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# Zippering Towards STEM: Simulation Wind Tunnel

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# *Zippering Towards STEM: Simulation Wind Tunnel*

Senior Design Project Fall 2015/Spring 2016

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## Nomenclature

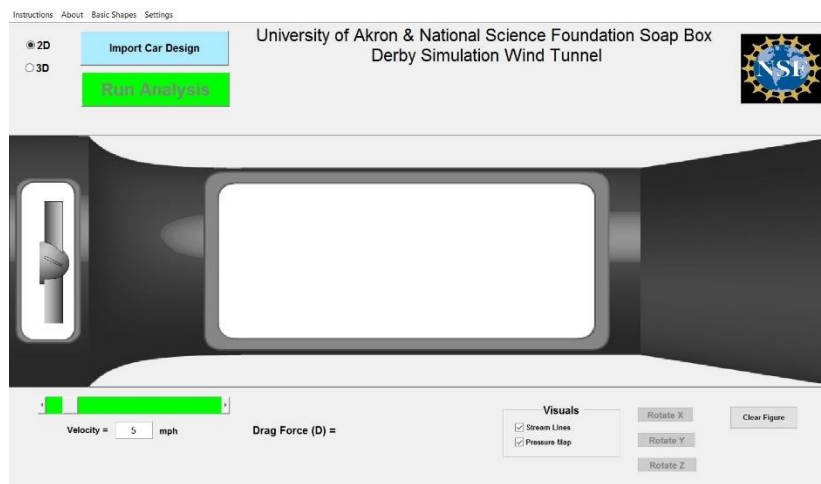
Symbol	Description
U	Velocity in x-direction
V	Velocity in y-direction
W	Velocity in z-direction
p	pressure
x	x-direction, length of wind tunnel
y	y-direction, height of wind tunnel
z	z-direction, depth of wind tunnel
*	Indicates first intermediate velocity
**	Indicates second intermediate velocity
$U^h$	U velocity averaged in the x-direction
$U^v$	U velocity averaged in the y-direction
$U^w$	U velocity averaged in the z-direction
$\tilde{U}^h$	U velocity difference in the x-direction
$\tilde{U}^v$	U velocity difference in the y-direction
$\tilde{U}^w$	U velocity difference in the z-direction
$V^h$	V velocity averaged in the x-direction
$V^v$	V velocity averaged in the y-direction
$V^w$	V velocity averaged in the z-direction
$\tilde{V}^h$	V velocity difference in the x-direction
$\tilde{V}^v$	V velocity difference in the y-direction
$\tilde{V}^w$	V velocity difference in the z-direction
$W^h$	W velocity averaged in the x-direction
$W^v$	W velocity averaged in the y-direction
$W^w$	W velocity averaged in the z-direction
$\tilde{W}^h$	W velocity difference in the x-direction
$\tilde{W}^v$	W velocity difference in the y-direction
$\tilde{W}^w$	W velocity difference in the z-direction
Re	Reynolds number
$\Delta t$	Change in time
P	Pressure
n	Indicates current time step
n+1	Indicates next time step
$\nabla$	Divergence
$\Delta$	Laplace
$\beta$	Pressure Poisson stability term
$\tau_w$	Shear
hx	Grid density in x-direction
hy	Grid density in y-direction
hz	Grid density in z-direction

## **Introduction**

The simulation wind tunnel program created for this project is implemented within a larger, National Science Foundation funded project titled *Zippering Towards STEM: Integrating Engineering Design into the Middle School Physical Science Curriculum*. Over the course of the next two years, all Akron Public School 8th grade students will go through the *Zippering Towards STEM* project curriculum. The students will be exposed to the typical steps of engineering design (computer modeling, simulation, building, and testing) and learn about the fundamentals of aerodynamics through the design of their own Soap Box Derby mini-cars. The virtual wind tunnel will be used during the simulation portion of the curriculum to show the 8th grade students how performance prediction software is used during the engineering design process.

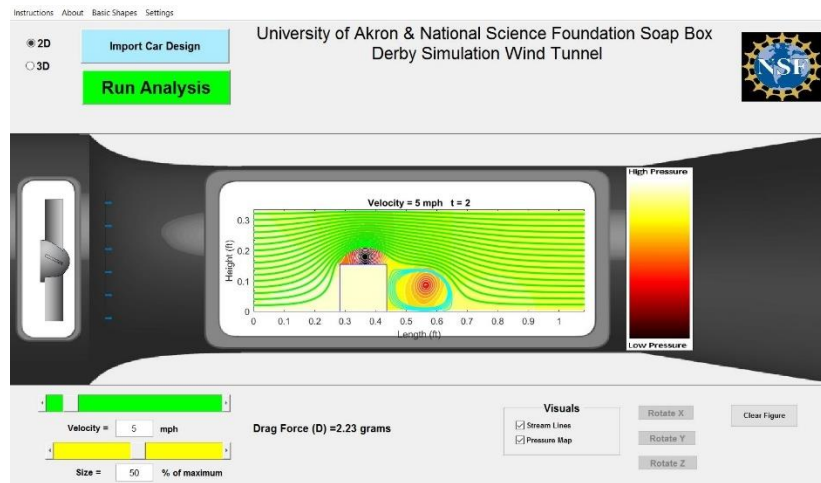
## **Graphical User Interface Design & Functionality**

The graphical user interface (GUI) for the virtual wind tunnel was built using the Graphical User Interface Development Environment (GUIDE) available in MATLAB. The functionality available through GUIDE provided the team with the ability to package the wind tunnel program in a user-friendly graphical interface. The interface that the students first see upon opening the wind tunnel program can be seen in Figure 1.



