

Fig. 3 Effects of wall temperature on skin friction for  $M_e = 7.4$ .

friction data of Ref. 4 based on application of a modified version of the Patankar-Spalding analysis.<sup>12</sup>

The important point from the above results is that analytical calculation techniques are indeed currently available which can yield valid and accurate values for sharp flat plate transitional and turbulent skin friction over a range of wall temperature ratios under hypersonic conditions, based on numerical integration of the governing boundary-layer equations using an eddy-viscosity model of turbulence and an intermittency factor treatment of transition. Through this approach one is not faced with the question of which semiempirical theory evaluated at what reference temperature is most appropriate for the flow under examination; exactly the same basic analysis is used for all flows.

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## Structural Averaging of Stresses in the Hybrid Stress Model

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IN the finite-element method using the assumed stress hybrid model,<sup>1,2</sup> the statical behavior of the structural system is governed by the stress-displacement relations [Eq. (1)] and the equilibrium equations [Eq. (2)]

$$H \cdot \beta - T \cdot A^t \cdot u = -\delta o_\beta \quad (1)$$

$$A \cdot T^t \cdot \beta = P \quad (2)$$

where  $\beta$  = (unknown) stress-coefficient vector of all elements,  $u$  = (unknown) displacement vector of the nodal points,  $H$  = flexibility matrix of all elements,  $T$  = generalized concentrated force matrix of all elements,  $A$  = incidence matrix,  $\delta o_\beta$  = initial strain vector of all elements, and  $P$  = load vector of the nodal points (either applied directly or by premultiplying the "built-in" stress distribution, which has been integrated with the assumed boundary deformation, with the  $A$  matrix). In the  $H$  and  $T$  matrices, the corresponding matrices of the individual elements are assembled on the diagonal. For the sake of simplicity, in Eq. (1) it is assumed that no boundary deformations other than zero are prescribed. Reaction forces and the corresponding zero deformations have been eliminated from Eqs. (1) and (2).

Solving Eqs. (1) and (2), normally on an element basis, the  $u$ 's and the  $\beta$ 's are calculated. The stress distribution is determined from  $\beta$ , adding that of each element regarded as "built-in".<sup>2</sup> The stress field will, in general, exhibit finite discontinuities at the boundaries of each element. To calculate stresses at a nodal point, normally some kind of weighted average of stresses of the neighboring elements is determined. Many averaging procedures used in practice are based on arithmetic or geometrical but not on structural considerations. A review of present methods and a consistent procedure for displacement models are given in Ref. 3.

To average stresses structurally and thus to avoid discontinuities in certain points, additional equilibrium and/or continuity equations are added to Eq. (2) and indirectly also to Eq. (1). These express [Eq. (4b)] that the (final) stresses in certain interelement boundary points, normally where stress results are to be determined, are equal. They are a function of the  $\beta$ 's. The modified stress-displacement [Eq. (3)] and equilibrium equations [Eqs. (4a) and (4b)] are

$$H \cdot \beta - T \cdot A^t \cdot u - t \cdot a^t \cdot q = -\delta o_\beta \quad (3)$$

$$A \cdot T^t \cdot \beta = P \quad (4a)$$

$$a \cdot t^t \cdot \beta = p \quad (4b)$$

$t^t$  and  $a$  are the coefficient and incidence matrices, respectively.  $p$ , the right-hand side of the additional equations, is equal to the sum of the prescribed value (normally zero) and the negative "built-in" values of the neighboring elements, premultiplied by  $a$ ,  $q$  is the vector of the corresponding additional deformations.

To avoid any kinematical deformation modes, the total number of stress modes (length of vector  $\beta$ ) must be at least as large as the number of generalized displacements (sum of the lengths of the vectors  $u$  and  $q$ ) after eliminating the rigid-body degrees of freedom of the structure. Care has to be taken to ensure that Eqs. (4a) and (4b) are linearly independent. By choosing the additional equations [Eq. (4b)] in such a way that together with Eq. (4a) the stresses across interelement boundaries are in equilibrium, an equilibrium model is derived. An analogous procedure of formulating additional equilibrium equations can be used to enforce systematically stress-boundary conditions.<sup>4</sup>

Solving Eq. (3) for  $\beta$  and substituting into Eqs. (4a) and (4b), we obtain

$$\beta = H^{-1} \cdot T \cdot A^t \cdot u + H^{-1} \cdot t \cdot a^t \cdot q - H^{-1} \cdot \delta o_\beta \quad (5)$$

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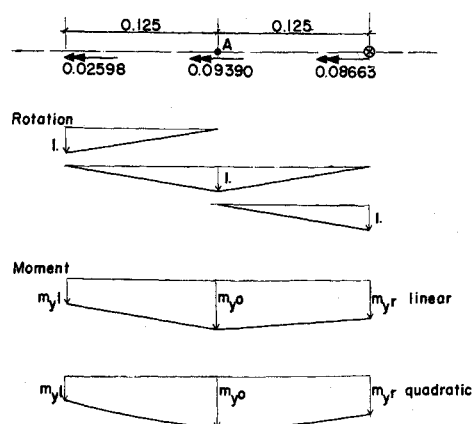


Fig. 3 Assumed distribution of rotation and of moment, equivalenced to concentrated nodal forces (moments) shown at top.

responding to the concentrated moments. Setting the integrals equal to the concentrated moments leads to a system of three equations. For the linear and quadratic assumptions of  $m_y$ , one can calculate  $m_{yo}$ , which is the value at  $A$ , as 0.6015 and 0.6764, respectively. It follows that all 3 values determined by using the nodal forces are less accurate than the approximate structural averaging procedure avoiding any discontinuities of the moments in point  $A$  (see Table 1). In both approaches only information from the neighboring elements is used.

