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Advanced  
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# Reduced Order Numerical Model of Flapping Wing Unsteady Aerodynamics

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# 1. Proposed approach



ROM=Reduced Order Model

**- Analytical models:**

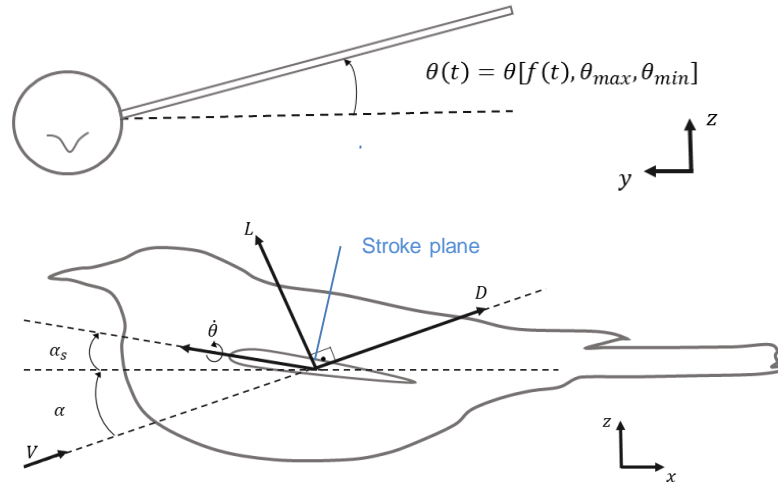
Small perturbations.  
Applicability problems

**- Quasi-steady models:**

flapping frequency  $\approx 0$ .

**- Full unsteady CFD:**

Unaffordable for full envelope.



## 2. CFD Identification procedure: Simulations + Wind Tunnel Validation

### PREPROCESSING OVERSET MESH

NEW TECHNIC:  
Overset mesh

### SIMULATION ANSYS FLUENT

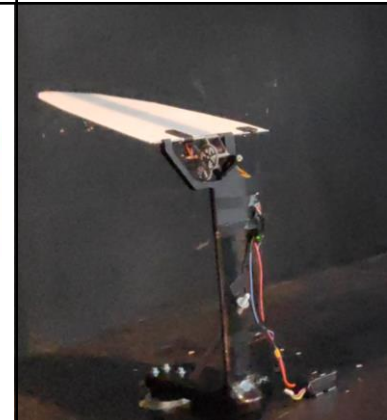
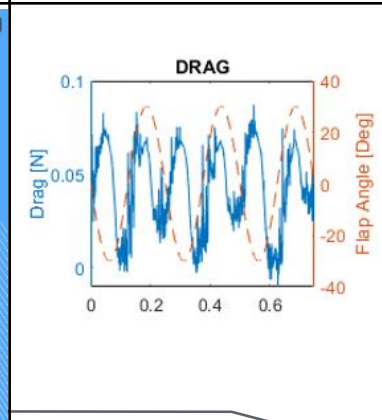
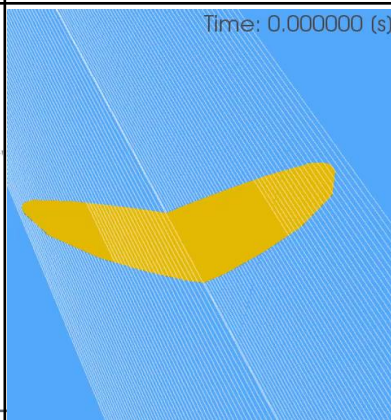
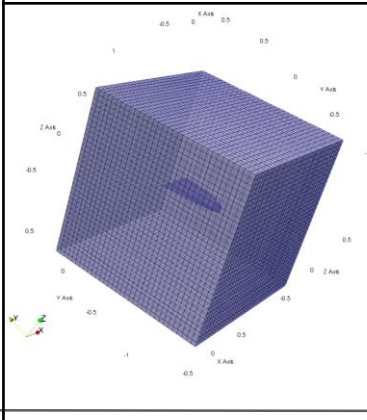
1 Day 1 Flapping.  
Batch mode.

