

Numerical Study of Navier-Stokes Equations in Supersonic Flow Over a Double Wedge Airfoil Using Adaptive Grids

V. Gopal¹, R. Kolluru¹

¹BMS College of Engineering, Bangalore, Karnataka, India.

Abstract

Numerical study of aerodynamic characteristics in steady laminar supersonic flow over a double wedge airfoil is carried out using commercially available finite element based CFD tool COMSOL Multiphysics. The aerodynamic characteristics of double wedge airfoil like lift and drag are analyzed by solving Navier-Stokes equations in the flow field for various thickness to chord ratios (t_c) and angle of attack α at free stream Mach number $M=2.5$. In the present work the high Mach number flow module with pseudo time stepping methodology and adaptive gridding technique is used to obtain a steady state solution by marching in time and to capture the shocks occurring in the flow field. The simulation were performed for 21 cases and for each case the Euler solution was first obtained and then was made as the initial condition for viscous simulation. The aerodynamic coefficients such as C_L , C_D and C_P are evaluated from both shock expansion theory and numerical simulation of Navier-Stokes for double wedge airfoil with free stream Mach number $M=2.5$ for different configurations. The C_L and C_D graphs were obtained from COMSOL Multiphysics simulations for various configurations of airfoil ref Figure1 and Figure2 respectively also for specific cases surface plots of pressure are plotted for $t_c=0.1$ and angle of attack $\alpha=4$ degrees and 12degrees ref Figure3 and Figure4. The solution obtained from numerical simulation performed with FEM tool COMSOL Multiphysics is in good agreement with shock-expansion theory indicating the fundamental flow field behavior to be same. The error between Shock expansion theory and compressible viscous flow theory indicates the viscous and wake effects that exist in reality and thus COMSOL Multiphysics mimics the realistic effects to acceptable standards providing the users a platform to simulate high Mach number flow along with other required physics.

Reference

- [1]. D.Beastall, R.J.Pallant, Wind-tunnel test on two-dimensional aerofoils at $M=1.86$ and $M=2.48$, Aeronautical research council reports and memoranda, National Aeronautical establishment.
- [2]. John D Anderson, Modern compressible flow, third edition, Mc Graw hill.
- [3]. Frank E. Curtis, Johannes Huber, Olaf Schenk, Andreas Wachter, On the Implementation of an Interior-Point Algorithm for Nonlinear Optimization with Inexact Step Computations.
- [4]. Stephen M.Ruffin, Anurag Gupta, David Marshall, Supersonic Channel Aerofoils for Reduced Drag, AIAA journal Vol.38,No.3, March 2000.
- [5]. Dean R, Chapman, Airfoil profiles for minimum pressure drag at supersonic velocities-application of shock-expansion theory including consideration of hypersonic range, NACA technical note 2787.
- [6]. Benoit Desjardins, Chi-Kun Lin, A survey of the Compressible Navier-Stokes equations, TAIWANESE Journal of Mathematics, Vol 3, No2,pp. 123-137, June 1999.
- [7]. W.P. Graebel, Advanced Fluid Mechanics, Academic Press ELSEVIER.
- [8]. John D Anderson, Introduction to flight, fifth edition, Mc Graw hill.
- [9]. Raymond L. Barger, Some effects of flight path and atmospheric variations on boom propagation from supersonic aircraft, NASA technical report r-191.
- [10]. Reza Nilifard, Hossein Ahmadikia, Supersonic flow over blunt body using direct simulation Monte Carlo method and Navier-Stokes equation, Adv.Theor.Appl.Mech.,Vol.3, 2010, no.2,75-87.

