



AEROSPACE INFORMATION REPORT

AIR5320™

REV. A

Issued 1999-07
Stabilized 2015-09

Superseding AIR5320

Summary of Icing Simulation Test Facilities

RATIONALE

This document, when written, created a very comprehensive document listing most of the facilities capable of simulating ice accretion. Tables provide detailed information regarding facility capabilities and details of the icing cloud characterization. When written in 1999 and as updated in 2004, it was current and up-to-date. All information presented therein, to the best of the Committee's ability, was true and accurate. Nothing in this document, recognizing that it captured facility details at the snap-shot in time, is misleading or inaccurate. Therefore, upon discussion at the Spring 2013 meeting, the Committee decided this document should be stabilized. The Committee further committed to draft a new document that would keep a list of current icing simulation facilities, but focus more on questions for a potential customer to ask regarding use of the facility. This new document is AIR6247 "Guidance for Selecting Ground-Based Icing Simulation Facilities".

STABILIZED NOTICE

This document has been declared "Stabilized" by the SAE AC-9C Aircraft Icing Technology Committee and will no longer be subjected to periodic reviews for currency. Users are responsible for verifying references and continued suitability of technical requirements. Newer technology may exist.

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INTRODUCTION

Icing simulation ground testing plays an important role in the overall safety of civil and military aviation. While improvements are continually being made to icing simulation facilities and test techniques, the overall quality of the data produced in these facilities is still lower than desired. Much of this is due to the overall difficulty in producing a uniform cloud of known water droplet size and liquid water content. This is due in large part to the inherent uncertainty in the instruments available to make cloud measurements. However, by careful calibration and operation of icing simulation facilities, an improvement in data quality and repeatability may be achieved.

The quality of the data is determined by comparing ground test data with natural occurrences. Ground icing cloud uniformity along with ground test ice accretions are compared with like natural phenomena in an effort to validate testing results.

The AC-9C Icing Subcommittee of the AC-9 Aircraft Environmental Systems Committee formed an Icing Facility Characterization Panel with the objective "to better understand and to improve the quality of ground ice accretion testing." The panel assembled a list of the world's icing facilities and contacts at each facility. A special meeting for representatives of the known icing facilities and other interested individuals was held in Montreal on October 15, 1990 before the regular AC-9C meeting. The goal of the meeting was to discuss the state of icing simulation testing and identify how the panel could make a contribution. The over 20 attendees concluded the first step should be to "compile and document detailed information on how icing facilities flow/cloud property measurements are made."

This document attempts to respond to the icing simulation community's desire for a detailed documentation of icing facilities. The time and effort of those facility representatives who completed the lengthy initial and follow-up questionnaires is greatly appreciated. The members of the Icing Facility Characterization Panel hope the report is useful and that it is the first step toward the ultimate goal of improving ground ice accretion testing. This document is a summary of facilities and operational practices. It is not intended to be a recommendation of any facility nor does it judge the merits of any facility or icing simulation approach. It is intended to supplement the NASA survey, by William Olsen, entitled, "Survey of Aircraft Icing Simulation Test Facilities in North America," NASA TM 81707, 1981.

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1. SCOPE:

This SAE Aerospace Information Report (AIR) contains information on most of the major icing simulation ground facilities. An effort was made to obtain data from as many facilities as possible over a two year time period. The data in this document represents the state of the facilities in calendar year 1996. Facilities are constantly changing and upgrading and, therefore, some facility specifications may change during the life of this report.

Of the 27 facilities described in this report, the primary use is split with approximately half for engine testing and half for wind tunnel testing. The facilities are limited to ground facilities and, therefore, icing tankers have not been included.

1.1 Purpose:

The primary purpose of this document is to document the capabilities of the world's major icing simulation ground facilities. This report should be very useful for an organization interested in selecting a facility for a particular test. The usual information on facility test section size, speed, cloud parameters, etc. are provided for this purpose, along with a contact person at each facility. However, it is the purpose of this report to go beyond the information found in a list of facilities.

The operation of an icing facility is more complex than that of a non-icing facility. The instrumentation and methods used to calibrate the spray and tunnel, and that used to monitor test condition, should be very important to the facility user. Droplet size and concentration measurements are very difficult to make and the uncertainty, even in state-of-the-art measurements, is high. Therefore, data were collected and reported on the details of the calibration of the facility spray system. Data are also presented on the facility instrumentation used to monitor and document the tunnel test condition. The purpose of including these kinds of data was to document the importance of proper calibration and careful cloud measurements to the success of a test program.

