



Calhoun: The NPS Institutional Archive
DSpace Repository

NPS Scholarship

Reports

1980-08

A procedure for obtaining velocity vector from two high response impact pressure probes

Adler, Dan; Taylor, Paul M.

Monterey, California. Naval Postgraduate School

<https://hdl.handle.net/10945/30097>

This publication is a work of the U.S. Government as defined in Title 17, United States Code, Section 101. Copyright protection is not available for this work in the United States.

Downloaded from NPS Archive: Calhoun



Calhoun is the Naval Postgraduate School's public access digital repository for research materials and institutional publications created by the NPS community. Calhoun is named for Professor of Mathematics Guy K. Calhoun, NPS's first appointed -- and published -- scholarly author.

Dudley Knox Library / Naval Postgraduate School
411 Dyer Road / 1 University Circle
Monterey, California USA 93943

<http://www.nps.edu/library>

2/ **NAVAL POSTGRADUATE SCHOOL** 4
Monterey, California



A Procedure for Obtaining Velocity Vector
from Two High Response Impact Pressure Probes

D. Adler and P. M. Taylor

August 1980

Approved for public release; distribution
unlimited

Prepared for:
Naval Air Systems Command
Washington, DC

Office of Naval Research
Arlington, VA

and

DUDLEY KNOX LIBRARY
NAVAL POSTGRADUATE SCHOOL
MONTEREY, CA 93943-5101 NAVAL POSTGRADUATE SCHOOL

Monterey, California

Rear Admiral J. J. Ekelund
Superintendent

D. A. Schradly
Acting Provost

The work reported herein was initiated under the support of Naval Air Systems Command, Washington, DC and Office of Naval Research, Arlington, VA and completed at the Technion, Haifa, Israel.

Reproduction of all or part of this report is authorized.

This report was prepared by:

REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER NPS67-80-007	2. GOVT ACCESSION NO.	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) A Procedure for Obtaining Velocity Vector from Two High Response Impact Pressure Probes		5. TYPE OF REPORT & PERIOD COVERED Technical Report July 1979 - July 1980
		6. PERFORMING ORG. REPORT NUMBER
7. AUTHOR(s) D. Adler and P. M. Taylor		8. CONTRACT OR GRANT NUMBER(s) 61153N N00019-79-WR-91115
9. PERFORMING ORGANIZATION NAME AND ADDRESS Naval Postgraduate School Monterey, CA 93940		10. PROGRAM ELEMENT PROJECT, TASK AREA & WORK UNIT NUMBERS
11. CONTROLLING OFFICE NAME AND ADDRESS Naval Air Systems Command Washington, DC 20361		12. REPORT DATE August 1980
		13. NUMBER OF PAGES 50
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)		15. SECURITY CLASS. (of this report) Unclassified
		15a. DECLASSIFICATION/DOWNGRADING SCHEDULE
16. DISTRIBUTION STATEMENT (of this Report) Approved for Public Release; distribution unlimited.		
17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)		
18. SUPPLEMENTARY NOTES		
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Flow Measurements Compressor Flow Fields		
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) A method for experimentally determining the velocity vector for a point in a fluid, downstream of a rotating turboimpeller, is presented. The technique requires four pressure readings from two semiconductor pressure probes and a synchronization system to collect the data. Reduction of the data to the velocity and direction of the fluid particle is performed by the computer program at the end of this report.		

DUDLEY ENDY LIBRARY
NAVAL POSTGRADUATE SCHOOL
MONTEREY, CA 93943-5101

A PROCEDURE FOR OBTAINING VELOCITY VECTOR
FROM TWO HIGH RESPONSE IMPACT PRESSURE PROBES

by

D. Adler and P. M. Taylor

TABLE OF CONTENTS

	Page
1. Introduction	1
2. Description of Method	2
3. Theory	8
4. Program VELOCITY	4
5. Discussion	5
Notation Summary	24
Bibliography	26
Appendix I - Listing of Program VELOCITY	27
Appendix II - Notation Summary for Program VELOCITY.	32
Appendix III - Sample Input	36
Appendix IV - Sample Output	38
Appendix V - Notes on the use of VELOCITY	39
Distribution List	45

1. Introduction

Experimental knowledge of the flow field generated by rotating turboimpellers is essential for the research and development of turbomachinery. This information is used to refine design methods, develop new flow models which include secondary flow and tip clearance effects, and especially to verify computer programs designed to calculate flow through rotating blade rows.

Laser velocimeters have been used successfully in recent years to measure the flow inside and downstream of rotors (see Ref. 1). Certain disadvantages have become apparent, however. The laser techniques are reliable only in the hands of experienced investigators, the pressure field remains unknown, and usually the measurement of more than two components of the velocity field is complicated and expensive. Furthermore, it is difficult to perform measurements close to walls. Development of alternative techniques to overcome these deficiencies, as well as to achieve redundancy in measuring the flow field, are reasonable and worthwhile tasks.

This report describes a particular method and the computational support necessary to measure the flow field behind an impeller in the stationary, bladeless gap.

2. Description of Method

The following method requires two semiconductor pressure probes along with a technique for synchronized sampling for determining the fluid velocity vector downstream of a rotor.

The two probes (see Fig. 1) are positioned inside the machine casing so they will, in turn, intercept periodically the same part of the flow leaving a particular passing rotor passage. Each probe reading is sampled when the designated blade passage reaches a desired position relative to the probe. Synchronization is achieved through a suitable method (Ref. 2, 3).

Four quantities are needed to determine the velocity vector: yaw angle, pitch angle, static pressure and total pressure. Accordingly, four measurements must be made to evaluate these unknowns. By rotating the probes about their tips, pressure readings in four different directions can be taken, and the data used to calculate the velocity vector. Computer program VELOCITY, given in Appendix II, was developed to perform the somewhat arduous calculations.

The geometries of the two probes are shown in Fig. 1. Before being used, the probes must be calibrated so their responses to flows coming from different directions are known. A highly directional probe is desired to increase the accuracy in finding the yaw and pitch angles, and consequently the velocity magnitude. The following method is recommended for calibrating each probe -

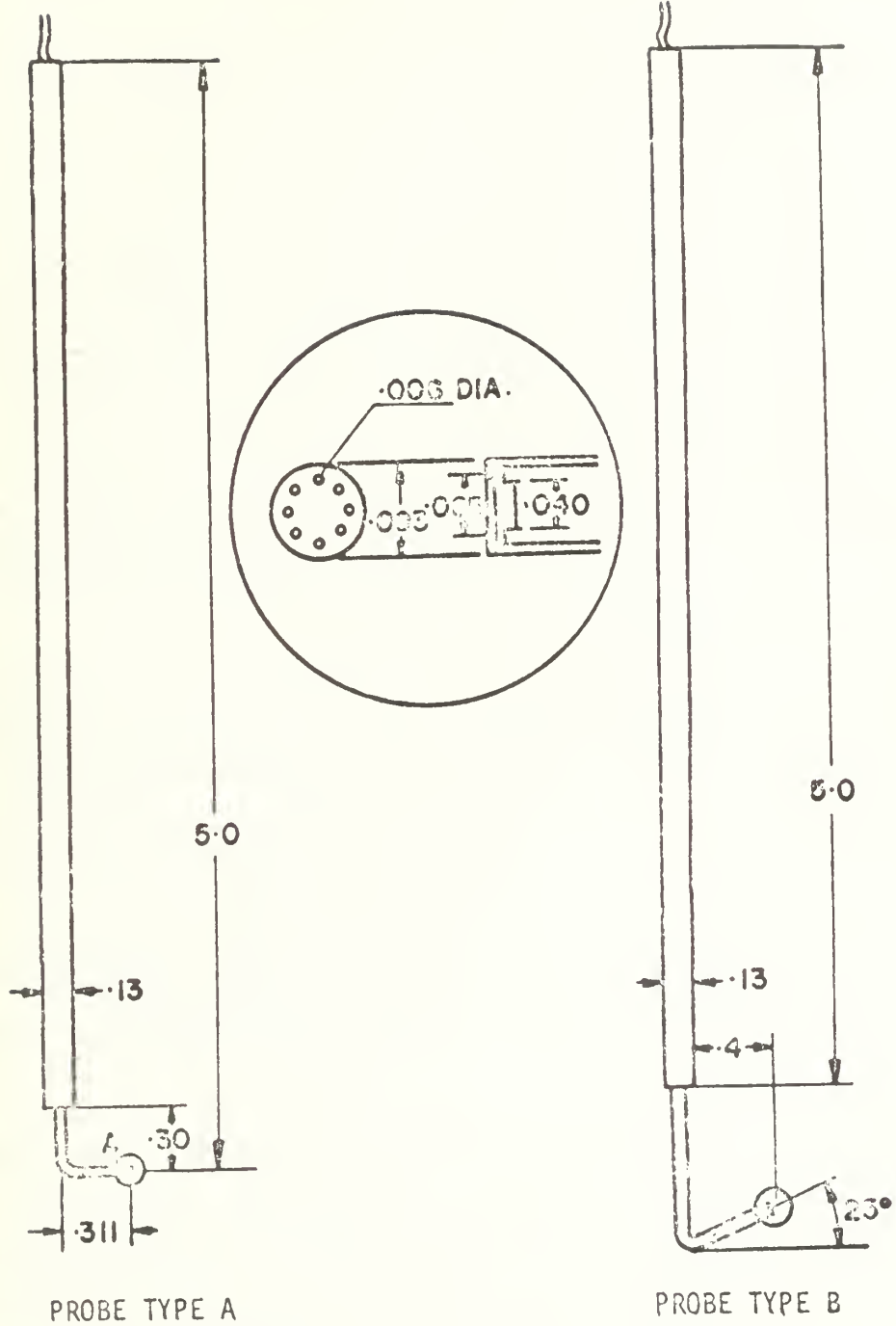


Figure 1. A type and B type probes

1. Establish a steady, controlled flow of fluid, and determine the velocity vector at a certain region of the flow.
2. Position a probe in the flow and rotate the tip so that a sequence of pressure readings are taken for a constant yaw angle and a varying pitch angle. Repeat the procedure at a new yaw angle using the same pitch angles. The result will be an array of pressure readings corresponding to a set grid of yaw and pitch angles (Fig. 2).
3. From the known flow velocity and pressure readings, a coefficient of pressure can be calculated for each angle set:

$$C_p = \frac{p - p_s}{p_T - p_s} \quad \text{where:}$$

C_p = Coefficient of pressure
 p = pressure reading
 p_s = static pressure of flow
 p_T = total pressure of flow

The table of C_p 's as well as the yaw and pitch angles which correspond to them are now in the form required for input to program VELOCITY.

