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Numerical Flow Simulation II

CNRS-DFG Collaborative Research Programmes Results 1998 – 2000

by Ernst Heinrich Hirschel (Ed.)



Numerical Flow Simulation Ii Cnrsdfg Collaborative Research Programme Results 19982000

Werner Haase, Bertrand Aupoix, Ulf Bunge, Dieter Schwamborn

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results provide insights into modern prediction approaches for turbulent flows and noise generation mechanisms as well as **Advances in High Performance Computing and Computational** their use for novel noise reduction concepts Sciences Yurii I. Shokin, Nargozy Danaey, Murat Orunkhanov, Nina Shokina, 2006-09-25 This volume contains contributions to the First Kazakh German Advanced Research Workshop on Computational Science and High Performance Computing presented in September 2005 at Almaty Kazakhstan The contributions show the potential of bringing together theoretical mathematical modelling and powerful high performance computing systems **Progress in Computational** Flow-Structure Interaction Werner Haase, Vittorio Selmin, Bengt Winzell, 2013-04-17 Aircraft design processes require extensive work in the area of both aerodynamics and structure forning an environment for aeroelasticity investigations Present and future designs of European aircraft are characterized by an ever increasing aircraft size and perfonnance Strong weight saving requirements are met by introduction of new materials leading to more flexible structure of the aircraft Consequently aeroelastic phenomena such as vortex induced aeroelastic oscillations and moving shock waves can be predominant and may have a significant effect on the aircraft perfonnance Hence the ability to estimate reliable margins for aeroelastic instabilities flutter or dynamic loads buffeting is a major concern to the aircraft designer As modern aircrafts have wing bending modes with frequencies that are low enough to influence the flight control system demands on unsteady aerodynamics and structural analysis to predict flight control effectiveness and riding comfort for passengers are extremely high Therefore the aircraft industries need an improved capacity of robust accurate and reliable prediction methods in the coupled aeroelastic flight mechanics and loads disciplines In particular it is necessary to develop improve and calibrate the numerical tools in order to predict with high level of accuracy and capability complex and non classical aeroelastic phenomena including aerodynamic non linearities such as shock waves and separation as well as structural non linearities e g control surface free play Nowadays robust methods for structural analysis and linearised unsteady aerodynamics are coupled and used by the aircraft industry to computationally clear a new design from flutter MEGADESIGN and MegaOpt - German Initiatives for Aerodynamic Simulation and Optimization in Aircraft Design Norbert Kroll, Dieter Schwamborn, Klaus Becker, Herbert Rieger, Frank Thiele, 2009-11-18 This volume contains results of the German CFD initiative MEGADESIGN which combines CFD development activities from DLR universities and aircraft industry Based on the DLR flow solvers FLOWer and TAU the main objectives of the four years project is to ensure the prediction accuracy with a guaranteed error bandwidth for certain aircraft configurations at design conditions to reduce the simulation turn around time for large scale applications significantly to improve the reliability of the flow solvers for full aircraft configurations in the complete flight regime to extend the flow solvers to allow for multidisciplinary simulations and to establish numerical shape optimization as a vital tool within the aircraft design process This volume highlights recent improvements and enhancements of the flow solvers as well as new developments with respect to aerodynamic and multidisciplinary shape optimization Improved

numerical simulation capabilities are demonstrated by several industrial applications New Developments in Computational Fluid Dynamics Kozo Fujii, Kazuhiro Nakahashi, Shigeru Obayashi, Satoko Komurasaki, 2006-01-05 Contains 20 papers presented at the Sixth International Nobeyama Workshop on the New Century of Computational Fluid Dynamics Nobeyama Japan April 21 24 2003 These papers cover computational electromagnetics astrophysical topics CFD research and applications in general large eddy simulation mesh generation topics visualization and more New Results in Numerical and Experimental Fluid Mechanics III Siegfried Wagner, Ulrich Rist, Hans-Joachim Heinemann, Reinhard Hilbig, 2012-09-07 This volume contains the papers of a German symposium dealing with research and project work in numerical and experimental aerodynamics and fluidmechanics for aerospace and other applications It gives a broad overview over the ongoing work in this field in Germany

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