This report should find application for all disciplines which use ground icing simulation facilities. This includes research, development, certification of ice protection systems, sensors, instruments, fundamental testing of aerodynamics, heat transfer, ice shedding, ice properties, and accretion physics.

2. REFERENCES:

2.1 Applicable Documents:

2.1.1 SAE Publications: Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

ARD50066 Aircraft Icing Directory

2.2 Symbols and Abbreviations:

A	cross-section area
ASME	American Society of Mechanical Engineers
ASSP	Axial Scattering Spectrometer Probe ¹
°C	degrees Celsius
cm	centimeter
D	diameter
°F	degrees Fahrenheit
FSSP	Forward Scattering Spectrometer Probe ¹
ft	feet
g	gram(s)
gr	grain(s)
H	height
kg	kilograms
kPa	kiloPascal
kt	knots
L	length
lb	pound
LWC	liquid water content
m	meters
MVD	median volumetric diameter
mph	miles per hour
NA	not available
OAP	Optical Array Probe ¹
Patm	pressure, atmospheric
PDPA	Phase Doppler Particle Analyzer
PRB	platinum Resistance Bridge
Ps	pressure, static
psia	pounds per inch absolute
Pt	pressure, total
RTD	Resistance Temperature Device
s	seconds
T/C	thermocouple
Ts	temperature, static
Tt	temperature, total
μS	microsiemen
W	width
Wa	air mass flow rate

1. Trade name of Particle Measuring Systems, Inc., Boulder, Colorado.

3. TERMINOLOGY:

CONDUCTANCE: A measure of the ability of a material to conduct electrical current; the inverse of electrical resistance. In water treatment application, conductance is a measure of the purity of the water. Reduction of the amount of solids in the water will reduce the conductance.

LIQUID WATER CONTENT: The amount of water in liquid form per unit volume of air, usually measured in grams of water per cubic meter of air, g/m^3 .

MEDIAN VOLUMETRIC DIAMETER: The diameter which divides a droplet mass distribution into two equal parts, where one half of the total mass is contained in droplets smaller than this diameter and the other half is contained in droplets larger than this diameter.

4. SURVEY:

4.1 Survey Forms:

The survey forms were developed following the initial Icing Facility Characterization Panel meeting in Montreal on October 15, 1990. The objective adopted in Montreal was to address ground icing test facilities, test methods and procedures, measurements, and standardization issues. The approach used to reach the objective was to collect information by developing and distributing a survey form to panel members and all known icing facility representatives. The final "Icing Facility Characterization Survey" form was made up of the general headings on Facility Identification and Facility Description. Facility Description was broken down into several sections concerning facility size, type, cloud size and characteristics, instrumentation, measurement and calibration methods, and schematics. The survey forms were sent to the facilities in 1991. A total of 16 organizations responded with information covering the following tables under the general topics of Participant, Capabilities, Instrumentation, and Cloud Calibration. Schematics/sketches of each facility described in Tables 1 through 4 are found in Figures 1 through 27.

5. DESCRIPTION OF SUMMARY TABLES:

The following subsections describe the facility characterization summary tables. These tables were compiled using responses to an AC-9C survey sent to all known icing facility representatives. Information concerning facility location, icing environmental simulation capabilities, measurement instrumentation, and cloud calibration methods is provided.

5.1 Facility Locations:

Table 1 lists the organizations operating icing simulation facilities. Names of facility contacts, their telephone/Fax numbers, and the locations of the facilities are included in the table. The SAE AC-9C maintains an "Aircraft Icing Directory," (ARD50066) as an alternate means to locate current points of contact for facilities.

5.2 Icing Environmental Simulation Capabilities:

Table 2 provides information on icing tunnel test parameters including test section dimension, air speed ranges, liquid water contents, and available droplet sizes. When two dimensions are given for the dimensions of the uniform icing cloud, these indicate height and width respectively. All other dimensions refer to diameter.

5.3 Facility Instrumentation:

Table 3 describes the measurement instrumentation and techniques of each icing tunnel. Temperature, pressure, velocity, and water spray parameters are among the tunnel variables listed.

