



Applied Aerodynamics  
Technical Committee

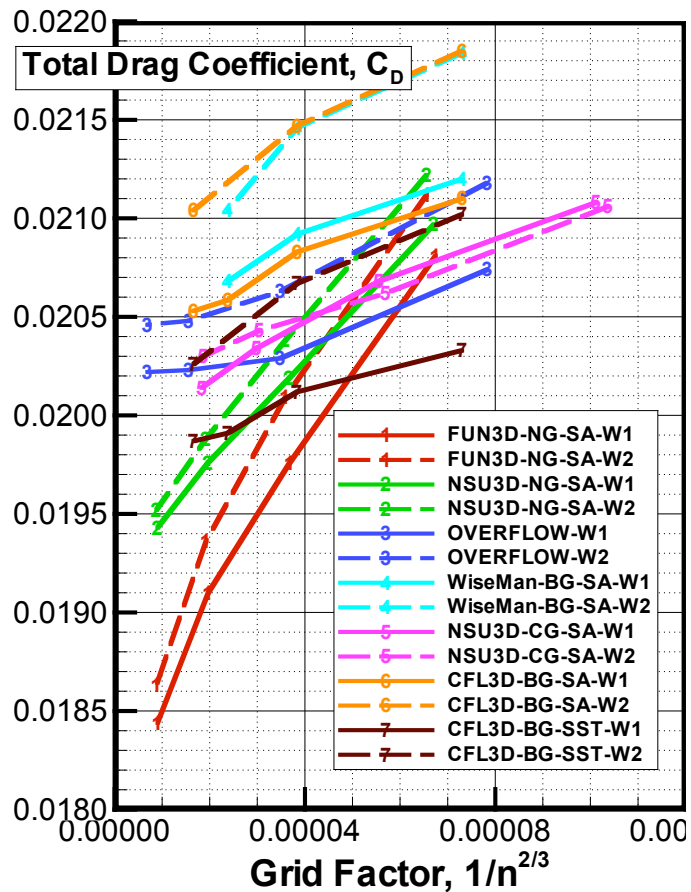
# **3<sup>rd</sup> AIAA CFD Drag Prediction Workshop**