**Figure 1:** Initial View of Simulation Wind Tunnel Program

The students are able to view the velocity profile, streamlines, pressure map, and drag of predetermined 2D figures. With the 2D button selected, the students can access the list of 2D shapes through the ‘Basic Shapes’ menu tab. The list of 2D shapes includes wedge, semicircle, box, trapezoid, rectangle, and the side profile of a car. Students also have the option to choose whether they want the analysis to show streamlines, pressure map, or both. The analysis that students see on a simple box shape can be seen in Figure 2.

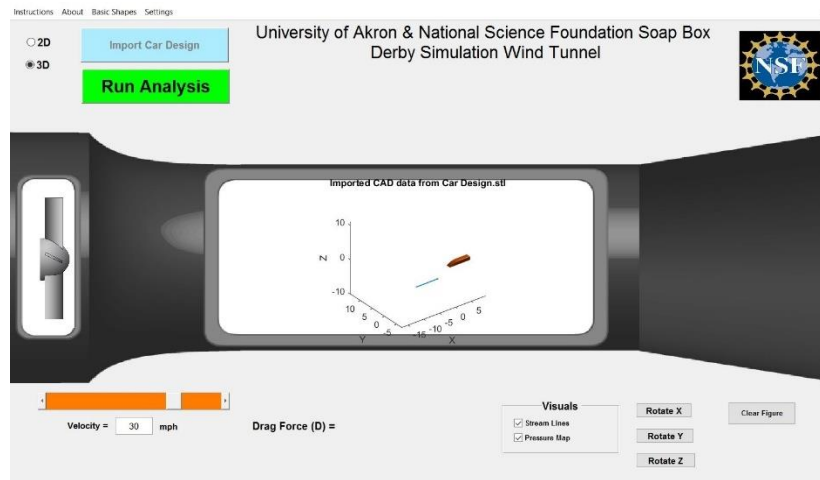


**Figure 2: 2D Simple Shape “Box” Analysis**

The students have the option to choose a simulation velocity between 1 and 40 mph, and they are also able to scale the chosen 2D figure to a bigger or smaller size. The final streamline, pressure map, and drag force results as viewed by the students can be seen in Figure 2. A color scale also appears at the end of the analysis so that the students can interpret the high and low pressure areas of the pressure map.

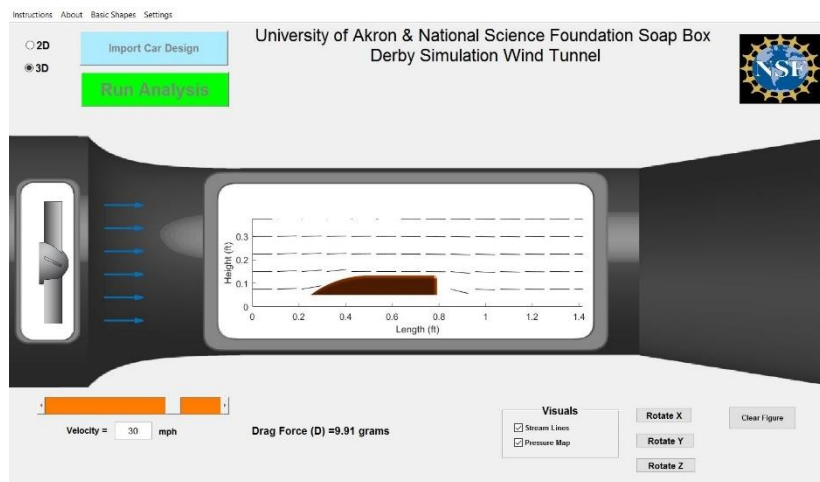
After the middle school students use the 2D functionality of the simulation wind tunnel to learn about the aerodynamics of different shapes, they are also able to design their own Soap Box Derby mini car. The students are encouraged to create a car design which they believe is aerodynamically sound. The students are then able to import the stereolithography (.stl) file format

of their car design into the wind tunnel to view the predicted drag force of the design. An .stl file uploaded into the software is shown in Figure 3.



