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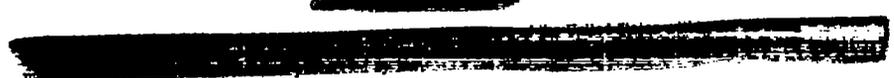


RESEARCH MEMORANDUM

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AERODYNAMIC CHARACTERISTICS OF THREE BOMB
OR STORE SHAPES AT A MACH NUMBER
OF 1.62 WITH AND WITHOUT FINS

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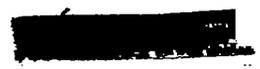
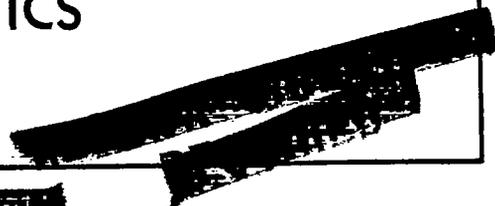
Langley Aeronautical Laboratory
Langley Field, Va.



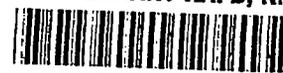
**NATIONAL ADVISORY COMMITTEE
FOR AERONAUTICS**

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RESEARCH MEMORANDUM

EFFECT OF VARIATIONS IN REYNOLDS NUMBER ON THE
AERODYNAMIC CHARACTERISTICS OF THREE BOMB
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SUMMARY

Tests have been made in the Langley 9-inch supersonic tunnel of three bomb or store shapes without fins and with two sets of cruciform fins. These investigations were made at a Mach number of 1.62 at Reynolds numbers from 0.40×10^6 to 9.70×10^6 , based on the closed body lengths. The maximum angle-of-attack range was from -4° to 10° . Measurements of normal force, chord force, and pitching moment were made; analyses of the effects of angle of attack and Reynolds number upon these quantities and also upon center-of-pressure position and fin effectiveness are presented.

The results indicated that the configurations having a fineness ratio of 8.6 with small fins and the configurations having fineness ratios of 5, 7, and 8.6 with large fins were statically stable about a typical center-of-gravity position at 45 percent of the closed body length at all angles of attack and at all test Reynolds numbers. Also, the results showed that it is possible to design a supersonic bomb or store configuration having a constant change in normal-force coefficient with angle of attack or center-of-pressure position or both for angles of attack near 0° and for Reynolds numbers of the order of 3×10^6 and greater.

INTRODUCTION

One of the problems that is associated with the development of supersonic service aircraft is the proper design of either the bombs or stores, or both, that may be carried by the aircraft. In such design, consideration must be given to the aerodynamic characteristics of the

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isolated bombs or stores. These characteristics are important in the determination of the mutual interference effects of an externally mounted bomb or store and the aircraft, as well as in the determination of the breakaway characteristics and trajectories of bombs whether released from internal, semiexternal, or external locations.

When static wind-tunnel tests of stores mounted beneath wings or fuselages are made, or when dynamic wind-tunnel tests to study the bomb breakaway characteristics are made, the models used are usually limited in size and, hence, operate at very low Reynolds numbers. The purpose of these tests was to obtain the aerodynamic characteristics of store or bomb configurations of three fineness ratios at Reynolds numbers encountered in the bomb-drop investigations conducted in the Langley 9-inch supersonic tunnel and to determine the variation of the aerodynamic characteristics with further increases in Reynolds number. These tests were made at $M = 1.62$ and cover a Reynolds number range from 0.40×10^6 to 9.68×10^6 , based on closed body length. Normal forces, chord forces, and pitching moments were obtained for the bodies with fins of two different plan forms and without fins at angles of attack from -4° to 10° . Schlieren photographs were taken to aid in the analysis of the data.

SYMBOLS

B	configuration of body alone
BF	configuration of body and fins
C	chord force
C_C	chord-force coefficient with base pressure converted to free-stream static pressure, Net chord force/ qS
$(C_C)_0$	chord-force coefficient at $\alpha = 0^\circ$
C_m	pitching-moment coefficient, (See fig. 1(a) for pitching-moment references), Pitching moment/ qSl
$C_{m\alpha} = \frac{\partial C_m}{\partial \alpha}$	
$(C_{m\alpha})_0$	$C_{m\alpha}$ at $\alpha = 0^\circ$

C_N normal-force coefficient, Normal force/ qS

$$C_N' = \frac{\text{Normal force}}{qS_F}$$

$$C_{N\alpha} = \frac{\partial C_N}{\partial \alpha}$$

$$C_{N\alpha}' = \frac{\partial C_N'}{\partial \alpha}$$

$$(C_{N\alpha})_0 \quad C_{N\alpha} \text{ at } \alpha = 0^\circ$$

d maximum body diameter

l closed body length (8.110 in.)

l/d fineness ratio of closed body

M free-stream Mach number

N normal force

P pitching moment

q free-stream dynamic pressure

R test Reynolds number, based on closed body length l

S maximum body cross-sectional area

S_F exposed plan-form area of two fins

x center-of-pressure position relative to nose of model, positive rearward

α angle of attack

APPARATUS AND TESTS

Wind Tunnel

All tests were made in the Langley 9-inch supersonic tunnel. The tunnel is a continuous-operation, complete-return type in which the

pressure may be varied and controlled from about 1/10 atmosphere to about 4 atmospheres stagnation pressure. Temperature and humidity conditions may also be varied and controlled. The Mach number is varied by interchanging nozzle blocks which form test sections approximately 9 inches square. A schlieren system is provided for qualitative visual-flow observations.

Model Description

The dimensions and designations of the various models tested are given in figure 1. Each of the bodies of models 1 and 2 consisted of two tangential circular arcs of revolution so selected that the bodies would have fineness ratios of 5 and 7, respectively, with the maximum body diameters at 40 percent of the closed body length. Model 3 is a 0.045-scale model of the Douglas Aircraft Company store (see ref. 1) with the maximum body diameter at 40 percent length. The fin plan form of model 3 was also utilized in models 1 and 2 (see fig. 1(b)) and is referred to as the "smaller" fin throughout this report. This fin plan form was enlarged and modified somewhat for use with models 1A, 2A, and 3A.

It was necessary to provide a cutoff at the rear of each body to facilitate the sting mount which extended from the internal balances to the model mount behind the body. The base diameters of all models were 0.157 inch. In general, the measured dimensions of the bodies and fins were within ± 0.005 inch of the specified dimensions given in figure 1 with the exception of the body radii which were found to be within ± 0.001 inch.

The bodies of the three models were constructed of magnesium with four slots 90° apart extending forward from the base in order that the fins might be installed or removed. With the fins installed, the fin-body juncture was faired with an epoxy resin adhesive. For the body-alone tests, the slots were filled with the adhesive and faired to the proper body contour.

Model and Balance Installation

Presented in figure 2 is a drawing of the model and balance installation. A selected model angle-of-attack reference point was adjusted laterally at each test angle of attack so that this reference point would be on the center line of the tunnel (see fig. 2). This was done in an effort to utilize a longer model for a given tunnel width and Mach number without the reflections of the disturbance from the model nose intersecting the after portions of the model or fins. It was noted, however, that

the reflected shocks did intersect the tips of the tail fins of models 1 and 1A at the lowest Reynolds number of the tests. An optical angle-of-attack system was used in conjunction with a 1/16-inch-diameter mirror on the surface of each model; corrections were made for the effects of the glass window upon the indicated angles of attack.

Three internal strain-gage balances were used in these investigations. One balance that measured a maximum of 2 pounds normal force and 2 inch-pounds pitching moment was used to obtain those measurements at the lowest test Reynolds number ($R = 0.40 \times 10^6$) for all models tested and at $R = 1.65 \times 10^6$ for tests of models 1, 2, and 3. For all other measurements of normal force and pitching moment, a similar balance with maximum design loads of 22 pounds normal force and 22 inch-pounds pitching moment was used. A third balance capable of measuring 16 pounds chord force was used to obtain the chord forces of all models at all the test Reynolds numbers; simultaneously, the base pressure was measured so that the base drag might be reduced to zero in the calculation of the chord forces.

Tests

In order to obtain the complete normal-force, chord-force, and pitching-moment characteristics of any one configuration throughout the entire test Reynolds number range, it was necessary to interchange the three internal strain-gage balances and make three separate test runs.

A part of the test program was devoted to obtaining the normal-force and pitching-moment characteristics of models 1, 2, and 3 at Reynolds numbers of 0.40×10^6 and 1.65×10^6 with boundary-layer transition artificially induced by using a transition ring installed about 1/4 inch behind the nose of the models. This ring consisted of fine salt crystals sparsely distributed in a single layer about 1/8 inch wide and about 1/64 inch thick.

Schlieren photographs were taken to aid in the analysis of the measured data.

PRECISION OF DATA

All models were initially referenced with respect to the tunnel walls within $\pm 0.04^\circ$; angles of attack with respect to each other in a given run were accurate to within $\pm 0.01^\circ$. Surveys of the test section of the $M = 1.62$ nozzle have shown that the maximum variation in Mach

number is ± 0.01 and that the portion of the test section occupied by these models has maximum flow inclinations at any test pressure of between 0° and 0.25° . A summary of the estimated range of maximum probable errors is presented in the following table:

Models	Coefficients	Range of maximum probable errors		
		Balance 1 (N = 2 lb; P = 2 in-lb) R = 0.4×10^6 to 1.6×10^6	Balance 2 (N = 22 lb; P = 22 in-lb) R = 1.6×10^6 to 9.7×10^6	Balance 3 (C = 16 lb) R = 0.4×10^6 to 9.7×10^6
1	C_N	0.0023 to 0.0006	0.0035 to 0.0005	-----
	C_m	0.00022 to 0.00005	0.00030 to 0.00005	-----
	C_C	-----	-----	0.0200 to 0.0007
2	C_N	0.0046 to 0.0011	0.0068 to 0.0011	-----
	C_m	0.00043 to 0.00010	0.00058 to 0.00009	-----
	C_C	-----	-----	0.0400 to 0.0015
3	C_N	0.0069 to 0.0016	0.0102 to 0.0016	-----
	C_m	0.00064 to 0.00015	0.00088 to 0.00014	-----
	C_C	-----	-----	0.0604 to 0.0022

RESULTS AND DISCUSSION

Presented in figures 3 to 11 are the measured aerodynamic characteristics of the configurations tested; in figure 12 are presented the center-of-pressure positions at angles of attack; in figure 13 are presented $C_{N\alpha}$, C_C , and center-of-pressure position at $\alpha = 0^\circ$ as a function of Reynolds number; in figures 14 and 15 are presented the incremental characteristics (BF - B) as a function of Reynolds number at $\alpha = 0^\circ$. Schlieren photographs taken at various Reynolds numbers are presented in figure 16; three sting lengths were used to support model 1. In table I is a summary of the measured aerodynamic characteristics at $\alpha = 0^\circ$.

In order to obtain more realistic center-of-pressure positions, especially at low angles of attack (see fig. 12), the curves of C_N and C_m were translated so that their increments at $\alpha = 0^\circ$ were removed.

These increments were primarily the result of inadvertent incidence in the fins.

Models 1, 2, and 3 Without Fins

Measured characteristics at angles of attack.- For the models without fins (see figs. 3 to 5) $C_{N\alpha}$ was constant at each Reynolds number throughout the angle-of-attack range of from -2° to 2° . As the angle of attack increased beyond 2° the effects of the viscous crossflow and the low-pressure recovery on the lee side of the afterbody resulted in a low-pressure increment on the afterbody (see ref. 2) and, consequently, an increase in $C_{N\alpha}$ and C_C . Also, a rearward shift in the center-of-pressure position with increasing α was evident for the three body configurations at all Reynolds numbers with the exception of model 3 at $R = 1.65 \times 10^6$ (see fig. 12(a)).

These rearward center-of-pressure shifts, due to the angle-of-attack effects, began at relatively low angles of attack for the $R = 0.40 \times 10^6$ tests; then, as R increased to $R = 1.65 \times 10^6$, the rearward center-of-pressure shift did not occur until a higher angle of attack was reached. This was due to the reduction of the laminar separation at the higher Reynolds number as indicated in figs. 16(a), 16(b), and 16(c). Further increases in Reynolds number resulted in the rearward center-of-pressure shift occurring at lower angles of attack, probably due to the formation of the turbulent boundary layer accompanied by a pair of symmetrically disposed vortices forming on the lee side of the afterbody (see ref. 2) and contributing to the negative-pressure increment associated with the viscous crossflow effects.

Measured characteristics at $\alpha = 0^\circ$.- The variation of $C_{N\alpha}$, C_C , and center-of-pressure position with Reynolds number at $\alpha = 0^\circ$ are presented in figure 13(a). A reduction in $C_{N\alpha}$ and a forward movement in the center-of-pressure position with an increase in Reynolds number up to $R = 2.95 \times 10^6$ for model 1 and $R = 5.55 \times 10^6$ for models 2 and 3 is indicated. These large variations are the result of the flow remaining attached to the surface of the afterbodies longer as R increases (see fig. 16(a)), thereby reducing the lifting pressure increments usually associated with separated flow over the afterbody; this, of course, is accompanied by a forward movement of the center-of-pressure position. The schlieren photographs in figure 16 indicate that boundary-layer transition over the rearward portion of the afterbody occurs at the Reynolds numbers where the variation in $C_{N\alpha}$ and center-of-pressure position with R becomes small. Further increases in R have little effect upon these characteristics.

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A large variation in C_D at $\alpha = 0^\circ$ was indicated for all three bodies as R increased from 0.40×10^6 to 1.65×10^6 ; within this Reynolds number range, the station of flow detachment moved rearward rapidly as R increased (see fig. 16(a)) and more of the afterbody became subjected to the negative pressures realized as the flow expanded around the body contour. Consequently, C_D increased rapidly due to this increase in pressure drag. Further increases in R above $R = 1.65 \times 10^6$ resulted in minor increases in C_D due primarily to changes in skin friction.

Models 1, 2, and 3

Measured characteristics at angles of attack.- In figures 6 to 8 it is shown that, for configurations tested, C_N and C_m were linear in the angle-of-attack range of from -1° to 1° . As would be expected, the rate at which $C_{N\alpha}$ increased with α beyond 1° was dependent upon a combination of the body-alone characteristics and the blanketing effects of the body upon the fins. At all test Reynolds numbers where the results are available, C_N was again linear with α at angles of attack greater than 6° . In a manner similar to the results of the tests of the bodies without fins, C_D increased with α and the substitution of the larger fins for the smaller ones, in general, resulted in a decrease in the rate with which C_D increased with α .

