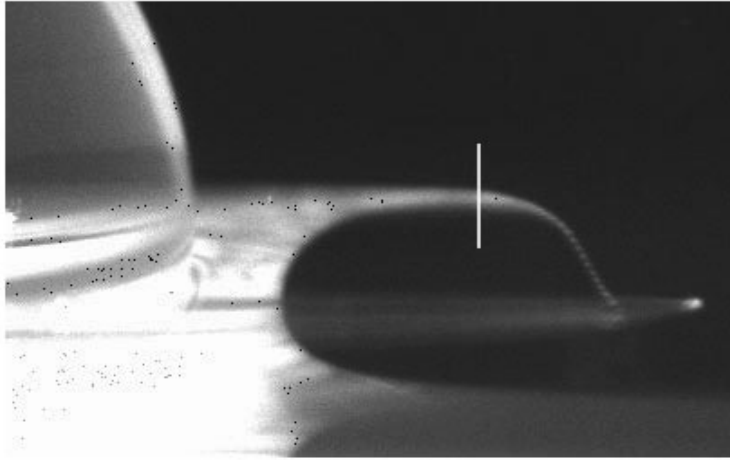
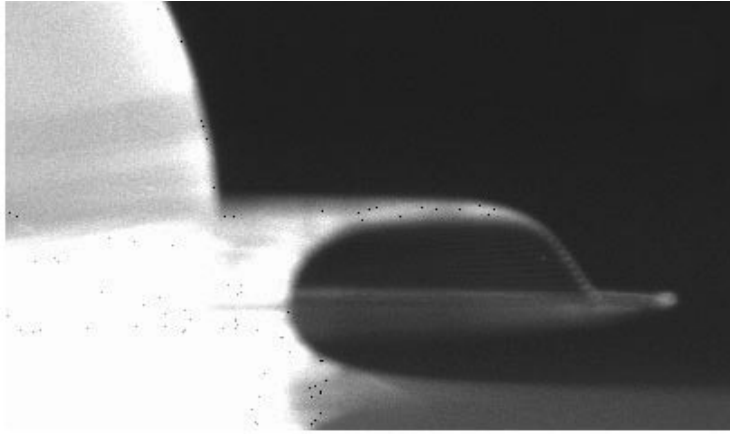
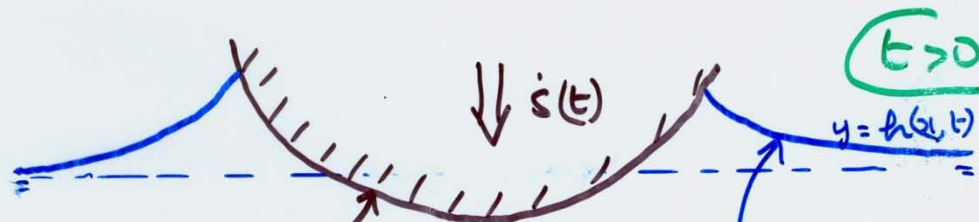
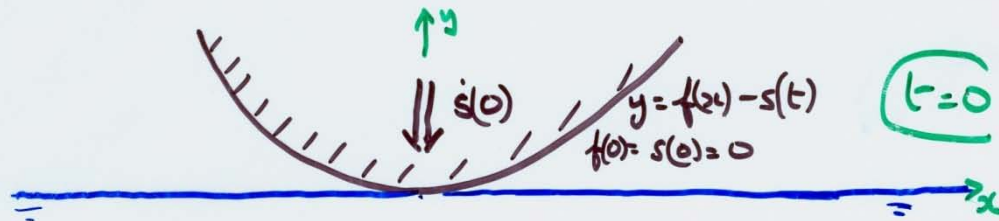


FIGURE 3. Comparison of experimental and theoretical pressure histories. Experimental data from Nethercote *et al.* (1986) with $L = 12$ ft, $V = 20$ ft/s and $\epsilon = 0.707$ so that the dimensionless hull shape is $y = (0.707x)^2$. At the keel the theory predicts an infinite pressure and the oscillations observed experimentally are probably due to air entrapment.



