Fully-Coupled Fluid-Structure Interaction Simulations of a Supersonic Parachute

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HPC Resources Provided by

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Outline

- ☐ **Motivation/Introduction**
    - ○ Mars, EDL system qualification, Simulation Capabilities
- ☐ **FSI Method**
    - ○ Governing equations
    - ○ Immersed Boundary Method for the Compressible Navier-Stokes Equations (CFD)
    - ○ Geometrically Nonlinear Computational Structural Dynamics Solver (CSD)
    - ○ Coupling procedure
- ☐ **Extended Validation for Fluid-Structure Interaction Problems**
- ☐ **Methods for Large-scale, Parallel CFD-CSD Coupling**
    - ○ Disparate domain decomposition
- ☐ **Supersonic Parachute Inflation**
- ☐ **Summary and Outlook**

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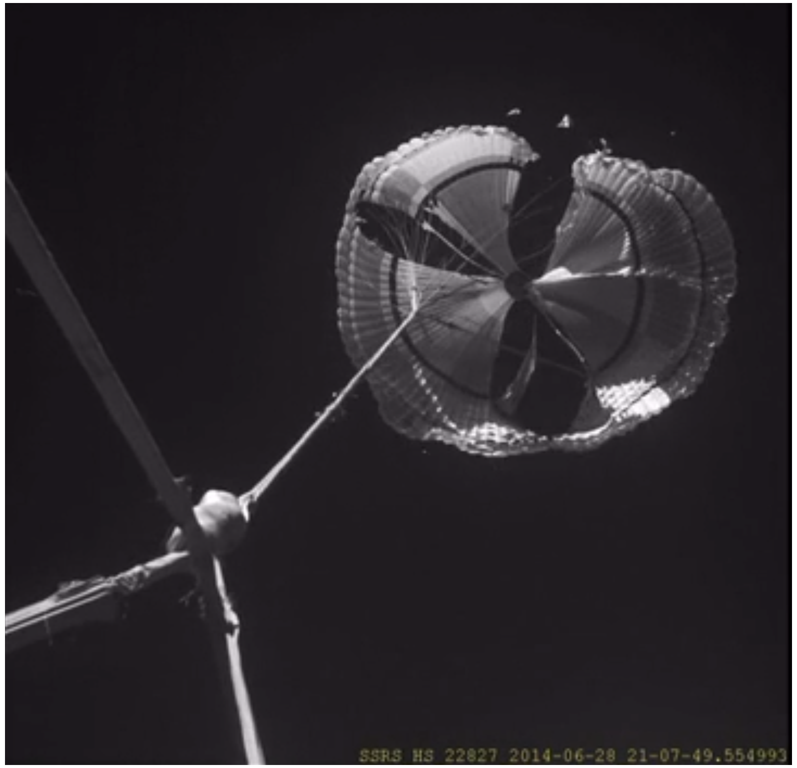
Motivation

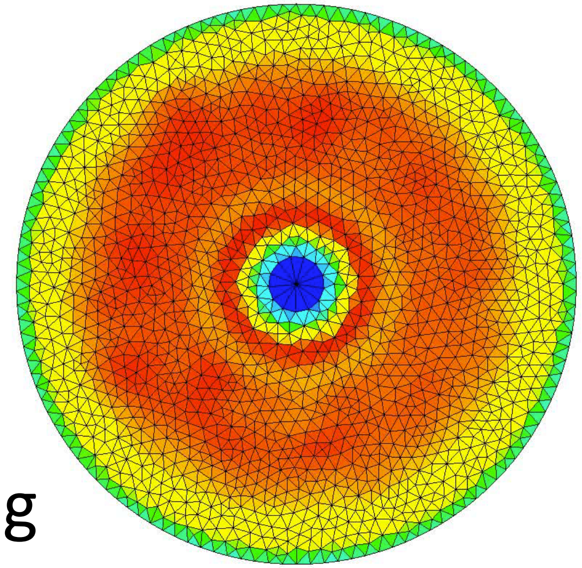
- MSL EDL system was requalified
  - Payload weight, canopy size, and landing altitude exceeded those established by heritage Viking mission
    (Sengupta *et al*. AIAA 2007,2009, Way *et al*. IEEE 2006)
- NASA's mission to Mars will eventually require EDL re-qualification
  - For hardware and humans required for sustained settlements, more demanding landing objectives
- LDSD project
  - Supersonic ringsail parachute
  - Low-Density Supersonic Decelerator



(NASA)

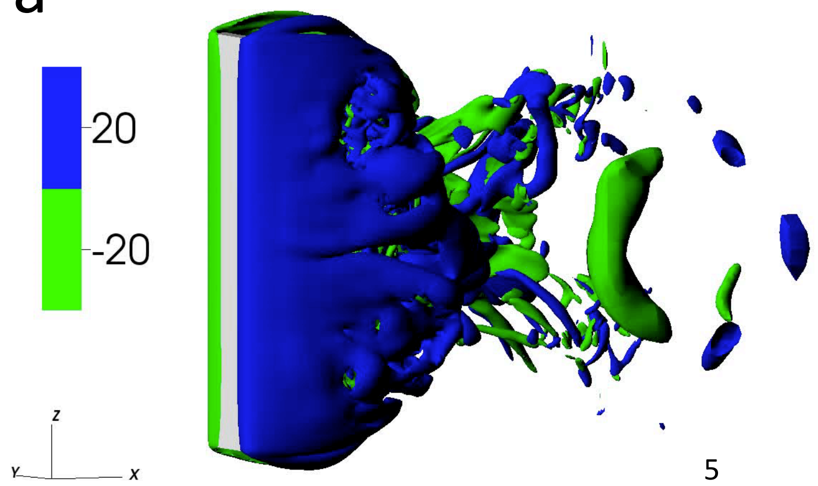
Introduction

- Previously introduced and validated a method for simulating the large, geometrically nonlinear deformations of very thin shell structures (Boustani *et al.* SciTech 2019)



- This work is an extension of these capabilities to solving large-scale FSI problems in high-speed flows within a parallel computing environment

- End goal is to simulate supersonic parachute deployment



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Governing Equations

- The fluid regime considers the compressible Navier-Stokes equations, shown here in conservative form

$$\frac{\partial \mathbf{W}}{\partial t} + \frac{\partial \mathbf{E}}{\partial x} + \frac{\partial \mathbf{F}}{\partial y} + \frac{\partial \mathbf{G}}{\partial z} = 0$$

$$\mathbf{W} = \left[\ \rho, \rho u, \rho v, \rho w, \rho e_t\ \right]^T$$

- The structural regime considers the Total Lagrangian equations of motion

$$\int_{^0V} {}_0\boldsymbol{S}_{ij}\delta_0\boldsymbol{\epsilon}_{ij} d^0V + \int_{^0V} {}^t_0\boldsymbol{S}_{ij}\delta_0\boldsymbol{\eta}_{ij} d^0V = {}^{t+\Delta t}\boldsymbol{\mathcal{R}} - \int_{^0V} {}^t_0\boldsymbol{S}_{ij}\delta_0\boldsymbol{e}_{ij} d^0V$$

- Partitioned solution involves solving strong and weak solutions together

Coupling Conditions

❑ The coupling conditions between the two regimes enforce the continuity of loads across the shared boundary

$$\mathbf{t}_{structure}(\overline{\mathbf{x}}_b(t), t) = \mathbf{t}_{fluid}(\overline{\mathbf{x}}_b(t), t)$$

where the fluid traction vector considers pressure and viscous stresses

❑ The continuity of the position and velocity of the shared boundary itself is also enforced

$$\overline{\mathbf{x}}_b(t) = \mathbf{x}_{fluid}(t) = \mathbf{x}_{structure}(t), \text{ and}$$
$$\dot{\overline{\mathbf{x}}}_b(t) = \dot{\mathbf{x}}_{fluid}(t) = \dot{\mathbf{x}}_{structure}(t) \quad \forall t \geq 0$$

FSI Method

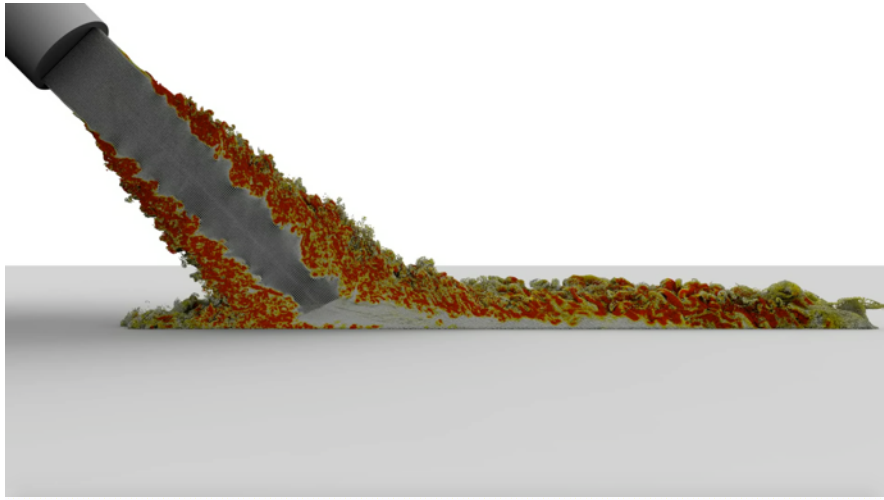
- ☐ The method used in this work couples together

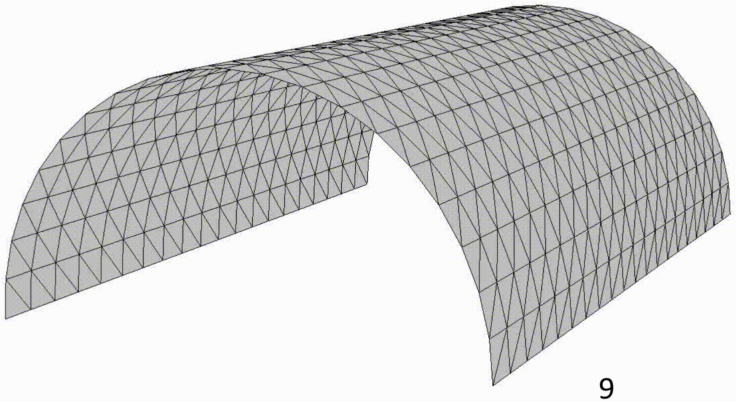
  I. A structured Cartesian, higher-order, sharp immersed boundary method for the compressible Navier-Stokes equations

  *Brehm, C., Fasel, H., **JCP 2013***
  *Brehm, C., Hader, C., Fasel, H., **JCP 2015***
  *Brehm, C., Barad, M. F., Kiris, C. C., **JCP 2018***

  II. A geometrically nonlinear structural finite element solver employing shell elements that utilize the Mixed Interpolation of Tensorial Components