5.4 Cloud Calibration:

Table 4 describes the methods used to maintain icing cloud consistency, repeatability, and uniformity. Measurement instrumentation and techniques used to determine liquid water content and droplet sizing are listed.

6. SUMMARY:

The SAE AC-9C "Aircraft Icing Technology Subcommittee" has compiled a listing of major ground based icing simulation test facilities. Survey forms were sent to all known major icing simulation facilities. The responses are summarized and tabulations of the facility locations, points of contact, icing simulation capabilities, instrumentation, and cloud calibration techniques are given. The summary is intended to be a factual resource addressing ground icing test facilities. This information report should be used in conjunction with the "Aircraft Icing Directory," (ARD50066) to obtain more information concerning any facility.

TABLE 1 - Summary of Icing Simulation Test Facilities Participants Listing

Facility No.	Facility Identification	Organization & Location	Contact	Facility Name	Facility No.	Facility Identification	Organization & Location	Contact	Facility Name
1	ACT (Arlington)	The Arlington Cold Store New Wood Road Guilford, Surrey, GU31 1JP England	Mr. Glenn Howard Phone: 01483 569876 Fax: 01483 301948	Arlington Icing Wind Tunnel	11	CEPR (R6)	Centre d'Essai des Propulseurs CEPR Sadey, 91895 ORSAY CEDEX, FRANCE	Ms. Sophie Le Berre Phone: (33) 1 69 85 09 40 Fax: (33) 1 69 85 01 02	Altitude Test Cell R6
2	AERAZUR	AERAZUR 4 Rue Lesage-Maille 75320 Caudbecques-Ebeuf France	F. Avenous Phone: (33) 01 41 23 23 23 Fax: (33) 01 46 48 88 82	Tunnel de Garage	12	CEPR (PAG)	Centre d'Essai des Propulseurs CEPR Sadey, 91895 ORSAY CEDEX, FRANCE	Ms. Sophie Le Berre Phone: (33) 1 69 85 09 40 Fax: (33) 1 69 85 01 02	Petit Anneau Ovrant
3	AIT	Aero & Industrial Technology Ltd. P.O. Box 46 Burnley BB11 4BX Lancashire, England	Mr. R. J. Park Phone: (0) 282 831199 Fax: (0) 282 415969	Altitude Test Facility	13	Fluidyne	Fluidyne Engineering Corporation 5900 Olsen Memorial Highway Minneapolis, MN 55422	Mr. Julien Izborek Phone: (612) 544-2721 Fax: (612) 546-5617	22 X 22 Icing Wind Tunnel
4	AEDC (1-1,2,4)	Arnold Engineering Development Center Arnold Air Force Base, TN 37895-5000	Maj. J. Davis Phone: (615) 454-5853 Fax: (615) 454-7205	Engine Test Facilities 1-1, 1-2, 1-4	14	G.E.	General Electric Prestiles Test Operation 1200 Jaybird Road Prestiles, OH 45660	Mr. J. R. Bennett Phone: (513) 243-7432 Fax: (513) 243-4068	Site 6
5	AEDC (1-1,2)	Arnold Engineering Development Center Arnold Air Force Base, TN 37895-5000	Maj. J. Davis Phone: (615) 454-5853 Fax: (615) 454-7205	Engine Test Facilities J-1, J-2	15	NASA LeRC (R7)	NASA Lewis Research Center 21000 Brookpark Road Cleveland, OH 44135	Mr. Thomas E. Irvine Phone: (216) 433-5369 Fax: (216) 433-8551	Icing Research Tunnel
6	AEDC (C-2)	Arnold Engineering Development Center Arnold Air Force Base, TN 37895-5000	Maj. J. Davis Phone: (615) 454-5853 Fax: (615) 454-7205	Engine Test Cell C-2	16	NRC (#4)	National Research Council Montreal Road Ottawa, Ontario Canada K1A 0R6	Mr. M. S. Chappell Phone: (613) 993-9900 Fax: (613) 952-7686	Gas Turbine Icing Test Facility Test Cell #4
7	AEDC (R-1D)	Arnold Engineering Development Center Arnold Air Force Base, TN 37895-5000	Maj. J. Davis Phone: (615) 454-5853 Fax: (615) 454-7205	Altitude Chamber R-1D	17	NRC (ITF)	National Research Council Montreal Road Ottawa, Ontario Canada K1A 0R6	Dr. Myron Olekew Phone: (613) 993-5339 Fax: (613) 954-1235	Icing Tunnel Facility
8	BFG	BF Goodrich Deicing Systems 1555 Corporate Woods Parkway Unontown, OH 44665-1277	Mr. Thomas Wilson Phone: (330) 374-3632 Fax: (330) 374-2280	Icing Tunnel	18	NRC (HIF)	National Research Council Montreal Road Ottawa, Ontario Canada K1A 0R6	Dr. Myron Olekew Phone: (613) 993-5339 Fax: (613) 954-1235	Helicopter Icing Facility
9	Boeing (BRAT)	Boeing Commercial Airplane Group P.O. Box 3707, MS 15-HL Seattle, WA 98124-220	Mr. Ferd Reichlin Phone: (206) 662-4272 Fax: (206) 662-0463	Boeing Research Aerodynamic Icing Tunnel	19	ONERA (SIMA)	Recherches Aérospatiales Centre de Modane-Avieux BP25 73500 MODANE - France	Mr. J. Pheur Phone: 33 1 46 73 40 90 Fax: 33 1 46 73 41 44	SIMA Wind Tunnel
10	CEPR (S1)	Centre d'Essai des Propulseurs CEPR Sadey, 91895 ORSAY CEDEX, FRANCE	Ms. Sophie Le Berre Phone: (33) 1 69 85 09 40 Fax: (33) 1 69 85 01 02	Altitude Test Cell S1	20	Rolls-Royce (WT)	Rolls-Royce plc P.O. Box 31 Derby DE2 8BJ England	Mr. Susan Riley Phone: 332-240375 Fax: N/A	Hudson 15 Inch Icing Tunnel

