AFRL-RQ-WP-TM-2013-0072

ENERGY-BASED DESIGN OF RECONFIGURABLE MICRO AERIAL VEHICLE (MAV) FLIGHT STRUCTURES

James Joo and Gregory Reich

Design and Analysis Branch
Aerospace Vehicles Division

James Elgersma

Air Force Institute of Technology (AFIT)

Kristopher Aber

University of Dayton Research Institute

JULY 2012
Interim Report

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JAMES J. JOO, Program Manager
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Aerospace Vehicles Division

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Aerospace Vehicles Division

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DAVID M. PRATT
Technical Advisor
Aerospace Vehicles Division

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James Joo and Gregory Reich (AFRL/RQVC)
James Elgersma (AFIT)
Kristopher Aber (University of Dayton Research Institute)

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Aerospace Vehicles Division
Air Force Research Laboratory
Aerospace Systems Directorate
Wright-Patterson Air Force Base, OH 45433-7542
Air Force Materiel Command
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Air Force Institute of Technology (AFIT)
Wright-Patterson Air Force Base, OH 45433

University of Dayton Research Institute (UDRI)
300 College Park Avenue
Dayton, OH 45469

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14. ABSTRACT
The objective of the project is to understand how to mechanize multi-jointed MAV wings for perching and/or flapping applications and develop an energy-based design framework for the solution of combined multi-physics, multi-objective problems.

15. SUBJECT TERMS
micro air vehicle, perching, topology optimization

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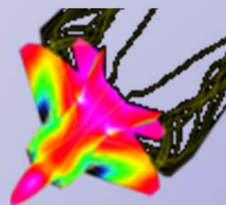
Energy-Based Design of Reconfigurable MAV Flight Structures

Dr. James Joo, AFRL/RQSE
Dr. Gregory Reich, AFRL/RQSE

Research Associates:
James Elgersma, AFIT
Kristopher Aber, U of Dayton

RQ Tech Division Consolidation

Aerospace Vehicles

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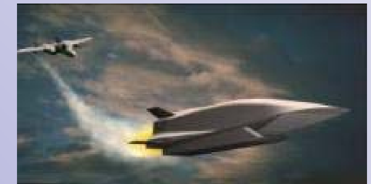
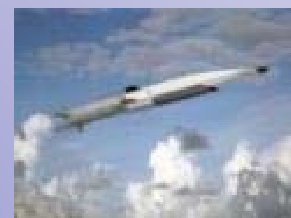
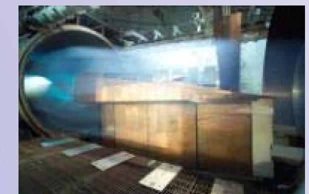

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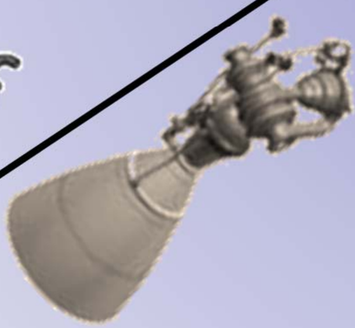
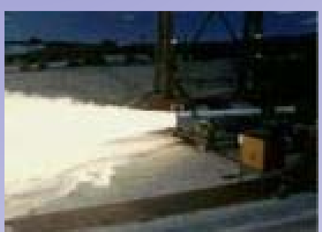
Power and Control



Rocket Propulsion



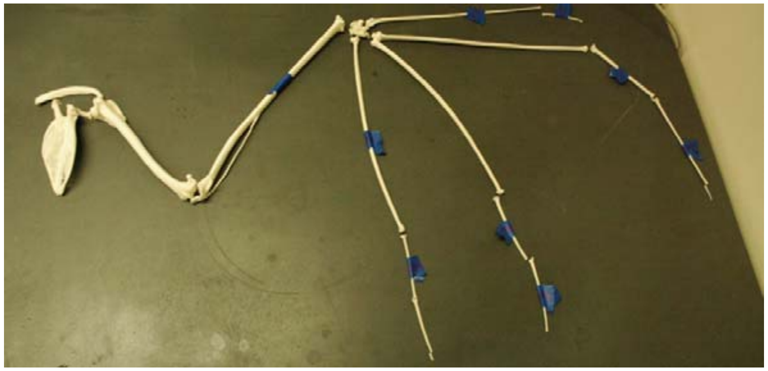



Turbine Engine



Motivation

- Biological systems not necessarily designed for optimal flight
- Engineered systems don't have requirements related to feeding, care for young, etc.
- Should we be attempting to mimic natural systems, knowing that they are not optimized for flight?
- What would a biological system look like if optimized only for flight?
- Can we use engineering design and optimization to create a "flight-only estimate" of the biological system?



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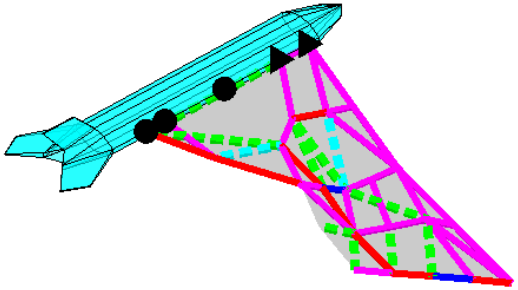
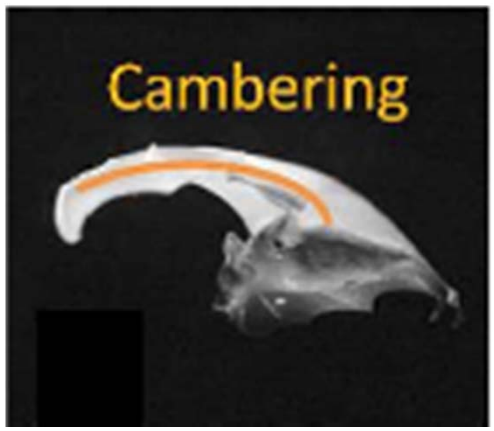
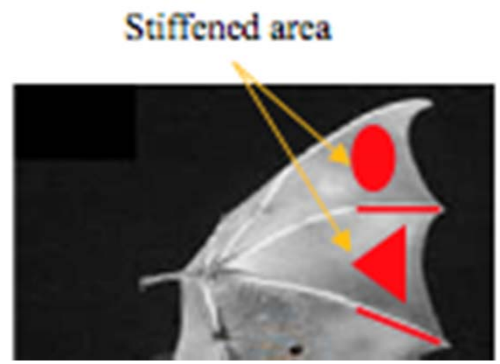


Objective

- **Understand how to mechanize multi-jointed MAV wings for perching and/or flapping applications**
- **Develop an energy-based design framework for the solution of combined multi-physics, multi-objective problems**



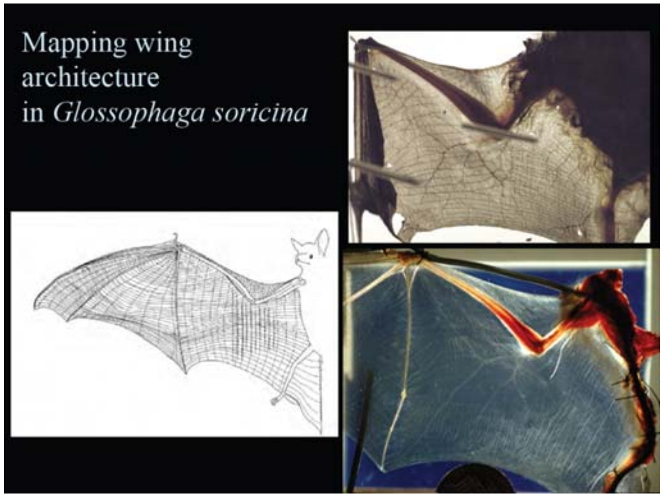


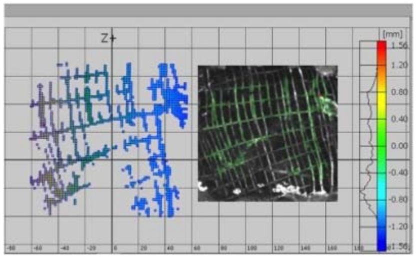
Technical Challenges

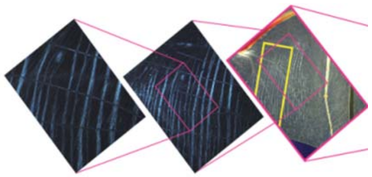
- **Design tool for multi-physics analysis and optimization under unsteady aerodynamic load is not well established**
- **Identification of wing morphology requirements is not well understood**
- **Performance measures such as energy and efficiency measures for unsteady aerodynamic flight are not well defined**
- **Passive shape control to maximize energy efficiency is not well exploited**

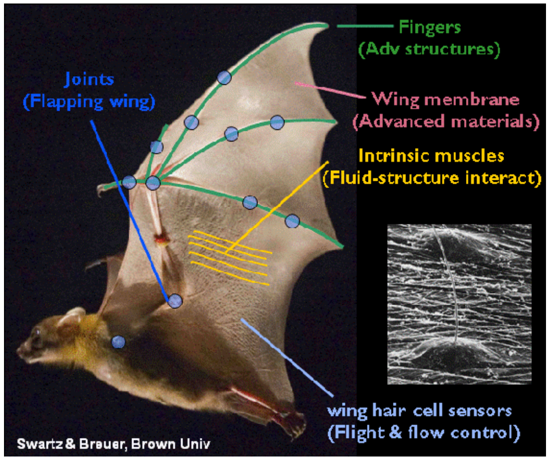
Approach

- **Student 1 (AFIT) will focus on the distribution of skin material to meet performance objectives after selecting four snap shots of a bird wing configuration during perch**
- **Student 2 (UD) will extend the scope of the research to include active shape control (mechanism synthesis) in addition to skin material distribution**