  *Boustani et al., **AIAA SciTech 2019***



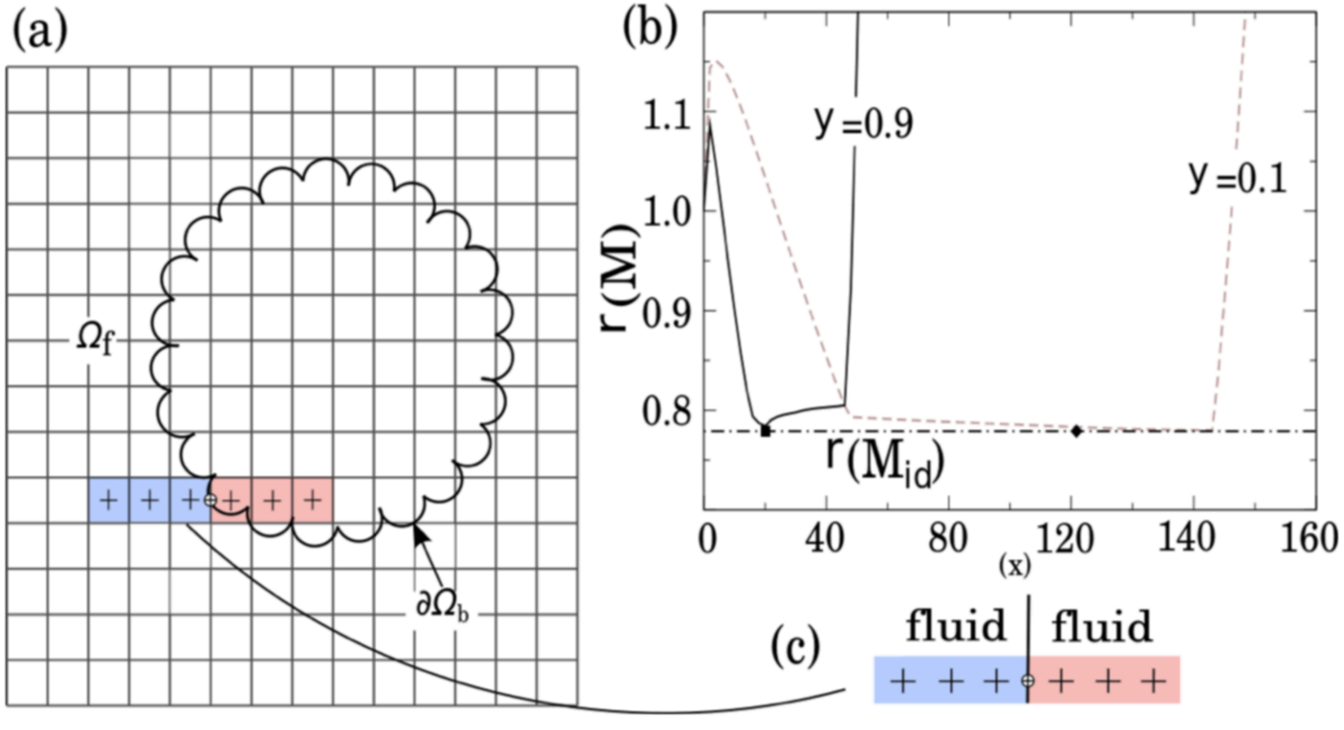


Higher-Order IBM

- ❑ FD stencils are locally optimized considering the local flow conditions and boundary distance
  - o Improved stability

- ❑ Compressible Navier-Stokes are solved with the 4th- order time explicit Runge-Kutta scheme

- ❑ WENO5 is used for the convective terms to deal with flow discontinuities

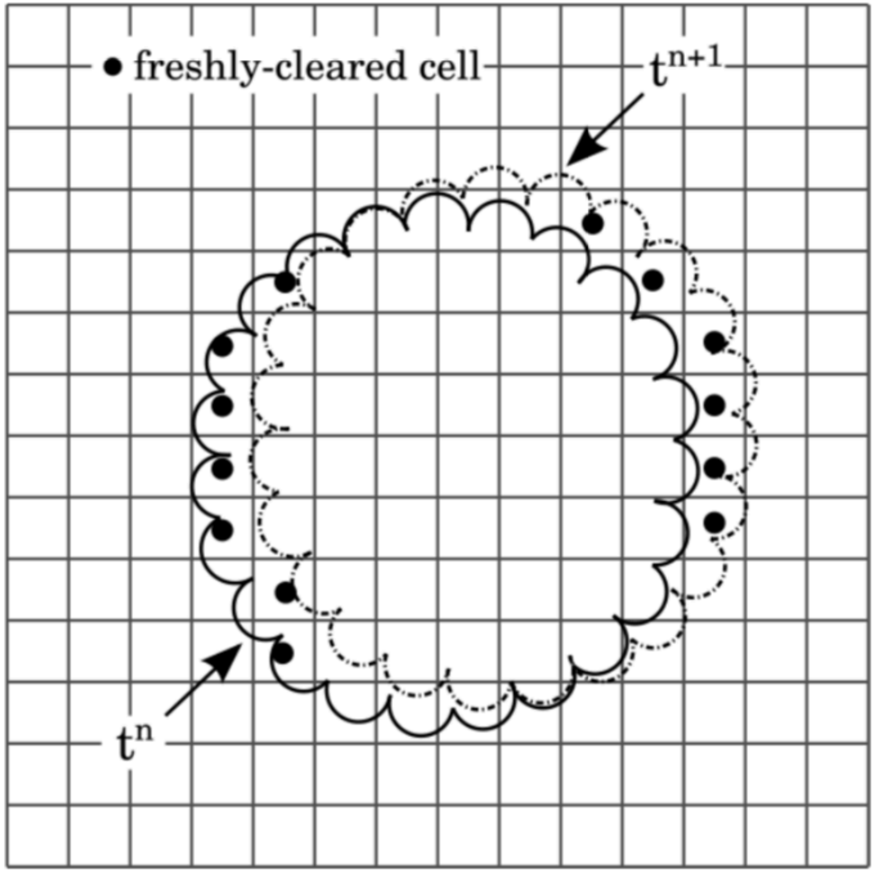


Higher-Order IBM

- ☐ 'Sharp' classification comes from boundary conditions being enforced directly at grid-line intersection points

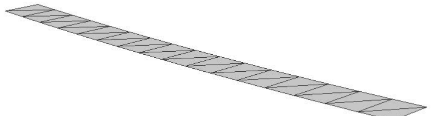
- ☐ Advantageous for thin geometries
  - ○ No valid data is needed inside the geometry
  - ○ Now need to deal with freshly-cleared cells (FCCs)

- ☐ FCCs have no valid-time history
  - ○ Must interpolate from the surrounding flow
  - ○ Use canonical ENO selection in high-speed flows



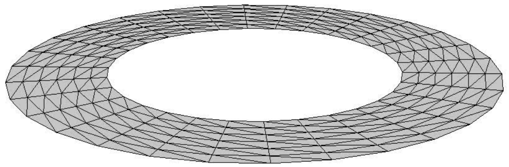
Structural Solver

- ❑ Element formulations used:
  - ○ Geometrically nonlinear MITC3 triangular shell element
  - ○ Geometrically nonlinear generic cable element



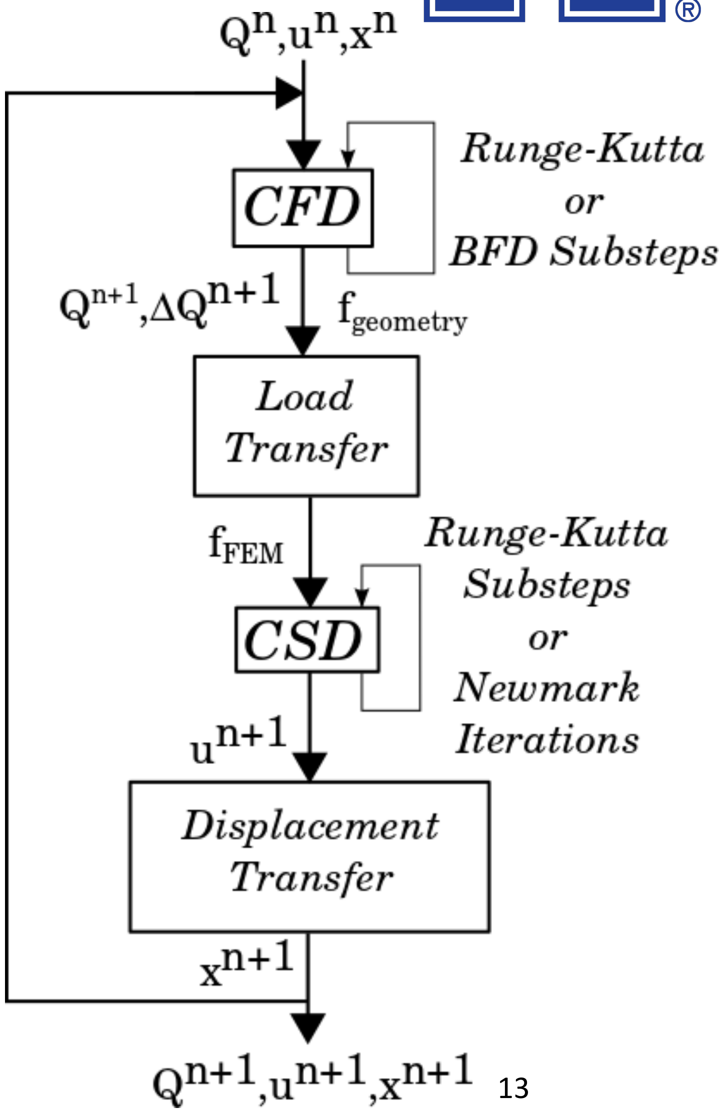
- ❑ In this work, the St. Venant-Kirchoff hyperelastic strain-energy function is used

- ❑ Time integration is performed with the implicit Newmark-β scheme
  - ○ Nonlinear solution is obtained via Newton-Raphson iteration



CFD-CSD Coupling

- The CFD and CSD solvers are weakly coupled
  - The solution procedure is **partitioned**
- An auxiliary and mass-less, or phantom, representation of the geometry with a finite thickness is used in the CFD solver
- The coupling conditions are enforced at the artificial interface between the geometry representation and the infinitesimal thickness CSD mesh



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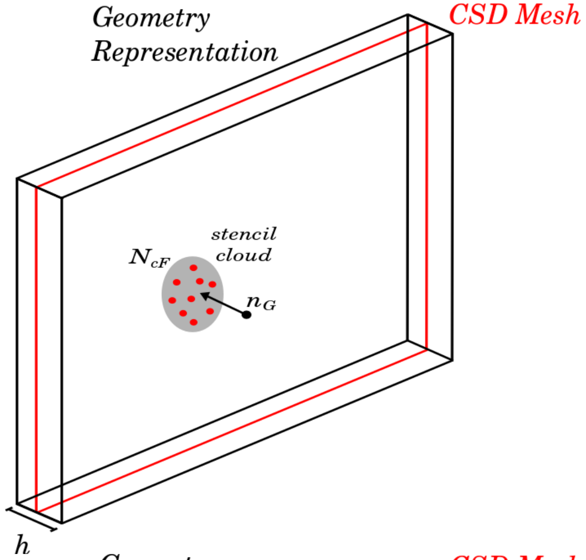