SIMPLEST 2-D DIMENSIONLESS IMPACT MODEL: (5)

GRAVITY = 0 ✓ VISCOSITY = 0 ✓ SURFACTENSION = 0 ?



$\Delta\phi = 0$

$\frac{\partial\phi}{\partial n} = -\dot{s} n_y$
 $(n_x, n_y) = (-f', 1) / \sqrt{1+f'^2}$
 on $y = f(x) - s(t)$

$\frac{\partial\phi}{\partial n} = v_n$
 and $\frac{\partial\phi}{\partial t} + \frac{1}{2} |\nabla\phi|^2 = 0$
 on $y = h$

$|\nabla\phi| \rightarrow 0$ at ∞
 $h(x, 0) = \phi(x, y, 0) = 0$

SIMPLEST GEOMETRY IS WEDGE: (6

$$f(x) = \alpha/x$$

THEN, IF $S = t$, CLASSICAL WEDGE ENTRY
PROBLEM

HAS SIMILARITY SOLUTION


$$\phi = t \hat{\phi}(x/t, y/t), \quad h = t \hat{h}(x/t).$$

MOREOVER IT CAN BE REDUCED TO
A 1-D INTEGRAL EQUATION USING

WAGNER TRANSFORMATION FOR

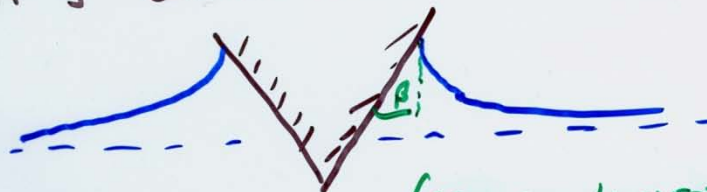
$$W(z) = \hat{\phi} + i\hat{\psi} :$$

FLOW DOMAIN IN $\int_0^z \sqrt{W'(s)} ds$ PLANE

IS  AND CAN BE MAPPED ONTO W .

MARKIF
GARABEDIAN
DOBROVLSKAYA

BUT \exists CONTINUING CONTROVERSY ABOUT β :

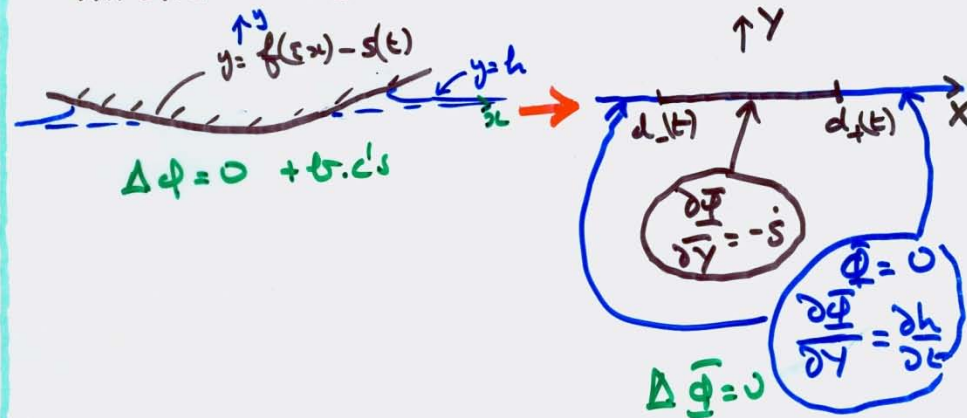


(FRAENKEL/MCLEOD
1990-2012)

TO STUDY SPLASHING, WE MAKE A ϵ
 DIFFERENT GEOMETRIC SIMPLIFICATION:
 WRITE $f = f(\epsilon x)$ WHERE $0 < \epsilon \ll 1$,
 ϵ IS THE DEADRISE ANGLE.

THIS IS THE REGIME IN WHICH DAMAGE
 CAN BE DONE TO SHIPS, STOMACHS ETC.
 (ALSO MODELS SKIMMING)

WAGNER WAS FIRST TO SUGGEST THAT



WHEN WE WRITE

$$\phi \rightarrow \epsilon^{-1} \bar{\phi}, (x, y) \rightarrow \epsilon^{-1}(X, Y) \quad (\Rightarrow \text{pressure} = O(\epsilon^{-1}))$$

i.e. REDUCTION TO COY-2 FBP. ON $Y=0$.

