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Laxmi Swargam
Institute of Aeronautical Engineering, sslaxmi.n20@gmail.com

Kidron M
Institute of Aeronautical Engineering, kidron888@gmail.com

Madhavi Latha Nandigam
Institute of Aeronautical Engineering, madhavinandigam2603@gmail.com

Y D Dwivedi
GITAM University, yddwivedi@gmail.com

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EFFECT OF VARIABLE CANT ANGLE ON SWEEPBACK WING

M. KIDRON [1], N. MADHAVI LATHA [1], LAXMI SWARGAM [1]

[1]Department of Aeronautical Engineering, Institute of Aeronautical Engineering, Hyderabad 500043, India.

Email: kidron888@gmail.com, madhavinandigam2603@gmail.com, sslaxmi.n20@gmail.com

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Abstract:

Winglets are regularly involved in drag-decrease and fuel-saving advances in the present aeronautics. The basic role of the winglets is to diminish the lift-actuated drag, thusly further developing fuel productivity and airplane execution. Customary winglets are planned as fixed gadgets appended at the tips of the wings. In any case, since they are fixed surfaces, they give their best lift-induced drag decrease at a solitary plan point. In this work, we propose the utilization of variable cant point winglets which might permit the airplane to get the best all-over execution (as far as lift-induced drag decrease), at various angle of attack values. This paper portrays an XFLR 3-layered winglets examination that was performed on a wing of NACA2412 cross-sectional airfoil. The wing has length 2.40 m, root chord 0.180 m, tip chord 0.110 m, sweep angle 5 degrees, and taper ratio 0.556 and for a winglet, NACA 0024 cross-sectional airfoil was considered of max thickness 24% at 30% chord, max camber 0% at 0% chord. The current review shows impacts of the wing without winglet, a wing with winglet at cant angle 30, 60, 90 degrees.

The outcomes acquired from the investigation show that via cautiously changing the cant angle, the aerodynamic performance can be improved.

Keywords: lift-induced drag; winglet; variable cant angle; angle of attack; XFLR

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1 INTRODUCTION:

The primary motivation behind any winglet is to further develop the airplane's execution by decreasing its drag. The term winglet was recently used to depict an extra lifting surface on an airplane. Wingtip gadgets are generally expected to work on the proficiency of fixed-wing airplanes [1]. There are a few kinds of wingtip gadgets, and although they work in various habits, the planned impact is dependably to decrease the airplane's drag by fractional recuperation of the tip vortex energy. Wingtip gadgets can likewise further develop airplane taking care of attributes and improve security. Such gadgets increment the viable perspective proportion of a wing without substantially expanding the wingspan. Note that an expansion of range would lessen the lift-induced drag, yet would increment parasitic drag and would require helping the strength and weight of the wing. It is well known that any sort of body exposed in a viscous flow experiences profile drag.

The induced drag is an alternate sort of a drag. It is brought about by the tension irregularity at the tip of a limited wing between its upper (pressure side) and lower (suction) surfaces. That awkwardness is vital to create a positive lift force. Notwithstanding, close to the tip the high-pressure air from the lower side will in general move upwards, where the tension is lower, causing the smoothes out to twist. This three-layered movement prompts the development of a vortex, which changes the stream field and incites a speed part in the descending bearing at the wing, called downwash [2,3,4]. The incited stream design makes the general speed cant downwards at every airfoil segment of the wing, accordingly diminishing the clear approach. The lift vector is shifted in reverse and a power part toward the drag shows up, called induced drag. Diminishing the size of this tip vortex and limiting the induced drag is of incredible significance for advanced airplane planners. For this reason, creators fostered the winglet idea. Winglets are uncommonly planned augmentations acclimated to the wingtip that change the speed and strain field and lessen the incited drag term, accordingly increasing aerodynamic efficiency.