## **DPW-W1/W2**

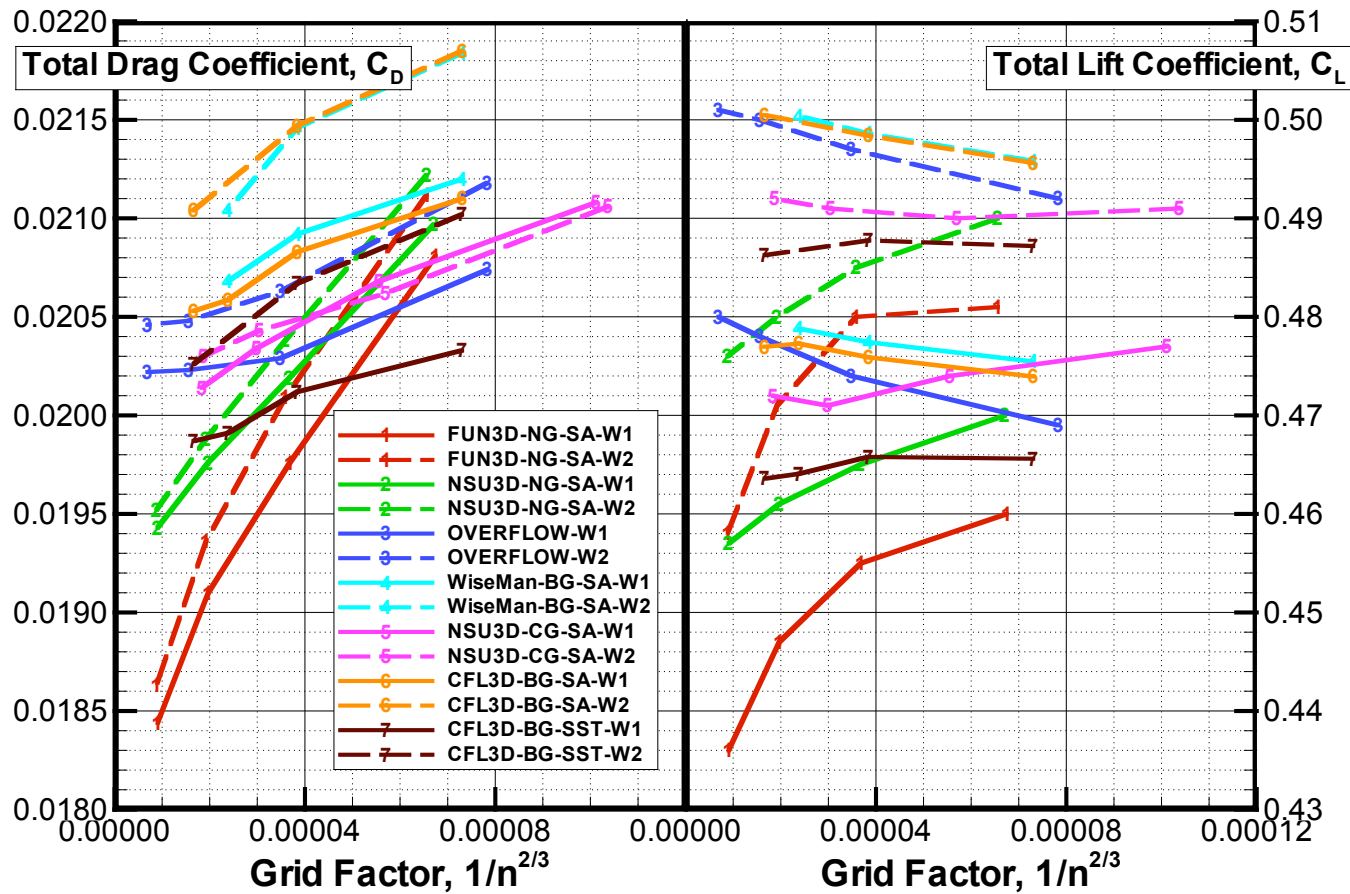
### **Data Summary and Comparison**

Tom Zickuhr

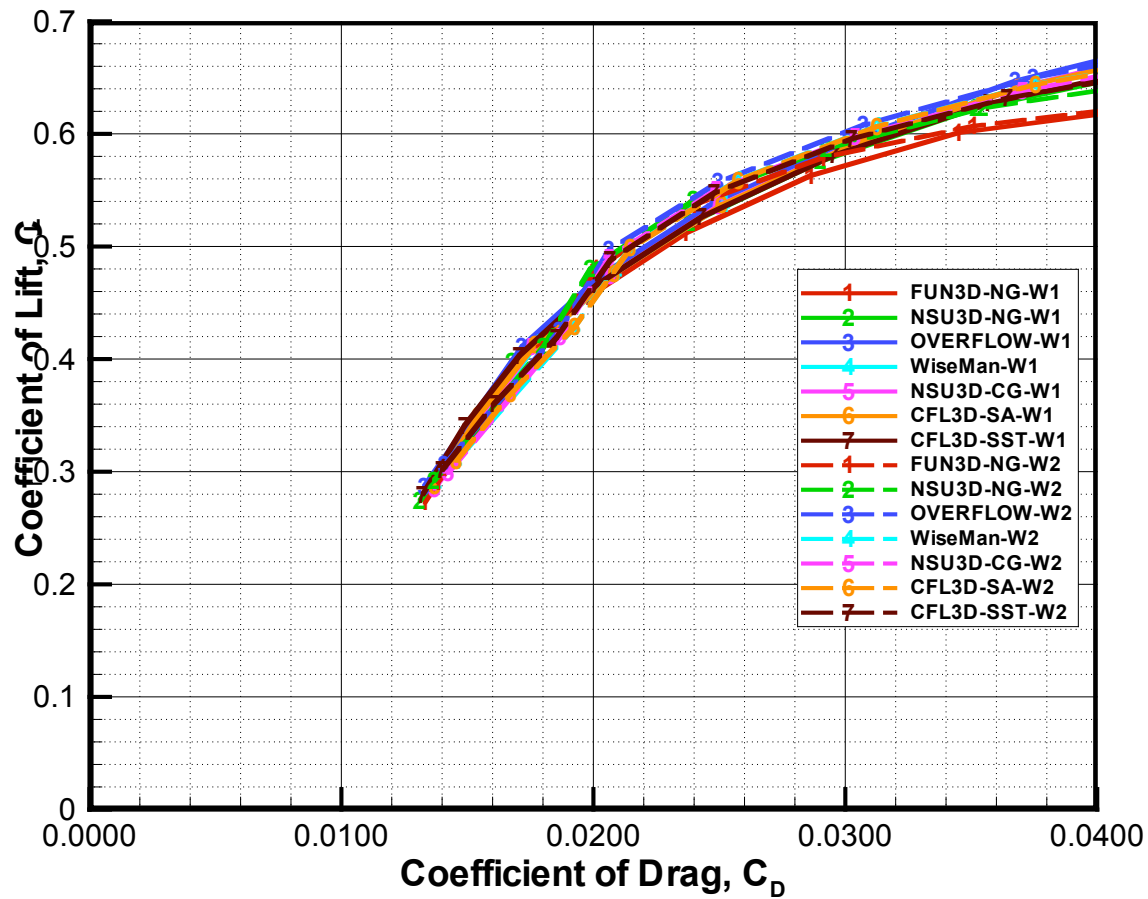
# Total Coefficient Grid Convergence



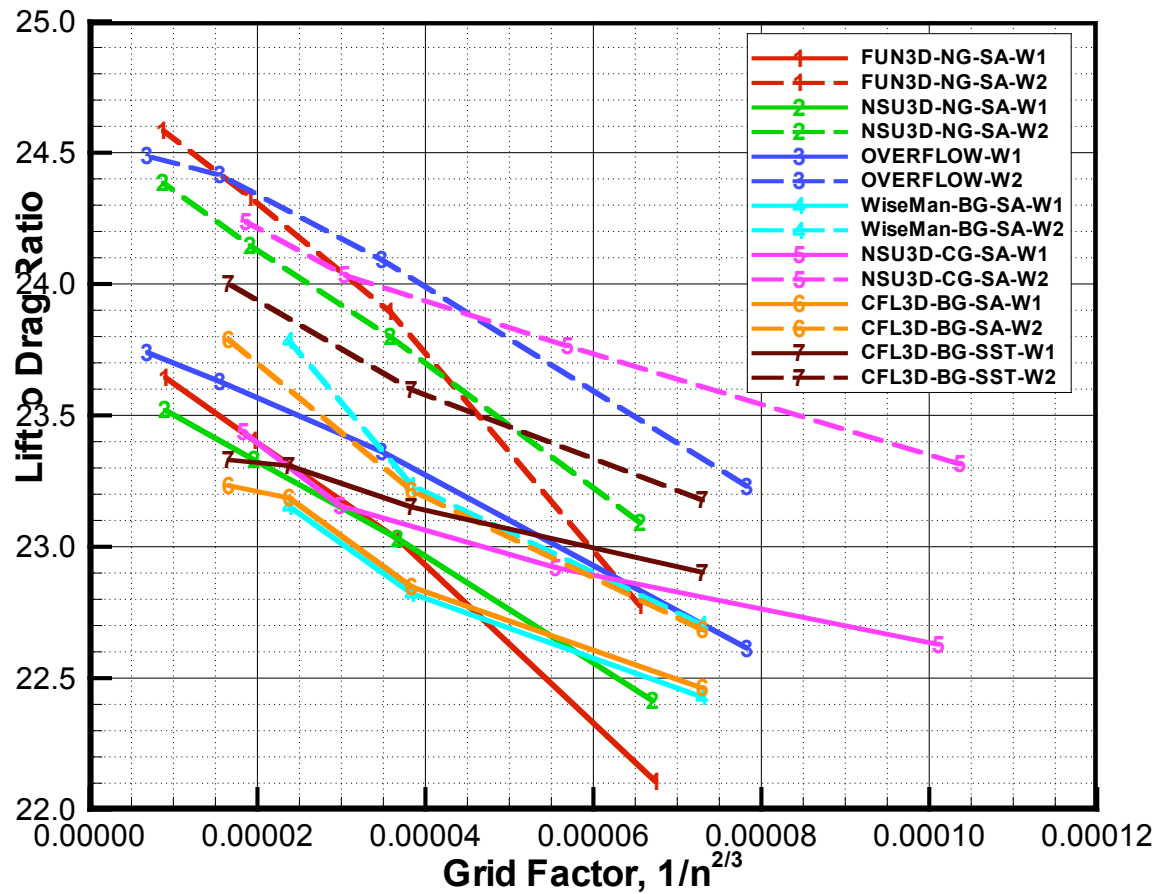
