ME 355: Compressible Flows, Spring 2016

Stanford University

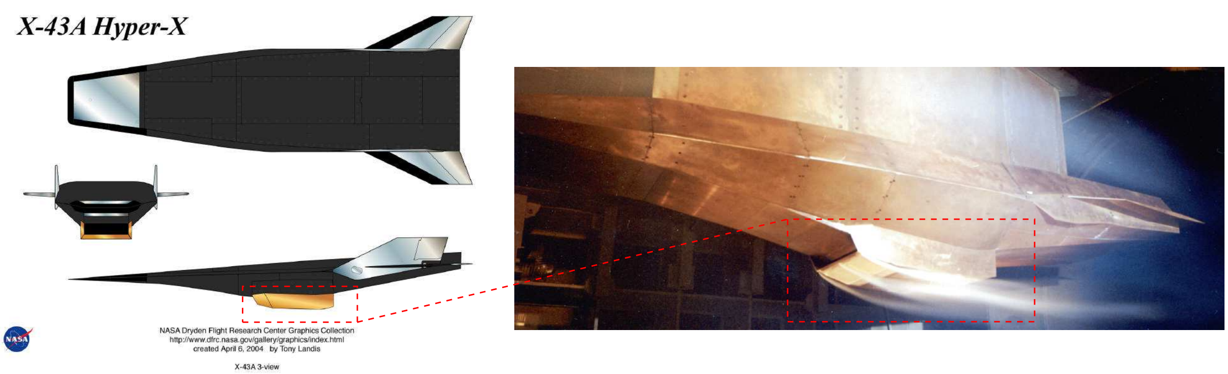
Homework 3: Convergent-divergent nozzles, and flows with heat addition

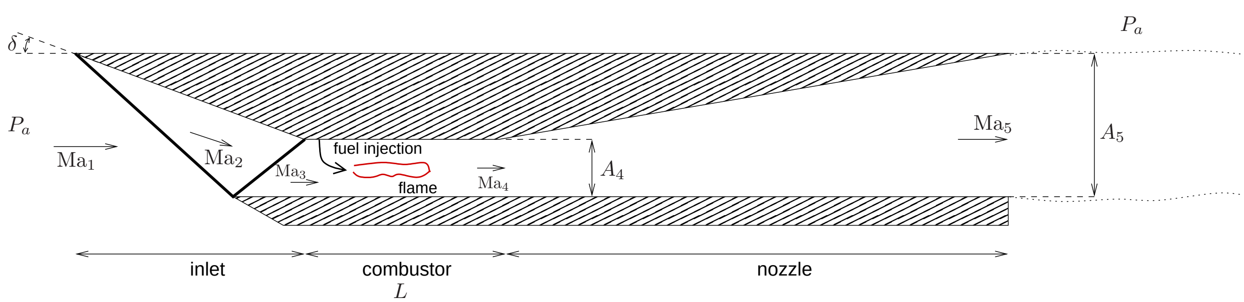
Due Tuesday, May 17, in class.

Guidelines: Please turn in a *neat* and *clean* homework that gives all the formulae that you have used as well as details that are required for the grader to understand your solution. Attach these sheets to your solutions. Assume $\gamma = 1.4$ and $c_p = 1$ KJ/KgK for all problems.

Student's Name:... **Student's ID:**.............................

SCRAMJETS (supersonic combustion ramjets) are utilized as propulsion systems for suborbital hypersonic vehicles. SCRAMJET-powered vehicles carry the fuel on board, and obtain the oxidizer by ingestion of atmospheric oxygen. SCRAMJET engines are composed of three basic components: an inlet supersonic diffuser, where incoming air is compressed through a shock train; a combustor, where gaseous fuel burns supersonically with atmospheric oxygen to produce heat; and a diverging nozzle, where the hot combustion products are accelerated to produce thrust. A model description of the SCRAMJET power plant of the X-43A hypersonic aircraft is provided in the figure below, where $\text{Ma}_1 = 5$, $\delta = 15°$, $P_a = 0.1$ bar, $T_a = 270$ K and $A_4/A_5 = 0.5$.





a) Compute the Mach number Ma_3, static pressure P_3 and static temperature T_3 at the combustor inlet.

b) Calculate the amount of heat release per unit mass that is required in the combustor to attain sonic conditions $\text{Ma}_4 = 1.0$ at the nozzle inlet section (combustor exit). What are the associated static temperature T_4 and pressure P_4?

c) Determine the Mach number Ma_5 and static pressure P_5 at the nozzle exit.

d) Show that the thrust F produced by the engine can be written as

$$\frac{F}{P_1 A_5} = \frac{P_5}{P_1}(1 + \gamma \mathrm{Ma}_5^2) - (1 + \gamma \mathrm{Ma}_1^2), \tag{1}$$

and compute its numerical value for $A_5 = 0.03\ \mathrm{m}^2$.

e) Characterize the jet flow at the exhaust. Compute the streamline deflection angle and Mach number downstream from the first set of expansion fans.

f) The length of the combustor is $L = 10$ cm, and the autoignition time of the fuel+air mixture at temperature T_3 and pressure P_3 is $t_{ig} = 10\ \mu s$. Estimate the ratio of the characteristic residence time of a fluid particle in the combustor to the autoignition time. The ratio represents the Damköhler number Da. Based on the estimated value of Da, is the residence time in the combustor sufficiently large to warrant combustion of the reactants?