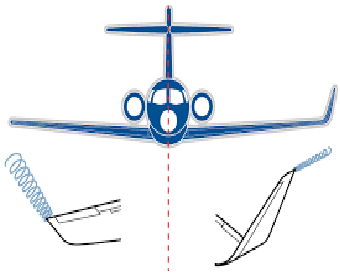

Figure 1

The idea of variable-cant-angle winglets gives off an impression of being a promising option to ordinary control surfaces like ailerons, lifts, and rudders to the extent that essential moves are concerned. The idea comprises of a couple of winglets with the flexible cant angle, freely impelled and mounted at the tips of a benchmark flying wing. Variable cant-angle winglets can be utilized for successful low-speed roll control.

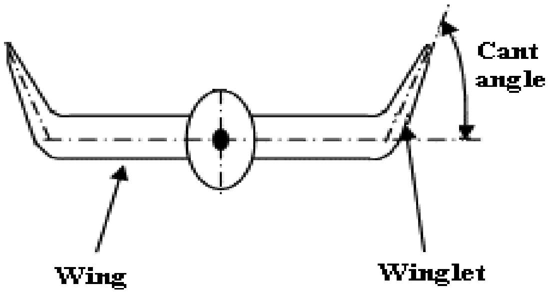

Figure 2: Front view of a fixed-wing aircraft with fixed winglet

Mathematical and experimental studies directed by the prior examiners on a flying wing design showed that flexible winglets empower control minutes about various tomahawks, shaping a profoundly coupled flight control framework, which is as opposed to regular control surfaces, which structure a decoupled control framework. Albeit many investigations have been conveyed out for winglets plan a summed-up math is as yet not proposed by any airplane fashioner under factor flying circumstances [5]. In this paper XFLR re-enactment at various winglets, cant angles have been completed to analyze the best cant angle for the winglets.

1.1 HISTORICAL BACKGROUND:

The streamlined exhibition of any airborne vehicle depends upon its lift to drag proportion. In this way, the prime worry of any aerodynamicist is to sort out ways that limit the drag and thus add to efficiency [6].

The profound comprehension of nature, how it beats the issue of a trip in regular flyers like birds and bugs have prompted enormous upgrades in the optimal design of synthetic aeronautical vehicles. Animals of flight, for example, birds and bugs have motivated humans to plan airplanes of different sorts and sizes. In particular, the smooth airfoil states of natural airplanes are roused by the bird's wing [7].

During the 1970s, scholars started to view the flying attributes of taking off birds, for example, falcons, birds of prey, condors, vultures, and ospreys. Every one of these birds has high lift wings with "pin" feathers at the closures that produce opened wingtips. The researcher observed that the pin feathers worked to lessen haul during floating flight, as well as being utilized to give roll control, equivalently as ailerons on an airplane. These multi-winglets are regularly lengthy and noticeable, as in the instance of the California Condor [8].

Current interest in winglets ranges from the most recent 25 years. Richard Whitcomb of NASA Langley Research Center initially took a gander at current uses of winglets to move airplanes in the 1970s. He utilized little, almost vertical blades introduced on a KC-135A and flight tried 1 - 2 of every 1979 what's more, 1980. The winglet idea traces back to a patent in 1897, however not until Whitcomb explored winglet optimal design did the idea mature. Whitcomb showed that winglets could build an airplane's reach by however much seven percent at voyage speeds [9].

Whitcomb's work [10], marks the initial time a winglet was genuinely considered for a huge and weighty airplane. Since Whitcomb's advancement work on winglets, numerous varieties have been planned (as portrayed in Figure 2), however, every one of them has been planned as latent or fixed gadgets joined at the wingtips. That is, the point between the wing plane and the winglet plane (or cant point) doesn't change; thusly, they are intended to give the best lift-prompted drag decrease at one plan point and relying upon the airplane mission, they are as a rule upgraded for a given flight condition (e.g., in a medium-and long-range airplane, voyage conditions, where they work the vast majority of the times).

