

# Wing Flutter Computation Using Modified Spectral Volume Method

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# Outline

- Background
- Objective
- Spatial discretization method
- Validation of present code
  - Unsteady flowfield over NACA0012 airfoil in pitching motion
- Flutter computation
  - AGARD445.5 weakened wing
- Summary
- Future works

# Transonic Flutter

- Self oscillation caused by aerodynamic, elastic and inertial forces
- Easy to occur in case of high aspect ratio, thin wing and low stiffness material
- Wing may be broken

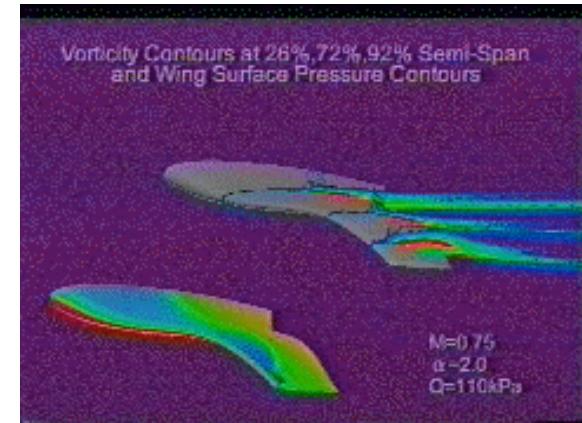
using composite materials



**stiffness decreases**

Examination of flutter characteristics is getting more and more important

Numerical flutter analysis by JAXA



<http://www.aero.jaxa.jp/reseach/kitai/ki-kuuriki.html>

Distribution of materials on B787



<http://www.mech.nias.ac.jp>

# Examination of Flutter Characteristics

- Wind tunnel test
- Numerical analysis

Analysis assuming **linear** aerodynamic force

- Cannot consider shock wave
- Computational cost is lower



Pursue performance  
with flutter margin

Analysis assuming **non-linear** aerodynamic force

- Can consider shock wave
- Computational cost is higher
- Reduce number of wind tunnel tests

# Objective

- Develop fluid-structure interaction code
  - CFD code development
    - ALE formulation for moving grid
    - Extend conventional SV method to hybrid unstructured mesh
  - Code validation
    - Unsteady flowfield over NACA0012 airfoil in pitching motion
  - Flutter computation
    - AGARD445.6 weakened wing

# Conventional Spectral Volume Method

- Finite volume method
- High order unstructured grid method

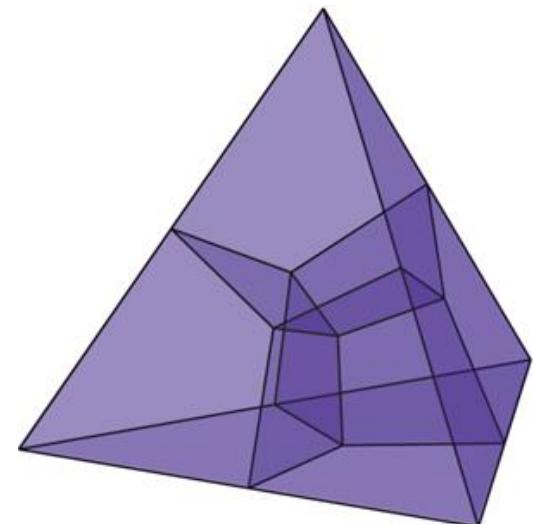
Tetrahedral cell (= Spectral Volume (SV))



**Further subdivided**

4 hexahedral cells (= Control Volume (CV))

- Governing equations are solved in each CV
- Distribution of variables in SV is written by high order polynomial consists of 4 CV cell average values



**Tetrahedron  
4DOFs**

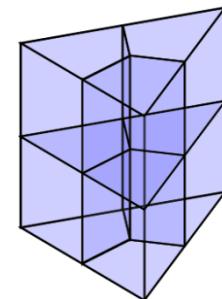
$$\text{Reconstructed polynomial: } \tilde{Q}(\xi, \eta, \zeta) = \sum_j^4 L_j(\xi, \eta, \zeta) \underline{\bar{Q}_j}$$

$$\text{Shape function: } L_j(\xi, \eta, \zeta) = c_j^1 \xi + c_j^2 \eta + c_j^3 \zeta + c_j^4$$

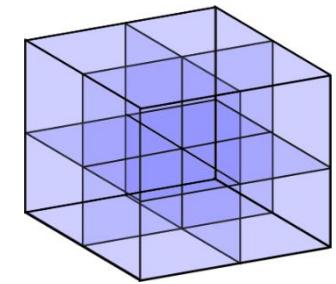
# Modified SV Method for Flutter Analysis

