



Fluid-Structure Interactions Employing Cyber-Physical Fluid Dynamics

**CHARLES WILLIAMSON
CORNELL UNIVERSITY**

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14. ABSTRACT In this research, we implement a novel type of experimental apparatus for unsteady aerodynamics, which we call the Cyber Physical Fluid Dynamics (CPFD) Facility. Unlike traditional fluid mechanics experiments, CPFD is a general purpose technique that allows one to impose arbitrary forces on an object submerged in a fluid. We examine how the propulsive performance of an oscillating airfoil is improved by the addition of passive dynamics; in this case using active heave and passive pitch. The passive pitching allows the airfoil to produce up to an order of magnitude more thrust as compared to heave alone.						
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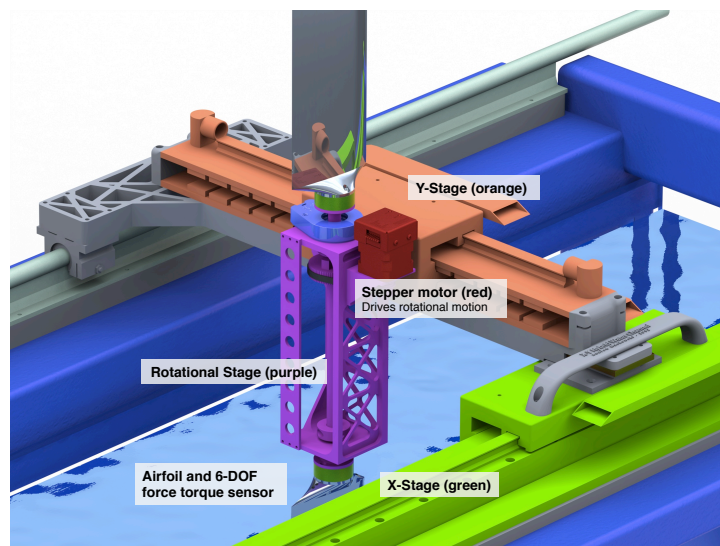
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REPORT DOCUMENT

This report comprises short summaries of the studies (A and B below) initiated and completed during the grant period. This is followed by detailed results contained in two Appendices, which are based on the principal proposed journal publications coming from the work performed in this research, beyond the design and implementation of the *Cyber-Physical Fluid Dynamics* itself.

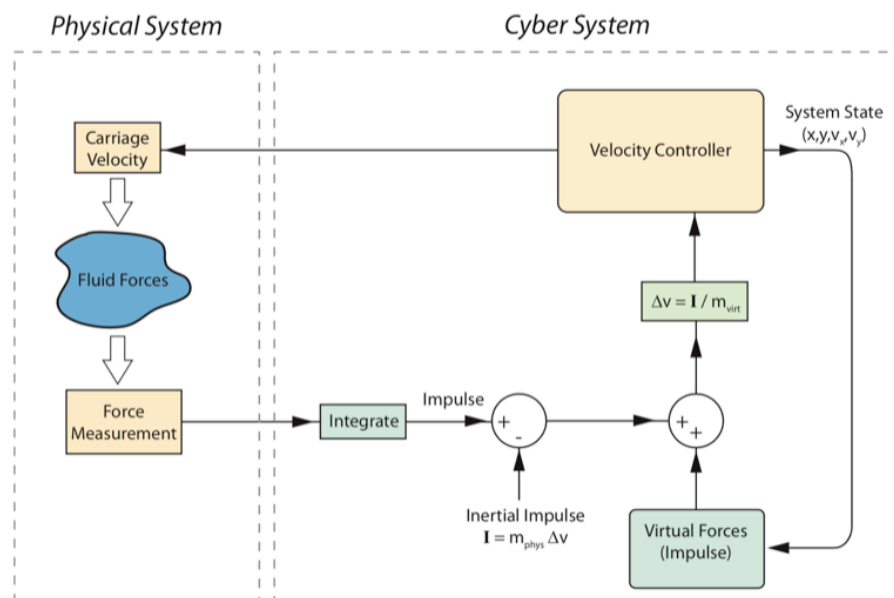
(A) Addition of passive dynamics to a heaving airfoil to improve performance

In this work, we are interested in the performance of a pitching and heaving airfoil in which the pitching motion is controlled passively by a torsion spring. Flapping airfoils have been studied extensively for application to small aerial and underwater vehicles that could be used for reconnaissance, search and rescue, and environmental monitoring. However, despite advances in power storage and electronic miniaturization, these devices often are still subject to significant constraints on the mass energy allocable to their propulsive subsystems. Many studies have shown the benefits to propulsive performance provided by oscillating the airfoil in both pitch and heave. Traditionally, two actuators would be required for these two degrees of freedom. The performance of the system could potentially be improved significantly if one of these actuators could be removed and replaced by passive dynamics.



Schematic showing the X-Y- θ hybrid water channel. The streamwise (x) linear stage is shown in light green, and the transverse (y) linear stage is in orange. Rotation is provided by a stepper motor, shown in red, which drives the rotational stage (purple). Each airfoil is attached to a 6-axis force/torque sensor, shown in dark green.

We simulate an airfoil which is forced in the heave direction but whose pitching motion is subject to a control by a torsion spring using a cyber-physical force-feedback technique. The use of force feedback allows us to specify the location of the pivot point and the spring stiffness virtually in software. When the airfoil is controlled in this manner, we observe distinct resonance peaks in the thrust coefficient, which allow the airfoil to produce up to an order of magnitude as much thrust as when actuated in heave alone. In addition, the point about which the airfoil pivots, strongly influences its performance.



Schematic showing operation of the Cyber-Physical Fluid Dynamics (CPFD) control system (Mackowski & Williamson, 2011; Mackowski, 2014). The measured fluid impulse is combined with the virtual impulse calculated from forces specified in software. The resulting total impulse is then used to compute velocity commands which move the test object through the water.

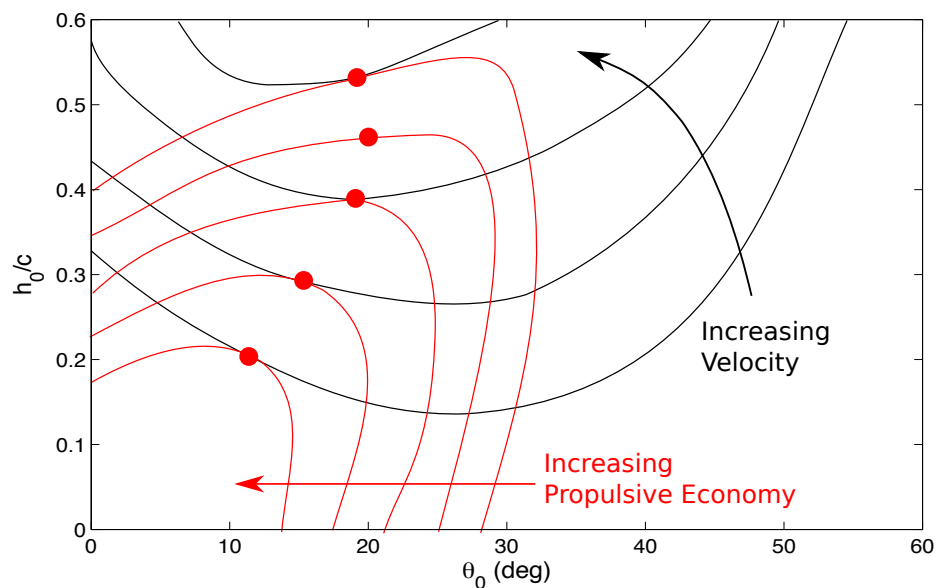
For pivot locations located forward of the airfoil's center of mass, thrust is generated. Conversely, for pivots downstream of the center of mass, there is a negative resonance, and the airfoil produces large amounts of drag. This behavior is also related to the phase difference between the pitching and heaving motions. Pitching leads heaving when the airfoil produces thrust, and heaving leads pitching when drag is generated. The overall performance of the airfoil as a propulsor is comparable to one in which both axes are actively controlled. Consequently, if the airfoil's operation is properly tuned, it is possible to derive excellent thrust performance without the added expense, mass, and power requirements of a second actuator.

This research is described in detail in Appendix A.

(B) Self-propulsion of a pitching and heaving airfoil

We are interested in the self-propelling performance of a flapping airfoil which employs both pitching and heaving motions. In contrast to many other studies that have examined this type of propulsive mechanism, we employ a force-feedback technique and computer-controlled water channel to simulate true self-propulsion. This means that the vehicle travels at a speed at which the drag it generates equals the thrust produced by the airfoil. In this way, the incoming flow velocity is coupled to the airfoil motion and not set arbitrarily.

We vary both the normalized heave amplitude and the pitching amplitude over a large parameter space and present variables of interest in contour plots as functions of these motion amplitudes. Such variables include the cruising velocity, the propulsive economy, the transverse impulse, which is a measure of the transverse force on the airfoil, and the maximum angle of attack that the airfoil reaches during a cycle. In this way, we can overlay several contours and draw conclusions about the airfoil operating parameters which produce the most efficient propulsion.



Schematic illustrating overlaid contours of reduced velocity (black) and propulsive economy (red) in the heave-pitch diagram. The red dots indicate the maximum propulsive economy contour that is intersected by a given velocity contour.

In general, we find that the cruising speed achieved by the airfoil is more sensitive to the heave amplitude than to the pitch amplitude. However, pitch plays a crucial role in controlling the angle of attack, in effect moderating it and reducing flow separation. We show that reducing flow separation and the formation of a leading-edge vortex (LEV) corresponds to increased propulsive economy. In fact, the most efficient operating point for the angle of attack is the one just before significant flow separation occurs. The airfoil operates at a maximum angle of attack of about 18° , just before significant stall effects develop. This most efficient operating point also produces the minimum amount of transverse force on the airfoil and generates the least amount of circulation in the wake. Our experiments demonstrate that the additional circulation generated by suboptimal motions is principally contained in a leading-edge vortex, providing further evidence that flow separation is detrimental to the performance of the airfoil as a propulsor. This additional shed circulation can also be viewed as wasted energy that is not used to propel the vehicle forward and instead contributes significantly to oscillating the airfoil in a direction perpendicular to the desired travel direction. In fact, the point at which the airfoil is most efficient as a propulsive device corresponds to a set of motions which produce a leading-edge vortex of minimum strength.

This research is described in detail in Appendix B.

PhD DISSERTATIONS

D.J. Asselin (2018) "Vortex dynamics of a vortex pair in wall effect and flapping airfoil propulsion".

REFEREED JOURNAL PAPERS (OR TO BE SUBMITTED)

D.J. Asselin, J.D. Young & C. H. K. Williamson (2019) "Addition of Passive dynamics to a heaving airfoil to improve performance". Submitted to *Journal of Fluid Mechanics*.

J.D. Young, D.J. Asselin & C. H. K. Williamson (2019) "Self-propulsion of a pitching and heaving airfoil". In preparation for *Journal of Fluid Mechanics*.

S.E. Morris, J.D. Young & C. H. K. Williamson (2019) "Effect of Hybrid-Heave motions on the propulsive performance of an oscillating airfoil". In Press *Journal of Fluids and Structures*, February 2019.

A. W. Mackowski & C. H. K. Williamson (2017) "The effect of pivot location and passive heave on propulsion from a pitching airfoil". *Physical Review Fluids*, **2**, 013101.

A.W. Mackowski & C. H. K. Williamson (2015) "Direct measurement of thrust and efficiency of an airfoil undergoing pure pitching". *Journal of Fluid Mechanics*, **765**, 524-543.

Appendix A

ADDITION OF PASSIVE DYNAMICS TO A HEAVING AIRFOIL TO IMPROVE PERFORMANCE

Abstract

In this work, we are interested in the performance of a pitching and heaving airfoil in which the pitching motion is controlled passively by a torsion spring. Flapping airfoils have been studied extensively for application to small aerial and underwater vehicles that could be used for reconnaissance, search and rescue, and environmental monitoring. However, despite advances in power storage and electronic miniaturization, these devices often are still subject to significant constraints on the mass and energy allocable to their propulsive subsystems. Many studies have shown the benefits to propulsive performance provided by oscillating the airfoil in both pitch and heave. Traditionally, two actuators would be required for these two degrees of freedom. The performance of the system could potentially be improved significantly if one of these actuators could be removed and replaced by passive dynamics.

We simulate an airfoil which is forced in the heave direction but whose pitching motion is subject to a control by a torsion spring using a cyber-physical force-feedback technique. The use of force feedback allows us to specify the location of the pivot point and the spring stiffness virtually in software. When the airfoil is controlled in this manner, we observe distinct resonance peaks in the thrust coefficient, which allow the airfoil to produce up to an order of magnitude more thrust as when actuated in heave alone. In addition, the point about which

the airfoil pivots strongly influences its performance. For pivot locations located forward of the airfoil's center of mass, thrust is generated. Conversely, for pivots downstream of the center of mass, there is a negative resonance, and the airfoil produces large amounts of drag. This behavior is also related to the phase difference between the pitching and heaving motions. Pitching leads heaving when the airfoil produces thrust, and heaving leads pitching when drag is generated. The overall performance of the airfoil as a propulsor is comparable to one in which both axes are actively controlled. Consequently, if the airfoil's operation is properly tuned, it is possible to derive excellent thrust performance without the added expense, mass, and power requirements of a second actuator.

A.1 Introduction

Interest in vehicles which propel themselves through the use of flapping wings has increased markedly in recent years, as shrinking electronics and power sources enable the construction of small, potentially autonomous, aerial and underwater craft. Such vehicles could have a broad range of applications, including surveillance and reconnaissance and search and rescue missions. The remarkable maneuverability of many flying and swimming animals which employ flapping wings has inspired research into the use of such motions for lift generation and propulsion (Jones *et al.*, 2005). Unfortunately, such small vehicles often suffer from constraints on the amount of energy storage they have available or the mass they can carry. In this work, we present a technique using passive dynamics that significantly improves the performance of the airfoil as a propulsor while not adding significant weight to the system.

There is an extensive body of research concerned with biomimetic motions, such as those used by various types of fish. The principal types and their characteristics are reviewed in Sfakiotakis *et al.* (1999). Other studies, including the present one, use more traditionally shaped aerodynamic foils, such as the NACA 0012 airfoil. In the context of flapping airfoils, two motions are typically examined. The first motion, heaving or plunging, is defined as translation transverse to the airfoil chord, as shown in figure A.1(a). The second motion, pitch, is a pure rotation about a designated pivot point on the airfoil, shown in figure A.1(b). Many studies of oscillating flat plates and airfoils are reviewed in McCroskey (1982), Rozhdestvensky & Ryzhov (2003), and Platzer *et al.* (2008).

Knoller (1909) and Betz (1912) were the first to describe how changes in the

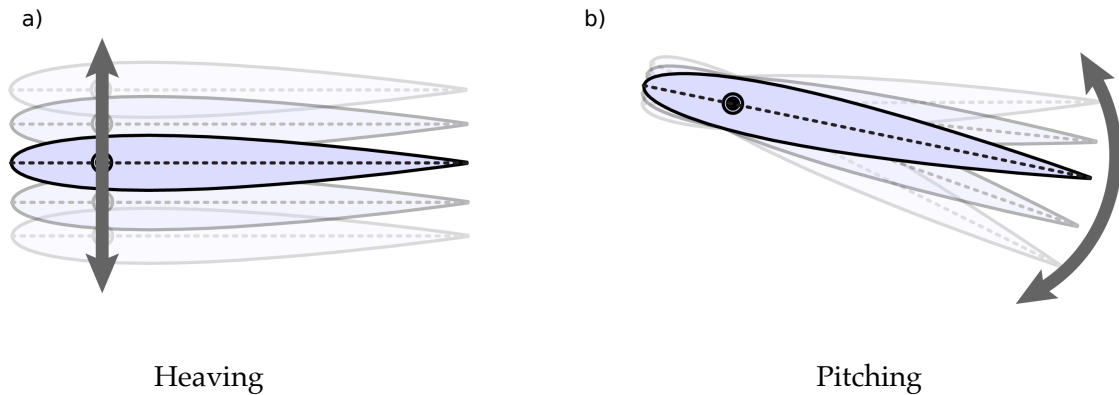


Figure A.1: (a) Heaving is motion transverse to the airfoil chord. (b) Pitching is a pure rotation about a given pivot point.

angle of attack seen by a heaving airfoil can rotate the lift vector into the direction of motion and produce thrust. These results were later confirmed experimentally by Katzmayr (1922).

More recently, purely heaving airfoils have been studied both experimentally and computationally. Tuncer & Platzer (1996) have shown using a Navier-Stokes solver that efficiencies can be as high as 70% at a Reynolds number of three million. At the lower Reynolds numbers at which birds and small micro-aerial vehicles operate, however, efficiencies are typically smaller, around 30%, as observed experimentally by Heathcote & Gursul (2007) and through computations by Ashraf *et al.* (2012).

In contrast to heaving airfoils, a pitching airfoil has no steady mechanism through which thrust can be generated. Instead, thrust is produced purely by unsteady aerodynamic processes. Efficiencies are typically much lower than those observed from a purely heaving airfoil, as shown by Buchholz & Smits (2008) and Mackowski & Williamson (2015). In both cases, propulsive efficiencies do not exceed about 20%.

In an effort to achieve higher propulsive efficiency, other recent studies have examined combined pitching and heaving motions. Anderson *et al.* (1998) describe such an experiment using a NACA 0012 airfoil pivoted about its one-third-chord location. These experiments showed that it is possible to achieve very high values of efficiency, up to 87% at a Reynolds number of 40,000, by carefully controlling the amplitudes of pitch and heave and consequently the maximum instantaneous angle of attack reached by the airfoil during a cycle. Specifically, it is desirable to have a large heaving amplitude and a moderate maximum angle of attack (between 15° and 25°). They also explored the role of the wake configuration on the performance of the airfoil, concluding that an inverse von Kármán vortex street produces the highest efficiency. The formation of the optimal wake was also dependent on the phase angle between the pitching and heaving motions and the presence of a leading edge vortex. Maximum efficiency occurred for a phase angle of 75° . When the phase angle was less than about 90° , the leading edge vortex suction provided a force contributing to thrust and enhancing efficiency. Conversely, the leading edge vortex contributed to drag for phase angles greater than about 90° , causing a corresponding reduction in efficiency.

The importance of the leading edge vortex (LEV) has also been confirmed through numerical simulations by Young & Lai (2007) in the context of a heaving airfoil. Overall, the effect of flow separation at the leading edge is to reduce efficiency. This effect is minimized as Strouhal number is increased, leaving less time available for the LEV to form and to change the pressure distribution in a way that is detrimental to thrust production. Changes in the wake geometry at high Strouhal numbers also lead to reduced efficiency; the combination of these effects is responsible for an efficiency peak near Strouhal numbers of 0.2-0.4.

Most biological systems also operate in this range (Triantafyllou *et al.*, 1993).

Read *et al.* (2003) used a towing tank facility to perform parameter sweeps across a range of Strouhal numbers and maximum instantaneous angles of attack for a pitching and heaving airfoil. The resulting contour plots of thrust coefficient and propulsive efficiency show that there are broad regions where efficiency is high, over 70%, and where useful thrust is still available. As in many other studies, however, operation at higher Strouhal numbers produces an increase in net thrust but also requires operating at lower efficiency. The phase angle between pitch and heave producing maximum thrust was found to be 90° , with pitch leading heave. Optimal efficiency occurred for Strouhal numbers ranging from 0.1 to 0.4, which is consistent with most biological examples of flapping propulsion.

Furthermore, as explored in Read *et al.* (2003) and in greater detail in Hover *et al.* (2004), the use of a sinusoidal profile for the instantaneous angle of attack produces the best overall performance. With sinusoidal pitching and heaving motion profiles, the angle of attack profile increasingly deviates from harmonic as the oscillation frequency is increased. Multiple maxima and minima appear in each cycle. These multiple peaks cause additional vortex shedding, leading to the breakdown of the organized, inverse von Kármán street that is characteristic of good performance. These deficits can be corrected by adjusting the pitching motion profile to return the angle of attack profile to that of a cosine function. Efficiency and thrust are both increased. Other advantages may also be derived from modifying the standard harmonic oscillation profiles, as explored in Israelevitz & Triantafyllou (2014). They show that more exotic motions can be designed to optimize a propulsor for thrust or lift production, depending on

vehicle requirements.

Beyond experiments and computations, analytical studies of oscillating airfoils date back many decades and include early analysis to understand the phenomenon of aerodynamic flutter. Theodorsen (1935) developed a linearized aerodynamic theory that could be used to predict the lift and moment produced by a pitching and heaving plate, and Garrick (1936) later extended Theodorsen's theory to develop an analytical model for thrust. Recent work by Fernandez-Feria (2016) further extended Theodorsen's theory to compute thrust using the full vorticity distribution around the airfoil. These models are inviscid, assume small amplitudes of motion, and restrict the wake to a two-dimensional configuration, located at the centerline of the motion. Consequently, they are unable to capture viscous effects such as the formation of leading edge vorticity and early flow separation along the airfoil chord. Despite these limitations, there are situations in which the linearized theory performs reasonably well (Anderson *et al.*, 1998; Mackowski & Williamson, 2015), at least in capturing the qualitative behavior of the airfoil performance, specifically its thrust and propulsive efficiency.

As combined pitching and heaving motions clearly show the most promise for building an effective propulsor, it is desirable to build vehicles which employ motion in both of these directions. Unfortunately, the relatively inexpensive, small-scale vehicles under consideration for many applications have significant constraints on weight and power storage and may not be able to support the use of two flapping actuators. Consequently, it would be advantageous to produce both heaving and pitching motions using a single actuator. One approach to this problem is to use a mechanical linkage between the two axes, so that

motion in each can be driven by a single motor. Such an approach was adopted by McKinney & DeLaurier (1981) for energy harvesting. This solution has the disadvantage of requiring a more complex mechanical system for mounting the propulsor and may still add unwanted weight.

Many researchers draw inspiration from biological propulsion and add flexibility to the airfoil structure. Flexible wings allow the addition of motion in a second axis without any additional mechanical components. Heathcote & Gursul (2007) found that flexibility can increase propulsive efficiency by about 15% in addition to increasing the thrust coefficient. The pitching motion enabled by making the wing flexible reduced the maximum angle of attack reached during a cycle, thereby reducing the strength of the leading edge vorticity. As discussed in Lewin & Haj-Hariri (2003), the behavior of this leading edge vortex is critical to achieving high efficiency. Strong leading edge vortices which separate early tend to alter the distribution of forces over the airfoil and perturb the downstream wake in a manner that is detrimental to thrust production and increases input power requirements.

Other studies that have examined flexible airfoils have noted the importance of the resonance condition, the point at which the applied forcing frequency for the heaving motion nearly matches the natural frequency of the system. Michelin & Llewellyn-Smith (2009) used a potential flow model to evaluate the performance of a flexible sheet subject to a heaving motion at the leading edge. Both thrust coefficient and propulsive efficiency increased as the sheet was made more flexible, and the condition producing peak thrust corresponded to the point at which resonance between the applied heaving frequency and the natural frequency of the system occurred. As flexibility was further increased,

thereby moving the system away from its resonance point, performance was found to degrade significantly, ultimately transitioning to increased drag.

A simpler alternative to flexibility for the implementation of passive dynamics is the use of rigid foil attached to a spring. Mackowski & Williamson (2017) examined the case of an airfoil which was attached to a linear spring at its pivot point. Commanded to pitch according to a sinusoidal input function, the airfoil was allowed to heave passively under the influence of the spring. They found that the addition of the passive dynamics could double the thrust produced while maintaining the same propulsive efficiency. Even larger thrust coefficients were possible if the system were operated near its resonance condition. They also illuminated the importance of the pivot location, finding that pivoting at or up to one chord-length downstream of the airfoil's trailing edge produced the highest thrust and efficiency.

This study serves as the complement to Mackowski & Williamson (2017), in which an airfoil subject to controlled pitching motions is allowed to heave passively. Here, we examine the opposite situation, in which the airfoil is forced in heave but allowed to pitch passively under the control of a torsion spring, as shown in figure A.2. Aspects of this configuration have previously been investigated experimentally and computationally by Spagnolie *et al.* (2010). In their experimental setup, two elliptical wings connected to torsion springs at their leading edges were heaved vertically in a circular water tank. The wings could also pitch passively under the control of the springs and propelled themselves in a circle in the tank. They found frequency ranges in which the pitching airfoil outperformed a purely heaving airfoil and other ranges in which it underperformed. In some cases, the wings even moved backwards in the tank. Moore

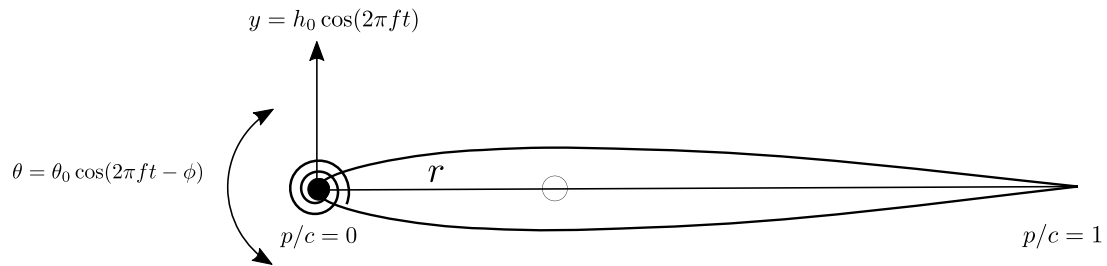


Figure A.2: Schematic of an actively heaving, passively pitching airfoil. The pivot point (shown as the black dot and defined by the distance r from the airfoil center of mass to the chosen pivot) can be adjusted anywhere along the airfoil chord line or even to positions not physically on the airfoil itself. A torsion spring colocated with the pivot controls the pitching motion. The heaving motion is defined sinusoidally and is applied at the pivot location.

(2014) approached the problem of an actively heaving, passively pitching airfoil analytically in the small amplitude limit, extending the work of Wu (1961). He confirmed in this context that allowing the wing to pitch moderately can produce up to a threefold gain in thrust, particularly when operating near the resonance frequency. Efficiency also improved with added pitching, although no optimum was observed. As driving frequency was increased beyond the point of maximum thrust, performance degraded, and the heaving and pitching oscillations became out-of-phase with each other. As with many other studies, a phase difference between pitching and heaving of 90° produced the best thrust coefficient.

In this experiment, the passive pitching motion is governed by a torsion spring which is positioned at a pivot point along the line defining the airfoil chord. The non-dimensional pivot point p/c is defined to be zero at the leading edge and one at the trailing edge of the airfoil. Motion in the transverse, heaving direction is prescribed by a sinusoidal function with amplitude h_0 and frequency f .

$$y(t) = h_0 \cos(2\pi ft) \quad (\text{A.1})$$

The pitching motion that occurs as a result of the passive dynamics is well-represented by a sinusoidal function with an amplitude θ_0 and phase shift ϕ relative to the heaving motion.

$$\theta(t) = \theta_0 \cos(2\pi ft - \phi) \quad (\text{A.2})$$

Here, we are interested in the thrust and efficiency that can be achieved under a variety of operating conditions and particularly around the resonance point, when the forcing frequency of heave f approaches the natural frequency of the torsion spring system f_n . Previous studies have typically examined one pivot point with either actively or passively controlled pitching. Consequently, we would also like to understand changes in performance caused by moving the pivot location to different positions along the airfoil chord, including points which are not physically located on the airfoil itself. Finally, we are also interested in the motion dynamics and wake configurations that determine the performance of the airfoil.

In this paper, experimental methods are presented in §A.2, followed by a discussion of some preliminary studies in which both pitch and heave are actively controlled in §A.3. The thrust and efficiency of an airfoil undergoing active heave and passive pitch are discussed in §A.4, with particular attention given to variations in performance as functions of frequency ratio and normalized pivot location. We find that the pivot location is an important parameter because it is responsible for determining whether the airfoil will produce a thrust in the de-

sired direction of motion or a drag force in the opposite direction. Comparisons to the performance of fully actively controlled systems as well as the analytical methods of Theodorsen (1935), Garrick (1936), and Fernandez-Feria (2016) are also discussed. Further discussion of the motion dynamics of the passively pitching airfoil follows in §A.5. Here, we employ “trajectory diagrams” to synchronize the position of the airfoil with parameters such as maximum instantaneous angle of attack and the forces produced. The phase angle between the pitching and heaving motions is found to be a critical parameter in determining whether a particular operating point will produce thrust or drag. Furthermore, there are several suboptimal yet interesting operating conditions which should be avoided in the construction of a practical propulsive device. In §A.6, we examine the vortex wake configuration responsible for producing both thrust and drag as the airfoil is operated in various modes. Finally, conclusions follow in §A.7.

A.2 Experimental Methods

Experiments are conducted at the Cornell University Fluid Dynamics Research Laboratories using our hybrid X-Y- θ water channel. This facility consists of an Eidetics model 1520 free-surface, closed-loop water channel with a test section of width 38 cm, length 150 cm, and depth 46 cm. A rigid NACA 0012 airfoil section of chord 10 cm and submerged depth 24 cm is attached vertically to a carriage capable of motion in the streamwise (x), transverse (y), and rotational (about the vertical axis) (θ) directions. The airfoil penetrates the free surface at the top of the channel, and at the bottom, an endplate is used to reduce three-dimensional effects. Forces are measured using 6-axis force/torque

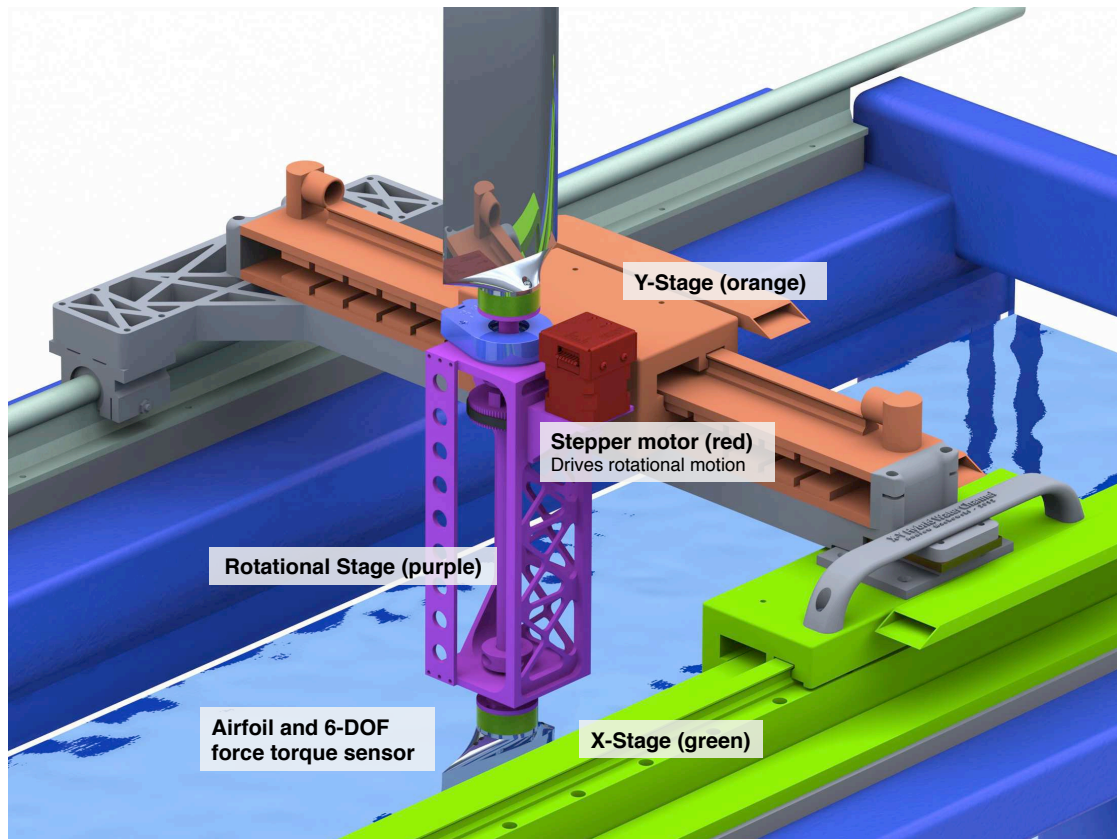


Figure A.3: Schematic showing the X-Y- θ hybrid water channel. The streamwise (x) linear stage is shown in light green, and the transverse (y) linear stage is in orange. Rotation is provided by a stepper motor, shown in red, which drives the rotational stage (purple). Each airfoil is attached to a 6-axis force/torque sensor, shown in dark green.

sensors from ATI Industrial Automation. A schematic showing the major components of this facility is shown in figure A.3.

