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Large-Eddy Simulation of Flame Dynamics during Ignition of a Swirling Injector Unit and Comparison with Experiments

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Q Scope

- A **safe and reliable ignition** of combustion chambers must be ensured for aeronautical applications and gas turbines.
- A **flame flashback** has been observed experimentally [1] during the ignition of spray flames which might have a **damaging effect** on the injection unit.
- Large eddy simulations (LES) can help to investigate and better understand the **dynamic flame behaviour** during ignition.

Experimental Setup

The SICCA combustor is a swirled single-injector spray combustor operated at ambient pressure.

- $P_{th} \approx 5 \text{ kW}$
- Fuel: liquid n-heptane (C_7H_{16}) at $T = 298 \text{ K}$
- Global equivalence ratio: $\phi = 0.89$



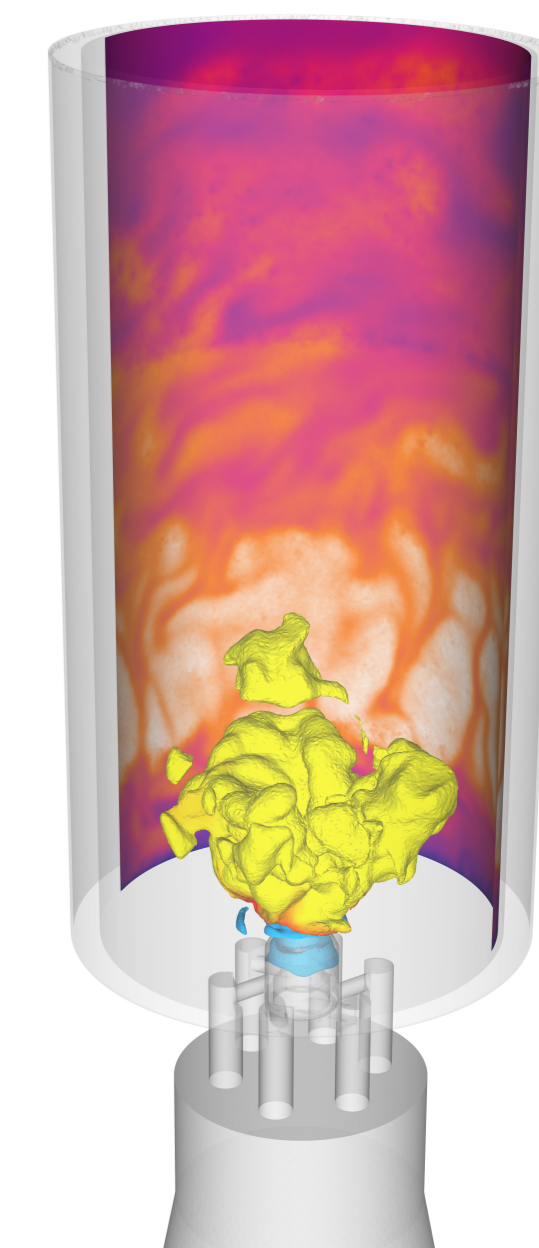
(a) 4.17 ms (b) 12.5 ms (c) 20.8 ms (d) 29.2 ms (e) 37.5 ms
Experimental ignition sequence recorded by a high-speed camera with OH* filter [1].



