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### ***Reviews***

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*(Sofia Yundt)*

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 130 pages. Original publisher: Cleveland, Ohio : National Aeronautics and Space Administration, Glenn Research Center ; Hanover, MD : Available from NASA Center for Aerospace Information, 2001. OCLC Number: (OCoLC)50797115 Excerpt: . . . propellers performance by measuring the change in the free-stream airflow. This was the method Boeing used to estimate the performance of the propeller for the Condor, an unmanned high-altitude aircraft ( Hutchison, R. A. , and Turner, L. , Propulsion System Final MDS Report, L - 1613 - GWNL90 - 024. Internal Boeing Report, March 30, 1990 ). Ideally, thrust measurements would be taken over a range of operating conditions to get a complete picture of the propellers performance capabilities. It is probably not practical to install pressure instrumentation on the propel-ler blades, but propeller airfoil behavior can be inferred from thrust measurements. Strain or structural loading information can also be collected. This can be done by mounting strain gauges at various locations along the propeller blade. This provides information on the aeroelastic deflections as well. Know-ing the structural loading of the propeller under operation can also help diagnose any performance problems. Test facilities. - For either the two-dimensional airfoil or three-dimensional propeller testing, a suitable facility must be found that can meet the conditions described above. A summary of some of the available pressurized wind tunnels that could potentially be used for this type of testing is given below. To date, six potential facilities have been identified for Mars aircraft wind tunnel testing. Additional facilities that might be candidates for testing may be found and added to this evaluation: The Mars Wind Tunnel at NASA Ames Research Center The 12-Foot Subsonic Pressure Wind Tunnel at NASA Ames Research Center The Low-Turbulence Pressure Tunnel...


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