# Total Coefficient Grid Convergence



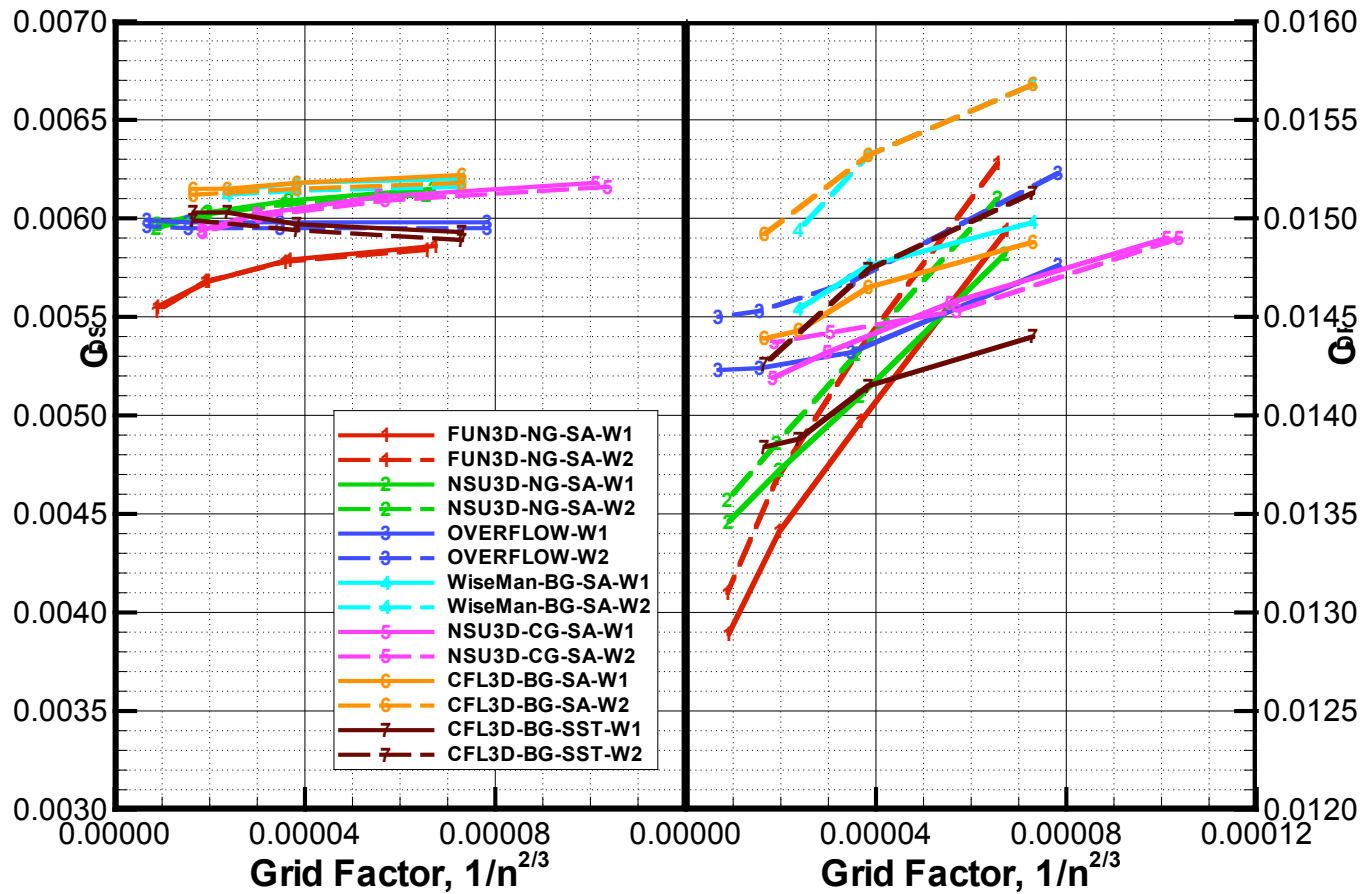
# Drag Polar – L/D



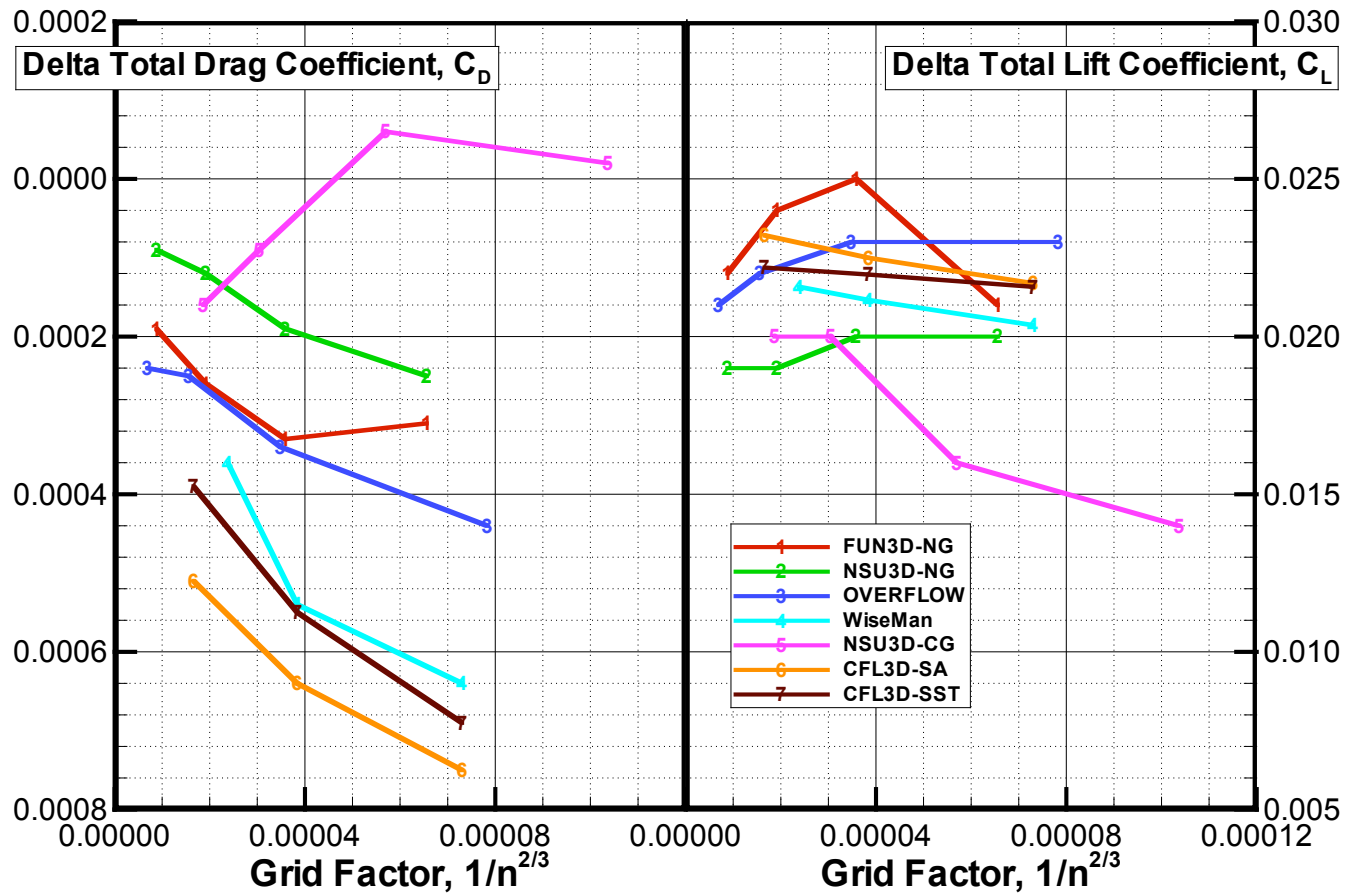
# L/D Grid Convergence



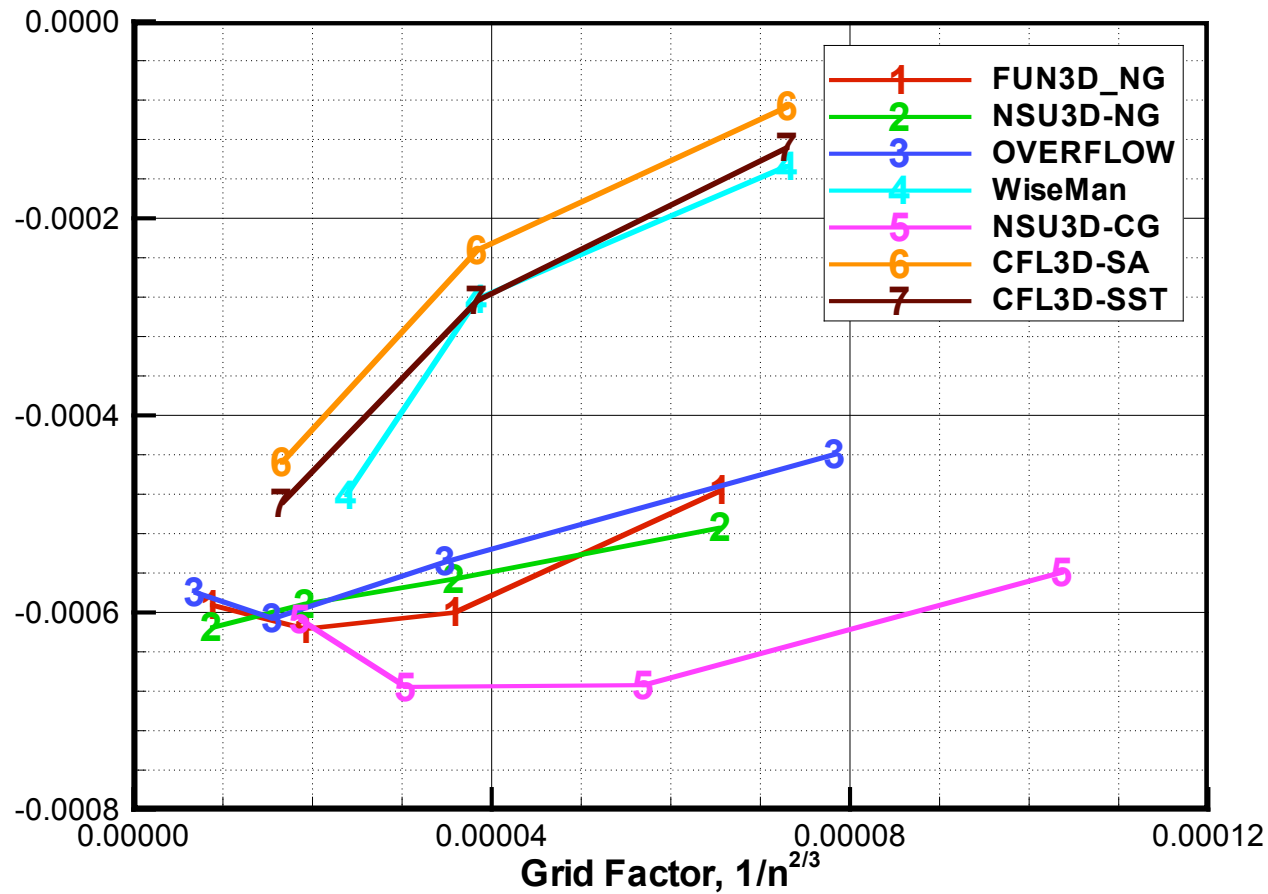
