

CAN MODELING OF REACTIVE FLOWS DESCRIBE REALITY?

C. Fureby
FOI, Sweden

Objectives (and an Outline)

Introduce a selection of combustion configurations that we need to be able to technically improve on during the next decade.

Engineering focus.

⇒ Predictive simulations.

Summarize the modeling used in simulating turbulent combustion.

Extremely challenging physics (case dependent)

Discuss VVUQ issues in combustion simulations.

- Grid refinement
- Sub-models, ...
- IC & BC issues

Present examples of (state-of-the-art?) *engineering* combustion simulations.

Try to address/discuss the usefulness of such simulations, and if they can be trusted and/or used to improve the design and/or feed the development of new (more appropriate) models.

Gas Turbine Combustors

LM Gas Turbine Combustors

Aero Gas Turbine Combustors

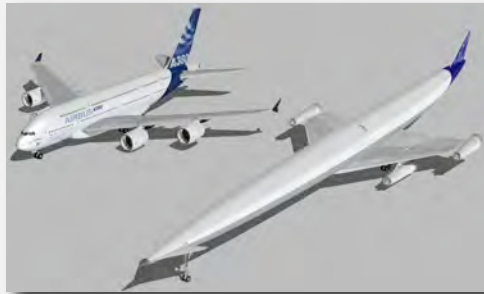
Courtesy of A. Lindholm, Siemens, Finspång, Sweden



Scramjet Combustion Engines

Man always wants to travel faster

Aerospaceplanes, space launchers, r

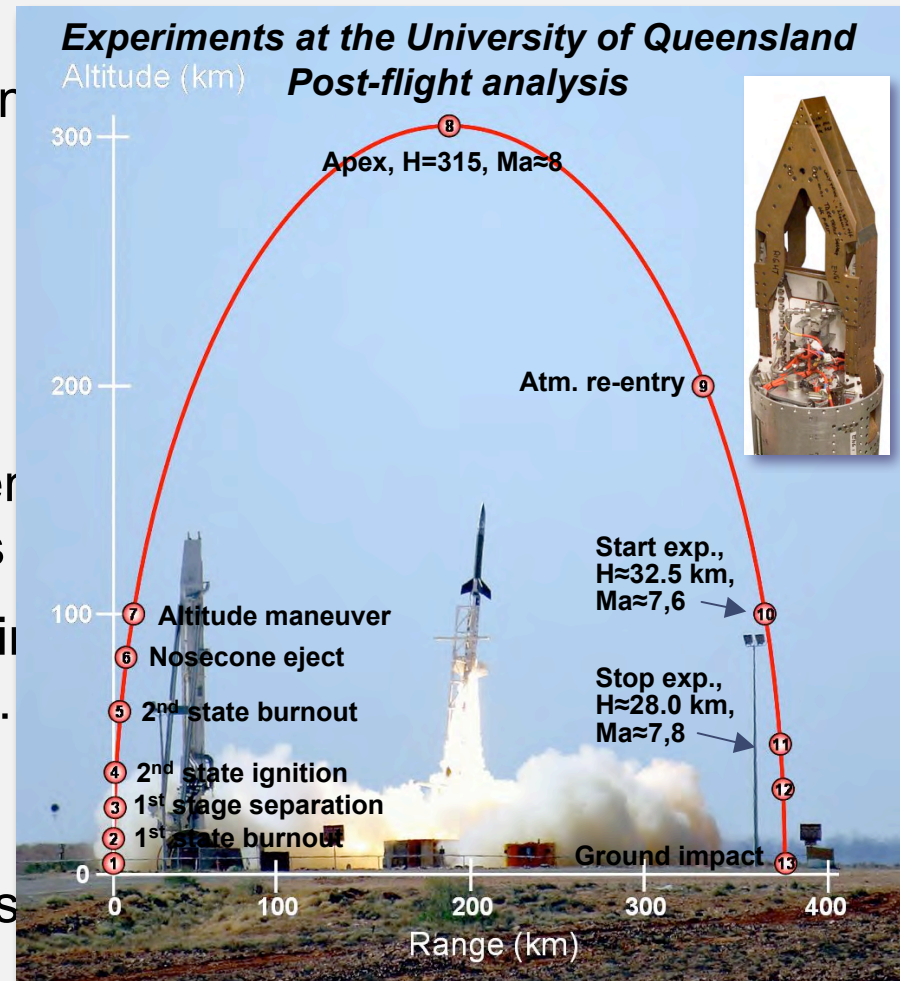


RB/TBCC
Scramjets
&
Dual-mode Scramjets

Since the mid-50's research has been carried out on ram-/scramjet engines

Issues with supersonic injection, mixing, self-ignition and flame stabilization, ..
($s_u \approx 2$ m/s $s_t \approx 20$ m/s in a 1800 m/s flow!)

Ground based experimental facilities not sufficient! – Run times, conditions
(High-fidelity) simulations?



Other Important Areas of Combustion

Astrophysical Combustion

- Birth and death of the universe
- Nuclear reactions
- EOS: Completely degenerate electron gas
- It takes about 2s to blow up a White Dwarf star the size of the earth having a mass of $1.4M_{\odot}$
- Comparison: Shape of light curve – luminosity



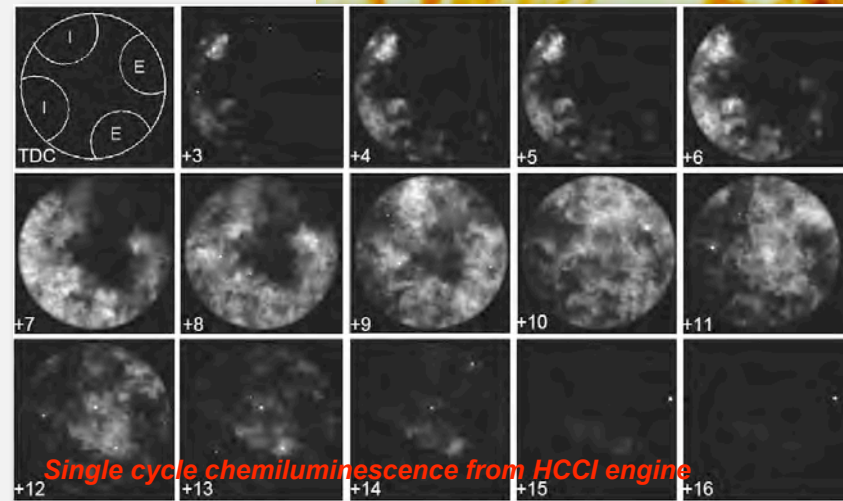
Condensed Phase & Accidental Explosions

- Safety and weapons design as well as protection
- Often multi-phase (gas, liquid & particles)
- Comparison: Pressure-data



Internal Combustion Engines

- Transport is being more & more important to our way of life
- Reduce pollutants & increase fuel efficiency
- Spray combustion
- Comparison: Laser-based methods



Single cycle chemiluminescence from HCCI engine

Why Bother Addressing such Complex Flows?

Combustion is extremely complicated and diverse ...

- Chemical kinetics,
- Mixing, self-ignition, instabilities, near wall flows, conjugate heat transfer, acoustics, ...

Important to our way of life ...

- Where would we have been without fire (and the IC engine)?

Survival of the earth ...

- Reduce pollutants but still produce energy
- Alternatives: Wind, hydro, wave, sun, ... but often with large technical problems (storage)
- Need to continue study combustion – focusing on *alternative* fuels

Other drivers

- We always want to travel faster ... Economical drivers ... Military drivers (spin-off)...

Is there any hope that we can predict combustion phenomena?