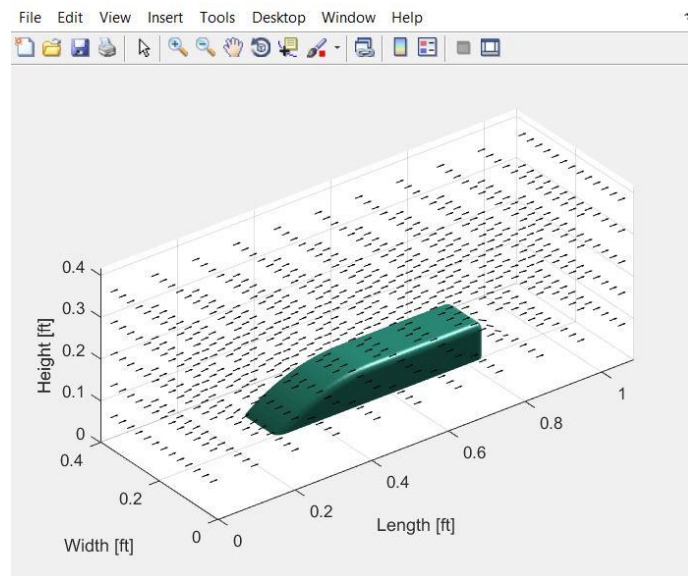
**Figure 3:** Imported 3D Figure

The students are able to orient their car using the rotate (x, y, and z) buttons so that the front of the car faces the inlet of the wind tunnel (denoted by a blue arrow in the GUI when the figure is imported). Once the students have their car design set up to run correctly, they push the “run analysis” button to view the computational analysis. The main window of the simulation software after analysis is shown in Figure 4.



**Figure 4:** Main Window of Simulation Software, 3D Analysis

The 3D functionality still allows the students to specify a velocity between 1 and 40 mph, and then view the predicted drag force. There is also be a pop-up window through which the students can rotate their view to see all 3D aspects of the analysis and how the wind is moving around the car from different angles. This can be seen in Figure 5.



**Figure 5:** Pop-Up Window of Simulation Software, 3D Analysis

After the students use the simulation software, they have the opportunity to redesign their soap box derby car. After a final design is decided upon, the car designs are 3D printed and tested in an actual wind tunnel. Finally, the students have a chance to compete against other students with their designs on a race track.

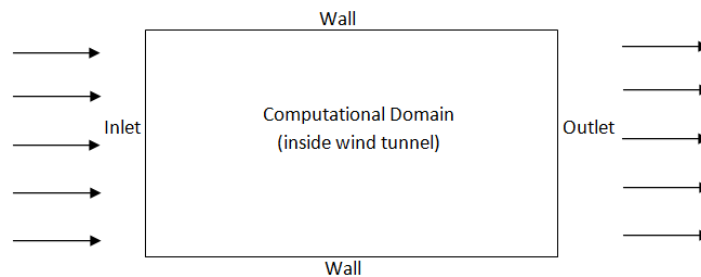
### **Computational Fluid Dynamics & Program Outputs**

Computational fluid dynamics, or CFD, is the numerical analysis of problems that involve the flow of fluid in a given domain. There are many CFD programs that are on the market today, but they are all expensive and too difficult for 8th graders to use. Also, these CFD software programs are meant for very precise applications and sometimes require extremely long run times to complete an analysis. For this project, the objective is to design a software that will run fast so



the students will not get distracted while it is running. This also means that accuracy is sacrificed, which is acceptable given the students are just designing mini soap box cars.

Before a code could be written for our software, it was important to understand how CFD codes work. First, a domain must be defined. For this virtual wind tunnel, the domain was defined as the same space that is in the actual wind tunnels the students will use. Next, this domain needs to be split up into a grid for computing. There are two options when selecting a grid for the domain. They are a structured grid and an unstructured grid. It was decided that a structured grid would be the best choice because an unstructured grid is complicated to create and makes the computations more complicated. Then, boundary conditions need to be defined for the domain, like inlets, outlets and walls where fluid cannot pass through.



**Figure 6:** Boundary Conditions Used for Wind Tunnel Domain

Finally, the Navier Stokes equations need to be numerically approximated across the domain to give an approximation of what is actually happening inside the wind tunnel. When these approximations are done, the velocity and pressure of the fluid is known in the entire domain. The Navier Stokes equations are a set of partial differential equations that govern viscous flow. Because these set of equations are partial differential equations it is very difficult to approximate a solution to them. After completing research, a simple CFD code that simulated 2D lid driven cavity flow was found from a paper written by Benjamin Seibold [1]. This code used a structured grid and was

able to successfully able to approximate a solution to the Navier Stokes equations quickly, which is exactly what was needed.

### **Two Dimensional CFD Method**

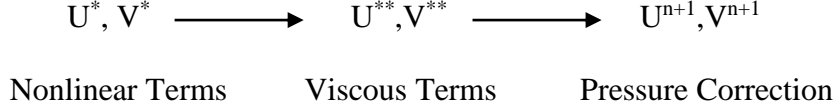
Before the method in this paper is described, the 2D incompressible Navier Stokes equations need to be defined [2]:

$$\frac{\partial u}{\partial t} + \frac{\partial u^2}{\partial x} + \frac{\partial uv}{\partial y} = -\frac{\partial P}{\partial x} + \frac{1}{Re} \left( \frac{\partial \tau_{xx}}{\partial x} + \frac{\partial \tau_{xy}}{\partial y} \right) \quad (1)$$

$$\frac{\partial v}{\partial t} + \frac{\partial uv}{\partial x} + \frac{\partial v^2}{\partial y} = -\frac{\partial P}{\partial y} + \frac{1}{Re} \left( \frac{\partial \tau_{xy}}{\partial x} + \frac{\partial \tau_{yy}}{\partial y} \right) \quad (2)$$

$$\frac{\partial u}{\partial x} + \frac{\partial v}{\partial y} = 0 \quad (3)$$

where equations 1 and 2 are the momentum equations and equation 3 is the continuity equation. The code uses a three step projection method of approximating these equations. This three step method splits up the Navier Stokes equations into three sections that need to be solved for each time step: nonlinear terms, viscous terms, and pressure correction. In the following equations that describe how each section was solved, the capital letters, U and V, will be the approximations of the actual velocity field. We will also assume that  $U^n$  and  $V^n$  are the components of velocity at the  $n^{\text{th}}$  time step. Any U or V with an asterisk is an intermediate velocity component that needs to be solved to find the next time step of  $n+1$ . In each section defined, an intermediate velocity field will be solved for and then passed down to the following section. The flow chart below shows which velocity terms are solved for and what section they passed to.