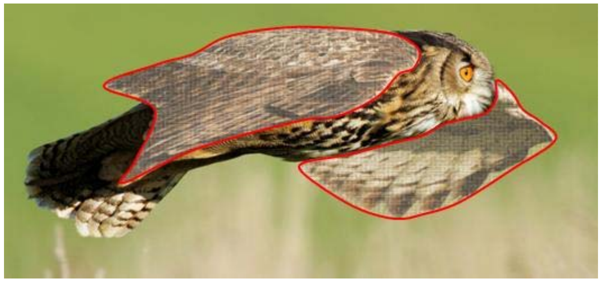




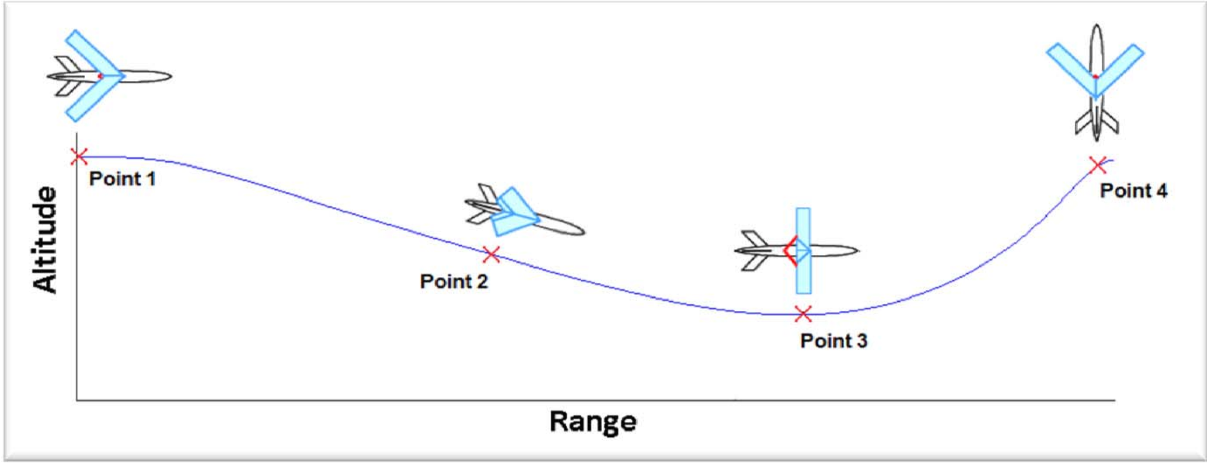


Wing Skin Structure Design

- **Configuration Selection**

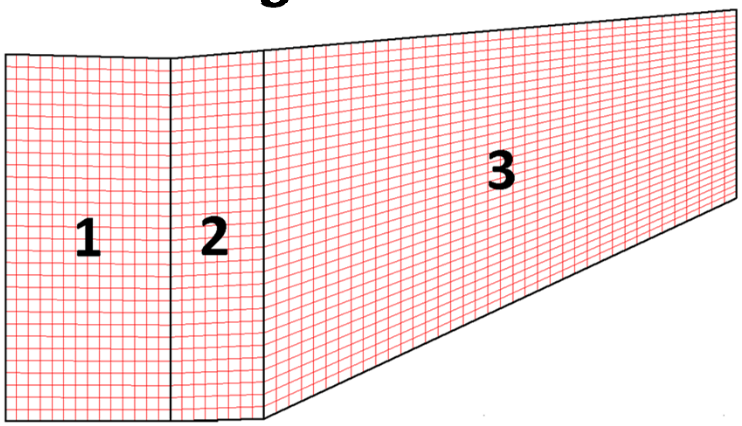

Eagle Owl in Loiter, Dash, and Flare Configurations



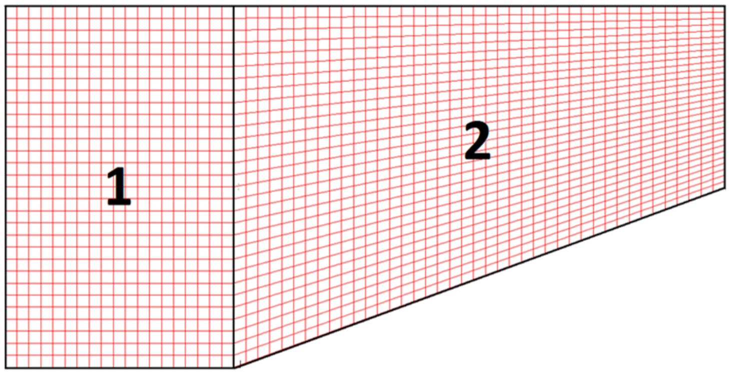
Typical Perching Trajectory and Perching Wing Configurations

Wing Skin Structure Design

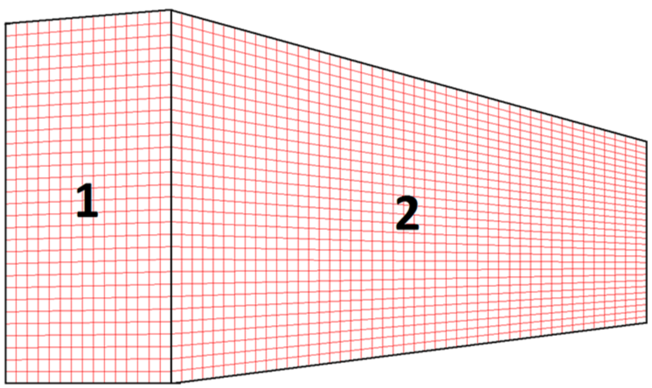
- **Configuration Selection**



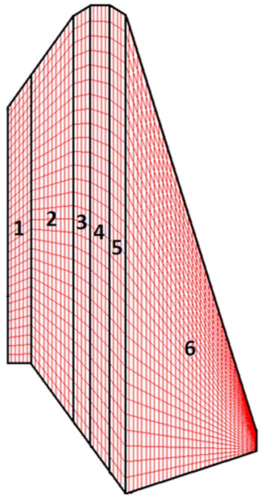
Forward Swept Configuration



Zero Sweep Configuration



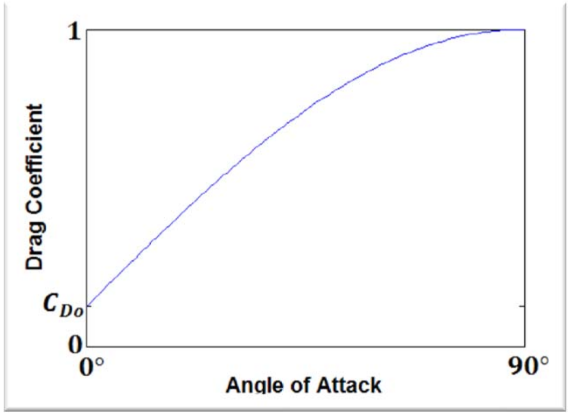
Back Swept Configuration



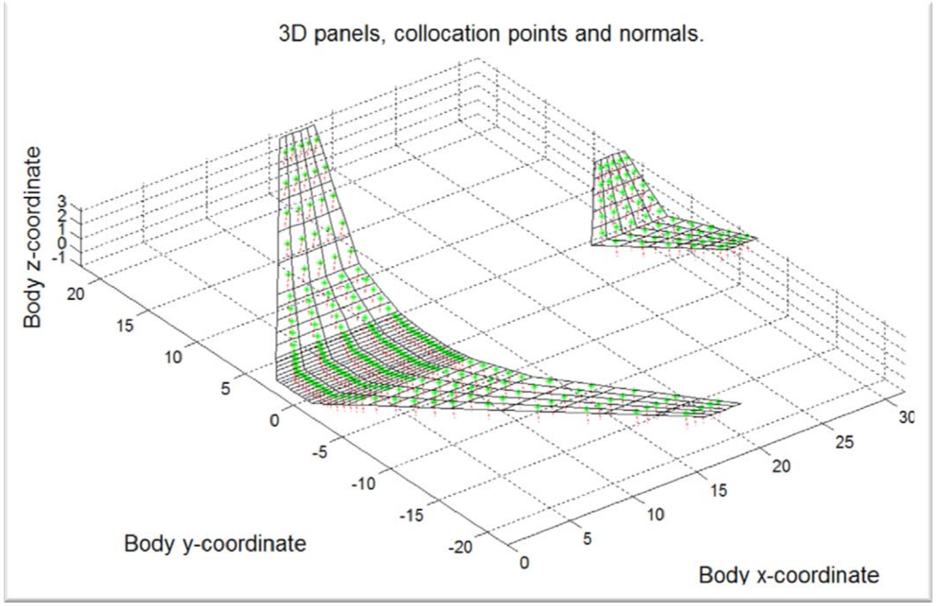
Dive Configuration

Wing Skin Structure Design

- **Force Estimation**
  - Forces were calculated in MATLAB Vortex Lattice code called **Tornado**
  - *Zero-lift, flat-plate drag coefficient* estimated by Tornado
  - Drag coefficient related to angle of attack
  - Force on each panel split into four components and applied to the nodes



