

LIST OF SYMBOLS

Typical units given in square brackets. If no units are given, variable is dimensionless.

A_e	Exit area [m ²]		(pronounced <i>delta</i>) [m]
A_i	Intake area [m ²]	δ_{turb}	Turbulent boundary-layer thickness [m]
A_f	Frontal area [m ²]	δ_{lam}^*	Laminar displacement thickness [m]
A_{plan}	Planview or planform area [m ²]	δ_{turb}^*	Turbulent displacement thickness [m]
A_{ref}	Reference area [m ²]	Γ	Circulation (pronounced <i>gamma</i>) [m ² /s]
A_{wet}	Wetted area [m ²]	h	Height [m]
AR	Aspect ratio	h^+	Riblet number [nondimensional]
α	Angle-of-attack (pronounced <i>alpha</i>) [degrees]	h_{min}	Minimum ground clearance [m]
α	Shear angle (or a fluid element) [degrees, radians]	H	Shape factor
b	width of a wing (i.e. span), or the vehicle body [m]	H_r	Riblet height [m]
c	Chord [m]	k_a	Gas constant of dry air [J/kg-K, Nm/kg-K]
C_d	Drag coefficient	k_w	Gas constant of water vapor [J/kg-K, Nm/kg-K]
$C_{d,fr}$	Drag coefficient based on frontal area	l	Length [m]
$C_{d,i}$	Induced drag coefficient	L	Length [m]
$C_{d,plan}$	Drag coefficient based on planview area	L	Lift [N, lbs]
$C_{d,wet}$	Drag coefficient based on wetted area	m	Mass [kg]
C_f	Skin-friction coefficient based on wetted area	M_{bl}	Momentum flow in boundary layer [kg m/s ²]
$C_{f,flat}$	Skin-friction coefficient of a flat plate based on wetted area	M_f	Momentum flow in freestream [kg m/s ²]
$C_{f,lam}$	Laminar skin-friction coefficient based on wetted area	μ	Dynamic viscosity (pronounced <i>mu</i>) [Ns/m ²]
$C_{f,turb}$	Turbulent skin-friction coefficient based on wetted area	ν	Kinematic viscosity (pronounced <i>nu</i>) [m ² /s]
C_L	Lift coefficient	P_a	Partial pressure of air [Pa, N/m ² , psi]
$C_{L,f}$	Lift coefficient at front axle	P_∞	Freestream or ambient pressure [Pa, N / m ² , psi]
$C_{L,r}$	Lift coefficient at rear axle	P_{loc}	Local pressure [Pa, N / m ² , psi]
C_{rr}	Rolling-resistance coefficient	P_{stag}	Stagnation pressure [Pa, N/m ² , psi]
C_{rr1}	Zero-speed rolling-resistance coefficient	P_w	Partial pressure of water [Pa, N/m ² , psi]
C_{rr2}	Rolling-resistance speed factor [1/ mph, 1/ kph]	q	Dynamic pressure [Pa, N/m ² , psi]
C_τ	Shear-stress coefficient (local skin-friction coefficient)	R_j	Junction radius [m]
$C_{\tau,lam}$	Laminar shear-stress coefficient (local skin-friction coefficient of laminar flow)	Re_L	Reynolds number based on total body length
$C_{\tau,turb}$	Turbulent shear-stress coefficient (local skin-friction coefficient of turbulent flow)	Re_x	Reynolds number at some location x based on length from leading edge, local Reynolds number
$C_d A$	Drag area [m ²]	ρ	Fluid density (pronounced <i>rho</i>) [kg/m ³]
$C_f A_{wet}$	Skin-friction drag area [m ²]	t	Thickness (of an airfoil) [m]
$C_L A$	Lift area [m ²]	t	Time [sec]
CG	Center of gravity	T	Temperature [°C, K, °F]
C_p	Coefficient of pressure	τ	Shear stress (pronounced <i>tau</i>) [Pa, N / m ² , psi]
CP	Center of pressure	θ_f	Leading-edge junction angle of a strut in side view (pronounced <i>theta</i>) [°]
D	Drag [N, lbs]	θ_{lam}	Laminar momentum thickness [m]
D	Diameter [m]	θ_{turb}	Turbulent momentum thickness [m]
d'	Ground clearance ratio, eg. h_{min} / b	U	Velocity [m/s]
D_i	Induced drag [N, lbs]	$u(y)$	Local velocity at some location y [m/s]
D_j	Junction drag [N, lbs]	V_{car}	Velocity of car [m/s, kph, mph]
D_{pres}	Pressure drag [N, lbs]	V_∞	Freestream flow velocity [m/s]
D_{skin}	Skin-friction drag [N, lbs]	V_{loc}	Local flow velocity [m/s]
δ_{lam}	Laminar boundary-layer thickness	V_{wind}	Velocity of wind [m/s, kph, mph]
		W	Weight [N, lbs]
		x	Distance, usually from leading edge [m]
		x_t	Location of transition from leading edge [m]

