

Fig 8 Influence of rotational Reynolds number, and length/diameter ratios, on friction factors for various Reynolds numbers with inlet configuration D

from laminar to turbulent flow in the Reynolds number range $2000 < Re < 15\,000$. In this range of Reynolds numbers a severe 'dip' in friction factor can occur with stationary tubes, so friction factors with rotation can be increased significantly in relative terms.

These comments are mainly applicable to situations where the deliberate attempt has been made to smooth upstream flow irregularities at the entry plane of the tube concerned. If this is not done (see data for inlet configuration A), then particularly large tube lengths in terms of equivalent diameters will be necessary before developed flow is produced; thus there will be severe increases in flow resistance for practical tube aspect ratios. With relatively short aspect ratio tubes, the combined effect of entry plane velocity condition and Coriolis forces, as the manifestation of rotation, can cause noticeable increases in friction factor with this effect becoming progressively suppressed as the tube aspect ratio increases, ie as greater proportions of the tube length are dominated by fully developed flow.

No attempt is made at this stage to produce correlation-type equations because the work is currently being extended to cover a more extensive range of variables. This report is, consequently, intended to inject a note of caution when the flow and associated heat transfer characteristics of rotating cooling systems are being considered.

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