- Arbitrary Lagrangian-Eulerian (ALE) formulation for moving grid
- Extended to utilize **hybrid** unstructured meshes

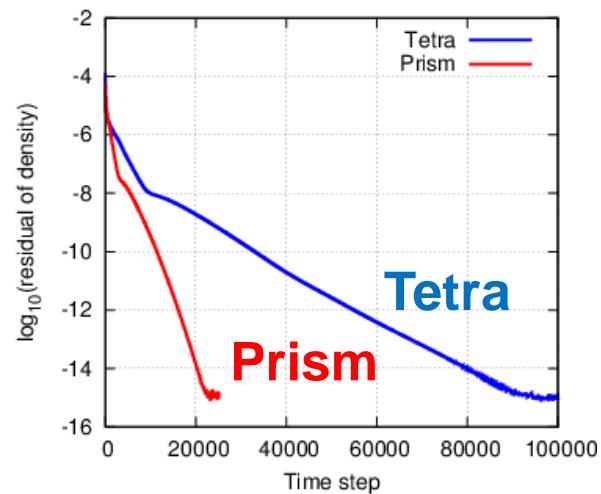
- Conventional SV utilizes **only tetrahedral cells (4DOFs)**
- Although number of DOFs is increased in each cell other than tetrahedral cells, the total number of computational cells can be substantially reduced
- **Convergence rate** is significantly improved by introducing prismatic cell layers on the solid wall
- Truly second order even for skewed unstructured meshes
- Adaptive mesh refinement is easily devised by hierarchical subdivision of control volume



**Prism  
6DOFs**



**Hexahedron  
8DOFs**



**Convergence histories  
for turbulent boundary  
layer over flat plate**

# Validation of Present Code on Moving Grid

- Unsteady flowfield over NACA0012 airfoil in pitching motion
  - Compared with Landon's experiment

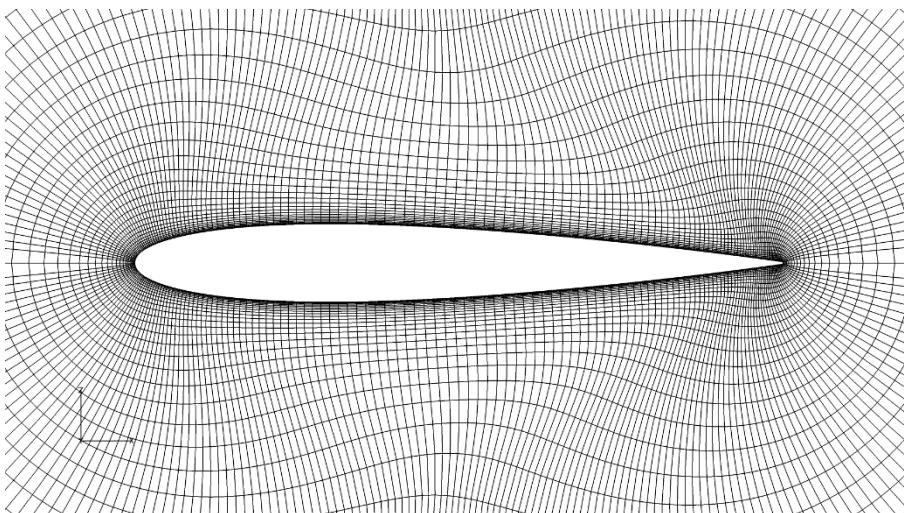
# Numerical Methods

Governing equations	: 3D Euler/RANS equations
Spatial discretization	: 2nd order <b>modified</b> SV method
Numerical flux	: SLAU
Viscous term gradient	: BR2 method
Time integration	: 2nd order backward difference formula (BDF2)
Implicit method	: LU-SGS method with inner iteration
Turbulence model	: Spalart-Allmaras model

