

ENHANCING LOW-FIDELITY COMPRESSOR DESIGN BY UTILIZING A SURROGATE MODEL BASED ON HIGHER-FIDELITY INFORMATION

Lennard Hartwig¹ and Dieter Bestle¹

¹BTU Cottbus-Senftenberg
Department of Mechanics and Vehicle Dynamics
Siemens-Halske-Ring 14, DE-03046, Cottbus, Germany
e-mail: hartwig@b-tu.de

Keywords: section blading, similarity law, surrogate modeling, Kriging, hierarchical optimization

Abstract. *Aerodynamic compressor design is typically performed as a sequence of subsequent 1D-, 2D- and 3D-subprocesses, where optimized designs are carried over from one subprocess to the next and the fidelity of the used analysis code is increased. Since CPU-time increases with fidelity, such a procedure helps to cut down the overall effort for the whole design process. However, low correlation between the different codes may mislead the optimization. In order to avoid such a misleading, information from higher-fidelity calculations may be propagated back to the early design phases. Such an approach will be demonstrated for the low-fidelity, but fast 1D compressor optimization where basic aerodynamic properties for the entire compressor are computed only along the midline of the compressor annulus based on assumptions and simple correlations, e.g., regarding profile losses. To account for higher-order effects, these assumptions are replaced by higher-fidelity 2D aerodynamic blade information deduced from surrogate models.*

ACKNOWLEDGEMENT

The investigations were conducted as part of the joint research program COOREFLEX-turbo in the frame of AG Turbo. The work is supported by the Bundesministerium für Wirtschaft und Technologie (BMWi) as per resolution of the German Federal Parliament under grant number 03ET7021J. The authors gratefully acknowledge AG Turbo and ALSTOM for their support and permission to publish this paper. The responsibility for the content lies solely with its authors.

REFERENCES

- [1] Wright, P I and Miller, D C. (1991), “An Improved Compressor Performance Prediction Model”, ACGI, DIC, Rolls-Royce, Derby
- [2] Gülçat, Ü. (2016), *Fundamentals of Modern Unsteady Aerodynamics*, Springer Science+Business Media Singapore, ISBN 978-981-10-0016-4
- [3] Bose, T.K. (2014), *High Temperature Gas Dynamics - An Introduction for Physicists and Engineers*, Springer International Publishing Switzerland, ISBN 978-3-319-05199-4

- [4] Flassig P.M. and Bestle D. (2010), "Optimal Aerodynamic Compressor Blade Design Considering Manufacturing Noise", Association for Structural and Multidisciplinary Optimization in the UK (ASMO-UK)
- [5] Keskin A. (2007), "Process Integration and Automated Multi-Objective Optimization Supporting Aerodynamic Compressor Design", Ph.D. thesis, Shaker-Verlag, Aachen
- [6] Dutta A.K., Flassig P.M. and Bestle D. (2008), "A Non-Dimensional Quasi-3D Blade Design Approach with Respect to Aerodynamic Criteria", GT2008-50687, ASME Turbo Expo, Berlin
- [7] Bräunling, I.G.W. (2009), *Flugzeugtriebwerke: Grundlagen, Aero-Thermodynamik, Kreisprozesse, thermische Turbomaschinen, Komponenten- und Auslegungsberechnungen*, Springer-Verlag Berlin, ISBN 978-3-540-76368-0
- [8] VDI Gesellschaft (2013), *VDI-Wärmeatlas*, Springer-Verlag Berlin, ISBN 978-3-642-19980-6
- [9] Sutherland W. (1893) "LII. The viscosity of gases and molecular force", *Philosophical Magazine Series 5*, Vol. 36, Issue 223, pp. 507-531, DOI 10.1080/14786449308620508
- [10] Hill, T.L. (2012), *An Introduction to Statistical Thermodynamics*, Dover Publications, ISBN 9780486652429
- [11] Nielsen, H.B. and Søndergaard, J. (2002), "DACE - A MATLAB Kriging Toolbox", IMM-REP-2002-12
- [12] Gano S., Renaud J., Martin J. and Simpson T. (2005), "Update Strategies for Kriging Models for Use in Variable Fidelity Optimization", *Structural and Multidisciplinary Optimization*, Vol. 32, pp. 287-298, DOI 10.1007/s00158-006-0025-y