National Aeronautics and Space Administration

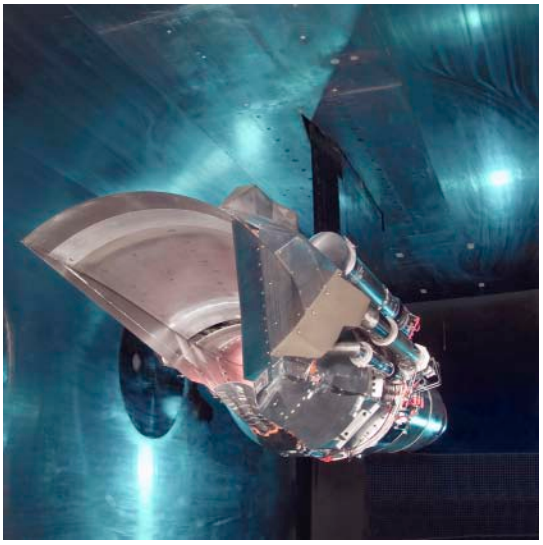
NASA

NASA's **Aeronautics Test Program**

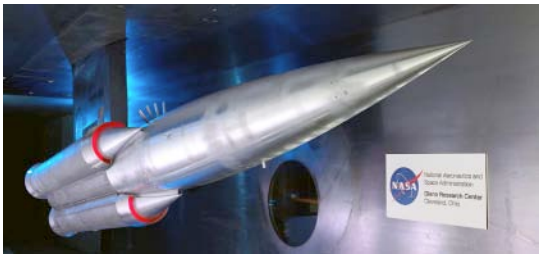
10- by 10-Foot Supersonic Wind Tunnel

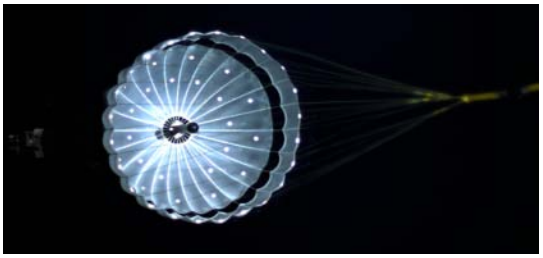
Throughout its history, the 10- by 10-Foot Supersonic Wind Tunnel (10×10 SWT) has made valuable contributions to the advancement of fundamental supersonic propulsion technology. Researchers have used the facility to aid in the development of the Atlas-Centaur, Saturn, and Atlas-Agena-class launch vehicles, and for such vehicle-focused research programs as the High-Speed Civil Transport, the National AeroSpace Plane, and the Joint Strike Fighter.

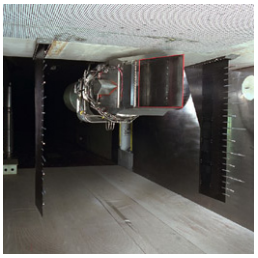
The test section is large enough to accommodate large-scale models and full-size aircraft components. The 10×10 SWT was specifically designed to test supersonic propulsion components such as inlets, nozzles, and full-scale jet and rocket engines. It also has been effectively utilized for force balances models and spacecraft reentry decelerator testing.



From left to right: Parametric inlet model, operators monitor a test from the control room, Active Inlet Flow Control (AIFC) fan and bellmouth installed in test section, and Mach 5 inlet.







Facility Benefits

- Equipped with model support systems (hydraulics, exhaust, high-pressure air, fuels, etc.)
- Able to accommodate large-scale models and full-size aircraft components
- Offers continuous operation across the entire speed and altitude regime, allowing greater flexibility and productivity during testing
- Capable of expanding local Mach number range with gust and Mach plates
- Employs an experienced staff of technicians, engineers, researchers, and operators

Facility Applications

- Development of launch vehicles
- Aircraft and missile development
- Inlet performance and operability
- Propulsion system integration
- Jet and rocket engines
- Supported programs and projects including the High-Speed Civil Transport, National AeroSpace Plane (NASP), space shuttle, and Joint Strike Fighter (JSF)
- Entry, Descent and Landing (EDL) technology development for parachutes and inflatable decelerators.

Characteristics

Test section dimensions	10 ft high by 10 ft wide by 40 ft long	
Speed	Mach 0 to 0.36 and 2.0 to 3.5	
	Aerodynamic cycle	**Propulsion cycle**
Simulated altitude	50 000 to 154 000 ft	57 000 to 77 000 ft
Reynolds number	0.1 to 3.4×10^6 per ft	2.2 to 2.7×10^6 per ft
Dynamic pressure	20 to 720 psf	500 to 600 psf
Temperature	540 to 750 °R	520 to 1140 °R
Fuels	Liquid jet fuel, gaseous hydrogen, and gaseous oxygen	

Instrumentation

Pressure measurement Electronically scanned pressure (ESP) system	768 ports, ±15 psid 192 ports, ±30 psid
Temperature measurement Thermocouples	48 (type J, T, or R)
Flow visualization/optical techniques	Schlieren system, sheet laser, pressure-sensitive paint, high-speed video, and Particle Image Velocimetry (PIV)

Data Acquisition and Processing

Steady state ESCORT	Real-time acquisition and display of engineering unit converted data as well as the resultant calculations in tabular or graphical formats at an update rate of 1 to 2 per sec. Custom application-specific features are available upon request.
Dynamic Multichannel high-speed digitized acquisition	Acquisition of engineering unit converted data and calculations with real-time tabular, X–Y, FFT, scope, and other displays. 24-bit sigma-delta analog to digital per channel with data rates of up to 200-k samples/sec give high-frequency response, resolution, and signal-to-noise ratios. Near real-time transfer of data to customers in standard or custom data formats.
Remote access control room	Real-time remote access to data through secure network connections.

Contact Information

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M–1870–12
May 09