

Final Response

Dear Editor and Referees,

We would like to express our gratitude for the time and effort you have spent in reviewing our paper. Your feedback has proven to be crucial for improving the quality of our paper significantly. The paper has been revised appropriately considering all comments, critics and suggestions. The responses to the reviewers' remarks are attached below.

We hope that the revisions done satisfy the reviewers' and editor's requests.

Kind regards,
Galih Bangga on behalf of the other authors

Attachments:

1. Response to Reviewer-1 - Round1
2. Response to Reviewer-1 - Round2
3. Response to Reviewer-1 - Round3
4. Response to Reviewer-2
5. Marked-up manuscript accommodating all review remarks

Reviewer 1: Dr. Khiem Truong

Dear Dr. Truong, first of all we would like to thank you for your comments and suggestions. The positive attitude towards publishing the paper and the constructive feedback are highly appreciated. All remarks given have been considered in the manuscript. The changed texts are indicated by red color in the marked up revised paper. The discussion paper has been revised accordingly.

2.1. Analysis of the various stall models: The authors spent a great length of time in analysis of the existing stall models that does not present a great interest for the manuscript objective. In doing so, the authors have made various mistakes. The Beddoes-Leishman model is not presented under the state-space formulation. Therefore, the sensitivity study of this model against step size of integration cannot be made, as stated in line 393.

and

2.3. Sensitivity of the results against applied time step of the solver: The authors use a rudimentary numerical tool for solving the ordinary differential equations (ODE) with fixed time step, there exist more robust ODE solver with automatic step variation. Therefore, the discussion related to the time step size is irrelevant (sec-tion 3.1 and conclusion).

Thank you for this highly important comment. Indeed it is correct that the time step assessment for the Leishman-Beddoes model cannot be done since it is not presented in the state-space formulation. Therefore, the analysis for the Leishman-Beddoes model is now removed from the paper. Despite that, the analyses for the other models are still relevant. We do agree that there are more advanced integration approach using variable time step variation. In wind turbine computations, however, a fixed time step approach is often adopted even for high fidelity CFD approaches. Because the proposed dynamic stall model shall be coupled with a separate with turbine load solver, e.g., blade-element momentum, vortex model or actuator line model, therefore the studies are relevant for the community. Thank you for the comment, this motivation is now further clarified in the revised paper as:

”...numerical uncertainty. The time step assessment for the Leishman-Beddoes model is not included since it is not presented in the state-space formulation. Furthermore, a fixed time step approach is often adopted in wind turbine computations even for high fidelity CFD approaches. Because dynamic stall models shall be coupled with a separate with turbine load solver, e.g., blade-element momentum, vortex model or actuator line model, therefore the studies are relevant. It can be seen clearly...”

About the ONERA model, they are not aware that it was renamed ONERA-EDLIN (“Equations Différentielles Linéaires”, meaning in English Linear Differential Equations), to distinguish it for the newer model ONERA-BH (“Bifurcation de Hopf”, renamed later by his author as ONERA Hopf Bifurcation model). It is usual for researchers in the field of wind turbines to continue to call it with such name; so, this mistake is not serious. The critical error of the authors is to not consider the stall delay in the ONERA-EDLIN model. Without the account of stall delay, this model leads to predictions of the lift coefficient with large discrepancies in correlation with experiments as shown in Figure 9 p.20

Thank you for this information. Regarding the ONERA model, we are aware that we are not using the latest updated version of the model as pointed out by the reviewer. The main objective of the paper is to assess the IAG model for various airfoils and flow conditions. Therefore we decided to use the basic ONERA model equations, not the updated version, because it serves only for a short comparison - not for evaluating the ONERA model itself. We followed the model presented by Holierhoek et al in their paper [1]. Despite that, according to your recommendation, we updated the

ONERA model to account for the stall delay effect. Indeed the prediction accuracy is improved. Therefore, we have now added the information you provided and the corrections into our paper as:

”... As shown by the ONERA-EDLIN (Equations Différentielles Linéaires) model [2], the standard formulation without considering the stall delay effect tends to underpredict the lift force above stall. In order to account for the stall delay effect as in [3], the value of $\Delta C_{L_n}^{INV}$ is kept constant for a specified time after stall ($s_{end} - s_{stall} = 8$). A similar procedure was adopted in [4] for the stall delay model...”

and the prediction is improved as:

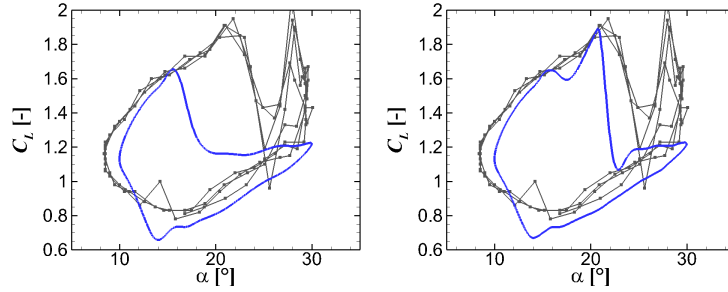


Figure 1: Dynamic force reconstruction using the ONERA model in comparison with the measurement data [5] for $\Delta t = T/1440$. S801 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$. Left: without stall delay, right: with stall delay.

2.2. Values of constants used in the IAG model: There are two types of constants used for the IAG model that are ill chosen, the critical stall angle and the value of the Strouhal number. The critical stall angle α_{CRIT} of airfoils is one key parameter for the stall model. The authors choose this value based on the position of the break of the pitching moment coefficient and the position of the important increase of the drag coefficient. This is not a good choice, as pointed by Sheng et al. in their conclusions (Reference cited on line 598), the best choice is the incidence angle at the maximum chord force coefficient. Led by such bad criteria of defining α_{CRIT} , the authors found very small values for the airfoils S801, S809 and S814 : 15.10, 14.10 and 10.0 respectively, instead of the values of 17.60, 19.20 and 13.90 found by Sheng et al. (Reference Sheng W., Galbraith R.A.McD. and Coton F.N., “Applications of low-speed dynamic-stall model to the NREL airfoils”, Journal of Solar Energy Engineering, 2010, vol. 132, pp. 011006-1:011006-8). The increase of the value of α_{CRIT} would allow a better correlation of their model predictions with experiments, as shown in Figures 10-12, and following

Thank you for the information and comments. The critical angle we selected is actually consistent with the one used by Sheng et al. The angles presented by Sheng et al are larger than the one used in the present work because they are taken from polars with natural transition (see Figure 2 for S809 airfoil below), in contrast we employed the polar data with transition trip as stated in the beginning of Section 3 as “All selected test cases are for the airfoils employed with a leading edge grit (turbulator) to enable the “soiled” effects on a wind turbine blade at a Reynolds number of around 750K.”. To avoid confusion, we revised the sentence as:

”All selected test cases are for the airfoils employed with a leading edge grit (turbulator) to enable the “soiled” effects on a wind turbine blade at a Reynolds number of around 750K. Note that these polar data are different with the one used for example by Sheng et al. [6] where the natural transition cases were taken. Therefore, the critical angles of attack are also different.

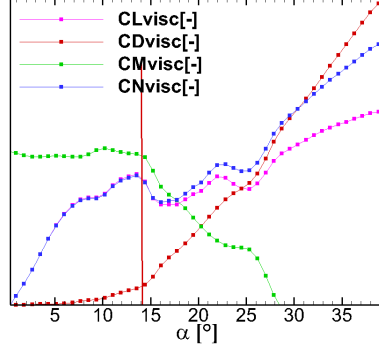


Figure 2: Determination of α^{CRIT} . Note that the scale of y -axis for each force component is plotted independently for clarity.

We also would like to inform you that we made a typo regarding the critical angle of attack for the NACA 4415 airfoil. Now it has been corrected in the revised paper.

Value of the Strouhal number S : the authors following Adema et al. use the value of $S = 0.2$; they should notice from various references that S is in the range of $[0.06, 0.13]$ (see for example “Spectral analysis of New MEXICO standstill measurements to investigate vortex shedding in deep stall” by Khan M.A., Ferreira C.S., Schepers G.J. and Sørensen N.N., Wind Energy, 2019, pp.1-14). When S decreases, the predicted distance between two consecutive extremum (maximum for the lift and drag coefficients, minimum for the pitching moment coefficient) of the aerodynamic coefficients increases. The correlation between model predictions and experiments would be improved

Thank you for your very important recommendation. The word “Strouhal number” in the formulation is actually not the real Strouhal number itself because the effect is controlled by the applied constants in the ODE. As for example, we tried changing the value to be smaller, as a result the accuracy degrades without calibrating the other constants. By reducing the value, one can see in Figure 3 that the higher harmonic effects disappear accordingly, which is not preferable. Therefore, a value of 0.2 is taken for the standard airfoil analyses.

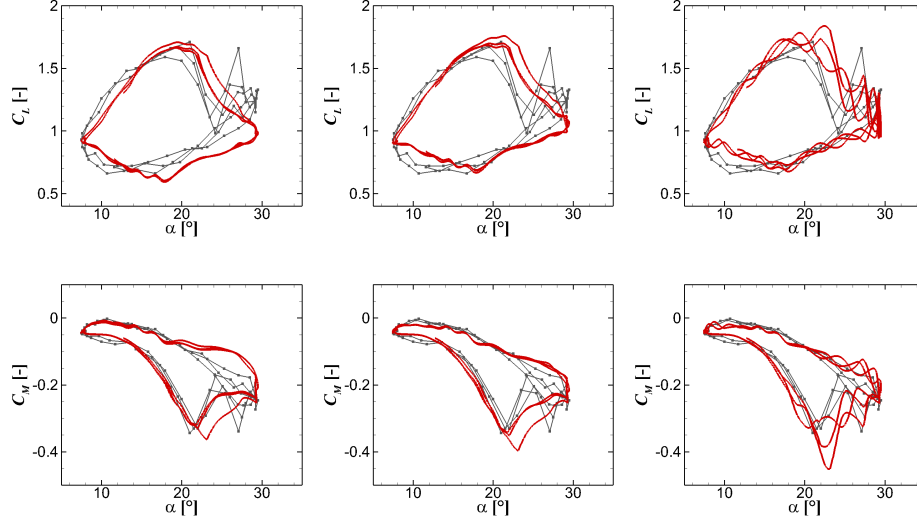


Figure 3: Effects of specified "Strouhal number" on predicted C_L (top) and C_M (bottom). From left to right: $St = 0.06$, $St = 0.13$, $St = 0.2$. Red curves are prediction results, black curves are experiment. NACA4415 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

2.4. Quality of the IAG model: The authors claim the superiority of their model over the others, but their model errors are not quantified. Since the study of Holierhoek et al. (cited in line 574), practically all the publications on hysteresis loops in stalled conditions of airfoils provide the value of the error L_2 -norm, see for instance the publication of Adema et al. I would consider that the predictions for the lift coefficient are reasonable. However, the predictions of the drag coefficient are overestimated and this would lead to under-prediction of the power coefficient C_Q . The predictions of the pitching moment coefficient are not right in some cases. For instance for the airfoil S801 in Figure 17, the predictions show clockwise hysteresis sub-loop that correspond to negative aerodynamic damping, while the experiments show anti-clockwise sub-loop leading to positive aerodynamic damping.

and

For the comparison of the model with experiments based on the first order correction, it would be clearer if the cases of non – stalled conditions are considered, there are no effects of second order for these cases.

Thank you for the remarks and suggestions. We have now added a section assessing the L_2 -norm of errors for cases involving different airfoils. In order to limit the number of pages and since the attached flow regime is not our main focus, a dedicated analysis for the attached flow regime will not be directly presented in the paper. Despite that, we do agree with your suggestion. Therefore, to accommodate this aspect, the L_2 -norm of errors are quantified for cases involving different airfoils; both under attached and deep stall conditions. Indeed the errors for the deep stall cases are larger, but still at reasonable values. In fact, most flow cases considered in our studies are for the deep stall conditions.

2.5. The study of various airfoils: It would be interesting that the model predictions could show some distinctive features associated with the thickness for the airfoils studied, ranging from thin (S801) to thick airfoil (S814). Thin airfoils are characterized by leading-edge stall, whereas thick airfoils by trailing-edge stall. The choice of the airfoil S801 by the authors of the submitted paper for extensive studies is unfortunate, because it is a thin airfoil of thickness 13.5%, and wind turbine blades have usually thickness larger than 15%.

We do agree that the S801 airfoil is relatively thin compared to the usual wind turbine airfoils.

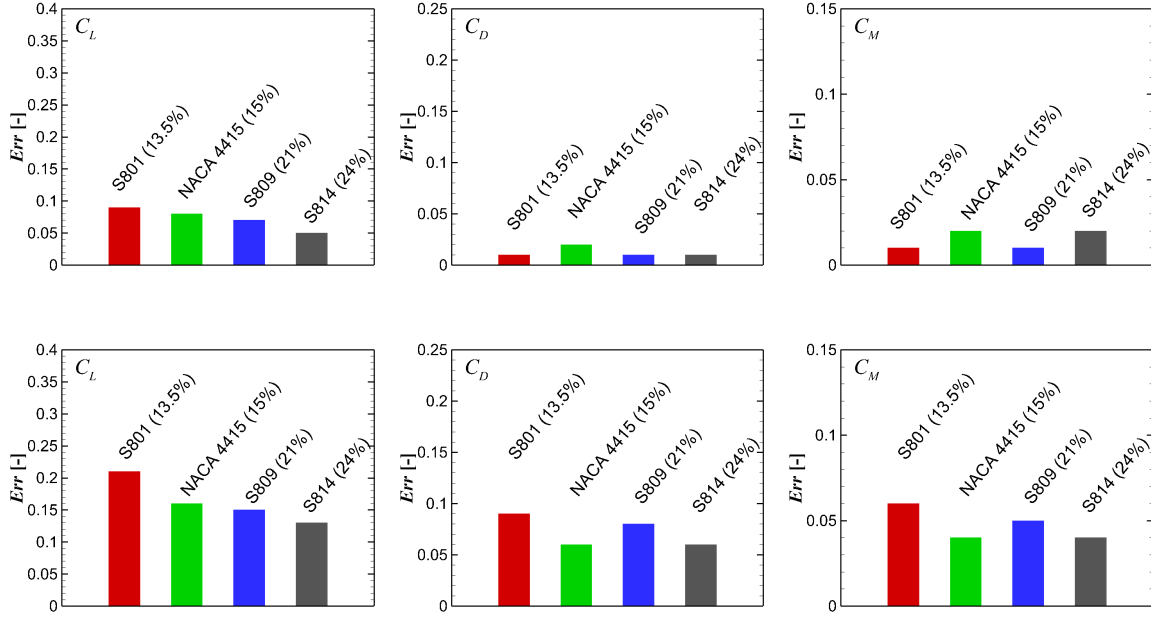


Figure 4: Quantified L_2 norm of error with respect to the measurement data for four airfoils. Top: attached flow case ($k = 0.073$, $\bar{\alpha} = 8^\circ$, $\Delta\alpha = 5.5^\circ$), bottom: deep stall case ($k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$)

Despite that, thin airfoils are still practically used for wind turbines especially near the tip regimes. In vertical axis wind turbines, where dynamic stall plays a major role, the airfoil is often relatively thin and the present studies should be of interest. we want to evaluate the model for various stall characteristics as the main purpose of the paper. More importantly, the practical use of the model shall not be limited only to wind energy applications.

Line 4: the sentence “many flow parameters” is not clear.Line 538:

Thank you for the correction. It is now corrected as:

”....Comprehensive investigations and tests are performed at various flow conditions...”

“Increasing k above 0.1 leads to an increased flow stability”: this is incorrect.

Thank you for the correction. The phrase has now been removed and corrected as:

”Increasing k above 0.1 reduces the viscous effects and vortex shedding influence.”

Lines 539-540: the assertion is incorrect. For a large angle variation, the variation of the pitching moment coefficient is more important (see Figure 24) and this could lead to more structural damage to the blades.

Thank you for the correction. The sentence has now been revised as:

”When the airfoil operates at a high $\bar{\alpha}$ within the stall regime, a small $\Delta\alpha$ leads to increased vibrations for lift, but contrary for the pitching moment.

Imprecision for the section References: - Lines 555, 558, 566, 570, 577, 585, 598 and 604. Inconsistencies for Lines 568 and 574

Thank you for the comments. The references and inconsistencies have now been corrected:

Concluding remarks and suggestions for revision: Though the submitted paper is marred with errors, there are two positive aspects. The first one is about the objective of examining Snel's model for various flow conditions and airfoils. This stall model has been around 1997 and no exhaustive evaluation has been made at my knowledge. I feel that Dr. G. Bangga and his co-authors are capable of doing it. The second is about the success of the prediction of the center of pressure(Section 3.8). Despite the imprecision on the predictions of CL and CM , it appears that the ratio XP (= - CM/CL) is well predicted, as though the errors on CL and CM are canceling in the ratio.

Thank you for the remarks given.

For the second order model, the main correction to Snel's model proposed by the authors (and Adema et al.) has been to replace the damped oscillator when $d\alpha/dt < 0$ for a self-excited oscillator of Van-der-Pol type with more damping. The objective has been to capture the oscillatory behavior on the return cycle of the aerodynamic coefficients. However, in Truong's model (see Reference "Modeling aerodynamics for comprehensive analysis of helicopter rotors" by K.V. Truong, 42nd European Rotorcraft Forum, Lille, France, September 5-9, 2016 and also published in Aerospace 2017, vol.4, 21), the self-excited oscillator is only replaced by the damped oscillator, when the flow is reattached on the return cycle, i.e. with some lapse of time after the change of sign of $d\alpha/dt$. Under such circumstances, the oscillatory behavior still subsists in the return cycle, albeit with smaller amplitude. This point has been raised also by Dr.X. Munduate while reviewing the article of Adema et al., but these authors have not provided any answer. If the revised model is capable of taking into account the stall delay and the flow reattachment, the authors could solve this issue and improve other predictions, particularly the dependence on the reduced frequency.