The variations of the center-of-pressure positions of models 1, 2, and 3 with α (see fig. 12(b)) were also dependent upon the characteristics of the models without fins and the blanketing effects of the body upon the fins. The rearward center-of-pressure movement due to α was delayed to $\alpha = 5^\circ$ at $R = 0.40 \times 10^6$ for model 1 because of the large region of separated flow within which the fins operated (see fig. 16(d)). For models 2 and 3, the separated flow blanketed smaller portions of the fins, and the rearward center-of-pressure movement took place at lower angles of attack ($\alpha \approx 2^\circ$). Increases in the test Reynolds number beyond $R = 0.40 \times 10^6$ reduced the region of low dynamic pressure within which a portion of the fins operated and resulted in either an earlier rearward center-of-pressure movement or no movement at all. Comparisons of these results (see fig. 12(b)) also indicated that the center-of-pressure positions for an individual model at various Reynolds numbers tended to converge at angles of attack of about 10° , 8° , and 7° corresponding to values of x/l of about 0.40, 0.53, and 0.60 for models 1, 2, and 3, respectively. Further increases in α had negligible effects upon the center-of-pressure position.

Measured characteristics at $\alpha = 0^\circ$.— Shown in figure 13(b) are the results of tests of models 1, 2, and 3 at $\alpha = 0^\circ$. In the case of model 1, the addition of the fins was just sufficient to overcome the reduction in $C_{N\alpha}$ noted in figure 13(a) for model 1 without fins between $R = 0.40 \times 10^6$ and $R = 2.95 \times 10^6$. This means that the loss of normal force realized by the body alone due to the flow remaining attached longer at the higher Reynolds numbers was exactly supplemented by the additional normal force gained by the increase in fin area outside of the separated flow region. Consequently, the incremental normal-force coefficient, $(C_{N\alpha})_{BF-B}$ increased with Reynolds number within this Reynolds number range (see fig. 14(a)). The forward center-of-pressure movement of model 1 without fins was greatly reduced by the addition of the fins due to their increase in effectiveness as R increased to a value of 2.95×10^6 . Further increase of the Reynolds number to $R = 9.70 \times 10^6$ had no effect on $C_{N\alpha}$ for model 1 although the center-of-pressure position moved forward from $x/l = 0.29$ to $x/l = 0.23$ resulting in a negative increment of $(x/l)_{BF-B}$ (fig. 14(a)) within this Reynolds number range.

In the case of models 2 and 3, which had much thinner boundary layers in the regions occupied by the fins as compared with model 1, the addition of the fins more than compensated for the reduction of $C_{N\alpha}$ of body-alone up to $R = 5.55 \times 10^6$ and, therefore, $C_{N\alpha}$ increased and the center-of-pressure position moved rearward. Further increases in R resulted in small reductions in $C_{N\alpha}$ and slight forward shifts in the center-of-pressure position; consequently, the incremental aerodynamic characteristics of models 2 and 3 in figure 14(a) showed substantial increases in $(C_{N\alpha})_{BF-B}$ and large positive increments in $(x/l)_{BF-B}$ from $R = 0.40 \times 10^6$ to $R = 5.55 \times 10^6$, and minor variations with further increase in R .

The variations of C_C with Reynolds number for models 1, 2, and 3 were similar to the C_C variations of the bodies alone (compare figs. 13(a) and 13(b)). Because the incremental chord-force coefficients are of such low magnitudes, no analyses of these results are attempted but remain to be discussed in general along with the discussion of $(C_C)_{BF-B}$ for models 1A, 2A, and 3A.

Models 1, 2, and 3 With Artificial Transition

The purpose of these tests was to determine how the results of low Reynolds number tests of these configurations with transition induced artificially would compare with the results of high Reynolds number tests of the same configurations with natural transition. Direct comparisons of the results obtained are presented in figure 13(b). Also, a summation of these comparative results is presented in the table to follow. The percentage difference in $(C_{N\alpha})_0$ represents the $(C_{N\alpha})_0$ measured at the low Reynolds number with artificial transition minus the $(C_{N\alpha})_0$ measured at $R = 9.70 \times 10^6$ with natural transition as a percentage of the latter; the difference in x/l represents the difference in the center-of-pressure positions between that measured at the low Reynolds number with artificial transition and that measured at $R = 9.70 \times 10^6$.

Model	Reynolds number	Difference in $(C_{N\alpha})_0$, percent	Difference in x/l
1	0.40×10^6	0	0.15
2	.40	-11	-.03
3	.40	-14	-.07
1	1.65×10^6	-21	-.09
2	1.65	-11	.01
3	1.65	-3	-.01

It is shown that for the tests at $R = 0.40 \times 10^6$ the percentage difference in $(C_{N\alpha})_0$ as well as the difference in x/l increases negatively as the fineness ratio increases. The opposite was apparent for the results of the tests at $R = 1.65 \times 10^6$. Of this group of comparative results, only the results of model 3 at $R = 1.65 \times 10^6$ fall within desirable accuracies for both $(C_{N\alpha})_0$ and x/l . Therefore, it may be concluded that these comparisons indicated no justification for testing such configurations with a transition ring installed at these low Reynolds numbers and for expecting duplication of the results obtained at high Reynolds numbers with natural transition. Schlieren observations for model 1 indicated that at a Reynolds number of 0.40×10^6 the transition ring did not cause transition or significantly alter the degree of separation.

Models 1A, 2A, and 3A

Measured characteristics at angles of attack.- The results of tests of models 1A, 2A, and 3A indicated that the effects of variations in angle of attack upon the measured aerodynamic characteristics were similar to those of models 1, 2, and 3 except that the blanketing effects of the bodies upon the fins were not as severe for these models having the larger-span fins (for instance, compare fig. 12(b) with 12(c)). The center-of-pressure positions for models 1A, 2A, and 3A (with the larger fins) at various Reynolds numbers tended to converge at angles of attack of 9° , 5° , and 3° at values of x/l of 0.57, 0.66, and 0.73, respectively, (see fig. 12(c)). These angles of attack were lower than those indicated for the models with the smaller fins, particularly in the cases of those utilizing the higher-fineness-ratio bodies.

Measured characteristics at $\alpha = 0^\circ$.- Presented in figure 13(c) are the measured characteristics at $\alpha = 0^\circ$ for models 1A, 2A, and 3A. For all three models, the addition of the larger fins more than compensated for the loss in $(C_{N\alpha})_0$ with increases in Reynolds number of the body alone; and $(C_{N\alpha})_0$ increased as the Reynolds number increased up to about 3×10^6 beyond which the curves were essentially flat. These gains were due to the over-all increase in effectiveness of the fins as R increased in the low Reynolds number range; consequently, $(C_{N\alpha})_{BF-B}$ increased with Reynolds number throughout the low Reynolds number range (see fig. 14(b)) with little or no increase in the medium and high Reynolds number ranges.

The forward center-of-pressure movement of model 1 without fins was completely overcome, and the center-of-pressure position of model 1A was stationary throughout the entire test Reynolds number range; also, the center-of-pressure movements of models 2A and 3A were rearward up to Reynolds numbers of about 3×10^6 , with no significant effects due to further increases in Reynolds numbers. In conjunction with the characteristics of $(C_{N\alpha})_{BF-B}$ for these configurations, the variations in $(x/l)_{BF-B}$ with increasing Reynolds number (see fig. 14(b)) were positive up to $R = 2.95 \times 10^6$ for model 1A and up to $R = 5.55 \times 10^6$ for models 2A and 3A with no effects due to further increases in Reynolds number.

The C_D results presented in figure 13(c) again indicate the characteristic sharp rise in C_D with increasing R in the low R range. Comparison of figures 13(b) and 13(c) suggests that the mutual chord-force interferences of body and fins of models 2 and 3 are of appreciable magnitude throughout most of the test R range. This is evidenced by the fact that changing from the smaller to the larger fins not only

increased C_G but also changed the relative magnitudes of C_G with varying Reynolds number. Evidence of the magnitude of the chord-force interferences of models 1 and 1A at Reynolds numbers less than about 1.6×10^6 is indicated in figures 14(a) and 14(b). Although the region of separated flows about the afterbody became smaller and exposed more of the fins to the high-dynamic-pressure stream, $(C_G)_{BF-B}$ decreased appreciably. This indicated that a decrease in chord force due to mutual interference was evident and that this decrease was more than sufficient to compensate for the increase in the chord force of the fins as R increased from 0.4×10^6 to about 1.6×10^6 . Such was not evident for models 2, 2A, 3, and 3A.

Comparative Effectiveness of Small and Large Fins

Presented in figure 15 are the incremental normal-force coefficients at $\alpha = 0^\circ$ based upon the exposed areas of two fin panels. These coefficients are, therefore, a measure of the effectiveness of a particular set of cruciform fins in the presence of a particular body for which one set of fins lies in the plane of the angle of attack.

As expected, these results indicated that higher fin effectiveness was obtained whenever larger portions of the lifting fin panels were outside of the region of low-dynamic-pressure flow. This was evident regardless of whether the fin effectiveness was increased by decreasing the maximum diameter of the body, by increasing the Reynolds number throughout the low Reynolds number range, or by enlarging the fins (effectiveness of the large fins was about 1.8 times that of the small ones throughout the test Reynolds number range). Also, the variations in fin effectiveness due to changes in body shapes were much less for the larger fins than for the small ones.

CONCLUSIONS

The results of tests at a Mach number of 1.62 of three bomb, or store, shapes with and without two sets of cruciform fins indicated the following conclusions:

(1) For those configurations without fins for which results were obtained, the effects of increasing the angle of attack α outside the low angle-of-attack range were to increase the change in normal-force coefficient with angle of attack $C_{N\alpha}$ and the chord-force coefficient C_G above those values obtained at $\alpha = 0^\circ$ and to shift the center-of-pressure position rearward; the angle of attack at which these variations took place was dependent upon Reynolds number.

(2) For those configurations without fins, at $\alpha = 0^\circ$, the effects of increasing the test Reynolds number were to reduce significantly $C_{N\alpha}$, to increase C_C , and to shift the center-of-pressure position forward until the Reynolds number for transition was reached, beyond which small variations in $C_{N\alpha}$ and center-of-pressure position were evident.

(3) For the finned configurations the effects of angle of attack at the majority of the test Reynolds numbers were to increase $C_{N\alpha}$ and C_C above those values at $\alpha = 0^\circ$ and to shift the center-of-pressure position rearward until some intermediate angle of attack was reached; at this angle, and at higher angles of attack, the center-of-pressure positions at all Reynolds numbers were about the same for each finned configuration.

(4) The effects of increasing Reynolds number upon the majority of the finned configurations at $\alpha = 0^\circ$ were to increase $C_{N\alpha}$ until the Reynolds number for transition was reached; at higher Reynolds numbers $C_{N\alpha}$ at $\alpha = 0^\circ$ was about constant.

(5) The effects of increasing Reynolds number upon the center-of-pressure position of the finned configurations were decreased by utilizing the large fins.

(6) The fineness-ratio-8.6 model with small fins and all models with large fins were statically stable at all angles of attack and at all test Reynolds numbers about a typical center-of-gravity location assumed to lie at 45 percent of the closed body length.

(7) The results of these tests indicate that it is possible to design a supersonic bomb configuration having a constant $C_{N\alpha}$ or center-of-pressure position or both for angles of attack near 0° and for Reynolds numbers of the order of 3×10^6 and greater.

Langley Aeronautical Laboratory,
National Advisory Committee for Aeronautics,
Langley Field, Va.

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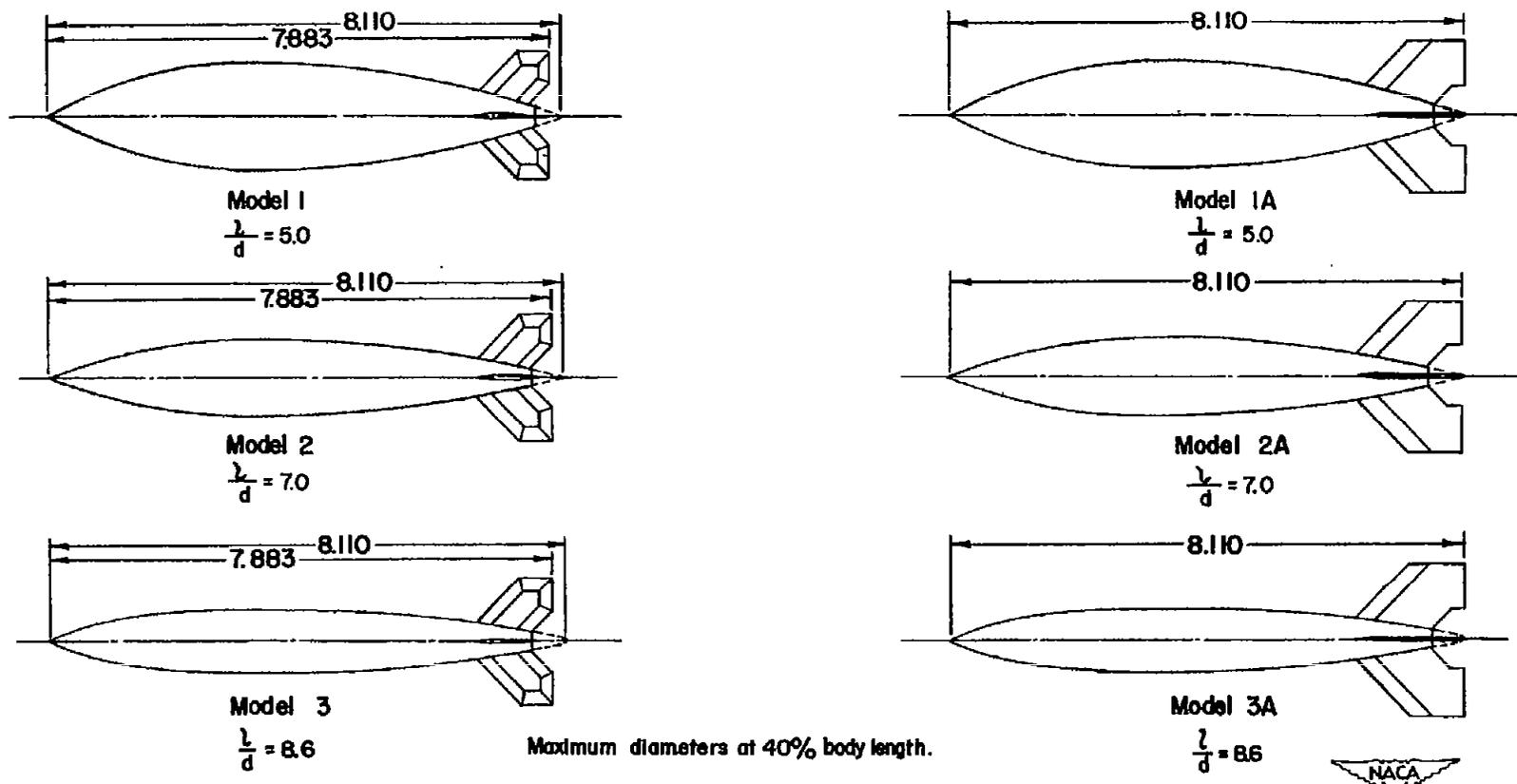
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TABLE I.- SUMMARY OF MEASURED AERODYNAMIC CHARACTERISTICS AT $\alpha = 0^\circ$