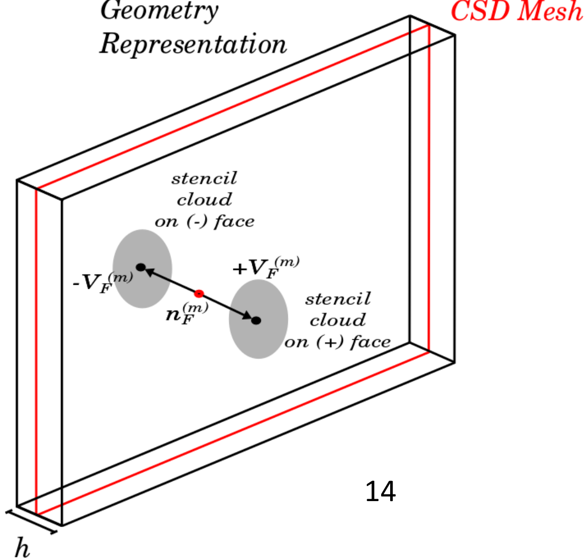

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Bending of a Vertical Plate in Crossflow

☐ Vertical plate of height H is *clamped* along bottom edge

☐ All parameters chosen in accordance with

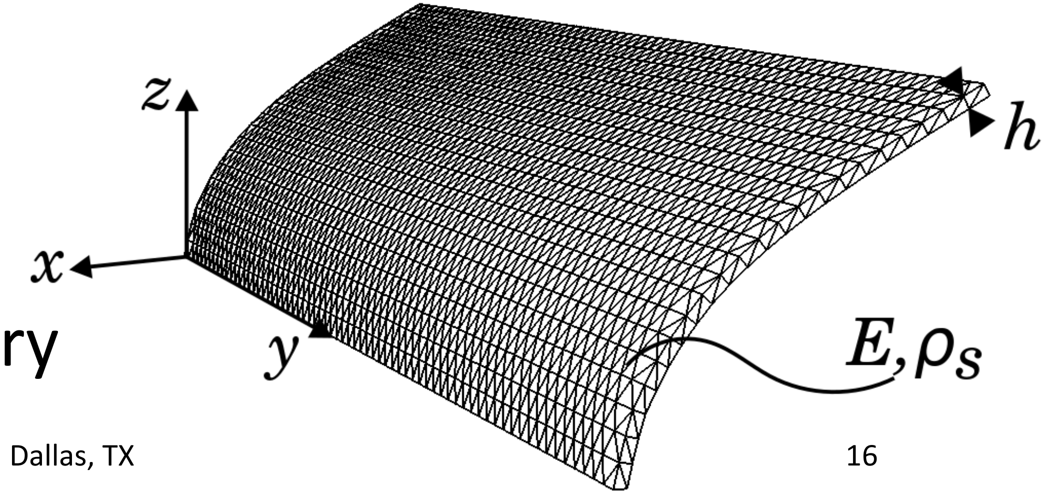
- ○ **Simulations**: Hu and Wang (JAFM 2016), and Seidel *et al.* (AIAA 2018)
- ○ **Experiments**: Womack and Seidel (AIAA 2014), and Siefers *et al.* (AIAA 2018)

☐ Exposed to viscous crossflow $\mathbf{U} = (U, 0{,}0)^T$

☐ Domain: [-20H,25H] × [-9H,9H] × [0,9H]

☐ $\Delta x_{min} = \Delta y_{min} = \mathrm{H}/25$

☐ No-slip wall on plate, slip wall on x-y boundary



Bending of a Vertical Plate in Crossflow

- ☐ For comparison with Hu and Wang (JAFM 2016) and Womack and Seidel (AIAA 2014), Siefers *et al.* (AIAA 2018) introduced the

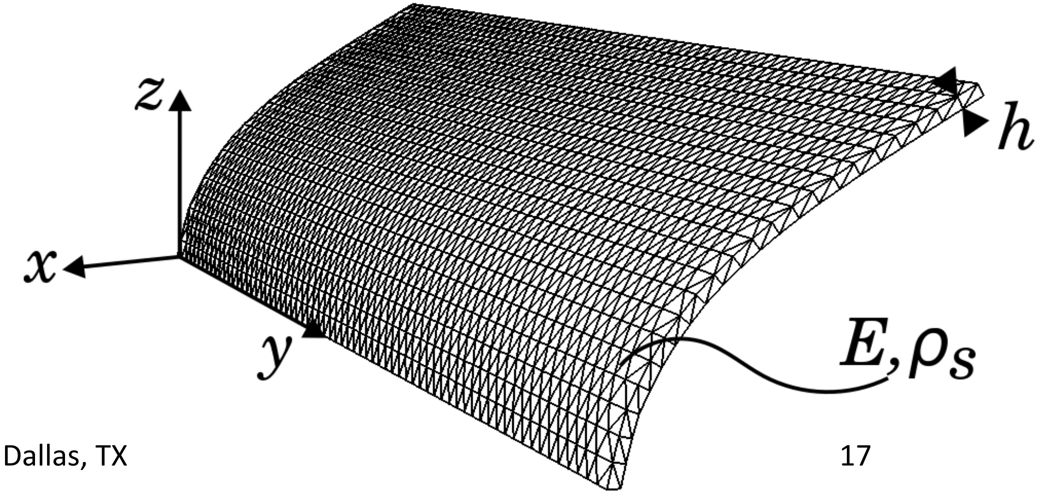
1. Mean chord angle

$$\emptyset = \tan^{-1}\left(\frac{\delta_x}{H-\delta_z}\right)$$

2. Normalized curvature

$$k = \frac{qH^3}{Eh^3}$$

- ☐ These parameters reduce the solution to a single variable, $\emptyset$

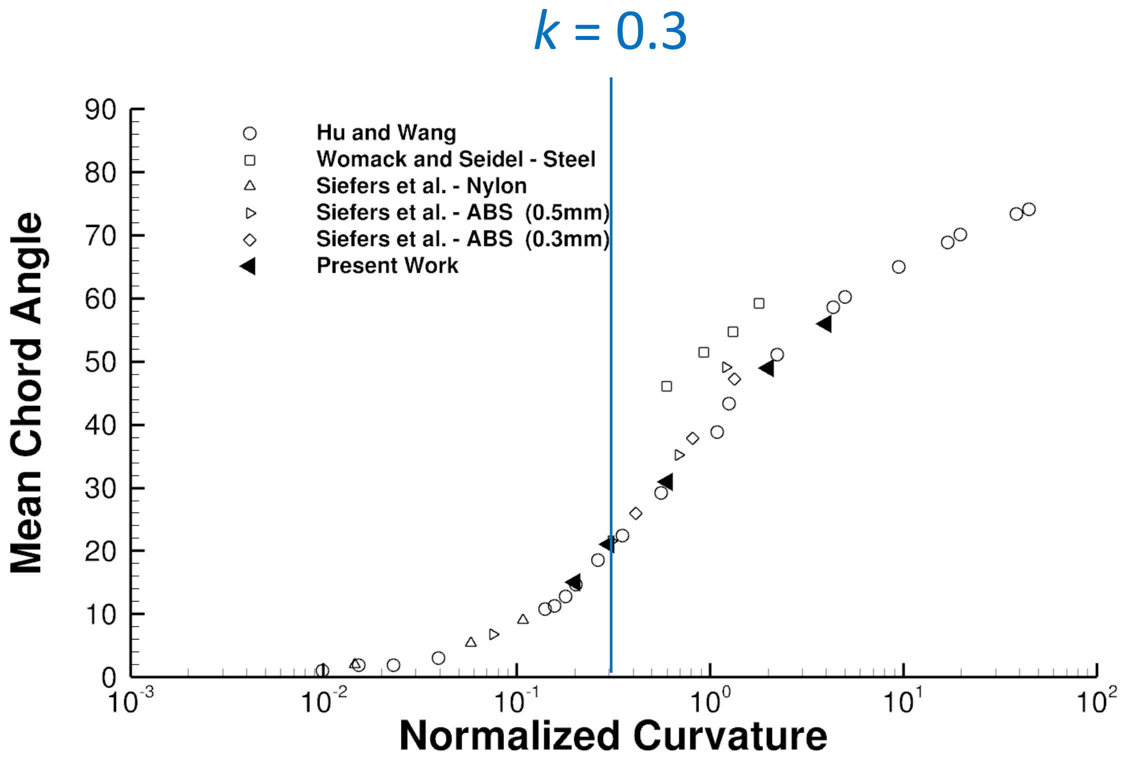


Bending of a Vertical Plate in Crossflow

- ❑ Siefers *et al.* (AIAA 2018) notes that geometrically linear deformations become invalid after *k* = 0.3

- ❑ As shown, the current method shows good agreement with established experiments and simulations

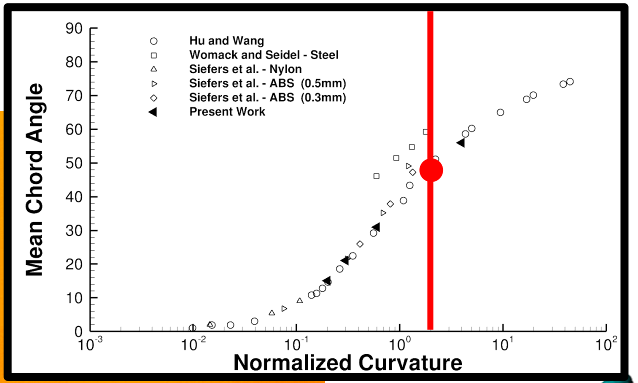
- ❑ Plate response becomes unsteady for larger values of *k*



