Time-Dependent Simulations of Turbopump Flows

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Outline

- INTRODUCTION
  - Major Drivers of the Current Work
  - Objective
- SOLUTION METHODS
  - Summary of Solver Development
  - Formulation / Approach
  - Parallel Implementation
- UNSTEADY TURBOPUMP FLOW
  - Scripting Capability
  - Fluid /Structure Coupling
  - Data Compression
- SUMMARY

Major Drivers of Current Work

- To provide computational tools as an economical option for developing future space transportation systems (i.e. RLV subsystems development)

Impact on component design ⇒ Rapid turn-around of high-fidelity analysis
Increase durability/safety ⇒ Accurate quantification of flow (i.e. prediction of flow-induced vibration)

Impact on system performance ⇒ More complete systems analysis using high-fidelity tools

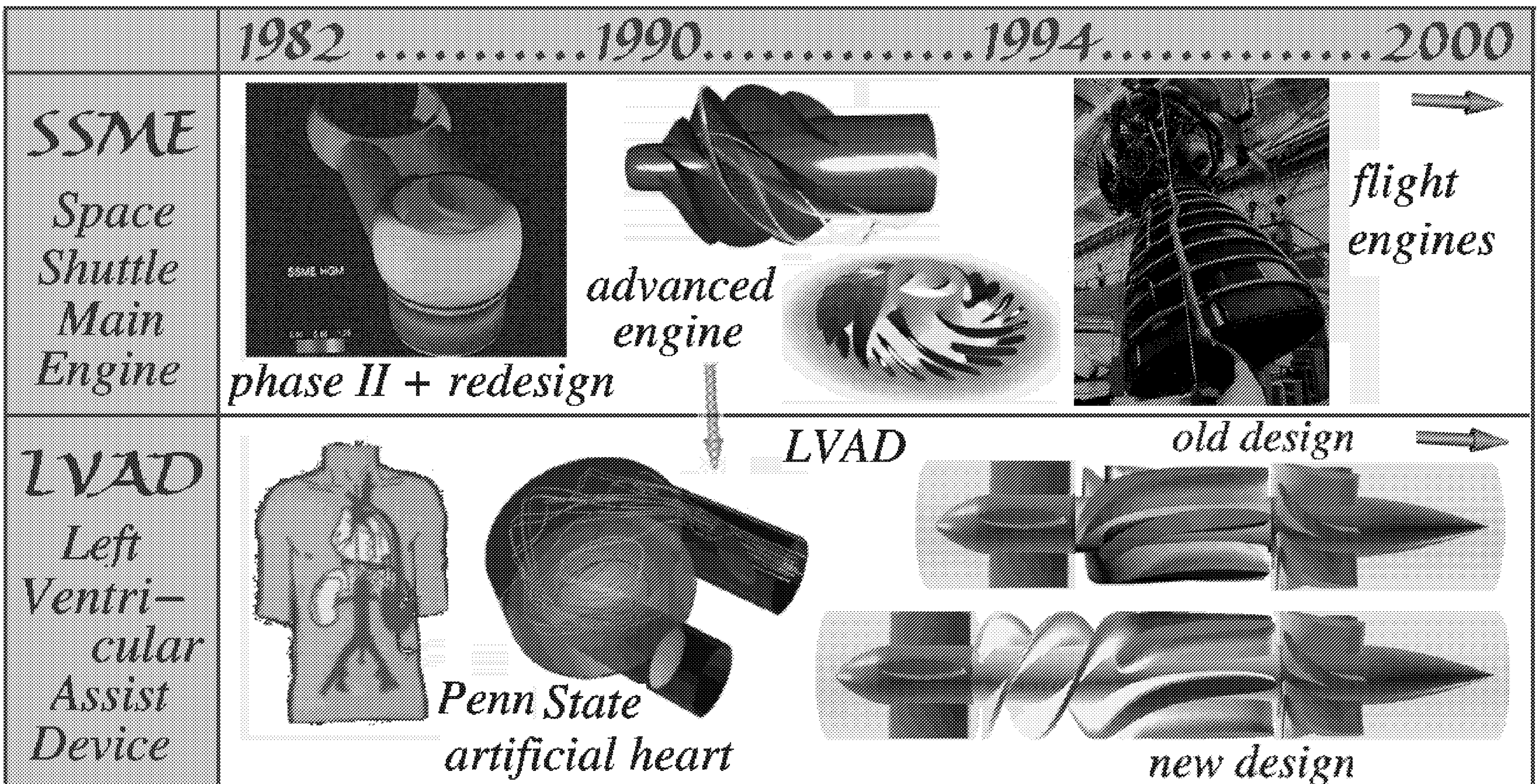
- Target

Turbo-pump component analysis ⇒ Entire sub-systems simulation

Computing requirement is large:
⇒ The goal is to achieve 1000 times speed up over what was possible in 1992

Objectives

- To enhance incompressible flow simulation capability for developing aerospace vehicle components, especially, unsteady flow phenomena associated with high speed turbo pump.



Current Challenges

- Challenges where improvements are needed
  - Time-integration scheme, convergence
  - Moving grid system, zonal connectivity
  - Parallel coding and scalability

- As the computing resources changed to parallel and distributed platforms, computer science aspects become important.
  - Scalability (algorithmic & implementation)
  - Portability, transparent coding, etc.

- Computing resources
  - "Grid" computing will provide new computing resources for problem solving environment
  - High-fidelity flow analysis is likely to be performed using "super node" which is largely based on parallel architecture

INS3D - Incompressible N-S Solver

** *Parallel version :*

- MPI and MLP parallel versions
- Structured, overset grid orientation
- Moving grid capability
- Based on method of artificial compressibility
- Both steady-state and time-accurate formulations
- 3^{rd} and 5^{th}-order flux difference splitting for convective terms
- Central differencing for viscous terms
- One- and two-equations turbulence models
- Several linear solvers : GMRES, GS line-relaxation, LU-SGS,
  GS point relaxation, ILU(0)..,..

- HISTORY
  ** 1982-1987 Original version of INS3D – Kwak, Chang
  ** 1988-1999 Three different versions were devoped :
  INS3D-UP / Rogers, Kiris, Kwak
  INS3D-LU / Yoon, Kwak
  INS3D-FS / Rosenfeld, Kiris, Kwak

Time Accurate Formulation

- Time-integration scheme

Artificial Compressibility Formulation

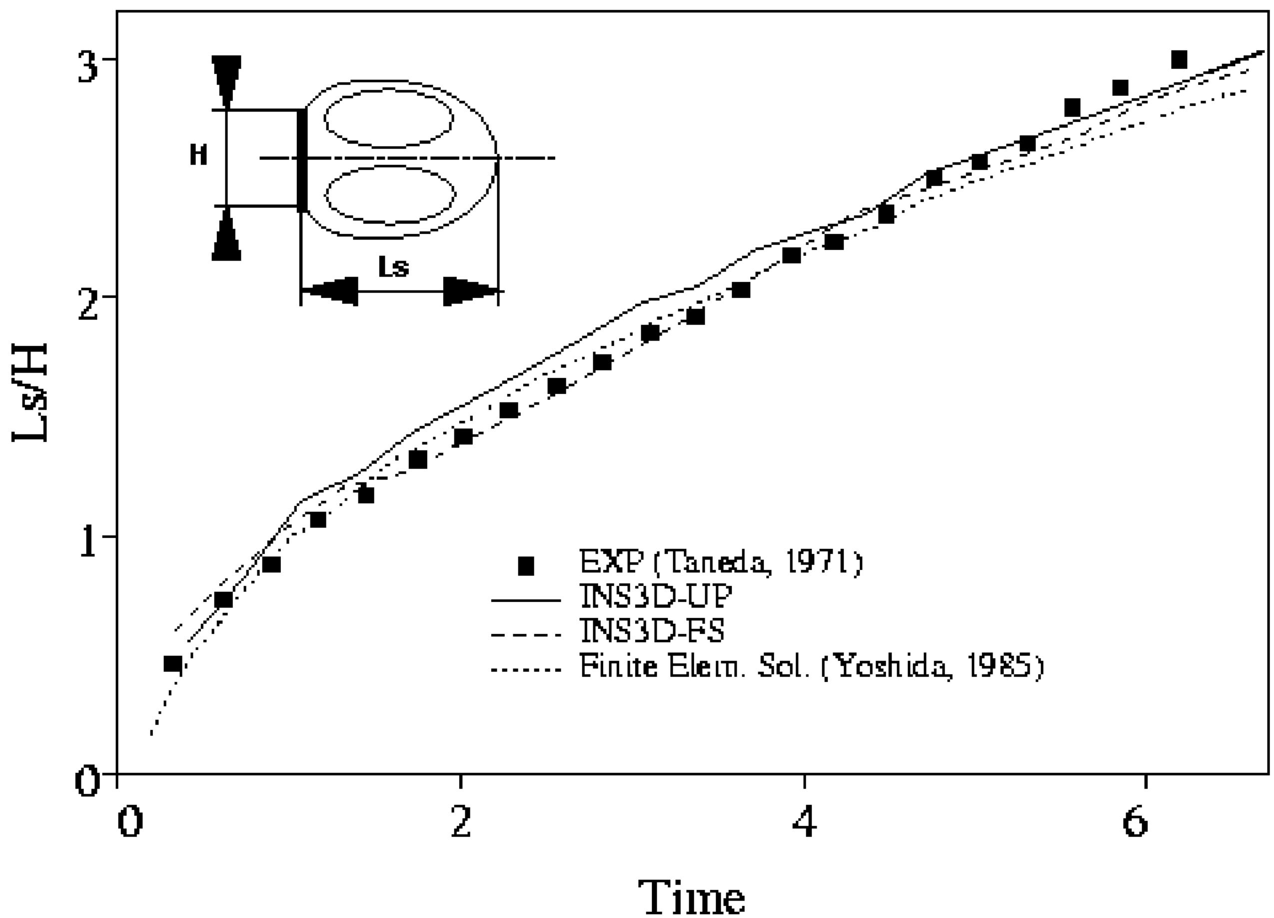
· Introduce a pseudo-time level and artificial compressibility
· Iterate the equations in pseudo-time for each time step until incompressibility condition is satisfied.

Pressure Projection Method

· Solve auxiliary velocity field first, then enforce incompressibility condition by solving a Poisson equation for pressure.

