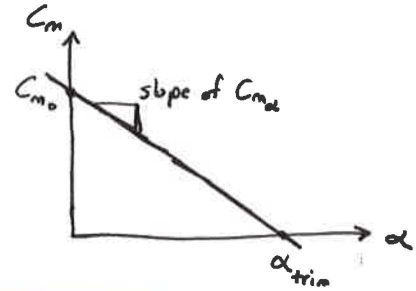
Lesson 14 part 2

Neutral Point + Static Margin

Fuselage + Propulsion
Effects on Static
Stability

Wing - Tail Static Stability



$$C_{m_0} = \overbrace{\boxed{C_{m_{ac_w}} + C_{L_{0_w}}\left(\frac{x_{cg}}{\bar{c}} - \frac{x_{ac}}{\bar{c}}\right)}}^{\text{wing}} \overbrace{\boxed{+ \eta V_H C_{L_{\alpha_t}} \left(\epsilon + i_w - i_t\right)}}^{\text{tail}}$$

$$C_{m_\alpha} = \underbrace{\boxed{C_{L_{\alpha_w}}\left(\frac{x_{cg}}{\bar{c}} - \frac{x_{ac}}{\bar{c}}\right)}}_{\text{wing}} \underbrace{\boxed{- \eta V_H C_{L_{\alpha_t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)}}_{\text{tail}}$$

with $V_H = \frac{l_t}{\bar{c}}\frac{S_t}{S_w}$

Trim α

$$y = ax + b \Rightarrow C_m = C_{m_\alpha}\alpha + C_{m_0}$$

$$\Downarrow \qquad\qquad \Downarrow$$

$$0 = ax + b \qquad 0 = C_{m_\alpha}\alpha_{trim} + C_{m_0}$$

$$\Downarrow \qquad\qquad \Downarrow$$

$$x = -\frac{b}{a} \qquad \boxed{\alpha_{trim} = -\frac{C_{m_0}}{C_{m_\alpha}}}$$

$$\alpha_{trim} = -\frac{C_{m_{ac_w}} + C_{L_{0_w}}\left(\frac{x_{cg}}{\bar{c}} - \frac{x_{ac}}{\bar{c}}\right) + \eta V_H C_{L_{\alpha_t}}\left(\epsilon + i_w - i_t\right)}{C_{L_{\alpha_w}}\left(\frac{x_{cg}}{\bar{c}} - \frac{x_{ac}}{\bar{c}}\right) - \eta V_H C_{L_{\alpha_t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)}$$

$+ \Rightarrow$ TED / LEU

$- \Rightarrow$ TEU / LED

Q: How does increasing i_t (the tail incidence angle) affect trim

A: "+" i_t (TED) <u>lowers</u> α_{trim}

Often, we place the CG near or on the A.C. for understanding the concepts and for a (usually!) safe estimate of CG on an unknown aircraft.

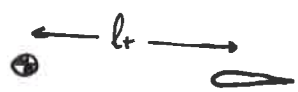
$$\alpha_{trim} = -\frac{C_{m_{ac_w}} + C_{L_{\alpha_w}}\left(\cancelto{0}{\frac{x_{cg}}{\bar{c}} - \frac{x_{ac}}{\bar{c}}}\right) + \eta V_H C_{L_{\alpha_t}}\left(\epsilon_0 + i_w - i_t\right)}{C_{L_{\alpha_w}}\left(\cancelto{0}{\frac{x_{cg}}{\bar{c}} - \frac{x_{ac}}{\bar{c}}}\right) - \eta V_H C_{L_{\alpha_t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)}$$

$$= \frac{C_{m_{ac_w}} + \eta V_H C_{L_{\alpha_t}}\left(\epsilon_0 + i_w - i_t\right)}{+\,\eta V_H C_{L_{\alpha_t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)}$$

$$= \frac{C_{m_{ac_w}}}{\eta V_H C_{L_{\alpha_t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)} + \frac{\epsilon_0 + i_w - i_t}{1 - \frac{d\epsilon}{d\alpha}}$$

$$= \frac{C_{m_{ac_w}}}{\eta V_H C_{L_{\alpha_t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)} + \frac{\epsilon_0 + i_w}{1 - \frac{d\epsilon}{d\alpha}} \underbrace{- \frac{i_t}{1 - \frac{d\epsilon}{d\alpha}}}_{\alpha \text{ proportional to } i_t}$$