# Drag Component Grid Convergence



# W2-W1 Delta - Grid Convergence

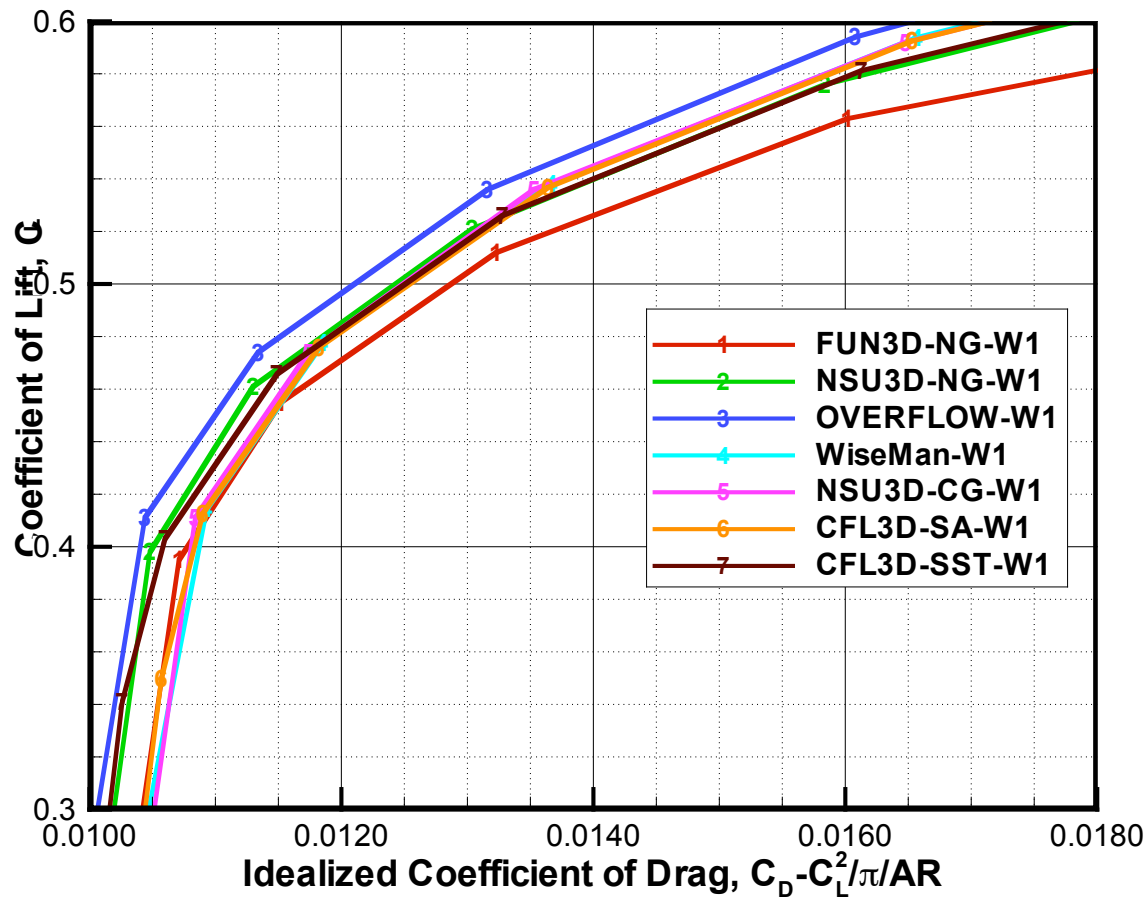


# Idealized Drag - W2-W1 Delta Comparison

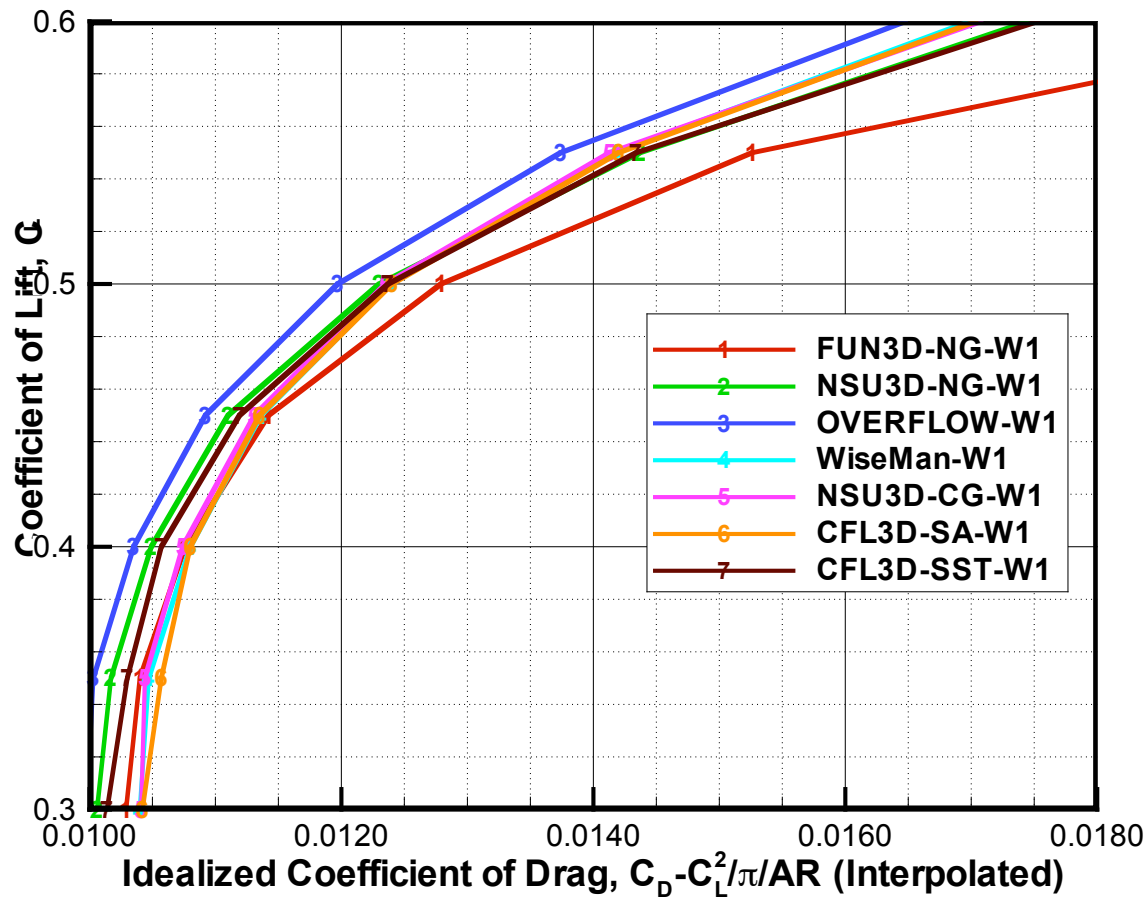




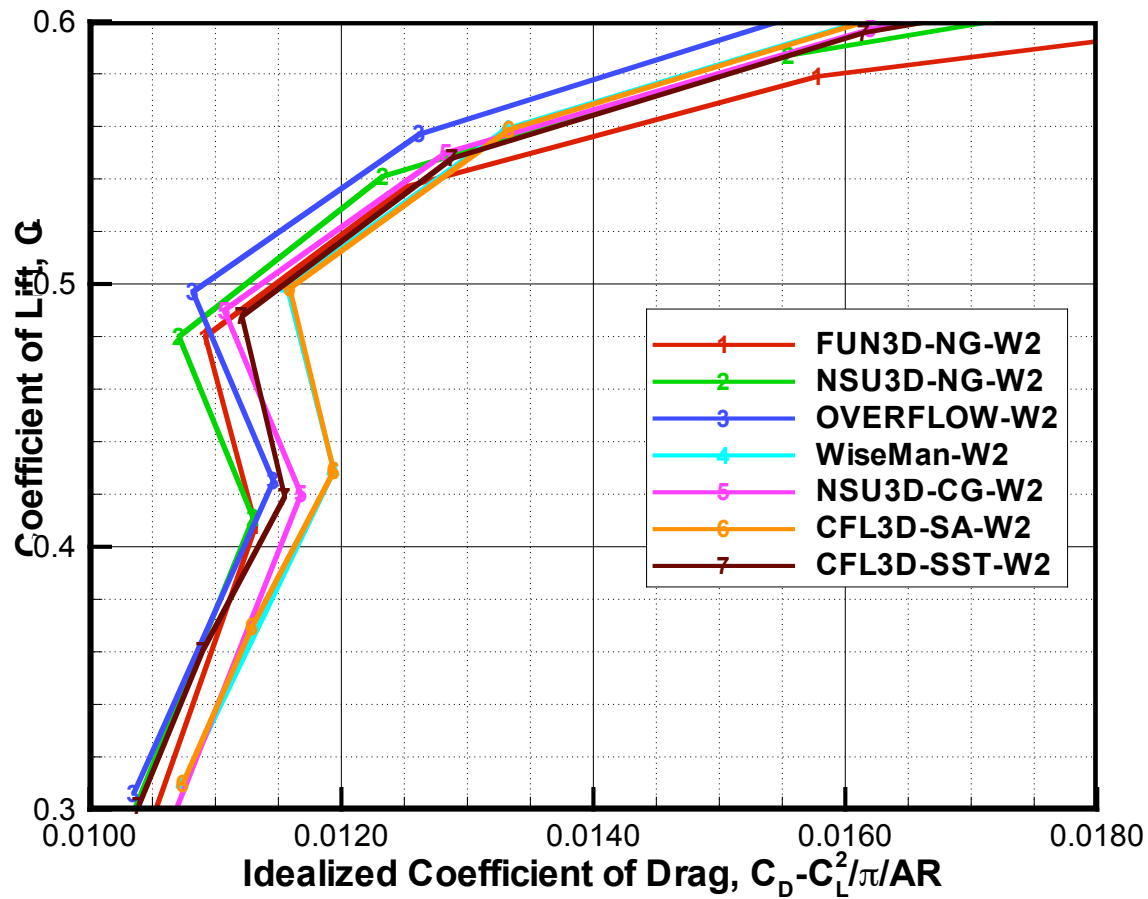