Many thanks for the suggestions. This last comment is extremely helpful for us to improve our model. Using your remarks as the starting points, we updated our model accommodating several aspects. First, we evaluated the location where the drag force starts to increase and tried to relate the position with a weighted separation point ζ . By doing so, one can set a better drag limiter than our previous definition. This is revised in the paper as:

".....If one uses this formulation directly, at some point drag still becomes lower than the static drag value by a significant amount. By evaluating the experimental data for several airfoils and various flow conditions, this is not physical at small angles of attack especially in the downstroke regime, where it usually just returns to the static value. In fact, those experimental data infer that strong drag hysteresis occurs only at high angles of attack beyond stall. Similarly, in the upstroke regime the drag value increases only slightly (approximately only 20%). In Figure 5, one can see that drag hysteresis occurs when

$$\zeta = \frac{1}{\pi} \frac{dC_N}{d\alpha} \left(\frac{1 + \sqrt{f_n}}{2} \right)^2 \lesssim 0.76. \quad (1)$$

Based on these observations, a simple drag limiting factor is adopted when $\zeta_n \geq 0.76$ as:

$$C_{D_n}^D = \begin{cases} 1.2C_{D_n}^{VISC}; & \text{if } C_{D_n}^D > 1.2C_{D_n}^{VISC} \text{ and } (C_{N_n}^P - C_{N_{n-1}}^P) \geq 0.0 \\ C_{D_n}^{VISC}; & \text{if } (C_{N_n}^P - C_{N_{n-1}}^P) < 0.0 \\ C_{D_n}^D; & \text{otherwise} \end{cases} \quad (2)$$

Note that for the purpose of numerical implementation, it is always recommended in practice to adopt relaxation to avoid any discontinuity which may present in the above formulation. The effects of these modifications are displayed in Figure 6.

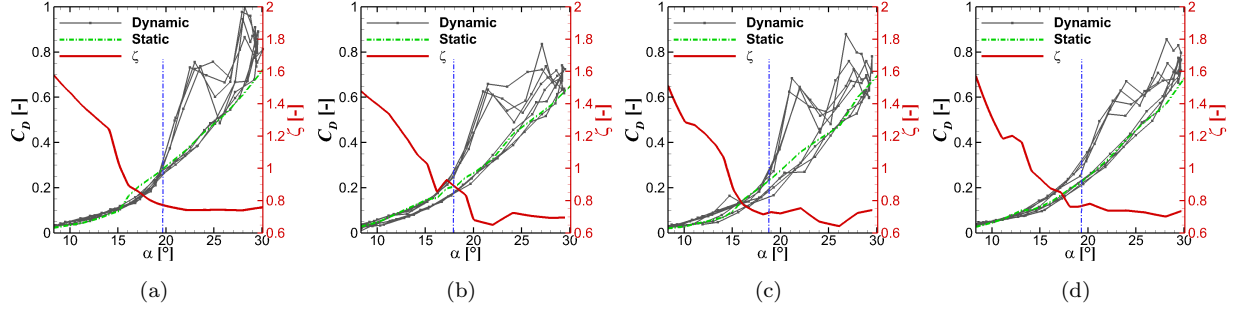


Figure 5: Relation between drag hysteresis in the stall regime with weighted separation parameter ζ for four airfoils. From left to right: S801 (13.5%), NACA4415 (15%), S809 (21%) and S814 (24%).

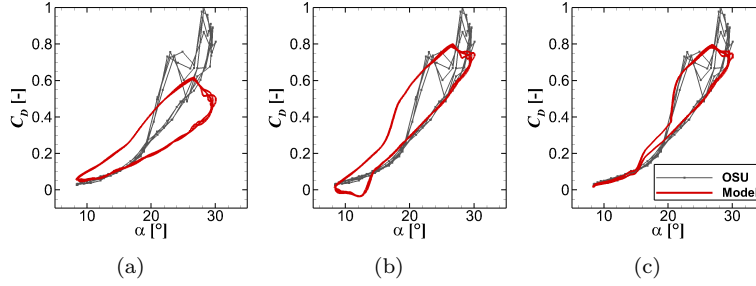


Figure 6: Drag reconstruction in comparison with the experimental data for S801 airfoil [5] applying: (a) Equation (19), (b) Equation (70) and (c) Equations (70) + (72).

When the second order term is included in the formulation, one obtains a much better agreement than the previous definition as shown in Figure 7:

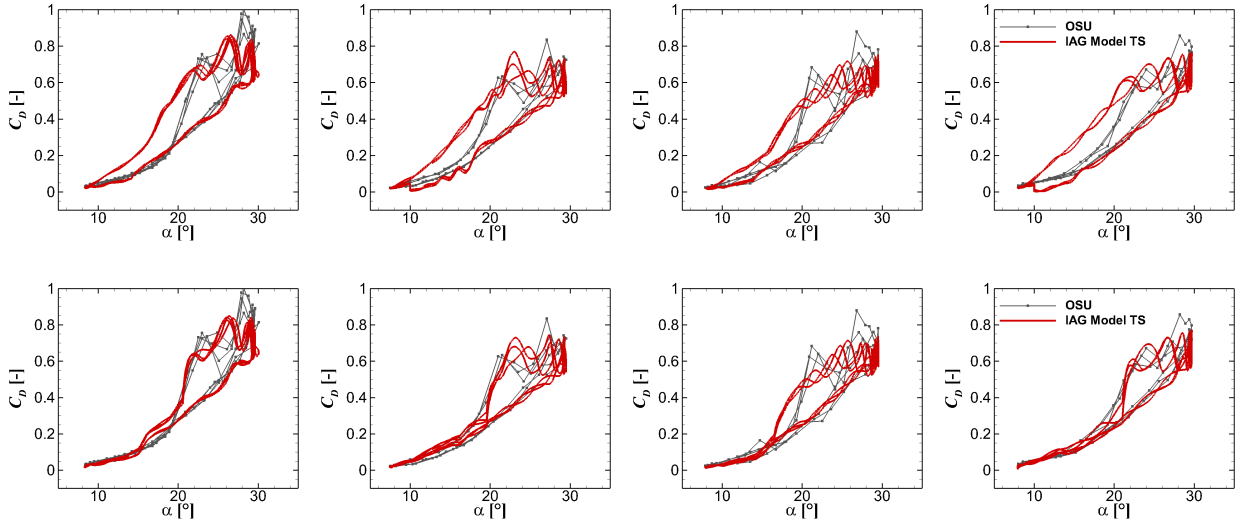


Figure 7: Drag reconstruction by the IAG model in comparison with the measurement data [5, 7–9] for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign for different airfoils. From left to right: S801 (13.5%), NACA4415 (15%), S809 (21%) and S814 (24%). $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$. Top: previous model, bottom: revised model.

Second, by considering your remarks of the second order term regarding the oscillation characteristics of the polar in the downstroke regime as the flow is reattached, we added an additional term when the angle is smaller than the critical angle of attack. This marks the regime where the flow starts to reattach on the airfoil surface.

”...The idea for the downstroke damping as in Equation (66) is adopted in the present model, the following form and constants are used:

$$K f_{21n} = \begin{cases} 150k_s[-0.01(\Delta C_{N_n}^{INV} - 0.5) + 2(\Delta C_{N_n}^{D2})^2]; & \text{if } \dot{\alpha}_n > 0 \\ 30k_s[-0.01(\Delta C_{N_n}^{INV} - 0.5) + 14(\Delta C_{N_n}^{D2})^2]; & \text{if } \dot{\alpha}_n \leq 0 \text{ and } \alpha_n \geq \alpha_n^{CRIT} \\ 0.2k_s; & \text{if } \dot{\alpha}_n \leq 0 \text{ and } \alpha_n < \alpha_n^{CRIT} \end{cases} \quad (3)$$

Note again that τ is not present in the above equation. The original formulation in Equation (66) replaces the damped oscillator when $\dot{\alpha}_n \leq 0$ for a self-excited oscillator of Van-der-Pol type with more damping. This is in contrast with the implementation done in [10,11], where the self-excited oscillator is only replaced by the damped oscillator, when the flow is reattached on the return cycle. Under such circumstances, the oscillatory behavior still subsists in the return cycle, albeit with smaller amplitude. To accommodate this aspect, the last term of Equation (3) is applied when the angle is smaller than α_n^{CRIT} . As for the forcing term, the original form of the Snel model [12] is adopted....”

References

- [1] Holierhoek J., De Vaal J., Van Zuijlen A. and Bijl H.: Comparing different dynamic stall models. *Wind Energy* 16(1), 139–158, 2013.
- [2] Petot D.: Differential equation modeling of dynamic stall. *La Recherche Aeronautique(English Edition)* (5), 59–72, 1989.
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- [5] Ramsay R., Hoffman M. and Gregorek G.: Effects of grit roughness and pitch oscillations on the S801 airfoil. Technical report, National Renewable Energy Lab., Golden, CO (United States), 1996.
- [6] Sheng W., Galbraith R.A.M. and Coton F.N.: Applications of low-speed dynamic-stall model to the NREL airfoils. *Journal of Solar Energy Engineering* 132(1), 2010.
- [7] Hoffman M., Ramsay R. and Gregorek G.: Effects of grit roughness and pitch oscillations on the NACA 4415 airfoil. Technical report, National Renewable Energy Lab., Golden, CO (United States), 1996.
- [8] Ramsay R., Hoffman M. and Gregorek G.: Effects of grit roughness and pitch oscillations on the S809 airfoil. Technical report, National Renewable Energy Lab., Golden, CO (United States), 1995.
- [9] Janiszewska J., Ramsay R., Hoffman M. and Gregorek G.: Effects of grit roughness and pitch oscillations on the S814 airfoil. Technical report, National Renewable Energy Lab., Golden, CO (United States), 1996.
- [10] Truong K.V.: Modeling aerodynamics for comprehensive analysis of helicopter rotors. Proceedings of 42nd European Rotorcraft Forum. 2016.
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- [12] Snel H.: Heuristic modelling of dynamic stall characteristic. Proceedings of the European Wind Energy Conference. 1997.

Reviewer 1: Dr. Khiem Truong

Dear Dr. Truong, first of all we would like to thank you for your updated comments and suggestions. The positive attitude towards publishing the paper and the constructive feedback are highly appreciated. All remarks given have been considered in the manuscript. The changed texts are indicated by **red color** in the **marked up** revised paper. The discussion paper has been revised accordingly.

2.1. Analysis of the various stall models: The authors spent a great length of time in analysis of the existing stall models that does not present a great interest for the manuscript objective. They state in their introduction (lines 45 - 46): "The main purpose of this paper is to document widely used state-of-the-art dynamic stall models in research and industries". I would disagree with such assertion of the above sentence: (1) Is it "one" of the purposes of the paper and not the "main" purpose? (2) the claim about the presentation of the state-of-art dynamic models in research and industries is exaggerated:

Thank you for your comment. The statement has now been revised as:

"...Therefore, one major key for a model to be used in industrial applications is robustness of the model itself. **One of the purposes of this paper is to document widely used dynamic stall models in research and industries. These include the first order LB model and the second order Snel model.** A very recently improved Snel model according to Adema [1] will also be evaluated. The mathematical formulations of these models..."

The application of the dynamic models is incomplete

and

I suggest that the authors leave out the BL and ONERA – Edlin models, unless if the authors are willing to spend more effort for studying these models. It appears better to center the effort on the second order model, as stated in the abstract.

Thank you for this important suggestion. We have now removed the assessments of the Leishman-Beddoes and ONERA models. Only the second order models are retained in the revised paper. Consequently, the description of the ONERA model in Section 2.2 is removed as well. However, the description of the Leishman-Beddoes model in Section 2.1 is retained because it becomes the founding basis for the IAG model.

2.2. Values of constants used in the IAG model: To avoid any confusion about the values indicated in Table 5, it is preferable that the authors state that the values of the critical stall angle are related to airfoils with leading edge grit roughness and Reynolds number of 750k in paragraph "2.6" at the position of line 369, the lines 375-381 in the paragraph "3 Results and Discussion" to be moved to there.

Thank you for the suggestion. The sentences have been moved to the requested location.

Value of the Strouhal number S : It is misleading to call kS as "Strouhal frequency", while it does not have its value (around "0.1"). I suggest to simply call it a constant with value equal to "0.2"

Thank you for your this recommendation. We do agree with you in this regard. The terms Strouhal number has been revised as:

"...Variable k_s **is a constant with a typical value of 0.2...**"

2.3. *Sensitivity of the results against applied time step of the solver: There is no interest in studying the effects of sensitiveness of the integration of models against the step size. The choice of a ODE solver with automatic step variation would do the job better than a ODE solver with fixed time step. It would allow the choice of output at time values requested by the structural code for coupling fluid-structure.*

and

Line 540: assertion without proof for the BL model.

Thank you for your comment. The time step size assessment has been removed from the paper.

2.4. *Quality of the IAG model: The authors claim the superiority of their model over the others, but their model errors are not quantified. Following my first review, the authors have included the calculation of the L2-norm error, but only for their own model. I would expect such calculation for the Snel, Adema and IAG models in the cases analyzed in Figures 10, 11 and 12. Regarding these cases, I suggest that the values of pitch angles to be used in computation are to be obtained from a fit of experimental values and not from experimental values provided by experimenters. This could lead to a lower L2-norm error and a better graphical visualization of the correlation between experiments and predictions.*

Thank you for the remarks and suggestions. We have now added a section assessing the L_2 -norm of errors for cases involving different airfoils also for the other models. The angle of attack was obtained by interpolating the actual measured angle using a third order spline interpolation, the same approach adopted throughout the paper for the IAG model. This is presented as:

”....Holierhoek et al . [2] introduced a way for quantifying the absolute error between the experimental data and modeled lift coefficient. The general formulation reads:

$$L_2^\phi = \sqrt{\frac{1}{N} \sum_i^N (\phi_i^{mod} - \phi_i^{exp})^2} \quad (1)$$

with ϕ being the variable of interest, i is the current sample and N is the total number of sample. In their paper, however, only lift was considered. Here all three force components will be shown for four different airfoils. Figure 1 displays the quantified error for two different flow category, attached and deep stall. The timeseries of the angle of attack was obtained from the measured data by applying a third-order cubic-spline interpolation in between each available point. One can see that generally the attached flow case is predicted very well, while the error increases as the flow condition becomes more complicated. Interestingly, especially for lift, it seems that the error reduces with increasing airfoil thickness. The reason for the larger error obtained for the thinner airfoil is attributed to the complex characteristics of the leading edge stall, causing severe load variations especially with increasing angle of attack. Thus, it makes the prediction more challenging. Furthermore, the quantification of the error was also performed on two other dynamic stall models, Snel and Adema-Snel. The same approach for the angle of attack signal was applied. One can see that the IAG model shows its improved prediction especially for the deep stall case for all three force components....”

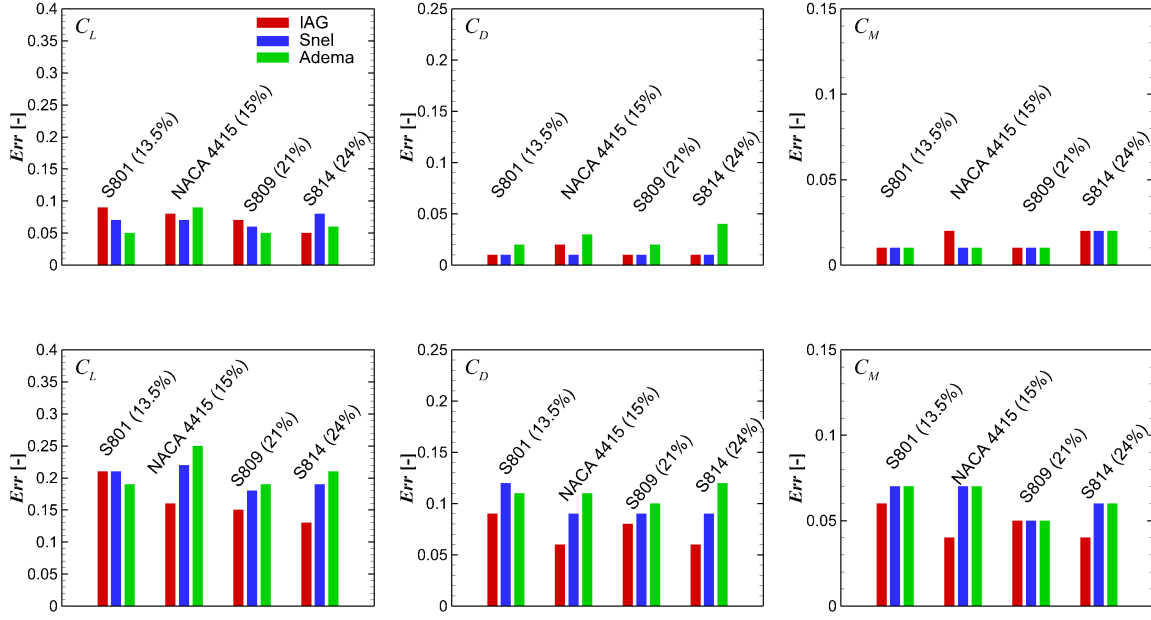


Figure 1: Quantified L_2 norm of error with respect to the measurement data for four airfoils. Top: attached flow case ($k = 0.073$, $\bar{\alpha} = 8^\circ$, $\Delta\alpha = 5.5^\circ$), bottom: deep stall case ($k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$)

I would suggest studies of $k = 0.03$, 0.05 and 0.10 instead of high k (0.015 and 0.21).

and

Line 549: "Increasing k above 0.1 reduces the viscous effects and vortex shedding influence". It is well known that the increase of k leads to a more important variation of the pitching moment.

Thank you very much for this very important remark. We think there is some misunderstanding concerning our previous statement. To avoid any confusion, we rewrite the analyses of the reduced frequency in the revised paper. Indeed we agree with you that the vibrations become more violent with increasing k , which can be dangerous for the airfoil structure. The analyses are now rewritten as:

"....The gradient of the lift polar in the upstroke and downstroke phase is also increasing as well. These characteristics are present in both experimental data and predictions delivered by the IAG model. A similar behavior is also displayed in drag and pitching moment in Figures 16 and 17, respectively. It is obvious that stall occurs much earlier for a smaller k value. **One can see that the maximum amplitude of all three force components increases with increasing k . This can be dangerous for the structural stability, since the amplitude determines the fatigue loads.**

To better investigate the **effects of k** , the IAG model is used to reconstruct the dynamic polar data at various k by applying an idealized sinusoidal motion as presented in Figure 2. Only the last DS cycle is shown for clarity of the observation. **While the maximum amplitude of all three force components at low frequency domains increases with increasing k (blue and green markers), the amplitudes for all three forces at high frequency domains show different characteristics as shown in the Fourier transformation in Figure 3, albeit with much smaller values. The higher harmonic amplitudes are attributed to flow separation effects, while for low frequency domains are driven by the pitching motion (i.e., external unsteadiness or inflow)....."**

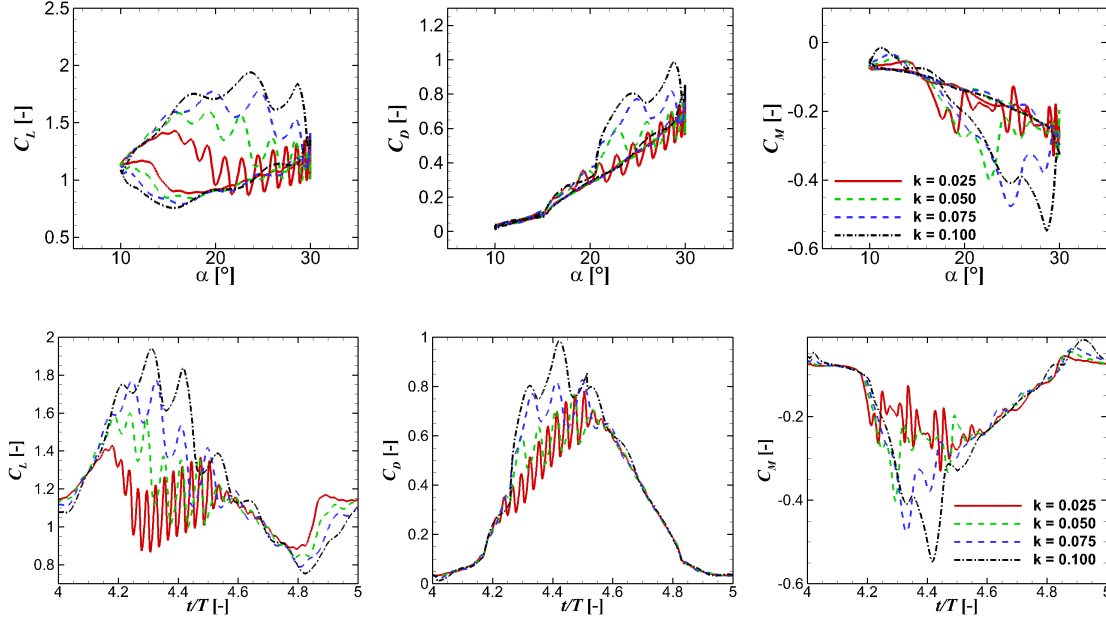


Figure 2: Effects of k on the aerodynamic response by the IAG model for $\Delta t = T/1440$. S801 airfoil, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$. Top: polar, bottom: timeseries.

