iJRASET
International Journal For Research in Applied Science and Engineering Technology

INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Volume: 5 **Issue:** IV **Month of publication:** April 2017

DOI: http://doi.org/10.22214/ijraset.2017.4013

www.ijraset.com

Call: 08813907089 | E-mail ID: ijraset@gmail.com

Volume 5 Issue IV, April 2017
ISSN: 2321-9653
International Journal for Research in Applied Science & Engineering Technology (IJRASET)

Design and Development of Main Helicopter Rotor Blade

K. Balaji[1], P. Gracekumar[2], K. Mahimaiprabhu[3], M. Manikandan[4], R. Raghul[5]
[1,2,3,4,5]*Aeronautical Engineering, Karpagam Institute of Technology*

Abstract: ***To determine the load distribution in main helicopter rotor blade in study Computational Fluid Dynamics (CFD) and Finite Element Method (FEM) software is used. The aim of the present investigation is the development of a CFD and FEM by using CFD computation procedure capable of accurately simulating the pressure distribution test and velocity test of main helicopter blade and using FEM to simulating flow of thermal behavior test. For this purpose the complete of main rotor blade in CATIA model are used in CATIA modeling. Primary attention in this investigation is focused on defining load on main helicopter rotor blade because of metal trailing edge segments of these blade were replaced with a new segments made from honeycomb composite materials. As critical structural parts with greetings to strength here are glued joints between metal and composite segments of trailing edge are considered. For precise stress analysis of these segments, including glued joints, the finite element method is used.***

Keyword- Ansys Fluent, Catia, Cfd, Fem, Rotorblade

I. INTRODUCTION

Nowadays, aerodynamic interaction between the main rotor of helicopter still remains a challenging task. The flow around a helicopter is dominated by complex aerodynamics and flow interaction phenomena. Lifting-line theory with two dimensional (2D) airfoil records as a function of angle of attack and Mach number were usually used for blade aerodynamic loads. But in such approach, experiential corrections had to be integrated because of the effects of dynamic stall, compressibility and blade interaction with trailing vortex. Today, powerful computational fluid dynamics (CFD) methods are progressively more used in the analysis of the whole helicopter avoiding experiential corrections. The additional complexity appears to result from blade dynamics and elastic deformations. The problem of main rotor analyzed in relatively ANSYS FLUENT (ANSYS FLUENT 18.0 Users Guide) commercial software is applied in obtaining influence of the fuselage on the main rotor blade sectional loads for the Mh-50 helicopter. The main rotor blades are modeled whereas rotor hub is not included.

Table 1. Parameters of Helicopter Main Rotork,

Name of the parameter	Symbol	Value
Number of main rotor blades	N	1
Main rotor blade airfoil	NACA 230M	0
Main rotor area	A (m2)	355.6
Main rotor diameter	D (m)	21.288
Main rotor blade twist	ε (°)	−5
Main rotor solidity	Σ	0.0777
Main rotor blade chord	c (m)	0.520
Main rotor rotational speed	n (rpm)	200

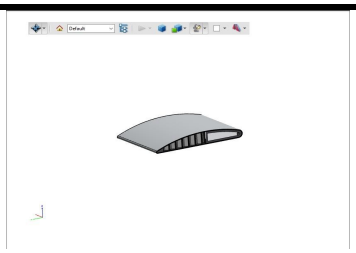


Fig.1. Structure of main helicopter rotor blade

©IJRASET: All Rights are Reserved

II. MODELING AND EXTRACTION OF FLOW DOMAIN

The data points of airfoil for the rotor model and the computational domain were collected. The 3D model of the main rotor blades are designed by using CATIA. Figure 2 show model of our rotor blade which can design in CATIA are decided to place on the 3D model of the main rotor blade. Figure 3 shows the 3D model of the main rotor blade along with the structure of honey comb inside of main rotor blade. The values for the generated mesh near the wall zones are maintained at too which is as per the turbulence modeling requirements. A single passage approach is modeled and numerically solved with the assumption that flow is periodic within the passage.

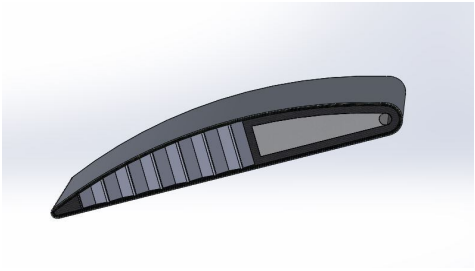


Fig.2. Model of Main Rotor Blade

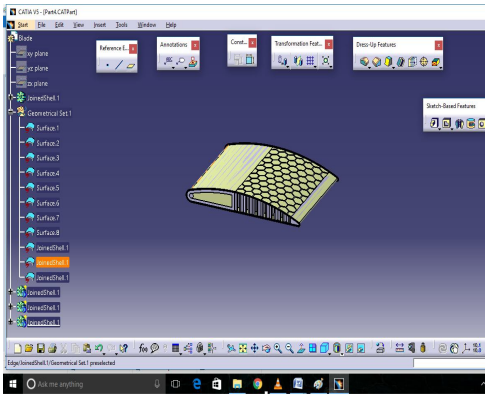


Fig 3 CATIA Modeling

III. MESH GENERATION

Meshing of the computational domain is made using CFD as shown in Figure 3.Thus, the discretisation of the Hybrid structured grid elements were generated. To mesh the composite material carbon epoxy and boron epoxy for analyzing the material in ansys software.

