Airfoils for Structures - Passive and Active Load Control for Wind Turbine Blades

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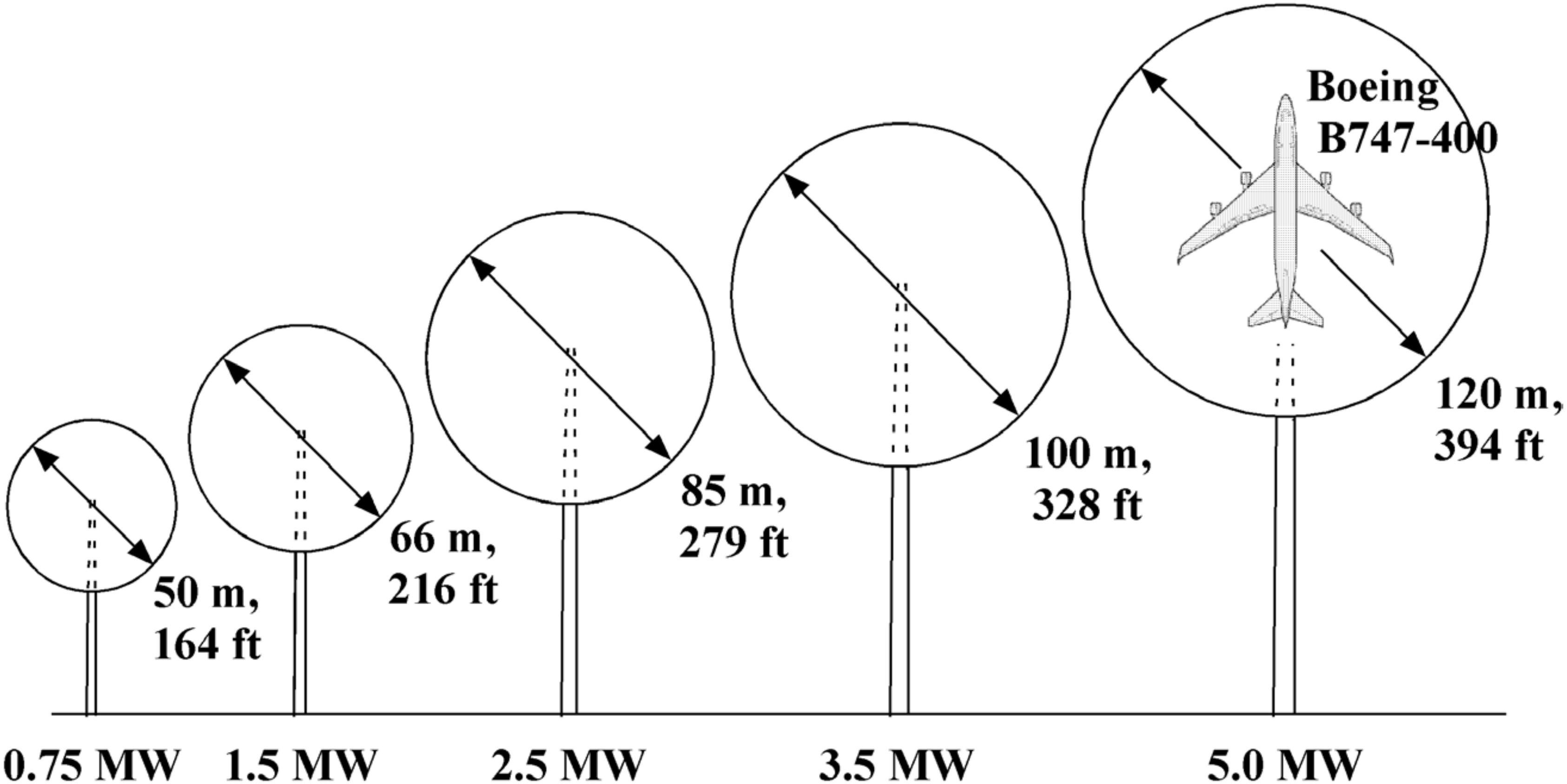
HAWT Size and Power Trends



Motivation

- Novel approaches are needed to reduce growth in blade mass with blade length
  - Mass $\propto$ Length^3 whereas Power $\propto$ Length^2
- Blade design methodology must be adapted to deal with resulting design challenges:
  - Past: Aero design $\longrightarrow$ Structural design
  - Required: Structural design $\longrightarrow$ Aero design
- With design focus on turbine mass and cost for given performance, need may arise for passive and active techniques to control the flow and the loads on the blades/turbine
- To maximize the overall system benefits of these techniques, load control should be included from the onset
- This presentation will summarize passive and active flow/load control techniques with a focus on our activities in these areas

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Outline

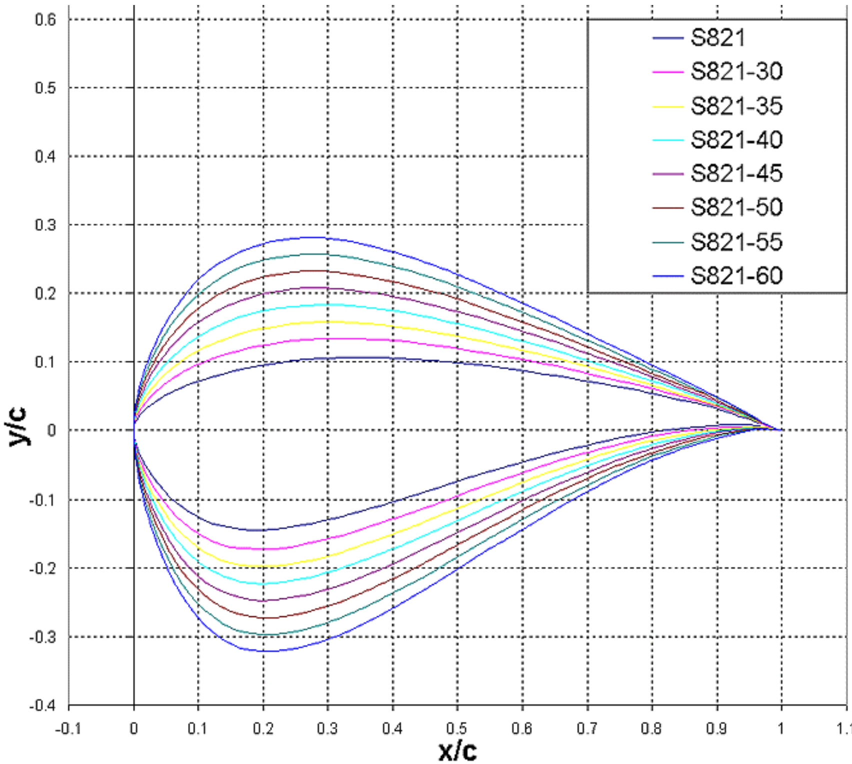
- Passive flow/load control
  - Overview of concepts
  - Blunt trailing edge/flatback airfoils
- Active flow/load control
  - Overview of concepts
  - Microtab concept
- Concluding remarks

Passive Flow/Load Control

- Passively control the aerodynamic loading to:
  - improve the performance of the turbine
  - mitigate the loads on the structure
  - reduce the stress levels in the structure
- Passive load control techniques:
  - Laminar flow control
  - Passive porosity
  - Riblets
  - Vortex generators
  - Stall strips
  - Gurney flaps
  - Serrated trailing edges
  - Aeroelastic tailoring
  - Special purpose airfoils (restrained max. lift; high lift; flatback)
- Passive load control is extensively used in wind turbine design, for the most part focused on power production
- Focus on different type of special purpose section shape for blade root region

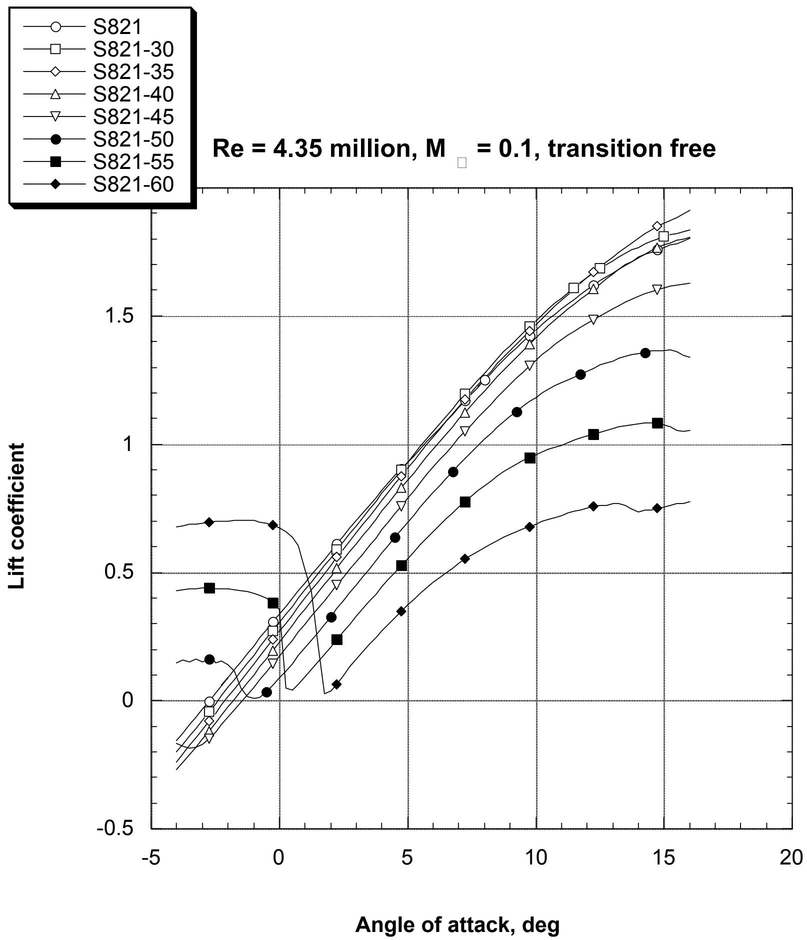
Airfoil Thickness Study

- Baseline airfoil is S821 (t/c = 24%)
- Camber distribution is constant
- Maximum thickness ratio is systematically increased from 0.24 to 0.60
- MSES used for aerodynamic analysis

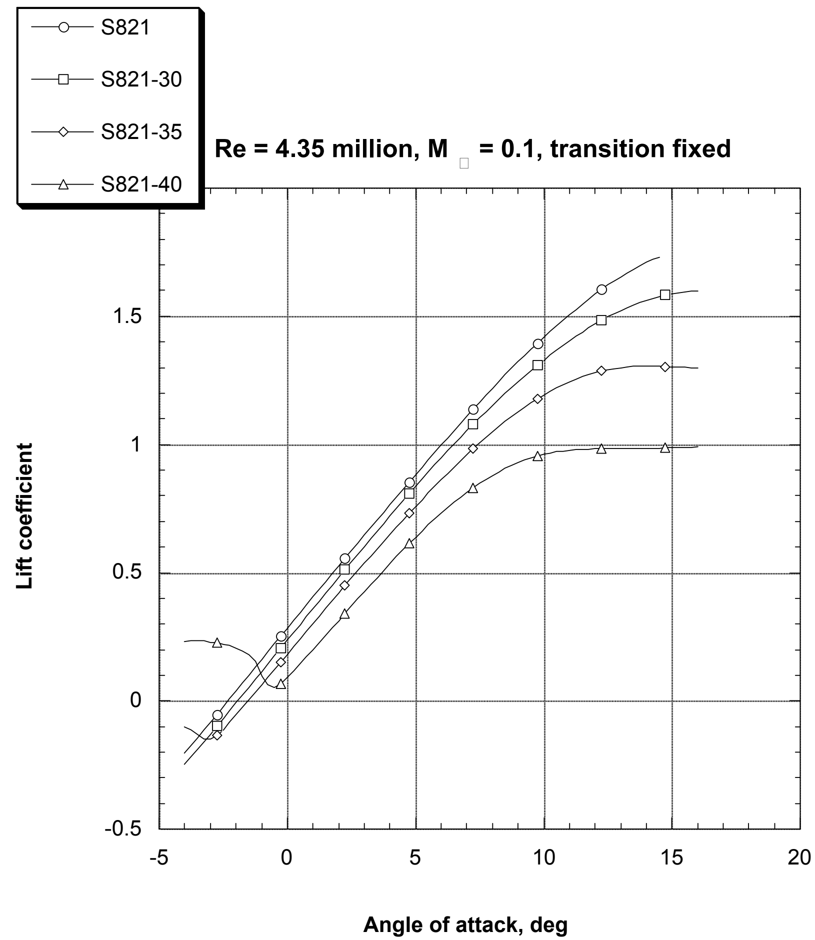


Thickness Effect on Lift

Re = 4.35 x 10^6, MSES



Transition free (Clean surface)



