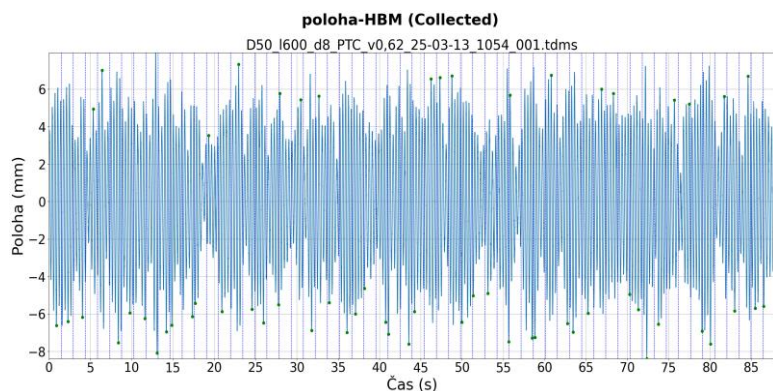


## **9. Příloha – Výsledky měření – časové záznamy amplitudy válce a napětí na generátoru pro různé rychlosti proudění a varianty harvesterů**

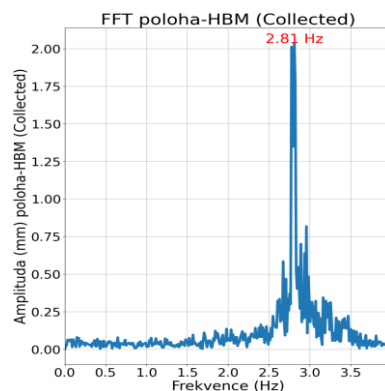
### **Obsah:**

1. Vetknutí – vliv úprav válce – průměr válce 50 mm – délka pružin 600 mm – kruhové pružiny průměru 8 mm .....	2
2. Vetknutí – vliv úpravy průřezu pružin – průměr válce 50 mm – délka pružin 600 mm – obdélníkové pružiny 10x5 mm .....	12
3. Vetknutí – vliv úpravy průřezu pružin – 2. měření – průměr válce 50 mm – délka pružin 600 mm – obdélníkové pružiny 10x5 mm .....	18
4. Vetknutí – vliv tvaru wingletů – verze vetknutí s hranatými pružinami – průměr válce 50 mm – délka pružin 600 mm – PTC P80 .....	19
5. Vetknutí – vliv tuhosti – verze s hranatými pružinami – průměr válce 50 mm – PTC P80 – délka pružin 525 mm .....	22
6. Paralelogram – nový generátor – vliv průměru válce – délka pružiny 190 mm – M_WINGLETY pro příslušný průměr .....	24
7. Vetknutí – nový generátor – průměr válce 75 mm – délka pružin 525 mm – obdélníkové pružiny 10x5 mm .....	29
8. Vetknutí – nový generátor – průměr válce 50 mm – kruhové pružiny d8 mm – PTC – M_WINGLETY pro příslušný průměr .....	30
9. Vetknutí – nový generátor – průměr válce 75 mm – kruhové pružiny d8 mm – PTC – M_WINGLETY pro příslušný průměr .....	33

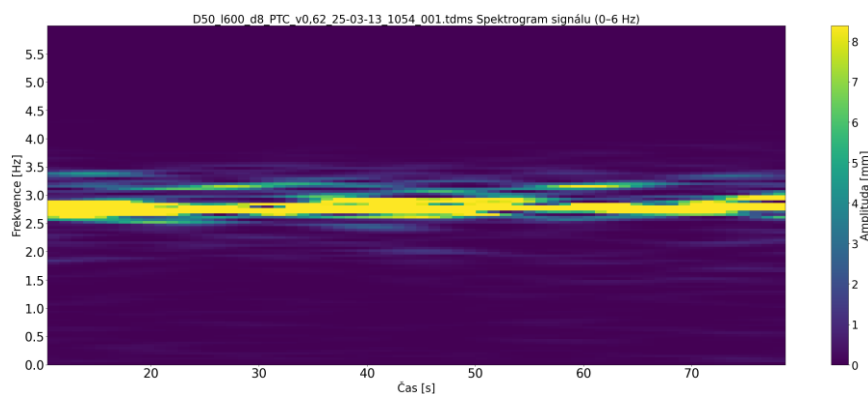
# 1. Vetknutí – vliv úprav válce – průměr válce 50 mm – délka pružin 600 mm – kruhové pružiny průměru 8 mm



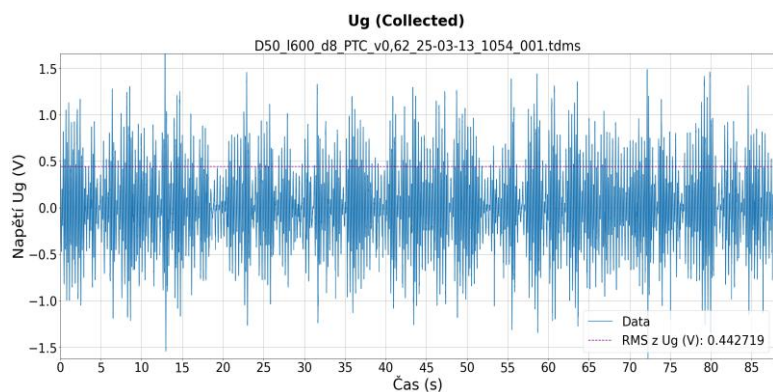
P-obr. 78 Vetknutí  $U=0,62\text{m/s\_PTC}$



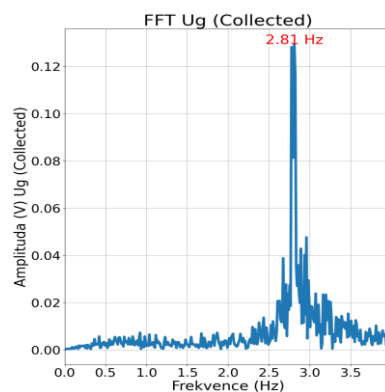
P-obr. 79 PTC  $U=0,62\text{m/s}$



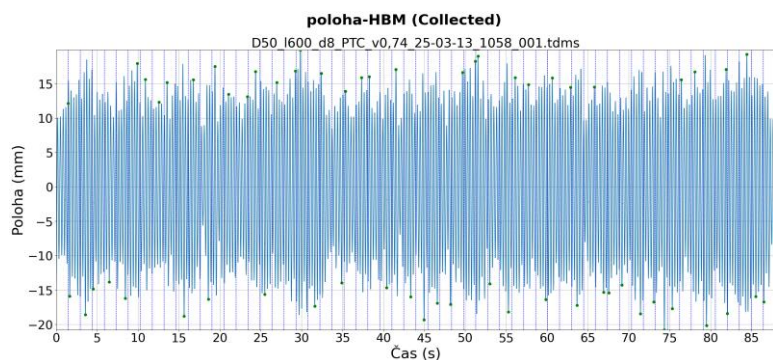
P-obr. 80 Spektrogram z polohy Vetknutí  $U=0,62\text{m/s\_PTC}$



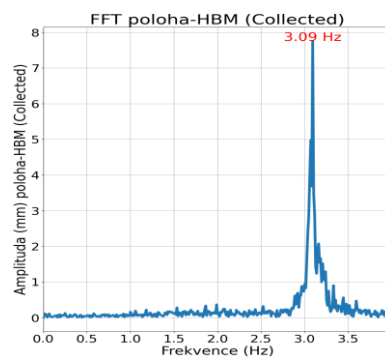
P-obr. 81 Vetknutí  $U=0,62\text{m/s\_PTC}$



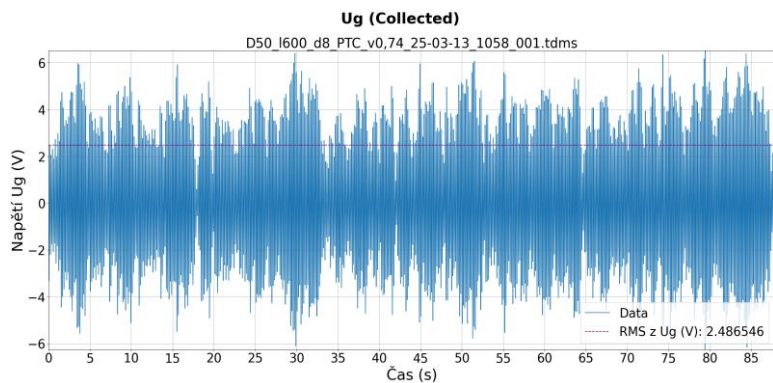
P-obr. 82 PTC  $U=0,62\text{m/s}$



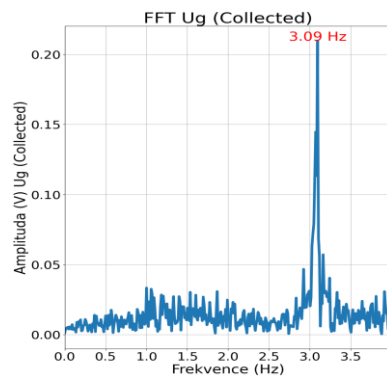
P-obr. 83 Vetknutí  $U=0,74\text{m/s\_PTC}$



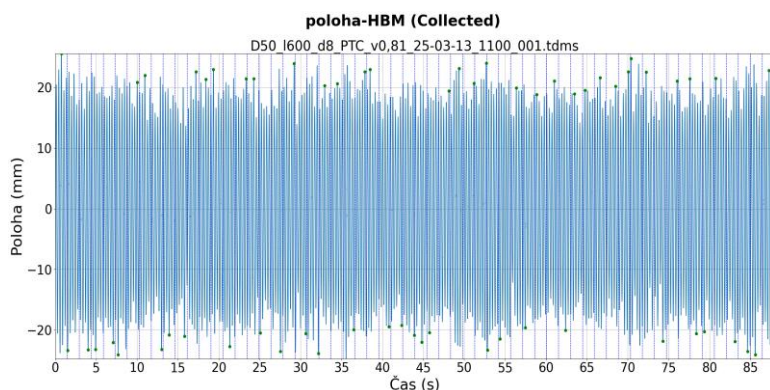
P-obr. 84 PTC  $U=0,74\text{m/s}$



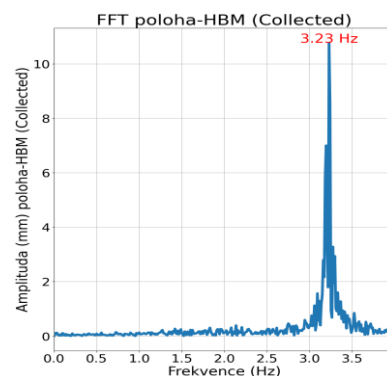
P-obr. 85 Vetknutí  $U=0,74\text{m/s\_PTC}$



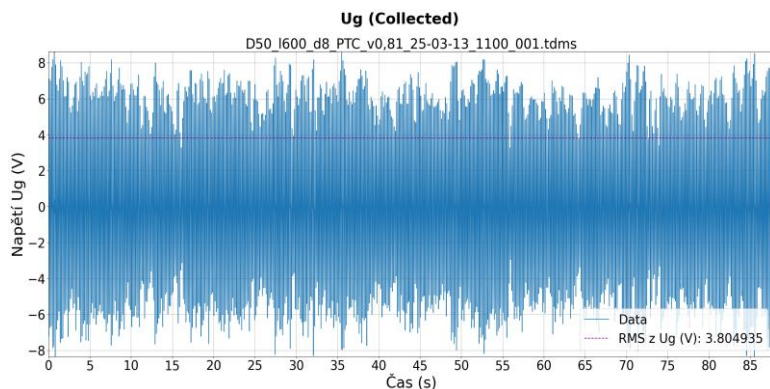
P-obr. 86 PTC  $U=0,74\text{m/s}$



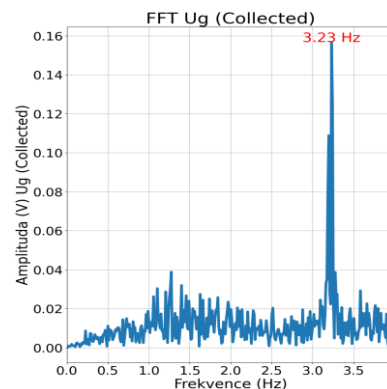
P-obr. 87 Vetknutí  $U=0,81\text{m/s\_PTC}$



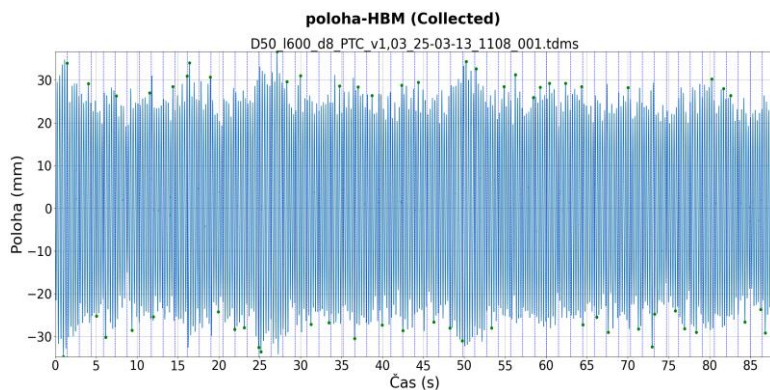
P-obr. 88 PTC  $U=0,81\text{m/s}$



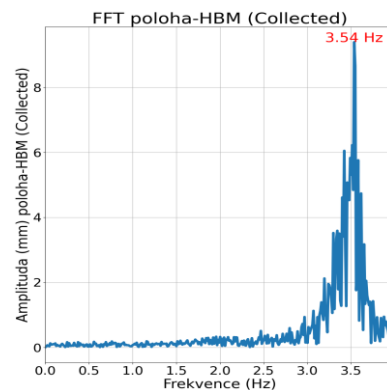
P-obr. 89 Vetknutí  $U=0,81\text{m/s\_PTC}$



P-obr. 90 PTC  $U=0,81\text{m/s}$

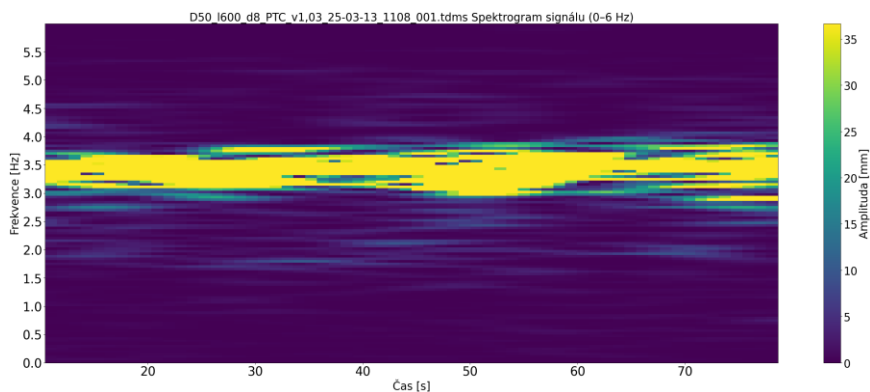


P-obr. 91 Vetknutí  $U=1,03\text{m/s\_PTC}$

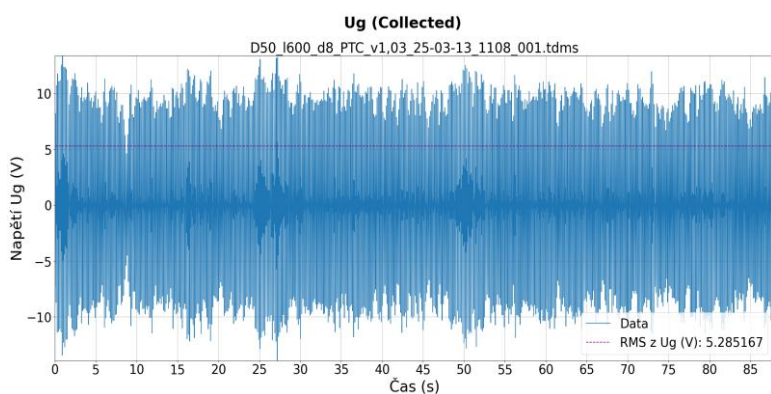


P-obr. 92 PTC  $U=1,03\text{m/s}$

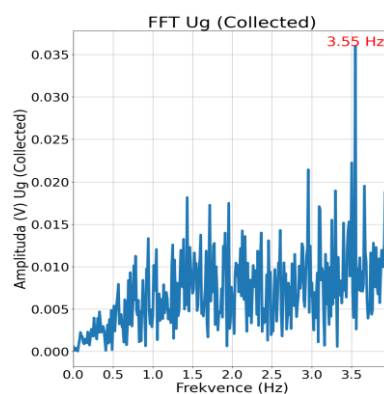




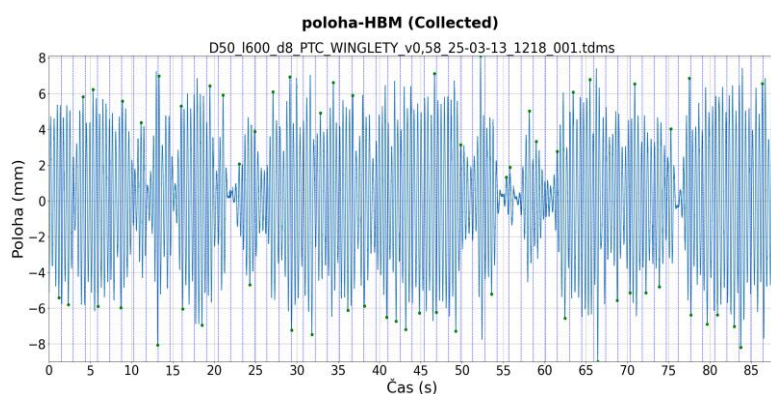
P-obr. 93 Spektrogram z polohy\_Vetknutí\_U=1,03m/s\_PTC



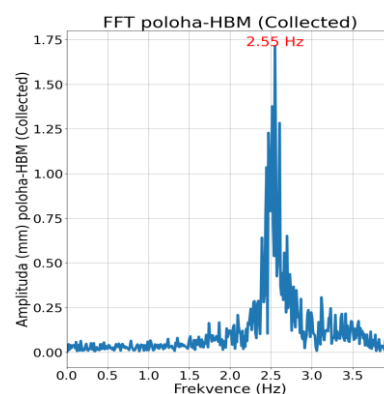
P-obr. 94 Vetknutí\_U=1,03m/s\_PTC



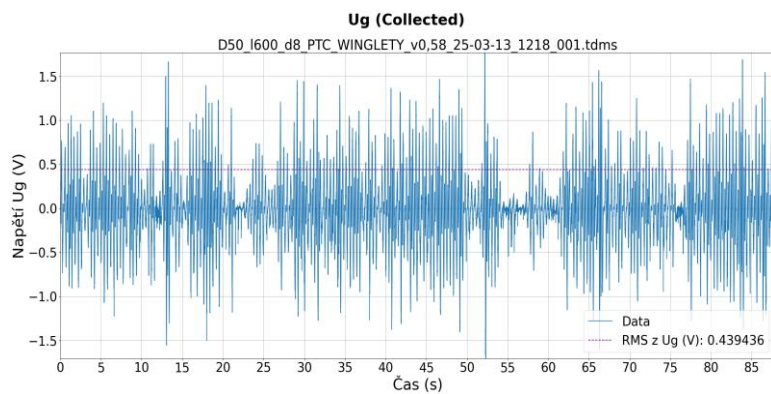
P-obr. 95 PTC\_U=1,03m/s



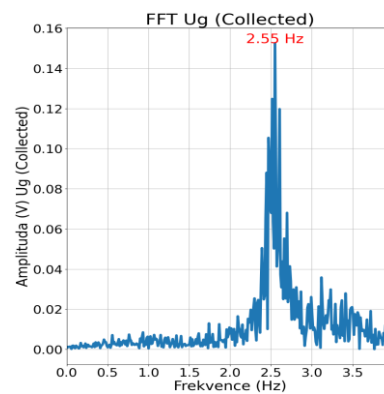
P-obr. 96 Vetknutí\_U=0,58m/s\_PTC+WINGLETY



P-obr. 97 PTC+W. \_U=0,58m/s

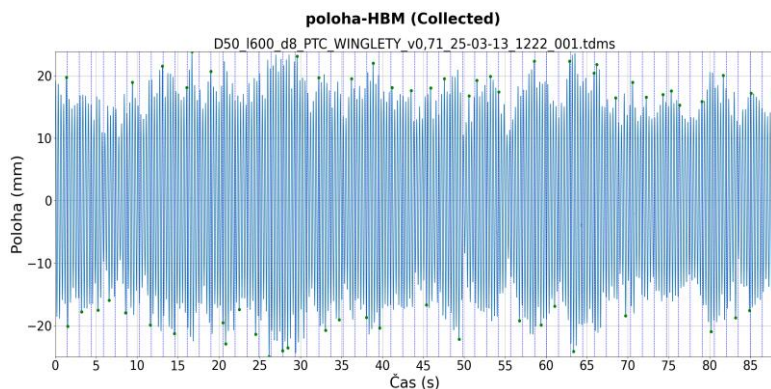


P-obr. 98 Vetknutí\_U=0,58m/s\_PTC+WINGLETY

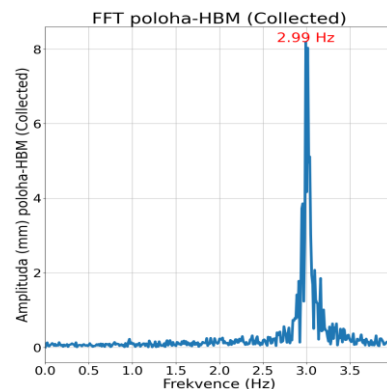


P-obr. 99 PTC+W. \_U=0,58m/s

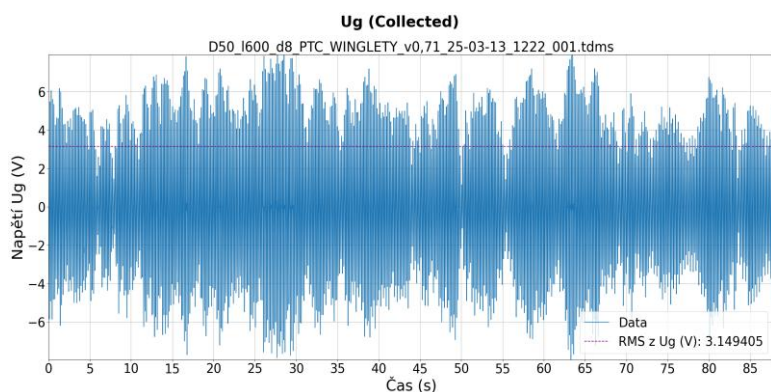




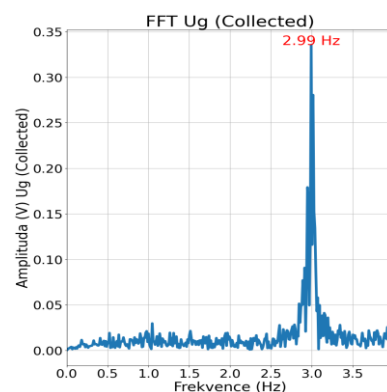
P-obr. 100 Vetknutí  $U=0,71\text{m/s}$ \_PTC+WINGLETY



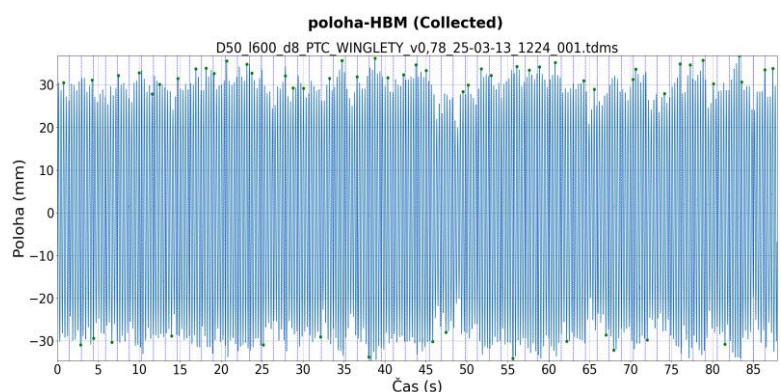
P-obr. 101 PTC+W.\_ $U=0,71\text{m/s}$



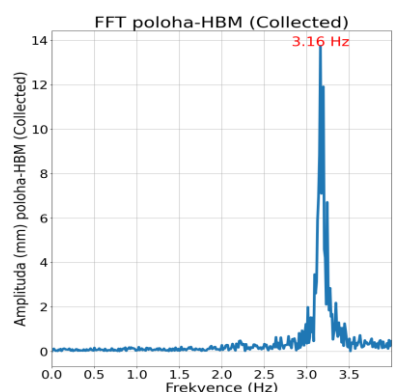
P-obr. 102 Vetknutí  $U=0,71\text{m/s}$ \_PTC+WINGLETY