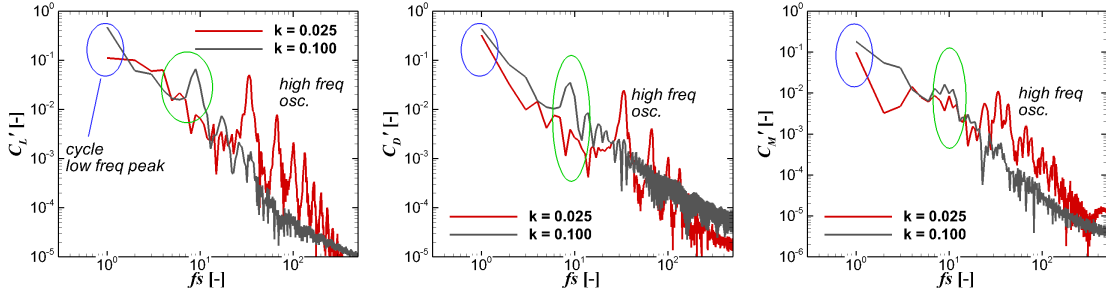


Figure 3: Fourier transformation of the predicted forces presented in Figure 2. $f_s = f/f_0$ with f_0 being the pitching frequency.

Line 542-543: “Despite that, only the Adema model and the present IAG model are able to demonstrate the higher harmonic effects”. The ONERA – Hopf bifurcation does it too!

Thank you for the comment. This sentence applies only to the models investigated in the present paper. To avoid misunderstanding, it is now rephrased as:

”The general characteristics of the polar data can be predicted by all investigated dynamic stall models. Despite that, only the Adema model and the present IAG model are able to demonstrate the higher harmonic effects among the three investigated models.”

Line 546: typo “comparsion”.

Corrected.

Line 548: “without changing the constants” Be more precise: by changing only the values of α_{CRIT} .

Corrected as:

”The dynamic forces reconstructed by the IAG model are in a sound agreement with the experimental data under various flow conditions by variation of $\bar{\alpha}$, k , $\Delta\alpha$ and for four different airfoils by changing only the values of the critical angle of attack.

For references: delete line 623, the reference in line 622 is the same

Done.

The above discussions sum up the corrections performed in the updated paper. We hope that the revisions done satisfy the reviewer’s requests.

References

- [1] Adema N., Kloosterman M. and Schepers G.: Development of a Second Order Dynamic Stall Model. *Wind Energy Science Discussions* 2019, 1–18, 2019. doi:10.5194/wes-2019-87.
- [2] Holierhoek J., De Vaal J., Van Zuijlen A. and Bijl H.: Comparing different dynamic stall models. *Wind Energy* 16(1), 139–158, 2013.

ATTACHMENT 3

Reviewer 1: Dr. Khiem Truong

Dear Dr. Galih Bangga,

Your colleagues and you have answered to most of my comments in the second re-vision of the manuscript. As far as I am concerned as reviewer 1, I'll propose it for publication in WES.

Best regards,
K.V. Truong

Dear Dr. Truong,

at last but not least, in this final reply comment we would like to thank you for providing us constructive remarks, critics and suggestions. Our paper has been improved considerably by following your recommendations.

Kind regards,
Galih Bangga on behalf of other authors

Reviewer 2: Dr. Gerard Schepers

Thank you very much for this nice article. I think you give a very good overview of various dynamic stall models. You also show a good performance of your new model. Moreover the article is well written and structured. I went through the revised version which you made after the comments from my fellow reviewer Mr Truong and I do not have much to add. There are a few relatively minor things which I ask you to consider.

Dear Gerard,

first of all we would like to thank you for your comments and suggestions. The positive attitude towards publishing the paper and the constructive feedback are highly appreciated. All remarks given have been considered in the manuscript. The changed texts are indicated by red color in the marked up revised paper. The discussion paper has been revised accordingly.

Could you add a section Recommendation for future work. This is mainly because I agree to Mr Truong's comments that the airfoils which you consider are thin. Although you reply by saying that these thin airfoils can be found at the tip of HAWT's I think that most of HAWT tip airfoils are 18% or thicker (inboard even very much thicker). Apart from that the Reynolds number is much lower than found on most nowadays wind turbines. A recommendation on a dynamic stall experiment for thicker airfoils as found on modern wind turbines at much higher Reynolds numbers would make sense to me

and

I would also appreciate a few words on the limitations of your model: 1. All discussion are 2D. In the very beginning of your article you put some emphasis on 3D effects which are very important for wind turbines indeed but these effects are excluded in the rest of the article. 2. I think the model is tuned for dynamic stall operation at relatively small angles of attack only, not for dynamic deep stall which may occur at standstill.

Thank you for your suggestion. We do agree with you. Adding a section about future research studies will be good to encourage further investigations and assessment of the model. Furthermore, you are right that 3D effects could play a role especially at large angles of attack. This will be also suggested as future work. These comments are now blended in the last section as:

"...

5 Recommendations for Future Work

The present paper evaluates the newly developed IAG model under various flow conditions for four different airfoils. The following aspects are encouraged for future work:

- In the present studies, the assessment was mainly carried out for the S801 airfoil having a relative thickness of 13.5%. This airfoil is mainly characterized by leading edge separation, which is very challenging for validating the accuracy of a dynamic stall model. However, typical modern wind turbine blades usually employ airfoils with no less than 18% relative thickness and at much higher Reynolds number. Therefore, future investigations shall be done for thicker airfoils at various flow conditions as well.

- The above statement is also true for the current available experimental data. Therefore, experiments on dynamic stall for thick airfoils at much higher Reynolds number are encouraged.
- Three-dimensional effects (Himmelskamp or tip loss effects) for a rotating blade can alter the loads significantly even under a steady inflow condition. Further consideration and examination of the model under this condition shall be done.
- Further tests and re-calibration of the model for deep-stall conditions at extremely large angles of attack are encouraged, which can be relevant for a turbine in stand still.

...”

You often use the word robustness as driver for your work? What do you mean with it? I sometimes interpret it as simplicity, sometimes as general validity or do you mean numerically stable?

Thank you for your question. To avoid misconception, the sentence is further clarified in introduction as:

”...in industrial applications is robustness of the model itself, i.e., the model is easy to apply with small number of well defined user parameters. One of the purposes of this paper is...”

In line 24 you mention that dynamic stall effects can be dangerous. Still dynamic stall generally enhances the aerodynamic damping

We do agree with this statement. However, dynamic stall causes enhanced peak-to-peak loading that increases the fatigue stress. For completeness, your comment is further added in the text as:

”...lift coefficient (C_L) and can be dangerous for the blade structure itself, although dynamic stall also generally enhances aerodynamic damping...”

Line 25: Can you be a bit more specific? If the models are working reasonably well why are you trying to improve them. And wrt the very small computational effort: I would write "without any notable increase in computational effort" or something like that.

Thank you for the comment, the sentence is revised as:

”...To model the behavior of the airfoil under these situations, semi-empirical models can be used. The models are known to produce reasonable results without any notable increase in computational effort. Despite that, these models usually cannot reproduce higher harmonics of the load fluctuations. Furthermore, the applied constants shall be adjusted according to the flow conditions and airfoils....”

In figure 7 I note that the IAG results are sensitive to time step as well?

Thank you for the comment. Although not much, the IAG model indeed shows some dependency upon the applied time step size. However, as per request from Reviewer-1 (Dr. Truong), this section has been removed from the paper.

References: I think the list is rather complete and all references seem retraceable. The reference from Ricardo Pereira was a MsC thesis and not a PhD thesis. It may anyhow be better to refer to his article <https://repository.tudelft.nl/islandora/object/uuid%3A6e98580d-7f76-493e-a74e-b3f73542b32a/datastream/OBJ/download>. Some other TUDelft publications can be found on their repository. You could refer to this repository since this increases accessibility to the background information,

an example is

<https://repository.tudelft.nl/islandora/object/uuid%3Af1ee9368-ca44-47ca-abe2-b816f64a564f>

Thank you for the recommendation. The reference has been updated and the repository has been added for the publications from Delft.

Notations: I think you manage to give a very good overview of dynamic stall models with consistent notations indeed. These notations are explained on page 34 but you are not 100% complete. For example the reduced frequency k and frequency f are not included. I also note that model constants are excluded from the list. You explain these in the text when they are first introduced but they return at other places and then they are not explained. Please be aware that an ignorant reader might get a bit confused by all these formula. You could help him/her a lot by making a very accurate list of notations including all model constants. Donot forget to add units as well.

Thank you for the comment. The list of notations has been updated.

Then a few typos/language issues:

Line 59: Mainly

Corrected.

Line 386 Usually a step of

As per request from Reviewer-1 (Dr. Truong), this section has been removed from the paper.

Line 396: This sentence which you add as response to Mr Truong's comments does not read well. Maybe you mean: Because dynamic stall models are added to an aerodynamic model based on e.g. BEM, vortex wake or actuator line, which in turn is integrated in a wind turbine solver, the studies are relevant.

As per request from Reviewer-1 (Dr. Truong), this section has been removed from the paper.

Line 546: comparison.

Corrected.

I would write for lift. The opposite is true for the pitching moment.

Corrected.

The above discussions sum up the corrections performed in the updated paper. We hope that the revisions done satisfy the reviewer's requests.

Kind regards,
Galih Bangga on behalf of the other authors

An improved second order dynamic stall model for wind turbine airfoils

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Abstract. Robust and accurate dynamic stall modeling remains one of the most difficult tasks in wind turbine load calculations despite its long research effort in the past. In the present paper, a new second order dynamic stall model is developed with the main aim to model the higher harmonics of the vortex shedding while retaining its robustness for various flow conditions and airfoils. Comprehensive investigations and tests are performed **at various flow conditions**. The occurring physical characteristics for each case are discussed and evaluated in the present studies. The improved model is also tested on four different airfoils with different relative thicknesses. The validation against measurement data demonstrates that the improved model is able to reproduce the dynamic polar accurately without airfoil specific parameter calibration for each investigated flow condition and airfoil. This can deliver further benefit to industrial applications where experimental/reference data for calibrating the model is not always available.

1 Introduction

An accurate prediction of wind turbine blade loads is influenced by many parameters including 3D and unsteady effects. The first mainly occurs in the root and tip areas of the blade due to radial flow and induced velocity influences, respectively (Bangga, 2018). The latter can occur due to variation of the inflow conditions caused by yaw misalignment, wind turbulence, shear & gusts, tower shadow and aeroelastic effects of the blade. The above mentioned phenomena may result in dynamic stall (DS). Experimental studies (Martin et al., 1974; Carr et al., 1977; McAlister et al., 1978) showed that the aerodynamic forces can differ significantly in comparison to the static condition. DS is often initiated by the generation of a leading edge vortex (LEV), which increases positive circulation effect on the airfoil suction side causing delayed stall (Bangga, 2019). This intense leading edge vortex is convected downstream along the airfoil towards the trailing edge. At the same time, the lift force increases significantly and the pitching moment becomes more negative compared to the static values. A significant drag increase is observed at large angles of attack. An example is shown in Figure 1. Afterwards, a trailing edge vortex (TEV) with opposite rotational direction than LEV is formed, which pushes the leading edge vortex towards the wake area. This onset may result in a significant drop of the lift coefficient (C_L) and can be dangerous for the blade structure itself, **although dynamic stall also generally enhances aerodynamic damping**.

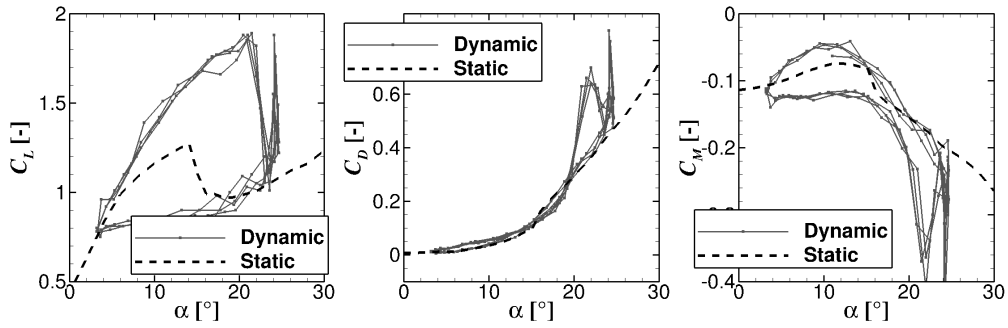


Figure 1. Typical dynamic stall behavior of S801 airfoil. Data obtained from (Ramsay et al., 1996).

25 To model the behavior of the airfoil under these situations, semi-empirical models can be used. The models are known to produce reasonable results **without any notable increase in computational effort. Despite that, these models usually cannot reproduce higher harmonics of the load fluctuations. Furthermore, the applied constants shall be adjusted according to the flow conditions and airfoils.** Leishman & Beddoes (LB) (Leishman and Beddoes, 1989) have developed a model for dynamic stall combining the flow delay effects of attached flow with an approximate representation of the development and effect of separation (Larsen et al., 2007). This model was developed for helicopter applications and therefore includes a fairly elaborate representation of the nonstationary attached flow depending on the Mach number and a rather complex structure of the equations representing the time delays (Larsen et al., 2007). Hansen et al. (Hansen et al., 2004) simplified the model for wind turbine applications by removing the consideration of compressibility effects and the leading edge separation. The latter was argued because the relative thickness of wind turbine airfoil is typically no less than 15%. This model was called Risø model in (Larsen et al., 2007). Examples of the other models are given by Øye (Øye, 1991), Tran & Petot (ONERA model) (Tran and Petot, 1980) and Tarzanin (Boeing-Vertol model) (Tarzanin, 1972). To better model the vortex shedding characteristics at large angles of attack, second order dynamic stall models were introduced. An example of this model was given by Snel (Snel, 1997) which makes use of the difference between the inviscid to the viscous static polar data as a main forcing term for the dynamic polar reconstruction, in contrast to the LB model that uses the changes of the angle of attack over the time. An improved version of the Snel model was proposed recently by Adema (Adema et al., 2019) to cover for the increased shedding effects in the downstroke phase. All above mentioned models employ the static polar data and dynamic flow parameters as the input needed for the dynamic polar reconstruction. Then, the models compute the dynamic force difference required for the reconstruction process.

Although many attempts have been dedicated for dynamic stall modeling (Gupta and Leishman, 2006; Larsen et al., 2007; Adema et al., 2019; Elgammi and Sant, 2016; Wang and Zhao, 2015; Sheng et al., 2006; Galbraith, 2007; Sheng et al., 2008), engineering calculations in industry are still relying on the very basic classical dynamic stall models such as the Leishman-Beddoes and Snel models. The reason is the simplicity to tune in the models for different airfoils and for different flow conditions. Therefore, one major key for a model to be used in industrial applications is robustness of the model itself, **i.e., the**

model is easy to apply with small number of well defined user parameters. One of the purposes of this paper is to document widely used dynamic stall models in research and industries. These include the first order LB model and the second order Snel model. A very recently improved Snel model according to Adema (Adema et al., 2019) will also be evaluated. The mathematical formulations of these models will be presented in this report. Weaknesses of existing dynamic stall modeling shall be identified, and possible corrections to those limitations will be described. Finally, a new second order dynamic stall modeling will be proposed that is able to model not only the second order lift and drag forces, but also the pitching moment along with calculation examples in comparison to experimental data for different airfoils and flow conditions.

The paper is organized as following. Section 2 describes the mathematical formulation of four dynamic stall models and the new model developed in this work. Then, in Section 3 assessments are carried out on the performance of each model in comparison with measurement data. The new model is further tested at various flow conditions, and to examine its robustness on four different airfoils without further calibrating the constants. Finally, all results will be concluded in Section 4.

2 Mathematical Formulations

In this section the mathematical formulations of each model are described in detail. The reasons are mainly to provide information on how each model was employed and to gain deeper insights for further developing the new model. Note that each existing model was developed by different authors, thus different symbols and formulation methods were adopted in those publications (Beddoes, 1982; Leishman, 1988; Leishman and Beddoes, 1989; Snel, 1997; Adema et al., 2019). In this paper, all models are described in a consistent way for clarity and for easier interpretation/implementation process.

2.1 Leishman-Beddoes model

The original Leishman-Beddoes model is composed by three main contributions representing various flow regimes: (1) unsteady attached flow, (2) unsteady separated flow and (3) dynamic stall. The present section will elaborate the mathematical description and its physical interpretation of each module. Figure 2 illustrates several main parameters needed for modeling the dynamic stall characteristics.

