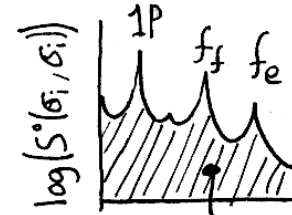
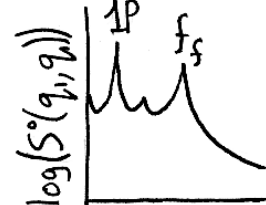
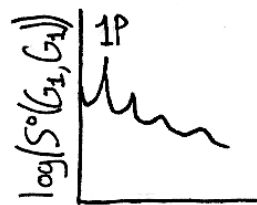
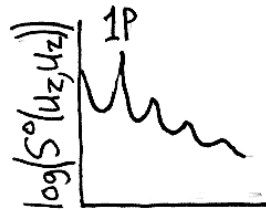


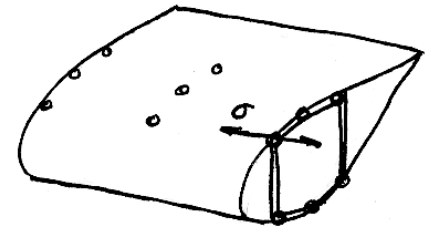
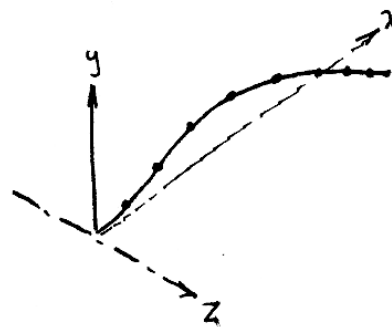
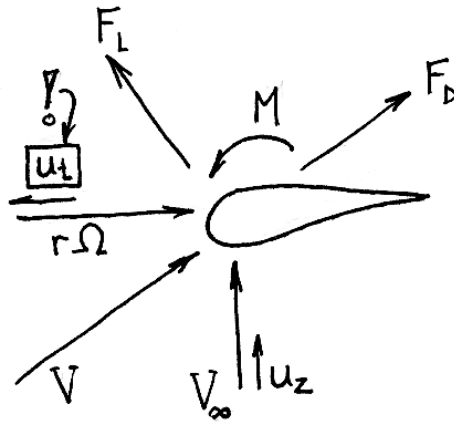
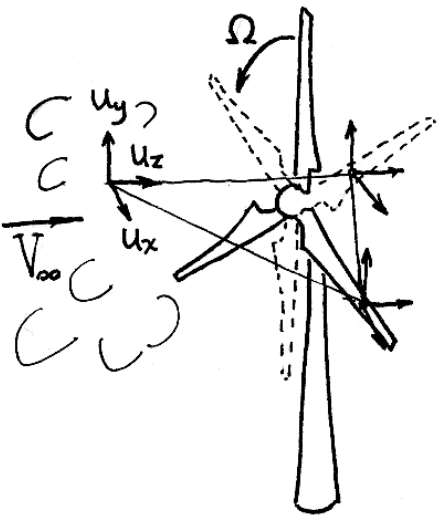
# Towards a Linear State-Space Model of a Wind Power Plant

Karl Merz  
SINTEF Energy Research  
January 14, 2015

# Frequency-domain analysis



Fatigue and  
Extreme value  
statistics



$$2N_e \begin{bmatrix} 2N_e \\ S_u^\circ \end{bmatrix}$$

Turbulence  
(Rotating Frame)

$$3N_e \begin{bmatrix} 3N_e \\ S_F^\circ \end{bmatrix}$$

Aerodynamic  
Forces

Dynamic Stall!  
(excitation)

$$N_m \begin{bmatrix} N_m \\ S_G^\circ \end{bmatrix}$$

Generalized  
Forces

$$N_m \begin{bmatrix} N_m \\ S_q^\circ \end{bmatrix}$$

Generalized  
Displacements

Dynamic Stall!  
(damping)

$$\frac{6(N_e+1)}{6(N_e+1)} \begin{bmatrix} 6(N_e+1) \\ S_{\delta_i}^\circ \end{bmatrix}$$

Nodal  
Displacements

$$\frac{6(N_e+1)}{6(N_e+1)} \begin{bmatrix} 6(N_e+1) \\ S_p^\circ \end{bmatrix}$$

Internal  
Loads

$$N_s \begin{bmatrix} N_s \\ S_\sigma^\circ \end{bmatrix}$$

Stresses

(TURBU, HAWCStab, STAS...)

# A linear dynamic stall model

Solving a linear time-lag equation (similar to Øye method):

$$\left(\frac{dC_L}{d\alpha}\right)_{\text{in}} = \left(\frac{dC_L}{d\alpha}\right)_{\text{max}} + \left[ \left(\frac{dC_L}{d\alpha}\right)_{\text{q}} - \left(\frac{dC_L}{d\alpha}\right)_{\text{max}} \right] \left( \frac{1}{1 + (\tau\omega)^2} \right)$$

$$\left(\frac{dC_L}{d\alpha}\right)_{\text{out}} = \left[ \left(\frac{dC_L}{d\alpha}\right)_{\text{max}} - \left(\frac{dC_L}{d\alpha}\right)_{\text{q}} \right] \left( \frac{\tau\omega}{1 + (\tau\omega)^2} \right)$$

Excitation by turbulence:

$$\left| \frac{dF_y}{du_z} \right|_e = \left| \frac{1}{2} \rho c L \left[ \frac{2(V_\infty + V_{i,z})^2 + (r\Omega)^2}{|V_0|} C_L + r\Omega \frac{V_\infty + V_{i,z}}{|V_0|} \left( \frac{dC_L}{d\alpha} \right)_{\text{in}} \right. \right.$$

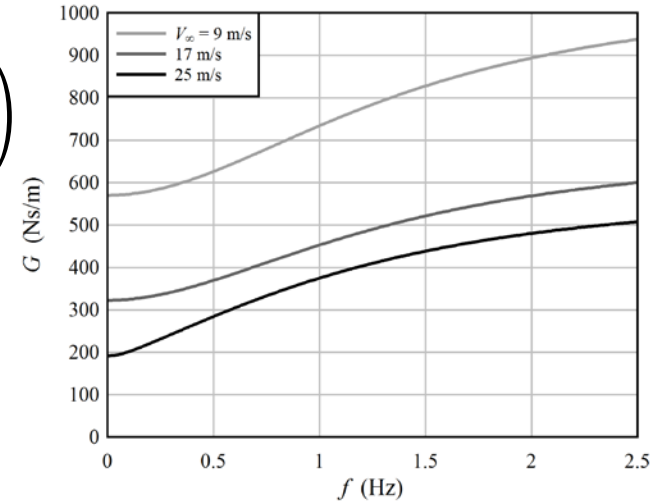
$$\left. \left. - r\Omega \frac{V_\infty + V_{i,z}}{|V_0|} C_D - \frac{(r\Omega)^2}{|V_0|} \frac{dC_D}{d\alpha} \right] + i \frac{1}{2} \rho c L \left[ r\Omega \frac{V_\infty + V_{i,z}}{|V_0|} \left( \frac{dC_L}{d\alpha} \right)_{\text{out}} \right] \right|$$

Aerodynamic damping:

$$\frac{dF_y}{du_z} = \frac{1}{2} \rho c L \left[ \frac{2(V_\infty + V_{i,z})^2 + (r\Omega)^2}{|V_0|} C_L + r\Omega \frac{V_\infty + V_{i,z}}{|V_0|} \left( \frac{dC_L}{d\alpha} \right)_{\text{in}} \right.$$

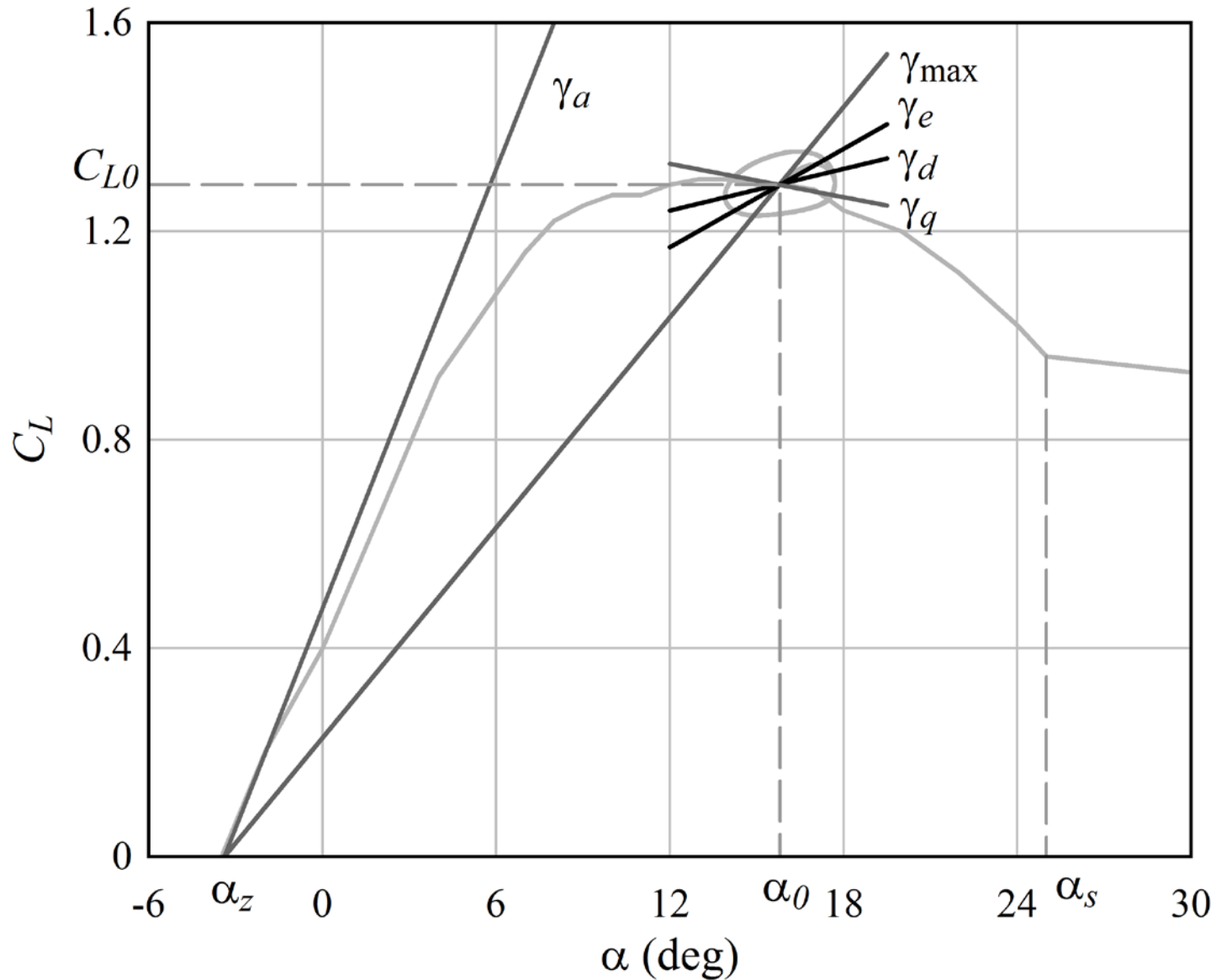
$$\left. - r\Omega \frac{V_\infty + V_{i,z}}{|V_0|} C_D - \frac{(r\Omega)^2}{|V_0|} \frac{dC_D}{d\alpha} \right]$$

Similar expressions for  $\frac{dF_z}{du_z}, \frac{dF_y}{du_t}$ , etc.



