

# Compressible Flow - TME085

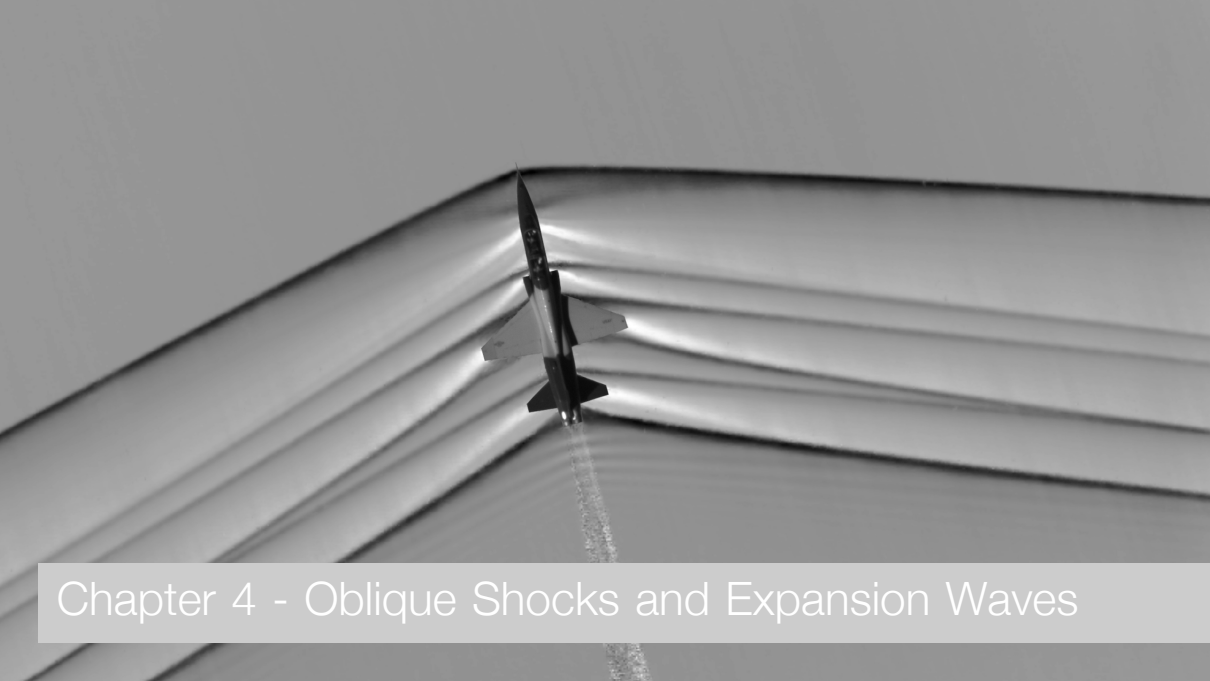
## Lecture 6

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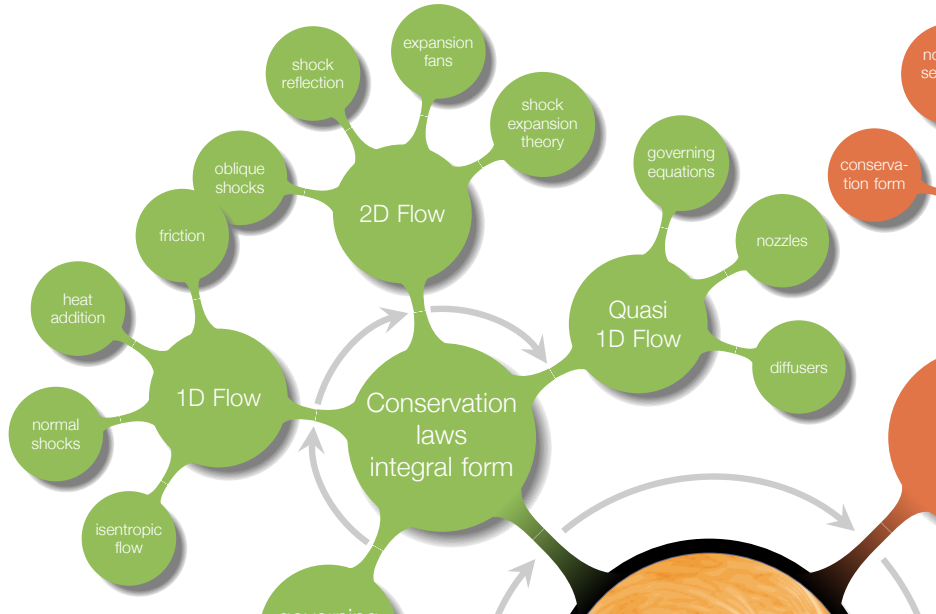
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## Chapter 4 - Oblique Shocks and Expansion Waves

