

Enhanced prediction of three-dimensional finite iced wing separated flow near stall

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ABSTRACT

Icing on three-dimensional wings causes severe flow separation near stall. Standard improved delayed detached eddy simulation (IDDES) is unable to correctly predict the separating-reattaching flow due to its inability to accurately resolve the Kelvin-Helmholtz instability. In this study, a shear layer adapted subgrid length scale is applied to enhance the IDDES prediction of the flow around a finite NACA 0012 wing with leading edge horn ice. It shows that using the new length scale contributes to a more accurate prediction of the separated shear layer (SSL). The predicted reattachment occurs earlier as one moves towards either end of the wing, and the computed surface pressure distributions agree well with the experimental measurements. In contrast, standard IDDES severely elongates surface pressure plateaus. For instantaneous flow, the new length scale helps to correctly resolve the rollup and subsequent pairing of vortical structures due to its small values in the initial SSL. The vortical motion frequencies increase when moving towards the wing tip due to the downwash effect of the tip vortex. In comparison, the excessive eddy viscosity levels from the standard IDDES delay the rollup of spanwise structures and give rise to “overcoherent” structures.

1. Introduction

Leading edge ice accretions tend to cause severe flow separation for aircraft, and the essentially unsteady flow leads to strong fluctuating aerodynamic loads, which greatly deteriorate aircraft performance (Bragg et al., 2005). The iced airfoil flow with leading edge horn ice is dominated by an ice-induced unsteady separating-reattaching shear layer when the angle of attack is not overly high (Bragg et al., 2005). Before 2000, only Reynolds-averaged Navier-Stokes (RANS) simulations were conducted, which are neither accurate in predicting mean aerodynamic loads nor capable of reproducing the flow unsteadiness. They typically underestimate lift coefficients by producing elongated ice-induced separation bubbles, which is to a great extent caused by the incapability of RANS methods in correctly modelling the nonequilibrium turbulence in the ice-induced separated shear layer (SSL). The weakness becomes increasingly prominent as the stall condition is approached (Li et al., 2021). Afterwards, attention gradually shifted to hybrid RANS-large eddy simulation (RANS-LES) methods, of which detached eddy simulation (DES) and its variants have gained the spotlight (Stebbins et al., 2019). However, existing numerical studies of iced lifting surfaces show a lack of (Stebbins et al., 2019):

- (1) methodologies that predict the flow fields accurately and robustly;
- (2) numerical investigations of three-dimensional (3D) iced wings.

The laminar-to-turbulent transition commonly occurs in ice-induced SSLs (Jacobs and Bragg, 2006). However, DES-type methods with subgrid length scale evaluated as the maximum cell edge length are incapable of correctly resolving flow transitions because they generate excessive eddy viscosity, which is especially true when the grid cells are highly anisotropic (Mockett et al., 2015; Rozema et al., 2015; Silvis et al., 2017). Consequently, the rollup of two-dimensional (2D) structures is retarded, which in turn delays flow reattachment. It has been shown by the current authors (Xiao and Zhang, 2021) that a shear-layer adapted subgrid length scale helps enhance the improved detached eddy simulation (IDDES) of 2D iced airfoil flows. However, it has been shown yet whether it helps in 3D iced wing flows.

Although a number of high-resolution studies have been conducted for 2D iced airfoils, there have been few investigations on 3D iced wings. Table 1 lists hybrid RANS-LES simulations of iced airfoil/wing flows from 2015. Based on the authors' knowledge, iced wings have only been studied by Stebbins et al. (Stebbins et al., 2019). In their study, an 8.9 %scaled CRM65 wing with leading edge ice was simulated via IDDES

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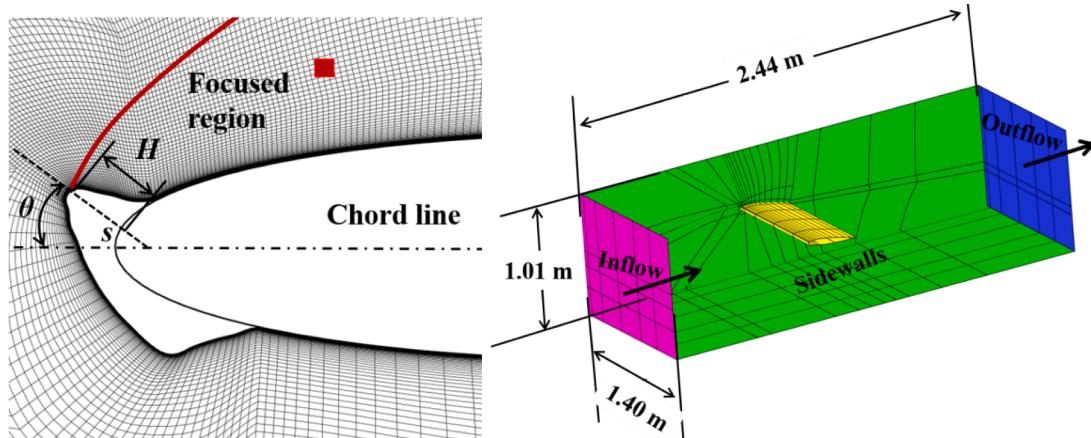
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Table 1

Hybrid RANS-LES simulations of iced lifting surfaces with leading edge ice.

Reference	Base airfoil	Airfoil/wing	Ice shape	Length of span (L_z/c)	Number of grid nodes (million)	Turbulence model
Alam et al. (Alam et al., 2015)	GLC 305	Airfoil	Ice 944	0.5	15	DDES, DHRL
Zhang et al. (Zhang et al., 2016)	GLC 305	Airfoil	Ice 623	0.3	9.5	Zonal DES
Butler et al. (Butler et al., 2016)	NACA 0012	Airfoil	3.5-minute ice	\	14	IDDES
Stebbins et al. (Stebbins et al., 2019)	65 % CRM	Wing	Simplified ice	3.6	28	IDDES
Xiao et al. (Xiao et al., 2019)	NLF 0414	Airfoil	Ice 623	0.4	16	Wall-modelled LES
Molina et al. (Molina et al., 2020)	GLC 305	Airfoil	Ice 944	0.5	10	DDES
Xiao et al. (Xiao et al., 2020)	30P30N	Airfoil	6-minute ice	0.1	61	Wall-modelled LES
Lee et al. (Lee et al., 2021)	30P30N	Airfoil	6-minute ice	0.04	46	Coarse-grid LES
Xiao et al. (Xiao and Zhang, 2021)	GLC 305	Airfoil	Ice 944	0.4	30	IDDES
Zhang et al. (Zhang et al., 2021)	GLC 305	Airfoil	Ice 944	0.5	88	IDDES

DHRL: dynamic hybrid RANS/LES.



(a) Grid around ice accretion at the midspan cross section (b) Computational domain and boundary conditions

Fig. 1. Computational grid and domain.**Table 2**
Grid details.

Grid	N_z	$N_{x\text{ice}}$	$(\Delta x/H)_{\text{focus}}$	$\Delta z/H$	$\Delta y_w/H$	$N_{\text{total}} (\text{million})$
Fine	436	80	0.078	0.25	6.25×10^{-4}	17.14
Coarse	376	64	0.091	0.29	6.25×10^{-4}	9.98

(Stebbins et al., 2019). Although the method produces reasonable lift and drag, it fails to accurately predict force moments since the predicted leading edge separation shows remarkable discrepancies.

The current study aims to improve the IDDES prediction of 3D iced wing separated flows near stall by using a shear layer adapted subgrid length scale. Additionally, the effects of the wing-tip vortex are analysed for a complete understanding of iced wing flows.

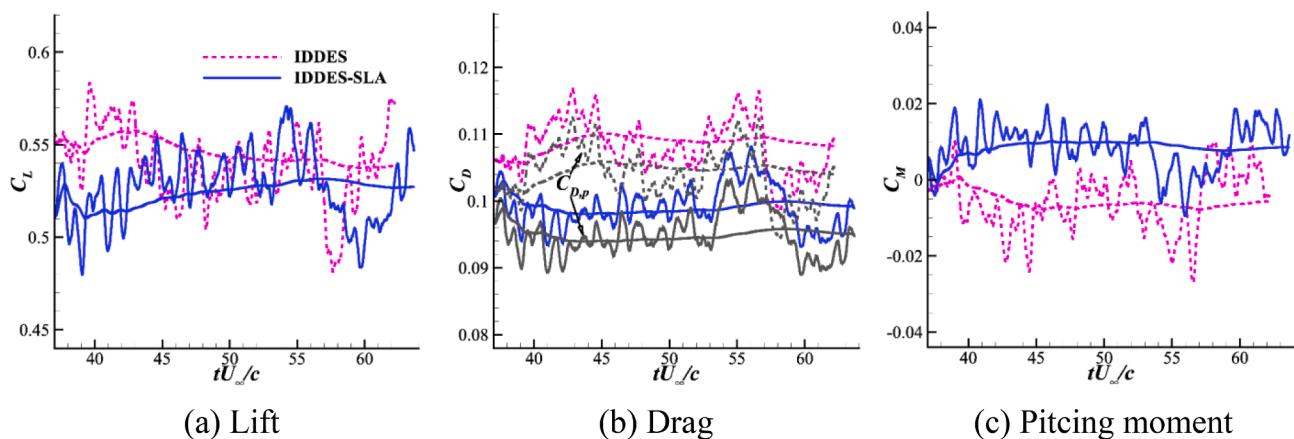
**Fig. 2.** Integrated aerodynamic force (moment) coefficients on the fine grid.