# W1 Idealized Drag Polar



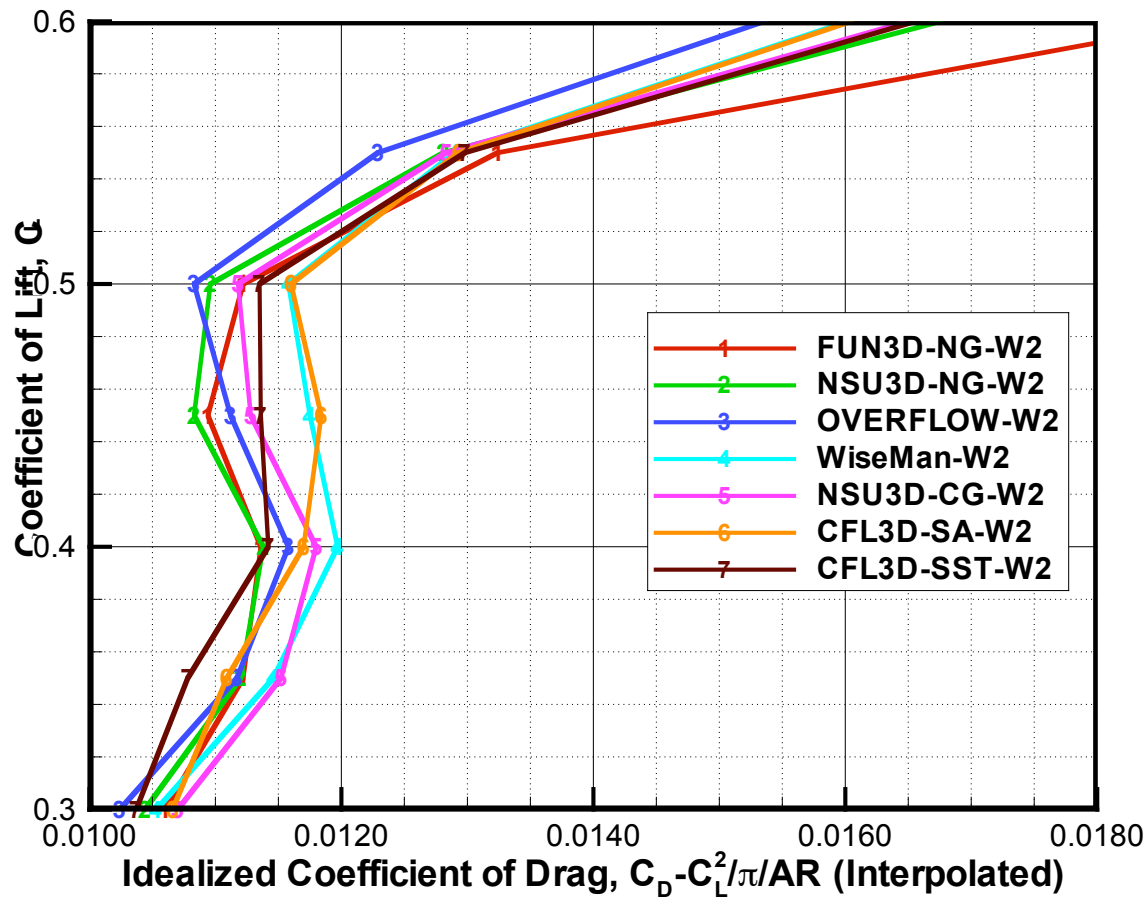
# W1 Idealized Drag Polar (Interpolated)



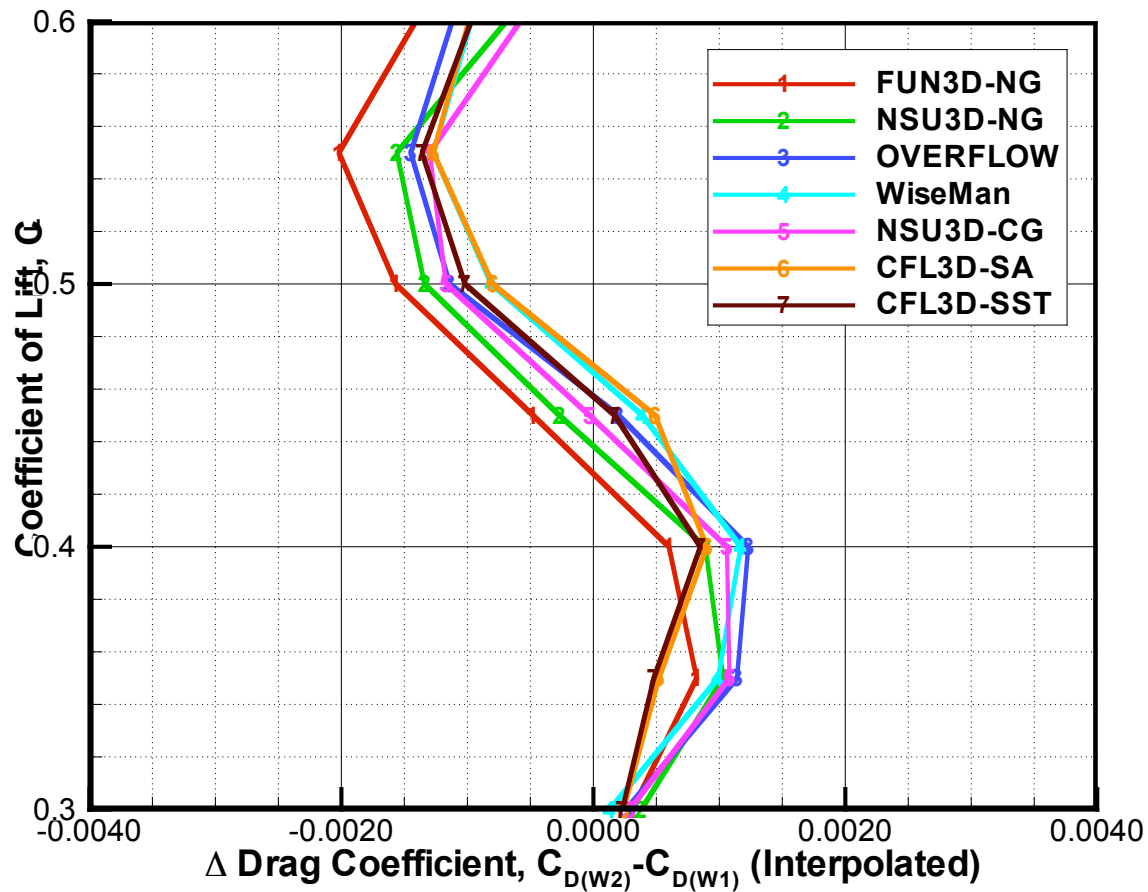
# W2 Idealized Drag Polar



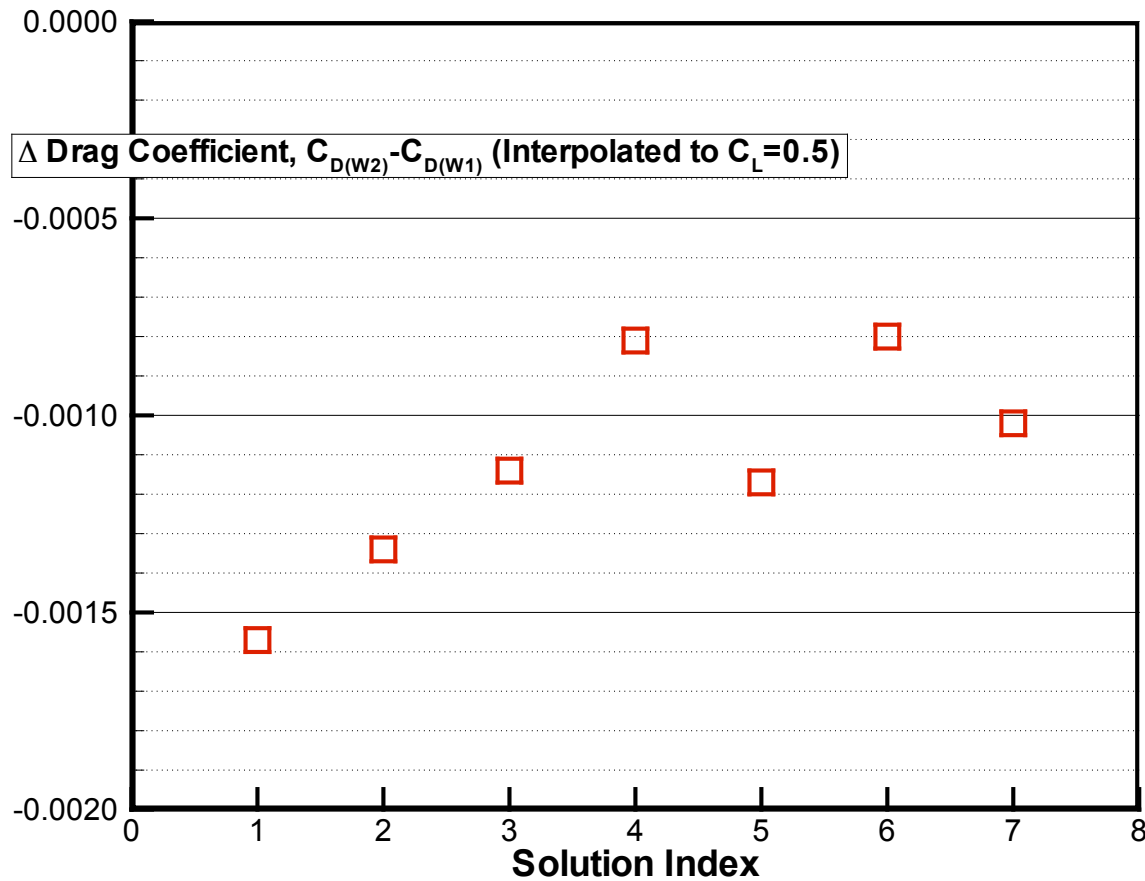
# W2 Idealized Drag Polar (Interpolated)