- YES! But it is not simple
- Combine experiments and simulations better – stop fight for funds
 - Non-intrusive measurement techniques
 - Supercomputing capacity available to more research groups
- Combine fundamental research with applied research
- Persistence

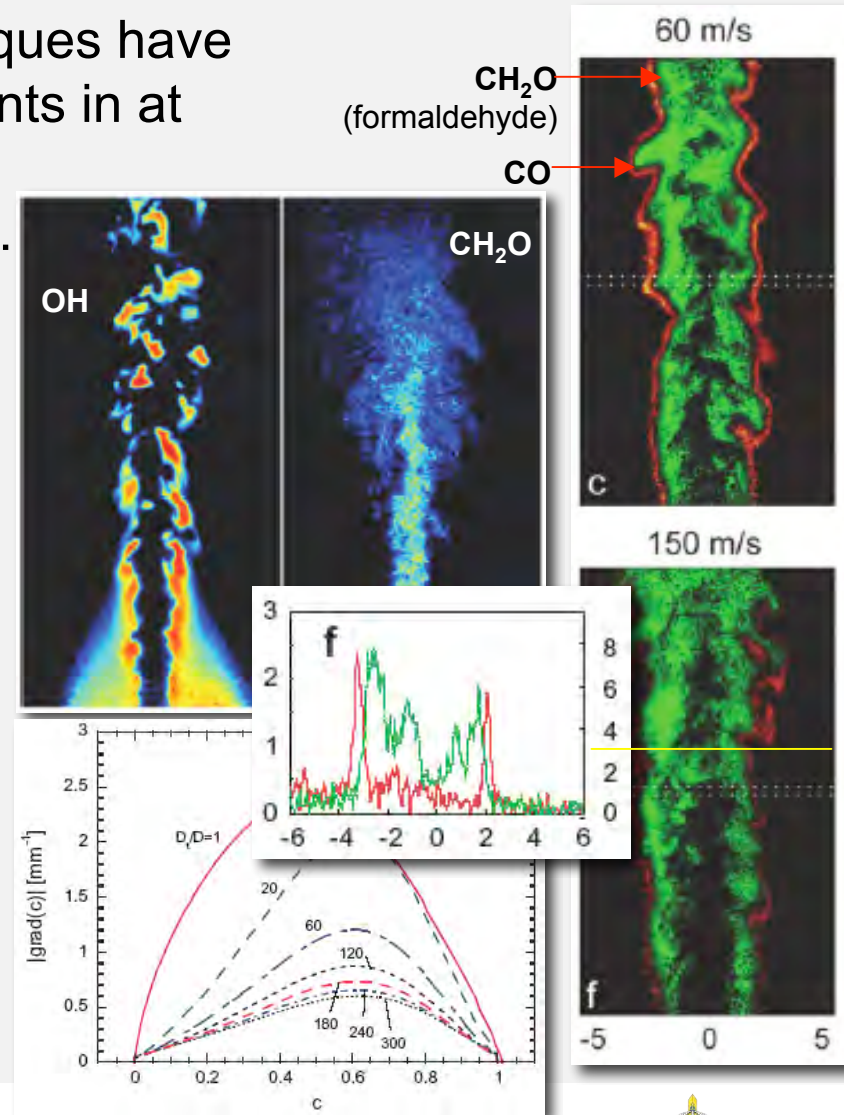
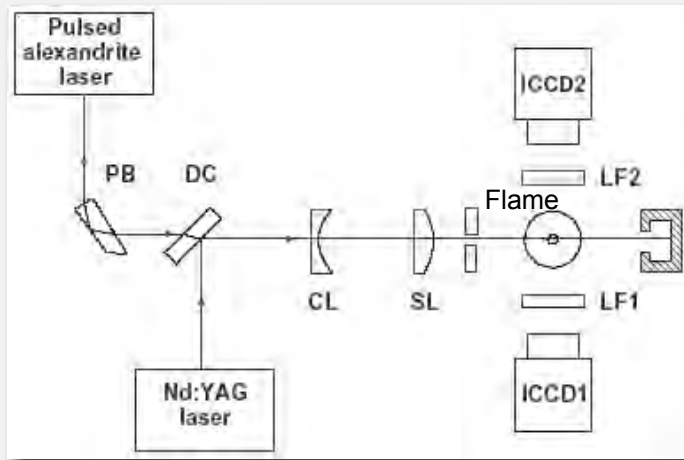


Experiments (vs. Simulations)

Advanced laser and optical techniques have enabled non-intrusive measurements in at least laboratory flames (Barlow, Aldén, Wolfrum, Grisch, ..

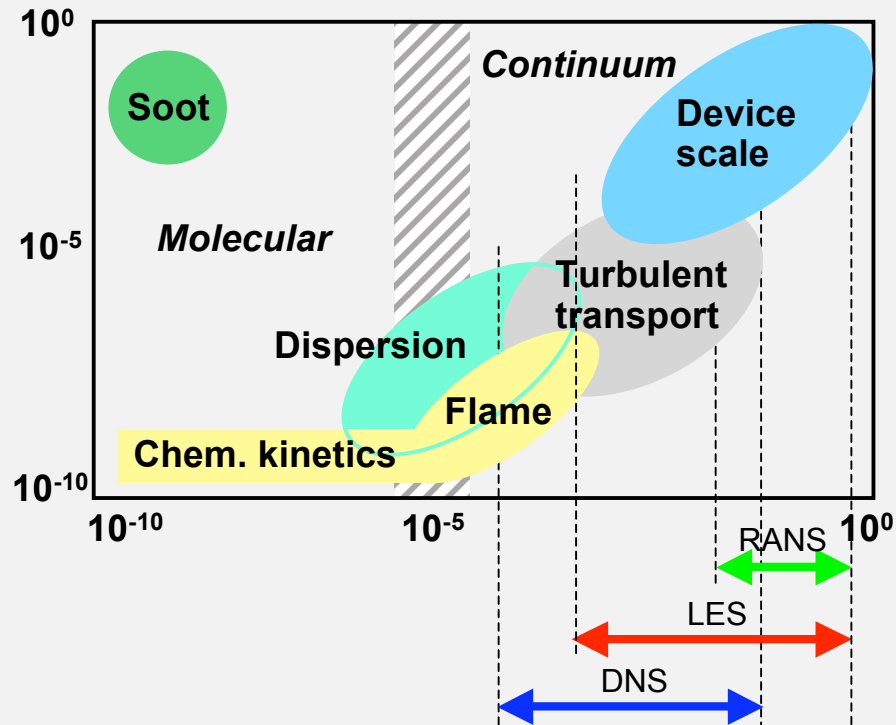
Gives the 'true' picture of what happens in a flame

- Difficult, expensive
- Pointwise, lines & arcs
- Tomographical reconstruction

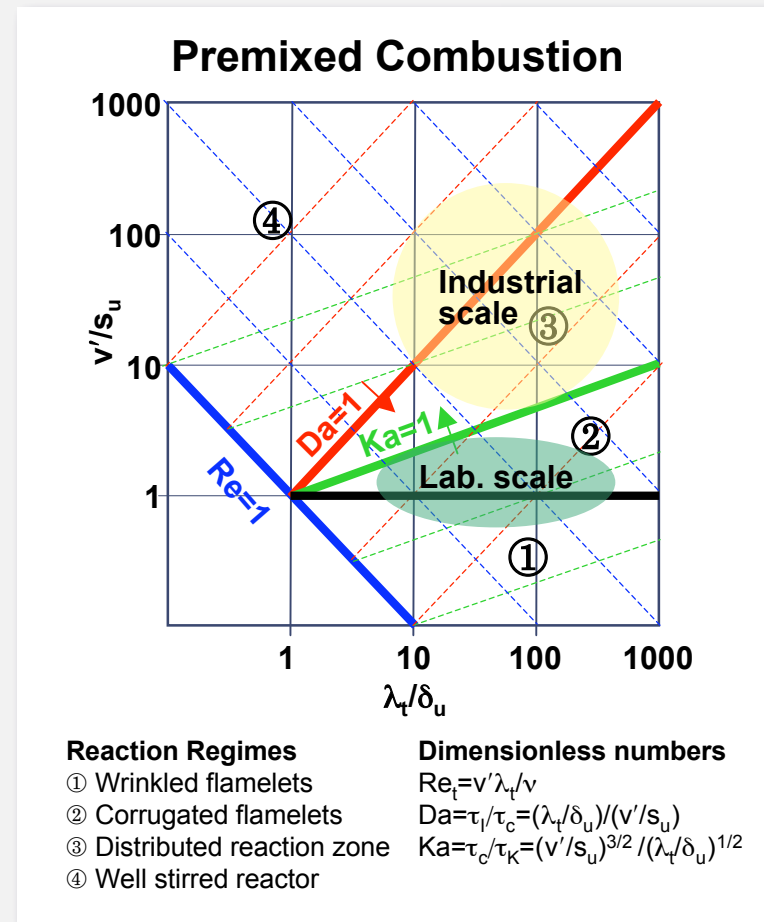


Mathematical Modeling of Combustion

Multi-physics turbulent flows is a multi-scale phenomenon with key sub-processes interacting on a wide range of length and time scales



