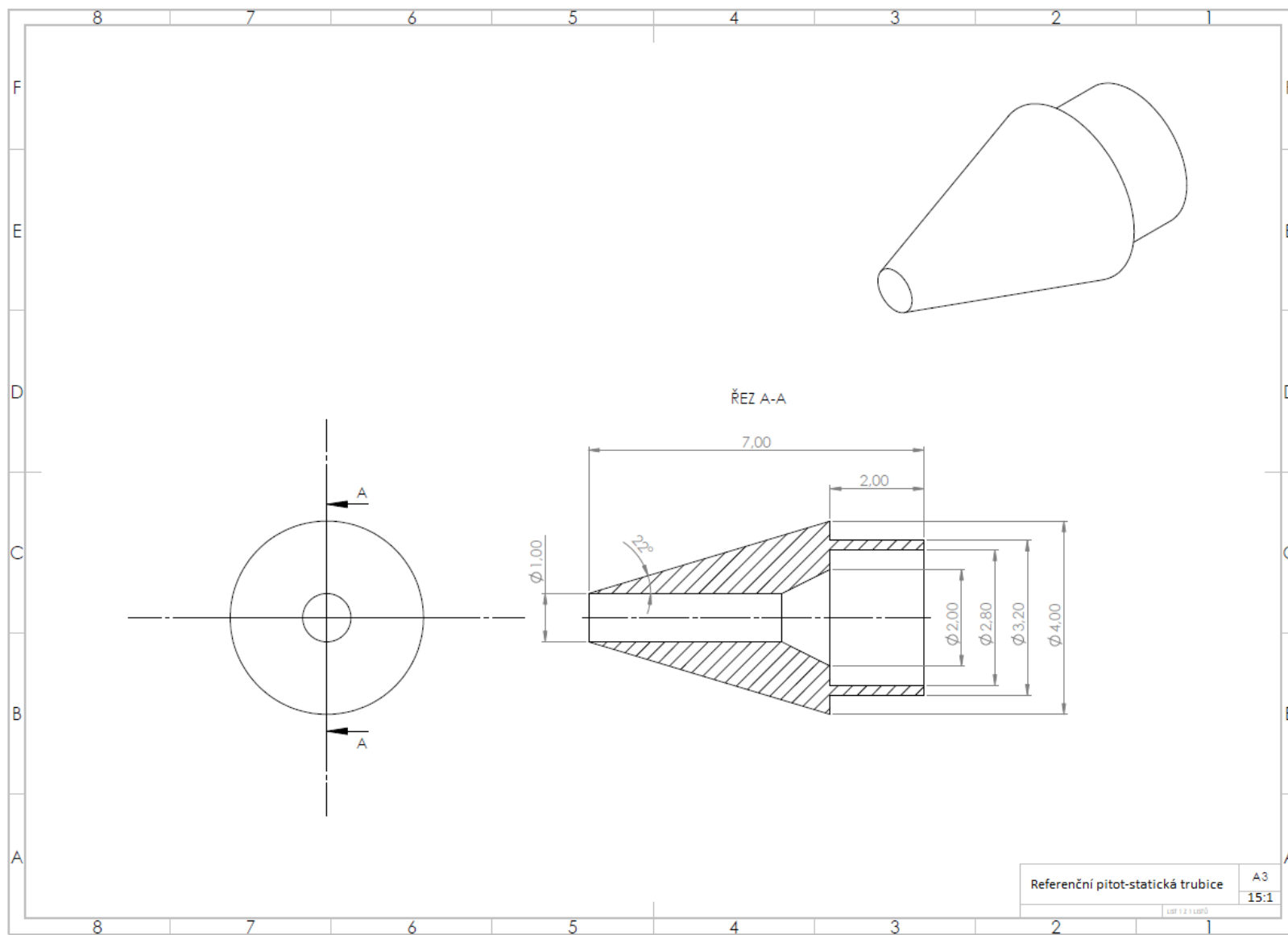
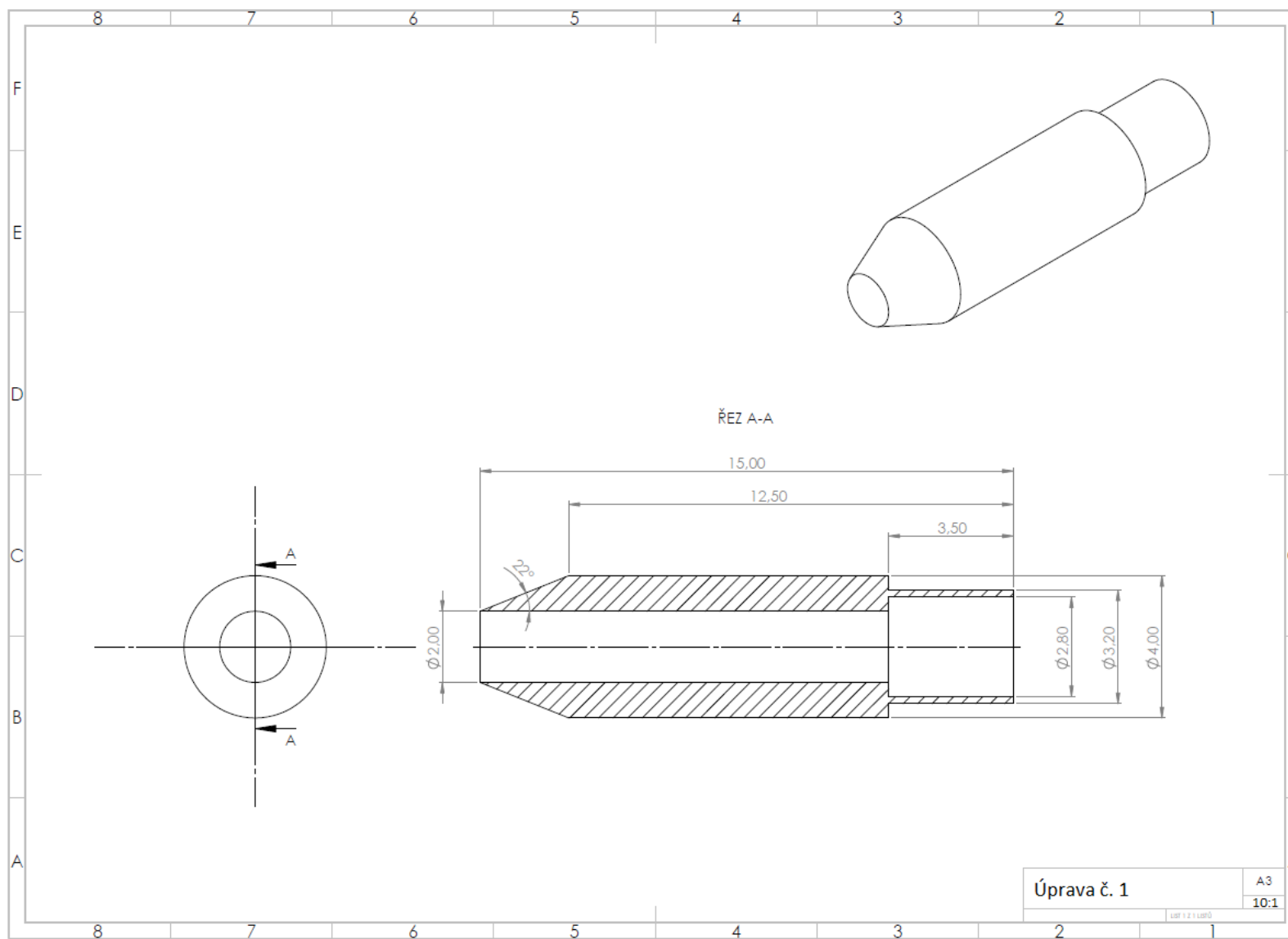


Příloha 1 – Výkres s rozměry – Referenční pitot-statická trubice (vstupní část)

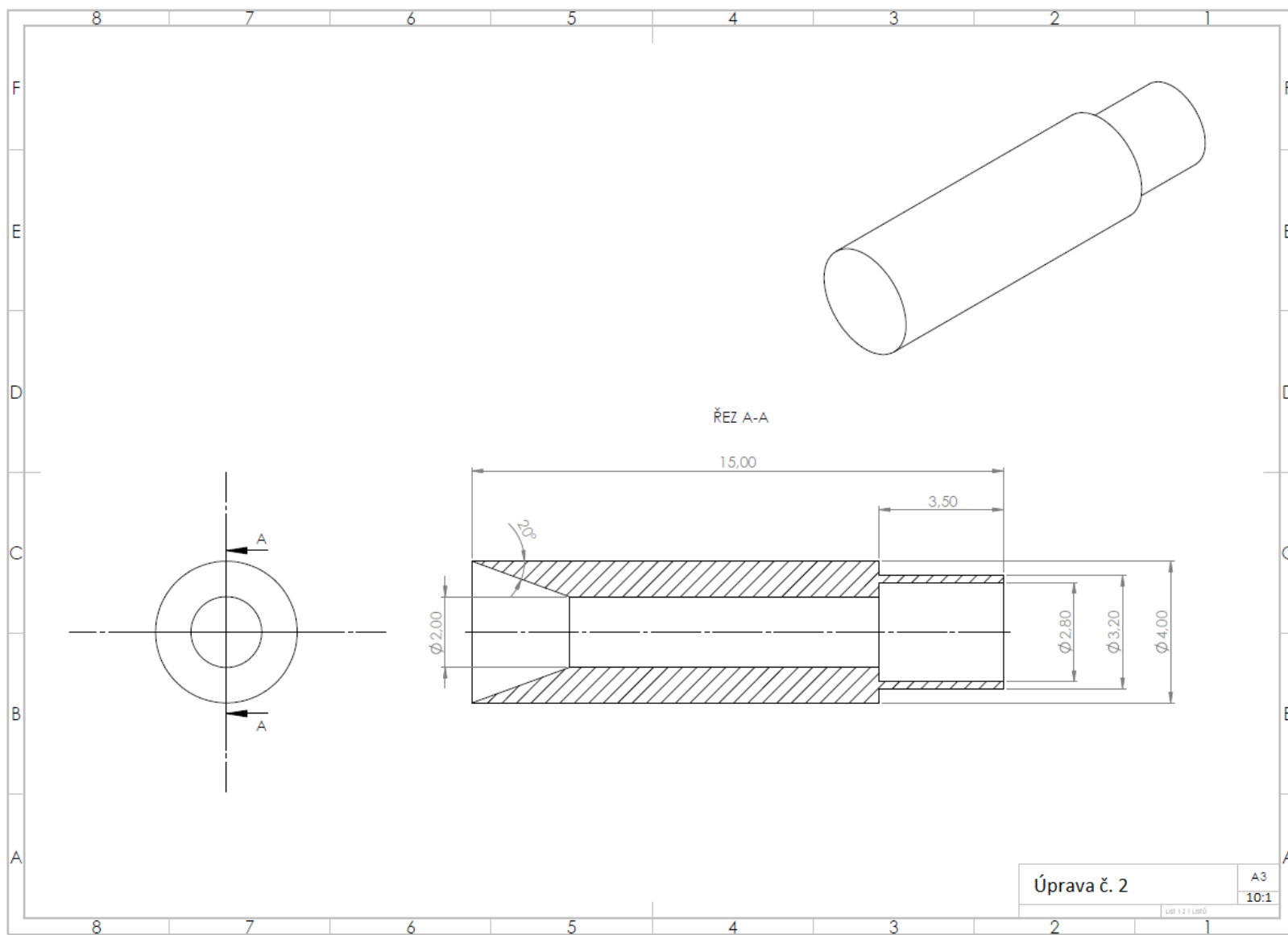


Referenční pitot-statická trubice	A3
15:1	

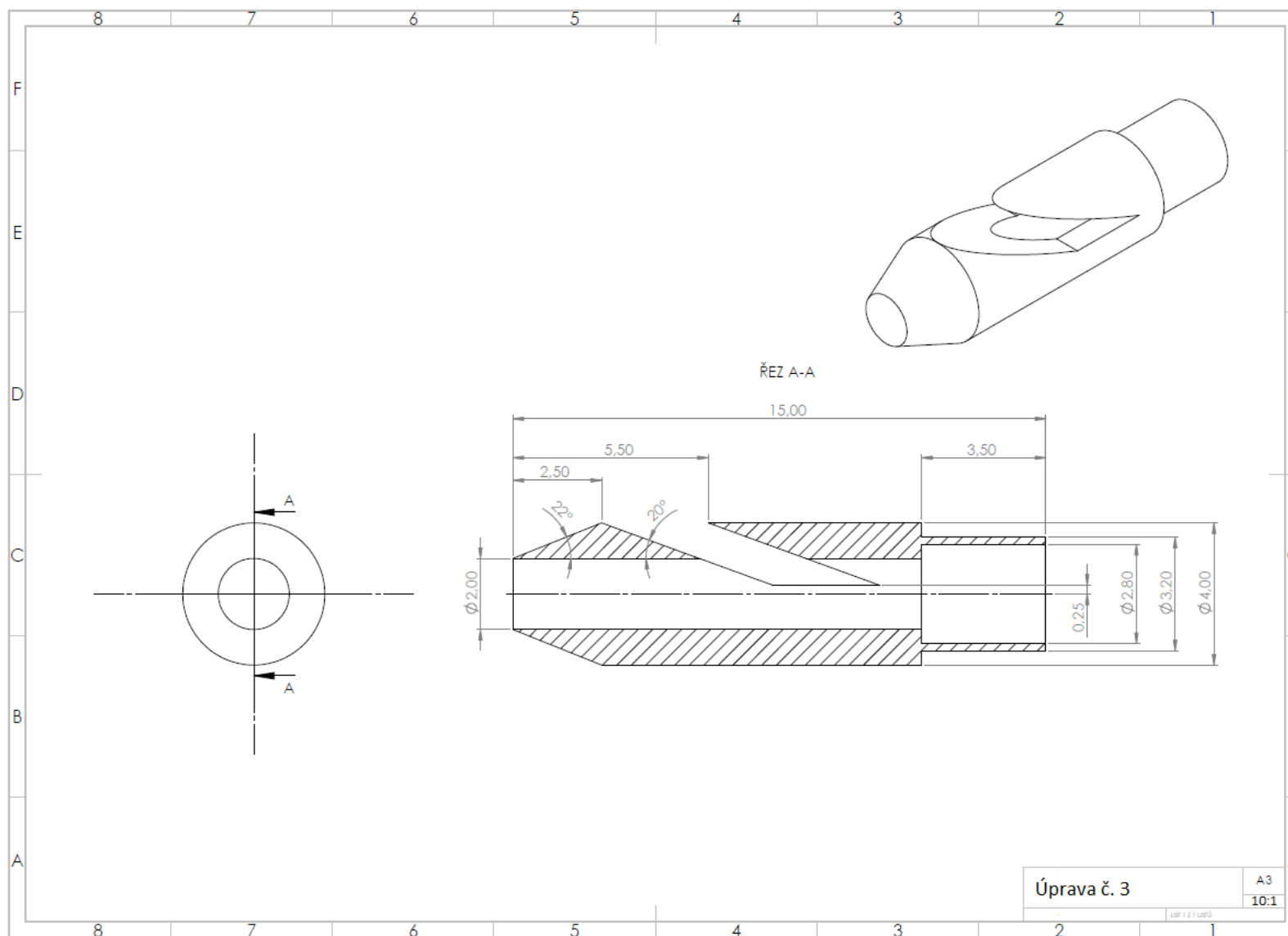
Příloha 2 – Výkres s rozměry – Úprava č.1 (vstupní část)



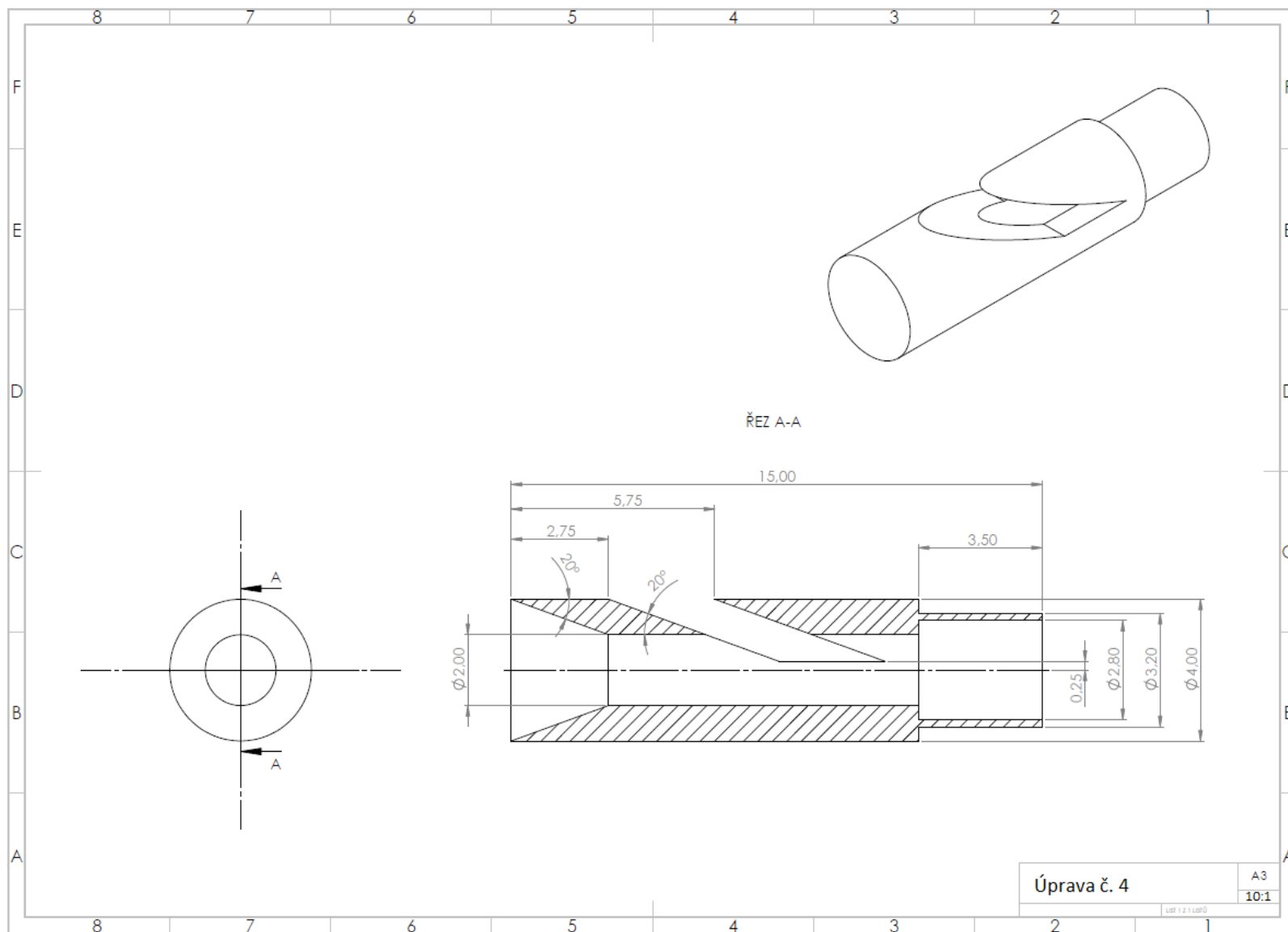
Příloha 3 – Výkres s rozměry – Úprava č.2 (vstupní část)



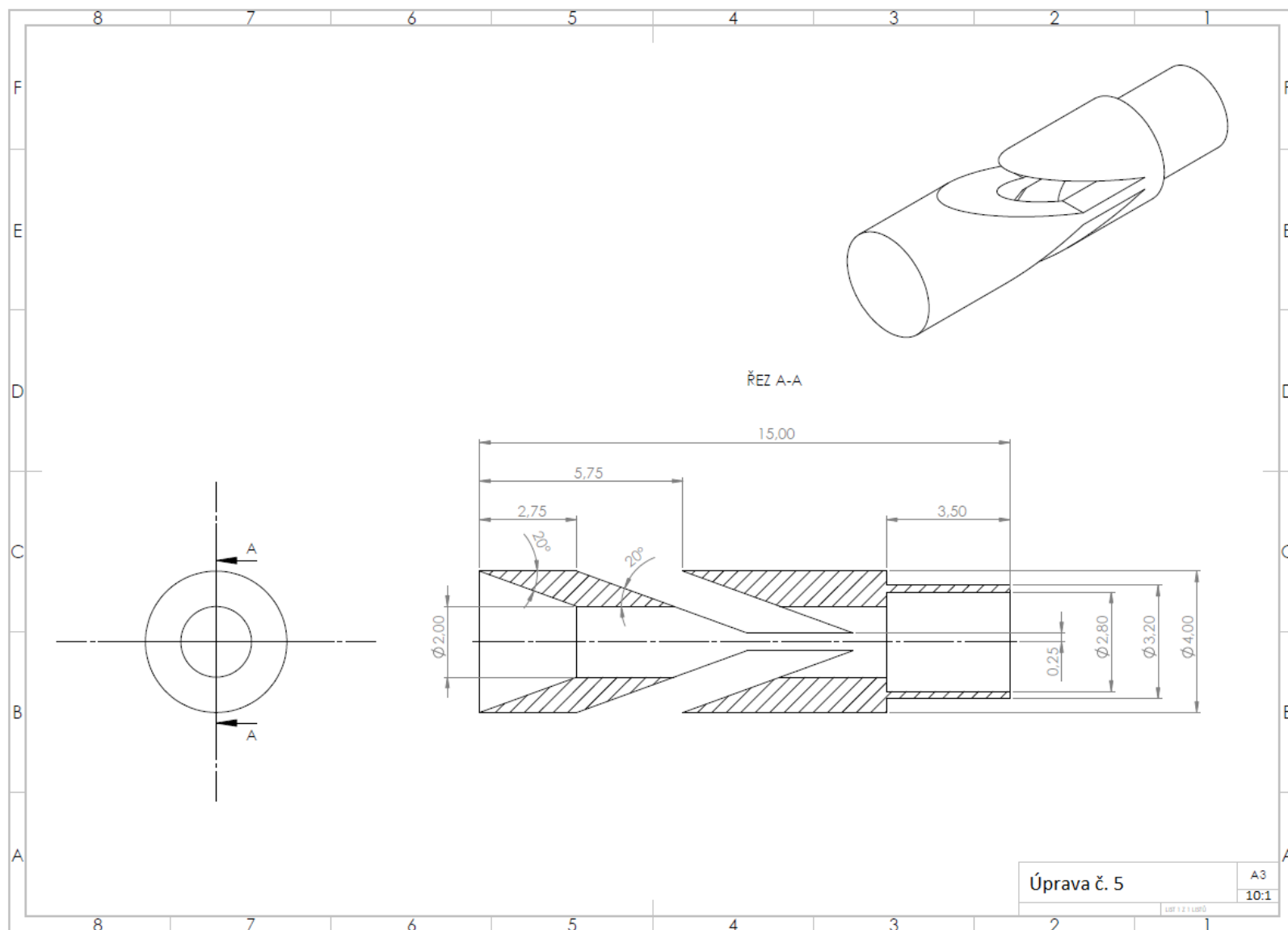
Příloha 4 – Výkres s rozměry – Úprava č.3 (vstupní část)



Příloha 5 – Výkres s rozměry – Úprava č.4 (vstupní část)



Příloha 6 – Výkres s rozměry – Úprava č.5 (vstupní část)



Příloha 7 – Výsledky CFD simulací - Referenční pitot-statická trubice

Referenční - 5 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	15,57	-2,02	5,36	+7,2	5,04
-5	14,16	-3,52	5,37	+7,4	4,81
-10	13,97	-1,41	5,01	+0,2	4,78
-15	1,09	-2,84	2,53	-49,4	1,33

Tab. 1 Výsledky referenční pitot-statická trubice – rychlost 5 m/s

Referenční - 10 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	62,46	-8,46	10,76	+7,6	10,09
-5	59,16	-14,68	10,98	+9,8	9,83
-10	48,75	-5,14	9,38	-6,2	8,92
-15	4,07	-11,71	5,08	-49,2	2,58

Tab. 2 Výsledky referenční pitot-statická trubice – rychlost 10 m/s

Referenční - 15 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	141,08	-18,17	16,12	+7,5	15,17
-5	134,65	-49,29	17,33	+15,5	14,83
-10	67,75	-48,97	13,80	-8,0	10,52
-15	10,35	-27,52	7,86	-47,6	4,11

Tab. 3 Výsledky referenční pitot-statická trubice – rychlost 15 m/s

Příloha 8 – Výsledky CFD simulací - Úprava č.1

Úprava č.1 - 5 m/s					
Úhel náklonu [°]	Celkový tlak $\Delta\rho_{\text{celk}}$ [Pa]	Statický tlak $\Delta\rho_{\text{H}}$ [Pa]	Rychlost [m/s]	Odchylka [%]	<i>Rychlost z celk. tlaku</i> [m/s]
0	15,37	-1,75	5,29	+5,8	5,01
-5	16,88	-4,94	5,97	+19,4	5,25
-10	16,51	-3,87	5,77	+15,4	5,19
-15	11,45	-3,28	4,90	-2,0	4,32
-20	2,74	-3,27	3,13	-37,4	2,12

Tab. 4 Výsledky úprava č.1 – rychlost 5 m/s

Úprava č.1 - 10 m/s					
Úhel náklonu [°]	Celkový tlak $\Delta\rho_{\text{celk}}$ [Pa]	Statický tlak $\Delta\rho_{\text{H}}$ [Pa]	Rychlost [m/s]	Odchylka [%]	<i>Rychlost z celk. tlaku</i> [m/s]
0	61,35	-6,86	10,55	+5,5	10,01
-5	65,24	-13,01	11,30	+13,0	10,32
-10	66,20	-15,57	11,55	+15,5	10,40
-15	48,86	-13,74	10,11	+1,1	8,93
-20	9,61	-13,41	6,13	-38,7	3,96

Tab. 5 Výsledky úprava č.1 – rychlost 10 m/s

Úprava č.1 - 15 m/s					
Úhel náklonu [°]	Celkový tlak $\Delta\rho_{\text{celk}}$ [Pa]	Statický tlak $\Delta\rho_{\text{H}}$ [Pa]	Rychlost [m/s]	Odchylka [%]	<i>Rychlost z celk. tlaku</i> [m/s]
0	137,97	-15,52	15,83	+5,5	15,01
-5	143,12	-29,60	16,79	+11,9	15,29
-10	141,08	-26,37	16,53	+10,2	15,18
-15	111,80	-32,41	15,34	+2,3	13,51
-20	20,21	-31,38	9,18	-38,8	5,74

Tab. 6 Výsledky úprava č.1 – rychlost 15m/s

Příloha 9 – Výsledky CFD simulací - Úprava č.2

Úprava č.2 - 5 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	15,43	-3,76	5,59	+11,8	5,02
-5	16,85	-5,29	6,01	+20,2	5,25
-10	16,70	-4,25	5,85	+17,0	5,22
-15	17,58	-4,18	5,96	+19,2	5,36
-20	15,39	-4,29	5,67	+13,4	5,01
-25	0,06	-3,54	2,42	-51,6	0,31

Tab. 7 Výsledky úprava č.2 – rychlost 5 m/s

Úprava č.2 - 10 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	61,65	-17,01	11,33	+13,3	10,03
-5	67,28	-22,52	12,10	+21,0	10,48
-10	66,39	-17,18	11,68	+16,8	10,41
-15	69,56	-17,21	11,90	+19,0	10,66
-20	61,69	-17,66	11,38	+13,8	10,04
-25	11,01	-15,44	6,57	-34,3	4,24

Tab. 8 Výsledky úprava č.2 – rychlost 10 m/s

Úprava č.2 - 15 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	138,69	-40,29	17,09	+13,9	15,05
-5	147,19	-45,81	17,75	+18,3	15,50
-10	148,95	-39,30	17,83	+18,9	15,59
-15	156,46	-39,75	17,90	+19,3	15,98
-20	139,29	-41,76	17,19	+14,6	15,08
-25	31,45	-37,45	10,60	-29,3	7,17

Tab. 9 Výsledky úprava č.2 – rychlost 15 m/s

Příloha 10 – Výsledky CFD simulací - Úprava č.3

Úprava č.3 - 5 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	14,24	-4,63	5,55	+11,0	4,82
-5	15,38	-4,85	5,75	+15,0	5,01
-10	14,68	-3,51	5,45	+9,0	4,90
-15	13,03	-3,25	5,16	+3,2	4,61
-20	17,42	-3,63	5,86	+17,2	5,33
-25	16,98	-3,84	5,83	+16,6	5,27
-30	13,72	-3,57	5,31	+6,2	4,73
-35	8,57	-3,98	4,53	-9,4	3,74
-40	4,34	-3,36	3,55	-29,0	2,66
-45	0,42	-2,11	2,03	-59,4	0,83

Tab. 10 Výsledky úprava č.3 – rychlost 5 m/s

Úprava č.3 - 10 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	57,62	-18,10	11,12	+11,2	9,70
-5	61,23	-10,34	10,81	+8,1	9,99
-10	63,93	-18,26	11,58	+15,8	10,22
-15	53,64	-13,42	10,46	+4,6	9,36
-20	71,16	-15,19	11,87	+18,7	10,78
-25	70,63	-15,89	11,89	+18,9	10,74
-30	58,01	-15,09	10,92	+9,2	9,73
-35	37,38	-17,67	9,48	-5,2	7,81
-40	21,25	-15,44	7,74	-22,6	5,89
-45	4,81	-10,35	4,98	-50,2	2,80

Tab. 11 Výsledky úprava č.3 – rychlost 10 m/s

Úprava č.3 - 15 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	130,79	-41,12	16,75	+11,7	14,61
-5	143,84	-36,16	17,14	+14,3	15,32
-10	143,01	-20,51	16,34	+8,9	15,28
-15	122,78	-31,35	15,86	+5,7	14,16
-20	162,12	-36,44	18,01	+20,1	16,27
-25	161,54	-38,08	18,05	+20,3	16,24
-30	133,47	-36,24	16,65	+11,0	14,76
-35	87,08	-43,49	14,60	-2,7	11,92
-40	50,16	-38,91	12,06	-19,6	9,05
-45	12,04	-27,60	8,04	-46,4	4,43

Tab. 12 Výsledky úprava č.3 – rychlost 15 m/s

Příloha 11 – Výsledky CFD simulací - Úprava č.4

Úprava č.4 - 5 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	14,10	-5,79	5,70	+14,0	4,80
-5	16,39	-5,23	5,94	+18,8	5,17
-10	16,26	-4,00	5,75	+15,0	5,15
-15	17,25	-3,89	5,87	+17,4	5,31
-20	16,40	-4,17	5,80	+16,0	5,17
-25	18,16	-4,13	6,03	+20,6	5,45
-30	14,61	-3,72	5,47	+9,4	4,88
-35	9,05	-3,68	4,56	-8,8	3,84
-40	1,36	-3,31	2,76	-44,8	1,49

Tab. 13 Výsledky úprava č.4 – rychlost 5 m/s

Úprava č.4 - 10 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	57,07	-23,86	11,49	+14,9	9,65
-5	62,54	-23,87	11,88	+18,8	10,10
-10	65,12	-16,19	11,52	+15,2	10,31
-15	69,22	-16,06	11,80	+18,0	10,63
-20	66,59	-17,23	11,70	+17,0	10,43
-25	75,13	-17,75	12,31	+23,1	11,08
-30	61,33	-16,23	11,25	+12,5	10,01
-35	38,68	-16,08	9,46	-5,4	7,95
-40	10,38	-15,07	6,45	-35,5	4,12

Tab. 14 Výsledky úprava č.4 – rychlost 10 m/s

Úprava č.4 - 15 m/s					
Úhel náklonu [°]	Celkový tlak Δp_{celk} [Pa]	Statický tlak Δp_H [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	129,57	-54,70	17,35	+15,7	14,54
-5	151,33	-38,12	17,59	+17,3	15,72
-10	146,55	-36,82	17,30	+15,3	15,47
-15	155,89	-37,29	17,76	+18,4	15,95
-20	153,84	-40,77	17,83	+18,9	15,85
-25	171,50	-42,87	18,71	+24,7	16,73
-30	140,90	-39,54	17,16	+14,4	15,17
-35	89,37	-40,01	14,53	-3,1	12,08
-40	26,41	-37,85	10,24	-31,7	6,57

Tab. 15 Výsledky úprava č.4 – rychlost 15 m/s

Příloha 12 – Výsledky CFD simulací - Úprava č.5

Úprava č.5 - 5 m/s					
Úhel náklonu [°]	Celkový tlak $\Delta\rho_{\text{celk}}$ [Pa]	Statický tlak $\Delta\rho_H$ [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	15,27	-8,59	6,24	+24,8	5,89
-5	15,82	-5,41	5,89	+17,8	5,08
-10	16,47	-3,85	5,76	+15,2	5,19
-15	16,21	-3,99	5,74	+14,8	5,14
-20	16,85	-4,34	5,88	+17,6	5,25
-25	15,05	-4,06	5,59	+11,8	4,96
-30	6,28	-3,08	3,91	-21,8	3,20

Tab. 16 Výsledky úprava č.5 – rychlost 5 m/s

Úprava č.5 - 10 m/s					
Úhel náklonu [°]	Celkový tlak $\Delta\rho_{\text{celk}}$ [Pa]	Statický tlak $\Delta\rho_H$ [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	61,13	-34,20	12,48	+24,8	9,99
-5	63,16	-21,62	11,77	+17,7	10,15
-10	65,72	-15,76	11,53	+15,3	10,36
-15	66,86	-16,51	11,67	+16,7	10,45
-20	69,60	-18,20	11,97	+19,7	10,66
-25	61,40	-17,43	11,34	+13,4	10,01
-30	32,82	-13,76	8,72	-12,8	-13,76

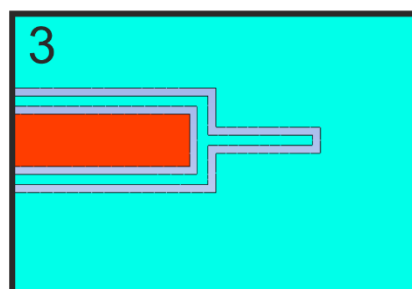
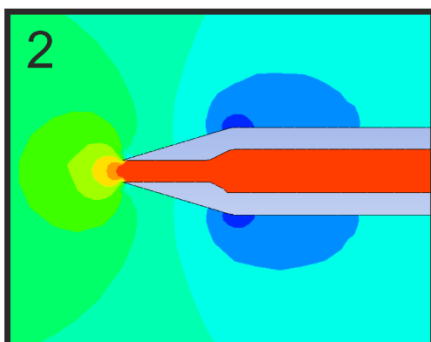
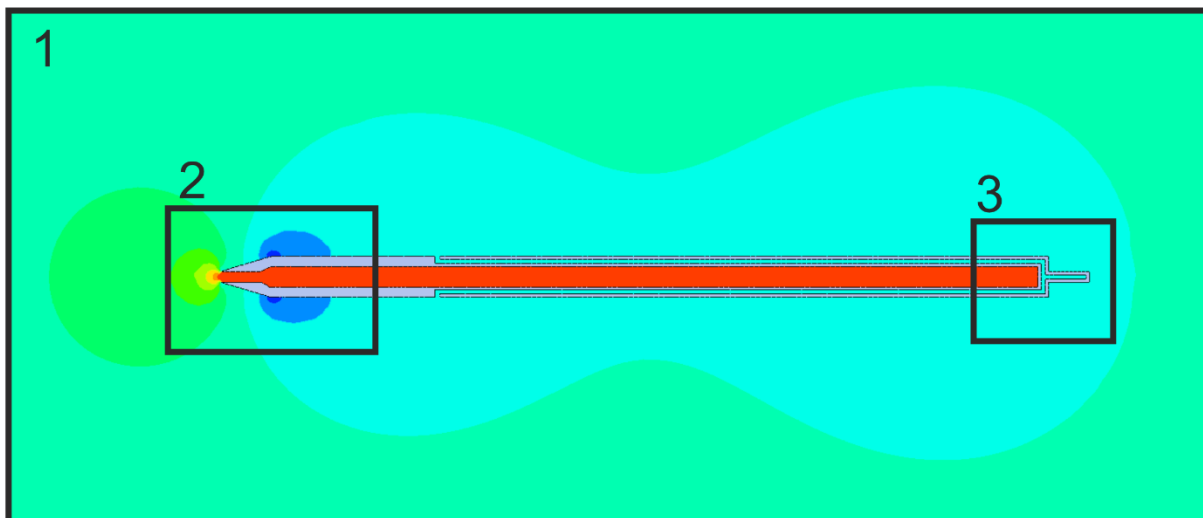
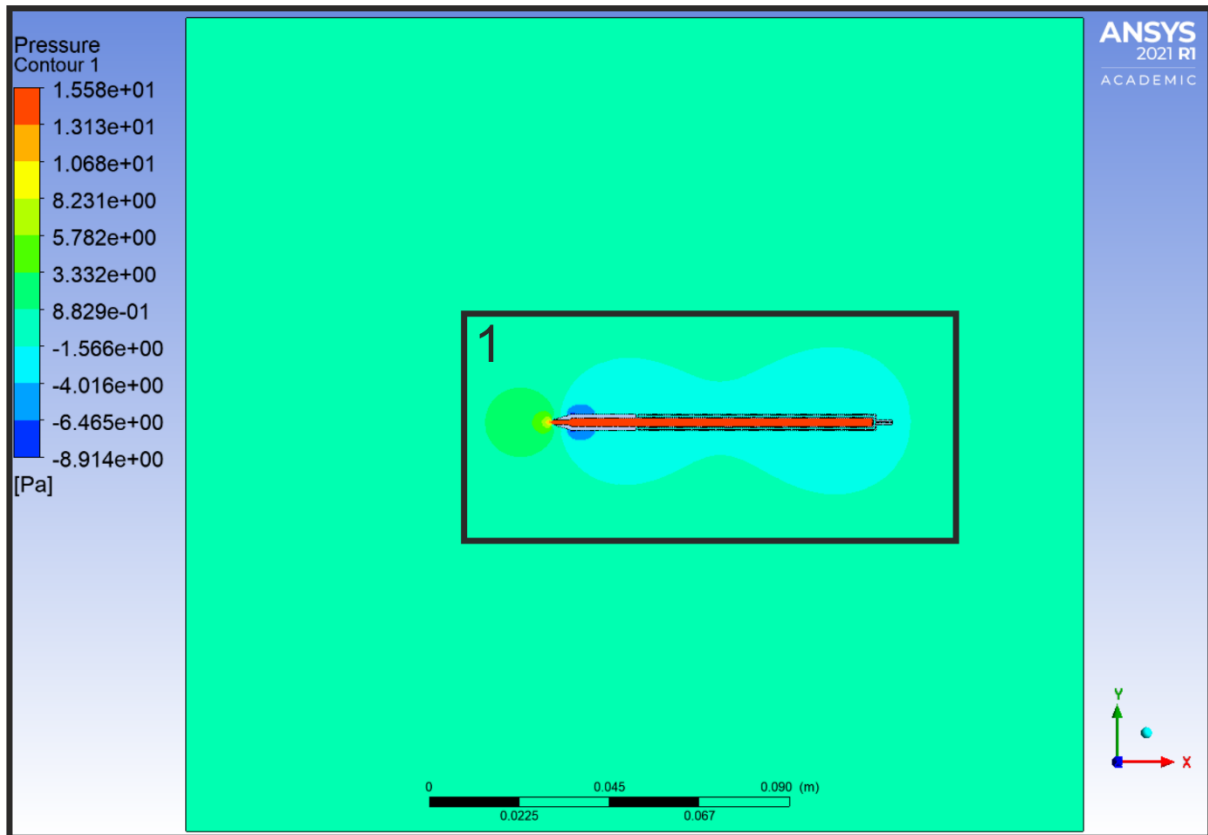
Tab. 17 Výsledky úprava č.5 – rychlost 10 m/s

Úprava č.5 - 15 m/s					
Úhel náklonu [°]	Celkový tlak $\Delta\rho_{\text{celk}}$ [Pa]	Statický tlak $\Delta\rho_H$ [Pa]	Rychlost [m/s]	Odchylka [%]	Rychlost z celk. tlaku [m/s]
0	137,58	-77,17	18,72	+24,8	14,98
-5	141,48	-46,72	17,53	+16,9	15,20
-10	147,54	-36,23	17,32	+15,5	15,52
-15	151,89	-38,49	17,63	+17,5	15,75
-20	160,32	-43,22	18,23	+21,5	16,18
-25	139,56	-42,19	17,23	+14,9	15,09
-30	67,89	-34,11	12,90	-14,0	10,53

Tab. 18 Výsledky úprava č.5 – rychlost 15 m/s

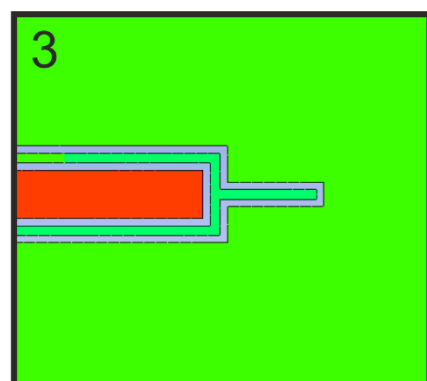
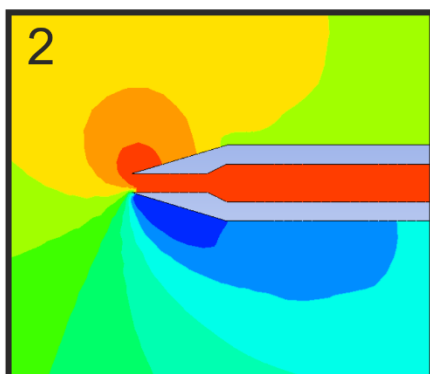
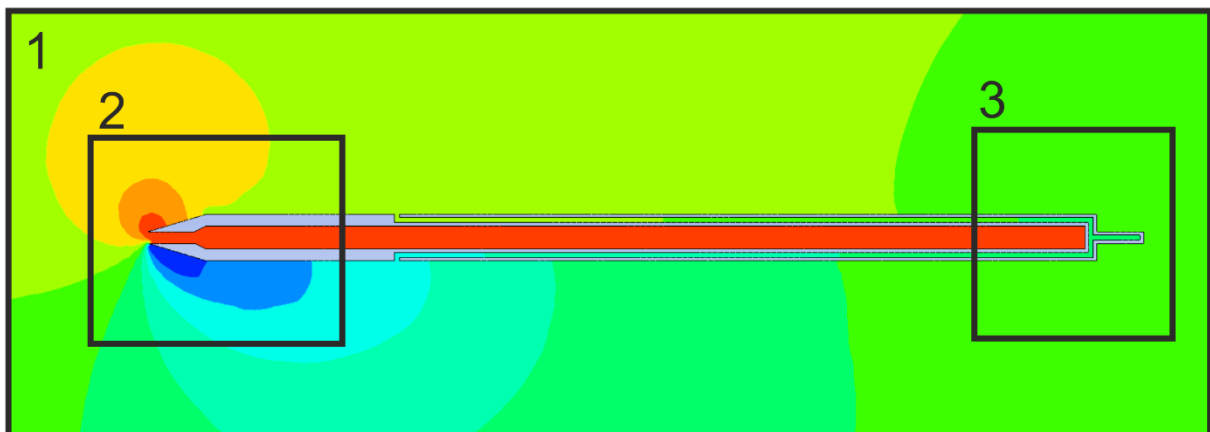
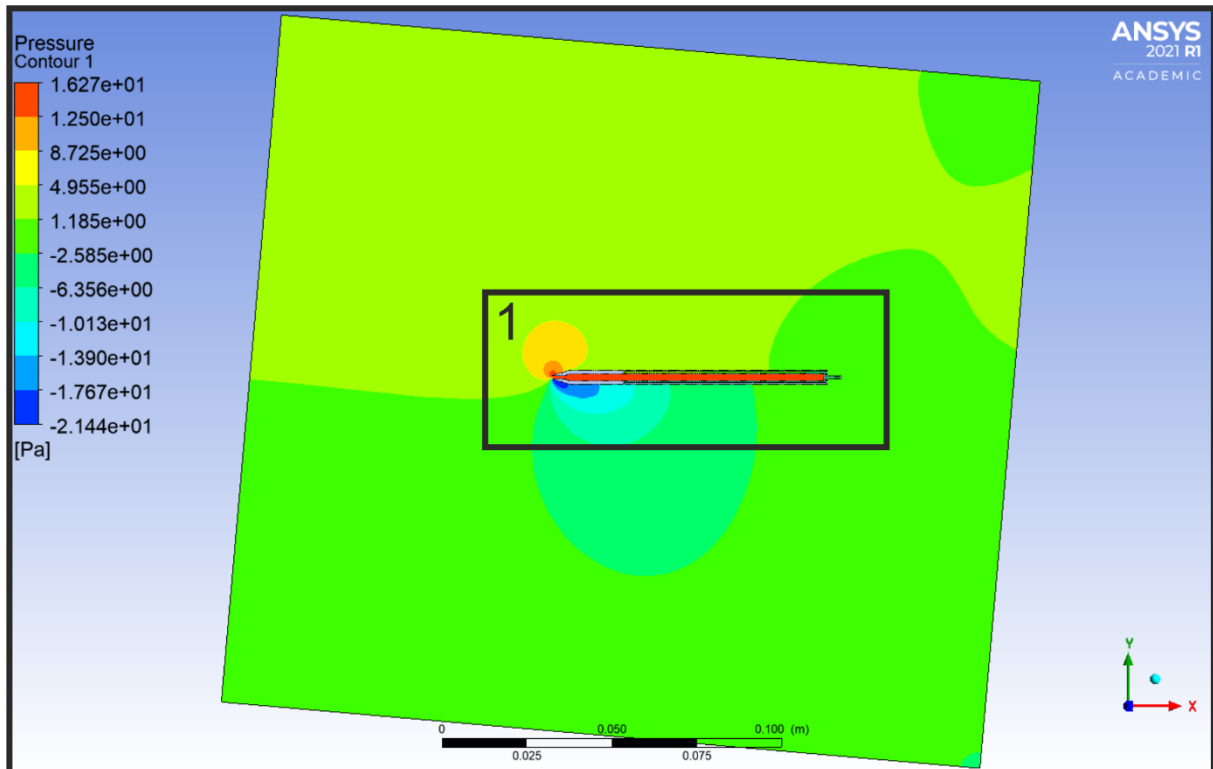
Příloha 13 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v=5\text{ m/s}$; $AoA=0^\circ$)

$\Delta p_{\text{celk}} = 15,57\text{ Pa}$; $\Delta p_H = -2,02\text{ Pa}$



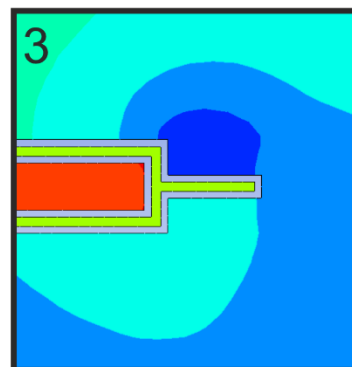
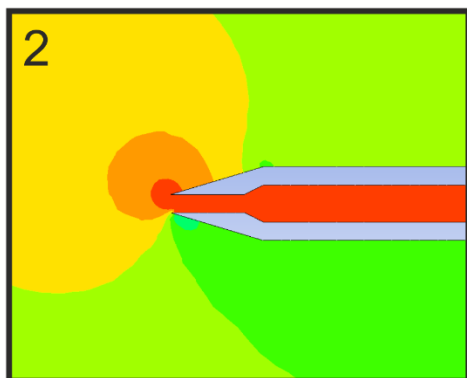
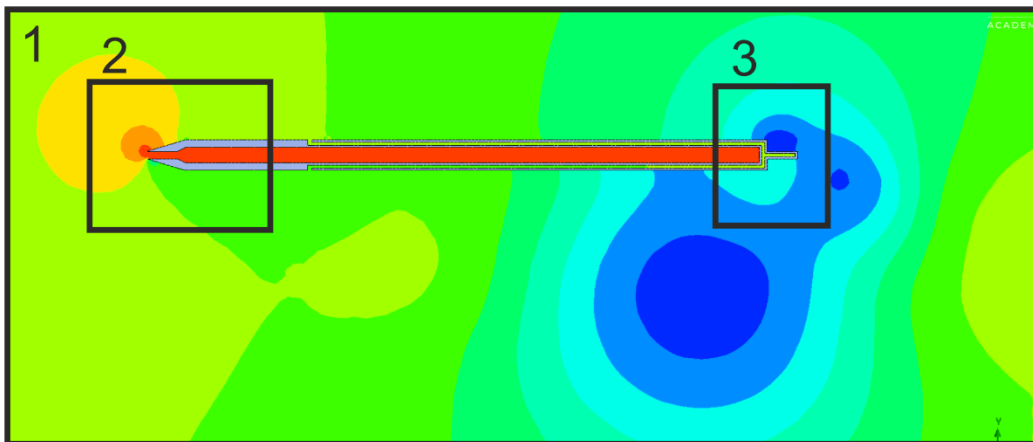
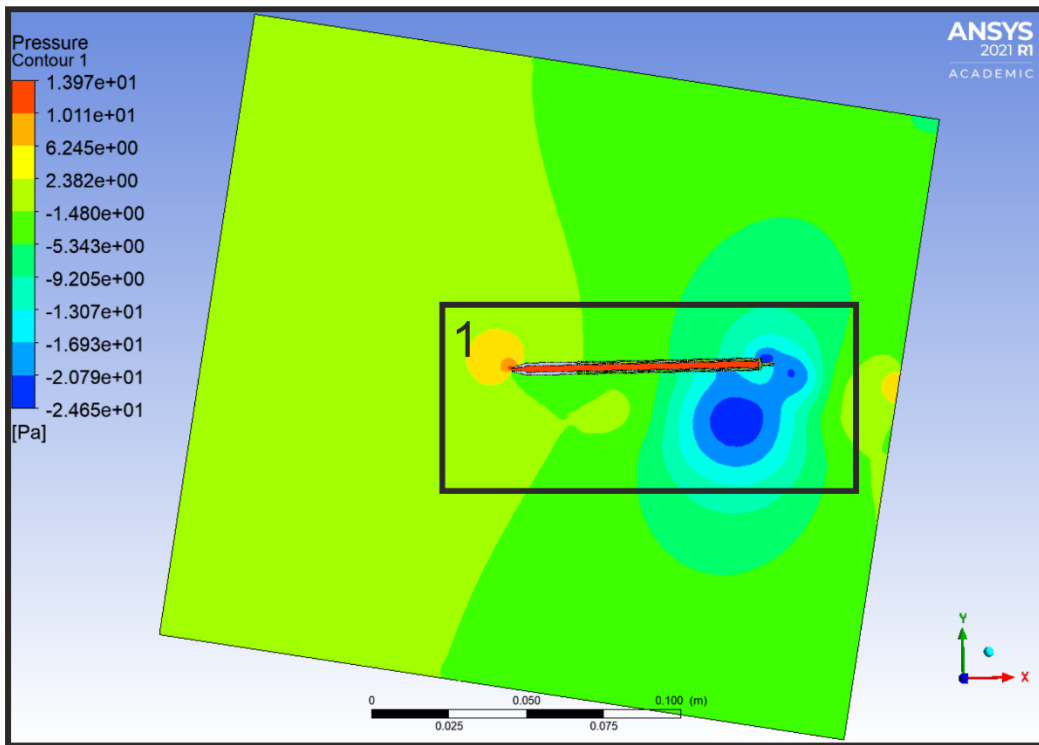
Příloha 14 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v=5\text{m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 14,16 \text{ Pa}$; $\Delta p_H = -3,52 \text{ Pa}$



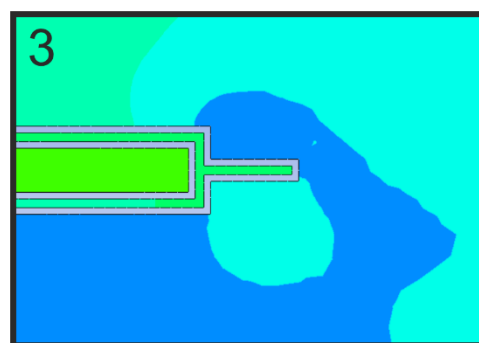
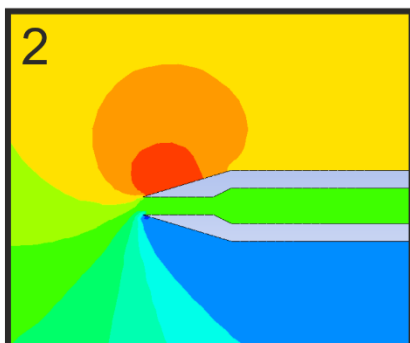
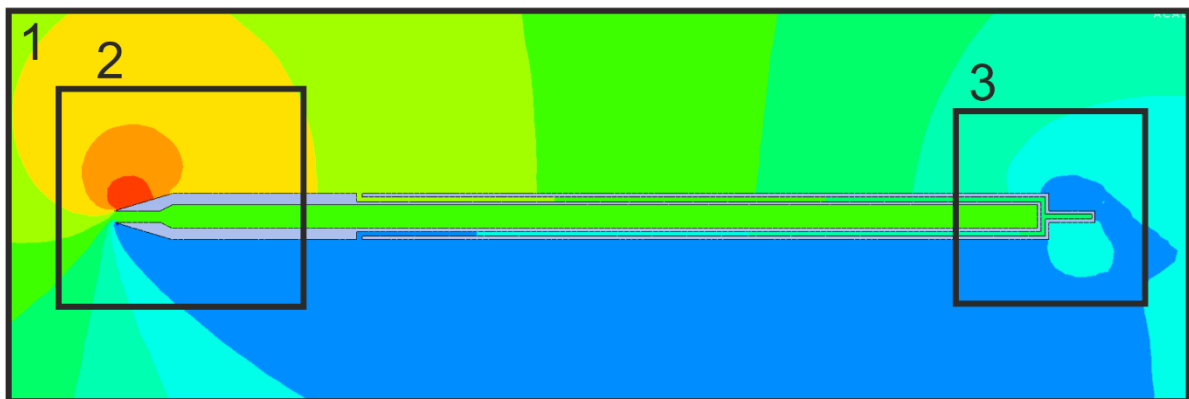
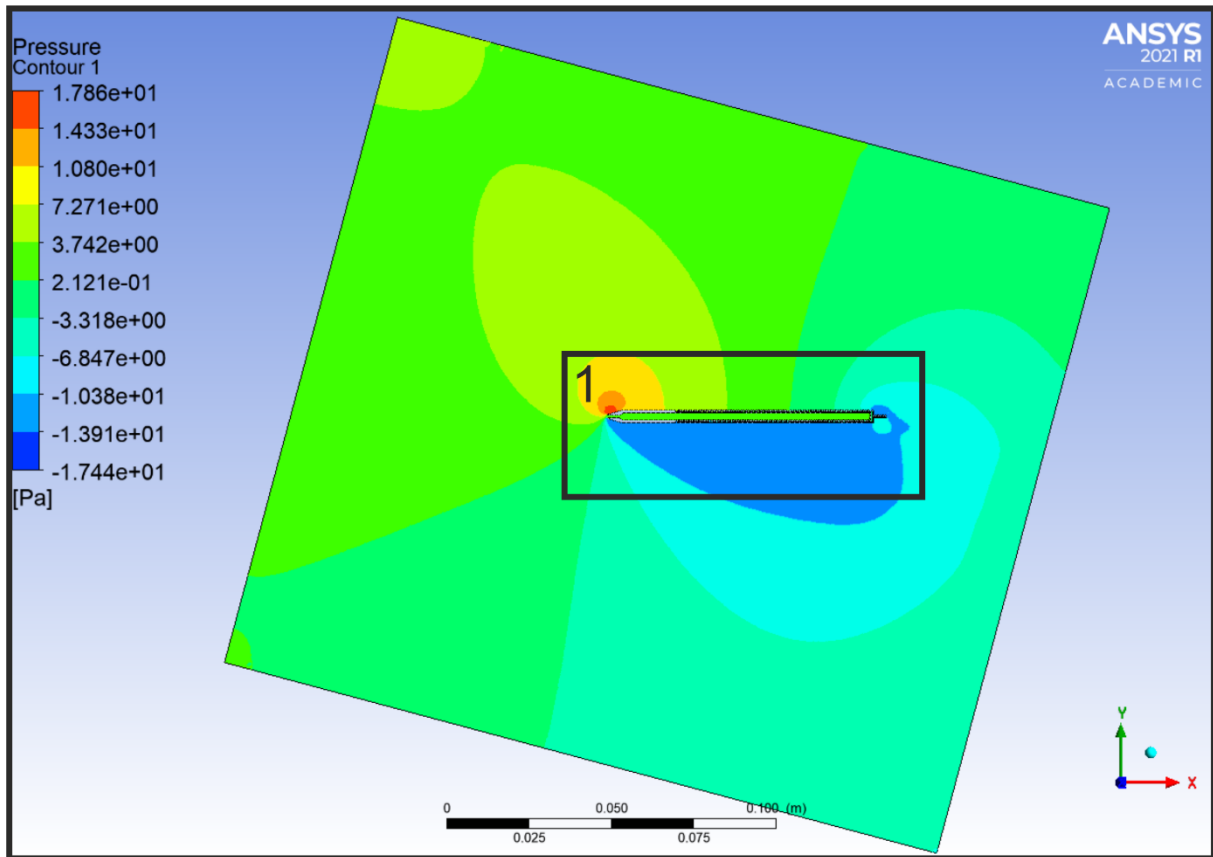
Příloha 15 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v=5\text{m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 13,97\text{ Pa}$; $\Delta p_H = -1,41\text{ Pa}$



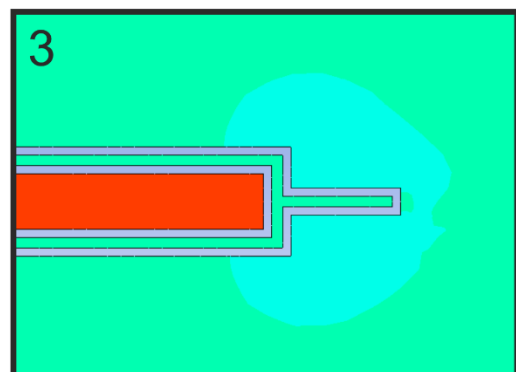
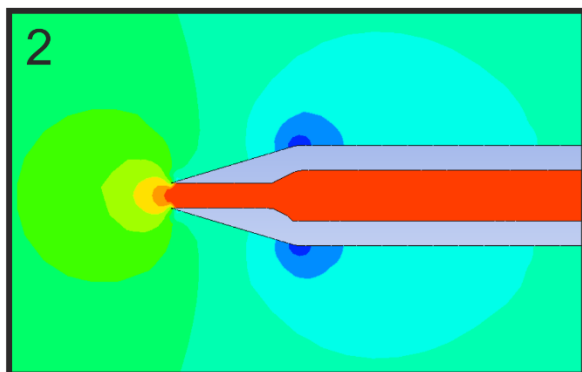
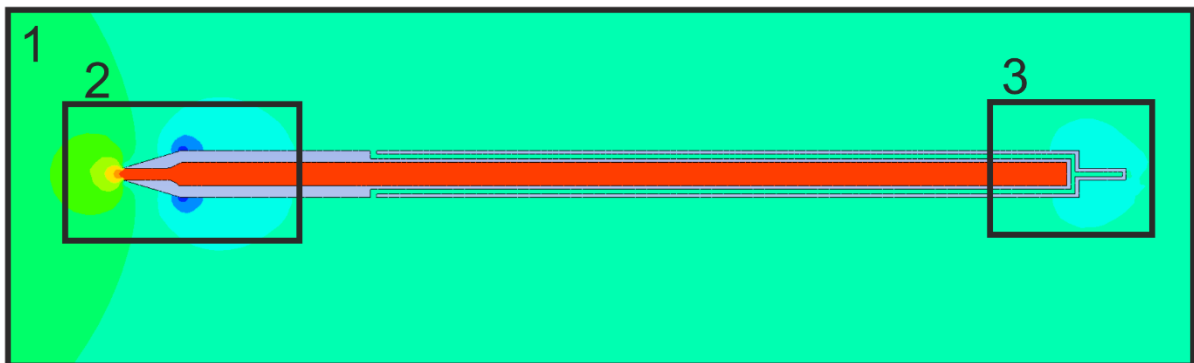
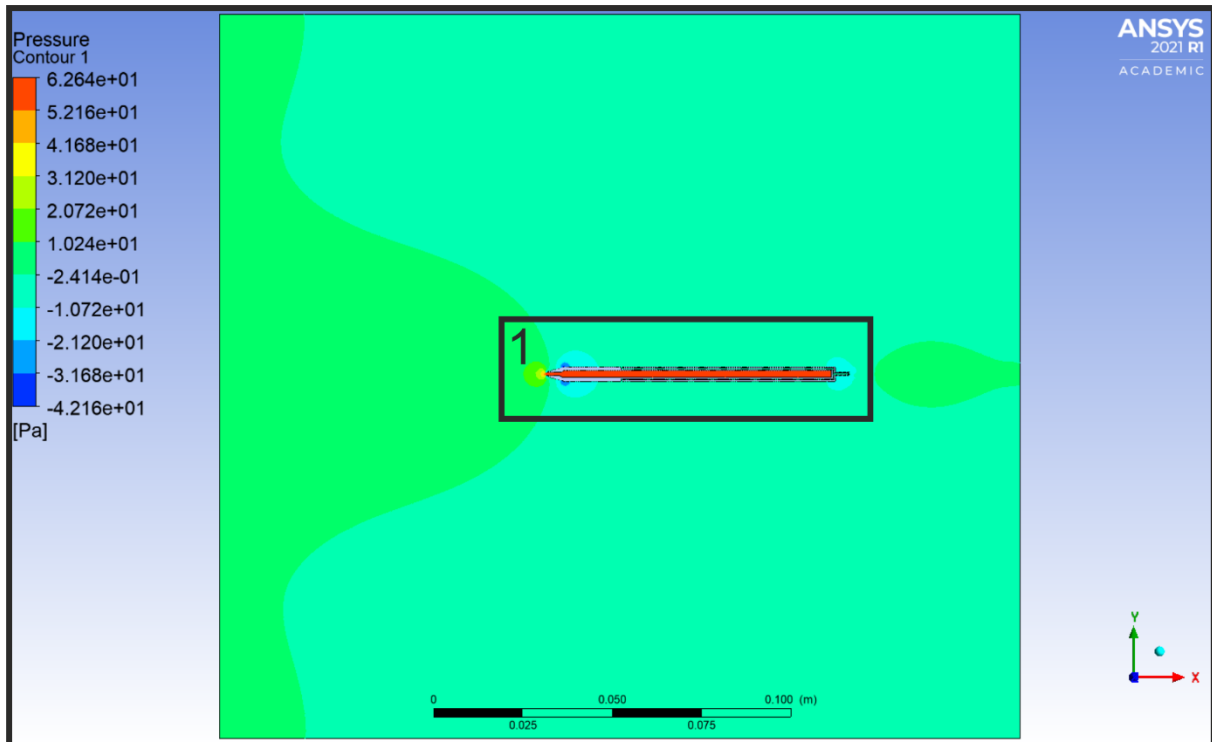
Příloha 16 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v=5\text{m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 1,09 \text{ Pa}$; $\Delta p_H = -2,84 \text{ Pa}$



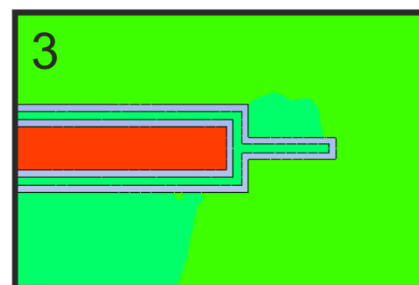
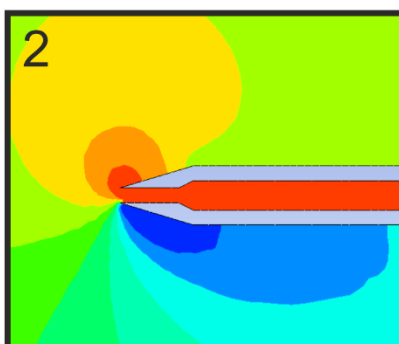
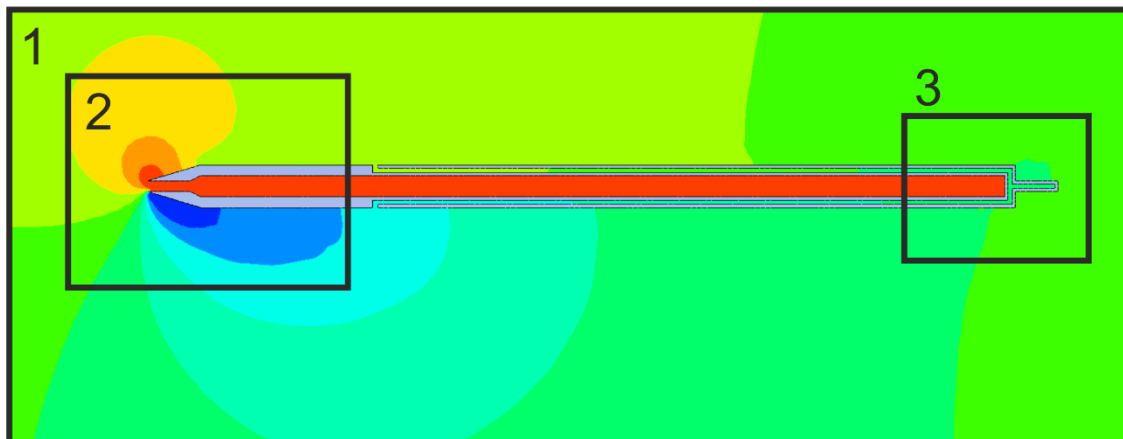
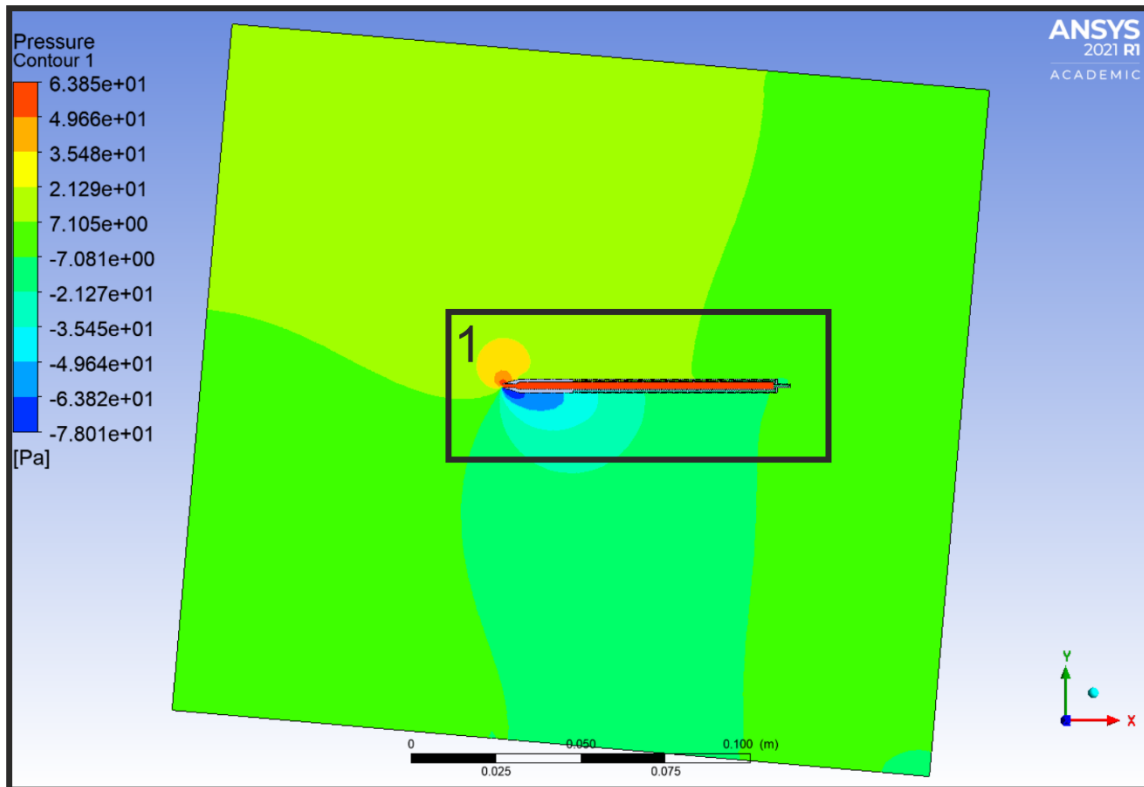
Příloha 17 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v=10\text{ m/s}$; $\text{AoA}=0^\circ$)

$\Delta p_{\text{celk}} = 62,46\text{ Pa}$; $\Delta p_H = -8,46\text{ Pa}$



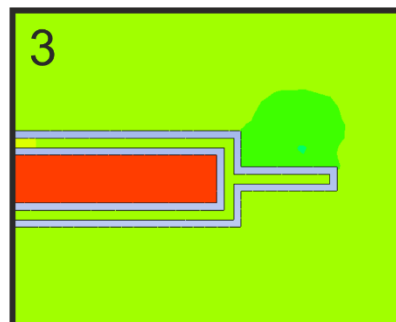
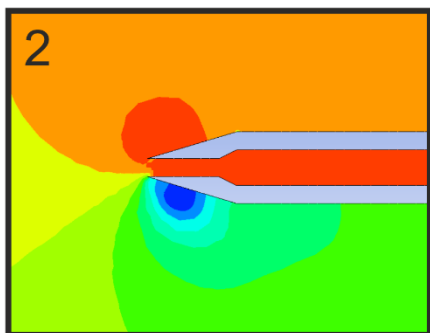
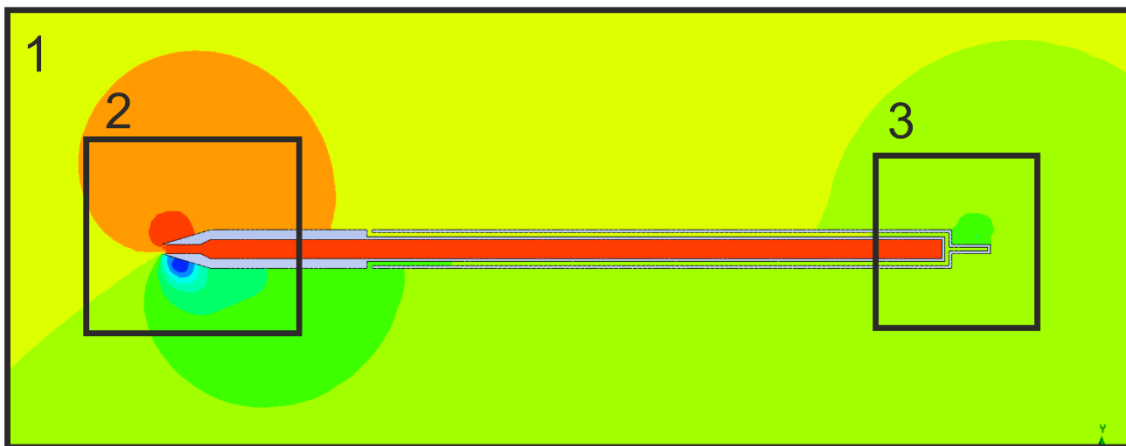
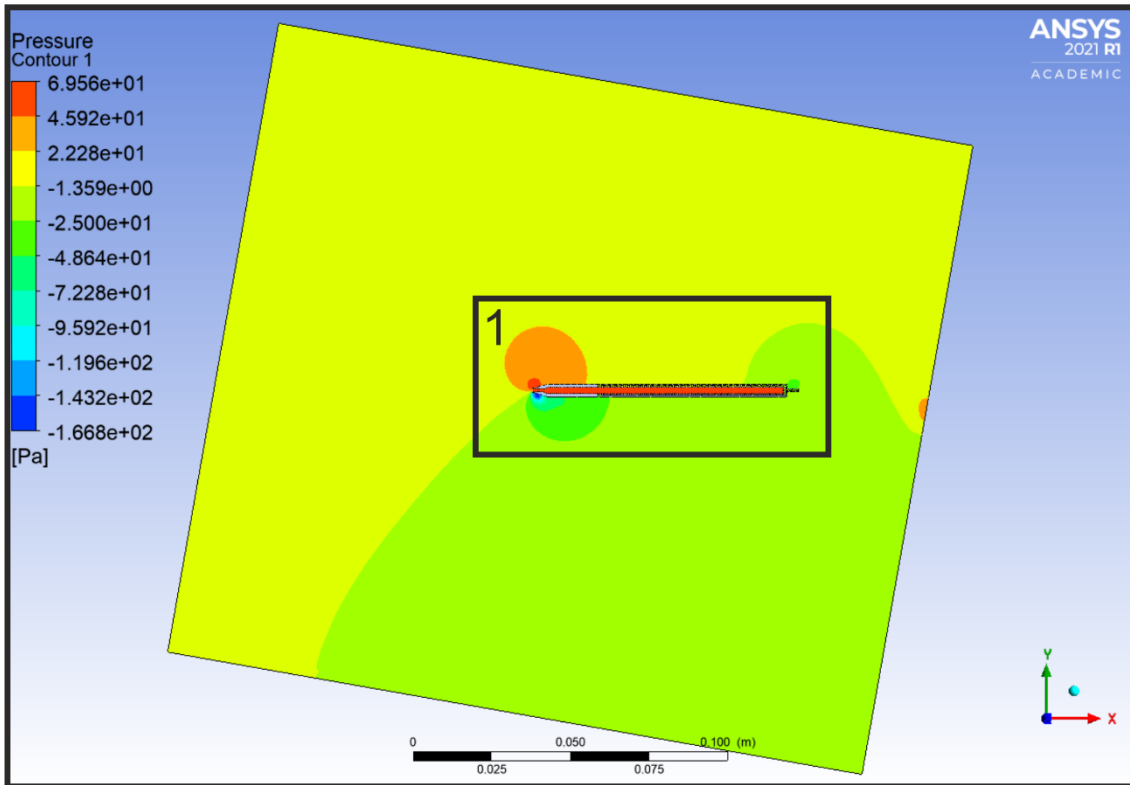
Příloha 18 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v= 10 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 59,16 \text{ Pa}$; $\Delta p_H = -14,68 \text{ Pa}$



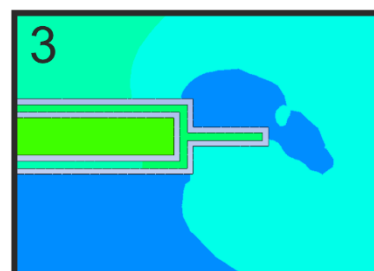
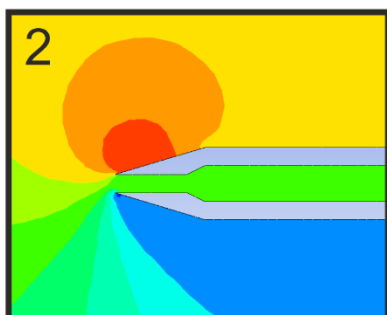
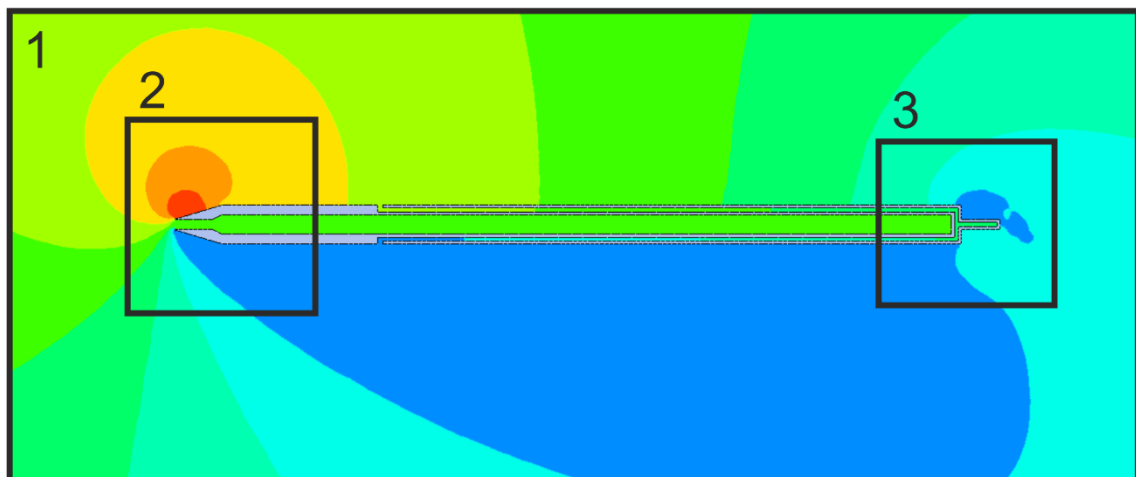
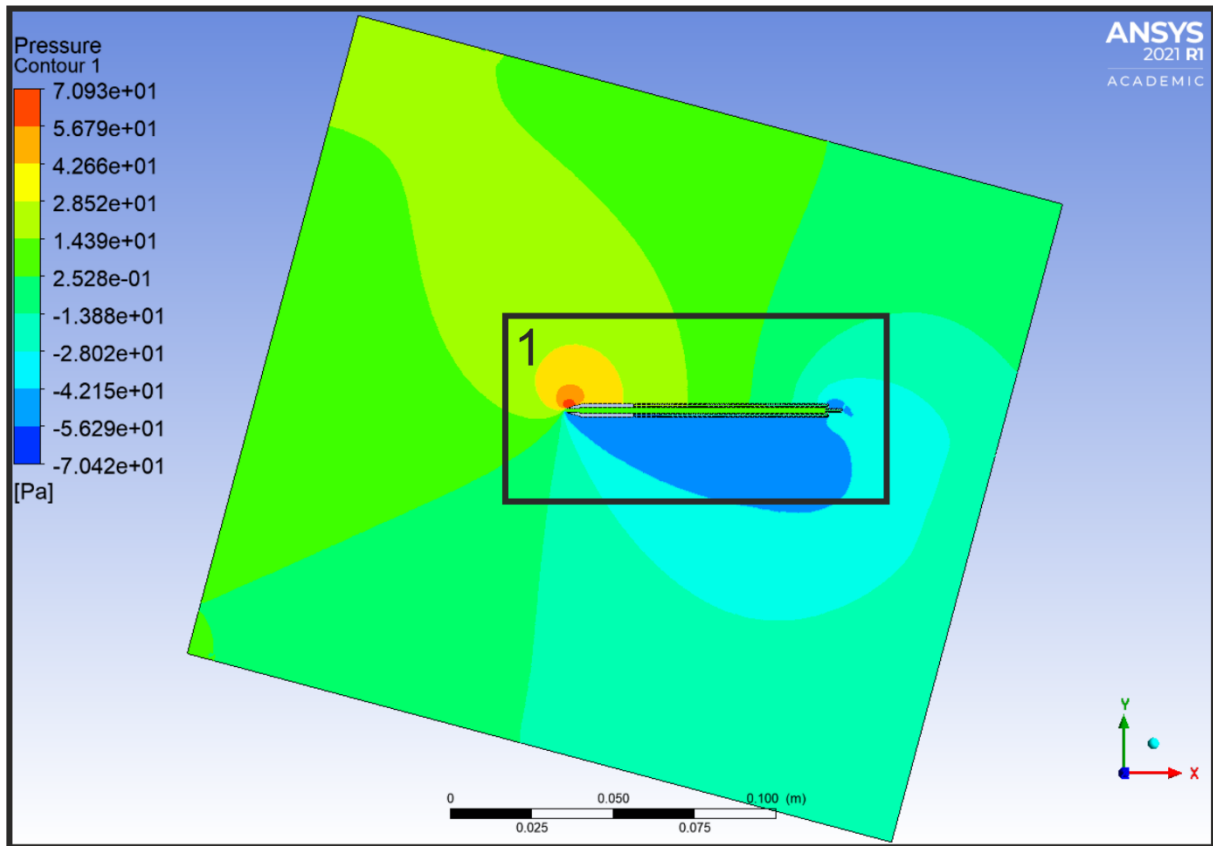
Příloha 19 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v= 10 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 48,75 \text{ Pa}$; $\Delta p_H = -5,14 \text{ Pa}$



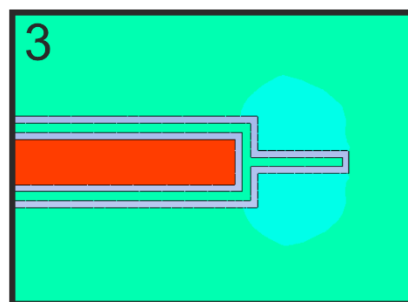
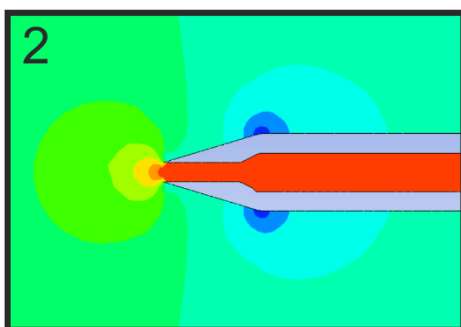
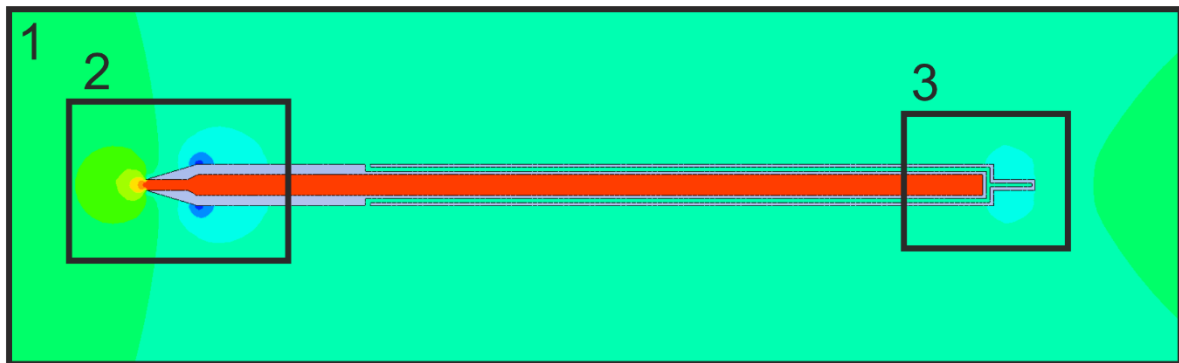
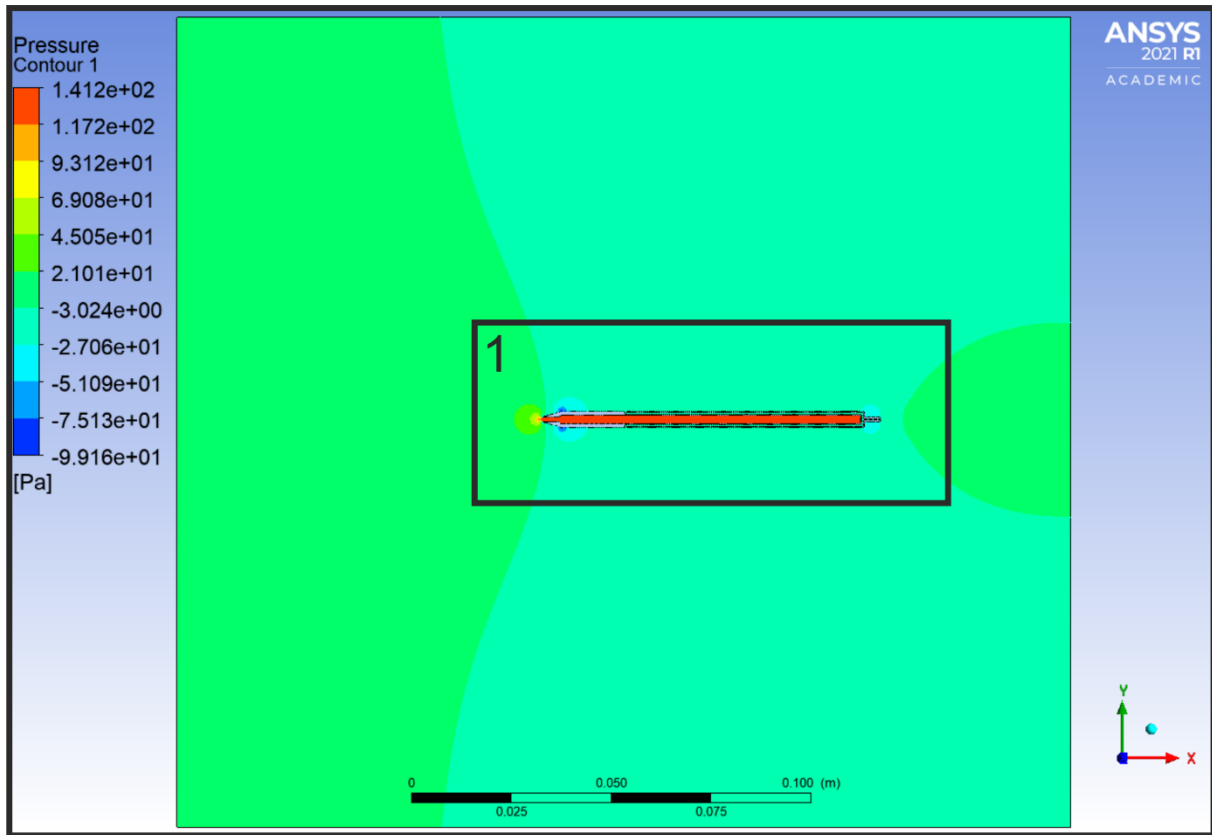
Příloha 20 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v= 10 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 4,07 \text{ Pa}$; $\Delta p_H = -11,71 \text{ Pa}$



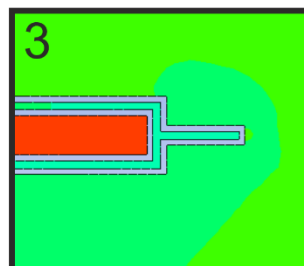
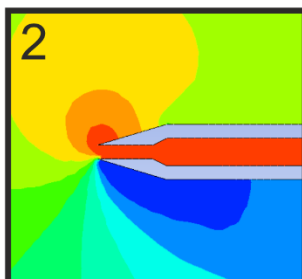
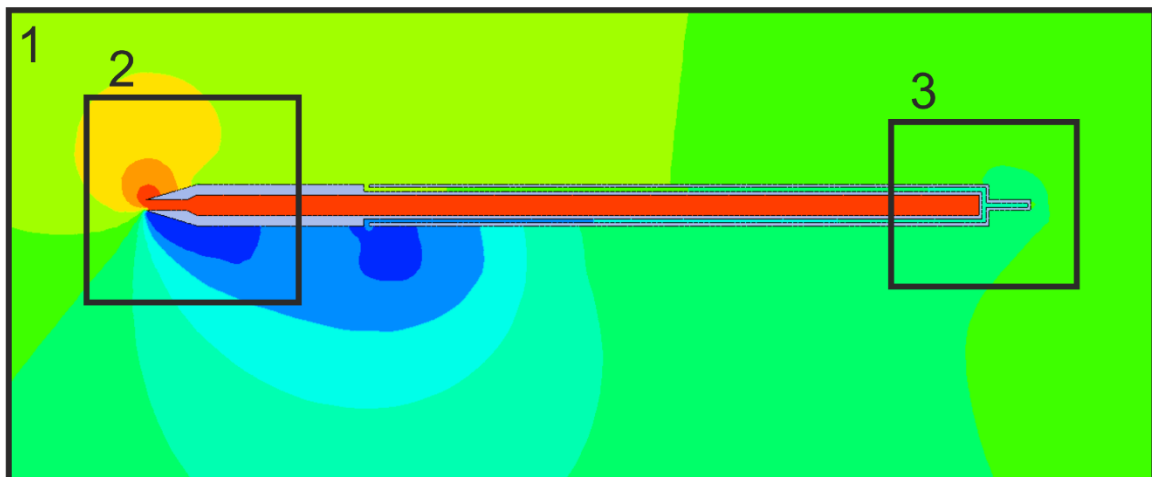
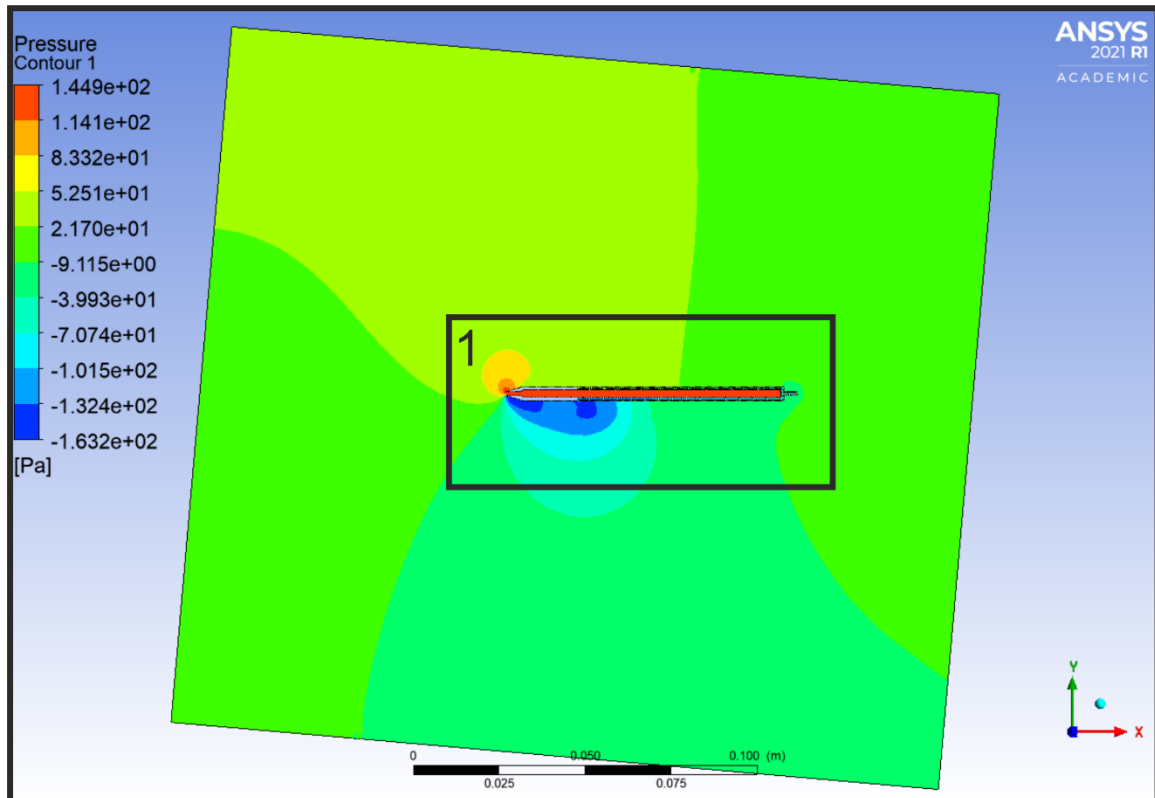
Příloha 21 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v= 15 \text{ m/s}$; $AoA=0^\circ$)