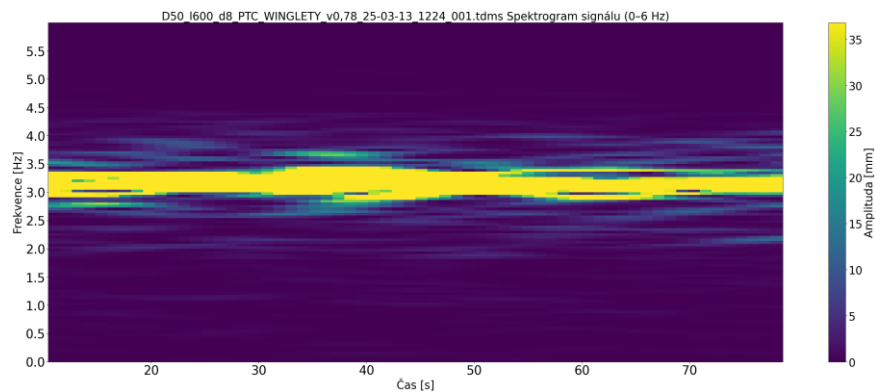
P-obr. 103 PTC+W.\_ $U=0,71\text{m/s}$



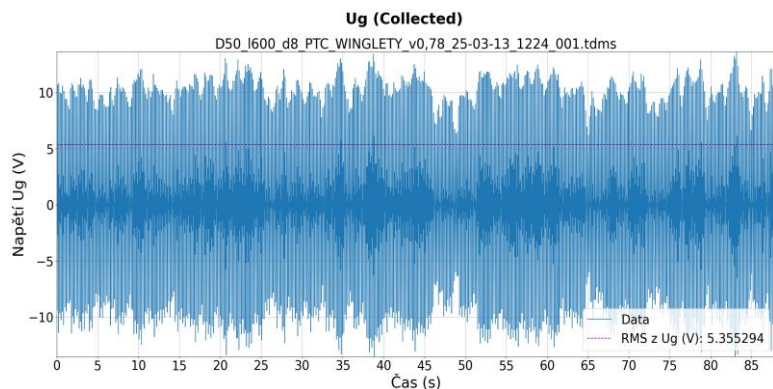
P-obr. 104 Vetknutí  $U=0,78\text{m/s}$ \_PTC+WINGLETY



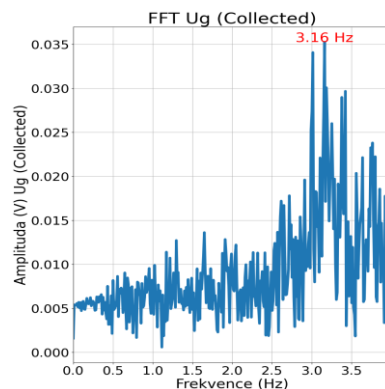
P-obr. 105 PTC+W.\_ $U=0,78\text{m/s}$



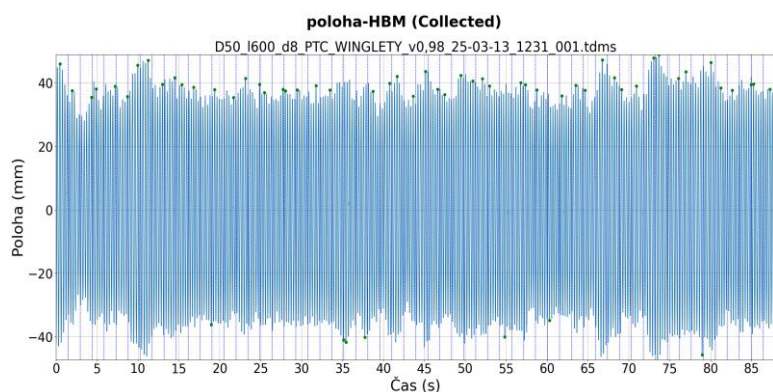
P-obr. 106 Spektrogram z polohy\_Vetknutí  $U=0,78\text{m/s}$ \_PTC+WINGLETY



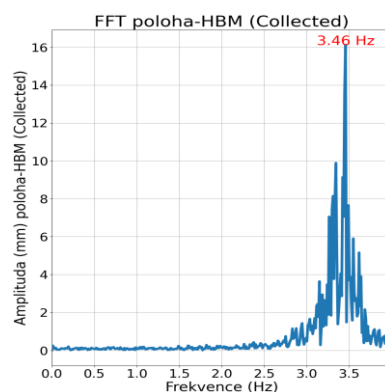
P-obr. 107 Vetknutí  $U=0,78\text{m/s}$ \_PTC+WINGLETY



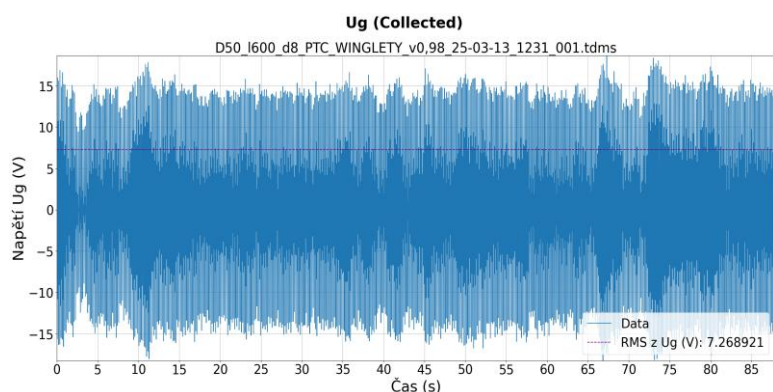
P-obr. 108 PTC+W.  $U=0,78\text{m/s}$



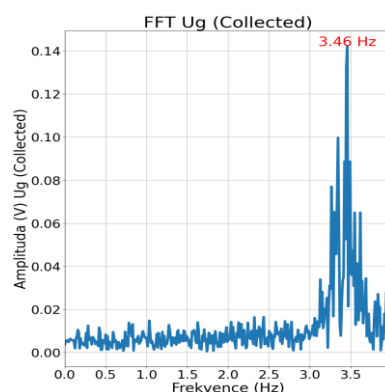
P-obr. 109 Vetknutí  $U=0,98\text{m/s}$ \_PTC+WINGLETY



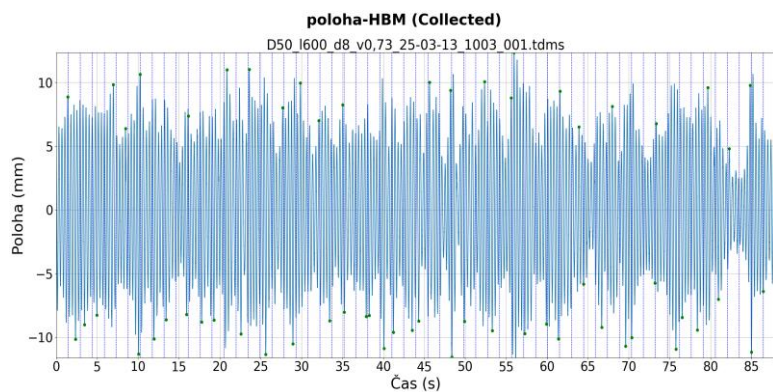
P-obr. 110 PTC+W.  $U=0,98\text{m/s}$



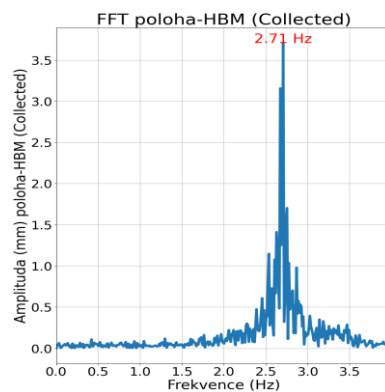
P-obr. 111 Vetknutí  $U=0,98\text{m/s}$ \_PTC+WINGLETY



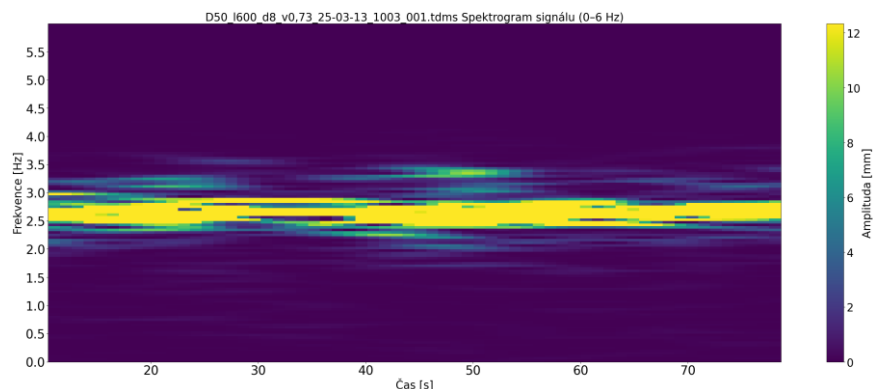
P-obr. 112 PTC+W.  $U=0,98\text{m/s}$



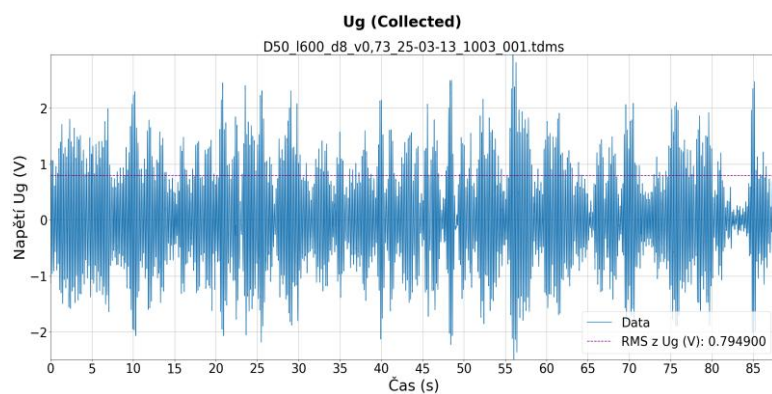
P-obr. 113 Vetknutí  $U=0,73\text{m/s}$



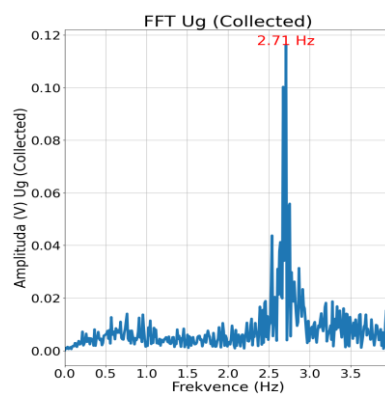
P-obr. 114  $U=0,73\text{m/s}$



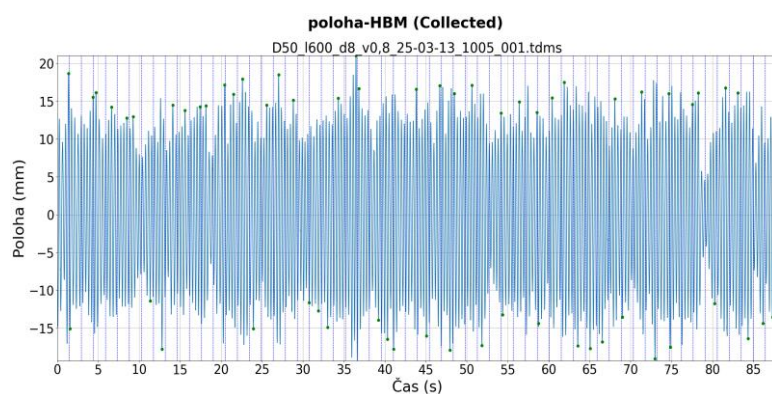
P-obr. 115 Spektrogram z polohy\_Vetknutí\_U=0,73m/s



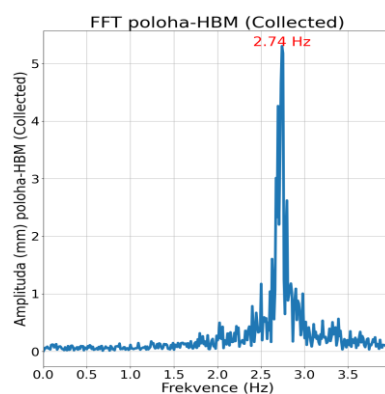
P-obr. 116 Vetknutí\_U=0,73m/s



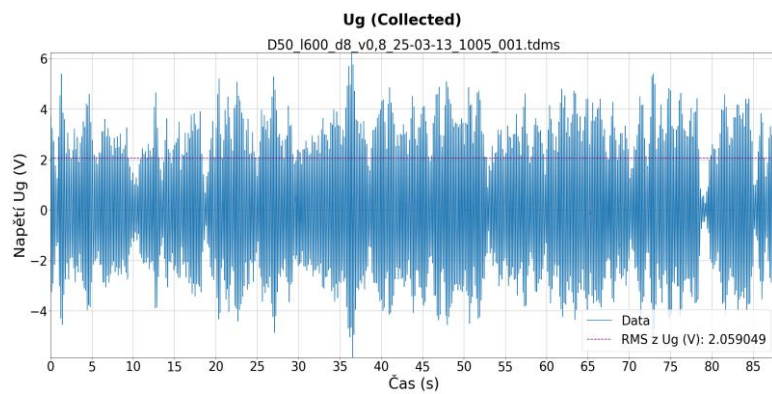
P-obr. 117 U=0,73m/s



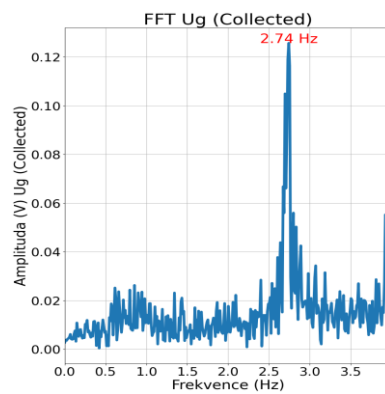
P-obr. 118 Vetknutí\_U=0,8m/s



P-obr. 119 U=0,8m/s

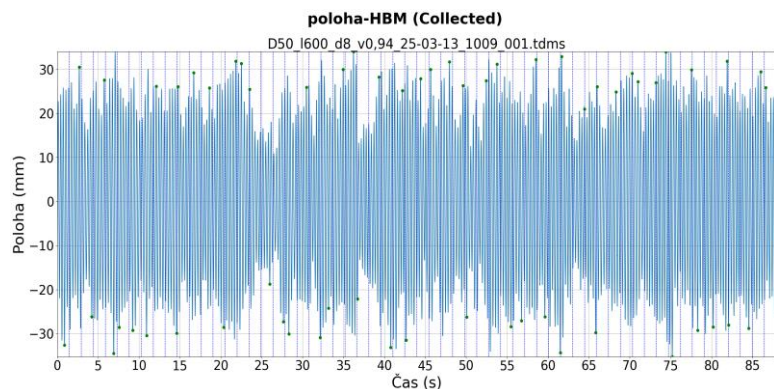


P-obr. 120 Vetknutí\_U=0,8m/s

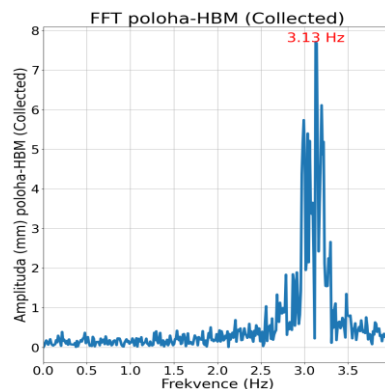


P-obr. 121 U=0,8m/s

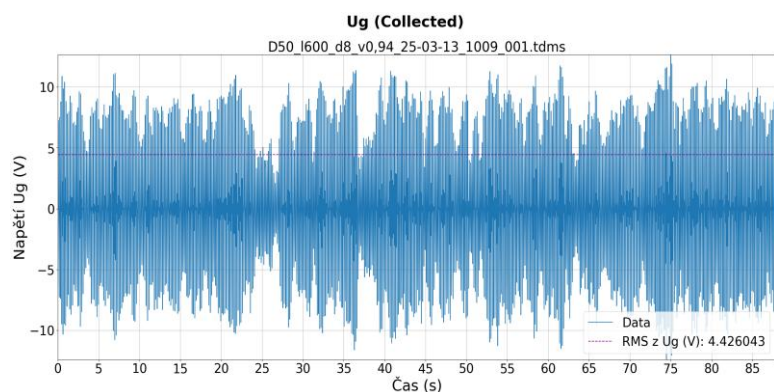




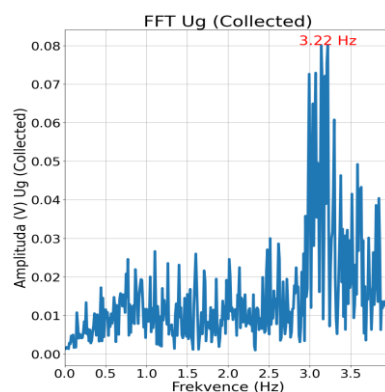
P-obr. 122 Vetknutí  $U=0,94\text{m/s}$



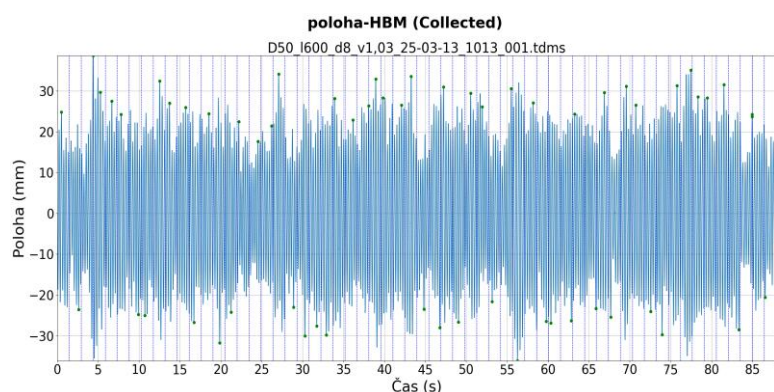
P-obr. 123  $U=0,94\text{m/s}$



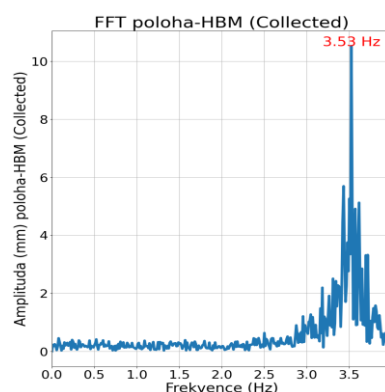
P-obr. 124 Vetknutí  $U=0,94\text{m/s}$



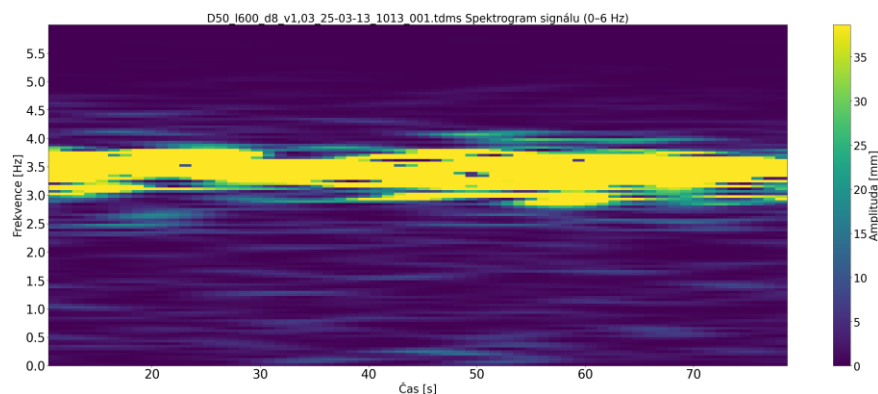
P-obr. 125  $U=0,94\text{m/s}$



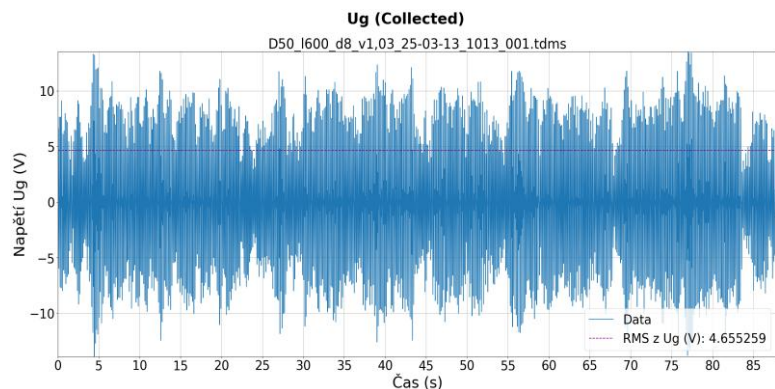
P-obr. 126 Vetknutí  $U=1,03\text{m/s}$



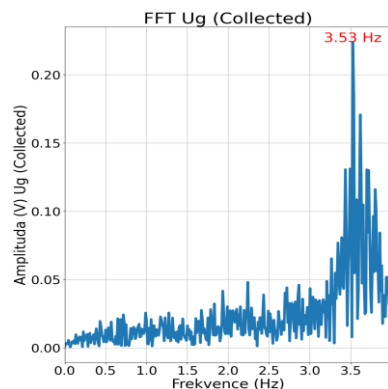
P-obr. 127  $U=1,03\text{m/s}$



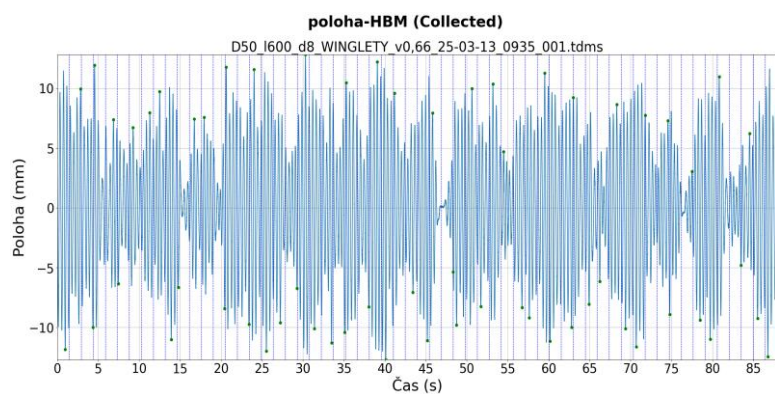
P-obr. 128 Spektrogram z polohy\_Vetknutí  $U=1,03\text{m/s}$



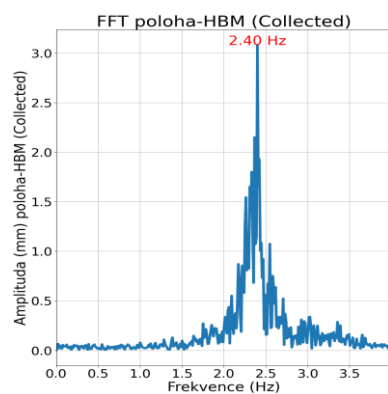
P-obr. 129 Vetknutí  $U=1,03\text{m/s}$



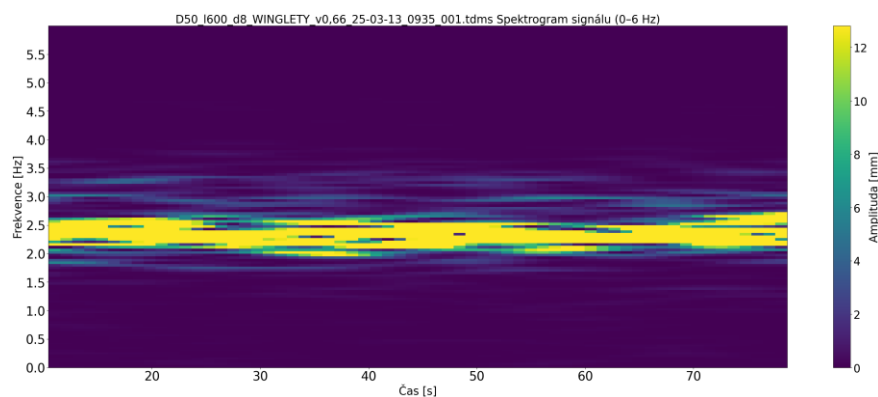
P-obr. 130  $U=1,03\text{m/s}$



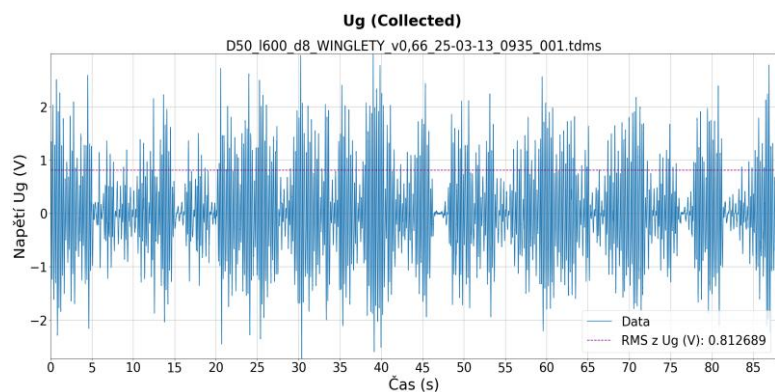
P-obr. 131 Vetknutí  $U=0,66\text{m/s\_WINGLETY}$