# Computational Grids

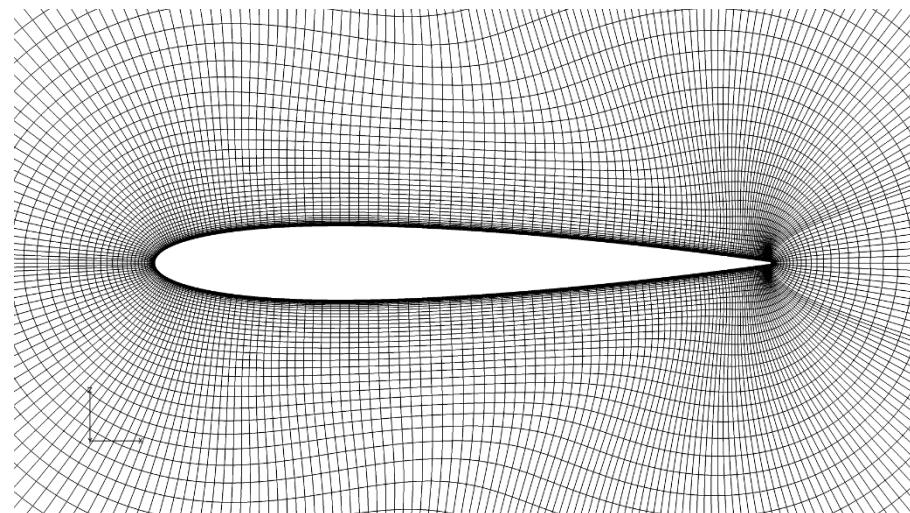
## ➤ Euler

- Hexahedrons : 19,720
- Computational domain : 30 chord



## ➤ RANS

- Hexahedrons : 28,500
- Computational domain : 30 chord
- Off wall spacing :  $5.6 \times 10^{-6}$   
 $(y^+ = 1)$

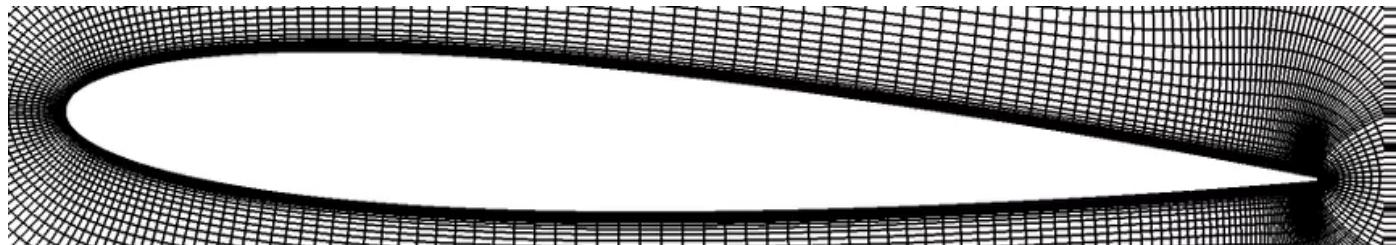


# Computational Conditions

- Free stream condition
  - Mach number: 0.6
  - Reynolds number:  $4.8 \times 10^6$
- Criteria for ending inner iteration
  - $\Delta\rho < 10^{-7}$
- $\Delta t$ , CFL, inner iterations
- Pitching condition
  - Pitching center: 25% of chord
  - AoA:  $\alpha = \alpha_m + \alpha_0 \sin(\omega t)$ 
    - Mean AoA:  $\alpha_m = 2.89$  [deg.]
    - Amplitude:  $\alpha_0 = 2.41$  [deg.]
    - Non-dimensional frequency:  $k = 0.0808$

$$k = \frac{\omega c}{2U_\infty} \quad \begin{matrix} \omega : \text{frequency} \\ c : \text{chord} \end{matrix}$$
$$U_\infty : \text{free stream velocity}$$

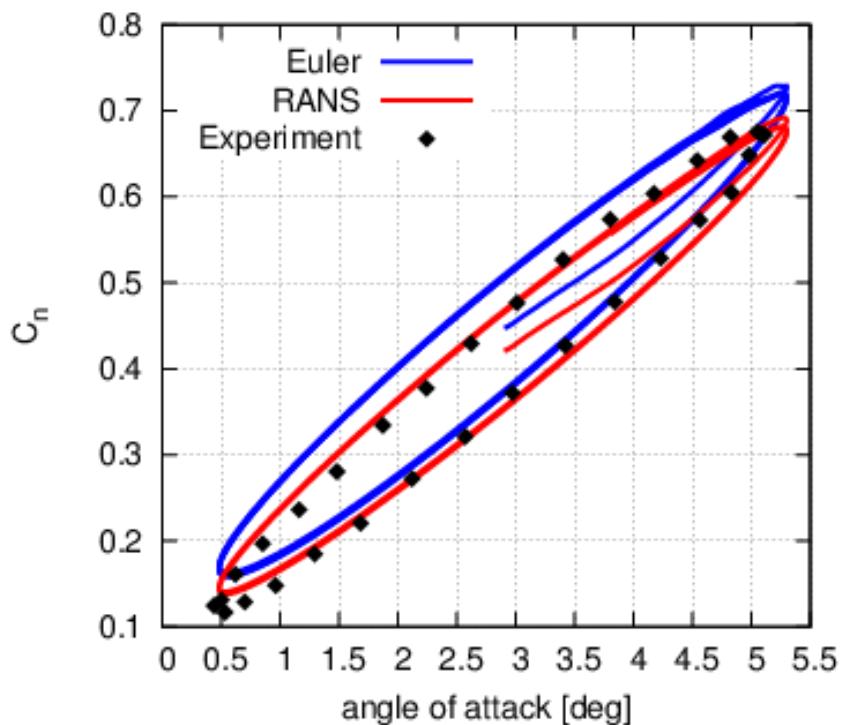
	CFL( $\Delta t$ )	Inner iteration
Euler	300(0.05)	25
RANS	23,000(0.05)	50