The probe calibrations should be insensitive to Mach number and pressure, and are not valid for supersonic flows. Should any significant variations in C_p be observed for different flow conditions, further calibrations will be required and an additional iteration scheme added to the computer program.

		YAW ANGLE			
		-90°	-80° 0°	90°
PITCH ANGLE	-90°				
	-80°				
				
	0°				
				
	90°				

Figure 2. Grid of Yaw and Pitch Angles

Experience with the two-probe technique has shown that excellent results are achieved when a probe type A is rotated to the three positions $+25^\circ$, 0° , -25° yaw (at 0° pitch), and probe type B is used at 0° yaw (and 25° pitch, Fig. 3).

The two-probe technique is strictly applicable only to periodic flows. However, data obtained on successive rotations of the rotor can be averaged to eliminate non-periodic fluctuations. This was effective for tests reported in Ref. 2., where a single probe was used to establish the peripheral blade-to-blade distribution of flow yaw angle.

It is noted that the method reported here is a further development of that reported earlier in Ref. 6, and overcomes some of the earlier limitations.

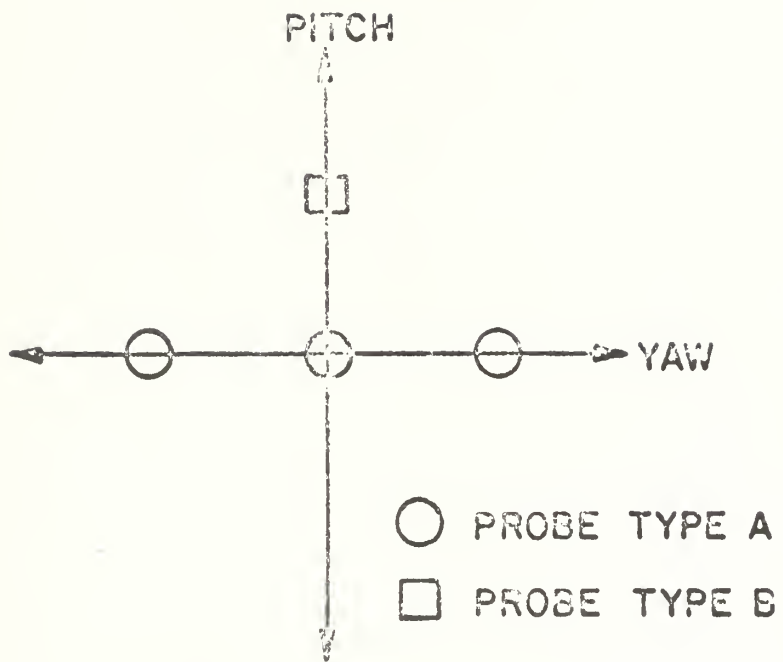


Figure 3. Orientation angles of the probes relative to the laboratory

3. Theory

The velocity vector for a three-dimensional flow can be described with three scalar quantities. The nature of the problem suggests using two angles (a yaw angle and a pitch angle), and the magnitude of the velocity (Fig. 4).

Since pressures and not the velocity are measured, the static and total pressures must first be determined, and Eq. (1) used to evaluate the velocity.

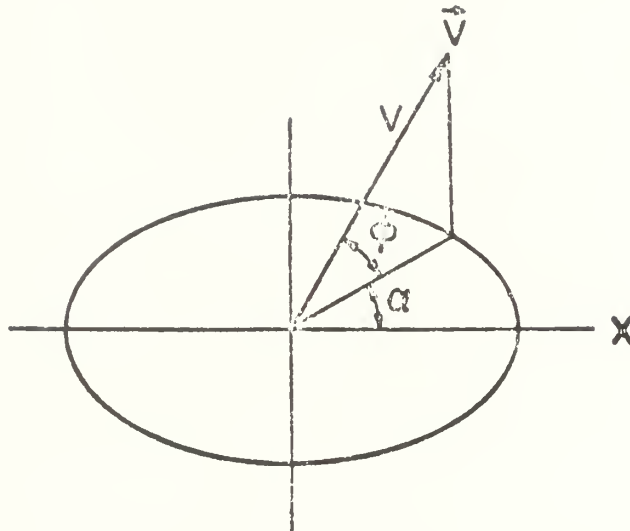
$$\frac{P_T}{P_S} = \left(1 + \frac{\gamma-1}{2} M^2\right)^{\gamma/\gamma-1} \quad (1)$$

Altogether, four unknowns need to be evaluated: the yaw and pitch angles, and the total and static pressures.

Four equations are needed to determine the four unknowns. They are derived from the four pressure readings, each pressure reading having been taken in a different direction as described above. The following equations for the coefficient of pressure can be written:

$$C_{pi} = \frac{P_i - P_S}{P_T - P_S} \quad i = 1..4 \quad (2)$$

The C_{pi} 's are a function of the orientation of the probe relative to the flow; i.e., for a given flow the measured C_p 's will vary measurably as the probe is turned into and away



α - YAW ANGLE

ϕ - PITCH ANGLE

$V - \|\vec{V}\|$ - MAGNITUDE OF
VELOCITY VECTOR

X - REFERENCE FRAME FIXED
IN THE LABORATORY

Figure 4. Velocity Vector \vec{V}

from the flow. Each "probe"* will have its own C_p characteristics determined experimentally. The result will be a table of C_p vs. yaw and pitch angles for each probe.

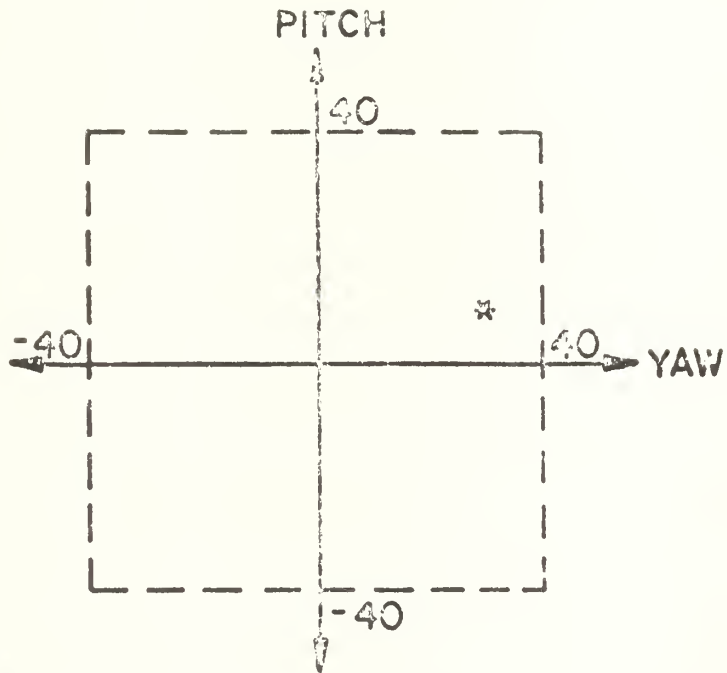
$$C_{pi} = \text{function} (\alpha_{Ri} , \phi_{Ri}) \quad i = 1..4 \quad (3)$$

For realistic problems, only one point (α , ϕ) exists where the C_{pi} 's in Eq. (2) will equal the C_{pi} 's of Eq. (3) for the four probes' pressure readings.

The probes' characteristics (C_p 's) are in tabular form because they cannot be represented analytically due to the stem effect and production inaccuracies. Therefore, a numerical solution to the problem is required. The procedure chosen for solving the problem is a systematic trial-and-error search process, essentially a convergence scheme on two variables: yaw angle and pitch angle.

