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# FURTHER DEVELOPMENT OF THE COMPUTATIONAL ICE ACCRETION PREDICTION METHOD

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**Summary:** *The paper deals with the further development of the computational wing airfoil ice accretion prediction code ICE, which was currently modified. Mentioned version enables computational rime ice and glaze ice accretion prediction on single and multi-element airfoils in acceptable time of solution. Mathematical model has been modified for variable wall temperature along the airfoil surface. The code was also improved for the better approximation of transition boundary layer location.*

*There are shown results ice accretion prediction of the wing airfoil with a slotted flap and various cases of predicted ice shapes in dependence of air temperature. Presented icing simulation is an aid to the certification process of small transport aircraft.*

## 1. Introduction

The phenomenon of in-flight icing may affect all types of aircraft and continues to be an important flight safety issue. Computational simulation of ice accretion is an essential tool in design, development and certification of aircraft for flight into icing conditions.

The paper deals with the further development of the computational wing airfoil ice accretion prediction code ICE (Hoření & Horák, 2007). Mentioned software enables to simulate both basic kinds of ice that can be formed on the wing surface:

- The *rime ice* if all the impinging super-cooled water droplets freeze immediately upon impact. It tends to form at combinations of low ambient temperature, low speed and a low value of cloud water content.
- The *glaze ice*, which creates at combinations of temperature close to freezing, high speed or high cloud liquid water content. In that case, not all of the impinging water freezes on impact, the thin layer of remainder water is flowing along the surface and freeze at other locations. The process is strongly influenced by the heat transfer.

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The ice accretion prediction code ICE was currently modified in regard of demanding solution of more complicated icing simulation cases, e.g. airfoil with slotted flap, wing slot, etc. The latest code version enables solution of multi-element airfoils, when the mutual flow overlap of circumfluent bodies can occur.

## 2. Flow field and trajectory of water droplets

The overall ice simulation involves flow field calculation, water droplets trajectory calculation, and ice accretion prediction.

The potential flow field is calculated in the ICE code using 2-D panel method (Horák & Hoření, 2006). This potential flow field is then used to calculate the trajectories of water droplets and the impingement points on the body surface.

The water droplets passing through the atmosphere are considered as mass points with a mass *m* on that the resultant force ***F*** is acting. Its acceleration and position vector ***r*** are given by relations

$$\frac{\mathrm{d}\boldsymbol{v}_p}{\mathrm{d}t} = \frac{\boldsymbol{F}}{m} \qquad \text{and} \qquad \frac{\mathrm{d}\boldsymbol{r}}{\mathrm{d}t} = \boldsymbol{v}_p . \tag{1}$$

Currently droplets passing through the atmosphere are considered as spherical elements on that the surrounding fluid forces (aerodynamic and aerostatic) and gravitation act.

Specifying equations (1) into components create the set of six ordinary differential equations for the droplets trajectory $\boldsymbol{r}(t)$ solution. That equation system can be solved numerically.

The modified ICE code version enables to solve system of several airfoils, by default, up to eight separate parts. Model algorithms have been extended to involve mutual flow overlap of multi-element airfoils (e.g. overlap between the airfoil and flap).

The typical results of droplet trajectories solution near an airfoil with a slotted flap are presented in Fig. 1. There are seen droplet trajectories and impact locations near the airfoil leading edge. There is depicted a portion of the overlap region between the airfoil and flap either.

The impact locations where droplet trajectories intersect an airfoil surface may be divided into several separated subsections. It can be seen – for the case of airfoil with the slotted flap in landing position – in Fig. 2.