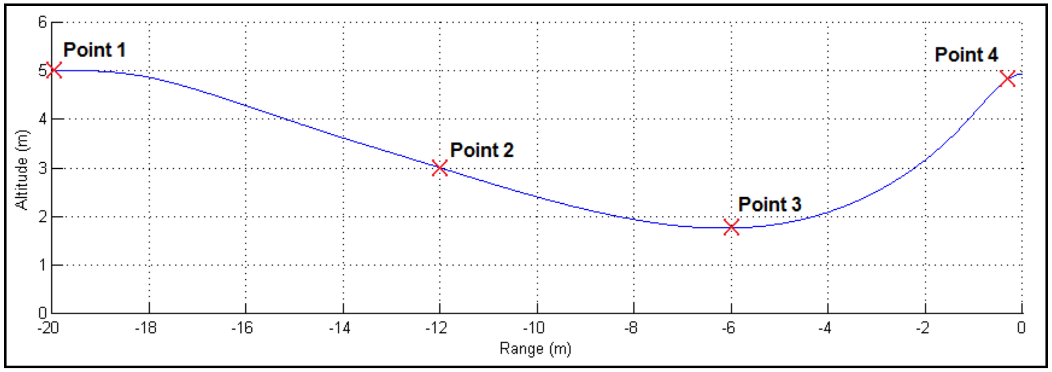
Viscous Drag Estimation Curve



Example of Tornado Vortex Panels Output

Wing Skin Structure Design

- **Perching Data**



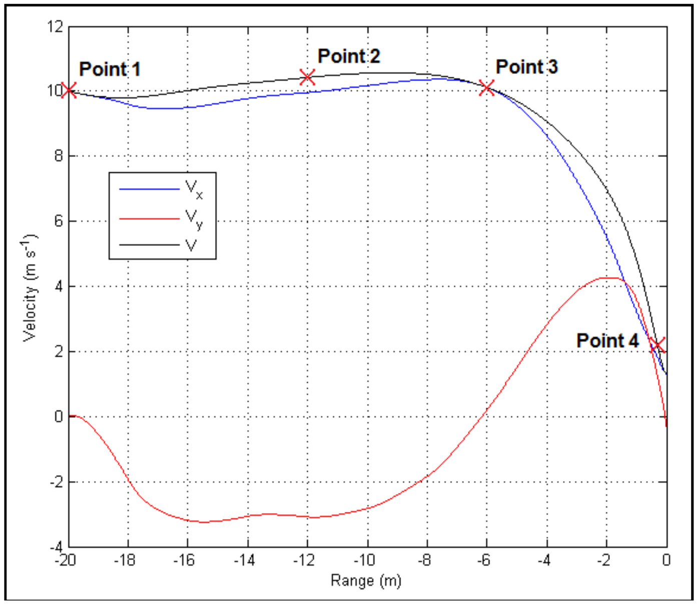
Wing Configuration:

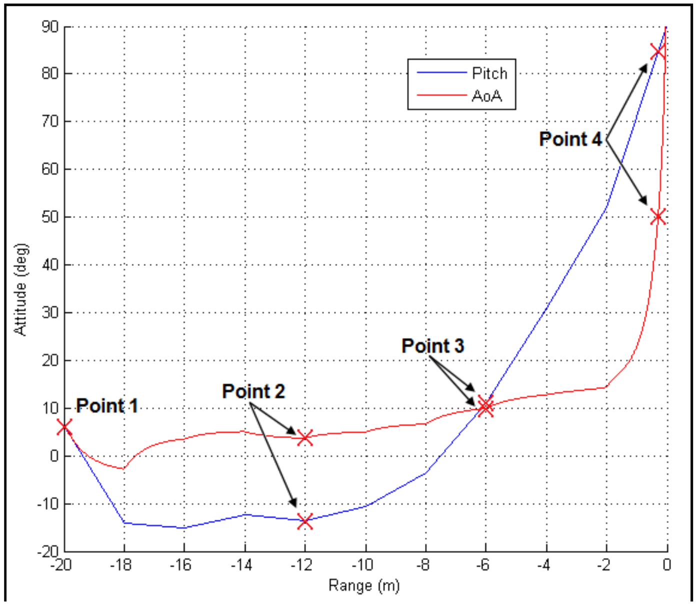
Point 1: Back Swept

Point 2: Dive

Point 3: Zero Sweep

Point 4: Forward Swept





Wing Skin Structure Design

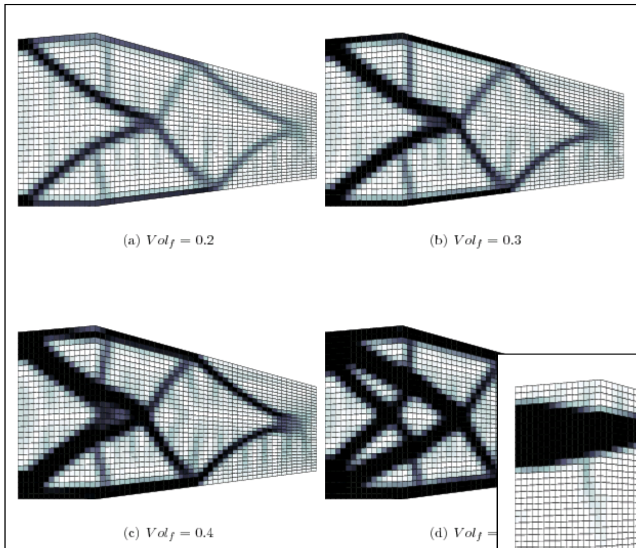
- **Force Estimation**
  - Induced drag is highest for Point 3, not Point 4, and lowest at Point 2
  - Side forces have minimal influence on resulting topologies
  - Lift highest for Point 3
  - Axial body force pushes wing forward
  - Most bending loads about 10 times the membrane loads
  - Viscous drag is lowest at Point 4, even though the Point 4 is at a high angle of attack

Aerodynamic Data for Birdwing Along Perching Trajectory

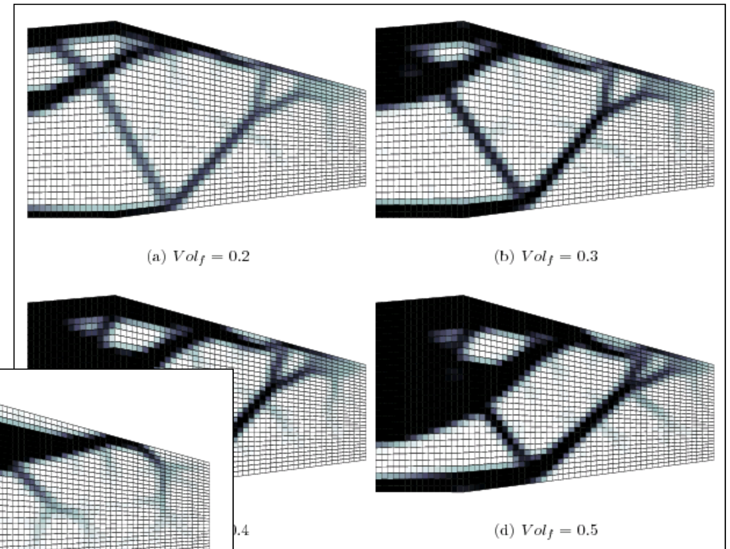
		Point 1	Point 2	Point 3	Point 4
Vel.	[m/s]	10	10.41	10.11	2.19
AOA	[°]	6	3.75	10	50
Drag	[N]	0.0176	0.0033	0.0796	0.0456
Side	[N]	0.0061	0.0075	-0.0007	-0.0087
Lift	[N]	0.459	0.112	1.241	0.196
F_x	[N]	-0.0304	-0.0040	-0.1371	-0.1208
F_y	[N]	0.00610	0.00749	-0.00066	-0.00871
F_z	[N]	0.458	0.112	1.236	0.161
C_L	[–]	0.220	0.076	0.512	1.701
C_D	[–]	0.0085	0.0022	0.0328	0.3958
C_Y	[–]	0.0029	0.0051	-0.0003	-0.0757
R_e	[–]	90054	137712	91412	19987
C_{Do}	[–]	0.0101	0.0082	0.0101	0.0113
S_{wet}	$[m^2]$	0.0681	0.0444	0.0775	0.0785
D_{vis}	[N]	0.2368	0.1077	0.4410	0.0885
Normal	[N]	0.0248	0.0070	0.0766	0.0678
Axial	[N]	0.2355	0.1075	0.4343	0.0569

