

Buffet Working Group

Test Case 3



Version 4
April 21, 2026

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Change Log

- **Version 4**
 - April 21, 2026
 - Updated filenames for CAD on Slide 8
- **Version 3**
 - March 25, 2026
 - Retracted former Slide 7, “Deformation Measurements”
- **Version 2**
 - September 29, 2025
 - Updated geometry link on Slide 9 to point to the official, NASA-hosted geometry
- **Version 1**
 - September 16, 2025
 - First release


Test Case 3: Overview


- CRM wing/body/tail0 configuration
- Unsteady CFD with dynamic wing
- Includes fluid/structure interaction
- Simulations executed at wind-tunnel scale
 - Maximize consistency with dimensional FEMs and Test Case 2
 - Geometry and grids are model scale (2.16%)
- **Test Case 3**
 - Released 9/16/25
 - Data comparison to uPSP data set


Characteristic unsteady pressure field on a civil aircraft wing related to the onset of transonic buffet

Research Article | Published: 08 January 2021

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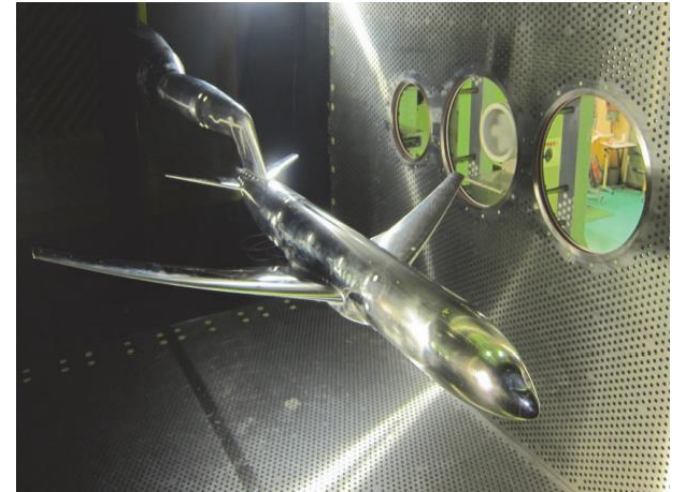
[Yosuke Sugioka](#) , [Kazuyuki Nakakita](#), [Shunsuke Koike](#), [Tsutomu Nakajima](#), [Taku Nonomura](#) & [Keisuke Asai](#)

Sugioka, Y., Nakakita, K., Koike, S. et al. Characteristic unsteady pressure field on a civil aircraft wing related to the onset of transonic buffet. Exp Fluids 62, 20 (2021). <https://doi.org/10.1007/s00348-020-03118-y>

Paper: investigating copyright and ability to post

Data available on: to be determined

- **2.16% scale CRM (80% scale of NASA model) tested in JAXA 2m x 2m transonic wind tunnel**
 - Reynolds numbers of 2.3 million
 - Separate test, same model as Test Case 2 experiment
 - Rich set of unsteady pressure-sensitive paint (uPSP)
- **Model details**
 - 80% scale NASA CRM (2.16% full-scale vehicle)
 - Wing/body/tail
 - Wind-off wing shape is the as-defined (in 2008) 1-G shape (same as NASA CRM)
- **Corrections**
 - Data were re-reduced between paper publication and DPW-8/AePW-4
 - Updated alphas are about 0.1 deg less than the paper alphas
 - Use the workshop alphas

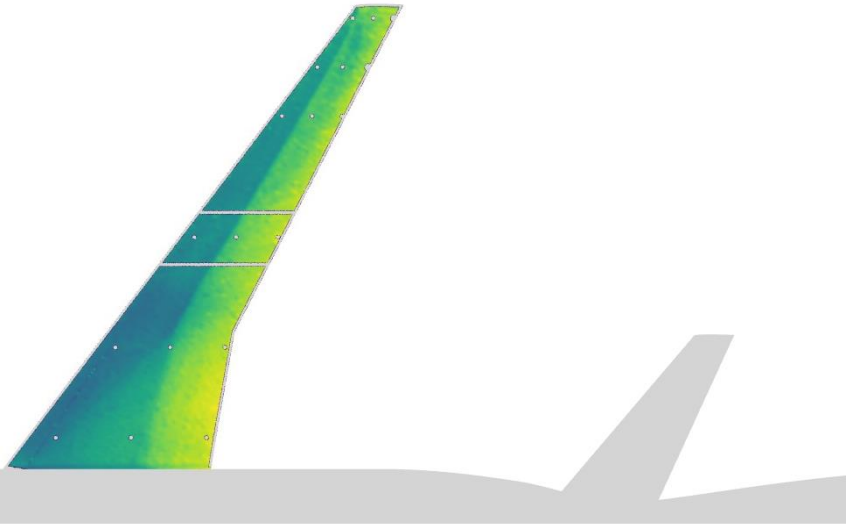
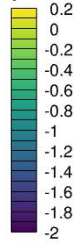