**Figure 7:** Intermediate Velocity Field Flow Chart

The first section of this method from the Seibold paper is solving the nonlinear terms. The nonlinear terms were treated explicitly and a linear combination of upwinding and the central difference method was used to solve. Below is the method to approximate the nonlinear terms with just the central differencing method:

$$\frac{U^* - U}{\Delta t} = -\frac{\partial(U^h)^2}{\partial x} - \frac{\partial(U^v V^h)}{\partial y} \quad (4)$$

$$\frac{V^* - V}{\Delta t} = -\frac{\partial(V^v)^2}{\partial y} - \frac{\partial(U^v V^h)}{\partial x} \quad (5)$$

With this, equations 4 and 5 were combined with the upwinding method to give the final approximations of the nonlinear terms with the linear combination of the upwinding method and central differencing method:

$$\frac{U^* - U}{\Delta t} = -\frac{\partial((U^h)^2 - \gamma|U^h|\tilde{U}^h)}{\partial x} - \frac{\partial(U^v V^h - \gamma|V^h|\tilde{U}^v)}{\partial y} \quad (6)$$

$$\frac{V^* - V}{\Delta t} = -\frac{\partial(U^v V^h - \gamma|U^v|\tilde{V}^h)}{\partial x} - \frac{\partial((V^v)^2 - \gamma|V^v|\tilde{V}^v)}{\partial y} \quad (7)$$

Where  $U^*$  and  $V^*$  are the intermediate velocities that are solved for in the code and then passed down to the viscous terms. The tilde in these equations signify that the difference in the direction indicated by the superscript of that term was taken. Also, gamma in equations 6 and 7 acts as the transition parameter between central differencing and upwinding. The equation for this variable can be seen in the code.

The next section is the viscous terms. These terms were treated implicitly, which means that there would be two linear systems that needed to be solved every time step.

$$\frac{U^{**} - U^*}{\Delta t} = \frac{1}{Re} \left( \frac{\partial^2 U^{**}}{\partial x^2} + \frac{\partial^2 U^{**}}{\partial y^2} \right) \quad (8)$$

$$\frac{V^{**} - V^*}{\Delta t} = \frac{1}{Re} \left( \frac{\partial^2 V^{**}}{\partial x^2} + \frac{\partial^2 V^{**}}{\partial y^2} \right) \quad (9)$$

Here,  $U^{**}$  and  $V^{**}$  are the intermediate velocity terms that need to be solved for and then passed down to the pressure correction section. In the code, this is done by using elimination with reordering to compute the inverse matrices exactly by using the sparse Cholesky decomposition [1].

The last step for solving for the velocity field is pressure correction. During this last step the pressure is solved for and the velocity field is updated based on pressure differences in the domain. To find pressure, it was treated implicitly and we can use the following vector equation:

$$-\Delta P^{n+1} = -\frac{1}{\Delta t} \nabla \cdot U^n \quad (10)$$

Where pressure will need to be solved for at each time step. So, solving this equation and finding pressure can be done in the following four steps (reminder: all equations in these steps are in vector form).

1. Compute the divergence of  $U^n$ ,  $F^n = \nabla \cdot U^n$
2. Solve the pressure Poisson equation to find pressure field,  $-\Delta P^{n+1} = -\frac{1}{\Delta t} F^n$
3. Compute the difference of pressure in all directions,  $G^{n+1} = \nabla P^{n+1}$
4. Update velocity field,  $U^{n+1} = U^n - \Delta t G^{n+1}$

It is important to remember that  $U^n$  in the above steps is actually  $U^{**}$  and  $V^{**}$  that was solved for in the viscous terms, and  $U^{n+1}$  is the velocity field in the next time step. Steps 1, 3, and 4 can all be done easily. The second step is solved just as the implicit viscous terms were solved as described above.

After completing the pressure correction step and finding the velocity field,  $U^{n+1}$ , these three sections are iterated through by feeding  $U^{n+1}$  back into the nonlinear terms, equations 6 and 7, and repeating the process. There is no convergence criteria set for this code, so it will not stop running until the final time set by the user is reached.

