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EXTENDED MOMENTUM THEORY FOR WINDMILLS

IN PERTURBATIVE FORM

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Extended Momentum Theory for
Windmills in perturbative form

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Abstract:

Momentum theory, in this paper, is presented in a more consistent form. Besides considering axial and rotational velocity of the slip stream (general momentum theory), the present treatment also includes drag. The different results belonging to the different theories (approximations) are reproduced from the general expression of the present paper, when the corresponding approximations are applied (perturbative formalism). The implications of the results, deduced above from analytical treatment, are narrated geometrically.

Uddrag af fysikspeciale

Vejleder: Peder Voetmann Christiansen

Introduction:

The present interest of search of alternative energy resources to supplement or replace the fossil energy, has increased the effort to utilise the wind energy. This has motivated a very wide activity for the windmill theory in terms of more minute and detailed study, application and further development through research.

In the present work, we study a very important theory for windmill called Momentum Theory or actuator disc theory. Momentum theory makes it possible to assess the average power output of a windmill or windturbine or often termed as rotor, without the knowledge of its geometry. The wind turbine, in momentum theory, is assumed to be a fictive mechanism, the actuator disc, which absorbs energy from the wind resulting in its slowing down. This slowing down of the wind velocity (axial) produces a divergence of the streamlines in the flow directions and causing air to spill over the tip of the turbine, see fig. 1. We also see that there is a discontinuity in pressure across the disc plane; this is a necessary condition for energy transfer to the wind turbine.

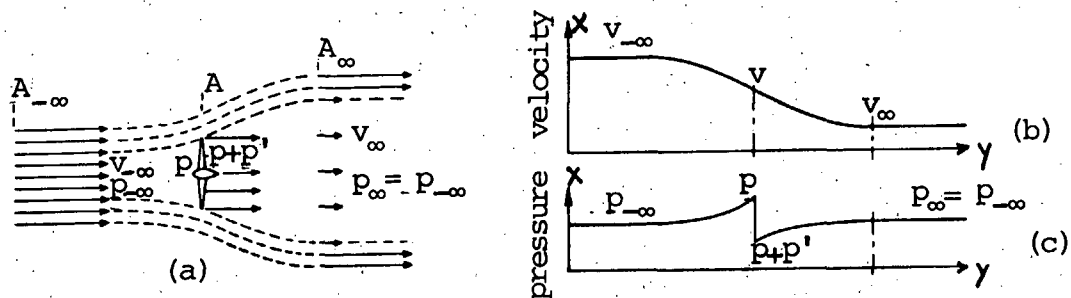


Fig.1. (a): idealised (laminar) flow lines, (b): axial velocity curve along the rotational axis of the turbine and (c): pressure curve along the rotational axis.

In the windmill problem, the determination of the induced axial and rotational velocity is essential; the induced velocity affects the mass flow through the disc plane, and the rotational velocity of the wind behind the disc plane, termed as slipstream, determines the torque acting on the turbine. These induced velocities are expressed by interference factors a and a' , defined by

$$v = (1-a)v_{\infty} \quad \text{and} \quad \omega = 2a'\Omega$$

The rotational velocity imparted to the slip-stream is given by $a'\Omega$. The rotational velocity of the slip-stream is termed as ω . Since one half of ω is induced to the slip-stream by the rotor, $\omega/2 = a'\Omega$. This implication comes from the demand, that the air-flow upstream from the rotor plane has no rotational component.

One important result of the momentum theory is that the axial velocity on the disc plane is the average of the axial velocities far up and down stream. In other words half of the total slowing down of the axial velocity is reached at the disc plane.

Besides the loss of axial velocity, the wind behind the turbine acquires rotation also due to conservation of angular momentum.

The momentum theory exist at different level of approximations. The level of approximation, where only slowing down of the axial wind velocity is taken into consideration, is called AXIAL MOMENTUM THEORY. In the next level, where rotation of the slipstream is also considered it is termed as GENERAL MOMENTUM THEORY. In textbooks (1,2,3), the two theories are treated seperately and independently as two different theories.

But we know that we have only one theory. The present paper deduces expressions for the momentum theory in general form, and then reproduces the results, belonging to the different theories, axial, general momentum theory, by insertion of the respective approximations (perturbative presentation). Besides this generalisation, the present paper makes an extension by including drag. The present paper presents the results in a more comprehensive manner, making it possible to study the characteristic of the important variables and parameters through analysis.

In contradistinction to standard litterature (1,2,3), the present paper includes the equation of the conservation of energy. This enables us to express the unknown variable, rotation of the slipstream, through other known and unknown variables, like $v_{-\infty}$, v_{∞} , Ω etc.

After deduction of the results and discussion of their behaviour analytically, the present paper further treats the various results geometrically to make the implication of the inclusion of the different factors (rotation of the slipstream, drag) more comprehensive. We know that as we include factors, like rotation, drag, it results in a decrease in the power potential of the turbine. Geometrically, we observe this by looking at the force component in the disc plane, which is directly proportional to the power. As we include the respective factors (rotation, drag), the force component in the disc plane is reduced.

The geometrical treatment concludes with a drawing of a series of curves for the thrust coefficient C_T as a function of λ , parametrised by efficiency η , where λ , termed as tip-speed ratio, is given by $r\Omega/v_{-\infty}$. From this graph, it is possible, for example, to read how much pressure thrust is required to get a definite efficiency for a given λ for a windturbine.