$\Delta p_{\text{celk}} = 141,08 \text{ Pa}$; $\Delta p_H = -18,17 \text{ Pa}$



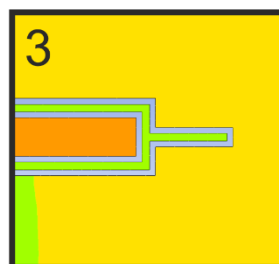
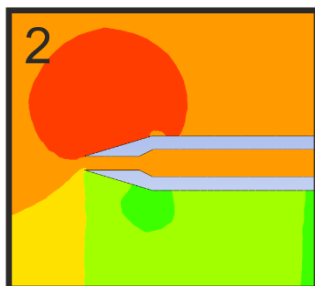
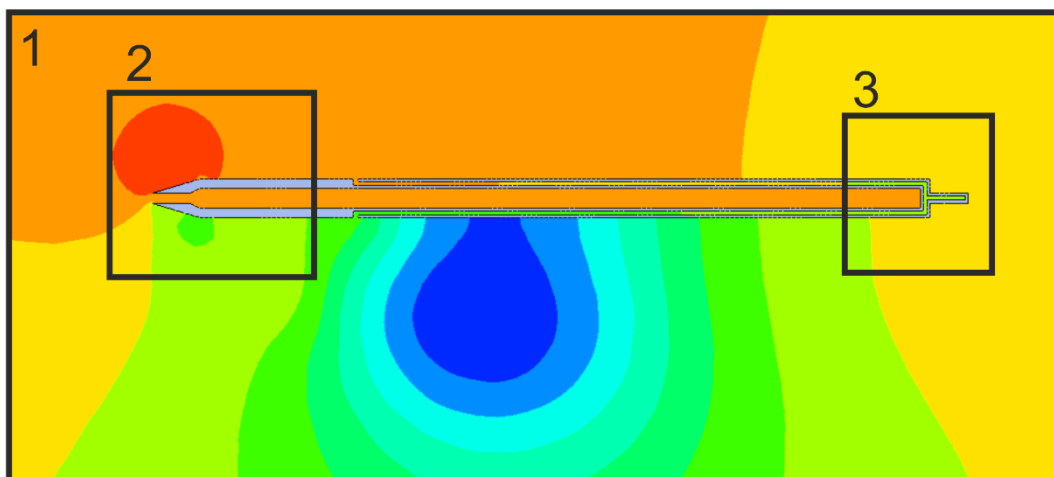
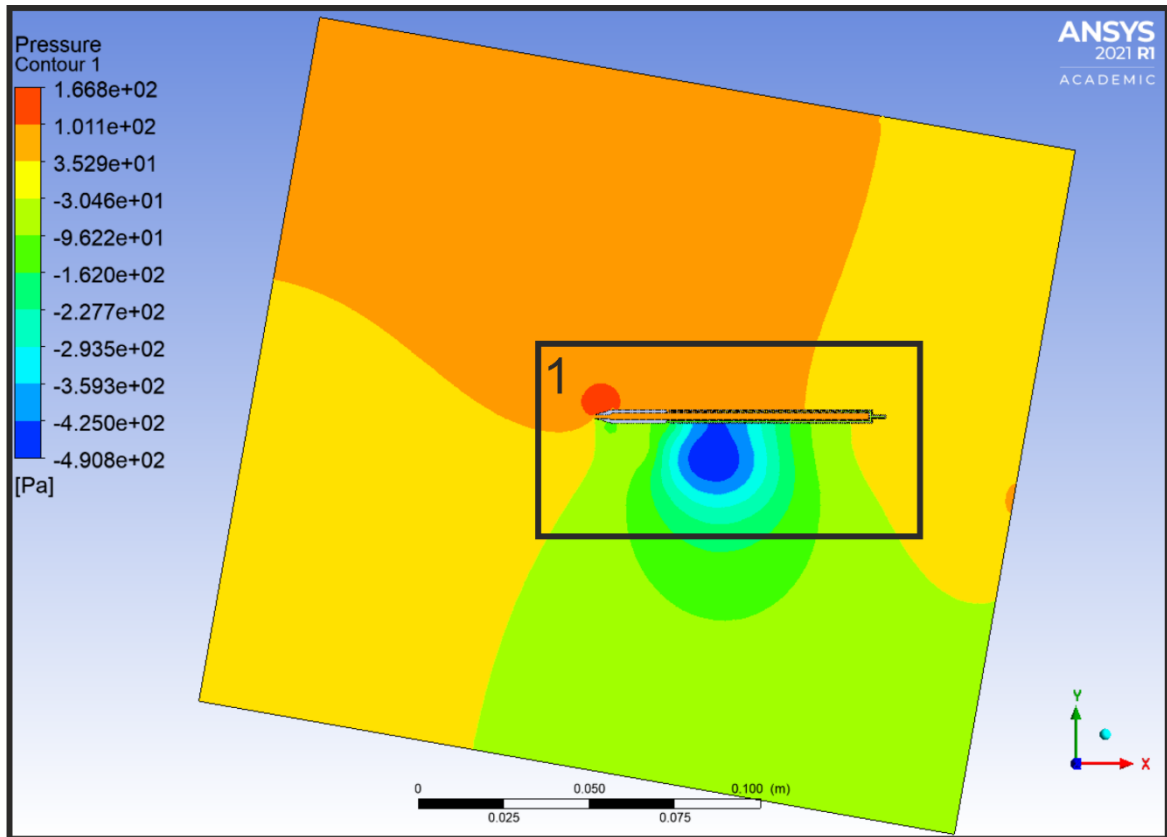
Příloha 22 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v= 15 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 134,65 \text{ Pa}$; $\Delta p_H = -49,29 \text{ Pa}$



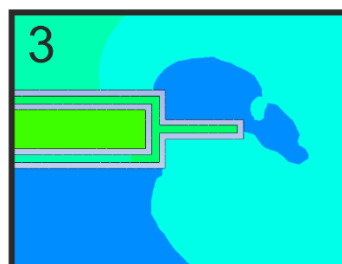
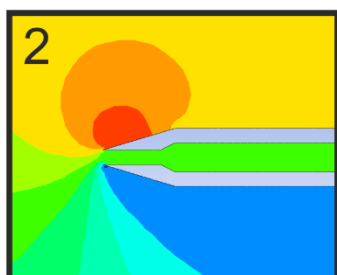
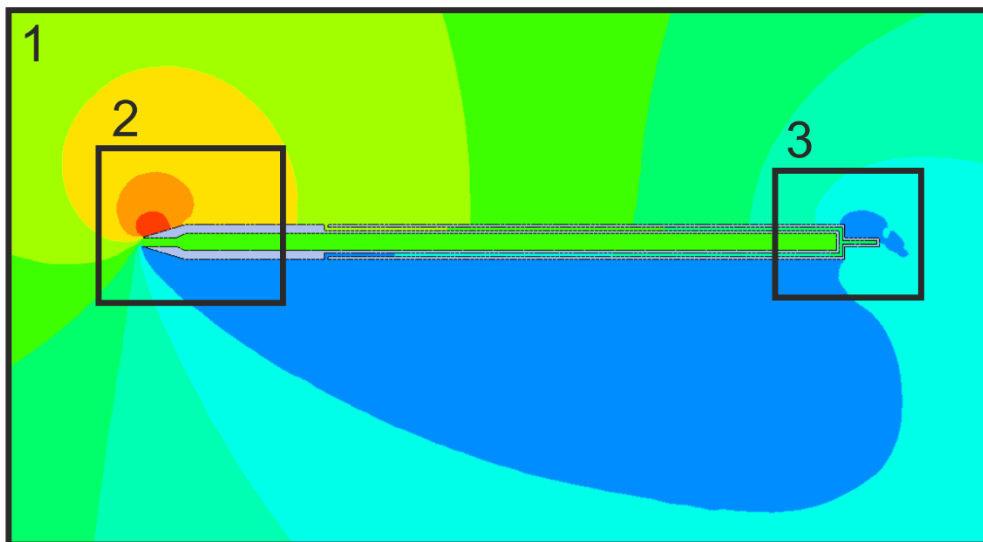
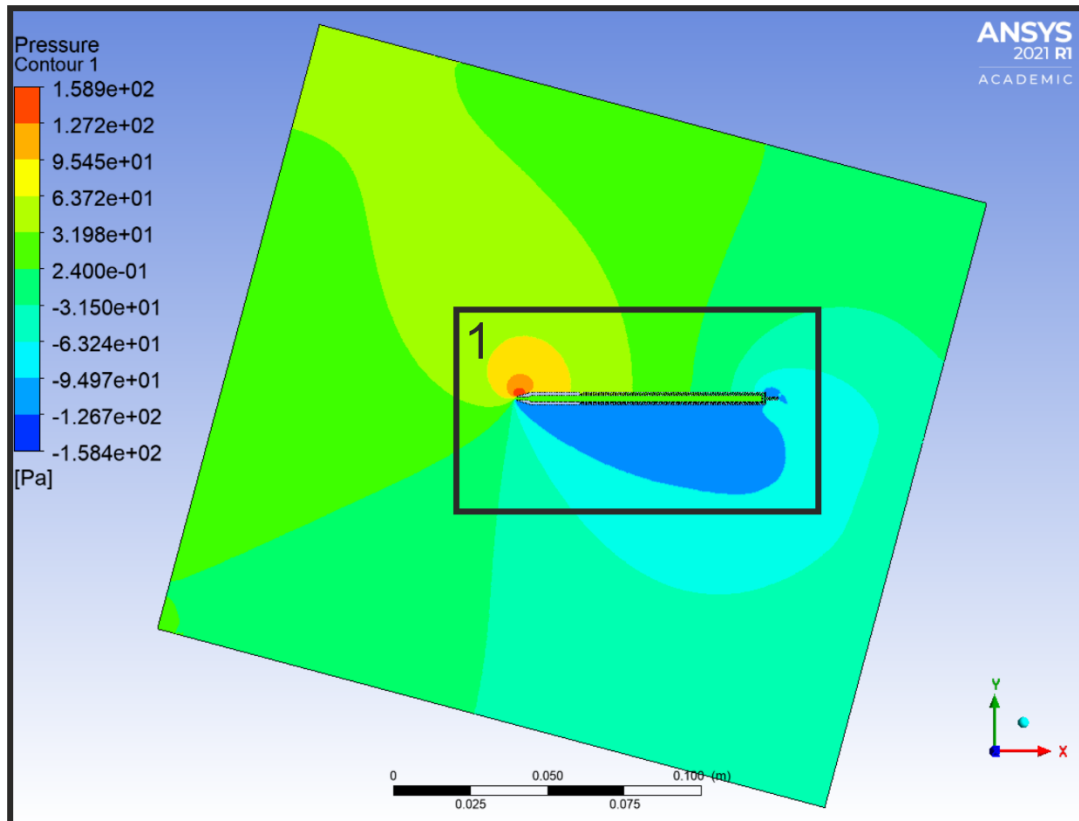
Příloha 23 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v= 15 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 67,75 \text{ Pa}$; $\Delta p_H = -48,97 \text{ Pa}$



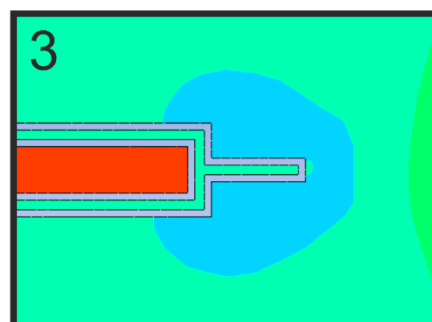
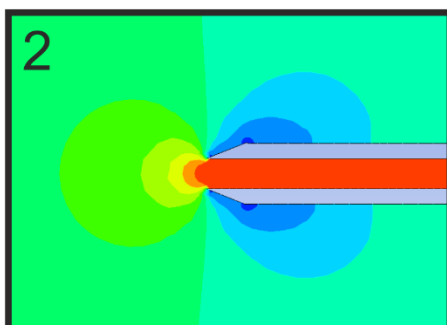
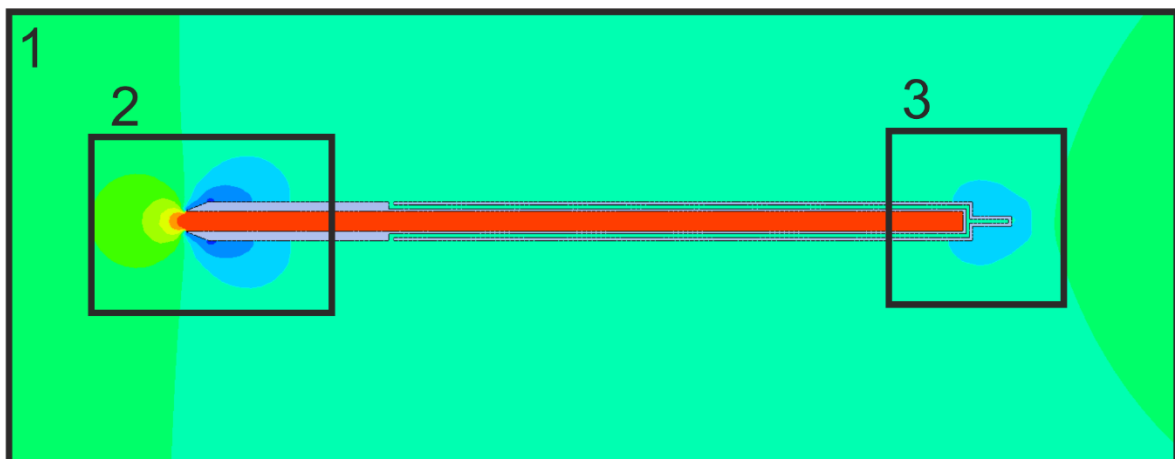
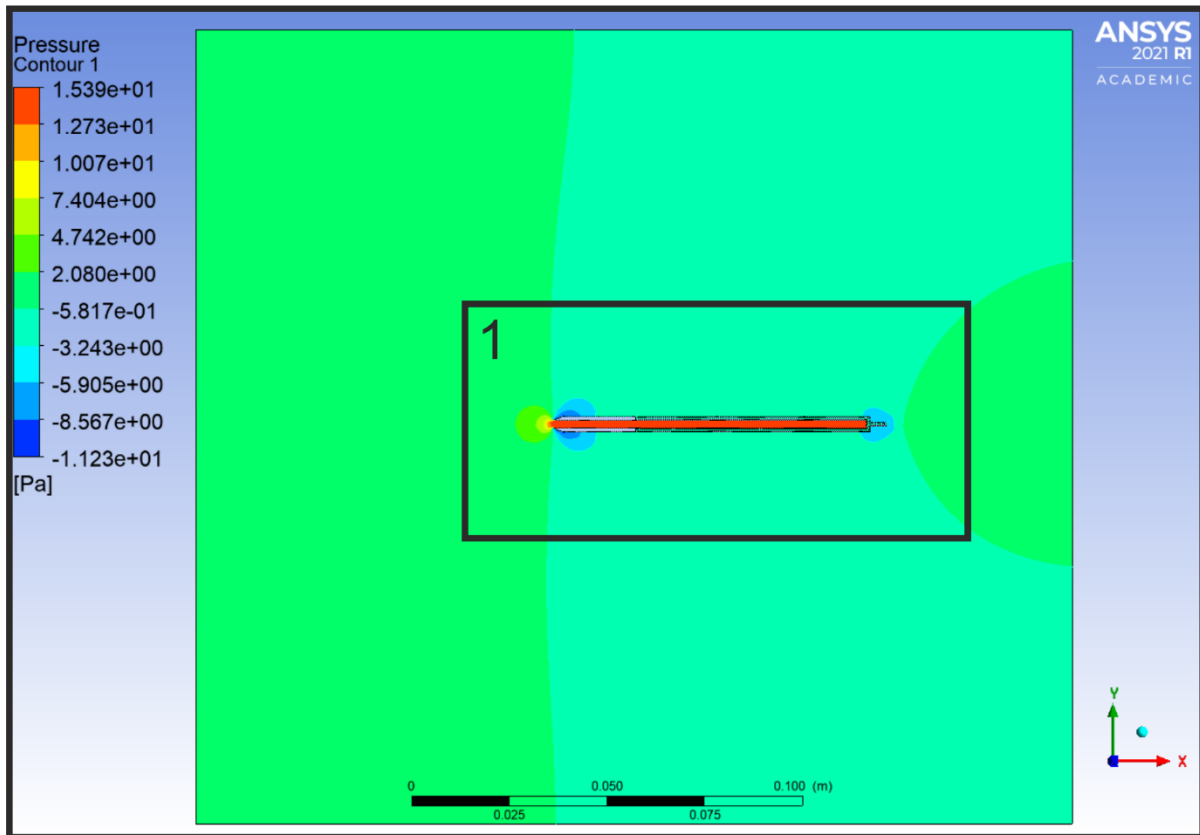
Příloha 24 – Grafické výsledky CFD – Referenční pitot-statická trubice ($v= 15 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 10,35 \text{ Pa}$; $\Delta p_H = -27,52 \text{ Pa}$



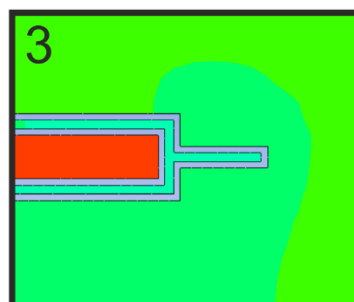
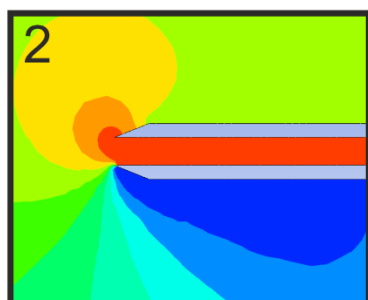
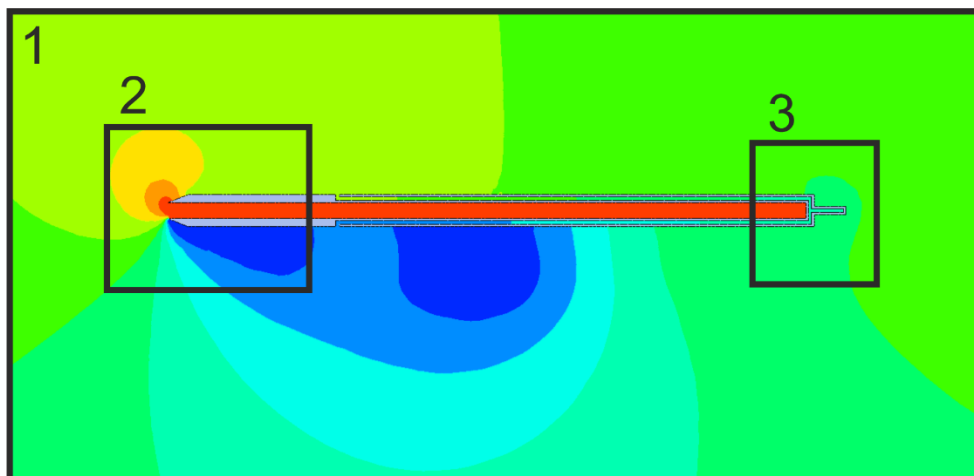
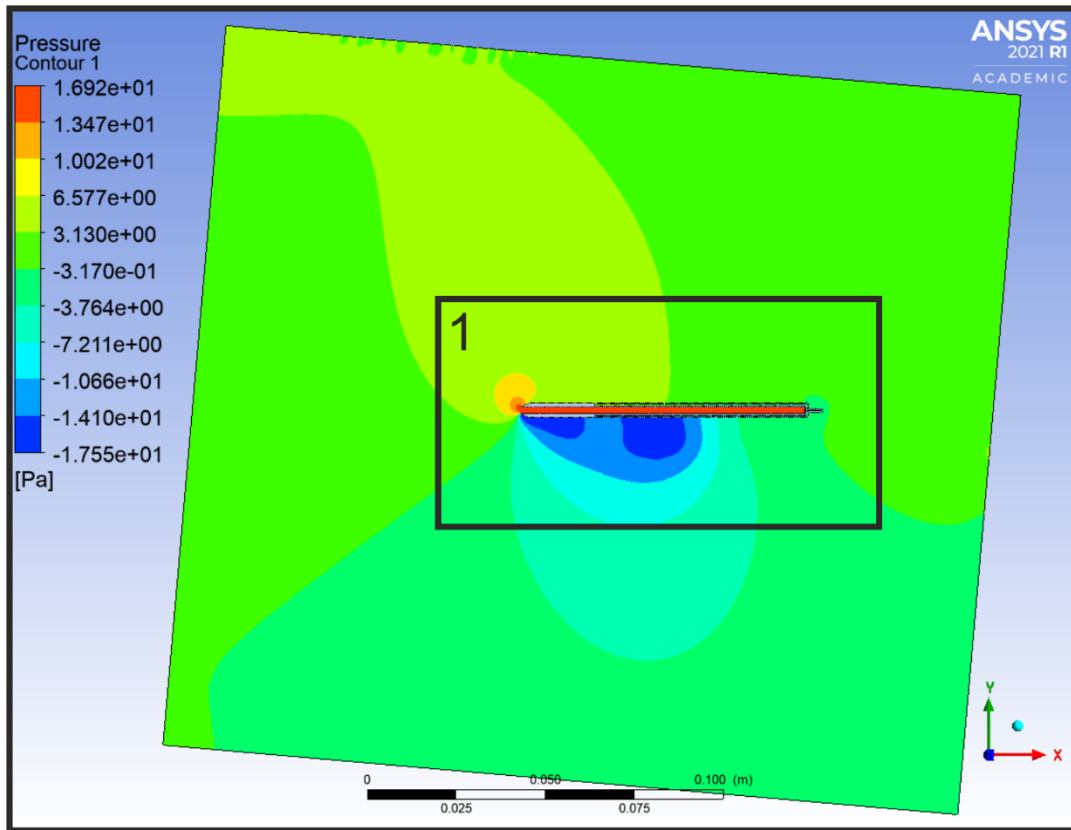
Příloha 25 – Grafické výsledky CFD – Úprava č.1 ($v= 5 \text{ m/s}$; $AoA=0^\circ$)

$\Delta p_{\text{celk}} = 15,37 \text{ Pa}$; $\Delta p_H = -1,75 \text{ Pa}$



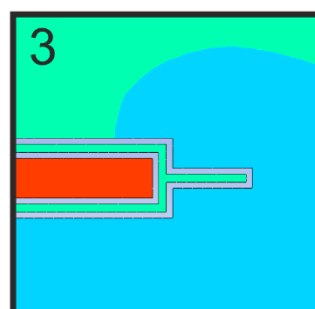
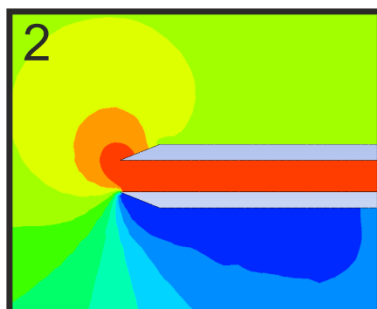
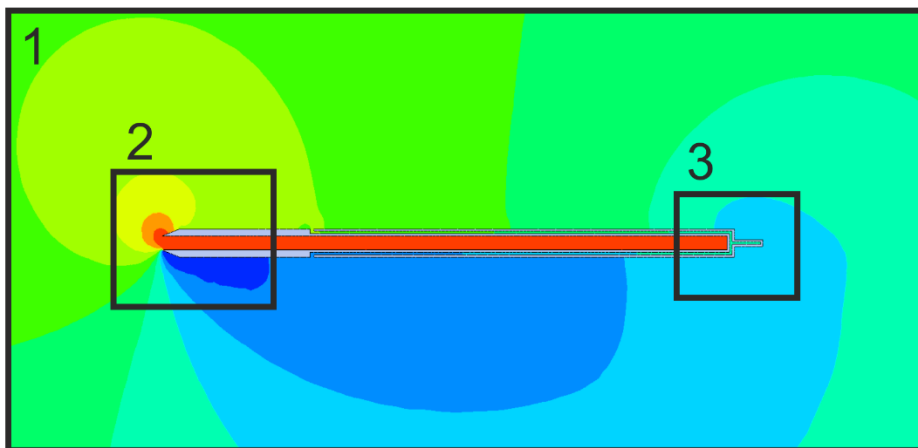
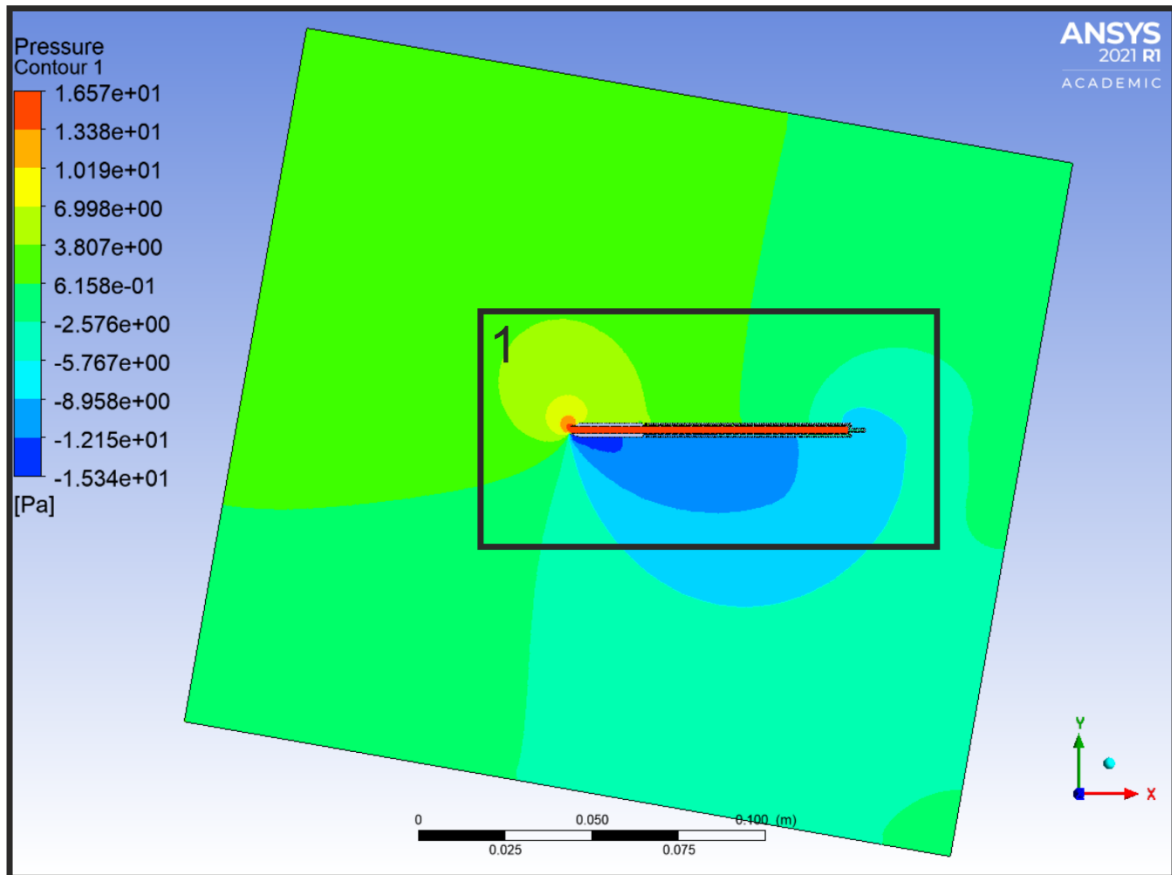
Příloha 26 – Grafické výsledky CFD – Úprava č.1 ($v= 5 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 16,88 \text{ Pa}$; $\Delta p_H = -4,94 \text{ Pa}$



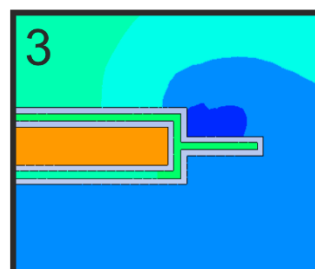
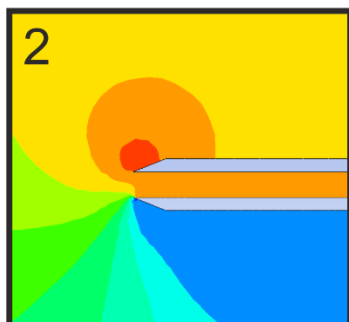
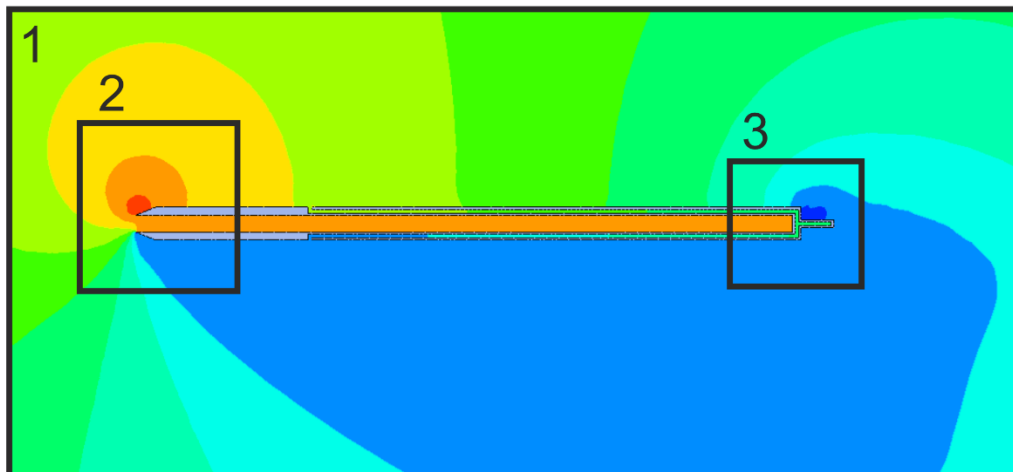
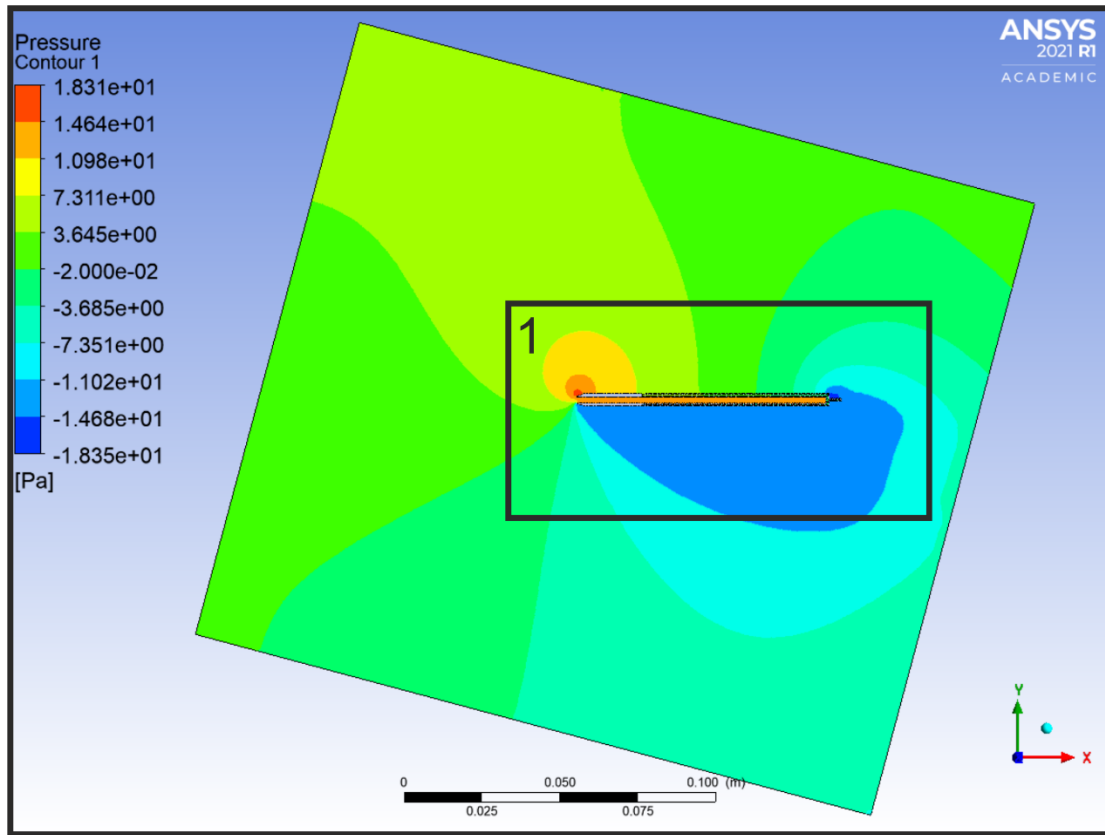
Příloha 27 – Grafické výsledky CFD – Úprava č.1 ($v = 5 \text{ m/s}$; $\text{AoA} = -10^\circ$)

$\Delta p_{\text{celk}} = 16,51 \text{ Pa}$; $\Delta p_H = -3,87 \text{ Pa}$



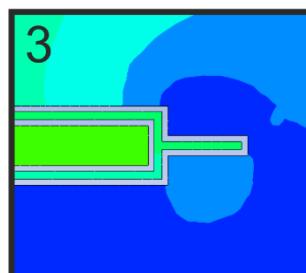
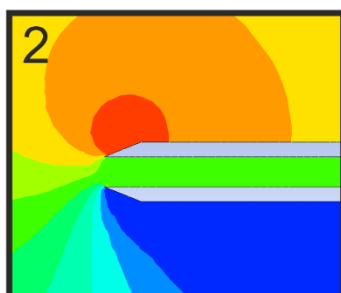
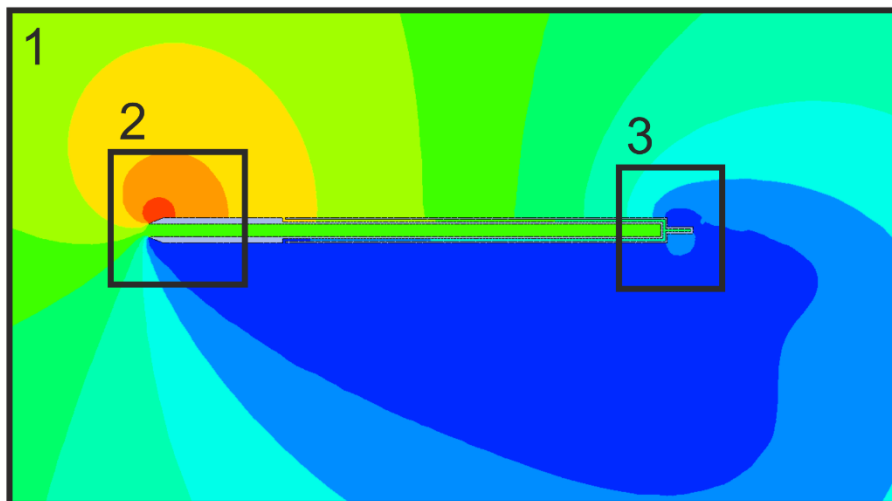
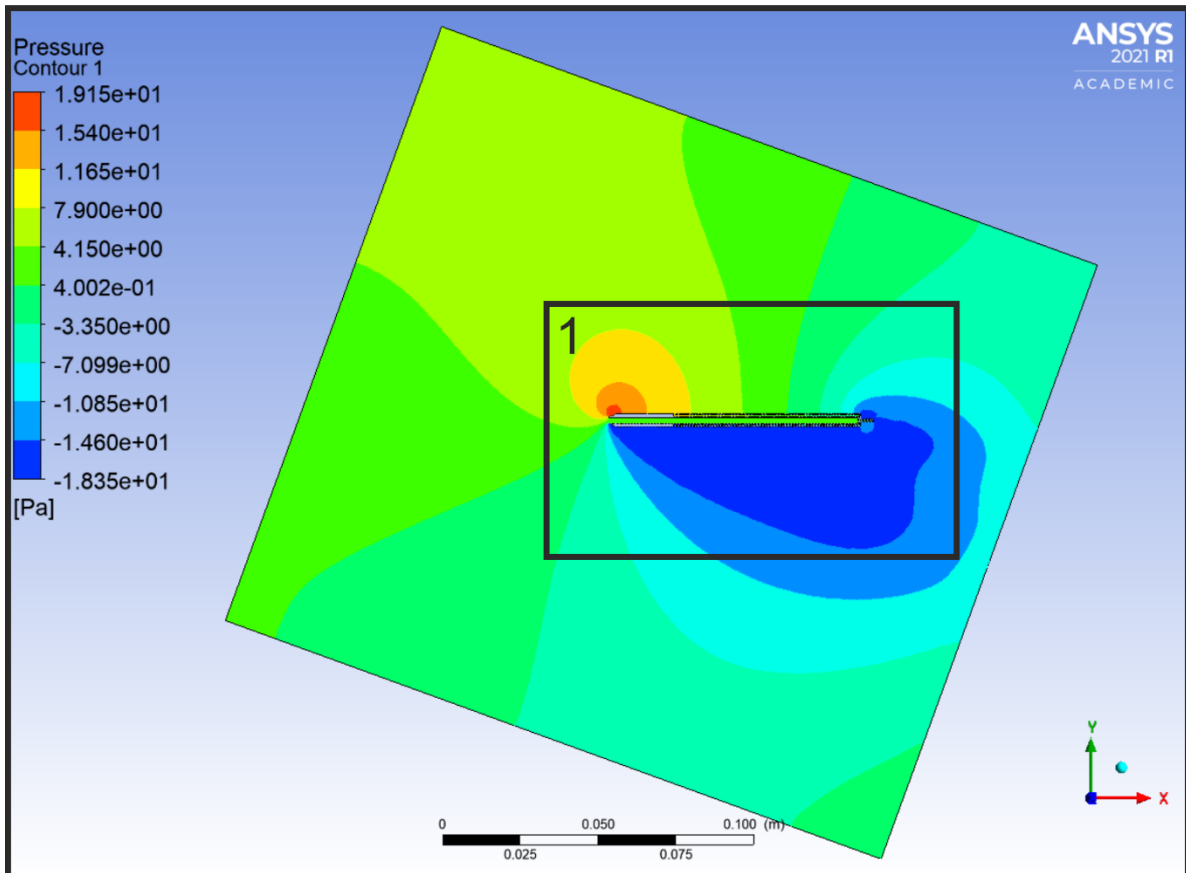
Příloha 28 – Grafické výsledky CFD – Úprava č.1 ($v = 5 \text{ m/s}$; $\text{AoA} = -15^\circ$)

$\Delta p_{\text{celk}} = 11,45 \text{ Pa}$; $\Delta p_H = -3,28 \text{ Pa}$



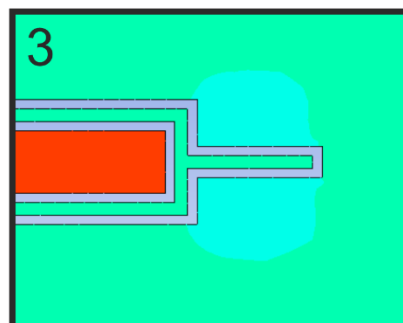
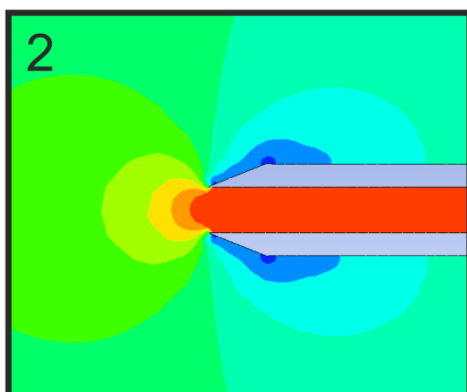
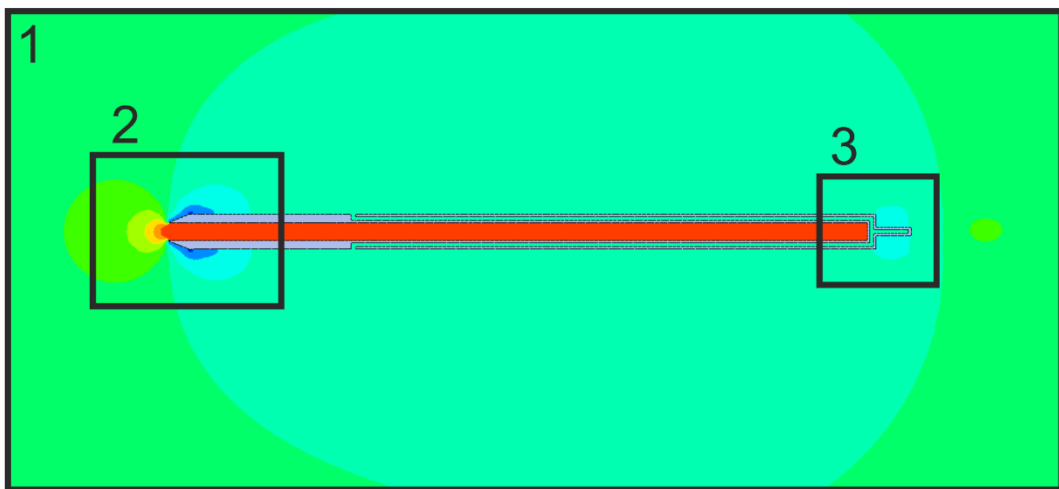
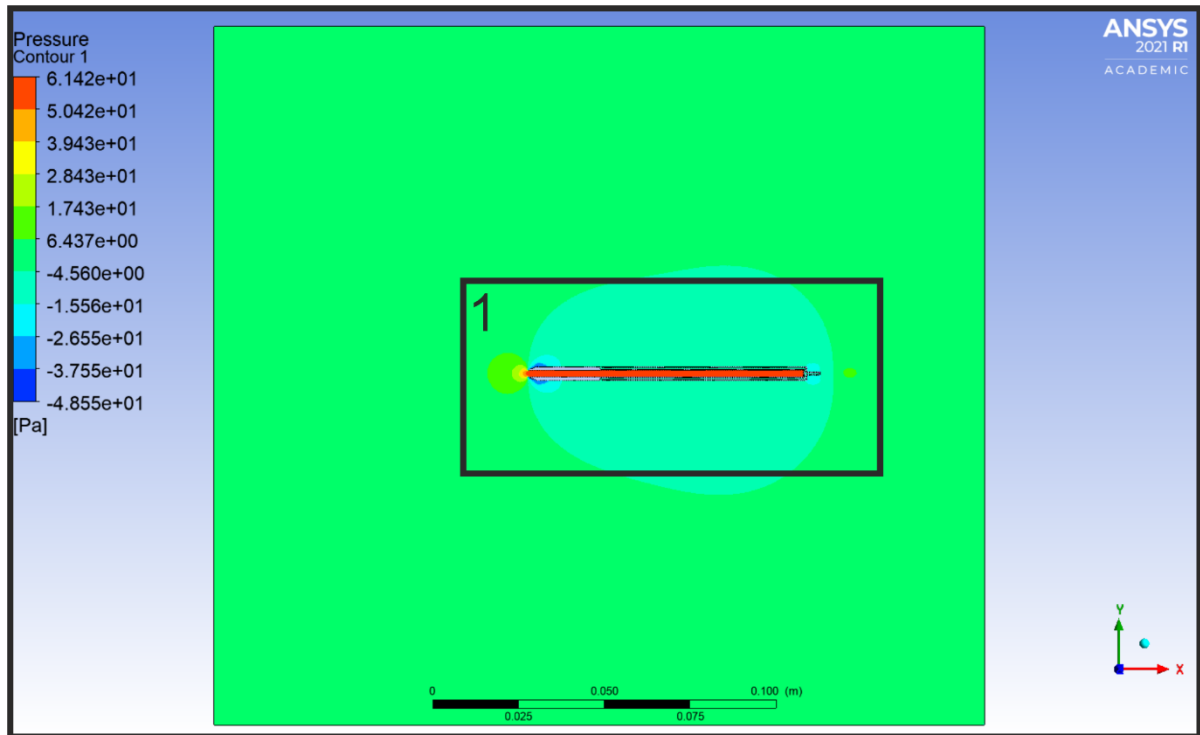
Příloha 29 – Grafické výsledky CFD – Úprava č.1 ($v= 5 \text{ m/s}$; $\text{AoA}=-20^\circ$)

$\Delta p_{\text{celk}} = 2,74 \text{ Pa}$; $\Delta p_H = -3,27 \text{ Pa}$



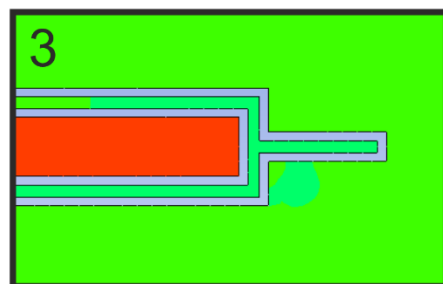
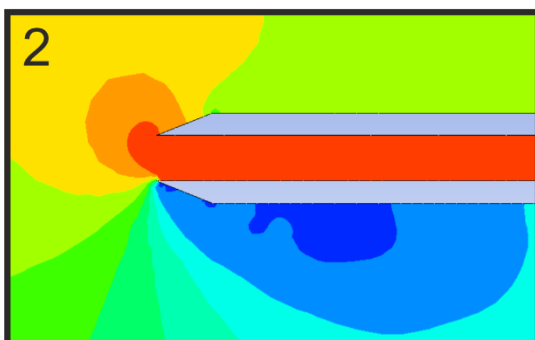
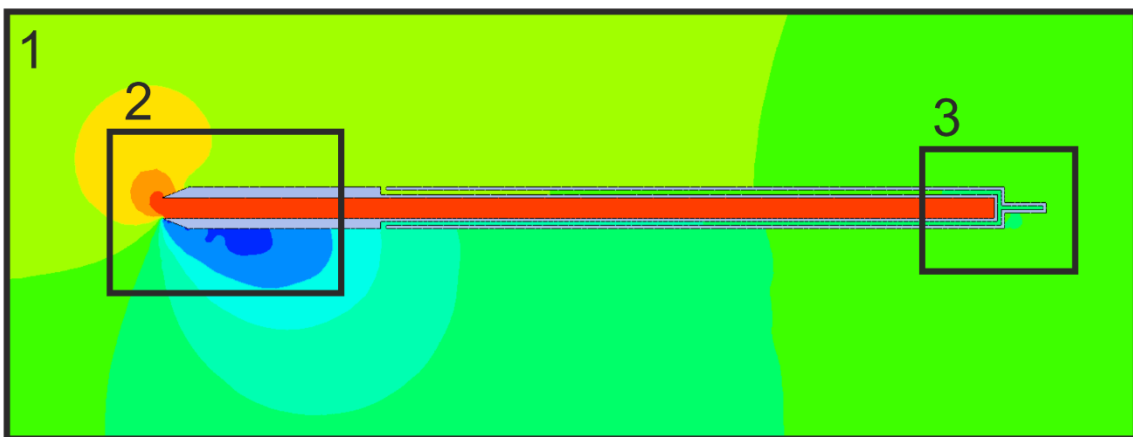
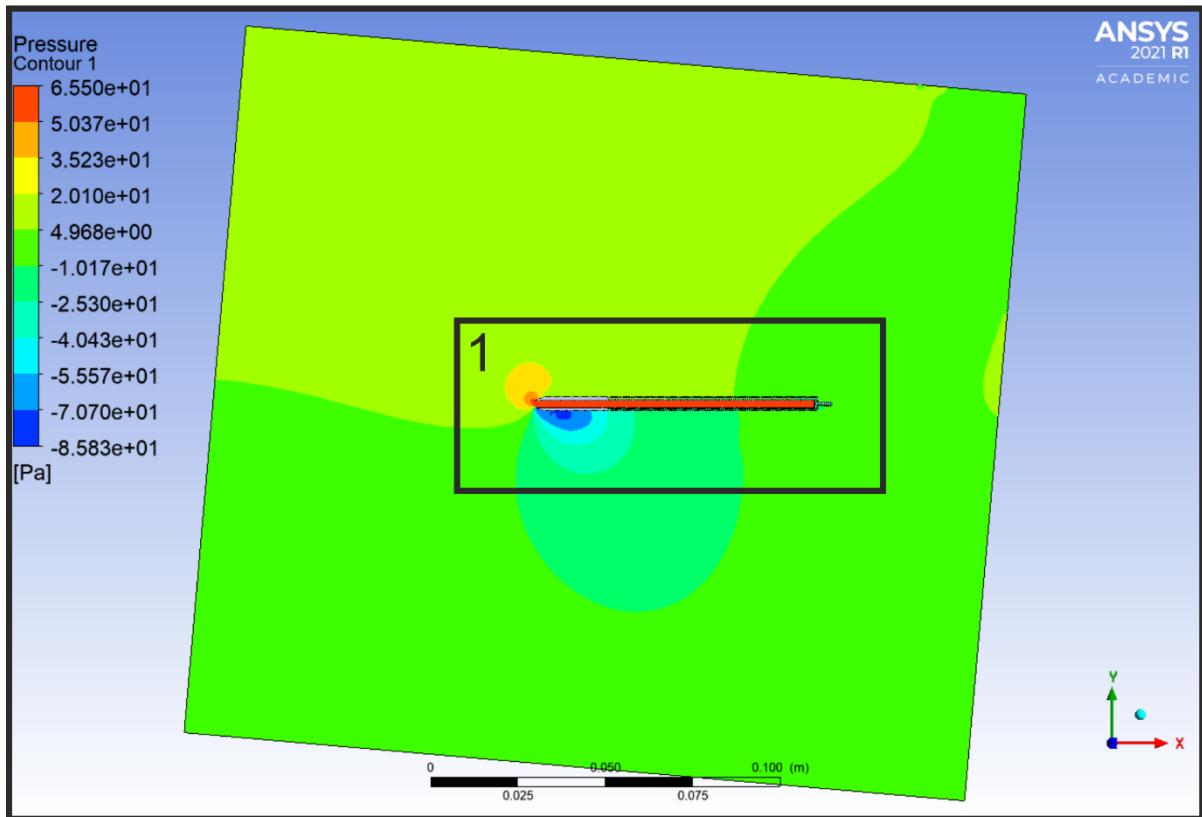
Příloha 30 – Grafické výsledky CFD – Úprava č.1 ($v=10\text{ m/s}$; $AoA=0^\circ$)

$\Delta p_{\text{celk}} = 61,35\text{ Pa}$; $\Delta p_H = -6,86\text{ Pa}$



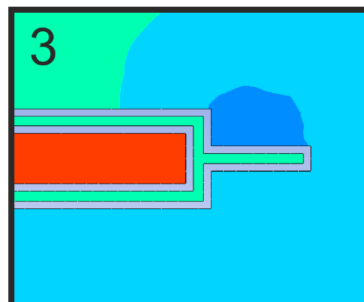
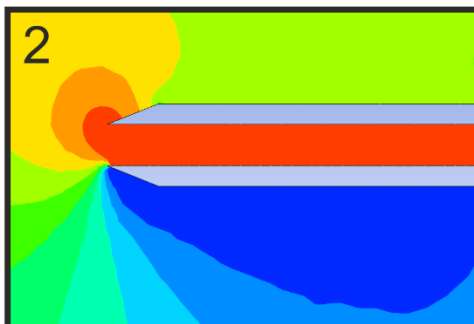
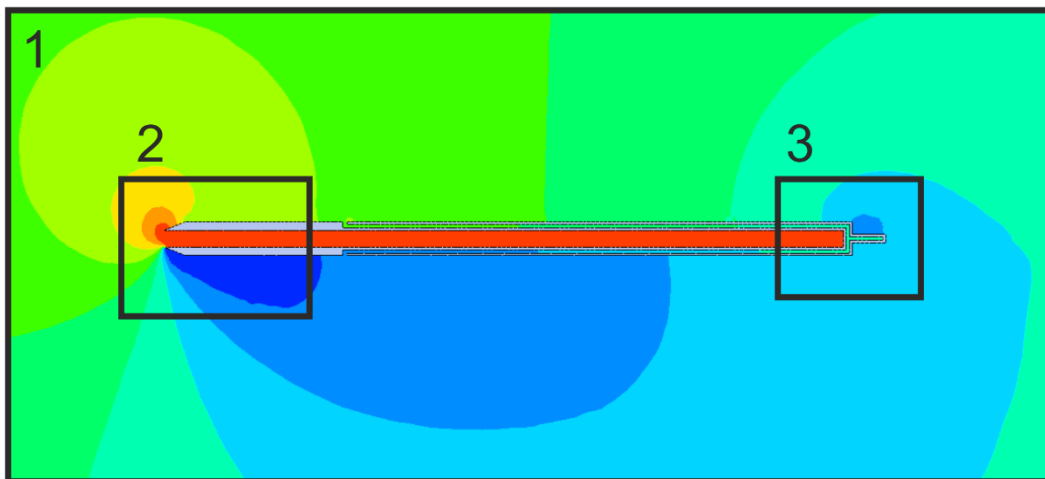
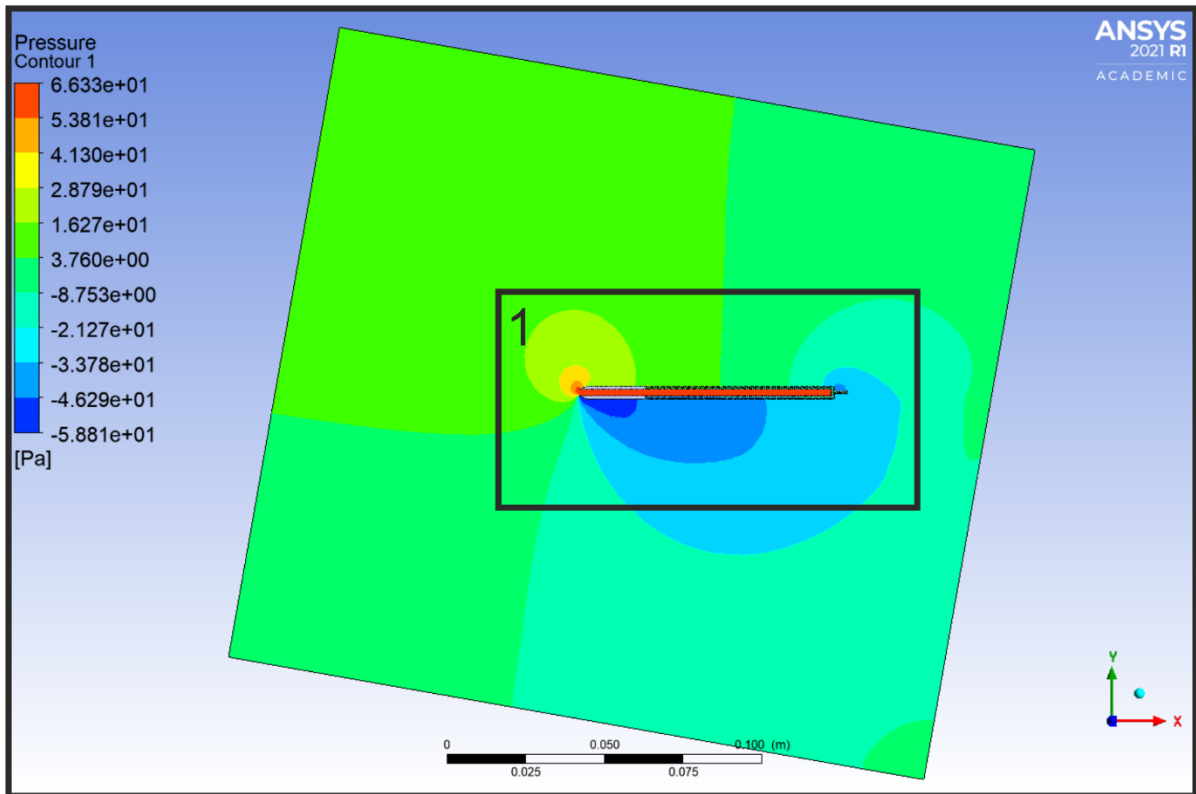
Příloha 31 – Grafické výsledky CFD – Úprava č.1 ($v= 10 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 65,24 \text{ Pa}$; $\Delta p_H = -13,01 \text{ Pa}$



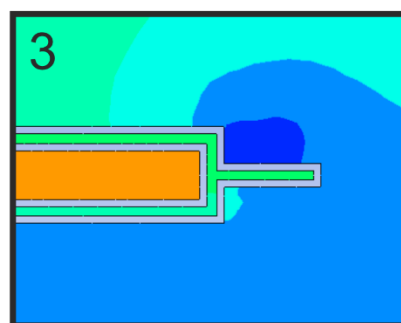
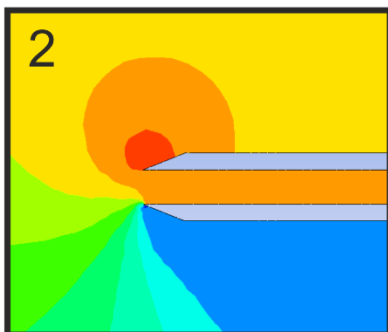
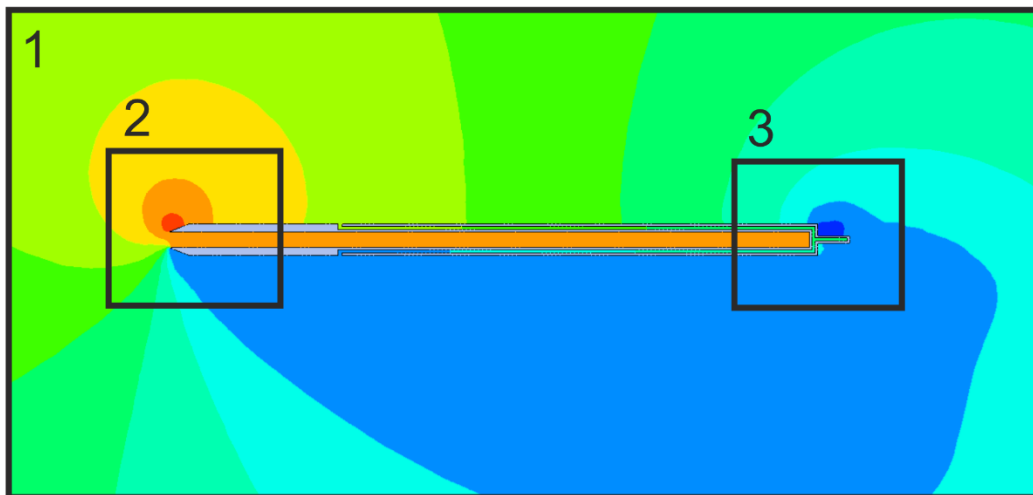
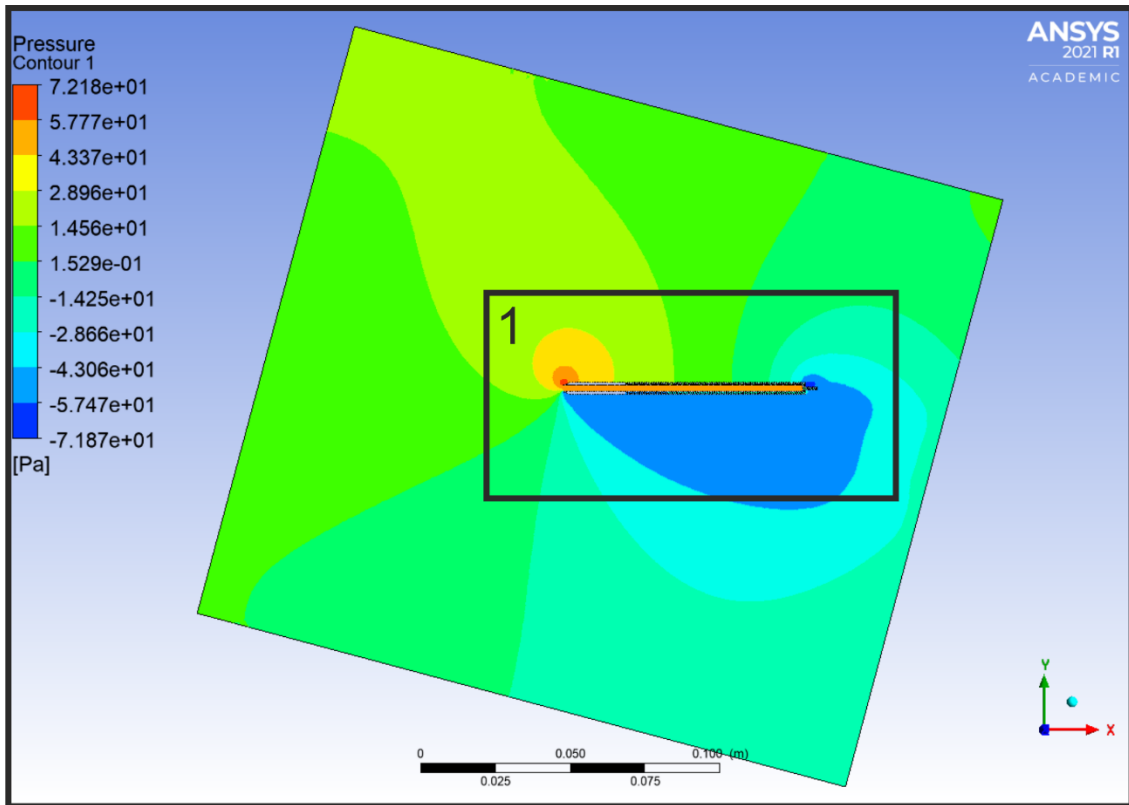
Příloha 32 – Grafické výsledky CFD – Úprava č.1 ($v= 10 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 66,20 \text{ Pa}$; $\Delta p_H = -15,57 \text{ Pa}$



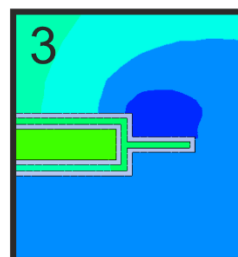
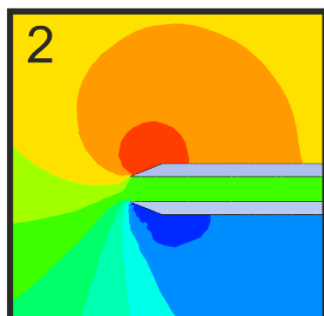
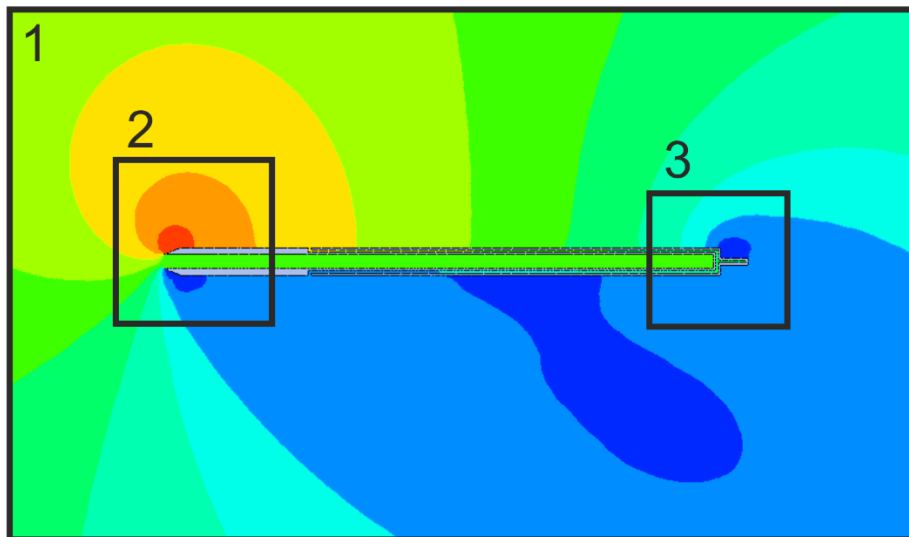
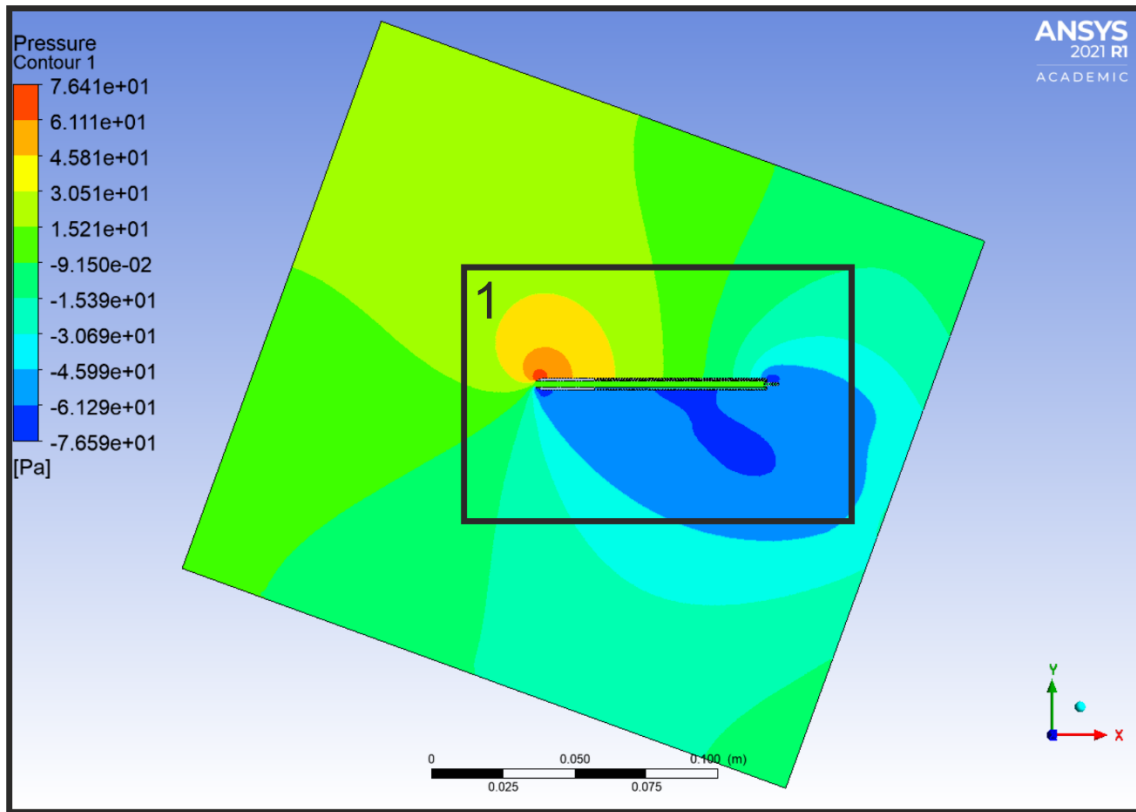
Příloha 33 – Grafické výsledky CFD – Úprava č.1 ($v= 10 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 48,86 \text{ Pa}$; $\Delta p_H = -13,74 \text{ Pa}$



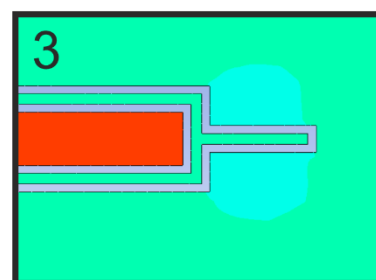
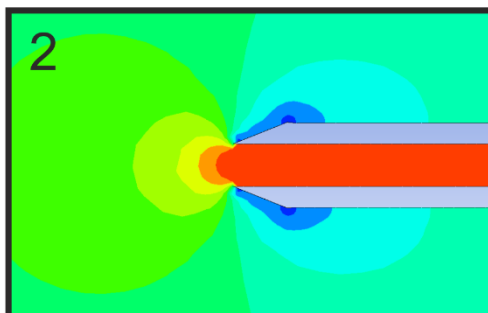
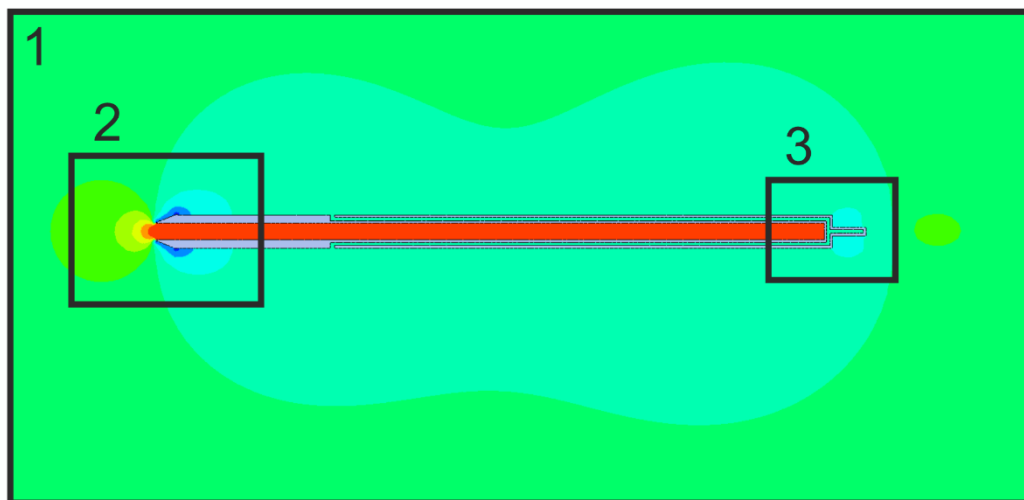
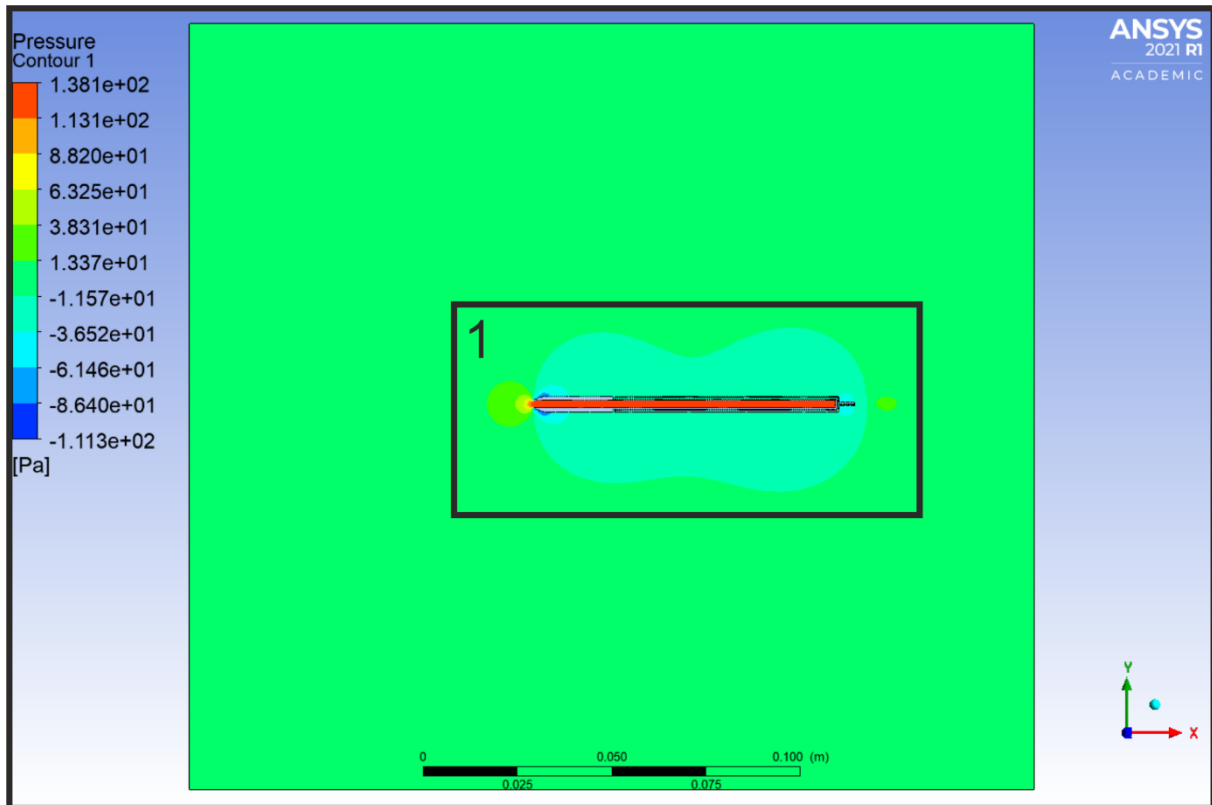
Příloha 34 – Grafické výsledky CFD – Úprava č.1 ($v= 10 \text{ m/s}$; $\text{AoA}=-20^\circ$)

$\Delta p_{\text{celk}} = 9,61 \text{ Pa}$; $\Delta p_H = -13,41 \text{ Pa}$



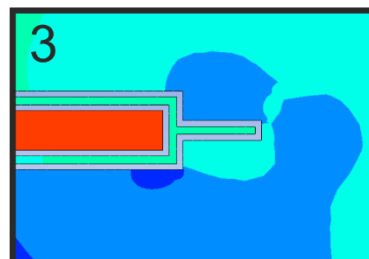
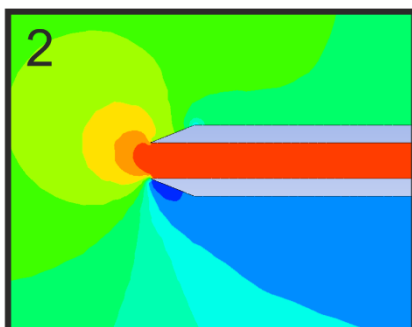
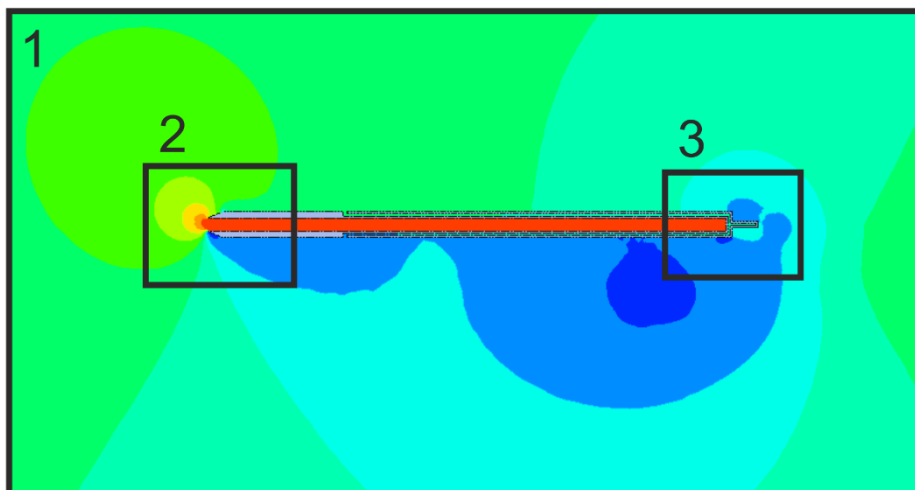
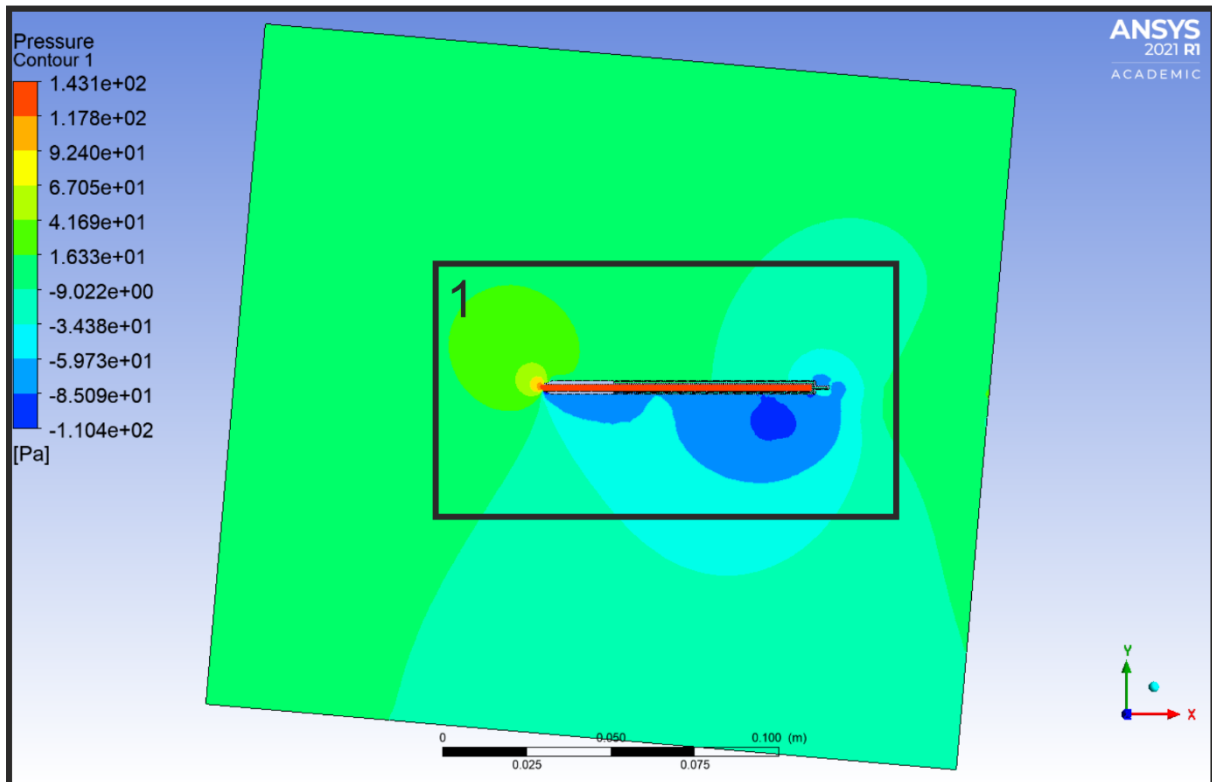
Příloha 35 – Grafické výsledky CFD – Úprava č.1 ($v= 15 \text{ m/s}$; $AoA=0^\circ$)

$\Delta p_{\text{celk}} = 137,97 \text{ Pa}$; $\Delta p_H = -15,52 \text{ Pa}$



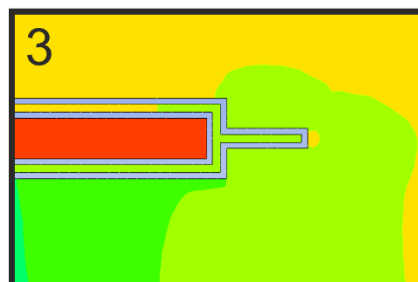
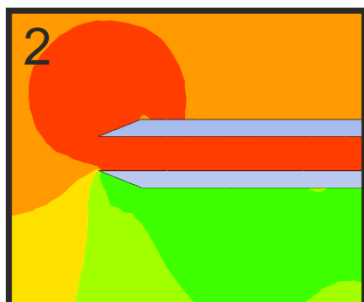
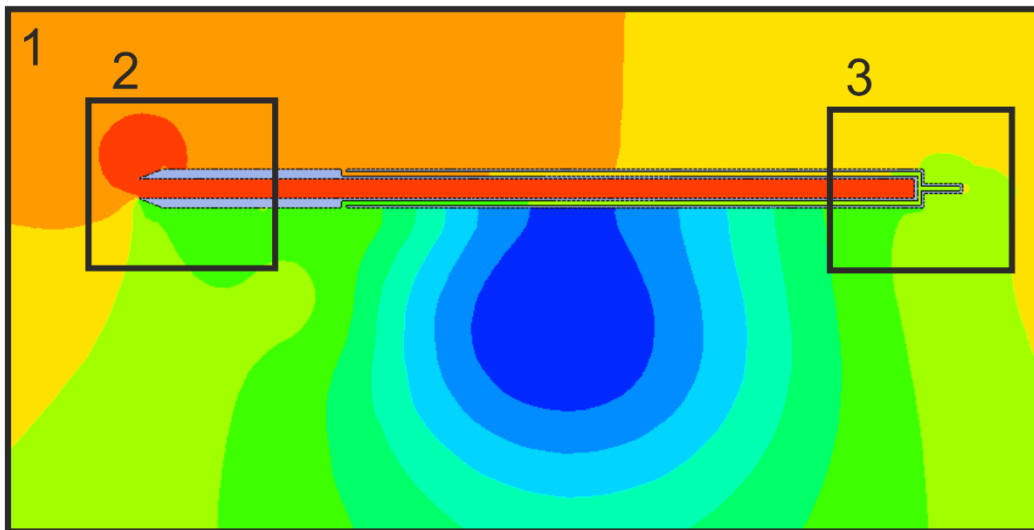
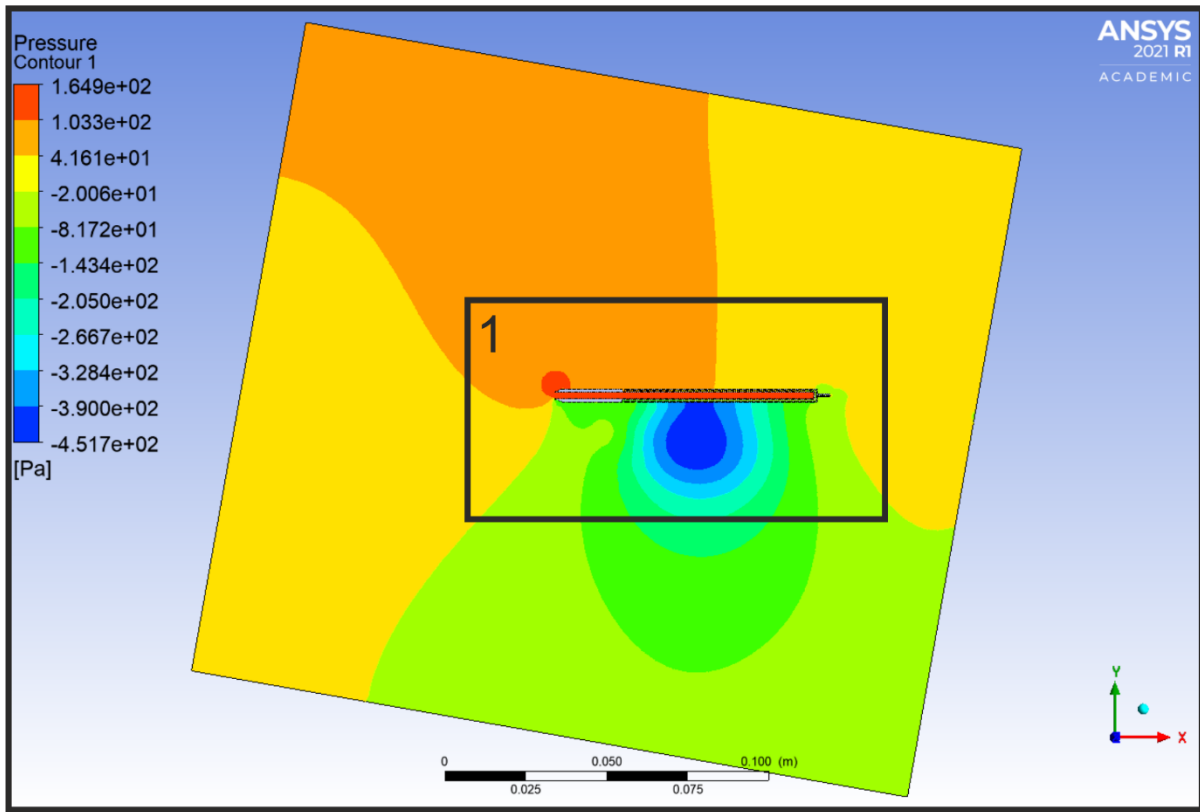
Příloha 36 – Grafické výsledky CFD – Úprava č.1 ($v= 15 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 143,12 \text{ Pa}$; $\Delta p_H = -29,60 \text{ Pa}$



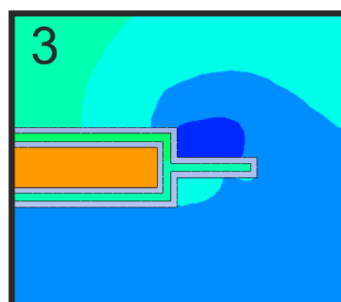
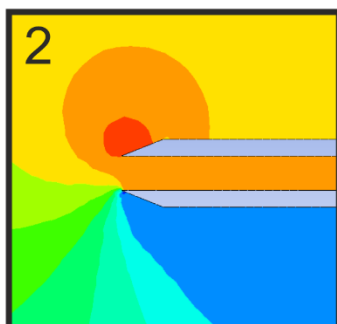
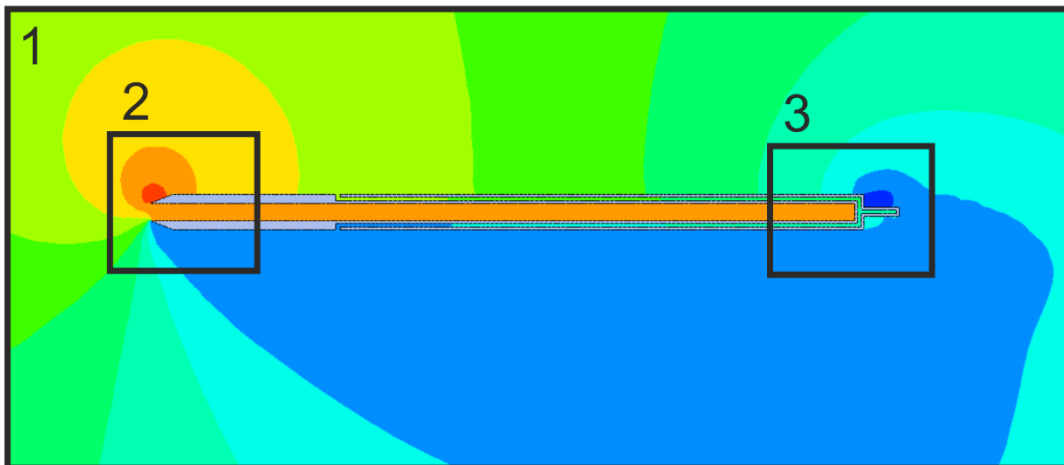
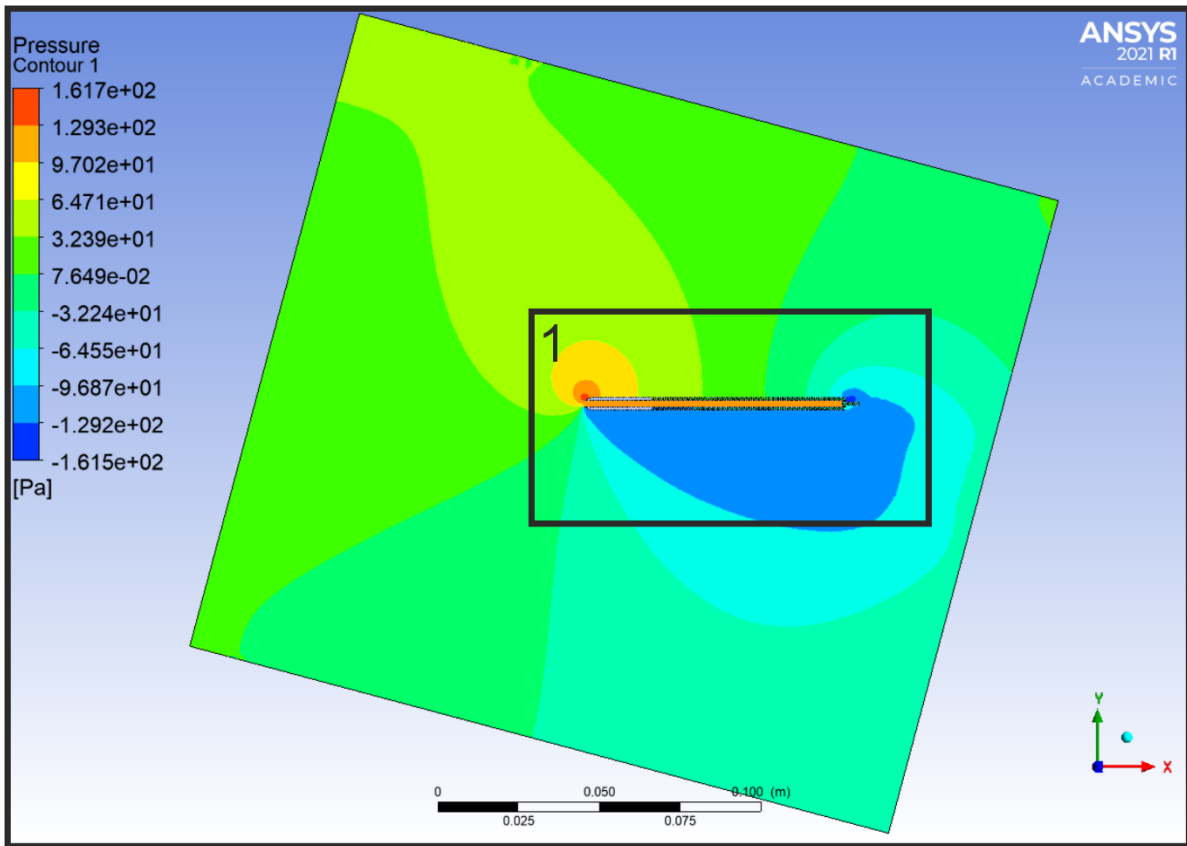
Příloha 37 – Grafické výsledky CFD – Úprava č.1 ($v= 15 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 141,08 \text{ Pa}$; $\Delta p_H = -26,37 \text{ Pa}$



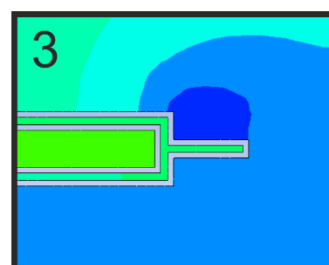
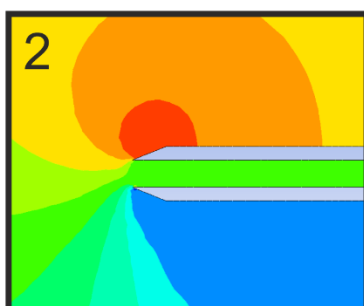
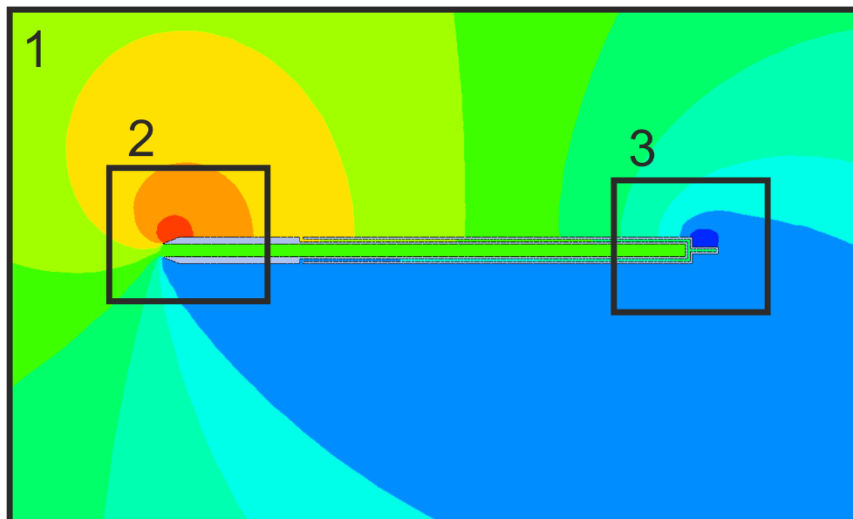
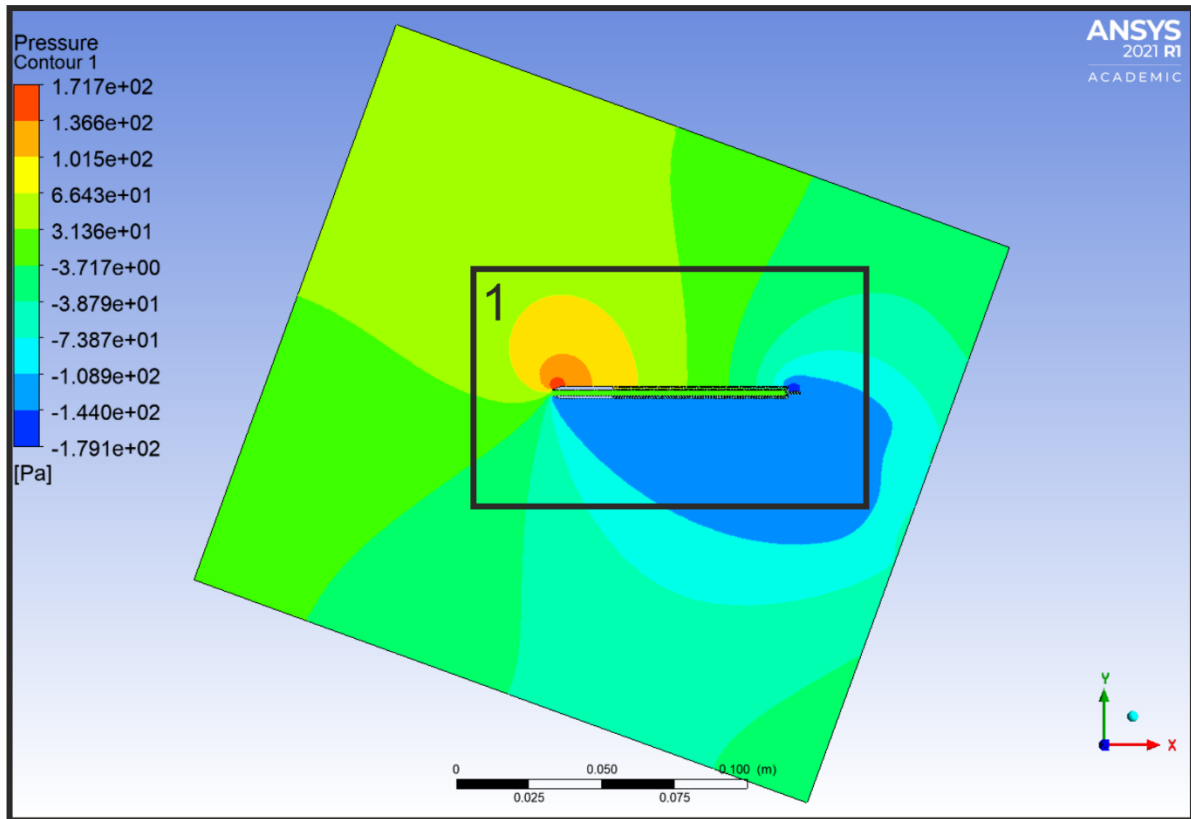
Příloha 38 – Grafické výsledky CFD – Úprava č.1 ($v= 15 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 111,80 \text{ Pa}$; $\Delta p_H = -32,41 \text{ Pa}$