Table 3
Integrated lift, drag and pitching moment.

Method	C_L	$C_{L, RMS}$	C_D	$C_{D, RMS}$	C_M	$C_{M, RMS}$
IDDES	0.537	0.0195	0.108	0.0040	-0.0059	0.0077
IDDES-SLA	0.527	0.0182	0.099	0.0033	0.0085	0.0060
IDDES-SLA, coarse	0.538	0.0215	0.100	0.0044	0.0081	0.0082
Relative difference	1.9 %	7.1 %	9.0 %	21.2 %	-169.4 %	28.33 %

2. Methodology

2.1. IDDES formulation and shear layer adapted subgrid length scale

The IDDES based on the SST $k-\omega$ turbulence model is obtained by replacing the RANS length scale with a hybrid length scale in the turbulent kinetic energy (TKE) transport equation (Shur et al., 2008):

$$\frac{\partial(\rho k)}{\partial t} + \frac{\partial(\rho u_j k)}{\partial x_j} = P_k - \frac{\rho k^3}{l_{\text{hybrid}}} + \frac{\partial}{\partial x_j} \left[(\mu + \sigma_k \mu_t) \frac{\partial k}{\partial x_j} \right] \quad (1)$$

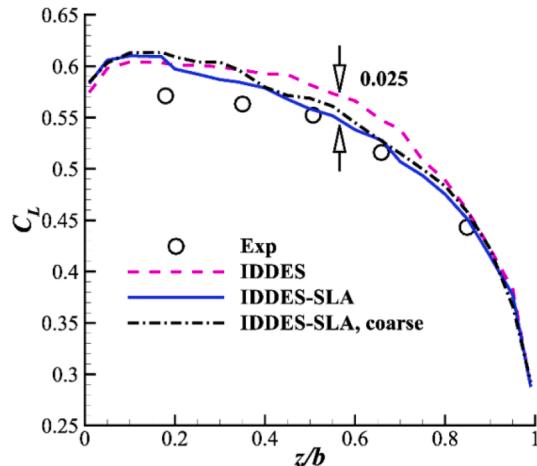
The hybrid length scale l_{hybrid} is defined as.

$$l_{\text{hybrid}} = \tilde{f}_d(1+f_e)l_{\text{RANS}} + \left(1 - \tilde{f}_d\right)l_{\text{LES}} \quad (2)$$

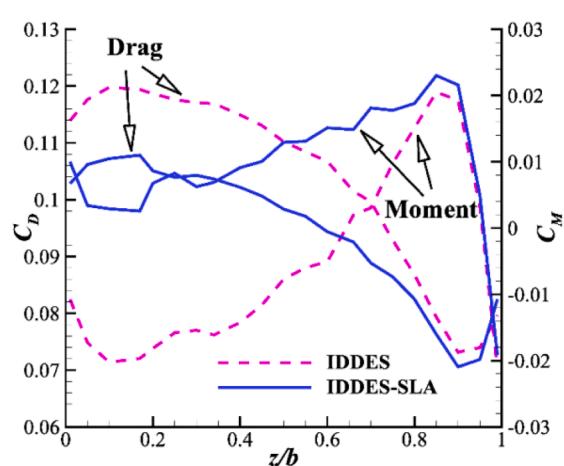
where \tilde{f}_d is a switching function; it is 1.0 for RANS mode and 0.0 for LES mode. The RANS length scale is $l_{\text{RANS}} = \sqrt{k}/\omega$, and the LES length scale is.

$$l_{\text{LES}} = C_{\text{DES}} \cdot \min(\Delta_{\text{wall}}, \Delta_{\text{free}}) \quad (3)$$

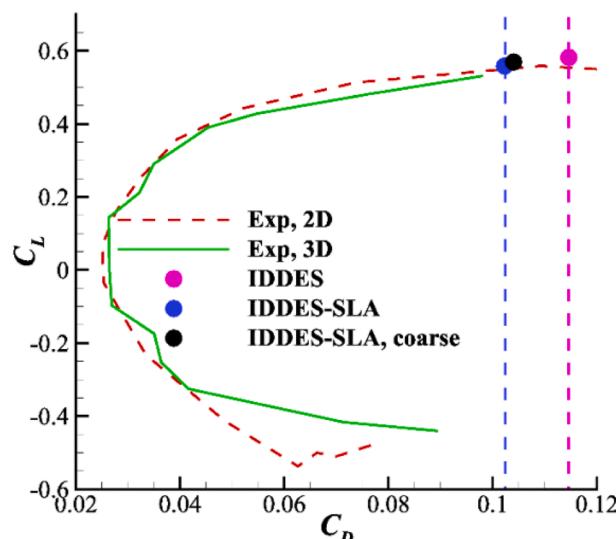
where Δ_{wall} is activated in the proximity of walls to mitigate the log-layer mismatch issue; Δ_{free} works away from walls and is classically defined as the maximum cell edge length Δ_{max} . However, such a definition is too conservative for free shear flows to unlock Kelvin-



(a) Sectional lift coefficient along the span



along the span



(c) Drag polar at the midspan

Fig. 3. Sectional forces and pitching moment. Experimental results (Khodadoust and Bragg, 1995).

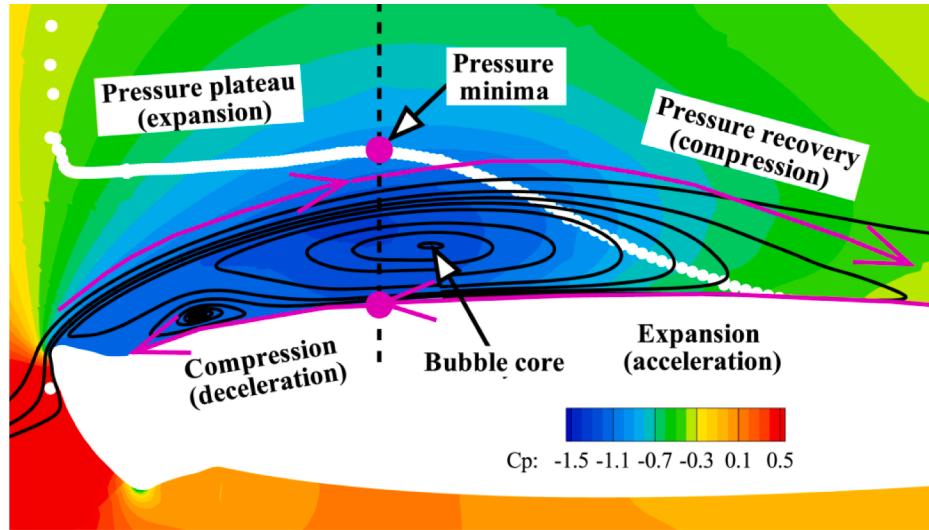


Fig. 4. Time-averaged streamlines and pressure coefficient contour; white dots denote negative surface pressure coefficients ($-C_p$).

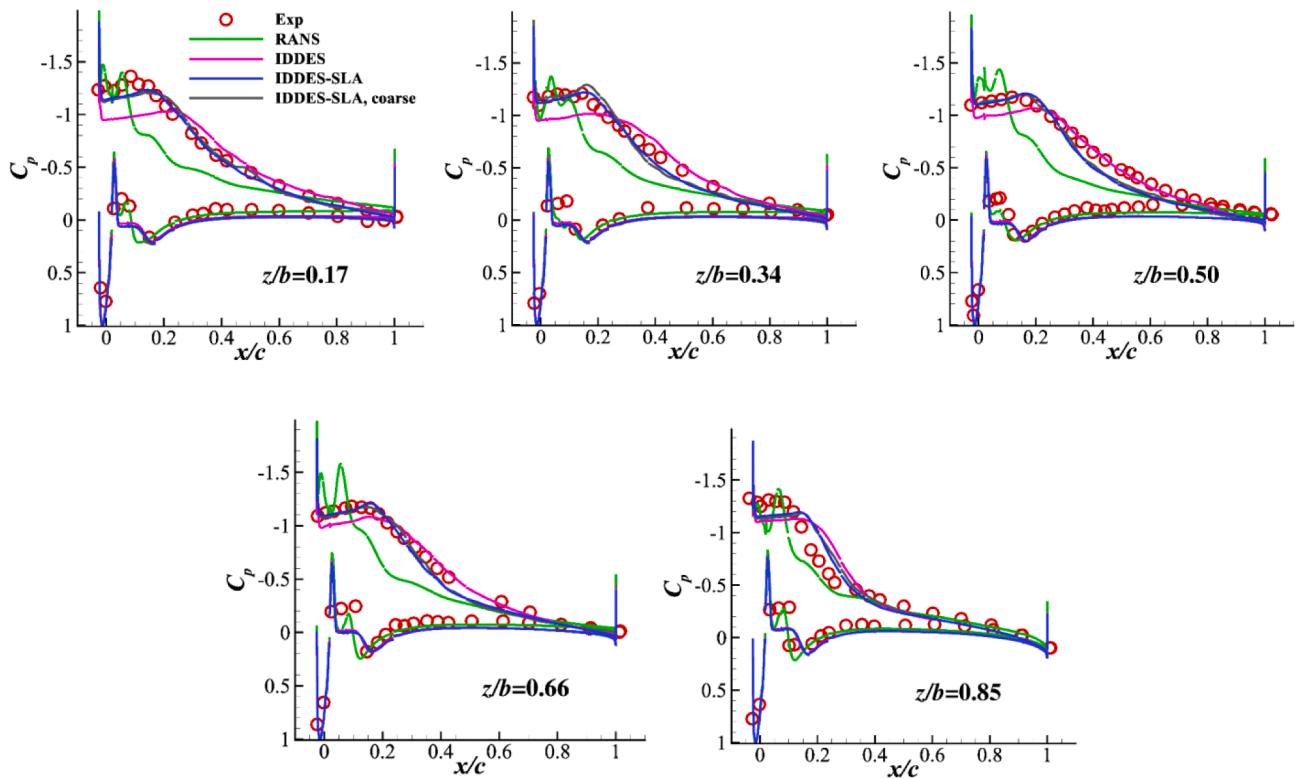


Fig. 5. Time-averaged surface pressure coefficients at five different spanwise locations. Experimental results (Khodadoust and Bragg, 1995).