Bending of a Vertical Plate in Crossflow

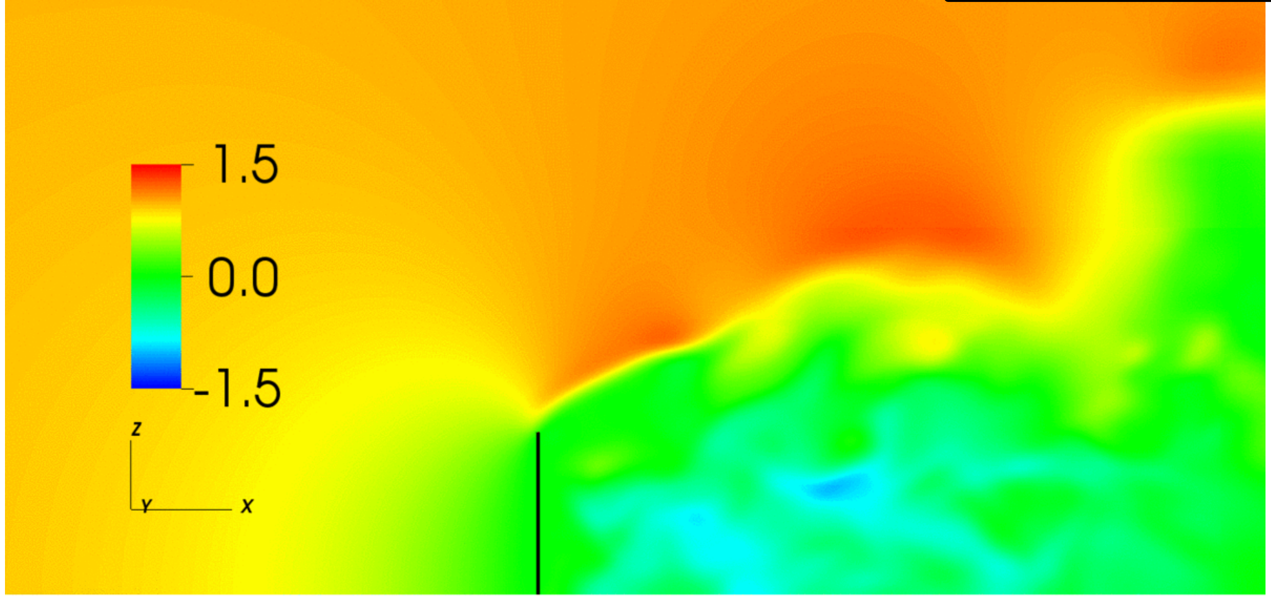
Streamwise Velocity

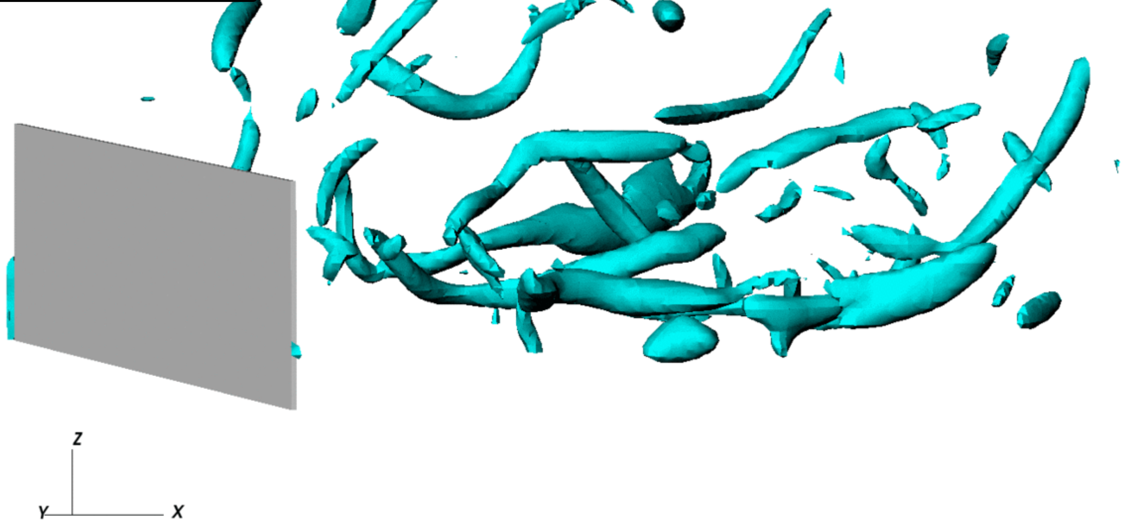
k = 2.0



Q-Criterion (Q = 2,500)

k = 2.0



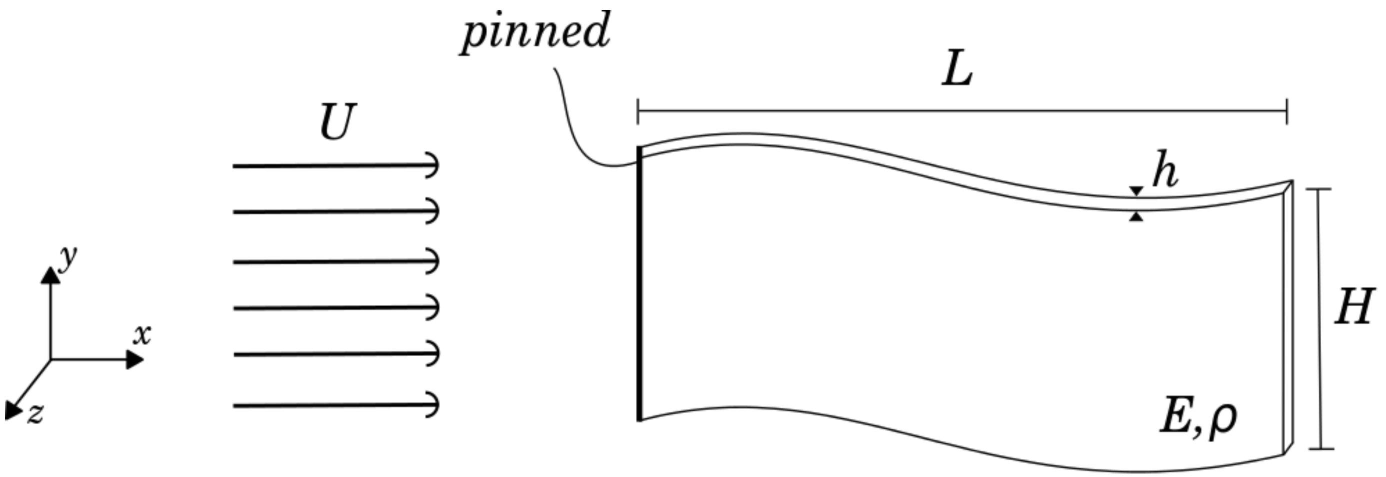


Waving Flag

☐ Consider the setup chosen by Huang *et al.* *(JFM 2010)* and Hua *et al.* *(JFM 2014)*

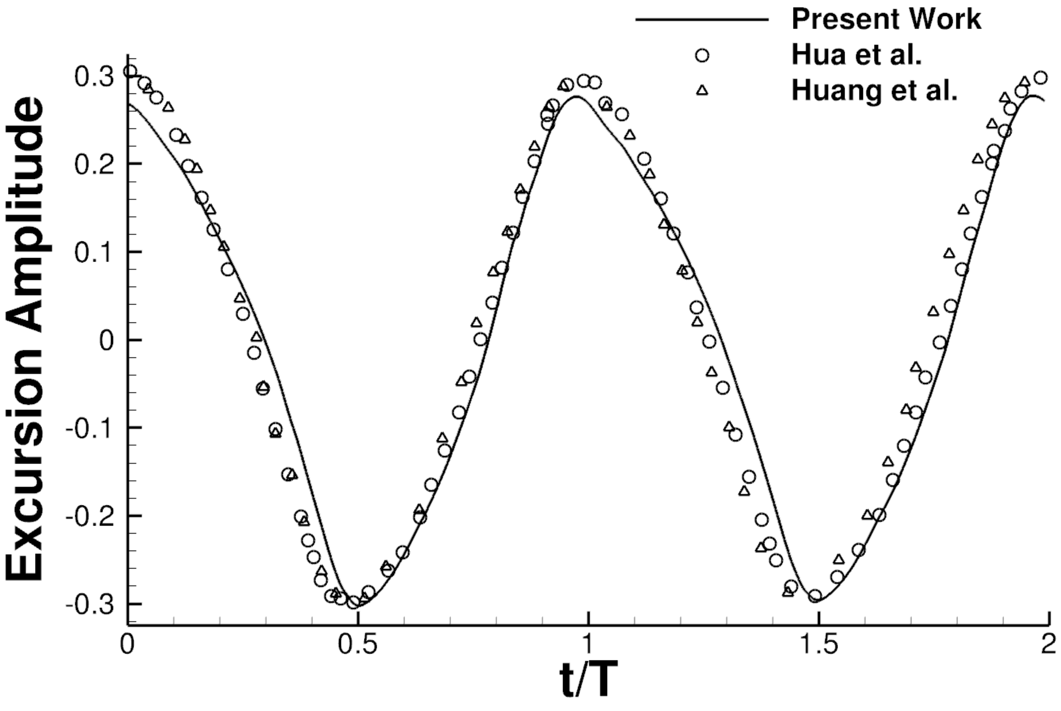
- ○ $Re = 100$
- ○ MR = $\frac{\rho_s h}{\rho_f L}$ =100
- ○ $\Delta x_{min} = \Delta y_{min} = 0.02L$
- ○ Discretized with 3,200 finite elements
- ○ FEM mesh is *pinned* at the leading edge
- ○ 18° crossflow to induced motion
- ○ Thickness, *h*, is 0.01

- ○ $\boldsymbol{S_s = \frac{EI_s}{\rho_f U^2 L^3} = 1\times10^3}$,
- ○ $\boldsymbol{S_b = \frac{Eh}{\rho_f U^2 L} = 1\times10^{-4}}$



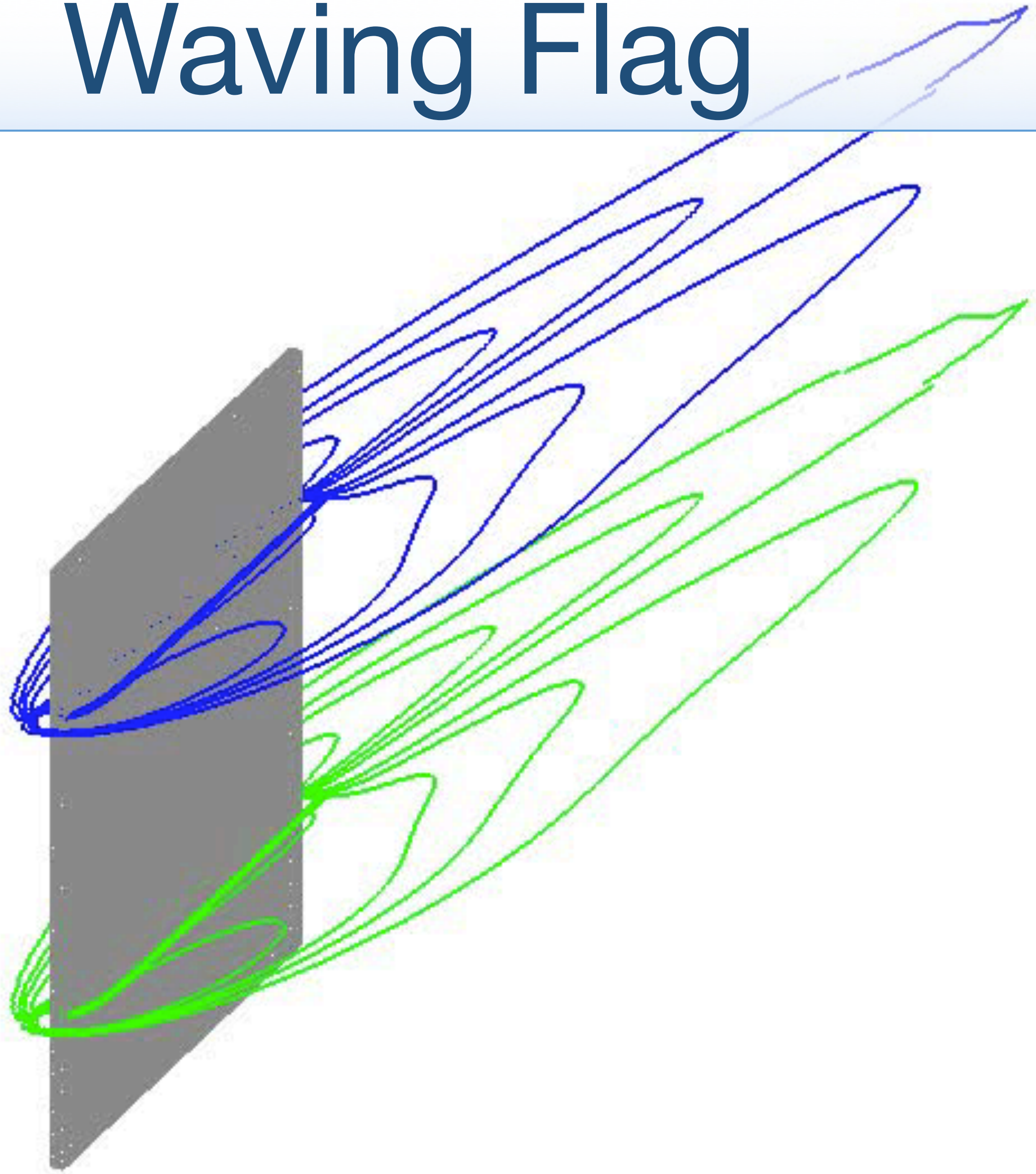
Waving Flag

Reference	$\bar{A}$	St
Present Work	**0.57**	**0.22**
Huang *et al.* *(JFM 2010)*	0.58	0.24
Hua *et al.* *(JFM 2014)*	0.58	0.24