RANS = Current engineering practice
 LES = The 'to be' engineering tool
 Most suitable for combustion problems
 DNS = Research tool for physics interrogation



Combustion Simulation Framework

Fluid Dynamics

- Navier Stokes Equations
- Turbulence
 - RANS
 - DES, ...
 - LES, ...
- Wall modeling

Numerics

- Geometry, mesh
- FVM
- Flux reconstruction
- Solvers
- Mesh motion

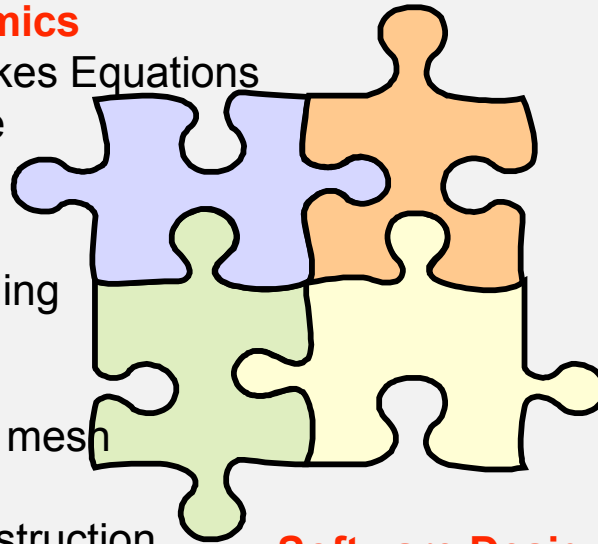
Software Design

- Platforms
- Parallelization
- Communication

Multi-Physics Features

- Scalar mixing
- Chemical reactions
- T/C interactions
- Multi-phase processes
- EOS
- Acoustics
- Thermal radiation
- CHT
- Component motion
- FSI

Complexity



Code Requirements

- Fast, accurate, robust, flexible, parallelized, ...
- Good scalability on various HPC systems
- Facilitate multi-physics modeling
- Easy implementation of complex models and methods

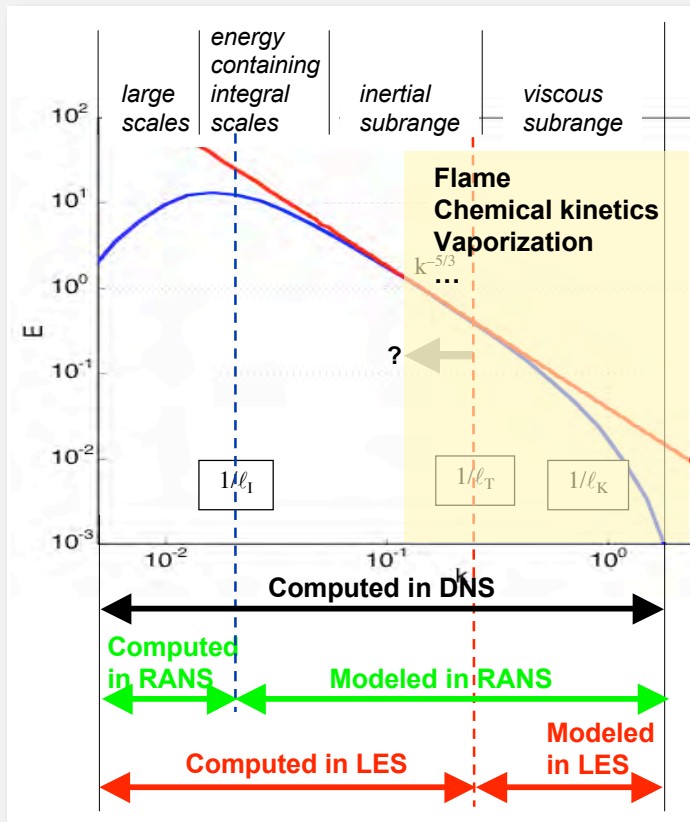
VVUQ

- Canonical flows
- Building block flows
- Laboratory flows
- Full scale flows

Simulation of Non-Reactive Flows

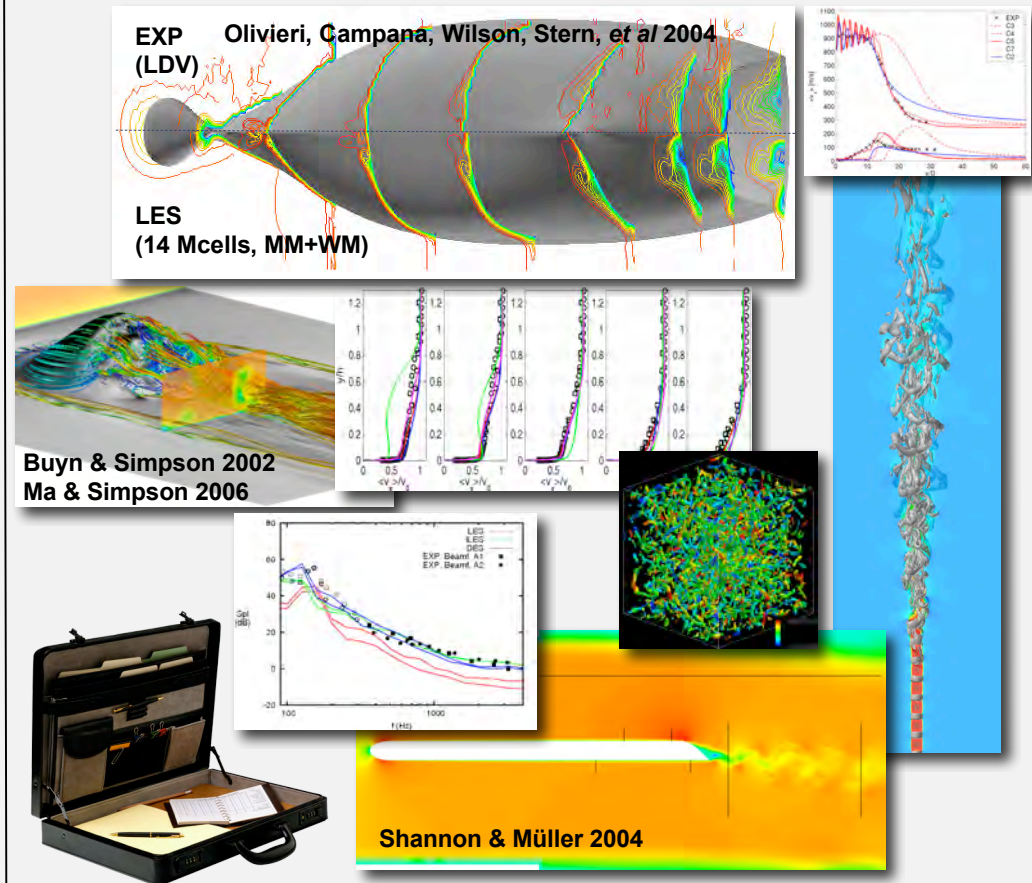
Flow Modeling

A range of flow modeling methods with different built-in features and capabilities are available



Validation

Very important to validate any RANS, LES, ..., DNS models, methods & codes



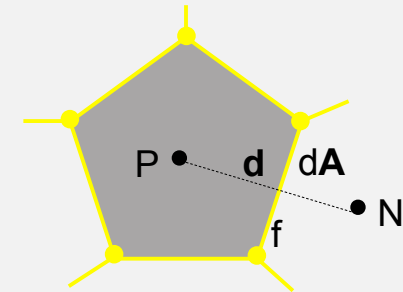
Numerical Methods (OpenFOAM)

Unstructured Finite Volume (FV) discretization

Reynolds transport (or Gauss) theorem

$$\bar{\mathbf{u}} = [\bar{\rho}, \bar{\rho} \tilde{Y}_i, \bar{\rho} \tilde{\mathbf{v}}, \bar{\rho} \tilde{\mathbf{E}}]^T$$

$$\partial_t (\bar{\mathbf{u}}_P) + \frac{1}{\delta V_P} \sum_f [\mathbf{F}_f^C(\bar{\mathbf{u}}) - \mathbf{F}_f^D(\bar{\mathbf{u}}) + \mathbf{F}_f^B(\bar{\mathbf{u}})] = -(\nabla p)_P + S_P(\bar{\mathbf{u}})$$



