

Review of Incompressible, Turbulent Bluff-Body Wake Analysis and Modeling Techniques

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abstract here LH&FZ

Each full-length paper must have a summary-type abstract of 100 to 200 (maximum) words in one paragraph, without numerical references, acronyms, or abbreviations. The abstract indicates the subjects dealt with in the paper and states the objectives of the investigation.

Nomenclature

α = Angle of Attack, deg

ρ = density, kg/m^3

Re = Reynolds Number, N.D.

Subscripts

$(\cdot)_\infty$ = freestream quantity

$(\cdot)_D$ = Diameter as reference length

Acronyms

CFD = Computational Fluid Dynamics

RANS = Reynolds-Averaged Navier-Stokes

URANS = Unsteady Reynolds-Averaged Navier-Stokes

SAS = Scale-Adaptive Simulation

LES = Large Eddy Simulation

DES = Detached Eddy Simulation

ZDES = Zonal Detached Eddy Simulation

DDES = Delayed Detached Eddy Simulation

DNS = Direct Numerical Simulation

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I. Introduction

WHEN a body moves in a fluid, it experiences two types of forces: shear force due to friction and normal force due to pressure. Integration of the distribution of these forces along the surface of the body results in an overall force vector on the body, which can be expressed in components such as the familiar combination of lift and drag. The drag force can be thought of as a summation of the net surface shear and net surface pressure difference in the direction of the body's velocity.

The shear drag, commonly called friction drag, occurs due to a difference in velocity in the surface of the body and the mean flow. This friction is associated with the development of boundary layers and is it scales with the Reynolds number. Alternatively, the drag due to pressure differences along the surface of the body is called pressure drag or viscous induced pressure drag, as this drag is usually associated with separation of the flow and the formation of a wake downstream the body. In real flows, drag is composed by the combination of both. The contribution of friction drag is usually dominant in attached flows while the pressure drag prevails in separated flows.

The differences between friction and pressure drag can be illustrated by considering the flow around a flat plate. If the flat plate is oriented in the direction of the flow, then the boundary layer will remain attached and friction drag will dominate while the pressure drag will be almost negligible. Conversely, if the flat plate is oriented perpendicularly to the flow, the boundary layer will separate at the edges and the low pressure in the separated, aft region will create a difference in pressure between both sides of the plate. This net pressure drag will be much more significant than the friction drag acting in the minuscule regions of attached boundary layer.

These definitions of drag are necessary to define the concept of a bluff-body (equivalently known as a blunt-body), which is a fundamental, generic body shape in aerodynamics and the central concept discussed in this paper. A bluff-body is defined as a body where the major contribution to total drag is pressure drag, as in the case of the perpendicular flat plate [1]. Conversely, the drag of a streamlined body will be composed primarily of friction drag, as in the case of the streamwise-oriented plate.

An illustration of the differences in shape and flow behavior between these two body shapes can be found in Fig 1. From the figure, the origin of the streamlined body's name is obvious: The streamlines of the surrounding flow follow the shape of the body smoothly, which indicates that the boundary layer is attached and the dominant form of drag is from friction. Above the streamlined airfoil, flow over a square cylinder is shown to demonstrate the stark differences of bluff-body flow. Other examples of bluff-bodies include circular cylinders, cubes, spheres, and airfoils at large angle of attack. The flow for all of these bluff-bodies can be characterized by the four common flow features annotated in Fig 1: an attached boundary layer (minimal for the square), a separated shear layer that may or may not reattach, a recirculation zone behind the blunt face of the bluff-body where flow is entrained after which it coalesces into a coherent wake [2].

For the sake of terminology commonly found in the literature pertaining to bluff-bodies, it is also relevant to define

the concept of base pressure [3]. Because the flow over bluff-bodies is characterized by massive separation and a detached shear layer, it follows that there will be no pressure recovery along the surface of the body in the separated region. Thus, the surface pressure along the aft of a bluff-body remains at a nearly constant value, which is commonly described as a “base pressure”. This base pressure value is lower than that which would be found in an equivalent but non-physical “inviscid” flow, as is illustrated by Frank White in the right of Fig 1, where attached flow would allow the pressure to rise again to stagnation values at the back of the sphere. Base pressure is thus the primary contributor to the dominating pressure drag of the bluff-body. It is also important to note that bluff-body flows may be called “base flows” in reference to the base pressure.