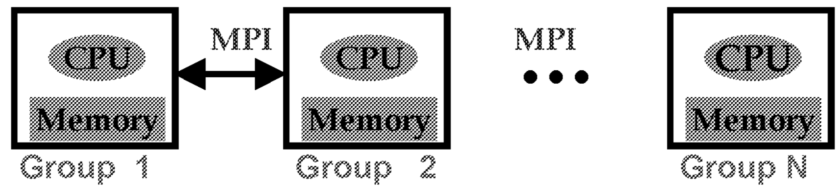
Impulsively Started Flat Plate at 90°

- Time History of Stagnation Point

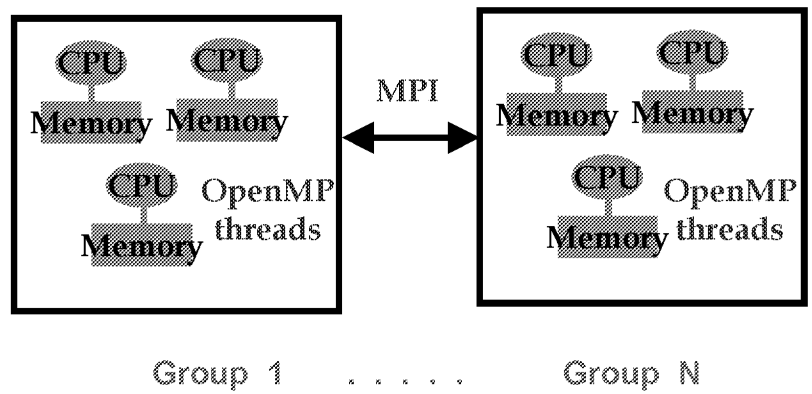


INS3D Parallelization

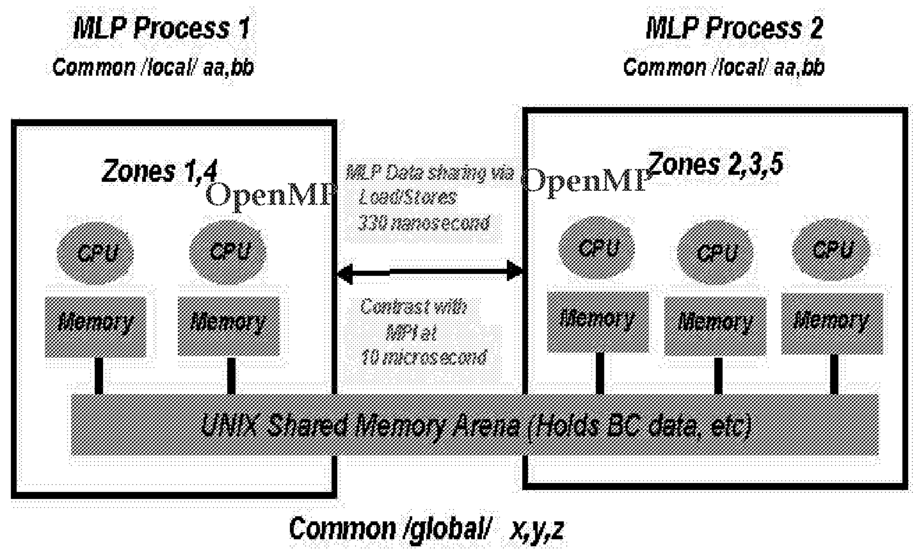
- INS3D-MPI
  (coarse grain)



- INS3D-MPI / Open MP
  MPI (coarse grain) + OpenMP (fine grain)
  Implemented using *CAPO/CAPT* tools

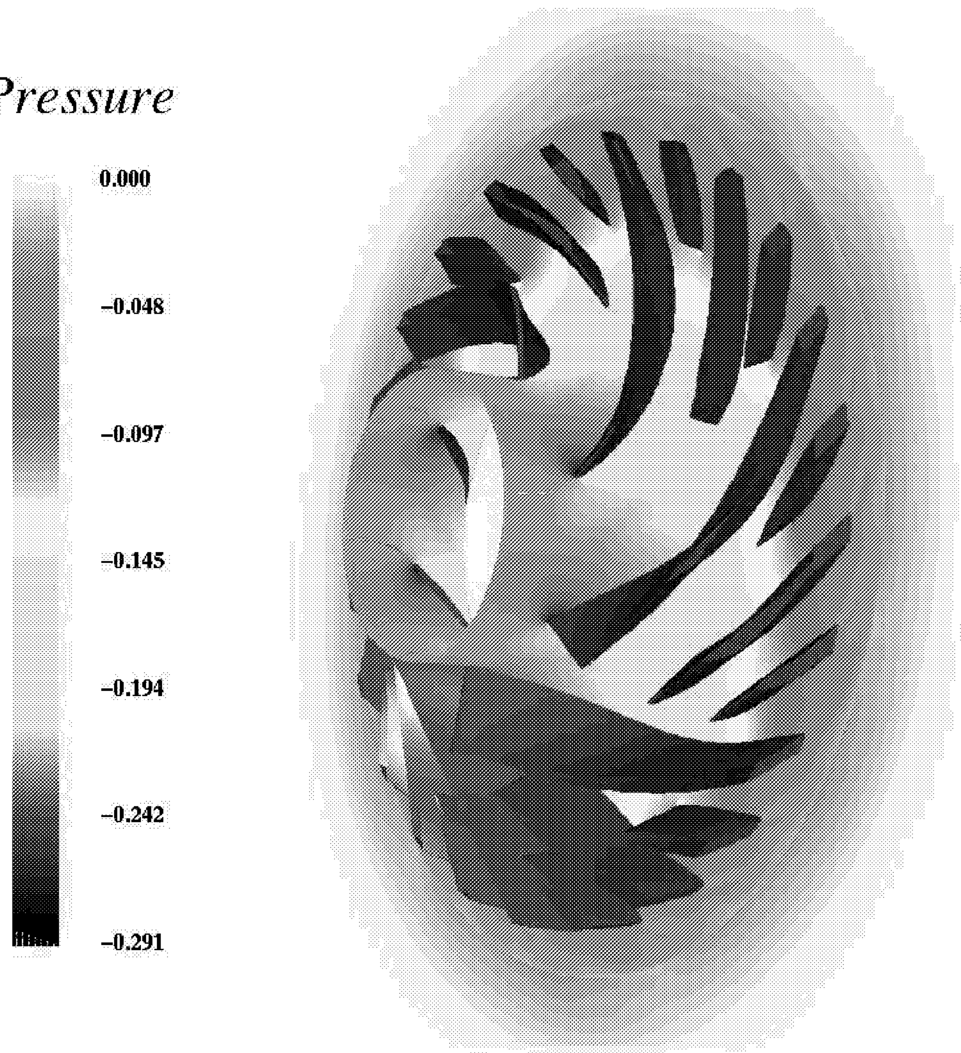


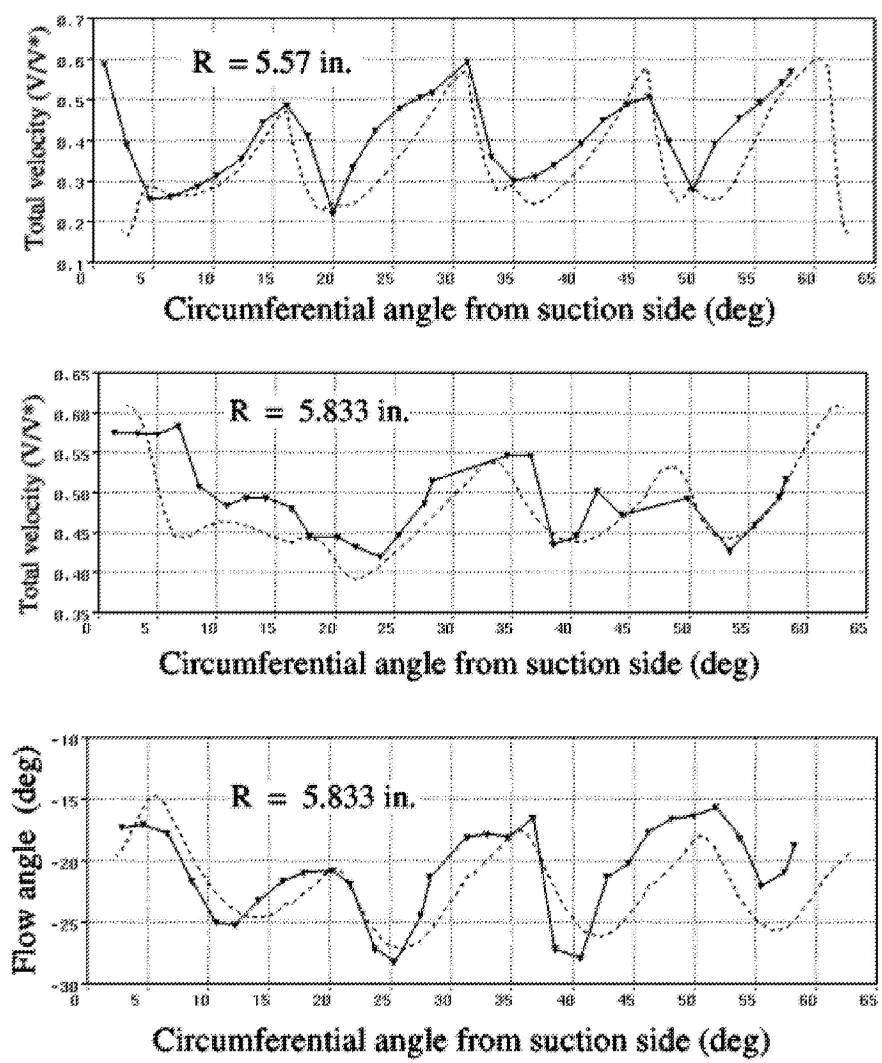
- INS3D-MLP



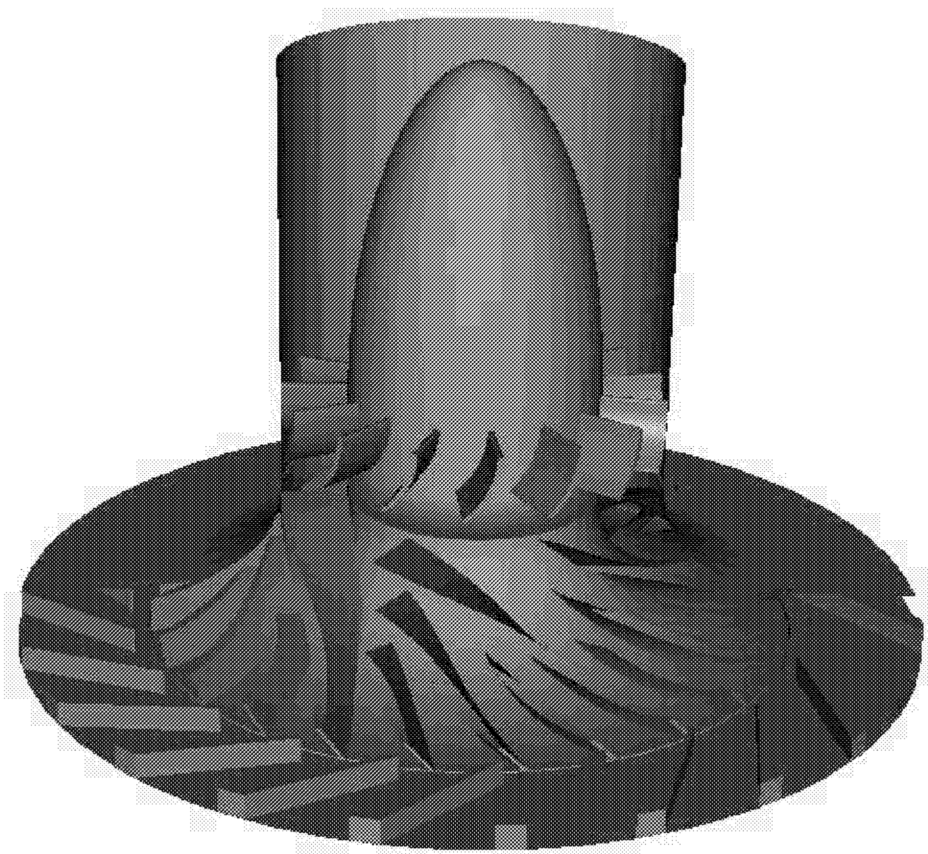
Previous Work (SSME Impeller)

Pressure





Space Shuttle Main Engine Turbopump



Impeller Technology Water Rig

Baseline SSME/ATD HPFTP Class Unshrouded Impeller

Inlet Guide Vane (IGV)
- 15 Blades
- Pitch, p = 24 degrees
- Blade Inlet Angle (mean), $\beta_{IGV,1}$ = 90 degrees
- Blade Exit Angle (mean), $\beta_{IGV,2}$ = 45 degrees

Clearance between IGV and Impeller, x = 0.12 inches

Impeller
- 6+6+12 Unshrouded Design
- Pitch, p = 60 degrees
- Blade Inlet Angle (mean), $\beta_{imp,1}$ = 23 degrees
- Blade Exit Angle (mean), $\beta_{imp,2}$ = 65 degrees
- Clearance between blade LE and Shroud, r = 0.0056 inches
- Clearance between blade TE and Shroud, x = 0.0912 inches