Model	Reynolds number	C_{N_α}	C_U	Center-of-pressure position
1 (No fins)	0.40 x 10 ⁶	0.0341	0.250	0.19
	1.65	.0333	.340	.10
	2.95	.0294	.343	0
	5.55	.0315	.351	.03
	7.65	.0310	.352	.04
	9.70	.0311	-----	.05
2 (No fins)	0.40	.0340	.116	.14
	1.65	.0342	.185	.09
	2.95	.0300	.187	0
	5.55	.0260	.206	-.15
	7.65	.0252	.222	-.16
	9.70	.0240	.229	-.17
3 (No fins)	0.40	.0350	.084	.07
	1.65	.0320	.160	-.02
	2.95	.0300	.173	-.11
	5.55	.0245	.190	-.32
	7.65	.0230	.218	-.31
	9.70	.0232	.220	-.33
1	0.40	.0428	.275	.34
	1.65	.0445	.351	.29
	2.95	.0447	.360	.29
	5.55	.0448	.364	.28
	9.70	.0433	.372	.23
2	0.40	.0521	.130	.40
	1.65	.0658	.195	.46
	2.95	.0617	.225	.43
	5.55	.0693	.233	.49
	9.70	.0642	.265	.46
3	0.40	.0744	.055	.49
	1.65	.0850	.177	.52
	2.95	.0870	.185	.55
	5.55	.0986	.227	.61
	9.70	.0959	.283	.59
1 (With transition)	0.40	.0435	.295	.33
	1.65	.0340	.370	.14
2 (With transition)	0.40	.0574	.149	.43
	1.65	.0570	.285	.47
3 (With transition)	0.40	.0822	.110	.50
	1.65	.0928	.306	.56
1A	0.40	.0630	.320	.52
	1.65	.0613	.353	.48
	2.95	.0727	.362	.53
	5.55	.0727	.380	.51
	7.65	.0697	.387	.50
	9.70	.0720	-----	.51
2A	0.40	.0915	.108	.61
	1.65	.1027	.259	.60
	2.95	.1075	.268	.63
	5.55	.1145	.282	.67
	7.65	.1145	.311	.66
	9.70	.1163	.320	.66
3A	0.40	.1430	.182	.68
	1.65	.1765	.269	.72
	2.95	.1805	.285	.71
	5.55	.1800	.341	.72
	7.65	.1790	.355	.71
	9.70	.1730	.360	.72



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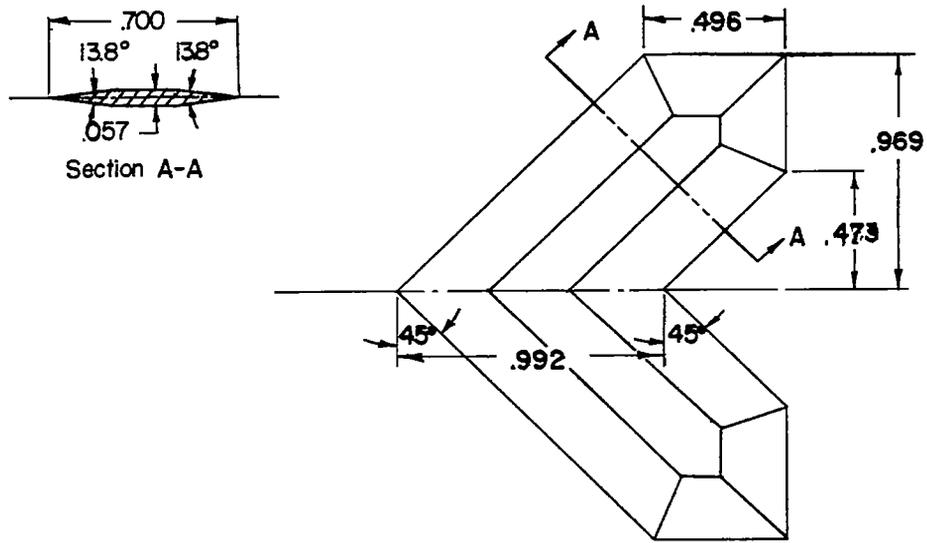


Pitching-moment references at 55% body length for Models 1, 1A, 2 and 2A.

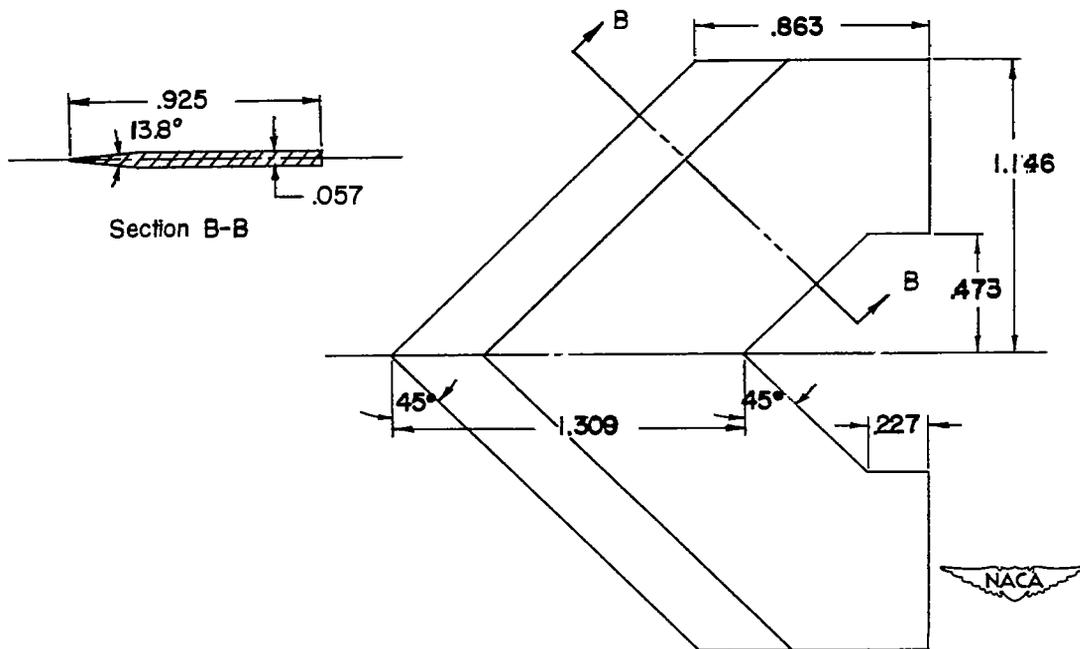
Pitching-moment references at 57% body length for Models 3 and 3A.

(a) Complete bomb configurations.

Figure 1.- Dimensions and designations of models.



For Models 1, 2, and 3



For Models 1A, 2A, and 3A

(b) Fin plan forms.

Figure 1.- Concluded.

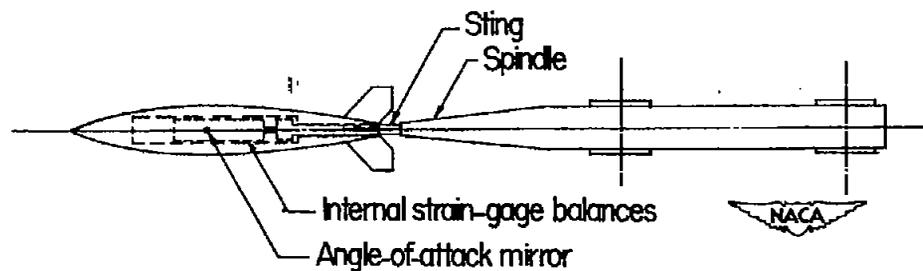
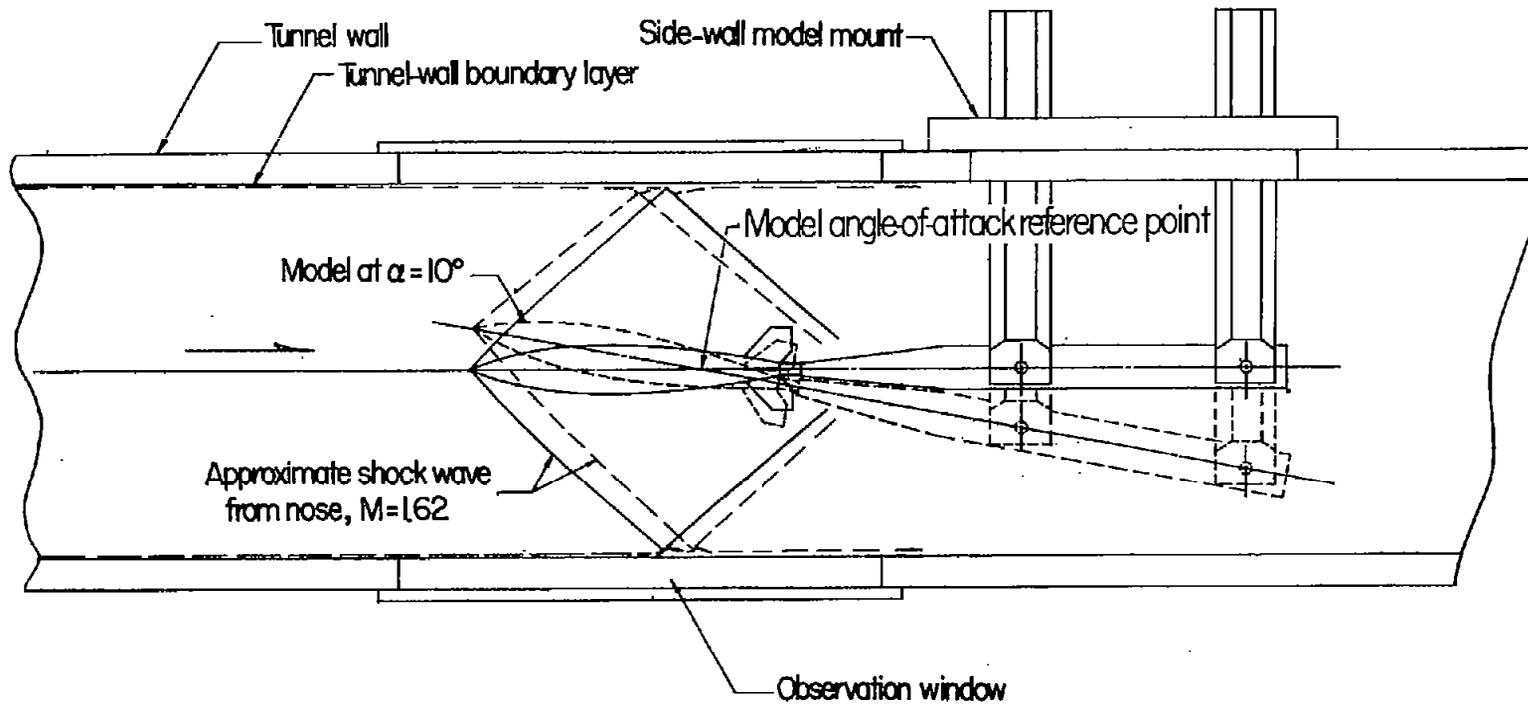


Figure 2.- Model and balance installation in the Langley 9-inch supersonic tunnel.

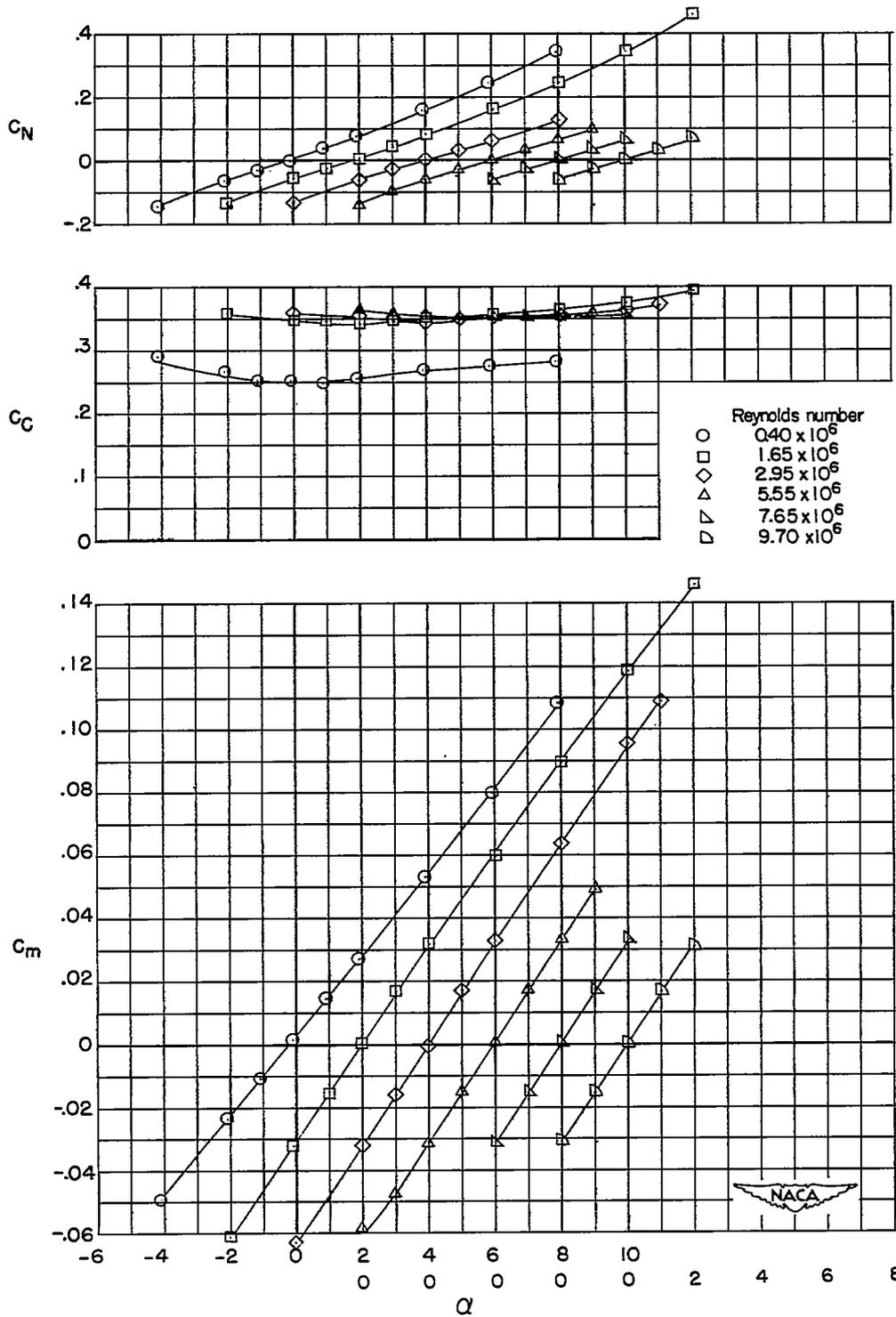


Figure 3.- Normal-force, chord-force, and pitching-moment characteristics of model 1 without fins at $M = 1.62$ and at various Reynolds numbers.