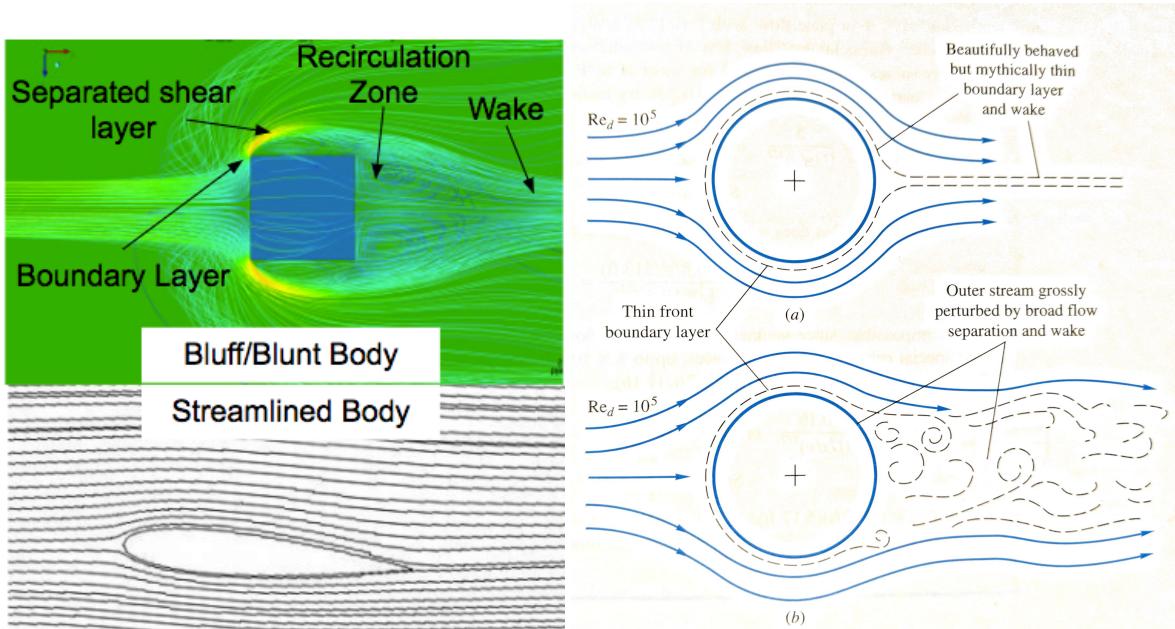


Fig. 1 Demonstration of the flow differences between a bluff-body with massive separation [4] and a streamlined body with primarily attached flow (left) and illustration of non-physical, inviscid flow over a bluff-body with no separation and realistic, viscous flow with massive separation (right) [5]

Bluff-body flow is applicable to a plethora of real-world applications. Massively separated wakes are characterized by complex, unsteady, and sometime unstable turbulent phenomena, which can lead to design concerns throughout the fields of engineering. A few examples of bluff-body flow in engineering applications include wall-mounted cubes representative of a high-rise buildings [2], bridge spans [6] as modeled in Fig 2, ground vehicles [7] like the passenger sedan shown in Fig 4, atmospheric reentry vehicles [8] like the Orion wind tunnel model in Fig 3, humans in ejection seats and parachutes, both demonstrated in Fig 3, aircraft protuberances such as landing-gear trucks, space launch vehicles, and flame holders [9] in combustors Fig 5.

Bluff-bodies are common in civil engineering applications, where engineers might be concerned in predicting unsteady wind loading leading to structural resonance, which was a major design flaw for the Tacoma Narrows Bridge.

Fig 2 demonstrates a model bridge span undergoing wake-induced vibration due to the vortex shedding caused by the gap in the center [6].

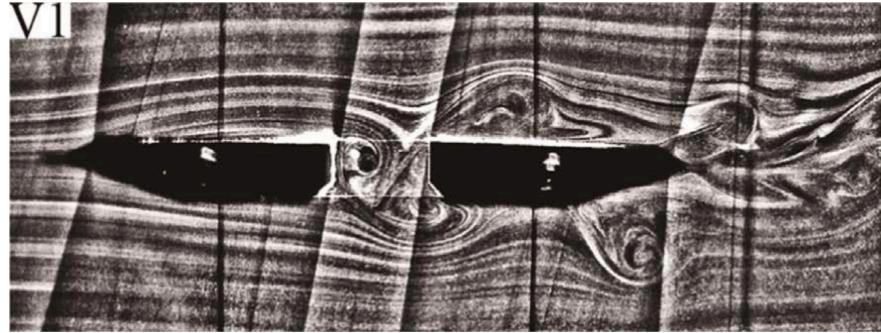


Fig. 2 Instantaneous PIV flow field of bridge model similar to Tacoma Narrows bridge (Re=587) [6]

Unsteady loading and buffeting can also be a potentially catastrophic bluff-body wake effect for mechanical and aerospace engineering applications. The dynamic situation of a cockpit emergency egress system as depicted in Fig 3 requires precise understanding of the unsteady forces on the ejection seat and human in order to mitigate any injuries the escaping pilot might experience.



Fig. 3 Left: Mk-16 ejection seat rocket sled test (Martin-Baker), Right: Shadowgraph wake of Orion capsule model ($M = 0.3, \alpha = 29.25^\circ, Re_D = 5.3 \times 10^6$) [8]

Dynamic stability can also be adversely affected by bluff-body wake behavior. The drogue parachute in Fig 3 and the model Orion capsule in Fig 3 are both situations where dynamic instability of the bluff-body could lead to potentially fatal situations for the humans involved.

Acoustics can also be a design concern either due to unsteady loading as in the case of a launch vehicle or due to noise concerns or restrictions such as those for aircraft noise. Even passenger vehicles such as that shown in Fig 4 can create a separated wake which could lead to acoustic disturbance of the passengers inside.

There are even applications for bluff-bodies outside the concepts of loading and acoustics. In industrial applications where a high-speed mixture must be ignited, it is necessary to both reduce the speed and mix the flow around an ignition

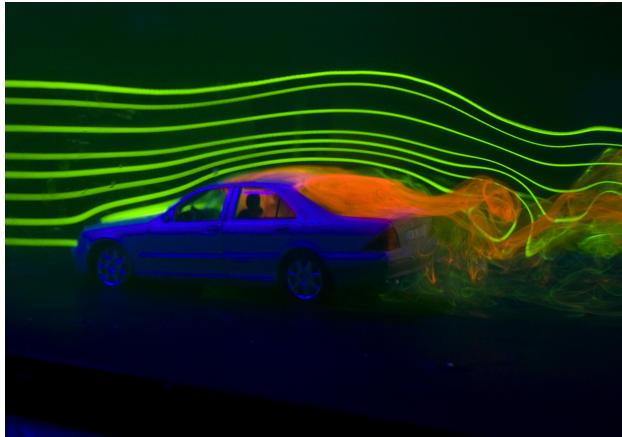


Fig. 4 Streamlines and separated flow over a car in a wind tunnel (NASA/Eric James)

source to allow a flame to stabilize. This effect can be created by placing a triangular bluff-body directly upstream of an ignitor such that its recirculation region entrains slower-moving mixture at the ignitor's location (Fig 5) [10].