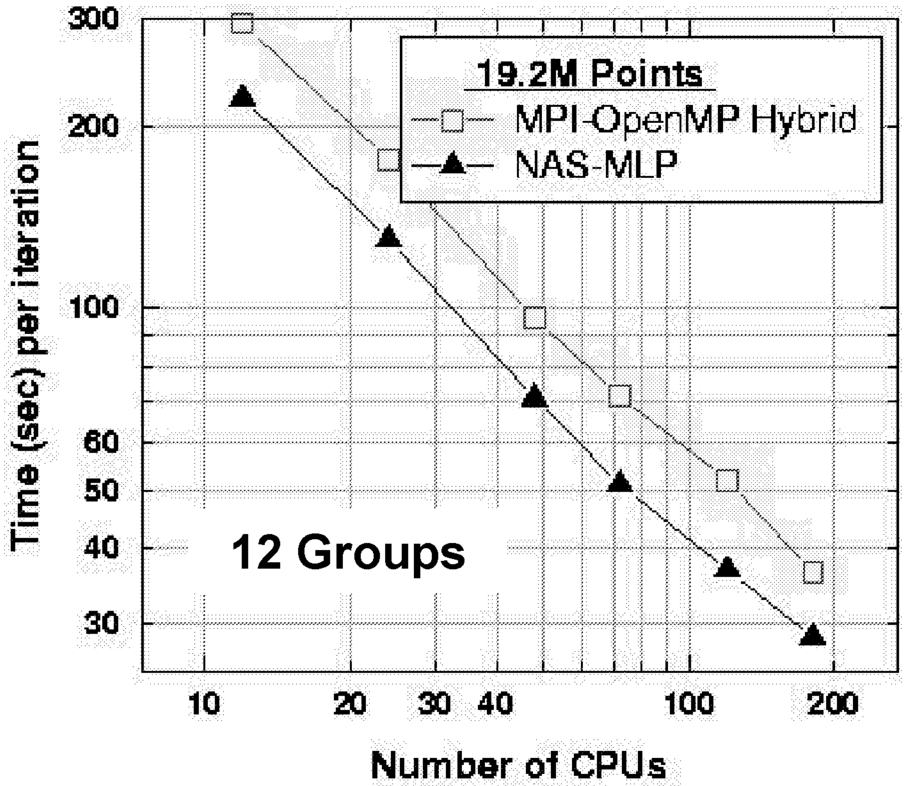
Clearance between Impeller and Diffuser, r = 0.050 inches

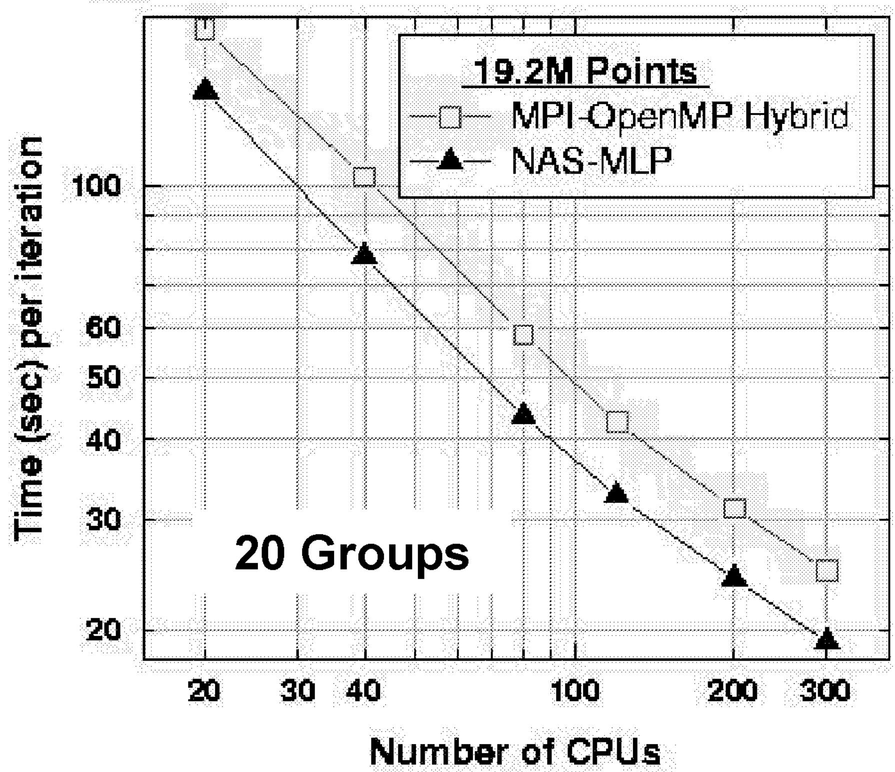
Diffuser
- 23 Blades
- Pitch, p = 15.652 degrees
- Blade Inlet Angle (mean), $\beta_{dif,,1}$ = 12 degrees
- Blade Exit Angle (mean), $\beta_{dif,,2}$ = 43 degrees

INS3D Parallelization

INS3D-MLP/OpenMP vs. -MPI/OpenMP

TEST CASE : SSME Impeller
60 zones / 19.2 Million points

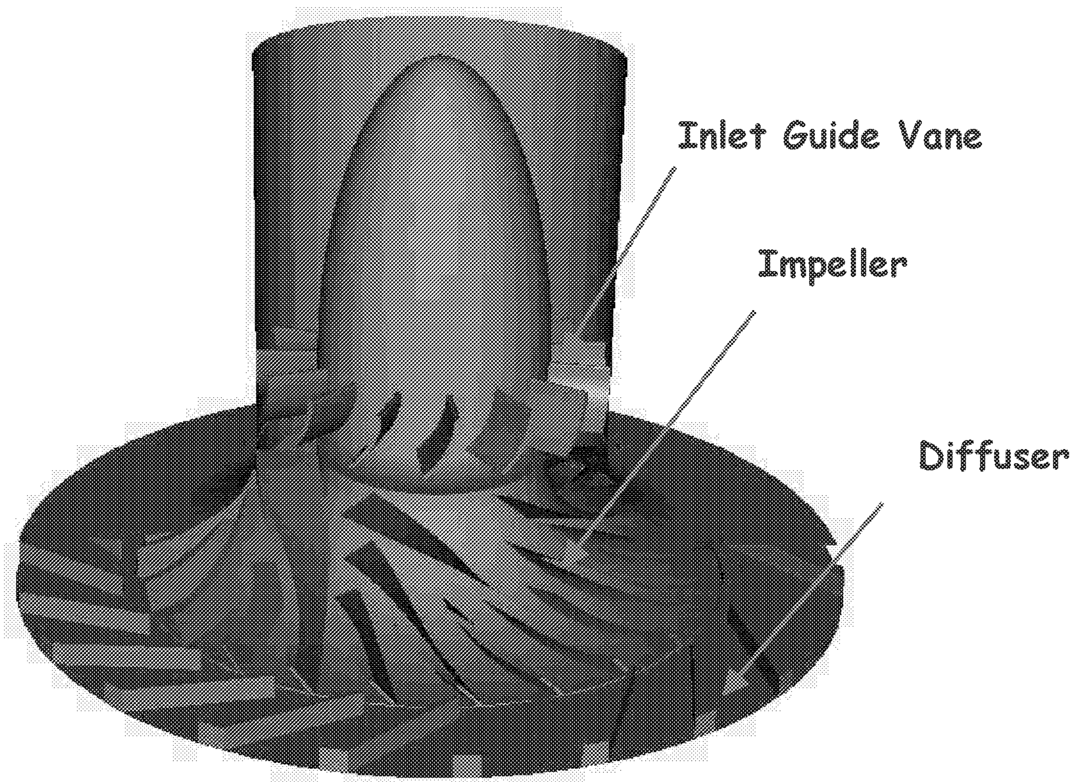


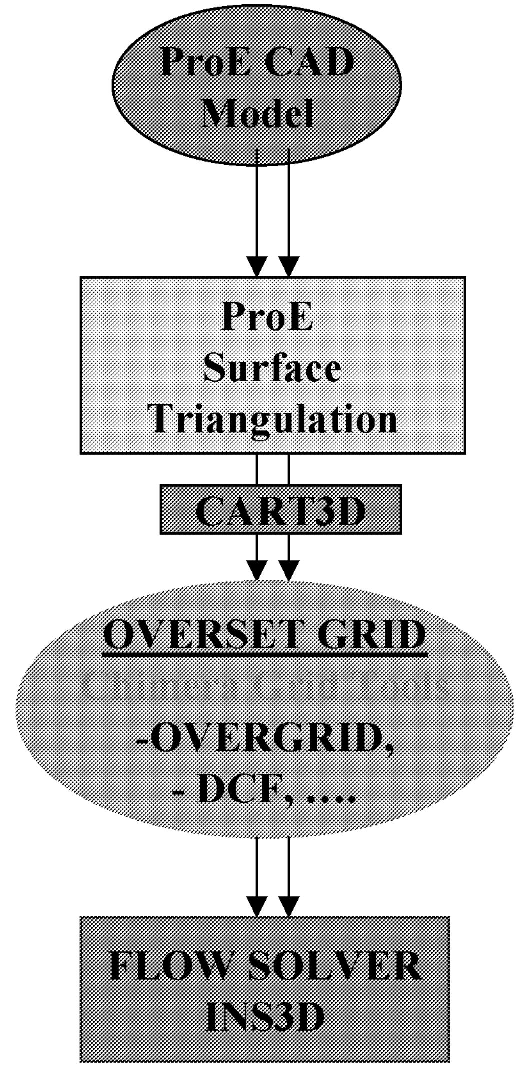


RLV 2nd Gen Turbopump (SSME Rig1)