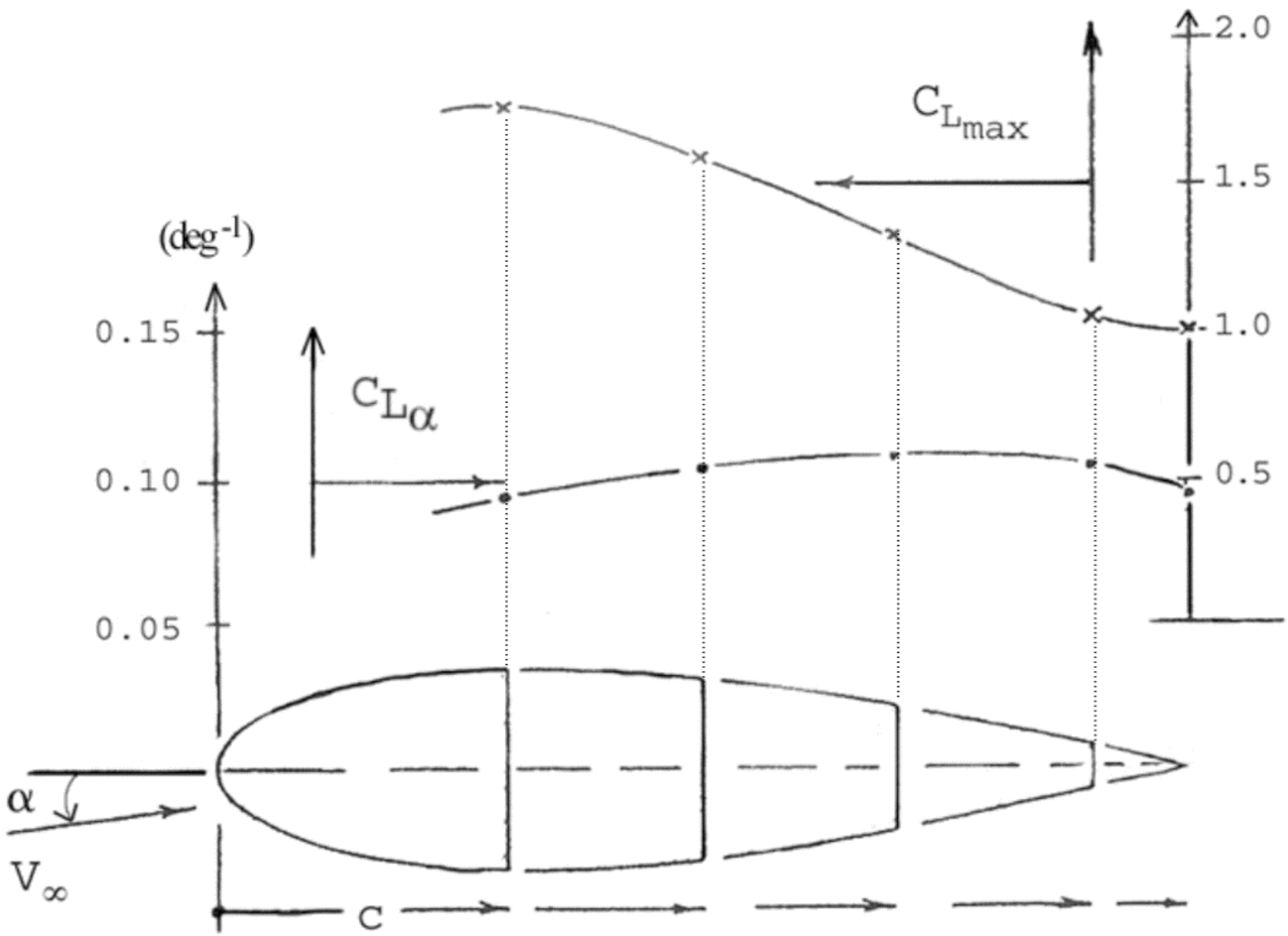
Transition fixed (Soiled surface)

Thickness Effect Conclusions

- Loss in maximum lift due to surface roughness is encountered for airfoils with $t/c >$ approx. 0.26
- At clean surface conditions, maximum lift coefficient peaks at $t/c = 0.35$ and lift-to-drag ratio peaks at $t/c = 0.30$
- Results back general view that maximum thickness ratios greater than 26% are deemed to have unacceptable performance characteristics
- One way to improve performance characteristics of thick airfoils is by installing vortex generators on suction surface
- Are there any other options?

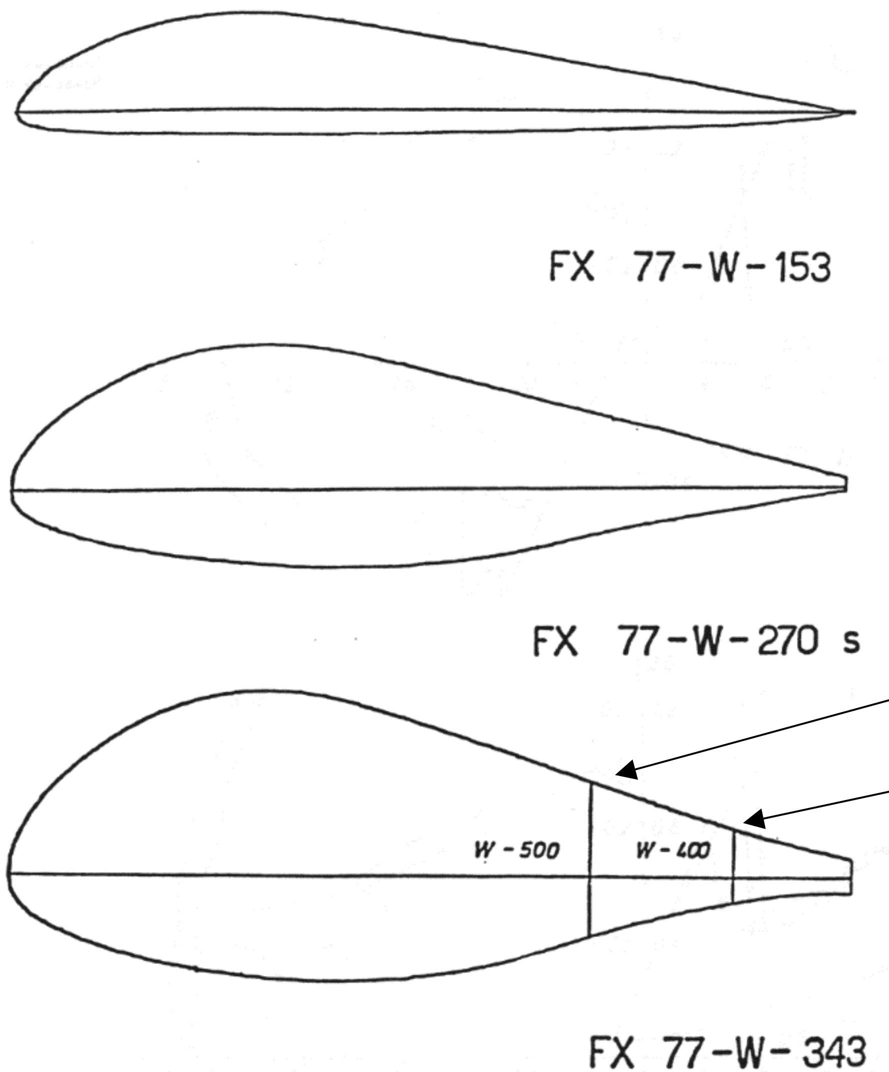
Blunt Trailing-Edge on Gö-490

Hoerner & Borst (1985)



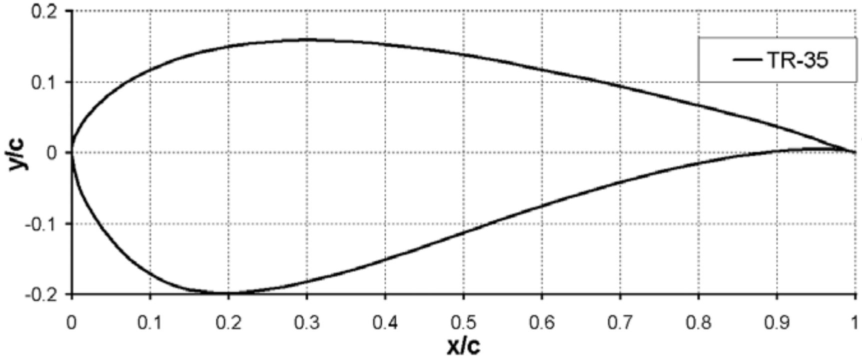
Wortmann FX-77-W-xxx Truncated Airfoils

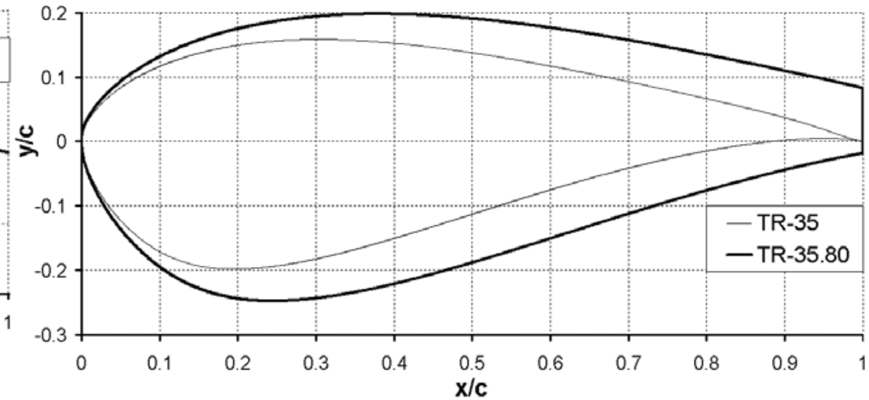
Timmer (1992)

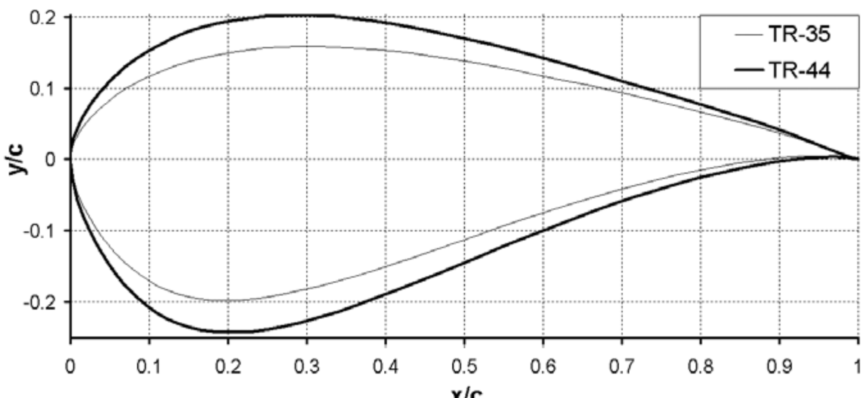


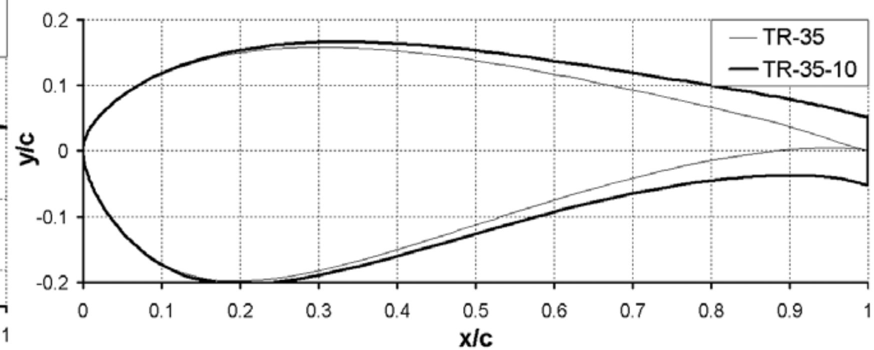
- Wortmann developed a series of truncated airfoils in the late 1970's
- The FX-77 series were applied to provide section shapes for the inboard region of the DEBRA 25, a variable pitch 100 kW wind turbine
- High maximum lift values were measured for the thick truncated airfoils

