

USING MULTIBODY DYNAMICS FOR THE STABILITY ASSESSMENT OF A NEW ROTOR TEST RIG

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Abstract

The secure entry into service of a new rotor test rig requires the assessment of the dynamic and aeroelastic rotor stability. To this end, a multibody dynamics based numerical model was developed and coupled with an unsteady aerodynamic model based on Wagner's function and related enhancements for the general motion of an airfoil section considering heave and pitch motion. The simulation model uses modelling techniques for the setup of a linearized model and allows both, the investigation of ground resonance and flutter for the rig with clamped and articulated rotor blades in frequency domain. With respect to ground resonance, the dynamic examination of the two- and four-bladed rotor configurations shows a mechanically stable behaviour for the clamped and articulated rotor blades with lead-lag hinge in the planned rotor speed range up to 65 Hz. The aeroelastic assessment shows a damped behaviour for the configurations with clamped rotor blades, whilst the articulated rotor with lead-lag hinge is unstable beyond rotational speeds of 25 Hz for the two-bladed rotor and requires additional damping measures.

1 INTRODUCTION

With the "Rotor Test Stand Göttingen (RTG)" a new test rig has been developed in the DLR Institute of Aerodynamics and Flow Technology [1] for the physical investigation of dynamic stall phenomena. To support the entry into service corresponding simulations using multibody dynamics have been performed in the DLR Institute of Aeroelasticity to assess both, the dynamic stability in terms of ground resonance and aeroelastic stability related to rotor blade or rotor flutter. Major improvement of the overall prediction capability for dynamic and aeroelastic simulation of rotor systems is possible by introducing a multibody system (MBS) for the setup of the complete mechanical model [2]-[3] consisting of connected rotary and non-rotary substructures. Multibody dynamics allows the consideration of all non-linear contributions relevant in a rotating system like geometric stiffening of the flexible blades and additional damping terms activated by gyroscopic effects as well as the provision of a correct mechanical interface between the rotating and non-rotating frames by applying non-linear joint definitions. Here, the multibody system SIMPACK [4]-[5] is used for the setup and

simulation of the mechanical model of the rotor in a two- and four-bladed configuration with its flexible blades. Flexibility of the non-rotating blade is described in the multibody system SIMPACK with a modal approach for available finite element models. Further, an unsteady theory using indicial aerodynamics based on Wagner's function [6] in combination with steady two-dimensional airfoil data is applied to the multibody model. The paper addresses a discussion of used techniques to set up a linearized model of the rig with clamped and articulated rotor blades allowing the straight-forward assessment in frequency domain, an overview about the performed stability analyses and finally, a comparison of the investigated stability behaviour for the two- and four-bladed RTG rotor configurations. The presented work is based on results gathered during the current DLR FAST-Rescue project.

2 NUMERICAL METHODS

2.1 Multibody Dynamics

The multibody system SIMPACK [4]-[5] is used to set up and simulate the mechanical model of the

rotor system with its flexible rotor blades including large rigid body motions of the rotor hub and blade hinges as well as small deformations of the elastic structure. The development of the simulation package was originally initiated by DLR and later out-sourced for further development and commercial distribution. It provides all non-linear inertial coupling terms and allows the setup of elastic simulation models.

Flexibility of the non-rotating blade is described in the multibody system SIMPACK with a modal approach [7]-[8] for available finite element models. Several features allow the introduction of elastic rotor blades:

- (1) Implementation of complete elastic blade as one elastic body and additional geometric stiffness terms via standard FlexModal interface
- (2) Implementation of elastic blade with connected elastic substructures via standard FlexModal interface
- (3) Application of the intrinsic elastic beam model SIMBEAM
- (4) Application of the Rotor Blade Generator based on SIMBEAM

Feature (1) allows the straight-forward use of finite element models of industrial model size. Currently, the FlexModal interface supports ABAQUS, ANSYS, I-DEAS, MSC.NASTRAN, NX.NASTRAN and PERMAS. The feature (2) might be advantageous to add further non-linear characteristics of the multibody joints that interconnect elastic substructures. Feature (3) and (4) provide a solution, if a finite element code is not available or is not supported by FlexModal. In the present work, SIMPACK version 9.92 has been used.