2 METHODOLOGY:

This paper describes an XFLR winglet analysis that was performed on a wing without winglet of NACA 2412 cross-sectional airfoil of max thickness 12 percent at 30 percent chord, max camber 2 percent at 40 percent chord, a wingspan of 2.40m, root chord 0.180m, tip chord 0.110m, sweep Angle 5 deg and a taper ratio of 0.556 and a wing with winglet of NACA 0024 cross-sectional airfoil was considered of max thickness 24 percent at 30 percent chord, max camber 0 percent at 0 percent chord. The analyses were carried out for two cases: a simple NACA 2412 swept-back wing with no winglets of span 2.4m and NACA 0024 swept-back wing with winglets at cant angle (θ) 30, 60, and 90 degrees at constant sweep angle (γ) 5 degree. A similar study was conducted by different sweep angles [11]. These cases all have the same initial conditions.

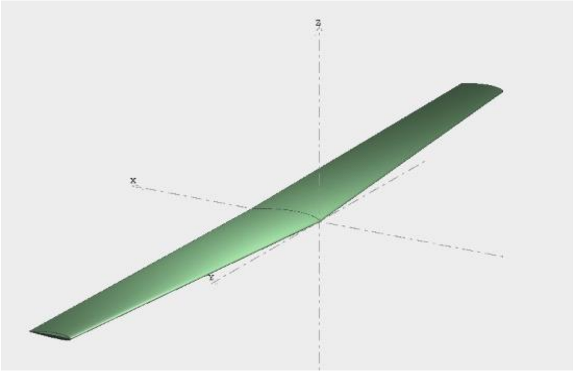

Figure 3: Sweepback wing without winglet

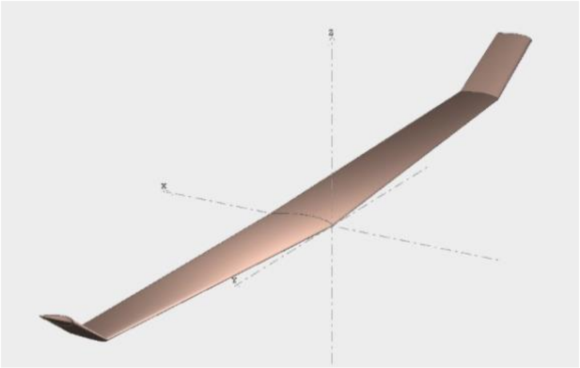

Figure 4: Sweepback with winglet with cant angle 30 degrees

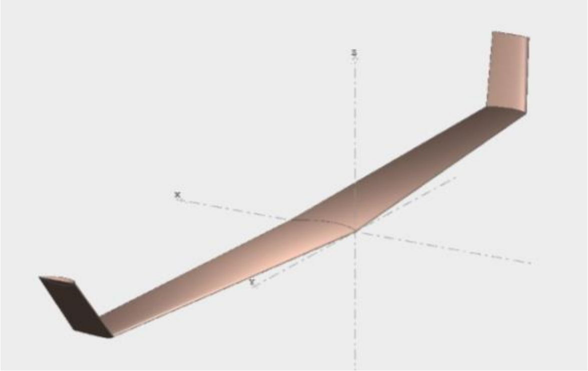

Figure 5: Sweepback with winglet with cant angle 60 degrees

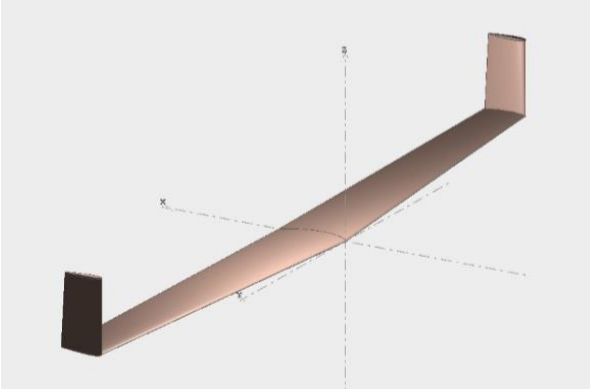

Figure 6: Sweepback with winglet with cant angle 90 degrees

3 RESULTS AND DISCUSSION:

From XFLR analysis one can, typically, determine C_l, C_d, and C_l/C_d at all angles of attack

Lift Coefficient, C_l Analysis

From Table 1 and Figure 7a, 7b, 7c, 7d, it's observed that lift increases with an increase in the angle of attack. So, the wing with winglets has a higher lift coefficient (C_l) than the wing without a winglet with an increase in the α. The wing without winglet has the highest lift coefficient than cant angle 30, 60 degrees at an angle of attack 0. As the angle of attack increases cant angles 30,60 degrees have high C_l than wing without winglet. Cant angle 90 deg has a high coefficient of lift.