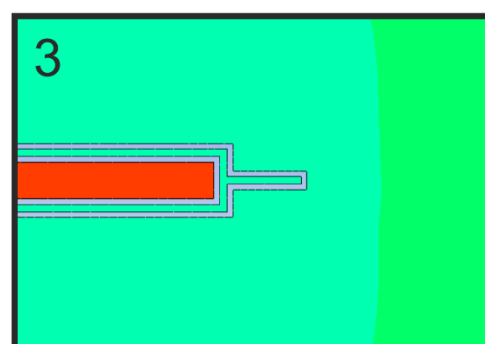
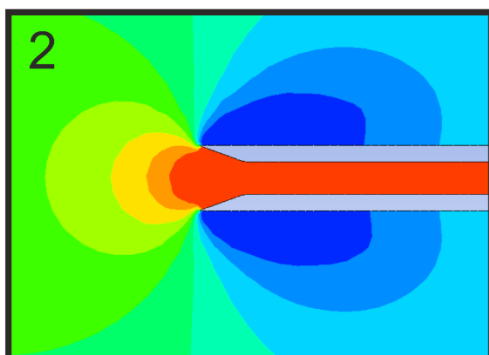
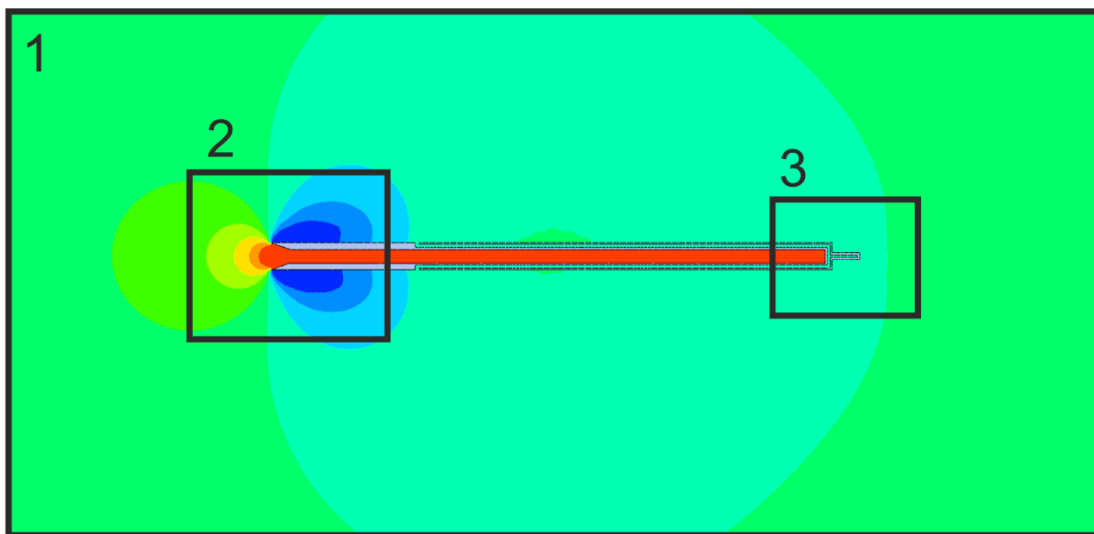
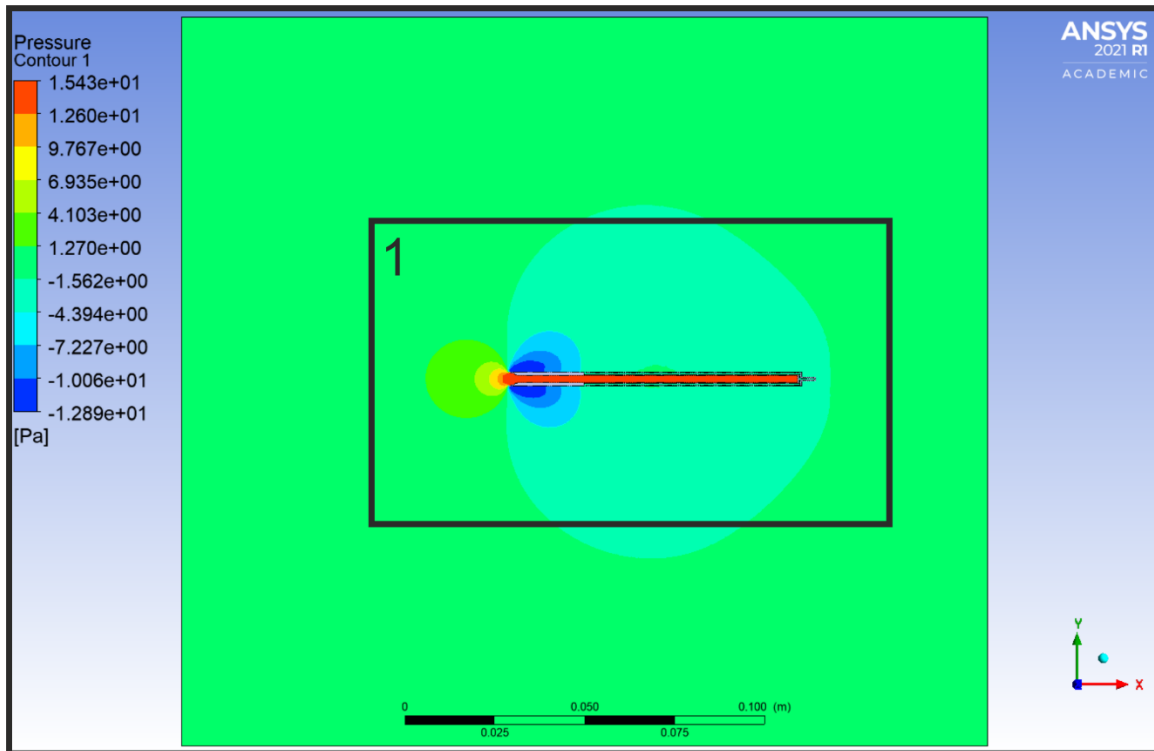
Příloha 39 – Grafické výsledky CFD – Úprava č.1 ($v= 15 \text{ m/s}$; $\text{AoA}=-20^\circ$)

$\Delta p_{\text{celk}} = 20,21 \text{ Pa}$; $\Delta p_H = -31,38 \text{ Pa}$



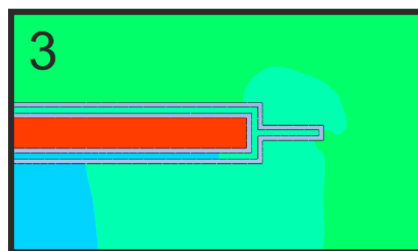
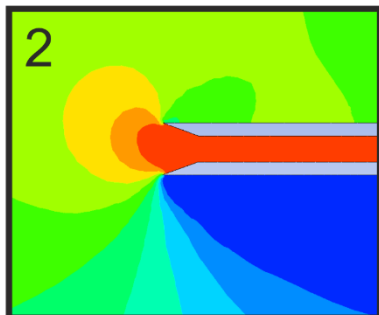
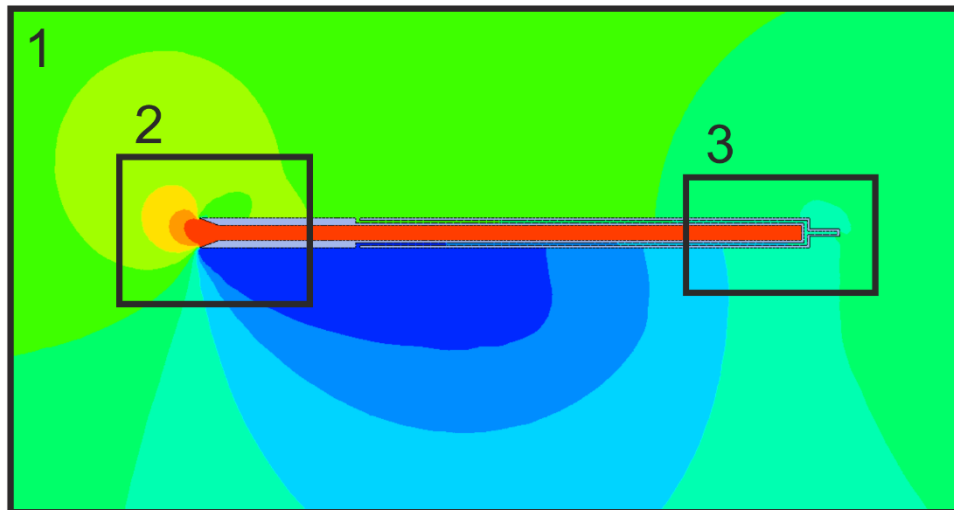
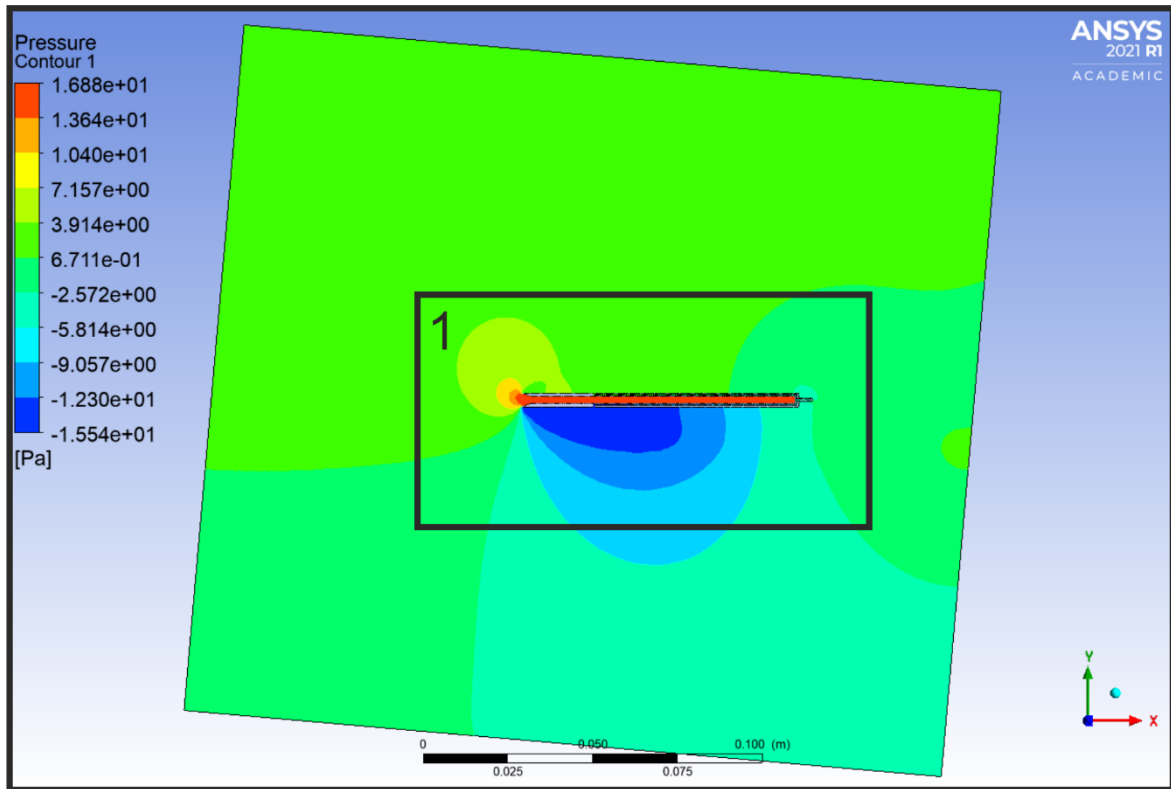
Příloha 40 – Grafické výsledky CFD – Úprava č.2 ($v= 5 \text{ m/s}$; $\text{AoA}=0^\circ$)

$\Delta p_{\text{celk}} = 15,43 \text{ Pa}$; $\Delta p_H = -3,76 \text{ Pa}$



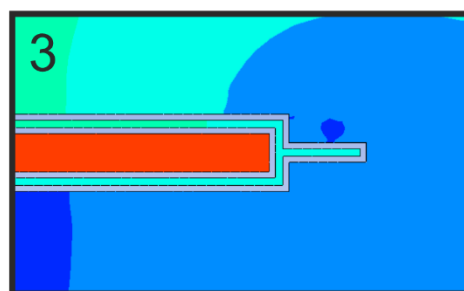
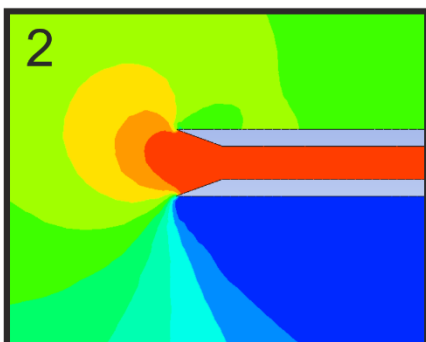
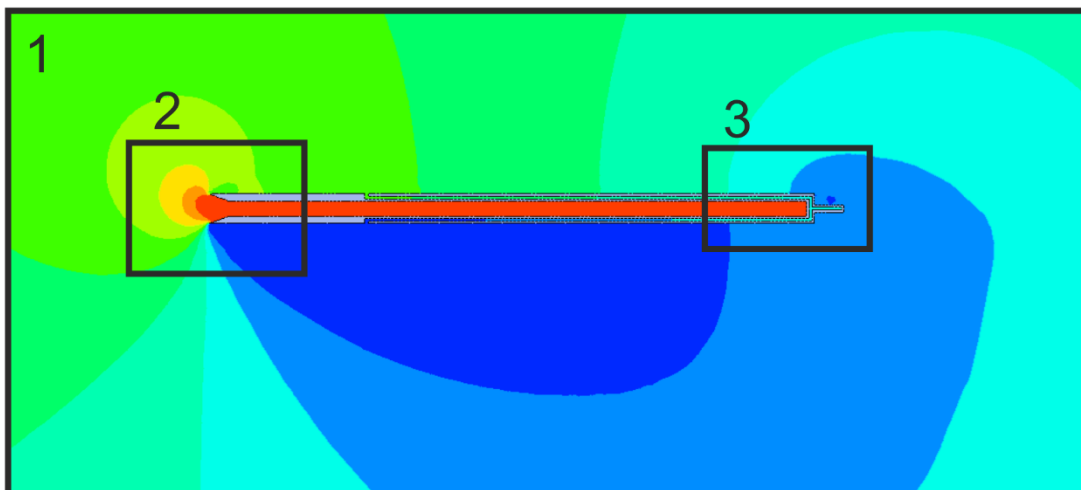
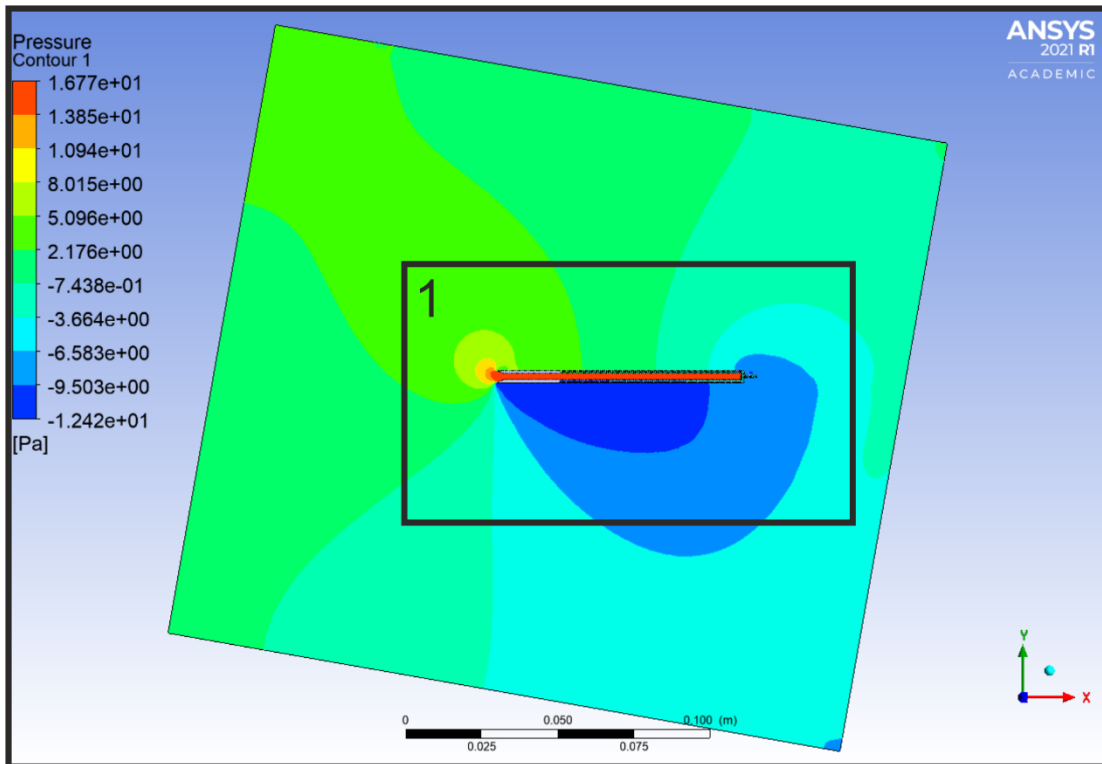
Příloha 41 – Grafické výsledky CFD – Úprava č.2 (v= 5 m/s; AoA=-5°)

$\Delta p_{\text{celk}} = 16,85 \text{ Pa}$; $\Delta p_H = -5,29 \text{ Pa}$



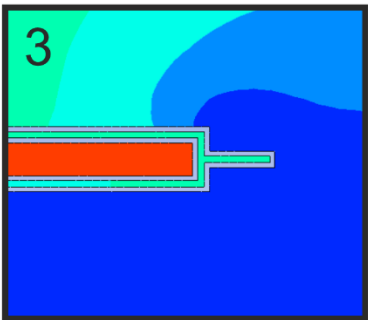
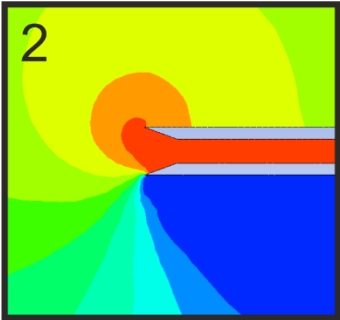
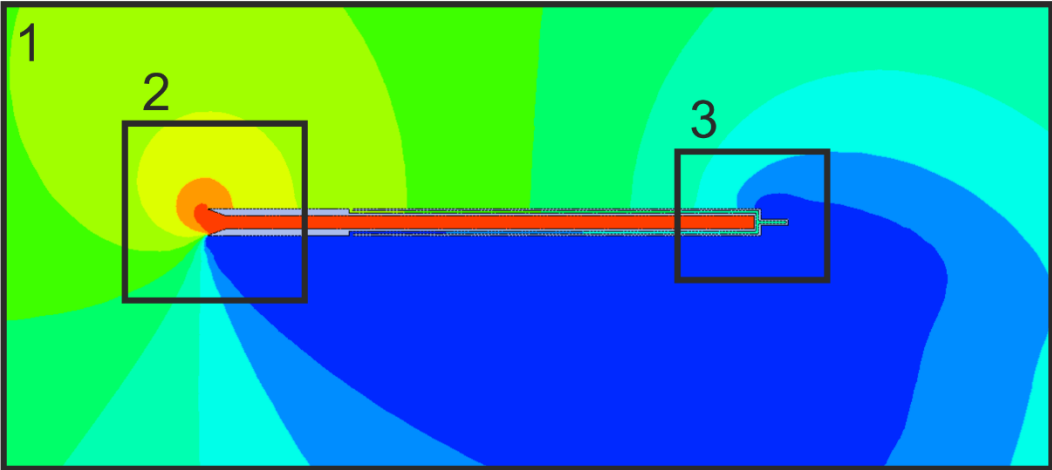
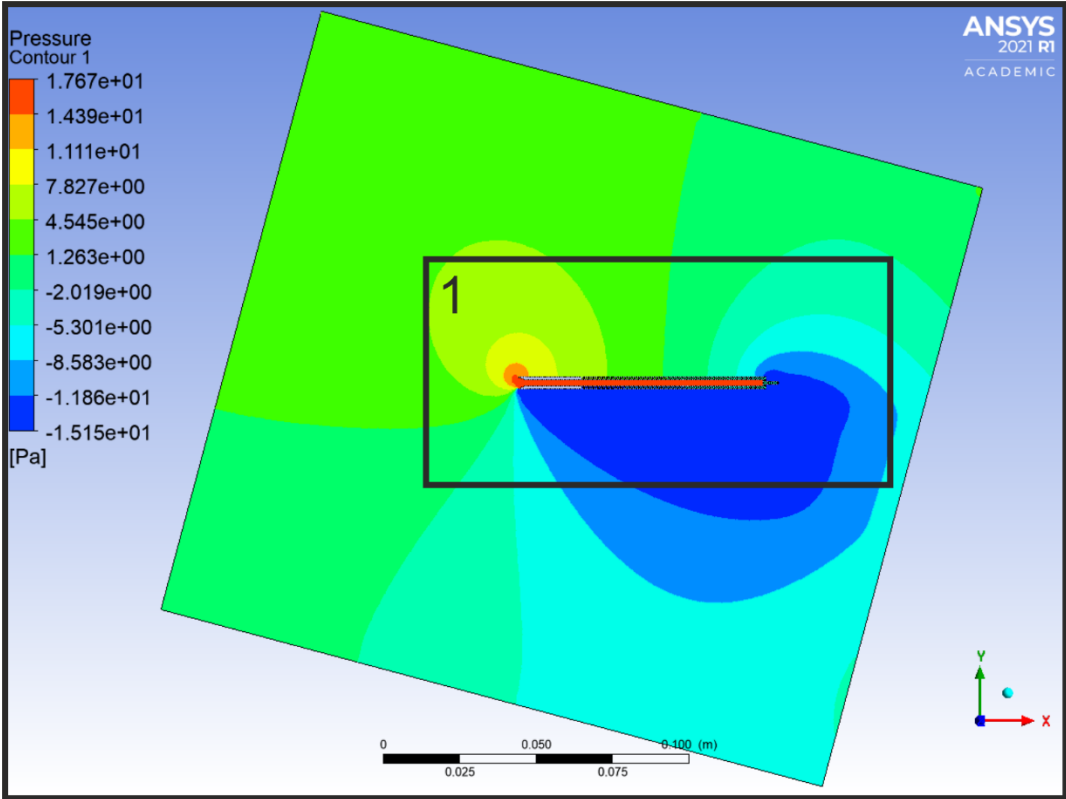
Příloha 42 – Grafické výsledky CFD – Úprava č.2 ($v = 5 \text{ m/s}$; $\text{AoA} = -10^\circ$)

$\Delta p_{\text{celk}} = 16,70 \text{ Pa}$; $\Delta p_H = -4,25 \text{ Pa}$



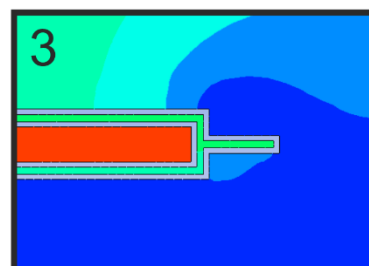
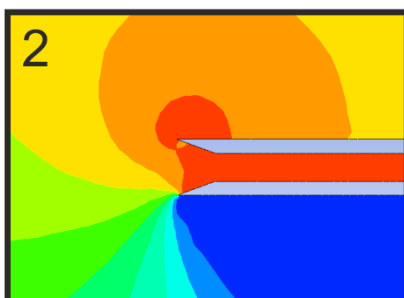
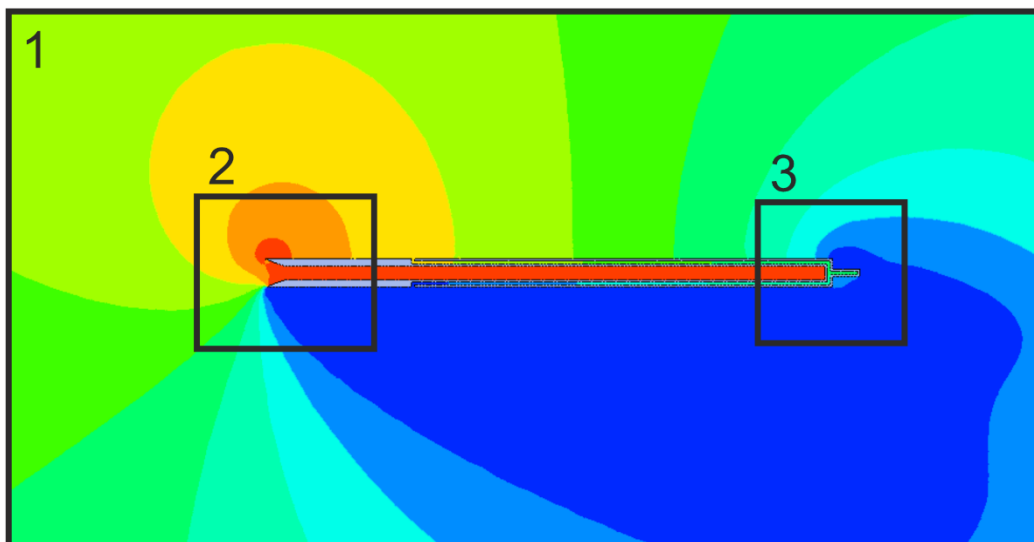
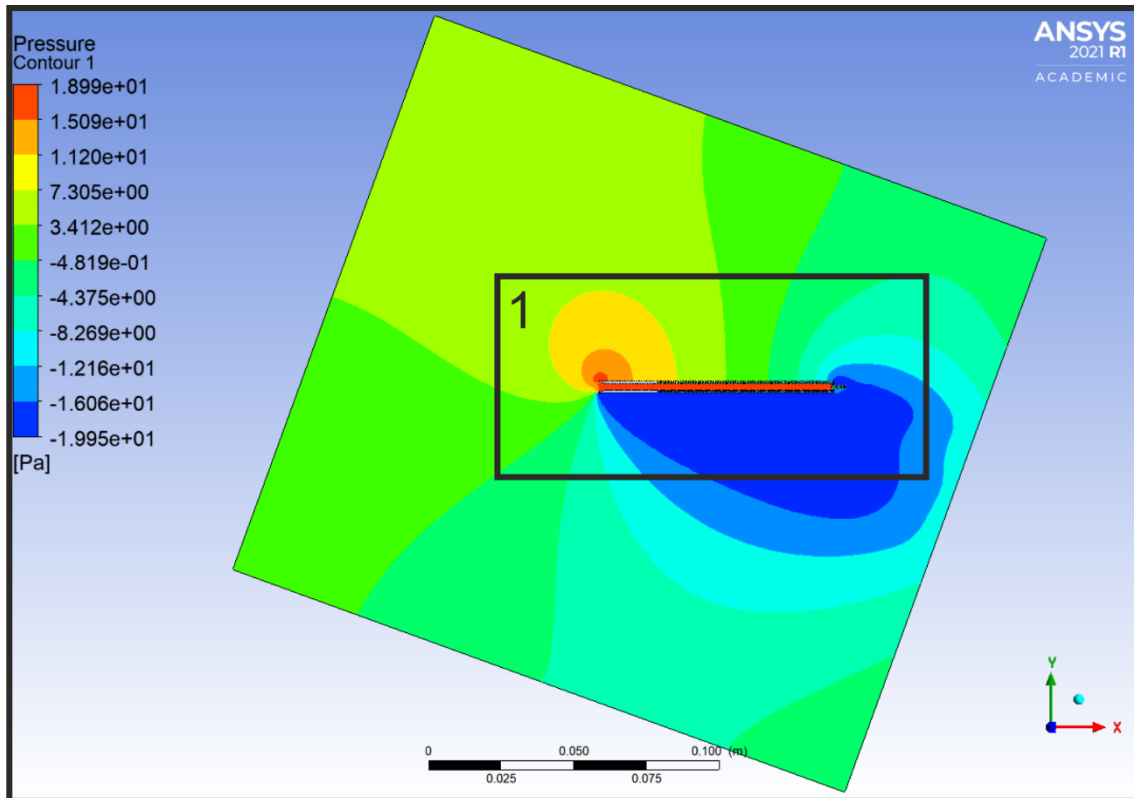
Příloha 43 – Grafické výsledky CFD – Úprava č.2 (v= 5 m/s; AoA=-15°)

$\Delta p_{celk} = 17,58 \text{ Pa}$; $\Delta p_H = -4,18 \text{ Pa}$



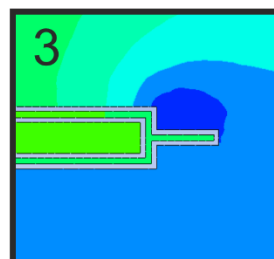
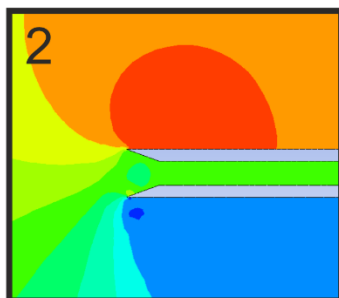
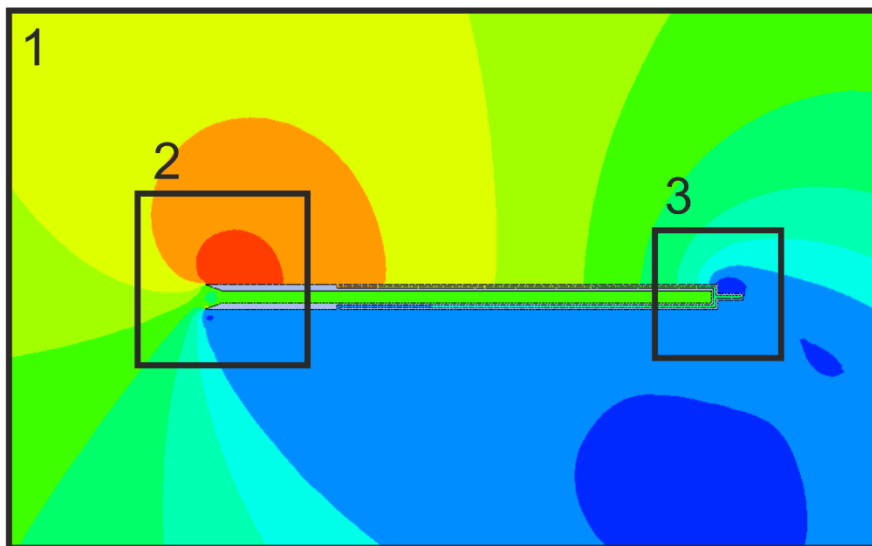
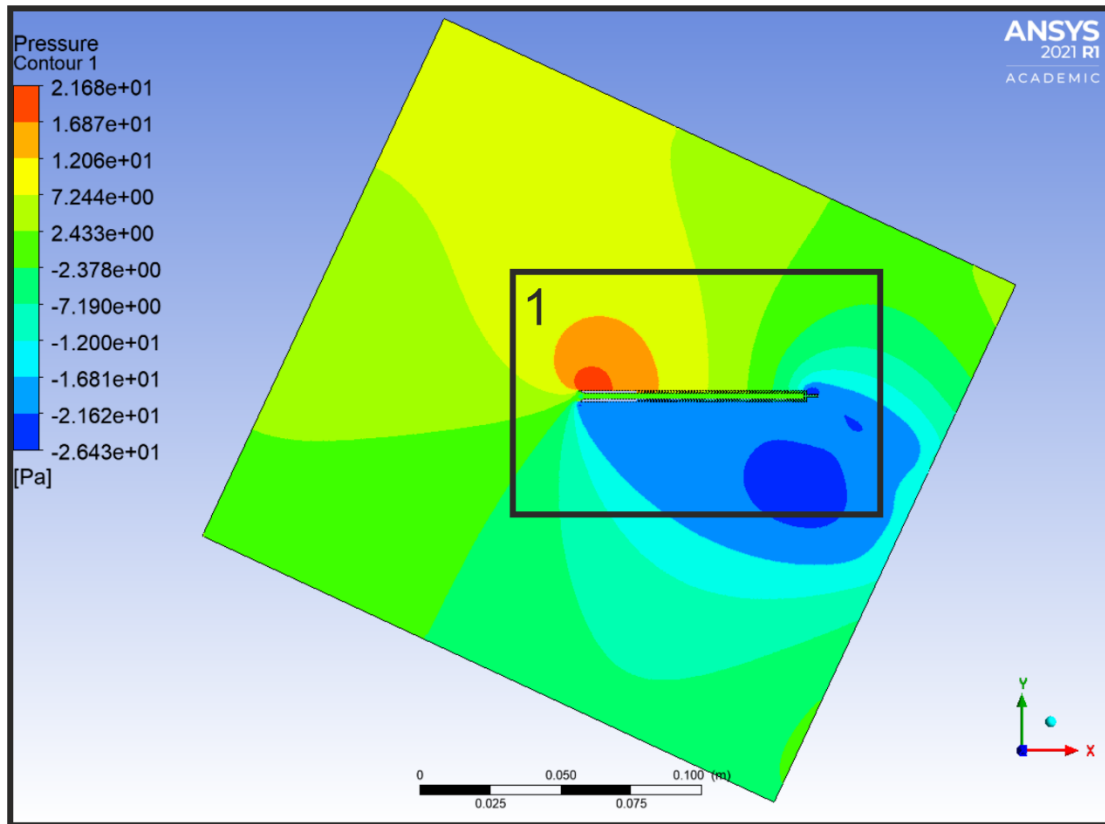
Příloha 44 – Grafické výsledky CFD – Úprava č.2 ($v = 5 \text{ m/s}$; $\text{AoA} = -20^\circ$)

$\Delta p_{\text{celk}} = 15,39 \text{ Pa}$; $\Delta p_H = -4,29 \text{ Pa}$



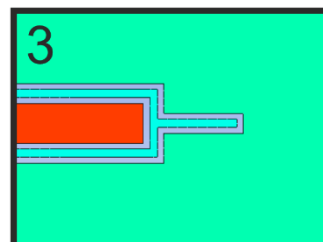
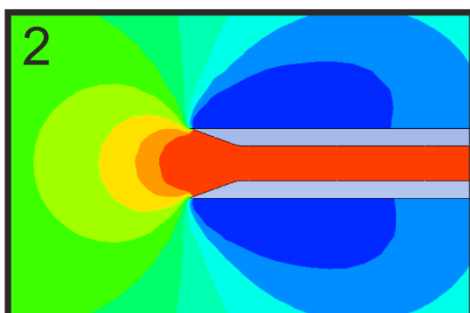
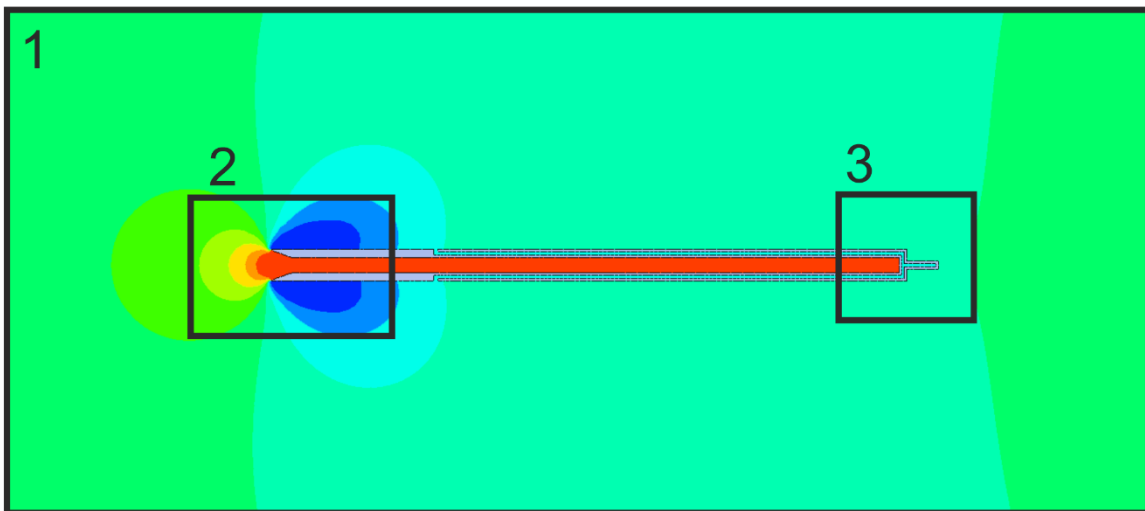
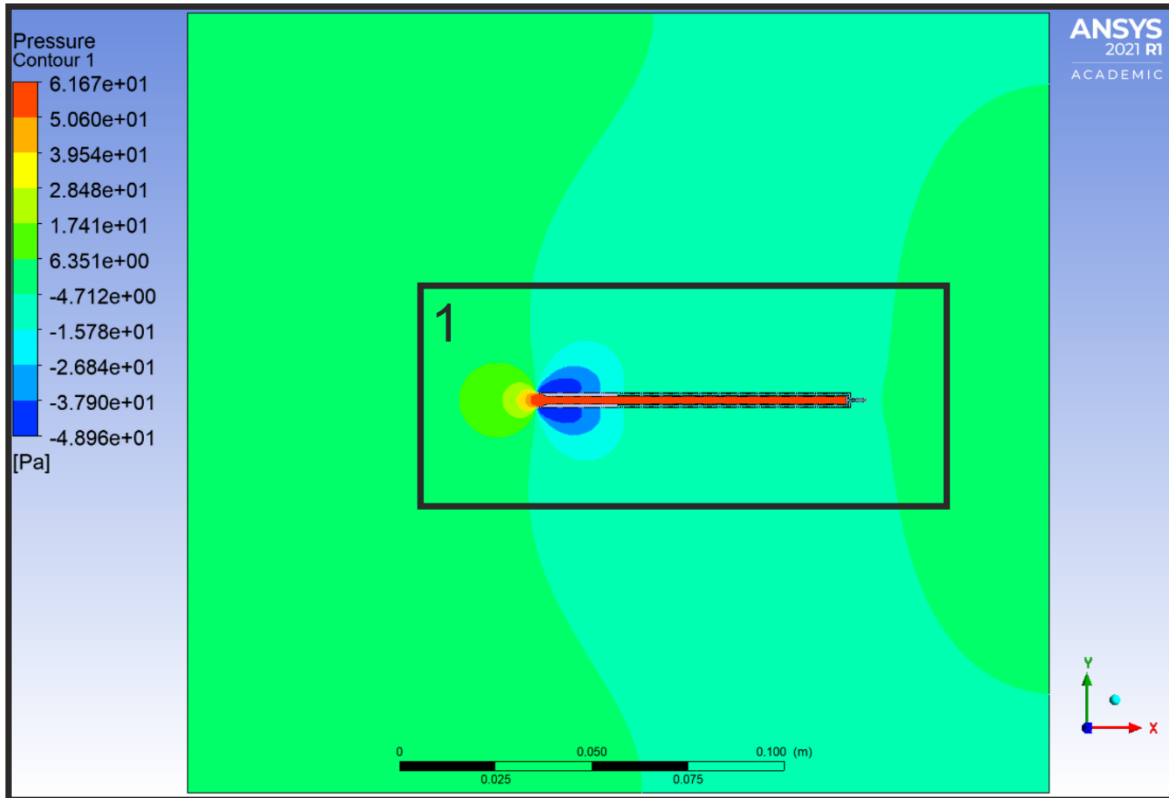
Příloha 45 – Grafické výsledky CFD – Úprava č.2 ($v = 5 \text{ m/s}$; $\text{AoA} = -25^\circ$)

$\Delta p_{\text{celk}} = 0,06 \text{ Pa}$; $\Delta p_H = -3,54 \text{ Pa}$



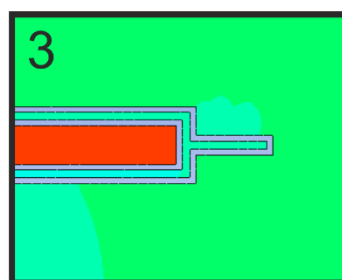
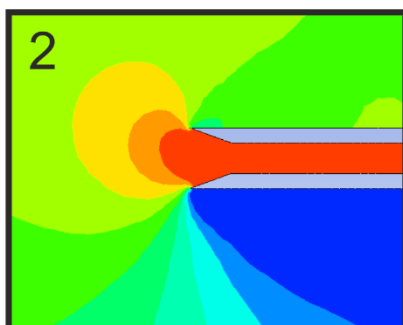
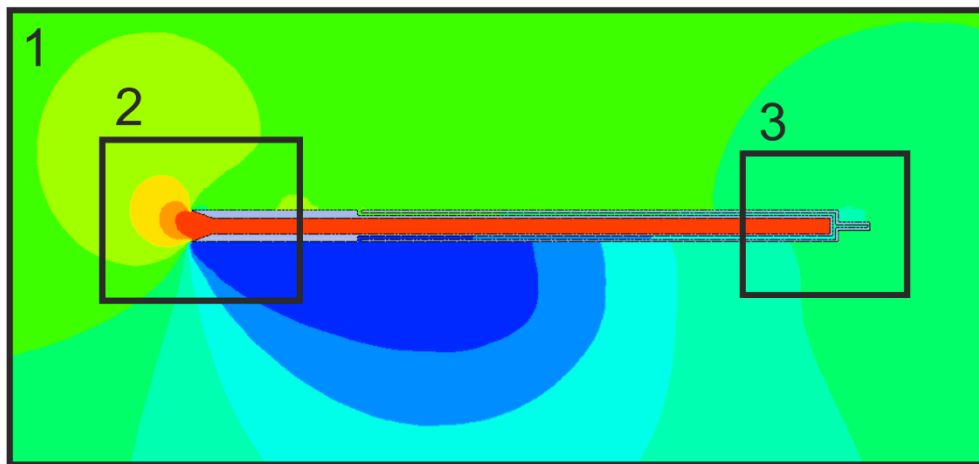
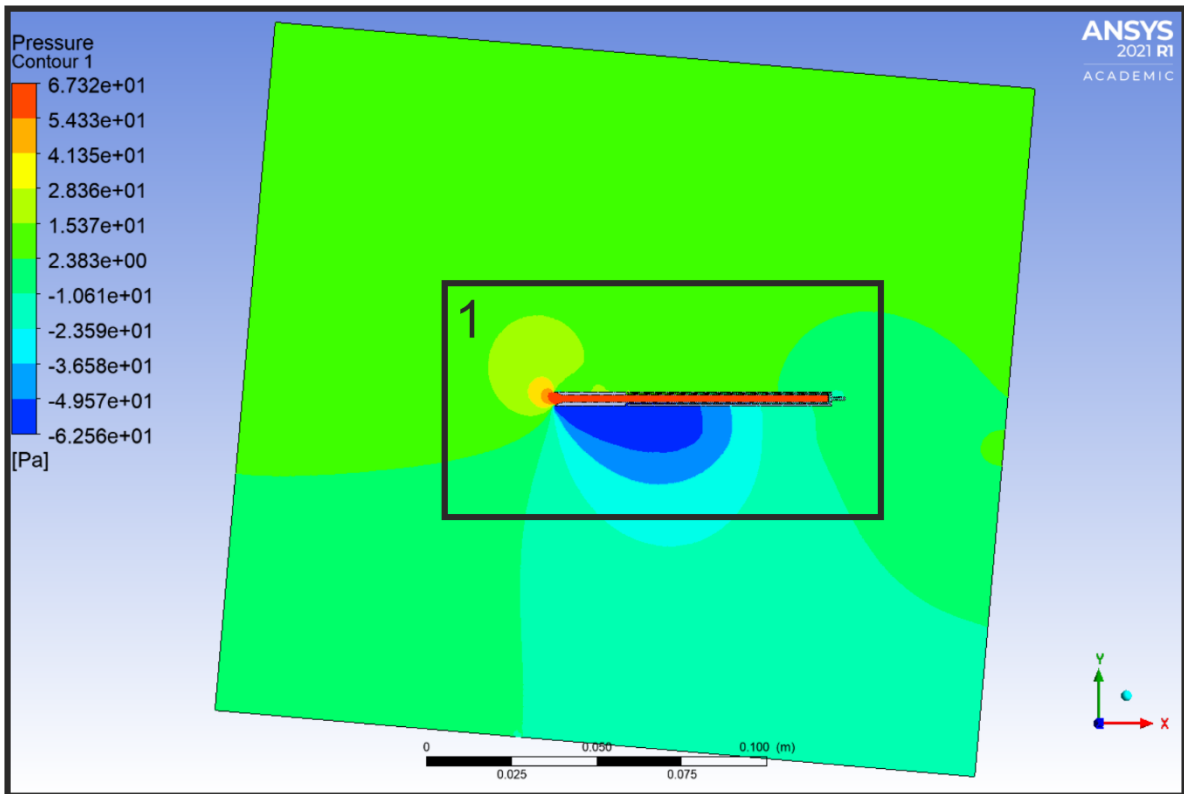
Příloha 46 – Grafické výsledky CFD – Úprava č.2 ($v= 10 \text{ m/s}$; $AoA=0^\circ$)

$\Delta p_{\text{celk}} = 61,65 \text{ Pa}$; $\Delta p_H = -17,01 \text{ Pa}$



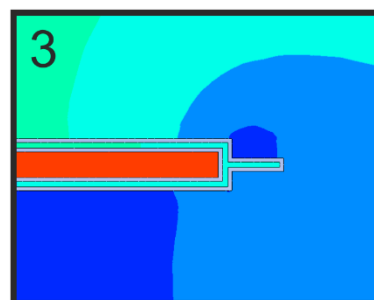
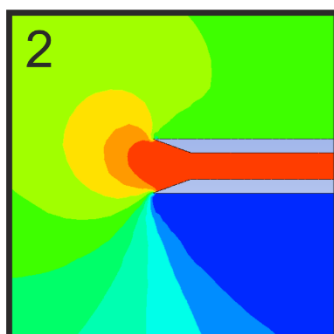
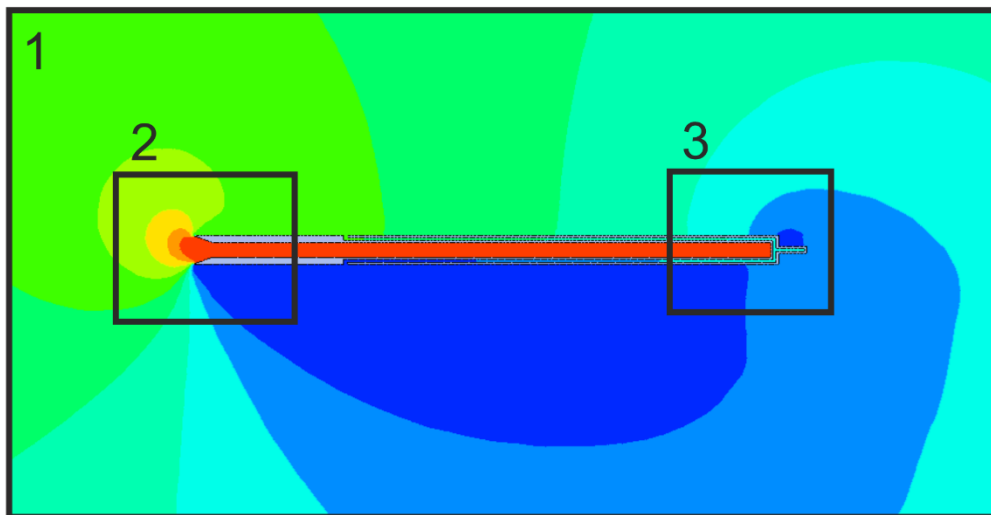
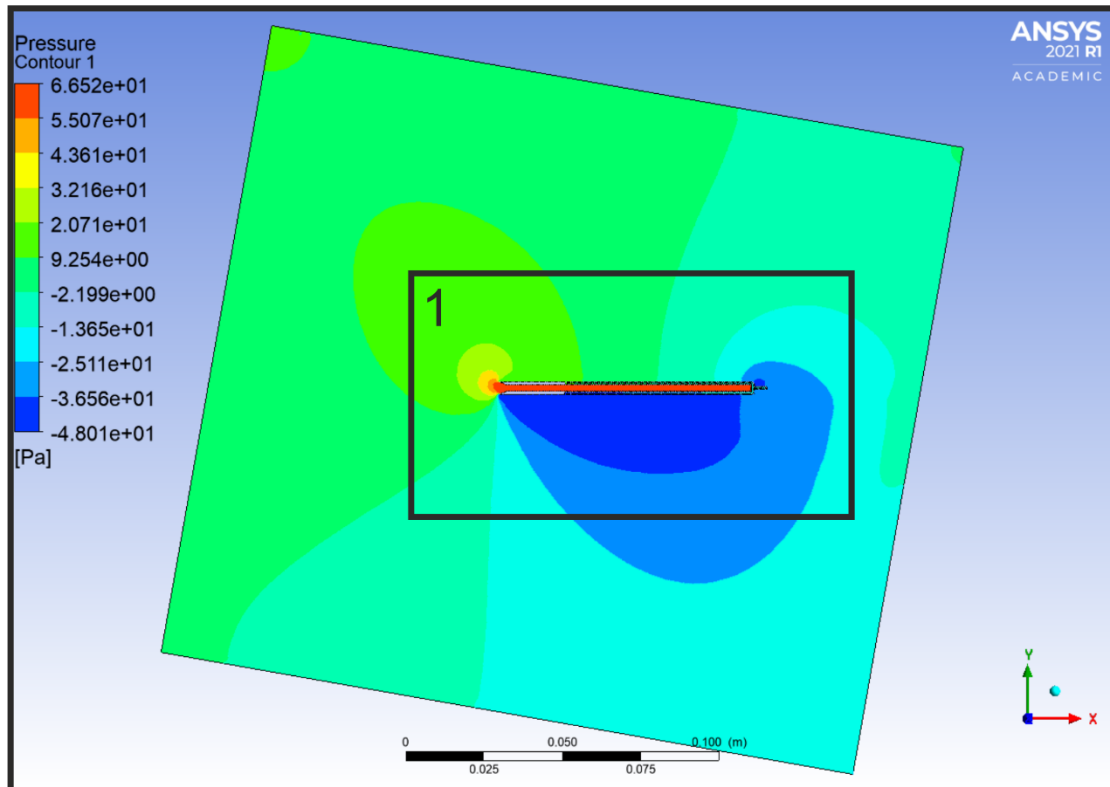
Příloha 47 – Grafické výsledky CFD – Úprava č.2 (v= 10 m/s; AoA=-5°)

$\Delta p_{\text{celk}} = 67,28 \text{ Pa}$; $\Delta p_H = -22,52 \text{ Pa}$



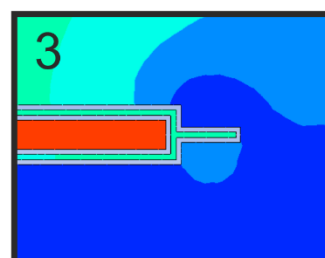
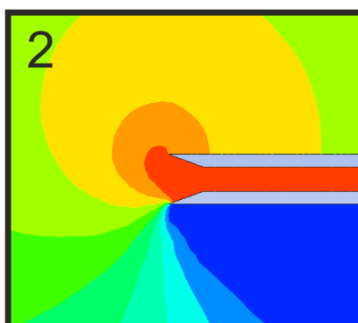
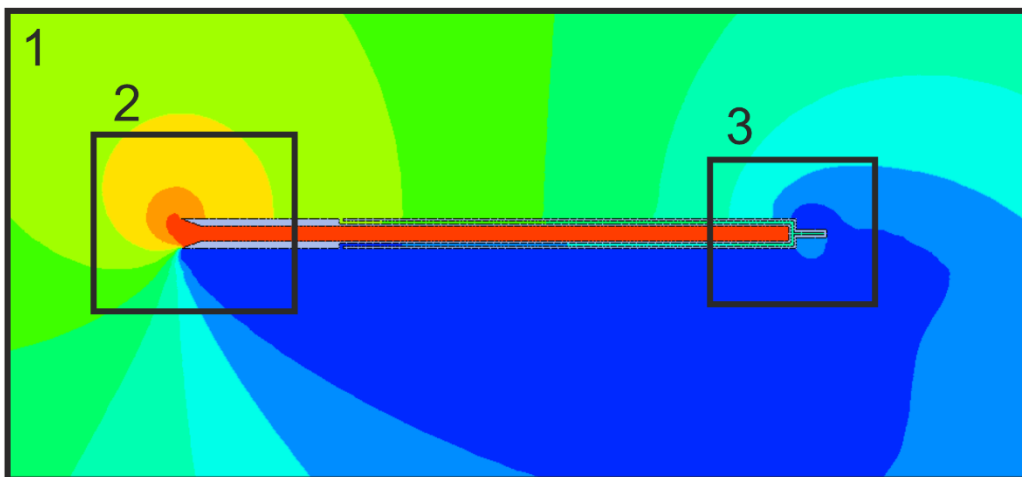
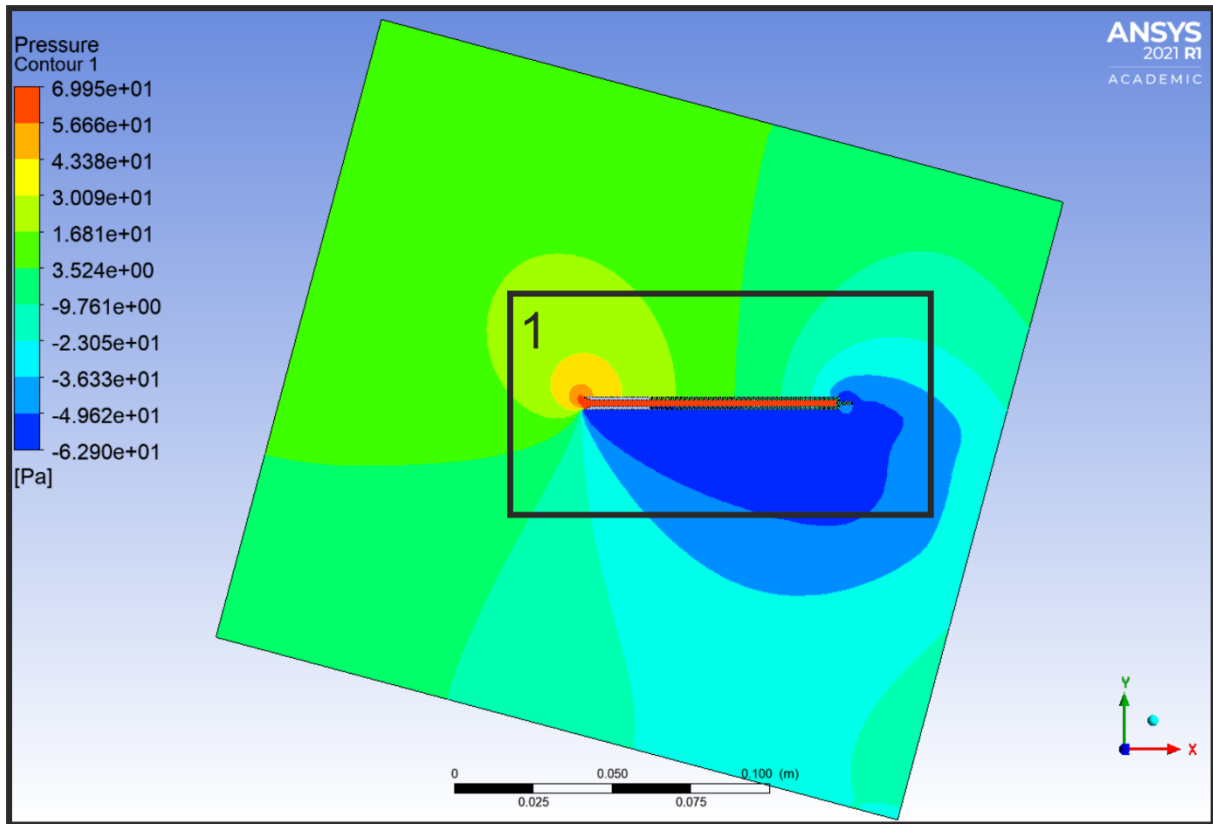
Příloha 48 – Grafické výsledky CFD – Úprava č.2 (v= 10 m/s; AoA=-10°)

$\Delta p_{\text{celk}} = 66,39 \text{ Pa}$; $\Delta p_H = -17,18 \text{ Pa}$



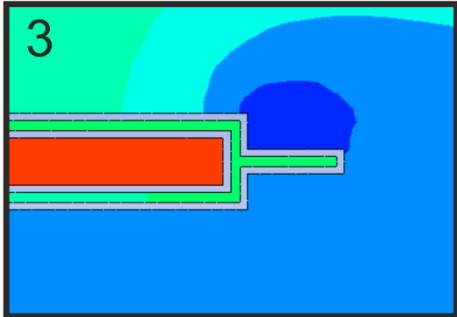
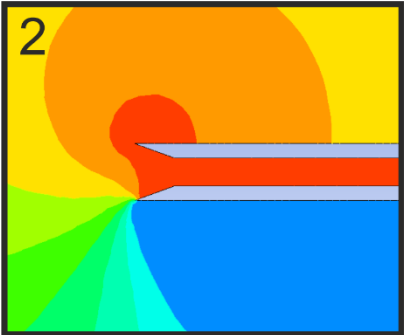
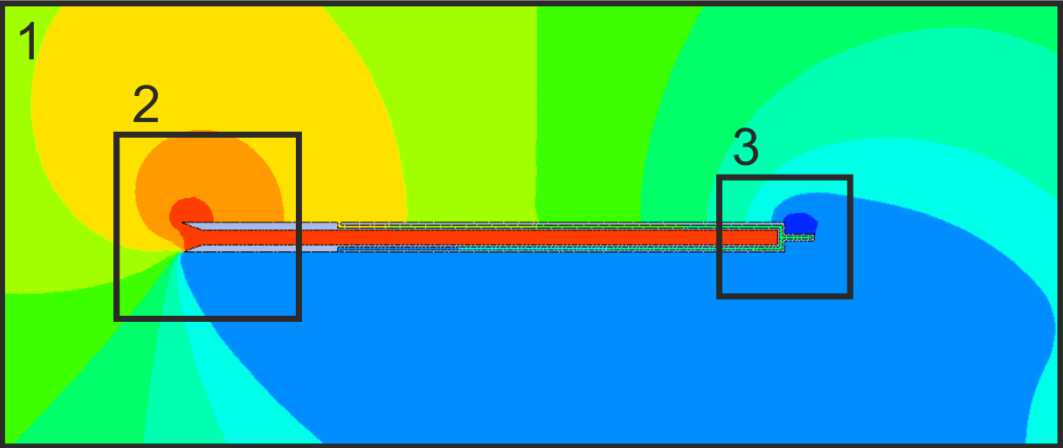
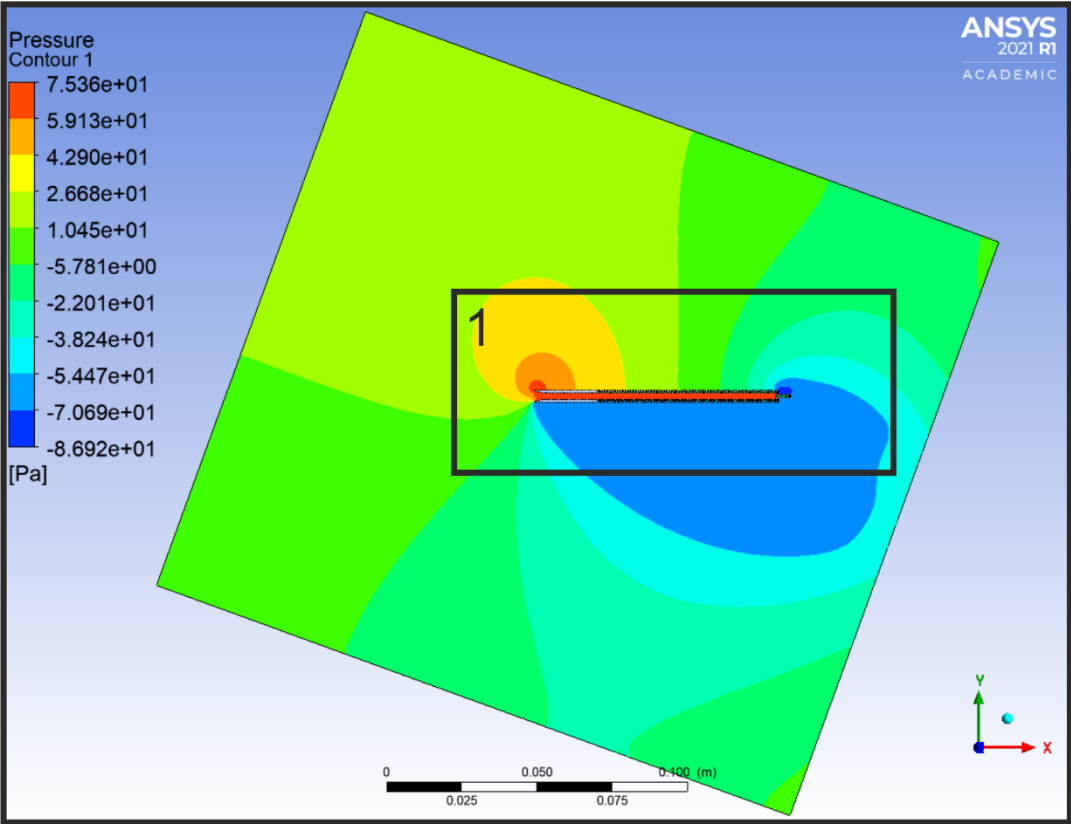
Příloha 49 – Grafické výsledky CFD – Úprava č.2 (v= 10 m/s; AoA=-15°)

$\Delta p_{\text{celk}} = 69,56 \text{ Pa}$; $\Delta p_H = -17,21 \text{ Pa}$



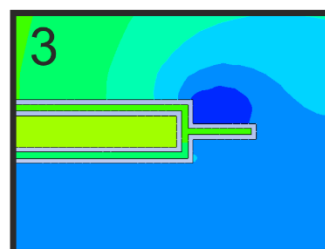
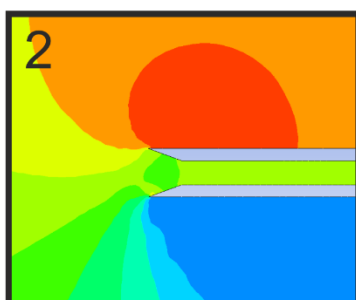
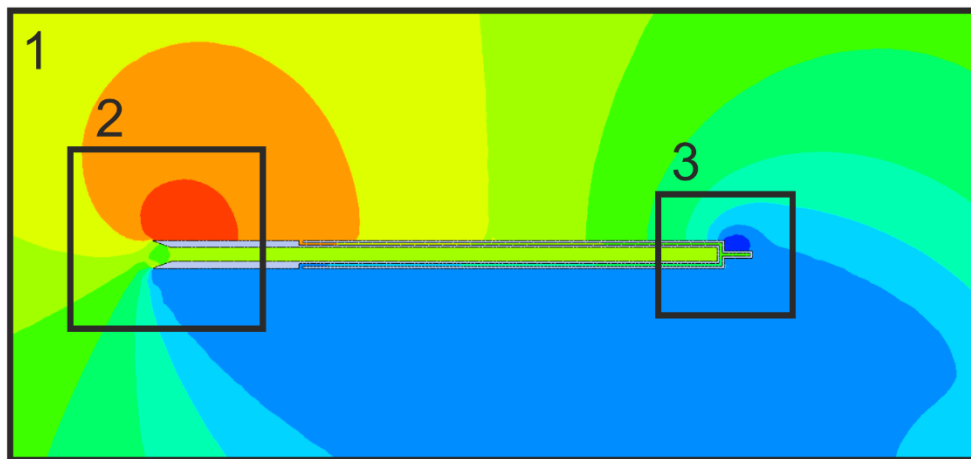
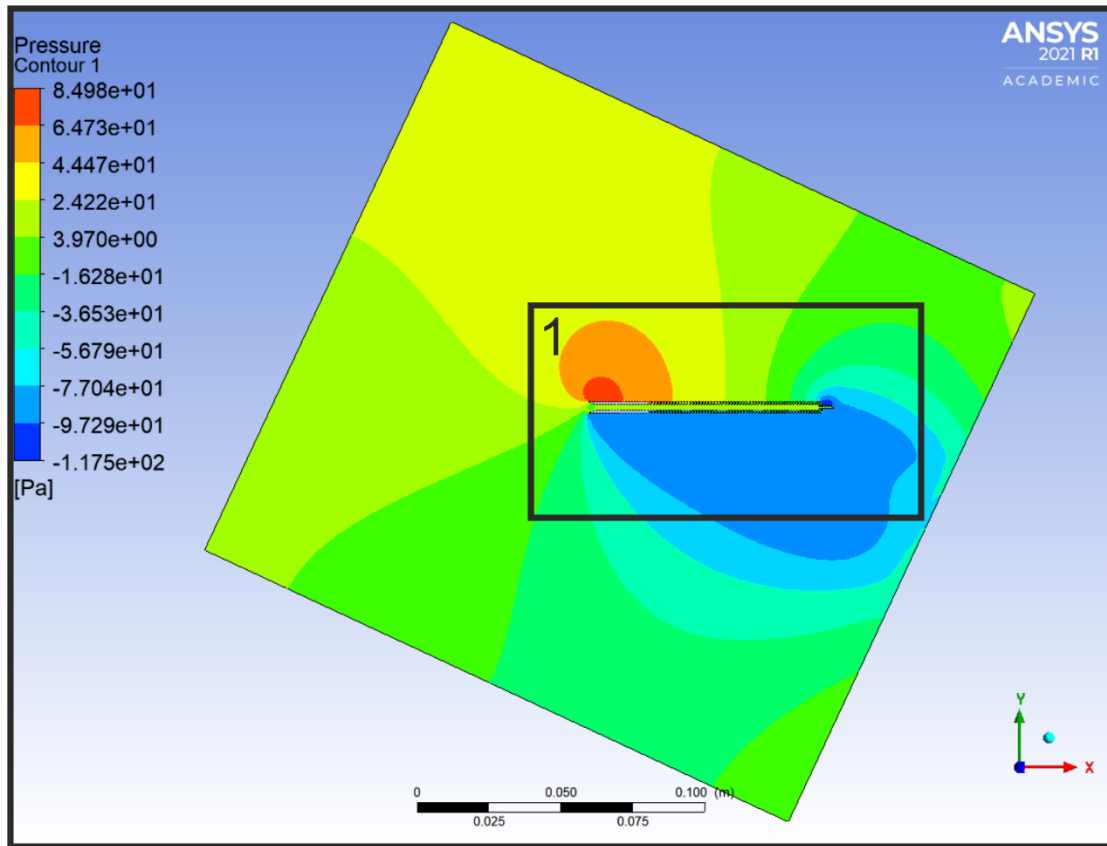
Příloha 50 – Grafické výsledky CFD – Úprava č.2 (v= 10 m/s; AoA=-20°)

$\Delta p_{celk} = 61,69 \text{ Pa}$; $\Delta p_H = -17,66 \text{ Pa}$



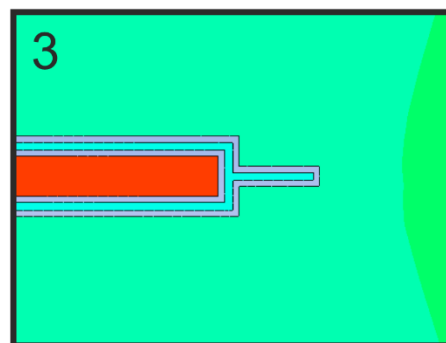
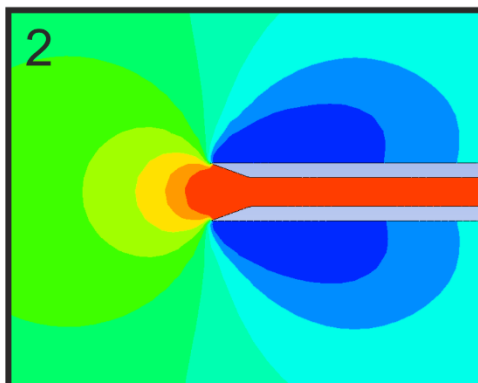
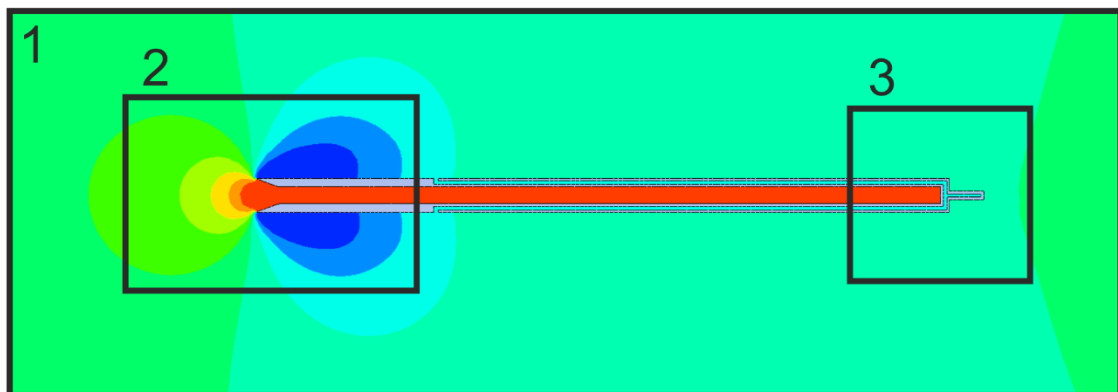
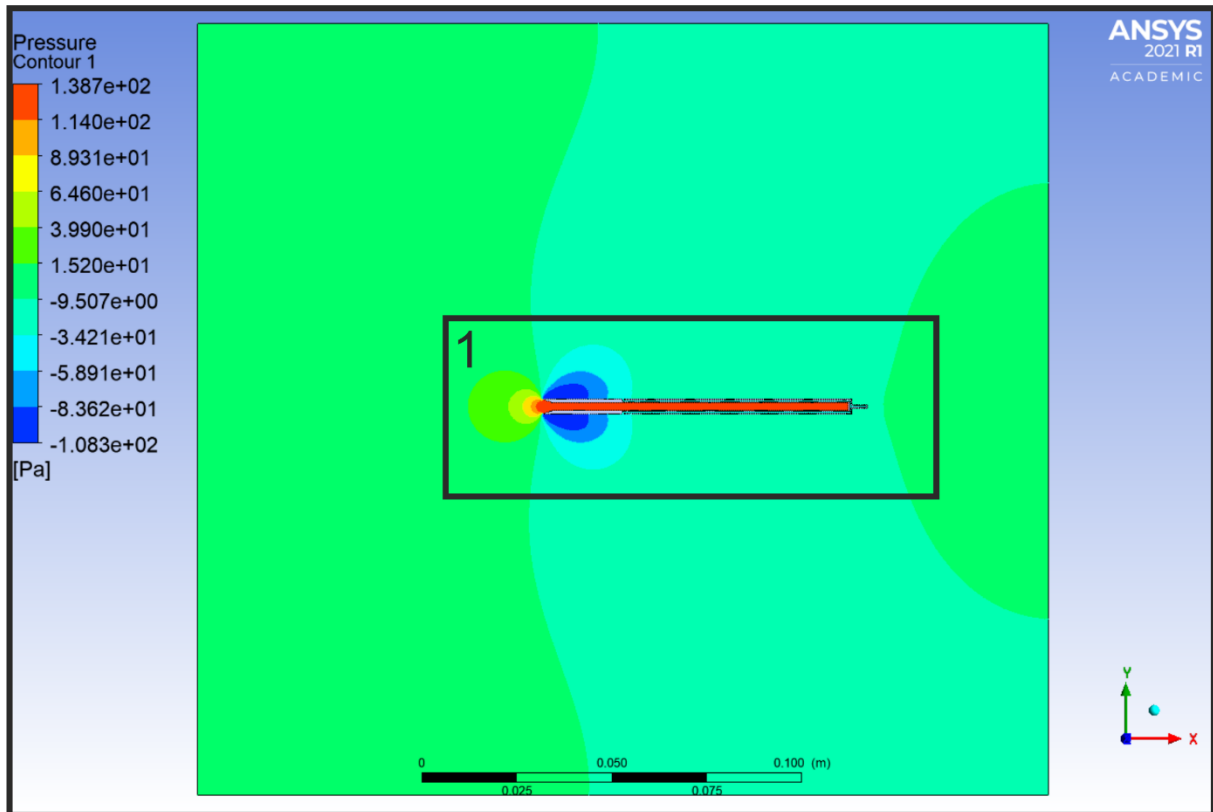
Příloha 51 – Grafické výsledky CFD – Úprava č.2 (v= 10 m/s; AoA=-25°)

$\Delta p_{\text{celk}} = 11,01 \text{ Pa}$; $\Delta p_H = -15,44 \text{ Pa}$



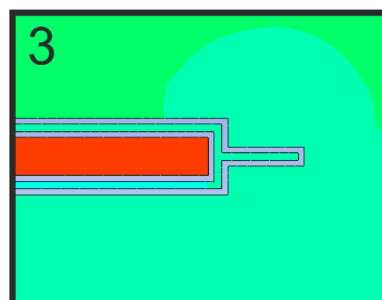
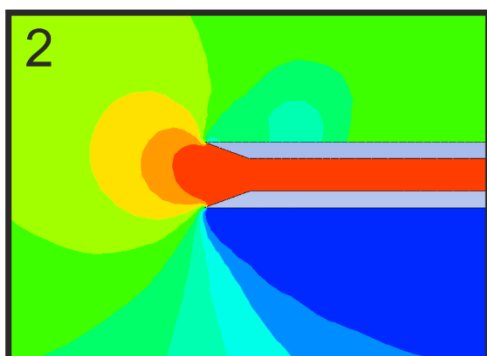
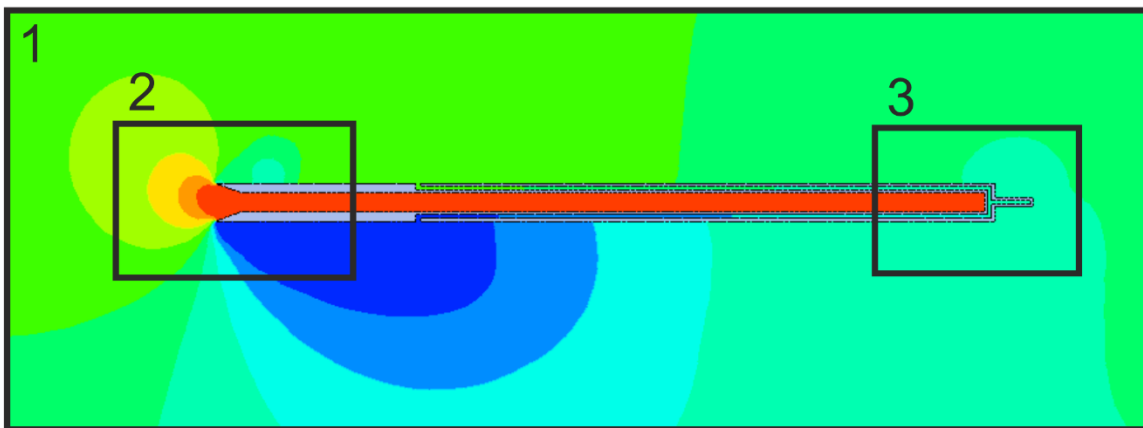
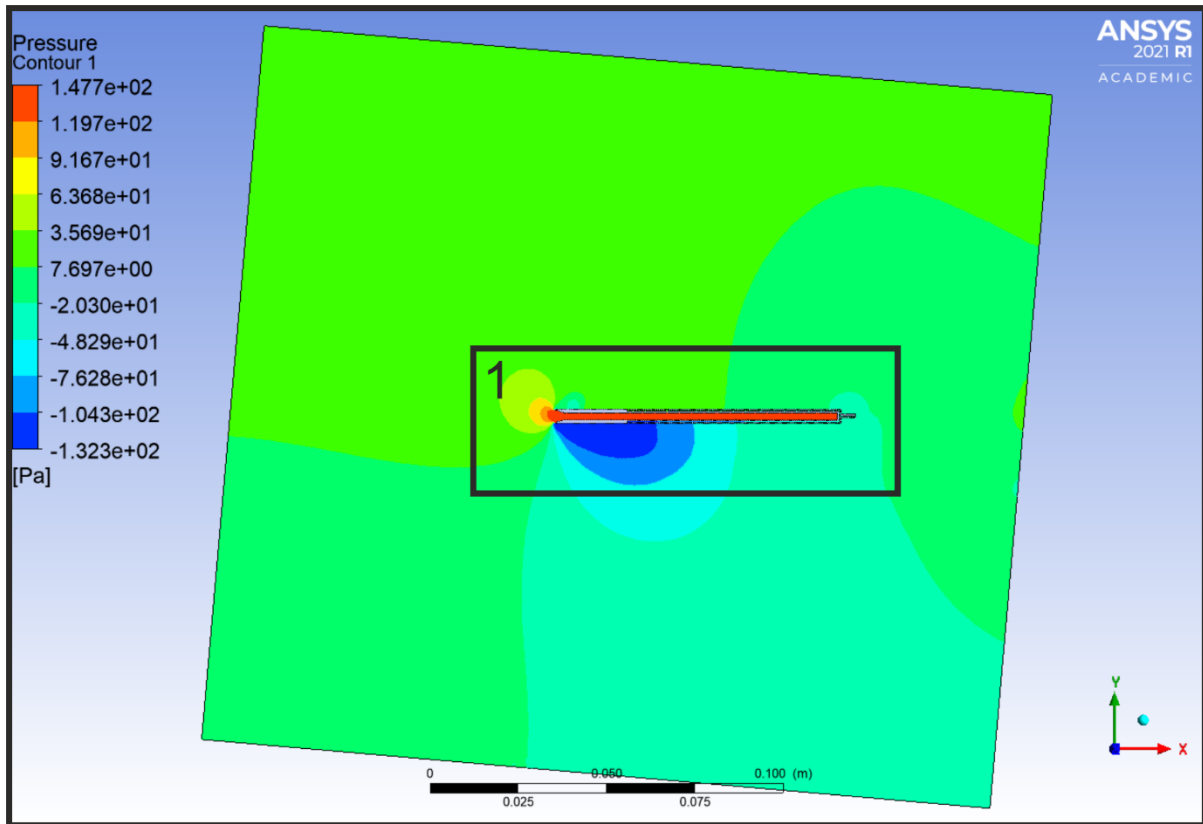
Příloha 52 – Grafické výsledky CFD – Úprava č.2 ($v= 15 \text{ m/s}$; $\text{AoA}=0^\circ$)

$\Delta p_{\text{celk}} = 138,69 \text{ Pa}$; $\Delta p_H = -40,29 \text{ Pa}$



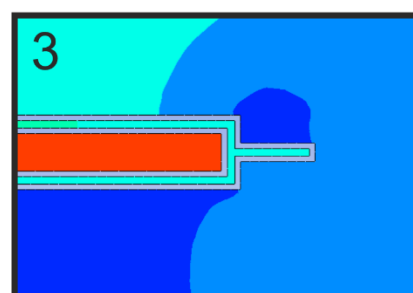
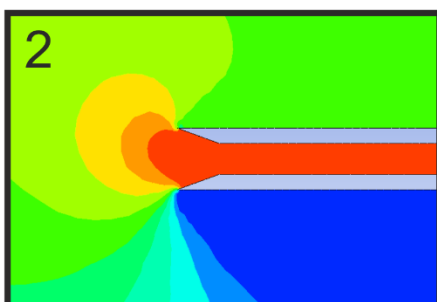
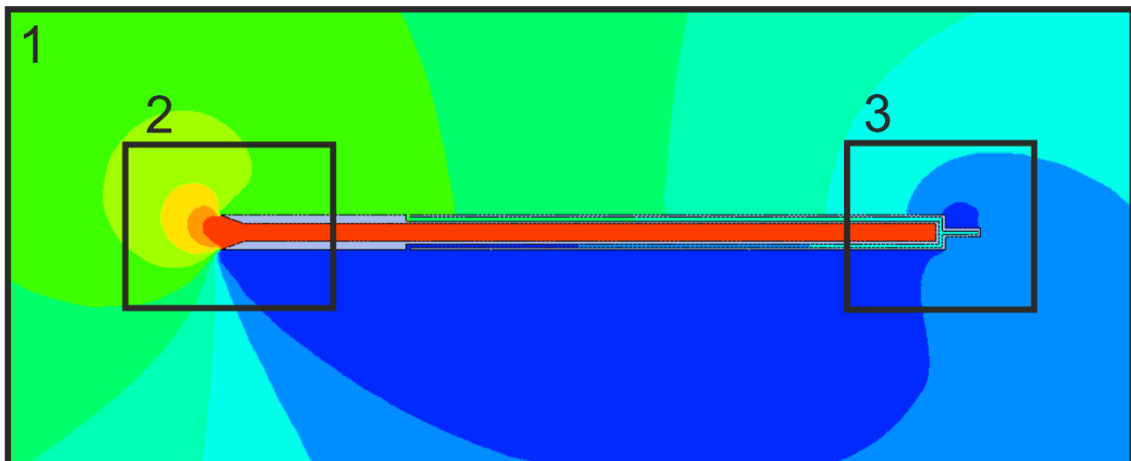
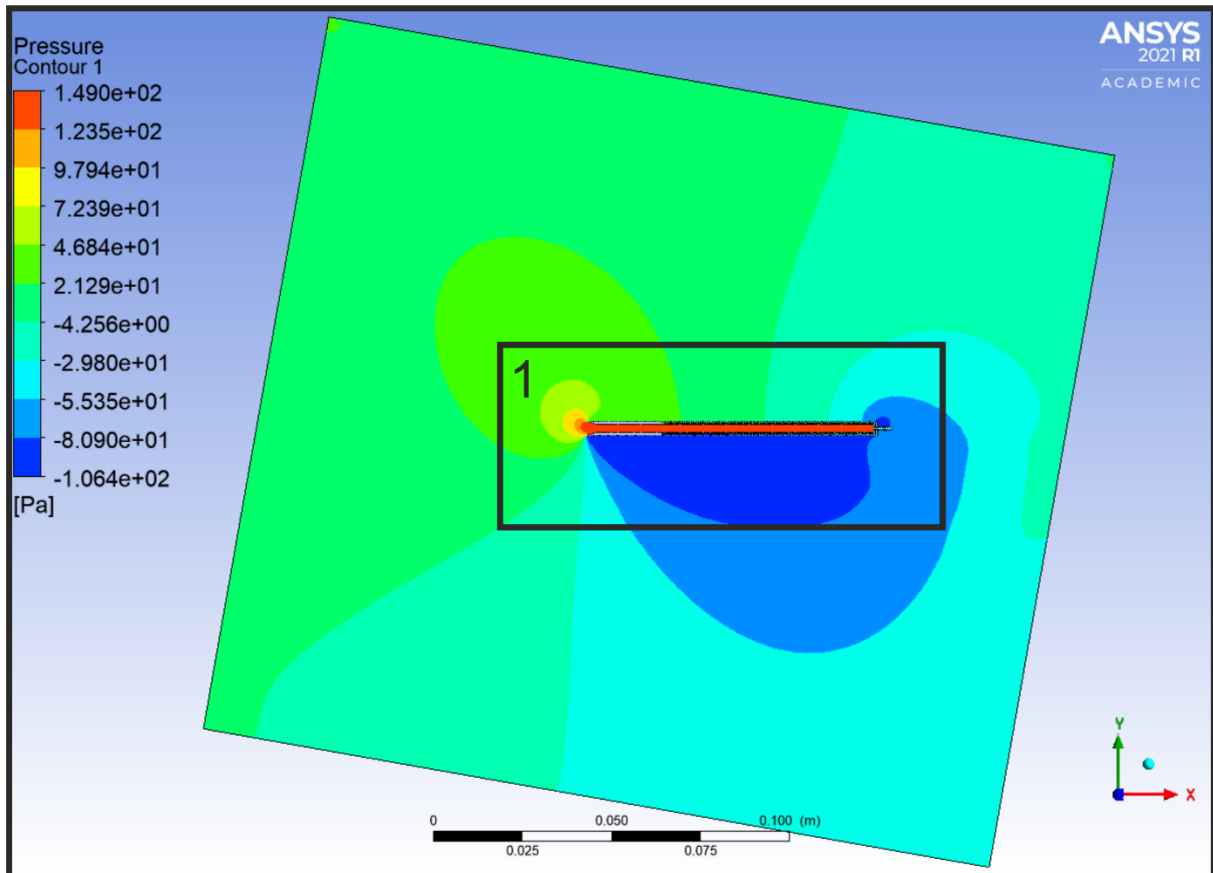
Příloha 53 – Grafické výsledky CFD – Úprava č.2 ($v= 15 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 147,19 \text{ Pa}$; $\Delta p_H = -45,81 \text{ Pa}$



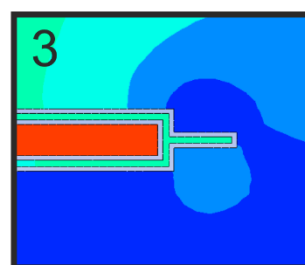
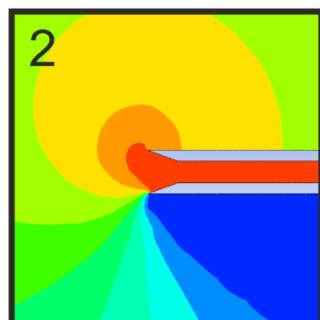
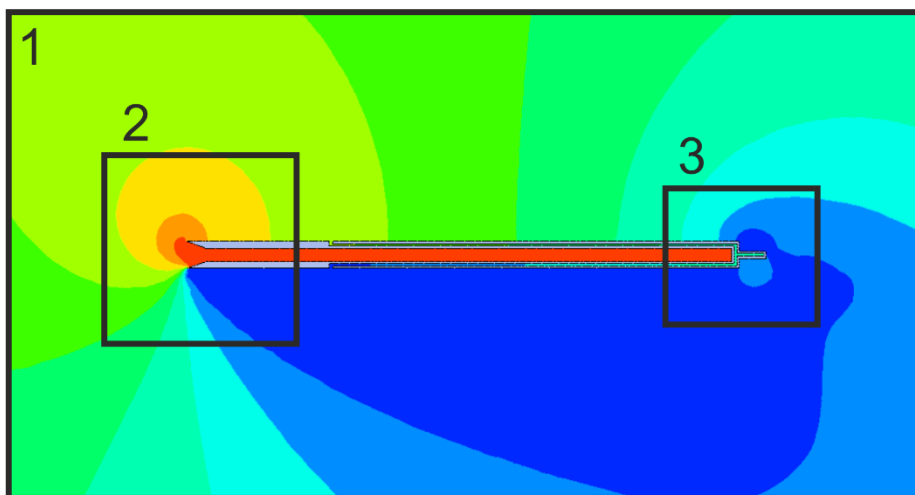
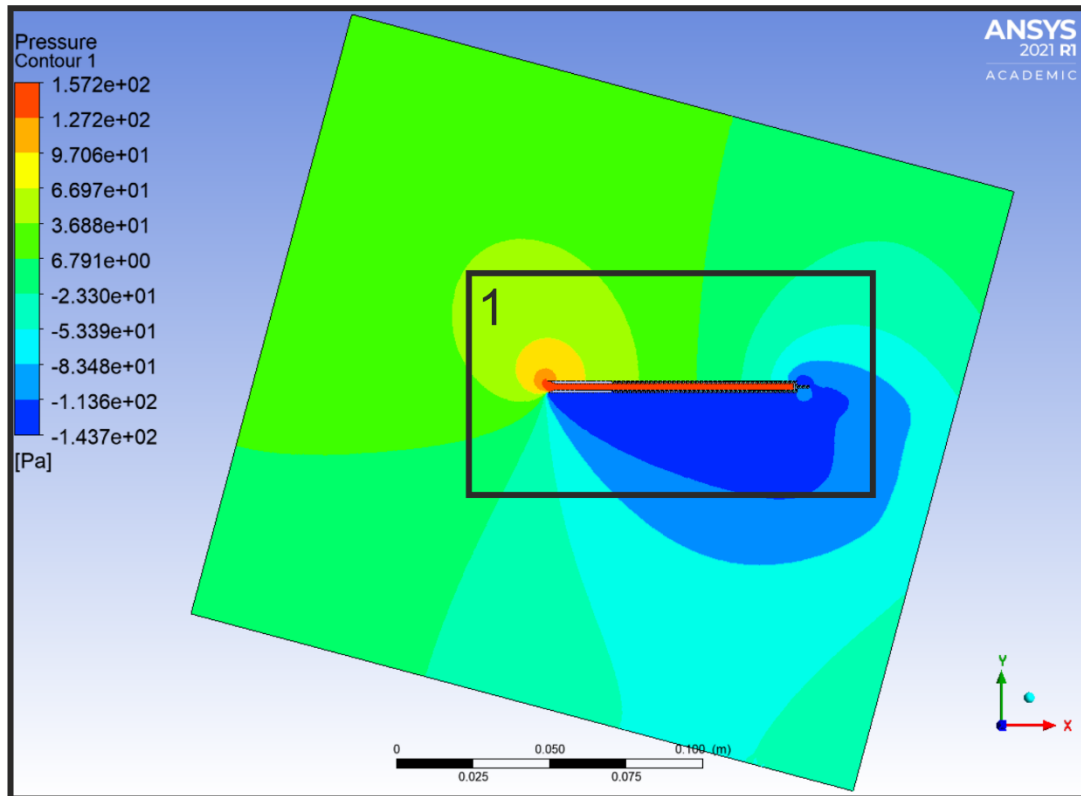
Příloha 54 – Grafické výsledky CFD – Úprava č.2 ($v= 15 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 148,95 \text{ Pa}$; $\Delta p_H = -39,30 \text{ Pa}$



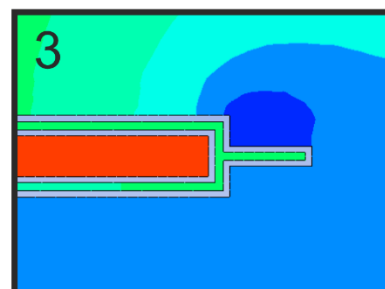
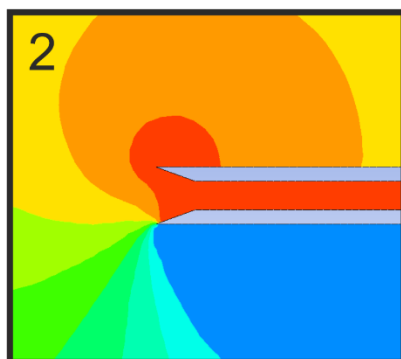
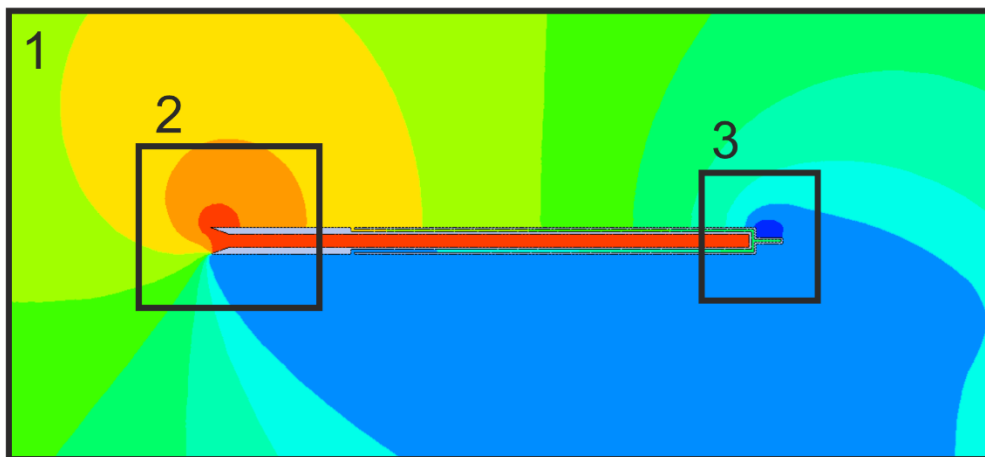
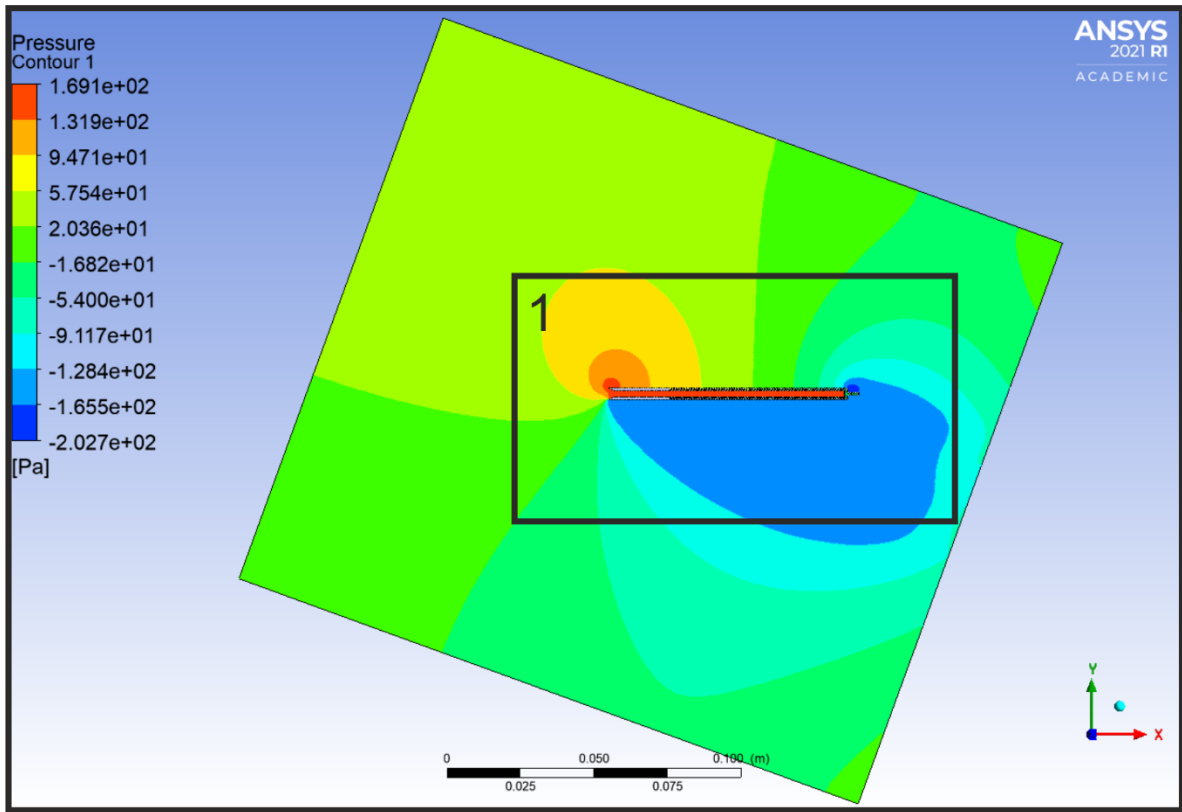
Příloha 55 – Grafické výsledky CFD – Úprava č.2 (v= 15 m/s; AoA=-15°)

