



**POLITECNICO**  
MILANO 1863

## Experimental tests on FOWT models

## Structures / Modelling and Design Tools

### Control

- Non directly applicable from onshore
- Instability issues
- Cycle limits motion

### Aerodynamics

- Turbulence
- Aero-structure
- Unsteady

### Overall dynamics

- Integrated tools
- Simplified models for control and design

### Hydrodynamics

- 2<sup>nd</sup> order important for lighter structures: sum and diff QTFs
- Multi-directional

### Blades: large deformations

- Materials
- Fatigue design

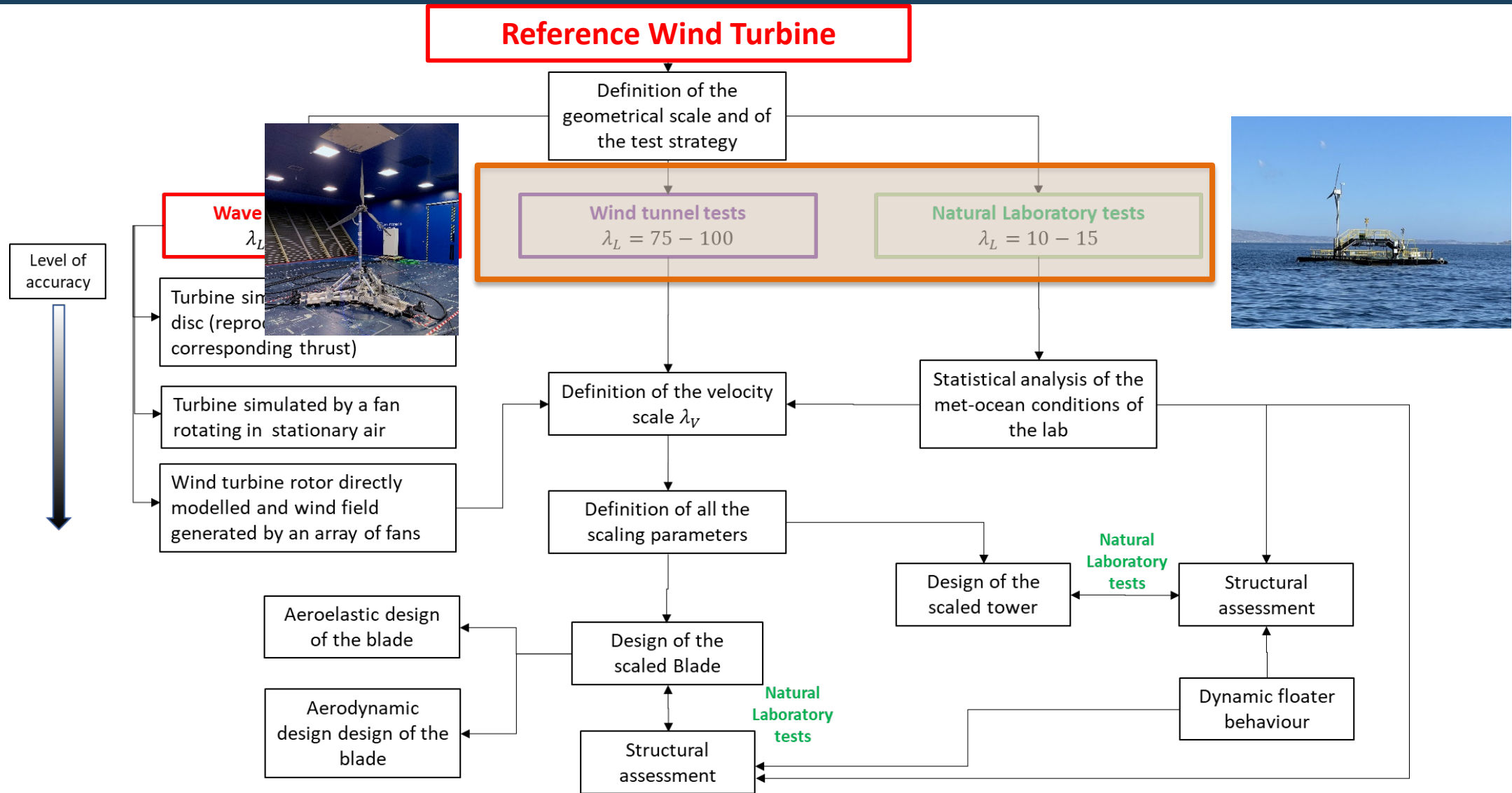
### Drivetrains

- Hub's accelerations
- Weight
- Fatigue durability

### Tower-Platform connection

Platform design: optimization for lighter structures w.r.t O&G





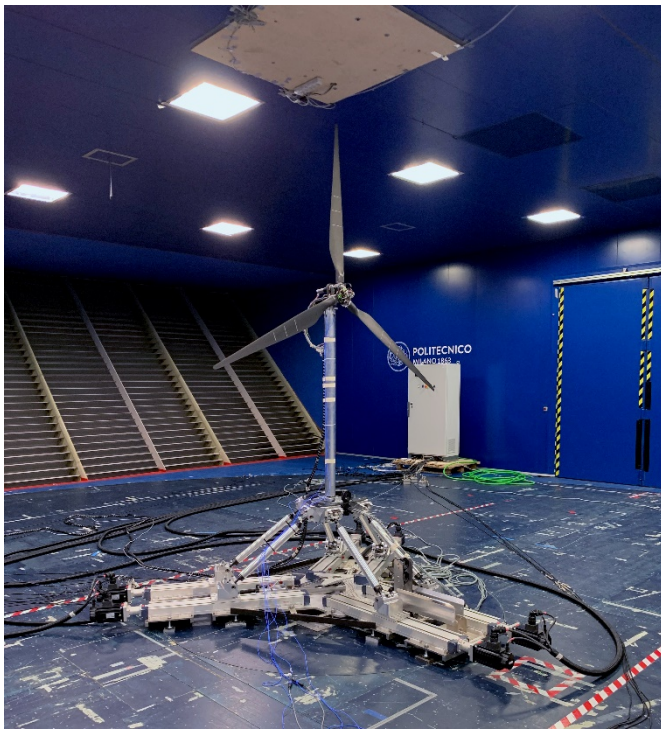


Parameter	Value	Units
Cut in wind speed	4	m/s
Cut out wind speed	25	m/s
Rated wind speed	11.4	m/s
Rotor Diameter	178.3	m
Hub Diameter	5.6	m
Hub Height	119	m
Minimum Rotor Speed	6	rpm
Maximum Rotor Speed	9.6	rpm
Rotor Mass	228	t
Nacelle Mass	446	t
Tower Mass	628.4	t
Thrust	1400	kN
Tower first side-side mode	0.25	Hz
Blade first flap-wise mode	0.61	Hz
Blade first edge-wise mode	0.93	Hz



## Wind tunnel tests

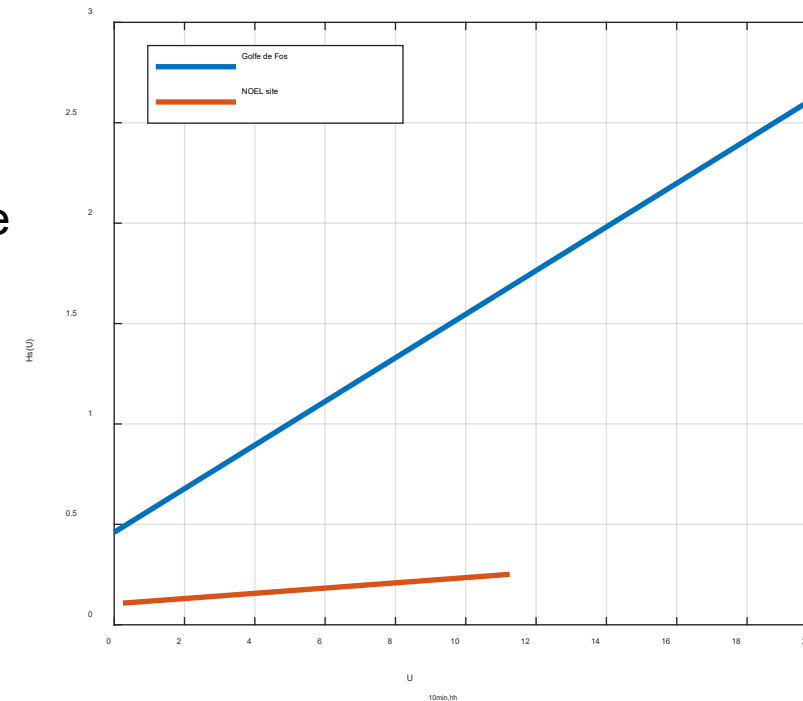
Maximum model dimensions are limited by WT section height



