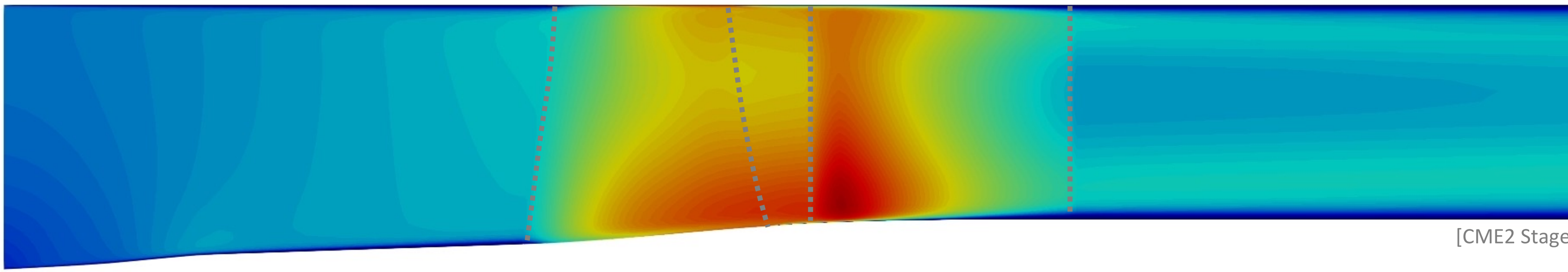
Assessment of geometric variability effects through a viscous through-flow model applied to modern axial-flow compressor blades



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10/2018 – 10/2024

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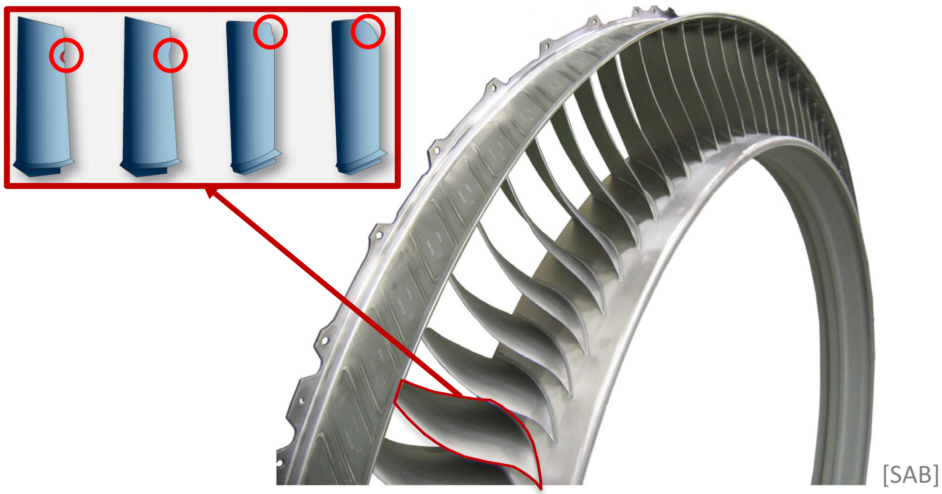
SAFRAN AERO BOOSTERS

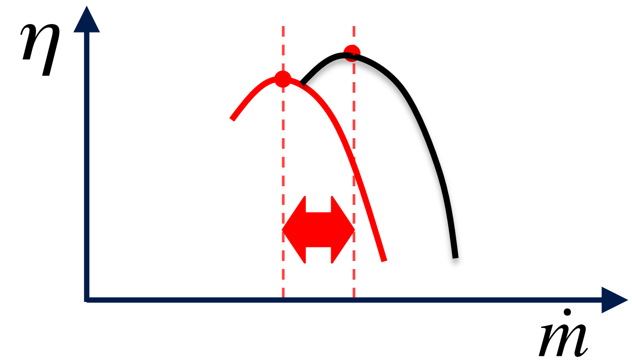
Skywin Wallonie

Context

Geometric variability of low-pressure compressor blades



Performance variation



Manufacturing tolerances?

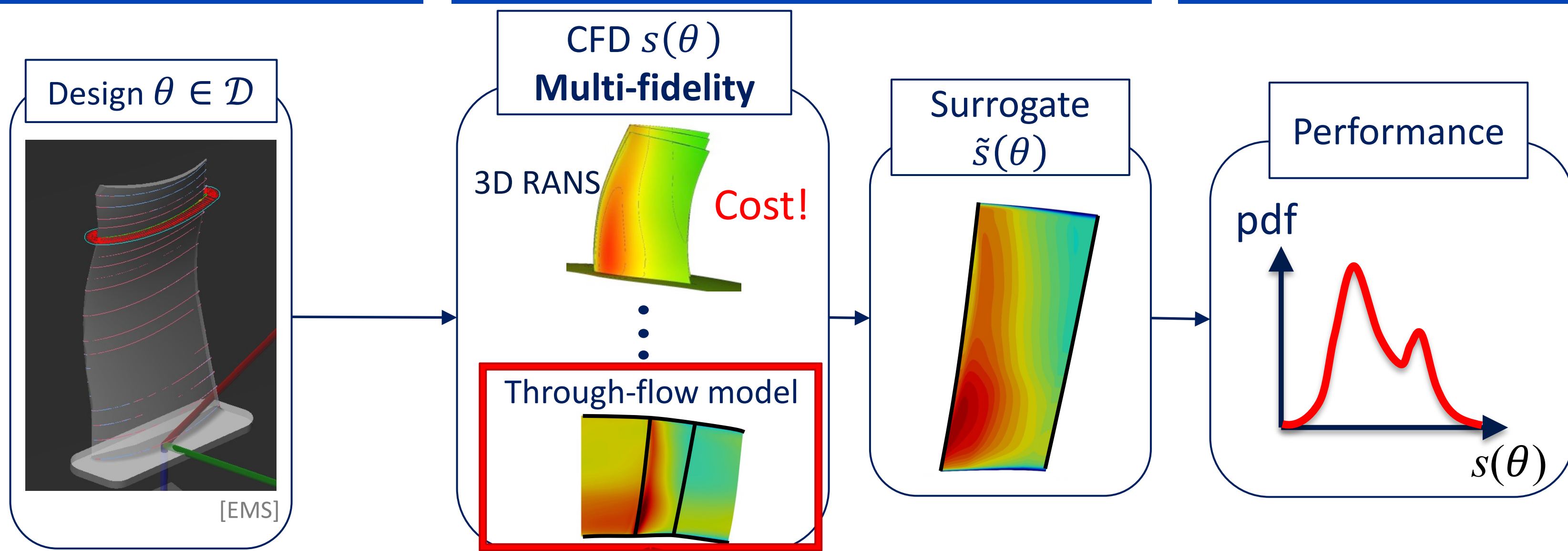
- Need of rigorous/robust definition
- Linked to manufacturing process
- Simplify the treatment of poorly made parts

Trade-off

Cost ⇔ performance

Methodology & objectives

Characterization | **Propagation** | **Qualification**



Able to predict performance?

Through-flow model validation

- Consistency
- Choice of model correlations

Able to capture variability effects?

Geometrical variability

- Sensitivity analysis
- (Uncertainty quantification)

Outline

1

Viscous through-flow model

$$\frac{\partial \boldsymbol{U}}{\partial t} + \frac{\partial (\boldsymbol{F}-\boldsymbol{F}_v)}{\partial x} + \frac{\partial (\boldsymbol{G}-\boldsymbol{G}_v)}{\partial r} = \boldsymbol{S}$$

2

Model Assessment

Application to an axial LP compressor

3

Geometric variability

[SAB]

Outline

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$$\frac{\partial \boldsymbol{U}}{\partial t}+\frac{\partial(\boldsymbol{F}-\boldsymbol{F}_v)}{\partial x}+\frac{\partial(\boldsymbol{G}-\boldsymbol{G}_v)}{\partial r}=\boldsymbol{S}$$

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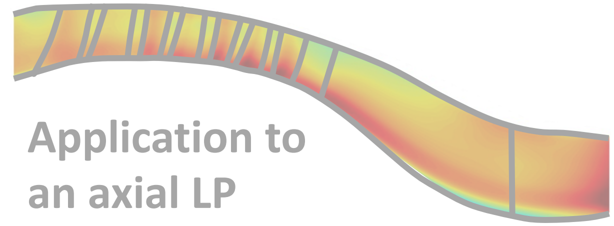


Application to an axial LP compressor

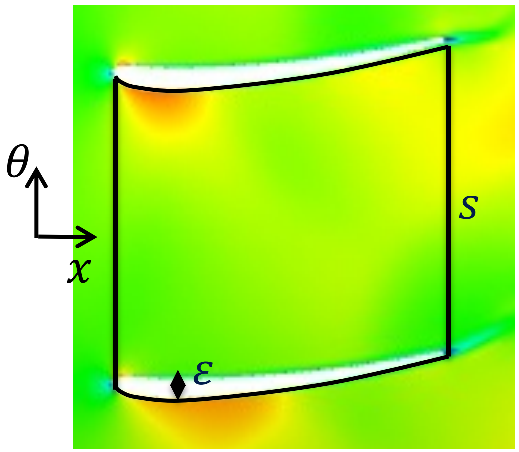
3

Geometric variability

[SAB]

ASTEC: a viscous through-flow model

Circumferential averaged Navier-Stokes equations:



Conservative variables

x-fluxes

r-fluxes

$$\frac{\partial \boldsymbol{U}}{\partial t} + \frac{1}{b}\frac{\partial b(\boldsymbol{F} - \boldsymbol{F}_v)}{\partial x} + \frac{1}{b}\frac{\partial b(\boldsymbol{G} - \boldsymbol{G}_v)}{\partial r} = \boldsymbol{S}$$

Blockage factor

$$b = 1 - \frac{\varepsilon(x)}{s}$$

- Reynolds stress
- Inviscid blade force
- Viscous blade force
- Axisymmetric source terms

Non-intrusive formulation for CFD solver:

$$\frac{\partial \boldsymbol{U}}{\partial t} + \frac{\partial(\boldsymbol{F} - \boldsymbol{F}_v)}{\partial x} + \frac{\partial(\boldsymbol{G} - \boldsymbol{G}_v)}{\partial r} = \boldsymbol{S} + \frac{(\boldsymbol{F}_v - \boldsymbol{F})}{b}\frac{\partial b}{\partial x} + \frac{(\boldsymbol{G}_v - \boldsymbol{G})}{b}\frac{\partial b}{\partial r}$$

Blockage factor terms (known)

Viscous TF model: closure models

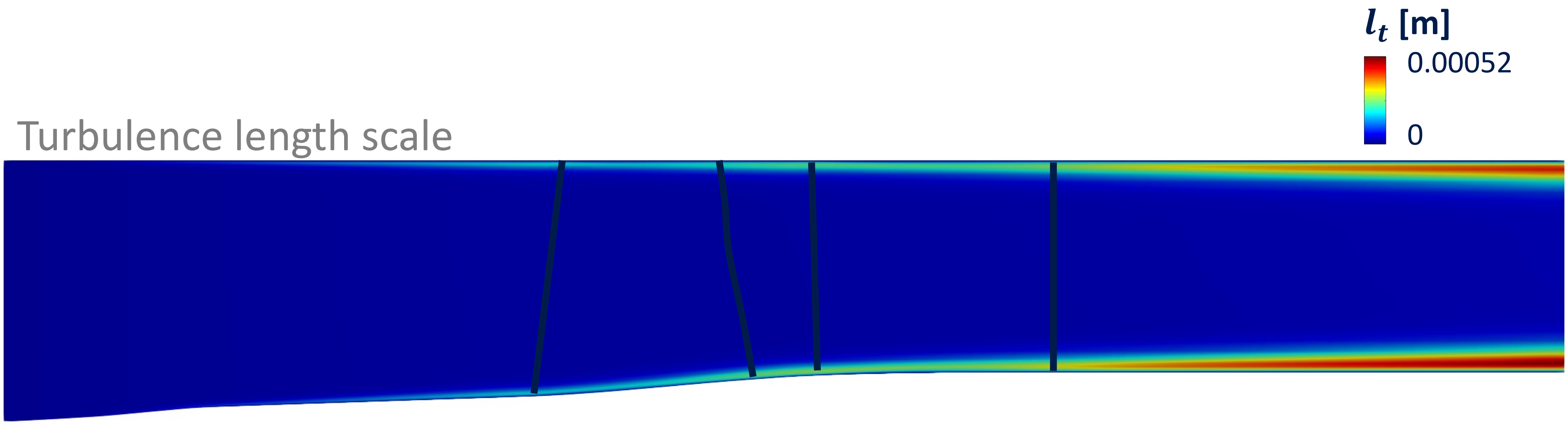
Circumferential averaged Navier-Stokes equations:

$$\frac{\partial \boldsymbol{U}}{\partial t} + \frac{\partial (\boldsymbol{F} - \boldsymbol{F}_v)}{\partial x} + \frac{\partial (\boldsymbol{G} - \boldsymbol{G}_v)}{\partial r} = \boldsymbol{S}$$

- **Reynolds stress**
- Inviscid blade force
- Viscous blade force
- Axisymmetric source terms

Reynolds stress τ_{reys}: standard **turbulence model** ($k - l$ Smith)

Turbulence length scale



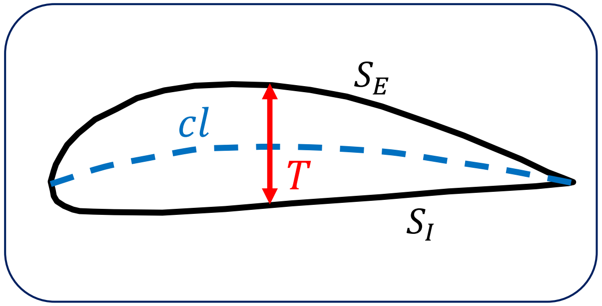
Viscous TF model: closure models

Circumferential averaged Navier-Stokes equations:

$$\frac{\partial \boldsymbol{U}}{\partial t} + \frac{\partial(\boldsymbol{F} - \boldsymbol{F}_v)}{\partial x} + \frac{\partial(\boldsymbol{G} - \boldsymbol{G}_v)}{\partial r} = \boxed{\boldsymbol{S}}$$

- Reynolds stress
- **Inviscid blade force**
- Viscous blade force
- Axisymmetric source terms

Inviscid blade force decomposition B_i :



B_i

Blade blockage contribution: $B_{\mathrm{i}1} = f\left(\frac{P_{S_E}+P_{S_I}}{2}\right)$

Unknown!

Deflection force: $B_{\mathrm{i}2} = f\left(P_{S_E}, P_{S_I}\right)$

Closure models: blade forces

$$\frac{\partial \boldsymbol{U}}{\partial t} + \frac{\partial(\boldsymbol{F} - \boldsymbol{F}_v)}{\partial x} + \frac{\partial(\boldsymbol{G} - \boldsymbol{G}_v)}{\partial r} = \boldsymbol{S}$$

- Reynolds stress
- **Inviscid blade force**
- **Viscous blade force**
- Axisymmetric source terms

Blade blockage B_{i1}

$$B_{\mathrm{i1}} = B_{\mathrm{i1}}\left(\frac{P_{S_E} + P_{S_I}}{2}\right)$$

Averaged pressure

$$\boldsymbol{S}_{bi1} = \begin{bmatrix} 0 \\ \frac{\bar{p}}{b}\frac{\partial b}{\partial x} \\ \frac{\bar{p}}{b}\frac{\partial b}{\partial r} \\ 0 \\ 0 \end{bmatrix}$$

Blockage factor: b

Deflection B_{i2} and viscous force B_{v}

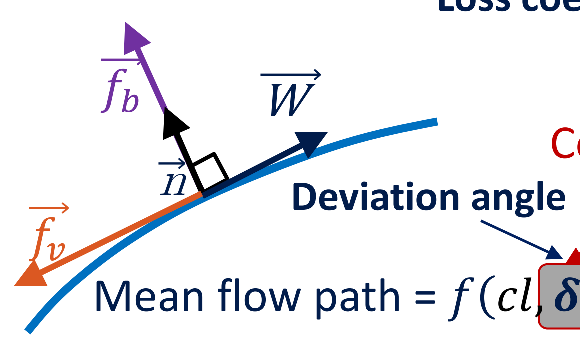
$$B_{\mathrm{i2}} = B_{\mathrm{i2}}(P_{S_E}, P_{S_I}) \qquad B_{\mathrm{v}} = B_{\mathrm{v}}(\tau_{S_E}, \tau_{S_I})$$

Distributed forces:

$$\frac{\partial f_b}{\partial \tau} = -C\,(\vec{W} \cdot \vec{n}) \qquad f_v = \rho T \frac{W_m \partial_m s}{W} = f(\boldsymbol{\omega})$$

Loss coefficient

Correlations!

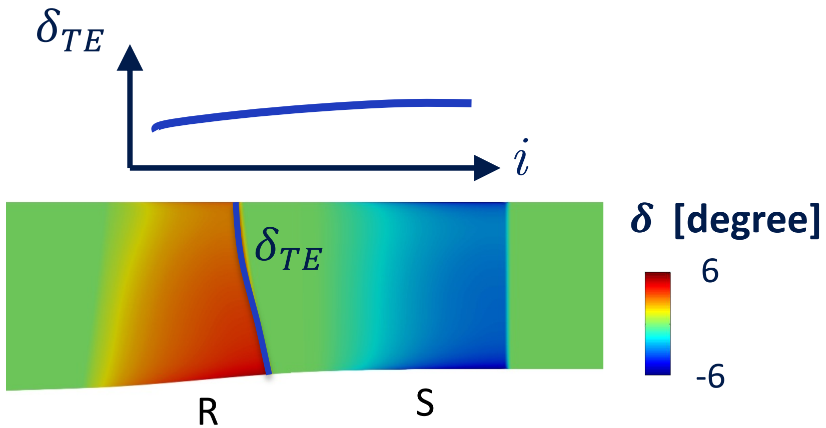


Mean flow path = $f(cl, \boldsymbol{\delta})$

Correlations for δ and ω

Deviation angle δ → inviscid blade force

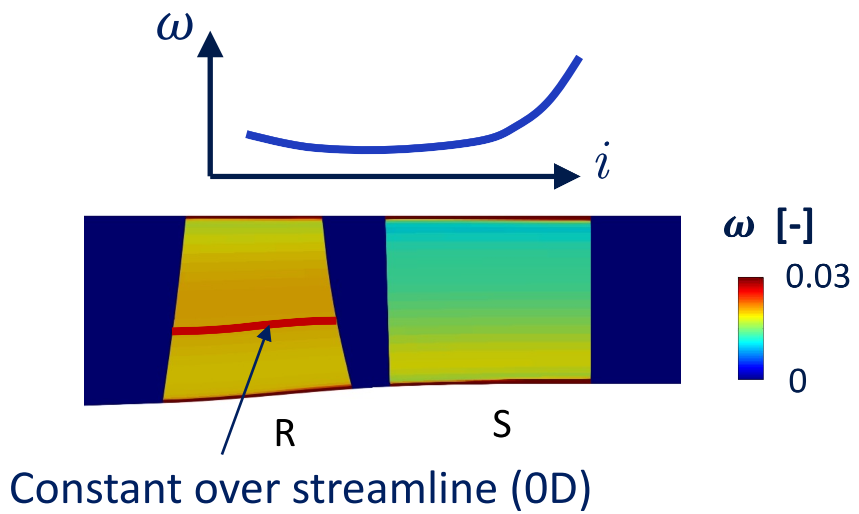
- δ_{TE} from cascade experiments (Lieblein)
- Linear variation with incidence around design conditions
- $\delta = \delta_{TE} \frac{\kappa_{LE} - \kappa}{\kappa_{LE} - \kappa_{TE}}$ ← Blade angle