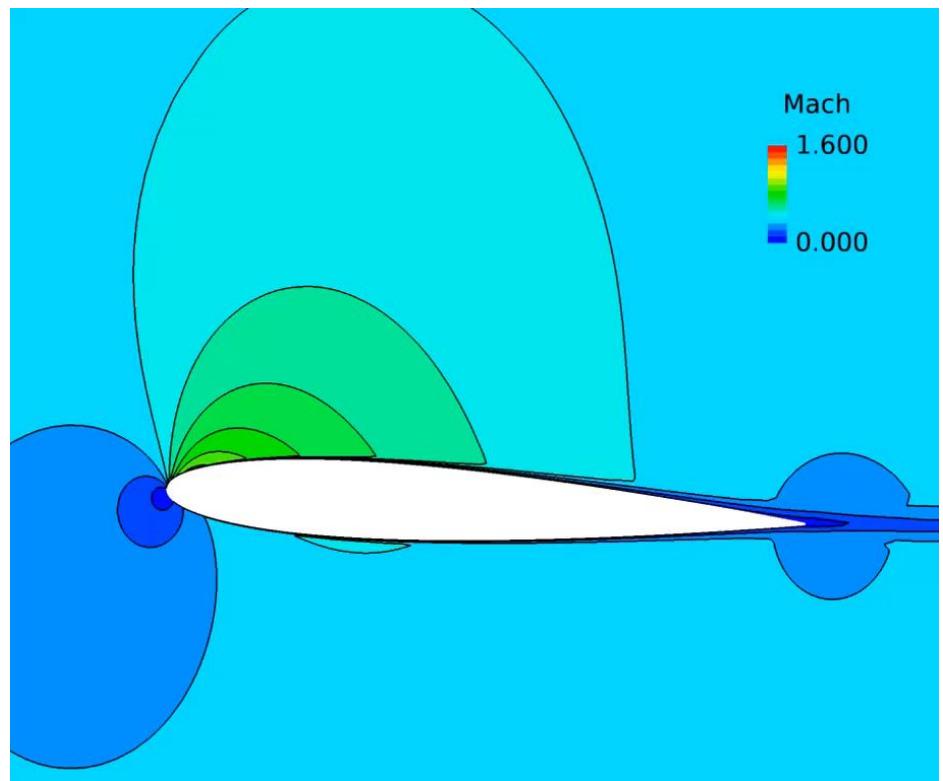
Pitching motion

# Results

$C_n - \alpha$  hysteresis loop



Mach contours (RANS)



# Flutter Computation Using Fluid-Structure Interaction Code

- Flutter prediction for AGARD445.6 weakened wing
  - Compared with Yates's experiment

# Numerical Methods

## ➤ Fluid analysis

Governing equations : 3D Euler/RANS equations  
Time integration : BDF2(implicit)

## ➤ Structure analysis

Governing equation : Equation of motion using modal analysis  
Mode analysis : 1st – 5th mode  
Modal damping ratio : 0.02  
Time integration : BDF2(implicit)

