

Sarod 2009

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4. It is *preferred* that the file size is kept below 10 MB.

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For any clarification, please contact:

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Paper Size - A4, Font - Times New Roman
Line Spacing - Single

Header on first page
Size 10, italics
Left centred

0.5"

1"

Title of Paper
Size 14, bold

Authors,
addresses
and emails
Size 11

Size 11,
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Heading
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all caps

Abstract text
Single Column
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Nomenclature
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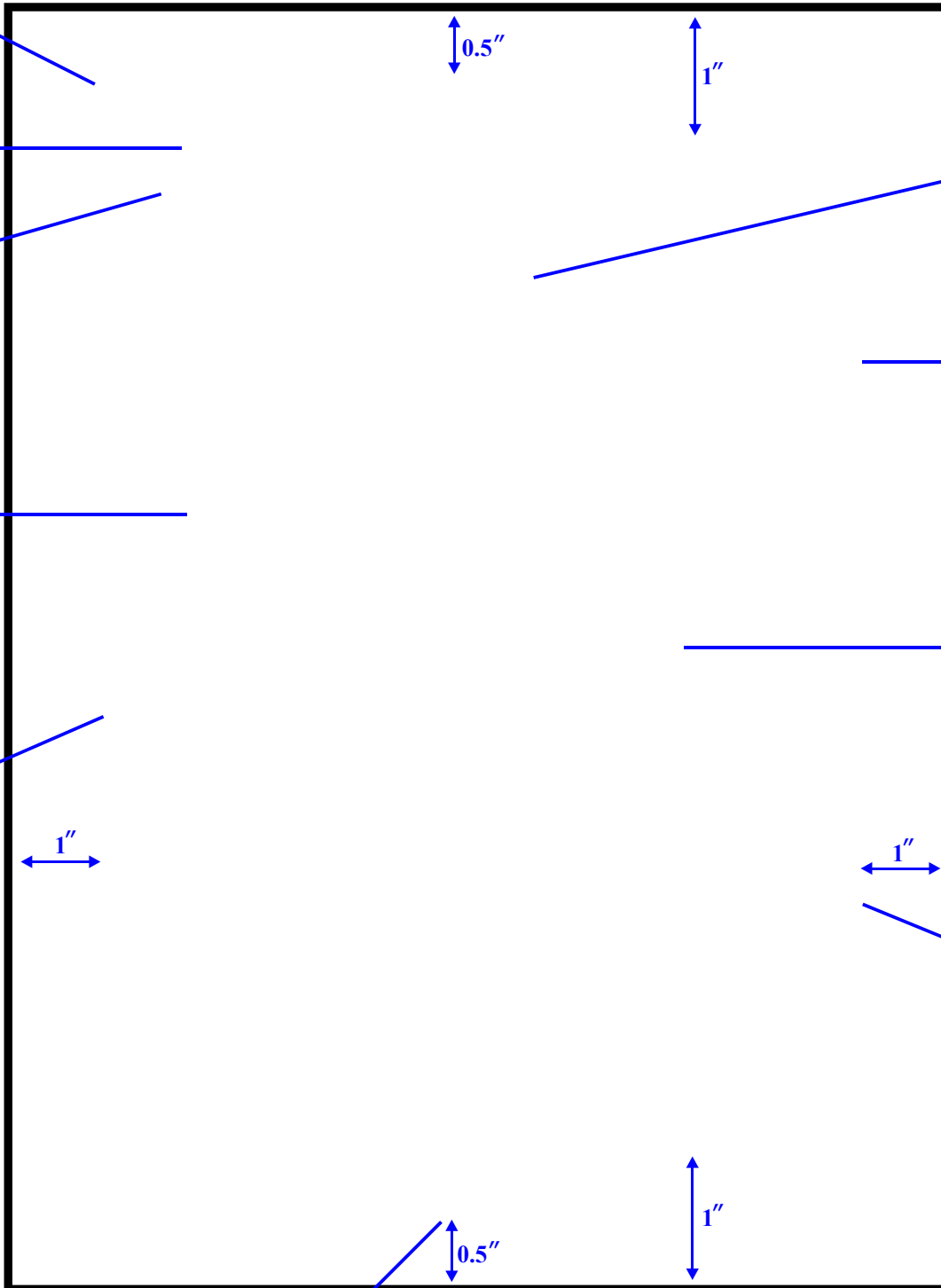
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with video camera at shutter speed of 1/2000 second to capture the un-steady shock.

3. DISCUSSION OF TEST RESULTS

Internal wall static pressures were measured on four walls of the intake. Pressure ports were located along the length at the centerline of the intake. A three-probe pitot rake was used to measure the total pressure near combustor exit (23 mm from exit).

3.1 Effect of opening of air-intake

Internal wall static pressures were measured on four walls of the intake. Pressure ports were located along the length at the centerline of the intake. A three-probe pitot rake was used to measure the total pressure near combustor exit (23 mm from exit).

4. CONCLUSION

Acknowledgment

REFERENCES

1. Lawrence D. Huebner, Kenneth E. Rock, Edward G. Ruf, and David W. Witte, "Hyper - X Flight Engine Ground Testing for Flight Risk Reduction," Journal of Spacecraft and Rockets, vol.38, No.6, November - December 2001.

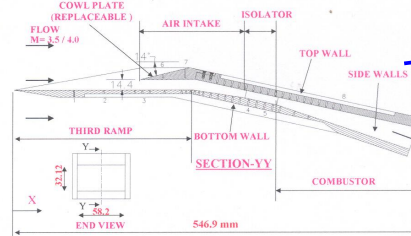


Figure 2 Pressure port locations

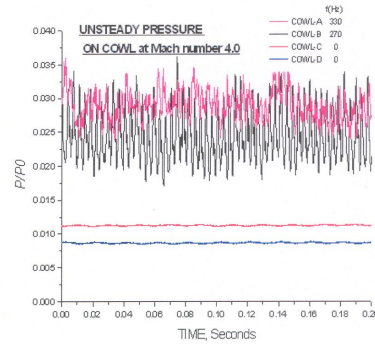


Figure 3 Unsteady pressure measurements

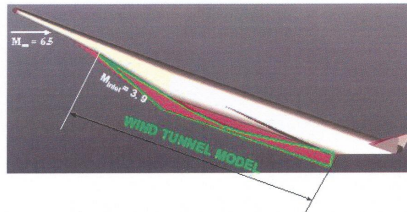


Figure 1 Geometry of hypersonic vehicle

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Sub-heading
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Sub-heading
Size 11, bold

Header for even pages
Authors names
Size 10, italics
Centre aligned

Figures and Tables
Double Column

Caption
Size 10, bold

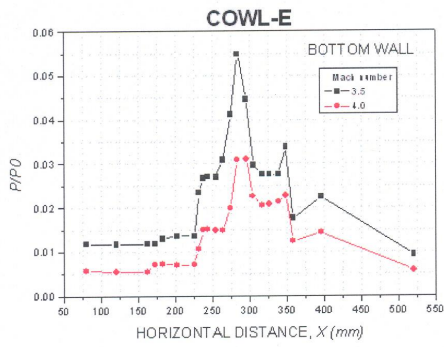


Figure 4 Comparison of bottom plate pressure at $M=3.5$ & 4