# A linear dynamic stall model

Define  $\gamma = dC_L/d\alpha$ ,  $\gamma_e = \sqrt{(dC_L/d\alpha)_{\text{in}}^2 + (dC_L/d\alpha)_{\text{out}}^2}$ ,  $\gamma_d = (dC_L/d\alpha)_{\text{in}}$ .



$$s = \sqrt{(V_\infty \tau)^2 + r_1^2 + r_2^2 - 2r_1 r_2 \cos \Omega \tau}$$

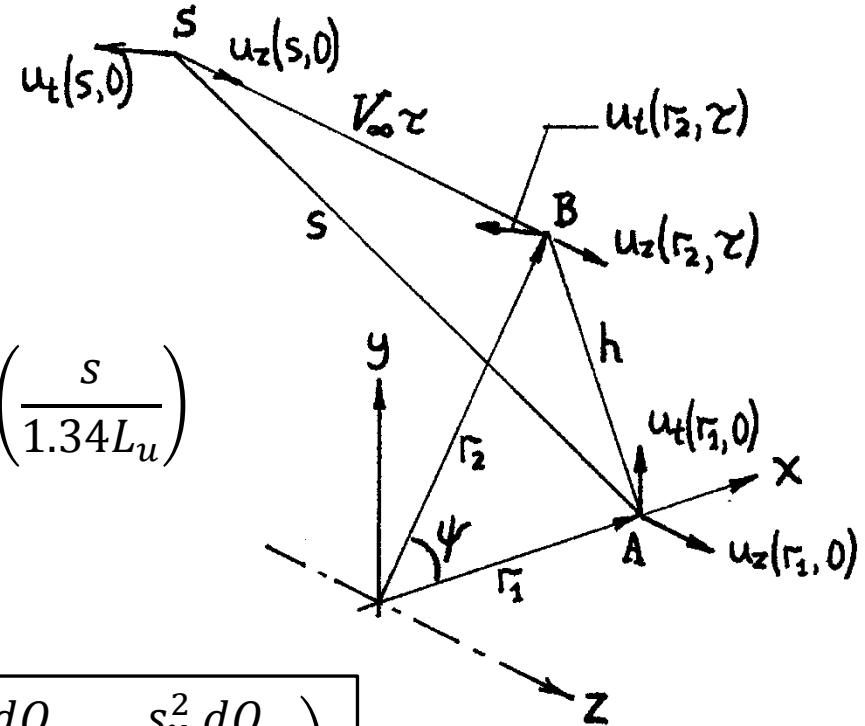
$$Q_{ss} = \frac{2\sigma_u^2}{\Gamma(1/3)} \left( \frac{s}{2.68L_u} \right)^{1/3} K_{1/3} \left( \frac{s}{1.34L_u} \right)$$

$$\frac{dQ_{ss}}{ds} = -\frac{2\sigma_u^2}{\Gamma(1/3)} \left(\frac{1}{1.34L_u}\right) \left(\frac{s}{2.68L_u}\right)^{1/3} K_{-2/3} \left(\frac{s}{1.34L_u}\right)$$

$$Q_{zz} = Q_{ss} + \frac{s}{2} \frac{dQ_{ss}}{ds} - \frac{s_z^2}{2s} \frac{dQ_{ss}}{ds}$$

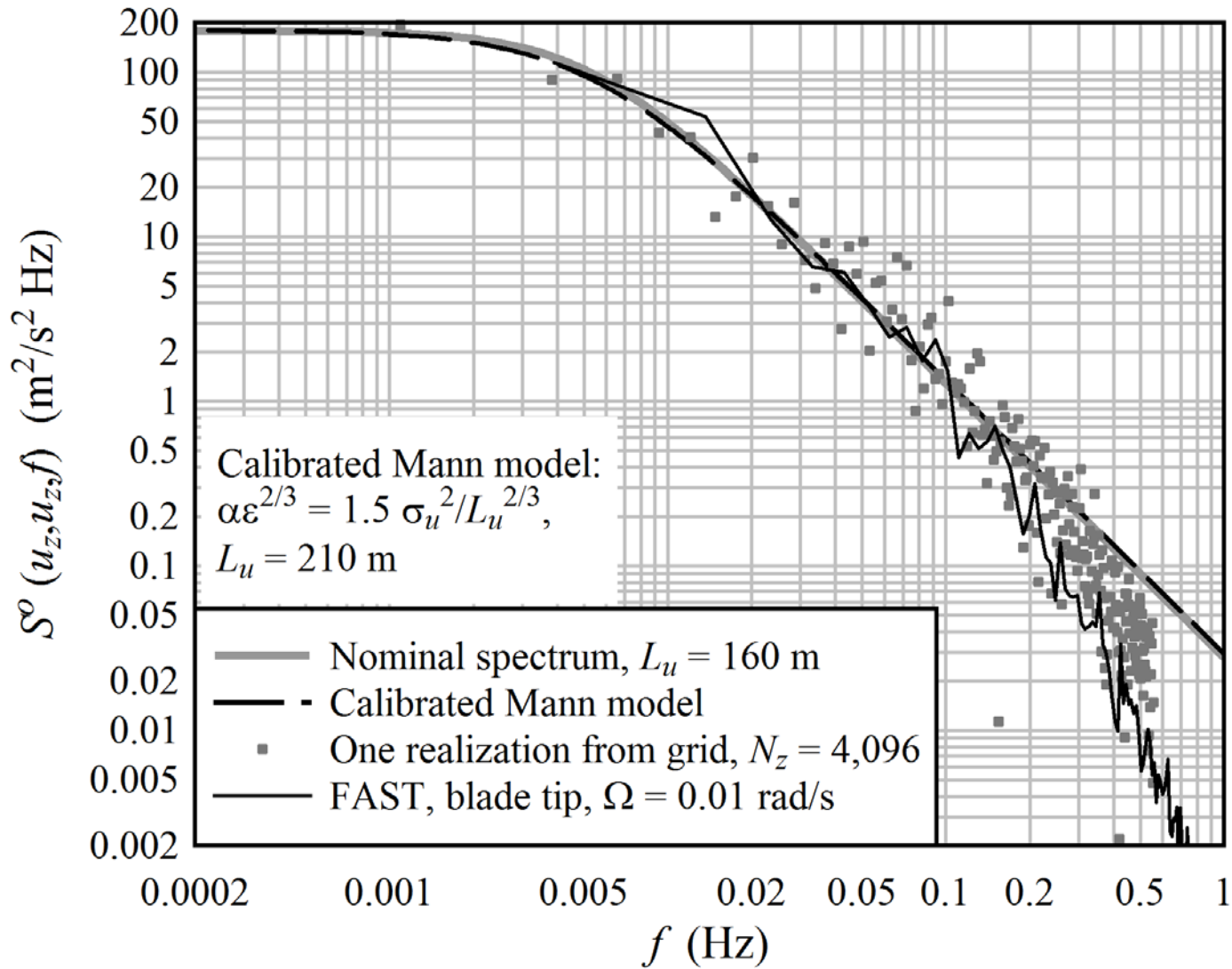
$$Q_{tt} = (\sin \Omega \tau) \frac{s_x s_y}{2s} \frac{dQ_{ss}}{ds} + (\cos \Omega \tau) \left( Q_{ss} + \frac{s}{2} \frac{dQ_{ss}}{ds} - \frac{s_y^2}{2s} \frac{dQ_{ss}}{ds} \right)$$

$$Q_{zt}, Q_{tz} \approx 0$$

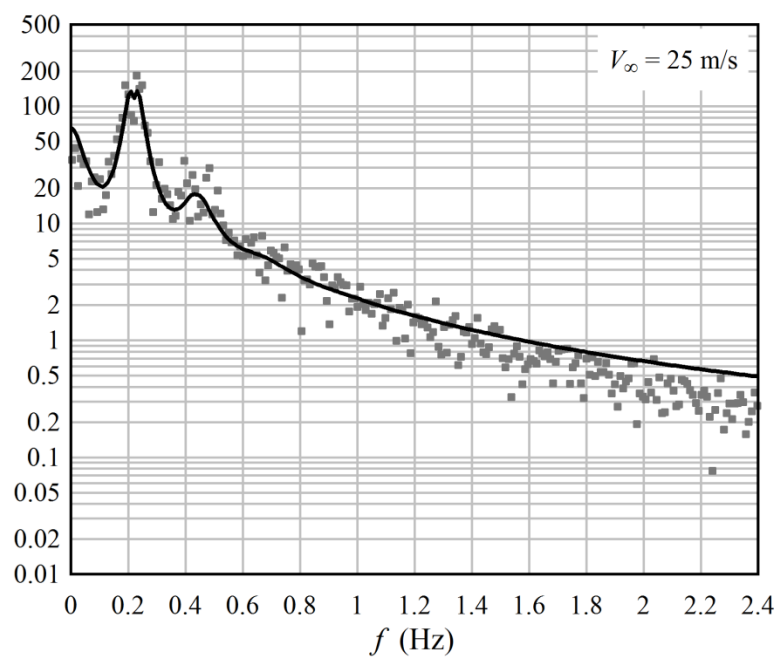
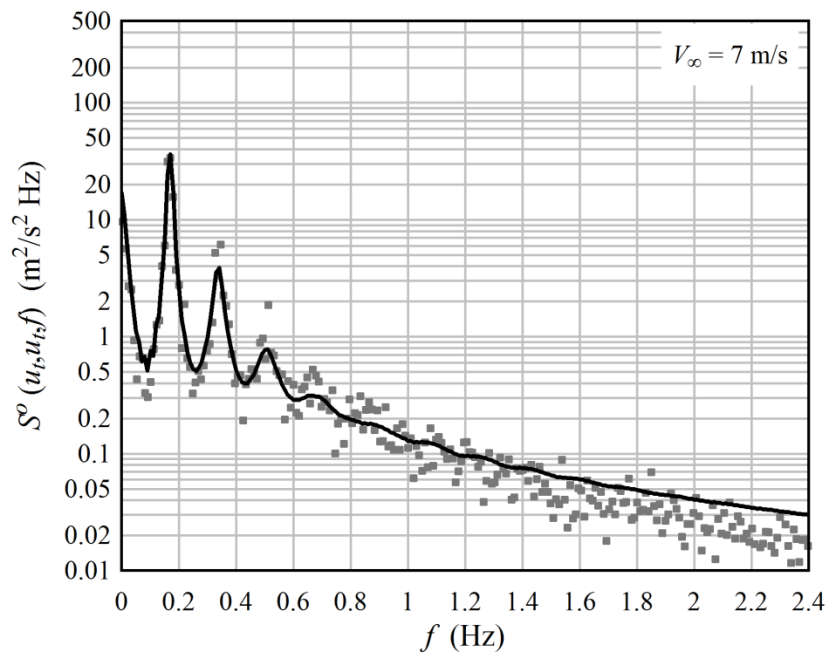
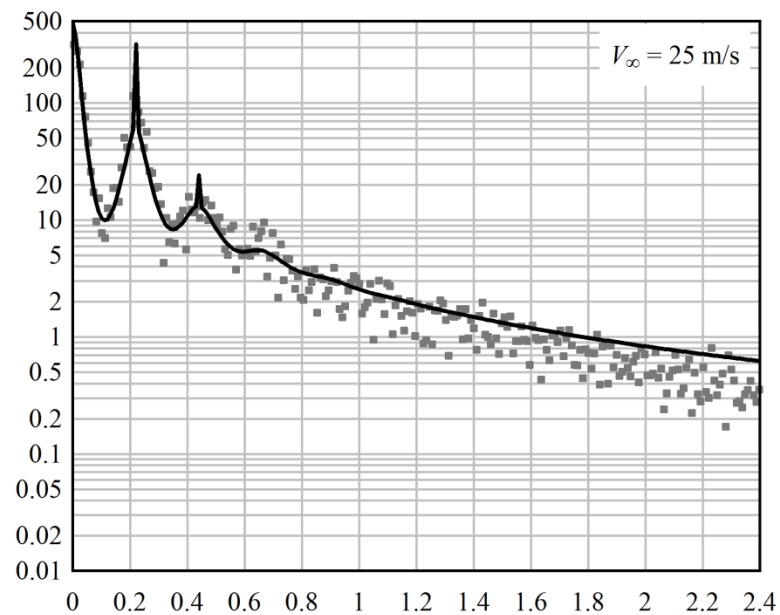
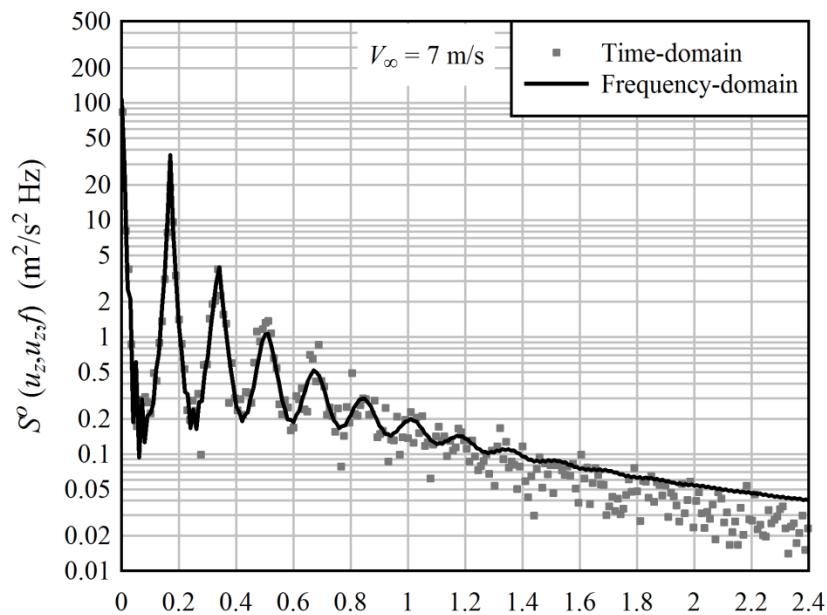