TABLE 1 (Continued)

[illegible]

TABLE 2 - Summary of Icing Simulation Test Facilities Capabilities

Facility No. (Identification)	Facility Description			Uniform Icing Cloud		Facility Capabilities (minimum/maximum)							Comment
	Type of Facility	Test Chamber Dimensions m	* Primary Use	Dimension m [ft]	% LWC	Air Speed, m/s [ft/s]	Air Flow Rate kg/s [lb/s]	Total Air Temperature °C [°F]	Altitude Pressure kPa [psia]	LWC, g/m3	Drop Size, MVD, µm	Humidity	
1 ACT Ltd Arlington	Wind Tunnel	W = 0.5 [1.5] H = 0.5 [1.5] L = 5.5 [18]	NA	variable	variable	6.1/183 [20/600] (13/410) (11 8/356)	20.4 45	-27/15 [-17/59]	Atmospheric	1/5	12/100	amb to 100%	
2 AERAZUR	Eiffel Wind Tunnel	W = 0.51 [6] H = 0.30 [9] L = 0.82 [6]	Icing R&D	0.25 [0.8] by 0.45 [1.5]	20	20/90 [66-300] (46-196) (40-170)	4.17 [8.8-37.5]	-30/20 [-22/67]	Atmospheric	0.5/10	10/40	ambient measured	Refrigerated by freon cycle and liquid nitrogen
3 (Alt)	Altitude Chamber	D = 4 [13] L = 12.2 [40] Duct = 0.31	3	.46 [1.5]	20	10/142 [32/465] (22/245) (19/25)	18.4 [2/12]	-65/90 [-85/194]	11.7/98 [1.7/14.2]	2/2.5*	15/40	Dry/25g -/lb	
4 (AEDC) (1.1, 2.4)	Engine Test Cell	2.1 [7] 3.8 [12] L = 5.2 [17] D = 0.3 [1]	NA	55- [1.8] to 1.7- [5.4] 80% Duct	20	30/275 [100/900] (67/615) (58/534)	6/330 [13/730]	-32/38 [-25/100]	38/100 [5.5/14.2]	2/3.9	15/35	Dry/2g/lb	
5 (AEDC) (J-1.2)	Engine Test Cell	D = 4.9 [16] L = 22 [72] L = 21 [69]	NA	55- [1.8] to 1.7- [5.4] 80% Duct	20	30/275 [100/900] (67/615) (58/534)	23/590 [50/1360]	-35/38 [-30/100]	38/100 [5.5/14.2]	2/3.9	15/35	Dry/2g/lb	
6 (AEDC) (C-2)	Engine Test Cell	D = 8.5 [28] L = 26 [85] L = 21 [69]	NA	9 [3] to 102.8 [9.0] 80% Duct	20	30/275 [100/900] (67/615) (58/534)	35/45 [80/1050]	-32/38 [-25/100]	38/97 [5.5/14.2]	2/3.9	15/35	Dry/2g/lb	
7 (AEDC) (R-1D)	Altitude Chamber	D = 0.9 [3] L = 2.7 [9]	NA	0.25 [8] by 4 [12] 80% Duct	20	10/142 [32/465] (22/245) (19/25)	41/54 [270]	-30/38 [-20/100]	58/97 [4/14.2]	2/3.9	15/40	Dry/2g/lb	
8 (BFG)	Wind Tunnel	H = 1.1 [3.7] W = 0.56 [1.8] L = 1.5 [5]	1, 2, 4, 5, 7, 8c	1 x 5 [3.3 x 1.7]	20	14/85 [45/280] (32/190) (28/165)	11/29 [25/65]	-30/ambient [-22/ambient]	Atmospheric	4/3.04	10/50	Dry/100%	Refrigerated for All Year Operations
9 (Boeing) (BRAT)	Wind Tunnel	W = 1.5 [5] or H = 1.8 [6] W = 1.2 [4] L = 6.1 [20]	1, 2, 4, 6b, 7, 8b	1.5/9 [5/3]	10	4.6/128 [15/422] (10/268) (9/250)	15.9/453.6 [35/1000]	-40/38 [-40/100]	65/100 [12.5/14.7]	25/3.0	15/40	95%	

