Proceedings of the Non-Linear Aero Prediction Requirements Workshop

Edited by
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Langley Research Center • Hampton, Virginia 23681-0001

March 1994
PREFACE

The purpose of the Non-Linear Aero Prediction Requirements Workshop, held at NASA Langley Research Center December 8-9, 1993, was to identify and articulate requirements for non-linear aero prediction capabilities during conceptual/preliminary design. The attendees included engineers from industry, government, and academia in a variety of aerospace disciplines such as advanced design, aerodynamic performance analysis, aero methods development, flight controls, experimental and theoretical aerodynamics. The conference consisted of several presentations by industry and government organizations followed by panel discussions. This report contains the hard copies of the presentations made, and presents the results of the panel discussions. Also included is additional information provided by invitees who were unable to attend.
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NON-LINEAR AERO PREDICTION REQUIREMENTS WORKSHOP

DECEMBER 8-9 1993

Michael J. Logan, P.E.
Group Leader, Fighter/Attack Aircraft Group
Vehicle Integration Branch
Advanced Vehicles Division
NASA Langley Research Center
AGENDA - Wednesday Dec. 8

OPENING REMARKS - Mike Logan, NASA
CURRENT METHODS - Mark Guynn, NASA
INDUSTRY/GOVERNMENT NEEDS BRIEFS

PANEL DISCUSSIONS
FIGHTER/ATTACK AIRCRAFT GROUP

NON-LINEAR AERO PREDICTION REQUIREMENTS WORKSHOP

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NON-LINEAR AERO PREDICTION
REQUIREMENTS WORKSHOP

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INDUSTRY/GOVERNMENT NEEDS BRIEFS
PANEL DISCUSSIONS
AGENDA - Thursday, Dec. 9

INDUSTRY DATA BASE NEEDS REVIEWS

PANEL DISCUSSION - DATA BASE

PANEL DISCUSSION - VALIDATION

COLLECT MATERIALS & ADJOURN
FIGHTER/ATTACK AIRCRAFT GROUP
NON-LINEAR AERO METHODS

TOPICS

AERO METHODS HISTORY
PROJECT IMPETUS
PROJECT DEFINITION
PROPOSED APPROACH
INPUT TO PLANS/RECOMMENDATIONS
FIGHTER/ATTACK AIRCRAFT GROUP
NON-LINEAR AERO METHODS

BRIEF METHODS HISTORY

"PRE-COMPUTER" PREDICTION - (< '60s)
◊ ANALYTICALLY BASED - MASSIVE HAND CALCULATIONS AT A DETAIL LEVEL
◊ TRANSITIONED TO DATCOM HANDBOOKS LATE '60s
◊ MOSTLY BRUTE FORCE FOLLOWED BY TESTING

"EARLY" COMPUTER PREDICTION (< '80s)
◊ IMPLEMENTATION OF DATCOM HANDBOOK METHODS
◊ TRANSITION TO LINEAR & POTENTIAL METHODS

"CFD" ERA (80's - present)
◊ SWALLOWED VIRTUALLY ALL RESOURCES
FIGHTER/ATTACK AIRCRAFT GROUP
NON-LINEAR AERO METHODS

PROJECT DESCRIPTION

OBJECTIVE: TO DEVELOP METHODOLOGY FOR ACCURATE AERODYNAMIC PARAMETERS (INCLUDING HIGH AOA) PREDICTION DURING CONCEPTUAL DESIGN

APPROACH: IDENTIFY/ASSESS CURRENTLY AVAILABLE METHODS
(PRELIM.) CONDUCT REQUIREMENTS SURVEY
DEVELOP METHODOLOGY AND IMPLEMENTATION APPROACH
DEVELOP AND VALIDATE METHODOLOGY

ANTICIPATED RESULTS: PREDICTIVE METHODOLOGY
VALIDATION DATA BASE
DOCUMENTATION AND "TECH TRANSFER"
FIGHTER/ATTACK AIRCRAFT GROUP
NON-LINEAR AERO METHODS

PROJECT IMPETUS

AGILITY DESIGN STUDY
- IN-HOUSE CONFIGURATION DEVELOPMENT
- AGILITY METRIC PREDICTION
- AIRFRAMER STUDIES RESULTS

METHODOLOGY ACQUISITION
- ASSUMED METHODS WERE AVAILABLE
- IDENTIFIED AND ACQUIRED SEVERAL
- NONE WERE FOUND GENERALLY APPLICABLE

REQUESTS FROM INDUSTRY
- WERE UNABLE TO RESPOND ADEQUATELY
FIGHTER/ATTACK AIRCRAFT GROUP
NON-LINEAR AERO METHODS

PROPOSED APPROACH

METHODOLOGY EVALUATION

◊ NUMEROUS METHODS EVALUATED
◊ SOME METHODS ENHANCEMENTS MADE

PREDICTION REQUIREMENTS MEETING:

◊ INTENDED AS GOVERNMENT-INDUSTRY-ACADEMIA
◊ MEETING INTENDED TO DEFINE REQUIREMENTS FOR
  METHOD & DATA BASE
◊ PLANNED FOR DECEMBER 8-9, 1993
PROPOSED APPROACH (Cont'd)

DETAILED REQUIREMENTS TO BE ISSUED:
- USING INPUTS FROM REQUIREMENTS WORKSHOP
- DRAFT ISSUED FOR COMMENT THEN MADE INTO NASA PUBLICATION

DEVELOPMENT APPROACH GROUP:
- INTENDED AS GOVERNMENT-INDUSTRY CONSORTIUM
- CO-LOCATED AT LaRC (?), FUNDED BY NASA, SHORT DURATION
- WOULD DEVELOP APPROACH, SCHEDULE, AND RESOURCE REQUIREMENTS
FIGHTER/ATTACK AIRCRAFT GROUP
NON-LINEAR AERO METHODS

PROPOSED APPROACH (Cont'd)

METHODOLOGY DEVELOPMENT GROUP:
✧ A GOVERNMENT-INDUSTRY-ACADEMIA CONSORTIUM
✧ CO-LOCATED AT LaRC, FUNDED BY NASA
✧ WOULD DEVELOP AND VALIDATE METHODOLOGY

CONCURRENT ACTIVITIES:
✧ DATA BASE FORMULATION & RETRIEVAL METHODS
✧ DATA BASE ACQUISITION AND CATALOGING
✧ EXPERIMENTAL/FLIGHT TEST DATA BASE EXPANSION
✧ VALIDATION PREPARATION
FIGHTER/ATTACK AIRCRAFT GROUP
NON-LINEAR AERO METHODS

SUMMARY

ADVANCED DESIGN AERO PREDICTION
- STATE-OF-THE-ART INSUFFICIENT
- TEST DATA IS RANDOMLY DISTRIBUTED
- STRONG NEED WITHIN INDUSTRY/GOVERNMENT

DEVELOPMENT PROJECT
- REQUIRES CO-OPERATIVE INDUSTRY-WIDE EFFORT
- NEEDS CLEARLY ARTICULATED GOALS & SCHEDULES
- MAY NEED EXPERIMENTAL/FLIGHT TESTING
- FIRST STEPS UNDERWAY
CURRENT CAPABILITIES FOR PREDICTION OF HIGH-ANGLE-OF-ATTACK AERODYNAMICS DURING CONCEPTUAL DESIGN

Mark D. Guyan, NASA Langley

Non-Linear Aerodynamics Prediction Requirements Workshop
NASA Langley Research Center
December 8-9, 1993
HIGH-ANGLE-OF-ATTACK AERO PREDICTIONS

BACKGROUND

DESCRIPTION OF CODES EVALUATED

COMPARISONS WITH EXPERIMENTAL DATA

GENERAL COMMENTS

CONCLUSIONS

RECOMMENDATIONS
HIGH-ANGLE-OF-ATTACK AERO PREDICTIONS

Evolution of Review

- Agility Assessment Requires Knowledge of S&C at High $\alpha$
- Only Experience With Digital DATCOM
- Search For Codes With High $\alpha$ Capabilities
- Promising Codes Selected For Evaluation
DESCRIPTION OF CODES

Codes Selected for Evaluation

- Digital DATCOM
- VORSTAB II
- HASC
- APAS (Reference Linear Code)
DESCRIPTION OF CODES

Digital DATCOM: Predicts static stability, high lift and control, and dynamic derivatives using methods contained in USAF S&C DATCOM

Development: McDonnell Douglas Astronautics

Methodology: Semi-Empirical, based on basic geometric parameters

Addressable Configurations: 2 panel lifting surfaces, slats/flaps, elliptical bodies, traditional layouts
DESCRIPTION OF CODES

Digital DATCOM (Continued)

Output: \( C_L, C_M, C_D, C_{Y_{\beta}}, C_{n_{\beta}}, C_{l_{\beta}}, C_{Lq}, C_{Mq}, C_{L\alpha}, C_{M\alpha}, C_{l_{p}}, C_{Y_{p}}, C_{n_{p}}, C_{n_r}, C_{l_r} \), Increments due to high-lift and flap devices

Geometry Input: Surfaces – span, sweep, chord
Bodies – radius, area, perimeter, camber

Limitations: Unconventional layouts
\( C_{Y_{\beta}}, C_{n_{\beta}} \), constant with \( \alpha \)
Flap effectiveness constant with \( \alpha \)
DESCRIPTION OF CODES

VORSTAB II: Predicts longitudinal and lateral/directional aerodynamic characteristics for configurations influenced by vortex effects

Development: Vigyan Research Associates/University of Kansas

Methodology: Lifting Surface – Vortex Lattice + Suction Analogy or Free Vortex Filament Forebody – Slender Body Theory

Addressable Configurations: Up to 6 lifting surfaces, LE & TE Flaps, Fuselage w/ noncircular cross-sections
DESCRIPTION OF CODES

VORSTAB II (Continued)

Output: $C_L$, $C_M$, $C_D$, $C_{Y\beta}$, $C_{n\beta}$, $C_{l\beta}$, $C_{Yp}$, $C_{yp}$, $C_{np}$, $C_{nr}$, $C_{Yr}$, $C_{tr}$

Geometry Input: Surfaces - vortex lattice type panels
 Bodies - elliptical: radius arbitrary: polar ($r,$ $\theta$)

Limitations: No longitudinal dynamic derivatives
 Requires flow information in addition to geometry
DESCRIPTION OF CODES

HASC: Combination of 3 Codes (VORLAX, VORLIF, VTXCLD) to predict stability parameters at high angle of attack

Development: Lockheed Aeronautical Systems

Methodology: VORLAX – Vortex lattice method
VORLIF – Semi-empirical, predicts vortex effects on surfaces
VTXCLD – 2D, unsteady separated flow analogy for smooth bodies

Addressable Configurations: Configurations that can be accurately represented by flat quadrilateral panels (+twist and camber), Elliptical forebody
DESCRIPTION OF CODES

HASC (Continued)

Output: $C_X$, $C_Y$, $C_Z$, $C_{MX}$, $C_{MY}$, $C_{MZ}$ for body, wind, and stability axes

Geometry Input: Surfaces and bodies represented by 2D panels

Limitations: Limited interaction between components Forebodies of arbitrary cross-section
DESCRIPTION OF CODES

APAS: Aerodynamic analysis system which predicts static, rotary, and control longitudinal and lateral characteristics

Development: Rockwell International

Methodology: Surfaces – Source & Vortex Panels
+ LE Suction Effects
Bodies – Slender Body Theory
+ "Interference Shell"

Addressable Configurations: 3D configurations, nonplanar surfaces of arbitrary planform, bodies with non-circular cross-sections
DESCRIPTION OF CODES

(Continued)

APAS

Output: \( C_L, C_M, C_D, C_Y, C_n, C_l \)

Geometry Input: Surfaces and bodies described by stacked parallel cross-sections (interactive graphical interface)

Limitations: No corrections for high \( \alpha \) effects
COMPARISON OF RESULTS

- Configurations Selected For Analysis
  - F-16XL
  - F-18 (Limited Evaluation)

- Comparisons to Low Speed Wind Tunnel Data
  - F-16XL: 18% Model, Langley 30x60, NASA TP-2410
  - F-18: 16% Model, Langley 30x60, NASA CP-3149

- Characteristics Compared
  - Longitudinal: ($C_L$, $C_M$) vs. $\alpha$; $C_D$ vs. $C_L$; $L/D$ vs. $C_L$; $\Delta C_M$
  - Lateral: ($C_{y_\beta}$, $C_{n\beta}$, $C_{l\beta}$, $C_{m\beta}$, $C_{n\beta}$) vs. $\alpha$
COMPARISON OF RESULTS

F-16XL

NASA TP-2410
VORSTAB FVF
VORSTAB MSA
HASC
APAS
DATCOM
MSA without AVL
COMPARISON OF RESULTS
F-16XL

\[ C_M \]

\[ \alpha \]

- NASA TP-2410
- VORSTAB FVF
- VORSTAB MSA
- HASC
- APAS
- DATCOM
- MSA without AVL
COMPARISON OF RESULTS
F-16XL

$C_D$ vs $C_L$

- NASA TP-2410
- VORSTAB FVF
- VORSTAB MSA
- HASC
- APAS
- DATCOM
COMPARISON OF RESULTS
F-16XL

L/D

C_L

NASA TP-2410
VORSTAB FVF
VORSTAB MSA
HASC
APAS
DATCOM
COMPARISON OF RESULTS
F-16XL

10deg ELEVON DEFLECTION

\[ \Delta C^M \]