$$Q_{ij} \equiv E[u_i(r_1) u_j(r_1 + s)] = E[u_i(r_1, t) u_j(r_2, t + \tau)]$$

# Non-rotational (single-point) turbulence spectrum

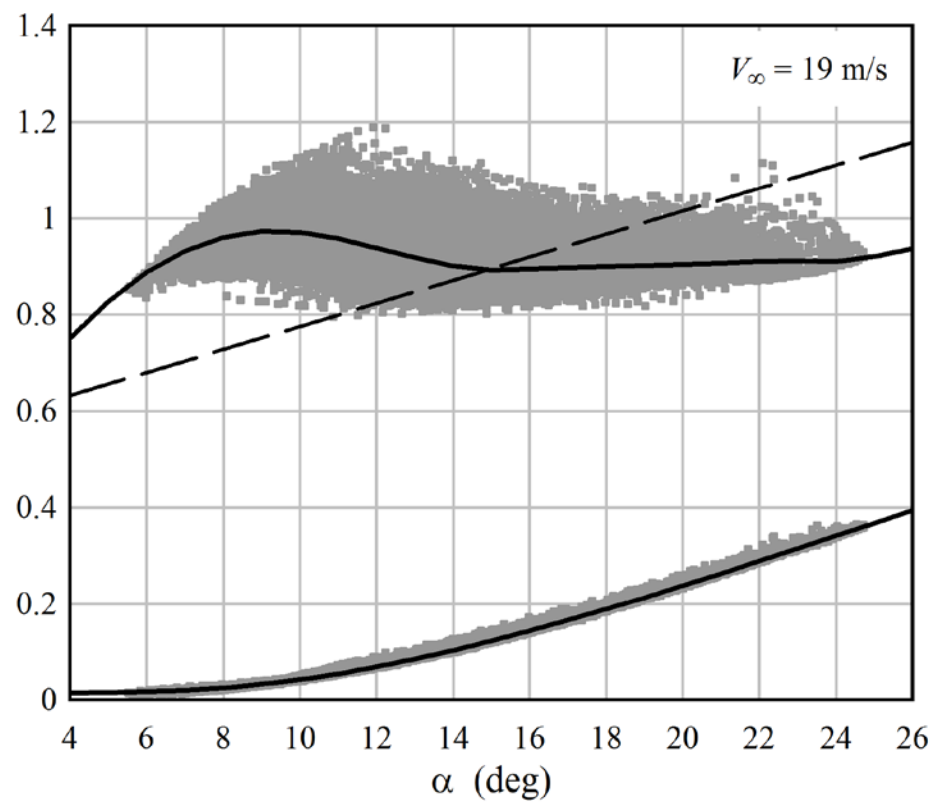
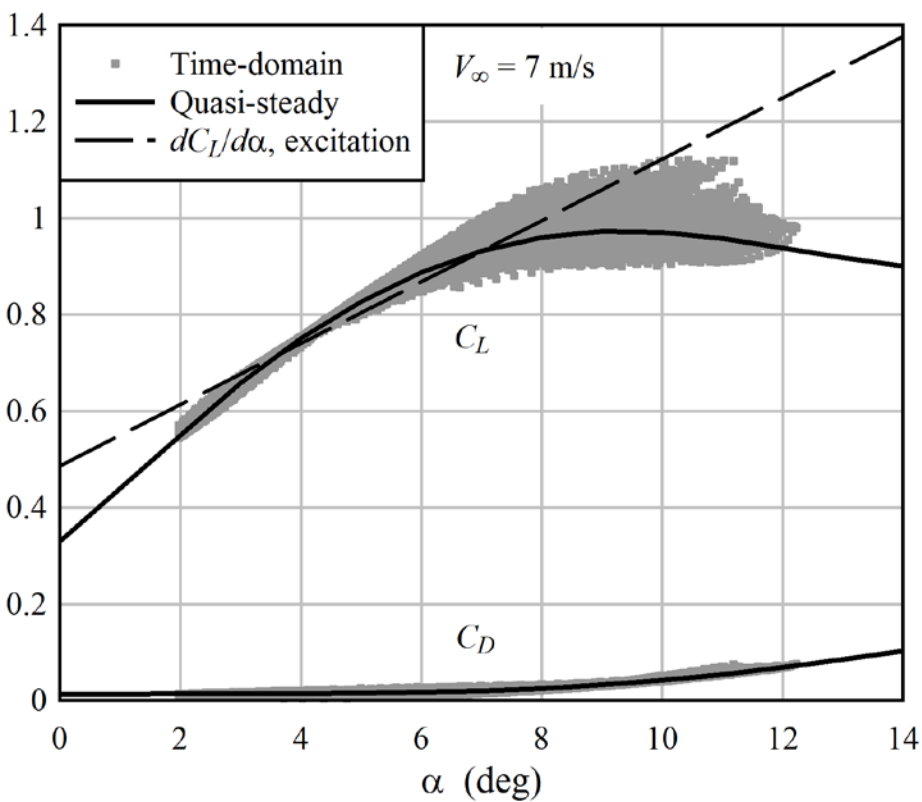


# Rotationally-sampled turbulence spectrum near blade tip



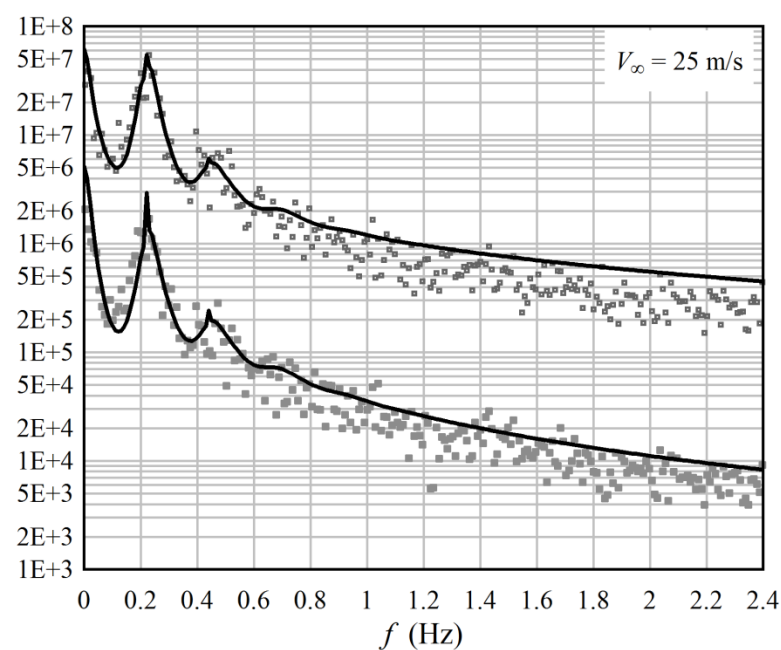
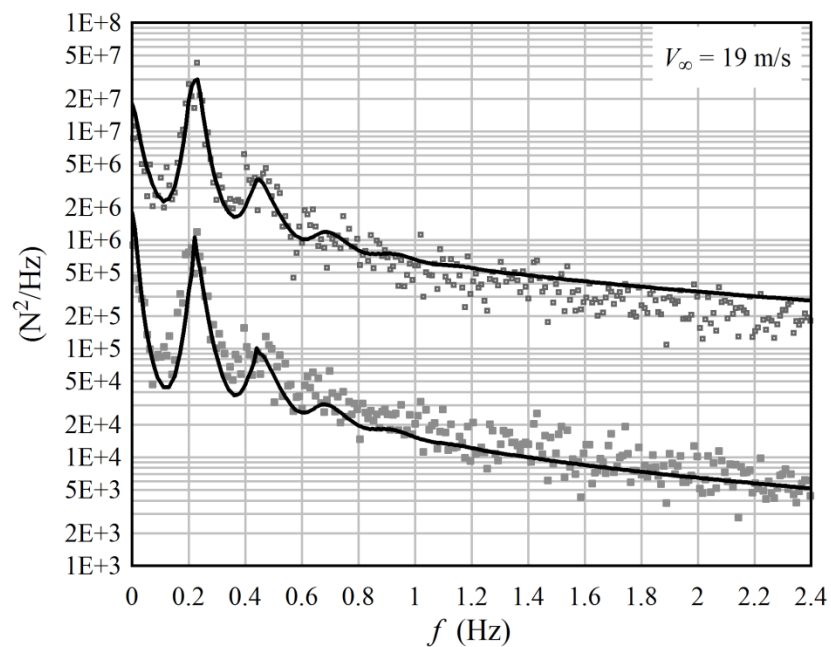
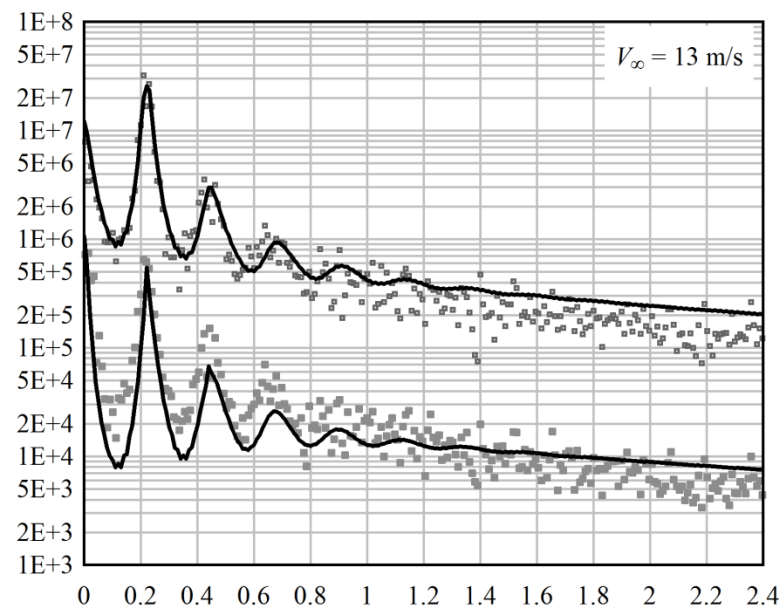
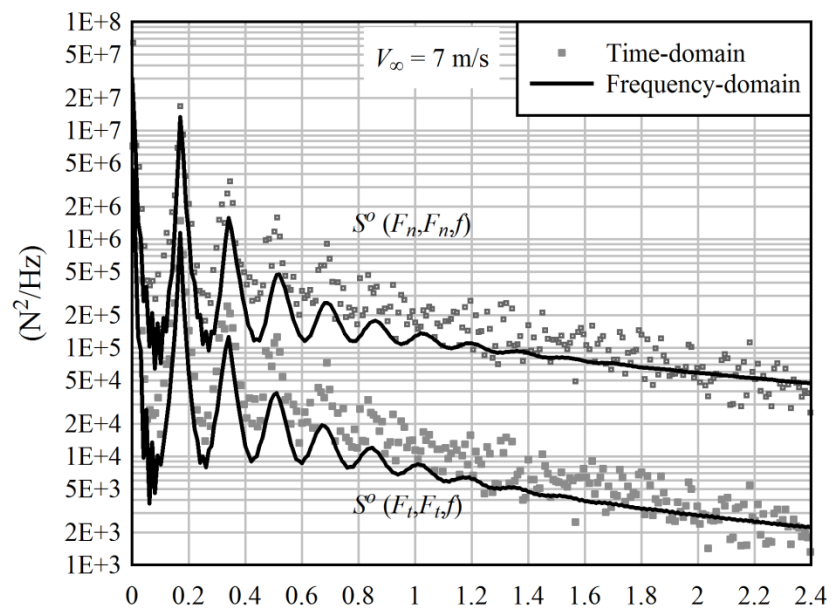
# State of a representative outboard airfoil section

