

Session 10: Aeroelastic Simulations

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<http://fun3d.larc.nasa.gov>

FUN3D Training Workshop
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Learning Goals

- What this will teach you
 - The two methods of aeroelastic coupling with FUN3D
 - Static coupling with an external structural solver (linear or nonlinear structures)
 - Dynamic coupling to a self contained, mode-based, linear structures model
- What you will not learn
 - Projection of forces/displacements to/from CFD and FEM
 - Structural modeling or FEM usage
 - Lots of small details that we don't have time for here
- What should you already know
 - Basic steady-state, time-dependent, and dynamic-mesh solver operation and control, especially as pertains to deforming meshes
 - Basic flow visualization



Setting

- Background
 - Aeroelastic problems of interest that can be tackled with FUN3D fall into 2 general categories
 - Static: weak interaction between structures and aero; structural displacement asymptotes to a fixed level; coupling between CFD and CSD can be done infrequently - typically interested in accounting for the structural displacement on (say) cruise performance
 - Dynamic: the change in aero affects the structural deformation to the extent that there is an unsteady coupling between the two; coupling between CFD and CSD must be done frequently - prediction of flutter onset is the classic example
- Compatibility
 - Compatible with compressible flow; mixed elements; 2D/3D
- Status
 - Dynamic (flutter) analysis used fairly routinely; static much less so



Static Aeroelastic Coupling (1/4)

- Basic process
 1. Solver starts with a grid extending around a user-defined aeroelastic surface (collection of one or more grid boundaries)
 2. Solver reads in a new surface shape and deforms the mesh to fit
 3. Solver performs the requested number of iterations, and dumps out aerodynamic loads: C_p , C_{fx} , C_{fy} , C_{fz} (dT/dn also dumped out) to a Tecplot file
 4. Middleware (*not provided*), maps the aerodynamic loads at CFD grid points onto the mesh points used by the structural solver
 5. Structural solver computes new displacements from the airloads
 6. Middleware maps structural displacements onto CFD surface, and updates a specially-named Tecplot file (next slide)
 7. Back to step 2; repeat until converged - airloads and displacements
- Jamshid Samareh of NASA Langley provides middleware (“MASSOUD”) for this loads and deflection transfer



Static Aeroelastic Coupling (2/4)

- Surface file for FUN3D to read (overwritten/updated by middleware)
 - Naming convention: `[project].body1_timestep1`
 - Note: *must* be `body1_timestep1` for static aeroelastics
 - Tecplot formatted, FEPOINT style; webpage gives details, but file must contain the following variables: x, y, z, id
 - id is the index of the point in the global (raw) mesh (more later)
 - Use CLO `--read_surface_from_file` to have solver read file
 - Can use `--write_massoud_file` (more later) to generate a *template* for this file
- Airloads file output by FUN3D (to be read by middleware)
 - Naming convention: `[project]_ddfdrive_bndryN.dat`
 - Tecplot (ASCII), FEPOINT style; webpage gives details; the output variables are x, y, z, id, cp, cfx, cfy, cfz, T (temperature), and dT/dn
 - Use `--write_aero_loads_to_file` to have solver write this file



Static Aeroelastic Coupling (3/4)

- By default, `--write_aero_loads_to_file` will write one file per solid boundary; may group into bodies with the following in `fun3d.nml`:

```
&aero_loads_output
n_bodies = 2
nbndry(1) = 3
boundary_list(1) = '5 7 9'
nbndry(2) = 2
boundary_list(2) = '3 4'
/
```

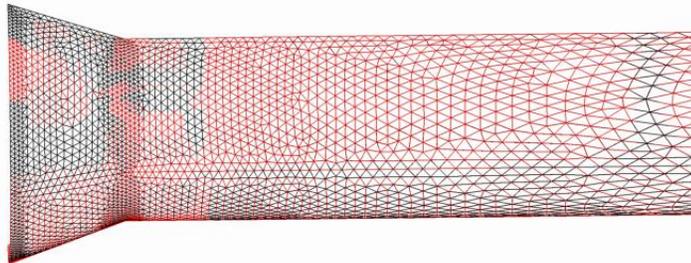
will result in files named `[project]_ddfdrive_bodyM.dat`