- * Primary Use (Key)
- 1 - 2D Wing
 - 2 - 3D Wing
 - 3 - Engine With Inlet
 - 4 - Aspirated Inlets
 - 5 - Non Aspirated Inlets (Free Flow)
- 6 - Complete Aircraft
- a - Full-scale
 - b - Sub-scale
 - c - Blades
- 7 - Instruments
- 8 - Powered Rotocraft
- a - Full-scale
 - b - Sub-scale
 - c - Blades

TABLE 2 (Continued)

Facility Description				Uniform Icing Cloud		Facility Capabilities (minimum/maximum)							
Facility No. & (Identification)	Type of Facility	Test Chamber Dimensions in	* Primary Use	Dimension m	± % LWC	Air Speed, m/s [ft/s] (mph)	Air Flow Rate kg/s [lb/s]	Total Air Temperature C	Altitude Pressure kPa [psia]	LWC, g/m3	Drop Size, MVD, μm	Humidity	Comment
10 (CEP) (S1)	Engine Test Cell	D = 3.5 [11.5] L = 4.5 [16.1]	3,4,5,7,8c	0.7 [1.3] by 1.3 [4.3]	NA	7/270 [23886] (16804) [14624]	15/130 [33/287]	-50/50 [-40/122]	30/115 [4.4/16.7]	15/10	15/50	Dry/100%	
11 (CEP) (R6)	Engine Test Cell	D = 5 [16.4] L = 10 [33]	1,3,4,5,8c	0.7 [1.3] by 1.8 [5.9]	NA	10/270 [33886] (22804) [19624]	30/300 [66/661]	-50/50 [-40/122]	30/115 [4.4/16.7]	05/10	15/50	Dry/100%	
12 (CEP) (PAG)	Wind Tunnel	H = 0.2 [0.66] W = 0.2 [0.66] or 0.5 [1.64] L = 1 [3.28]	1,7	0.2x0.2 [0.66x0.66] or 0.2x0.5 [0.66x1.54]	NA	30/187 [98/614] (67418) (58364)	2/12.5 [4.4/27.6]	-40/8 [-40/46.4]	80/100 [11.4/14.2]	0.1/10	15/50	Ambient	
13 (FluidDyne)	Wind Tunnel	H = 0.6 [1.83] W = 0.6 [1.83] L = 1.5 [5]	NA	46 x 46 [1.5x1.5]	15	30.5/27.4 [100/900] (88/613) (59632)	13.4/76.2 [30/168]	-31.7/30 [-25/86]	98.6/98.6 [14.3/14.4]	1/5+	10/35	000-1/ 83-gr/lb	
14 (G.E.)	Outdoor Engine	H = 9.8 [32] W = 11.3 [37]	3,5,7	9.8 [32] Dia.	5	0/30 [0/100] (0.68) [0.69]	38/53 NA/1362 8500	-18 to ambient [0 to 32/ambient]	1100 ft	3/3.6	14/40	30 to 90%/ ambient	Refrigerated for All-Year Operation
15 (NASA LeRC)	Wind Tunnel	H = 1.8 [6] W = 2.7 [9] L = 6.1 [20]	1, 2, 4, 5, 6b, 7, 8b	9/1.2 [3/4]	20	22/134 [73/440] (50/300) (43/260)	NA/NA	40/4 [-40/40]	90/101 [13/14.7]	2/5	10/40	95%	
16 (NRC) (#4)	Engine Test Cell	D = 7.6 [25] L = 10 [33]	NA	NA	NA	5/125 [17/415] (11/280) [10/243]	NA/136 [NA/300]	-30/20 [-22/66]	Atmospheric	1/2	15/40	ambient	
17 (NRC) (ITF)	Wind Tunnel	H = 0.57 [1.83] W = 0.57 L = 1.83 [6]	NA	46 [1.5]	25	5/90 [16/295] (11/201) [10/174]	2/35.9 [4.4/70]	-30/30 [-22/86]	42/101 [6.1/14.7]	1/1.7	10/35	100%	
18 (NRC) (HIF)	Outdoor Facility	H = 5 [16.4] W = 23 [75.4]	NA	4.5 x 22.9 [15 x 50]	NA	2.2/13.4 [7/344] (5/30) (4/26)	NA	-17/0+ [3/32+]	Atmospheric	1/1.0	30/60	100%	
19 (ONERA)	Wind Tunnel	D = 8 [20.2] L = 14 [46]	1,2,4,5,6, 7,8b	2x2 [6.6 x 6.6] or 4 x 1 [13.1 x 3.2]	NA	10/100 [32.83/328] (22.4/224) [19.4/194]	550/5500 [121/2121/25]	-15/0 [5/32]	88/83 [12.7/12]	4/10	10/300	Atmospheric Condition/ Saturation	