The flow direction is assumed to fall within some set of bounds, defining the search area for yaw and pitch (Fig. 5). By setting up a grid of points in this region and checking how well each point satisfies the criteria of equality of coefficients of pressure (C_{pi} 's) calculated with Eqs. (2) and (3), the point with the smallest error can be found and used as a first approximation to the solution. Repeating this procedure, only with a smaller grid and search region, will result in a better approximation. This sequence, represented in Figs. 6

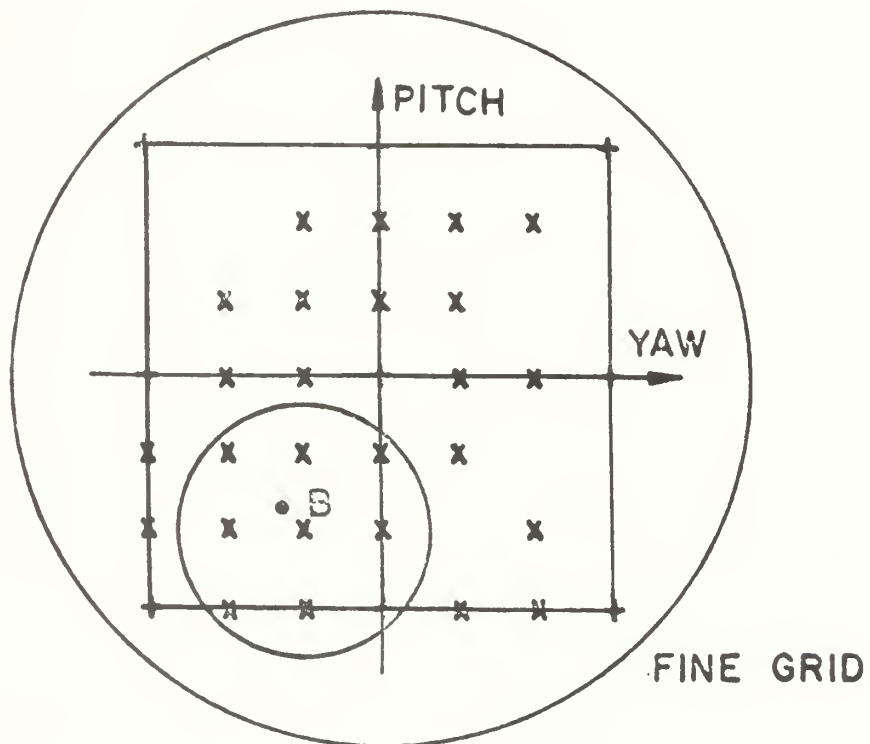
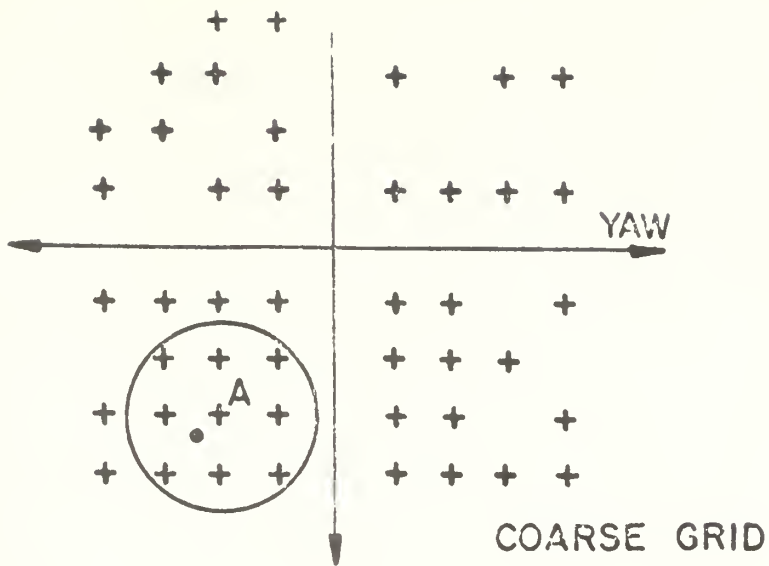
* Here, the term "probe" refers to a particular probe type in a particular position.



* FLOW DIRECTION OF THE FLUID
— — BOUNDARY OF SEARCH AREA

Figure 5. Search area

and 7 is repeated until either the desired accuracy is reached or fatigue sets in. Program VELOCITY, described in the following section, was written to perform these calculations.



- + POINT CHECKED IN THE COARSE GRID
- x POINT CHECKED IN THE FINE GRID
- +^A POINT WITH SMALLEST ERROR IN THE COARSE GRID
- x^B POINT WITH SMALLEST ERROR IN THE FINE GRID
- o TRUE SOLUTION

Figure 6. Illustration of the Search Procedure

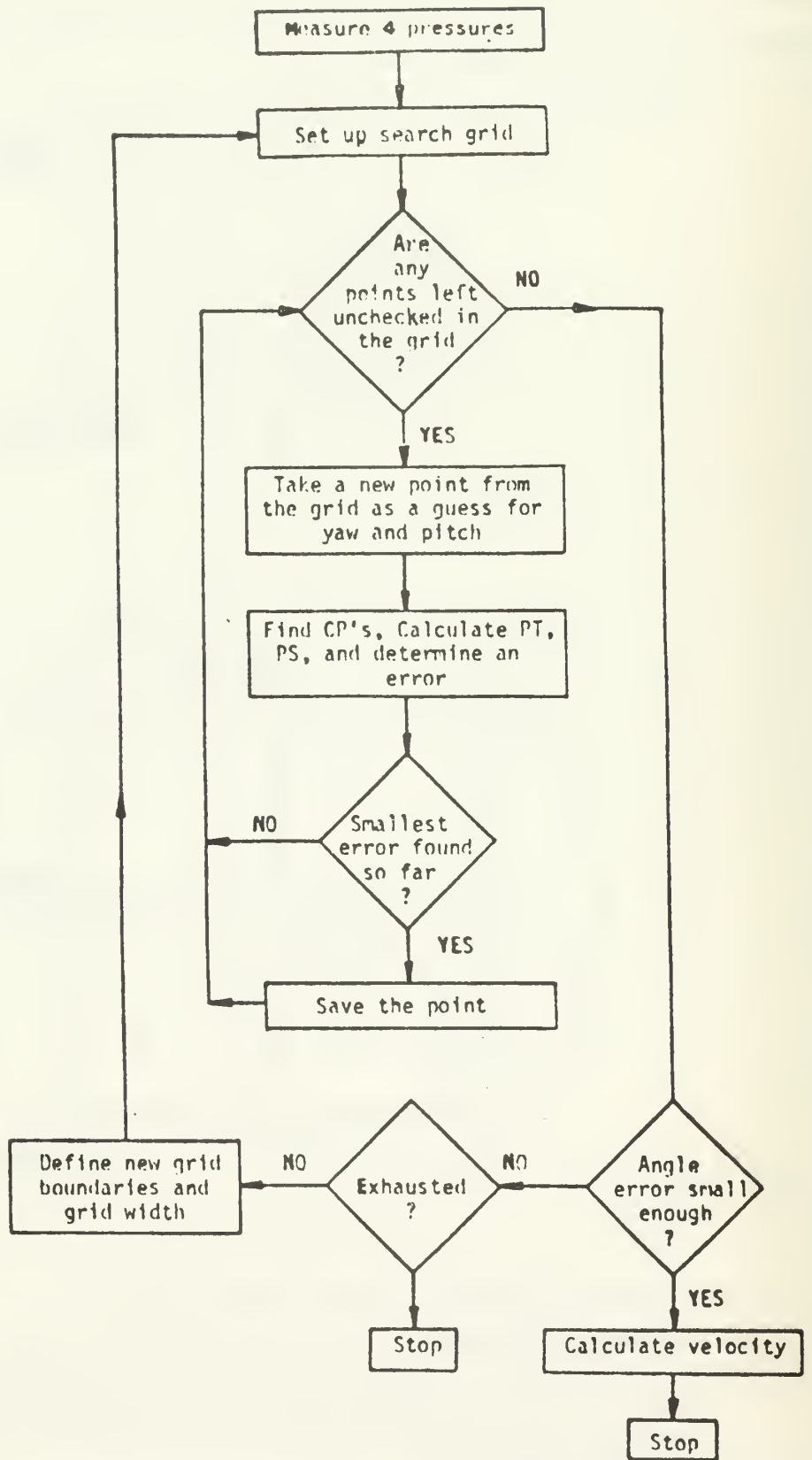


Figure 7. Flow Chart of the Search Procedure

4. Program VELOCITY

Program VELOCITY was written to perform the calculations outlined in the previous section. A description of the program and its subroutines is given below. Fig. 8 summarizes the major sections and organization of the program.

For each run, program VELOCITY reads the calibration tables for the two probes from files outside the program. (Input formatting is discussed in Appendix V.) Subroutine INPUT performs the necessary work, and can be modified to accommodate different input schemes if desired.

The fluid temperature and molecular weight are entered next. These properties are assumed to remain constant throughout the run.

The settings for each pressure reading are read next. A setting contains the following data: probe type (A or B), yaw angle setting, and pitch angle setting. Again, these settings will not change for the duration of the run.

Finally, the four pressure readings are entered.

The first scan is initiated and covers the entire region of expected flow directions, -40° to $+40^\circ$ in both yaw and pitch angles in the present case. Points are chosen every 5° , each point representing a unique pair of yaw and pitch angles. For each point, a static pressure, a dynamic pressure, and an error are calculated by the scheme described below.