2.1.1 Unsteady attached flow

In this module, the unsteady aerodynamic response of the loads is represented by the time delay effects. The indicial formulas were constructed based on the work of Beddoes (Beddoes, 1982), and have been refined by Leishman (Leishman, 1988). The loads are assumed to originate from two main sources; one for the initial noncirculatory loading from the piston theory and another for the circulatory loading which builds up quickly to the steady state value (Leishman and Beddoes, 1989). In the formulation, the relative distance traveled by the airfoil in terms of semi-chords is represented by $s = 2Vt/c$ that can be used also to describe the nondimensional time. Note that V , t and c are freestream wind speed, time and chord length, respectively. For a continuously changing angle of attack α_n , the effective angle of attack (α_{e_n}) can be represented as:

$$\alpha_{e_n} = \alpha_n - X_n - Y_n \quad (1)$$

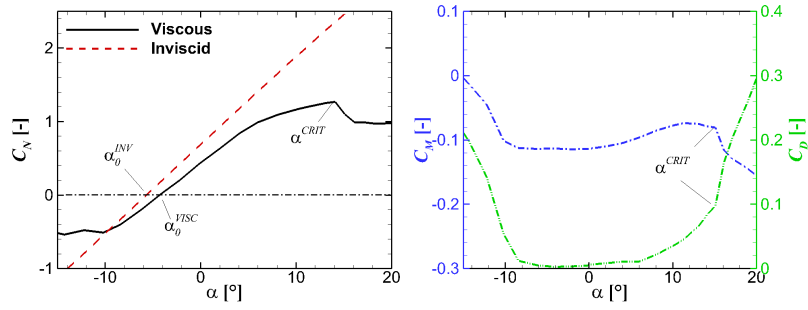


Figure 2. Illustration of main aerodynamic parameters needed for modeling the dynamic stall characteristics.

80 where n is the current sample time. The last two terms describe the deficiency functions that are given by:

$$X_n = X_{n-1} \exp(-b_1 \beta^2 \Delta s) + A_1 \Delta \alpha_n \exp(-b_1 \beta^2 \Delta s/2) \quad (2)$$

$$Y_n = Y_{n-1} \exp(-b_2 \beta^2 \Delta s) + A_2 \Delta \alpha_n \exp(-b_2 \beta^2 \Delta s/2) \quad (3)$$

where

$$\Delta \alpha_n = \alpha_{n+1} - \alpha_n \quad (4)$$

$$85 \quad \Delta s = s_n - s_{n-1}. \quad (5)$$

In these equations, b_1 , b_2 , A_1 and A_2 are constants. The variable β represents the compressibility effects and is formulated as $\beta = \sqrt{1 - M^2}$. Because information about the previous cycle is needed in the formulations, initializations are required. The solution needs to develop for a certain time until convergence of the resulting unsteady loads is obtained.

The circulatory normal force due to an accumulating series of step inputs in angle of attack can be obtained using

$$90 \quad C_{N_n}^C = \frac{dC_N}{d\alpha} (\alpha_{e_n} - \alpha_0^{INV}) \quad (6)$$

The variable $\alpha_{0_{INV}}$ is the angle of attack for zero inviscid normal force. The original formulation of the model disregarded the use of α_0^{INV} . However, this term is important when the airfoil has a finite camber. This has been pointed out as well by Hansen et al. (Hansen et al., 2004).

The noncirculatory (impulsive) normal force is obtained by

$$95 \quad C_{N_n}^I = \frac{4K_\alpha T_I}{M} \left(\frac{\Delta \alpha_n}{\Delta t} - D_n \right). \quad (7)$$

where T_I is given by $T_I = Mc/V$. The deficiency function D_n is given by

$$D_n = D_{n-1} \exp\left(\frac{-\Delta t}{K_\alpha T_I}\right) + \left(\frac{\Delta \alpha_n - \Delta \alpha_{n-1}}{\Delta t}\right) \exp\left(\frac{-\Delta t}{2K_\alpha T_I}\right), \quad (8)$$

and $\Delta t = t_n - t_{n-1}$.

The total normal force coefficient under attached flow conditions is given by the sum of circulatory and noncirculatory components as

$$C_{N_n}^P = C_{N_n}^C + C_{N_n}^I. \quad (9)$$

2.1.2 Unsteady separated flow

Leishman & Beddoes (Leishman and Beddoes, 1989) stated that the onset of leading edge separation is the most important aspect in dynamic stall modeling. The condition at when leading edge stall occurs, is controlled by a critical leading edge pressure coefficient that is linked into the formulation by defining a lagged normal force coefficient $C_{N_n}^{P1}$ as:

$$C_{N_n}^{P1} = C_{N_n}^P - D_{p_n} \quad (10)$$

where D_{p_n} is given by

$$D_{p_n} = D_{p_{n-1}} \exp\left(-\frac{\Delta s}{T_p}\right) + \left(C_{N_n}^P - C_{N_{n-1}}^P\right) \exp\left(-\frac{\Delta s}{2T_p}\right). \quad (11)$$

It has been investigated by Leishman & Beddoes (Leishman and Beddoes, 1989) that the calibration time constant T_p is largely independent of the airfoil shape. The substitute value of the effective angle of attack incorporating the leading edge pressure lag response may be obtained using

$$\alpha_{f_n} = \alpha_0^{INV} + \left(\frac{C_{N_n}^{P1}}{dC_N/d\alpha}\right) \quad (12)$$

In most of airfoil shapes, the progressive trailing edge separation causes loss of circulation and introduces nonlinear effects on the lift, drag and pitching moment, especially on cambered airfoils. This is even more important for wind turbine airfoils because the relative thickness is large. To derive a correlation between the normal force coefficient with the separation location (f_n), the relation based on the flat plate from Kirchhoff/Helmholtz can be used, that reads:

$$C_{N_n}^{VISC} = \frac{dC_N}{d\alpha} \left(\frac{1 + \sqrt{f_n}}{2}\right)^2 (\alpha_n - \alpha_0^{VISC}). \quad (13)$$

The location of the separation point is usually obtained by a curve-fitting procedure in literature. For example, Leishman & Beddoes (Leishman and Beddoes, 1989) proposed the following correlation

$$f_n = \begin{cases} 1 - 0.3 \exp\left(\frac{\alpha_n - \alpha_1}{S_1}\right); & \alpha_{f_n} \leq \alpha_1 \\ 0.04 + 0.66 \exp\left(\frac{\alpha_1 - \alpha_n}{S_2}\right); & \alpha_{f_n} > \alpha_1 \end{cases} \quad (14)$$

The coefficients S_1 and S_2 define the static stall characteristic while α_1 defines the static stall angle. The derivation was based on the NACA 0012, HH-02 and SC-1095 airfoils that have a single break point of the static lift force coefficient. Gupta & Leishman (Gupta and Leishman, 2006) proposed the formulation for the S809 airfoil as:

$$f_n = \begin{cases} c_1 + a_1 \exp(S_1 \alpha_n); & \alpha_{f_n} \leq \alpha_1 \\ c_2 + a_2 \exp(S_2 \alpha_n); & \alpha_1 < \alpha_{f_n} < \alpha_2 \\ c_3 + a_3 \exp(S_3 \alpha_n); & \alpha_{f_n} \geq \alpha_2 \end{cases} \quad (15)$$

125 that has two break points (α_1 and α_2) of the static lift force coefficient, where c_1, c_2, c_3, a_1, a_2 and a_3 are constants.

The additional effects of the unsteady boundary layer response may be represented by application of a first-order lag to the value of f_n to produce the final value for the unsteady trailing edge separation point f_{2_n} (Leishman and Beddoes, 1989). This can be represented as

$$f_{2_n} = f_n - D_{f_n} \quad (16)$$

130 where D_{f_n} is given by

$$D_{f_n} = D_{f_{n-1}} \exp\left(-\frac{\Delta s}{T_f}\right) + (f_n - f_{n-1}) \exp\left(-\frac{\Delta s}{2T_f}\right), \quad (17)$$

and T_f is a constant. Then, the unsteady viscous normal force coefficient for each sample time can be obtained using

$$C_{N_n}^f = \frac{dC_N}{d\alpha} \left(\frac{1 + \sqrt{f_{2_n}}}{2}\right)^2 (\alpha_{e_n} - \alpha_0^{VISC}) + C_{N_n}^I \quad (18)$$

The tangential component of the force can be obtained by (Leishman and Beddoes, 1989):

$$135 \quad C_{T_n}^f = -\eta \frac{dC_N}{d\alpha} \alpha_{e_n}^2 \sqrt{f_{2_n}} \quad (19)$$

note that positive $C_{T_n}^f$ is defined in the direction of the trailing edge while η is a constant.

According to Leishman & Beddoes (Leishman and Beddoes, 1989) and Gupta & Leishman (Gupta and Leishman, 2006), a general expression for the pitching moment behavior cannot be obtained from Kirchhoff theory, and an alternative empirical relation must be formulated. Gupta & Leishman (Gupta and Leishman, 2006) proposed the following formulation for the S809

140 airfoil

$$C_M^f = \begin{cases} C_{M_0} + (K_0 + K_1(1 - f_{2_n}) + K_2 \sin(\pi f_{2_n}^m)); & \alpha_n \leq \alpha_2 \\ C_{M_0} + (K_0 + K_3 \exp(K_4 f_{2_n}^m)); & \alpha_n > \alpha_2 \end{cases} \quad (20)$$

where C_{M_0} defines the moment coefficient at zero normal force and K_0 is the mean offset of the aerodynamic center from the quarter chord position, K_1, K_2, K_3, K_4 and m are constants.

2.1.3 Dynamic stall

145 The third part of the model describes the post-stall characteristics where the vortical disturbances near the leading edge become stronger. The effect of vortex shedding is given by defining the vortex lift as the difference between the linearized value of the unsteady circulatory normal force and the unsteady nonlinear normal force obtained from the Kirchhoff approximation, that reads

$$C_{V_n} = C_{N_n}^C (1 - K_n) \quad (21)$$

150 where K_n is given by

$$K_n = \frac{1}{4} \left(1 + \sqrt{f_{2_n}}\right)^2. \quad (22)$$

The normal force is allowed to decay, but it is updated with a new increment in the normal force based on prior forcing condition, that can be defined as

$$C_{N_n}^V = \begin{cases} C_{N_{n-1}}^V \exp\left(-\frac{\Delta s}{T_v}\right) + (C_{V_n} - C_{V_{n-1}}) \exp\left(-\frac{\Delta s}{2T_v}\right); & \text{if } 0 < \tau_{v_n} < T_{vl} \\ C_{N_{n-1}}^V \exp\left(-\frac{\Delta s}{T_v}\right); & \text{otherwise} \end{cases} \quad (23)$$

155 where T_v and T_{vl} are the vortex decay and center of pressure travel time constants, respectively. The nondimensional vortex time is given by (Pereira et al., 2011; Elgammi and Sant, 2016):

$$\tau_{v_n} = \begin{cases} \tau_{v_{n-1}} + 0.45 \frac{\Delta t}{c} V; & \text{if } C_{N_n}^{P1} > C_N^{CRIT} \\ 0; & \text{if } C_{N_n}^{P1} < C_N^{CRIT} \text{ and } \Delta\alpha_n > 0 \end{cases} \quad (24)$$

with C_N^{CRIT} being the inviscid critical static normal force, usually indicated by the break of the (viscous) moment polar at the critical angle of attack α_n^{CRIT} . This can be formulated as:

$$160 \quad C_N^{CRIT} = \frac{dC_N}{d\alpha}(\alpha_n^{CRIT} - \alpha_0^{INV}). \quad (25)$$

The idealized variation of the center of pressure with the convection of the leading edge vortex can be modeled by

$$C_{P_{v_n}} = K_v \left(1 - \cos\left(\frac{\pi\tau_v}{T_{vl}}\right)\right) \quad (26)$$

The dynamic moment coefficient can be formulated as

$$C_{M_n}^V = -C_{P_{v_n}} C_{N_n}^V \quad (27)$$

165 Therefore, the total dynamic loading on the airfoil from all modules can be written as

$$C_{N_n}^D = C_{N_n}^f + C_{N_n}^V \quad (28)$$

$$C_{T_n}^D = C_{T_n}^f \quad (29)$$

$$C_{M_n}^D = C_{M_n}^f + C_{M_n}^V \quad (30)$$

and by converting these forces into lift and drag, one obtains:

$$170 \quad C_{L_n}^D = C_{N_n}^D \cos \alpha_n - C_{T_n}^D \sin \alpha_n \quad (31)$$

$$C_{D_n}^D = C_{N_n}^D \sin \alpha_n + C_{T_n}^D \cos \alpha_n \quad (32)$$

2.1.4 Note to present implementation

In Equations (14) and (15), a curve-fitting procedure is usually adopted in literature. In this sense, the parameters or even the formulation need to be adjusted when the airfoil is different. Therefore, in the present implementation, the separation point is

175 derived directly from the static polar data using inversion of Equation (13) as.

$$f_n = \left(2 \sqrt{\frac{C_{N_n}^{VISC}}{\frac{dC_N}{d\alpha}(\alpha_{f_n} - \alpha_0^{VISC})}} - 1.0 \right)^2 \quad (33)$$

The same approach was used for example by Hansen et al. (Hansen et al., 2004). This way, the user can avoid dealing with curve fitting adjustment (which requires changes on the constants for different airfoils and flow conditions) as long as the static polar data is available.

180 In the original formulation, the pitching moment is obtained also by a curve fitting procedure in Equation (20). Again, this kind of approach is not straightforward as the user needs to perform curve fitting of the polar data. In the present implementation, the moment coefficient is easily obtained from the static viscous polar data by interpolating the value at the effective angle of attack incorporating the leading edge pressure time lag α_{f_n} , that reads

$$C_{M_n}^f = C_M^{VISC}(\alpha_{f_n}). \quad (34)$$

185 In this sense, the moment coefficient can be reconstructed easily without the need to adjust the parameters in advance, minimizing the user error.

Furthermore, to avoid discontinuity in the downstroke phase for Equation (24), an additional condition is applied in the present implementation as:

$$\tau_{v_n} = \begin{cases} \tau_{v_{n-1}} + 0.45 \frac{\Delta t}{c} V; & \text{if } C_{N_n}^{P1} > C_N^{CRIT} \\ 0; & \text{if } C_{N_n}^{P1} < C_N^{CRIT} \text{ and } \Delta\alpha_n \geq 0 \\ \tau_{v_{n-1}}; & \text{otherwise} \end{cases} \quad (35)$$

190

2.2 Snel 2nd order model

The history of the Snel's second order model (Snel, 1997) dates back to 1993 based on Truong's observation on dynamic lift coefficient characteristics (Truong, 1993). Truong proposed that the difference between the static and dynamic lift can be
195 divided into two terms: the forcing frequency response and the higher frequency dynamics of a self-excited nature. The total dynamic response of the airfoil is formulated as:

$$C_{L_n}^D = C_{L_n}^{VISC} + \Delta C_{L_n}^{D1} + \Delta C_{L_n}^{D2} \quad (36)$$

$$C_{D_n}^D = C_{D_n}^{VISC} + \cancel{\Delta C_{D_n}^{D1}} + \cancel{\Delta C_{D_n}^{D2}} \quad (37)$$

$$C_{M_n}^D = C_{M_n}^{VISC} + \cancel{\Delta C_{M_n}^{D1}} + \cancel{\Delta C_{M_n}^{D2}} \quad (38)$$

200 with D1 and D2 being the first and second order corrections, respectively. The first correction is modeled using an ordinary differential equation (ODE) by applying a spring-damping like function as:

$$\tau \Delta \dot{C}_{L_n}^{D1} + K f_{10_n} \Delta C_{L_n}^{D1} = F_{1_n} \quad (39)$$

The frequency of the first-order corrected lift follows the frequency of the forcing term F_1 . This term is based on the time derivative of the difference between the steady inviscid $C_{L_n}^{INV}$ and viscous lift coefficient $C_{L_n}^{VISC}$ of an airfoil ($\Delta C_{L_n}^{INV}$) as:

$$205 \quad F_{1_n} = \tau \Delta \dot{C}_{L_n}^{INV} \quad (40)$$

$$\Delta C_{L_n}^{INV} = C_{L_n}^{INV} - C_{L_n}^{VISC} = \frac{dC_L}{d\alpha} (\alpha_n - \alpha_0^{INV}) - C_{L_n}^{VISC} \quad (41)$$

with n and $dC_L/d\alpha$ are the current sample time and inviscid lift gradient, respectively. The time constant τ in the above equation represents the time required for the flow to travel half a chord distance as:

$$\tau = \frac{c}{2V} \quad (42)$$

210 The "stiffness" coefficient of the first order term $K f_{10_n}$ can be expressed as:

$$K f_{10_n} = \begin{cases} \frac{1 + 0.5 \Delta C_{L_n}^{INV}}{8(1 + 60\tau \dot{\alpha}_n)}; & \text{if } \dot{\alpha}_n C_{L_n}^{INV} \leq 0 \\ \frac{1 + 0.5 \Delta C_{L_n}^{INV}}{8(1 + 80\tau \dot{\alpha}_n)}; & \text{if } \dot{\alpha}_n C_{L_n}^{INV} > 0. \end{cases} \quad (43)$$

As shown in (Faber, 2018), the above equation becomes numerically unstable if $\dot{\alpha}_n$ is large (increasing reduced frequency above 0.1) for $\dot{\alpha}_n C_{L_n}^{INV} \leq 0$. The reason is that the denominator goes to zero and then negative, causing numerical integration instability. Thus, based on pure intuition the denominator value was set to a minimum of 2.0 in Ref. (Faber, 2018). In the
215 present implementation, a similar approach is adopted but the limit differs. Instead, the minimum denominator value is limited to 1×10^{-5} , because it yields more physical results for several cases tested by the authors.