Feature (1) which is based on the implementation of the complete elastic model together with additional geometric stiffness using the FlexModal interface is chosen for the RTG rotor blades. Two FEM solutions from a preprocessing step with the finite element code ANSYS are required in order to process the blade:

- A modal solution provides the modal elastic model with natural frequencies and mode shapes for the non-rotating blade at $\Omega=0$ Hz.
- A static solution provides the geometric stiffness terms for the description in the relevant degrees-of-freedom of the rotating blade for

$\Omega > 0$ Hz (centrifugal forces due to angular velocity).

FlexModal reads the model geometry, mass and stiffness matrices, natural frequencies, mode shapes, geometric stiffening terms and the used load case entries for the derivation of the geometric stiffening terms from the pre-processed finite element data. Then, FlexModal translates this input into a common flexibility description which is based on the Standard Input Data (SID) format as described in [8]. The file containing the flexible substructure is added in SIMPACK with marker locations which are similar to the node locations in the finite element model, changing a rigid into an elastic body. Regarding aspects of component modal synthesis and substructuring, any hybrid model consisting of rigid and flexible bodies can be built. Rigid bodies can be made flexible by the introduction of a modal elastic model as described above or spring stiffness can be applied to a joint between two bodies from the MBS element library. SIMPACK adds the additional equations for the modal degrees-of-freedom to the set of differential algebraic equations (DAE) and solves the resulting set of equations.

2.2 Indicial Aerodynamics

Two important formulations of unsteady aerodynamic force models in the time domain [6] go back to H. Wagner (pulse in angle of attack of airfoil section / application to flutter problem) and H.G. Küssner (local change of inflow for airfoil / application to gust problem). Both models are realized in MBS SIMPACK with a User Force Element (UFEL). They describe the motion induced velocities on the airfoil and the continuous immersion of the profile cross-section in the interference of a gust, respectively. Here, aerodynamics using Wagner's function [9] is applied to the multibody model. The fast aerodynamic model based on radial independent strips has been used to study basic phenomena of different blade layouts [10] and setups of the RTG rotor test rig.

Wagner considers a two-dimensional thin airfoil of chord length $2b$ in an impulsive motion from rest to the uniform velocity U and is commonly used as a model to describe the unsteady lift development for a change in angle-of-attack. This motion is depicted in Figure 1 for distance τ traveled in semichords during time t .

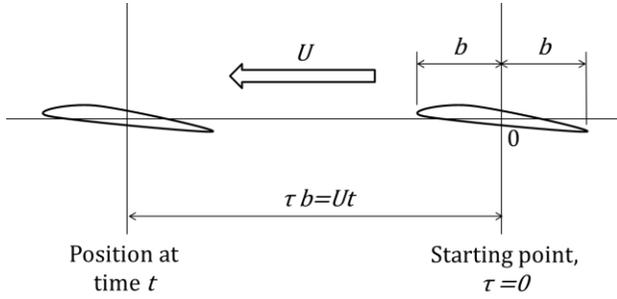


Figure 1: Impulsive motion of an airfoil.

The lift due to circulation acting on the strip of unit span [6] follows for an incompressible fluid of density ρ and the downwash w as

$$L_1 = 2\pi b \rho U w \Phi(\tau), \quad \tau = Ut/b$$

where $\Phi(\tau) = 1 - 0.165e^{-0.0455\tau} - 0.335e^{-0.300\tau}$

represents the approximation of R.T. Jones for Wagner's function $\Phi(\tau)$ describing the unsteady lift development towards the steady-state value for increasing distance τ traveled in semichords b . The approximation is shown in Figure 2 together with values generated from the state-space formulation of Wagner's function in the SIMPACK User Force Element [11]-[12].

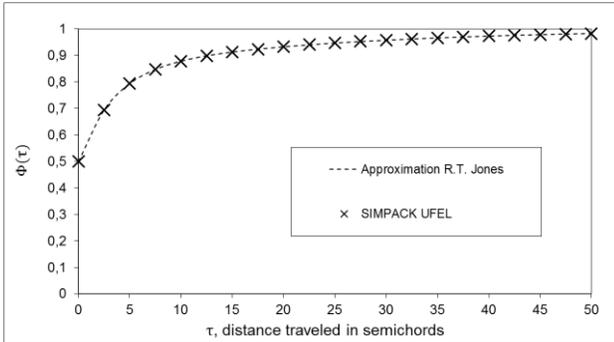


Figure 2: Wagner's function for an incompressible fluid.