-0.060
-0.050
-0.040
-0.030
-0.020
-0.010
-0.000

0 10 20 30 40
\( \alpha \)

NASA TP-2410
VORSTAB MSA
APAS
DATCOM
# COMPARISON OF RESULTS

Summary of Longitudinal Results  F16XL

<table>
<thead>
<tr>
<th></th>
<th>$C_L$ mod. $\alpha$</th>
<th>$C_{L_{\text{max}}}$</th>
<th>$\alpha_{C_{L_{\text{max}}}}$</th>
<th>$C_{M_o}$</th>
<th>$C_{M_{\text{VSA}}}$</th>
<th>$C_{D_{\text{VSL}}}$</th>
<th>$\Delta C_M$ MAG</th>
<th>$\Delta C_M$ TRENDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATCOM</td>
<td>✓</td>
<td>✗</td>
<td>NA</td>
<td>✗</td>
<td>✓</td>
<td>✓ mod. $C_L$</td>
<td>✓</td>
<td>✗</td>
</tr>
<tr>
<td>VORSTAB MSA</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✓</td>
<td>✓ no AVL</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
</tr>
<tr>
<td>VORSTAB FVF</td>
<td>✗</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
<td>NA</td>
<td>✗</td>
<td>±</td>
<td>✗</td>
</tr>
<tr>
<td>HASC</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>APAS</td>
<td>✗</td>
<td>X</td>
<td>NA</td>
<td>✓</td>
<td>X</td>
<td>✗</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

✓ = GOOD  ✗ = FAIR  ✗ = POOR
COMPARISON OF RESULTS
F-16XL

Graph showing the comparison of results for different cases. The graph plots $C_{Y\beta}$ against angle of attack ($\alpha$) with various cases denoted by different line styles and markers. The cases include NASA TP-2410, VORSTAB FVF, VORSTAB MSA, HASC, APAS, DATCOM, and MSA without FB.
COMPARISON OF RESULTS
F-16XL

\[ C_n \beta \]

\[ \alpha \]

NASA TP-2410
VORSTAB FVF
VORSTAB MSA
HASC
APAS
DATCOM
MSA without FB
COMPARISON OF RESULTS
F-16XL

\[ C_{L\beta} \]

\[ \alpha \]

NASA TP-2410
VORSTAB FVF
VORSTAB MSA
HASC
APAS
DATCOM
MSA without AVL
COMPARISON OF RESULTS
F-16XL

Roll Damping

-1.0
-1.5
0.0

NASA TP-2410 ($C_{ip} + C_{p} \sin \alpha$)
VORSTAB FVF ($C_{ip}$)
VORSTAB MSA ($C_{ip}$)
HASC (VORLAX) ($C_{ip}$)
DATCOM ($C_{ip}$)
COMPARISON OF RESULTS
F-16XL

Roll Damping

-0.30
-0.25
-0.20
-0.15
-0.10
-0.05
-0.00
0.00

NASA TP-2410 \(C_p + C_\phi \sin \alpha\)
VORSTAB FVF \(C_p\)
VORSTAB MSA \(C_p\)
HASC (VORLAX) \(C_p\)
DATCOM \(C_p\)

\(\alpha\)
COMPARE RESULTS
F-16XL

Yaw Damping

NASA TP-2410 ($C_{na} - C_{nb}\cos\alpha$)
VORSTAB FVF ($C_{nf}$)
VORSTAB MSA ($C_{nf}$)
HASC (VORLAX) ($C_{nf}$)
DATCOM ($C_{nr}$)
COMPARISON OF RESULTS
F-16XL

Yaw Damping

NASA TP-2410 \( (C_{nr} - C_{n\beta}\cos\alpha) \)

VORSTAB FVF \((C_{nr})\)

VORSTAB MSA \((C_{nr})\)

HASC (VORLAX) \((C_{nr})\)

DATCOM \((C_{nr})\)

\(\alpha\)

0 5 10 15 20 25
### COMPARISON OF RESULTS

Summary of Lateral/Directional Results  F16XL

<table>
<thead>
<tr>
<th></th>
<th>$C_{Y\beta}$ α=0 vs. α</th>
<th>$C_{n\beta}$ α=0 vs. α</th>
<th>$C_{t\beta}$ α=0 vs. α</th>
<th>$C_{t\rho}$ Low α</th>
<th>$C_{n\tau}$ Low α</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATCOM</td>
<td>X X</td>
<td>-</td>
<td>X</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>VORSTAB MSA</td>
<td>- √</td>
<td>√</td>
<td>√ $\alpha &lt;30$</td>
<td>$\alpha &gt;30$</td>
<td>√ $\alpha &lt;20$</td>
</tr>
<tr>
<td>VORSTAB FVF</td>
<td>√ $\alpha =15$</td>
<td>√ $\alpha =15$</td>
<td>$\alpha &lt;30$</td>
<td>$\alpha &gt;30$</td>
<td>√ $\alpha &lt;35$</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HASC</td>
<td>- X X</td>
<td>- $\alpha &lt;35$</td>
<td>$\alpha &gt;35$</td>
<td>$\alpha &gt;25$</td>
<td>-</td>
</tr>
<tr>
<td>APAS</td>
<td>√ X</td>
<td>√ X</td>
<td>√ X</td>
<td>√</td>
<td></td>
</tr>
</tbody>
</table>

√ = GOOD  --- = FAIR  X = POOR
COMPARISON OF RESULTS

F-18

\[ C_L \]

NASA CP-3149
VORSTAB FVF
VORSTAB MSA
APAS
DATCOM

\[ \alpha \]

0 10 20 30 40 50 60
COMPARISON OF RESULTS
F-18

\( C_M \)

\( \alpha \)

- NASA CP-3149
- VORSTAB FVF
- VORSTAB MSA
- APAS
- DATCOM
## COMPARISON OF RESULTS
Summary of Longitudinal Results  F18

<table>
<thead>
<tr>
<th></th>
<th>$C_L$</th>
<th>$C_{L_{max}}$</th>
<th>$\alpha C_{L_{max}}$</th>
<th>$C_M$</th>
<th>$C_{MVSA}$</th>
<th>$C_{DVSC}$</th>
<th>$\Delta C_M$</th>
<th>$\Delta C_M$</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATCOM</td>
<td>X</td>
<td>X</td>
<td>-</td>
<td>✓</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(α &lt; 35)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VORSTAB MSA</td>
<td>✓</td>
<td>X</td>
<td>-</td>
<td>✓</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VORSTAB FVF</td>
<td>X</td>
<td>-</td>
<td>NA</td>
<td>NA</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HASC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>APAS</td>
<td>X</td>
<td>X</td>
<td>NA</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

✓ = GOOD  = FAIR  X = POOR

◯ = same as F16XL comparison
COMPARISON OF RESULTS
F-18

$C_{Y\beta}$ vs $\alpha$

- NASA CP-3149
- VORSTAB MSA
- APAS
- DATCOM

Graph showing the comparison of results for F-18 with different datasets.
COMPARISON OF RESULTS
F-18

\[ C_{n\beta} \]

\( \alpha \)

- NASA CP-3149
- VORSTAB MSA
- APAS
- DATCOM

\( \alpha \) ranges from 0 to 60.
COMPARISON OF RESULTS

F-18

$C_{l\beta}$ vs $\alpha$

- NASA CP-3149
- VORSTAB MSA
- APAS
- DATCOM
### COMPARISON OF RESULTS

<table>
<thead>
<tr>
<th></th>
<th>DATCOM</th>
<th>VORSTAB MSA</th>
<th>VORSTAB FVF</th>
<th>HASC</th>
<th>APAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>$C_{1p}$ vs. $\alpha$</td>
<td>$\alpha &gt; 0$</td>
<td>$\sqrt{\alpha &lt; 30}$</td>
<td>$\sqrt{\alpha &gt; 30}$</td>
<td>$\times$</td>
<td>$\times$</td>
</tr>
<tr>
<td>$C_{1\beta}$ vs. $\alpha$</td>
<td>$\times$</td>
<td>$\sqrt{\alpha &gt; 0}$</td>
<td>$\times$</td>
<td>$\times$</td>
<td>$\times$</td>
</tr>
<tr>
<td>$C_{n\beta}$ vs. $\alpha$</td>
<td>$\times$</td>
<td>$\times$</td>
<td>$\times$</td>
<td>$\times$</td>
<td>$\times$</td>
</tr>
</tbody>
</table>

- $\checkmark$ = GOOD
- $\times$ = FAIR
- $\bigcirc$ = POOR
- $\bigcirc$ = same as F16XL comparison
HIGH-ANGLE-OF-ATTACK AERO PREDICTIONS

General Comments

- Existing Codes not User Friendly
- Can Be Sensitive and Unstable w.r.t. Geometry
- Unconventional Layouts Difficult to Model
- Can Be Sensitive to "Extra" Input
Conclusions

- No One Code Predicts All Important Parameters
- Codes Do Not Give Consistent Results
- More Sophisticated Methods Do Not Always Give Better Results
HIGH-ANGLE-OF-ATTACK AERO PREDICTIONS

Recommendations

- Capable of handling complex configurations
- Graphical Interface w/ 3D Geometry Input
- Output of Force and Moment Coefficients
- Minimal input in addition to geometry, flow conditions, and program control
LESSONS LEARNED IN THE
COMPUTATIONAL AERODYNAMIC DESIGN
OF PEGASUS®

Michael R. Mendenhall
Nielsen Engineering & Research

Nonlinear Aerodynamic Prediction Requirements Workshop
NASA Langley Research Center
December 8, 1993
INTRODUCTION

Pegasus
- B-52 Launched
- First-Stage Aerodynamics

Mission

Launch
\( t=0 \text{ sec} \)
\( h=40,000 \text{ ft} \)
\( M=0.80 \)

First Stage Ignition
\( t=5 \text{ sec} \)
\( h=39,700 \text{ ft} \)

Max \( g \)
1000 psf

First Stage Burnout
\( t=81.8 \text{ sec} \)
\( h=199,000 \text{ ft} \)
\( M=8.1 \)

2.5 g
Pull up

Payload Fairing Separation
\( t=124 \text{ sec} \)
\( h=369,000 \text{ ft} \)
\( v=11,900 \text{ lps} \)

Second Stage Ignition
\( t=55.3 \text{ sec} \)
\( h=213,000 \text{ ft} \)
\( T=27.0 \)

Second Stage Burnout
\( t=160 \text{ sec} \)
\( h=558,000 \text{ ft} \)
\( v=17,500 \text{ lps} \)
\( T=19.4 \)

Second Stage/Third Stage Coast

Payload Fairing Separation
\( t=531.5 \text{ sec} \)
\( h=1,900,000 \text{ ft} \)
\( v=5,300 \text{ lps} \)

Third Stage Ignition
\( t=486 \text{ sec} \)
\( h=248 \text{ nmi} \)
\( v=15,800 \text{ lps} \)
\( T=2.0 \)

Third Stage Burnout and Orbital Insertion
\( t=55 \text{ sec} \)
\( h=250 \text{ nmi} \)
\( v=25,043.2 \text{ lps} \)
\( T=0.0 \)

Aerodynamic Attitude Control (Fins)

TVC Attitude Control (Pitch & Yaw)
Cold Gas RCS (Roll)
AERODYNAMIC DESIGN REQUIREMENTS

Outline

Schedule

Cost

Procedure

Flight Conditions

Aerodynamics
REQUIREMENTS - SCHEDULE/COST

Concept to Flight in 2.5 Years
- Formal Aero Analysis Began September 1987
- First Pegasus Flight April 1990

Commercial Development
- Orbital Sciences Corporation
- Hercules Aerospace Company
Aerodynamic Design and Analysis

- Using Computational Methods

- No Wind Tunnel Tests

- No Flight Tests
REQUIREMENTS - FLIGHT CONDITIONS

- $M_\infty = 0.8$ to 8.0
- $\alpha = -5$ to 25°
- $h = 40,000$ to 200,000 ft.
REQUIREMENTS - AERODYNAMICS

Performance Analysis

Mission Simulation Aerodynamic Matrix
  • ≈ 1500 Flow Conditions

Stability and Control

Structural Design and Analysis

B-52 Carriage Loads

Launch Characteristics
  • Nominal
  • Emergency
ANALYSIS PROCEDURES/TECHNIQUES

Multiple Independent Prediction Methods

Validated Models

Minimum Method Development

Frequent Sanity Checks
  • Wind Tunnel Data for Similar Configurations
  • X-15 Flight Data
ANALYSIS - PREDICTION METHODS

Empirical/Database Methods

Potential Models with Viscous Effects

Engineering/Semi-Empirical Methods

Euler Methods

Parabolized Navier-Stokes Methods

Reynolds Averaged Navier-Stokes Methods
RESULTS - AERODYNAMICS
RESULTS - CARRIAGE AND LAUNCH

Flight 1

--- flight data

- pitch
- altitude
- roll

0 1
0 1
0 1
LESSONS LEARNED

Computational "Tool Box" is Necessary
  - Overlapping Independent Methods
  - All Levels of Available Technology

Specific Emphasis Required in Certain Areas
  - High Angles of Attack (Separation, Vorticity, ...)
  - Transonic Speeds (Nonlinear Effects, Drag, ...)
  - Loading Distributions (Center of Pressure)
  - Carriage Loads (Close Coupled Two-Body Problem)
  - Launch Characteristics (Interference Effects Necessary)
  - Trajectory Simulation (Clearance Evaluation)
RECOMMENDATIONS

Engineering Methods for Preliminary Design
  • Continue Development
  • Continue Validation
  • Improve Economy, Accuracy
  • Integrate New Technology

Computational Fluid Dynamics (CFD)
  • Continue Development and Validation
  • Improve Algorithms, Grid Generation
  • Develop Appropriate Turbulence Models
  • Improve Economy, Accuracy, Computer Requirements
CONCLUSIONS

Don't forsake useful technology simply because a higher level is available or fashionable.