Helmholtz (K-H) instability, especially when the grid cells are strongly anisotropic (Mockett et al., 2015). Shur et al. (Shur et al., 2015) proposed a shear layer adapted subgrid length scale to remedy this issue:

$$\Delta_{SLA} = \tilde{\Delta}_\omega F_{KH}(VTM) \quad (4)$$

$$\tilde{\Delta}_\omega = \frac{1}{\sqrt{3}} \max_{n,m=1,\dots,8} |\mathbf{n}_\omega \times \mathbf{r}_{mn}| \quad (5)$$

where \mathbf{n}_ω denotes the unit vorticity vector and \mathbf{r}_{mn} is the vector formed by two arbitrary vertices of a cell. The vorticity-related length scale $\tilde{\Delta}_\omega$ can be regarded as a maximum cell edge length definition in the plane normal to the local vorticity vector. It helps reduce eddy viscosity if the

lateral cell size is the largest dimension (e.g., pencil- and ribbon-shaped cells) in planar shear layers. The vortex titling measurement VTM evaluates how much a strain tensor tilts a vorticity vector towards another direction. It is zero for planar shear layers, which makes the scaling function $F_{KH}(VTM)$ very small (0.01 herein) to further reduce eddy viscosity levels. More details about the length scale and its implementation into SST-IDDES are provided in (Shur et al., 2015; Xiao and Zhang, 2020; Trias et al., 2017). Hereafter, the IDDES with $\Delta_{free} = \Delta_{max}$ and $\Delta_{free} = \Delta_{SLA}$ will be referred to as IDDES and IDDES-SLA, respectively. Note that the shear layer adapted subgrid length is originally meant for accelerating the transition from RANS to LES modelling, but it is applied to improve the prediction of the laminar-to-turbulent

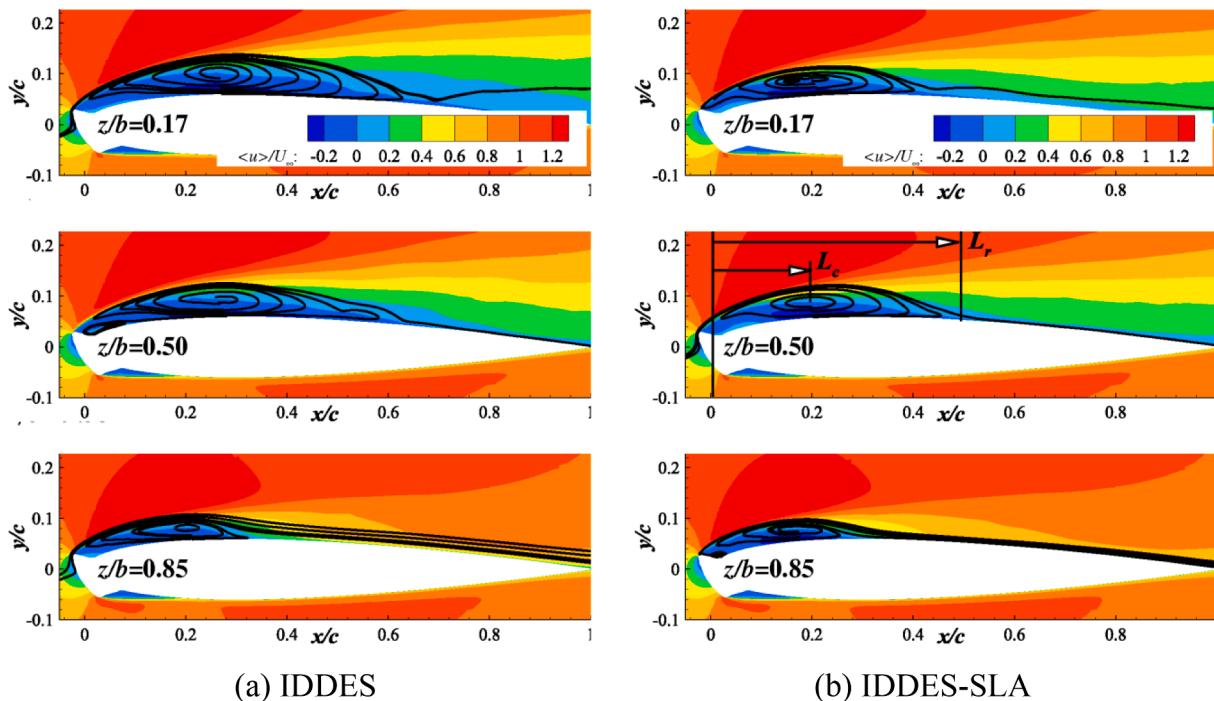


Fig. 6. Time-averaged streamwise velocity superimposed by streamlines at different spanwise locations.

Table 4
Locations of the recirculation core and reattachment.

Method	$z/b = 0.17$		$z/b = 0.50$		$z/b = 0.85$	
	L_c/c	L_r/c	L_c/c	L_r/c	L_c/c	L_r/c
IDDES	0.26	0.69	0.28	0.64	0.20	0.30
IDDES-SLA	0.19	0.44	0.20	0.50	0.16	0.29
Relative difference	37 %	57 %	40 %	28 %	25 %	3 %

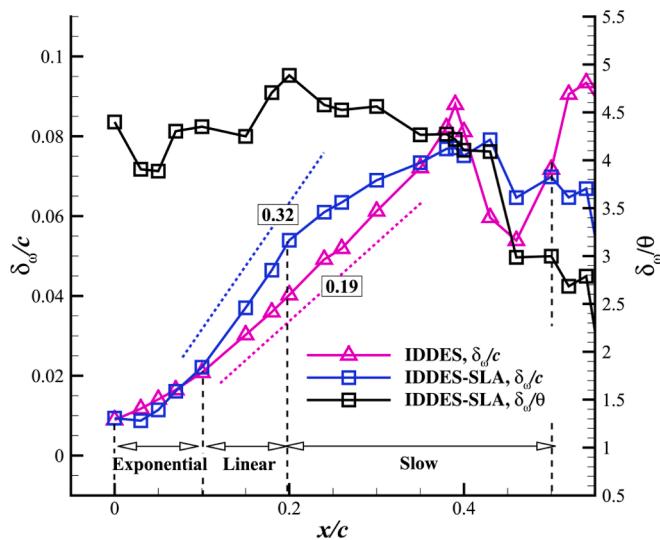


Fig. 7. Vorticity thickness and the ratio of vorticity thickness to momentum thickness at the midspan.

transition in the separated shear layer in the current study.

2.2. Numerical setup

The Navier–Stokes equations are solved using the in-house struc-

tured finite volume solver NSAWEET (Xiao and Zhang, 2021; Chen et al., 2017). The inviscid flux is discretized via a hybrid central/upwind scheme; the central part is a fourth-order central difference scheme; and the upwind part is a fifth-order Roe/WENO scheme. The blending factor is calculated based on the ratio $l_{\text{hybrid}}/l_{\text{RANS}}$ (Liu et al., 2018):

$$F_{\text{inviscid}} = (1 - \sigma)F_{\text{central}} + \sigma F_{\text{upwind}} \quad (6)$$

$$\sigma = \max \left(\tanh \left(\frac{C_3}{1 - C_4} \max \left(\frac{l_{\text{hybrid}}}{l_{\text{RANS}}} - C_4, 0 \right) \right), \sigma_{\min} \right) \quad (7)$$

where $C_3 = 4.0$, $C_4 = 0.6$ and $\sigma_{\min} = 0.1$. In LES-resolved regions, $l_{\text{hybrid}} = l_{\text{LES}}$ and $l_{\text{LES}}/l_{\text{RANS}} < 0.6$ are common such that $\sigma = 0.1$. In RANS-modelled boundary layers, $l_{\text{hybrid}} = l_{\text{RANS}}$ so that σ is approximately 1.0. The viscous flux is approximated via a second-order central difference scheme. Time advancement is performed by an implicit dual-time-step lower-upper symmetric Gauss-Seidel (LU-SGS) scheme.