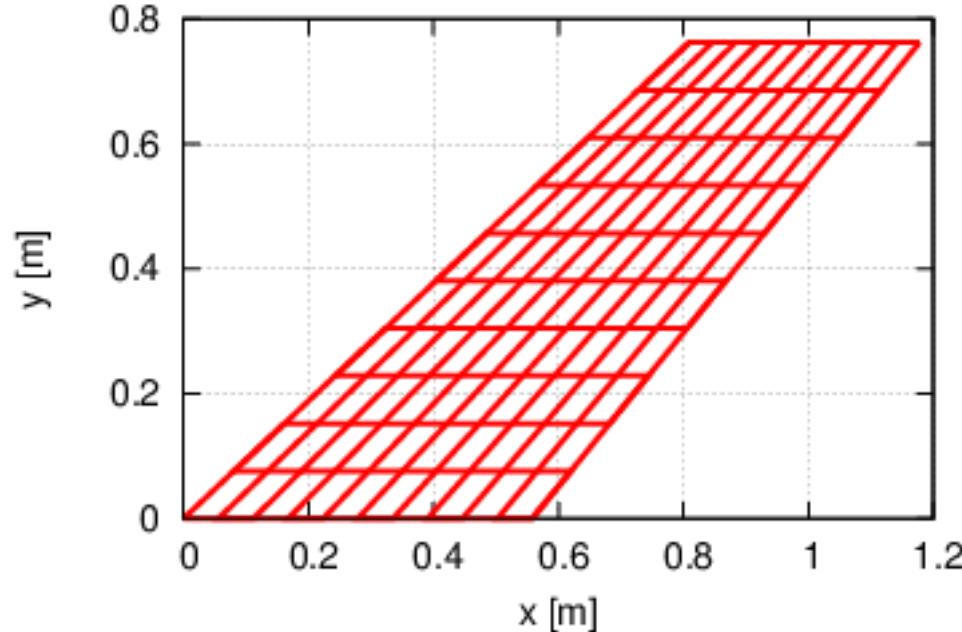
## ➤ Grid deformation

Interpolation method using function weighted by inverse distance

# AGARD445.6 Wing Structure Model

## ➤ Wing size

- Root chord : 0.558 [m]
- Span : 0.762 [m]
- Aspect ratio : 1.65
- Taper ratio : 0.66
- Sweepback : 45 [deg.]
- Airfoil : NACA65A004



## ➤ Yates's model\*

Mode		1st (bend)	2nd (torsion)	3rd (bend)	4th (torsion)	5th (bend)
Eigen frequency [Hz]	Computational data (Yates)	9.6	38.2	48.3	91.5	118.1
	Experimental data	9.6	38.1	50.7	98.5	-

\* E. Carson Yates Jr., ``AGARD Standard Aeroelastic Configuration for Dynamic Response I-Wing 445.6'', NASA TM 100492, 1987

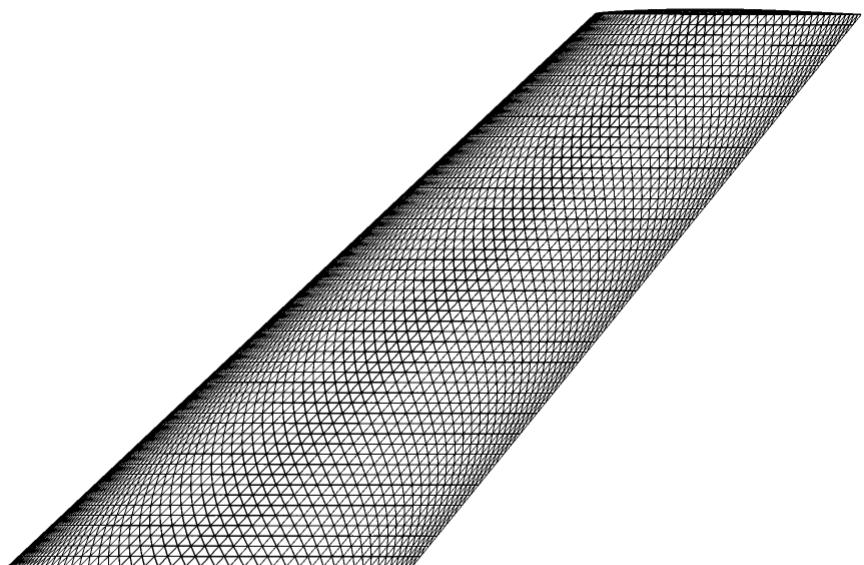
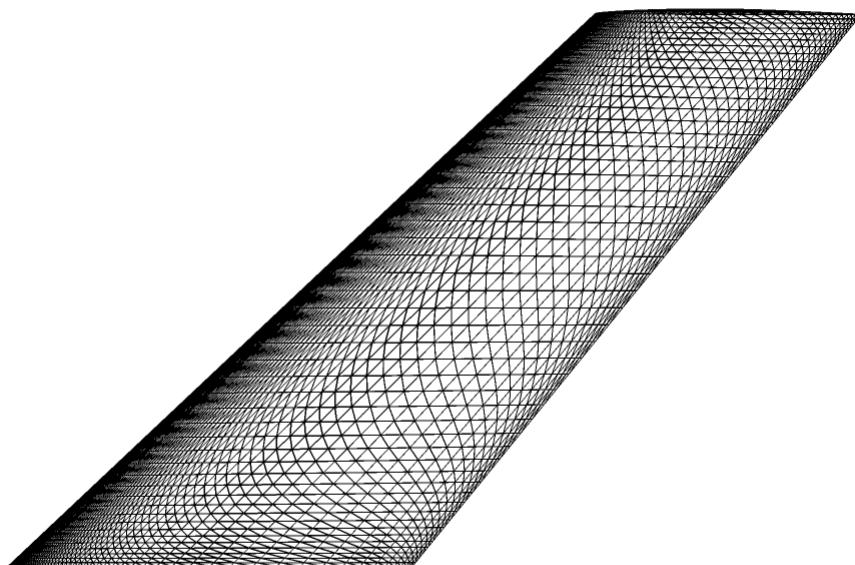
# Computational Grids