Wing Skin Structure Design

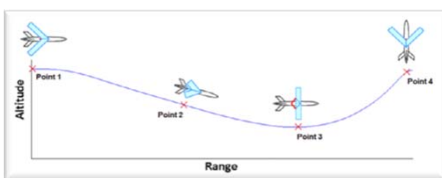
- **Results – Point 1**

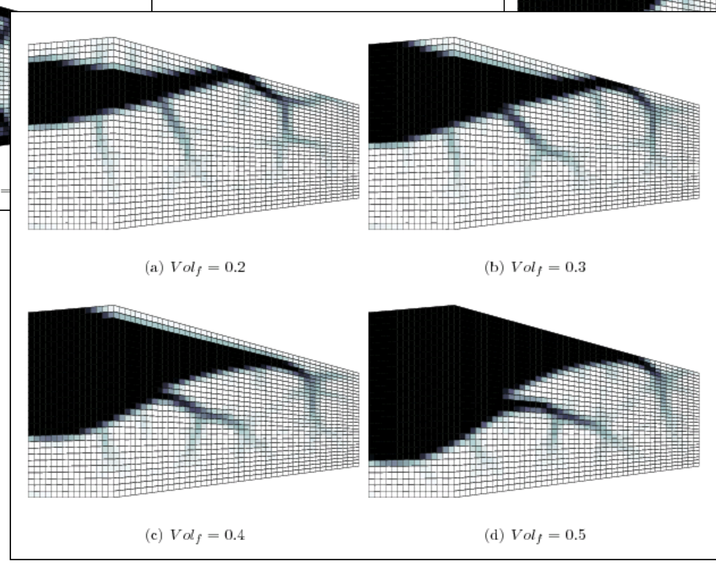


Membrane



Bending

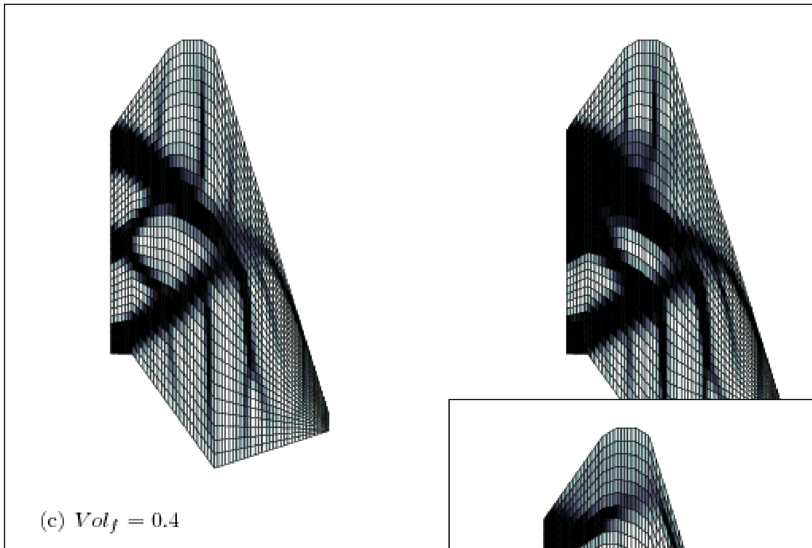




Combined

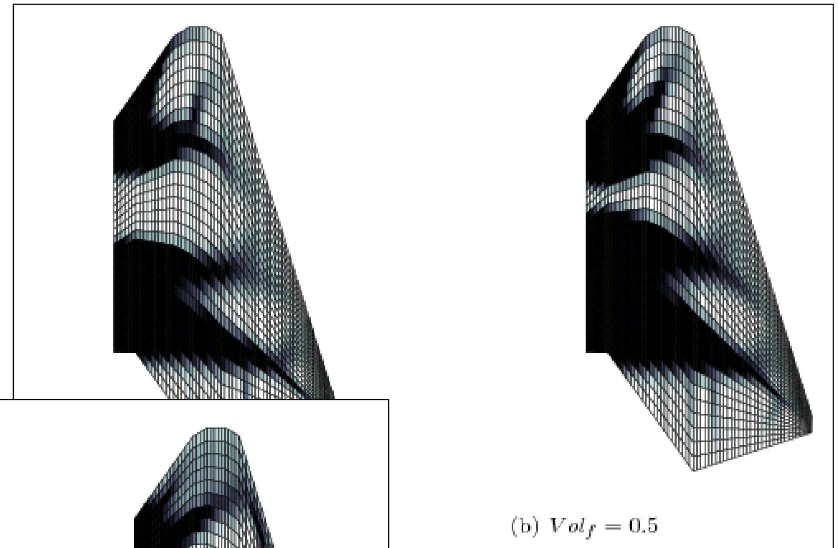
Wing Skin Structure Design

- **Results – Point 2**



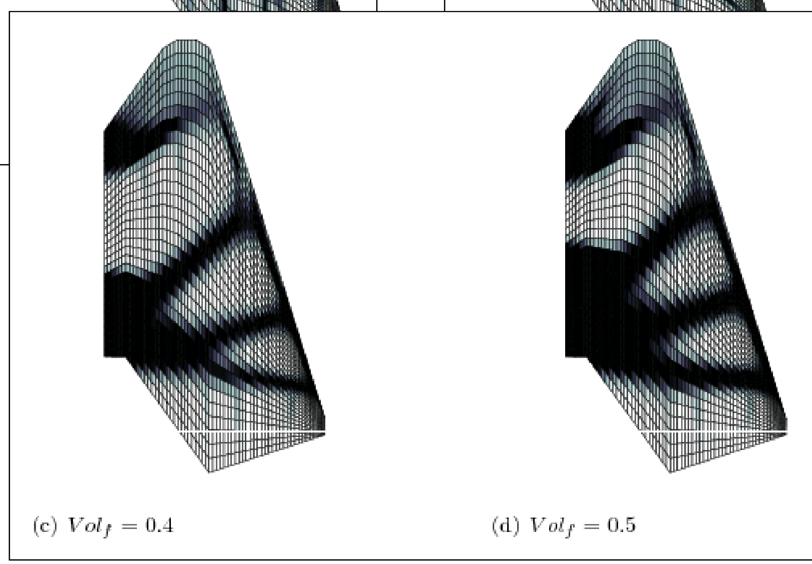
(c) $Vol_f = 0.4$

Membrane



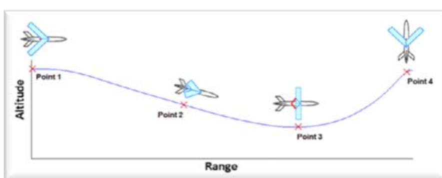
(b) $Vol_f = 0.5$

Bending



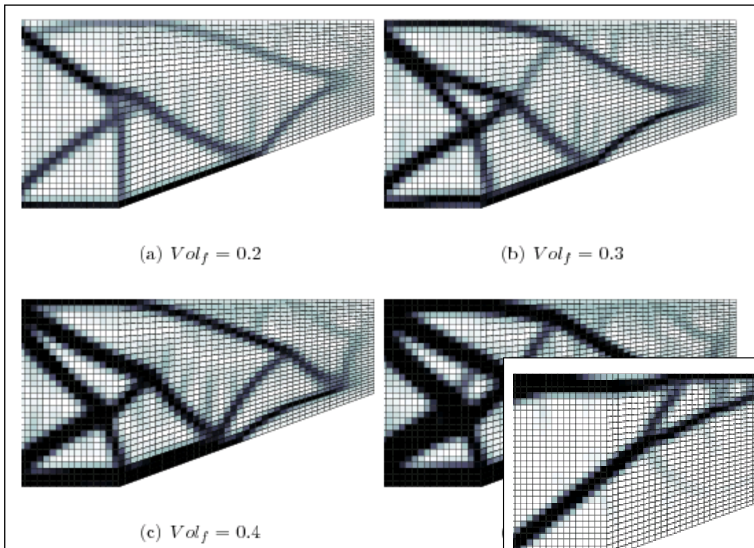
(c) $Vol_f = 0.4$ (d) $Vol_f = 0.5$

Combined

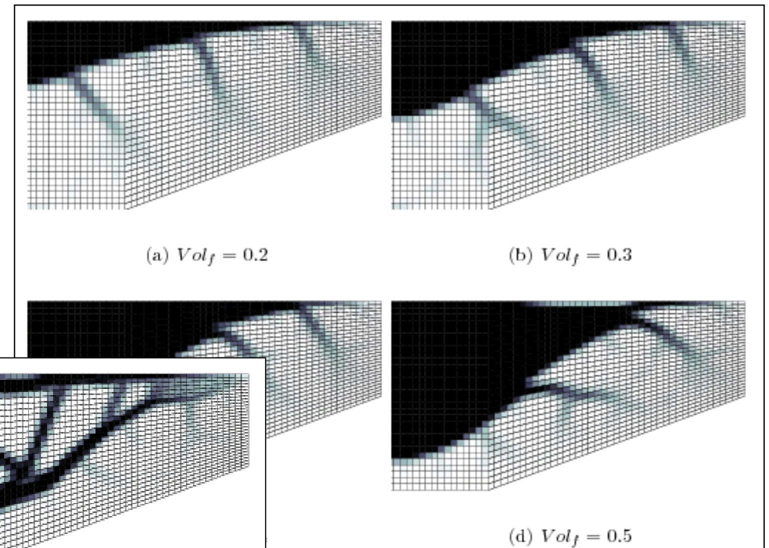


Wing Skin Structure Design

- **Results – Point 3**



Membrane



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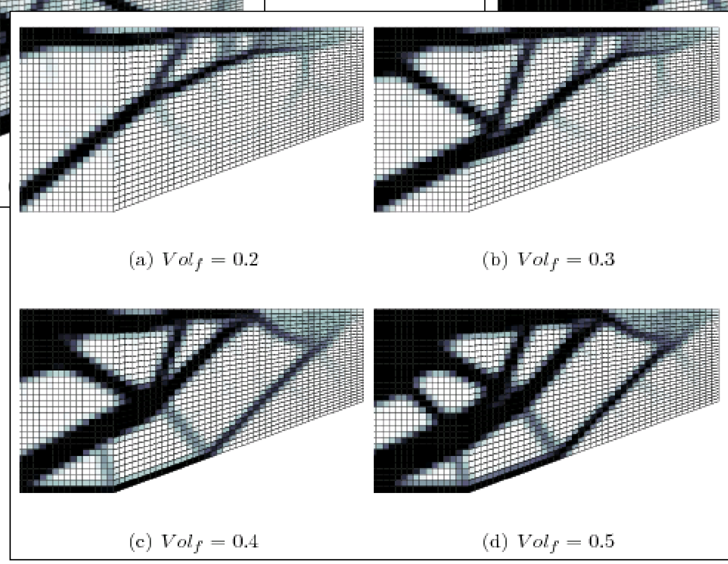

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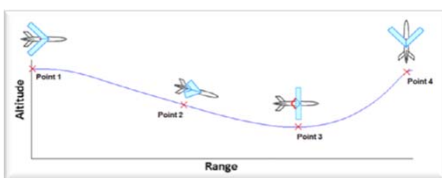
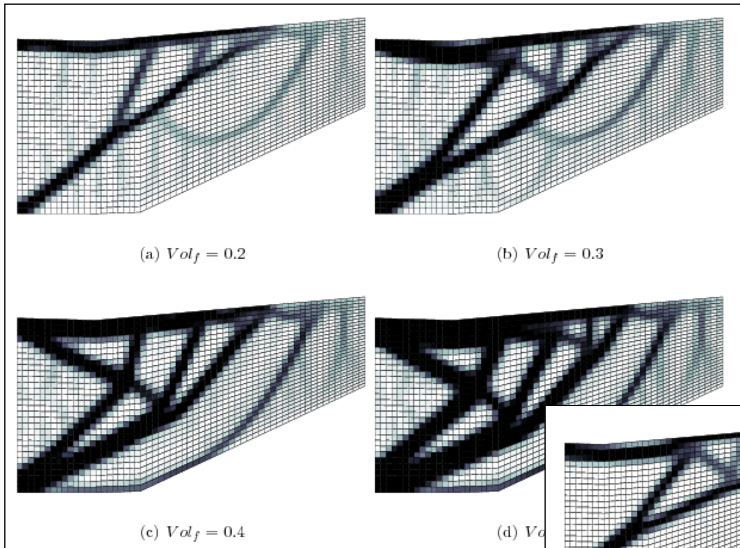
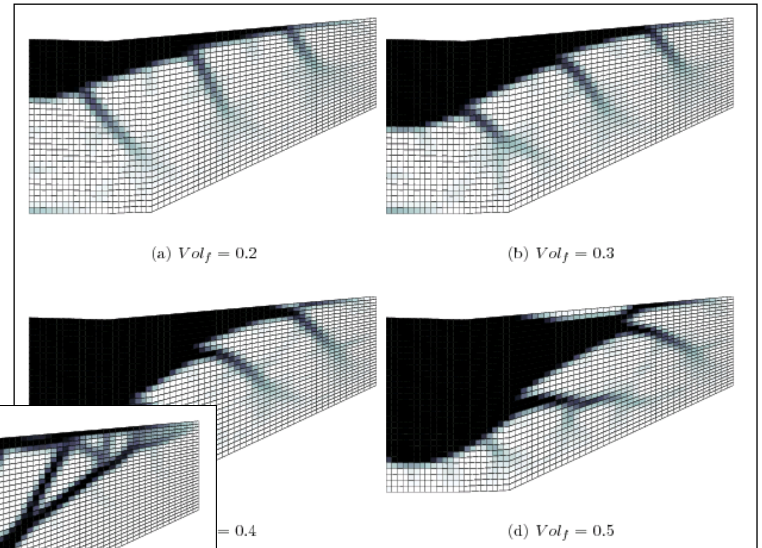