To incorporate the higher order frequency dynamics, a second order ODE is used to describe the second order correction term. The general form may be written as:

$$\tau^2 \Delta \ddot{C}_{L_n}^{D2} + K f_{21_n} \Delta \dot{C}_{L_n}^{D2} + K f_{20_n} \Delta C_{L_n}^{D2} = F_{2_n} \quad (44)$$

220 similar to the first order correction, the frequency of the higher order dynamics is determined by the forcing term F_{2_n} , defined as:

$$F_{2_n} = 0.1 k_s (-0.15 \Delta C_{L_n}^{INV} + 0.05 \Delta \dot{C}_{L_n}^{INV}). \quad (45)$$

It is noted that the value 0.1 as a constant was chosen according to Ref. (Adema et al., 2019). This is not a fixed value and can be adjusted based on the evaluated cases as seen in literature (Adema et al., 2019; Snel, 1997; Holierhoek et al., 2013; Faber,
225 2018; Khan, 2018). Variable k_s is a constant with a typical value of 0.2. The spring coefficient is given by

$$K f_{20_n} = k_s^2 [1 + 3(\Delta C_{L_n}^{D2})^2] [1 + 3\dot{\alpha}_n^2] \quad (46)$$

and the damping coefficient as

$$Kf_{21n} = \begin{cases} 60\tau k_s[-0.01(\Delta C_{N_n}^{INV} - 0.5) + 2(\Delta C_{N_n}^{D2})^2]; & \text{if } \dot{\alpha}_n > 0 \\ 2\tau k_s; & \text{if } \dot{\alpha}_n \leq 0. \end{cases} \quad (47)$$

2.3 Adema-Snel 2nd Order Model

230 The recently developed model of Adema (Adema et al., 2019) improves the original Snel model (Snel, 1997) in several aspects. Instead of using the lift coefficient (C_L), the normal force coefficient (C_N) is used, similar to the LB model (Leishman and Beddoes, 1989). The total dynamic response of the airfoil is formulated as:

$$C_{N_n}^D = C_{N_n}^{VISC} + \Delta C_{N_n}^{D1} + \Delta C_{N_n}^{D2} \quad (48)$$

$$C_{T_n}^D = C_{T_n}^{VISC} + \cancel{\Delta C_{T_n}^{D1}}^0 + \cancel{\Delta C_{T_n}^{D2}}^0 \quad (49)$$

$$235 \quad C_{M_n}^D = C_{M_n}^{VISC} + \cancel{\Delta C_{M_n}^{D1}}^0 + \cancel{\Delta C_{M_n}^{D2}}^0 \quad (50)$$

The model introduces some modifications of the original model in terms of: (1) projected k_s , (2) the first order coefficient and (3) the second order coefficient. The mathematical formulation of the first order term of the model is listed as:

$$\tau \Delta \dot{C}_{N_n}^{D1} + Kf_{10n} \Delta C_{N_n}^{D1} = F_{1n} \quad (51)$$

$$F_{1n} = \tau \Delta \dot{C}_{N_n}^{INV} \quad (52)$$

$$240 \quad \Delta C_{N_n}^{INV} = C_{N_n}^{INV} - C_{N_n}^{VISC} = \frac{dC_N}{d\alpha}(\alpha_n - \alpha_0^{INV}) - C_{N_n}^{VISC} \quad (53)$$

$$Kf_{10n} = \begin{cases} \frac{1 + 0.2\Delta C_{N_n}^{INV}}{8(1 + 60\tau\dot{\alpha}_n)}; & \text{if } \dot{\alpha}_n C_{N_n}^{INV} \leq 0 \\ \frac{1 + 0.2\Delta C_{N_n}^{INV}}{8(1 + 80\tau\dot{\alpha}_n)}; & \text{if } \dot{\alpha}_n C_{N_n}^{INV} > 0 \end{cases} \quad (54)$$

and for the second order correction term as

$$\tau^2 \Delta \ddot{C}_{N_n}^{D2} + Kf_{21n} \Delta \dot{C}_{N_n}^{D2} + Kf_{20n} \Delta C_{N_n}^{D2} = F_{2n} \quad (55)$$

$$F_{2n} = 0.01k_s(-0.04\Delta C_{N_n}^{INV} + 1.5\tau\Delta \dot{C}_{N_n}^{INV}). \quad (56)$$

$$245 \quad Kf_{20n} = 10(k_s \sin \alpha_n)^2[1 + 3(\Delta C_{N_n}^{D2})^2][1 + 280^2\tau^2\dot{\alpha}_n^2] \quad (57)$$

$$Kf_{21n} = \begin{cases} 60\tau k_s[-0.01(\Delta C_{N_n}^{INV} - 0.5) + 2(\Delta C_{N_n}^{D2})^2]; & \text{if } \dot{\alpha}_n > 0 \\ 60\tau k_s[-0.01(\Delta C_{N_n}^{INV} - 0.5) + 14(\Delta C_{N_n}^{D2})^2]; & \text{if } \dot{\alpha}_n \leq 0 \end{cases} \quad (58)$$

One may notice that Equation (56) contains τ in the second term of the right hand side (RHS). This is intended to remove the dependency of the model to the velocity as the input parameter. The other main difference with the original model is also

observed in Equation (57) where k_s is projected by $\sin \alpha_n$. At last, the downstroke motion of the second order term of Equation
250 (58) is modified to enable vortex shedding effects.

To sum up the characteristics of above discussed state-of-the-art dynamic stall models, Table 1 lists the properties of each model and in which aspects the model can be improved further.

Table 1. Properties of the discussed dynamic stall models.

Model name	First/second order	Higher harmonics	Model C_L	Model C_D	Model C_M
Leishman-Beddoes	first order	-	x	x	x
Snel	second order	x	x	-	-
Adema-Snel	second order	x	x	x	-

2.4 New 2nd order IAG model

The proposed IAG model is developed based on knowledge gained from four different models; Leishman-Beddoes, Snel,
255 Adema-Snel and ONERA (Tran and Petot, 1980; Dat and Tran, 1981; Petot, 1989) models with modifications. Similar to the modern models like those from Snel (and ONERA) and its derivatives, the present model is constructed by two main terms: the first order and second order corrections. The total dynamic response of the airfoil is formulated as:

$$C_{L_n}^D = C_{L_n}^{D1} + \Delta C_{L_n}^{D2} \quad (59)$$

$$C_{D_n}^D = C_{D_n}^{D1} + \Delta C_{D_n}^{D2} \quad (60)$$

$$260 \quad C_{M_n}^D = C_{M_n}^{D1} + \Delta C_{M_n}^{D2} \quad (61)$$

with D1 and D2 being the first and second order corrections, respectively. Below the description of the modifications done for the new model will be discussed in detail.

2.4.1 First order correction

Based on the Hopf-Bifurcation model of Truong (Truong, 1993) that used the LB-Model as the starting point of the first order
265 correction, the present model does similarly. Despite that, the LB model is not transferred into the state-space formulation, but it is retained as the indicial formulation. The model applies the superposition of the solution using a finite-difference approximation to Duhamel's integral to construct the cumulative effect to an arbitrary time history of angle of attack. The LB-model described in Sections 2.1.1 to 2.1.3 will be used with the following modifications:

In the above LB-Model, predictions for drag is not accurate as will be shown in Section 3.1. This inaccuracy lies in the
270 determination of η in Equation (19) for the tangential force component because drag is more sensitive to tangential force than the lift force does. Also to maintain simplicity, parameter η is removed and the tangential force is obtained from the static data

at the time-lagged angle of attack α_{f_n} by:

$$C_{T_n}^f = C_T^{VISC}(\alpha_{f_n}). \quad (62)$$

If one uses this formulation directly, at some point drag still becomes lower than the static drag value by a significant amount.

275 By evaluating the experimental data for several airfoils and various flow conditions, this is not physical at small angles of attack especially in the downstroke regime, where it usually just returns to the static value. In fact, those experimental data infer that strong drag hysteresis occurs only at high angles of attack beyond stall. Similarly, in the upstroke regime the drag value increases only slightly (approximately only 20%). In Figure 3, one can see that drag hysteresis occurs when

$$\zeta = \frac{1}{\pi} \frac{dC_N}{d\alpha} \left(\frac{1 + \sqrt{f_n}}{2} \right)^2 \lesssim 0.76. \quad (63)$$

280 Based on these observations, a simple drag limiting factor is adopted when $\zeta_n \geq 0.76$ as:

$$C_{D_n}^D = \begin{cases} 1.2C_{D_n}^{VISC}; & \text{if } C_{D_n}^D > 1.2C_{D_n}^{VISC} \text{ and } (C_{N_n}^P - C_{N_{n-1}}^P) \geq 0.0 \\ C_{D_n}^{VISC}; & \text{if } (C_{N_n}^P - C_{N_{n-1}}^P) < 0.0 \\ C_{D_n}^D; & \text{otherwise} \end{cases} \quad (64)$$

Note that for the purpose of numerical implementation, it is always recommended in practice to adopt relaxation to avoid any discontinuity which may present in the above formulation. The effects of these modifications are displayed in Figure 4.

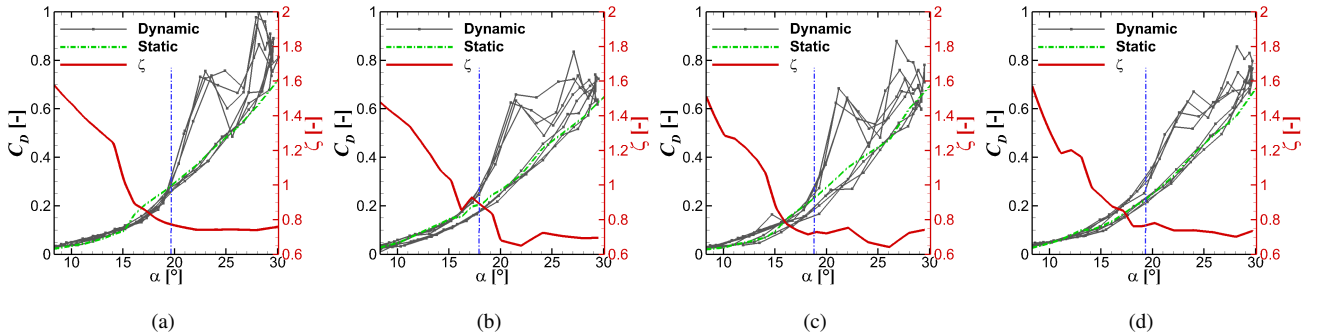


Figure 3. Relation between drag hysteresis in the stall regime with weighted separation parameter ζ for four airfoils. From left to right: S801 (13.5%), NACA4415 (15%), S809 (21%) and S814 (24%).

It will also be shown in Section 3.1, that predicting moment coefficient directly from the static polar data by means of the time-lagged angle of attack has its drawback in the correct damping effect calculation. One may obtain better results by using the "fitting function" as in Equation (20) instead of using Equation (34). However, this limits the usability for different airfoils, since the fitting has to be done again for each individual airfoil. For wind turbine simulations, this is fairly impractical because a wind turbine blade is usually constructed by several different airfoils, not to mention the interpolated shapes in between each airfoil position. To solve for this issue, a relatively simple approach is introduced by applying a time delay on the circulatory

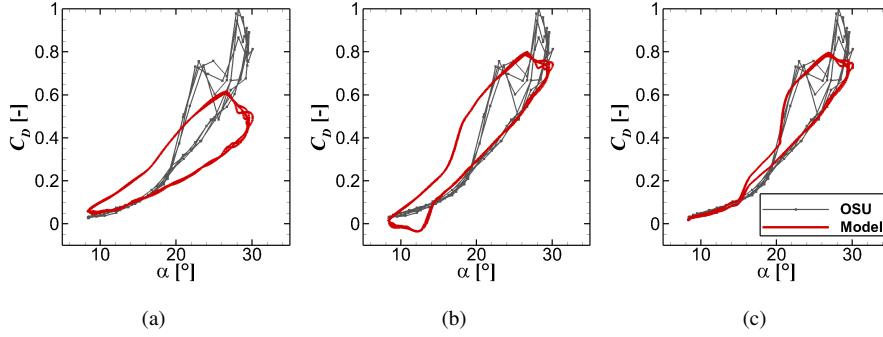


Figure 4. Drag reconstruction in comparison with the experimental data for S801 airfoil (Ramsay et al., 1996) applying: (a) Equation (19), (b) Equation (62) and (c) Equations (62) + (64).

290 moment response as:

$$C_{M_n}^C = \begin{cases} C_{M_{n-1}}^C \exp\left(-\frac{\Delta s}{T_M^U}\right) - C_{Pf_n} (C_{V_n} - C_{V_{n-1}}) \exp\left(-\frac{\Delta s}{2T_M^U}\right); & \text{if } \tau_{v_n} < T_{vl} \text{ and } \Delta\alpha_n \geq 0 \\ C_{M_{n-1}}^C \exp\left(-\frac{\Delta s}{T_M^D}\right) - C_{Pf_n} (C_{V_n} - C_{V_{n-1}}) \exp\left(-\frac{\Delta s}{2T_M^D}\right); & \text{if } \Delta\alpha_n < 0 \\ C_{M_{n-1}}^C; & \text{otherwise} \end{cases} \quad (65)$$

where,

$$C_{Pf_n} = K_f^C \frac{dC_N}{d\alpha} (\alpha_n^{CRIT} - \alpha_0^{INV}). \quad (66)$$

with K_f^C , T_M^U and T_M^D being constants relatively insensitive to airfoils. Furthermore, the second condition of Equation (35) is modified to avoid discontinuity which occurs at a large reduced frequency (eg. $k = 0.2$), for any LB-based models without re-calibration of the time constant as:

$$\tau_{v_n} = \begin{cases} \tau_{v_{n-1}} + 0.45 \frac{\Delta t}{c} V; & \text{if } C_{N_n}^{P1} > C_N^{CRIT} \\ \tau_{v_{n-1}} \exp(-\Delta s); & \text{if } C_{N_n}^{P1} < C_N^{CRIT} \text{ and } \Delta\alpha_n \geq 0 \\ \tau_{v_{n-1}}; & \text{otherwise} \end{cases} \quad (67)$$

The effects of these modifications are displayed in Figure 5.

The total first order dynamic response of the airfoil is formulated as:

$$300 \quad C_{N_n}^{D1} = C_{N_n}^f + C_{N_n}^V \quad (68)$$

$$C_{T_n}^{D1} = C_{T_n}^f \quad (69)$$

$$C_{M_n}^{D1} = C_{M_n}^f + C_{M_n}^V + C_{M_n}^C \quad (70)$$

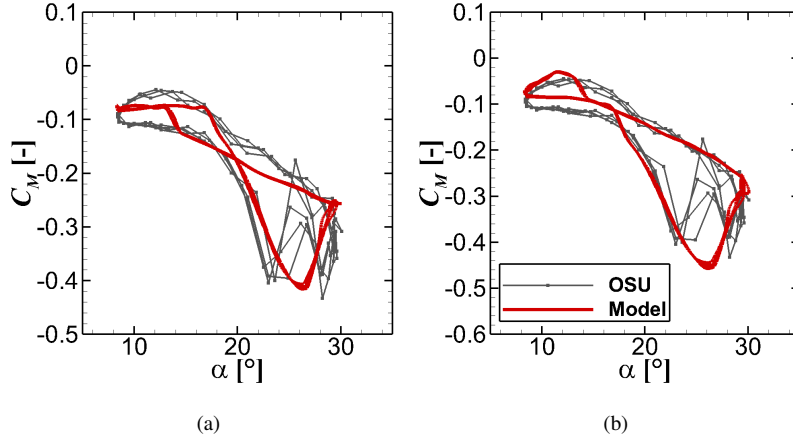


Figure 5. Moment reconstruction in comparison with the experimental data for S801 airfoil (Ramsay et al., 1996) applying: (a) Equation (34) and (b) Equation (65).

where the definition and description of each variable was given in Section 2.1 for the LB model. Thus the first order lift and drag responses can be obtained by

$$C_{L_n}^{D1} = C_{N_n}^{D1} \cos \alpha_n - C_{T_n}^{D1} \sin \alpha_n \quad (71)$$

$$C_{D_n}^{D1} = C_{N_n}^{D1} \sin \alpha_n + C_{T_n}^{D1} \cos \alpha_n \quad (72)$$

2.4.2 Second order correction

The second order correction takes the form of the non-linear ordinary differential equation according to the second order correction of the Snel (Snel, 1997) and Adema-Snel (Adema et al., 2019) models. Generally, the basis of implementation of the present model mostly uses the Adema-Snel (Adema et al., 2019) model where the normal force is used instead of the lift force as for the original Snel model (Snel, 1997) as:

$$\Delta \ddot{C}_{N_n}^{D2} + K f_{21_n} \Delta \dot{C}_{N_n}^{D2} + K f_{20_n} \Delta C_{N_n}^{D2} = F_{2_n} \quad (73)$$

This way, shedding effects apply not only on the lift force but also on the drag force. Note that τ is not present in Equation (73) in contrast to the original formulation in Equations (44) and (55). The equation is changed because the time derivatives in the above equation is no longer with respect to time but to $s = 2Vt/c$, similar to the ONERA model (Tran and Petot, 1980; Dat and Tran, 1981; Petot, 1989). This is done to nondimensionalize the equations.

In Equation (57), the k_s was projected as a function of the angle of attack by $\sin \alpha_n$. This modification causes problem when the hysteresis effect takes place in both positive and negative angles because Equation (57) will be zero and then negative, causing instability of the ODE. Thus, the original form of the Snel model (Snel, 1997) is retained in the present model, but the constant is modified as.

$$K f_{20_n} = 20k_s^2 [1 + 3(\Delta C_{N_n}^{D2})^2] [1 + 3\dot{\alpha}_n^2] \quad (74)$$

The idea for the downstroke damping as in Equation (58) is adopted in the present model, the following form and constants are used:

$$K f_{21n} = \begin{cases} 150k_s[-0.01(\Delta C_{N_n}^{INV} - 0.5) + 2(\Delta C_{N_n}^{D2})^2]; & \text{if } \dot{\alpha}_n > 0 \\ 30k_s[-0.01(\Delta C_{N_n}^{INV} - 0.5) + 14(\Delta C_{N_n}^{D2})^2]; & \text{if } \dot{\alpha}_n \leq 0 \text{ and } \alpha_n \geq \alpha_n^{CRIT} \\ 0.2k_s; & \text{if } \dot{\alpha}_n \leq 0 \text{ and } \alpha_n < \alpha_n^{CRIT} \end{cases} \quad (75)$$

325 Note again that τ is not present in the above equation. The original formulation in Equation (58) replaces the damped oscillator when $\dot{\alpha}_n \leq 0$ for a self-excited oscillator of Van-der-Pol type with more damping. This is in contrast with the implementation done in (Truong, 2016), where the self-excited oscillator is only replaced by the damped oscillator, when the flow is reattached on the return cycle. Under such circumstances, the oscillatory behavior still subsists in the return cycle, albeit with smaller amplitude. To accommodate this aspect, the last term of Equation (75) is applied when the angle is smaller than α_n^{CRIT} . As for
330 the forcing term, the original form of the Snel model (Snel, 1997) is adopted as:

$$F_{2n} = 0.5k_s(-0.15\Delta C_{N_n}^{INV} + 0.05\dot{\Delta C}_{N_n}^{INV}). \quad (76)$$

To facilitate the inclusion of the higher harmonic effects for the pitching moment, the idealized center of pressure obtained in the first order correction given in Equation (26) is passed into the second order model. Thus, the dynamic moment reaction takes the form:

$$335 \quad \Delta C_{M_n}^{D2} = -C_{P_{v_n}} \Delta C_{N_n}^{D2} \quad (77)$$

Regarding the tangential force, a similar assumption is made as in Equation (48) where the influence of $\Delta C_{T_n}^{D2}$ is neglected in the formulation. Finally, the second order term of the lift ($\Delta C_{L_n}^{D2}$) and drag ($\Delta C_{D_n}^{D2}$) can be calculated easily. The effects of the second order term are displayed in Figure 6.