According to Y.C. Fung [6], the description of unsteady lift can be extended from an impulsive to a general motion which is illustrated in Figure 3. It includes both, pitch motion α around the elastic axis at $a_h b$ and heave motion h . In this case one part of the lift arises from circulation, and the other part from non-circulatory "apparent mass" forces.

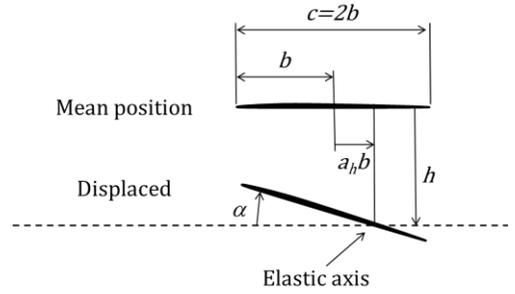


Figure 3: General motion of a two-dimensional airfoil.

To obtain the circulatory lift for the general motion, the measurement of downwash w in heave direction has to be changed from the $1/4$ chord point to the Pistolesi point at $3/4$ chord. The additional non-circulatory contributions to lift and moment from apparent mass $\rho\pi b^2$ and apparent moment of inertia $\rho\pi b^2(b^2/8)$ must be added for the general motion:

$$L_2 = \rho\pi b^2(\ddot{h} - a_h b \ddot{\alpha})$$

$$L_3 = \rho\pi b^2 U \dot{\alpha}$$

$$M_a = -\frac{\rho\pi b^4}{8} \ddot{\alpha}$$

Hence, total unsteady lift L and moment M about the elastic axis at $a_h b$, both given per unit span follow as:

$$L = L_1 + L_2 + L_3$$

$$M = \left(\frac{1}{2} + a_h\right) b L_1 + a_h b L_2 - \left(\frac{1}{2} - a_h\right) b L_3 + M_a$$

The total values for lift and moment hold for a two-dimensional flow of an incompressible fluid. All contributions are implemented in the used SIMPACK User Force Element and resulting forces and moments account for compressibility through Mach number correction. The temporal evolution of lift from Wagner's impulsive motion is described by a differential equation of 2nd order for 2 lag states and is numerically solved in state-space. This allows the consideration of unsteady contributions in time domain and in terms of aerodynamic lag states in frequency domain. Beside the unsteady aerodynamic forces based on Wagner's function and apparent mass, the SIMPACK User Force Element uses stripwise airfoil data based on quasi-steady derivatives and coefficients to account for the steady values of lift, drag and moment.

2.3 Stability Assessment of Dynamic and Aeroelastic Rotor System

Standard features in the multibody system allow the dynamic as well as the aeroelastic assessment of the rotor for axial inflow condition in both, frequency and time domain. In the case of RTG, numerical simulations in the frequency domain are used to study the dynamic and aeroelastic stability w.r.t. ground resonance as well as rotor blade and rotor flutter. The approach in frequency domain which is based on linearization, consecutive analysis of the eigenbehaviour and stability rating from damping values can be followed here, since the system matrices for the symmetric rotor with axial inflow remain time invariant and the unsteady aerodynamic forces are considered in terms of aerodynamic lag states.

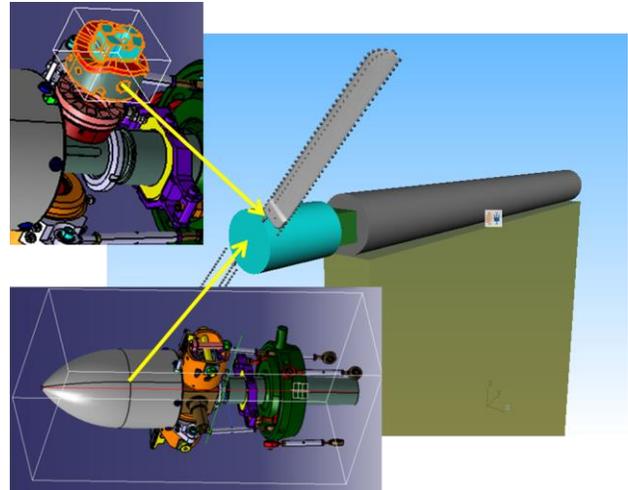


Figure 4. Multibody model of RTG rotor test rig in two-bladed configuration.