"EXPANDING PLATE MODEL" BUT HOW TO FIND d_t ?

IN 1982, KOROBKIN TRANSFORMED TO (8)

DISPLACEMENT POTENTIAL

$$\bar{\Phi}^*(x, y, t) = \int_0^t \phi(x, y, \tau) d\tau \quad (\text{cf. BAIocchi})$$

TO GIVE

$$\Delta \bar{\Phi}^* = 0$$

$$\Rightarrow \bar{\Phi}^* \left(\frac{\partial \bar{\Phi}^*}{\partial y} - f + s \right) = 0 \quad \text{ON } y=0$$

$$\text{WITH } \frac{\partial \bar{\Phi}^*}{\partial y} \leq f - s, \quad \bar{\Phi}^* \leq 0 \quad \text{ON } y=0$$

(FREE SURFACE
DOES NOT PENETRATE
IMPACTOR)

(PRESSURE ≥ 0)

THIS IS A GREAT HELP NUMERICALLY,
BUT IT RELIES ON

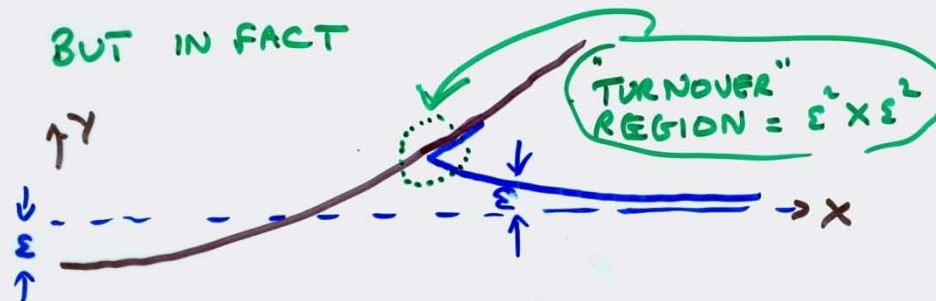
$$\frac{\partial \bar{\Phi}^*}{\partial y} \rightarrow -s + f \quad \text{AS } t \rightarrow \omega.$$

WHY?

WE NEED MAGNIFYING GLASS (M.A.E's)⁽⁹⁾
 TO EXAMINE THE BEHAVIOUR NEAR
 THE COD-2 F.B. IT IS TEMPTING
 TO THINK THAT



BUT IN FACT



WHICH IS THE ASYMPTOTIC REASON
 FOR THE WAGNER EXPANDING PLATE
 CONDITION $h(d_+, t) = f(d_+, t) - s(\epsilon)$.

MOREOVER THE SCALINGS

$$X = d_+ + \epsilon^2 \tilde{X}, \quad Y = \epsilon h(d_+, t) + \epsilon^2 \tilde{Y},$$

$$\Phi = d_+ \tilde{X} + \tilde{\Phi}(\tilde{X}, \tilde{Y}) \quad (\text{WAVE TRAVELLING WITH } \dot{d}_+)$$

\Rightarrow PRESSURE $\sim \epsilon^{-2}$ IN TURNOVER REGION

ALSO, SINCE SOLUTION OF COD-2 (10)
 F.B.P. AS A MIXED BOUNDARY
 VALUE PROBLEM IS

(WITH $s = t$, $d_+ = -d_-$ FOR SIMPLICITY)

$$\bar{\Phi} = \operatorname{Re} \left\{ - \left(\gamma + (d^2 - (x+iy)^2)^{1/2} \right) \right\},$$

(NOTE $|\nabla \bar{\Phi}| \sim |d - (x+iy)|^{-1/2}$ NEAR TURNOVER)