Notation:

- $v_{-\infty}$, v_{∞} , v : velocity far in front, behind and on the disc plane.
 $v_{rot\infty}$, v_{rot} : rotational velocity far behind and on the rotor plane.
 Ω , ω : rotational velocity of the windturbine and slipstream.
 $p_{-\infty}$, p_{∞} , p , $p+p'$: pressure far in front, behind, just in front and just behind the disc plane.
 T , C_T : axial thrust and coefficient
 P , C_P , η : Power and power coefficient and efficiency.
 dL , dD , ϵ , ϕ : lift, drag, $\tan\epsilon=dD/dL$ and ϕ is the angle of the relative incoming wind velocity with the disc plane.
 H_{up} , H_{down} : total pressure head in in front and behind the disc plane.
 λ , b : $\lambda = r\Omega/v_{-\infty}$ and $b=1-\tan\epsilon\tan\phi$
 a , a' : axial and rotational interference factors
 dA : differential area
 C_x : force component (tangential) along the rotor plane

As mentioned before, in momentum theory, the windturbine is replaced by an imaginary energy absorbing machine, called the actuator disc. The windturbine is smeared equally all over the disc area. For such a representation, the geometry of the windturbine plays no part in the theory (2).

In order to deduce the desired expressions, the following theorems are utilised:

1. Bernoulli's equation
2. Conservation of momentum
3. Conservation of angular momentum
4. Conservation of energy

1. Bernoulli's equation:

We may write Bernoulli's equation as

$$\rho/2 v^2 + p = H \quad (1)$$

where ρ is the fluid density, v is the velocity and p is the pressure of the fluid; H is the total pressure head, which is constant along a flow line.

Since the actuator disc slows the wind, Bernoulli's equation implies that pressure will increase. Calling H_{up} and H_{down} being the total pressure heads in front and behind the disc plane (abbreviated as H_u and H_d), the power P is given by :

$$P = \int (H_u - H_d) v dA \quad (2)$$

Equation (2) implies that in order to have a non zero power ($H_u \neq H_d$) a discontinuity either in v or in p is required across the disc plane.

From the demand on validity of the equation of continuity

$$v dA_1 = v_2 dA_2 = v dA \quad (3)$$

the axial velocity is required to be continuous across the disc plane (ρ is assumed to be constant). Thus a discontinuity in pressure is a necessary criterion (see fig. 2)

Bernoulli's equation in front and behind the disc plane is written as:

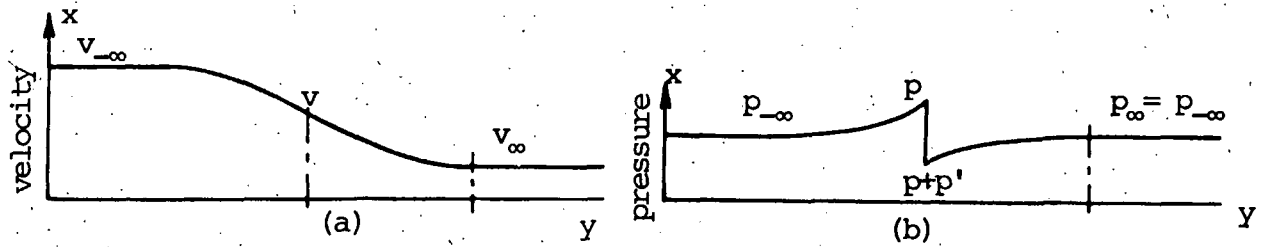


fig. 2.

in front: $\rho/2 V_{-\infty}^2 + p_{-\infty} = \rho/2 V^2 + p = H_{up}$ (4)

behind: $\rho/2 (V^2 + V_{rot}^2) + p + p' = \rho/2 (V_{\infty}^2 + V_{rot\infty}^2) + p_{\infty}$
 $= H_{down}$ (5)

From equation (4) and (5), we get

$$p' = \rho/2 (V_{\infty}^2 - V_{-\infty}^2) + \rho/2 (V_{rot\infty}^2 - V_{rot}^2) + (p_{\infty} - p_{-\infty}) \quad (6)$$

v_{rot} is normally small compared to $v_{-\infty}$ and v_{∞} , therefore v_{rot} may be considered of first order. Justification of this statement is shown experimentally (2). Thus $v_{rot}^2 - v_{rot}^2 (\approx 0(3))$ may be neglected. Since $p_{-\infty}$ and p_{∞} are the pressure far in front and behind the disc plane, they are of the same magnitude. It may also be shown (3) that, $p_{-\infty} - p_{\infty} \approx 0$. Thus

$$\left. \begin{aligned} v_{rot\infty}^2 - v_{rot}^2 &\approx 0 \\ p_{-\infty} - p_{\infty} &\approx 0 \end{aligned} \right\} \text{and} \quad (7)$$

Thus

$$p' = \rho/2 (V_{\infty}^2 - V_{-\infty}^2) \quad (8)$$

and the thrust dT on a differential area dA on the disc plane, due to the change in velocity, is given by

$$dT = \rho/2 (V_{\infty}^2 - V_{-\infty}^2) dA$$

Thus from Bernoulli's theorem, we have deduced one important equation:

$$dT_B = \rho/2 (V_{\infty}^2 - V_{-\infty}^2) dA \quad (\text{axial}) \quad (9)$$

2. Momentum theorem:

The pressure thrust (axial) due to the change in velocity from $v_{-\infty}$ far in front to v_{∞} far behind the disc with a mass flux $\rho v dA$, on a small area dA on the disc plane is given by

$$dT = p' dA = \rho v (v_{\infty} - v_{-\infty}) dA \quad (10)$$

3. Angular momentum:

Conservation of angular momentum gives

$$rv_{\text{rot}} = r_{\infty} v_{\text{rot}\infty} \quad (11)$$

The torque is given by $d\tau = \rho r v_{\text{rot}} v dA$, and

the power is given by $dP_I = \Omega d\tau = \rho r v_{\text{rot}} v dA \Omega$, or

$$dP_I = \rho r \omega v \Omega 2\pi r dr \quad (12)$$

The subscript I indicates, that the expression is based upon the torque.

4. Drag

From hydrodynamical analysis it may be shown, that when an airfoil is exposed to a fluid flow, causing a change in the flow lines, the airfoil is acted upon by a force, termed as lift dL , \perp to the direction of the undisturbed flow. The presence of the drag, dD , tries to draw the airfoil along with the flow; therefore the drag is defined along the incoming flow line, although there are components in other directions, but they are small. Thus the total force the airfoil experiences is the vector sum of $d\vec{L}$ and $d\vec{D}$, see fig 3.