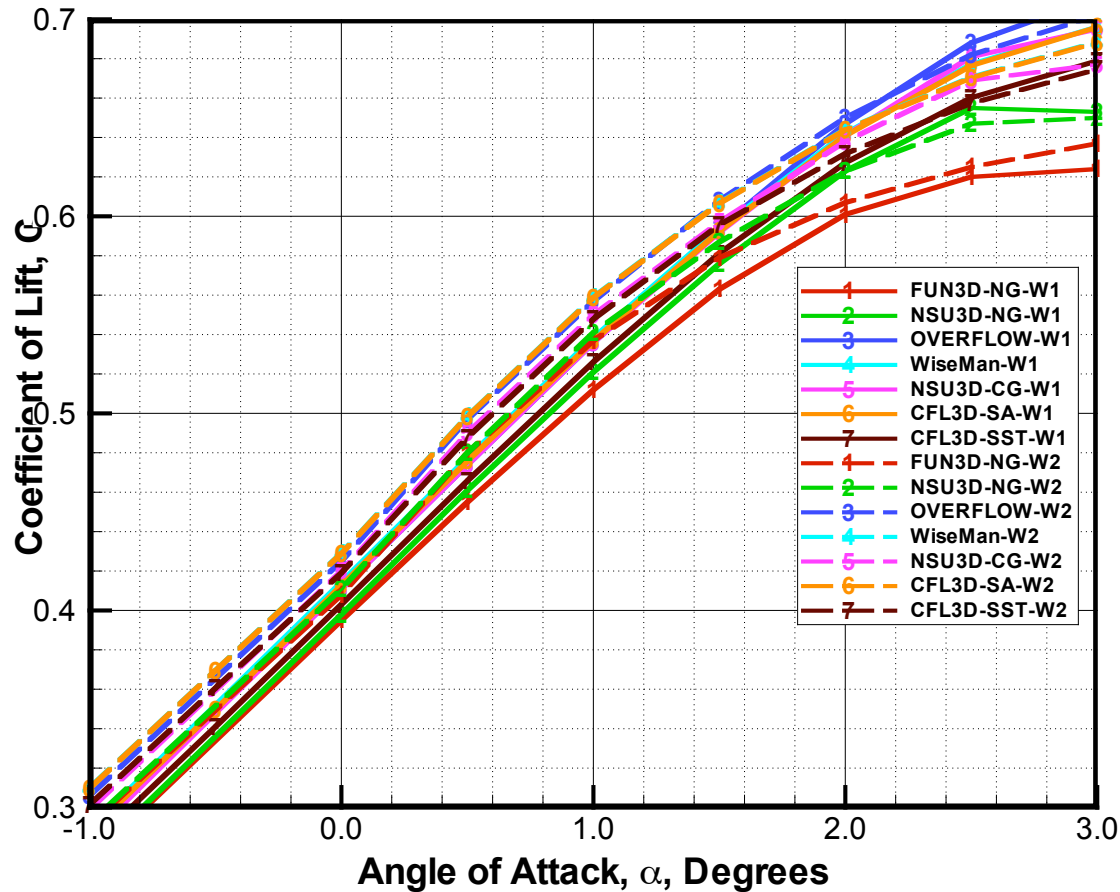
# Delta Drag - Interpolated



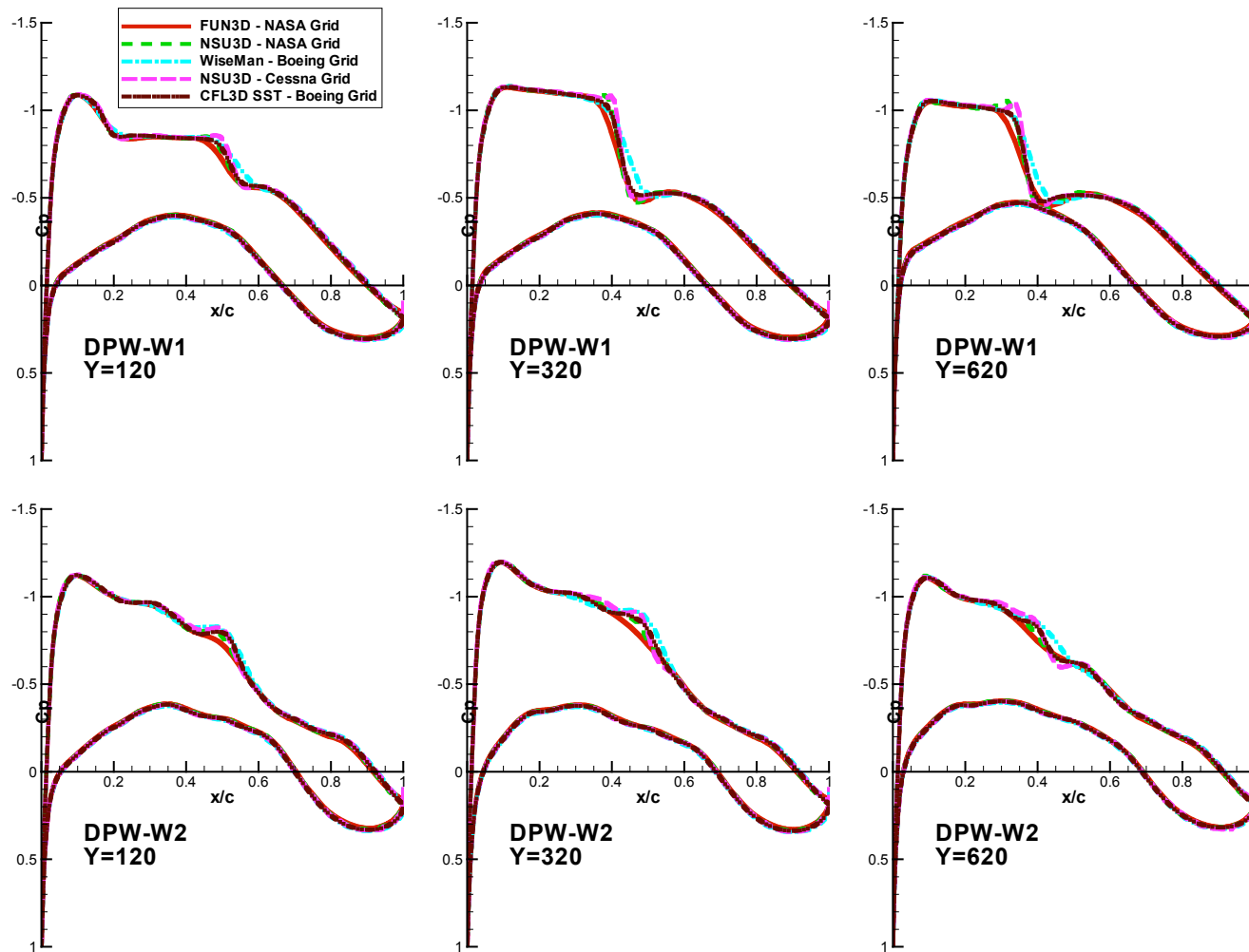
# W2-W1 Delta Drag at $C_L=0.5$



# Lift Coefficient vs. Alpha

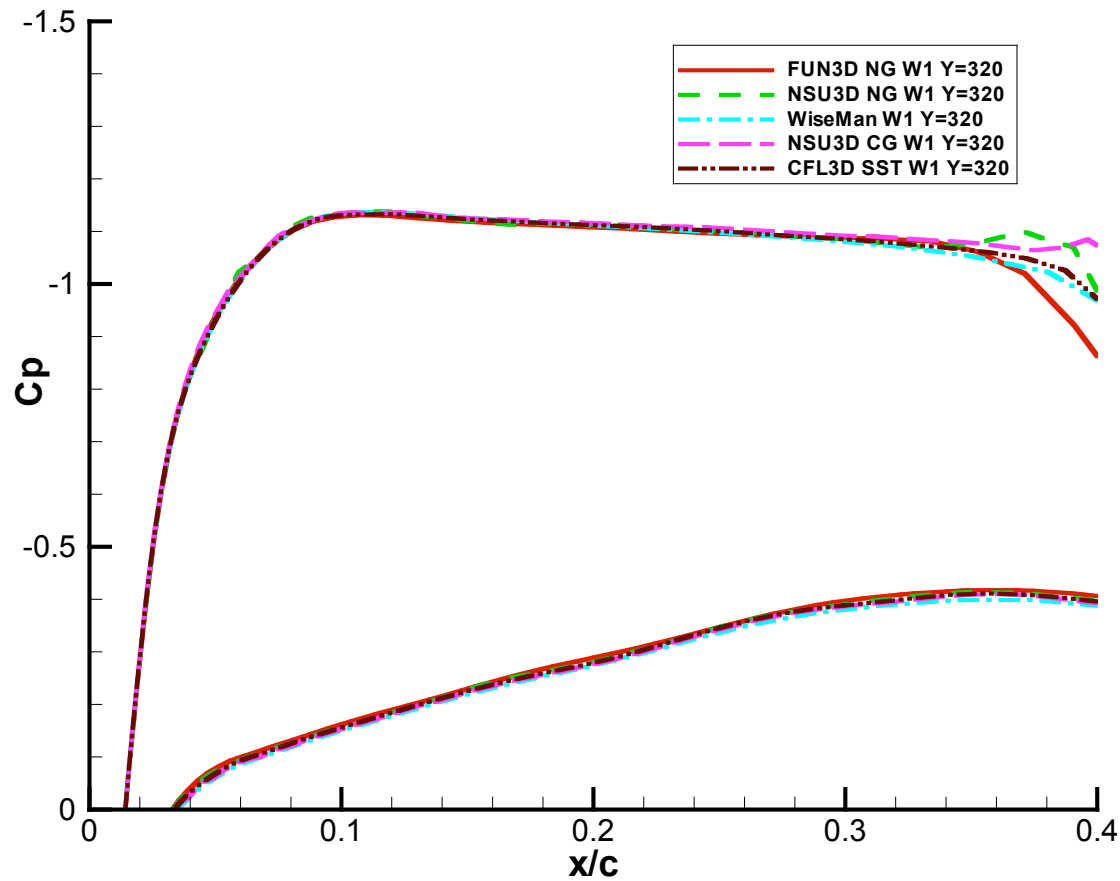


# Pressure Coefficient Distribution

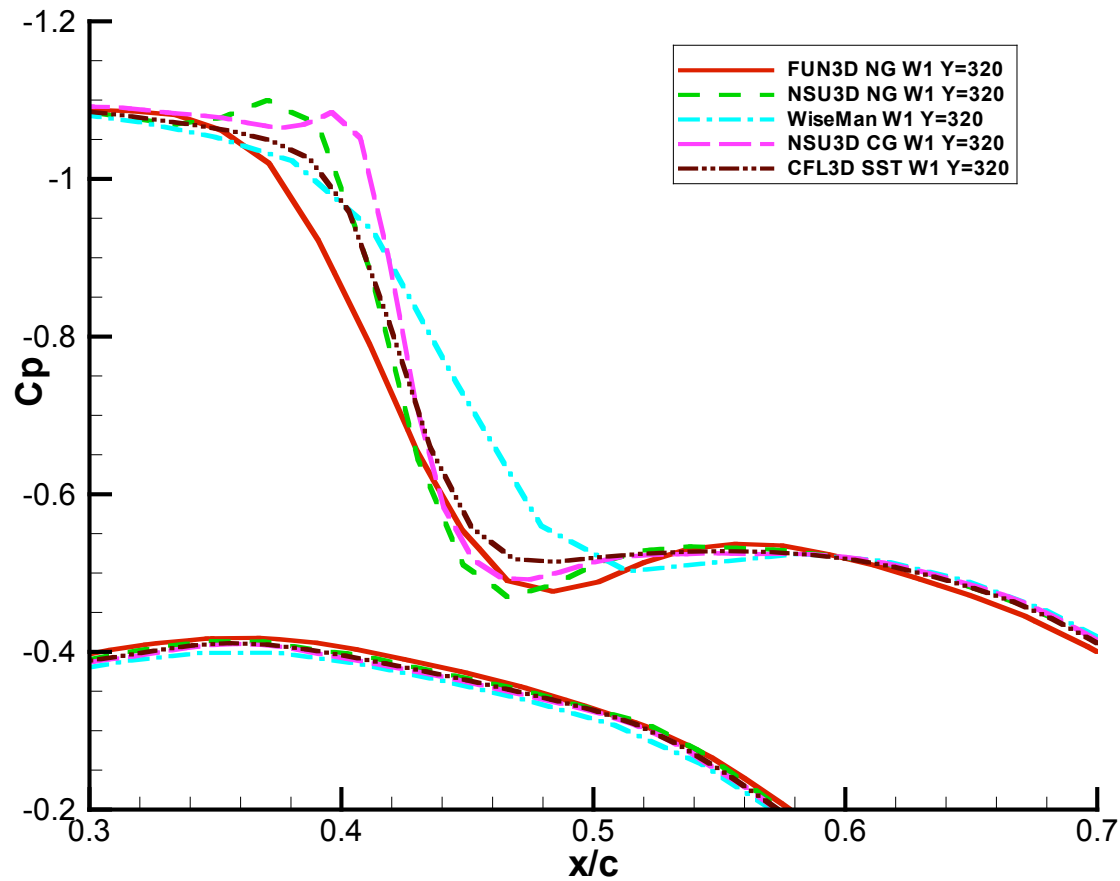




