A MULTI-MODE BLADE DAMPING CONTROL USING SHUNTED PIEZOELECTRIC TRANSDUCERS WITH ACTIVE FEEDBACK STRUCTURE

The Structural Dynamics and Mechanics branch (RXS) is developing smart adaptive structures to improve fan blade damping at resonances using piezoelectric (PE) transducers. In this presentation, only one shunted PE transducer was used to demonstrate active control of multi-mode blade resonance damping on a titanium alloy (Ti-6Al-4V) flat plate model, regardless of bending, torsion, and 2-stripe modes. This work would have a significant impact on the conventional passive shunt damping world because the standard feedback control design tools can now be used to design and implement electric shunt for vibration control. In other words, the passive shunt circuit components using massive inductors and resistors for multi-mode resonance control can be replaced with digital codes. Furthermore, this active approach with multi patches can simultaneously control several modes in the engine operating range. Dr. Benjamin Choi presented the analytical and experimental results from this work at the Propulsion-Safety and Affordable Readiness (P-SAR) Conference in March, 2009. This work is supported by the Subsonic Fixed Wing (SFW) Project (Janet Hurst, Project Manager).
A Multi-Mode Blade Damping Control Using Shunted Piezoelectric Transducers with Active Feedback Structure

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Objective

To investigate possibility of using an active resonance controller for turbomachinery blade with piezoelectric patches.

Outline

I. Introduction
II. Passive shunt damping
III. Active feedback controller design and analysis
IV. Experimental test results
V. Summary
I. Introduction

Previous activities at GRC

- Developed new damping technologies to reduce excessive vibratory stresses that lead to high cycle fatigue (HCF) failures in aircraft engine turbomachinery.
- Investigated several damping methods such as viscoelastic damping (O. Mehmed with J. Kosmatka, UC San Diego), passive impact damper, plasma sprayed damping coating, and HTSMA (K. Duffy).

Current efforts at GRC

To develop a damping technology for fan blade incorporating smart structure vs. material such as piezoelectric (PE) materials or shape memory alloy (SMA).

- Shape memory alloy (SMA): blade stiffness change or shape change by electrical heating. Slow response to rotating/moving parts.
- Piezoelectric (PE) devices: change in peak amplitude at blade resonance by oscillating electric signal. Selected due to fast response to voltage/current signal from controller.
- Passive analog circuits are being tested under rotating environment (K. Duffy).
Two conventional control approaches for PE blade damping

- Passive damping (or shunt damping): PE transducer is shunted by a passive electric circuit that acts as a medium for dissipating mechanical energy of the base structure — (Hagood and von Flotow, 1990). Since then, numerous references have been available.

- Typical feedback control: PE transducers are being used as actuators and sensors for vibration control of flexible structures. These materials strain when exposed to a voltage and conversely produce a voltage when strained. Thus, one can minimize unwanted vibrations to the base structure by applying a 180° out-of-phase voltage to the PE actuator. One of them is PD (proportional and derivative) controller.
Literature survey for recent advances

1. Shunted piezoelectric circuit for turbomachinery blades

- Passive control of turbomachine blading flow-induced vibrations (C. Cross, 2002).
  - Passage perforated plates on the rotor was used to generate wake. Then the PE stators were excited in a chordwise bending mode.
  - A synthetic inductor (Chen, 1986) was produced to replace \( L = 342 \) \( H \) to control the first bending mode.

Flat plate airfoil with PE elements

- Passive shunt circuit was tested for piezoblade damping (S. Livet, 2008).
  - Excited the blade by an electro-magnetic generator and damped by a virtual inductor (or gyrator) that consists of op amps, ext. power supply, resistors and capacitors.

Exp. assembly

- Numerous papers published for passive control for rotorcraft vibration.
  - Demonstrated a variety of passive techniques using PE transducer at the test lab. To authors’ best knowledge, none of them showed the actual demonstration on the rotating blades.
2. Active control of PE actuator for turbomachinery blades

- Cascade flutter control using PE device in subsonic flow.
  (T. Watanabe, 2005, under NASA Quiet Engine Program)
  - Passage shock wave was generated at the trail edge of airfoil → Induced unsteady aerodynamic work, causing instability.
  - Trailing edge of airfoil was oscillated by P.E. to control the passage shock.