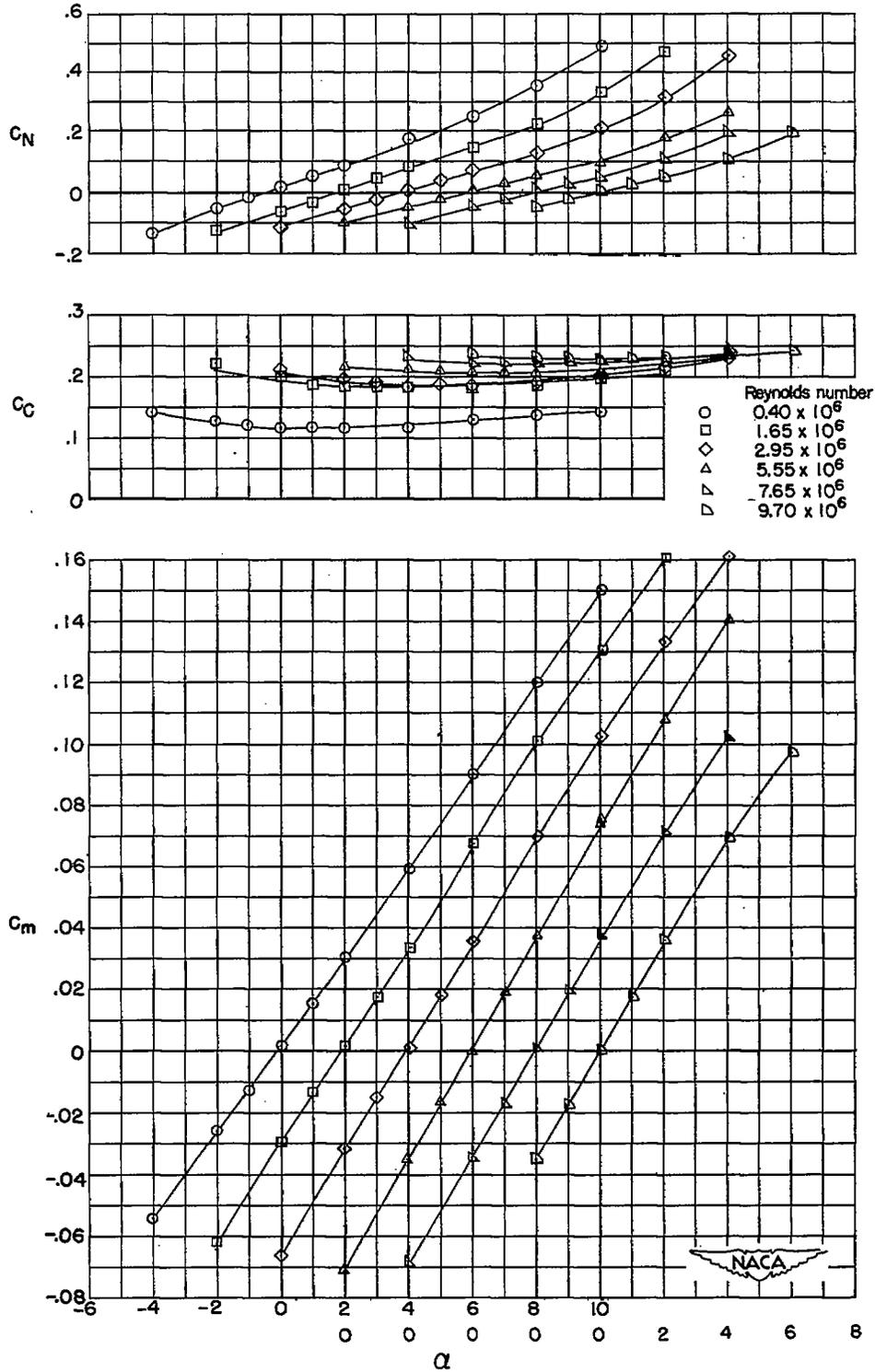


Figure 4.- Normal-force, chord-force, and pitching-moment characteristics of model 2 without fins at $M = 1.62$ and at various Reynolds numbers.

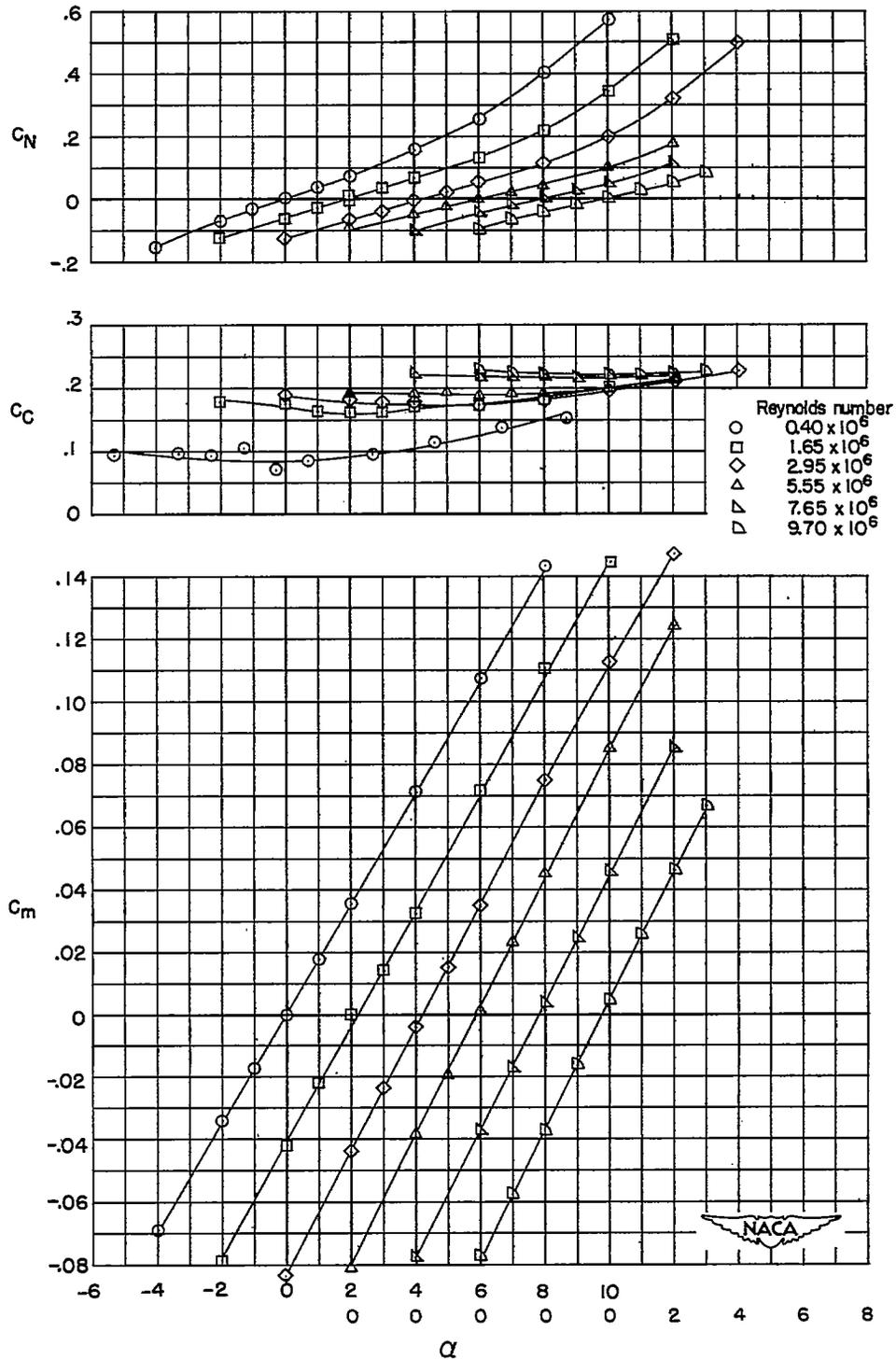


Figure 5.- Normal-force, chord-force, and pitching-moment characteristics of model 3 without fins at $M = 1.62$ and at various Reynolds numbers.

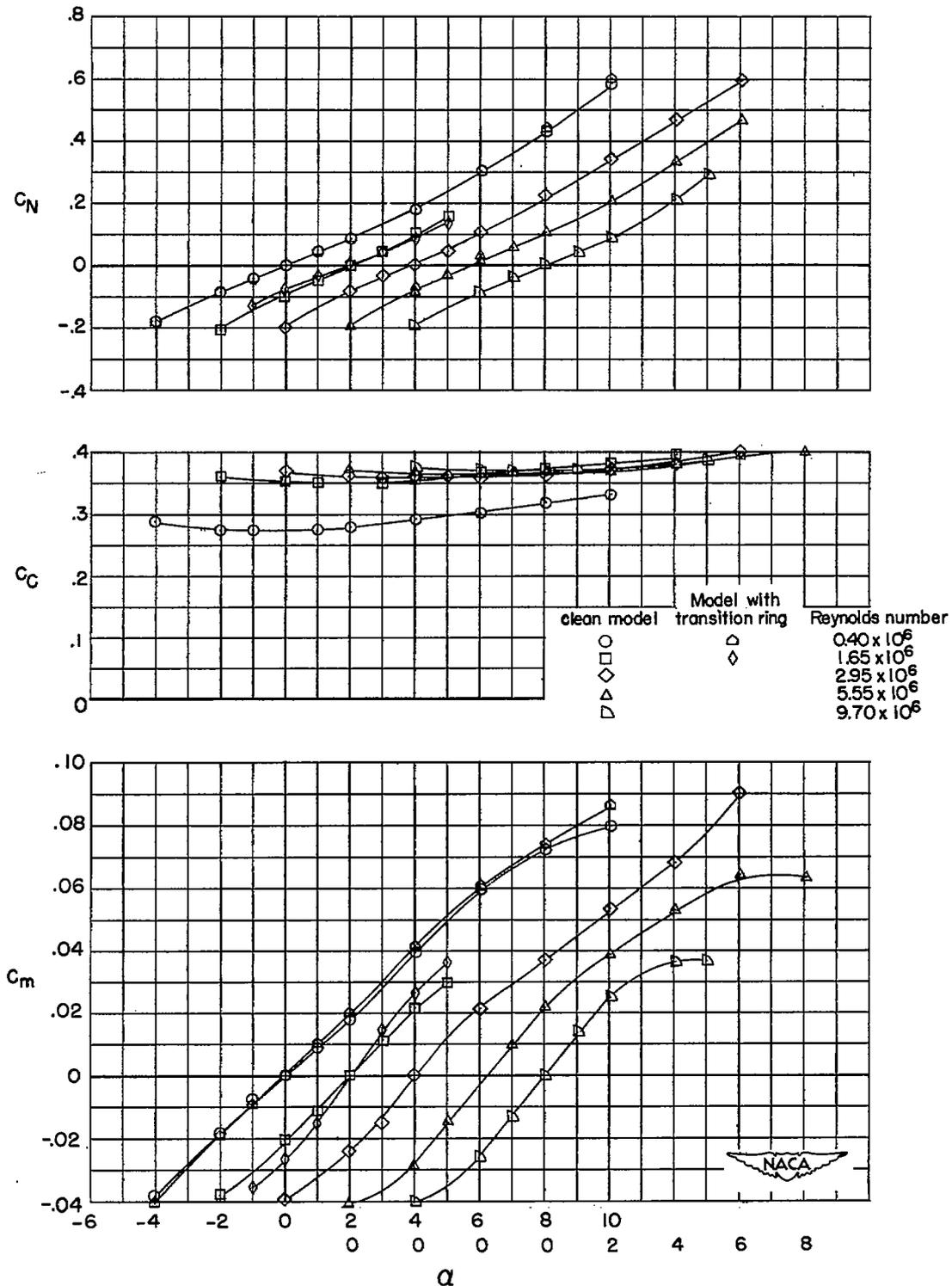


Figure 6.- Normal-force, chord-force, and pitching-moment characteristics of model 1 at $M = 1.62$ and at various Reynolds numbers.

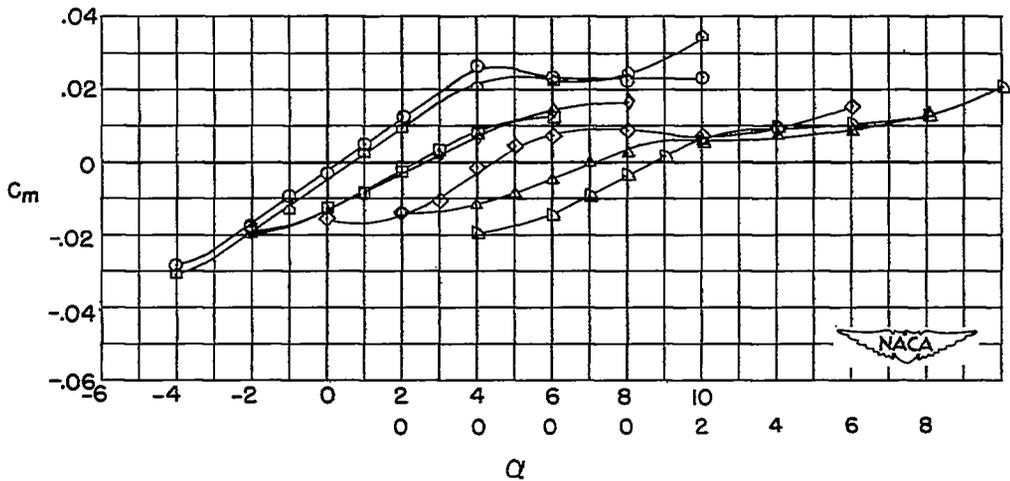
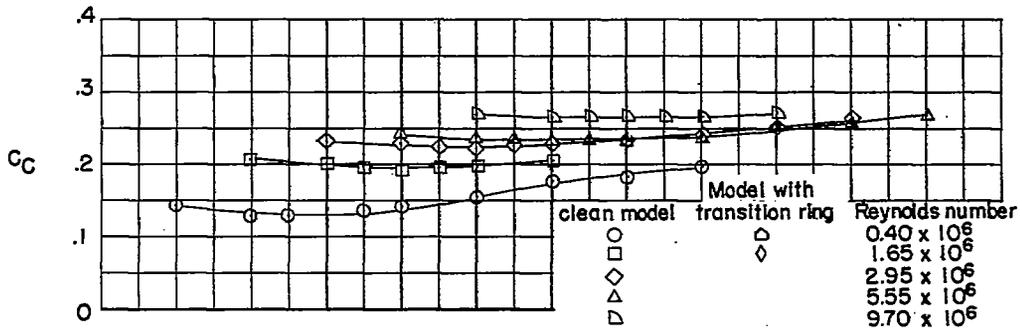
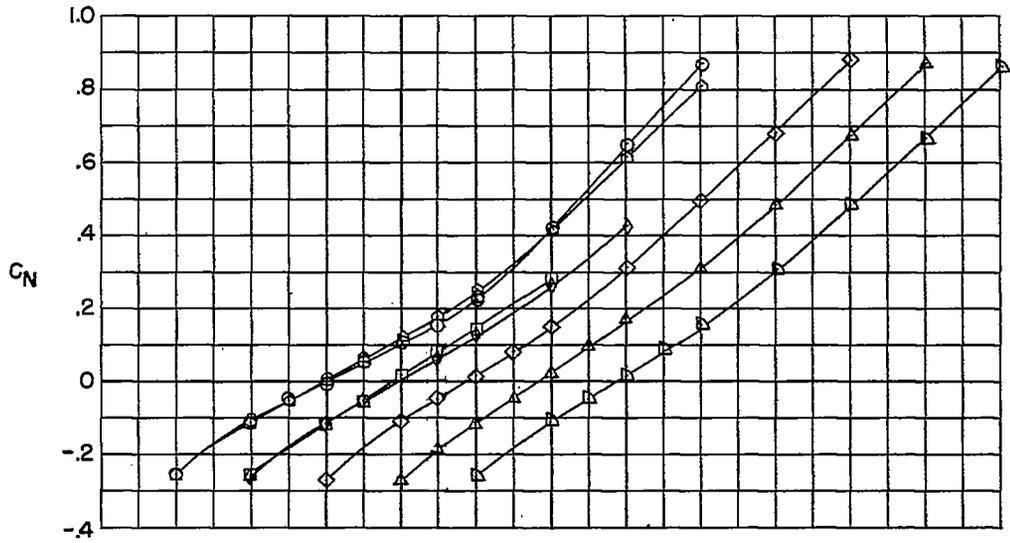


Figure 7.- Normal-force, chord-force, and pitching-moment characteristics of model 2 at $M = 1.62$ and at various Reynolds numbers.