3. Computational configuration and mesh

The computational model is a NACA 0012 semispan unswept wing with leading edge horn ice (Khodadoust and Bragg, 1995). The wing has a chord length $c = 0.38$ m and semispan $b = 2.5c$. The ice is the simplification of a measured ice shape accreted in the NASA Icing Research Tunnel, with the roughness excluded since aerodynamic effects are negligible for iced wings with leading edge horn ice (Bragg et al., 2005). Fig. 1 (a) shows a cross-section of ice accretion. It is characterized by a height $H/c = 3.2\%$, angle $\theta = 35$ deg and location measured by the surface length $s/c = 1.0\%$. In the aerodynamic experiment conducted at Ohio State University, the model is installed in a wind tunnel with a test section of 1.01 m by 1.40 m (Fig. 1 (b)). In the current simulation, tunnel walls are included to incorporate their blockage effects (Khodadoust and Bragg, 1995; Potapczuk, 1991). The inflow condition is set as the total pressure and temperature, and the outflow condition is the static pressure. The sidewalls are set with adiabatic nonslip conditions, but the wall where the model is installed is set as a slip wall from the inlet to $0.3c$ upstream of the model leading edge to simulate the suction in the experiment. The Reynolds number

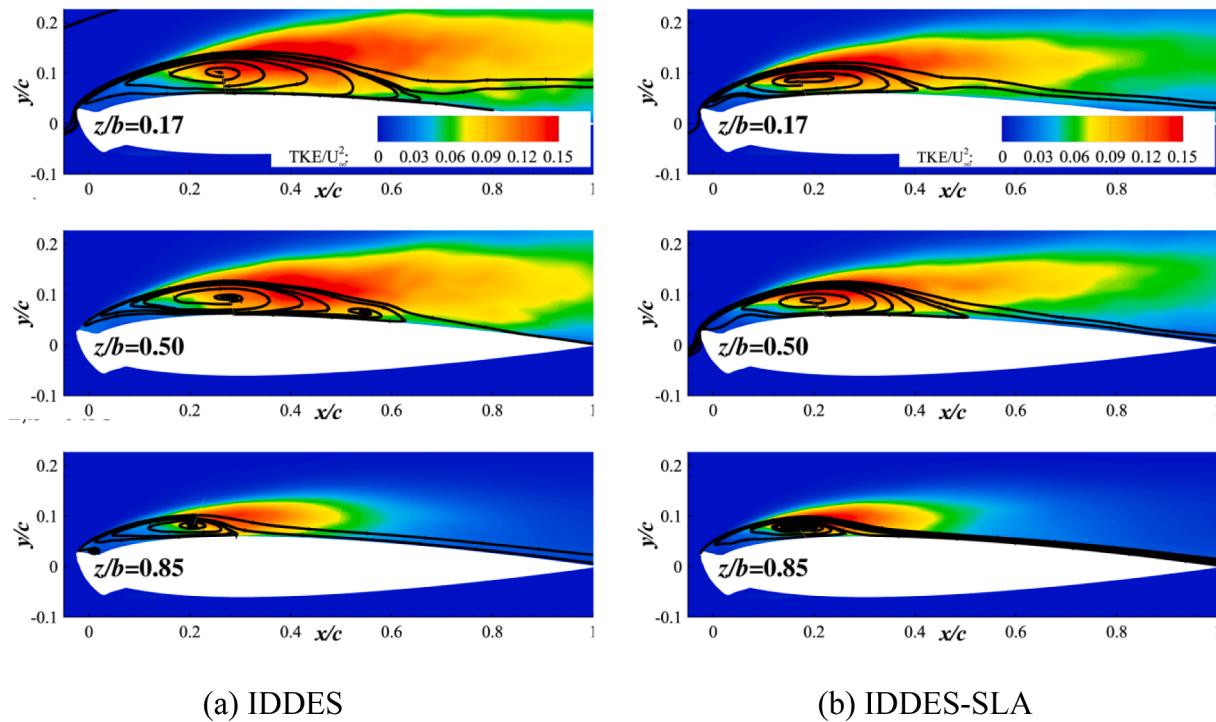


Fig. 8. Time-averaged TKE normalized by U_∞^2 at three spanwise locations.

based on the chord length and inflow velocity is 1.5×10^6 , the Mach number is 0.2, and the angle of attack (AoA) is 8 deg. This AoA corresponds approximately to the stall condition. The experimental aerodynamic results are provided by Bragg et al. (Khodadoust and Bragg, 1995; Potapczuk, 1991). The current iced unswept wing is simple but indeed representative since the flow exhibits not only extended ice-induced separation but also the effects of the tip vortex and end-wall interactions.

Table 2 describes the two sets of grids used in the study. N_z denotes the cell number in the spanwise direction. The cells are clustered around the ice as well as its downstream region. For the fine grid, the ice is surrounded by 80 cells circumferentially, and the cell size is $\Delta x/c \approx \Delta y/c \approx 0.078$ near the red marker shown in Fig. 1 (a) and $\Delta x/c \approx \Delta y/c \approx 0.25$ near the reattachment region. The spanwise cell size is $\Delta z/H = 0.25$ for most of the span except close to the wing tip and root; the grid cells are approximately isotropic near the reattachment. The total number of cells is 17.14 million. The coarse grid is obtained by coarsening the fine grid by approximately 0.85 in each direction. It is worth noting that the current spanwise cell sizes are larger than those in 2D iced airfoils because the current span (2.5c) is 5–8 times those (0.3–0.5c) for 2D iced airfoils, but the total number of cells is approximately the same as in most 2D iced airfoil studies (**Table 1**). Therefore, an accurate prediction of the 3D iced wing flow is more challenging.

4. Computational results

The unsteady simulations are initialized by converged RANS solutions. The physical time step is $\Delta t U_\infty / c = 0.001$, ensuring the convective CFL number $\Delta t U_\infty / \Delta x \approx 1$ along the SSL. The number of subiterations is 40 for a second-order temporal accuracy. The last 25 time units (c/U_∞) are collected for statistical analysis after the simulations become fully developed.

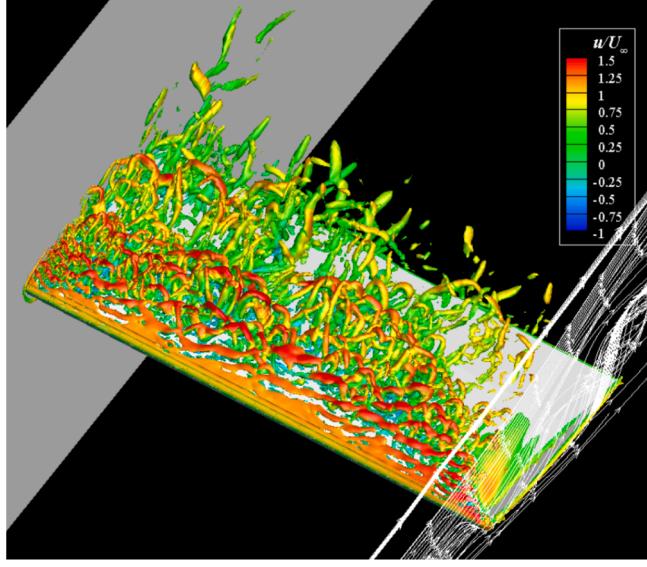
4.1. Statistical results

The temporal variations in the integrated forces and pitching moment on the fine grid are shown in Fig. 2. The moving average is

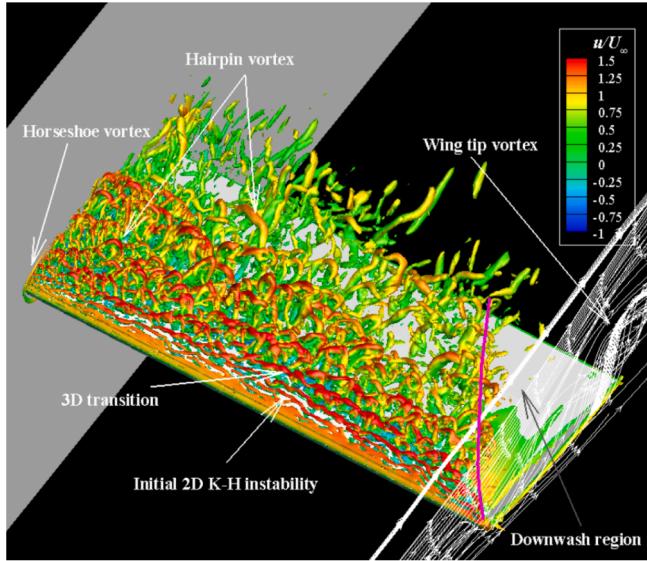
performed to ensure that the time average has reached convergence. Table 3 lists the statistical results, in which the relative difference is the percentage by which an IDDES value is greater than its IDDES-SLA counterpart on the fine grid. Although both methods produce similar lift coefficients, IDDES predicts a nose-down moment and higher drag. Additionally, IDDES yields stronger fluctuations, which will be further discussed below. The results obtained via IDDES-SLA on the coarse grid are also given in Table 3. The time-averaged forces and moment are almost identical to the results on the fine grid, although the instantaneous values exhibit higher levels of fluctuations.