TR Series Airfoils





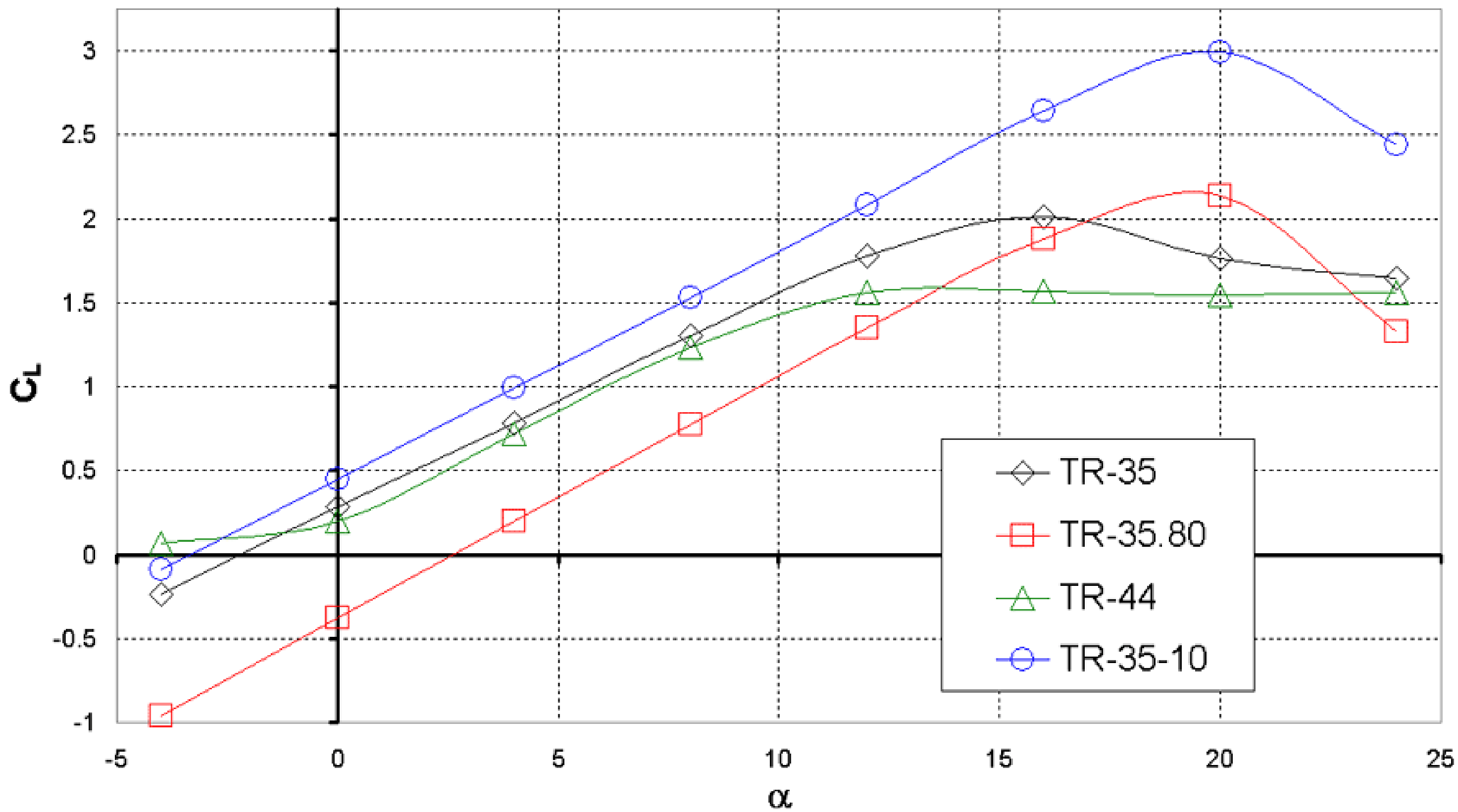




- TR-35 is baseline sharp-trailing edge, cambered airfoil with t/c = 35%
- TR-35.80 is TR-35 truncated at x/c = 0.80 resulting in t/c = 44%, t_{TE}/c = 10%
- TR-44 is sharp-trailing edge, cambered airfoil with t/c = 44%
- TR-35-10 is blunt trailing-edge airfoil with t/c = 35%, t_{TE}/c = 10%

Effect of Trailing-Edge Modification on Lift

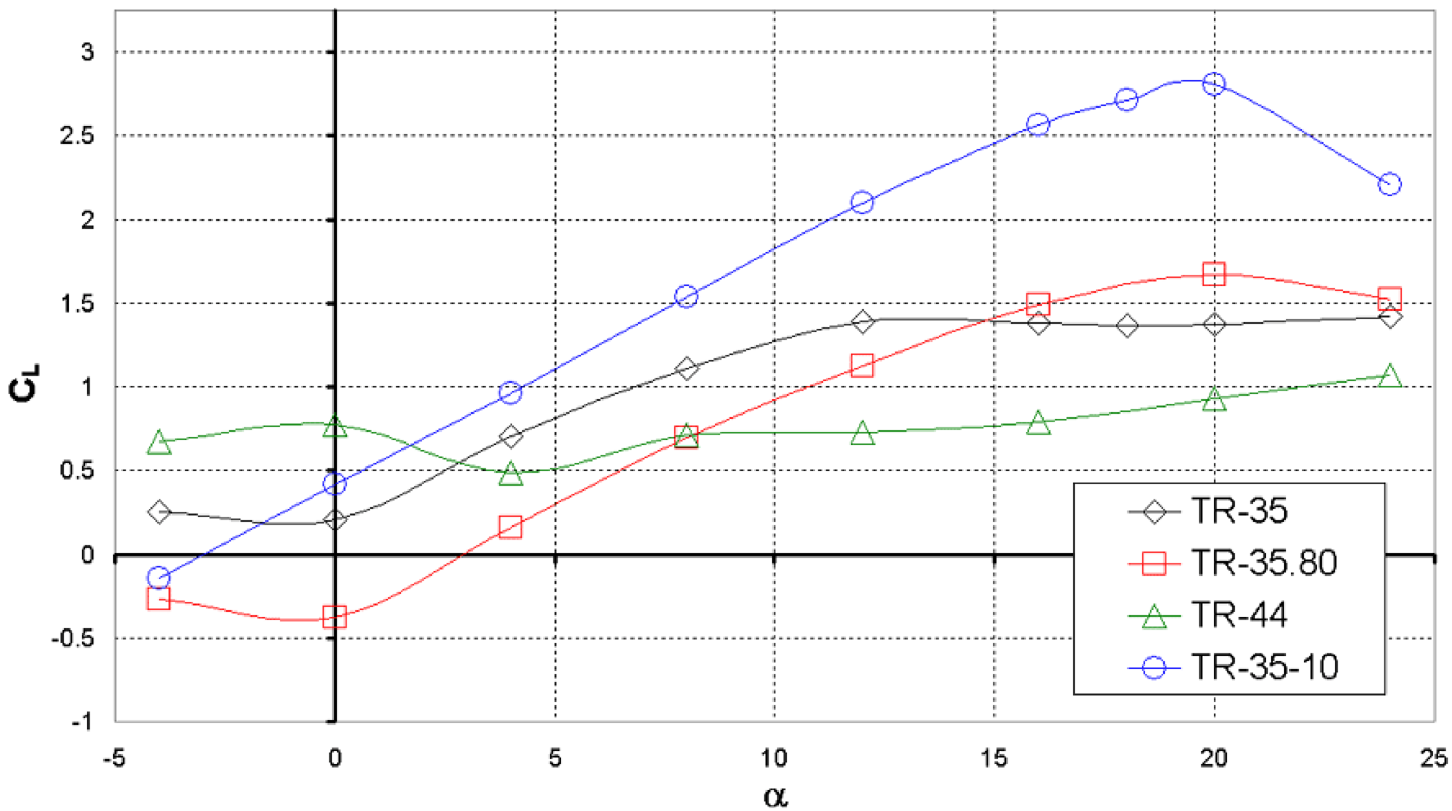
Re = 4.5 x 10^6, Clean, ARC2D



- Truncating cambered airfoil (TR-35 → TR-35.80) results in loss of camber and, hence, loss in lift
- TR-35.80 has significantly higher maximum lift than TR-44
- TR-35-10 shows superior lift performance over entire angle-of-attack range

Effect of Trailing-Edge Modification on Lift

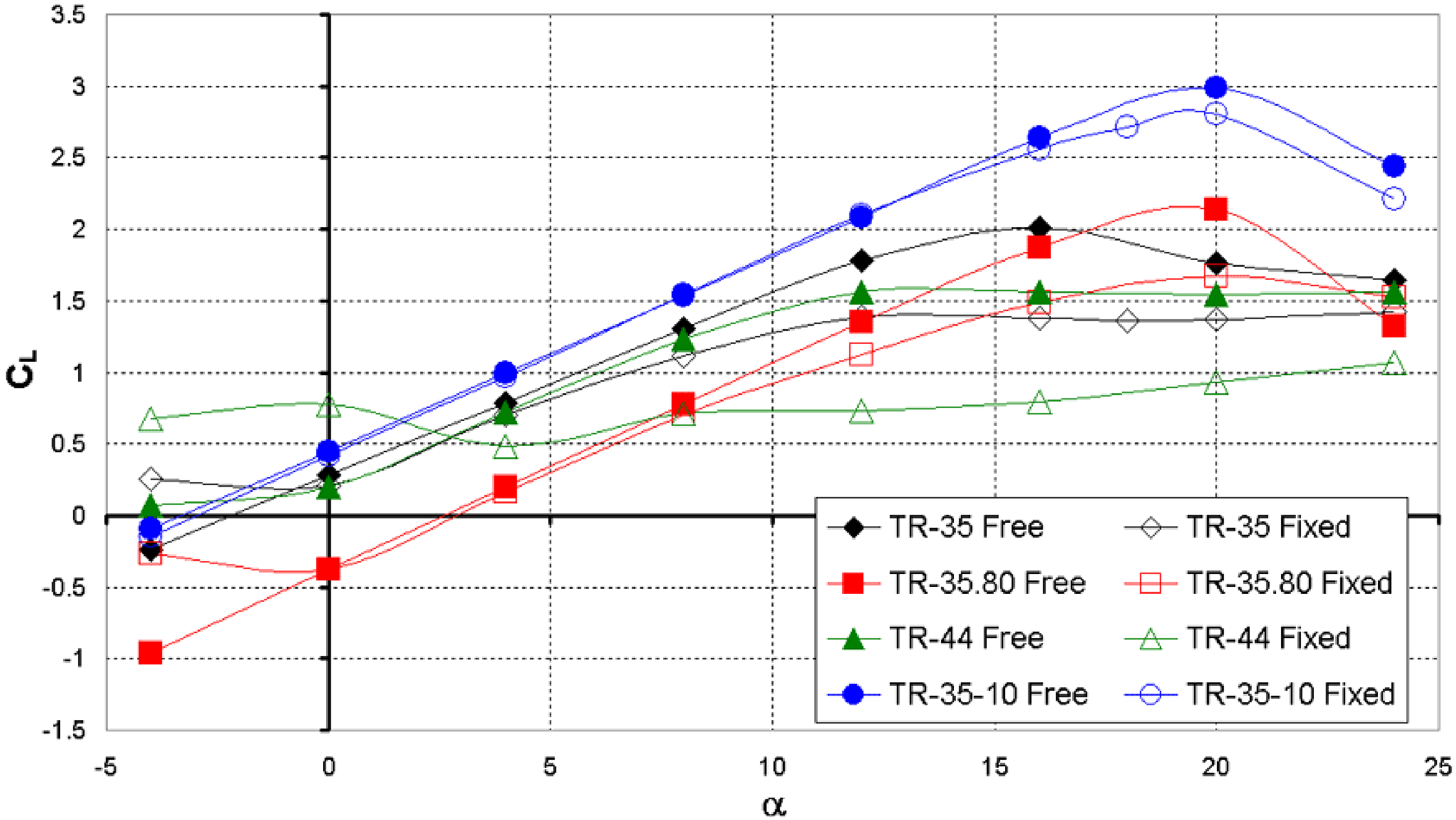
Re = 4.5 x 10^6, Soiled, ARC2D



- Boundary layer transition due to leading-edge soiling on thick blades leads to premature flow separation and as a result loss in lift and increase in drag
- Blunt trailing edge causes a delay in flow separation and mitigating the loss in lift

