

Unmanned aerial vehicles (UAVs) in cold climate and wind energy applications

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CIRFA
CENTRE FOR
INTEGRATED REMOTE SENSING
AND FORECASTING FOR ARCTIC OPERATIONS

UBIQ
Aerospace

NTNU AMOS
Centre for Autonomous Marine
Operations and Systems

A photograph of Richard Hann, an aerospace engineer, standing in a snowy, high-altitude environment. He is wearing a high-visibility blue and yellow winter suit and glasses. In the background, a large blue research ship is visible on a frozen body of water, with snow-covered mountains in the distance under a clear blue sky.

Richard Hann

- Aerospace engineer
- PhD at NTNU in Norway
- Cold climate aerodynamics
- Unmanned aerial vehicles
- Wind turbine IPS
- Icing noise
- Simulation expert

Rotary-Wing UAV

- Easy to operate
- Vertical take-off & landing
- Relatively inexpensive
- Limited range
- Limited payload
- Weather sensitive

Fixed-Wing UAV

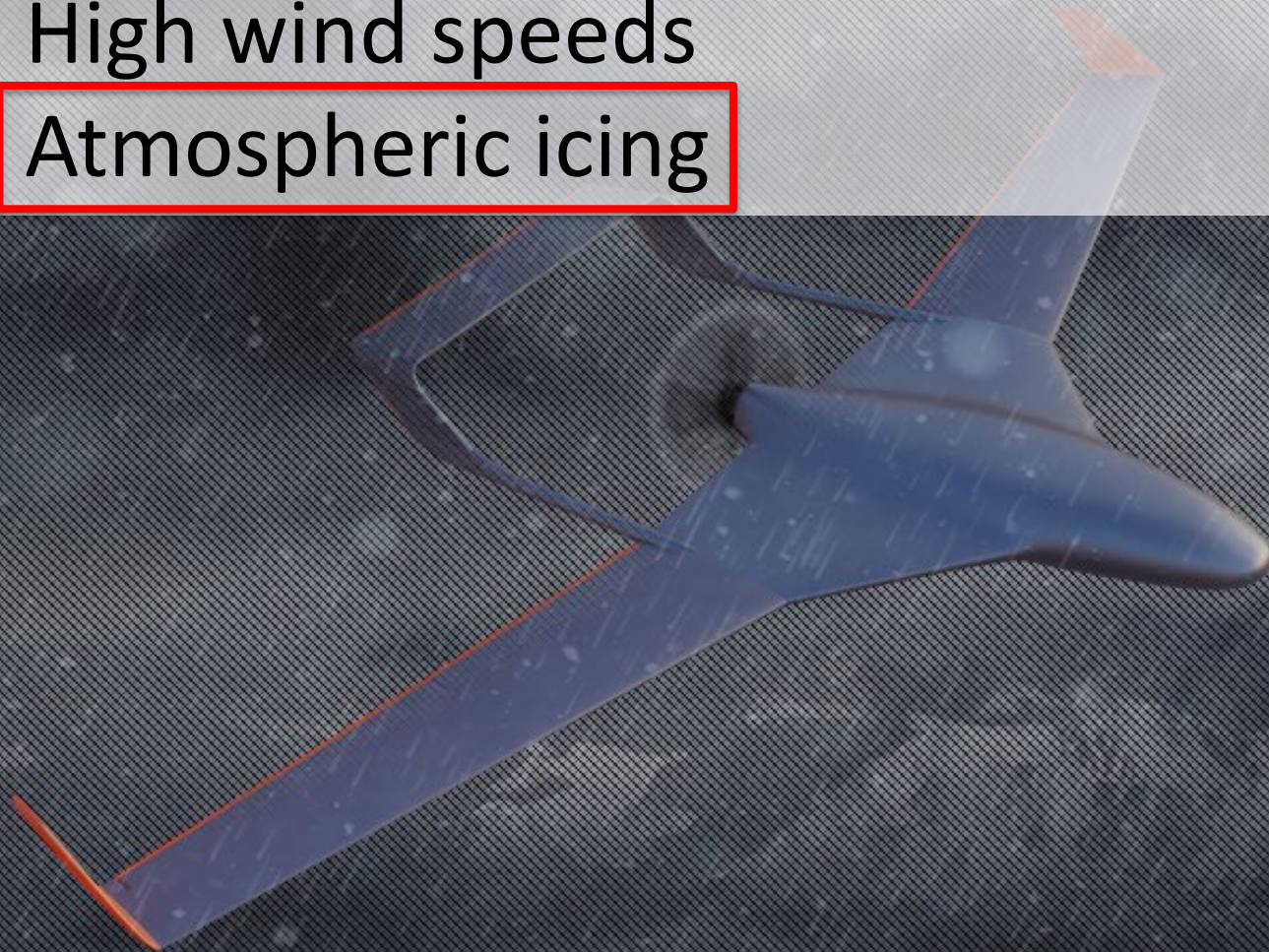
- Requires intensive training to operate
- Requires take-off & landing area
- Weather robust
- Large range
- Large payload
- **Well suited for the Arctic**

Opportunities for UAVs in the Arctic

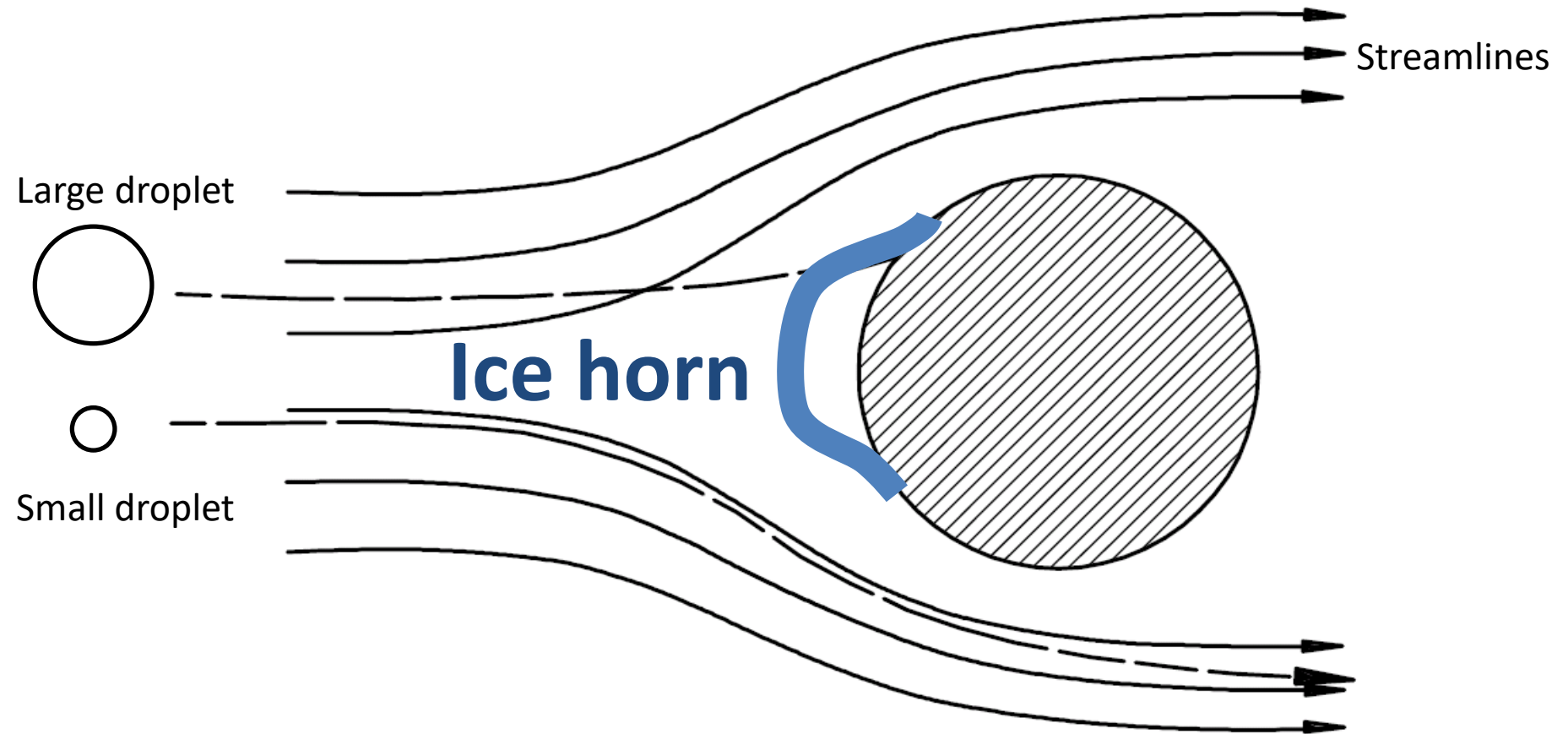
- Sea ice monitoring
- Ship-based iceberg detection
- Oil spill detection
- Search and rescue
- Remote sensing
- **Icing detection on wind turbines & power lines**
- **In-situ icing forecasting**
- **Maintenance on wind turbines**

Challenges for UAVs in the Arctic

- Low temperatures
- High wind speeds
- Atmospheric icing

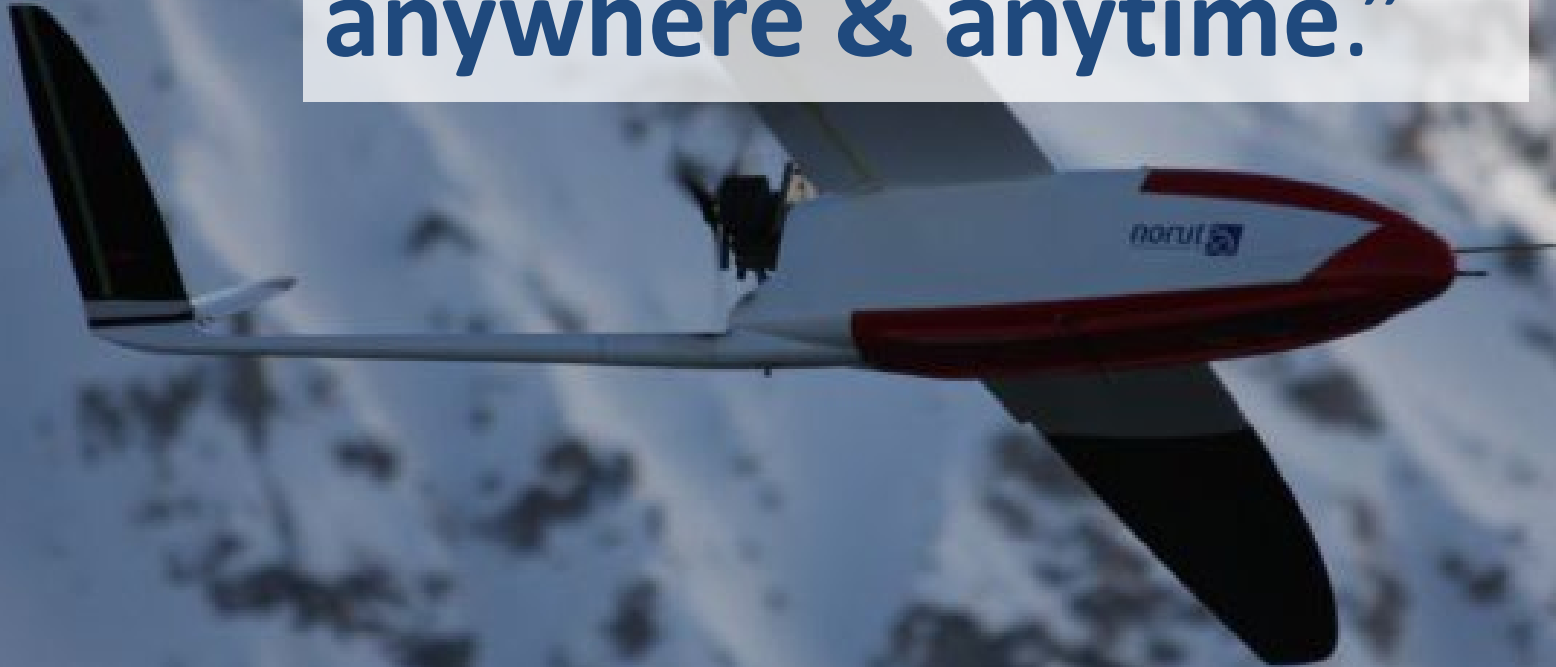



Atmospheric Icing





“Atmospheric icing is not limited to high latitudes. It can practically occur **anywhere & anytime.**”



A white and red UAV is shown in flight against a background of a snowy mountain range. The UAV has a white fuselage with a red nose and a black tail. The text is overlaid on a semi-transparent white box.

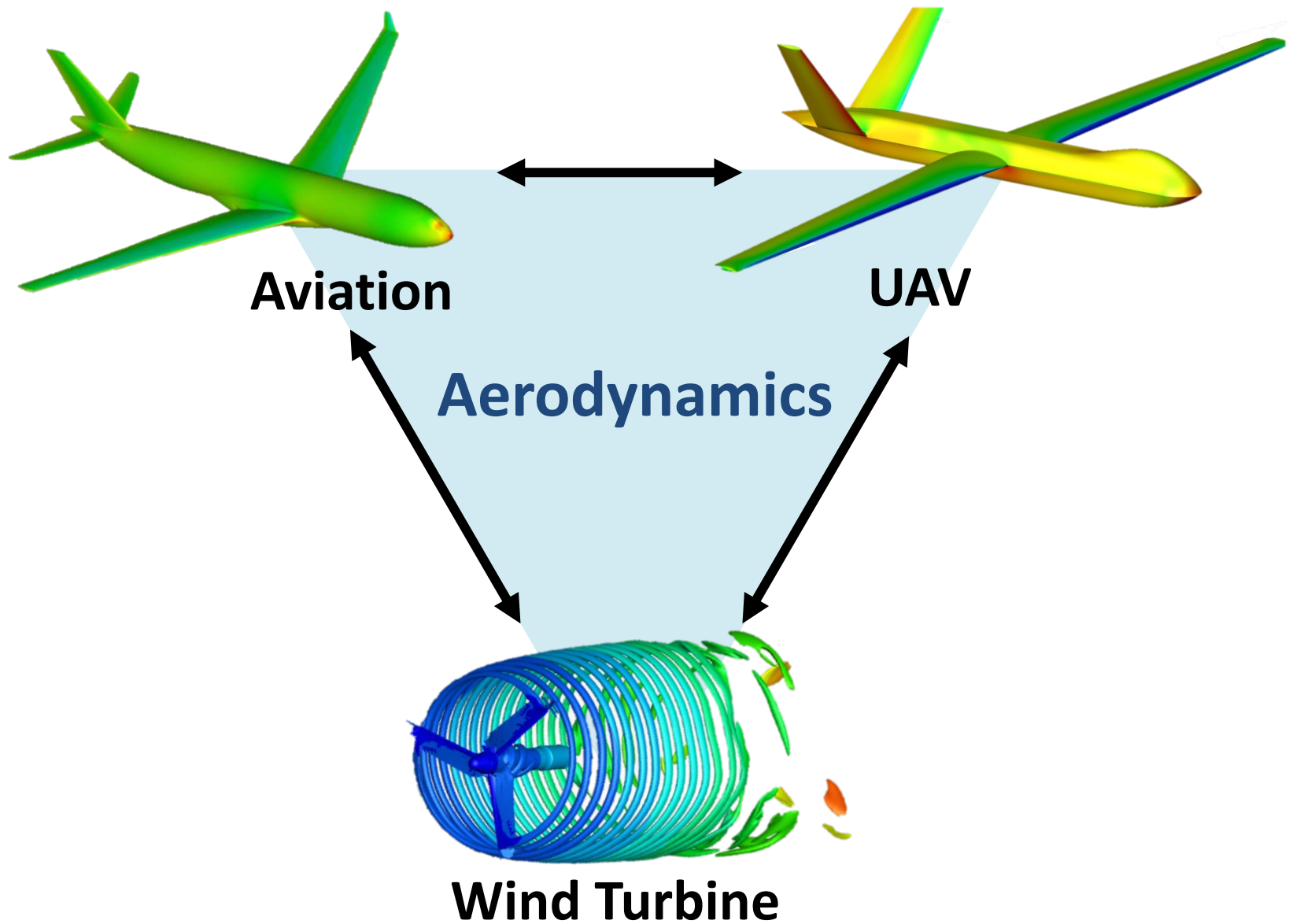
“Atmospheric icing is not limited to high latitudes. It can practically occur **anywhere & anytime.**”

“UAVs today are **not** all-weather capable.”



Icing affects planes, rotorcraft, power lines, wind turbines, ...

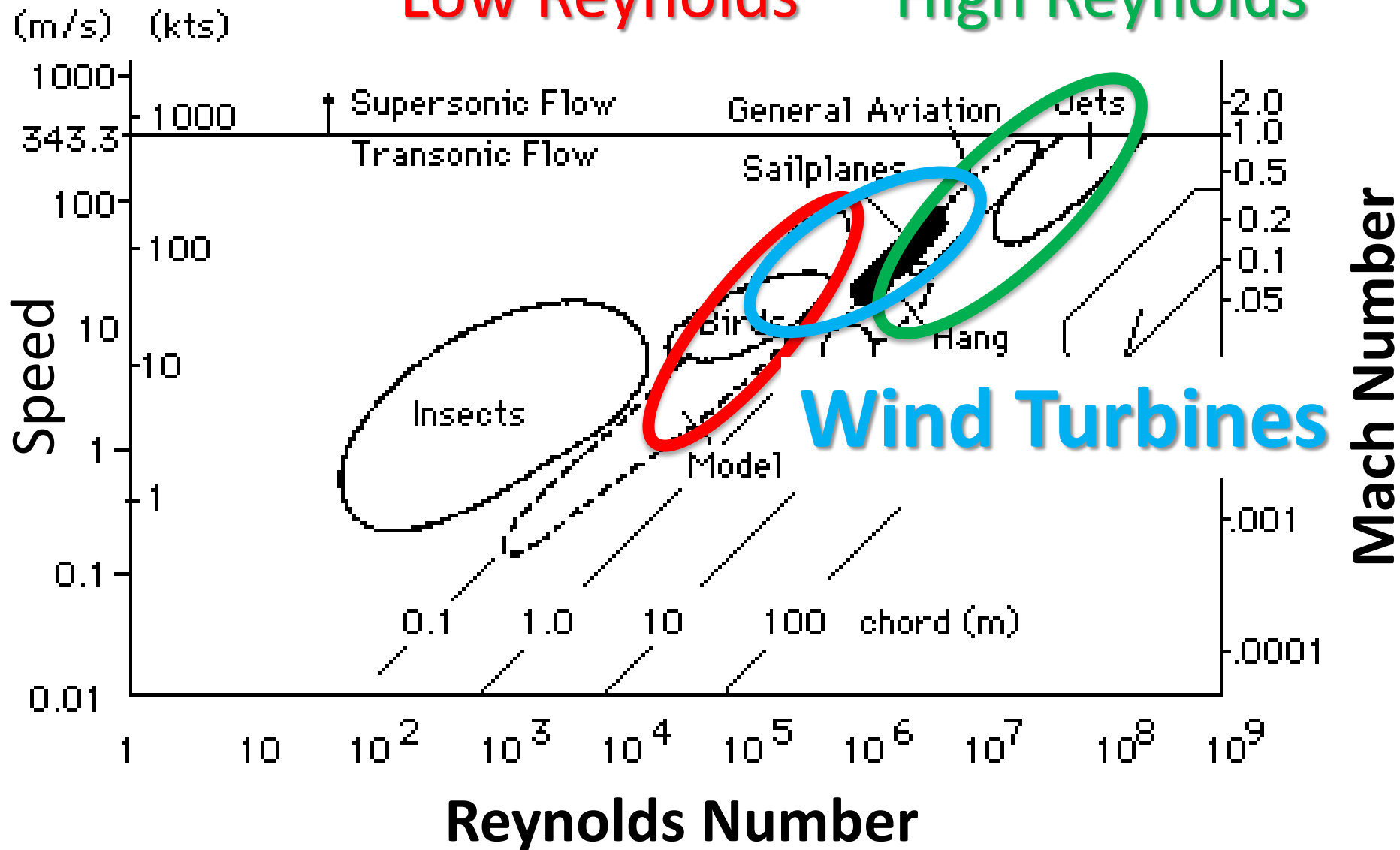




UAVs vs Aviation

Low Reynolds

High Reynolds

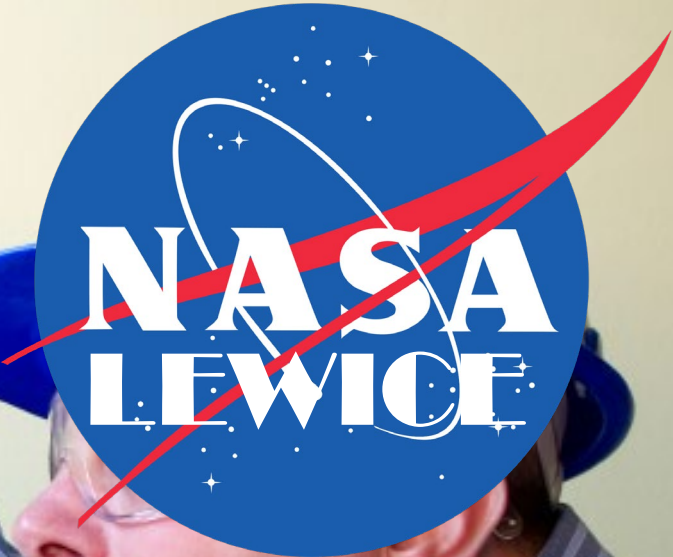


„A toolbox alone, does not make a handyman!“

- German proverb

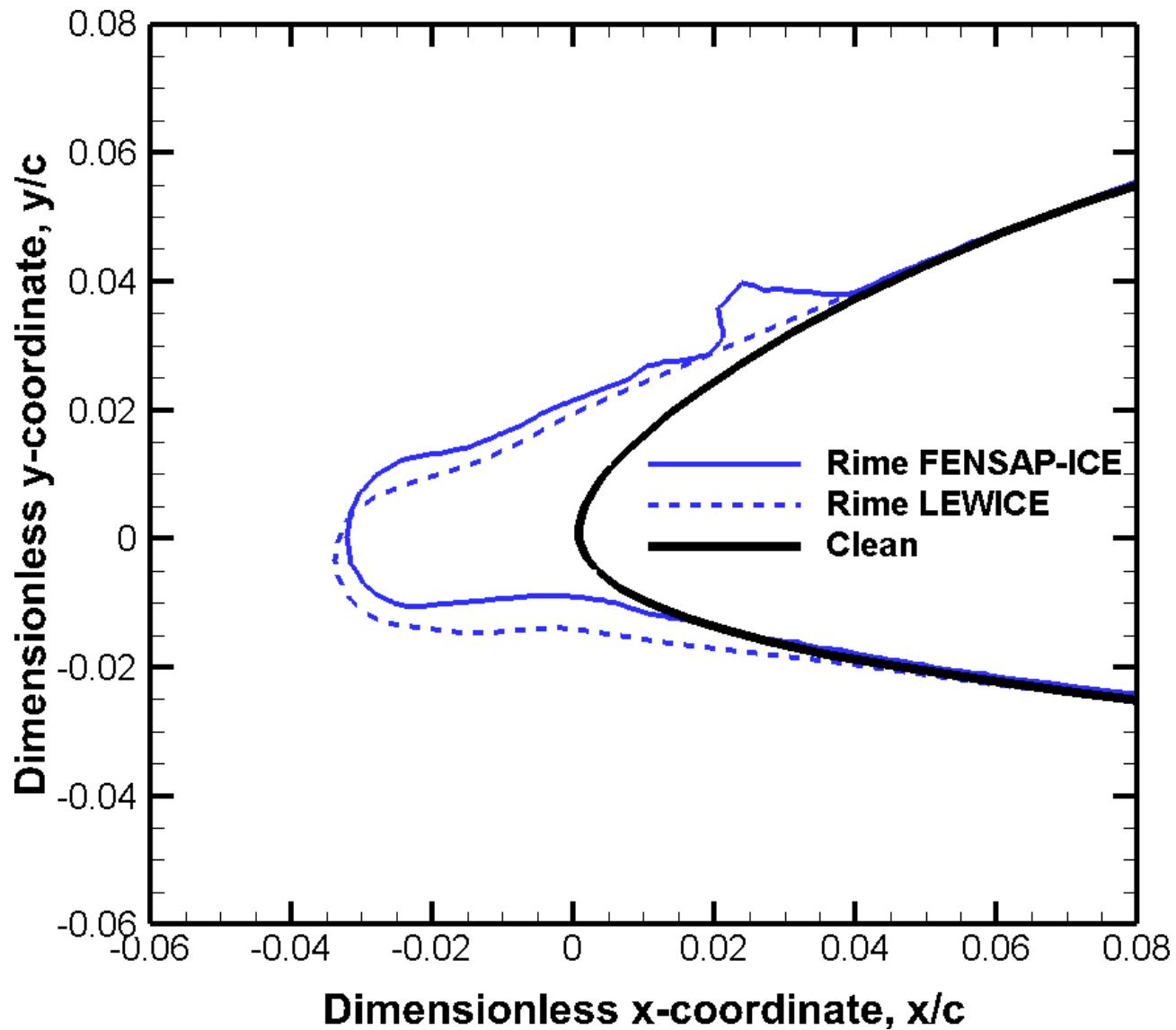


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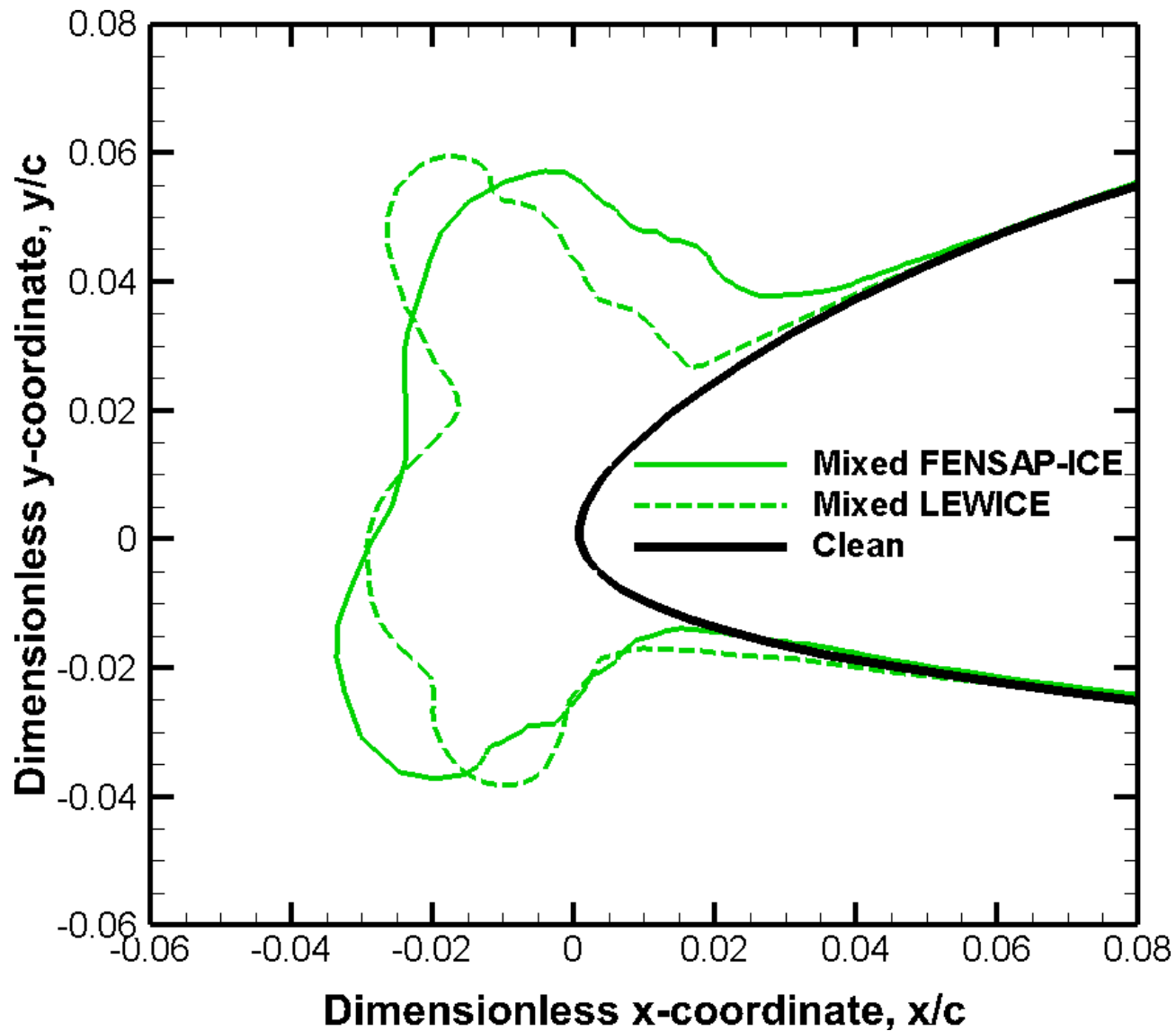
Rime Ice

NREL S826, $c=0.45$, $v=25\text{m/s}$, $\alpha=0^\circ$, $t=40\text{min}$, $T=-2^\circ\text{C}$, $\text{MVD}=30\mu\text{m}$, $\text{LWC}=0.34$



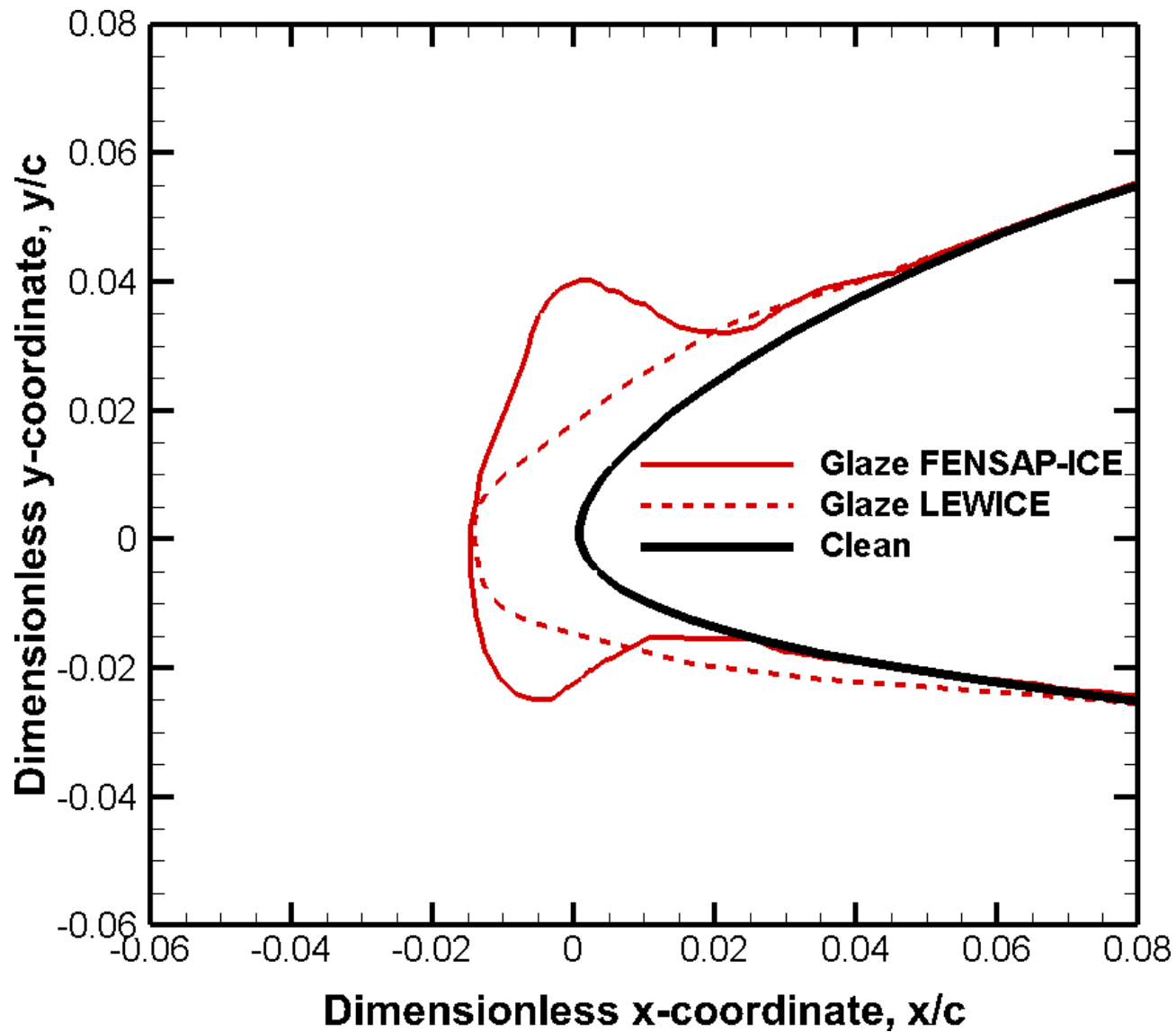
Mixed Ice

NREL S826, $c=0.45$, $v=40\text{m/s}$, $\alpha=0^\circ$, $t=40\text{min}$, $T=-5^\circ\text{C}$, $\text{MVD}=30\mu\text{m}$, $\text{LWC}=0.55$

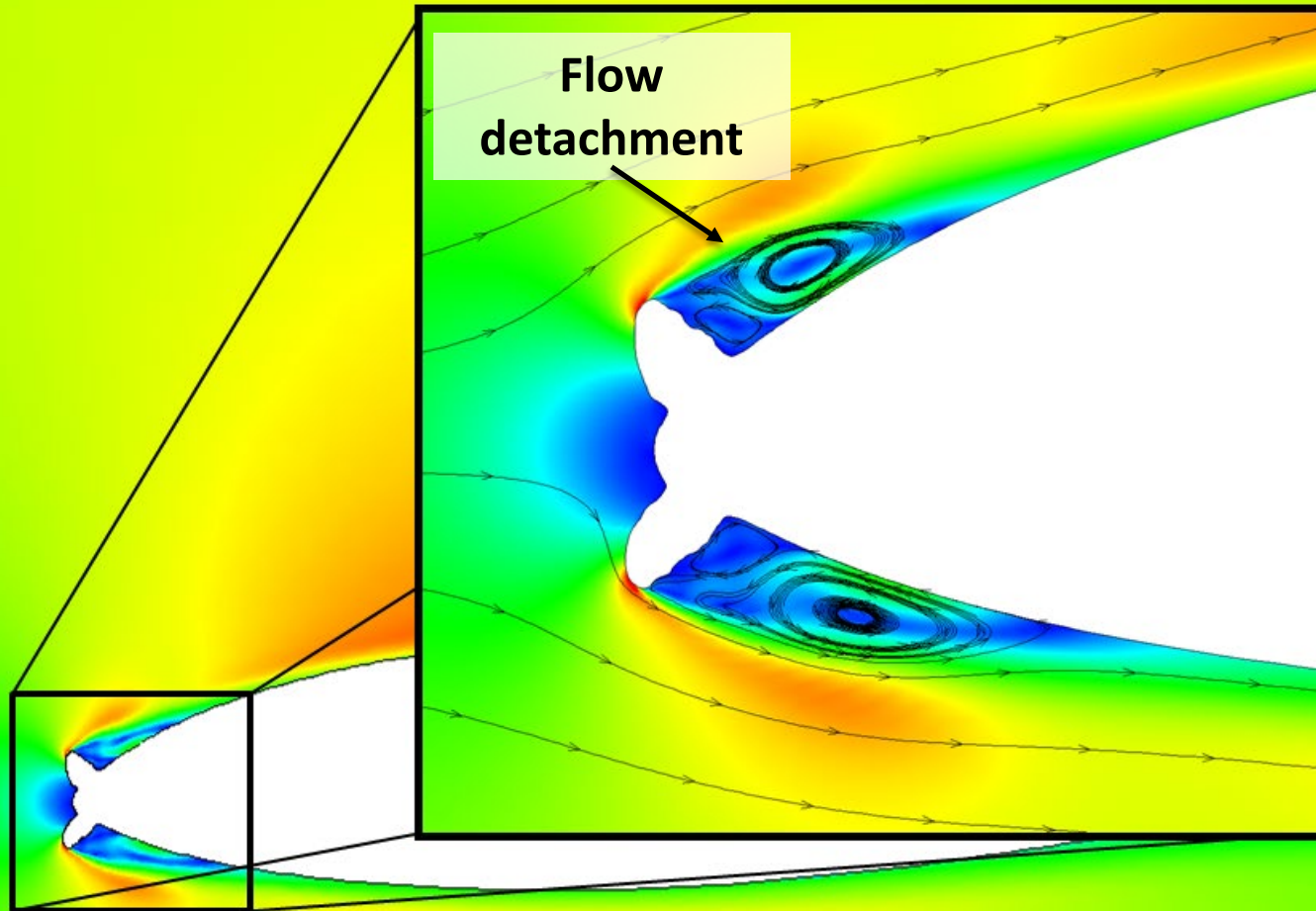


Glaze Ice

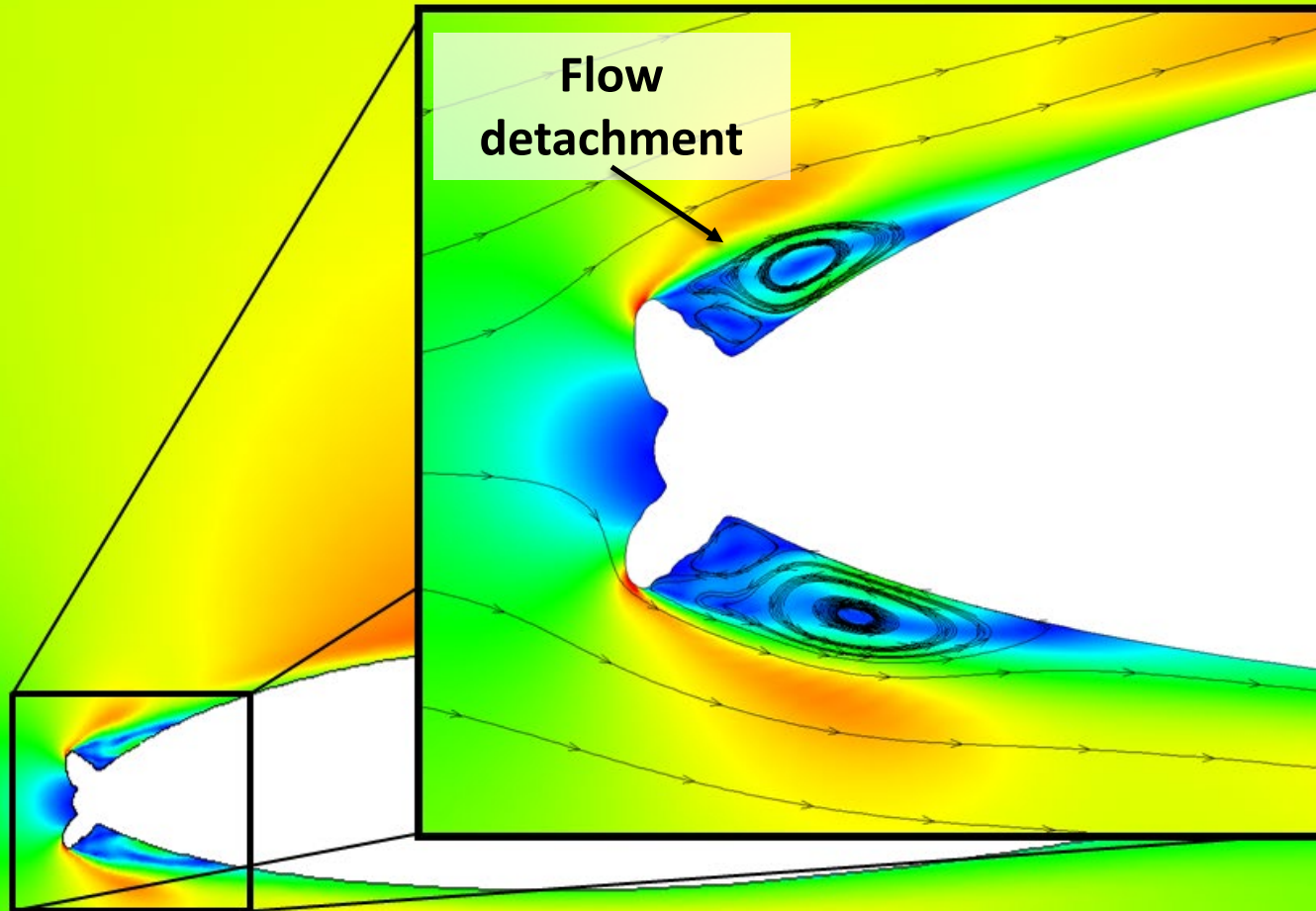
NREL S826, $c=0.45$, $v=40\text{m/s}$, $\alpha=0^\circ$, $t=40\text{min}$, $T=-5^\circ\text{C}$, $\text{MVD}=30\mu\text{m}$, $\text{LWC}=0.55$



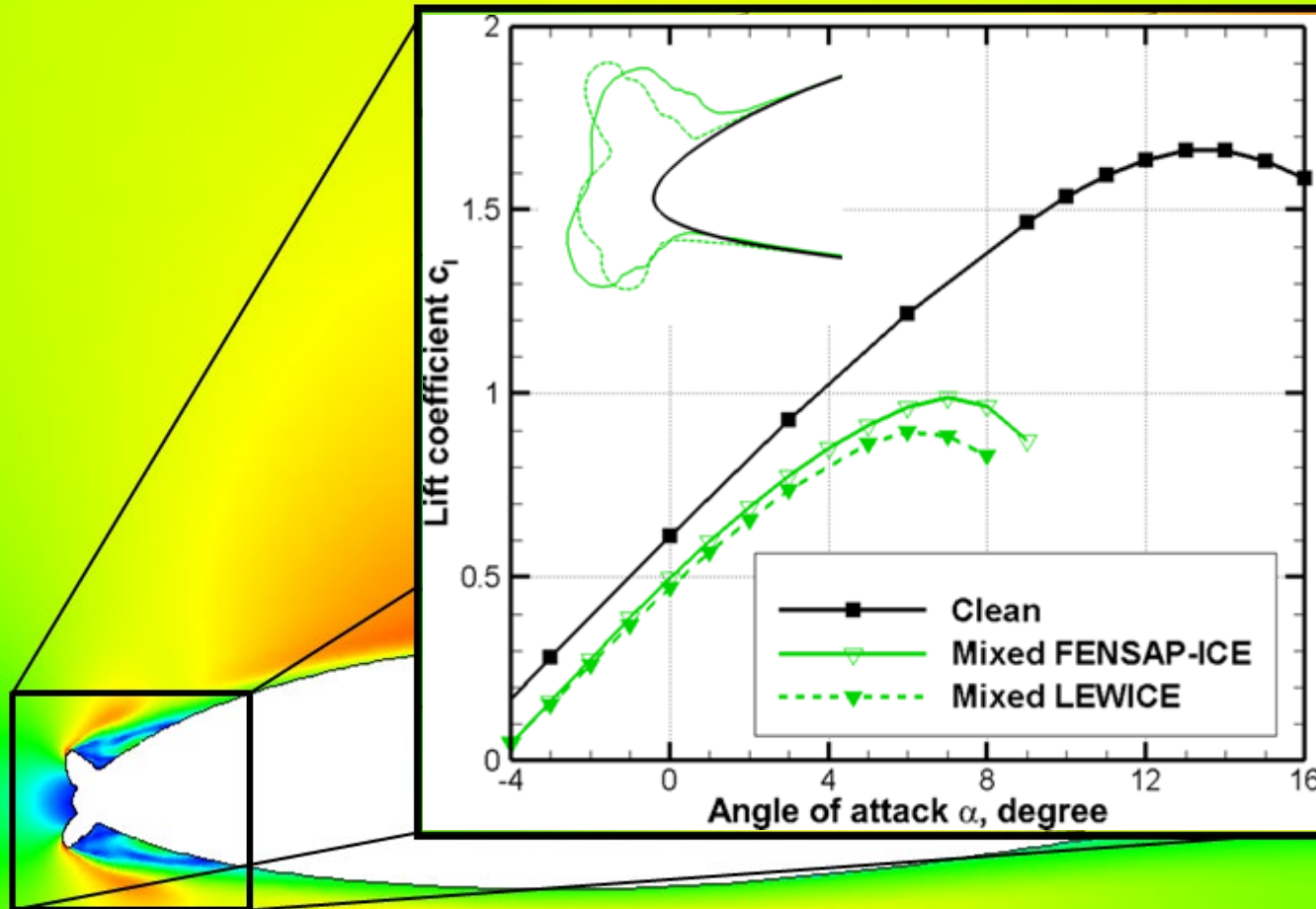
Computational Fluid Dynamics (CFD)

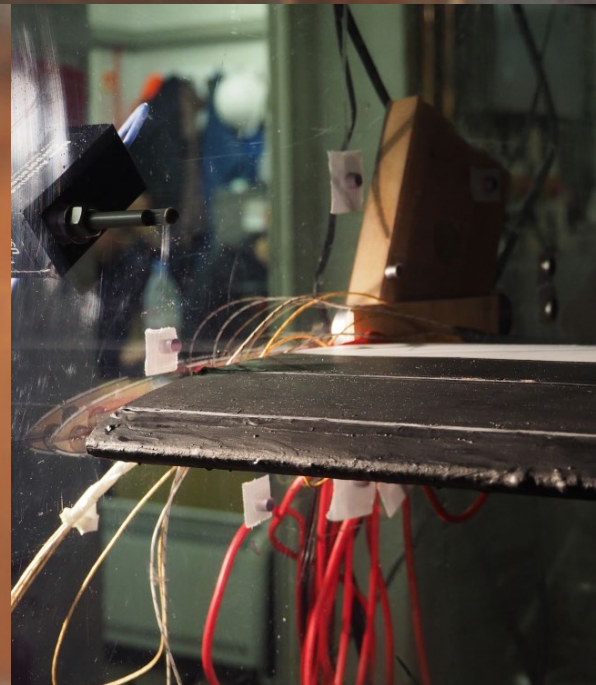


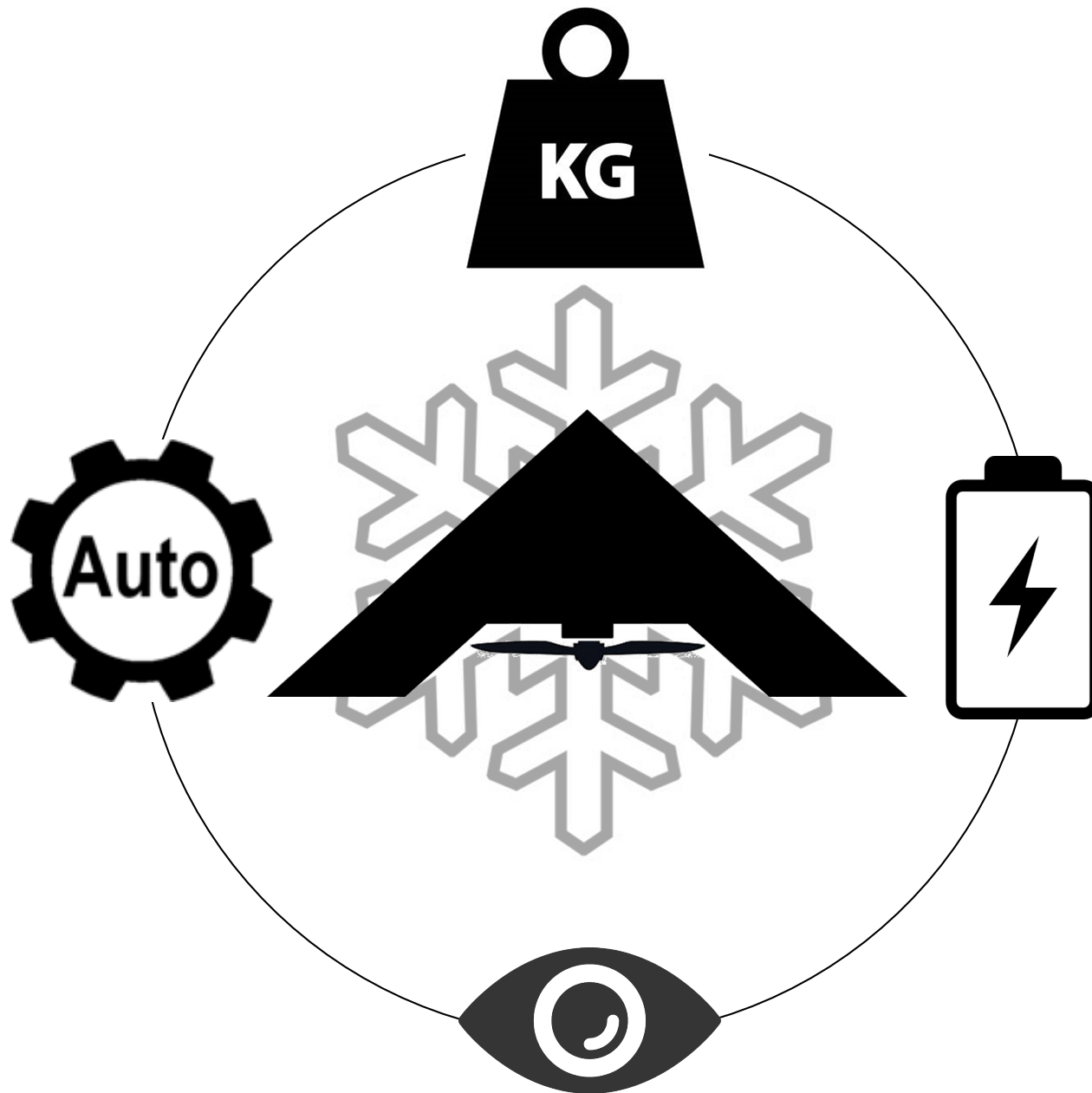
Computational Fluid Dynamics (CFD)



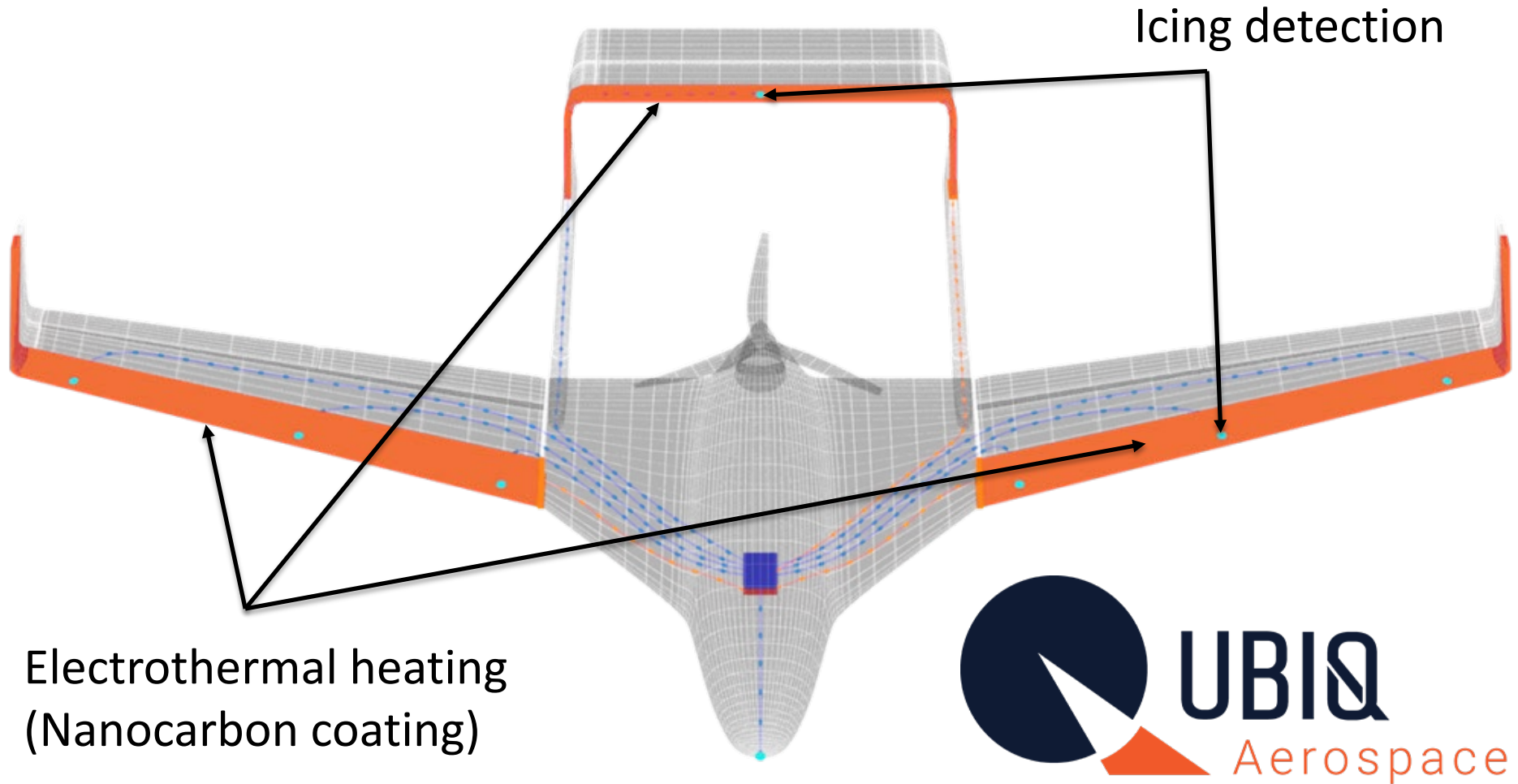
Computational Fluid Dynamics (CFD)







Icing Protection System



Conclusions

- UAVs have many opportunities in cold climate conditions.
- UAV icing is an emerging topic.
- Synergies between UAVs and wind energy:
 - Drone support for wind turbines
 - Icing modeling
 - Detection & mitigation technologies

References