$\Delta p_{\text{celk}} = 156,46 \text{ Pa}$; $\Delta p_H = -39,75 \text{ Pa}$



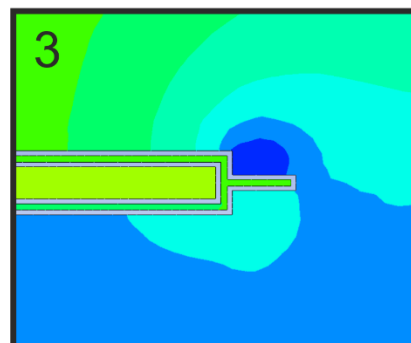
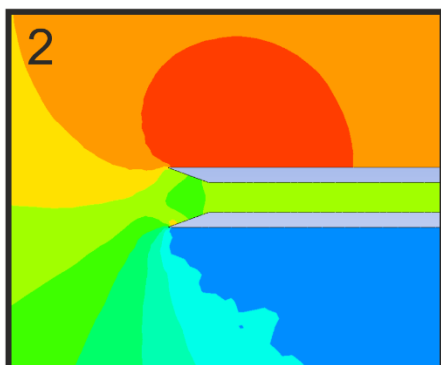
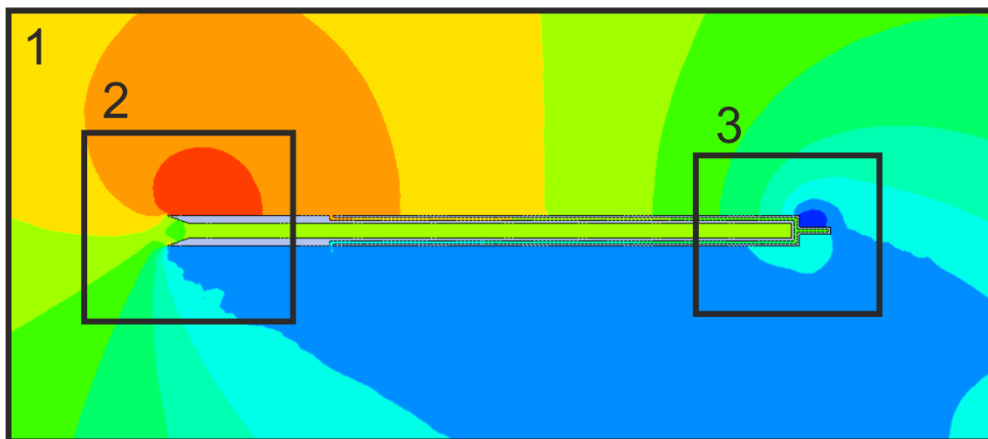
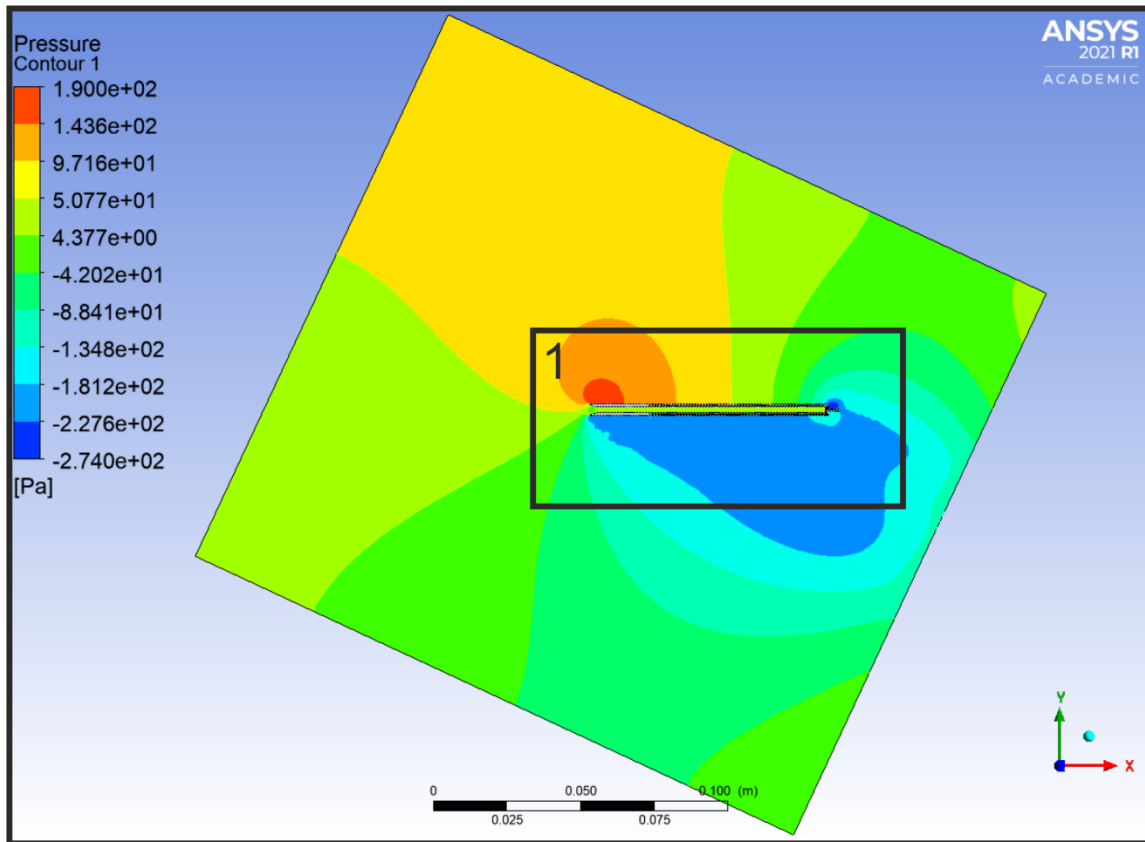
Příloha 56 – Grafické výsledky CFD – Úprava č.2 (v= 15 m/s; AoA=-20°)

$\Delta p_{\text{celk}} = 139,29 \text{ Pa}$; $\Delta p_H = -41,76 \text{ Pa}$



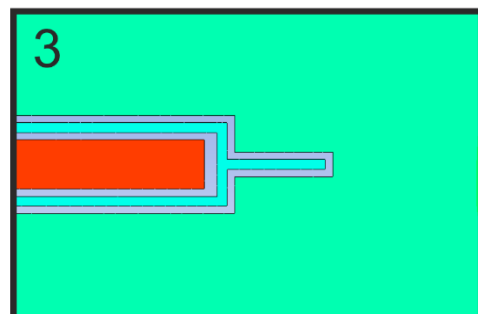
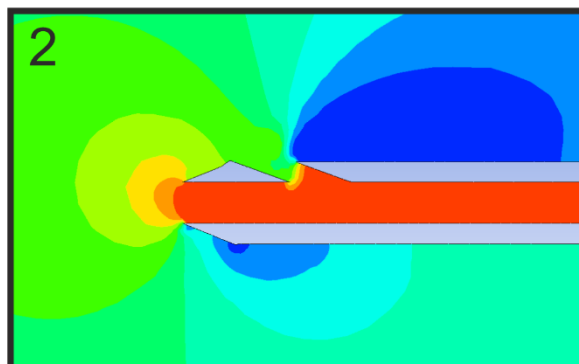
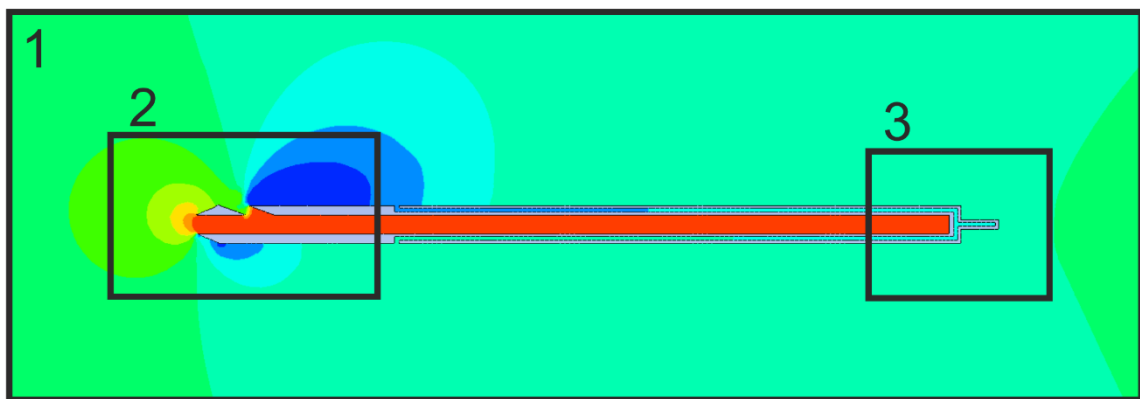
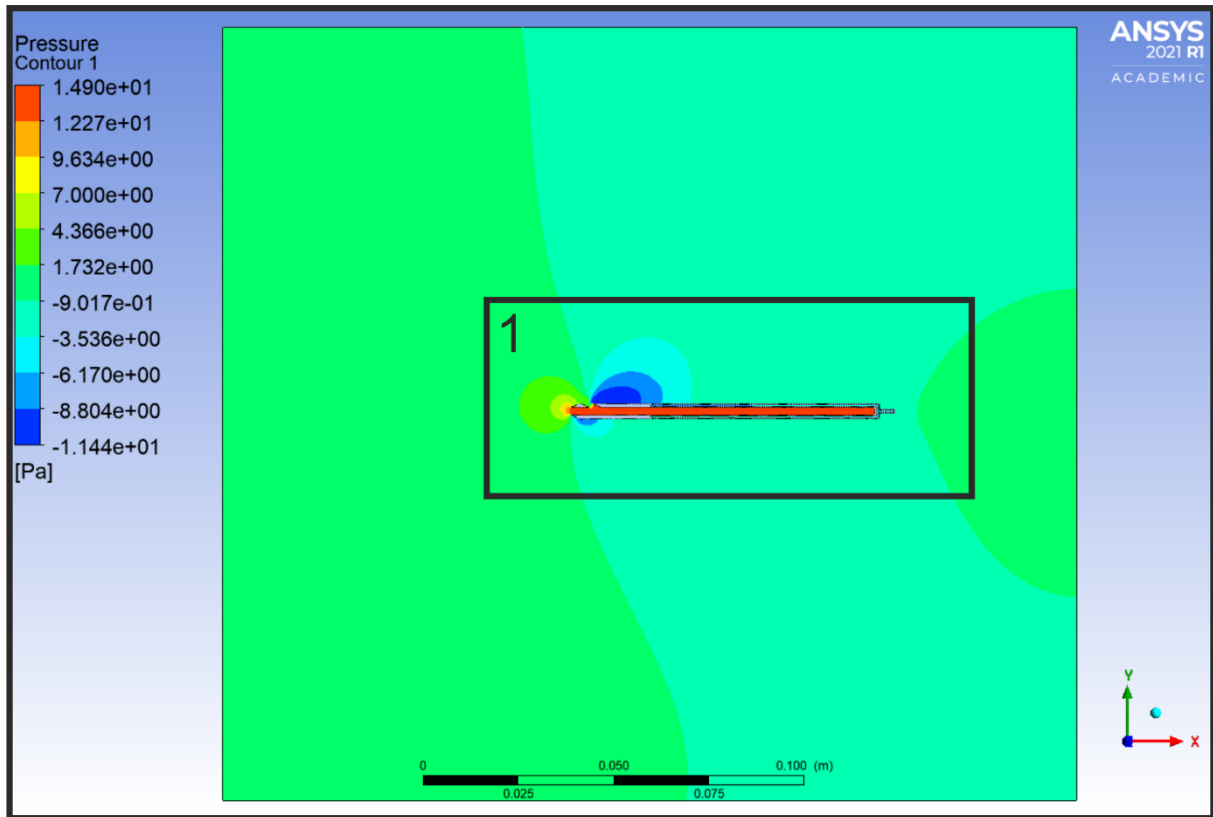
Příloha 57 – Grafické výsledky CFD – Úprava č.2 ($v= 15 \text{ m/s}$; $\text{AoA}=-25^\circ$)

$\Delta p_{\text{celk}} = 31,45 \text{ Pa}$; $\Delta p_H = -37,45 \text{ Pa}$



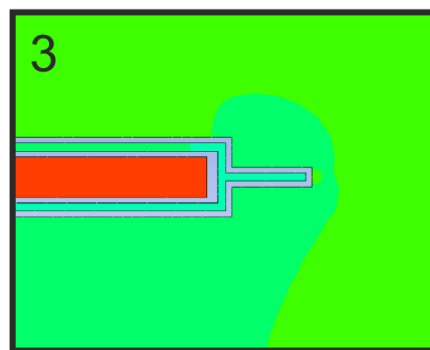
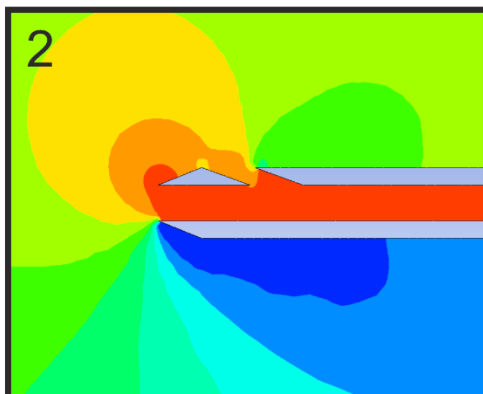
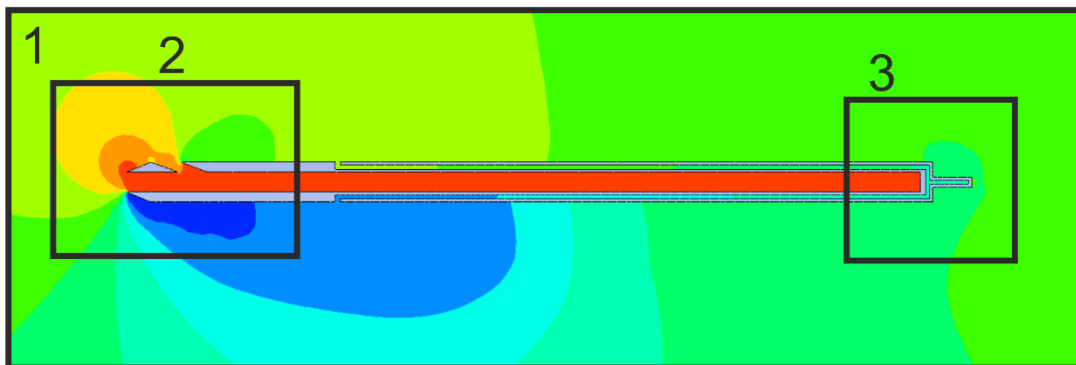
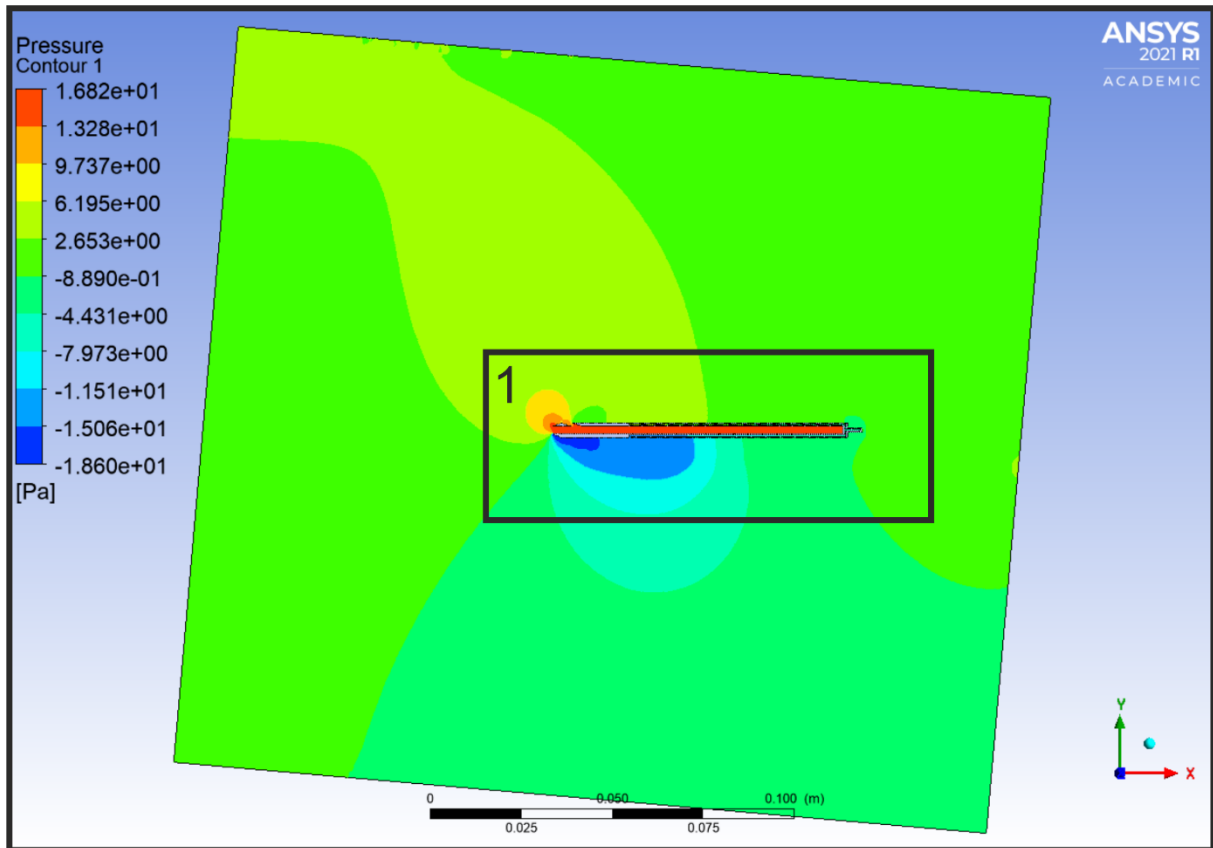
Příloha 58 – Grafické výsledky CFD – Úprava č.3 ($v = 5 \text{ m/s}$; $\text{AoA} = 0^\circ$)

$\Delta p_{\text{celk}} = 14,24 \text{ Pa}$; $\Delta p_H = -4,63 \text{ Pa}$



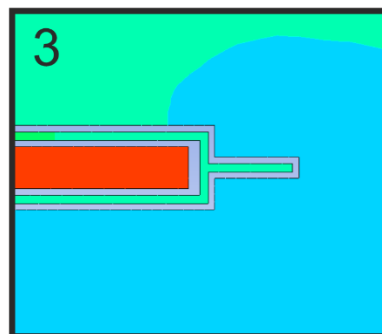
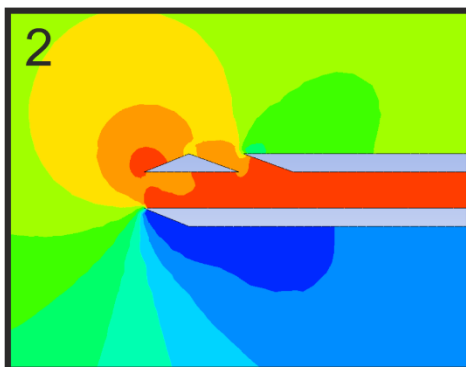
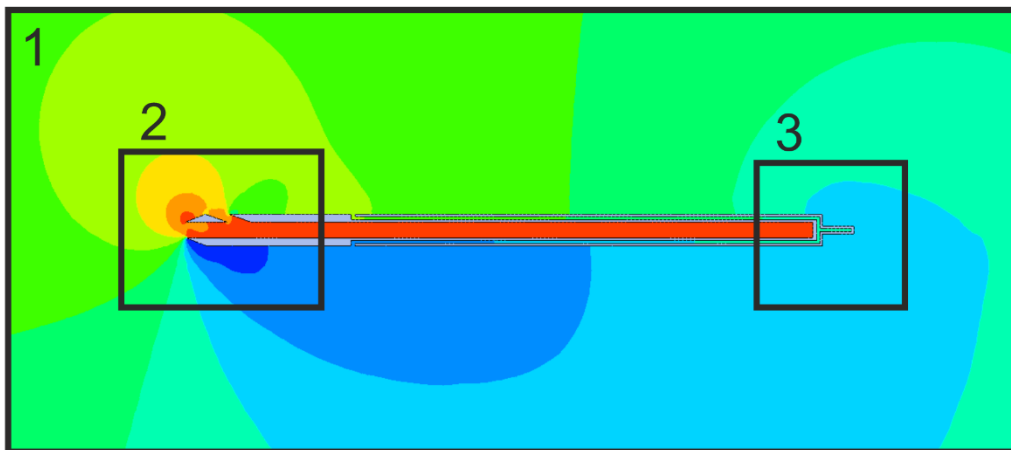
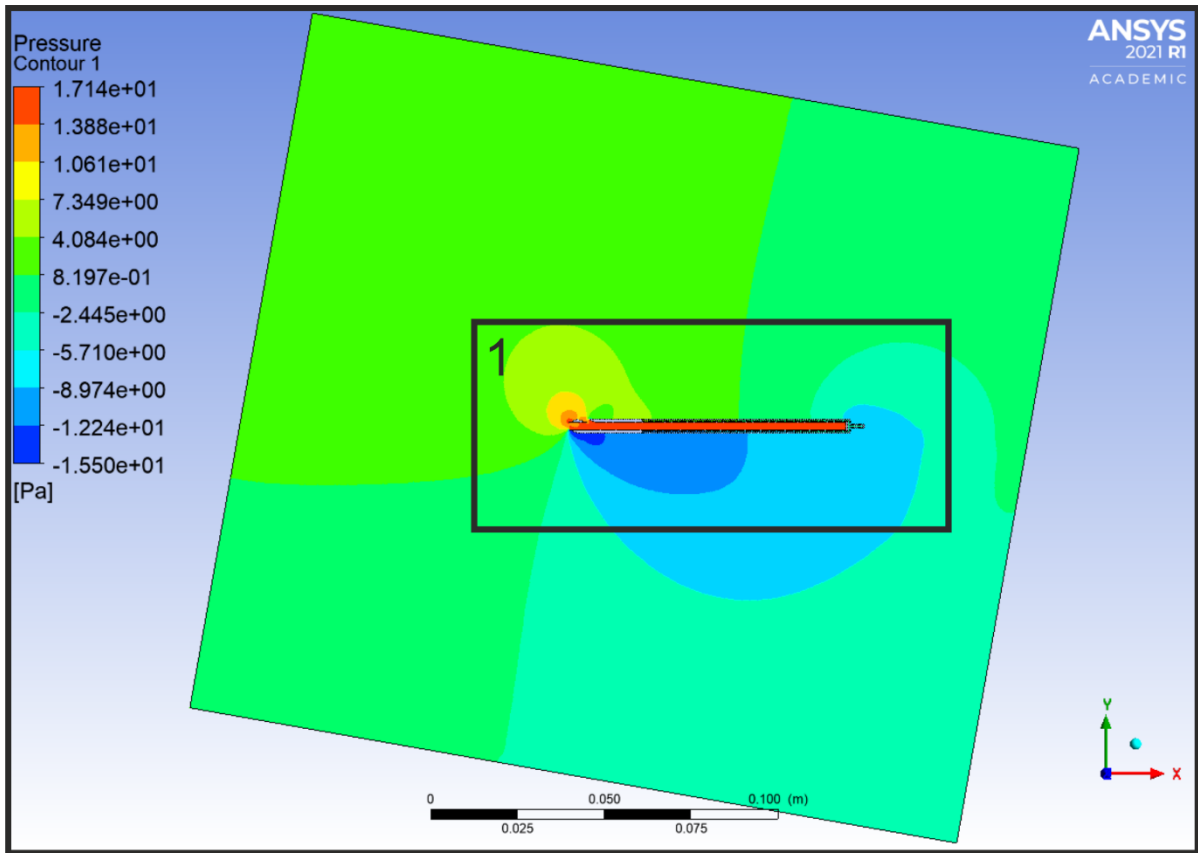
Příloha 59 – Grafické výsledky CFD – Úprava č.3 ($v = 5 \text{ m/s}$; $\text{AoA} = -5^\circ$)

$\Delta p_{\text{celk}} = 15,38 \text{ Pa}$; $\Delta p_H = -4,85 \text{ Pa}$



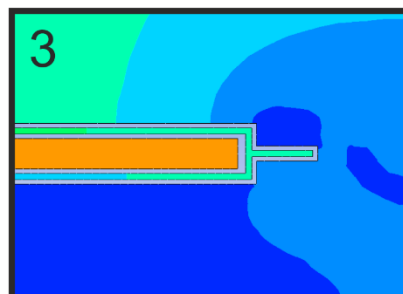
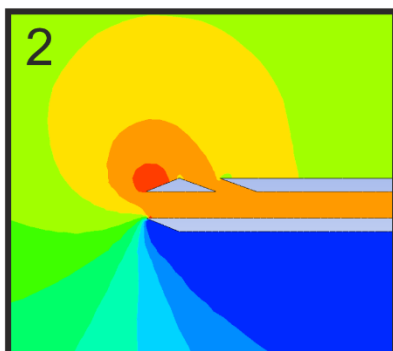
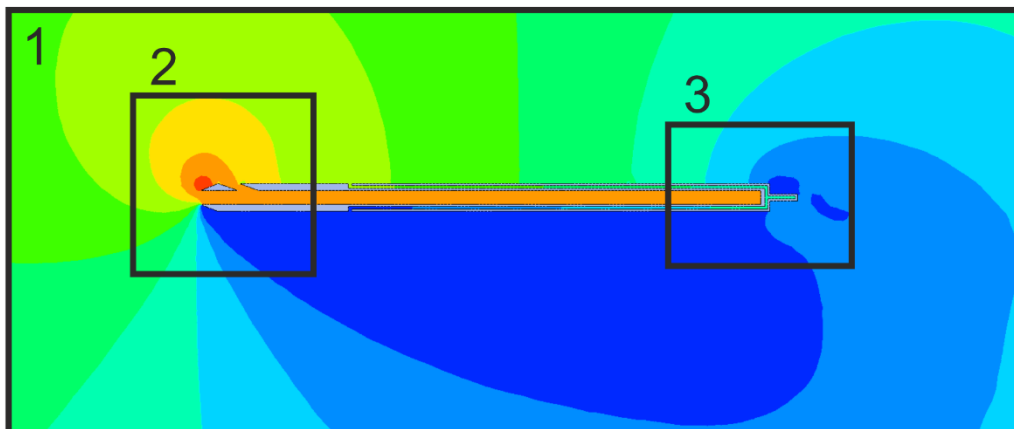
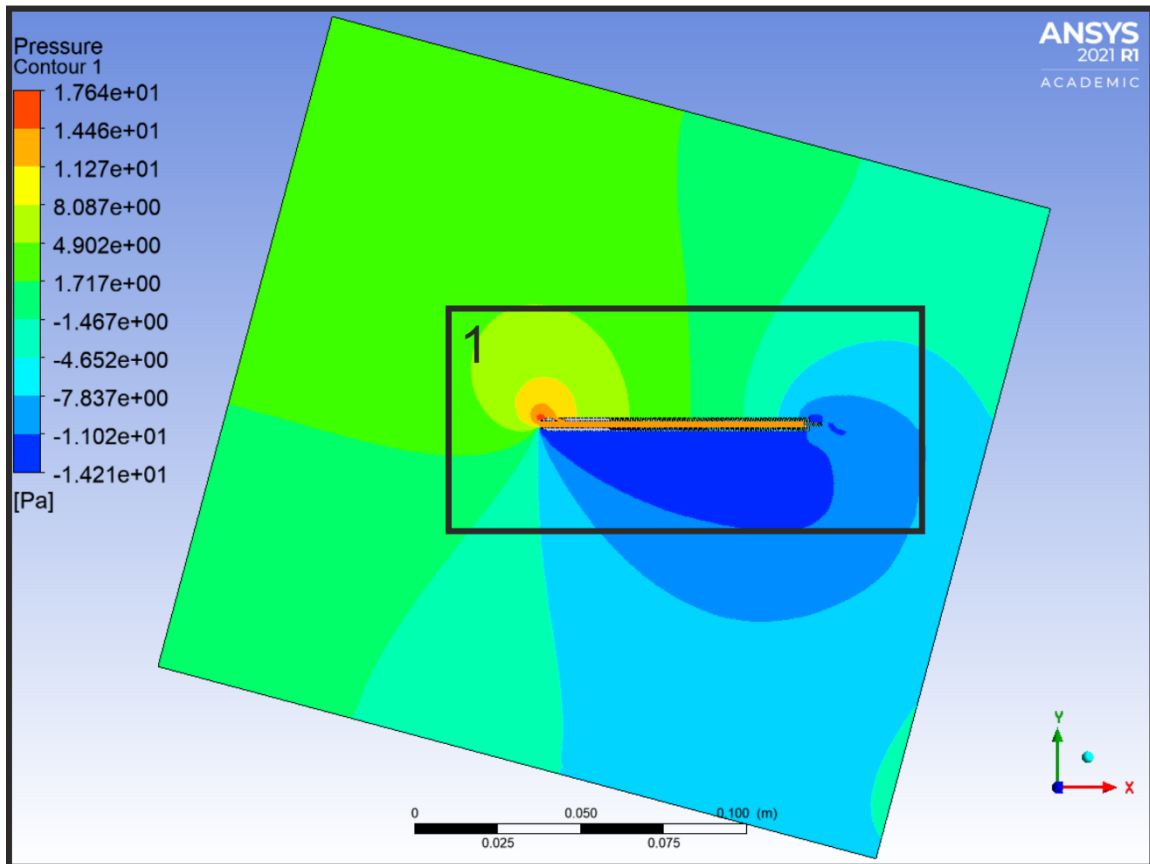
Příloha 60 – Grafické výsledky CFD – Úprava č.3 (v= 5 m/s; AoA=-10°)

$\Delta p_{\text{celk}} = 14,68 \text{ Pa}$; $\Delta p_H = -3,51 \text{ Pa}$



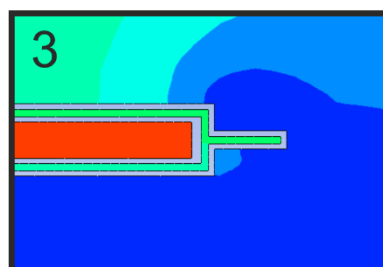
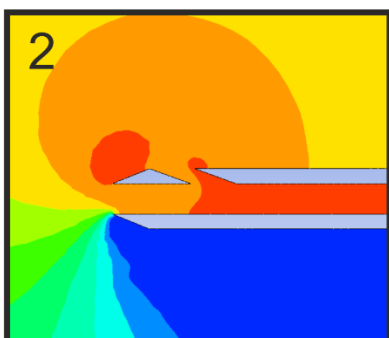
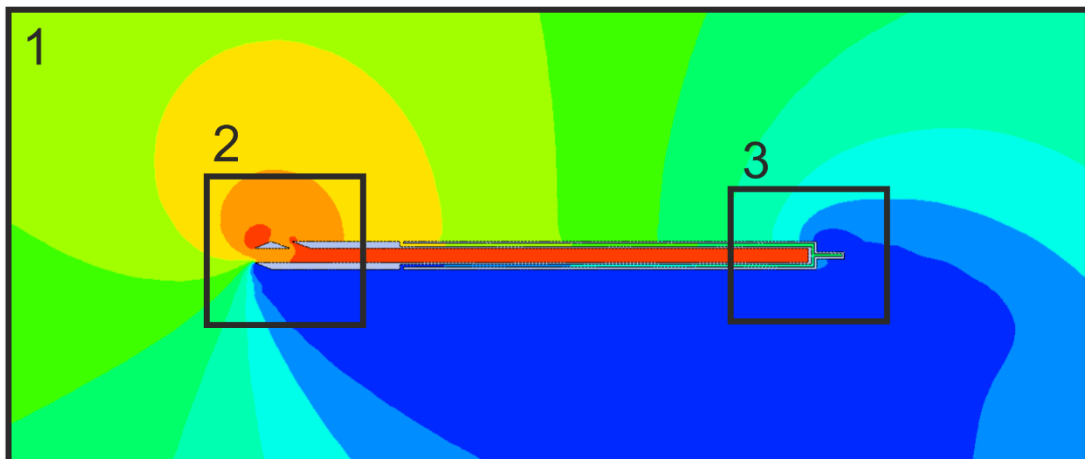
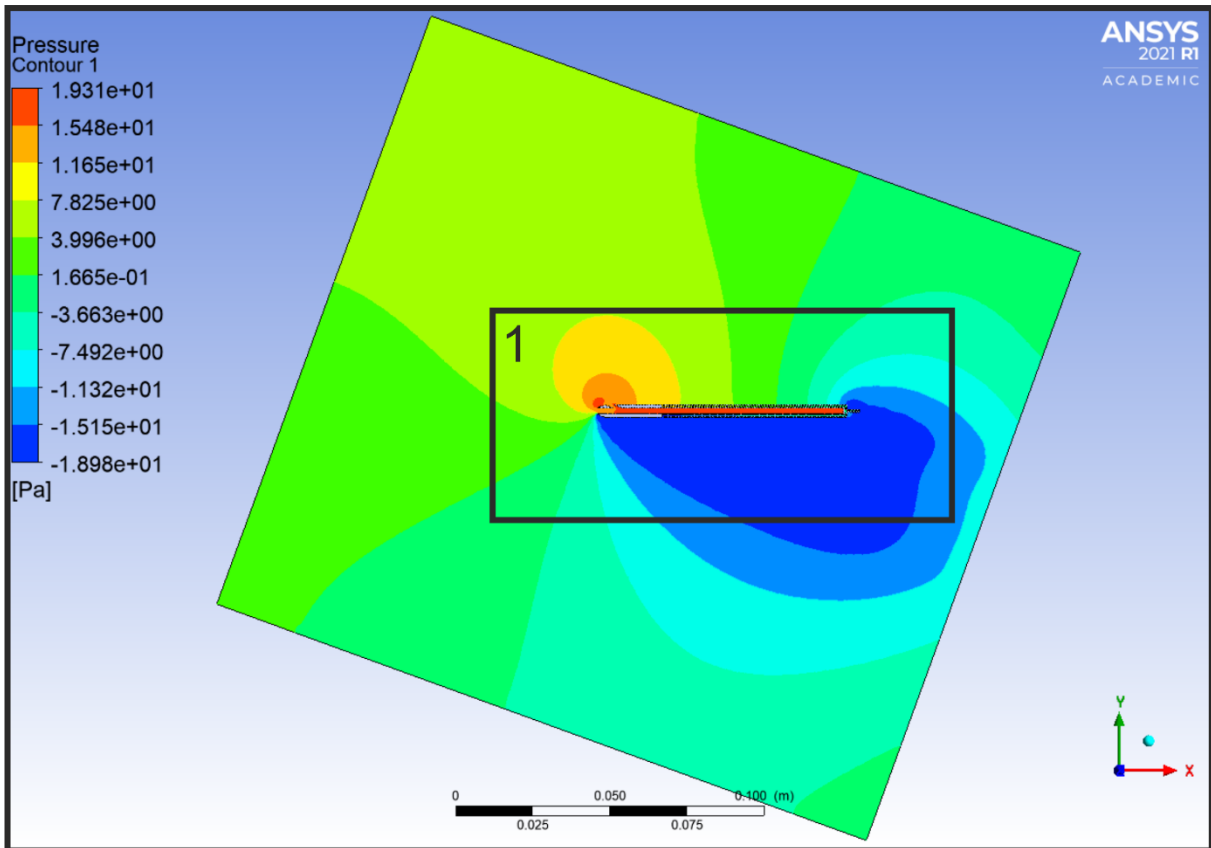
Příloha 61 – Grafické výsledky CFD – Úprava č.3 (v= 5 m/s; AoA=-15°)

$\Delta p_{\text{celk}} = 13,03 \text{ Pa}$; $\Delta p_H = -3,25 \text{ Pa}$



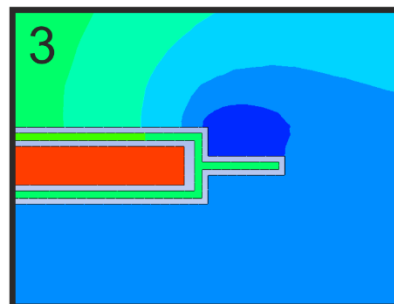
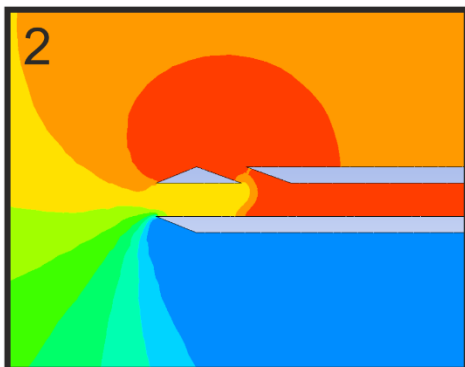
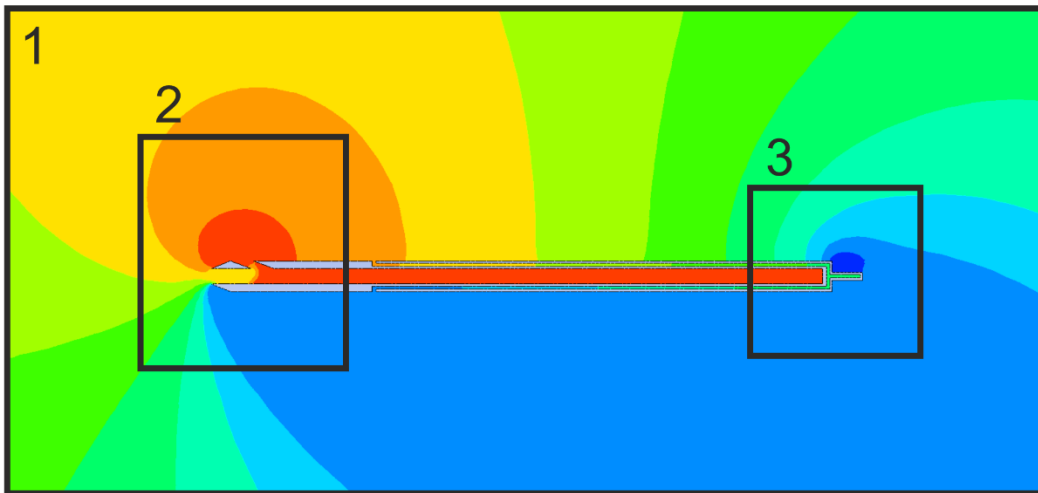
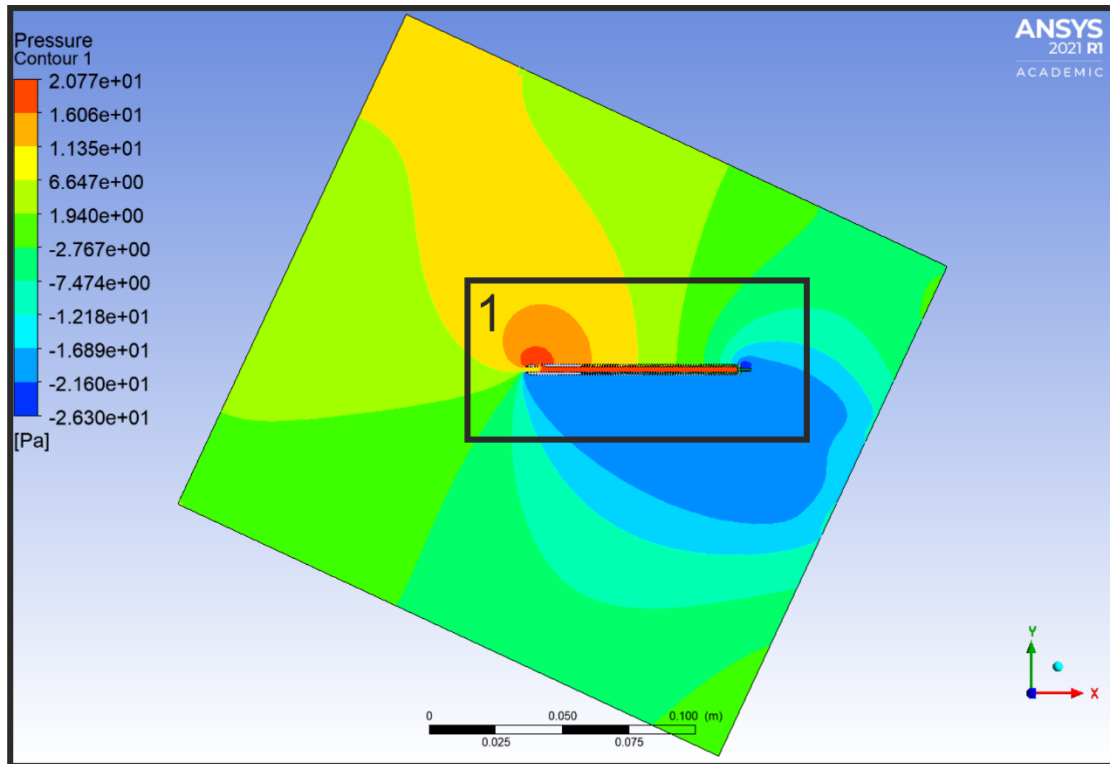
Příloha 62 – Grafické výsledky CFD – Úprava č.3 ($v = 5 \text{ m/s}$; $\text{AoA} = -20^\circ$)

$\Delta p_{\text{celk}} = 17,42 \text{ Pa}$; $\Delta p_H = -3,63 \text{ Pa}$



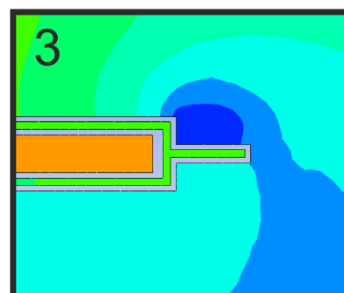
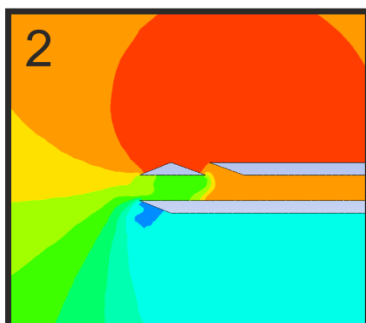
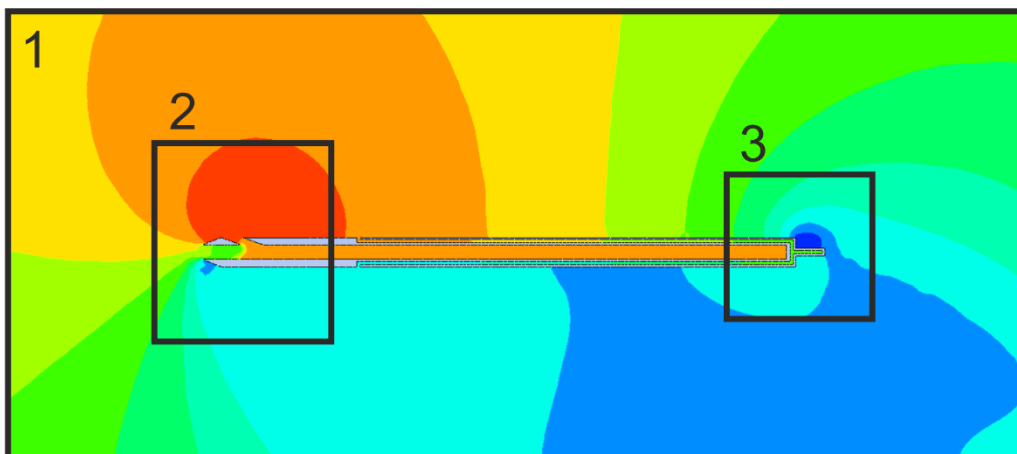
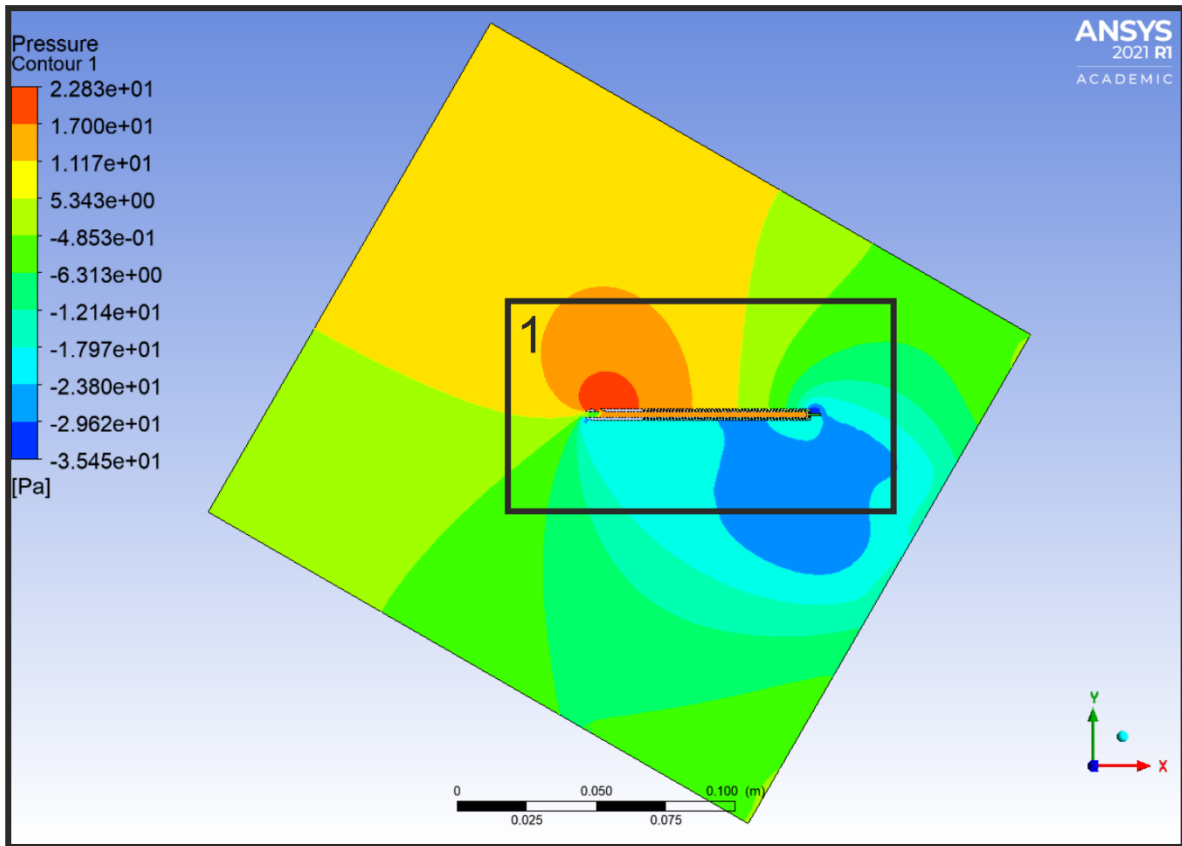
Příloha 63 – Grafické výsledky CFD – Úprava č.3 ($v = 5 \text{ m/s}$; $\text{AoA} = -25^\circ$)

$\Delta p_{\text{celk}} = 16,98 \text{ Pa}$; $\Delta p_H = -3,84 \text{ Pa}$



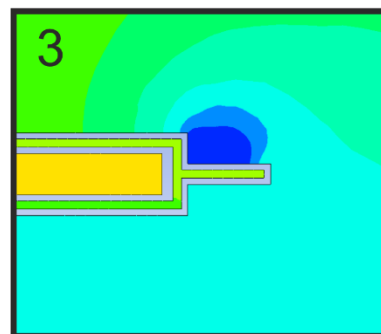
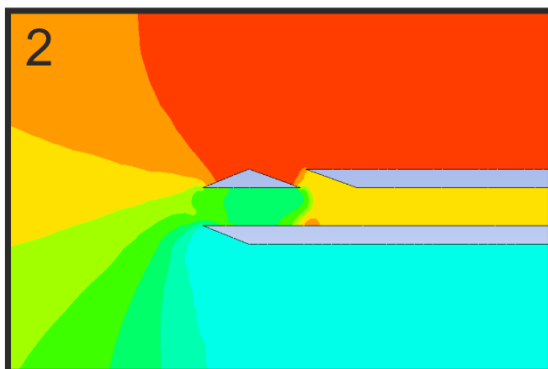
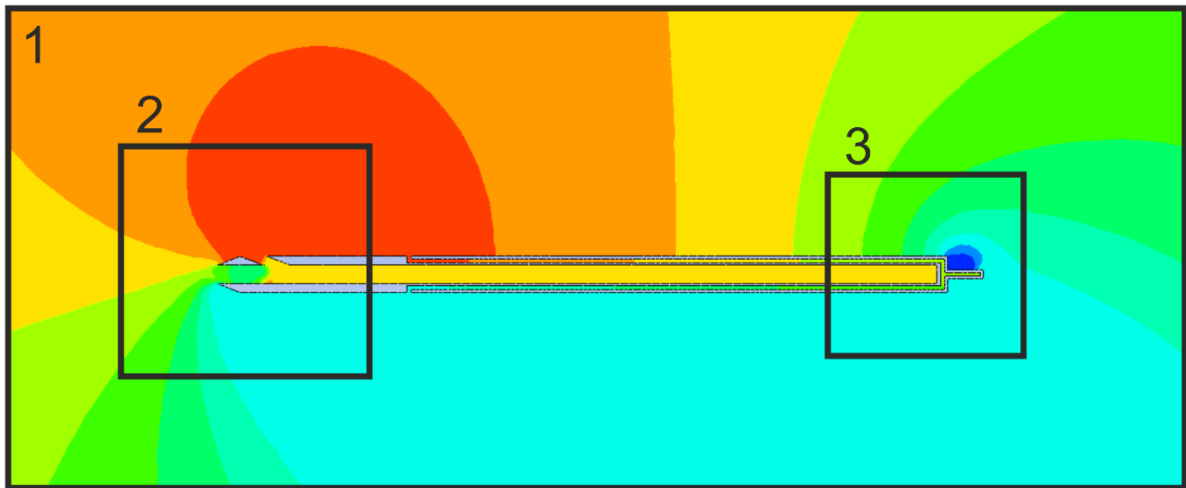
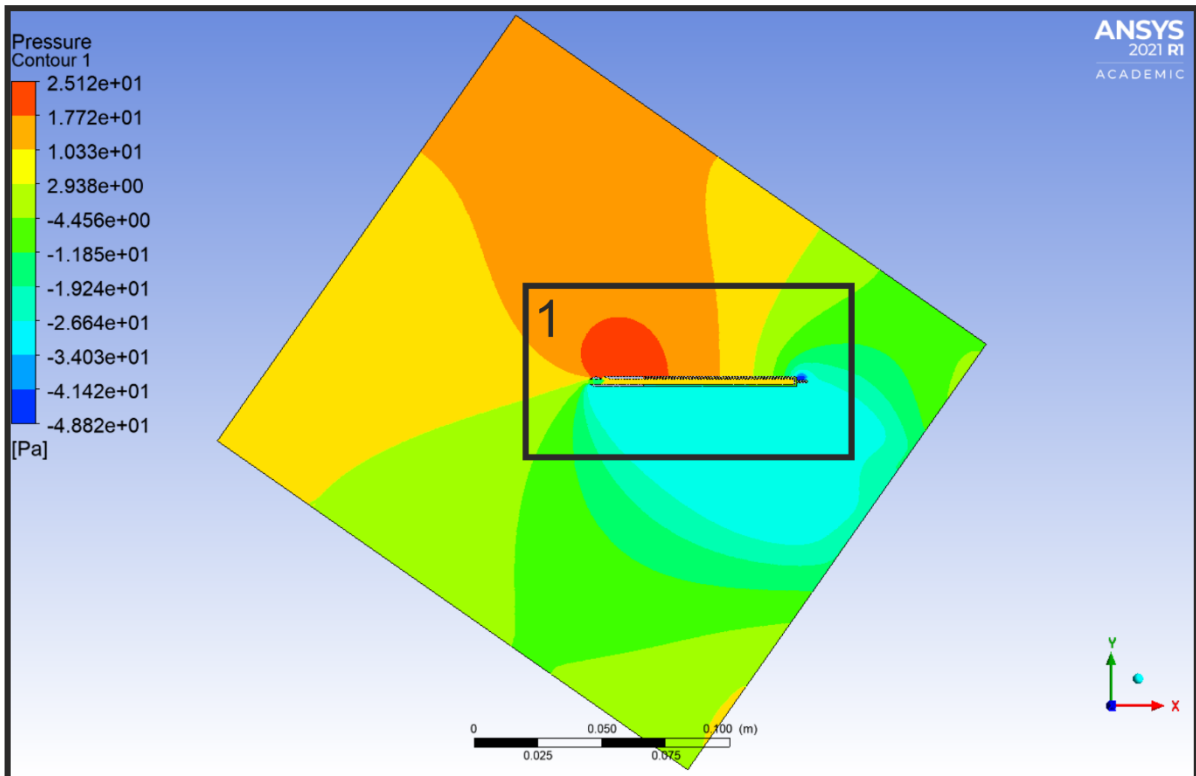
Příloha 64 – Grafické výsledky CFD – Úprava č.3 (v= 5 m/s; AoA=-30°)

$\Delta p_{\text{celk}} = 13,72 \text{ Pa}$; $\Delta p_H = -3,57 \text{ Pa}$



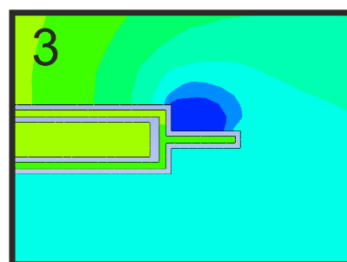
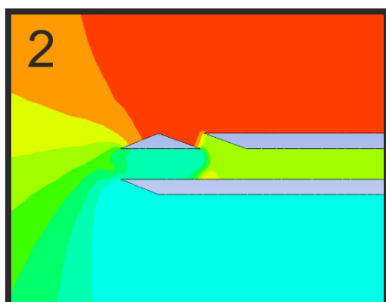
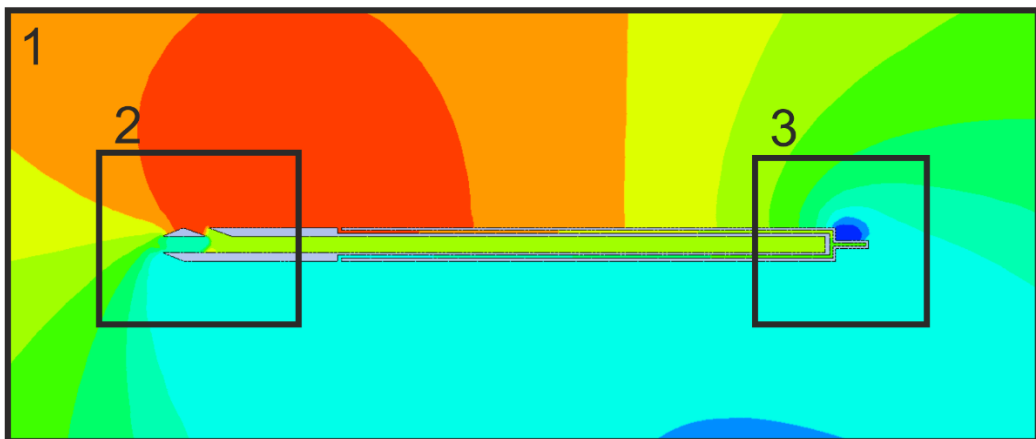
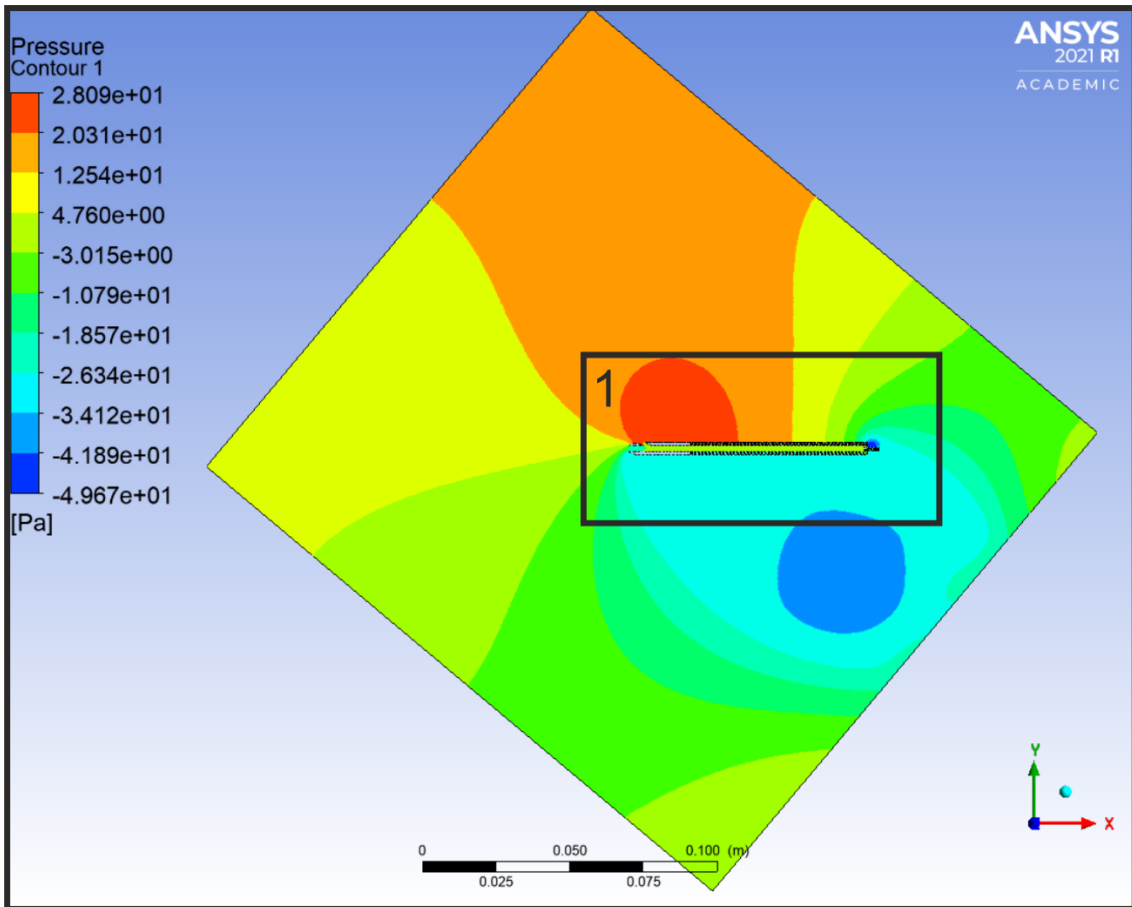
Příloha 65 – Grafické výsledky CFD – Úprava č.3 (v= 5 m/s; AoA=-35°)

$\Delta p_{\text{celk}} = 8,57 \text{ Pa}$; $\Delta p_H = -3,98 \text{ Pa}$



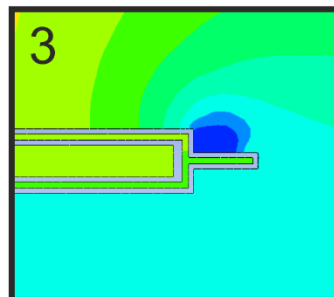
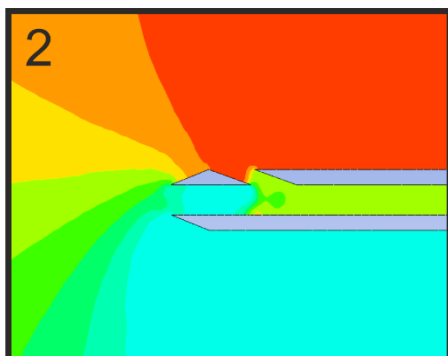
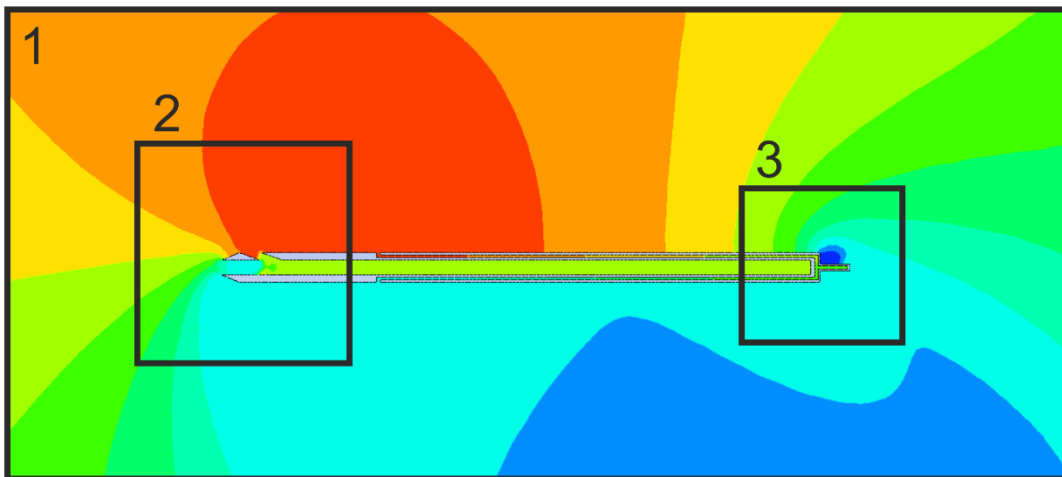
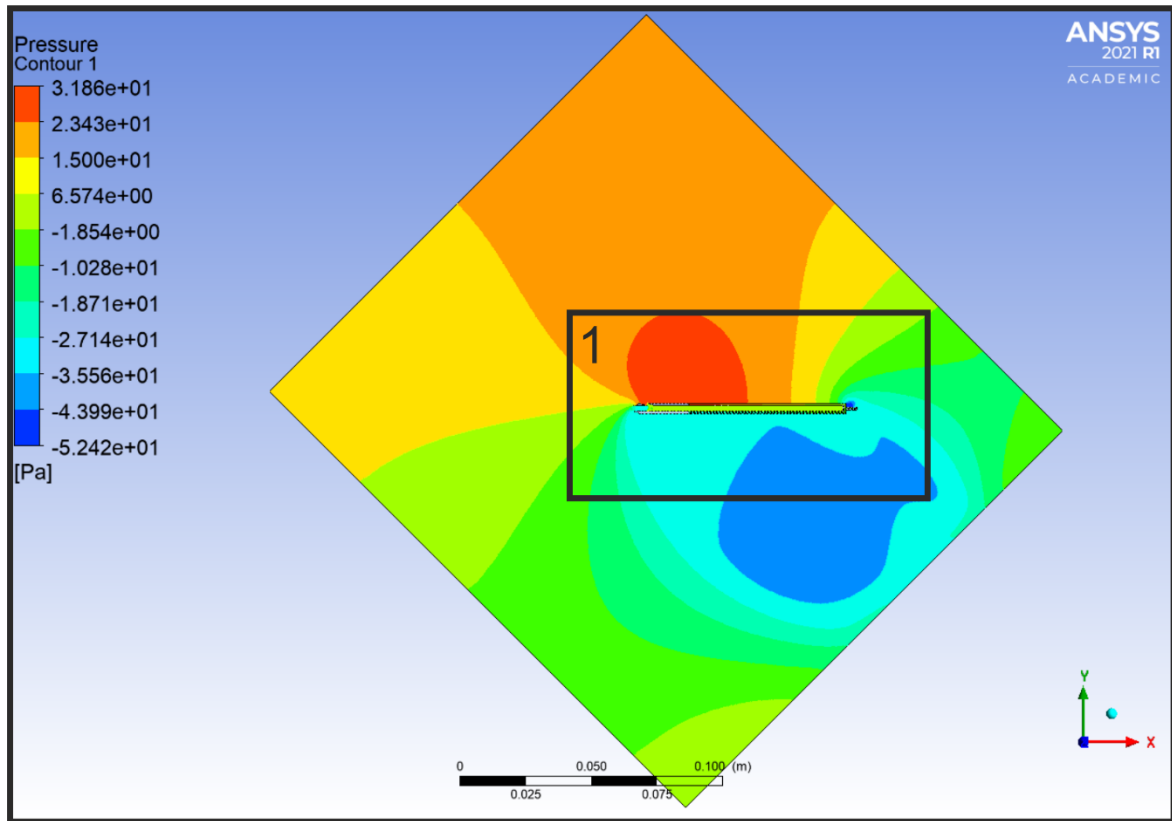
Příloha 66 – Grafické výsledky CFD – Úprava č.3 (v= 5 m/s; AoA=-40°)

$\Delta p_{\text{celk}} = 4,34 \text{ Pa}$; $\Delta p_H = -3,36 \text{ Pa}$



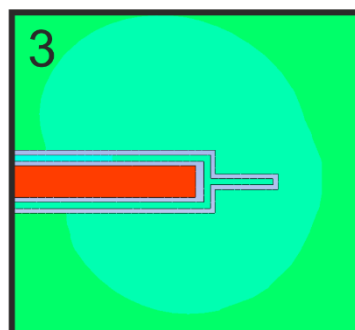
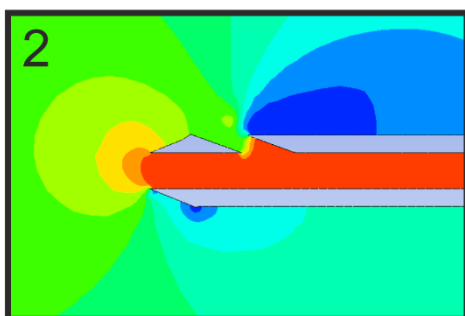
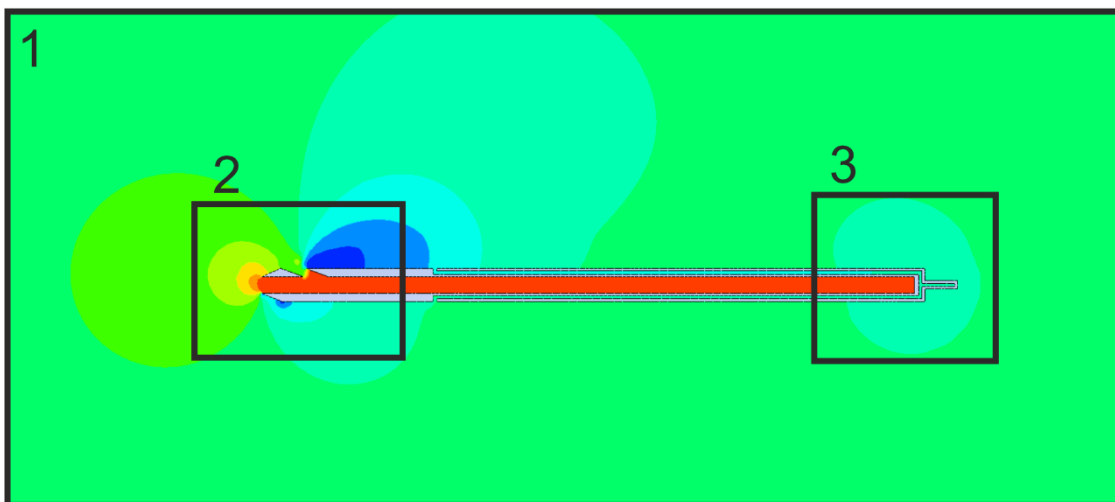
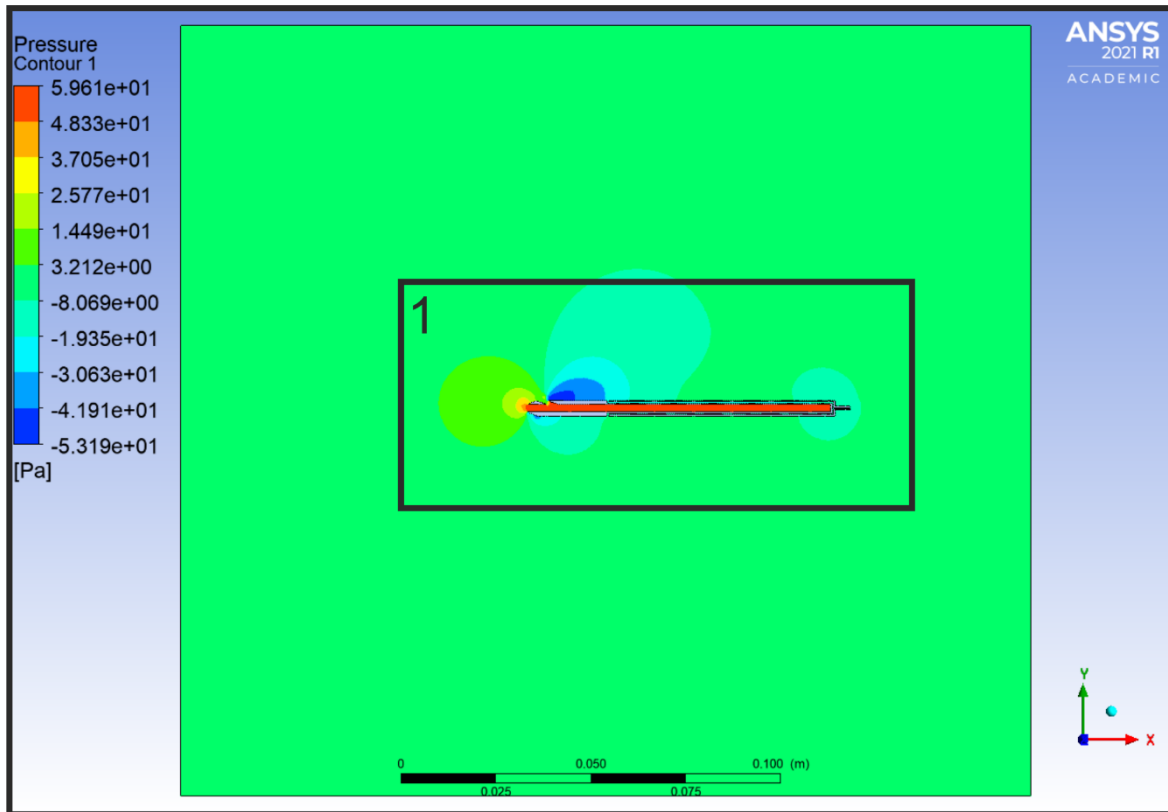
Příloha 67 – Grafické výsledky CFD – Úprava č.3 ($v = 5 \text{ m/s}$; $\text{AoA} = -45^\circ$)

$\Delta p_{\text{celk}} = 0,42 \text{ Pa}$; $\Delta p_H = -2,11 \text{ Pa}$



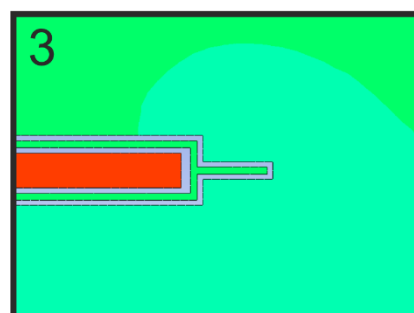
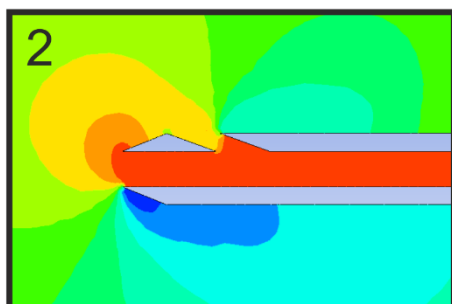
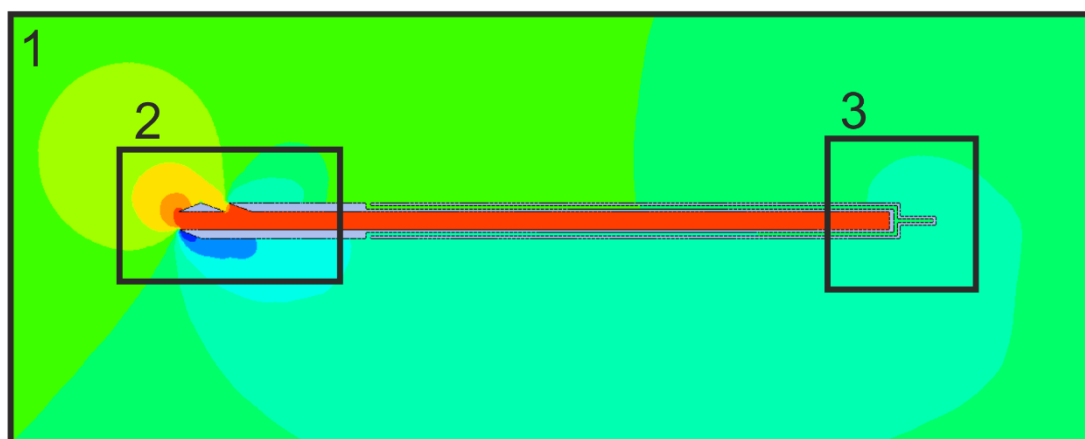
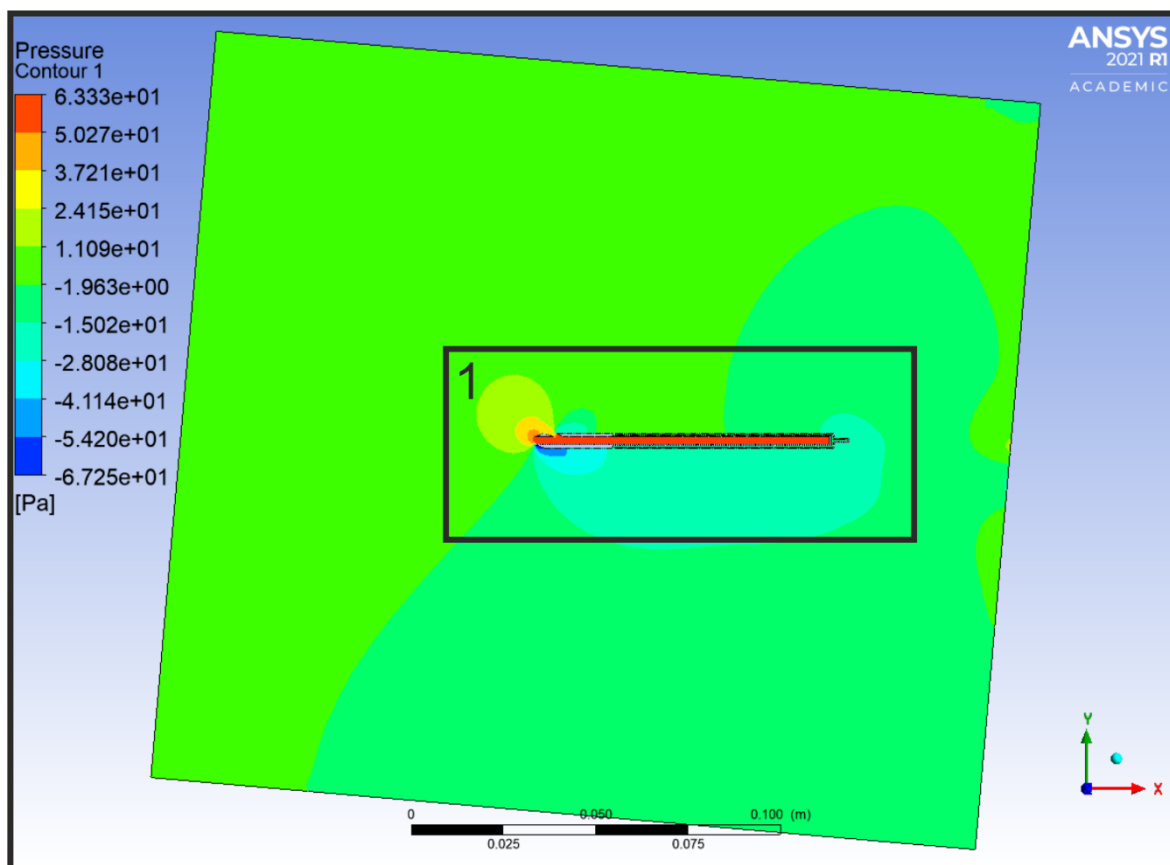
Příloha 68 – Grafické výsledky CFD – Úprava č.3 ($v= 10 \text{ m/s}$; $\text{AoA}=0^\circ$)

$\Delta p_{\text{celk}} = 57,62 \text{ Pa}$; $\Delta p_H = -18,10 \text{ Pa}$



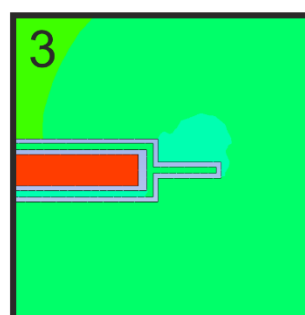
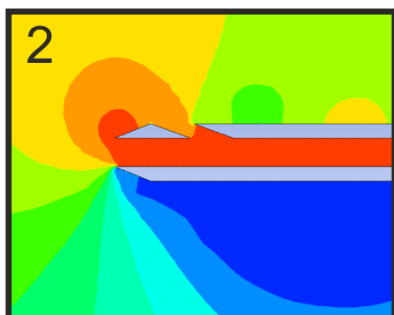
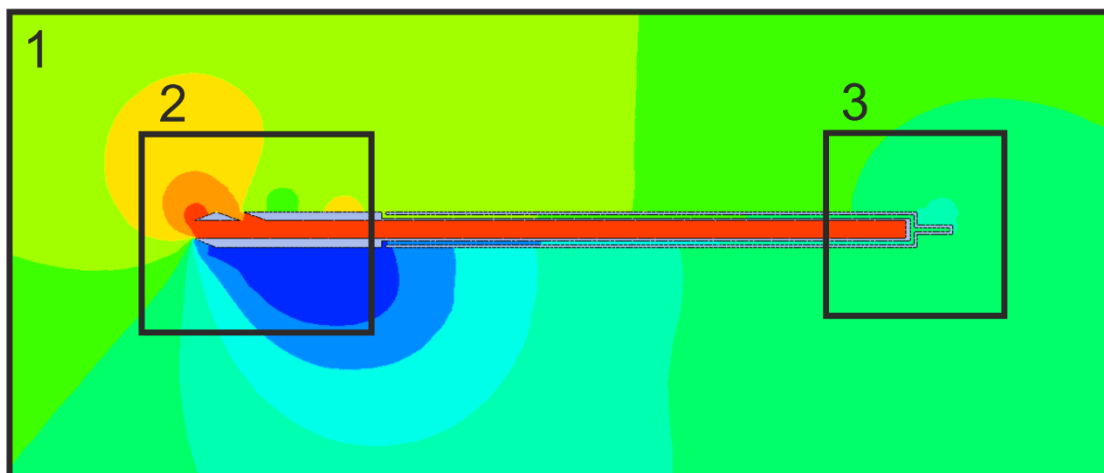
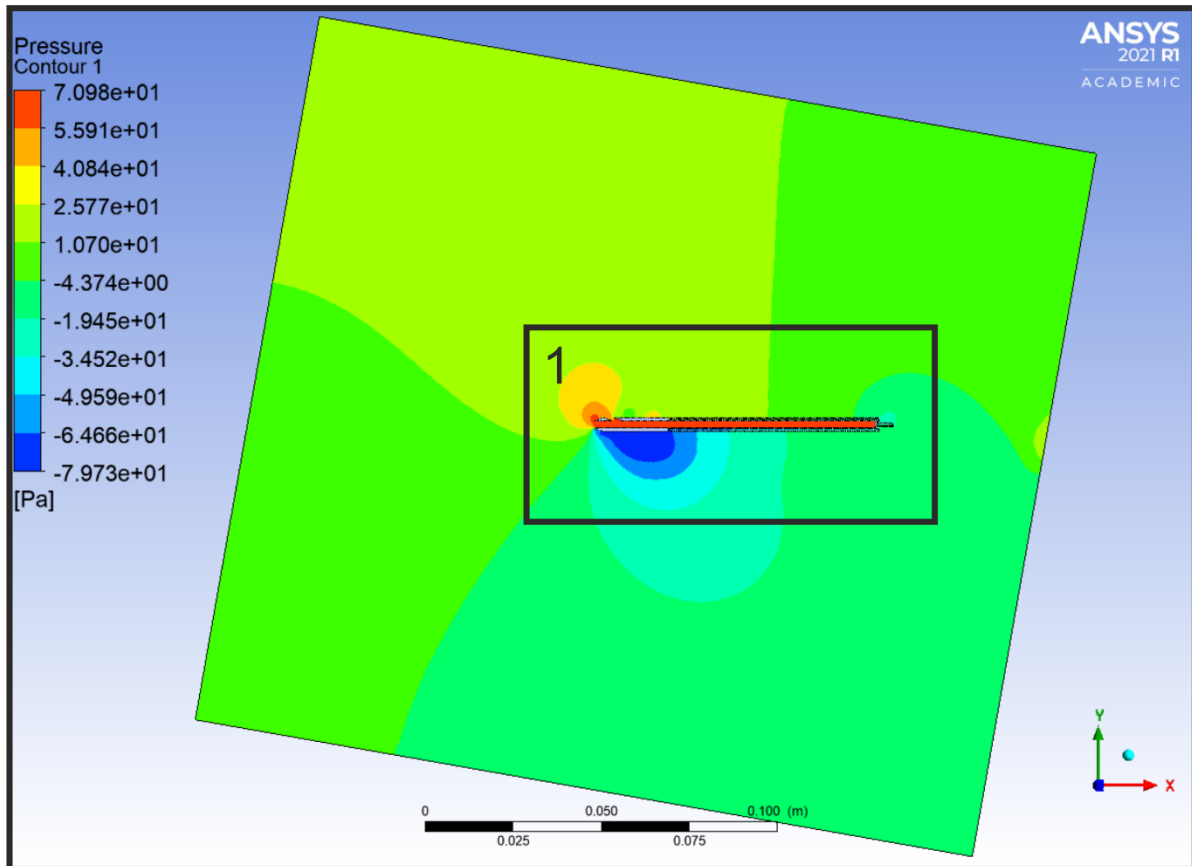
Příloha 69 – Grafické výsledky CFD – Úprava č.3 ($v= 10 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 61,23 \text{ Pa}$; $\Delta p_H = -10,34 \text{ Pa}$



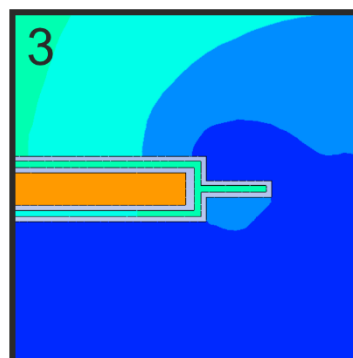
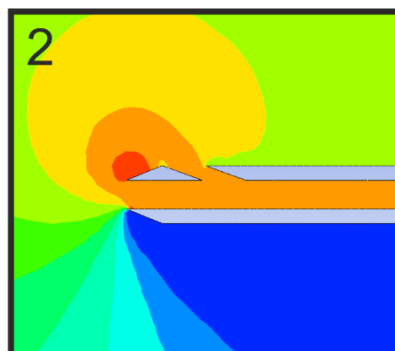
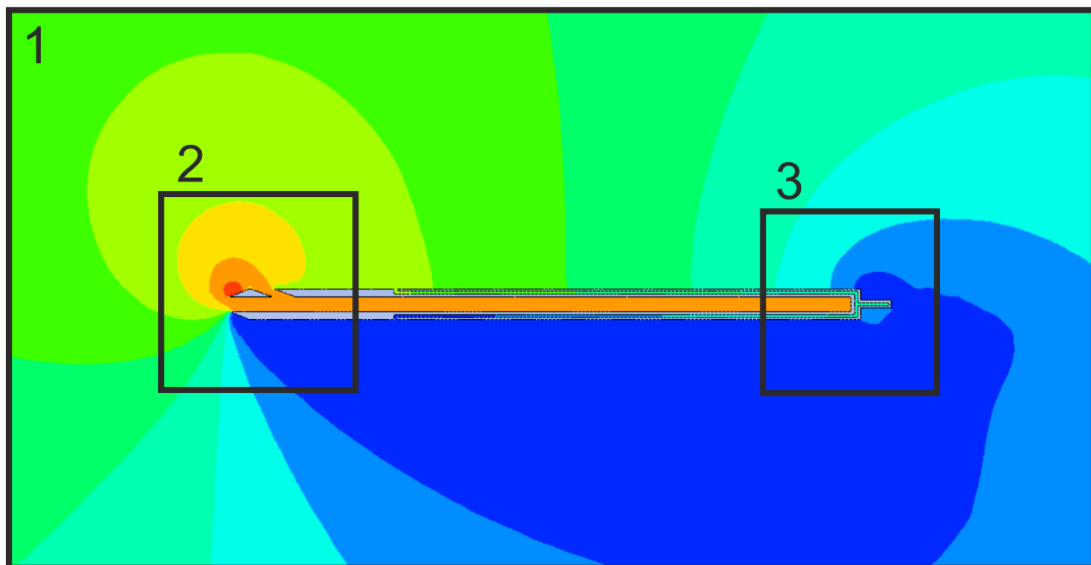
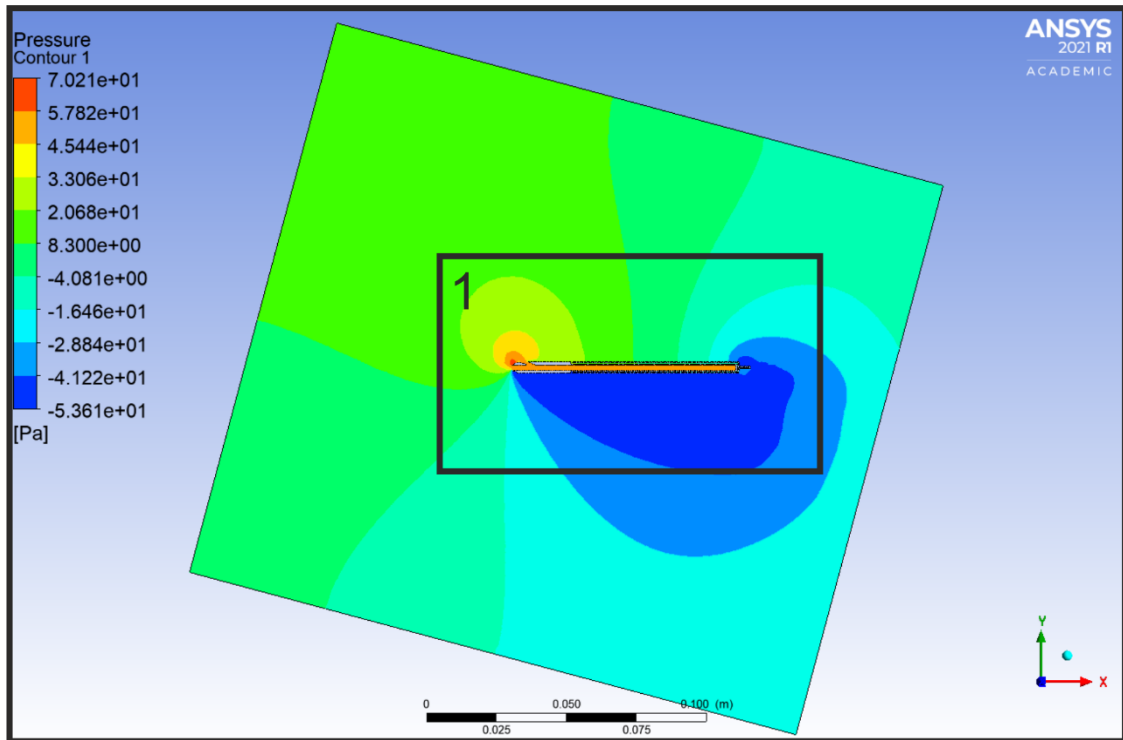
Příloha 70 – Grafické výsledky CFD – Úprava č.3 (v= 10 m/s; AoA=-10°)

