University of New Hampshire

Magnus Effect on Cylindrical Airfoils

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# Abstract

Our goal was to evaluate the Magnus Effect around cylindrical airfoils. Using the University of New Hampshire wind tunnel we tested rotating cylinders at different mean wind velocity and rotation speeds (RPM). By keeping the velocity in the wind tunnel constant and changing the RPM of the cylinder we were able to track the trend of the lift force. This test was completed for four different wind speeds at approximately: 12 m/s, 16 m/s, 20 m/s, 24 m/s; and three different cylinder radiuses at: 0.0290 m, 0.0419 m, and 0.0641 m. We ran an additional test on the smallest cylinder radius at constant RPM and for a range of wind speeds from approximately 11 m/s to 30 m/s to more closely see the effect of just the wind speed on lift. Theoretically, we expected to see a linear increase in lift as we increased wind speed or RPM, and quadratic growth when increasing the cylinder radius. What actually occurred was an apparent plateau at our range of tested RPM and wind speeds with our size of cylinders. Despite seeing the expected increase in lift with radius, the total magnitude of lift was not nearly as close to our theoretical values. For our smallest cylinder we reach a Reynolds number as high as 1.128x105, which is well above an appropriate Reynolds number and are now creating vortex shedding behind our cylinder which reduced the experimental lift force.

# Introduction

A spinning ball will drag more air to one side and create a force from the resulting pressure difference. For example, top spin drags more air to flow below the ball. According to Bernoulli’s principle, faster air flow results in lower pressure, which causes the ball to curve downwards [1]. This is known as the Magnus effect. For cylinders, the Magnus lift force is found using the Kutta-Joukowski equation:

(1)

Where is the Magnus lift force for a cylinder of length in a fluid of density flowing at a velocity . The spin of the cylinder will create the vortex strength found using the radius of the cylinder and angular velocity in rad/s [2]:

(2)

Combining equations 1 and 2 gives equation 3:

(3)

Equation 3 predicts a linear relationship between the angular velocity and the force, a linear relationship between the freestream velocity and the force, and a quadratic relationship between the cylinder radius and the force. This experiment aims to verify the accuracy of the Kutta-Joukouski equation at high rotational speeds by measuring the resulting lift forces on cylindrical airfoils of various radii at various wind speeds. Since the experiment involves fluid flow over the airfoil, the Reynolds number is also an important concept to check and verify the obtained results. The equation is given below:

Where the Reynolds number is found using the fluid density, , velocity, , airfoil characteristic length, , and fluid dynamic viscosity, .

# Methods

Our test was conducted in a subsonic open return wind tunnel. The wind tunnel test section had a cross-sectional area of 18” by 18”. Two cylinders of diameters 2.28” and 3.3” were made from aluminum cans and a third cylinder of diameter 5.05” was made from a cardboard container. The aluminum cylinders had a plywood skeleton inside for stiffness – three wooden disks were spaced evenly inside the can. We press fit disks into the can with shims made from duct tape – this allowed the disks to fall into a balanced position after roughly 20 seconds of run time at 3,000 RPM, helping to balance the airfoils. One disk was in the middle of the can, and the other two disks were placed at the ends of the cylinder, and were attached to plain bearings driven by a Mega Motor ACn 16/15/4 brushless motor. The disks were balanced by drilling holes on opposite sides of missing material (low quality plywood). The motor was driven by a Thunderbird 18 Electronic Speed Controller connected to a Spektrum 2.4 GHz receiver. The cylinders had lengths of 5.125”, 6.938”, and 9” in order of increasing diameter. The cylinder was situated near the middle of the cross-section to minimize the effects of boundary layers from the walls. The setup was loaded in cantilever on a steel tube. The tube remained stationary while the airfoils rotated on it.

The steel tube was supported by an AFA2 force balance to measure lift force. The force balance had a resolution of 0.01 N and an accuracy of ± 0.2 N. We used a handheld tachometer to measure the RPM of the rotating cylinder with a resolution of 10 RPM and a fluctuation accuracy of about ± 200 RPM. Any dimension under 5” was measured with calipers. The diameter of the small and medium radius cylinders were measured to 0.001” or better. The lengths and the diameter of the large cylinder had a resolution of 0.05” (measured with machinist’s ruler). A pitot-static tube was used to measure the static and stagnation pressures in the wind tunnel, which were then used to calculate the wind speed. The speed was controlled by turning a dial controlling wind tunnel motor speed until the Pitot tube readings reached the desired level. The tube readings had a resolution of ± 0.05” of water (half the smallest tick spacing). We assumed the air density uncertainty from barometric pressure reading was negligible and the water density had an uncertainty of 0.05 kg/m3, the errors for wind speeds were propagated to be:

Where is the dynamic pressure found from the difference of static and stagnation pressures from the tube readings. The errors in the 4 wind speeds were found to be (12.0 ± 1.2) m/s (10%), (16.4 ± 0.9) m/s (5.4%), (19.8 ± 0.7) m/s (3.7%), and (24.0 ± 0.6) m/s (2.5%).

