

**THE EFFECT OF FLAP TO AERODYNAMICS PERFORMANCE OF AIRFOIL**

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**UNIVERSITI TEKNIKAL MALAYSIA MELAKA**

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**This dissertation is submitted to Faculty of Mechanical Engineering in partial fulfilment of the requirements for the degree of Bachelor of Mechanical Engineering (Thermal & Fluids)**

**Faculty of Mechanical Engineering**

**UNIVERSITI TEKNIKAL MALAYSIA MELAKA**

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## DECLARATION

“I admitted that this report is truly mine except the summaries and extractions where both I clearly knew its sources.”

Signature :.....

Writer :.....

Date :.....

## APPROVAL

“I admitted that I have read this work and from my opinion it is adequately based on the scopes and quality for the degree of Bachelor of Mechanical Engineering”

(Thermal & Fluids)

Signature : .....

Supervisor Name : .....

Date : .....

## **DEDICATION**

I dedicated this Final Year Project to my lovely parent, Mr Zulkefli Bin Hj Yaacob, Mdm Sulyati Binti Abd Kadir and my family because they always keep supporting me and giving me courage in completing this project. Thankful and appreciation I give to Dr. Nazri Bin Md Daud as my supervisor that always guide me in completing this project. Much appreciation I give to my friends that helps me and guide me in completing this project.

## ABSTRACT

Airfoil shapes are designed to provide high lift values at low drag for given flight conditions. Lift is the force generated perpendicular to the direction of travel for an object moving through a fluid (gas or liquid) such as an airfoil in a wind tunnel while drag is the force generated parallel and in opposition to the direction of travel for an object moving through a fluid. Conventional aircraft wings often use moving surfaces (flaps and slats) to adapt to different conditions however this study will just focus on the flap of an airfoil. A NACA 0015 symmetrical airfoil was analyzed to determine the lift and drag coefficient. A 3D airfoil was placed in a test section of a low speed wind tunnel to measure the drag force and lift force. The wind tunnel was operated at a nominal 9.5 m/s. The airfoil, with 130 mm chord and 130 mm span, was analyzed at 0, 5, 10 and 15 degree angles of attack. Besides, this experiment was conducted to compare the result between an airfoil with zero angle of flap and airfoil with angle of flap. Angle of flap has been set at two angle which were 30 and 60 degree angle of flap. Two set of airfoils has been printed for this study. The result shows that airfoil have the highest value coefficient of lift at 60 degree of flap which is 0.664. In addition, throughout the previous research and theoretically, an airplane need a higher value of lift coefficient because once the aircraft is on the ground, the flaps may decrease the effectiveness of the brakes, thus increasing stopping distance, particularly in wet or icy conditions.

## ABSTRAK

Bentuk sayap pesawat direka untuk menyediakan nilai angkat tinggi pada heret rendah untuk keadaan penerbangan yang diberikan. Angkat adalah daya yang dihasilkan berserenjang dengan arah perjalanan bagi sesuatu objek bergerak melalui cecair (gas atau cecair) seperti layang di dalam terowong angin semasa heret adalah daya dijana selari dan bertentangan dengan arah perjalanan untuk objek bergerak melalui bendalir. Sayap pesawat konvensional sering menggunakan permukaan bergerak (kepak dan selat) untuk menyesuaikan diri dengan keadaan yang berbeza bagaimanapun kajian ini hanya akan memberi tumpuan kepada penutup sayap pesawat. Sayap pesawat NACA 0015 simetri dianalisis untuk menentukan angkat dan heret pekali. Sayap pesawat 3D telah diletakkan di dalam ruang ujian terowong angin kelajuan rendah untuk mengukur daya seret dan angkat berkuat kuasa. Terowong angin telah beroperasi pada nominal 9.5 m / s. Sayap pesawat dengan 130 mm kord dan 130 mm span, dianalisis pada 0, 5, 10 dan 15 darjah sudut serangan. Selain itu, eksperimen ini dijalankan untuk membandingkan keputusan di antara sayap pesawat dengan sudut sifar kepak dan sayap pesawat dengan sudut kepak. Sudut penutup telah ditetapkan pada dua sudut antara 30 dan 60 darjah sudut kepak. Dua sayap pesawat yang telah dicetak untuk kajian ini. Hasilnya menunjukkan bahawa sayap pesawat mempunyai nilai pekali lif tertinggi di 60 darjah kepak yang 0.664. Di samping itu, mengikut kajian sebelumnya dan secara teori, kapal terbang perlu nilai pekali lif yang lebih tinggi kerana apabila pesawat itu berada di atas tanah, kepak boleh mengurangkan keberkesanan brek, sekali gus meningkatkan jarak berhenti, terutamanya dalam keadaan basah atau berais.