WE FIND THAT $d(t)$ SATISFIES

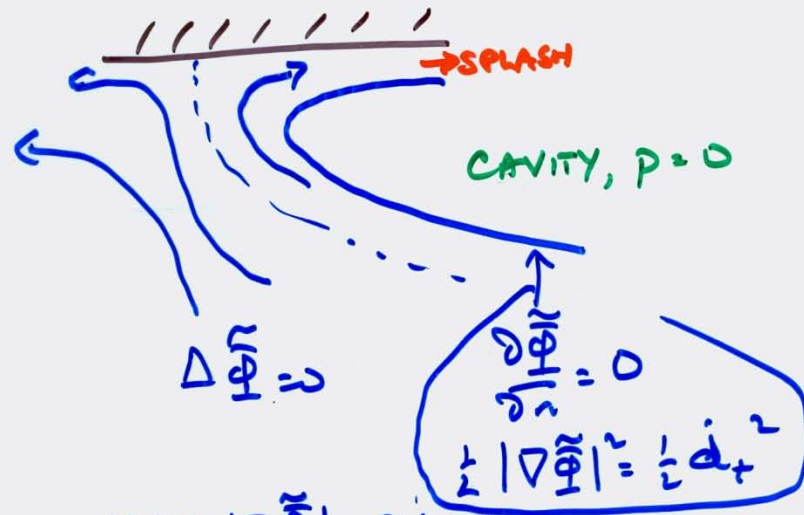
$$f(d(t)) - t = \int_0^t \left(-1 + \frac{d(t)}{\sqrt{d^2(t) - d^2(t)}} \right) dz$$

$$\Rightarrow d^{-1}(x) = \frac{2}{\pi} \int_0^x \frac{f(y) dy}{\sqrt{x^2 - y^2}}$$

HENCE FOR WEDGE $d \propto t^{1/2}$
 PARABOLA $d \propto t$

⋮

TO LOWEST ORDER, THE TURNOVER⁽¹⁾
 REGION IS MODELLED BY THE STEADY
HELMHOLTZ FLOW:



WITH $|\nabla\Phi| = O(\epsilon^{1/2})$
 AT ∞ .

HENCE \exists A **SPLASH JET** (OF
 THICKNESS $O(\epsilon^2)$ AND LENGTH $O(\epsilon^{-1})$
 IN X, Y) MODELLED BY "ZERO GRAVITY
 SHALLOW WATER EQUATIONS



$$\frac{\partial H}{\partial t} + \frac{\partial}{\partial s}(uH) = 0$$

$$\frac{\partial u}{\partial t} + u \frac{\partial u}{\partial s} = 0$$

(UNTIL
 GRAVITY
 TAKES
 OVER)

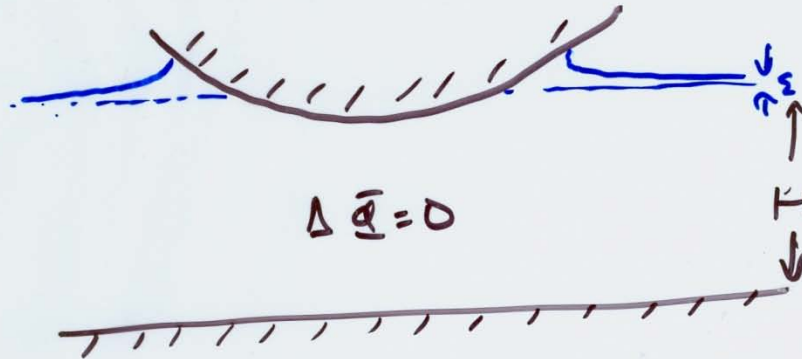
BUT FOR THIS THEORY TO HAVE ⁽¹²⁾
MUCH PRACTICAL APPLICABILITY
WE MUST CONSIDER

- FINITE DEPTH EFFECTS
- OBLIQUE IMPACT
- NON-SMOOTH IMPACTORS
- AIR "CUSHIONING" .