Thus $dD/dL = \tan \epsilon$, where ϵ is small

Without drag ($dD=0$):

$$dT = dL \cdot \cos \phi$$

$$dQ = dL \cdot \sin \phi$$

dT is perpendicular and dQ is parallel to the disc plane.

With drag:

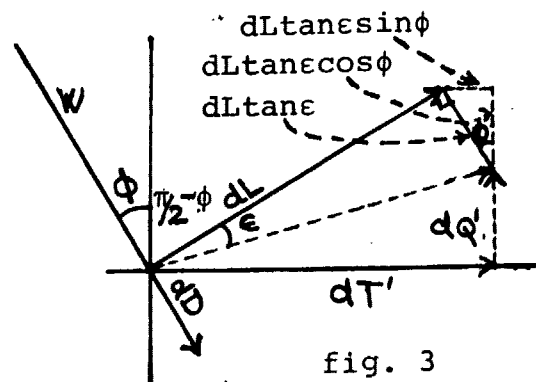


fig. 3

$$dT' = dT + dL \tan \epsilon \sin \phi = dT (1 + \tan \epsilon \tan \phi) \quad (13)$$

$$dQ' = dQ - dL \tan \epsilon \cos \phi = dQ(1 - \tan \epsilon \cot \phi) \quad (14)$$

$$dP_I = \Omega d\gamma = \Omega r dQ'$$

$$\Rightarrow dP_I = \rho V \Omega r^2 \omega dA (1 - \tan \epsilon \cot \phi) \quad (15)$$

5. Energy

From the theorem of conservation of energy, we find that the energy absorbed by the rotor, through an area dA , on the disc plane, during a time dt , is given by (assuming $p_{-\infty} \approx p_{\infty}$)

$$\Delta E = \rho/2 (V_{-\infty}^2 - V_{\infty}^2 - V_{\text{rot}\infty}^2) V dt dA - d\vec{D} \cdot \vec{W} dt dA$$

Thus the power, which is the time rate of change of ΔE is given by:

$$dP_E = \rho/2 (V_{-\infty}^2 - V_{\infty}^2 - V_{\text{rot}\infty}^2) V dA - d\vec{D} \cdot \vec{W} dA$$

see fig. 3. The subscript E indicates, the expression dP_E is based on energy. Since $v_{\text{rot}\infty}^2 - v_{\text{rot}}^2 \approx 0$ (see equation 7), we may write:

$$v_{\text{rot}\infty}^2 \approx v_{\text{rot}}^2, \text{ thus}$$

$$dP_E = \rho/2 (V_{-\infty}^2 - V_{\infty}^2 - V_{\text{rot}}^2) V dA - d\vec{D} \cdot \vec{W} dA \quad (16)$$

$$= \rho/2 (V_{-\infty}^2 - V_{\infty}^2 - r^2 \omega^2) V dA - V dL \tan \epsilon \cos \phi (\tan \phi + \cot \phi) dA$$

$$\Rightarrow dP_E = \rho/2 (V_{-\infty}^2 - V_{\infty}^2 - r^2 \omega^2) V dA - V dL \sec \phi \tan \epsilon \cot \phi dA \quad (17)$$

The above equations (9-12) belonging to sections 1-3, without the energy equation, belonging to section 5, makes basis for the so called General Momentum theory (3). The evolution of momentum theory began with the axial momentum theory, in which rotation was not taken into account.

Setting $dP_E = dP_I$ (eq. (15)=(17)) and

calling $b = 1 - \tan \epsilon \cot \phi$, we get

$$\rho V r^2 \Omega \omega b = \frac{\rho}{2} (V_{-\infty}^2 - V_{\infty}^2 - r^2 \omega^2) - dL \operatorname{Sec} \phi (1-b)$$

$$\Rightarrow r^2 \omega^2 + 2 r^2 b \Omega \omega - [V_{-\infty}^2 - V_{\infty}^2 - 2/\rho dL \operatorname{Sec} \phi (1-b)] = 0$$

$$\Rightarrow \omega = \Omega b \left[-1 \pm \sqrt{1 + \frac{V_{-\infty}^2}{r^2 b^2 \Omega^2} \left[1 - \left(\frac{V_{\infty}}{V_{-\infty}} \right)^2 - \frac{2dL}{\rho V_{-\infty}^2} \operatorname{Sec} \phi (1-b) \right]} \right]$$

$$\Rightarrow \omega = \Omega b \left[-1 + \sqrt{1 + \lambda^{-2} b^{-2} [C_T - A]} \right]$$

$$\Rightarrow \omega = \Omega b \left[-1 + \sqrt{1 + \lambda^{-2} b^{-2} B} \right] \quad (18)$$

where $\lambda = r\Omega/V_{-\infty}$, $b = 1 - \tan \epsilon \cot \phi$

$$C_T = 1 - \left(\frac{V_{\infty}}{V_{-\infty}} \right)^2, \quad A = \frac{2dL}{\rho V_{-\infty}^2} \operatorname{Sec} \phi (1-b)$$

and

$$B = C_T - A$$

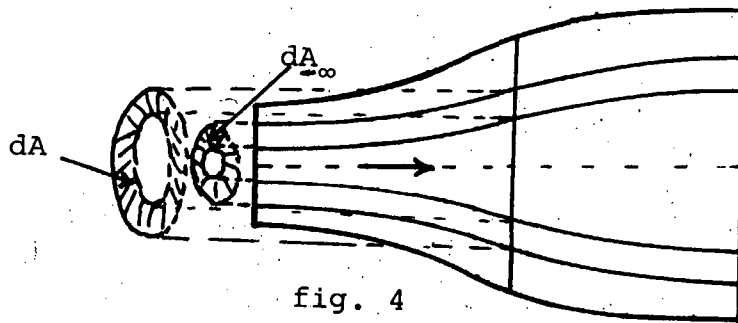
Observe the minus sign is omitted.