- ❑ As shown, good agreement is obtained both in terms of the excursion amplitude $\frac{(\delta_{z,max}-\delta_{z,min})}{L}$ and the Strouhal number $f\,\frac{U}{L}$

Waving Flag



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Large FSI Problems

- In Boustani *et al.* SciTech 2019, the structures consisted of a few thousand shell elements
  - This allowed a *parallel CFD – serial CSD* coupling

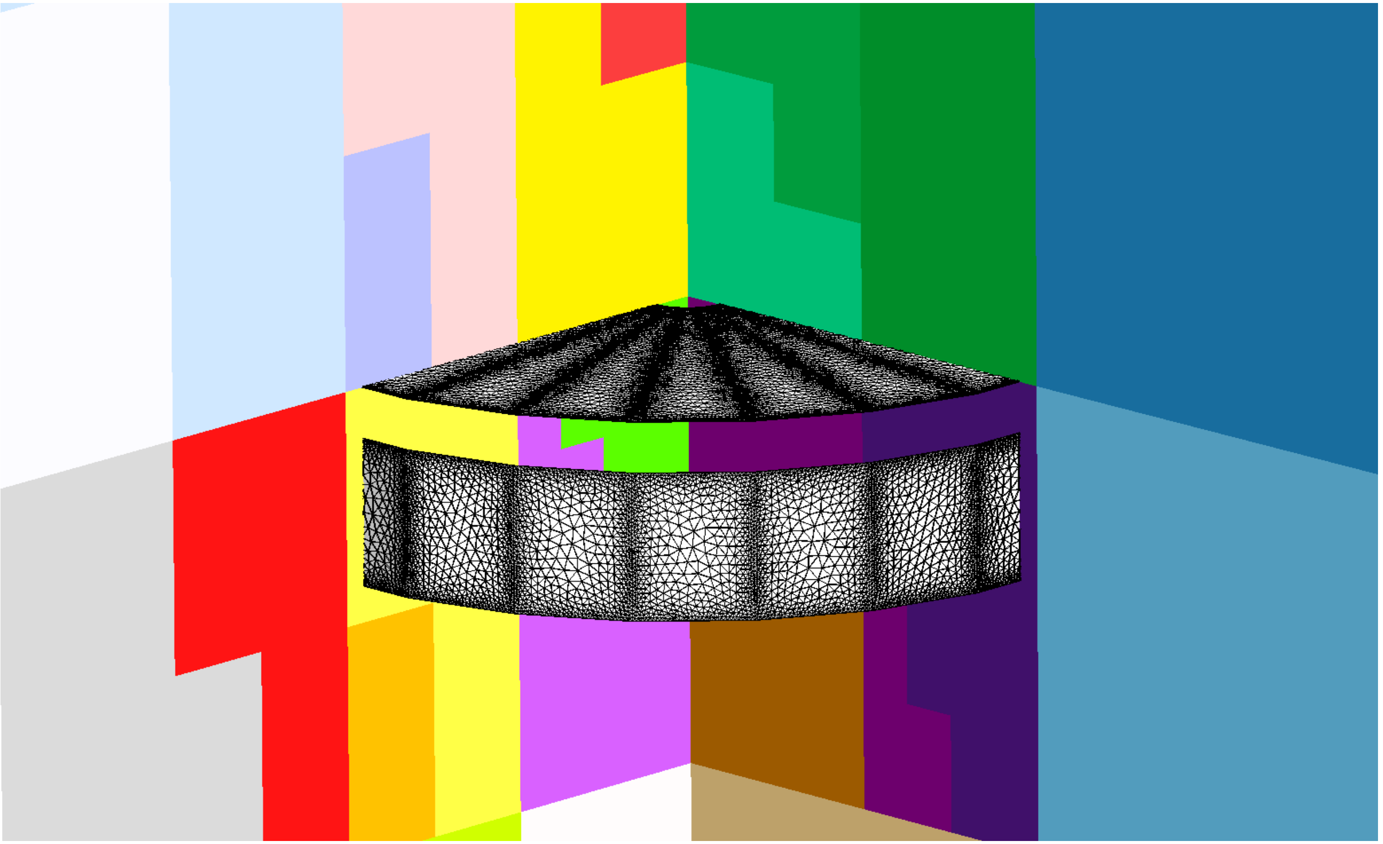
- When considering a parachute geometry, the number of degrees of freedom requires parallel computing
  - The *parallel CFD – parallel CSD* coupling requires a complex communication pattern
  - When dealing with large-scale problems, minimize memory and overhead

- What happens when the CFD and CSD partitions are disparate?
  - Expected in weakly coupled FSI algorithms

Parallel FSI Algorithm

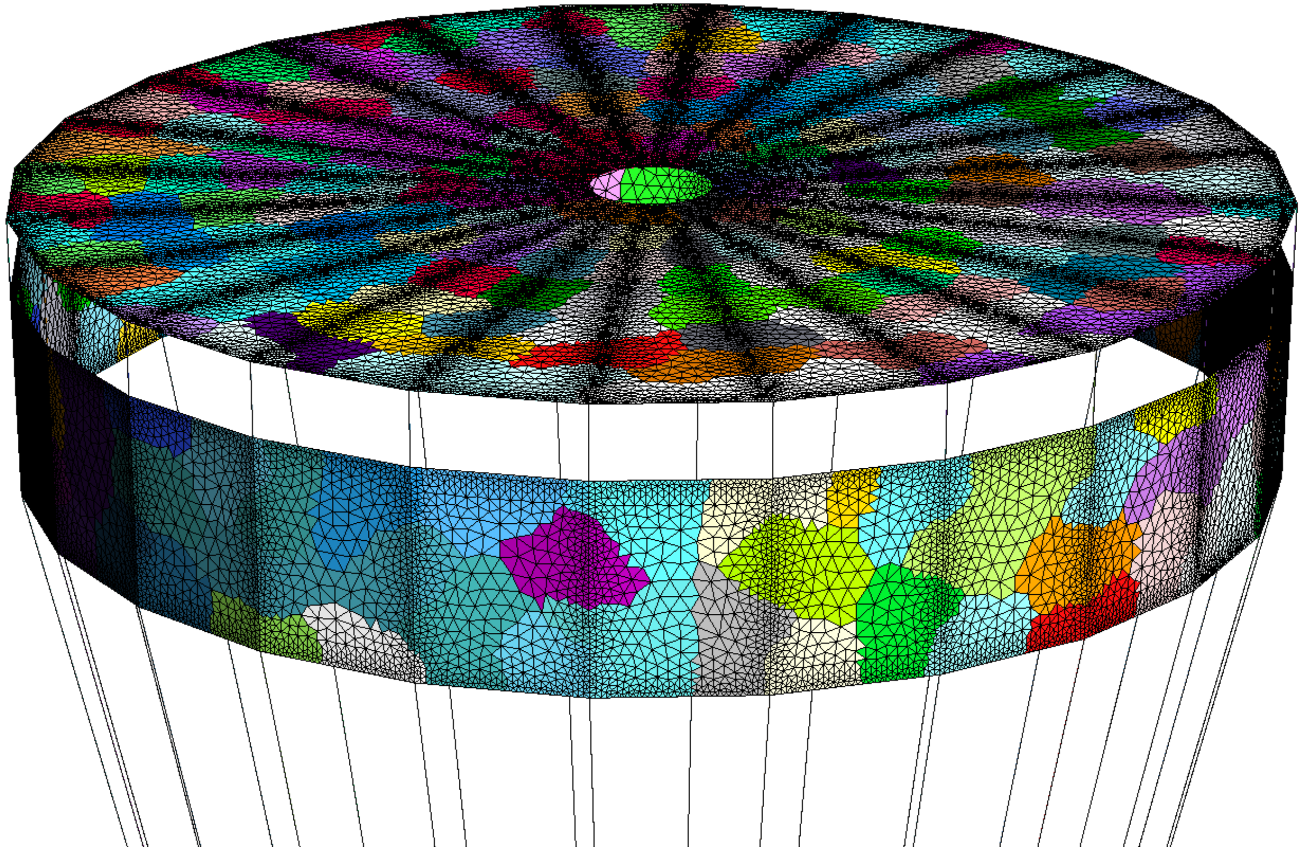
I. The CFD solver uses an octree data structure to organize the volume data

  ○ **The geometry representation is partitioned accordingly**



Parallel FSI Algorithm

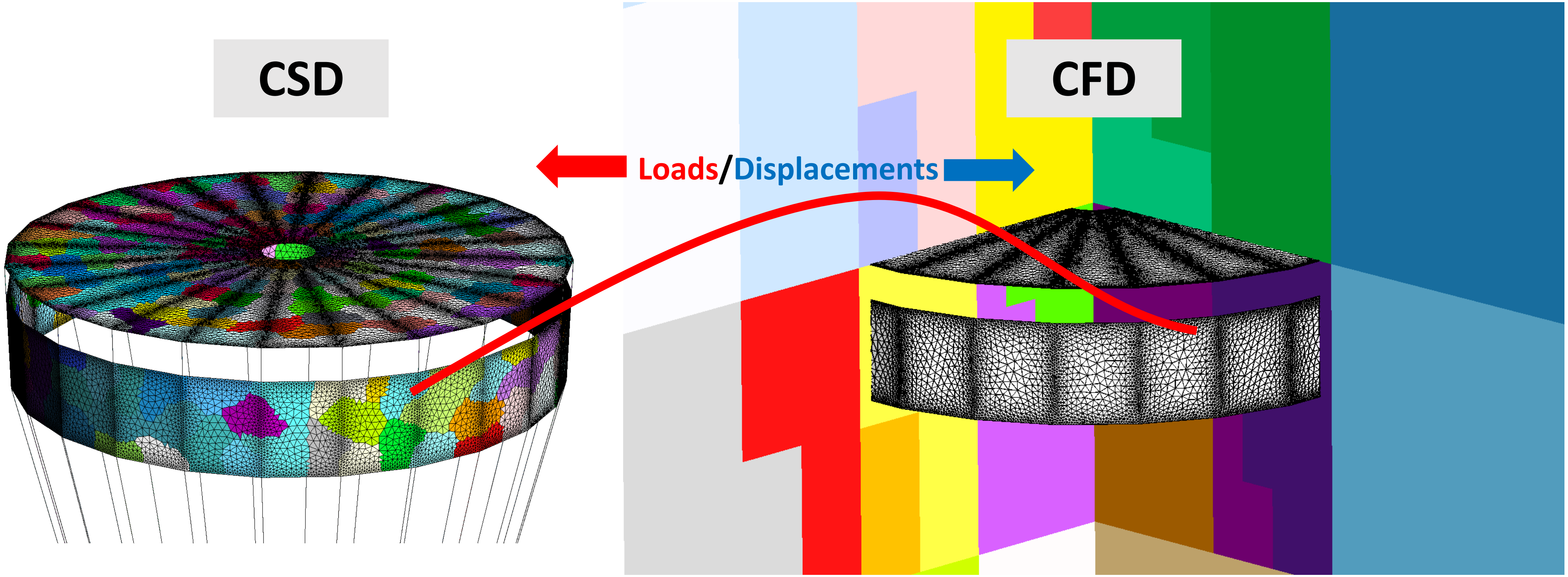
II. The CSD solver is partitioned on an unstructured mesh by ParMETIS