Impeller Technology Water Rig

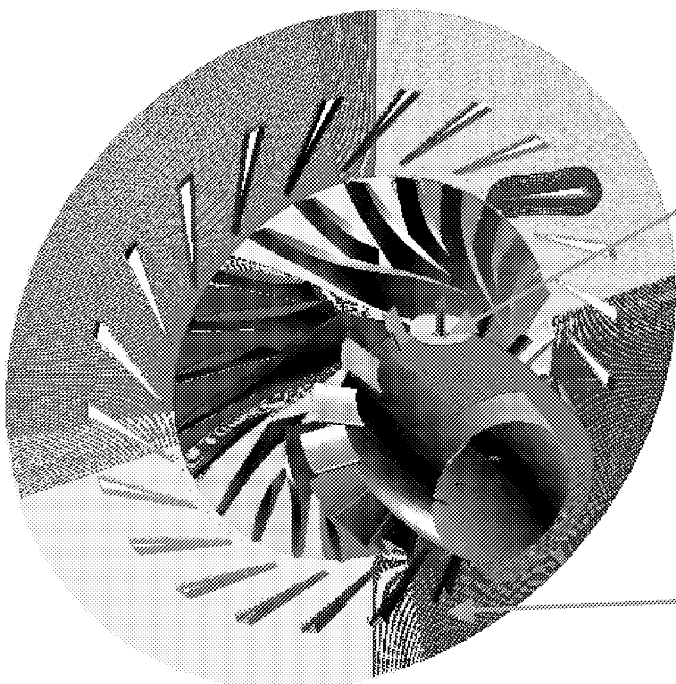
Baseline SSME/ATD HPFTP Class Impeller



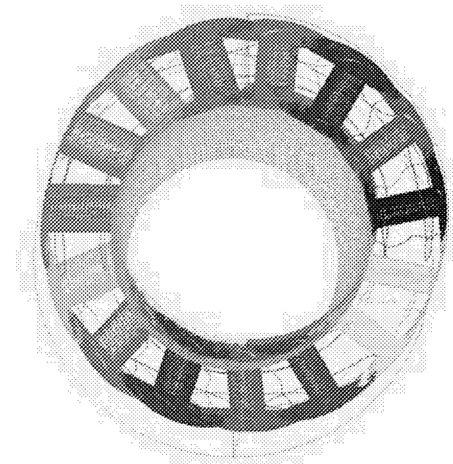


RLV 2nd Gen Turbopump

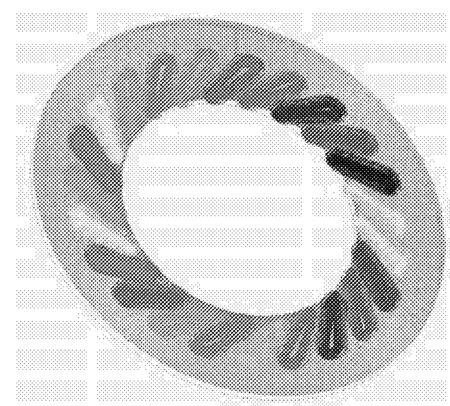
Overset Grid System



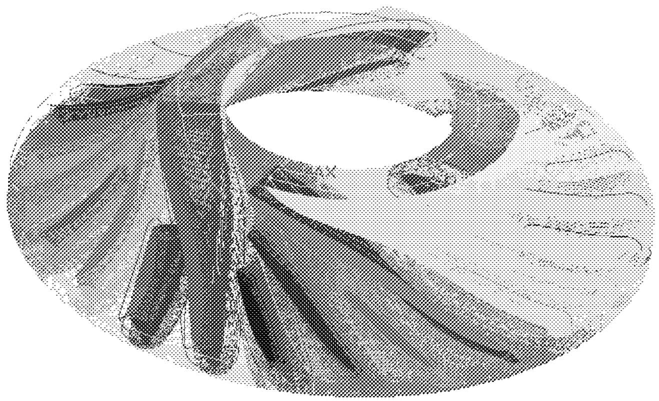
<u>Inlet Guide Vanes</u>
15 Blades
23 Zones
6.5 M Points

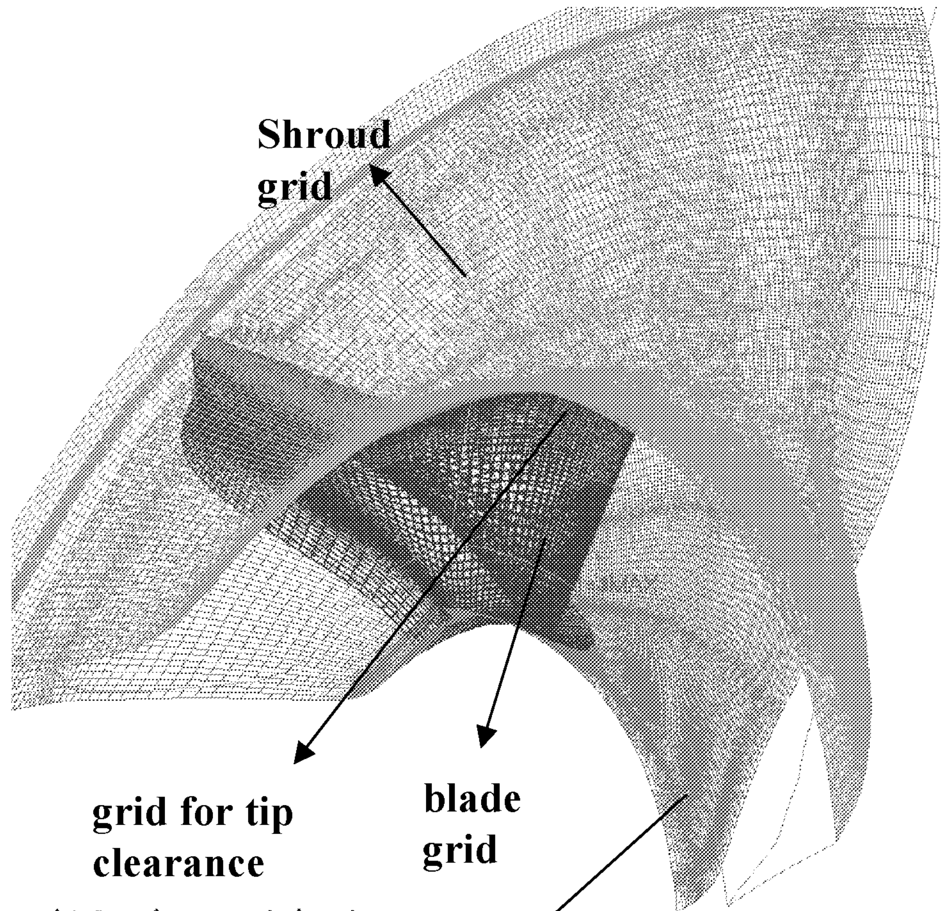


<u>Diffuser</u>
23 Blades
31 Zones
8.6 M Points



RLV 2nd Gen Turbopump





Unshrouded Impeller Grid :

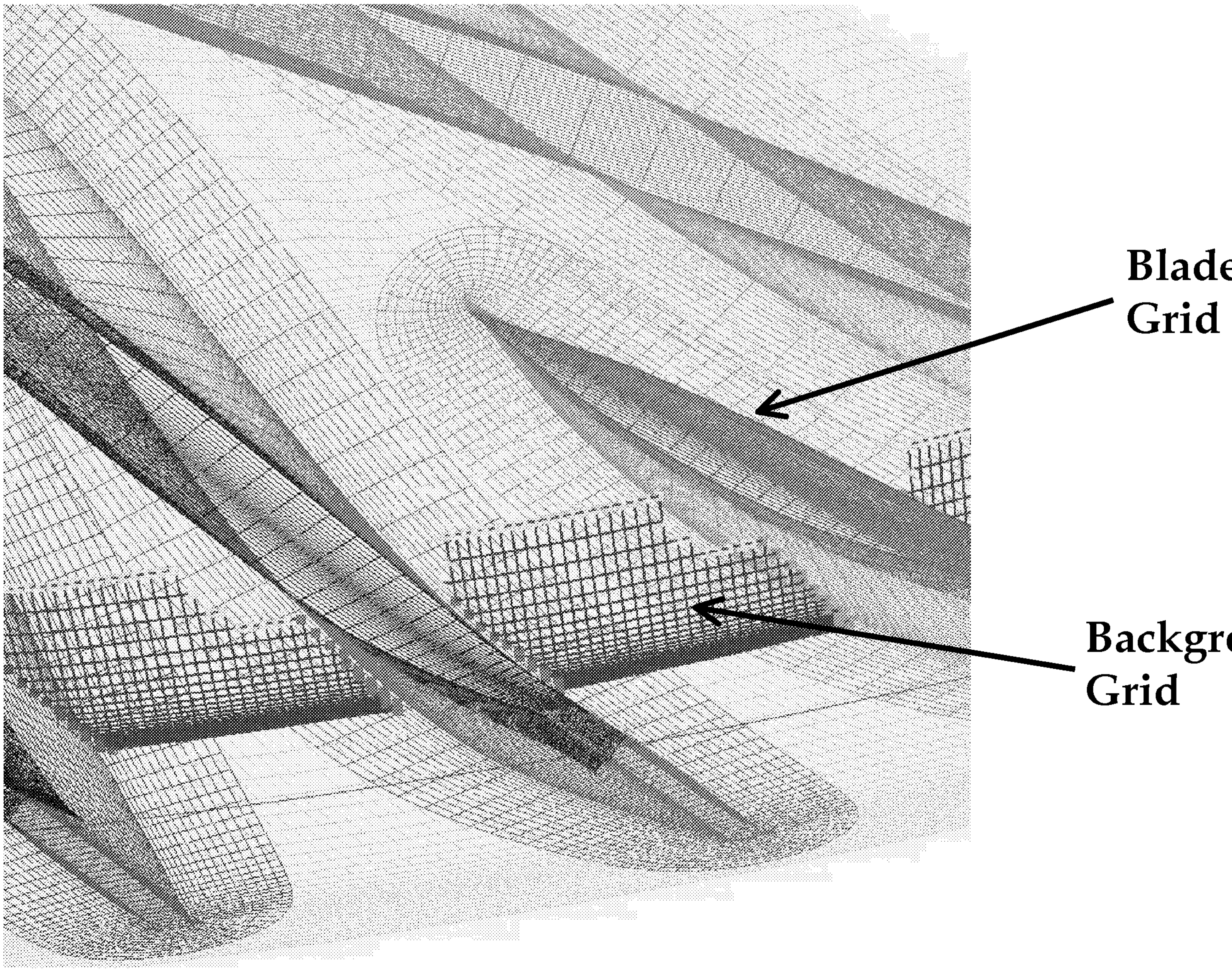
6 long blades / 6 medium blades /12 short blades

60 Zones / 19.2 Million Grid Points

Overset connectivity : DCF (B. Meakin)

Less than 156 orphan points.

Impeller Overset Grid System



Scripting Capability

SCRIPTING CAPABILITY FOR GRID GENERATION

> Require expertise to build scripts the first time

> Allow rapid re-run of entire grid generation process

> Easy to do grid refinement and parameter studies

> Easy to try different gridding strategies

> Documentation of gridding procedure

> Written in Tcl scripting language

  > works on UNIX, LINUX and WINDOWS

  > integer and floating point arithmetic capability

  > modular procedure calls

  > easy to add GUI later if needed

Scripting Capability

INPUT AND OUTPUT

Current example: one script for each component (IGV, Impeller and Diffuser)

Input

> profile curve for hub and shroud in PLOT3D format (rotated by script to form surface of revolution)

> blade and tip surfaces in PLOT3D format

> Parameters that can be changed
- global surface grid spacing (on smooth part of geometry)
- local surface grid spacing (leading/trailing edges, etc.)
- normal wall grid spacing (viscous, wall function)
- marching distance
- grid stretching ratio
- number of blades
- ...

Output

> overset surface and volume grids for hub, shroud, blades

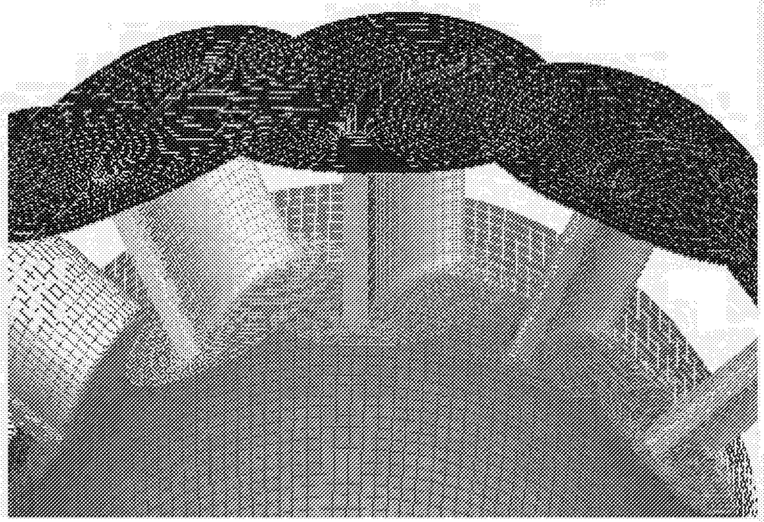
Scripting Capability

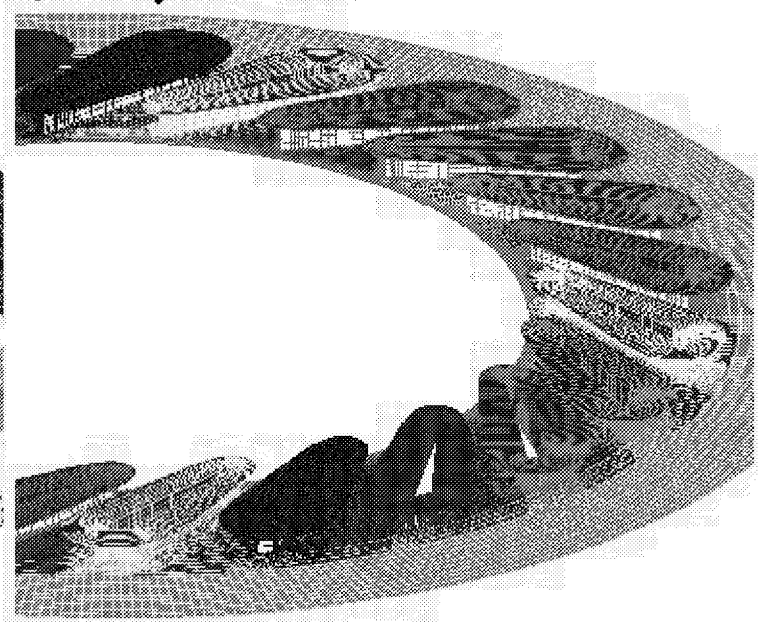
INLET GUIDE VANES AND DIFFUSER

	Old IGV	New IGV	Old DIFF	New DIFF
No. of points (million)	7.1	1.1	8.0	1.6
Time to build	1/2 day	10 sec.	1/2 day	8 sec.