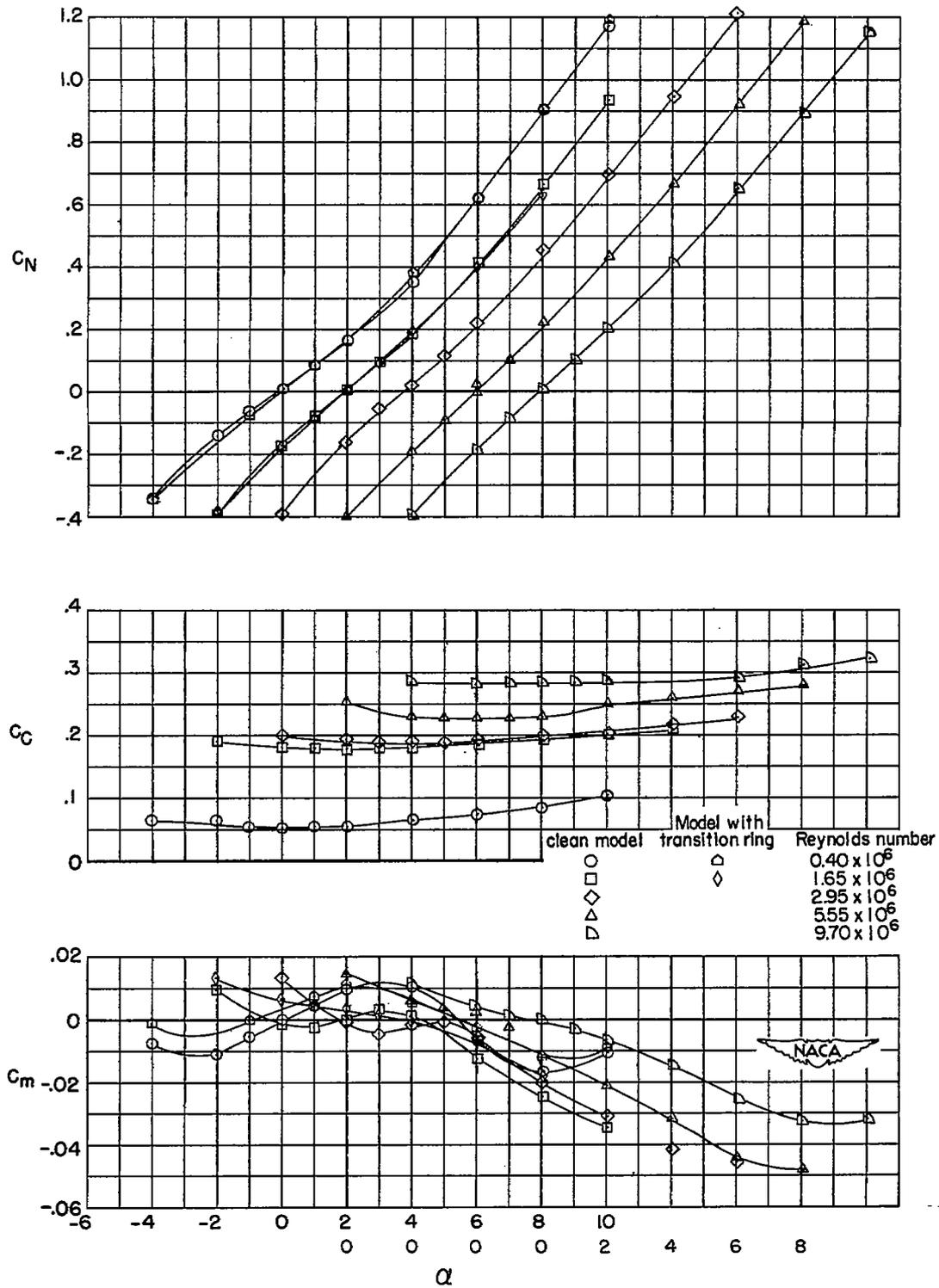


Figure 8.- Normal-force, chord-force, and pitching-moment characteristics of model 3 at $M = 1.62$ and at various Reynolds numbers.

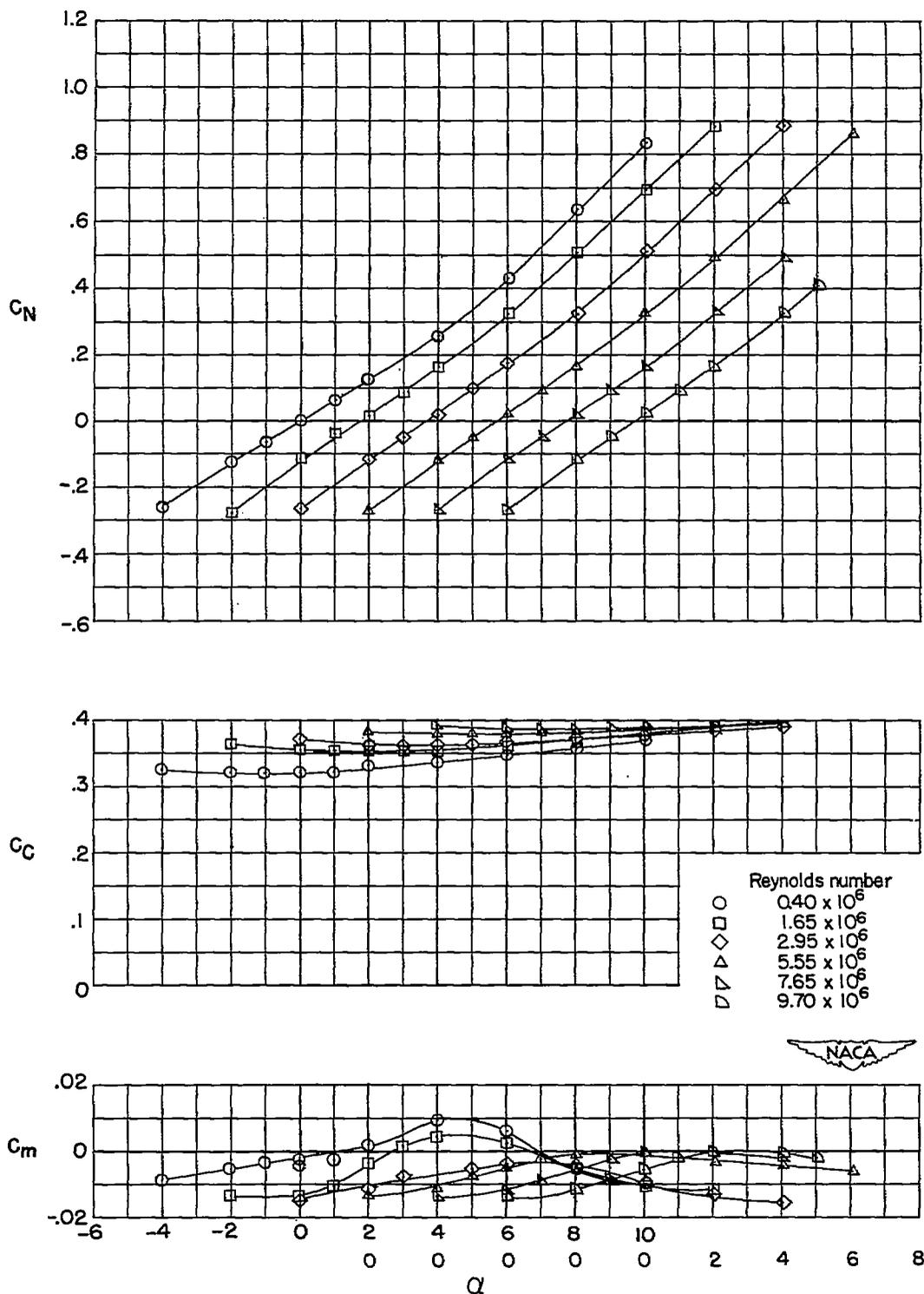


Figure 9.- Normal-force, chord-force, and pitching-moment characteristics of model 1A at $M = 1.62$ and at various Reynolds numbers.

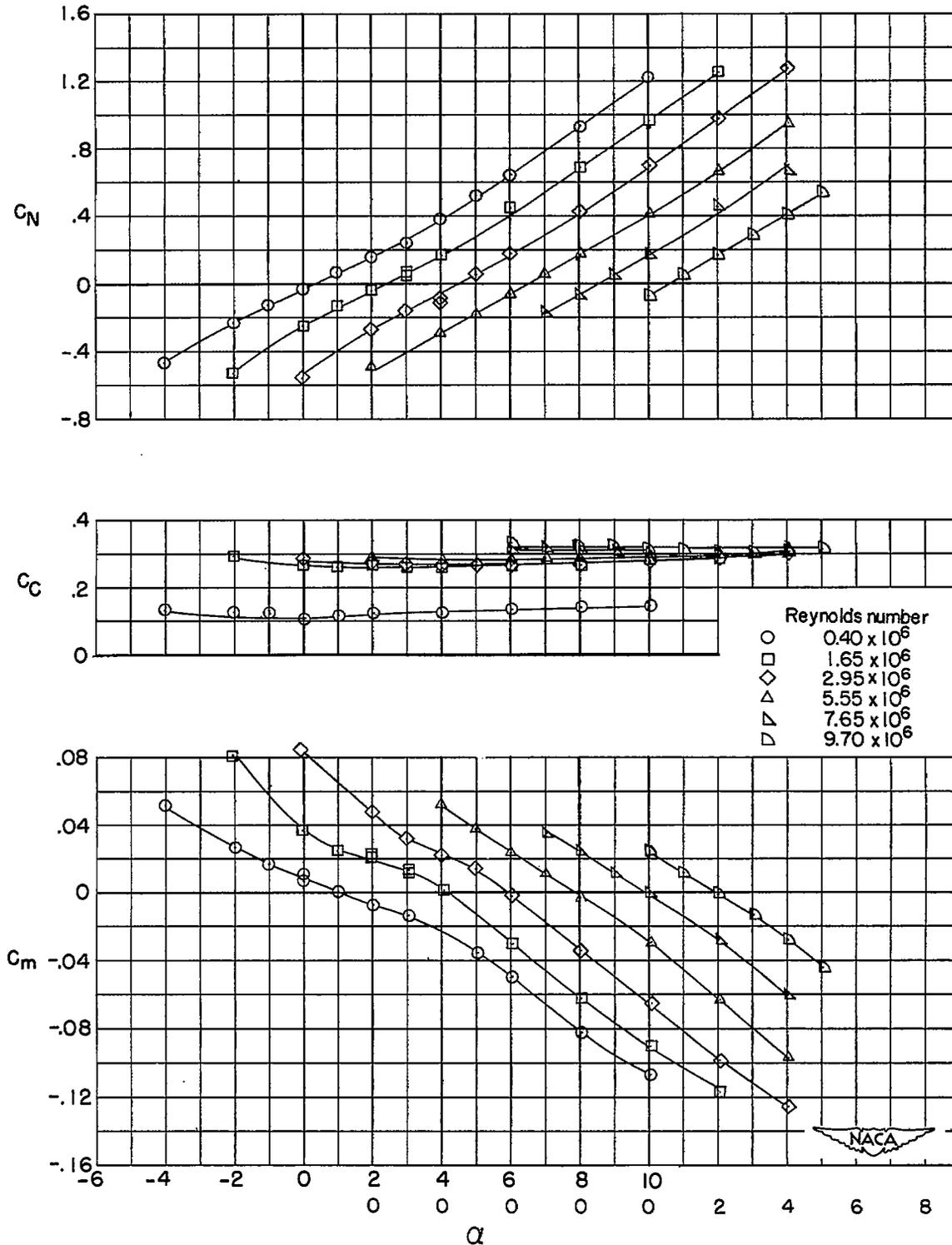


Figure 10.- Normal-force, chord-force, and pitching-moment characteristics of model 2A at $M = 1.62$ and at various Reynolds numbers.