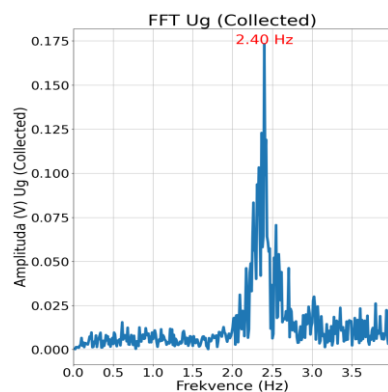
P-obr. 132  $W\_U=0,66\text{m/s}$



P-obr. 133 Spektrogram z polohy Vetknutí  $U=0,66\text{m/s\_WINGLETY}$

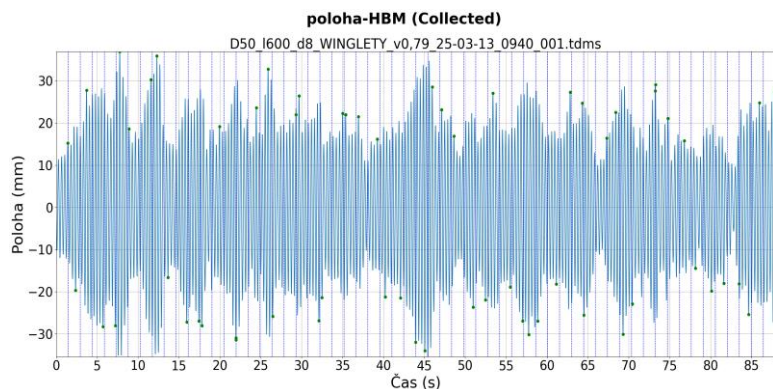


P-obr. 134 Vetknutí  $U=0,66\text{m/s\_WINGLETY}$

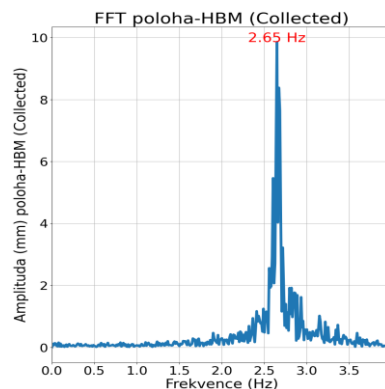


P-obr. 135  $W\_U=0,66\text{m/s}$

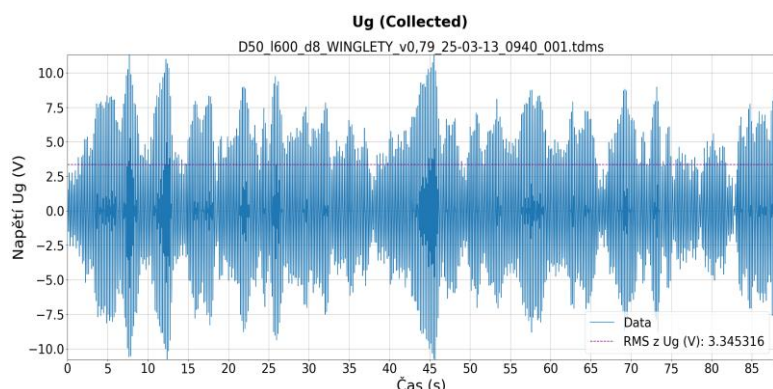




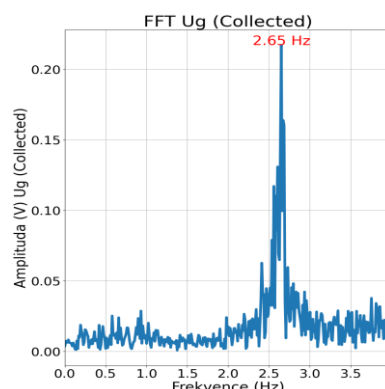
P-obr. 136 Vetknutí  $U=0,79\text{m/s\_WINGLETY}$



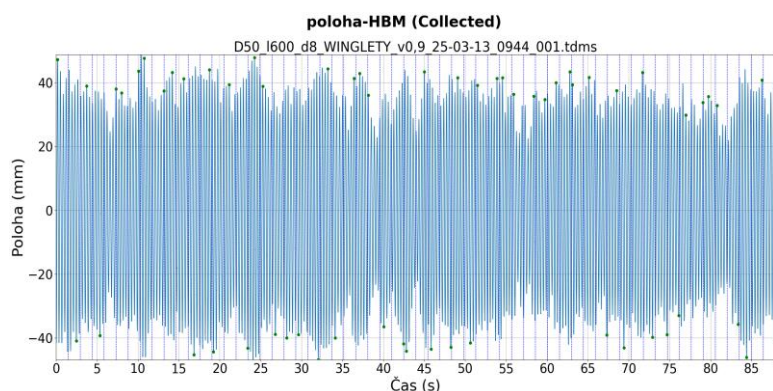
P-obr. 137 W.\_ $U=0,79\text{m/s}$



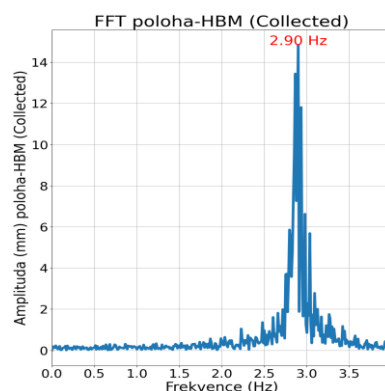
P-obr. 138 Vetknutí  $U=0,79\text{m/s\_WINGLETY}$



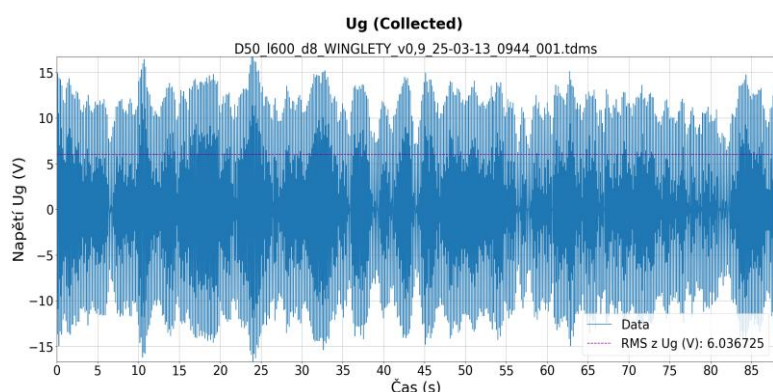
P-obr. 139 W.\_ $U=0,79\text{m/s}$



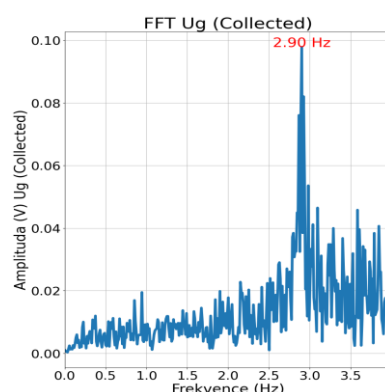
P-obr. 140 Vetknutí  $U=0,9\text{m/s\_WINGLETY}$



P-obr. 141 W.\_ $U=0,9\text{m/s}$

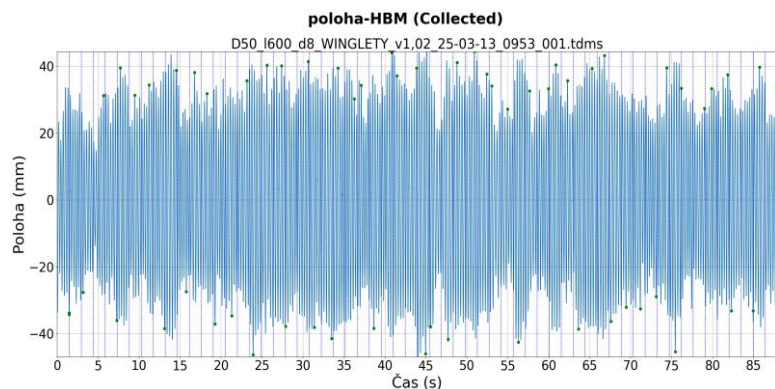


P-obr. 142 Vetknutí  $U=0,9\text{m/s\_WINGLETY}$

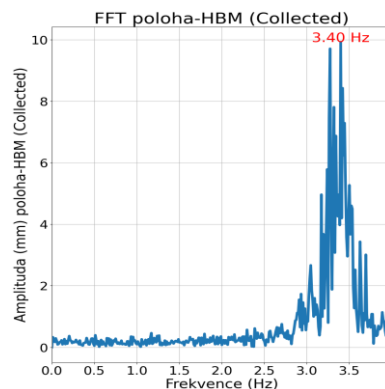


P-obr. 143 W.\_ $U=0,9\text{m/s}$

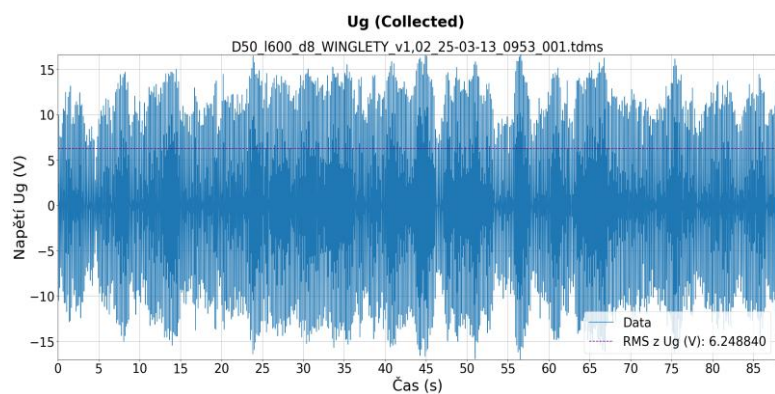




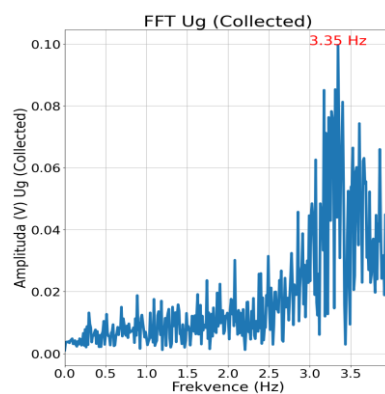
P-obr. 144 Vetknutí  $U=1,02\text{m/s}$ \_WINGLETY



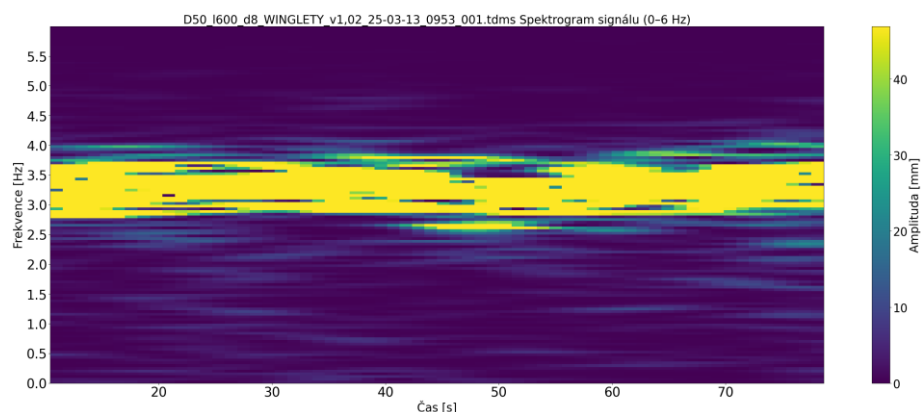
P-obr. 145 W.\_ $U=1,02\text{m/s}$



P-obr. 146 Vetknutí  $U=1,02\text{m/s}$ \_WINGLETY

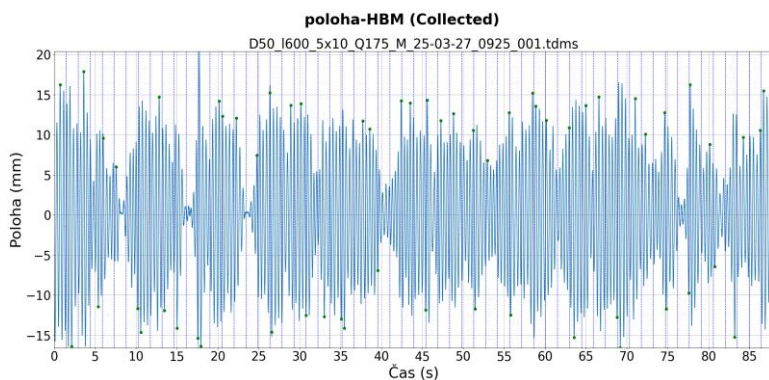


P-obr. 147 W.\_ $U=1,02\text{m/s}$

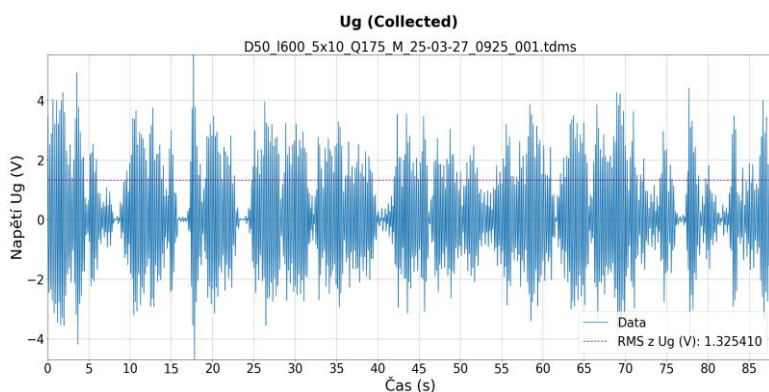


P-obr. 148 Spektrogram z polohy\_Vetknutí  $U=1,02\text{m/s}$ \_WINGLETY

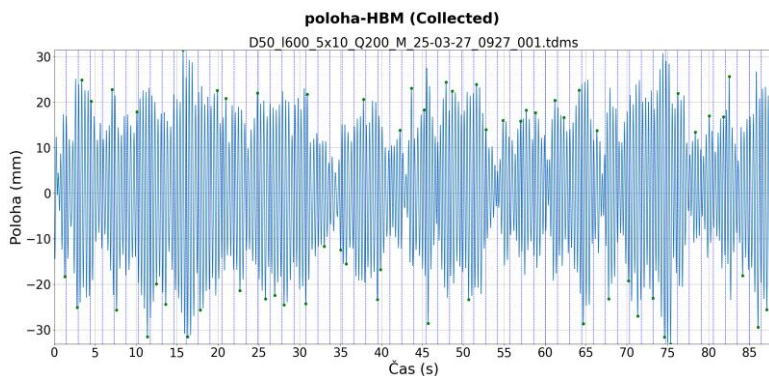
## 2. Vetknutí – vliv úpravy průřezu pružin – průměr válce 50 mm – délka pružin 600 mm – obdélníkové pružiny 10x5 mm



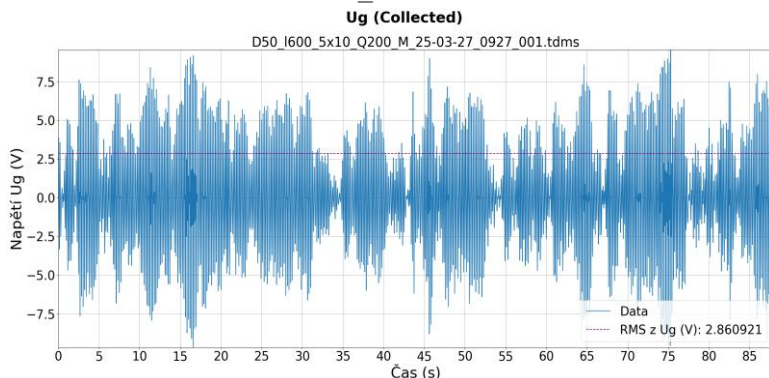
P-obr. 149 Vetknutí  $U=0,71\text{m/s}$   $M\_W\_D50$



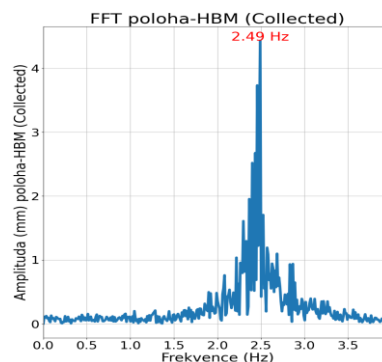
P-obr. 151 Vetknutí  $U=0,71\text{m/s}$   $M\_W\_D50$



P-obr. 153 Vetknutí  $U=0,81\text{m/s}$   $M\_W\_D50$

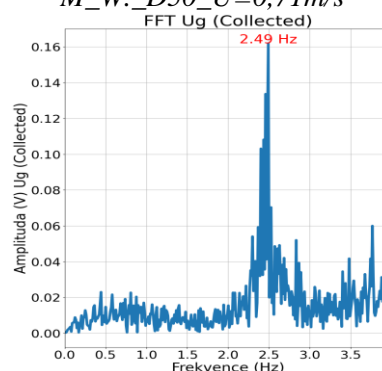


P-obr. 155 Vetknutí  $U=0,81\text{m/s}$   $M\_W\_D50$



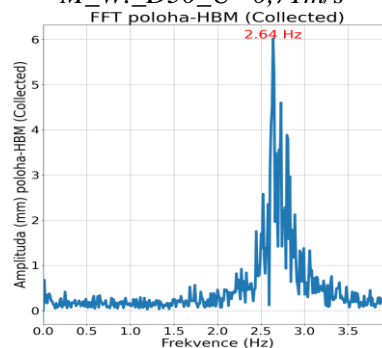
P-obr. 150

$M\_W\_D50\_U=0,71\text{m/s}$



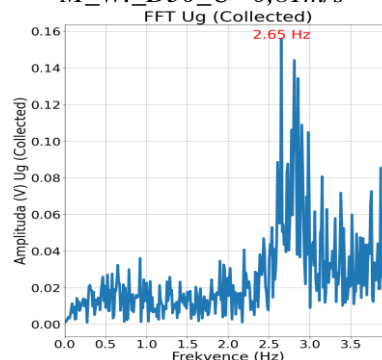
P-obr. 152

$M\_W\_D50\_U=0,71\text{m/s}$



P-obr. 154

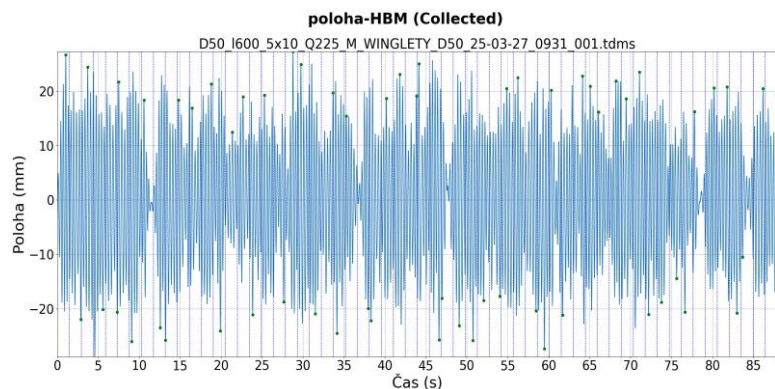
$M\_W\_D50\_U=0,81\text{m/s}$



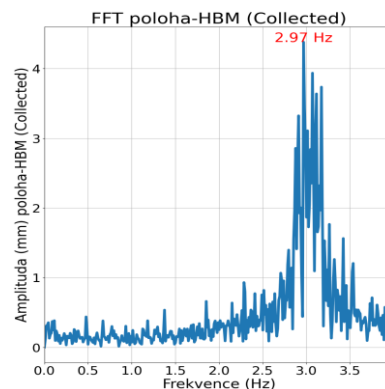
P-obr. 156

$M\_W\_D50\_U=0,81\text{m/s}$

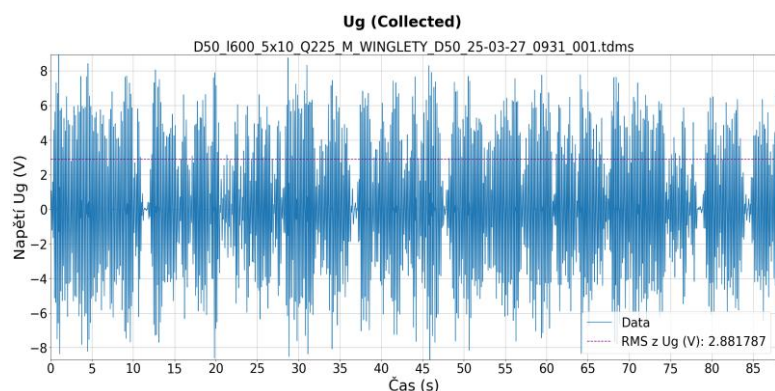




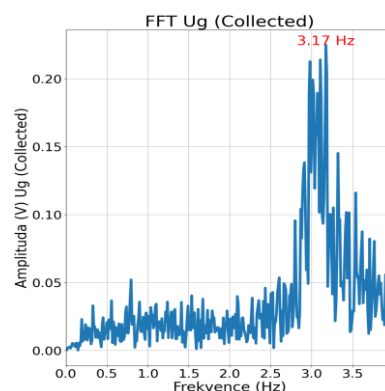
P-obr. 157 Vetknutí  $U=0,91\text{m/s}$   $M\_WINGLETY\_D50$



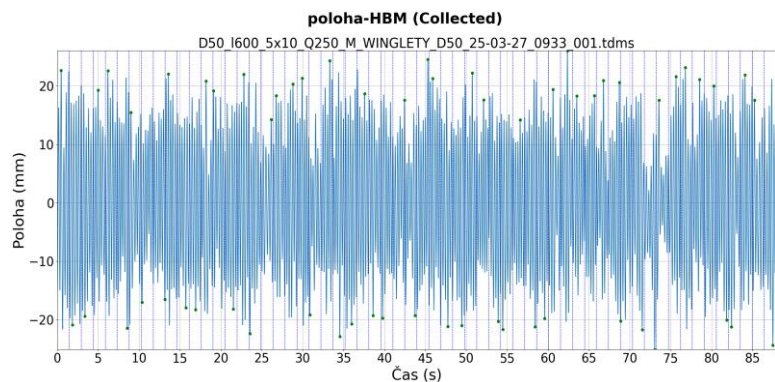
P-obr. 158  
 $M\_W\_D50\_U=0,91\text{m/s}$



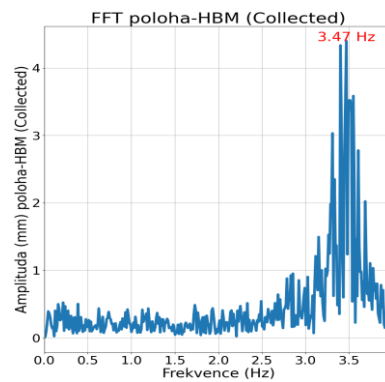
P-obr. 159 Vetknutí  $U=0,91\text{m/s}$   $M\_WINGLETY\_D50$



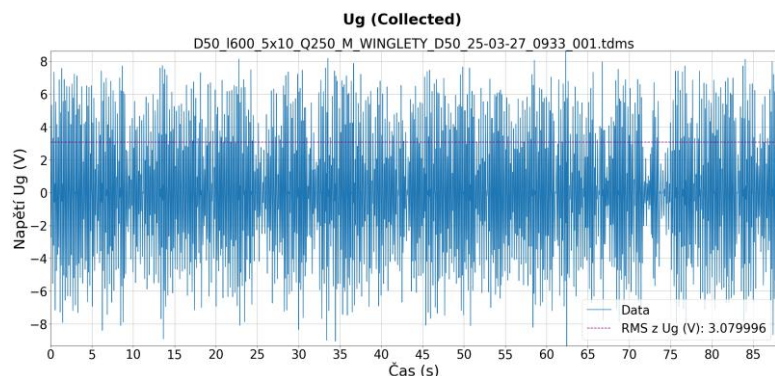
P-obr. 160  
 $M\_W\_D50\_U=0,91\text{m/s}$