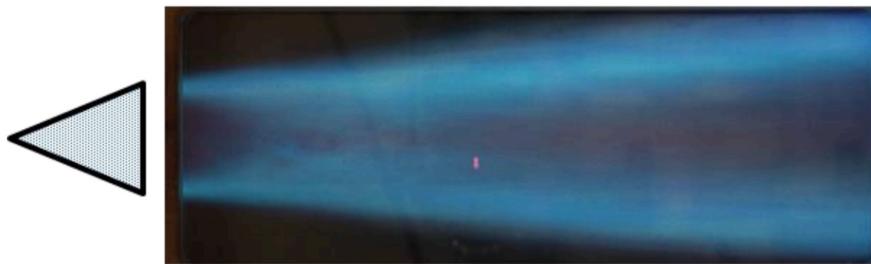


Fig. 5 Image of a stabilized flame held in the wake of a bluff-body flame holder [9]

The wakes of bluff-bodies are extremely complex, containing many scales of turbulent structures and can be highly unstable. These facts simultaneously impress upon the importance of understanding the effects of bluff-body flows for engineering applications and gives rise to long-term difficulties in modeling and observing bluff-body flow. The study presented in this article will attempt to connect the entire field of bluff-body fluid dynamics, archiving the fundamental concepts and historical approaches, assessing modern techniques of experimental and computational analysis, and discussing the challenges that remain.

II. Flow around a bluff body and transition

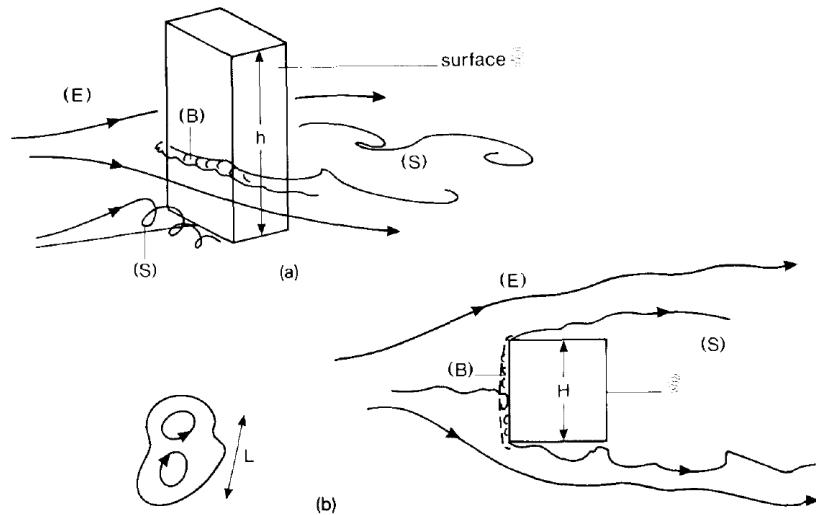


Fig. 6 Regions of disturbed flow. Extracted from [11]

A. Steady laminar wake

B. Periodic Laminar Regime

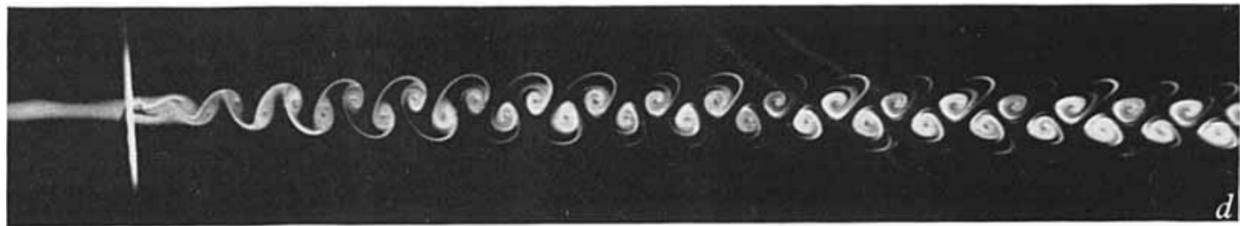


Fig. 7 Kármán-Bénard eddy street at $Re = 100$. Extracted from [12]

C. Transition in wake state



Fig. 8 Transition in wake at $Re = 190$. Extracted from [12]

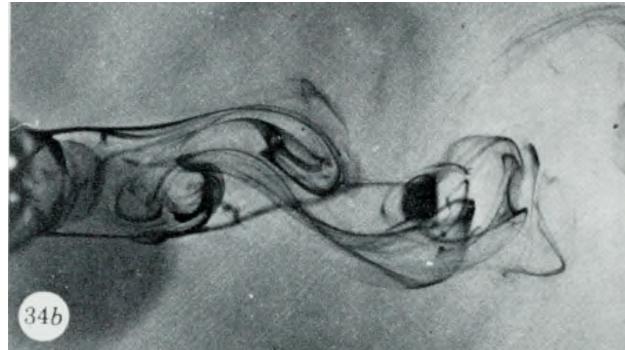


Fig. 9 Transition in wake at $Re = 344$. Extracted from [13]

