

# AM-S $\beta$ 1x-24x FOILS: CANDIDATES FOR PRIMARY FOIL

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## Design Goals/Constraints

- Primary foil for stall regulated rotor
- $t/c \approx 24\%$
- $c_l \approx 1$
- $Re_c = 7.5 \times 10^6$
- High  $l/d$
- Some thickness at trailing edge to resist singing
- Manage  $c_{p,min}$  for cavitation sensitivity
- Minimize performance loss when soiled

## General Discussion

Air-/hydro- foil design is a zero-sum game. Within the design space, pursuing a particular design objective often comes at the cost of another. In the AM-S $\beta$ 1x-24x candidate foils, achieving good stall behavior at relatively low  $c_l$  and high Reynolds number might not be possible within conventional foil design space (i.e., without active flow control devices). However,  $l/d$  can be tailored such that stall regulation might still be effectively possible, depending on generator/rotor operation (in particular, the range of variable speed and the availability of other power regulation devices such as electromotive braking).

## S818

A NREL/SERI airfoil with  $t/c=24.2\%$  for stall-regulated wind turbine rotors, provided for comparison. Its  $l/d$  performance benefits from its sharp trailing edge.

## m240c20b01

A previous design iteration, presented for comparison.

## AM-S $\beta$ 1a-240

Achieves high  $l/d$  in clean conditions, but  $l/d$  performance is relatively low in soiled conditions.  $l/d$  collapses sharply beyond  $c_l \approx 0.9$ , but lift continues increasing with only a slight decrease in slope. It should be possible to increase  $c_l$  of  $(l/d)_{max}$  if desired.

## AM-S $\beta$ 1b-246

A different design branch with lower  $l/d$  in clean conditions and marginal gains in soiled conditions. There is a sharp decrease in  $l/d$  beyond  $c_l \approx 1$ , but stall is not prominent until  $c_l > 1.6$ .