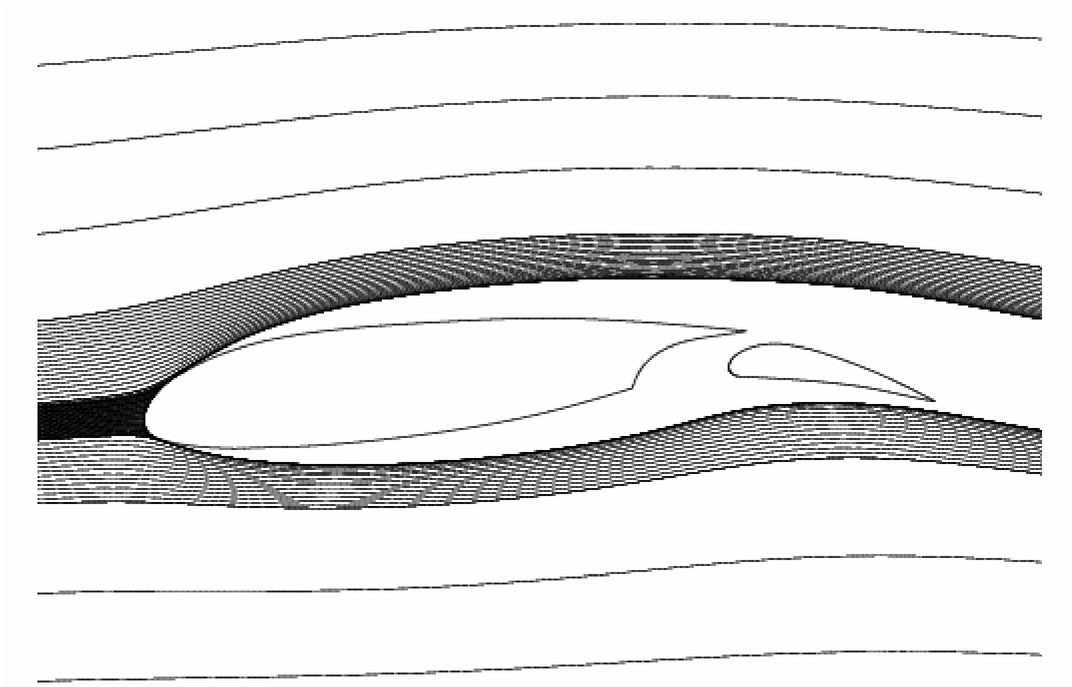


Fig. 1: Droplet trajectories near an airfoil with a slotted flap

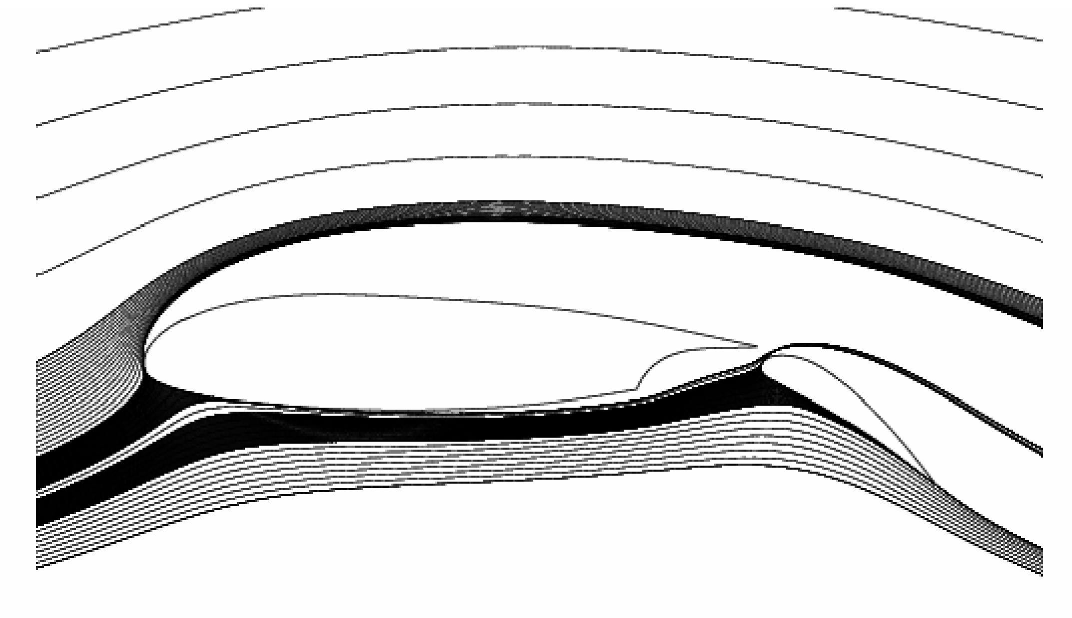


Fig. 2: Droplet trajectories near an airfoil with a slotted flap in landing position