Time-domain: FAST/AeroDyn with Leishman-Beddoes dynamic stall

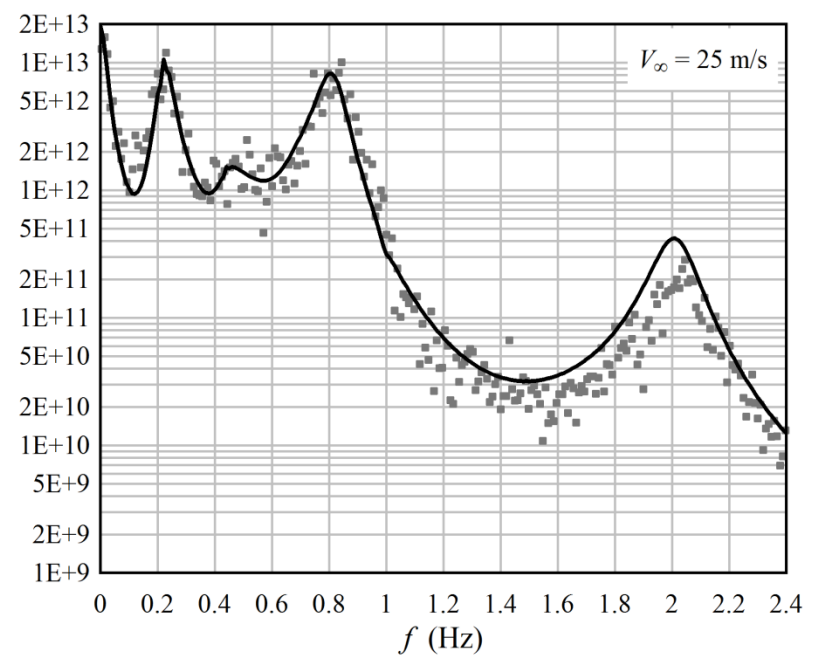
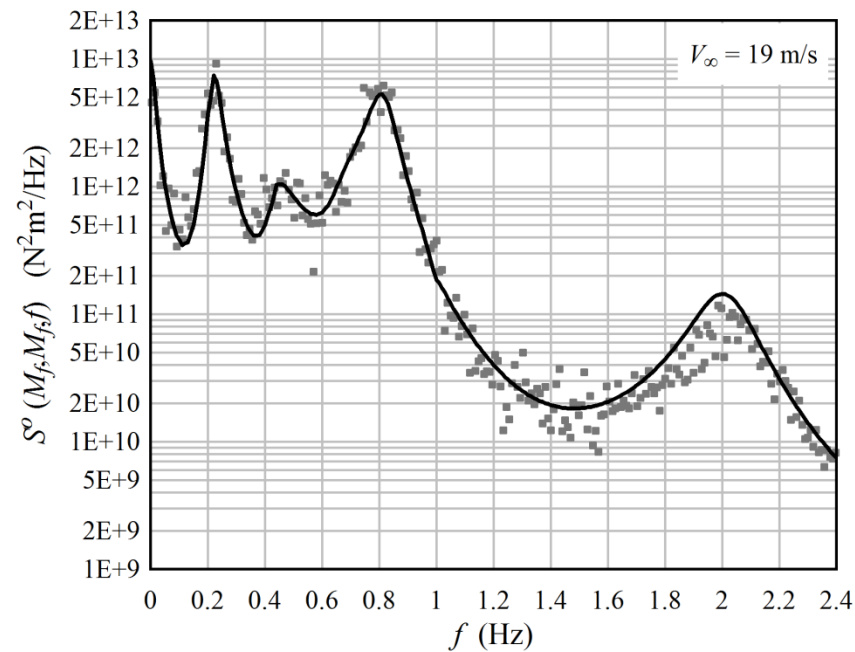
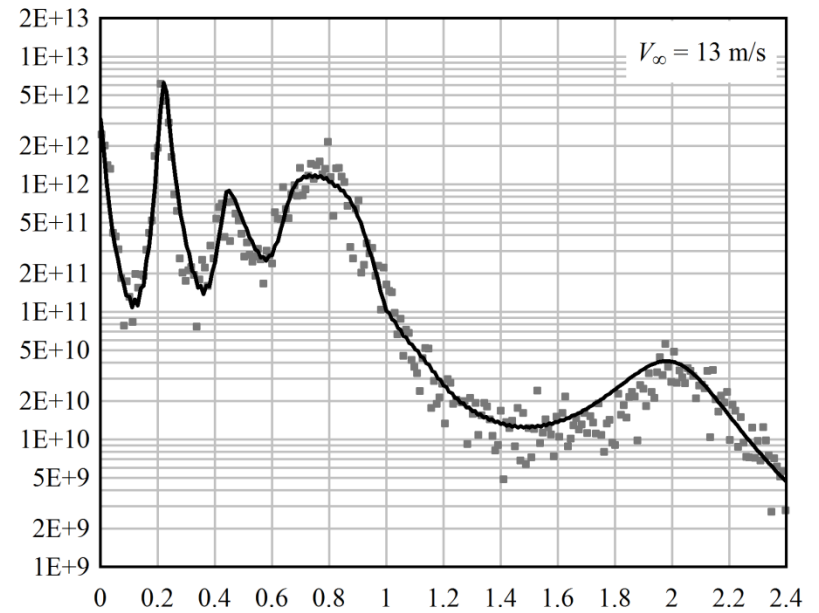
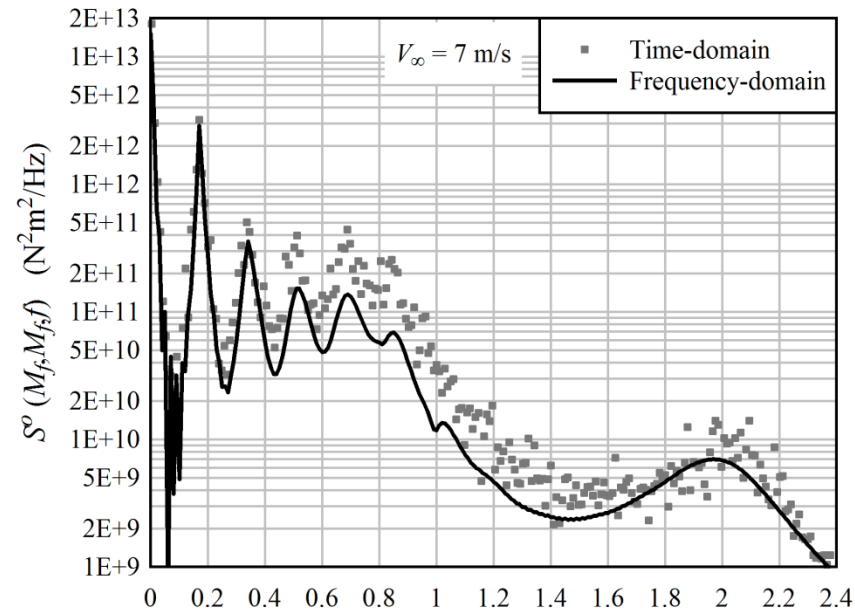




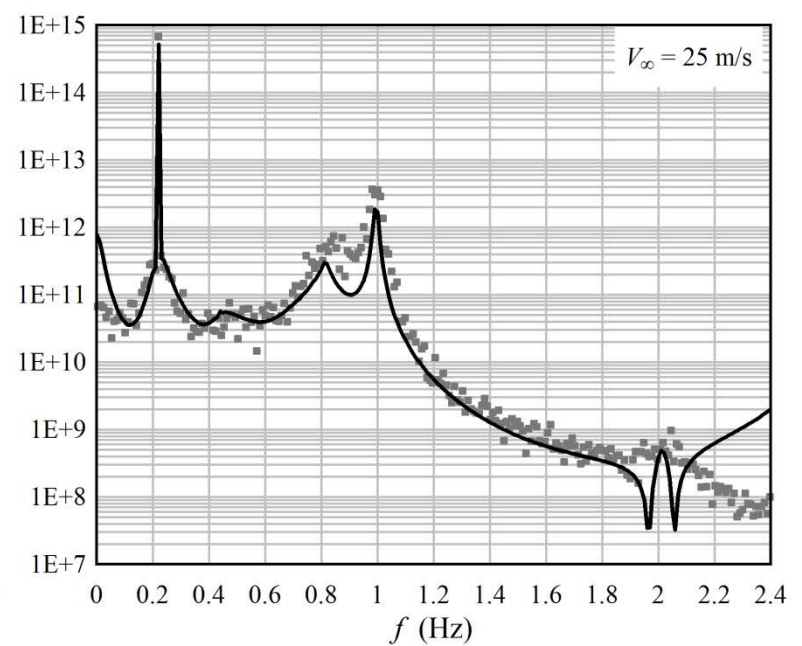
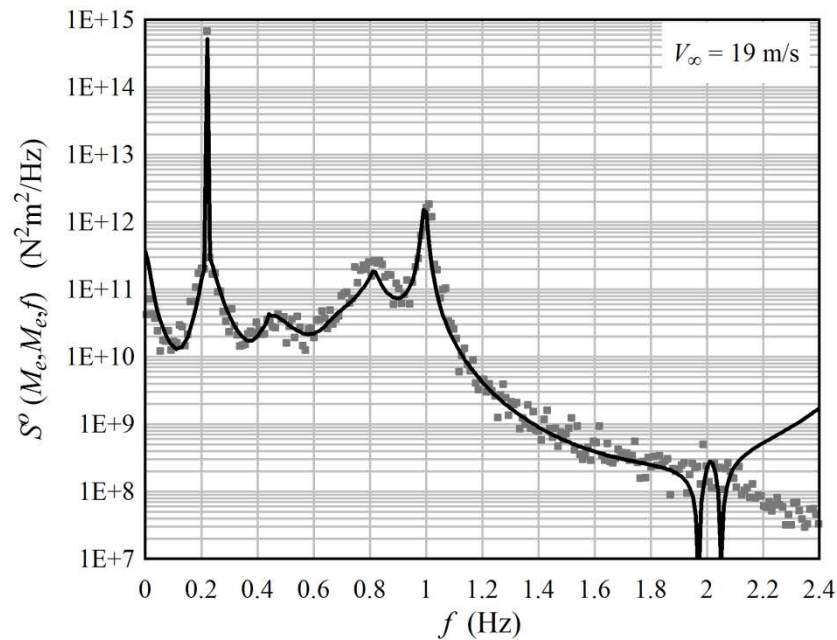
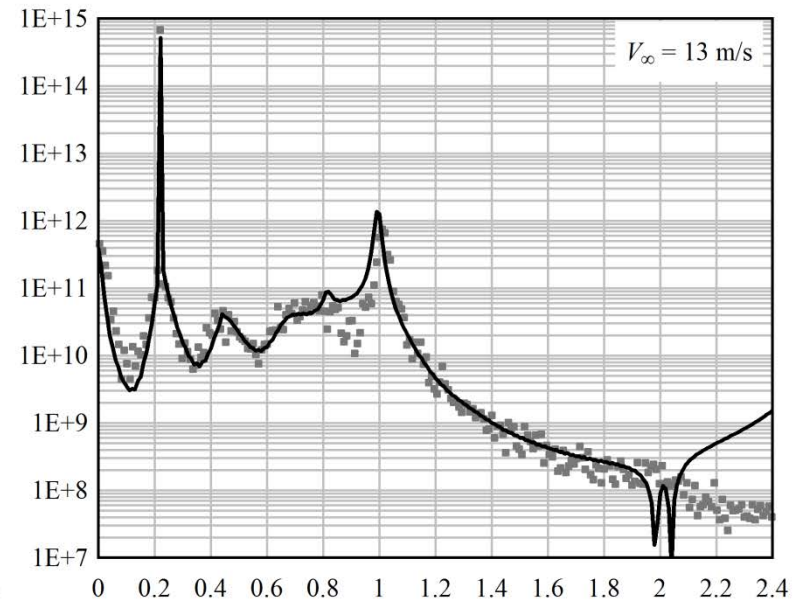
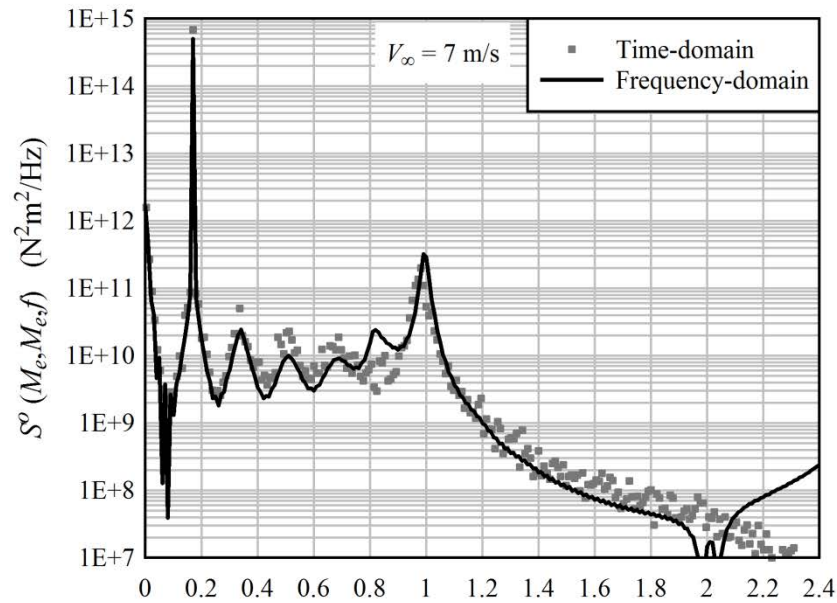
# Normal and in-plane aerodynamic loads for an outboard element