A point, say (α, ϕ) is tested; i.e., a test is performed to prove whether assumed flow, oriented α degrees yaw and ϕ

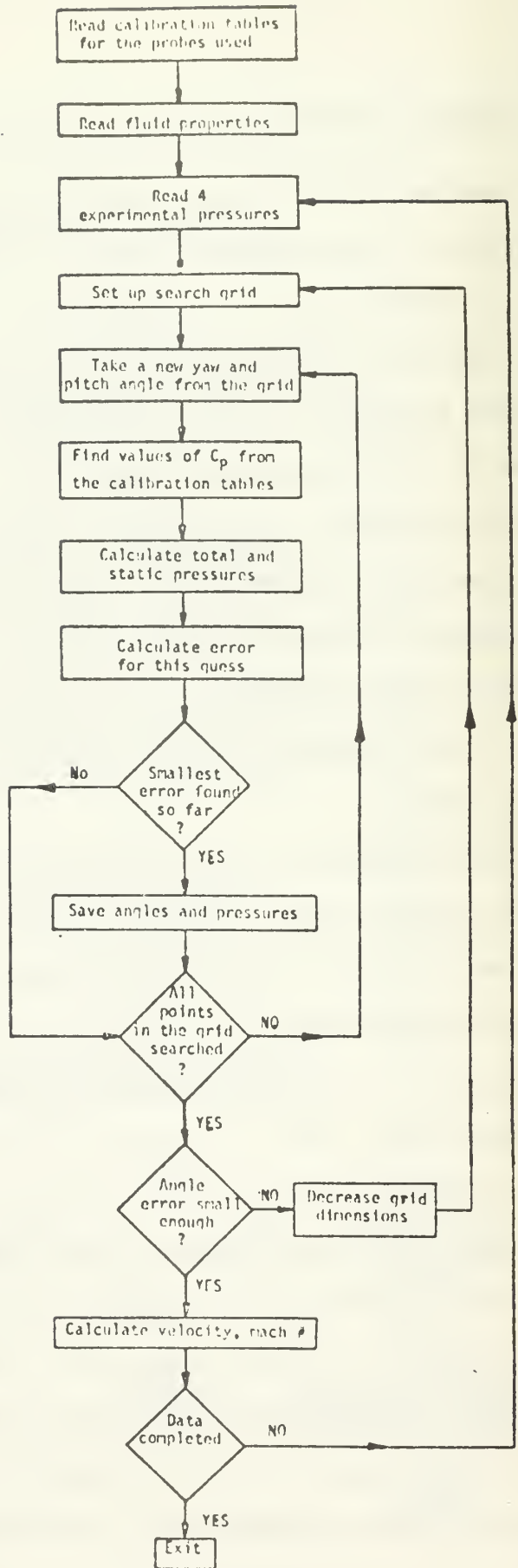


Figure 8. Flow Chart of Program VELOCITY

degrees pitch relative to the laboratory reference frame, corresponds to the four pressure readings. The direction of the flow relative to each probe setting is calculated. For probe setting i , oriented at (α_i, ϕ_i) relative to the laboratory, the assumed flow approaches at a relative angle of:

$$\alpha_{Ri} = \alpha - \alpha_i \quad (4)$$

$$\phi_{Ri} = \phi - \phi_i \quad (5)$$

where (α_{Ri}, ϕ_{Ri}) are the yaw and pitch angles respectively of the assumed flow relative to probe setting i . The C_p calibration table for the probe used in setting i is consulted and a $C_p(\alpha_{Ri}, \phi_{Ri})$ returned. Subroutine CPCAL locates or calculates the desired C_p values in the table. The scheme used in CPCAL is a search technique to find the values of yaw and pitch surrounding the desired point, and then a linear interpolation over these four points as shown in Fig. 9.

Eq. (2) can be rewritten in the form

$$(C_{pi})p_T + (1-C_{pi})p_S = p_i \quad i = 1..4 \quad (6)$$

the only unknowns being p_T and p_S . With four equations and two unknowns, the problem will be inconsistent unless the true α and ϕ were chosen. Accordingly, the following schemes were used to evaluate p_S , p_T and an error.

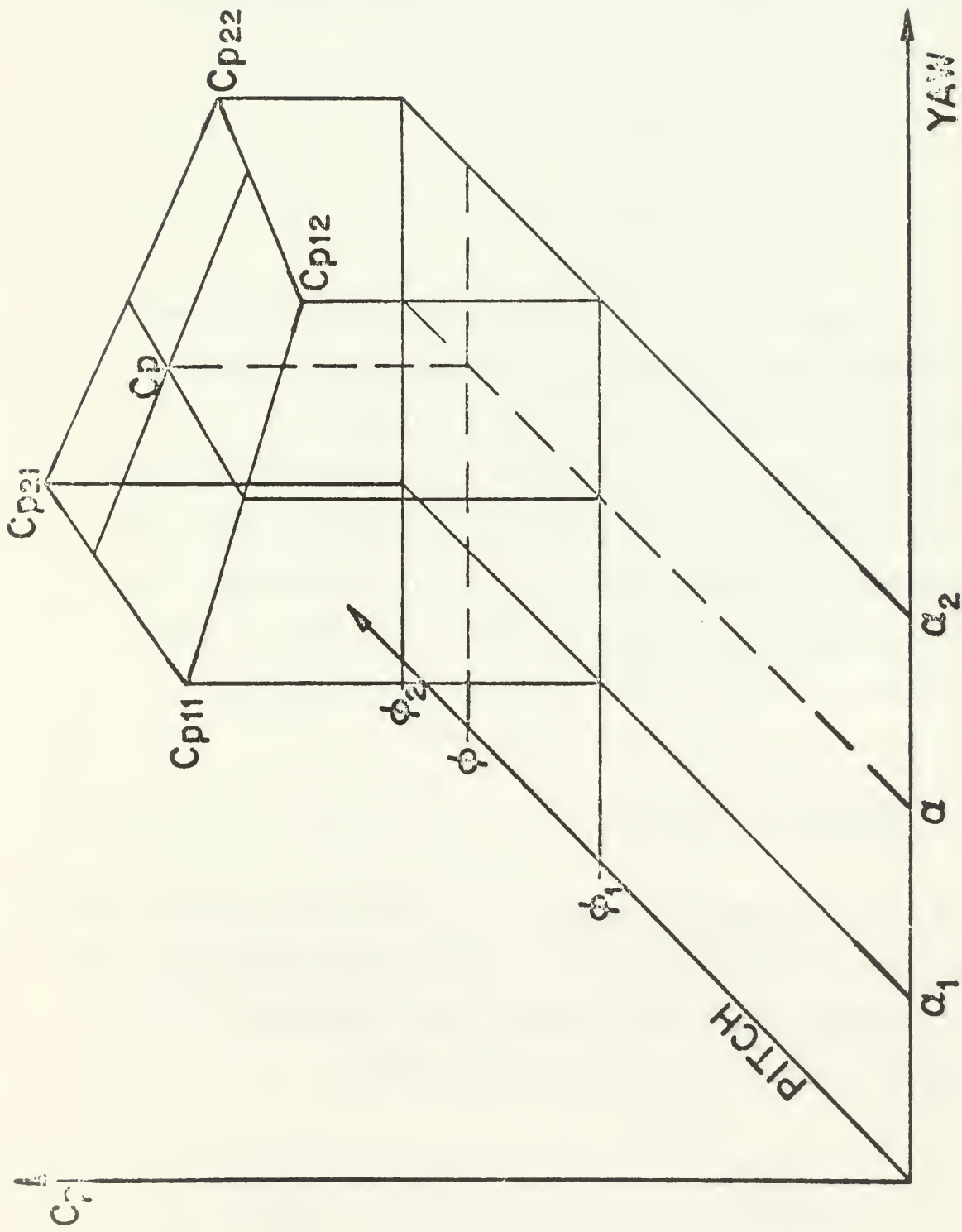


Figure 9. Linear interpolation between four points to find C_p

Define:

$$\underline{C}_p = \sum_{i=1}^4 C_{P_i} \quad (7)$$

$$\underline{p} = \sum_{i=1}^4 p_i \quad (8)$$

$$C_{P_m} = \text{minimum of } (C_{P_1}, C_{P_2}, C_{P_3}, C_{P_4})$$

$p_m = p_i$ corresponding to the C_{P_m} chosen above.

$$(C_p) p_T + (4 - C_p) p_S = p \quad (9)$$

and also

$$(C_{P_m}) p_T + (1 - C_{P_m}) p_S = p_m \quad (10)$$

These two equations can be solved for p_T and p_S :

$$p_T = \frac{\underline{p}(1 - C_{P_m}) - p_m(4 - C_p)}{C_p - 4C_{P_m}} \quad (11)$$

$$p_S = \frac{\underline{p}(C_{P_m}) - C_{P_m}(\underline{p})}{\underline{C}_p - 4C_{P_m}} \quad (12)$$