3 MODELS AND RESULTS

3.1 Dynamic and Aerodynamic Simulation Models

A two- and four-bladed configuration of the rotor test rig with straight blades and parabolic shaped blade tips will be operated and need to be assessed to proof a stable running behaviour before the entry into service. Used input for the model setup comprises mass and inertia data from CATIA, the ANSYS finite element model of the elastic rotor blade and modal measurements from a ground vibration test (GVT) on the rig itself. The mechanical setup of the two-bladed RTG rotor system in SIMPACK is depicted in Figure 4 and consists of the flexible rotor blades and the rigid bodies for the drive shaft, rotor hub, pitch bearings and blade hinges.

Mode No.	0 Hz Rotor Speed
1	F1 / 31.83 Hz
2	F2 / 163.83 Hz
3	L1 / 234.80 Hz
4	T1 / 254.74 Hz
5	F3 / 425.66 Hz

(F = flap mode / L = lag mode / T = torsion mode)

Table 1: Eigenfrequencies of the clamped rotor blade.

All the substructures of the rotor system are modelled with SIMPACK features. The flexibility of the non-rotating blade is described in the multibody system with a modal approach from a real modes solution and additional geometric stiffness contributions for the rotating blade which are considered by static load cases for the relevant degrees of freedom, both computed in a pre-processing step with the finite element software ANSYS [13]. All studied rotor configurations use similar rotor blades with a blade tip radius of 0.650 m and a reference blade chord of 0.072 m. Available flap and lead-lag hinges are located at the radius of 0.085 m and 0.100 m, respectively. The blade attachment is found at the radial station of 0.131 m and the blade mass is around 0.25 kg. Eigenfrequencies of the non-rotating rotor blade in clamped boundary condition are given in Table 1.

The description of the elastic attachment for the rotor hub resulting from motion contributions of the test rig and the drive shaft is implemented with the equivalent simplified model of measured shaft modes. Here, the elastically mounted RTG rotor is modelled with a fictitious shaft (cardan) joint as depicted in Figure 5 that is adjusted to the measured modal data in terms of eigenfrequencies and mode shapes. As location of the cardan joint the position of the nearest nodal point of the first elastic eigenmode of the shaft had been chosen. The applied joint stiffness has been selected in accordance to the respective shaft bending eigenfrequency of 103.92 Hz as identified in GVT.

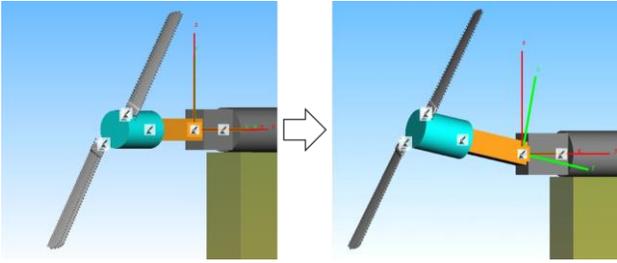


Figure 5. Elastically mounted RTG rotor using a fictitious shaft (cardan) joint.

Along the straight blade axis and the parabolic tip section a total number of 35 User Force Elements are distributed. They provide the unsteady aerodynamic forces based on Wagner's function and related enhancements for the general motion of the airfoil section taking heave and pitch into account. Further, a constant axial inflow of 10 m/s is given for RTG which is operated downstream in the jet of a wind tunnel nozzle [1]. At the blade tip, a Mach number of 0.60 is reached for the nominal rotor speed of 50 Hz.

3.2 Dynamic Simulation Results

The dynamic properties of the non-rotating two-bladed rotor include a pairwise appearance of symmetric and antimetric eigenforms of the elastic rotor blades (named: sym / anti) and two whirl modes which exhibit a coupled motion of the rotor blades together with the elastically mounted rotor hub. With rotation, the eigenforms of the elastic rotor blades exhibit an increase in the natural frequencies, whilst the whirl modes show a characteristic increase and decrease of their natural frequencies in terms of a so-called forward and backward whirl (named: W-fwd / W-bwd) as a function of the rotational speed. According values are found in Table 2. Here, it can clearly be seen that the whirl modes change their frequencies by approximately 50 Hz between the non-rotating case and at the nominal rotor speed of 50 Hz. Additional rotational springs with an equivalent stiffness value had been added at each hub shaft in order to account for the elasticity of the rotor head and to obtain the lead-lag frequency of 96.15 Hz from the detailed finite element model of the elastic rotor hub and blade [13] in clamped boundary condition at zero rotation.