### **Three Dimensional CFD Method**

Since the objective of this project is to have the capability of importing 3D CAD drawings, the above method for solving the 2D incompressible Navier Stokes equations needed to be modified. First, the 3D incompressible Navier Stokes equations are defined [2]:

$$\frac{\partial u}{\partial t} + \frac{\partial u^2}{\partial x} + \frac{\partial uv}{\partial y} + \frac{\partial uw}{\partial z} = -\frac{\partial P}{\partial x} + \frac{1}{Re} \left( \frac{\partial \tau_{xx}}{\partial x} + \frac{\partial \tau_{xy}}{\partial y} + \frac{\partial \tau_{xz}}{\partial z} \right) \quad (11)$$

$$\frac{\partial v}{\partial t} + \frac{\partial uv}{\partial x} + \frac{\partial v^2}{\partial y} + \frac{\partial vw}{\partial z} = -\frac{\partial P}{\partial y} + \frac{1}{Re} \left( \frac{\partial \tau_{xy}}{\partial x} + \frac{\partial \tau_{yy}}{\partial y} + \frac{\partial \tau_{yz}}{\partial z} \right) \quad (12)$$

$$\frac{\partial w}{\partial t} + \frac{\partial uw}{\partial x} + \frac{\partial vw}{\partial y} + \frac{\partial w^2}{\partial z} = -\frac{\partial P}{\partial z} + \frac{1}{Re} \left( \frac{\partial \tau_{xz}}{\partial x} + \frac{\partial \tau_{yz}}{\partial y} + \frac{\partial \tau_{zz}}{\partial z} \right) \quad (13)$$

$$\frac{\partial u}{\partial x} + \frac{\partial v}{\partial y} + \frac{\partial w}{\partial z} = 0 \quad (14)$$

These equations are very similar to equations 1, 2, and 3, where the only difference is the addition of the third dimension in all equations and an addition of a third momentum equation. The method for approximating the solution to these equations will be exactly the same as the method described in the Siebold paper for the 2D equations in some sections and slightly different in others. The 3D code still uses a three section method, just as 2D, by splitting up nonlinear terms, viscous terms and pressure correction.

First is solving for the nonlinear terms. For this section it was possible to copy the exact method used for the 2D code. The only change that needed to be done was to update equations 6

and 7 to 3D equations. The equation for the linear combination of central differencing and upwinding for the 3D nonlinear terms were:

$$\frac{U^* - U}{\Delta t} = - \frac{\partial((U^h)^2 - \gamma|U^h|\tilde{U}^h)}{\partial x} - \frac{\partial(U^v V^h - \gamma|V^h|\tilde{U}^v)}{\partial y} - \frac{\partial(U^w W^h - \gamma|W^h|\tilde{U}^w)}{\partial z} \quad (15)$$

$$\frac{V^* - V}{\Delta t} = - \frac{\partial(U^v V^h - \gamma|U^v|\tilde{V}^h)}{\partial x} - \frac{\partial((V^v)^2 - \gamma|V^v|\tilde{V}^v)}{\partial y} - \frac{\partial(V^w W^v - \gamma|W^v|\tilde{V}^w)}{\partial z} \quad (16)$$

$$\frac{W^* - W}{\Delta t} = - \frac{\partial(U^w W^h - \gamma|U^w|\tilde{W}^h)}{\partial x} - \frac{\partial(V^w W^v - \gamma|V^h|\tilde{W}^v)}{\partial y} - \frac{\partial((W^w)^2 - \gamma|W^w|\tilde{W}^w)}{\partial z} \quad (17)$$

As before, the velocity components,  $U^*$ ,  $V^*$ , and  $W^*$  are what is being solved for and then will be passed down to the viscous terms. The w superscript in these three equations indicate that the term was averaged across the width of the domain.

Next, the method for solving the viscous terms was modified. These terms were still treated implicitly which gave three linear systems that needed to be solved every time step.

$$\frac{U^{**} - U^*}{\Delta t} = \frac{1}{Re} \left( \frac{\partial U^{**}}{\partial x} + \frac{\partial U^{**}}{\partial y} + \frac{\partial U^{**}}{\partial z} \right) \quad (18)$$

$$\frac{V^{**} - V^*}{\Delta t} = \frac{1}{Re} \left( \frac{\partial V^{**}}{\partial x} + \frac{\partial V^{**}}{\partial y} + \frac{\partial V^{**}}{\partial z} \right) \quad (19)$$

$$\frac{W^{**} - W^*}{\Delta t} = \frac{1}{Re} \left( \frac{\partial W^{**}}{\partial x} + \frac{\partial W^{**}}{\partial y} + \frac{\partial W^{**}}{\partial z} \right) \quad (20)$$

Because the variables in these systems are 3D matrices, using the same method of elimination with reordering to compute the inverse matrices exactly by using the sparse Cholesky decomposition could not be done. Instead, a MATABL function was used that is capable of solving for  $U^{**}$ ,  $V^{**}$ ,  $W^{**}$  by applying the discrete Laplacian. When these components of velocity are solved for, they

are then passed down to the pressure correction step where the final velocity field and pressure field are found.

For the 3D code, the method for finding pressure also needed to be changed. Steps 1 and 2 that were used to find pressure in the 2D needed to be modified while steps 3 and 4 could still be used. To find the pressure field in the domain, an iterative process using a combination of central differencing and backwards differencing was used.

$$P_{i,j,k} = \frac{1}{6}\beta \left( \left( P_{i+1} + P_{i-1} + P_{j+1} + P_{j-1} + P_{k+1} + P_{k-1} - \left( \frac{hx}{\Delta t} (U_i - U_{i-1}) + \frac{hy}{\Delta t} (V_j - V_{j-1}) + \frac{hz}{\Delta t} (W_k - W_{k-1}) \right) \right) \right) \quad (21)$$

Once pressure was found from this process, the difference in pressure in all directions could be easily found. Lastly, this difference in pressure was used to update the final velocity field with the same equation that was used in step 4 of the 2D method for pressure correction.