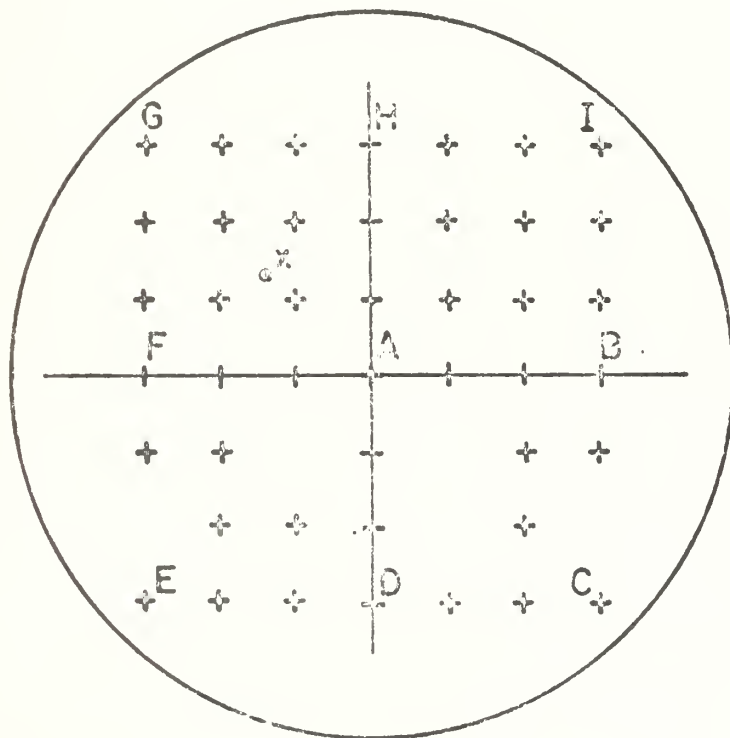
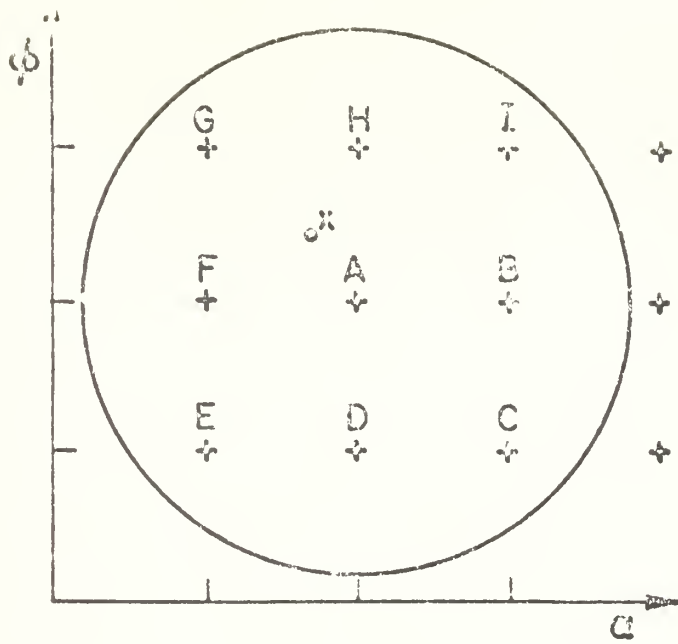
$$\text{Error} = \sum_{i=1}^4 \text{ABS} \left(C_{P_i} - \frac{p_i - p_S}{p_T - p_S} \right) / 4 \quad (13)$$

These schemes were chosen for two reasons:

- 1) They used all the available data to derive an error which would effectively represent the accuracy of the guess.
- 2) No singularities in the calculations can occur except for the case of four equal C_p 's (which physically represents trying to find an intersection point among four parallel lines). If the measurements are taken in the suggested directions, this anomalous point will not appear.

For each point guessed in the initial scan, an error is calculated and the point with the smallest error is saved. A new, finer search grid is composed using this point as the new origin. The boundaries of the new grid are the points from the old grid which were closest to this new origin. Referring to Figure 10, if x represents the true solution, the new boundary would be formed by the points marked B-I, and the new grid-width would be one third as large. This factor was chosen to minimize the number of guess evaluations. (The first scan contains a large number of guesses in order to correctly isolate the general region of the solution).

The search procedure is performed on each new grid, and the process repeated until the grid width is less than 0.5° . After the final scan, the best guess is used to calculate the flow velocity and Mach number. The results are printed out and the next four pressures requested. If no values are entered (end of data set), the program ends.



e* TRUE SOLUTION

Figure 10. Defining new grid boundaries from the nearest neighbors of the point with the smallest error

5. Discussion

Extensive tests with program VELOCITY have led to the observations and suggestions listed below:

1. Excellent results are achieved when the probe settings are at (yaw, pitch) angles of $(-25,0)$, $(0,0)$, $(25,0)$ and $(0,25)$ degrees. This corresponds to a rotation of probe type A from -25° to 0° to 25° , and one reading from probe type B at $(0,25)$. Poor results were achieved for the symmetric case of readings at $(+25,0)$ and $(0,+25)$ degrees.
2. Highly directional probes increase the accuracy of the procedure, especially if the C_p variation is significant when the flow is nearly head-on. To achieve these characteristics, the following design suggestion is offered. The probe can be formed with a spherical tip, the pressure tap being located in the center. To prevent damage to the sensitive transducer located behind the pressure tap and to improve the frequency response, the void between the pressure tap face and the transducer should be filled with an appropriate liquid and the opening of the pressure tap sealed with a thin, low-inertia membrane.
3. Higher accuracy naturally results if more calibration points are taken for the probes' C_p tables. The linear interpolation scheme can be replaced by the second order scheme offered in Appendix 5 (if no significant

anomalies occur in the calibrations), the second order method requiring fewer calibration points (say every 15°) than the linear method (every 5° or 10°).

4. The use of **two probes** of relatively simple geometry in periodic flow is less cumbersome and complex than the use of five-hole probes (Ref. 4).

Notation Summary

- C_p - Coefficient of pressure
 C_p is a function of α and ϕ , $C_p = C_p(\alpha, \phi)$
- C_{pi} - Coefficient of pressure for probe setting i
 $C_{pi} = C_p(\alpha_{Ri}, \phi_{Ri})$
- $\underline{C_p}$ - Sum of the four C_{pi} 's
- C_{p_m} - Minimum of the four C_{pi} 's
- $C_{p_{11}}$ - $C_p(\alpha_1, \phi_1)$
- $C_{p_{12}}$ - $C_p(\alpha_1, \phi_2)$
- $C_{p_{21}}$ - $C_p(\alpha_2, \phi_1)$
- $C_{p_{22}}$ - $C_p(\alpha_2, \phi_2)$
- P - Pressure (all pressures are absolute)
- P_i - Pressure read from probe setting i
- p_s - Static pressure
- p_T - Total pressure (stagnation pressure)
- \underline{p} - Sum of the four pressures (P_i 's)
- P_m - Pressure at the setting where C_{p_m} occurred (i.e.,
 $P_m = P_i$, where $i = m$, defined in C_{p_m})

V - Velocity magnitude of the fluid particle

\bar{V} - Fluid velocity vector

α, ϕ - Yaw, Pitch angles

α_i, ϕ_i - Yaw, Pitch angles for probe setting i

α_{Ri}, ϕ_{Ri} - Yaw, Pitch angles for the assumed flow direction
direction relative to the probe setting

ρ - fluid density

Bibliography

1. Dunker, R. J., Strinning, P. E., and Weyer, H. B., "Experimental Study of the Flow Field Within a Transonic Axial Compressor Rotor by Laser Velocimetry and Comparison With Through-Flow Calculations", ASME Journal of Engineering for Power, Vol. 100, pp. 279-286, April 1978.
2. Shreeve, R. P., Simmons, J. M., Winters, K. A., and West, J. C., Jr., "Determination of Transonic Compressor Flow Field by Synchronized Sampling of Stationary Fast Response Transducers", Symposium on Non-Steady Fluid Dynamics, ASME 1978 Winter Annual Meeting, San Francisco, Dec. 1978. (To be published in ASME Journal of Fluids Engineering.)
3. Shreeve, R. P., McGuire, A. G., and Hammer, J. A., "Calibration of a Two Probe Synchronized Sampling Technique for Measuring Flows Behind Rotors", paper to be presented at IEEE, Eighth International Congress in Instrumentation in Aerospace Simulation Facilities, Naval Postgraduate School, Monterey, September 24-26, 1979. Published as IEEE ICIASF Record of Proceedings.
4. Thompkins, W. T., Jr., and Kerrebrock, J. L., "Exit Flow From a Transonic Compressor Rotor", AGARD Conference Proceedings No. 177, Unsteady Phenomena in Turbomachinery, pp. 6-1 to 6-23. Meeting held at the Naval Postgraduate School, Monterey, California, 22-26 September 1975.
5. Adler, D. and Shreeve R., "A General Procedure for Obtaining Velocity Vector from A System of High Response Impact Pressure Probes", Naval Postgraduate School Technical Report NPS67-69-007, July 1979.