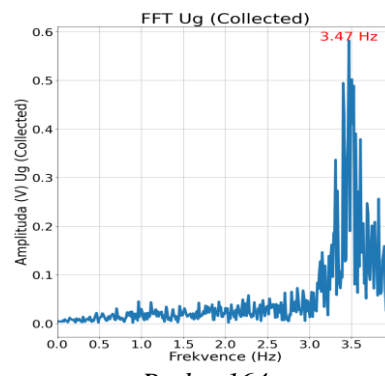
P-obr. 161 Vetknutí  $U=1,01\text{m/s}$   $M\_WINGLETY\_D50$



P-obr. 162  
 $M\_W\_D50\_U=1,01\text{m/s}$

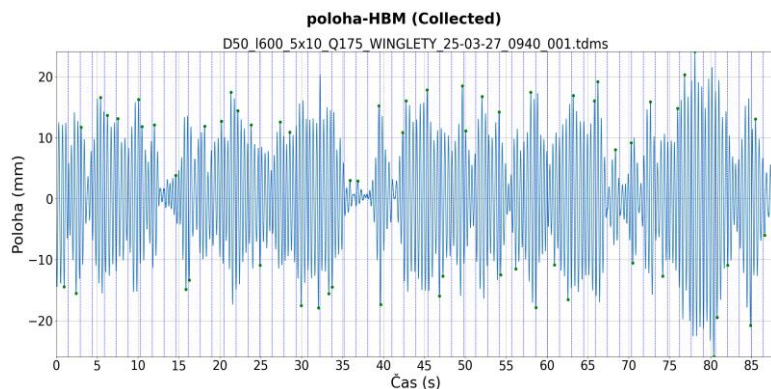


P-obr. 163 Vetknutí  $U=1,01\text{m/s}$   $M\_WINGLETY\_D50$

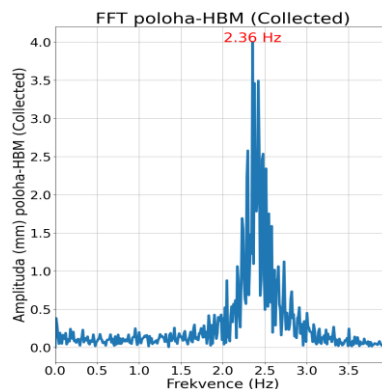


P-obr. 164  
 $M\_W\_D50\_U=1,01\text{m/s}$

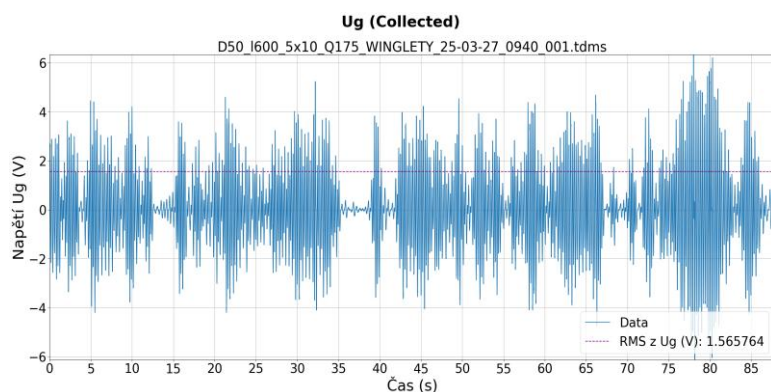




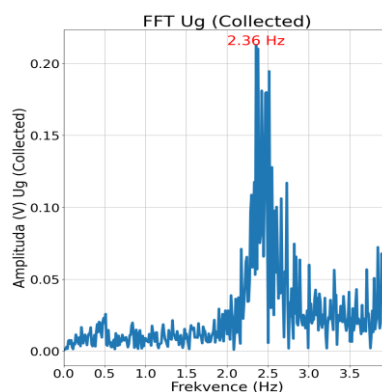
P-obr. 165 Vetknutí  $U=0,71\text{m/s}$ \_WINGLETY



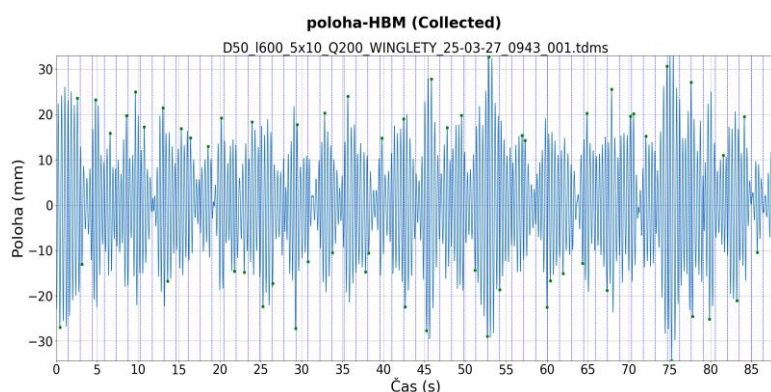
P-obr. 166 W\_ $U=0,71\text{m/s}$



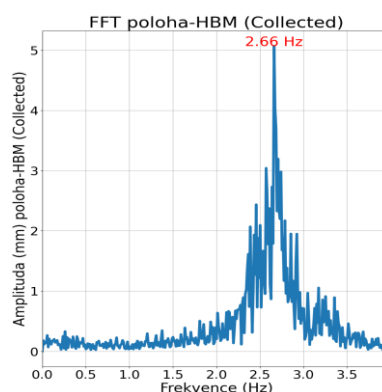
P-obr. 167 Vetknutí  $U=0,71\text{m/s}$ \_WINGLETY



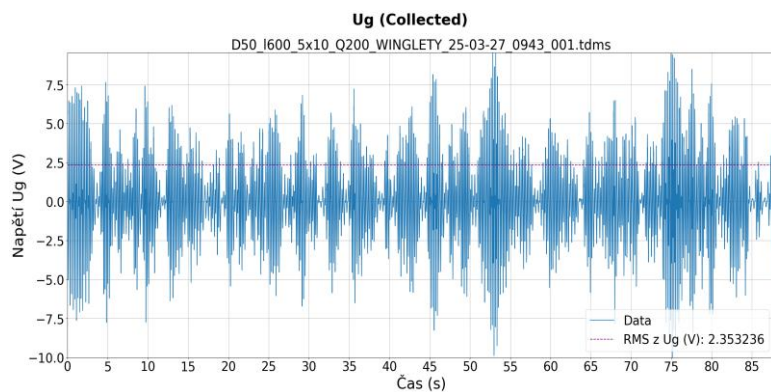
P-obr. 168 W\_ $U=0,71\text{m/s}$



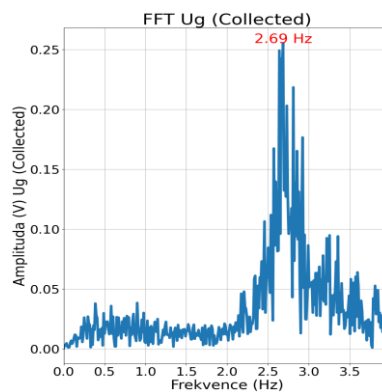
P-obr. 169 Vetknutí  $U=0,81\text{m/s}$ \_WINGLETY



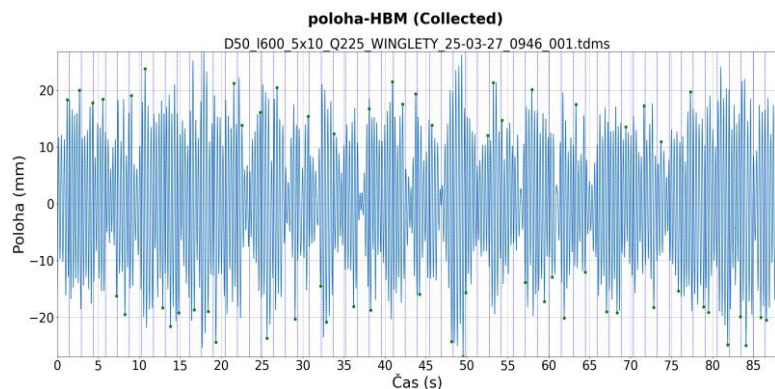
P-obr. 170 W\_ $U=0,81\text{m/s}$



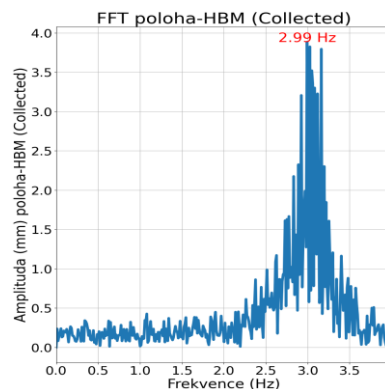
P-obr. 171 Vetknutí  $U=0,81\text{m/s}$ \_WINGLETY



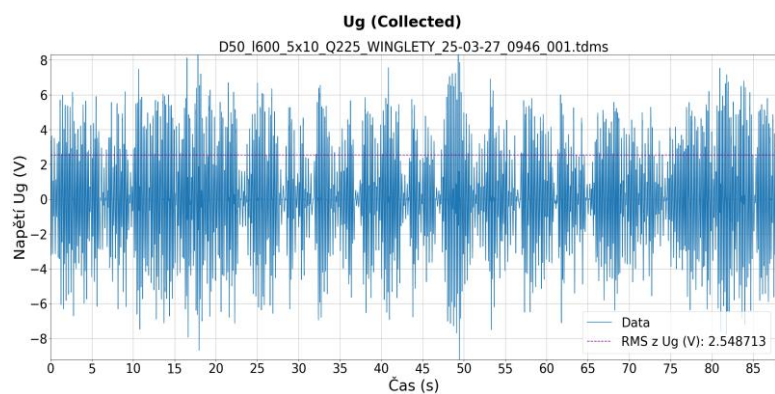
P-obr. 172 W\_ $U=0,81\text{m/s}$



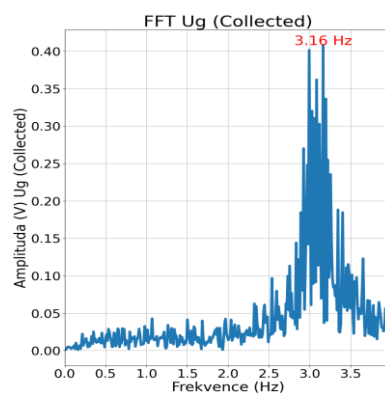
P-obr. 173 Vetknutí  $U=0,91\text{m/s}$ \_WINGLETY



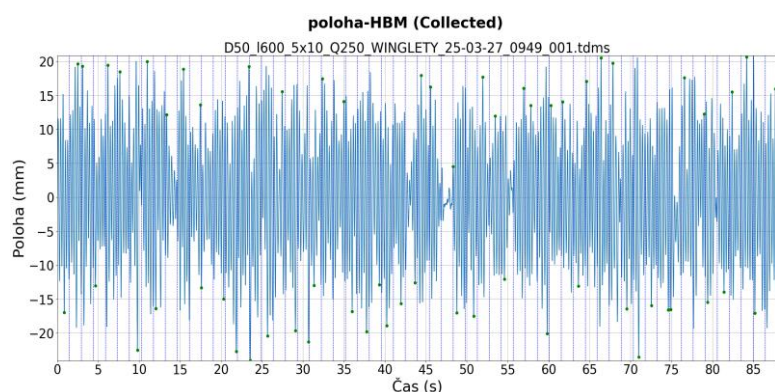
P-obr. 174 W.\_ $U=0,91\text{m/s}$



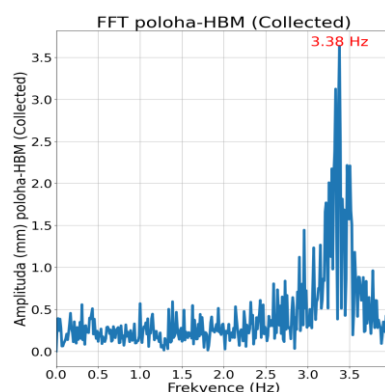
P-obr. 175 Vetknutí  $U=0,91\text{m/s}$ \_WINGLETY



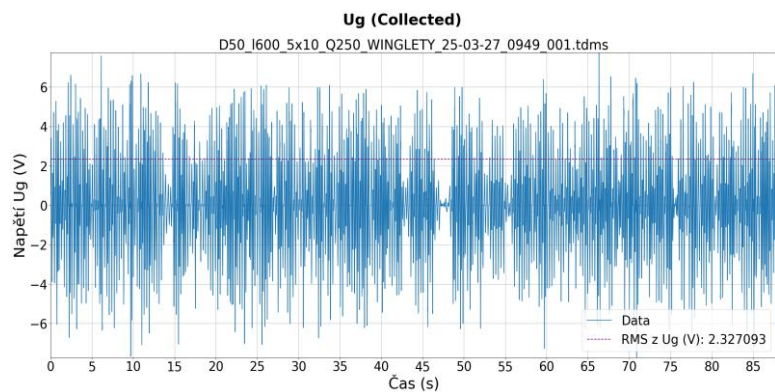
P-obr. 176 W.\_ $U=0,91\text{m/s}$



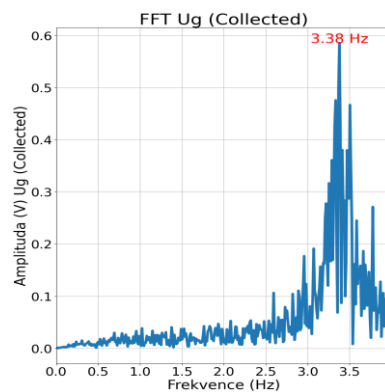
P-obr. 177 Vetknutí  $U=1,01\text{m/s}$ \_WINGLETY