Parallel FSI Algorithm

Aside:

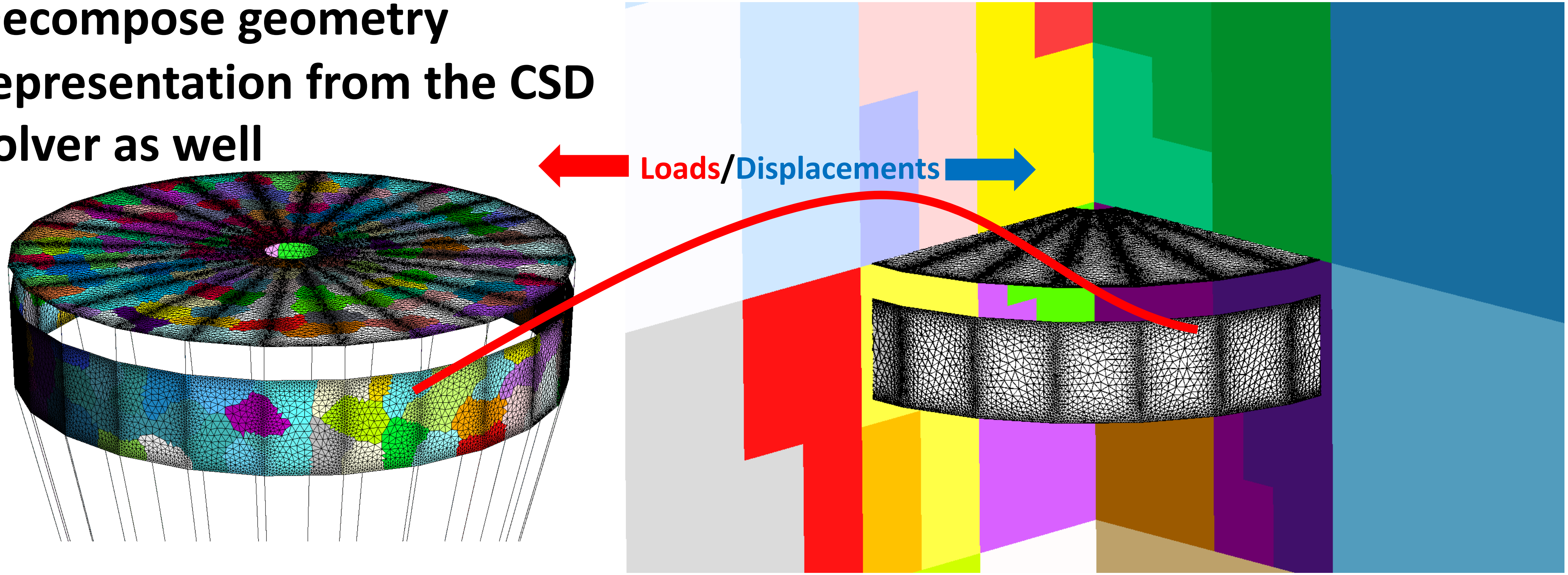
- ☐ How does process ‘*m*’ get/transfer loads/displacements to/from process ‘*n*’?



Parallel FSI Algorithm

Aside:

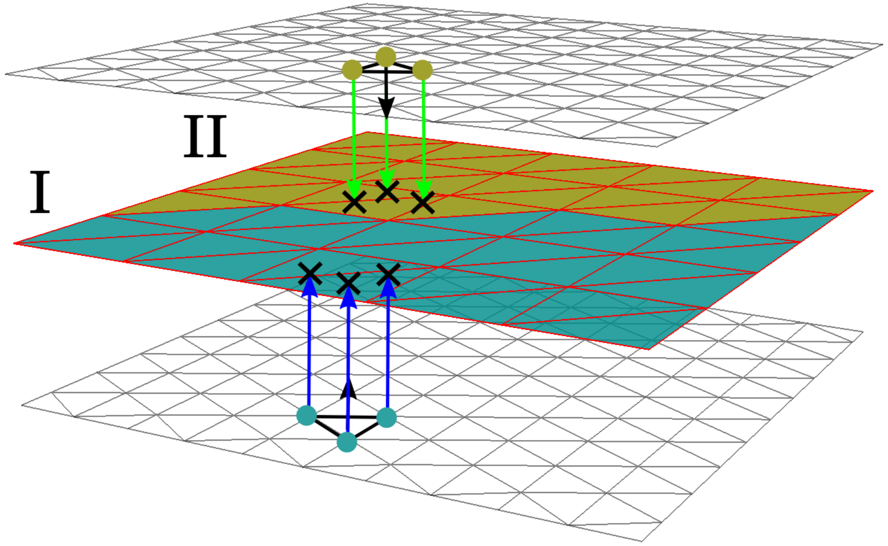
- ☐ How does process ‘*m*’ get/transfer loads/displacements to/from process ‘*n*’?
- ☐ **Decompose geometry representation from the CSD solver as well**



Parallel FSI Algorithm

Aside:

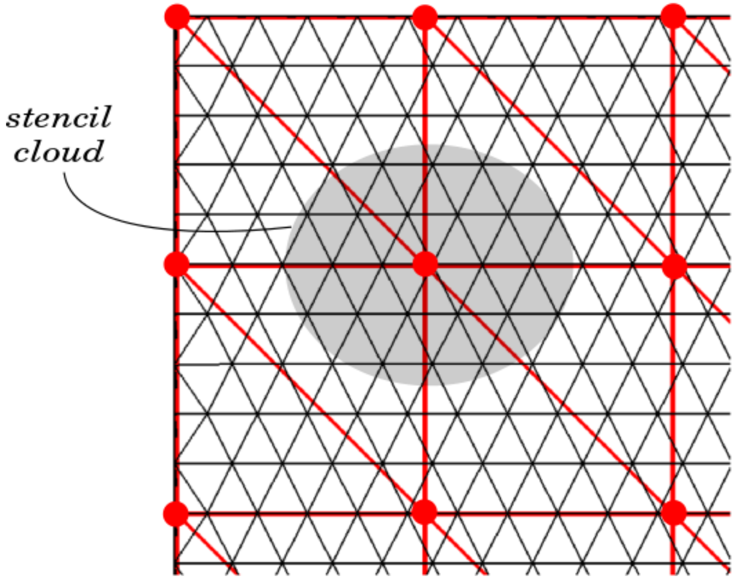
- ❑ Ray-triangle intersection is used to identify elements in the geometry representation laying directly ‘above/below’ a CSD partition
  - ○ Ray intersect a CSD element belonging to a partition and are stored **uniquely** by that partition

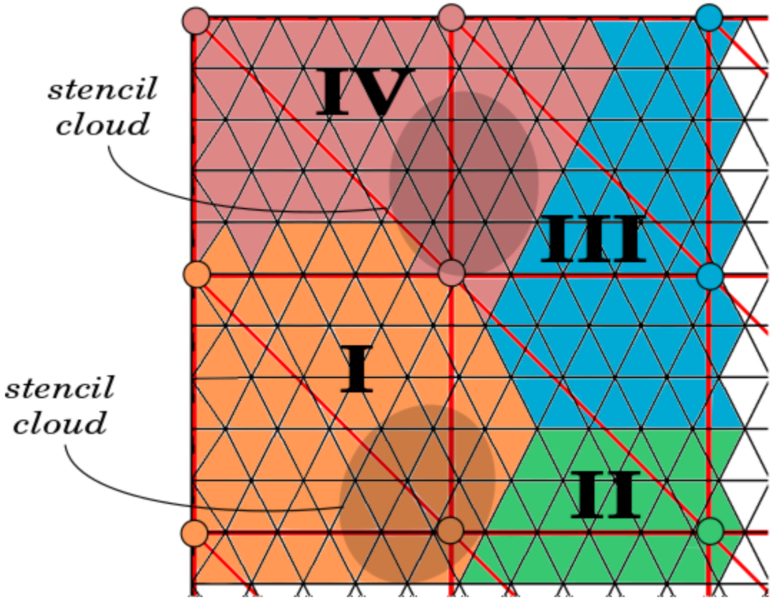


Parallel FSI Algorithm

III. Load and displacement transfer stencils are computed between the geometry representation and CSD mesh within the defined partitions

- Stencils are limited a single partition





Serial CSD Displacement Stencil

Parallel CSD Displacement Stencil

Parallel FSI Algorithm

- ☐ Using this algorithm, each process only stores its portion(s) of the CFD volume mesh, geometry representation, and the CSD mesh
  - ○ Need to communicate to other processors is reduced greatly
  - ○ Memory requirements are less demanding

- ☐ It is clear that the geometry representation is stored twice
  - ○ Once when partitioned by the CFD solver via volume decomposition
  - ○ Once when partitioned by the CSD solver via ray-triangle intersection
  - ○ No guarantee that these partitions are the same

- ☐ Best case scenario is a shared, infinitesimal thickness representation of the CSD mesh and geometry representation

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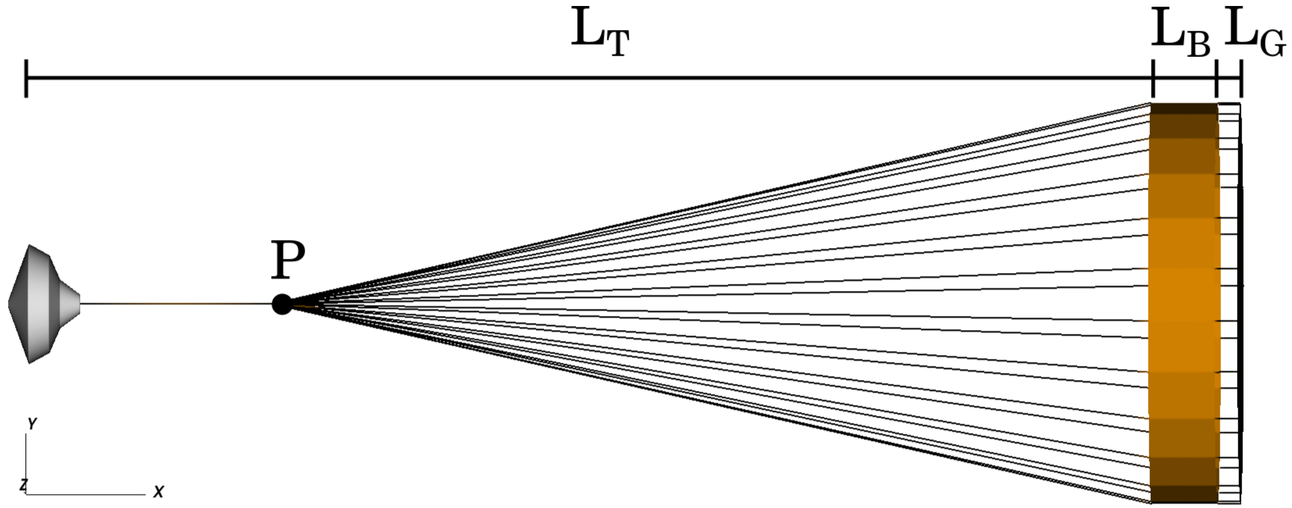
Problem Setup