FINITE DEPTH EFFECT

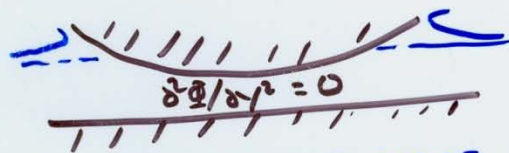
(13)

(i) PENETRATION \ll DEPTH :

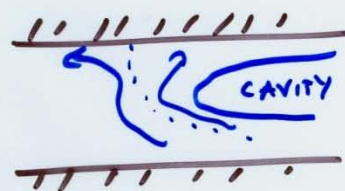


WAGNER THEORY STILL APPLIES
BUT WITH MORE COMPLICATED COV-2 PROBLEM

(ii) PENETRATION \sim DEPTH (KOROBKIN)



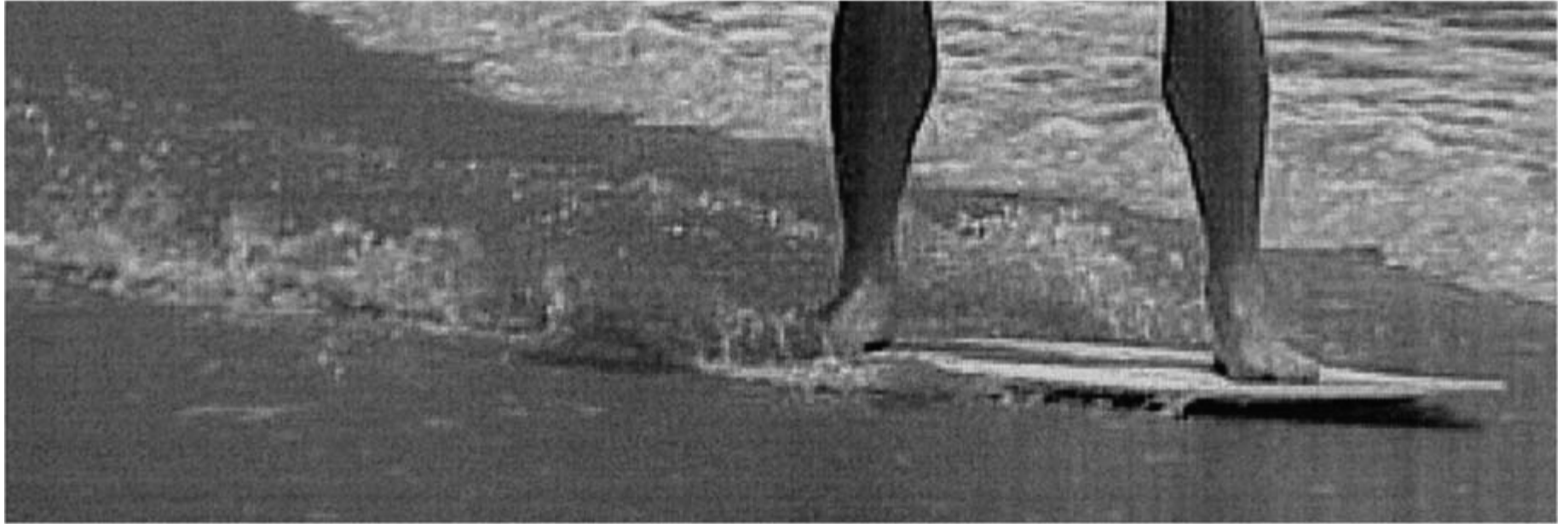
WE NO LONGER HAVE TO SOLVE A POTENTIAL
PROBLEM ON THE "OUTER" SCALE, BUT
TURNOVER PROBLEM IS THE HELMHOLTZ



PROBLEM FOR A

"SKIMMER"

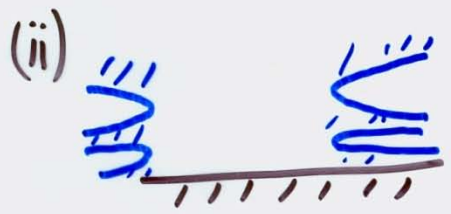
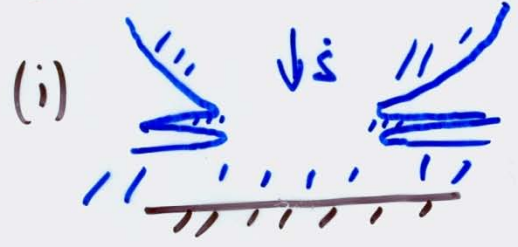
STRONG JET



REMARK: FOR DROPLET IMPACT (15)

ON A SHALLOW LAYER, THE

CO-2 F.B.P.S ARE



AND HELMHOLTZ FLOW CAN BE

FIRST



THEN



SO JET COMPOSITION CHANGES AS
t INCREASES.