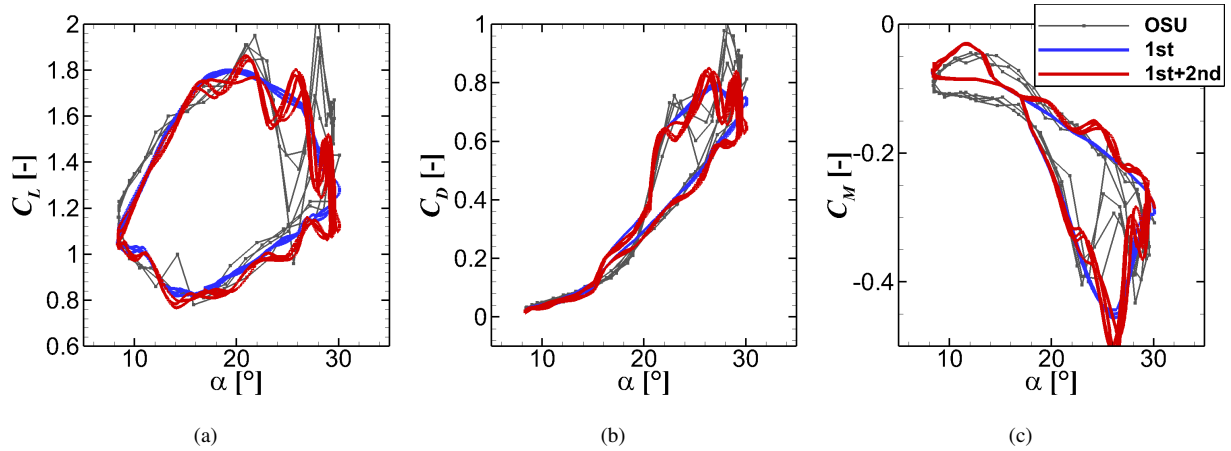


Figure 6. Airfoils response reconstruction in comparison with the experimental data for S801 airfoil (Ramsay et al., 1996) applying only the first order correction and with inclusion of the second order term. (a) Lift, (b) drag and (c) pitching moment.

2.5 Constants applied for the investigated dynamic stall models

The following constants are applied in the implemented dynamic stall models. These values are kept constant throughout the paper. The constants for the Leishman-Beddoes model and for the proposed IAG model are given in Table 2 and in Table 3, respectively. For any model developed based on the Leishman-Beddoes type, the critical angle of attack plays a major role. This can be obtained as the angle where the viscous pitching moment breaks or when the drag increases significantly. The applied critical angles are given in Table 4. **The validation is done by comparing the calculations with experimental data performed at the Ohio State University for the S801 airfoil (13.5% relative thickness) (Ramsay et al., 1996), NACA4415 airfoil (15% relative thickness) (Hoffman et al., 1996), S809 airfoil (21% relative thickness) (Ramsay et al., 1995) and S814 airfoil (24% relative thickness) (Janiszewska et al., 1996). All selected test cases are for the airfoils employed with a leading edge grit (turbulator) to enable the "soiled" effects on a wind turbine blade at a Reynolds number of around 750K. Note that these polar data are different with the one used for example by Sheng et al. (Sheng et al., 2010) where the natural transition cases were taken.** Therefore, the critical angles of attack are also different. The results of the studies are presented in the following sections.

Table 2. Constants applied for the Leishman-Beddoes model.

A_1	A_2	b_1	b_2	K_α	T_p	T_f	T_v	T_{vl}	K_v	η
0.3	0.7	0.14	0.53	0.75	1.7	3.0	6.0	6.0	0.2	0.95

Table 3. Constants applied for the IAG model.

A_1	A_2	b_1	b_2	K_α	T_p	T_f	T_v	T_{vl}	K_v	K_f^C	T_m^U	T_m^D
0.3	0.7	0.7	0.53	0.75	1.7	3.0	6.0	6.0	0.2	0.1	1.5	1.5

Table 4. Critical angle of attack (α_n^{CRIT}) applied for the Leishman-Beddoes and IAG models.

S801	NACA4415	S809	S814
15.1°	10°	14.1°	10°

3 Results and Discussion

The four state-of-the-art dynamic stall models reviewed above (Leishman-Beddoes, Snel, Adema-Snel) have been used as a basis for examining the dynamic loads of four different pitching airfoils at various flow conditions. Experience gained from those models is used to formulate a new 2nd order dynamic stall model, namely IAG model by evaluating the weakness and strength of each model. The presented second order models need to solve a set of differential equations. For this purpose, the Euler-Heun forward integration method is used.

3.1 Comparison against experimental data

This section compares the predicted dynamic forces in comparison with the measurement data. For a fair comparison, all models are assessed with the same time step size of $\Delta t = T/1440$, with T being the pitching period. The evaluations are performed on the S801 airfoil at $k = 0.073$. The comparison of each model is shown in Figures 7 to 9 for the Snel, Adema and IAG models, respectively. Note that the constants of the other four existing dynamic stall models are taken directly from literature without further calibration for the S801 airfoil. Therefore, it is already expected that their performance will not be optimal. The main purpose of the comparison is not to study their accuracy, but to analyze the robustness of each model for a different airfoil without tuning the constants. On the other hand, the constants for the IAG model in Table 3 were obtained using the S801 airfoil. To enable a fair assessment on the model robustness, the IAG model will also be used to reconstruct the dynamic polar data of four airfoils with different relative thickness without changing the constants in Section 3.6.

The original Snel models cannot predict the drag and moment coefficients in the original formulations. Thus, only the static polar data is shown. The Snel model actually shows an acceptable accuracy even though the constants are taken as found in literature. The higher harmonic effects are unfortunately not captured by this model. This is further refined by the Adema model which was developed as an improvement for the Snel model. The model performs fairly well for the lift and drag predictions, though the drag value at small angles of attack is a bit off. The pitching moment prediction is also not included in its formulations. These disadvantages are better treated in the proposed IAG model. Not only the prediction of the lift coefficient, but also the accuracy of drag prediction is improved significantly. The modifications described in Section 2.4 result

in the improvement at low and high angles of attack regimes. The model is also able to reconstruct the pitching moment polar
 375 accurately, which is important for aeroelastic calculations of wind turbine blades.

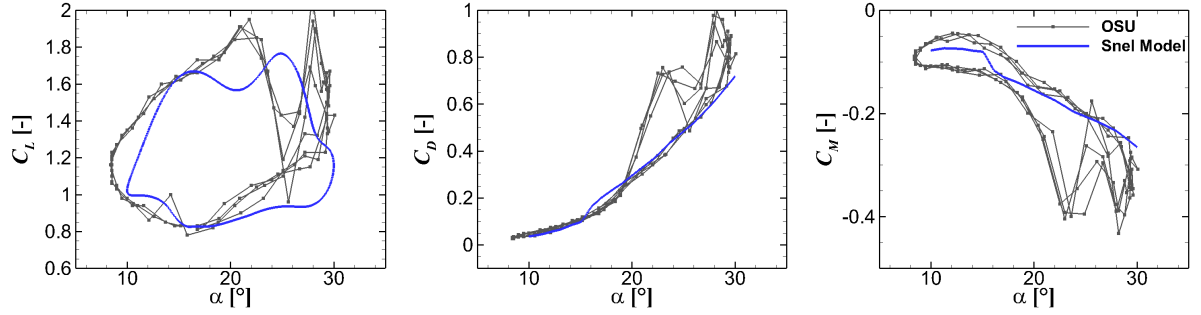


Figure 7. Dynamic forces reconstruction using the Snel model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$. S801 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

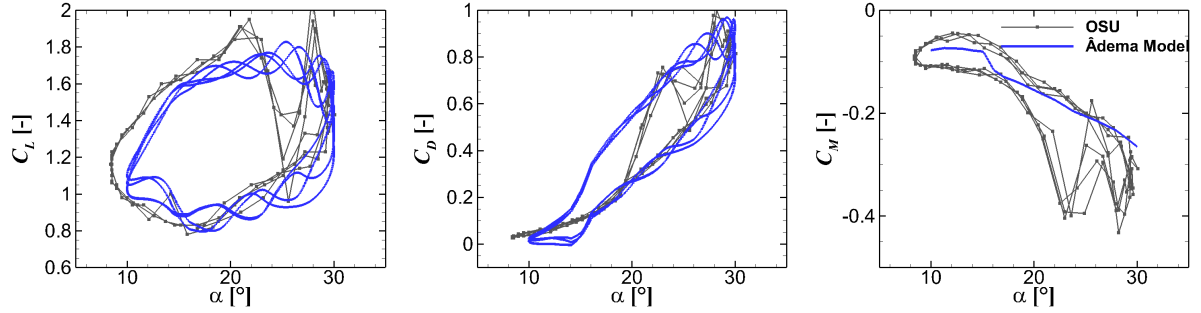


Figure 8. Dynamic forces reconstruction using the Adema model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$. S801 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

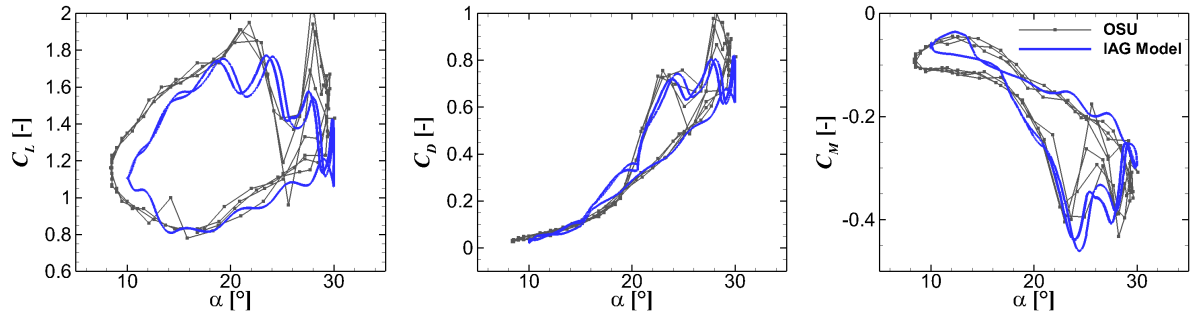


Figure 9. Dynamic forces reconstruction using the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$. S801 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

For the following sections, the proposed IAG model will be tested under various flow conditions and for several airfoils at various relative thicknesses in comparison with measurement data. Note that these calculations are performed without changing the constants to assess the robustness of the model at different flow conditions.

3.2 Effects of time signal deviation

380 The actual pitching motion within the OSU measurement differs slightly from the intended motion. The actual time series of the angle of attack is included in the experimental data (Ramsay et al., 1996; Hoffman et al., 1996; Ramsay et al., 1995; Janiszewska et al., 1996). To assess the effects of this time signal deviation on the aerodynamic response, the calculations using this time signal data were performed applying the IAG model. The results are compared with the experimental data and the results of the IAG model presented in Section 3.1. Note that this time signal data is fairly coarse, and can cause problems
385 for second order dynamic stall models because the gradient of α change can be extremely large. To cover for this issue, the time signal is interpolated in between each available point using a third-order cubic-spline interpolation. The time signals are discretized by $\Delta t = T/1440$ over a single pitching period. The first period of oscillation is used for initialization of the time integration, thus a constant angle of attack is applied as shown in Figure 10.

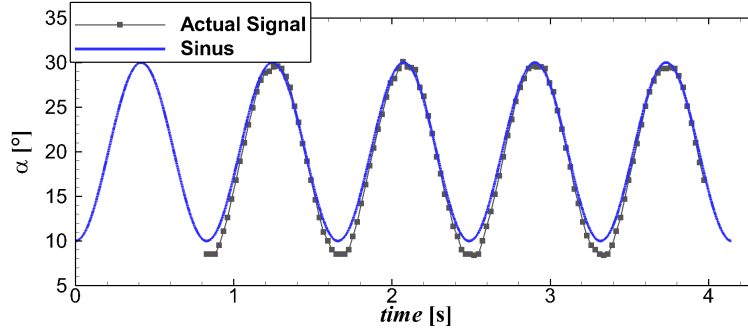


Figure 10. Comparison of the timeseries of the idealized sinusoidal angle of attack to the exact signals in the experimental campaign for S801 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

Figure 11 presents the influence of the time signal variation on the aerodynamic performance in terms of C_L , C_D and C_M .
390 TS labels the exact time signals in the experimental campaign. Although the time signal difference has almost no influence of the global prediction characteristics, some deviation with the idealized sinusoidal motion can be noticed clearly. For example, the increased lift build up in the upstroke regime before stall and the location of the lift stall. Some deviations on the drag and pitching moment coefficients are observed as well. For the rest of the paper, the prediction procedure using the actual time signal from the experimental data is used for best consistency with the experimental campaign.

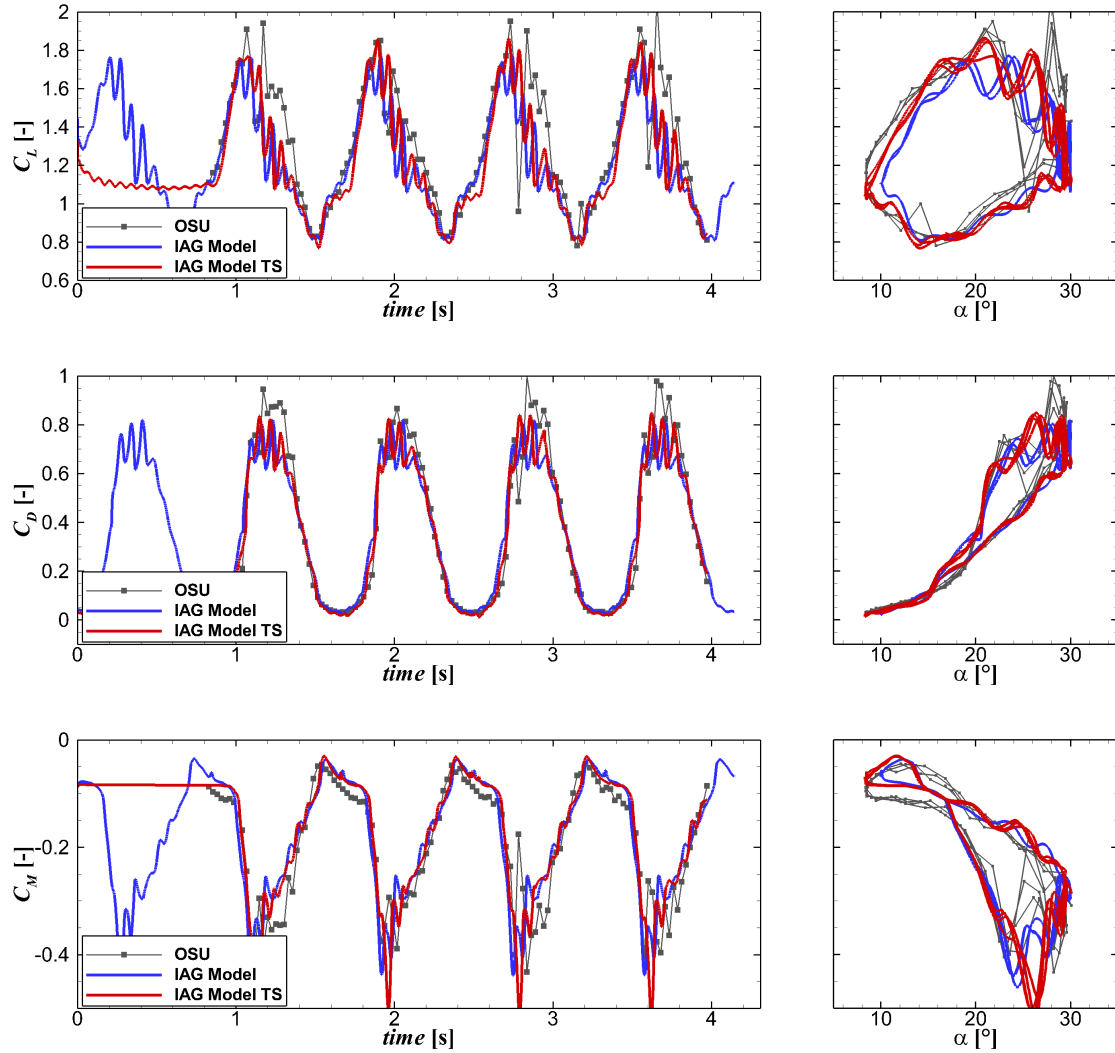


Figure 11. Dynamic forces reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign. TS labels the exact time signals in the experimental campaign. S801 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

3.3 Performance of the model for different mean angles of incidence

In this section, the effects of the mean angle of attack are evaluated. Three different angles of attack at the same inflow conditions are selected for this purpose. These are $\bar{\alpha} = 8^\circ$, 14° and 20° . Note that these mean angles of attack are only approximations since the actual time signal data from the experimental campaign is used. The selected mean angles represent the regime of attached flow, partly separated and fully separated flow conditions. These are helpful to assess the model performance under various flow situations.

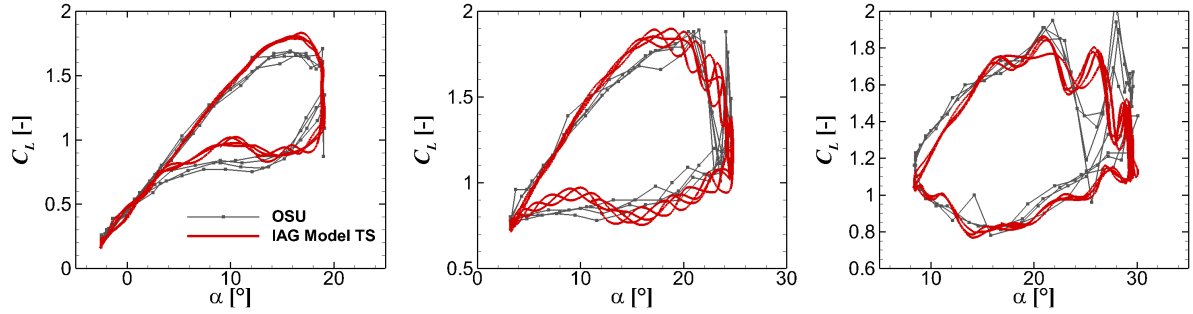


Figure 12. Lift reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign at various $\bar{\alpha}$. From left to right: $\bar{\alpha} = 8^\circ$, $\bar{\alpha} = 14^\circ$ and $\bar{\alpha} = 20^\circ$. S801 airfoil, $k = 0.073$, $\Delta\alpha = 10^\circ$.