Again, just as the 2D code, this final velocity field is fed back into the nonlinear terms and the iterative process continues. The 3D code runs much slower than the 2D code because the size of the matrices are much larger than in the 2D code. To avoid having a long run time, the final time and the time step can be adjusted. Because the objective of this code is to balance speed and accuracy, the time step and the final time were adjusted to ensure the run time of the 3D code would be less than five minutes. When this 3D code is run it is easy to tell that the flow is not fully developed as there are hardly any eddies around objects. To have this kind of accuracy or have completely developed flow, the code would need to run for several minutes maybe hours, which is unacceptable for its application.

With a possible method of solving the 2D and 3D Navier Stokes equations, all that needed to be done was to adjust the boundary conditions and add the ability to import shapes into the domain. The boundary conditions needed to be adjusted because the code from the Sebold paper was designed for a lid driven cavity flow domain. The virtual wind tunnel needed a domain that had one inlet and one outlet, just like a real wind tunnel.

### **Importing Figures**

To import the 2D and 3D objects into the domain, there were two options. One option was to create the domain around the object which would have been ideal and given a more accurate analysis. The other option was to input zeros in the velocity and pressure matrices where the object is placed in the domain and have the object as a part of the domain. By inputting zeros this would say that flow could not go through the object, thus forcing the air to go around the object. The second option was chosen because it worked best with the MIT base code that the team started with and under a short timeline, was easier to implement. Since all the 2D objects were pre-made, a starting position in the domain and basic profile could be hardcoded. The basic profile section of the code that inputs zeros where the object is in the domain was able to be given different lengths of each object so each object except the car could be scalable. Once given this length of the object, the basic profile section would input zeros into the velocity and pressure matrices to match the shape and size of the user selected object and size. In 3D, all objects are imported as .stl files from a CAD software program and there are no basic shapes so there could not be a basic profile section code. The 3D code would have to read an .stl file, create a vertices matrix that contains all the points of the object in 3D space, then by using that vertices matrix input that object into the computational domain, and input zeros in the velocity and pressure matrices where that object was located. A MATLAB code was found that could read an .stl file and could create a vertices matrix containing all the points of the object in 3D space. A problem arose that by using the vertices



matrix to input the object into the computational space, this would create holes in the object depending on how the .stl file was created. For example if a cube was to be imported into the software the vertices matrix would only have eight points, one for each corner of the cube. Since there would only be eight points in the vertices matrix, there would only be eight zeros input into the computational space. This would allow air to flow through the cube.

**Hole Finder Functions**

To eliminate this problem, three “hole finder” functions were created to find these possible holes in an object and fill those holes with zeros as accurately as possible so the object in the computational space matched what was drawn in the 3D CAD software. There needed to be three functions created so holes could be filled in the x (length), y (height), and z (width) directions. The x and y hole finders worked by first looking at each xy plane and identifying where the zeros that were input into the computational space from the vertices matrix were located as seen in Figure 6. Once the zeros were located, it would look to see if there were values besides zeros in between each zero. If there were values besides zeros in between each zero, it would fill that space with zeros as seen in Figures 7 and 8. The z hole finder works in the same way but looks at each zx plane instead of each xy plane.

1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	0	1	1	1	0	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	0	1	1	1	0	1	1

**Figure 6:** x and y Hole Finder Looking at One xy Plane and Locating the Zeros from the Vertices Matrix and Identifying there are Values in Between the Zeros

1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	0	1	1	1	0	1	1
1	1	0	1	1	1	0	1	1
1	1	0	1	1	1	0	1	1
1	1	0	1	1	1	0	1	1
1	1	0	1	1	1	0	1	1

**Figure 7:** The y Hole Finder Filling the Space in Between the Zeros

1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	0	0	0	0	0	1	1
1	1	0	0	0	0	0	1	1
1	1	0	0	0	0	0	1	1
1	1	0	0	0	0	0	1	1
1	1	0	0	0	0	0	1	1

**Figure 8:** The x Hole Finder Filling the Space in Between the Zeros

**CFD Outputs**

The 2D CFD code has four main outputs. Those four outputs are streamlines, a pressure map, velocity field plot, and drag. The streamlines are created by using MATLAB’s built in streamline function. Two sets of streamlines are generated for each 2D object. The first set of streamlines is set to start at the beginning of the domain and cover the whole height of the domain. These streamlines show how the air flows over the object and leaves the domain and are shown as green in the GUI. The other set of streamlines are set to start right after the object and cover up to the height of the object. These streamlines show the low pressure eddy formed behind the object and are shown in light blue in the GUI. The pressure map is output by using MATLAB’s heatmap function with the ‘hot’ colormap so dark regions represent low pressure and light regions represent high pressure. The velocity field plot is output using MATLAB’s quiver plot function by inputting

both the x and y direction velocity matrices into the function to show magnitude and direction of the velocity of the air. There are also four main outputs for the 3D CFD code. The four outputs are a 2D side view velocity field plot, a 3D isometric velocity field plot, streamlines, and drag. The 2D side plot is created using MATLAB's quiver3 function and is instructed to show the z and x axis. The 3D velocity quiver plot is created using MATLAB's quiver3 function and is instructed to show all three axes. The 3D velocity field plot is also output in a separate pop-up window so the 3D view can be rotated. The 3D streamlines are created by using MATLAB's stream3 function that plots streamlines in the 3D domain that follow the path of air flow around the imported object. In 3D, there will only be one set of streamlines unlike the two sets that the 2D outputs. An example of the 3D streamlines can be seen below in Figure 9. Also, the view with the 3D streamlines will be able to be rotated by the students to help them understand how the air is flowing around the object.