Loss coefficient ω → viscous blade force

- From cascade experiments (Lieblein)

⚠ Profile loss only



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$$\frac{\partial U}{\partial t} + \frac{\partial (F - F_v)}{\partial x} + \frac{\partial (G - G_v)}{\partial r} = S$$

2

Model Assessment

Application to an axial LP compressor

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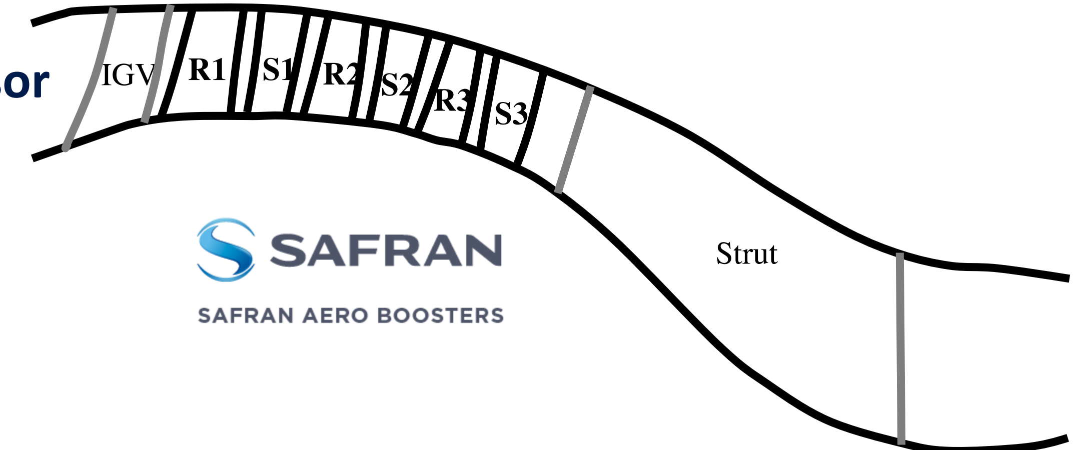
Geometric variability

[SAB]

Closure model assessment

- ➢ Quantify closure **model errors**
- ➢ Simulations fed with **exact** averaged distribution of $\boldsymbol{\delta_{TE}, \omega}$

Test-case : low-pressure compressor



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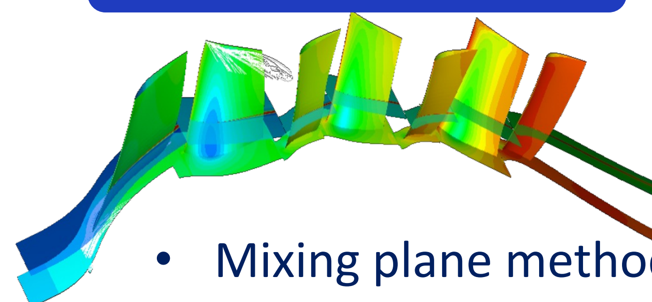
- Highly loaded
- High subsonic Mach number
- 3D modern blades

Through-flow (TF) simulations

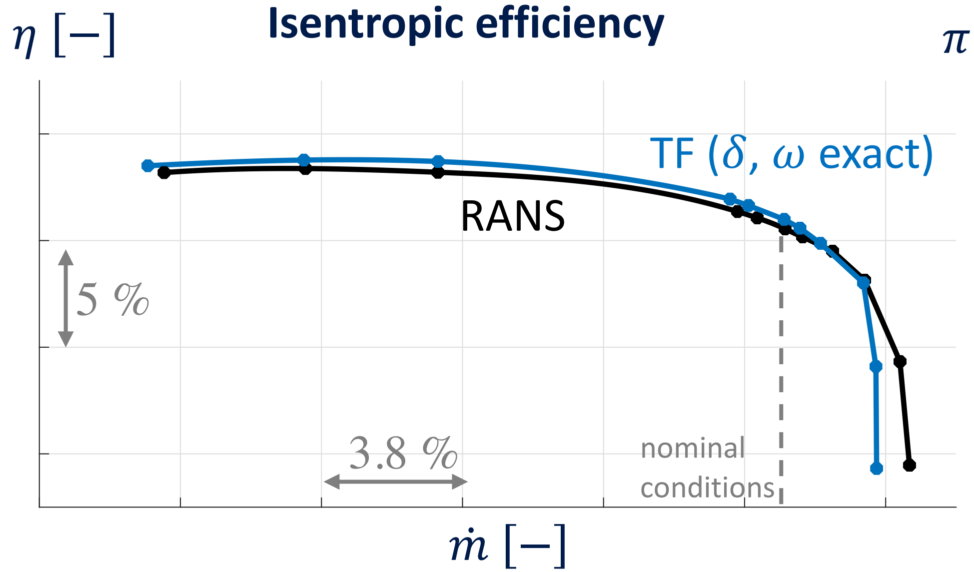
3D RANS simulations

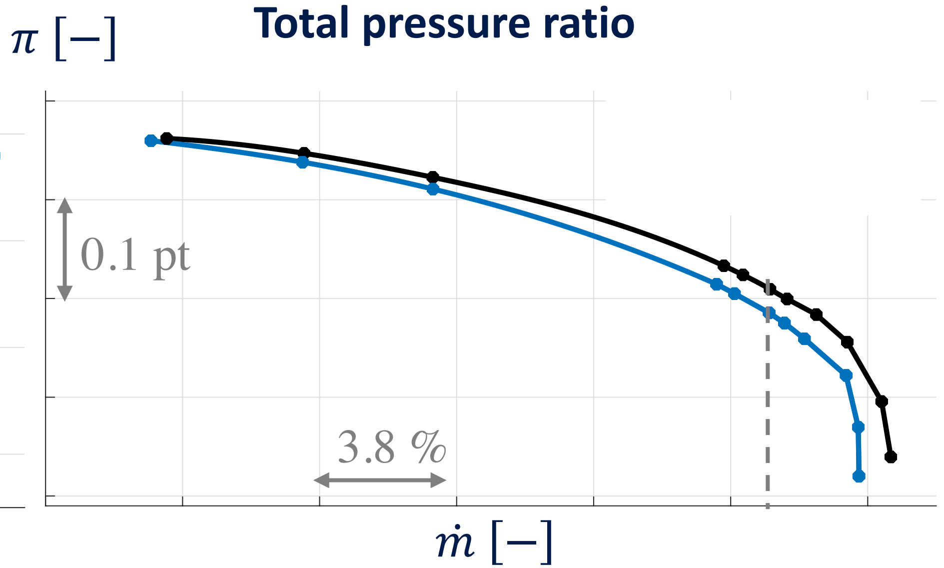


- Mixing plane method
- Steady, periodic flow

δ_{TE}, ω
distributions

Closure model assessment





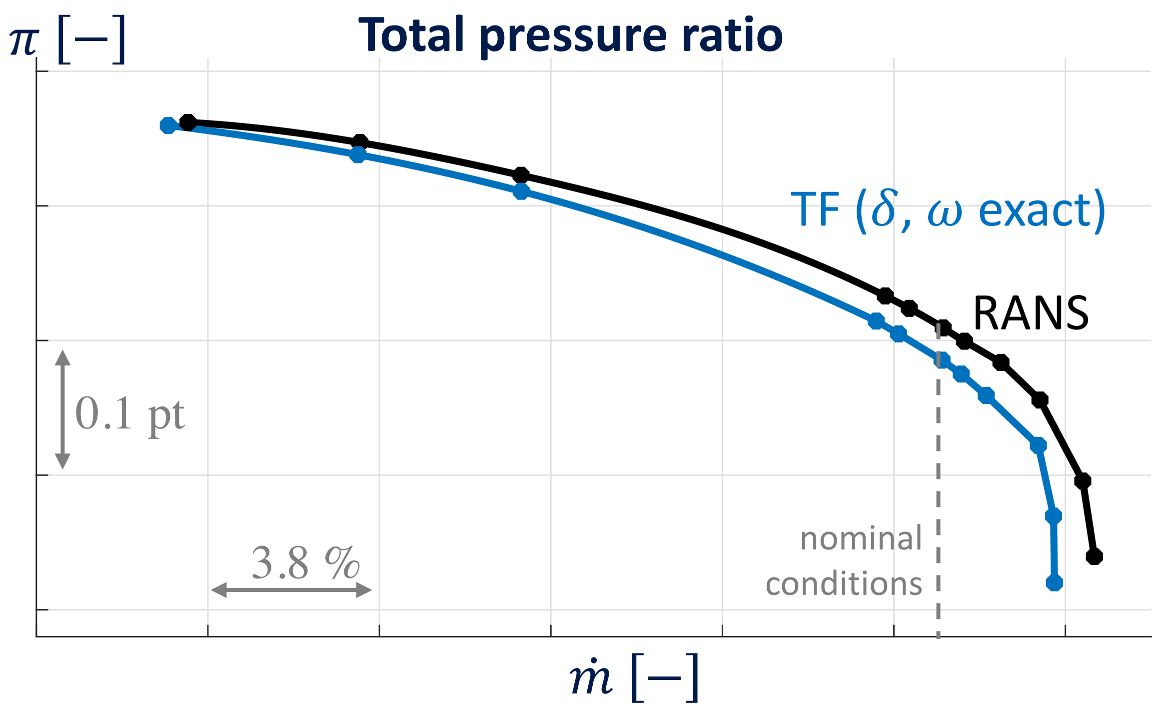
- Good prediction (low margin)
- 600 times faster
- Sources of errors: τ_{circ}, closure model form, δ_{TE} distribution, blockage assumption, turbulence model…