Table 1: Lift Coefficient (C_l) of wing without winglet and wing with winglets at variable cant angles

Winglet cant angle (°)	Sweep angle (°)	C_l			
		α= 0°	α= 4°	α= 8°	α= 12°
Wing without winglet	5	0.185	0.566	0.942	1.311
30	5	0.174	0.559	0.934	1.302
60	5	0.183	0.558	0.928	1.242
90	5	0.189	0.569	0.945	1.314

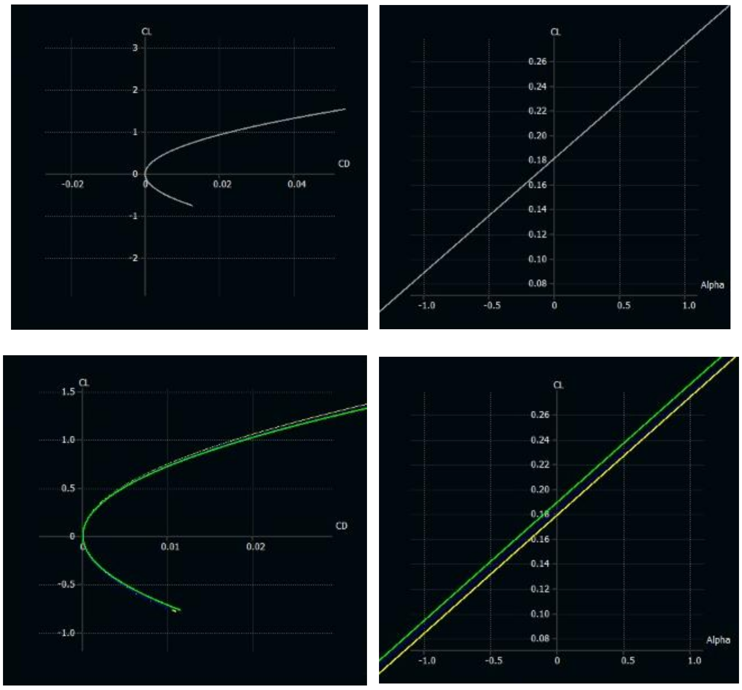

Figure 7(a, b, c, d)

30 — 30 degrees: Yellow

60 — 60 degrees: Blue

90 — 90 degrees: Green

7a, 7b: C_l analysis of wing without winglet

7c, 7d: C_l analysis of wing with winglet at cant angles 0, 30, 60, 90 degrees

Drag coefficient, C_d analysis

With increase of the angle of attack the effect of wings with different winglets isn't important at 0-degree angle of attack. This is due to low induced drag. The wings with winglets have more surface area, which causes the friction drag to increase. At high angle of attack, the induced drag increases. The effect of winglet increases to reduce induced drag.

Winglet with a cant angle at 30 and 60 degrees gives a better performance compared to wing without winglet.

Table 2: Drag Coefficient (C_d) of wing without winglet and wing with winglets at variable cant angles, C_d analysis at V= 50.00 m/s

Winglet cant angle (°)	Sweep angle (°)	C_d			
		α= 0°	α= 4°	α= 8°	α= 12°
Wing without winglet	5	0.001	0.006	0.017	0.033
30	5	0.001	0.006	0.016	0.030
60	5	0.001	0.006	0.016	0.030
90	5	0.001	0.006	0.017	0.033