- To run a loosely coupled static aeroelastic case
 - Use `--aeroelastic_external`
 - Turns on both `--read_surface_from_file` and `--write_aero_loads_to_file`
 - Run solver in steady-state mode
- In principle, process will work if applied every time step of a time-accurate simulation; however, current file I/O method is very inefficient for this



Static Aeroelastic Coupling (4/4)

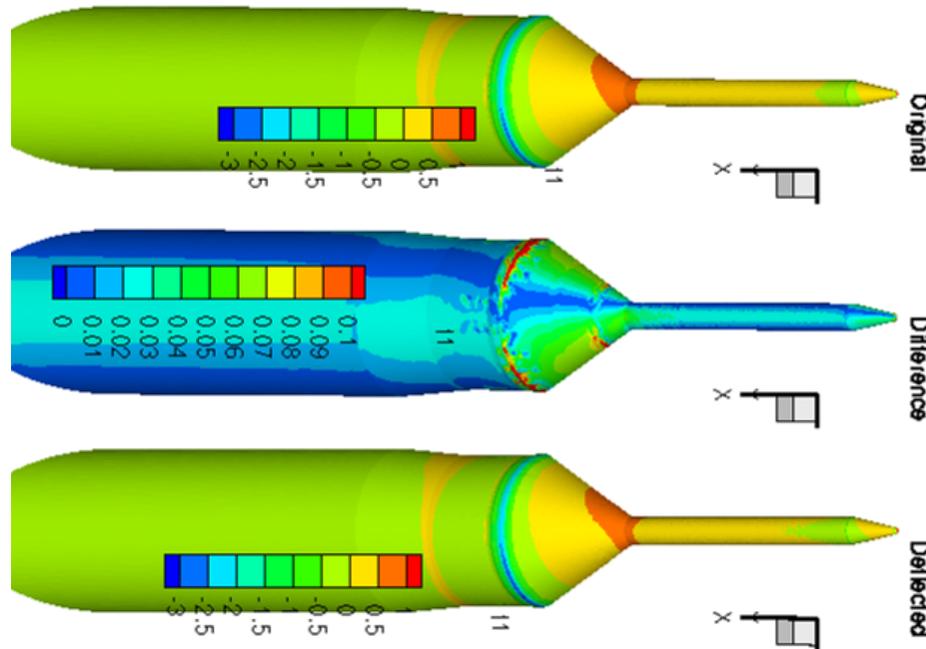
Early Application of Static Aeroelastics: Deflection of Launch Vehicle WT Model



Red: Undeformed Surface
Black: 1st Deflected Surface from FEM



Red: Undeformed Surface
Black: 1st Deflected Surface from FEM



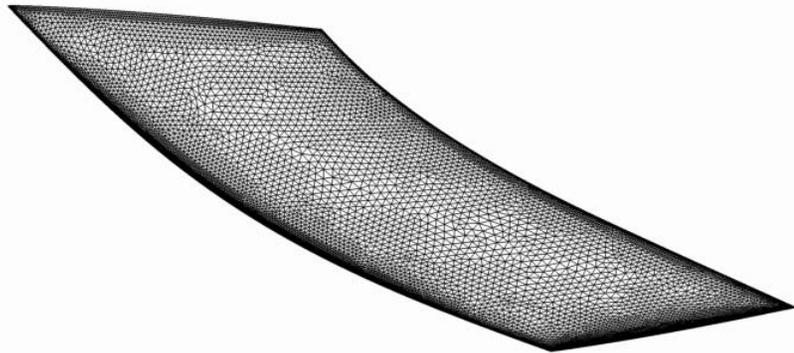
Dynamic Aeroelastic Coupling (1/6)

- For tightly coupled, time-accurate aeroelastic modeling, FUN3D relies on a modal decomposition approach - *same implementation as CFL3D*
 - “Small” deflections are assumed, allowing the deflected shape to be constructed as a *linear* combination of “mode shapes”- suitable for flutter *onset*, but not large deflections that occur as flutter escalates
 - A *nonlinear* aerodynamics model is used (FUN3D), so effects of shocks and viscosity can be captured
 - Structural dynamic response is decomposed into eigenmodes of known frequency (extracted a priori from an FEM model)
 - Typically only a limited set of the “important” eigenmodes is retained for dynamic aeroelastic analysis
 - Middleware (*not provided*) maps eigenmodes onto CFD surface in a one-time preprocessing step; at startup FUN3D reads these
 - Aerodynamics at current time step determine the weight applied to each eigenmode; current shape is weighted sum of eigenmodes