VELOCITY

```

C AMIN, AMAX = MINIMUM, MAXIMUM YAW ANGLES 00000690
C PMIN, PMAX = MINIMUM, MAXIMUM PITCH ANGLES 00000700
C DEL = CRID WIDTH 00000710
C ERRMIN = MINIMUM ERROR FOUND SO FAR 00000720
C 00000730
C AVIN=-40. 00000740
C AMAX=40. 00000750
C PVIN=-40. 00000760
C PMAX=40. 00000770
C DEL=5. 00000780
150 ERRMIN=100000. 00000790
C 00000800
C START SCAN PROCEDURE 00000810
C 00000820
C X = YAW ANGLE GUESS 00000830
C Y = PITCH ANGLE GUESS 00000840
C 00000850
C Y=PMIN 00000860
160 X=AMIN 00000870
C 00000880
C CPSUM = STORES THE SUM OF THE FOUR CP'S READ FROM BY CPCAL 00000890
C PRSSUM = STORES THE SUM OF THE FOUR INPUT PRESSURES 00000900
C CPMIN = STORES THE MINIMUM CP VALUE FOR THIS GUESS 00000910
C PRMIN = STORES THE PRESSURE CORRESPONDING TO THE MINIMUM CP 00000920
C 00000930
170 CPSUM=0. 00000940
C PRSSUM=0. 00000950
C CPMIN=5. 00000960
C 00000970
C START THE ANALYSIS BY FINDING THE CP VALUES FROM THE TABLE CPCAL, 00000980
C AND EVALUATING CPSUM, CPMIN, AND PRSSUM 00000990
C 00001000
C DO 200 K=1,4 00001010
C XR=X-ALP(K) 00001020
C YR=Y-FHI(K) 00001030
C IF(NPRB(K).EQ.1) CALL CPCAL(NALPH1,NPH11,PRB1,CP1,XR,YR,CP(K),IFL) 00001040
C IF(NPRE(K).EQ.2) CALL CPCAL(NALPH2,NPH12,PRB2,CP2,XR,YR,CP(K),IFL) 00001050
C IF(IFL.NE.0) GOTO 250 00001060
C CPSUM=CPSUM+CP(K) 00001070
C PRSSUM=PRSSUM+PRESS(K) 00001080
C IF(CPMIN.LT.CP(K)) GOTO 200 00001090
C CPMIN=CP(K) 00001100
C PRMIN=PRESS(K) 00001110
200 CONTINUE 00001120
C 00001130
C FROM THE ABOVE DATA, CALCULATE A TOTAL AND STATIC PRESSURE 00001140
C 00001150
C PTT = A CHARACTERISTIC TOTAL PRESSURE FOR THIS YAW,PITCH 00001160
C PSS = A CHARACTERISTIC STATIC PRESSURE FOR THIS YAW,PITCH 00001170
C 00001180
C DENOM=CPSUM-4.*CPMIN 00001190
C PTT=( PRSSUM*(1.-CPMIN) - PRMIN*(4.-CPSUM) )/DENOM 00001200
C PSS=( CPSUM*PRMIN - PRSSUM*CPMIN)/ DENOM 00001210
C 00001220
C CALCULATE A CHARACTERISTIC ERROR AND COMPARE WITH THE 00001230
C PREVIOUSLY FOUND SMALLEST ERROR 00001240
C 00001250
C IF(PTT.LE.PSS) GOTO 250 00001260
C ERRF=C. 00001270
C DO 225 IR=1,4 00001280
225 ERRF=ERRF + ABS(CP(IR) - (PRESS(IR)-PSS)/(PTT-PSS) ) 00001290
C ERRF=ERRF/4. 00001300
C IF(ERRF.CE.ERRMIN) GOTO 250 00001310
C 00001320
C THIS POINT HAS THE SMALLEST ERROR FOUND SO FAR, SO IT IS SAVED 00001330
C AND REPLACES THE PREVIOUSLY FOUND BEST POINT 00001340
C 00001350
C PS, PT = THE BEST STATIC, TOTAL PRESSURE FOUND 00001360
C XMIN, YMIN = THE YAW, PITCH ANGLES WHERE THE MINIMUM ERROR WAS FOUND 00001370
C 00001380
C ERRMIN=ERRF 00001390
C PS=PSS 00001400
C PT=PTT 00001410
C XMIN=X 00001420
C YMIN=Y 00001430
C 00001440
250 X=X+DEL 00001450
C IF(X.LE.AMAX) GOTO 170 00001460

```

VELOCITY

```

300 Y=Y+DEL
    IF(Y.LE.FMAX) GOTO 160
C
C WE CONTINUE REDUCING THE GRID SIZE UNTIL THE ERROR IN THE
C ANGLE REACHES 0.5 DEGREES
C
    IF(DEL.LE.0.501) GOTO 350
C
C WE REPEAT THE PROCEDURE AROUND THE BEST POINT FOUND SO FAR
C EXCEPT USING A GRID 1/3 AS WIDE
C
    AMIN=XMIN-DEL
    AMA)=XMIN + DEL
    FMIN=YMIN - DEL
    FMAX=YMIN + DEL
    DEL = DEL/3.
    GOTO 150
C
C CALCULATE THE DESIRED QUANTITIES, FIRST CHECKING FOR THESE ERRORS:
C IFL # J MEANS THE RANGE OF THE CALIBRATION TABLE WAS EXCEEDED
C IF THE LAST SCAN
C STATIC PRESSURE <= 0, THE FLUID VELOCITY REQUIRES A POSITIVE
C STATIC PRESSURE
C
RHO = FLUID DENSITY (KG/M**3)
VEL = FLUID VELOCITY (M/SEC)
CC = SONIC VELOCITY OF FLUID (M/SEC)
MACH= FLUID MACH NUMBER
C
350 IF(IFL.NE.0) WRITE(6,7000)
7000 FORMAT('*** WARNING THE RANGE OF THE CALIBRATION ',
1 ' TABLE MIGHT NOT HAVE BEEN SUFFICIENT TO ',
2 ' ALLOW PROPER CALCULATIONS')
    IF(FS.LE.0.) GOTO 450
    RHO = PS/(RCAS*COMP*(TC+273.16))
    MACH=SQRT(((PT/PS)**((GAMMA-1.)/GAMMA)-1.)/((GAMMA-1.)/2.))
    CC = SQRT(GAMMA*RGAS*(TC+273.16))
    VEL=CC*MACH
6010 WRITE(6,6010) FS,PT,XMIN,YMIN,VEL,MACH
6010 FORMAT(1X,2F12.2,5X,2F8.2,5X,F8.2,F9.3)
    GOTO 10
C
C A NEGATIVE STATIC PRESSURE HAS BEEN FOUND
C
450 WRITE(6,7010) FS,PT,XMIN,YMIN
7010 FORMAT(' NEGATIVE STATIC PRESSURE',/,
1 ' FS,PT,YAW,PITCH :',4F12.2)
    GOTO 10
1000 WRITE(6,7000)
7030 FORMAT(' AN INFLT ERROR OCCURRED WHILE ',
1 ' READING IN THE PROCE CHARACTERISTICS')
599 STOP
    END
C0001450
C0001460
C0001470
C0001480
C0001490
C0001500
C0001510
C0001520
C0001530
C0001540
C0001550
C0001560
C0001570
C0001580
C0001590
C0001600
C0001610
C0001620
C0001630
C0001640
C0001645
C0001650
C0001660
C0001670
C0001680
C0001700
C0001710
C0001720
C0001730
C0001740
C0001750
C0001760
C0001770
C0001780
C0001790
C0001800
C0001810
C0001820
C0001830
C0001840
C0001850
C0001860
C0001900
C0001910
C0001920
C0001930
C0001940
C0001950
C0001960
C0001970
C0001980
C0001990
C0002010
C0002020

```

VELOCITY

```

C0002030
C0002040
C0002050
C0002060
C0002070
C0002080
C0002090
C0002100
C0002110
C0002120
C0002130
C0002140
C0002150
C0002160
C0002170
C0002180
C0002190
C0002200
C0002210
C0002220
C0002230
C0002240
C0002250
C0002260
C0002270
C0002280
C0002290
C0002300
C0002310
C0002320
C0002330
C0002340
C0002350
C0002360

SUBROUTINE INPT
THIS SUBROUTINE READS IN THE DATA FOR THE PROBE CHARACTERISTICS.
IT CAN BE CHANGED TO ANOTHER SUITABLE FORM IF REQUIRED.
NA, NP = NUMBER OF POINTS ON THE ALPHA, PHI AXIS
PAB(9,1) = ALPHA VALUES ON THE AXIS OF THE CALIBRATION
          TABLE
PAB(9,2) = PHI VALUES ON THE AXIS OF THE CALIBRATION
          TABLE
CP(NA,NP) = MATRIX CONTAINING THE VALUES OF CP FOR THE
          PARTICULAR PROBE

SUBROUTINE INPT(NA,NP,PAB,CP,ICR)
DIMENSION PAB(19,2), CP(19,19)
READ(8,8000,END=999) NA,NP
8000  FORMAT(2I4)
      READ(8,8010,END=999) (PAB(I,1),I=1,NA)
      READ(8,8010,END=999) (PAB(J,2),J=1,NP)
8010  FORMAT(10F9.2)
      READ(8,8020,END=999) ((CP(I,J),J=1,NP),I=1,NA)
8020  FORMAT(10F9.5)
      ICR=0
      RETURN

      THERE HAS BEEN AN ERROR WHILE INPUTTING THE DATA,
      SO AN ERROR FLAG, ICR, IS SET =1
999  ICR=1
      RETURN
      END

```


APPENDIX II

VELOCITY NOTATION SUMMARY - main program

ALP(I) - Yaw angle of probe setting I

AMIN, AMAX - define the minimum and maximum yaw (alpha) angles of the search grid

COMP - the compressibility factor of the fluid

CP(K) - C_p interpolated from the appropriate calibration table for C_p probe setting K

CPMIN - stores the minimum C_p found during this guess

CPSUM - stores the sum of the four C_p 's read by Subroutine CPCAL

CP1, CP2, (I,J) - C_p calibration table for probes 1 and 2

C_0 - sonic velocity

DEL - search grid spacing (degrees of angle)

DENOM - stores an intermediary mathematical quantity

ERRMIN - stores the minimum error found so far for the problem

ERRR - C_p average error characteristic for the guess

GAMMA - ratio of specific heats for the fluid

IER - input error flag = 0 means no error, = 1 an error occurred while reading in the C_p calibrations

IFL - interpolation error flag = 0 interpolation accomplished
= 1 range of the calibration table was insufficient

MACH - fluid Mach number

NALPH1, NALPH2 - number of yaw angles across the edge of the C_{p1} , C_{p2} calibration tables

NPHI1, NPHI2 - number of pitch angles across the edge of the C_{p1} , C_{p2} calibration tables

NPRB(I) - probe type for probe setting I (either 1 or 2)

PHI(I) - pitch angle of probe setting I

PMIN, PMAX - define the minimum and maximum pitch (ϕ) angles of the search grid.

PRB1, PRB2 (N,J) - contains the alpha and phi angles for use with C_{p1} , C_{p2} respectively. J = 1 refers to yaw angles
J = 2 refers to pitch angles

PRESS(I) - pressure read at setting I

PRMIN - stores the pressure at the setting corresponding to CPMIN

PRSSUM - stores the sum of the four input pressures

PSS - contains a static pressure characteristic for this guess

PTT - contains a total pressure characteristic for this guess

RGAS - ideal gas constant (Joules/kg- $^{\circ}$ K)

RHO - fluid density

TC - fluid temperature $^{\circ}$ C

VEL - fluid velocity

WM - molecular weight of the fluid

X,Y - yaw, pitch angle guess (one of the search grid points)

XMIN, YMIN - yaw, pitch angle where the smallest error was found

XR, YR - yaw, pitch angles of the guess relative to the probe setting being considered.