Further, the dynamic behaviour of the RTG rotor (without aerodynamic forces) in the two-bladed configuration is assessed in terms of intersections found in the frequency diagram between the rotor

eigenfrequencies and the rising lines of the first and second rotor harmonics representing 1/rev and 2/rev. For the two-bladed rotor, forced excitation from rotor unbalance is expected for 1/rev (red line) and from the fundamental harmonic of the blade passage frequency for 2/rev (green line). Intersections give those rotational frequencies for which an increased vibratory level is expected and which have to be avoided in operation.

Mode No.	0 Hz Rotor Speed	50 Hz Rotor Speed
1	F1-anti / 31.81 Hz	F1-anti / 61.48 Hz
2	F1-sym / 31.82 Hz	F1-sym / 61.48 Hz
3	W-bwd / 76.05 Hz	W-bwd / 26.83 Hz
4	W-fwd / 76.78 Hz	W-fwd / 126.89 Hz
5	L1-anti / 96.20 Hz	L1-anti / 100.09 Hz
6	L1-sym / 97.80 Hz	L1-sym / 100.97 Hz
7	F2-sym / 167.89 Hz	F2-sym / 204.35 Hz
8	F2-anti / 167.95 Hz	F2-anti / 204.41 Hz
9	T1-sym / 254.74 Hz	T1-sym / 266.36 Hz
10	T1-anti / 254.74 Hz	T1-anti / 266.36 Hz

(F = flap mode / L = lag mode / T = torsion mode / W = whirl)

Table 2: Natural frequencies of two-bladed rotor with clamped blades and flexible hub.

Dynamic stability is judged with the according damping diagram in terms of negative damping values for which instability due to ground resonance is indicated. For the design of the RTG rotor a nominal rotor speed of 50 Hz and a maximum value of 65 Hz in over-speed has to be considered. Attached simulation results in Figure 6 and Figure 7 are gained from the application of linearization features in combination with the eigenvalue solver in MBS SIMPACK and show the development of the rotor frequencies and critical damping of the modes versus rotor speed for the studied dynamic systems. They comprise the rotor configurations of clamped blades with flexible hub as well as articulated blades with lead-lag hinge and rigid hub. Both applications for the two-bladed RTG rotor show dynamic stability of the rotor (damping ratios ≥ 0.0) and thus, no sign of ground resonance is present.

Mode No.	0 Hz Rotor Speed	50 Hz Rotor Speed
1 / 2	F1-anti / 31.81 Hz	F1-anti / 61.47 Hz
3 / 4	F1-sym / 31.82 Hz	F1-sym / 61.48 Hz
5	W-bwd / 73.48 Hz	W-bwd / 24.09 Hz
6	W-fwd / 73.51 Hz	W-fwd / 124.29 Hz
7 / 8	L1-anti / 96.20 Hz	L1-anti / 100.08 Hz
9 / 10	L1-sym / 97.54 Hz	L1-sym / 100.06 Hz 101.74 Hz
11 / 12	F2-sym / 167.89 Hz	F2-sym / 204.35 Hz
13 / 14	F2-anti / 167.94 Hz	F2-anti / 204.40 Hz
15 / 16	T1-sym / 254.74 Hz	T1-sym / 266.36 Hz
17 / 18	T1-anti / 254.74 Hz	T1-anti / 266.36 Hz

(F = flap mode / L = lag mode / T = torsion mode / W = whirl)

Table 3: Natural frequencies of four-bladed rotor with clamped blades and flexible hub.