## Overview

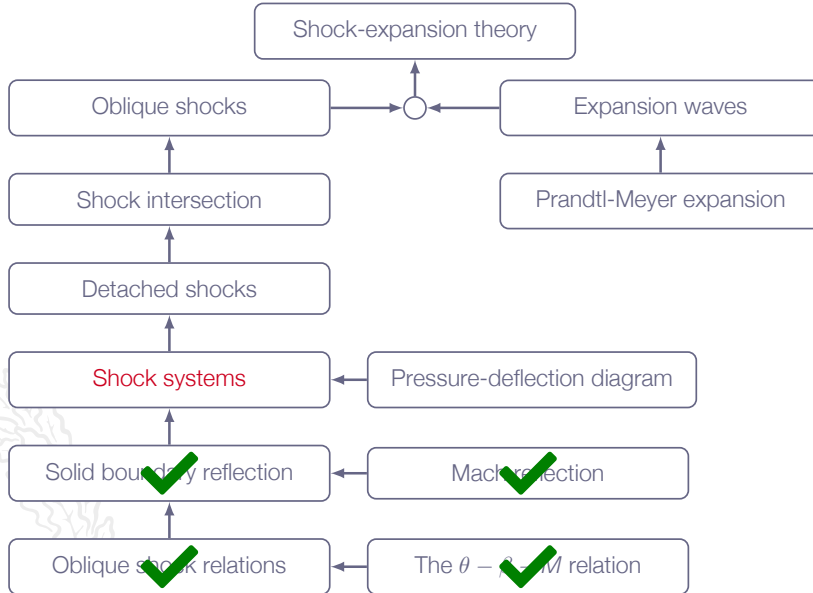


# Learning Outcomes

- 4 **Present** at least two different formulations of the governing equations for compressible flows and **explain** what basic conservation principles they are based on
- 7 **Explain** why entropy is important for flow discontinuities
- 8 **Derive** (marked) and **apply** (all) of the presented mathematical formulae for classical gas dynamics
  - b normal shocks\*
  - e oblique shocks in 2D\*
  - f shock reflection at solid walls\*
  - g contact discontinuities
  - h Prandtl-Meyer expansion fans in 2D
  - i detached blunt body shocks, nozzle flows
- 9 **Solve** engineering problems involving the above-mentioned phenomena (8a-8k)

*why do we get normal shocks in some cases and oblique shocks in other?*

# Roadmap - Oblique Shocks and Expansion Waves



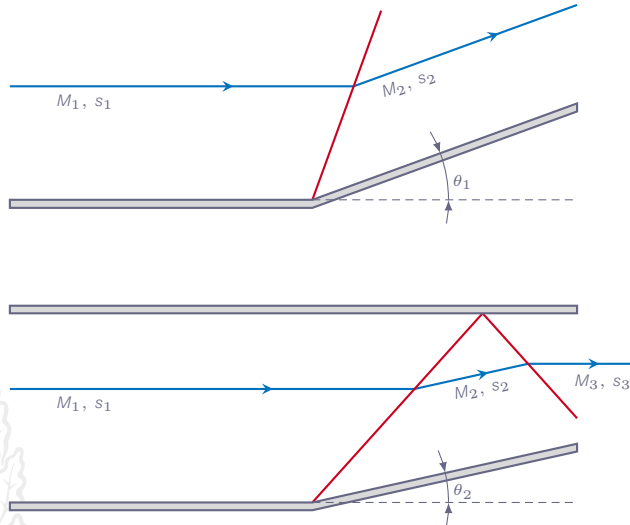
# Chapter 4.7

## Comments on Flow Through Multiple Shock Systems



# Flow Through Multiple Shock Systems

Single-shock compression versus multiple-shock compression:



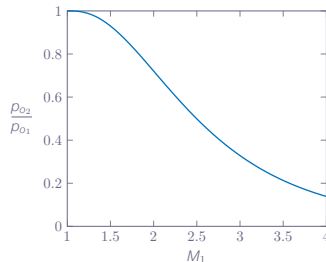
# Flow Through Multiple Shock Systems

We may find  $\theta_1$  and  $\theta_2$  (for same  $M_1$ ) which gives the same final Mach number

In such cases, the flow with multiple shocks has smaller losses

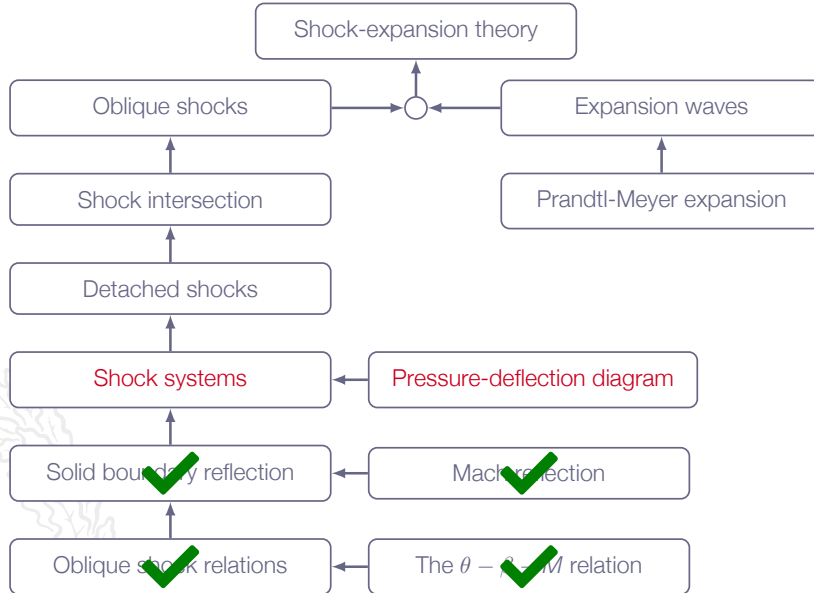
**Explanation:** entropy generation at a shock is a very non-linear function of shock strength

**Note!** the system of multiple shocks might very well result in a larger total flow deflection angle than the single-shock case