Wing Skin Structure Design

- **Results – Point 4**



Membrane



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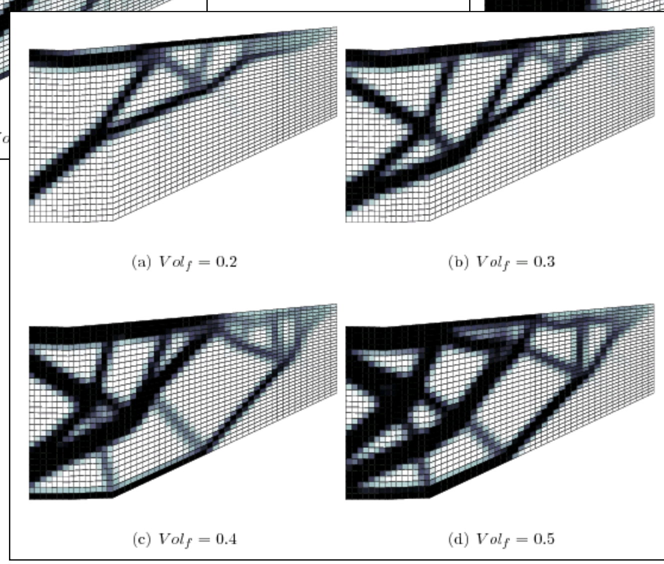

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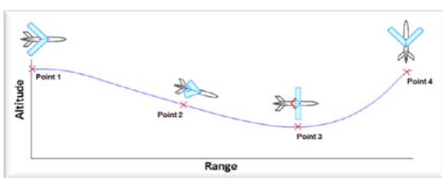
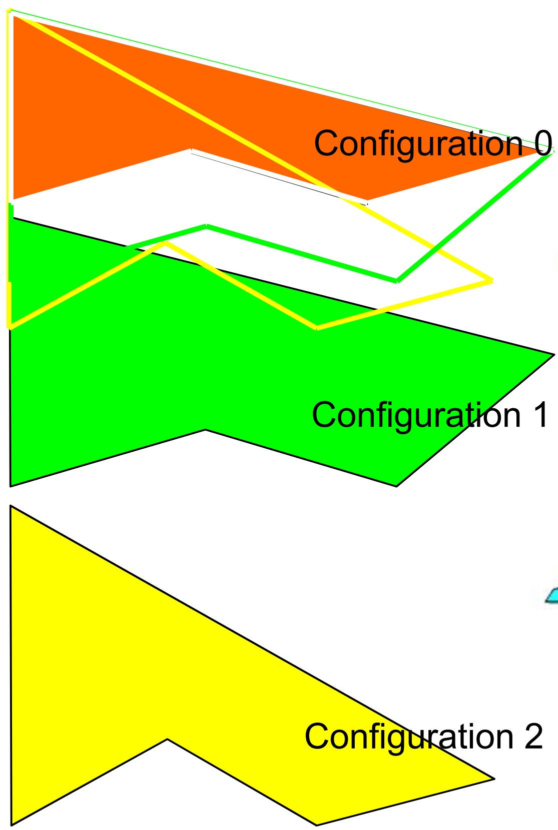


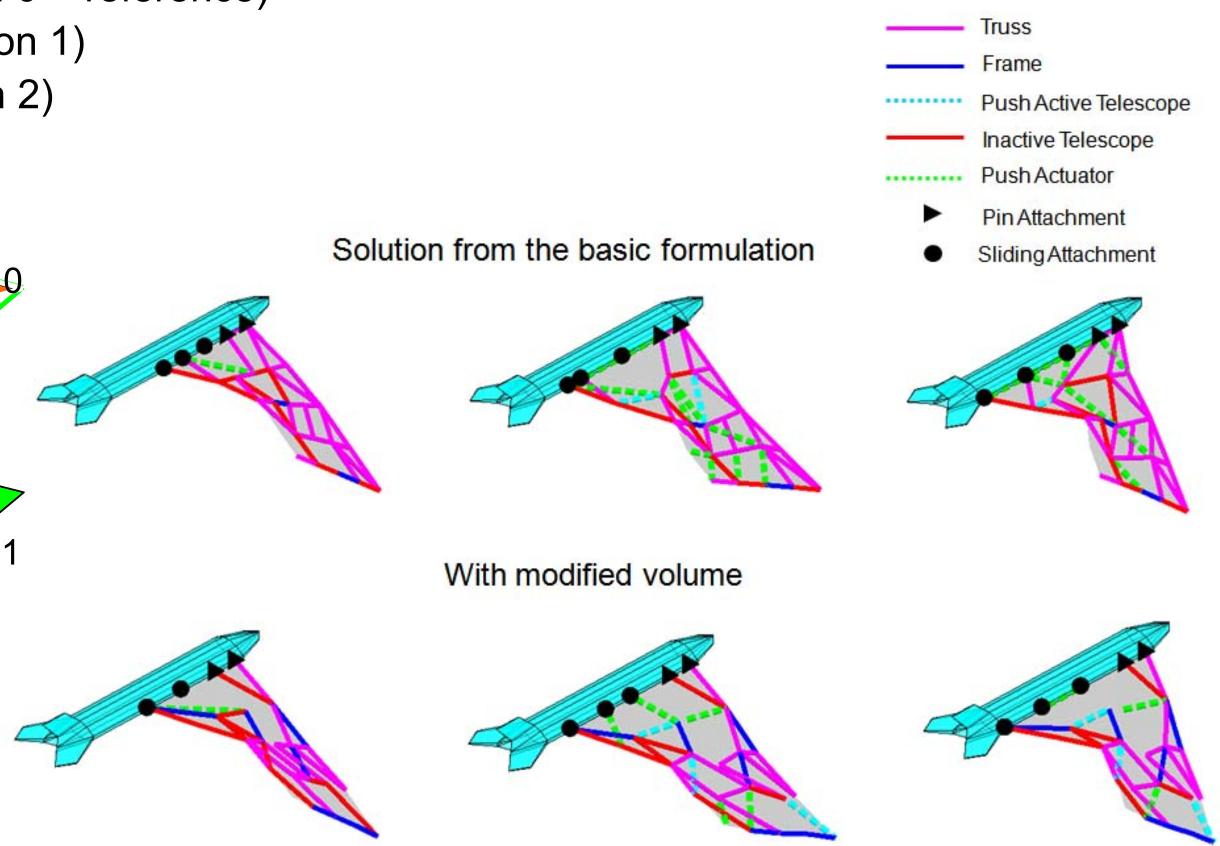
Wing Skin Structure Design

- **Summary**
  - In general, structural members support the leading edge
  - Membrane solutions resemble truss-like structures, and bending solutions resemble beam-like structures
  - Membrane solutions clearly dominate the combined loading
  - When the viscous drag distributed over the surface of the wing is not considered, hybrid solutions occur
  - Secondary features include straight battens in membrane structures, and branches in bending structures
  - Membrane solution must support out-of-plane loading, so discrete “truss” members must function like spars
  - The topology constantly changes at different points along perching trajectory so we need an active mechanism to reconfigure at different loading conditions → Wing mechanism design

Previous Research (Multiple Configurations)

- Generic Surveillance UAV with three configurations
  - Loiter (configuration 0 = reference)
  - High lift (configuration 1)
  - Climb (configuration 2)