Semi-Implicit Algorithm

Monotone or monotonicity-preserving reconstruction of convective fluxes

Central difference approximations of inner derivatives in other fluxes

Crank Nicholson time integration, $Co \approx 0.5$

Fully Explicit Algorithm

Monotone or monotonicity-preserving reconstruction of convective fluxes

Central difference approximations for inner derivatives other fluxes

RK time integration, $Co \approx 0.5$

Modified Equations Analysis (MEA)

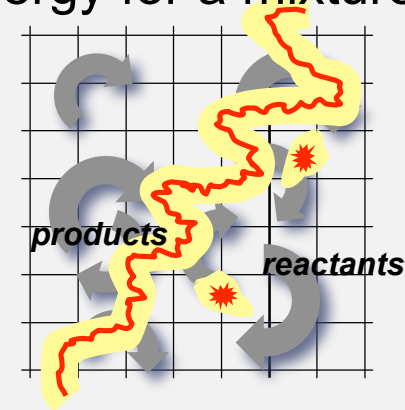
Taylor series expansion used to evaluate the leading order TE

$$\mathbf{T} \approx \bar{\rho} ([\mathbf{C}(\nabla \tilde{\mathbf{v}})^T + (\nabla \tilde{\mathbf{v}})\mathbf{C}^T + \chi^2 (\nabla \tilde{\mathbf{v}})\mathbf{d} \otimes (\nabla \tilde{\mathbf{v}})\mathbf{d}] + \frac{1}{8} [\tilde{\mathbf{v}} \otimes ((\nabla^2 \tilde{\mathbf{v}})(\mathbf{d} \otimes \mathbf{d})) + ((\nabla^2 \tilde{\mathbf{v}})(\mathbf{d} \otimes \mathbf{d})) \otimes \tilde{\mathbf{v}}])$$

Combustion Modeling using LES

Balance equations of mass, momentum and energy for a mixture

$$G^* \begin{cases} \partial_t (\bar{\rho}) + \nabla \cdot (\bar{\rho} \tilde{\mathbf{v}}) = 0 \\ \partial_t (\bar{\rho} \tilde{\mathbf{v}}) + \nabla \cdot (\bar{\rho} \tilde{\mathbf{v}} \otimes \tilde{\mathbf{v}}) = -\nabla \bar{p} + \nabla \cdot (\bar{\mathbf{S}} - \mathbf{B}) + \bar{\rho} \tilde{\mathbf{f}} \\ \partial_t (\bar{\rho} \tilde{E}) + \nabla \cdot (\bar{\rho} \tilde{\mathbf{v}} \tilde{E}) = \nabla \cdot (-\bar{p} \tilde{\mathbf{v}} + \tilde{\mathbf{S}} \tilde{\mathbf{v}} + \bar{\mathbf{h}} - \mathbf{b}_E) + \bar{\rho} \tilde{\sigma} \\ \partial_t (\bar{\rho} \tilde{Y}_i) + \nabla \cdot (\bar{\rho} \tilde{\mathbf{v}} \tilde{Y}_i) = \nabla \cdot (\bar{\mathbf{j}}_i - \mathbf{b}_i) + \bar{\dot{w}}_i \end{cases}$$



Filtered constitutive equations

$$\bar{\mathbf{j}}_i \approx D_i \nabla \tilde{Y}_i, \quad \bar{p} \approx \bar{\rho} R \tilde{T} \sum_i (\tilde{Y}_i / M_i), \quad \bar{\mathbf{S}} \approx (\lambda + \frac{2}{3} \mu) (\text{tr} \tilde{\mathbf{D}}) \mathbf{I} + 2 \mu \tilde{\mathbf{D}}_D, \quad \bar{\mathbf{h}} = \bar{\kappa} \nabla \tilde{T} \approx \bar{\kappa} \nabla \tilde{T}$$

Filtered reaction rates and chemical kinetics

$$\bar{\dot{w}}_i = M_i \sum_{j=1}^M (P''_{ij} - P'_{ij}) \bar{\dot{w}}_j = M_i \sum_{j=1}^M (P''_{ij} - P'_{ij}) [k_{fj} \rho^{\sum_i P'_{ij}} \prod_{i=1}^N Y_i^{P'_{ij}} - k_{bj} \rho^{\sum_i P''_{ij}} \prod_{i=1}^N Y_i^{P''_{ij}}]$$

Subgrid stress (\mathbf{B}) and flux terms (\mathbf{b}_E & \mathbf{b}_i)

Definition: $\mathbf{B} = \bar{\rho} (\tilde{\mathbf{v}} \otimes \tilde{\mathbf{v}} - \tilde{\mathbf{v}} \otimes \tilde{\mathbf{v}})$, $\mathbf{b}_E = \bar{\rho} (\tilde{\mathbf{v}} \tilde{E} - \tilde{\mathbf{v}} \tilde{E})$, $\mathbf{b}_i = \bar{\rho} (\tilde{\mathbf{v}} \tilde{Y}_i - \tilde{\mathbf{v}} \tilde{Y}_i)$

Model: $\mathbf{B} = -2 \mu_k \tilde{\mathbf{D}}$, $\mathbf{b}_E = -2 \frac{\mu_k}{Pr} \nabla E_i$, $\mathbf{b}_i = -2 \frac{\mu_k}{Sc_i} \nabla \tilde{Y}_i$; $\mu_k = \tilde{\rho} c_k \Delta k^{1/2} \rightarrow c_k \Delta = -\frac{L_D (K^{1/2} \bar{D}_D)}{4 (K^{1/2} \bar{D}_D)^2}$

OEEVM/LDKM: $\partial_t (\bar{\rho} k) + \nabla \cdot (\bar{\rho} \tilde{\mathbf{v}} k) = -\mathbf{B} \cdot \tilde{\mathbf{D}} + \nabla \cdot (\mu_k \nabla k) - \bar{\rho} c_\epsilon k^{3/2} / \Delta$

LES Combustion Models: Overview

Flame usually thinner than the LES grid resolution ($\delta_u < \Delta$)

The filtered reaction rate $\overline{\dot{w}_j}$ is highly non-linear \Rightarrow large local variations

Turbulence chemistry interactions (TCI) very important

Specific modeling (of either equation set and/or terms) required

c/z equation flamelet models

Propagation based or filtering based (e.g. Veynante *et al*, Weller *et al.*, ...)

Ξ, Σ, s_u

G/z equation flamelet models

Interface tracking of the flame front (e.g., Pitch *et al*)

Thickened Flame Model (TFM) + reduced chemistry

Artificially thicken the flame to fit on the grid (e.g., O'Rourke & Bracco, Collin *et al*)

EDC or PaSR models + reduced chemistry

Eddy Dissipation Concept or Partially Stirred Reactor subgrid TCI models (e.g., Fureby *et al*)

Transported & presumed PDF models + reduced chemistry

Probabilistic approach using subgrid PDF (e.g., Pope, Givi *et al*)

Linear Eddy Models (LEM) + reduced chemistry

1D sub-models for reaction-mixing in each LES cell (Menon *et al*, Kerstein *et al*)



LES Combustion Models: EDC/PaSR

Multi-scale model based on the assumption that reactions take place on the smallest *fine structures* (*) embedded in the *surroundings* (0)

Subgrid balance equations

$$\begin{cases} \bar{\rho}(Y_i^* - \tilde{Y}_i) = (1 - \gamma^*)\tau^* \dot{w}_i(\bar{\rho}, Y_i^*, T^*) \\ \bar{\rho} \sum_{i=1}^N (Y_i^* h_i^* - \tilde{Y}_i \tilde{h}_i) = (1 - \gamma^*)\tau^* \sum_{i=1}^N h_{i,f}^0 \dot{w}_i(\bar{\rho}, Y_i^*, T^*) \end{cases}$$

Need to determine τ^* and γ^*

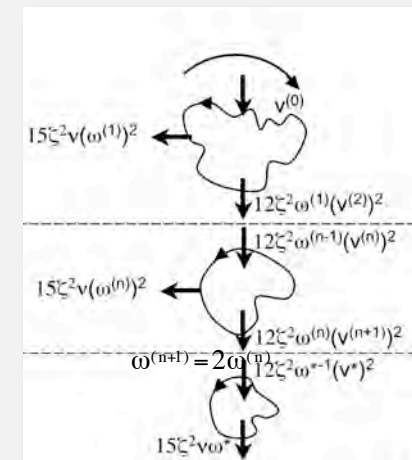
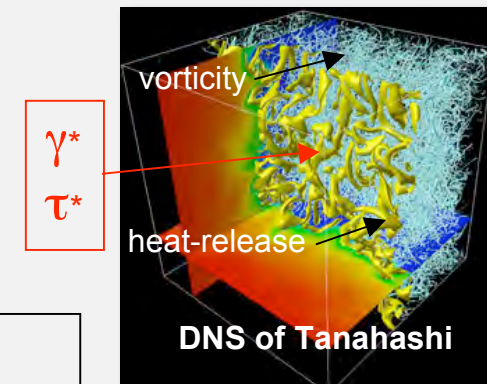
EDC model