# Roadmap - Oblique Shocks and Expansion Waves

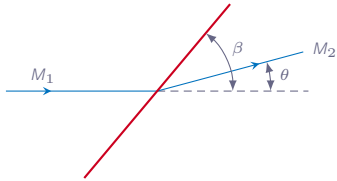


# Chapter 4.8

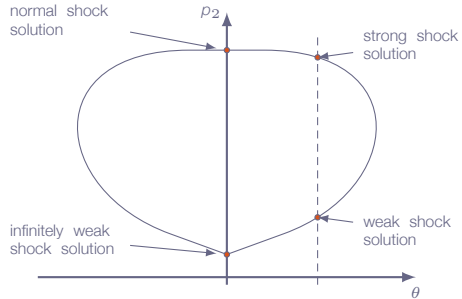
## Pressure Deflection Diagrams



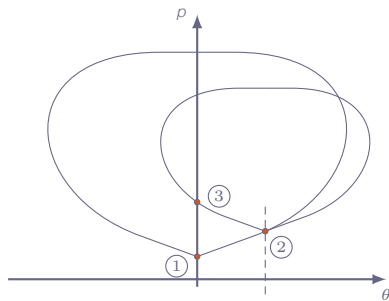
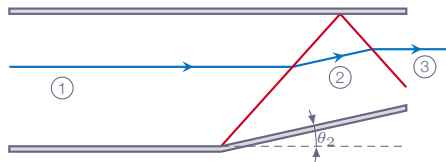
# Pressure Deflection Diagrams



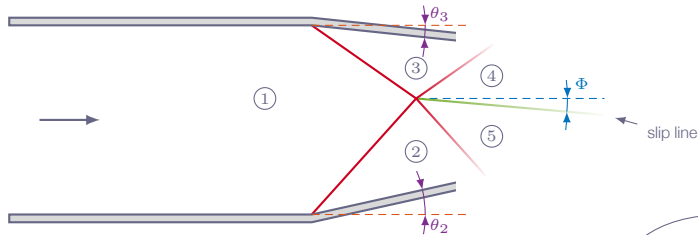
⇒ relation between  $p_2$  and  $\theta$



# Pressure Deflection Diagrams - Shock Reflection

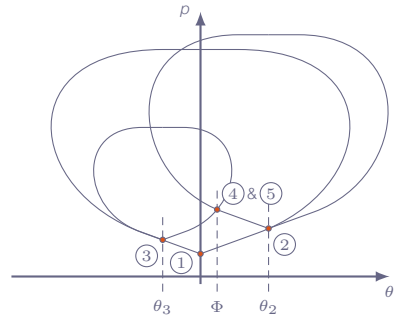


# Pressure Deflection Diagrams - Shock Intersection

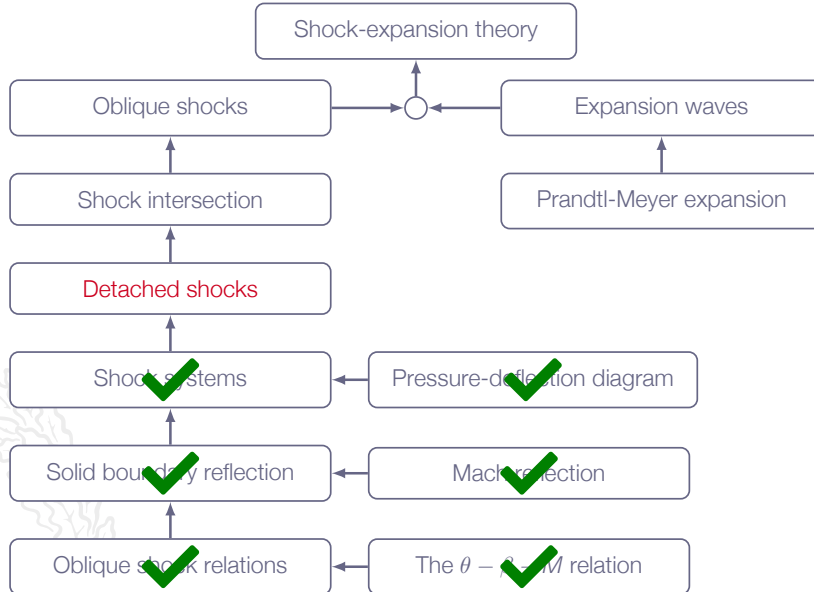


A slip line is a contact discontinuity:

discontinuity in  $\rho$ ,  $T$ ,  $s$ ,  $v$ , and  $M$   
continuous in  $p$  and flow angle



# Roadmap - Oblique Shocks and Expansion Waves

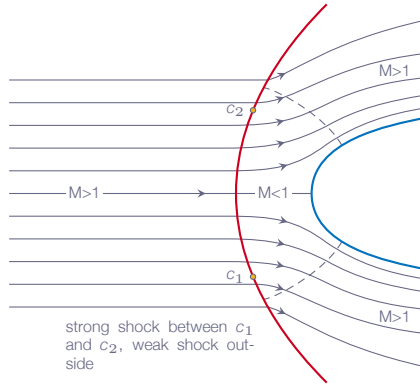


# Chapter 4.12

## Detached Shock Wave in Front of a Blunt Body



# Detached Shocks





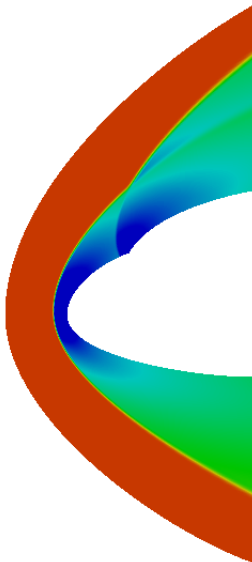
# Detached Shocks

As we move along the detached shock from the centerline, the shock will change in nature as