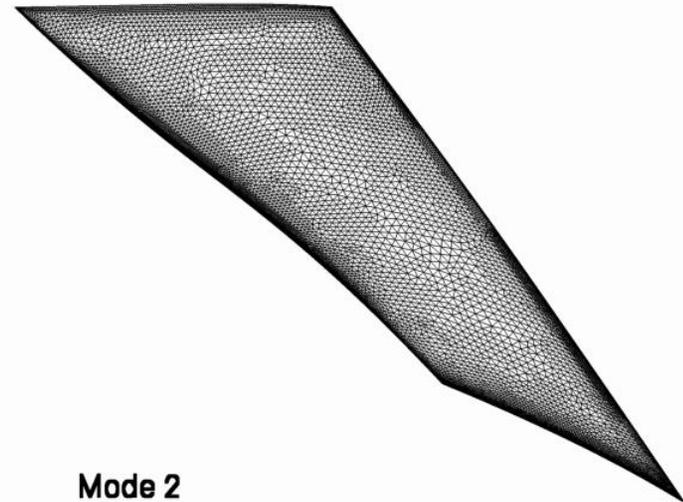


Dynamic Aeroelastic Coupling (2/6)

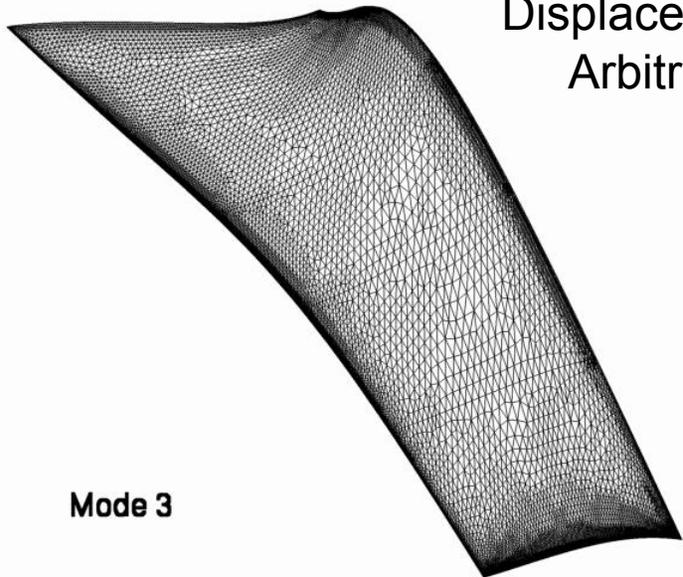
AGARD Wing 445 Mode Shapes



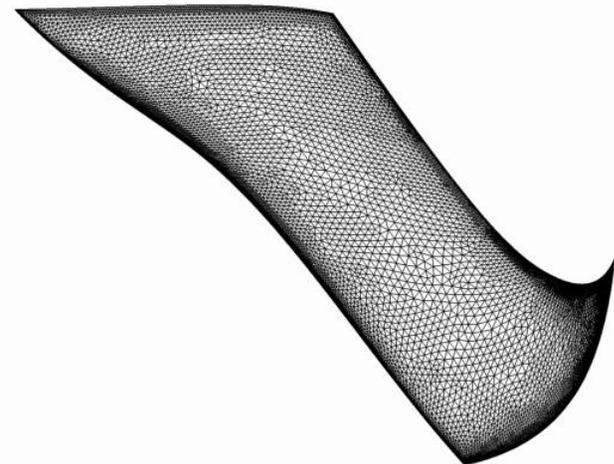
Mode 1



Mode 2



Mode 3



Mode 4

Vertical
Displacements
Arbitrary



Dynamic Aeroelastic Coupling (3/6)