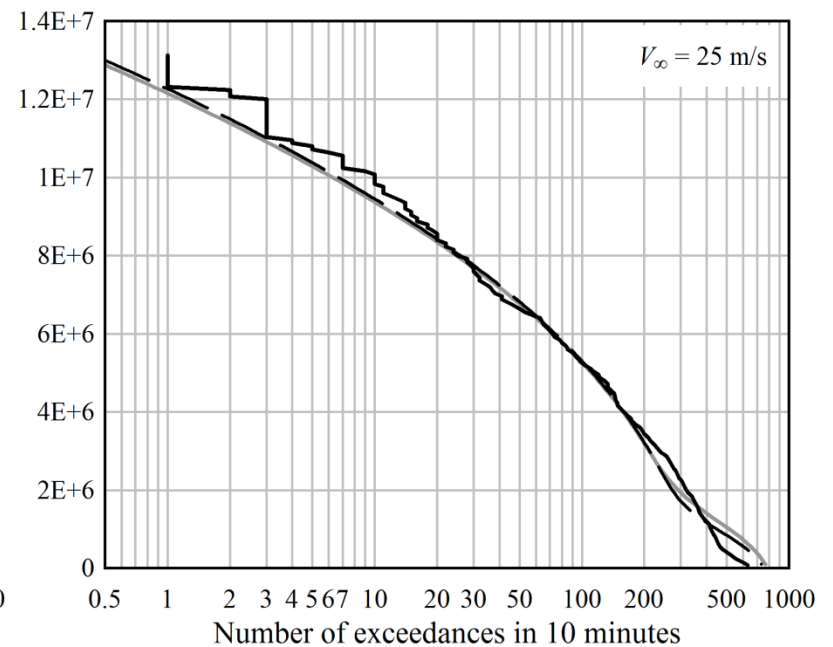
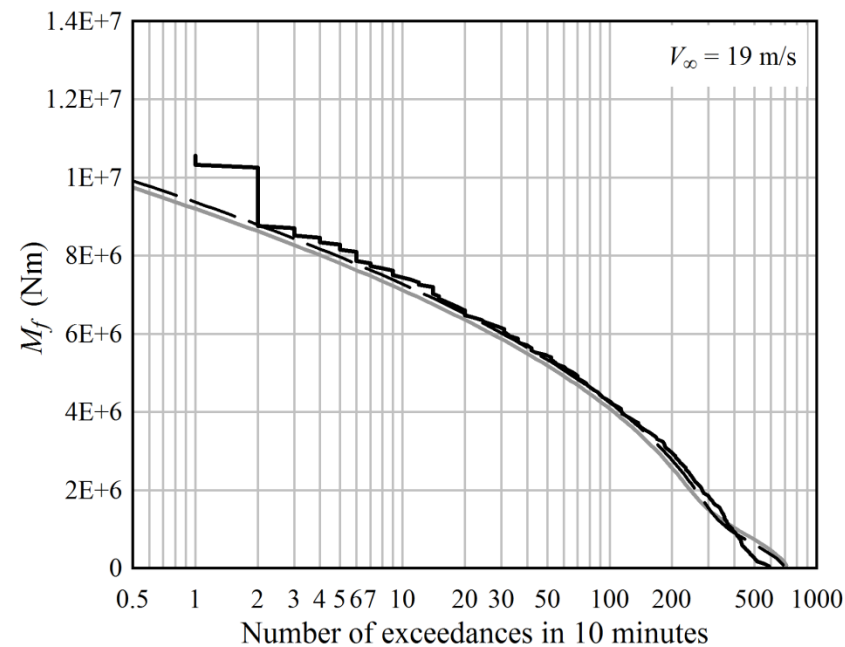
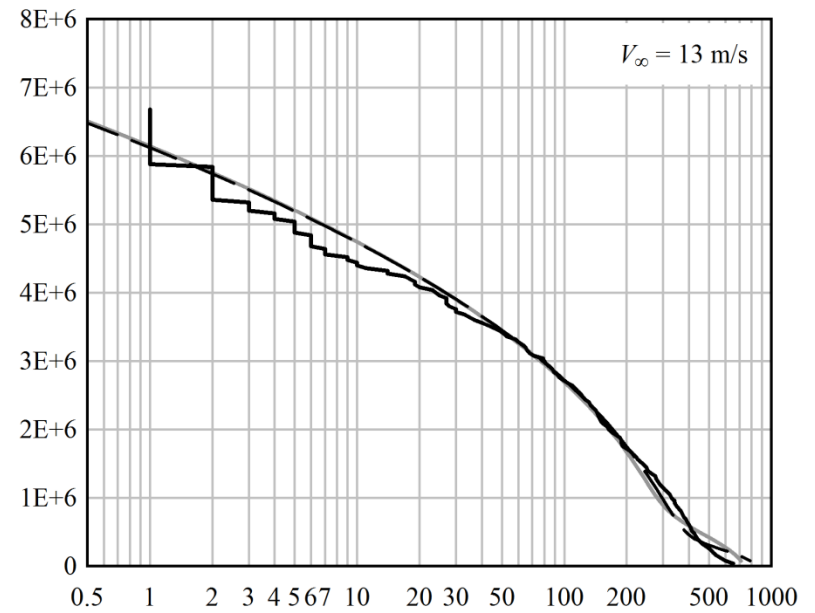
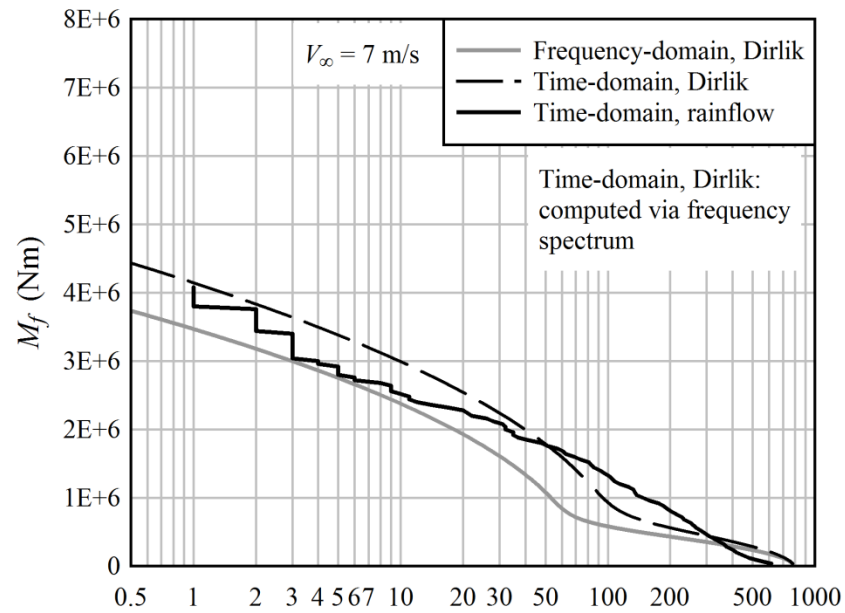
# Flapwise blade root bending moments



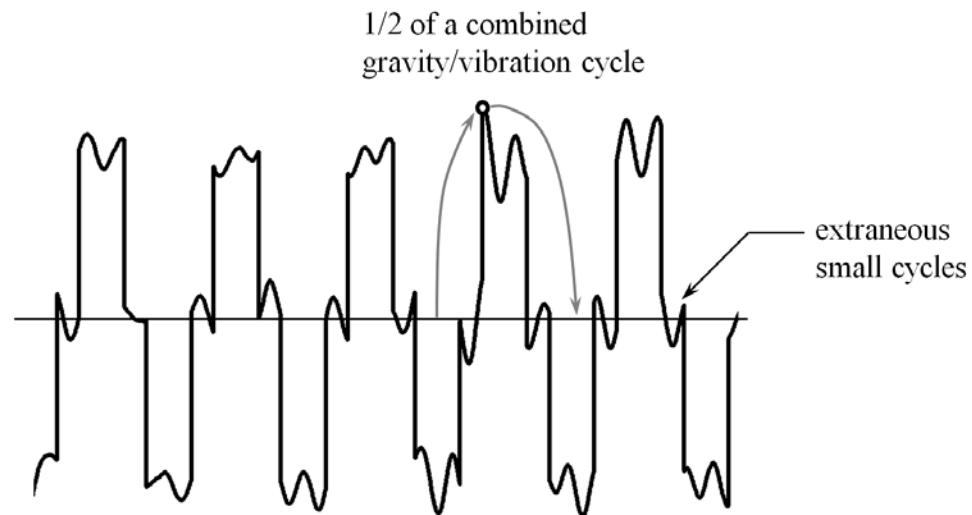
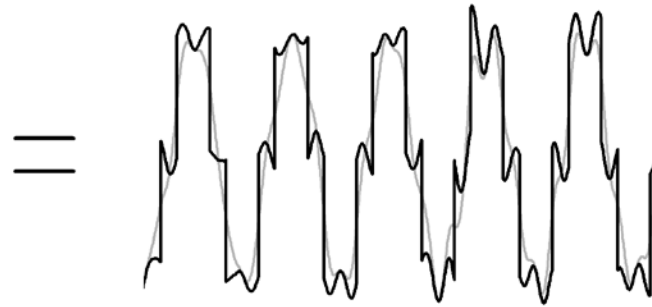
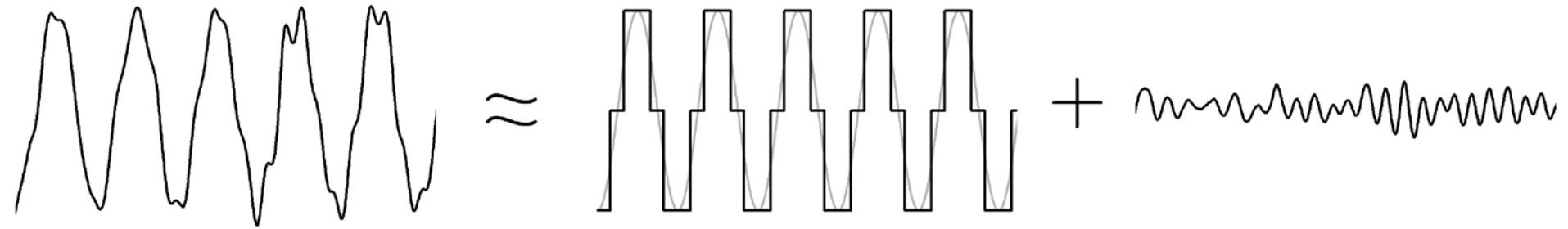
# Edgewise blade root bending moments