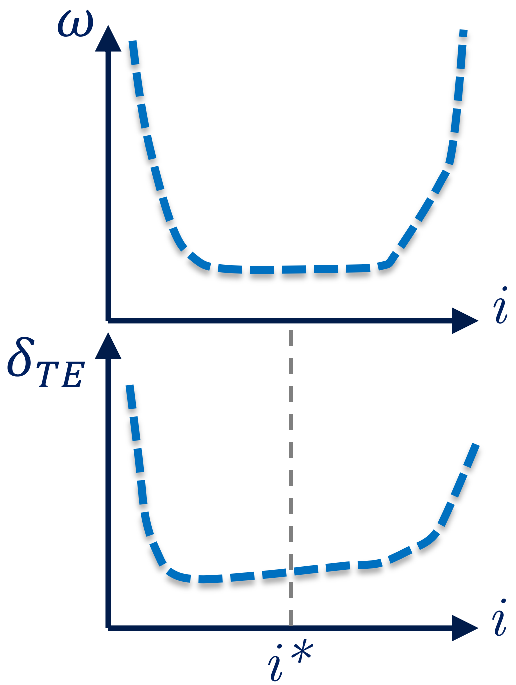
Model able to predict performance

But exact δ, ω unknown in practice…

Correlations assessment

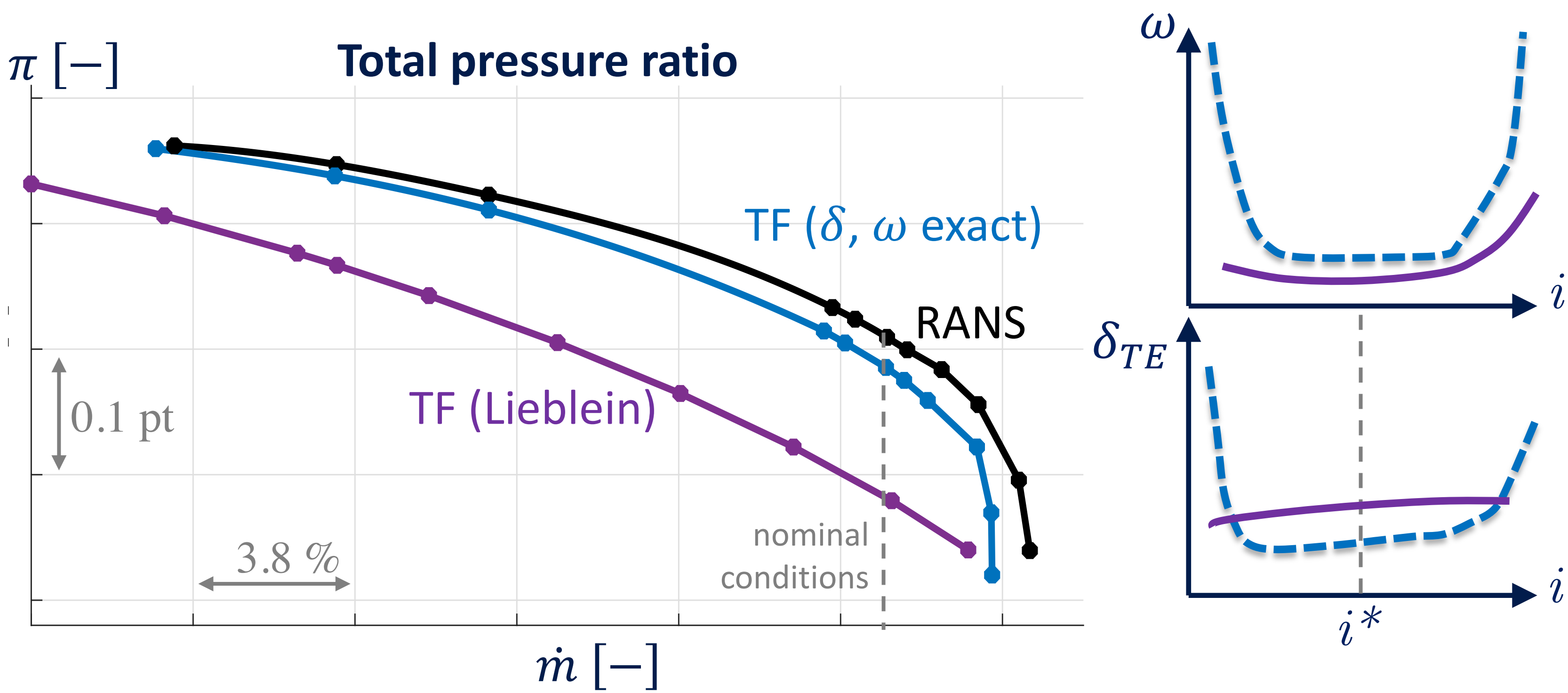
- Error quantification of **correlations** for $\boldsymbol{\delta}$, $\boldsymbol{\omega}$





Correlations assessment

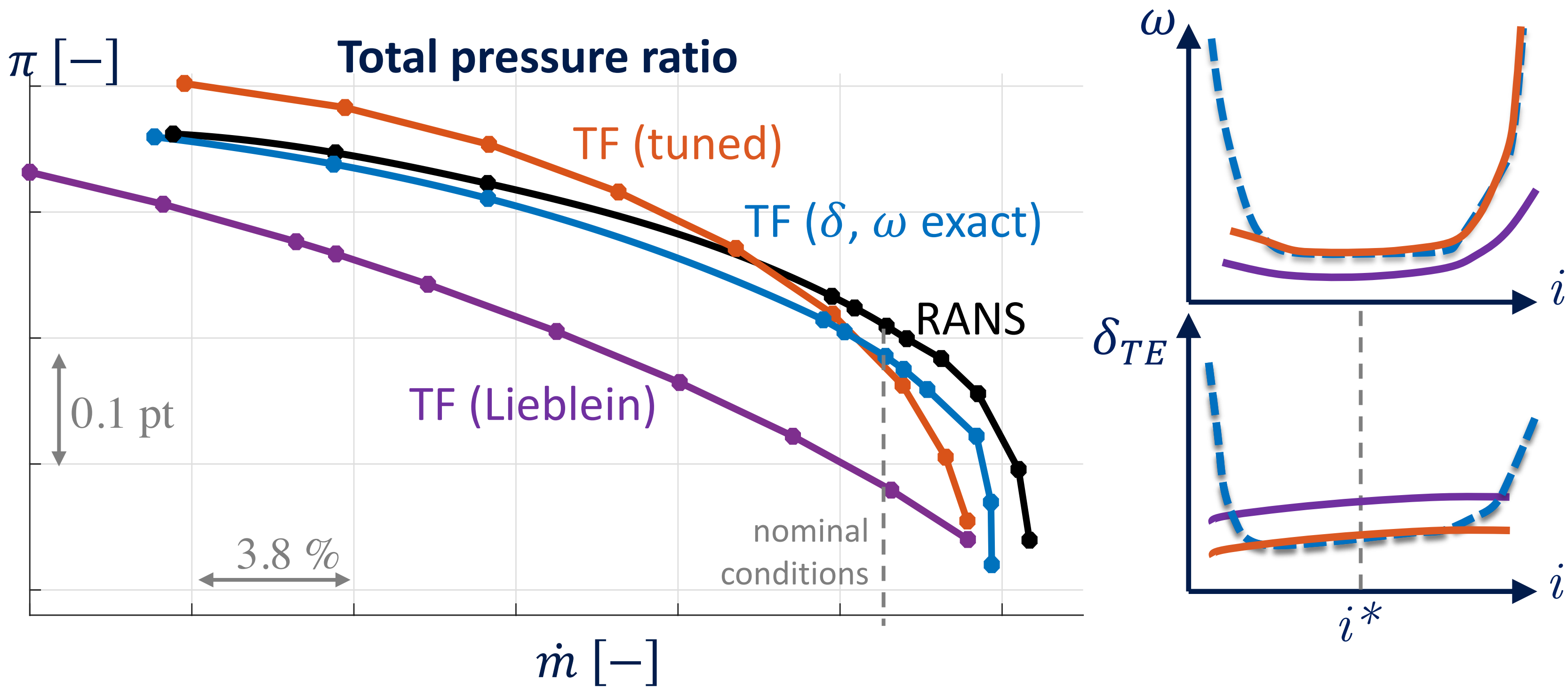
➢ Error quantification of **correlations** for $\boldsymbol{\delta}$**,** $\boldsymbol{\omega}$



