

University of Stuttgart Institute of Aerodynamics and Gas Dynamics



### High-fidelity Simulation of Helicopter Flow Phenomena

 HPC aspects in advanced engineering applications

Manuel Keßler, Johannes Letzgus, Ulrich Schäferlein

NEC HLRS Workshop on Sustained Simulation Performance Stuttgart, October 10<sup>th</sup>, 2017

### University of Stuttgart

### Introduction

Helicopter and Aeroacoustics Group at IAG

- Aerodynamics and aeroacoustics of (compound) helicopters and contra-rotating open rotors (CROR)
- Simulations of (dynamic) stall and separated flow
- Loads, blade-vortex interactions, rotor noise, …



© Airbus Helicopters



### Problem setting

- Complex flow
  - Many different flow phenomena
  - Coupled and interacting components
  - Multiple scales in space and time



### Problem setting

- Complex flow
  - Many different flow phenomena
  - Coupled and interacting components
  - Multiple scales in space and time



### Problem setting

- Complex flow
  - Many different flow phenomena
  - · Coupled and interacting components
  - Multiple scales in space and time
- Complex physics
  - Fluid-structure interaction



### Problem setting

- Complex flow
  - Many different flow phenomena
  - Coupled and interacting components
  - Multiple scales in space and time
- Complex physics
  - Fluid-structure interaction
  - Acoustics



### Problem setting

- Complex flow
  - Many different flow phenomena
  - Coupled and interacting components
  - Multiple scales in space and time
- Complex physics
  - Fluid-structure interaction
  - Acoustics
  - Free-flight trim



### Problem setting

- Complex flow
  - Many different flow phenomena
  - Coupled and interacting components
  - Multiple scales in space and time
- Complex physics
  - Fluid-structure interaction
  - Acoustics
  - Free-flight trim
  - Engine flow



### Problem setting

- Complex flow
  - Many different flow phenomena
  - Coupled and interacting components
  - Multiple scales in space and time
- Complex physics
  - Fluid-structure interaction
  - Acoustics
  - Free-flight trim
  - Engine flow
- Complex geometry



# **Flow Solver**

### **CFD code FLOWer**

- Developed by DLR, enhanced by IAG
- Block-structured finite volume solver
- Implicit 2<sup>nd</sup>-order dual-time stepping
- 2<sup>nd</sup>-order spatial JST or 5<sup>th</sup> order WENO scheme
- Detached-eddy simulation (DES) methods
- Optimized for HPC on Hazel Hen
  - MPI file I/O (e.g. 14 GB field solution written in 1.2 s)
  - up to 750 million grid cells using 24,000 cores







### Grid methodology

- Chimera technology of overlapping grids
- Relatively small body grids
- Automatically generated background grid with refinement specifications
  <10 min. for 10<sup>9</sup> cells





Spatial order



### Grid refinement

- Automatic background grid generation allows refinement based on
  - Full revolution
  - Recent solution, including temporal extrapolation
- Significant cell savings
- Increased accuracy



### Grid refinement

Periodic Adaptation

• Time resolved Adaptation



### Grid refinement



# **HPC Optimization**

### **Code optimisations**

### Core level

- Core level performance is *important*
- Continuous profiling and monitoring
- Cache utilization
  - Blocking
- Vectorisation
  - Code streamlining
  - If-replacement
- Sometimes sacrifices maintainability!

 $\Rightarrow$  close to 6 GFLOPs in application (not only tuned trivial benchmarks), including I/O!

**Reduce Communication!** 



Core-to-Core Communication (c2c)



Node-to-Node Communication (n2n)



Balancing of Work Load and Communication

· Work load partitioning



block-structured computational domain



Balancing of Work Load and Communication

Graph partitioning using METIS library



Communication Paths of Test Case using 50 Nodes

Pure work load partitioning

Graph partitioning



• Total size of messages 18 times smaller, number of messages 3.5 times lower

FLOWer Weak Scaling on XC40, 16384 Cells per Core



FLOWer Strong Scaling on XC40, 130 Million Cells Case





### **Rotorcraft simulation results**

### Performance

- Power prediction
- Flight mechanics
- Operations optimisation



### **Rotorcraft simulation results**

Noise

- Noise certification predictions
- Airframe influence
  - Reflection
  - Shadowing



### **Rotorcraft simulation results**

Tail Shake

- Severe vibrations in fast forward flight
- Occurring on several helicopters
- Try and error as afterfix



### Engineering

- Interesting engineering applications are in reach for simulation using current HPC
- Find solutions for problem, not problems for solutions
- Identify the relevant parts and necessary ingredients
  - Physics
  - Numerics
- Validation and benchmarking are important, but only intermediate steps along the road
- Focus on progress in science, or valuable data in industry, not toy problems
- Judge cautiously whether results justify the effort (manual, computational)

HPC

- (High) Performance has many dimensions
  - Modeling
  - Numerics
  - Core-level
  - Scaling
- Trading numerics (convergence rates) for computing may pay off or may not
- Tailoring to the machine/hardware is beneficial at scale
- Tuning is a continuous process, to obtain excellent results with reasonable effort
- HPC is not a goal in itself, but a tool to obtain valuable results

HPC

- (High) Performance has many dimensions
  - Modeling
  - Numerics
  - Core-level
  - Scaling
- Trading numerics (convergence rates) for computing may pay off or may not
- Tailoring to the machine/hardware is beneficial at scale
- Tuning is a continuous process, to obtain excellent results with reasonable effort
- HPC is not a goal in itself, but a tool to obtain valuable results

### The purpose of computing is insight, not numbers! – R.W. Hamming

University of Stuttgart

**University of Stuttgart** Institute of Aerodynamics and Gas Dynamics

### Thank you!

### Manuel Keßler

e-mail	kessler@iag.uni-stuttgart.de
phone	+49 (0) 711 685-63419
fax	+49 (0) 711 685-53419

University of Stuttgart Institute of Aerodynamics and Gas Dynamics (IAG) Pfaffenwaldring 21 D-70569 Stuttgart