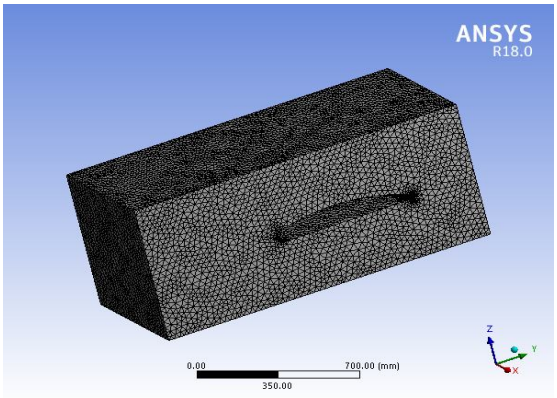


Fig.4. Meshing of Rotor Blade

©IJRASET: All Rights are Reserved

Volume 5 Issue IV, April 2017
ISSN: 2321-9653
International Journal for Research in Applied Science & Engineering Technology (IJRASET)

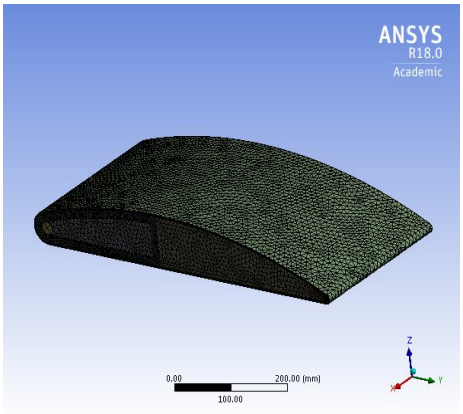


Fig . 5. Meshing of Carbon Epoxy

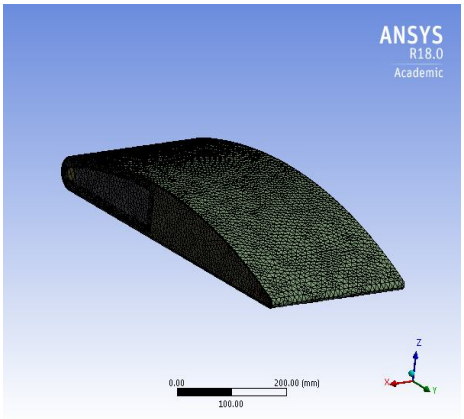


Fig.6. Meshing of Boron Epoxy

IV. RESULT

A. Pressure

In figure7 compeer the pressure flow over the carbon epoxy composite material & boron epoxy composite material by using ansys software for increasing the pressure while changing composite material in helicopter main rotor blade for producing more lift in rotor blade. In below figure we find out the various pressure flows in both composite materials by using ansys software

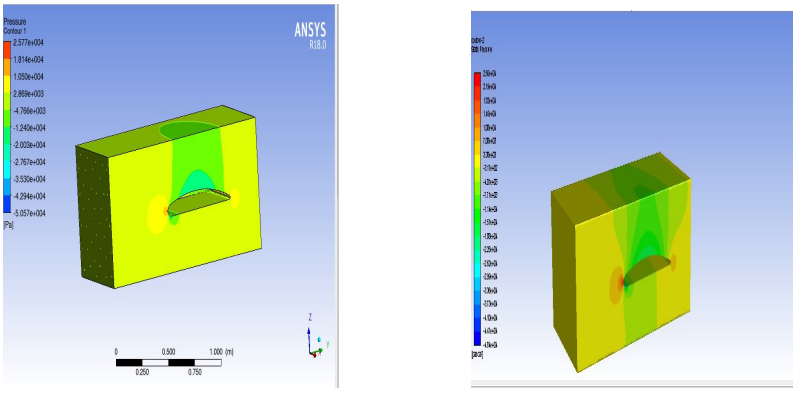


Fig.7. Comparison of Composite Material

B. Velocity

In figure8 compeer the velocity flow over the carbon epoxy composite material & boron epoxy composite material by using ansys software for decreasing the velocity while changing composite material in helicopter main rotor blade for producing more lift in rotor blade. In below figure we find out the various velocity flows in both composite materials by using ansys software.