Effect of Soiling on Lift

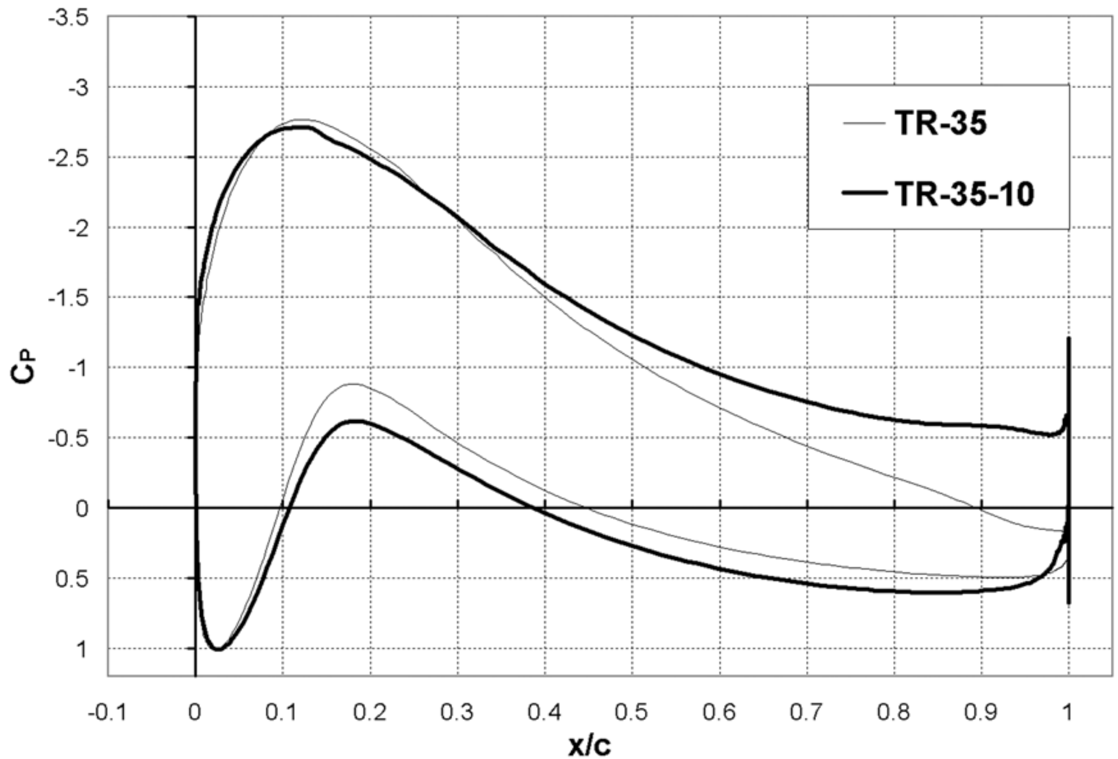
Re = 4.5 x 10^6, Clean, ARC2D



- Lift performance of TR-35-10 is hardly affected by soiling
- Other airfoils nearly incapable of generating lift at soiled conditions

Effect of Blunt Trailing Edge Modification on Pressure Distribution

Re = 4.5 x 10^6, α = 8°, Clean

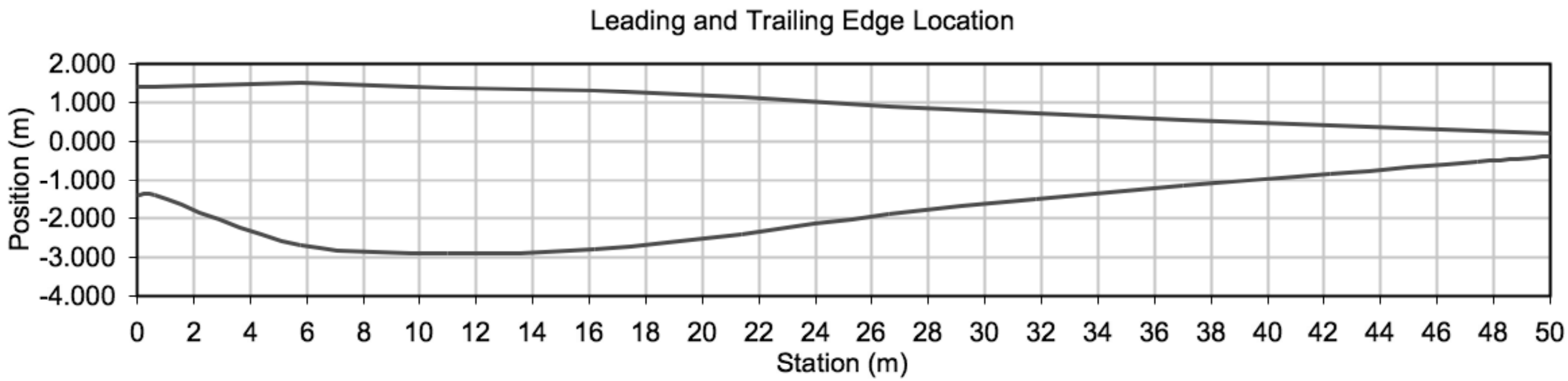


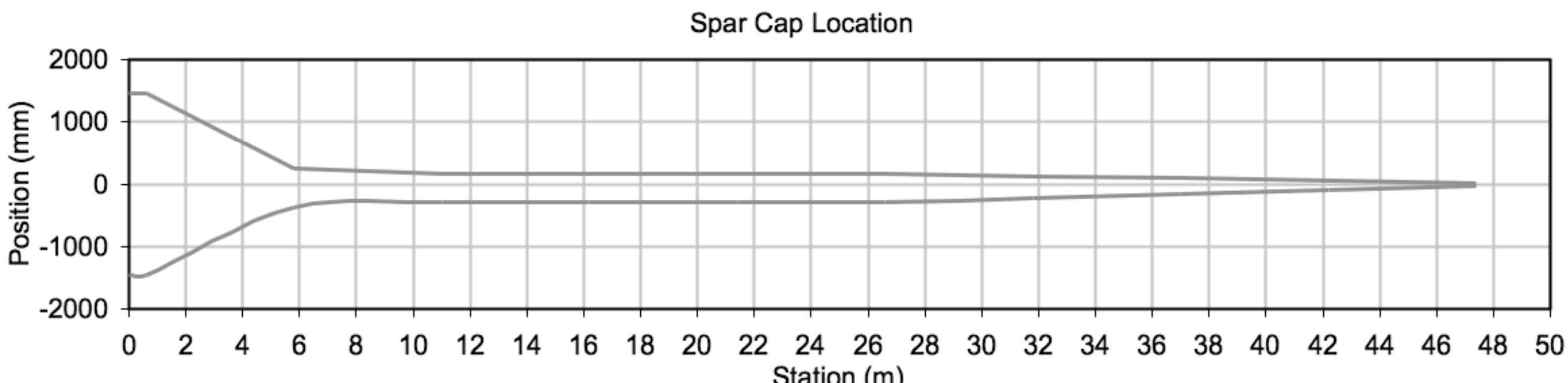
- Time-averaged pressure distributions of the TR-35 and TR-35-10 airfoils
- Blunt trailing edge reduces the adverse pressure gradient on the upper surface by utilizing the wake for off-surface pressure recovery
- The reduced pressure gradient mitigates flow separation thereby providing enhanced aerodynamic performance

Passive Flow/Load Control Conclusions

- Passive control is used extensively in the design of wind turbine blades
- One example of flow control for the blade root region of large wind turbine blades is the blunt trailing edge (or flatback) airfoil concept
- The incorporation of a blunt trailing edge for thick airfoils is beneficial for following reasons:
  - Improves aerodynamic lift performance (C_{Lmax}, $C_{L\alpha}$, reduced sensitivity to transition)
  - Allows for very thick sections shapes to be used (t/c >> 30%) → lower stress levels in structure
  - Reduced chord for given maximum thickness can mitigate large blade transportation constraints
- Trailing edge may need to be treated for reduction of base drag, flow unsteadiness and noise
- Truncation of cambered section shapes is not a good idea because it leads to changes in camber and maximum thickness-to-chord ratio resulting in reduced lift performance

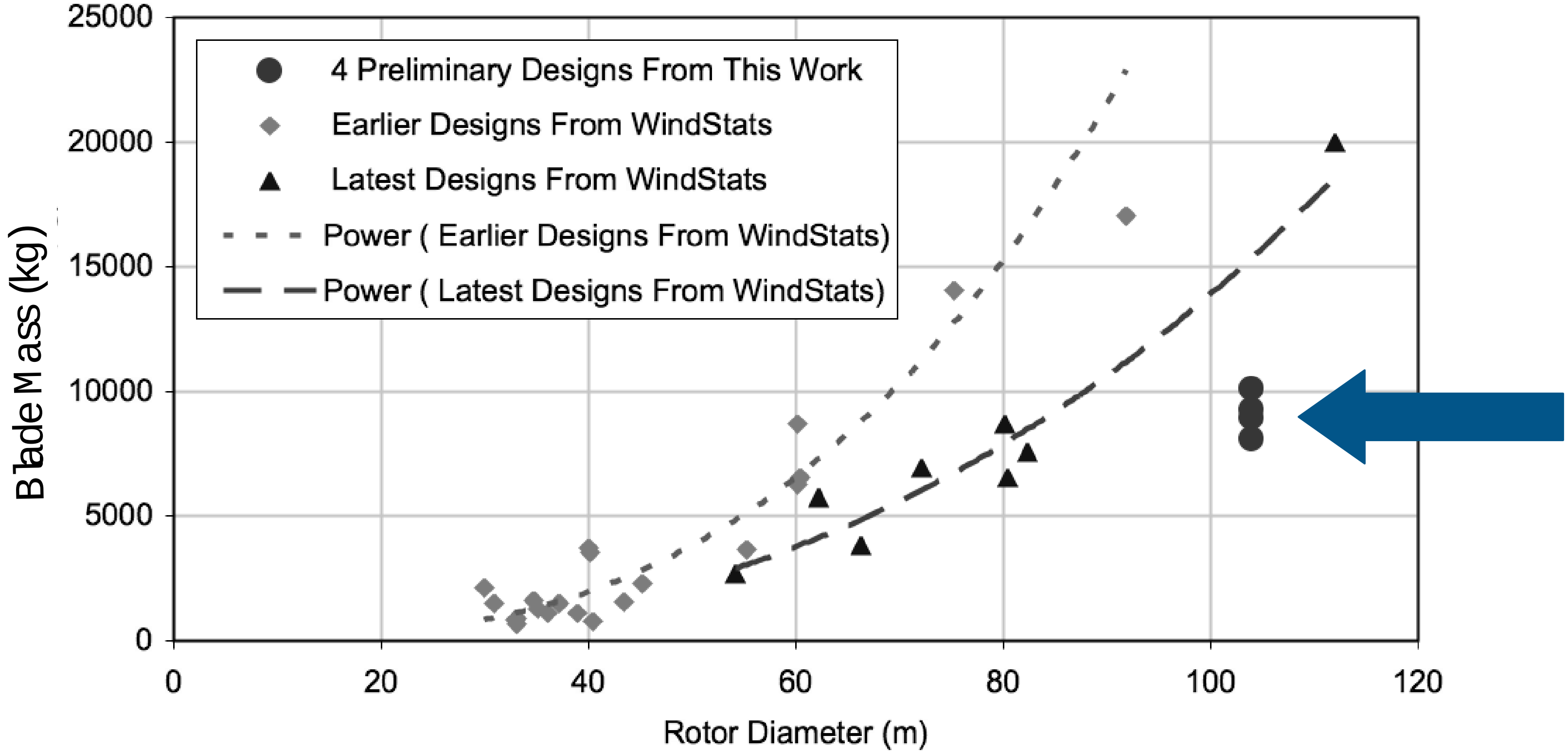
Blade System Design Study (BSDS) - Phase I (TPI Composites, Inc.)





- Design for simple structures before finalizing the aerodynamic design
- Constant spar cap, constant spar width design
- Inboard the blades used high thickness flatback inboard airfoils
- Outboard high lift airfoils with modified thickness for thickness and shape to yield the least complex and costly internal blade structure

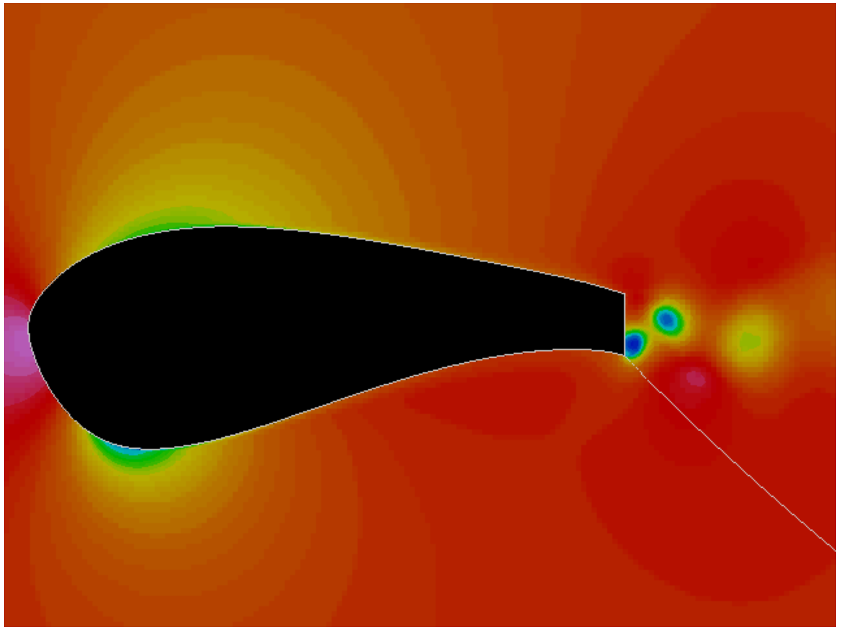
Blade System Design Study (BSDS) - Phase I (TPI Composites, Inc.)