P-obr. 178 W.\_ $U=1,01\text{m/s}$

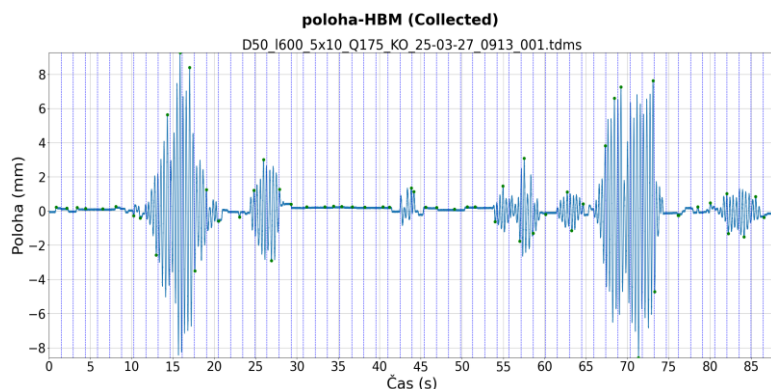


P-obr. 179 Vetknutí  $U=1,01\text{m/s}$ \_WINGLETY

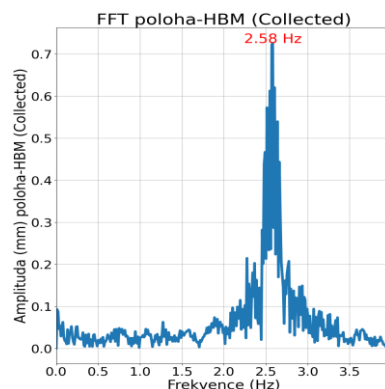


P-obr. 180 W.\_ $U=1,01\text{m/s}$

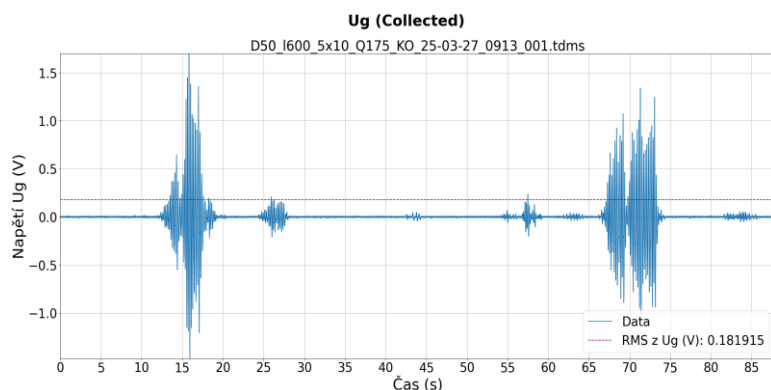




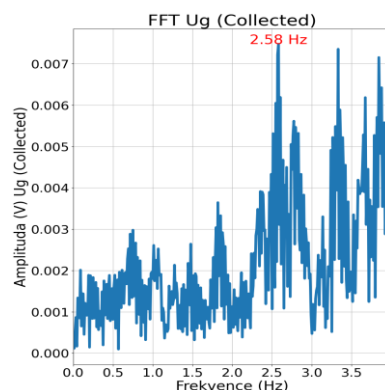
P-obr. 181 Vetknutí  $U=0,71\text{m/s}$



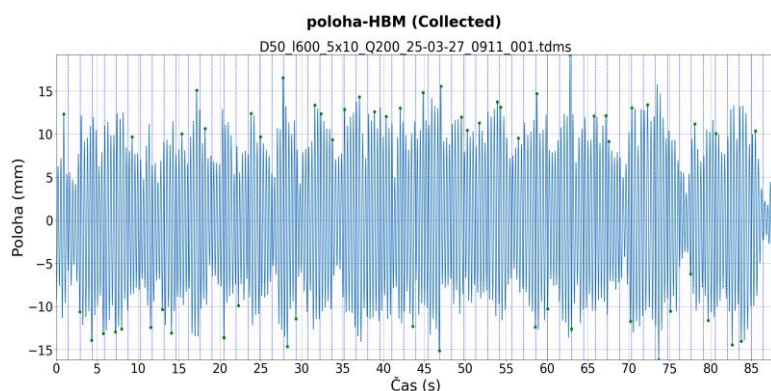
P-obr. 182  $U=0,71\text{m/s}$



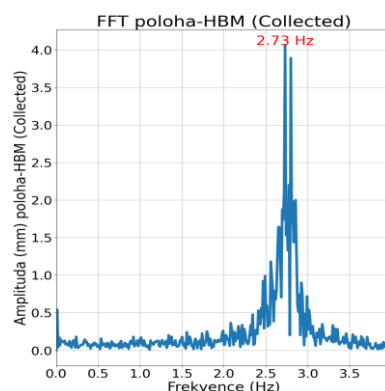
P-obr. 183 Vetknutí  $U=0,71\text{m/s}$



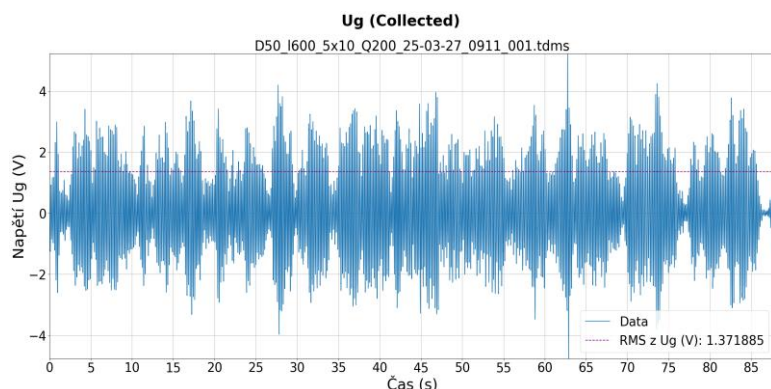
P-obr. 184  $U=0,71\text{m/s}$



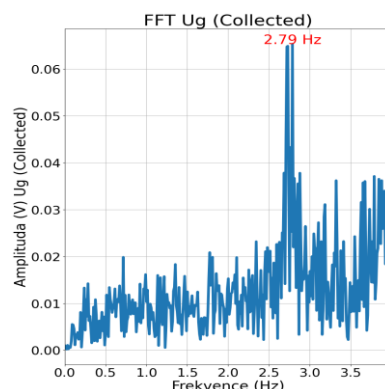
P-obr. 185 Vetknutí  $U=0,81\text{m/s}$



P-obr. 186  $U=0,81\text{m/s}$

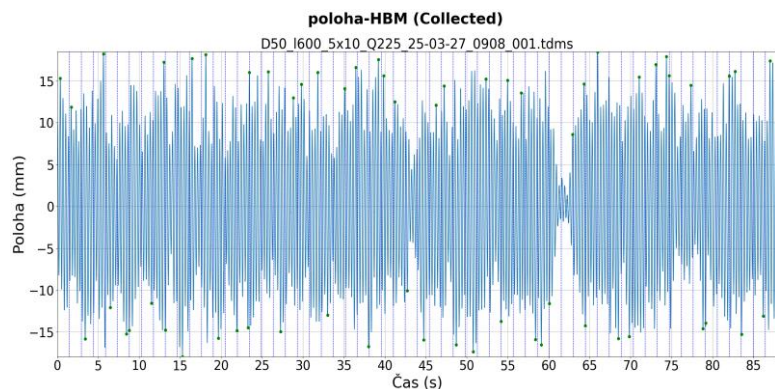


P-obr. 187 Vetknutí  $U=0,81\text{m/s}$

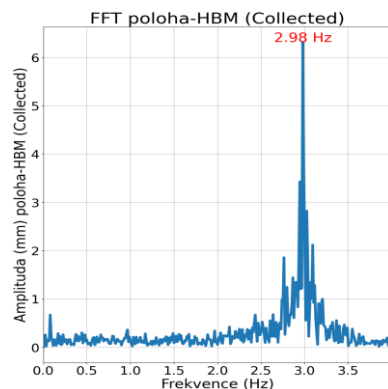


P-obr. 188  $U=0,81\text{m/s}$

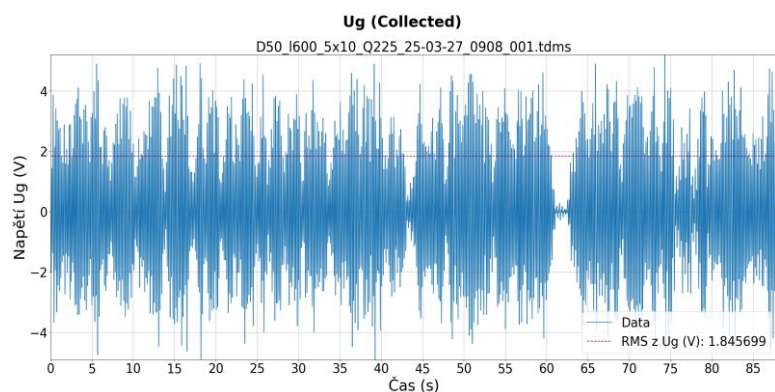




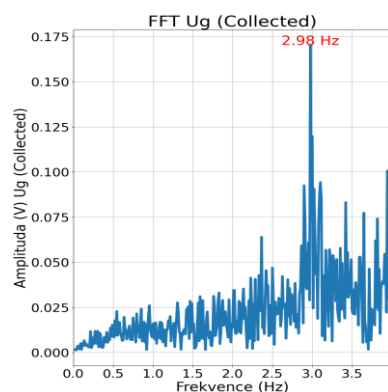
P-obr. 189 Vetknutí  $U=0,91\text{m/s}$



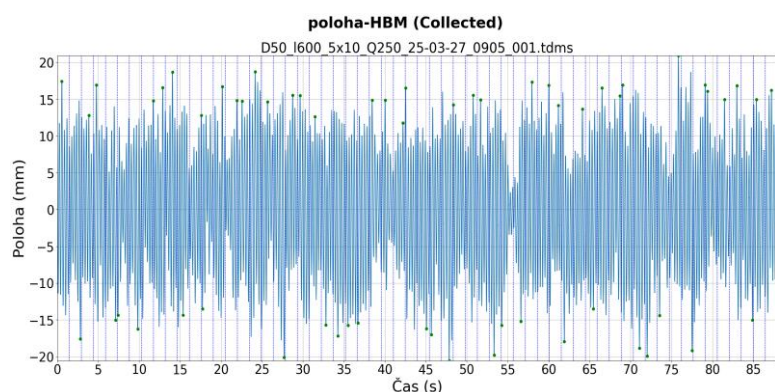
P-obr. 190  $U=0,91\text{m/s}$



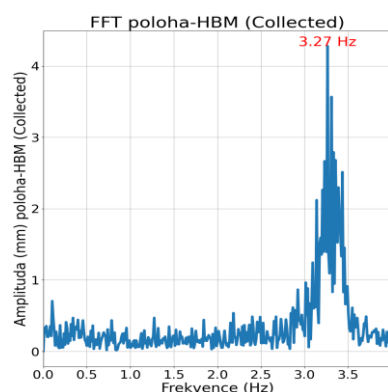
P-obr. 191 Vetknutí  $U=0,91\text{m/s}$



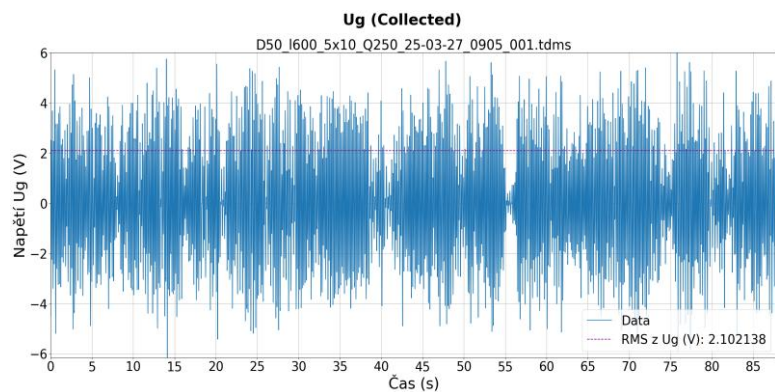
P-obr. 192  $U=0,91\text{m/s}$



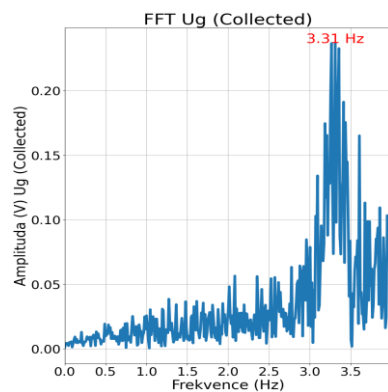
P-obr. 193 Vetknutí  $U=1,01\text{m/s}$



P-obr. 194  $U=1,01\text{m/s}$

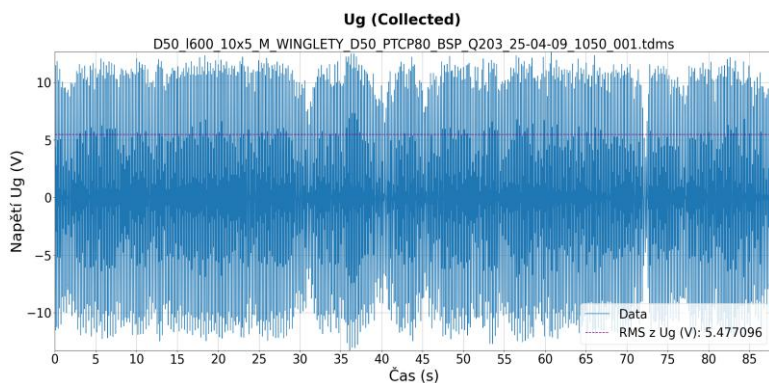


P-obr. 195 Vetknutí  $U=1,01\text{m/s}$

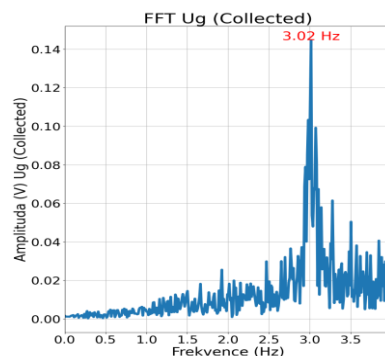


P-obr. 196  $U=1,01\text{m/s}$

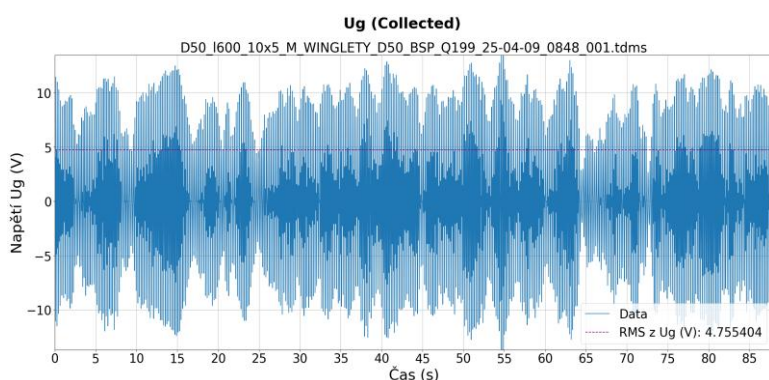
### 3. Vetknutí – vliv úpravy průřezu pružin – 2. měření – průměr válce 50 mm – délka pružin 600 mm – obdélníkové pružiny 10x5 mm



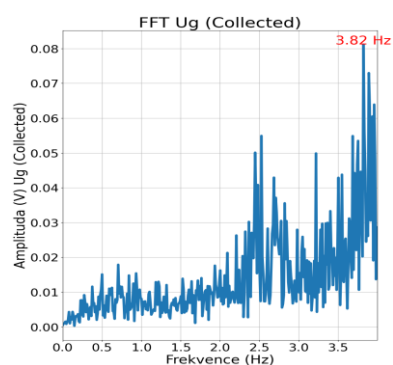
P-obr. 197 Vetknutí  $U=0,81\text{m/s}$ \_BSP\_PTC



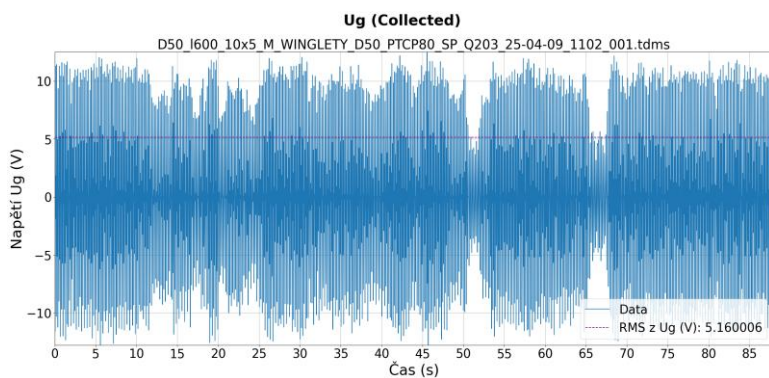
P-obr. 198  $U=0,92\text{m/s}$ \_BSP\_PTC



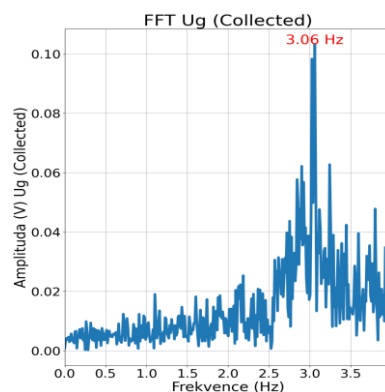
P-obr. 199 Vetknutí  $U=0,80\text{m/s}$ \_BSP



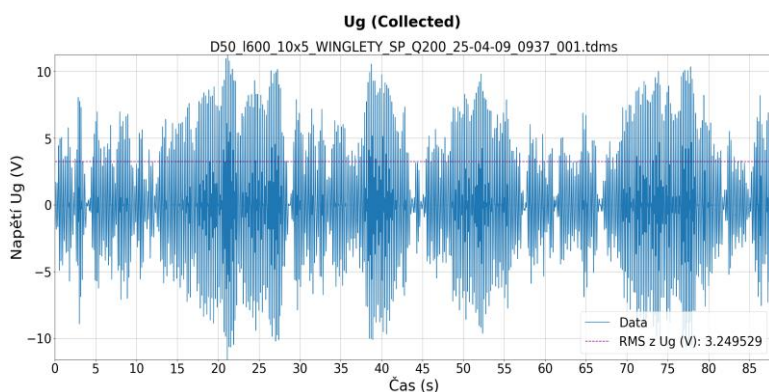
P-obr. 200  $U=0,91\text{m/s}$ \_BSP



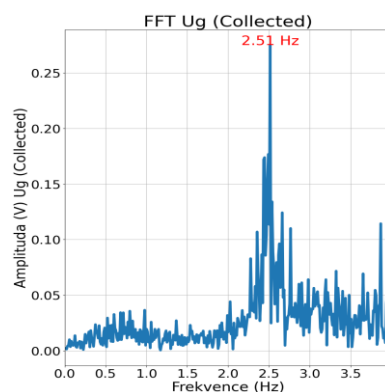
P-obr. 201 Vetknutí  $U=0,81\text{m/s}$ \_SP\_PTC



P-obr. 202  $U=0,92\text{m/s}$ \_SP\_PTC



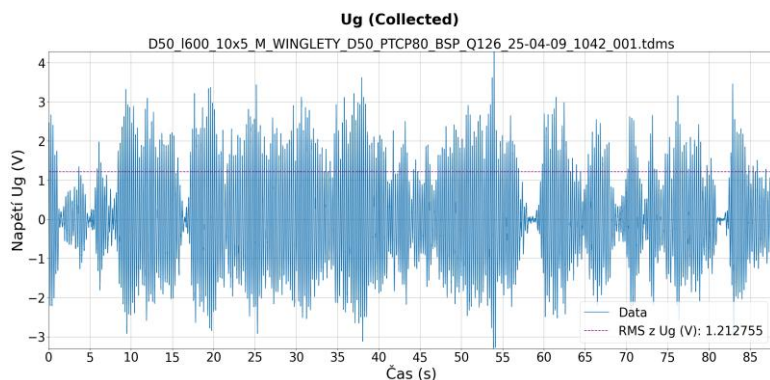
P-obr. 203 Vetknutí  $U=0,81\text{m/s}$ \_SP\_WINGLETY



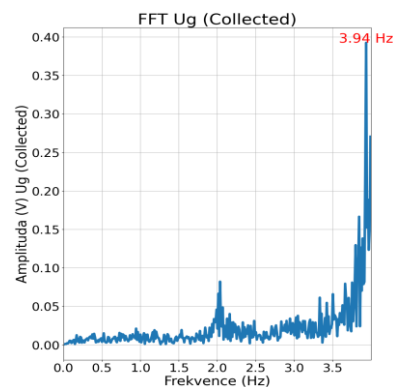
P-obr. 204  $U=0,92\text{m/s}$ \_SP\_WIN.



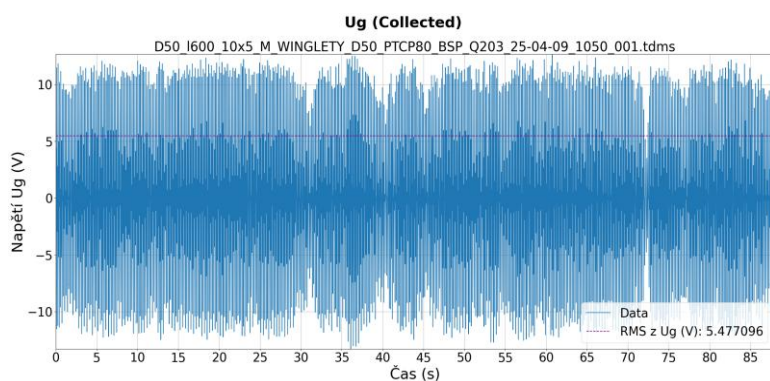
#### 4. Vetknutí – vliv tvaru wingletů – verze vetknutí s hranatými pružinami – průměr válce 50 mm – délka pružin 600 mm – PTC P80



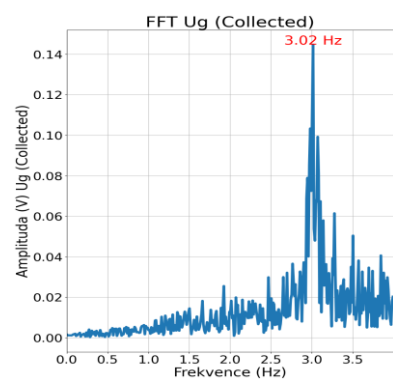
P-obr. 205 Vetknutí  $U=0,5\text{m/s}$   $M\_WINGLETY\_D50$



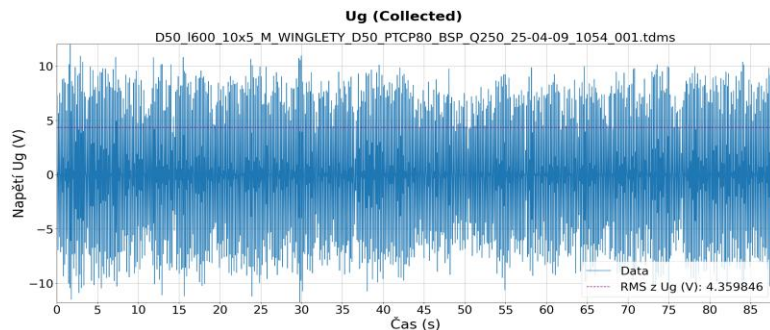
P-obr. 206  $M\_W.D50\_U=0,5\text{m/s}$



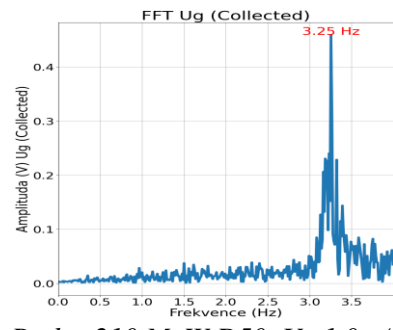
P-obr. 207 Vetknutí  $U=0,81\text{m/s}$   $M\_WINGLETY\_D50$



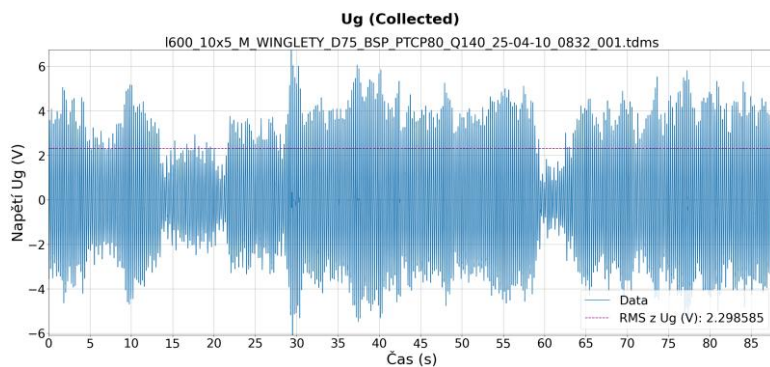
P-obr. 208  $M\_W.D50\_U=0,81\text{m/s}$



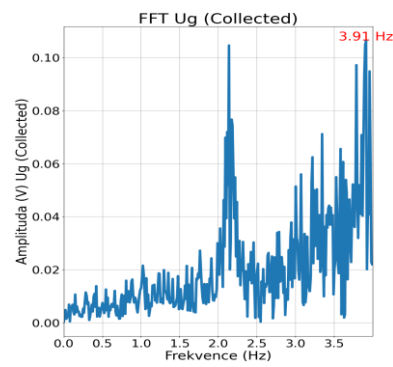
P-obr. 209 Vetknutí  $U=1,0\text{m/s}$   $M\_WINGLETY\_D50$



P-obr. 210  $M\_W.D50\_U=1,0\text{m/s}$

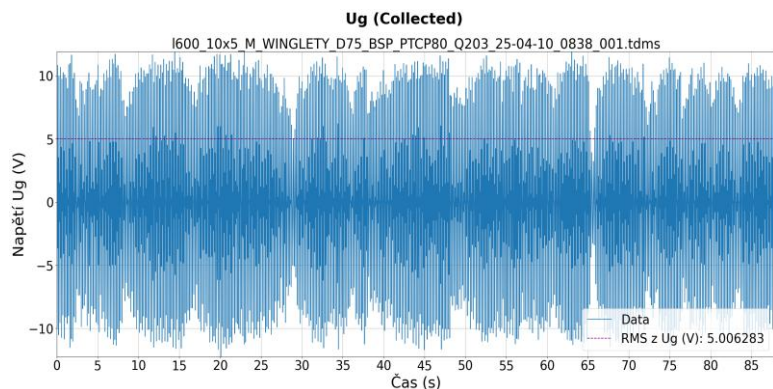


P-obr. 211 Vetknutí  $U=0,56\text{m/s}$   $M\_WINGLETY\_D75$

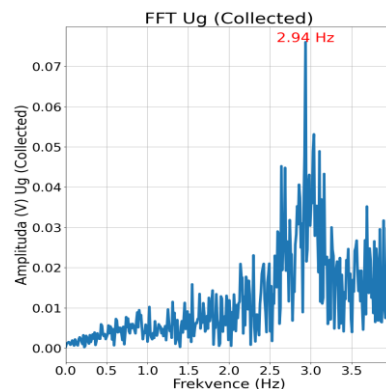


P-obr. 212  $M\_W.D75\_U=0,56\text{m/s}$

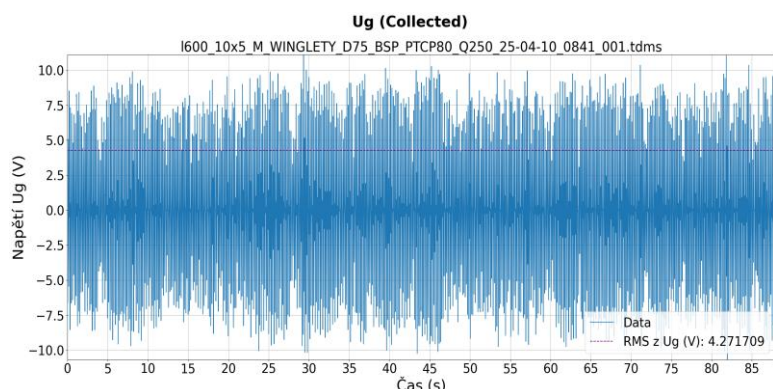




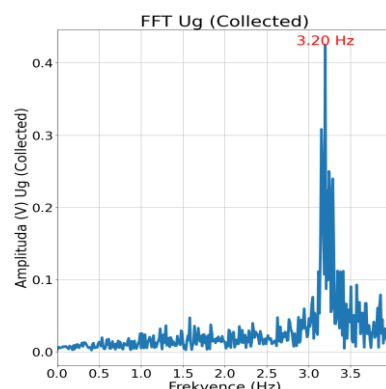
P-obr. 213 Vetknutí  $U=0,81\text{m/s}$   $M\_WINGLETY\_D75$



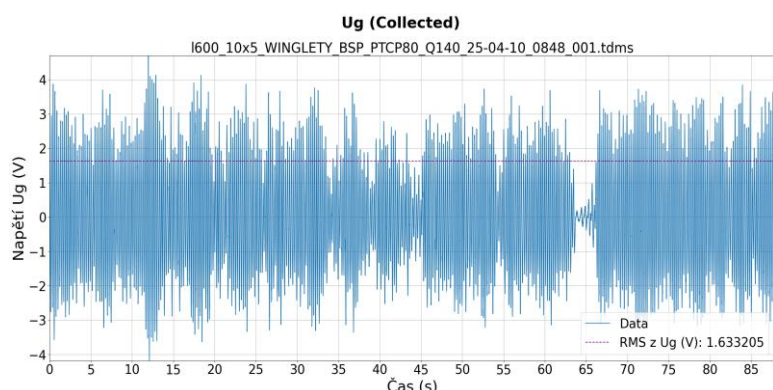
P-obr. 214  $M\_W.D75\_U=0,81\text{m/s}$



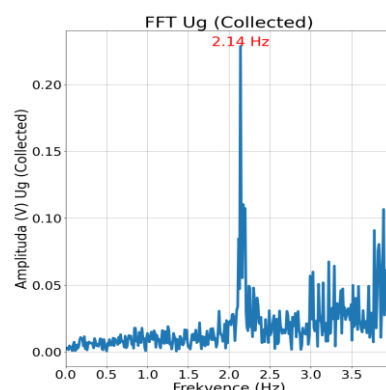
P-obr. 215 Vetknutí  $U=1,0\text{m/s}$   $M\_WINGLETY\_D75$



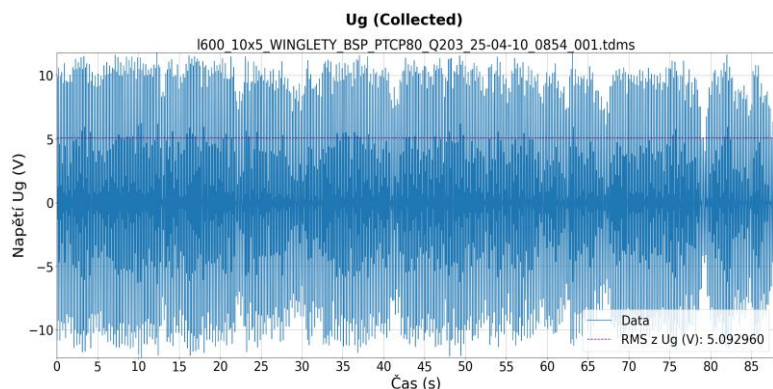
P-obr. 216  $M\_W.D75\_U=1,0\text{m/s}$



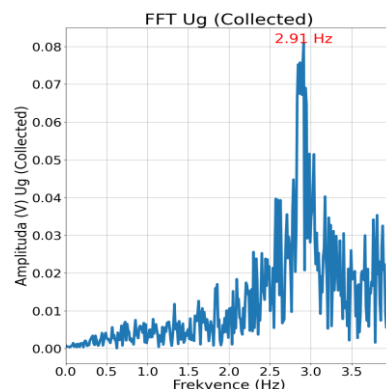
P-obr. 217 Vetknutí  $U=0,56\text{m/s}$   $WINGLETY$



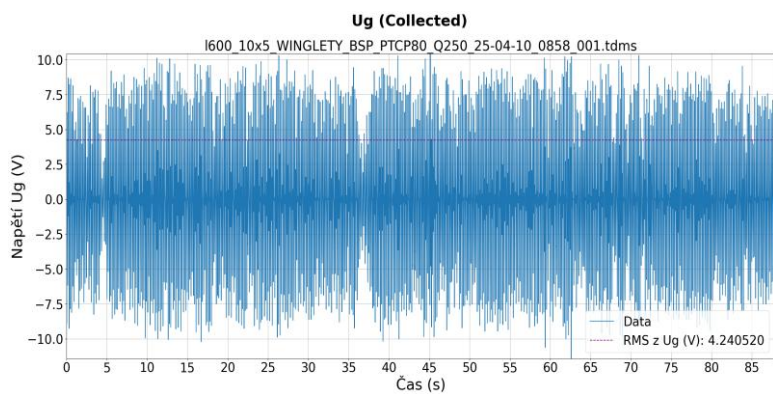
P-obr. 218  $W\_U=0,56\text{m/s}$



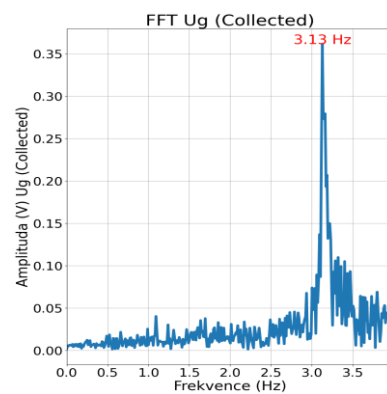
P-obr. 219 Vetknutí  $U=0,81\text{m/s}$   $WINGLETY$



P-obr. 220  $W\_U=0,81\text{m/s}$

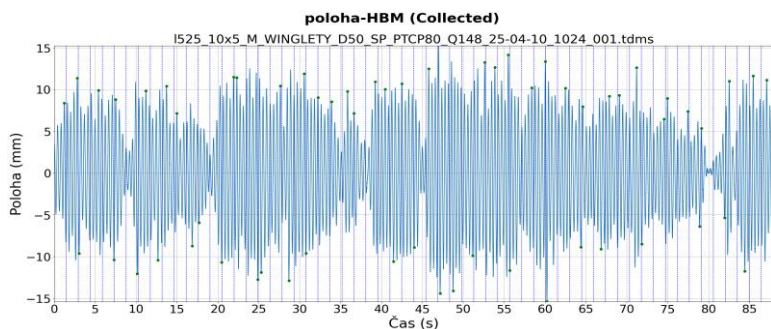


P-obr. 221 Vetknutí  $U=1,0\text{m/s}$ \_WINGLETY

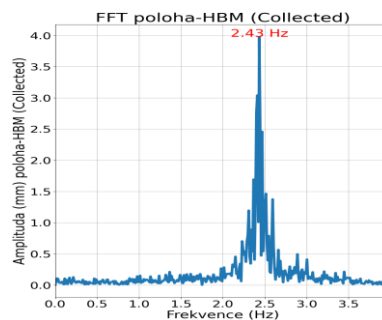


P-obr. 222 W.\_ $U=1,0\text{m/s}$

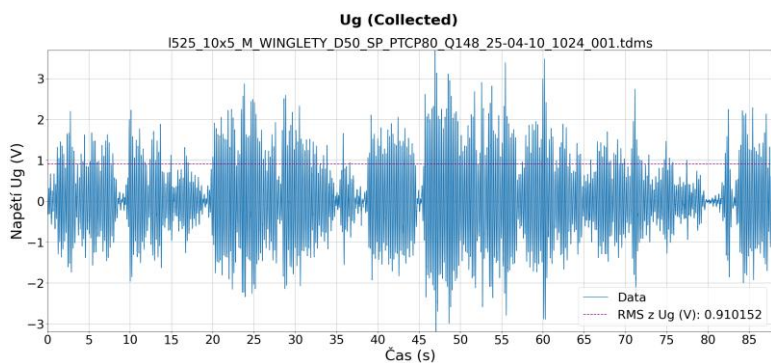
## 5. Vetknutí – vliv tuhosti – verze s hranatými pružinami – průměr válce 50 mm – PTC P80 – délka pružin 525 mm