- Low-speed fan noise control using PE actuators mounted on stator vanes:
  (P. Remington, 2003)
  - 210 vane actuators in the stator vanes of the Active Noise Control Fan (ANCF) test rig were tested to control fan-stator interaction noise. Good noise reductions achieved.
Active control of PE actuator for turbomachinery blades (continued)

- Active control was tested for piezoblade damping (S. Livet, 2007).
  - Used a typical active control law (PD control) and achieved $\zeta = 0.9\%$.

Experimental active control protocol

- In collaboration with Boeing, NASA developing shape-shifting helicopter blades (2009).
  - When active control voltage is applied, blades extend a small amount, creating a mechanical motion that moves a flap up and down.
  - Power transfer technique to the PE actuators in the rotating frame can benefit CRC’s active blade damping research.

Full-scale helicopter smart blade in a Ames Res. Ctr. wind tunnel
I. Introduction (continued)

Summary of literature survey

- Room temperature PE patches were used for the stationary blades, not for the rotating blades yet.
- No pure passive circuit was used because of huge and messy inductor size. Instead semi-passive circuits were used to simulate physical inductors.
- For active damping cases, PD control law was used, which cannot make feedback effective at resonant frequencies.
- Wider and thicker patches were used, possibly resulting in aerodynamic performance penalty.

Our unique approach

- Extend to 1) rotating blades and 2) high temperatures. Need adaptive capability to change in eigen frequencies and nonlinear material properties.
- Implement pure passive circuits with $L_i \approx 0.89 \, H$ on the rotating fan blade to suppress the resonant peaks at 3B and 2-stripe modes (K. Duffy).

*In this presentation*, we will demonstrate a passive shunt circuit with active feedback control architecture to reduce resonant peaks only. Passive circuits and adaptive feature can be easily programmable into a digital control code.

- Active shunt performances will be compared with conventional PD control performances in terms of peaks reduction and power consumption.
II. Passive Shunt Damping

Resistive/Inductive shunt

The electrical resonance frequency for $i_{th}$ mode is

$$\omega_i = \frac{1}{\sqrt{L_iC}}$$

<table>
<thead>
<tr>
<th>Ti 6A1-4V test plate</th>
<th>PE (QP10w)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$E = 15.2*1e6$; 15.2 Mpsi,</td>
<td>$E_p = 1.03e7$ psi,</td>
</tr>
<tr>
<td>$t_b = 0.078$ in, thickness</td>
<td>$t_a = 0.015$ in, thickness</td>
</tr>
<tr>
<td>$L = 8$ in, length</td>
<td>$L_p = 2$ in, length</td>
</tr>
<tr>
<td>$\rho = 0.16$ lb/in$^3$, linear mass density</td>
<td>$d_{31} = -60e-12$, electric charge constant of PE</td>
</tr>
<tr>
<td>$w_b = 3.2$ in, width</td>
<td>$w_p = 1.5$ in, width</td>
</tr>
<tr>
<td>$p = 0.16$ lb/in$^3$, linear mass density</td>
<td>$k_{31} = 0.30$, electro-mechanical coupling factor</td>
</tr>
<tr>
<td>$g_{31} = -15e-3$, voltage constant</td>
<td>$c_{cap} = 60e-9$, nF</td>
</tr>
</tbody>
</table>

Target modes

<table>
<thead>
<tr>
<th>$L_i$</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.082 H</td>
</tr>
<tr>
<td>0.885 H</td>
</tr>
<tr>
<td>0.158 H</td>
</tr>
</tbody>
</table>

Serial shunt circuit inductor size for resonant damping.

