

# Table of Contents

<b>Aknowledgement.....</b>	<b>iii</b>
<b>List of Figures.....</b>	<b>xii</b>
<b>List of Tables.....</b>	<b>xvii</b>
<b>Nomenclature.....</b>	<b>xix</b>
<b>ABSTRACT.....</b>	<b>xx</b>
<b>1. INTRODUCTION.....</b>	<b>1</b>
1.1 Motivation.....	1
1.2 Micro Aerial Vehicle.....	1
1.3 Significance of Reynolds number.....	2
1.4 Insects Flapping Cycle.....	3
1.5 Corrugations on Insect Wings.....	4
1.6 Delayed Stall and Formation of Leading Edge Vortex.....	5
1.7 Objectives of Present Work.....	6
1.8 Work Presented in the thesis.....	7
1.8.1 Detailed Literature Review.....	7
1.8.2 Computational Setup.....	7
1.8.3 Grid Study and Validation.....	7
1.8.4 Steady State Aerodynamic Force Production at Re 3500 and Re 34000.....	8
1.8.5 Parametric Study of Corrugated Wing in Unsteady Motion.....	8
1.8.6 Effect of Wing Geometry on Aerodynamic Force Production.....	8

1.8.7	Effect of Reynolds Number on Formation of Leading Edge Vortex.....	9
1.8.8	Conclusion and Recommendation.....	9
<b>2.</b>	<b>LITERATURE REVIEW.....</b>	<b>10</b>
2.1	Introduction.....	10
2.2	Research Approaches.....	10
2.3	Effect of corrugations in insect wing.....	10
2.4	Corrugated wing for MAV application.....	14
2.5	Aerodynamic Lift and the Role of LEV.....	16
2.6	Relevance to Present Research.....	20
<b>3.</b>	<b>COMPUTATIONAL SETUP.....</b>	<b>21</b>
3.1	Geometry.....	21
3.1.1	Selection of Airfoil.....	21
3.1.2	Selection of Wing Planform.....	22
3.2	The Numerical Method.....	24
3.2.1	Introduction to Pressure Based Solver.....	24
3.2.2	Spatial Discretization.....	26
3.2.3	Temporal discretization.....	27
3.2.4	Pressure Velocity Couping.....	28
3.2.5	Boundary Conditions.....	29
3.2.6	Turbulence model.....	30
3.2.7	Selection of $y^+$ .....	30
3.2.8	Dynamic Meshing.....	31

<b>4.</b>	<b>GRID STUDY AND VALIDATION.....</b>	<b>33</b>
4.1	Introduction.....	33
4.2	Wing Kinematic.....	33
4.3	Grid Generation.....	34
4.4	User Defined Function.....	36
4.5	Validation for 3D Case with Sweeping Motion.....	38
4.5.1	Grid Independence.....	38
4.5.2	Domain Independence.....	38
4.5.3	Time independence.....	39
4.5.4	Comparison of Results.....	42
4.6	Effect of Turbulance at Higher Re.....	43
4.7	Validation for 2D Steady State Calculations.....	46
4.8	Conclusion.....	49
<b>5.</b>	<b>STEADY STATE AERODYNAMIC FORCE PRODUCTION</b>	
	<b>AT Re 3500 AND Re 34000.....</b>	<b>50</b>
5.1	Introduction.....	50
5.2	Comparison of Steady State Results at Re 3500 & 34000...50	
5.3	Steady state calculations for 3D wing at Re 34000.....	54
5.4	Conclusion.....	57
<b>6.</b>	<b>PARAMETRIC STUDY OF CORRUGATED WING IN</b>	
	<b>UNSTEADY MOTION.....</b>	<b>58</b>
6.1	Introduction.....	58
6.2	Effect of Angle of Attack.....	59
6.3	Effect of Acceleration Duration in Azimuth Rotation.....	63