- Use of high thickness flatback airfoils in the inner blade, combined with the use of IEC Class III design loads, results in a large reduction in blade primary structure for given power output performance
- Resulting blade designs are significantly lighter than the latest designs in the marketplace

On-Going/Future Efforts

- Wind tunnel verification of blunt trailing edge airfoil performance is needed
- Evaluate 3-D flow effects and trailing edge treatments for reduction of base drag, flow unsteadiness, and noise
- Flow control to control bluff body vortex shedding?

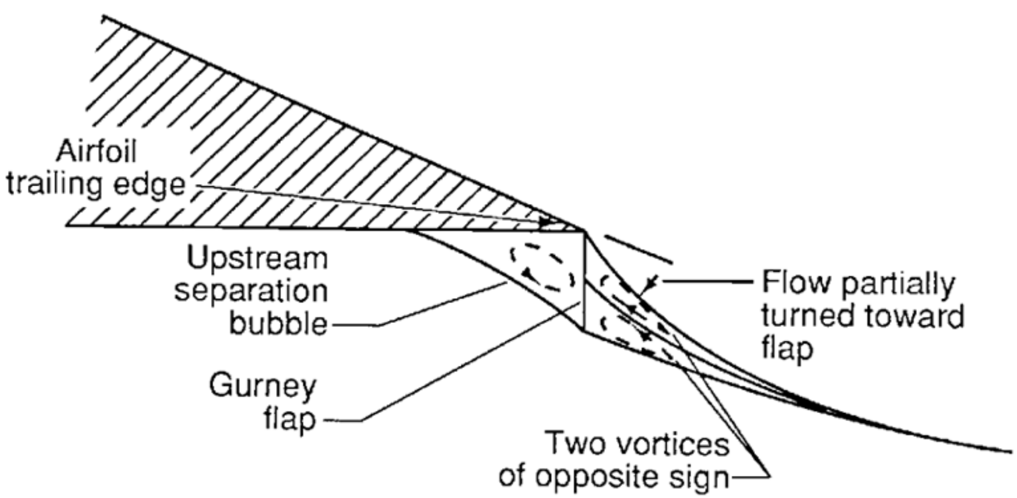


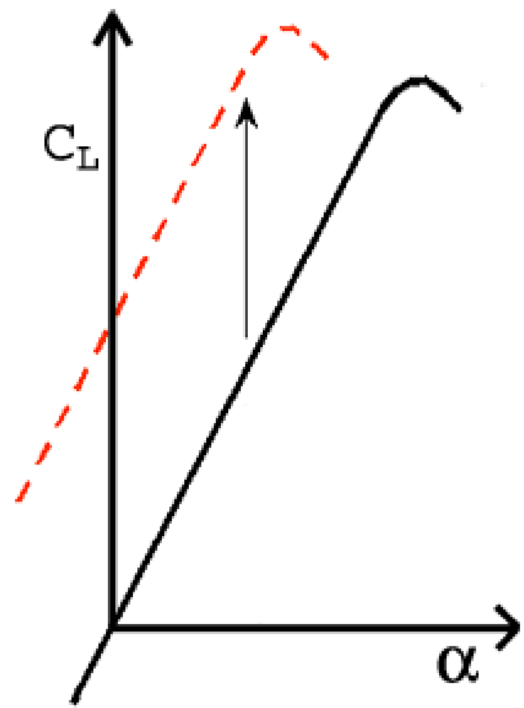
Active Flow/Load Control

- Actively control the loading on blade/turbine by modifying:
  - Blade incidence angle
  - Flow velocity
  - Blade size
  - Blade aerodynamic characteristics through:
    - Changes in section shape
    - Surface blowing/suction
    - Other flow control techniques
- Active load control:
  - May remove fundamental design constraints for large benefits
  - These large benefits are feasible if active control technology is considered from the onset
- Active load control is already used in wind turbine design. E.g.:
  - Yaw control
  - Blade pitch control
  - Blade aileron
- Provide fast system response to alleviate load spikes due to gusts

Gurney Flap (Passive)

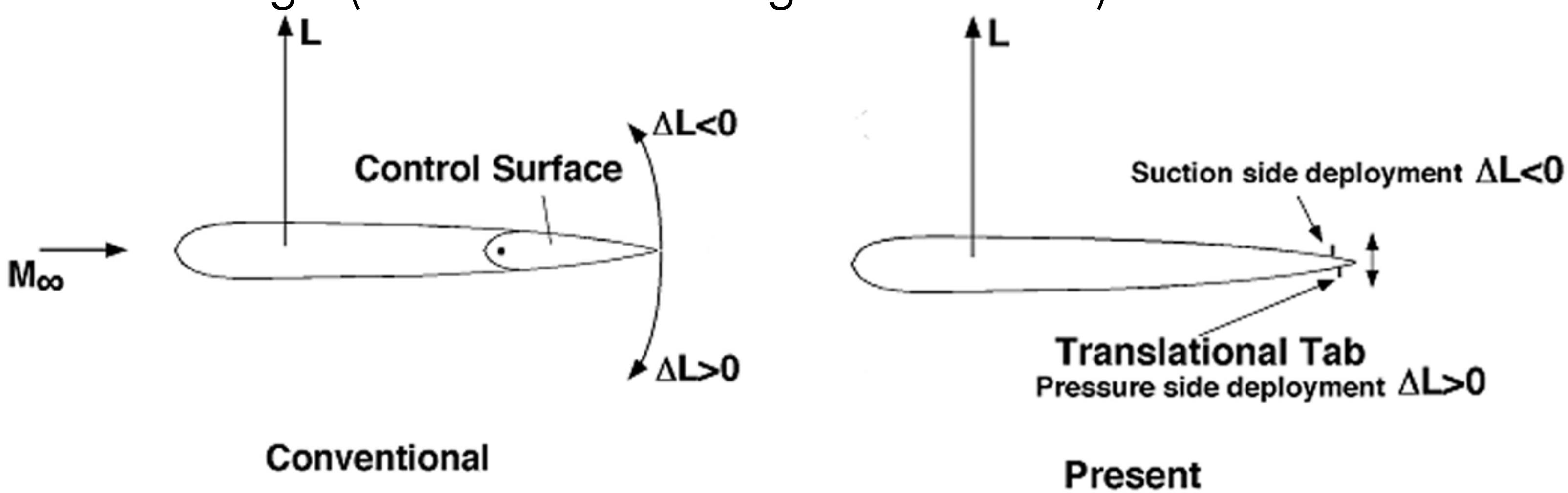
- Gurney flap (Liebeck, 1978)
  - Significant increases in C_L
  - Relatively small increases in C_D
  - Properly sized Gurney flaps ⇨ increases in L/D





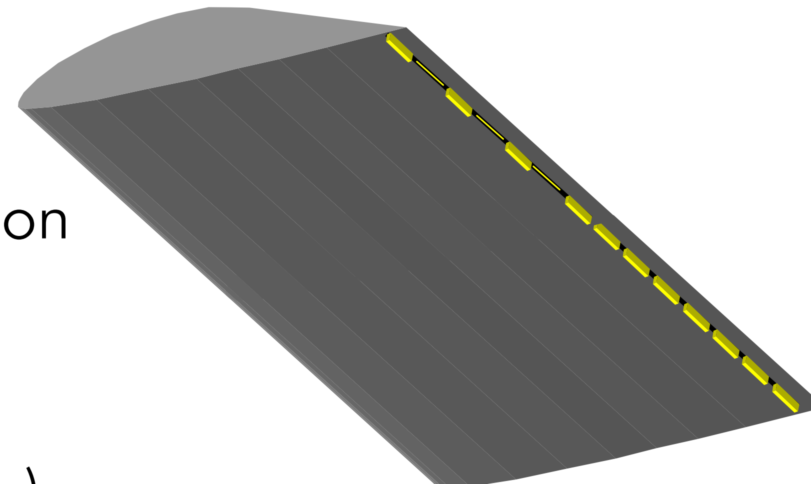
Microtab Concept
Yen Nakafuji & van Dam (2000)

- Generate *macro-scale* changes in aerodynamic loading using *micro-scale* devices?
- Trailing edge region is most effective for load control
- Micro-Electro-Mechanical (MEM) devices are ideal for trailing edge implementation due to their small sizes
- Devices are retractable and controllable
- Does not require significant changes to conventional lifting surface design (i.e. manufacturing or materials)

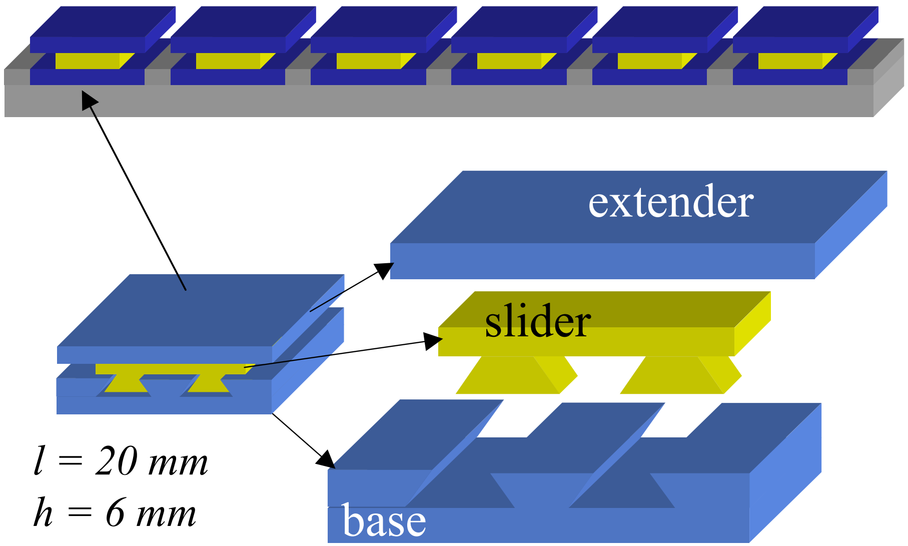


MEMS Microtab Characteristics

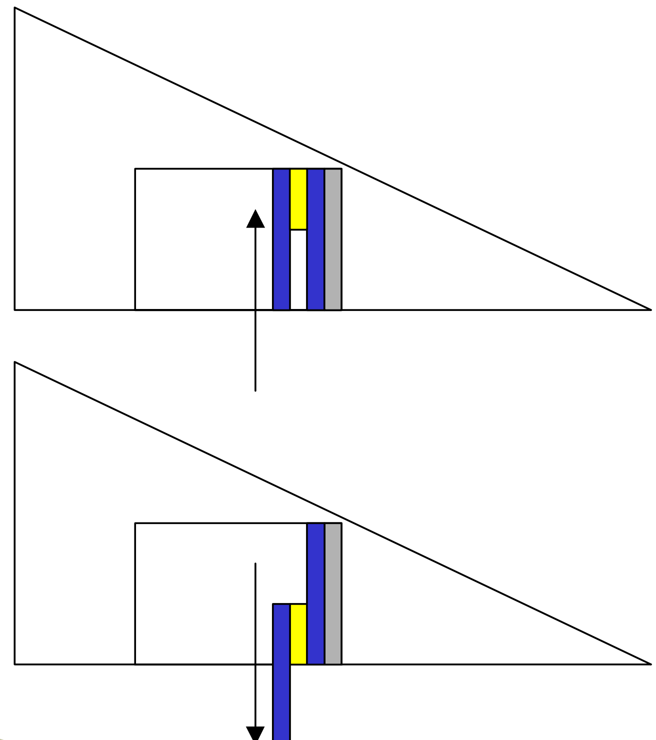
- Small, simple, fast response
- Retractable and controllable
- Lightweight, inexpensive
- Two-position "ON-OFF" actuation
- Low power consumption
- No hinge moments
- Expansion possibilities (scalability)
- Do not require significant changes to conventional lifting surface design (i.e. manufacturing or materials)