- Cascade process (v^* , τ^*)
- K41 consistent
- $v^* \approx v_K$, $l^* \approx 2l_K$, $\tau^* \approx 2\tau_K$
- Reaction space: tubes/sheets at high T
- $\gamma^* \approx \chi (v^*/v')^2 \approx \chi (\mu/\mu_k)^{3/4}$

PaSR model

- K41 hypothesis
- τ^* based on $[\tau_K, \tau']$
 $\tau^* \approx (\tau_K \tau')^{1/2}$, $\tau' = \Delta/v'$
- Reaction space: tubes/sheets at high T
- $\gamma^* \approx \tau_c / (\tau_c + \tau^*)$

$$\partial_t (\bar{\rho} \tilde{Y}_i) + \nabla \cdot (\bar{\rho} \tilde{v} \tilde{Y}_i) = \nabla \cdot ((D_i + \mu_k / Sc_k) \nabla Y_i) + \gamma^* M_i P_{ij} \dot{w}_j(Y_i^*, T^*)$$



Chemical Kinetics

Describing chemical kinetics (with sufficient accuracy and degree of detail) is very difficult due to the complexity of the reaction mechanisms

Hydrogen: H₂-air; 8 species, 38 reactions (O'Conaire *et al* 2004)

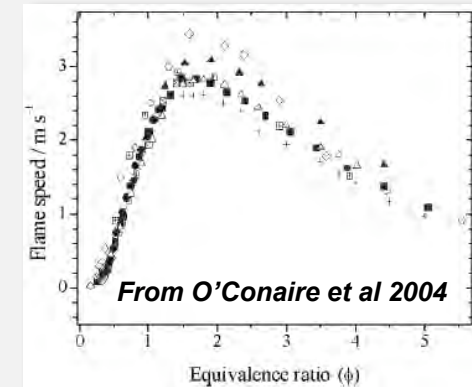
Methane: CH₄-air; 53 species, 325 reactions (GRI3.0)

N-Heptane: C₇H₁₆-air; 561 species, 2539 reactions (Lu & Law 2008)

Jet-A: C₁₂H₂₃-air; 18 species, 46 reactions (Yungster & Breisacher 2005)

Design of 'detailed reaction mechanisms'

- Identify all possible reactions ⇒ Reaction mechanism
- Collision theory $\dot{w} = \sigma A \left(\frac{8k_B T}{\pi \mu_{AB}} \right)^{1/2} c_\alpha c_\beta e^{-E_A/RT}$
- Experimental data fits
 - Flame speed measurements
 - Ignition delay measurements Laser
 - Flow reaction measurements
- Simulations of measurements



How much chemistry do we need? and for which purpose?

Chemical Kinetics cont'd

The screenshots display various chemical kinetics data tables. Each table includes columns for chemical formulas (e.g., $H_2 + O_2 \rightarrow H_2O_2$), rate constants (e.g., $1.000E+19$), and other numerical values. The tables are organized into sections, often starting with a title like "GRI-Mech" and a version number. The data is presented in a structured, tabular format typical of scientific software output.

http://www.me.berkeley.edu/gri_mech/version30/text30.html



11-01-2025 08

Reduced Chemical Kinetics

Example: Jet A is a kerosene grade fuel with a carbon number distribution between 8 and 16.

Jet A can be assumed to consist of C_8H_{18} , $C_{10}H_{22}$, $C_{12}H_{22}$, $C_{12}H_{24}$, $C_{14}H_{26}$ and $C_{16}H_{28}$ with the average molecular formula $C_{12}H_{23}$.

Jet-A: $C_{12}H_{23}$ -air; 18 species, 46 reactions (Yungster & Breisacher 2005)

Reduction technique of Meredith & Black based on SQP to simulate a set of continuously stirred tank reactors.

⇒ 5 species and 2 reactions

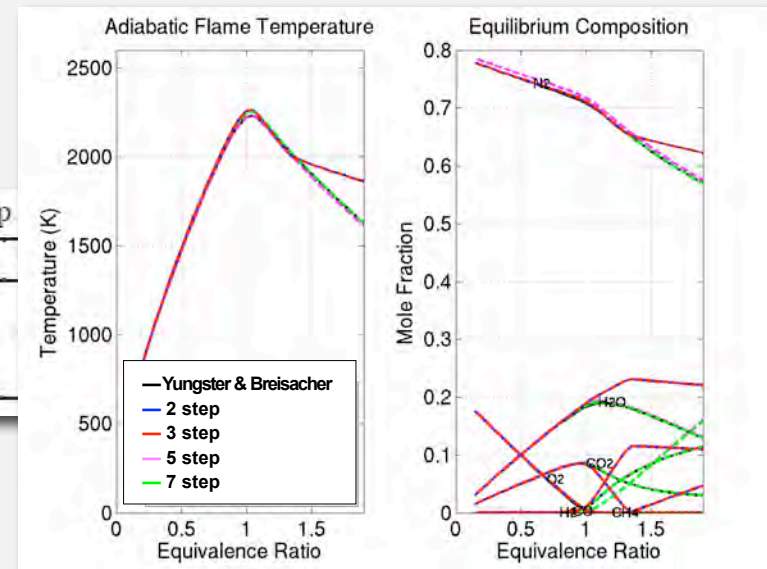
⇒ Acceptable agreement for $0.3 < \varphi < 1.3$

Table 1. Rate parameters, $AT^{n_T} e^{-T_i/T} Y_{\alpha}^{n_{\alpha}} Y_{\beta}^{n_{\beta}}$, for the reduced three-step