All levels of technology are required for the aerodynamicist's tool box, and as technology develops and matures, the higher level methods are more commonly used.

Yesterday's CFD is today's Engineering Method.
ACKNOWLEDGEMENTS

Orbital Sciences Corporation
   For sponsorship of the Pegasus analysis
   For accepting the computational results

NASA (Ames and Langley Research Centers)
   For access to the latest CFD codes
   For computer resources
REFERENCES

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Mendenhall, M. R., Lesieutre, D. J., Caruso, S. C., Dillenius, M. F. E., and

"Aerodynamic Analysis of Pegasus - Computations vs Reality"
Mendenhall, M. R., Lesieutre, D. J., Whittaker, C. H., Curry, R. E., and

"In-Flight Evaluation of Aerodynamic Predictions of an Air-Launched Space
Booster"

"Postflight Aerothermodynamic Analysis of Pegasus Using Computational
Fluid Dynamic Techniques"

"Application of a Supersonic Euler Method to Pegasus Aerodynamics"
NON-LINEAR AERO PREDICTION
REQUIREMENTS WORKSHOP

8-9 December 1993
KM Dorsett
SE Peters
Aerodynamic Stability & Control

- Data Needs & Rationale
- Priorities for Data
- Accuracy Requirements
- Approaches Available
- Database Availability
- Validation of Methods
- Recommendations
WHY IS IMPROVED PREDICTION CAPABILITY NEEDED FOR NON-LINEAR AERODYNAMICS?

• Current Tools Do Not Fulfill Needs
  - Unrepresentative for Non-Linear Conditions (Elevated AOA, Controls Effects, etc.)
  - Cumbersome & Inefficient Handling, Non-Portable, Unreliable
  - Stability & Control Requirements Are Not Met

• Changing Mission Requirements Increase Emphasis on Non-Linear Conditions
  - More Complex Controllers
  - High AOA Capability with High Agility

• Accurate Non-Linear Characteristics Required to Improve Preliminary Design
  - Stability & Control (AOA Capability, Maneuver Capability)
  - Takeoff & Landing (Trimmed Lift & Drag through Stall, Dynamic Characteristics)
  - Air-to-Air Combat (Maneuver Capability, Agility)

• Opportunities Exist for Improved Design Tools
  - More Capable Computers
  - Development of Aero Prediction Methodologies
  - More Empirical Data are Available for Modern Tactical Aircraft than Incorporated in Existing Tools.

• Increasing Customer Expectations
  - A/C Capability
  - Design Capability

These Factors Create the Requirement and Opportunity for Improved Non-Linear Aero Predictions in Preliminary Design.
IMPROVEMENT OF NON-LINEAR AERO PREDICTIONS IN PRELIMINARY DESIGN PROVIDES MAJOR PAYOFFS

<table>
<thead>
<tr>
<th>Analysis</th>
<th>Mission Performance</th>
<th>Takeoff &amp; Ldg/Carrier Suit/STOVL</th>
<th>Maneuverability/Agility</th>
<th>Envelope Capability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Predicted Quantities</td>
<td>Range/Payload</td>
<td>• Stall Margin</td>
<td>• Stall Margin</td>
<td>• Turn Rate</td>
</tr>
<tr>
<td></td>
<td>• Roll Performance</td>
<td>• Roll Performance</td>
<td>• Roll Performance</td>
<td>• Vmax</td>
</tr>
<tr>
<td></td>
<td>• Flying Qualities</td>
<td>• Flying Qualities</td>
<td>• Pitch Agility</td>
<td>• Vmin</td>
</tr>
<tr>
<td></td>
<td>• Vrot/Vnwlo</td>
<td>• Vrot/Vnwlo</td>
<td>• Excess Power</td>
<td>• Max AOA</td>
</tr>
<tr>
<td></td>
<td>• Climb</td>
<td>• Climb</td>
<td>• Turn Rate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Engine Out</td>
<td>• Engine Out</td>
<td>• Roll Performance</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Power Induced Effects</td>
<td>• Power Induced Effects</td>
<td>• Pitch Agility</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ground Effects</td>
<td>• Ground Effects</td>
<td>• Excess Power</td>
<td></td>
</tr>
</tbody>
</table>

Aero Parameter Req'mts

- \( C_L \)
- \( C_D \)
- \( C_m \)
- \( C_I \)
- \( C_n \)
- \( C_V \)

- Cruise/Dash
- Low \( \alpha \)
- Low Control Deflections

- Low Speed
- Moderate \( \alpha \)
- Partial Flow Sep.
- Large Deflections
- Sideslip
- Power Effects
- Interference

- Low Speed to Supersonic
- Low \( \alpha \) to High \( \alpha \)
- Attached to Fully Separated
- Large Control Deflections
- Sideslip
- Dynamic
- Unsteady
- Power
- Interference

8-9 Dec 93
PRELIMINARY DESIGN APPLICATIONS FOR NON-LINEAR TOOLS

CONFIGURATION SCREENING

- Mission Performance
- Takeoff & Landing/Carrier Suit/STOVL
- Maneuverability/Agility
- Envelope Capability

Layout/Planform Trades
Control Suite Trades
Empennage Trades
Other

Process w/ Limited, Linear Aero
Capabilities w/ Expanded, Non-Linear Aero

Limited, Linear Aero → Narrow Analysis → Narrowed Design Space → Non-Optimized Configuration
Non-Linear Aero → More Thorough Analysis → Improved Design Decisions → Improved Configuration
DATA REQUIREMENTS VARY WITH CONFIGURATION AND MISSION

- Methods Development Should Be Prioritized To Focus On Design Needs And Opportunities.

- Needs & Priorities During The Preliminary Design Vary With Configuration And Mission Requirements

<table>
<thead>
<tr>
<th>Agility Signature</th>
<th>Low - Med Maneuverability Class II</th>
<th>High Maneuverability @ Low - Moderate $\alpha$ Class IV</th>
<th>High Maneuverability @ Low - High $\alpha$</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Signature Considerations</td>
<td>$C_L$, $C_D$, $C_m$</td>
<td>Increased Data Requirements in Preliminary Design</td>
<td>$C_L$, $C_D$, $C_m$ Lat-Dir Stab Control Effect Dynamic Effects</td>
</tr>
<tr>
<td>Low Observables</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- 3rd Dimension of Table is Terminal Flight Performance & Control (STOVL, Carrier Suitability)

Design Tools Should Aim for the Challenging Case of LO Configurations with High Maneuverability & High AOA Capability

8-9 Dec 93
TOOL DEVELOPMENT SHOULD PROCEED IN ORDER OF PRIORITY, BASED ON DESIGN NEEDS

<table>
<thead>
<tr>
<th>Priority</th>
<th>Data Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avail</td>
<td>Longitudinal Aero at Low AOA</td>
</tr>
<tr>
<td>1</td>
<td>Longitudinal Aero Through and Beyond Stall</td>
</tr>
<tr>
<td>1</td>
<td>Lat/Dir Stability Through and Beyond Stall</td>
</tr>
<tr>
<td>1</td>
<td>Control Power Through and Beyond Stall</td>
</tr>
<tr>
<td>2</td>
<td>Forebody Vortex Control Effectiveness</td>
</tr>
<tr>
<td>2</td>
<td>Control Interaction Effects</td>
</tr>
<tr>
<td>3</td>
<td>Effect of $\beta$ on Controls</td>
</tr>
<tr>
<td>3</td>
<td>Effect of $\beta$ in Longitudinal Data</td>
</tr>
<tr>
<td>3</td>
<td>Dynamic Derivatives</td>
</tr>
<tr>
<td>3</td>
<td>Power Induced Effects</td>
</tr>
<tr>
<td>4</td>
<td>Rotational Effects</td>
</tr>
<tr>
<td>4</td>
<td>Unsteady/Dynamic Effects</td>
</tr>
<tr>
<td>4</td>
<td>External Store Effects</td>
</tr>
<tr>
<td>4</td>
<td>Bay Effects</td>
</tr>
</tbody>
</table>

- Meeting Priority 1 and 2 Requirements Would Represent a Significant Step Forward
- Meeting Other Priority Needs Would Further Improve Preliminary Design Products
EFFORTS SHOULD NOT BE DILUTED WITH CONTROL SURFACE SIZING

- Design Process Needs to be Modular to Take Advantage of Advances in Various Areas

- Tools Exist & are Regularly Improved for Each Module
- Focus on Improving Predictions for Aerodynamic Characteristics
- Integrate Input & Output with Design Tools (e.g., CAD Formats, CSEF)
ACCURACY REQUIREMENTS FOR AERO PREDICTIONS

• ACCURACY NEEDS DEPEND ON CONFIGURATION SENSITIVITIES
  ◦ Sensitivities Vary with Configuration, Mission, AOA, and Mach
  ◦ More Critical for:
    - Neutral or Unstable Configurations
    - Configurations with Non-Linear or Multi-Axis Controllers
    - Highly Maneuverable Aircraft

• ACCURACY NEEDS VARY WITH DESIGN MATURITY
  Early Design Requires Trends, Later Design Requires Absolute Values

• SENSITIVITIES (& ACCURACY REQMNTS) ARE DETERMINED AFTER PRELIMINARY DATA ARE AVAILABLE

• ACCURACY GUIDELINES HAVE BEEN COMPILED BASED ON EXPERIENCE WITH CURRENT TACTICAL AIRCRAFT & DESIGNS
  ◦ Caution Should Be Exercised With Accuracy Guidelines
  ◦ At Elevated AOA or High Speed, Accuracy Requirements May Be More Stringent, Dependent on Configuration, Maneuverability,...
  ◦ Express Values in Dimensional Terms for Unconventional Configurations
  ◦ Sensitivity Analyses Must Be Done to Update Accuracy Requirements

<table>
<thead>
<tr>
<th>Basic Data</th>
<th>Control Power</th>
<th>Damping Ders</th>
</tr>
</thead>
<tbody>
<tr>
<td>$C_{m\alpha}$, $C_{N\alpha}$</td>
<td>$C_{m\delta}$</td>
<td>$C_{mq}$</td>
</tr>
<tr>
<td>$C_{l\beta}$, $C_{n\beta}$</td>
<td>$C_{l\delta}$</td>
<td>$C_{lp}$</td>
</tr>
<tr>
<td>$C_D$</td>
<td>$C_{n\delta}$</td>
<td>$C_{nr}$</td>
</tr>
</tbody>
</table>

8-9 Dec 93
TWO METHODS ARE AVAILABLE TO IMPROVE ACCURACY OF AERO PREDICTIONS

• THEORETICAL AERO
  ▪ Improvements in Non-Linear Aero CFD Predictions Will Require High Order Codes
  ▪ Current High Order Codes & Computers Do Not Support Preliminary Design Requirements
  ▪ Advances in Computers, Theoretical Aero, & Codes Hold Significant Potential in the 'Near' Future
  ▪ Developers of High Order Codes Require Guidance from Preliminary Design Community

• SEMI-EMPIRICAL
  ▪ Low Order Codes Can Be Made More Useful By Incorporating Corrections Based on Existing Empirical Data
  ▪ Significant Opportunities & Obstacles Exist
  ▪ Much Empirical Data Exists Which is Not Included in Low Order Codes
  ▪ Most Data, or Most Interesting Data, Has Security or Company Proprietary Restrictions

• THE TWO METHODS ARE NOT MUTUALLY EXCLUSIVE
SEMI-EMPIRICAL APPROACH IS PROBABLY THE MOST PRODUCTIVE NEAR-TERM SOLUTION

- CLIMBING THE CFD LADDER MAY REQUIRE GOING TO THE TOP
  - Other Improvements May Also Be Needed (Turbulence, ...)
  - Computers in Prelim Design Needed to Support CFD in Future

- EMPIRICAL CORRECTIONS TO THEORETICAL EQUATIONS WILL BE REQUIRED TO RELIABLY PREDICT:
  - Vortex Stability, Breakdown, Interactions, etc.
  - Vortex Interaction With Empennage And Control Surfaces
  - Control Interference Effects
  - Weapons Bay/Store Effects
  - Linear, Attached Flow Predictions