$\Delta p_{\text{celk}} = 63,93 \text{ Pa}$; $\Delta p_H = -18,26 \text{ Pa}$



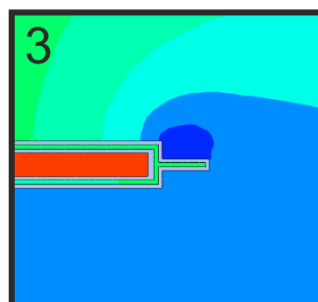
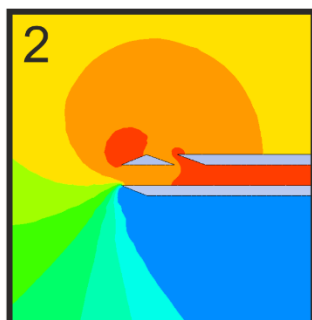
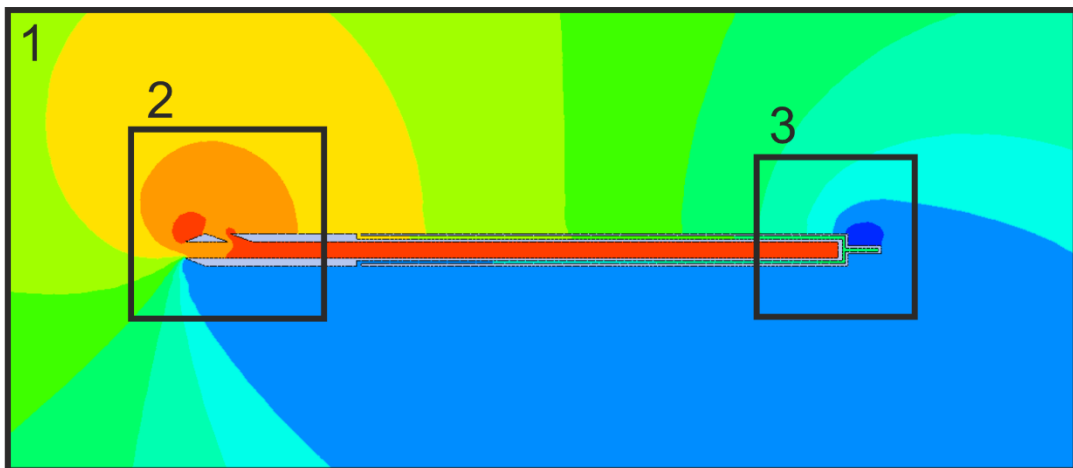
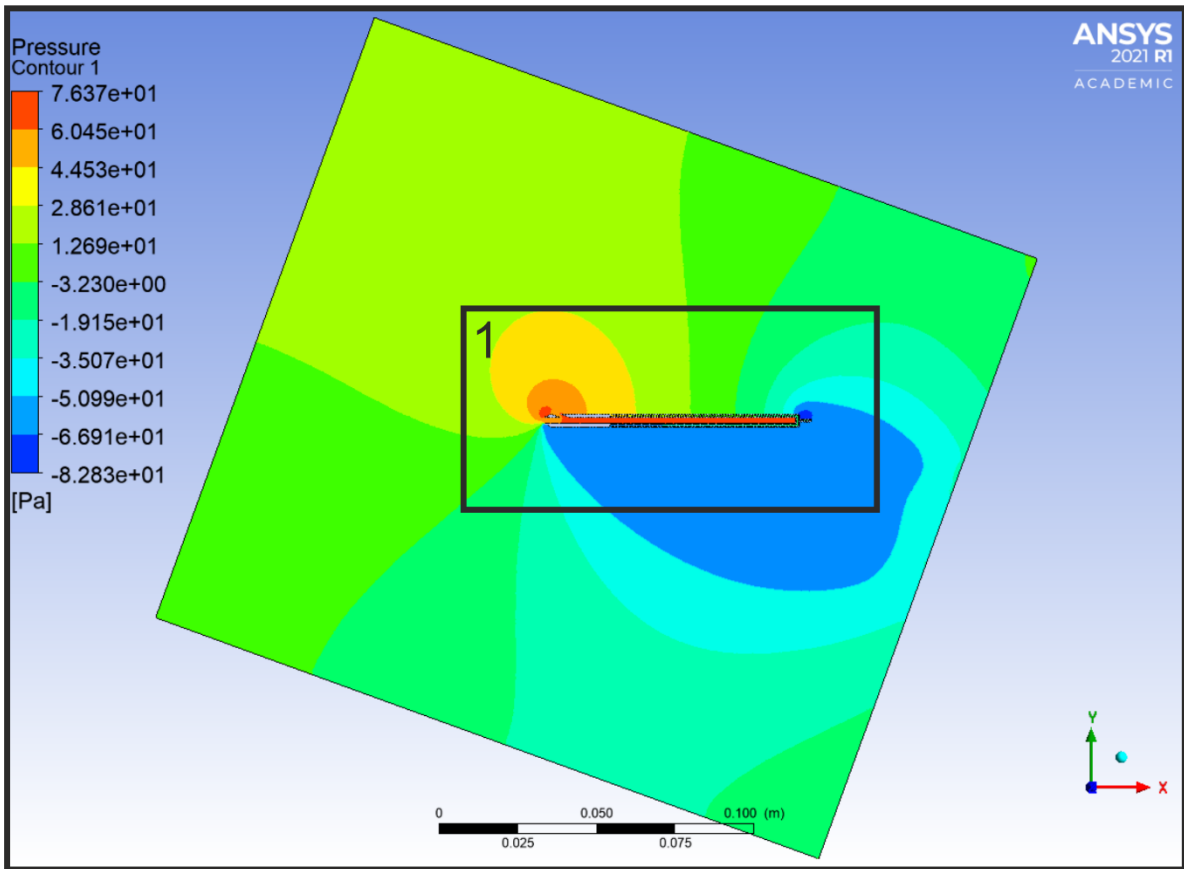
Příloha 71 – Grafické výsledky CFD – Úprava č.3 (v= 10 m/s; AoA=-15°)

$\Delta p_{\text{celk}} = 53,64 \text{ Pa}$; $\Delta p_H = -13,42 \text{ Pa}$



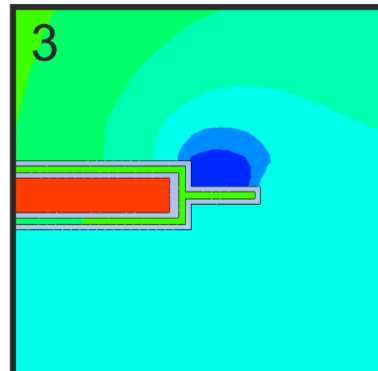
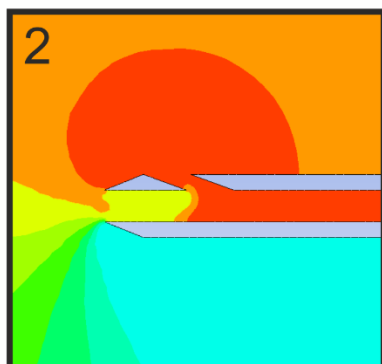
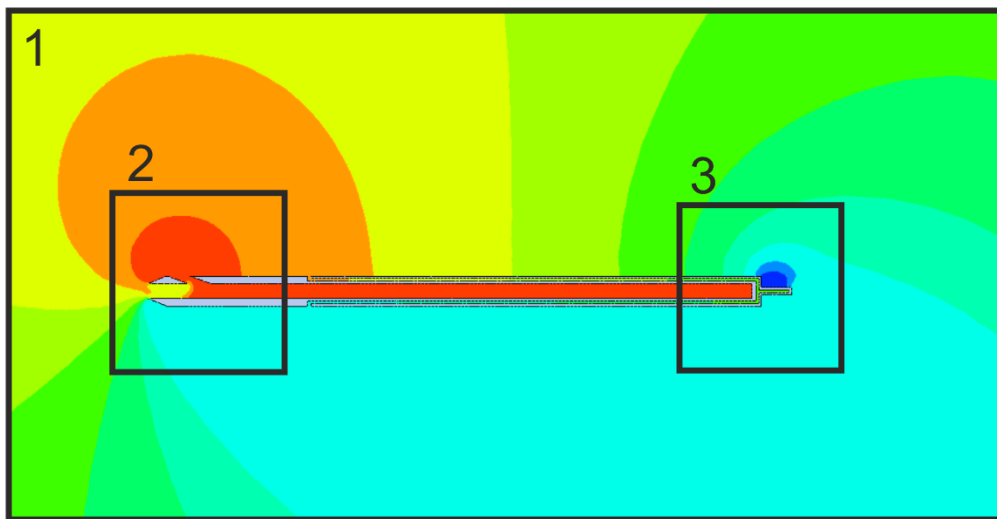
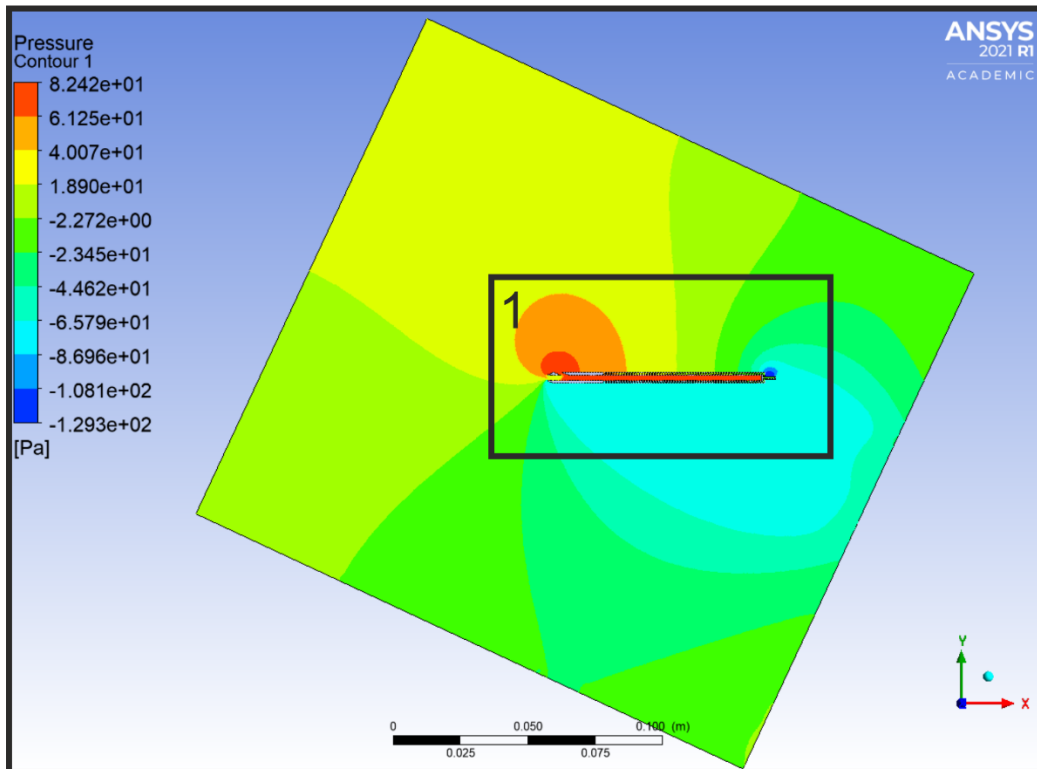
Příloha 72 – Grafické výsledky CFD – Úprava č.3 ($v= 10 \text{ m/s}$; $\text{AoA}=-20^\circ$)

$\Delta p_{\text{celk}} = 71,16 \text{ Pa}$; $\Delta p_H = -15,19 \text{ Pa}$



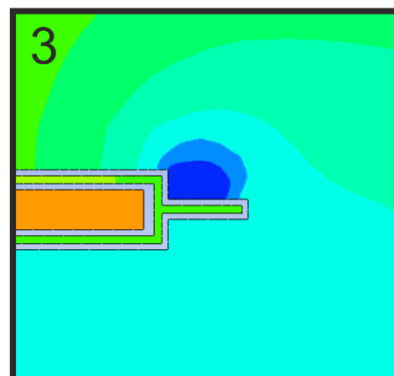
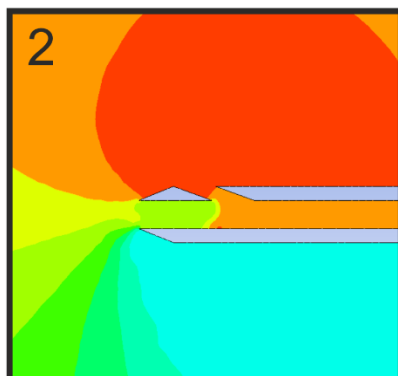
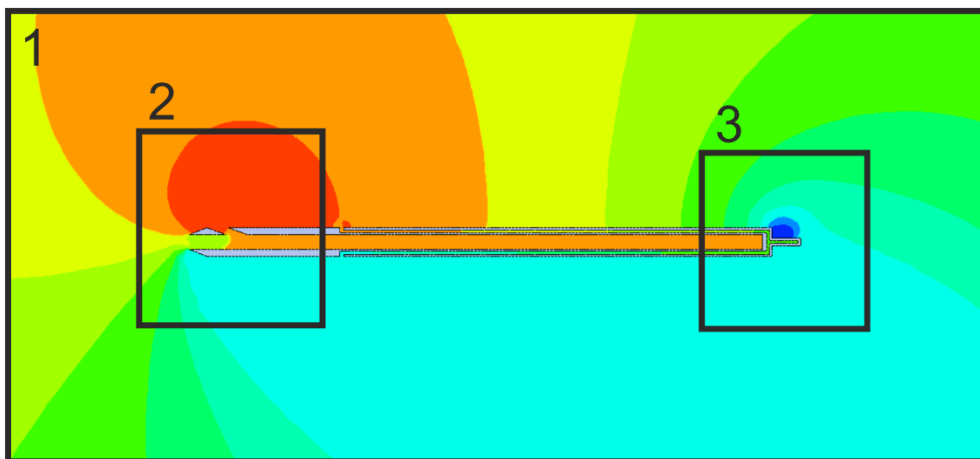
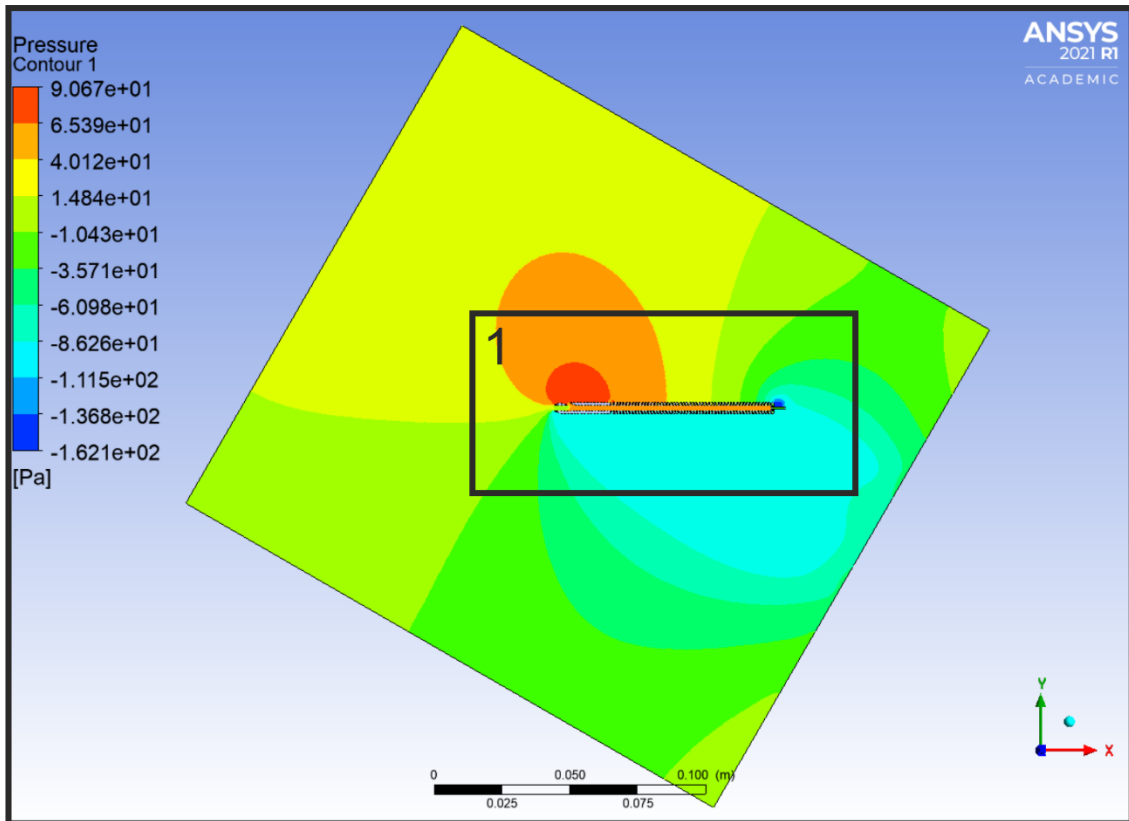
Příloha 73 – Grafické výsledky CFD – Úprava č.3 (v= 10 m/s; AoA=-25°)

$\Delta p_{\text{celk}} = 70,63 \text{ Pa}$; $\Delta p_H = -15,89 \text{ Pa}$



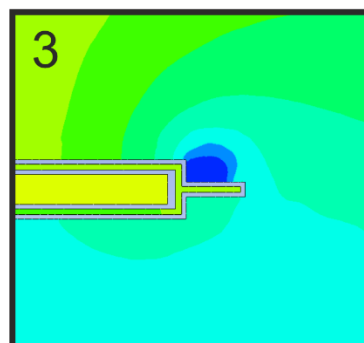
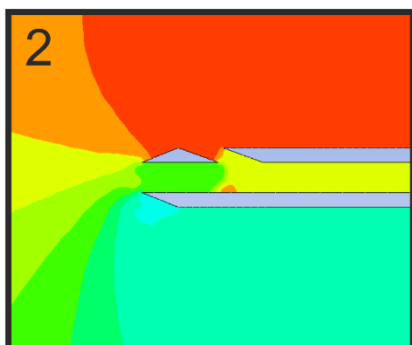
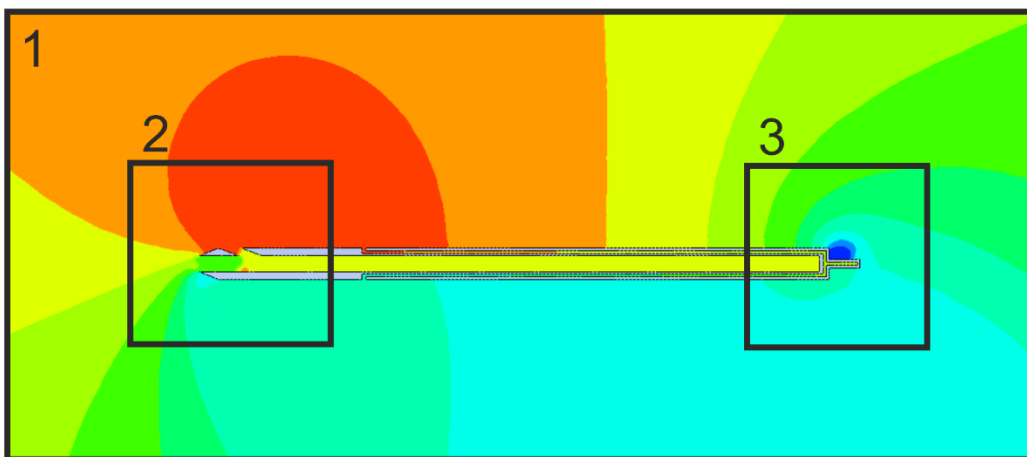
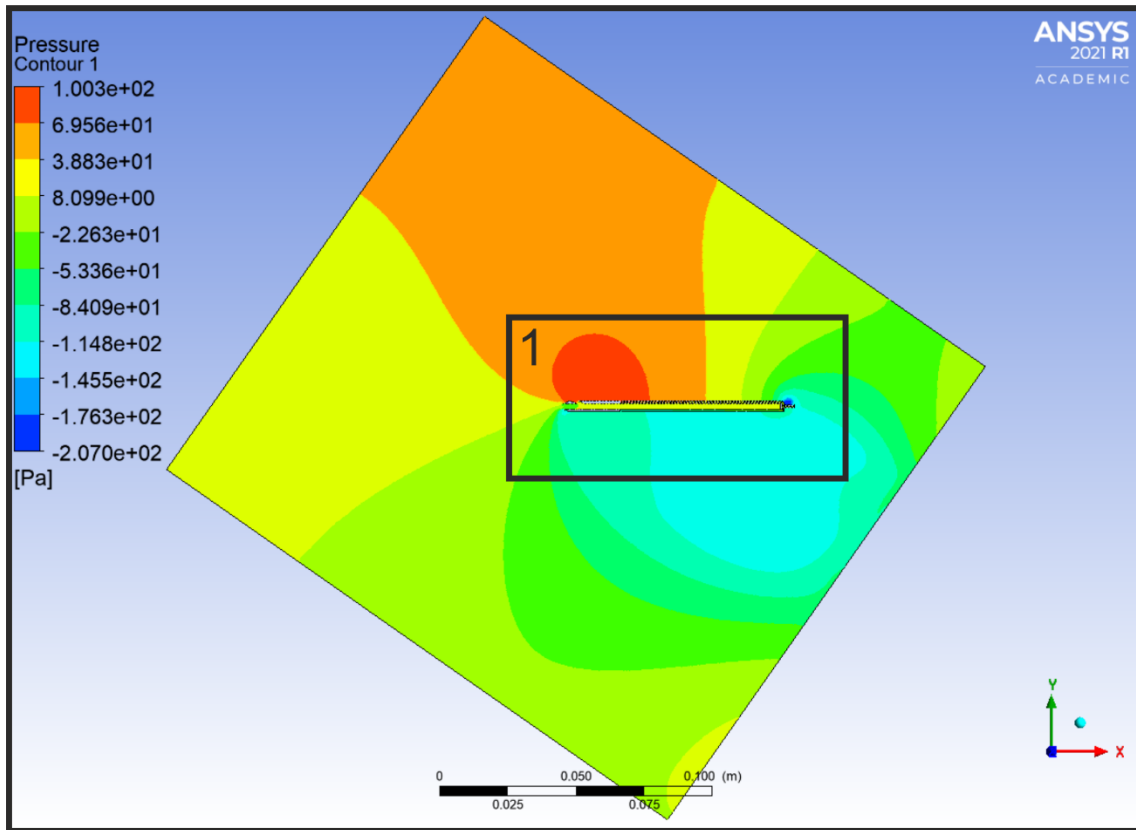
Příloha 74 – Grafické výsledky CFD – Úprava č.3 (v= 10 m/s; AoA=-30°)

$\Delta p_{\text{celk}} = 58,01 \text{ Pa}$; $\Delta p_H = -15,09 \text{ Pa}$



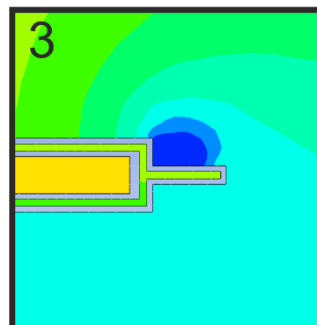
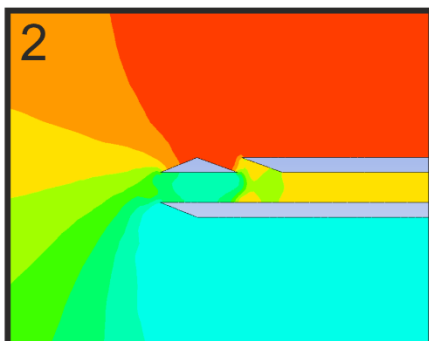
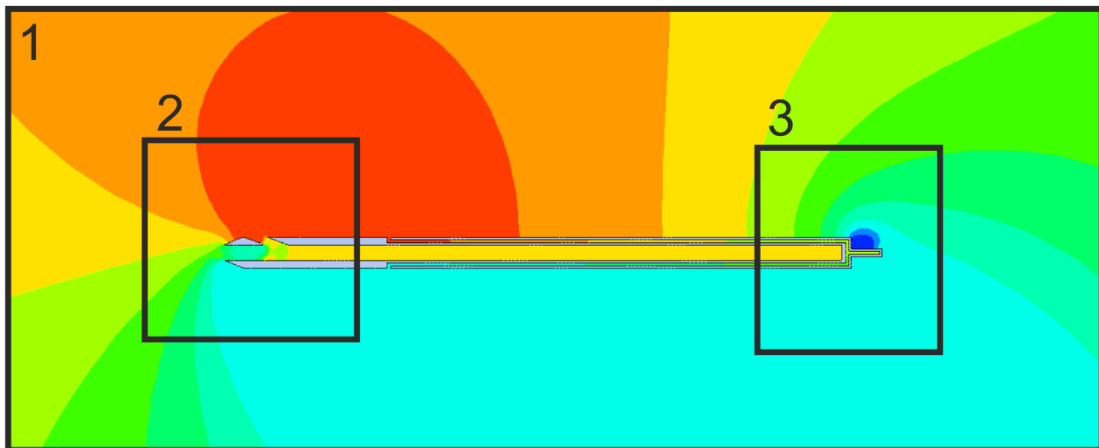
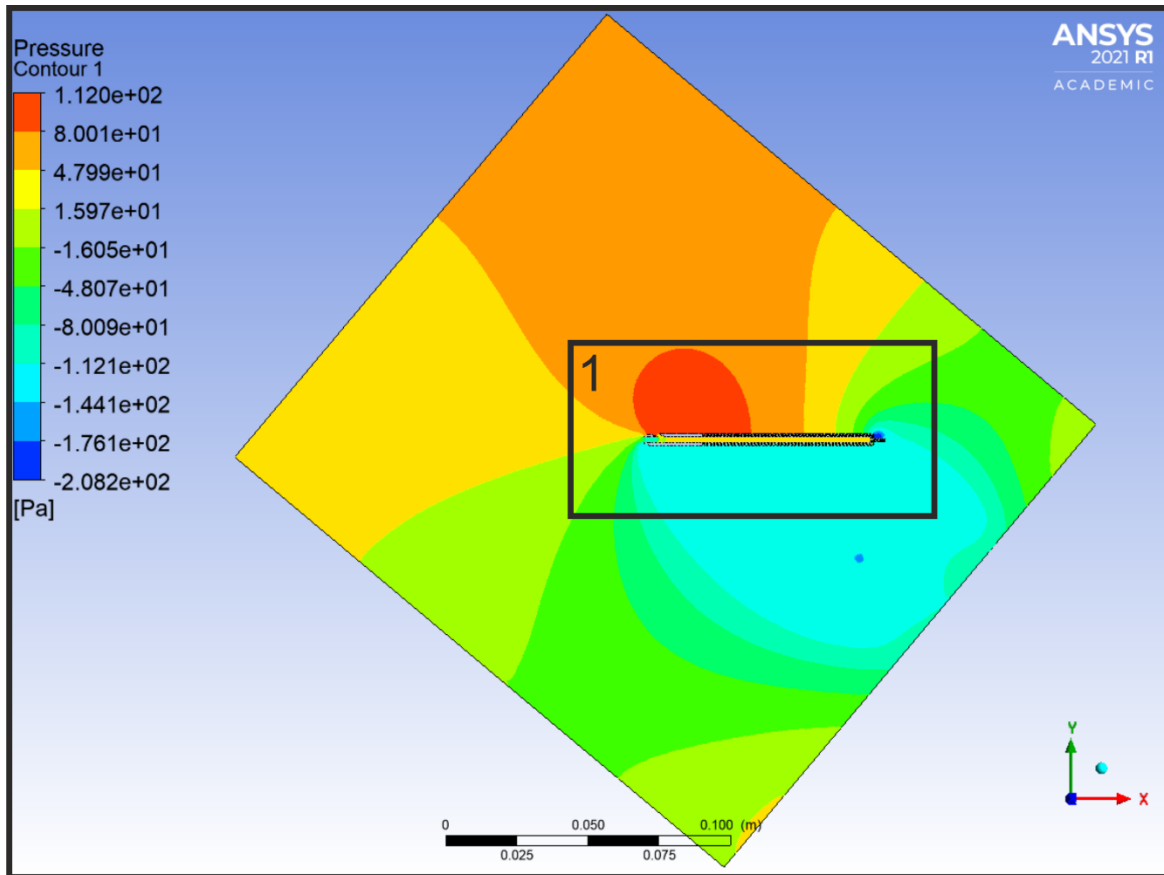
Příloha 75 – Grafické výsledky CFD – Úprava č.3 (v= 10 m/s; AoA=-35°)

$\Delta p_{\text{celk}} = 37,38 \text{ Pa}$; $\Delta p_H = -17,67 \text{ Pa}$



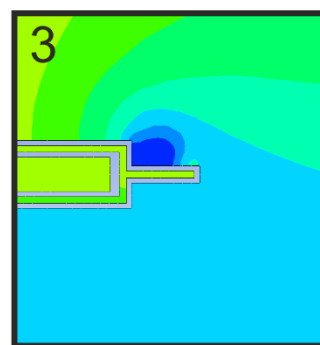
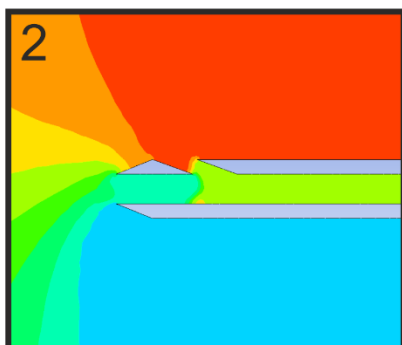
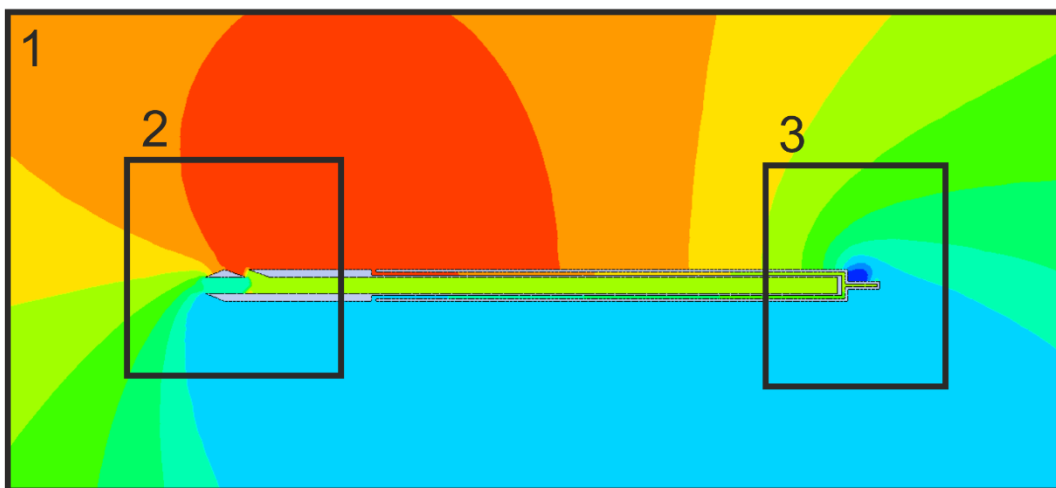
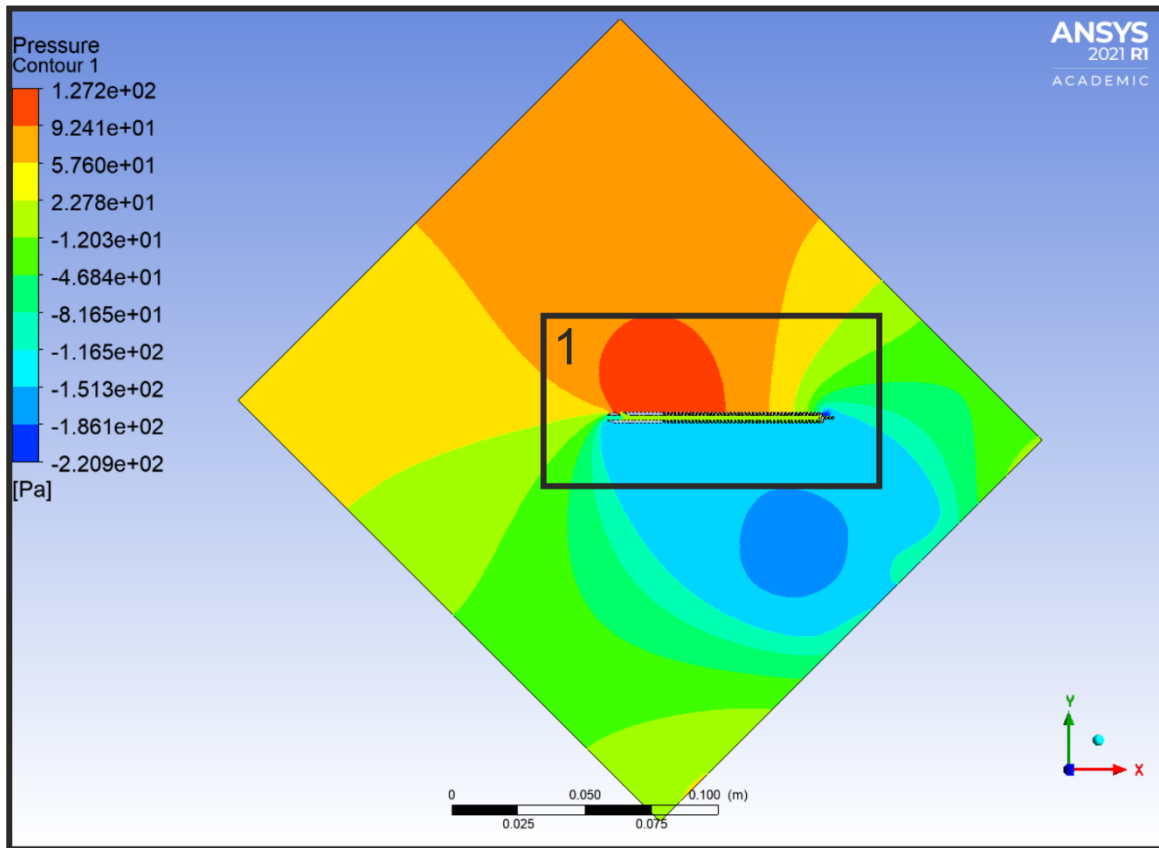
Příloha 76 – Grafické výsledky CFD – Úprava č.3 (v= 10 m/s; AoA=-40°)

$\Delta p_{\text{celk}} = 21,25 \text{ Pa}$; $\Delta p_H = -15,44 \text{ Pa}$



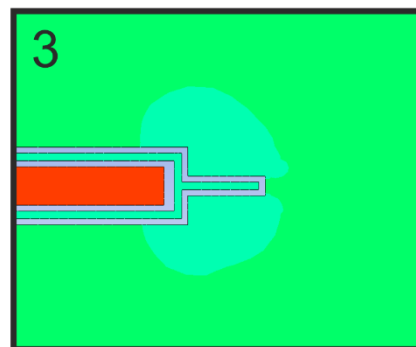
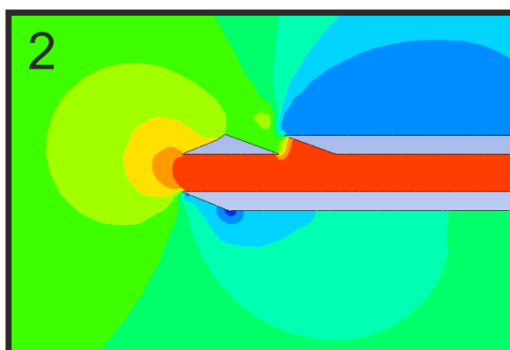
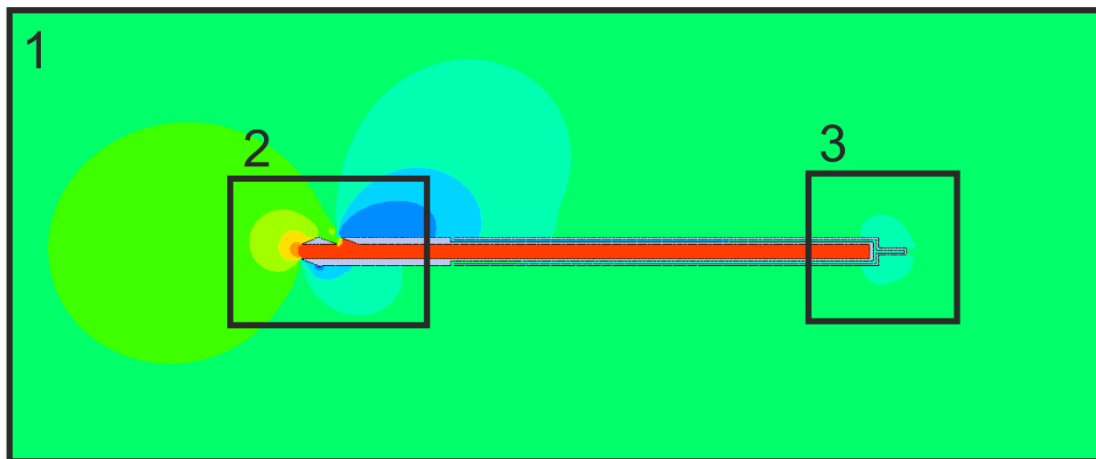
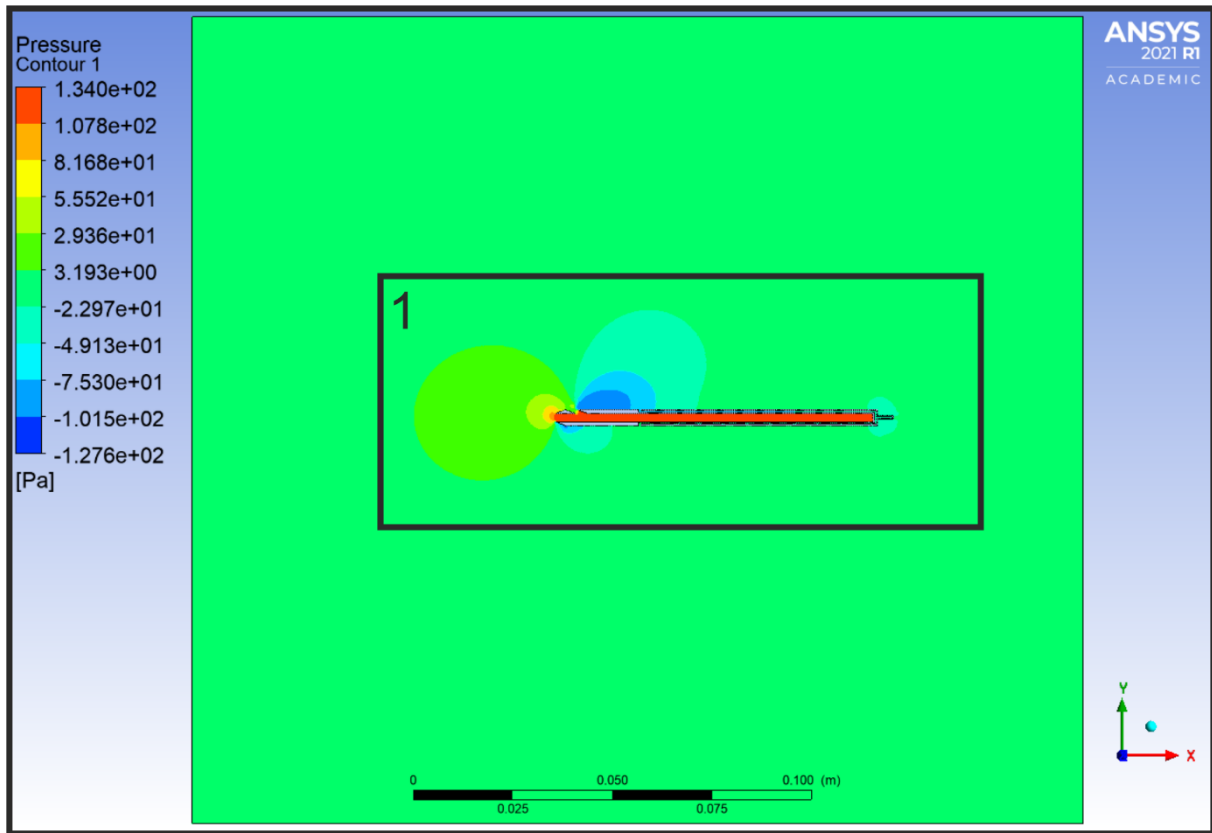
Příloha 77 – Grafické výsledky CFD – Úprava č.3 (v= 10 m/s; AoA=-45°)

$\Delta p_{\text{celk}} = 4,81 \text{ Pa}$; $\Delta p_H = -10,35 \text{ Pa}$



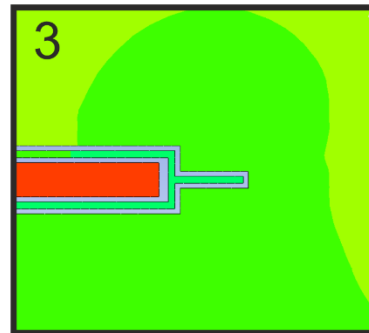
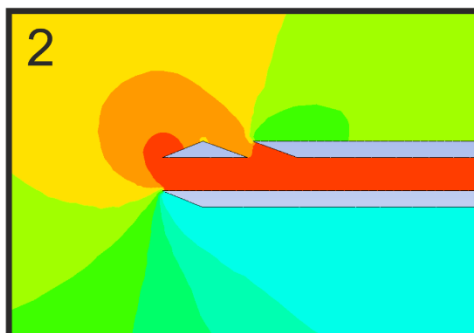
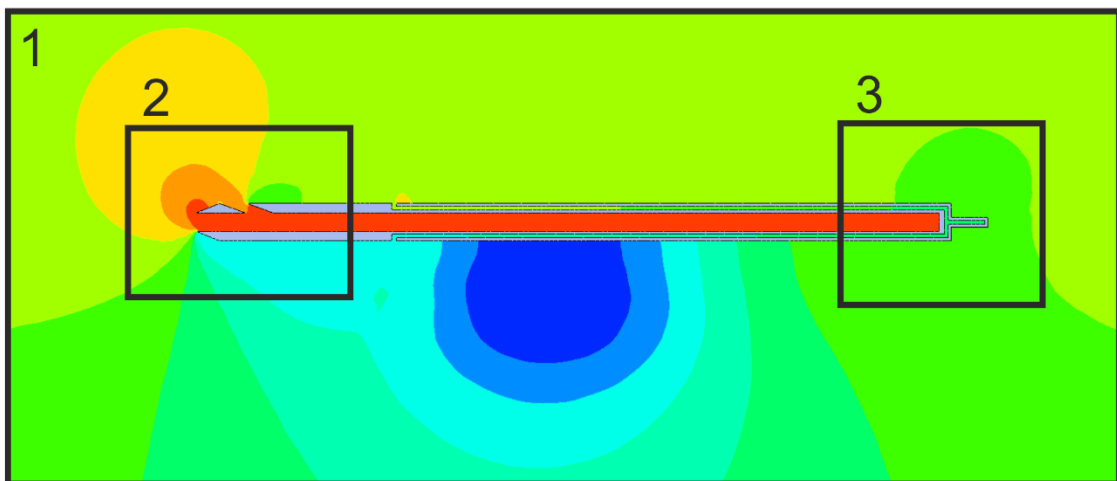
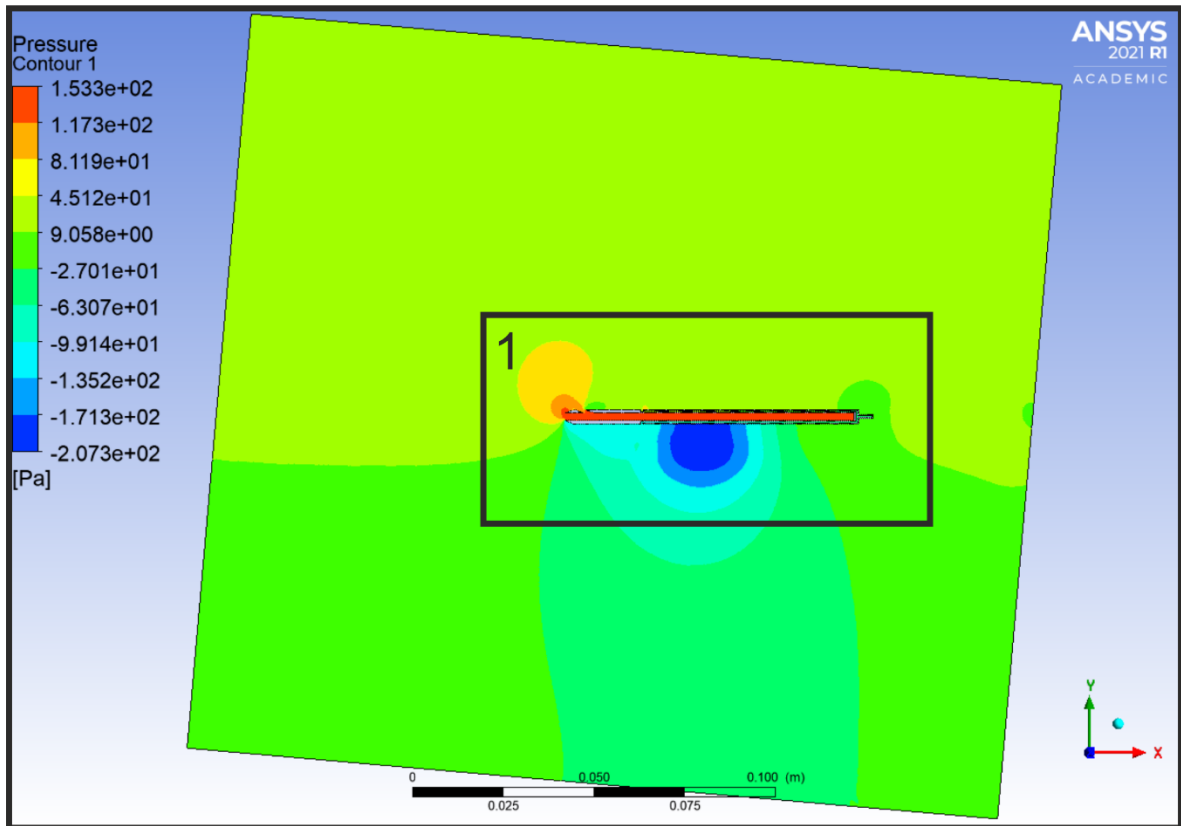
Příloha 78 – Grafické výsledky CFD – Úprava č.3 ($v= 15 \text{ m/s}$; $AoA=0^\circ$)

$\Delta p_{\text{celk}} = 130,79 \text{ Pa}$; $\Delta p_H = -41,12 \text{ Pa}$



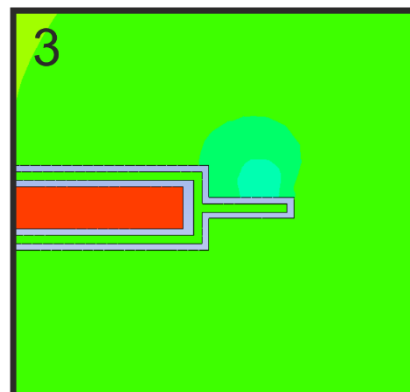
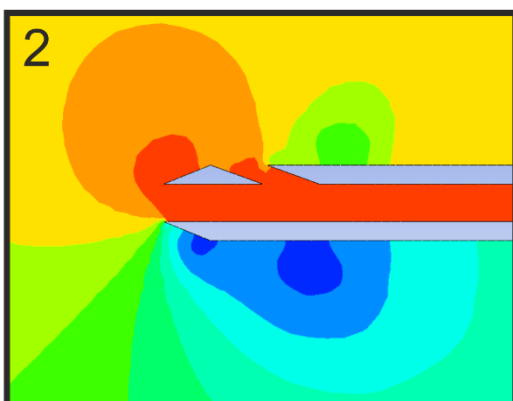
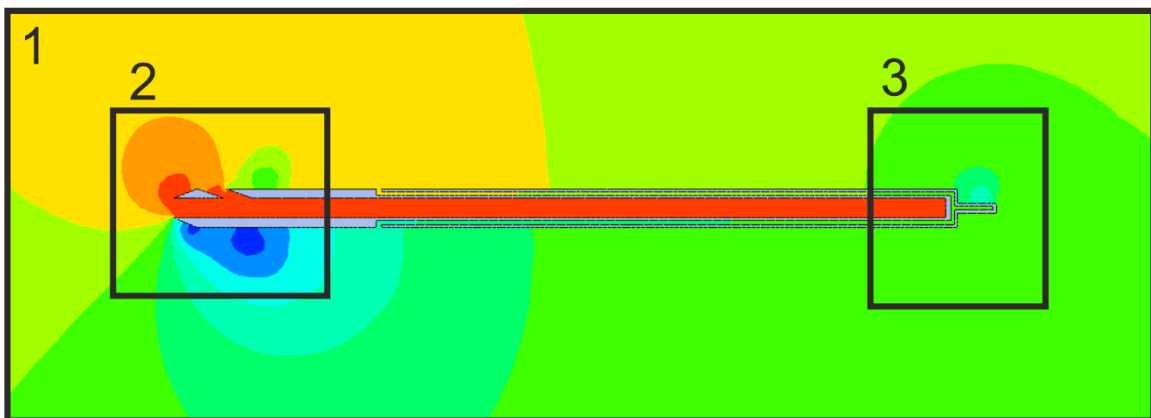
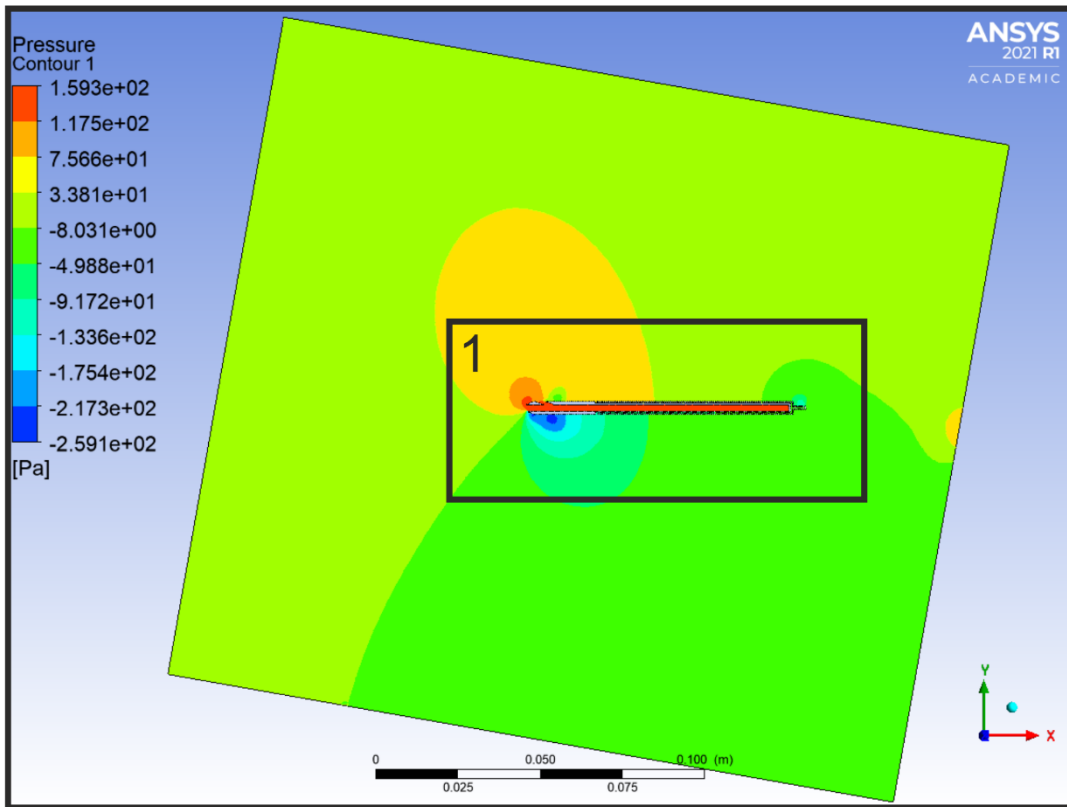
Příloha 79 – Grafické výsledky CFD – Úprava č.3 ($v= 15 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 143,84 \text{ Pa}$; $\Delta p_H = -36,16 \text{ Pa}$



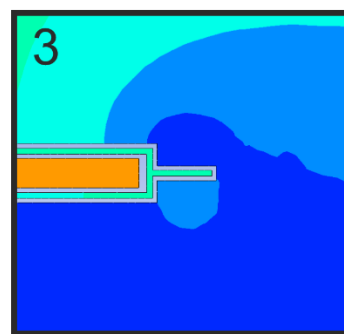
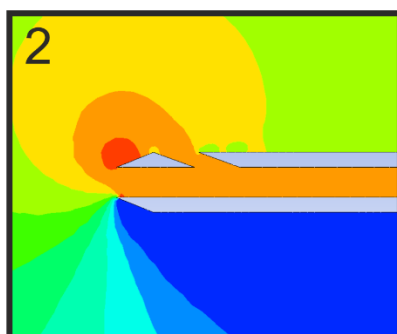
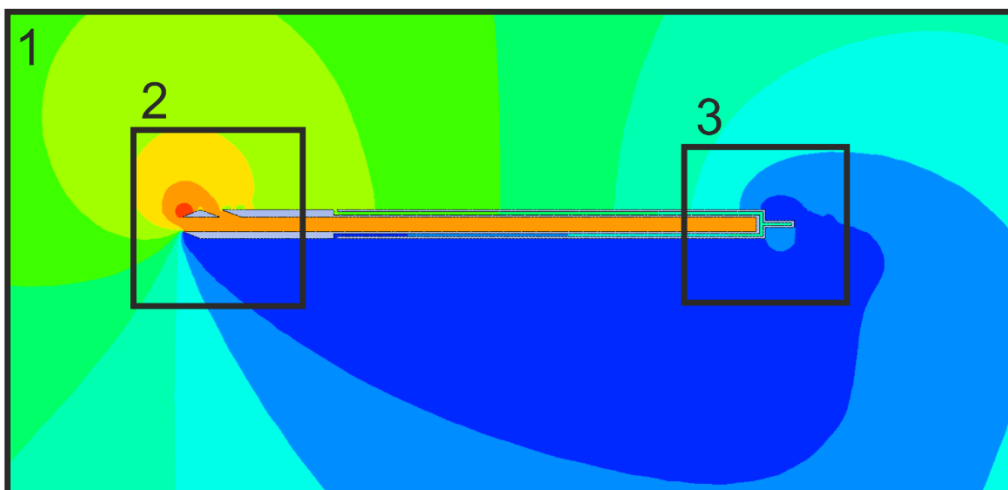
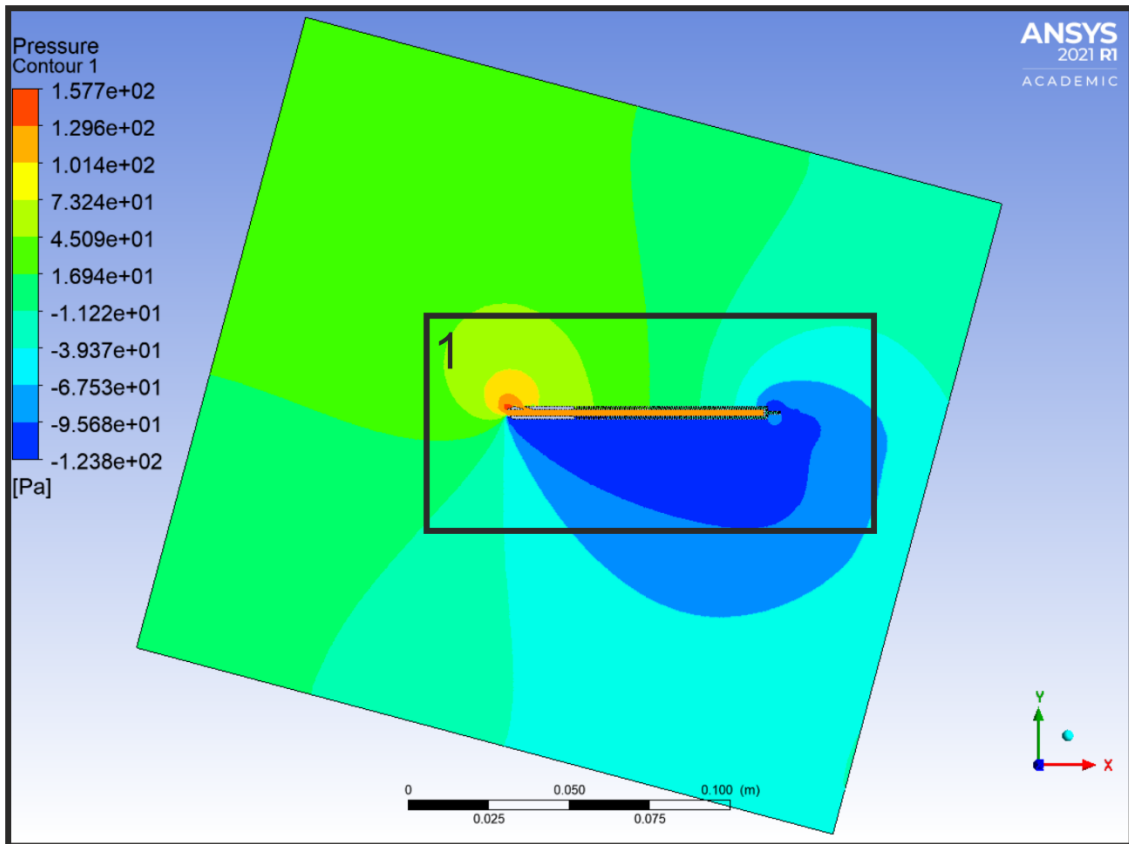
Příloha 80 – Grafické výsledky CFD – Úprava č.3 (v= 15 m/s; AoA=-10°)

$\Delta p_{\text{celk}} = 143,01 \text{ Pa}$; $\Delta p_H = -20,51 \text{ Pa}$



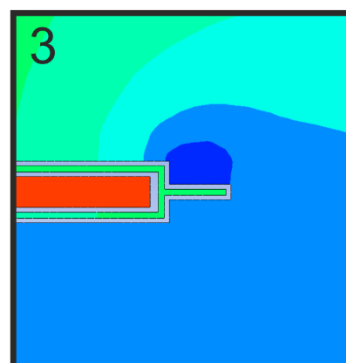
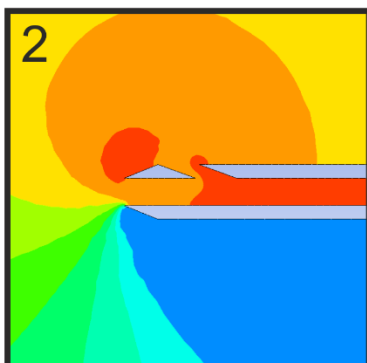
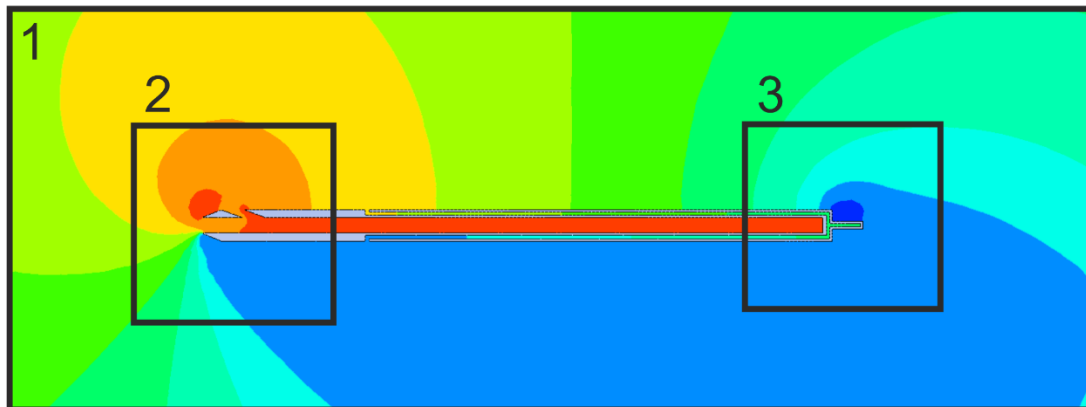
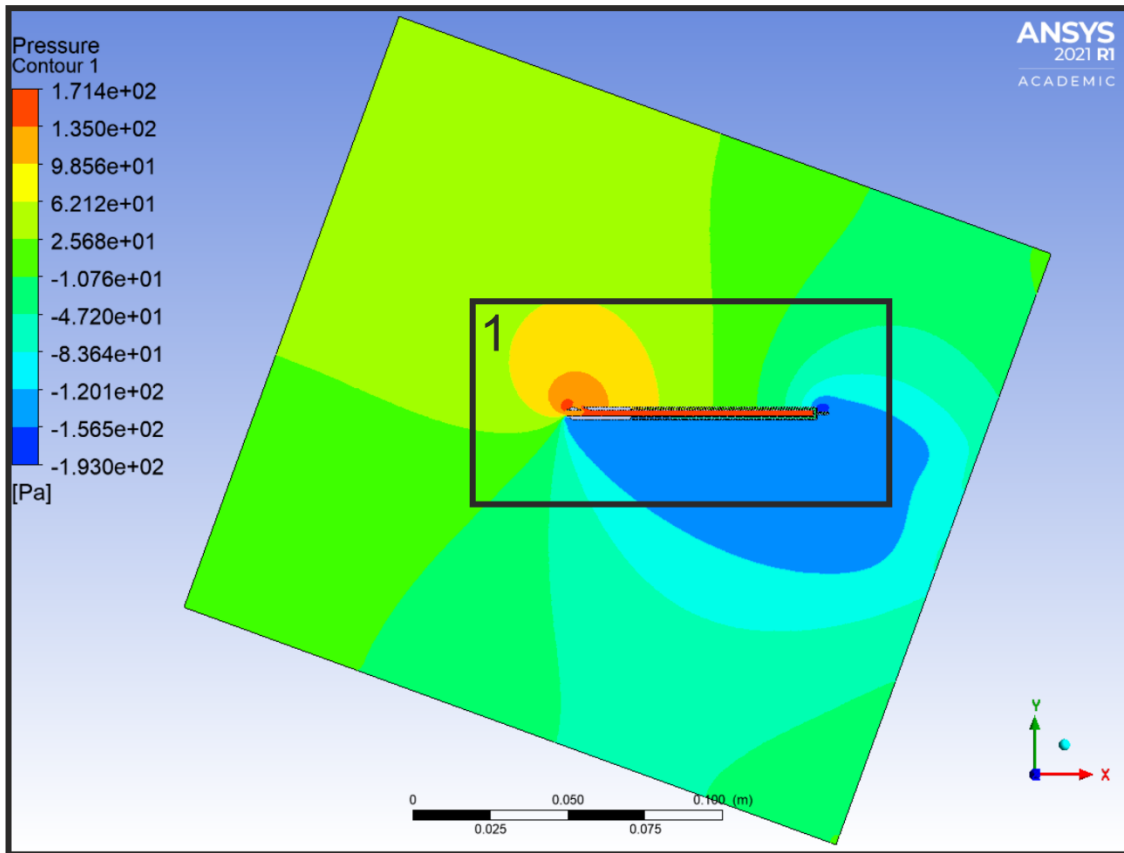
Příloha 81 – Grafické výsledky CFD – Úprava č.3 ($v= 15 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 122,78 \text{ Pa}$; $\Delta p_H = -31,35 \text{ Pa}$



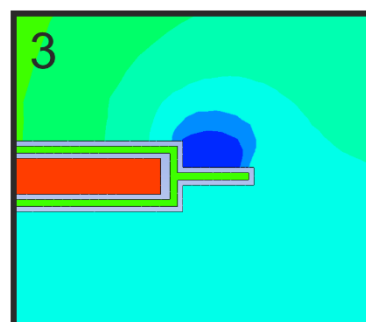
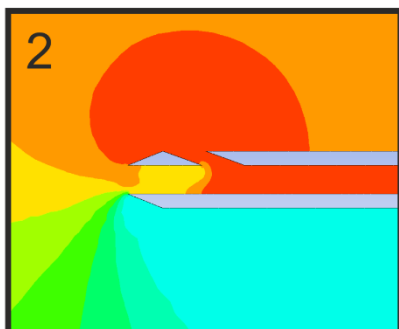
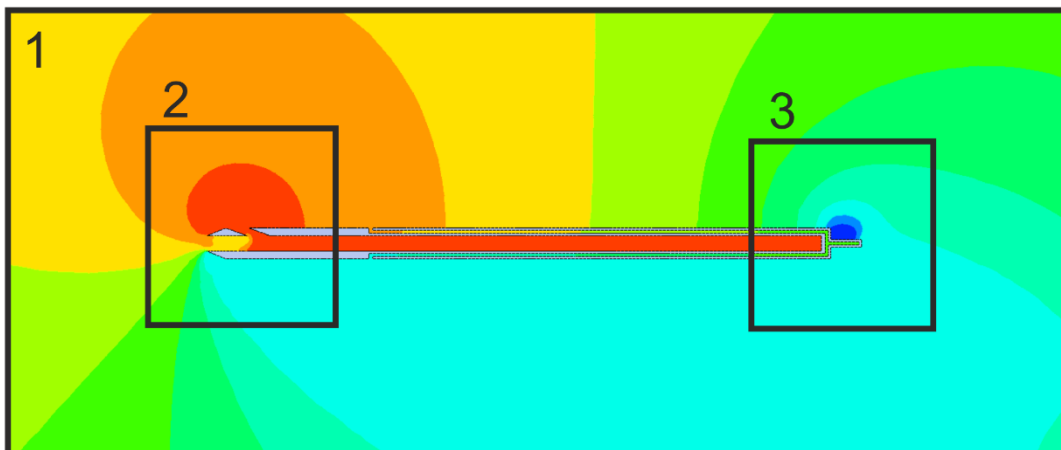
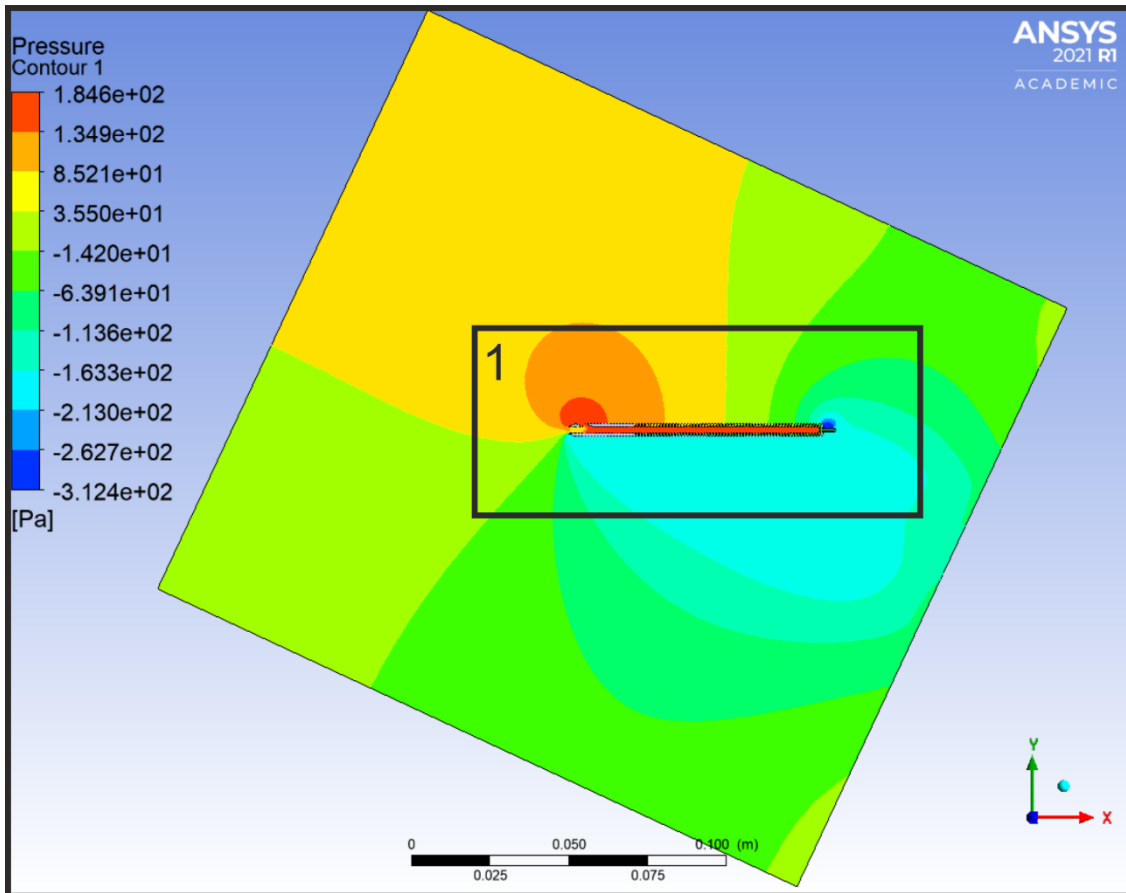
Příloha 82 – Grafické výsledky CFD – Úprava č.3 (v= 15 m/s; AoA=-20°)

$\Delta p_{\text{celk}} = 162,12 \text{ Pa}$; $\Delta p_H = -36,44 \text{ Pa}$



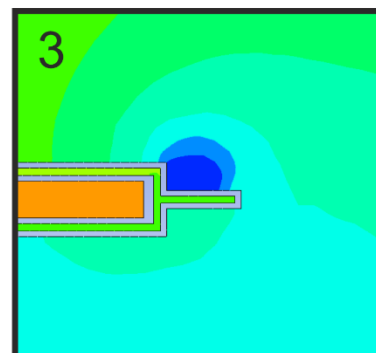
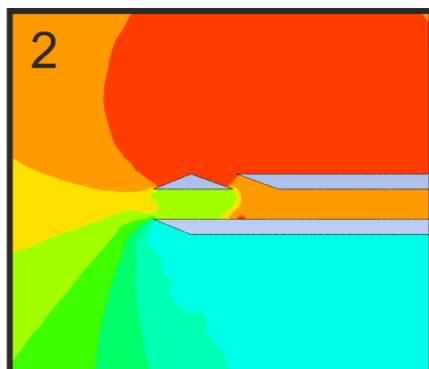
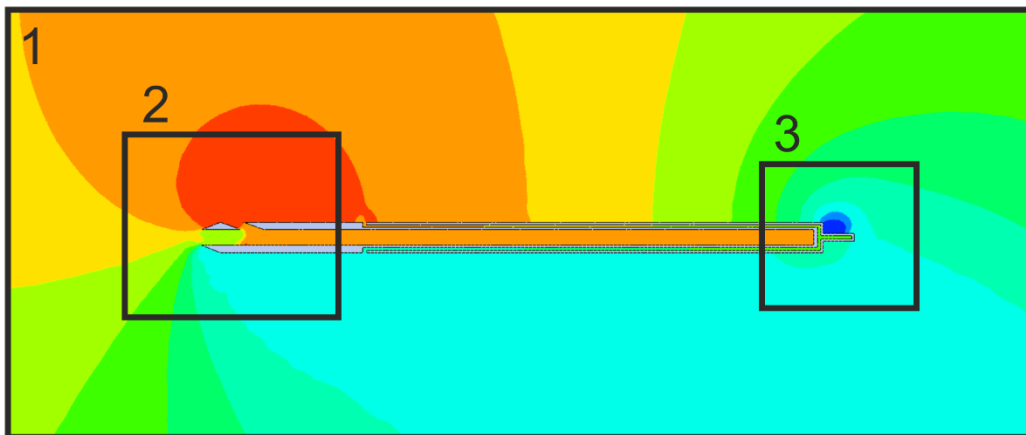
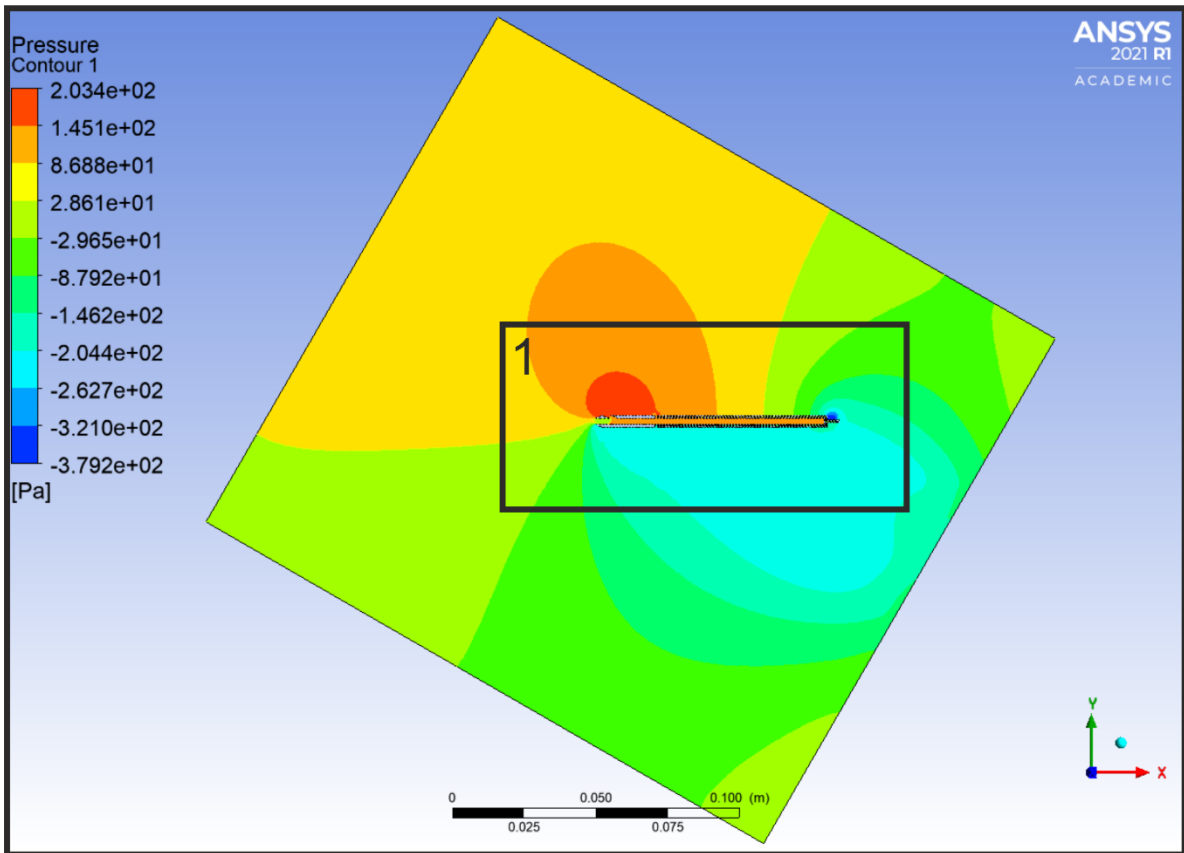
Příloha 83 – Grafické výsledky CFD – Úprava č.3 (v= 15 m/s; AoA=-25°)

$\Delta p_{\text{celk}} = 161,54 \text{ Pa}$; $\Delta p_H = -38,08 \text{ Pa}$



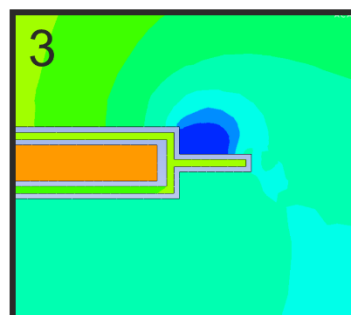
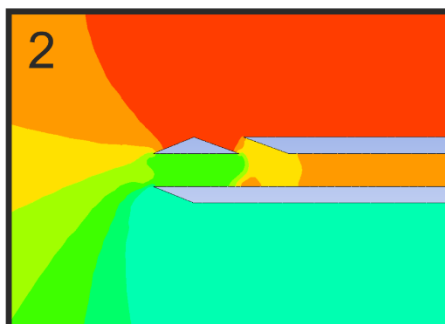
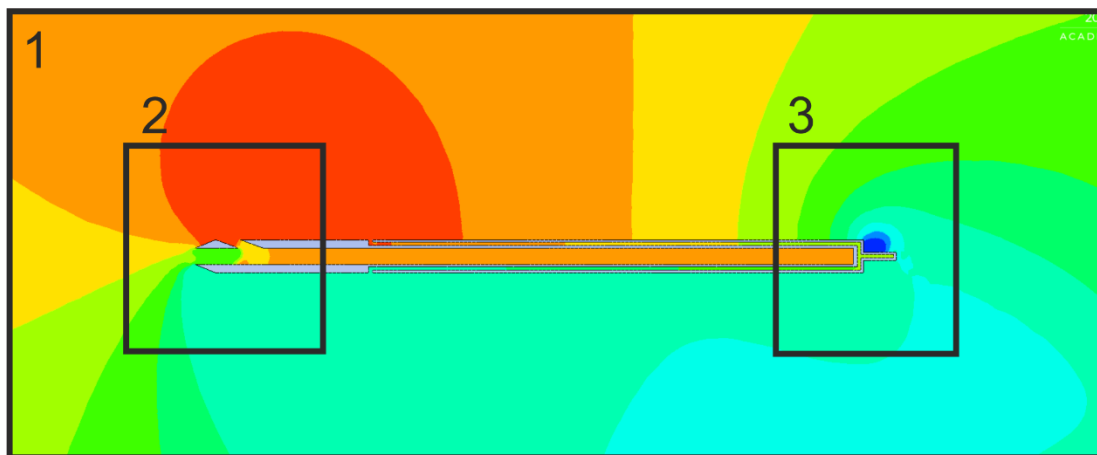
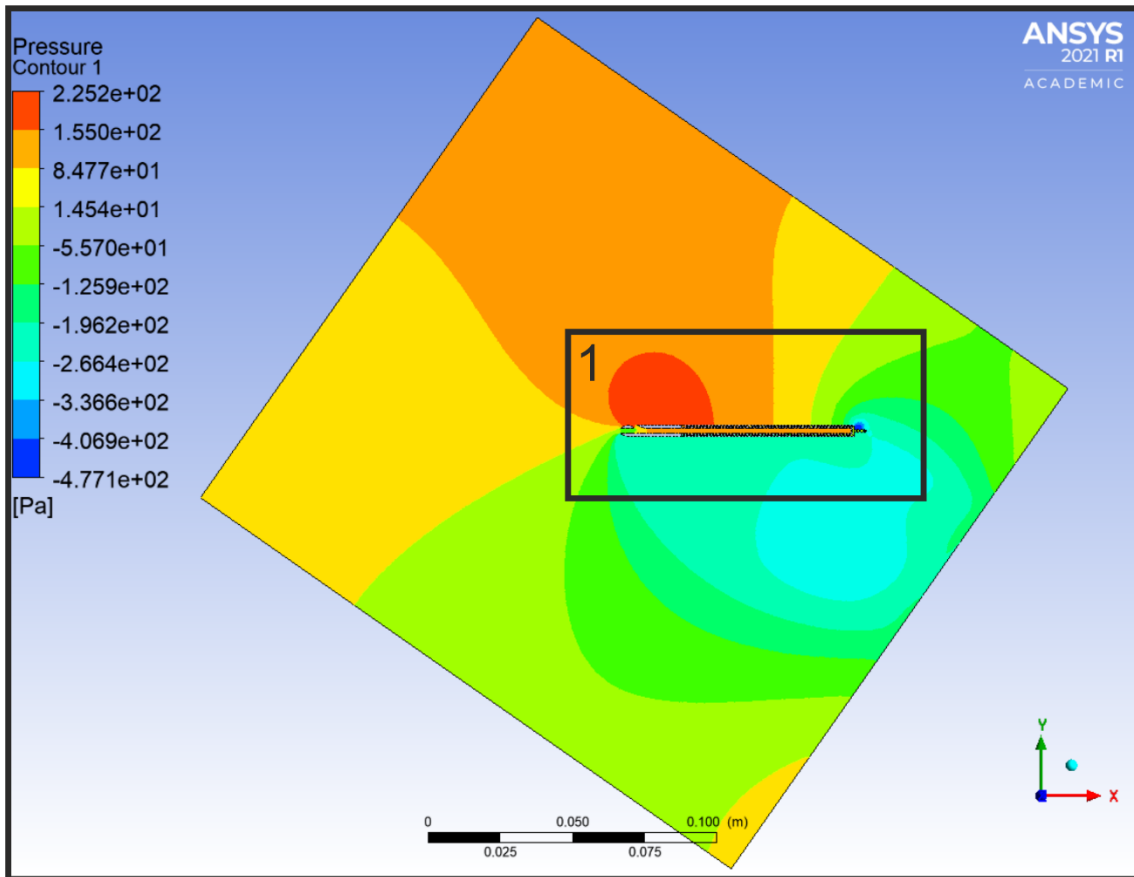
Příloha 84 – Grafické výsledky CFD – Úprava č.3 ($v= 15 \text{ m/s}$; $\text{AoA}=-30^\circ$)

$\Delta p_{\text{celk}} = 133,47 \text{ Pa}$; $\Delta p_H = -36,24 \text{ Pa}$



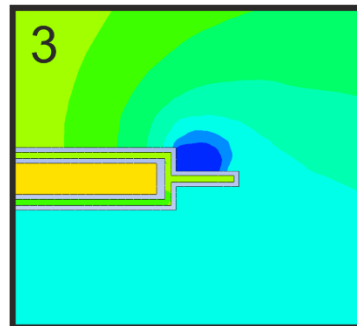
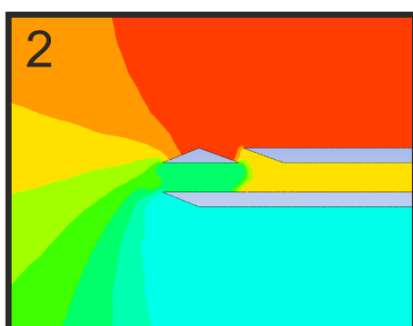
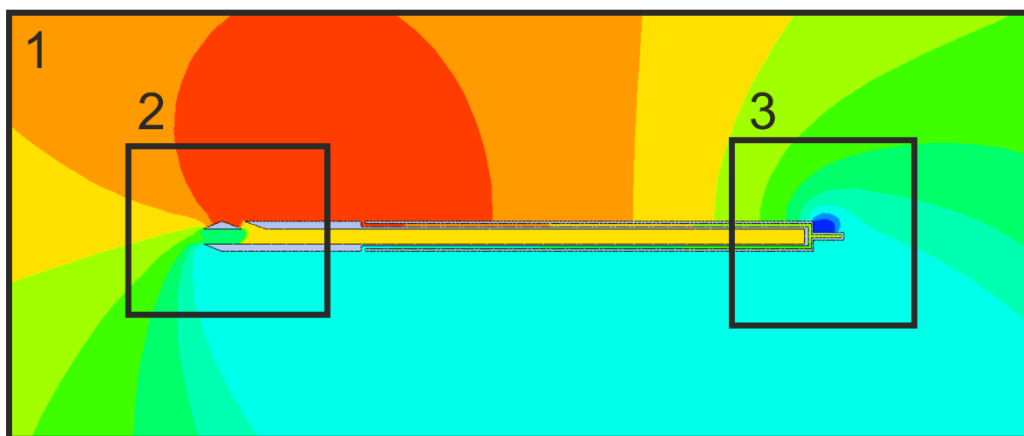
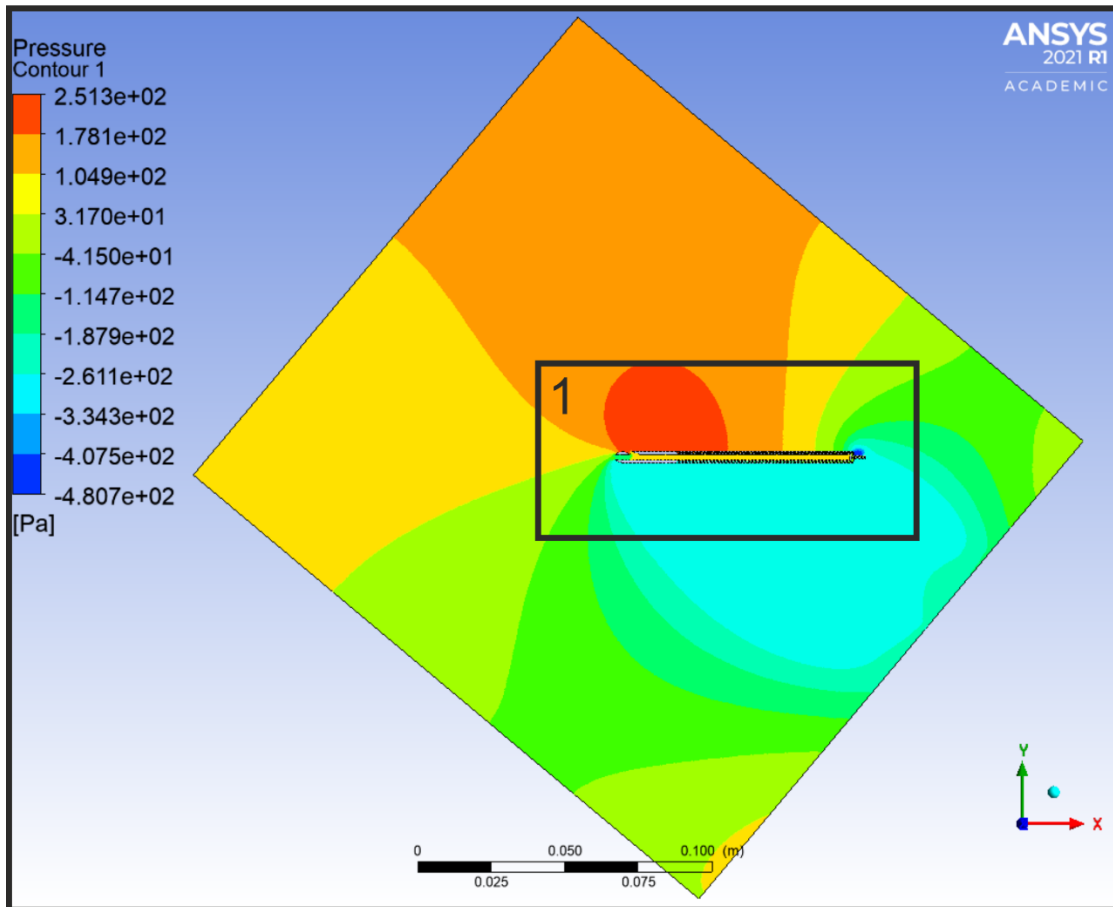
Příloha 85 – Grafické výsledky CFD – Úprava č.3 (v= 15 m/s; AoA=-35°)

$\Delta p_{\text{celk}} = 87,08 \text{ Pa}$; $\Delta p_H = -43,49 \text{ Pa}$



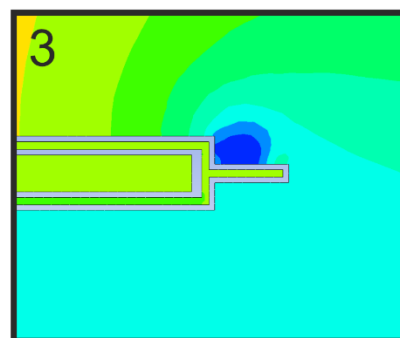
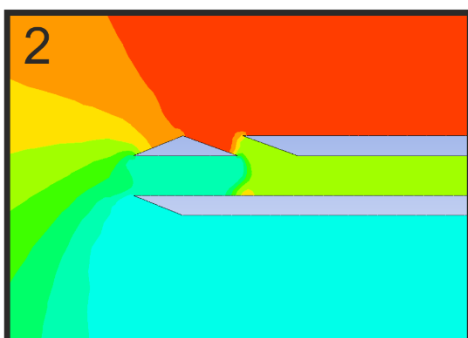
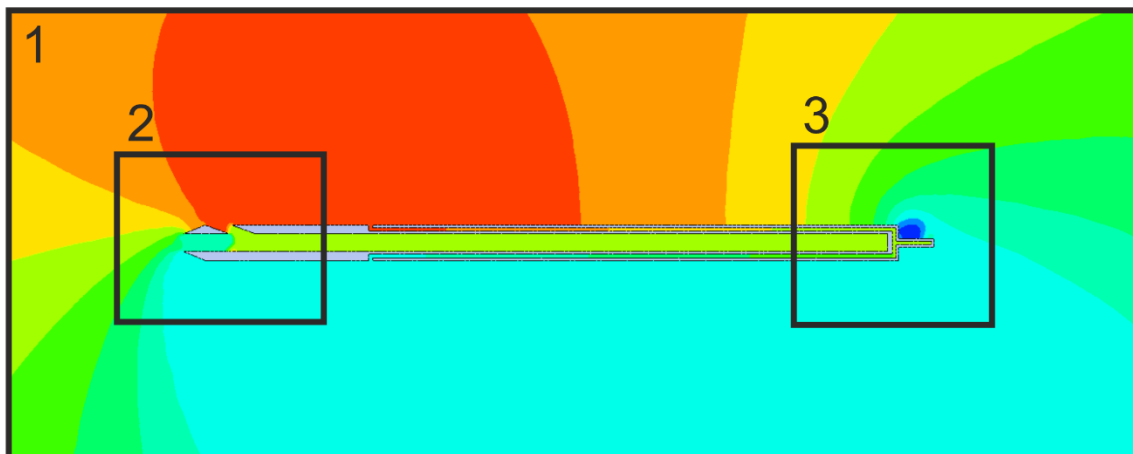
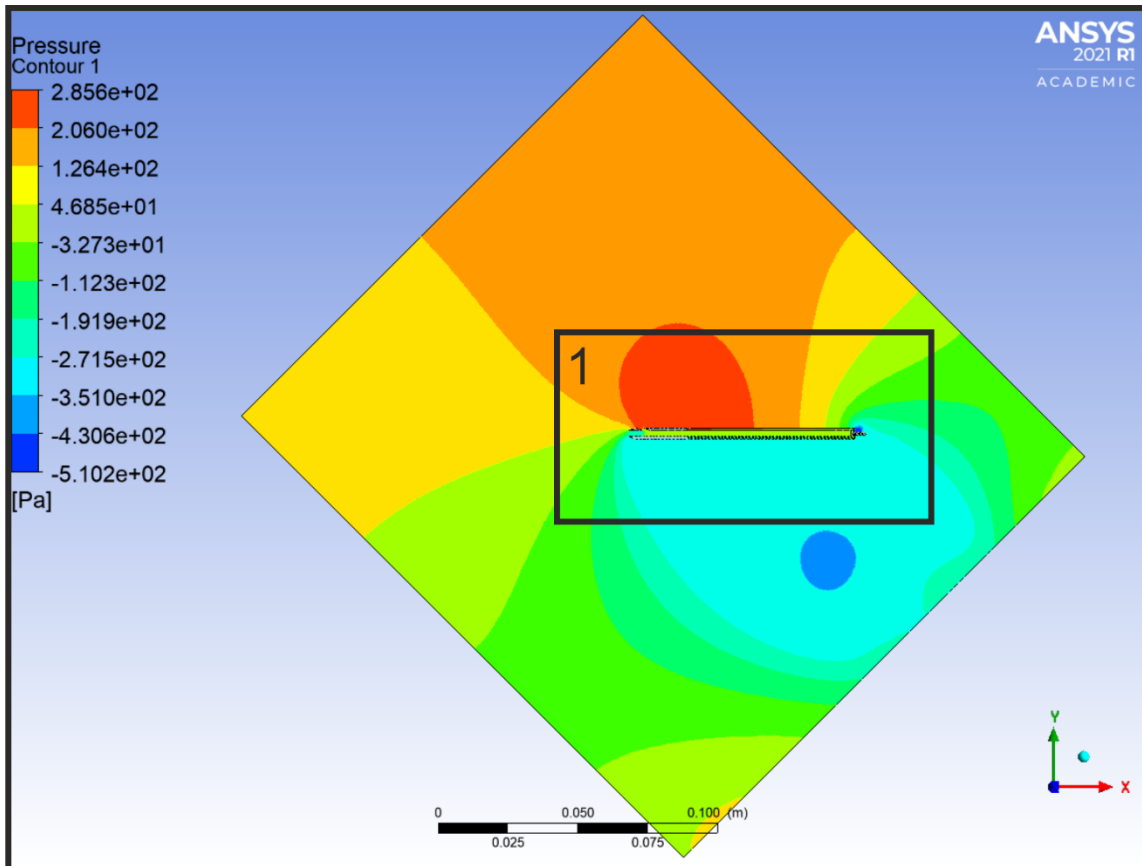
Příloha 86 – Grafické výsledky CFD – Úprava č.3 ($v= 15 \text{ m/s}$; $\text{AoA}=-40^\circ$)