D. Transition in shear layers state

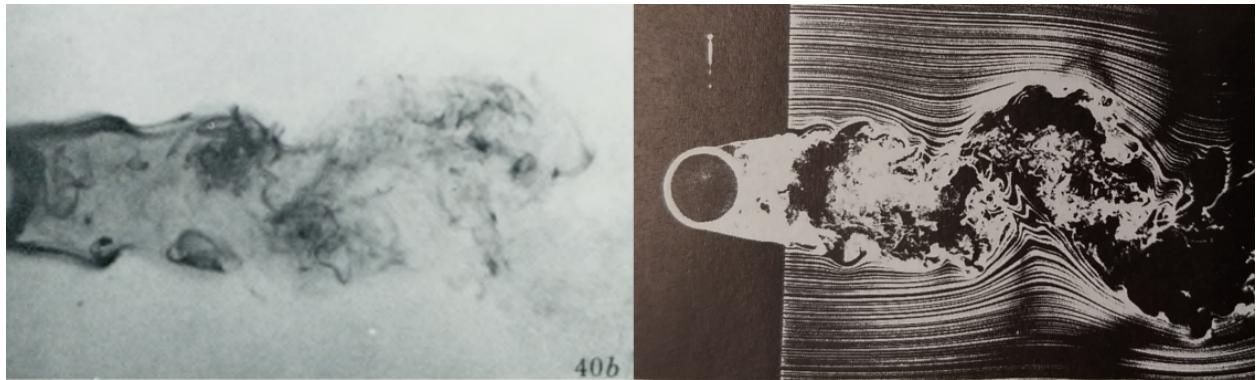


Fig. 10 Transition in free shear layer. Left: $Re = 1083$. Extracted from [13]. Right: $Re = 8000$. Extracted from [14]

E. Transition in boundary layer

F. Fully turbulent state

III. Free stream turbulence and non-uniform free stream

IV. Experimental Methods And Results

FZ

- Historical Study
- Experimental techniques
 - ballistic range?
- Applications
 - Simple cases: cylinder/sphere

- * Drag vs Re?
- * Wake velocity profiles?
- * Wake structure?
- Sharp vs bluff: sphere vs cube
- Complex cases: capsule/building

V. Computational Methods and Results

LH

- Historical Study
- Computational techniques
- Applications
 - Simple cases: cylinder/sphere
 - Sharp vs bluff: sphere vs cube
 - Complex cases: capsule/building

A. Turbulence Modeling Aspects

LH

- Brief turbulence model description
 - RANS vs URANS
 - DNS
 - LES (uses DNS) and DES (=Hybrid RANS/LES)
- Compare turbulence model performance for sphere/cylinder
 - DES > URANS > RANS
 - DES = functional LES
 - SAS vs DES?
 - DNS: limited Re
- Shortcomings of each model (and how to address them)
 - URANS
 - DES: only good at sharp separation
 - * “An order of accuracy has not even been proposed for a simulation using both modes within DES”
 - Spalart about hybrid method
 - * grid induced separation (maybe not an issue for bluff bodies)
 - * DES can default to RANS if grid adaptation misses a shear layer

- * more computational cost than RANS
- Advanced geometries
 - f-15
 - car
 - building
 - capsule
 - chute, landing gear, helicopter, wind turbine

LIST ALL FIGURES HERE, REORDER AND DESCRIBE LATER

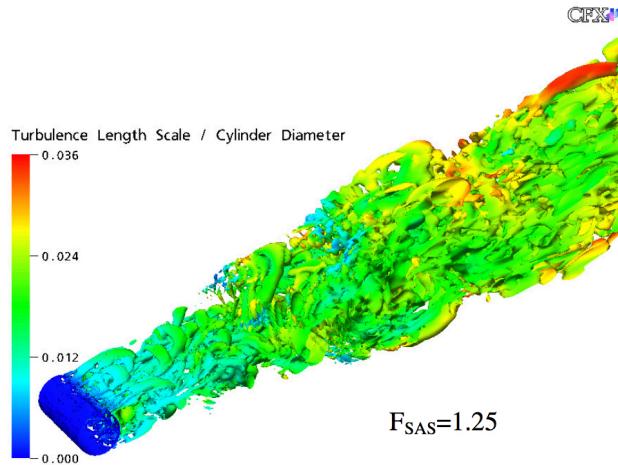
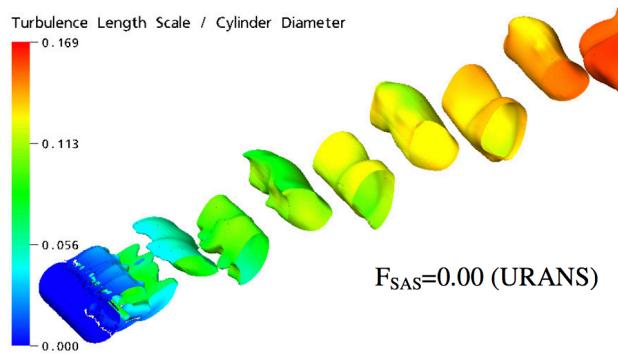


Fig. 11 SAS vs URANS cylinder [15]

Figure 5: Resolved structures for cylinder in crossflow using different constants F_{SAS} $Re=3.6e6$

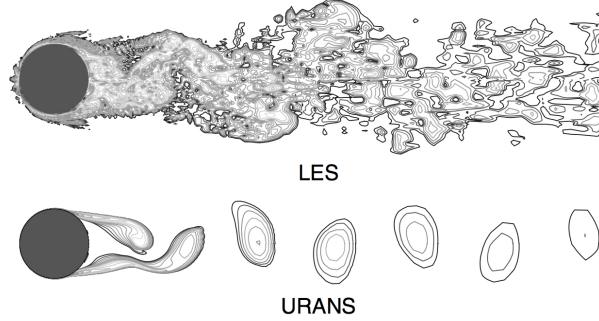


Fig. 12 cylinder les vs urans instantaneous [16]

Instantaneous vorticity magnitude at a given spanwise cut for flow over a circular cylinder at $ReD = 106.25$ contour levels from $xD=U_1/4$ to $xD=U_1/4 575$ (exponential distribution) are plotted.