- COMPUTERS, THEORY, AND CODE MAY MATURE SUFFICIENTLY TO REPLACE SEMI-EMPIRICAL METHODS IN 5 TO 10 YEARS

\[ C_{\text{nf}} = C_{\text{nf}}^* + K \]

\[ \alpha \]

Analytical Prediction

Empirical Corrections

Representative Curve

SEMI-EMPIRICAL METHODS
ADVANCES IN NON-LINEAR PREDICTION CAPABILITIES CAN BE MADE BY IMPROVING INTERFACE

- SOME CAPABILITIES OF EXISTING TOOLS ARE UNUSED DUE TO DIFFICULT USER INTERFACE

- DEVELOPMENT OF ANY NEW CODE SHOULD PAY CLOSE ATTENTION TO INTERFACE ISSUES

- INPUT / OUTPUT
  - Echo Input, Including Geometry
  - Accuracy Dependent on Modeling Approach
  - Job Status, Interim Results in Case of Failure
  - Ability to Enter Existing Wind Tunnel Data
  - Compatibility with Other Design Tools (CAD, Graphics)
  - Graphical Flow Visualization (pressures, shocks, vortices, etc)
  - Intermediate Calculations

- PORTABILITY OF CODE
  - Machine
  - Language
  - Updates

- DOCUMENTATION
  - On-Line Help / Internal Documentation
  - Examples
  - User's Manual
  - User Feedback and Updates
  - Telephone Help Line
LFWC AERO DATA LIBRARY IS WELL SUITED FOR EMPIRICAL DATABASE DEVELOPMENT

- Wide Range of Fighter, Attack, Trainer and Bomber Configuration Data
  - Single Tail/Twin Tail/Tailless
  - Wing-Body/Flying Wing
  - Single Engine/Multi-Engine
  - Canard/3-Surface
  - STOVL
  - Vortex Control
  - Other (FSW, Oblique Wing, etc)

- Wind Tunnel Data Types
  - Static
  - Dynamic
  - Rotary
  - Pressure

<table>
<thead>
<tr>
<th>Unclassified</th>
<th>Lockheed Proprietary</th>
<th>Classified</th>
</tr>
</thead>
<tbody>
<tr>
<td>YF-16</td>
<td>Conventional Fighter</td>
<td>F-111 Derivatives</td>
</tr>
<tr>
<td>F-16</td>
<td>Tailless Concept</td>
<td>NATF</td>
</tr>
<tr>
<td>F-16 Agile Falcon</td>
<td>Wing Body</td>
<td>FX Proposal</td>
</tr>
<tr>
<td>SCAMP</td>
<td>Configuration</td>
<td>AFX/F-22</td>
</tr>
<tr>
<td>F-16XL</td>
<td>STOVL Concept</td>
<td>ASTOVL</td>
</tr>
<tr>
<td>F-16 AFTI</td>
<td></td>
<td>YF-22</td>
</tr>
<tr>
<td>F-111</td>
<td></td>
<td>Pre-Team ATF</td>
</tr>
</tbody>
</table>

Use Of Company Proprietary And Classified Data In A Public Empirical Database Requires Further Investigation
THE VALIDATION BENCHMARK SHOULD PUSH THE CURRENT STATE-OF-THE-ART

- **Suggested Requirements:**
  - **Longitudinal Aero** (Lift, Drag and Pitching Moment) beyond stall.
  - Predict **Longitudinal Control Power** (full nose-down) within 15% magnitude. Predict condition for Cm*. Predict regions where breaks occur in pitching moment.
  - Predict **Lateral/Directional Stability** Derivatives to correct sign and within 15% magnitude. Show regions of instability
  - Predict **Roll Control Power** within 15% magnitude. Show regions of reversal.
  - Predict **Yaw Control Power** to within 20% Magnitude. Show regions of reversal.
  - Predict trends of all controls in sideslip.

- **Suggested Benchmark Configurations:**
  - Conventional Configuration with vortex dominated flows
  - Wing/Body
  - Tailless
  - Canard

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## Geometric Categorization Parameters

<table>
<thead>
<tr>
<th>Category</th>
<th>Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blowing</td>
<td>Nozzle Shape, Nozzle Orientation, NPR, Blowing Coefficient</td>
</tr>
<tr>
<td>Control Surfaces</td>
<td>Hingeline Sweep, Shape/Size Location with Respect to Other Surfaces/Vortices</td>
</tr>
<tr>
<td>Weapons Carriage/Bay Effects</td>
<td>Store Diameter, Bay Size/Shape, Bay Depth, Fin Size/Location</td>
</tr>
<tr>
<td>Empennage/Canard Sweep</td>
<td>Aspect Ratio, Location with Respect to Vortices</td>
</tr>
<tr>
<td>Propulsion System Inlet Shape</td>
<td>Inlet Shape, Nozzle Shape, Blown Surfaces</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Stroke/LEX Area</td>
<td></td>
</tr>
<tr>
<td>Camber</td>
<td></td>
</tr>
<tr>
<td>Leading Edge Sweep (Multiple)</td>
<td></td>
</tr>
<tr>
<td>Trailling Edge Sweep (Multiple)</td>
<td></td>
</tr>
<tr>
<td>Dihedral/Antihedral (Compound)</td>
<td></td>
</tr>
<tr>
<td>L.E. Radius</td>
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<tr>
<td>Wing/ Airfoil Aspect Ratio</td>
<td></td>
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<tr>
<td>Fuselage/Forebody</td>
<td></td>
</tr>
<tr>
<td>Forebody Shape</td>
<td></td>
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<tr>
<td>Nose Volume</td>
<td></td>
</tr>
<tr>
<td>Nose Volume</td>
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<tr>
<td>Nose Volume</td>
<td></td>
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<tr>
<td>Fineness Ratio</td>
<td></td>
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<tr>
<td>All-Body Shape</td>
<td></td>
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<tr>
<td>Canopy Shape</td>
<td></td>
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<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TASKS FOR IMPROVING PREDICTION CAPABILITY

• Government/Industry survey of needs & requirements

• Develop plan and prioritize requirements.

• Research capability available in existing methods
  - Methodology that has proven successful
  - User Interface

• Literature search to determine scope of empirical database
  - Aircraft programs
  - Basic research (University, Government Labs, Contractors)
  - Company funded IR&D

• Additional wind tunnel testing to fill in "holes" in empirical database

• Determine methodology to best meet goals
  - Theoretical vs Semi-Empirical
  - New code and/or Start with existing methods

• Code Development
  (Documentation, User Interface, Graphics, Portability, Language, etc.)

• Validation

8-9 Dec 93


SUMMARY

- Improved Non-linear Aerodynamic Prediction Tools Are Needed To Improve Preliminary Design Capability & Quality

- Aero Predictions Should Support More Than Traditional, Limited Data To Improve Configuration Design

- Priorities For Tool Development Should Be Based On Current & Anticipated Design Challenges

- User Interface, Documentation, And Portability Are Very Important

CONFIGURATION SYNTHESIS PROCESS FLOW

DoD Acquisition: Phase 0 - CONCEPT EXPLORATION

IPD CONFIGURATION SYNTHESIS

IPD PHASE 1: High Level Req'ts Definition

IPD PHASE 2: Initial Concepts
- Equivalent Geom.
- Interactive (quick turnaround)
- Graphical Display

IPD PHASE 3: Configuration Baselines
- UG Wireframe (6-8 cuts)
- Automated Surf. (100 patches)
- IPD Team Best Practices

IPD PHASE 4: Conceptual Layout
- UG Wireframe (10-20 cuts)
- Automated Surf. (300-400 patches)
- Prelim. internals
- Lofted Config.
- Internal Arrangement
- Prelim Build/Buy/
  Support to Packages

GENERATE LARGE NUMBER OF CONCEPTS
(Brainstorming/Trend Analysis)
= 20 - 40

CONCEPTUAL DESIGNS
(Screen Selected Concepts)
= 5-10

TRADE STUDY BASELINES
(Develop Selected Concepts)
= 3-5

CONFIGURATION BASELINE

Integrated Processes/Tools Provide Configuration Baseline Selection Audit Trail
Basic Requirements for Initial Concept Synthesis

- Lift, Drag Components \((C_{D_0}, C_{D_i})\), Trimmed Polars \(\alpha\)

- Estimates of: \(\frac{C_M}{C_L}, C_{L_\alpha}, C_{L_{\text{max}}}, C_{M_\alpha}, C_{M^*}, C_{n_\beta}, C_{l_\beta}\)

- Dynamic Derivatives: \(C_{M_q}, C_{l_p}, C_{n_r}, C_{l_r}, C_{n_p}\)

- Control Power Effectiveness Estimates for High AOA

- Geometric Versatility (e.g., Blended Wing/Body, Chined Forebody, Flying Wing, etc.)
Configuration Synthesis Process Flow

<table>
<thead>
<tr>
<th>Req'mnts Definition</th>
<th>Initial Concepts</th>
<th>Configuration Baselines</th>
<th>Conceptual Layout</th>
</tr>
</thead>
<tbody>
<tr>
<td>20-40 Concepts</td>
<td>5-10 Concepts</td>
<td>Configuration Baseline</td>
<td></td>
</tr>
</tbody>
</table>

Aero Analysis Turn-Around Tolerance:
- 1 Minute
- 1 Hour
- 1 Week
- 1 Month

Geometric Definition:
- Basic Planform
- Wireframe
- CAD Surfaced Moldline
- Lofted Configuration Internal Arrangement
Sponsor: NASA Langley - Vehicle Integration Branch
Period of Performance: Dec '92 - Sept '93

Controls and Technologies
- Aerodynamic Controls (Canards, etc.)
- Thrust-Vector Control (TVC)
- Advanced Aerodynamic Controls
- Advanced Propulsion/Propulsion Controls
- Variable Geometry Wings/Convolutions
- High-Run Fixed-Aperture TVC
- L.O. Carriage of Ext. Conv. Stores

Configuration Study Matrix

<table>
<thead>
<tr>
<th>AGILITY</th>
<th>Nine Configurations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>High</td>
<td></td>
</tr>
</tbody>
</table>

Observables

<table>
<thead>
<tr>
<th>Low (Type C)</th>
<th>Moderate (Type B)</th>
<th>Conventional (Type A)</th>
</tr>
</thead>
</table>

Products:
① Agility Design Guidelines
② Impact of Agility on Design Decisions

Figure 1.0.1
Initial Candidate Concept Development

**Internal Arrangements**
- Observables Levels
- Weapon Carriage Concepts

**Planform Concepts**
- Empirical Test Database
- Forebody/Altbody Parametrics

**Control Concepts & Technologies**
- Horizontal/Vertical Tails
- V-Tails
- Canards
- Thrust Vectoring
- Forebody Vortex Controls
- Ailerons/Elevons
- Thrust-Blown Elevons
- Pop-Up Controls
- Blowing/Porosity
- Structures/Materials
- Engine Cycles

**Agility Metrics**

**Man-in-the-Loop Quick Development of Many Viable Concepts**

**Initial Candidate Configurations**
- Planform Definition
- Control Concepts
- Weight & Agility Estimates

**Observables Requirements**
Empirical Non-Linear Aerodynamics for Design (ENLAD)

Key methodologies in ENLAD program:

- Empirical ADWT-based Non-Linear Longitudinal Aerodynamics (0-80° AOA)
- Wide Variety of Wing Planforms in Database (ADWT 192/205/216)
- Empirical Non-Linear Longitudinal/Lateral/Directional Control Powers (0-80° AOA)
  - Horizontal Tails, V-Tails, Vertical Tails (all-moving, ruddered), Canards, Elevons, Ailerons,
  - Thrust Vectoring, Thrust-Blown Elevons, Advanced Forebody Controls
- 2-DOF Roll-and-Capture Simulation with Pilot Model - Sizes Lat/Dir Controls
- Internal Arrangements (Moldline Requirements, Profile Area)
- Empirical-based C.G. and Inertia Prediction (Ixx, Iyy, Izz)
- Roll-Damping Estimation using DYNAMIC methodology (0-80° AOA)
- Roll and Yaw-due-to-Sideslip Estimation at Low AOA
- Empty Weight Estimation using MDC A9073 Methods
- Trimmed Drag Polar Through Max CL, Bleed Rate vs Turn Rate

What it cannot do:

- High-Lift Devices (Slats, Slotted Flaps, etc)
Candidate Internal Arrangements

Observables Class

Type "A" (Conventional)

1  2  3  4  5  6  7  8  9  10

Type "B" (MRF class)

11  12  13  14  15  16  17

Type "C" (A-12 class)

21  22  23  24  25  26  27  28

Payload: (2) GBU-24 + (2) AIM-9 (A-G), or (2) AIM-120 + (2) AIM-9 (A-A)
Observables Class Impacts Moldline Requirements and Weapons Carriage
Provisions for Cockpit (F/A-18), Payload, Landing Gear, Inlet, Engine(s) and Nozzle
Wing Planforms Available in Database

- Wide Variety of Sweeps, Aspect Ratios, and Taper Ratios
- Database Includes Lift, Drag, and Moment at 0-80° AOA
Initial Set of Candidate Configurations
Miscellaneous Issues

• Tools Must be Modular:
  - Stand-alone Capability for Isolated Usage (Proprietary Programs)
  - Appropriate Hooks for Workstation Integration
  - Upgrade Potential
  - Transportability (e.g., Standard Geometry)

• Linear Analysis Tools are Well-Proven for Linear Aerodynamics

• To Address Nonlinear Aerodynamics:
  - Short Term: Empirical / Semi-Empirical Techniques
  - Long Term: CFD Codes That Have Been Validated and Calibrated in Relevant Applications

• Possible Role for Careful* Use of:
  - "Enhanced" Linear Tools (e.g., Vortex Lattice Plus Vortex Model)
  - Full-Potential / Euler Codes Within Workstation Environment

*Applications for which the Underlying Theory is Valid

• High-Payoff Development Issue: Incorporate Vehicle Response Models into Early Stages of Concept Synthesis Process
Nonlinear Aero Prediction Methods

Needs

- All Static Coefficients
  - Longitudinal
  - Lateral / Directional
  - Control
  - Drag
- Dynamic Derivatives for Maneuver Performance
  - $C_{mq}$
  - $C_{lp}, C_{lr}, C_{np}, C_{nr}$ (or $C_{l\omega}, C_{n\omega}$)
- Accuracy
  - 20% for Stability and Control
  - 10% for Performance
Nonlinear Aero Prediction Methods

Areas of Concern

- Potential Configurations are Complex (Multiple Component Interactions Need to be Modeled)

- Wide Variety of Control Effectors (Tails, Canards, T.E. Controls, Etc.)