- Inaccurate when applied to the modern compressor

Correlations assessment

➢ Error quantification of **correlations** for $\boldsymbol{\delta}$, $\boldsymbol{\omega}$



- **Rotor** deviation angle **correction** → total pressure ratio improvement
- **Mach number effect** added to loss coefficient

Strong dependence of model prediction with respect to correlation accuracy

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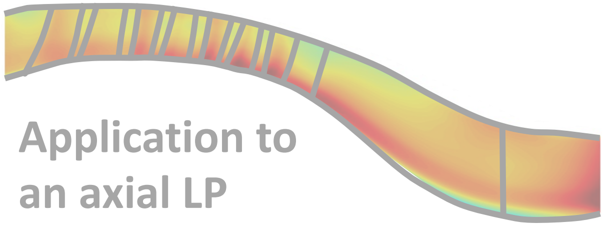
Model Assessment



Application to an axial LP compressor

3

Geometric variability

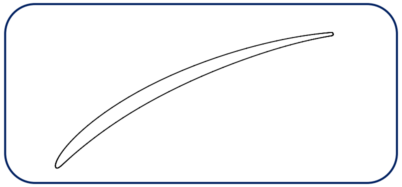
[SAB]

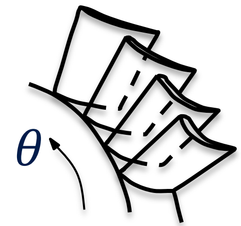
Geometry in through-flow model

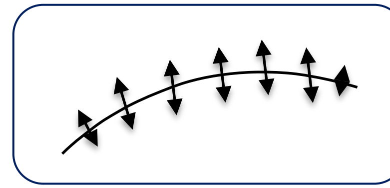
$$D_t\boldsymbol{U}(r,\theta,x,t) = \boldsymbol{G}(U,r,\theta,x,t)$$

θ −averaging →

$$D_t\bar{\boldsymbol{U}}(r,\theta,x) = \bar{\boldsymbol{G}}(U,r,\theta,x)$$







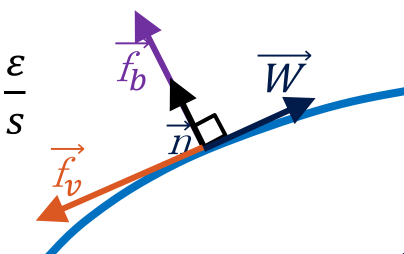
Camber line coordinates

&

Thickness distribution

Blade forces

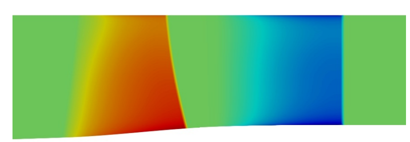
$$b = 1 - \frac{\varepsilon}{s}$$



Direct impact

Correlations

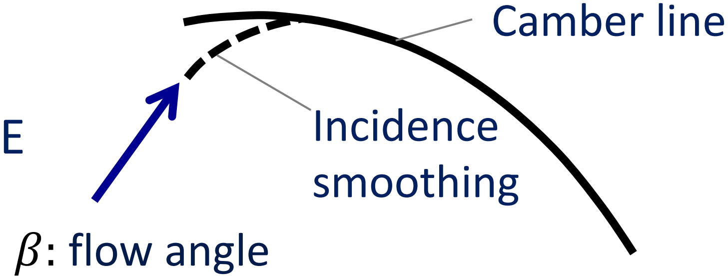
$$\delta_{TE}, \omega, i* = f\left(\begin{array}{c}\text{geometry,}\\ \text{flow quantities}\end{array}\right)$$

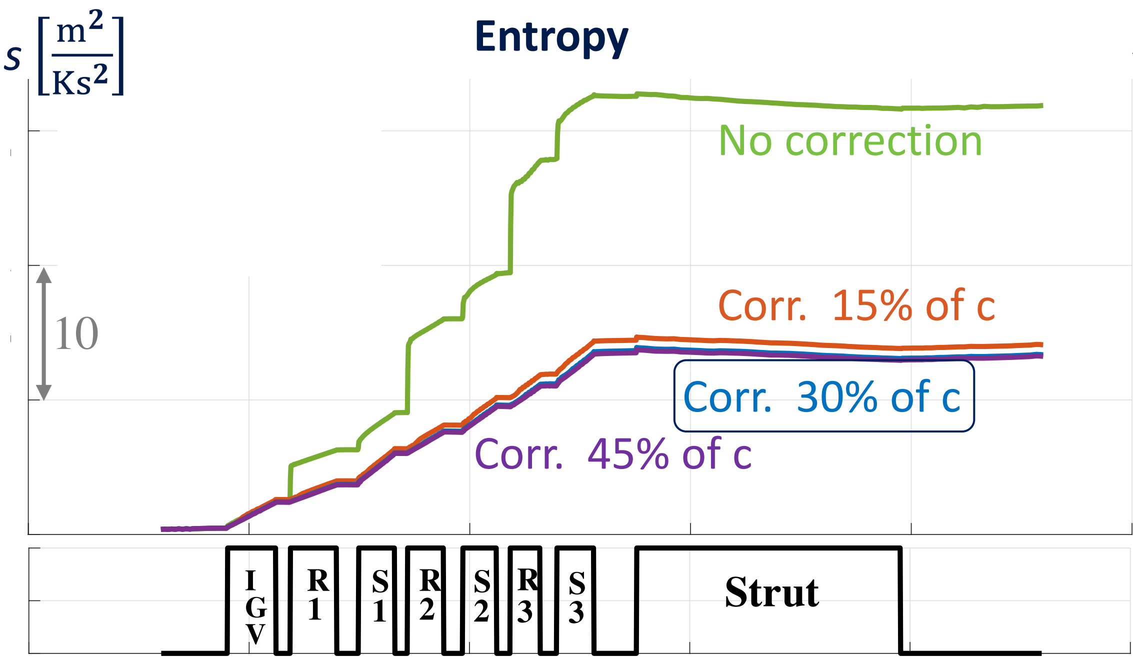


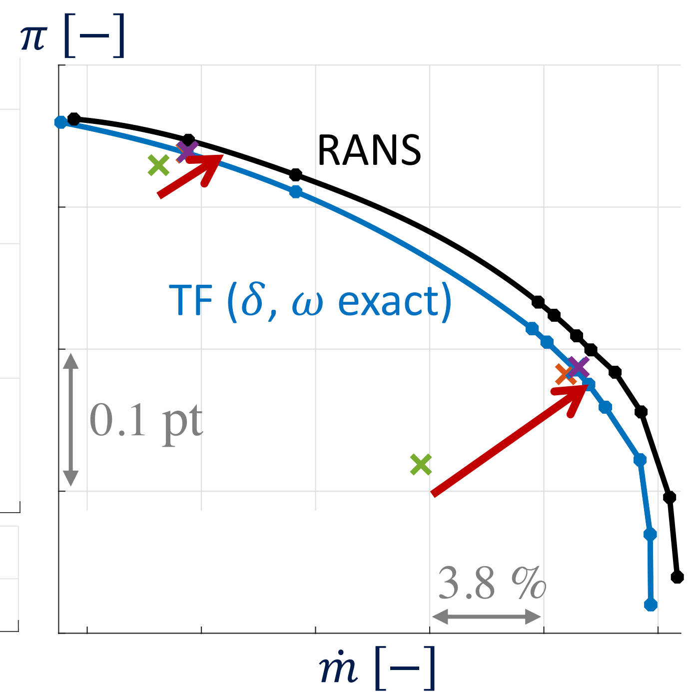
Indirect impact

Incidence correction

- Avoid flow angle discontinuity
- Modification of blade skeleton @ LE
- Unchanged correlation input