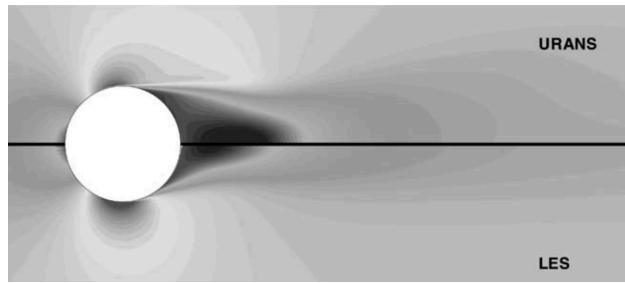


Fig. 13 cylinder les vs urans averaged [16]

Fig. 5. Mean streamwise velocity distribution predicted by LES and URANS. 45 contour levels from $U=U_1/4 0:2$ to $U=U_1/4 1:7$ are plotted.

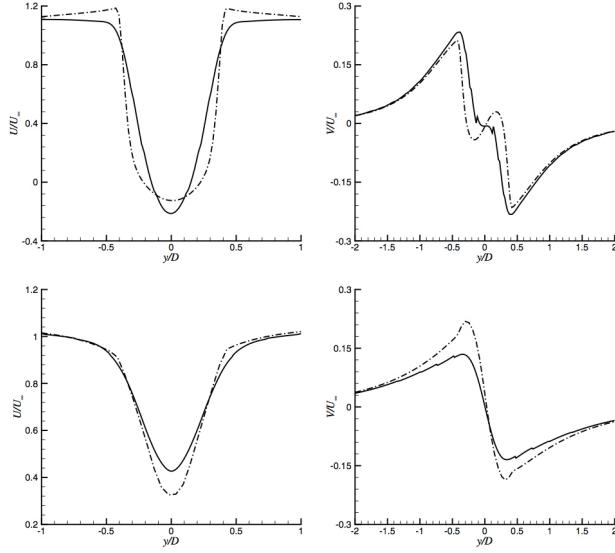


Fig. 14 cylinder les vs urans velocity profiles [16]

Fig. 6. Mean streamwise and vertical velocities at $x=D 1/4 0.75$ (upper figures) and $x=D 1/4 1.50$ (lower figures):
 (—) LES; (--) URANS

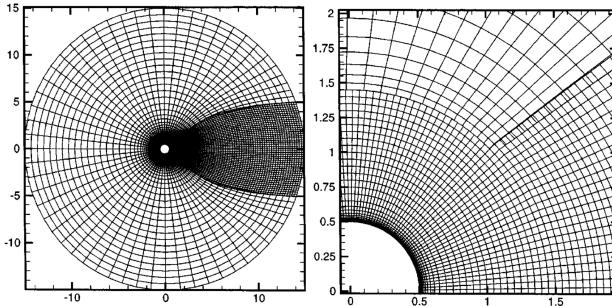


Fig. 15 cylinder les vs rans grid [17]

Figure1. Medium computational grid, CaseTS2. Innerblock 150×36 , wakeblock 74×36 , outer block 59×30 . The three blocks meet near $x = 1.06$, $y = 1.03$. Grid for spalart cylinders.

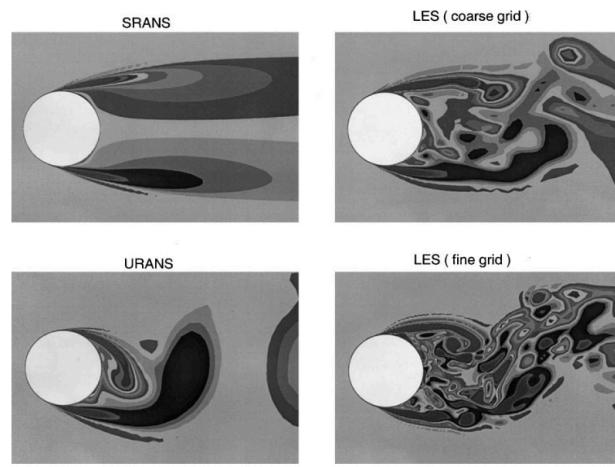
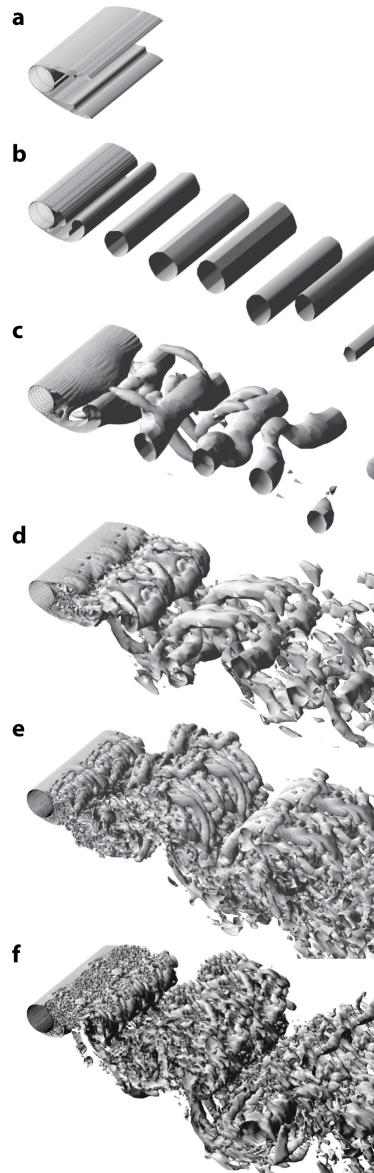