The thrust, power and efficiency coefficients are given as follows:

$$\begin{aligned} -dT &= \rho/2v_{-\infty}^2 C_T dA \\ dP &= \rho/2v_{-\infty}^3 dA C_P \\ dP &= \rho/2v_{-\infty}^3 dA_{-\infty} \eta \end{aligned} \quad (19)$$

Since we are interested in studying the geometrical implications, we have taken the absolute value of dT (note dT is negative).

The difference between the power coefficient C_P and the efficiency η is given in the following way: for C_P an area dA on the disc plane is prolonged linearly to far in front of the disc plane; whereas for efficiency, the area dA on the disc plane is prolonged to far in front along the stream lines, see fig. 4 below.



Inserting the expressions of dT and dP in equation (19), we get

$$\begin{aligned} C_T &= 1 - (v_{\infty}/v_{-\infty})^2 \\ C_P &= 2(v/v_{-\infty})(r\Omega/v_{-\infty})(r\omega/v_{-\infty})(1 - \tan\epsilon \tan\phi) \\ \eta &= 2(r\Omega/v_{-\infty})(r\omega/v_{-\infty})(1 - \tan\epsilon \tan\phi) \end{aligned} \quad (20)$$

Inserting eq. (18) in eq. (20), we get

$$C_P = 2\left(\frac{v}{v_{-\infty}}\right)^2 \lambda^2 b^2 \left[-1 + \sqrt{1 + \lambda^{-2} b^2 B} \right] \quad (21)$$

For analysis and approximation, series (Taylor) expansion is done. Assuming $\lambda^{-2}b^{-2}B \ll 1$, we have

$$C_p = 2 \left(\frac{V}{V_{-\infty}} \right)^2 b^2 \left[\frac{1}{2} \lambda^{-2} b^{-2} B - \frac{1}{2} \frac{1}{4} \lambda^{-4} b^{-4} B^2 + \frac{1}{2} \frac{1}{4} \frac{3}{6} \lambda^{-6} b^{-6} B^3 - \dots \right] \quad (22)$$

$$\Rightarrow C_p = \left(\frac{V}{V_{-\infty}} \right) B - 2 \left(\frac{V}{V_{-\infty}} \right) B \sum_{n=1}^{\infty} (-1)^{n-1} \frac{2(n!)-1}{2(n+1)!} \lambda^{-2n} b^{-2n} B^n \quad (23)$$

The set of equations, belonging to sections 1-5, makes the basis for a theory, we call EXTENDED MOMENTUM THEORY. Let us recollect the different expressions:

6. Set of equations in Momentum theory deduced so far including drag

Bernoulli:

$$dT_B(\text{axial}) = \rho/2 (V_{\infty}^2 - V_{-\infty}^2) dA \quad (A)$$

Momentum:

$$dT_M = \rho (V_{\infty} - V_{-\infty}) V dA \quad (B)$$

Angular Momentum:

$$dP_I = \rho V \Omega r^2 \omega dA (1 - \tan \epsilon \tan \phi) \quad (C) \quad (24)$$

Energy:

$$dP_E = \rho/2 (V_{-\infty}^2 - V_{\infty}^2 - r^2 \omega^2) V dA - dL \sec \phi (1-b) \quad (D)$$

$$\omega = \Omega b \left[-1 + \sqrt{1 + \lambda^{-2} b^{-2} B} \right] \quad (E)$$

$$C_p = 2 \left(\frac{V}{V_{-\infty}} \right)^2 b^2 \left[-1 + \sqrt{1 + \lambda^{-2} b^{-2} B} \right] \quad (F)$$

$$C_p = \left(\frac{V}{V_{-\infty}} \right) B \left[1 - 2 \sum_{n=1}^{\infty} (-1)^{n-1} \frac{2(n!)-1}{2(n+1)!} \lambda^{-2n} b^{-2n} B^n \right] \quad (G)$$

Equation (24 A-G) are the most general expressions possible, with in the domain of our work containing information of axial, rotational velocity and drag. From this set of unified expressions, we are able to reproduce results, belonging to the theories, known as axial momentum theory and general momentum theory. The required results, belonging to the respective theories, are received by successive introduction of the corresponding approximations; this mode of presentation is termed as perturbative representation.

7. Axial momentum theory:

No rotation and no drag or $\omega=0, \lambda$ is large and $b=1, B = C_T$

Bernoulli:

$$dT_B = \rho/2 (V_\infty^2 - V_{-\infty}^2) dA \quad (A)$$

Momentum:

$$dT_M = \rho (V_\infty - V_{-\infty}) v dA \quad (B) \quad (25)$$

Energy:

$$dP_E = \rho/2 (V_{-\infty}^2 - V_\infty^2) v dA \quad (C)$$

Power coefficient:

$$C_P = (v/V_{-\infty}) C_T \quad (D)$$

From equation (25 A-B), we find

$$v = (v_{-\infty} + v_\infty) / 2$$

which means that one half of the total slowing down of the wind, in the axial direction has been reached on the rotor plane.

From eq. (25 C), we see that energy lost by the wind $\frac{\rho}{2}(v_{-\infty}^2 - v_\infty^2)$ is absorbed by the turbine at a rate $\rho/2v(v_{-\infty}^2 - v_\infty^2)$. This must be the upper limit or the ideal turbine.