All three degrees of freedom are controlled by a computer system equipped with force feedback. This system allows the specification of virtual forces and moments in addition to the measured fluid forces and also allows us to change the dynamical properties of the airfoil, such as its mass and moment of inertia, completely in software. Two airfoils are employed: one in the air and one in the water. The airfoil in the air measures the inertial forces produced by accelerating

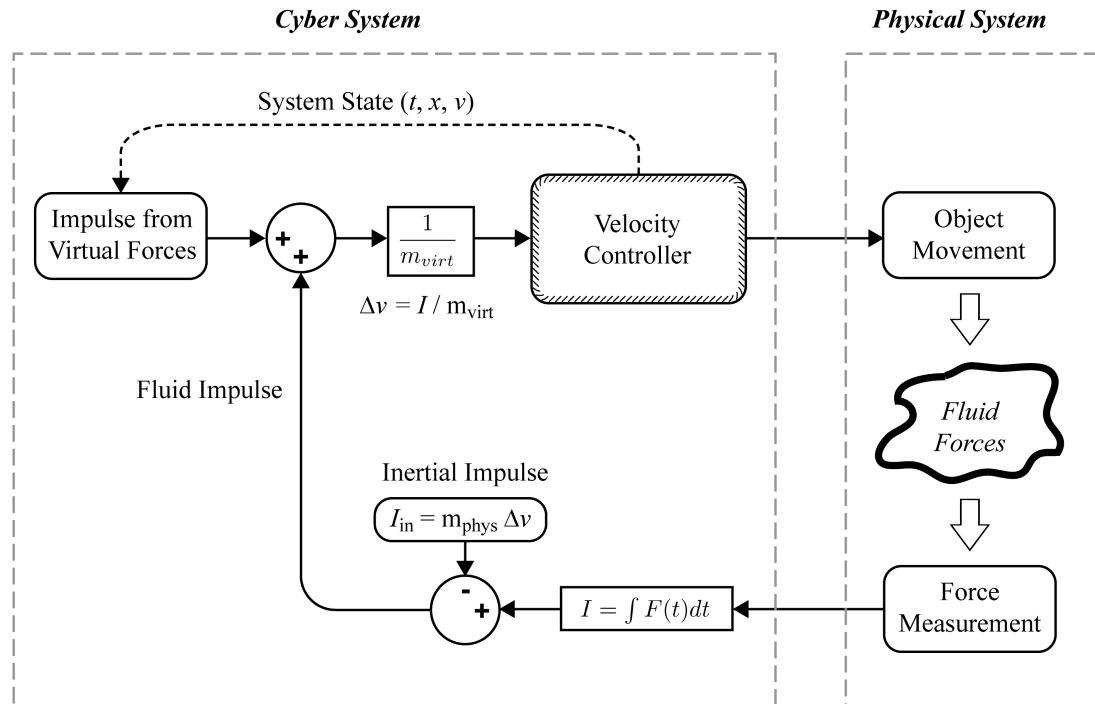


Figure A.4: Schematic showing operation of the Cyber-Physical Fluid Dynamics (CPFD) control system (Mackowski & Williamson, 2011; Mackowski, 2014). The measured fluid impulse is combined with the virtual impulse calculated from forces specified in software. The resulting total impulse is then used to compute velocity commands which move the test object through the water.

the airfoil, which permits them to be subtracted from the forces measured by the airfoil in the water, allowing us to measure the fluid forces independently. We call this technique “Cyber-Physical Fluid Dynamics” (CPFD), and a flow chart illustrating its principles of operation is shown in figure A.4.

With CPFD, the fluid impulse I , defined as the integral of the force over a timestep, measured by the force/torque sensors is computed and combined with the impulse of any virtual forces that are specified by equations in software, as shown in figure A.4. Division by the arbitrary virtual mass of the airfoil gives the velocity increments for each axis at a given time step. Corresponding velocity commands are then sent to the three motors controlling the airfoil in the

x , y , and θ directions, which make it move as if it were subject to both the fluid and virtual forces together. The system is also capable of independently controlling the speed of the water channel pump, using a laser doppler velocimeter to measure the flow speed in the test section. This approach allows the experiment to be almost fully automated. Scripts can be created that run batches of experiments for days at a time without any manual intervention. Further details on the operation of CPFD are available in Mackowski & Williamson (2011) and Mackowski (2014). It should also be noted that the application of a force-feedback control system to fluid dynamics problems was first explored by Hover *et al.* (1998) for one degree of freedom. Our facility expands this technique to multiple degrees of freedom and incorporates a water channel to enable experiments of indefinite duration.

The CPFD technique has been validated by comparison with purely physical experiments for which solutions are already known. For example, the decay of a mass-spring-damper system is shown in figure A.5(a). This experiment was conducted with both airfoils oscillating in air so that no fluid damping forces were present. Another comparison to a physical experiment is shown in figure A.5(b). This vortex-induced vibration experiment involving a circular cylinder was originally performed by Govardhan & Williamson (2000). The amplitude of the VIV response derived from the CPFD technique agrees remarkably well with the physical experiment.

Using the mass-spring-damper system, a timestep refinement study was also conducted to verify that the speed at which the force-feedback loop runs is sufficient to produce reliable results. Degradation of the damped harmonic oscillator response was observed beginning at a loop rate of 20kHz. All experiments were

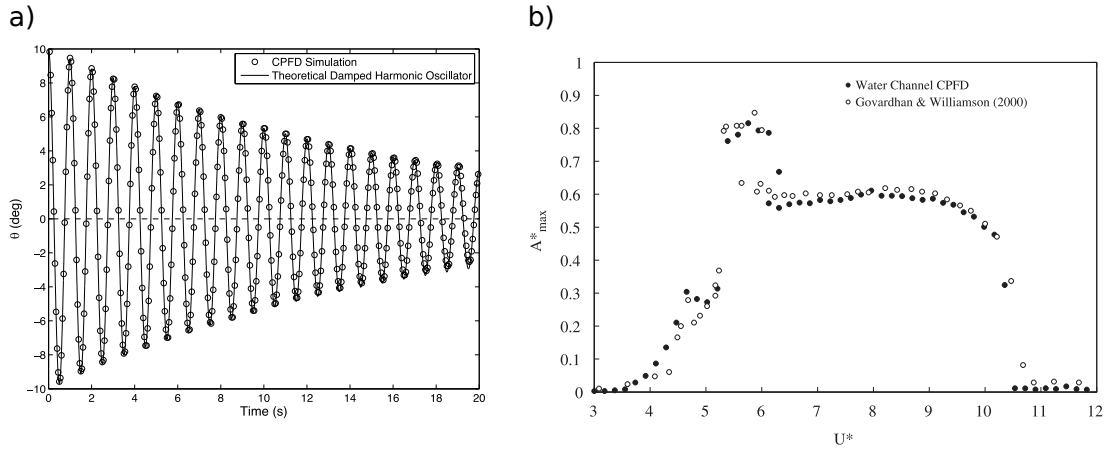


Figure A.5: (a) Damped harmonic oscillator response from a CPFD simulation compared with the theoretical response of such a system. In the tested system, the damping ratio is 0.01, and the natural frequency is 1 Hz. (b) Amplitude of VIV response for a circular cylinder from both a cyber-physical experiment (Mackowski & Williamson, 2011; Govardhan & Williamson, 2000) (reprinted with permission from Elsevier).

consequently run with this loop execution rate set to 80kHz.

In our present experiment, we simulate an airfoil undergoing active heave and passive pitch. Pitching is controlled by a torsion spring at the pivot location, which produces a moment given by $-\kappa\theta$, where κ is the spring stiffness and θ is the angular position of the airfoil. This equation is implemented virtually in software, which enables the use of an infinite range of springs with no need to change the physical hardware in the experiment.

There are important differences between actively and passively controlled systems with regard to the parameters that need to be set for each experiment. These are summarized in table A.1. The key difference is that for an actively controlled pitching system, the pitching amplitude and phase are determined before the experiment is run. For a system with passive pitch, these parameters are chosen by the dynamics of the system and must be measured after the exper-

[Active Heave]-[Active Pitch]		[Active Heave]-[Passive Pitch]	
Parameter	Definition	Parameter	Definition
ρ	Fluid density	ρ	Fluid density
μ	Fluid viscosity	μ	Fluid viscosity
c	Chord length	c	Chord length
p	Pivot location	p	Pivot location
U_∞	Freestream velocity	U_∞	Freestream velocity
f_h	Heaving frequency	f_h	Heaving frequency
$f_p = f_h$	Pitching frequency	$f_p = f_h$	Pitching frequency
h_0	Heaving amplitude	h_0	Heaving amplitude
A_{TE}	Trailing edge displacement	A_{TE}	Trailing edge displacement
θ_0	Pitching amplitude	θ_0	Pitching amplitude (measured)
ϕ	Pitching phase	ϕ	Pitching phase (measured)
		f_n	Natural frequency

Table A.1: Parameters defining each cyber-physical experiment for actively and passively pitching systems.

iment is complete. The passive system has an additional parameter, however, in the natural frequency f_n , defined by equation A.3, in which I is the moment of inertia of the airfoil about its pivot point.

$$f_n = \frac{1}{2\pi} \sqrt{\frac{\kappa}{I}} \quad (\text{A.3})$$

Other important non-dimensional parameters are summarized in table A.2. In these experiments, the Reynolds number is set to 10,000, and the reduced frequency is 0.50 unless otherwise noted. The heave-to-chord ratio is 0.25, and the non-dimensional pivot location p/c varies from -5 to 5, where $p/c = 0$ at the leading edge and $p/c = 1$ at the trailing edge. The Strouhal number based on the heaving amplitude, which is often discussed in biological contexts, is 0.25, which is in the range in which fish and birds typically operate.

The principal metrics used to evaluate the performance of the airfoil are the thrust coefficient in the x-direction and the propulsive efficiency. The thrust

Parameter	Definition
$Re = \frac{\rho U_\infty c}{\mu}$	Reynolds number
$St = \frac{A_{TE} f}{U_\infty}$	Strouhal number
$k = \frac{f c}{U_\infty}$	Reduced frequency
h_0/c	Heave-to-chord ratio
p/c	Pivot location
f/f_n	Frequency ratio

Table A.2: Non-dimensional parameters for an active heave, passive pitch system.

coefficient (equation A.4) employs the average thrust and is normalized in the usual manner for force coefficients.

$$C_T = \frac{\bar{T}}{\frac{1}{2}\rho U_\infty^2 S} \quad (\text{A.4})$$

where $\bar{T}$ is the average thrust in the x-direction produced by the airfoil, ρ is the fluid density, U_∞ is the channel velocity, and S is the planform area of the airfoil.

The input power coefficient is needed to compute the propulsive efficiency and is given by equation A.5.

$$C_P = \frac{\bar{P}}{\frac{1}{2}\rho U_\infty^3 S} \quad (\text{A.5})$$

where $\bar{P}$ is the average input power to the airfoil, given by

$$\overline{P} = \frac{1}{T} \left(\int_0^T F_{motor}(t) \dot{h}(t) dt \right) \quad (\text{A.6})$$

in which T is the period of one oscillation cycle, F_{motor} is the force produced by the linear motor in the heave direction, and $\dot{h}$ is the heaving velocity of the pivot point.

The propulsive efficiency η is then defined by the ratio of the thrust coefficient to the power coefficient:

$$\eta = \frac{C_T}{C_P} \quad (\text{A.7})$$

In a typical batch of experiments, a pivot location is selected and the frequency ratio is varied over a range of zero to five by changing the spring stiffness and therefore the natural frequency of the system. Each experiment is run for three minutes, and the first 30 seconds of data collected are discarded in order to allow the system to reach steady state. All output variables are phase-averaged using approximately 75 cycles. Experiment parameters are selected so that the resulting motion of the airfoil remains comfortably outside the range where excessive sloshing or wave action occur.

The airfoil is mounted to the rotational stage such that it pivots about its center of mass. However, the pivot location is one of the key parameters that we would like to vary. This can be done easily by combining rotational motion with additional motion in the x- and y-directions. Velocity commands given by the following equations are computed in real time by the computer control system and allow the pivot point to be set arbitrarily, even to points not physically located on the airfoil itself.

$$\dot{x} = r \sin(\theta) \dot{\theta} \quad (\text{A.8})$$

$$\dot{y} = -r \cos(\theta) \dot{\theta} \quad (\text{A.9})$$

where r is the distance from the airfoil's center of mass to the desired pivot location, p/c . Since p is measured from the airfoil's leading edge, $r = p - x_{CoM}$, where x_{CoM} is the chordwise coordinate of the airfoil's center of mass, also measured from the leading edge.

In order to examine the vortical wake structure formed by the airfoil, we use particle image velocimetry (PIV). The particles are Potters' Industries Spheri- cel 110P8 (mean diameter $10\mu m$ and density $1.10gcm^{-3}$). Illumination is provided by a New Wave Research dual Nd:YAG laser, formed into a 3-mm thick light sheet using a series of hemispherical and cylindrical lenses. Photographs are taken by a JAI CV-M2CL 2-megapixel camera at a rate of 8 Hz, yielding 16 frames per cycle of the airfoil motion. The laser and camera are controlled by the same LabVIEW program that controls the airfoil, enabling precise control over the timing of the images and allowing PIV frames to be phase-averaged. PIVLab running in MATLAB is used to compute the velocity fields (Thielicke & Stamhuis, 2014a,b; Thielicke, 2014) with a final subwindow size of 64×64 pixels and 50% overlap. Typically, three PIV experiments were run for each case, with the airfoil located at three different positions in the test section, one with the airfoil positioned within the camera field of view, and two others with the airfoil located further upstream from the fixed camera position. This method provides images that span a distance downstream from the airfoil equal to the entire test section length and are combined in post-processing to create a single,

continuous view of the wake.

Typical uncertainties in our measured quantities were quantified by running multiple identical experiments. For force measurements, each data point represents the average of approximately 75 identical motion cycles. The bootstrap method is used to estimate the random experimental error associated with each of the measurements of interest. For a pivot location one chord-length upstream of the leading edge, the 95% confidence interval for the thrust coefficient is approximately $\pm 1.26\%$. For the efficiency, the uncertainty is approximately $\pm 1.13\%$. When the pivot is located at the trailing edge, the typical uncertainties are $\pm 1.75\%$ for thrust coefficient and $\pm 1.66\%$ for propulsive efficiency. Consequently, the experiment is quite repeatable.

A.3 Preliminary Studies

Before examining the passively pitching airfoil, it is important to examine the behavior of a fully actively controlled system (Active-Heave, Active-Pitch). Figure A.6(a) shows contours of thrust coefficient vs. Strouhal number and maximum instantaneous angle of attack from Read *et al.* (2003). The maximum angle of attack is the largest angle of attack reached by the airfoil during a full motion cycle and is a result of both pitching and heaving. It can differ substantially from the pitching angle at any given time. In these experiments, the airfoil is pitching about its one-third-chord position ($p/c = 1/3$) with a heave-to-chord ratio of 0.75 and a Reynolds number equal to 40,000. Both pitching and heaving motions are sinusoidal with the pitching motion leading the heaving motion by 90° . In general, thrust increases with Strouhal number and with maximum an-

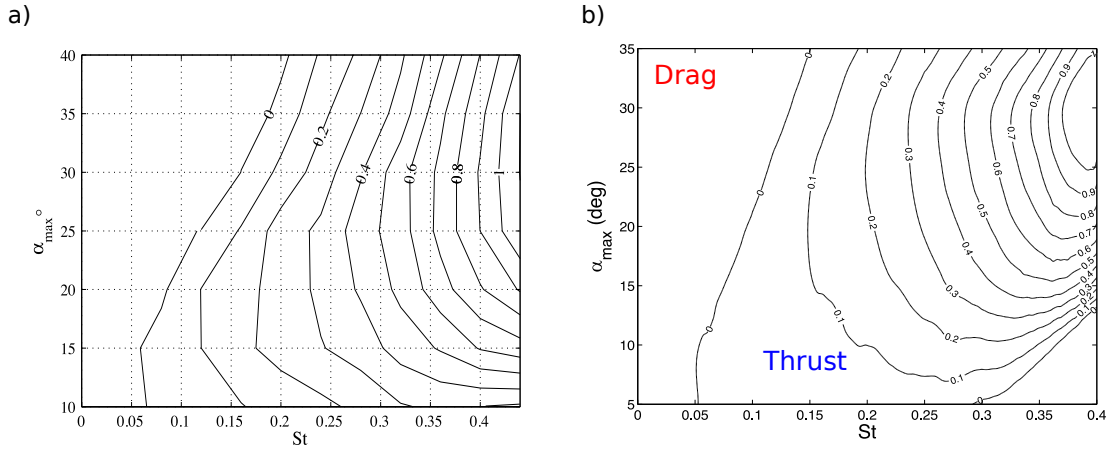


Figure A.6: Active Heave, Active Pitch (a) Contours of thrust coefficient vs. St and α_{max} , $Re = 40,000$, $p/c = 0.33$, and $h_0/c = 0.75$ (Read *et al.*, 2003) (reprinted with permission from Elsevier). (b) Contours of thrust coefficient vs. St and α_{max} from current experiments. $Re = 15,000$, $p/c = 0.33$, and $h_0/c = 0.25$.

gle of attack up to about 30° . However, performance begins to degrade as the angle of attack is increased further. This is particularly evident in the position of the zero contour, which indicates the transition between motions which produce thrust and those that produce drag. At high values of α_{max} , a larger value of Strouhal number is needed to produce thrust. While our facility does not match the heave-to-chord ratio and Reynolds number used in the MIT experiments, the contours of thrust coefficient that we obtain (figure A.6b) are broadly similar in behavior.

Figure A.7(a) shows contours of propulsive efficiency for the same experiments (Read *et al.*, 2003). The highest efficiency of 71.5% occurs for a Strouhal number of 0.16 and a maximum angle of attack of 15° . Unfortunately, the thrust coefficient for this operating condition is relatively low at 0.18. Fortunately, however, there is a broad range of Strouhal numbers and angles of attack where the thrust coefficient is relatively high and the efficiency, though not the maximum, is still reasonable. Results from the Cornell CPFD facility again show

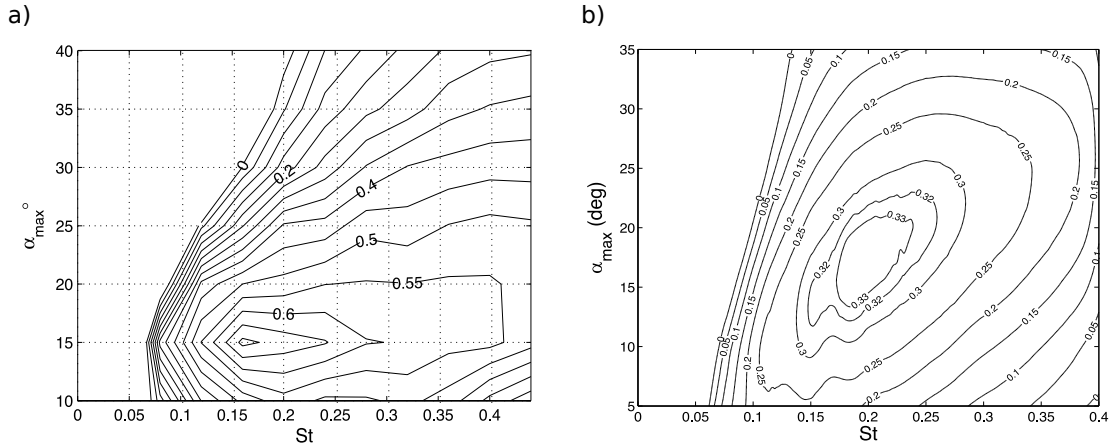


Figure A.7: (a) Contours of propulsive efficiency vs. St and α_{max} , $Re = 40,000$, $p/c = 0.33$, and $h_0/c = 0.75$ (Read *et al.*, 2003) (reprinted with permission from Elsevier). (b) Contours of propulsive efficiency vs. St and α_{max} from current experiments. $Re = 15,000$, $p/c = 0.33$, and $h_0/c = 0.25$.

broadly similar results (figure A.7b), although the peak efficiency occurs in a broader region and is lower than the MIT experiments. These differences are attributable to the lower Reynolds number and to the lower heaving amplitude used in our study.

To observe the effect of the heave-to-chord ratio on the thrust coefficient and propulsive efficiency, some experiments were conducted using a NACA 0012 airfoil of 5-cm chord. This smaller airfoil allowed us to achieve larger normalized heaving amplitudes within the confines of our test section. Figure A.8 shows a comparison between experiments from Read *et al.* (2003) and those conducted in our facility for a Strouhal number of 0.30, representing a vertical slice through the contour plots discussed earlier. In this case, we match the heave-to-chord ratio of 0.75, and the only difference between the experiments is the Reynolds number: 40,000 for the MIT experiments and 14,000 in our facility. For both the thrust coefficient and propulsive efficiency, agreement is good, despite the Reynolds number difference.

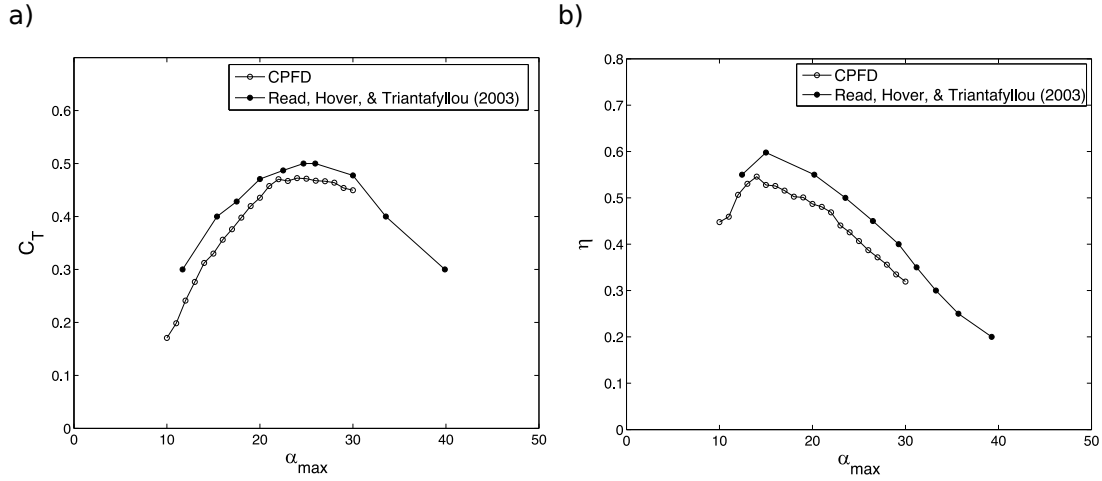


Figure A.8: Thrust coefficient vs. maximum angle of attack (a) and propulsive efficiency vs. maximum angle of attack (b) from Read *et al.* (2003) and current experiments for $St = 0.30$ and $h_0/c = 0.75$.

A.4 [Active Heave]-[Passive Pitch]: Thrust and Efficiency

The principal aim of this study is to evaluate the performance of an actively heaving, passively pitching airfoil through a cyber-physical fluid dynamics technique. This means that we use our force-feedback system to simulate the presence of a torsion spring at the pivot point on the airfoil, as shown in figure A.9.

The equation of motion governing the rotation of the airfoil is given by the following:

$$I\ddot{\theta} = M_f - \kappa\theta + F_x r \sin \theta - F_y r \cos \theta - 4\pi^2 f^2 h_0 m r \cos \theta \cos(2\pi f t) \quad (\text{A.10})$$

In this equation, I is the moment of inertia of the airfoil about its pivot location, θ is the angular position of the airfoil, M_f is the fluid moment measured

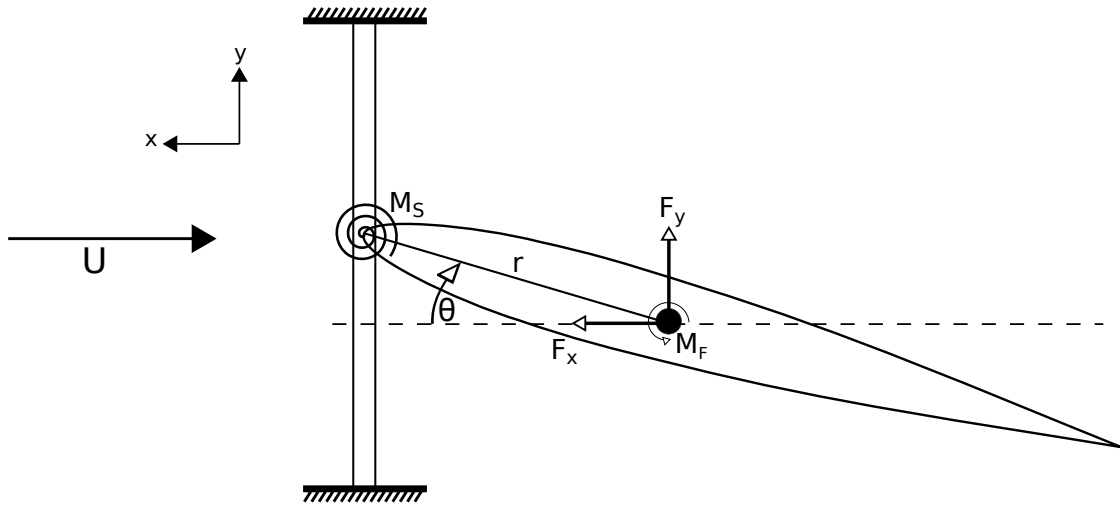


Figure A.9: Free-body diagram showing the forces and moments acting on the airfoil. In this case, the pivot point is located at the leading edge.

by the force/torque sensor at the center of mass, κ is the spring stiffness, F_x is the force in the streamwise direction, F_y is the force in the transverse direction, f is the heaving frequency, h_0 is the heaving amplitude, m is the virtual airfoil mass, r is the distance from the airfoil center of mass to the pivot point, and t is time.

From left to right on the right-hand side of equation A.10, the terms represent the fluid moment exerted by the center of mass, the moment from the torsion spring, the moments created at the pivot location by the x- and y-forces, and the inertial moment, which causes the airfoil to rotate whenever its center of mass is not colocated with the pivot point.

In figure A.10, we show the thrust coefficient as a function of the frequency ratio, f/f_n , for various pivot points along the airfoil chord. The frequency ratio is varied by changing the natural frequency, so that smaller values of f/f_n correspond to a stiffer spring and larger values to a weaker spring. For $f/f_n = 0$, the spring is infinitely stiff, and the system behaves as if it is undergoing a purely

heaving motion. Immediately obvious from this plot is the strong resonance effect that occurs near $f/f_n = 1$, an effect that appears to become more pronounced as the pivot is moved closer to the leading edge. Interestingly, we observe both a positive and a negative resonance. For pivot locations located forward of the airfoil's center of mass, such as at or in front of its leading edge, the airfoil produces increasingly large amounts of thrust as the frequency ratio approaches resonance. For pivots downstream of the center of mass, the airfoil actually acts as a brake, producing a very large amount of drag, especially when pivoted near the trailing edge. If the spring is made very weak, such as for frequency ratios greater than about 1.5, then the airfoil becomes a very ineffective propulsor, producing little thrust.

Figure A.11(a) shows further pivot locations located upstream of the airfoil leading edge. The highest thrust coefficient that we observed was produced when the airfoil was pivoted about a point two chord-lengths upstream ($p/c = -2.00$). For $f/f_n = 0.85$, the thrust coefficient is 2.40. Furthermore, the region in which high thrust coefficients are obtainable is relatively broad, with comparable performance available for a pivot one chord-length upstream of the leading edge as well ($p/c = -1.00$). Useful thrust is still produced for pivots ranging from $p/c = -5.00$ to $p/c = 0.25$. Figure A.11 shows in schematic form the shape of the response curve for the best performing pivots. When actuated in heave only, the airfoil produces a thrust coefficient equal to 0.267. Consequently, with the proper selection of pivot point, it is possible to obtain roughly a factor of ten increase in thrust over heaving alone. This "magnification factor" is shown in schematic form in figure A.11(b).

If we select the resonance peaks for each pivot location, we obtain the plot in

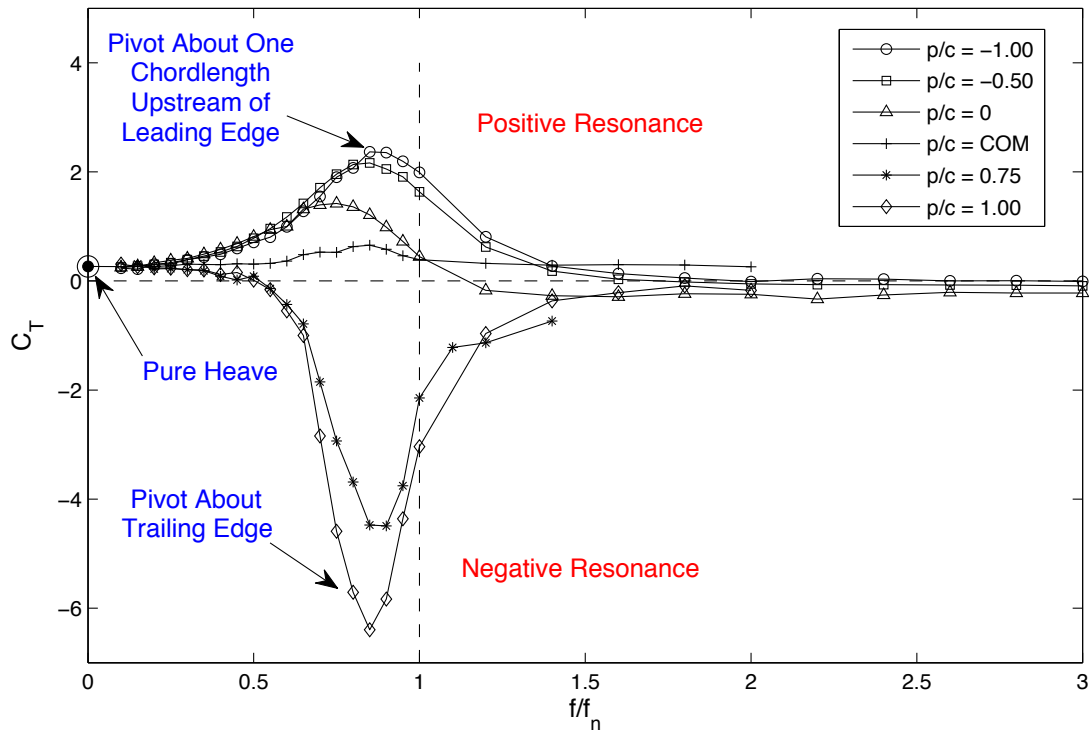


Figure A.10: Thrust coefficient vs. frequency ratio for various pivot points. When the airfoil is pivoted about a point upstream of its center of mass, the thrust coefficient is magnified as the frequency ratio f/f_n approaches resonance. Conversely, if the pivot location is downstream of the center of mass, a negative, drag-producing resonance occurs.

figure A.12, showing the peak thrust or drag produced by the airfoil as a function of the pivot location. Upstream of the center of mass, the airfoil produces thrust, and downstream of the center of mass, it produces drag. The best thrust performance is obtained for pivots forward of the leading edge, where there is a large, relatively flat region in which performance remains close to the maximum. As the pivot is located behind the center of mass, the airfoil produces increasing amounts of drag, achieving its maximum braking force for a pivot just downstream of the trailing edge ($p/c = 1.1$). The maximum drag coefficient for this pivot location, $C_D = 6.38$ is approximately twice the drag produced by a stationary NACA 0012 airfoil at an angle of attack of 90° , indicating a substan-

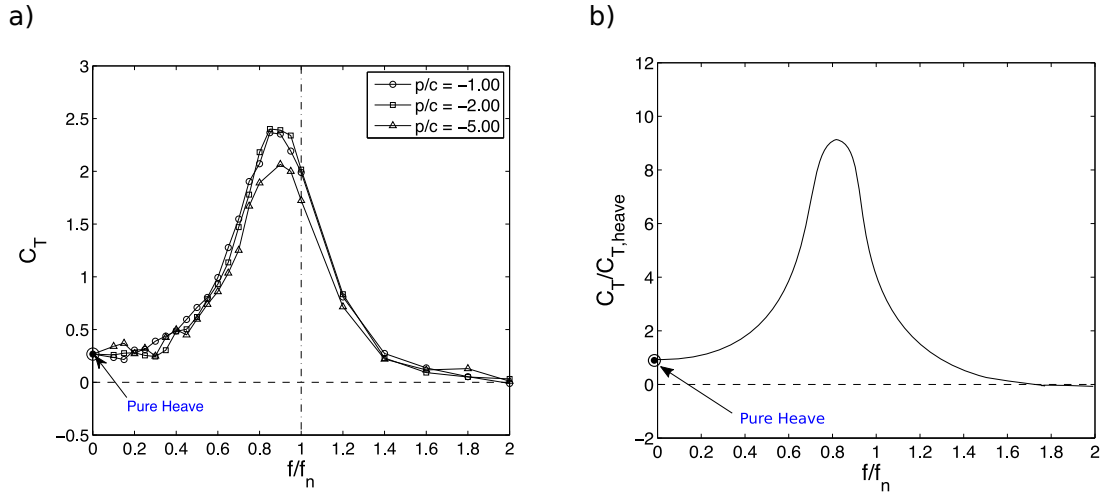


Figure A.11: (a) Thrust coefficient vs. frequency ratio for pivot locations upstream of the airfoil leading edge. (b) Schematic based on data from $p/c = -1.00$ illustrating the increase in thrust coefficient that can be achieved over pure heaving. The maximum “magnification factor” achieved for this set of parameters is approximately 10. The data presented in this schematic are representative of the airfoil thrust production for pivots ranging from $p/c = -0.50$ to $p/c = -5.00$.

tial drag increase in the dynamic case. Finally, the transition between thrust and drag occurs very abruptly as the pivot moves behind the airfoil’s center of mass.

