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Study on Fluid and Aerodynamics

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Introduction

Engineers have focused on the application of viscoelastic materials in vibration control for the sake of convenience and low cost, however this technology suffers from the viscoelastic materials' un-adjustable damping qualities. As a result, in a certain limited band of stimulation frequency, the undesired vibration of the structures can be suppressed. Smart fluids/elastomers, which can modify their rheological characteristics in response to an applied field, can be employed in adaptive sandwich structures to increase stability properties over a wide range of excitation. A review of the literature reveals that smart materials, such as Magnetorheological (MR) and Electrorheological (ER) fluids, outperform viscoelastic materials in the vibration suppression of sandwich structures at various excitation frequencies and aerodynamics [1].

Description

The rebirth of magneto-aerodynamics research has revealed some unknowns for this quickly evolving interdisciplinary endeavour, but it also has the potential to become a new technical frontier. This revitalised discipline has the potential to give a new dimension for increasing aerospace vehicle performance, thanks to modern computational techniques and experimental innovation. A multidisciplinary breakthrough in aerospace science could be achieved by combining technological advances in electromagnetics, aerodynamics, and chemical kinetics.

These mechanical and computational fluid dynamic models, together with modern flow visualisation tools, have revealed that the fluid dynamic mechanisms underpinning flapping flight differ from those underlying non-flapping, 2-D wings, which were the basis for most earlier models. Even at high angles of attack, a noticeable leading edge vortex on the insect wing remains stably attached and does not shed into an unstable wake, as would be predicted from non-flapping 2-D wings. It considerably increases the forces created by the wing, allowing insects to hover or navigate. Other mechanisms acting during changes in angle of attack, particularly at stroke reversal, mutual interaction of the two wings at dorsal stroke reversal, or wing–wake interactions, further augment flying forces.

Observations of bird and missile flight sparked speculation among the ancients about the forces at work and how they interacted. They, on the other hand, had no genuine understanding of air's physical qualities and did not attempt a systematic study of them. The majority of their concepts were based on the belief that air was a sustaining or propelling force. These ideas were largely founded on the concepts of hydrostatics (the study of liquid pressures) as they were understood at the time. Thus, it was once considered that a projectile's impelling power was linked to forces exerted on the base by the closure of the flow of air around the body [2].

Understanding the fundamentals of flight has now allowed us to take to the skies on a regular and safe basis. We have made significant progress in this area by discovering the similarities between airflow and fluid flow. In fact, both the former and latter's properties are studied from a scientific standpoint. Also, we use the same mathematical methods and tools to analyse aerodynamics and fluid mechanics, including the principles. Fluids are infinitely deformable and succumb to very modest disturbance forces over time. As a result, their motions are frequently extremely complicated, and even relatively simple fluid flow configurations can result in flow fields with nontrivial solutions that exhibit extremely sophisticated dynamics [3-5].

Conclusion

The vast majority of fluid flows cannot be solved directly by brute force calculation, despite the fact that the governing equations are usually well understood, and the subject requires close collaboration between theory and experiment. This combined effort, combined with the increasingly effective use of carefully chosen, large-scale, direct numerical simulations on computers, has resulted in a discipline that has remained vibrant, difficult, and interesting for almost a century.

Conflict of Interest

None.

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