- Empirical Methods Usually Poor Outside Data Base (Concentrate on Fighter/Attack Configurations)
Nonlinear Aero Prediction Methods

Maximize Utility

- Internal Trim Calculation Not Required
  - Better Done Independent of Predictive Methods
- Sizing/Optimization Not Required
  - Multiple Parameters/Figures of Merit
- Effort Should Concentrate on Subsonic Speeds (to M ~ 0.9)
  - Transonic (M ~ 0.9 to 1.2) too Complex
  - Little Need for Nonlinear Effects Supersonically (except Aeroelastic)
- Method Should be Useful for Predicting Trends Due to Component Perturbations
  - Lex Size/Shape Variation
  - Tail Size
  - Planform
  - Etc.
- Hinge Moment Prediction Would be Valuable
Nonlinear Aero Prediction Methods

Operating Considerations

- Should be Operable on Work Station (Silicon Graphics/Unix)
- Input For Complete Configuration 1-2 Days Max.
- Simple Input for Flat Planforms with Controls
- 1 Day Max Run Time
- Tabular, Plotted, Electronic Output
Nonlinear Aero Prediction Methods

Parametric Data Base

- Low Speed Data
- Flat Plate Models With Controls
- Controls Include: Flaps, Ailerons, Drag, Rudder, and All-Moving Tails
- Delta and Modified Delta
  60 - 75 Deg. L.E. Sweep
- Parallel Edge Wing - Tail
  30 - 55 Deg. L.E. Sweep
- Parallel Edge Wings
  50 - 70 Deg. L.E. Sweep
# Nonlinear Aero Prediction Methods

## Configuration Specific Data Base

<table>
<thead>
<tr>
<th>Configuration</th>
<th>Data</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-5</td>
<td>Low Speed, High Speed,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rotary Balance</td>
<td></td>
</tr>
<tr>
<td>YF-17</td>
<td>Low Speed, High Speed,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rotary Balance</td>
<td></td>
</tr>
<tr>
<td>F-20</td>
<td>Low Speed, High Speed,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rotary Balance</td>
<td></td>
</tr>
<tr>
<td>YF-23</td>
<td>Low speed, High Speed,</td>
<td>Data Confidential</td>
</tr>
<tr>
<td></td>
<td>Rotary Balance, Spin</td>
<td></td>
</tr>
<tr>
<td>NATF</td>
<td>Low Speed, High Speed,</td>
<td>Data Confidential</td>
</tr>
<tr>
<td></td>
<td>Rotary Balance</td>
<td></td>
</tr>
<tr>
<td>B-2</td>
<td>Low Speed, High Speed</td>
<td>Data Confidential</td>
</tr>
<tr>
<td></td>
<td>Rotary Balance</td>
<td></td>
</tr>
<tr>
<td>OCS Arrowhead</td>
<td>Low Speed, High Speed</td>
<td>Control Concept Evaluation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AX Candidate, Data</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Proprietary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Configuration, Data</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Classified</td>
</tr>
<tr>
<td>ATA</td>
<td>Low Speed, High Speed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Must be responsive to quick geometric changes

Must not require detailed geometry (Datcom type code)

Must run on workstations or equivalent PC's

Run times in minutes not hours

Trend information more important than absolute accuracy

Understanding "why" more important than "what"
### ASC/XRED - Stages of Conceptual Analysis

<table>
<thead>
<tr>
<th></th>
<th>Stage 0</th>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lift &amp; Drag</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Moment &amp; Trim</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Long. control</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Lat - dir control</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>High - lift</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Concept stage</td>
<td>Vehicle</td>
<td>Maneuver</td>
<td>Move from concept to detailed layout</td>
<td></td>
</tr>
<tr>
<td>Size</td>
<td>Size</td>
<td>Boundaries</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of time stage reached</td>
<td>100</td>
<td>90</td>
<td>20</td>
<td>5</td>
</tr>
</tbody>
</table>
Faster computers allow more in depth analysis

Signature requirements demand higher level aero analysis

Movement away from empirical toward vortex lattice type methods

More emphasis in high-lift effects
## WL/FIMAC recent experience with aero codes

<table>
<thead>
<tr>
<th>Code</th>
<th>Configurations</th>
<th>Experience</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>APAS</td>
<td>Tailless Fighter, Adv. Supersonic Fighter, FDL Beta, CTOL Fighter</td>
<td>Good/Excellent</td>
<td>Complex Geometry, Still Tektronix Based</td>
</tr>
<tr>
<td>AERO2S</td>
<td>CTOL Fighter</td>
<td>Fair/Good</td>
<td>Simple Inputs, 2-Surface Flap Analysis</td>
</tr>
<tr>
<td>D. Datcom</td>
<td>Tailless Fighter, Adv. Supersonic Fighter ...</td>
<td>Good</td>
<td>Simple Geometry</td>
</tr>
<tr>
<td>VSAERO</td>
<td>Tailless Fighter, Adv. Supersonic Fighter, FDL Beta, Flying Wing ...</td>
<td>Fair</td>
<td>Complex Geometry, Subsonic Only</td>
</tr>
<tr>
<td>USAERO</td>
<td>Adv. Supersonic Fighter, Delta Wings</td>
<td>Poor</td>
<td>Complex Geometry, Unstable solutions, Subsonic Only</td>
</tr>
<tr>
<td>VLM</td>
<td>Tailless Fighter, Adv. Supersonic Fighter, FDL Beta, CTOL Fighter</td>
<td></td>
<td>Simple Inputs, Subsonic Only</td>
</tr>
<tr>
<td>WINGDES2</td>
<td>CTOL Fighter</td>
<td>Good</td>
<td>Simple Input, Wing Camber Design Code</td>
</tr>
</tbody>
</table>
### WL/FIGC recent experience with aero codes

<table>
<thead>
<tr>
<th>Code</th>
<th>Configurations</th>
<th>Experience</th>
<th>Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>D. Datcom</td>
<td>C-17, NKC-135, VISTA, Adv. transport, F-18, ....</td>
<td>good</td>
<td>no lat-dir high AOA no adv. configs</td>
</tr>
<tr>
<td>M. Datcom</td>
<td>Tailless fighter, NKC-135, Adv. transport, AGM-136, SRAM II, BLU-109, ....</td>
<td>v. good</td>
<td>no roll, yaw dynamics limited control devices</td>
</tr>
<tr>
<td>Dynamic</td>
<td>VISTA, X-29, T-46</td>
<td>good</td>
<td>no statics requires loads data</td>
</tr>
<tr>
<td>HASC</td>
<td>VISTA, F-15, Adv. transport</td>
<td>fair</td>
<td>subsonic only doesn't always work</td>
</tr>
<tr>
<td>PMARC</td>
<td>F-15</td>
<td>poor</td>
<td>time consuming no solutions</td>
</tr>
<tr>
<td>SCHV/HABP</td>
<td>FDL Beta, Shuttle</td>
<td>good</td>
<td>high speed only</td>
</tr>
<tr>
<td>VORLAX</td>
<td>VISTA, X-29, T-46, F-18</td>
<td>good</td>
<td>limited non-linear effects</td>
</tr>
<tr>
<td>VORSTAB II</td>
<td>VISTA, X-29, C-17</td>
<td>poor</td>
<td>time consuming unstable solutions</td>
</tr>
<tr>
<td>VSAERO</td>
<td>F-15</td>
<td>good</td>
<td>time consuming</td>
</tr>
</tbody>
</table>
Our primary products are the Datcom codes:
  Digital Datcom (1976), updates 79, 83, 90
  Missile Datcom (1985), updates: 89, 91, 93

We have also been involved with the development of:
  Dynamic, JETIGE, VORSTAB, HASC, and HABP (SCHV)

Developing a code is one thing; maintenance, upgrade, and user interface require significant effort and must be centralized.
WL/FIGC code plans (updates)

**SCHV**
Inlet/nozzle code updates near completion, Feb 94 availability

**Missile Datcom**
Improved high AOA carryover factors (FY94 test planned)
Improved fin vortex model, roll damping (planned, FY95)

**HASC**
Configuration plot capability available (TEKPLOT compatible)
Interactive input module near completion
Three year Ga. Tech study underway (AFOSR)
  Developing vortex burst/interaction data base
  Correcting code errors
Improved body vortex capability (planned, funding not identified)
WL/FIGC assessment of what we need

What can't we do or do well with current design codes:

Nose vortex control devices
Novel control devices
Ordinary control devices at high AOA
Chined forebodies
Dynamic derivatives at high AOA
Propulsion induced effects (especially STOVL)

A large data base exists that addresses many of these concerns

An empirically based code may be a promising solution
April 5, 1990
Pegasus successfully placed
two satellites into orbit

Pegasus was never wind tunnel tested.
It was designed using engineering prediction codes:

*Missile Datcom*, *MISL3*, and *SHABP (MADM)*

Cost saving estimates range from $250K - $2M

Pegasus is built by a team led by Orbital Sciences Corporation
Aerodynamic analysis was performed by Nielsen Engineering & Research
Lockheed Aeronautical Systems Company

Charles Adler

Stability and Flight Controls Department
Methodology - Basic Capabilities

1.) CL, CD, CM
2.) CY, Cn, Cl
3.) alpha and beta derivatives
4.) p, q, r derivatives
5.) alpha dot derivatives
Methodology - Basic Capabilities

Additional Capability:

Loads Prediction - Cp's, AIC Matrices

Finite Element Models are being used Earlier Than Ever - Loads Prediction is Probably the Weakest Link in Preliminary Design
Methodology - Basic Capabilities

Additional Capability:

Propulsion Effects

- Affects Sizing and Placement

- Increasingly Important with Increasing Integration
Nonlinear Aero Prediction Requirements Workshop

Methodology - Basic Capabilities

Priorities

1.) Loads - Cp’s, AIC’s
2.) Drag
3.) S&C
4.) Propulsion Effects
Methodology - Speed Range

In Order of Priority

1.) Transonic
2.) Supersonic
3.) Subsonic - High Angle-of-Attack
4.) Subsonic
Methodology - Sizing Capabilities

Desirable, but:

- No Black Boxes

- Keep Basic Method as Simple and General as Possible - Sizing Routines as a Standalone Module
Methodology - Run Time

Loads: 1 - 2 Hours per Flow Condition on a

S&C: 2 - 4 Hours per Derivative Set (at a given Mach)

Drag: 1 - 2 Hours per Polar
Methodology - Input, Setup Time

Basic Panel Method Input
No Volume Grids

Option for Simpler Geometry (Flat Plate) Would be Useful

Setup Time - From 1 to 3 days maximum
Methodology - Program Structure

A Stand-Alone with High Modularity

- If it is good it will be integrated into design synthesis tools

- Will be used (and proven) first as a stand-alone tool
Methodology - Output

Overall Force and Moment Summaries

Pieces to Various Forces
(i.e. Vortex Lift, Induced Drag, etc...)

Component Force and Moments - including Hinge Moments (Vertical Tail, Rudder, Aileron, etc...)

AIC Matrix, By element Cp’s
Nonlinear Aero Prediction Requirements Workshop

Methodology - User Interface

GUI (X-window etc...)