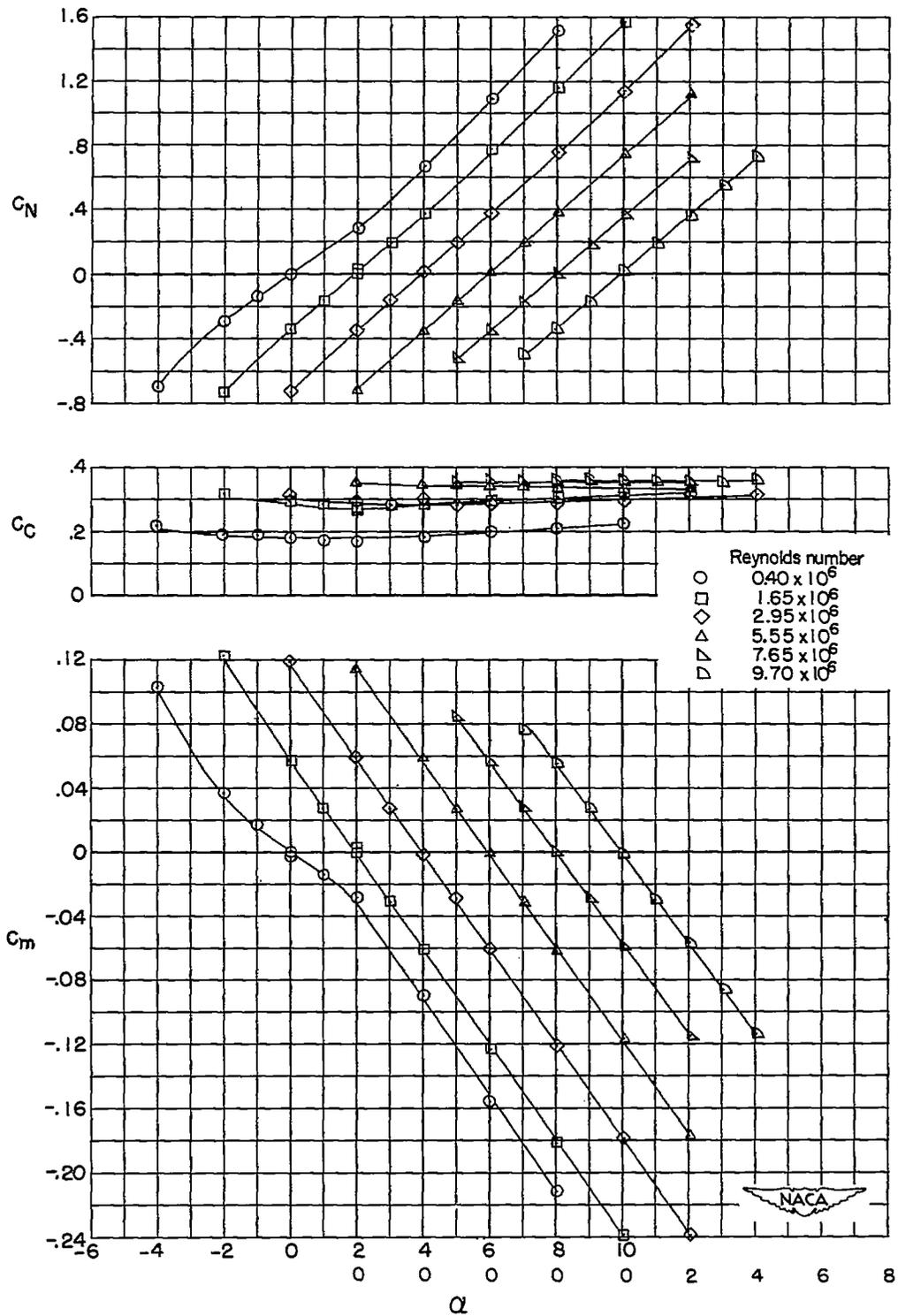
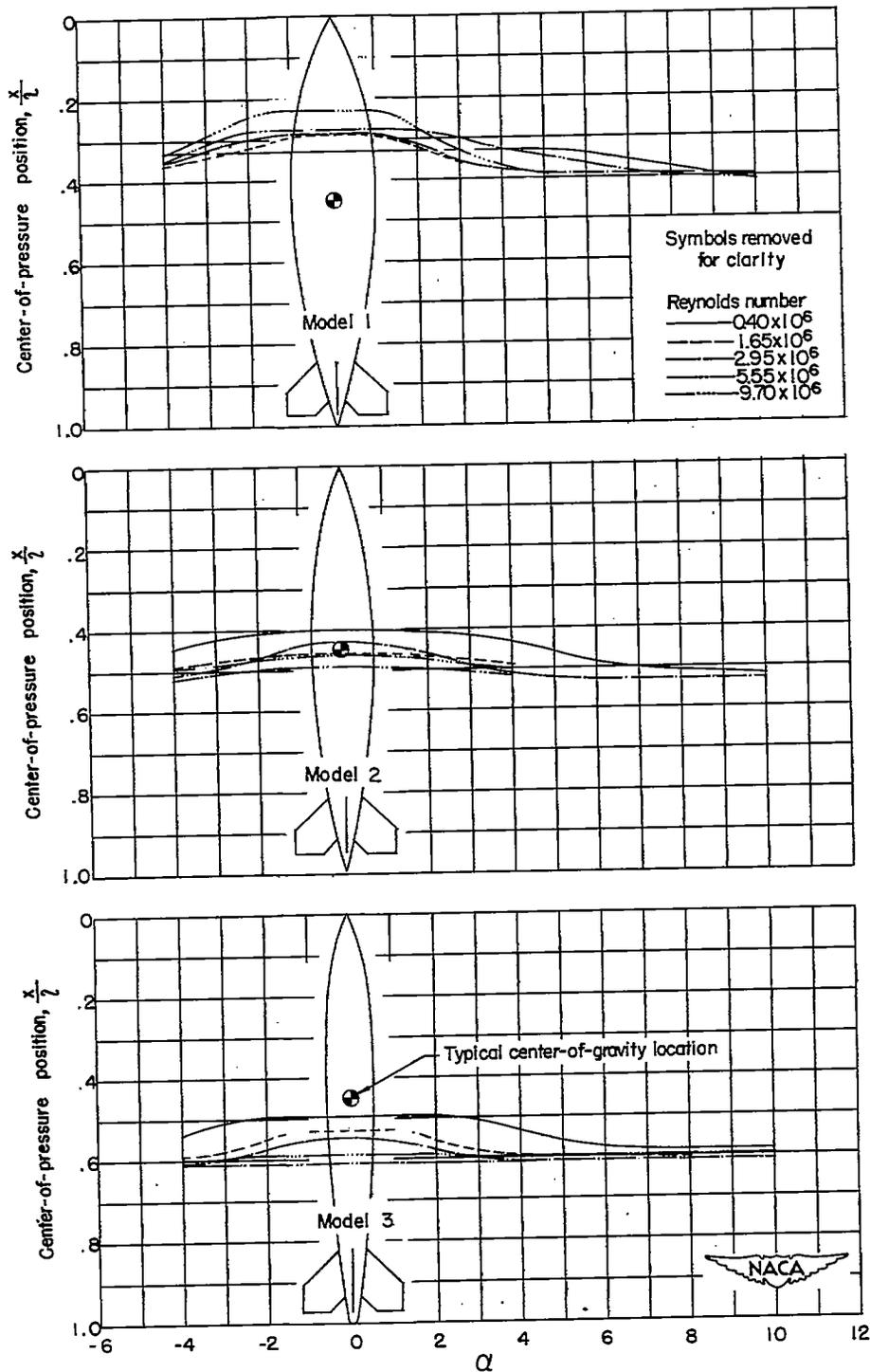
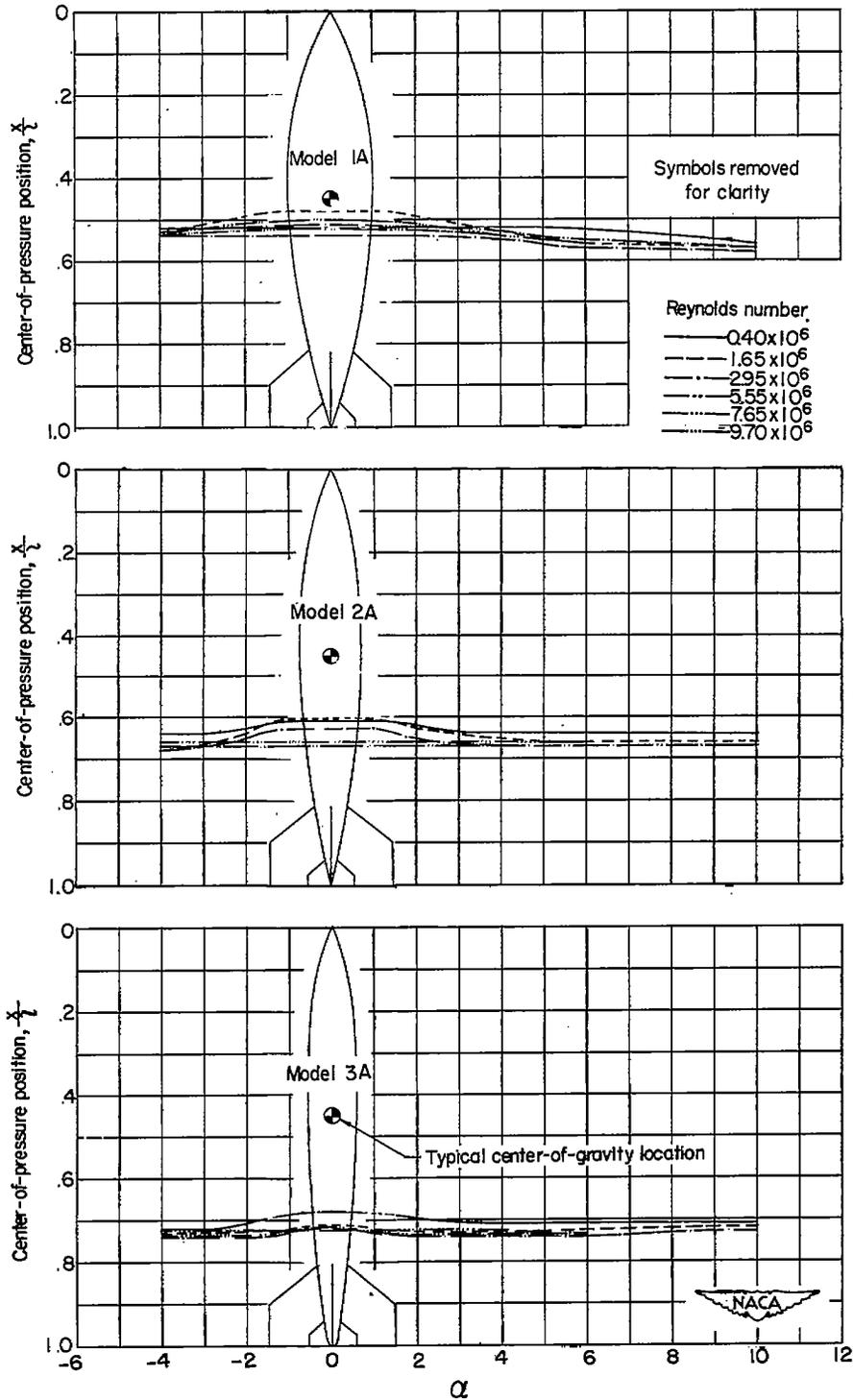


Figure 11.- Normal-force, chord-force, and pitching-moment characteristics of model 3A at $M = 1.62$ and at various Reynolds numbers.



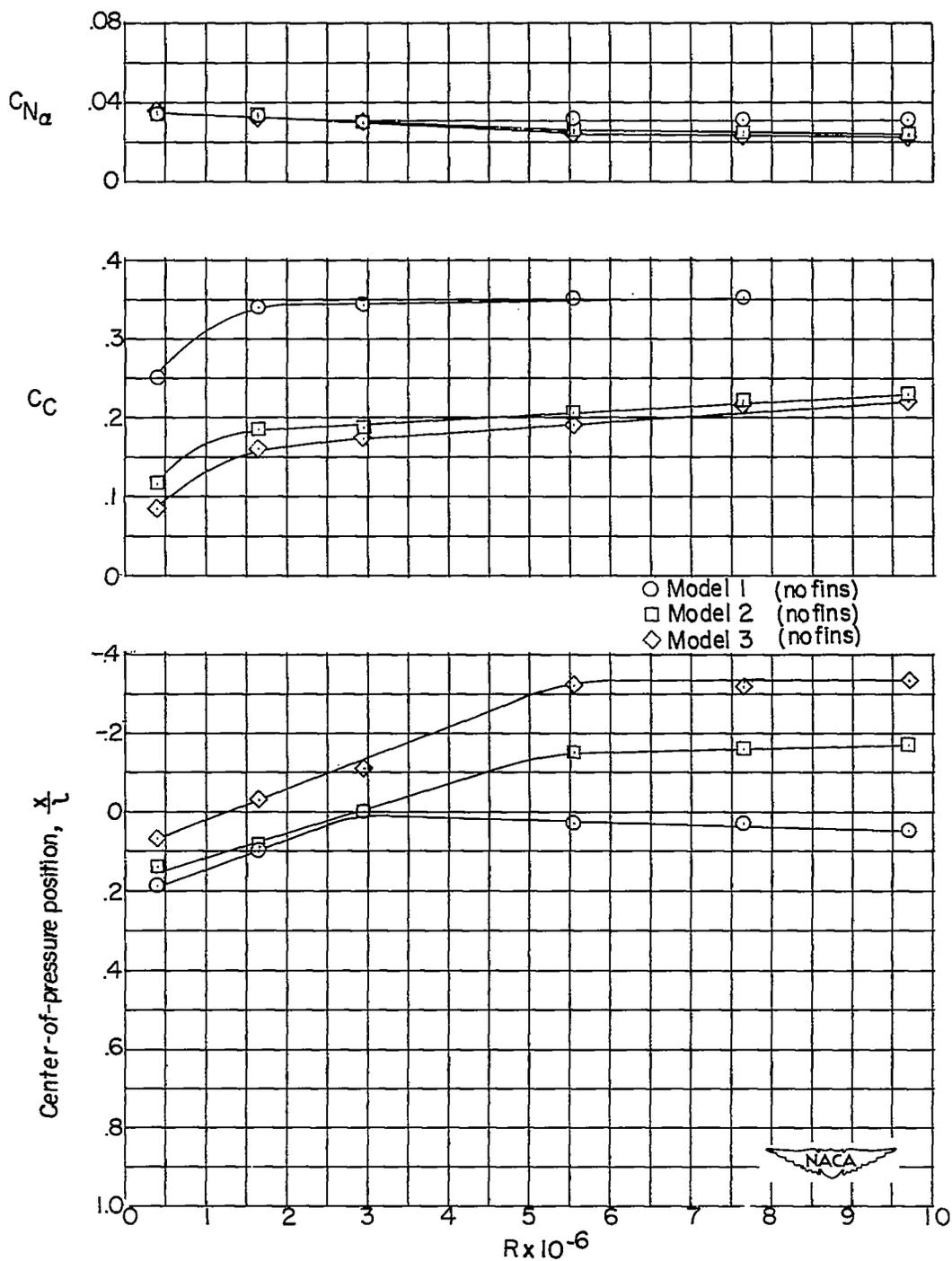
(b) Models 1, 2, and 3.

Figure 12.- Continued.



