnel hardware are not exposed to risk. Static Force Testing

12 Foot Low-Speed Tunnel (12 FT LST) | Research Directorate

When installed in the wind tunnel, the calibration model has a frontal cross-sectional area to test section cross-sectional area ratio of 0.50%, a wing area to test section cross-sectional area ratio of 4.78% and a wingspan to test section width of 43.8%.

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