4 m → Maximum turbine model diameter: 2.0-2.6 m

## Natural Laboratory tests

Evaluation of the significant wave height



NOEL: typical scale factor: 1:10- 1:20

## Froude scaling

$$Fr = \frac{U}{\sqrt{gL}} \rightarrow \lambda_V = \sqrt{\lambda_L}$$

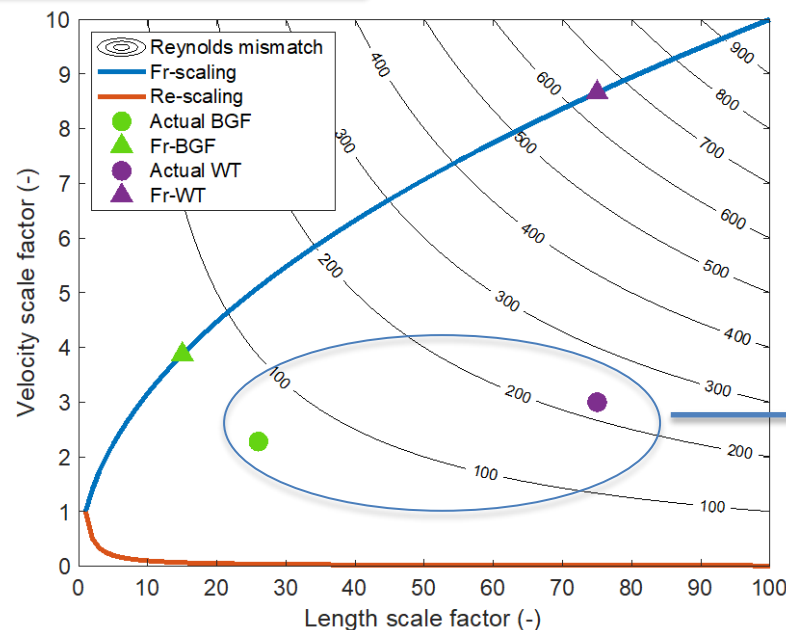
for reproducing the wave and gravity forces

## Reynolds scaling

$$Re = \frac{UD}{\nu} \rightarrow \lambda_V = \frac{1}{\lambda_L}$$

for reproducing blade aerodynamics

It is impossible to simultaneously match Reynolds and Froude numbers



a compromise has to be reached considering other factors



## Wind tunnel tests

Velocity ratio is limited by the wind tunnel velocity range:

### Polimi Wind Tunnel (WT) boundary layer test section:

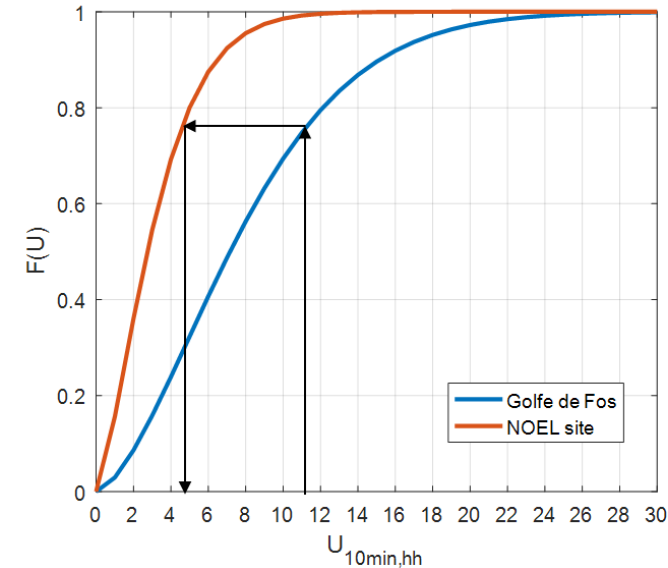
- Available test wind speed=3-15 m/s
- DTU 10 MW operational range=4-25 m/s
- Preferable rated velocity for the model:
- $V_{\text{model rated}}=4.6\text{-}8\text{ m/s}$

➡  $\lambda_V = \frac{U_{\text{Real}}}{U_{\text{model}}} = 1.25 - 2.5$

The length and velocity scale factors can set one independently from the other: in hybrid/HIL experiments, it is possible to simulate FOWT dynamics without having to rely on Froude similitude

## Natural Laboratory tests

A statistical approach must be used



Wind speed cumulative probability

The turbine structure (except the rotor) can be scaled according to Froude law and the performances (rotor dimension included) can be scaled according to a generic scale



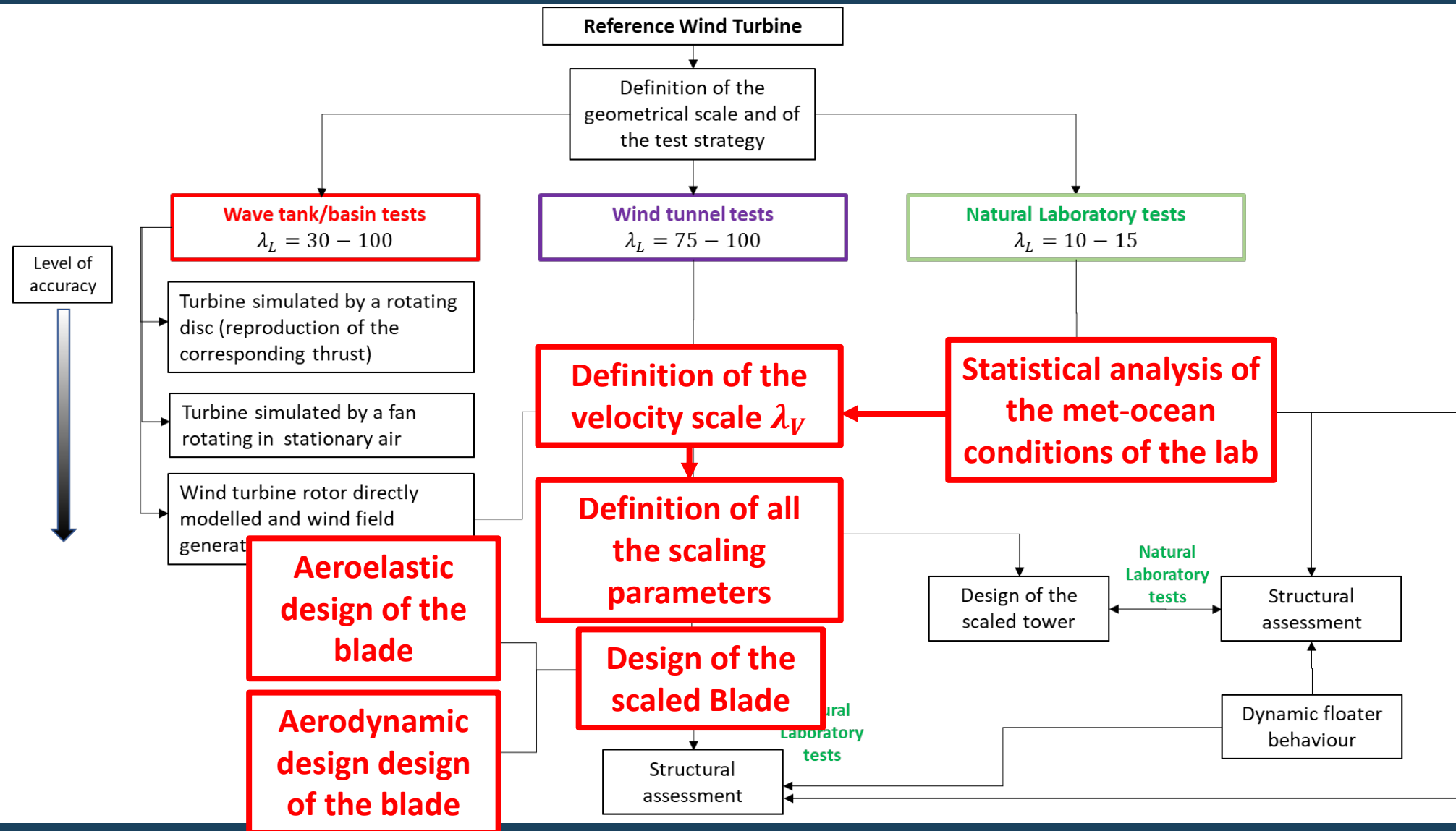
Scale Factor	Symbol	Expression
Length	$\lambda_L$	-
Velocity	$\lambda_v$	-
Acceleration	$\lambda_a$	$\lambda_v^2 / \lambda_L$
Frequency	$\lambda_f$	$\lambda_v / \lambda_L$
Mass	$\lambda_M$	$\lambda_L^3$
Inertia	$\lambda_J$	$\lambda_L^5$
Force	$\lambda_F$	$\lambda_L^2 \lambda_v^2$
Power	$\lambda_P$	$\lambda_L \lambda_v^3$
Re num. ratio	$\lambda_{Re}$	$\lambda_L \lambda_v$
Fr num. ratio	$\lambda_{Fr}$	$\lambda_v / \lambda_L^{0.5}$