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# TABLE OF CONTENT

<b>DECLARATION</b>	ii
<b>APPROVAL</b>	iii
<b>DEDICATION</b>	iv
<b>ABSTRACT</b>	v
<b>ABSTRAK</b>	vi
<b>ACKNOWLEDGEMENT</b>	vii
<b>LIST OF FIGURES</b>	x
<b>LIST OF TABLES</b>	xii
<b>LIST OF ABBREVIATIONS</b>	xiii
<b>LIST OF SYMBOLS</b>	xiv
<b>CHAPTER 1</b>	1
<b>1.1 BACKGROUND</b>	1
<b>1.2 PROBLEM STATEMENT</b>	4
<b>1.3 OBJECTIVE</b>	5
<b>1.4 SCOPE OF PROJECT</b>	5
<b>1.5 GENERAL METHODOLOGY</b>	6
1.5.1 Fabrication of airfoil	6
1.5.2 Experimental work	6
1.5.3 Flow chart	8
<b>CHAPTER 2</b>	9
<b>2.1 OVERVIEW</b>	9
<b>2.2 NUMERICAL AND EXPERIMENTAL INVESTIGATIONS OF LIFT AND DRAG PERFORMANCES OF NACA 0015 WINF TURBINE AIRFOIL BY ADEM ACIR et al. (2015)</b>	9
2.2.1 Methodology	11
2.2.2 Results	12
<b>2.3 RANS SIMULATIONS OF AERODYNAMIC PERFORMANCE OF NACA 0015 FLAPPED AIRFOIL BY SOHAIB OBEID et al. (2016)</b>	14
2.3.1 Methodology	16
2.3.2 Results	19
<b>2.4 INFLUENCE OF INFLOW ANGLE ON FLEXIBLE FLAP AERODYNAMIC PERFORMANCE BY H Y ZHAO et al. (2007)</b>	21
2.4.1 Methodology	23
2.4.2 Result	24

<b>2.5</b>	<b>INVESTIGATION OF THE EFFECT OF TUBERCLES ON AIRFOIL PERFORMANCE BY JARED CARR et al. (2014)</b>	<b>27</b>
2.5.1	Methodology	28
2.5.2	Result	32
<b>2.6</b>	<b>CONCLUSION</b>	<b>34</b>
<b>CHAPTER 3</b>		<b>36</b>
<b>3.1</b>	<b>OVERVIEW</b>	<b>36</b>
<b>3.2</b>	<b>INTRODUCTION</b>	<b>36</b>
<b>3.3</b>	<b>FLOW CHART</b>	<b>37</b>
<b>3.4</b>	<b>EQUIPMENT AND MATERIALS</b>	<b>39</b>
3.4.1	3D Printer Machine	39
3.4.2	Bench Drill Machine	40
3.4.3	Wind Tunnel	41
3.4.4	Prototype of NACA 0015 and its material	42
<b>3.5</b>	<b>EXPERIMENTS CONDUCTED</b>	<b>43</b>
3.5.1	Design a NACA 0015 airfoil	43
3.5.2	Fabrication of airfoil	45
3.5.3	Wind tunnel testing	50
<b>CHAPTER 4</b>		<b>53</b>
<b>4.1</b>	<b>OVERVIEW</b>	<b>53</b>
<b>4.2</b>	<b>EXPERIMENTAL RESULTS AND ANALYSIS</b>	<b>54</b>
4.2.1	Wind tunnel process	54
4.2.2	Principle of lift and drag	55
4.2.3	NACA 0015 airfoil with zero flap deflection	57
4.2.4	NACA 0015 at 10 degree angle of attack with 30 degree angle of flap.	63
<b>4.3</b>	<b>LIFT AND DRAG ANALYSIS</b>	<b>74</b>
<b>CHAPTER 5</b>		<b>76</b>
<b>5.1</b>	<b>CONCLUSION</b>	<b>76</b>
<b>5.2</b>	<b>RECOMMENDATION</b>	<b>78</b>
<b>REFERENCES</b>		<b>79</b>