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## Measurements of Reynolds Analogy for a Hypersonic Turbulent Boundary Layer on a Nonadiabatic Flat Plate

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#### Nomenclature

$C_f$  = local skin friction coefficient,  $\tau_w/q_e$   
 $C_h$  = local Stanton number,  $\dot{q}_w/\rho_e V_e (H_{aw} - H_w)$   
 $H$  = enthalpy  
 $M$  = Mach number

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$Pr$  = Prandtl number  
 $q$  = dynamic pressure  
 $\dot{q}$  = heat-transfer rate  
 $r$  = recovery factor  
 $R_\theta$  = Reynolds number based on boundary-layer momentum thickness  
 $T$  = temperature  
 $V$  = velocity  
 $\alpha$  = angle of attack of test surface to freestream  
 $\rho$  = density  
 $\tau$  = shear stress

#### Subscripts

$aw$  = adiabatic wall  
 $e$  = boundary-layer edge  
 $t$  = total  
 $w$  = wall conditions

A COMMON procedure for predicting aerodynamic heating of a surface immersed in a turbulent boundary layer is to use a method for predicting skin friction, together with a Reynolds analogy factor that relates heat transfer to skin friction. In a summary of available information on Reynolds analogy factors for zero-pressure-gradient boundary layers, Cary<sup>1</sup> points out that the often used value of  $2C_h/C_f = 1.16$  (recommended in a study by Chi and Spalding) provides a good representation of experimental data for  $M \lesssim 5$  and  $T_w \approx T_{aw}$ . However, for  $M \gtrsim 5$ , where considerable aerodynamic heating normally occurs, Cary concludes that there are insufficient data and too much scatter in existing data to empirically define the Reynolds analogy factor. Consequently, there is a need for accurate simultaneous measurements of skin friction and heat transfer at hypersonic Mach numbers, especially with conditions of considerable heat transfer.

Seven of the data points included by Cary<sup>1</sup> were preliminary measurements made on a flat plate at Ames and reported by Hopkins et al.<sup>2</sup> Simultaneous measurements of skin friction and heat transfer were made at  $T_w/T_{aw} = 0.32$  and  $R_\theta = 2600$  to 6200. Not all available data were published and additional measurements were later obtained at higher Reynolds numbers ( $R_\theta$  up to 18,000). Reynolds analogy factors determined from these additional data from the flat plate test are presented herein.

The experimental investigation was conducted in air in the Ames 3.5 (ft) Hypersonic Wind Tunnel, in which cold air is passed through an alumina storage heater system and heated to total temperatures ranging from about 670° to 1170°K. The nozzle was contoured to produce a flow at Mach 7.4. The model was a sharp-edged flat plate, 119 cm long by 43.8 cm wide, mounted on an injection mechanism outside the test section. Thin-skin heat-transfer gages were installed along the centerline of the thick-walled steel plate at 3.18 cm intervals. A skin-friction balance and a boundary-layer Pitot-pressure rake were mounted at 5.1 cm on each side of the centerline at a longitudinal station 100 cm from the leading edge. Measurement of  $\tau_w$  and  $\dot{q}_w$  are estimated to be accurate within 5%. The model was injected into the airstream at angles of attack of 9.3°, 6.2°, 3.1°, 0°, and -2.1°, resulting in Mach numbers at the boundary-layer edge of 5.9, 6.4, 6.9, 7.4 and 7.8, respectively. At each angle of attack the

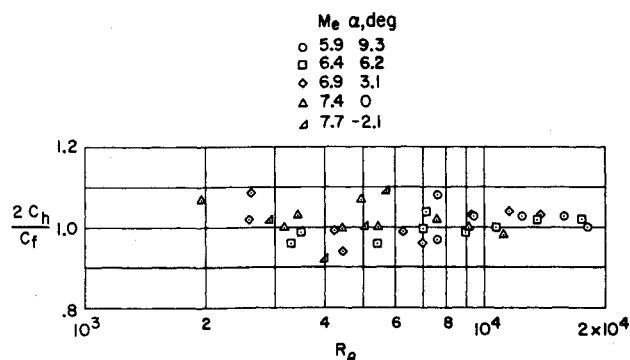


Fig. 1 Flat plate Reynolds analogy factor;  $T_w/T_{aw} = 0.3-0.5$ .