6.4	Effect of Aspect Ratio in Sweeping Motion.....	68
6.5	Effect of Wing planform in Sweeping Motion.....	73
6.6	Conclusion.....	79
<b>7.</b>	<b>EFFECT OF WING GEOMETRY ON AERODYNAMIC</b>	
	<b>FORCE PRODUCTION.....</b>	<b>80</b>
7.1	Introduction.....	80
7.2	Comparision of Flat plate, Profiled and Corrugated Wing in Sweeping Motion.....	81
7.2.1	At $\alpha= 10^\circ$ .....	81
7.2.2	At $\alpha= 40^\circ$ .....	82
7.3	Comparision of Flat plate, Profiled and Corrugated Wing in Pitching Motion.....	90
7.4	Effect of Geometry Modification on Sweeping Motion....	97
7.4.1	Effect of Corrugation Height.....	98
7.4.2	Effect of Geometry Variation.....	98
7.5	Conclusion.....	103
<b>8.</b>	<b>EFFECT OF REYNOLDS NUMBER ON FORMATION OF</b>	
	<b>LEADIGN EDGE VORTEX.....</b>	<b>104</b>
8.1	Introduction.....	104
8.2	Sweeping Motion at $\alpha=10^\circ$ .....	105
8.3	Sweeping Motion at $\alpha=40^\circ$ .....	106
8.4	Role of Spanwise Flow in Delayed Stall.....	117
8.5	Comparison of Pure Translation and Azimuth Rotation...	121

8.6	Conclusion.....	127
<b>9.</b>	<b>CONCLUSION AND RECOMMENDATION.....</b>	<b>128</b>
	<b>REFERENCES.....</b>	<b>131</b>

## List of Figures

Figure 1.1	Schematic of laminar separation bubble on low Reynolds number airfoil.....	3
Figure 1.2	Insect flapping cycles.....	4
Figure 1.3	Corrugated airfoil of dragonfly at 0.3, 0.5 and 0.7 of span length.....	4
Figure 1.4	Delayed stall in insects.....	6
Figure 2.1	Recirculation region in valleys of corrugations.....	12
Figure 2.2	Effect of variation of wing planform on aerodynamic force coefficients.....	13
Figure 2.3	Comparison of $C_l$ and $C_d$ for flat plate, profiled airfoil and corrugated airfoil.....	15
Figure 2.4	Stable attachment of leading edge vortex.....	19
Figure.3.1	Airfoil modelled with triangular wave.....	21
Figure 3.2	Dragonfly airfoil.....	21
Figure 3.3	Rectangular planform of triangular wave modeled wing and dragonfly wing.....	23
Figure 4.1	Motion setup for wing.....	33
Figure 4.2	O type grid topology for 2D airfoil.....	34
Figure 4.3	Grid on airfoil & corrugated wing modeled with triangular wave.....	35
Figure 4.4	3D close up of corrugated wing modeled with triangular wave.....	35
Figure 4.5	3D close up of corrugated wing modeled with triangular wave.....	36
Figure 4.6	(a) $C_l$ vs $\psi$ . Grid independence.....	39
	(b) $C_d$ vs $\psi$ . Grid independence.....	39

Figure 4.7	(a)	$C_l$ vs $\psi$ . Domain independence.....	40
	(b)	$C_d$ vs $\psi$ . Domain independence.....	40
Figure 4.8	(a)	$C_l$ vs $\psi$ . Time independence.....	41
	(b)	$C_d$ vs $\psi$ . Time independence.....	41
Figure 4.9	(a)	$C_l$ vs $\psi$ . Plot of Validation.....	44
	(b)	$C_d$ vs $\psi$ . Plot of Validation.....	44
Figure 4.10	(a)	$C_l$ vs $\psi$ . Comparison of turbulence models at Re 34000....	45
	(b)	$C_d$ vs $\psi$ . Comparison of turbulence models at Re 34000....	45
Figure 4.11		2D close up of dragonfly airfoil for validation.....	46
Figure 5.1		Airfoil shapes considered (a) Corrugated airfoil (b) Inverted corrugated airfoil.....	51
Figure 5.2	(a)	$C_l$ vs $\alpha$ . Comparison of corrugated and inverted corrugated airfoil.....	53
	(b)	$C_d$ vs $\alpha$ . Comparison of corrugated and inverted corrugated airfoil.....	53
Figure 5.3	(a)	$C_l$ vs $\alpha$ . Steady state lift coefficient for corrugated wing....	54
	(b)	$C_d$ vs $\alpha$ . Steady state drag coefficient for corrugated wing..	55
Figure 5.4		Mid-span stream traces and velocity vectors for steady state calculations at different angles of attack at Re 34000.....	56
Figure 6.1	(a)	$C_l$ vs $\psi$ . Comparison of $\alpha$ at Re 34000.....	61
	(b)	$C_d$ vs $\psi$ . Comparison of $\alpha$ at Re 34000.....	61
Figure 6.2	(a)	$C_l$ vs $\psi$ . Comparison of $\alpha$ at Re 100,000.....	62
	(b)	$C_d$ vs $\psi$ . Comparison of $\alpha$ at Re 100,000.....	62