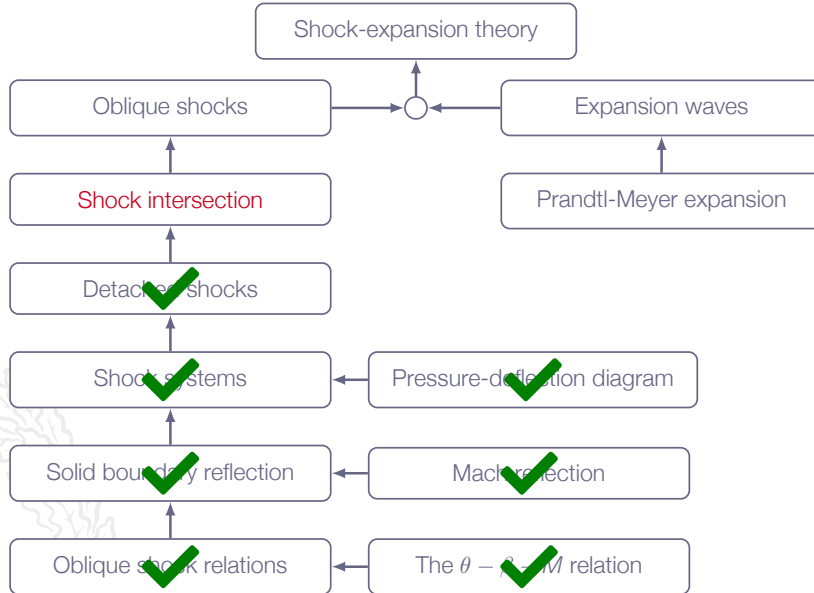
1. right in front of the body we will have a normal shock
2. strong oblique shock
3. weak oblique shock
4. far away from the body it will approach a **Mach wave**, *i.e.* an infinitely weak oblique shock



# Detached Shocks



# Roadmap - Oblique Shocks and Expansion Waves



# Chapter 4.10

## Intersection of Shocks of the Same Family



# Mach Waves (*Repetition*)

Oblique shock, angle  $\beta$ , flow deflection  $\theta$ :

$$M_{n_2}^2 = \frac{M_{n_1}^2 + [2/(\gamma - 1)]}{[2\gamma/(\gamma - 1)]M_{n_1}^2 - 1}$$

where

$$M_{n_1} = M_1 \sin(\beta)$$

and

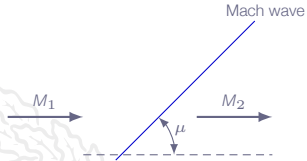
$$M_{n_2} = M_2 \sin(\beta - \theta)$$

Now, let  $M_{n_1} \rightarrow 1$  and  $M_{n_2} \rightarrow 1 \Rightarrow$  infinitely weak shock!

Such very weak shocks are called **Mach waves**

# Mach Waves (*Repetition*)

$$M_{n1} = 1 \Rightarrow M_1 \sin(\beta) = 1 \Rightarrow \beta = \arcsin(1/M_1)$$

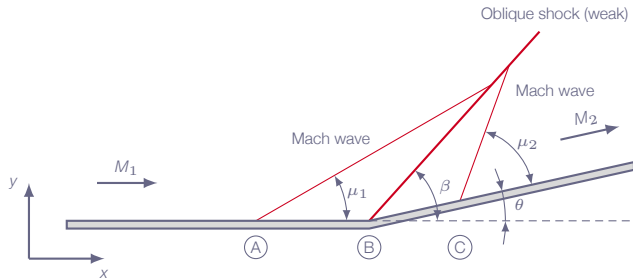


$$M_2 \approx M_1$$

$$\theta \approx 0$$

$$\mu = \arcsin(1/M_1)$$

# Mach Waves



# Mach Waves

1. Mach wave at A:  $\sin(\mu_1) = 1/M_1$
2. Mach wave at C:  $\sin(\mu_2) = 1/M_2$
3. Oblique shock at B:  $M_{n_1} = M_1 \sin(\beta) \Rightarrow \sin(\beta) = M_{n_1}/M_1$

Existence of shock requires  $M_{n_1} > 1 \Rightarrow \beta > \mu_1$

Mach wave intercepts shock!

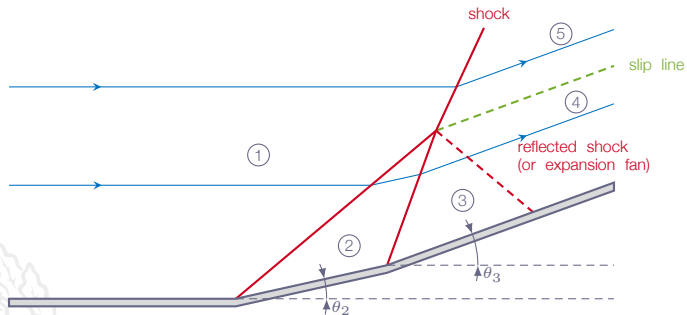
4. Also,  $M_{n_2} = M_2 \sin(\beta - \theta) \Rightarrow \sin(\beta - \theta) = M_{n_2}/M_2$

For finite shock strength  $M_{n_2} < 1 \Rightarrow (\beta - \theta) < \mu_2$

Again, Mach wave intercepts shock



# Shock Intersection - Same Family



# Shock Intersection - Same Family

Case 1: Streamline going through regions 1, 2, 3, and 4  
(through two oblique (weak) shocks)

Case 2: Streamline going through regions 1 and 5  
(through one oblique (weak) shock)