Numerical Setup

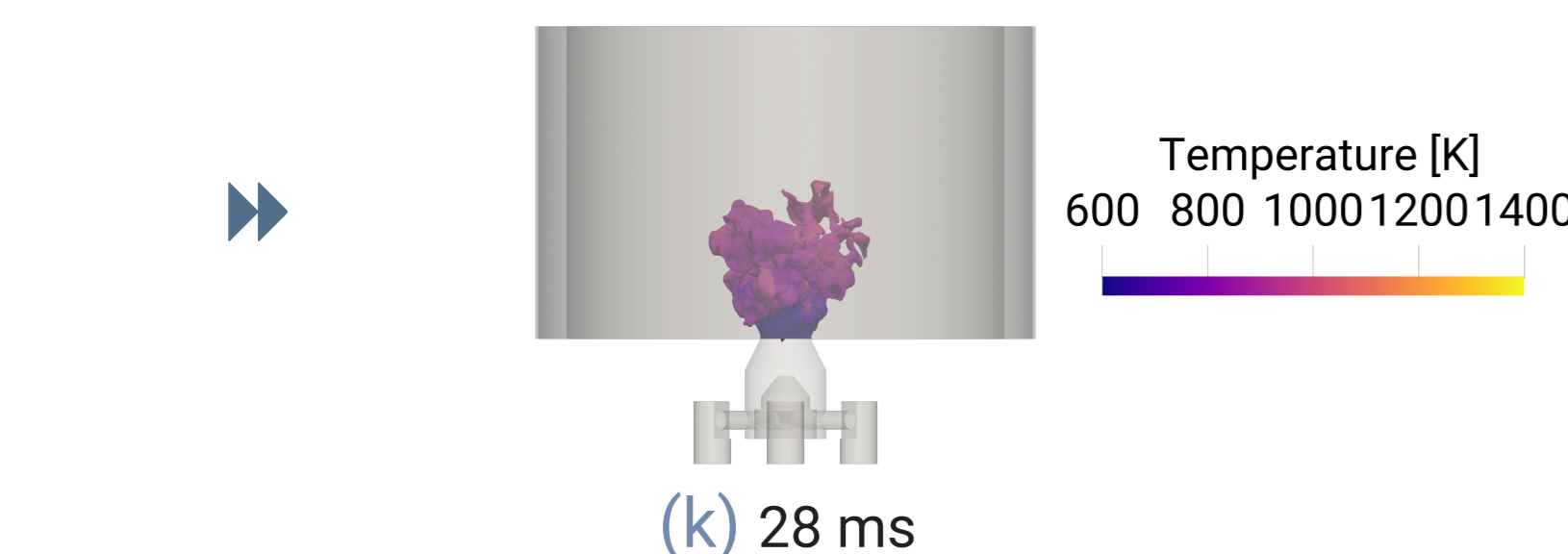
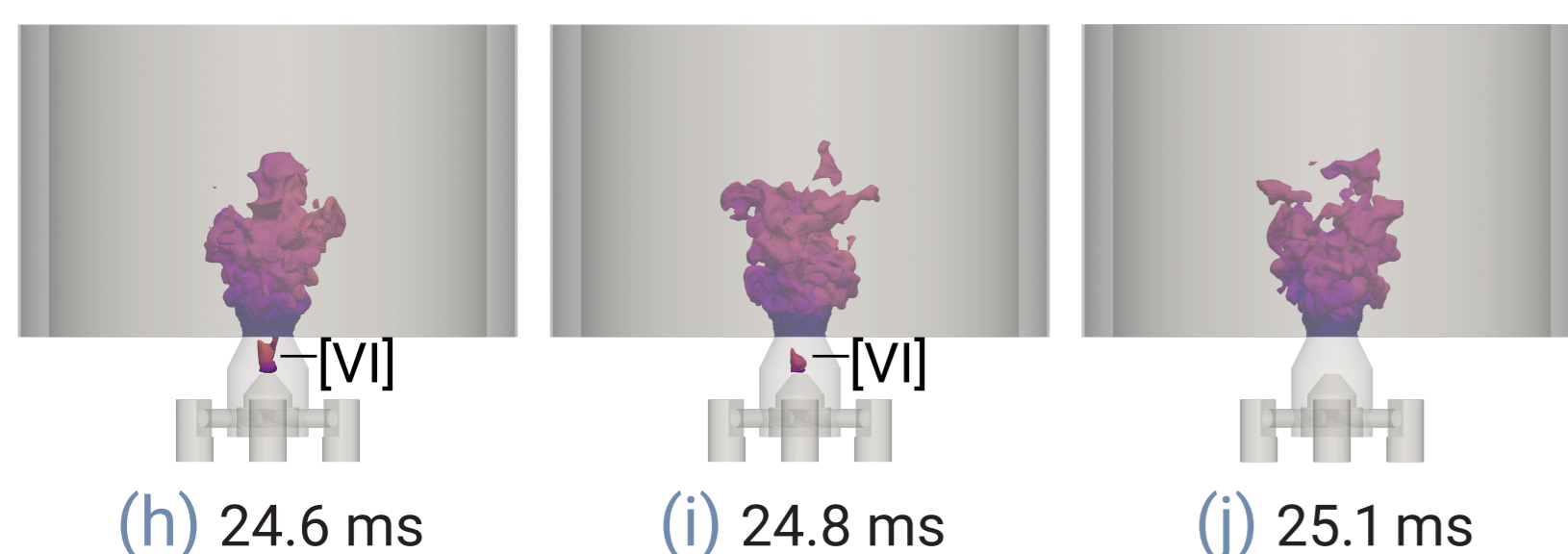
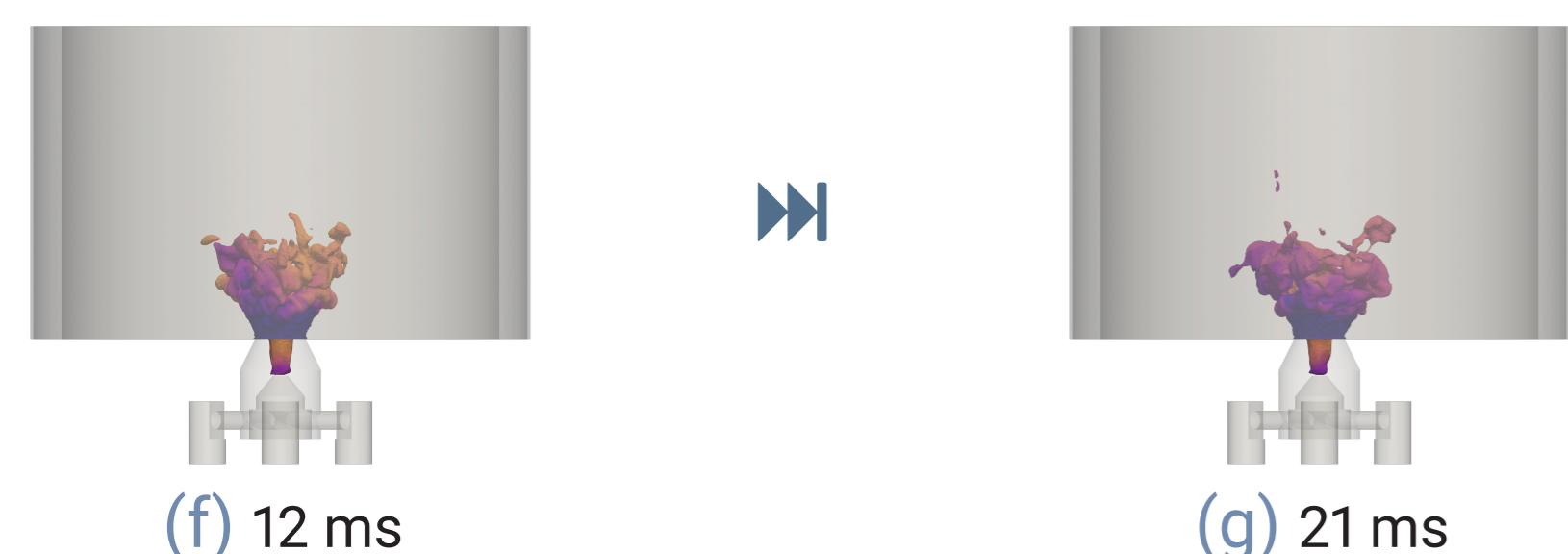