### POSTPROCESSING PARAVIEW

Forces and moments in  
desired reference frame

### VALIDATION WIND TUNNEL

Experimental data  
provided by wind tunnel

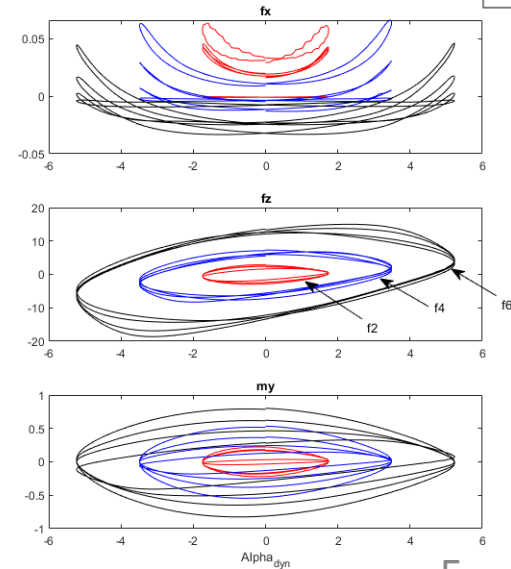
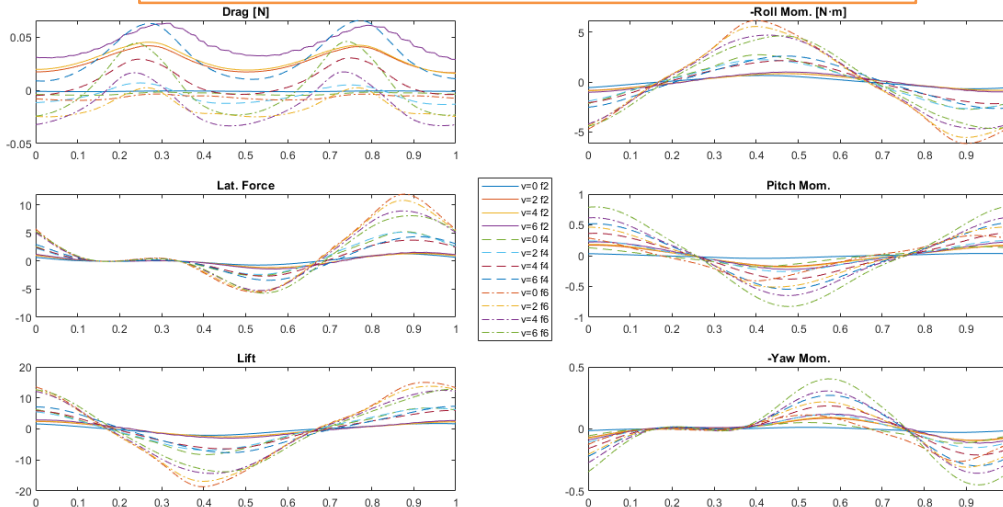


## 2. CFD Simulations: Results

### 72 simulations

- Free stream velocity: [0 , 6] m/s
- Flapping frequency: [2 , 6] Hz
- Angle of attack: [-8 , 8] deg.
- Flapping kinematics/ platform: **TWEETY**

Dynamic induced AoA:  
60% semi span  
 $\frac{3}{4}$  chord



### 3. Wind tunnel preparation:

**Challenge:** “As rigid as possible” in order to neglect the elastic phenomenon.

- 5 different manufacturing:

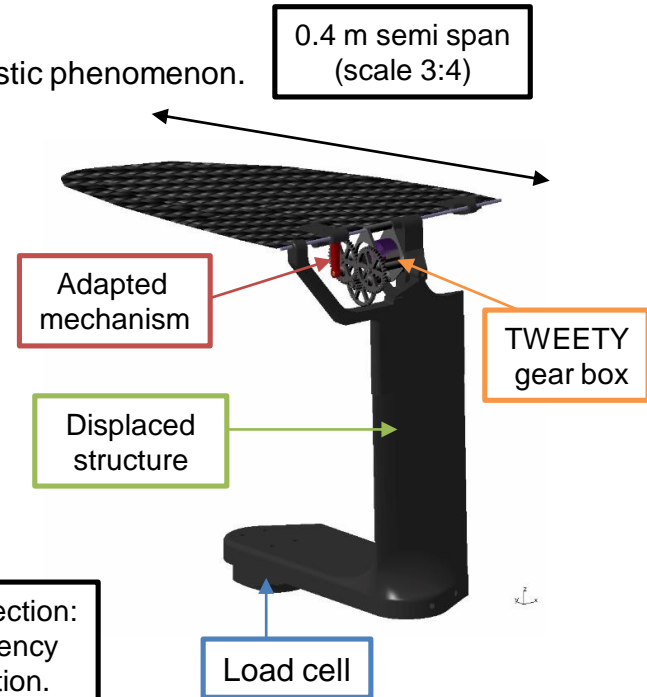
| Material        | Thickness [mm] | Weight [g] |
|-----------------|----------------|------------|
| Reinforced Wood | 2              | 0.124      |
|                 | 1.2            | 0.084      |
| Carbon Fiber    | 2              | 0.208      |
|                 | 1.5            | 0.160      |
|                 | 1              | 0.110      |



#### Considerations:

- Wall effect.
- Dynamic similarity: flapping frequency  $\sim k^2$
- Torque  $\sim I \cdot f^2$

Frequency selection:  
Power-Frequency  
characterization.