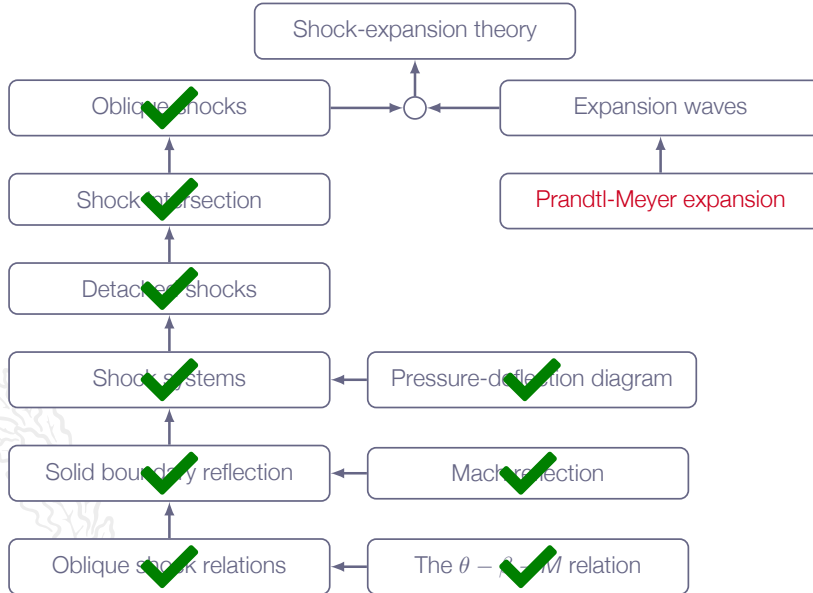
Problem: Find conditions 4 and 5 such that

- a.  $p_4 = p_5$
- b. flow angle in 4 equals flow angle in 5

Solution may give either **reflected shock** or **expansion fan**, depending on actual conditions

A **slip line** usually appears, across which there is a discontinuity in all variables except  $p$  and flow angle

# Roadmap - Oblique Shocks and Expansion Waves

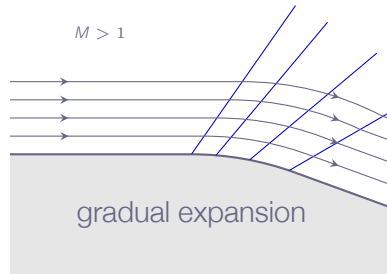
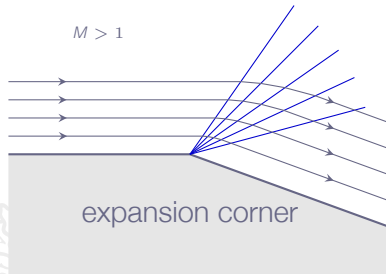


# Chapter 4.14

## Prandtl-Meyer Expansion Waves

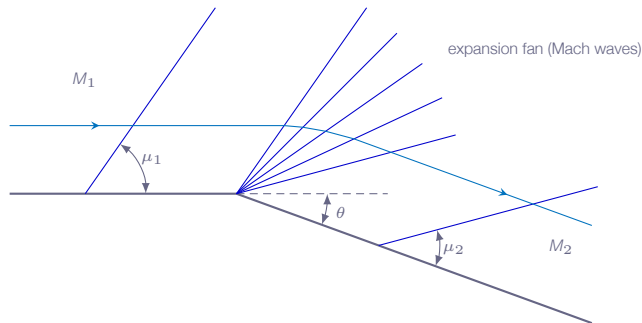


# Expansion Waves



# Prandtl-Meyer Expansion Waves

An expansion fan is a centered simple wave (also called Prandtl-Meyer expansion)



$M_2 > M_1$  (the flow accelerates through the expansion fan)

$p_2 < p_1, \rho_2 < \rho_1, T_2 < T_1$

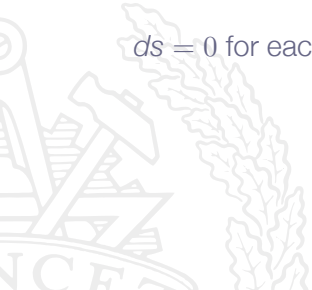
# Prandtl-Meyer Expansion Waves

Continuous expansion region

Infinite number of weak Mach waves

Streamlines through the expansion wave are smooth curved lines

$ds = 0$  for each Mach wave  $\Rightarrow$  the expansion process is **isentropic!**



# Prandtl-Meyer Expansion Waves

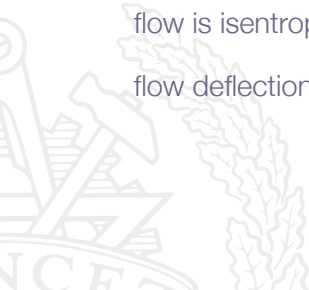
upstream of expansion  $M_1 > 1$ ,  $\sin(\mu_1) = 1/M_1$

flow accelerates as it curves through the expansion fan

downstream of expansion  $M_2 > M_1$ ,  $\sin(\mu_2) = 1/M_2$

flow is isentropic  $\Rightarrow s, p_o, T_o, \rho_o, a_o, \dots$  are constant along streamlines

flow deflection:  $\theta$





# Prandtl-Meyer Expansion Waves

It can be shown that  $d\theta = \sqrt{M^2 - 1} \frac{dv}{v}$ , where  $v = |\mathbf{v}|$   
(valid for all gases)

Integration gives

$$\int_{\theta_1}^{\theta_2} d\theta = \int_{M_1}^{M_2} \sqrt{M^2 - 1} \frac{dv}{v}$$

the term  $\frac{dv}{v}$  needs to be expressed in terms of Mach number

$$v = Ma \Rightarrow \ln v = \ln M + \ln a \Rightarrow$$

$$\frac{dv}{v} = \frac{dM}{M} + \frac{da}{a}$$

# Prandtl-Meyer Expansion Waves

Calorically perfect gas and adiabatic flow gives

$$\frac{T_o}{T} = 1 + \frac{1}{2}(\gamma - 1)M^2$$

$$\left\{ a = \sqrt{\gamma RT}, a_o = \sqrt{\gamma RT_o} \right\} \Rightarrow \frac{T_o}{T} = \left( \frac{a_o}{a} \right)^2 \Rightarrow$$

$$\left( \frac{a_o}{a} \right)^2 = 1 + \frac{1}{2}(\gamma - 1)M^2 \Leftrightarrow a = a_o \left[ 1 + \frac{1}{2}(\gamma - 1)M^2 \right]^{-1/2}$$