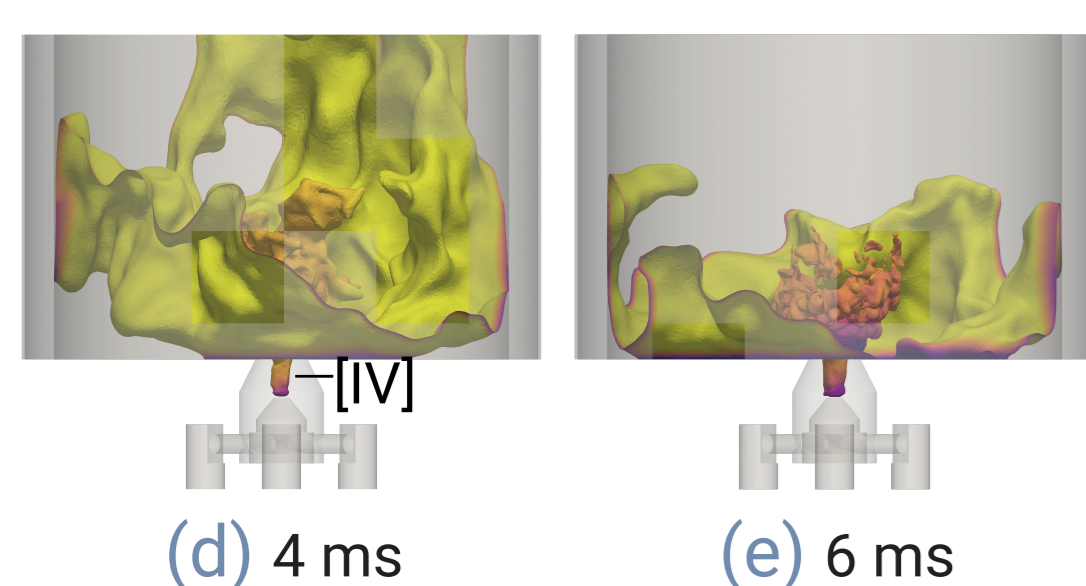
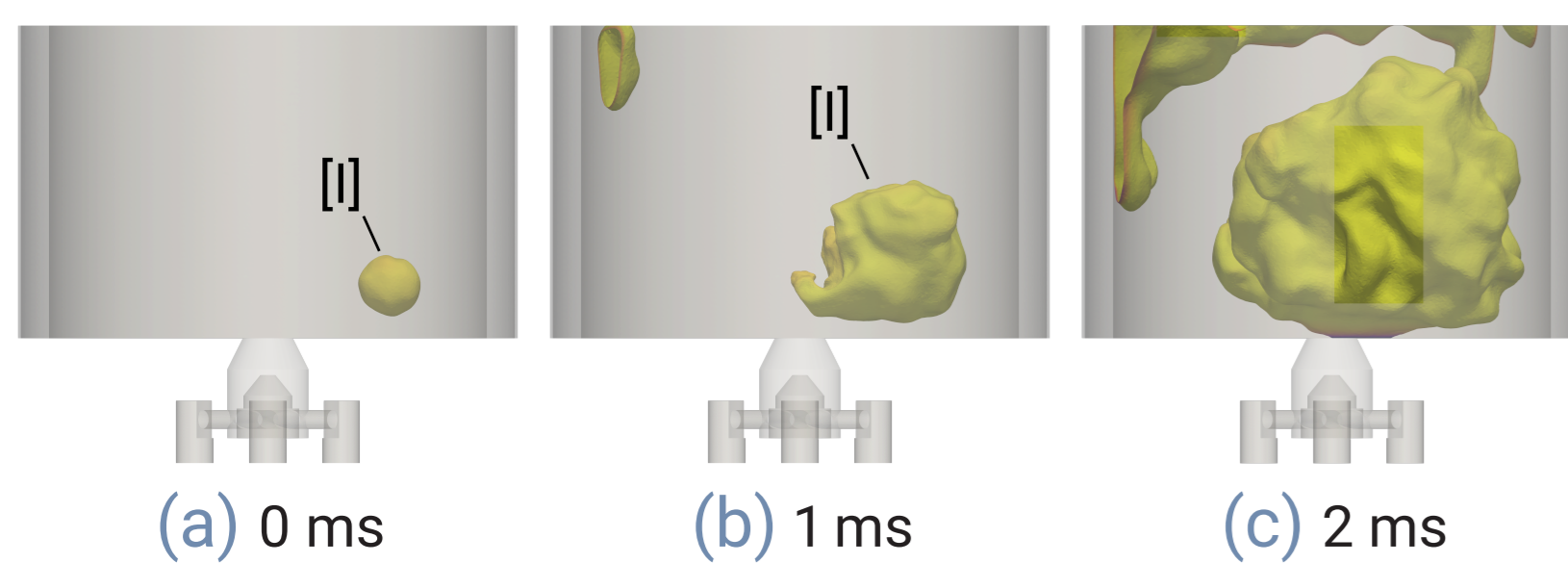
The numerical domain and the solver setup are based on previous work published in [2].