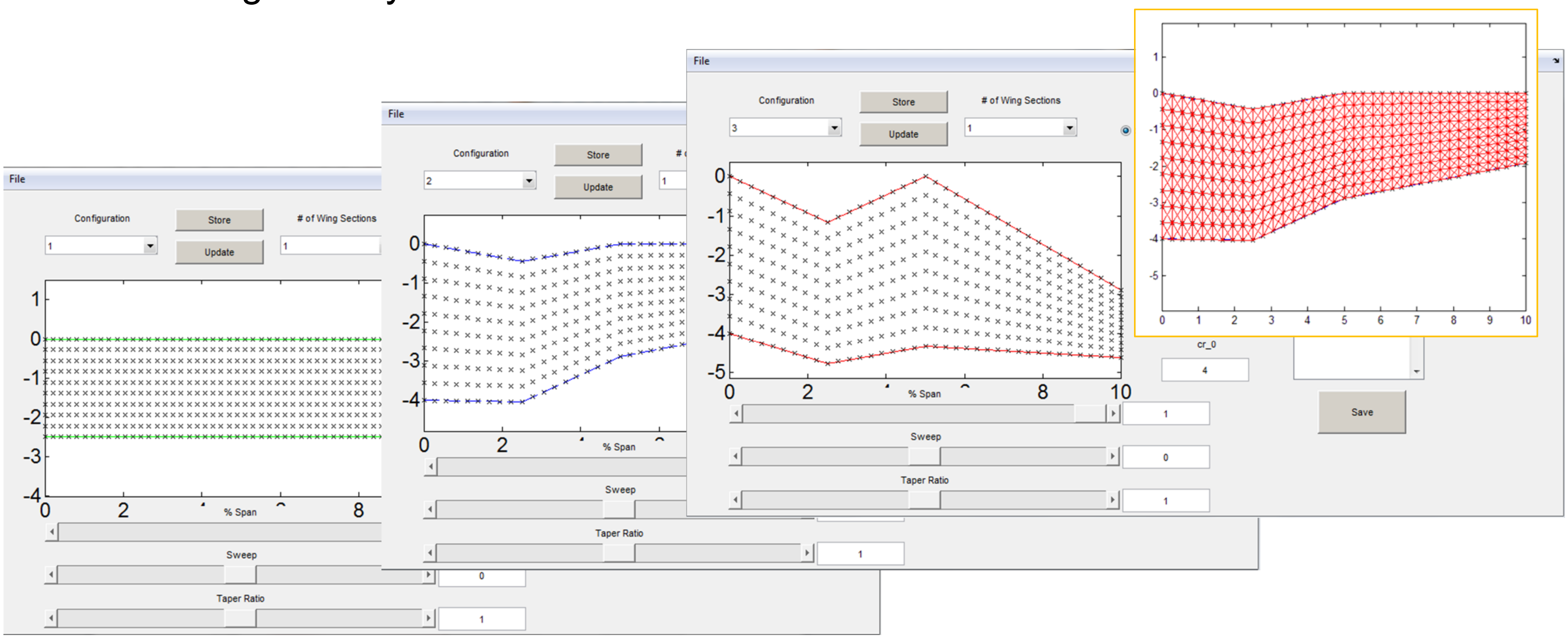


Wing Mechanism Design

- **Developing design tool for energy-based optimization of structure topology**
- **Currently includes…**
  - Geometry Generator
  - Pre-Processor
  - Structural Analysis
  - Optimization Routine
  - Aerodynamic Analysis (in progress)
  - Post-Processor (in progress)

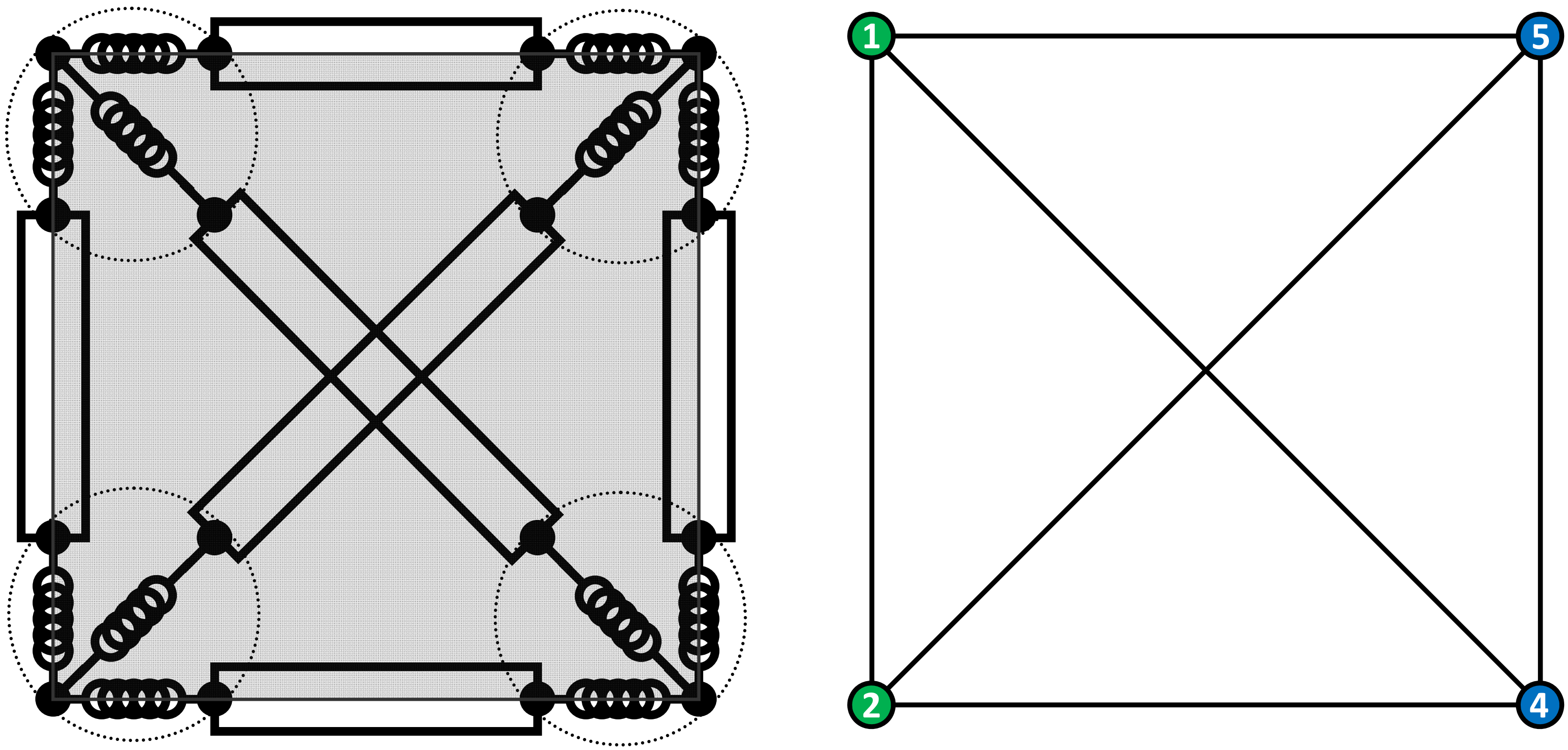
Wing Mechanism Design

- **Geometry Generator/Preprocessor**
  - Includes a GUI for ease of use
  - Creates a parametrically defined wing geometry
    - Facilitates future optimization routines that could update body geometry



Wing Mechanism Design

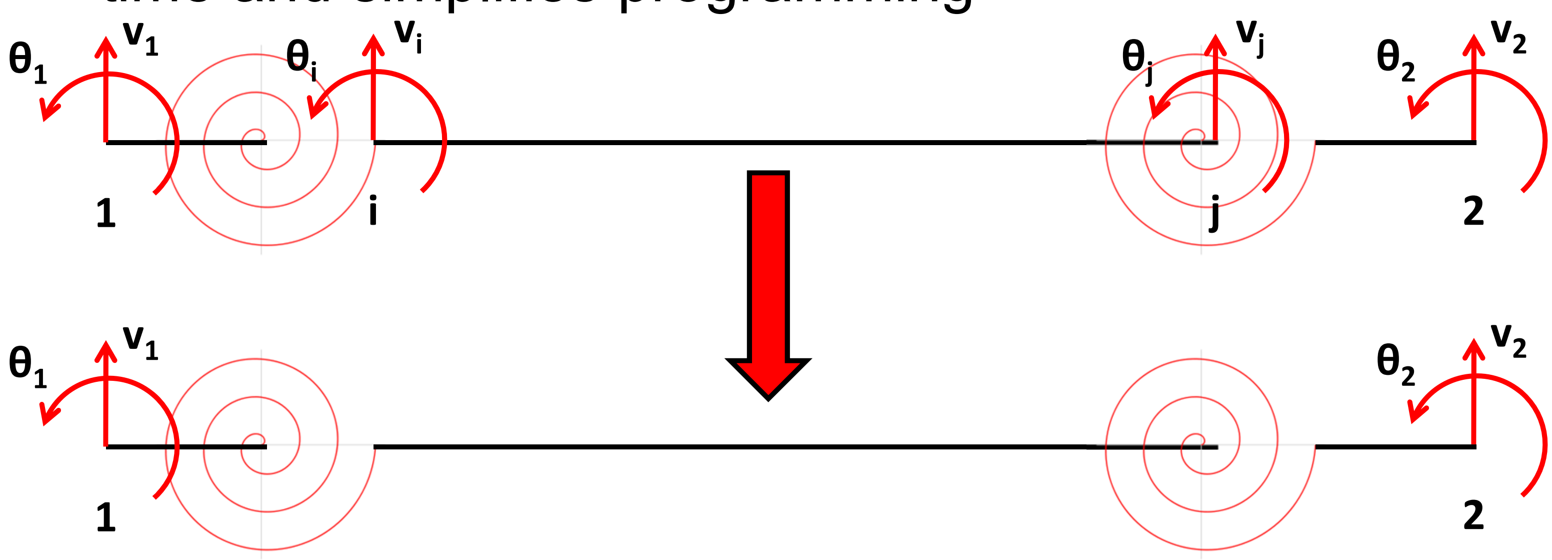
- **Box Substructure Description**



16 Nodes → **4 Nodes**

Wing Mechanism Design

- **Structural Analysis**
  - Implements Standard finite element approach
  - Uses a condensed frame element with rotational springs on each end
  - Reduces DoFs thereby decreasing computational time and simplifies programming



Wing Mechanism Design

- **Optimization Routine**
  - Globally Convergent Method of Moving Asymptotes
    - Developed by Svanberg
    - One of the most used methods for structural optimization
  - Problem Formulation
    - Minimize:
      - Shape Error and Actuator Usage
    - Subject to:
      - Static Equilibrium
      - Stroke Limit
      - Attachment Stiffness
      - +/- Volume Fraction

Minimize:

$$f_0 = W_1 \sum_{i \in T} (U_i^{target} - U(\rho)_i)^2 + W_2 \sum_{i \in A} \rho_j^2$$