# Prandtl-Meyer Expansion Waves

Differentiation gives:

$$da = a_o \left[ 1 + \frac{1}{2}(\gamma - 1)M^2 \right]^{-3/2} \left( -\frac{1}{2} \right) (\gamma - 1)M dM$$

or

$$da = a \left[ 1 + \frac{1}{2}(\gamma - 1)M^2 \right]^{-1} \left( -\frac{1}{2} \right) (\gamma - 1)M dM$$

which gives

$$\frac{dv}{v} = \frac{dM}{M} + \frac{da}{a} = \frac{dM}{M} + \frac{-\frac{1}{2}(\gamma - 1)M dM}{1 + \frac{1}{2}(\gamma - 1)M^2} = \frac{1}{1 + \frac{1}{2}(\gamma - 1)M^2} \frac{dM}{M}$$

# Prandtl-Meyer Expansion Waves

Thus,

$$\int_{\theta_1}^{\theta_2} d\theta = \theta_2 - \theta_1 = \int_{M_1}^{M_2} \frac{\sqrt{M^2 - 1}}{1 + \frac{1}{2}(\gamma - 1)M^2} \frac{dM}{M} = \nu(M_2) - \nu(M_1)$$

where

$$\nu(M) = \int \frac{\sqrt{M^2 - 1}}{1 + \frac{1}{2}(\gamma - 1)M^2} \frac{dM}{M}$$

is the so-called **Prandtl-Meyer function**

# Prandtl-Meyer Expansion Waves

Performing the integration gives:

$$\nu(M) = \sqrt{\frac{\gamma+1}{\gamma-1}} \tan^{-1} \sqrt{\frac{\gamma-1}{\gamma+1} (M^2 - 1)} - \tan^{-1} \sqrt{M^2 - 1}$$

We can now calculate the deflection angle  $\Delta\theta$  as:

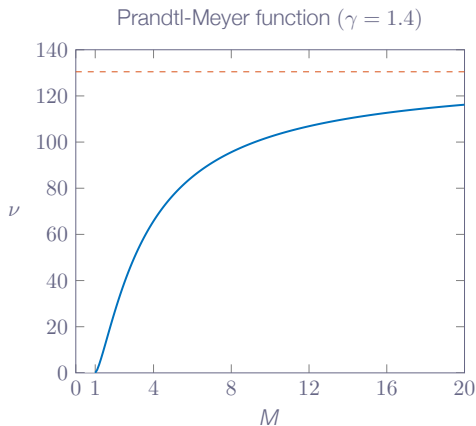
$$\Delta\theta = \nu(M_2) - \nu(M_1)$$



# Prandtl-Meyer Expansion Waves

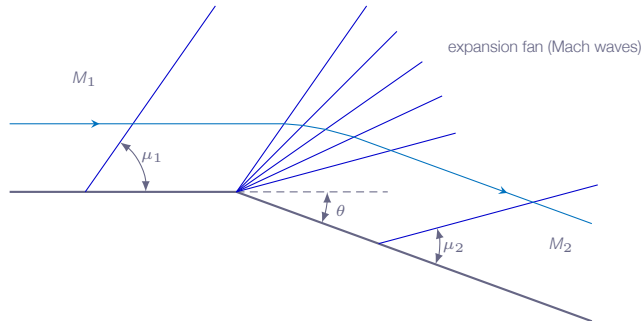
$$\nu(M) = \sqrt{\frac{\gamma+1}{\gamma-1}} \tan^{-1} \sqrt{\frac{\gamma-1}{\gamma+1}(M^2-1)} - \tan^{-1} \sqrt{M^2-1}$$

$$\nu(M)|_{M \rightarrow \infty} = 130.45^\circ$$



# Prandtl-Meyer Expansion Waves

Example:



1.  $\theta_1 = 0$ ,  $M_1 > 1$  is given
2.  $\theta_2$  is given
3. problem: find  $M_2$  such that  $\theta_2 = \nu(M_2) - \nu(M_1)$
4.  $\nu(M)$  for  $\gamma = 1.4$  can be found in Table A.5

# Prandtl-Meyer Expansion Waves

Since the flow is isentropic, the usual isentropic relations apply:

( $p_o$  and  $T_o$  are constant)

Calorically perfect gas:

$$\frac{p_o}{p} = \left[ 1 + \frac{1}{2}(\gamma - 1)M^2 \right]^{\frac{\gamma}{\gamma-1}}$$

$$\frac{T_o}{T} = \left[ 1 + \frac{1}{2}(\gamma - 1)M^2 \right]$$





# Prandtl-Meyer Expansion Waves

since  $p_{o1} = p_{o2}$  and  $T_{o1} = T_{o2}$

$$\frac{p_1}{p_2} = \frac{p_{o2}}{p_{o1}} \frac{p_1}{p_2} = \left( \frac{p_{o2}}{p_2} \right) / \left( \frac{p_{o1}}{p_1} \right) = \left[ \frac{1 + \frac{1}{2}(\gamma - 1)M_2^2}{1 + \frac{1}{2}(\gamma - 1)M_1^2} \right]^{\frac{\gamma}{\gamma - 1}}$$