- LES solver: AVBP (CERFACS/IFPEN)
- SGS model: Wall Adapting Local Eddy-Viscosity (WALE) model
- Combustion model: Dynamic TFLES with PEA
- Two phase modeling: monodisperse Eulerian-Eulerian model ($d_{inj} = 15.3 \mu\text{m}$)
- Evaporation model: Abramzon-Sirignano
- Prescribed temperature profile ranging between $T = 773$ and $T = 1173 \text{ K}$



LES Ignition Sequence

- Ignition with a spherical volume of high temperature burnt gases
- Penetration into the swirler
- Flame edge attached to the swirler
- After a characteristic time: quenching of the lower flame part
- Flame lift-off and stabilization at a distance from the swirler

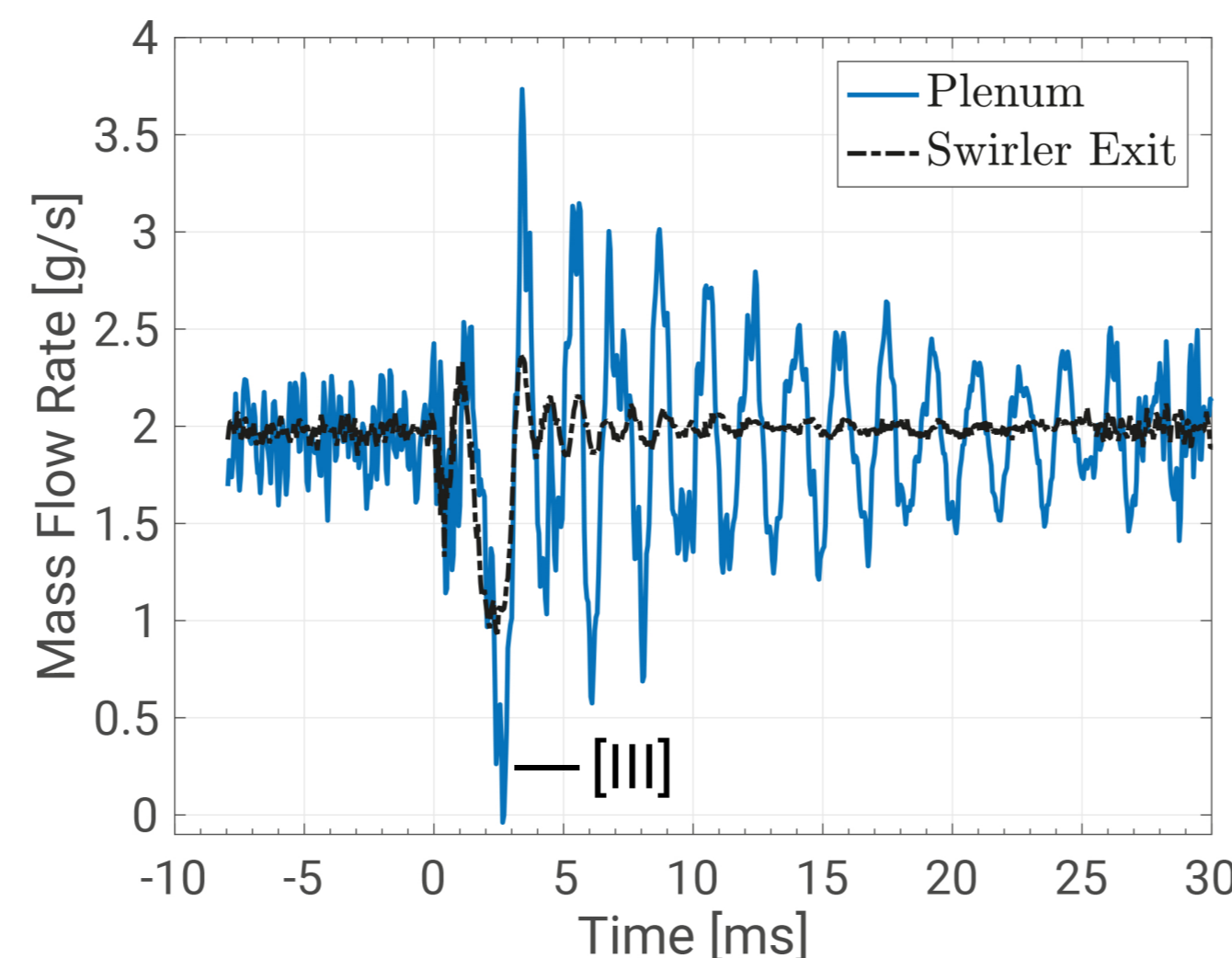
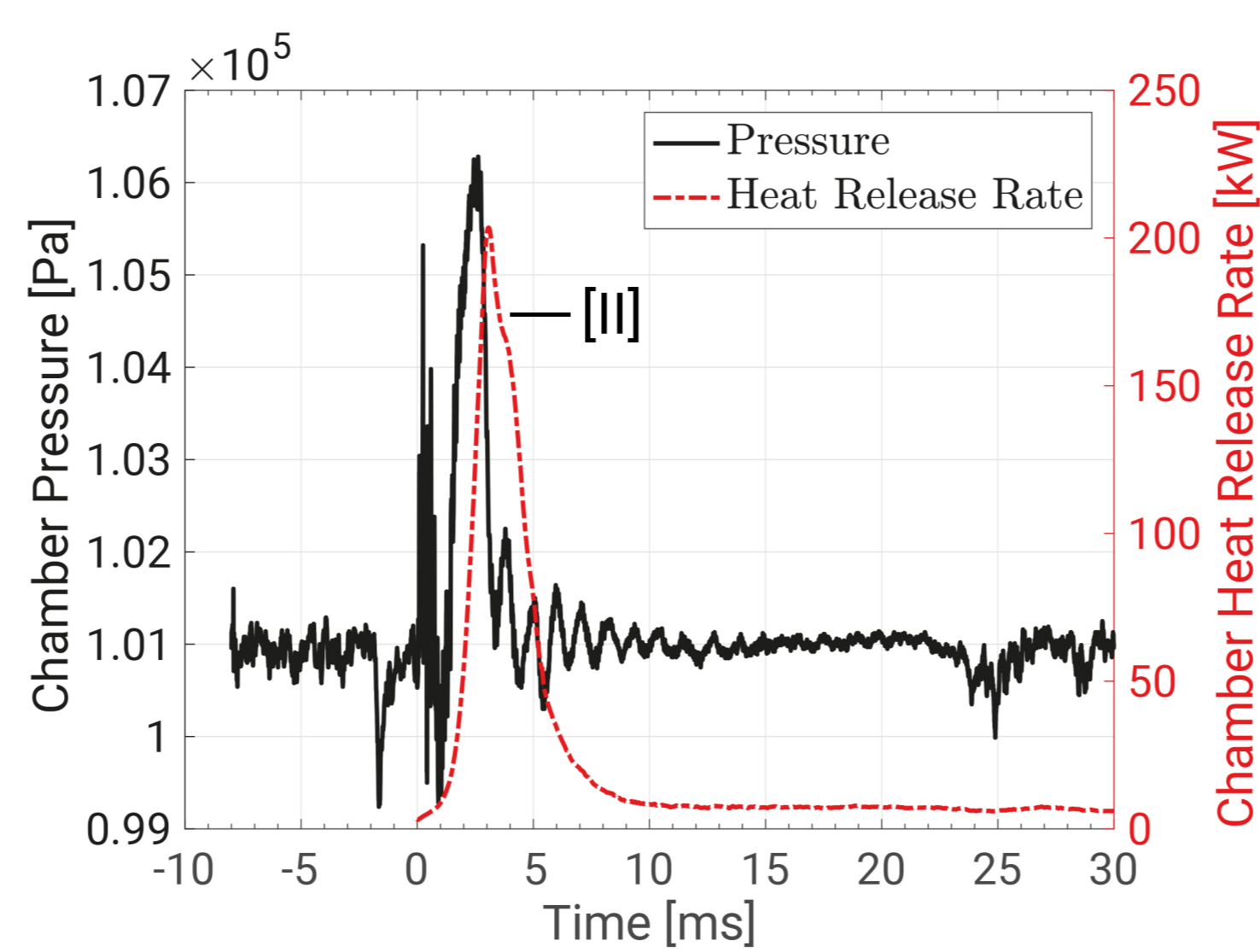


Flame shape based on progress variable $c = 0.5$ colored by temperature.