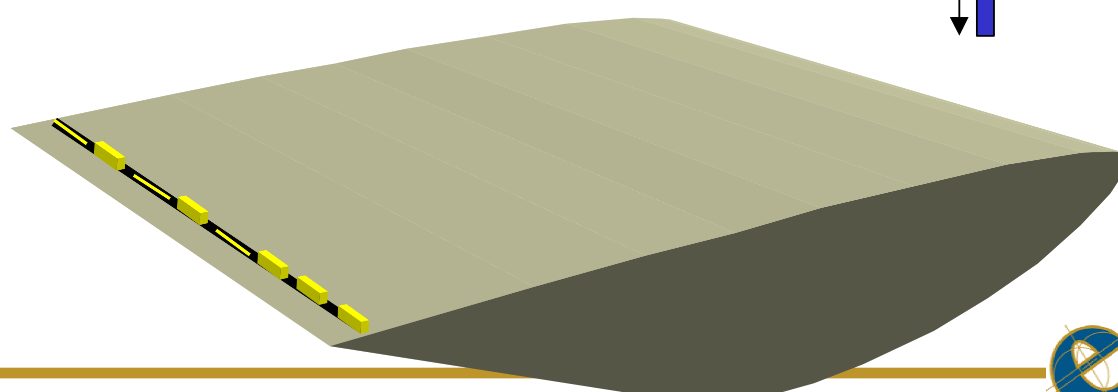


Microtab Assembly & Motion



l = 20 mm
h = 6 mm
w = 1.2 mm





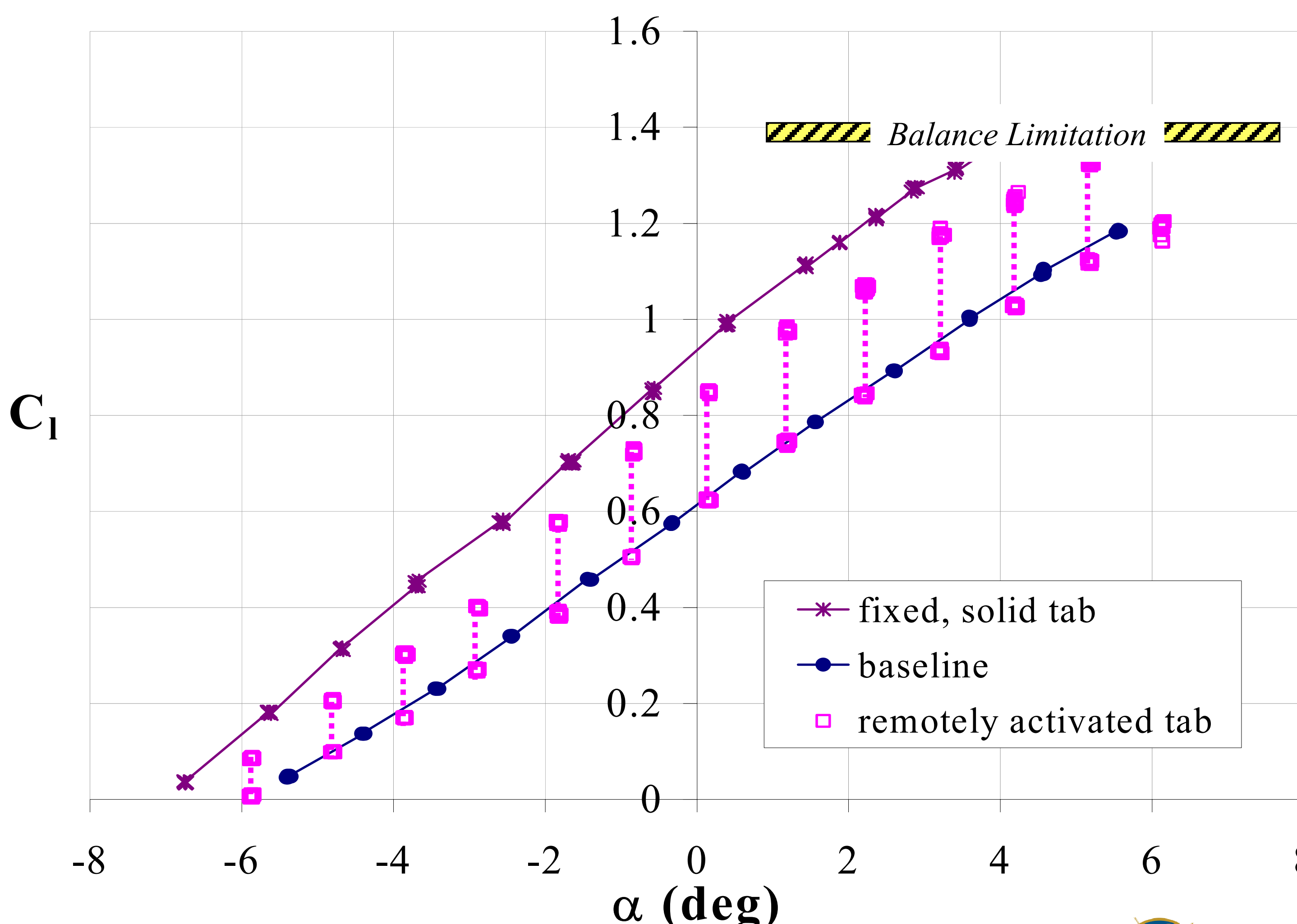
Previous Testing & Results

Fixed Solid Tab Model

Integrated Microtab Model

Retractable Tab Results

Experimental: GU(25)-5(11)8, Re=1.0×10⁶, 1%c tabs, 5%c from TE



Continued Research Using Computational Fluid Dynamics (CFD)

- Experimental testing is expensive and time consuming. The UC Davis wind tunnel is limited to:
  - Low-speed subsonic conditions
  - Maximum Reynolds number $\approx 1\times10^6$
- Advantages of CFD:
  - Relatively fast and inexpensive to study a large number of geometric variations
  - Provides detailed insight to the flow-field phenomena
  - Provides better overall flexibility

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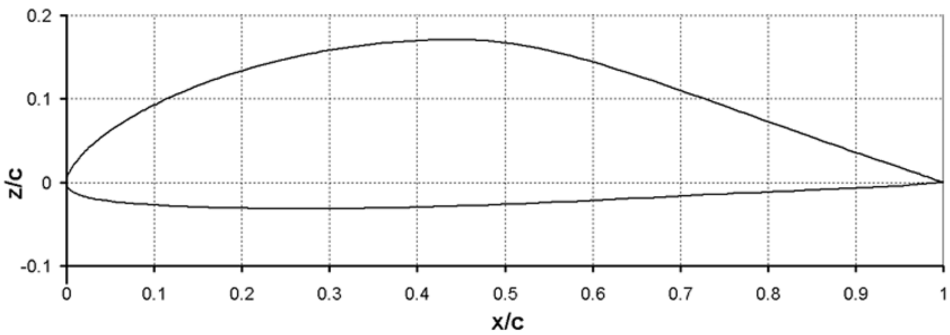
Test Airfoil

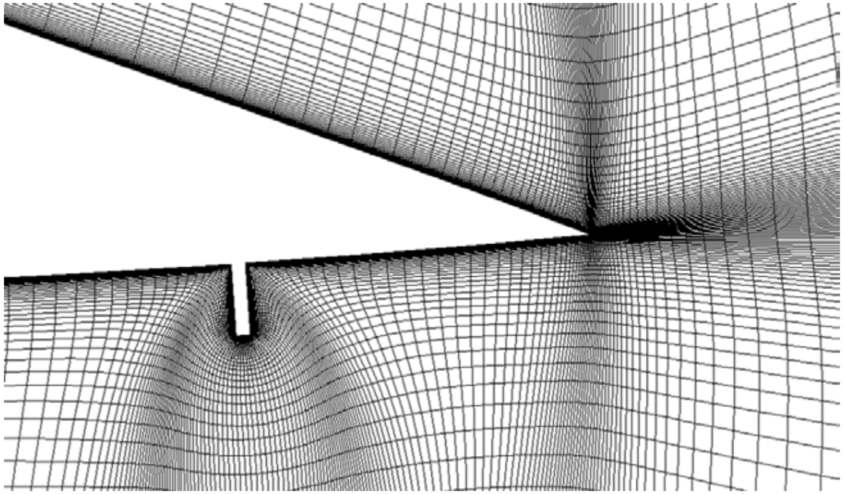
GU-25-5(11)-8

- High-lift airfoil
- Thick upper surface
- Nearly flat lower surface
- Large trailing edge volume



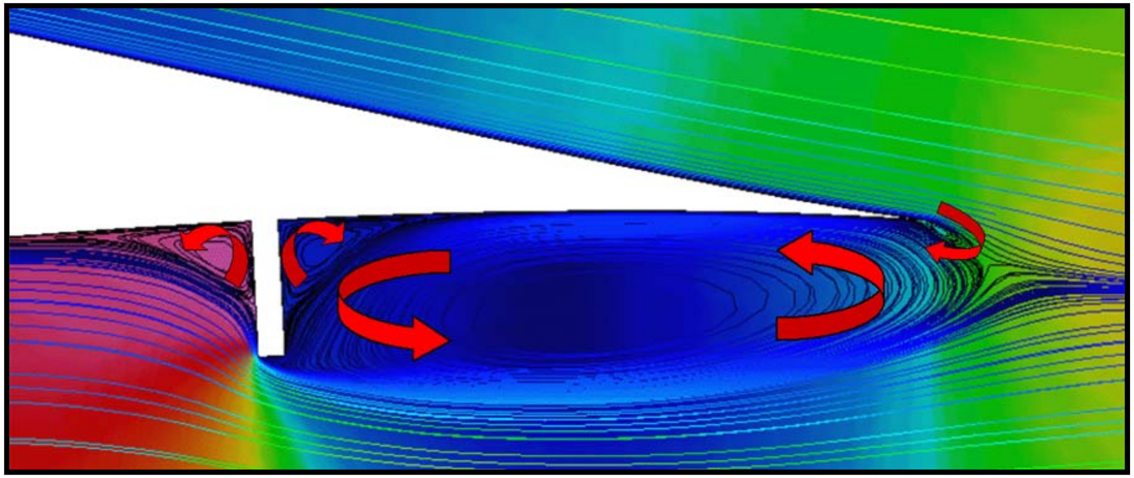
GU25_LTL=95 (C-grid)

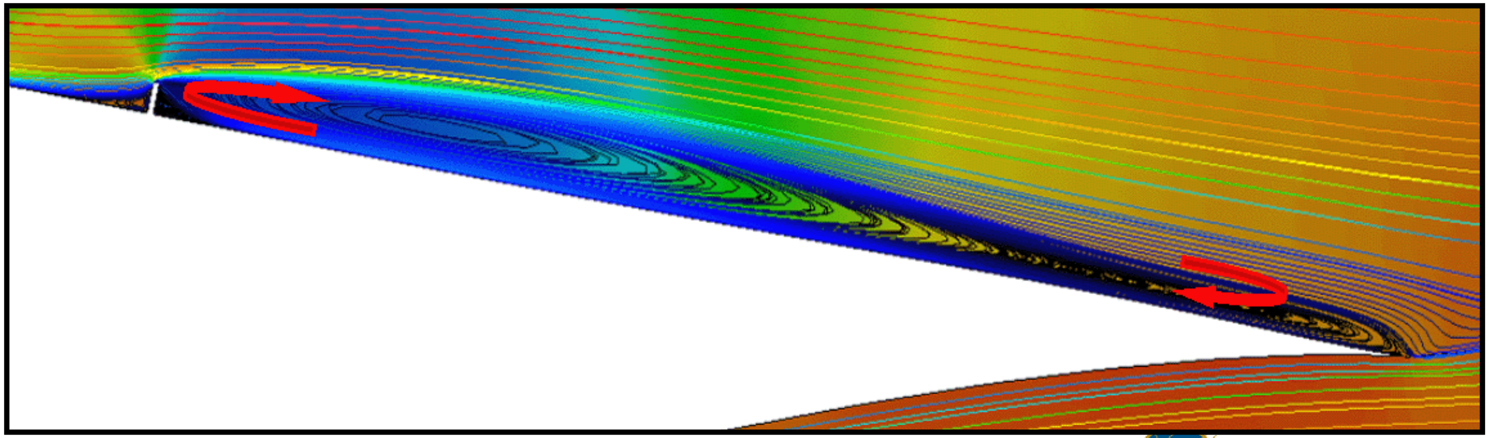
- Farfield at 50c
- (450-496)×(124)
- 75 points on wake-cut (150 total)