Figure 6.3	Stream traces for different values of $\psi$ at Re 34000 (a) $\alpha=10^\circ$ (b) $\alpha=20^\circ$ (c) $\alpha=30^\circ$ (d) $\alpha=40^\circ$ .....	65
Figure 6.4	(a) $C_l$ vs $\psi$ . Comparison of acceleration duration at Re 34000.. (b) $C_d$ vs $\psi$ . Comparison of acceleration duration at Re 34000..	66
Figure 6.5	Stream traces at Re 34000 with sweeping angle for acceleration phase set at (a) $\psi_a=10^\circ$ (b) $\psi_a=20^\circ$ (c) $\psi_a=30^\circ$ .....	67
Figure 6.6	Aspect ratio of corrugated rectangular wing. (a) R/c= 1.5 (b) R/c= 3 (c) R/c= 4.5 (d) R/c= 6.....	68
Figure 6.7	(a) $C_l$ vs $\psi$ . Comparison of aspect ratio at Re 34000..... (c) $C_d$ vs $\psi$ . Comparison of aspect ratio at Re 34000.....	70
Figure 6.8	Stream traces for different values of $\psi$ (a) R/c= 1.5 (b) R/c= 3 (c) R/c 4.5 (d) R/c= 6 (Re 34000 and $\alpha=40^\circ$ ).....	71
Figure 6.9	Spanwise stream traces (a) R/c= 1.5 (b) R/c= 3 (c) R/c 4.5 (d) R/c= 6 (Re 34000, $\psi=150^\circ$ and $\alpha=40^\circ$ ).....	72
Figure 6.10	$C_p$ contours for different values of R/c.....	73
Figure 6.11	Aspect ratio of corrugated rectangular wing (a) R/c= 1.5 (b) R/c= 3 (c) R/c= 4.5 (d) R/c= 6.....	74
Figure 6.12	(a) $C_l$ vs $\psi$ . Comparison of wing planform at Re 34000..... (b) $C_d$ vs $\psi$ . Comparison of wing planform at Re 34000.....	75
Figure 6.13	Stream traces for different values of $\psi$ (a) taper ratio= 0.5 (b) taper ratio= 0.75 (c) taper ratio= 1 (Re 34000 and $\alpha=40^\circ$ ).....	76
Figure 6.14	Spanwise stream traces (a) taper ratio= 0.5 (b) taper ratio= 0.75 (c) taper ratio= 1 (Re 34000, $\psi=150^\circ$ and $\alpha=40^\circ$ ).....	77
Figure 6.15	$C_p$ contours for different values of taper ratio.....	78