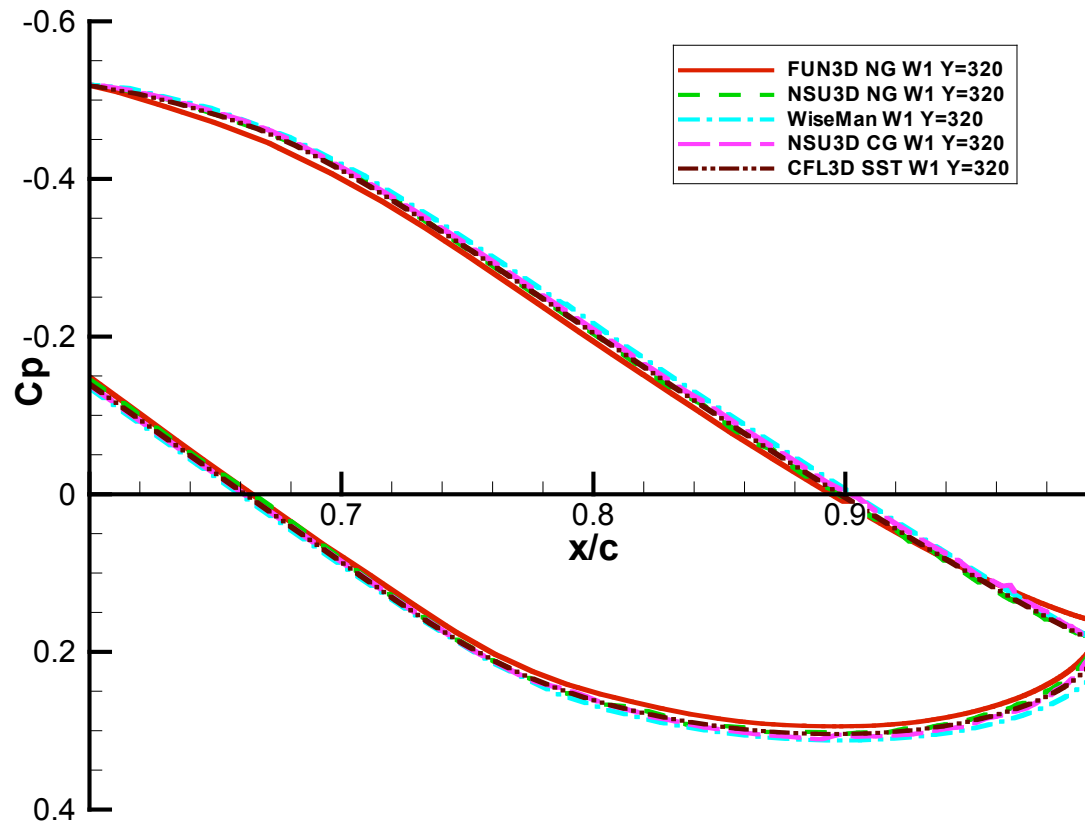
# W1 Pressure Coefficient Detail 1



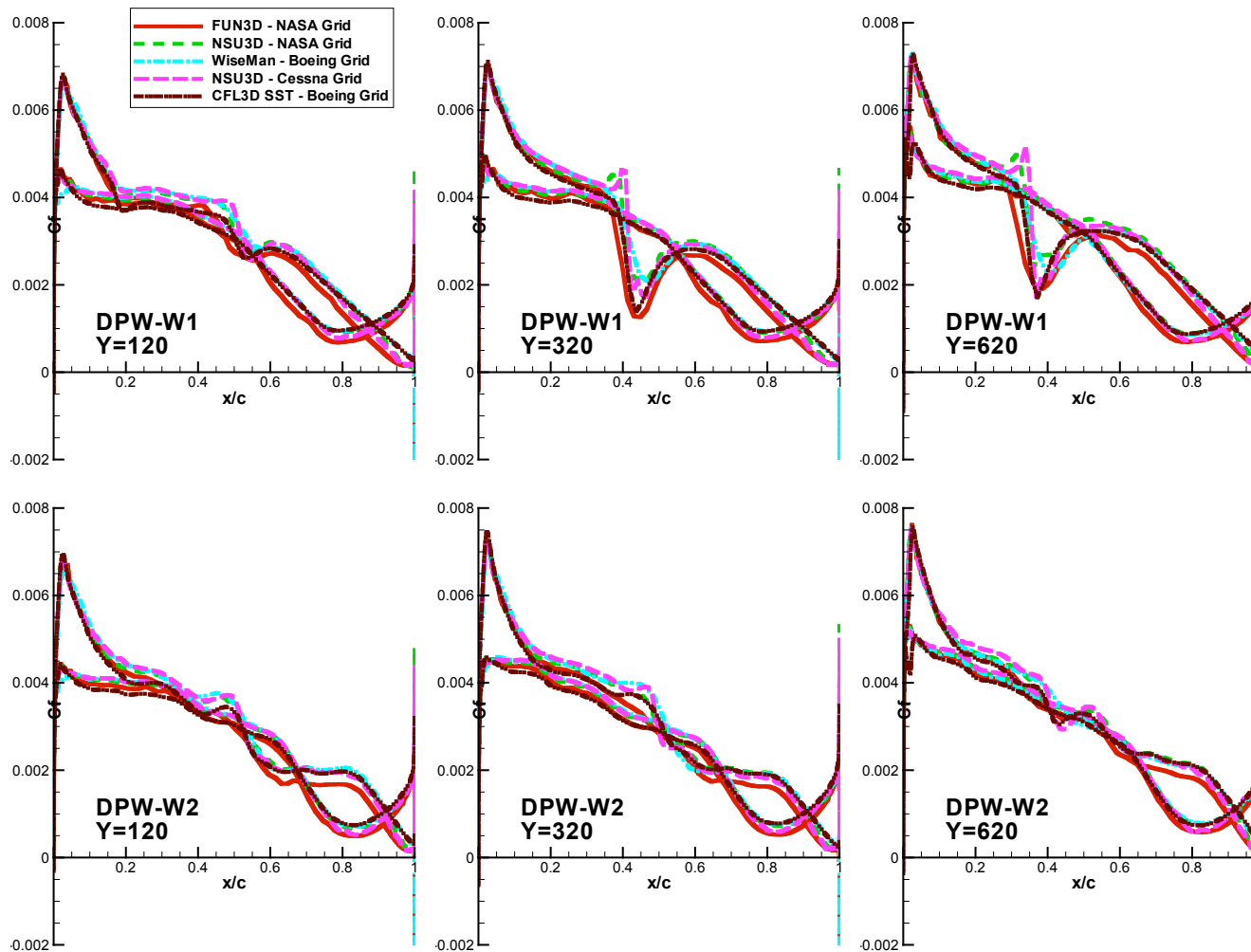
# W1 Pressure Coefficient Detail 2



# W1 Pressure Coefficient Detail 3



# Skin Friction Distribution



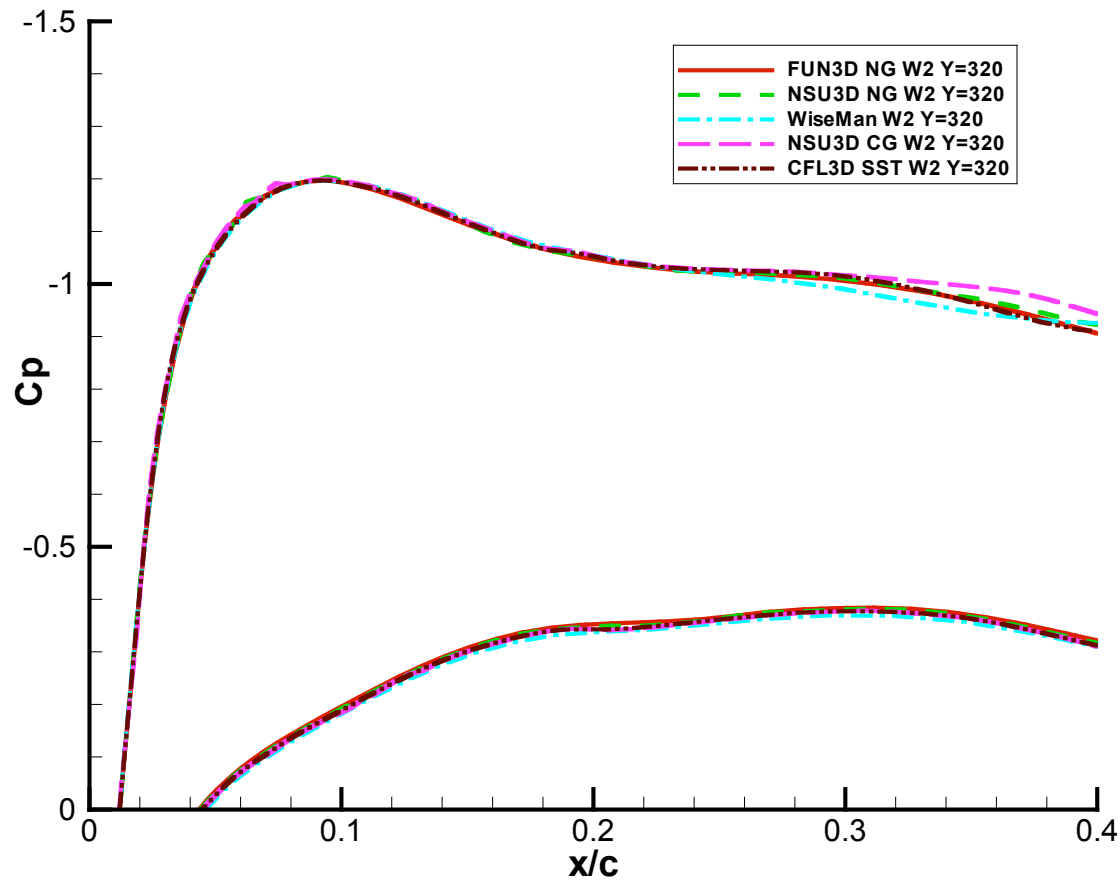