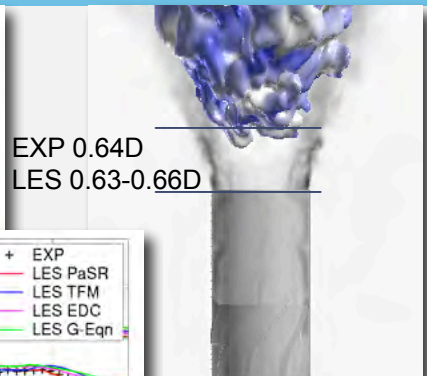
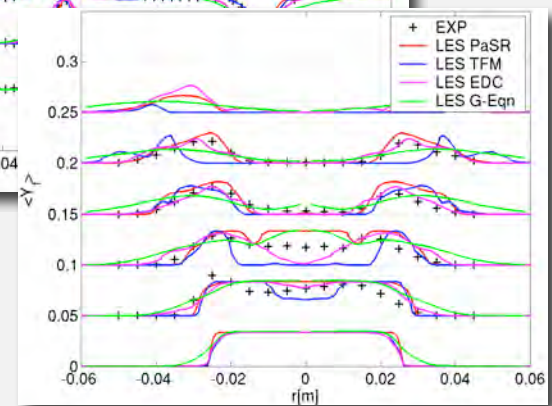
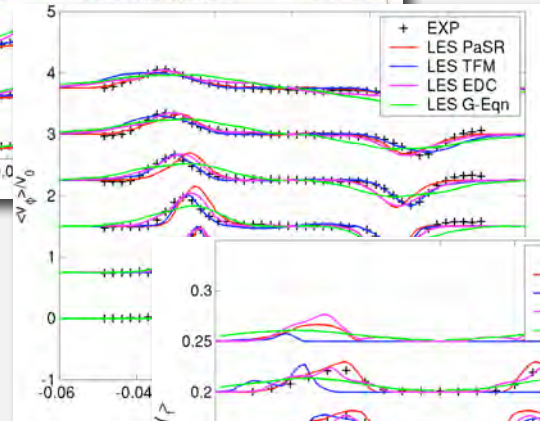
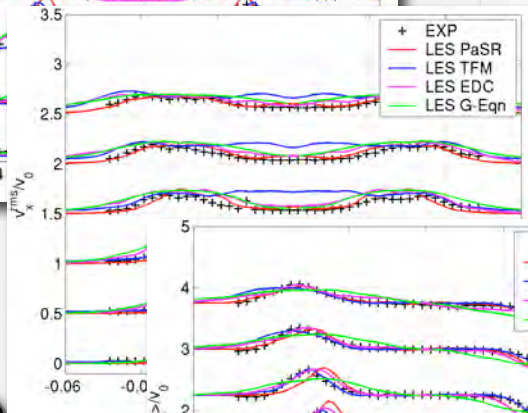
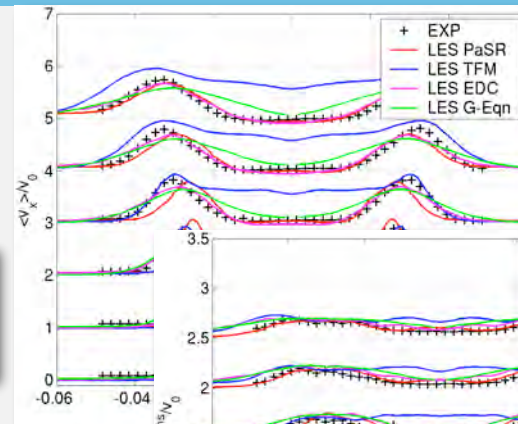
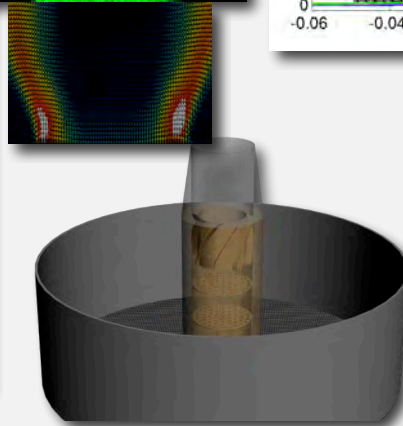
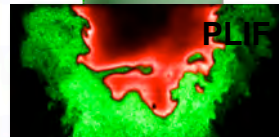
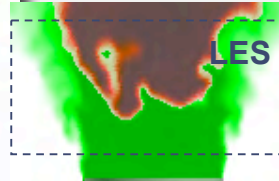
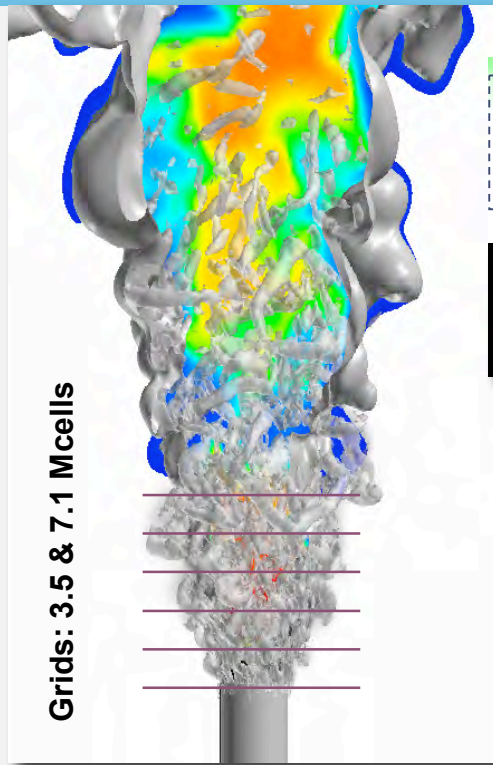
Reaction	$A [m, kg, mol, s]$	n_T	$n_{C_{12}H_{23}}$	n_{O_2}
$C_{12}H_{23} + 11.75O_2 \rightarrow 12CO + 11.5H_2O$	$1.04 \cdot 10^9$	0	1.0	0.5
$CO + 0.5O_2 \rightarrow CO_2$	$4.04 \cdot 10^8$	0		0.5
$O_2 + N_2 \rightarrow 2NO$	$7.14 \cdot 10^{13}$	-0.5		0.5

Table 2. Schmidt numbers

Specie	$C_{12}H_{23}$	O_2	CO	CO ₂	H ₂ O	N ₂
Sc_i	0.40	0.76	0.76	0.60	0.98	0.75



Validation: Low Swirl Burner



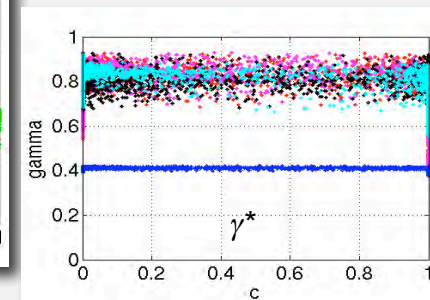
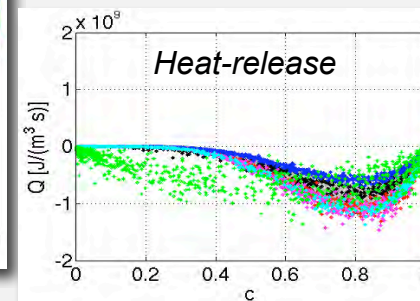
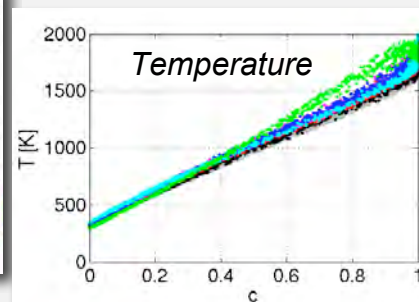
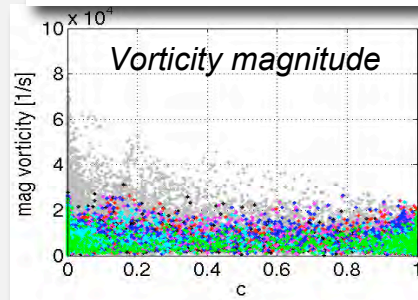
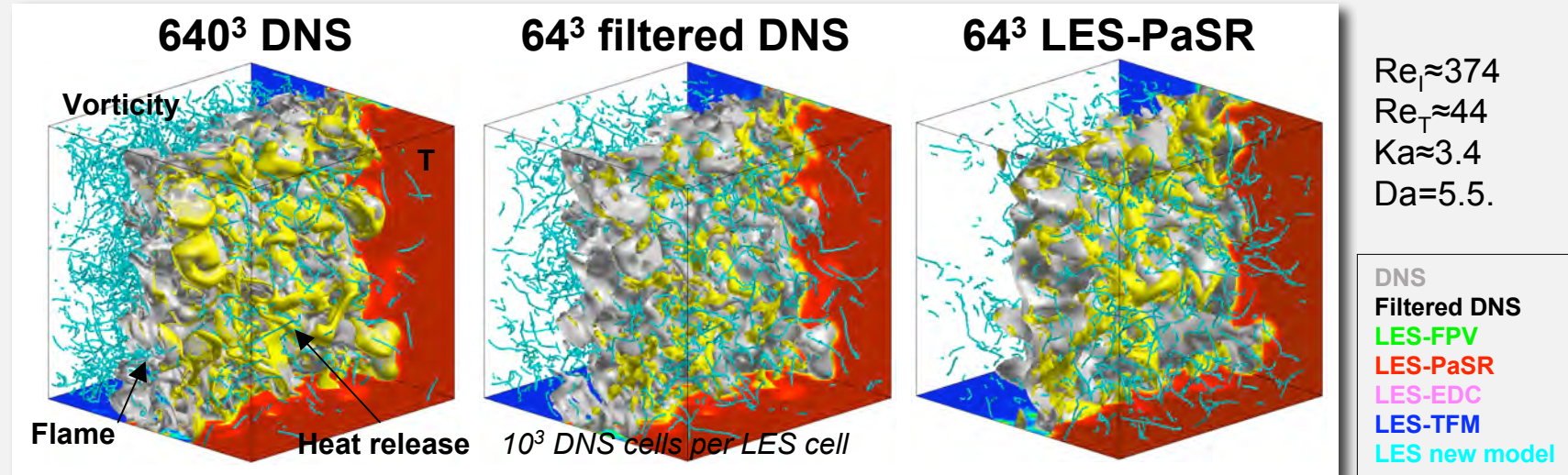
EXP: Pettersson *et al*
 CH_4/air , $\Phi \approx 0.5$, $\text{Re} \approx 25,000$
 $\text{Re}_t \approx 218$, $\text{Da} \approx 20$, $\text{Ka} \approx 0.7$
LTH: G equation flamelet LES model
FOI: EDC, PaSR & TFM LES models

— LES TFM
 — LES PaSR
 - - LES PaSR HR
 — LES EDC
 — LES FPV
 + EXP LDV + Acetone PLIF

Nogenmyr *et al.*; 2008, AIAA 2008-0513
 Nogenmyr *et al.*; 2009, Comb. Flame. 156, p 25

Detailed Physics: Planar Flame in HIT

Need to understand how different LES combustion models capture the at least a canonical flame. DNS & LES of a box of size 18 mm.



