



**HAL**  
open science

# Distributed Electric Propulsion : a Technology requiring Multi-Disciplinary Aircraft Design

Eric Nguyen Van, Philippe Pastor, Carsten Döll, Daniel Alazard

► **To cite this version:**

Eric Nguyen Van, Philippe Pastor, Carsten Döll, Daniel Alazard. Distributed Electric Propulsion : a Technology requiring Multi-Disciplinary Aircraft Design. More Electric Aircraft (MEA 2019), Feb 2019, Toulouse, France. pp.0, 2019. hal-02399886

**HAL Id: hal-02399886**

**<https://hal.science/hal-02399886>**

Submitted on 9 Dec 2019

**HAL** is a multi-disciplinary open access archive for the deposit and dissemination of scientific research documents, whether they are published or not. The documents may come from teaching and research institutions in France or abroad, or from public or private research centers.

L'archive ouverte pluridisciplinaire **HAL**, est destinée au dépôt et à la diffusion de documents scientifiques de niveau recherche, publiés ou non, émanant des établissements d'enseignement et de recherche français ou étrangers, des laboratoires publics ou privés.



## Open Archive Toulouse Archive Ouverte (OATAO)

OATAO is an open access repository that collects the work of some Toulouse researchers and makes it freely available over the web where possible.

This is an author's version published in: <https://oatao.univ-toulouse.fr/25115>

**Official URL:**

**To cite this version :**

Nguyen Van, Eric and Pastor, Philippe and Döll, Carsten and Alazard, Daniel Distributed Electric Propulsion : a Technology requiring Multi-Disciplinary Aircraft Design. (2019) In: More Electric Aircraft (MEA 2019), 6 February 2019 - 7 February 2019 (Toulouse, France). (Unpublished)

Any correspondence concerning this service should be sent to the repository administrator:

[tech-oatao@listes-diff.inp-toulouse.fr](mailto:tech-oatao@listes-diff.inp-toulouse.fr)



## Benefits of Distributed Electric Propulsion

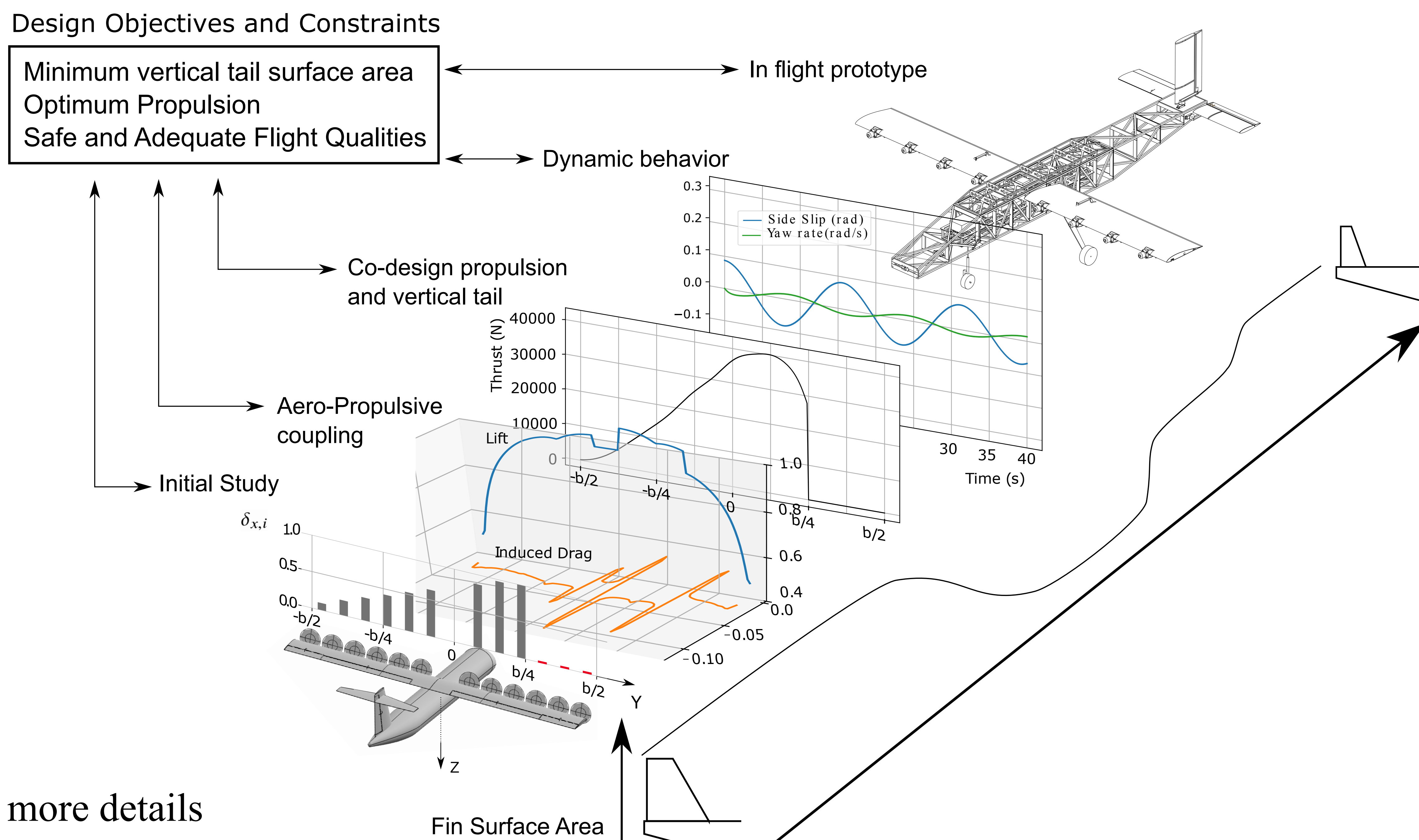
Distributed electric propulsion offers opportunities to enhance aircraft performances through three main leverages: wing blowing to increase maximum lift [1], boundary layer ingestion to lower parasitic drag [2] and additional directional control authority [3]. Using one of these means often implies that the propulsion is distributed on the wing. Therefore the structural design can also be positively impacted by relieving the bending stress[4].