We have shown that the addition of passive pitching dynamics can achieve remarkable gains in thrust over airfoils which are only allowed to move in the heaving direction. However, the question of how well the airfoil performs compared to a system in which both heave and pitch are actively controlled naturally arises. As discussed in §A.2, a fully active system allows independent control over the amplitudes of both heave and pitch and over the phase difference between those motions. In order to evaluate this question, we conducted a series of experiments in which the pitching amplitude and phase were systematically varied for two pivot locations which produce thrust. The resulting contour plots of thrust coefficient (figure A.13) show optimal performance is achieved for pitching amplitudes near $20 - 25^\circ$ and phase angles of $200 - 220^\circ$.

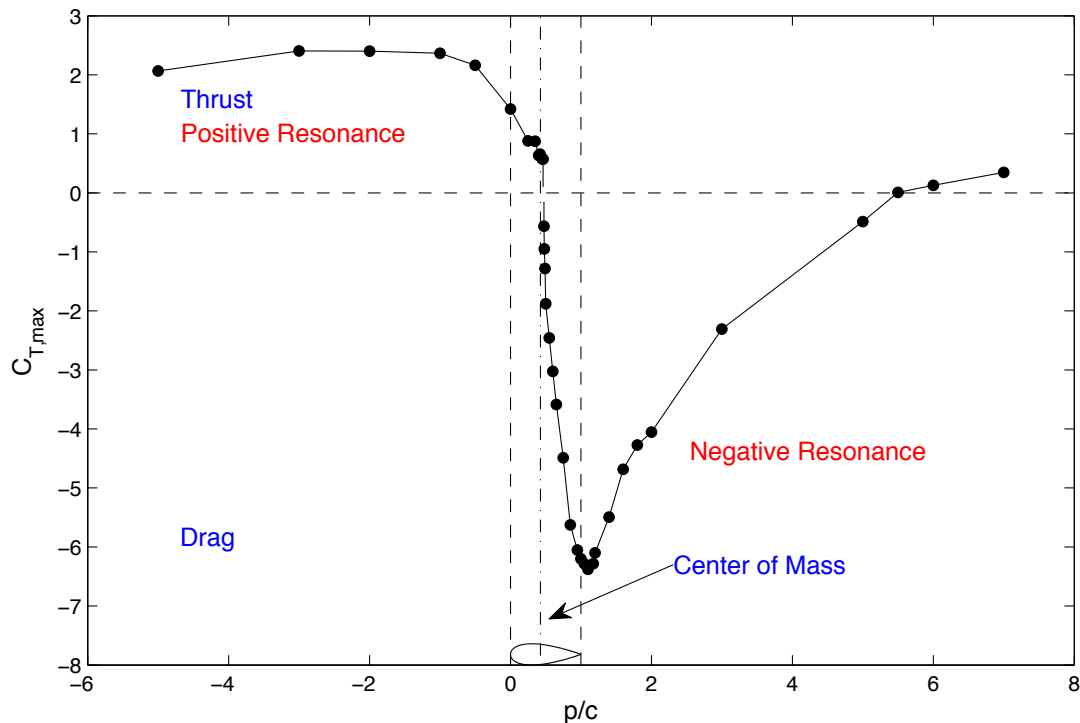


Figure A.12: Maximum thrust coefficient vs. pivot location. Pivot points located forward of the airfoil's center of mass produce thrust, while those located downstream of the center of mass produce drag.

(Phase angles in this range indicate that the pitching motion is leading the heaving motion by a bit more than 1/4 of a cycle.) The red bull's eyes indicate the pitching amplitude and phase at which the passively pitching airfoil operates when it produces peak performance. In both cases, the passive system operates near the optimum point for thrust production. Consequently, we can take advantage of the performance benefits made possible by using both pitch and heave while only controlling heave with a single actuator.

Many studies (for example, (Read *et al.*, 2003)) have shown that it is not possible to simultaneously operate at peak thrust and at peak efficiency. When operating with the motion parameters that deliver maximum thrust coefficient, the propulsive efficiency is typically lower than that achievable when the thrust

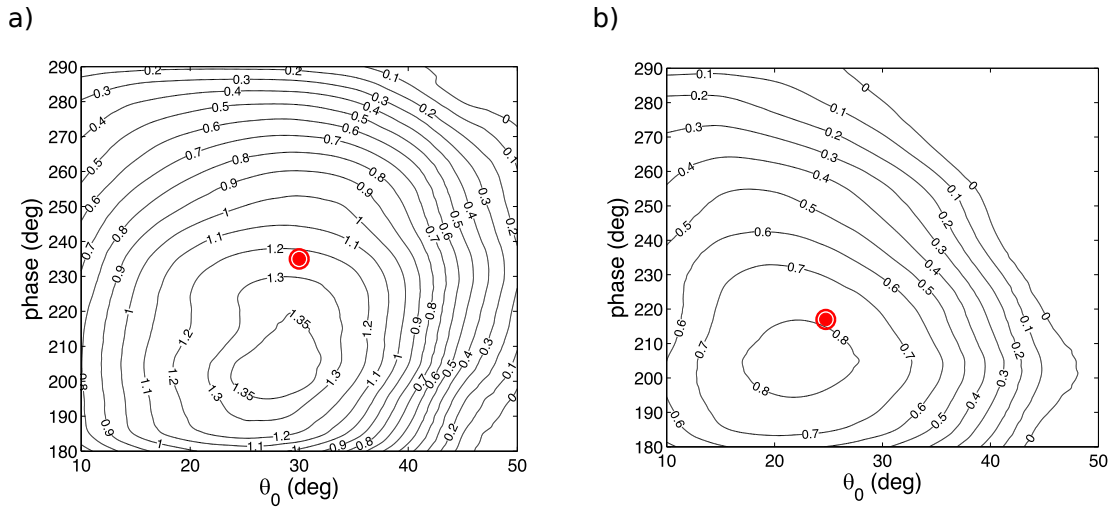


Figure A.13: (a) Contours of thrust coefficient as a function of the pitching amplitude and pitching phase for the airfoil with a pivot point located at the leading edge ($p/c = 0$). (b) Contours of thrust coefficient as a function of the pitching amplitude and pitching phase for the airfoil with a pivot point located at its quarter-chord ($p/c = 0.25$). In both (a) and (b), the red circle indicates the best performance achieved when pitch is implemented passively.

performance is not optimized. Similarly in these experiments, as shown in figure A.14, efficiency is best at pivot locations closer to the center of mass, where thrust production is reduced. As the pivot point moves further forward on the airfoil and in front of the leading edge, thrust increases but efficiency declines.

Fortunately, however, operating near the resonance point for a given pivot has very little effect on the propulsive efficiency. Figure A.14(b) shows the efficiency overlaid with the thrust response curve for $p/c = -1.00$, a point located one chord-length ahead of the leading edge. The efficiency curve is quite flat and changes little even as the thrust coefficient increases dramatically near the resonance condition.

Attempts to model the performance of an oscillating airfoil include the early studies of Theodorsen (1935), who was interested in airfoil oscillations caused

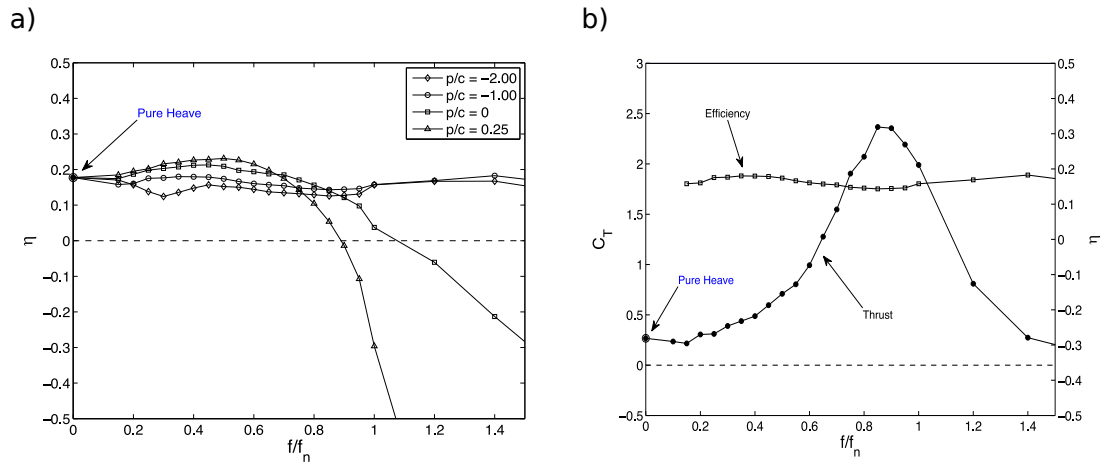


Figure A.14: (a) Propulsive efficiency vs. frequency ratio for various pivot locations. (b) Propulsive efficiency and thrust coefficient for a pivot point located one chord-length ahead of the leading edge of the airfoil ($p/c = -1.00$), showing that the efficiency does not decrease significantly near the resonance point.

by aerodynamic flutter. His theory provides a completely analytical means of computing the lift force and moment on an airfoil moving in pitch and heave. The expressions he obtained using velocity potentials were also derived separately by von Kármán & Sears (1938) using momentum conservation. Garrick (1936) built on the theory of Theodorsen to compute the thrust force on the airfoil, using the suction force applied at the airfoil's leading edge and the quasi-steady contribution of the lift component in the thrust direction. More recently, Fernandez-Feria (2016) has recomputed the thrust force, but this time based on the entire vorticity distribution. The newly derived expressions correct some non-physical behavior observed with results from Garrick (1936) and also provide better agreement with experiments and computations for pitching airfoils.

The theory requires a complete description of the parameters defining the motion of the airfoil. The input variables include the heaving and pitching amplitudes, the phase difference between heaving and pitching, and the pivot location along the airfoil chord. Outputs available are the thrust and lift forces

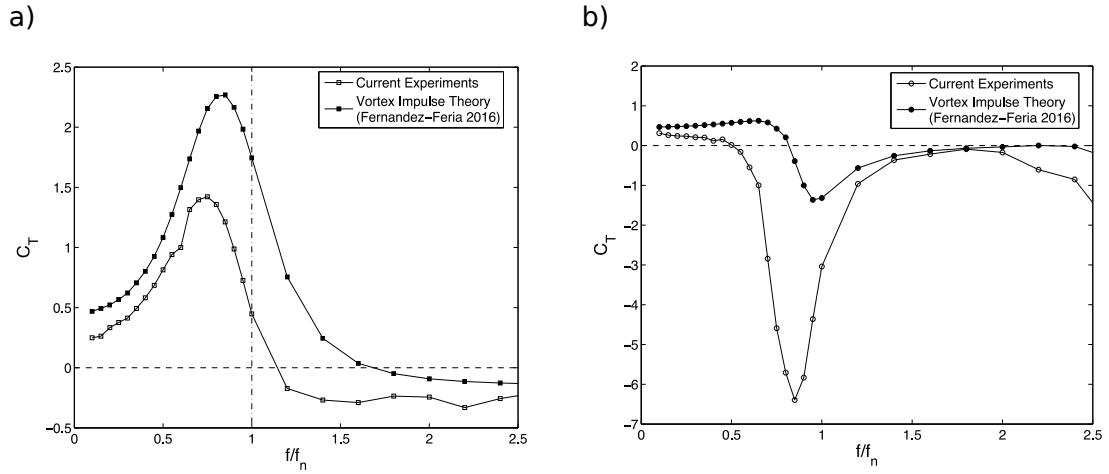


Figure A.15: Thrust coefficient vs. frequency ratio from current experiments and predicted by the vortex impulse theory of Fernandez-Feria (2016) for (a) $p/c = 0$ and (b) $p/c = 1.00$.

acting on the airfoil along with the pitching moment. In order to evaluate the applicability of the theory to the motions observed in this study, we computed the thrust coefficient predicted by the theory using the pitching amplitude and phase difference measured by our experiments. Figure A.15 shows the predicted thrust coefficient as a function of frequency ratio for two pivot points: the leading edge in (a), and the trailing edge in (b). Examination of these results shows that the theory does not do particularly well with capturing the quantitative values of the thrust coefficient. This may be expected, given the large amplitudes in both pitch and heave and low Reynolds number in this experiment. However, the theory is qualitatively largely correct. It properly shows thrust production when the airfoil pivots about its leading edge and drag when it is pivoted about its trailing edge.

A significant disadvantage of using the vortex impulse theory to predict performance in this manner is that the pitching amplitude and phase are unknown prior to running an experiment. These inputs are required for the theory to

predict the forces and moments on the airfoil. One way to obtain these parameters is to run an experiment and measure them. Alternatively, we can couple the vortex impulse theory with the equation of motion governing the pitching axis in order to make *a priori* predictions of the airfoil performance. In this way, predictions can be made without running a physical experiment at all.

As written, the equation of motion (equation A.10) has five unknowns: the pitching amplitude, θ , pitching phase, ϕ , the two fluid forces, F_x and F_y , and the fluid moment, M_f . The other parameters, including the spring stiffness, κ , the heaving amplitude, h_0 , the heaving frequency, f , the mass m , and the pivot location, r , are known. In our solution technique, we sweep over a reasonable parameter space for the pitching amplitude and phase and use the recent theory of Fernandez-Feria (2016) to provide the fluid forces and moments. The pitching amplitude and phase which best satisfy the equation of motion are then taken as the predictions for a given experiment. Figure A.16 shows experimental data with *a priori* predictions using this method. Quantitatively, the agreement remains poor as expected. However, the qualitative behavior of the predictions correctly shows the presence of the resonance point and its corresponding increase in thrust coefficient. Results from the theory also have other important uses, as discussed in §A.5.

All of the results presented to this point were collected for an airfoil operating with a reduced frequency, $k = fc/U$, equal to 0.50. In order to investigate the effect of the reduced frequency on the thrust coefficient and the propulsive efficiency, the reduced frequency was varied from 0.25 to 0.75. Results from these experiments, conducted with the pivot point at the leading edge, are shown in figure A.17. As reduced frequency is increased, the thrust coefficient increases

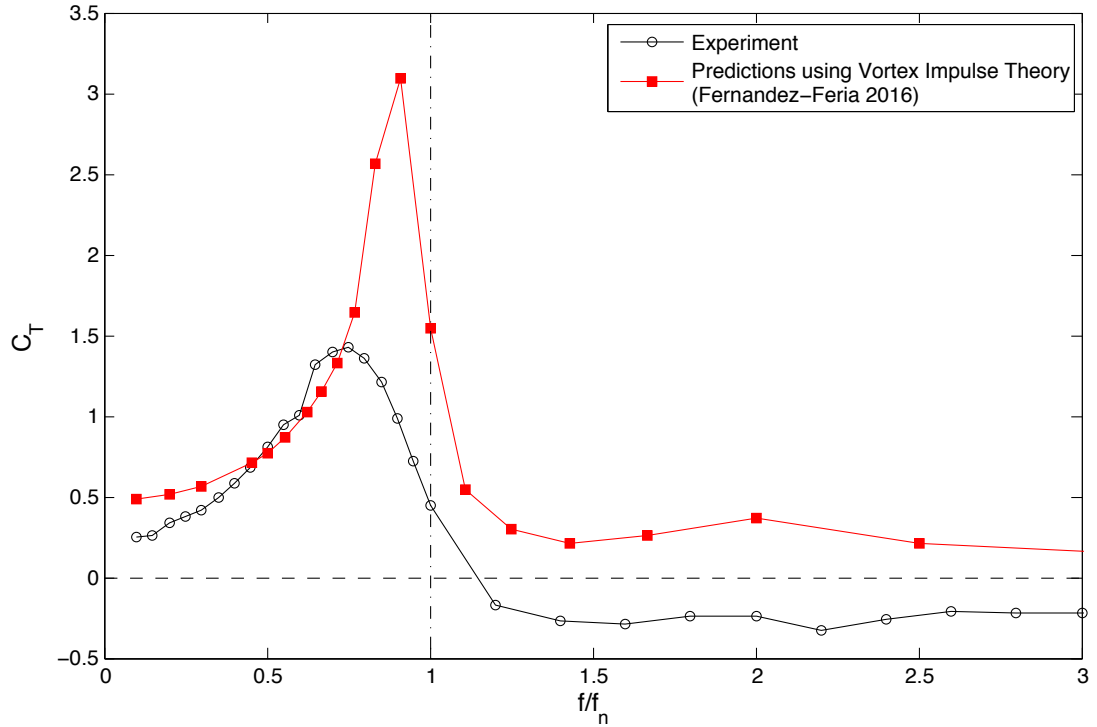


Figure A.16: Thrust coefficient vs. frequency ratio from current experiments and predicted by the theory of Fernandez-Feria (2016) for $p/c = 0$. In this case, the predictions do not rely on measured values of the pitching amplitude and phase. They are predicted using the pitching equation of motion and the vortex impulse theory.

quite dramatically. Simultaneously, the propulsive efficiency decreases.

A.5 Passive Pitching: Motion Dynamics

We have shown that it is possible to obtain excellent performance from an actively heaving, passively pitching airfoil. In this section we discuss the operational characteristics that are responsible for this performance. In figure A.18, we show the pitching amplitude selected by the system when it is passively pitching as a function of the frequency ratio. The four plots include curves from different ranges of pivot location. The upper two panels represent mo-

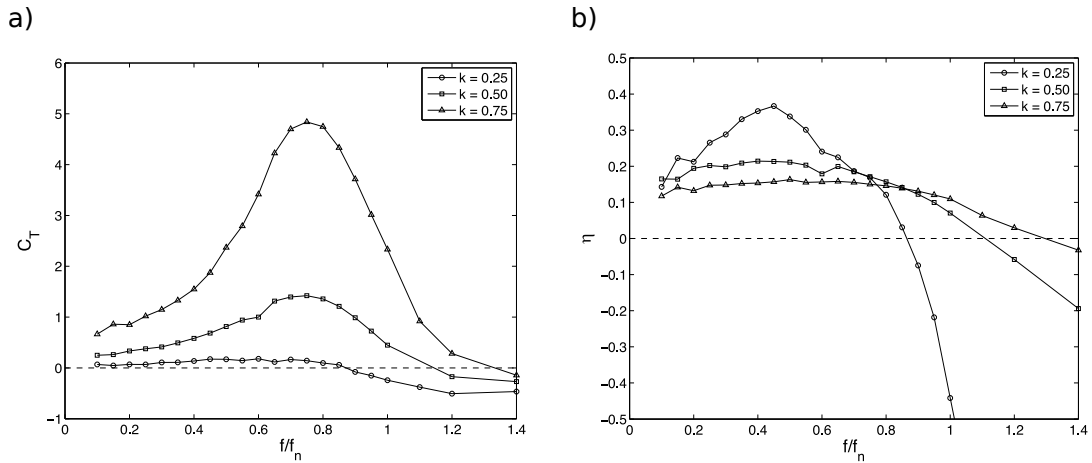


Figure A.17: (a) Thrust coefficient and (b) propulsive efficiency vs. frequency ratio for a heaving airfoil which is also pitching about its leading edge with various values of reduced frequency. Higher reduced frequencies are associated with greater thrust production but lower efficiency.

tions which produce thrust, and the lower two panels motions which produce drag.

Several features are apparent. First, the pitching amplitude also exhibits a resonance effect, similar to that seen for the thrust coefficient. The frequency ratio at which the maximum pitching amplitude occurs, however, is higher than that for resonance of the thrust coefficient. Typically, the maximum thrust coefficient occurs for a frequency ratio near 0.85 for thrust-producing motions, whereas the point of maximum pitching amplitude follows later, at about $f/f_n = 1$. Secondly, the best thrust performance occurs for moderate amplitudes of pitch. For example, $p/c = -1.00$ and $p/c = -2.00$ produce excellent thrust and have pitching amplitudes near 20° . Motion profiles in which the pitching amplitude is larger do not fare as well, generally producing less thrust. However, it also apparent that having the correct pitching amplitude is insufficient for guaranteeing good thrust performance—pivoting about the airfoil's center of mass results in approximately the same pitching amplitude as $p/c = -1.00$

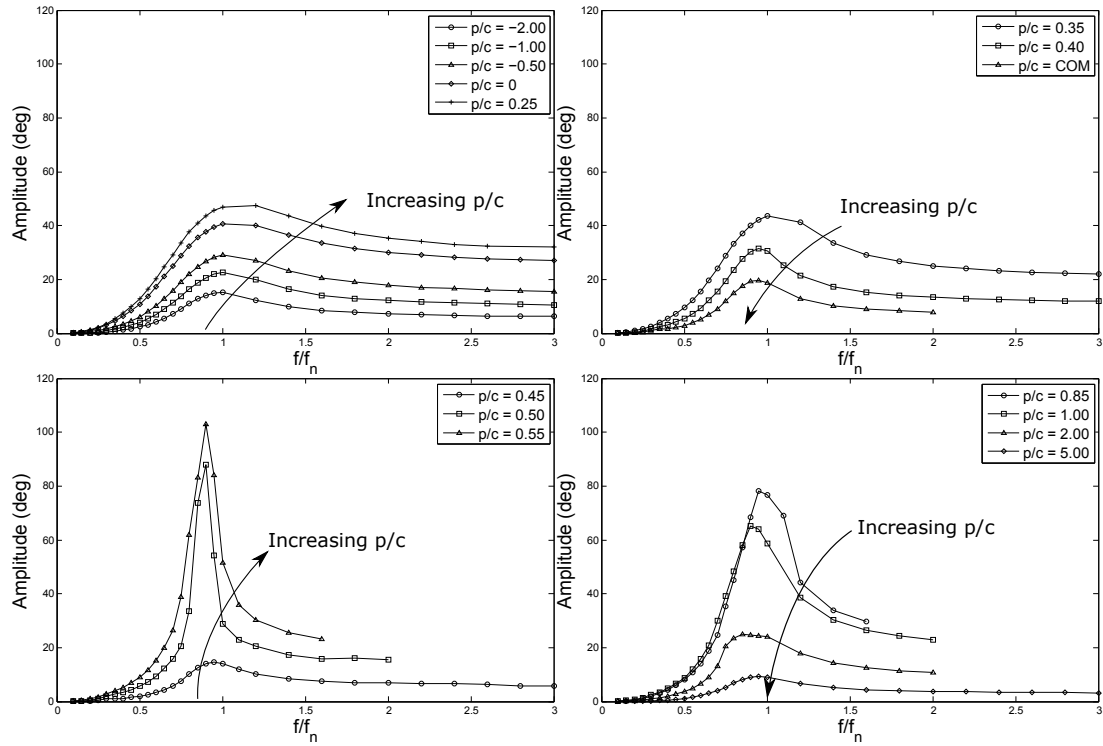


Figure A.18: Pitching amplitude, θ_0 , as a function of frequency ratio and pivot location for a passively pitching airfoil. Resonance peaks in the pitching amplitude occur as the frequency ratio f/f_n approaches 1.

but produces relatively little thrust (see figure A.12).

For the cases which produce significant drag, the pitching amplitude becomes very large, peaking at more than 100° for $p/c = 0.55$. The amplitude gradually decreases for pivots located downstream of that point, even as the amount of drag produced increases. For pivots far downstream, the airfoil transitions from producing drag to producing thrust.

Predictions of the pitching amplitude derived from the vortex impulse theory of Fernandez-Feria (2016) using the method described in §A.4 are shown in figure A.19. In contrast to its relatively poor quantitative predictions of thrust coefficient, the theory does remarkably well with predictions of the pitching

amplitude. In this plot, we restrict the phase between pitching and heaving to $0 - 180^\circ$. Consequently, because $-\theta_0 \cos(2\pi ft - \phi) = \theta_0 \cos(2\pi ft - \phi + \pi)$, we plot a negative pitch amplitude if the phase angle is greater than 180° . Phases greater than 180° indicate that the pitching motion leads the heaving motion, and phases less than 180° indicate the reverse: the heaving motion leads the pitching motion. One may note that the transition point between these configurations occurs near the airfoil's center of mass, which also corresponds to the transition between thrust- and drag-producing pivot locations. Clearly, then, the phase angle is important for optimizing the thrust produced by the airfoil.

Also apparent from figure A.19 is the decrease in pitching amplitude θ_0 that occurs as the pivot location moves further from the center of mass in either direction. This can be understood from equation A.10. As r increases, the moment of inertia I increases with r^2 by the parallel-axis theorem. Similarly, to deliver the same frequency ratio, the spring stiffness scales with I (equation A.3), therefore also an r^2 relationship. Both of those terms resist the rotation of the airfoil. In contrast, the other terms in the equation, which attempt to rotate the airfoil, all scale with r . Consequently, the terms resisting motion dominate as r increases, and pitching is suppressed.

Figure A.20 shows the phase angle ϕ as a function of frequency ratio for several pivot locations. The curves at the top of the plot all produce thrust and have phase angles between 180° and 360° , indicating that the pitching motion leads the heaving motion. Peak thrust is produced when the phase angle is approximately 230° . The lower curve shows the phase angle for a pivot located at the trailing edge of the airfoil, which is near the position that produces maximum drag. For high drag, the phase angles are all less than 180° , indicating that

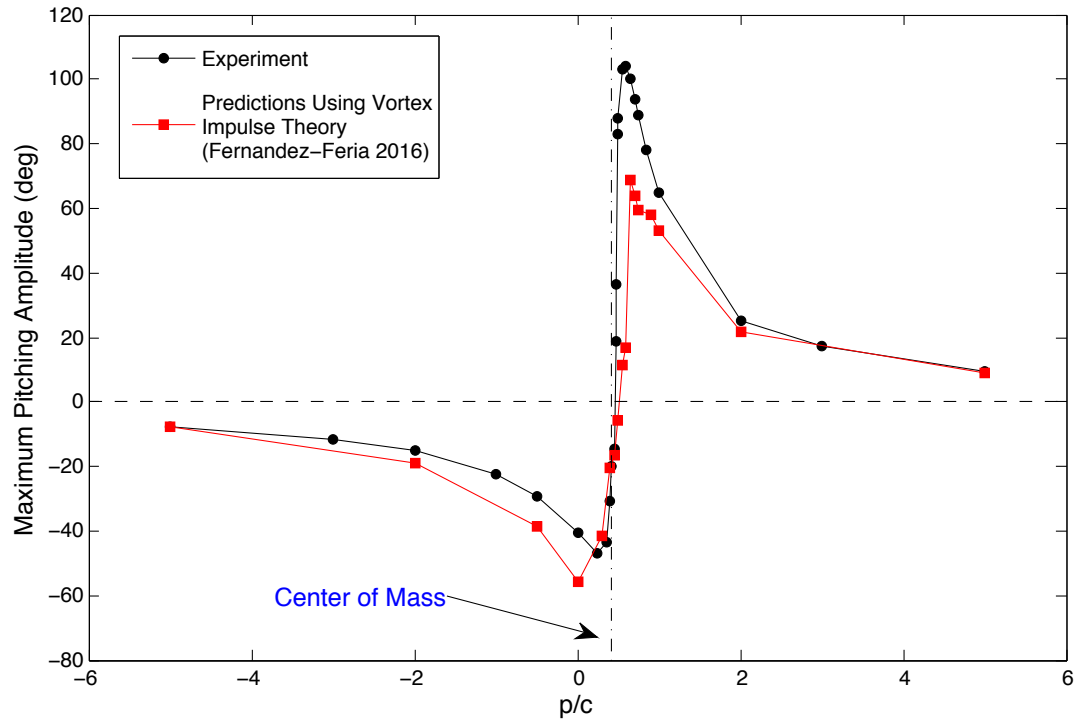


Figure A.19: Maximum pitching amplitude as a function of pivot location from current experiments and predicted by vortex impulse theory (Fernandez-Feria, 2016). In this plot, the amplitude is plotted as negative if the phase between the pitching and heaving motions is between $180 - 360^\circ$ and positive if it is between $0 - 180^\circ$.

the heaving motion leads the pitching motion. Between these extremes, pivot points near the airfoil's center of mass produce a phase angle that causes the pitching motion to be out-of-phase with the heaving motion and consequently generates little propulsive force.

As the frequency ratio increases, the forces produced by the airfoil drop to near zero regardless of the pivot point (figure A.10). When this happens, the spring becomes very weak, and the pitching motion becomes either in-phase with the heave (for pivot points located forward of the center of mass) or out-of-phase with the heave (for pivot points located behind the center of mass).