## LIST OF FIGURES

Figure 1 : NACA 0015 Nomenclature	3
Figure 2 : Wind Tunnel	7
Figure 3 : Flow chart of the experimental step	8
Figure 4 : Wind tunnel test area	11
Figure 5 : Airfoil details	11
Figure 6 : Wind tunnel test mechanism	12
Figure 7 : Structure of C mesh using numerical analysis	13
Figure 8 : Mesh around the airfoil	13
Figure 9 : Geometry of the NACA 0015 airfoil with a 30% trailing edge deflected flap	17
Figure 10 : Domain of calculations and boundary conditions.	18
Figure 11 : Comparison of the lift-to-drag <b>ClCd</b> ratio of the airfoil at 0° flap deflection versus the angle of attack at chord $Re = 106$ with experimental data and earlier numerical	20
Figure 12 : Flow field calculation domain	24
Figure 13 : Calculation domain mesh	24
Figure 14 : Pressure contour and flow chart around the flap under different inflow angles	26
Figure 15 : Strain gauge schematics	29
Figure 16 : 3D CAD Model of standard NACA 0020 Airfoil	30
Figure 17 : 3D CAD Model of NACA 0020 Airfoil Modified with Tubercles	30
Figure 18 : Lift coefficient vs angle of attack, standard NACA 0020 airfoil	32
Figure 19 : Lift coefficient vs angle of attack, NACA 0020 airfoil with tubercles vs. unmodified airfoil	34
Figure 20 : Flow chart of the methodology	38
Figure 21 : CubePro Duo	40
Figure 22 : Bench Drill Machine	41
Figure 23 : Wind Tunnel	42
Figure 24 : A prototype of an airfoil	42

Figure 25 : Acrylonitrile-Butadiene-Styrene (ABS)	43
Figure 26 : The coordinates of NACA 0015 airfoil	44
Figure 27 : Drawing of a complete airfoil in SolidWork software	44
Figure 28 : Cube Glue	46
Figure 29 : Heating process	46
Figure 30 : Printing process	47
Figure 31 : Scrapper	48
Figure 32 : Body and Flap of the airfoil	49
Figure 33 : Full image of the NACA 0015 airfoil	49
Figure 34 : Test section in a wind tunnel	50
Figure 35 : Wind velocity test section	52
Figure 36 : Relationship between lift and drag	52
Figure 37 : Drag and lift force	56
Figure 38 : Experimental setup for the base case	58
Figure 39 : Lift coefficient vs angle of attack for zero degrees of flap	61
Figure 40 : Drag coefficient vs angle of attack for zero degrees of flap	62
Figure 41 : Lift/Drag vs angle of attack for zero degrees of flap	63
Figure 42 : Experimental setup for airfoil with flap	64
Figure 43 : Lift coefficient vs angle of attack for 30 degrees of flap	67
Figure 44 : Drag coefficient vs angle of attack for 30 degrees of flap	68
Figure 45 : Lift/Drag Ratio for 30 degrees of flap	69
Figure 46 : Lift coefficient vs angle of attack for 60 degrees of attack	72
Figure 47 : Drag coefficient vs angle of attack for 60 degrees of flap	73
Figure 48 : Lift/Drag ratio vs angle of attack for 60 degrees of flap	74