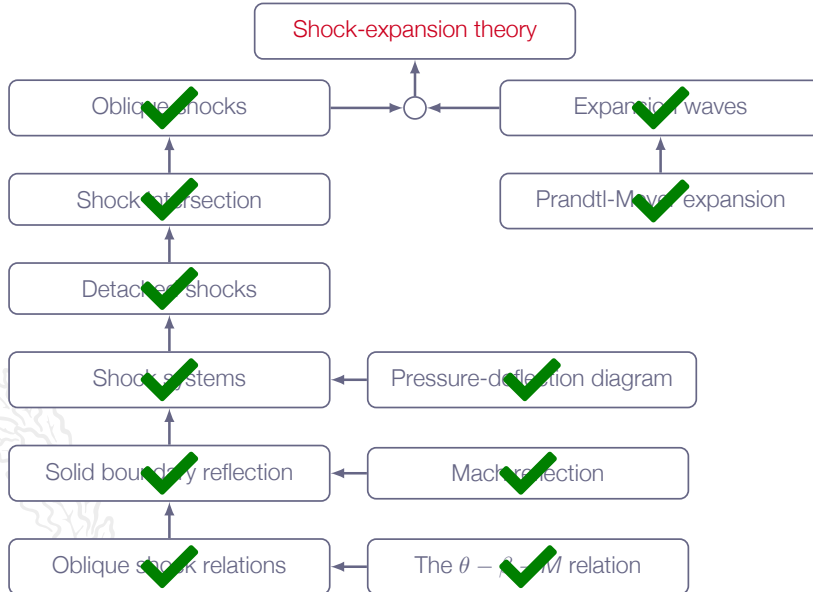
$$\frac{T_1}{T_2} = \frac{T_{o2}}{T_{o1}} \frac{T_1}{T_2} = \left( \frac{T_{o2}}{T_2} \right) / \left( \frac{T_{o1}}{T_1} \right) = \left[ \frac{1 + \frac{1}{2}(\gamma - 1)M_2^2}{1 + \frac{1}{2}(\gamma - 1)M_1^2} \right]$$

# Prandtl-Meyer Expansion Waves

Alternative solution:

1. determine  $M_2$  from  $\theta_2 = \nu(M_2) - \nu(M_1)$
2. compute  $p_{o1}$  and  $T_{o1}$  from  $p_1$ ,  $T_1$ , and  $M_1$  (or use Table A.1)
3. set  $p_{o2} = p_{o1}$  and  $T_{o2} = T_{o1}$
4. compute  $p_2$  and  $T_2$  from  $p_{o2}$ ,  $T_{o2}$ , and  $M_2$  (or use Table A.1)

# Roadmap - Oblique Shocks and Expansion Waves

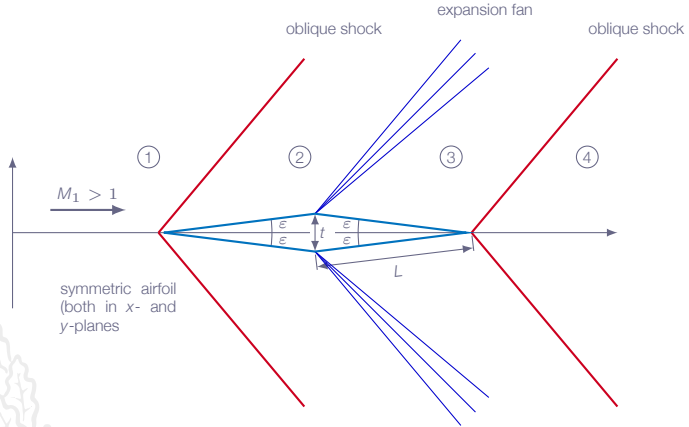


# Chapter 4.15

## Shock Expansion Theory



# Diamond-Wedge Airfoil



# Diamond-Wedge Airfoil

- 1-2 standard oblique shock calculation for flow deflection angle  $\varepsilon$  and upstream Mach number  $M_1$
- 2-3 Prandtl-Meyer expansion for flow deflection angle  $2\varepsilon$  and upstream Mach number  $M_2$
- 3-4 standard oblique shock calculation for flow deflection angle  $\varepsilon$  and upstream Mach number  $M_3$

# Diamond-Wedge Airfoil

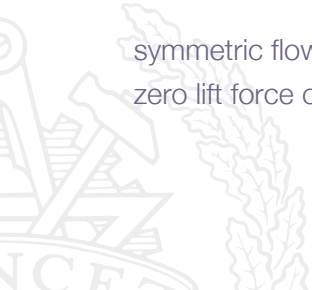
symmetric airfoil

zero incidence flow (freestream aligned with flow axis)

gives:

symmetric flow field

zero lift force on airfoil



# Diamond-Wedge Airfoil

Drag force:

$$D = - \oint\oint_{\partial\Omega} p(\mathbf{n} \cdot \mathbf{e}_x) dS$$

$\partial\Omega$	airfoil surface
$p$	surface pressure
$\mathbf{n}$	outward facing unit normal vector
$\mathbf{e}_x$	unit vector in x-direction



# Diamond-Wedge Airfoil

Since conditions 2 and 3 are constant in their respective regions, we obtain:

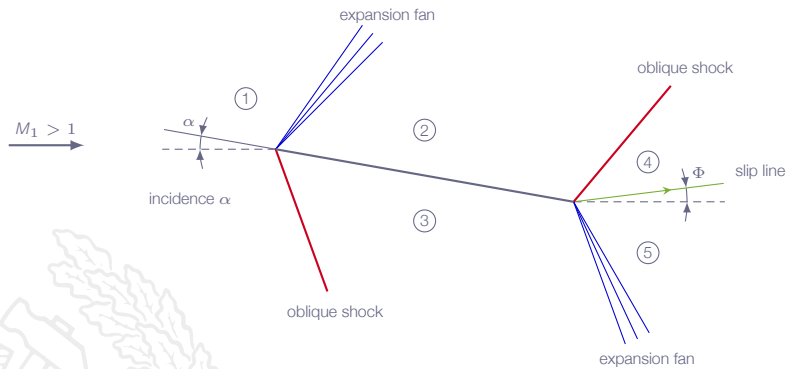
$$D = 2 [p_2 L \sin(\varepsilon) - p_3 L \sin(\varepsilon)] = 2(p_2 - p_3) \frac{t}{2} = (p_2 - p_3)t$$

For supersonic free stream ( $M_1 > 1$ ), with shocks and expansion fans according to figure we will always find that  $p_2 > p_3$

which implies  $D > 0$

Wave drag (drag due to flow loss at compression shocks)

# Flat-Plate Airfoil



# Flat-Plate Airfoil

It seems that the angle of the flow downstream of the flat plate would be different than the angle of the flow upstream of the plate. Can that really be correct?!