## ➤ Euler

- Tetrahedrons : 190,436
- Computational domain : 30 MAC

## ➤ RANS

- Tetrahedrons : 178,278
- Prisms : 310,464
- Computational domain : 30 MAC
- Off wall spacing :  $2.4 \times 10^{-5}$   
 $(y^+ \leq 2)$



# Computational Conditions

- Free stream condition
  - Mach number: 0.499, 0.678, 0.901, 0.960, 1.072, 1.141
  - AoA: 0.0 [deg.]
- Initial condition
  - Steady flow field solution
  - Tiny oscillation assumed in the 1st bending mode
- Criteria for ending inner iteration
  - $\Delta\rho < 10^{-7}$
- CFL number,  $\Delta t$ , inner iteration

	CFL( $\Delta t$ )	Inner iteration
Euler	50(0.0075)	8
RANS	400,000(0.05)	20

# Comparison of Flutter boundary

## Flutter Speed Index (FSI)

$$FSI = \frac{U_\infty}{b_s \omega_\alpha \sqrt{\bar{\mu}}}$$

$$\bar{\mu} = \frac{\bar{m}}{\rho_\infty v}$$

$U_\infty$

: Free stream velocity

$b_s$

: Half root chord

$\omega_\alpha$

: Eigen frequency (1st torsion)