Script timings on new grids based on SGI R12k 300MHz processor

Time to build script = 1 day for IGV, 1 day for DIFF



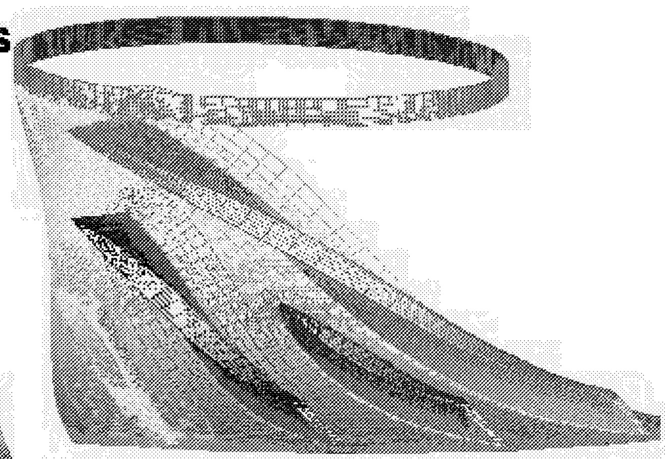


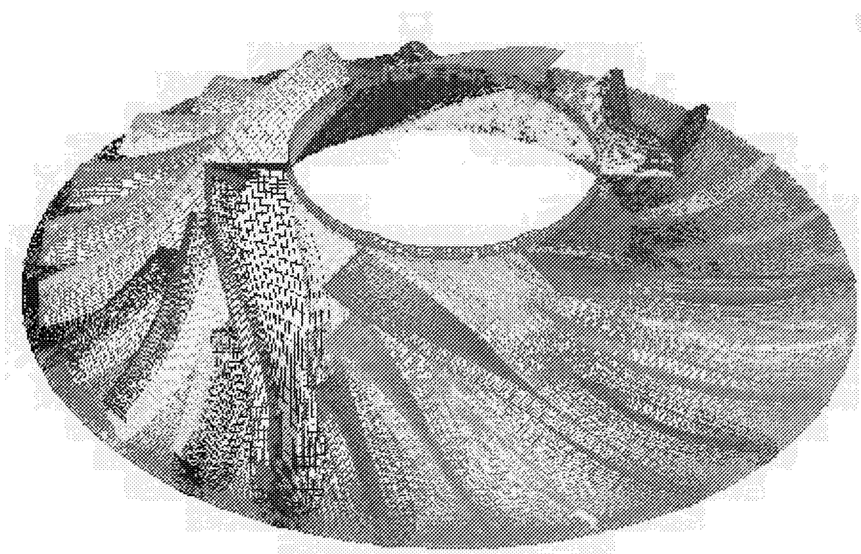
Scripting Capability

IMPELLER

	Old IMP	New IMP	Old TOT	New TOT
No. of points (million)	19.2	5.7	34.3	8.4
Time to build	~ 2 weeks	50 sec.		

Time to build IMP script : 3 to 4 weeks





Scripting Capability

FUTURE PLANS FOR SCRIPTING

> Complete domain connectivity capability in scripts (X-ray maps and DCF input file creation)

> Flow solver input creation in scripts

> Perform more tests on different parameters

> Perform tests on different geometries, e.g., volute, inducer

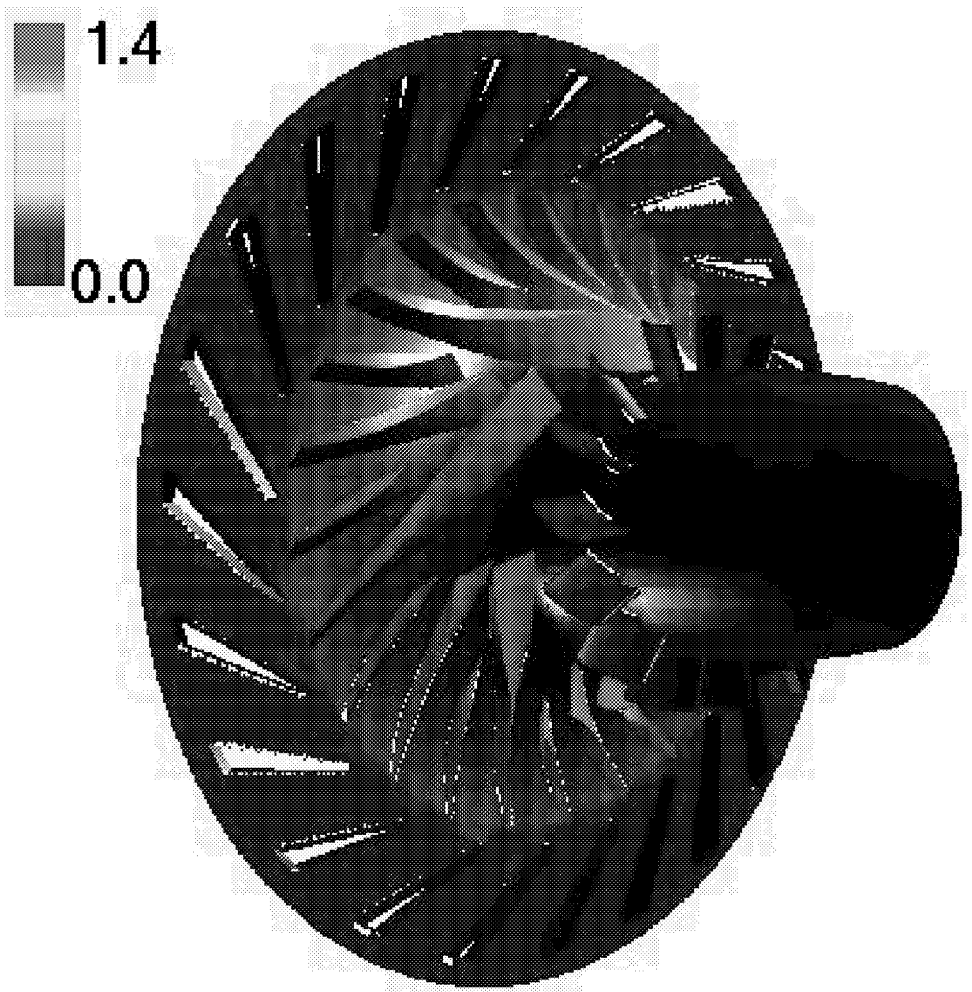
> Improve robustness (error traps, wider range of cases)

> Generic template for each component

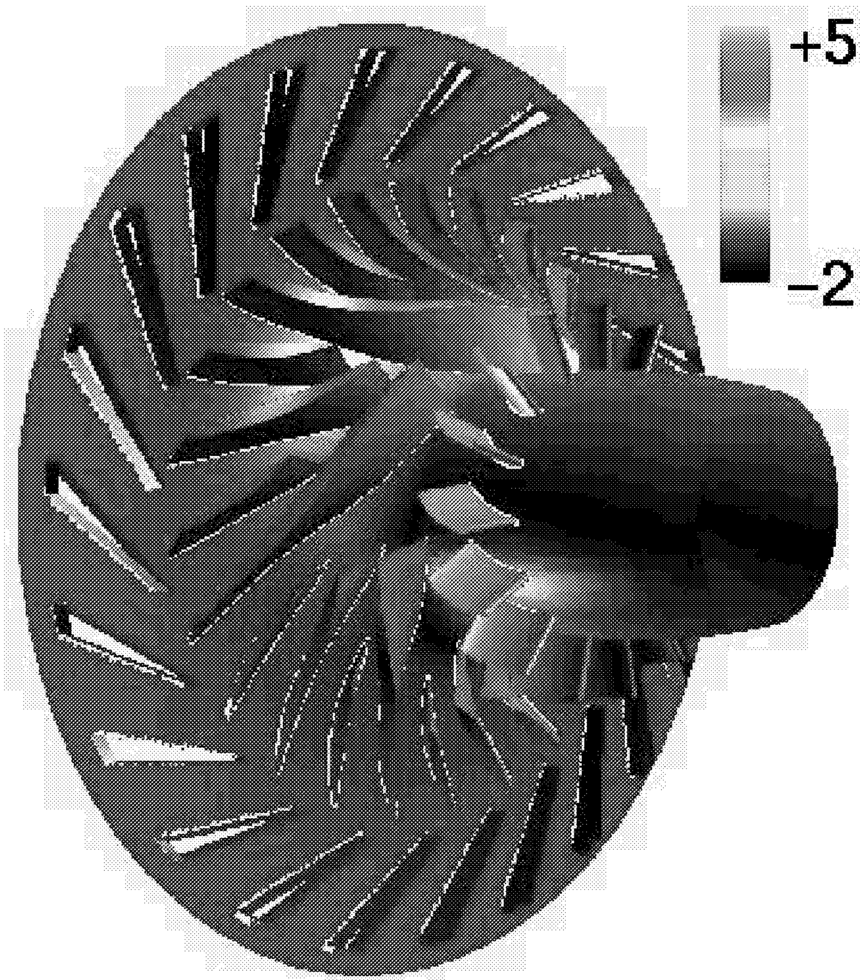
> Graphical interface front end

RLV 2nd Gen Turbopump (baseline)