- File nomenclature / format for mode shape input files
 - Can have multiple aeroelastic bodies (in contrast to static case) though usually only one is used
 - For each aeroelastic body, each mode shape is in a different file:
[project].bodyB_modeM
 - Files are ASCII Tecplot files, similar to those input for static aeroelastic analysis, only now have modal amplitudes tacked on:

```
TITLE="wing-445.6 Mode 1"
```

```
VARIABLES= "x" "y" "z" "id" "xmd" "ymd" "zmd"
```

```
ZONE I= 57286 , J= 101359 , F=FEPOINT
```

```
0.109050E+01 -0.650348E+00 -0.294021E-01 17 0.000000E+00 0.000000E+00 0.869050E-01  
0.691189E+00 -0.650348E+00 0.000000E+00 18 0.000000E+00 0.000000E+00 0.448300E-01  
0.000000E+00 0.000000E+00 0.000000E+00 23 0.000000E+00 0.000000E+00 -0.276958E-02  
0.438172E+00 0.000000E+00 -0.322640E-01 24 0.000000E+00 0.000000E+00 0.365961E-03
```

- Can use `--write_massoud_file` (more later) to generate a template file with x,y,z, and id to which the middleware can append modal amplitudes



Dynamic Aeroelastic Coupling (4/6)

- Highlights of `moving_body.input` file – see webpage for all the details

```
&body_definitions
...           ! define bodies as collection of surfaces
  motion_driver(1) = 'aeroelastic'
  mesh_movement(1) = 'deform'
/
&aeroelastic_modal_data ! below, b = body #, m = mode number
  plot_modes = .true.   ! can tecplot to verify mode shapes read correctly
  nmode(b)    = 4       ! one body, 4 modes
  uinf(b)     = 973.4   ! free stream velocity (ft/s)
  grefl(b)    = 1.00    ! scale factor ft/grid unit i.e  $L^*_{ref}/L_{ref}$ 
  qinf(b)     = 89.3    ! free stream dynamic pressure, psf
  freq(m,b)   = 60.3135016 ! mode frequency (rad/s)
...           ! skip remaining 3 modes for space
  gmass(m,b)  = 0.08333 ! generalized mass (nondim)
...
  damp(m,b)   = 0.000   ! Critical damping ratio, z (nondim) (use large value
...           ! 0.99999 to obtain static aeroelastic deflections)
  gvel0(m,b)  = 0.1     ! nonzero initial velocity to kick off dynamic
...           ! response; set = 0 on restart - don't kick me twice
/
```



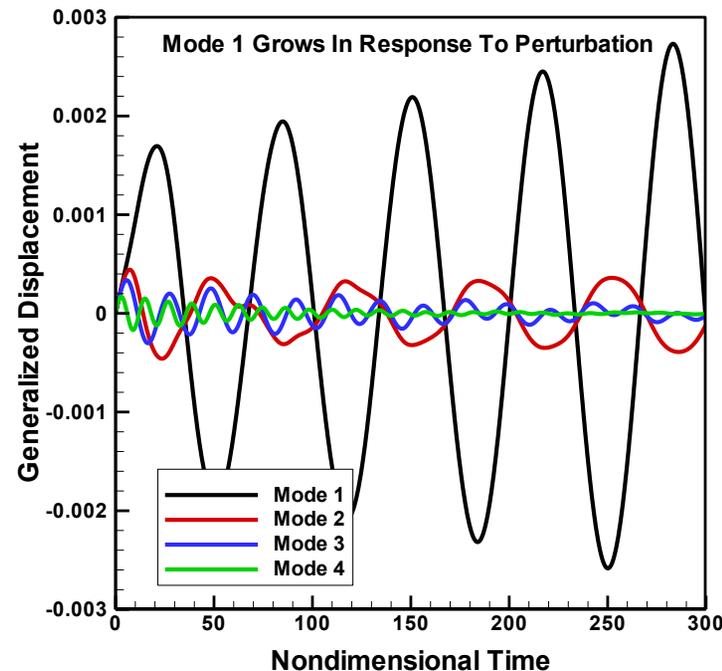
Dynamic Aeroelastic Coupling (5/6)

