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A NuMAD Model of the Sandia CX-100 Blade

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Abstract

This report provides basic documentation of information used to create a CX-100 finite element model using NuMAD. The model is intended for use as a structural model. Use of this model for aerodynamic analyses is to be performed with caution. The CX-100 blade was designed to demonstrate the efficient use of carbon fiber in the spar cap of a wind turbine blade. Refer to the References at the end of this report for full and in-depth information on the CX-100 blade project.

ACKNOWLEDGMENTS

The authors thank the DOE Wind and Water Power Program for the support that was required to produce a blade model and blade modeling approach such as is documented in this report.

Acknowledgement of the teams who executed the Sandia blade programs of the early 2000's is needed. These are the experts who were involved in the design, manufacture, test and documentation of the CX-100, TX-100 and BSDS blade programs: Derek Berry and Steve Nolet of TPI Composites; Dayton Griffin of DNV; Mike Zuteck of MDZ Consulting; Case van Dam of UC-Davis; Kevin Jackson of Dynamic Design; Tom Ashwill, Dale Berg, Henry Dodd, Mark Rumsey, Herb Sutherland, Paul Veers, Jose Zayas of Sandia National Laboratories.

The authors thank Tyler Bushnell, Sandia National Laboratories engineering student employee, for his work in pulling together the references and documentation to produce this report.

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NOMENCLATURE

APDL	Ansys Parametric Dynamic Language
BPE	Beam Property Extraction tool
c	chord length
$c_{\max}$	maximum blade chord
FE	Finite Element
HP	High Pressure
L	blade Length
l/L	fractional spanwise location
LE	Leading Edge
LP	Low Pressure
NuMAD	Numerical Manufacturing and Design tool
TE	Trailing Edge
x/c	distance along airfoil chord

MODELING APPROACH

NuMAD¹ is a MATLAB²-based tool developed at Sandia to provide an intuitive interface for defining the outer geometry, shear web locations, materials and stacks, and stack placement in wind turbine blades. The output from NuMAD is a sequence of ANSYS³ APDL commands used to create the finite element model in ANSYS. Once the model is created, various analyses are used to understand the strength and response of the blade to given loads.

The CX-100 model is based primarily on the intended design of the blade. Layup drawings are included as Appendices in this report. Some material locations were obtained more accurately by actual measurements of a manufactured blade. Material properties used in the model are the same that were used in the design process.

This model has not been calibrated to match blade test data. Due to possible small discrepancies in design versus manufacture, the model represents the intended blade design, but not necessarily the manufactured blade. For example, the weight of the blade model is computed to be about eight percent lower than the actual blade weights.

The model described by this report is meant as a starting point for a validation project or as a tool that can be used for research and engineering studies of blades.

Blade Geometry

The geometry of the blade is based on the ERS-100 blade. There were modifications to the root and the tip of the ERS-100 blade, but no major changes in airfoil shapes were made. The S821, S819, and S820 are used, respectively, for the inboard region (21% to 40%), 70%, and 95% radiusⁱ.

Detailed information on the evolution of the CX-100 blade root and airfoils is found in Reference [4].

ⁱ Coordinates for S-series airfoils are publicly available through the NREL NWTC webpage. Certain airfoils are patented and may be licensed through NREL. More information on patents and commercial licensing can be found at the following URL: <http://wind.nrel.gov/airfoils/AirfoilLicensing.html>

Table 1: Baseline Planform Dimensions

Station (mm) ⁴	l/L (%) ⁴	Chord (m) ⁴	Twist (deg) ⁴	Chord length represented in model*
200	9.4	0.356	29.6	
600	13.5	0.338	24.8	
1000	17.6	0.569	20.8	0.494
1400	21.7	0.860	17.5	0.772
1800	25.8	1.033	14.7	1.035
2200	30.0	0.969	12.4	
3200	40.3	0.833	8.3	
4200	50.6	0.705	5.8	
5200	60.9	0.582	4.0	X
6200	71.2	0.463	2.7	X
7200	81.5	0.346	1.4	X
8200	91.8	0.232	0.4	
9000	100.0	0.120	0.0	X

*The chord length in the model matches the Baseline Planform Dimensions from Reference [4] for blade locations outboard of 25% span (indicated by X's). The chord length in the model differs slightly from the Baseline Planform Dimensions inboard of 25% span (indicated by as-modeled chord lengths). Blank table entries indicate discrete stations from the Baseline Planform Dimensions table that were not directly included in the blade model.