Fig. 16 cylinder les vs rans [18]

grid for LES shown above (actual simulations were DES)



 Spalart PR. 2009.
Annu. Rev. Fluid Mech. 41:181–202

Fig. 17 cylinder simulation with RANS, 2DURANS, 3DURANS, SSTDES, SADES [19]

Vorticity isosurfaces by a circular cylinder: $ReD = 5 \times 10^4$, laminar separation. Experimental drag coefficient $C_d = 1.15\text{--}1.25$. (a) Shear-stress transport (SST) turbulence model steady Reynolds-averaged Navier-Stokes (RANS), $C_d = 0.78$; (b) SST 2D unsteady RANS, $C_d = 1.73$; (c) SST 3D unsteady RANS, $C_d = 1.24$; (d) Spalart-Allmaras (SA) detached-eddy simulation (DES), coarse grid, $C_d = 1.16$; (e) SA DES, fine grid, $C_d = 1.26$; (f) SST DES, fine grid, $C_d = 1.28$. Figure courtesy of A. Travin

illustrates the response of DES to grid refinement in its LES region.

DES solutions with different base RANS models are not sensitive to model choice in the LES region (as opposed to the RANS region, particularly if separation occurs).

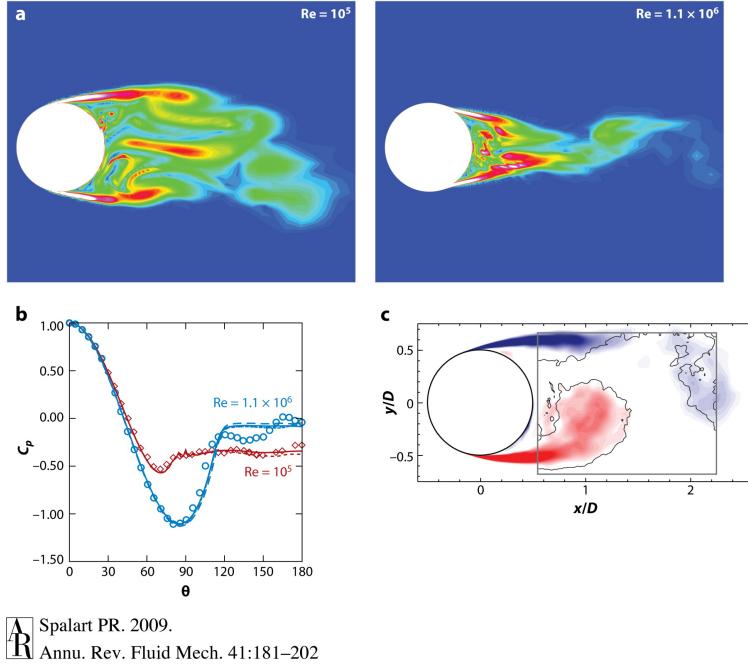


Fig. 18 DES validation from [19]. Sphere transition and drag crisis from [20]. Vorticity validation from [21]

Simple bluff bodies. (a) Flow visualizations and (b) pressure distributions for a sphere. $Re = 105$ and 1.1×106 . Open circles and diamonds denote experiments, whereas the dotted and dashed lines denote detached-eddy simulation (DES) on two grids. Panels a and b courtesy of K. Squires. (c) Phase-averaged vorticity contours for a cylinder. Color gradations denote DES conducted by Mockett et al. (2008), and the solid line denotes experiments by the same authors.

NOTE: DES could be used to emulate the dimples on a golf ball by setting the boundary layer separation point, but true simulation of flow in golf ball dimples requires DNS due to the range of scales

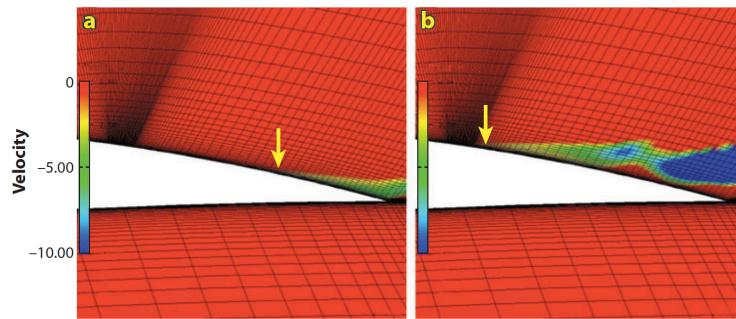


Fig. 19 Example of DES grid induced separation from [19], source: [22]

Vorticity contours over an airfoil: (a) Reynolds-averaged Navier-Stokes and (b) detached-eddy simulation. Arrows indicate separation. Figure taken from Menter & Kuntz 2002.

Potential con of using DES. EXPLAIN HOW GRID INDUCED SEPARATION WORKS.

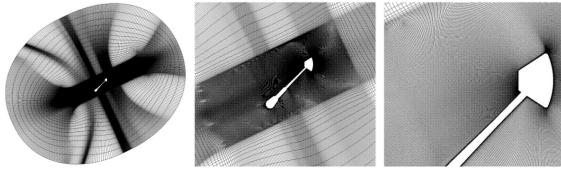


Fig. 20 Orion capsule grid [23]

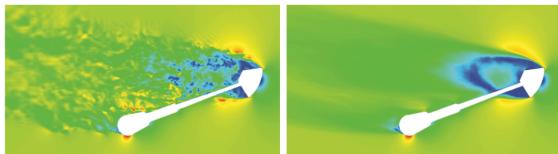


Fig. 21 Orion capsule mach number instantaneous (left) time-averaged (ight) (DES, M=0.5) [23]

Plots of Mach number for an instantaneous and time-averaged solution. For an illustration of the amount of unsteadiness this removed, refer to Fig. 6. It shows a slice of Mach number through the pitch plane ($\phi = 0$ deg) for a DES-KEC solution at Mach 0.50, AoA 170 deg.