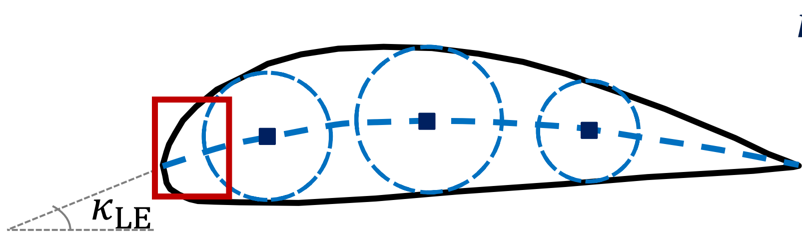


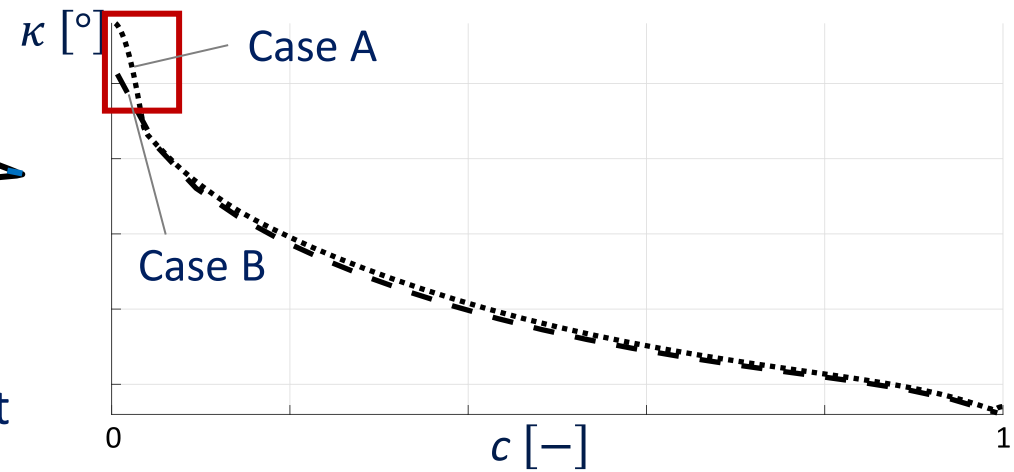




Incidence correction can smooth variability @ LE

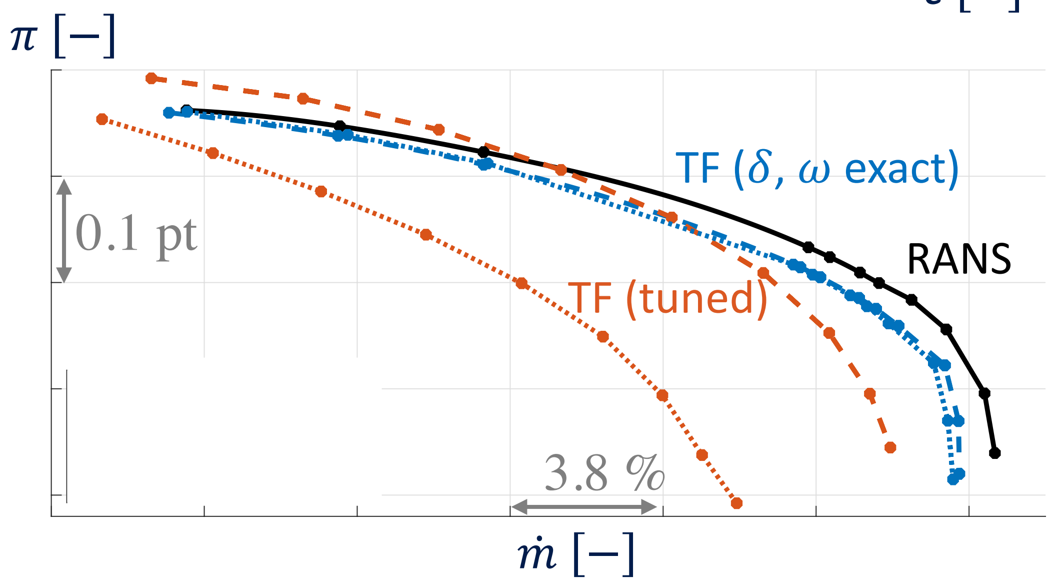
Camber line definition





Definition not unique close to LE

→ Large impact on correlation input



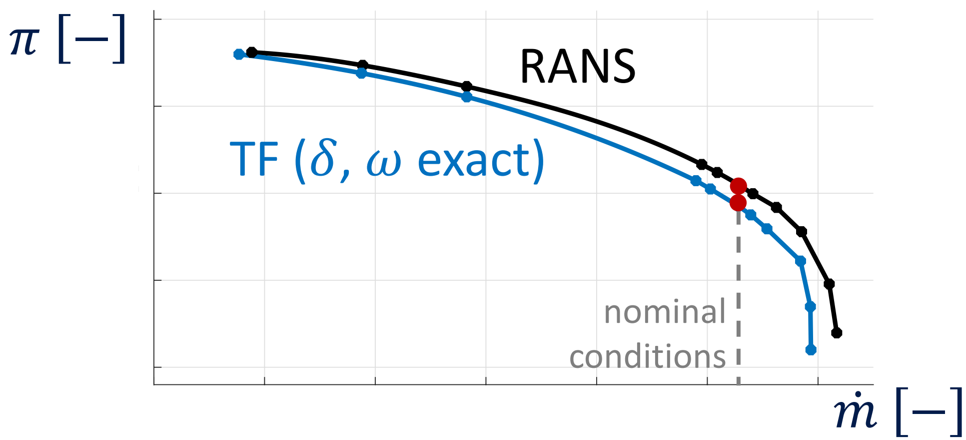
Strong dependence of model prediction with respect to LE blade angle

Geometric variabilities

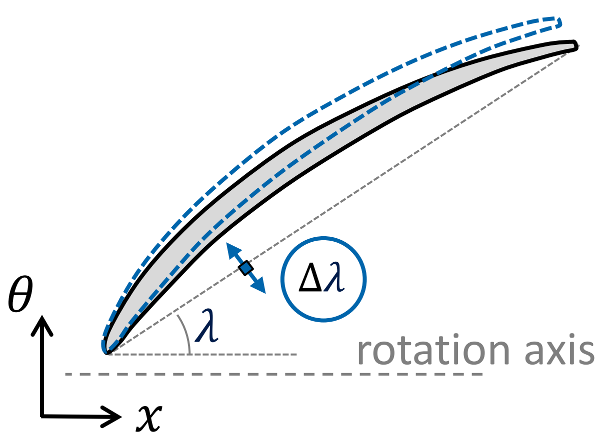
➢ Assess adequacy to predict **performance** variation due to **geometric variabilities**

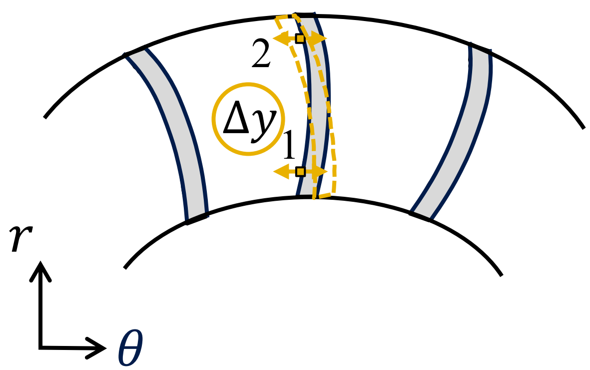
Preliminary analysis

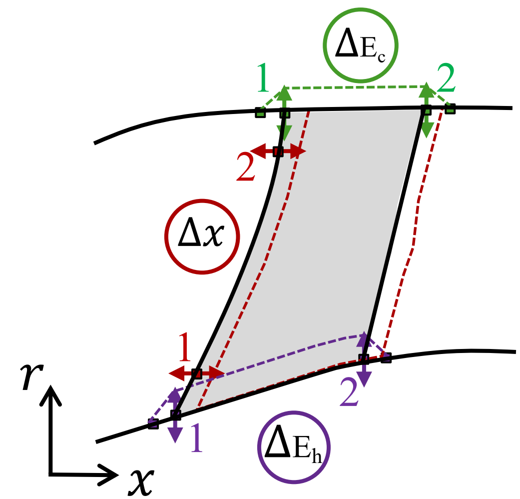
- @ nominal conditions
- Relative variations
- Stator blades



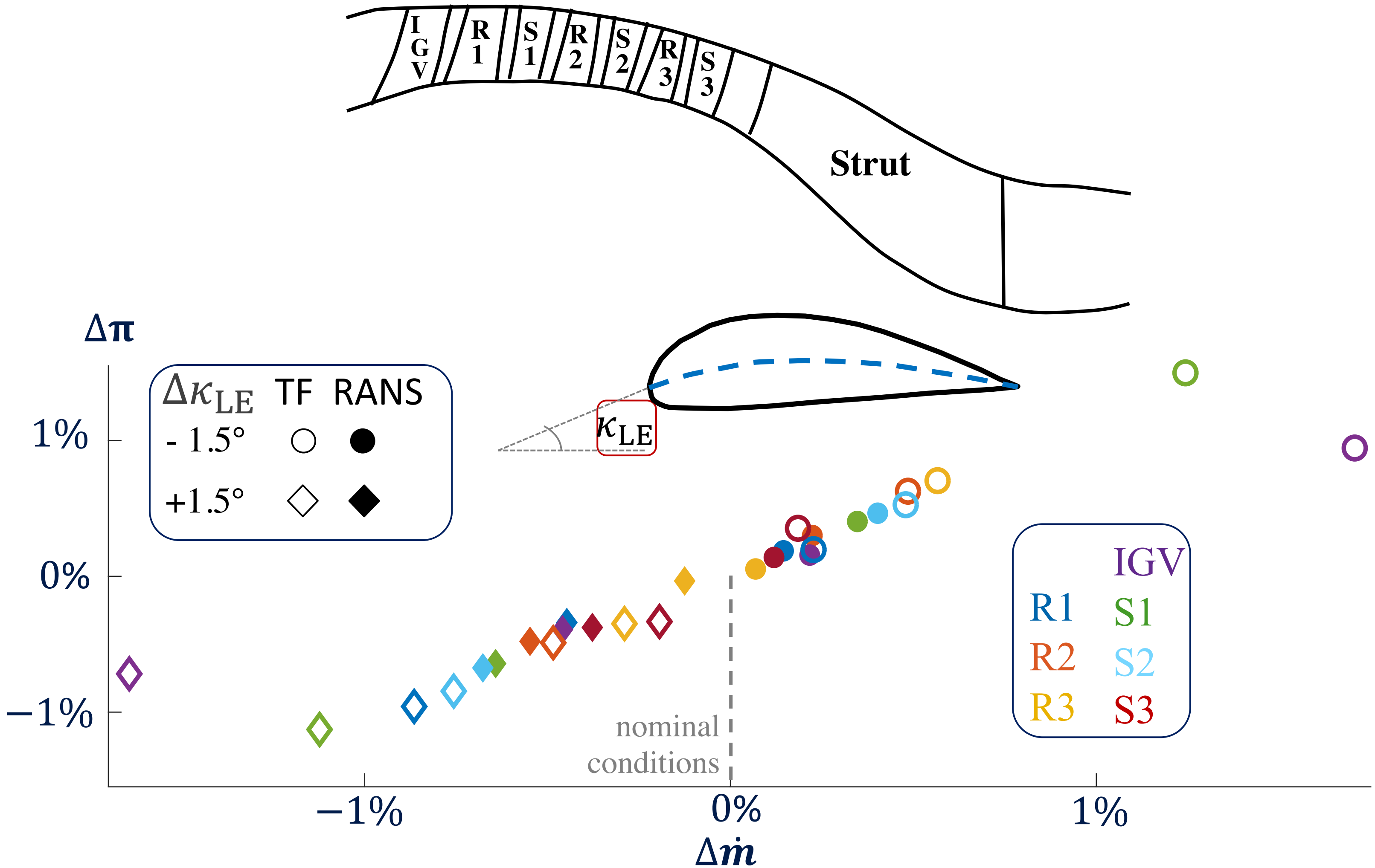
- LE blade angle variability
- 3D position of undeformed & endwalls deformation