Experimental Data Available

Alpha	Geometry data			Balance	Pressure Sensors			
	Deformation data	CAD	FEM	Aerodynamic forces (CL,CD,CM)	Tap average pressure ($\eta=0.5, 0.6$)	Kulite RMS pressure ($\eta=0.5, 0.6$)	Kulite pressure histories ($\eta=0.5, 0.6$, one channel)	Kulite pressure PSD ($\eta=0.5, 0.6$, one channel)
3.05	N/A	●	●	Fig 10	Fig 6	Fig 7	N/A	Fig 8
3.61	N/A	●	●					
4.70	N/A	●	●					

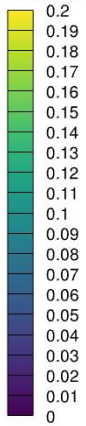
Alpha	Strain	PSP						
	Wing-root strain gauge (buffet intensity coefficient)	PSP average pressure ($\eta=0.5, 0.6$)	PSP RMS pressure ($\eta=0.5, 0.6$)	PSP pressure PSD ($\eta=0.5, 0.6$, same x-location of Kulite channel)	PSP pressure PSD ($\eta=0.5, 0.6$, full x-St plane)	PSP average pressure (3D map on full wing)	PSP RMS pressure (3D map on full wing)	PSP Fluctuation snapshots (only a few* for one alpha)
3.05	Fig 11	Fig 6	Fig 7	Fig 8	Fig 17	Fig 12	Fig 15	Fig 14
3.61								
4.70								

pressure coef



- PSP data mapped on the CRM jig shape
- .plt files contains (x,y,z) coordinates, “PSP average pressure coefficient” and “PSP RMS pressure” data
- Mask has been applied to regions where data are not reliable:
 - Unsteady pressure sensors lines
 - Markers
 - Areas near model edges

root-mean-square



- Recommended to use your best practices from Test Case 2
- **Freestream settings**
 - Mach 0.85
 - $Re_c = 2.27m$ (based on chord length)
 - $T_{total} = 326.15$ K (127.4 F)
 - $p_{total} = 120.0$ kPa (17.4 psi)
 - $q_\infty = 38.0$ kPa (5.51 psi)
 - Alpha: 3.05, 3.61, 4.70 deg
- **Grids**
 - Baseline grid is Medium (L3)
 - Grid convergence study optional
- **Optional sensitivities**
 - Time step, simulation length, turbulence model, etc.

Alpha	Purpose
3.05	Pre-buffet, close to design point
3.61	Buffet onset
4.70	Post buffet

- **Committee-supplied CAD for undeformed wing geometry (“jig”)**

- CRM wing/body/tail (0 deg tail deflection)

- Jig wing geometry is available

- [https://commonresearchmodel.larc.nasa.gov/geometry/dpw6-geometries/DPW6_v09_2016_01_28_*. *](https://commonresearchmodel.larc.nasa.gov/geometry/dpw6-geometries/DPW6_v09_2016_01_28_*.)

- **Committee-supplied URANS grids**

- Cadence, Helden, and Ames

- https://dpw.larc.nasa.gov/DPW8/Buffer/Test_Case_3

- Recommended to use model-scale grids

- Model scale maximizes postprocessing consistency and FEM compatibility

- Scale-resolving schemes will need custom grids

- Provide custom grids to the committee for posting to the DPW site

- **Goal**
 - Resolve wing structural dynamics
 - Capture as much of the spectra as reasonably possible
- **Recommended baseline settings**
 - 30 CTU after initial solution stabilized
 - 100 time steps per CTU
 - More CTU may be required to resolve frequency at high resolution
- **Limitations**
 - Computational resources will limit the user's selected time step and simulation time
 - Utilize your best practice for iterations per CTU and simulation length

- **Required**

- Integrated Forces and Moments
- Surface Cuts
- Time Series of a Single Point at Kulite coordinates
- Custom Grid Metrics (or clear reference to committee-supplied grids; this information must be submitted for inclusion in the ensemble analysis)
- Boundary Layer Profiles
- Geometry deformation data file (in preparation)
- Surface contour .plt file for each condition (submit via Box)



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