8 - Powered Rotorcraft

a. Full-scale
b. Sub-scale

6 - Complete Aircraft

a. Full-scale
b. Sub-scale

7 - Instruments

* Primary Use (Key)

1 - 2D Wing
2 - 3D Wing
3 - Engine With Inlet
4 - Aspirated Inlets
5 - Non Aspirated Inlets (Free Flow)

TABLE 2 (Continued)

Facility Description				Uniform Icing Cloud		Facility Capabilities (minimum/maximum)								
Facility No. (Identification)	Type of Facility	Test Chamber Dimensions m	* Primary Use	Dimension m [ft]	± % LWC	Air Speed, m/s [ft/s] [kt]	Air Flow Rate kg/s [lb/s]	Total Air Temperature C [F]	Altitude Pressure kPa [psia]	LWC, g/m3	Drop Size, MVD, µm	Humidity	Comment	
20 (Rolls-Royce) (WT)	Wind Tunnel	D = 0.46 [1.5]	NA	Fills Tunnel	Fills Tunnel	0/152 [0/500] (0/340) [0/295]	NA/13.6 [NA/30]	-34/12.2 [-30/10]	Atmospheric	.1/5	10/50	NA		
21 (Rolls-Royce) (WT & AC)	Wind Tunnel & Altitude Chamber	D = 4 [12]	NA	Fills Tunnel	Fills Tunnel	NA	NA/180 [NA/400]	-22/284 [-30/140]	NA	NA	10/50	NA		
22 (Rosemount)	Wind Tunnel	H = 0.25 [8] D = 0.25 [8] L = 0.61 [2]	7	015 [5 x .5]	25	15.4/52.6 [50.6/303] (34/207) [30/180]	NA	-30/30 [-22/86]	Atmospheric	.1/3	15/40	NA		
23 (T & EE) (Piestock)	Engine Test Cell	D1 = 7.6 [25] L1 = 12.2 [40] D2 = 6.1 [20] L2 = 17.1 [56]	3,4,5,8a	.9 [3] by 2.5 [8.7]	5	15/180 [50/600] (34/403) [30/250]	15/364 [50/600]	-37/20 [-35/60]	14/93 [2/13.5]	.3/2.5	15/40	100%		
24 (Textron) (Small)	Component/Engine Test Cell	D = 0.9 [2.75]	3,4,5	(Same as Chamber) D = 9 [2.75]	Poor Nonuniform Icing Cloud in Plenum is Attenuated in Engine Inlet	3/200 [10/600] (7/447) [6/388]	1/3.3 [3/10]	-40/80 [-40/190]	87/108 [12.5/15.7]	.5/3+	15/40	90%	*Facility inactive	
25 (Textron) (Turbolan)	Engine Test Cell	D = 1.25 [4]	3	(Same as Chamber) D = 1.25 [4]	Poor Nonuniform Icing Cloud in Plenum is Attenuated in Engine Inlet	3/200 [10/600] (7/447) [6/388]	5/110 [10/250]	-50/60 [-58/194]	100/100 [14.7/14.7]	.2/3+	15/40	90%	*Facility inactive	
26 UQAC (WT)	Wind Tunnel	W = 0.5 [1.5] H = 0.6 [2] L = 1.6 [5.2]	NA	.4 [1.3] by 4 [1.3]	10	1/60 [3.3/197] (2.2/132) [1.9/116]	.3/22 [66/6]	-40/30 [-40/66]	98/100 [14.4/14.7]	.05/3.0	10/500	20%/98%		
27 UQAC (FRPD)	Freezing Rain Chamber	W=1.8 [6] H=6 [20.2] L=1.6 [6]	NA	0.9 [2.95] by 0.9 [2.55]	20	0.2/2 [66/6] (0.14/4.5)	0.8/8 [1.76/17.6]	-30/30 [-22/86]	100	5mm/hr to 10mm/hr	200/2000	30%/90%	Very low speed vertical tunnel	