- Setup is chosen in accordance with
  - **Experiments:** Sengupta *et al.* (AIAA 2009)
  - **Simulations:** Karagiozis *et al*. (JFS 2011) and Yu *et al.* (AIAA 2019)
- 0.8m D_0 DGB Parachute design is based off Reuter *et al.* (AIAA 2009)
  - Sub-scale Viking parachute model ***with and without*** a sub-scale 70° Viking capsule



L_T	L_B	L_G
$\frac{x}{d} = 10.6$	$0.121D_0$	$0.042D_0$

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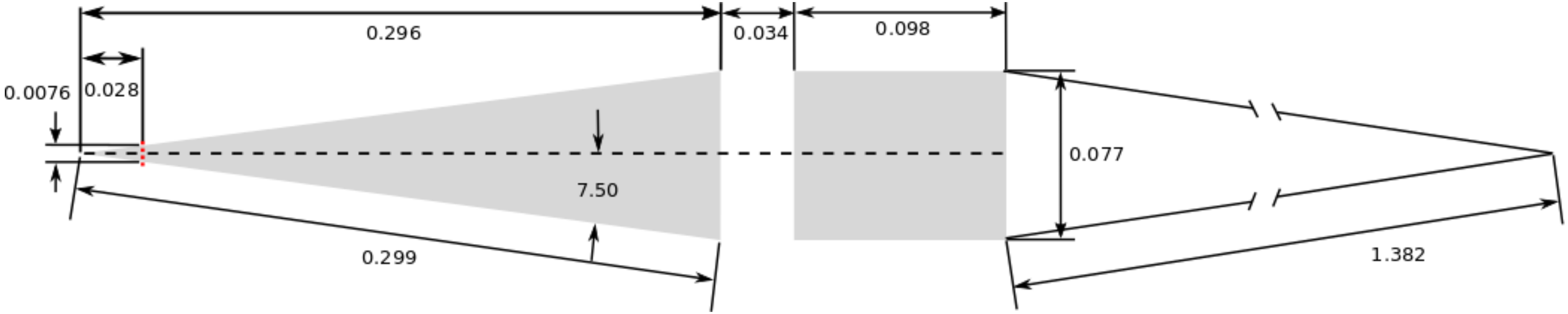


Problem Setup

☐ Problem resembles spacecraft entry into the upper Martian atmosphere:

Fluid Properties

- ☐ $Re = \frac{\rho_\infty u_\infty d}{\mu_\infty} = 10^5$
- ☐ μ_∞ via Sutherland's law at $T_\infty = 294.93K$
- ☐ $\rho_\infty = 0.0184527 \frac{kg}{m^3}$
- ☐ $u_\infty = 688.89 \frac{m}{s}$
- ☐ $M = \frac{u_\infty}{a_\infty} = 2.0$

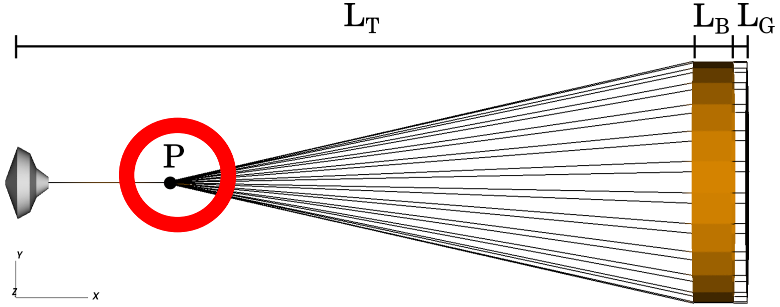
Structural Properties

- ☐ $E_p = 878\ MPa$
- ☐ $\nu = 0.33$
- ☐ $h = 6.35 \times 10^{-5} m$
- ☐ $\rho_p = 614 \frac{kg}{m^3}$
- ☐ $d_c = 0.99 \times 10^{-3} m$
- ☐ $E_c = 43 GPa$
- ☐ $\rho_c = 8.27 \times 10^{-4} \frac{kg}{m}$

Problem Setup

- Center of the vent hole is at (0,0,0)
- Domain: [-6.25D_0, 6.25D_0] × [-6.25D_0, 6.25D_0] × [-6.25D_0, 6.25D_0]
- Base case: $\Delta x_{min} = \Delta y_{min} = D_0/164$

- 600 geometrically nonlinear cables elements are used for the suspension lines
  - Fixed at point P



- 108,000 geometrically nonlinear shell elements resolve the disk and canopy

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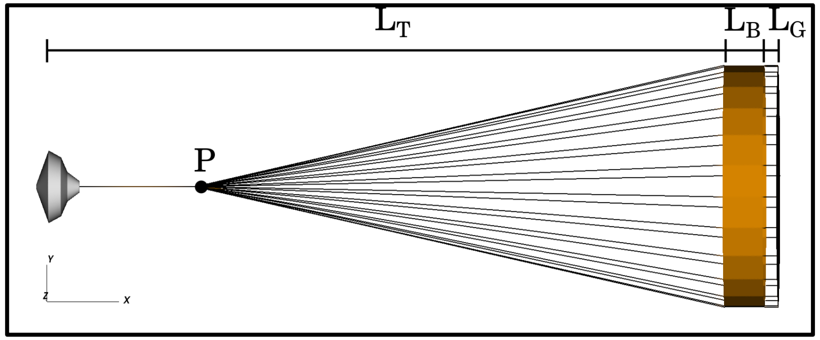
- 600 geometrically nonlinear cables elements are used for the suspension lines
  - Fixed at point P

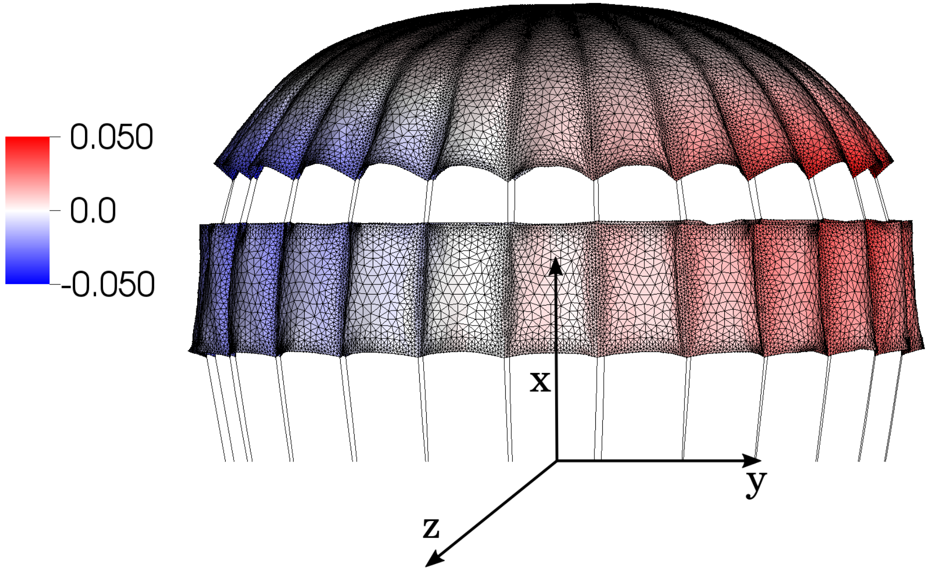


Simulation initial condition

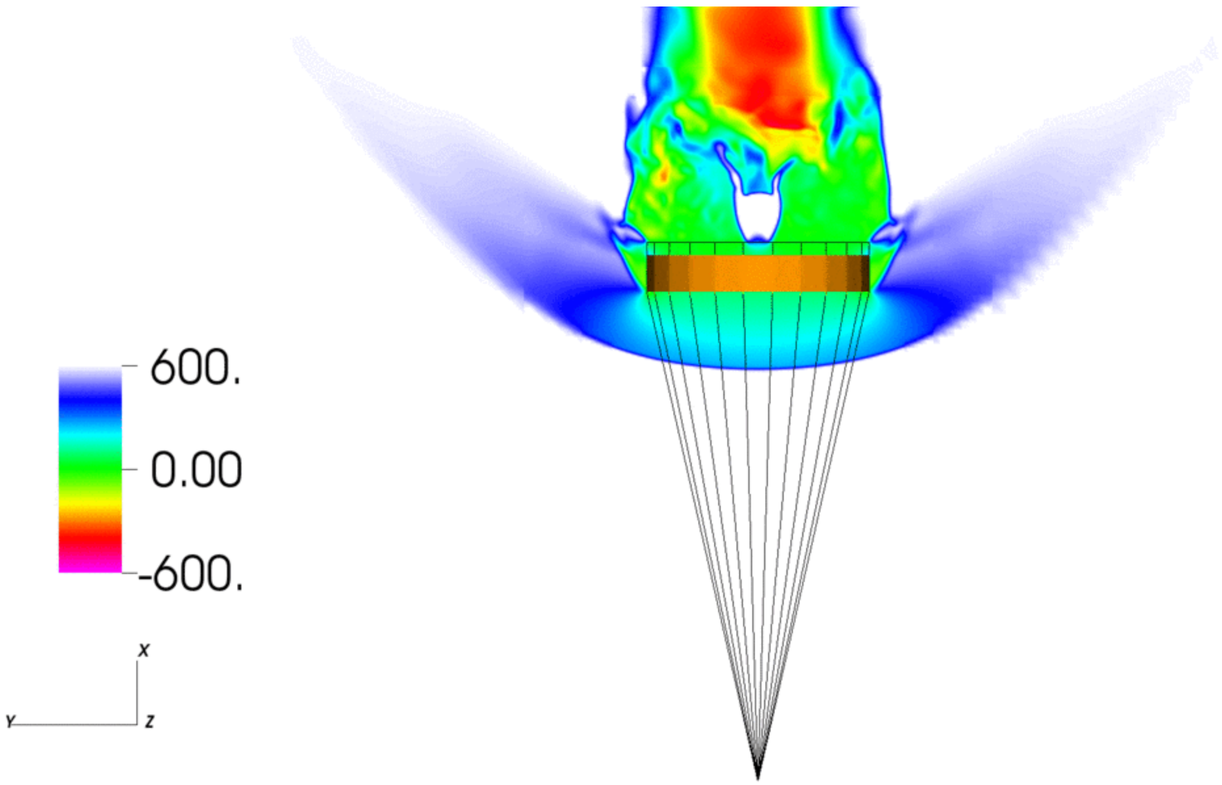
- 108,000 geometrically nonlinear shell elements resolve the disk and canopy