CESAR Aero GT Engine Combustor

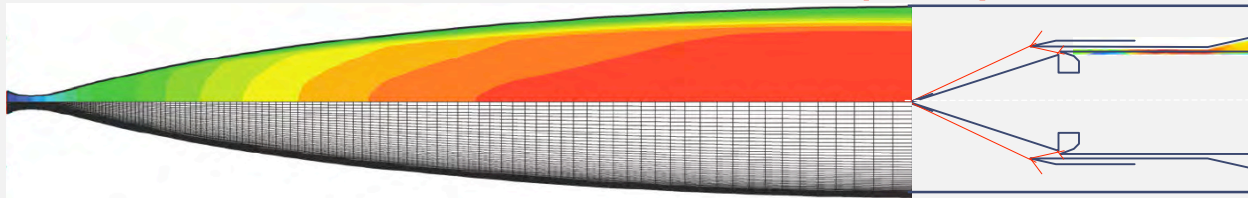
Fedina *et al* / AIAA 2011-0785



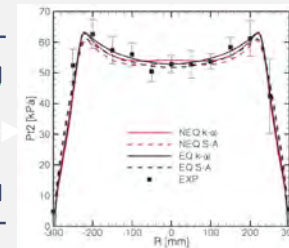
The HYSHOT Combustor

A detailed CFD study of the flight experiments must incorporate also the HEG nozzle and test section. **Combine RANS and LES.**

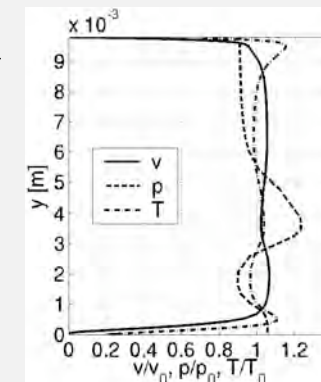
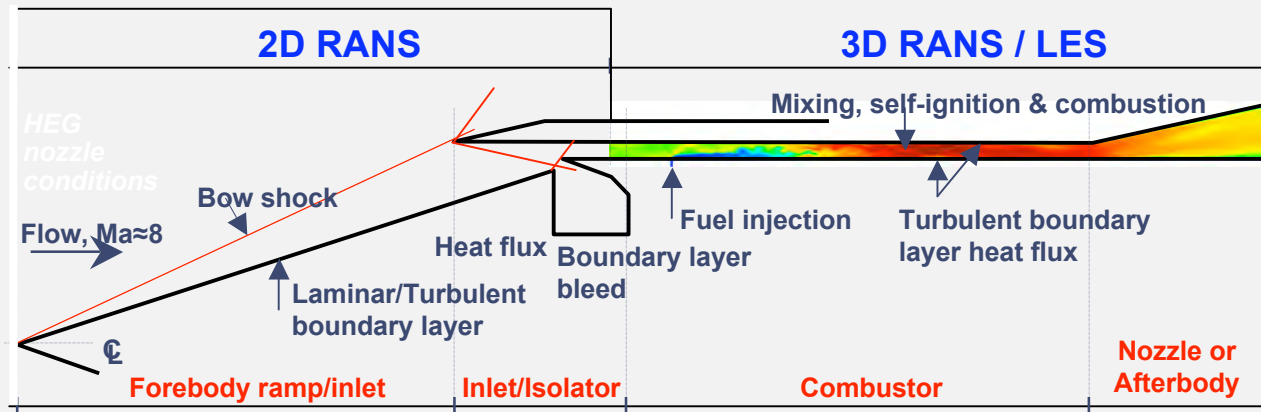
Stand alone RANS in HEG nozzle (DLR)



Axisymmetric RANS model with 20,000 cells



RANS in HEG test section + RANS/LES in combustor

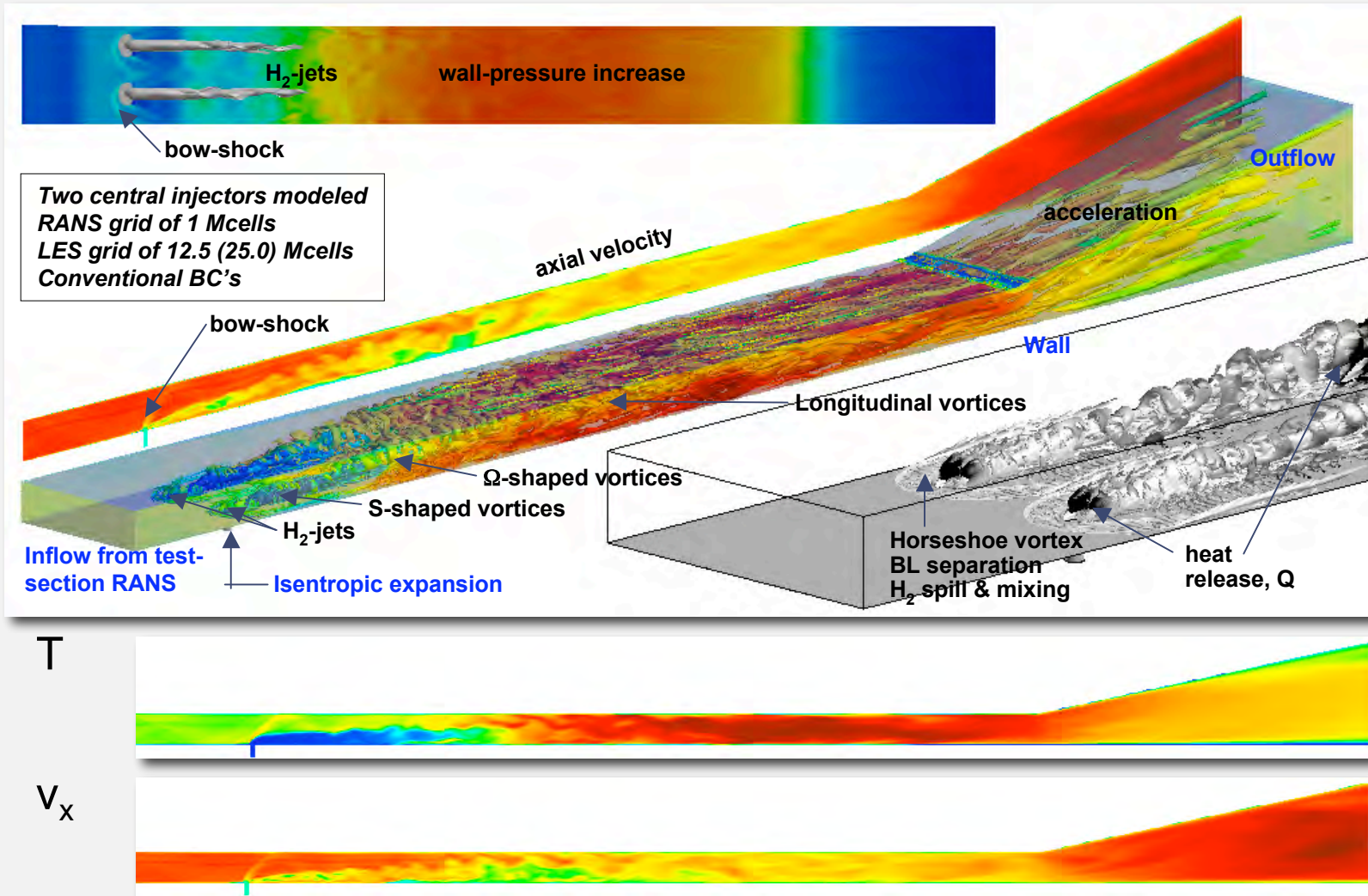


$v_0 = 1800 \text{ m/s}$,
 $T_0 = 1459 \text{ K}$,
 $p_0 = 53.0 \text{ kPa}$.