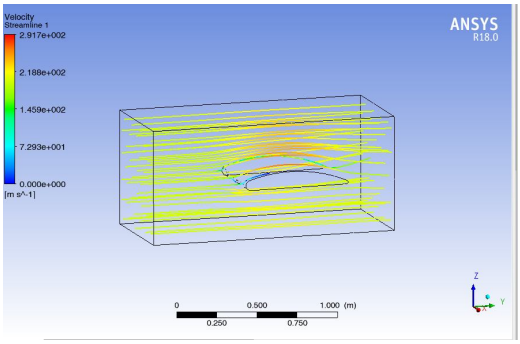


Fig.8. Velocity Distribution

©IJRASET: All Rights are Reserved

C. Safety Factor

The below figure 9 represents the safety factor of the carbon and boron composite respectively.

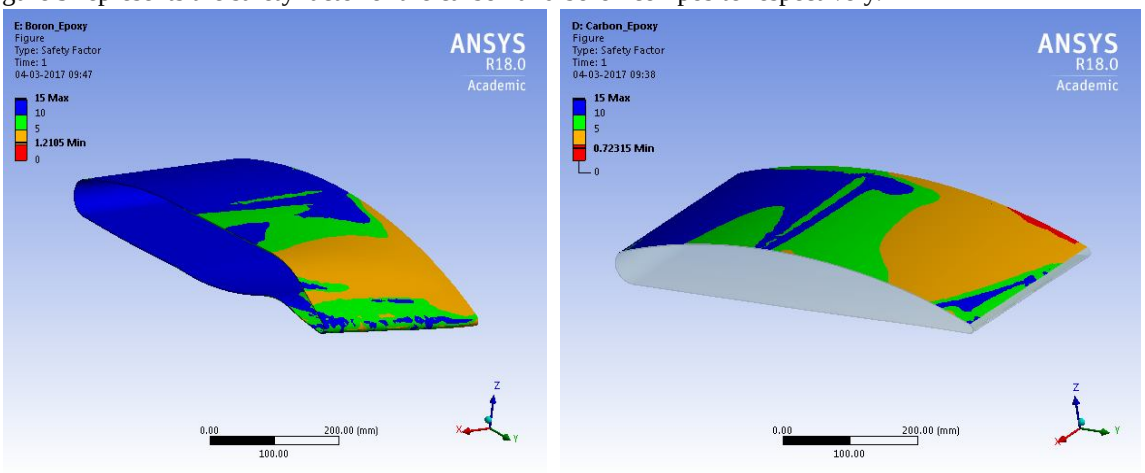


Fig.9. Comparison of above giving composite material

V. CONCLUSION

Finally by using the software life CATIA, CFD (Computational Fluid Dynamics) and FEM. We are using two different types of composite honeycomb structure they are carbon epoxy honeycomb structure and boron honeycomb structure. By using the software's we can designing the main rotor blade and we can also found pressure distribution, velocity distribution. The purpose of this paper was to study the flow and performance parameters for better understanding over the design condition.