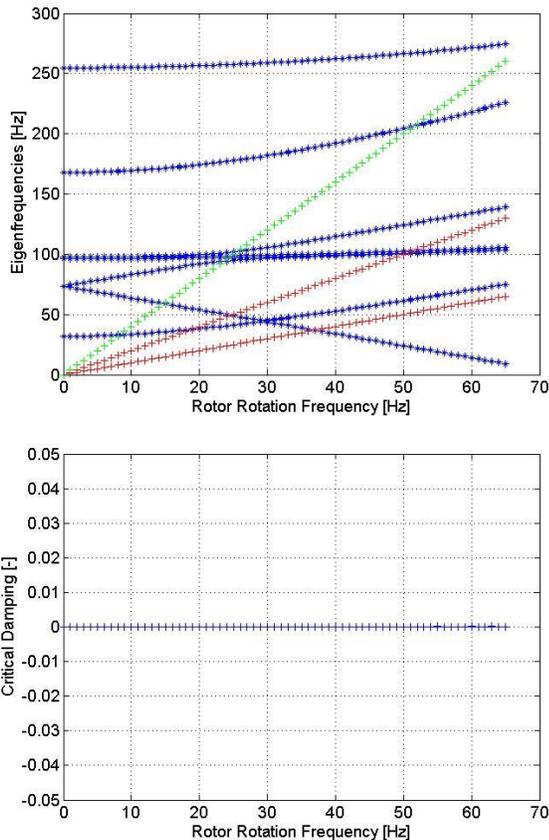


Figure 8. Rotor frequencies and damping for the dynamic model (4 clamped blades with flexible hub).

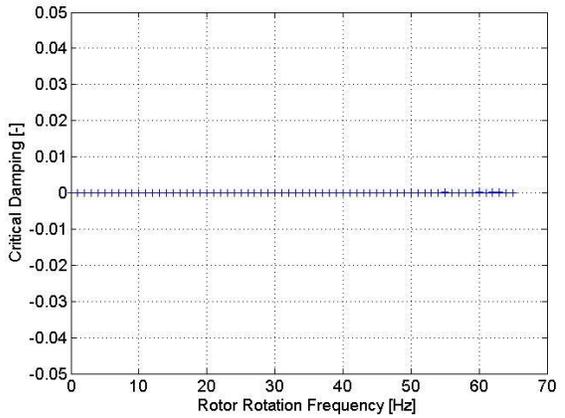
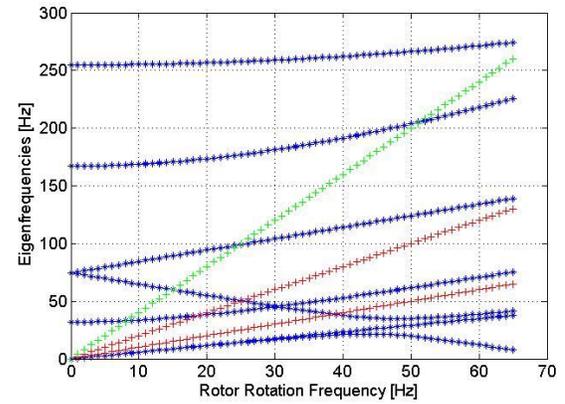


Figure 9. Rotor frequencies and damping for the dynamic model (4 articulated blades with lead-lag hinge).

3.3 Aeroelastic Simulation Results

Aeroelastic results related to the prediction of forced vibration and flutter stability using the unsteady aerodynamic model based on Wagner's function can be gained from the application of linearization features when symmetric axial inflow conditions are assumed and thus, the system matrices remain time invariant. This is valid for the RTG test rig where no additional in-plane velocity component is present, since it is being considered as a "main rotor in axial flight". Similar to the dynamic analyses, the aeroelastic behaviour of the RTG rotor is assessed in terms of intersections found in the frequency diagram with the rotor harmonics of 1/rev and 2/rev for the two-bladed configuration. For the four-bladed rotor, also 4/rev needs to be taken into account. Intersections give those rotational speeds for which an increased vibratory level is expected, whilst stability is assessed with the according damping diagram in terms of negative damping values for which instability due to rotor blade and rotor flutter is anticipated.

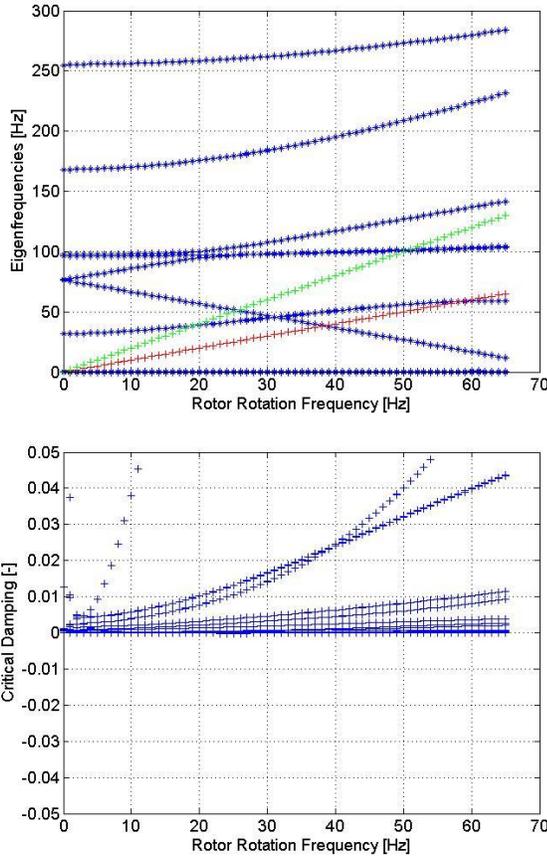


Figure 10. Rotor frequencies and damping for the aeroelastic model (2 clamped blades with flexible hub).