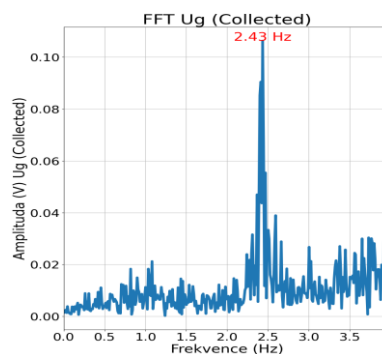
P-obr. 223 Vetknutí  $U=0,6\text{m/s}$   $M\_WINGLETY\_D50$



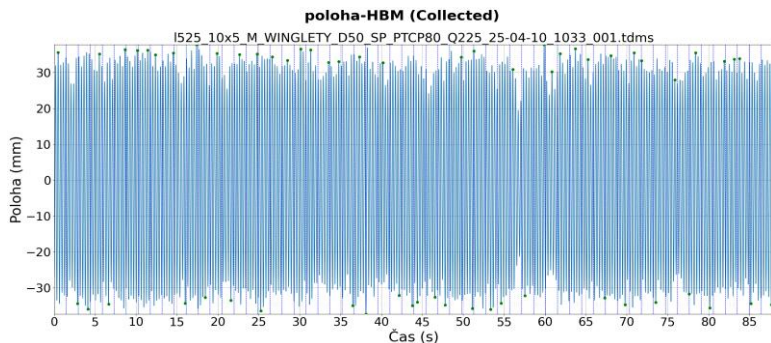
P-obr. 224  
 $M\_W\_D50\_U=0,6\text{m/s}$



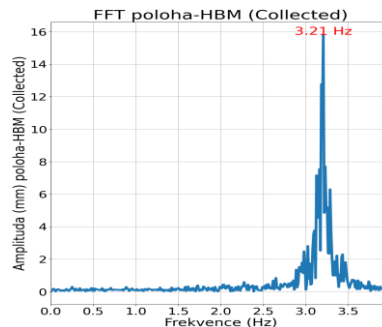
P-obr. 225 Vetknutí  $U=0,6\text{m/s}$   $M\_WINGLETY\_D50$



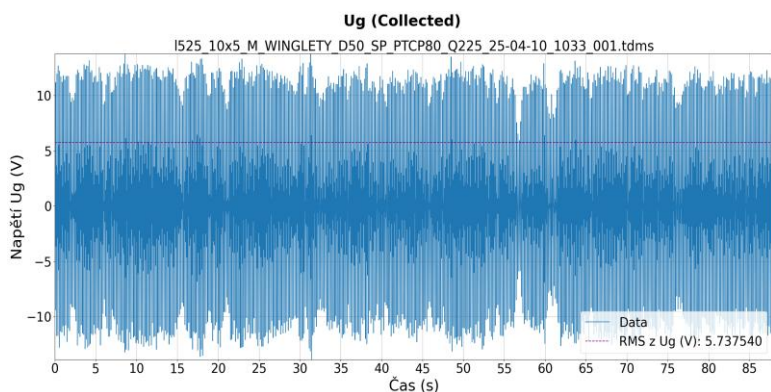
P-obr. 226  
 $M\_W\_D50\_U=0,6\text{m/s}$



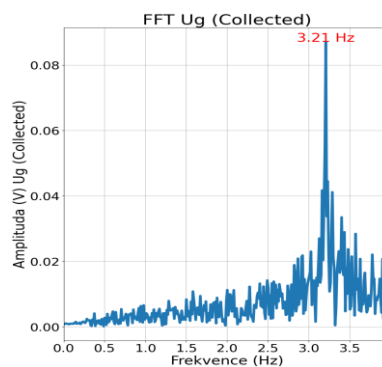
P-obr. 227 Vetknutí  $U=0,9\text{m/s}$   $M\_WINGLETY\_D50$



P-obr. 228  
 $M\_W\_D50\_U=0,9\text{m/s}$

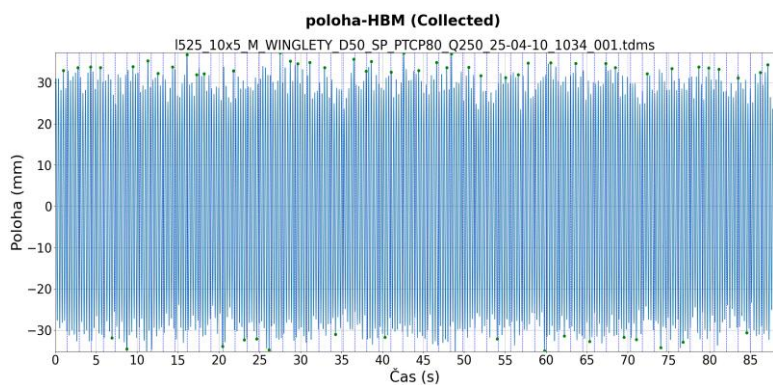


P-obr. 229 Vetknutí  $U=0,9\text{m/s}$   $M\_WINGLETY\_D50$

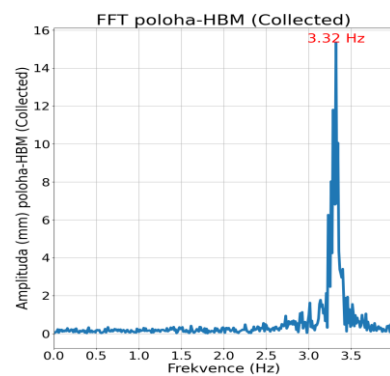


P-obr. 230  
 $M\_W\_D50\_U=0,9\text{m/s}$

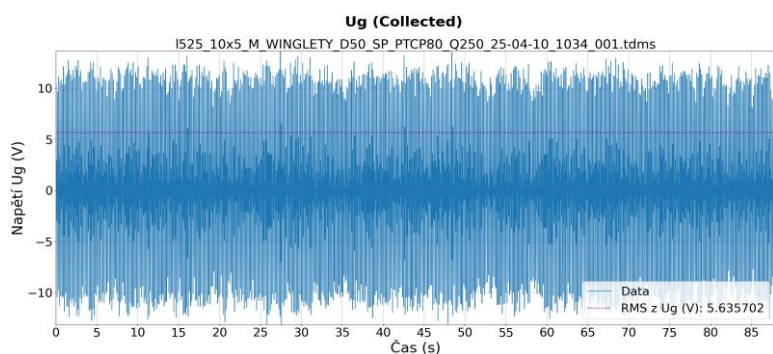




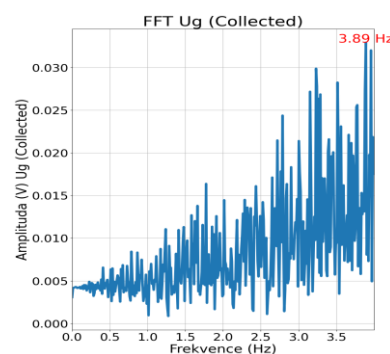
P-obr. 231 Vetknutí  $U=1,0\text{m/s}$   $M\_WINGLETY\_D50$



P-obr. 232  $M\_W\_D50\_U=1,0\text{m/s}$

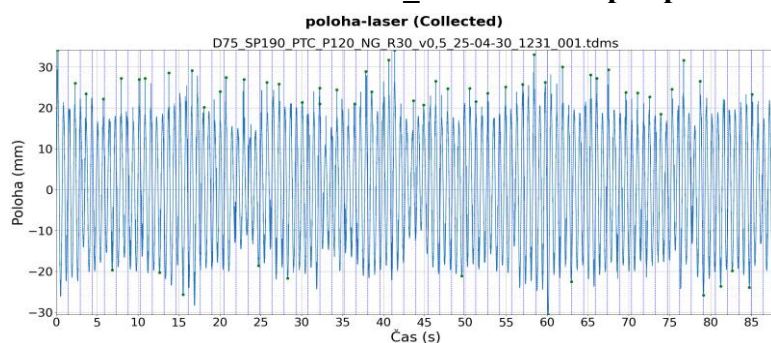


P-obr. 233 Vetknutí  $U=1,0\text{m/s}$   $M\_WINGLETY\_D50$

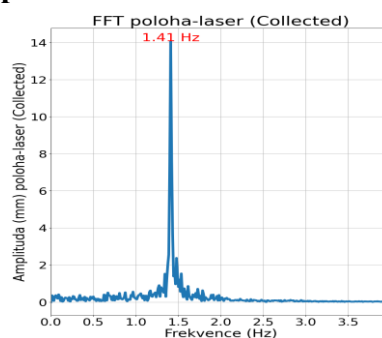


P-obr. 234  $M\_W\_D50\_U=1,0\text{m/s}$

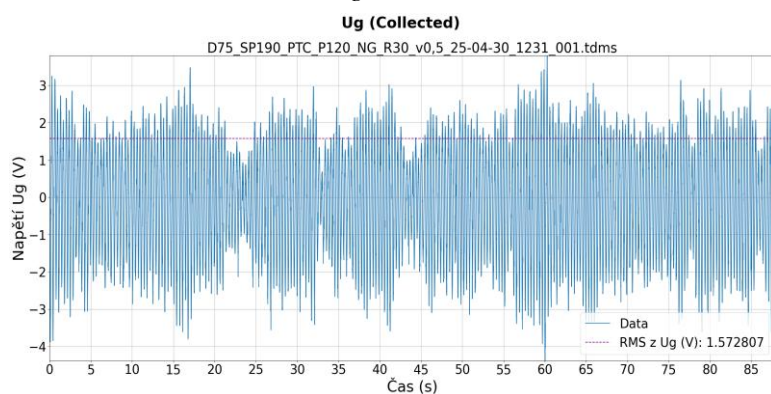
## 6. Paralelogram – nový generátor – vliv průměru válce – délka pružiny 190 mm – M\_WINGLETY pro příslušný průměr



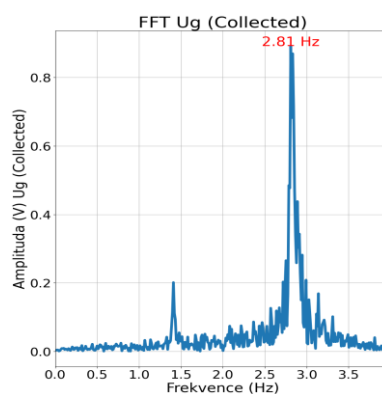
P-obr. 235 Paralelogram  $U=0,5\text{m/s}$   $D=75\text{mm}$



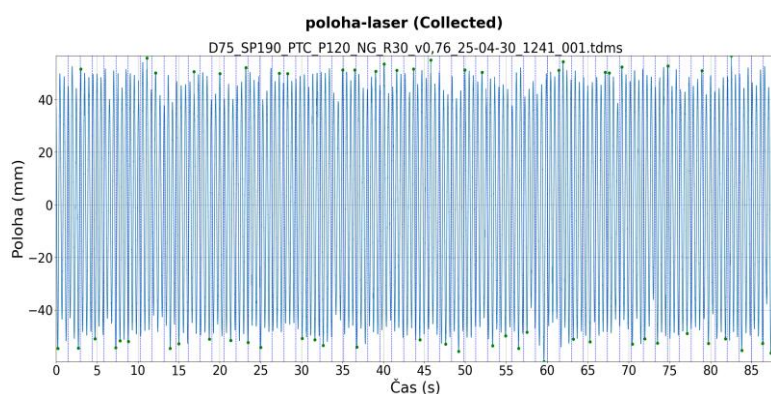
P-obr. 236  $U=0,5\text{m/s}$   $D=75\text{mm}$



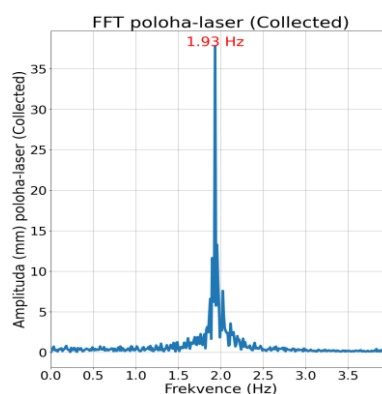
P-obr. 237 Paralelogram  $U=0,5\text{m/s}$   $D=75\text{mm}$



P-obr. 238  $U=0,5\text{m/s}$   $D=75\text{mm}$

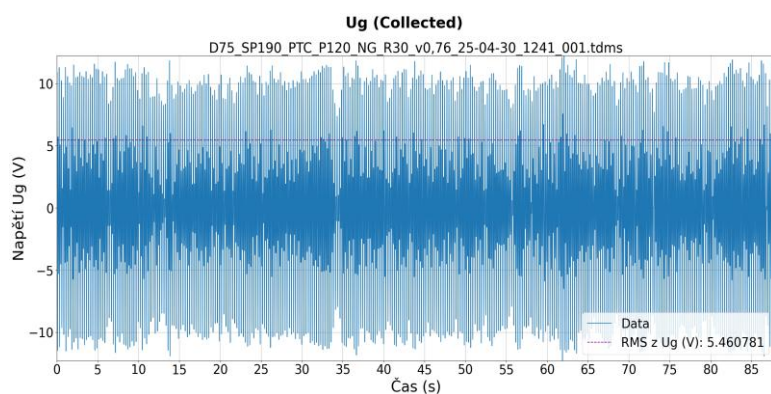


P-obr. 239 Paralelogram  $U=0,76\text{m/s}$   $D=75\text{mm}$

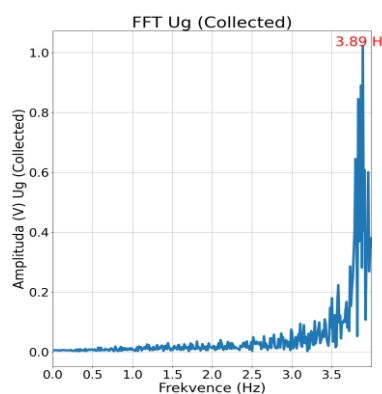


P-obr. 240

$U=0,76\text{m/s}$   $D=75\text{mm}$

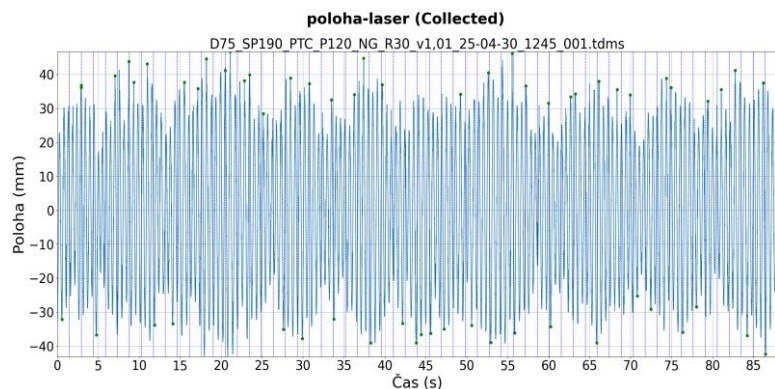


P-obr. 241 Paralelogram  $U=0,76\text{m/s}$   $D=75\text{mm}$

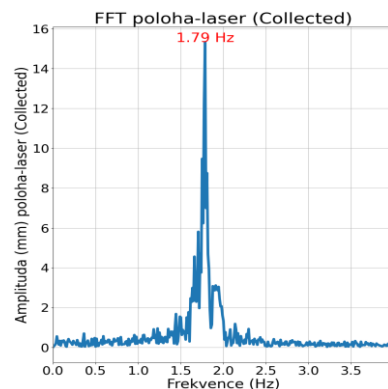


P-obr. 242

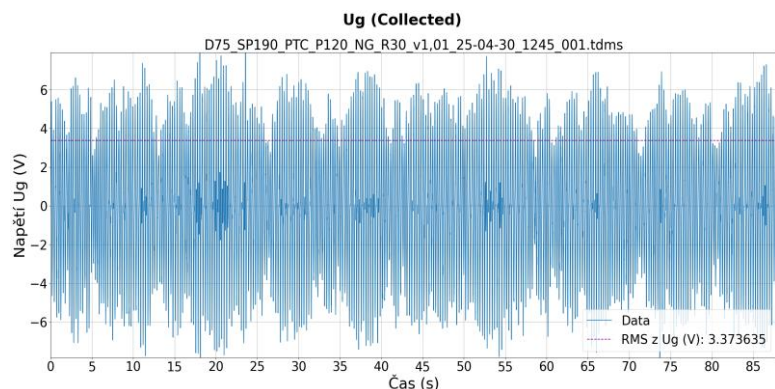
$U=0,76\text{m/s}$   $D=75\text{mm}$



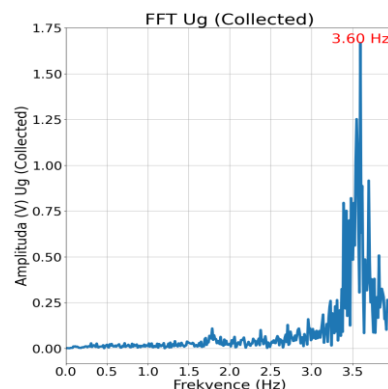
P-obr. 243 Paralelogram\_  $U=1,01\text{m/s}$  \_ $D=75\text{mm}$



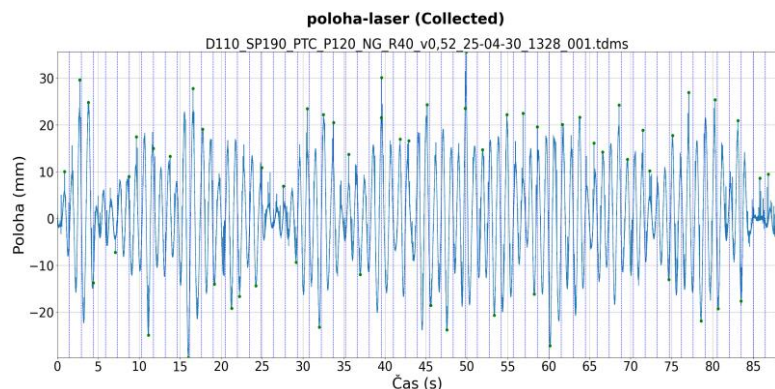
P-obr. 244  
 $U=1,01\text{m/s}$  \_ $D=75\text{mm}$



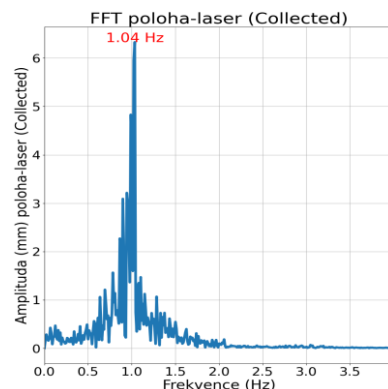
P-obr. 245 Paralelogram\_  $U=1,01\text{m/s}$  \_ $D=75\text{mm}$



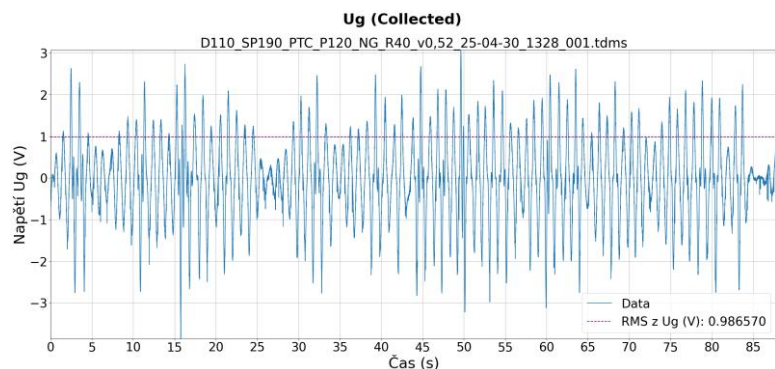
P-obr. 246  
 $U=1,01\text{m/s}$  \_ $D=75\text{mm}$



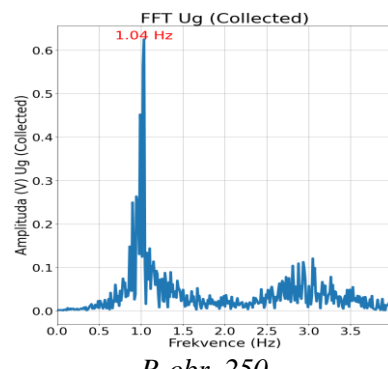
P-obr. 247 Paralelogram\_  $U=0,52\text{m/s}$  \_ $D=110\text{mm}$



P-obr. 248  
 $U=0,52\text{m/s}$  \_ $D=110\text{mm}$

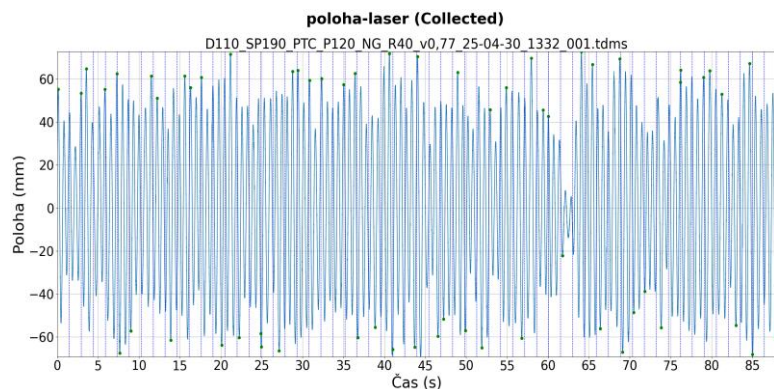


P-obr. 249 Paralelogram\_  $U=0,52\text{m/s}$  \_ $D=110\text{mm}$

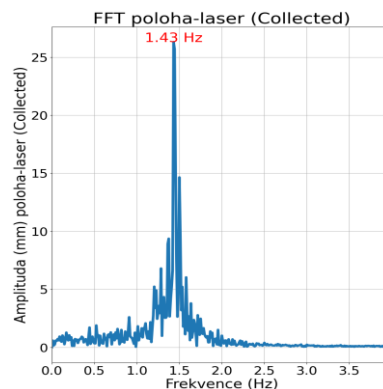


P-obr. 250  
 $U=0,52\text{m/s}$  \_ $D=110\text{mm}$

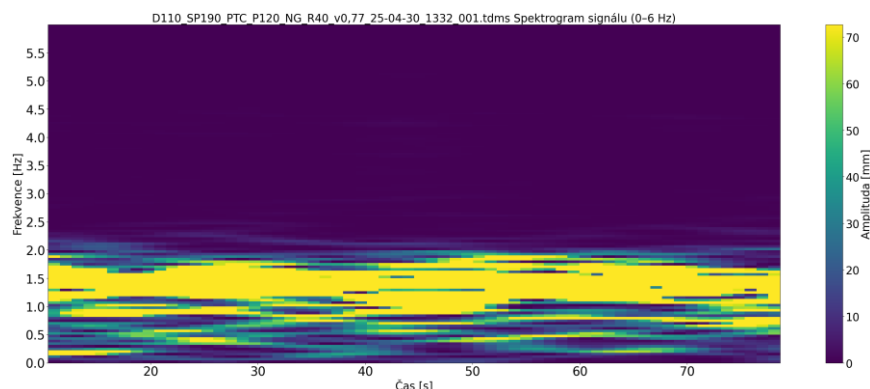




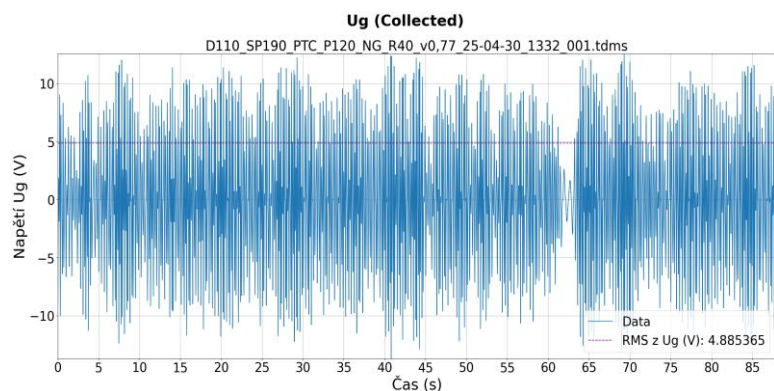
P-obr. 251 Paralelogram  $U=0,77\text{m/s}$   $D=110\text{mm}$