- Output of generalized force, displacement and velocity into files: `aehist_bodyN_modeM.dat` (ASCII Tecplot)

```
# qinf = 8.93000E+01 uinf = 9.73400E+02 Mach = 9.00000E-01
variables = "time", "gdisp", "gvel", "gforce"
zone t = "modal history for airfoil, mode 1"
0.00000E+00 0.00000E+00 1.00000E-01 0.00000E+00
3.00000E-01 2.77139E-05 9.98227E-02 -9.81176E-02
6.00000E-01 5.53548E-05 9.94742E-02 -8.60835E-02
```

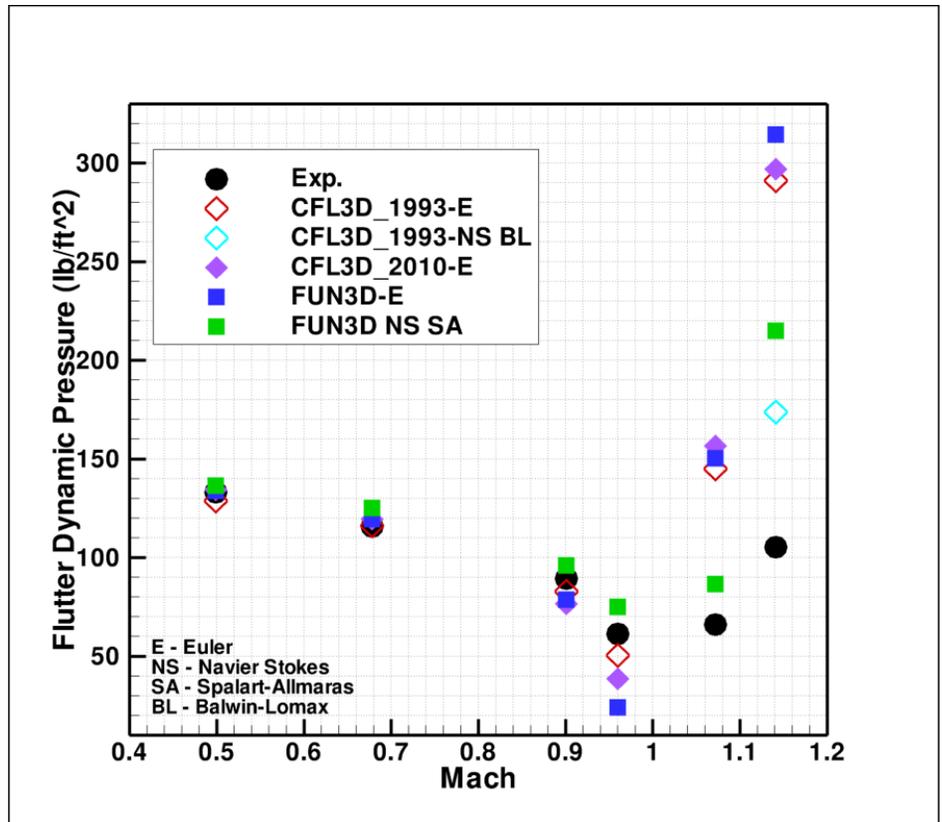
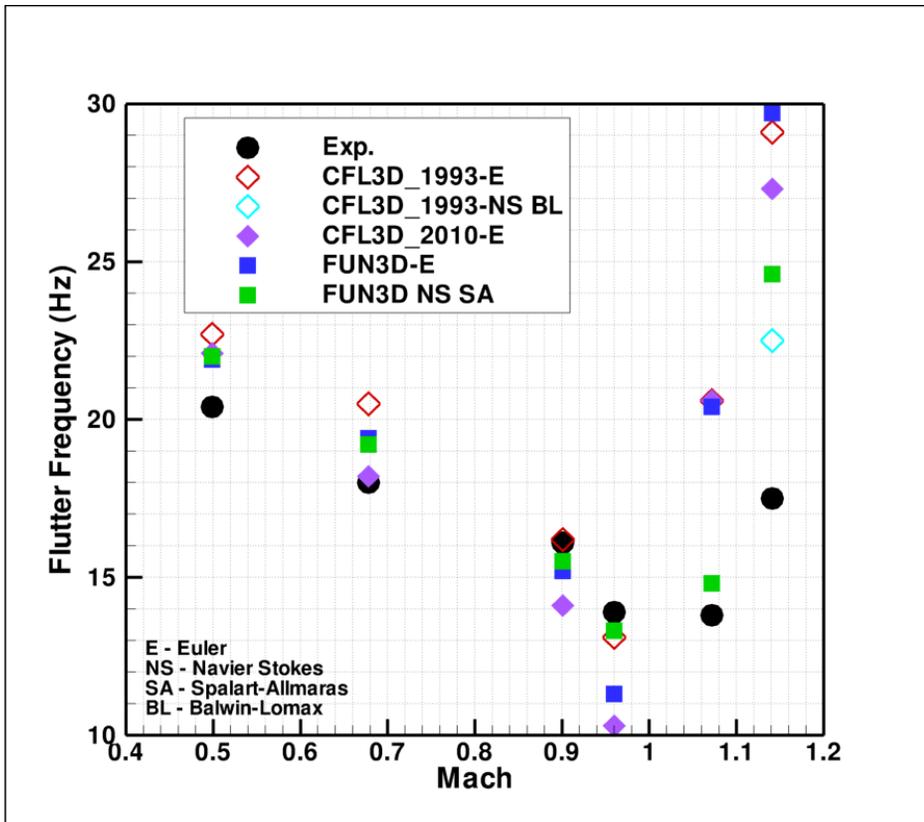
...