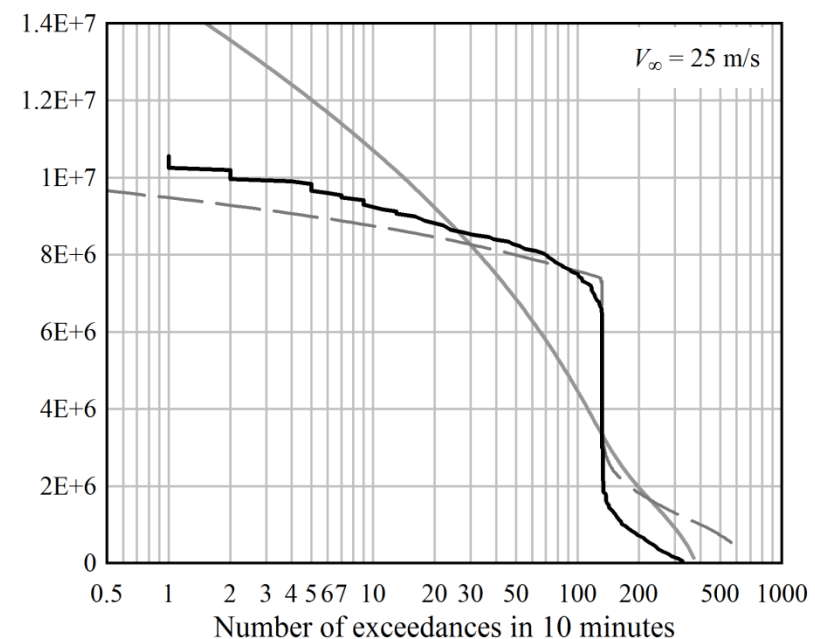
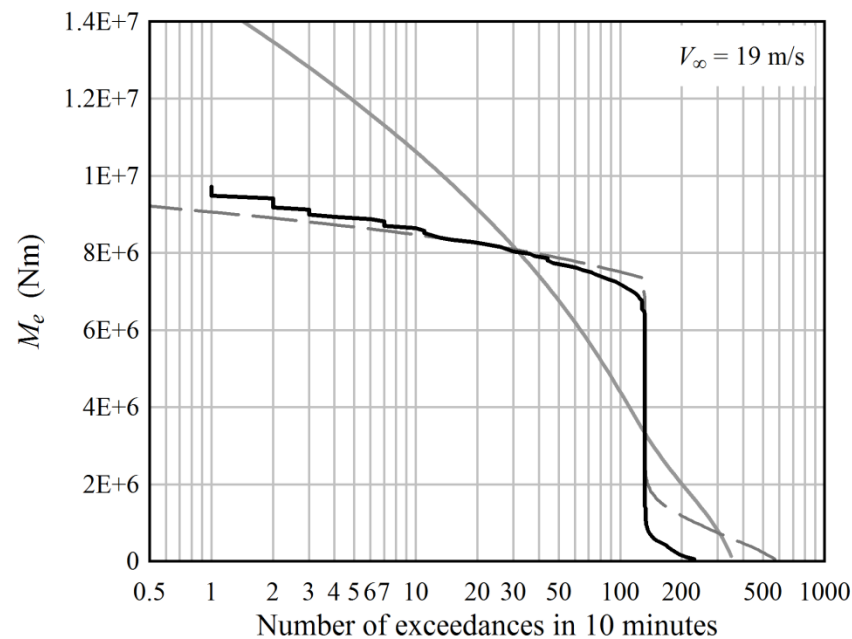
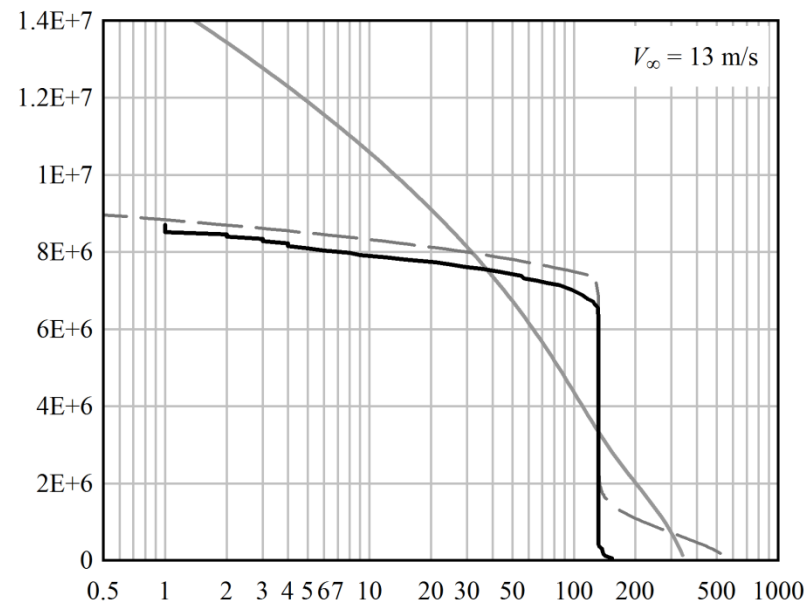
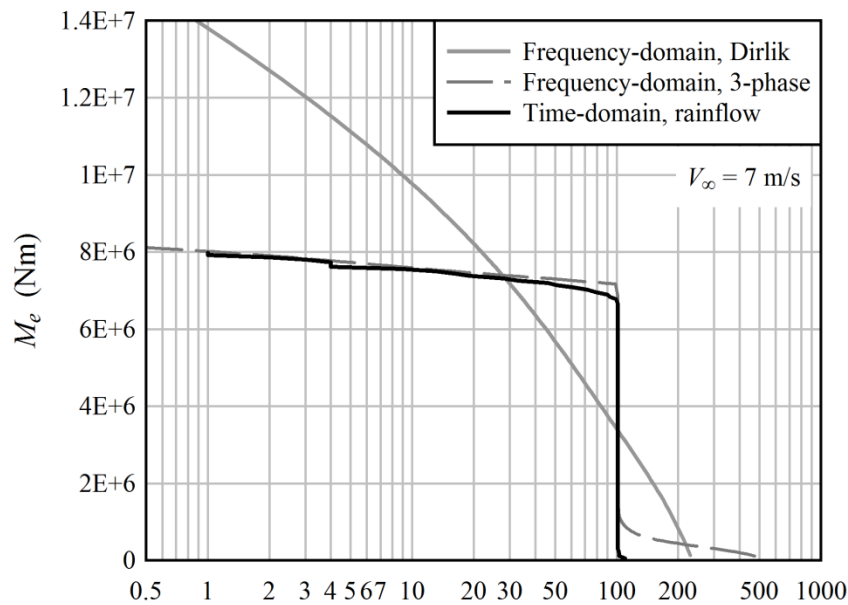
# Flapwise blade root bending moment fatigue cycles



# Edgewise blade root bending moment fatigue cycle counting in the frequency domain



# Edgewise blade root bending moment fatigue cycles, including gravity



# Wave forces can be linearized stochastically

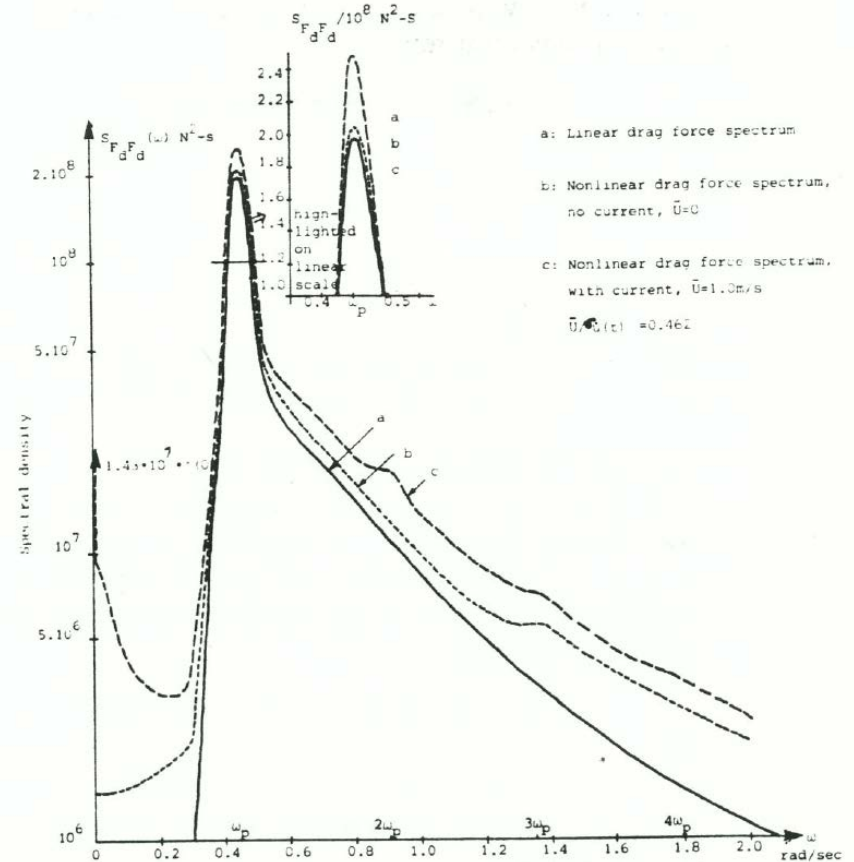
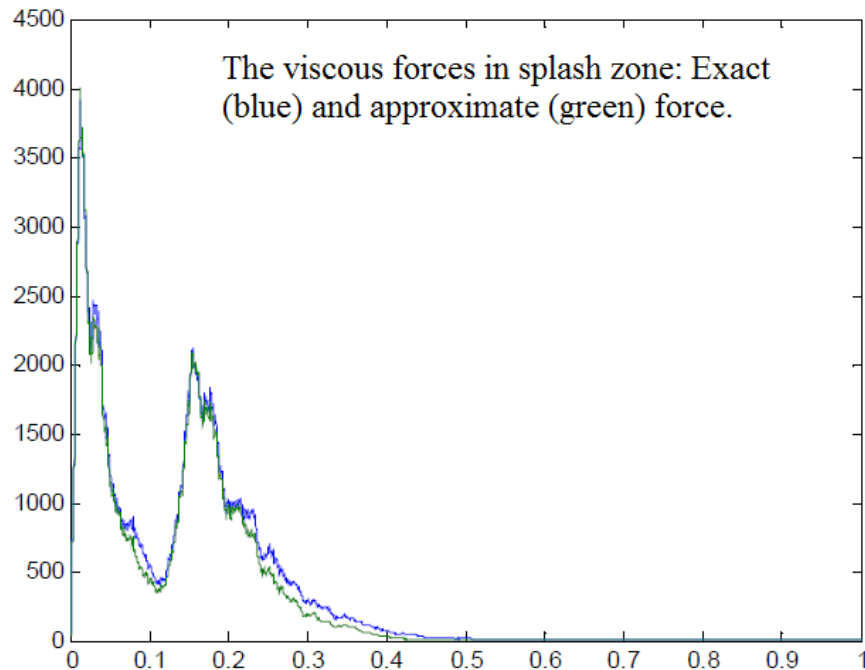
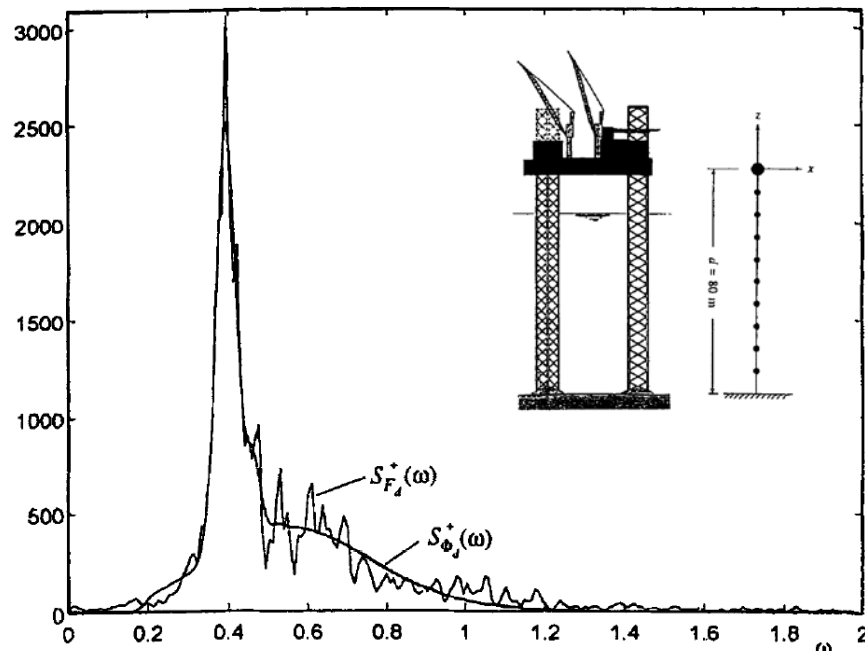
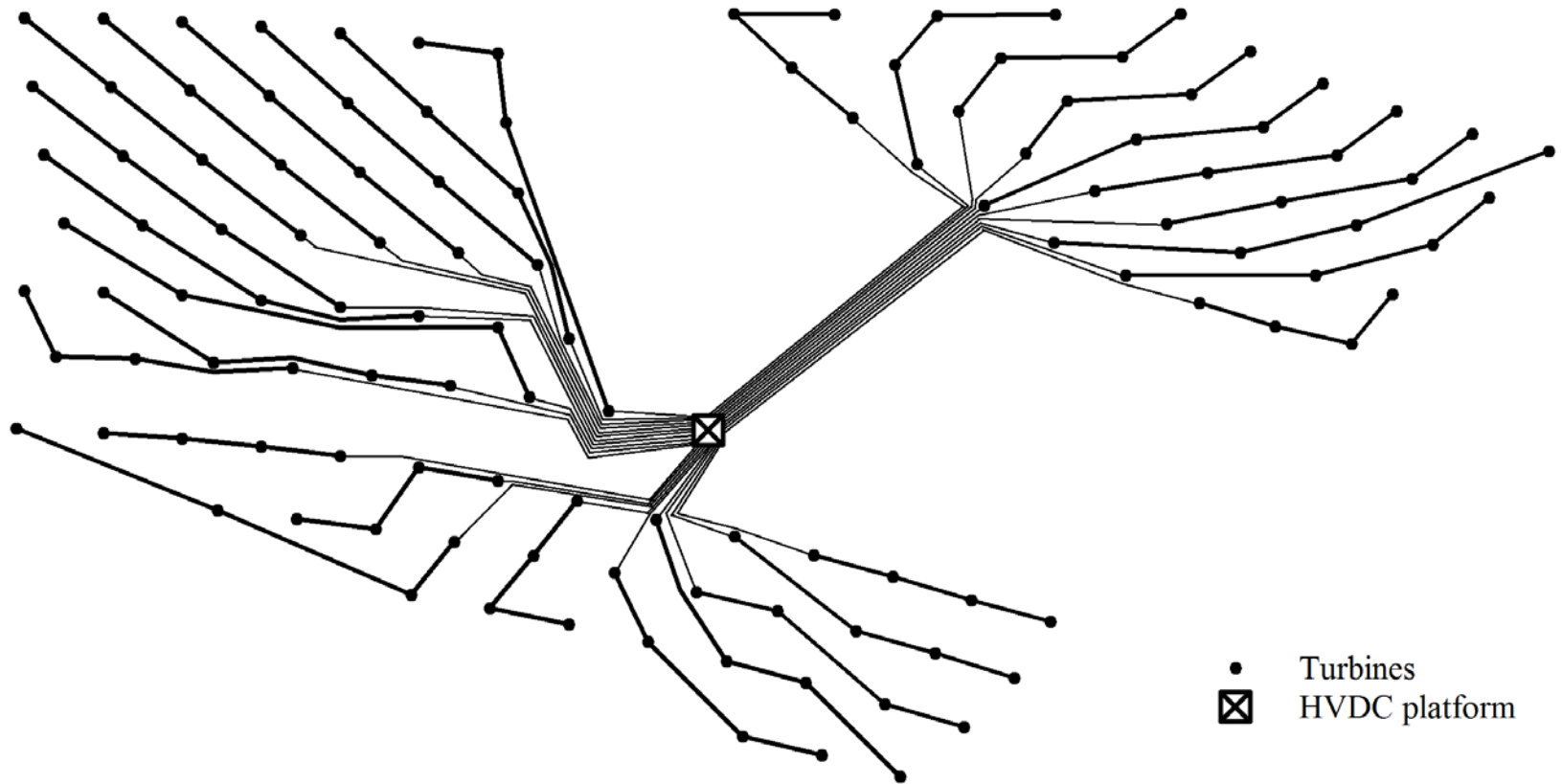