$\bar{\mu}$

: mass ratio

$\bar{m}$

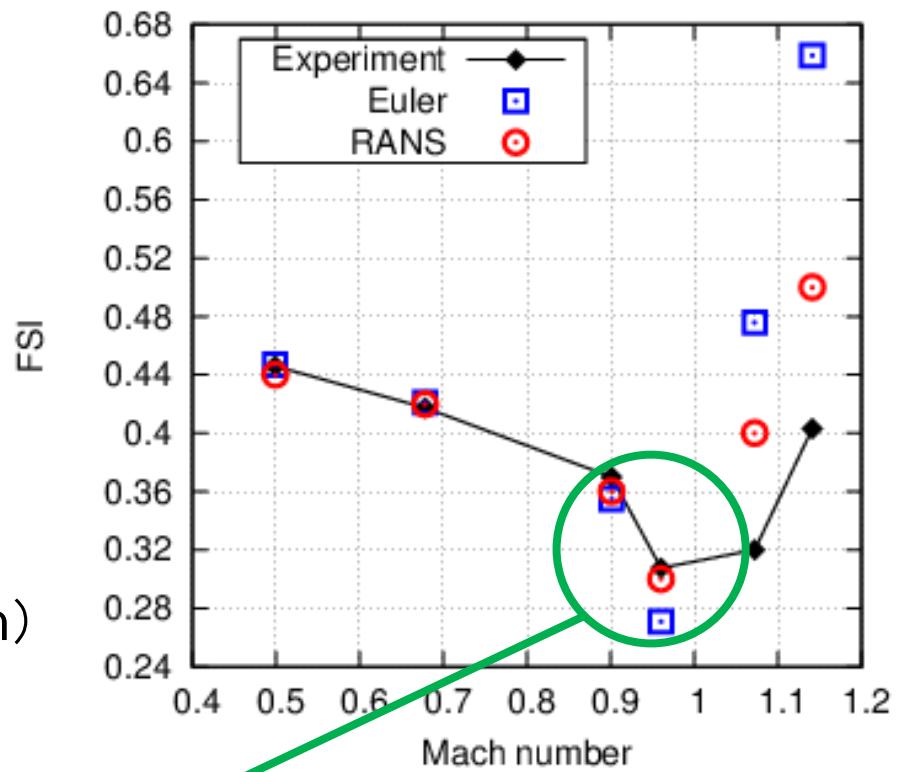
: Wing model mass

$\rho_\infty$

: Free stream density

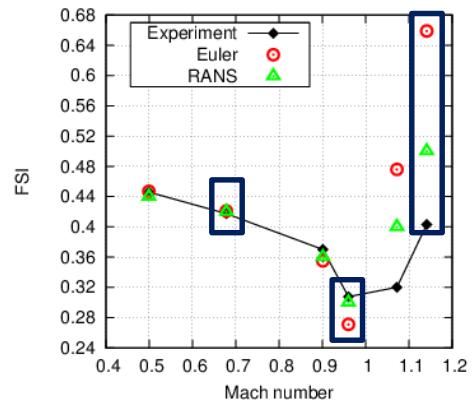
$v$

: Truncated cone volume



Transonic dip

# Distribution of $C_p$ on wing surface

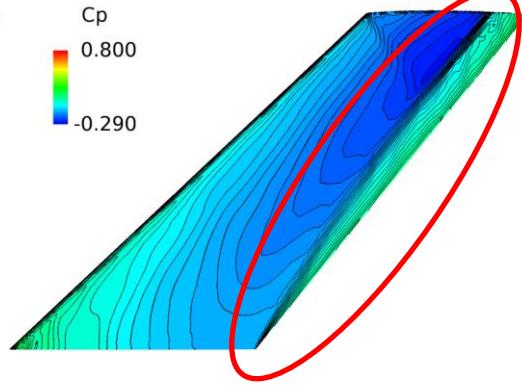
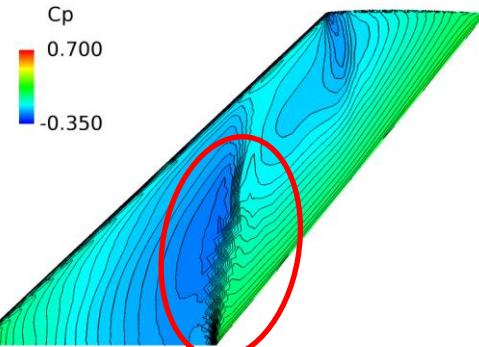
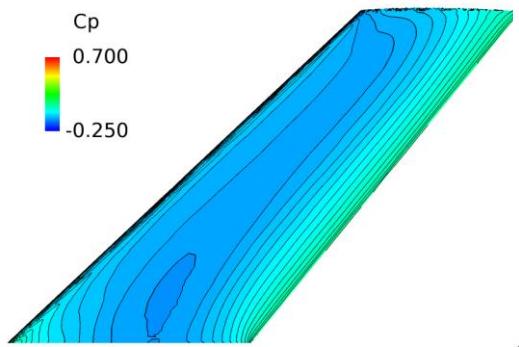


M=0.678

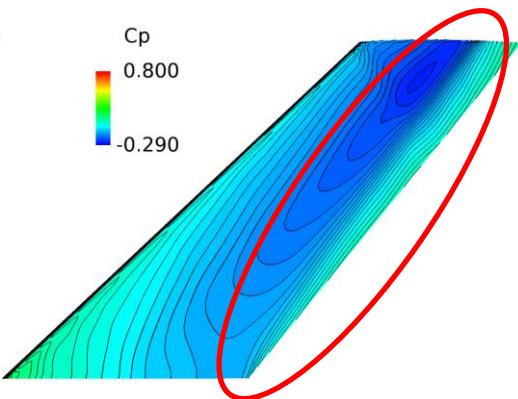
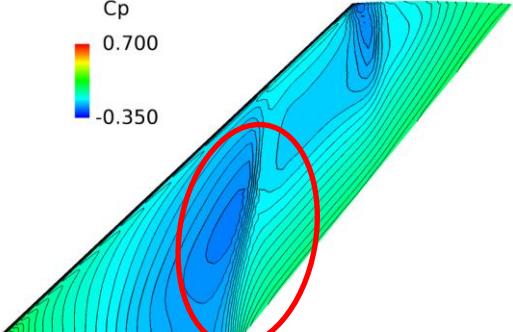
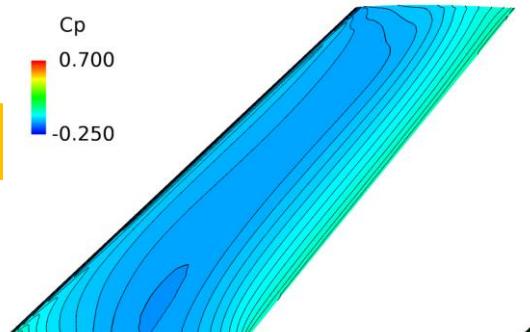
M=0.960