Microtab Effect on Flow Development

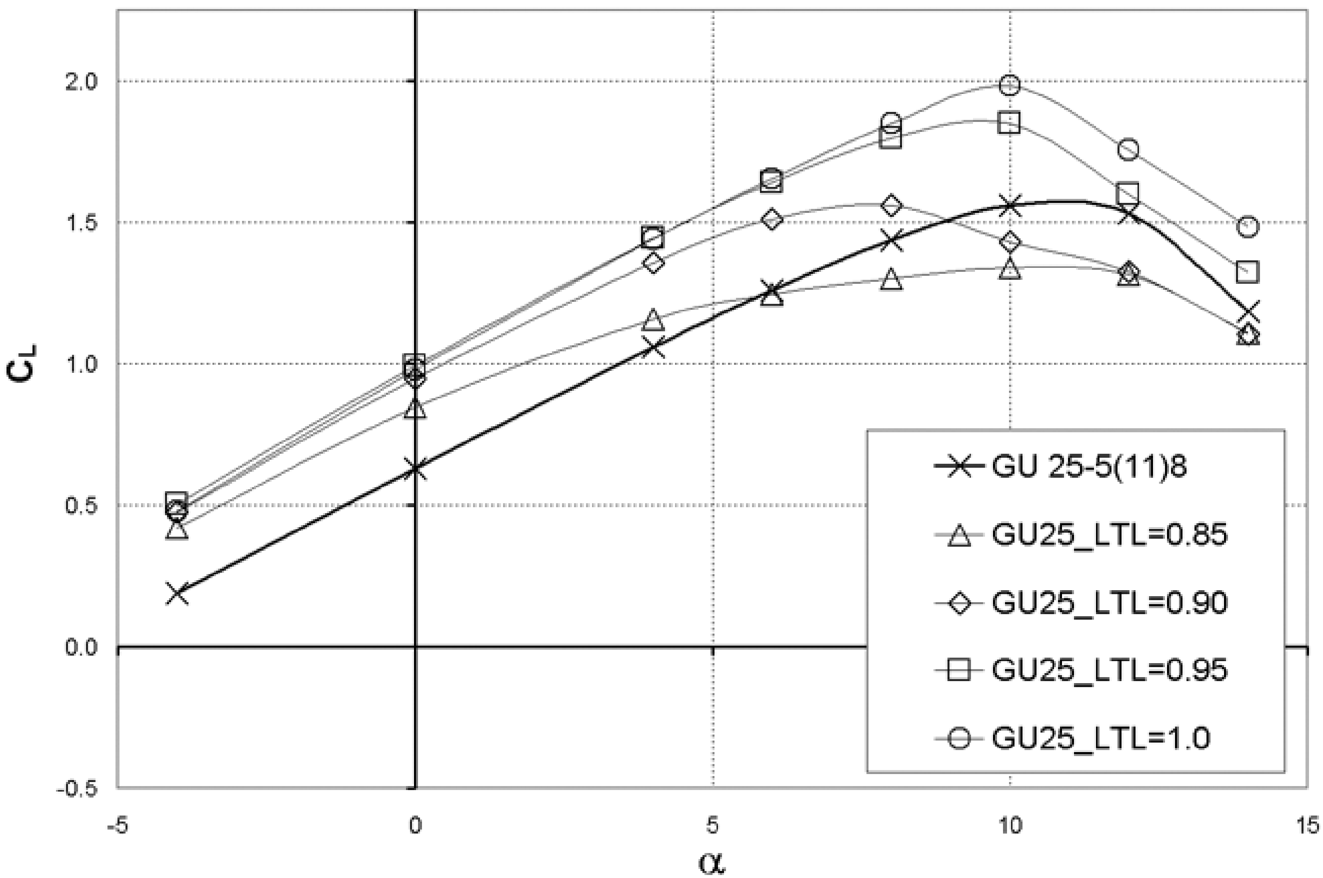
- Changes in the Kutta condition lead to an effective increase/decrease in camber





Effect of Lower Surface Tab on Lift

$Re = 1.0 \times 10^6$, $M_\infty = 0.2$, $x_{tr} = 0.455$



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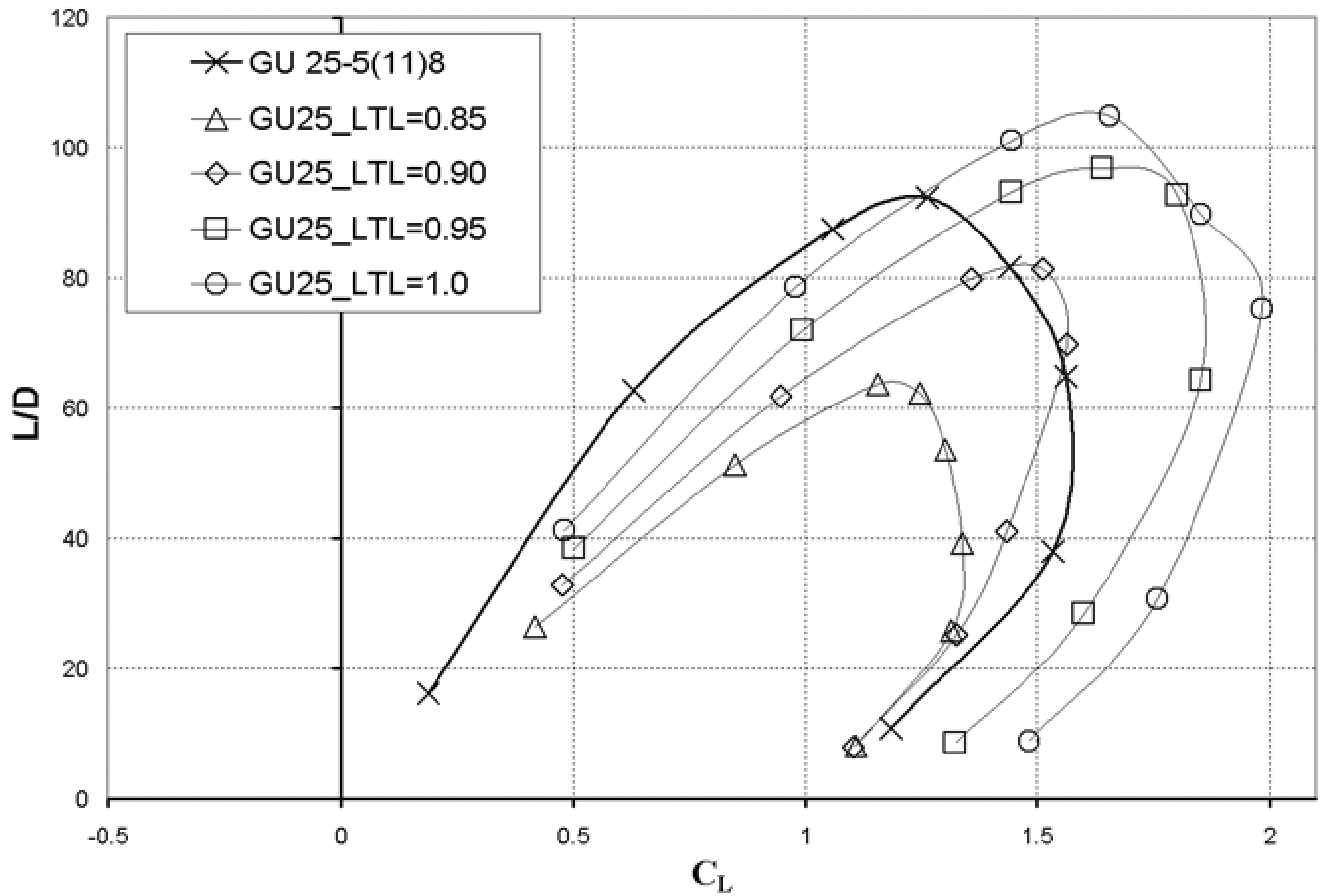
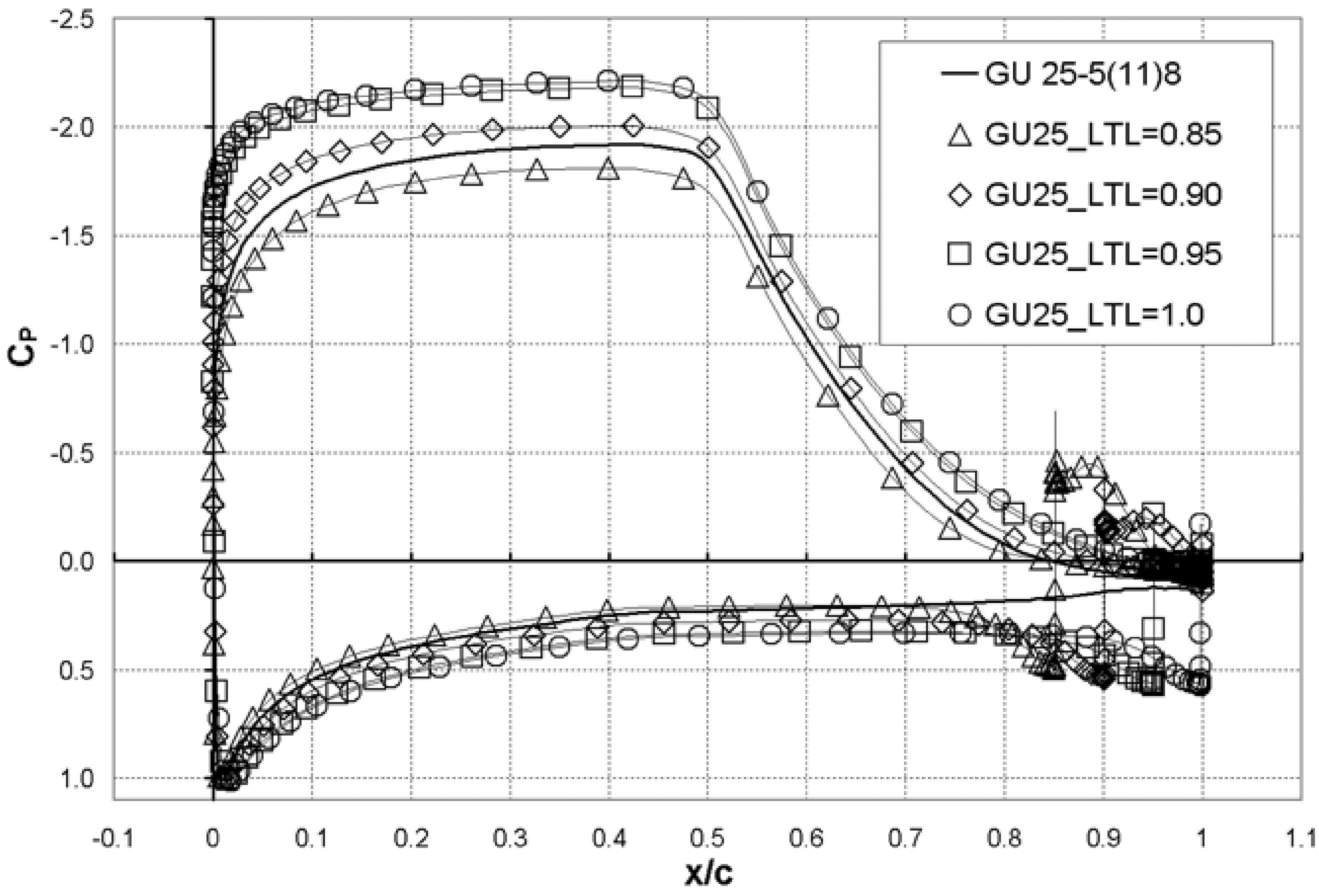
Effect of Lower Surface Tab on L/D