FIRST Rotation : Impeller rotated 30-degrees



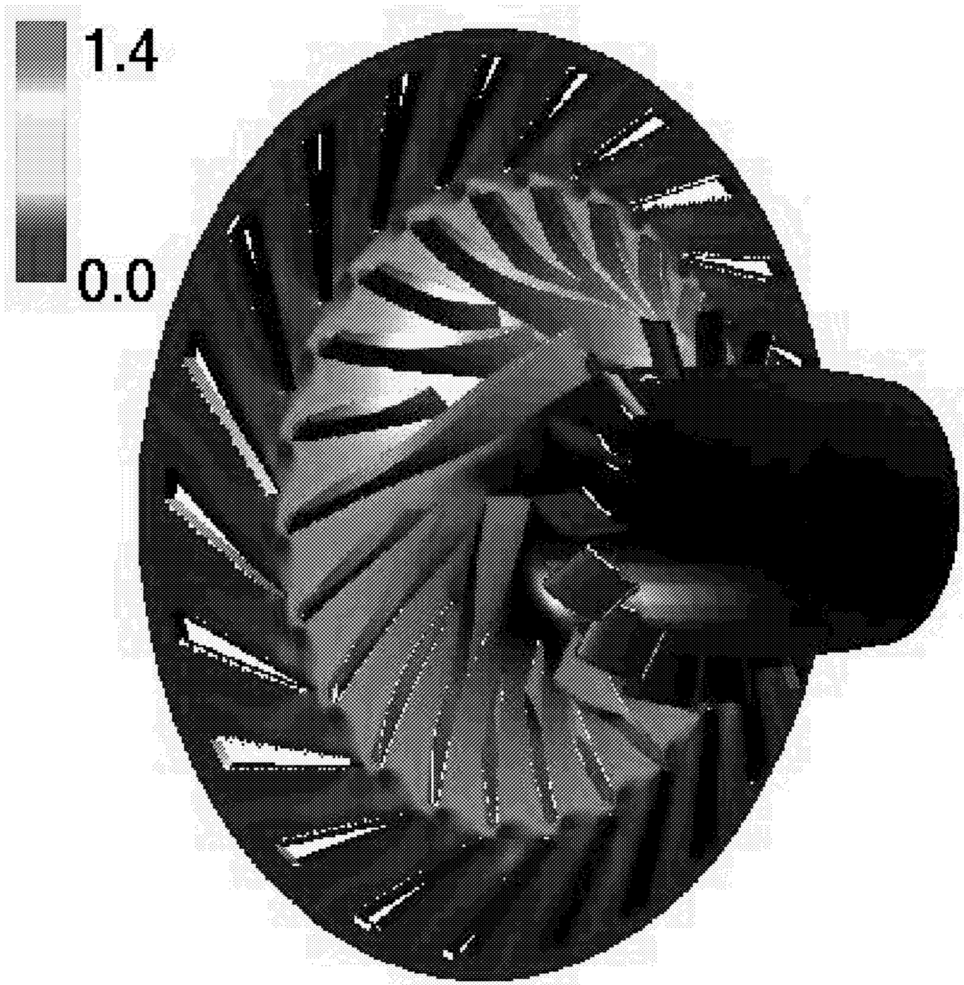
VELOCITY MAGNITUDE



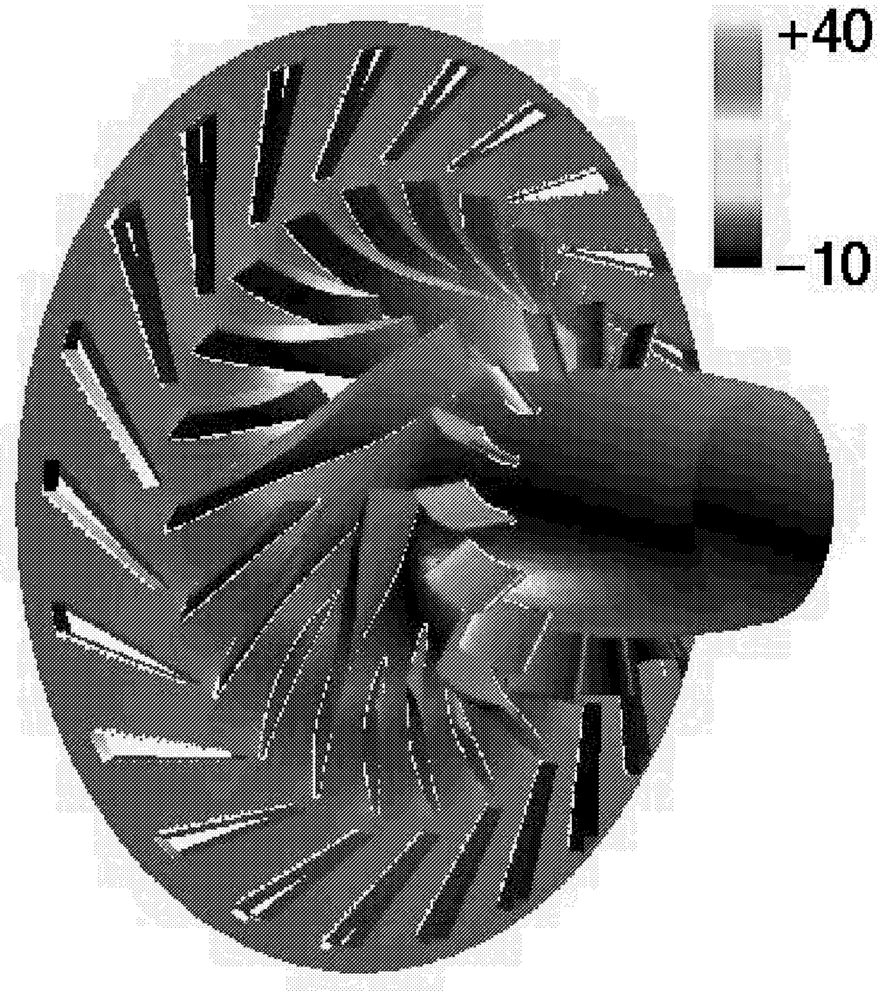
PRESSURE

RLV 2nd Gen Turbopump (baseline)

FIRST Rotation : Impeller rotated 125-degrees



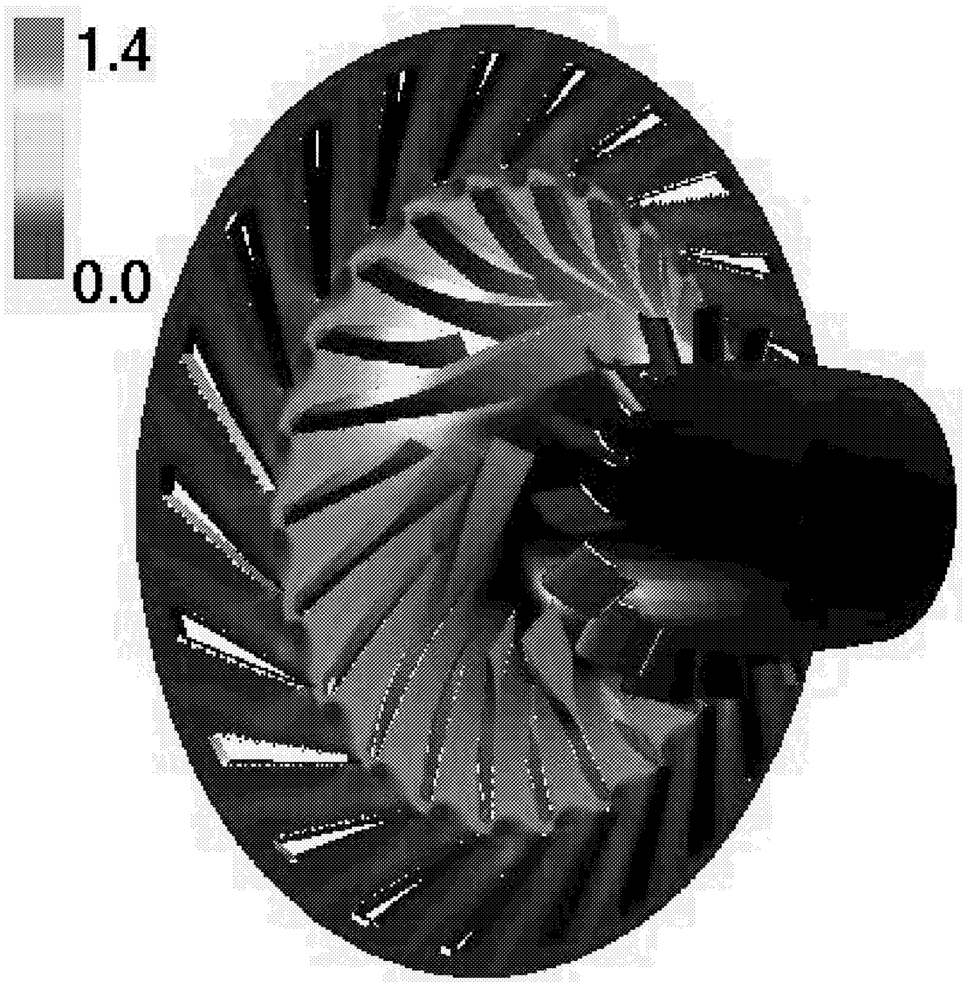
VELOCITY MAGNITUDE



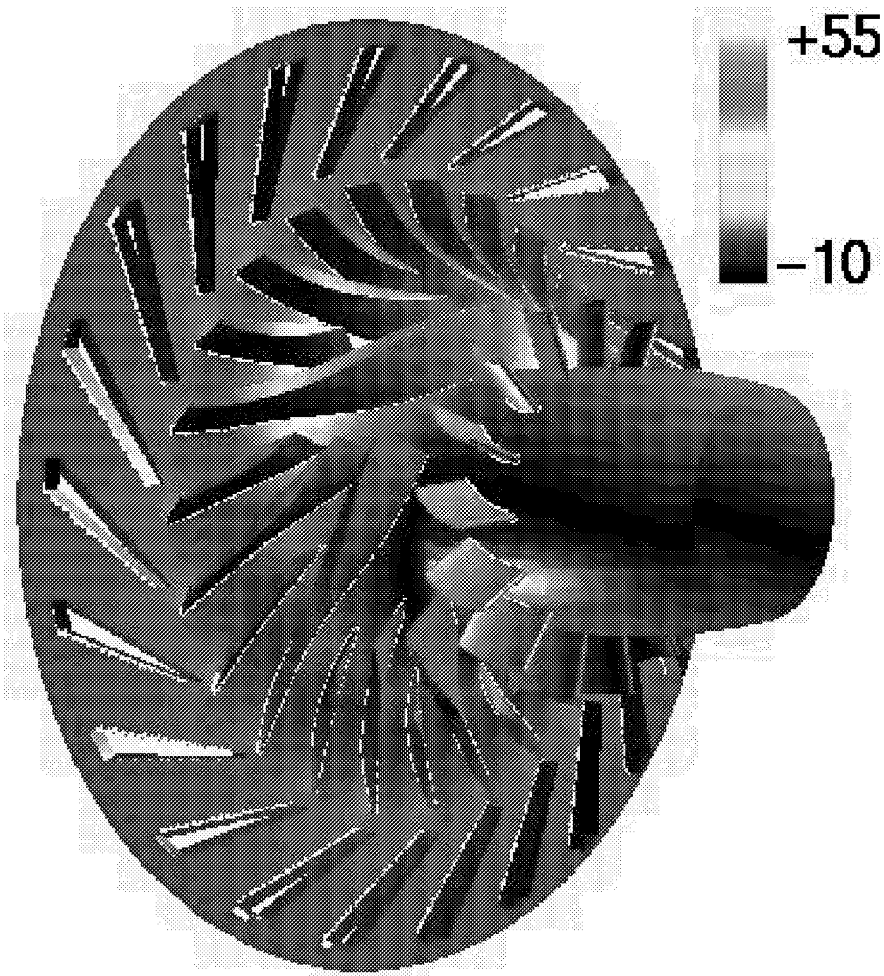
PRESSURE

RLV 2nd Gen Turbopump (baseline)