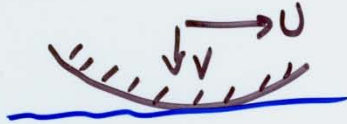
OBLIQUE ENTRY

(16)

THE SCALING ARGUMENT

$$\phi \sim \varepsilon^{-1}, \quad x, y \sim \varepsilon^{-1}$$

IS NOT AFFECTED BY U UNTIL



$$U \sim \varepsilon^{-1} V = \varepsilon^{-1} U_0 \text{ SAY.}$$

ONLY THEN DO WE GET AN APPARENTLY

ASYMMETRIC COD-2 FBP FOR

A SYMMETRIC IMPACTOR :

$$\int_{d_-}^{d_+} \frac{[s(t) - f(\zeta - Ut)]\zeta^j}{\sqrt{(d_+ - \zeta)(\zeta - d_-)}} d\zeta = 0 \quad \text{for } j = 0, 1. \quad (4)$$

The physical interpretation of these laws of motion is global conservation of mass ($j = 0$) and x -momentum ($j = 1$) and the condition that $\Psi \sim O(1/r)$ as $r \rightarrow \infty$ guarantees finite spatially-integrated kinetic energy.

A straightforward small-time analysis shows that for bodies that are blunt at the point of impact, the tangential velocity is negligible at sufficiently small times, the velocities of the turnover points being unbounded as $t \downarrow 0$. Hence, the generalized Wagner theory described in this section applies at sufficiently small times. In contrast, for bodies that are linear on each side of the point of impact, the tangential velocity has a leading-order effect no matter how small the time, the velocities of the turnover points being bounded as $t \downarrow 0$. Hence, it is not clear *a priori* whether Wagner theory is applicable at sufficiently small times. We now investigate this case further for the wedge $f(x) = |x|$.

2.1.1. Grazing entry of a wedge

Assuming $d_- < Ut < d_+$ and integrating (4), we find

$$\pi s = (2Ut - d_- - d_+) \sin^{-1} \left(\frac{2Ut - d_- - d_+}{d_+ - d_-} \right) + 2\sqrt{Ut(d_- + d_+) - d_-d_+ - U^2t^2}, \quad (5)$$

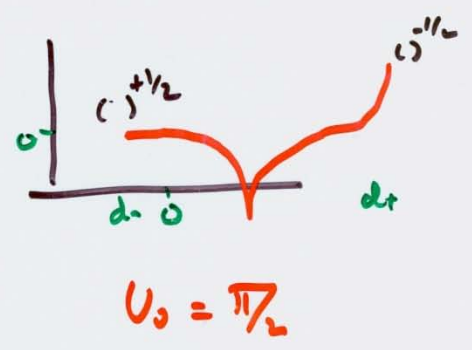
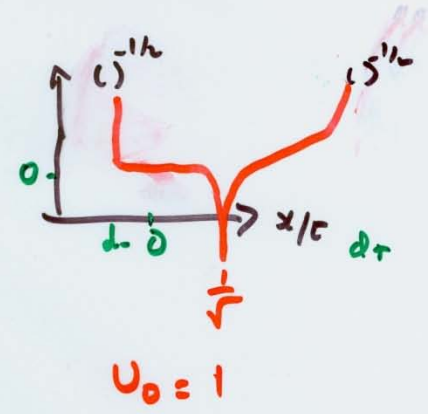
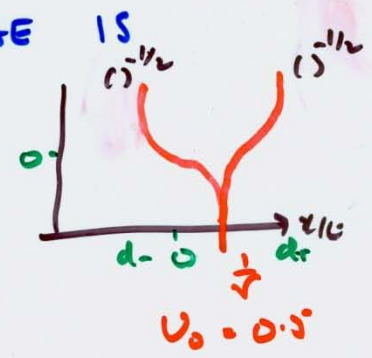
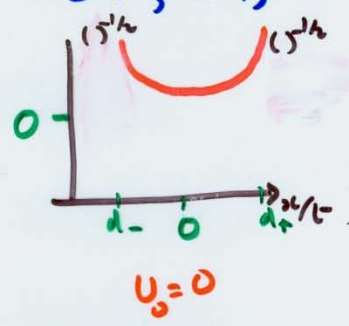
$$\begin{aligned} \frac{\pi}{2}(d_- + d_+)s = & \left(Ut(d_- + d_+) - \frac{3}{4}(d_-^2 + d_+^2) - \frac{1}{2}d_-d_+ \right) \sin^{-1} \left(\frac{2Ut - d_- - d_+}{d_+ - d_-} \right) \\ & + \left(\frac{3}{4}(d_- + d_+) - Ut \right) \sqrt{Ut(d_- + d_+) - d_-d_+ - U^2t^2}. \end{aligned} \quad (6)$$