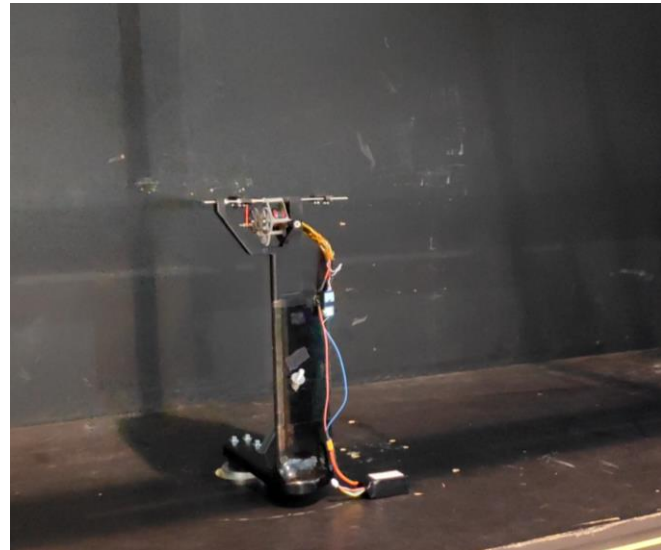
### 3. Wind tunnel experiments:

-UMA 1x1m section Wind tunnel.

- **Velocity limit:** 6 m/s
- **Power limit:** 4 Hz (2 Hz)



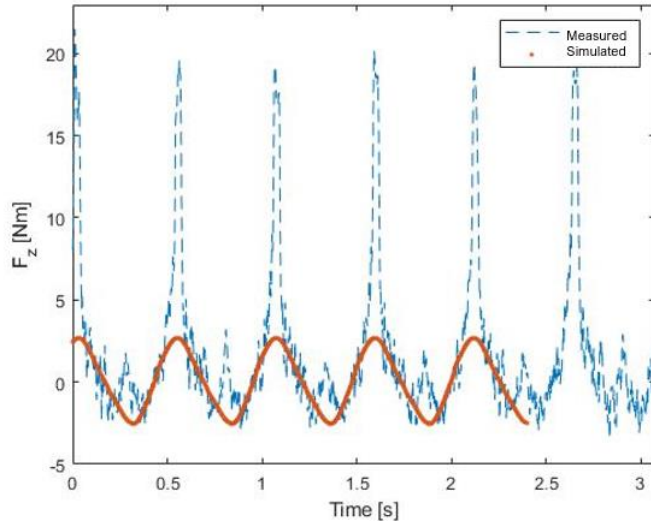
-**Unstable control** of the gauge cell.



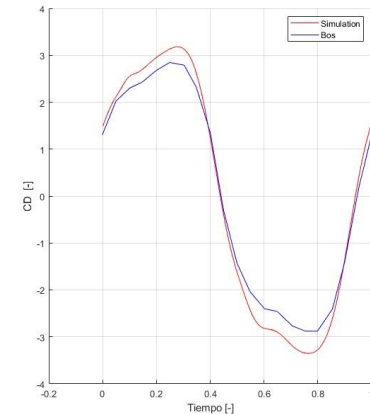
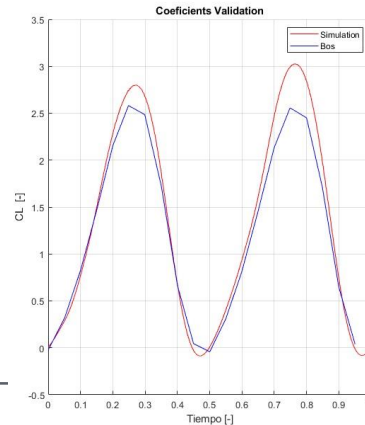
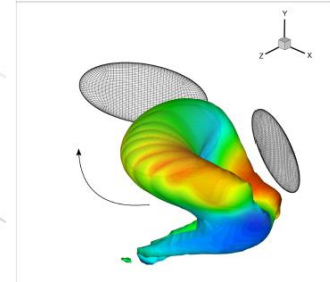
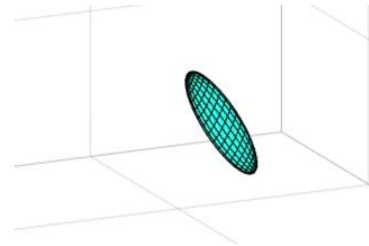
### 3. Wind tunnel results:

#### Validation

- **Noisy measurements:**  
Aerodynamic harmonic signals due to structure excitation and unstable control of the load cell.
- **72 experiments:**  $V$  inlet: [0, 4, 6] m/s.  
Frequency: [0,4] Hz.  
Conducted in triplicate.