Interactive Geometry Editing & Output Viewing
(similar to CFD methods)

Sophisticated Interface can be Sacrificed for Portability
Methodology - Integrating / Scaling Data

Very Important Feature

Establishing Sound Guidelines in this area Would be a Significant Contribution by Itself

Scaling Existing Loads Data (Pressure Distributions)

High Angle-of-Attack Data Integration

Leading Edge Suction Schedule Development Across the Mach Range
Nonlinear Aero Prediction Requirements Workshop

Methodology - Analytical versus Empirical

CL, Cm - Semi-Empirical High AoA:
Suction Analogy with CLmax

CD - Semi-Empirical Suction Prediction
Empirical Vortex Drag Prediction

CY, Cn, Cl - Empirical High AoA

Derivatives - Empirical High AoA
Nonlinear Aero Prediction Requirements Workshop

Data Base - Parameters

Flow
Reynolds #, Mach #, Shock and Vortex Locations, Burst and Separation Locations

Geometry
Wing & LEX: LE & TE Sweep, Section, Leading Edge Shape, Twist, Breaks

Fuselage:
Forebody Finess Ratio, Shape, and Camber
Chine Position, Camber, Chord, and Sharpness
Afterbody Camber, Thickness, and Shape
<table>
<thead>
<tr>
<th>Data Base - Contents</th>
<th>- Flow Data</th>
<th>- Force and Moment Data</th>
<th>- Component Breakdown Force and Moment Data</th>
<th>- Detailed Geometry Descriptions</th>
<th>- Pressure Data</th>
<th>- Flow Visualization Summaries</th>
</tr>
</thead>
</table>
Nonlinear Aero Prediction Requirements Workshop

Data Base - LASC Data Availability

Modern Fighter

F-22 Team;

YF-22  25,000 Test Hours
F-22  15,000 Test Hours

Majority Available on Electronic Media
Data Base - LASC Data Availability

Transport

C-130, C-141, C-5

30,000 + Hours of Wind Tunnel Testing

~ 50% of that on Electronic Media
Validation - Benchmark Suite


  o Force and Moment
  o By Component Breakdown (Incl. H.M.)
  o Pressure Data
  o Some Parametric Geometry Variation
  o Subsonic, Transonic, and Supersonic Points
  o High AoA at Subsonic
Validation - Benchmark Suite

- Simple Wings (Compare with CFD?)
  - Transonic Loads

- Delta Wings, Chined Forebodies
  - High AoA Forces and Moments
  - Vortex Prediction
### Validation - Level of Accuracy

- \( \sim 5\% \) Standard Aero (CL, Cm, CD)
- \( \sim 10\% \) Lat/Dir & Derivatives
- \( \sim 15\% \) High AoA, Transonic

- Quality of Test Data Used for Validation Should be Quantified
Summary

- Loads is a Conceptual/Preliminary Design Concern
- Propulsion Effects are Needed Early in Process
- A Tremendous Experimental Data Base is Available and Should be Exploited
- Keep it Simple and Fast
II. Panel Discussion - Methodology Requirements

A panel discussion was held to summarize the points made during the presentations regarding what a proposed method should do. There was considerable variation in prioritizing desired capabilities. The differing needs of the organizations and functional disciplines represented at the workshop were voiced in the comments below. A summary of these requirements can be found in Figure 2.1.

Presently there is no way to "screen" candidate configurations with respect to non-linear aerodynamics characteristics. Therefore, a desirable element of the proposed methodology would be a rapid, empirical method that uses primarily parametric input to represent the vehicle configuration. This element would be integrated into closed-loop design synthesis tools currently in use within the industry. As such, the run time for the method should be less than 1-2 minutes and should be usable on either PC or workstation class computers. This portion of the method, referred to as "Mode 1" should compute elements such as trimmed $C_L$, $C_D$, $C_M$, vs $\alpha$ up to and including stall regions for "clean" and "high-lift" configurations, $\Delta C_M$ for control effectors in all axes, $C^*_m$ point (if appropriate), and "departure point" or other boundaries/limits to the stability and/or control envelopes.

Beyond screening and performance related aero predictions, a need exists to generate more detailed aerodynamic characteristics to a reasonable level of accuracy without resorting to manpower and computationally expensive high-order methods. A semi-empirical / semi-analytical method is desired which would use CAD-like geometric surface definitions to compute detailed aerodynamic parameters such as force and moment coefficients and pressure distributions by component, longitudinal and lateral/directional coefficients and derivatives, flow-field and interference effects (such as vortex tracking), control effectiveness and the parameters computed in the Mode 1 method to a higher degree of confidence. Runtime expectations varied but generally a runtime of 4 hours on a workstation to compute all the desired information for a reasonable set of Mach numbers and angles of attack was considered acceptable. Setup time should be limited to one week, assuming the user has to create the input geometry manually, less if a direct link to CAD files is implemented. Also assumed was that a graphical user interface would exist to allow ease of use for setup, run, and post processing/flow visualization.

An important consideration is that both forms of the method should be able to compute aerodynamic parameters in all speed regimes from low subsonic to moderate supersonic. Also important would be the ability to compute data from 0 - 90° angle of attack and +/- 10° in sideslip.

Additional discussions concerning development aspects indicated potential areas of concern. Presently, most graphical routines are developed in C, and most analysis routines are developed in FORTRAN. Further study will need to address the issue of appropriate language for the methods. Other comments expressed involved the need for appropriate documentation. It was felt that three forms of documentation would be
necessary: a User's Manual, a Methodology Description Manual describing how the methods were derived and source data bibliography, and a validation report. Also expressed was the need for a tutorial and/or training package.

<table>
<thead>
<tr>
<th>Figure 2.1 - Summary of Methodology Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mode 1 - Empirical Method</strong></td>
</tr>
<tr>
<td>- Rapid solution time (&lt; 1-2 minutes)</td>
</tr>
<tr>
<td>- Minimal Parametric Input</td>
</tr>
<tr>
<td>- Can be made part of closed loop synthesis</td>
</tr>
<tr>
<td>- Calculate trimmed $C_L$, $C_D$, $C_M$, vs $\alpha$ up to and including stall regions</td>
</tr>
<tr>
<td>- Compute $\Delta C_M$ for control effectors in all axes</td>
</tr>
<tr>
<td>- Compute clean and high-lift conditions</td>
</tr>
<tr>
<td>- Compute departure points and/or boundaries</td>
</tr>
<tr>
<td>- Speed range from low subsonic to moderate supersonic</td>
</tr>
<tr>
<td>- Alpha range from 0-90, Beta +/- 10 degrees</td>
</tr>
</tbody>
</table>

| **Mode 2 - Semi-Empirical / Semi-Analytical Method (SESAME)** |
| - Run times of ~4 hours (on workstation)          |
| - Panel / CAD surface geometry input              |
| - Compute Mode 1 data                             |
| - Compute force/moment coefficients by components|
| - Compute $C_p$ distribution                      |
| - Compute longitudinal and lateral / directional coefficients and derivatives |
| - Computes flow field (e.g. vortex) and flow interference effects |
| - Compute control effectiveness                   |
| - Speed range from low subsonic to moderate supersonic |
| - Alpha range from 0-90 degrees, Beta +/- 10 degrees |
III. Panel Discussion - Data Base Development

(An opening presentation was made by Mike Logan of NASA LaRC and is included following this text.)

A panel discussion was then held to identify more clearly the needs of industry engineers and researchers in identifying and using technical information such as wind tunnel and flight test data. The participants expressed the current information access systems are insufficient to make effective use of the vast data storehouse within the industry. Specifically, there is presently no way to uniquely locate a source document which may contain data for a particular configuration under consideration.

The participants felt that a "multi-media", CD-ROM index, with a knowledge-based multi-path search facility, allowing the user to interactively search for wind-tunnel, flight, and computational test data would be an invaluable resource to the research and engineering communities. Contents of such an index should include a description of the geometry of the item tested, the conditions of the test, what parameters were measured, a summary of the test and results found, points of contact, and bibliography of the report(s) associated with the test.

The participants also felt that it was important that the index be searchable both by geometric parameters (e.g. wing aspect ratio, forebody shape, etc.) and by specific topics (e.g. "tiperons"). A given test might generate several entries into the index since a test may be a multi-component model test. Furthermore, several documents may be indexed to a single geometry entry (if a model was tested several times, for example). One suggestion to make the search capability as flexible and powerful as possible was to incorporate an expert system search as part of the tool. Another suggestion was to have a central repository for the source documents referenced by the index so the user need only contact one place to obtain the data. Possibilities include using the NASA Library or perhaps one of the Government repositories.

Concerns were expressed during the discussion concerning the breadth of the index. It was felt that the index should reference current reports and begin going back as time and money allow. There was a discussion about how far back to include index data. Certain areas might need to access data that is very old whereas some data is only very recent. In addition, it is felt that a classified version of the index needs to be available. It was felt that annual or semi-annual updates would be necessary to keep the index "current".

A concern on the part of the participants was proprietary data and how it should be handled. The breadth of data available must be as expansive as possible in order for the index to be most useful. However, issues relating to competitive advantage must also be addressed. One element of this consideration involves many of the cooperative tests conducted in Government wind tunnels. No resolution to these issues was reached other
than it is assumed that companies would most likely have to be compensated to put references to their data into the index.
FIGHTER/ATTACK AIRCRAFT GROUP
NON-LINEAR AERO METHODS

DATA BASE NEEDS - GENERAL TOPICS

IDENTIFICATION OF NEED:

◊ ABUNDANCE OF DATA AVAILABLE
◊ NO USEFUL WAY TO ACCESS DATA EXISTS
◊ NO SINGLE CATALOG OF DATA INDUSTRY WIDE

KEY FEATURES:

◊ INTERACTIVE, MULTI-MEDIA SEARCH CAPABILITY
◊ DATA BASE ACCESSIBLE USING GEOMETRIC PARAMETERS
◊ INDEX TO RELEVANT DOCUMENTS
◊ DATA INPUT FROM A VARIETY OF SOURCES
◊ DATA MUST INCLUDE RELEVANT PARAMETERS
FIGHTER/ATTACK AIRCRAFT GROUP
NON-LINEAR AERO METHODS

DATA BASE NEEDS - OTHER IDEAS

ACCESS:
• CD-ROM PARAMETRIC/GRAFHCAL INDEX TO REPORTS
• SEARCH CRITERIA SHOULD INCLUDE:
  » CONFIGURATION GEOMETRY PARAMETERS
  » TEST CONDITIONS
  » SOURCE AND/OR FACILITY
• HAVE CLASSIFIED VERSION OF INDEX AVAILABLE

SOURCES:
• WIND TUNNELS - NASA-LaRC, ARC, LeRC, AF-AEDC, WL, NAVY-DTRC, etc., INDUSTRY, UNIVERSITIES
• FLIGHT TEST - AF-EAFB, NASA-DFRF, NAVY-NAWC
The objective of the validation and accuracy panel discussion was to identify a "reasonable" validation suite of configurations and clarify how the development team would know they had succeeded in developing a tool considered by the industry to be accurate enough for "production" use. From that perspective, the panel discussion was successful with the summary of the findings found in Figures 3.1 and 3.2.

The participants agreed that a small, representative validation suite would be necessary. It was pointed out that for certain parameters, such as performance aero, flight test data would be the most appropriate data source. For other parameters, such as control effectiveness at high angles of attack, wind-tunnel test data would be the best source. As can be seen in Figure 3.1, full configurations, component buildups, and control device test data will be needed to test the relevant capabilities of the tool. Comparisons between the tool and the test data will have to be matched to similar flow conditions so that appropriate inferences can be drawn about accuracy.

As a part of the validation, the strengths and weaknesses of the code should be identified. Furthermore, it was felt by the participants that the developers as well as new users should be involved in the validation.

There was a significant level of agreement that certain parameters needed high levels of accuracy. For example, basic aero performance parameters in the subsonic region needed a high confidence level. However, for certain stability and control parameters, the most important facet of the tool's ability would in fact be that the sign of the parameter was predicted correctly (e.g. stable vs. unstable) rather than the magnitude being within some arbitrary tolerance. Achieving a consensus among the participants concerning "acceptable" accuracy was difficult. Compounding this difficulty was that the concept of accuracy for a parameter that alternates around zero being ill-defined. One proposed solution was that a "percentage error" be applied to the range of variance for the parameter (e.g. if a parameter varies as a function of angle-of-attack from -1 to +1, a 5% error would mean +/- 0.1). Other accuracy criteria were proposed that would relate to a resulting design parameter or target value like $C_m$ value and angle of attack where it occurs. These multiple accuracy criteria are considered necessary since there is little meaning to a single number when referring to the multitude of types of parameters being estimated. Again, a summary of the desired accuracy by type of parameter and type of flow conditions sought are found in Figure 3.2.
Table 3.1 Validation Suite - Configurations/Data Required

<table>
<thead>
<tr>
<th>Flight Test Data</th>
<th>Wind Tunnel Data</th>
</tr>
</thead>
</table>
| F-16/F-18 Class vehicle (current generation fighter)  
YF-22/YF-23 Class vehicle (next generation fighter)  
F-16XL/X-31 (Semi-tailless fighter)  
Tailless ("Flying Wing" configuration) |
| Flight Conditions: from 30-50 deg. alpha, 0.2< Mach < 0.9 |
| "Conventional" Configuration Buildups  
- Wing-Body-Tail  
- WBT with strake  
- WBT with chine forebody  
- Single/Dual Vertical tail  
Canard Configuration with buildups  
Tailless vehicle  
Control effectors data for above configurations |
| Reynolds number for test must be known, matched to prediction |

Figure 3.2 Accuracy requirements

<table>
<thead>
<tr>
<th>Flow Conditions</th>
<th>Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Performance Aero</td>
</tr>
<tr>
<td>Low Subsonic:</td>
<td></td>
</tr>
<tr>
<td>Attached flow</td>
<td>5-10%</td>
</tr>
<tr>
<td>Partially Separated</td>
<td>10-20%</td>
</tr>
<tr>
<td>Fully Separated</td>
<td>20-30%</td>
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<td></td>
</tr>
<tr>
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<td>20-30%</td>
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<tr>
<td>Transonic:</td>
<td></td>
</tr>
<tr>
<td>Attached flow</td>
<td>5-10%</td>
</tr>
<tr>
<td>Partially Separated</td>
<td>10-20%</td>
</tr>
<tr>
<td>Fully Separated</td>
<td>20-30%</td>
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<td></td>
</tr>
<tr>
<td>Supersonic:</td>
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</tr>
<tr>
<td>Attached flow</td>
<td>5-10%</td>
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<tr>
<td>Partially Separated</td>
<td>10-20%</td>
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<tr>
<td>Fully Separated</td>
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</table>
Industry Needs Questionnaire:

Purpose:

In order to expedite the identification of the industry's needs relating to conceptual/preliminary design non-linear aerodynamics prediction, please consider your organization's responses to the following questions:

Methodology:

1. What basic capabilities should such a method have?

1a. Should the method be able to predict lift and drag as a function of angle of attack?