RANS did ok compared to WTT/DES for some cases but in others, DES outperformed

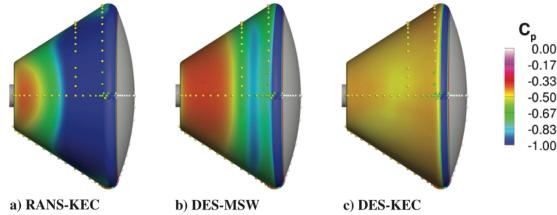


Fig. 22 surface pressure comparison of RANS, DES, WTT, M=0.5 [23]

Freckle plots of pressure tap data, viewed from $\phi = 180$ deg, for Mach 0.50, AoA 155 deg case

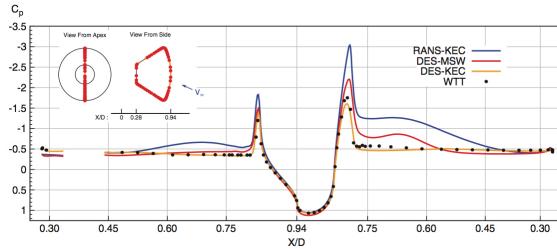


Fig. 23 surface pressure tap comparison of RANS, DES, WTT, M=0.5 [23]

Line plots of pressure tap for data Mach 0.50, AoA 155 deg case.

RANS fails to predict suction peak, surface pressures in wake. Gets best lift integration compared to DES due to separation prediction, worse drag due to wake pressure prediction.

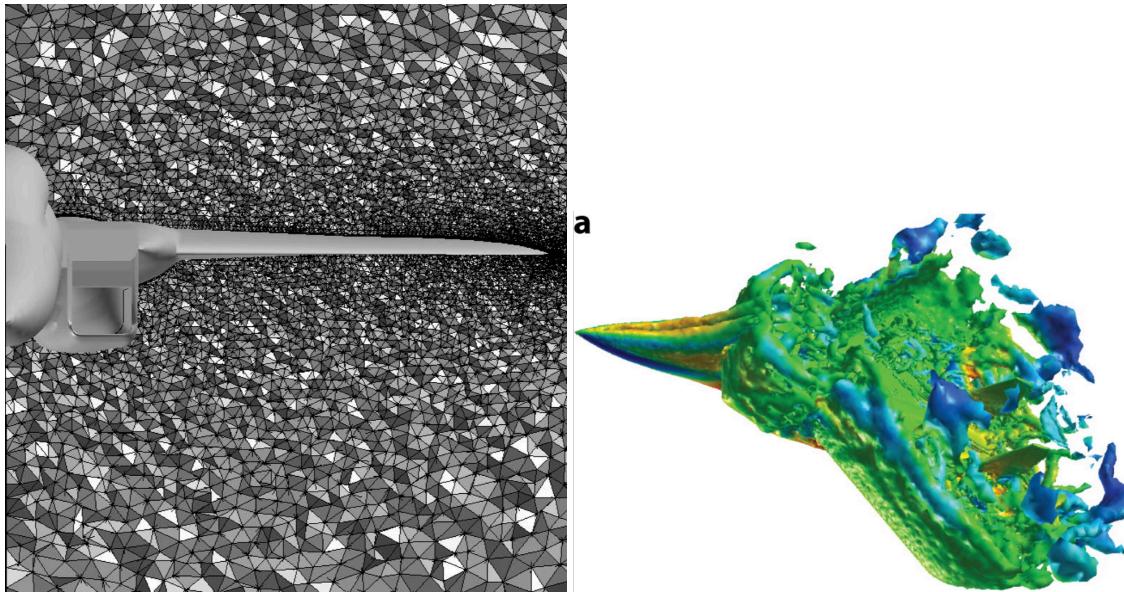


Fig. 24 F-15 DES grid (left) [24] vorticity isocontours (right) [19]

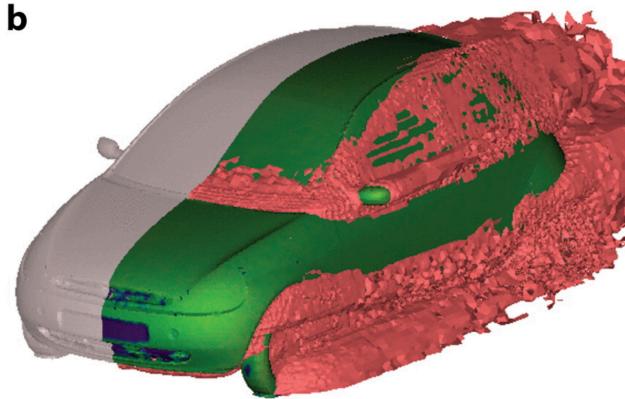


Fig. 25 car DES isocontours [7]

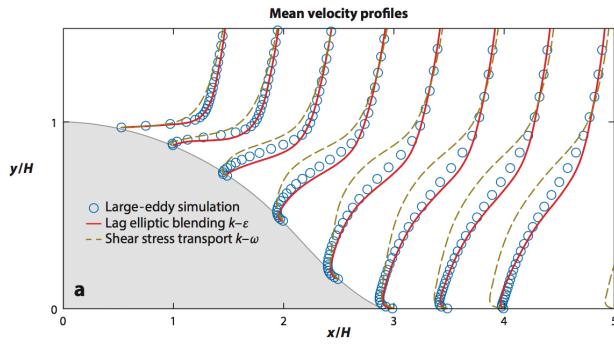


Fig. 26 curve backstep velocity profile les vs rans [25]