To see how the phase difference influences the behavior of the airfoil, we can

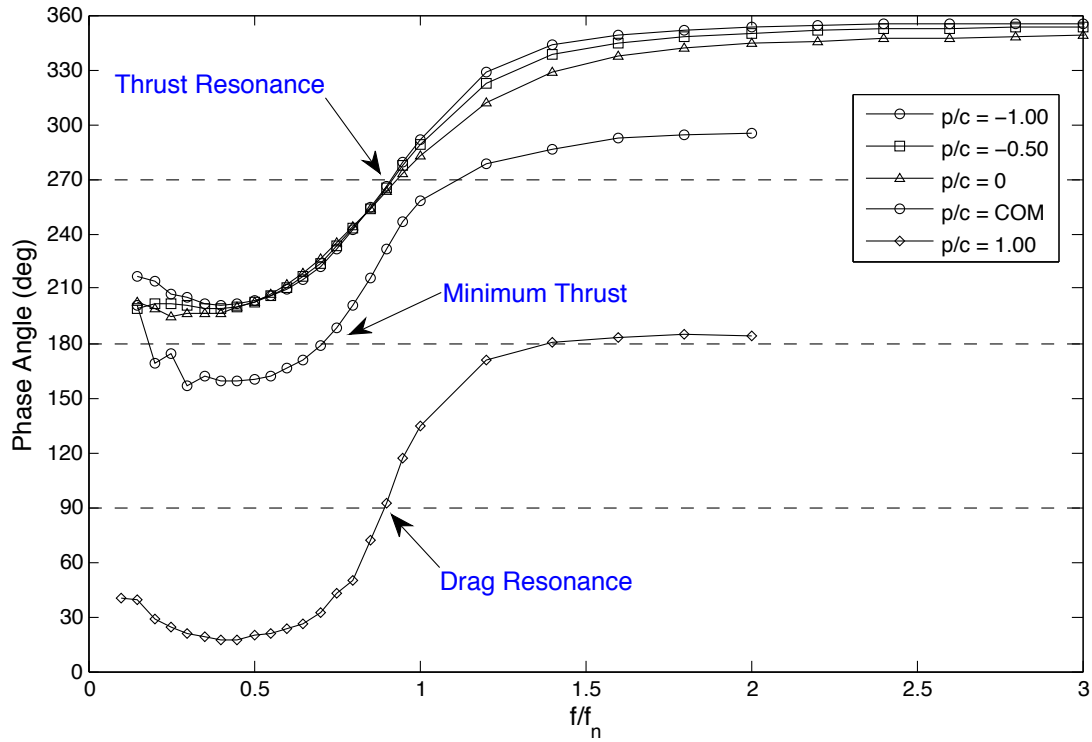


Figure A.20: Phase angle as a function of frequency ratio for several pivot locations. Motions that produce thrust have phase angles near 270° at resonance, indicating that pitching leads the heaving motion. Motions that produce drag have the opposite relationship, with the heaving motion leading the pitching motion at a phase angle near 90° .

examine plots of the airfoil trajectory synchronized with other data. In figure A.22, we show the “trajectory plot” of the airfoil when pivoting about its leading edge in the top panel, the thrust coefficient in the middle panel, and the angle of attack in the bottom panel. For comparison, we show the equivalent data for an airfoil pivoting about its trailing edge in figure A.23. Such trajectory plots were found to be useful in understanding the vortex dynamics associated with a cylinder undergoing a forced vibration in the transverse direction, as shown by Williamson & Roshko (1988). Following the body as it moves through the surrounding undisturbed fluid is a much more natural and intuitive way to understand its behavior. Note that in these plots, the airfoil is shown at 70%

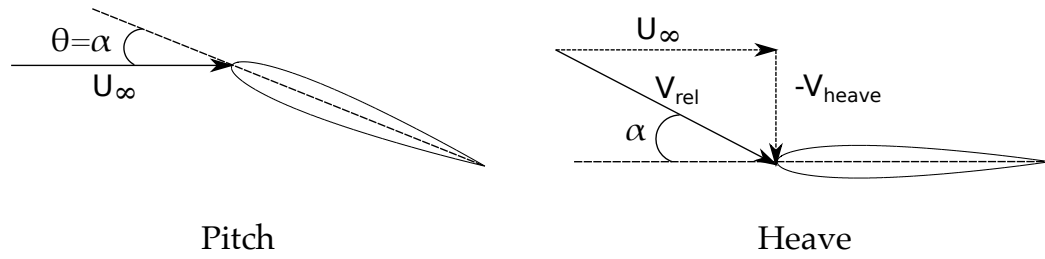


Figure A.21: Schematic showing the angle of attack produced by pitching and heaving motions. For pure pitching, the angle of attack is equal to the pitching angle. For heaving, the heaving velocity adds vectorially to the incoming flow velocity. Consequently, the relative velocity seen by the airfoil has a nonzero angle of attack.

scale relative to its trajectory.

The instantaneous angle of attack of the airfoil is determined by two contributions. The first contribution is simply the angular position of the airfoil, designated by $\theta(t)$. For pure pitching, the pitch angle is equal to the angle of attack. The second contribution is from the heaving motion. The transverse velocity, $V_{\text{heave}}(t)$ of the airfoil is summed vectorially with the incoming free-stream flow. This combination has the effect of turning the relative velocity and creating an effective angle of attack. These two contributions are illustrated in figure A.21.

Consequently, the total angle of attack for a pitching and heaving airfoil is given by equation A.11.

$$\alpha(t) = \theta(t) + \arctan\left(\frac{-V_{\text{heave}}(t)}{U_\infty}\right) \quad (\text{A.11})$$

In figure A.22, when the airfoil pivots about its leading edge, thrust is produced over most of the cycle, and the instantaneous angle of attack remains

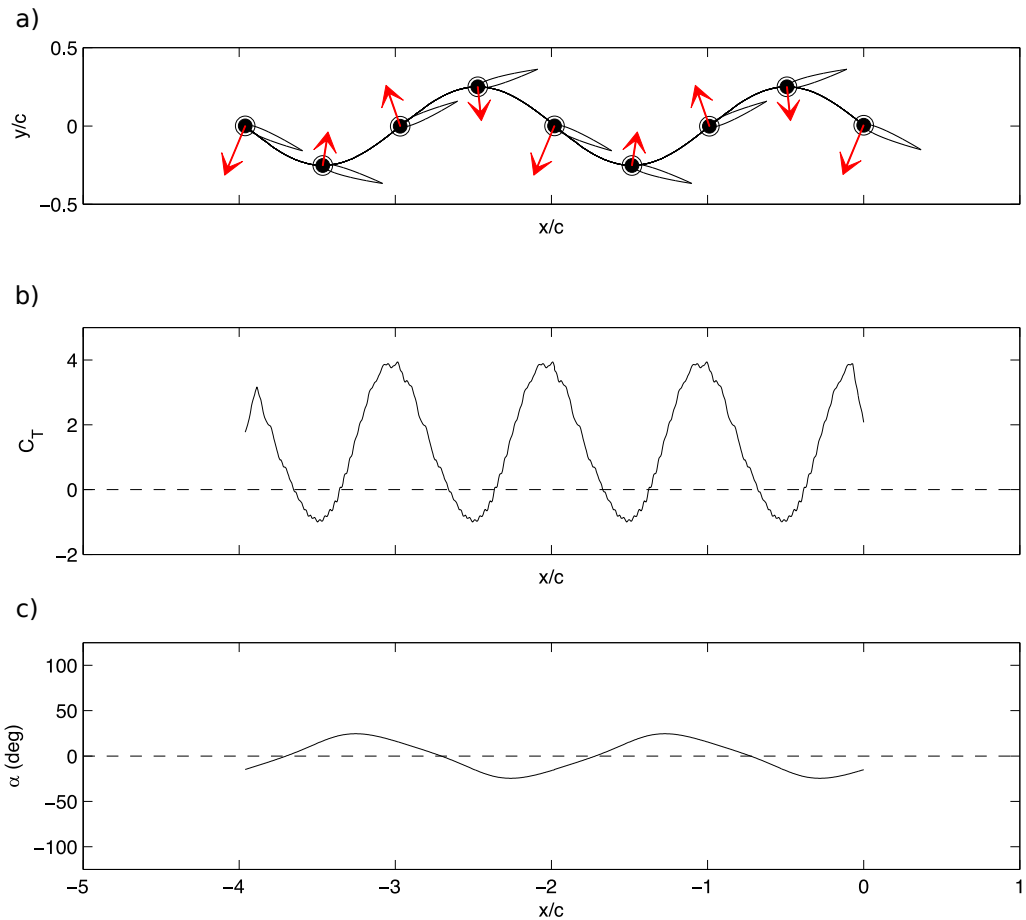


Figure A.22: (a) Trajectory plot of an airfoil pivoting about its leading edge. Arrows indicate the direction and magnitude of the resultant force on the airfoil. (b) Thrust coefficient synchronized with the trajectory plot. (c) Instantaneous angle of attack, α (deg), synchronized with the trajectory plot.

moderate, with an amplitude of about 25° . This behavior stands in stark contrast to the very large angles of attack reached when the airfoil pivots about its trailing edge, shown in figure A.23. In that case, the airfoil produces a very large amount of drag, and the angle of attack oscillates with an amplitude of 95° .

The difference in angle of attack can be explained through two effects. The first difference is simply the magnitude of the pitching amplitude, which is

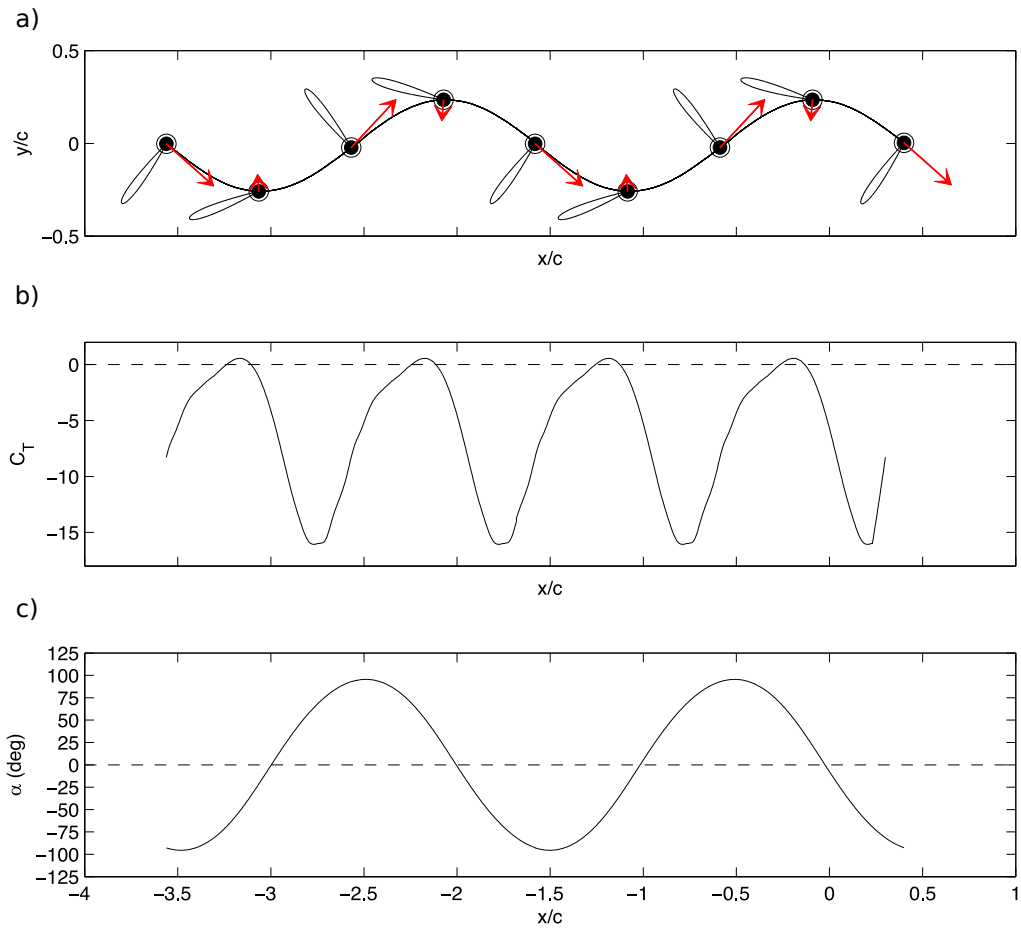


Figure A.23: (a) Trajectory plot of an airfoil pivoting about its trailing edge. Arrows indicate the direction and magnitude of the resultant force on the airfoil. (b) Thrust coefficient synchronized with the trajectory plot. (c) Instantaneous angle of attack, α (deg), synchronized with the trajectory plot.

much higher in the case of an airfoil pivoting about its trailing edge. Even more important, however, is the phase relationship between pitching and heaving. Figure A.24 shows the instantaneous angle of attack computed using a heave-to-chord ratio of 0.25, a reduced frequency of 0.50, and a pitching amplitude of 25° . The two curves differ only in the phase angle of the pitching motion. For the black curve, pitching leads heaving by 90° . In contrast, for the red curve,

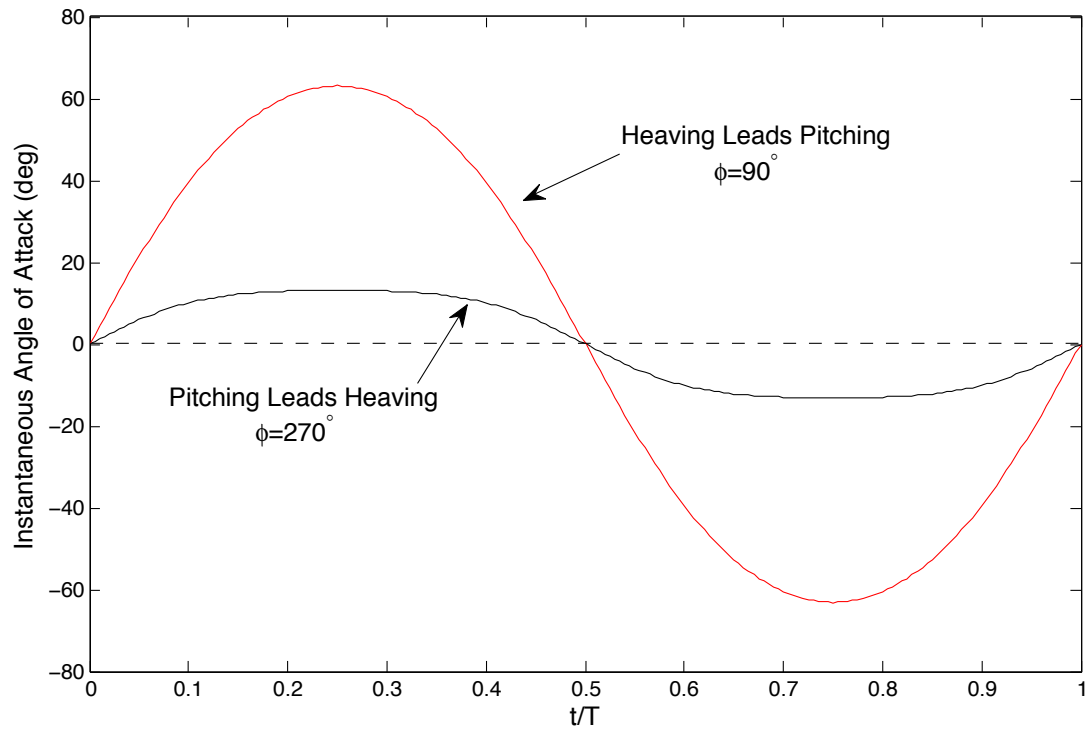


Figure A.24: Example illustrating that the phase angle plays a critical role in determining the angle of attack. Both angle of attack curves were computed using the same heaving and pitching amplitudes. The only difference between them is the phase angle. When pitching leads the heaving motion ($\phi = 270^\circ$), the angle of attack is small, and thrust is produced. When heaving leads pitching ($\phi = 90^\circ$), the angle of attack is much larger, a condition that corresponds to drag production.

heaving leads pitching by 90° . In the former case, the angle of attack has an amplitude of 13° . In the latter case, the angle of attack reaches values up to 63° , a region that places the airfoil deep into stall where drag forces increase dramatically. Consequently, it is principally the change in phase angle that is responsible for the varying performance characteristics of different pivot locations.

Finally, we show in figure A.25 two interesting examples of the behavior of the airfoil when the spring is made weak (small spring stiffness κ). In figure

A.25(a), an airfoil pivoting about its trailing edge experiences pitching oscillations which no longer share the same frequency of oscillation as the heaving motion. In this “long-period mode,” the period of the oscillations is much longer, with the consequence that the airfoil spends a significant amount of time oriented at nearly 90° to the flow, a position in which the moment from the torsion spring is balanced by the drag produced by the incoming flow. Slight oscillations in pitch still occur, and the airfoil periodically changes from one side to the other when the spring manages to overcome the moment produced by the drag. If the spring is made significantly weaker, as in figure A.25(b), then the airfoil simply turns broadside to the oncoming flow and remains there. Interestingly, the direction in which the airfoil turns can be controlled by the direction in which the airfoil initially heaves. It is therefore possible to bias the system either negatively or positively. It is reasonable to conclude, though, that neither of these special cases is of great practical utility, as they produce significant drag as a result of the amount of time the airfoil spends oriented roughly perpendicular to the flow. There may be some situations in which added drag is desirable, such as during a braking maneuver. In general though, operating in these regimes should be avoided.

The modes described above occur for pivot locations p/c between 1 and 2 and are present for the largest range of frequency ratios f/f_n when the airfoil is pivoted about its trailing edge. For $f/f_n = 2.4 - 3.5$, the long-period mode occurs. As the spring is made weaker, for $f/f_n = 3.5 - 6.4$, the airfoil turns to a position in which the drag produced by the incoming flow is balanced by the spring moment and remains in this position (offset pitching). This position is typically oriented at about 90° to the incoming flow. For $f/f_n > 6.4$, the airfoil turns completely around and oscillates with its trailing edge and pivot point

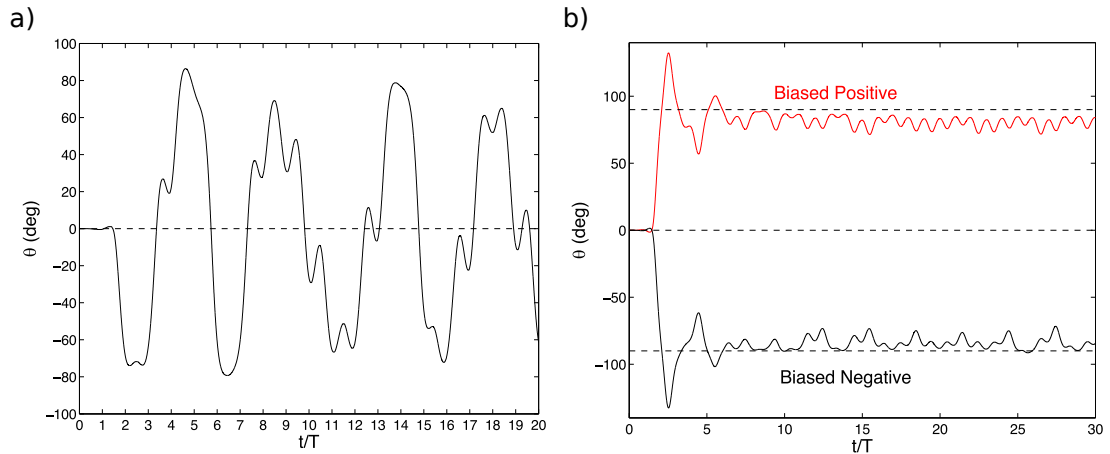


Figure A.25: (a) Long-period pitching behavior of the airfoil pivoting about its trailing edge for $f/f_n = 2.6$. The period of the pitching oscillation is no longer matched to the heaving frequency. (b) Offset pitching behavior of the airfoil pivoting about its trailing edge for $f/f_n = 4.5$. The airfoil turns to a position such that its chord line is approximately perpendicular to the incoming flow.

pointing upstream.

A.6 Vortex Dynamics

In order to understand the source of the forces generated by the airfoil in various configurations, particle image velocimetry experiments were conducted, as described in §A.2. Figure A.26 shows the instantaneous vorticity field and streamlines, and figure A.27 shows a time-averaged vorticity field, both for the airfoil pivoting about its leading edge and operating at its maximum thrust coefficient ($f/f_n = 0.75$). Immediately obvious here is the classic reverse von Kármán vortex street, which is typical of bodies which produce thrust. The time-averaged PIV frame shows that the streamlines converge behind the airfoil, indicating a region of accelerated flow. This jet, whose presence is confirmed by examining the velocity profile downstream of the airfoil, is responsible for producing the

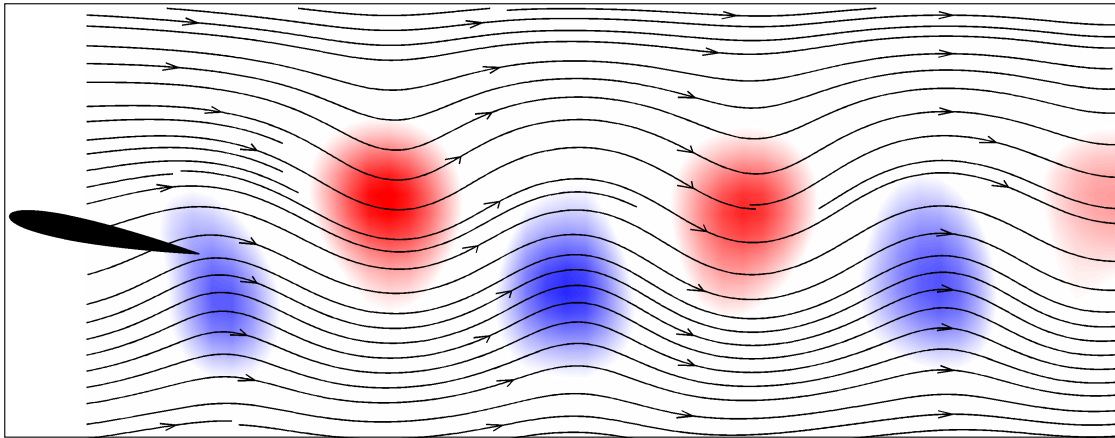


Figure A.26: Instantaneous vorticity field for an airfoil pivoting about its leading edge ($p/c = 0$), showing the formation of an inverse von Kármán vortex street, which is typically associated with thrust.

thrust force measured in the experiments.

Perhaps more interesting are the operating conditions in which the airfoil produces a net drag force. One such case is shown in figure A.28, which shows the instantaneous vorticity field at one instant during the oscillation cycle. The corresponding time-averaged vorticity field is shown in figure A.29. These contour plots were obtained for an airfoil pivoting about its half-chord point for $f/f_n = 0.85$, but the structures observed are similar across all of the drag-producing operating points. The instantaneous vorticity field is more complex in this case, showing multiple vortical structures being shed from the airfoil as it presents a large frontal area to the incoming flow. When time-averaged over a cycle, however, the flow field is revealed to be quite organized, with a well-defined recirculation region existing downstream of the airfoil. Two large opposite-sign vortices persist on either side of the airfoil and direct some of the flow forward toward the leading edge. The presence of this velocity defect, which is responsible for the large drag generated, is also clearly observed in the velocity profile of figure A.29, measured a distance of one chord-length

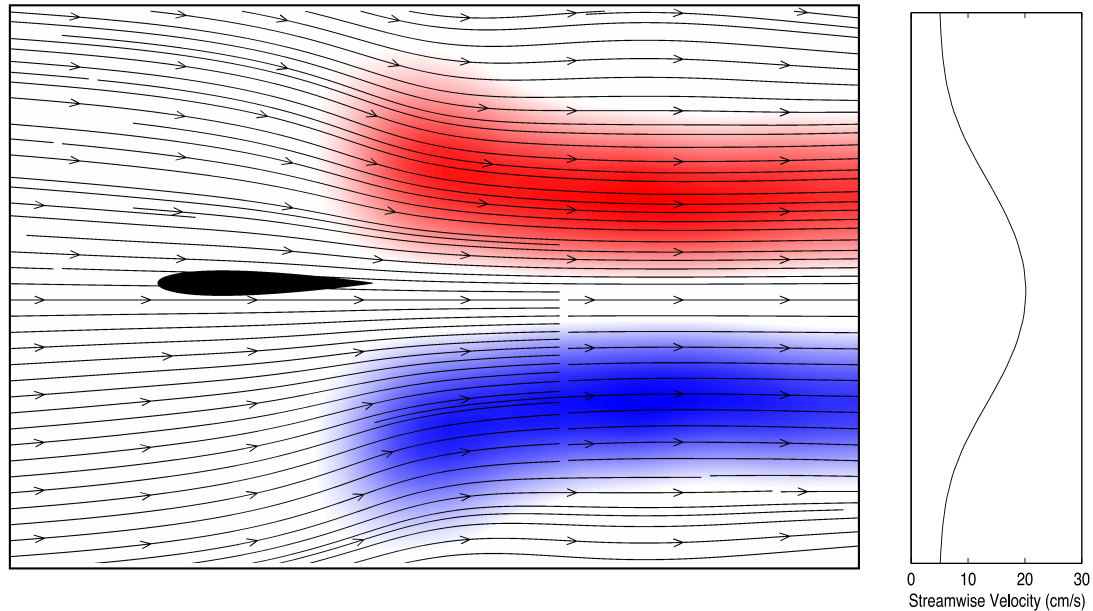


Figure A.27: Time-averaged vorticity field for an airfoil pivoting about its leading edge ($p/c = 0$) with velocity profile measured one chord-length downstream of the trailing edge. A reverse von Kármán vortex street produces a jet behind the airfoil, shown by the contracting streamlines.

downstream of the airfoil's trailing edge.

A.7 Conclusions

In this study, we examine the performance of a NACA 0012 airfoil undergoing simultaneous pitching and heaving oscillations. Such oscillating airfoils have long been proposed as propulsors for small, unmanned aerial or underwater vehicles that might be used for reconnaissance, environmental monitoring, or other applications. Unique to this research, however, is our use of passive dynamics to govern the motion of the pitch axis. We find that leaving the control of the pitching motion to a torsion spring can produce up to an order of mag-

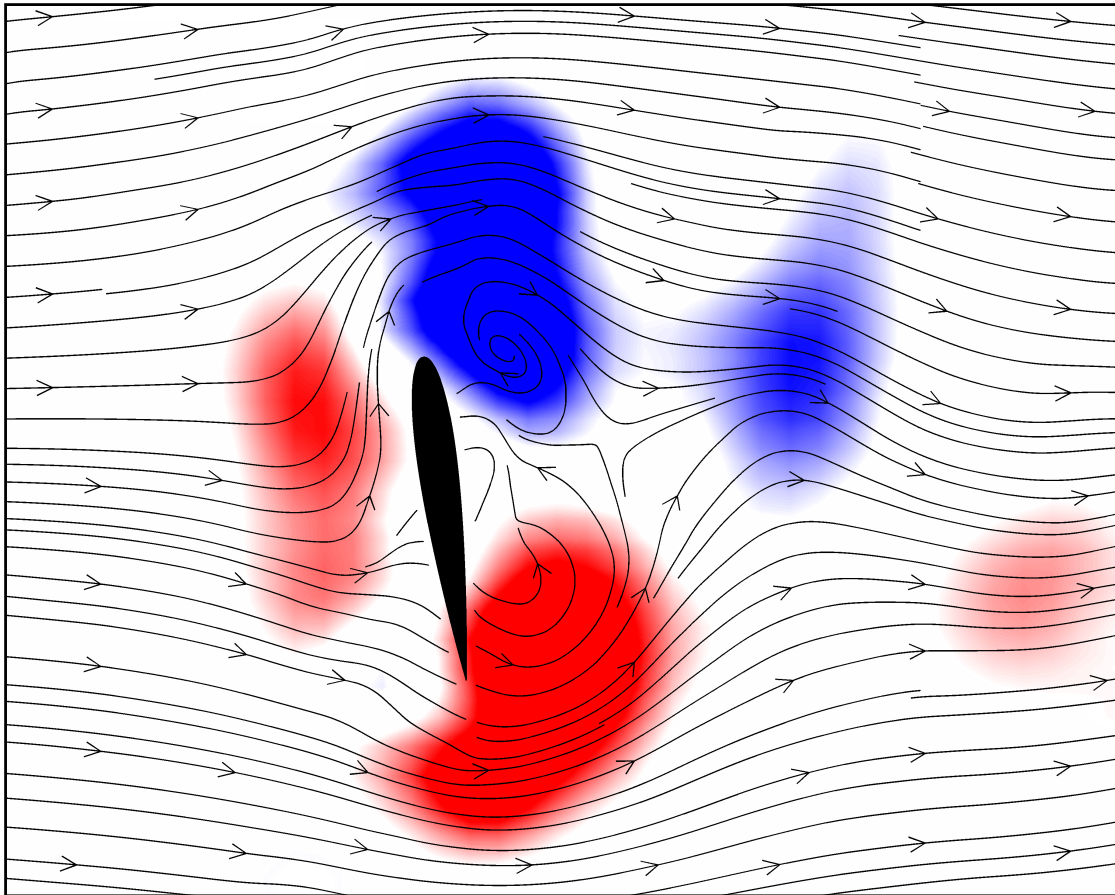


Figure A.28: Instantaneous vorticity field for the airfoil pivoting about its half-chord point ($p/c = 0.50$), showing the more complex vortex shedding produced when the airfoil reaches large angles of attack.

nitude increase in thrust coefficient over a purely pitching airfoil if the system is properly tuned to take advantage of the resonance condition. This increase in performance is achievable with minimal loss of efficiency and without requiring the addition of a second actuator and corresponding control and power systems. This last benefit can be particularly important for small flying vehicles, which often have constrained mass and energy budgets.

Key to this work is the application of the Cyber-Physical Fluid Dynamics (CPFD) technique, which allows us to combine measured fluid forces with virtual forces specified in software. In this case, the torsion spring exists solely as

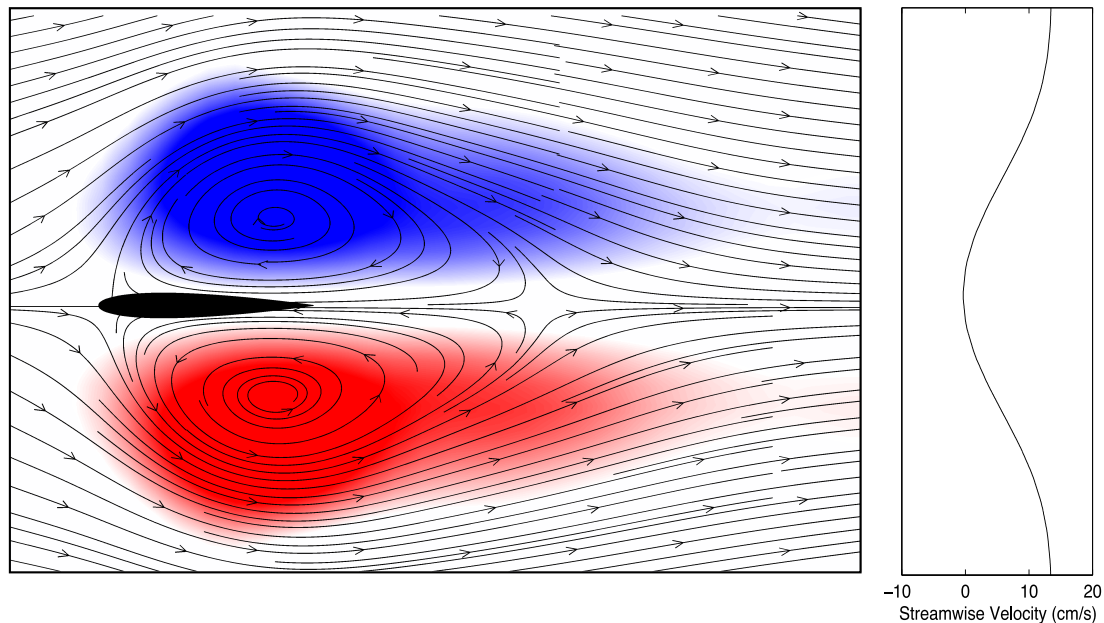


Figure A.29: Time-averaged vorticity field for an airfoil pivoting about its half-chord point ($p/c = 0.50$), with velocity profile measured one chord-length downstream of the trailing edge. A recirculation region forms around the airfoil, directing some flow forward toward its leading edge and leading to large drag forces.

an equation programmed into our control software. This technique offers many advantages over both traditional experiments and computational fluid dynamics. The virtual side of CPFD allows us to change experiment parameters, including the airfoil's dynamic properties, without making any adjustments to the hardware itself. Experiments covering large parameter spaces can run completely unattended. Simultaneously, we use a real fluid to “solve” the Navier-Stokes equations, thereby obtaining solutions more quickly than can generally be achieved with computational techniques.