## Wind tunnel model

Scale factor	Value
Length	75
Velocity	3
Frequency	1/25
Mass	421,875
Force	50,625
Re num. ratio	225
Fr num. ratio	26

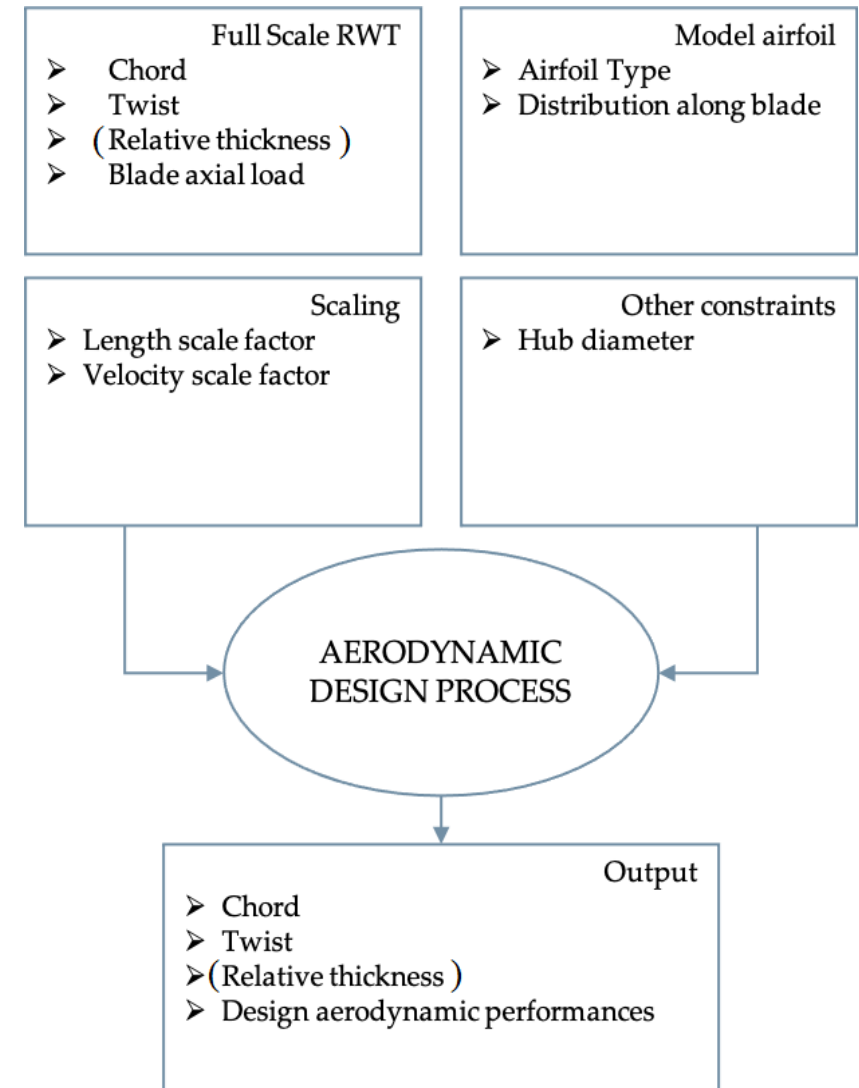
## Natural Laboratory model

Wind Turbine sub-system	Scale Factor	Value
Structure (Froude)	Length	15
	Frequency	0.258
	Mass	3375
	Inertia	759,375
	Force	3375 <sup>1</sup>
Rotor (non-Froude)	Re num.	58
	Length	26
	Velocity	2.28
	Frequency	0.088
	Inertia	11,881,376
	Force	3514.12 <sup>1</sup>
	Power	8012.19
	Re num. ratio	59
	Fr num. ratio	12