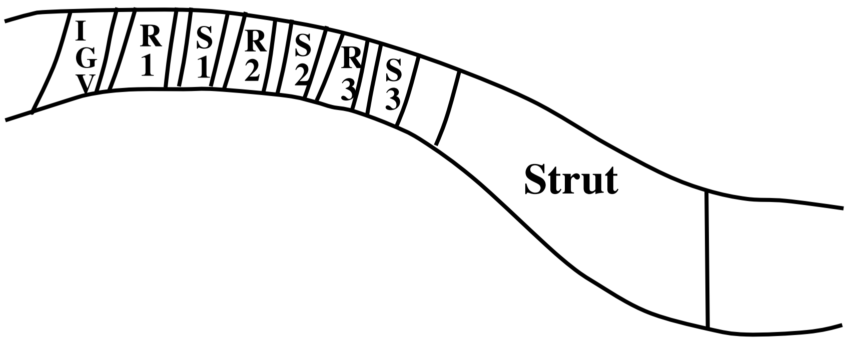


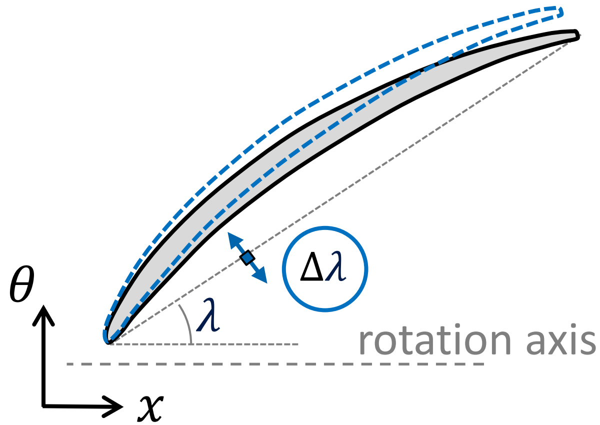
Geometric variabilities: LE blade angle

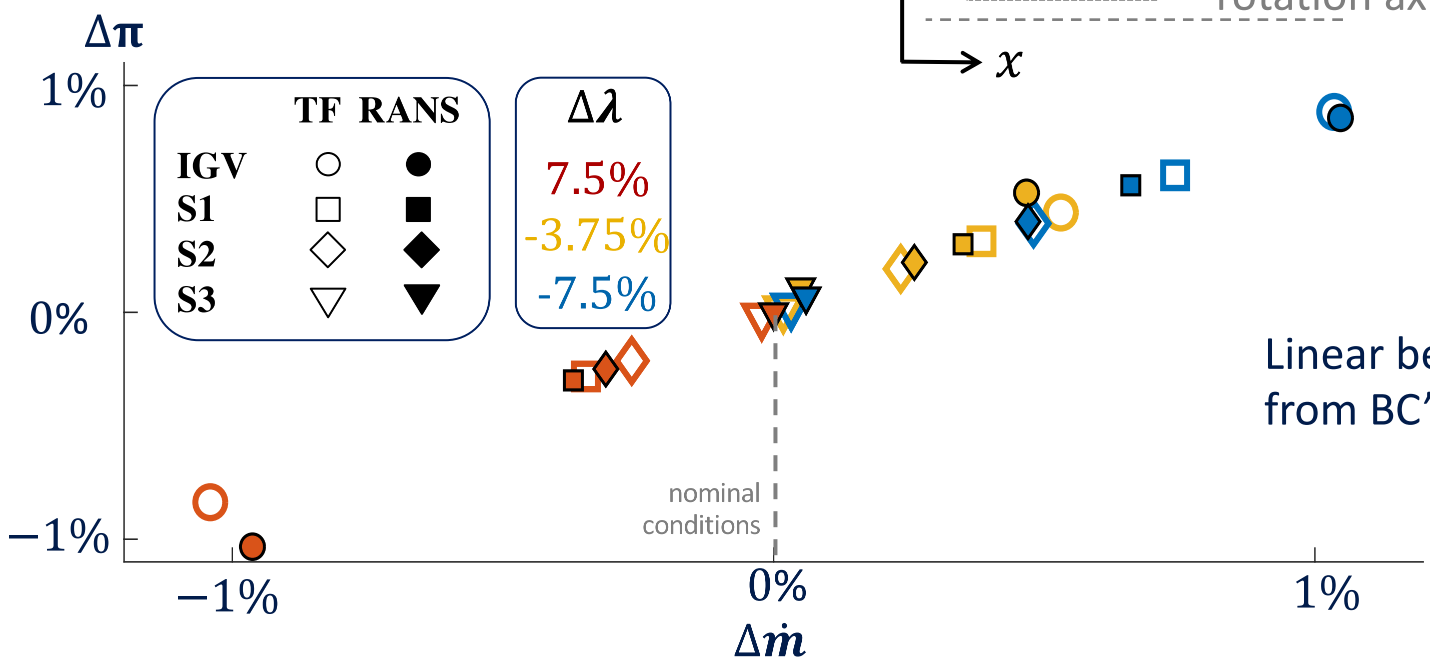


Overestimation of performance variability

Geometric variabilities: stagger angle



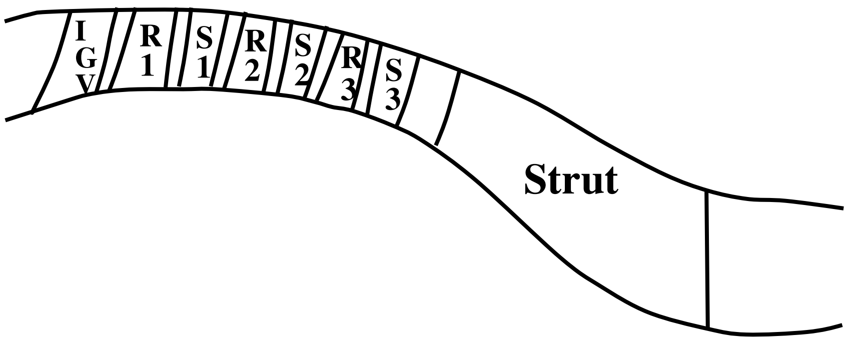


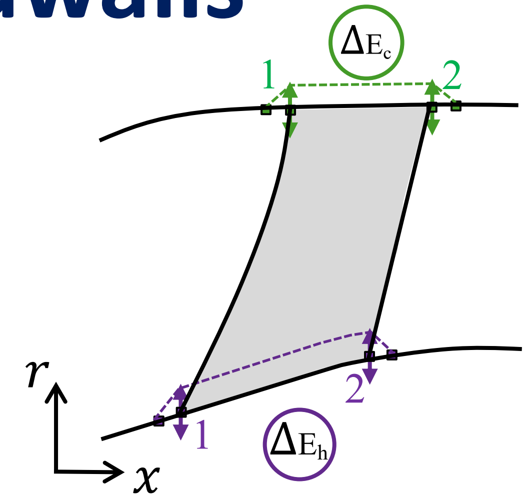


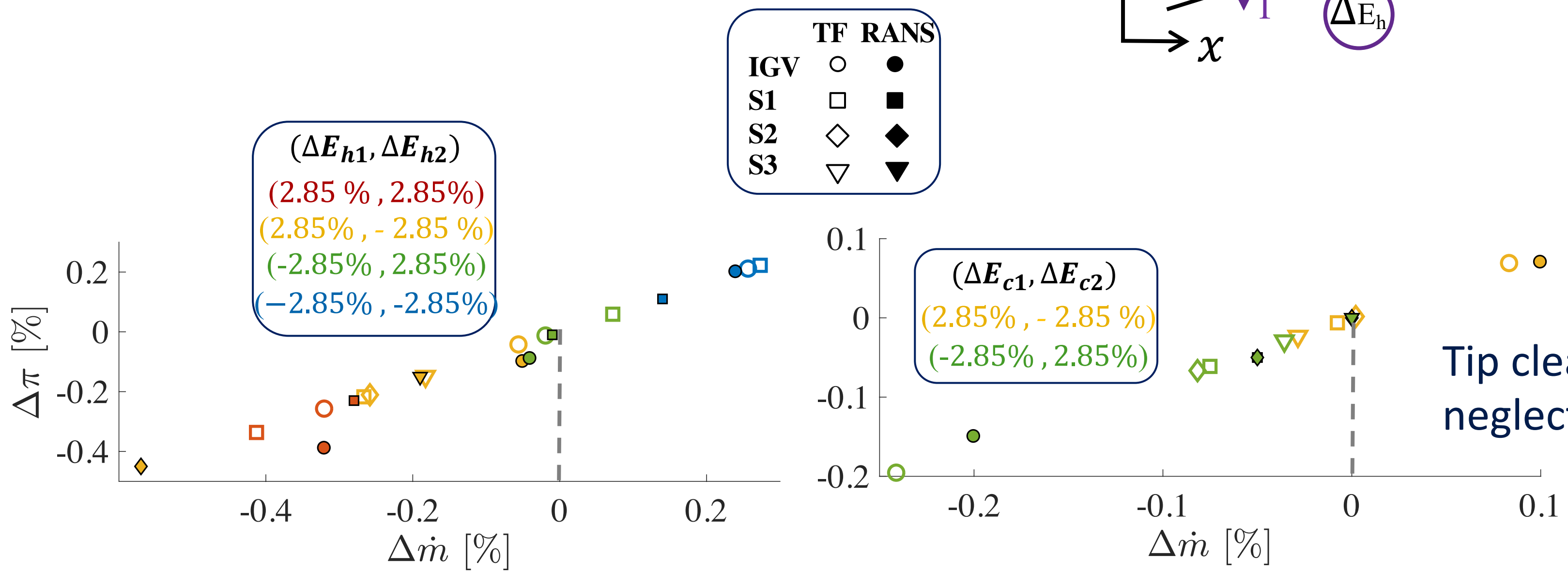
Linear behaviour from BC's

Model able to predict performance variation

Geometric variabilities: endwalls



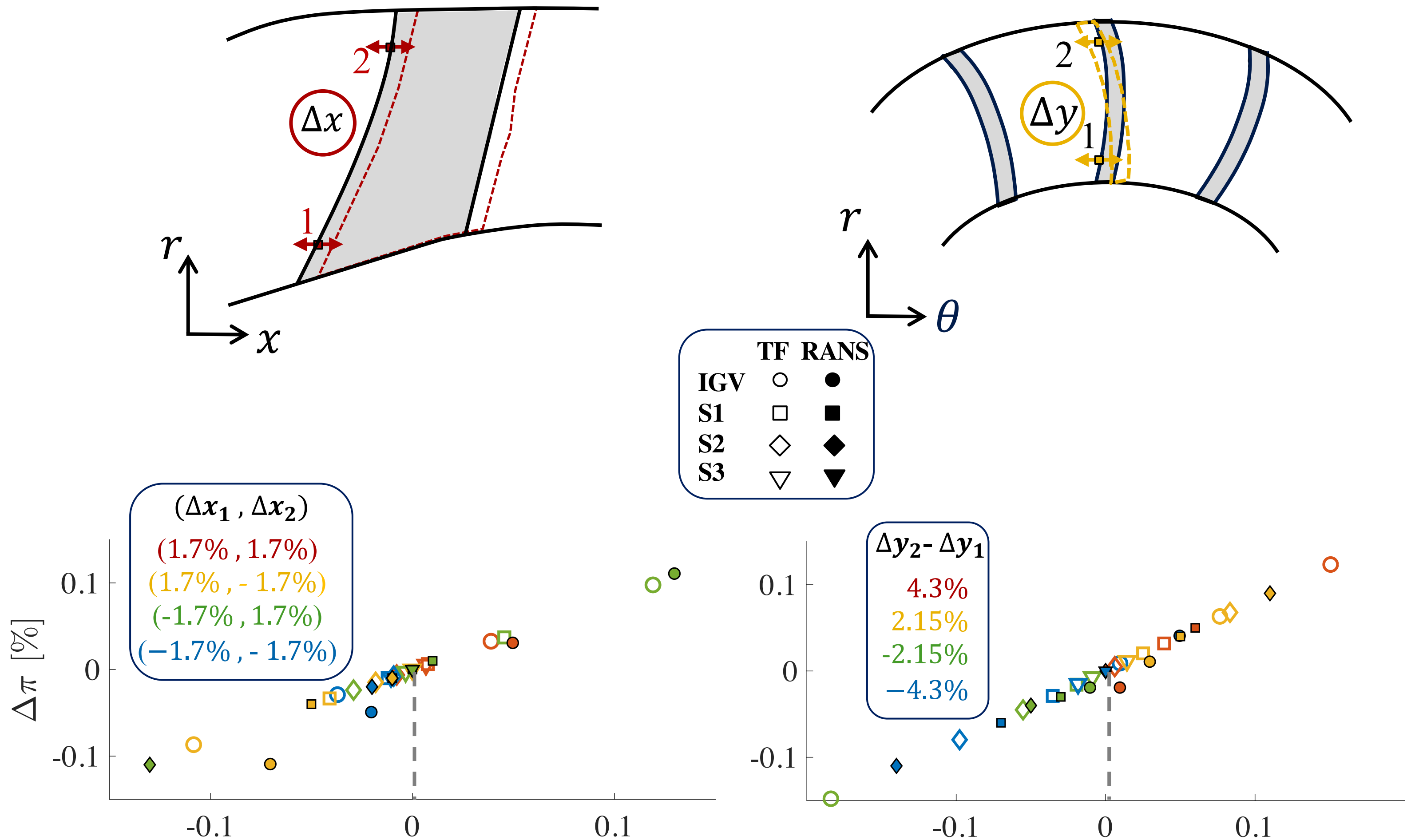




Tip clearance neglected

Model able to predict performance variation

Geometric variabilities: blade position



Model able to predict performance variation

Conclusion

Through- flow model

- **Reliable low-fidelity** method
- **Good prediction** of performance
- Strong **dependence** between performance prediction and **correlation accuracy**