#### Verification: Literature data, Figure of eight shape.





## 4. Volterra-Wiener Model

$$\bar{L}(t) = \rho_\infty \pi b^2 \left[ -\omega^2 \bar{h}_e(t) - \left( \frac{c}{2} - x_e \right) \omega^2 \bar{\alpha}(t) \right] + \rho_\infty \pi b^2 i \omega \bar{\alpha}(t) + 2\pi \rho_\infty b U_\infty \int_{-\infty}^t dt' i \omega \bar{w}_{3/4}(t') \Phi \left( \frac{U_\infty}{b} (t - t') \right)$$

$$y(t) = \int_{-\infty}^{\infty} u(\tau) h(t - \tau) d\tau$$

**Allows memory:** Analogous to traditional analytical models:

Convolution integral.

Ex.: Theodorsen theory (2D, small AoA, inviscid...).

**-Volterra model:** LTI, time and frequency domain.

$$y[n] = \sum_{i=1}^p \mathbb{H}_i$$

$$= \sum_{k=0}^n H_1[n-k]x[k]$$

$$+ \sum_{k_1=0}^n \sum_{k_2=0}^n H_2[n-k_1, n-k_2]x[k_1]x[k_2]$$

$$\vdots$$

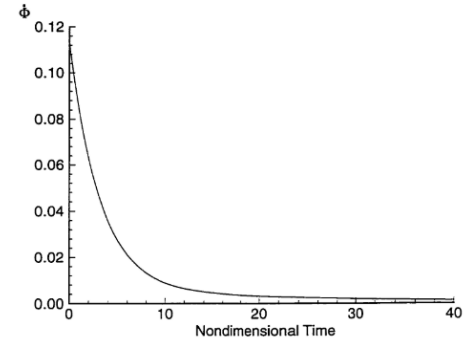
$$+ \sum_{k_1=0}^n \cdots \sum_{k_p=0}^n H_p[n-k_1, \dots, n-k_p] \prod_{i=1}^p x[k_i]$$

Kernels to identify

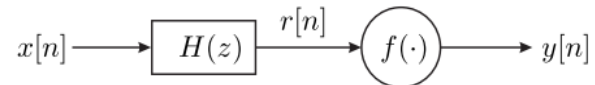
Order

## 5. Current state:

- Kernel Supervised Identification Methods:
  - **Least Squares based methods:** Fixed memory -> Overfitting.
  - **Kernel shape functions:** based in Theodorsen function.
- **Block based models:**  
Wiener and Hammerstein simplifications.
- **Kernel Canonical Correlation Analysis (KCCA):** Feature space analysis.
- **Overfitting:** Regularization technics.



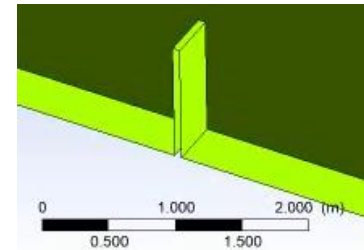
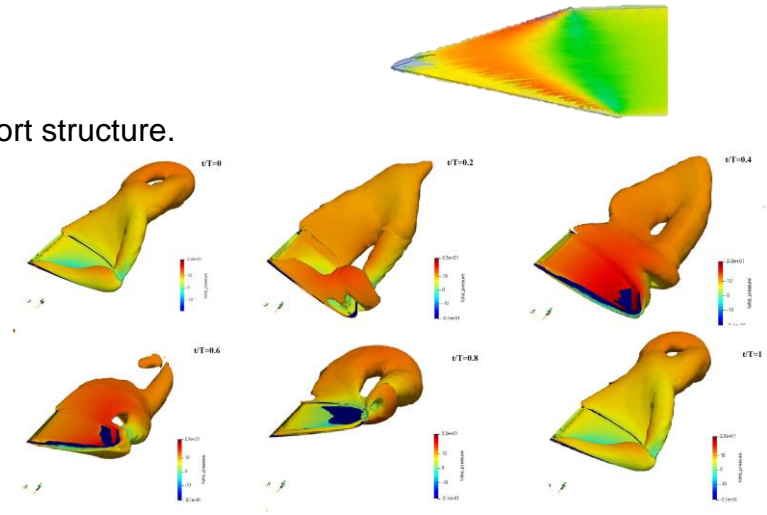
Wagner's function of AoA impulse.



Wiener system: Volterra simplification.

## 6. Future work

- **Improve wind tunnel experiment:** New support structure.
- **Bioinspired tail identification.**
- Volterra MIMO identification.  
Pitching+Flapping simulations.
- Further: Elastic and Aeroelastic kernels identification





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**Thanks for your attention!**

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