Typical plot to assess dynamic response to disturbance (initial perturbation in gvel)



Aeroelastic Analysis of AGARD 445.6 Wing

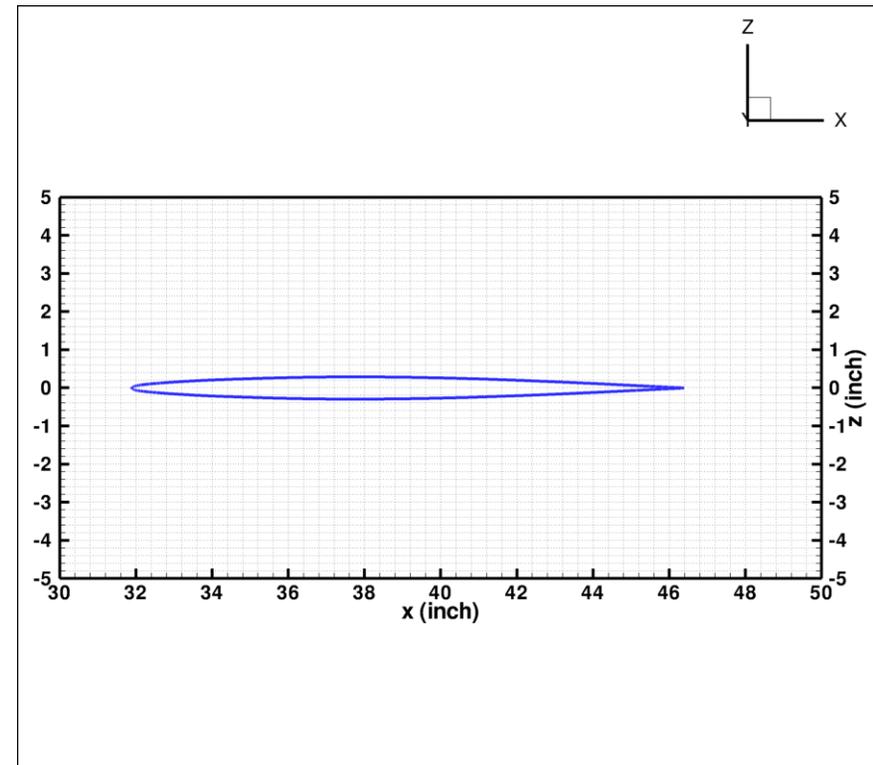
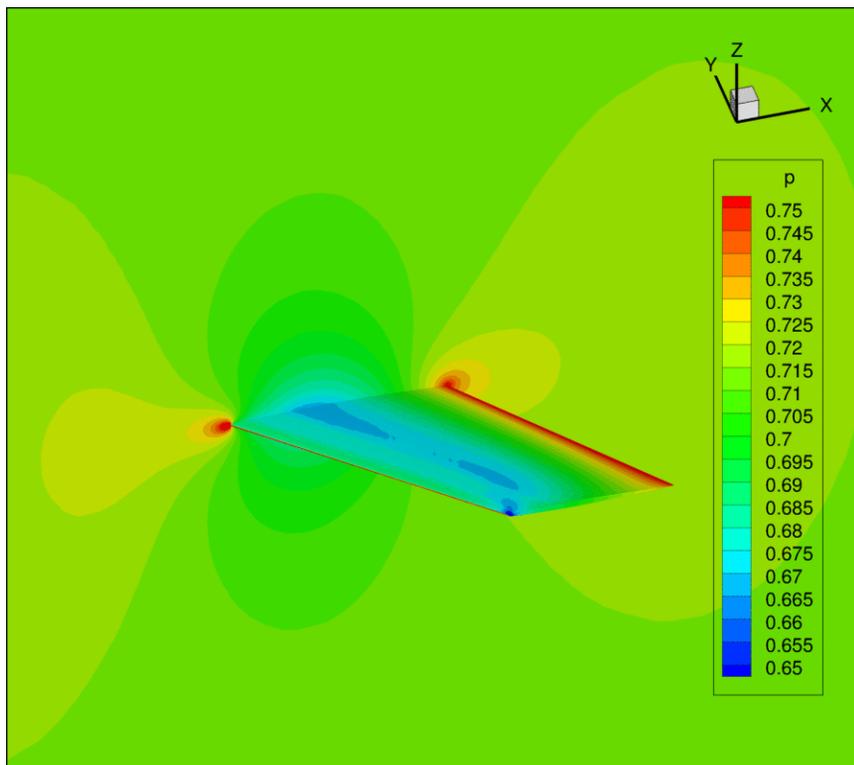
Results Courtesy Pawel Chwalowski, Aeroelasticity Branch, NASA Langley