8. General momentum theory:

Rotation but no drag; or $\omega \neq 0$ and $b=1, B=C_T$

Bernoulli:

$$dT_B (\text{axial}) = \rho (V_\infty^2 - V_{-\infty}^2) dA \quad (A)$$

Momentum:

$$dT_M = \rho (V_\infty - V_{-\infty}) v dA \quad (B) \quad (26)$$

Angular momentum:

$$dP_I = \rho \Omega V r^2 \omega dA \quad (C) \quad (26)$$

Energy:

$$dP_E = \rho/2 (V_{-\infty}^2 - V_{\infty}^2 - r^2 \omega^2) V dA \quad (D)$$

$$\omega = \Omega \left[-1 + \sqrt{1 + \lambda^{-2} C_T} \right] \quad (E)$$

Power coefficient:

$$C_p = 2 \left(\frac{V}{V_{-\infty}} \right) \lambda^2 \left[-1 + \sqrt{1 + \lambda^{-2} C_T} \right] \quad (F)$$

$$= \left(\frac{V}{V_{-\infty}} \right) C_T - 2 \left(\frac{V}{V_{-\infty}} \right) C_T \sum_{n=1}^{\infty} \frac{(-1)^{n-1} \frac{2(n!)-1}{2(n+1)!} \lambda^{-2n} C_T^n}{n} \quad (G)$$

from equation (26 A-B), we find again

$$V = \frac{V_{-\infty} + V_{\infty}}{2}$$

From equation (26 D), we see that energy absorption by the turbine is diminished due to rotation in the slip stream. From eq. (26 E), we have

$$\omega = \Omega \left[-1 + \sqrt{1 + \frac{V_{-\infty}^2}{r^2 \Omega^2} C_T} \right]$$

For a given C_T , we see that as Ω gets large or λ^{-1} gets small, ω is small. Thus as

$$\Omega \rightarrow \infty : \omega \rightarrow 0.$$

Qualitatively this phenomenon may be understood by appreciating the fact, that the faster the turbine rotates, the less effectively the wind feels the presence of the blade at a certain place. In other words the faster the the turbine rotates, the more effectively the blades move away from the wind, as it approaches the disc plane, causing the wind to pass the rotor (turbine) plane undisturbed. Thus from designing point of view, we should strive for attaining as high a Ω as possible.

From eq. (26 F), we also see that as $\lambda \rightarrow 0$: $C_p \rightarrow 0$.

From eq. (26 G), we have

$$C_p = (V/V_\infty) C_T \left[1 - 2 \sum_{n=1}^{\infty} (-1)^{n-1} \frac{2(n!)-1}{2(n+1)!} \lambda^{-2n} C_T^n \right] \quad (26)$$

$$= C_p(\text{axial}) \left[1 - 2 \sum_{n=1}^{\infty} (-1)^{n-1} \frac{2(n!)-1}{2(n+1)!} \lambda^{-2n} C_T^n \right] \quad (26)$$

Upto 2nd order

$$C_p \approx C_p(\text{axial}) \left[1 - \frac{1}{2} \lambda^{-2} C_T \right] \quad (H)$$

We see that power absorption is reduced due to rotation of the slip stream. As λ gets large, which is equivalent to rotation of the slip stream gets small, $C_p \rightarrow C_p(\text{axial})$.

9. Extended momentum theory:

with rotation and drag; or $\omega \neq 0$ and $b < 1$

See equation (24 A-G)

From equation (24E)
$$\omega = \Omega b \left[1 + \sqrt{1 + \lambda^{-2} b^2 B} \right]$$

we find that ω (without drag, $b=1$) $<$ ω (with drag, $b < 1$). Assuming v and v_∞ are unchanged (this is not a bad assumption), we see thus from eq. (24D), that dP_E (without drag) $>$ dP_E (with drag).

From eq. (24 G), taking upto the 1st order, we find

$$C_p \approx C_p(\text{axial}) \left[1 - 2 \cdot \frac{1}{2} \cdot \frac{1}{4} \lambda^{-2} b^2 B \right]$$

which shows, that when drag is included ($b < 1$), C_p is additionally reduced.

10. Geometrical analysis of the three situations: axial, axial + rotation and axial + rotation + drag, discussed above

Axial: ($\omega=0$, $b=1$)

When we consider a model, where only the axial component of the wind is slowed down, then the turbine observes the wind to approach the rotor plane with an axial component v and a tangential component $r\Omega$, see fig 5.

The only force, we have, is dL , which makes an angle γ with the rotor axis. The force parallel to the rotor plane, which we are most interested in, is

$$dQ = dL \sin \gamma$$

In this case $\gamma = \phi$ and

$$\tan \gamma = \tan \phi = \frac{v}{r\Omega} \quad (27)$$

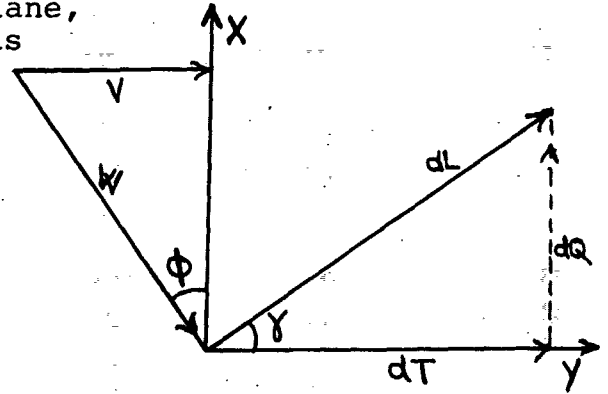


fig. 5

Axial + rotation: ($\omega \neq 0$, $b=1$)

When rotation in the slip stream is considered, but otherwise the rest is unchanged, then only the tangential component gets an additional component $r\omega/2$ see fig. 6. This results in the force dL , having an angle γ with the y axis, is rotated to a smaller angle γ' , such that the new component dQ' , parallel to the rotor (disc) plane, gets reduced.

$$dQ' = dL' \sin \gamma'$$

From eq. (26 B-C) we find

$$dQ' = \rho r \omega v dA \quad \text{and}$$

$$dT' = \rho v (v_{-\infty} - v_{\infty}) dA$$

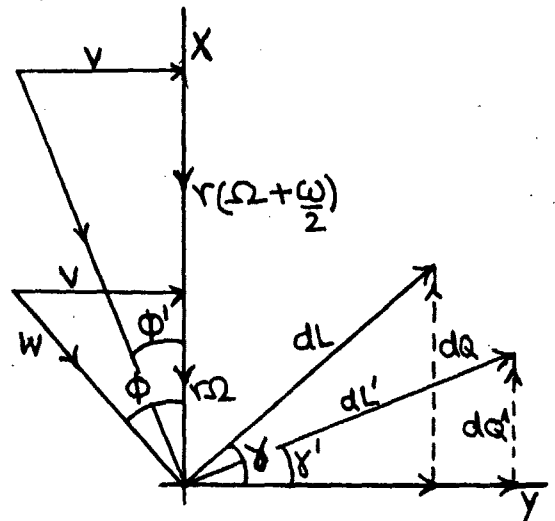


fig. 6

$$\tan \gamma' = \frac{dQ'}{dT'} = \frac{\rho r \omega v dA}{\rho v (v_{-\infty} - v_{\infty}) dA} = \frac{r\omega}{v_{-\infty} - v_{\infty}}$$