# Flat-Plate Airfoil

It seems that the angle of the flow downstream of the flat plate would be different than the angle of the flow upstream of the plate. Can that really be correct?!

For the flow in the vicinity of the plate this is the correct picture. Further out from the plate, shock and expansion waves will interact and eventually sort the mismatch of flow angles out



# Flat-Plate Airfoil

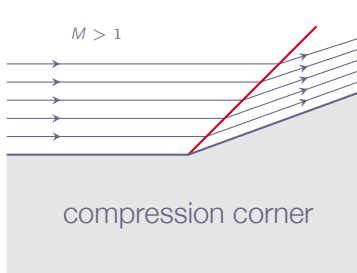
1. Flow states 4 and 5 must satisfy:

$$\rho_4 = \rho_5$$

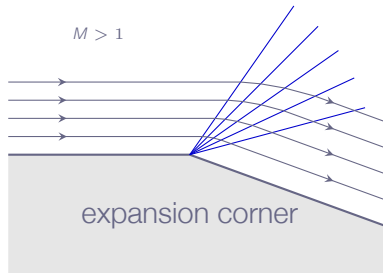
flow direction 4 equals flow direction 5 ( $\Phi$ )

2. Shock between 2 and 4 as well as expansion fan between 3 and 5 will adjust themselves to comply with the requirements
3. For calculation of lift and drag only states 2 and 3 are needed
4. States 2 and 3 can be obtained using standard oblique shock formulas and Prandtl-Meyer expansion

# Oblique Shocks and Expansion Waves

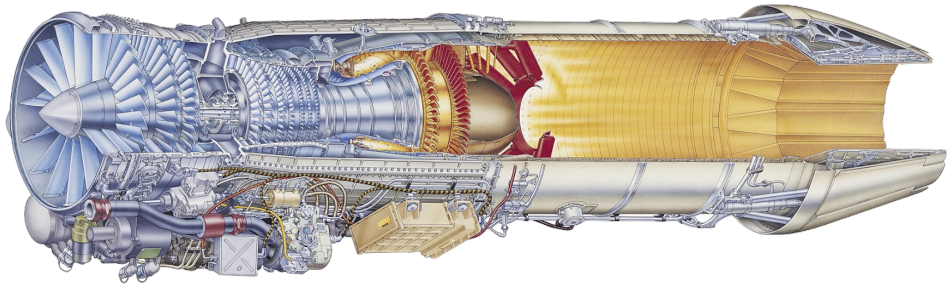


$M$  decrease  
 $V$  decrease  
 $p$  increase  
 $\rho$  increase  
 $T$  increase

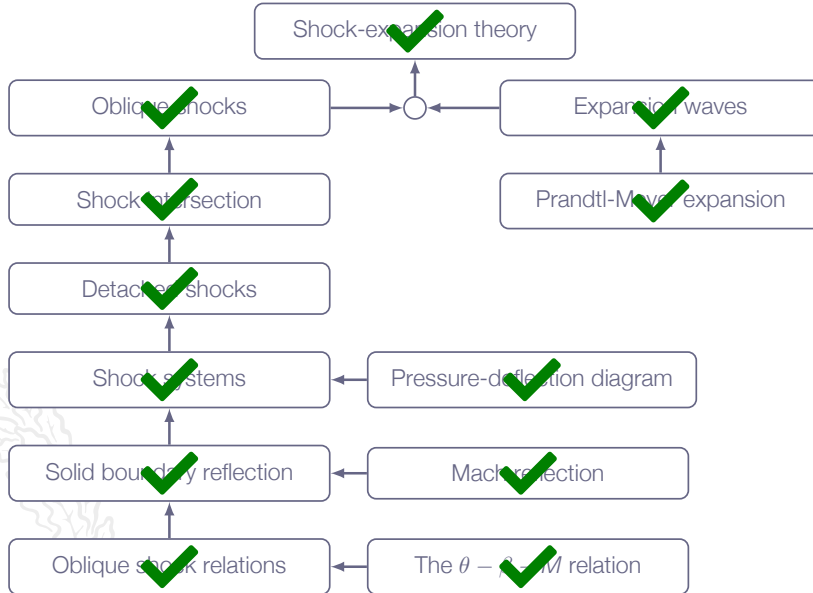


$M$  increase  
 $V$  increase  
 $p$  decrease  
 $\rho$  decrease  
 $T$  decrease

# Oblique Shocks and Expansion Waves



# Roadmap - Oblique Shocks and Expansion Waves





THE BERNOULLI-DOPPLER-LEIDENFROST-PELTZMAN-SAPIR-WHORE-DUNNING-KRUGER-STROOP EFFECT STATES THAT IF A SPEEDING FIRE TRUCK LIFTS OFF AND HURTLES TOWARD YOU ON A LAYER OF SUPERHEATED GAS, YOU'LL DIVE OUT OF THE WAY FASTER IF THE DRIVER SCREAMS "RED!" IN A *NON-TONAL* LANGUAGE THAT *HAS* A WORD FOR "FIREFIGHTER" THAN IF THEY SCREAM "GREEN!" IN A *TONAL* LANGUAGE WITH *NO* WORD FOR "FIREFIGHTER" WHICH YOU *THINK* YOU'RE FLUENT IN BUT *AREN'T*.