Conclusion

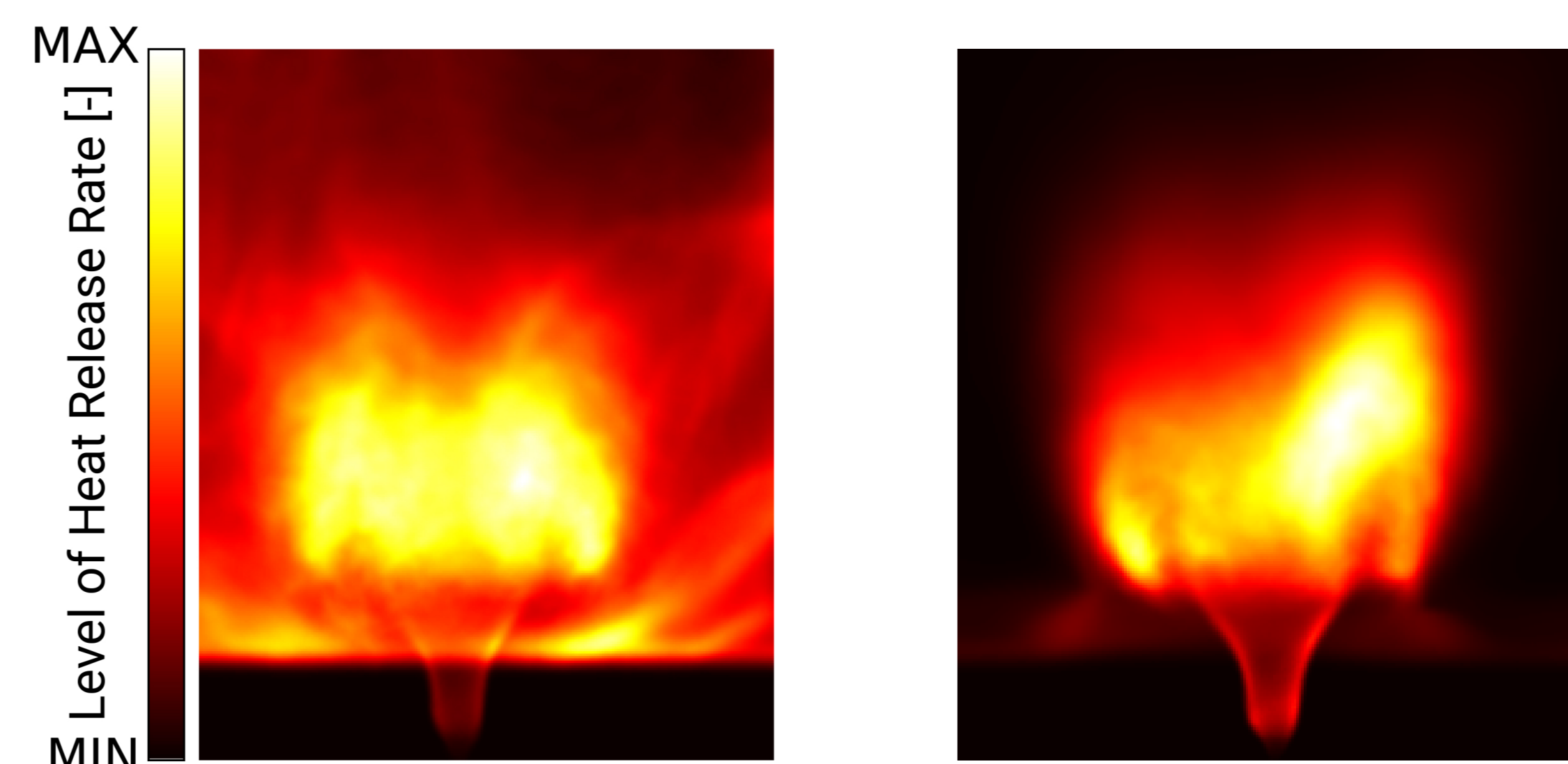
- Capability of LES to properly capture the flame dynamics during ignition including:
 - the stabilization of the flame attached to the swirler
 - the lift-off after a characteristic time
- Good qualitative agreement of the governing mechanisms in each phase with experimental data

Penetration into the Injector



Phase I: Stabilization and anchoring

- Growth of the initial flame kernel [I]
- Burnt gas expansion causes acoustic pressure disturbance [II]
- Temporary stagnation of the mass flow rate [III]
- Flame flashback and anchoring attached to the swirler, despite pre-ignition mass flow rates are re-established [IV]
- Transient stabilization in qualitative agreement with experimental data [V]