Inserting the value of ω , from equation (26 E), we get

$$\tan \gamma' = \frac{r\Omega}{v_{-\infty} - v_{\infty}} \left[-1 + \sqrt{1 + \lambda^{-2} C_T} \right] \quad (28)$$

Considering $\lambda^{-2} C_T < 1$, we may write

$$\tan \gamma' = \frac{r\Omega / v_{-\infty}}{1 - v_{\infty} / v_{-\infty}} \left[-1 + 1 + \lambda^{-2} C_T - \frac{1}{2} \frac{1}{4} \lambda^{-4} C_T^2 + \dots \right]$$

$$= \frac{V_{-\infty} + V_{\infty}}{2V_{-\infty}} \frac{1}{\lambda} \left[1 - \frac{1}{4} C_T / \lambda^2 + \dots \right]$$

$$= V / r \Omega \left[1 - \frac{1}{4} C_T / \lambda^2 + \dots \right]$$

up to 2nd. order in $1/\lambda$

$$\tan \gamma' = V / r \Omega \left[1 - \frac{1}{4} \lambda^{-2} C_T \right]$$

$$\Rightarrow \tan \gamma' = \tan \gamma \left[1 - \frac{1}{4} \lambda^{-2} C_T \right] \quad (29)$$

Equation (29), shows approximately how γ is reduced to γ' . In other words we see, that in order to get maximum power, we should be interested in making γ or γ' as large as possible.

Axial + rotation + drag: ($\omega \neq 0$, $b < 1$)

From fig. 7 we see, that

$$d\tilde{Q} = dQ' (1 - \tan \epsilon \cot \phi')$$

where $dQ' = dL' \sin \phi'$

$$d\tilde{T} = dT' (1 + \tan \epsilon \tan \phi')$$

where $dT' = dL' \cos \phi'$

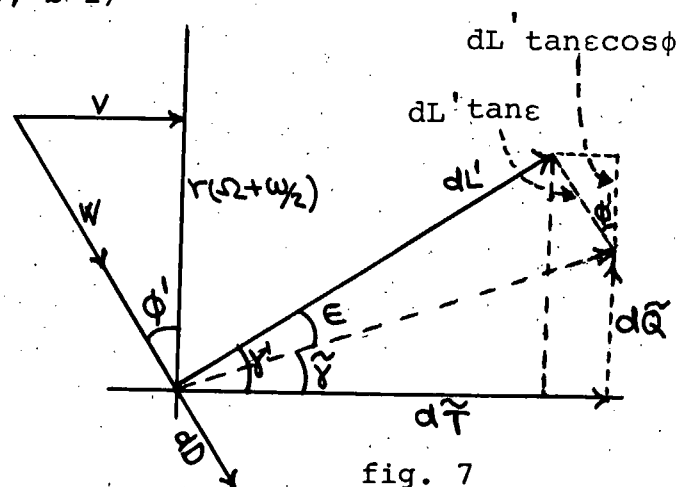


fig. 7

Thus

$$\tan \tilde{\gamma} = \frac{d\tilde{Q}}{d\tilde{T}} = \frac{dQ'}{dT'} \left[\frac{1 - \tan \epsilon \cot \phi'}{1 + \tan \epsilon \tan \phi'} \right]$$

$$\tan \tilde{\gamma} = \tan \gamma' \frac{1 - \tan \epsilon \cot \phi'}{1 + \tan \epsilon \tan \phi'} \quad (30)$$

Thus we see that due to drag γ' is additionally reduced to $\tilde{\gamma}$ through the equation (30), which according to the above discussion, expresses additional power reduction. Thus from equation (28) taking up to 2nd order, we find

$$\tan \tilde{\gamma} \approx \underbrace{\tan \gamma}_{\text{axial}} \underbrace{\left(1 - \frac{1}{4} \lambda^{-2} C_T\right)}_{\text{rotation}} \underbrace{\frac{1 - \tan \epsilon \cot \phi'}{1 + \tan \epsilon \tan \phi'}}_{\text{drag}} \quad (31)$$

Discussion:

The equation set (24), deduced in the present work, makes the basis for what we have termed as extended momentum theory. The equation set contains slowing down of the axial velocity, rotation of the slipstream and drag.

In the original calculation, all the variables are given positive values, so that at the end of the calculation the direction or the sign of the variables (dT , v , v_∞ etc.) automatically falls out. Such calculations shows that the pressure force dT is negative, which is obvious. In text books (1), the calculations are started with assuming that dT is negative or that there is a pressure fall across the disc plane, so that in the real calculation the numerical value of dT is considered.