FIRST Rotation : Impeller rotated 160-degrees



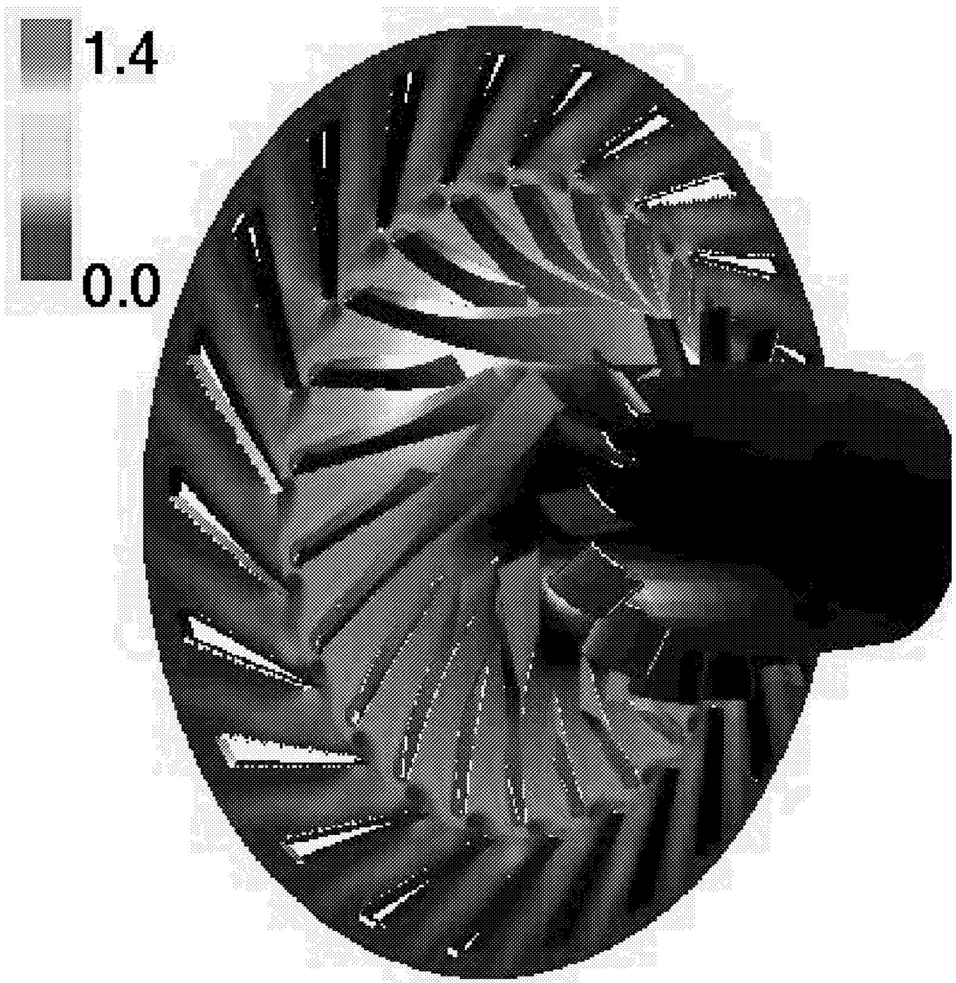
VELOCITY MAGNITUDE



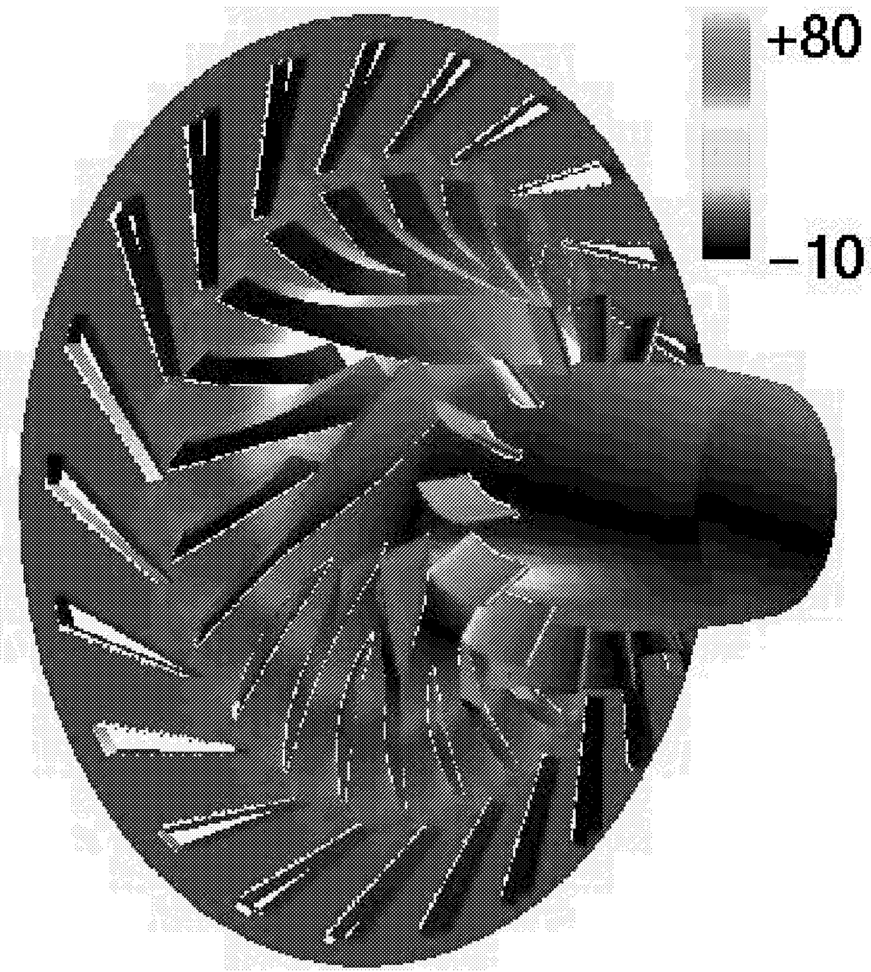
PRESSURE

RLV 2nd Gen Turbopump (baseline)

FIRST Rotation : Impeller rotated 230-degrees



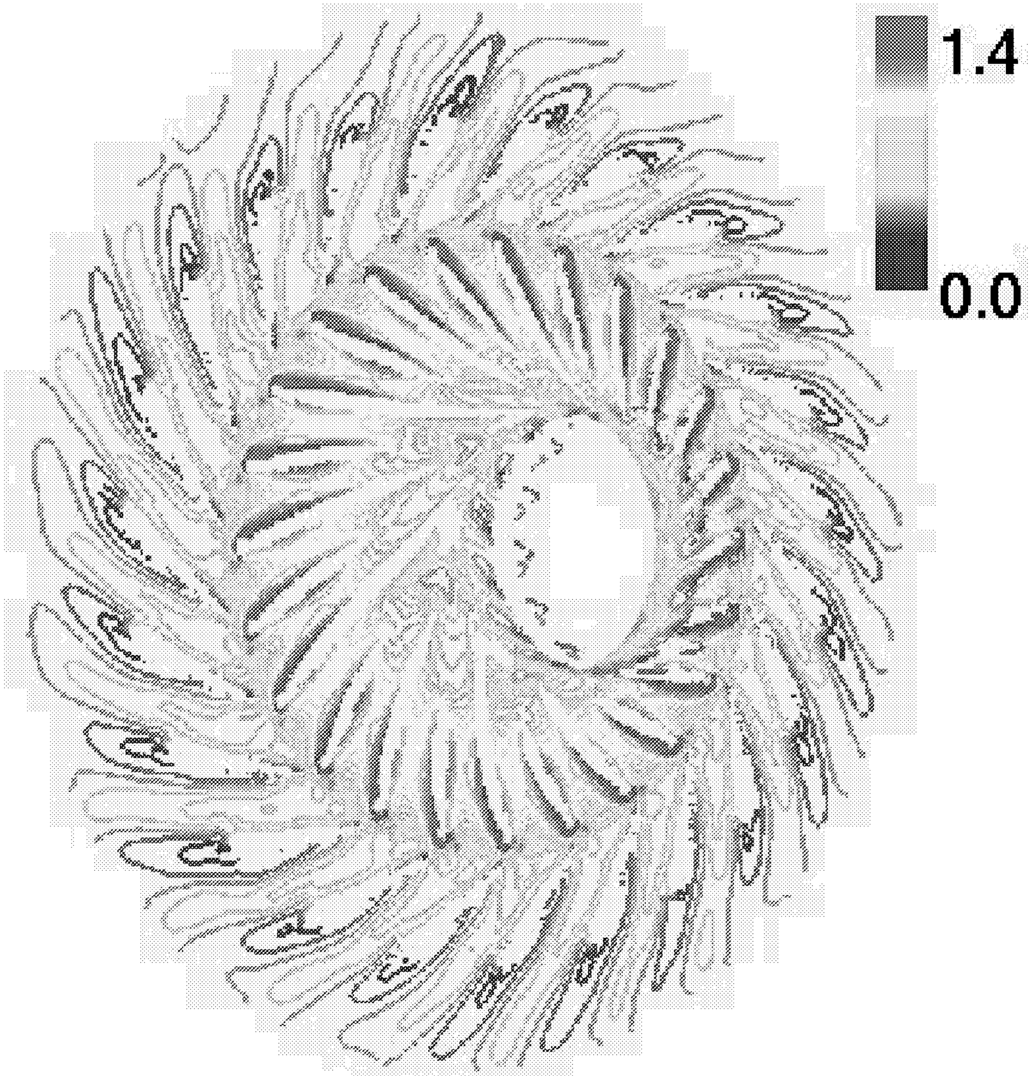
VELOCITY MAGNITUDE



PRESSURE

SSME-rig1 / Initial start

VELOCITY MAGNITUDE



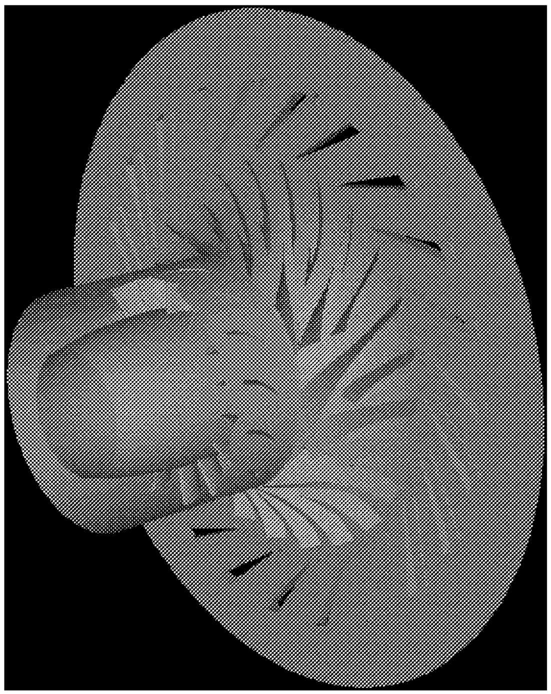
- 34.3 Million Points
- 800 physical time steps in one rotation. One and a half impeller rotations are completed.

*One physical time-step requires less then 20 minutes wall time with 128 CPU's on SGI Origin platforms. One complete rotation requires one-week wall time.

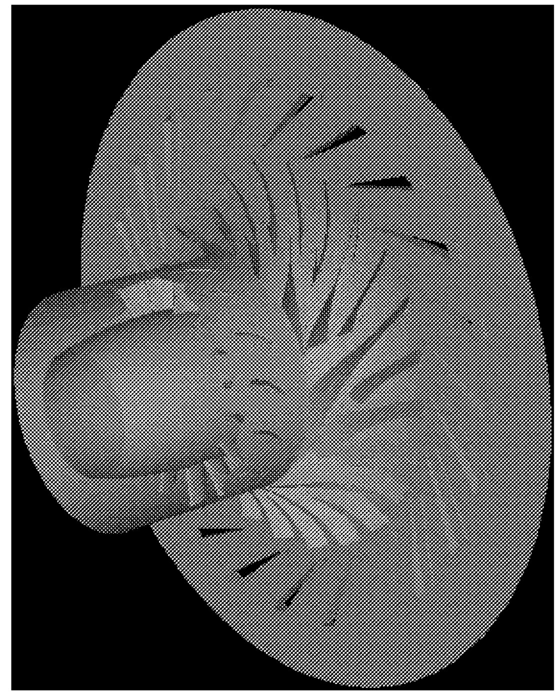
*Code optimization is currently underway. For small case, 50% improvement is obtained by employing a better cash usage in the code. Less than 10 minutes per time step will be obtained by the end of September 2001.