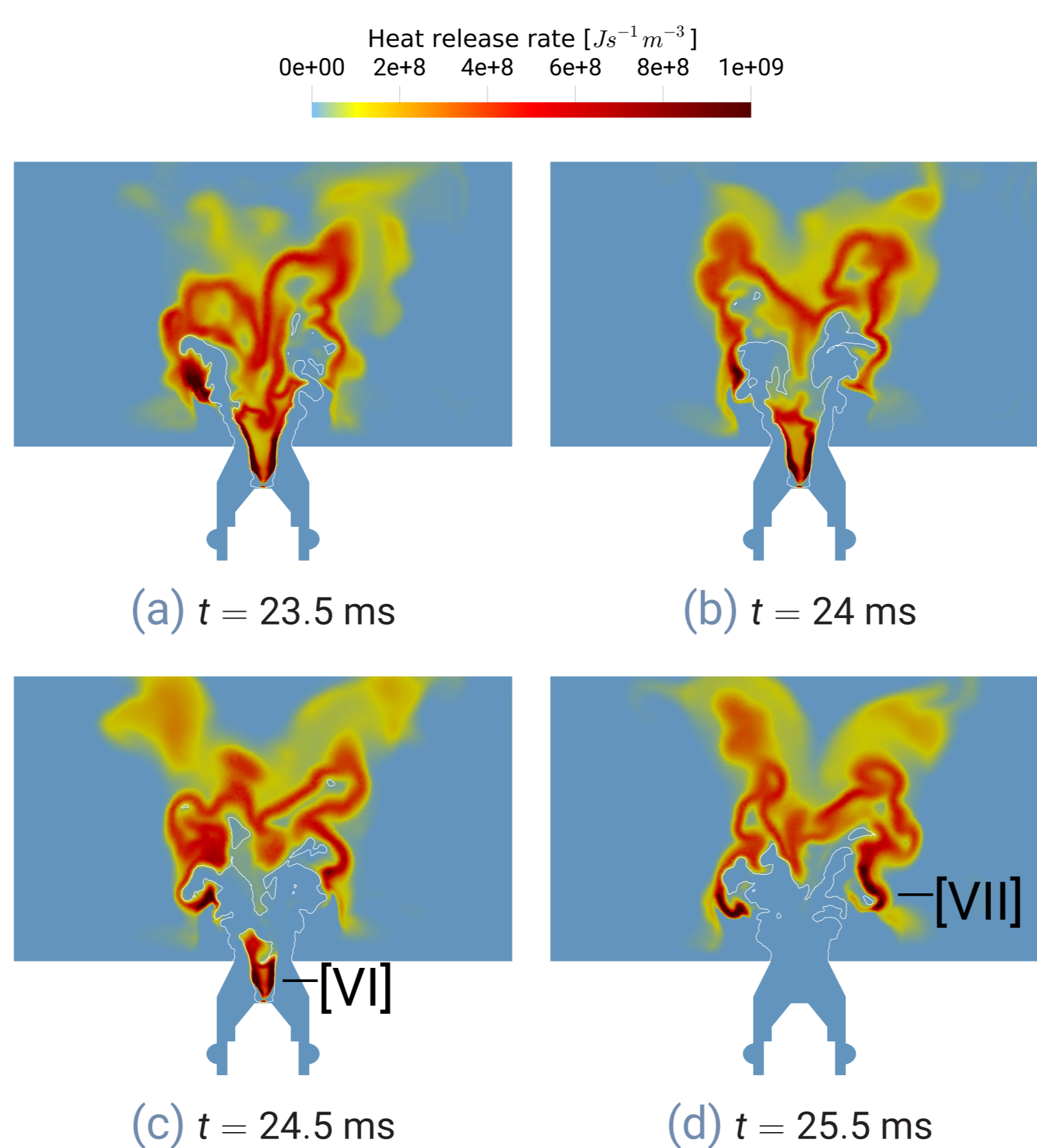


(a) 4.2 ms (b) 12.5 ms
Line of sight integrated heat release [V].

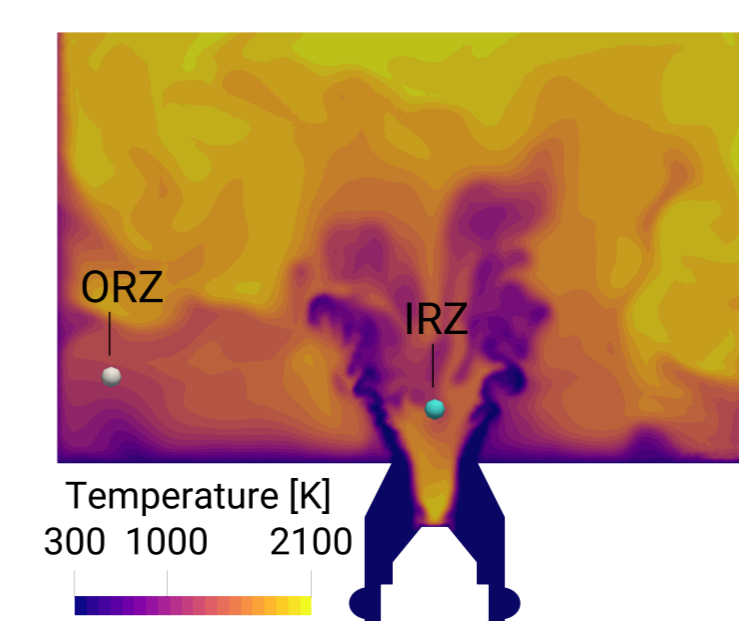
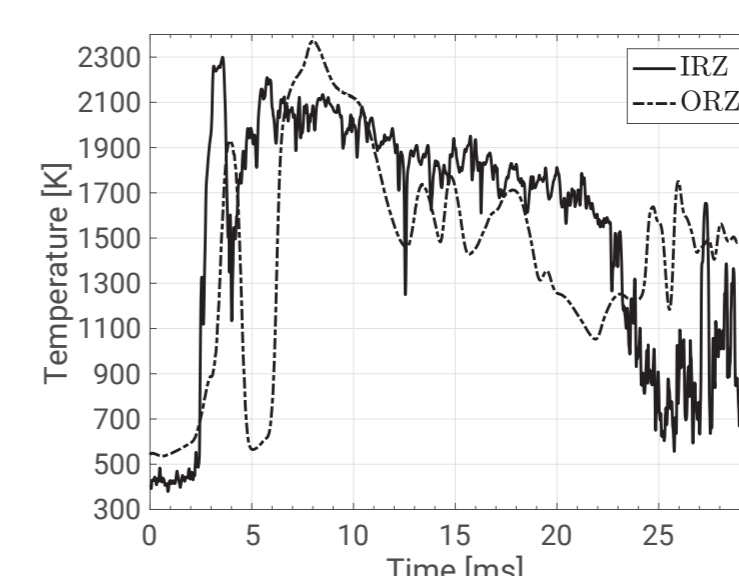
Flame Lift-Off