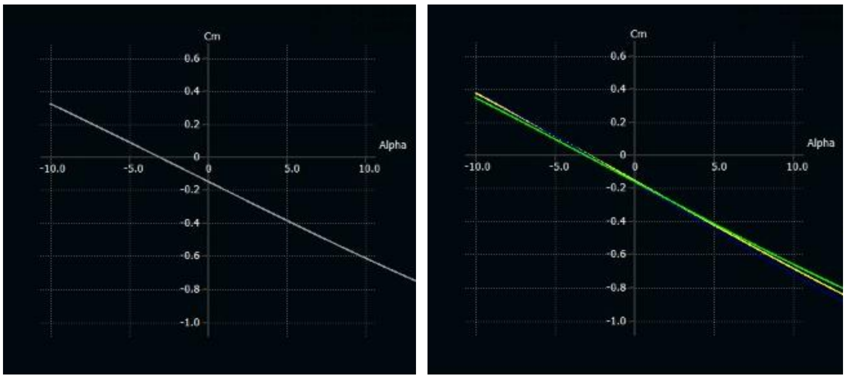

Fig 8 (a, b)

30 — 30 degrees: Yellow

60 — 60 degrees: Blue

90 — 90 degrees: Green

8a: C_d analysis of wing without winglet

8b: C_d analysis of wing with winglet at cant angles 0, 30, 60, 90 degrees

Lift-To-Drag Ratio, C_l /C_d Analysis

Table 3 and Figure 9a, 9b, shown below displayed the wings with winglets that have a higher lift-to-drag ratio than wings without winglets, winglets with a cant angle of 30 deg has high C_l/C_d, followed by a cant angle of 60 deg which has the second highest lift to drag ratio.

Table 3: Lift to Drag ratio (C_l/C_d) of wing without winglet and wing with winglets at variable cant angles

Winglet cant angle (°)	Sweep angle (°)	C_l/C_d			
		α= 0°	α= 4°	α= 8°	α= 12°
Wing without winglet	5	275.943	91.242	55.096	39.884
30	5	304.372	98.746	59.173	42.709
60	5	293.340	97.265	58.690	42.484
90	5	274.295	92.114	55.341	39.947

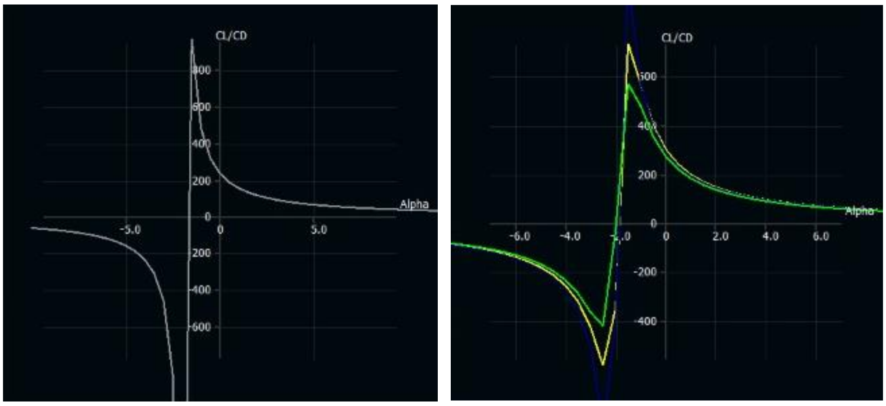

Fig 9 (a, b)

30 — 30 degrees: Yellow

60 — 60 degrees: Blue

90 — 90 degrees: Green

9a: Cl / Cd analysis of wing without winglet

9b: Cl / Cd analysis of wing with winglet at cant angles 0, 30, 60, 90 degrees

4 CONCLUSION:

From XFLR analysis, we studied the use of variable cant angle winglets which potentially allow the aircraft to get the best performance in terms of drag reduction over different. The wing without winglet has the highest lift coefficient than cant angle 30, 60 degrees at an angle of attack 0. As the angle of attack increases cant angles 30,60 degrees have high C_l than wing without winglet. Cant angle 90 deg has a high coefficient of lift. Winglet with a cant angle at 30 and 60 degrees gives a better performance compared to wing without winglet. All wings with winglets have higher L/D than wings without winglets. Winglet with cant angle 30 deg has high C_l/C_d, followed by cant angle 60 degree which is has the second highest lift to drag ratio.

5 NOMENCLATURE:

C_l	Lift coefficient
C_d	Drag coefficient
V	Instantaneous y-direction velocity
α	Angle of attack
°	Degree

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