Adding passive dynamics to a heaving airfoil allows us to significantly improve the airfoil's thrust production. The amount of thrust obtained is dependent on the spring stiffness (and hence the natural frequency f_n of the system).

We find that pivot points located forward of the airfoil's center of mass result in thrust production, while those located aft of the center of mass can cause large drag forces on the system. The best thrust performance occurs for pivots located at or forward of the airfoil's leading edge.

Proper selection of the frequency ratio f/f_n is also critical. Values of the frequency ratio between 0.5 and 1.25 produce reasonable amounts of thrust, with peak thrust at resonance occurring for $f/f_n \approx 0.75$. For drag production, the airfoil is most effective when the pivot point is located near its trailing edge. A negative resonance exists for these conditions, reaching drag coefficients up to twice the value for a static airfoil presenting its planform area to the incoming flow.

Plots of the airfoil trajectory with respect to undisturbed fluid are a simple and effective way to visualize the airfoil motions which produce thrust and drag. These trajectory plots can be synchronized with other variables, such as the instantaneous angle of attack and thrust coefficient. We find that moderate angles of attack are associated with good thrust performance. Such angles of attack keep the airfoil operating in a regime where lift forces are substantial but drag remains relatively small. As the angle of attack is increased further, drag increases significantly, and the airfoil begins to act as a brake rather than a propulsor.

The phase angle between pitching and heaving is critically important in determining the angle of attack and, consequently, whether the airfoil produces thrust or drag. All operating parameters for which the airfoil produces thrust have a phase angle greater than 180° ; that is, the pitching motion leads the heaving motion. Conversely, the heaving motion leads the pitching motion for all

cases in which drag is produced. Examination of the effect of phase on the angle of attack shows that, when thrust is produced, the pitching motion reduces the angle of attack generated by heaving the airfoil, moderating its value. With drag production, the pitching contribution to the angle of attack is additive with the heaving contribution, leading to the airfoil becoming oriented broadside to the incoming flow, producing large drag forces.

Oscillating airfoils have been subject to analysis for many decades, and the linearized theories of Theodorsen (1935), Garrick (1936) and Fernandez-Feria (2016) provide a means of predicting the forces and moments on the airfoil as a result of its motion through the fluid. These simplified classical theories are able to qualitatively capture the behavior of the thrust coefficient as a function of the frequency ratio but consistently overpredict the quantitative value of the thrust. This result is perhaps to be expected, given the assumptions about small oscillation amplitudes and a planar wake that underpin the theory. We can also use the theory to make *a priori* predictions of the pitching amplitude and phase by coupling it with the pitch equation of motion. The predictions for these two quantities are surprisingly good and, combined with the observations about pivot location and phase angle described earlier, can determine whether a given airfoil motion will produce thrust or drag.

The vortex dynamics associated with the wakes of oscillating airfoils show that when the airfoil is producing thrust, a jet forms downstream, which is consistent with the presence of a reverse von Kármán vortex street. In the drag mode, when the pivot point is located downstream of the center of mass, a far more complex wake develops as a result of the airfoil's large angle of attack. Viewed in time-averaged form, two counter-rotating vortices develop on either

side of the airfoil, directing flow forward and delivering a large braking force.

Oscillating airfoils can be useful propulsive devices, and the results presented in this work illustrate how the use of passive dynamics to govern the pitch oscillation of a heaving airfoil can greatly improve performance over an airfoil operating with heave alone, provided that the natural frequency of the system and the pivot point are carefully selected. This improvement is achievable without the need for the added weight and power requirements of a second actuator for pitch. Depending on the pivot location, both thrust and drag forces can be produced, which may be exploited by small vehicles to improve their maneuverability. In practice, it may be possible to “tune” a passively pitching system by varying the natural frequency f_n of the oscillator. This could allow the system to remain operating at its resonance condition while still allowing the actuation frequency to be adjusted in order to produce the desired thrust coefficient. We hope that this study proves useful for the design of small aerial and underwater vehicles and also spurs further interest in the exploitation of passive unsteady aerodynamics as a propulsive mechanism.

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Appendix B

SELF-PROPULSION OF A PITCHING AND HEAVING AIRFOIL

Abstract

We are interested in the self-propelling performance of a flapping airfoil which employs both pitching and heaving motions. In contrast to many other studies that have examined this type of propulsive mechanism, we employ a force-feedback technique and computer-controlled water channel to simulate true self-propulsion. This means that the vehicle travels at a speed at which the drag it generates equals the thrust produced by the airfoil. In this way, the incoming flow velocity is coupled to the airfoil motion and not set arbitrarily.

We vary both the normalized heave amplitude and the pitching amplitude over a large parameter space and present variables of interest in contour plots as functions of these motion amplitudes. Such variables include the cruising velocity, the propulsive economy, the transverse impulse, which is a measure of the transverse force on the airfoil, and the maximum angle of attack that the airfoil reaches during a cycle. In this way, we can overlay several contours and draw conclusions about the airfoil operating parameters which produce the most efficient propulsion.

In general, we find that the cruising speed achieved by the airfoil is more sensitive to the heave amplitude than to the pitch amplitude. However, pitch plays a crucial role in controlling the angle of attack, in effect moderating it and reducing flow separation. We show that reducing flow separation and the

formation of a leading edge vortex (LEV) corresponds to increased propulsive economy. In fact, the most efficient operating point for the angle of attack is the one just before significant flow separation occurs. The airfoil operates at a maximum angle of attack of about 18° , just before significant stall effects develop. This most efficient operating point also produces the minimum amount of transverse force on the airfoil and generates the least amount of circulation in the wake. Our experiments demonstrate that the additional circulation generated by suboptimal motions is principally contained in a leading edge vortex, providing further evidence that flow separation is detrimental to the performance of the airfoil as a propulsor. This additional shed circulation can also be viewed as wasted energy that is not used to propel the vehicle forward and instead contributes significantly to oscillating the airfoil in a direction perpendicular to the desired travel direction. In fact, the point at which the airfoil is most efficient as a propulsive device corresponds to a set of motions which produce a leading edge vortex of minimum strength.

B.1 Introduction

Flapping airfoils are of interest as propulsion mechanisms for small, micro-aerial or underwater vehicles. There has been a recent proliferation of such devices to be used for applications such as reconnaissance, search and rescue, and environmental monitoring as a result of improvements in power storage density and sensor miniaturization. Typically, these vehicles have employed traditional screw-type propellers to generate lift and propulsive forces. However, the obvious maneuverability advantages of flying and swimming animals which use flapping motions has spurred research into how flapping airfoils might be optimized for these purposes (Jones *et al.*, 2005) in addition to the fundamental desire to understand the physics of biological flight.

The majority of studies performed to date have examined the performance of pitching and heaving airfoils by decoupling their kinematics from the speed of the incoming fluid flow. That is, the airfoils are either towed at a constant speed in a towing tank or tethered in position in a water channel with a fixed freestream. The behavior of the airfoil as a propulsor under these conditions may not be representative of its true free-swimming or free-flying performance. This study seeks to contribute to our understanding of flapping airfoils by allowing the airfoil to move under its own power and to reach a steady-state velocity that corresponds to the condition of thrust equaling the drag on the body. We would like to understand which motions produce the optimal efficiency for a given forward velocity, and, more specifically, how the dynamics of the shed vortex wake are connected to efficient operation. This information is particularly important to maximize the range or endurance for small vehicles which

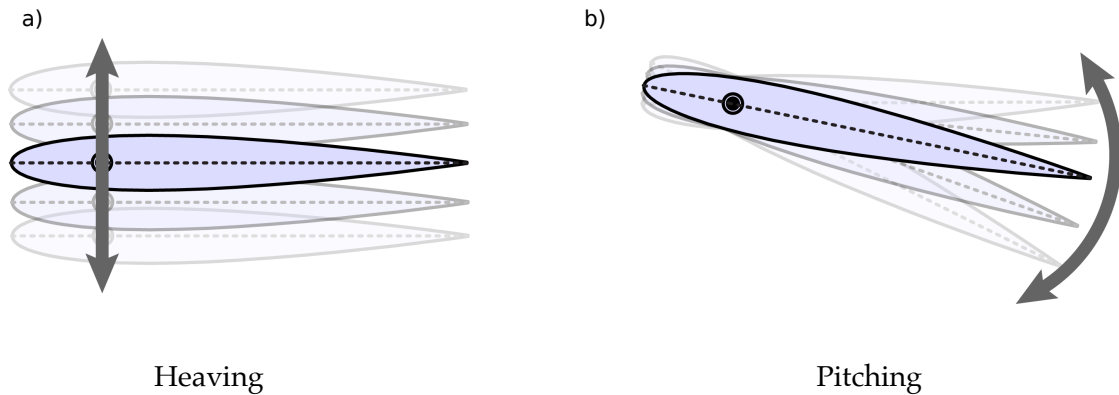


Figure B.1: (a) Heaving is motion transverse to the airfoil chord. (b) Pitching is a pure rotation about a given pivot point.

may have significant power storage constraints.

Many studies have examined the performance of flapping airfoils and typically define flapping as a combination of two oscillatory motions: heaving, which is a motion transverse to the chord line of the airfoil, and pitching, which is a pure rotation about a designated point. These motions are illustrated in figure B.1. Investigations of airfoils employing these motions in isolation or together are reviewed in McCroskey (1982), Rozhdestvensky & Ryzhov (2003), and Platzer *et al.* (2008).

Heaving motions are able to produce thrust through the Knoller-Betz effect, first described by Knoller (1909) and Betz (1912) and confirmed experimentally by Katzmayr (1922), which refers to the rotation of the lift vector into the direction of motion. This rotation is a product of the vector addition of the heaving velocity and the forward velocity of the vehicle. On the other hand, pitching motions have no such steady-state mechanism through which they can generate thrust. Rather, thrust is generated through unsteady vortex shedding. The efficiency of pitching is typically lower than that for pure heave (Buchholz & Smits, 2008; Mackowski & Williamson, 2015), but pitching does allow finer con-

trol over the instantaneous angle of attack reached by an airfoil during its oscillatory cycle.

Combinations of pitching and heaving motions typically provide the best performance, and such configurations have been extensively studied. For example, Anderson *et al.* (1998) demonstrated that a pitching and heaving NACA 0012 airfoil could achieve propulsive efficiencies of up to 87%. In their seminal work, they demonstrated the importance of controlling the maximum angle of attack that the airfoil reaches during a cycle. Moderate angles of attack allow for the best performance. The phase angle between pitching and heaving is also critical in that it has a strong influence on the angle of attack seen by the airfoil. Typically, phase differences of around 90° , with pitching leading the heaving motion, provide excellent thrust and efficiency (Anderson *et al.*, 1998; Read *et al.*, 2003). Instead of using two actuators to produce the pitching and heaving motions, the performance of a heaving airfoil can be improved by the addition of flexibility (Heathcote & Gursul, 2007) or by allowing the airfoil to pitch passively using a torsion spring (Asselin *et al.*, 2018).

The presence or absence of a leading edge vortex (LEV) can strongly influence the performance of an airfoil. Young & Lai (2007) found that the timing of its generation determines whether it will enhance thrust and efficiency or hinder them. In general, though, they find that the presence of an LEV is harmful to the performance of an airfoil as a propulsor. Other studies, such as Heathcote & Gursul (2007) and Lewin & Haj-Hariri (2003) have shown that the addition of pitching can moderate the angle of attack and weaken the leading edge vortex, thereby improving performance.

Existing studies of self-propelled flapping vehicles typically fall into two

broad categories: those which are based on mimicking the motion profiles of real fish, such as Lauder *et al.* (2007) and Wen *et al.* (2012), and more fundamental studies that involve pitching and heaving airfoils, many of which are reviewed by Wang *et al.* (2016). We take the latter approach in this study and will briefly review some of the recent work in this area.

Vandenberghe *et al.* (2004) has examined the operating conditions under which a heaving wing will propel itself. In their experimental work, a wing was oscillated vertically in a circular tank and allowed to rotate as it generated thrust. They found that there is a critical Reynolds number, based on heaving frequency, below which the wake structures generated by the wing are symmetrically distributed and consequently do not produce any thrust. Above this critical Reynolds number, the symmetry of the wake is broken and the system is able to self-propel, achieving a steady-state velocity which is proportional to the heaving frequency. In this case, the wake takes on the familiar inverse von Kármán street configuration, indicative of a jet behind the airfoil. In later work (Vandenberghe *et al.*, 2006), they examined the effects of heaving amplitude and airfoil thickness, finding that larger amplitudes increase the self-propelled velocity and that thinner airfoils perform better as propulsive devices.

Alben & Shelley (2005) numerically confirmed the existence of the critical transition Reynolds number and also observed that the symmetry-breaking phenomenon seen in experiments may be related to the instability of the von Kármán vortex wake behind bluff bodies. The transition Reynolds number also depends on the geometry of the body, with thinner airfoils able to transition to propulsion at lower Reynolds numbers (Zhang *et al.*, 2009).

Others have examined the benefits of adding flexibility to self-propelling

airfoils. Thiria & Godoy-Diana (2010) conducted experiments using a rotating “merry-go-round” system with a heaving flexible airfoil. They found that the addition of flexibility could reduce the power consumption by up to 60% while also increasing the thrust produced. Alben *et al.* (2012) simulated the behavior of a thin flexible foil heaved at its leading edge and found that the steady-state swimming velocity exhibits resonance peaks as the bending rigidity is varied. The benefits of flexibility for a pitching and heaving airfoil have also been examined using numerical simulation by Kim *et al.* (2016). They found that different bending stiffnesses are required to optimize a heaving airfoil for swimming speed and for efficiency but that flexibility generally improves both. Swimming speed was optimized for a phase difference between pitching and heaving of 90° . Kim *et al.* (2016) also found that the addition of a pitching actuation can also improve efficiency, but only if the pitching amplitude is carefully selected.

Olivier & Dumas (2016) further demonstrated the importance of tuning the airfoil characteristics to the actuation method in their computational study of a two-dimensional flexible flat plate oscillating in pitch and heave. The ratio of pressure forces to inertia forces, determined in part by the airfoil’s density, can be a significant parameter. They discovered that both the airfoil’s self-propelled velocity and efficiency were maximized for a specific value of this ratio, which depends on the specific parameters of the problem. Flexibility can also further improve the efficiency of the system.

There are many geometrical parameters that can affect the behavior of the airfoil. Yeh & Alexeev (2016) varied the aspect ratio of a heaving flexible plate and found that plates with smaller aspect ratio performed better, measured in terms of both swimming velocity and efficiency, than those of large aspect ra-

tio. Consequently, three-dimensional effects are significant. Specifically, they found that minimizing the strength of “side-edge vortices,” which form along the edges of the foil, led to improved efficiency. These vortices did not contribute any thrust but instead merely dissipated energy. As low-aspect-ratio foils are much wider than those of high aspect ratio, the amount of energy dissipated per unit width is minimized in the former case.

As an alternative to flexible airfoils, many of the same benefits can be obtained by mounting the airfoil on a torsion spring that allows it to pitch passively. One such experiment was conducted by Spagnolie *et al.* (2010) in which a pair of elliptical airfoils attached to torsion springs were actuated in the heave direction and allowed to self-propel in a circular tank. They found that there are frequency ranges in which the passively pitching airfoil outperformed the purely heaving airfoil, similar to the effect of adding chordwise flexibility. Experiments by Asselin *et al.* (2018) used a force-feedback control system to investigate a heaving airfoil with a torsion spring and found that there are distinct resonance peaks in the thrust coefficient that occur as the heaving frequency approaches the natural frequency of the system. The pivot point is also an important variable; pivots located forward of the airfoil center of mass produce thrust, while those aft of the center of mass produce drag.

In this study, we are interested in a comprehensive examination of the performance of an actively pitching and heaving airfoil in a self-propelling configuration. In contrast to the traditional approach to flapping airfoil studies, we allow the airfoil to choose its own incoming flow velocity, which corresponds to the point at which the thrust produced is equal to the drag. We examine a large range of heaving and pitching amplitudes and determine the characteris-

tics that are essential to efficient propulsion, with particular attention given to the vortex configuration shed by the airfoil.

In this paper, experimental methods are discussed in §B.2. We discuss the propulsive performance of a pitching and heaving airfoil which is allowed to propel itself through a fluid in §B.3, including the pitching and heaving amplitudes which produce the most efficient propulsion. Further detail on specific cases is provided in §B.4, with a focus on three specific operating points for the airfoil that all deliver the same forward velocity: one that produces the maximum efficiency and two others which are suboptimal. In §B.5, we discuss the vortex dynamics that are responsible for determining the energy consumption for a specific airfoil motion. §B.6 discusses some interesting aspects of the flow associated with operating the airfoil at a high pitch amplitude. Conclusions follow in §B.7.

B.2 Experimental Methods

Experiments are conducted at the Cornell University Fluid Dynamics Research Laboratories using a hybrid X-Y- θ water channel. The water channel is an Eidetics model 1520 free-surface, closed-loop water channel with a test section of width 38 cm, length 150 cm, and depth 46 cm. A schematic showing the major components of this facility is shown in figure B.2. The test object for these experiments is a NACA 0012 airfoil of chord 7.5 cm and submerged depth 24 cm. The airfoil is attached to a carriage which is capable of motion in the streamwise (x), transverse (y), and rotational (θ) directions. The airfoil pierces the free surface at the top of the channel. At the lower end of the span, the airfoil is positioned

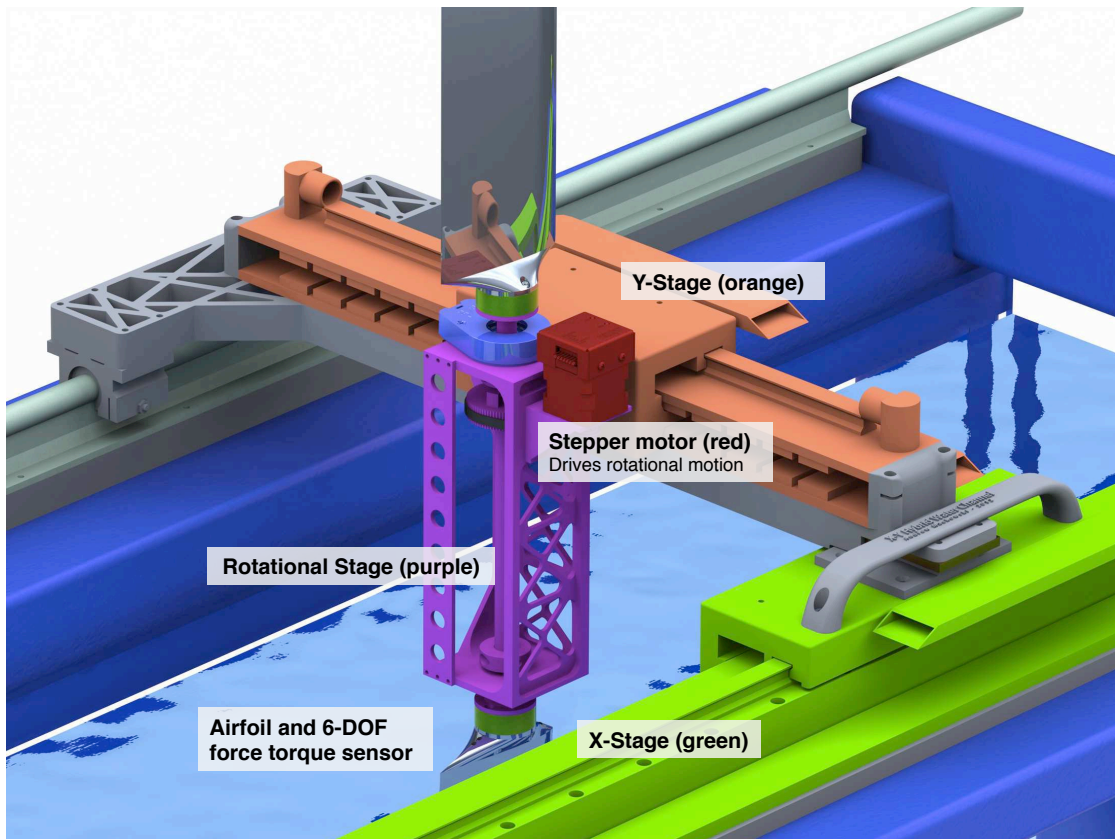


Figure B.2: Schematic showing the X-Y- θ hybrid water channel. The streamwise (x) linear stage is shown in light green, and the transverse (y) linear stage is in orange. Rotation is provided by a stepper motor, shown in red, which drives the rotational stage (purple). Each airfoil is attached to a 6-axis force/torque sensor, shown in dark green.

above an endplate in order to ensure the flow is as two-dimensional as possible. Forces and moments are measured using 6-axis force/torque sensors from ATI Industrial Automation.

The three motion axes are controlled by a computer-controlled force-feedback system. In a technique that we call Cyber-Physical Fluid Dynamics (CPFD), the force-feedback system allows virtual forces to be specified in software. These virtual forces, which may represent physical objects such as linear or torsion springs, are combined with the measured fluid forces, and velocity

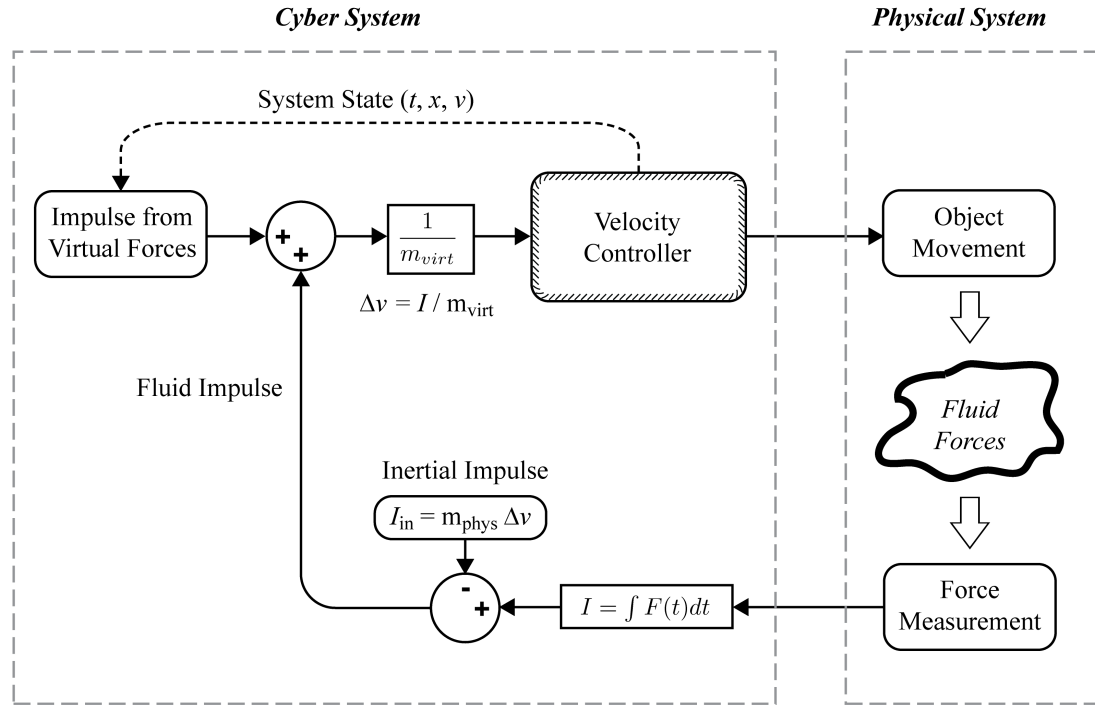


Figure B.3: Schematic showing operation of the CPFD control system (Mackowski & Williamson, 2011; Mackowski, 2014).

commands are then sent to the motors controlling the airfoil to make it move as if it were subject to all of these forces combined. Furthermore, we also employ a second airfoil which moves in the air only. The forces and moments experienced by this airfoil represent inertial effects only, and measuring them directly allows us to separate the inertia of the airfoil in the water from the fluid forces acting on it. The inertial properties of the airfoil, such as its mass and moment of inertia, then become parameters which can be arbitrarily set. Further details on the CPFD technique can be found in Mackowski & Williamson (2011) and Mackowski (2014), and a flow chart illustrating the operation of the control system is shown in figure B.3.

In these experiments, we wish to use CPFD to simulate an airfoil propelling itself through the water using heaving and pitching motions. The heaving mo-

tion is determined by a sinusoidal function with amplitude h_0 and frequency f .

$$y(t) = h_0 \cos(2\pi ft) \quad (\text{B.1})$$

In addition to heaving, the airfoil also pitches about its leading edge according to equation B.2.

$$\theta(t) = \theta_0 \cos(2\pi ft - \phi) \quad (\text{B.2})$$

where θ_0 is the pitching amplitude, and ϕ is the phase difference of the pitching motion relative to the heaving motion. In all experiments discussed here, ϕ is set to 90° , so that the pitching motion leads the heaving motion by a quarter cycle. This choice of phase angle has been shown to provide excellent efficiency in other studies (Anderson *et al.*, 1998).

As the airfoil oscillates in pitch and heave, it generates a thrust that is measured by the force/torque sensors. The CPFD control system then uses the measured force to move the airfoil forward in the test section with an acceleration determined by Newton's Second Law of Motion. The test section has a limited length, however. In order to allow experiments to run for long periods of time, CPFD also integrates with the water channel pump and a laser doppler velocimeter that can be used to measure the channel flow speed. Consequently, as the airfoil accelerates, the channel pump speed is adjusted so that the channel flow speed matches the velocity of the airfoil. Because the channel pump cannot respond instantly to changes in the airfoil velocity, the difference is corrected by moving the airfoil through the fluid with the streamwise (x) stage. Once the

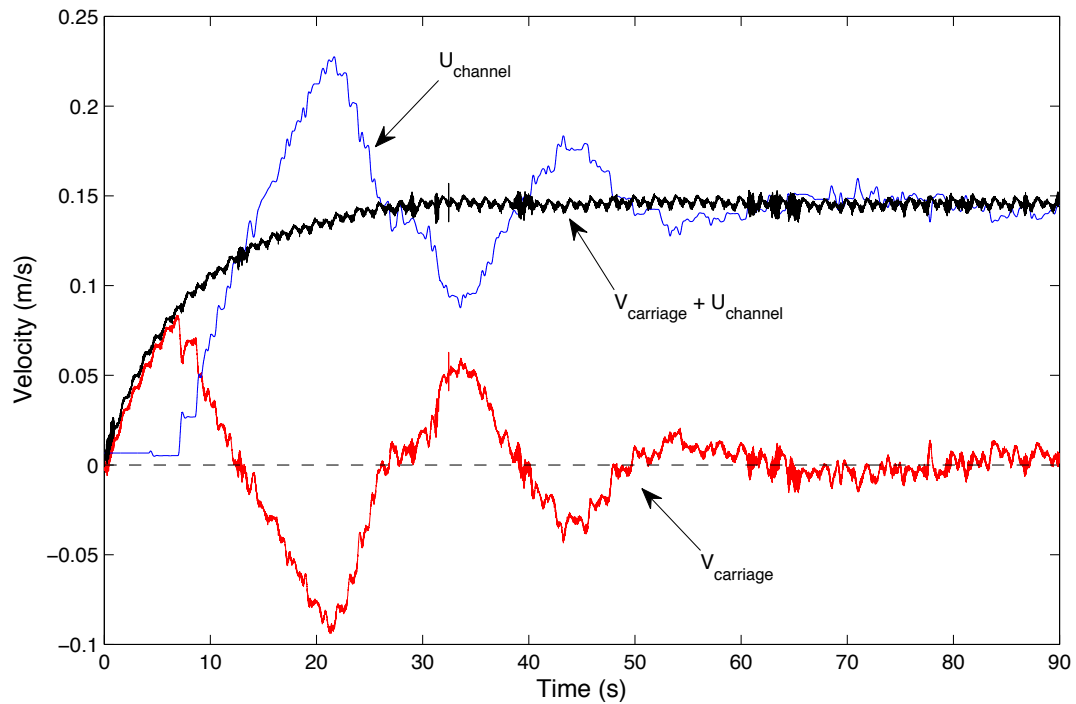


Figure B.4: The CPFD control system maintains the proper incident velocity on the airfoil (black) using a combination of channel flow velocity (blue) and carriage motion (red). The use of a PID controller for the water channel pump causes overshooting and undershooting of the desired velocity during the transient phase. The motion of the carriage is used to compensate for these deviations, thereby always maintaining the correct velocity as seen by the airfoil.

system is operating at steady-state, the airfoil remains stationary in the channel, and the experiment can run indefinitely.

Control of the water channel pump is accomplished through a simple PID controller, which is underdamped in order to achieve reasonable convergence times. Underdamped controllers typically exhibit overshooting and undershooting behavior; however, it is possible to compensate for this effect by adjusting the speed of the streamwise (x) stage of the carriage. At all times, the velocity incident on the airfoil remains correct, as shown in figure B.4.

Our experiment configuration offers many advantages over other ap-

proaches to studying self-propelled vehicles. The use of a water channel allows us to conduct experiments of indefinite duration. Furthermore, because our force/torque sensors are attached to the airfoil and therefore only measure forces acting on it directly, the added mass and drag of the experiment support hardware has no effect on the motion of the airfoil through the water. The velocity seen by the airfoil, delivered by a combination of carriage and channel flow velocities, is a true representation of the speed at which a real vehicle would be driven. The force-feedback control system also permits us to study all aspects of the self-propulsion problem, including the transient phase as the airfoil accelerates to its steady-state speed.

Because our water channel has a limited range of achievable flow speeds, we must select the motion parameters of the airfoil carefully so as to remain within this range. Steady-state operation is achieved when the drag force on the airfoil is equal to the thrust that it produces. In order to explore a broad range of airfoil motions and for a more realistic simulation of self-propelling vehicles, we have the option to add an additional virtual body drag force using the CPFD control system. The drag law is given by equation B.3 and is proportional to U^2 .

$$D = \frac{1}{2}\rho U^2 S_w C_D \quad (\text{B.3})$$

where ρ is the fluid density, U is flow speed incident on the airfoil, S_w is the total wetted area of the propulsor and virtual body, and C_D is the drag coefficient of the virtual body that is being propelled by the airfoil.

Many other studies, including Moored & Quinn (2017), also define the virtual body drag in terms of the Lighthill number, Li , defined in equation B.4.

$$Li = C_D S_{wp} \quad (\text{B.4})$$

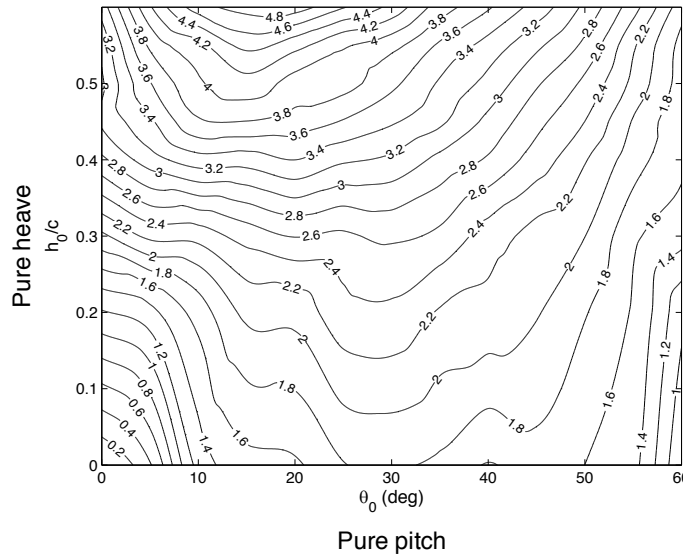
where $S_{wp} = S_w/S_p$ is the ratio of the wetted surface area of the entire vehicle (virtual body and airfoil propulsor), S_w , to the planform area of the airfoil propulsor, S_p . Since $S_w = S_{wp}S_p$, equation B.3 can be rewritten as

$$D = \frac{1}{2}\rho U^2 S_{wp} S_p C_D \quad (\text{B.5})$$

Substituting the definition of the Lighthill number yields an equation for the drag in terms of Li and the planform area of the airfoil S_p :

$$D = \frac{1}{2}\rho U^2 S_p Li \quad (\text{B.6})$$

The Lighthill number, first introduced in a slightly different form by Eloy (2012), makes it easy to compare vehicles of differing geometries and drag coefficients. For a given thrust from the propulsor, vehicles with a large Lighthill number will have a small self-propelled velocity, and vehicles with a small Lighthill number will have a large self-propelled velocity. Biological systems typically operate with $0.01 < Li < 1$ (Eloy, 2012), which encompasses the Lighthill number examined here. For most of the experiments discussed in this work, we chose $Li = 0.35$ because it is both in the range of Lighthill numbers that are characteristic of biological systems and also provides steady-state cruising velocities that are well matched to the range of velocities that can be achieved with our water channel. Further experiments conducted at $Li = 0.08$ and $Li = 1.00$ produce very similar results for efficiency and wake vortex dynamics to those we will discuss for $Li = 0.35$.