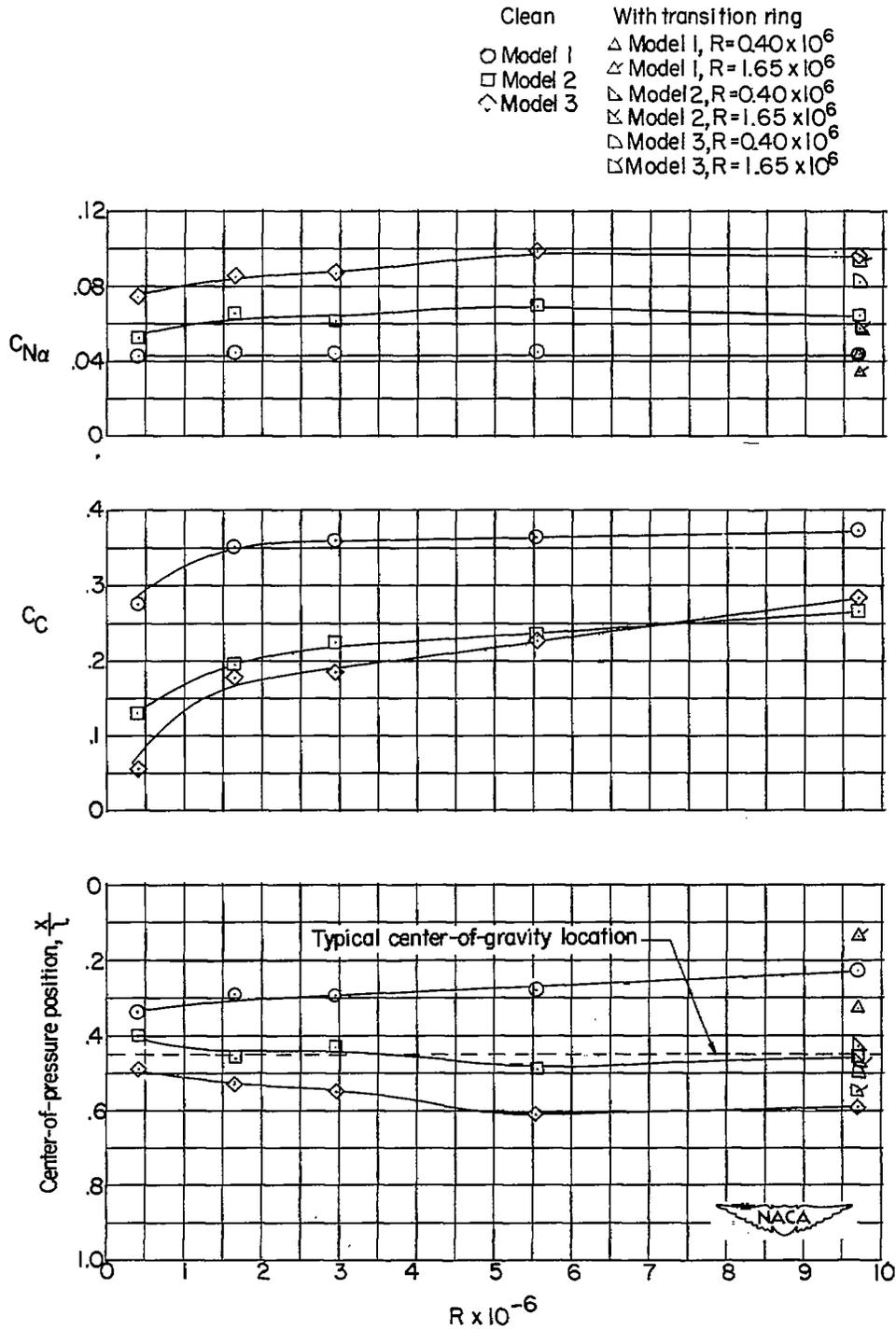
(c) Models 1A, 2A, and 3A.

Figure 12.- Concluded.



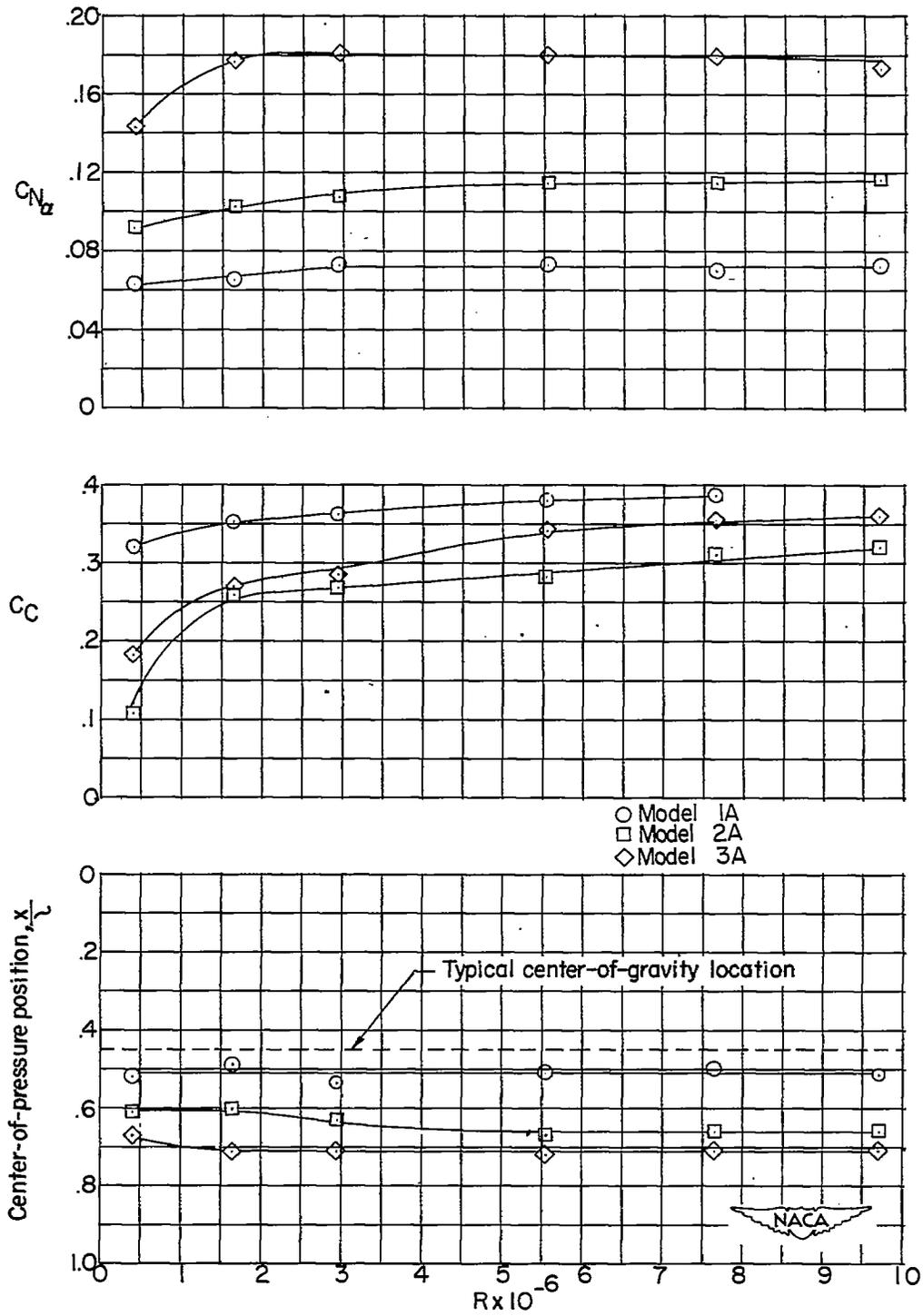
(a) Models 1, 2, and 3 (no fins).

Figure 13.- Variations of aerodynamic characteristics at $\alpha = 0^\circ$ with Reynolds number.



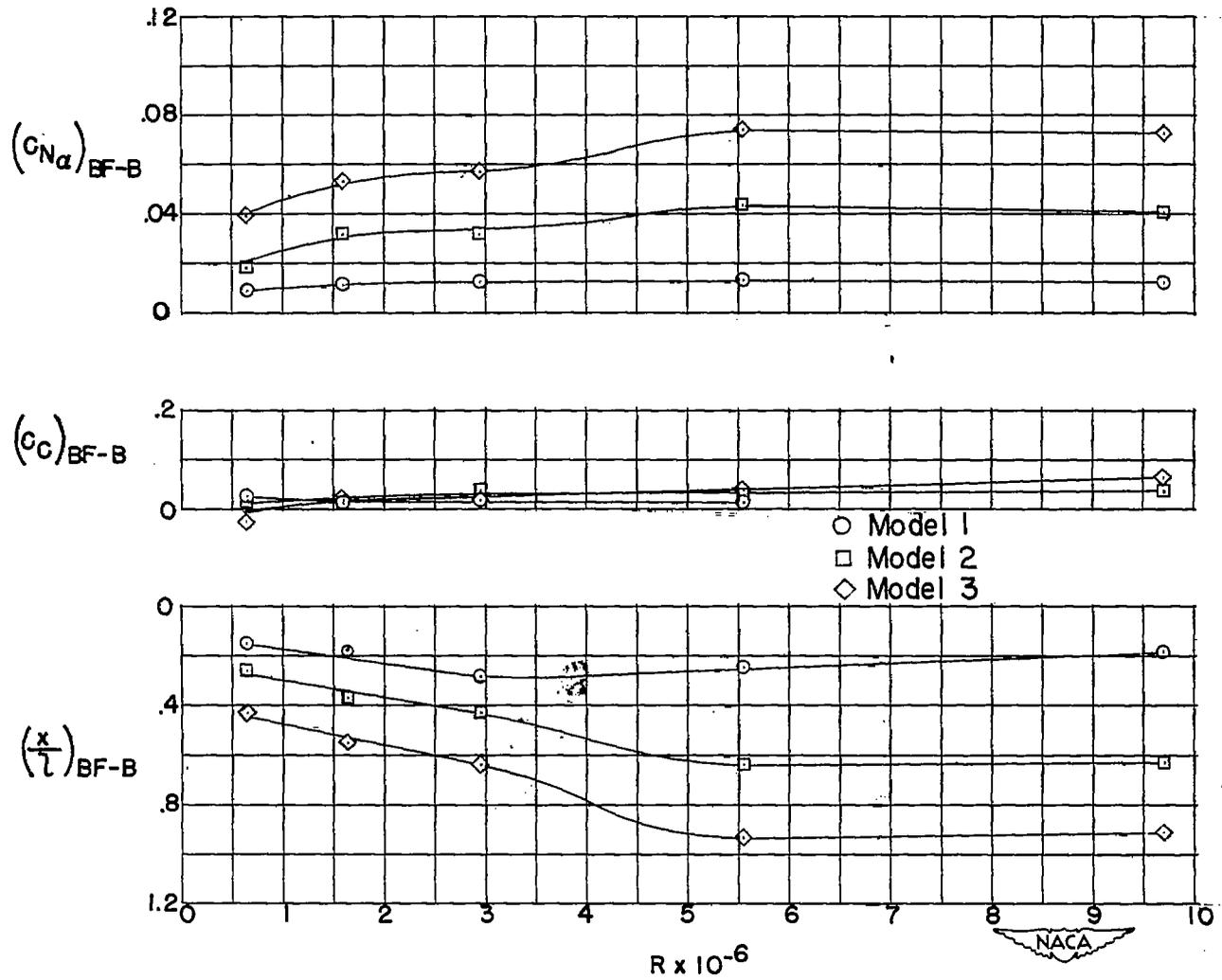
(b) Models 1, 2, and 3.

Figure 13.- Continued.



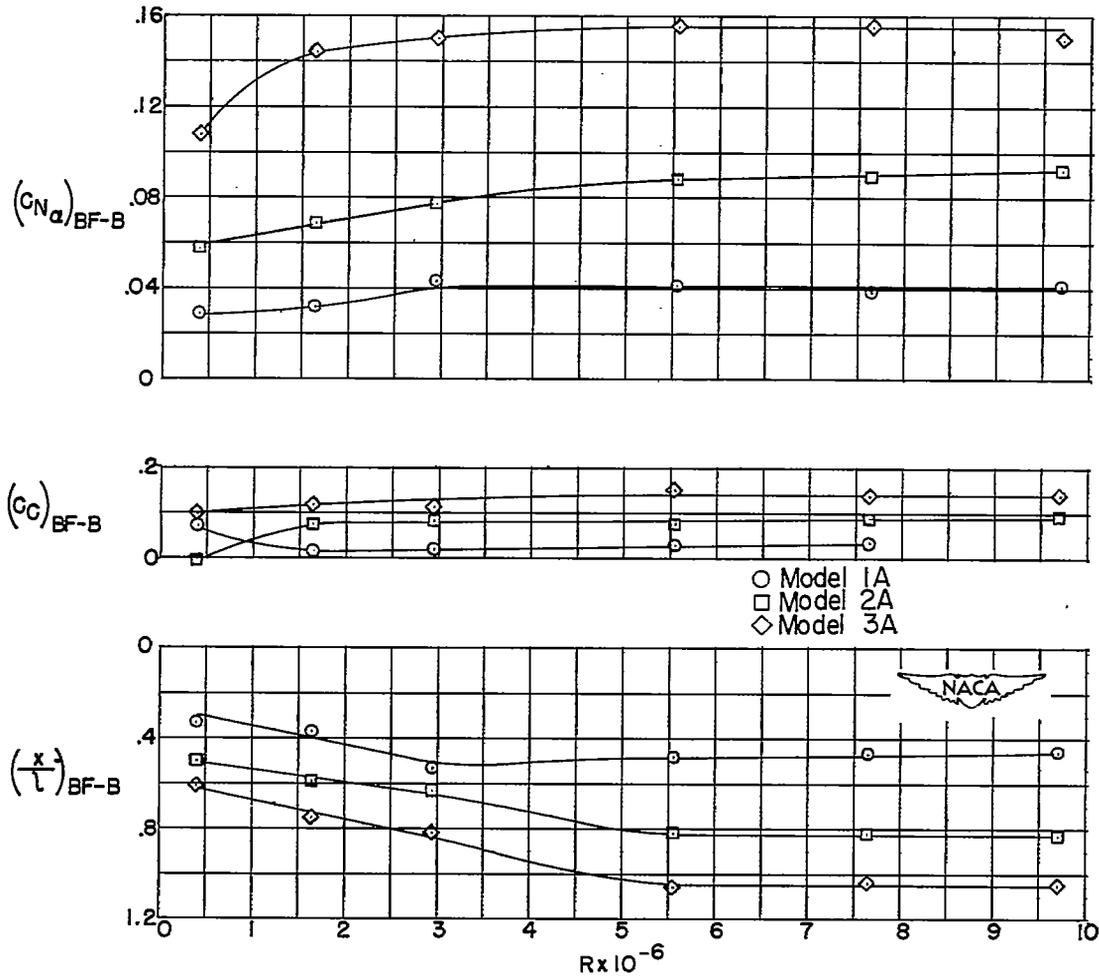
(c) Models 1A, 2A, and 3A.

Figure 13.- Concluded.