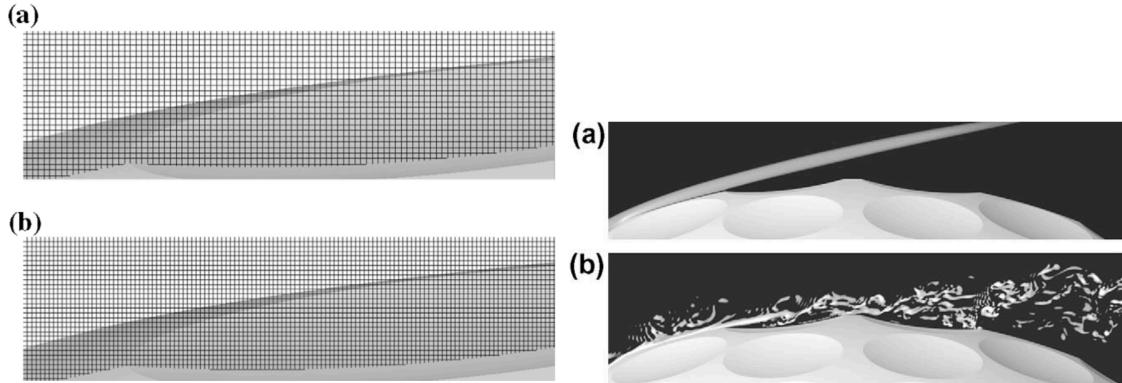


Fig. 27 DNS non-rotating golf ball with dimples grid (left) vorticity (right) [26]

Example grid resolution in a dimple near 84° (measured from the stagnation point at the front of the golf ball). (a) $\text{Re} = 2.5 \cdot 10^4$; (b) $\text{Re} = 1.1 \cdot 10^5$.

Contours of azimuthal vorticity. (a) $\text{Re} = 2.5 \cdot 10^4$; (b) $\text{Re} = 1.1 \cdot 10^5$

NOTE: Recall sphere example from Spalart review and say that this is the analogous DNS experiment to his DES

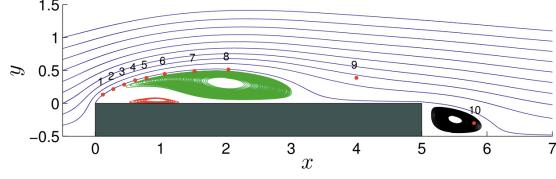


Fig. 28 DNS square cylinder vortex locations Re=3000 [27]

Fig. 4. Streamlines of the mean velocity field (U, V) (x, y) The green lines show the primary vortex, the red lines mark the secondary vortex and the black lines denote the wake vortex. The red dots denote the locations of the probes used for the computation of time spectra in section x5. (For interpretation of the references to color in this figure legend, the reader is referred to the Web version of this article.)

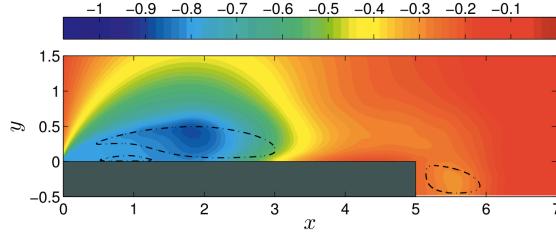


Fig. 29 DNS square cylinder mean pressure distribution Re=3000 [27]

Fig. 5. Isocontours of the mean pressure field $P(x,y)$. The dashed lines report the location of the primary vortex, secondary vortex and wake vortex.

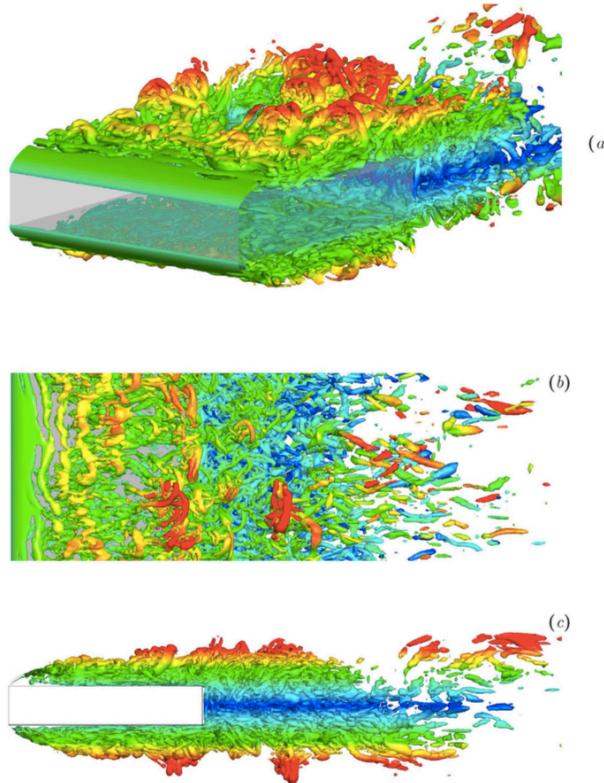


Fig. 30 DNS square cylinder vorticity contours Re=3000 [27]

Fig. 10. Instantaneous isosurfaces of $\lambda_2 = -2$ colored with y . Perspective, top and lateral views in (a), (b) and (c) plots, respectively.

VI. Current State of Bluff-Body Turbulence Analysis

- Current State of Knowledge
- Remaining Challenges

A. Experimental Methods

FZ

B. Computational Methods

LH

VII. Conclusions

LH&FZ

Conclusions provide a detailed discussion of study findings. Do not introduce concepts not presented in text; do not

refer to other work.

Acknowledgments

LH&FZ

Example citations

[28]

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