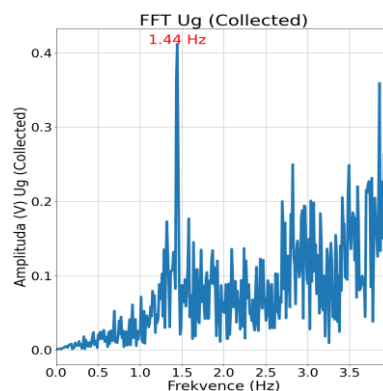
P-obr. 252  
 $U=0,77\text{m/s}$   $D=110\text{mm}$



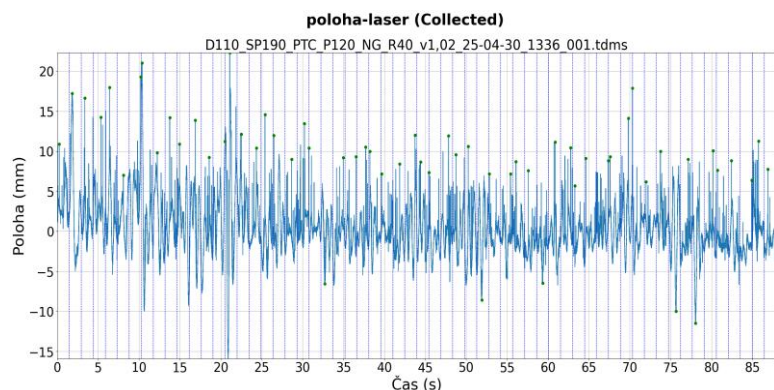
P-obr. 253 Spektrogram z polohy Paralelogram  $U=0,77\text{m/s}$   $D=110\text{mm}$



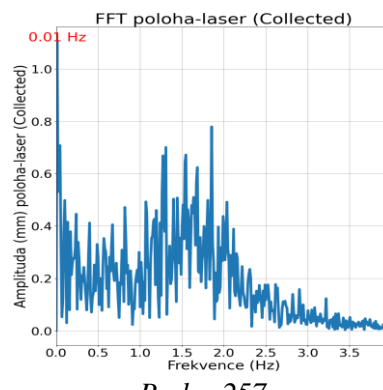
P-obr. 254 Paralelogram  $U=0,77\text{m/s}$   $D=110\text{mm}$



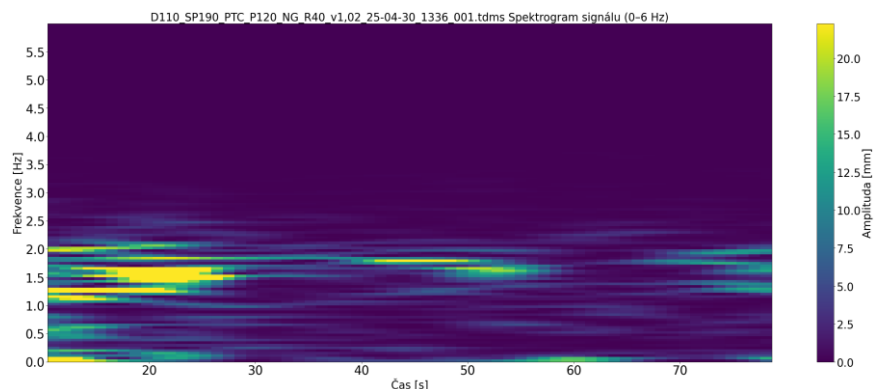
P-obr. 255  
 $U=0,77\text{m/s}$   $D=110\text{mm}$



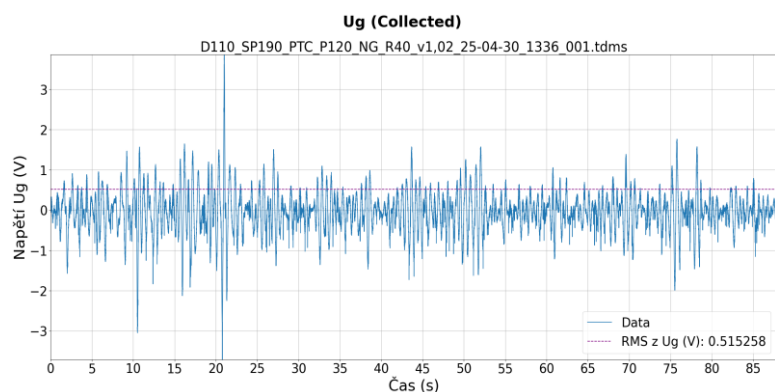
P-obr. 256 Paralelogram  $U=1,02\text{m/s}$   $D=110\text{mm}$



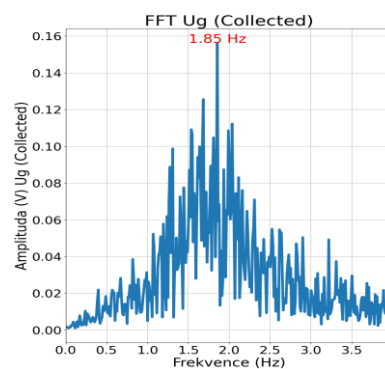
P-obr. 257  
 $U=1,02\text{m/s}$   $D=110\text{mm}$



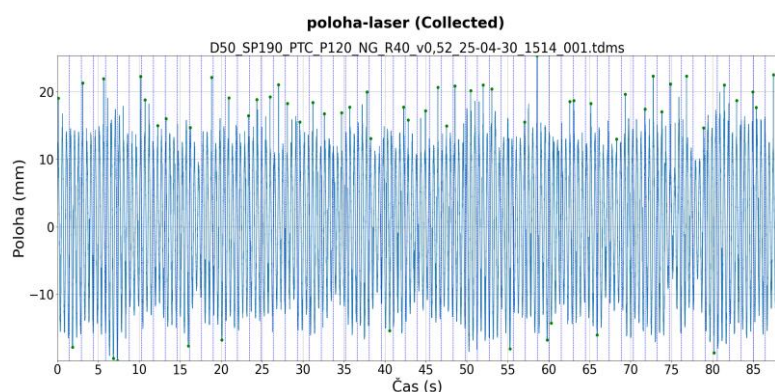
P-obr. 258 Spektrogram z polohy\_Paralelogram\_U=1,02m/s\_D=110mm



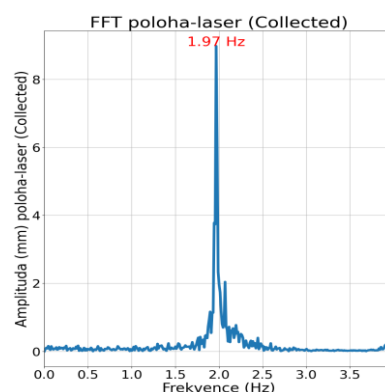
P-obr. 259 Paralelogram\_U=1,02m/s\_D=110mm



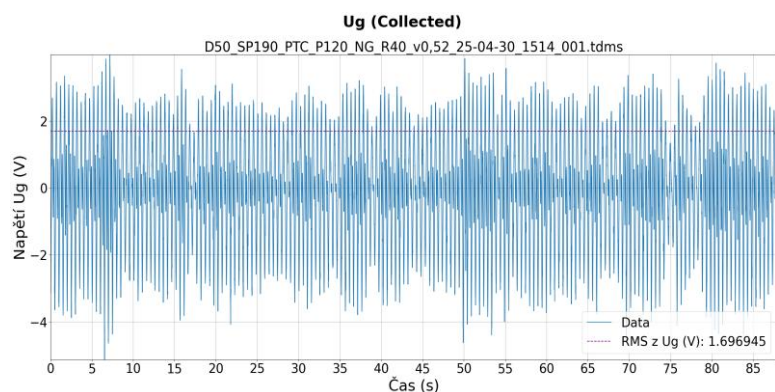
P-obr. 260  
U=1,02m/s\_D=110mm



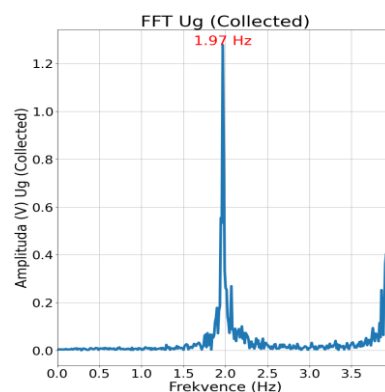
P-obr. 261 Paralelogram\_U=0,52m/s\_D=50mm



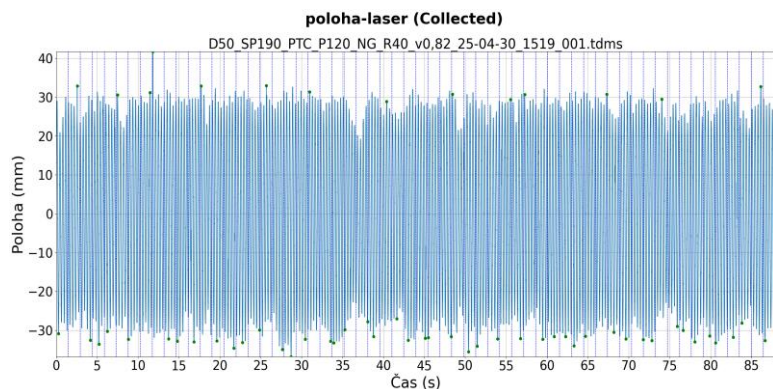
P-obr. 262  
U=0,52m/s\_D=50mm



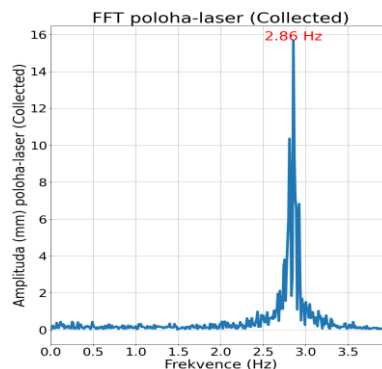
P-obr. 263 Paralelogram\_U=0,52m/s\_D=50mm



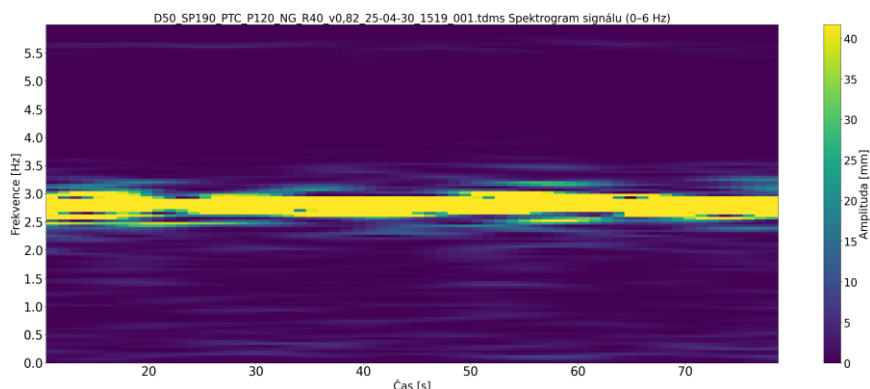
P-obr. 264  
U=0,52m/s\_D=50mm



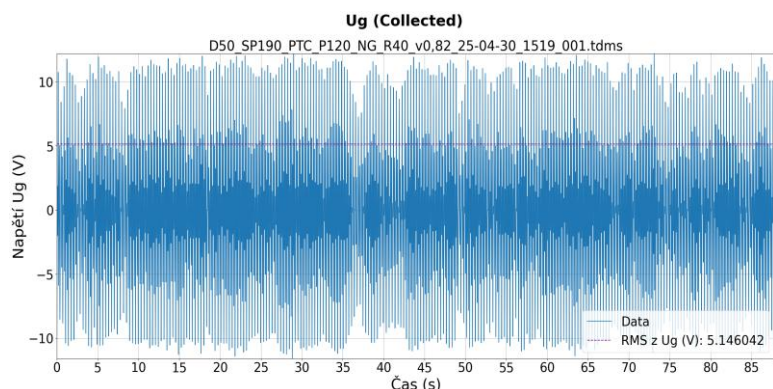
P-obr. 265 Paralelogram  $U=0,82\text{m/s}$   $D=50\text{mm}$



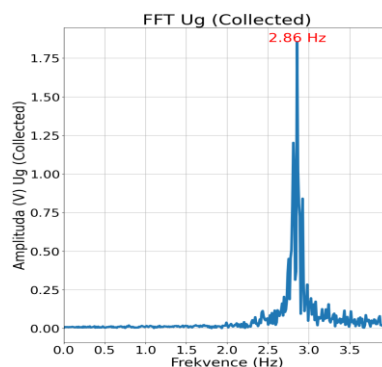
P-obr. 266  
 $U=0,82\text{m/s}$   $D=50\text{mm}$



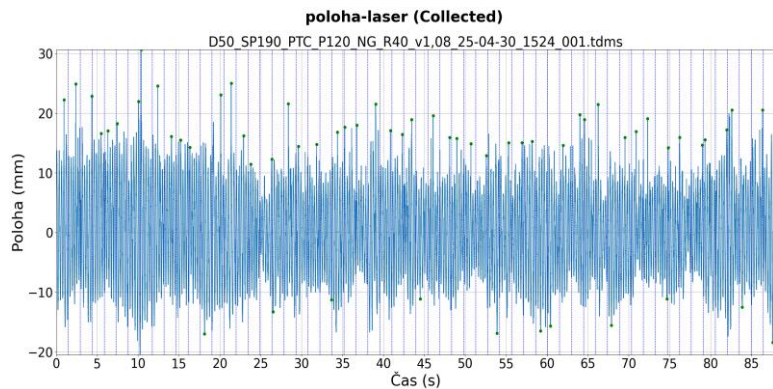
P-obr. 267 Spektrogram z polohy Paralelogram  $U=0,82\text{m/s}$   $D=50\text{mm}$



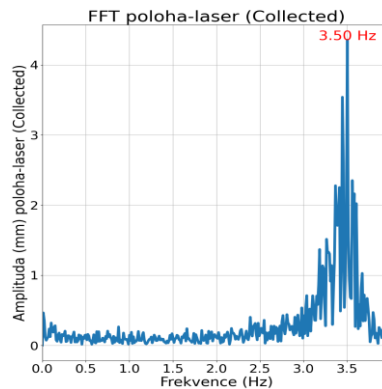
P-obr. 268 Paralelogram  $U=0,82\text{m/s}$   $D=50\text{mm}$



P-obr. 269  
 $U=0,82\text{m/s}$   $D=50\text{mm}$

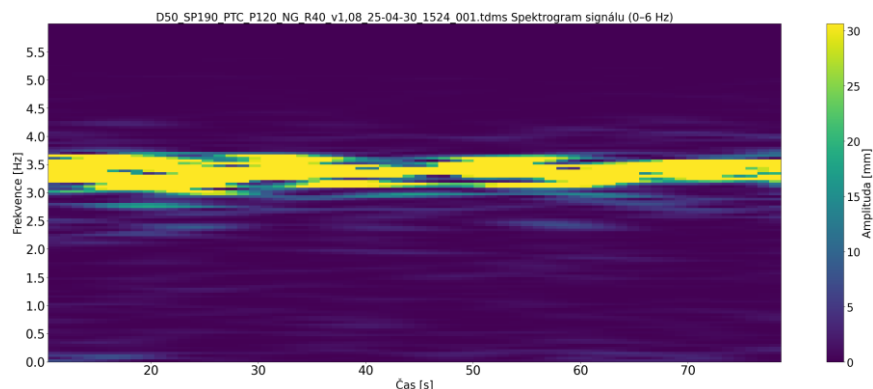


P-obr. 270 Paralelogram  $U=1,08\text{m/s}$   $D=50\text{mm}$

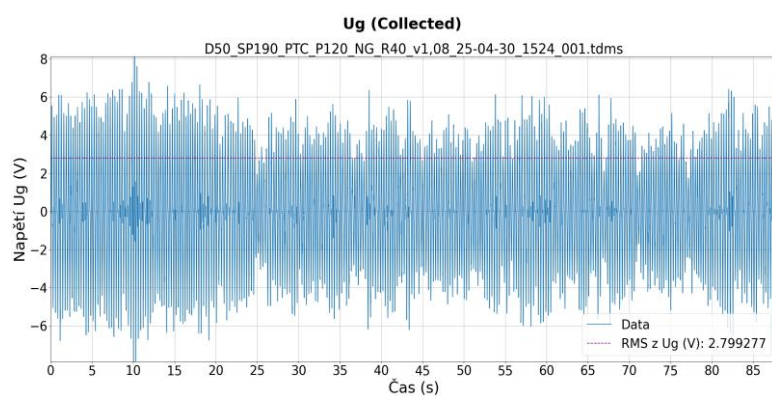


P-obr. 271  
 $U=1,08\text{m/s}$   $D=50\text{mm}$

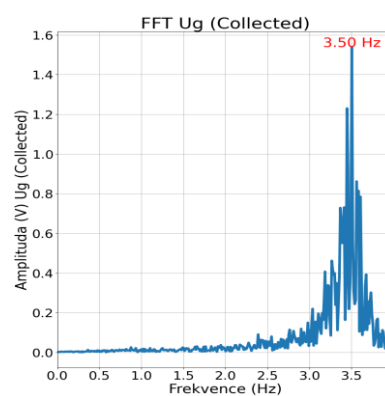




P-obr. 272 Spektrogram z polohy\_Paralelogram\_U=1,08m/s\_D=50mm

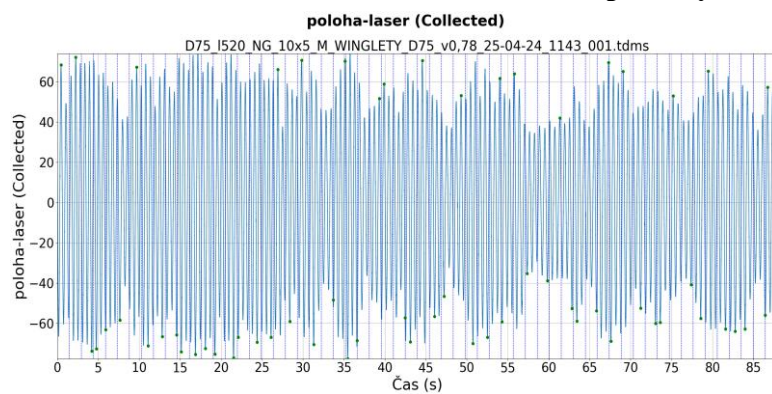


P-obr. 273 Paralelogram\_U=1,08m/s\_D=50mm

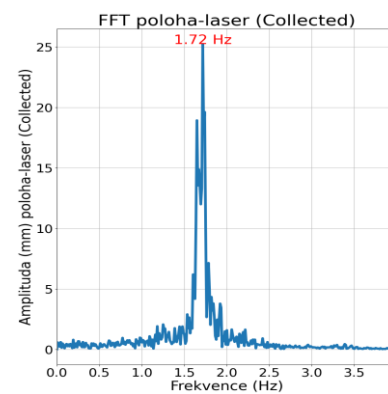


P-obr. 274  
U=1,08m/s\_D=50mm

## 7. Vetknutí – nový generátor – průměr válce 75 mm – délka pružin 525 mm – obdélníkové pružiny 10x5 mm

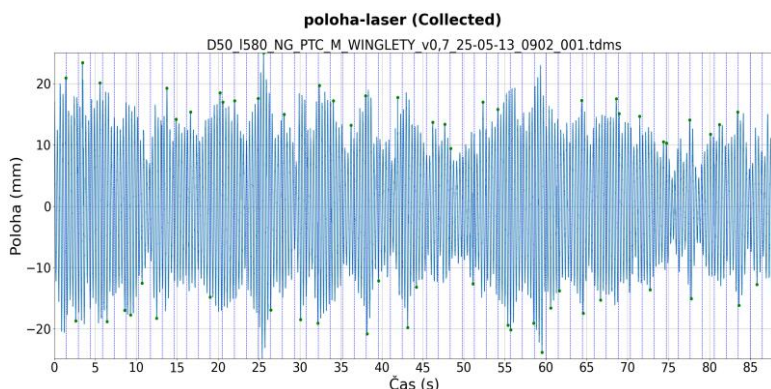


P-obr. 275 Vetknutí\_U=0,78m/s\_M\_WINGLETY\_D50

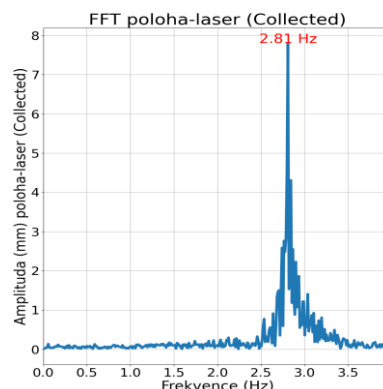


P-obr. 276 U=0,78m/s\_M\_W.D50

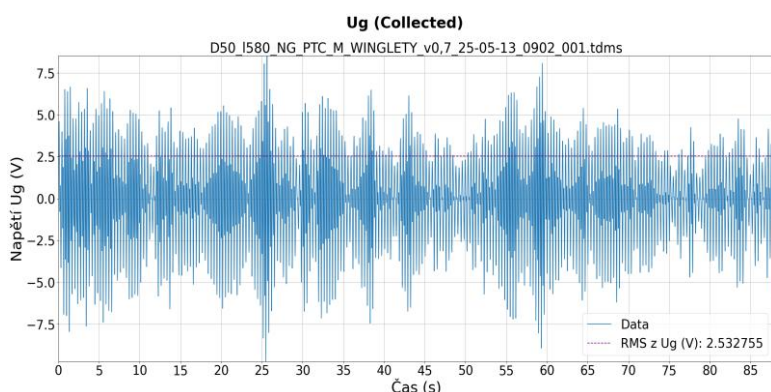
## 8. Vetknutí – nový generátor – průměr válce 50 mm – kruhové pružiny d8 mm – PTC – M\_WINGLETY pro příslušný průměr



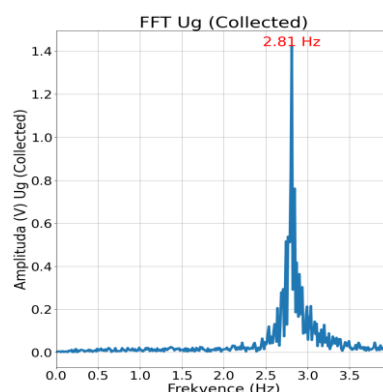
P-obr. 277 Vetknutí  $U=0,7\text{m/s}$   $l=580$



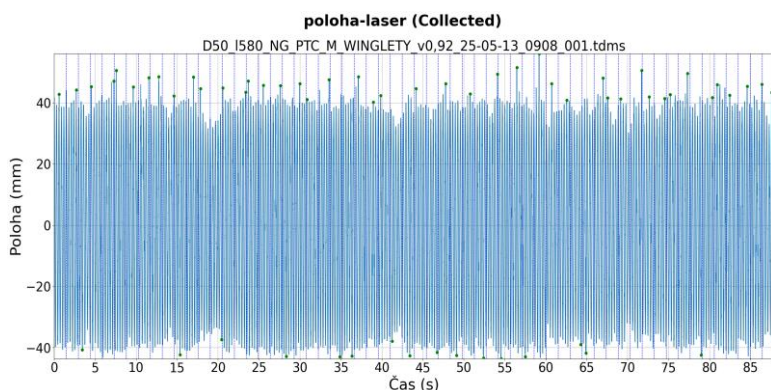
P-obr. 278  $U=0,7\text{m/s}$   $l=580$



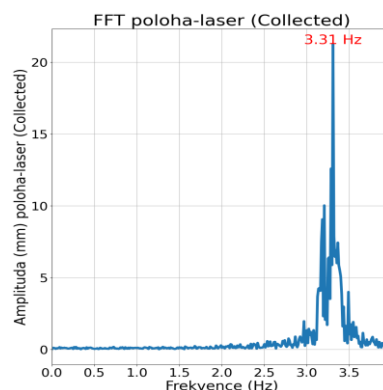
P-obr. 279 Vetknutí  $U=0,7\text{m/s}$   $l=580$



