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救生伞收口性能分析

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PERFORMANCE ANALYSIS OF REEFED RECOVERY PARACHUTE

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摘要

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摘要 通过对ACES II 弹射座椅所使用的C-9伞收口速度补偿曲线的理论。分析了救生伞采用收口技术后, 能在高速状态下降低开伞动载, 在低速状态下不降低最低安全高度的原因; 并对国产HTY-4型弹射座椅装备了收口的救生-13型伞后的性能进行了估算。假如收口阻力特征等于210m²、收口时间等于10 s则在3000m高度上开伞动载将减小40%; 并论述了收口阻力特征和收口时间选取的原则。

关键词: 回收伞 弹射座椅 阻力

Abstract: Theoretical analysis is done for exploring speed-compensated reefing character of C-9 canopy used by ACES II ejection seat. The reasons that opening shock is reduced at high speed and minimum safe altitude is not lowered at low speed after using reefing technics of recovery parachute are analysed. The character of chinese-built HTY-4 ejection seat with imaginary reefed recovery parachute JS-13 is estimated. If reefed drag area is equal to 20 square metre and time reefed equal to 10 second, the opening shock can be decreased by forty percent at 3000 metres altitude. Selective principle of reefed drag area and time reefed is discussed.

Keywords: recovery parachute ejection seats drag

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