## Summary

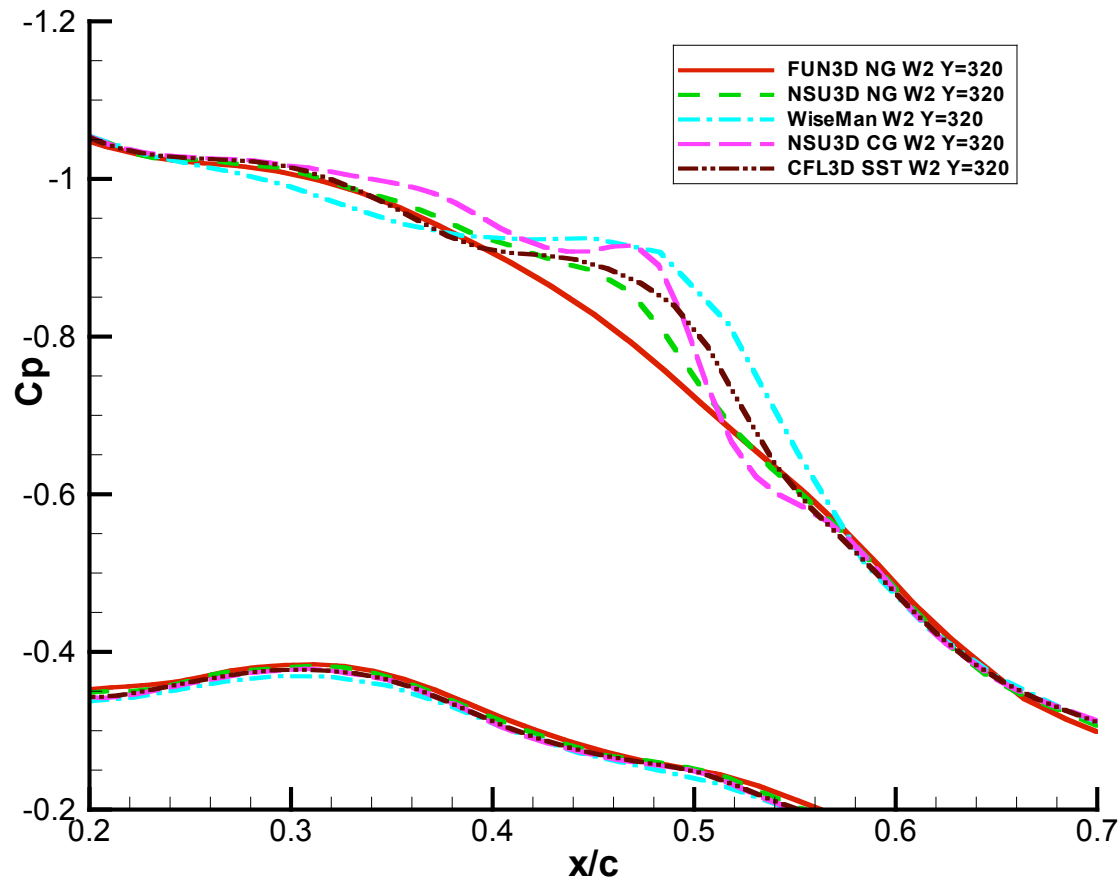
- If you want to look at delta  $C_D$ , used fixed  $C_L$
- Why don't we match shocks better?



# W2 Pressure Coefficient Detail 1



# W2 Pressure Coefficient Detail 2





# W2 Pressure Coefficient Detail 3