Phase II: Flame lift-off and shape transition

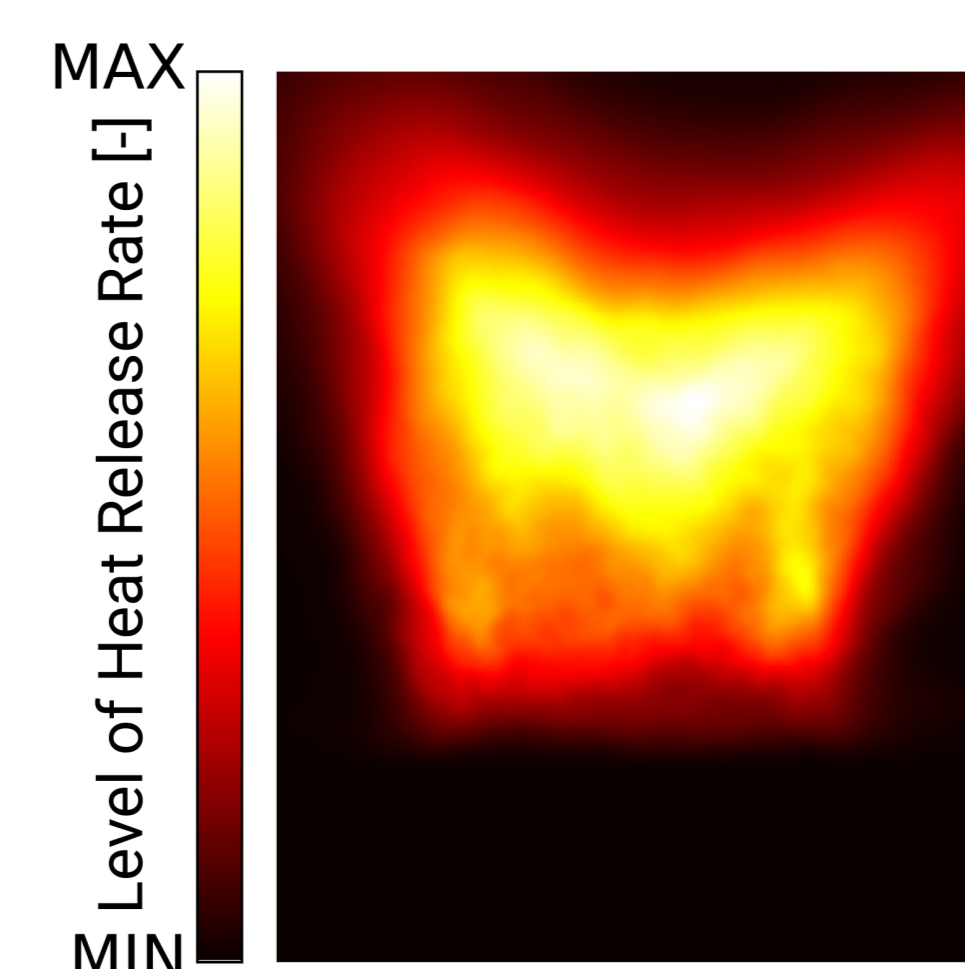
- Lower flame part quenched after a characteristic time related to the cooling of the recirculating burnt gases near the combustor walls [VI]
- Flame lift-off and stabilization detached from the swirler [VII]
- Detached flame shape different with respect to attached flame [VIII]
- Lift-off delay qualitatively retrieves experimental trends [IX]



Heat release rate and contour of the progress variable $c = 0.5$ at the combustor mid-plane.



Cooling of the IRZ and ORZ [VI].



Line of sight integrated heat release at 25.1 ms [IX].

References

- [1] K. Prieur, D. Durox, G. Vignat, T. Schuller, S. Candel, Proceedings of ASME Turbo Expo, 4B, (GT2018-76840) (2018).
- [2] T. Lancien, K. Prieur, D. Durox, S. Candel, R. Vicquelin, Journal of Engineering for Gas Turbines and Power 140 (2017).