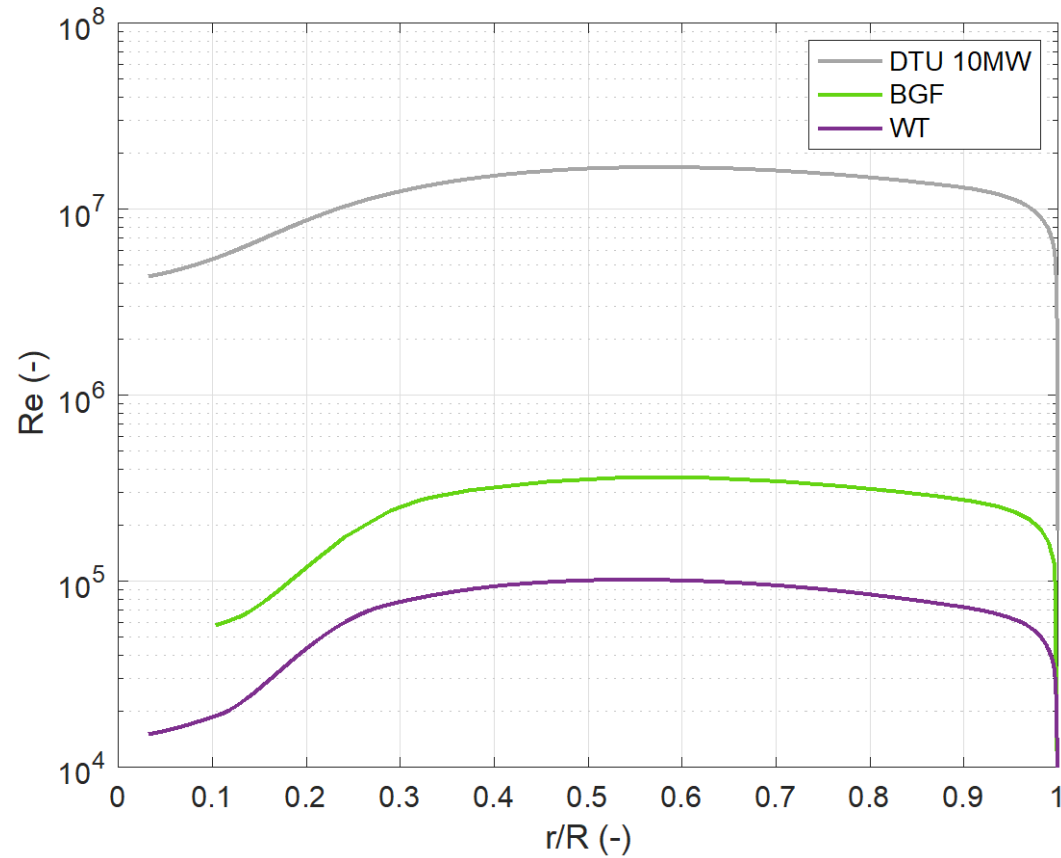


## Main requirements:

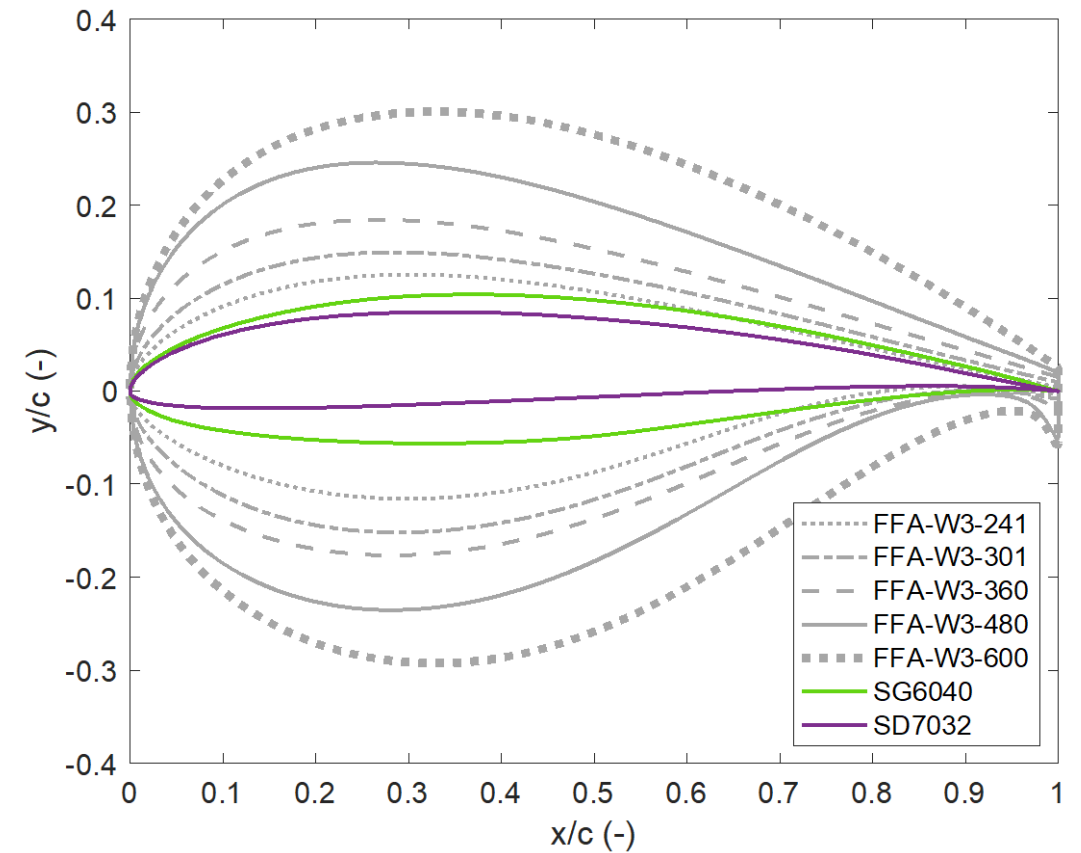
- ❑ match the rotor thrust force → responsible for the coupled rotor–platform dynamics
- ❑ reproduce the power as good as possible and
- ❑ match the first flap-wise bending mode.



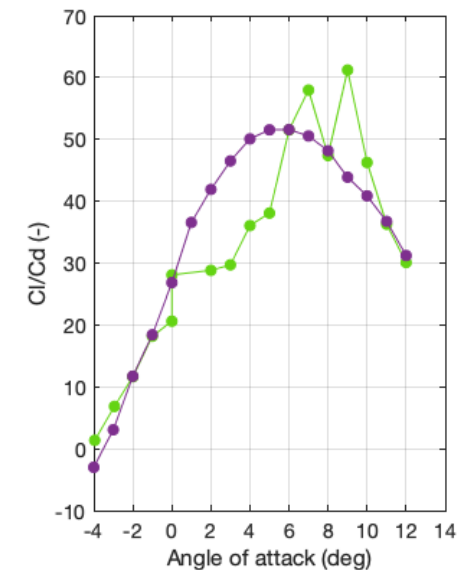
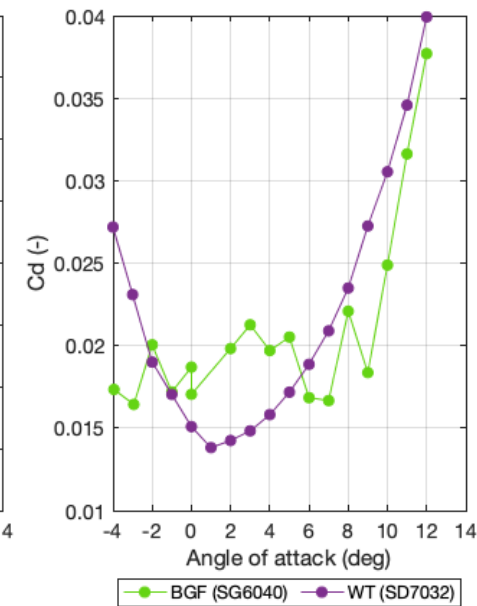
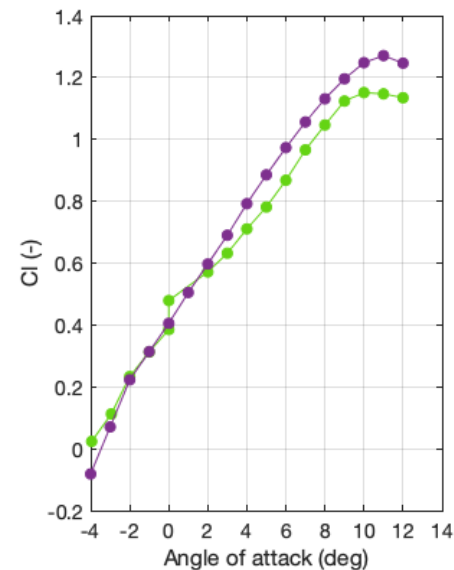
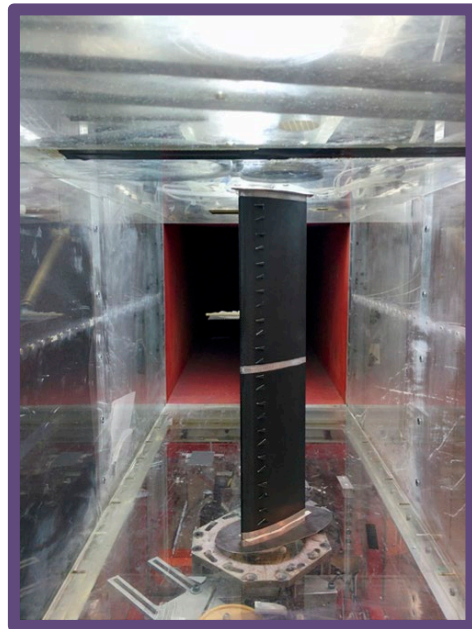
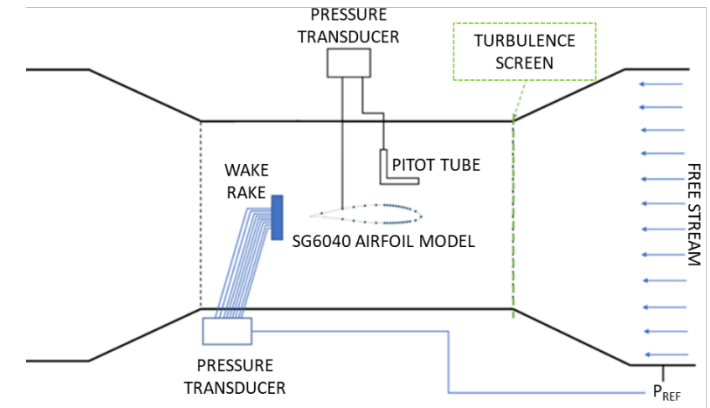
Reynolds number along the chord: models compared with the RWT



↓  $Re$  ↓ Thickness 👍 Drag-Lift ratio

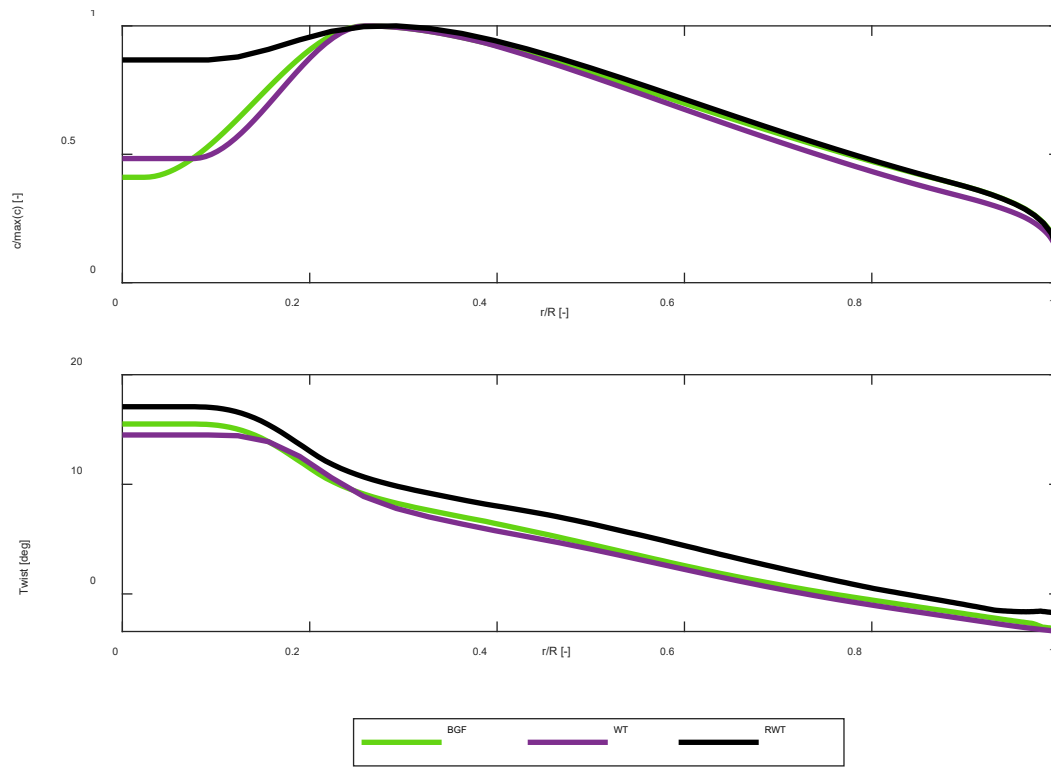


Tests performed on 2D profile permit to verify the aerodynamic coefficients provided by literature



**GOAL OF THE 3D DESIGN:** ➡ preserve the thrust imposing **kinematic similarity**

At every iteration the optimal chord and twist distributions are computed to match the thrust force on the rotor.