USEFUL RELATIONSHIPS

Angle	Degrees [°] Radians [rad]	Angle	$1 \text{ rad} = 180 / \pi^\circ = 57.3^\circ$
Distance	Kilometer [km] Mile [mi]	Area	$1 \text{ m}^2 = 10.76 \text{ ft}^2$ $1 \text{ m}^2 = 1550.0 \text{ in}^2$
Drag	Equivalent to a force.	Energy	$1 \text{ J} = 1 \text{ Nm}$ $1 \text{ Whr} = 3600 \text{ J}$
Energy	Joule [J] Watt-hour [Wh or Whr] Work, Newton-meter [Nm]	Force	$4.448 \text{ N} = 1 \text{ lb}$
Force	Newton [N] Pound [lb]	Length	$1 \text{ m} = 39.37 \text{ in}$ $1 \text{ inch} = 0.0254 \text{ m} = 2.54 \text{ cm}$ $1 \text{ mile} = 1609 \text{ m} = 1.609 \text{ km}$ $1 \text{ mile} = 5280 \text{ ft}$
Length	Meter [m] Foot [ft]	Mass	$1 \text{ kg} = 2.205 \text{ lbm}$ $14.594 \text{ kg} = 1 \text{ slug}$ $32.174 \text{ lbm} = 1 \text{ slug}$
Mass	Kilogram [kg] Pound mass [lbm] Slug [sl]	Power	$745.7 \text{ W} = 1 \text{ hp}$
Power	Watt [W] Horsepower [hp]		Motor power (given motor torque and rpm) $W = (0.105) (\text{Nm}) (\text{rpm})$ $\text{hp} = (\text{ft-lbs}) (\text{rpm}) / (5252)$
Pressure	Pascal [Pa], equivalent to N/m^2 Pounds per square-inch [psi] Atmosphere [atm] Millimeters of mercury [mm Hg]		Road power (given drag force and velocity) $W = (\text{N}) (\text{m/s})$ $= (0.278) (\text{N}) (\text{kph})$ $= (1.988) (\text{lbs}) (\text{mph})$
Rotational speed	Revolutions per minute [rpm]		
Temperature	Degrees Celsius [°C] Kelvin [K] Degrees Fahrenheit [°F]	Pressure	$6895 \text{ Pa} = 1 \text{ psi}$ $1 \text{ atm} = 760 \text{ torr} = 760 \text{ mm Hg}$ $= 14.696 \text{ psi} = 101.3 \text{ kPa}$
Velocity	Kilometers per hour [kph] Miles per hour [mph]	Temperature	$^\circ\text{C} = (5/9) \times (^\circ\text{F} - 32)$ $\text{K} = ^\circ\text{C} + 273$
Weight	Equivalent to a force	Torque	$1.356 \text{ Nm} = 1 \text{ ft-lb}$
		Velocity	$1.609 \text{ kph} = 1 \text{ mph}$ $0.447 \text{ m/s} = 1 \text{ mph}$