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PII: S0894-1777(18)30129-8

DOI: <https://doi.org/10.1016/j.expthermflusci.2018.04.027>

Reference: ETF 9462

To appear in: *Experimental Thermal and Fluid Science*

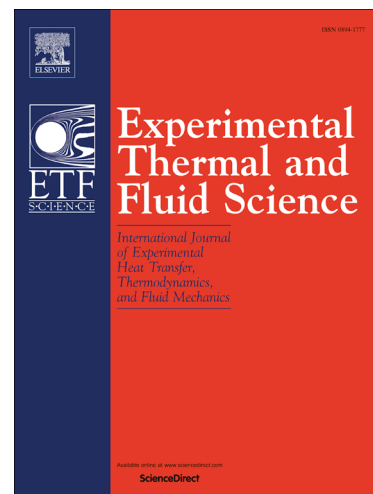
Received Date: 2 February 2018

Revised Date: 28 April 2018

Accepted Date: 28 April 2018

Please cite this article as: S. Yao, C. Min, S. Xie, H. Li, J. Lin, P. Yang, Y. Duan, Effects of recess depth and opening diameter on pressure measurement by recess mounted transducers in a hypersonic boundary layer, *Experimental Thermal and Fluid Science* (2018), doi: <https://doi.org/10.1016/j.expthermflusci.2018.04.027>

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# Effects of recess depth and opening diameter on pressure measurement by recess mounted transducers in a hypersonic boundary layer

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**Abstract** Experimental measurements of pressure fluctuations in a hypersonic boundary layer were conducted based on recess mounted transducers and the effects of recess depth and opening diameter on fluctuating pressure characteristics were studied. The results showed that as the recess depth increased, the bulk of counter flow in the cavity enlarged with the decreased energy of large scale structures, and more small scale structures with relatively higher frequency were generated which contributed to the multiscale structures with broadband frequency spectrum. Similarly, as the opening diameter increased, the low-frequency large scale structures inside the cavity had larger energy due to the shear flow entering the cavity having more mass and carrying larger energy, and the small scale structures with higher frequency exhibited stronger dissipation intensity. The symmetric and stable flow field was more likely to cause the cavity resonance, and the asymmetry and instability of the flow field for smaller recess depth as well as larger opening diameter could inhibit the cavity resonance phenomenon. Compared to surface mounted, nonlinear phase coupling occurred between the flow structures caused by recess mounting which transfers the energy from high frequency structures to low frequency structures. Overall, smaller recess depth and larger opening diameter are optimized in the hypersonic flight test on the premise of pressure sensors not destroyed by the harsh aerothermodynamic environment.

Keywords: Hypersonic; Recess mounted; Pressure fluctuation; Recess depth; Opening diameter

## Nomenclature

$f$	frequency
$f_s$	sampling frequency
$\Delta f$	frequency resolution
$p_{rms}$	root mean square of pressure fluctuation
$t$	time
$\Delta t$	time spacing
$D$	opening diameter
$H$	recess depth
$K$	kurtosis of pressure fluctuation
$M$	Mach number
$M_{cp}$	Mean Mach number of uniform flow field
$\Delta M$	Mach number difference
$P_0$	total pressure
$R_{DD}$	cross correlation
$Re_{unit}$	unit Reynolds number
$S$	skewness of pressure fluctuation
$T_0$	total temperature

## 1. Introduction

The intensity and frequency of pressure fluctuations significantly affect the structural dynamic loading characteristics of flight vehicles. It is of particular importance for the fatigue load determination of vehicle skin when the frequency of local fluctuating pressure loads couples with the structural natural frequency that can cause the internal components vibration and lead to the structural fatigue even failure. Additionally,

pressure fluctuations are the main source of the aerodynamic noise, which also have a remarkable impact on the heat shield of vehicles. Therefore, prediction of fluctuating levels and characteristic frequency is required from the view point of aerodynamic and structural design of vehicles.

Direct drilling method with surface mounting is commonly used for the pressure distribution measurements [1–8], that is holes are drilled directly into the model where, pressure transducers are inserted in and mounted flush with the object

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