## 3. Thin liquid layer flow with heat transfer and phase changes

Theoretical solution of the flow of a thin water layer on a cold surface and gradual freezing is realized by the theoretical approach which is called as a shallow water theory. In compare to standard methods, we moreover try to include approximate influence of a velocity profile shape on the momentum equation. There are formally arranged the conservative equations using for the solution of water flow in open channels. The flux terms are evaluated using a discontinuous Galerkin method based finite-volume formulation (Hoření & Chára, 2007). For the full discretization of the problem, the basis set contains as spatial functions as functions of time. The problem leads to the solution of the system of ordinary differential equations in the final phase. Principles of the solution of glaze ice accretion prediction and applying the Galerkin method are closely explained in Hoření & Horák, 2006.

Thus detailed solution of thin water layer flow on the airfoil surface was very time-consuming procedure. Therefore, it was necessary to accept a simplification of mathematical model to reach in practice acceptable time of solution.

Evaluation of testing examples by discontinues Galerkin method acknowledged typical properties of water layer on the plane wing surface:

- The water flow layer on the wing surface is very thin, in the order of microns or tens of microns.
- Water flow velocity is very small, in the order of "millimeters per second".
- The water layer momentum is highly influenced by the shear stresses on the water surface and on the wall. The other effects are substantially smaller (change of layer thickness along the profile, gravitation forces, momentum of impacting droplets).
- Practically linear water layer velocity profile is reached very soon.

Using experiences obtained from the detailed solution (Hoření & Horák, 2006), in the first approach we can at the steady state solution omit momentum equation and replace it by the relationship $Q\ (h, \tau_e)$, where $Q$ is the flow volume, $h$ is the thickness of water layer, and $\tau_e$ is the shear stress on the liquid surface (result of the boundary layer solution on the airfoil).

The precedent code version presumed the constant surface temperature $T_w = const$. This rather restrictive assumption was modified to the general form $T_w = T_w(s)$, where $s$ is the coordinate measured along the airfoil surface.

Tests showed that the temperature distribution along the surface has a fundamental influence on the ice accretion process at temperatures close to freezing. The thin water layer reacts promptly even on small changes in surface temperature.

Determination of the temperature distribution along an airplane surface at given flight conditions represents an extremely complicated task. The result depends not only on the state of the surrounding atmosphere and flight mode, but also on the detailed wing design. Particular structure parts are manufactured from various materials and very different dimensions. Consequently there are large differences in thermal conductivity. There may be located heat sources (e.g. propulsion units) in a structure as well. The heat transfer solution can also be unsteady state, with time constants comparable to the duration of flight in icing conditions.

The “exact” solution of the surface temperature distribution as a part of the ice accretion prediction code is practically unfeasible. Therefore, it was necessary to choose a simplified version, which would be preferably definite and so as provide for reproducibility of results.

The chosen procedure follows from the adiabatic wall temperature $T_{ad}$ ($s$), which is entirely given by the solution of stationary flow field. Otherwise, the adiabatic wall temperature can be expressed from the difference $T_{ad}$ ($s$) – $T_{ext}$ with regard to free stream temperature $T_{ext}$ and reference temperature $T_{w0}$ by means of expression

$$T_w(s) = T_{w0} + \alpha\,[T_{ad}(s) - T_{ext}], \tag{2}$$

where $\alpha$ is a constant allowing to create, together with $T_{w0}$, two-parametric set of temperature profiles.

For $\alpha = 0$, we will receive wall of constant temperature $T_{w0}$. For $\alpha = 1$ and $T_{w0} = T_{ext}$, the adiabatic wall temperature $T_{ad}$ ($s$). It is possible, by the choice of $0 < \alpha < 1$, to approximate roughly a conversion between “intimate heat conductive” and “heat nonconductive” structure.

It proved that the ice accretion with the thin water layer on the airfoil surface can be substantially affected by the transition to turbulence of surrounding air flow. Namely, after the transition to turbulence, the heat transfer rate on the liquid level substantially increases. Therefore, the mathematical model was modified for the better approximation of transition boundary layer location.