Figure 8. Spectral density function for drag force in the case of a Jonswap state state.  $\omega_p = 0.45$  rad/s,  $\gamma = 7$ ,  $\alpha = 0.015$

Upper left: Naess A; Pisano AA; Frequency domain analysis of dynamic response of drag dominated offshore structures; Applied Ocean Research 19 (1997) 251-262. Lower left: Lie H; Kaasen KE; Viscous drift forces on semis in irregular seas – a frequency domain approach; Proceedings OMAE 2008. Above: Gudmestad OT; Connor JJ; Linearization methods and the influence of current on the nonlinear hydrodynamic drag force; Applied Ocean Research 5 (1983) 184-194.

# A GW-scale wind power plant





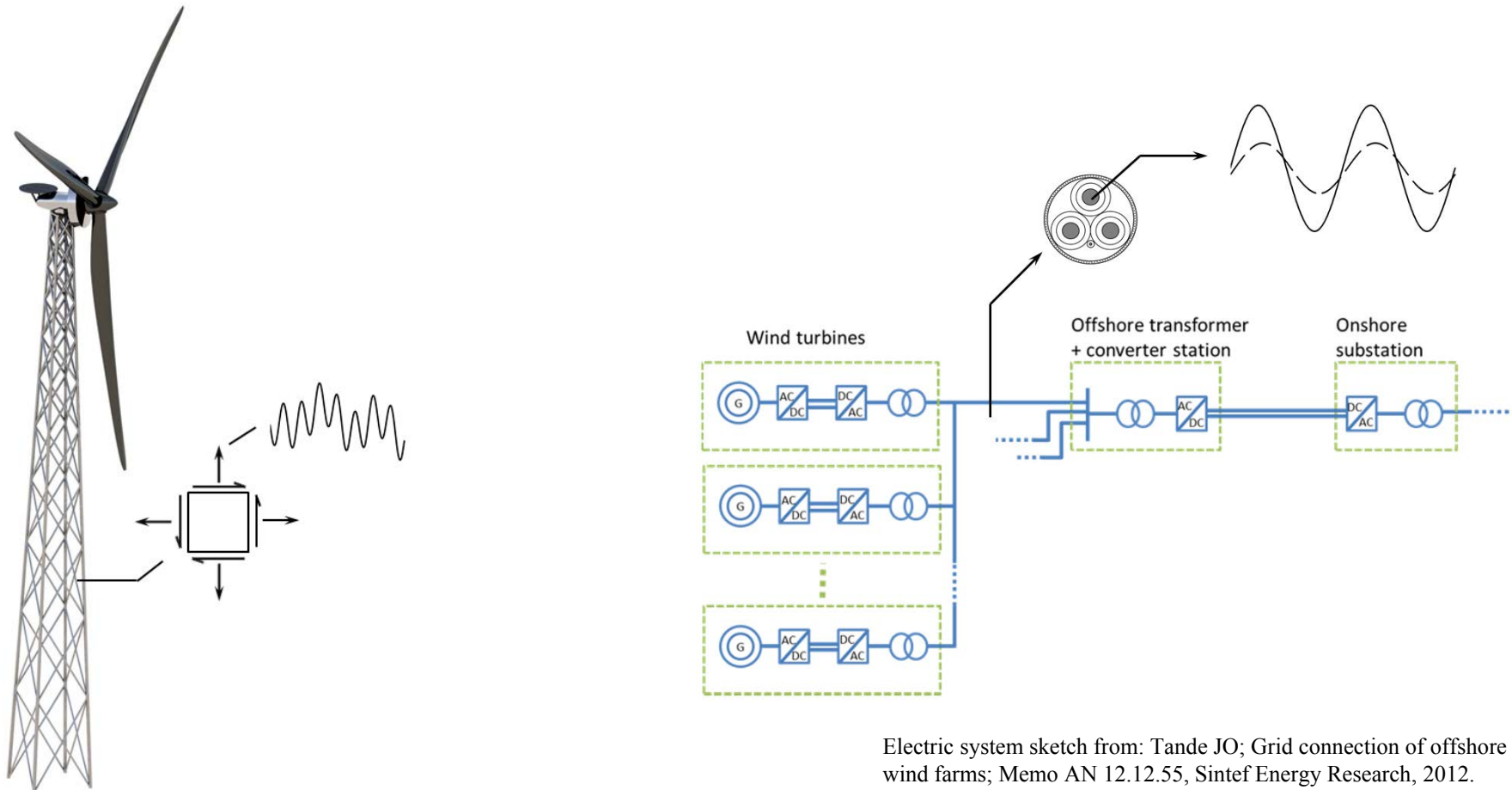
# A wind farm as a system

What information do we need from the model?

Probe the structure at any point in space and time: load, deflection; stress, strain

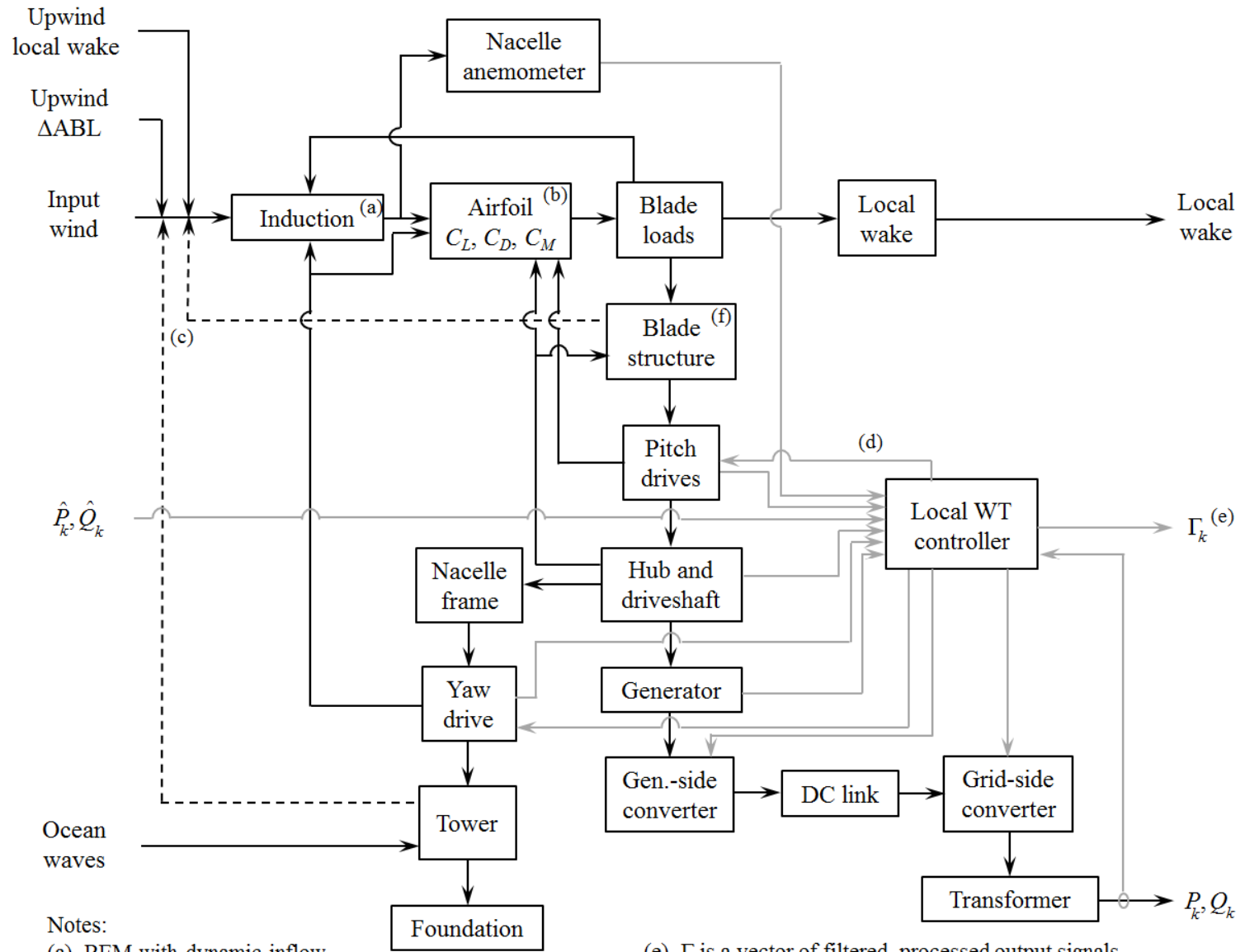
Probe any electrical connection at any time: voltage and current waveforms

Reduce the amount of information by a stochastic description  
(frequency spectra, probability distributions, exceedance curves)



Electric system sketch from: Tande JO; Grid connection of offshore wind farms; Memo AN 12.12.55, Sintef Energy Research, 2012.