Aeroelastic Analysis of AGARD 445.6 Wing

Results Courtesy Pawel Chwalowski, Aeroelasticity Branch, NASA Langley

Inviscid Flow Mach=0.901, Flutter condition, $Q = 78.6$ psf



Creating A “MASSOUD” File

- Either approach for aeroelastic simulations requires that the surface file or mode-shape file read by FUN3D have an identifier (“id”) that indicates the number of that surface point in the global (raw) grid; middleware needs to preserve this id when updating surface x,y,z values
- Use the command line option `--write_massoud_file`
 - By default, this will result in a separate file for each solid boundary named `[project]_massoud_bndryN.dat` (ASCII Tecplot file)
 - In the `fun3d.nml` file, the user may group selected boundaries into “bodies” for output with (e.g.):

```
&massoud_output
n_bodies = 2
nbndry(1) = 3
boundary_list(1) = '5 7 9'
nbndry(2) = 2
boundary_list(2) = '3 4'
/
```

which gives `[project]_massoud_bodyM.dat` for each body -
can be used as a template for the input surface file



Additional Considerations

- Be especially careful with dimensions since at one point or another exchange must be done between CFD and FEM - need to ensure consistency!
- Note that frequencies increase in the higher modes; choose time steps accordingly



List of Key Input/Output Files

- Beyond basics like `fun3d.nml`, `[project]_hist.tec`, etc.:
- Input
 - `moving_body.input`
 - `[project].body1_timestep1` (with CLO)
 - `[project].bodyB_modeM` (modal structures only)
- Output
 - `ahist_bodyB_modeM.dat` (modal structures only)
 - `[project]_ddfdrive_bndryN.dat` (with CLO)



Troubleshooting/FAQ

- Is there anything I can do to speed up mesh deformation?
 - Try using `--restart_deformation` - restarts deformation at each step from previous elasticity solution; probably not a good idea for large deformations, but for small deformations can be OK



What We Learned

- Overview of two approaches for aeroelastic analysis with FUN3D
 - Steady-state loose coupling for static aeroelastic simulations – objective being to include the effect of the final deflected shape on the aerodynamics
 - Time-dependent tight coupling (with linear structural model using mode shapes) – objective typically being flutter-onset prediction
- Broad-brush treatment here to try and gain some additional time for rotorcraft session (next) - which covers another aspect of the aeroelastic capability in FUN3D