## Reason for a different approach

The exploitation of one of the previously mentioned benefits results in the coupling of two or more disciplines. Because the optimum of each discipline often does not correspond to the optimum of the coupled disciplines, design tools or methodologies such as cascade design and statistic models can become inefficient for the sizing of a non traditional aircraft. Rather, multi-disciplinary optimisation technics appear as a toolbox for the designer to explore a possibly large solution space emerging from the coupling of multiple disciplines.

## Case study : Vertical Tail Reduction using Differential Thrust

At ISAE-SUPAERO and ONERA, design of distributed electric aircraft is tackled in researches focusing on the use of differential thrust to increase directional control authority [3][6]. In this study three types of coupling appear; 1. The size of the vertical tail depending on flight safety rules in case of engine failure, 2. The dual function of propulsion, generation of forward thrust and yaw moment, 3. The aerodynamic interaction between propeller slipstream and wing.



## Approach in more details

A co-design approach is employed where the design of effectors is made in parallel with control laws. As propulsion becomes an actuation system, its sizing is included in the co-design while coupling disciplines such as aerodynamic interactions, flight qualities (climb rate, cruise velocity,...) and safety rules bring either physical complexity or design constraints.

Flight safety is evaluated by studying equilibrium and gradually integrating additional physical complexities, captured by analytic or semi-empirical models. This allows the deduction of new design constraints to comply with high level safety objectives of aircraft regulation.

Flight qualities are ensured using robust control approach in which the surface area of the vertical tail is an uncertain parameter to minimize similarly as [7]. Remains the sizing and placement of the propulsion system that is treated as a continuous function rather than force points.

## Intermediate results

In the current state, the combined design of the propulsion and the vertical tail is possible in static flight conditions, allowing a reduction of the vertical tail of up to 30% [3-5]. The co-design of control law and vertical tail surface area with a fix number of engine allows a reduction of up to 40% at low velocity while ensuring flight qualities.

## Concluding remarks

This study is an example of use of a multi-disciplinary approach as a solution to manage the important couplings and physical complexity accompanying the design of distributed electric propulsion aircraft. The focus is on the co-design of control laws and effectors where preliminary results encourage the reduction of stability surfaces while assuring similar flight qualities and safety.

## References:

- [1] J. Hermetz, M. Ridet, and C. Döll, "Distributed electric propulsion for small business aircraft a concept-plane for key-technologies investigations," CAS 2016, Sep 2016, DAEJEON, South Korea, 2016.
- [2] J. L. Felder, H. D. Kim, and G. V. Brown, "Turboelectric distributed propulsion engine cycle analysis for hybrid wing body aircraft", no. 1132, 2009.
- [3] E. Nguyen Van, D. Alazard, P. Pastor, and C. Döll, "Towards an aircraft with reduced lateral static stability using electric differential thrust," AIAA Aviation Forum, 2018.
- [4] A. Ko, J. A. Schetz, and W. H. Mason, "Assessment of the potential advantages of distributed propulsion for aircraft," ISABE-2003-1094, 2003.
- [5] E. Nguyen Van, J. Jezegou, P. Troillard, D. Alazard, P. Pastor, and C. Döll, "Reduction of vertical tail using differential thrust : Influence on flight control and certification," AEGATS, 2018-22.
- [6] E. Dillinger, C. Döll, R. Liaboef, C. Toussaint, J. Hermetz, C. Verbeke, M. Ridet, "Handling Qualities of ONERA's Small Business Concept Plane with Distributed Electric Propulsion", ICAS2018-0492
- [7] Denieul, Y., Bordeneuve-Guibé, J., Alazard, D., Toussaint, C., and Taquin, G. (2017). Multi-control surface optimization for blended wing-body under handling quality constraint. Journal of Aircraft, 55, 638-651.