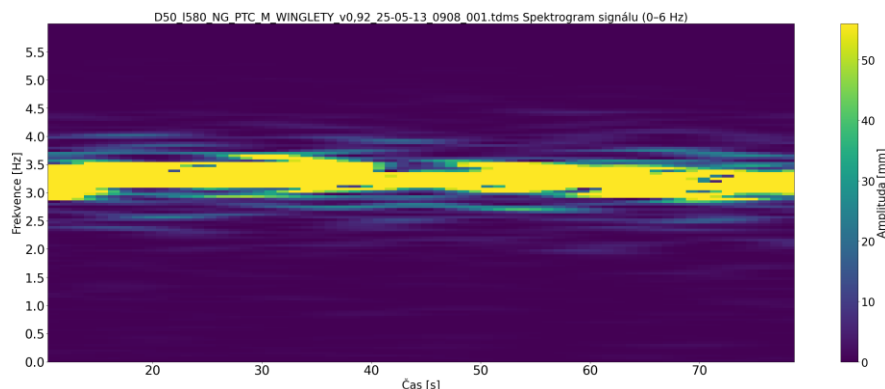
P-obr. 280  $U=0,7\text{m/s}$   $l=580$



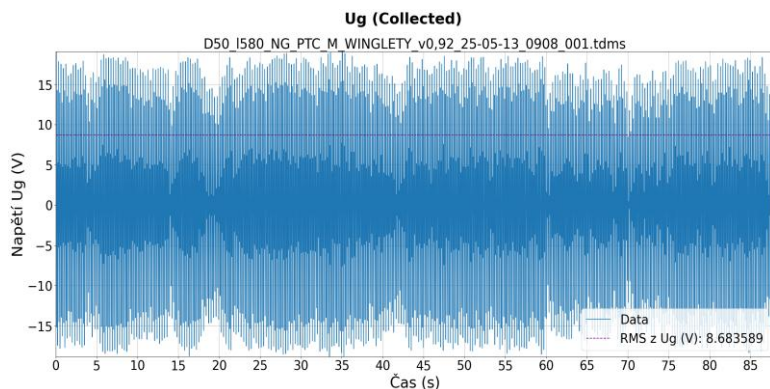
P-obr. 281 Vetknutí  $U=0,92\text{m/s}$   $l=580$



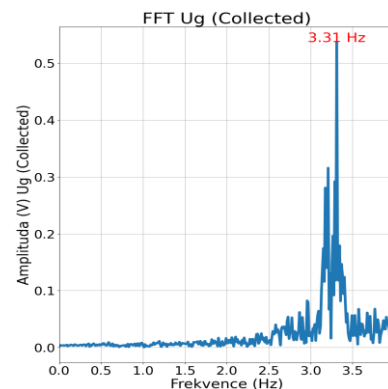
P-obr. 282  $U=0,92\text{m/s}$   $l=580$



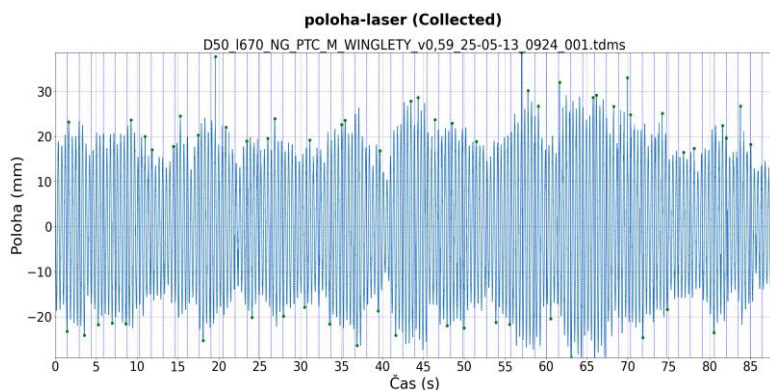
P-obr. 283 Spektrogram z polohy\_Vetknutí  $U=0,92\text{m/s}$   $l=580$



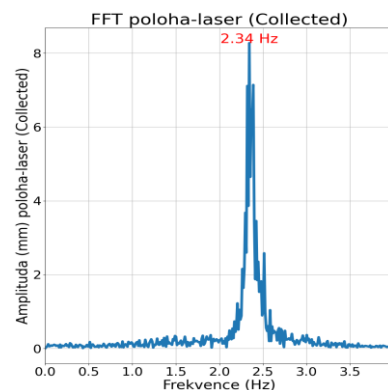
P-obr. 284 Vetknutí  $U=0,92\text{m/s}$   $l=580$



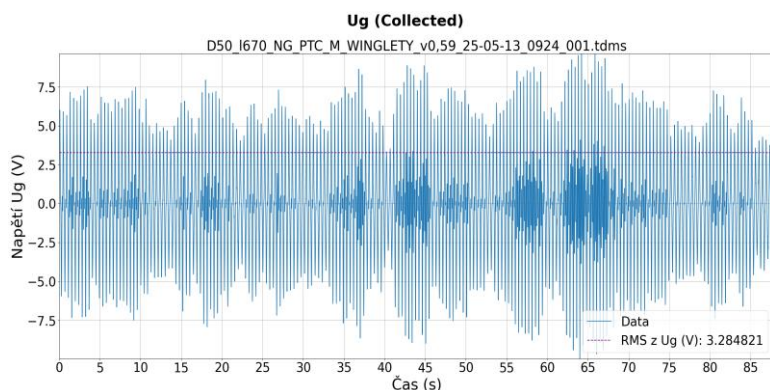
P-obr. 285  $U=0,92\text{m/s}$   $l=580$



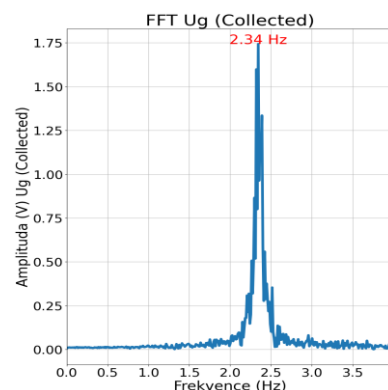
P-obr. 286 Vetknutí  $U=0,59\text{m/s}$   $l=670$



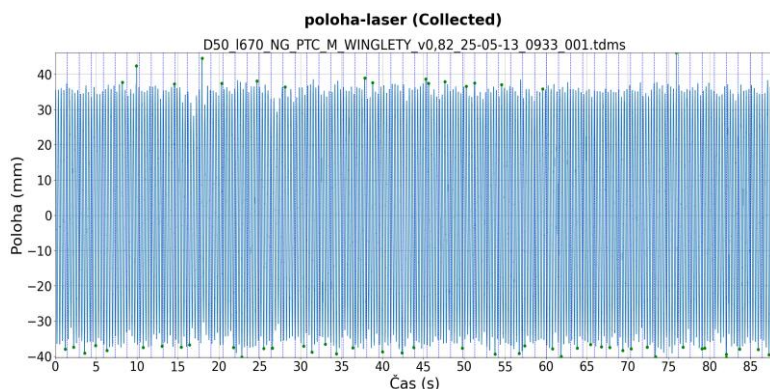
P-obr. 287  $U=0,59\text{m/s}$   $l=670$



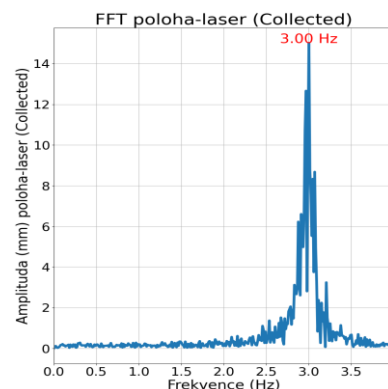
P-obr. 288 Vetknutí  $U=0,59\text{m/s}$   $l=670$



P-obr. 289  $U=0,59\text{m/s}$   $l=670$

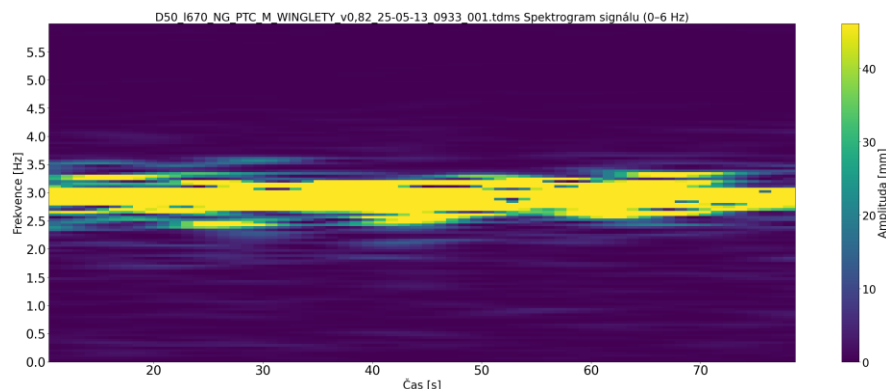


P-obr. 290 Vetknutí  $U=0,82\text{m/s}$   $l=670$

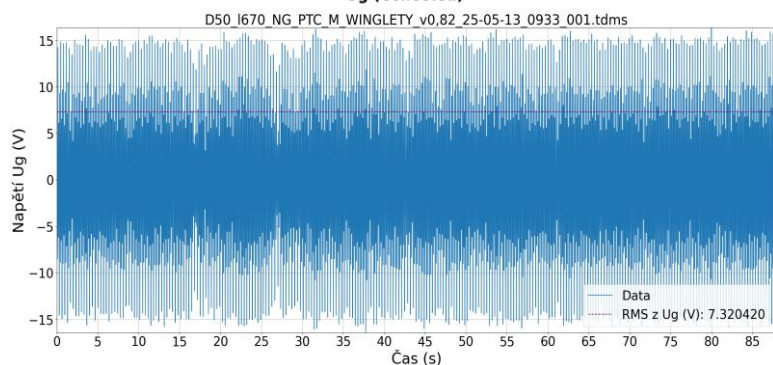


P-obr. 291  $U=0,82\text{m/s}$   $l=670$

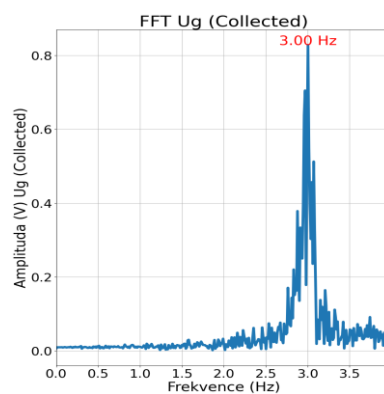




P-obr. 292 Spektrogram z polohy\_Vetknutí\_  $U=0,82\text{m/s}$   $l=670$   
Ug (Collected)

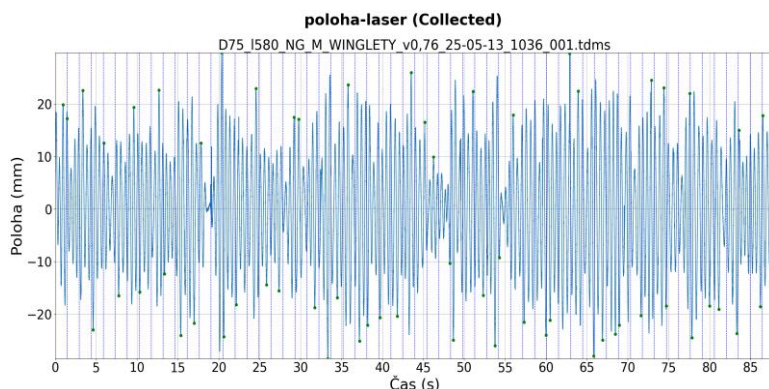


P-obr. 293 Vetknutí\_  $U=0,82\text{m/s}$   $l=670$

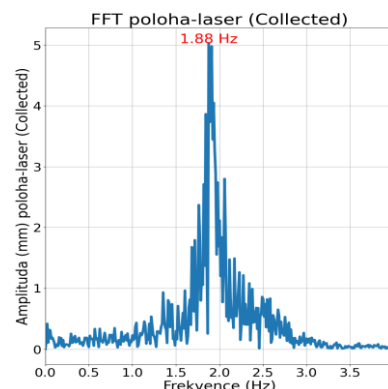


P-obr. 294  $U=0,82\text{m/s}$   $l=670$

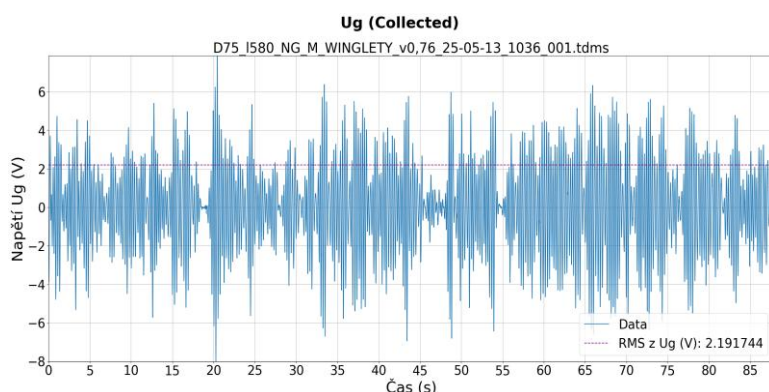
## 9. Vetknutí – nový generátor – průměr válce 75 mm – kruhové pružiny d8 mm – PTC – M\_WINGLETY pro příslušný průměr



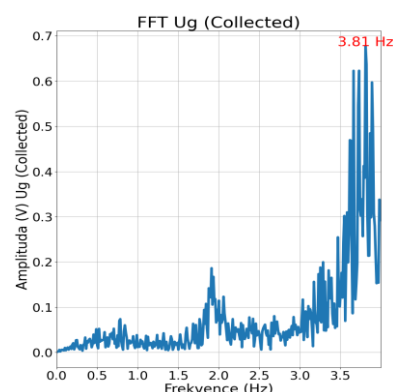
P-obr. 295 Vetknutí  $U=0,76\text{m/s}$   $l=580$



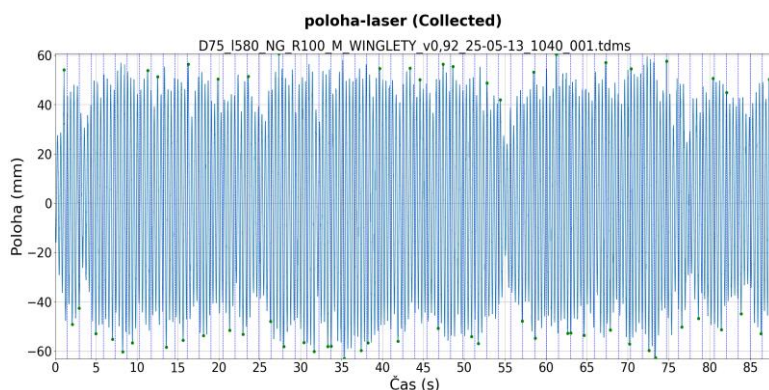
P-obr. 296  $U=0,76\text{m/s}$   $l=580$



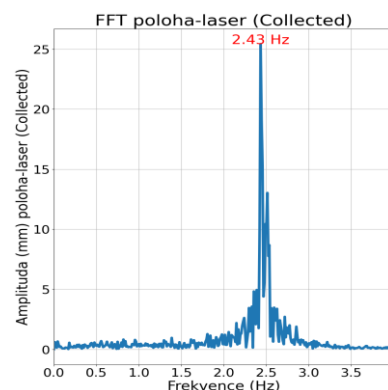
P-obr. 297 Vetknutí  $U=0,76\text{m/s}$   $l=580$



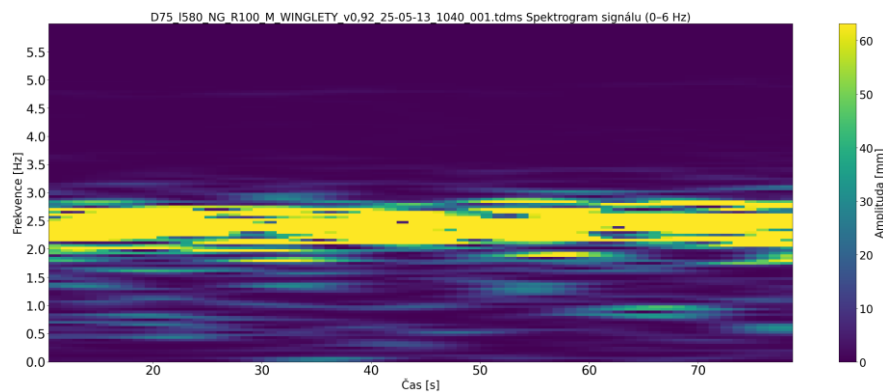
P-obr. 298  $U=0,76\text{m/s}$   $l=580$



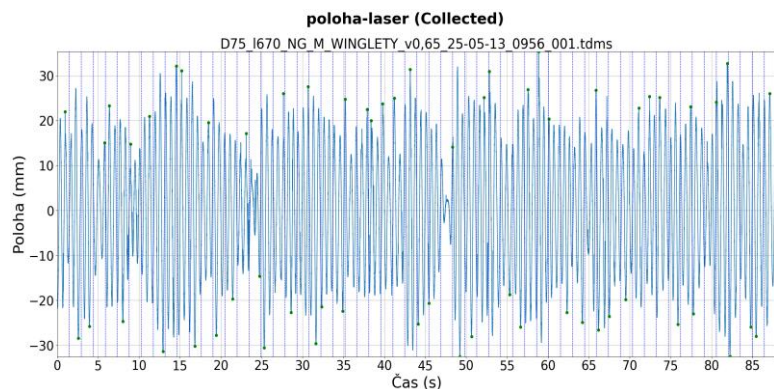
P-obr. 299 Vetknutí  $U=0,92\text{m/s}$   $l=580$



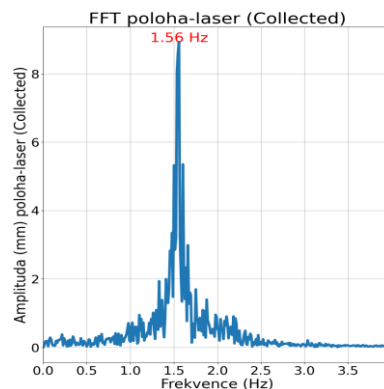
P-obr. 300  $U=0,92\text{m/s}$   $l=580$



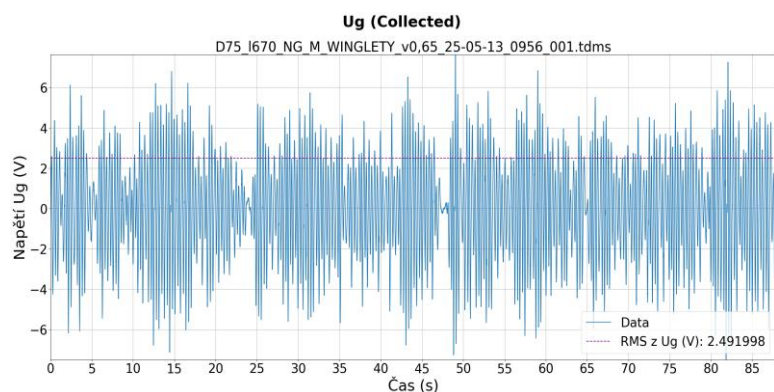
P-obr. 301 Spektrogram z polohy\_Vetknutí  $U=0,92\text{m/s}$   $l=580$



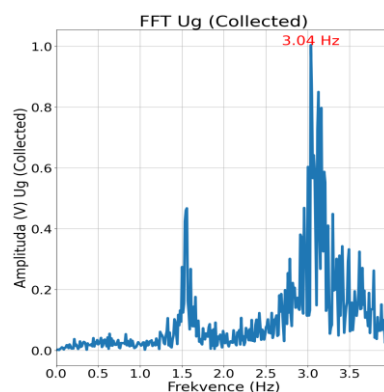
P-obr. 302 Vetknutí  $U=0,65\text{m/s}$   $l=670$



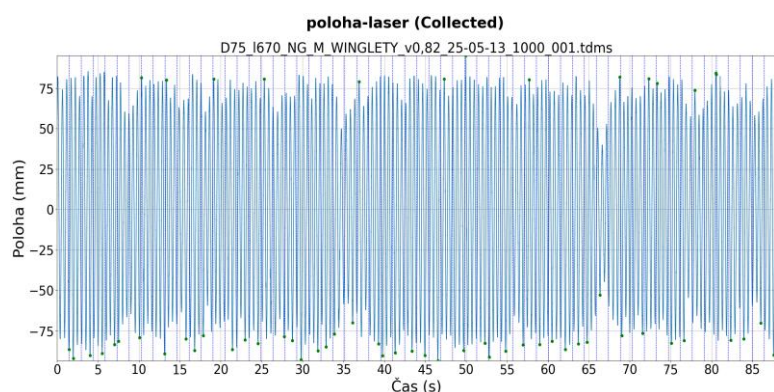
P-obr. 303  $U=0,65\text{m/s}$   $l=670$



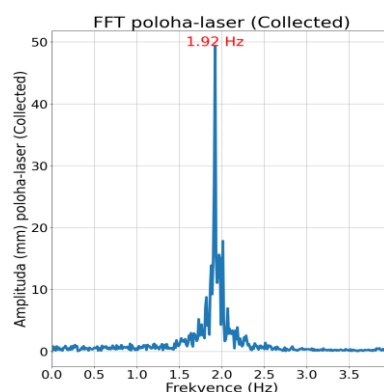
P-obr. 304 Vetknutí  $U=0,65\text{m/s}$   $l=670$



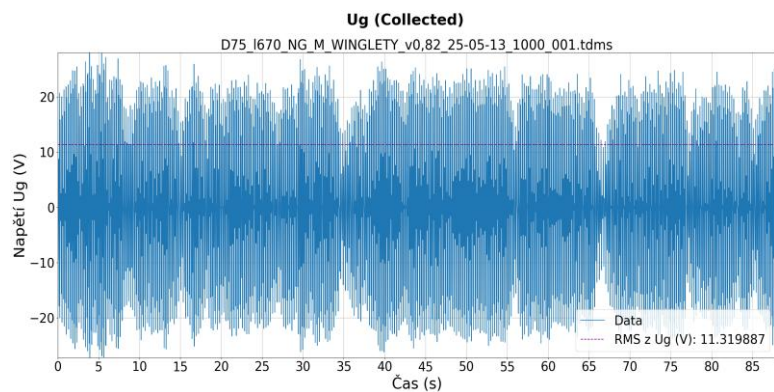
P-obr. 305  $U=0,65\text{m/s}$   $l=670$



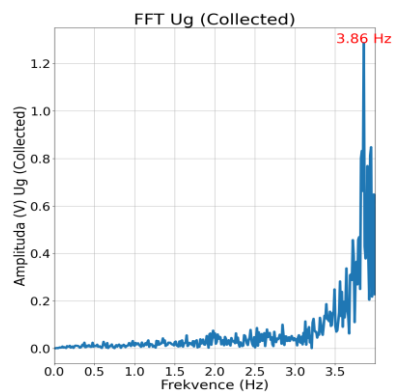
P-obr. 306 Vetknutí  $U=0,82\text{m/s}$   $l=670$



P-obr. 307  $U=0,82\text{m/s}$   $l=670$

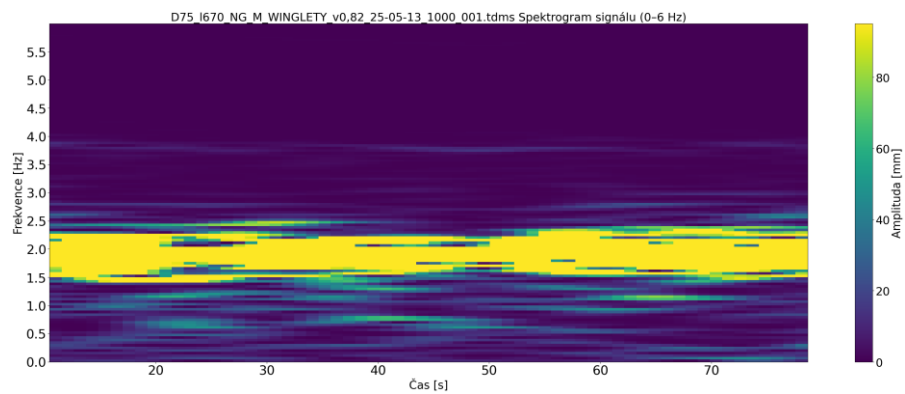


P-obr. 308 Vetknutí  $U=0,82\text{m/s}$   $l=670$



P-obr. 309  $U=0,82\text{m/s}$   $l=670$





P-obr. 310 Spektrogram z polohy\_Vetknutí\_U=0,82m/s\_l=670