Figure 7.1	Pictorial view of flat plate, profiled and corrugated airfoil.....	81
Figure 7.2	(a) $C_l$ vs $\psi$ for Re 34000 and $\alpha= 10^\circ$ .....	82
	(b) $C_d$ vs $\psi$ for Re 34000 and $\alpha= 10^\circ$ .....	82
Figure 7.3	$C_p$ distribution of flatplate profiled and corrugated wing at mid span (Re 34000, $\psi=150^\circ$ and $\alpha=10^\circ$ ).....	83
Figure 7.4	(a) $C_l$ vs $\psi$ for Re 34000 and $\alpha= 40^\circ$ .....	85
	(b) $C_d$ vs $\psi$ for Re 34000 and $\alpha= 40^\circ$ .....	85
Figure 7.5	$C_p$ distribution of flatplate profiled and corrugated wing at mid span (Re 34000, $\psi=150^\circ$ and $\alpha=40^\circ$ ).....	86
Figure 7.6	Stream traces and velocity vectors on flatplate wing for different values of $\psi$ (Re 34000 and $\alpha=40^\circ$ ).....	87
Figure 7.7	Stream traces and velocity vectors on profiled wing for different values of $\psi$ (Re 34000 and $\alpha=40^\circ$ ).....	88
Figure 7.8	Stream traces and velocity vectors on corrugated wing for different values of $\psi$ (Re 34000 and $\alpha=40^\circ$ ).....	89
Figure 7.9	(a) $C_l$ vs $\alpha$ at Re 34000 and $\dot{\alpha}_0^+ = 1$ .....	93
	(b) $C_d$ vs $\alpha$ at Re 34000 and $\dot{\alpha}_0^+ = 1$ .....	93
Figure 7.10	(a) $C_l$ vs $\alpha$ at Re 34000 and $\dot{\alpha}_0^+ = 2$ .....	94
	(b) $C_d$ vs $\alpha$ at Re 34000 and $\dot{\alpha}_0^+ = 2$ .....	94
Figure 7.11	Stream traces for different values of $\alpha$ at Re 34000 and $\dot{\alpha}_0^+ = 1$ (a) Flatplate wing (b) profiled wing (c) corrugated wing.....	95
Figure 7.12	Stream traces for different values of $\alpha$ at Re 34000 and $\dot{\alpha}_0^+ = 2$ (a) Flatplate wing (b) profiled wing (c) corrugated wing.....	96

Figure 7.13	Geometry modifications on corrugated airfoil (a) Corrugated dragonfly wing (b) Reduced corrugation height (c) Upper half profiled wing (d) Lower half profiled wing (e) Upper profiled wing (f) Lower profiled wing.....	97
Figure 7.14	(a) $C_l$ vs $\psi$ . Effect of corrugation height (Re 34000 & $\alpha=40^\circ$ ) (b) $C_d$ vs $\psi$ . Effect of corrugation height (Re 34000 & $\alpha=40^\circ$ )	99
Figure 7.15	(a) $C_l$ vs $\psi$ . Effect of geometry modification (Re 34000 and $\alpha=40^\circ$ ) (b) $C_d$ vs $\psi$ . Effect of geometry modification (Re 34000 and $\alpha=40^\circ$ )	101
Figure 7.16	Stream traces for different shapes at mid span (Re 34000, $\psi=150^\circ$ and $\alpha=40^\circ$ )	102
Figure 8.1	(a) $C_l$ vs $\psi$ . Comparison of Re at $\alpha=10^\circ$ (b) $C_d$ vs $\psi$ . Comparison of Re at $\alpha=10^\circ$	105
Figure 8.2	(a) $C_l$ vs $\psi$ . Comparison of Re at $\alpha=40^\circ$ (b) $C_d$ vs $\psi$ . Comparison of Re at $\alpha=40^\circ$	108
Figure 8.3	Stream traces and velocity vectors for different values of $\psi$ (Re 3500 and $\alpha=40^\circ$ )	109
Figure 8.4	Stream traces and velocity vectors for different values of $\psi$ (Re 34000 and $\alpha=40^\circ$ )	110
Figure 8.5	Stream traces and velocity vectors for different values of $\psi$ (Re 100,000 and $\alpha=40^\circ$ )	111
Figure 8.6	Stream traces at Re 3500, 34000 and 100000 at (a) $\psi=20^\circ$	

	(b) $\psi = 150^\circ$ .....	112
Figure 8.7	Stream traces on wing section at different span locations (Re 3500, $\psi=150^\circ$ and $\alpha=40^\circ$ ).....	114
Figure 8.8	Stream traces on wing section at different span locations (Re 34000, $\psi=150^\circ$ and $\alpha=40^\circ$ ).....	115
Figure 8.9	Stream traces on wing section at different span locations (Re 100,000, $\psi=150^\circ$ and $\alpha=40^\circ$ ).....	116
Figure 8.10	Spanwise velocity vectors at the core of LEV (a) Re 3500 (b) Re 34000 (c) Re 100,000.....	118
Figure 8.11	spanwise velocity distributions.....	120
Figure 8.12	$C_l$ and $C_d$ for sweeping motion and pure translation at Re 3500, 34000 and 100,000.....	122
Figure 8.13	Stream traces for pure translation at different time instants (Re 3500 and $\alpha=40^\circ$ ).....	124
Figure 8.14	Stream traces for pure translation at different time instants (Re 34000 and $\alpha=40^\circ$ ).....	125
Figure 8.15	Stream traces for pure translation at different time instants (Re 100,000 and $\alpha=40^\circ$ ).....	126