There was used a practically well-tried method for predicting the onset of transition location based on empirical correlations (Cebeci & Smith, 1974), which follows from the relation between $R_\Theta = u_e\,\Theta/\nu$ and $R_\Theta = u_e\,x/\nu$. And for the point of transition is in form

$$R_{\Theta tr} = 1.174\left(1 + \frac{22\ 400}{R_{xtr}}\right) R_{xtr}^{0.46}\,. \tag{3}$$

Boundary layer on the body surface is calculated for a laminar flow starting at the leading edge. The location, where values $R_{\Theta tr}$ and $R_{xtr}$ satisfy the above mentioned equation, corresponds to the onset of transition location.

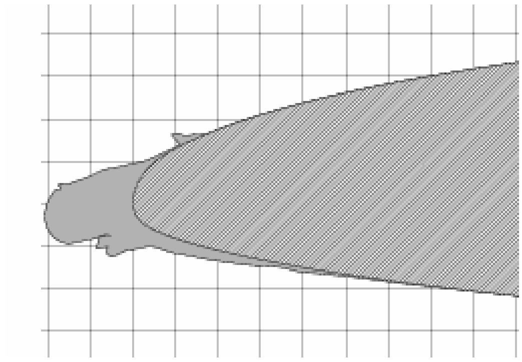
## 4. Influence of air temperature on ice shapes

The glaze ice accretion process is strongly dependent on temperature, besides other icing parameters like air liquid water content (*LWC*) and median droplets diameter (*MVD*). Influence of air temperature $T$ on iced airfoil shapes prediction by the ICE code, version 3.1, is shown in Fig. 3.

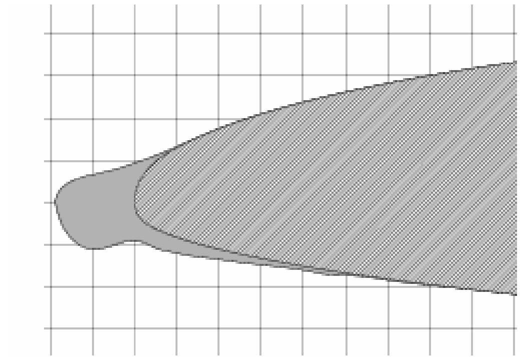
The *rime ice* (a) forms at low temperature when water droplets freeze instantly upon impact. Therefore the rime ice shapes are not dependent on air temperature, if is sufficiently low.

The *glaze ice* creates at combinations of temperature close to freezing. In Fig. 3, we can see various cases of glaze ice shapes:

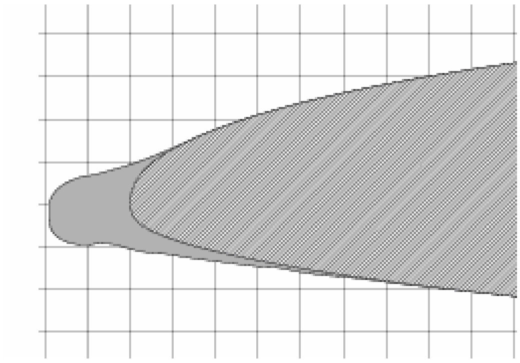
- Stream-wise shape (b), (c)
- Double-horn shape (d), (e)
- Span-wise ridge shape (f)



