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# High-fidelity simulations of the unsteady response of an NLF airfoil

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- Large push in the aerospace industry to fly greener.
  - Laminar airfoils is proposed as the low-hanging fruit for achieving high skin friction reduction.



Figure 1. Typical drag breakdown of a transport aircraft.





"A systematic aeroelastic investigation for laminar wings is unknown in the literature." Mai et al. (2011) IFASD.



Aeroelastic instability





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- Non-linear aerodynamic response of an laminar airfoil to harmonic pitch motion.
  - Both transonic and subsonic flows. ►



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- Non-linear aerodynamic response of an laminar airfoil to harmonic pitch motion.
  - Both transonic and subsonic flows.

Non-linearities substantially reduced when the transition is fixed.







 Similar results obtained in unsteady experiments on laminar airfoil at KTH (subsonic conditions).







#### Aeroelasticity

Subsonic results

- Similar results obtained in unsteady experiments on laminar airfoil at KTH (subsonic conditions).
- Classical unsteady theories rely on linear assumptions.
  - Glauert (1930), Theodorsen (1935), von Kármán & Sears (1938)
- What are the flow dynamics behind the non-linear response?







# Parameter identification

Static characteristics

- What mean angle of attack to study? Non-linear behavior observed only for certain angles of attack.
  - Experimental results.





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Numerical simulation



# **Computational Setup**

Large Eddy Simulation

- ▶ Nek5000. High-order Spectral-Element method.
  - ▶ 9<sup>th</sup> order polynomial representation.
  - ALE for mesh motion.







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- Free-stream turbulence at the boundary (*Ti* = 0.1%).







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  - ALE for mesh motion.
- RANS on the far-field.
- Free-stream turbulence at the boundary (*Ti* = 0.1%).
- Wall-resolved LES.  $(\Delta y^+ < 1)$
- 1.4 Billion grid points.







# **Stationary Simulations**

Static characteristics







#### **Pitching airfoil**

Unsteady response

 $\alpha(t) = \alpha_0 + \Delta \alpha \sin(\Omega t)$ 





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## **Pitching airfoil**

#### Boundary-layer transition





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### **Pitching airfoil**





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### **Pitching airfoil**





Boundary-layer has a quasi-steady evolution.

Phase lag model:  $C_L(t) = \underbrace{A_1 cos(\omega t + \theta)}_{\text{added mass}} + \underbrace{C_L^{static}(\alpha_e)}_{\text{quasi-steady lift}}$ 

Effective angle: 
$$\alpha_e = \alpha_0 + \Delta \alpha \sin(\Omega t + \phi)$$





## **Pitching airfoil**

Simple empirical model











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# **Pitching airfoil**

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Identify non-linearity characteristics.

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### **Empirical Model**

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- Not a predictive model.
  - Three free parameters.
  - Identifies the exact source and structure of the non-linearities.
  - Directly linked to the static data of the airfoil.
  - Non-linear part of the response is reduced to knowing one parameter (phase-lag).





Linear forced-response

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- Think of the boundary conditions as forcing at the boundary:
  - Look for the forced response due to forcing at the boundary.
- Linear simulations with the mean angle of attack  $\alpha_0 = 3.4^\circ$  as the base flow.
  - 2D response for several different frequencies.





Response amplitude for k = 0.4





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Response profiles

► Wall-normal profiles of the response.





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Response profiles

Amplitude and phase of linear forces.



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Response profiles

Amplitude and phase of linear forces.

- Both  $C_l$  and  $C_m$  are always lagging.
- Lag is almost linear with k





- ▶ Wall-resolved LES for a pitching laminar flow airfoil at  $Re_c = 750,000$ 
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- ▶ Wall-resolved LES for a pitching laminar flow airfoil at  $Re_c = 750,000$ 
  - Unsteady transition can be related to the static characteristics with a simple phase-lag.
- Built an empirical model for aerodynamic forces which isolates the source of aerodynamic non-linearity.
- 2D Linear analysis of a pitching airfoil
  - Very high response inside the boundary layer with 3 distinct regions of high pressure.









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### Thank you for your attention.

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Any questions?