We conducted four trials for each cylinder at the each of the wind speeds. For each trial, the cylinders were rotated at three different RPMs. The large cylinder was run between 3500 RPM and 6000 RPM. The other two cylinders covered a range from 3000 RPM to 6000 RPM. Due to the accuracy of the tachometer and the fluctuating nature of the rotating cylinder, it was ineffective to maintain the same RPM across the trials. At the RPMs in the experiment, the expected forces from equation 3 range from 3.1 N at smallest diameter and slowest wind speed to 98 N at the largest diameter and fastest wind speed. 200 RPM difference would result in 4% to 6% error, which suggested the RPMs can be treated as equal when evaluating the effect of wind speed at constant RPM.

# Results and Discussion

Figure 1 below shows the decreasing lift force trend for increasing wind speed with the smallest diameter cylinder at a constant 3760 RPM.



Figure Smallest diameter cylinder measured lift force by increasing wind speed at constant RPM

This result is the opposite of the predicted positive linear relationship, showing the lift force decreased as the wind speed increased. The wide confidence intervals suggest that the experiment had a large uncertainty and was inconclusive in determining the effect of wind speed at a higher RPM on the lift force. The Reynolds numbers, independent of the cylinder’s rotation, were found to be up to 1.12 x 105 (see tables A 5 to A 7). The Kármán vortex street is fully turbulent at this Reynolds number due to the flow separation caused by the wind speed [3]. A visualization of the vortex street is shown in figure 2:

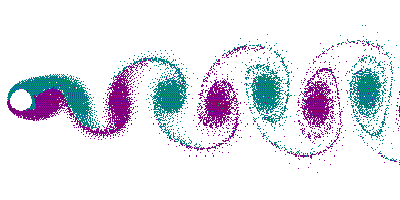


Figure Visualization of the Kármán vortex streets for a stationary cylinder, from: https://disc.gsfc.nasa.gov/education-and-outreach/additional/science-focus/ocean-color/vonKarman\_vortices.shtml

The Strouhal numbers for all trials were found to be the same at 0.198, which translates to vortex frequencies from18.53 Hz to 100.57 Hz (see tables A5 to A7 in Appendix A for tabulated values). The turbulent vortex street disrupted the pressure regions around the cylinder which also contributed to the large uncertainty in the measurement. Additionally, the rotation of the cylinder at 3760 RPM shifted the vortex streets towards the bottom and disrupted the bottom regions more than the top regions, possibly contributing to the decreasing lift.

The result of varying RPM at constant wind speed of 16.4 m/s for the smallest diameter cylinder is shown in figure 3 and the result for largest diameter is shown in figure 4. The measured lift forces were significantly smaller than expected. The other trials produced similar results.

Figure Smallest diameter cylinder measured vs predicted lift force at constant wind speed across the same RPM range



Figure Largest diameter cylinder measured vs predicted lift force at constant wind speed across the same RPM range

Figure 5 shows the results from a previous study of the effect of changing RPM on the lift coefficient at various Reynolds numbers and cylinder dimensions. is the tangential velocity found from RPM and the cylinder radius normalized by wind speed with the square symbols representing the case of largest cylinder span to diameter ratio, , of 18.7 and a Reynolds number of 3.8 x 103, the circle and other illegible symbols representing the case of ratio of 13.3 and various Reynolds numbers, and the dash line representing the smallest ratio of 4.7 and a Reynolds number of 5.2 x 104. The figure suggests there exists a maximum coefficient of lift for each geometry and wind speed. Upon reaching a sufficiently high RPM, the lift coefficient begins to plateau. The maximum lift coefficient also decreases with smaller ratio [4]. Our experiment can be best predicted from the dash line since our cylinders have ratios of 2.24, 2.1, and 1.8 from smallest to largest diameter respectively. This experiment’s ranges from 0.5 to 3 with respect to slowest speed on smallest diameter to the fastest speed on the largest diameter.