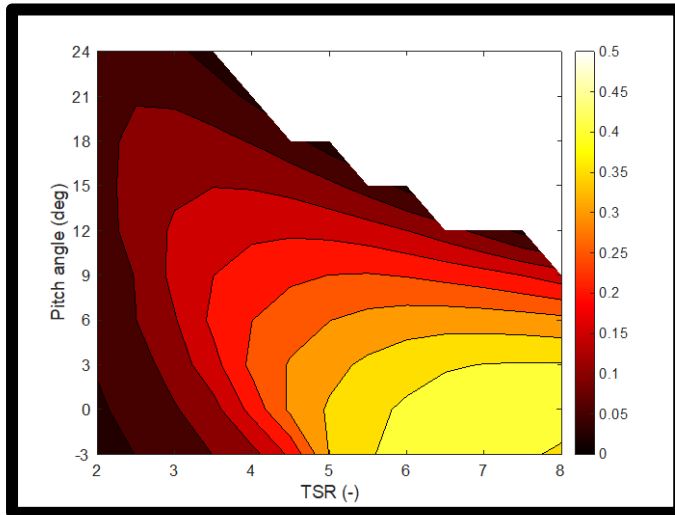
$$TSR_R = \frac{\Omega_R R_R}{V_R} = \frac{\Omega_m R_m}{V_m} = TSR_m$$

$$\lambda_\Omega = \frac{\Omega_R}{\Omega_M} = \frac{R_M V_R}{R_R V_M} = \frac{\lambda_U}{\lambda_L}$$

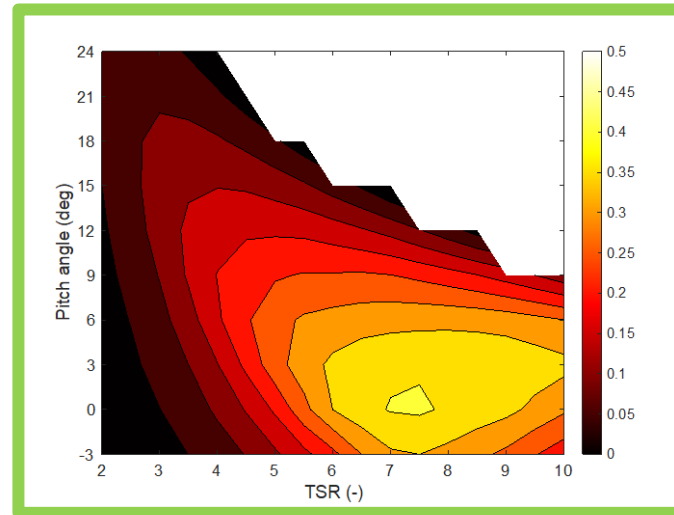
**TSR:** Tip Speed Ratio

POWER COEFF.

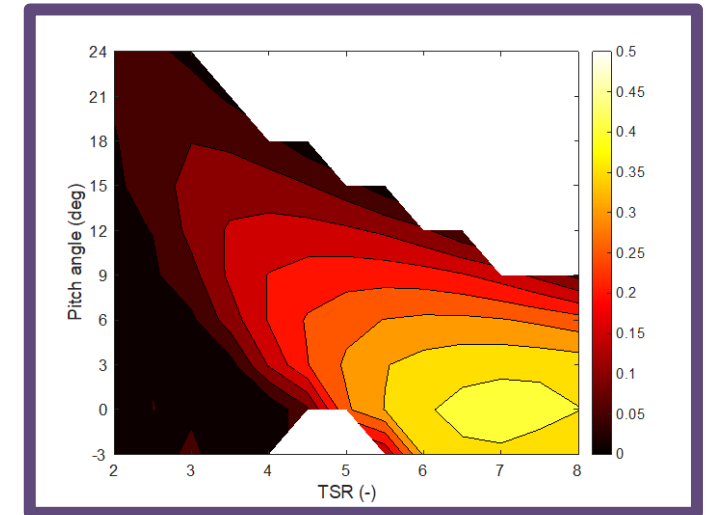
RWT



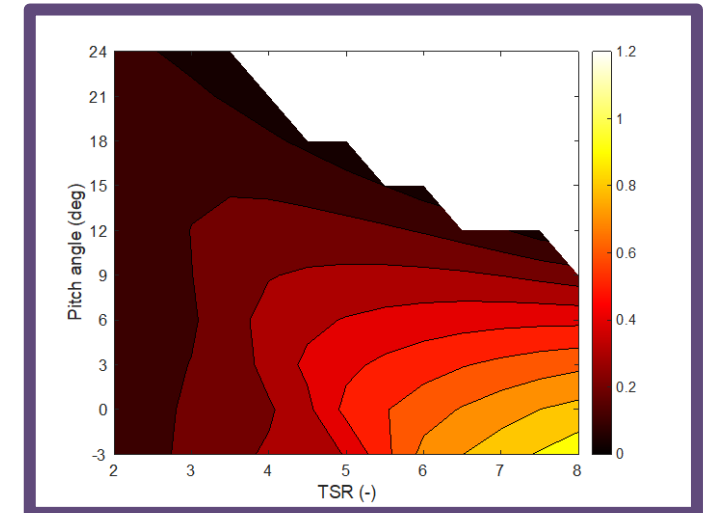
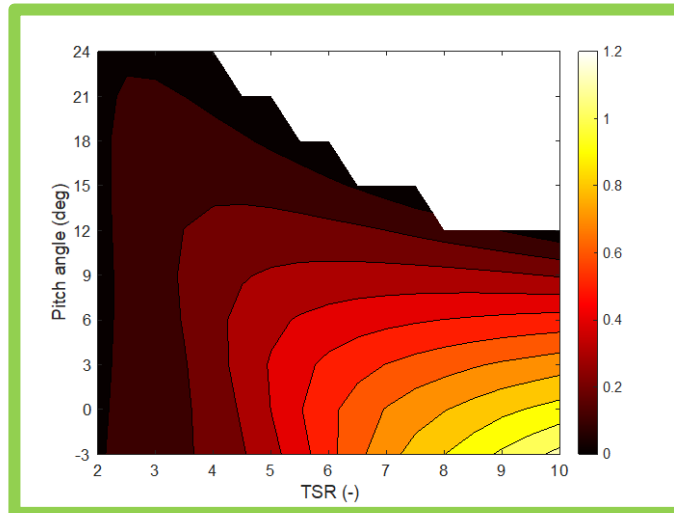
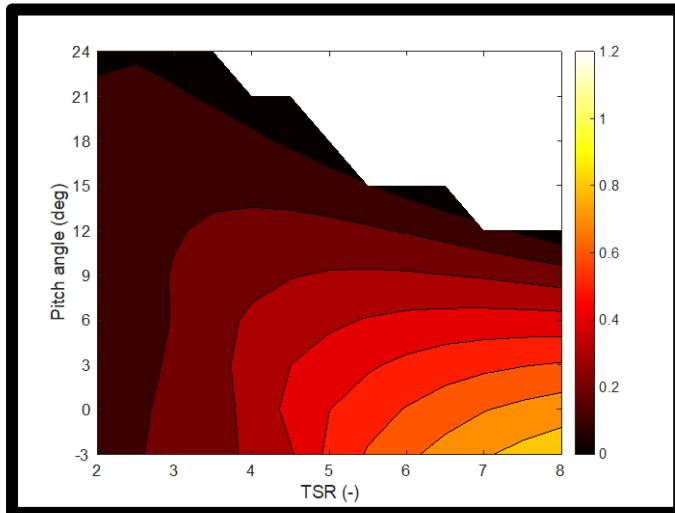
NATURAL LAB



WIND TUNNEL



THRUST COEFF.