Aerodynamic Center

Aerodynamic center at each station is assumed to be located at $x/c=0.25$ and 0.50 for airfoil shapes and for circular shapes, respectively. Values are interpolated in the transition between circular section and airfoil section.

Normalized X-Offset

Normalized x-offset at each station is assumed to be $x/c=0.32$ and 0.50 for airfoil shapes and for circular shapes, respectively. Values are interpolated in the transition between circular section and airfoil section.

Model Images

Figure 1: CX-100 model as viewed in NuMAD v2.0.

Figure 2: CX-100 blade model in ANSYS.

MATERIALS

The design material properties used in the CX-100 blade design are included in Table 2. Layup drawings for the blade are available in the Appendices of this report.

Table 2: Lamina properties for design calculations; Reference [4]

Material name ⁴	Material designation in model	Ex ⁴ (GPa)	Ey ⁴ (GPa)	Gxy ⁴ (GPa)	Nuxy ⁴ (actual model values)	Density ⁴ (kg/m ³) (actual model values)	Ply thickness ⁴		Ply thickness in model (mm)
							(in)	(mm)	
Gel coat	gel_coat	3.44	3.44	1.38	0.30	1235 (1230)	0.005	0.13	0.13
Fill epoxy	(Not used)	2.41	2.41	0.96	0.30	1154	0.020	0.51	
Plexus	(Not used)	0.31	0.31	0.14	0.30	962			
Random mat	Mat	7.58	7.58	4.00	0.30	1678 (1687)	0.015	0.38	0.38
End-grain balsa	Balsa	0.12	0.12	0.02	0.30	230	0.250	6.35	6.4*
DBM1708 (+/- 45-deg fiberglass)	DBM1708	9.58	9.58	6.89	0.39	1814	0.035	0.89	0.89*
DBM1208 (+/- 45-deg fiberglass)	DBM1708	9.58	9.58	6.89	0.39	1814	0.022	0.56	0.5, 0.56*
C520 (0-deg fiberglass)	C520	37.30	7.60	6.89	0.31	1874	0.052	1.32	2.6, 3.0, 4.0, 4.6*
0-deg Carbon, 500gsm	(Not used)	105.40	6.82	3.32	0.28	1480	0.030	0.63	
Carbon-fiberglass triaxial fabric	CX100_hybrid_triax	84.10	8.76	4.38	0.21 (0.25)	1560 (3469)	0.030	0.63	3.3, 4.4*

*Ply thicknesses in the model differ from what was used in the design calculations for one of two reasons: 1) model values are based on actual measurement of as-manufactured ply thicknesses or 2) model layers may represent the combination of one or more actual layers.

Measured Material Properties

Mechanical tests were performed in order to determine the as-built mechanical material properties for the blade materials. The test-derived values have not been included in the model here, but the results of those tests are included in the TX-100 report⁵ as Appendix A.

Material Layup

Drawings for manufacture of this blade are included in Appendices A-C of this report.

The model is based primarily on these drawings but is supplemented with actual measurements of a manufactured blade.

Blade Root Hardware

Blade root hardware is not included in this model of the CX-100 blade.

Leading Edge Alterations

The leading edge has some alterations to the material to avoid shell element errors in ANSYS while using 8-noded shells (i.e. SHELL281). Leading edge material composites were renamed with a modifying tag: “_x10”. The modification indicates that a material in composite was made ten times as strong, stiff, and dense, and one tenth the thickness. This modification has been done in small areas along leading edge.