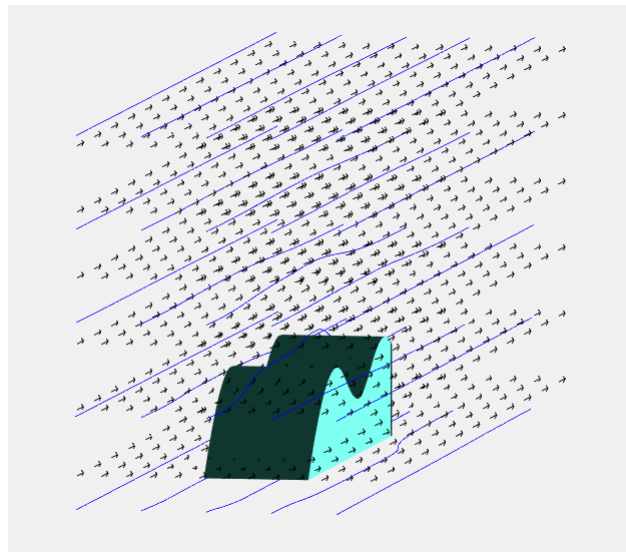


Figure 9: 3D Streamlines Showing Air Flow Around an Object

## Drag Calculations

Drag is the sum of pressure and shear forces across the surface area of an object. The drag force is computed using the pressure and velocity matrices outputted by the CFD code. Equation 22 is used to calculate the drag due to pressure; while equation 23 is used to find the drag due to friction [3].

$$D_{pressure} = \int p \hat{n} dA \quad (22)$$

$$D_{friction} = \int \tau_w \hat{t} dA \quad (23)$$

$$\tau_w = \mu \frac{\delta u}{\delta y} \quad (24)$$

## 2D Methodology

In the 2D code shapes are hardcoded into the velocity and pressure matrices. These 2D shapes are represented by zero values. The drag function utilizes the zero values to define the shape and find the outer edge of the shape. In order to do this a new matrix ‘OneShape’ is made using the pressure matrix. OneShape defines every value that is above absolute zero as zero and every zero value as 1. This outputs a matrix like the one seen in figure 10.

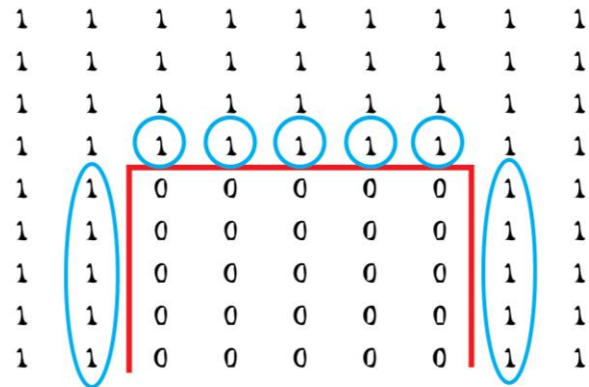
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	1	1	1	1	1	0	0
0	0	1	1	1	1	1	0	0
0	0	1	1	1	1	1	0	0
0	0	1	1	1	1	1	0	0
0	0	1	1	1	1	1	0	0

**Figure 10:** 2D Shape Defined by Ones and Zeros

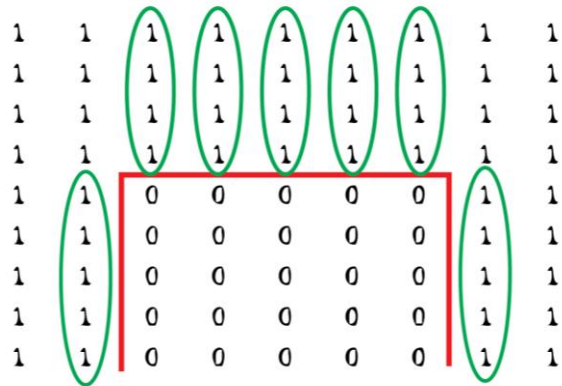
The next step is to sum each column in the matrix; this defines an array of height values for the columns.

With the shape defined in matrix form, the coordinates of the shapes outer surface become known. A depth value for the 2D shape is given in the function, as a 3D shape is required to calculate drag. These coordinates are then used to calculate the surface differential areas and their normal vectors for each column.

Pressure and velocity values are obtained by reading adjacent points to the shape from the pressure and velocity matrices, shown in figures 11 and 12.