- Promising approach to drastically **reduce CPU cost** compared to 3D RANS for multi-fidelity approach and UQ

Geometrical variability

- Modeling aspects (incidence correction and camber line definition) **smear variability propagation @ LE**
- Global good agreement for **performance variation**
- **Promising first step** towards the use of TF modeling for geometric uncertainty quantification

Future work

- Correlation **improvement** @ high incidence
- Thorough analysis of **geometric variability propagation**
- **Strength and weakness** of the model

Acknowledgement

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Wallonie

Skywin Wallonie

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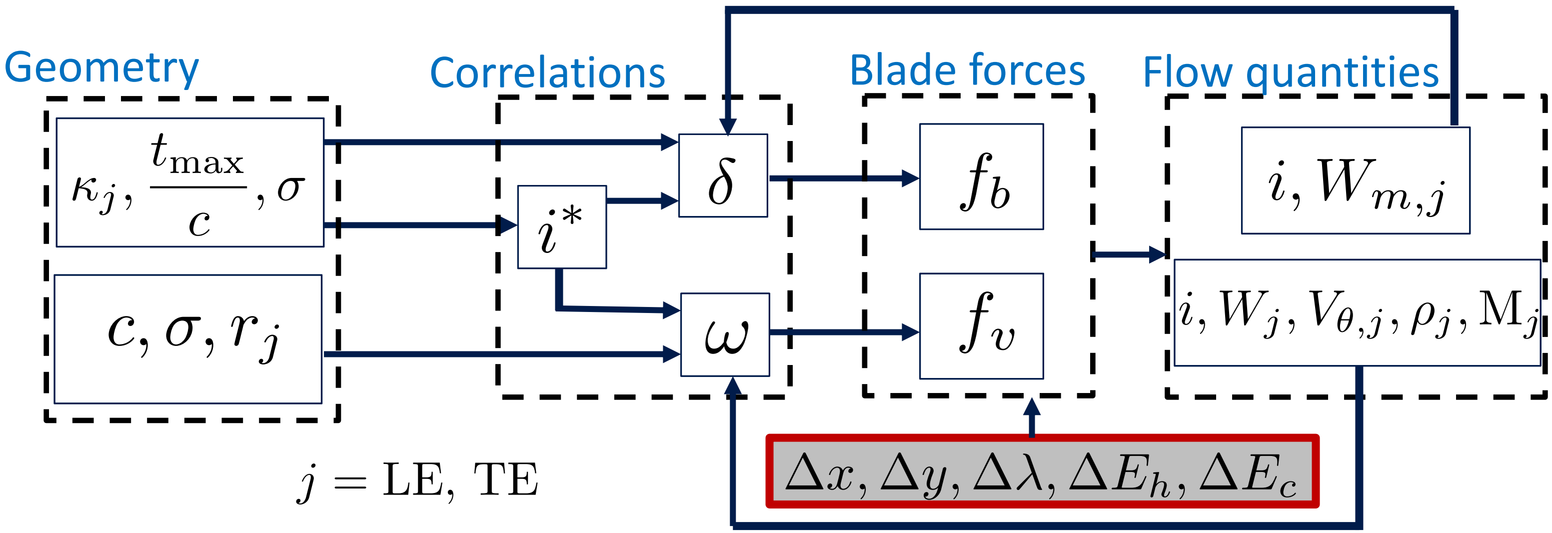
BACK-UP

Geometry in through-flow model



➢ Indirect impact on correlations byflow quantities