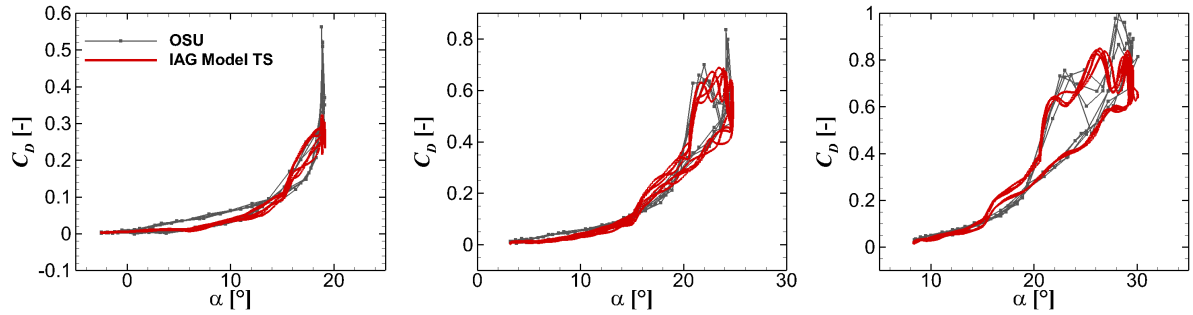


Figure 13. Drag reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign at various $\bar{\alpha}$. From left to right: $\bar{\alpha} = 8^\circ$, $\bar{\alpha} = 14^\circ$ and $\bar{\alpha} = 20^\circ$. S801 airfoil, $k = 0.073$, $\Delta\alpha = 10^\circ$.

Figure 12 presents the results for the lift coefficient under these three investigated mean angles of attack. The model performs very well for these different cases. The maximum lift is a bit overestimated in the model for the lowest $\bar{\alpha}$, but in general all unsteady lift characteristics in the measurement data are reproduced in a sound agreement with the experimental data. A similar behavior is shown for the drag prediction depicted in Figure 13. The proposed model captures the increased drag effect and its shedding characteristics well. The simple modifications applied in Section 2.4 result in a good prediction of the drag coefficient as compared with the experimental data. In Figure 14, the prediction for pitching moment is shown. Here the predicted moment coefficient is in a good agreement with the measured values.

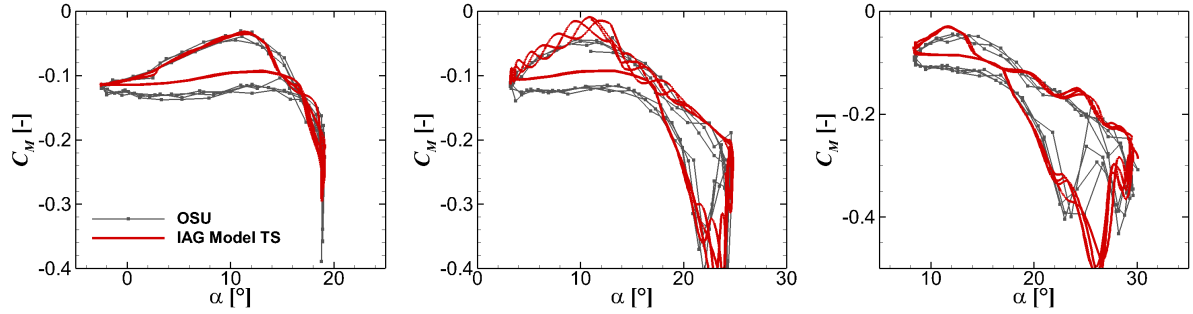


Figure 14. Pitching moment reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign at various $\bar{\alpha}$. From left to right: $\bar{\alpha} = 8^\circ$, $\bar{\alpha} = 14^\circ$ and $\bar{\alpha} = 20^\circ$. S801 airfoil, $k = 0.073$, $\Delta\alpha = 10^\circ$

3.4 Performance of the model for different reduced frequencies

The effects of pitching frequency on the aerodynamic response will be discussed in this section. Three different reduced frequencies are examined, namely $k = 0.036, 0.073$ and 0.111 . The stall regime is shown here, where the prediction is the most challenging. The actual time signals as of the measurement campaign are used, following the procedure described in Section 3.2.

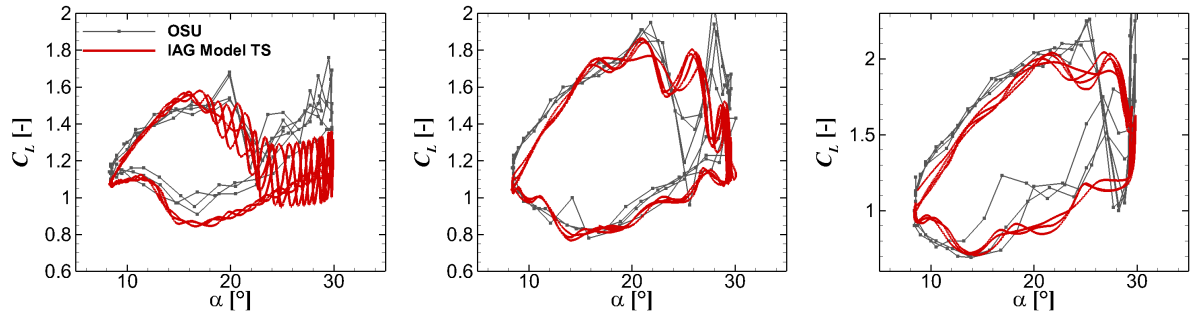


Figure 15. Lift reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign at various k . From left to right: $k = 0.036$, $k = 0.073$ and $k = 0.111$. S801 airfoil, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

Figure 15 displays the results for the dynamic lift coefficient response. The lowest reduced frequency of 0.036 is dominated by the viscous effects. It represents the case where the "delayed" angle of attack response is the weakest. It can be seen that the maximum attained lift coefficient increases with increasing k . The gradient of the lift polar in the upstroke and downstroke phase is also increasing as well. These characteristics are present in both experimental data and predictions delivered by the IAG model. A similar behavior is also displayed in drag and pitching moment in Figures 16 and 17, respectively. It is obvious

that stall occurs much earlier for a smaller k value. One can see that the maximum amplitude of all three force components increases with increasing k . This can be dangerous for the structural stability, since the amplitude determines the fatigue loads.

420 To better investigate the effects of k , the IAG model is used to reconstruct the dynamic polar data at various k by applying an idealized sinusoidal motion as presented in Figure 18. Only the last DS cycle is shown for clarity of the observation. While the maximum amplitude of all three force components at low frequency domains increases with increasing k (blue and green markers), the amplitudes for all three forces at high frequency domains show different characteristics as shown in the Fourier transformation in Figure 19, albeit with much smaller values. The higher harmonic amplitudes are attributed to flow separation effects, while for low frequency domains are driven by the pitching motion (i.e., external unsteadiness or inflow).

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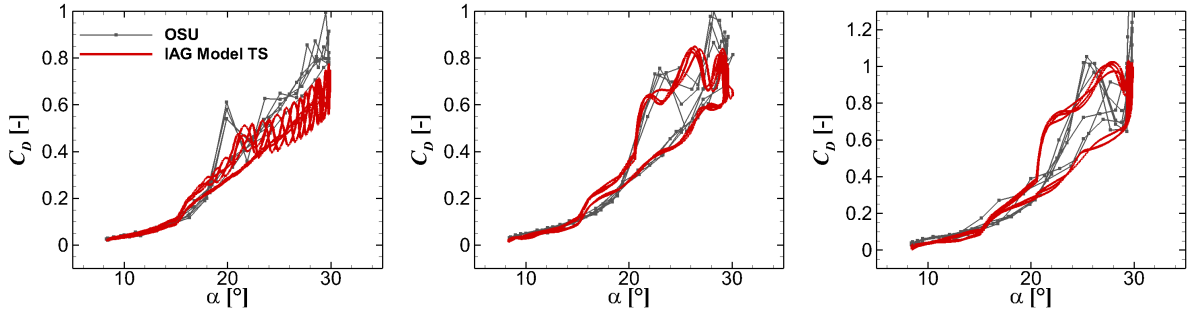


Figure 16. Drag reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign at various k . From left to right: $k = 0.036$, $k = 0.073$ and $k = 0.111$. S801 airfoil, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

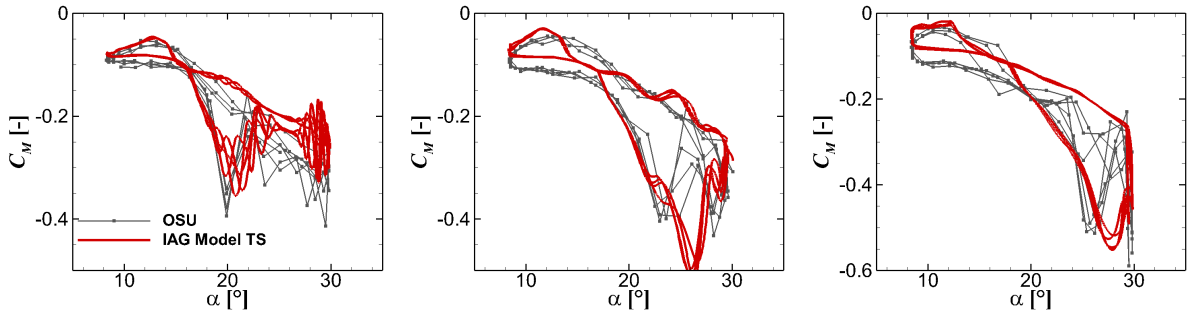


Figure 17. Pitching moment reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign at various k . From left to right: $k = 0.036$, $k = 0.073$ and $k = 0.111$. S801 airfoil, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

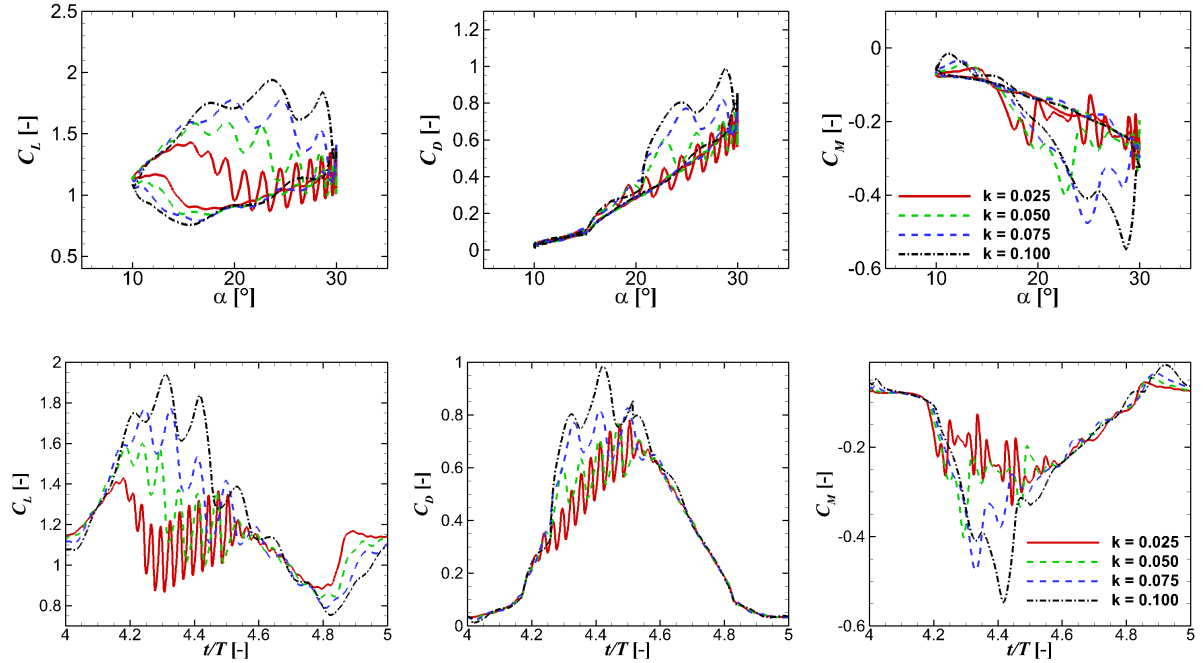


Figure 18. Effects of k on the aerodynamic response by the IAG model for $\Delta t = T/1440$. S801 airfoil, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$. Top: polar, bottom: timeseries.

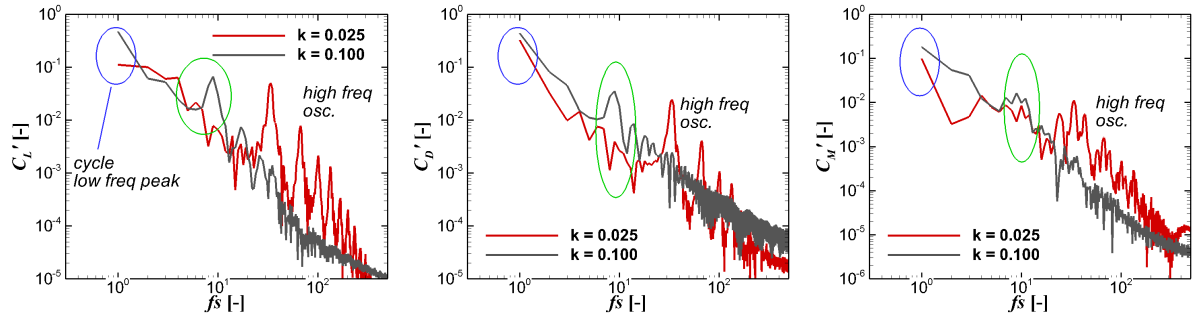


Figure 19. Fourier transformation of the predicted forces presented in Figure 18. $f_s = f/f_0$ with f_0 being the pitching frequency.

3.5 Performance of the model for different pitching amplitudes

In this section, the effects of pitching amplitude on the aerodynamic response of a pitching airfoil is investigated. The mean angle of attack is fixed at $\bar{\alpha} = 20^\circ$. Note again that $\bar{\alpha}$ is only an approximation because the actual time signal data from the measurement campaign is applied. This large mean angle of attack is purposely selected because the post-stall characteristic is of interest and is well known for its violent vibration, even for the static condition. The small amplitude in this case means that the whole pitch oscillation occurs within the stall regime.

Figures 20 to 22 display the dynamic force responses due to pitching motion of the airfoil predicted by the IAG model in comparison with the experimental data. The model accurately reconstructs the dynamic forces despite the predicted case is challenging within the post stall regime. Interesting to note is that the small pitching amplitude case induces stronger shedding effects for lift than the larger amplitude case. This can be explained as following. As described by Leishman in his papers (Beddoes, 1982; Leishman, 1988; Leishman and Beddoes, 1989), the airfoil sees a lagged force response compared to the imposed disturbance. Therefore, in his model, a time-lagged angle of attack is introduced as the "effective" angle actually seen by the airfoil section. When the pitching motion takes place partly within the fully separated region (in the static case) and partly in the attached/partly separated flow region, the airfoil still sees the lower angle (where the flow is still attached) even though the pitching motion already reaches the post-stall regime. This effect stops/reduces when the effective angle is larger than the critical angle defined in Table 4. As the critical angle for the S801 airfoil is defined at 15.1° , the lower amplitude case is fully operating within the stall regime, where the attached flow effect is not present.

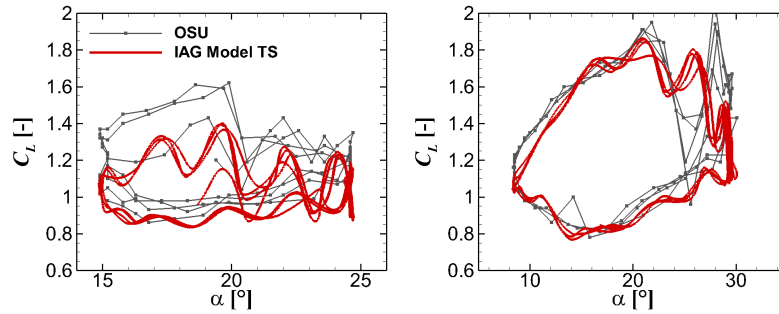


Figure 20. Lift reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign at various $\Delta\alpha$. Left: $\Delta\alpha = 5.5^\circ$; right: $\Delta\alpha = 10^\circ$. S801 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$.

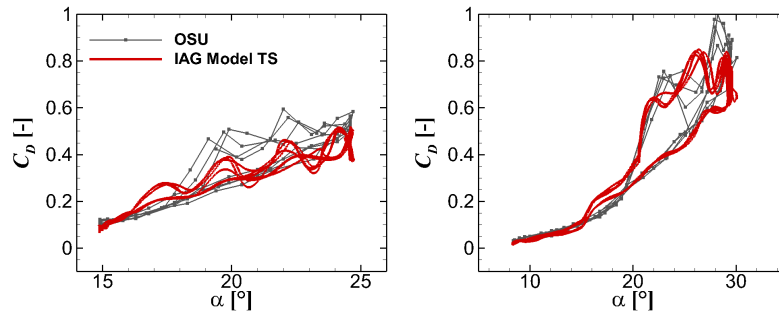


Figure 21. Drag reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign at various $\Delta\alpha$. Left: $\Delta\alpha = 5.5^\circ$; right: $\Delta\alpha = 10^\circ$. S801 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$.

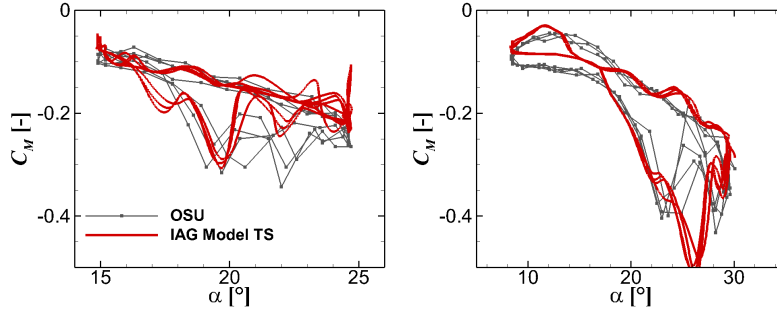


Figure 22. Pitching moment reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign at various $\Delta\alpha$. Left: $\Delta\alpha = 5.5^\circ$; right: $\Delta\alpha = 10^\circ$. S801 airfoil, $k = 0.073$, $\bar{\alpha} = 20^\circ$.

3.6 Performance of the model for different airfoils

In this section, the performance and robustness of the proposed IAG model are assessed for airfoils with different relative thickness. All model constants in Table 3 remain the same for all calculations. The difference from one airfoil calculation to the other lies only in the critical angle of attack value as shown in Table 4. The value was obtained simply by looking at the static polar data where the viscous pitching moment breaks or when the drag increases significantly.