1b. Should the method be able to generate moment curves and trimmed polars?

1c. Should the method be able to compute basic stability derivatives? If so, which ones?

1d. Should the method be able to predict lateral-directional as well as longitudinal characteristics?

1e. Should the method be able to generate control power/effectiveness?

1f. Should the method be able to predict dynamic derivatives. If so, which ones?

2. What speed regimes should the non-linear aero method(s) deal with? (Low subsonic, subsonic, transonic, supersonic, etc.)

3. Should the method provide any facilities for "sizing" devices to particular criteria? (E.g. size an aileron to meet a roll criteria)

4. What run time (wall clock) would be considered "acceptable" for the method? What class machine should it be able to run on? How long should it take to perform each of the functions in part 1 above?

5. What form of geometry input should the system use? What set-up time would be considered "acceptable" for a method of this type?

6. Should the method be usable as a stand-alone, interactive analysis tool, or should it be modularized to integrate into an existing design synthesis tool? (Or both?)

7. What kind of output is desired? What kind of user interface is desired?
8. Should it be able to integrate known data and "scale" to the configuration being analyzed?

9. Using the functions desired in part 1. above, which predictions are likely to need analytic solutions and which are likely to need empirical/semi-empirical solutions?

Data Base:

10. If an empirical method is used, what would a reasonable set of categorization parameters be? (For example, what parameters would you need to match between the configuration of interest and a wind tunnel test's configuration in order to determine whether the test data is applicable?)

11. Using the geometric parameters identified in 10, what should a data base consist of that would ensure that sufficient information exists to develop the empirical parts of the methodology?

12. Approximately how much information (i.e. configuration geometry data, test results, etc.) does your organization presently have cataloged? How much of this information could be used to develop predictive methods for the parameters listed in part 1? What percentage of this data is electronic vs. paper, open vs. proprietary vs. classified?

Validation:

13. What should a "reasonable" validation benchmark suite consist of?

14. What level of accuracy would be considered "acceptable" for the parameters listed in part 1.

Responses to these questions should be considered when formulating your organization's requirements. As this list is not comprehensive, feel free to express other relevant concerns/comments. These considerations are merely intended to help stimulate a common framework for the workshop presentations/discussions.
## WIND TUNNEL DATA AVAILABLE FROM WL/FIGC

All unclassified, non-proprietary

<table>
<thead>
<tr>
<th>Configuration:</th>
<th>F-15 S/MTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility:</td>
<td>NASA Lewis 9 by 15 Foot V/STOL Tunnel</td>
</tr>
<tr>
<td>Comments:</td>
<td>This test investigated hot gas ingestion and airframe heating for the S/MTD configuration. No force and moment data were taken.</td>
</tr>
<tr>
<td>Data in Report?:</td>
<td>No (tabulated data available)</td>
</tr>
<tr>
<td>Data available on Disk?:</td>
<td>No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Configuration:</th>
<th>F-15 S/MTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility:</td>
<td>McDonnell Aircraft 8 by 12 Foot Low Speed Wind Tunnel</td>
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<tr>
<td>Comments:</td>
<td>This test investigated the effects of thrust reverser flow on stability and control characteristics during approach and landing.</td>
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<tr>
<td>Data in Report?:</td>
<td>No (tabulated data available)</td>
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<tr>
<td>Data available on Disk?:</td>
<td>No</td>
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</table>

<table>
<thead>
<tr>
<th>Configuration:</th>
<th>F-15 S/MTD</th>
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</thead>
<tbody>
<tr>
<td>Facility:</td>
<td>NASA Langley 30 by 60 Foot Full Scale Tunnel</td>
</tr>
<tr>
<td>Comments:</td>
<td>This test consisted of static and forced oscillation testing from zero to 90 degrees angle of attack. Limited configuration build-up was performed.</td>
</tr>
<tr>
<td>Data in Report?:</td>
<td>No (tabulated data available)</td>
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<tr>
<td>Data available on Disk?:</td>
<td>No</td>
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</table>

<table>
<thead>
<tr>
<th>Configuration:</th>
<th>Sharp and blunted circular and elliptical forebodies of various lengths mounted to a circular or elliptic fuselage. Limited data for configurations with a 50 degree clipped delta wing and vertical tail.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility:</td>
<td>NASA Langley Research Center 20-Foot Spin Tunnel (rotary balance test)</td>
</tr>
<tr>
<td>Comments:</td>
<td>This rotary balance test investigated the effect of various forebody shapes and modifications to forebodies (strakes, chines, inclined forebodies) on the static and rotary characteristics of the configuration.</td>
</tr>
<tr>
<td>Data in Report?:</td>
<td>Yes</td>
</tr>
<tr>
<td>Data available on Disk?:</td>
<td>No</td>
</tr>
</tbody>
</table>
NASA Generic Fighter Model (fineness ratio 4 ogive nose, cylindrical body, 45 deg. swept wing with LEX, horizontal and vertical tail. alternate configuration: 30 deg. forward swept wing with small canard.)

NASA Langley Research Center 12-Foot Low Speed Wind Tunnel

This test investigated various vortex control devices including forebody strakes, forebody blowing, Leading Edge Extension (LEX) blowing, LEX flaps, etc. Circular and elliptical ogive forebodies were tested. Part of the test included a separate balance used to measure forces and moments due to the forebody.


No

Yes

USAF Generic Tailless Fighter (three wing planforms, 50 deg delta, 50 deg diamond, and 50 deg parallel leading/trailing edge were tested on a circular body with 2 noses.)

Wright Laboratory Subsonic Aerodynamic Research Facility (SARL)

This test investigated a series of control effectors on a generic tailless fighter configuration. Six component force and moment data were taken. A wide variety of control devices were tested including plain flaps, split flaps, spoilers, clamshell clevons, all movable wing tips, leading edge flaps, etc.


Yes

Yes

NASA Generic Fighter Model (fineness ratio 4 ogive nose, cylindrical body, 45 deg. swept wing with LEX, horizontal and vertical tail.)

University of Kansas Low Speed Wind Tunnel.

This test investigated the influence of forebody vortex separation location on the forces and moments. Data includes forebody and configuration force and moment data for smooth forebodies and for forebodies with separation points fixed by the addition of forebody strakes. Oil flow surveys were conducted on the smooth forebody.


Yes

No
<table>
<thead>
<tr>
<th>Configuration:</th>
<th>F-16/VISTA</th>
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<tbody>
<tr>
<td>Facility:</td>
<td>Ohio State 14 by 16 Foot Low Speed Tunnel</td>
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<tr>
<td>Comments:</td>
<td>This test investigated the effects of various modifications on the longitudinal and lateral/directional characteristics of the F-16/VISTA configuration. Various nose chines, modified speedbrakes, and a cut back LEX were tested.</td>
</tr>
<tr>
<td>Data in Report?:</td>
<td>Yes</td>
</tr>
<tr>
<td>Data available on Disk?:</td>
<td>Yes</td>
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<table>
<thead>
<tr>
<th>Configuration:</th>
<th>F-16/VISTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility:</td>
<td>NASA Langley Research Center 30 by 60 Foot Full Scale Tunnel</td>
</tr>
<tr>
<td>Comments:</td>
<td>This test investigated the effects of various modifications on the longitudinal and lateral/directional characteristics of the F-16/VISTA configuration. Various nose chines, modified speedbrakes, and a cut back LEX were tested.</td>
</tr>
<tr>
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<tr>
<td>Data available on Disk?:</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Configuration:</th>
<th>F-16/VISTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility:</td>
<td>NASA Langley Research Center 20 Foot Spin Tunnel</td>
</tr>
<tr>
<td>Comments:</td>
<td>This was a rotary balance test of the F-16/VISTA configuration with modifications. Various nose chines, modified speedbrakes, and a cut back LEX were tested. A limited amount of forebody blowing was tested as a nose vortex control device.</td>
</tr>
<tr>
<td>Data in Report?:</td>
<td>No</td>
</tr>
<tr>
<td>Data available on Disk?:</td>
<td>Yes</td>
</tr>
<tr>
<td>Configuration:</td>
<td>Generic V/STOL Powered Models (60 deg. clipped delta wing with provisions for single or dual, circular or rectangular, lift jets in three axial position. alternate configuration: untapered aspect ratio 4 rectangular and 30 deg. swept wings mounted on body with same lift jet positions)</td>
</tr>
<tr>
<td>Comments:</td>
<td>This series of tests studied the jet induced lift and pitching moment effects of two configurations in ground effect. The data includes surface pressures (delta wing only) and force and moment data. The moving ground belt was used. A series of forward velocities, nozzle pressure ratios, ground heights, and belt speeds were tested.</td>
</tr>
</tbody>
</table>
(DTIC Numbers: ADA 269816, 269700) |
| Data in Report?: | Yes |
| Data available on Disk?: | Yes |
Industry Needs Questionnaire

Although not stated, I assume the class of vehicle being addressed in this workshop and by this questionnaire is a highly maneuverable fighter.

1. The single most important capability is robustness, the method should not fail or fail to give a result given a legal set of input. I know of very few programs that meet this criterion.

1a. Yes. Lift and drag are obviously first priority.

1b. Yes. If thrust vectoring is to be included as a control device, the induced effects should be considered since semi-empirical methods are available.

1c. $C_{la}$, $C_{ma}$. These are automatic given la and lb. Lateral-directional derivatives discussed below.

1d. $C_{nb}$ or $C_{nb, dyn}$ vs $\alpha$ yes, others not really needed. A good method would give the location and breadth of any positive $C_{ib}$ spike.

1e. Yes. This is very important for all axes, and critical for tailless or reduced tail designs. See above comments on thrust vectoring.

1f. Not for conceptual/preliminary design, although a case can be made for $C_{ib}$ and for extremely unstable vehicles $C_{ma}$, $C_{ma}$ and $C_{l, i}$ are important at high angles of attack, but I know of no method that can even predict the sign of $C_{nb}$.

2. Subsonic and supersonic. Fairings for transonic OK. The emphasis should be subsonic.

3. No. These would require other data (weight, inertias) that may not be known, and are flight condition dependent. It is generally easy to meet MIL 1797 requirements at low angles of attack. The difficulty is at high alpha and at approach conditions for carrier landings.

4. No more than 5 to 10 minutes to generate a complete alpha sweep for one Mach number.

5. Basic Datcom type input. Two-dimensional vortex lattice type input okay if simple. Three-dimensional panel type models out of the question.

6. Do you have a design/synthesis tool in mind? Is it available for general use? A stand alone code is the logical first step.

7. Tabular output only, in a format that can be easily modified by the user. Everyone uses their own, unique Graphics tools.

8. No. This sounds good, but may not be worth the cost. A lot of effort was expended putting this into Missile Datcom, and I only know of one organization that uses it, out of over 150 users.

9. It depends on the level of analysis, and what the code will be capable of doing. Advanced features like nose vortex control devices or STOVL ground effects will require an empirical solution.
   Forebody: smooth; chined; none
   Canard: none; volume (S_l/S_w), height, AR, Λ, λ, Γ (if large)
   Wing: straight, cranked, LEX, AR, Λ, λ, Γ (if large)
   Tail: none; volume, height, LEX, AR, Λ, λ, Γ (if large)
   STOVL vehicles would have a set of propulsion parameters.

11. This depends on what parameter is to be predicted.

12. Wind tunnel data list attached. The generic rotary data (WRDC-TR-89-3090) and fighter data (WL-TR-91-3041) could be used for method development. The STOVL data base has already been used for development of an empirical method, WL-TR-93-3046 and 93-3061. The other data is configuration specific (F-15/SMTD, F-16/VISTA) and could probably only be used for validation.

13. Generic fighter, both canard and conventional, with smooth and chined forebodies if possible, and single, twin and tails on wing.

14. Lift and drag, 10-20%. Static margin, within 10%. Control power within 20%.

15. Additional items in the needed capabilities definitely include high-lift devices. Depending on the configuration, ground effects and propulsion induced effects could be important (for STOVL, these are critical). Hinge and bending moments are also important, but not for conceptual design.