Figures used in the abstract

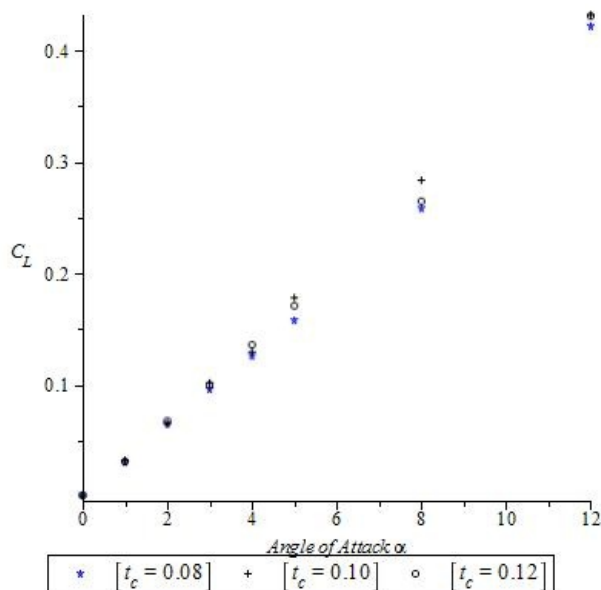


Figure 1: Graph indicates the variation of C_L with α which is obtained from solving Navier-Stokes for $t_c = (0.08, 0.10$ and $0.12)$.

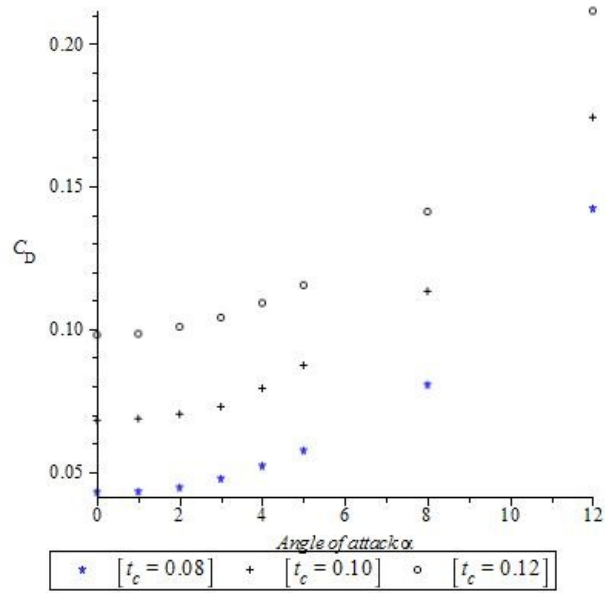


Figure 2: Graph indicates the variation of C_D with α which is obtained from solving Navier-Stokes for $t_c = (0.08, 0.10$ and $0.12)$.

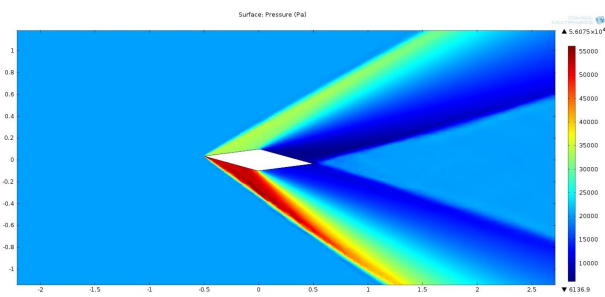


Figure 3: Surface plot of pressure for $t_c=0.10$ and $\alpha=4$ degrees.

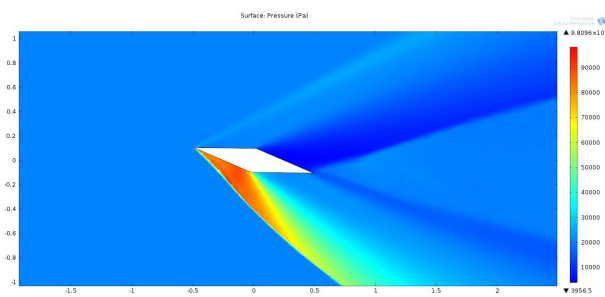


Figure 4: Surface plot of pressure for $t_c=0.10$ and $\alpha=12$ degrees.