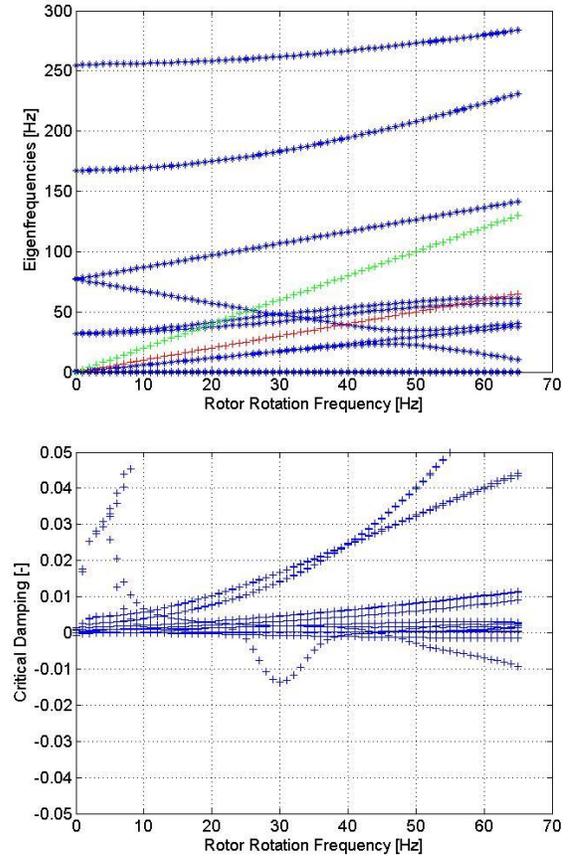


Figure 11. Rotor frequencies and damping for the aeroelastic model (2 articulated blades with lead-lag hinge).

For the safe operation of the RTG rotor, a nominal rotor speed of 50 Hz and a maximum value of 65 Hz in over-speed has to be considered. The corresponding simulation results for the two-bladed rotor in Figure 10 and Figure 11 are gained from the application of linearization features in combination with the eigenvalue solver in MBS SIMPACK and show the rotor frequencies and critical damping of the modes versus rotor speed for the aeroelastic model. Except for the RTG rotor configuration with articulated blades at zero rotor speed, all the plotted eigenvalues of zero frequency are of aerodynamic nature and represent the aerodynamic lag states. Here, the rotor setup with clamped blades and flexible hub is stable (damping ratios ≥ 0.0), whilst the setup with lead-lag hinges and rigid hub is turning into an undamped and thus, instable system (damping ratios < 0.0). The flutter onset is found for the critical rotational speed of 25 Hz and a minimum damping value of -1.4 % is reached in the studied range for the rotor speed of 30 Hz.

The related flutter mechanism shows major contributions from the backward whirl mode W-bwd as well as the first flap bending modes F1-sym and F1-anti (see Table 2). The eigenfrequency of the whirl mode at flutter onset is found with 52.50 Hz.

For the four-bladed configuration, the aeroelastic behaviour of the RTG rotor is assessed for intersections in the frequency diagram between rotor eigenfrequencies and rotor harmonics of 1/rev (red), 2/rev (red) and in addition 4/rev (green) due to the changed blade number. The intersections give the rotational speeds for which an increased vibratory level is possible and which need to be avoided in operation. Here, the assessment of aeroelastic stability for rotor speeds up to 65 Hz does not indicate instability due to flutter (damping ratios ≥ 0.0) for the RTG with clamped and articulated rotor blades. According simulation results are depicted in Figure 12 and Figure 13, respectively.