$\Delta p_{\text{celk}} = 50,16 \text{ Pa}$; $\Delta p_H = -38,91 \text{ Pa}$



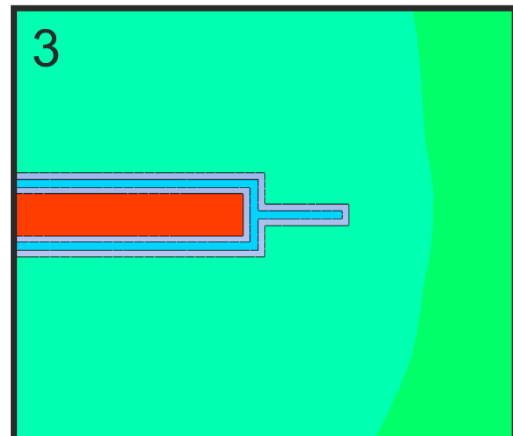
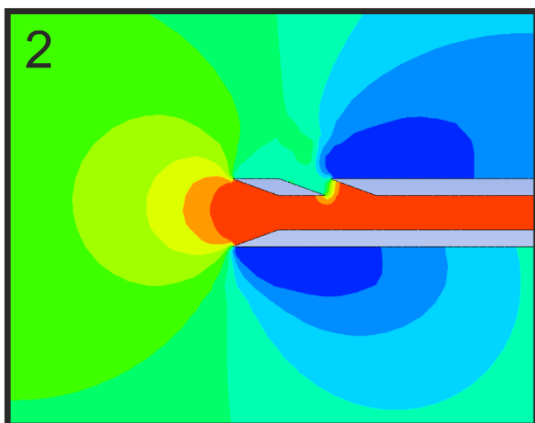
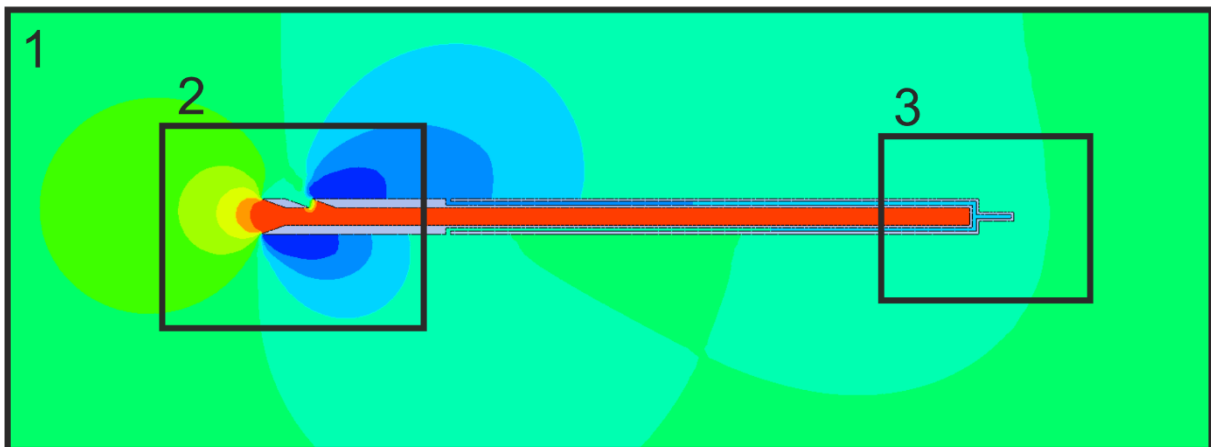
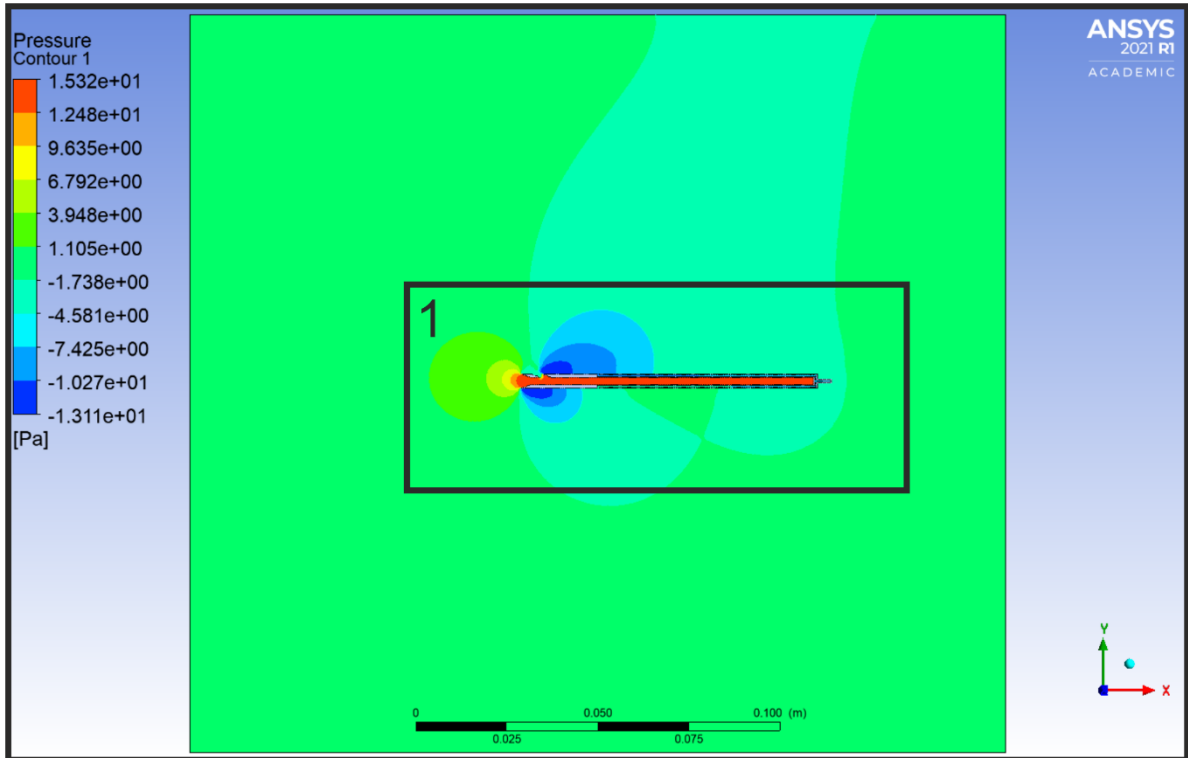
Příloha 87 – Grafické výsledky CFD – Úprava č.3 (v= 15 m/s; AoA=-45°)

$\Delta p_{\text{celk}} = 12,04 \text{ Pa}$; $\Delta p_H = -27,60 \text{ Pa}$



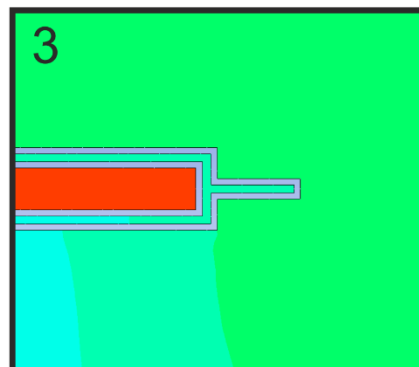
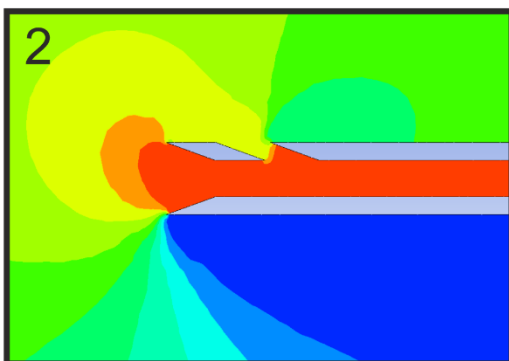
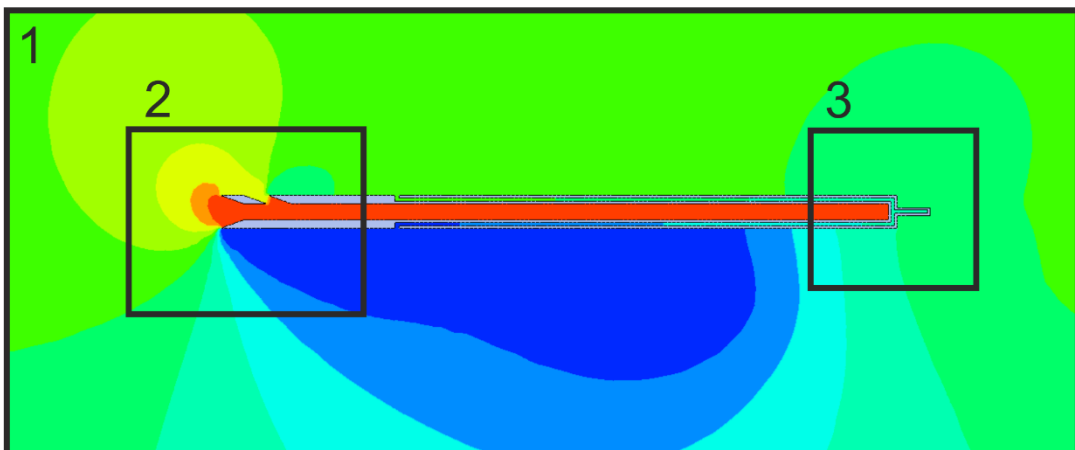
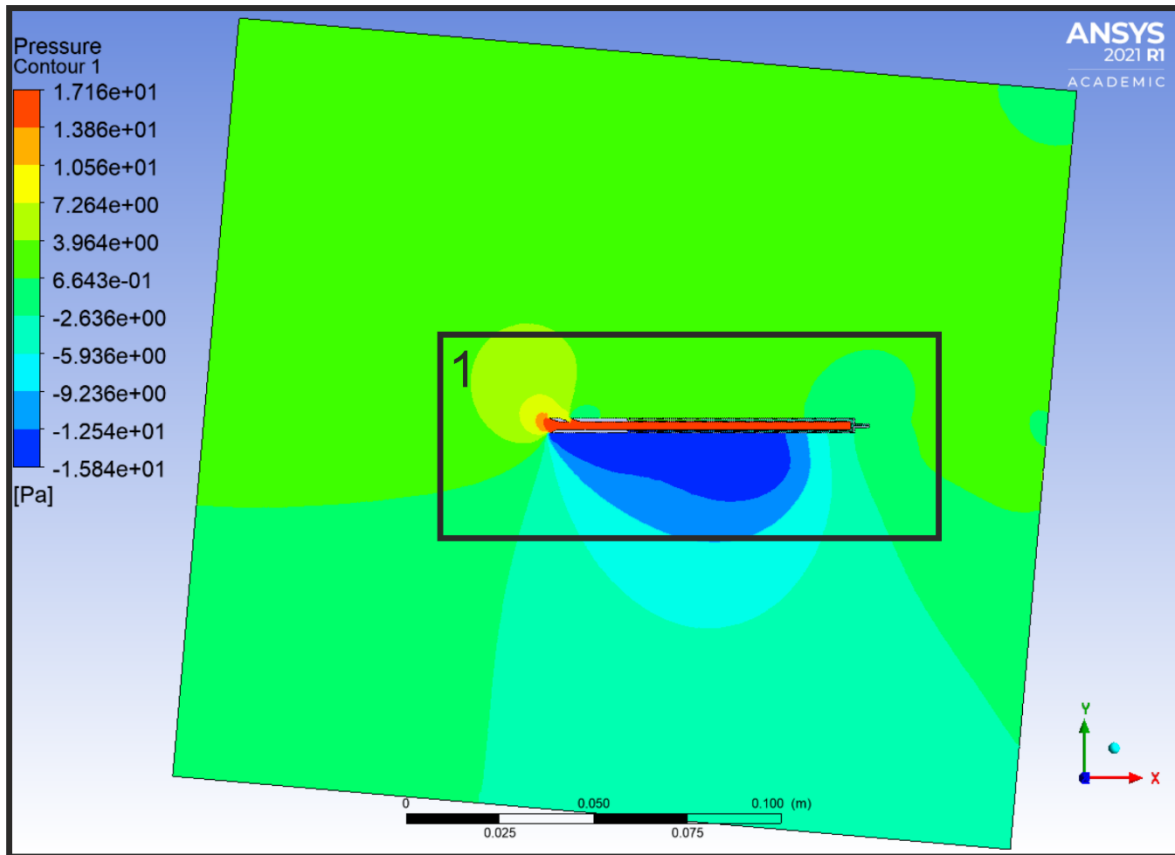
Příloha 88 – Grafické výsledky CFD – Úprava č.4 ($v= 5 \text{ m/s}$; $\text{AoA}=0^\circ$)

$\Delta p_{\text{celk}} = 14,10 \text{ Pa}$; $\Delta p_H = -5,79 \text{ Pa}$



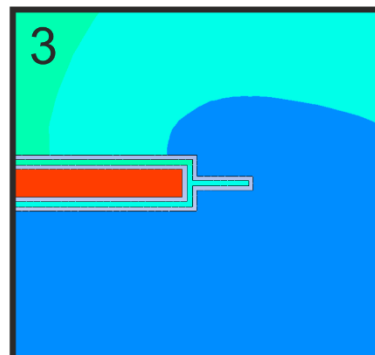
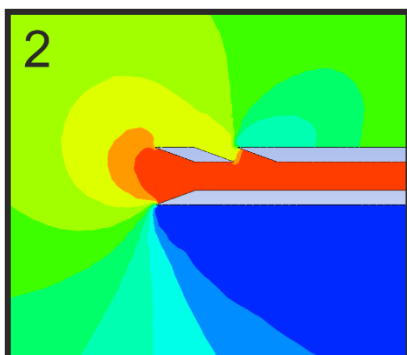
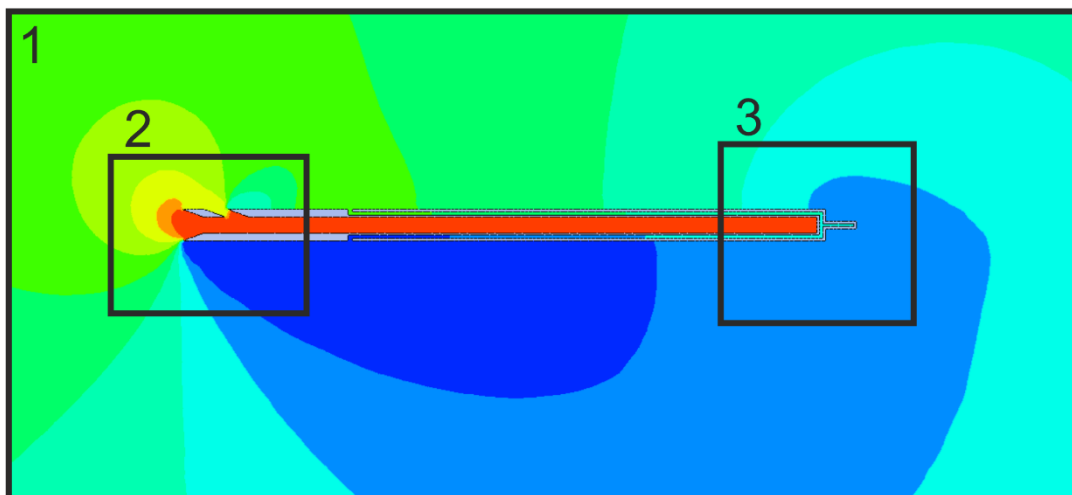
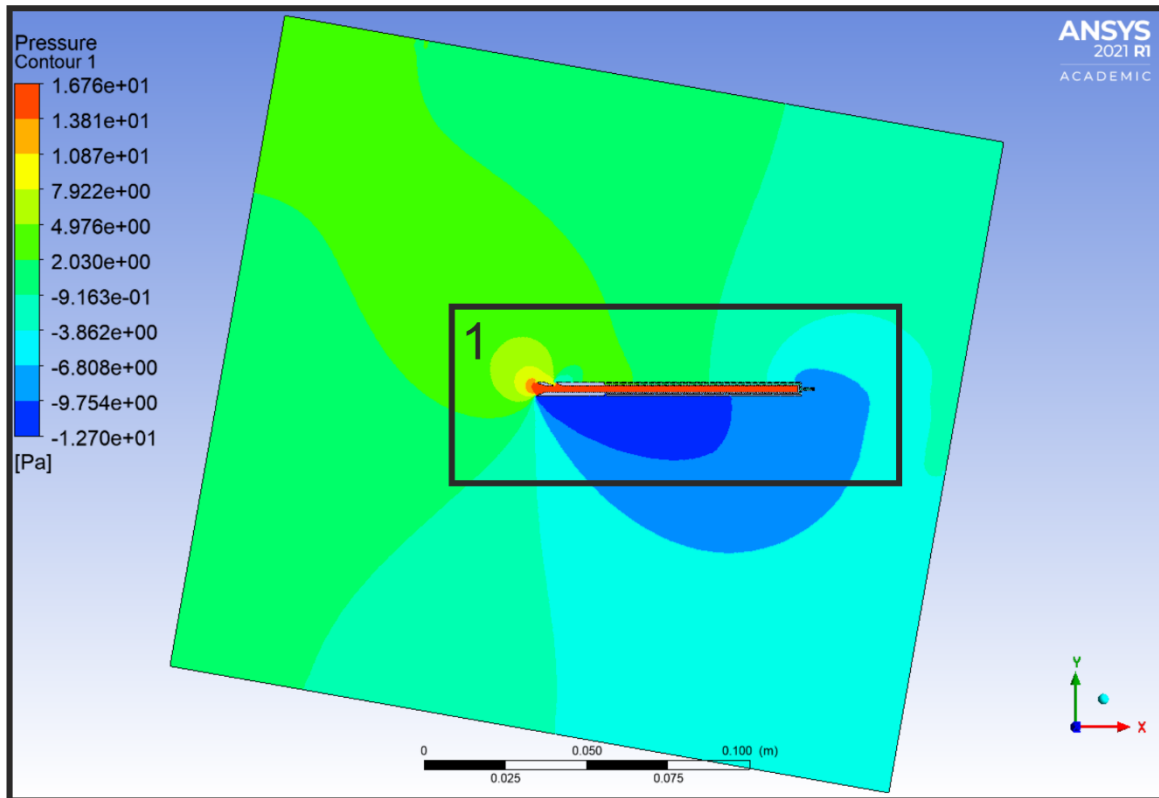
Příloha 89 – Grafické výsledky CFD – Úprava č.4 ($v= 5 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 16,39 \text{ Pa}$; $\Delta p_H = -5,23 \text{ Pa}$



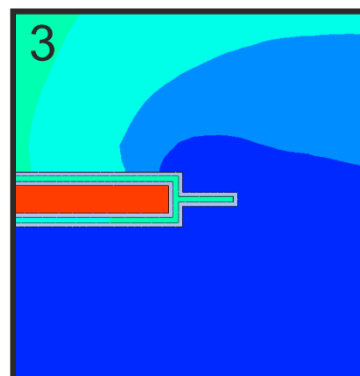
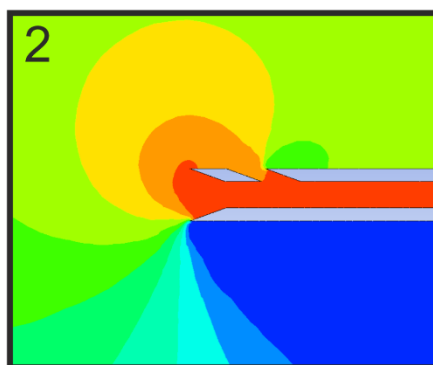
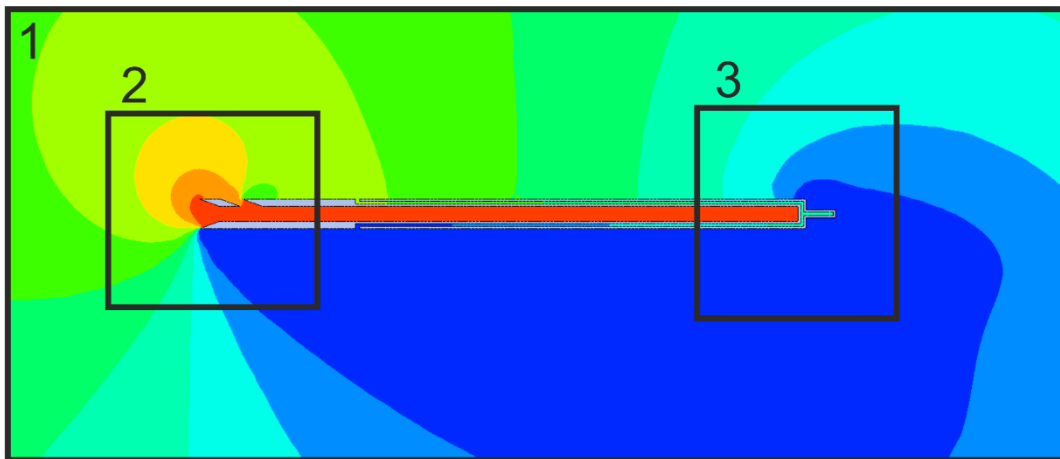
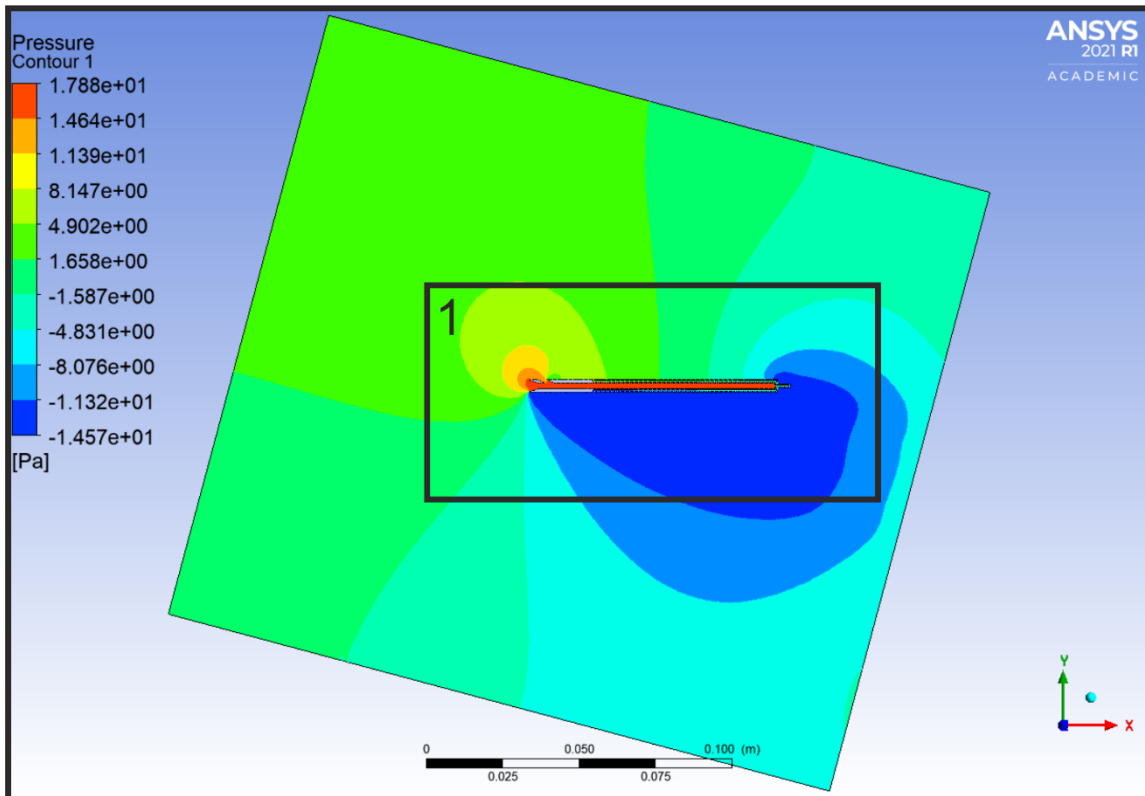
Příloha 90 – Grafické výsledky CFD – Úprava č.4 ($v = 5 \text{ m/s}$; $\text{AoA} = -10^\circ$)

$\Delta p_{\text{celk}} = 16,26 \text{ Pa}$; $\Delta p_H = -4,00 \text{ Pa}$



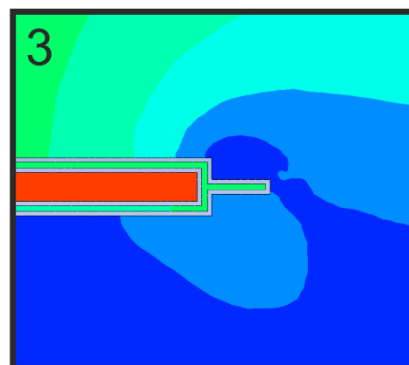
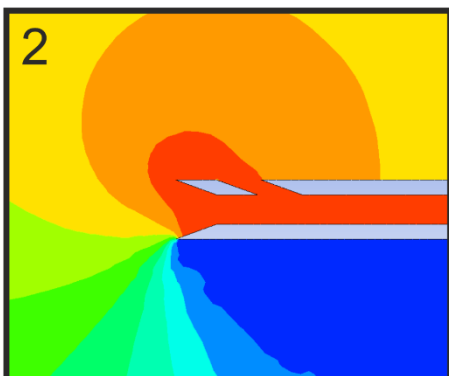
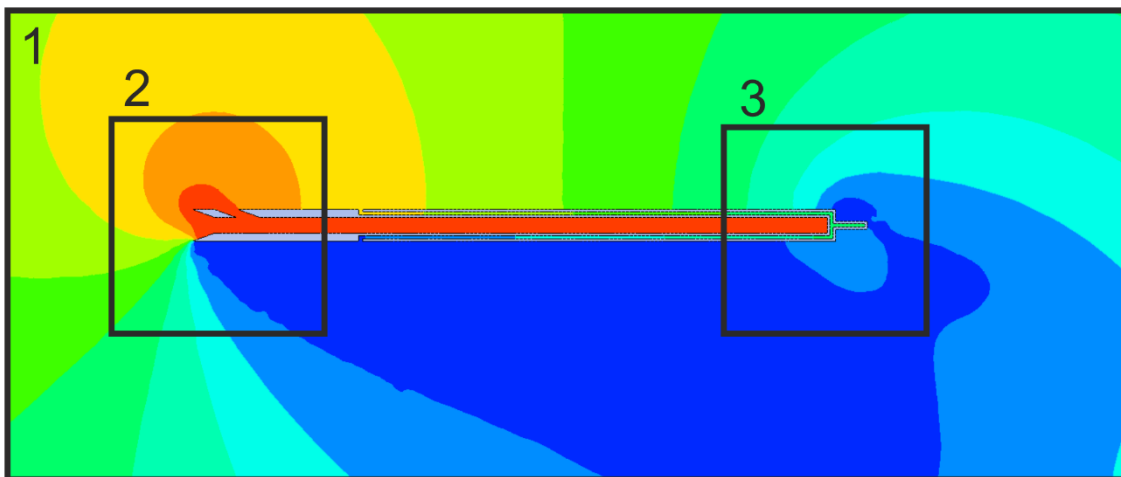
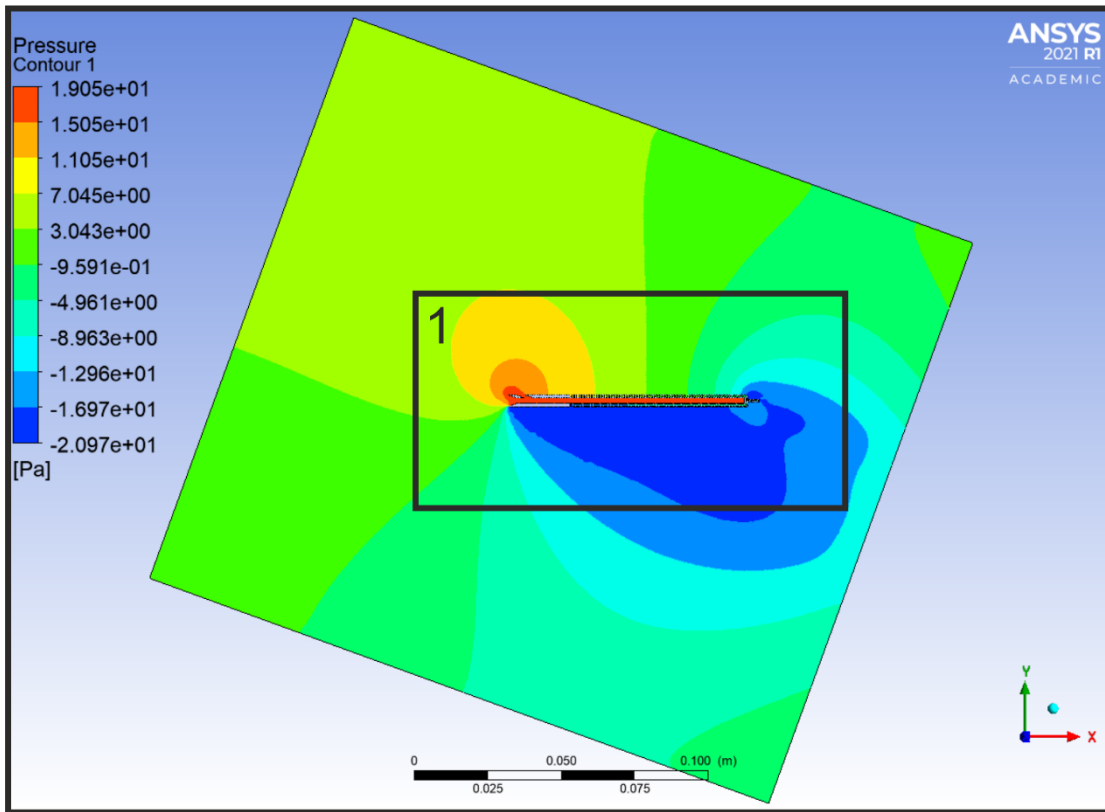
Příloha 91 – Grafické výsledky CFD – Úprava č.4 ($v = 5 \text{ m/s}$; $\text{AoA} = -15^\circ$)

$\Delta p_{\text{celk}} = 17,25 \text{ Pa}$; $\Delta p_H = -3,89 \text{ Pa}$



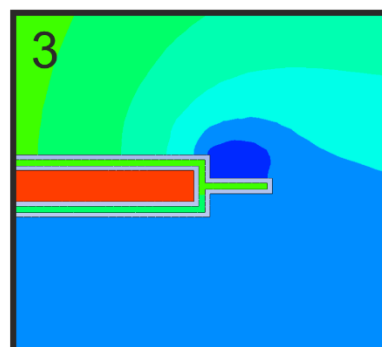
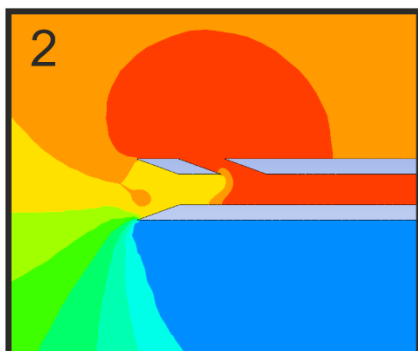
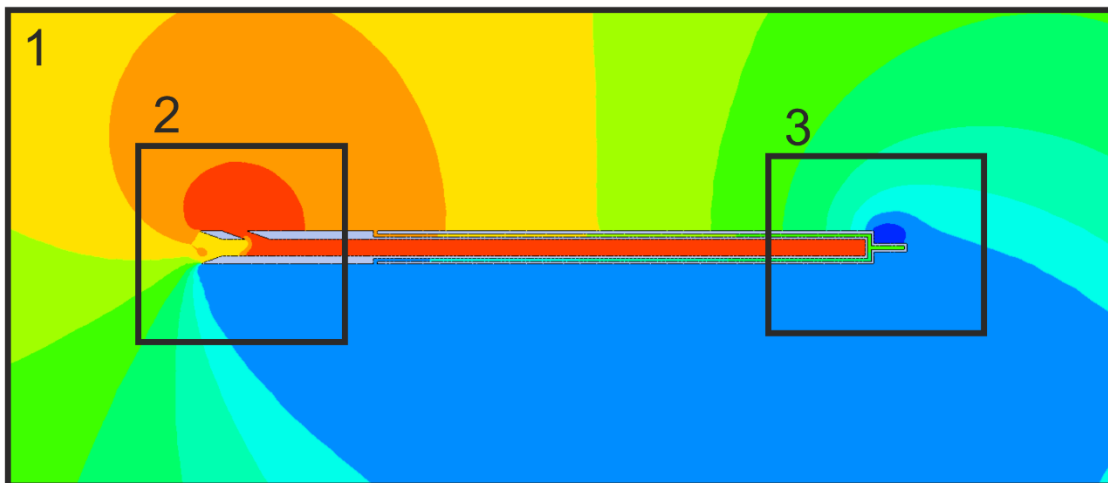
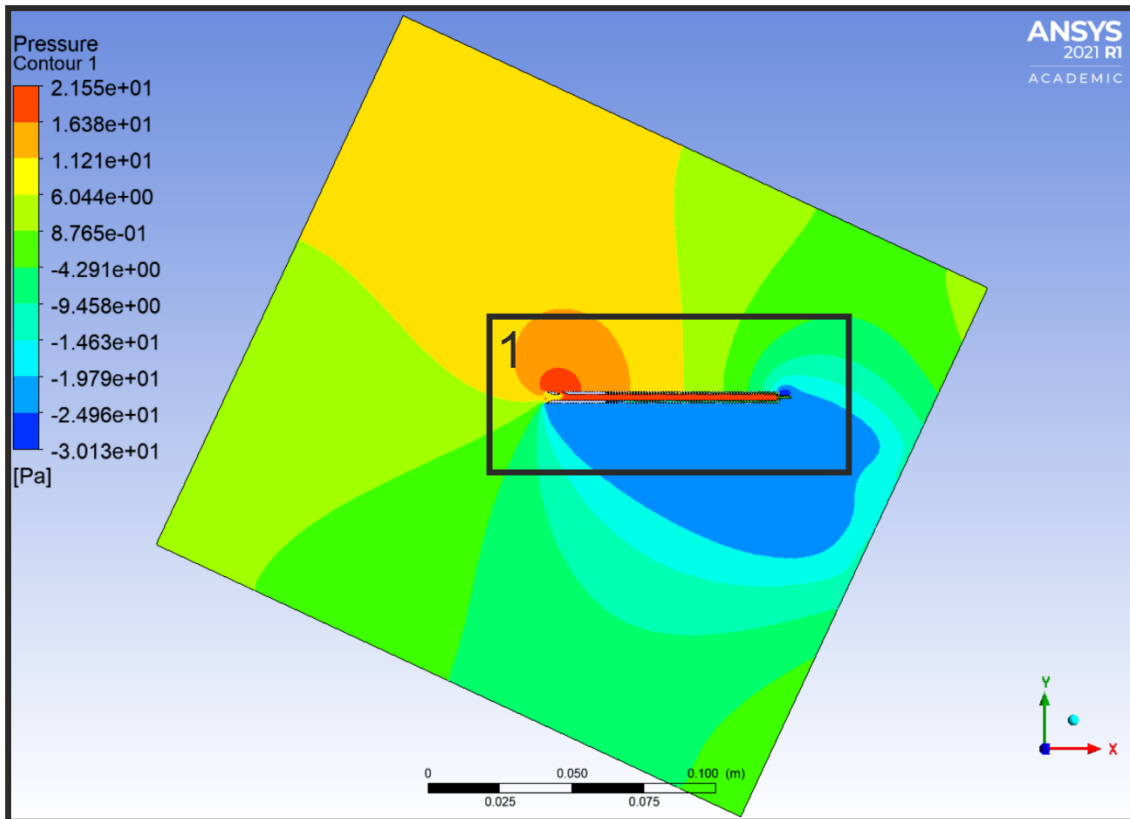
Příloha 92 – Grafické výsledky CFD – Úprava č.4 ($v= 5 \text{ m/s}$; $\text{AoA}=-20^\circ$)

$\Delta p_{\text{celk}} = 16,40 \text{ Pa}$; $\Delta p_H = -4,17 \text{ Pa}$



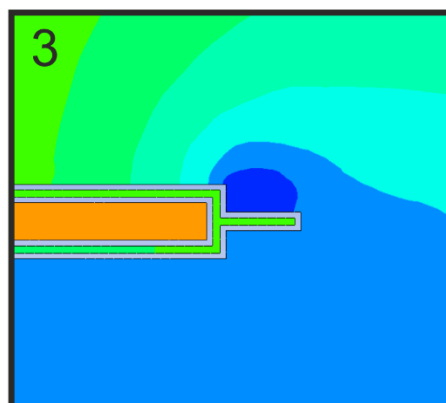
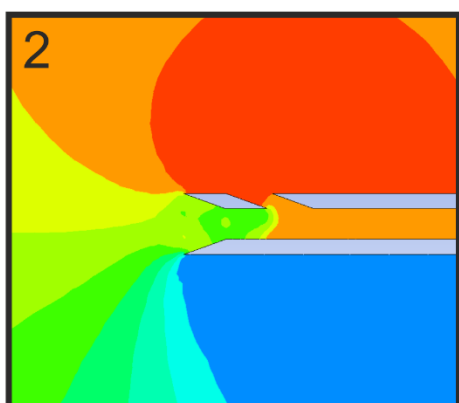
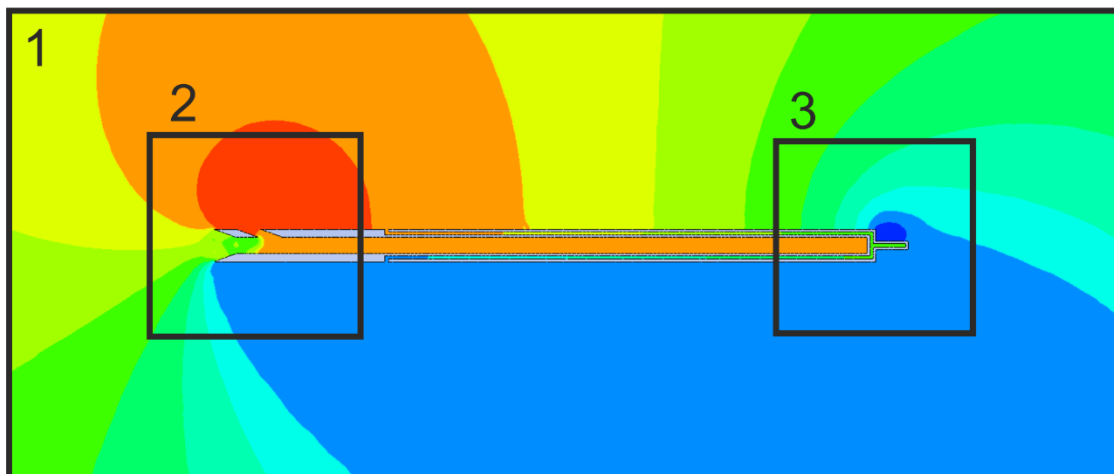
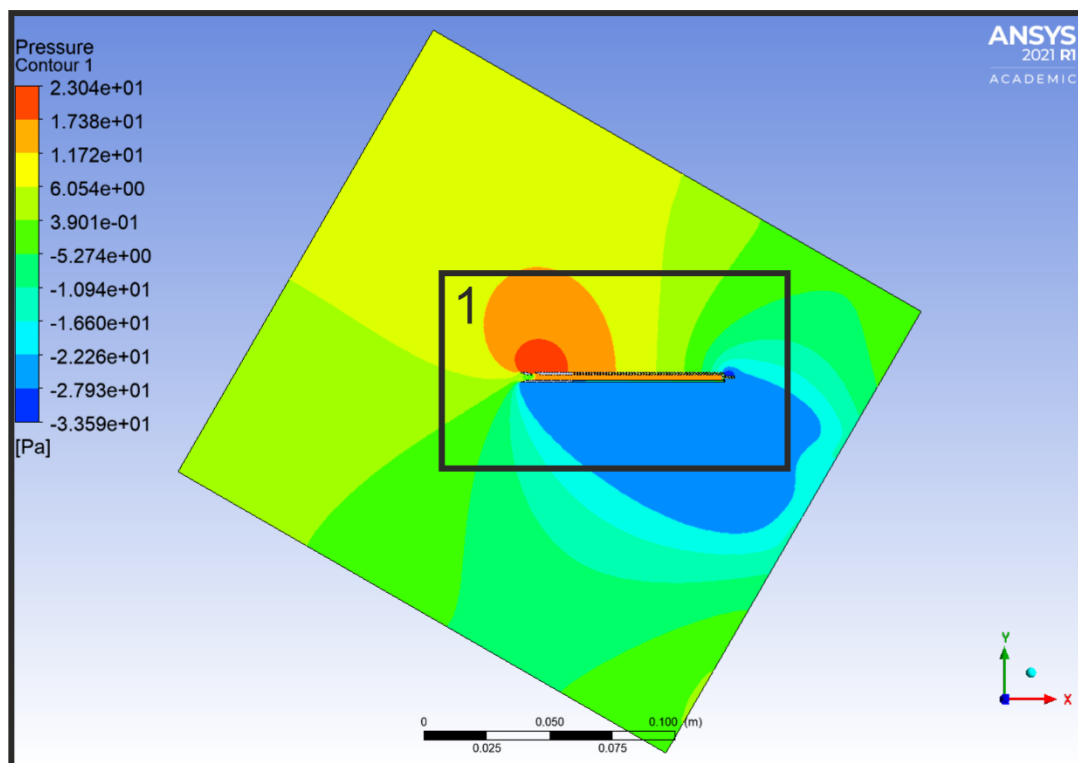
Příloha 93 – Grafické výsledky CFD – Úprava č.4 ($v= 5 \text{ m/s}$; $\text{AoA}=-25^\circ$)

$\Delta p_{\text{celk}} = 18,16 \text{ Pa}$; $\Delta p_H = -4,13 \text{ Pa}$



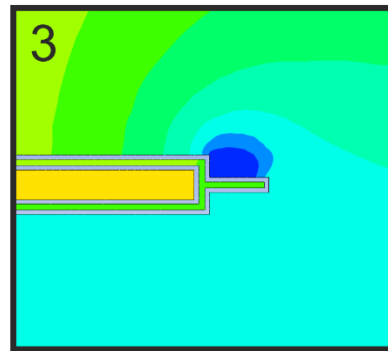
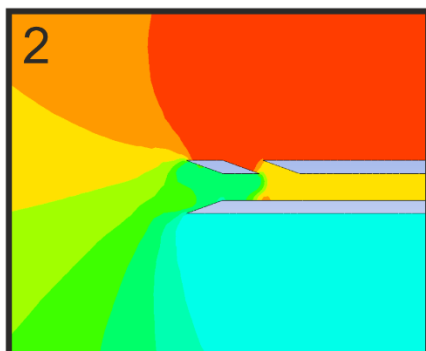
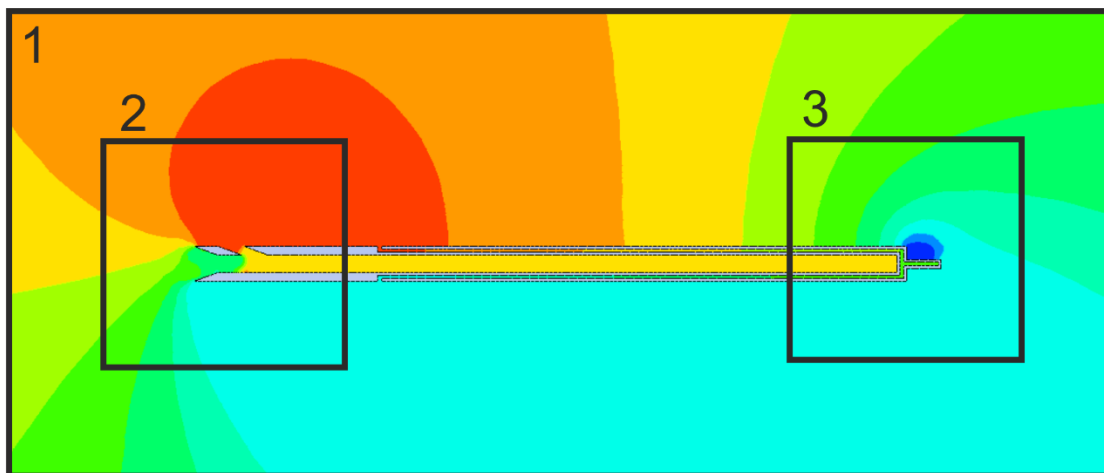
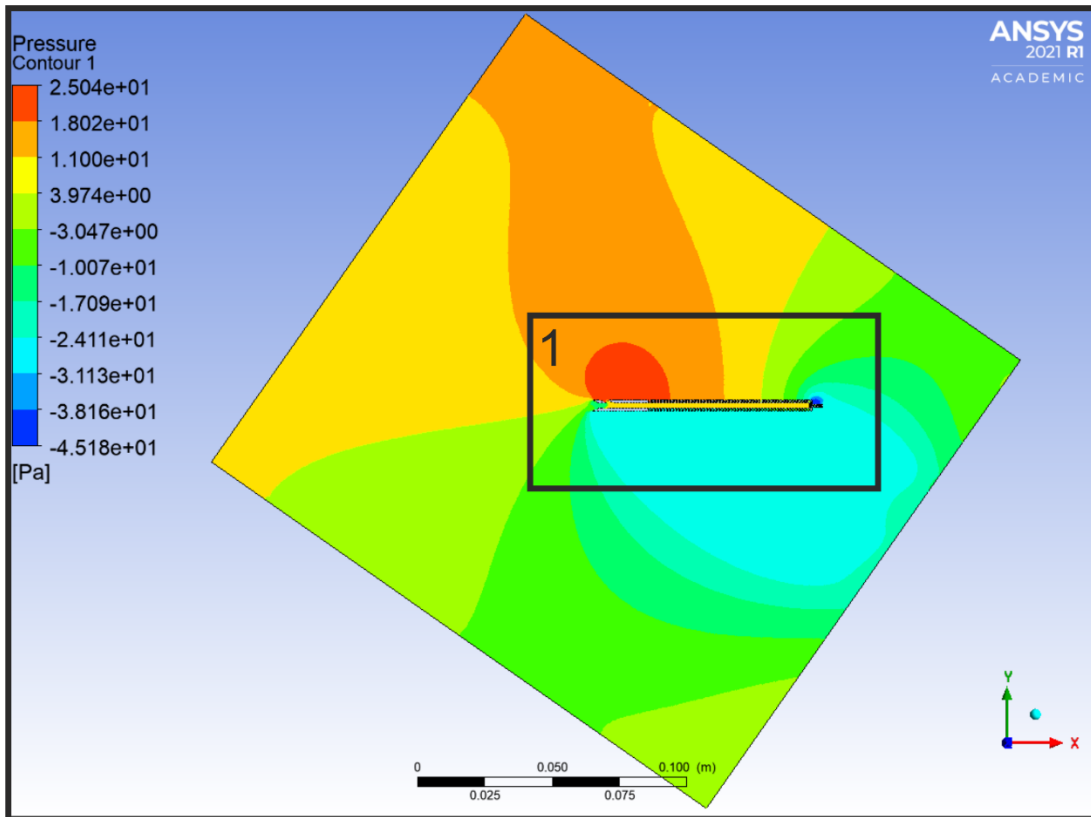
Příloha 94 – Grafické výsledky CFD – Úprava č.4 ($v = 5 \text{ m/s}$; $\text{AoA} = -30^\circ$)

$\Delta p_{\text{celk}} = 14,61 \text{ Pa}$; $\Delta p_H = -3,72 \text{ Pa}$



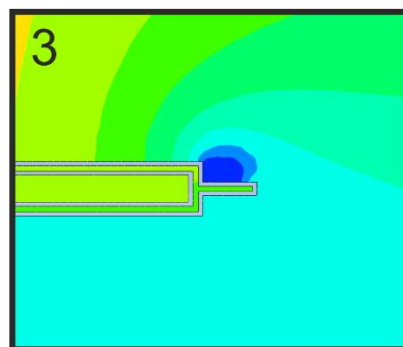
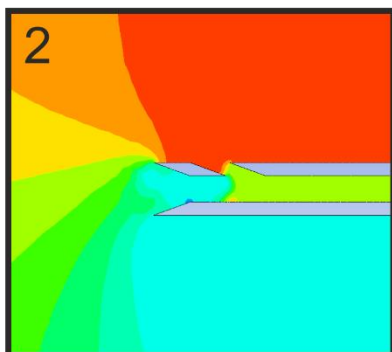
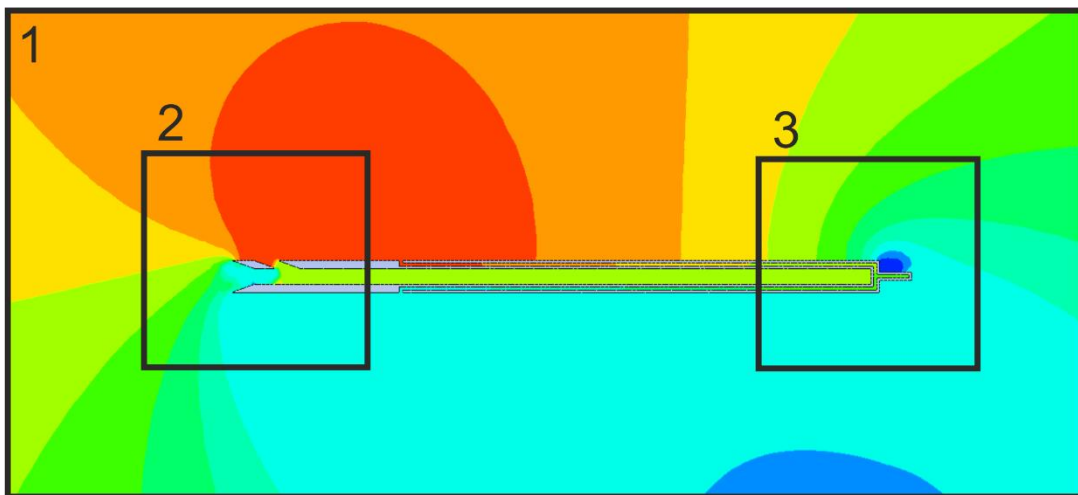
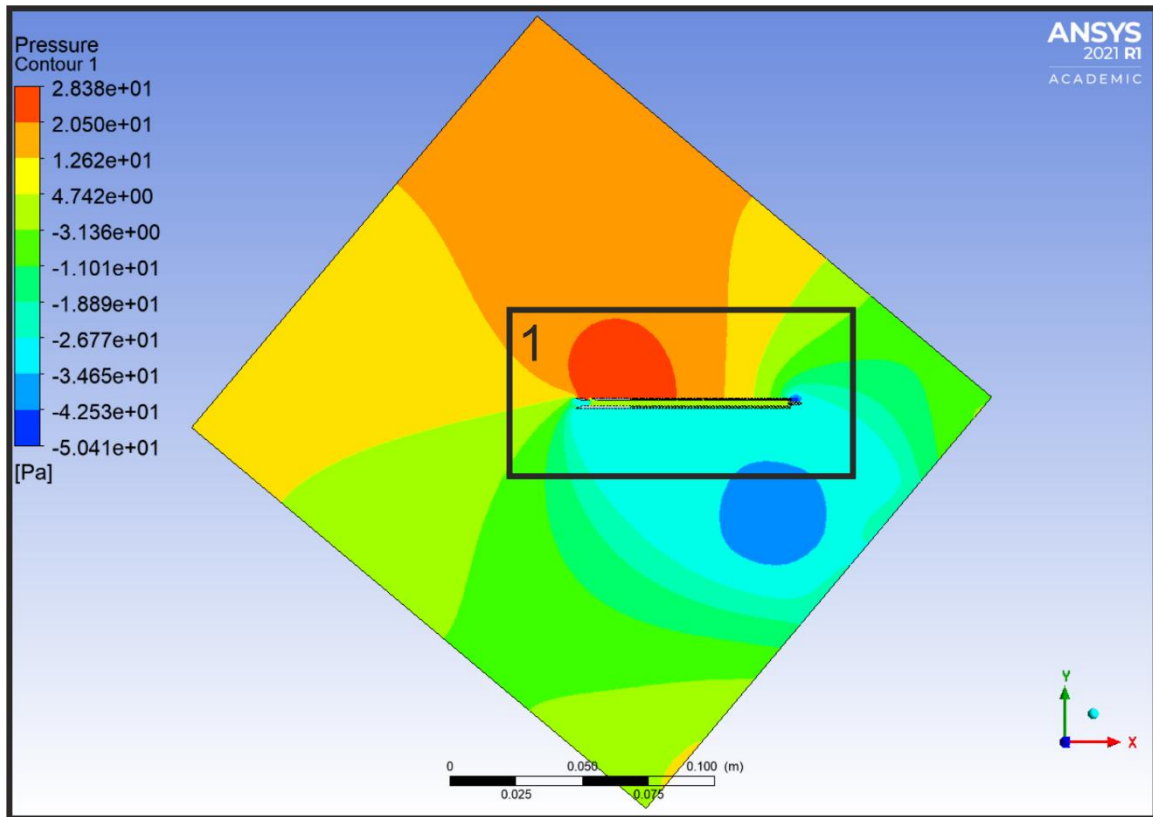
Příloha 95 – Grafické výsledky CFD – Úprava č.4 ($v = 5 \text{ m/s}$; $\text{AoA} = -35^\circ$)

$\Delta p_{\text{celk}} = 9,05 \text{ Pa}$; $\Delta p_H = -3,86 \text{ Pa}$



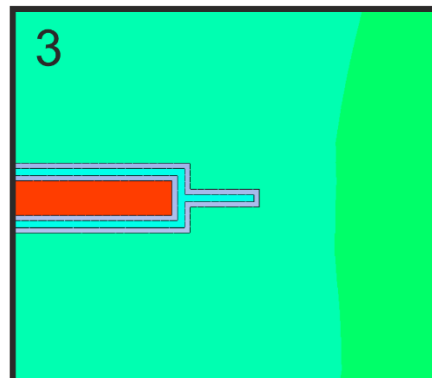
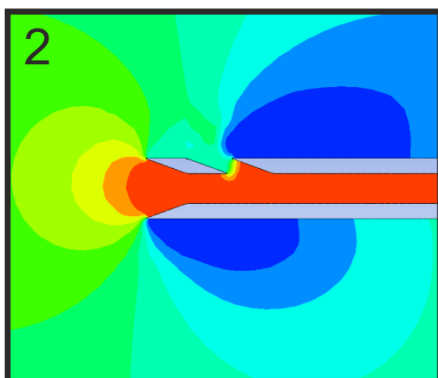
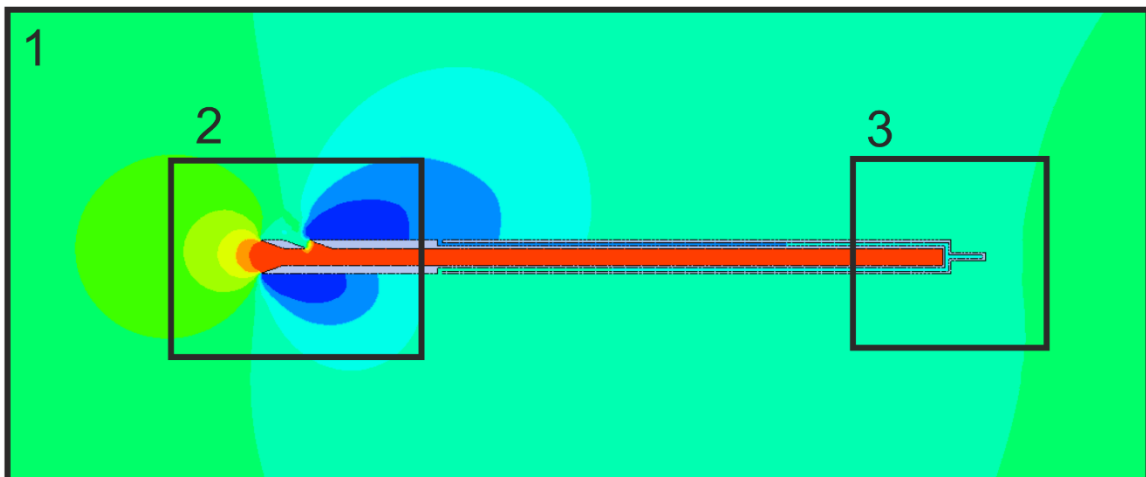
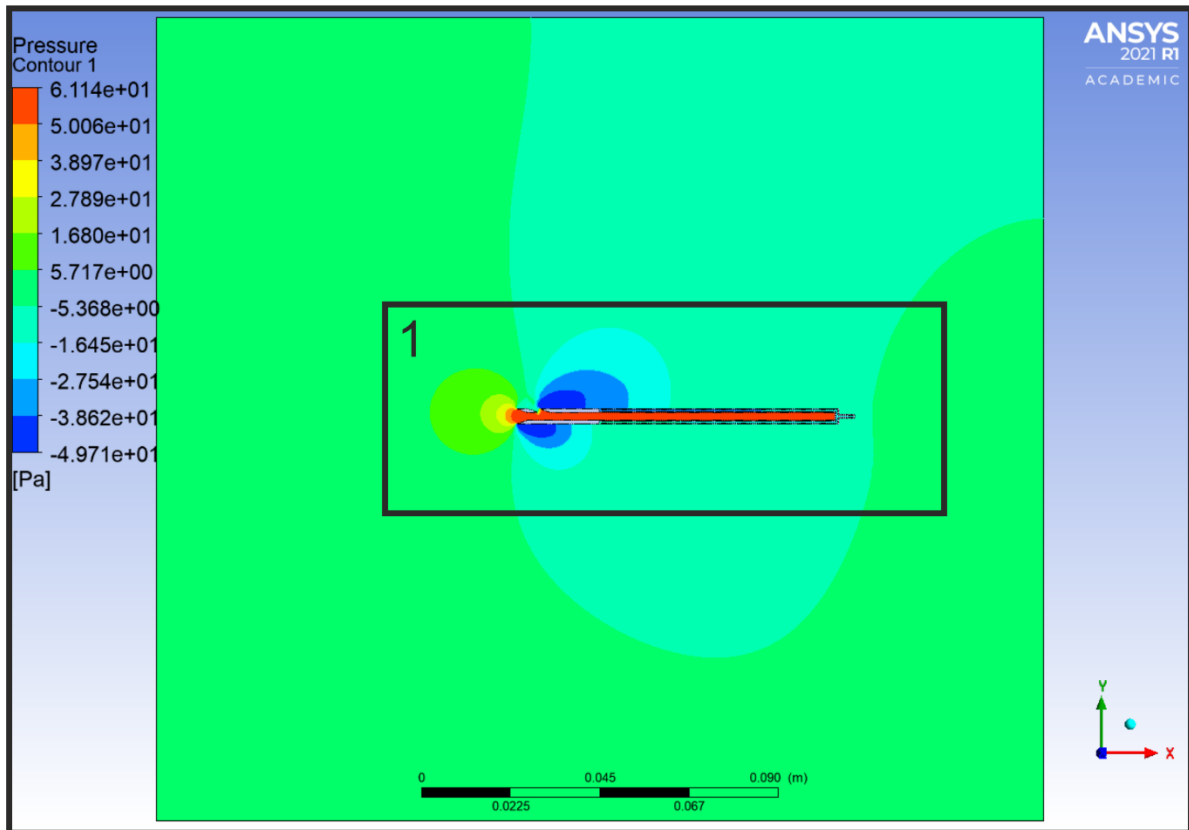
Příloha 96 – Grafické výsledky CFD – Úprava č.4 ($v = 5 \text{ m/s}$; $\text{AoA} = -40^\circ$)

$\Delta p_{\text{celk}} = 1,36 \text{ Pa}$; $\Delta p_H = -3,31 \text{ Pa}$



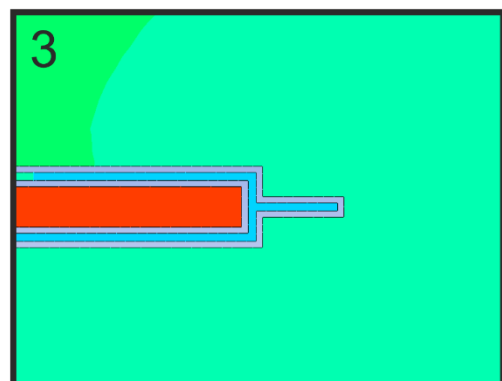
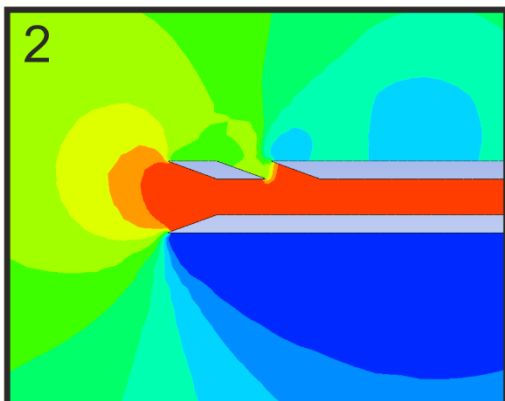
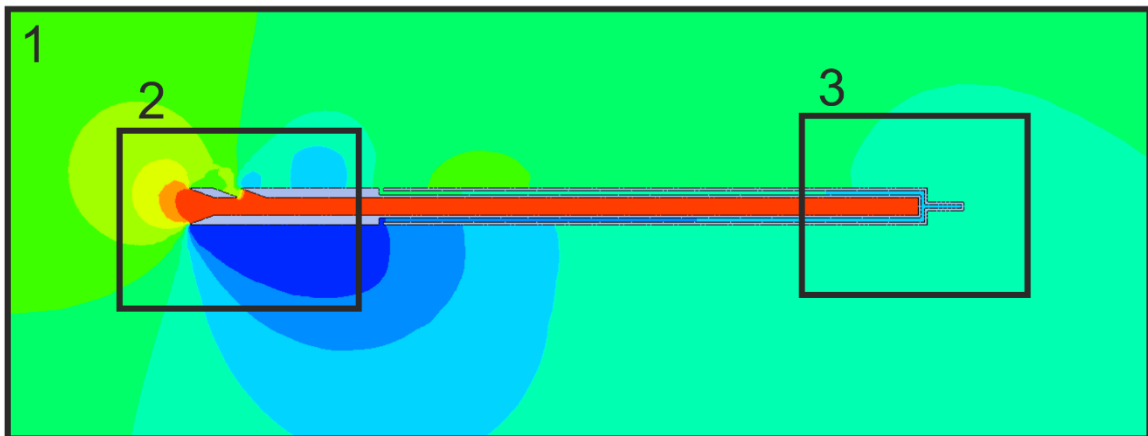
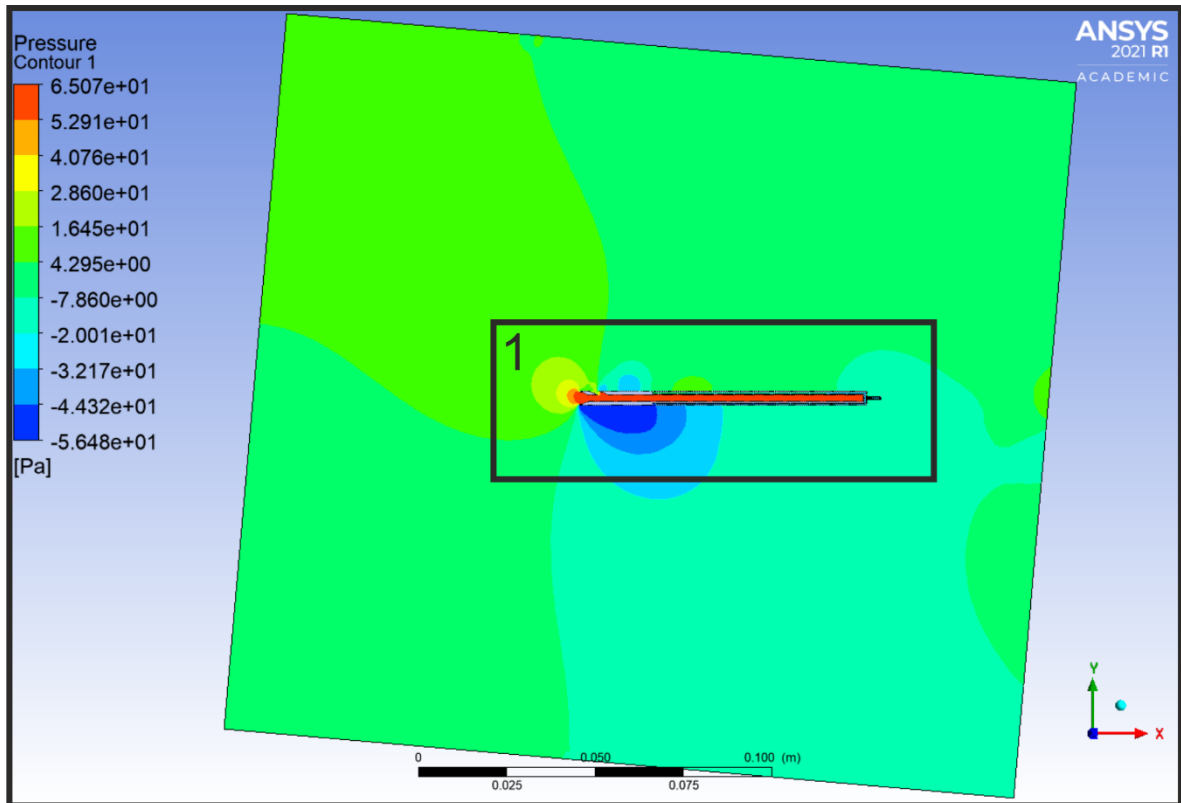
Příloha 97 – Grafické výsledky CFD – Úprava č.4 ($v= 10 \text{ m/s}$; $AoA=0^\circ$)

$\Delta p_{\text{celk}} = 57,07 \text{ Pa}$; $\Delta p_H = -23,86 \text{ Pa}$



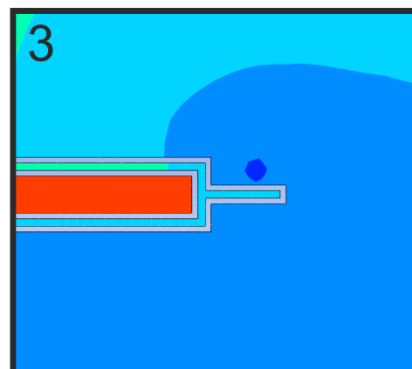
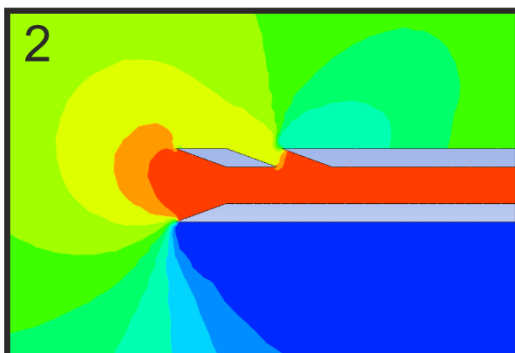
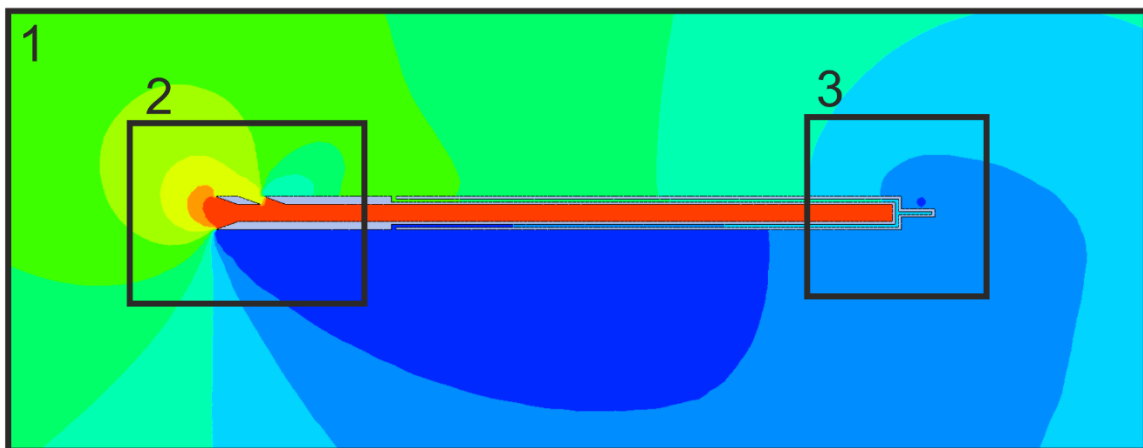
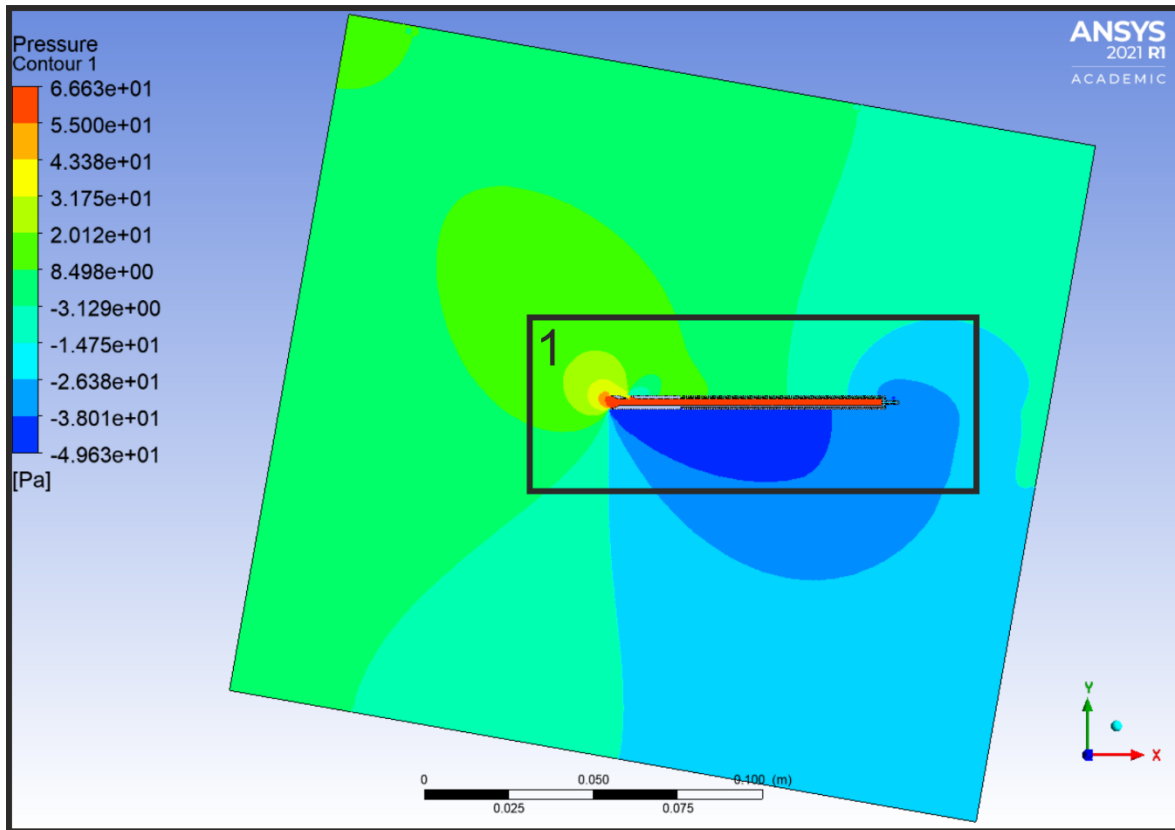
Příloha 98 – Grafické výsledky CFD – Úprava č.4 ($v= 10 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 62,54 \text{ Pa}$; $\Delta p_H = -23,87 \text{ Pa}$



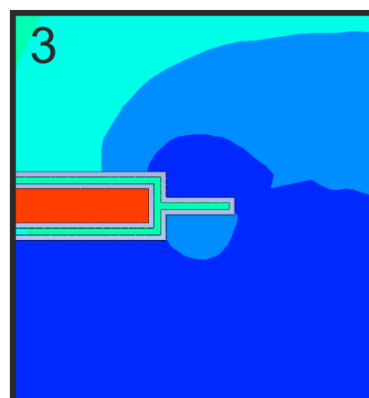
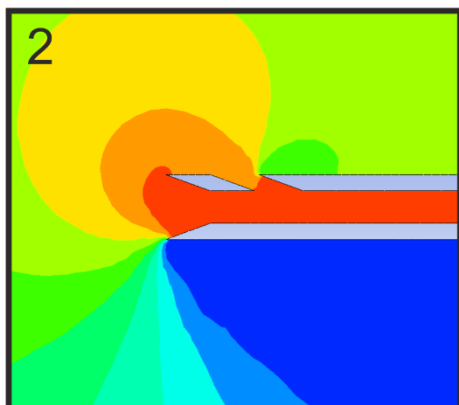
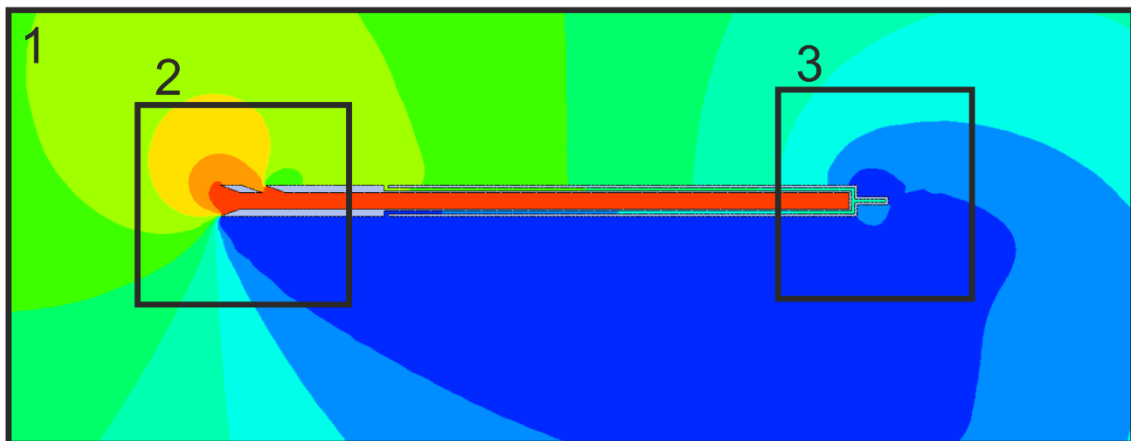
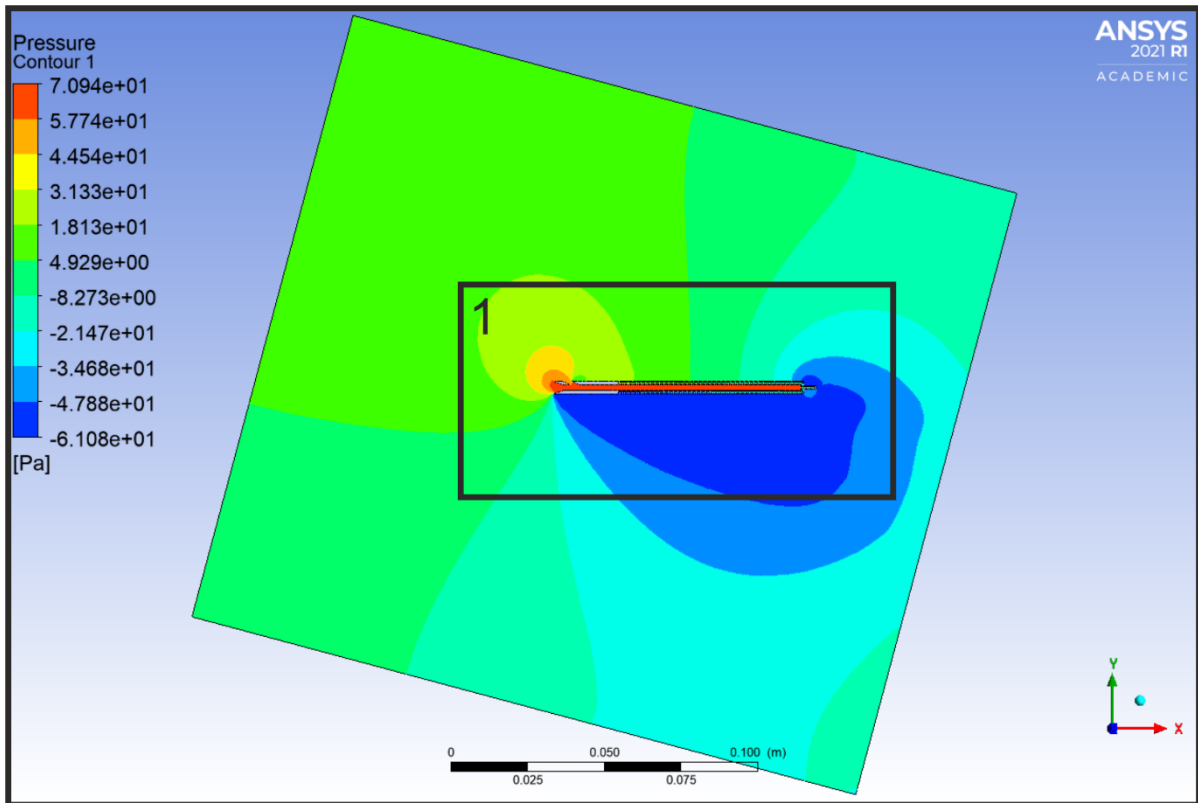
Příloha 99 – Grafické výsledky CFD – Úprava č.4 ($v= 10 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 65,12 \text{ Pa}$; $\Delta p_H = -16,19 \text{ Pa}$



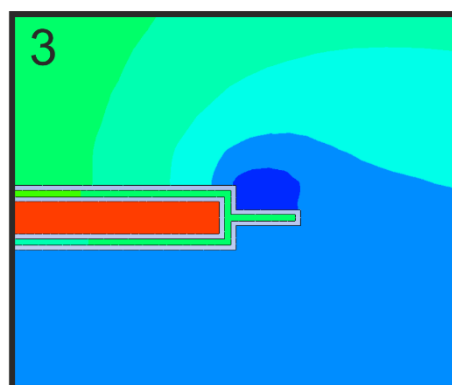
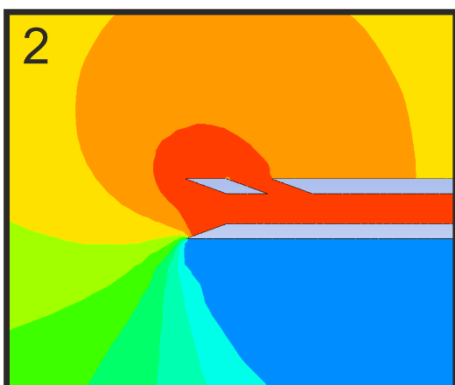
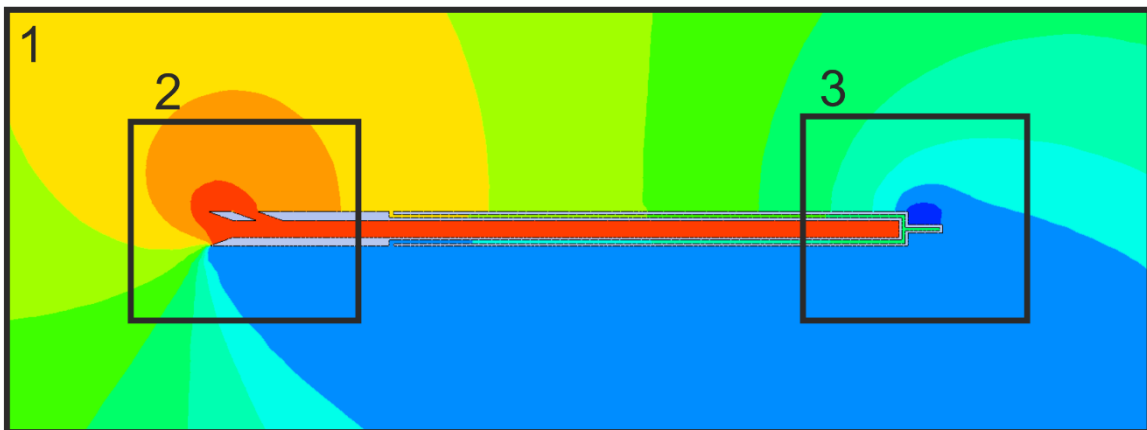
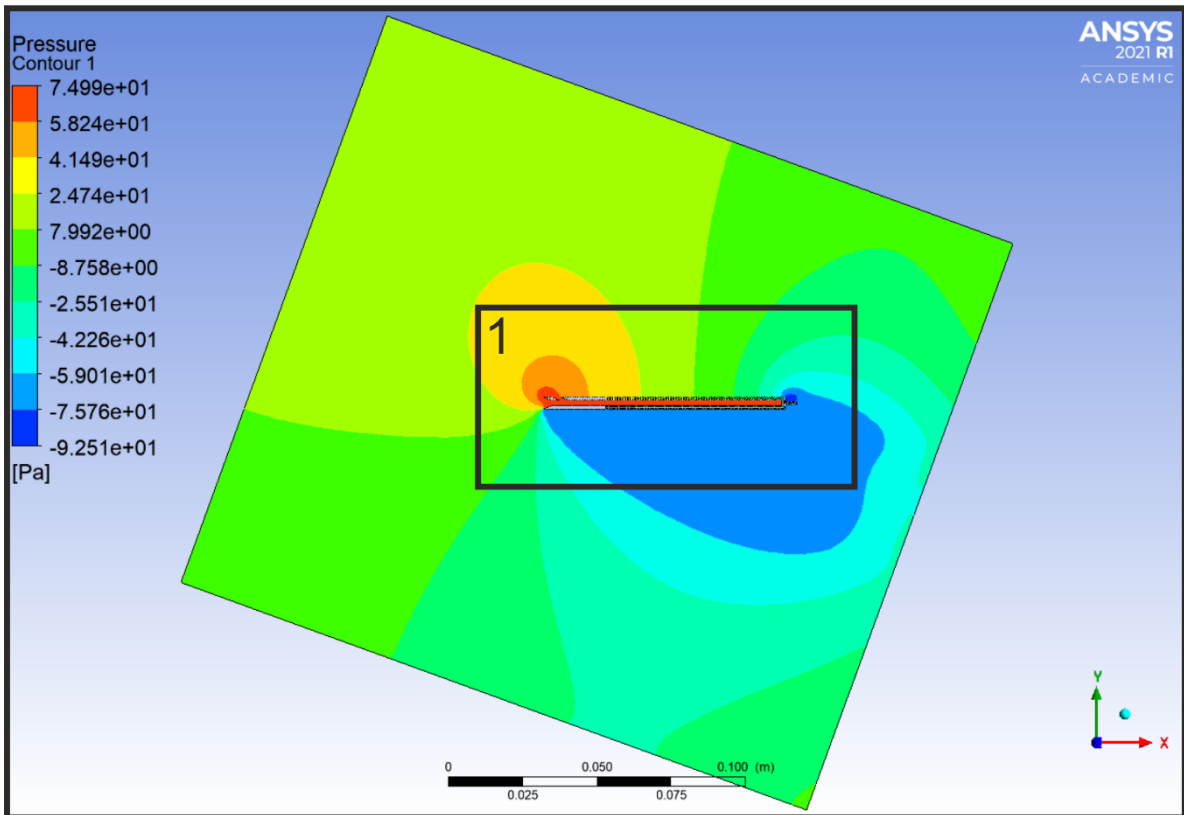
Příloha 100 – Grafické výsledky CFD – Úprava č.4 ($v= 10 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 69,22 \text{ Pa}$; $\Delta p_H = -16,06 \text{ Pa}$



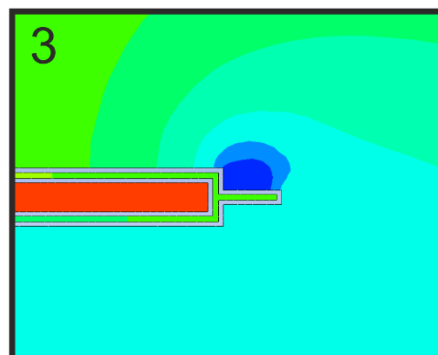
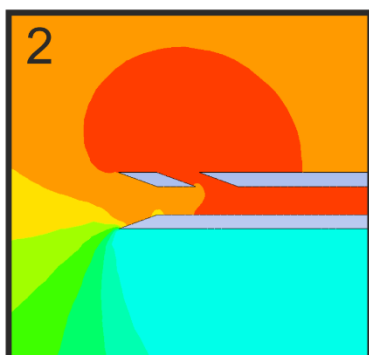
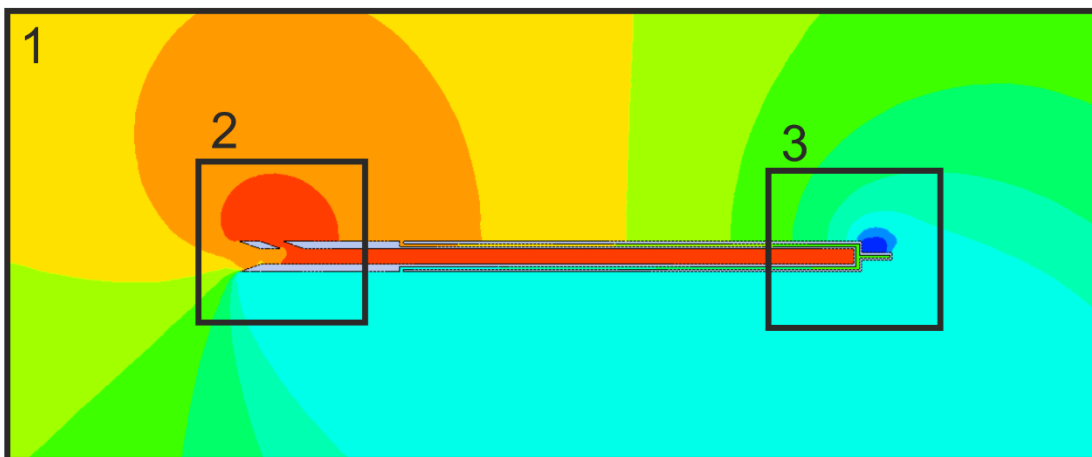
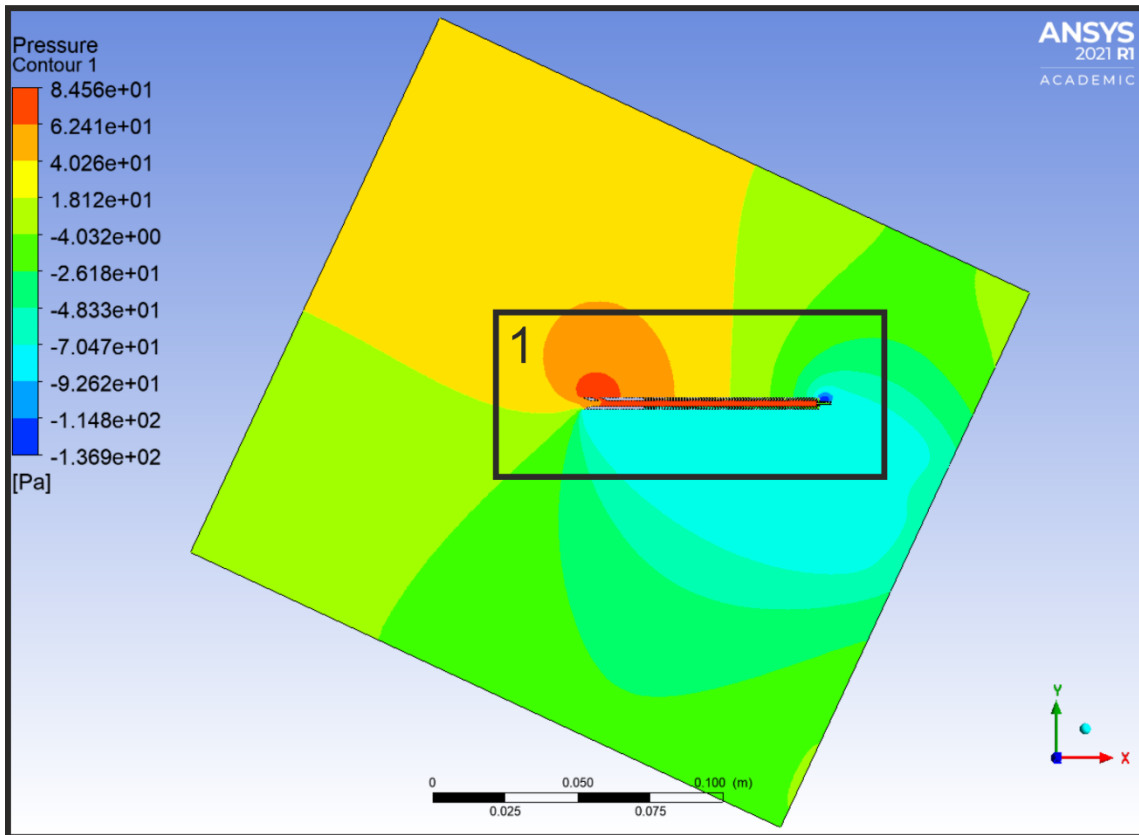
Příloha 101 – Grafické výsledky CFD – Úprava č.4 ($v= 10 \text{ m/s}$; $\text{AoA}=-20^\circ$)

$\Delta p_{\text{celk}} = 66,59 \text{ Pa}$; $\Delta p_H = -17,23 \text{ Pa}$



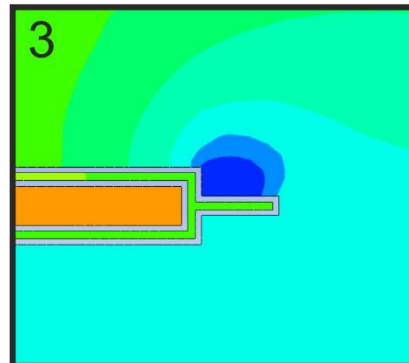
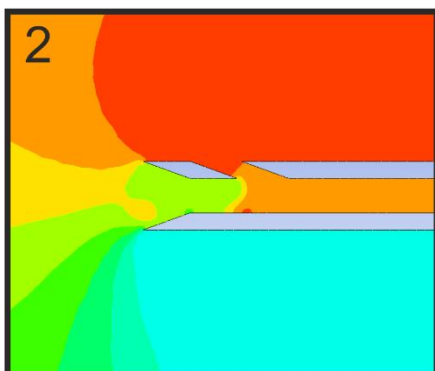
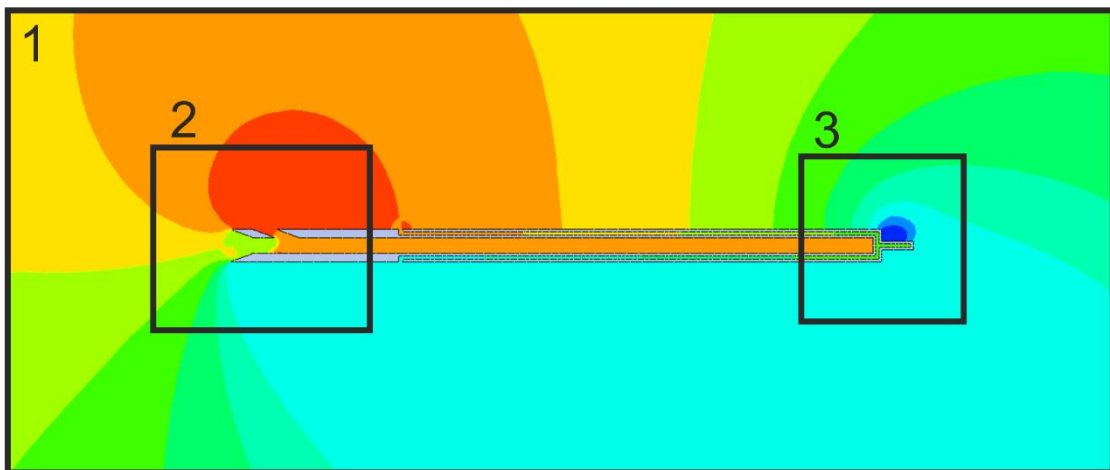
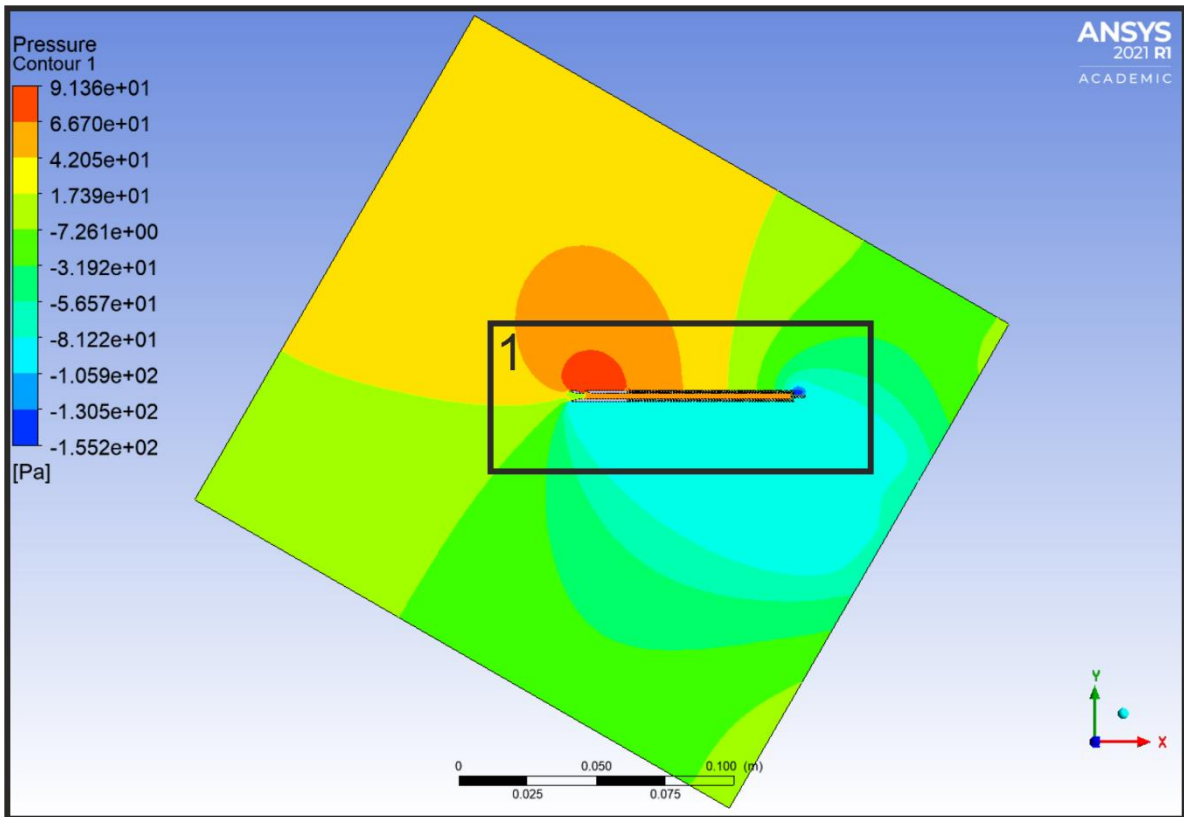
Příloha 102 – Grafické výsledky CFD – Úprava č.4 ($v= 10 \text{ m/s}$; $\text{AoA}=-25^\circ$)