**Figure 11:** Adjacent Pressure Values Read

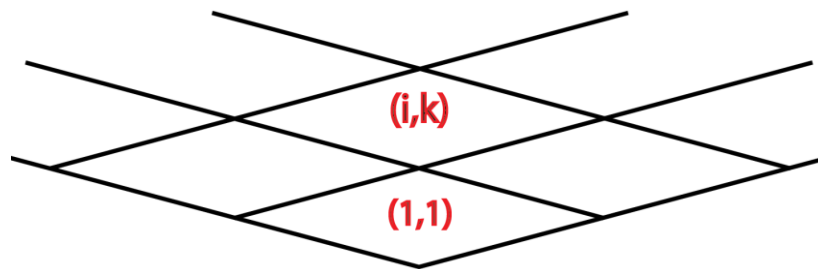


**Figure 12:** Adjacent Pressure Values Read

The pressure values are then multiplied by the computed surface areas and computed normal vectors. The sum of these computed values is the total pressure drag. Several velocity values are read for each column. The velocity values that are read are treated as differentials with respect to  $y$ . These values are summed and multiplied by the computed surface areas and  $\mu$  (the dynamic viscosity of the fluid). This process makes an array of shear drag force values. Summing these numbers gives the total shear drag on the shape. By adding up the pressure drag and shear drag forces the total drag is found.

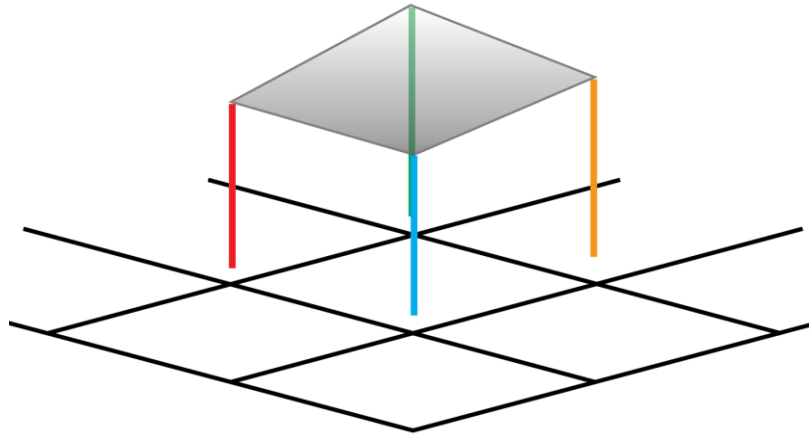
### 3D Methodology

The 3D drag function works similarly to the 2D drag function. A key difference is instead of using a hardcoded depth the objects are broken down into 3D matrices or slices. Like the 2D code, zero values represent the object in the pressure and velocity matrices. The outer vertices are found by defining OneShape matrices for each slice and summing column values. The column values are broken down into an  $i \times k$  grid, as shown in figure 13.



**Figure 13:**  $i \times k$  Grid

Each point on the square and its respective height values represent vertices on the object. The vertices are entered into a function that calculates the area of a polygon in three-dimensional space.



**Figure 14: 3D Differential Area**

Next the object's adjacent points are read from the pressure and velocity matrices. In the same manner as 2D, these values are used to calculate the pressure and shear forces acting on the object. The sum of these values gives the total drag force.

#### **Buchtel Community Learning Center Trial**

This April, the senior design team had the opportunity to participate in a trial of the *Zippping Towards STEM* curriculum at Buchtel Community Learning Center (CLC). The trial, consisting of five current 8th grade students, allowed the senior design team the chance to see how well the simulation wind tunnel would work when used by the target audience. Over the course of the five day trial, the 8th grade students were able to:

1. Learn the basics of aerodynamics using the 2D functionality of the simulation wind tunnel
2. Design their own soap box derby mini car using 123D Design

3. Test the projected performance of their car design using the 3D functionality of the simulation wind tunnel
  4. Redesign their car in an attempt to make it more aerodynamic
  5. 3D print their final design
  6. Test their soap box derby mini car in an actual wind tunnel
  7. Race against the other car designs on a mini track

The trial was extremely helpful to the team and resulted in many upgrades to the simulation wind tunnel software.

### **Conclusion**

Through a concentrated effort and weekly team meetings, the team was able to meet the trial deadline that had been set to test the curriculum this spring at Buchtel CLC. Since the program is able to run its analysis in a matter of minutes, it provides the student with results in a time frame which suits the *Zippering Towards STEM* curriculum. While the program may not predict a drag output as accurate as commercial CFD programs can, it provides an output that enables the student to predict which shapes and objects are more aerodynamic than others. This balance between time and accuracy was developed taking into account the brief attention span of adolescent students who are waiting for answers. The whole *Zippering Towards STEM* curriculum will be tested next year (2016-2017) in a select few Akron Public School 8th grade classrooms. The following year (2017-2018) the program will be expanded to all Akron Public School 8th graders in a hope to provide the engineering education that many K-12 STEM programs are missing.



## **References**

[1] Siebold, B. 2008, "A Compact and fast Matlab code solving the incompressible Navier-Stokes equations on rectangular domains"

[2] 2015, "Navier -Stokes Equations", from <https://www.grc.nasa.gov/www/k-12/airplane/nseqs.html>

[3] Munson, Bruce, Theodore Okiishi, Wade Huebsch, and Alric Rothmayer. Fluid Mechanics. John Wiley and Sons Singapore Pte. Ltd. 2013.