Material properties and dimension of test specimen.
II. Passive shunt damping (continued)

Passive controller implementation issues

- Required huge inductor size mass to get a well tuned damping circuit.
- Rotor imbalance, electronic parts at high centrifugal loads /g-loads, installation space problem for multi-patches situation.
- Semi-passive circuit also required constant power supply. To resolve this problem, in collaboration with a company, a non-contact, inductively generated DC power transmitter is under development.
- Seems to be not practical in reality for the rotating blade.
III. Feedback Controller Design and Analysis

In 2003, Moheimani investigated similarities between the shunt damping systems and collocated active vibration controllers (S. Moheimani, 2003).

Digital control approach emulating passive circuit components

- Passive circuits can be easily programmable showing the shunted PE transducers can be viewed as a feedback control problem.
- Like a shunt circuit, the feedback is effective only at resonant frequencies.
- Also the active controller uses only one actuator to damp several of the blade’s resonant modes regardless of bending, torsion and 2-stripe modes.

Digital controller implementation issues

- Operational overhead of transducing high voltage power to blade across slip ring. A telemetry system with a high power transmitting capability to the rotating blades is under development in collaboration with a company in order to replace the current slip ring of GRC’s Dynamic Spin Rig.
- Potential cross talk between high voltage control signals to on blade sensors.
- Might encounter other unexpected problems.
III. Feedback Controller Design/Analysis (continued)

Transfer function of analog RLC circuit

\[
Z_i = R + i\omega L - i/(\omega C)
\]

\[
Z_o = R + i\omega L
\]

\[
\frac{V_o}{V_i} = \frac{Z_o}{Z_i}
\]

\[
= \frac{R + i\omega L}{R + i\omega L - i/(\omega C)}
\]

\[
= \frac{Cs(R + Ls)}{LCs^2 + CRs + 1}
\]

The controller is expressed in terms of passive circuit components (LCR) regardless of resonance types.

General feedback control RLC network.

PID (proportional-integral-derivative) control law:

\[
u(t) = MV(t) = K_p e(t) + K_i \int_0^t e(\tau) d\tau + K_d \frac{de}{dt}(t)
\]

\[K_p\]: proportional gain, \[K_d\]: derivative gain
III. Feedback Controller Design/Analysis (continued)

The actuator voltage $V_a(s)$ is

$$V_a(s) = -A_i(s)V_v(s) + V_i(s)$$

where $A_i(s)$ is

$$A_i(s) = \frac{Cs(R + L_i s)}{L_i Cs^2 + CR_i s + 1}$$

- A set of control laws in parallel circuits can be summed to control for several modes (B. Choi, 2008).

The closed-loop transfer functions

$$V_s(s) = \frac{G_{f_v}(d, s)F(d, s)}{1 + A(s)G_{v_v}(s)} + \frac{G_{v_v}(s)V_i(s)}{1 + A(s)G_{v_v}(s)}$$

$$Y(r, s) = \frac{G_{f_v}(r, s)F(d, s)}{1 + A(s)G_{v_v}(s)} + \frac{G_{v_v}(r, s)V_i(s)}{1 + A(s)G_{v_v}(s)}$$

where

$$G_{f_v}(s) = \frac{V_a(s)}{F(d, s)}, G_{v_v}(s) = \frac{V_s(s)}{V_a(s)}$$

$$G_{f_v}(r, s) = \frac{Y(r, s)}{F(d, s)}, G_{v_v}(s) = \frac{Y(r, s)}{V_a(s)}$$

Feedback control block diagram for blade structure with PE.
III. Feedback Controller Design/Analysis (continued)

Controller has to push peaks down to meet the design specification required for blade damping at resonances.

Similarly, the transfer functions $G_{fi}$ and $G_{fy}$ can be obtained to complete a theoretical model of the laminated beam.
III. Feedback Controller Design/Analysis (continued)

Analytical open- and closed-loop frequency responses for multi-resonant damping.

- This method can damp multiple resonance modes using one sensor-actuator pair.
- However, the control effort is very high because the PE patch was located very close to the root side (worst location) and the 1st bending mode included.
- Optimization process might be needed for an optimal control effort given performance requirement at each mode and existing control hardware capacity.