Subject to:

$$f_{eq} = KU - F = 0 \quad \textit{Static Equilibrum}$$

$$f_m = E_m^2 - E_{max}^2 \leq 0 \quad \textit{Stroke Limt}$$

$$f_F = \sum_{i \in B} \rho_i - N_F \leq 0 \quad \textit{Attachment Placement Limit}$$

$$f_{+V} = \sum_{i \in L1} \rho_i + \sum_{i \in L2} \rho - V_{max} \leq 0 \quad \textit{Volume Fraction Limit}$$

$$f_{-V} = -\sum_{i \in L1} \rho_i - \sum_{i \in L2} \rho + V_{min} \leq 0 \quad \textit{Volume Fraction Limit}$$

Wing Mechanism Design

- **Aerodynamic Analysis (in progress)**
  - Extracting Aerodynamic Influence Coefficient (AIC) matrix from Tornado for use in a static aeroelastic analysis
  - Coupling aerodynamic loads and structural deformation
  - Leveraging the aeroelastic deformation, it is assumed a reduced use in energy design may be found
- **Post- Processor**
  - Clearly displays the results from the design tool

Research Plans for Next FY

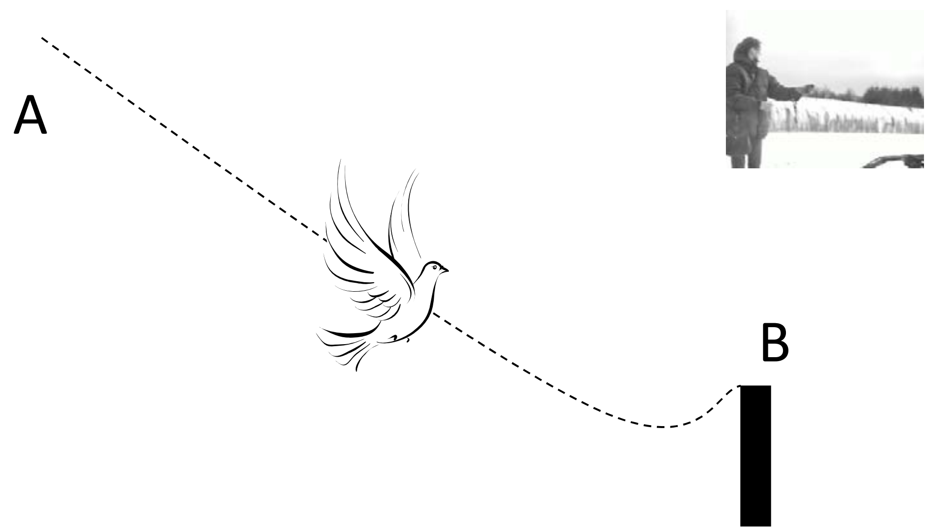
- **Key energy metrics and efficiency measures for optimal multi-physics designs**
- **Design methodology to determine passive and active shape control for efficient vehicle flight performance**
- **Comparison of engineering and evolutionary optimal solutions for similar systems**

Backup

Approach

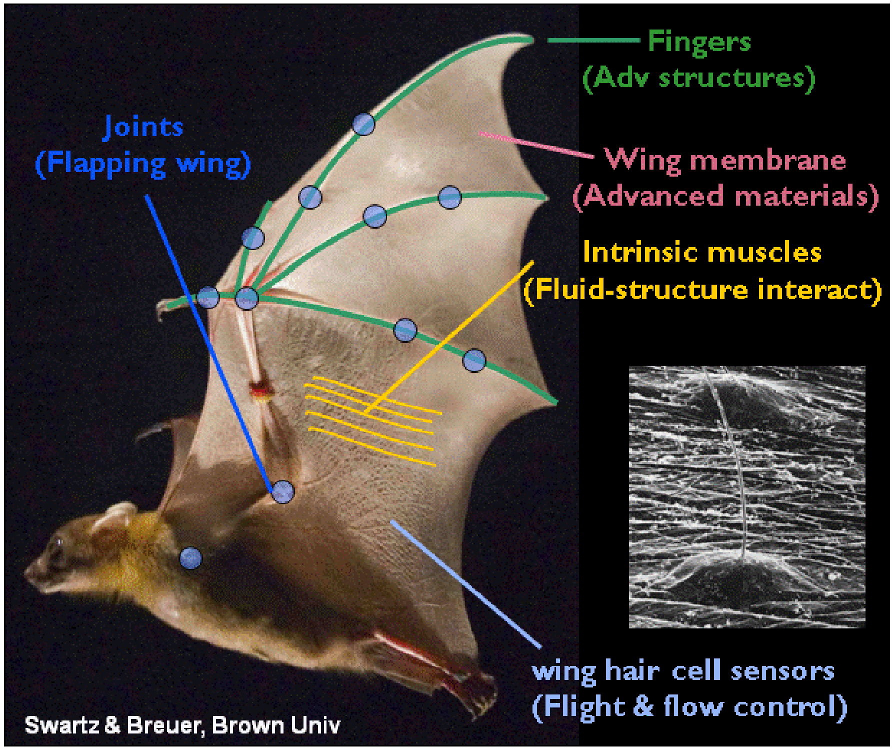
- **Utilize design optimization techniques for efficient design of aeroelastic reconfigurable systems incorporating distributed actuation and compliance**
- **Develop flight energy and efficiency measures for topology optimization**
- **Provide understanding of a systematic design process for a bio-mimetic vehicle design problem**

- **Select “snapshots” of vehicle in perching maneuver at different times**
- **Optimize based on multiple load conditions**
- **Identify suitable objective functions to produce “good” designs**



Approach

- **Student 2 (UD) will extend the scope of the research to include mechanism design scheme in addition to skin material distribution**



Wing Skin Structure Design

- **Optimality Criteria Method**
  - OC method is a bisection method based on the fact that the material volume is a monotonically decreasing function of the Lagrange multiplier
  - Stationarity point is achieved when volume constraint is satisfied
  - Update scheme given by:

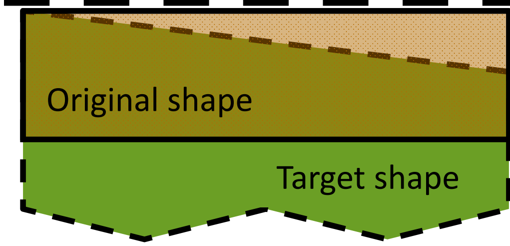
$$\rho_e^{k+1} = \min\left\{ \max\left[\rho_e^k \left(\frac{q\rho_e^{q-1}(\boldsymbol{d}_e^k)^T \boldsymbol{k}_e^T \boldsymbol{d}_e^k}{\lambda a_e} \right)^{\eta}, \rho_{min} \right], \rho_{max} \right\}$$

such that the volume constraint satisfies

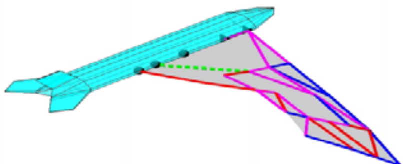
$$\sum_{e=1}^{N} a_e \rho_e^{k+1}(\lambda) - V = 0$$

  - OC method closely related to fully stressed design, where all elements have same strain energy; not exactly the case, because of SIMP model

Previous Research (Flexible Skin Design)



Example Target Shapes

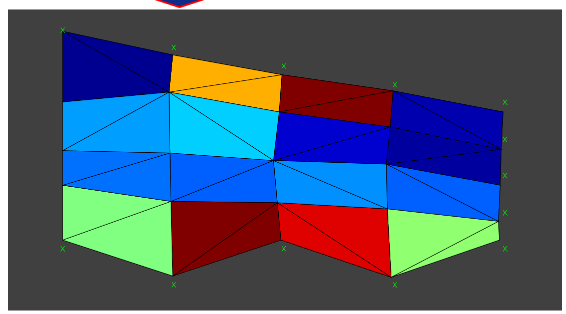


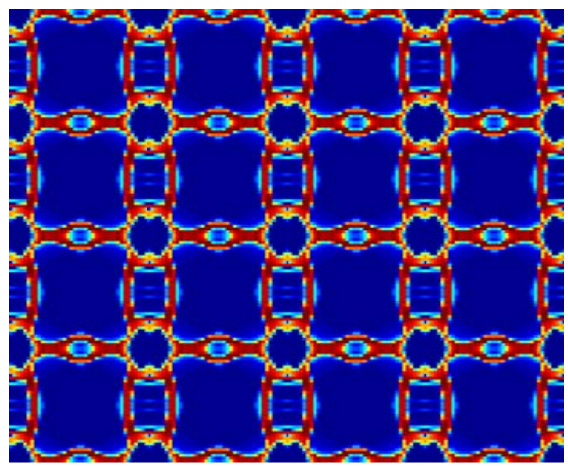
Notional Substructure

$$p_E \Rightarrow$$

$$E^{e}_{ijkl}(p_E) = p_E^{\beta} E^{1}_{ijkl} + (1 - p_E^{\beta}) E^{2}_{ijkl}$$

Two Phase Material Solution





- Two-step topology optimization process
  - Step 1: distribution of bulk material properties
  - Step 2: distribution of multi-phase material

(1)

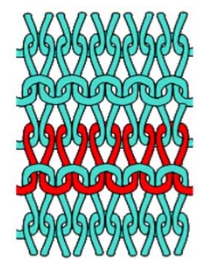
$$Q^{*} = \begin{bmatrix} 1.6979 & 0.6230 & 0 \\ 0.6230 & 1.8880 & 0 \\ 0 & 0 & 0.5066 \end{bmatrix} \times 1e^{3}$$

Target Reduced Stiffness Matrix

(2)

$$Q^{H} = \begin{bmatrix} 1.7179 & 0.6076 & 0 \\ 0.6076 & 1.9021 & 0 \\ 0 & 0 & 0.5184 \end{bmatrix} \times 1e^{3}$$

Reduced Stiffness Matrix from Homogenization Routine



Ad Hoc Solution

Turning Theory Into Application
Reducing Design Time

Wing Skin Structure Design

- **Finite Element Derivation**
  - Membrane Element
  - Bending Element
  - Combined Membrane/Bending Element

