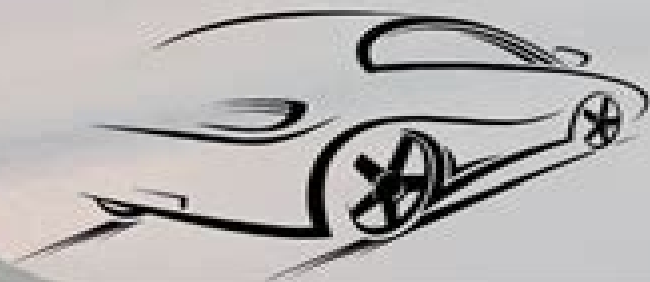


Aerodynamic drag reduction strategies

- Aerodynamic drag reduction is crucial for improving fuel efficiency and performance in vehicles and aircraft
- Techniques include streamlining shapes to smooth airflow, adding features like spoilers to manage flow separation, and utilizing special coatings or materials to reduce surface friction
- Additionally, innovative methods like active flow control use sensors and actuators to adapt to changing conditions
- Each strategy aims to minimize the resistance an object faces as it moves through air, enhancing overall efficiency

Practical example: Automobiles

- Aerodynamic drag reduction is crucial in automobile design to improve fuel efficiency and performance
- Car manufacturers shape vehicles to allow air to flow smoothly over them, minimizing resistance
- Features like tapered edges, smooth surfaces, and spoilers are employed to reduce the drag force
- This not only saves on fuel costs but also reduces greenhouse gas emissions, making cars both faster and more environmentally friendly



Special Course On Concepts For Drag Reduction

AW Rasmussen



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Special Course on Concepts for Drag Reduction, 1977 *Fluid Mechanics, Drag Reduction and Advanced Configuration Aeronautics* Dennis M. Bushnell, 2000 **Advanced Aircraft Design** Egbert Torenbeek, 2013-05-28 Although the overall appearance of modern airliners has not changed a lot since the introduction of jetliners in the 1950s their safety efficiency and environmental friendliness have improved considerably Main contributors to this have been gas turbine engine technology advanced materials computational aerodynamics advanced structural analysis and on board systems Since aircraft design became a highly multidisciplinary activity the development of multidisciplinary optimization MDO has become a popular new discipline Despite this the application of MDO during the conceptual design phase is not yet widespread **Advanced Aircraft Design Conceptual Design Analysis and Optimization of Subsonic Civil Airplanes** presents a quasi analytical optimization approach based on a concise set of sizing equations Objectives are aerodynamic efficiency mission fuel empty weight and maximum takeoff weight Independent design variables studied include design cruise altitude wing area and span and thrust or power loading Principal features of integrated concepts such as the blended wing and body and highly non planar wings are also covered The quasi analytical approach enables designers to compare the results of high fidelity MDO optimization with lower fidelity methods which need far less computational effort Another advantage to this approach is that it can provide answers to what if questions rapidly and with little computational cost Key features Presents a new fundamental vision on conceptual airplane design optimization Provides an overview of advanced technologies for propulsion and reducing aerodynamic drag Offers insight into the derivation of design sensitivity information Emphasizes design based on first principles Considers pros and cons of innovative configurations Reconsiders optimum cruise performance at transonic Mach numbers **Advanced Aircraft Design Conceptual Design Analysis and Optimization of Subsonic Civil Airplanes** advances understanding of the initial optimization of civil airplanes and is a must have reference for aerospace engineering students applied researchers aircraft design engineers and analysts Special Course on Skin Friction Drag Reduction, 1992 Viscous Drag Reduction in Boundary Layers D. Bushnell, 1990 *Control of Flow Instabilities and Unsteady Flows* G.E.A. Meier, G.H. Schnerr, 2014-05-04 This volume contributes to one of the most important topics of Fluid Mechanics in future and presents recent research results on control theory and applied control methods Understanding and handling of control methods of nonlinear systems typical of Fluid Mechanics is the key to reduce losses and to improve the efficiency and safety of technical processes Scientific and Technical Aerospace Reports, 1994 **NASA Technical Paper**, 1990 **IUTAM Laminar-Turbulent Transition** Spencer Sherwin, Peter Schmid, Xuesong Wu, 2021-07-30 This volume comprises the carefully revised papers of the 9th IUTAM Symposium on Laminar Turbulent Transition held at the Imperial College London UK in September 2019 The papers focus on the leading research in understanding transition to turbulence which is a challenging topic of fluid mechanics and arises in many modern