Impulse responses for open- and closed-loop system.
IV. Experimental Test Results

- Three PE patches for actuation and another three PE patches for sensing are bonded at the optimal locations for the target resonances – 3rd bending, 2 torsion, and 2-stripe modes at this demo.
- After fine-tuning the controller to the experimental target resonances, download the control algorithm to the dSPACE control system.
- HP Analyzer generates swept sine signal to send to the shaker, and it reads all signals from accelerometers, PE sensors and actuators, and controller voltages and currents from the power amplifiers.
- We analyze closed-loop and open-loop transfer functions to investigate achieved damping performance for the target modes.
IV. Experimental Test Results (continued)

1). 3rd Bending Control

2). 2nd Torsion Control

3). 2-Stripe Control

Notice that only one actuator was used.
1.a) **3rd Bending Mode Control**

Active damping using **optimally** located 3B PE actuator and collocated identical PE sensor

![Diagram showing QP10W actuator and QP10W sensor](image)

**Exp. open-loop** $T_f|3B/f_{base}|$ and $T_f|acc\_tip/f_{base}|$. Our target resonances are 2T, 3B and 2-stipe modes.

Exp. open- and closed-loop bode plots of $T_f|3B|$ around third bending mode. PD controller reduced neighborhood of 3B, while the shunt controller reduced 3B peak only. A little mistuned resonant controller shown here.
1.a) 3rd Bending Mode Control (continued)

Time history of Acc. and 3B disp. when base excitation force of $10\text{mV} \times \sin(691\text{Hz} \times t)$ injected

Active shunt reduced the peak by 78% and conventional PD controller reduced by 58%.

Active shunt reduced the peak by 48% and conventional PD controller reduced by 75%.
This movie shows the time history of controlled and uncontrolled tip displacement and strain level at the PZT location when the excitation force of $5\text{mV}\sin(691\text{ Hz}\cdot t)$ was injected.

Please click the screen for the demo video.
1. a) **3rd Bending Mode Control (continued)**

**Power comparison of active shunt and conventional PD controller:**

- The average power over a complete cycle can be expressed as
  \[
  P_{avg} = \frac{V_{peak} I_{peak}}{\sqrt{2}} \cos \phi
  \]

1) **Active shunt circuit:**

   \[
   P_{avg} = 1.6 \times 0.0041 \times 10^{-4} \times \cos \phi \text{ V-Amp}
   \]

   \[\approx 0 \text{ W even in phase (?)}\]

2) **Conventional PD controller:**

   \[
   P_{avg} = 1.5 \times 0.0065 \times 10^{-4} \times \cos \phi \text{ V-Amp}
   \]

   \[\approx 0 \text{ W even in phase (?)}\]

- Voltage signal for PD controller fluctuated while shunt control voltage signal was stable.
- For almost same performance, PD controller required 48% more power than active shunt circuit.
1.b) 3rd Bending Mode Control (continued)

Other approach using a non-optimal PE actuator and 3B PE sensor

Exp. bode plots of $T_f |S1/f_{base}|$, $T_f |3B/f_{base}|$, and $T_f |acc_{tip}/f_{base}|$. 3B location has about 84% peak reduction, but excessive damping caused drawback of two adjacent peaks.

Shunted $T_f$ of tip and root-end displacements were shifted right due to feedback gain and mainly mistuned resonant controller. To avoid this, calibration of glued PE’s capacitance must be done to eliminate discrepancy between theoretical and exp. capacitor values.
1.b) **3\textsuperscript{rd} Bending Mode Control (continued)**

**Time history of Acc. and 3B disp. when base excitation force of 10mV*\sin(691Hz*t) injected**

- Showed time history of controlled and uncontrolled displacements of blade tip and 3B location when the excitation force with 691 Hz was applied.
- More than **95\%** reduction at the 3\textsuperscript{rd} bending location on and **82\%** of tip displacement (Acc) were achieved. Notice that only one small root-end actuator was used. If a pair of actuators used, the projected performance would have improved by a factor of 2 (?).
2.a) 2\textsuperscript{nd} Torsion Mode Control

Active damping using \textit{optimal actuator} and accelerometer to reduce the tip displacement

- Accelerometer signal showed clear peak of 2\textsuperscript{nd} torsion mode, while 3B position sensor barely showed 2\textsuperscript{nd} torsion resonance peak as anticipated.

