Vertical wind farms based on multi-wing airborne wind energy systems

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Problem statement

Harvesting wind "horizontally" leads to low power density (PD) due to wake interaction.



Courtesy by Bel Air Aviation

Airborne wind energy (AWE)

- idea: replace wind turbine rotor tips with tethered wind drones
- reach higher altitudes with stronger, more persistent winds at a fraction of the material cost
- electricity can be generated by a generator on the ground, driven by periodic reeling of the tether
- largest real-world prototype has wing span of 26 m



Courtesy by Makani Power









Vertical wind farms based on airborne wind energy dramatically reduce land usage compared to conventional wind power.

Fig.: 20 MW vertical wind farm with dual-wing AWE systems flying PD-optimal trajectories @ v_{wind} = 7 m/s



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Vertical wind farms

- AWE systems drastically reduce material costs and increase the capacity factor. Can they also improve the attainable PD?
- "Vertical" AWE farms avoid wake interaction, allowing high packing densities.
- BUT: dual-wing systems needed, which can operate at arbitrary altitude.

Flight trajectory optimization

- system model with 6DOF aircraft dynamics, flight envelope and averaged wake assign operating cylinder with
- corresponding ground area
- simultaneously optimize cylinder radius, elevation, flight trajectory and secondary tether lengths for optimal PD:

$\mathop{ ext{minimize}}\limits_{x(\cdot),u(\cdot), heta,T}$	$-\frac{1}{T}\int_{0}^{T}\frac{P(t)}{\pi R^{2}}\mathrm{d}t$
subject to	$F(\dot{x}(t), x(t), u(t), \theta) = 0, \forall t \in [0, T],$
	$h(x(t), u(t), \theta) \ge 0, \forall t \in [0, T],$
	x(0) - x(T) = 0

Results

@7 m/s wind speed	Conventional wind	Vertical AWE
Nominal power	20 MW	20 MW
PD	2.6 MW/km ²	11.7 MW/km ²
Number of units	7	65
Unit capacity	2.8 MW	308 kW
Unit size	86 m rotor blade	26 m wing span
Farm ground area	7.6 km ²	1.7 km² (- 77%)

Literature

J. De Schutter, J. Harzer, M. Diehl, Vertical Airborne Wind Energy Farms with High Power Density per Ground Area based on Multi-Aircraft Systems European Journal of Control, Vol. 74 (2023).