$Re=1.0\times10^6$, $M_\infty=0.2$, $x_{tr}=0.455$

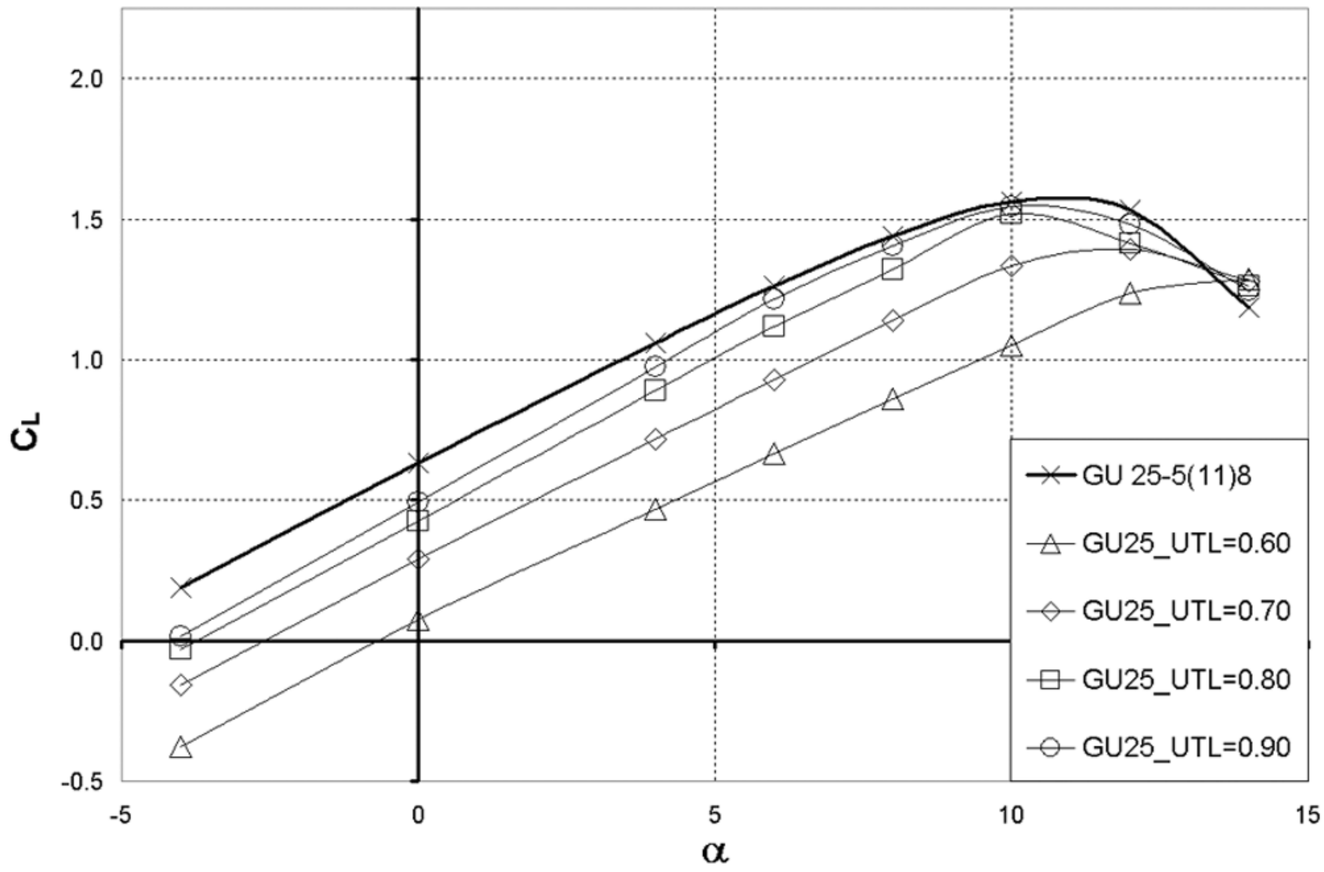


Effect of Lower Surface Tab on Surface Pressure Distribution

$\alpha = 8^\circ$, Re=1.0×10^6, M_∞=0.2, x_{tr}=0.455

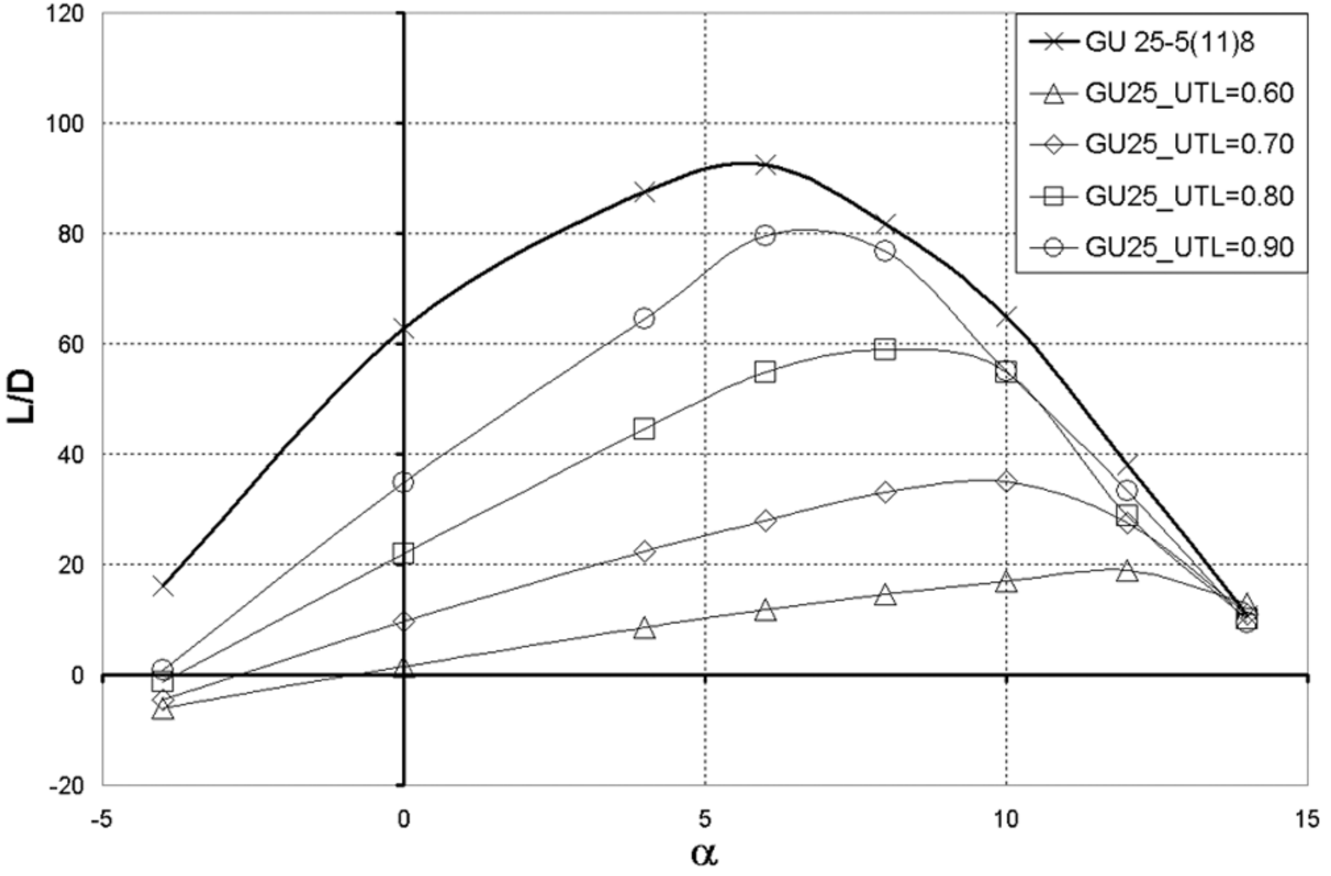


Effect of Upper Surface Tab on Lift
$Re=1.0\times10^6$, $M_\infty=0.2$, $x_{tr}=0.455$



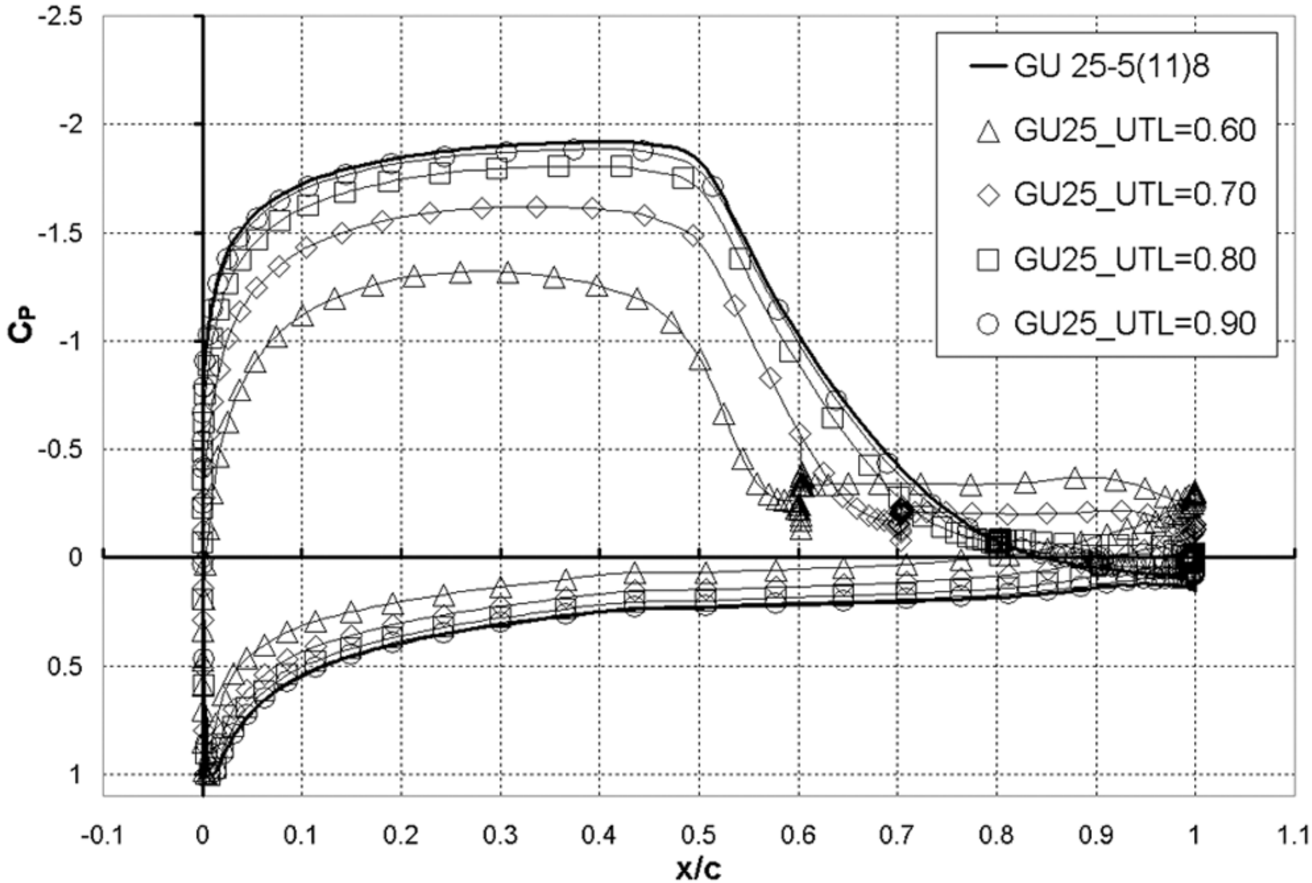
Effect of Upper Surface Tab on L/D

$Re=1.0\times10^6$, $M_\infty=0.2$, $x_{tr}=0.455$



Effect of Upper Surface Tab on Surface Pressure Distribution

$\alpha = 8^\circ$, Re=1.0×10^6, M_∞=0.2, x_{tr}=0.455



Active Flow/Load Control Conclusions

- Active flow/load control has been used in the design of wind turbine blades (active pitch, ailerons)
- A new form of active control for large wind turbine blades is the microtab concept
- Microtabs are an effective means of fast load control (load enhancement and mitigation)
- Microtabs remain effective when located forward from the trailing edge
- Focus of work presented in this presentation is on a flow control actuator. Compete active load control system requires:
  - Sensors
  - Actuators
  - Control algorithm

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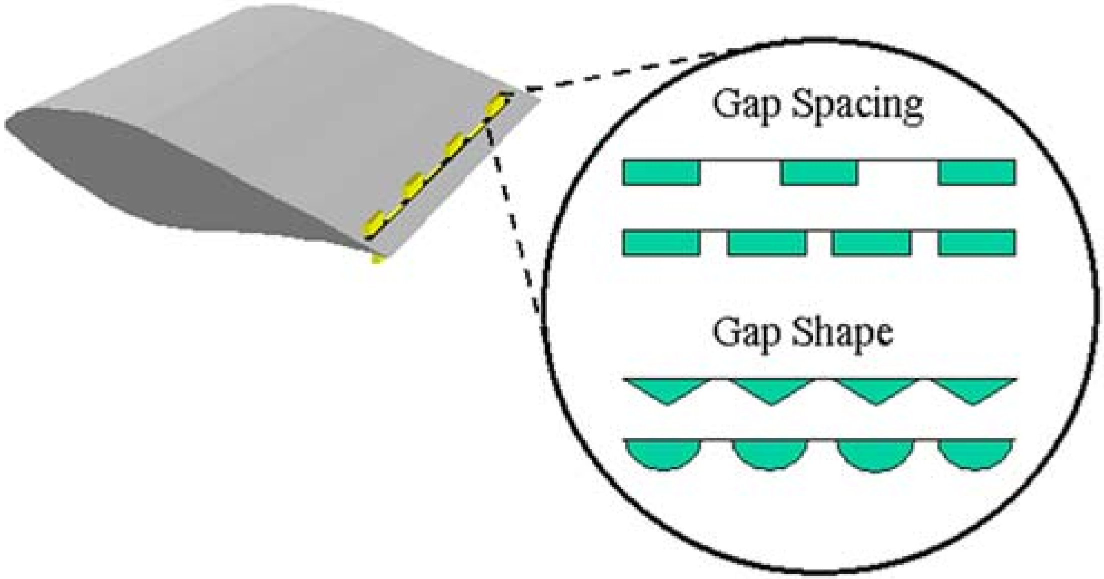
On-Going/Future Efforts

- Dynamic response of moving microtabs
- 3D Effects:
  - Tab width-to-gap ratio
  - Tab shape
  - Aeroacoustics
- Sensor and control algorithm development
- Complete system analysis to evaluate effect of active load control on cost of energy



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More Information

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