![Diagram showing QP21b actuator and Accelerometer with open- and closed-loop bode plots of Acc. at the tip and 3B position.](image-url)
2. a) 2\textsuperscript{nd} Torsion Mode Control (continued)

Time history of Acc. and 3B disp. when base excitation force of $10\text{mV} \times \sin(625\text{Hz} \times t)$ injected

- 26\% peak reduced.
- 69\% peak reduced.

Sensors location

Power calculation:

The average power over a complete cycle can be expressed as

$$P_{avg} = \frac{V_{peak} \times I_{peak}}{\sqrt{2} \times \sqrt{2}} \cos \varphi$$

$$P_{avg} = 14.2 \times 0.0183 \times e^{-4} \times V\text{-Amp}$$

$\approx 0 \text{ W even in phase (?)$}
Active damping using **optimal** actuator and collocated sensor to reduce the strain level

![Diagram showing QP21b actuator and QP10n sensor, S1](Front view) + (Rear view)

**Uncontrolled**
- S1: 3.95 dB
- Tip: 17.7 dB

**Controlled**
- S1: -6.84 dB
- Tip: 11.6 dB

Exp. open-loop bode plot and time history of acc. signals.

Exp. active shunt bode plot and time history of acc. signals.

- About **72%** reduction at the root-end sensor (S1) and **51%** reduction at the tip (Acc.) were achieved using *only one set* of actuator and sensor. Notice that two tip acc. signals are out of phase (180°) due to the torsion mode.
3.a) 2-Stripe Mode Control

**Optimal actuator and sensor to reduce the strain level**

QP21b actuator + QP10n sensor, S4

Accelerometer

(Front view)  (Rear view)

Exp. open-loop transfer function.

Exp. closed-loop transfer function.

The peaks for the 2-stripe mode were gone.
3.a) 2-stripe Mode Control (continued)

Time history of sensor displacement when base excitation force of $10mV \cdot \sin(1637Hz \cdot t)$ injected

- Showed time history of controlled and uncontrolled tip, 3B location, root-end displacements when the excitation force with 1637 Hz was applied.
- As anticipated, more than 72% reduction at the tip displacement (Acc and S4), 67% reduction at the 3B location, and 0% reduction in the root side position (S1) were achieved.
IV. Experimental Test Results (continued)

3.b) 2-stripe Mode Control (continued)

3.c) Non-optimal actuator setup:

In this demo, a root-end actuator (not optimized location for 2-stripe mode control) and two different sensors (S4 and S1) were used to investigate how much resonance peak at the 2-stripe mode could be reduced.

3.b) QP21b actuator
QP10n sensor, S4
(Front view) + (Rear view)

3.c) QP21b actuator
QP10n sensor, S1
(Front view) + (Rear view)

Exp. open- and closed-loop bode plots of S4.

Exp. open- and closed-loop bode plots of S4.
V. Summary

- Demonstrated that a passive shunt circuit can be viewed as a feedback control problem and thus can be easily implemented into a programmable digital code. Easy to include adaptive features to the code.
- In other words, the passive shunt circuit components such as massive inductors and resistors for multimode resonance control can be replaced with a couple of lines in the code.
- This technique worked well to three target resonances, regardless of bending, torsion and 2-stripe modes.
- In collaboration with a company, GRC is developing a high power transferring device to actuate PE patches on the rotating frame.
- Further comprehensive research including a trade-off study must be done to demonstrate a viable means of using this approach for rotating blades through GRC’s Dynamic Spin Rig test.