Fig. 3 shows the sectional forces and pitching moment. The results predicted via IDDES-SLA on both grids are very close, except slightly higher lift values are produced on the coarse grid between $z/b = 0.2\text{--}0.4$. On the fine grid, IDDES-SLA predicts lift coefficients that are more consistent with the experiment (Khodadoust and Bragg, 1995), while IDDES yields higher lift values, and the discrepancy reaches up to 5 % near the midspan. In regard to the drag and pitching moment, the distinctions between the two methods are amplified. The IDDES-predicted drag is approximately 15 % higher than that of IDDES-SLA near the root. Fig. 3(a) and (b) integrate only the pressure force; the frictional force is not involved. Fig. 3(c) further compares the calculated C_L - C_D of the midspan section with the experimental sectional drag polars for the 3D iced wing and 2D iced airfoil (Khodadoust and Bragg, 1995). The computational frictional drag is estimated as 4 % pressure drag because Fig. 2(b) indicates that the pressure drag $C_{D,p}$ accounts for approximately 96 % of the total drag. It can be seen that the drag values predicted via IDDES-SLA on both grids are almost identical and agree well with the experiment (Khodadoust and Bragg, 1995); while the IDDES result is 13 % higher. What is worse is that IDDES predicts nose-down moments for the inner 70 % span, while IDDES-SLA yields nose-up moments except in the wing tip region. Hence, the current results confirm the review of Stebbins et al. (Stebbins et al., 2019) that drag and moment are more challenging to compute. In the following, surface and spatial flows are scrutinized to further demonstrate the distinctions of the two methods.

Fig. 4 depicts the dominant separated flow characteristics at the midspan. The flow is dominated by a recirculation bubble bounded by



(a) IDDES



(b) IDDES-SLA

Fig. 9. Instantaneous isosurface $Q(c/U_\infty)^2 = 100$ coloured by streamwise velocity u/U_∞ .

the SSL emanating from the ice tip. Consequently, a surface pressure plateau forms around the separation bubble core and is then ensued by pressure recovery, which shares similar features with the surface pressure distribution within a laminar separation bubble (Bragg et al., 2005; Lee et al., 2015). It is worth noting that the plateau actually exhibits a slow pressure decrease because the reverse velocity reaches the highest value exactly below the recirculation core. Fig. 5 compares the calculated surface pressure with experimental measurements (Khodadoust and Bragg, 1995). The results from the SST $k-\omega$ RANS are also shown; although they cannot reach convergence and show conspicuous errors. On the fine grid, both IDDES and IDDES-SLA produce almost the same results on the pressure side but show noticeable distinctions on the suction side. Specifically, IDDES-SLA is capable of correctly predicting pressure plateaus, whereas the flat pressure regions are elongated and lowered by IDDES, especially near the wing root, which directly leads to an excessive drag and nose-down pitching moment (Fig. 3). The pressure distributions predicted via IDDES-SLA on the coarse grid almost coincide with those obtained on the fine grid. Hence, only the results obtained on

the fine grid will be analysed hereafter.

Fig. 6 further displays the time-averaged streamwise velocity fields superimposed by the streamlines for $z/b = 0.17, 0.50$ and 0.85 . The locations of reattachment L_r and recirculation core L_c are listed in Table 4. The relative difference denotes the percent by which an IDDES value is greater than its IDDES-SLA counterpart. Conspicuously, IDDES predicts lengthened recirculation regions in contrast to IDDES-SLA. At $z/b = 0.17$, the IDDES-predicted recirculation is 57 % longer than that of IDDES-SLA. The discrepancies are closely associated with the more downstream recirculation cores predicted by IDDES, which will be further discussed in section IV. B. In the experiment, the reattachment occurs more upstream near the wing root than at the midspan due to the end-wall effect (Khodadoust and Bragg, 1995). It is captured by IDDES-SLA but not IDDES; which conversely extends the recirculation region when moving towards the wing root. In the wing tip region, the recirculation bubble is relatively small, which results from the downwash effect of the tip vortex.

The discrepancies in the predicted recirculation regions make it crucial to examine the evolution of SSLs from different approaches. Here, the development of SSL is measured by the vorticity thickness:

$$\delta_\omega = \frac{\langle u \rangle_{\max} - \langle u \rangle_{\min}}{\max\left(\frac{\partial \langle u \rangle}{\partial n}\right)} \quad (8)$$

where $\langle u \rangle_{\max}$ and $\langle u \rangle_{\min}$ are the time-averaged maximum and minimum streamwise velocities, respectively, and $\partial \langle u \rangle / \partial n$ denotes the streamwise velocity gradient in the shear-normal direction. Fig. 7 displays the streamwise evolution of the vorticity thickness for the midspan. The IDDES-SLA result includes three stages:

$0 < x/c < 0.1$: the thickness grows exponentially, which is in accordance with the linear stability analysis of a classical mixing layer;

$0.1 < x/c < 0.2$: the thickness growth shows a constant rate $d\delta_\omega/dx = 0.32$. It is close to 0.33 from Pape et al. (Le Pape et al., 2013) for the SSL from an airfoil leading edge and 0.36 from Deck and Thorigny (Deck and Thorigny, 2007) for an axisymmetric separating-reattaching flow. These values are approximately twice the value of 0.17 for a classical mixing layer, which may be attributed to the turbulent fluctuations in the recirculation region (Deck and Thorigny, 2007). In contrast, the growth pattern obtained via IDDES shows a much lower growth rate of 0.19;

$0.2 < x/c < 0.5$: the shear layer thickness changes slowly due to reattachment, which is in accordance with the approximate plateau reported in (Deck and Thorigny, 2007). However, the IDDES does not show small growth rates.

The ratio of δ_ω to momentum thickness θ obtained via IDDES-SLA is also displayed in Fig. 7. The momentum thickness is calculated as.

$$\theta = \int_{y_{\min}}^{y_{\max}} \frac{\langle u \rangle - \langle u \rangle_{\min}}{\langle u \rangle_{\max} - \langle u \rangle_{\min}} \left(1 - \frac{\langle u \rangle - \langle u \rangle_{\min}}{\langle u \rangle_{\max} - \langle u \rangle_{\min}} \right) dy \quad (9)$$

The ratio is close to 5 for most of the SSL, which is consistent with other studies (Deck and Thorigny, 2007; Larchevêque et al., 1999).

The evolution of the SSL is closely determined by turbulent fluctuations that dominate fluid mixing. Fig. 8 displays the time-averaged TKE obtained via the two methods. Obviously, IDDES predicts extended regions of intense fluctuations, which explains the higher RMS levels of integrated forces/moment (Table 3). However, it is the TKE from IDDES-SLA that grows faster in the initial SSL, which is crucial to correctly predicting the spreading rates (Fig. 7) as well as the separation regions (Fig. 6).

4.2. Dominant flow structures

The above analysis reveals strong unsteadiness along the SSL and downstream of the reattachment, which implies abundant unsteady flow structures. Fig. 9 displays the flow structures identified by the Q