Sharp Element Alterations

When modeling the blade after the ‘as-built’ CX-100, structural analysis runs into problems with two excessively sharp areas on the blade. These areas have been changed into quadrilateral shapes to make ANSYS analysis possible at the cost of only minor model accuracy.

BLADE MODEL ARCHIVE FILES

NuMAD Project Files

The following files are located in the CX-100 blade model folder, *CX100_v1.0*:

CX100_v1.0.nmd

The NuMAD blade model data file. This file is for use with NuMAD v2.0.

MatDBsi.txt

The NuMAD material data file.

shell7.src

Output from NuMAD. This file contains the APDL commands that are used directly in ANSYS to create the CX-100 shell element model using the command string “/INPUT,shell7,src” at the ANSYS command input.

zAirfoil.mac, zFlatback.mac, zSmoother.mac

These are ANSYS macro files that are required to execute the commands found in the *shell7.src* file. These macros must remain in the same folder as the shell7 file when the ANSYS input execution is performed.

‘Airfoils’ Folder

Following is a list of the airfoil shape files found in the CX-100 *airfoils* folder:

CXTX_0400_110.txt	CXTX_1800_110f.txt
CXTX_0450_110f.txt	CXTX_2000_110.txt
CXTX_0500_110f.txt	CXTX_2400_110.txt
CXTX_0570_110f.txt	CXTX_3000_110.txt
CXTX_0653_110f.txt	CXTX_3400_110.txt
CXTX_0667_110f.txt	CXTX_4000_110.txt
CXTX_0700_110f.txt	CXTX_4600_110.txt
CXTX_0800_110f.txt	CXTX_4800_110.txt
CXTX_0900_110f.txt	CXTX_5200_110.txt
CXTX_1000_110f.txt	CXTX_6200_110.txt
CXTX_1200_110f.txt	CXTX_7200_110.txt
CXTX_1400_110f.txt	CXTX_7800_110.txt
CXTX_1600_110f.txt	CXTX_8200_110.txt

EXAMPLE ANALYSES

Following are results from basic analyses. These results can be used as a baseline for comparison if the user needs to check the validity of their model against the original archive files.

Mesh Size

The global element size (AESIZE setting in ANSYS) is set to 0.05 meters.

Model Mass

The overall model mass is 160.41 kg, as calculated by ANSYS. The spanwise location of the blade center of mass is at 2.3085 meters.

Based on actual measurements of the first series of production blades⁶, the weight of the average as-built CX-100 blade is 173.7 kg and the spanwise location of the blade center of mass is at 2.287 meters.

Based on actual measurements of more CX-100 blades up to 2008, the weight of the average as-built CX-100 blade is 173.2 kg and the spanwise location of the blade center of mass is at 2.304 meters.

Modal Analysis

A cantilevered modal analysis of the CX-100 ANSYS model is performed. The Block Lanczos solver is used to find six modes.

Table 3: Results from an ANSYS modal analysis.

Mode	Frequency (Hz)	Shape
1	4.1778	1 st flapwise bending
2	5.2142	1 st edgewise bending
3	11.412	2 nd flapwise bending
4	17.553	2 nd edgewise bending
5	21.579	3 rd flapwise bending
6	31.625	Flapwise bending & torsion

Static Analysis

A cantilevered static analysis was performed on the CX-100 ANSYS model, using a flapwise (t-direction) 1000 N pull on the tip of the blade. Results were processed using the material coordinate system (RSYS,SOLU) and mid-thickness results (SHELL, MIDDLE). Shown is the elastic strain in the material x-direction, or blade spanwise direction. Maximum tip displacement computed with this analysis is 0.459554 meters.

Figure 3: A plot of the composite material x-direction strain resulting from a static analysis of the CX-100 blade; view of HP surface is shown.