NOTATION SUMMARY - SUBROUTINE CPCAL

AP,AN - Yaw angles above and below the desired yaw angle

CP(NA,NP) - C_p calibration table

C11, C12, C21, C22 - C_p values surrounding the desired C_p

IFLAG - error flag = 0 means the interpolation succeeded
1 the range of the C_p table was too small

MNA, MNP - Stores the location of the calibration yaw (alpha),
pitch (phi) angles below the desired yaw and pitch angles.

MXA, MXP - Stores the location of the calibration yaw, pitch
angles above the desired yaw and pitch angles.

NA, NP - number of yaw, pitch angles in the C_p calibration table

PP, PN - Pitch angles above and below the desired pitch angle

PRB(N,K) - Contains the yaw and pitch angles for the calibration
table

X,Y - Yaw and pitch angles where a C_p is sought

XB, YB - Fractional distance of the desired yaw, pitch angle
between the known calibration angles

Z - the interpolated C_p value for X, Y

NOTATION SUMMARY - SUBROUTINE INPT

CP(I,J) - Calibration table read from the file

NA - Number of yaw angles on the edge of the C_p table

NP - Number of pitch angles on the edge of the C_p table

PRB(N,K) - contains the yaw and pitch angles for the C_p calibration table

K=1 yaw angles

K=2 pitch angles

SAMPLE INPUT (Con't)

28.80	1.40	20.0	1.0
107660.	-25.0	0.	1
105890.	0.	0.	1
102550.	25.0	0.	1
107580.	0.	25.0	2
109140.			
109740.			
107090.			
108900.			
102820.			
109190.			
109190.			
105980.			
98100.			
105450.			
108120.			
99180.			
120000.	0.	0.	1
115090.	0.	25.0	2
115010.	-25.0	0.	1
115010.	25.0	0.	1
112940.			
110640.			
116650.			
111370.			

APPENDIX IV - Sample Output

FLUID PROPERTIES :

MOLECULAR WT = 28.8000
 RATIO OF SPECIFIC HEATS = 1.4000
 TEMPERATURE DEG C = 20.0000
 COMPRESSIBILITY FACTOR = 1.0000

PROBE TYPE	YAW SETTING	PITCH SETTING	PRESSURE READ (PA)
1	-25.00	0.0	107000.00
1	0.0	0.0	108000.00
1	25.00	0.0	102000.00
2	0.0	25.00	107500.00
1	-25.00	0.0	109140.00
1	0.0	0.0	109740.00
1	25.00	0.0	107000.00
2	0.0	25.00	108900.00
1	-25.00	0.0	102320.00
1	0.0	0.0	103100.00
1	25.00	0.0	109100.00
2	0.0	25.00	105900.00
1	-25.00	0.0	98100.00
1	0.0	0.0	105400.00
1	25.00	0.0	103120.00
2	0.0	25.00	99100.00
1	0.0	0.0	120000.00
2	0.0	25.00	119000.00
1	-25.00	0.0	115010.00
1	25.00	0.0	115010.00
1	0.0	0.0	118840.00
2	0.0	25.00	110640.00
1	-25.00	0.0	116600.00
1	25.00	0.0	111370.00

STATIC PRESS (PA)	TOTAL PRESS (PA)	YAW ANGLE	PITCH ANGLE	VELOCITY (M/SEC)	MACH NUMBER
100008.98	110192.75	-30.37	30.37	128.76	0.374
100069.56	110096.19	-8.15	5.58	128.00	0.372
90019.19	110127.56	12.55	0.37	187.42	0.544
89858.63	110130.20	23.15	-18.52	188.08	0.546
91004.19	113988.73	-0.00	-0.00	220.67	0.641
89879.94	120135.38	-7.04	-9.63	226.28	0.657

APPENDIX V

NOTES ON THE USE OF VELOCITY

INPUT: The required input consists of probe calibration data, fluid properties, and finally the experimental pressures. Subroutine INPUT reads the calibration data from each probe type in the following form:

1. The first card contains the number of yaw and pitch angles on the axes of the calibration table (format 2I4)
Ex: 19 19 means 19 yaw and 19 pitch angles were used in the calibration and the C_p table will therefore be 19 x 19 in size.
2. The next few cards contain the values of the yaw angles where calibration points were taken in the C_p table. Values are entered in format F8.2, one angle every 8 columns. After all the yaw angles have been read, the pitch angles are entered starting on a new card.
3. The experimentally determined C_p 's of the calibration surface can now be read for each angle pair starting from the smallest yaw and pitch angle and with the pitch angle varying most rapidly. Ex.
 $C_p(-90), -90), C_p(-90, -80) \dots C_p$'s are read format F 8.5.
All of the calibration data are read on Machine Unit 8:

Cards are assumed to be 80 characters in length.

The following fluid properties are entered next:

Molecular Weight

Ratio of Specific Heats

Fluid Temperature Deg C

Compressibility Factor

Machine Unit 6 reads this data from one card, Format 4 F10A.

At last the experimental results are entered. Four cards are required for each trial, one card per setting. For format:

Columns 1-10: Experimental pressure
 11-20: Yaw Angle
 21-30: Pitch Angle
 31: Probe Type (1,2, or blank)

If Column 31 is left blank, only the experimentally read pressure is registered; yaw and pitch angles for that setting remain unchanged from the previous trial. The first trial must contain angle settings and probe type since no default values have been assumed. Again machine unit 6 is used to read this data. When no more experimental pressure data is available, the program terminates.

The experimental pressures can be based in any absolute system of measurement; ex.: Psia, KPa, Atm, mmHg, with the same numerical results (the units in the titles of the static and total pressure columns will not apply). The analysis below shows that in determining velocity, the pressure units cancel.

The velocity is calculated from $V = MC_O$, where, from Eq. (1),

$$M = \left[\frac{(P_T/P_S)^{\frac{\gamma-1}{\gamma}} - 1}{(\gamma-1)/2} \right]^{1/2}$$

and $C_O = \sqrt{\gamma RT}$

Here,

C_O = sonic velocity

M = Mach number

P_S, P_T = fluid static, total pressure

R = ideal gas constant

$$= \frac{8314 \text{ Joules/kg mole}^{\circ}\text{K}}{\text{MW}}$$

T = Fluid Temperature $^{\circ}\text{K}$

V = Fluid Velocity (m/sec)

ρ = Fluid density

γ = ratio of specific heats

CPCAL: A linear, double-interpolation scheme is employed to determine a value of C_p between four points. A second-order, double-interpolation scheme has also been devised and tested, and is presented at the end of this report. Figure V-1 is a graph of the accuracy of both schemes as a function of the number of calibration points in the C_p table. Values were determined by filling a calibration table, extending from -90° to $+90^{\circ}$ in yaw and pitch with the C_p 's which would result from an ideal probe, and testing 6084 points (78 x 78) within the table. If no highly unusual distortions in the calibrations

of the probes occurs, Figure V-1 shows that a significant reduction in the amount of calibration required is possible with a second order scheme. Further, if the accuracy of the C_p determinations is known, Figure V-1 can provide an estimate of the number of points needed.