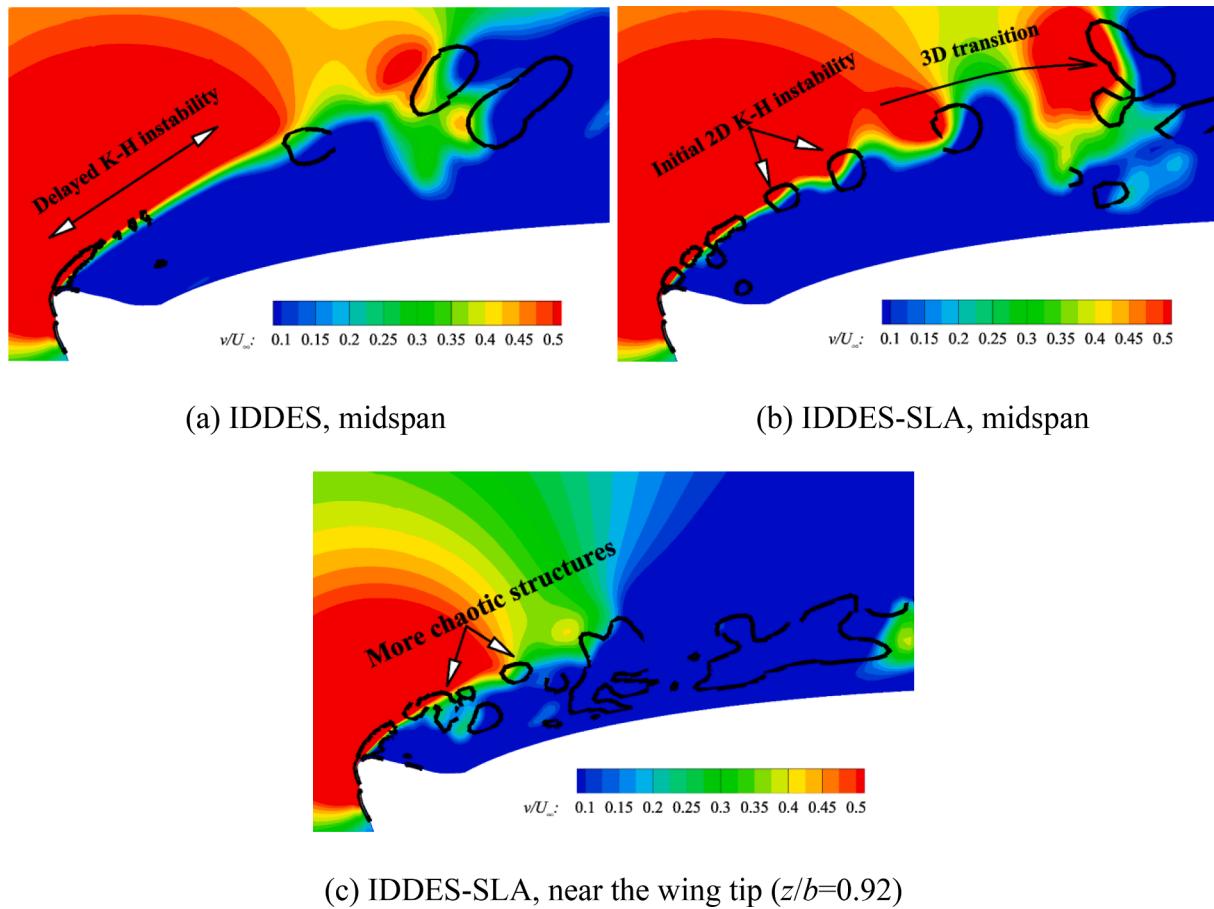


Fig. 10. Instantaneous y velocity component contour superimposed by isoline $Q(c/U_\infty)^2 = 800$.

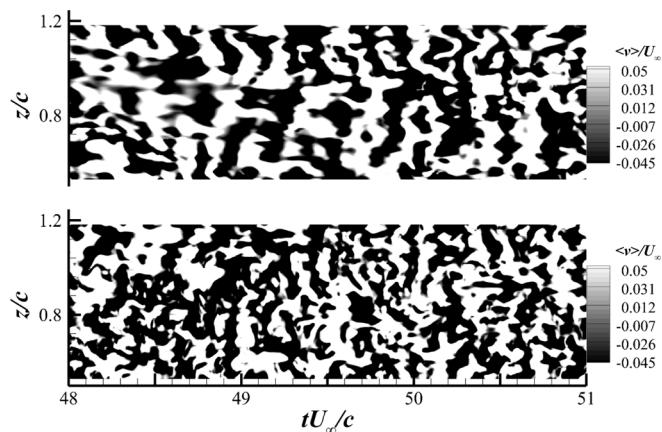


Fig. 11. Spatial-temporal distributions of the y -velocity component at $(x, y, z)/c = (0.21, 0.11, 0.5–1.2)$. Top: IDDES; bottom: IDDES-SLA.

isosurface. The characteristics near the midspan are similar to those of a 2D iced airfoil (Xiao and Zhang, 2021). The flow detaches from the ice tip; and 2D spanwise structures roll up due to K-H instability. Then, spanwise disturbances are gradually amplified due to a secondary instability, which promotes the formation of 3D structures, such as hairpin vortices. These vortices enhance the mixing of the inner low-speed reverse flow with the outer high-speed flow, which facilitates shear layer reattachment. Generally, the process has been resolved by both methods, but the IDDES-SLA prediction shows two superiorities:

The initial 2D spanwise structures emerge rapidly and show small

scales in the x - y plane, while IDDES produces delayed K-H instability.

Secondary instability (spanwise destabilization) develops correctly, whereas it is delayed in IDDES, which results in “overcoherent” structures.

These advantages are visualized more clearly by Fig. 10, which displays the instantaneous y -velocity at the midspan overlaid by the Q isoline. In contrast to IDDES, IDDES-SLA predicts rapid K-H instability both at the midspan and near the wing tip. To demonstrate the second advantage, Fig. 11 compares the spatial-temporal variations of y -velocity at $(x, y, z)/c = (0.21, 0.11, 0.5–1.2)$, which is situated above the recirculation core (P6 in Fig. 13). Both results exhibit quasiperiodic spanwise structures, but the structures obtained using IDDES exhibit larger scales in the spanwise direction. Additionally, they have longer time periods so that they have larger scales in the streamwise direction since the mean velocities from the two methods are very close. Deck and Thorigny (Deck and Thorigny, 2007) referred to the large-scale structures as “overcoherent” structures (see explanation below) and indicated that they result in strong fluctuations near reattachment, which is consistent with the extended regions of strong fluctuations yielded from IDDES (Fig. 8). In their axisymmetric SSL, the “overcoherent” structures become smaller with increased azimuthal resolutions because higher mesh resolutions reduce both the eddy viscosity levels and numerical discretization errors. In the current study, the structures yielded from IDDES-SLA are smaller than those from IDDES due to the reduced eddy viscosity levels. As shown in Fig. 12, IDDES-SLA yields close-to-zero eddy viscosity due to the small hybrid length scales in the initial SSL. In contrast, IDDES generates excessive eddy viscosity that severely retards the occurrence of K-H instability and subsequent secondary instability, which finally leads to delayed spanwise structures and downstream “overcoherent” structures.

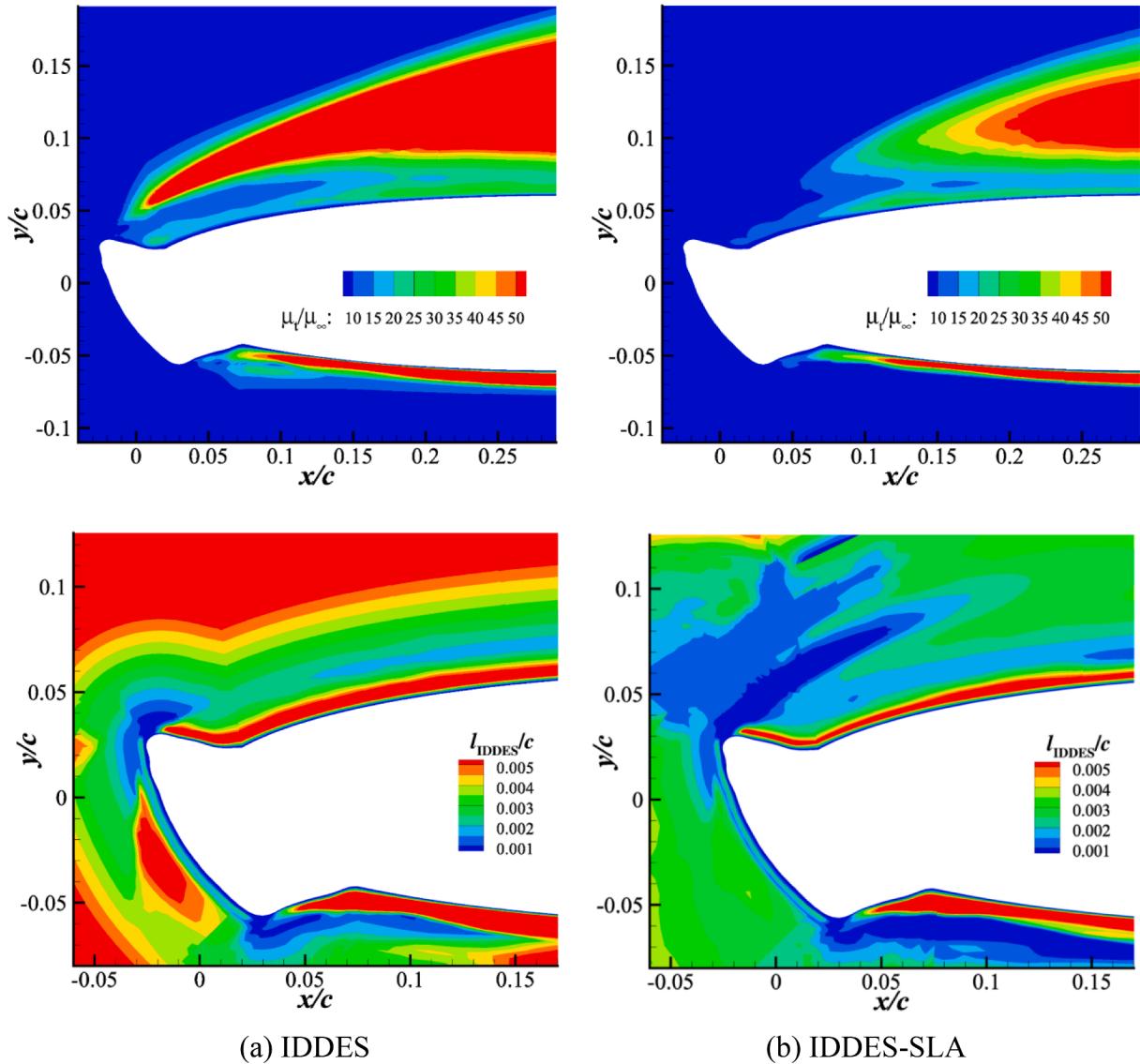


Fig. 12. Time-averaged eddy viscosity (top) and hybrid length scale (bottom) at the midspan.

Moving towards the wing tip in Fig. 9, the narrower regions are dominated by detached eddies, consistent with the earlier reattachment (Fig. 6). This is due to the downwash effect of the tip vortex; the effective AoAs near the tip are lower than those at the midspan. In addition, the end-wall effects should be of interest since real aircraft experience this type of interaction in the wing-fuselage juncture. In Fig. 9, a horseshoe vortex inhabits just upstream of the leading edge at the root section. This distorts the wing root flow along the turbulent boundary layer on the tunnel wall. This finally facilitates reattachment to shorten the recirculation length and reduce the sectional lift.

4.3. Spectral analysis

The power spectral density (PSD) is employed to analyse how unsteadiness is distributed in the frequency domain (refer to Fig. 13 for the locations of sampling stations). Fig. 14(a) and (b) show the pressure spectra at stations P2, P3 and P5 for the midspan. It is observed that as

one moves downstream, the low-frequency PSD levels gradually increase. Compared with IDDES, the spectra from IDDES-SLA show elevated PSD levels for each of the stations, which is expected since higher RMS levels are yielded from IDDES-SLA in the initial SSL (Fig. 8). Table 5 lists the characteristic frequencies predicted by IDDES-SLA for P2 and P3. Each of the two stations has two characteristic frequencies, with a low frequency of approximately half of the high frequency. Similar results have been reported for 2D iced airfoils (Xiao and Zhang, 2021; Xiao et al., 2019; Xiao et al., 2020) and other separating-reattaching flows (Deck and Laroifie, 2013), and the frequency halving is attributed to vortex pairing. Table 5 also calculates the non-dimensionalized peak frequencies based on the vorticity thickness and local mean streamwise velocity.

$$St_{\delta_\omega} = \frac{f\delta_\omega}{\langle u \rangle_{ave}} = \frac{f\delta_\omega}{\frac{\langle u \rangle_{high} + \langle u \rangle_{low}}{2}} \quad (10)$$

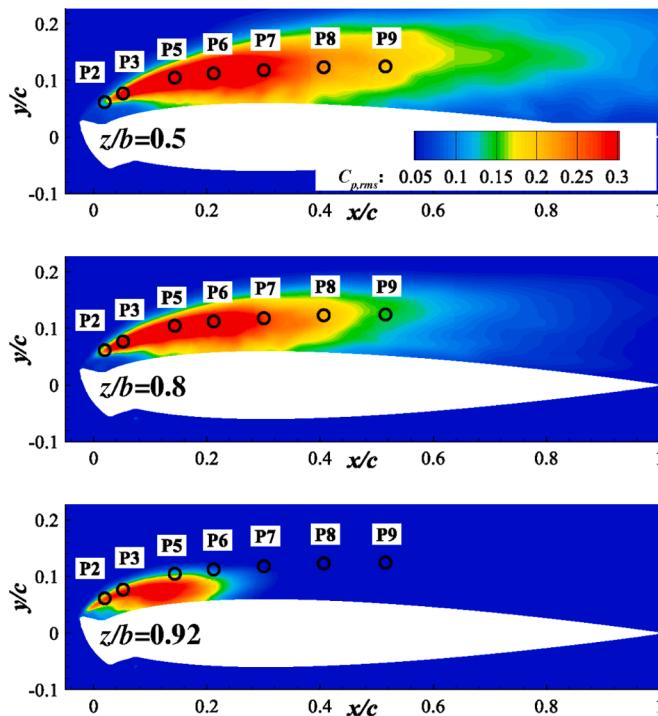


Fig. 13. Sampling stations for spectral analysis at three different cross sections; the contour is obtained via IDDES-SLA.

The St_{δ_w} values are 0.17 and 0.21 at P_2 and P_3 , respectively. These frequencies are caused by K-H instability, since they are close to the theoretical value of 0.143 for a classical mixing layer (Huerre and Monkewitz, 1990). Indeed, the current frequencies are somewhat higher, which is reasonable since the separating-reattaching flow differs from a canonical mixing layer due to reattachment. Richez et al. (Richez et al., 2015) obtained $0.13 \sim 0.20$ for the SSL emanating from a wing leading edge. In contrast, the result at P_2 obtained via IDDES shows three peaks at approximately $fc/U_\infty = 6.3, 8.8$ and 10.7 , which does not show frequency halving. At P_3 , the spectrum seemingly exhibits two peaks at approximately $fc/U_\infty = 6.3$ and 4.3 , but the low frequency is far from half of the high frequency. This may be explained by Fig. 10, where the regular rollup of 2D vortices is reasonably captured by only IDDES-SLA. The frequencies from IDDES are not included in Table 5 since there are no theoretical St_{δ_w} values for ice-induced SSLs available for verification purposes.

The improved prediction of K-H instability by IDDES-SLA at the midspan provides confidence for examining the SSL near the wing tip. Fig. 14(c) displays the spectra at P_3 for $z/b = 0.80$ and 0.92 . To obtain smooth curves, the spectrum at each spanwise location is an average of the spectra at 20 neighbouring stations with the same (x, y) but different z . Specifically, the station $z/b = 0.80$ is obtained by averaging the stations between $z/b = 0.76\text{--}0.83$, and the station $z/b = 0.92$ is the average of stations between $z/b = 0.89\text{--}0.94$. The spectrum at $z/b = 0.5$ is also shown for comparison. It seems that the spectrum at $z/b = 0.8$ can be obtained by shifting the spectrum at $z/b = 0.5$ to the right. Obviously, the spectrum at $z/b = 0.8$ shows a peak at approximately $fc/U_\infty = 11.2$, higher than $fc/U_\infty = 9.2$ for the midspan. The distinction can be clearly visualized by the spatial-temporal y -velocity variations shown in Fig. 15. The average time period of vortical motions is shorter at $z/b = 0.8$ than at the midspan, since more spanwise structures exist within the same time interval. In a previous work on a 2D iced airfoil (Xiao et al., 2019), the vortical motion frequencies in the initial SSL are increased by

approximately 10 % when the AoA is decreased by 1.8 deg, which may be associated with the increased fluctuations below the initial SSL. Indeed, Fig. 13 shows increased fluctuations below the initial SSL towards the wing tip. Therefore, the increased frequency near the tip is associated with the downwash effect of the tip vortex. Moving to $z/b = 0.92$, the peak becomes less conspicuous, which may be correlated to the more chaotic structures compared with those at the midspan (Fig. 10 (c)).

Moving further downstream, Fig. 16(a) shows the spectra near reattachment at P_7 , P_8 and P_9 for the midspan. Each of the spectra exhibits a pattern that follows an f^{-2} dependency between $fc/U_\infty = 2 \sim 10$, which is consistent with Terraco and Manoha (Terracol and Manoha, 2014) for the SSL emanating from a slat cusp. From P_7 to P_9 , the PSD levels gradually decrease due to the decreasing levels of pressure fluctuations (Fig. 13). The spectra do not show conspicuous dominant frequencies, but the temporal variations in pressure do exhibit quasiperiodic patterns, as illustrated by the inserted plot in Fig. 16(a). It labels two representative periods $TU_\infty/c = 0.42$ and 0.48 , so that the corresponding frequencies are $fc/U_\infty = 2.34$ and 2.08 . The frequencies are associated with the vortex shedding near reattachment, since the nondimensionalized frequencies based on the recirculation length are $fL_r/U_\infty = 1.1$ and 1.0 , close to the frequency range of $0.48\text{--}1.0$ for various flows (Ansell and Bragg, 2016). The frequency $fc/U_\infty = 2.08$ is arrowed in Fig. 16(a), and it approximately corresponds to the turning points of the spectra. The interpretation of the vortex shedding is not unanimous, but most studies support its relation with the vortical motions in the SSL. For instance, vortical structures from an SSL agglomerate near the reattachment before being advected downstream, which causes the instantaneous reattachment location to move in a quasi-periodic manner (Deck and Thorigny, 2007). Fig. 16(b) further displays the pressure spectra near the reattachment for $z/b = 0.8$ and 0.92 . The spectra show decreased PSD levels in the low frequency range in contrast to that at the midspan. If we estimate the vortex shedding frequency as the turning point of the spectrum, it becomes higher when moving towards the wing tip and thus results in a nearly constant St_{t_r} since the recirculation length becomes shorter.

5. Conclusions

A shear layer adapted subgrid length scale is employed to improve the prediction of the separating-reattaching flow around a 3D NACA 0012 wing with leading edge horn ice. Its superiorities are demonstrated via comparison with the original IDDES in terms of instantaneous and statistical flow data and spectral characteristics. Additionally, the effects of the tip vortex and end wall are investigated.

IDDES-SLA is capable of correctly predicting the sectional lift, surface pressure and surface flow. The predicted spanwise variation of the separation region agrees well with the experiment. Specifically, it becomes shorter either as one approaches the wing tip due to the downwash effect of the tip vortex or as one moves towards the wing root due to the end-wall effect. The resulting shear layer growth exhibits three stages, and the linear growth part shows a nearly constant spreading rate $d\delta_w/dx = 0.32$, which is close to 0.36 from other studies (Deck and Thorigny, 2007; Richez et al., 2015). In contrast, IDDES predictions show large discrepancies in the drag and pitching moment because they produce extended surface pressure plateaus and separation regions. Additionally, IDDES yields extended separation regions from the midspan to the root, which is opposite to the trend in the experiment.