$\Delta p_{\text{celk}} = 75,13 \text{ Pa}$; $\Delta p_H = -17,75 \text{ Pa}$



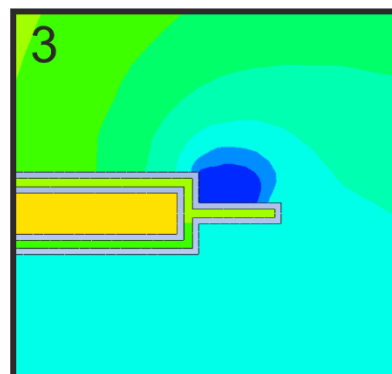
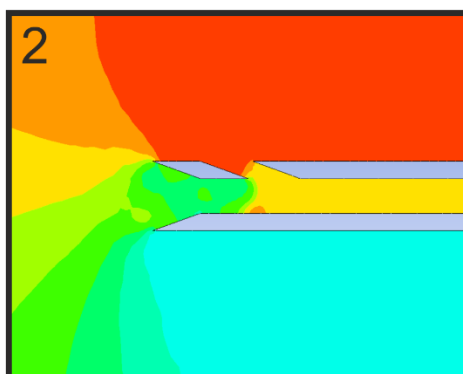
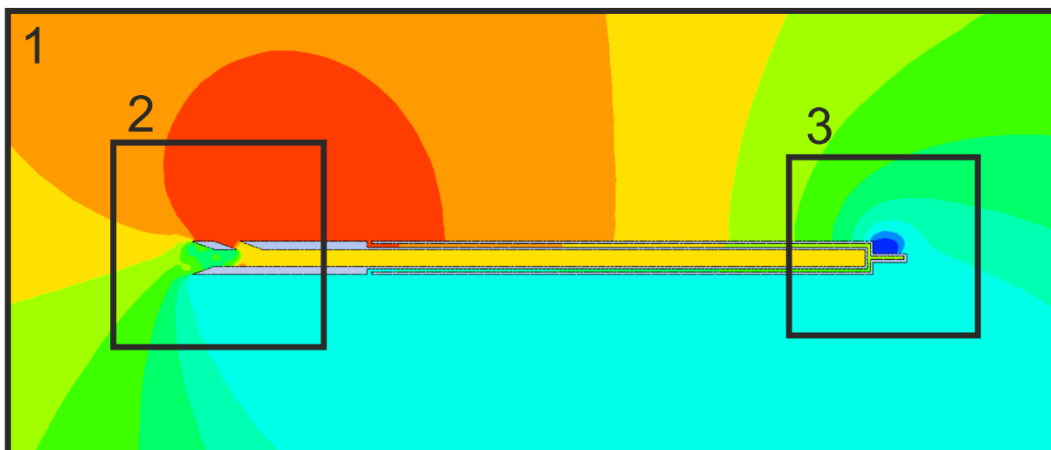
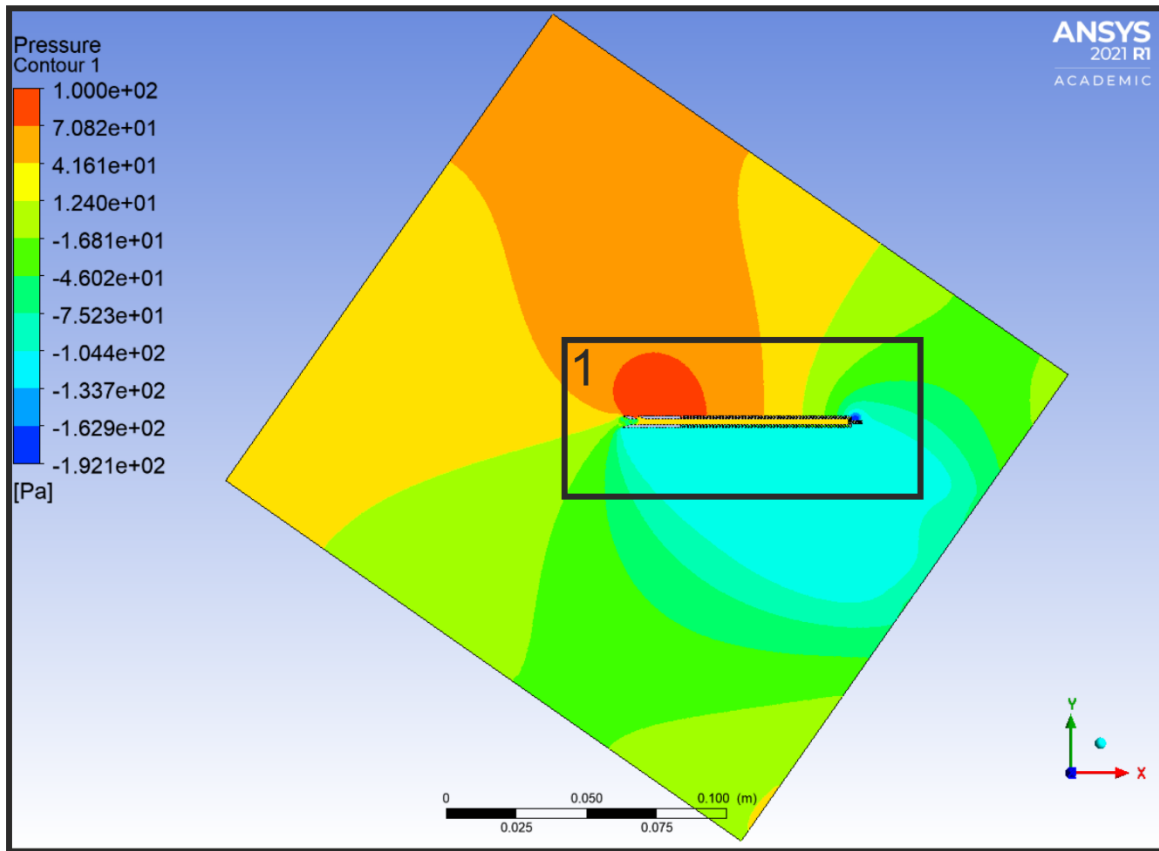
Příloha 103 – Grafické výsledky CFD – Úprava č.4 ($v= 10 \text{ m/s}$; $\text{AoA}=-30^\circ$)

$\Delta p_{\text{celk}} = 61,33 \text{ Pa}$; $\Delta p_H = -16,23 \text{ Pa}$



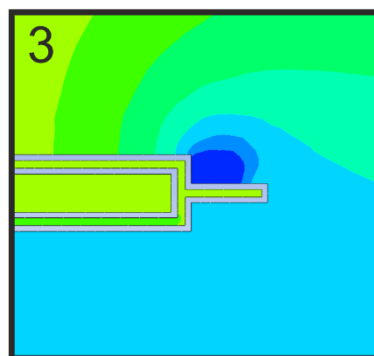
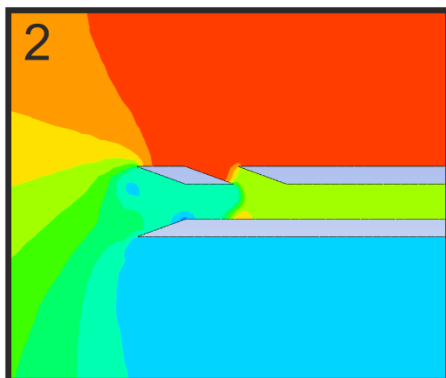
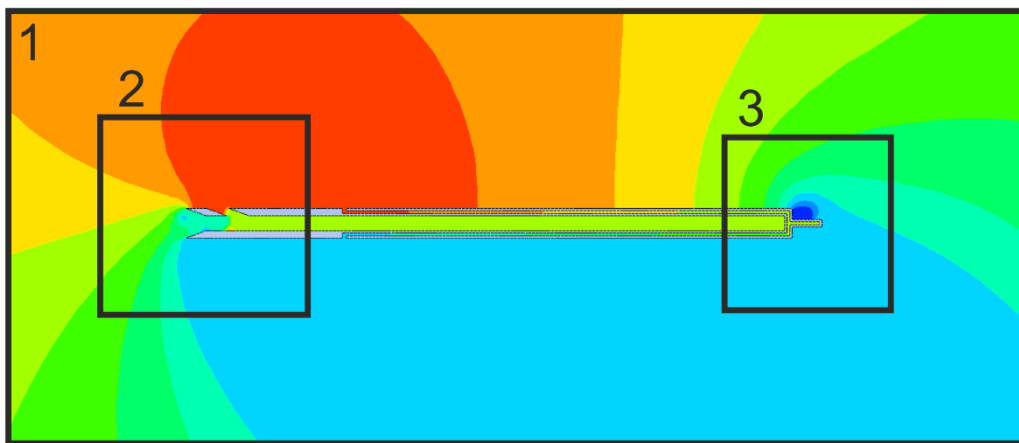
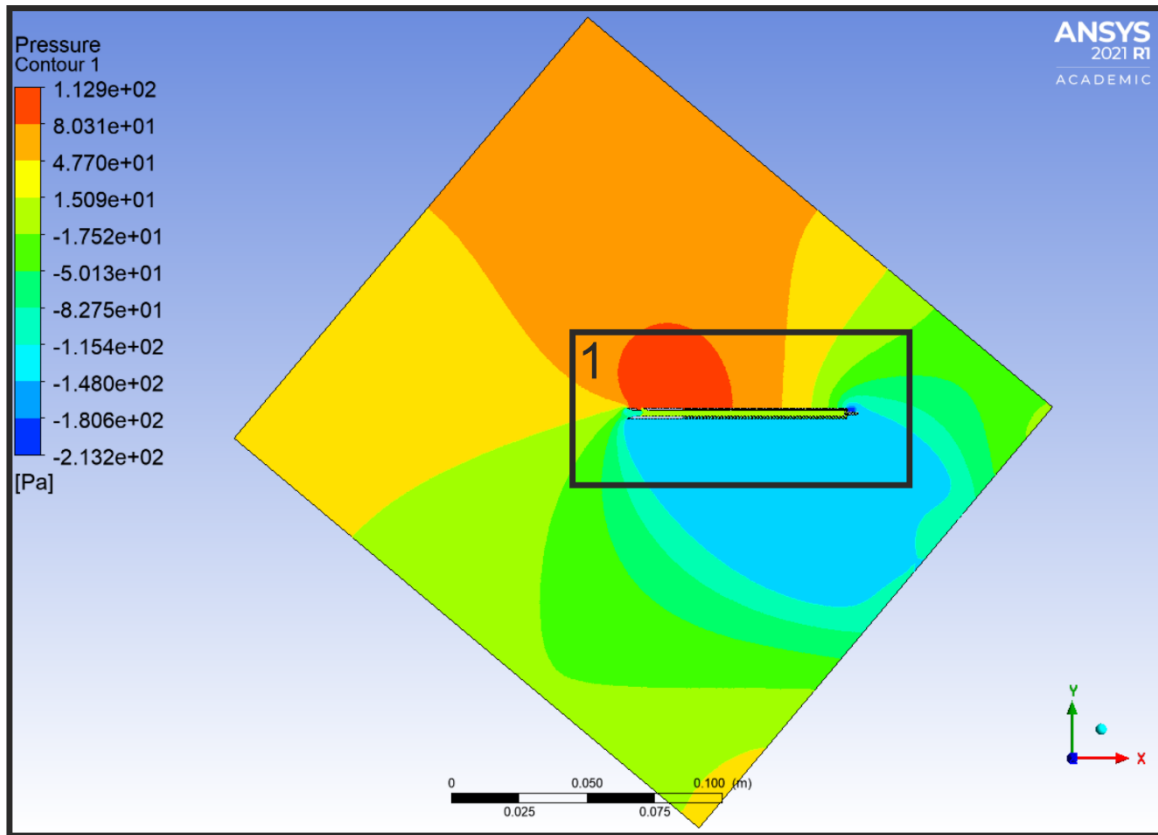
Příloha 104 – Grafické výsledky CFD – Úprava č.4 ($v= 10 \text{ m/s}$; $\text{AoA}=-35^\circ$)

$\Delta p_{\text{celk}} = 38,68 \text{ Pa}$; $\Delta p_H = -16,08 \text{ Pa}$



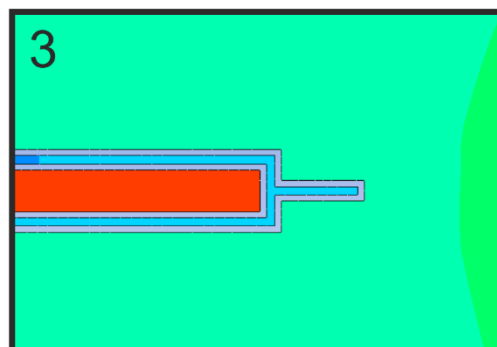
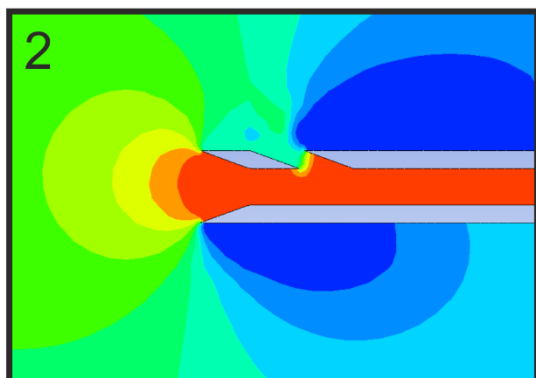
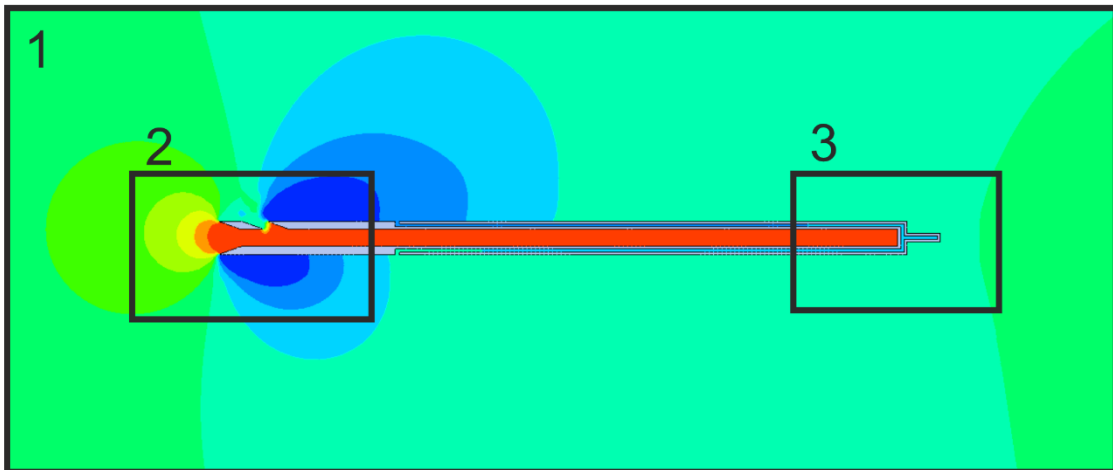
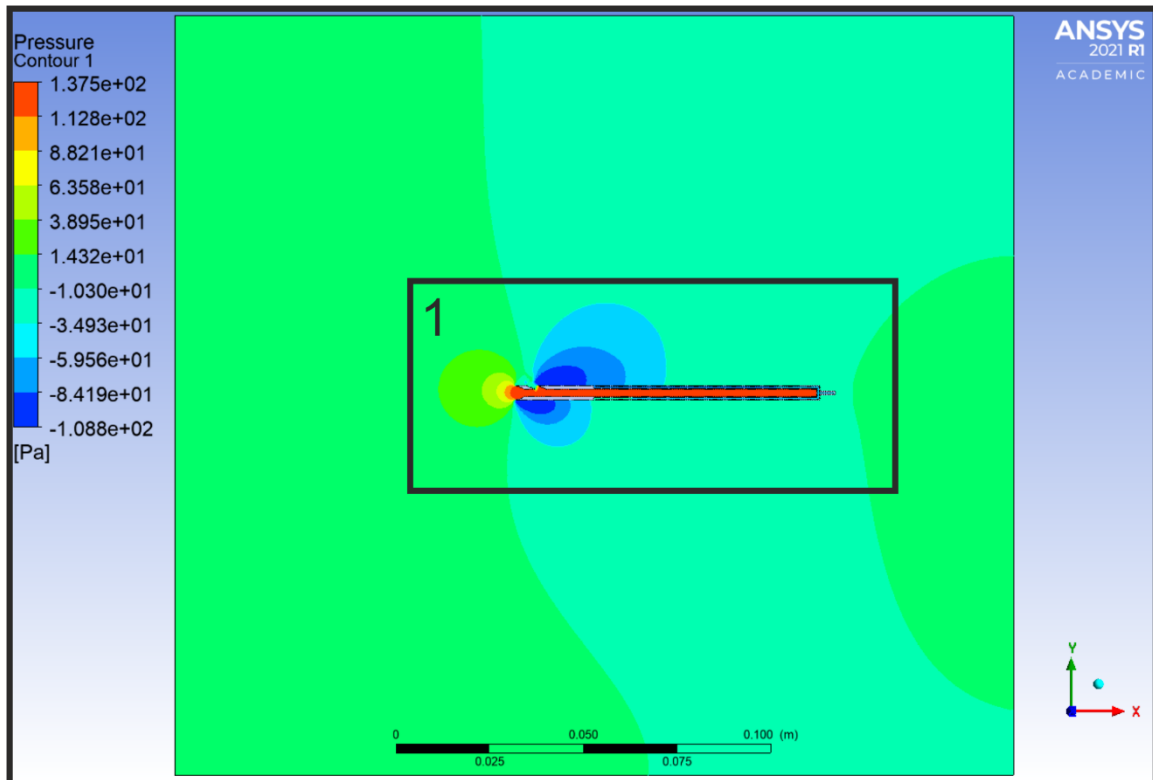
Příloha 105 – Grafické výsledky CFD – Úprava č.4 ($v= 10 \text{ m/s}$; $\text{AoA}=-40^\circ$)

$\Delta p_{\text{celk}} = 10,38 \text{ Pa}$; $\Delta p_H = -15,07 \text{ Pa}$



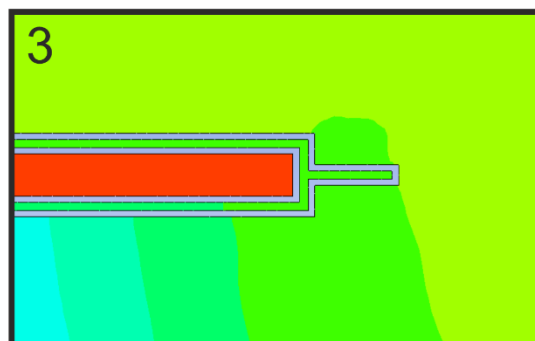
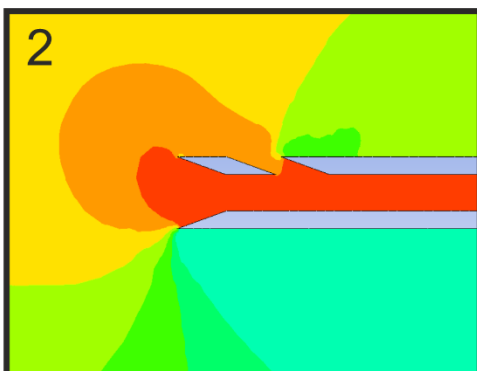
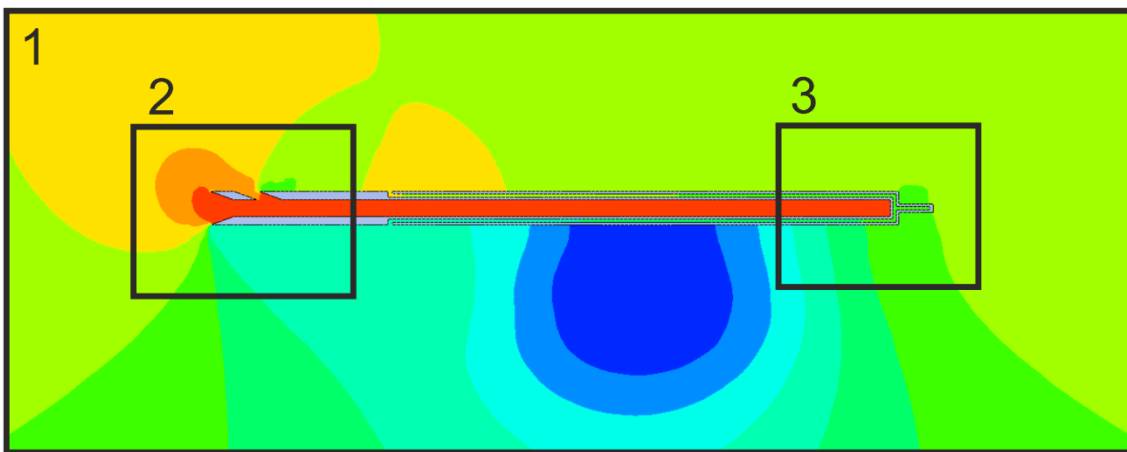
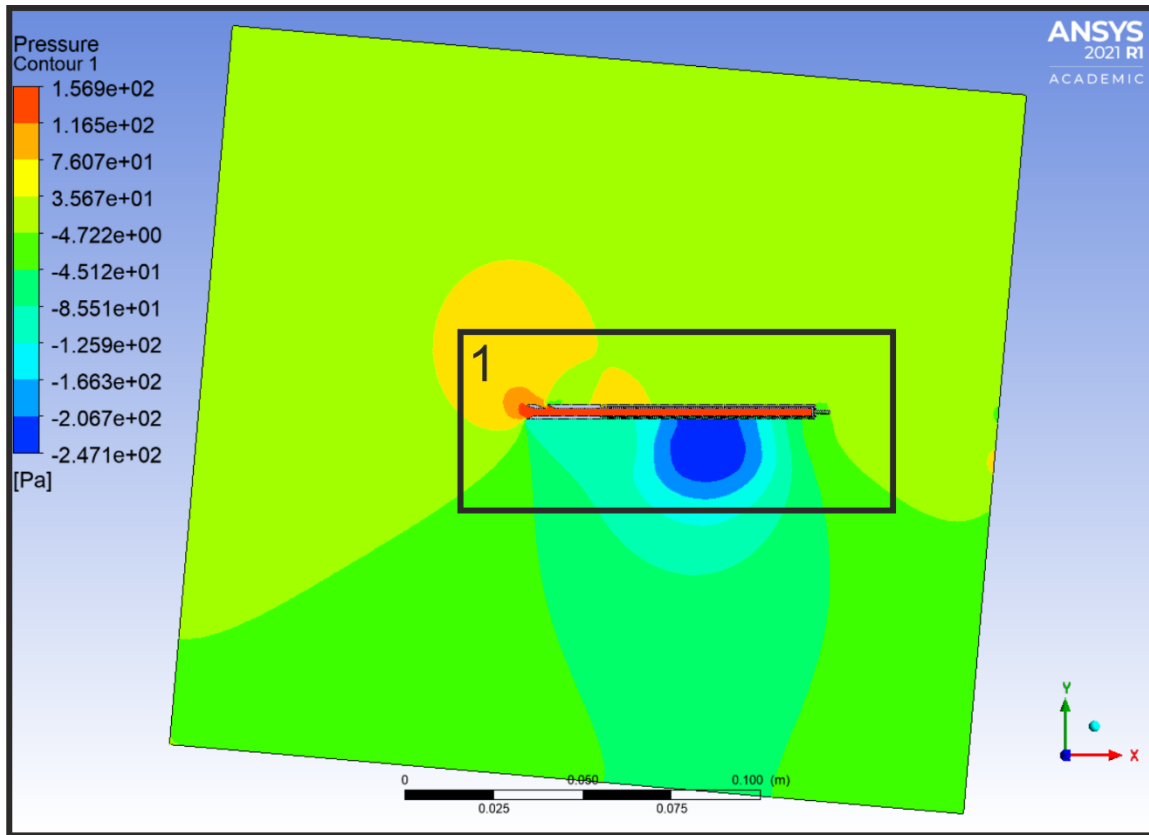
Příloha 106 – Grafické výsledky CFD – Úprava č.4 ($v= 15 \text{ m/s}$; $AoA=0^\circ$)

$\Delta p_{\text{celk}} = 129,57 \text{ Pa}$; $\Delta p_H = -54,70 \text{ Pa}$



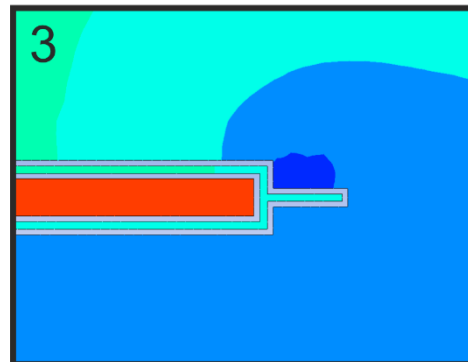
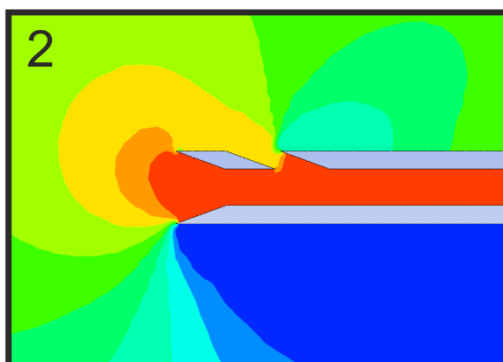
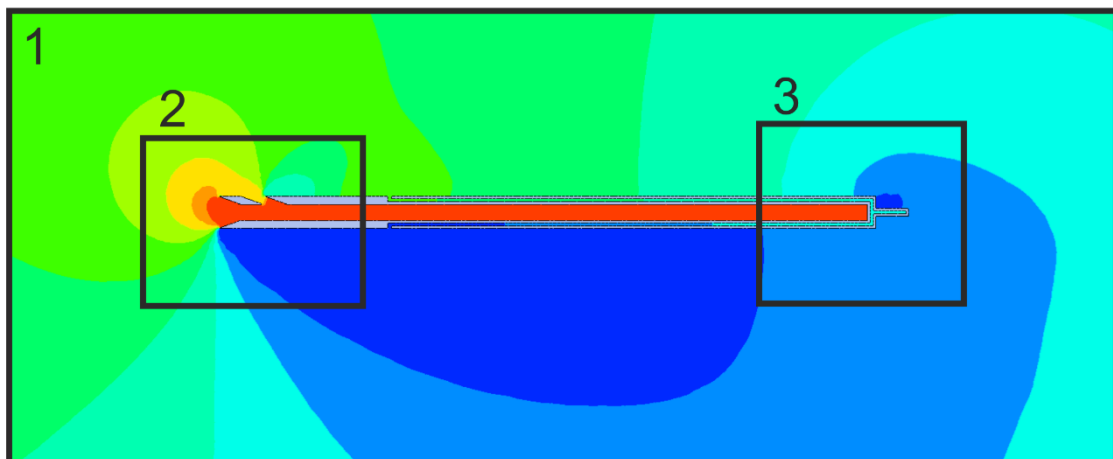
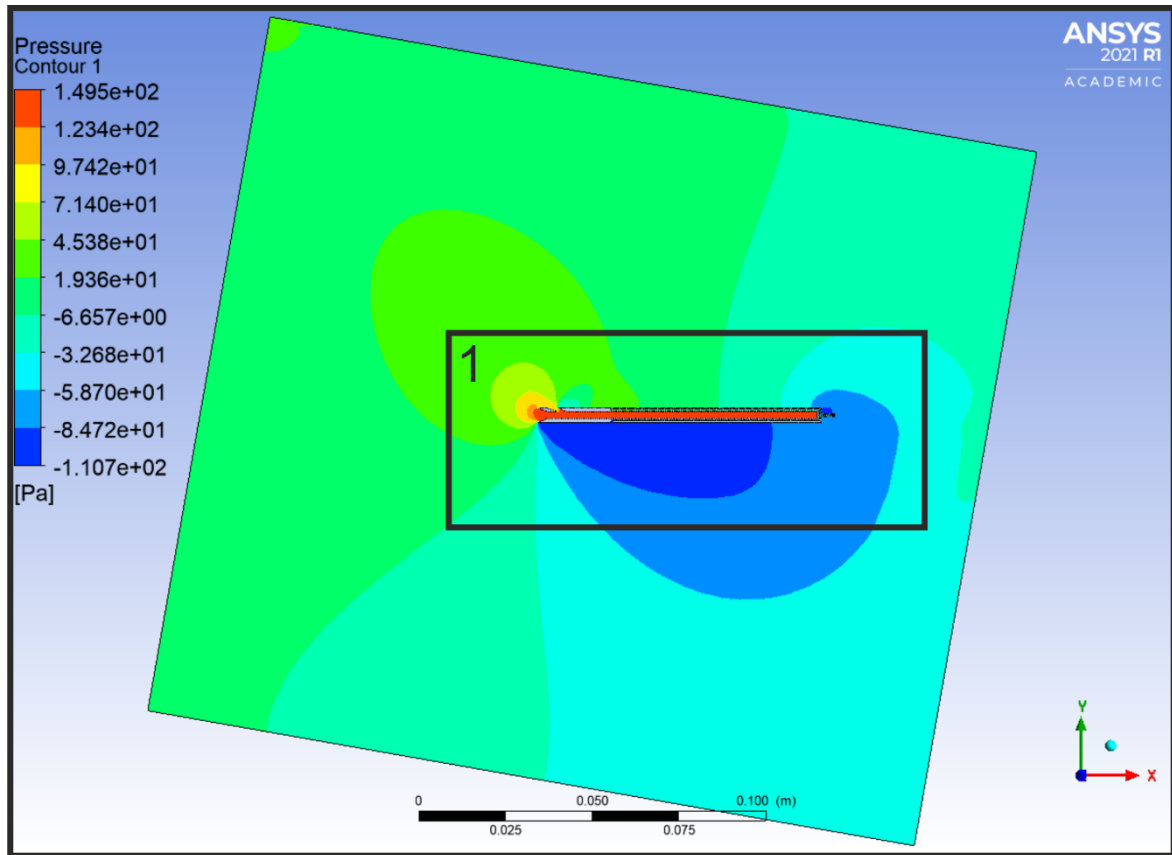
Příloha 107 – Grafické výsledky CFD – Úprava č.4 ($v= 15 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 151,33 \text{ Pa}$; $\Delta p_H = -38,12 \text{ Pa}$



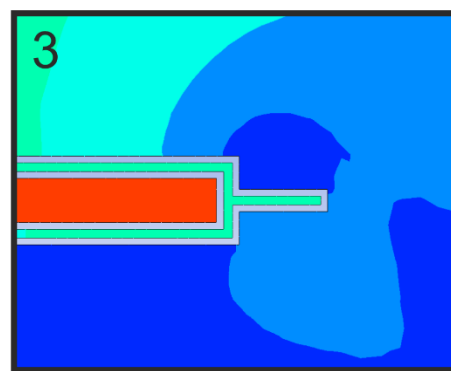
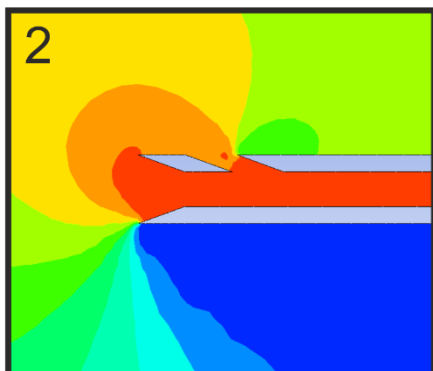
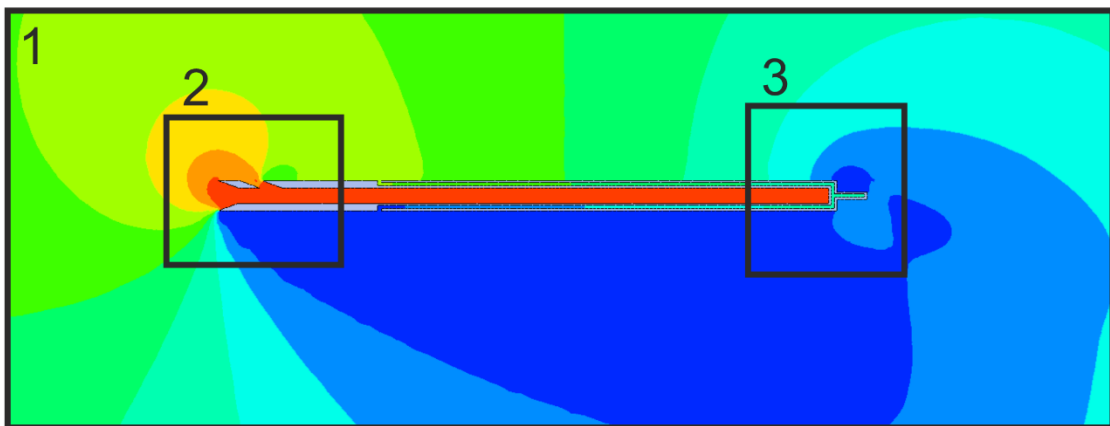
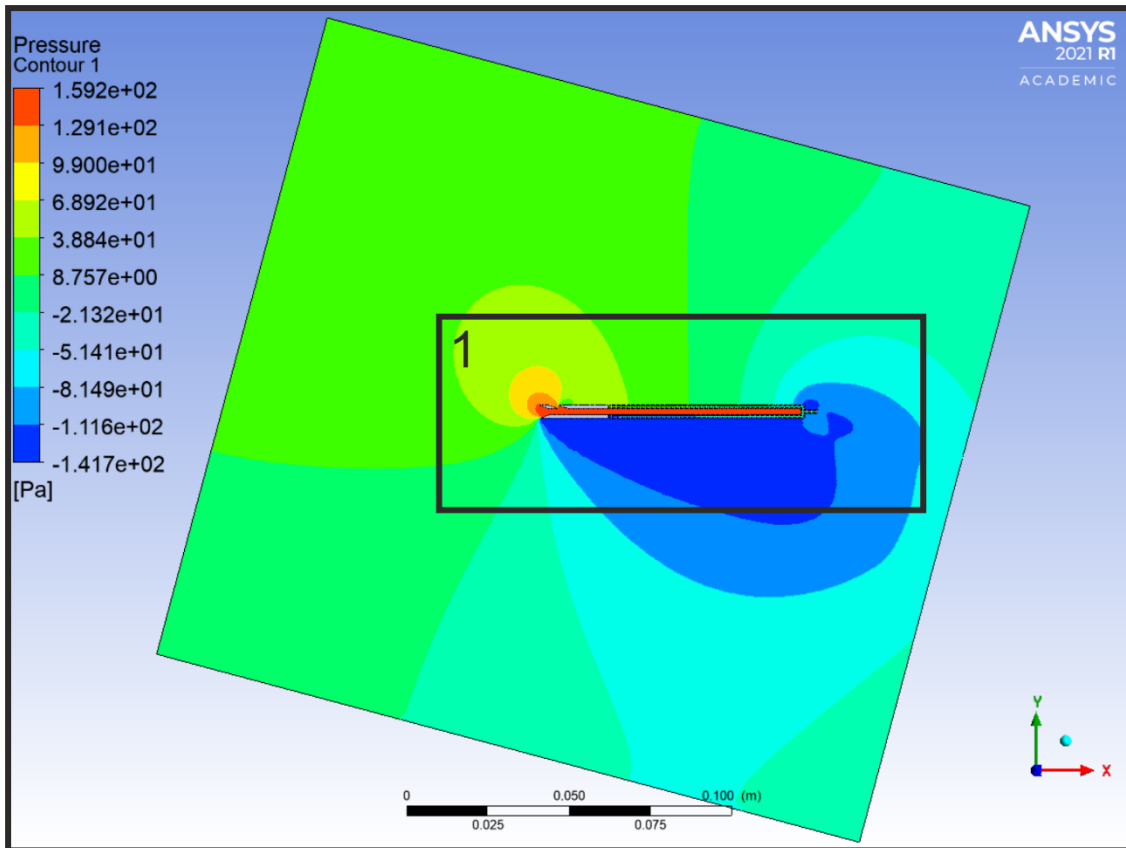
Příloha 108 – Grafické výsledky CFD – Úprava č.4 ($v= 15 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 146,55 \text{ Pa}$; $\Delta p_H = -36,82 \text{ Pa}$



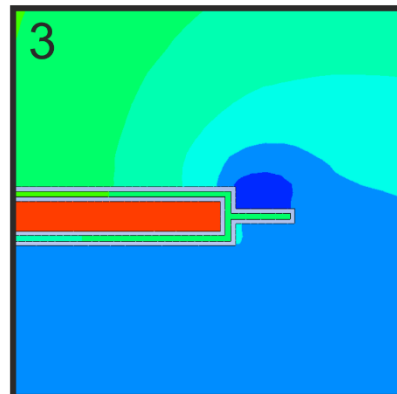
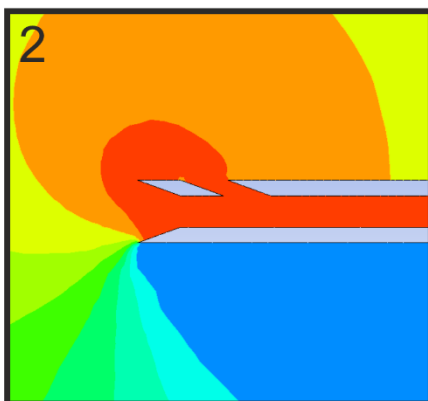
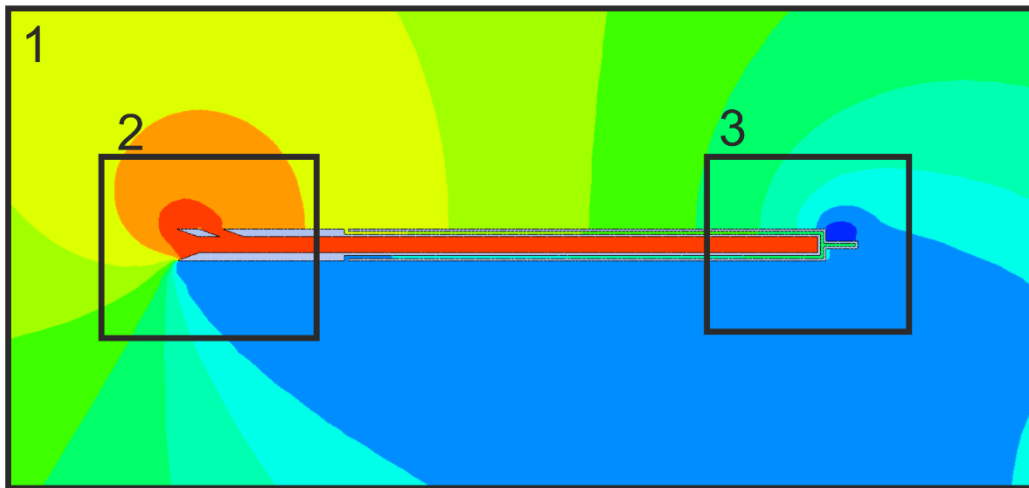
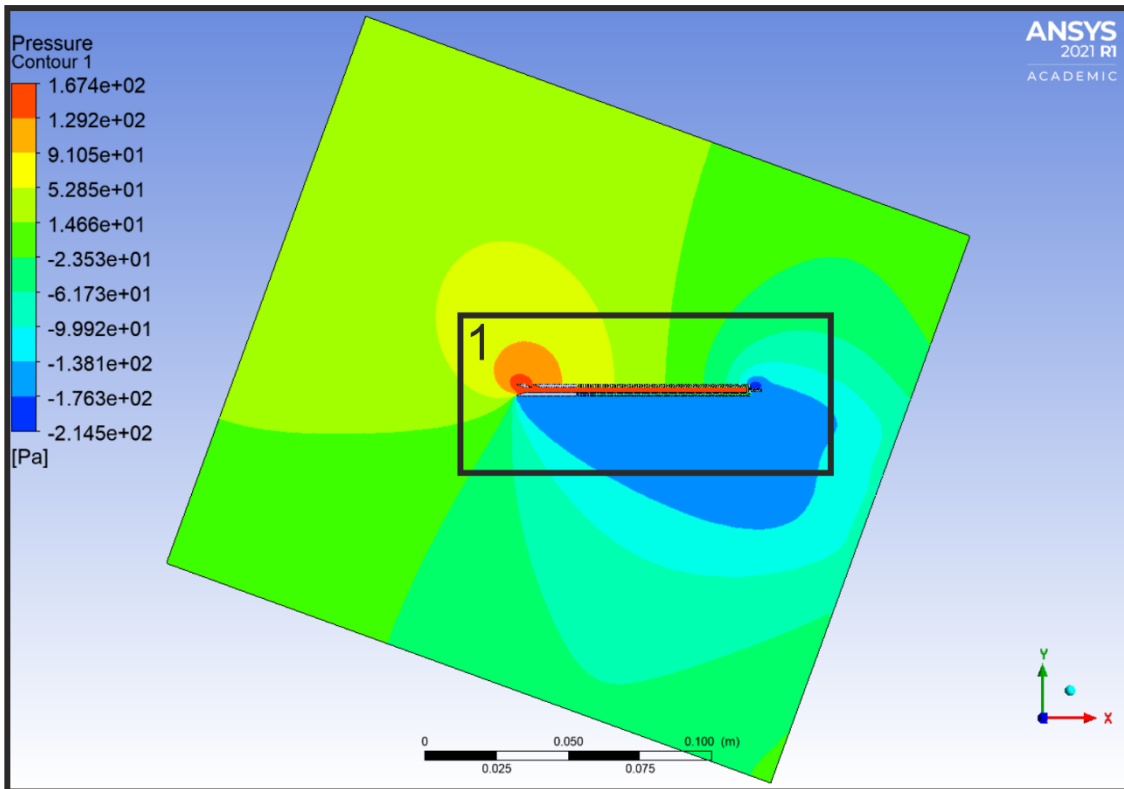
Příloha 109 – Grafické výsledky CFD – Úprava č.4 ($v= 15 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 155,89 \text{ Pa}$; $\Delta p_H = -37,29 \text{ Pa}$



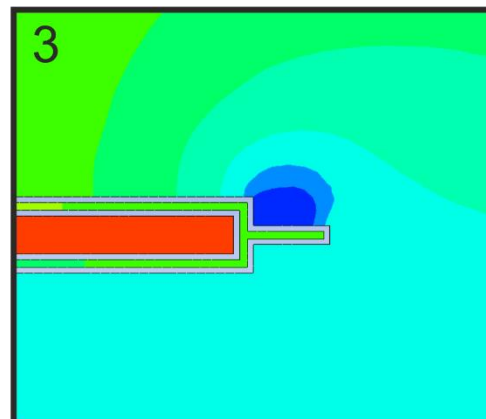
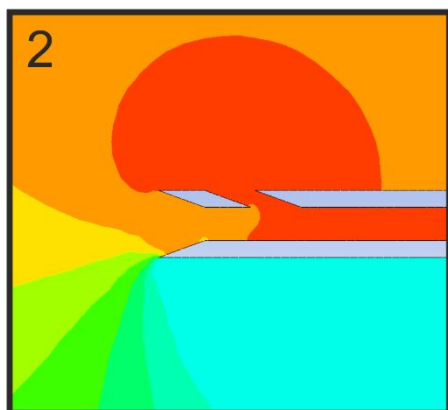
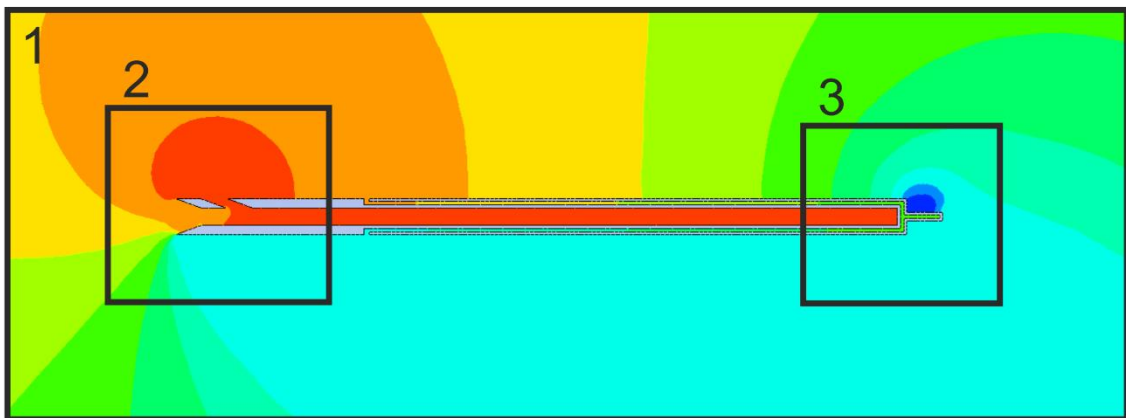
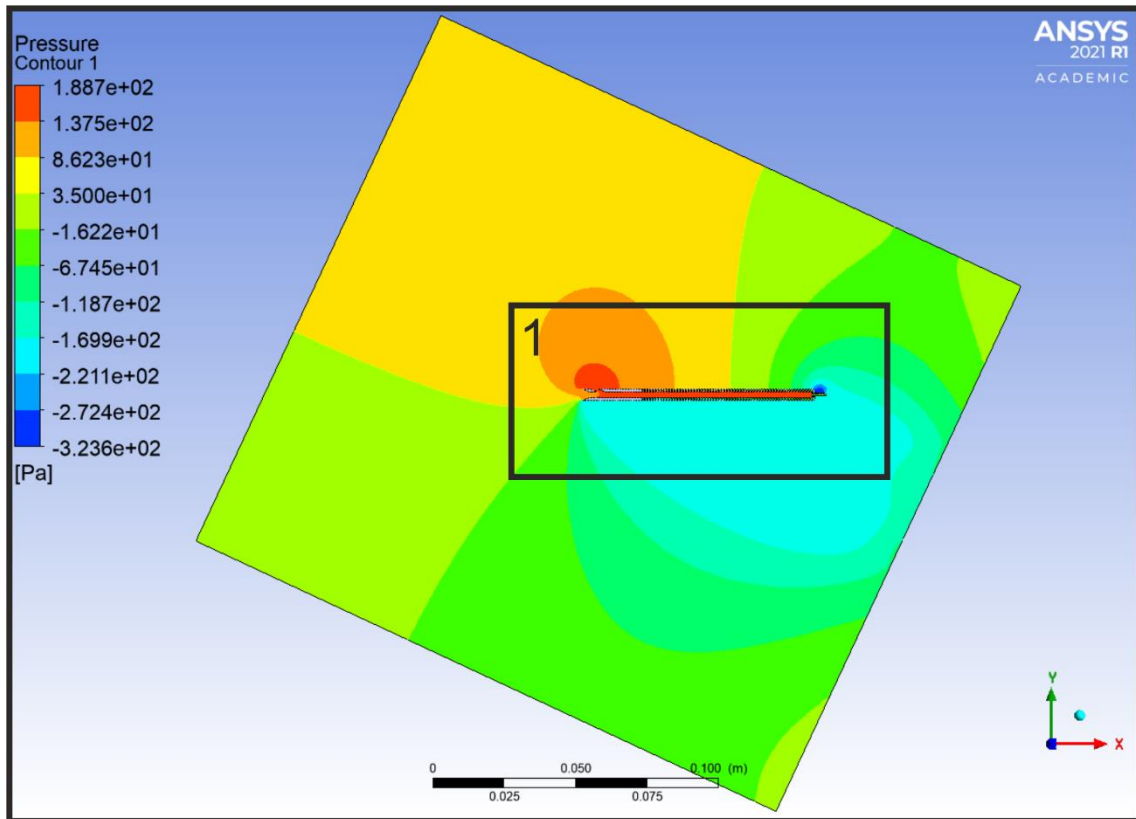
Příloha 110 – Grafické výsledky CFD – Úprava č.4 ($v= 15 \text{ m/s}$; $\text{AoA}=-20^\circ$)

$\Delta p_{\text{celk}} = 153,84 \text{ Pa}$; $\Delta p_H = -40,77 \text{ Pa}$



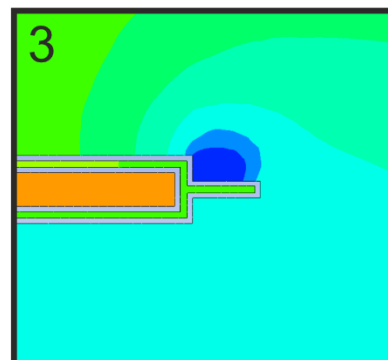
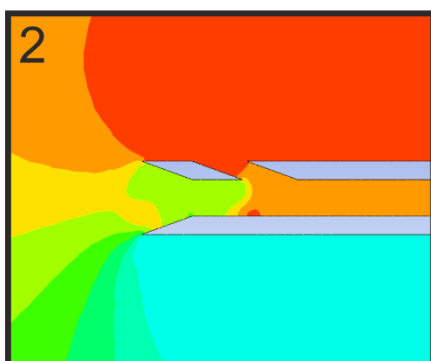
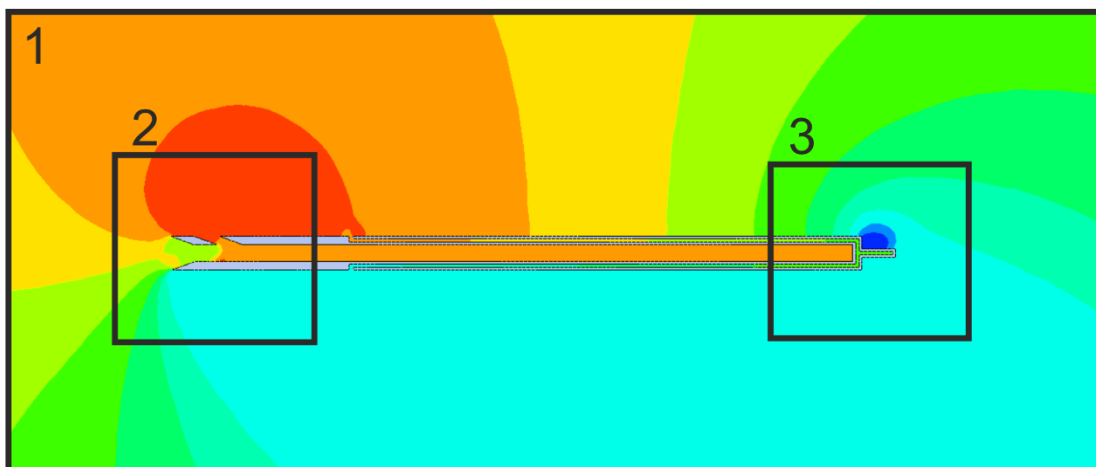
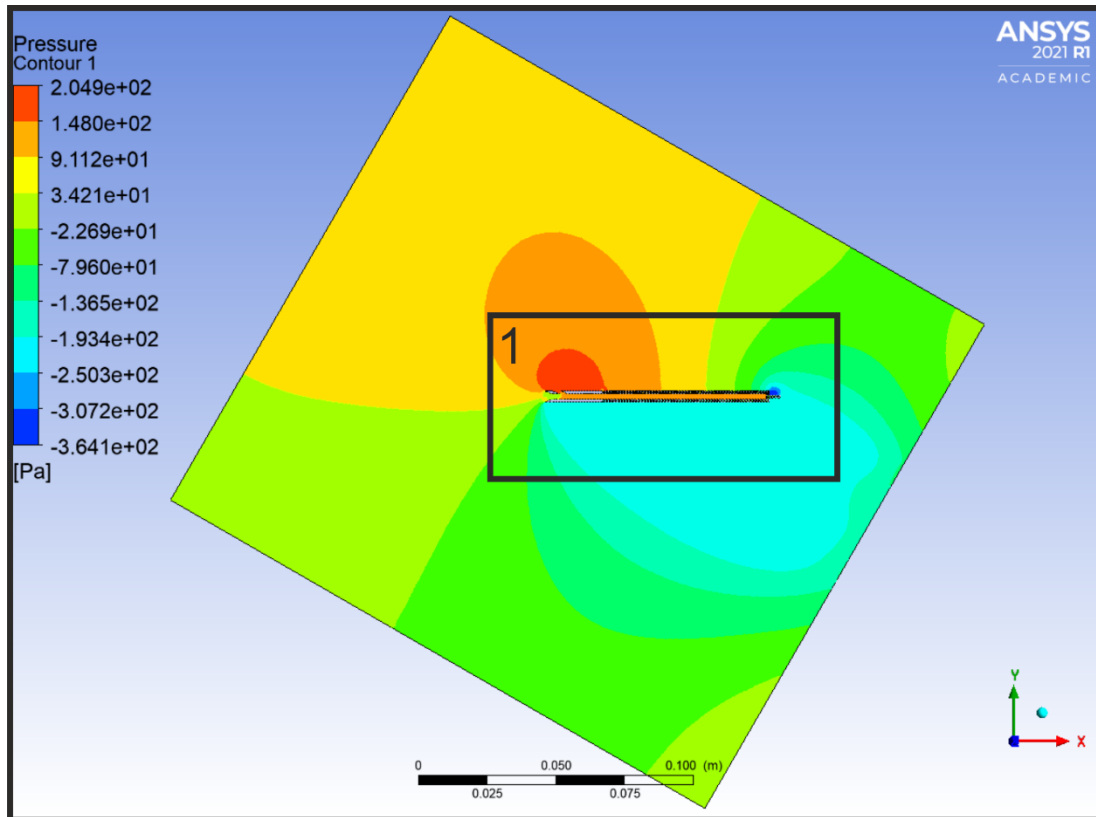
Příloha 111 – Grafické výsledky CFD – Úprava č.4 ($v= 15 \text{ m/s}$; $\text{AoA}=-25^\circ$)

$\Delta p_{\text{celk}} = 171,50 \text{ Pa}$; $\Delta p_H = -42,87 \text{ Pa}$



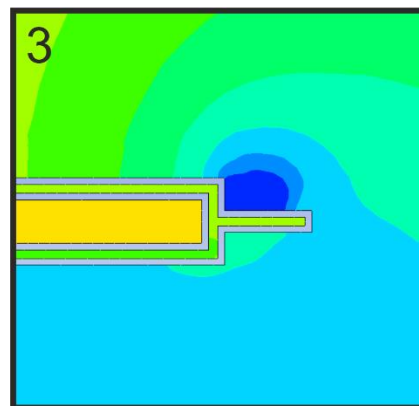
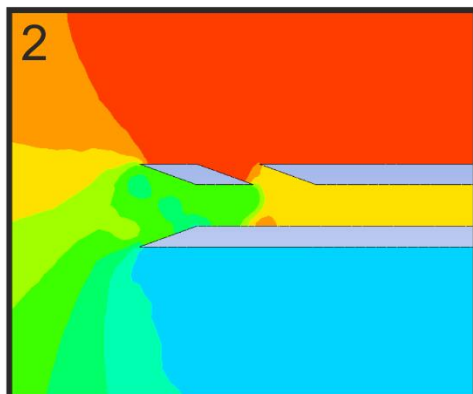
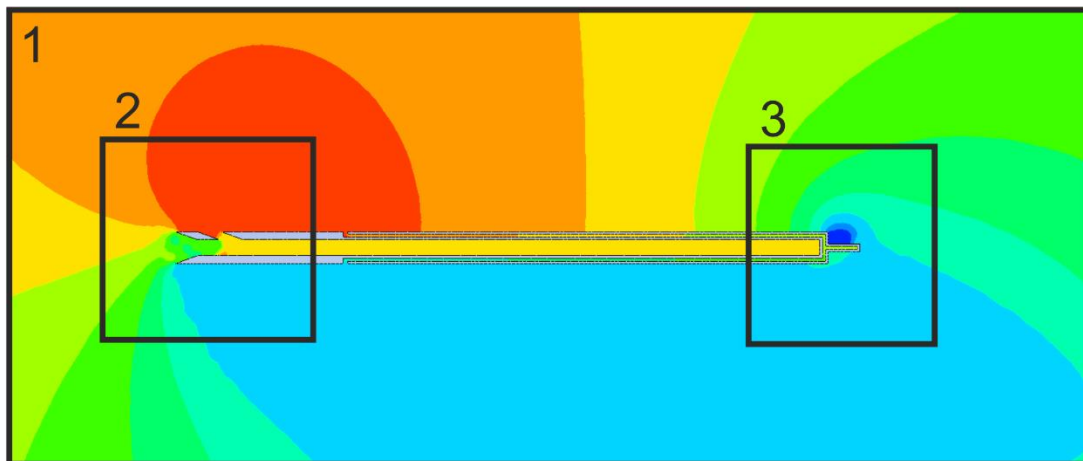
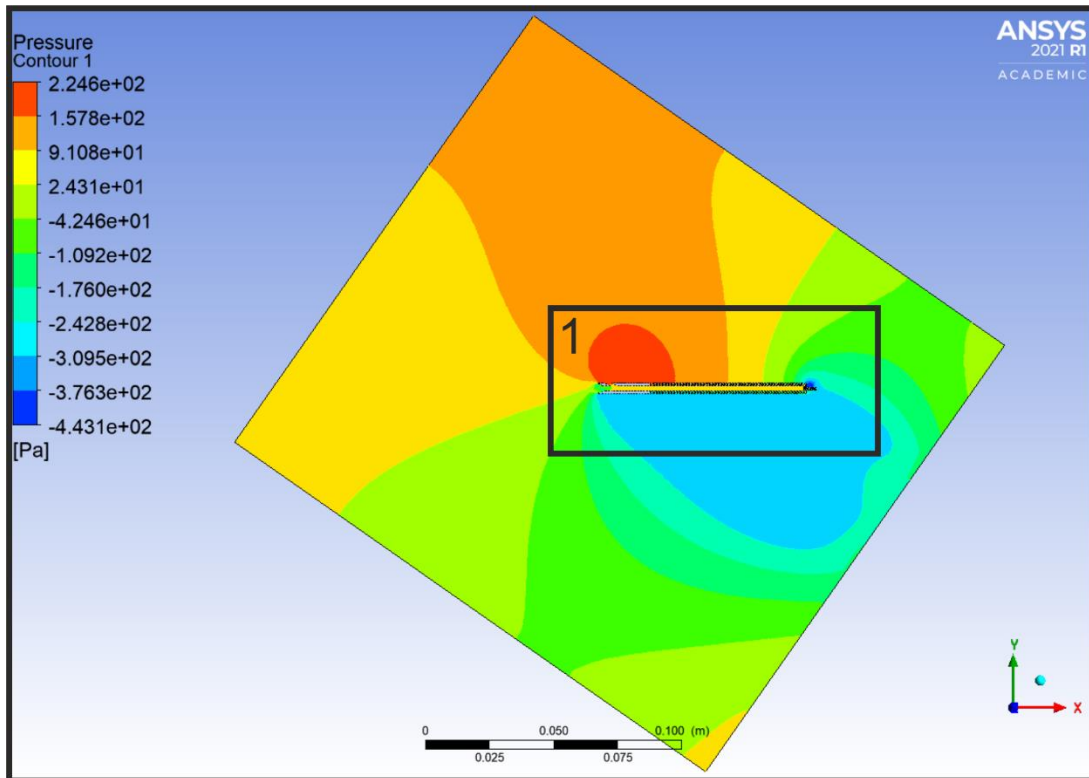
Příloha 112 – Grafické výsledky CFD – Úprava č.4 ($v= 15 \text{ m/s}$; $\text{AoA}=-30^\circ$)

$\Delta p_{\text{celk}} = 140,90 \text{ Pa}$; $\Delta p_H = -39,54 \text{ Pa}$



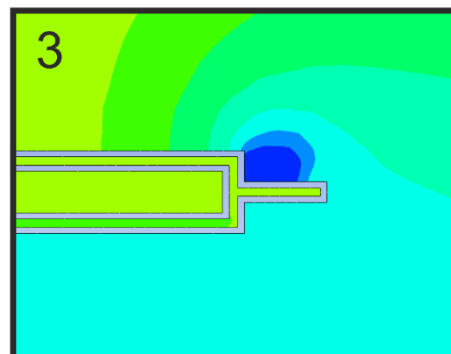
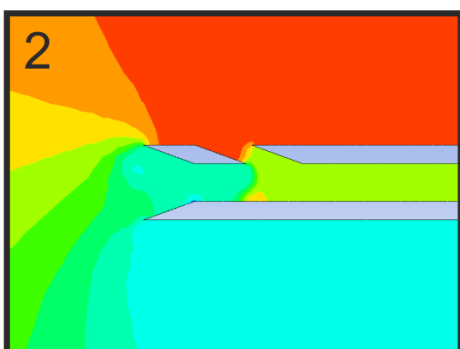
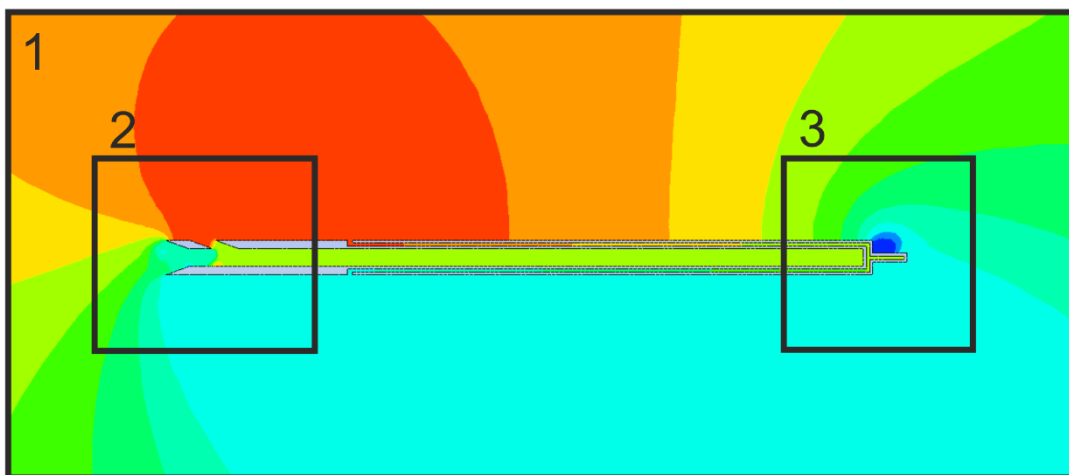
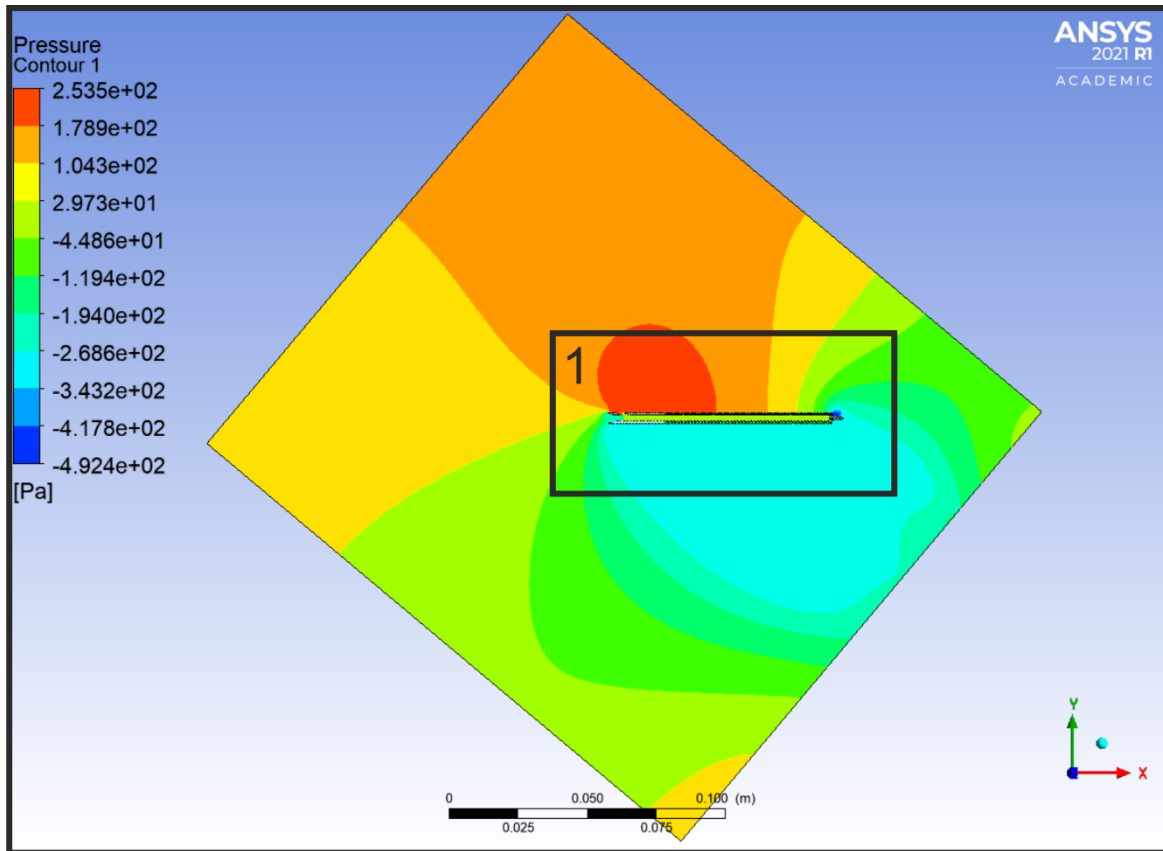
Příloha 113 – Grafické výsledky CFD – Úprava č.4 ($v= 15 \text{ m/s}$; $\text{AoA}=-35^\circ$)

$\Delta p_{\text{celk}} = 89,37 \text{ Pa}$; $\Delta p_H = -40,01 \text{ Pa}$



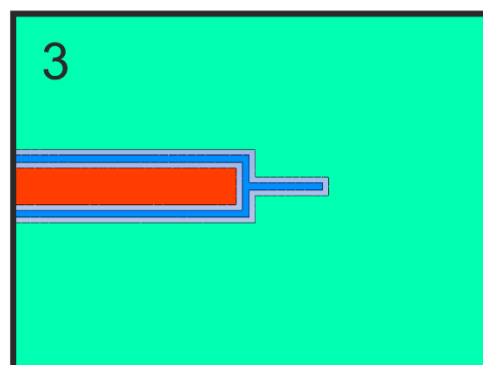
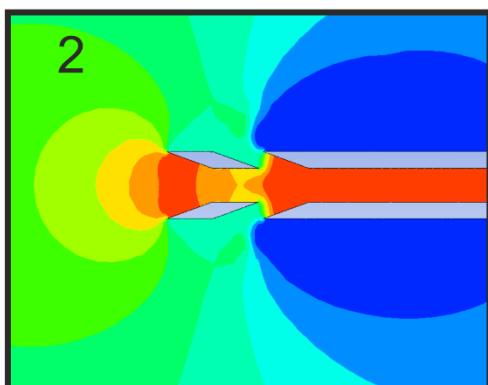
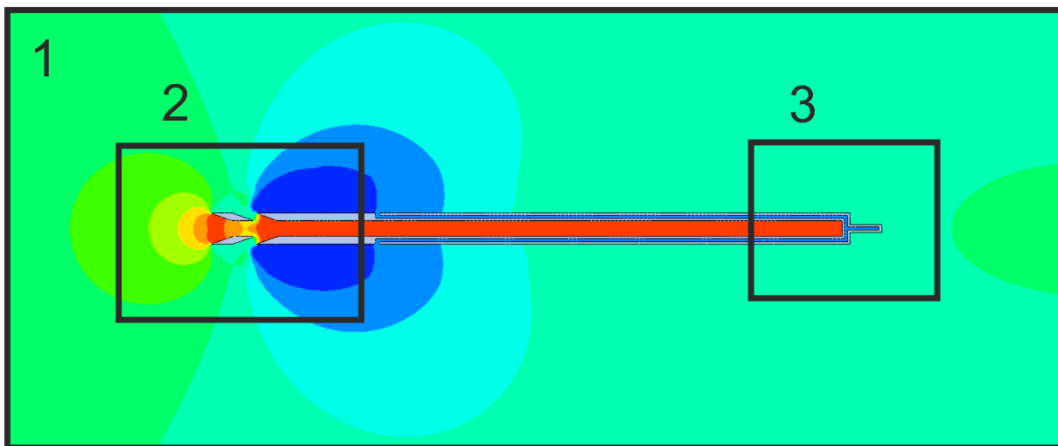
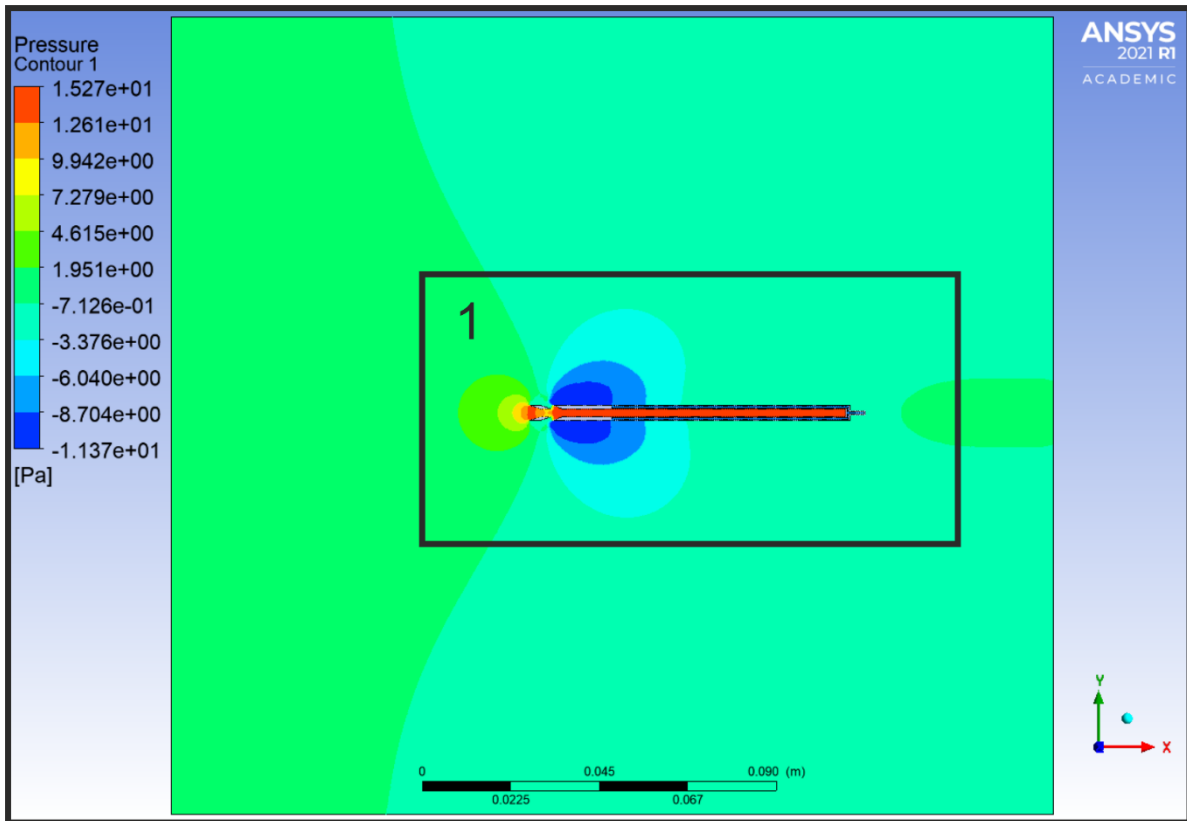
Příloha 114 – Grafické výsledky CFD – Úprava č.4 ($v= 15 \text{ m/s}$; $\text{AoA}=-40^\circ$)

$\Delta p_{\text{celk}} = 26,41 \text{ Pa}$; $\Delta p_H = -37,85 \text{ Pa}$



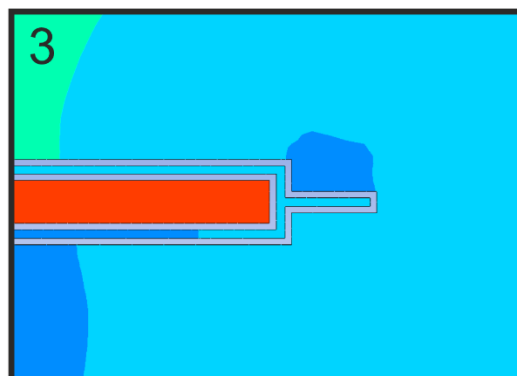
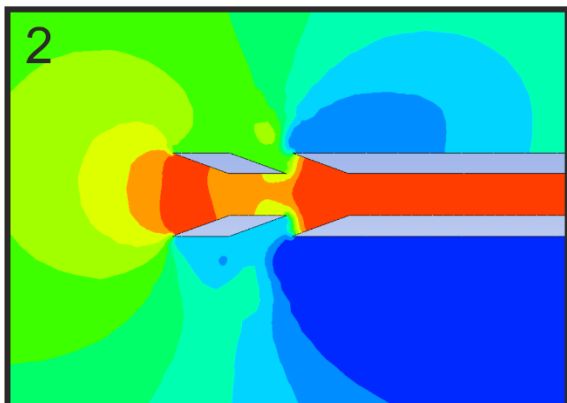
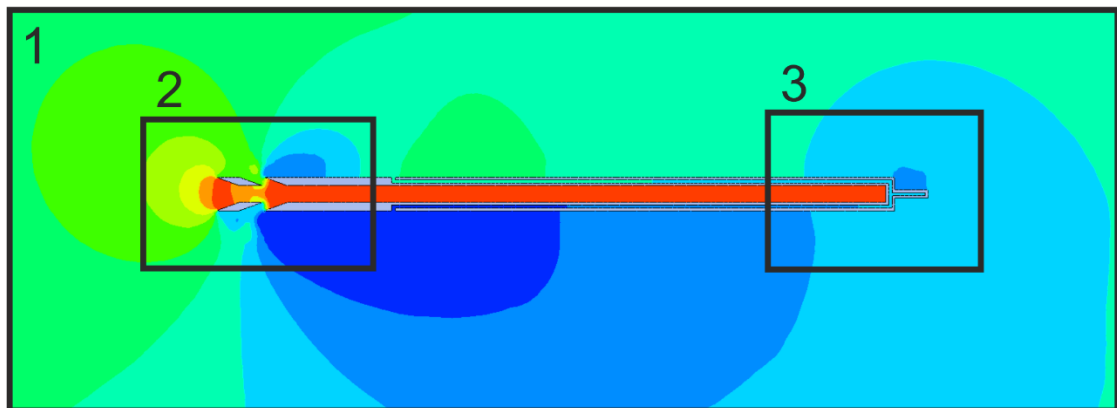
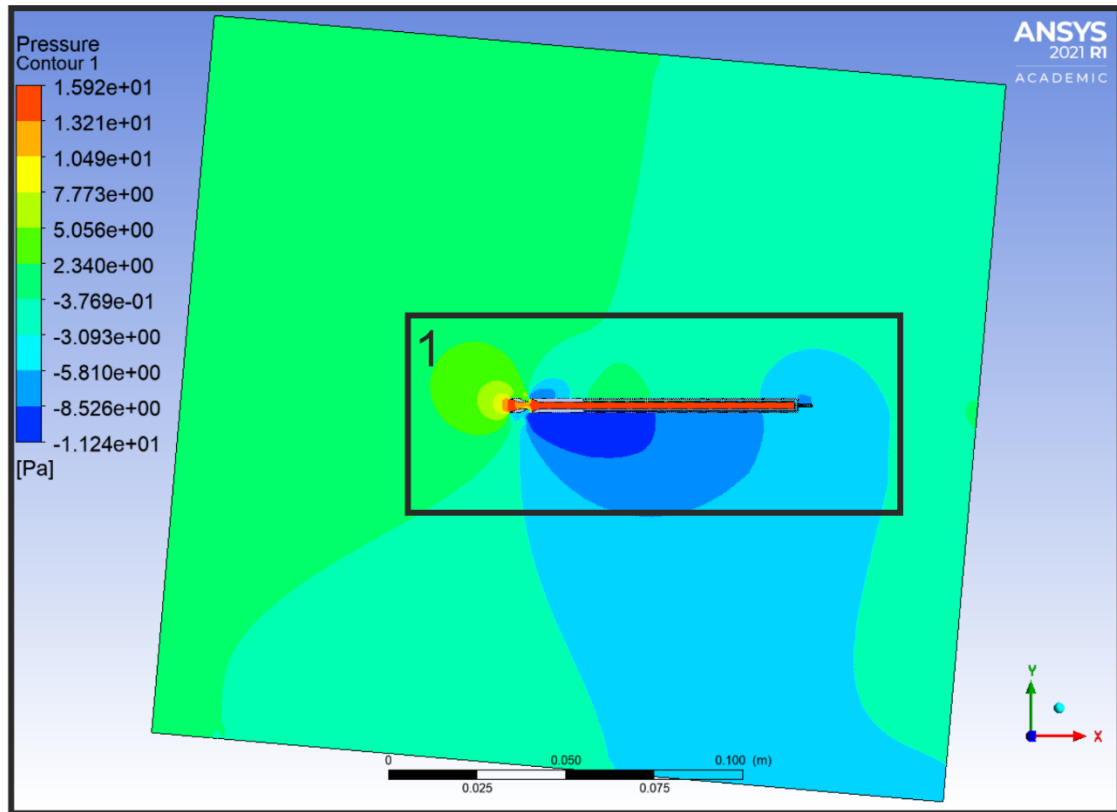
Příloha 115 – Grafické výsledky CFD – Úprava č.5 ($v= 5 \text{ m/s}$; $\text{AoA}=0^\circ$)

$\Delta p_{\text{celk}} = 15,27 \text{ Pa}$; $\Delta p_H = -8,59 \text{ Pa}$



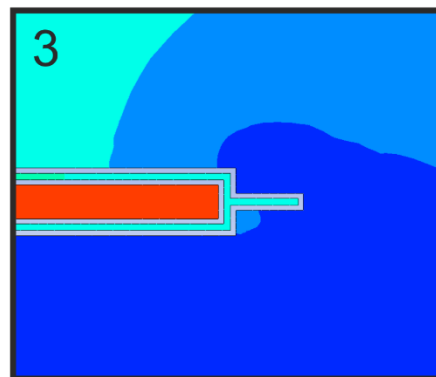
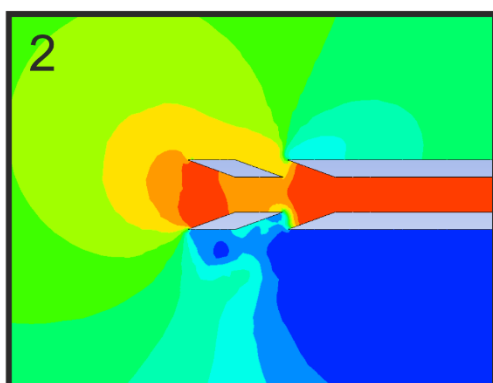
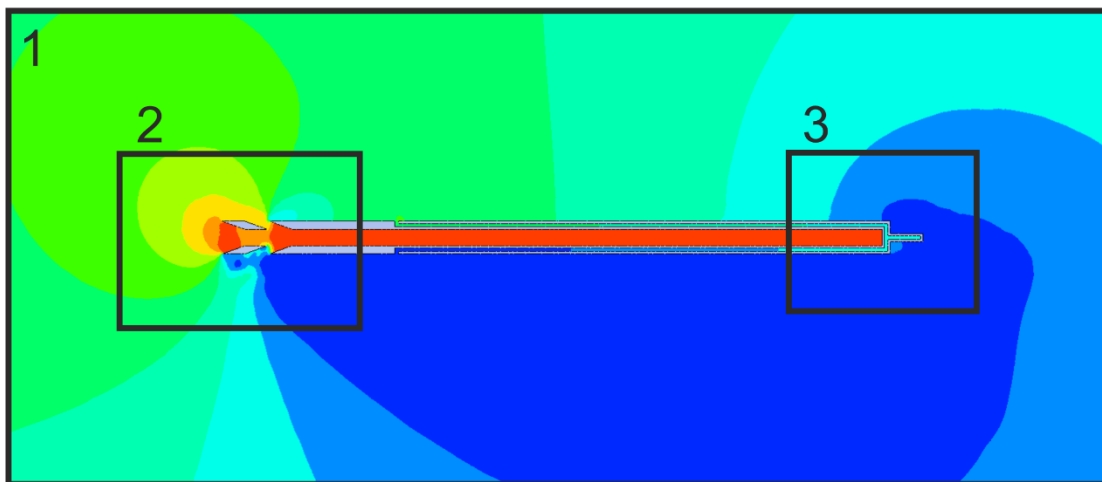
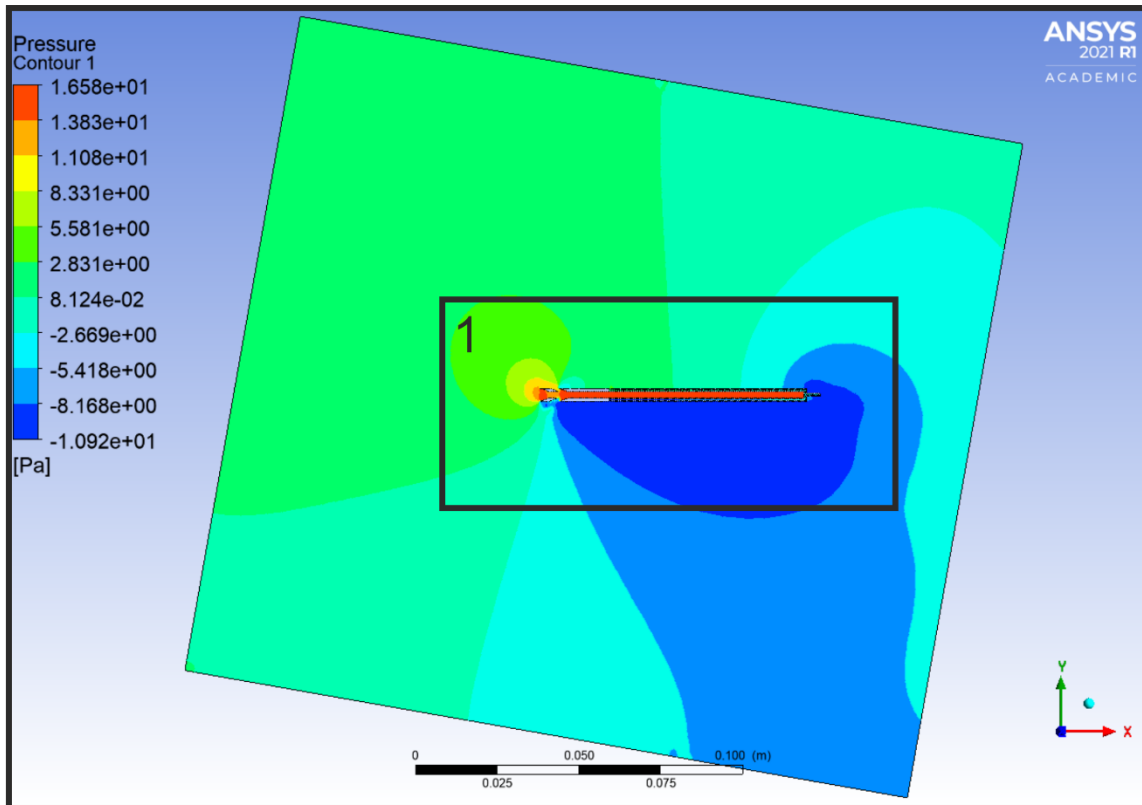
Příloha 116 – Grafické výsledky CFD – Úprava č.5 ($v= 5 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 15,82 \text{ Pa}$; $\Delta p_H = -5,41 \text{ Pa}$



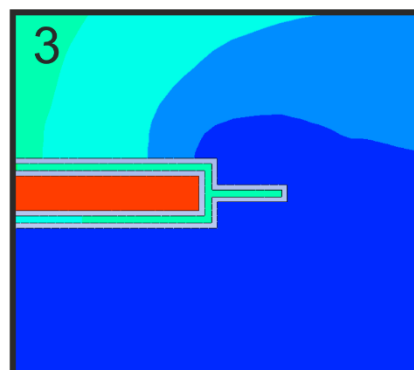
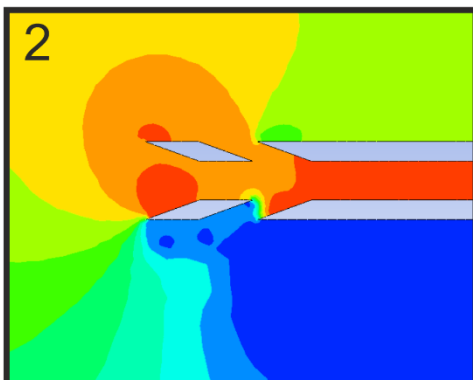
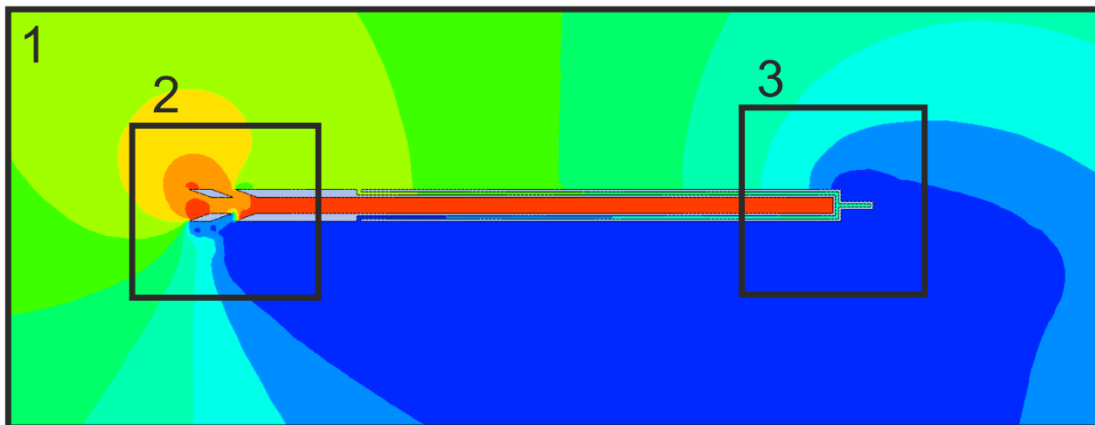
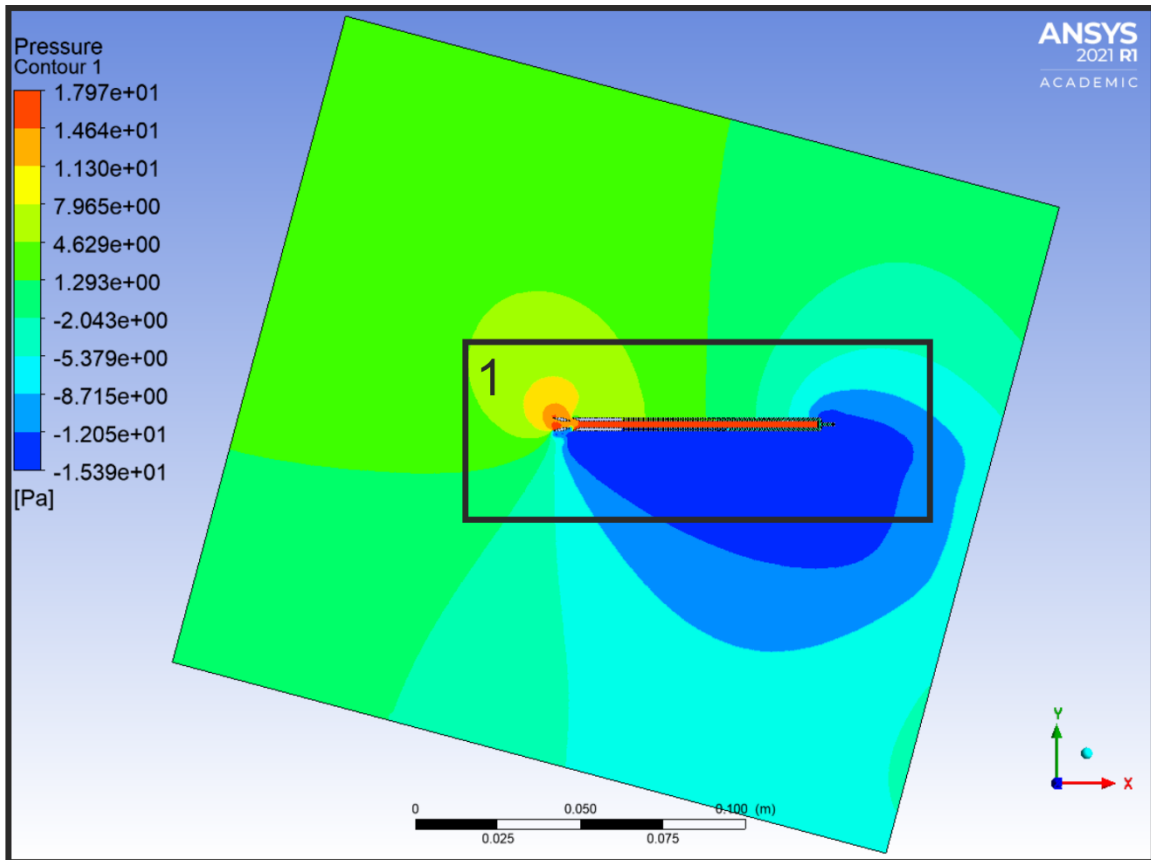
Příloha 117 – Grafické výsledky CFD – Úprava č.5 ($v= 5 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 16,47 \text{ Pa}$; $\Delta p_H = -3,85 \text{ Pa}$



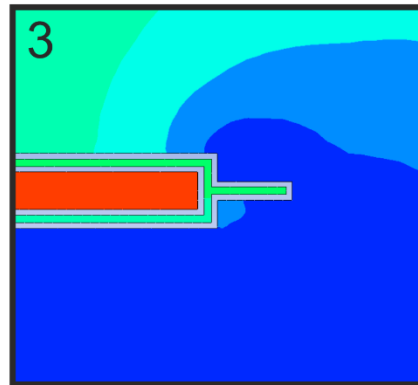
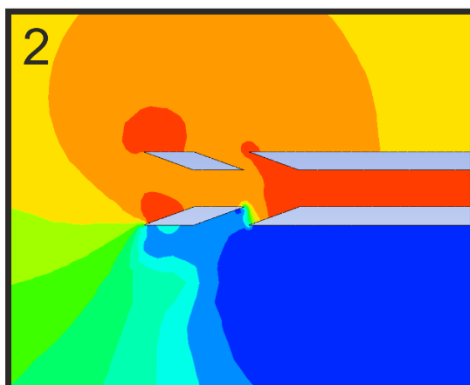
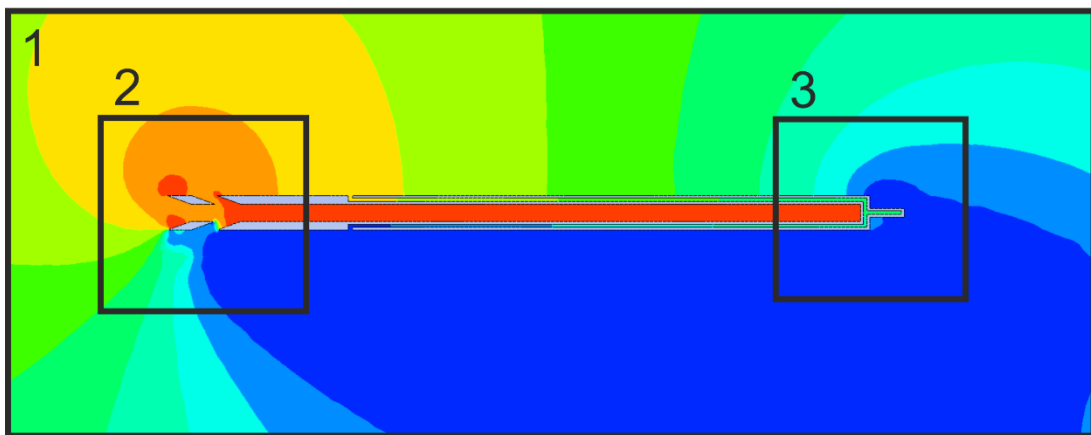
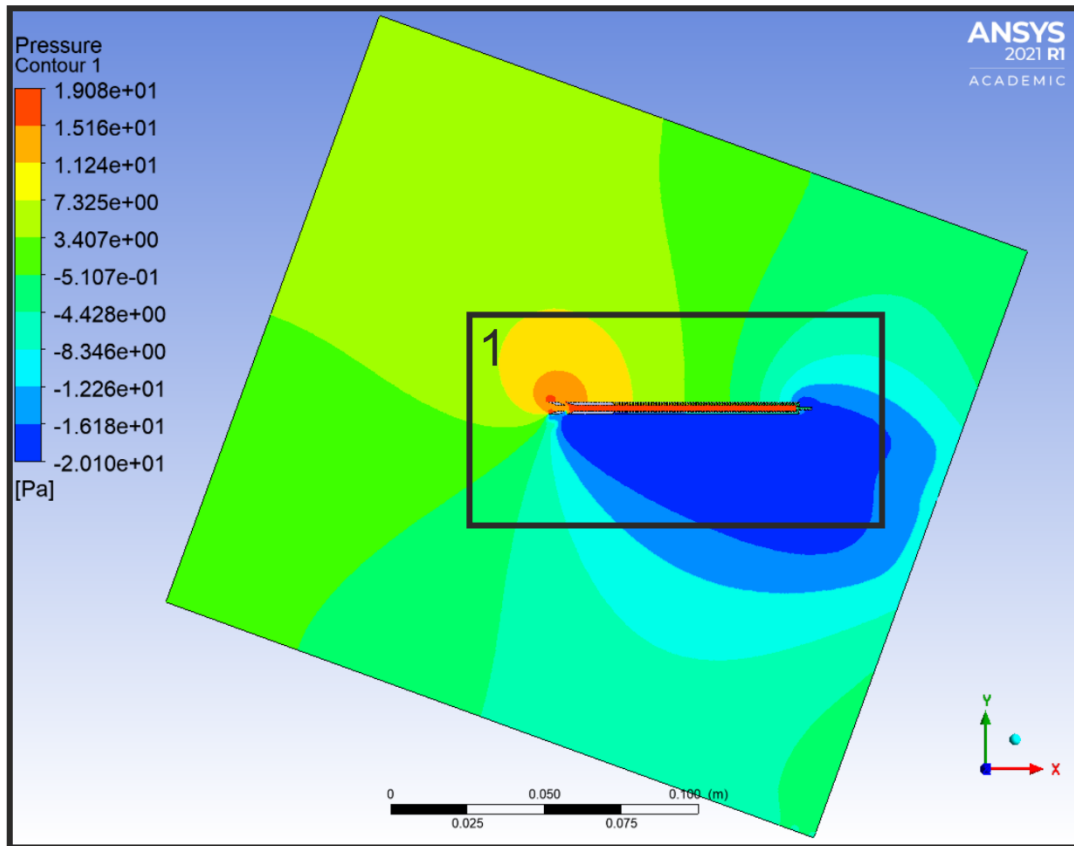
Příloha 118 – Grafické výsledky CFD – Úprava č.5 ($v= 5 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 16,21 \text{ Pa}$; $\Delta p_H = -3,99 \text{ Pa}$