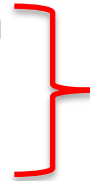
## Main parameters:



Effects on the Floating structure dynamics

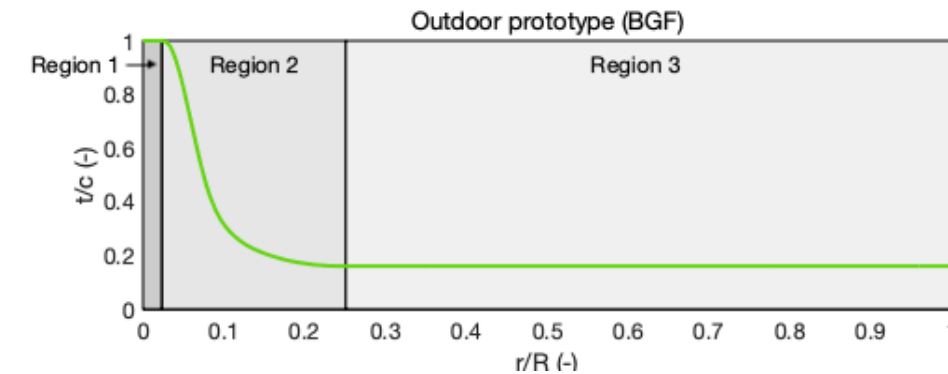
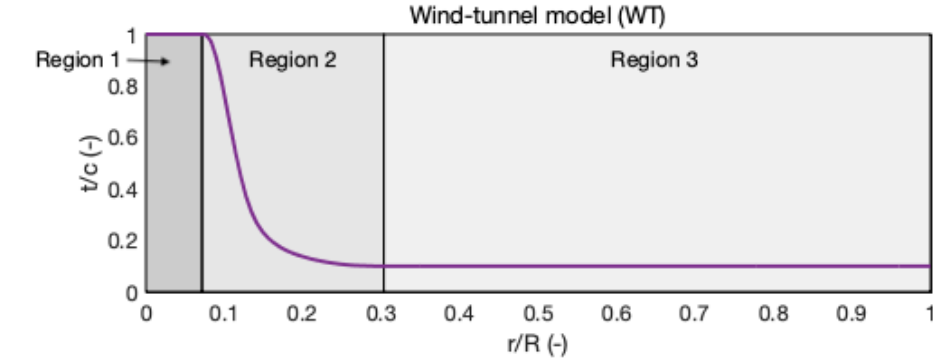
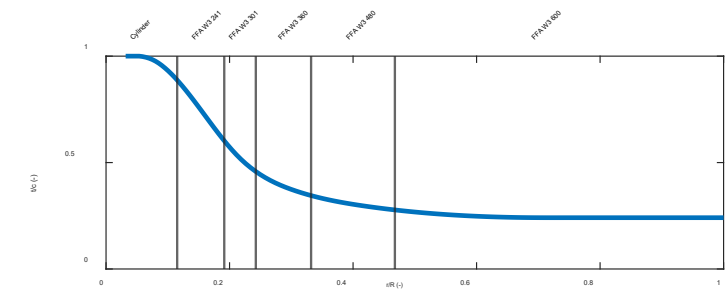
☐ Mass: match/minimization

☐ Stiffness



Effects on the flexible dynamics of the rotor

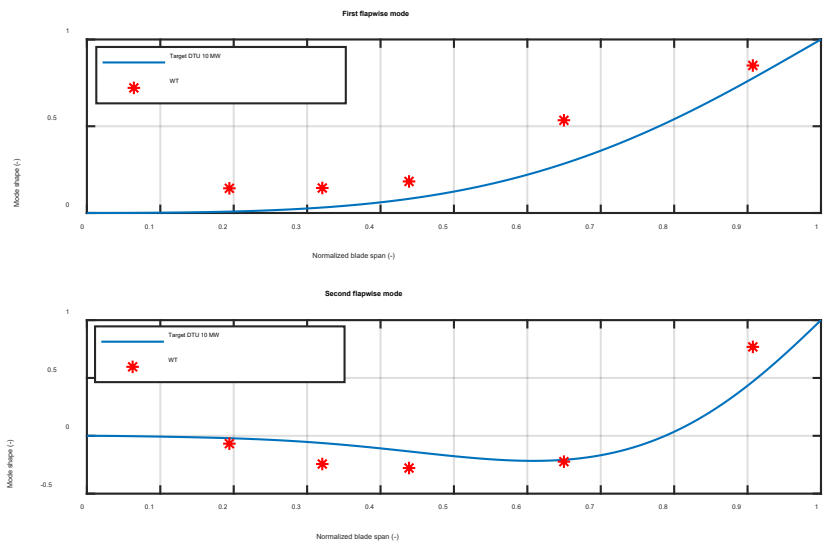
- **Region 1** - blade root.  $t/c=1$  - the radial extension given by manufacturing and assembly constraints.
- **Region 3** - tip region - nominal  $t/c$  for the selected airfoil.
- **Region 2** - transition region - longer transition  $\uparrow$  flapwise stiffness  $\downarrow$  aerodynamic performances.



## Wind tunnel model

Flapwise Mode	Target Frequency (Hz)	WT Model Frequency (Hz)
First	22.87	17.10
Second	65.25	56.40

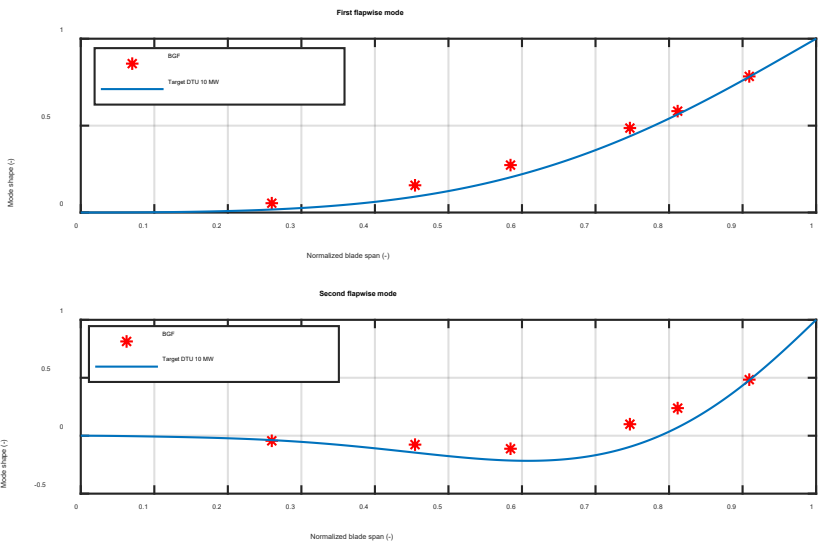
Region 2 was defined in order to optimize the aeroelastic design



## Natural Laboratory model

Flapwise Mode	Target Frequency (Hz)	WT Model Frequency (Hz)
First	2.36	7.82
Second	6.74	19.38

Region 2 was defined in order to have the minimum stiffness permitted by the structural design



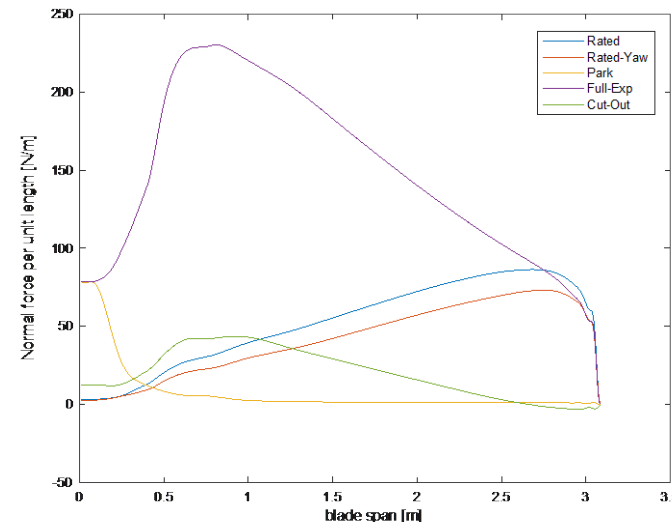
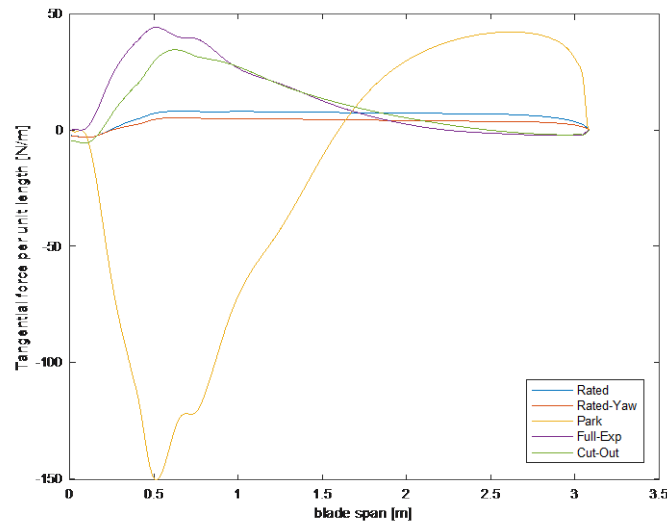