2D planar RANS (15,000 cells) of the flow in the entire HEG test section

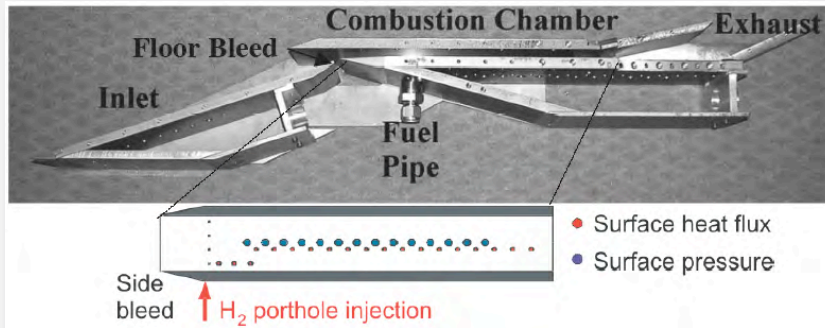
3D RANS (1 Mcells) and 3D LES (12.5/25.0 Mcells) of the flow in the combustor

Large Scale Global Flow Features



Fureby *et al*, 2010, Proc. Comb. Inst.

Validation & Combustion Dynamics



Significant unsteadiness and coherent structure dynamics

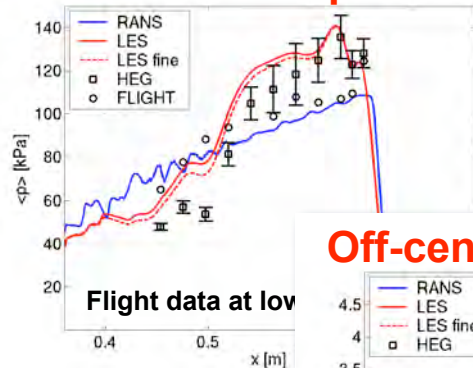
- Acoustic energy balance

$$\partial_t(\mathcal{E}) + \nabla \cdot \mathcal{F} \approx \frac{\gamma-1}{\gamma p_0} p' \dot{Q}$$

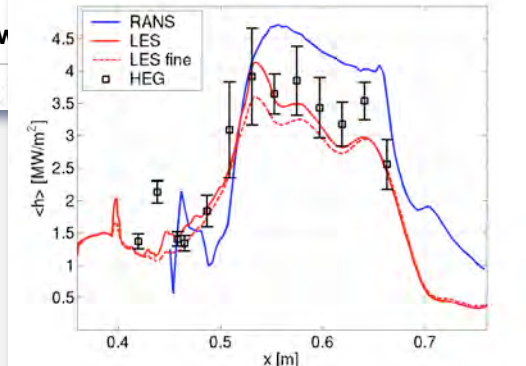
- FFT Analysis

P1: Jet-shear layer, P3: Longitudinal

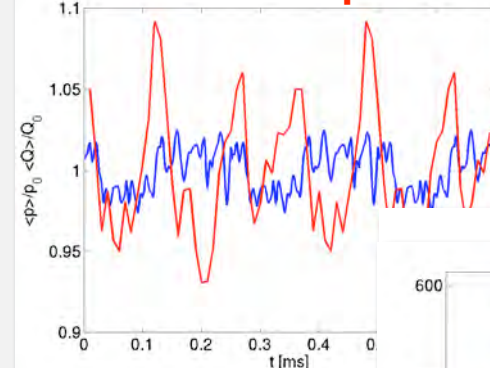
Centerline wall pressure



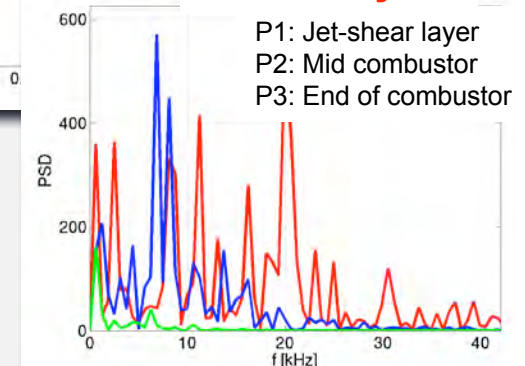
Off-centerline heat-flux



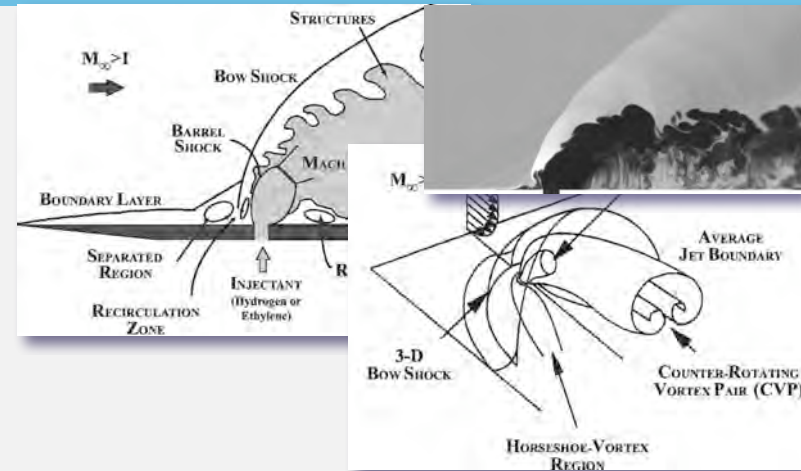
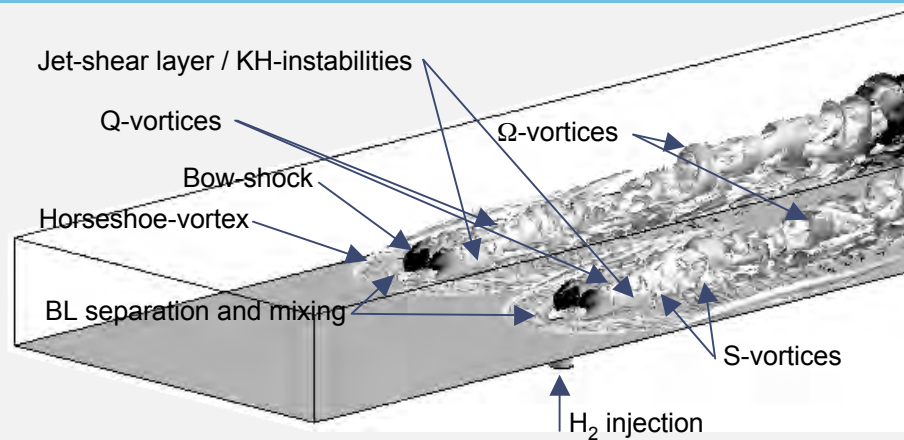
Heat-release & pressure



FFT analysis



Mixing, Flameholding, Self-ignition, ...



Bow shock causes BL to separate and H₂ to leak into downstream BL region

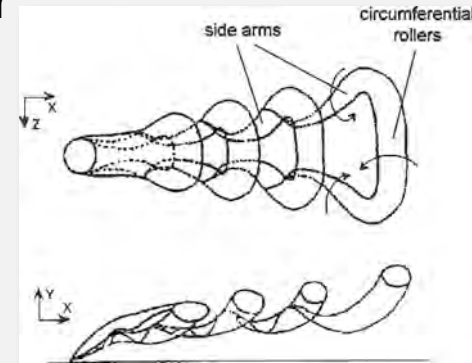
H₂ rich jet shear layer undergoes KH instabilities

H₂ rich side arms (S-vortices) and spanwise rollers (Q-vortices) are formed

The H₂ rich S and Q-vortices are transported downstream under intense shear during which H₂ mix macroscopically with hot air. S and Q vortices merge to Ω -vortices.

Stretching increases the interfacial area and steepens the concentration gradients whilst enhancing the diffusive micromixing.

Self-ignition takes place after micromixing is complete.



Can Modeling of Reactive Flows Describe Reality?

YES and NO.

The computational framework (models, methods and codes) is now available. The computational infrastructure is somewhat limited but is rapidly becoming available.

Need to develop a better understanding of the chemistry and how to model certain processes (TCI, ...) (**sub-models**). Importance?

How does turbulence influence ... and vice versa.

- Scalar mixing
- Combustion chemistry
- Conjugate heat transfer
- Acoustics

Need to better work with the experimentalists.

Need to use our skills to demonstrate to companies, funding agencies, etc. that engineering problems can be computed.

Things evolve ... Plasma assisted combustion ...