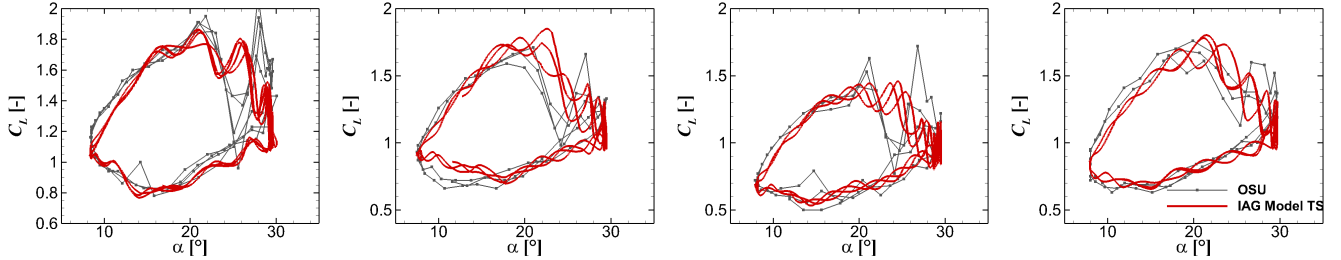


Figure 23. Lift reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996; Hoffman et al., 1996; Ramsay et al., 1995; Janiszewska et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign for different airfoils. From left to right: S801 (13.5%), NACA4415 (15%), S809 (21%) and S814 (24%). $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

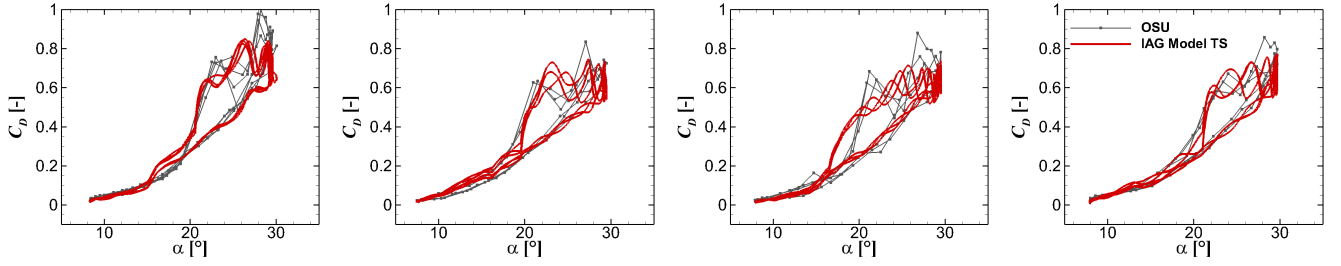


Figure 24. Drag reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996; Hoffman et al., 1996; Ramsay et al., 1995; Janiszewska et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign for different airfoils. From left to right: S801 (13.5%), NACA4415 (15%), S809 (21%) and S814 (24%). $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

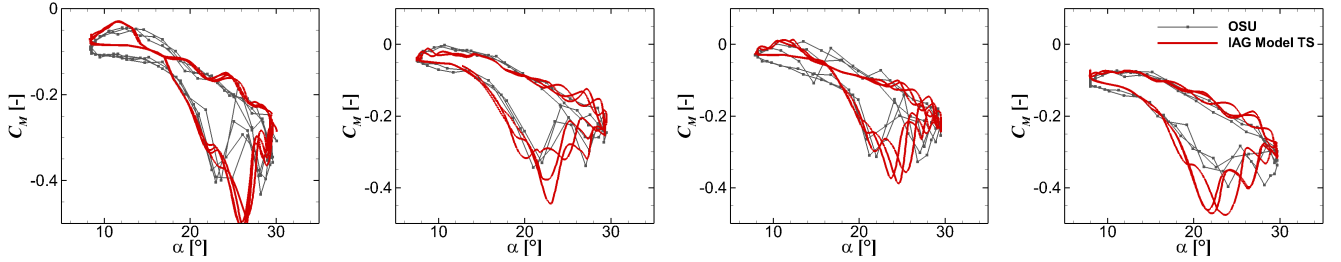


Figure 25. Pitching moment reconstruction by the IAG model in comparison with the measurement data (Ramsay et al., 1996; Hoffman et al., 1996; Ramsay et al., 1995; Janiszewska et al., 1996) for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign for different airfoils. From left to right: S801 (13.5%), NACA4415 (15%), S809 (21%) and S814 (24%). $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

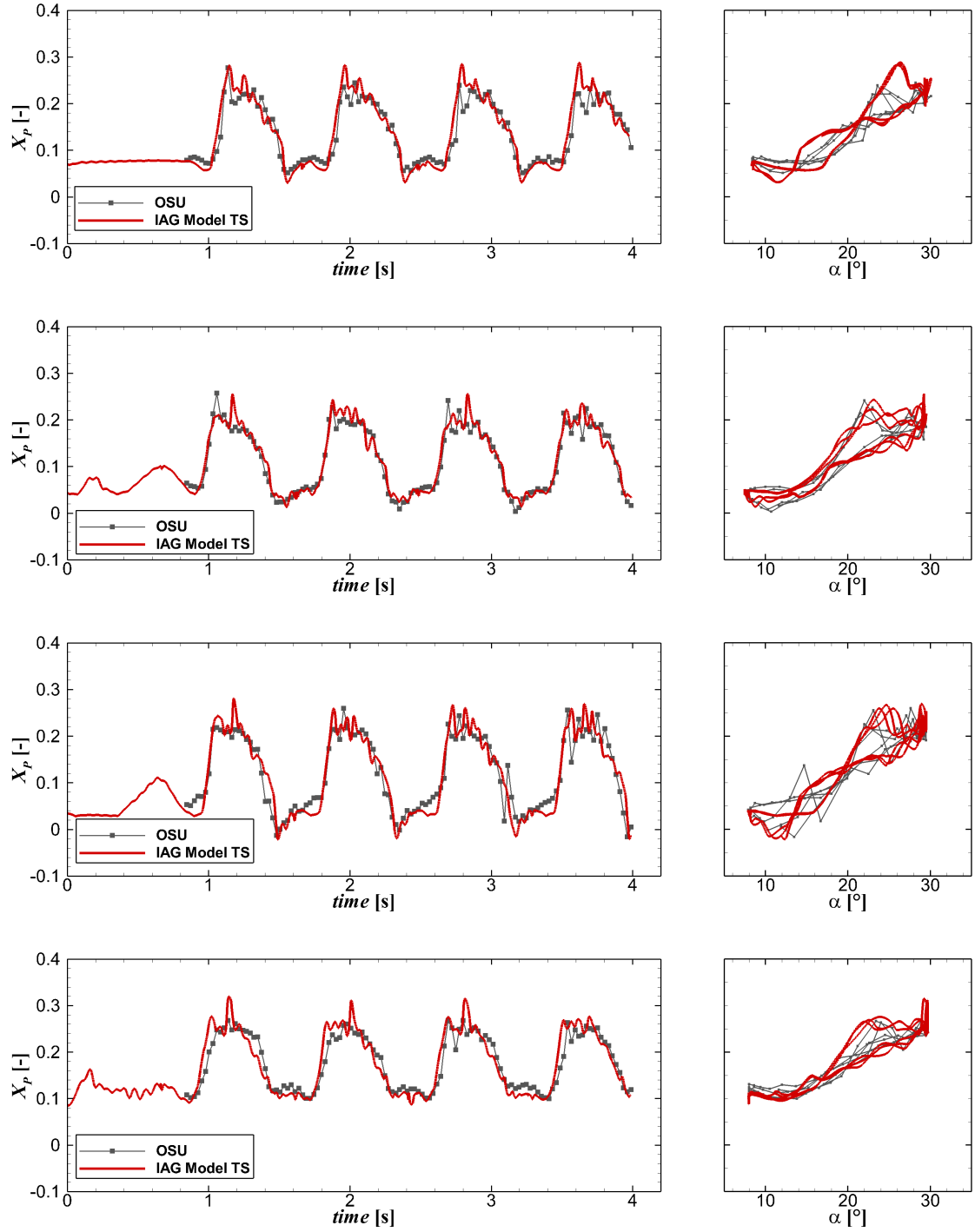


Figure 26. Center of pressure reconstruction in comparison with the measurement data by the IAG model for $\Delta t = T/1440$ using the actual angle of attack in the experimental campaign for different airfoils. From top to bottom: S801 (13.5%), NACA4415 (15%), S809 (21%) and S814 (24%). $k = 0.073$, $\bar{\alpha} = 20^\circ$, $\Delta\alpha = 10^\circ$.

Despite the increased airfoil thickness from 13.5% to 24%, Figures 23 to 25 demonstrate that the reconstructed dynamic forces are in a good agreement with the experimental data, not only for the general trend but also the higher harmonic effects. As also the case for the Leishman-Beddoes model, it is important to select the appropriate value for the critical angle of attack. The simple approach used in the present paper has shown its usefulness and potentially reduce the complexity of parameter tuning for industrial applications. Elgammi et al. (Elgammi and Sant, 2016) for example defined two different critical angles of attack, one for C_N and the other for C_T that were shown to improve the prediction accuracy. Although their attempt might be beneficial, this is not followed in this work because one main aim of the studies is to reduce parameter tuning required for one to the other cases.

3.7 Predictions of the center of pressure

To further complement the analyses conducted in Section 3.6, the location of the actual pressure center is calculated in this section as:

$$X_p = -\frac{C_M}{C_L} \quad (78)$$

which indicates the distance of the pressure point to the quarter chord position where C_M is defined.

A correct location of the pressure point is important for determining the stability on aeroelastic simulations of wind turbine blades. The results of the calculations both for the experimental data and for the proposed IAG model are presented in Figures 26 for all four investigated airfoils both as time series and as the polar plot. It can be seen clearly that the agreement between the experimental data and the present predictions are excellent for all investigated airfoils.

3.8 L_2 norm of error analyses

Holierhoek et al . (Holierhoek et al., 2013) introduced a way for quantifying the absolute error between the experimental data and modeled lift coefficient. The general formulation reads:

$$L_2^\phi = \sqrt{\frac{1}{N} \sum_i^N (\phi_i^{mod} - \phi_i^{exp})^2} \quad (79)$$

with ϕ being the variable of interest, i is the current sample and N is the total number of sample. In their paper, however, only lift was considered. Here all three force components will be shown for four different airfoils. Figure 27 displays the quantified error for two different flow category, attached and deep stall. The timeseries of the angle of attack was obtained from the measured data by applying a third-order cubic-spline interpolation in between each available point. One can see that generally the attached flow case is predicted very well, while the error increases as the flow condition becomes more complicated. Interestingly, especially for lift, it seems that the error reduces with increasing airfoil thickness. The reason for the larger error obtained for the thinner airfoil is attributed to the complex characteristics of the leading edge stall, causing severe load variations especially with increasing angle of attack. Thus, it makes the prediction more challenging. Furthermore, the quantification of the error was also performed on two other dynamic stall models, Snel and Adema-Snel. The same approach

for the angle of attack signal was applied. One can see that the IAG model shows its improved prediction especially for the deep stall case for all three force components.

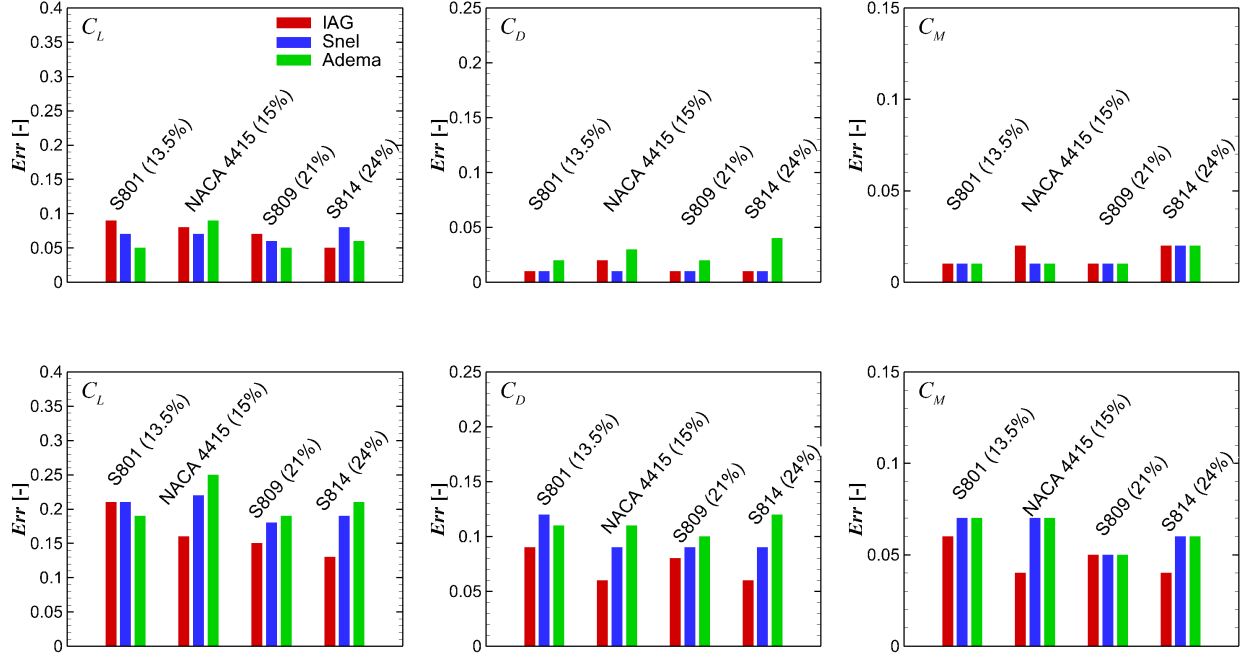


Figure 27. Quantified L_2 norm of error with respect to the measurement data for four airfoils. Top: attached flow case ($k = 0.073, \bar{\alpha} = 8^\circ, \Delta\alpha = 5.5^\circ$), bottom: deep stall case ($k = 0.073, \bar{\alpha} = 20^\circ, \Delta\alpha = 10^\circ$)

480 4 Conclusions

Comprehensive studies on the accuracy of several state-of-the-art dynamic models to predict the aerodynamic loads of a pitching airfoil have been conducted. From the studies, the strength and weaknesses of each model were highlighted. This information was then transferred to develop a new second order dynamic stall model proposed in this paper. The new model improves the prediction for the aerodynamic forces and their higher harmonic effects due to vortex shedding, developed for
485 robustness to improve its usability in practical wind turbine calculations. Details on the model characteristics, modifications and treatment for numerical implementation were summarized in the present paper. The studies were conducted by examining the influence of the time step size, time signal deviation, mean angle of attack, reduced frequency, pitching amplitude and variation of the airfoil thickness. Several main conclusions can be drawn from the work.

- The general characteristics of the polar data can be predicted by all investigated dynamic stall models. Despite that, only the Adema model and the present IAG model are able to demonstrate the higher harmonic effects among the three investigated models.
- The exact time signal imposed based on the measurement campaign improves the prediction accuracy of the IAG model in comparison with the idealized sinusoidal motion.
- The dynamic forces reconstructed by the IAG model are in a sound agreement with the experimental data under various flow conditions by variation of $\bar{\alpha}$, k , $\Delta\alpha$ and for four different airfoils by changing only the values of the critical angle of attack.
- The amplitudes at low frequency domains increase with increasing k , and can be attributed to the effects of inflow/external unsteadiness. The amplitudes at high frequency domains reduce with increasing k which are driven by flow separation effects.
- When the airfoil operates at a high $\bar{\alpha}$ within the stall regime, a small $\Delta\alpha$ leads to increased vibrations for lift. The opposite is true for the pitching moment.

5 Recommendations for Future Work

The present paper evaluates the newly developed IAG model under various flow conditions for four different airfoils. The following aspects are encouraged for future work:

- In the present studies, the assessment was mainly carried out for the S801 airfoil having a relative thickness of 13.5%. This airfoil is mainly characterized by leading edge separation, which is very challenging for validating the accuracy of a dynamic stall model. However, typical modern wind turbine blades usually employ airfoils with no less than 18% relative thickness and at much higher Reynolds number. Therefore, future investigations shall be done for thicker airfoils at various flow conditions as well.
- The above statement is also true for the current available experimental data. Therefore, experiments on dynamic stall for thick airfoils at much higher Reynolds number are encouraged.
- Three-dimensional effects (Himmelskamp or tip loss effects) for a rotating blade can alter the loads significantly even under a steady inflow condition. Further consideration and examination of the model under this condition shall be done.
- Further tests and re-calibration of the model for deep-stall conditions at extremely large angles of attack are encouraged, which can be relevant for a turbine in stand still.

Author contributions. G. Bangga developed the new model, designed the studies and conducted the analyses. T. Lutz and M. Arnold supported the research, provided suggestions and discussion about the manuscript.

Competing interests. The authors declare that they have no conflict of interest.

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Variables		
s	nondimensional time	s
V	incoming wind speed	m/s
t	time	s
c	chord	m
C_N	normal force coefficient	-
C_T	tangential force coefficient	-
C_L	lift force coefficient	-
C_D	drag force coefficient	-
C_M	pitching moment coefficient	-
C_N^P	total inviscid normal force coefficient	-
C_N^{P1}	time lagged total inviscid normal force coefficient	-
C_N^I	impulsive inviscid normal force coefficient	-
C_N^C	circulatory inviscid normal force coefficient	-
C_N^f	viscous normal force coefficient	-
C_T^f	viscous tangential force coefficient	-
C_M^f	viscous pitching moment coefficient	-
C_M^C	circulatory pitching moment coefficient	-
C_N^V	vortex lift normal force coefficient	-
C_N^{CRIT}	critical normal force coefficient	-
C_{Pf}	stepping parameter moment	-
f	frequency	Hz
f_0	pitching frequency	Hz
f_n, f_1, f_2	separation factor	-
F_1	first order forcing term	-
F_2	second order forcing term	-
k	reduced frequency ($k = \pi f_0 c / V$)	-
K_f	stiffness coefficient	-
k_s	a constant close to the Strouhal number value	-
M	Mach number	-
X, Y, D	deficiency functions	-
$c_1, c_2, c_3, a_1, a_2, a_3, S_1, S_2, S_3, \alpha_1$	curve-fitting constants	-
$A_1, A_2, b_1, b_2, K_\alpha, T_p, T_f, T_v, T_{vl}, K_v, \eta, K_f^C, T_m^U, T_m^D$	model constants	-

Greek letters

α	angle of attack	rad (unless stated otherwise)
α_0	zero lift angle of attack	rad (unless stated otherwise)
α_e	effective angle of attack	rad (unless stated otherwise)
α_f	time lagged effective angle of attack	rad (unless stated otherwise)
α^{CRIT}	critical angle of attack	rad (unless stated otherwise)
β	Mach number dependent parameter	-
τ_v	nondimensional vortex time	-
τ	time constant	-
ζ	drag limiting factor	-

Superscripts

<i>INV</i>	static inviscid	-
<i>VISC</i>	static viscous	-
<i>I</i>	impulsive	-
<i>CRIT</i>	critical	-
<i>D</i>	dynamic loading	-
<i>D1</i>	first order correction	-
<i>D2</i>	second order correction	-

Subscripts

<i>n</i>	present sampling time	-
<i>f</i>	viscous lagged value	-
<i>v</i>	vortex lift affected value	-

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