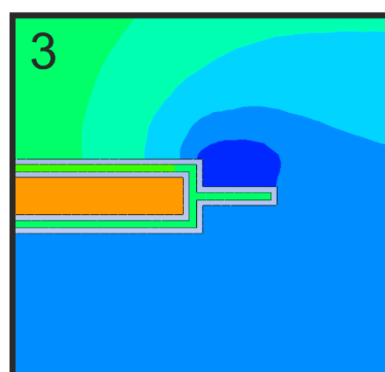
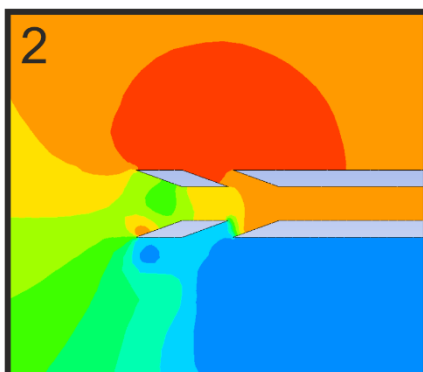
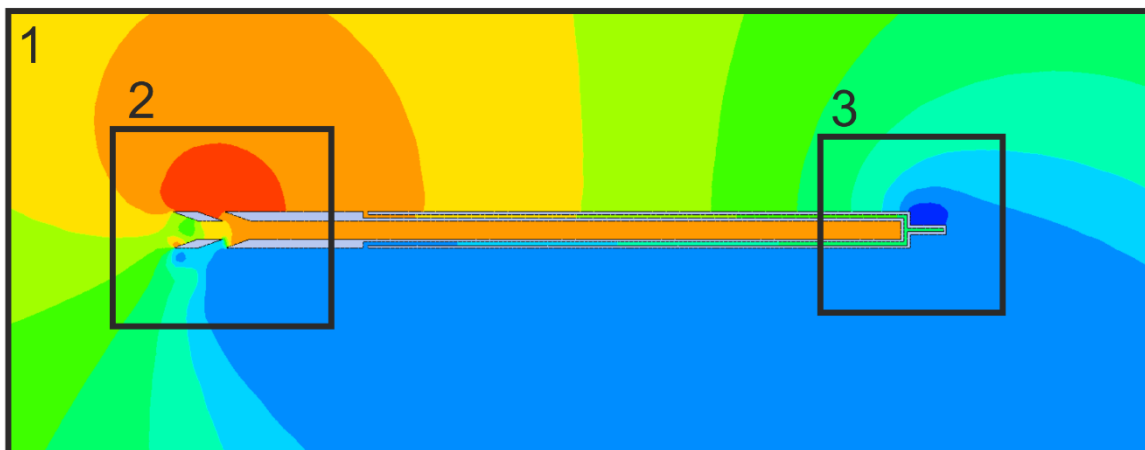
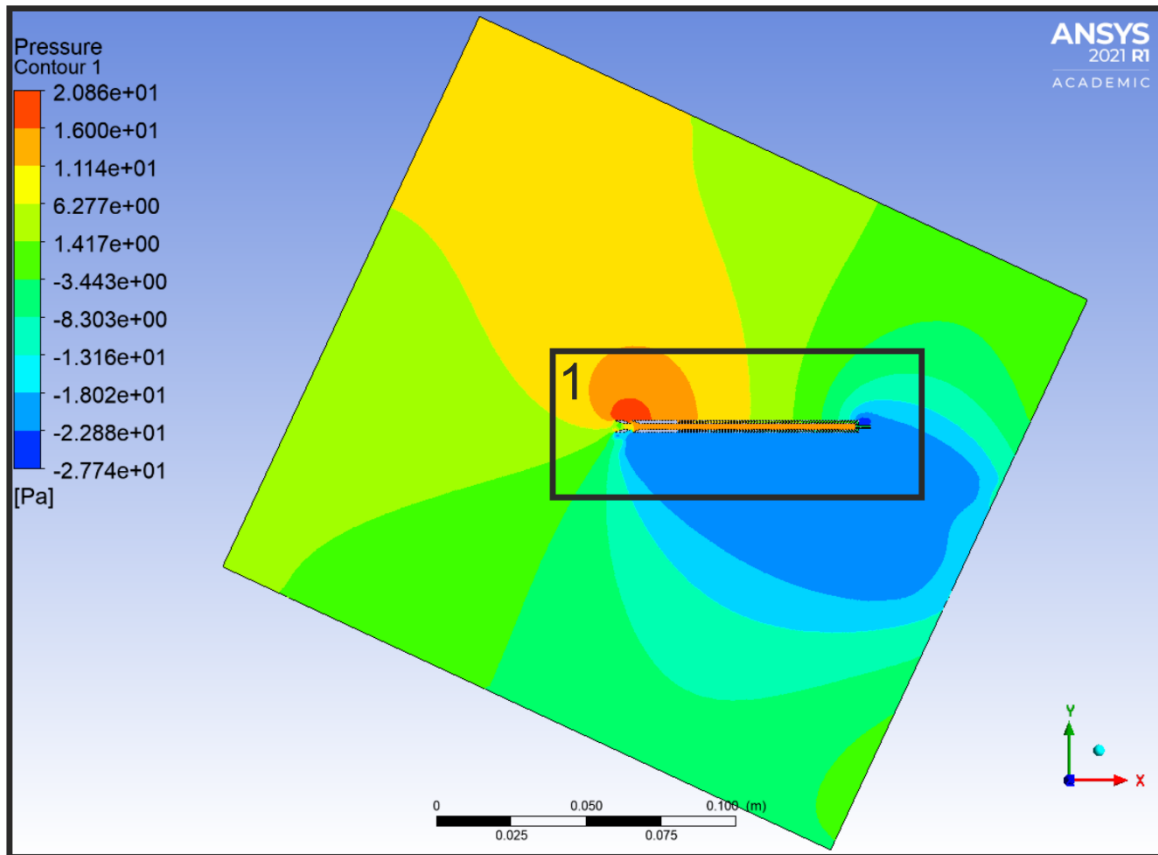
Příloha 119 – Grafické výsledky CFD – Úprava č.5 ($v= 5 \text{ m/s}$; $\text{AoA}=-20^\circ$)

$\Delta p_{\text{celk}} = 16,85 \text{ Pa}$; $\Delta p_H = -4,34 \text{ Pa}$



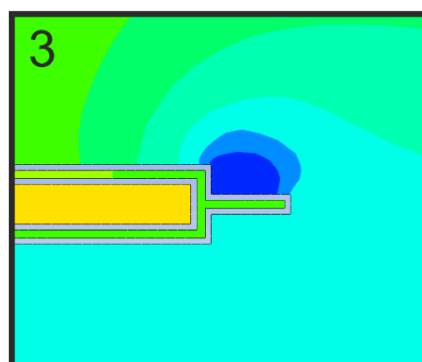
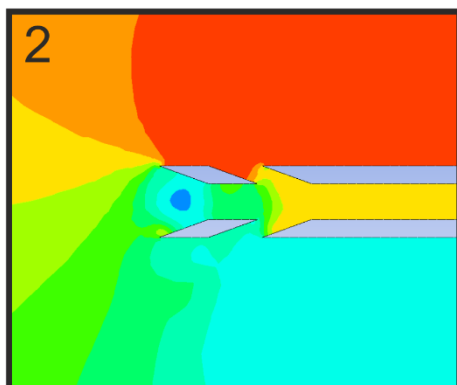
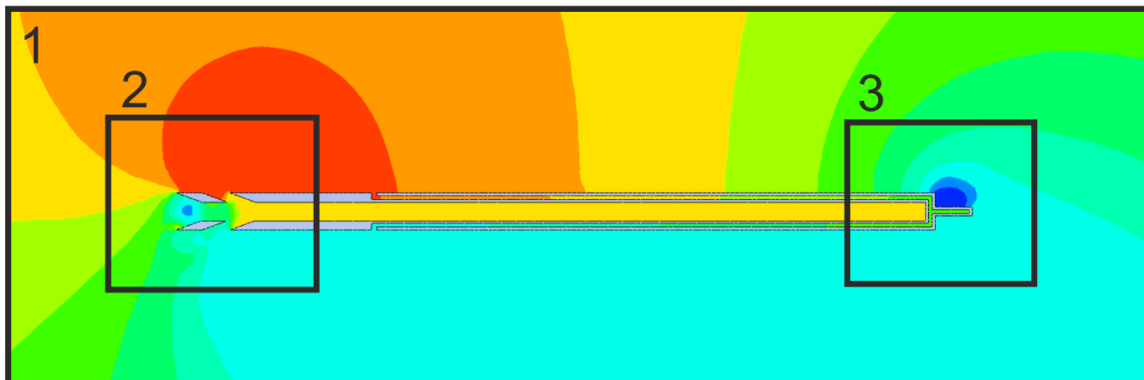
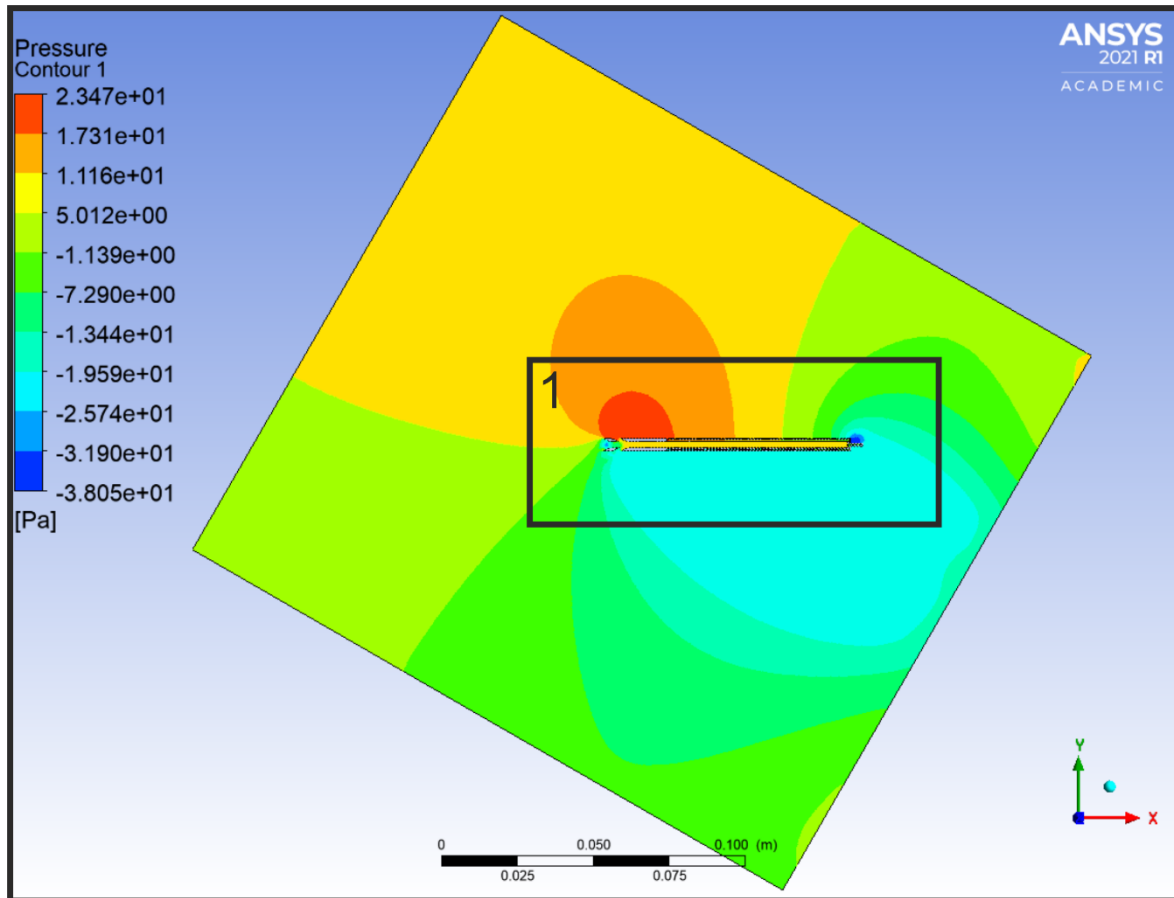
Příloha 120 – Grafické výsledky CFD – Úprava č.5 (v= 5 m/s; AoA=-25°)

$\Delta p_{\text{celk}} = 15,05 \text{ Pa}$; $\Delta p_H = -4,06 \text{ Pa}$



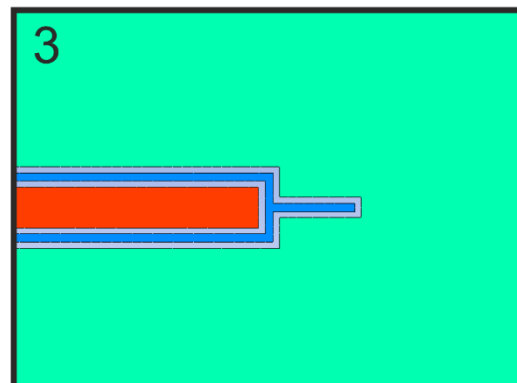
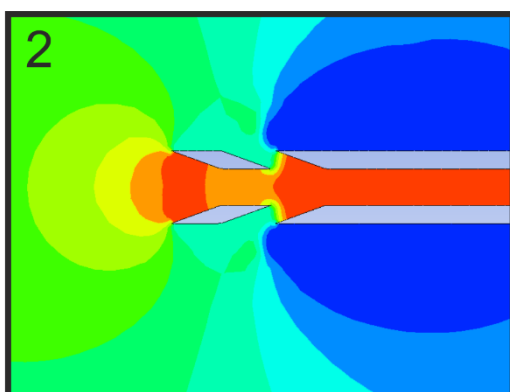
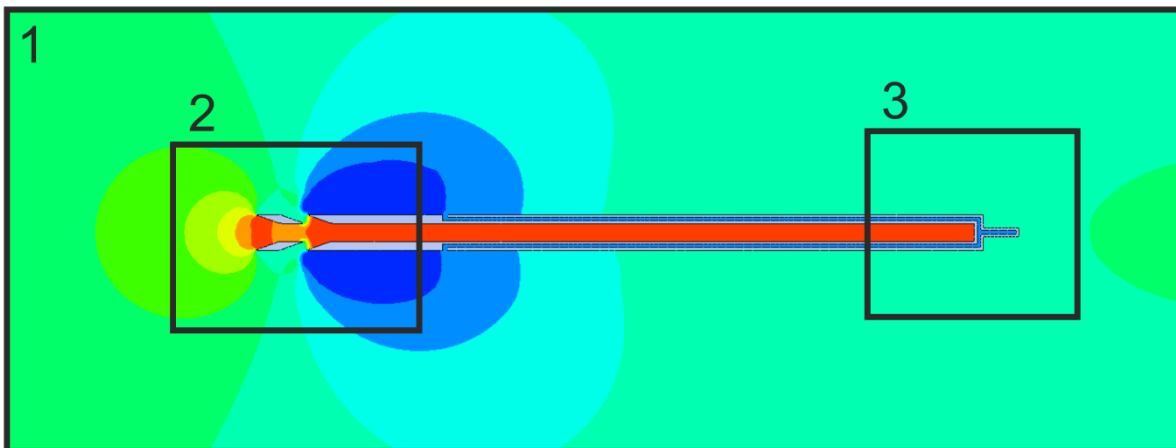
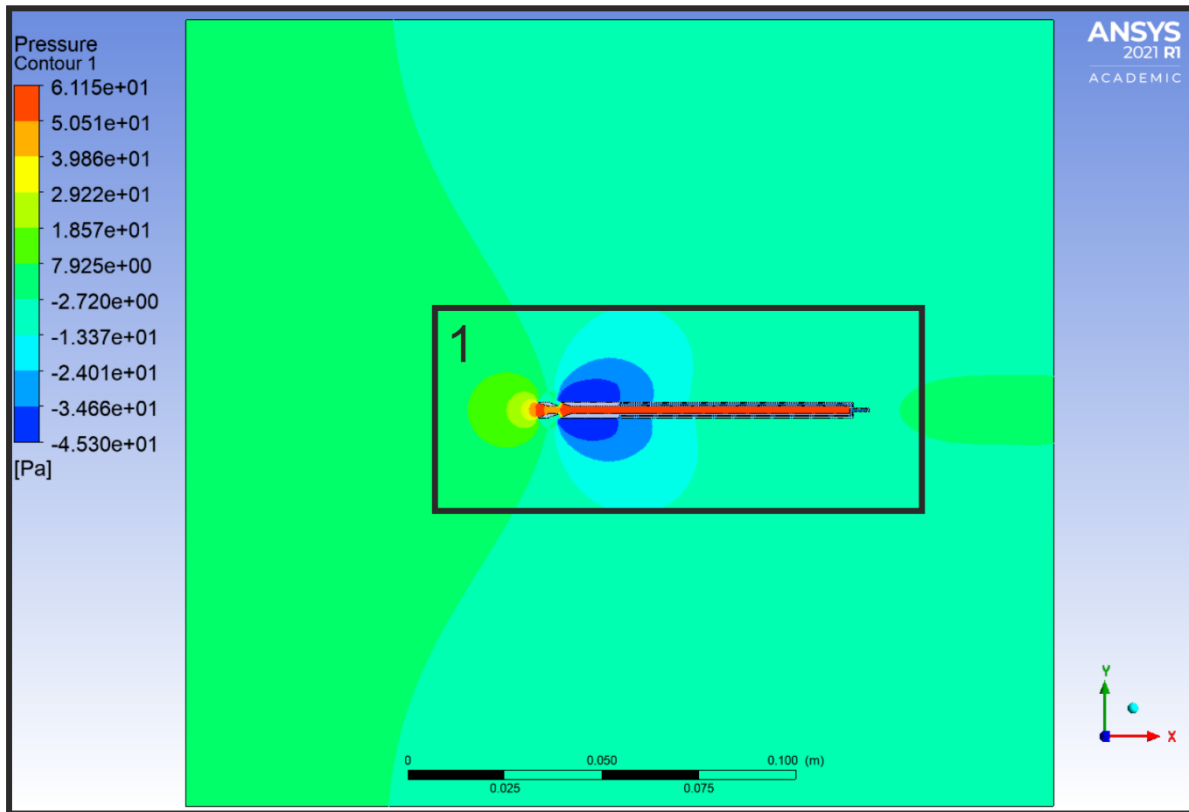
Příloha 121 – Grafické výsledky CFD – Úprava č.5 ($v= 5 \text{ m/s}$; $\text{AoA}=-30^\circ$)

$\Delta p_{\text{celk}} = 6,28 \text{ Pa}$; $\Delta p_H = -3,08 \text{ Pa}$



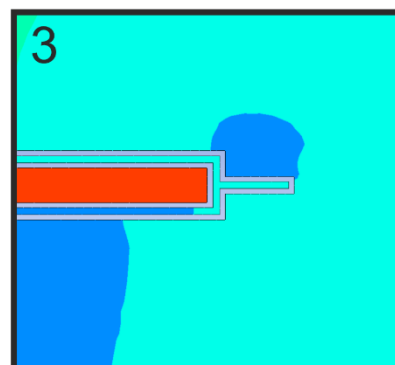
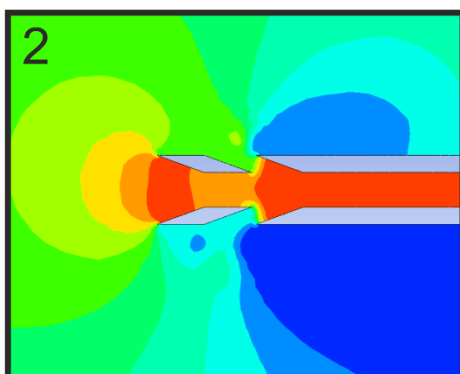
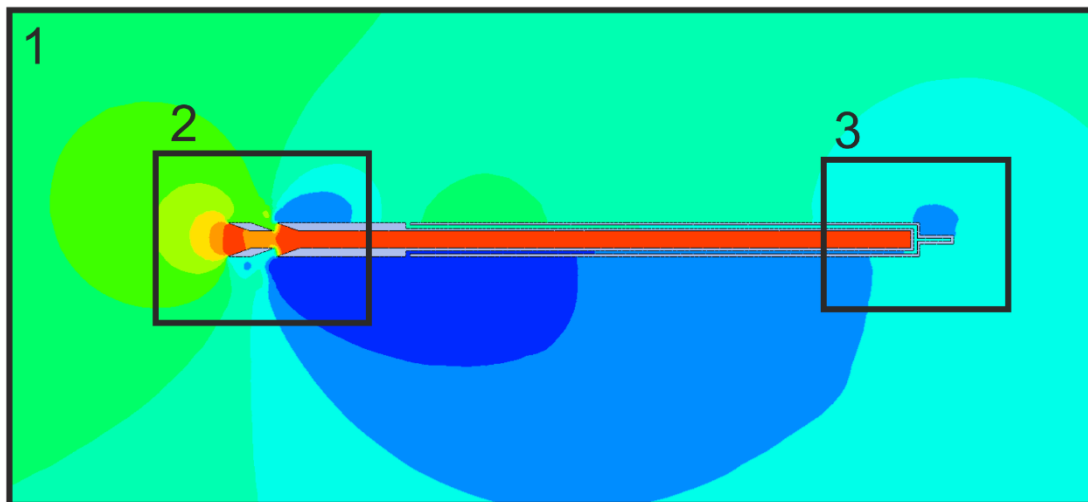
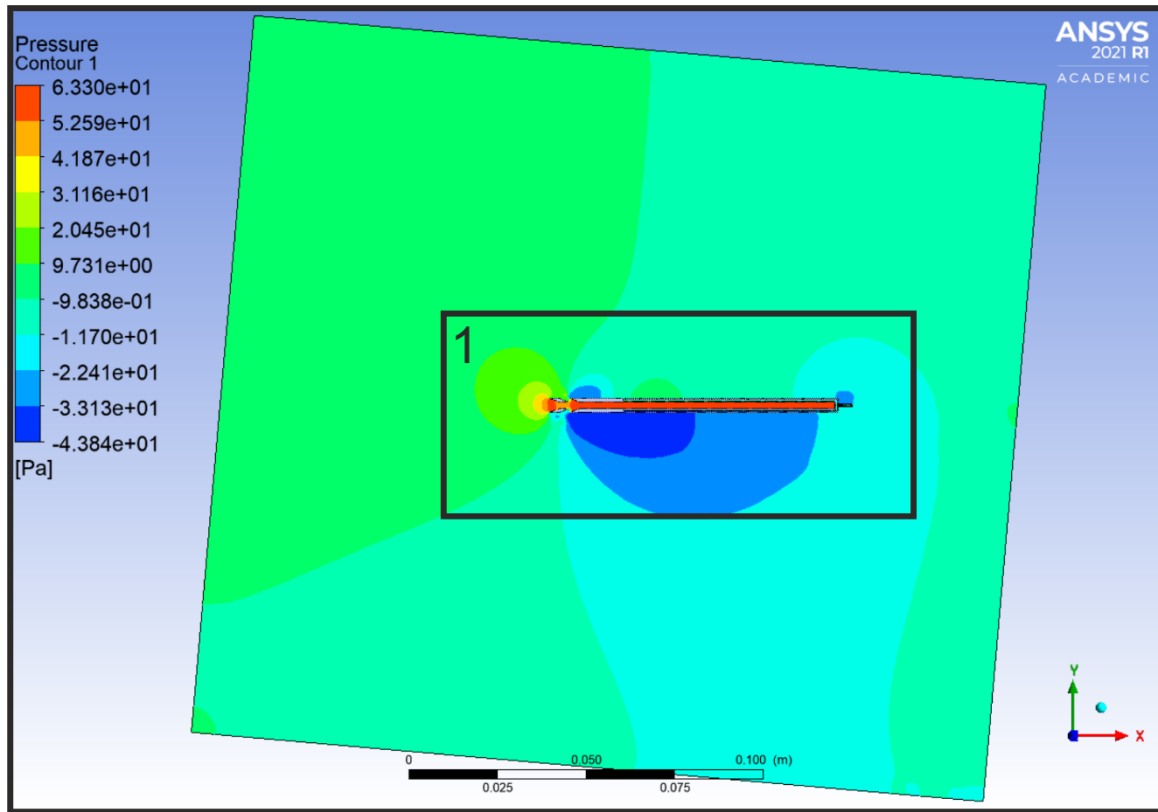
Příloha 122 – Grafické výsledky CFD – Úprava č.5 ($v= 10 \text{ m/s}$; $\text{AoA}=0^\circ$)

$\Delta p_{\text{celk}} = 61,13 \text{ Pa}$; $\Delta p_H = -34,20 \text{ Pa}$



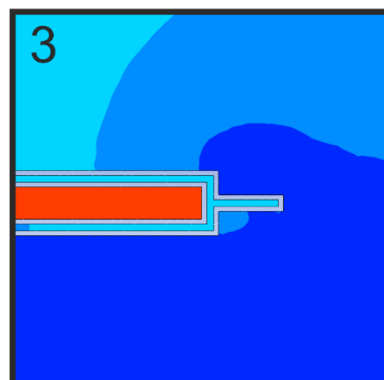
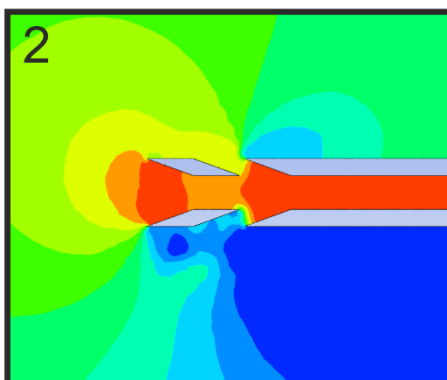
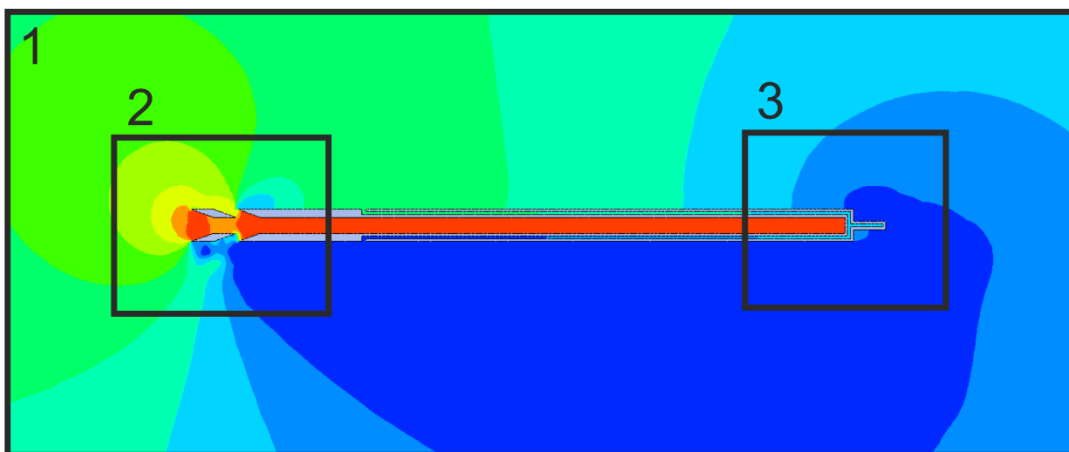
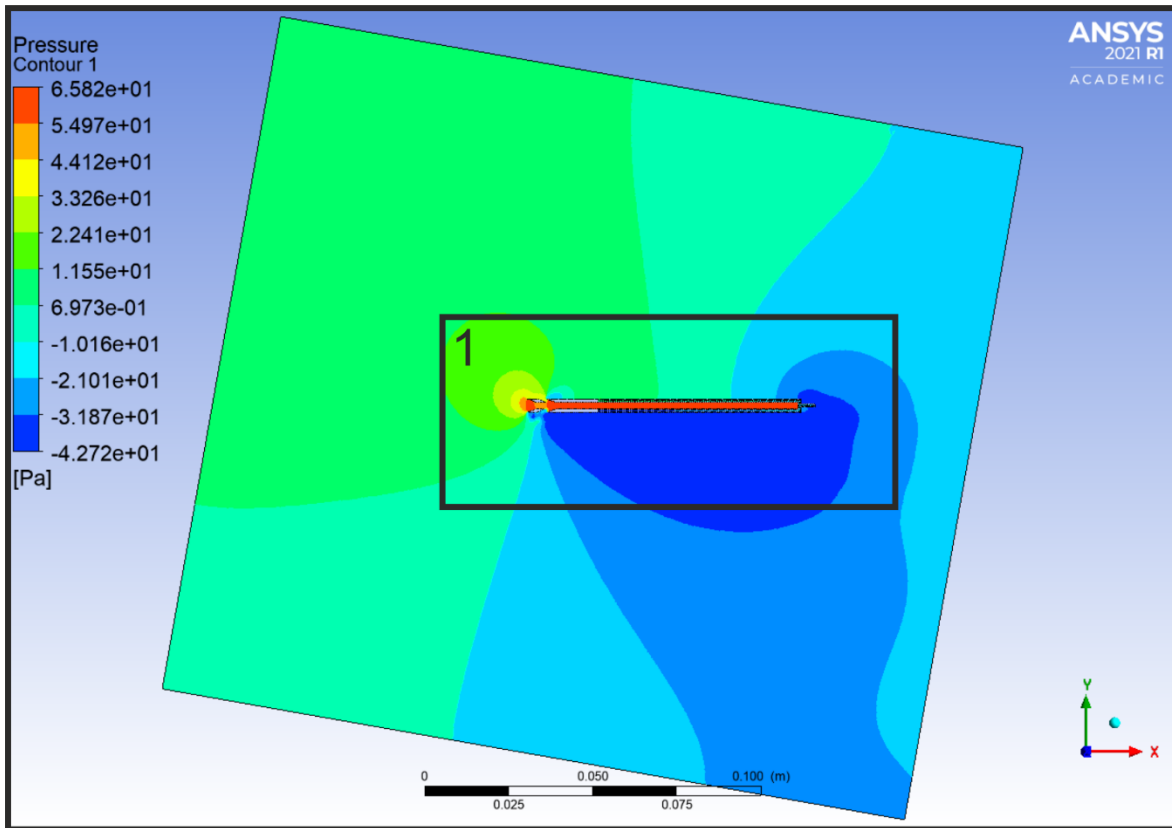
Příloha 123 – Grafické výsledky CFD – Úprava č.5 ($v= 10 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 63,16 \text{ Pa}$; $\Delta p_H = -21,62 \text{ Pa}$



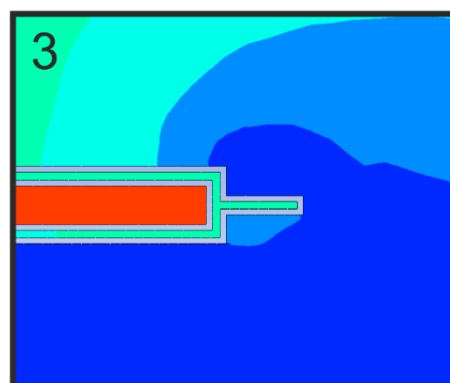
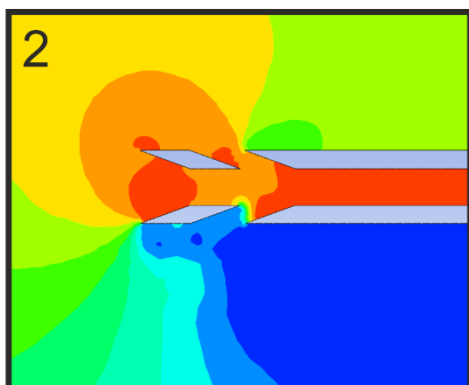
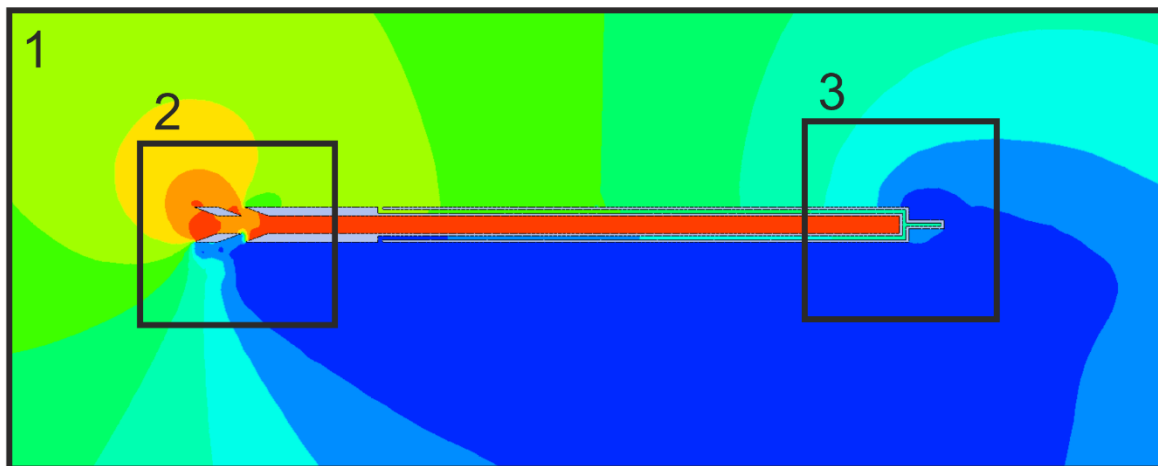
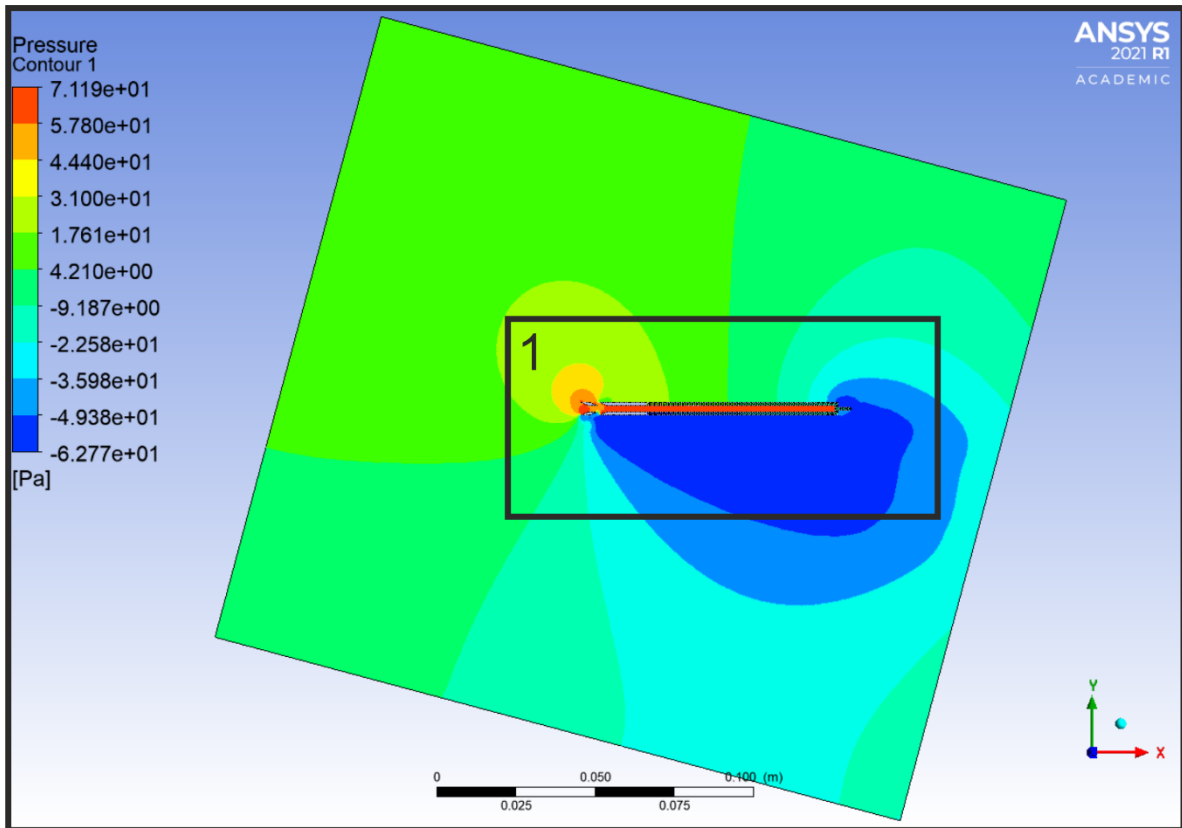
Příloha 124 – Grafické výsledky CFD – Úprava č.5 ($v= 10 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 65,72 \text{ Pa}$; $\Delta p_H = -15,76 \text{ Pa}$



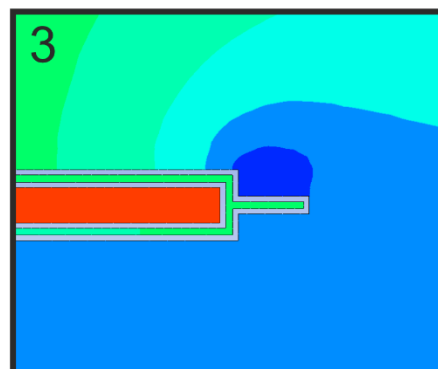
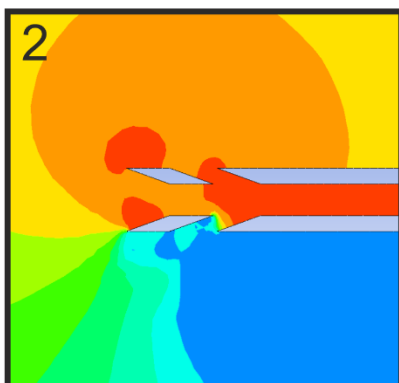
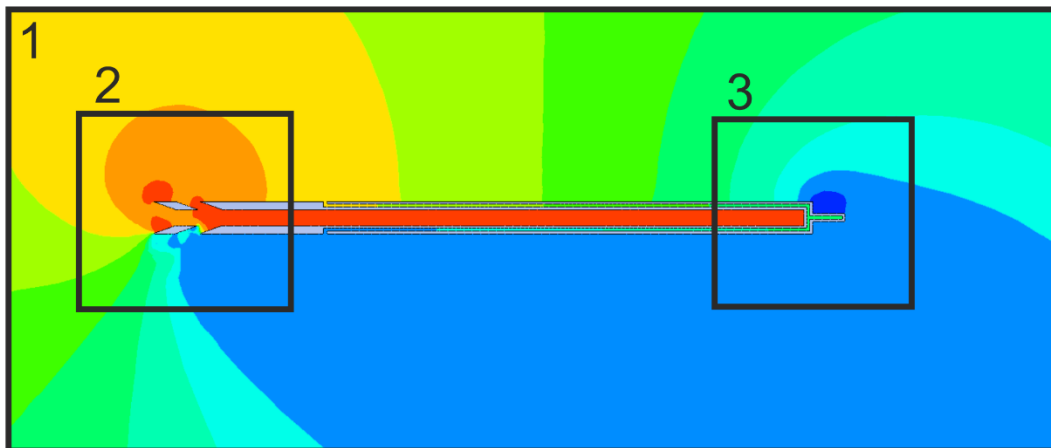
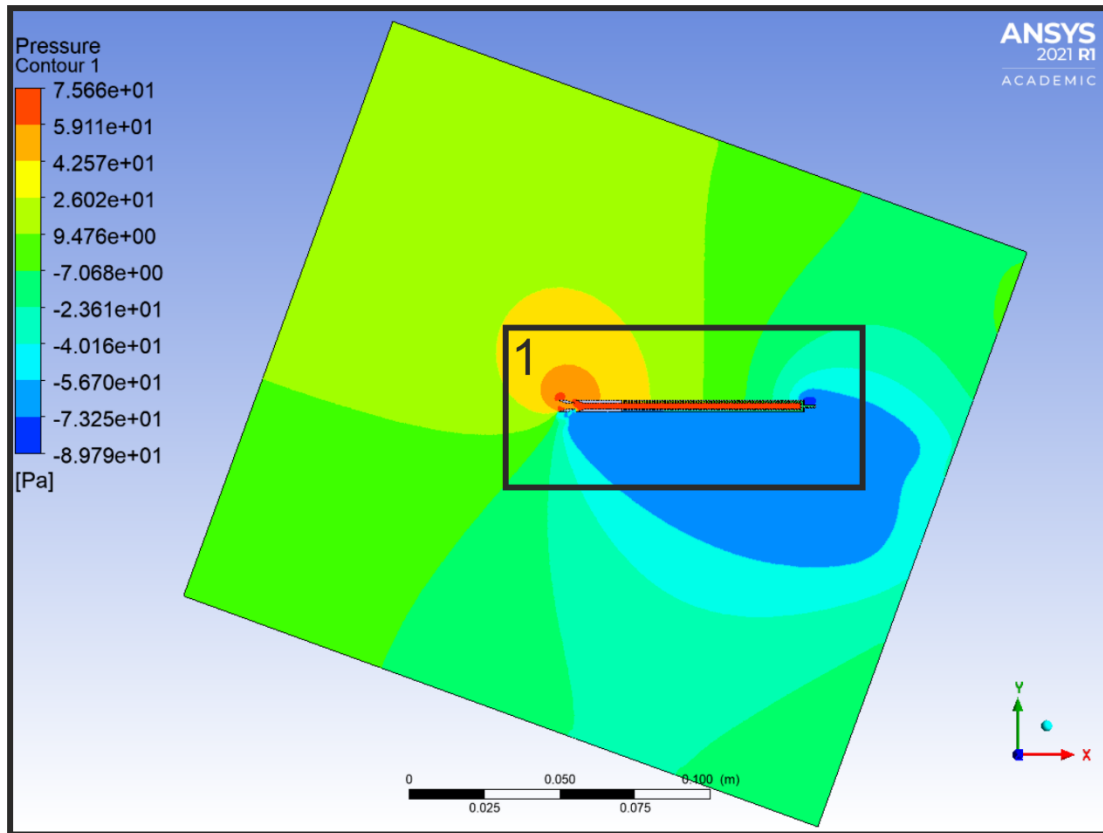
Příloha 125 – Grafické výsledky CFD – Úprava č.5 ($v= 10 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 66,86 \text{ Pa}$; $\Delta p_H = -16,51 \text{ Pa}$



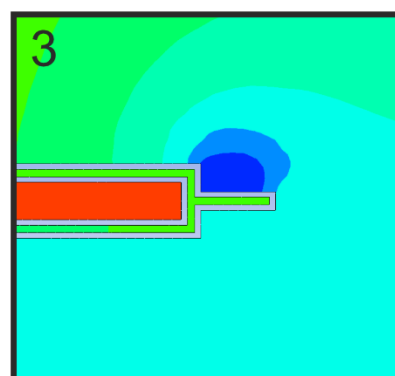
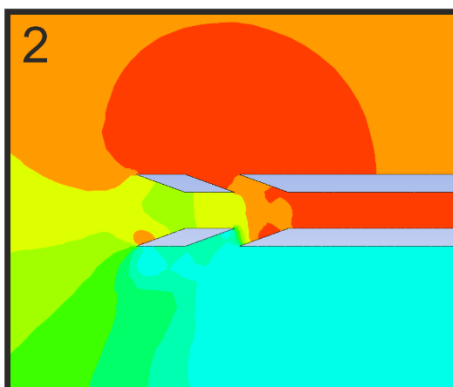
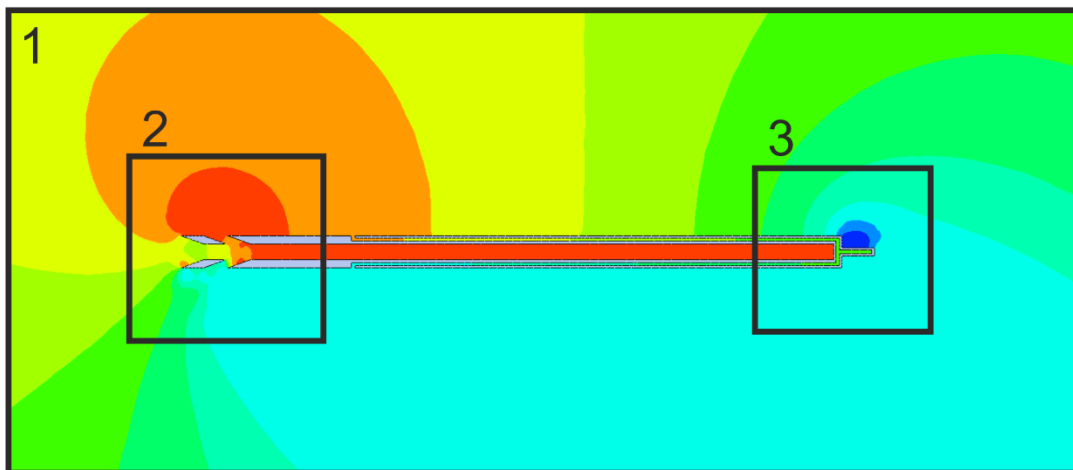
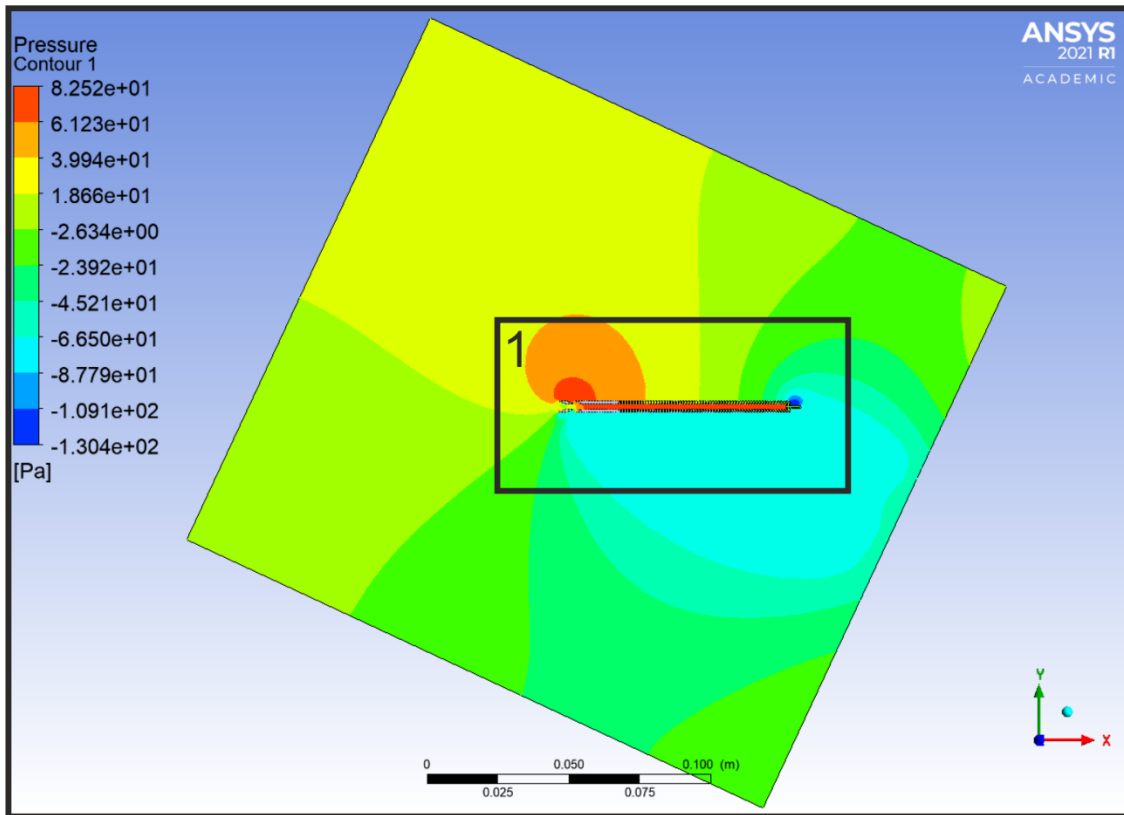
Příloha 126 – Grafické výsledky CFD – Úprava č.5 ($v= 10 \text{ m/s}$; $\text{AoA}=-20^\circ$)

$\Delta p_{\text{celk}} = 69,60 \text{ Pa}$; $\Delta p_H = -18,20 \text{ Pa}$



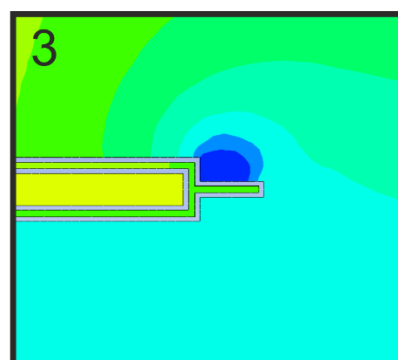
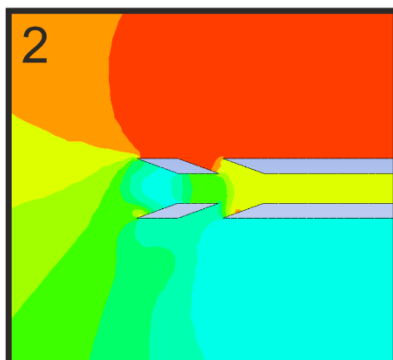
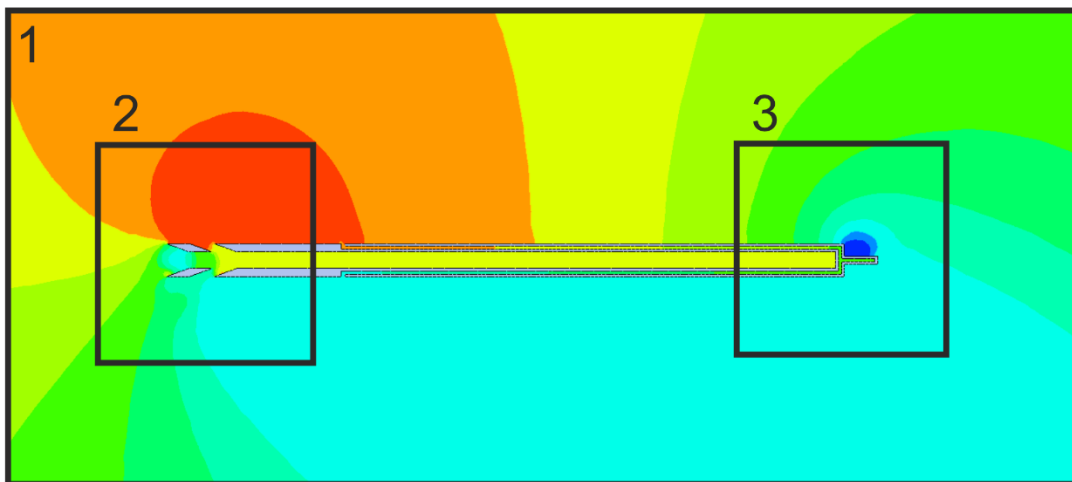
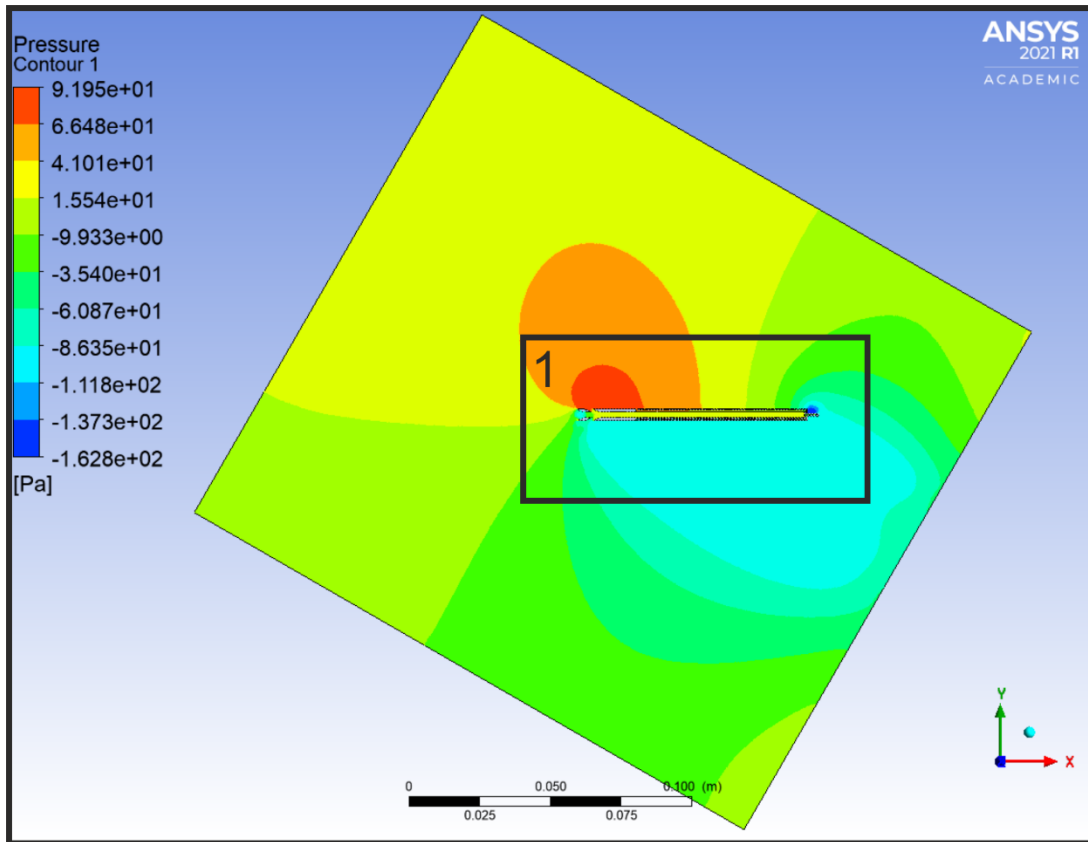
Příloha 127 – Grafické výsledky CFD – Úprava č.5 ($v= 10 \text{ m/s}$; $AoA=-25^\circ$)

$\Delta p_{\text{celk}} = 61,40 \text{ Pa}$; $\Delta p_H = -17,43 \text{ Pa}$



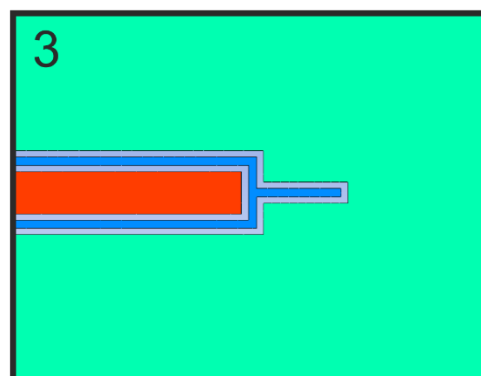
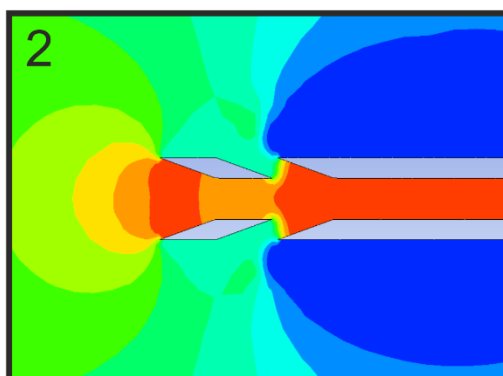
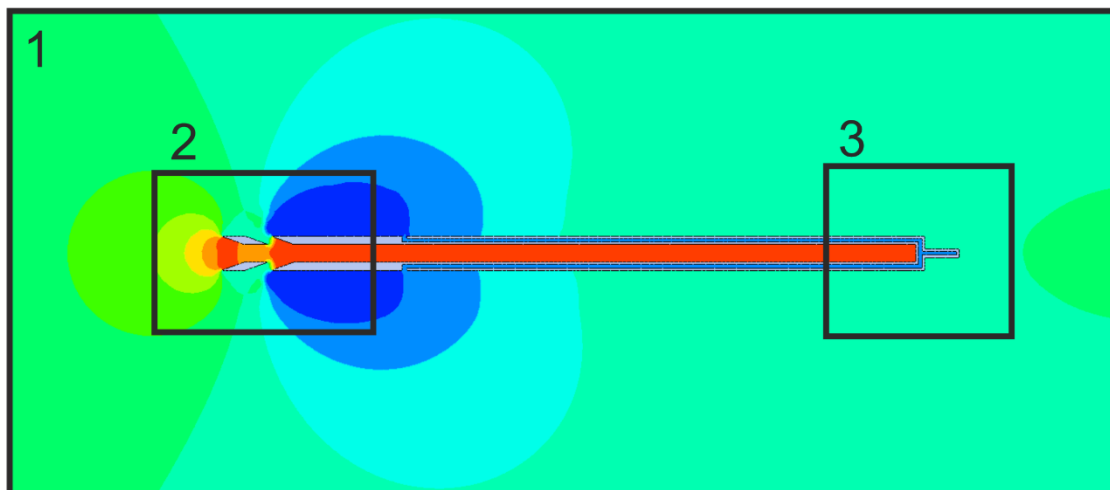
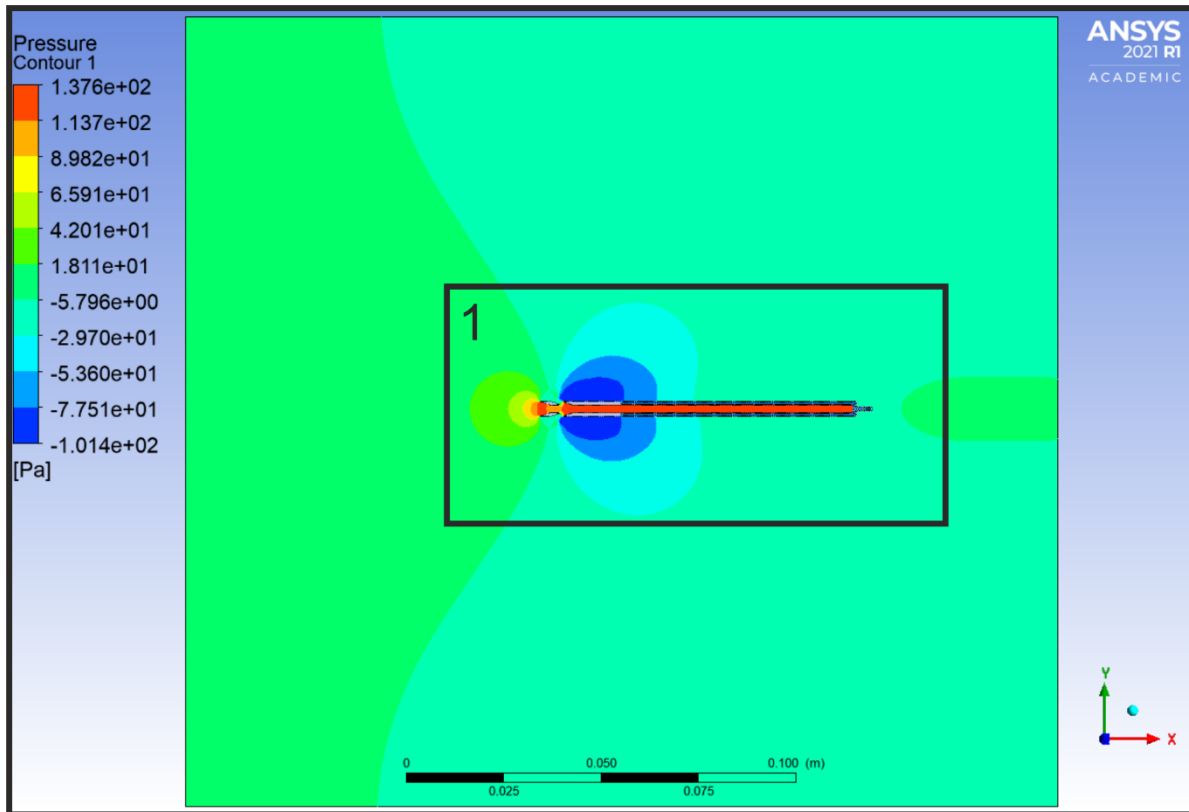
Příloha 128 – Grafické výsledky CFD – Úprava č.5 ($v= 10 \text{ m/s}$; $\text{AoA}=-30^\circ$)

$\Delta p_{\text{celk}} = 32,82 \text{ Pa}$; $\Delta p_H = -13,76 \text{ Pa}$



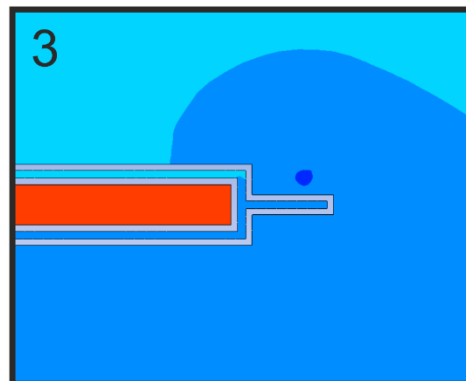
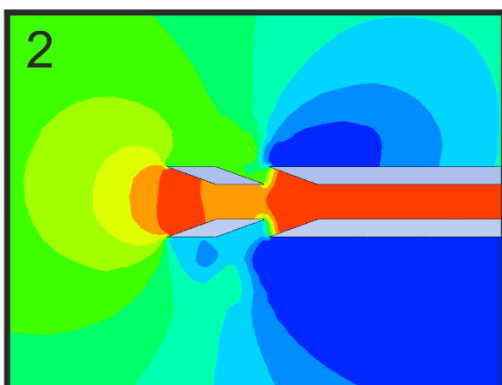
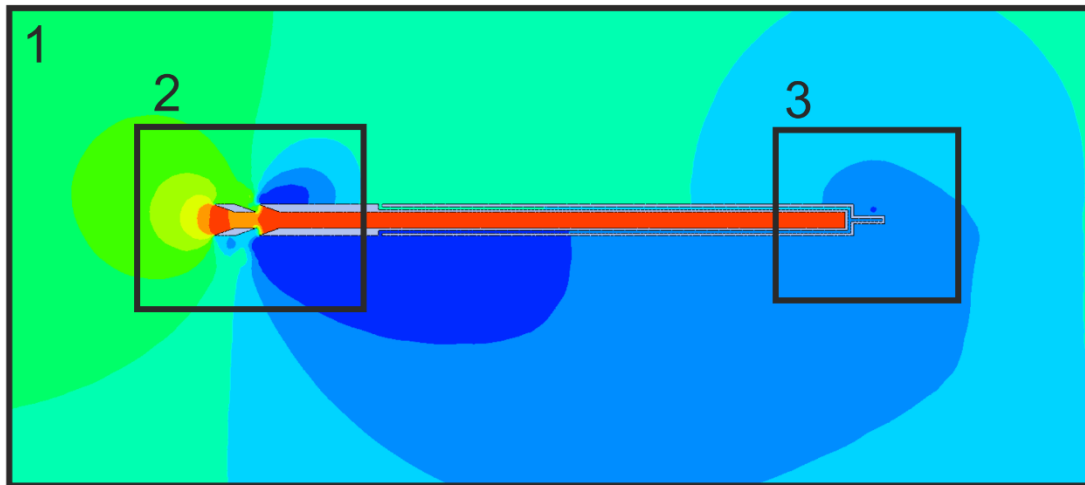
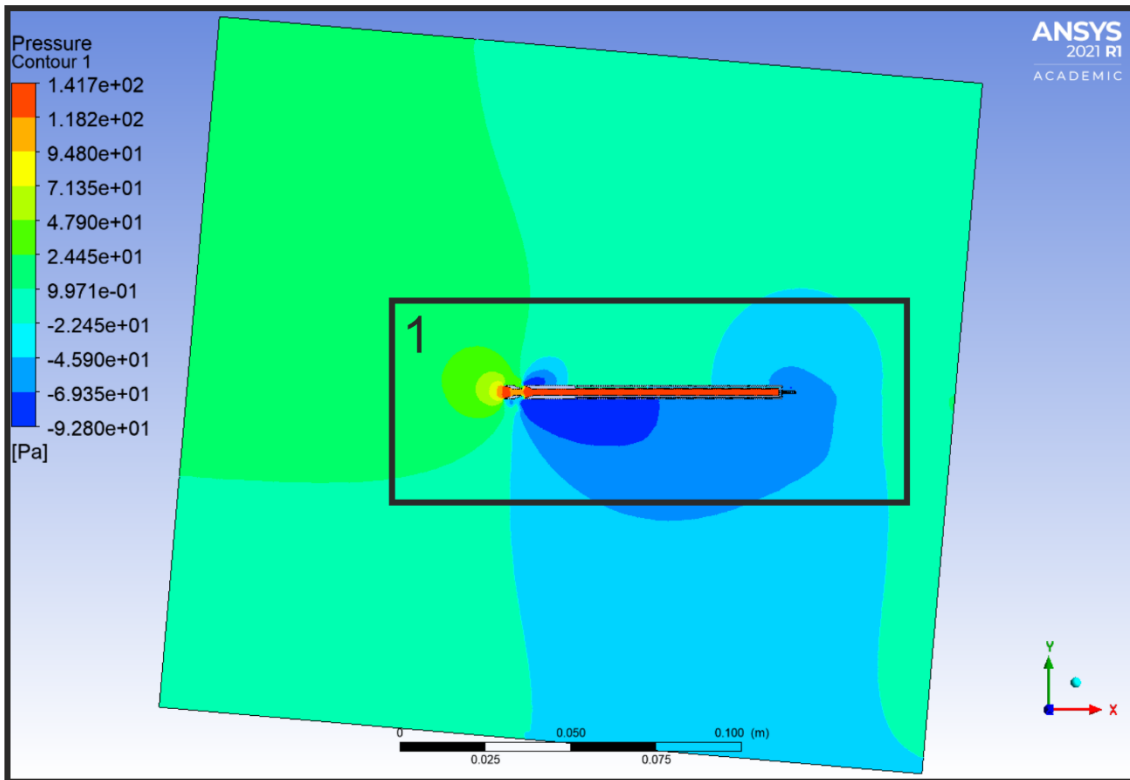
Příloha 129 – Grafické výsledky CFD – Úprava č.5 ($v= 15 \text{ m/s}$; $\text{AoA}=0^\circ$)

$\Delta p_{\text{celk}} = 137,58 \text{ Pa}$; $\Delta p_H = -77,17 \text{ Pa}$



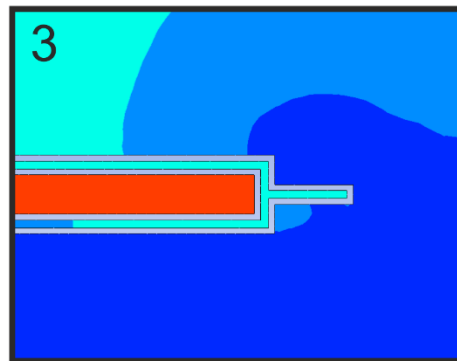
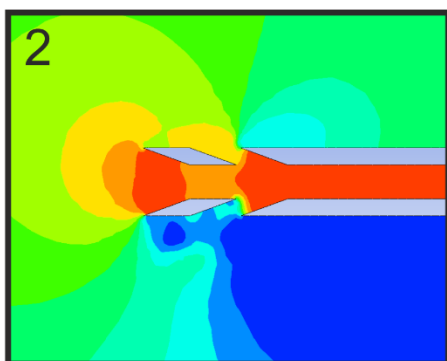
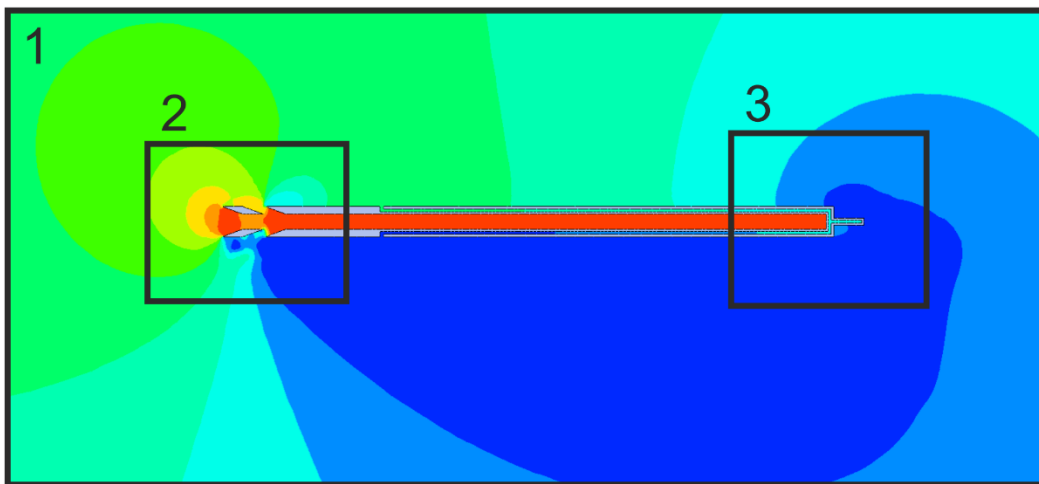
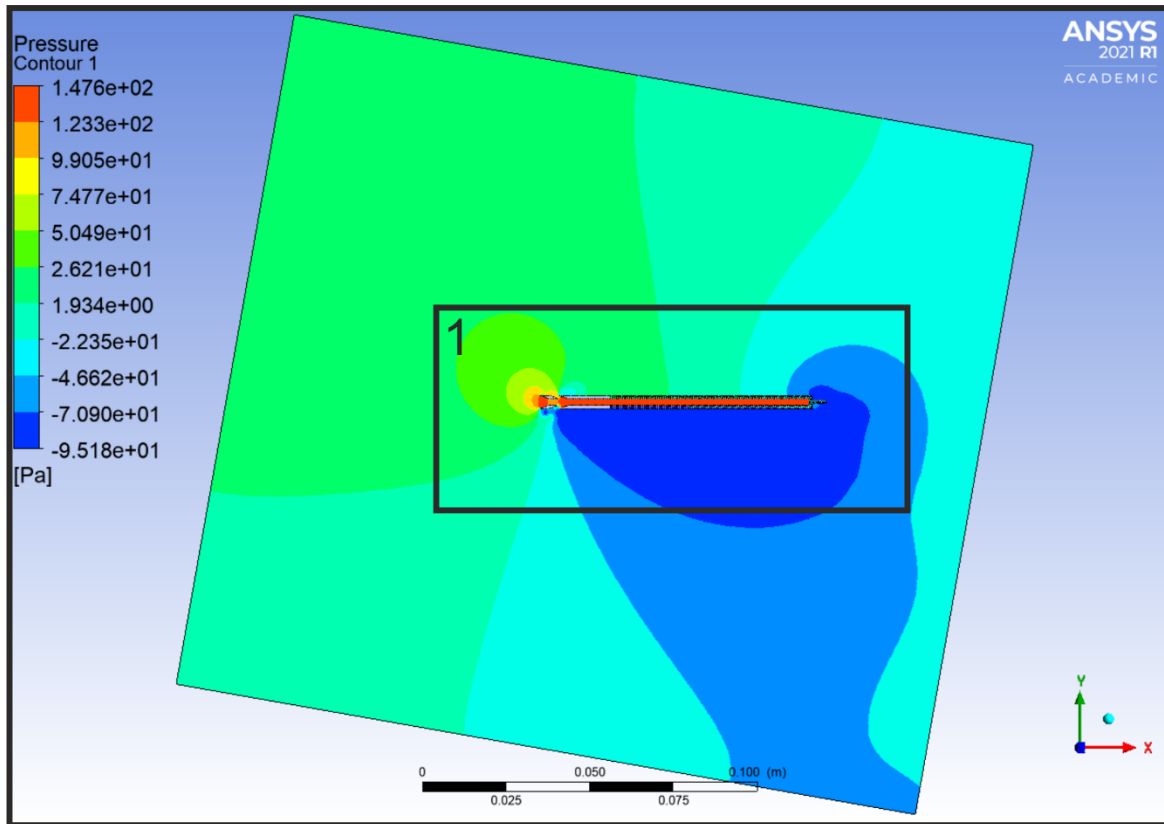
Příloha 130 – Grafické výsledky CFD – Úprava č.5 ($v= 15 \text{ m/s}$; $\text{AoA}=-5^\circ$)

$\Delta p_{\text{celk}} = 141,48 \text{ Pa}$; $\Delta p_H = -46,72 \text{ Pa}$



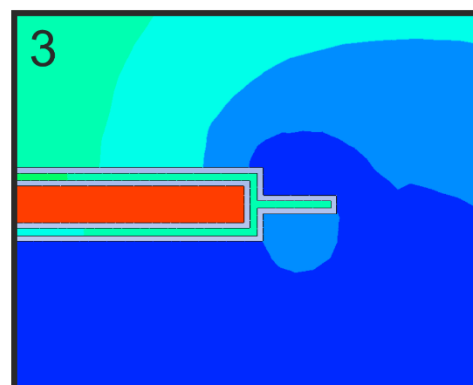
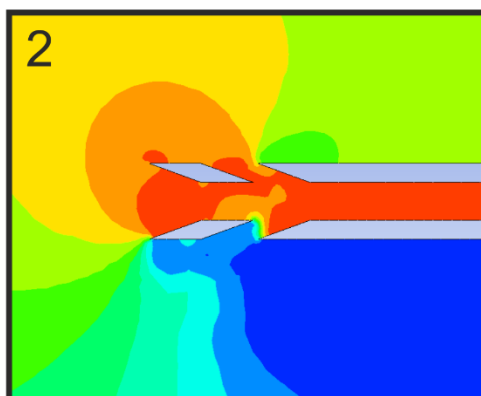
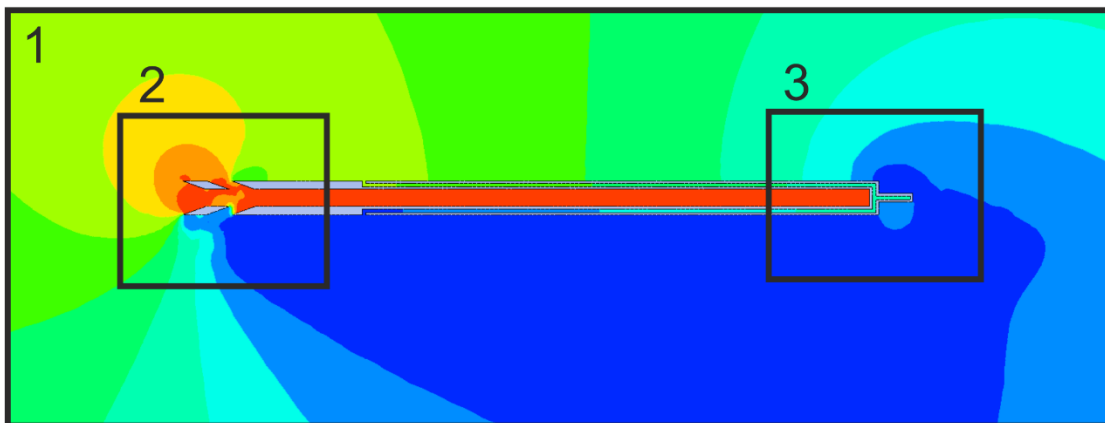
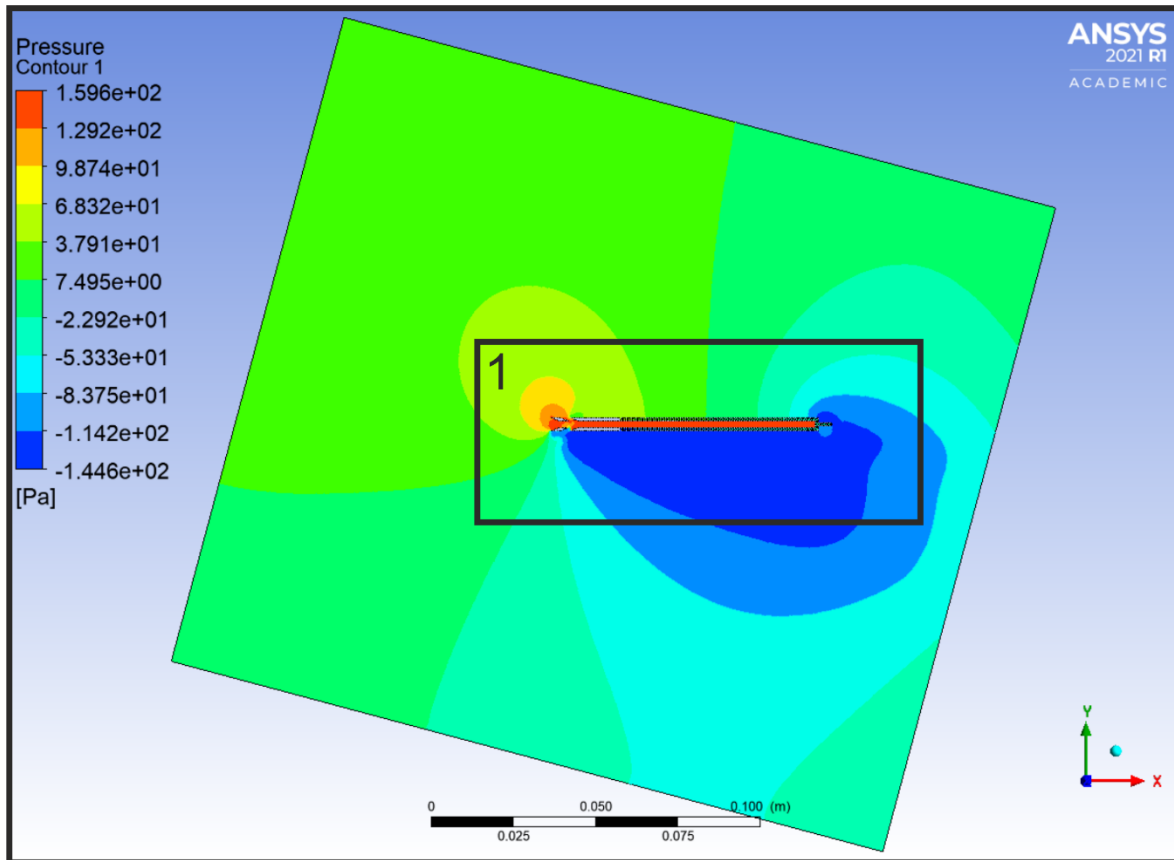
Příloha 131 – Grafické výsledky CFD – Úprava č.5 ($v= 15 \text{ m/s}$; $\text{AoA}=-10^\circ$)

$\Delta p_{\text{celk}} = 147,54 \text{ Pa}$; $\Delta p_H = -36,23 \text{ Pa}$



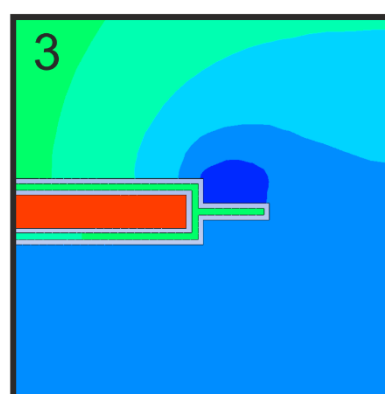
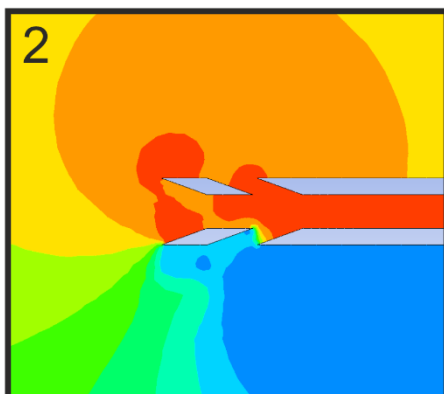
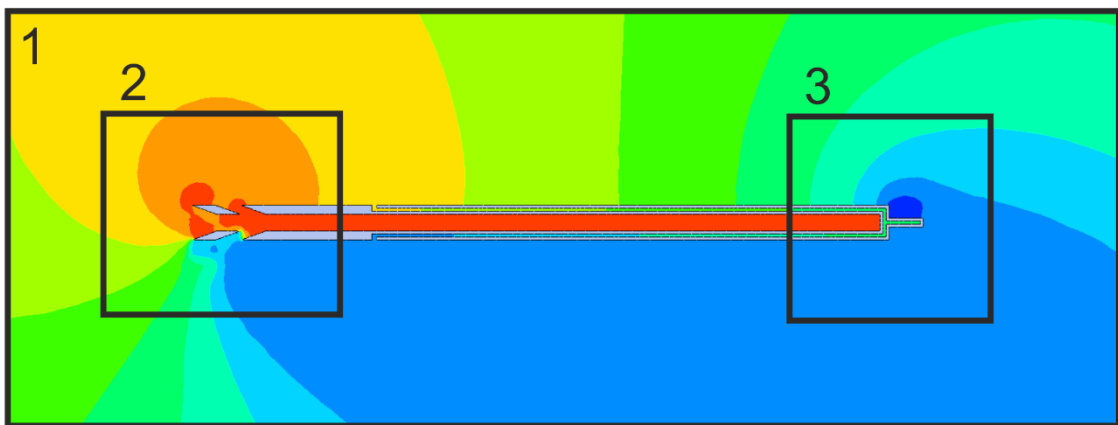
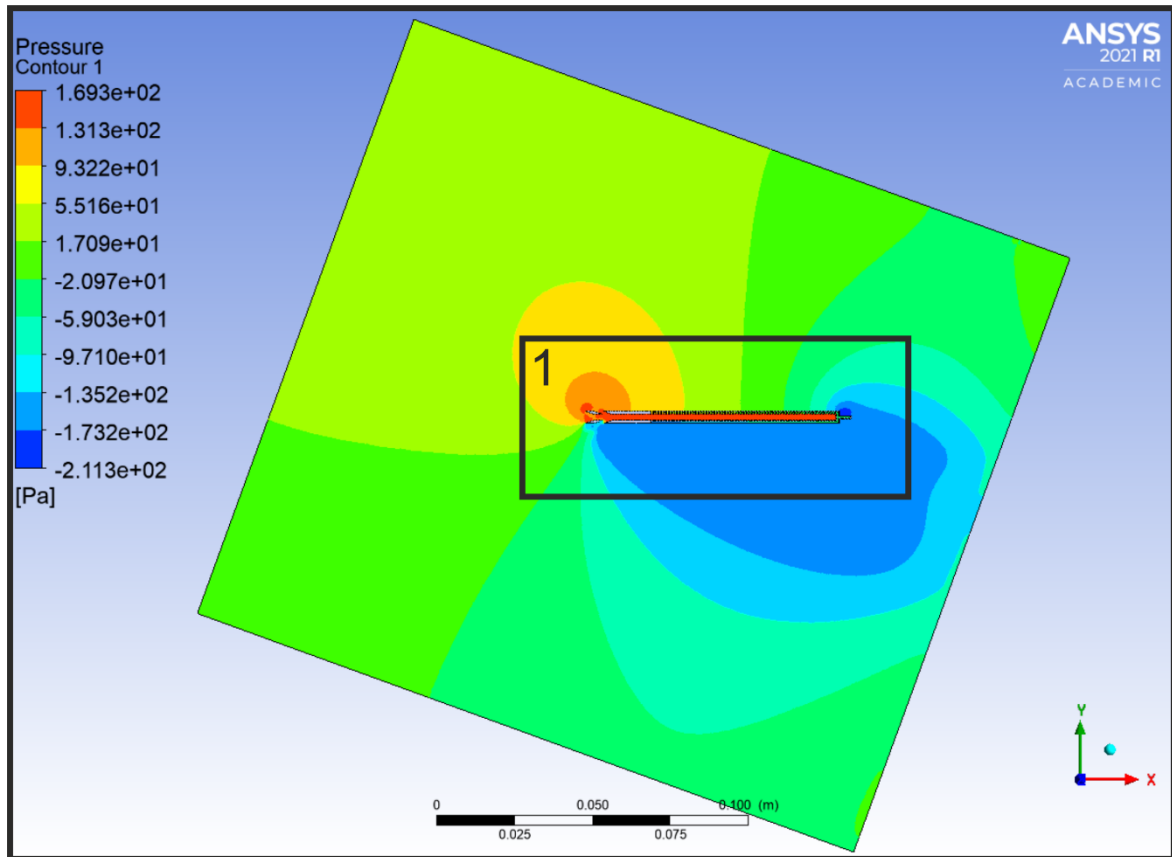
Příloha 132 – Grafické výsledky CFD – Úprava č.5 ($v= 15 \text{ m/s}$; $\text{AoA}=-15^\circ$)

$\Delta p_{\text{celk}} = 151,89 \text{ Pa}$; $\Delta p_H = -38,49 \text{ Pa}$



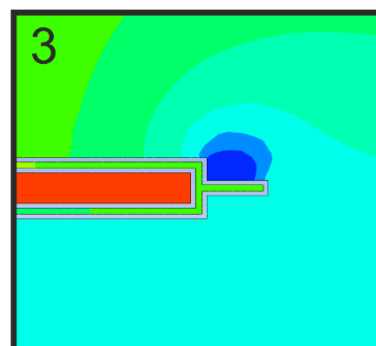
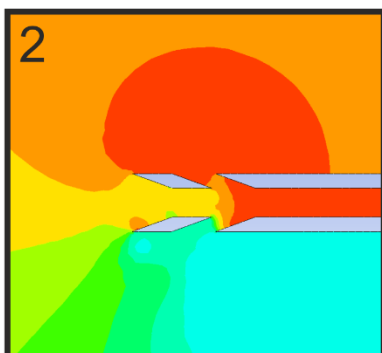
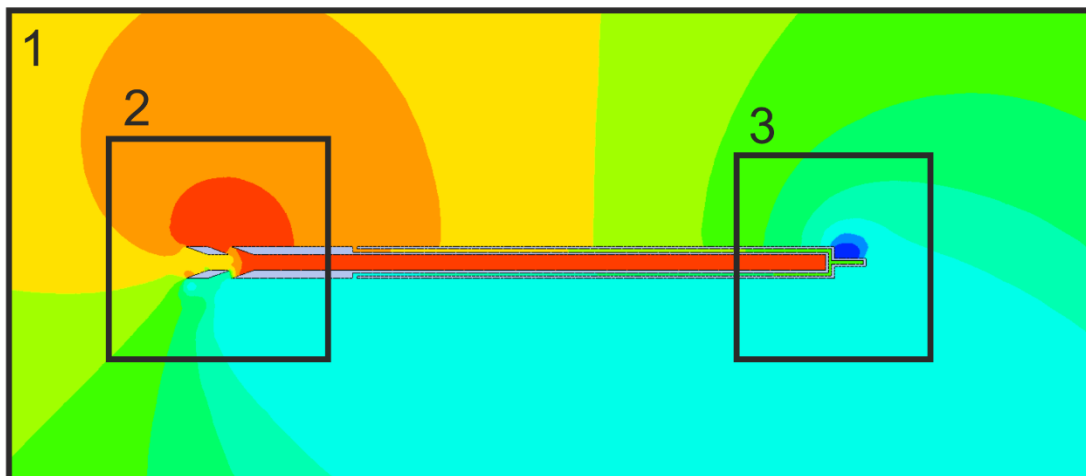
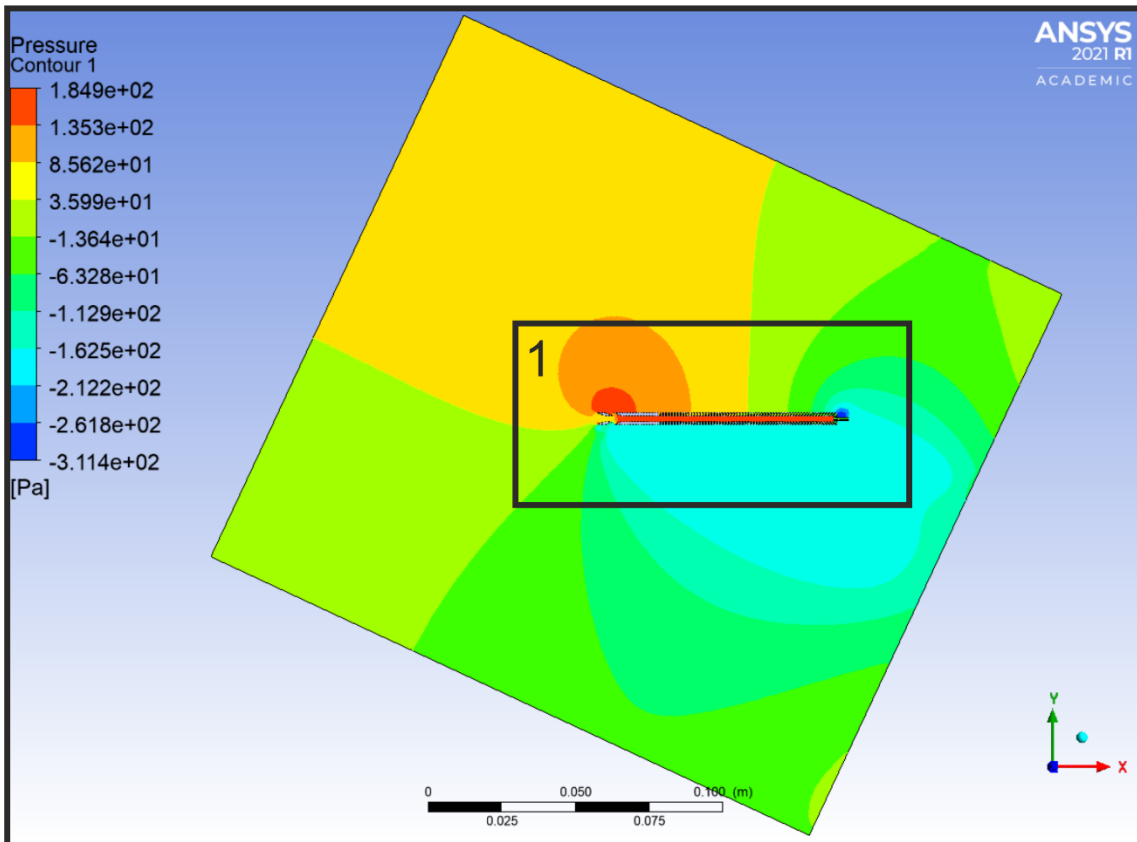
Příloha 133 – Grafické výsledky CFD – Úprava č.5 ($v = 15 \text{ m/s}$; $\text{AoA} = -20^\circ$)

$\Delta p_{\text{celk}} = 160,32 \text{ Pa}$; $\Delta p_H = -43,22 \text{ Pa}$



Příloha 134 – Grafické výsledky CFD – Úprava č.5 ($v= 15 \text{ m/s}$; $\text{AoA}=-25^\circ$)

$\Delta p_{\text{celk}} = 139,56 \text{ Pa}$; $\Delta p_H = -42,19 \text{ Pa}$



Příloha 135 – Grafické výsledky CFD – Úprava č.5 ($v= 15 \text{ m/s}$; $\text{AoA}=-30^\circ$)

$\Delta p_{\text{celk}} = 67,89 \text{ Pa}$; $\Delta p_H = -34,11 \text{ Pa}$