From eq. (24F), we find

$$C_p = 2 \left(\frac{V}{V_\infty}\right) \lambda^2 b^2 \left[-1 + \sqrt{1 + \lambda^{-2} b^{-2} B}\right]; \quad B = C_T - A$$

or for $\lambda^{-2} b^{-2} B < 1$

$$A = \frac{2dL}{5V_\infty^2} \sec \phi (1-b)$$

$$C_p = \left(\frac{V}{V_\infty}\right) B - 2 \left(\frac{V}{V_\infty}\right) B \sum_{n=1}^{\infty} \frac{(-1)^{n-1} 2(n!)-1}{2(n+1)!} \lambda^{-2n} b^{-2n} B^n$$

Expressing v and C_T through interference factor a (see introduction), we get

$$C_p = 2(1-a) \lambda^2 b^2 \left[-1 + \sqrt{1 + \lambda^{-2} b^{-2} [4a(1-a) - A]}\right] \quad (32)$$

or

$$C_p = (1-a) [4a(1-a) - A] \left[1 - 2 \sum_{n=1}^{\infty} \frac{(-1)^{n-1} 2(n!)-1}{2(n+1)!} \lambda^{-2n} b^{-2n} [4a(1-a) - A]^n\right] \quad (33)$$

Neglecting drag or setting $b=1$, we get

$$C_p = 2(1-a)\lambda^2 \left[-1 + \sqrt{1 + \lambda^{-2} 4a(1-a)} \right] \quad (34)$$

or

$$C_p = 4a(1-a)^2 \left[1 - 2 \sum_{n=1}^{\infty} (-1)^{n-1} \frac{2(n!)-1}{2(n+1)!} \lambda^{-2n} \{4a(1-a)\}^n \right] \quad (35)$$

Drawing C_p as a function of λ neglecting drag, we find that for $\lambda=0$ $C_p=0$, which is seen from eq. (34); as λ gets large, C_p goes asymptotically to $(v/v_{\infty})C_T = 4a(1-a)^2$ (see eq. (25C)). It may be shown that $C_p=C_{pmax}$ for $a=1/3$, thus $C_{pmax}=16/27$, which is well-known result. Thus for $0 < \lambda < \lambda_{ideal}$, we have a situation, where rotation of the slip stream is not negligible, see fig. 8

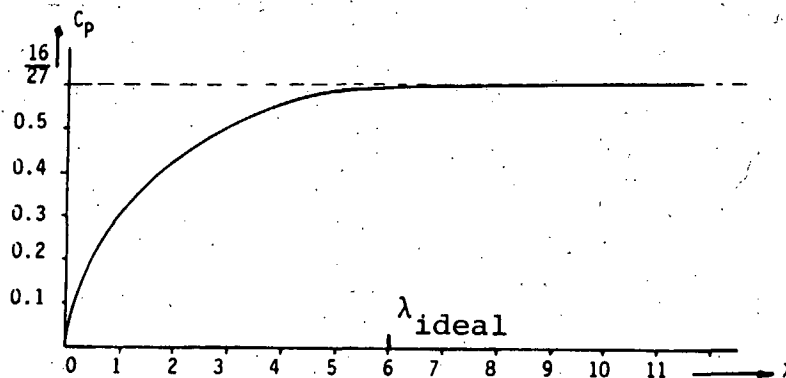


fig. 8

Similarly we find that when drag, expressed through $b \in [0,1]$ is included and gets more dominating, $b \rightarrow 0$, then $C_p \rightarrow 0$. Thus some important results, well-known and seen in the text books (1,2,3), are reproduced analytically from one general equation.

The same phenomena are also shown geometrically. We see that the most important parameter in this context is the force component along the rotor plane. The basic objective is to make this force component C_x as large as possible. Neglecting drag, we see that the rotation of the rotor and that of the slip stream pulls the incoming wind velocity (relative) more and more parallel to the disc plane (ϕ becomes smaller), resulting in diminishing the force component C_x . Thus the slower the turbine rotates, the larger the force component C_x becomes. But from the output point of view, the slower the turbine rotates, the less the power output gets. Thus there is a definite value of C_x and λ , for which the power is maximum.

Inclusion of the drag draws the force even more in the direction of y axis resulting in additional reduction of C_x . Therefore we see, there is direct relation between C_x and the power potential of the wind turbine.

Looking the equation (26E), we find

$$\omega = \Omega \left[-1 + \sqrt{1 + \left[1 - (v_{\infty}/v_{-\infty})^2 \right] \lambda^{-2}} \right]$$

Inserting a and a' , defined as $v = (1-a)v_{-\infty}$, $v_{\infty} = (1-2a)v_{-\infty}$ and $\omega = 2a'\Omega$, we find

$$a' = \frac{1}{2} \left[-1 + \sqrt{1 + 4a(1-a)\lambda^{-2}} \right] \quad (36)$$

This is the solution of a well-known equation,

$$\lambda^2 a'(1+a') = a(1-a)$$

obtained geometrically.

From eq. (20), with the application of equation of continuity and neglecting drag, we get

$$\eta = 2\lambda^2 [-1 + \sqrt{1 + \lambda^{-2} C_T}] \text{ or } C_T = \lambda^2 [(\eta/2\lambda^2 + 1)^2 - 1] \quad (37)$$

This is a useful equation, and the relation amongst λ , η and C_T is seen by drawing C_T as a function of λ parametrised by η , see fig. 9.

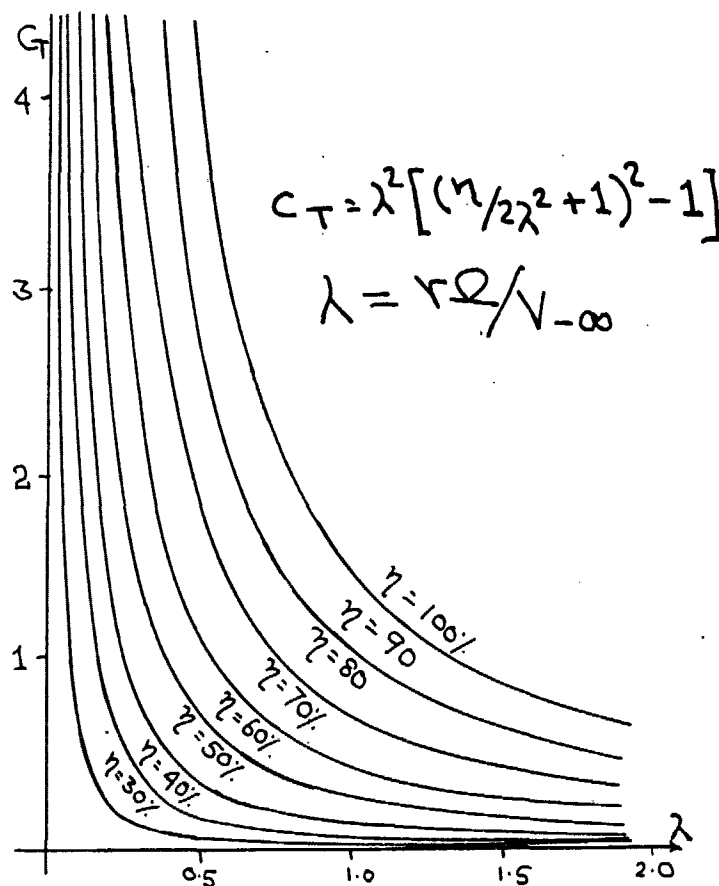


fig. 9

Conclusion:

Momentum theory is deduced with the help of Bernoulli's, momentum, angular momentum and energy theorem. The energy loss factor, drag, is also included in the momentum theory to make an extension of it.