## List of Tables

Table 3.1	Triangular wave modelled airfoil parameters.....	22
Table 3.2	Coordinates of dragonfly airfoil.....	23
Table 4.1	Grid independence at $\alpha=7^\circ$ .....	47
Table 4.2	Domain independence at $\alpha=7^\circ$ .....	47
Table 4.3	Time independence at $\alpha=7^\circ$ .....	47
Table 4.4	Turbulence model sensitivity at $\alpha=7^\circ$ .....	48
Table 4.5	Results of 2D validation.....	48
Table 5.1	Comparison of $C_l$ and $C_d$ for corrugated airfoil at Re 3500 and Re 34000.....	52
Table 5.2	Comparison of $C_l$ and $C_d$ for inverted corrugated airfoil at Re 3500 and Re 34000.....	52
Table 5.3	Steady state lift to drag ratio (L/D) variation with $\alpha$ .....	54
Table 6.1	Comparison of force coefficients for steady state and unsteady state results.....	63
Table 6.2	Comparative lift to drag ratio at different angle of attack for wing in azimuth rotation and wing in steady state.....	64
Table 7.1	Comparison of aerodynamic force coefficients for flat plate, profiled and corrugated wing in sweeping motion at $\alpha= 10^\circ$ .....	83
Table 7.2	Comparison of aerodynamic force coefficients for flat plate, profiled and corrugated wing in sweeping motion at $\alpha= 40^\circ$ .....	84
Table 7.3	Comparison of aerodynamic force coefficients in pitching motion at $\dot{\alpha}_0^+ = 1$ .....	92
Table 7.4	Comparison of aerodynamic force coefficients in pitching motion	

	at $\dot{\alpha}_0^+ = 2$ .....	92
Table 7.5	Comparison of aerodynamic force coefficients for different geometries.....	100
Table 8.1	Spanwise velocity from wing root to tip at different chord lengths at Re 34000.....	119
Table 8.2	Comparison of spanwise velocity and chordwise velocity.....	120

# Nomenclature

Re	Reynolds number
MAV	Micro aerial vehicle
Cfd	Computational fluid dynamics
UDF	User defined function
LEV	Leading edge vortex
R	Wing length
c	chord length
$C_p$	Pressure coefficient
$C_l$	Coefficient of lift
$C_d$	Coefficient of drag
$\alpha$	Angle of attack
$\psi$	Azimuth angle or sweeping angle
$\dot{\psi}$	Angular velocity during sweeping motion
$\dot{\alpha}$	Angular velocity during pitching motion
$r_2$	Radius of second moment of wing area
rc	root chord
t	taper ratio
AR	aspect ratio
MAC	Mean aerodynamic chord

# ABSTRACT

Leading edge vortex (LEV) formation is considered a dominant factor for high lift production during insect flapping. Previous studies suggest that LEV occupies the separation zone on suction side of the wing and does not shed even after many chords of travel. The development of micro aerial vehicle (MAV) inspired from nature is an active area of research. MAV operates at Reynolds number  $10^4$ - $10^5$ ; slightly higher than the insects Re range. The motivation behind present research is to investigate whether “stall-absent” phenomenon manifests at Re 34000, representative of MAV. Corrugated dragonfly airfoil with rectangular wing planform is used and wing motion kinematics is restricted to azimuth rotation. Three dimensional finite volume method Fluent is used to numerically solve time dependent incompressible Navier-Stokes equations using pressure based solver.

Computed results at Re 34000 and 100,000, reveal the same phenomena of leading edge vortex formation, as observed in case of insects. There is an intense spanwise flow, comparable to chordwise velocity that ensures that the LEV does not grow in size and sheds. Furthermore, parametric study is also conducted to see the effect of angle of attack, acceleration duration, aspect ratio, and wing planform on corrugated wing in sweeping motion. It was also observed that there is no noticeable difference in aerodynamic efficiency of the wing, subjected to geometric variation.