M=1.141

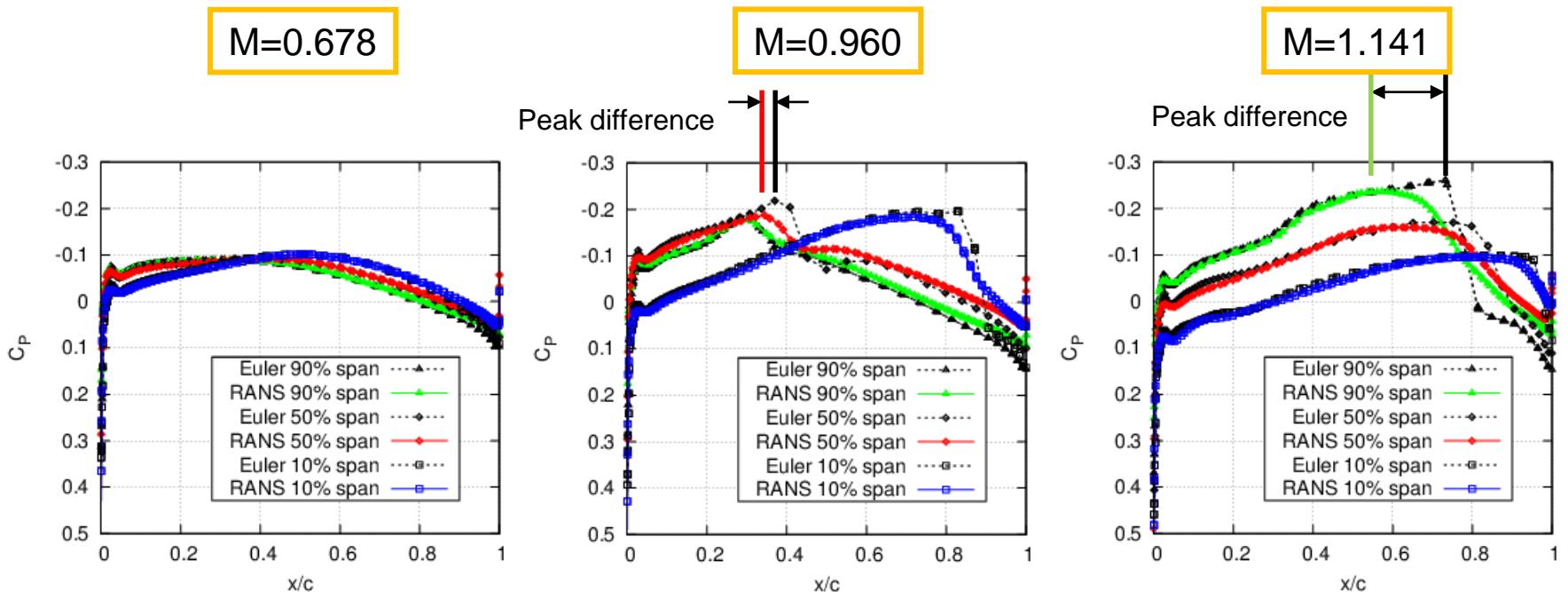
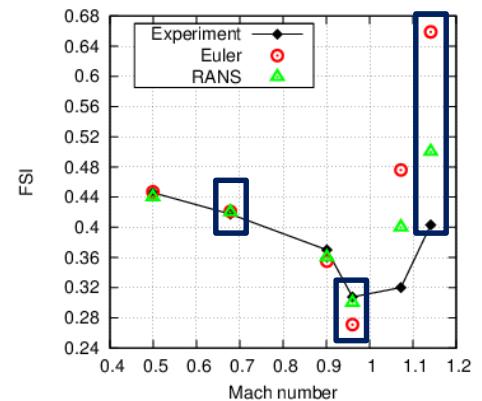
Euler



RANS



# Distribution of $C_p$ on several cross sections



- More dissipative shock wave in RANS
- Large Peak difference of negative  $C_p$  at supersonic

# Summary

- SV code is successfully extended to include:
  - ALE formulation
  - Unstructured hybrid meshes
- Code validation study for flowfield over NACA0012 airfoil in pitching motion
  - $C_n$  hysteresis loop is successfully reproduced when viscous effect is taken into account
- Fluid-structure interaction code is developed to consider AGARD445.6 weakened wing
  - Flutter boundary is reproduced for subsonic cases
  - Transonic dip phenomenon is well reproduced
  - Consideration of viscous effect obviously improves flutter boundary prediction at supersonic freestream, though some distinctions are yet remained

# Future Works

- Further study for AGARD445.6 wing flutter at supersonic freestream
  - Is RANS simulation adequate for quantitative prediction ?
  - Do we need to employ LES or DES ?
  - Is consideration of boundary layer transition necessary ?
- Examine several aeroelastic problems chosen from AIAA Aeroelastic Prediction Workshop for improving numerical methods
- Consideration of wing flutter with engines mounted on wing