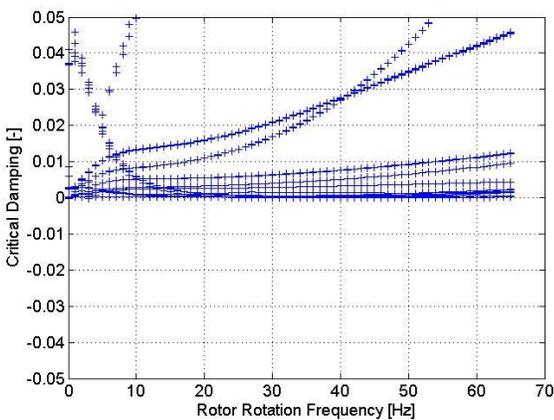
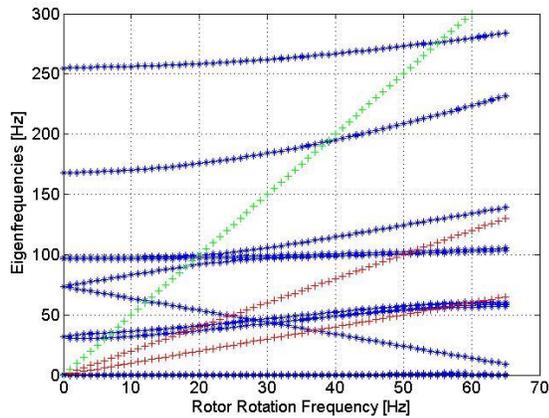


Figure 12. Rotor frequencies and damping for the aeroelastic model (4 clamped blades with flexible hub).

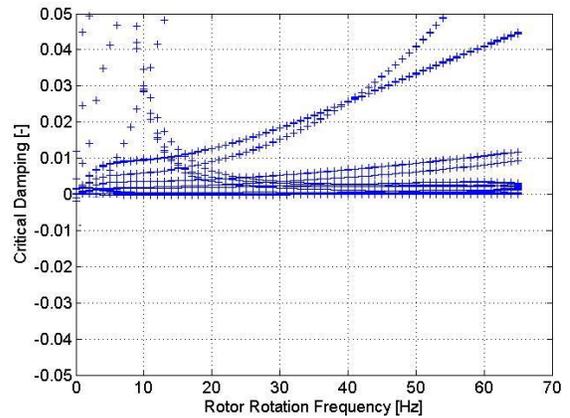
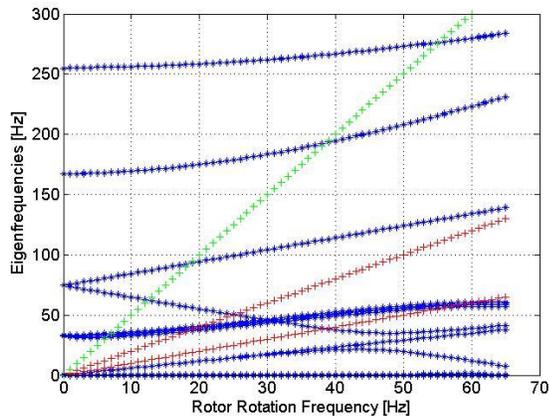


Figure 13. Rotor frequencies and damping for the aeroelastic model (4 articulated blades with lead-lag hinge).

4 CONCLUSIONS AND OUTLOOK

A new rotor test rig has been assessed in frequency domain for both, dynamic stability in terms of ground resonance and aeroelastic stability related to rotor blade and rotor flutter. For the aeroelastic analyses, the multibody model was coupled with an unsteady aerodynamic model based on Wagner's function and related enhancements for the general motion of an airfoil section considering heave and pitch motion. Numerical results for the two- and four-bladed rotor state the dynamic stability of the rotor test rig for the rotor setup using clamped blades and articulated blades with lead-lag hinges in the planned rotor speed range up to 65 Hz. Aeroelastic stability results show the rotor running instable for increasing rotor speed when lead-lag hinges are used with the two-bladed rotor. Here, additional damping has to be introduced for risk mitigation to prevent flutter. The two-bladed rotor with clamped blades as well as the four-bladed configurations do not show flutter.

The presented numerical approach assumes a symmetric rotor with time invariant system matrices as found in axial flight to allow a stability assessment in frequency domain based on extracted eigenvalues using the solver in the multibody software. Further improvement of the used indicial aerodynamics beyond Wagner's function is required to consider additional inflow effects. State-space formulations of several dynamic inflow models are available in literature and are attractive for implementation.

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