Data Compression using

Data compression by J. Housman & D.Lee



Before Compression

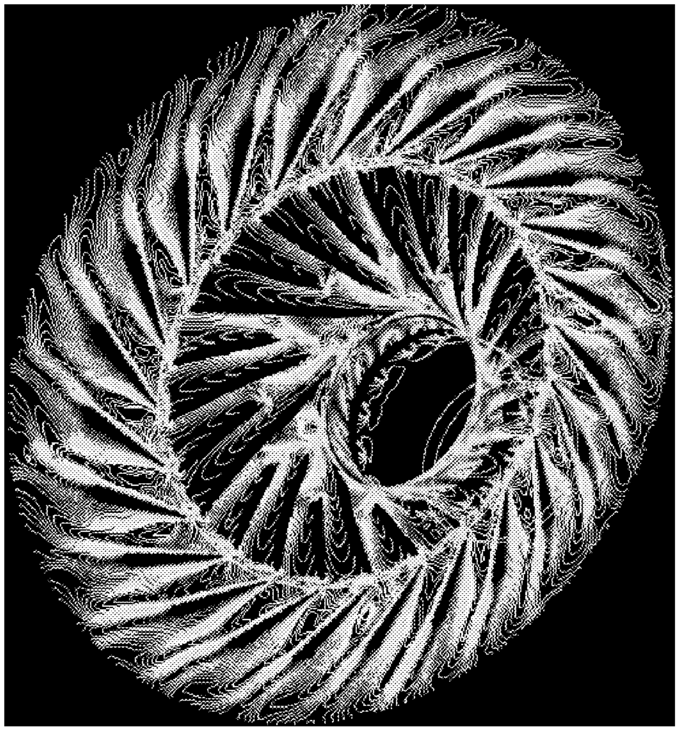


After Reconstruction

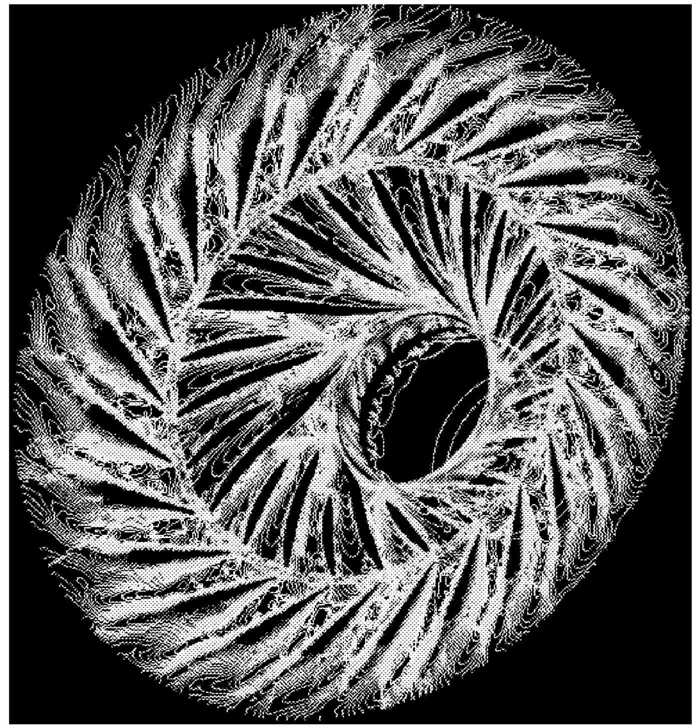
Grid File Compression

Data Compression

- Data compression by J. Housman & D.Lee



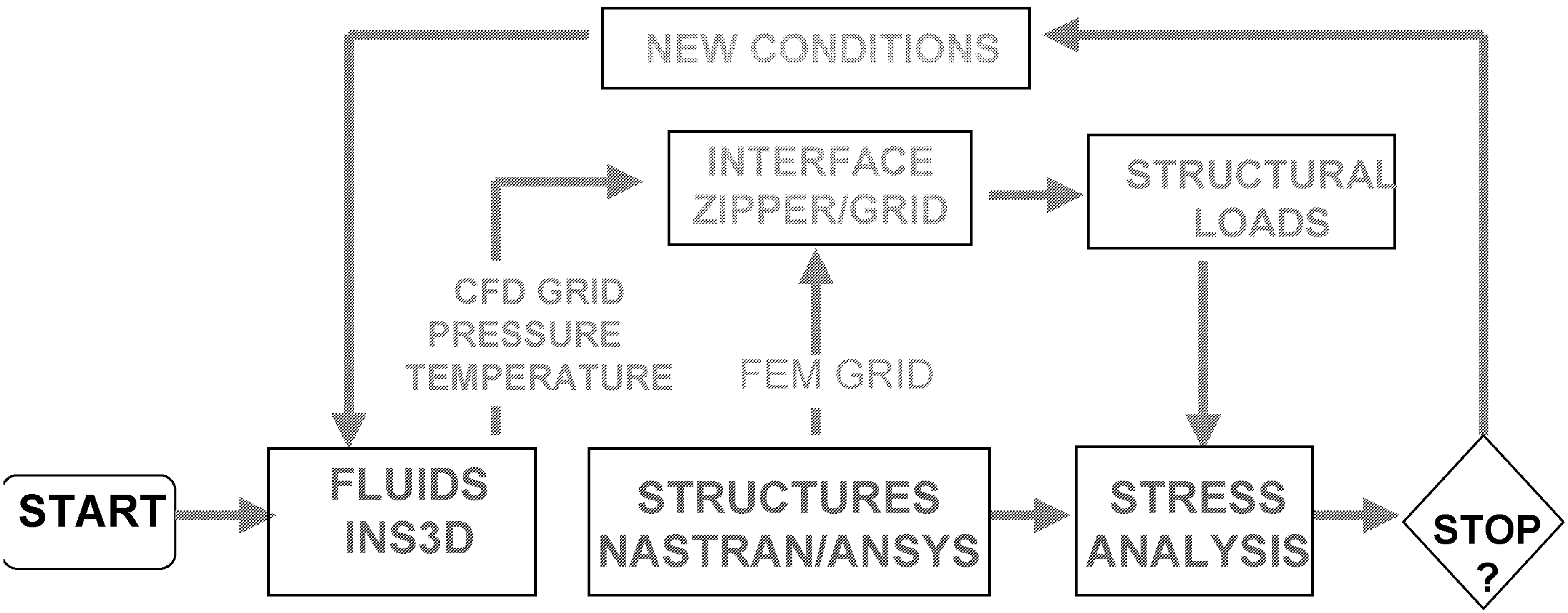
Before Compression



After Reconstruction

Total Velocity Contours

STATIC/DYNAMIC STRESS ANALYSIS FOR TURBOPUMP SUB-SYSTEMS



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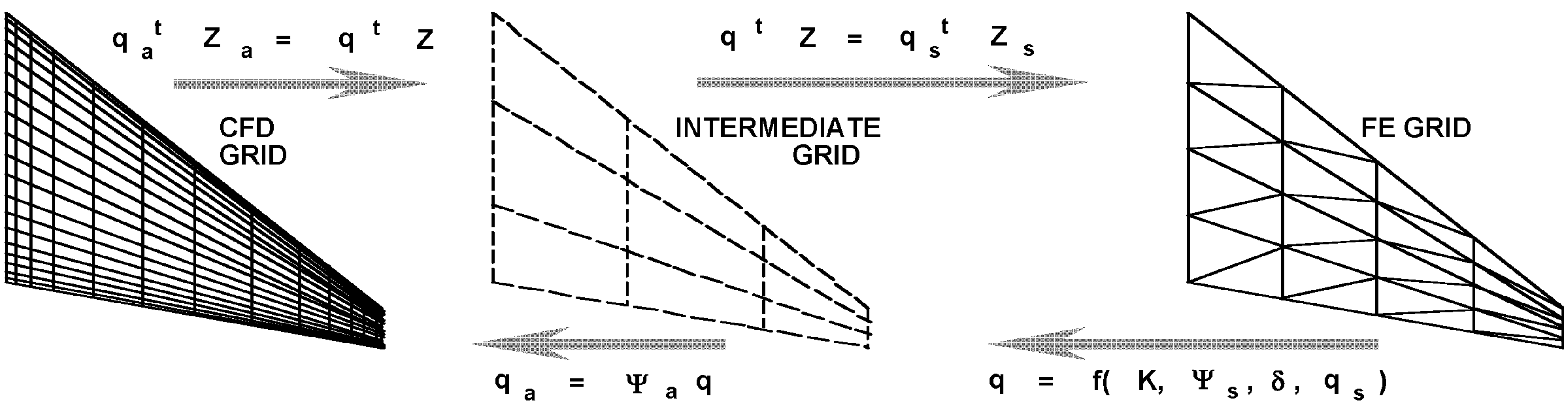
FLUID/STRUCTURE INTERFACE

- LUMPED LOAD APPROACH
  - FAST, NEEDS FINE GRIDS, ADEQUATE FOR UNCOUPLED METHOD
- CONSISTENT LOAD APPROACH (CONSERVES LOADS)
  - ACCURATE FOR COUPLED METHODS, EXPENSIVE



CONSISTENT LOAD APPROACH USING VIRTUAL SURFACE VALIDATED IN ENSAERO

By Guru Guruswamy

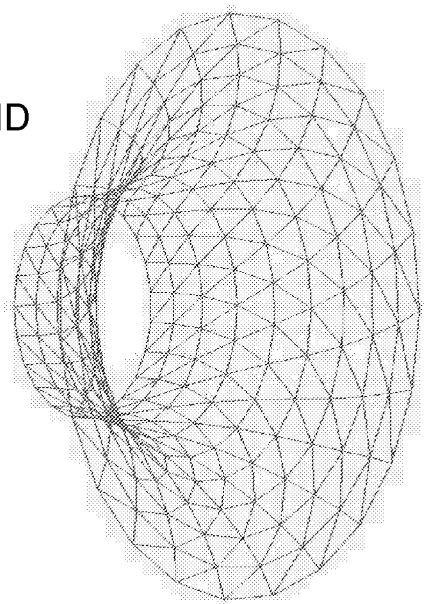
STRUCTURES

- STRUCTURES WILL BE MODELED USING BEAM, PLATE, SHELL AND SOLID FINITE ELEMENTS

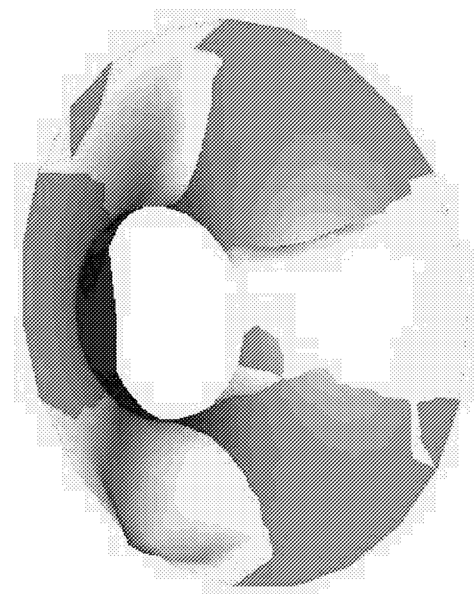
- INHOUSE AND COMMERCIAL FEM CODES WILL BE USED

PRELIMINARY RESULTS FOR HUB USING 3D PLATE FEM

COARSE GRID
230 NODES
414 FE
1196 DOF



TYPICAL
STRUCTURAL
MODE AT 12KHz



By Guru Guruswamy

Summary

- Unsteady flow simulations for RLV 2nd Gen baseline turbopump for one and half impeller rotations are completed by using 34.3 Million grid points model.

- MLP shared memory parallelism has been implemented in INS3D, and benchmarked. Code optimization for cash based platforms will be completed by the end of September 2001.

- Moving boundary capability is obtained by using DCF module.

- Scripting capability from CAD geometry to solution is developed.

- Data compression is applied to reduce data size in post processing.

- Fluid/Structure coupling is initiated.