## DLCs [IEC61400]

Case Name	U [m/s]	W [rpm]	Blade Pitch [°]	Yaw Angle [°]
Rated	5	101.9	0	0
Rated Yaw	5	101.9	0	30
Park	33	0	90	0
Full Exposure	33	0	0	0
Cut-Out	10.96	109.47	22.67	0



- Rated (5m/s, pitch 0°)
- Rated-Yaw
- Cut-Out
- Full-Exposure (33m/s, pitch 0°)
- Park



Force per unit length tangential and normal to the rotor plane (eval. FAST)

## Requirements:

- Static** assessment
- 1:15 Mass constraint
- 1<sup>st</sup> frequency > 3p

**Materials:** GFRP

- S2-glass UD (0°)
- E-glass FABRIC (±45°)

FEA - Abaqus model

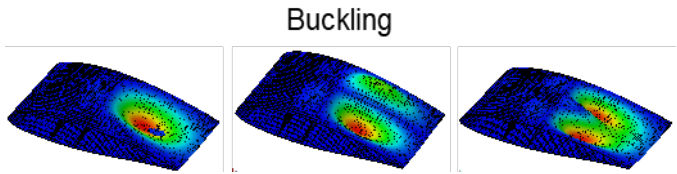
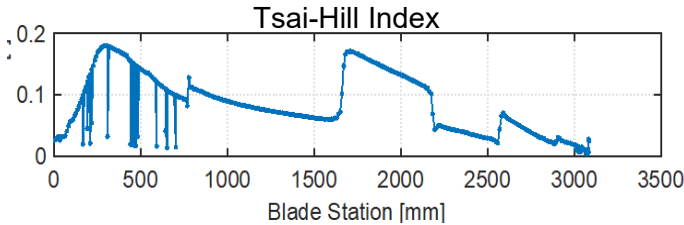
Blade mass: 7.317 kg

Natural frequencies:

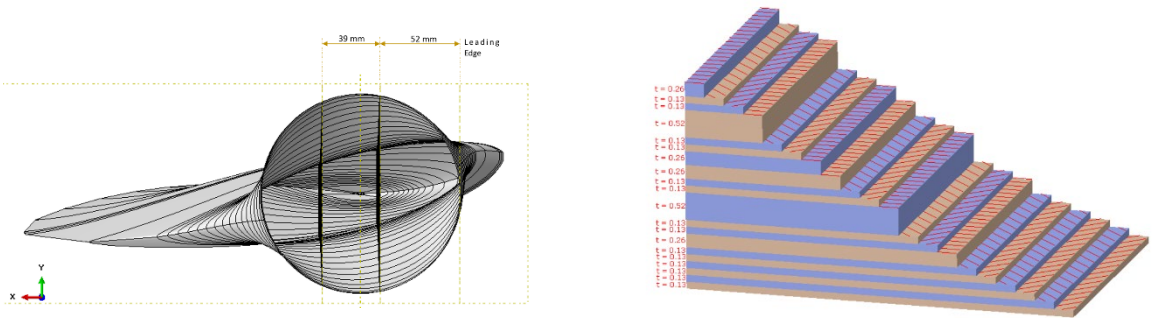
- Mode 1: 9.71 Hz
- Mode 2: 23.54 Hz

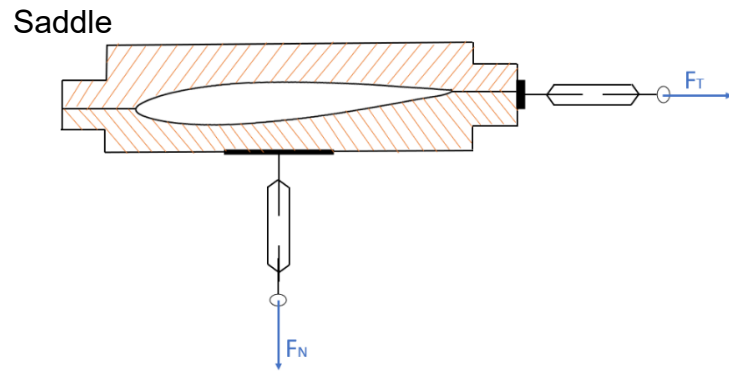
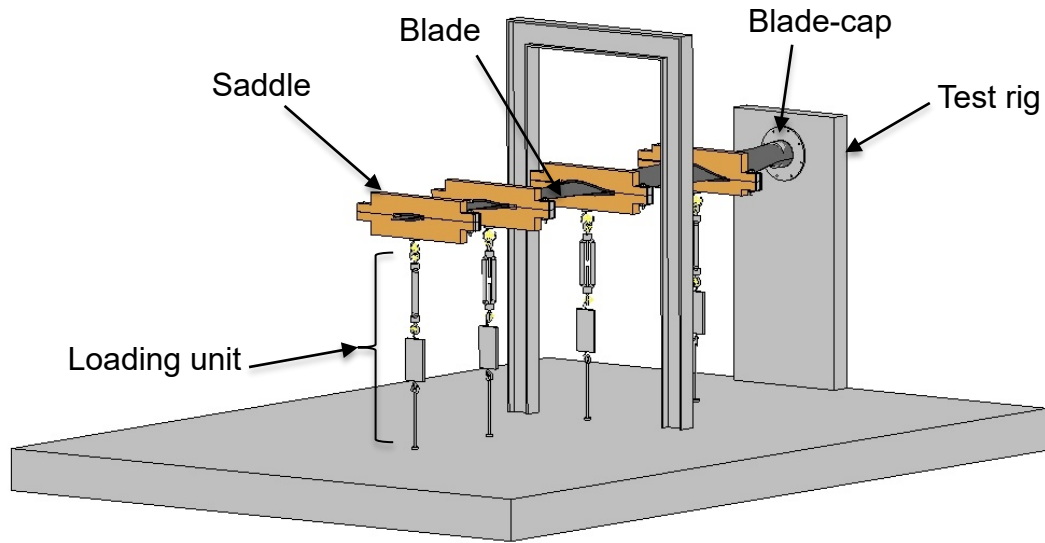
Assessment performed:

- ✓ Static Analysis
- ✓ Buckling Analysis
- ✓ Tip-Tower Clearance



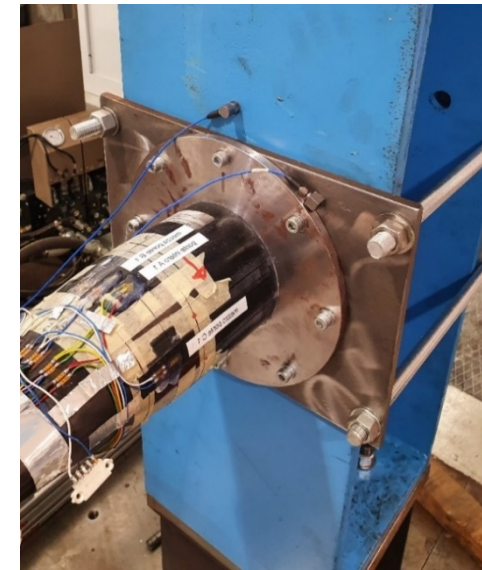
	Bladespan [m]	Stacking Sequence	Thick [mm]
External shell	0-0.774	3X[±45°]+2X[0°/±45°/0°] <sub>s</sub>	3.9
	0.774 - 1.666	2X[±45°]+2X[0°/±45°/0°] <sub>s</sub>	3.12
	1.666 - 2.576	2X[±45°]+[±45°/0°/±45°] <sub>s</sub>	1.3
	2.576 - 2.902	2X[±45°]	0.52
	2.902 - 3.086	[±45°]	0.26
Webs	0.089 - 0.774	[±45°/±45°/90°/±45°/±45°/90°] <sub>s</sub>	3.12
	0.774 - 2.19	[±45°/90°/±45°/±45°/90°/±45°]	1.56