The heave-pitch diagram can be populated by contours of:

- Reduced velocity, U^*
- Propulsive economy, $\frac{\bar{U}}{\bar{p}}$
- Maximum angle of attack, α_{max}
- Transverse impulse, I_y

Among other data sets

Figure B.5: Heave-pitch diagram: results are generally presented as contours which are functions of pitching amplitude and heaving amplitude. In this “heave-pitch diagram,” the horizontal axis represents purely pitching motion, and the vertical axis represents purely heaving motion. Here, contours of reduced velocity are shown for $Li = 0.35$.

In these experiments, we examine the performance of the airfoil as a propulsor over a wide range of motion parameters, including cases involving pure pitch and pure heave. In general, we display results in contour plots as functions of pitching amplitude and heaving amplitude, as shown in figure B.5. Heaving amplitude is normalized by the airfoil chord. These contour plots are powerful tools that allow the relationships between variables important to the problem to be discovered and explored.

Typical performance metrics include the self-propelled velocity, expressed in non-dimensional form by equation B.7. This reduced velocity represents the distance traveled by the airfoil, expressed in terms of chord lengths, for each oscillation cycle.

$$U^* = \frac{\bar{U}}{fc} = \frac{UT}{c} = \frac{\text{Distance traveled}}{\text{Chord length}} \quad (\text{B.7})$$

where T is the period of one oscillation of the airfoil.

In order to evaluate the efficiency of the self-propelled vehicle, several metrics may be employed. The classic propulsive efficiency, defined as the ratio of the thrust coefficient to the power coefficient, is not useful for self-propulsion experiments because the net force becomes equal to zero at steady-state. Instead, a more useful and potentially more intuitive metric is the propulsive economy, defined by equation B.8.

$$PE = \frac{\bar{U}}{\bar{P}} \quad (\text{B.8})$$

where $\bar{U}$ is the mean self-propelled velocity achieved by the airfoil, and $\bar{P}$ is the mean input power needed to produce the pitching and heaving motions. This mean input power is defined as follows:

$$\bar{P} = \frac{1}{T} \left(\int_0^T \left[F_y(t)\dot{h}(t) + M_z(t)\dot{\theta}(t) \right] dt \right) \quad (\text{B.9})$$

where T is the period of one oscillation cycle, F_y is the force in the heaving direction, $\dot{h}$ is the heaving velocity, M_z is the moment acting about the pitching axis, and $\dot{\theta}$ is the pitching velocity.

The propulsive economy has units of distance traveled per energy consumed, making it analogous to a fuel economy measurement, which is particularly useful in the case of a vehicle that propels itself using onboard sources of energy.

In addition to the velocity and efficiency measurements described above, we also examine the wake generated by the airfoil using particle image velocimetry. The particles used are Potters' Industries Sphericel 110P8 (mean diameter $10\mu\text{m}$ and density 1.10gcm^{-3}). An approximately 3-mm thick light sheet is generated using a New Wave Research dual Nd:YAG laser and a series of hemispherical and cylindrical lenses. The flow is imaged by a JAI CV-M2CL 2-megapixel camera at a rate of 8 Hz, yielding 16 frames per cycle of the airfoil motion. All of the components of the PIV system, including the laser and camera, are controlled by the same CPFD LabVIEW program that runs the experiment in the water channel. This capability enables all of the activities to be synchronized so that accurate phase averaging is possible. The velocity fields are computed using PIVLab running in MATLAB (Thielicke & Stamhuis, 2014*a,b*; Thielicke, 2014). We use a final window size of 64×64 pixels with 50% overlap. In order to see the complete vorticity field on each side of the airfoil, we run each PIV experiment at least twice, with opposite sides of the airfoil illuminated in each. In post-processing, the two velocity fields are combined in order to eliminate areas in each individual field where the shadow cast by the airfoil makes it impossible to collect velocity data.

In the specific case of the self-propelling airfoil, the airfoil tends to drift slightly forward and back in the channel as the control system compensates for small changes in the channel flow velocity and the natural acceleration of the airfoil. As this would make phase-averaging difficult in the case of PIV, we instead run PIV experiments in a tethered mode. The average forward and aft motion of the airfoil, which is a real phenomenon due to the unsteady nature of the propulsive force, is measured from an untethered, self-propulsion experiment. The velocity data derived from this experiment is then used to drive the

streamwise motion of the airfoil during tethered PIV experiments. This technique ensures that the motion of the airfoil is predictable and repeatable, essential qualities for capturing accurate velocity fields.

Estimates of the uncertainty in measured quantities are made using the bootstrap method. For reduced velocity, the 95% confidence interval for pure heave is approximately $\pm 0.52\%$. For operating conditions delivering optimum propulsive economy, the uncertainty is $\pm 0.50\%$. At higher pitching amplitudes, the uncertainty is $\pm 0.21\%$. For the propulsive economy, the 95% confidence intervals for these three operating conditions are $\pm 0.39\%$, $\pm 0.60\%$, and $\pm 0.48\%$, respectively. Finally, measurements of the circulation in the wake shed by the airfoil have a confidence interval given by $\pm 1.2\%$, based on approximately 30 averaged PIV frames.

B.3 Propulsive Performance

Figure B.5 shows contours of reduced velocity for $Li = 0.35$. Examination of the vertical axis of the contour plot shows the behavior for a purely heaving motion. As the heave-to-chord ratio increases, the velocity at which the airfoil can propel itself increases significantly. Along the horizontal axis, the airfoil is executing a purely pitching motion. Pitch alone is not as effective at propelling the airfoil compared to heave, leading to lower speeds in general and a slower increase in forward speed as pitch amplitude is increased. Furthermore, there appears to be a point at which further increases in pitching amplitude are counter-productive, leading to a reduction in self-propelled velocity.

As described in §B.1, several other studies have found that a combination of

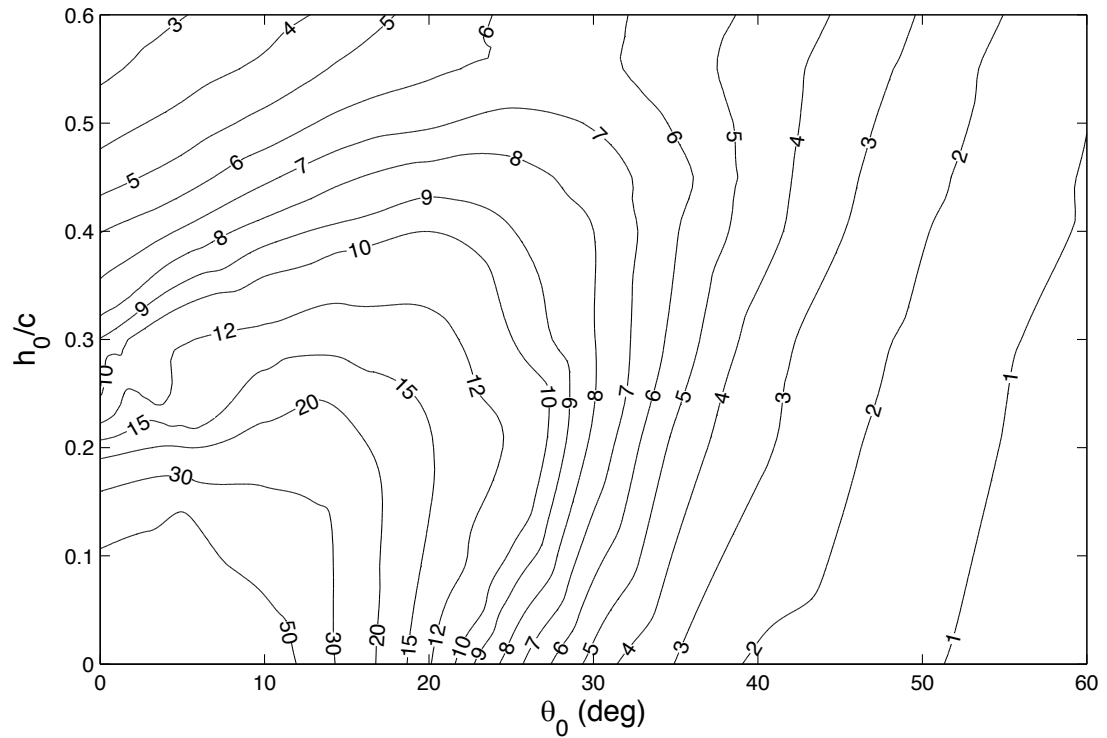


Figure B.6: Contours of propulsive economy (m/J) as a function of heave-to-chord ratio and pitching amplitude for an oscillating airfoil with $Li = 0.35$, displayed in the heave-pitch diagram.

pitching and heaving motions leads to the best performance for an oscillating airfoil. From figure B.5, we see that allowing the airfoil to pitch allows the same forward speed to be achieved with a smaller heaving amplitude. In order to evaluate whether this is actually a more efficient motion for propulsion, we need to examine the propulsive economy, which is shown in figure B.6.

As one moves from left to right along a single velocity contour in the heave-pitch diagram, such as those shown in figure B.5, the pitching amplitude increases. The pitch amplitude drives significant changes in the performance of the airfoil, including its propulsive economy. Figure B.7 shows the propulsive economy as a function of pitching amplitude for three reduced velocities. Each of these curves has a reasonably distinct peak at which the propulsive economy

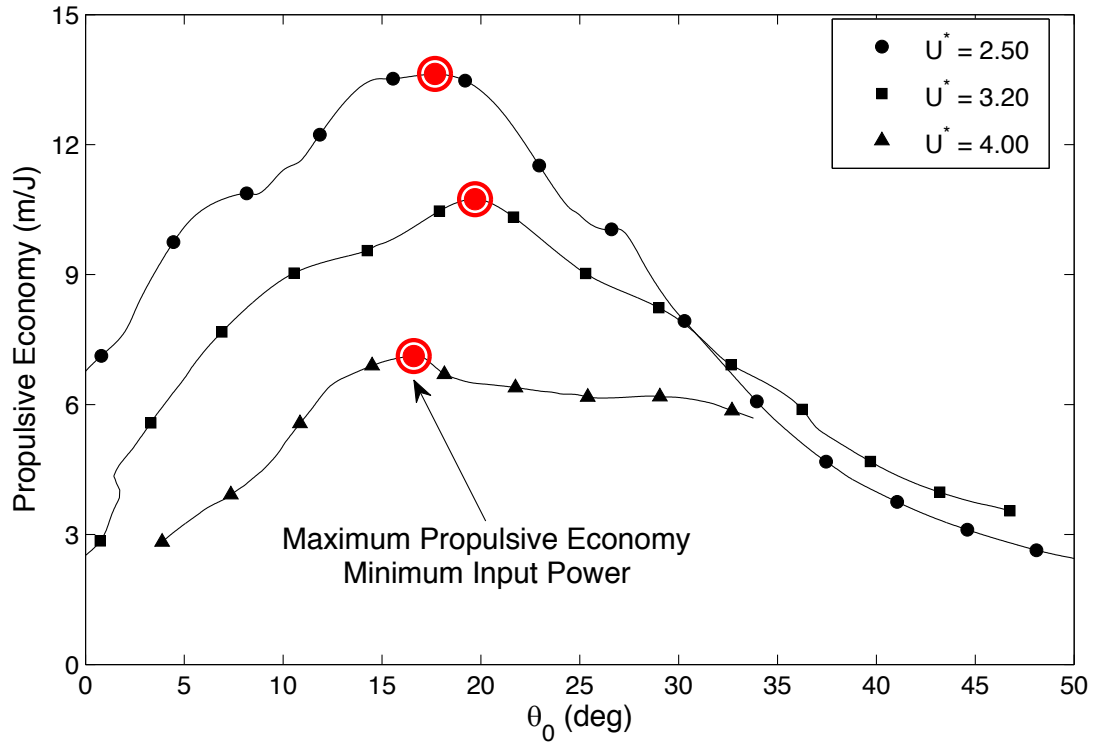


Figure B.7: Propulsive economy vs. pitching amplitude, θ_0 , for three reduced velocities. Each curve has a peak value, indicating the pitching amplitude at which the airfoil is operating most efficiently.

is maximized, meaning that the airfoil can travel the furthest distance with a given amount of energy.

Central to computing the propulsive economy is the input power needed to oscillate the airfoil, defined by equation B.9. This equation shows two contributions to the input power. The first term represents the power needed to heave the airfoil, and the second the power needed to pitch the airfoil. To see how these power inputs affect the propulsive economy, we show in figure B.8 the power contributions from pitch and heave as functions of pitching amplitude θ_0 for $U^* = 3.20$. For small pitching amplitudes, the input power is dominated by the heaving motion, as expected. However, as the pitch amplitude is increased, the amount of power needed to heave the airfoil decreases dramatically, leading

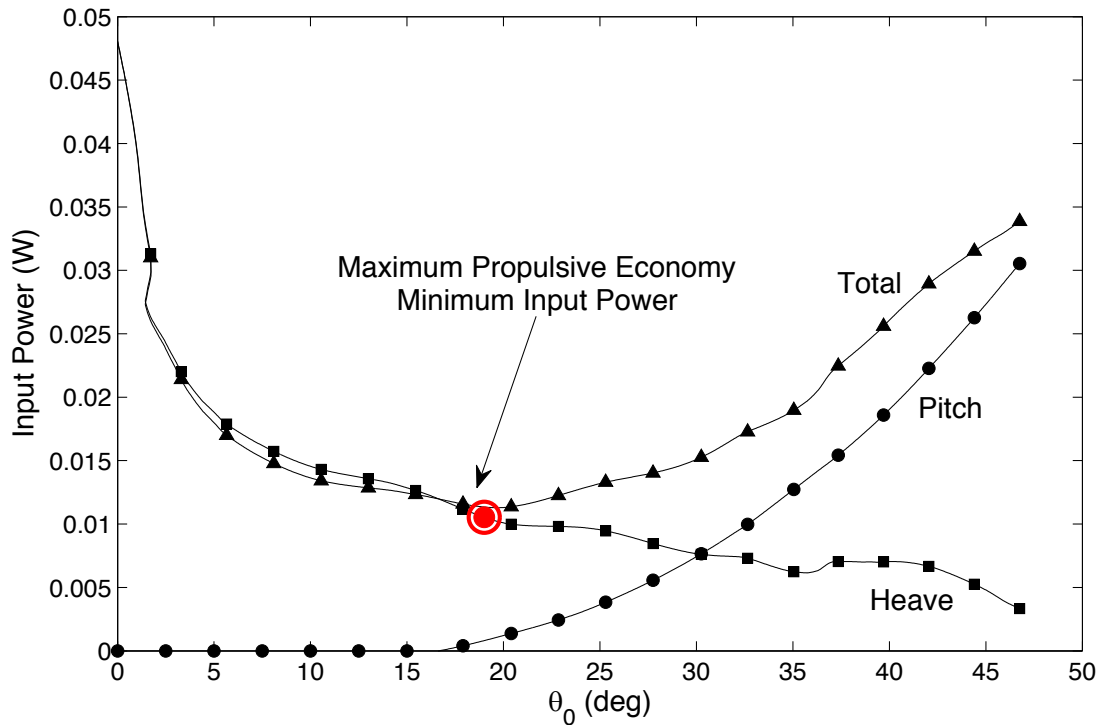


Figure B.8: Input power from pitching and heaving motions for $U^* = 3.20$. At low pitching amplitudes, most of the input power is a result of the heaving motion. The addition of moderate pitching reduces the amount of power needed to drive the airfoil. A pitch amplitude that is too large, however, also increases the total power required.

to a minimum total input power (and maximum propulsive economy) around $\theta_0 = 20^\circ$. For pitching amplitudes beyond the optimum, the heave input power continues to decline, but any advantage gained is quickly overwhelmed by the increasing power needed to produce the large pitching motions.

The airfoil motion parameters which deliver the most efficient propulsion for a given velocity can also be understood by using contours plotted in the heave-pitch diagram. In order to determine which combination of pitch and heave yields the best economy, we can overlay the velocity and economy contours, as illustrated by the schematic in figure B.9.

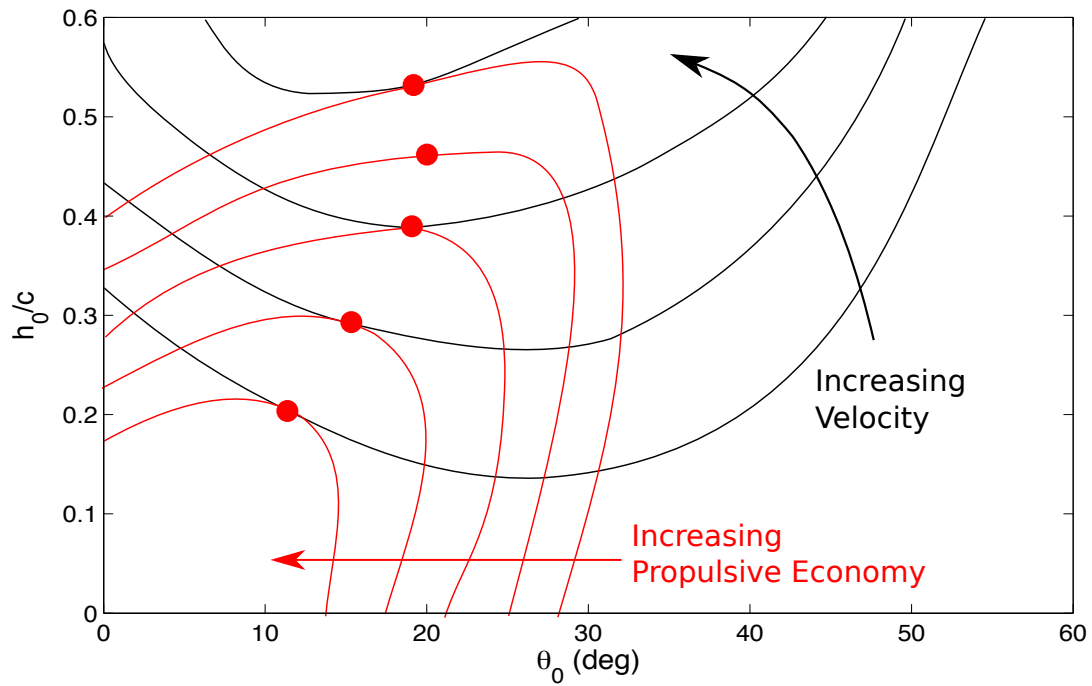


Figure B.9: Schematic illustrating overlaid contours of reduced velocity (black) and propulsive economy (red) in the heave-pitch diagram. The red dots indicate the maximum propulsive economy contour that is intersected by a given velocity contour.

Since the propulsive economy generally increases as the heaving and pitching amplitudes are minimized, the motion parameters that provide peak efficiency are those that roughly correspond to the point on the velocity contour which is closest to the origin of the heave-pitch diagram. These points, denoted by the red dots in figure B.9 are shown for the experimental data in figure B.10. Maximum efficiency occurs with the addition of moderate pitching to the heaving motion.

In order to understand why these configurations of pitch and heave deliver the most efficient means of propulsion, we can begin examining other variables of interest, beginning with the transverse impulse. If the purpose of a propulsor is to drive a vehicle forward, then the generation of forces oriented perpen-

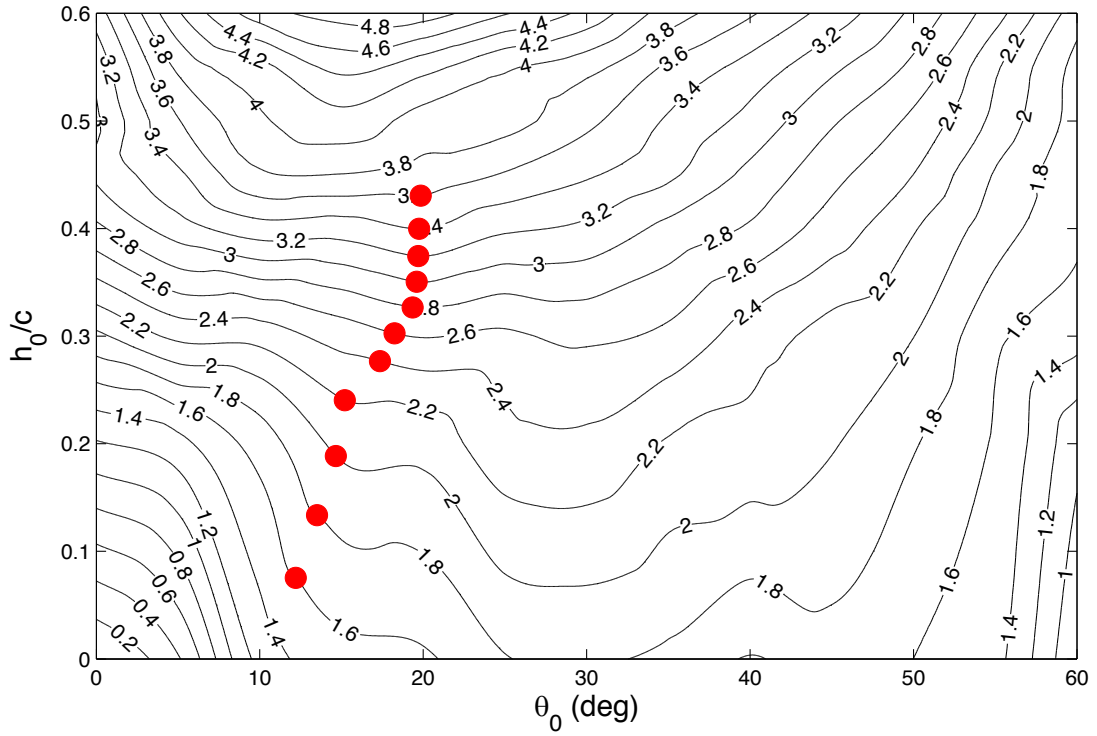


Figure B.10: Contours of reduced velocity for $Li = 0.35$ with points of maximum propulsive economy labeled (red dots) in the heave-pitch diagram.

dicular to this direction may be considered as a waste of energy. Though the transverse forces are symmetric, resulting in no net lateral motion of the vehicle, the energy used to move the vehicle in this direction does not serve a useful purpose.

In order to quantify the amount of transverse forcing that the airfoil experiences, we define the transverse impulse as in equation B.10:

$$I_{transverse} = \int_0^T |F_y(t)| dt \quad (\text{B.10})$$

where the absolute value symbol is used to account for all of the transverse forcing, both positive and negative, without regard for its sign. In this way, we

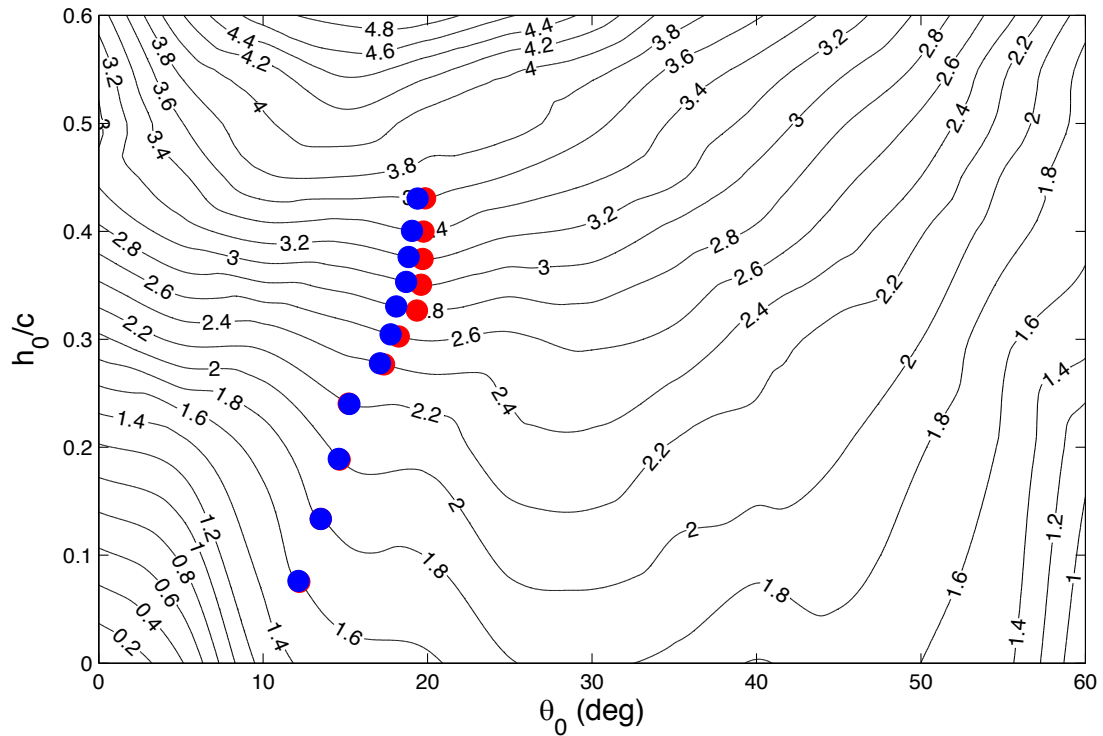


Figure B.11: Contours of reduced velocity for $Li = 0.35$ in the heave-pitch diagram with points of maximum propulsive economy (red dots) and minimum transverse impulse (blue dots) labeled. There is excellent agreement between the points of maximum propulsive economy and minimum transverse impulse.

get a measure of the total side force generated by the airfoil.

In a manner similar to that used for the propulsive economy, we can find the point along each velocity contour at which the transverse impulse is minimized. These points, indicated by blue dots, are shown along with the points of maximum propulsive economy in figure B.11.

The agreement between the points at which maximum economy and minimum transverse impulse occur is remarkable and shows that minimizing the generation of forces in directions other than the desired travel direction is important in order to achieve efficient propulsion.

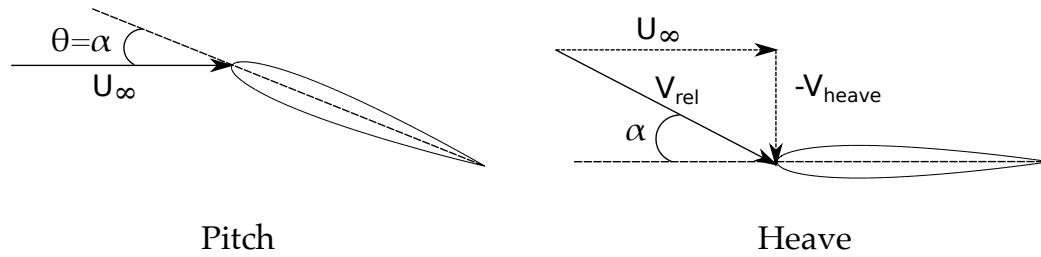


Figure B.12: Schematic showing the angle of attack produced by pitching and heaving motions. For pure pitching, the angle of attack is equal to the pitching angle. For heaving, the heaving velocity adds vectorially to the incoming flow velocity. Consequently, the relative velocity seen by the airfoil has a nonzero angle of attack.

The angle of attack reached by the airfoil during a cycle is also of interest and is given by equation B.11.

$$\alpha = -\arctan\left(\frac{\dot{h}(t)}{U(t)}\right) + \theta(t) \quad (\text{B.11})$$

in which $\dot{h}(t)$ is the heaving velocity of the airfoil. This equation includes the contributions to the angle of attack from both the heaving motion (the first term) and the pitching motion (the second term), as shown in figure B.12. When the airfoil is moved in the heave direction, the heaving velocity adds vectorially to the incoming flow velocity, turning the relative velocity and creating a nonzero angle of attack. The contribution to the angle of attack from pitching is simply the pitching angle. The combination of these effects produces the overall angle of attack seen by the airfoil.

Contours of the maximum angle of attack reached by the airfoil during a complete cycle are presented in figure B.13. In this figure, the angle of attack is computed at the leading edge of the airfoil. The red dots again indicate the points where propulsive economy is a maximum for the range of velocities

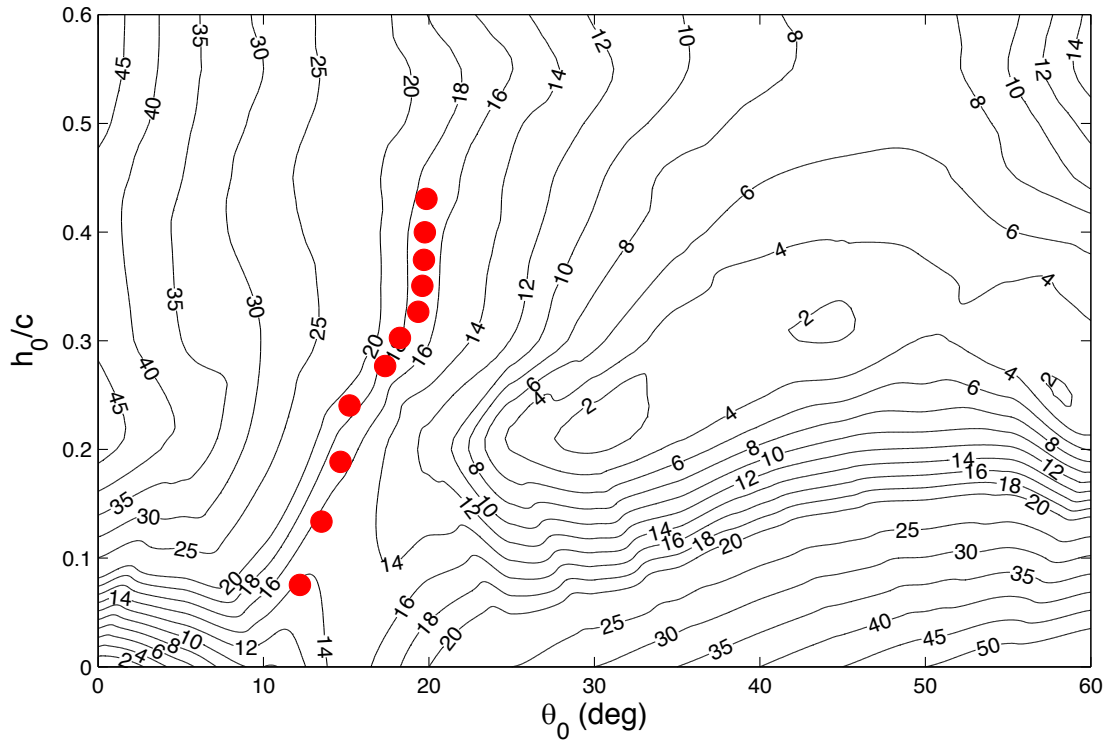


Figure B.13: Contours of maximum angle of attack for $Li = 0.35$ with points of maximum propulsive economy (red dots) labeled.

shown in figure B.10.