# A state-space model of a wind farm



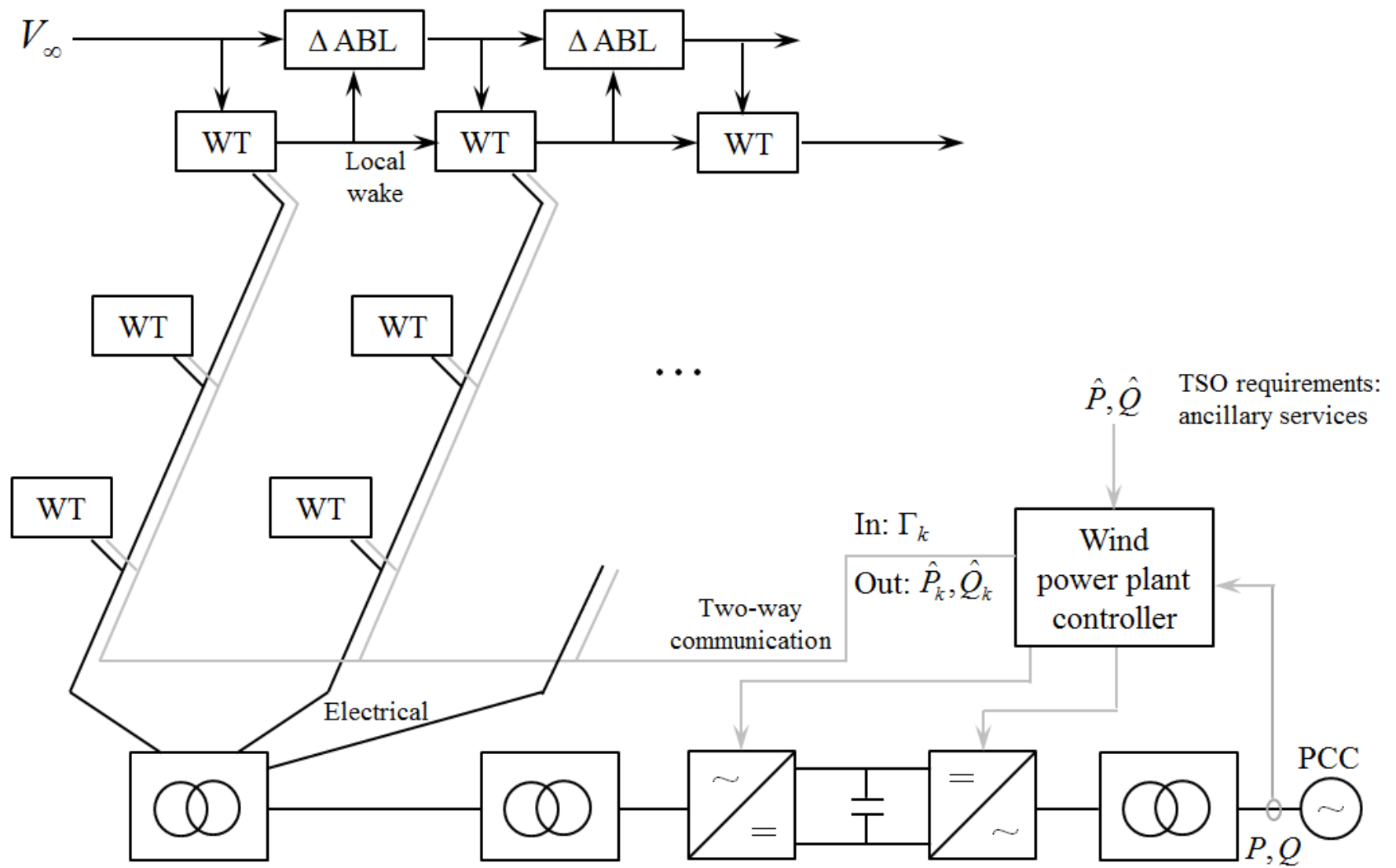
Notes:

- (a) BEM with dynamic inflow
- (b) Dynamic stall, Øye type model
- (c) Aerodynamic damping, may be linearized and computed independently
- (d) Black lines: physical connection. Grey: communication.

(e)  $\Gamma$  is a vector of filtered, processed output signals.

(f) Additional load, strain, or acceleration sensors could be installed in any of the mechanical components and fed to the local controller for active damping or inclusion in the output signal vector  $\Gamma$ .

# A state-space model of a wind farm



## A state-space model of a wind farm

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Number of states per turbine:

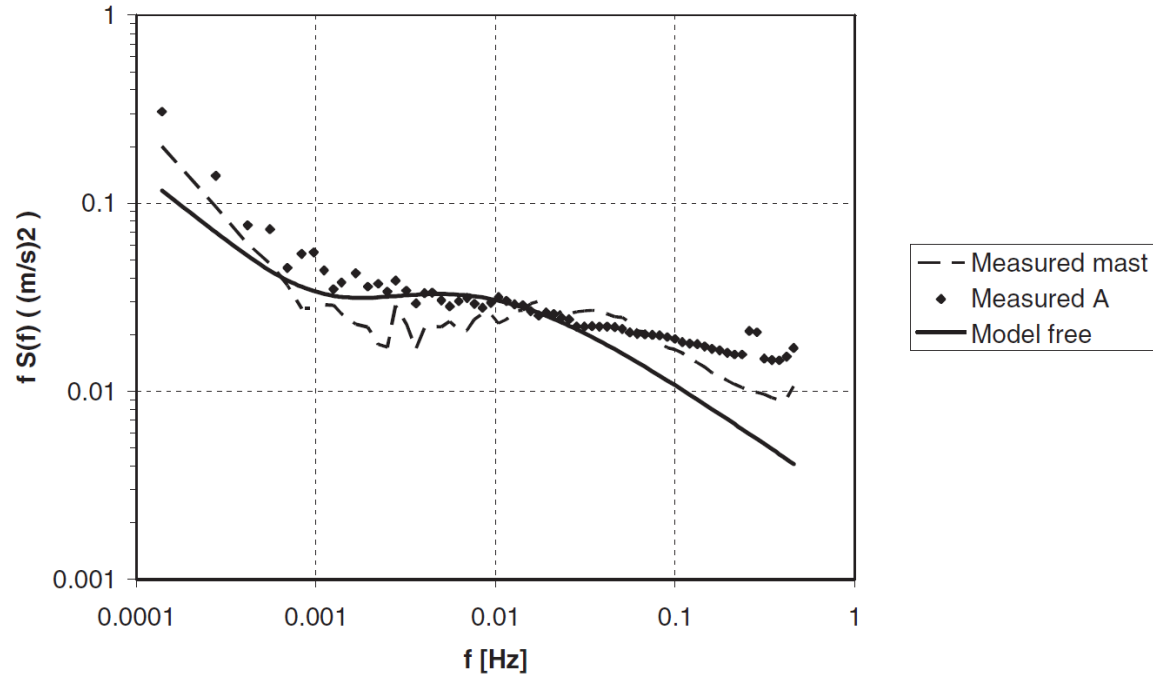
|                   |     |                                       |
|-------------------|-----|---------------------------------------|
| Blade aero:       | 180 | 4 dyn inflow, 1 dyn stall per element |
| Blade structural: | 60  | 10 modes, $q$ , $dq/dt$ , 3 blades    |
| Drivetrain:       | 20  | 10 modes                              |
| Tower:            | 20  | 10 modes                              |

Electrical and control states? Conservatively say it's about the same.

Order of 500 states/turbine, 50000 states for a wind park.

Requires a stochastic wind model based on correlation functions.

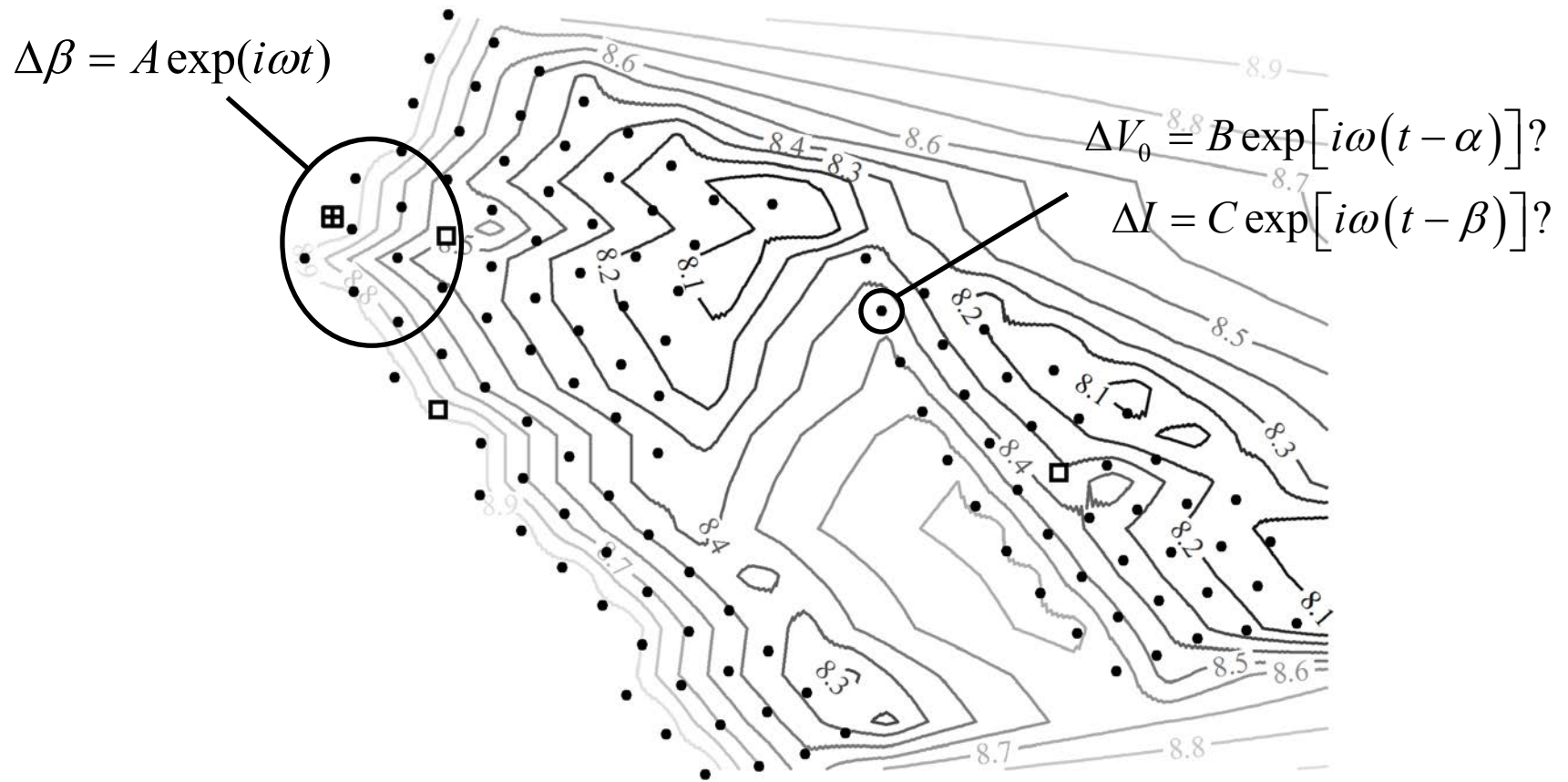
# Spectral wind field models at the plant scale



Sørensen P, *et al.* Modelling of power fluctuations from large offshore wind farms. Wind Energy 11 (2008) 29-43.

$$S_{LF}(f) = (\alpha V_\infty)^2 \frac{H/V_\infty}{\left(\frac{H}{V_\infty} f\right)^{5/3} \left(1 + 100 \frac{H}{V_\infty} f\right)} \quad \Rightarrow \quad \int_0^{f_1} S_{LF} df = \infty ?$$

# Influence of control actions on the atmospheric boundary layer



Within the normal operating range of a wind turbine, can the perturbations be represented by a diffusion function, ideally a linear differential equation?

A relevant experiment:

