

Quantifying Uncertainties in Turbulent Flow Simulations

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Outline

- Why UQ?
- How to Quantify Uncertainties? **AUQ** and **EUQ**
- The UQ Experiment
- Conclusions

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Why Uncertainty Quantification?

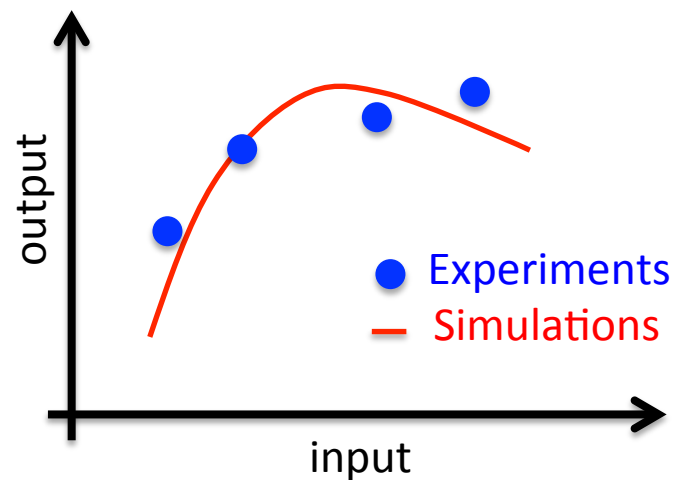
Why Uncertainty Quantification?

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Validation = Comparisons of simulations with experiments

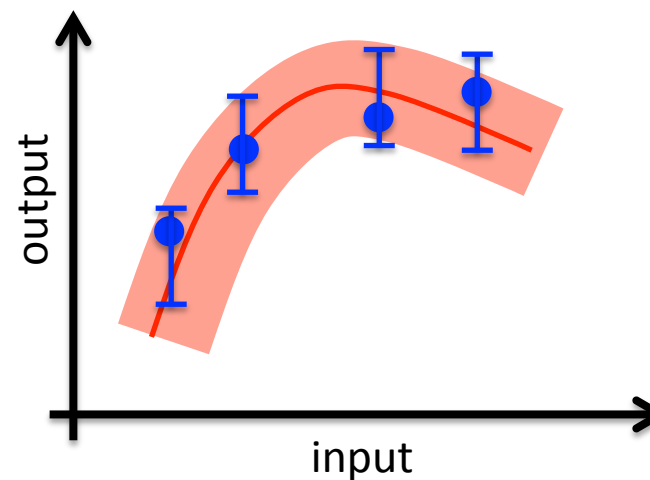
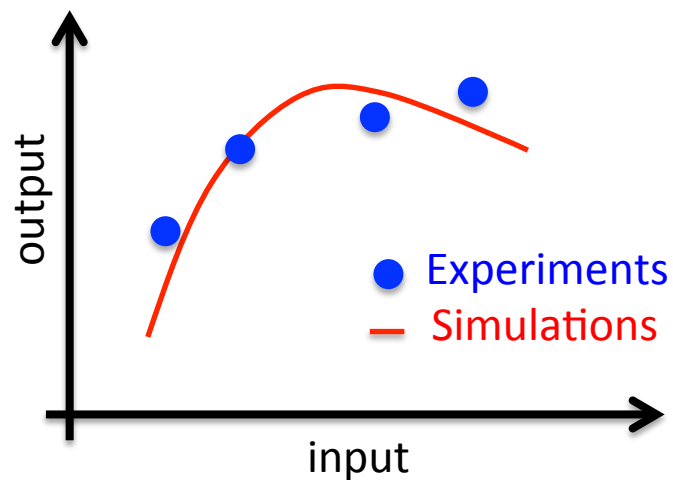


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Validation = Comparisons of simulations with experiments

Experimentalists are “required” to provide uncertainty measures,
Computationalists will have to follow (very soon)!

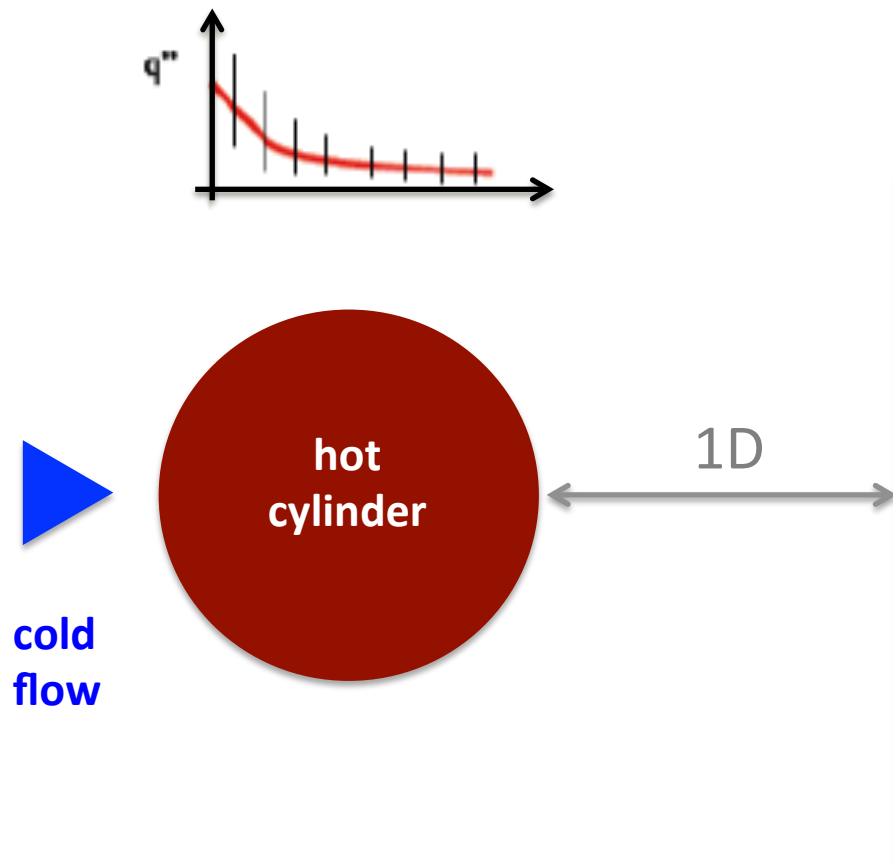


Why Uncertainty Quantification?

#2: UQ can provide a **rigorous measure of confidence**

Why Uncertainty Quantification?

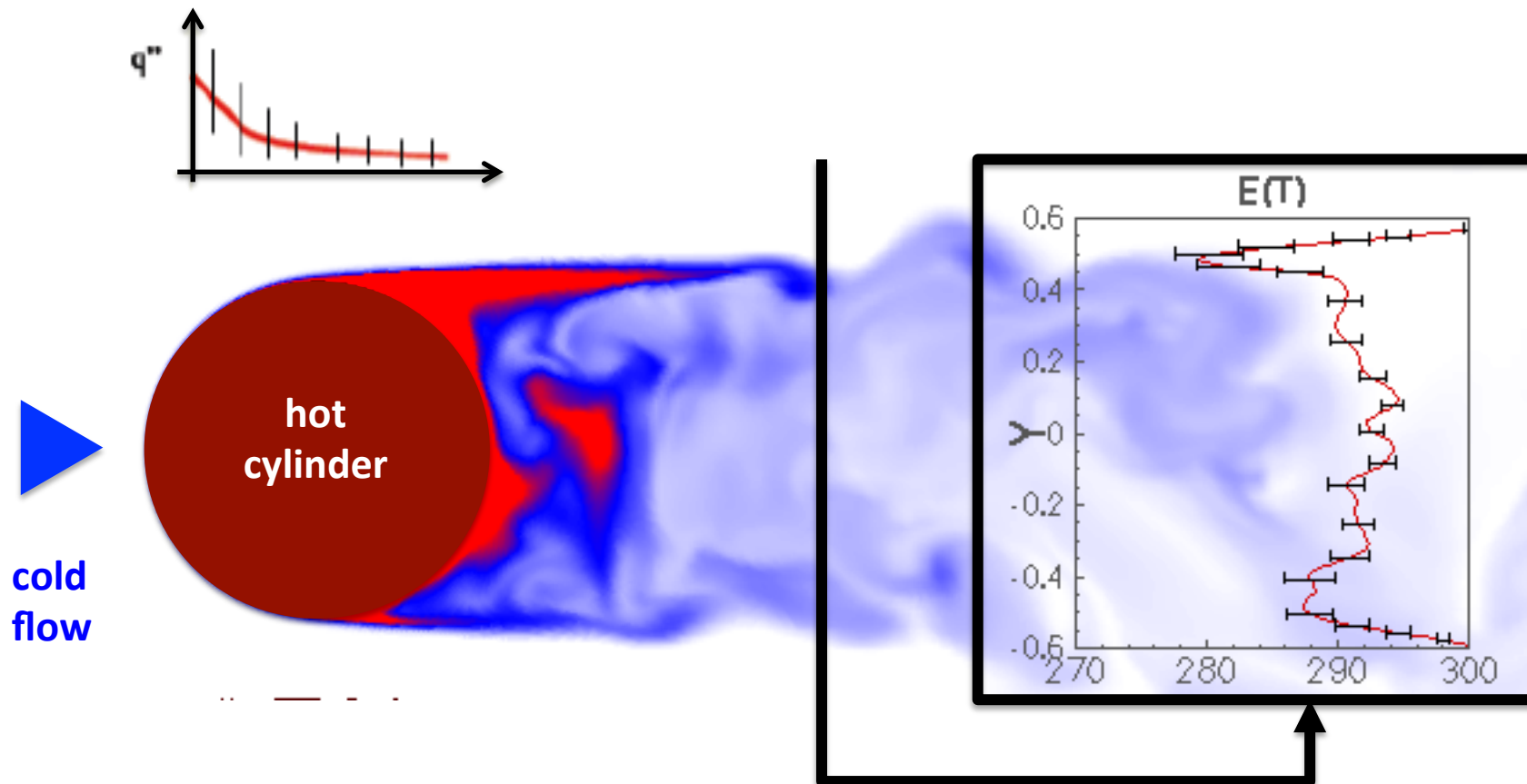
#2: UQ can provide a **rigorous measure of confidence**



If we have uncertainty in the conditions of the cylinder wall (e.g. material inhomogeneity) what is the resulting temperature in the wake?

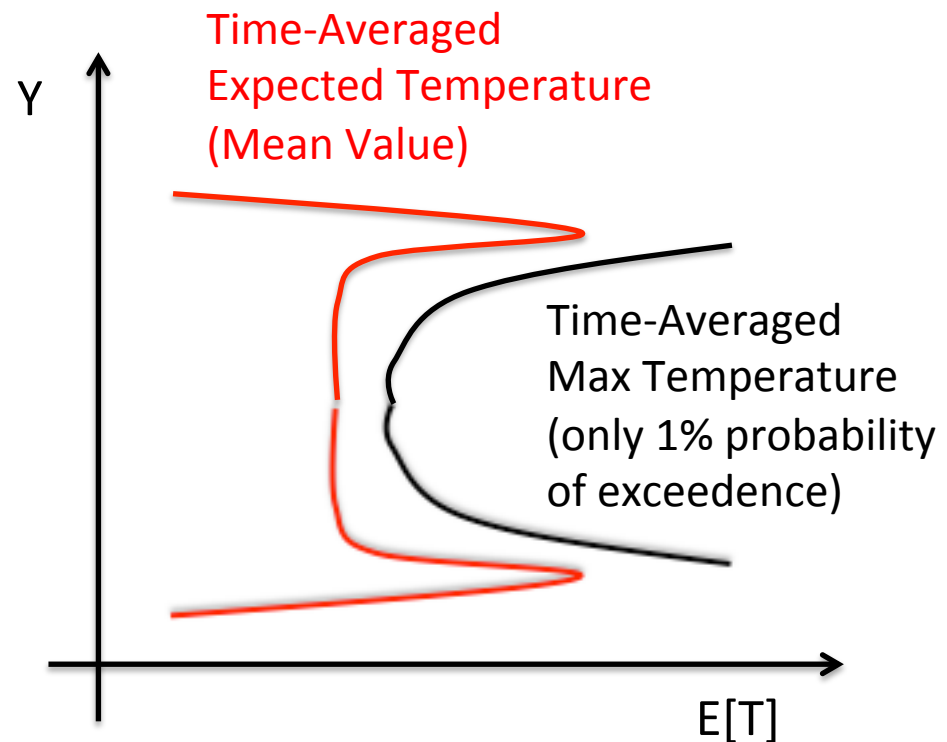
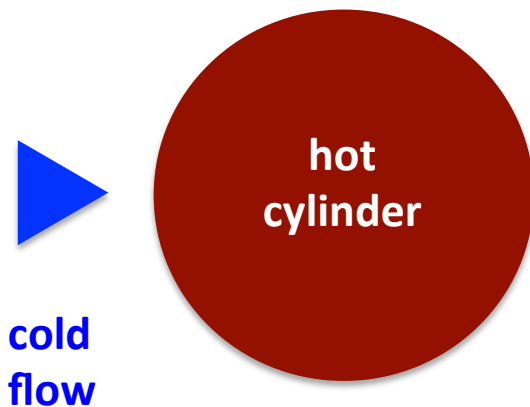
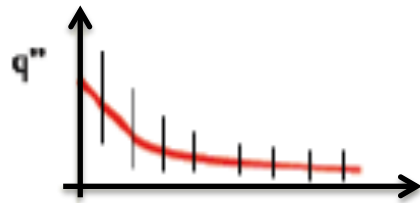
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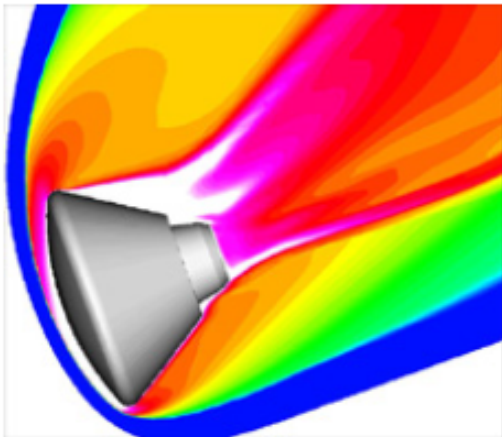
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Computations of peak heating at the stagnation point requires detailed modeling of the high-temperature non-equilibrium effects



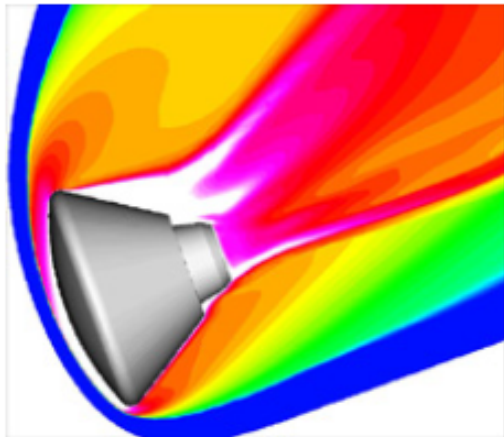
For Titan entry a model including 13 species and 26 reactions was employed: the reaction rates are based on measurements

	Dissociation reactions $k=A_0T^b \exp(-C_0/T)$	$A_0(\text{cc}\cdot\text{mol}^{-1}\cdot\text{s})$	b_0	$C_0(\text{K})$	95% conf. limit [Ref.]
1	$\text{N}_2 + \text{M} \rightleftharpoons 2\text{N} + \text{M}$ $\text{M} = \text{N}, \text{C}, \text{H}$	7.00×10^{21} 3.00×10^{22}	-1.60 -1.60	113200 113200	See Table 2
2	$\text{CH}_4 + \text{M} \rightleftharpoons \text{CH}_3 + \text{H} + \text{M}$	4.70×10^{17}	-8.20	59200	$\pm 0.30[22]$
3	$\text{CH}_3 + \text{M} \rightleftharpoons \text{CH}_2 + \text{H} + \text{M}$	1.02×10^{16}	0.00	45600	$\pm 0.35[22]$
4	$\text{CH}_3 + \text{M} \rightleftharpoons \text{CH} + \text{H}_2 + \text{M}$	5.00×10^{15}	0.00	42800	$\pm 0.30[23]$
5	$\text{CH}_2 + \text{M} \rightleftharpoons \text{CH} + \text{H} + \text{M}$	4.00×10^{15}	0.00	41800	$\pm 0.30[23]$
6	$\text{CH}_2 + \text{M} \rightleftharpoons \text{C} + \text{H}_2 + \text{M}$	1.30×10^{14}	0.00	29700	$\pm 0.30[23]$
7	$\text{CH} + \text{M} \rightleftharpoons \text{C} + \text{H} + \text{M}$	1.90×10^{14}	0.00	33700	$\pm 0.30[23]$
8	$\text{C}_2 + \text{M} \rightleftharpoons 2\text{C} + \text{M}$	1.50×10^{16}	0.00	71600	$\pm 0.30[24]$
9	$\text{H}_2 + \text{M} \rightleftharpoons 2\text{H} + \text{M}$	2.23×10^{14}	0.00	48350	$\pm 0.30[22,25]$
10	$\text{CN} + \text{M} \rightleftharpoons \text{C} + \text{N} + \text{M}$	2.53×10^{14}	0.00	71000	$\pm 0.30[26,27]$
11	$\text{NH} + \text{M} \rightleftharpoons \text{N} + \text{H} + \text{M}$	1.80×10^{14}	0.00	37600	$\pm 0.30[28]$
12	$\text{HCN} + \text{M} \rightleftharpoons \text{CN} + \text{H} + \text{M}$	3.57×10^{16}	-2.60	62845	$\pm 0.30[29]$
Exchange reactions					
13	$\text{CH}_3 + \text{H} \rightleftharpoons \text{CH}_2 + \text{H}_2$	6.03×10^{13}	0.00	7600	$\pm 1.00[25]$
14	$\text{CH}_3 + \text{N}_2 \rightleftharpoons \text{HCN} + \text{NH}$	4.82×10^{13}	0.00	18000	$\pm 1.00[28]$
15	$\text{CH}_2 + \text{N} \rightleftharpoons \text{HCN} + \text{H}$	5.00×10^{13}	0.00	0	$\pm 1.00[30]$
16	$\text{CH}_2 + \text{H} \rightleftharpoons \text{CH} + \text{H}_2$	6.03×10^{12}	0.00	-900	$\pm 0.87[25,28]$
17	$\text{CH} + \text{N}_2 \rightleftharpoons \text{HCN} + \text{N}$	4.40×10^{12}	0.00	11060	$\pm 0.35[30]$
18	$\text{CH} + \text{C} \rightleftharpoons \text{C}_2 + \text{H}$	2.00×10^{14}	0.00	0	$\pm 1.00[23]$
19	$\text{C}_2 + \text{N}_2 \rightleftharpoons 2\text{CN}$	1.50×10^{13}	0.00	21000	$\pm 0.30[31]$
20	$\text{CN} + \text{H}_2 \rightleftharpoons \text{HCN} + \text{H}$	2.95×10^7	0.00	1130	$\pm 0.60[32]$
21	$\text{CN} + \text{C} \rightleftharpoons \text{C}_2 + \text{N}$	5.00×10^{13}	0.00	13000	$\pm 0.54[18]$
22	$\text{N} + \text{H}_2 \rightleftharpoons \text{NH} + \text{H}$	1.60×10^{14}	0.00	12650	$\pm 0.30[33]$
23	$\text{C} + \text{N}_2 \rightleftharpoons \text{CN} + \text{N}$	5.24×10^{13}	0.00	22600	$\pm 0.50[34]$
24	$\text{C} + \text{H}_2 \rightleftharpoons \text{CH} + \text{H}$	4.00×10^{14}	0.00	11700	$\pm 0.30[34]$
25	$\text{H} + \text{N}_2 \rightleftharpoons \text{NH} + \text{N}$	3.00×10^{13}	0.50	71400	$\pm 0.50[34]$
26	$\text{CH}_4 + \text{H} \rightleftharpoons \text{CH}_3 + \text{H}_2$	1.32×10^{14}	3.00	4045	$\pm 0.30[22,25]$

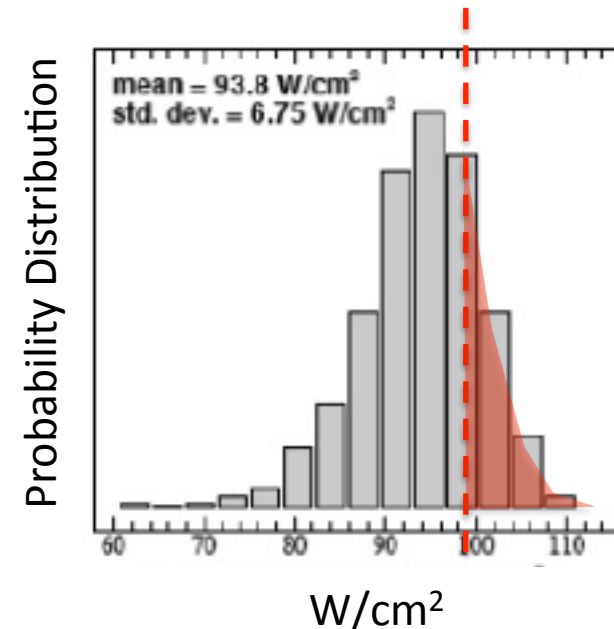
Why Uncertainty Quantification?

#3: UQ indicates **priorities** and supports decision making

Computations of peak heating at the stagnation point requires detailed modeling of the high-temperature non-equilibrium effects



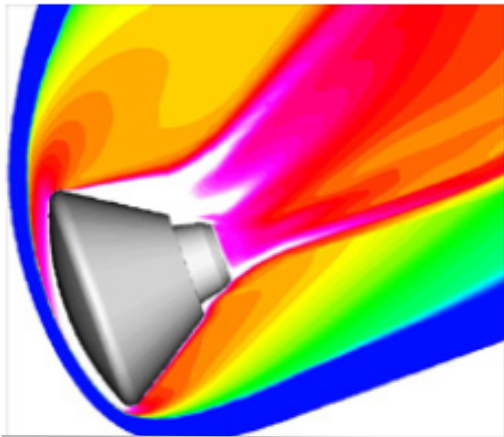
Effect of the reaction rate uncertainties on the stagnation point heat flux



Why Uncertainty Quantification?

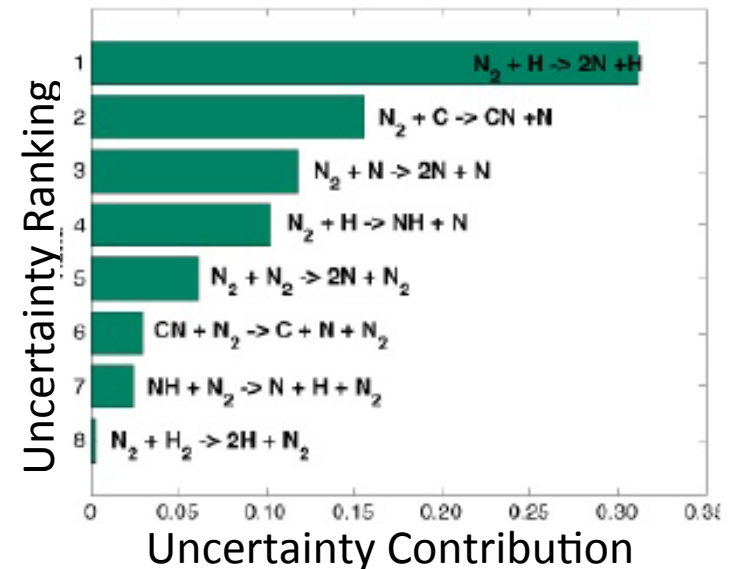
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Computations of peak heating at the stagnation point requires detailed modeling of the high-temperature non-equilibrium effects



Ghaffari, Magin & Iaccarino AIAA 2009

UQ indicates the reactions rates dominating the output uncertainty



Why Uncertainty Quantification?

#1: UQ is an essential part of **Validation**

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#3: UQ indicates **priorities** and supports decision making

#4: UQ enables **robust design/reliability analysis**

#5: Quantification of **margins** and **risk analysis**

....

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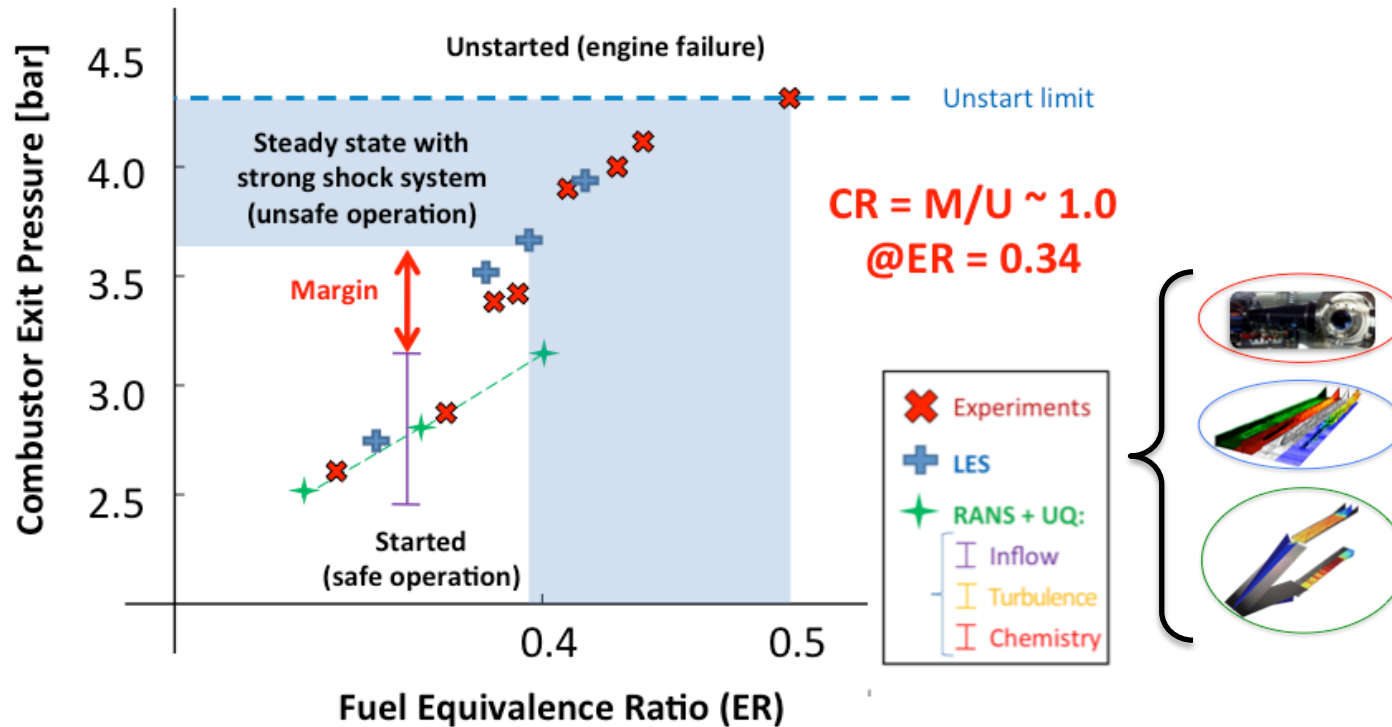
#4: UQ enables robust design/reliability analysis

#5: Quantification of margins and risk analysis

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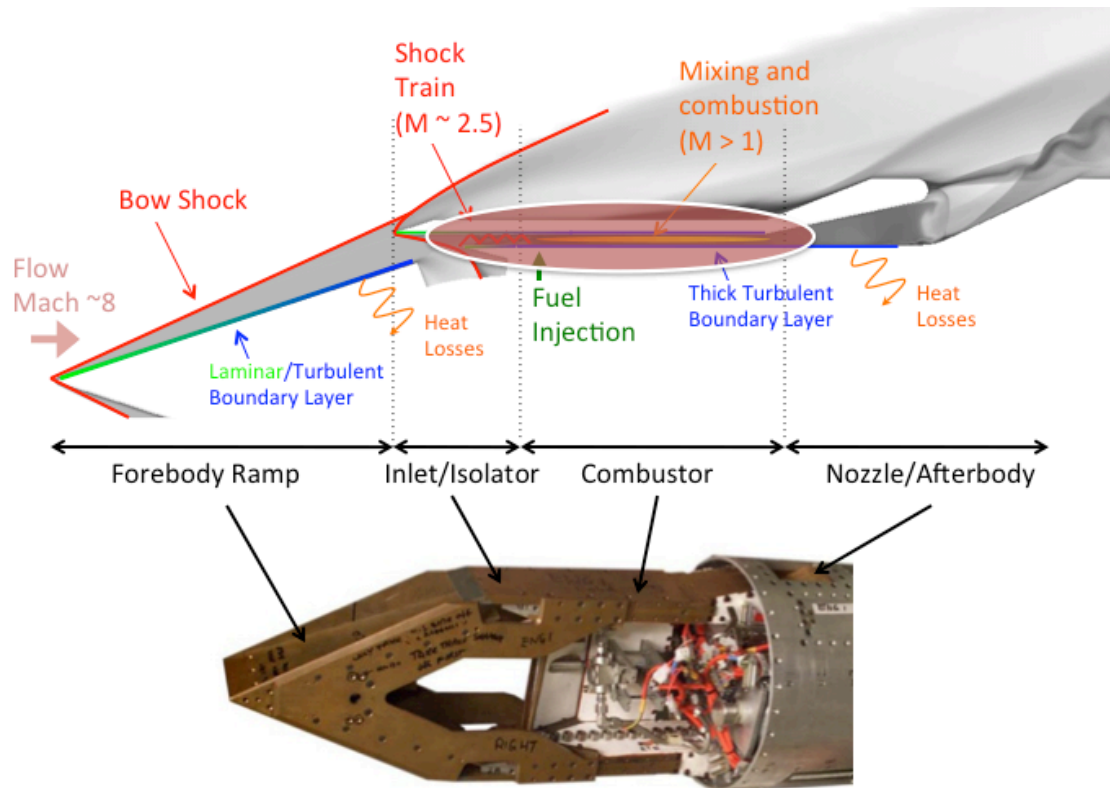
Quantification of Margin to Failure

PSAAP: Predictive Science Academic Alliance Program @ Stanford

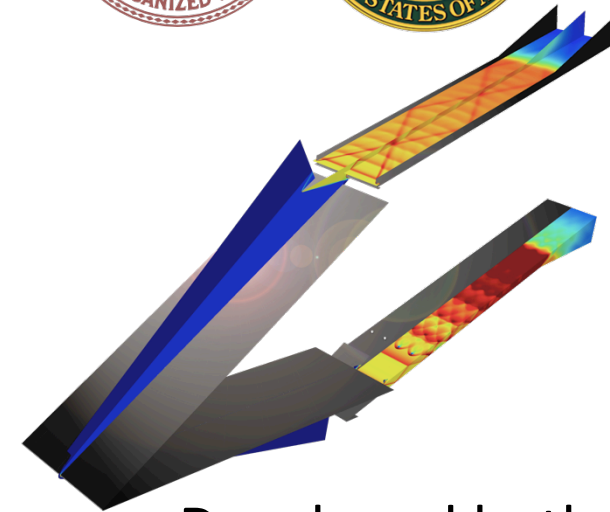


Multi-fidelity Assessment of Margin and Uncertainties to **SCRAMJET Unstart**

Scramjet



PSAAP: Predictive Science Academic Alliance Program

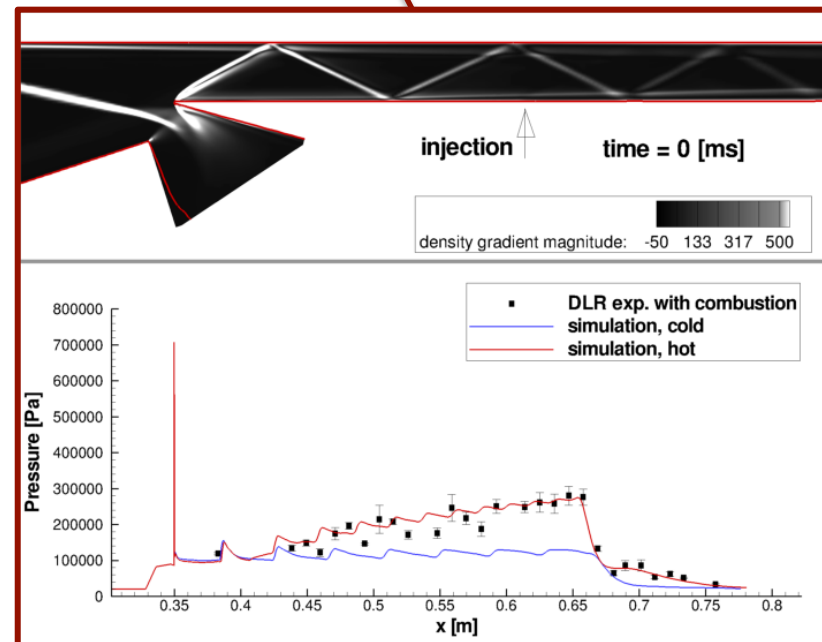
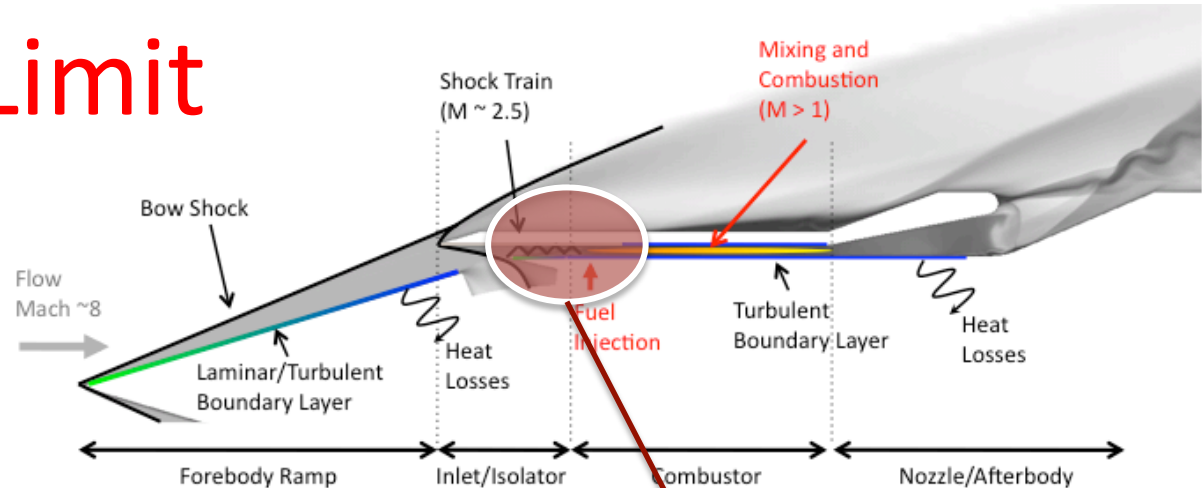


Developed both engineering codes (RANS) and high-fidelity simulation capabilities

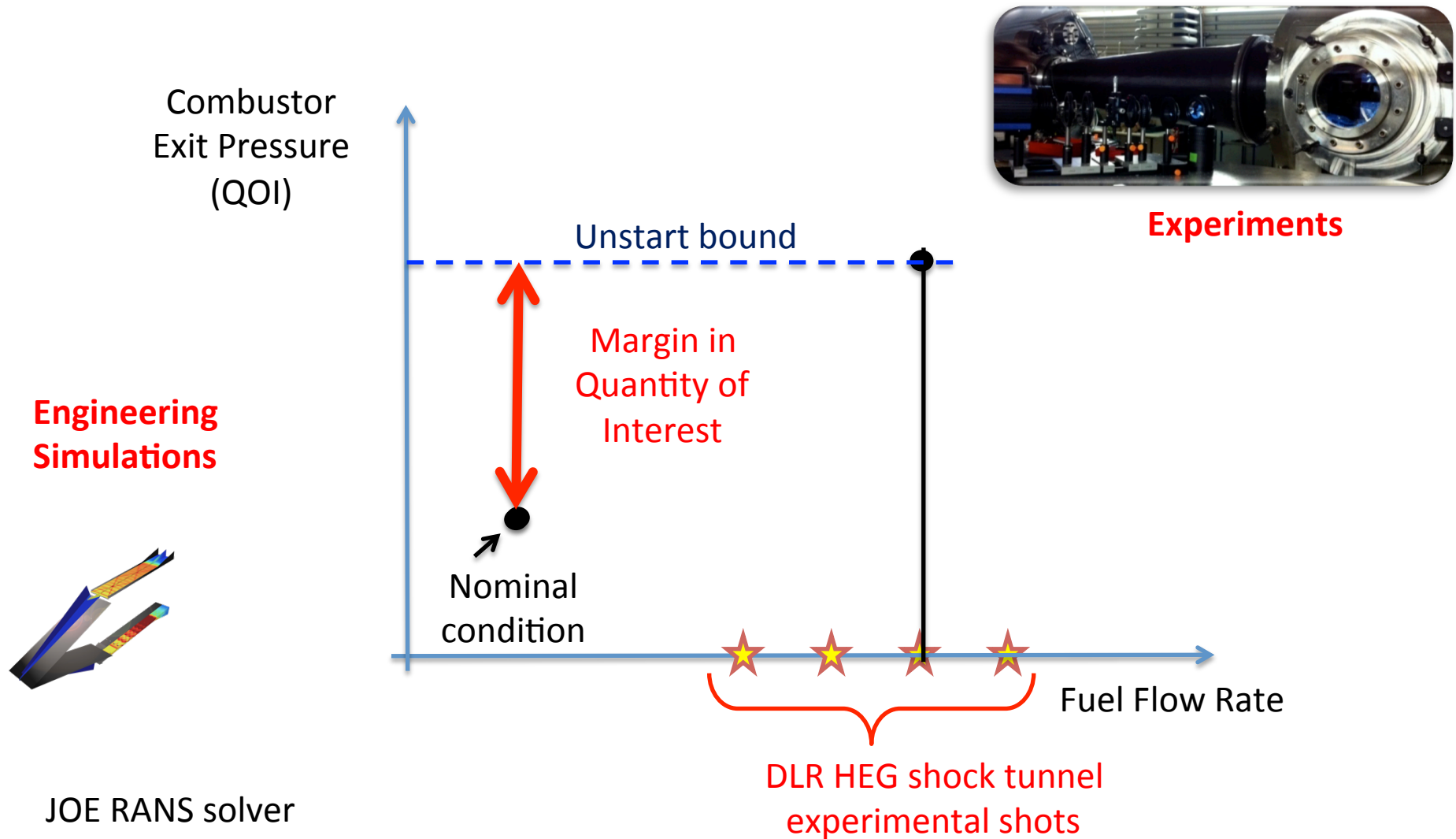


Operability Limit

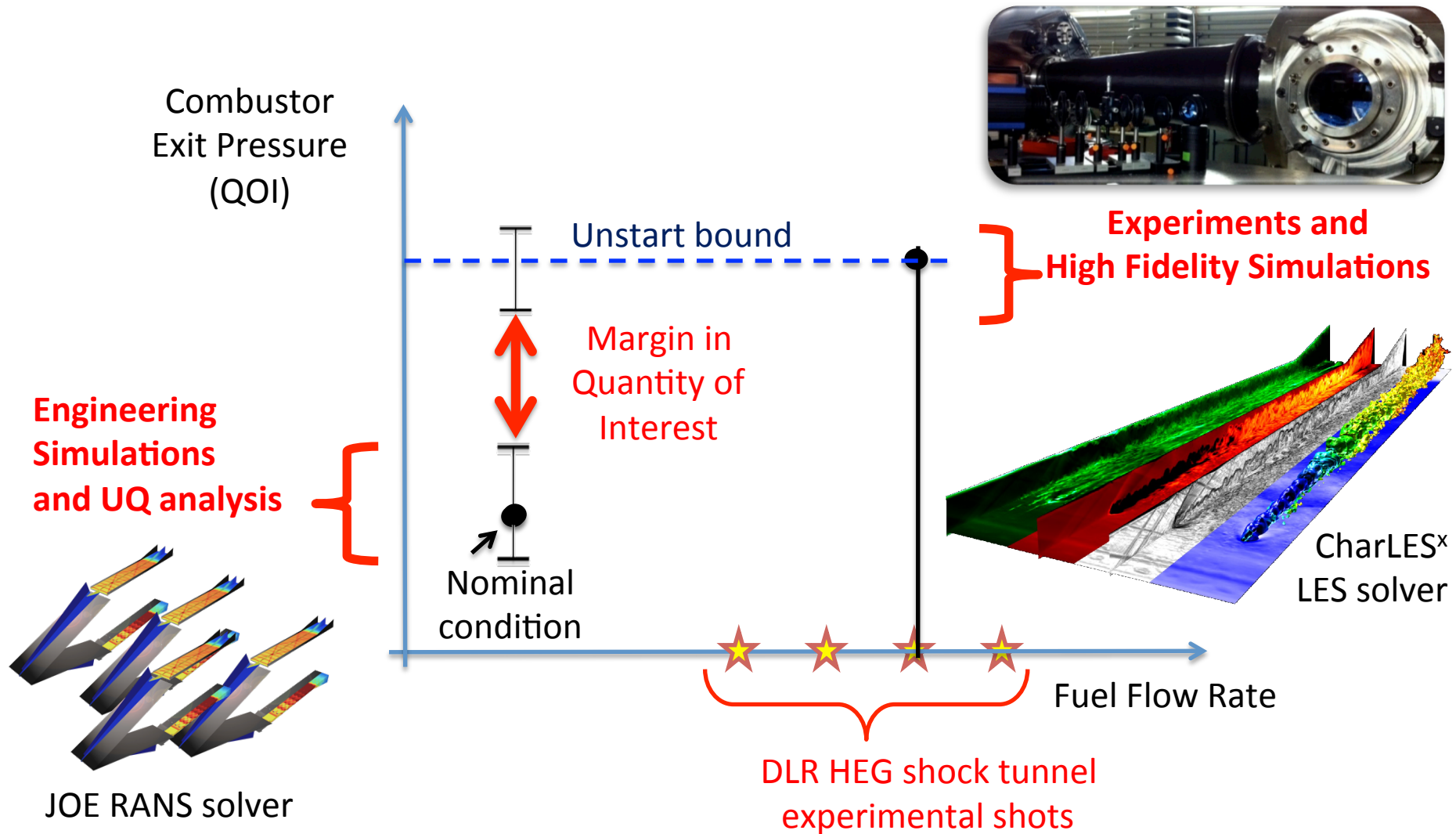
- An increase in the fuel injection leads to more thrust via an increased level of heat release in the combustor
- Excessive heat can lead to a violent ejection of the shock system from the started engine
- The result is a loss of oxygen for combustion, large flow separation, excessive structural loads, subsonic flow



Operability Limits



Operability Limits

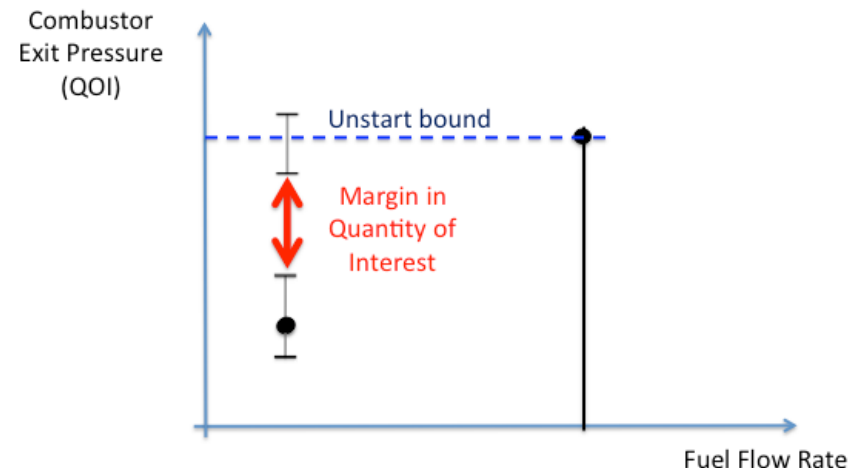


Operability Limits Using QMU

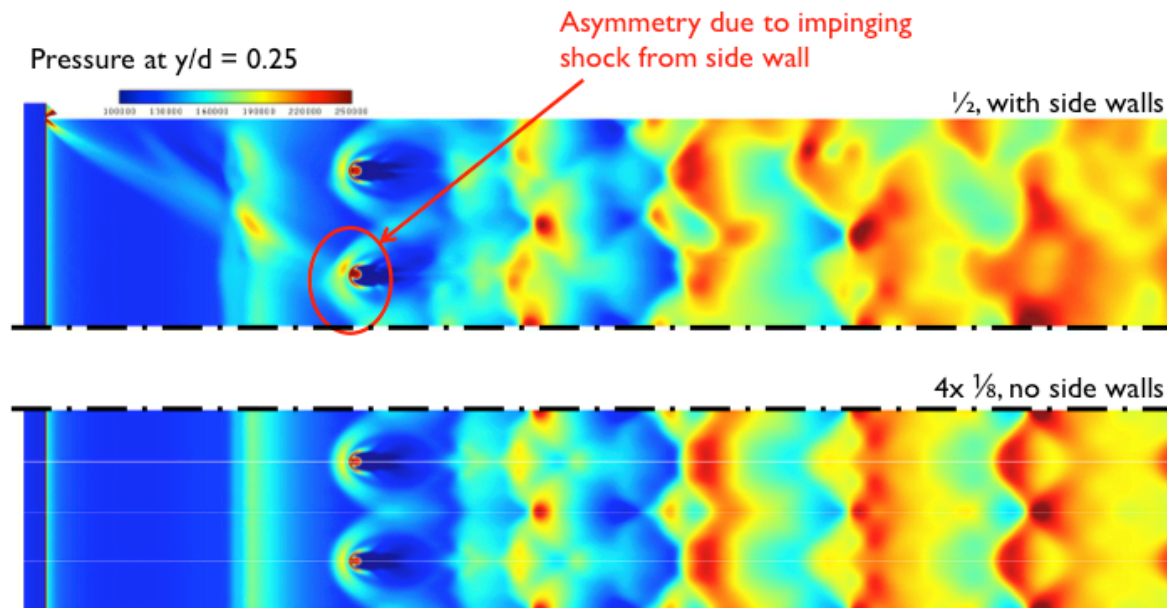
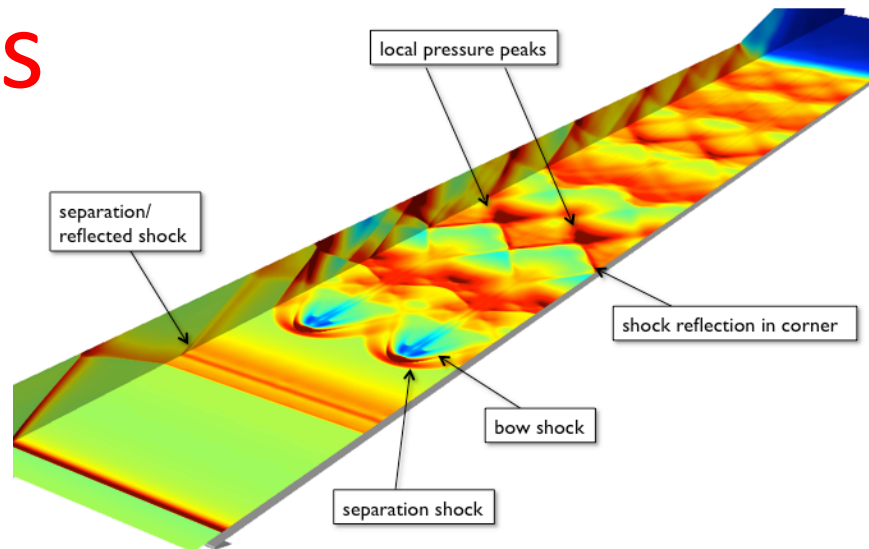
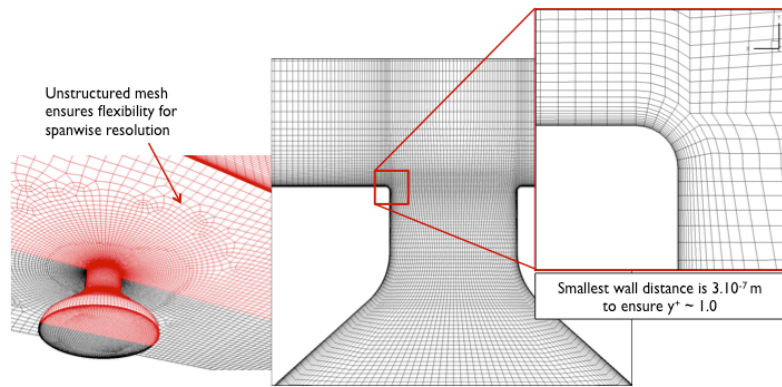
- Quantification of Margins and Uncertainties (QMU) defines the operability limit in terms of both **safety** and **confidence**
 - **Safety** is characterized by a given **margin**
 - Explicit inclusion of **uncertainties** leads to quantified level of **confidence**

$$\text{Confidence Ratio} = \text{CR} = M/U$$

- Our approach is to **generate operability maps using V&V-ed computations and explicit UQ assessment**



Scramjet Simulations

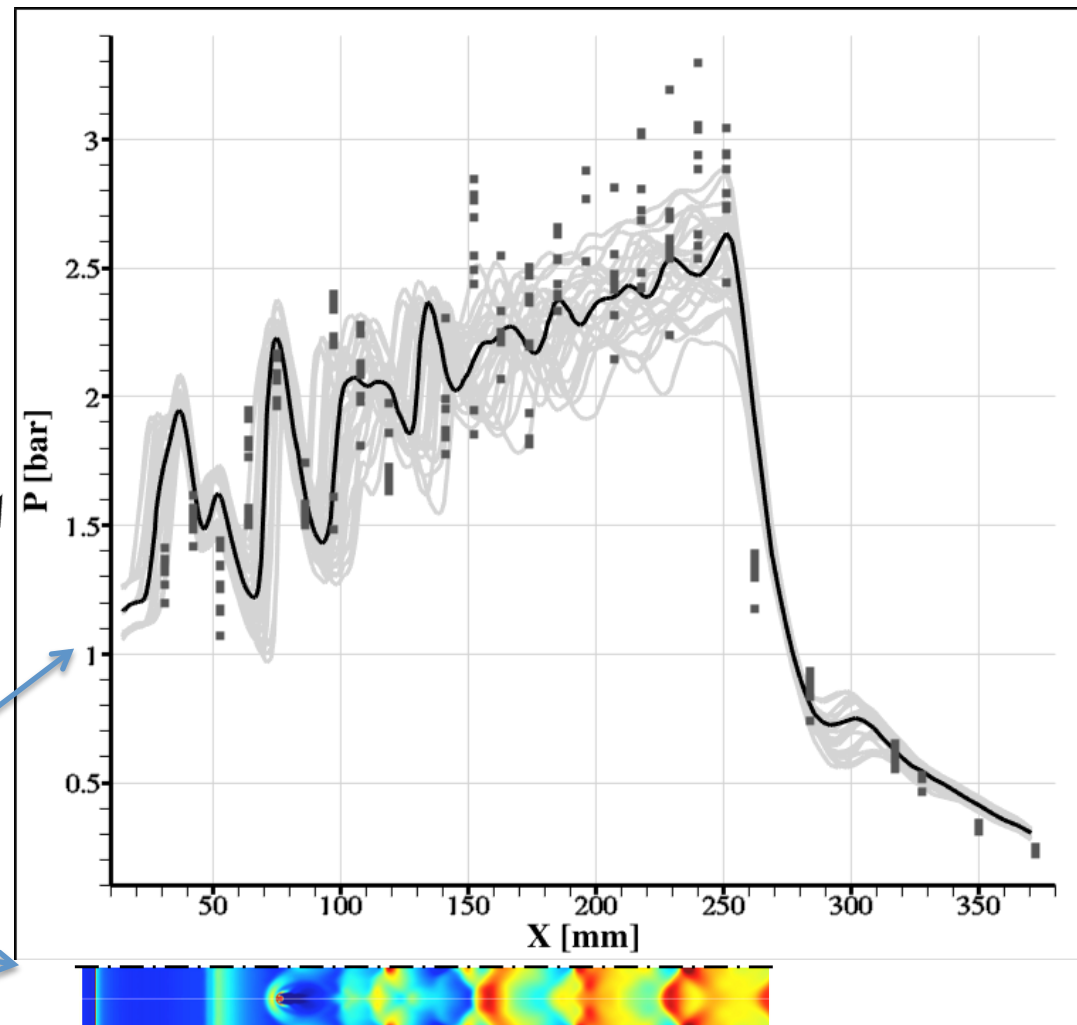
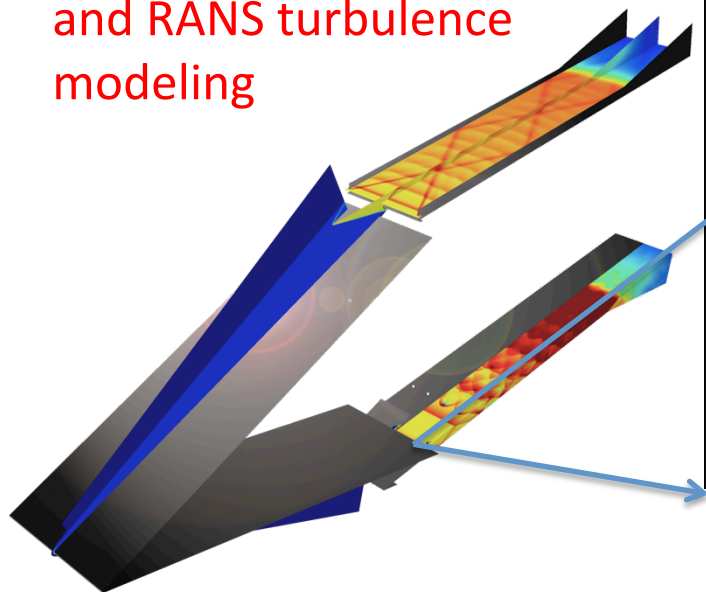


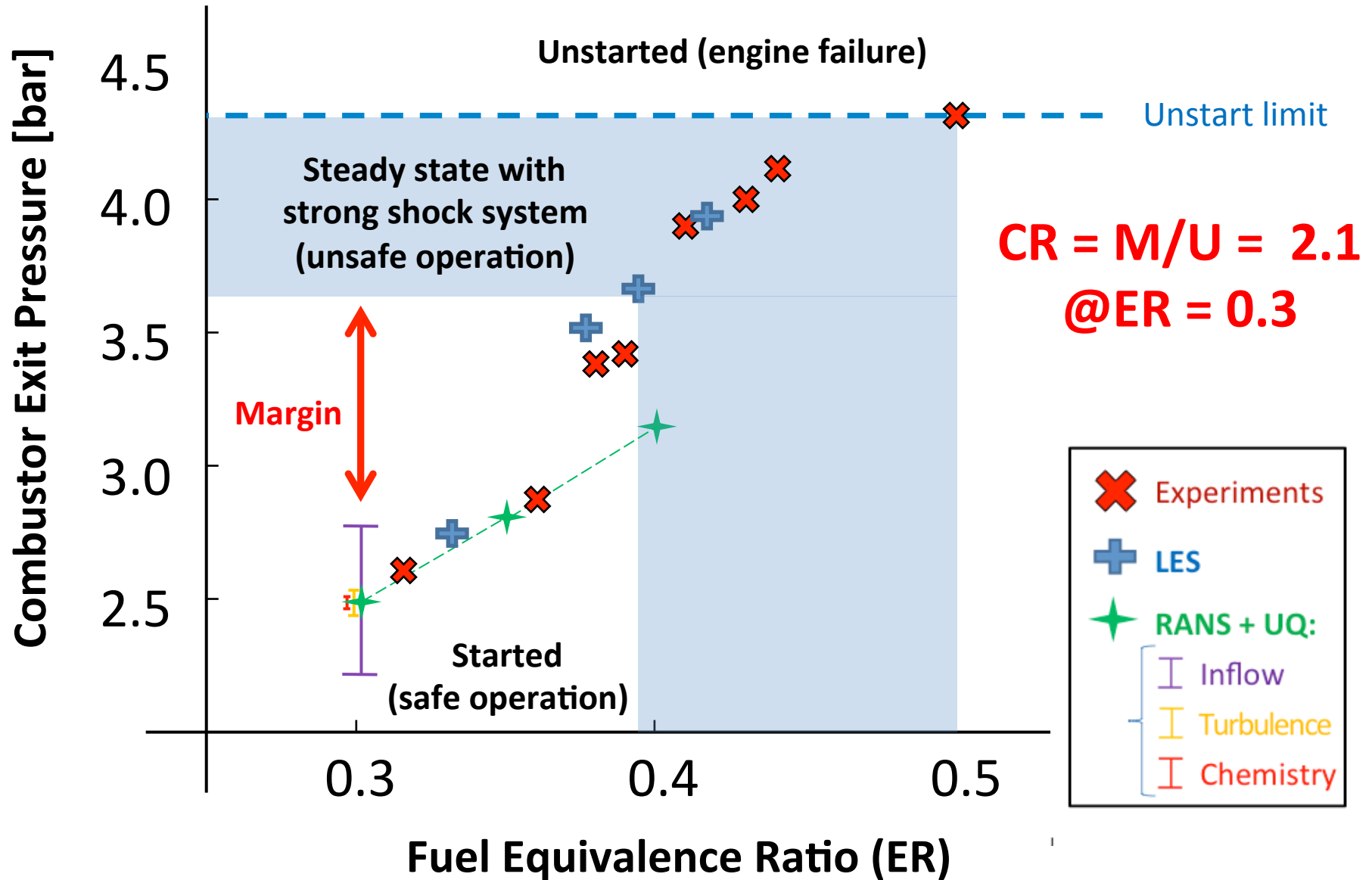
Mesh size

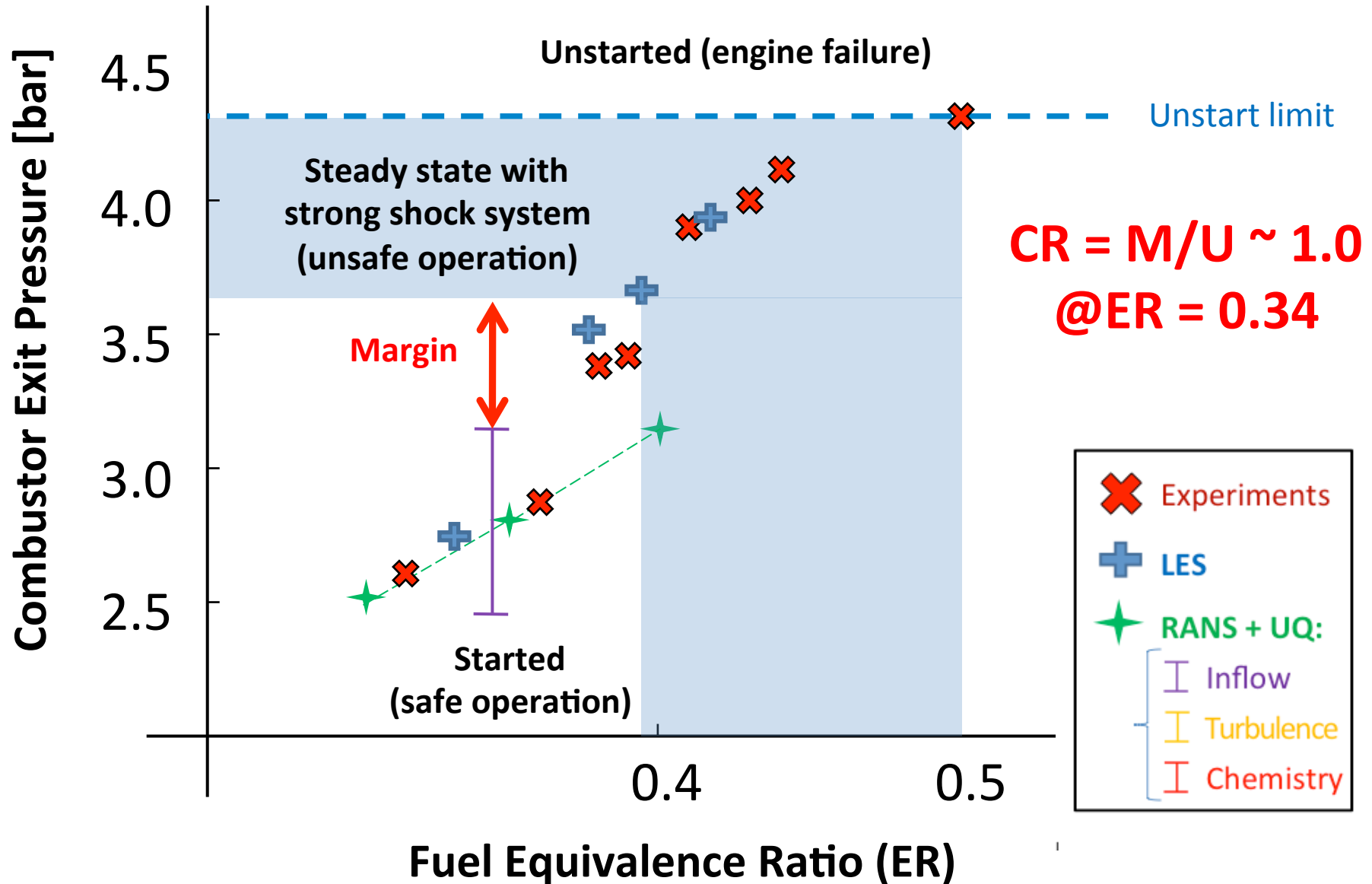
- 2D 0.2 million
- 3D, 1/8 : 2.6 million
- 3D, 1/2 (side wall) 12.5 million

Scramjet Simulations

- Pressure distribution in the fueled combustor (low equivalence ratio)
- Uncertainty in the flow/fuel conditions (DLR HEG facility), chemical rates and RANS turbulence modeling







Outline

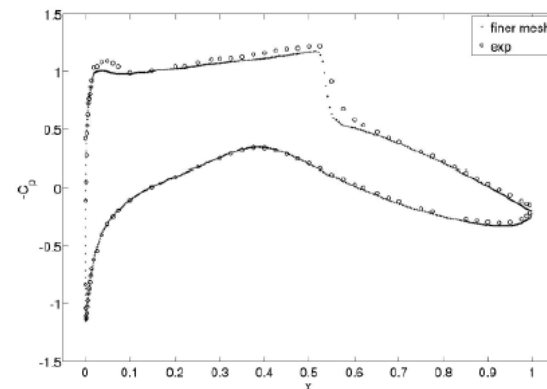
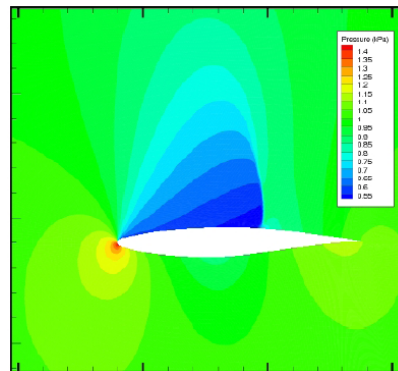
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How to Quantify Uncertainty?

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Consider a computational model for investigating the transonic turbulent flow around an airfoil....

$$M_{\infty} = 0.734$$
$$\alpha = 2.79^{\circ}$$
$$Re = 6.5 \times 10^6$$



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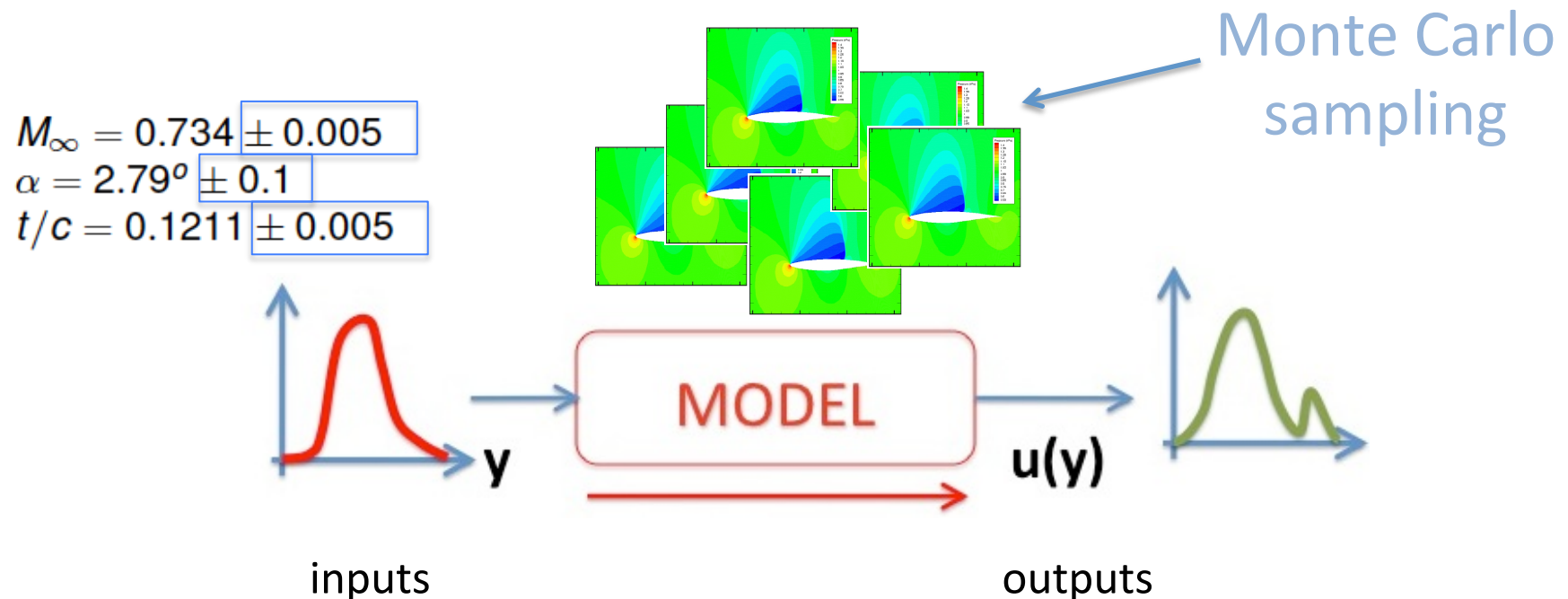
Now suppose that the free stream conditions and geometry are **not precisely known**...

$$M_{\infty} = 0.734 \pm 0.005$$
$$\alpha = 2.79^{\circ} \pm 0.1$$
$$t/c = 0.1211 \pm 0.005$$



How to Quantify Uncertainty?

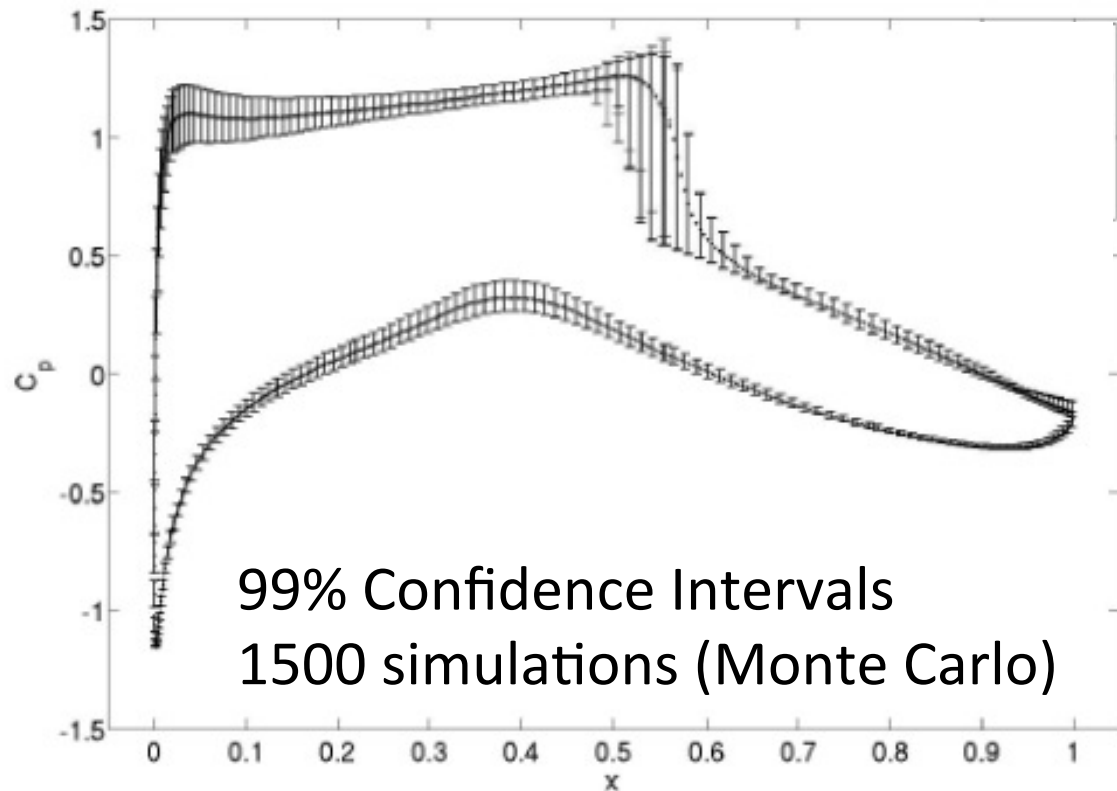
If we can describe the uncertainties in probabilistic terms, e.g. **interpret the input ranges as confidence intervals**



How to Quantify Uncertainty?

Compute an ensemble of simulations and determine **confidence bounds** on outputs

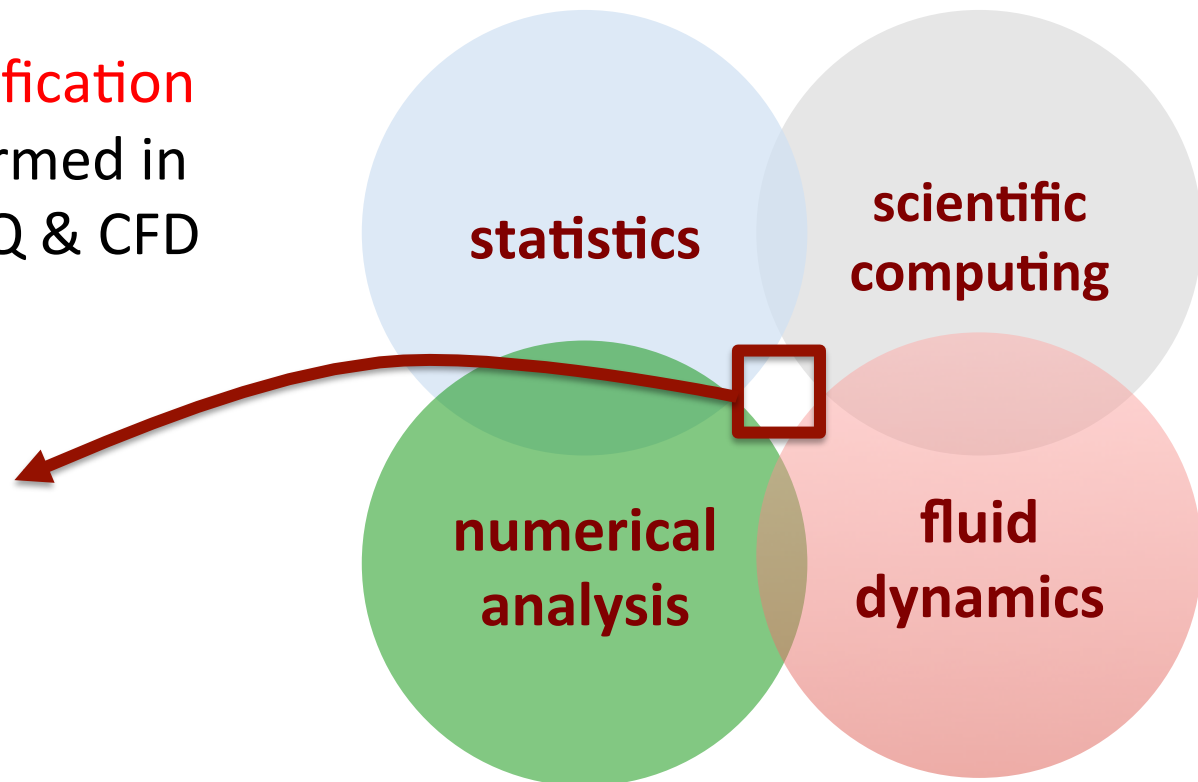
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The Need for UQ Science

Monte Carlo was “invented” in the 40s...and is not feasible for any realistic numerical simulations

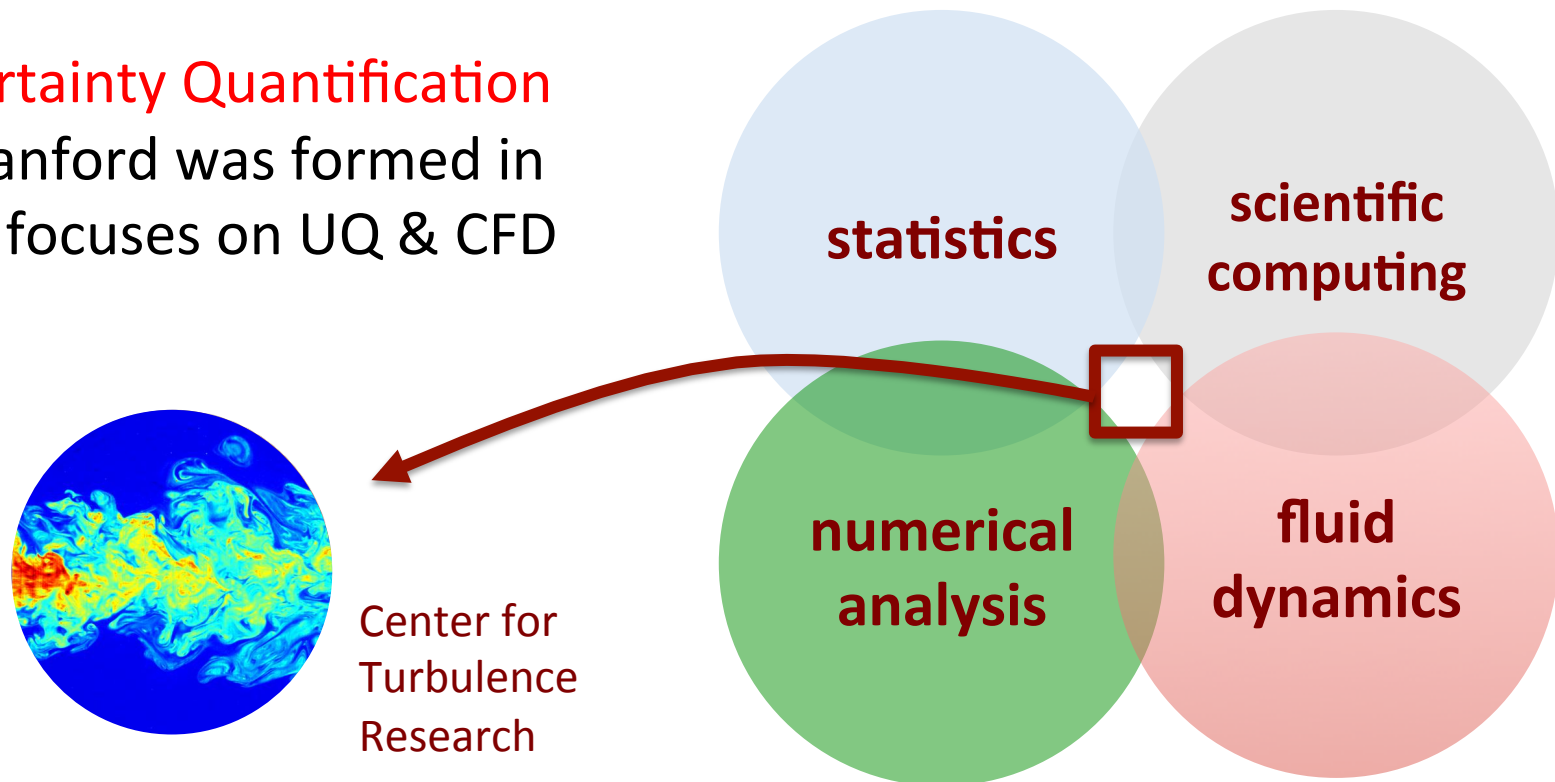
The **Uncertainty Quantification Lab** at Stanford was formed in 2007 and focuses on UQ & CFD



The Need for UQ Science

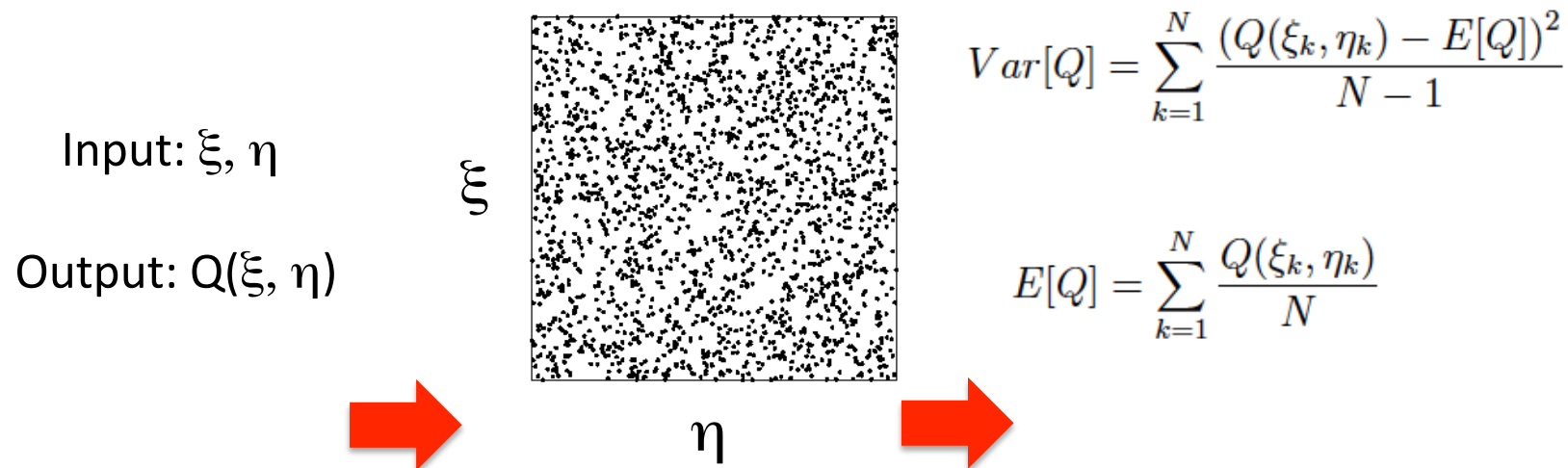
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Better than Monte Carlo

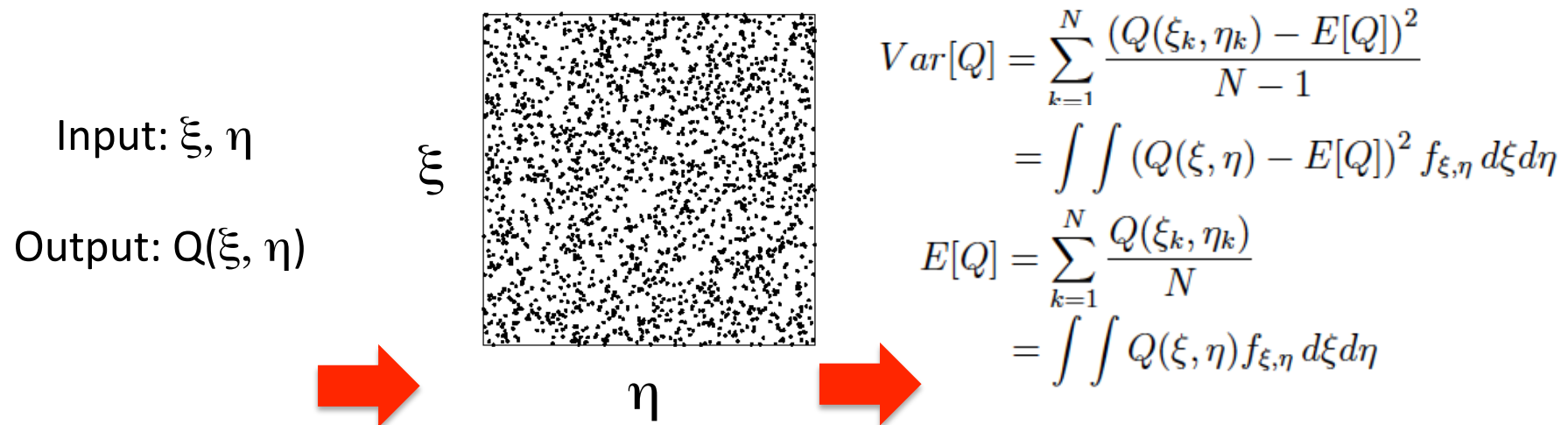
In a probabilistic framework the objective is to compute **statistics of the output of interest**



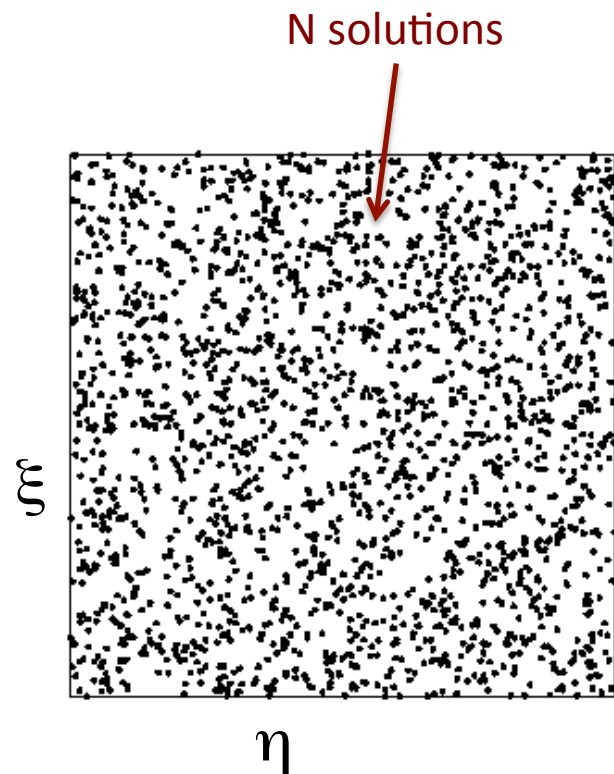
Better than Monte Carlo

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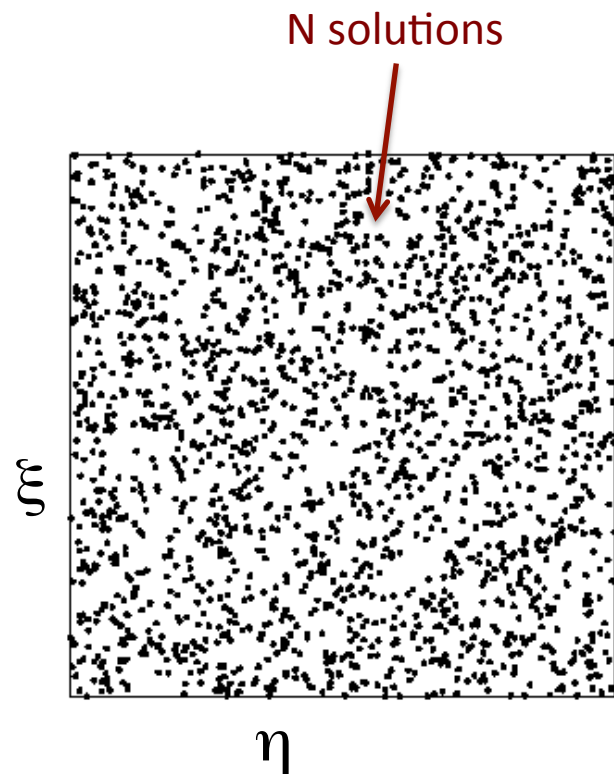
...these statistics can be represented in terms of continuous (random) variables and integrals



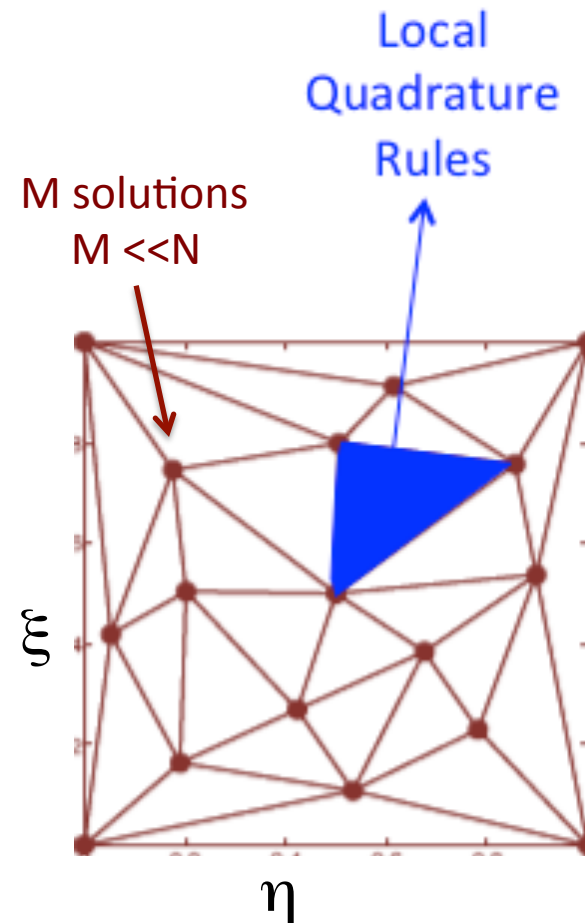
Better than Monte Carlo



Better than Monte Carlo



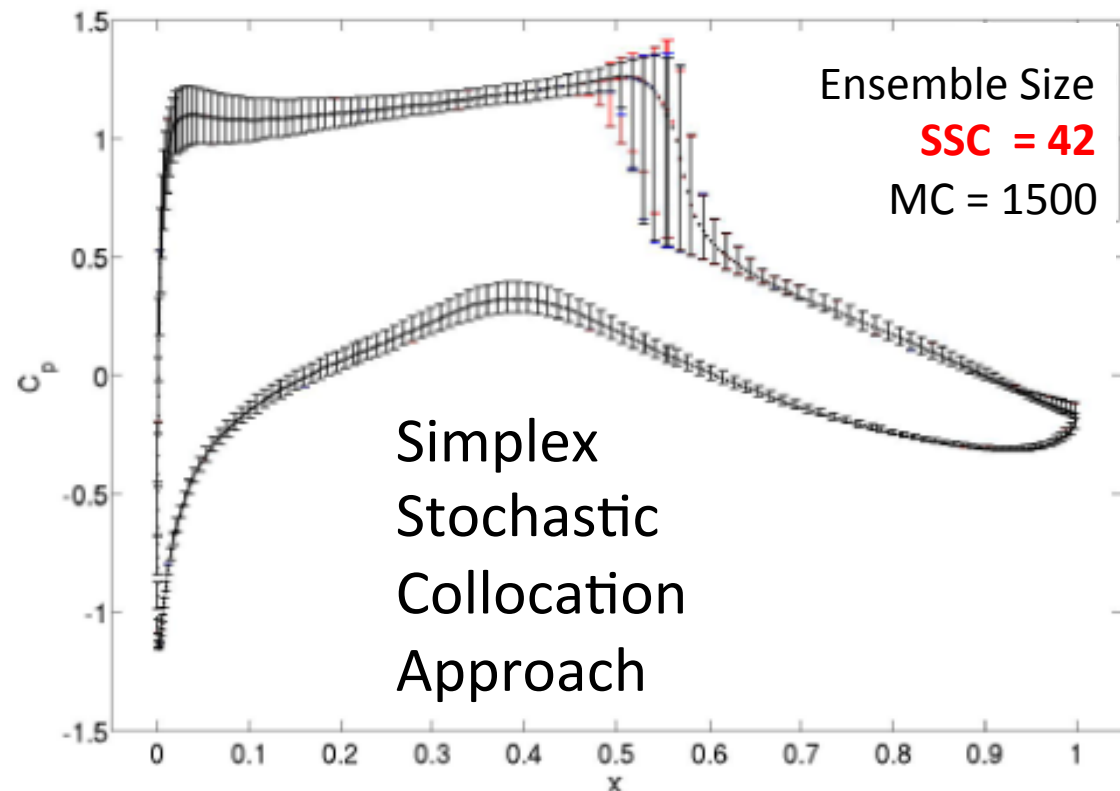
Simplex
Stochastic
Collocation
Approach



Better than Monte Carlo

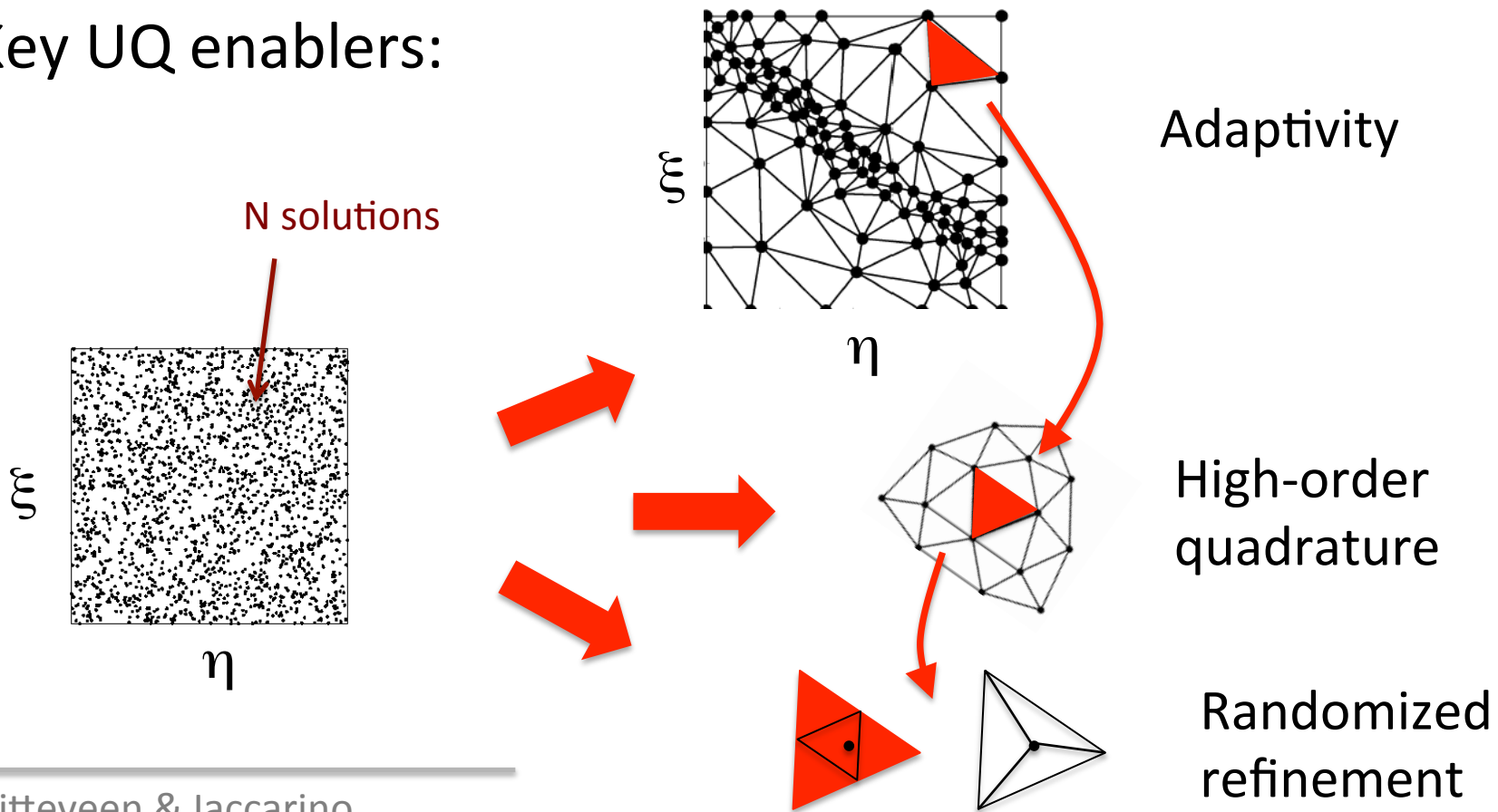
Modern UQ algorithms blend numerical analysis and classical statistics

$$M_{\infty} = 0.734 \pm 0.005$$
$$\alpha = 2.79^{\circ} \pm 0.1$$
$$t/c = 0.1211 \pm 0.005$$



Better than Monte Carlo

Key UQ enablers:



Need for UQ Science (cont'd)

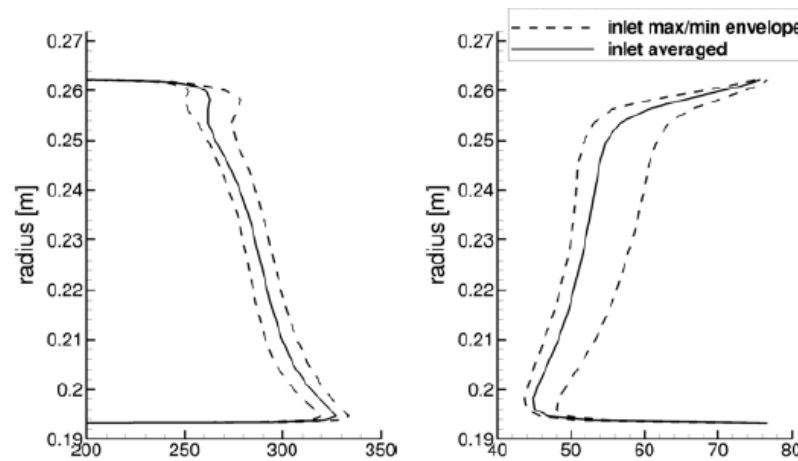
Input Uncertainty \neq Output Uncertainties

Fluid mechanics equations are strongly non-linear, so a small input uncertainties can be **amplified** dramatically

Need for UQ Science (cont'd)

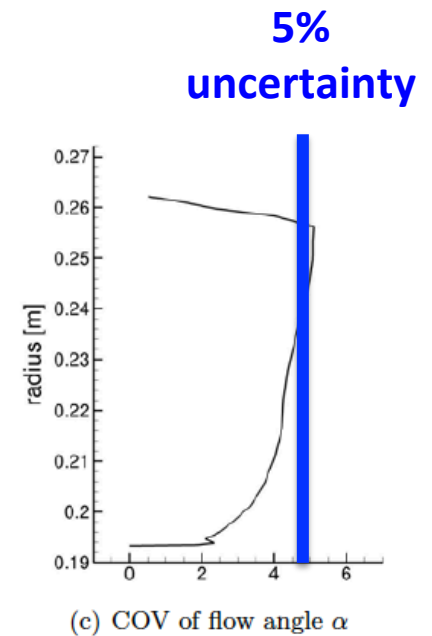
Input Uncertainty \neq Output Uncertainties

High-Pressure
Compressor
Stator



(a) velocity v (m/s)

(b) flow angle α (deg)



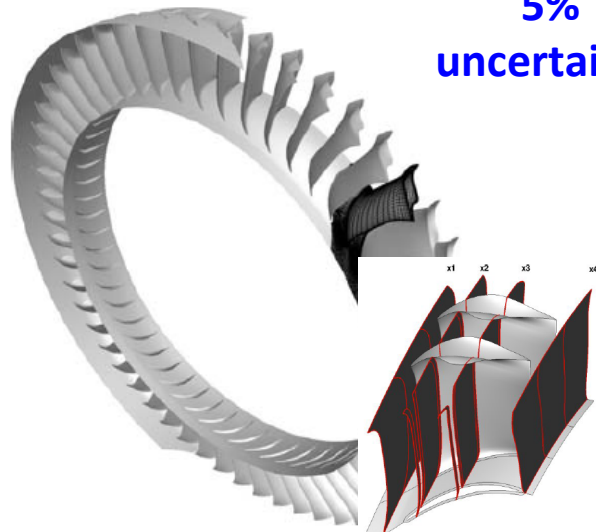
(c) COV of flow angle α

Input uncertainty: Inlet Turning Angle

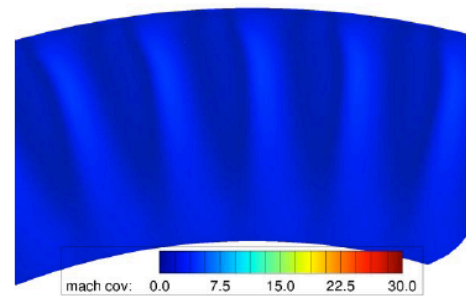
Need for UQ Science (cont'd)

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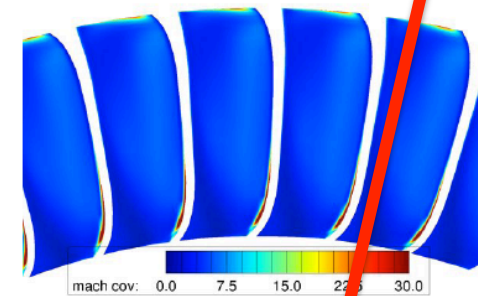
High-Pressure
Compressor
Stator



5%
uncertainty

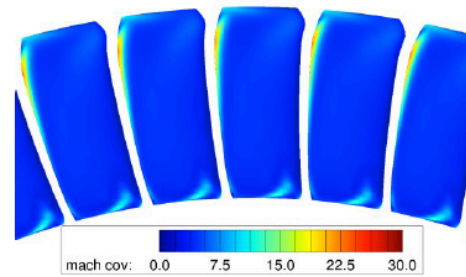


(a) Position x1

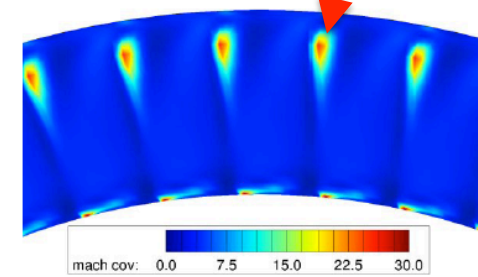


(b) Position x2

30%
uncertainty



(c) Position x3



(d) Position x4

Output Uncertainty: Mach Number

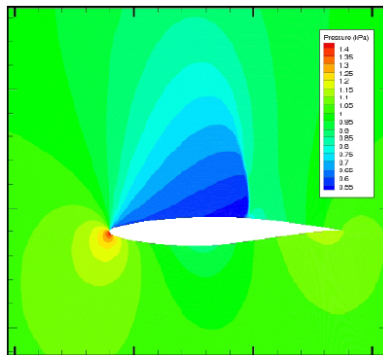
Need for UQ Science (cont'd)

The **definition** of the Input Uncertainty is **critical**

Need for UQ Science (cont'd)

The **definition** of the Input Uncertainty is **critical**

Probabilistic uncertainty quantification requires the **statistical description of ALL the uncertainties** and their correlation!



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$$t/c = 0.1211 \pm 0.005$$

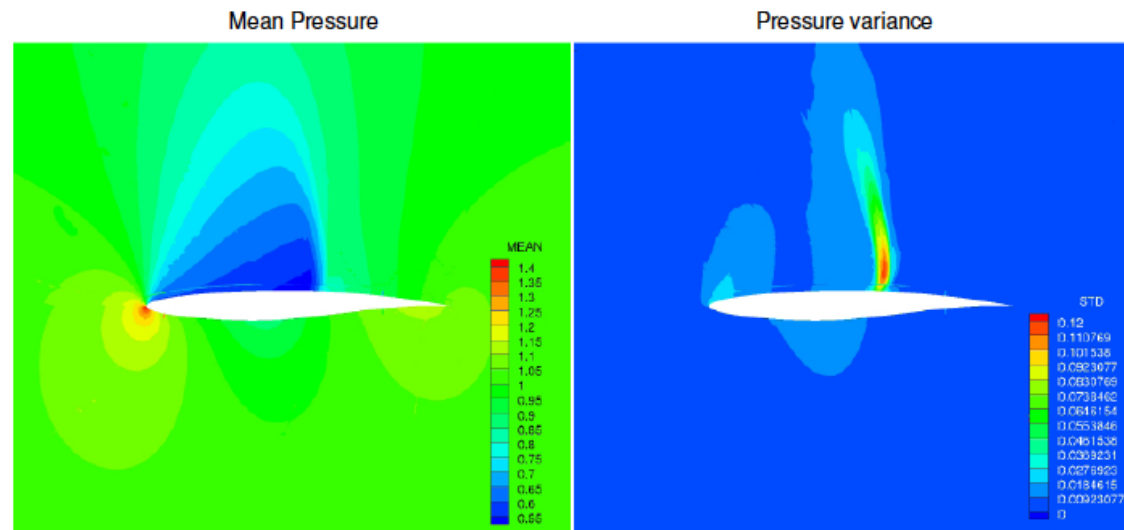
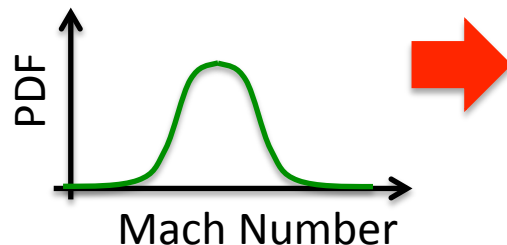
Conditions characterized in terms of a range, are not uniquely defined!

Need for UQ Science (cont'd)

The **definition** of the Input Uncertainty is **critical**

Assuming that the range is a 95% confidence interval and that the distributions are **Gaussian random variables**

$$M_\infty = 0.734 \pm 0.005$$
$$\alpha = 2.79^\circ \pm 0.1$$
$$t/c = 0.1211 \pm 0.005$$

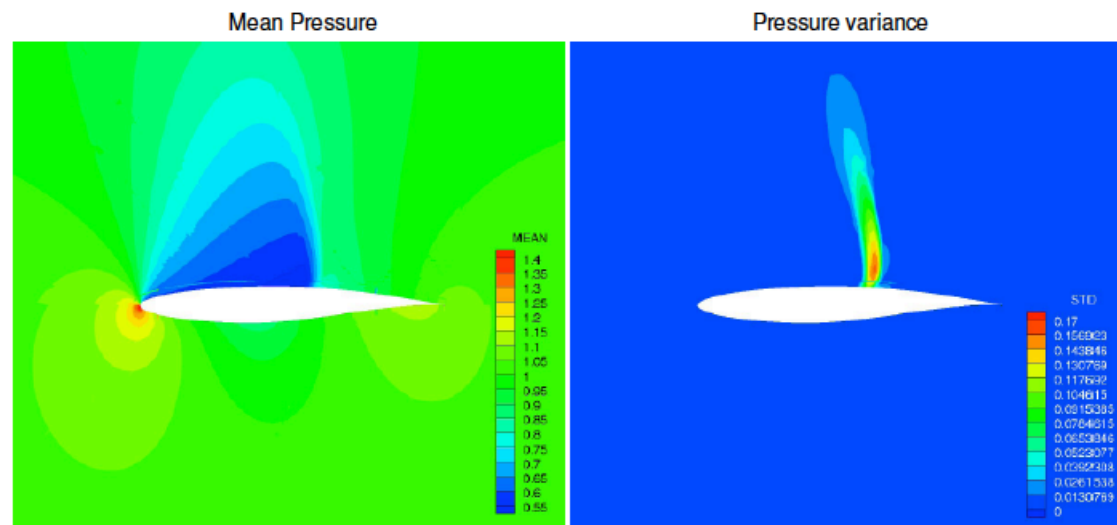
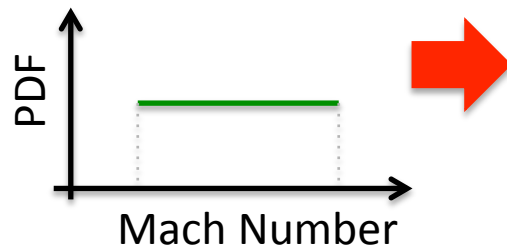


Need for UQ Science (cont'd)

The **definition** of the Input Uncertainty is **critical**

Assuming that the range is a likely set of scenarios and that the distributions are **uniform random variables**

$$M_{\infty} = 0.734 \pm 0.005$$
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$$t/c = 0.1211 \pm 0.005$$



Need for UQ Science (cont'd)

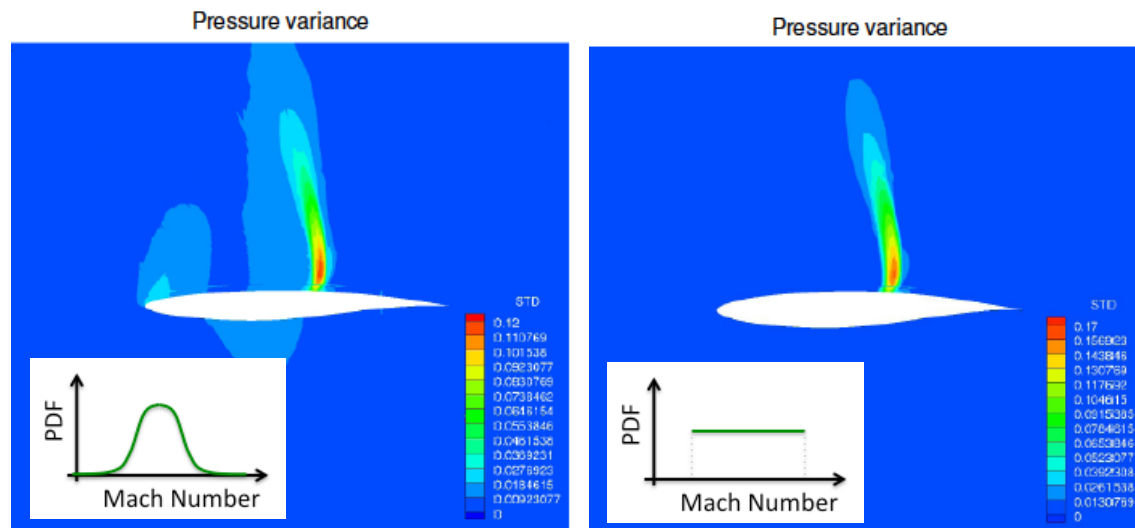
The **definition** of the Input Uncertainty is **critical**

Normal vs **uniform** distributed uncertainties

$$M_{\infty} = 0.734 \pm 0.005$$

$$\alpha = 2.79^{\circ} \pm 0.1$$

$$t/c = 0.1211 \pm 0.005$$



UQLab Algorithmic Research

- GI - Quantification of Margins and Uncertainties – RESS 2009, 2013
- T. Chatrasmi - Pade-Legendre Method – JCP 2009, IJUQ 2011
- J. Witteveen - Simplex Stochastic Collocation – JCP 2009, 2011, SIAM SISC 2009
- A. Doostan - Low-rank Tensorization – JCP 2009, 2013
- P. Pettersson - Polynomial Chaos for Hyperbolic PDEs – JCP 2009, 2012
- G. Tang - Compressed Sensing Stochastic Expansions – SIAM JUQ 2013
- P. Constantine - Hybrid Galerkin Projection – IJNME 2009
- P. Congedo - Backward UQ – CMAME 2011
- A. Mittal - Gradient Enhanced Quadratures – SIAM JUQ 2013 submitted
- D. Schiavazzi - Adaptive Multiresolution Wavelet – SIAM JUQ submitted
- N. Kseib – Fast MCMC for Data Assimilation – CF 2013, CF to be completed

<http://uq.stanford.edu>

AUQ vs EUQ

The uncertainties sources **are not all the same**

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The examples illustrated so far have uncertainties that are identified in:

- **Boundary conditions**: free stream state, wall temperatures, etc.
- **Material properties**: inhomogeneity, reaction rates, etc.
- **Geometry**: manufacturing tolerances, contamination, etc.

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- **Physical modeling assumptions**

AUQ vs EUQ

Uncertainties in physical models are **abundant** and **potentially critical**, e.g. turbulence closures in RANS

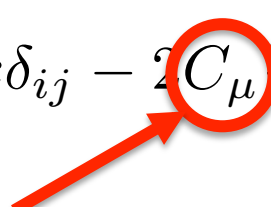
Boussinesq
Hypothesis

$$\overline{u'_i u'_j} \approx \frac{2}{3} k \delta_{ij} - 2\nu_T S_{ij} = \frac{2}{3} k \delta_{ij} - 2C_\mu \frac{k^2}{\epsilon} S_{ij}$$

AUQ vs EUQ

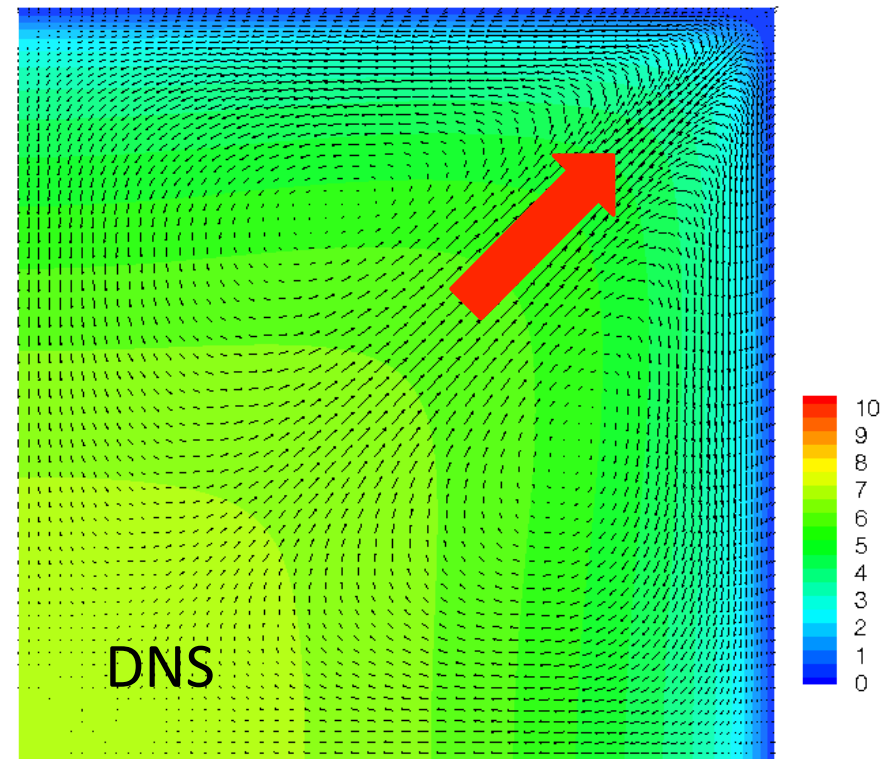
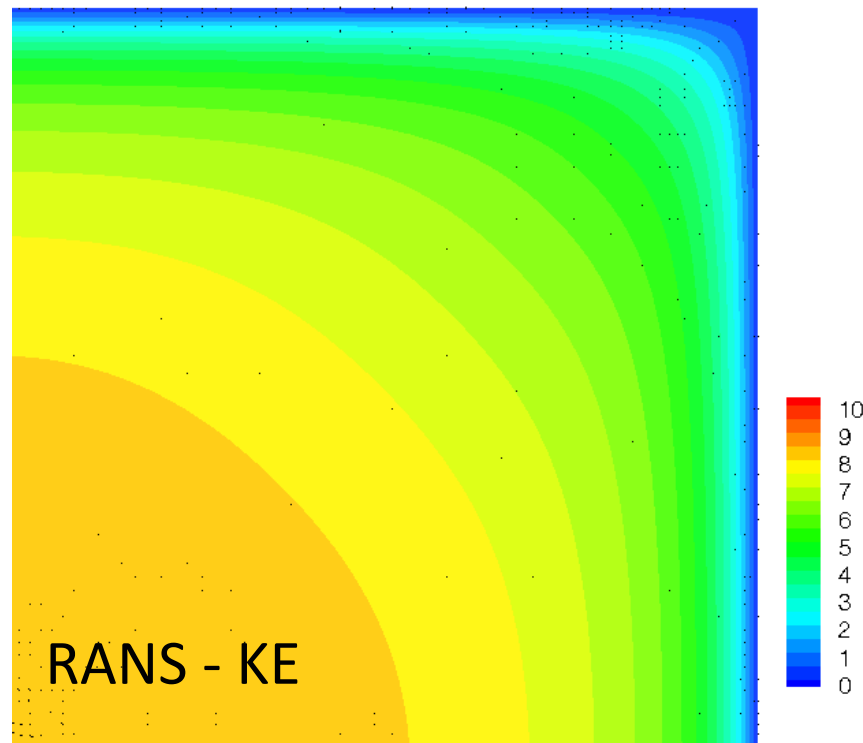
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Simply making the coefficient(s) **uncertain (=probabilistic)** does not address the **structural assumptions**, for example that Reynolds stress and mean strain are linearly dependent

Turbulent square duct



A catastrophic failure of parametric UQ/sensitivity analysis (C_{μ})

EUQ: Epistemic Uncertainty Quantification

(AUQ = Aleatoric UQ = Probabilistic-based UQ)

We are developing a novel methodology based on

- **Non-probabilistic** representation of the assumptions – as a **bias**
- Introduction of turbulence theory constraints, e.g. **realizability**
- **Independent of the turbulence closure**
- **Work in progress...**

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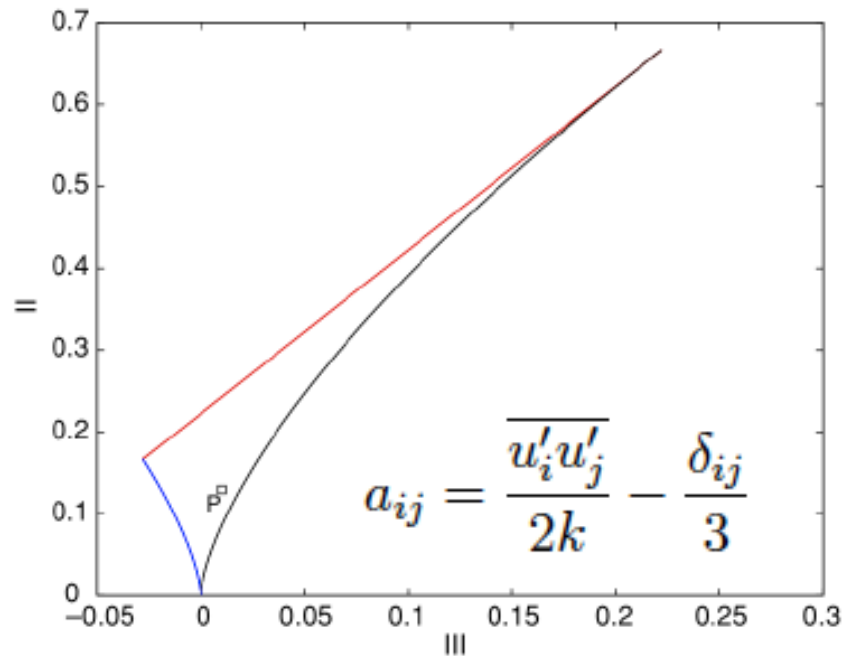
- **Non-probabilistic** representation of the assumptions – as a **bias**
- Introduction of turbulence theory constraints, e.g. **realizability**
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- **Work in progress...**

Reynolds stress decomposition $R_{ij}^* = 2k^* \left(v_{in}^* \Lambda_{nl}^* v_{jl}^* + \frac{\delta_{ij}}{3} \right)$

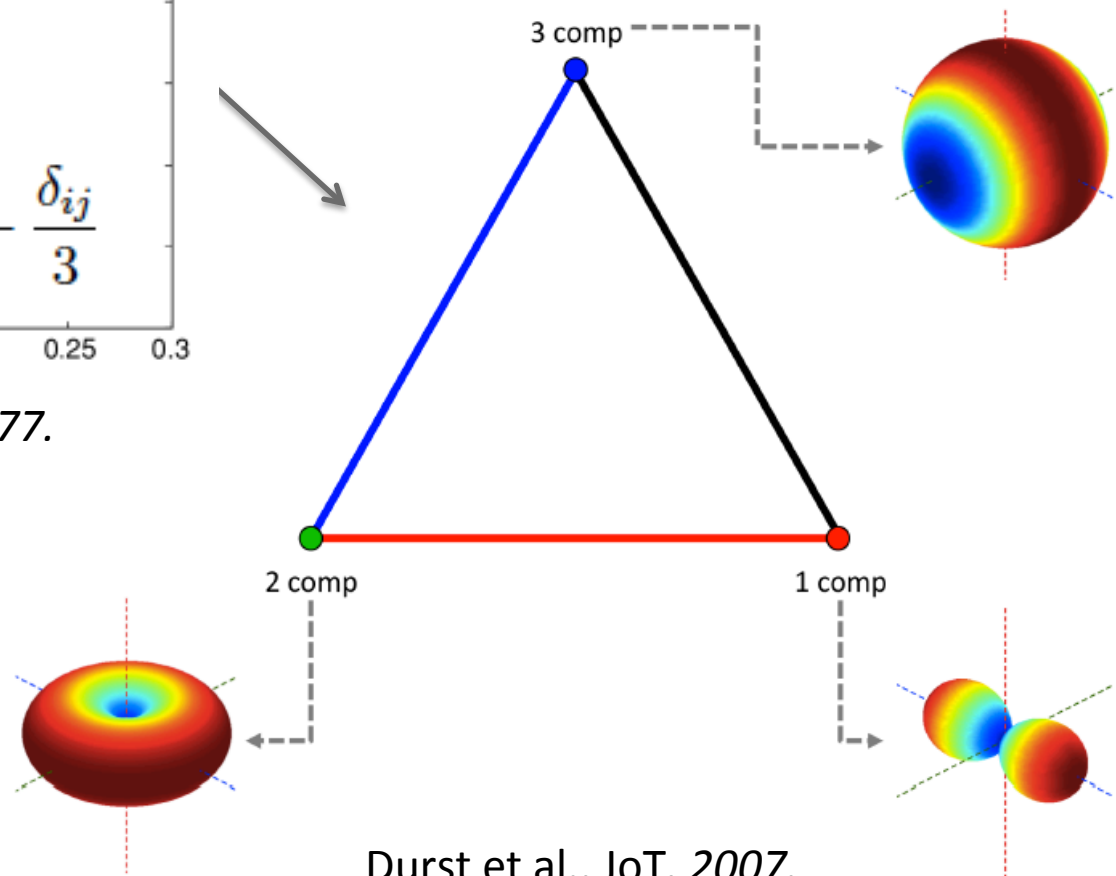
$$k^* = k + \Delta k \quad k^* \geq 0$$

$$v_{in}^* = q_{id} v_{nd} \quad \text{remains orthonormal}$$

$$\Lambda_{nl}^* = \Lambda_{nl} + \Delta \Lambda_{nl} \quad \text{within constraints of anisotropy maps}$$

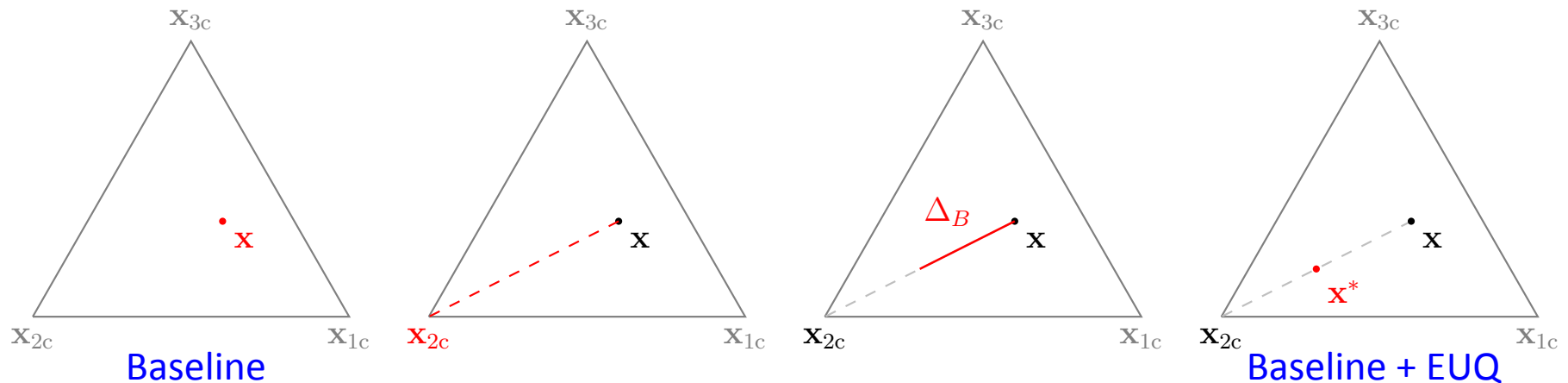


Lumley & Newman, JFM, 1977.



Durst et al., JoT, 2007.

Bias (perturbations) introduced in the anisotropy eigenvalues



Parametrized by $x^{(t)}$, Δ_B \longrightarrow $\Lambda^* = (1 - \Delta_B)\Lambda + \Delta_B\Lambda|_{\mathbf{x}^{(t)}}$

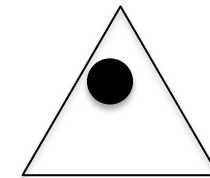
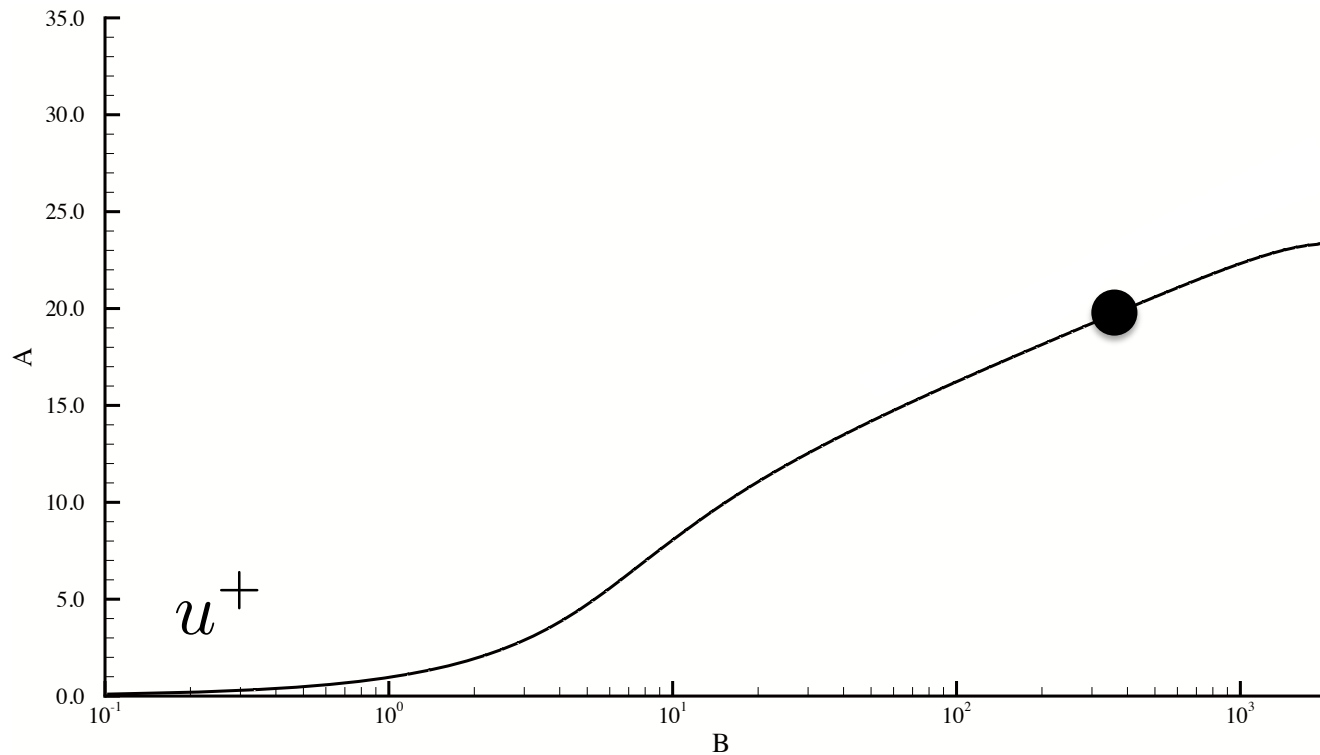
Further work on TKE and eigenvector perturbations has been carried out by C. Gorle (also worked on mixing models)

Turbulent Channel Flow

$$Re_\tau = 2003$$

$$y_1^+ = 0.1$$

$$ny = 80$$



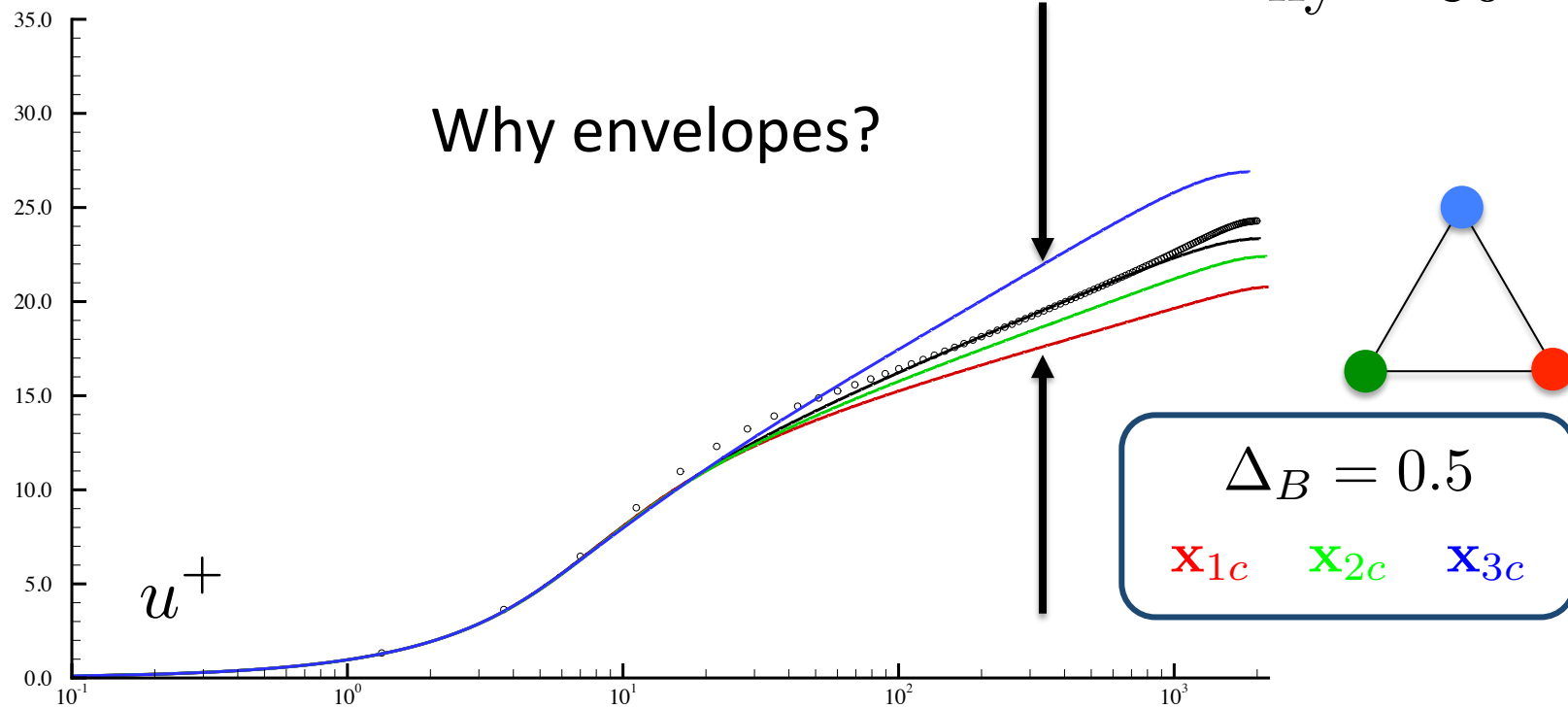
kwSST Baseline

Turbulent Channel Flow

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kwSST Baseline + EUQ

For a channel flow:

$$R_{12}^* = 2k (v_{1n} \Lambda_{nl}^* v_{2l}) \quad \text{with} \quad \left\{ \begin{array}{l} \Lambda^* = (1 - \Delta_B) \Lambda + \Delta_B \Lambda \Big|_{\mathbf{x}(t)} \\ v_{ik} = \begin{bmatrix} \cos \theta & 0 & \sin \theta \\ -\sin \theta & 0 & \cos \theta \\ 0 & 1 & 0 \end{bmatrix} \end{array} \right.$$

$$R_{12}^* \Big|_{\mathbf{x}(t)} = (1 - \Delta_B) R_{12} + \Delta_B 2k (a_{12} \Big|_{\mathbf{x}(t)})$$

$$R_{12}^* \Big|_{\mathbf{x}(t)} = (1 - \Delta_B) R_{12} + \Delta_B k \left(\lambda_3^{(t)} - \lambda_1^{(t)} \right)$$

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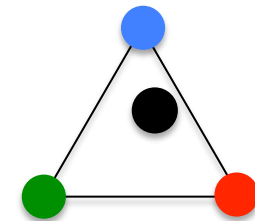
$$R_{12}^*|_{\mathbf{x}(t)} = (1 - \Delta_B) R_{12} + \Delta_B 2k (a_{12}|_{\mathbf{x}(t)})$$

$$R_{12}^*|_{\mathbf{x}(t)} = (1 - \Delta_B) R_{12} + \Delta_B k (\lambda_3^{(t)} - \lambda_1^{(t)})$$

$$R_{12}^*|_{\mathbf{x}_{1c}} = (1 - \Delta_B) R_{12} - \Delta_B k$$

$$R_{12}^*|_{\mathbf{x}_{2c}} = (1 - \Delta_B) R_{12} - 0.5 \Delta_B k$$

$$R_{12}^*|_{\mathbf{x}_{3c}} = (1 - \Delta_B) R_{12}$$

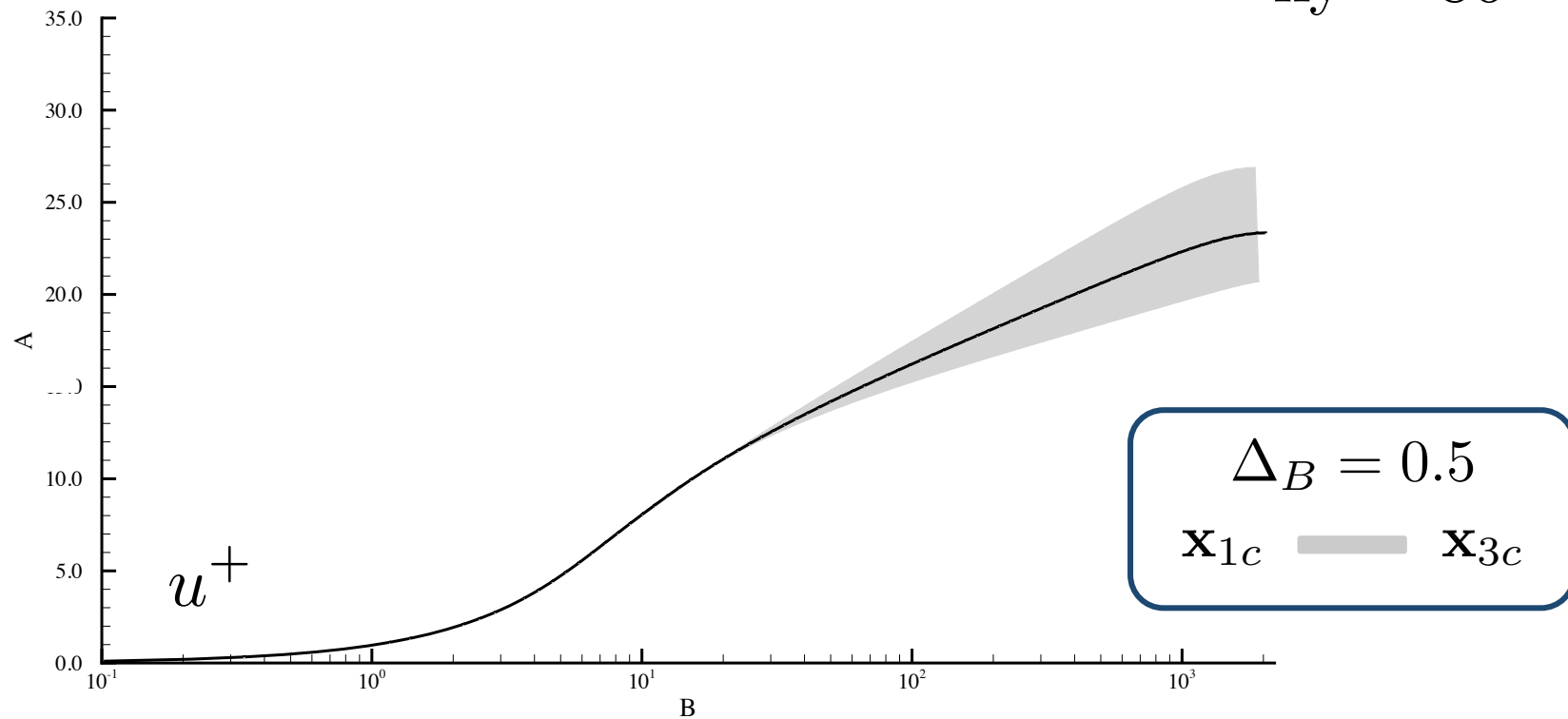


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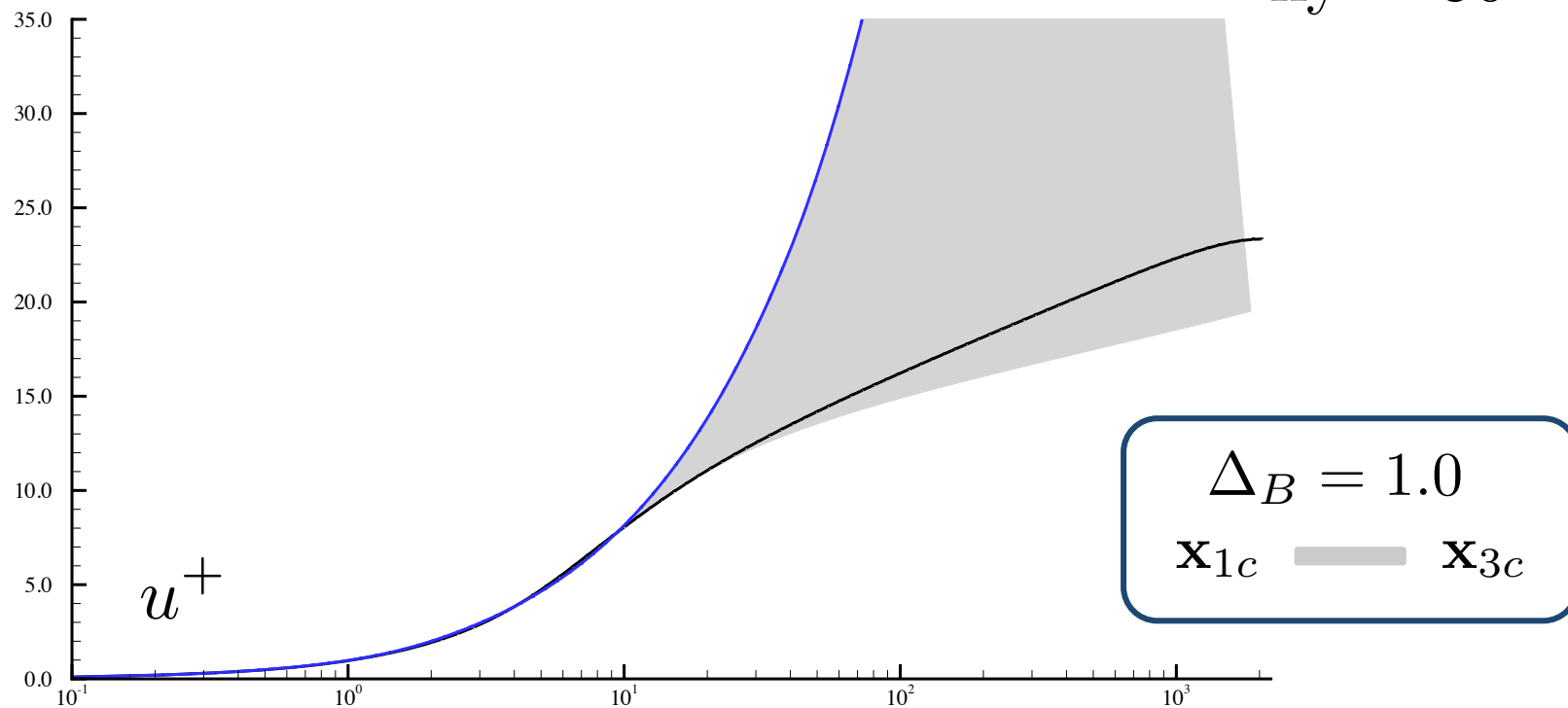
kwSST Baseline + EUQ

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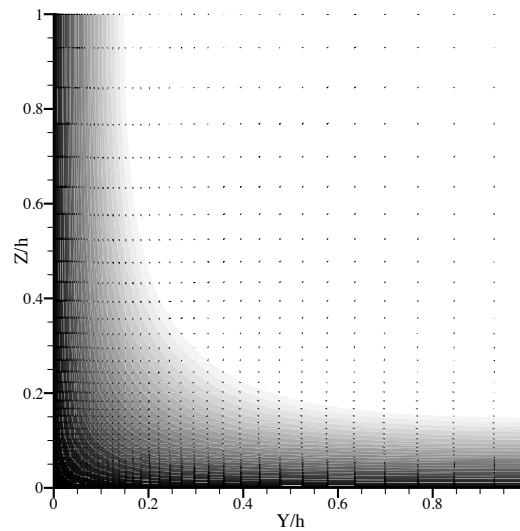
kwSST Baseline + EUQ

Turbulent Square Duct

$$Re_\tau = 2000$$

$$y_1^+ = 0.1$$

$$n_y = n_z = 160$$



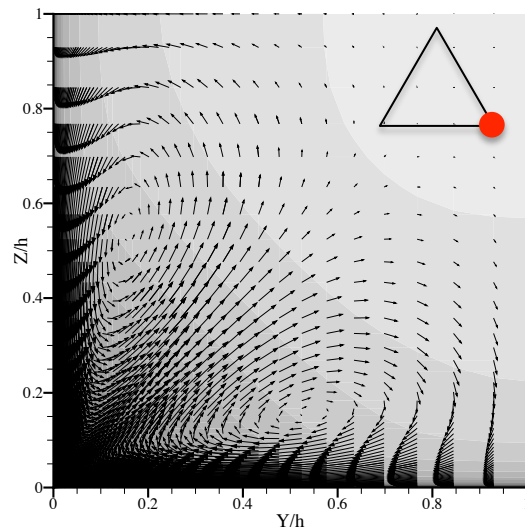
kwSST Baseline

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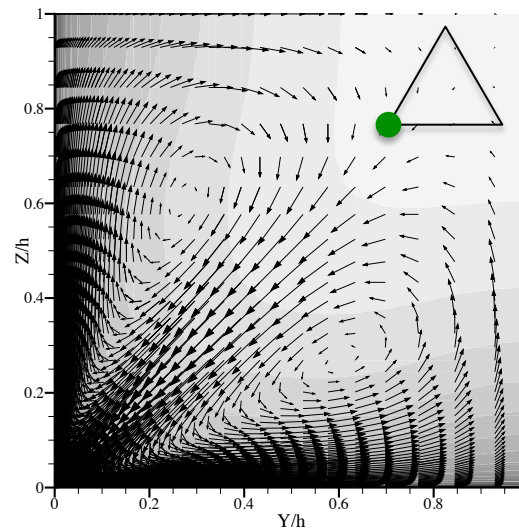
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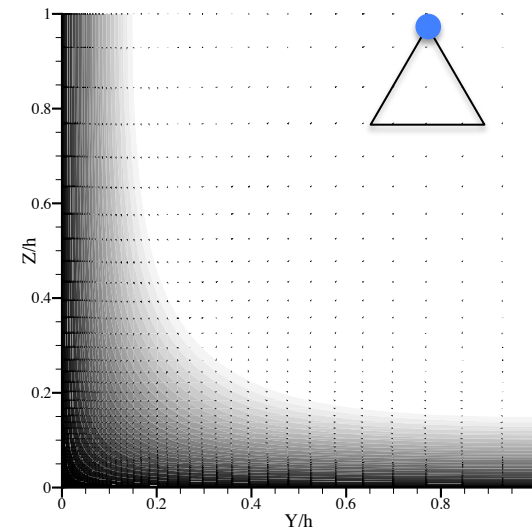
$$ny = nz = 160$$



X_{1c}



X_{2c}



X_{3c}

kwSST Baseline + EUQ

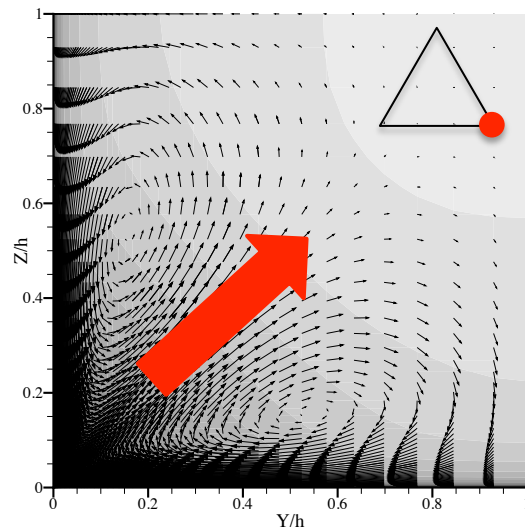
$$\Delta_B = 0.5$$

Turbulent Square Duct

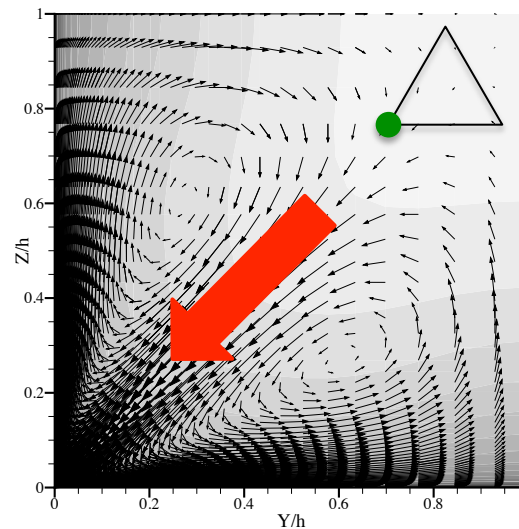
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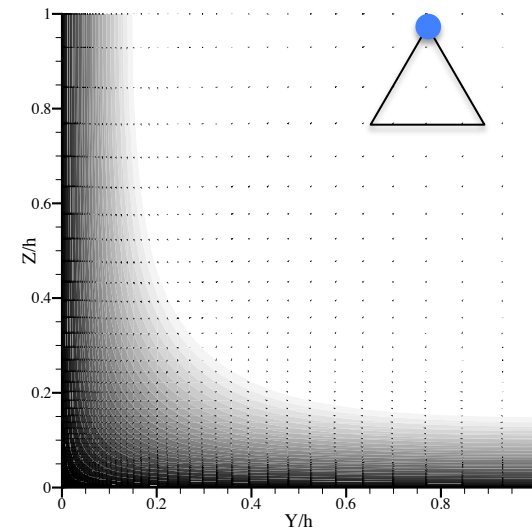
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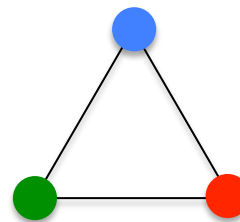
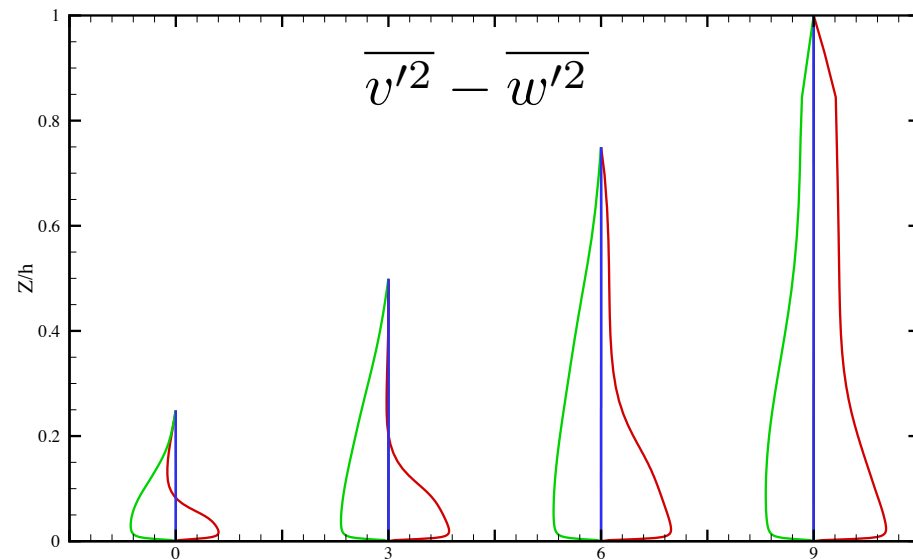
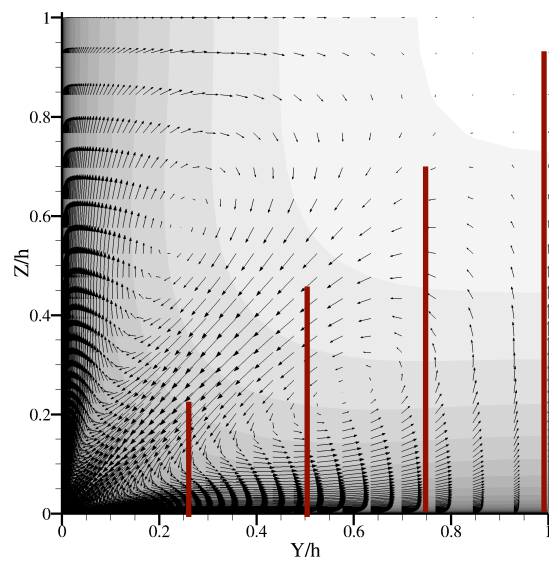
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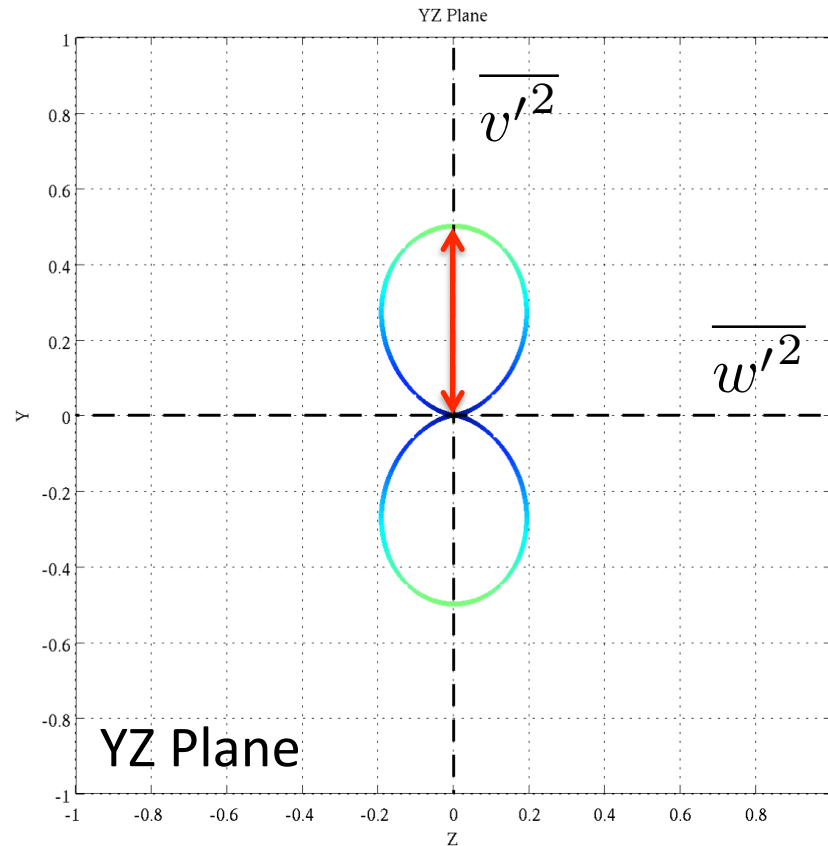
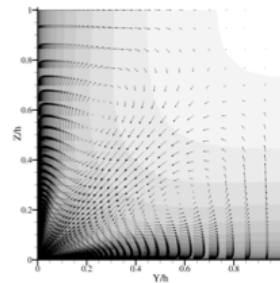
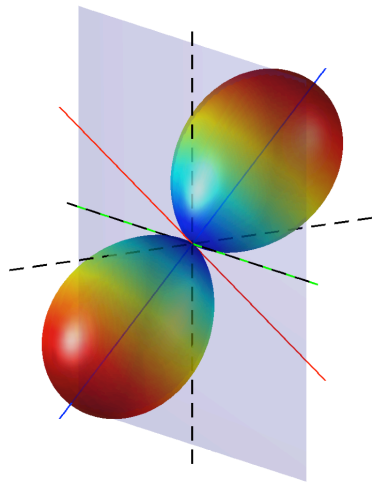
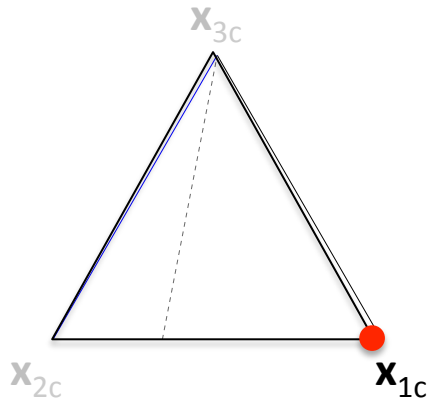
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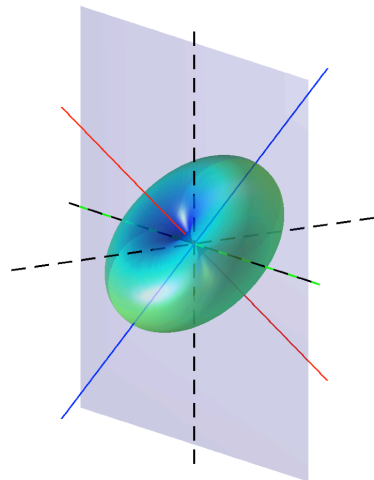
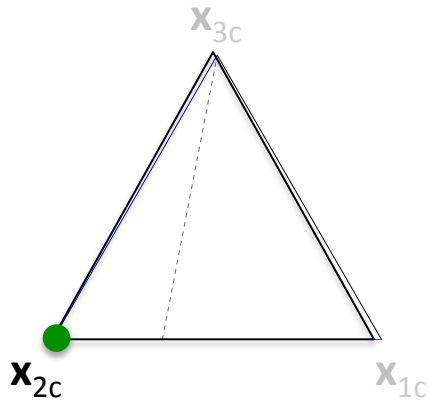
Why envelopes?

$$\overline{v'^2} - \overline{w'^2} > 0$$

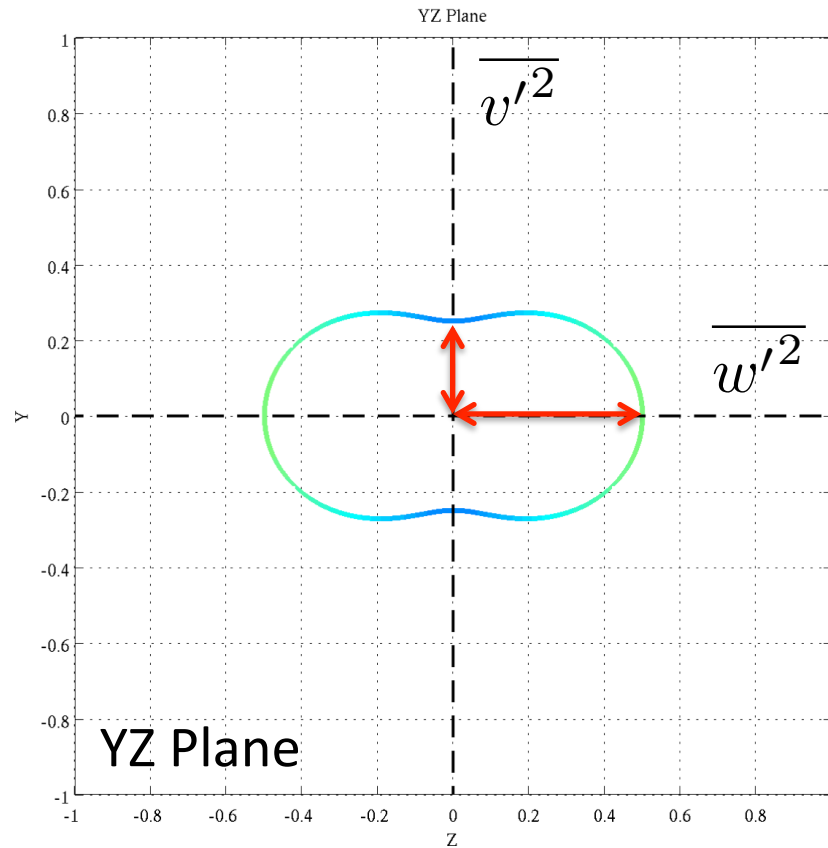
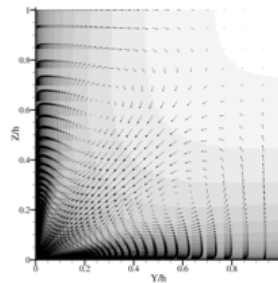


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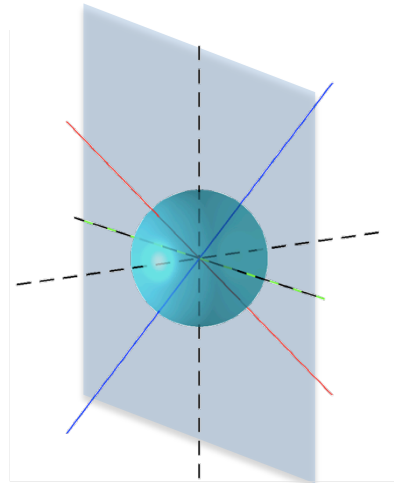
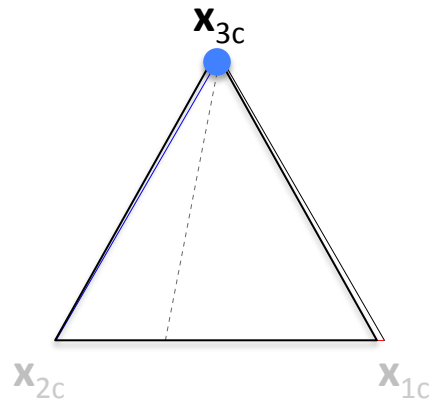


Reynolds stress glyph

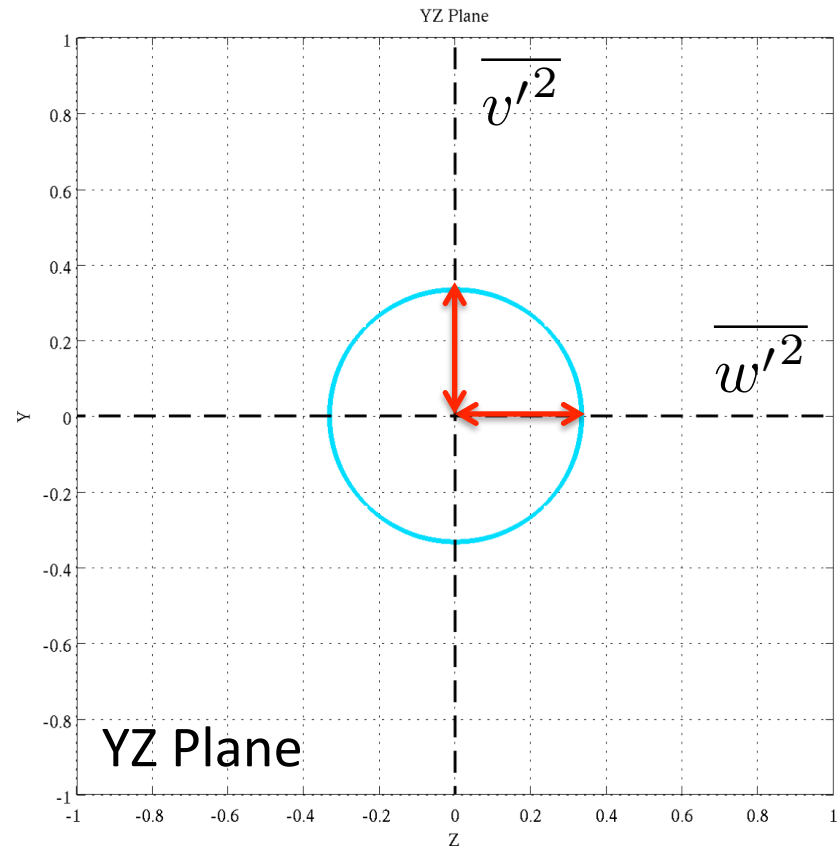
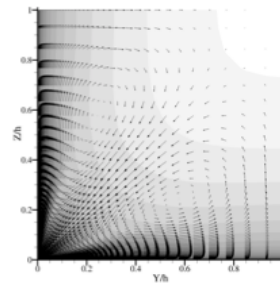


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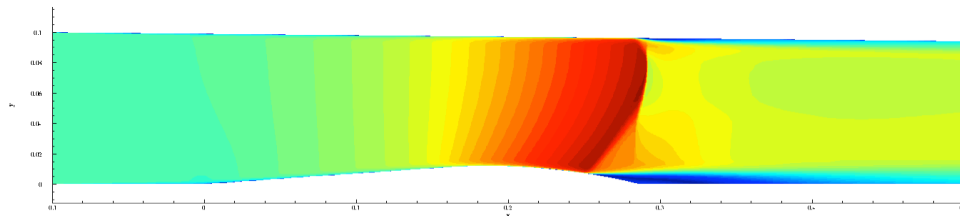


Shock/Turbulent BL Interaction

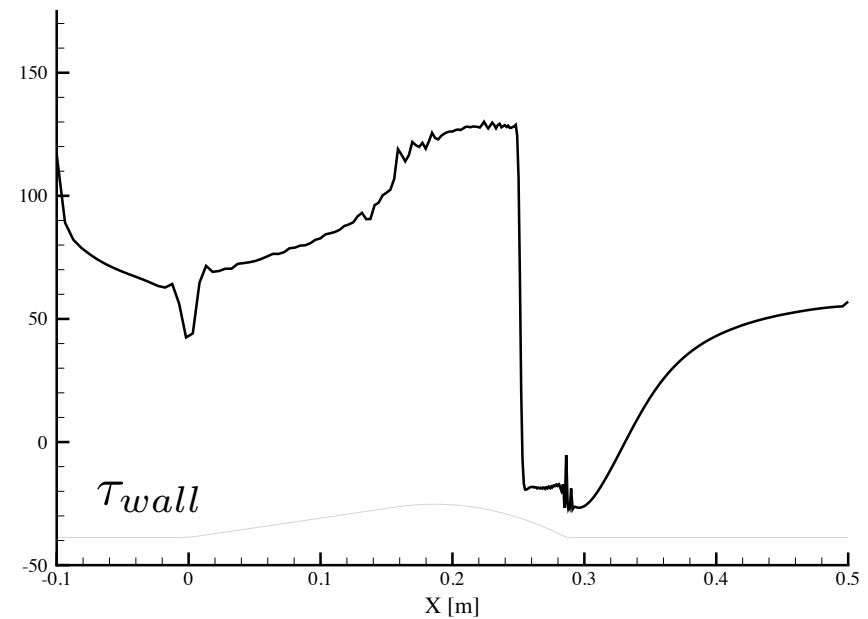
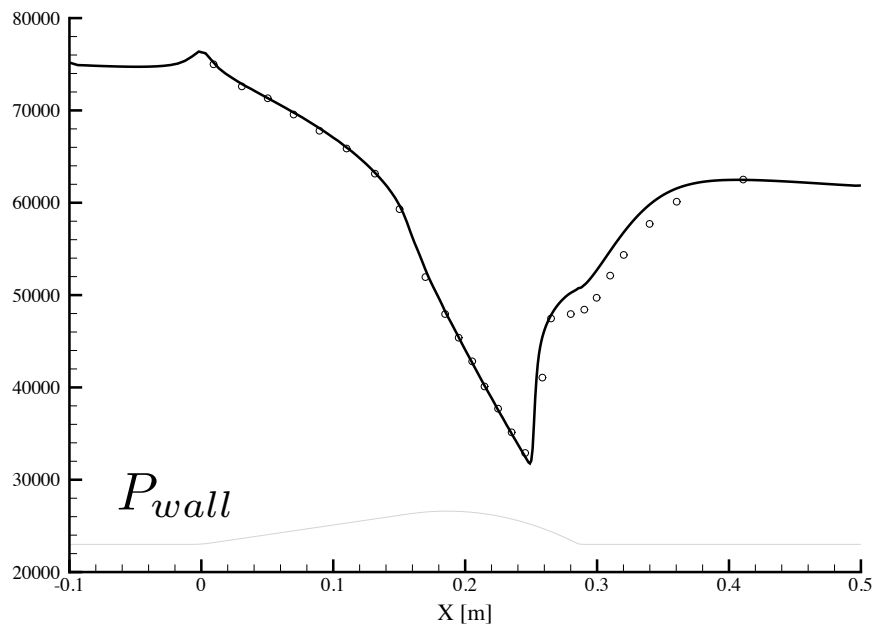
$$y_1^+ \approx 1$$

$$nx = 280$$

$$ny = 100$$



Mach Number Contours

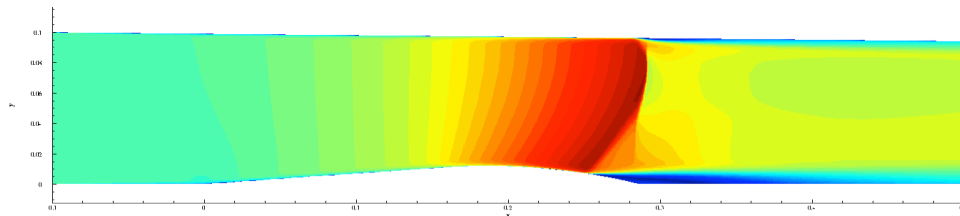


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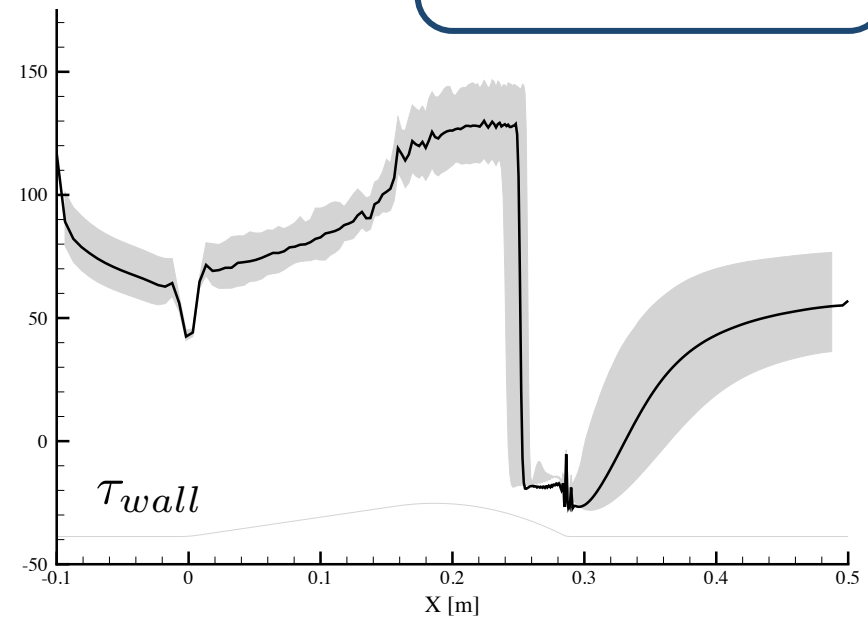
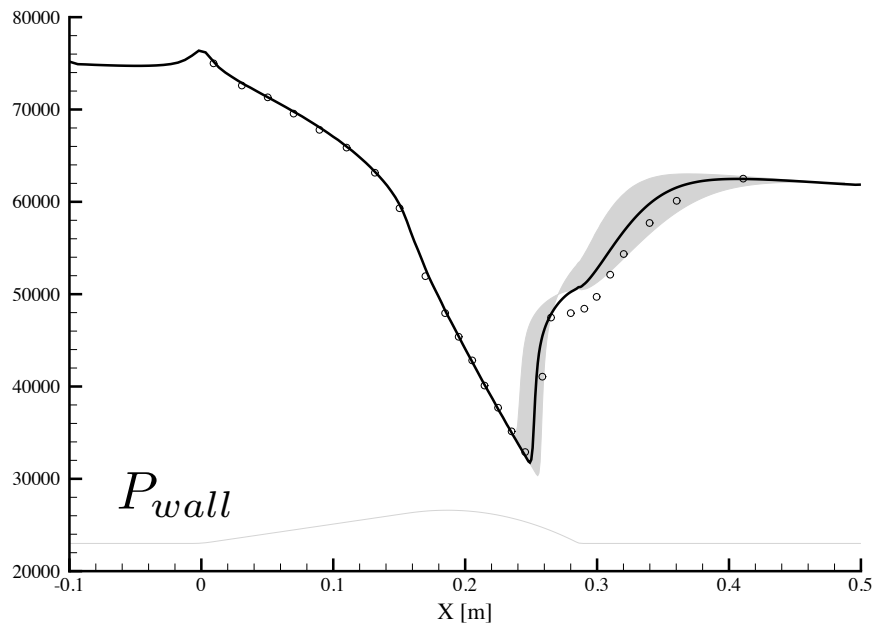
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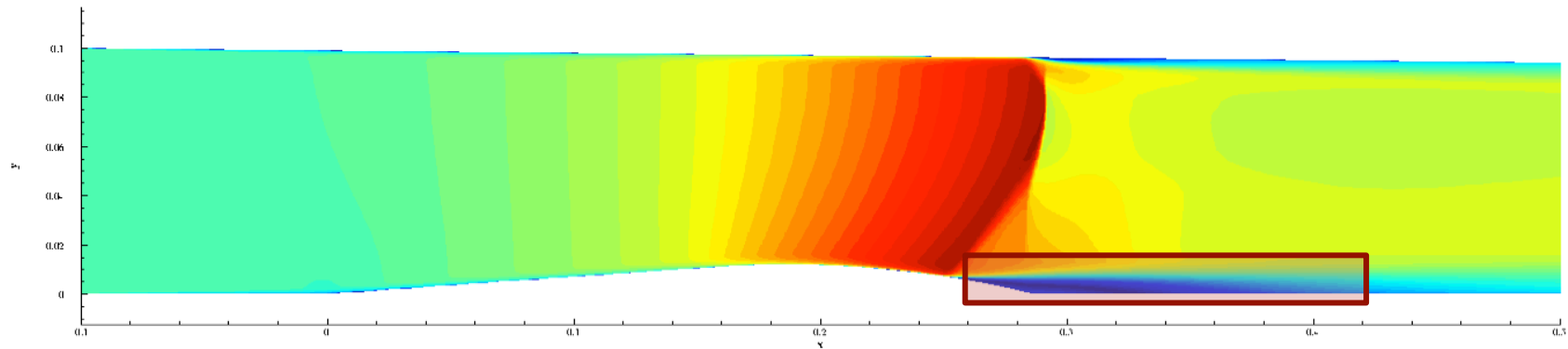
Mach Number Contours

$$\Delta_B = 0.5$$

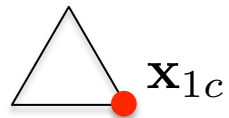
\mathbf{x}_{1c}  \mathbf{x}_{3c}



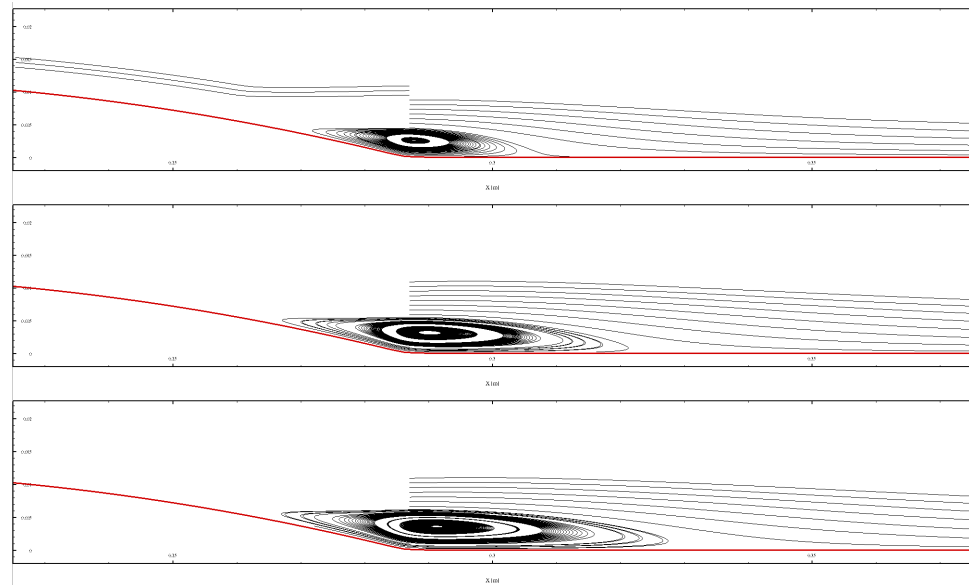
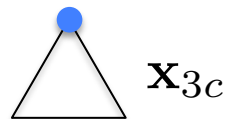
Shock/Turbulent BL Interaction



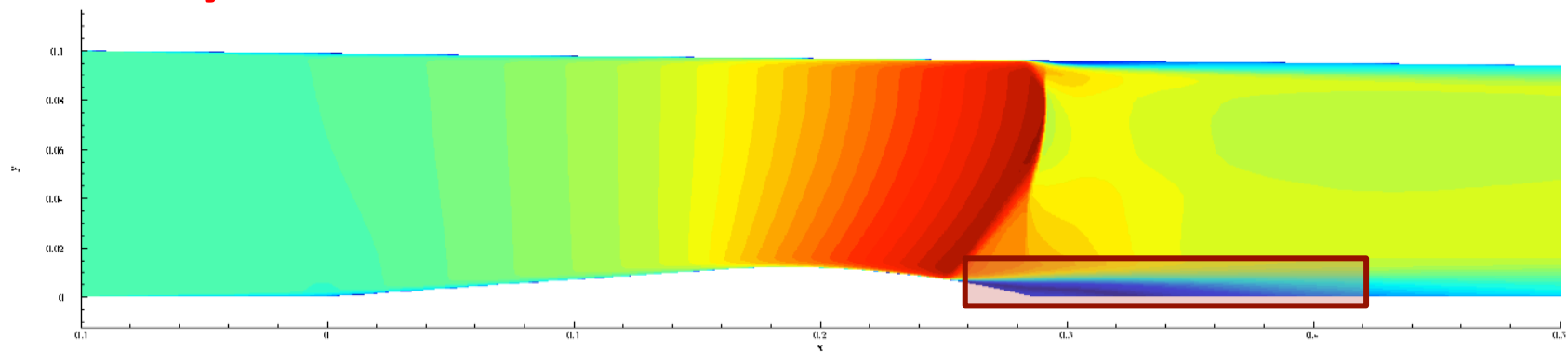
SST $k - \omega$
 $\Delta_{B,\max} = 0.5$
 $m_c = 0.001$



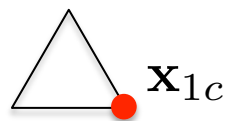
baseline



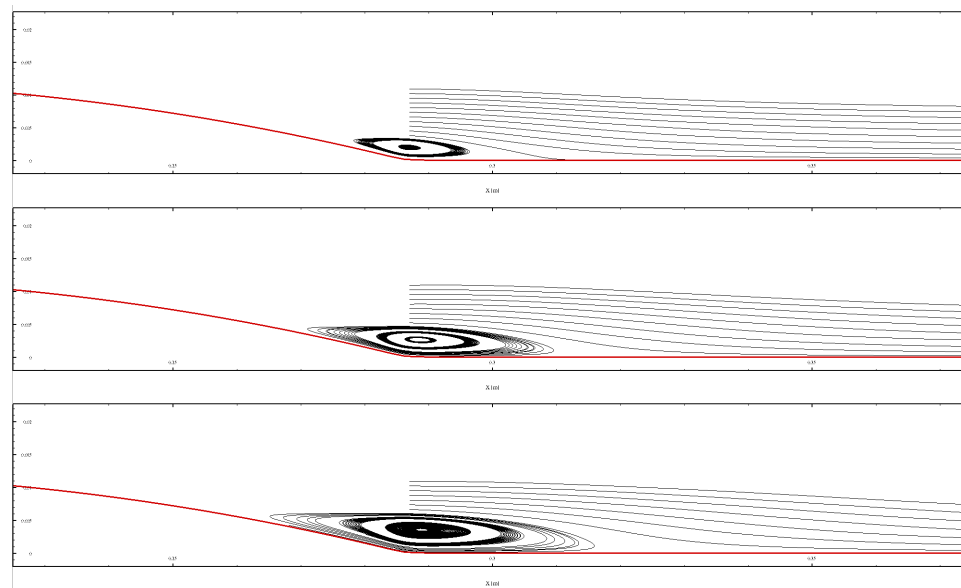
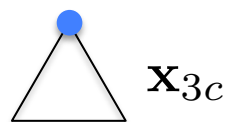
Shock/Turbulent BL Interaction



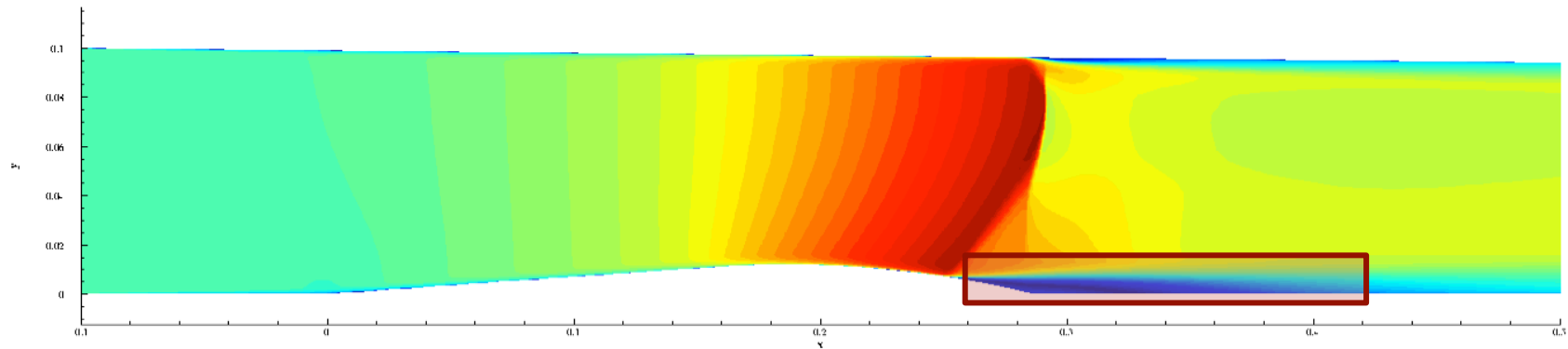
Wilcox $k - \omega$
 $\Delta_{B,\max} = 0.5$
 $m_c = 0.001$



baseline



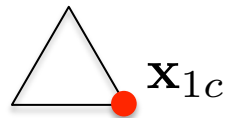
Shock/Turbulent BL Interaction



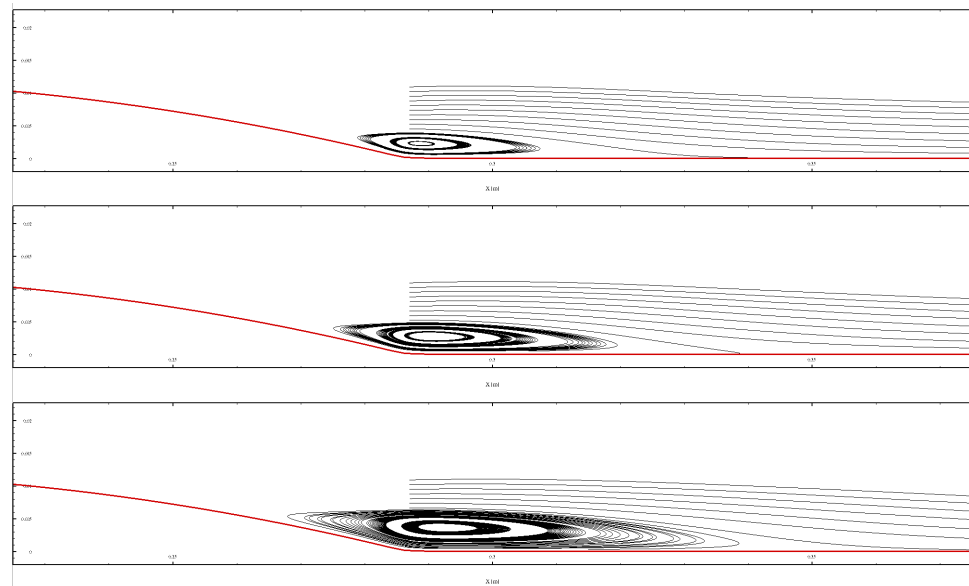
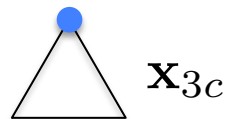
Spalart-Allmaras

$$\Delta_{B,\max} = 0.5$$

$$m_c = 0.001$$



baseline



How to Quantify Uncertainties?

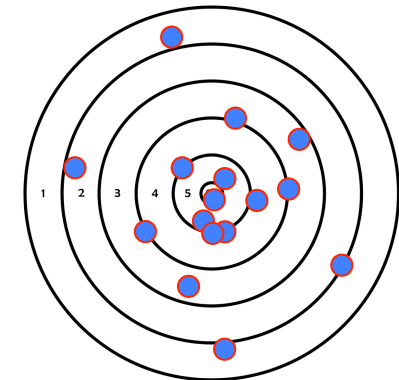
Probabilistic approaches are appropriate for uncertainties due to **variability**, e.g. inflow conditions, geometrical tolerances, etc.

- New approaches to accelerate the computations of statistical moments/distributions are required
- Research at frontier of statistics & numerical analysis

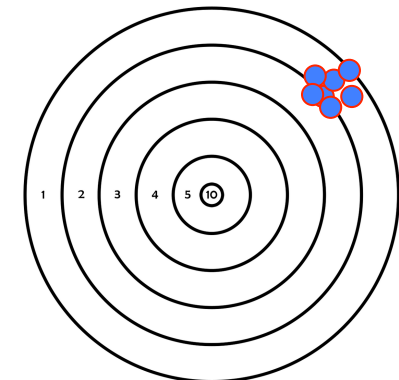
Uncertainties related to **physical modeling assumptions** cannot be treated probabilistically

- Methods require the identification and quantification of systematic bias
- Research uses domain specific knowledge (e.g. realizability)

AUQ



EUQ

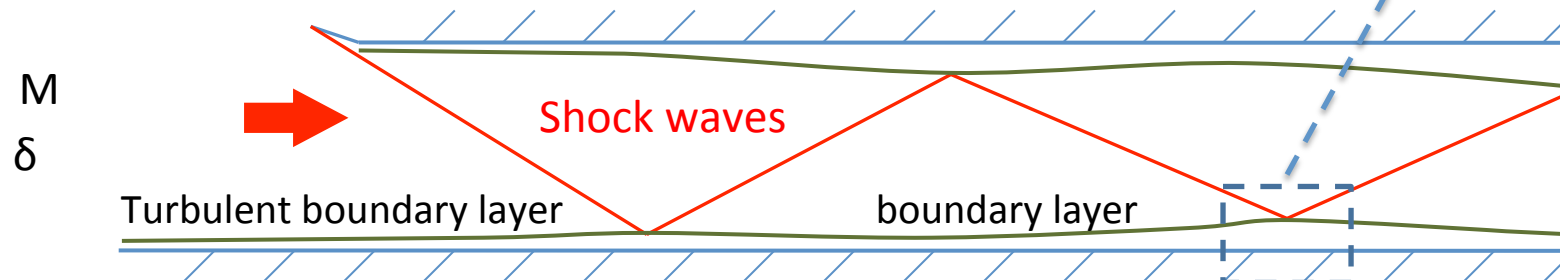
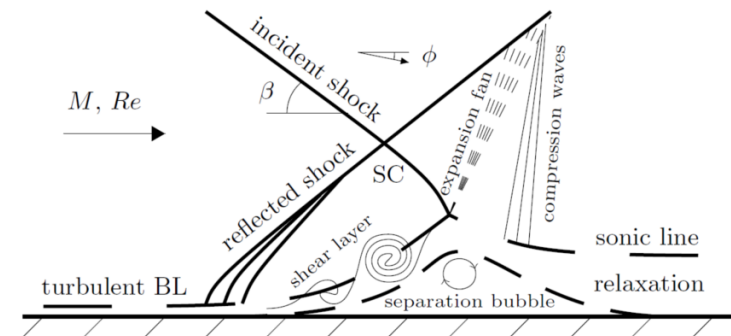


Outline

- Why UQ?
- How to Quantify Uncertainties? AUQ and EUQ
- **The UQ Experiment**
- Conclusions

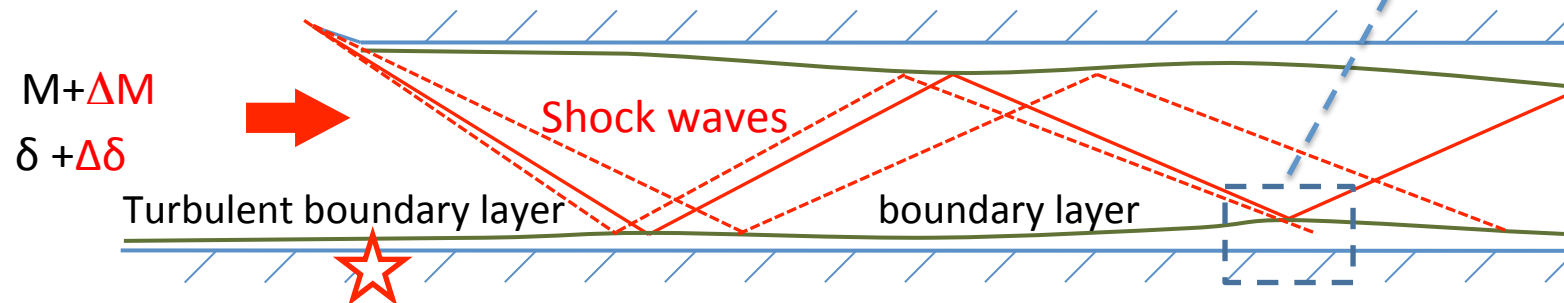
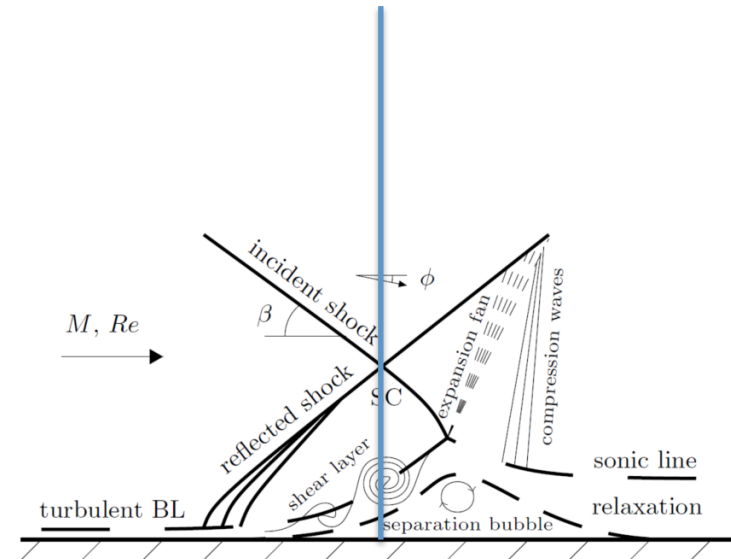
The UQ Experiment

Originated from a conversation with Prof. John Eaton on how to do experiments to “validate” UQ methods



The UQ Experiment

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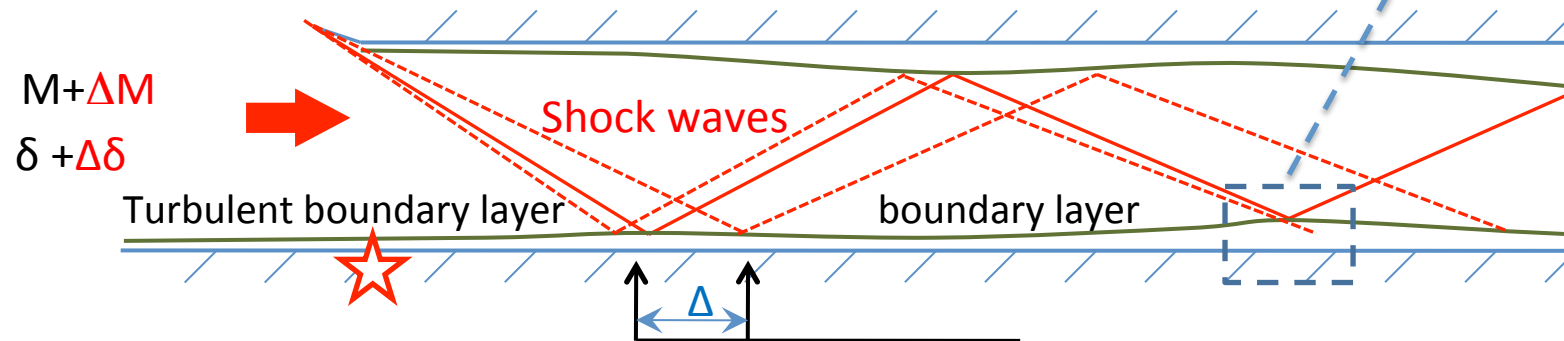
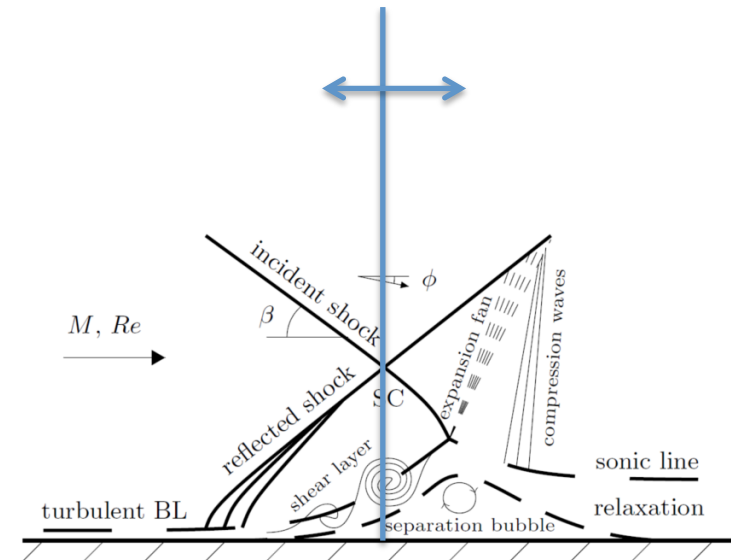


Uncertainties:

Inflow conditions + geometry

The UQ Experiment

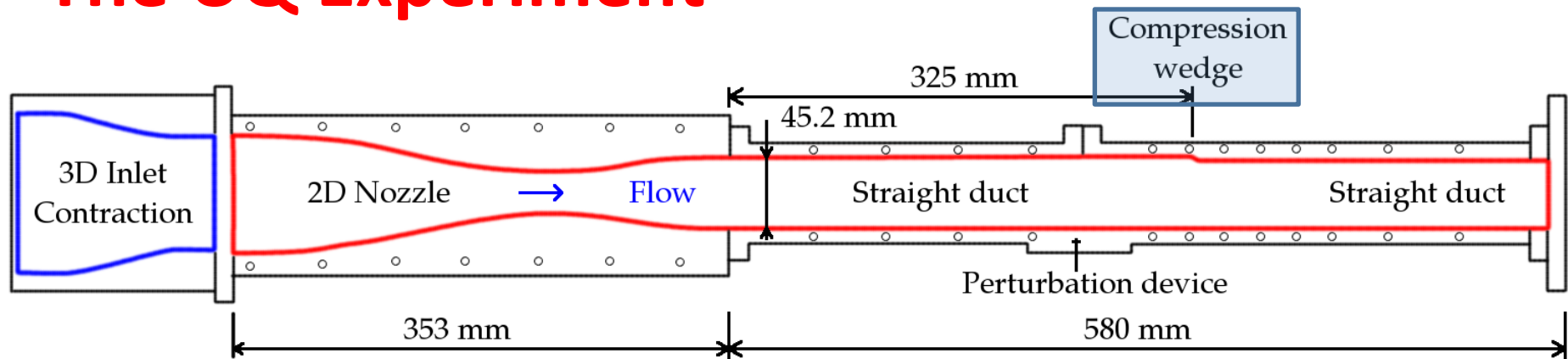
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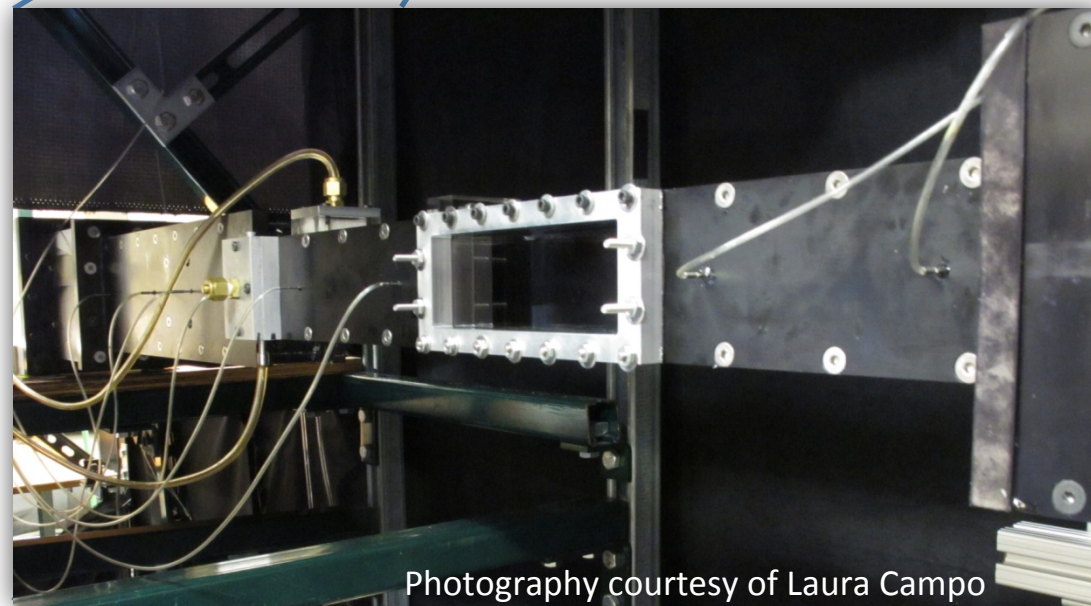
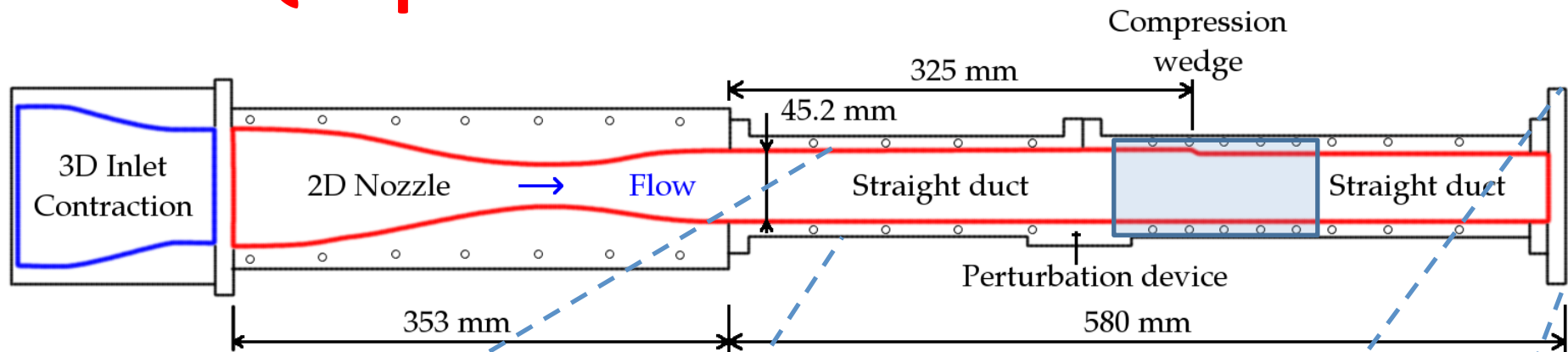
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Quantity of Interest (QOI): location of shock-crossing point of first interaction:

The UQ Experiment



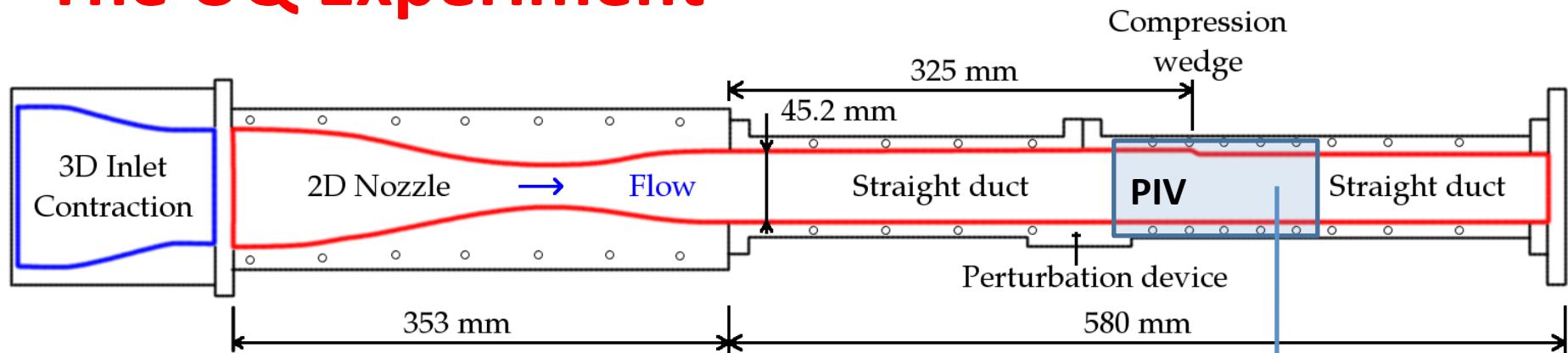
The UQ Experiment



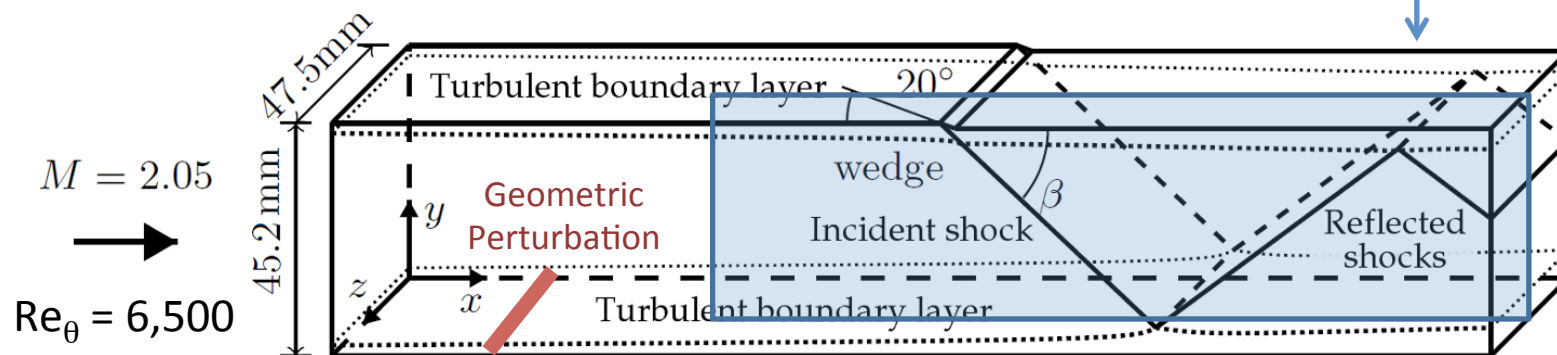
Eaton, Helmer, Campo

Photography courtesy of Laura Campo

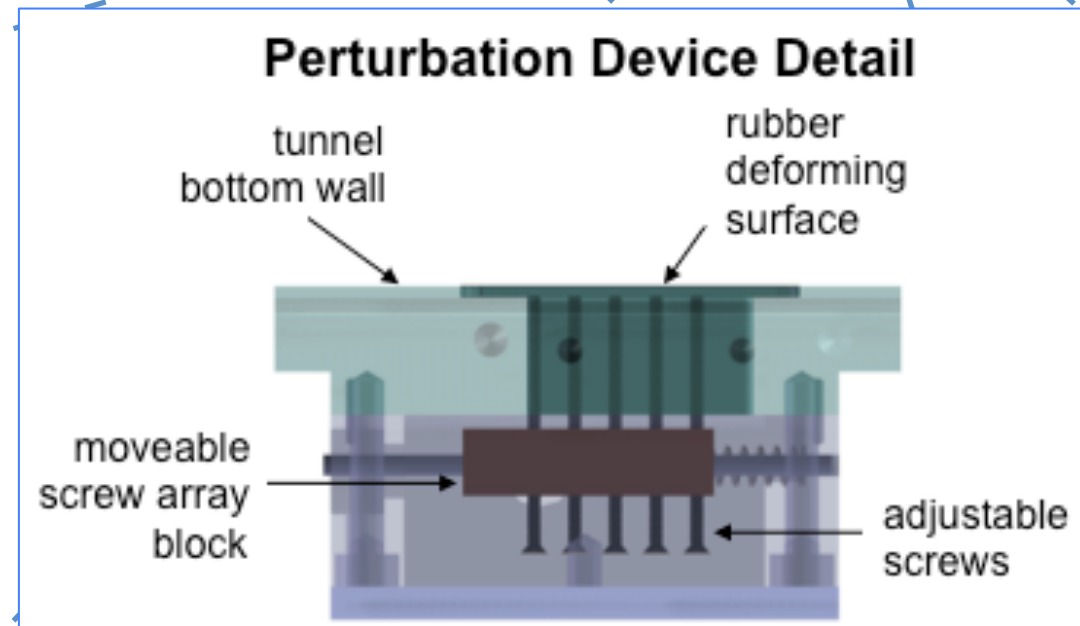
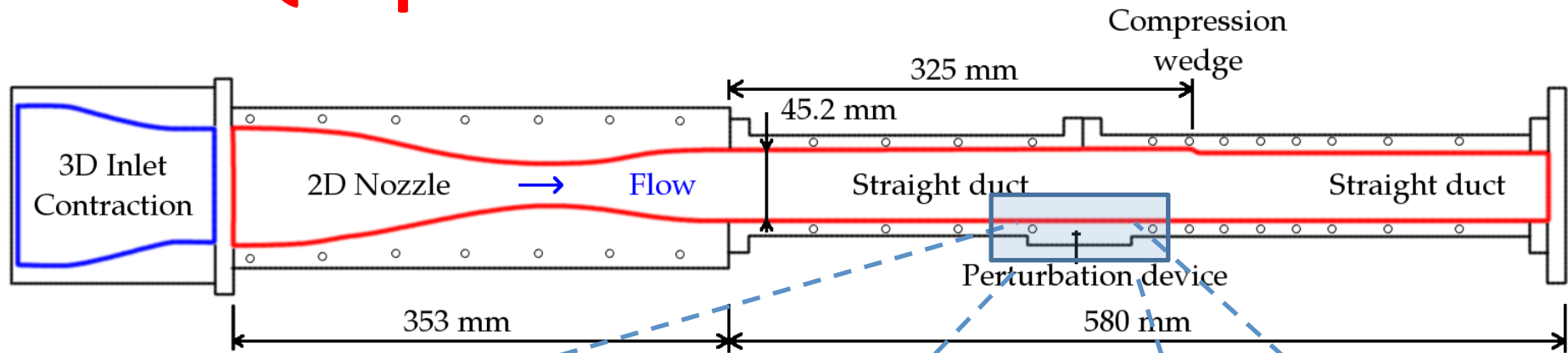
The UQ Experiment



PIV measurements taken at 4 planes (1 near-center, 3 near side-wall)



The UQ Experiment

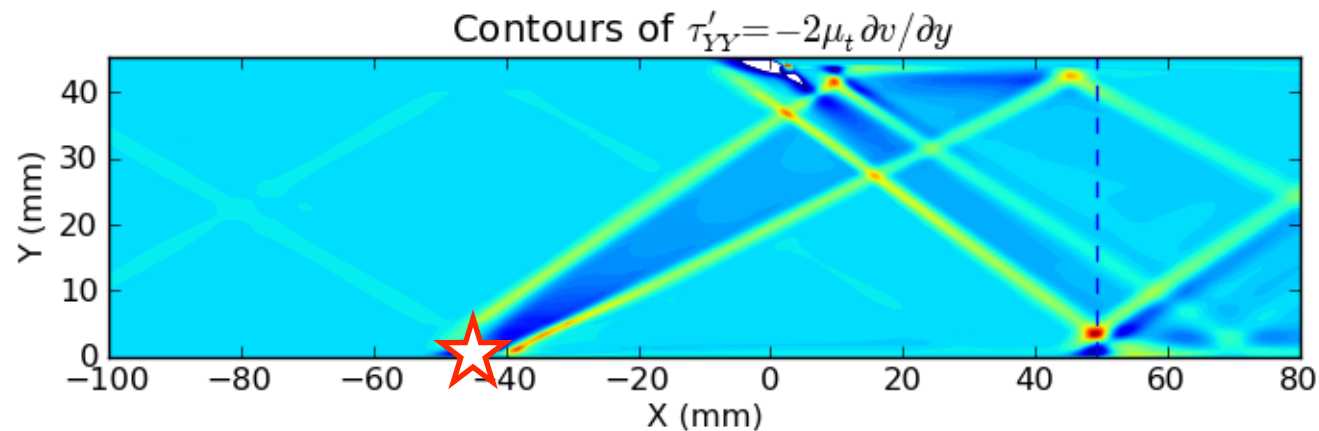
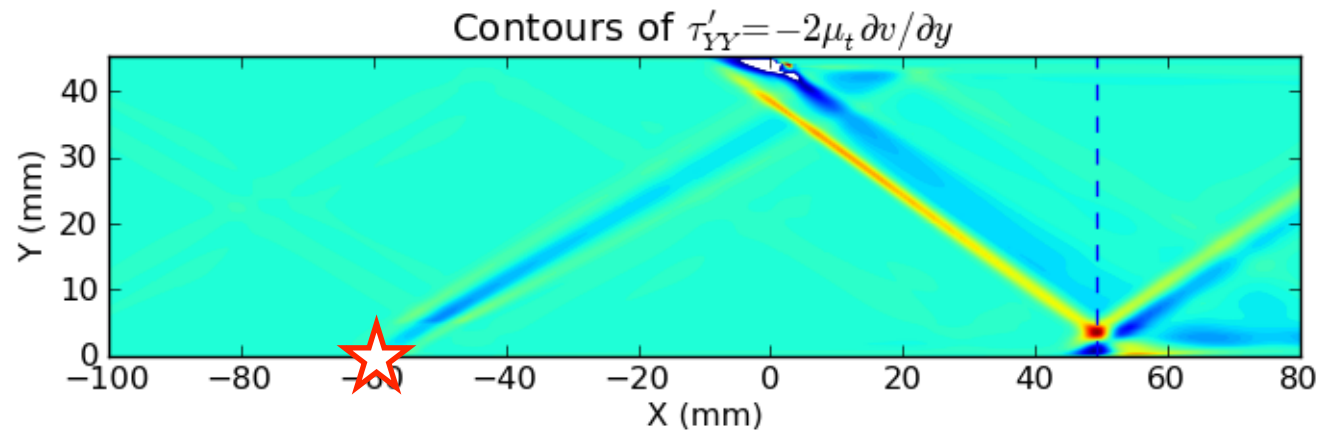


Eaton, Helmer, Campo

The UQ Experiment

RANS Baseline kwSST Simulations

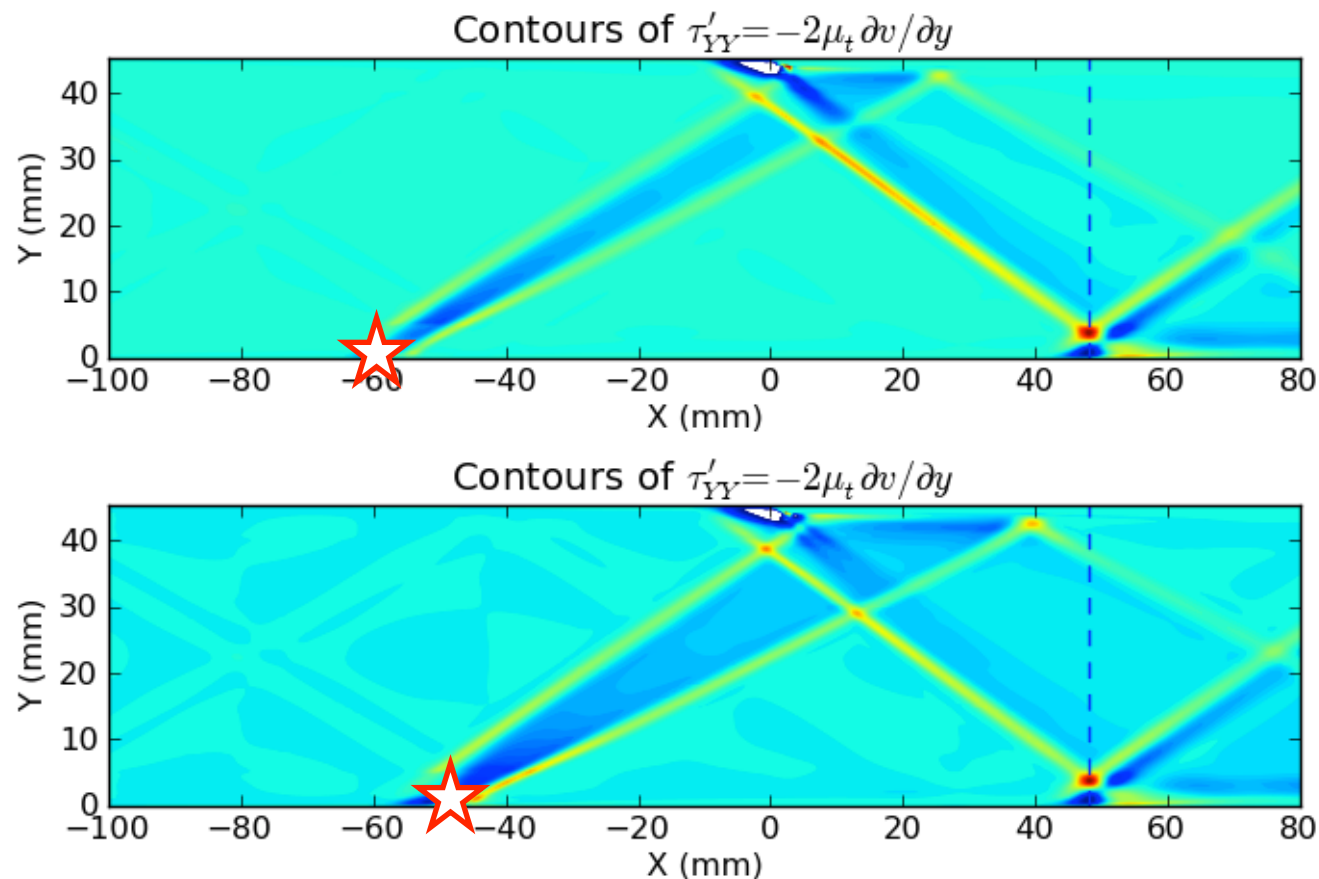
Effect of the “bump” **height** and **location**



The UQ Experiment

RANS Baseline kwSST Simulations

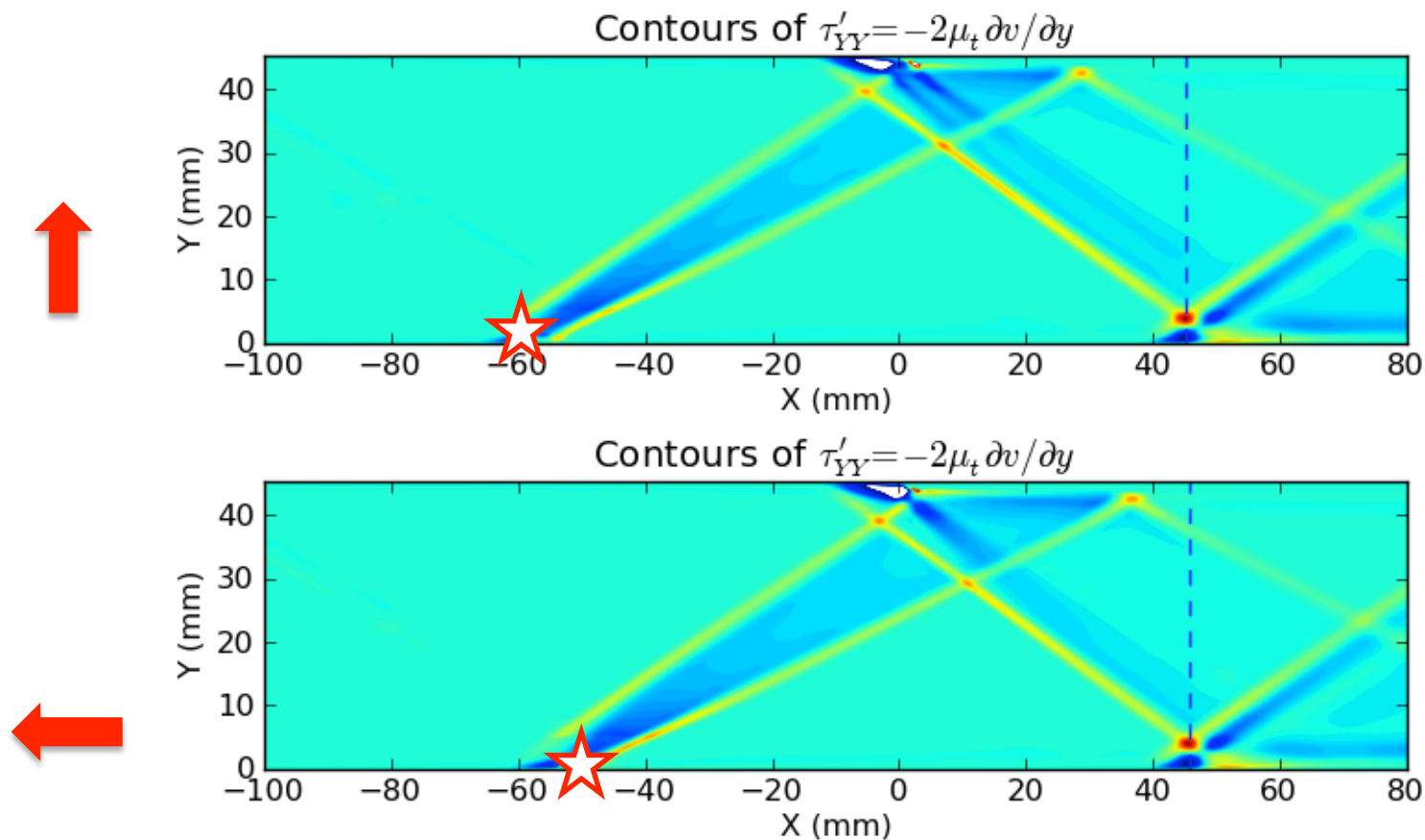
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The UQ Experiment

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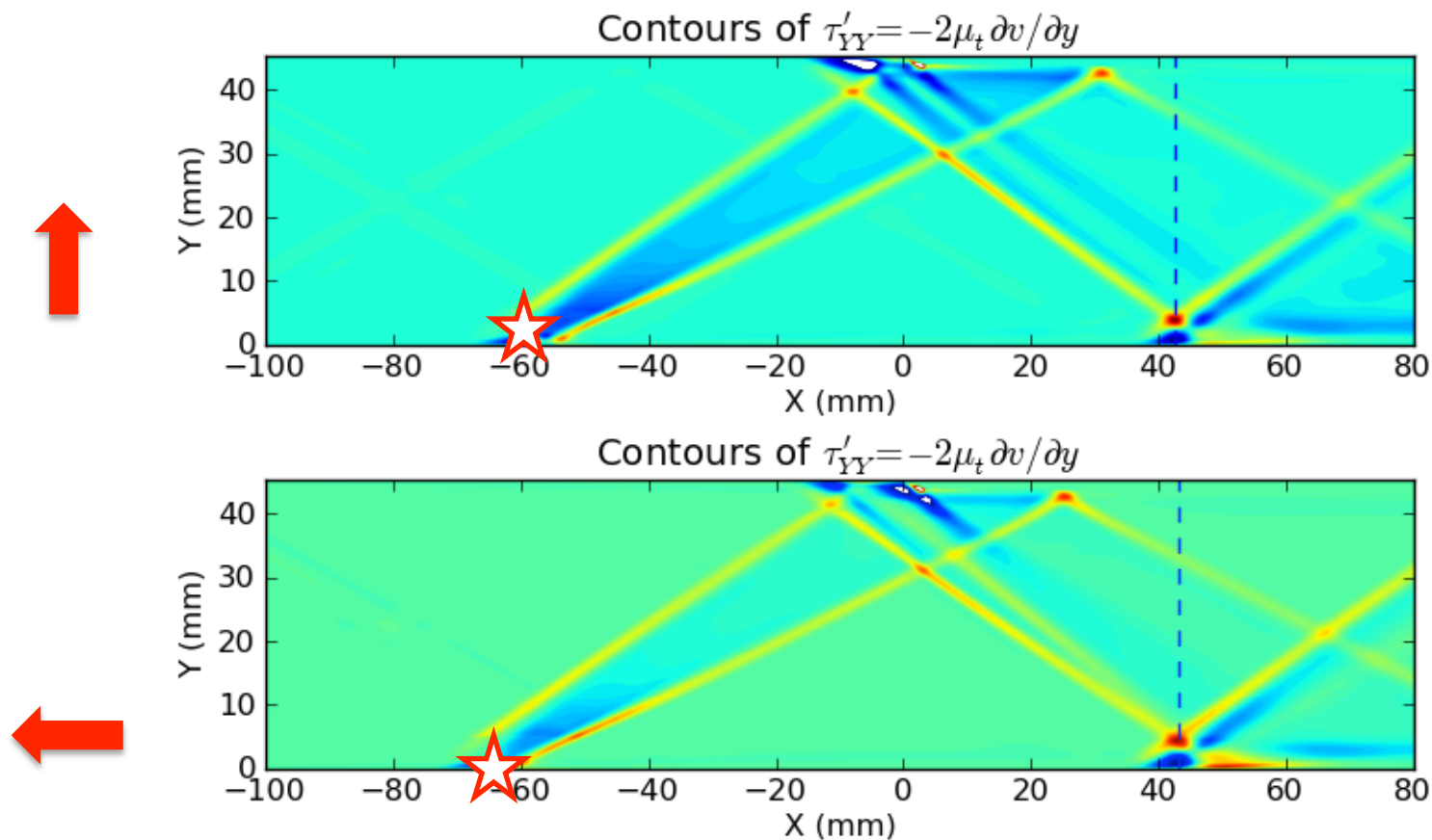
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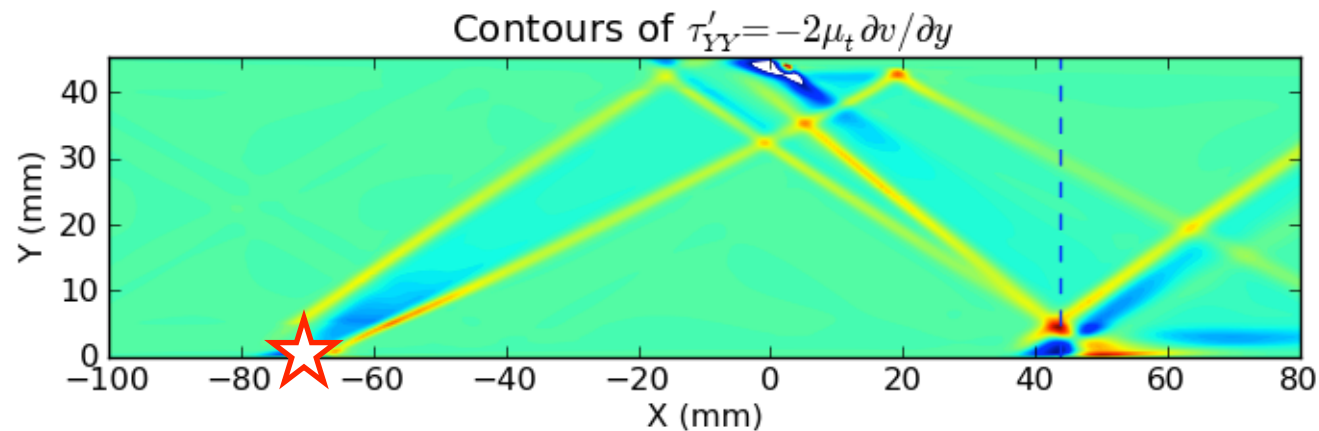
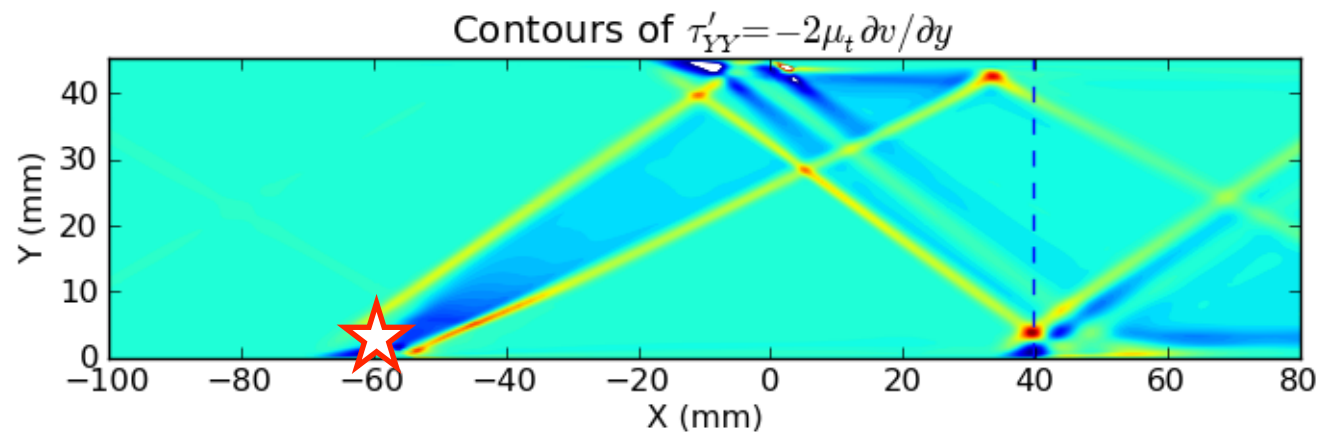
Effect of the “bump” **height** and **location**



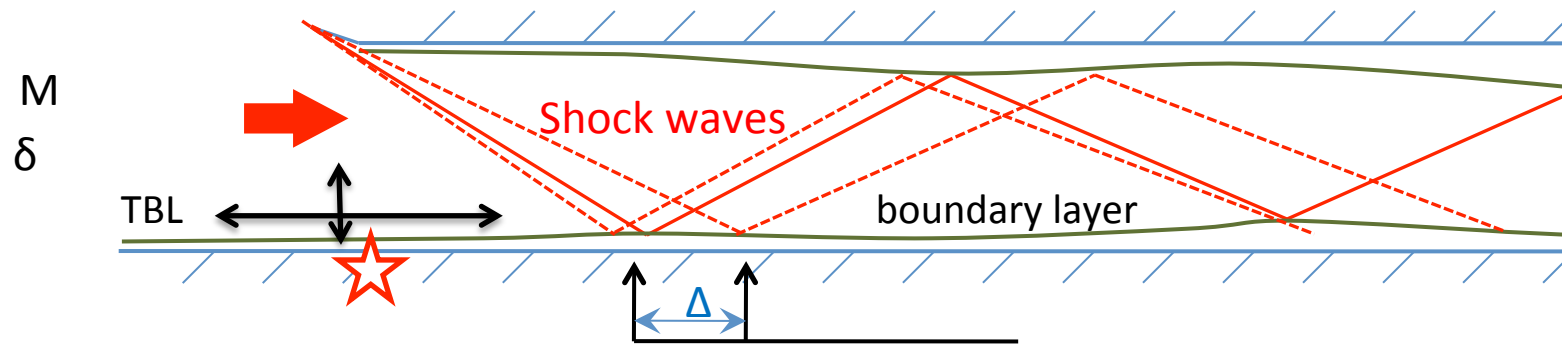
The UQ Experiment

RANS Baseline kwSST Simulations

Effect of the “bump” **height** and **location**

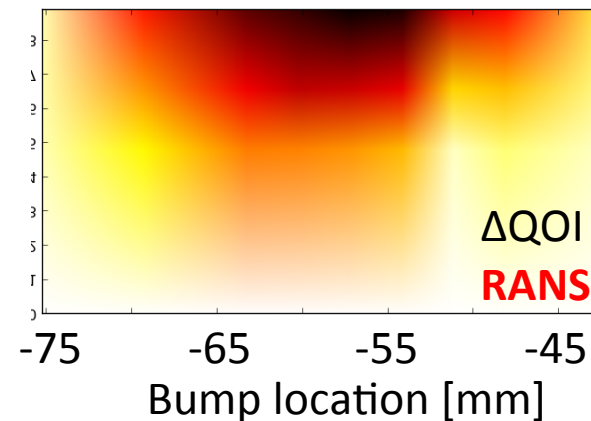
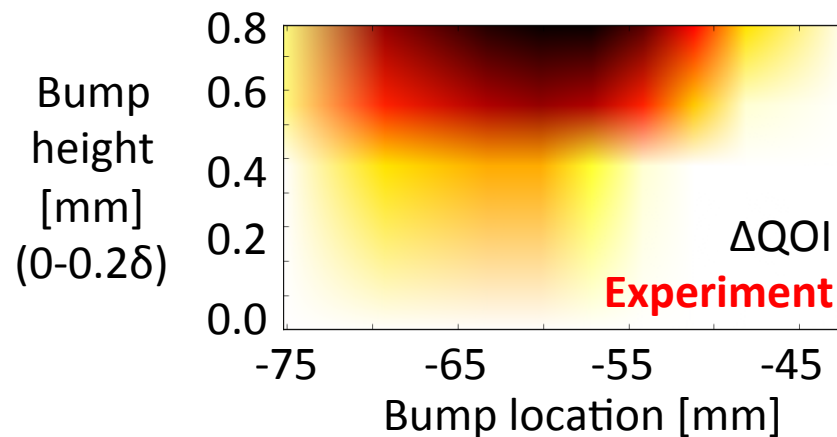


The UQ Experiment



Uncertainties:
Geometry

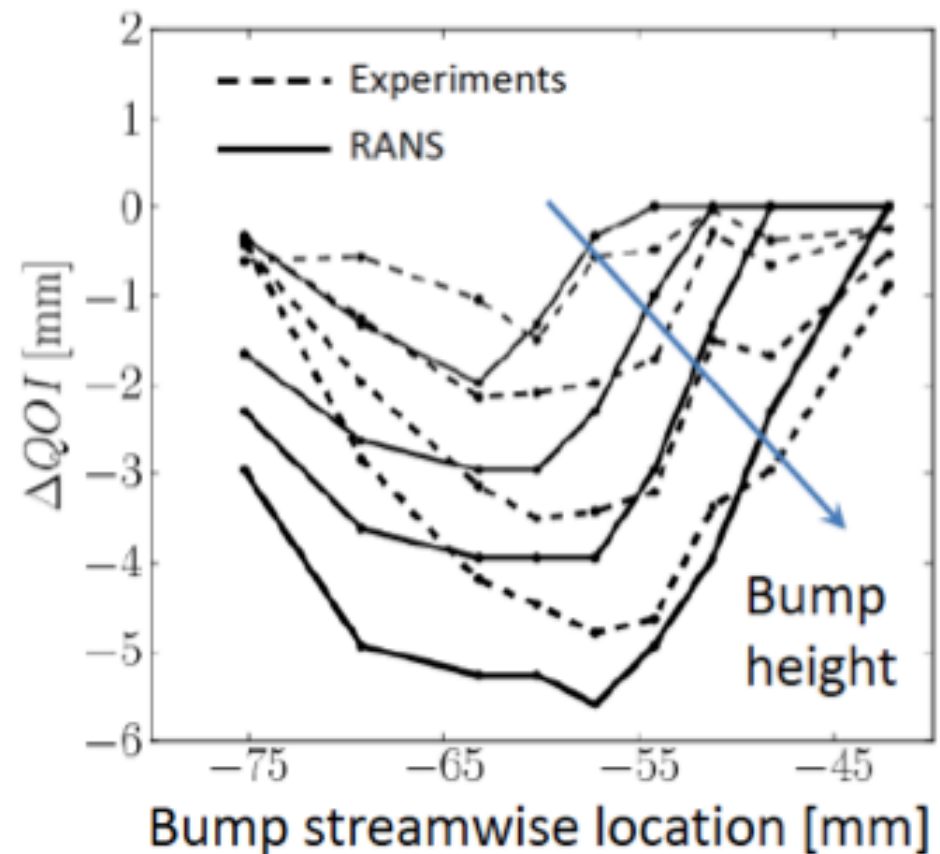
Quantity of Interest (QOI): location of shock-crossing point of first interaction:



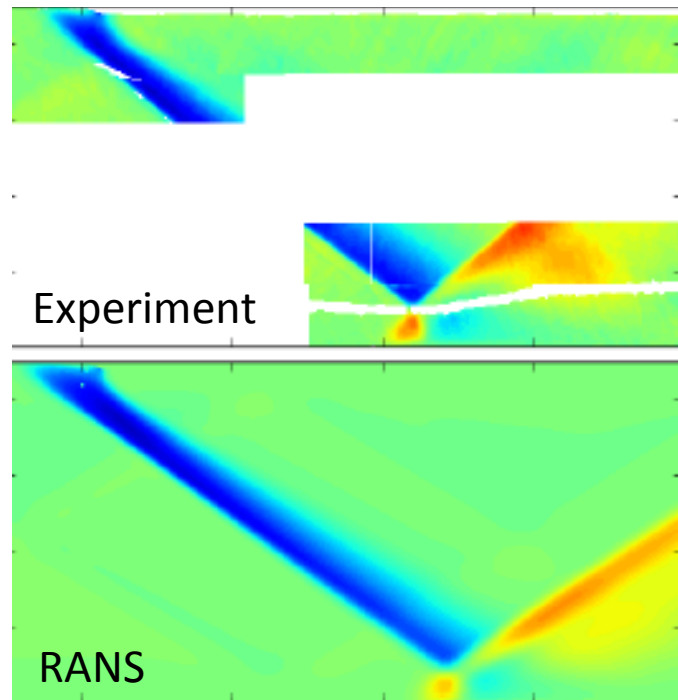
The UQ Experiment

Quantitative comparisons are not satisfactory..

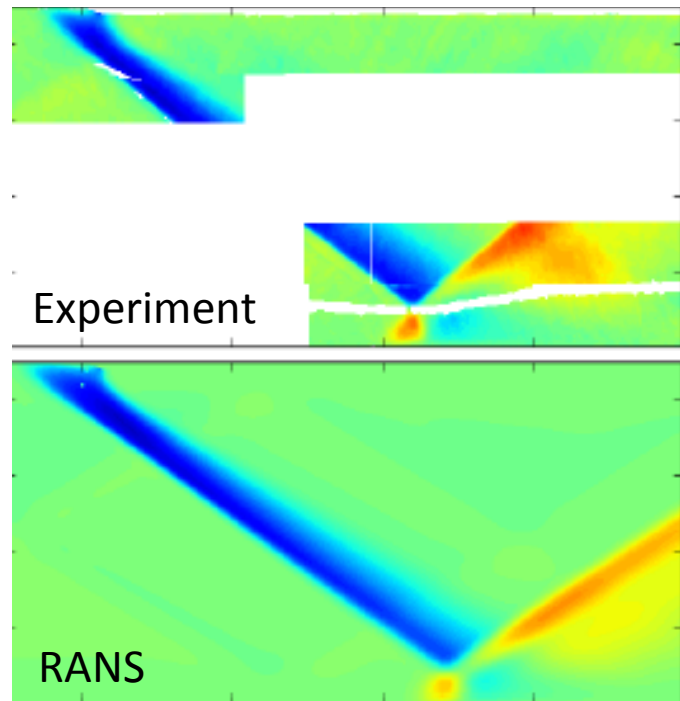
This is AUQ performed using a standard kwSST RANS model, what about the effect of model uncertainty (EUQ)?



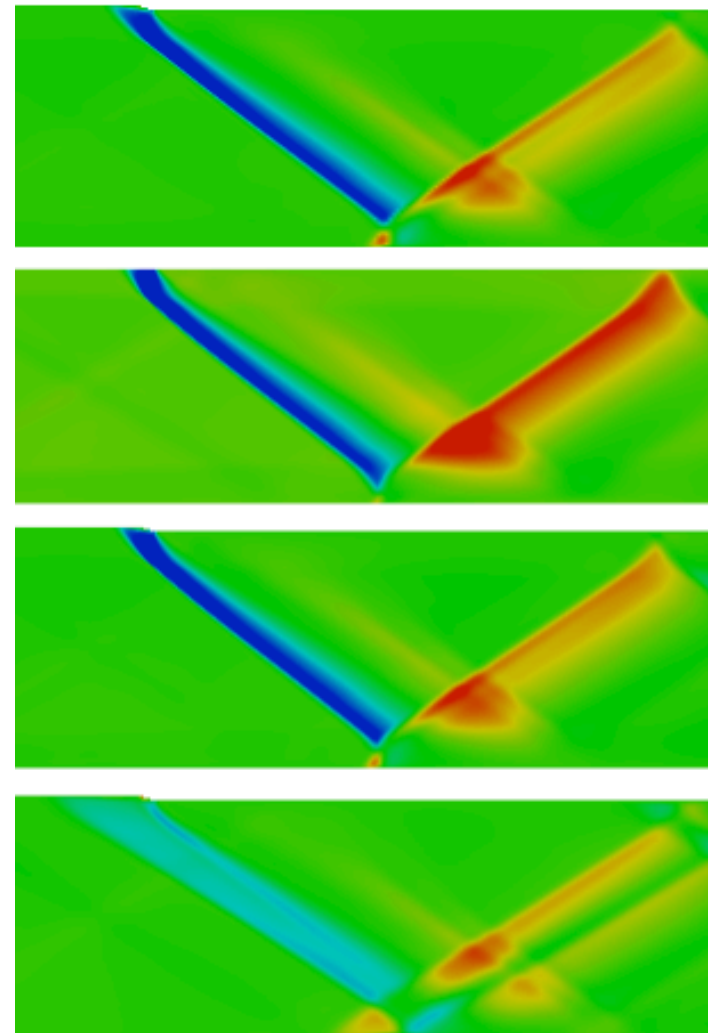
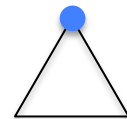
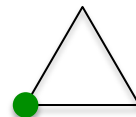
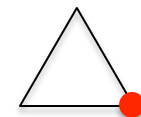
EUQ for the UQ Experiment



EUQ for the UQ Experiment

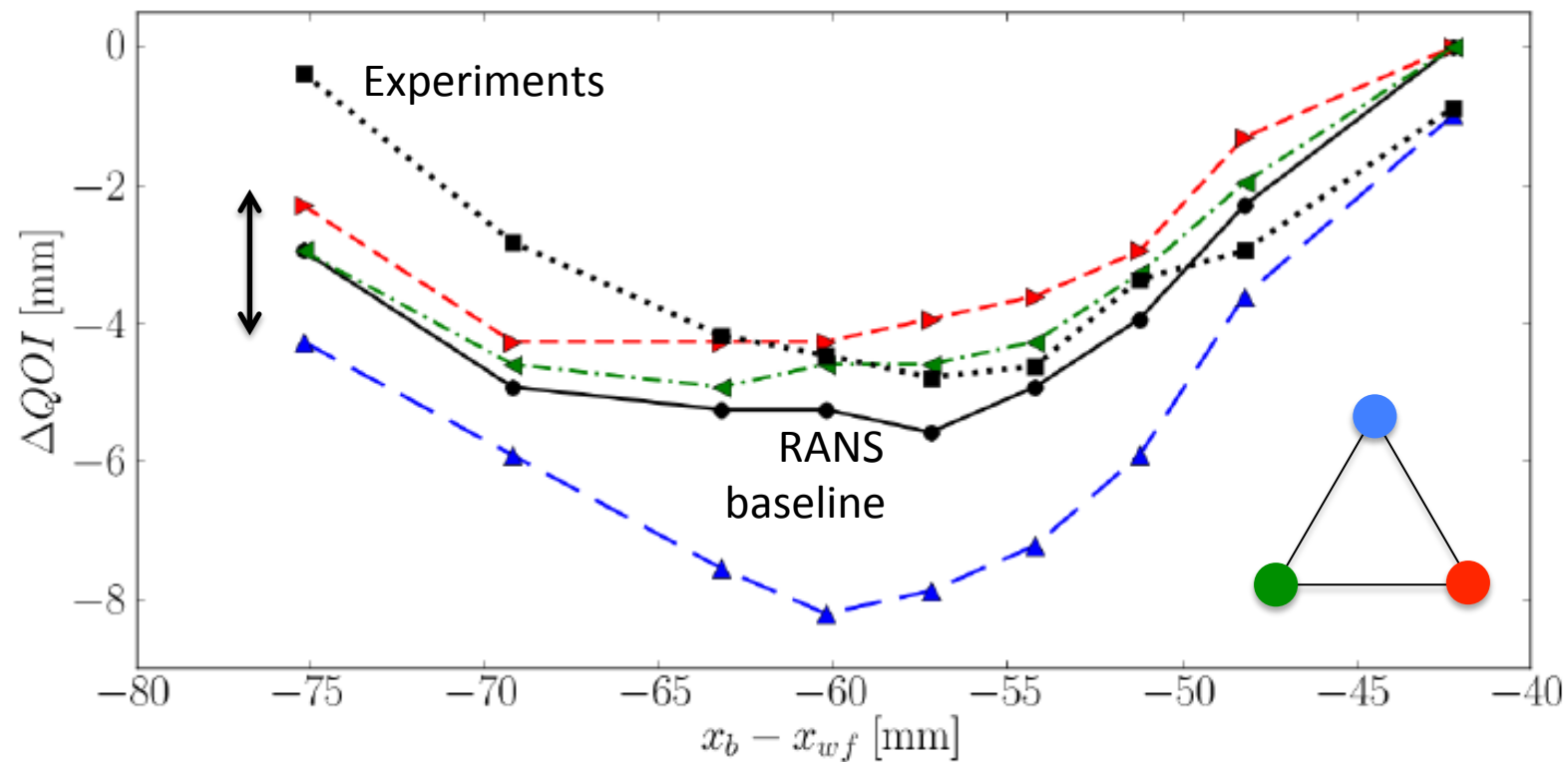


RANS
baseline

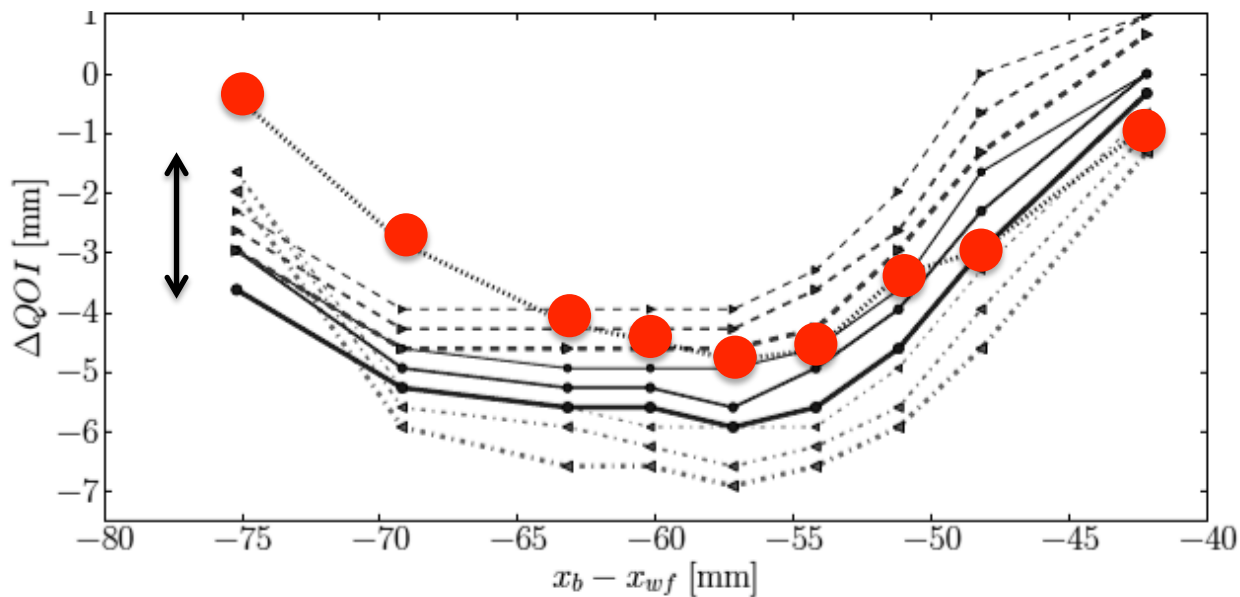


The UQ Experiment

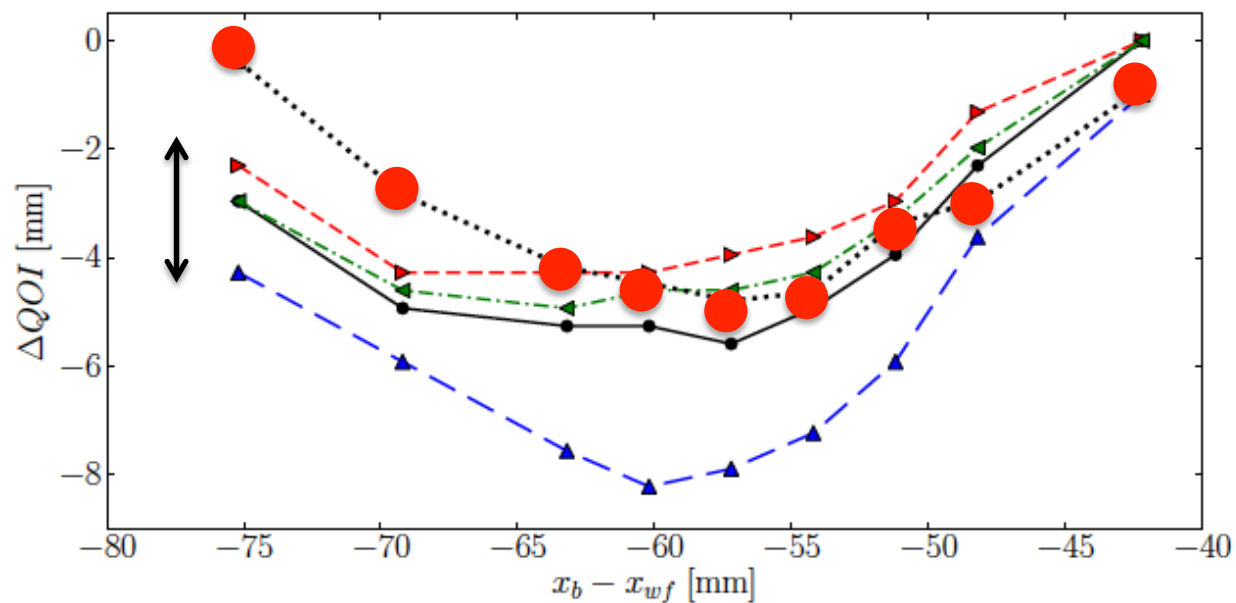
Anisotropy bias is not “sufficient” to bridge the discrepancy between experiments and simulations



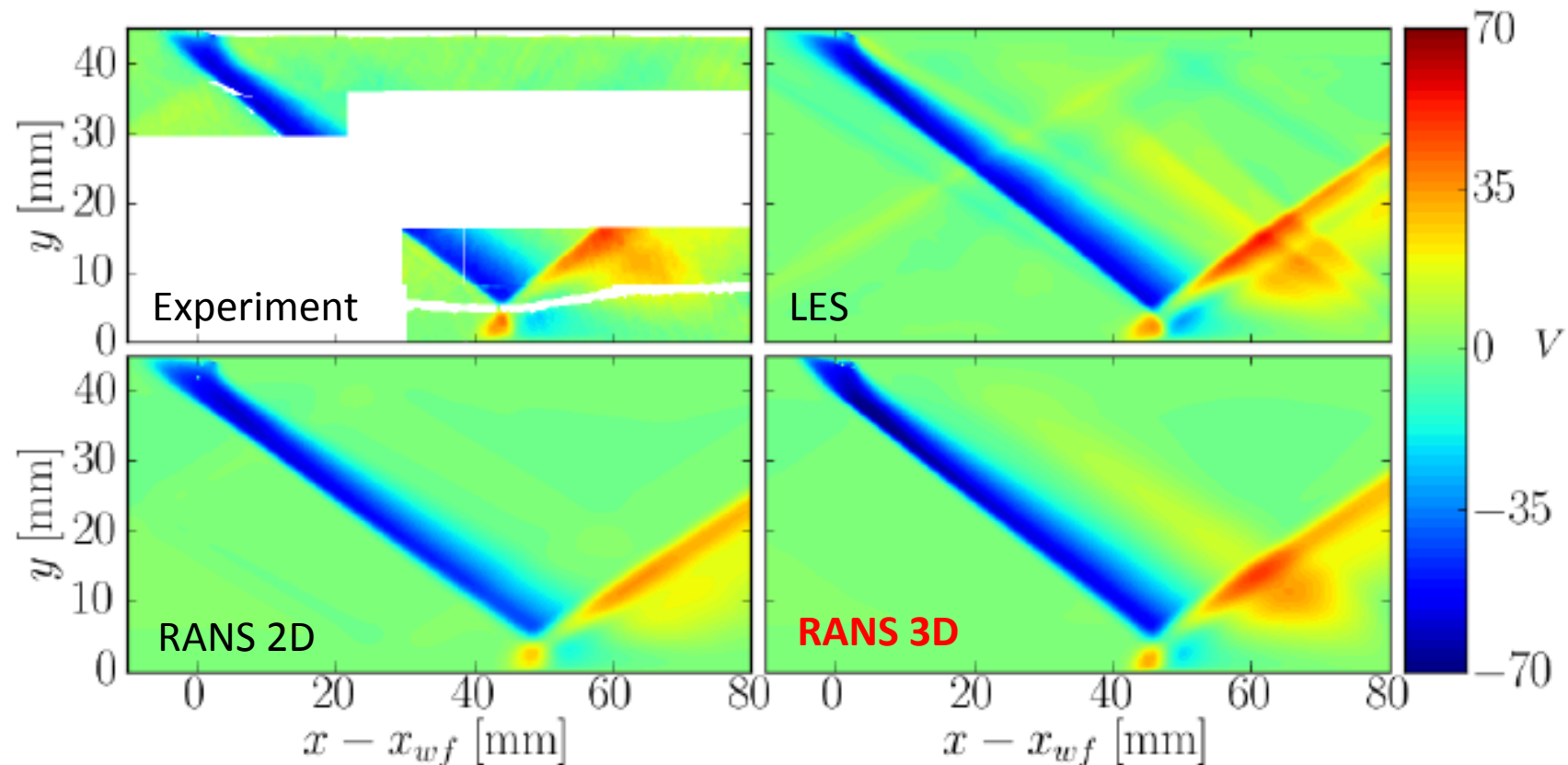
AUQ
Inflow uncertainty
in Mach and δ



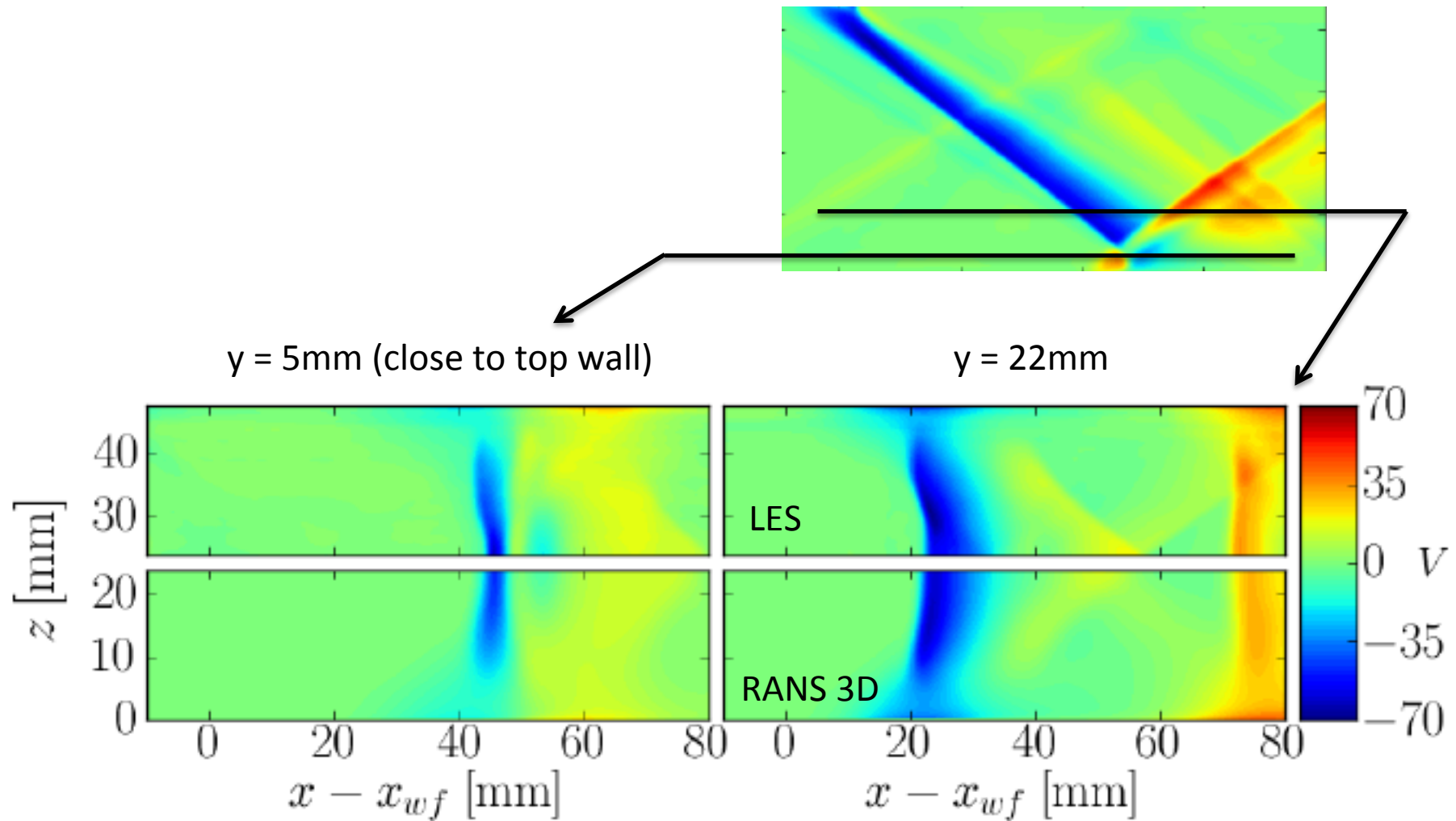
EUQ
anisotropy bias
In RANS

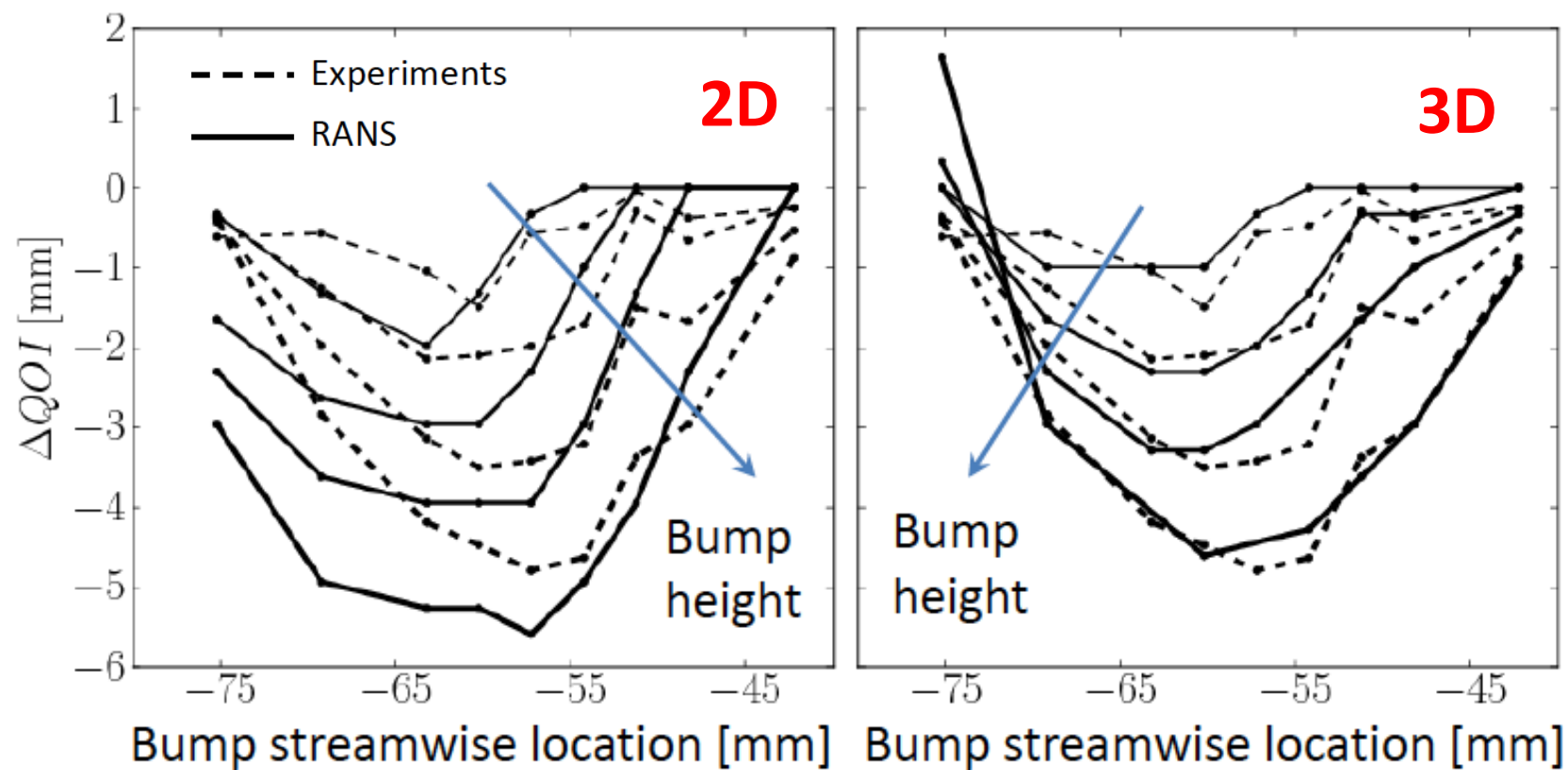


Comparisons between RANS, LES and PIV show good agreement in terms of the interaction – **3D RANS do capture** the interaction accurately...



3D effects are clearly visible (the duct has aspect ratio ~ 1)





Outline

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- **Conclusions**

Concluding

UQ is expensive (requires multiple repetition) so it has to be used wisely and with continuously improved algorithms

It is NOT simply an exercise in math or statistics but require domain-specific knowledge and ideas; especially the EUQ part as it provides measures of **bias** rather than **variability**

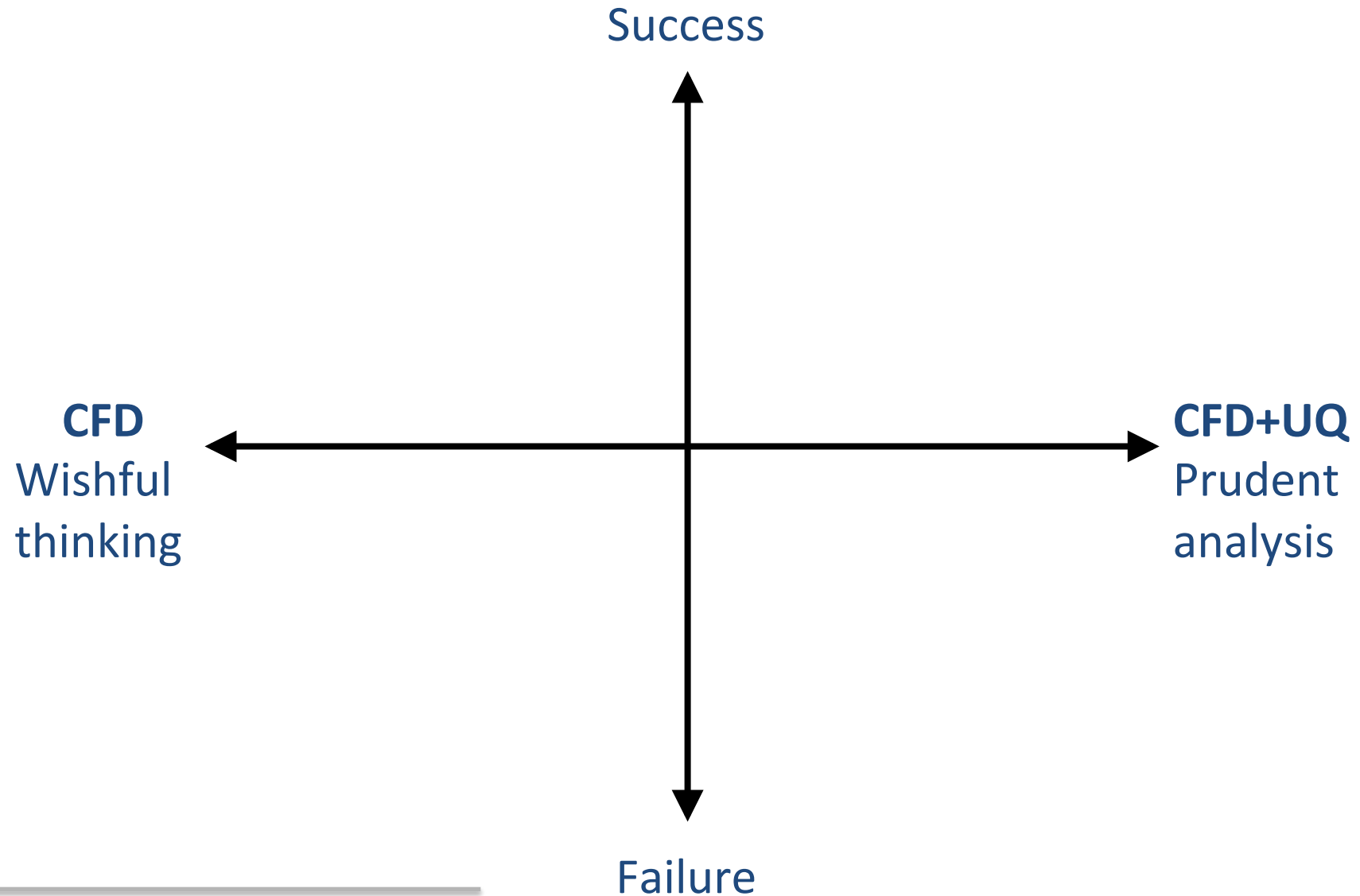
Our present EUQ strategy for RANS modeling provides insights into modeling bias and enables the **construction of envelopes**

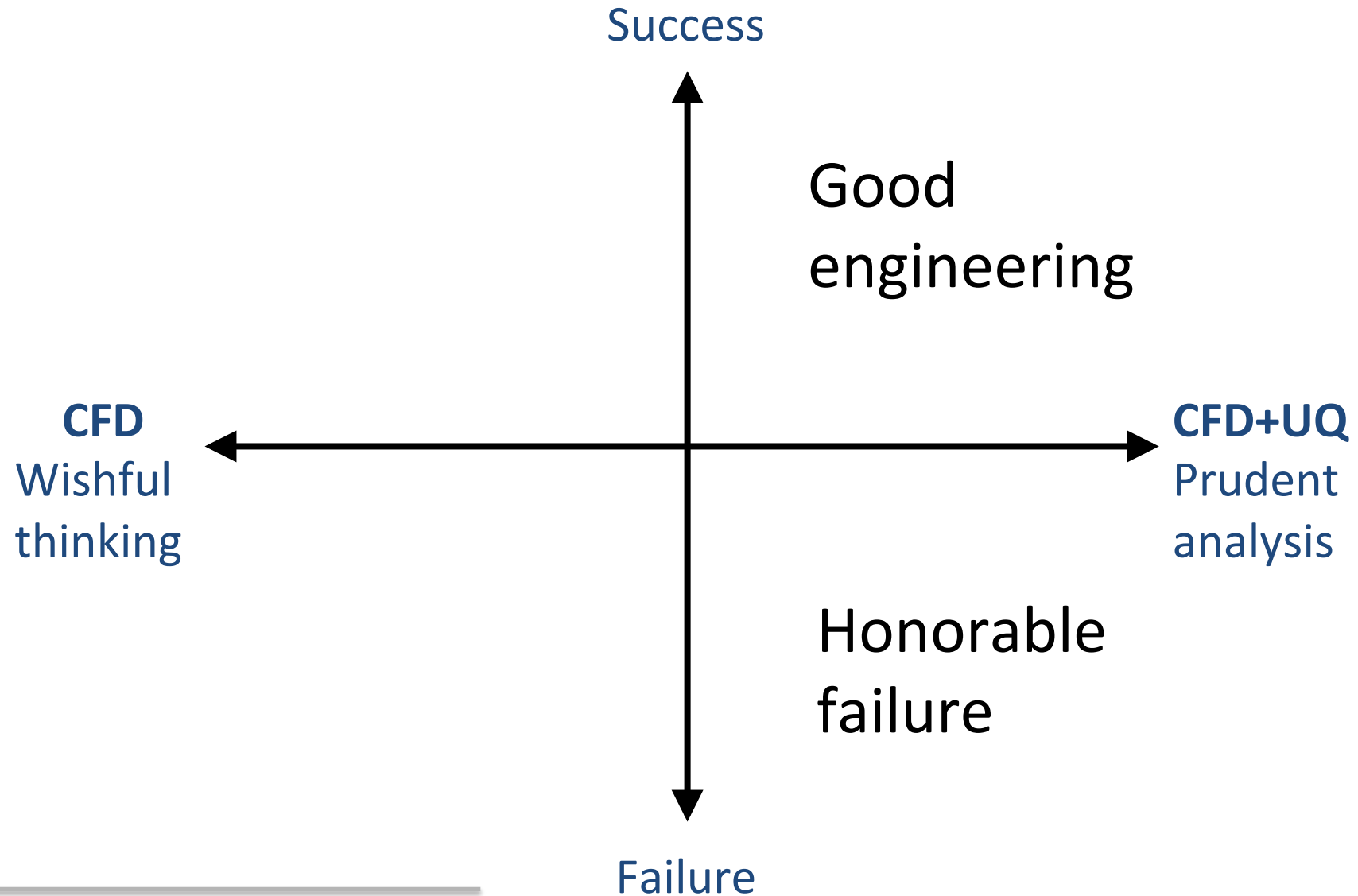
Initial efforts have illustrated both the **opportunities** and the **challenges**...much work still ahead!

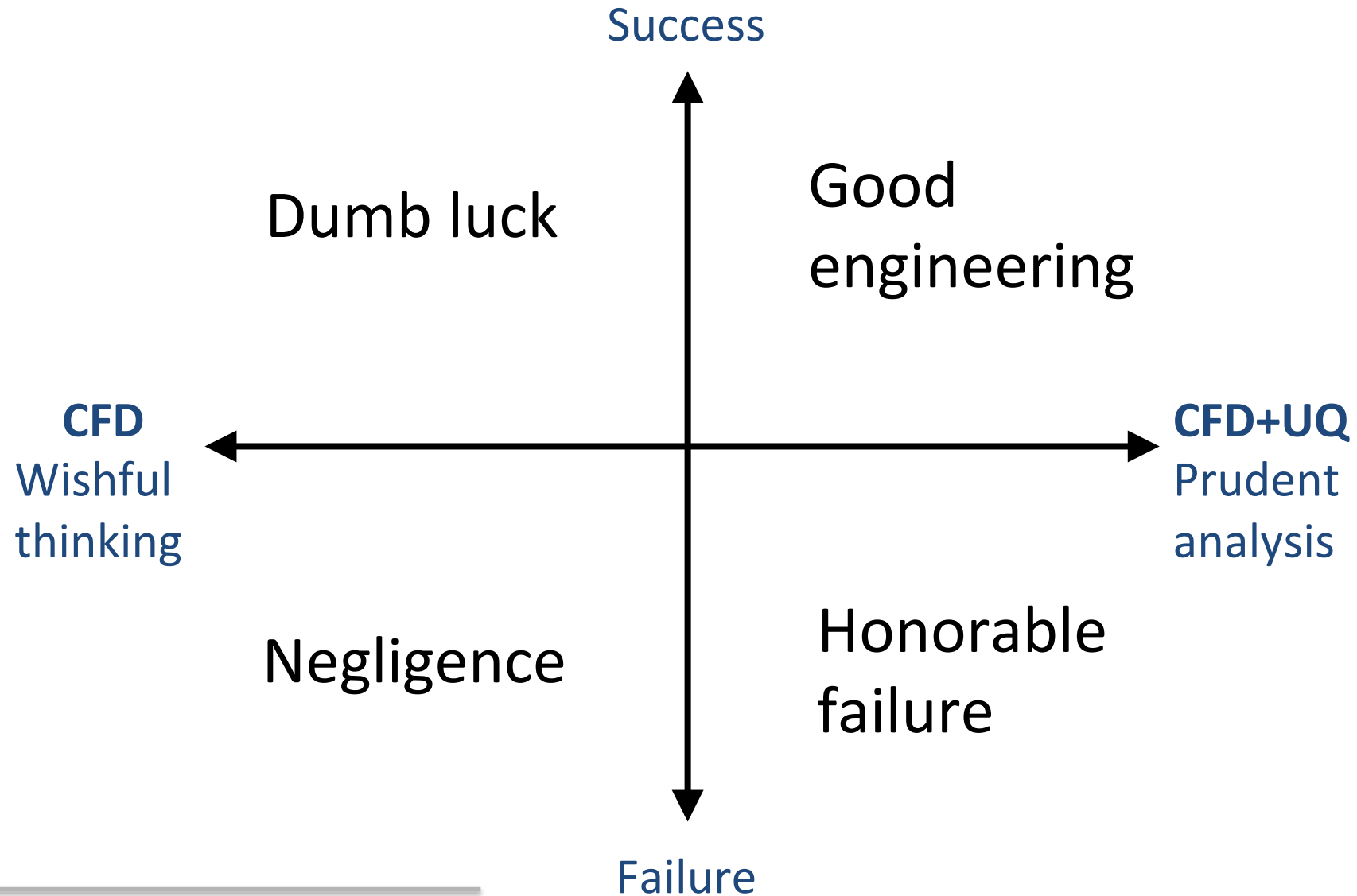
Success



Failure







THANK YOU

Acknowledgements

Collaborators: H. Abdehkakha, I. Bermejo, P. Constantine, A. Doostan, C. Gorle, M. Emory, J. Larsson, J. Witteveen

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"If a man will begin with certainties, he shall end in doubts; but if he will be content to begin with doubts, he shall end in certainties."

F. Bacon - 1605

<http://uq.stanford.edu>