It is remarkable that the curve representing these optimal maximum angles of attack lies closely along the contours for $\alpha = 18 - 20^\circ$. From Abbott & von Doenhoff (1959), we know that these values are essentially the maximum possible angle of attack that can be reached before stall occurs. The vortex dynamics corresponding to this condition are investigated in §B.5.

B.4 Trajectory Plots

The experiments discussed in §B.3 show that the proper choice of operating parameters is key to the use of an oscillating airfoil as an efficient propulsor.

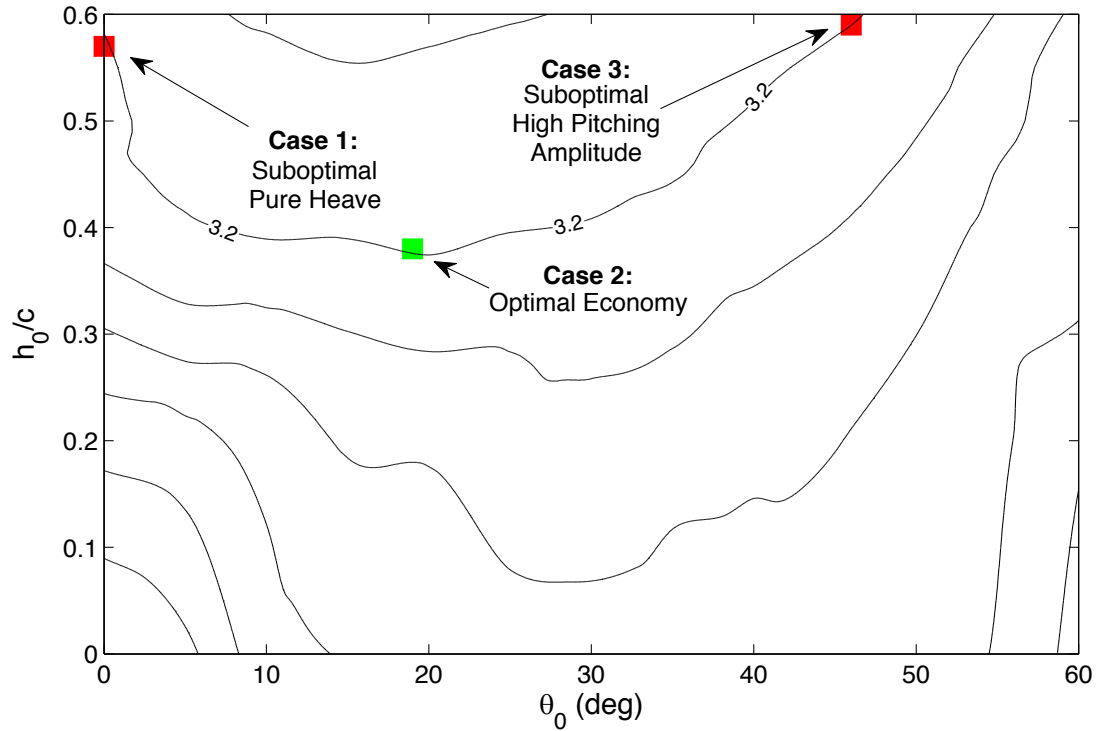


Figure B.14: Contours of reduced velocity for $Li = 0.35$ with three operating conditions for the same reduced velocity ($U^* = 3.20$) highlighted. The green square represents the case in which the propulsive economy is maximized, and the red squares indicate operating cases for which more energy is required to move the vehicle at this speed.

Case	Normalized Heave Amplitude	Pitch Amplitude
Case 1: Optimal Economy	$h_0/c = 0.37$	$\theta_0 = 19^\circ$
Case 2: Pure Heave	$h_0/c = 0.57$	$\theta_0 = 0^\circ$
Case 3: High Pitch Amplitude	$h_0/c = 0.60$	$\theta_0 = 47^\circ$

Table B.1: Three operating points along the $U^* = 3.20$ contour.

In this section, we examine operating parameters which allow the vehicle to travel at the same reduced velocity but at different propulsive economies. One of the points to be studied represents the optimal case. We also discuss two suboptimal operating points, one for pure heave and another in which we use heave with a reasonably large pitch amplitude. The cases to be presented appear in figure B.14 as square symbols and in table B.1.

To travel at a reduced velocity of $U^* = 3.20$, the best economy is achieved for a heave-to-chord ratio of 0.37 and a pitching amplitude of 19 degrees. We use a simple format in a number of figures where we allow the airfoil to move past a stationary observer from right to left. This is quite useful as it can indicate physically the motion of the airfoil along its path and the angle of attack relative to the trajectory. Along with such a “trajectory plot,” we show the transverse force coefficient, C_Y , and the angle of attack, α , all synchronized to the trajectory. Figure B.15 shows this trajectory plot for the optimal economy case. For optimal propulsion, the transverse force coefficient is relatively small, and the maximum angle of attack reached during a cycle at the airfoil’s leading edge is moderate at about 16 degrees. A NACA 0012 airfoil stalls at approximately 16 degrees (Abbott & von Doenhoff, 1959), so this angle of attack is likely still within the range where we have attached flow.

In contrast to the case of optimal economy, propelling the vehicle at the same speed but using only a heaving motion (Case 2) requires over three times as much energy per unit of distance traveled. That is, the propulsive economy is one third of the value achieved in Case 1. Correspondingly, as shown in figure B.16(b), the transverse force coefficient is 209% higher than in the optimal case, indicating that much of that energy is devoted to creating ultimately useless lateral oscillations of the vehicle that cannot be used to assist the desired forward motion. The maximum angle of attack that the airfoil reaches is also far higher at 48° than the optimal case ($\alpha = 16^\circ$), which is deep into the region where stall and flow separation would be expected to occur.

As the pitching amplitude θ_0 is further increased (Case 3), the airfoil must consume more energy and execute larger amplitude heaving motions in order

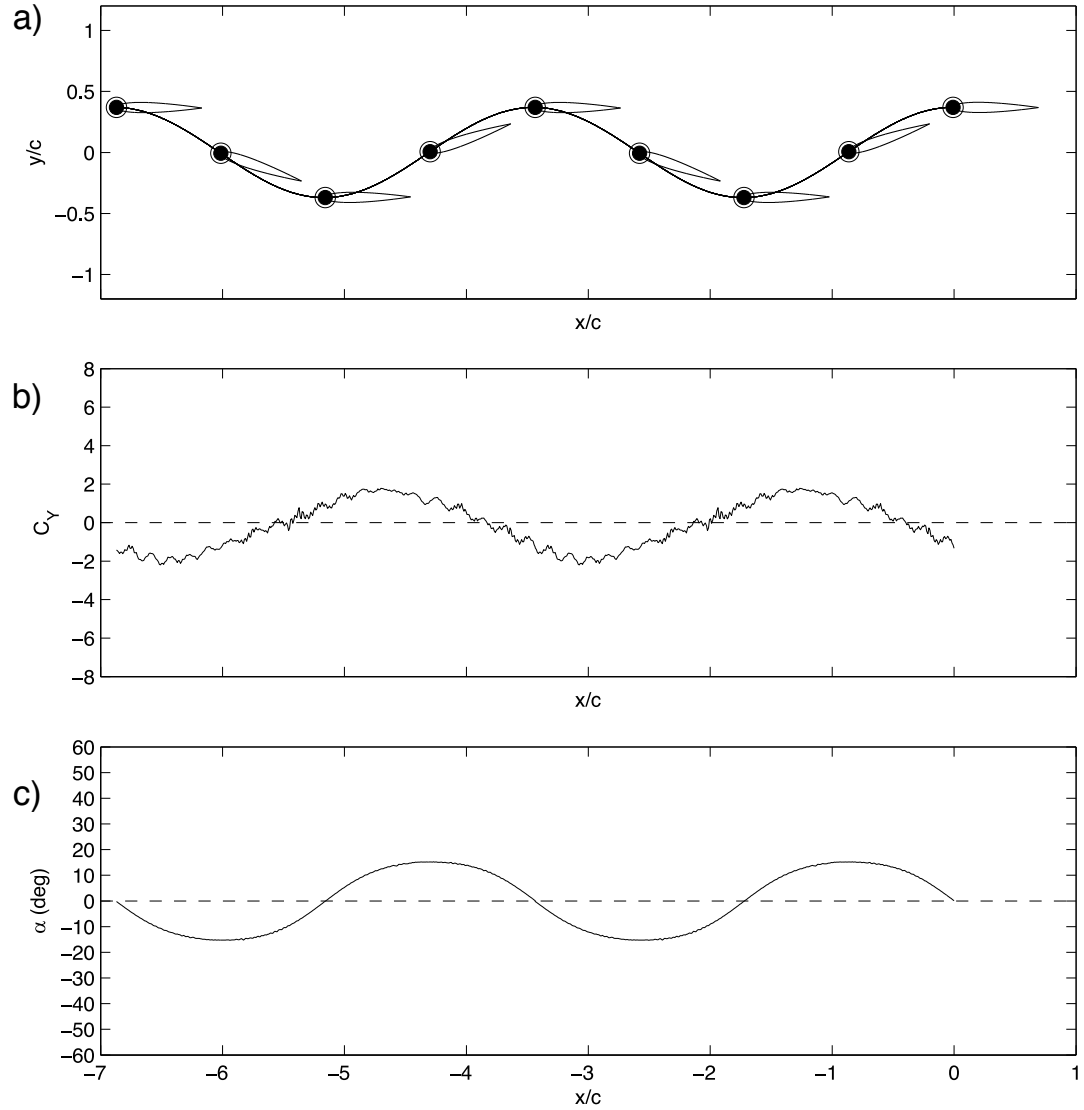


Figure B.15: “Trajectory plot” for Case 1, Optimal Economy: (a) Airfoil trajectory for $h_0/c = 0.37$, $\theta_0 = 19^\circ$, and $U^* = 3.20$ (b) Transverse force coefficient synchronized with the trajectory. (c) Instantaneous angle of attack, measured at the leading edge, synchronized with the trajectory. Scales on plots are selected to facilitate comparison with later trajectory plots.

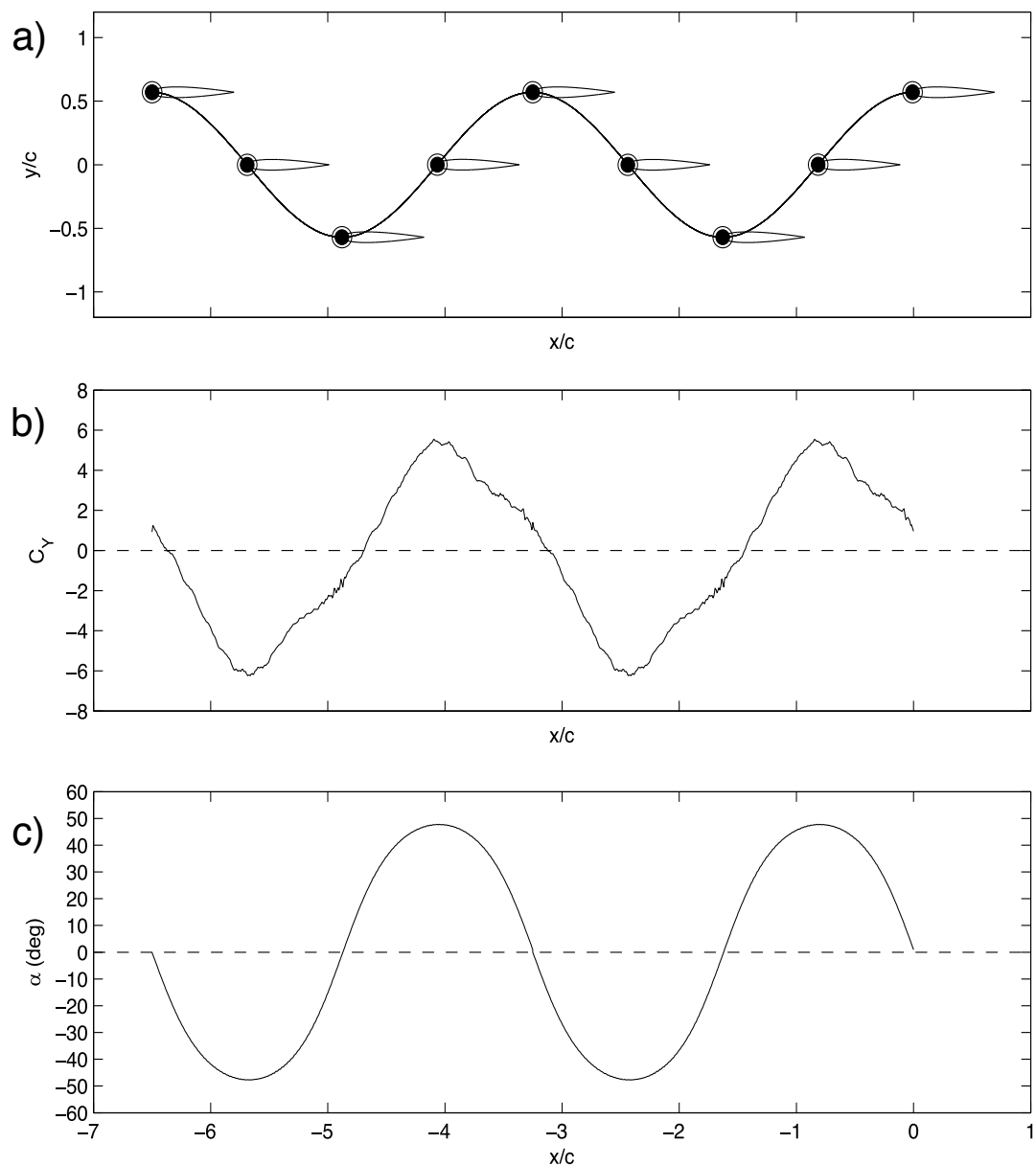


Figure B.16: "Trajectory plot" for Case 2, Pure Heave: (a) Airfoil trajectory for $h_0/c = 0.57$, $\theta_0 = 0^\circ$, and $U^* = 3.20$ (b) Transverse force coefficient synchronized with the trajectory. (c) Instantaneous angle of attack, measured at the leading edge, synchronized with the trajectory.

to maintain the same cruising velocity. Simultaneously, more of the energy expended is used in the production of large transverse forces, as shown in figure B.17. In this case, the maximum transverse force coefficient, C_Y , is comparable to that generated by the purely heaving motion previously discussed, and the airfoil again consumes about three times as much energy per unit of distance traveled as it does in the case of optimal economy.

Finally, we also note that operation at high pitch amplitudes, in addition to being inefficient, also produces much larger oscillations in cruising velocity than do airfoil motions using smaller amplitude pitching. Figure B.18 provides an illustration of this phenomenon, in which we show the velocity of the airfoil in the travel direction for $h_0/c = 0.37$ and $\theta_0 = 19^\circ$, the optimum for $U^* = 3.20$, along with that for $h_0/c = 0.60$ and $\theta_0 = 47^\circ$, the high pitch amplitude case discussed earlier. The amplitude of the velocity fluctuations is 2.8% for the optimum propulsive case but is almost three times larger (8.2%) when the airfoil uses the highest pitch amplitude considered. This effect may be important for vehicle design, as cruising with large streamwise velocity changes might be undesirable for some applications, such as remote sensing.

B.5 Vortex Dynamics

A comparison of the vorticity distributions generated by the airfoil for these three cases also reveals important differences. Figures B.19 and B.20 show a sequence of vorticity contours for Case 1, the optimal motion profile (figure B.19) and Case 2, pure heave (figure B.20), depicting the development of the wake over a complete flapping cycle. When the airfoil is delivering its maximum

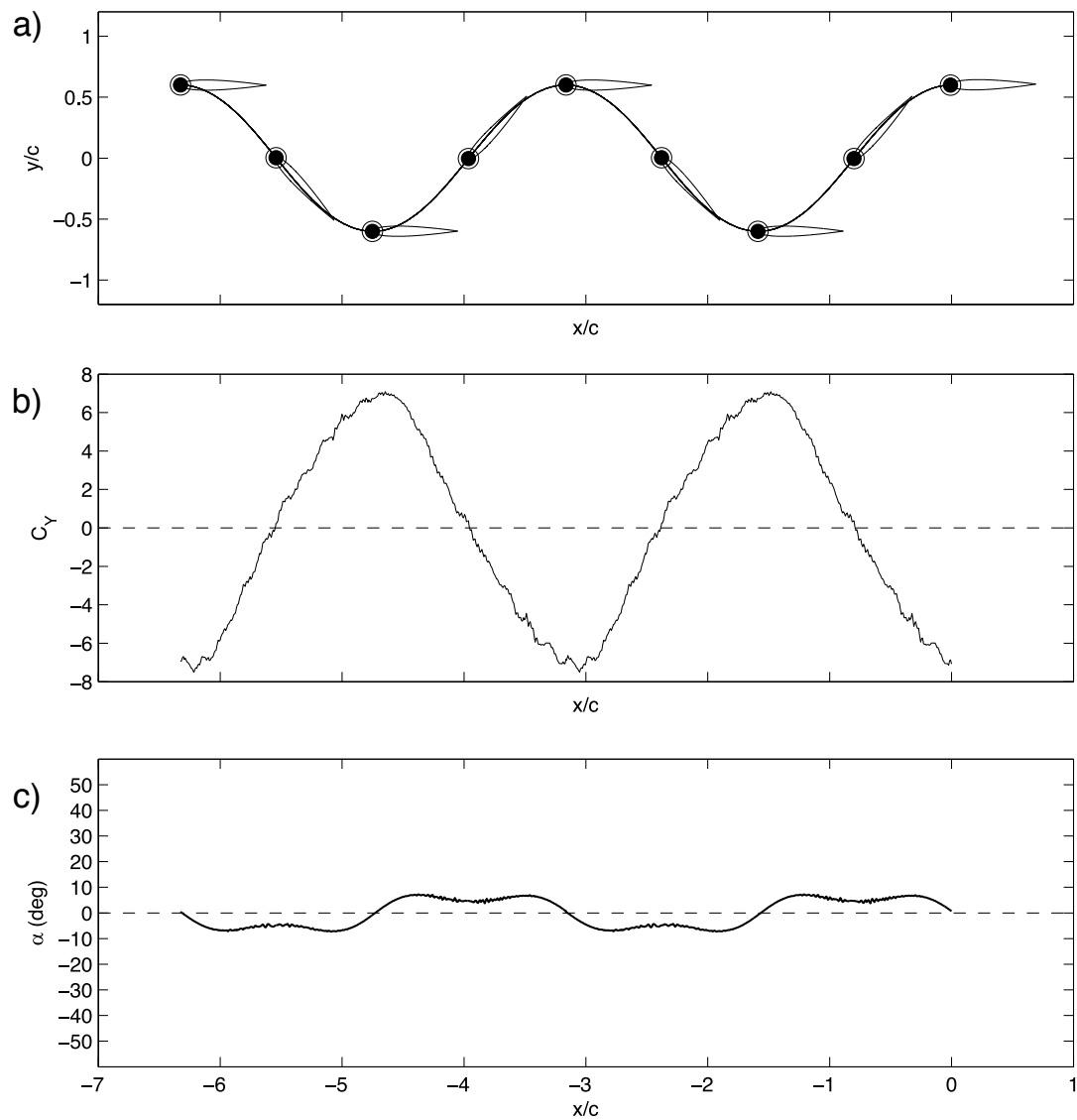


Figure B.17: “Trajectory plot” for Case 3, High Pitching Amplitude: (a) Airfoil trajectory for $h_0/c = 0.60$, $\theta_0 = 47^\circ$, and $U^* = 3.20$ (b) Transverse force coefficient synchronized with the trajectory. (c) Instantaneous angle of attack synchronized with the trajectory.

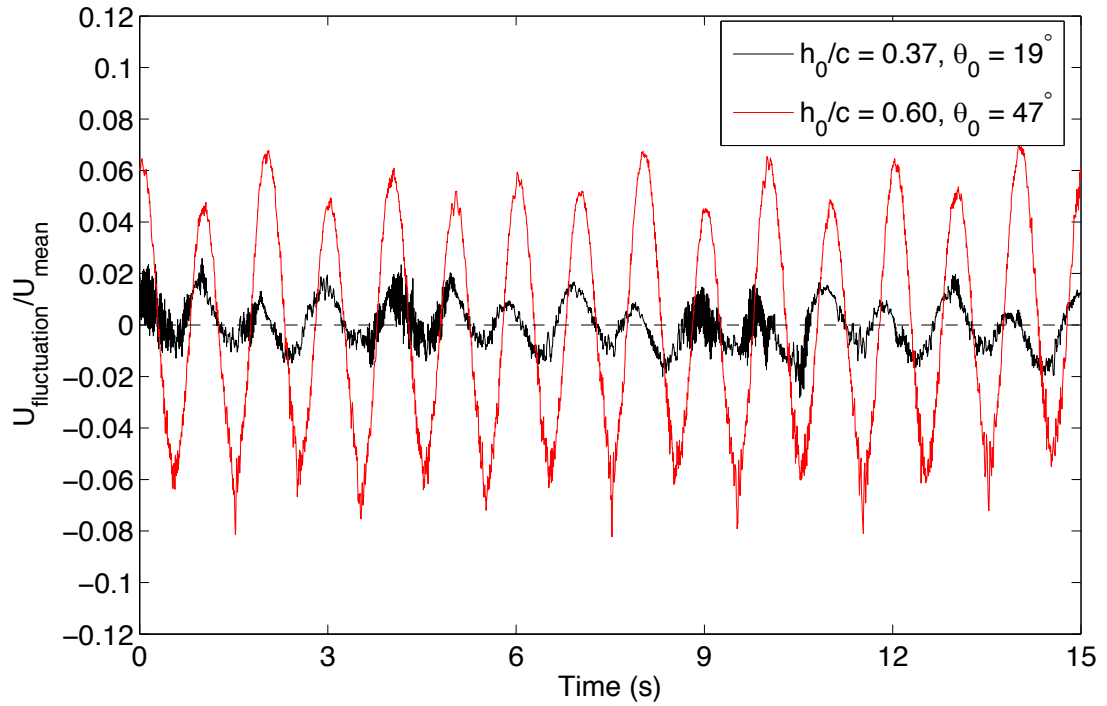


Figure B.18: Velocity fluctuations, expressed as a fraction of the mean cruising velocity ($U^* = 3.20$), for two operating regimes representing optimal propulsive economy, $h_0/c = 0.37$ and $\theta_0 = 19^\circ$, and a high pitching amplitude motion, $h_0/c = 0.60$ and $\theta_0 = 47^\circ$, illustrating the much larger velocity excursions produced by increasing the pitch amplitude.

propulsive economy, there is no discernible leading edge vortex, indicating that the flow remains attached over the airfoil.

In stark contrast to this configuration, a heaving airfoil produces a large leading edge vortex. The low pressure that exists in this vortex is therefore responsible for the large increase in transverse force that is measured for this operating condition and which does not contribute to the forward motion of the vehicle. In these and all subsequent plots of vorticity contours, red represents positive (counter-clockwise) vorticity, and blue represents negative (clockwise) vorticity. The range of colors represents vorticity magnitudes from $-6s^{-1}$ to $6s^{-1}$.

Similar to the pure heave motion, Case 3, in which the pitching amplitude

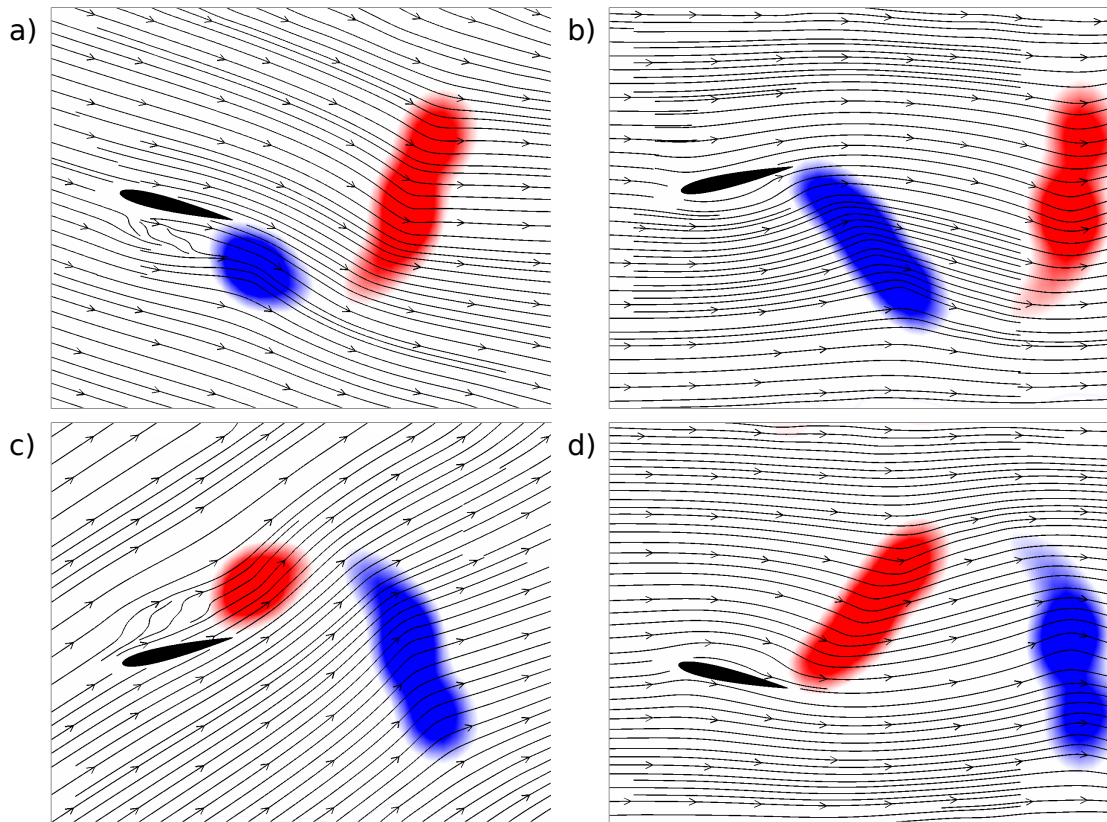


Figure B.19: Case 1, Optimal Economy: Contours showing the vorticity distribution generated by the airfoil at four instances which represent a complete flapping cycle, beginning with the generation of the clockwise (blue) vorticity. The airfoil is using motion parameters that produce the best propulsive economy for $U^* = 3.20$ ($h_0/c = 0.37$ and $\theta_0 = 19^\circ$). Streamlines are shown in the airfoil reference frame.

is high, also produces significant flow separation. Examination of the vorticity contours for this case, shown in figure B.21 reveals the presence of a large region of shed vorticity positioned along the upper surface of the airfoil, similar to that generated when the airfoil is actuated in heave only. In this case, again, we can observe that the presence of vorticity in this position is associated with large transverse forces and less economical propulsion.

From these three cases, it seems apparent that the less efficient airfoil motions produce large quantities of “excess vorticity” which do not contribute to

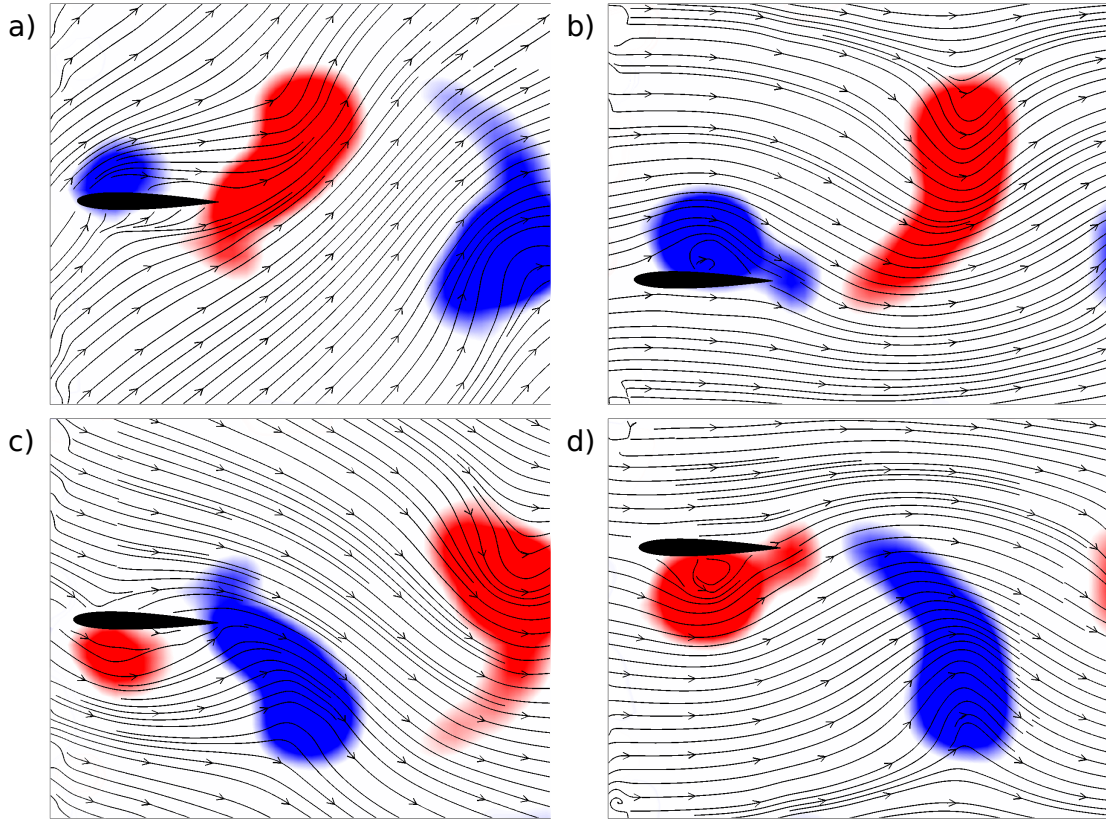


Figure B.20: Case 2, Pure Heave: Contours showing the vorticity distribution generated by the airfoil at four instances which represent a complete flapping cycle, beginning with the generation of the clockwise (blue) vorticity. The airfoil is executing a pure heave motion that delivers the same forward velocity as the case depicted in figure B.19 but with greatly reduced efficiency ($h_0/c = 0.57$ and $\theta_0 = 0^\circ$). Streamlines are shown in the airfoil reference frame.

propulsion in the desired travel direction. In order to quantify this effect, we can compute the circulation of the vorticity produced during each cycle, as defined by equation B.12.

$$\Gamma = \int (\vec{\omega} \cdot d\vec{A}) \quad (\text{B.12})$$

where $\vec{\omega}$ is the vorticity in a given region and $d\vec{A}$ is the area of that region.