technologies as well as in nature The proceedings are of interest for researchers in fluid mechanics and industry who have to handle these types of problems such as in the aeronautical sector **NASA Reference Publication** ,1977 NASA *Technical Memorandum* ,1991 **Direct and Large-Eddy Simulation X** Dimokratis G.E. Grigoriadis,Bernard J. Geurts,Hans Kuerten,Jochen Fröhlich,Vincenzo Armenio,2017-10-06 This book addresses nearly all aspects of the state of the art in LES DNS of turbulent flows ranging from flows in biological systems and the environment to external aerodynamics domestic and centralized energy production combustion propulsion as well as applications of industrial interest Following the advances in increased computational power and efficiency several contributions are devoted to LES DNS of challenging applications mainly in the area of turbomachinery including flame modeling combustion processes and aeroacoustics The book includes work presented at the tenth Workshop on Direct and Large Eddy Simulation DLES 10 which was hosted in Cyprus by the University of Cyprus from May 27 to 29 2015 The goal of the workshop was to establish a state of the art in DNS LES and related techniques for the computation and modeling of turbulent and transitional flows The book is of interest to scientists and engineers both in the early stages of their career and at a more senior level IUTAM Symposium on Nonlinear Instability and Transition in Three-Dimensional Boundary Layers Peter W. Duck,Philip Hall,2012-12-06 Most fluid flows of practical importance are fully three dimensional so the non linear instability properties of three dimensional flows are of particular interest In some cases the three dimensionality may have been caused by a finite amplitude disturbance whilst more usually the unperturbed state is three dimensional Practical applications where transition is thought to be associated with non linearity in a three dimensional flow arise for example in aerodynamics swept wings engine nacelles etc turbines and aortic blood flow Here inviscid cross flow disturbances as well as Tollmien Schlichting and Görtler vortices can all occur simultaneously and their mutual non linear behaviour must be understood if transition is to be predicted The non linear interactions are so complex that usually fully numerical or combined asymptotic numerical methods must be used Moreover in view of the complexity of the instability processes there is also a growing need for detailed and accurate experimental information Carefully conducted tests allow us to identify those elements of a particular problem which are dominant This assists in both the formulation of a relevant theoretical problem and the subsequent physical validation of predictions It should be noted that the demands made upon the skills of the experimentalist are high and that the tests can be extremely sophisticated often making use of the latest developments in flow diagnostic techniques automated high speed data gathering data analysis fast processing and presentation Energy Research Abstracts ,1978 Semiannual with semiannual and annual indexes References to all scientific and technical literature coming from DOE its laboratories energy centers and contractors Includes all works deriving from DOE other related government sponsored information and foreign nonnuclear information Arranged under 39 categories e g Biomedical sciences basic studies Biomedical sciences applied studies Health and safety and Fusion energy Entry gives bibliographical information and abstract Corporate author subject

report number indexes **Turbulence and Transition in Supersonic and Hypersonic Flows** Johan Larsson, Xiaolin Zhong, 2025-09-01 Turbulence and Transition in Supersonic and Hypersonic Flows explains how to understand and mathematically model these phenomena with an emphasis on the unique challenges and features that the compressibility of the fluid introduces This timely book responds to an increase in research interest in this topic explaining how to use the latest numerical methods as well as providing important background theory It covers both the problem of how a laminar boundary layer transitions to turbulence in the supersonic and hypersonic regime and the problem of how compressibility of a fluid affects turbulence Compressible flows are important in many areas of engineering including external aerodynamics internal flows in propulsion and power generation applications flows in supercritical fluids and many others Provides an interdisciplinary approach to this topic drawing on physics applied math and fluid mechanics Explains theory and modeling of high speed turbulent shear layers Addresses astrophysical applications such as star formation **Aeronautical Engineering**, 1991 **AGARD Bulletin** North Atlantic Treaty Organization. Advisory Group for Aerospace Research and Development, 1982 **Wind-tunnel Investigation of Aerodynamic Efficiency of Three Planar Elliptical Wings with Curvature of Quarter-chord Line** Raymond E. Mineck, 1993 **Flow Control** Mohamed Gad-el-Hak, Andrew Pollard, Jean-Paul Bonnet, 2003-07-01 No be certain it can is not based mathematics knowledge if upon da Vinci Leonardo 1452 1519 the humankind Thinking is one greatest of Joys of Galilei Galileo 1564 1642 Now I think is to be the root all hydrodynamics and is at of physical science second the to none in its mathematics present beauty of Thomson William Lord Kelvin 1824 1907 The book contains the lecture notes of of the nine instructors at present eight the short Flow Control Fundamentals and which held course was Practices in the week 24 28 June and Carg6se Corsica France during 1996 repeated at the of Notre 9 13 1996 University Dame Indiana September Following the week in the course a on same was held Corsica 5 day workshop topic Selected from the scheduled to 1998 workshop are papers appear early special volume of the International Journal Heat Thermo of Experimental Transfer and Fluid All Mechanics three events were Jean Paul dynamics organized by Bonnet of Universit6 de Andrew Pollard of Univer Poitiers France Queen s at and Mohamed Gad el Hak of the of city Kingston Canada University Notre U S A Progress in Astronautics and Aeronautics , 1963

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