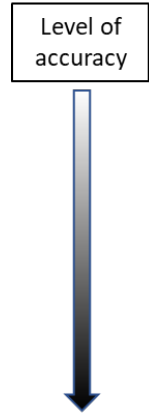




## Structural tests:

1. FEM validation:  
Target: verify material properties  
Strategy: reproduction of *bending moment*
2. Blade structural assessment:  
Target: verify blade resistance in design conditions  
Strategy: reproduction of *shear stress*
3. Blade root to flange connection assessment







## Structural tower design

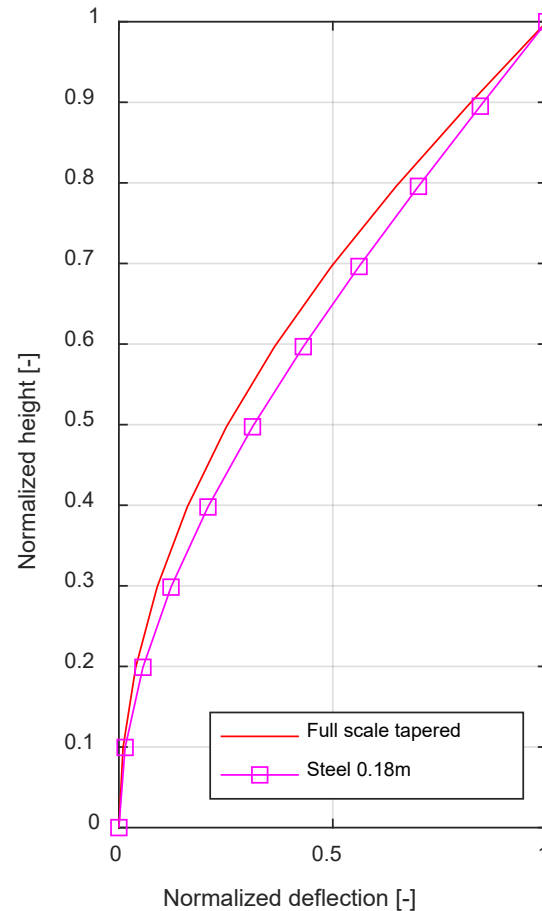
Froude scaling of the aeroelastic tower parameters in order to match f-a and s-s frequencies and modal shape



Scaled distributed stiffness and inertial properties

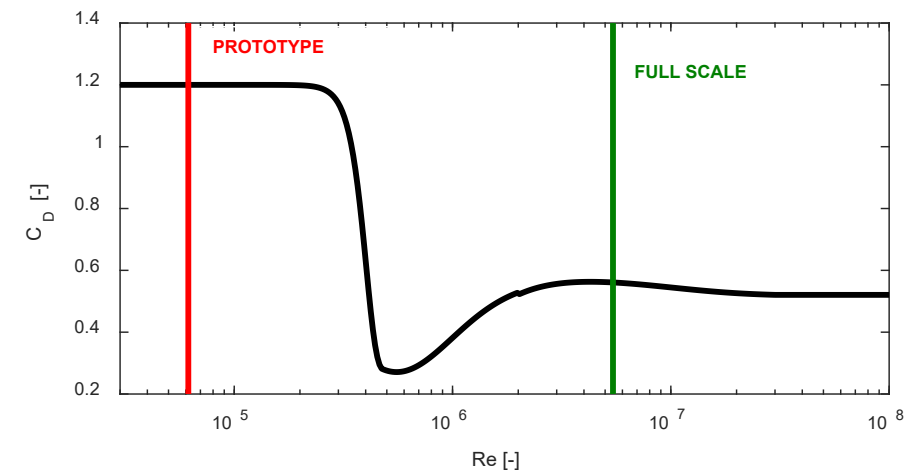
**Assessments** (for **Natural Lab model**):

- ✓ Tower buckling
- ✓ Top plate connection
- ✓ Stress concentration at tower-stiffener interface



## Aerodynamic tower design

Lack in Re Number between model and full-scale is expected

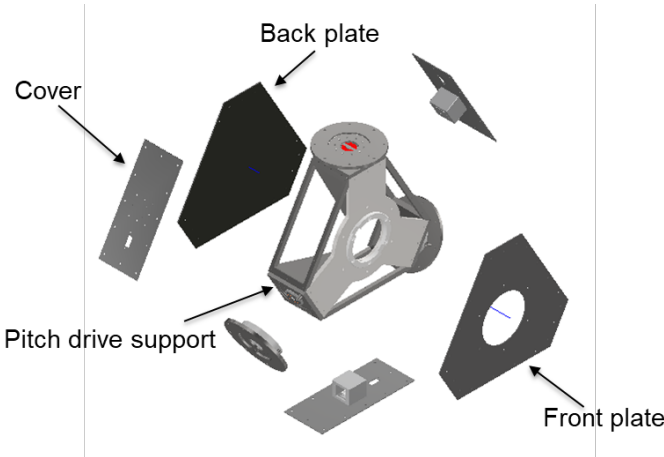
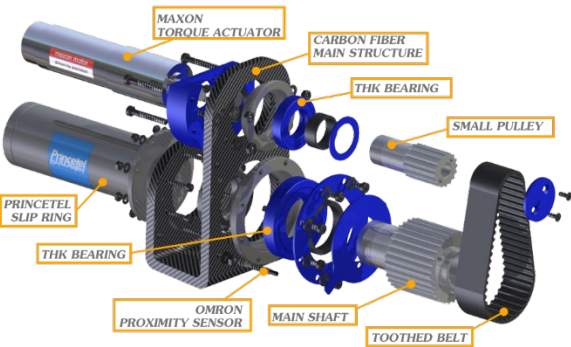
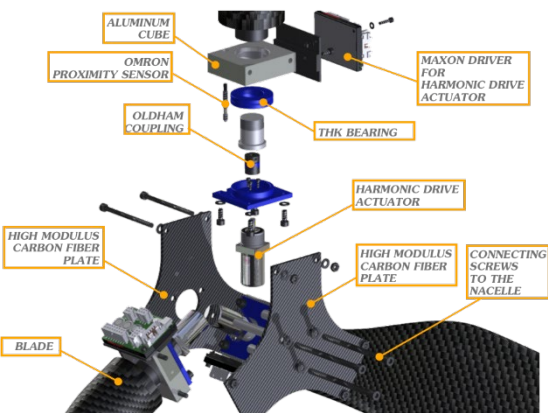


Similar fluid-structure interactions are expected in postcritical and subcritical Re Number range

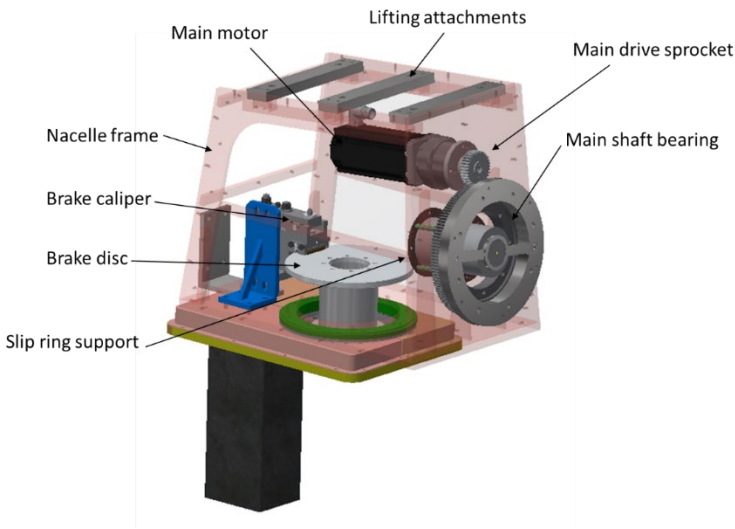
## Main requirements:

- ❑ Masses properly scaled
- ❑ Hub and Nacelle functionalities properly reproduced

➡ Optimized solutions to obtain the functionalities controlling the masses



Component	Target [kg]	Model [kg]
Rotor	68	122
Nacelle	131	174



Component	Target [g]	Model [g]
Rotor	540	1270
Nacelle	1535	1057.3

## POWER CONTROLLER

- VSVP region based, derived from DTU Basic WE controller / previous works
  - Torque controller
  - Collective pitch controller
- First attempt parameters:
  - Scaled from DTU10MW
  - Adjusted with 1dof drivetrain model to reproduce FS dynamics
  - New aerodynamic gain scheduling factors from aero sensitivity fitting
  - Simulations in FAST/Simulink (turbine-only model)
  - Check floating issue (in FAST aero/hydro model)

## YAW CONTROLLER

- Anemometer wind direction feedback
- Misalignment range



For Natural Laboratory tests