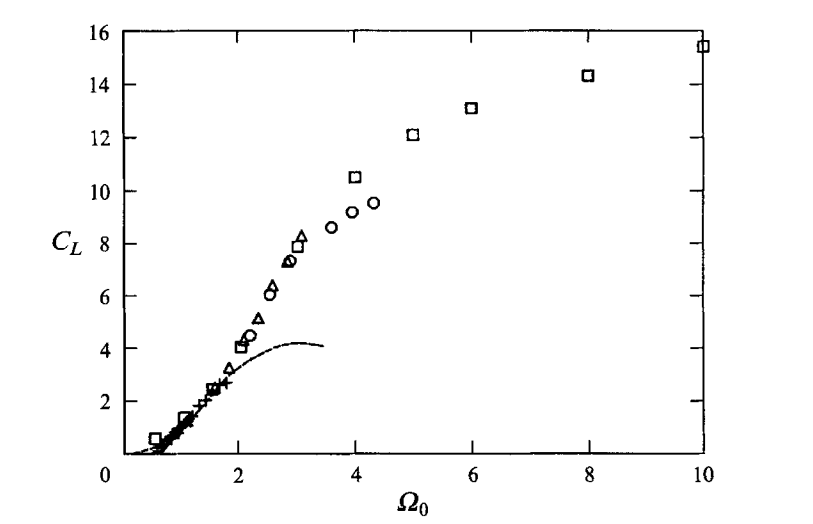


Figure Lift coefficient versus normalized transverse velocities for various cylinders at various Reynolds numbers

Discussion 1: CL flattening out

Budweiser Incident



# Summary and Conclusion

Paragraph 1: Purpose statement, result: measured lift force much lower (a percentage value) than predicted by formula

Paragraph 2: Major finding 1

Paragraph 3: Major finding 2

To test the validity Kutta-Joukowski lift equation (equation 1) at high rotational speeds we tested three different sized cylinders at different wind speeds and high rotational speeds. Based on this equation, you could theoretically produce an enormous amount of lift if you kept increasing any one of the factors from equation 3. Theoretically, we expected to see a linear increase in lift as we increased wind speed or RPM, and quadratic growth when increasing the cylinder radius.

Our experiment shows that at high rates of RPM and wind speed the difference between the theoretical and the obtained values are significant. After research we found that the wind speeds we were placing our model cylinders in was producing large Reynolds numbers that was producing a turbulence vortex behind the cylinder which disrupted the flow behind the cylinder. This disrupts the low pressure region above the cylinder and the high pressure region below the cylinder, because of this we assume the magnitude of pressure on the top and bottom are both increasing due to the alternating flow path beyond the cylinder as a result of the vortex.

References

|  |  |
| --- | --- |
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| [3] | S. Bengt, "Tubes, Crossflow over," Thermopedia, 16 March 2011. [Online]. Available: http://www.thermopedia.com/content/1216/. [Accessed 30 April 2017]. |
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# Appendix A: Tables

Table A 1 Smallest diameter cylinder experiment data

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Stella |  |  |  |  |  |  |
| P1 (inH2O) | P2 (inH2O) | Delta h (m) | Wind Speed (m/s) | RPM | Lift (N) | Test |
| 1.65 | 1.3 | 0.00889 | 12.00973309 | 3100 | 0.5 | **TRIAL 1** |
|  |  |  |  | 4060 | 1.45 |  |
|  |  |  |  | 6000 | 1.96 |  |
| 2 | 1.35 | 0.01651 | 16.36650742 | 3024 | 1.25 | **TRIAL 2** |
|  |  |  |  | 4130 | 1.48 |  |
|  |  |  |  | 5960 | 2.28 |  |
| 2.45 | 1.5 | 0.02413 | 19.78614266 | 2950 | 1.35 | **TRIAL 3** |
|  |  |  |  | 3930 | 1.27 |  |
|  |  |  |  | 5950 | 2.31 |  |
| 3 | 1.6 | 0.03556 | 24.01946618 | 2800 | 1.43 | **TRIAL 4** |
|  |  |  |  | 4000 | 1.17 |  |
|  |  |  |  | 5870 | 2.11 |  |