Problem Setup

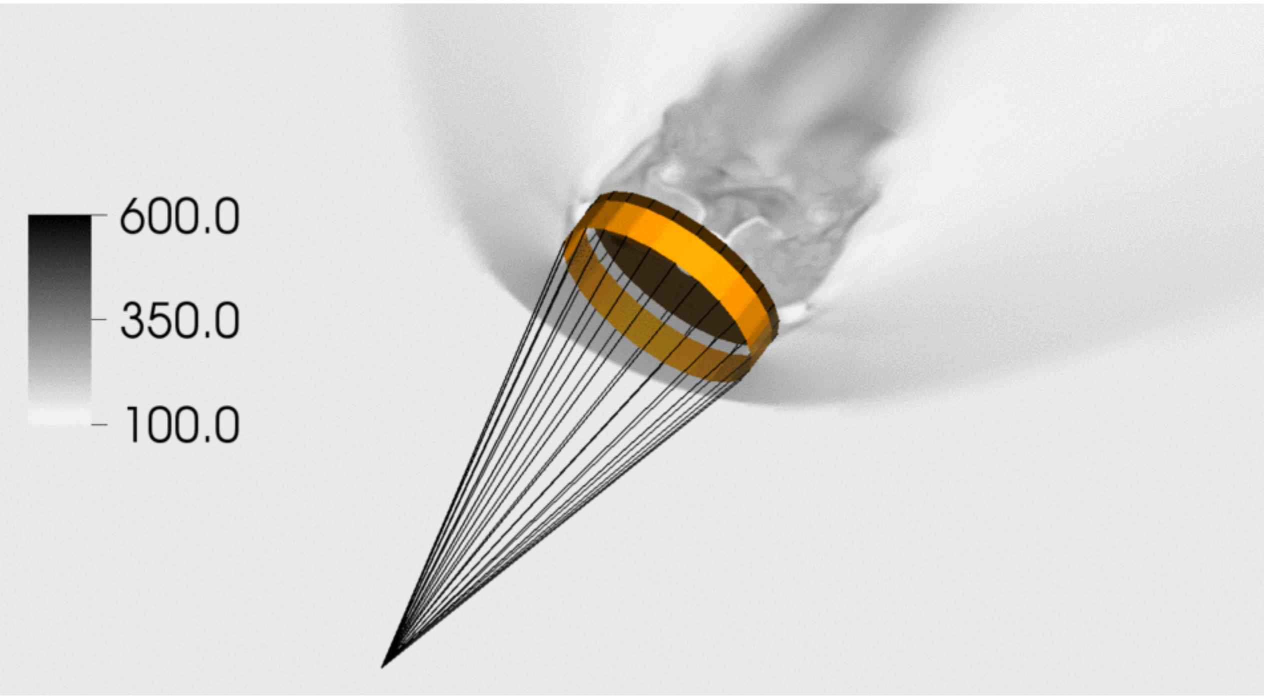
- ☐ Structural mesh based off simulations by Derkevorkian *et al.* (AIAA 2019)
  - ○ Elements along seams are thickened by a factor of 4 to represent the stitching pattern used in manufacturing of the canopy
  - ○ Finely resolving these regions also helps capture the stress discontinuities across the seams



Case 1: Uniform Flow (no capsule)

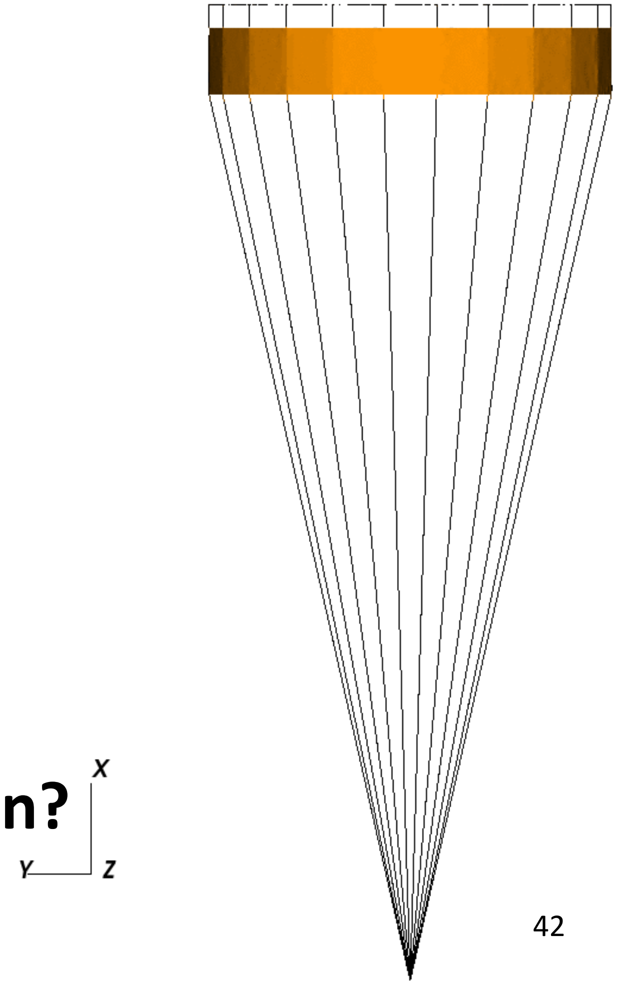


Streamwise velocity



Temperature field

Case 1: Uniform Flow (no capsule)

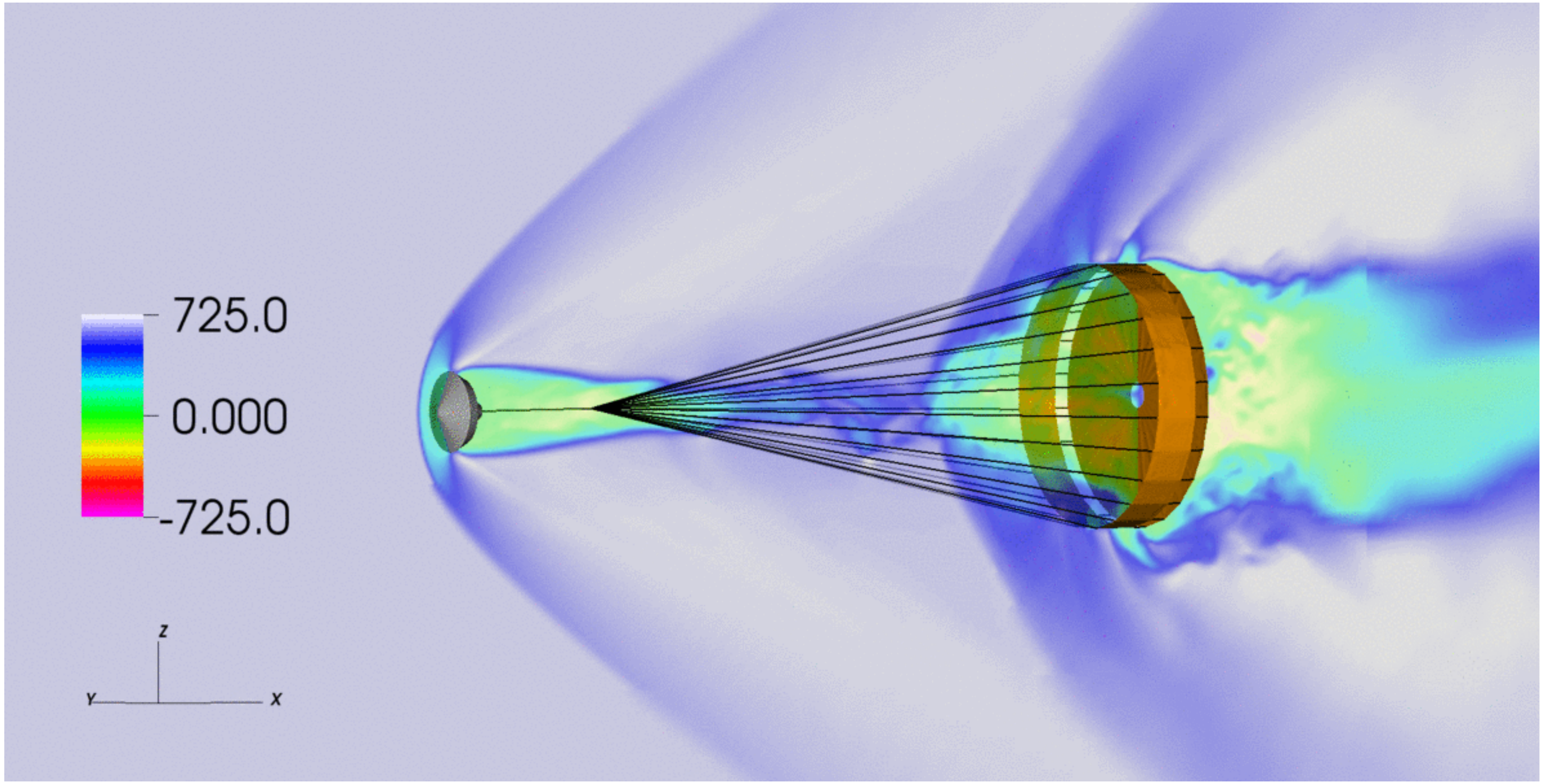


- ☐ The cables are not resolved in the CFD volume mesh
  - ○ Nor do they experience any external loading → motion is virtually unopposed
  - ○ This leads to large period, large amplitude swaying of the cables

- ☐ The cables, as well as the canopy, start the simulation in an unstressed state
  - ○ There is no tension in the cables

- ☐ **Resolve with phantom geometry or approximate ling drag from damping matrix, reduced order model, *etc.*? Pre-tension?**

Case 2: Leading Viking-type Capsule



Streamwise velocity

Outline

- ☐ **Motivation/Introduction**
  - ○ Mars, EDL system qualification, Simulation Capabilities
- ☐ **FSI Method**
  - ○ Governing equations
  - ○ Immersed Boundary Method for the Compressible Navier-Stokes Equations (CFD)
  - ○ Geometrically Nonlinear Computational Structural Dynamics Solver (CSD)
  - ○ Coupling procedure
- ☐ **Extended Validation for Fluid-Structure Interaction Problems**
- ☐ **Methods for Large-scale, Parallel CFD-CSD Coupling**
  - ○ Disparate domain decomposition
- ☐ **Supersonic Parachute Inflation**
- ☐ **Summary and Outlook**

Summary and Outlook

❑ **Summary:**

- ○ A validated method for FSI problems involving the large deformations of thin structures was extended to large, parallel simulations in supersonic flows

- ○ The details of the weak, parallel coupling algorithm and the treatment of dealing with the disparate partitions in the CFD and CSD solvers were discussed

- ○ The FSI method was then applied to two more large deformation FSI validation test cases to add onto the validation cases presented at SciTech 2019

- ○ The FSI method was finally applied to the simulation of parachute inflation in the upper Martian atmosphere

Summary and Outlook

❑ **Outlook:**

- Treatment of the cable dynamics via damping, line drag
- Apply porous material boundary conditions on the canopy
- Implement more efficient contact algorithms for robustness
- Develop communication rings in the partitioned CFD-CSD solution procedure
- Reduce overhead and general optimization, load balancing

Questions?