AS POINTED OUT BY MOORE (2012)

$3/4$ SHOULD BE $3/2 \Rightarrow d_+ - - d_-$
FOR SYMMETRIC IMPACTOR.

BUT STREAMLINE PATTERN IS NOT
SYMMETRIC AND PRESSURE DISTRIBUTION

ON, SAY, A WEDGE IS



WHEN $U_0 = \pi/2$ WE EFFECTIVELY HAVE
AN EXIT PROBLEM AT d_- .

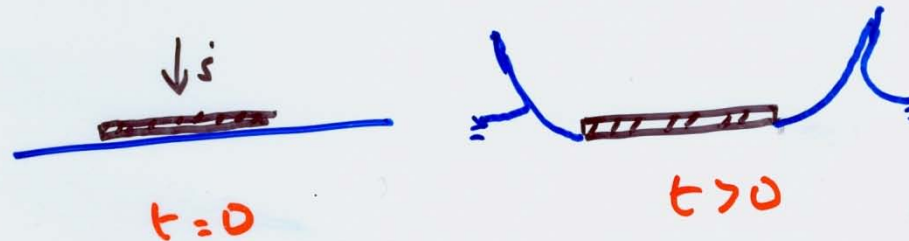
NON-SMOOTH IMPACTORS

(19)

PROBLEM OF IMPACT OF A
HORIZONTAL FLAT PLATE WAS

FIRST SOLVED BY IAFRATI + KOROBKIN.
(P.O.F. 2004)

THEY PROPOSED



THIS ASSUMES SMOOTH SEPARATION
OF FLOW AT ENDS OF PLATE
(cf. KUTIA-JOUROWSKI)

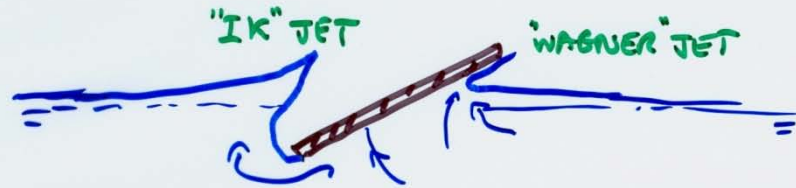
ALSO SPLASH JET IS STILL
DESCRIBED BY SHALLOW WATER
THEORY BUT NOW $h \sim t^{-5/2}$ AT ∞ .



JET TIP MOVES FROM PLATE
TIP TO ∞ IN

ZERO TIME !

HOWEVER, FOR AN INCLINED (20)
 FLAT PLATE, FALTMEN/SSEMENDY
 HAVE CALCULATED :



ON THIS BASIS OLIVER (2012) HAS
 CONJECTURED THAT FOR

$$f(x) = x^n, \quad s(t) = t^m$$

IK $n = \infty$
 $m = 1$

FS $n = 1$
 $m = 1$