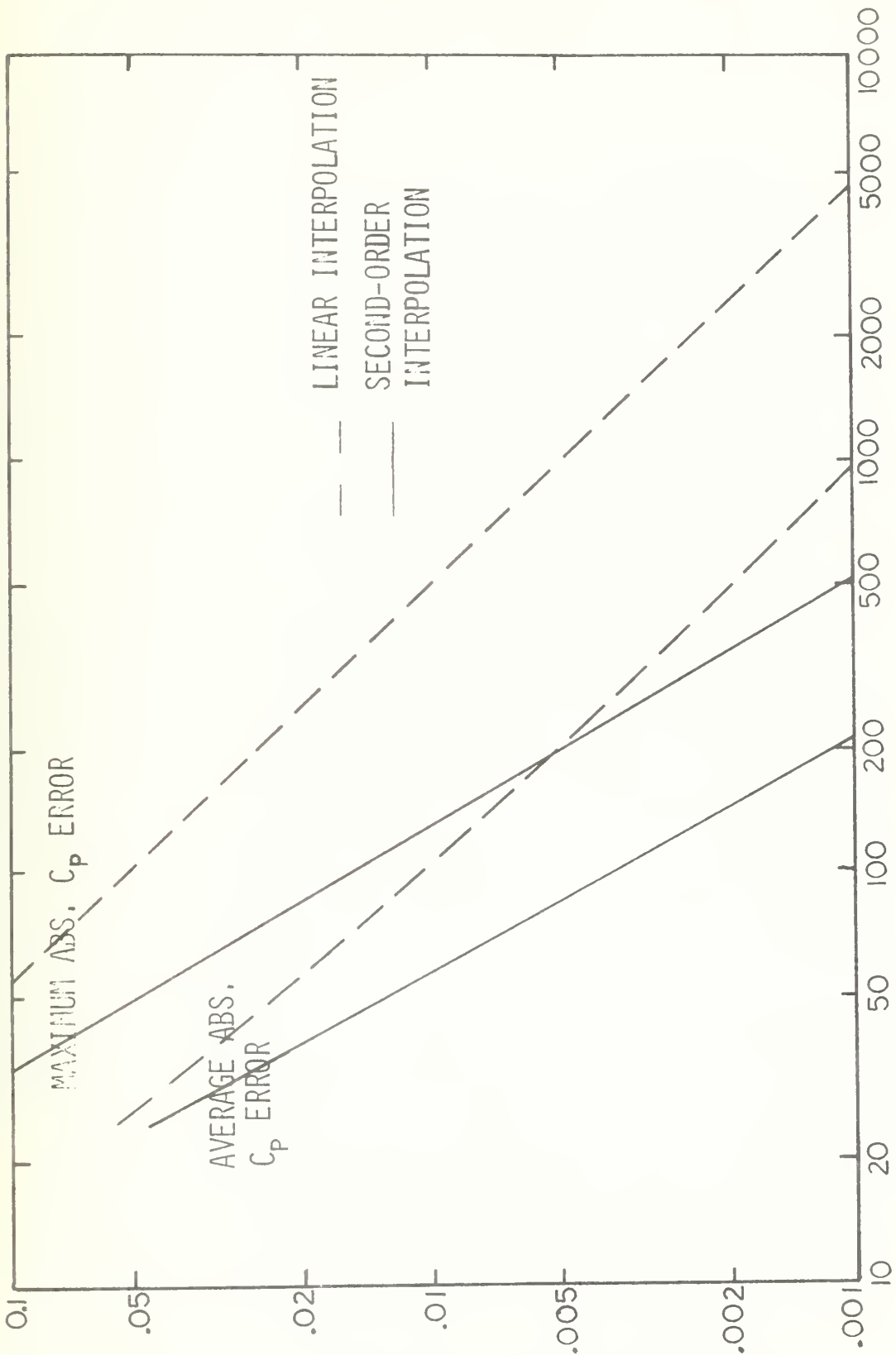


Figure V-1 C_p Error vs. Number of Data Points

NUMBER OF CALIBRATION TABLE DATA POINTS

DISTRIBUTION LIST

	<u>No. of Copies</u>
1. Defense Documentation Center Cameron Station Alexandria, Virginia 22314	2
2. Library Code 0212 Naval Postgraduate School Monterey, California 93940	2
3. Office of Research Administration Code 012A Naval Postgraduate School Monterey, California 93940	1
4. Chairman Code 67 Department of Aeronautics Naval Postgraduate School Monterey, California 93940	1
5. Director, Turbo-Propulsion Laboratory Department of Aeronautics Naval Postgraduate School Monterey, California 93940	30
6. Dr. H. J. Mueller Research Administrator Code 310A Naval Air Systems Command Navy Department Washington, D. C. 20360	1
7. Mr. Karl H. Guttman Code 330C Naval Air Systems Command Navy Department Washington, D. C. 20360	1
8. Mr. James R. Patton, Jr. Power Program, Code 473 Office of Naval Research Arlington, Virginia 22218	1
9. Commanding Officer Naval Air Propulsion Test Center Attn: Mr. Vernon Lubosky Trenton, New Jersey 08628	1

- | | | |
|-----|--|----|
| 10. | National Aeronautics and Space Administration
Lewis Research Center (Library)
2100 Brookpark Road
Cleveland, Ohio 44135 | 1 |
| 11. | CAG Library
The Boeing Company
Seattle, Washington 98124 | 1 |
| 12. | Library
General Electric Company
Aircraft Engine Technology Division
DTO Mail Drop H43
Cincinnati, Ohio 45215 | 1 |
| 13. | Library
Pratt and Whitney Aircraft
Post Office Box 2691
West Palm Beach, Florida 33402 | 1 |
| 14. | Library
Pratt and Whitney Aircraft
East Hartford, Connecticut 06108 | 1 |
| 15. | Chief, Fan and Compressor Branch
Mail Stop 5-9
NASA Lewis Research Center
21000 Brookpark Road
Cleveland, Ohio 44135 | 1 |
| 16. | Director, Whittle Laboratory
Department of Engineering
Cambridge University
ENGLAND | 1 |
| 17. | Prof. D. Adler
Technion Israel Institute of Technology
Department of Mechanical Engineering
Haifa 32000
Israel | 10 |
| 18. | Prof. F. A. E. Breugelmans
Institut von Karman de la Dynamique des Fluides
72 Chaussee de Waterloo
1640 Rhode-St. Genese
Belgium | 1 |

19. Library 1
Air Research Mfg. Corporation
Division of Garrett Corporation
402 South 36th Street
Phoenix, Arizona 85034
20. Dr. F. O. Carta 1
United Technologies Research Labs
400 Main Street
Hartford, Connecticut 06108
21. Prof. Jacques Chauvin 1
Universite D'Aix-Marseille
1 Rue Honnorat
Marseille, France
22. Mr. James V. Davis 1
Teledyne CAE
1330 Laskey Road
Toledo, Ohio 43601
23. Mr. Jean Fabri 1
ONERA
29, Ave. de la Division Leclerc
92 Chatillon
France
24. Prof. Dr. Ing Heinz E. Gallus 1
Lehrstuhl und Institut fur Strahlantriebe und
Turbourbeitsmaschinen
Rhein.-Westf. Techn. Hochschule Aachen
Templergraben 55
5100 Aachen, Germany
25. Professor J. P. Gostelow 1
School of Mechanical Engineering
The New South Wales Institute of Technology
Australia
26. DR. Ing. Hans-J. Heineman 1
DFVLR-AVA
Bunsenstrasse 10
3400 Gottingen, W. Germany
27. Prof. Ch. Hirsch 1
Vrije Universiteit Brussel
Pleinlaan 2
1050 Brussels, Belgium

28. Prof. J. P. Johnston |
Stanford University
Department of Mechanical Engineering
Stanford, California 94305
29. Prof. Jack L. Kerrebrock, Chairman |
Aeronautics and Astronautics Department
31-265 Massachusetts Institute of Technology
Cambridge, Massachusetts 02139
30. Dr. B. Lakshminarayana |
Professor of Aerospace Engineering
The Pennsylvania State University
233 Hammond Building
University Park, Pennsylvania 16802
31. Mr. R. A. Langworthy |
Army Aviation Material Laboratories
Department of the Army
Fort Eustis, Virginia 23604
32. Dr. A. A. Mikolajczak |
Pratt and Whitney Aircraft
Engineering 2H
East Hartford, Connecticut 06108
33. Prof. Dr. L. G. Napolitano |
Director
Institute of Aerodynamics
University of Naples
Viale C. Augusto
80125 Napoli
Italy
34. Prof. Erik Nilsson |
Institutionen for Stromningsmaskinteknik
Chalmers Tekniska Hogskola
Fack, 402 20 Goteborg 5
Sweden
35. Prof. Gordon C. Oates |
Department of Aeronautics and Astronautics
University of Washington
Seattle, Washington 98105
36. Prof. Walter F. O'Brian |
Mechanical Engineering Department
Virginia Polytechnic Institute and State University
Blacksburg, VA 24061

37. Prof. Dr. K. Oswatitsch 1
 Technische Hochschule
 Karlsplatz 13
 Vienna, Austria
38. Dr. P. A. Paranjee 1
 Head, Propulsion Division
 National Aeronautical Laboratory
 Post Bag 1799
 Bangalore - 17
 India
39. R. E. Peacock 1
 School of Mechanical Engineering
 Cranfield Institute of Technology
 Cranfield, Bedford MK43 0AL
 ENGLAND
40. Dr. Bruce A. Reese 1
 Director, Jet Propulsion Center
 School of Mechanical Engineering
 Purdue University
 Lafayette, Indiana 47907
41. Dr. W. Schlachter 1
 Brown, Boveri-Sulzer Turbomachinery Ltd
 Dept. TDE
 Escher Wyss Platz
 CH-8023 Zurich
 Switzerland
42. Prof. T. H. Okiishi 1
 Professor of Mechanical Engineering
 208 Mechanical Engineering Building
 Iowa State University
 Ames, Iowa 50011
43. Dr. Fernando Sisto 1
 Professor and Head of Mechanical Engineering Department
 Stevens Institute of Technology
 Castle Point, Hoboken, New Jersey 07030
44. Dr. Leroy H. Smith, Jr. 1
 Manager, Compressor and Fan Technology Operation
 General Electric Company
 Aircraft Engine Technology Division
 DTO Mail Drop H43
 Cincinnati, Ohio 45215

45. Dr. W. Tabakoff 1
 Professor, Department of Aerospace Engineering
 University of Cincinnati
 Cincinnati, Ohio 45221
46. Mr. P. Tramm 1
 Manager, Research Labs
 Detroit Diesel Allison Division
 General Motors
 P. O. Box 894
 Indianapolis, Indiana 46206
47. Prof. Dr. W. Traupel 1
 Institut für Thermische Turbomaschinen
 Eidg. Technische Hochschule
48. Dr. Arthur J. Wennerstrom 1
 ARL/LF
 Wright-Patterson AFB
 Dayton, Ohio 45433
49. Dr. H. Weyer 1
 DFVLR
 Linder Höhe
 505 Porz-Wahn
 Germany
50. Mr. P. F. Yaggy 1
 Director
 U. S. Army Aeronautical Research Laboratory
 AMES Research Center
 Moffett Field, California 94035
51. Prof. C. H. Wu 1
 P. O. Box 2706
 Beijing 100080
 China
52. Director 1
 Gas Turbine Establishment
 P. O. Box 305
 Jiangyou County
 Sichuan Province
 China

DUDLEY KNOX LIBRARY



3 2768 00471966 6

~~U196110~~