Figure B.22 shows this variation of circulation as a function of time for the

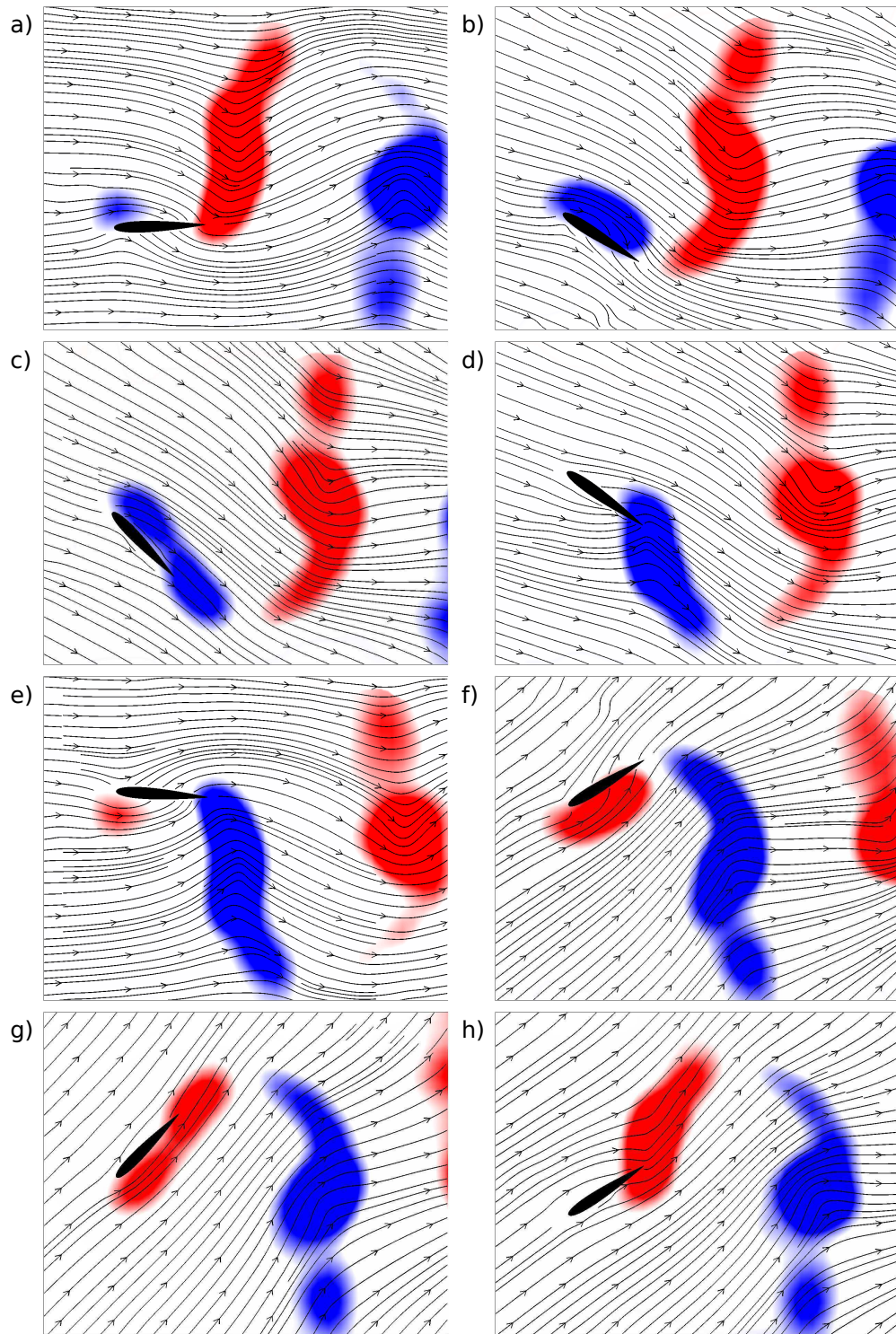


Figure B.21: Case 3, High Pitch Amplitude: Contours showing the vorticity distribution generated by the airfoil at eight instances which represent a complete flapping cycle. The airfoil is executing a high-pitch amplitude motion ($h_0/c = 0.60$ and $\theta_0 = 47^\circ$) which results in suboptimal propulsive economy for $U^* = 3.20$. Streamlines are shown in the airfoil reference frame.

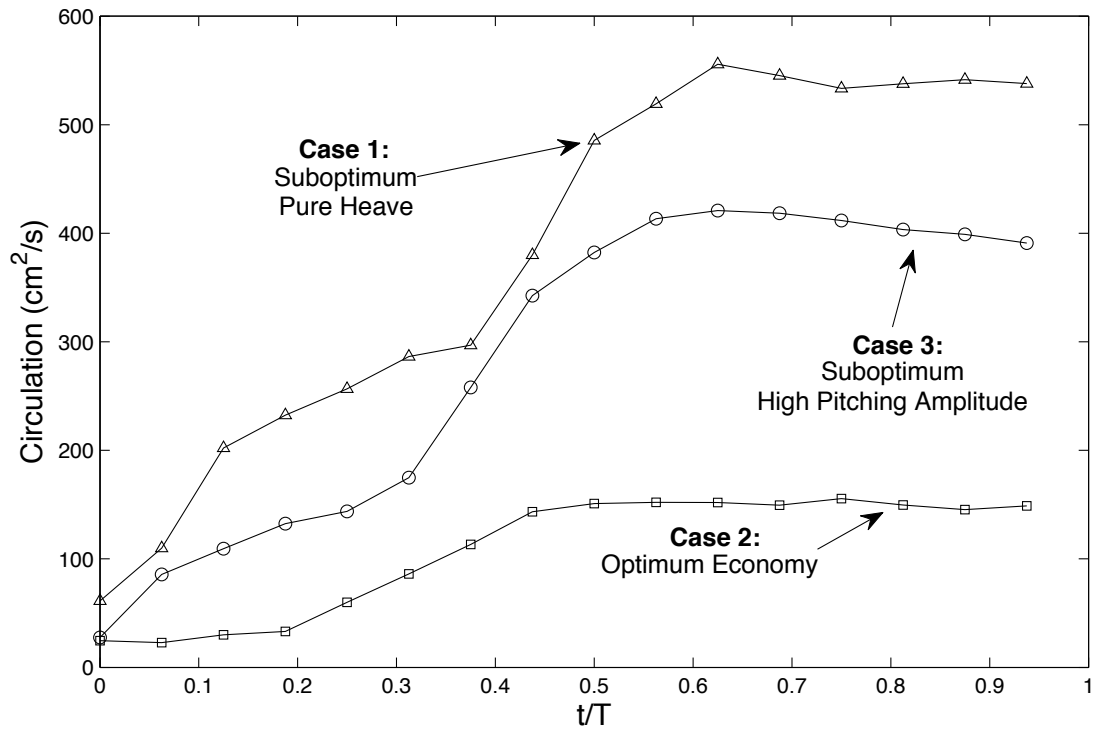


Figure B.22: Circulation generated by the airfoil during half of a flapping cycle as a function of time for the three cases shown in figure B.14. Operating points which deliver suboptimal propulsive economy also produce significantly more circulation than the point of optimum economy.

three cases shown in figure B.14. The circulation shown is the magnitude of the clockwise (blue) vorticity as it evolves over a full flapping cycle. Airfoil kinematics which produce the most efficient propulsion also produce the least circulation. As all three of these cases propel the airfoil at the same velocity, the extra circulation observed for the suboptimal motions represents wasted energy.

The three operating conditions discussed so far suggest that minimizing the leading edge vortex is an important characteristic of efficient propulsion. Further evidence for this claim is provided in figure B.23, in which the maximum circulation shed by the airfoil during a cycle is plotted against the pitching amplitude. All points shown deliver the same reduced velocity, $U^* = 3.20$, and

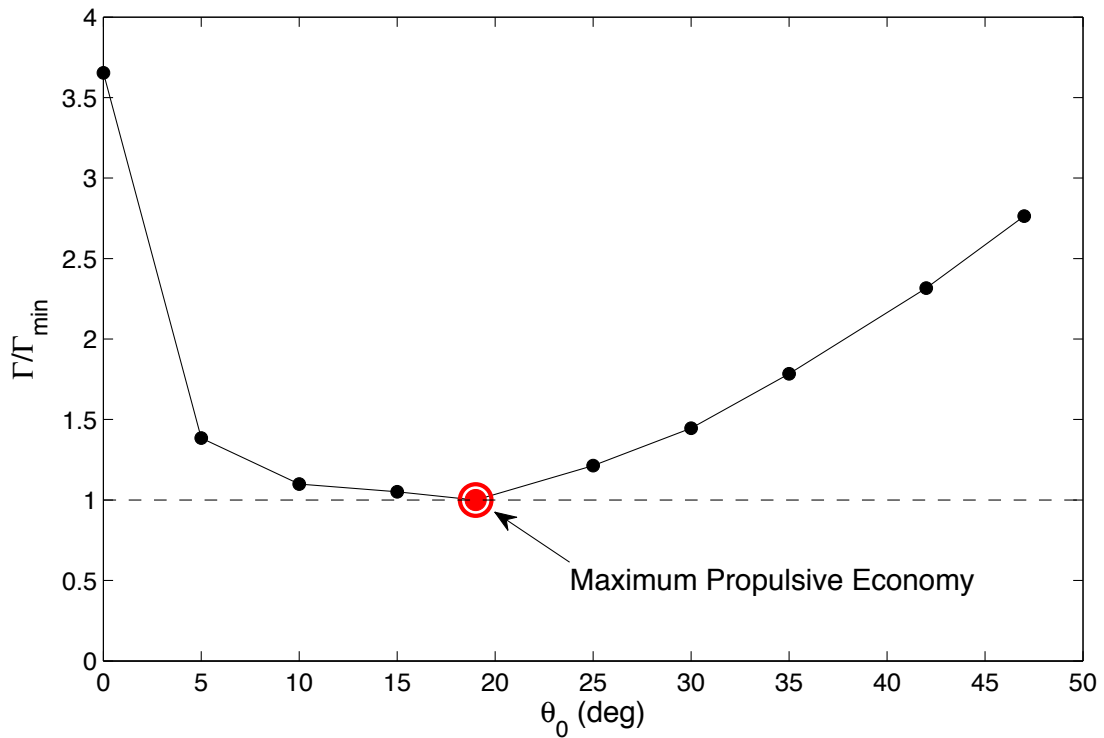


Figure B.23: Maximum circulation generated by the airfoil as a function of the pitching amplitude, θ_0 , for $U^* = 3.20$. The maximum propulsive economy corresponds to the condition which produces the least overall circulation in each cycle.

therefore the same average thrust force on the body. The pitching amplitude producing maximum economy also produces the smallest amount of circulation per cycle. It seems apparent, then, that the most efficient propulsion schemes are judicious in their use of energy, only generating as much circulation as is needed to propel the body forward. Other, suboptimal motions waste significant energy, which is associated with the generation of additional circulation.

An obvious source for this additional circulation is the production of the leading edge vortex. Figure B.24 shows the maximum circulation attained by the leading edge vortex before it merges with the vorticity being generated at the trailing edge. This curve follows the same trend shown in figure B.23, with

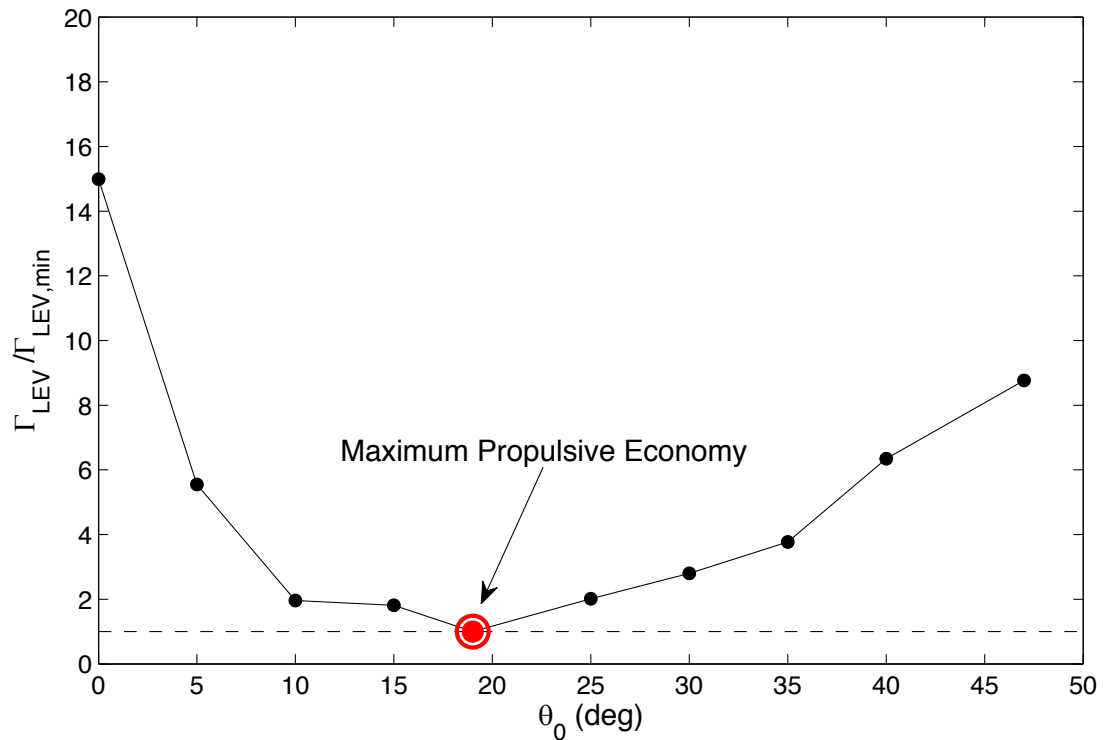


Figure B.24: Maximum circulation contained in the leading edge vortex as a function of the pitching amplitude, θ_0 , for $U^* = 3.20$. The maximum propulsive economy corresponds to the condition which produces the weakest leading edge vortex.

the minimum circulation in the LEV occurring for the case of optimal propulsive economy and suboptimal operating points producing up to 15 times the circulation in the leading edge vortex.

To further illustrate the changes occurring in the leading edge vortex, we show in figure B.25 contours of vorticity depicting the point at which the leading edge vortex strength is maximized for several airfoil operating conditions. Each produces the same reduced velocity, $U^* = 3.20$, but uses different pitching amplitudes, θ_0 , to do so. Initially, when $\theta_0 = 0$, and the airfoil executes a purely heaving motion, the LEV is large. The addition of pitch steadily reduces its strength until it effectively disappears when the airfoil operates at maximum

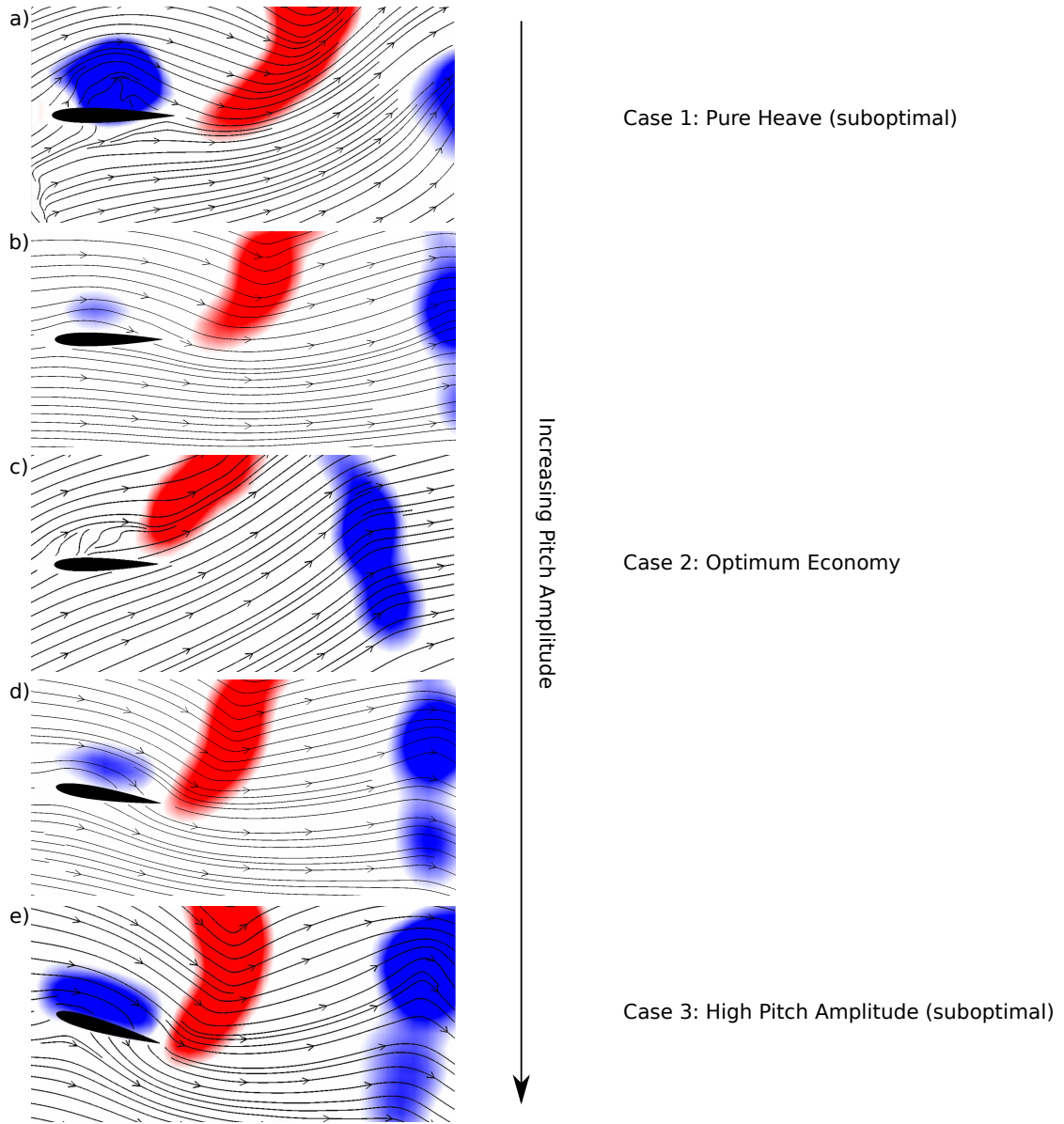


Figure B.25: Contours of vorticity showing the point at which the leading edge vortex reaches its maximum strength for several motion profiles, all delivering the same reduced velocity, $U^* = 3.20$ (a) Case 1, Pure Heave: $h_0/c = 0.57, \theta_0 = 0^\circ$ (b) $h_0/c = 0.39, \theta_0 = 10^\circ$ (c) Case 2, Optimum Economy: $h_0/c = 0.37, \theta_0 = 19^\circ$ (d) $h_0/c = 0.41, \theta_0 = 30^\circ$ (e) Case 3, High Pitch Amplitude $h_0/c = 0.60, \theta_0 = 47^\circ$

propulsive economy. Beyond this pitching amplitude, however, the LEV resumes growing, eventually developing into the strong vortex shown in figure B.25(e) for Case 3.

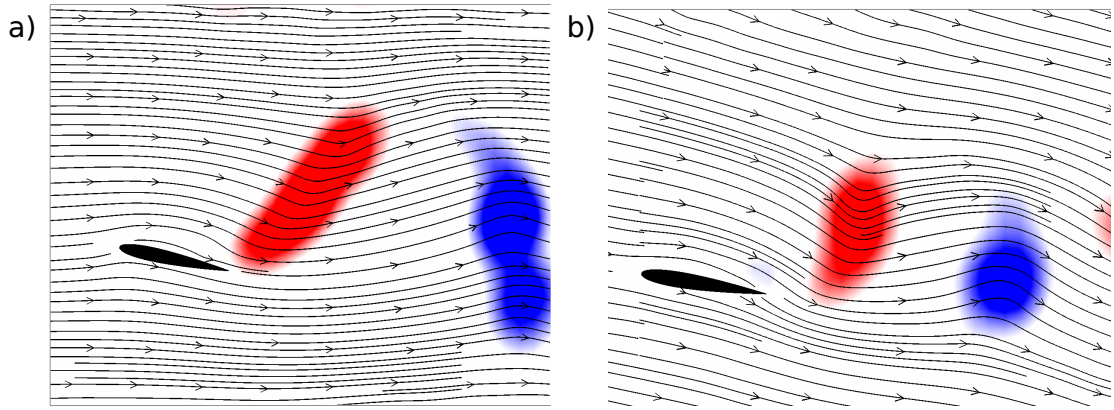


Figure B.26: Contours of vorticity acquired at approximately the same phase in the flapping cycle for (a) $U^* = 3.20$, $h_0/c = 0.37$, and $\theta_0 = 19^\circ$ and (b) $U^* = 2.10$, $h_0/c = 0.22$, and $\theta_0 = 15^\circ$. Both frames depict operation of the airfoil at the point of optimum economy for the respective reduced velocities. In both cases, the leading edge vortex strength is minimized when propulsive economy is maximized.

Finally, we note that the tendency for the leading edge vortex to be minimized is also persistent across multiple velocity contours, as shown in figure B.26. Here, the operating point delivering maximum propulsive economy is shown for reduced velocities of $U^* = 2.10$ and $U^* = 3.20$. In both cases, there is no significant leading edge vorticity. The principal difference between the wakes appears to be the extent of the shed vorticity, with the higher velocity motion producing much more elongated vortices. This may be expected, as the airfoil executes a higher amplitude motion in order to produce more thrust, and the trailing edge displacement is consequently larger. The behavior of the sub-optimal propulsive cases for this velocity is also similar, with significant flow separation at operating points away from the optimum.

B.6 Chordwise Variation of Angle of Attack

In §B.4, we discussed Case 3, which drives the airfoil with large pitching and heaving amplitudes. Figure B.17(c) shows the evolution of the angle of attack, measured at the leading edge of the airfoil, for this case. The maximum value of α attained is approximately 10° . Interestingly, however, we find in §B.5 that there is significant flow separation in this case, despite the small angle of attack. Under static conditions, the flow would be attached along the entire surface of the airfoil. However, in the highly dynamic environment in which the airfoil operates here (figure B.17a), this may not be true. In fact, the instantaneous angle of attack varies considerably if it is evaluated at different points along the chord of the airfoil. This effect is especially pronounced when the airfoil rotates rapidly as it approaches the upper and lower limits of its heaving motion. Rotation about the leading edge requires all other points along the airfoil chord to move, both in the streamwise and transverse directions.

As a result of this additional heaving motion, the angle of attack increases with position along the airfoil chord, according to equation B.11 and also illustrated in figure B.27 for the simplified case of a purely pitching airfoil. In this case, the angle of attack at the pivot point (the leading edge in this example) is given simply by the pitching angle because there is no heaving motion at this point. At all other points along the airfoil chord, however, the rotation creates velocities in the streamwise and transverse directions. The transverse velocity added by rotation is given by equation B.13, and the streamwise velocity by equation B.14. Both contribute to the angle of attack via equation B.15.

$$\dot{y} = -r \cos(\theta) \dot{\theta} \quad (\text{B.13})$$

$$\dot{x} = r \sin(\theta) \dot{\theta} \quad (\text{B.14})$$

$$\alpha_{heave} = \arctan \left(\frac{-\dot{y}(t)}{U_{\infty} + \dot{x}(t)} \right) \quad (\text{B.15})$$

where r is the distance from the pivot location (the leading edge in all cases discussed here) to the point in question, measured along the airfoil chord.

This heaving contribution to the angle of attack increases as $\dot{x}$ and $\dot{y}$ increase. Since both are dependent on distance from the pivot point, r , and on the rotation rate of the airfoil, $\dot{\theta}$, the effect is more pronounced for points far from the pivot and during portions of the oscillation cycle where the rotation rate is large.

For Case 3, we present the instantaneous angle of attack profiles for three chordwise positions in figure B.28, which shows that the trailing edge of the airfoil sees an incident flow velocity angle of about 60° , far higher than that at the leading edge. This large variation indicates that it is inappropriate to consider the angle of attack to be a constant quantity across the entire airfoil. The maximum value of α measured at the leading edge does not properly reflect the highly dynamic behavior of the airfoil when it is executing this trajectory.

This phenomenon is similar to that observed in various vertical axis wind turbines, such as the Darrieus design (Darrieus, 1931). In such wind turbines, it is typical to use straight symmetric airfoils mounted vertically to a central rotating shaft. As the ratio of chord length to turbine radius increases, and the

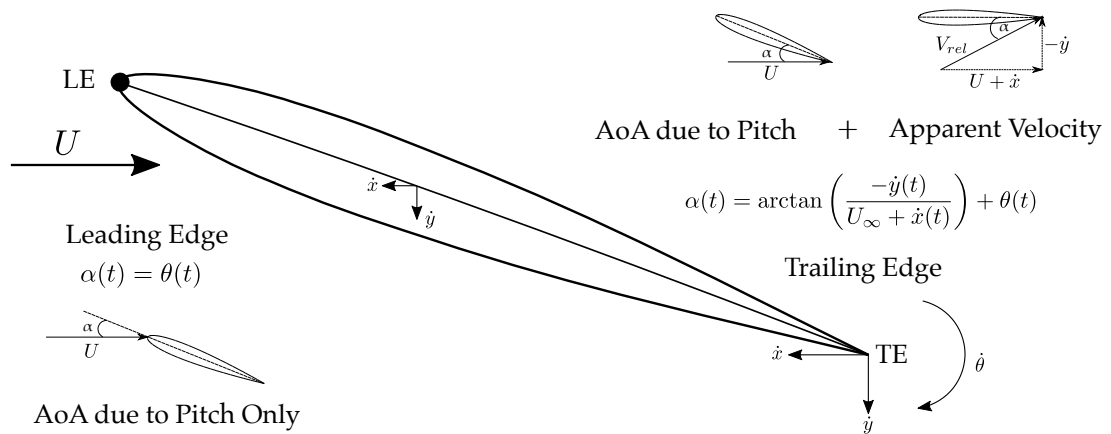


Figure B.27: Schematic of an airfoil executing a purely pitching motion about its leading edge, illustrating that the angle of attack is dependent on the position along the airfoil chord at which it is calculated. At the pivot point, the airfoil simply rotates, and the angle of attack is equal to the pitching angle. At the trailing edge (and all intermediate points along the chord), the angle of attack is a combination of the pitching angle and the heaving motion that results from rotation.

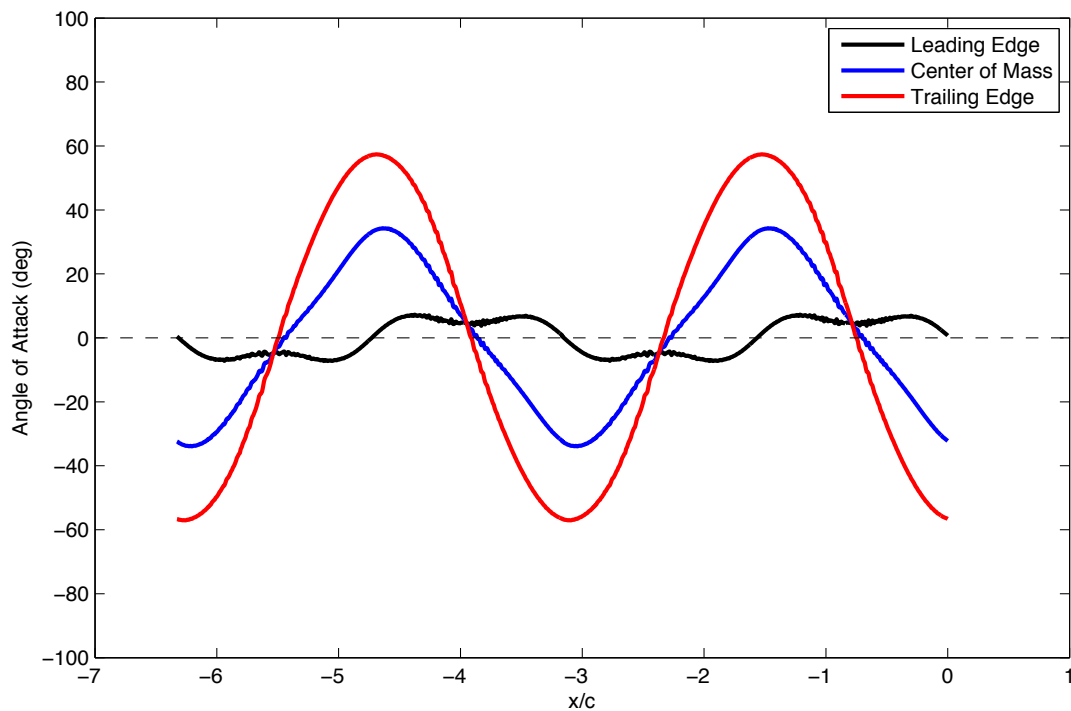


Figure B.28: Angle of attack over two complete flapping cycles for Case 3: High Pitch Amplitude, calculated at the leading edge, the airfoil center of mass, and the trailing edge. The angle of attack increases substantially as distance from the pivot point increases.

airfoil therefore occupies a greater portion of its curved trajectory at one time, the incident flow velocity seen by the blade at each chordwise position becomes significantly different. Migliore *et al.* (1980) analyzed this situation using conformal mapping and found that this “flow curvature” effect influences the performance of the airfoil in negative ways. Principally, the curvilinear flow causes the airfoil to behave as though it has a built-in virtual angle of attack. When this virtual angle of attack is added to the geometric angle of attack determined by the motion of the airfoil (equation B.11), the overall angle of attack becomes larger, and the airfoil stalls prematurely.

In our experiment, the airfoil is large compared to its trajectory. Defining the wavelength as the distance traveled by the airfoil in one flapping period, the ratio of airfoil chord to wavelength is 0.42. Consequently, the airfoil physically occupies 42% of its wavelength, a measurement which is analogous to the high chord-to-radius ratio of the wind turbines. In our experiment, the curvilinear flow is a result of airfoil rotation, which is maximized at the extremes of the airfoil’s heaving motion. It does not exist for the case of pure heave, in which the angle of attack is uniform along the entire chord. However, this effect becomes increasingly important as the pitching amplitude is increased and larger angular velocities are needed to turn the airfoil as it reverses direction, eventually leading to large areas of flow separation.

B.7 Conclusions

Oscillating airfoils have attracted considerable recent interest for their possible use as propulsive devices for small vehicles which travel through the air or

underwater. These vehicles have significant practical applications as platforms for scientific remote sensing, reconnaissance, and long-term environmental and disaster monitoring. The great maneuverability and agility of the animals employing flapping techniques has led to interest in understanding the fundamental behavior of airfoil shapes operating in this manner.

The vast majority of studies completed to date, however, have decoupled the airfoil motion from the incoming flow velocity; that is, the velocity of the flow over the airfoil does not necessarily correspond to that which would exist if the airfoil were actually used to propel a vehicle. In an effort to begin exploring the performance of flapping airfoils under more realistic conditions, we have conducted self-propulsion experiments using a cyber-physical fluid dynamics technique. This technique uses force feedback to determine the acceleration of the airfoil at each time step and then to control the flow speed of a water channel so that the freestream flow always reflects the forward velocity at which the airfoil should be traveling. Consequently, we can conduct experiments of indefinite duration and also change experiment parameters such as the virtual drag imposed on the airfoil completely in software.

We employ a NACA 0012 airfoil which undergoes pitching and heaving oscillations, with a pivot point located at its leading edge. Results for reduced velocity and propulsive economy are presented in the form of contour plots as functions of heaving and pitching amplitudes, which we refer to as the heave-pitch diagram. These diagrams are very useful for determining relationships between the various parameters of interest. In general, the steady-state velocity achieved by the airfoil is more sensitive to the heaving amplitude than to the pitching amplitude. However, we find that the addition of even moder-

ate amounts of pitching motion can significantly reduce the energy required to move the airfoil at a given speed. Maximum propulsive economy occurs for moderate values of the maximum angle of attack attained by the airfoil during its motion, just before stall occurs. There is also excellent agreement between this operating point and the point at which the transverse forcing on the airfoil is minimized, suggesting that reducing the amount of power expended to oscillate the airfoil in this direction is key to achieving good performance.

Particle image velocimetry measurements of the wake show that high efficiency is also strongly correlated with minimizing the strength of the leading edge vortex and the total circulation produced by the airfoil during a cycle. The separated flow represented by the LEV contributes to inefficient propulsion, including the generation of transverse forces. The excess circulation produced is not required to propel the airfoil at the desired speed and is therefore associated with wasted energy.

As the pitching amplitude is changed away from the optimum point in either direction, the amount of circulation produced increases, particularly in the leading edge vortex, the transverse force becomes larger, and the propulsive economy decreases. We find that the propulsive economy is quite sensitive to the selection of the pitching amplitude.

The results we describe here appear to be generally applicable to airfoils operating at other velocities and drag coefficients. We observe the same characteristics of optimal propulsion regardless of these parameters: small transverse forces, minimal flow separation, and minimum total circulation generated.

The performance of flapping airfoils as propulsive devices has been exten-

sively explored in the tethered configuration, with results indicating that they show great promise for use in small vehicles. This study examines a more realistic self-propelled condition, in which the cruising velocity is determined by the physics of the vehicle and its motions. We hope that studies such as these will be useful to the design and development of small, autonomous flying and swimming vehicles.

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