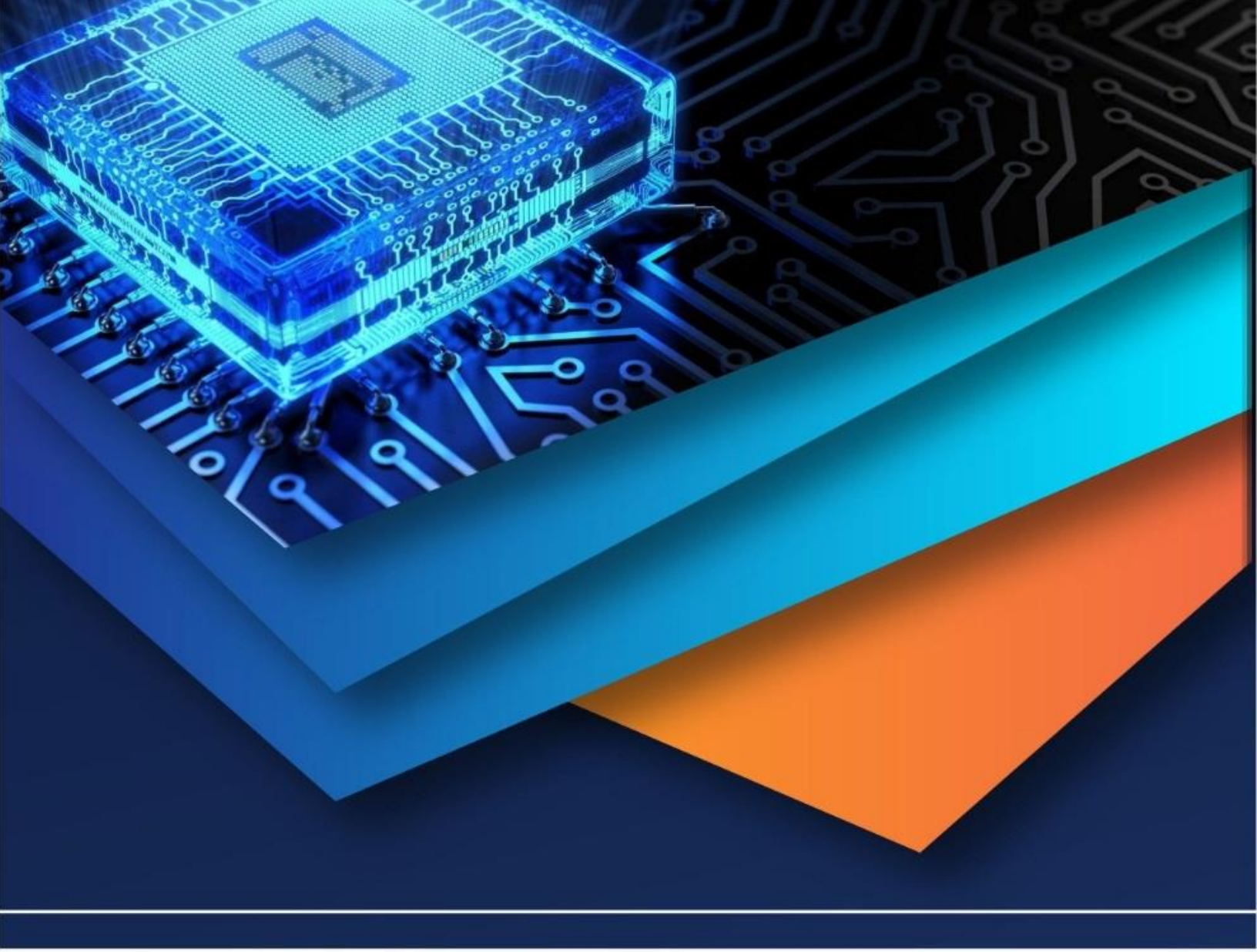
VI. ACKNOWLEDGMENT

With great pleasure and deep gratitude, authors wish and express their sincere gratitude to beloved Principal **Dr. T. Ramachandran** for providing an opportunity and necessary facilities in carrying out this work and express sincere thanks to all the staff members of Aeronautical Engineering whose assistance played a big role in this work and have been of immense value.

REFERENCES

[1] Dieterich O, Enenkl B, and Roth D. Trailing edge flaps for active rotor control: Aeroelastic characteristics of the ADASYS rotor system. Proc AHS 62nd Annual Forum, Phoenix, AZ, 9 - 11 May 2006.
[2] Harika S Kahveci1 & Cengiz Camci2 Turbomachinery Aero-Heat Transfer Laboratory The Pennsylvania State University 223 Hammond Building, University Park, PA 16802.
[3] Murray, G., Gandhi, F. and Bakis, C. 2007. ''Flexible Matrix Composite Skins for One-dimensional Wing Morphing,'' In: Proceedings of the 48th AIAA/ASME/ASCE/AHS/ASC Structures, Structural Dynamics, and Materials Conference, Honolulu, Hawaii, USA.
[4] Keihl, M.M., Bortolin, R.S., Sanders, B., Joshi, S. and Tidwell, Z. 2005. ''Mechanical Properties of Shape Memory Polymers for Morphing Aircraft Applications,'' In: Proceedings of SPIE, Smart Structures and Materials 2005: Industrial and Commercial Applications of Smart Structures Technologies, pp. 143151, San Diego, CA, USA.
[5] Renaud, T., Benoit, C., Boniface, J. C., and Gardarein, P. (2003). "NavierStokes computations of a complete helicopter configuration accounting for main and tail rotor effects." 29th European Rotorcraft Forum, Friedrichshafen, Germany.
[6] Uzol, O., and Camci, C., 2001, "Aerodynamic Loss Characteristics of a Turbine Blade With Trailing Edge Coolant Ejection Part 2: External Aerodynamics, Total Pressure Losses and Predictions," ASME Journal of Turbomachinery.
[7] Gibson,L.andAshby,M.1997.CellularSolids,StructureandProperties, 2nd edn, Cambridge University Press, New York.
[8] Reed, J.L., Hemmelgarn, C.D., Pelley, B.M. and Havens, E. 2005. ''Adaptive Wing Structures,'' In: Proceedings of SPIE, Smart Structures and Materials 2005: Industrial and Commercial Applications of Smart Structures Technologies, pp. 132142, San Diego, CA, USA.

©IJRASET: All Rights are Reserved



10.22214/IJRASET

45.98

IMPACT FACTOR: 7.129

IMPACT FACTOR: 7.429

INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Call : 08813907089 (24*7 Support on Whatsapp)