Modeling and simulation of turbulent flows

Turbulence, or disturbance in so-called turbulent flow, develops in most of the flows that condition our immediate environment (rivers, ocean, atmosphere). It also turns out to be one, if not the, dimensioning parameter in a large number of industrial flows (related to energy generation or conversion, aerodynamics, etc.). Thus, it is not surprising that a drive is being launched to achieve prediction for the process – albeit in approximate fashion as yet – especially when it combines with complicating processes (stratification, combustion, presence of several phases, etc.). This is because, paraxodically, even though it is possible to predict the turbulent nature of a flow and even, from a theoretical standpoint, to highlight certain common – and apparently universal – characteristics of turbulent flows,⁽¹⁾ their prediction, in specific cases, remains tricky. Indeed, it must take into account the considerable range of space and time ${\rm scales}^{(2)}$ involved in any flow of this type.

Researchers, however, are not without resources, nowadays, when approaching this problem. First, the equations governing the evolution of turbulent flows over space and time (Navier–Stokes equations⁽³⁾) are known. Their complete solution, in highly favorable cases, has led to predictive descriptions. However, systematic use of this method of resolution comes up against two major difficulties: on the one hand, it would require complete, simultaneous knowledge of all variables attached to the flow, and of the forced-flow conditions imposed on it,⁽⁴⁾ and, on the other hand, it would mobilize computational resources that will remain unrealistic for decades yet.



Figure. Instantaneous (top) and averaged (bottom) temperature field in a mixing situation. The curve shows the history of temperature at one point: fluctuating instantaneous value in blue and mean in red (according to Alexandre Chatelain, doctoral dissertation) (DEN/DTP/SMTH/LDTA).

The sole option, based on the fluctuating character of the flow due to turbulent agitation, must thus be to define and use average values. One of the most widely adopted approaches consists in looking at the problem from a statistical angle. The mean overall values for velocity, pressure, temperature... whose distribution characterizes the turbulent flow, are defined as the principal variables of the flow one then seeks to qualify relative to those mean values. This leads to a decomposition of the motion (the so-called Reynolds decomposition) into mean and fluctuating fields, the latter being the measure of the instantaneous local difference between each actual quantity and its mean (Figure). These fluctuations represent the turbulence and cover a major part of the Kolmogorov spectrum.⁽¹⁾

This operation considerably lowers the number of degrees of liberty of the problem, making it amenable to computational treatment. It does also involve many difficulties: first, it should be noted that, precisely due to the non-linearity of the equations of motion, any average process leads to new, unknown terms that must be estimated. By closing the door on complete, deterministic description of the phenomenon, we open one to modeling, i.e. to the representation of the effects of turbulence on mean variables.

Many advances have been made since the early models (Prandtl, 1925). Modeling schemas have moved unabated towards greater complexity, grounded on the generally verified fact that any new extension allows the previously gained properties to be preserved. It should also be noted that, even if many new developments are emphasizing anew the need to treat flows by respecting their

(4) This is a problem governed by initial and boundary conditions.

non-stationary character, the most popular modeling techniques were developed in the context of *stationary* flows, for which, consequently, only a representation of the flow's temporal mean can be achieved: in the final mathematical model, the effects of turbulence thus stem wholly from the modeling process.

It is equally remarkable that, despite extensive work, no modeling has yet been capable of accounting for all of the processes influencing turbulence or influenced by it (transition, non-stationarity, stratification, compression, etc.). Which, for the time being, would seem to preclude statistical modeling from entertaining any ambitions of universality.

Despite these limitations, most of the common statistical modeling techniques are now available in commercial codes and industrial tools. One cannot claim that they enable predictive computations in every situation. They are of varying accuracy, yielding useful results for the engineer in controlled, favorable situations (prediction of drag to an accuracy of 5–10%, sometimes better, for some profiles), but sometimes inaccurate in situations that subsequently turn out to lie outside the model's domain of validity. Any controlled use of modeling is based, therefore, on a qualification specific to the type of flow to be processed. Alternative modeling techniques, meeting the requirement for greater accuracy across broader ranges of space and time scales, and therefore based on a "mean" operator of a different nature, are currently being developed and represent new ways forward.

The landscape of turbulence modeling today is highly complex, and the unification of viewpoints and of the various modeling concepts remains a challenge. The tempting goal of modeling with universal validity thus remains out of order. Actual implementation proceeds, in most cases, from compromises, guided as a rule by the engineer's know-how.

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⁽¹⁾ One may mention the spectral distribution of turbulent kinetic energy known as the "Kolmogorov spectrum," which illustrates very simply the hierarchy of scales, from large, energy-carrying scales to ever smaller, less energetic scales.

⁽²⁾ This range results from the non-linearities of the equations of motion, giving rise to a broad range of spatial and temporal scales. This range is an increasing function of the Reynolds number, Re, which is a measure of the inertial force to viscous force ratio.

⁽³⁾ The hypothesis that complete resolution of the Navier–Stokes equations allows simulation of turbulence is generally accepted to be true, at any rate for the range of shock-free flows.