## LIST OF TABLES

<u>Table 1 : Technical data</u>	55
<u>Table 2 : Result for base case</u>	60
<u>Table 3 : Result for slap at 30 degrees</u>	66
<u>Table 4 : Result for slap at 60 degrees</u>	71

## LIST OF ABBREVIATIONS

NACA	National Advisory Committee for Aeronautics
CFD	Computational Fluid Dynamics
AoA	Angle of Attack
RANS	Reynolds Average Navier–Stokes
MATLAB	Matrix Laboratory
MPH	Miles per Hour
ABS	Acrylonitrile-Butadiene-Styrene
RPM	Revolutions per minute
UV	Ultraviolet
VRI	Vacuum Resin Infusion

## LIST OF SYMBOLS

$\alpha$	Angle of Attack
Re	Reynolds Number
Ma	Mach Number
Fr	Froude Number
$\varepsilon/l$	Relative Roughness of the Surface
V	Velocity
$C_L$	Coefficient of Lift
$C_D$	Coefficient of Drag
$\rho$	Density
$A_S$	Surface Area
l	Span (Airfoil Width)
c	Chord (Airfoil Length)
z	Height
$\gamma$	Specific Weight
$\tau$	Surface Shear Stress

# CHAPTER 1

## INTRODUCTION

### 1.1 BACKGROUND

Wind turbines use wind energy to transform into electrical energy but wind turbines efficiency is not good. Because of that, a number of scientists are investigated over wind turbines and wind turbines parameters. One of the most important parameter of wind turbines is wing because wind hits to the wings and energy of wind is transformed into the mechanical energy by wings. In the literature, wings profiles are called as airfoils. Airfoil profile is the important parameter for wing design because wing efficiency increases depending on airfoil profile, so there are a lot of studies over the airfoil profile as numerical and experimental in the literature.

A fluid flowing past a body, in this case an airfoil has a force exerted on it. Lift is defined to be the component of this force that is perpendicular to the oncoming flow direction. The drag force is the opposite of lift, which is defined to be the component of the fluid-dynamic force parallel to the flow direction. We will explore how the angle of attack changes the amount of lift the airfoil experiences. The angle of attack ( $\alpha$ ) is the angle between flow and the chord line. The chord line is a straight line between the most forward point and most aft point of the body. We will also study the effects of velocity on lift, if the angle of attack is



kept constant and velocity increased we would expect an increase in lift. We will measure the airfoil lift as a function of velocity.

The drag coefficient ( $C_D$ ) and lift coefficient ( $C_L$ ) are functions of dimensionless parameters such as Reynolds number ( $Re$ ), Mach number ( $Ma$ ), Froude number ( $Fr$ ) and relative roughness of the surface ( $\epsilon/l$ ). The lift and drag coefficients are mostly dependent on the shape of the airfoil, NACA 0015 (Figure 1) is a symmetrical airfoil. The shapes play a huge role on the amount of lift and drag generated and will be seen in this experiment. In order to be able to use equations (1), (2) and (3) the velocity needs to be known.

#### NOTATION

$V$  : Velocity

$C_L$  : Coefficient of Lift

$C_D$  : Coefficient of Drag

$\rho$  : Density

$A_S$  : Surface Area

$l$  : Span (Airfoil Width)

$c$  : Chord (Airfoil Length)

$z$  : Height

$\gamma$  : Specific Weight

The lift is a function of dynamic pressure, surface area and lift coefficient as shown in Equation (1).

$$L = \frac{1}{2} \rho V^2 A_S C_L \quad (1)$$

The drag is a function of dynamic pressure, surface area and drag coefficient as shown in Equation (2).

$$D = \frac{1}{2} \rho V^2 A_S C_D \quad (2)$$

Dynamic Pressure is shown in Equation (3).

$$P_d = \frac{1}{2} \rho V^2 \quad (3)$$

Surface Area ( $A_S$ ) is a function of the chord and span and is shown in Equation (4).

$$A_S = cl \quad (4)$$

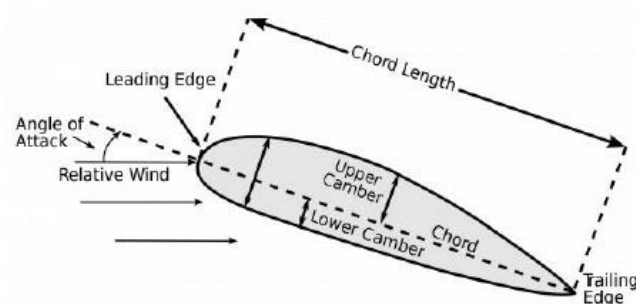


Figure 1 : NACA 0015 Nomenclature

## 1.2 PROBLEM STATEMENT

Since thin airfoil theory is applicable only to incompressible potential flow, then other means must be used to arrive at the mathematical expression which provide the variation of the airfoil's sectional drag as a function of flap deflection angle. In order to increase the wind capture ability of the wind turbine, many research studies on the lift enhancement method of the wind turbine airfoil have been conducted by scholars at home and abroad. An airfoil with trailing edge flaps has a much higher lift-to-drag ratio than an airfoil without trailing edge flaps.

Among all the lift enhancement methods of trailing edge flaps, the structure of the wind turbine airfoil with discrete trailing edge flaps is simple, the cost of production is low, and it can easily achieve variable angle control. But the aerodynamic performance of the wind turbine airfoil with traditional discrete trailing edge flaps has not been comprehensively studied, and gaps between the flaps and the airfoil main body has an influence on the aerodynamic performance of the airfoil. So it is necessary to optimize the gap structure and study the aerodynamic performance of the discrete trailing edge flaps with different deflection angles. Taking a wind turbine NACA 0015 airfoil as the research object, the structure of the discrete trailing edge flaps was designed, the chord length was set as 130 mm, and the gap between the flap and the main body of airfoil was optimized to make the width of gap an even 1 mm. Then the trailing edge flaps model was established. The flap rotates around the rotate center to form a different flap model at different deflect angles, the deflect angles of the flap varied from  $0^\circ$  -  $10^\circ$ , while the value of angle of attack are at  $10^\circ$  and  $20^\circ$ .

### 1.3 OBJECTIVE

The objectives of the research are stated below:-

- 1) To measure the value of drag and lift for NACA 0015 airfoil.
- 2) To compare both value of drag and lift for base case and actual case.
- 3) Understand how the angle of attack of an airfoil changes the amount of lift (L vs.  $\alpha$ ).

### 1.4 SCOPE OF PROJECT

To fulfill the experimental work, some preparation need to be made:

- A NACA 0015 airfoil with a chord length of 130 mm and span of 130 mm was tested.
- Use fixed value of air velocity.
- To measure  $C_L$  and  $C_D$  based on a different value angle of attack.
- Study the effect of angle of flap on an airfoil.

## 1.5 GENERAL METHODOLOGY

The methodology implemented in this research takes the following steps of works:

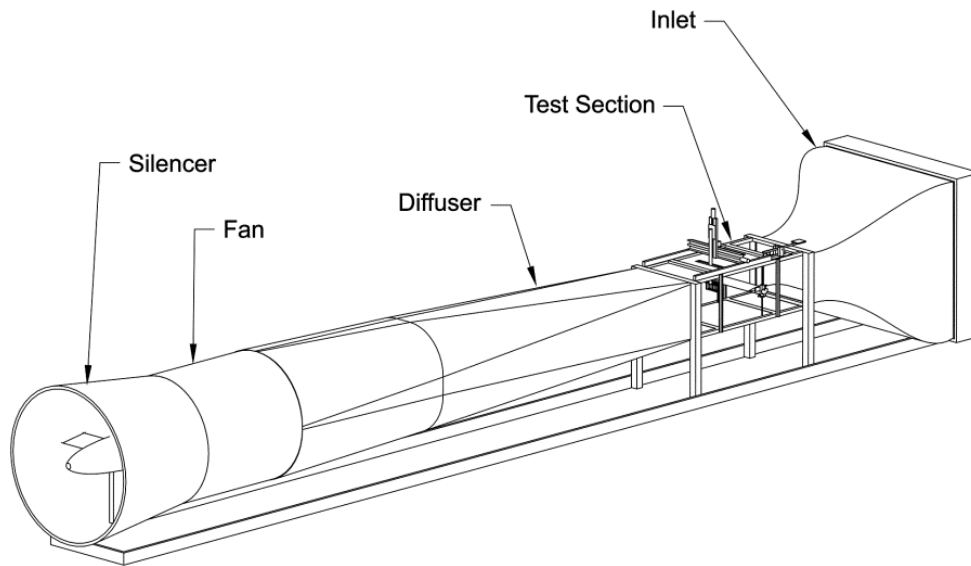
### 1.5.1 Fabrication of airfoil

By using a SolidWork software, a NACA 0015 airfoil will be designed referring to its own dimensions with a chord length of 130 mm and span of 130 mm. This experiment was conducted to study the effect of flap to aerodynamics performance of airfoil so that there is a different in drawing this airfoil compared to other design. At the trailing edge of this airfoil, flap is drawn and its length is 20mm from the edge. This helps to change the angle of flap by moving it vertically. The drawing then will be used to perform a 3D printing at a laboratory in faculty of mechanical engineering.

### 1.5.2 Experimental work

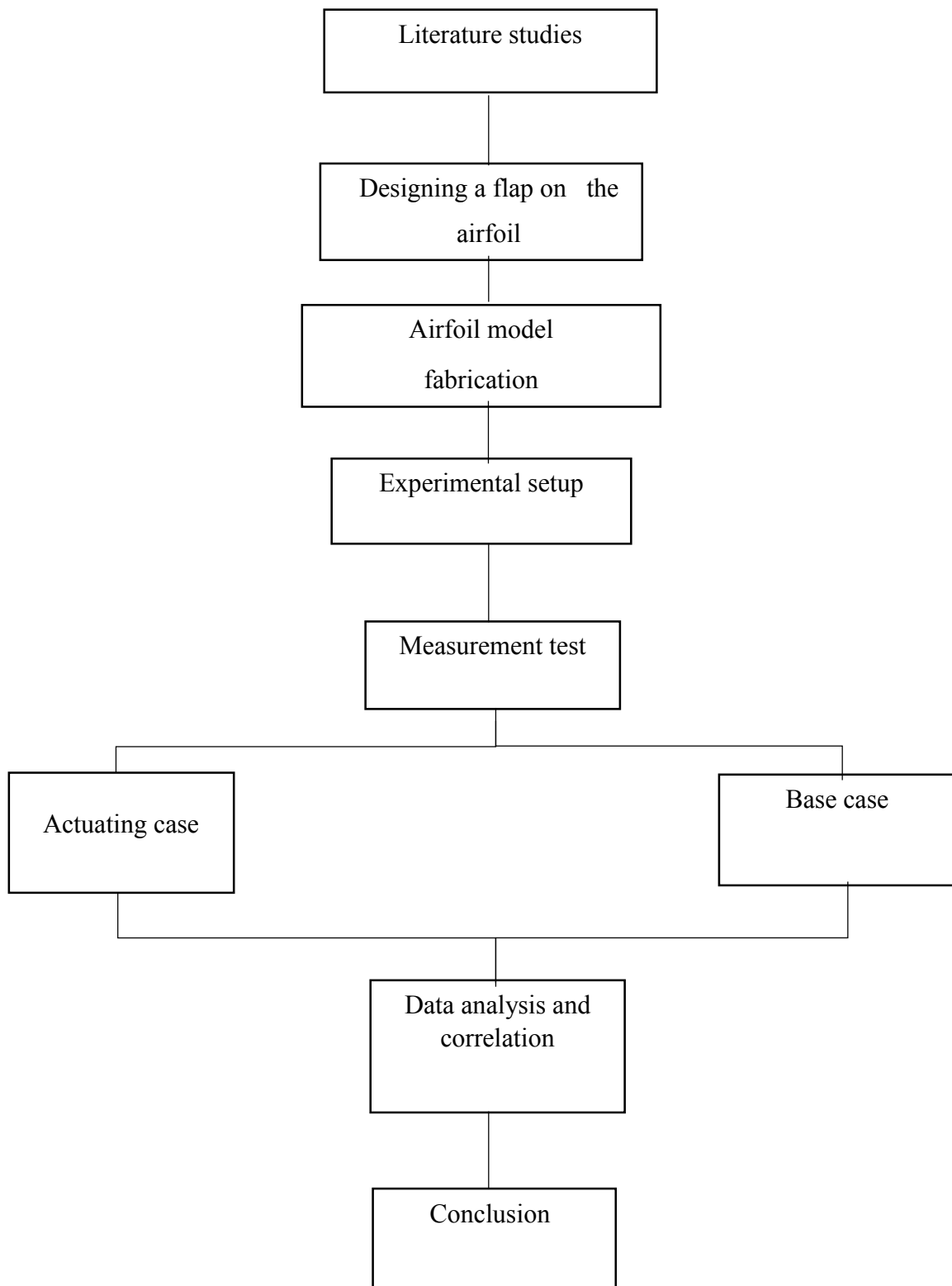
A subsonic wind tunnel was used to determine the lift and drag for the two airfoils at varying angles of attack. The wind tunnel consists of three sections which are nozzle, test section, and exit as shown in Figure 2. Air enters a contraction cone of the nozzle, which is screened by a honeycomb filter to decrease turbulence of the air entering the test section. This contraction cone is followed by the straight test section with the dimensions of 130mm x 130mm (chord x span) in which the airfoil was mounted. The exit consists of an air outflow and a motor-driven fan whose speed is controlled by a frequency drive. A Monarch optical tachometer provides real-time measurements of the fan rotor speed. When the airfoil

is already placed, the wind tunnel will run based on a fixed value of air velocity. Angle of attack can be set manually and we only use 2 angle in this experiment. Then the value of lift and drag force are collected to determine the value of  $C_L$  and  $C_D$ .



*Figure 2 : Wind Tunnel*

### 1.5.3 Flow chart



*Figure 3 : Flow chart of the experimental step*

## **CHAPTER 2**

### **LITERATURE REVIEW**

#### **2.1 OVERVIEW**

Literature review is focused on previous study in the related field to obtain knowledge and information for the present study. In this chapter, journals and technical reports from other researchers are selected to be reviewed. The results obtained from the previous study will be compared.

#### **2.2 NUMERICAL AND EXPERIMENTAL INVESTIGATIONS OF LIFT AND DRAG PERFORMANCES OF NACA 0015 WIND TURBINE AIRFOIL BY ADEM ACIR et al. (2015)**

In the present work, we studied numerical and experimentally analysis lift and drag performances of NACA 0015 airfoil at different attack angle at low Reynolds numbers ( $Re$ ) by measuring the forces every two degrees from  $0^\circ$  to  $20^\circ$ . The experiment test was conducted in low speed wind tunnel, and the numerical analysis was performed using CFD