Superimposed membrane and bending plate models to form 6-dof model

$$\begin{Bmatrix} \underset{8\ x\ 1}{\{f_m\}} \\ \underset{12\ x\ 1}{\{f_b\}} \\ \underset{4\ x\ 1}{\{f_{\theta z}\}} \end{Bmatrix} = \begin{bmatrix} \underset{8\ x\ 8}{[k_m]} & \underset{8\ x\ 12}{[0]} & \underset{20\ x\ 4}{[0]} \\ \underset{12\ x\ 8}{[0]} & \underset{12\ x\ 12}{[k_b]} & \\ \underset{4\ x\ 20}{[0]} & & \underset{4\ x\ 4}{[0]} \end{bmatrix} \begin{Bmatrix} \underset{8\ x\ 1}{\{d_m\}} \\ \underset{12\ x\ 1}{\{d_b\}} \\ \underset{4\ x\ 1}{\{d_{\theta z}\}} \end{Bmatrix}$$

Fictitious stiffness matrix added for "drilling" degrees of freedom to avoid singularities

$$\begin{Bmatrix} M_{z1} \\ M_{z2} \\ M_{z3} \\ M_{z4} \end{Bmatrix} = \alpha EV \begin{bmatrix} 1.0 & -0.5 & -0.5 & -0.5 \\ -0.5 & 1.0 & -0.5 & -0.5 \\ -0.5 & -0.5 & 1.0 & -0.5 \\ -0.5 & -0.5 & -0.5 & 1.0 \end{bmatrix} \begin{Bmatrix} \theta_{z1} \\ \theta_{z2} \\ \theta_{z3} \\ \theta_{z4} \end{Bmatrix}$$

Wing Skin Structure Design

- **Topology Optimization**
  - Minimizing compliance equivalent to maximizing stiffness
  - Compliance is equivalent to the strain energy of a deformed structure
  - Volume constraint is added to avoid infinite stiffness
  - Nested compliance minimization optimization statement:

$$\min_{\boldsymbol{\rho}} \; c(\boldsymbol{\rho})$$

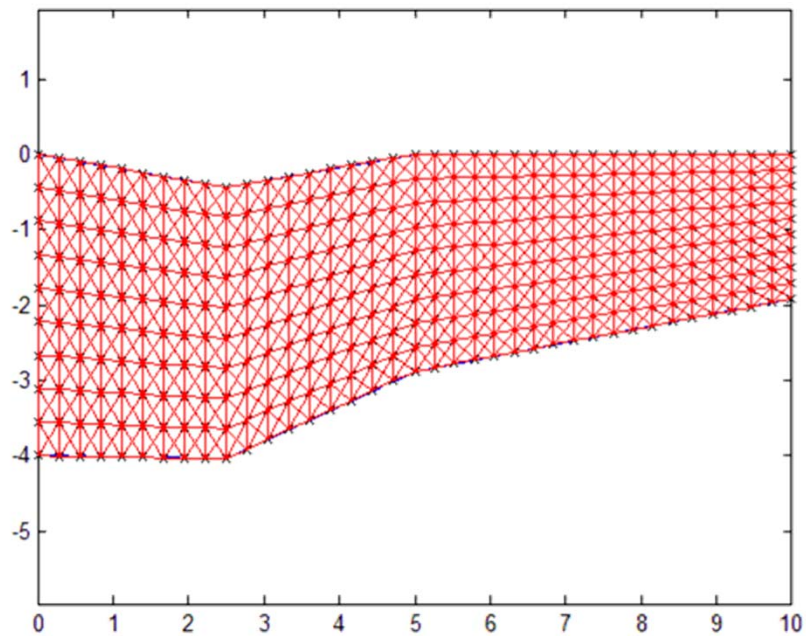
$$\text{s.t.} \;\; \{\rho\}^T\{a\} - V = 0, \quad 0 < \rho_{min} \leq \rho_e \leq \rho_{max}, \qquad e = 1, \ldots, N$$

where the compliance *c* is defined by

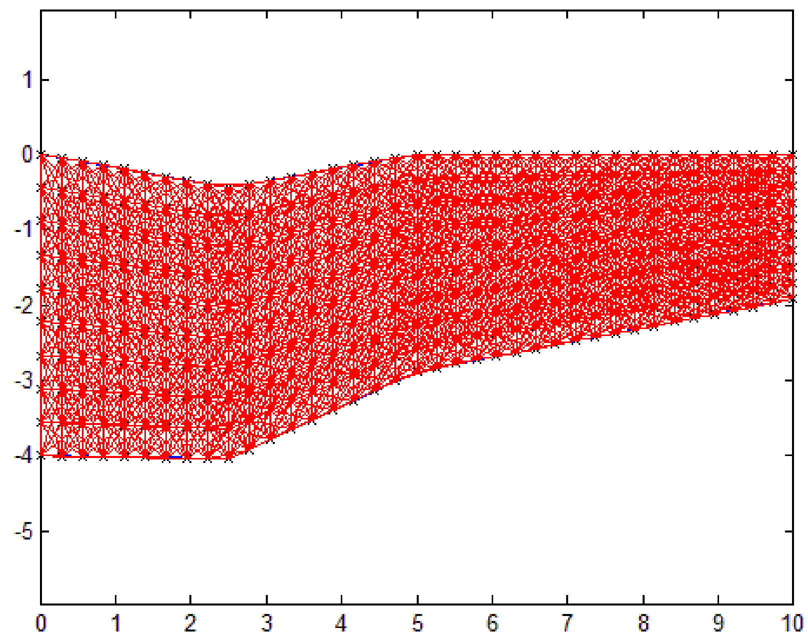
$$c(\boldsymbol{\rho}) = \{F\}^T\{d\}, \qquad \text{where } \{d\} \text{ solves:} \qquad \left(\sum_{e=1}^{N}[k_e]\right)\{d\} = \{F\}$$

Wing Mechanism Design

- **Geometry Generator/Preprocessor**
  - Generates varying degrees of mesh connectivity for the initial ground structure topology



Degree of Connectivity = 1

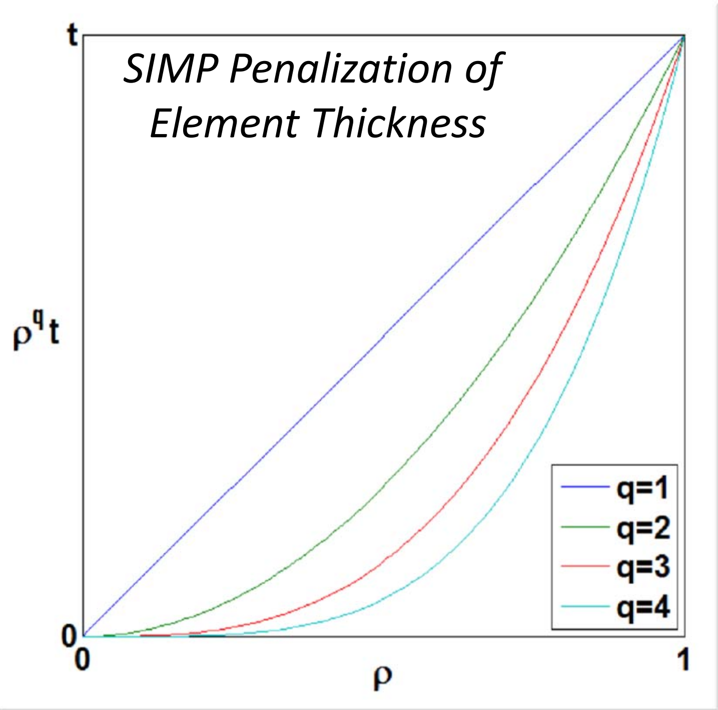


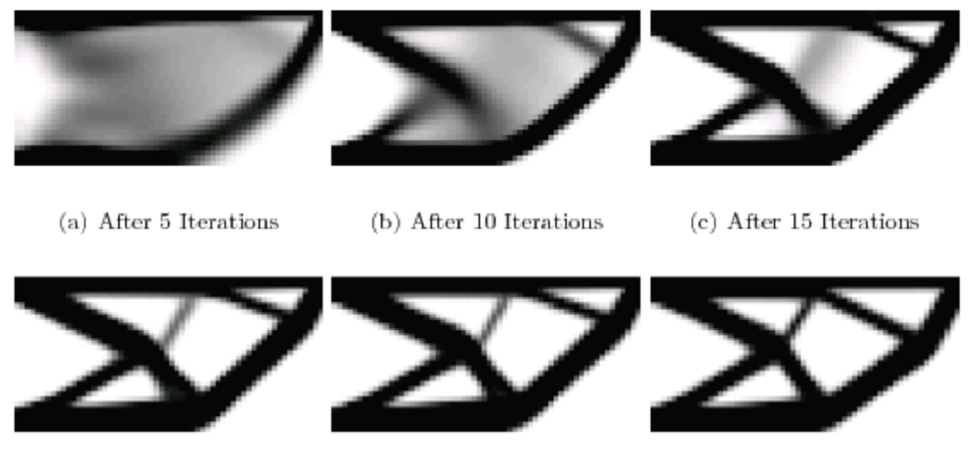
Degree of Connectivity = 2

Wing Skin Structure Design

- **Solid Isotropic Material with Penalization (SIMP)**
  - Penalizes intermediate thickness values, driving thicknesses towards a discrete solution
  - Thicknesses are penalized by raising the element thickness to a power greater than 1 in the constitutive matrix:

$$[D] = \frac{\rho^q E t}{1-\nu^2}\begin{bmatrix} 1 & \nu & 0 \\ \nu & 1 & 0 \\ 0 & 0 & \frac{1-\nu}{2} \end{bmatrix}$$





(a) After 5 Iterations (b) After 10 Iterations (c) After 15 Iterations

(d) After 20 Iterations (e) After 50 Iterations (f) After 298 Iterations