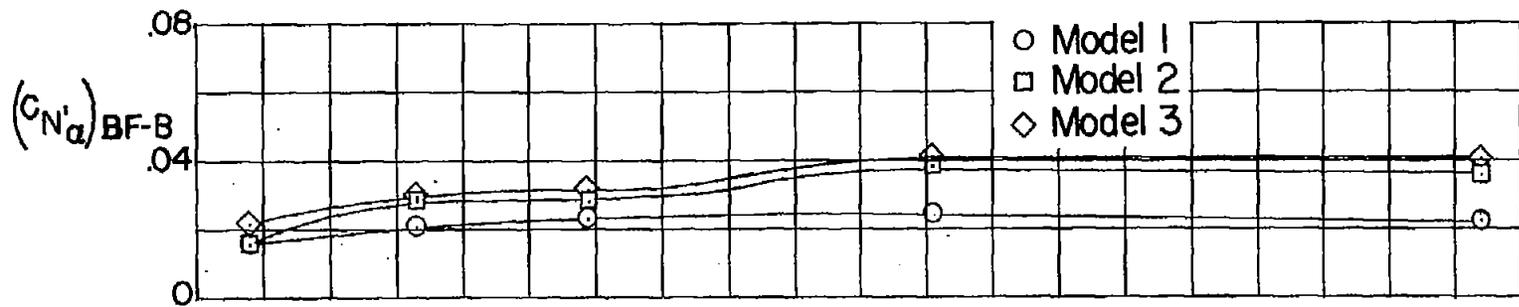
(a) Models 1, 2, and 3.

Figure 14.- Variation of incremental aerodynamic characteristics at $\alpha = 0^\circ$ with Reynolds number (based upon body frontal area).

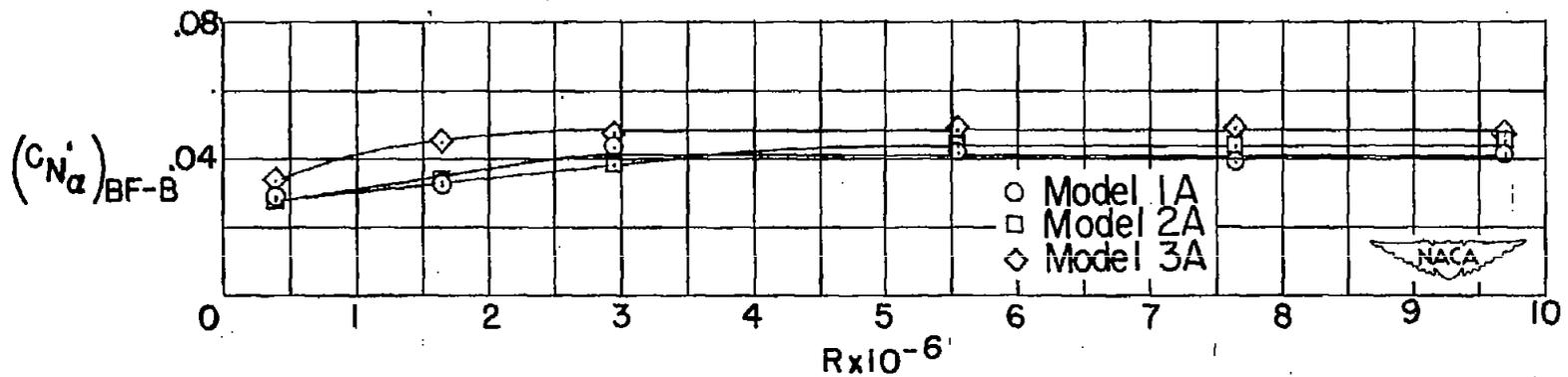


(b) Models 1A, 2A, and 3A.

Figure 14.- Concluded.

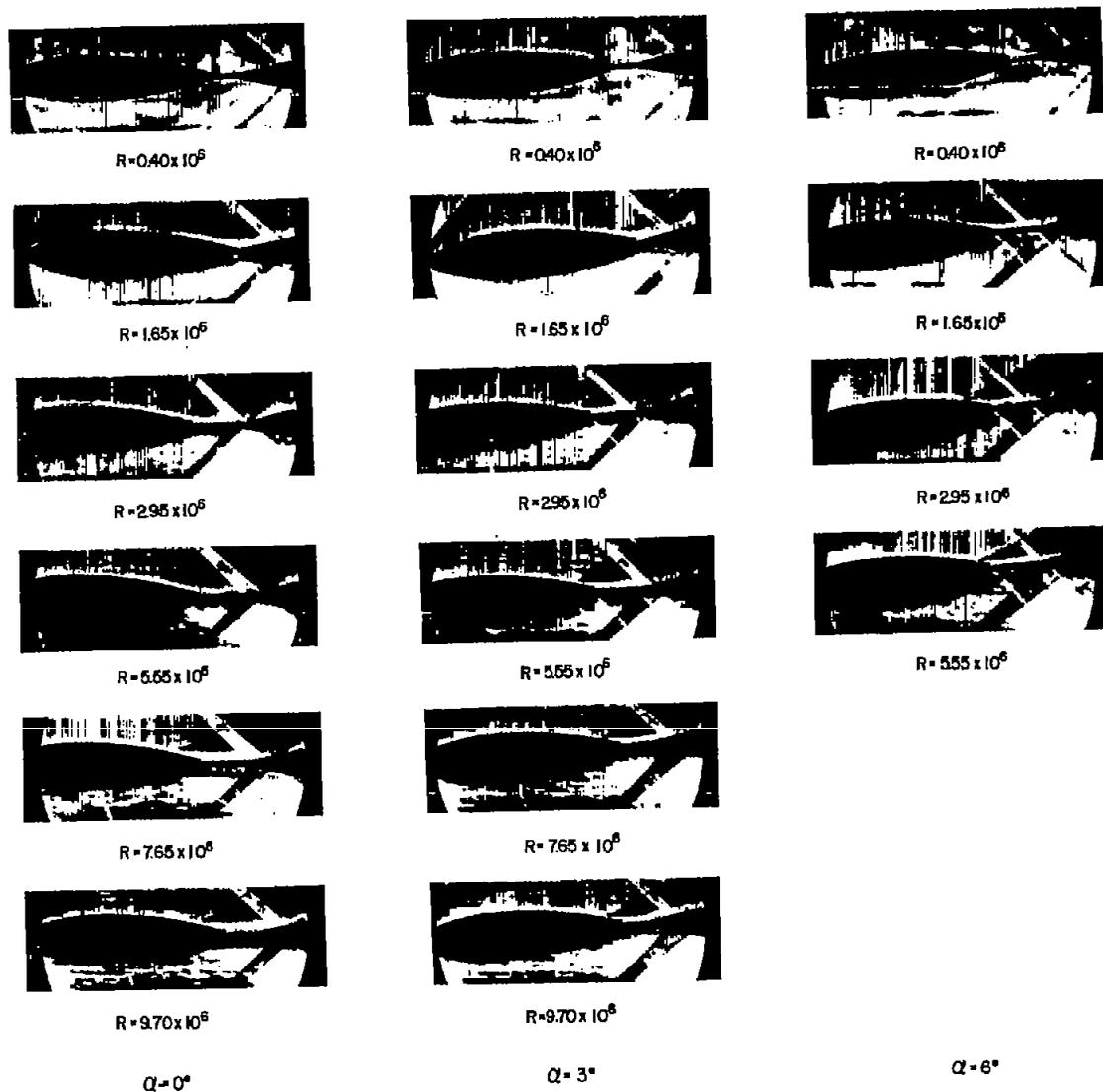


(a) Models 1, 2, and 3.



(b) Models 1A, 2A, and 3A.

Figure 15.- Variation of incremental aerodynamic characteristics at $\alpha = 0^\circ$ with Reynolds number (based upon exposed plan-form area of two fins).



(a) Model 1 (no fins) at $\alpha = 0^\circ, 3^\circ, \text{ and } 6^\circ$.

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Figure 16.- Schlieren photographs of configurations at various Reynolds numbers.



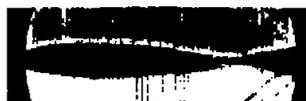
$R=0.40 \times 10^6$



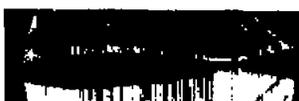
$R=0.40 \times 10^6$



$R=0.40 \times 10^6$



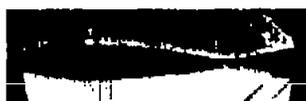
$R=1.65 \times 10^6$



$R=1.65 \times 10^6$



$R=1.65 \times 10^6$



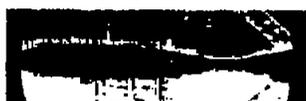
$R=2.95 \times 10^6$



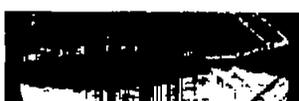
$R=2.95 \times 10^6$



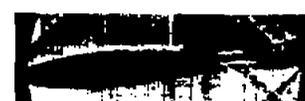
$R=2.95 \times 10^6$



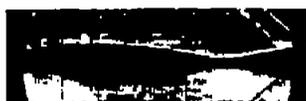
$R=5.55 \times 10^6$



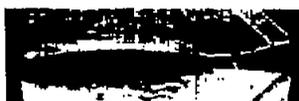
$R=5.55 \times 10^6$



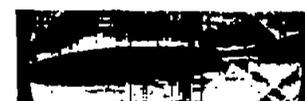
$R=5.55 \times 10^6$



$R=7.65 \times 10^6$



$R=7.65 \times 10^6$



$R=7.65 \times 10^6$

$\alpha=0^\circ$

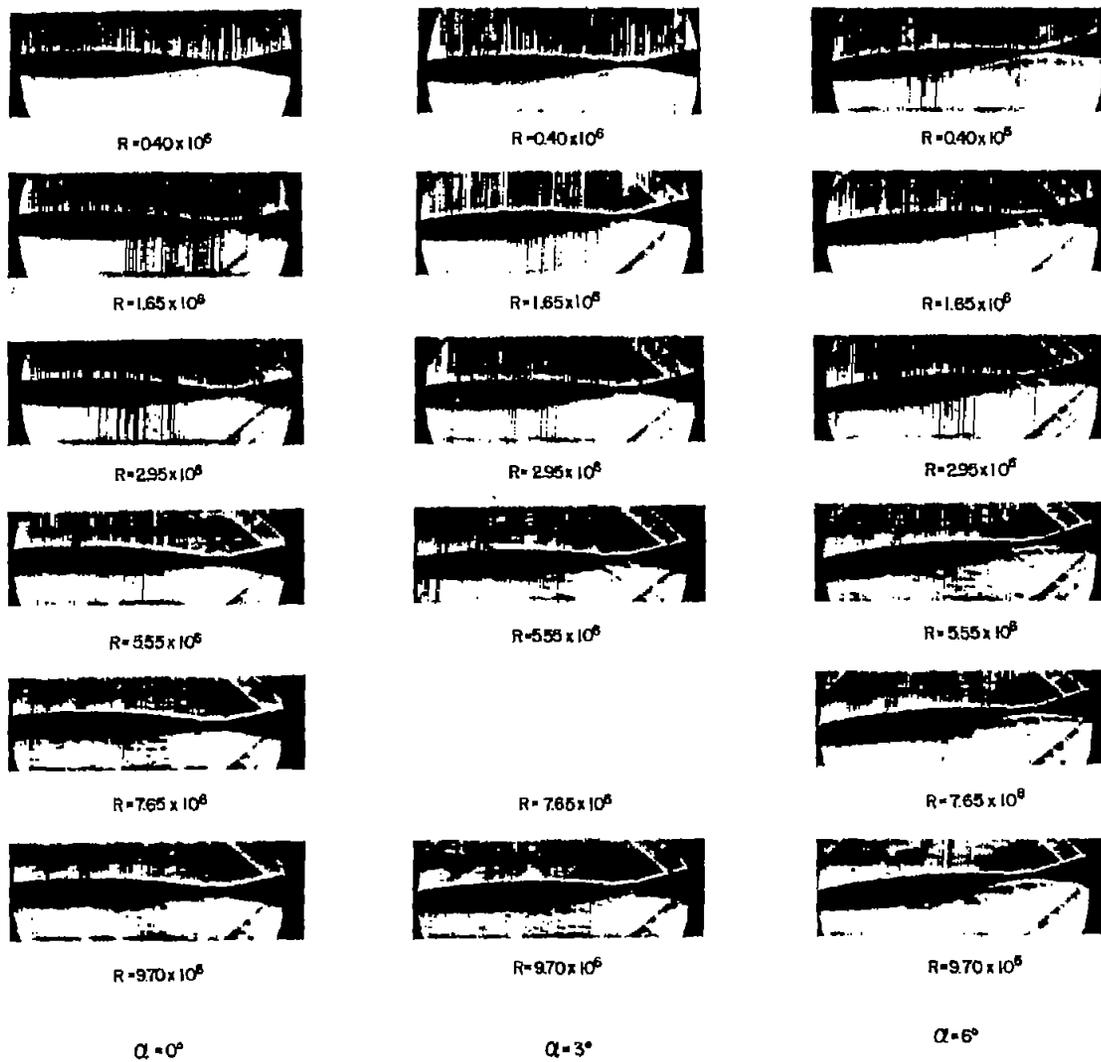
$\alpha=3^\circ$

$\alpha=6^\circ$

(b) Model 2 (no fins) at $\alpha = 0^\circ, 3^\circ, \text{ and } 6^\circ$.

Figure 16.- Continued.

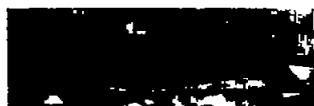
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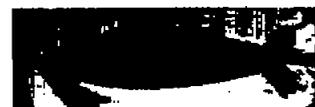
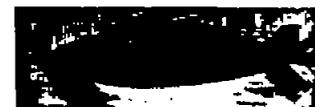
(c) Model 3 (no fins) at $\alpha = 0^\circ, 3^\circ, \text{ and } 6^\circ$.

Figure 16.- Continued.

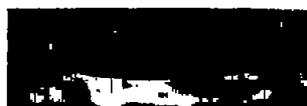
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 $R = 0.40 \times 10^6$

 $R = 1.65 \times 10^6$

 $R = 2.95 \times 10^6$

 $R = 5.55 \times 10^6$

 $R = 9.70 \times 10^6$

Model 1


 $R = 0.40 \times 10^6$

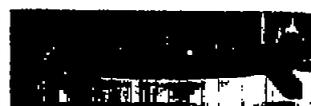
 $R = 1.65 \times 10^6$

 $R = 2.95 \times 10^6$

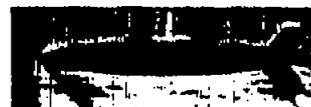
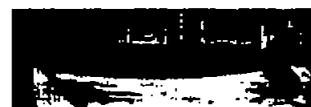
 $R = 5.55 \times 10^6$

 $R = 9.70 \times 10^6$

Model 2


 $R = 0.40 \times 10^6$

 $R = 1.65 \times 10^6$

 $R = 2.95 \times 10^6$

 $R = 5.55 \times 10^6$

 $R = 9.70 \times 10^6$

Model 3

(d) Models 1, 2, and 3 at $\alpha = 0^\circ$.

Figure 16.- Concluded.



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