* Primary Use (Key)

6 - Complete Aircraft

1 - 2D Wing

2 - 3D Wing

3 - Engine With Inlet

4 - Aspirated Inlets

5 - Non Aspirated Inlets (Free Flow)

8 - Powered Rotorcraft

a - Full-scale

b - Sub-scale

7 - Instruments

TABLE 3 - Summary of Icing Simulation Test Facilities
Facility Instrumentation

Facility Measurements				Spray Measurements						
Facility No. & Identification	Velocity	Temperature	Pressure	WaterFlow	Water Pressure	Water Temperature	AirFlow	Air Pressure	Air Temperature	Comment
1 (ACT Ltd.) (Arlington)	Pitot Static Probe	T/C	Barometer	Rotameters	Gauges	Temperature probes	NA	Gauges	Temperature probes	
2 (AERAZUR)	Calculated from Ps, Pt, Tt or Pitot	T/C upstream of spraybars	Transducer	Turbine & calibrated tank	Transducer at each Spraybar	Transducer in storage tank	NA	Transducer in manifold	T/C in manifold	
3 (AIT)	Calculated from Ps, Tt, Wa, A or Pitot/Static Rake	T/C Upstream Sprays	Transducer & Manometer	Flow in Tube & Turbine Total & Calibrated Tank	Gage on Tank	T/C in Sprayer Stem	Air Metering Nozzle	Transducer in Nozzle Stem	T/C in Water Spray Stem	
4 (AEDC) (T1,2,4)	Calculated from Ps, Tt,Wa	T/C Rake in Plenum	Transducer in Plenum	Turbine Flow Meter	Transducer in Manifold	Measures in Storage Tank		Transducer in Manifold	T/C on NozzleMount	
5 (AEDC) (J1,2)	Calculated from Ps, Tt,Wa	T/C Rake in Plenum	Transducer in Plenum	Turbine Flow Meter	Transducer in Manifold	Measures in Storage Tank		Transducer in Manifold	T/C on Nozzle Mount	
6 (AEDC) (C-2)	NOT AVAILABLE									
7 (AEDC) (R-1D)	NOT AVAILABLE									
8 (BFG)	Calculated from Pt,Ps,Ts	T/C & RTD in Settling Chamber	Transducer	Thermal Flow Meter	Transducer in Spray Bars	T/C in Nozzle Ports		Transducer in Spray Bar	T/C in Nozzle Ports	
9 (Boeing) (BRAT)	Ps,Pt (aspirating heated probes)	RTD Rake Upstream of Spraybar	Total at Contraction Entrance, Static at Test Section	Turbine Flow-meter at each Spraybar	Transducer at each Spraybar	T/C at each Spraybar	NA	Transducer at each Spraybar	T/C at each Spraybar	