Both the vortex rollup and pairing have been correctly captured by IDDES-SLA due to its low eddy viscosity levels resulting from its small hybrid length scales in the initial SSL. The nondimensionalized frequencies St_{δ_w} of vortical motions are $0.17\text{--}0.21$, which are in accordance

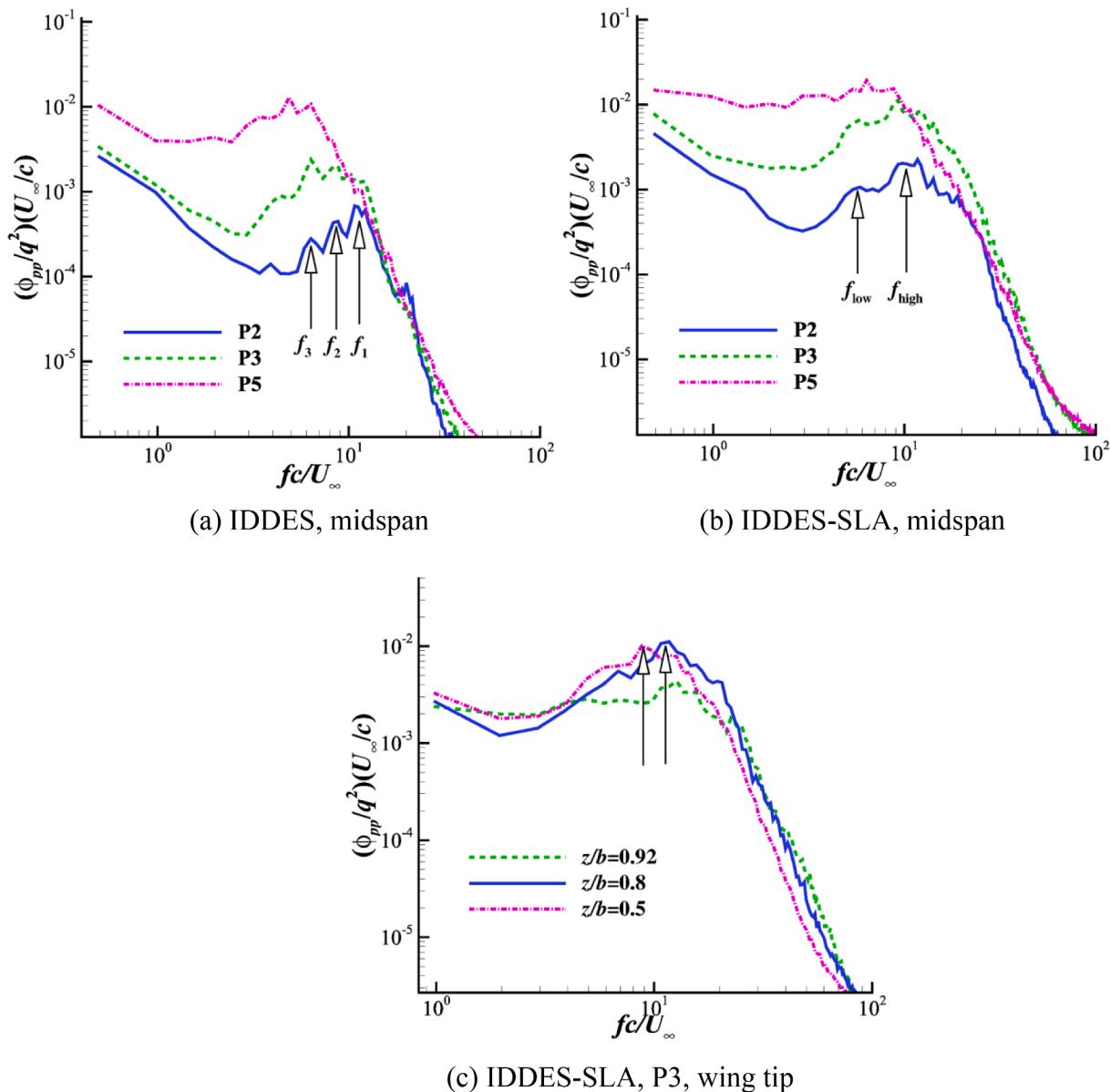


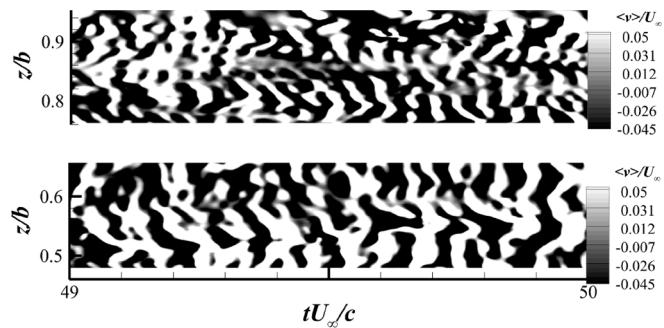
Fig. 14. Spectra of pressure fluctuations in the initial SSL.

Table 5

Characteristic frequencies in the initial SSL from IDDES-SLA.

Station	δ_ω	$\langle u \rangle_{ave}$	f_{high}	f_{low}	$St_{\delta_\omega, high}$
P2	0.0089	0.57	10.8	5.6	0.17
P3	0.0127	0.57	9.2	5.4	0.21

with 0.13–0.24 in various SSLs (Deck and Thorigny, 2007; Richez et al., 2015). In addition, IDDES-SLA shows a nondimensionalized frequency $St_{L_r} \sim 1.0$ near the reattachment, consistent with 0.48–1.0 for the vortex shedding mode in different separating-reattaching flows (Ansell and Bragg, 2016). Both the K-H instability and vortex shedding modes exhibit higher frequencies when moving towards the wing tip, which is correlated with the downwash effect of the tip vortex. In contrast, the excessive eddy viscosity of IDDES results in the delayed rollup of spanwise structures and the formation of “overcoherent” structures; vortex pairing is not reasonably captured either.

Fig. 15. Spatial-temporal distributions of y -velocity at P3. Top: wing tip; bottom: midspan.

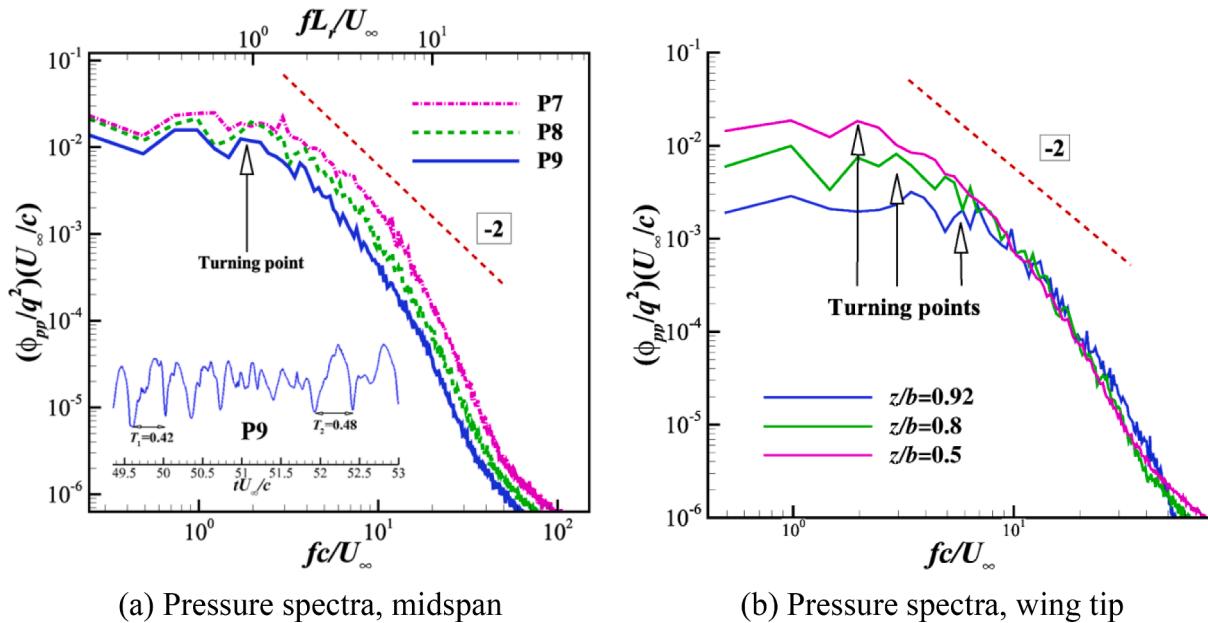


Fig. 16. Spectra of pressure fluctuations near reattachment.

CRediT authorship contribution statement

Maochao Xiao: Methodology, Data curation, Writing – original draft, Visualization, Investigation. **Yufei Zhang:** Writing – review & editing, Supervision. **Feng Zhou:** Writing – review & editing, Supervision.

Declaration of Competing Interest

The authors declare that they have no known competing financial interests or personal relationships that could have appeared to influence the work reported in this paper.

Data availability

Data will be made available on request.

Acknowledgements

The work was supported by the National Natural Science Foundation of China (Nos. 11872230 and 92052203) and the Aeronautical Science Foundation of China (No. 2020 Z006058002).

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