PreComp Analysis

NuMAD v2.0 provides the capability to use PreComp⁷ to compute sectional properties of the blade based on the information contained in the NuMAD blade model. The NuMAD-to-PreComp capability requires the presence of LE material division points at all stations in the model. Currently the CX-100 model is not set up to be compatible with this requirement.

BPE Analysis

BPE is an approach used to compute equivalent section properties of the three-dimensional blade model using an inverse approach⁸. Following are the blade cross section property distributions computed using BPE:

Figure 4: Equivalent section properties computed using BPE; parameters definitions are consistent with FAST blade input file inputs.

ADDITIONAL CX-100 BLADE RESOURCES

J.R. Zayas, P.L. Jones, A. Holman "CX-100 and TX-100 Blade Field Tests" SAND05-7454
<http://prod.sandia.gov/techlib/access-control.cgi/2005/057454.pdf>

J. Paquette, J. van Dam and S. Hughes. "Structural Testing of 9 m Carbon Fiber Wind Turbine Research Blades." Conference Paper NREL/CP-500-40985. January 2007.
<http://www.nrel.gov/wind/pdfs/40985.pdf>

D. Todd Griffith, Gregory Smith, Miguel Casias, Sarah Reese and Todd W. Simmermacher. "Modal Testing of the TX-100 Wind Turbine Blade." Sandia Report SAND05-6454. Printed March 2006. <http://prod.sandia.gov/techlib/access-control.cgi/2005/056454.pdf>

Berry, Derek and Ashwill, T. "TX-100 Manufacturing Final Project Report." Sandia Report SAND2007-6066. Printed November 2007. <http://prod.sandia.gov/techlib/access-control.cgi/2007/076066.pdf>

Paquette, J.A., Veers, P. "Increased Strength in Wind Turbine Blades through Innovative Structural Design" EWEC Presentation 2007, Milan, Italy.
http://www.nmsea.org/Solar_Fiesta/Solar_Fiesta_2007/Solar_Fiesta_Presentations/Increased_Strength_Wind_Turbine_Blades.pdf

Paquette, Laird, Griffith and Rip. "Modeling and Testing of 9m Research Blades." Proceedings of the AIAA Aerosciences Meeting, 2006. <http://www.sandia.gov/wind/asme/AIAA-2006-Modeling9m.pdf>

CITED REFERENCES

- ¹ Jonathan C. Berg and Brian R. Resor, "Numerical Manufacturing And Design Tool (NuMAD v2.0) for Wind Turbine Blades: User's Guide." Sandia National Laboratories SAND Report SAND2012-7028. http://energy.sandia.gov/?page_id=2238
- ² Mathworks Matlab. Natick, Massachusetts. <https://www.mathworks.com/>
- ³ ANSYS Inc., Canonsburg, PA 15317, <http://www.ansys.com>
- ⁴ D. Berry, T. Ashwill "Design of 9-Meter Carbon-Fiberglass Prototype Blades: CX-100 and TX-100" SAND07-0201 http://infoserve.sandia.gov/sand_doc/2007/070201.pdf
- ⁵ B. Resor and J. Paquette. "A NuMAD Model of the Sandia TX-100 Blade." Sandia National Laboratories Report SAND2012-9274.
- ⁶ D. Berry, T. Ashwill "CX-100 Manufacturing Final Project Report" SAND07-6065
<http://windpower.sandia.gov/other/076065.pdf>
- ⁷ NWTC Design Codes (PreComp by Rick Damiani). <http://wind.nrel.gov/designcodes/preprocessors/precomp/>. Last modified 28-June-2012; accessed 28-June-2012.
- ⁸ Malcolm, D. J. & Laird, D. L. Extraction of Equivalent Beam Properties from Blade Models. *Wind Energy*, 2007, 10, 135-137.

APPENDIX A: CX-100 LAYUP DRAWINGS – HP SKIN

APPENDIX B: CX-100 LAYUP DRAWINGS – LP SKIN

APPENDIX C: CX-100 LAYUP DRAWINGS -- SHEAR WEB

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