Table A 2 Medium diameter cylinder experiment data

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Budweiser |  |  |  |  |  |  |
| P1 (inH2O) | P2 (inH2O) | Delta h (m) | Wind Speed (m/s) | RPM | Lift (N) |  |
| 1.65 | 1.3 | 0.00889 | 12.00973309 | 3200 | 2.3 | **TRIAL 1** |
|  |  |  |  | 4940 | 3.17 |  |
|  |  |  |  | 5800 | 1.65 |  |
| 2 | 1.35 | 0.01651 | 16.36650742 | \* | \* | **TRIAL 2\*** |
|  |  |  |  | \* | \* |  |
|  |  |  |  | \* | \* |  |
| 2.45 | 1.5 | 0.02413 | 19.78614266 | 3291 | 10.13 | **TRIAL 3** |
|  |  |  |  | 4700 | 21.92 |  |
|  |  |  |  | 5844 | 13.91 |  |
| 3 | 1.6 | 0.03556 | 24.01946618 | 3100 | 10.25 | **TRIAL 4** |
|  |  |  |  | 4860 | 13.11 |  |
|  |  |  |  | 5916 | 8.97 |  |

Table A 3 Largest diameter cylinder experiment data

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Oats |  |  |  |  |  |  |
| P1 (inH2O) | P2 (inH2O) | Delta h (m) | Wind Speed (m/s) | RPM | Lift (N) |  |
| 1.65 | 1.3 | 0.00889 | 12.00973309 | 3720 | 3.72 | **TRIAL 1** |
|  |  |  |  | 4560 | 3.14 |  |
|  |  |  |  | 5560 | 4.35 |  |
| 2 | 1.35 | 0.01651 | 16.36650742 | 3660 | 6 | **TRIAL 2** |
|  |  |  |  | 4470 | 4.97 |  |
|  |  |  |  | 5630 | 5.26 |  |
| 2.45 | 1.5 | 0.02413 | 19.78614266 | 3675 | 8.42 | **TRIAL 3** |
|  |  |  |  | 4050 | 7.25 |  |
|  |  |  |  | 5500 | 7.67 |  |
| 3 | 1.6 | 0.03556 | 24.01946618 | 3000 | 10.6 | **TRIAL 4** |
|  |  |  |  | 3160 | 15.5 |  |
|  |  |  |  | 5200 | 10.43 |  |

Table A 4 Smallest diameter cylinder high wind speed experiment data

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| P1 (inH2O) | P2 (inH2O) | Delta h (m) | Wind Speed (m/s) | Lift (N) | RPM |
| 1.5 | 1.2 | 0.00762 | 11.11885229 | 0.67 | 3760 |
| 2 | 1.35 | 0.01651 | 16.36650742 | 0.61 | - |
| 2.5 | 1.5 | 0.0254 | 20.30015404 | 0.5 | - |
| 3 | 1.65 | 0.03429 | 23.58664756 | 0.4 | - |
| 3.5 | 1.8 | 0.04318 | 26.46816261 | 0.36 | - |
| 4 | 1.9 | 0.05334 | 29.41771802 | 0.47 | 3760 |

Table A 5 Small diameter cylinder wind speed and corresponding Reynolds and Strouhal numbers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Stella** | | | | |
| **Wind Speed (m/s)** | **Reynolds Number** | **Strouhal Number** | **Vortex Frequency (Hz)** |
| 12.0 | 4.60E+04 | 0.1979 | 41.04 |
| 16.4 | 6.27E+04 | 0.1979 | 55.94 |
| 19.8 | 7.58E+04 | 0.1979 | 67.63 |
| 20.0 | 9.21E+04 | 0.1980 | 82.11 |
| 29.4 | 1.13E+05 | 0.1980 | 100.57 |

Table A 6 Medium diameter cylinder wind speed and corresponding Reynolds and Strouhal numbers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Budweiser** | | | | |
| **Wind Speed (m/s)** | **Reynolds Number** | **Strouhal Number** | **Vortex Frequency (Hz)** |
| 12.0 | 6.66E+04 | 0.1979 | 23.36 |
| 16.4 | 9.08E+04 | 0.1980 | 38.65 |
| 19.8 | 1.10E+05 | 0.1980 | 46.73 |
| 20.0 | 1.33E+05 | 0.1980 | 56.73 |

Table A 7 Largest diameter cylinder wind speed and corresponding Reynolds and Strouhal numbers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Quaker Oats** | | | | |
| **Wind Speed (m/s)** | **Reynolds Number** | **Strouhal Number** | **Vortex Frequency (Hz)** |
|  |  |  |  |
| 12.0 | 1.02E+05 | 0.1980 | 18.53 |
| 16.4 | 1.39E+05 | 0.1980 | 25.26 |
| 19.8 | 1.68E+05 | 0.1980 | 30.54 |
| 20.0 | 2.04E+05 | 0.1980 | 37.07 |