The application of the additional energy conservation theorem makes it possible to express the unknown rotational velocity of the slipstream with the help of the known and other unknown variables. The different equations deduced, involving ω , v and v_∞ , may also be expressed with the help of interference factors a and a' to identify them with the text books, see discussion.

The theory is presented in its most general form; then the different momentum theories: axial, general momentum theories etc. are reproduced by insertion of the corresponding approximations. This mode of presentation is known as perturbative presentation. This mode of presentation is the reversal of that, given in standard textbooks (1) and is considered to be more consistent.

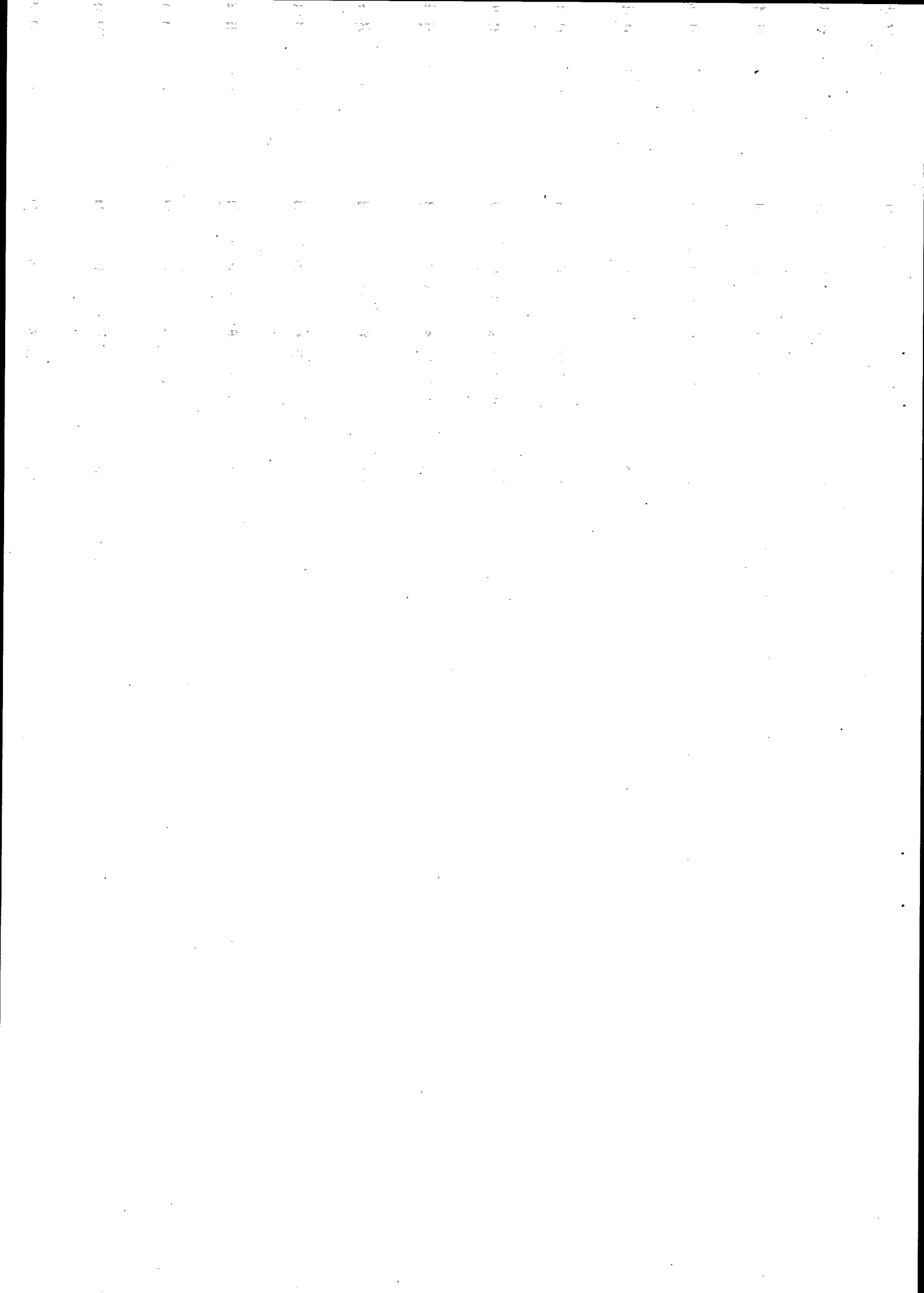
With a general expression, eq. (24E-G), it is possible to study behaviour of the different variables under varied conditions. Physically well known results are reproduced through analysis: for example we saw analytically, how ω varies asymptotically and for different values of Ω .

It is always sound to visualise physical phenomena and their implications geometrically, although it is not always easy. In the present work, it has been possible to show a direct relation between the magnitude of the force C_x along the rotor (xz) plane and the power. Introduction of the different power absorbing factors (rotation, drag) implies a reduction of C_x .

Graphical presentation of the efficiency equation makes it possible to see, how the three variables C_T , λ and η are related to each other. This information may be utilised in connection with construction of a horizontal axis wind turbine.

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Vejleder: Torsten Meyer

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