Bill Blake
WL-FTEC
515-255-6764
AirCRAFT Conceptual Design Issues

**GENERAL COMMENTS**

1.) NASA needs to catalog and make available in some standardized machine readable format all of the wind tunnel test data available. This should include Unclassified and any recently classified data. It is important that sufficient geometry information be provided to allow the data to be utilized in the validation of prediction methods. (Parametric and Model Loft) There is truly a staggering amount of data available but the amount of effort required to identify and acquire data and methods is prohibitive.

2.) A considerable amount of work has been done and continues to be done in the area of prediction of aerodynamic characteristics in conceptual design. When problems are encountered we seem more inclined to start a new effort rather than grow and improve existing methods. One of the reasons are maintainability of existing codes, and lack of knowledge in the availability and capabilities of existing codes. Another problem is lack of interest in improving old methods and the lure of "new" approaches. It is important to re-discover old methods and know how their limitations have eased as technology has improved.

3.) Most aerodynamic conceptual prediction methods are based on isolated components. This is not an accurate prediction for current configuration because of the highly swept blended wing body configurations have significant body lift and high levels of vorticity. Interactions between components cannot be ignored. In addition, fighter aircraft are being pushed into the non-linear high angle-of-attack range primarily for agility. Some work has been done to predict leading edge effects but more work needs to be done to better understand the planform (including LEs) and leading edge scaling effects with Reynolds Number. Trailing edge separation becomes important near and post stall and needs to also be addressed.

4.) Conceptual level Product of Inertia requires a large amount of configuration specific geometry and weights. It doesn't seem like it would take a great deal of effort to develop a prediction method similar to the moments of inertia that would be dependent of aircraft weight, high wing vs low wing, engine location, and the tail configuration. Without this capability, significant cross coupling effects would be ignored.

5.) Aerodynamic Center Variation with Angle-of-Attack and Mach Number predictions need to be developed for the conceptual level design. Downwash gradients with angle-of-attack as well.

should be included
6.) Their seems to be a leap in weights estimates based on knowledge of the structural layout. Could a set of guidelines for leading and trailing edge spar locations, stringer spacing, etc be developed to allow improvements in the accuracy of wing weight estimation sensitivity to wing aspect ratio and elastic axis locations.

7.) The target computing platform for conceptual design methods should by the desktop computer because of the limited resources available to most new business activities. As of 12/1/93 it should be 486 level of capability. Don't forget that we are talking about methods suitable for accomplishing trade studies using multidisciplinary sizing/synthesis codes and not the single flight condition flow assessment of a fixed geometry with a flow solver.

8.) Seems like it may be time to investigate a combination of a simple panel model that uses empirically derived corrections. Use a combination of panel and empirical methods. Use empirical methods when adequate accuracy and better execution speed than a panel solution is achieved. The panel solutions should do a better job predicting interactions between the aircraft components. Ignore fillets at this stage of design. The simplified panelled geometry should be generated parametrically within the synthesis code for configuration trade studies. Output to a CAD system would be nice for verification. A simple vortex-lattice model, without modeling upper and lower surfaces separately, where thickness and leading edge radius effects are empirically modeled would be a good point of departure.

* Industry Needs Survey **

Methodology:

1.) The basic capability of the method should be the prediction of aerodynamic characteristics to 90 degrees angle-of-attack. This is justified by the fact that current fighter aircraft are today flying at these attitudes (Pugachev's pitch maneuver 12/6/93 Aviation week). Future fighters will fly in this flight regime more frequently as wing loading trends continue to go down, thrust-to-weight trends continue to increase, and pilots learn the tactics necessary to utilize the capability.

1a-1f) Aerodynamic Characteristics in all six degrees of freedom should be predicted. We can no longer accept tails sized to a constant volume coefficient when tail size should vary with the handling requirements, or agility requirements on a trade plot where wing loading, thrust-to-weight, aspect ratio are being traded. Compute the derivatives necessary to address agility, maneuver, and handling qualities. The method must handle variations in wing planform, tails/empennage, control surfaces, and forebody (LEX etc.).

2.) Design for VSTOL and Agility clearly require aerodynamic prediction in the high angle-of-attack, low speed portions of the envelope. Even Maneuver and takeoff/landing performance prediction will benefit for this capability. It is not clear that this capability is required beyond the
transonic flight regime. Concentrate on the speeds between best corner speed and stall.

3.) No, control surface sizing is really a geometry trade study and depends on the method used to optimize the configuration. The method developed to predict aerodynamic characteristics should compute aerodynamic characteristics assuming that the geometry is input. The synthesis code should have the capability to size tail/canard/control surfaces to meet handling qualities and agility requirements.

4.) This question is best answered by the phrase "the faster the better". It really comes down to a trade between acceptable accuracy and time it takes to conduct a trade study. It should be noted that a proper trade study should examine a large set of design requirements from a widely varying range of technologies to understand the combined synergistic effects. This implies that any future computational speed increases of the hardware will be offset by increasing the scope of the technologies in the model as well as improving the accuracy of the existing technology modules. The time it takes to run a sizing trade study should be kept down to half an hour on a 486 based desktop PC.

5.) The geometry input should be in the form of geometric parameters consistent with empirical methods. A spreadsheet style input driving a parametrically driven "crude loft" would be ideal. Again the issue involves a trade of minimizing time at the expense of accuracy. Keeping the number of inputs down is key.

6.) The method should consist of a toolkit of modules that can be integrated into existing analysis codes of be linked into a stand alone interactive tool.

7.) Output of the interactive system should be a plot file in "wind tunnel" data format and a IGES points file to feed into a CAD system. A simple graphics interface to allow plotting of the specified input geometry would be a good feature. It would be really "neat" if we could interface into MicroSoft Office using OLE2 and/or DLLs to input, run, document, plot, and store data.

8.) Scaling the model and analysis to windtunnel size or fullscale would ease the confusion of scaling effects. Nice but not required.

9.) Typically interactions between components or multiple panel surfaces would be better modeled using a simplified low order panel code while viscous effects are probably better handled using empirical methods.

Database:

10. Sweep, Aspect Ratio, forebody waterline, chine Vs round forebody, chine angle, leading edge radius, tail location relative to wing.
11. Need at least 3 configurations with the same characteristics to establish the database for a given level of geometry characteristics.

12. Information for dozens of configurations exist, but not all of it is cataloged, most of it is available for inclusion (70%). About 80% exists on paper and 20% is electronic.

Validataion:

13. Select 4 or 5 diverse configurations (planform, forebody, tails) that have detailed test data.

14. Acceptable accuracy at the conceptual stage is typically 20%. Lift and drag should be about 5% in the linear range of the flight envelope and 20% in the non-linear range.
The following responses to the questionnaire should be prefaced with the comment that NEAR has historically been a prediction method developer. The company is not a designer nor builder of flight vehicles; however, the company has recently consulted with a number of airframe organizations and produced aerodynamic characteristics for conceptual and preliminary design and analysis purposes. Much of this work has been accomplished pre-test and pre-flight.

Responses

Methodology:

1. Basic capabilities

The method should be able to produce the longitudinal and lateral aerodynamic characteristics over a wide range of flight conditions with only the geometry as input. The method should include separation and vortex-induced effects to produce overall forces and moments, component loads, and possibly pressure distributions. The flight conditions should include subsonic, transonic, and supersonic speeds and a reasonable range of both $\alpha$ and $\beta$.

1a. Yes, and as a function of Mach number also.

1b. Moment curves and trimmed polars are necessary for control system design and for flight simulations.

1c. Future flight vehicles which perform rapid maneuvers at high flow incidence angles will require all the basic stability derivatives for control system design and motion simulations. It is also important that the stability derivatives not be linearized, particularly in the high-$\alpha$ flow regimes. Derivatives with respect to control deflections are also important.

1d. Lateral-directional characteristics are essential for maneuvering high-$\alpha$ flight and for flight involving asymmetric control.

1e. Control power/effectiveness is particularly important at high angles of attack where wake effects can dictate the control capability of a tall fin. The ability to predict reasonable fin hinge moments is important for actuator design and control analysis.
1. Dynamic derivatives are very important for maneuvering applications. The nonlinear method described above should be extendable into the dynamic regime, and at high angles of attack, the dynamic derivatives should not be linearized. Lateral dynamic derivatives should be considered by the method.

2. Speed regimes

All speed regimes from subsonic to hypersonic are important, but it is not necessary that a single method cover all regimes. There should be overlap of the different methods to assure continuity between speed regimes. Transonic speeds is particularly important.

3. Sizing capability

This is likely more interesting for optimization than for preliminary design and analysis. If a nonlinear aerodynamics method is available, sizing of components could either be added later, or it could be handled by a more specialized design method.

4. Run time, computational requirements, ...

The acceptable run time will depend on the phase of the design cycle. For conceptual design and early preliminary design analysis, 15 minutes for an angle of attack sweep on a workstation is reasonable. As the details of the calculation increase, so will the run time. The set up time is also important. For early results when the configuration is likely to change, the initial geometry set up and subsequent modifications should not take a significant amount of time, if they do, the method will not be used during the conceptual design phase.

After the overall geometry is defined, longer run times are probably more acceptable. Workstation runs of one or two hours may not be unreasonable, particularly if they can be accomplished overnight. Detailed flow field results for selected flow conditions may require multiple hours on a Cray, but if the geometry set up does not require weeks or months, this may be acceptable for special circumstances.

5. Form of geometry, set up time

The computational geometry should be available from a CAD system. In the early stages, it may be required that the geometry be specified by tabular input using simplified shapes so that preliminary aero performance estimates can be made quickly. In the conceptual and preliminary design period when changes are frequent, the shortest possible set up time is necessary. Initial geometry set up should not require more than one or two days, and modifications around this geometry should be made in a matter of one or two hours. As the geometry becomes fixed and higher level methods are used for more detailed results, then geometry set up can require a little more effort; however, for preliminary design studies, geometry set up should never be measured in man months.

6. Stand alone or part of design synthesis tool?

Both are desirable. In early design stages, the stand alone method is useful to look at aerodynamic characteristics without the coupling of other disciplines. After the first-order aerodynamics are acceptable, then the aero model can be considered as part of a design synthesis method.
For practical purposes, the design synthesis tool may require the use of simpler aero
texts which still represent the important nonlinear effects. Otherwise, the synthesis tool
may be too difficult/expensive to use for preliminary design.

7. Output desired.

Engineers are going to want all levels of output; tabular, curves, graphics. It should
be easy to integrate the early aero data with other disciplines, propulsion, controls, structures,
etc. for their preliminary design efforts.

8. Integrate with known data and scale to configuration.

This is important, but it is possible it should be a separate step. Too much integration
with the aero prediction method could blur the distinction between analytical and empirical
results. This could make it difficult to evaluate the quality of the analytical information, and it
could even lead to incorrect conclusions. The possibility of bad analytical results is just as
likely as bad experimental results. Also, in the conceptual design stage, there may not be data
available for a similar configuration under similar flow conditions.


Analytical methods are now reliable for attached flows and even for separation and
vorticity dominated flows in some cases. However, for the near future, separation, transition,
and turbulence will probably require semi-empirical information for practical design methods.

For dynamic information, it is very difficult to obtain semi-empirical information in
ground-based testing, particularly where the time history of the motion is critical to the
instantaneous results. For these cases, analytical methods may be the only alternative to study
rapid maneuvers prior to flight tests.

Data Base:

10. Categorization parameters

The usual scaling parameters, \( M_a, R_e \), are important, but it is still not clear how
turbulence is scaled between analysis, tests, and flight.

11. Data base components

The data base should consider the flow conditions of interest. Details on separation
and transition locations are important. Component build up of the configuration is necessary,
and measurements of forces and moments, pressures, and selected flow visualization are all
necessary to evaluate the empirical information. Validation of the analytical methods with the
experimental results is essential to understand both the analysis and the data.

12. Data available

NEAR has a data base of control fin data over a wide range of \( M_a, \alpha, \phi, \delta \) included
in a prediction method M3F3CA (or MISL3). This code is proprietary, but the raw data are
available in electronic form.
Validation:

13. Validation benchmark suite

For similar geometry and flow conditions, thorough validation requires overall forces and moments, component forces and moments, pressure distributions, flow visualization, and selected quantitative flow field measurements.

14. Level of accuracy

Depends on the vehicle and mission. In some preliminary design cases, ±10% is good enough. In other cases, ±1% is required to evaluate the performance gains.

Other Areas of Interest and Concern:

- High angles of attack
- Dynamic flight conditions, unsteady aerodynamics
- Maneuvering simulations
- Flow control devices
- Non-traditional geometries

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November 5, 1993
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**Abstract:**

The purpose of the Non-Linear Aero Prediction Requirements Workshop, held at NASA Langley Research Center on December 8-9, 1993, was to identify and articulate requirements for non-linear aero prediction capabilities during conceptual/preliminary design. The attendees included engineers from industry, government, and academia in a variety of aerospace disciplines, such as advanced design, aerodynamic performance analysis, aero methods development, flight controls, and experimental and theoretical aerodynamics. Presentations by industry and government organizations were followed by panel discussions. This report contains copies of the presentations and the results of the panel discussions.

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- Conceptual Design
- Aircraft Design
- Non-Linear Aerodynamics

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