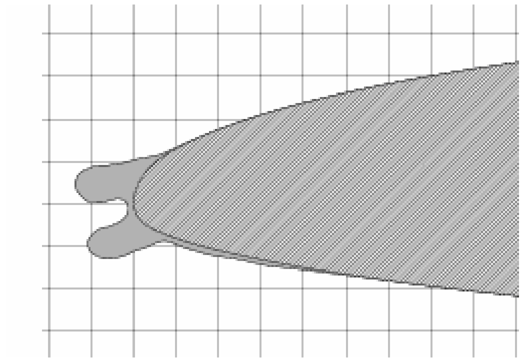
(a) Rime ice



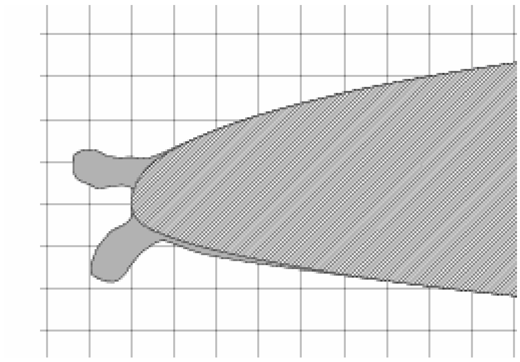
(b) Glaze ice: $T$ = 269.65 K



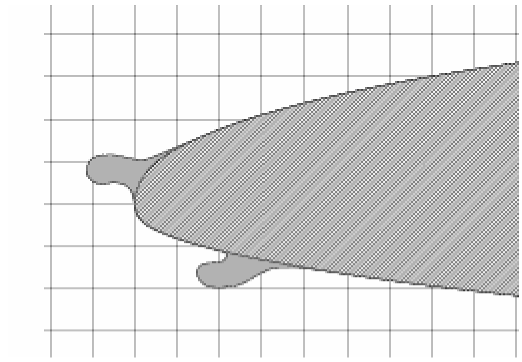
(c) Glaze ice: $T$ = 270.15 K



(d) Glaze ice: $T$ = 270.65 K



(e) Glaze ice: $T$ = 271.65 K



(f) Glaze ice: $T$ = 272.65 K

Fig. 3: ICE code simulation of air temperature influence on iced airfoil shapes for $T = T_w$.
Airfoil NFL0414, airfoil chord 0.45 m, angle of attack $\alpha = 0^o$,
free stream velocity $v_\infty$ = 77.2 m s$^{-1}$, $MVD$ = 18 µm, $LWC$ = 0.32 g m$^{-3}$,
atmospheric pressure 100 kPa, icing duration time 900 seconds.

## 5. Example of flapped airfoil icing

The ability of the latest ICE code version to predict ice accretion of flapped airfoils is presented on the case of the wing airfoil with a slotted flap. Example of the rime ice shape on the wing airfoil with the slotted flap in landing position is shown in Fig. 4.

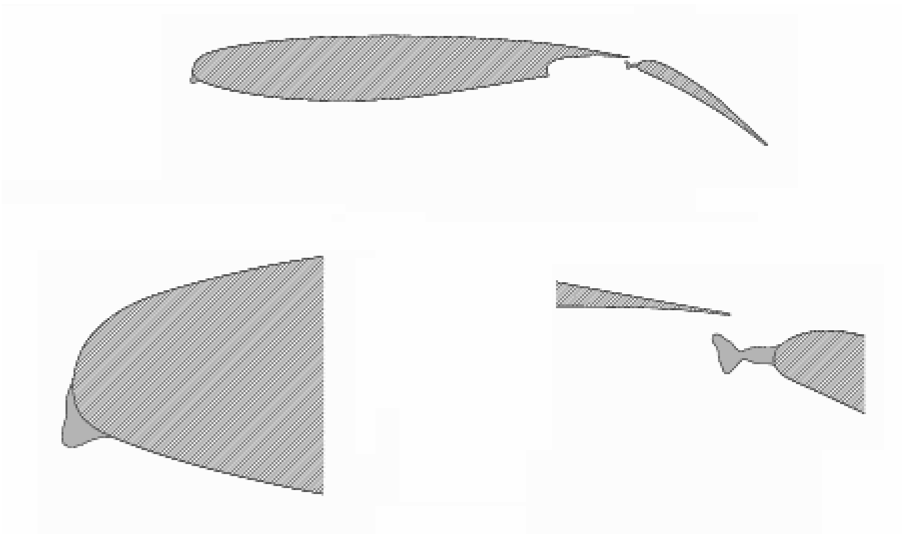


Fig. 4: Iced wing airfoil with the slotted flap

## 6. Closing remarks

Modificated ICE code version (Hoření & Horák, 2007) enables computational rime ice and glaze ice accretion prediction on single and multi-element airfoils in acceptable time of solution.

The software is currently used for icing simulation as an aid to the certification process of small transport aircraft for flight in icing conditions according to CS-23 and FAR 23, where the ice protection requirements are specified. The airplane must be able to operate safely in the continuous maximum and intermittent maximum icing conditions specified in FAR 25, Appendix C.


## Acknowledgement

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