Q: In the absense of a wing, we have



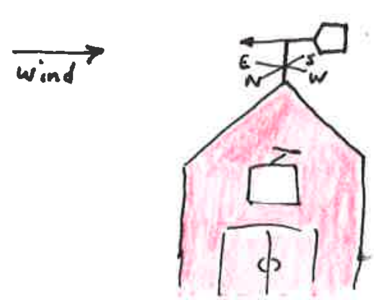
$\frac{d\epsilon}{d\alpha} = 0$ (no wing)

$C_{m_{ac_w}} = 0$

$\epsilon_0 = 0$

$$\alpha_{trim} = -i_t$$

We call this a wind vane

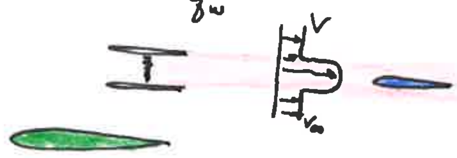


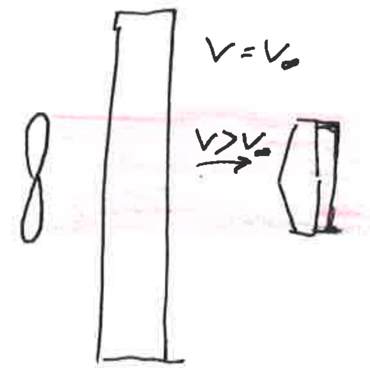
Propulsion Contribution

propulsion greatly affects the stability and trim of aircraft.

$\uparrow$ C_{m_α} $\uparrow$ $\alpha_{trim} = -\dfrac{C_{m_0}}{C_{m_\alpha}}$

- Dynamic Pressure $\eta \equiv \dfrac{q_t}{q_w}$





Stability (cg at ac)

$$C_{m_\alpha} = -\eta V_H C_{L_{\alpha_t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)$$

This is particularly true at low speeds for propeller aircraft.

η is proportional to V^2

Trim (cg at ac)

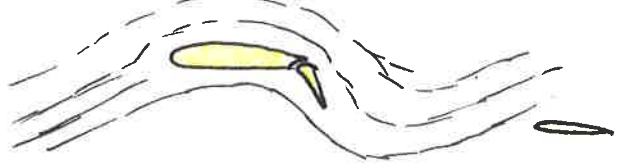
$$\alpha_{trim} = \frac{C_{m_{ac_w}}}{\eta V_H C_{L_{\alpha_t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)} + \text{Constant} - \frac{i_t}{1 - \frac{d\epsilon}{d\alpha}}$$

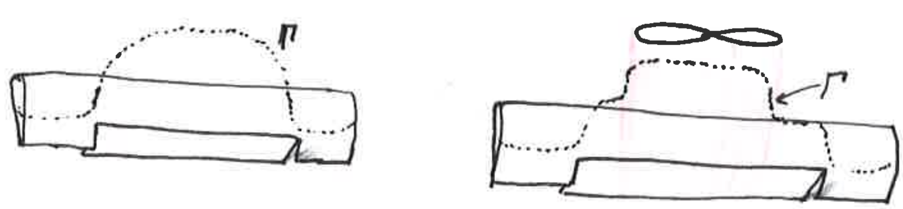
$C_{m_{ac_w}}$ is usually negative.

Adding power in a propeller a/c (with T in line with a.c.) tends to raise the nose from η

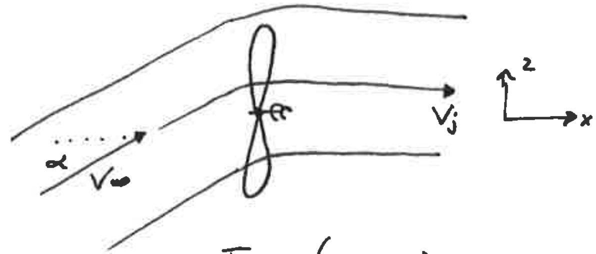
- Down wash

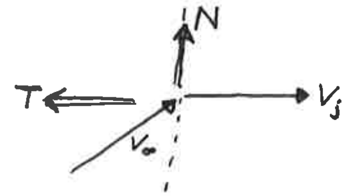
propulsion can change the lift distribution of the wings, which impacts the tail. This is especially notable in a flap condition.





- Normal Forces





$$T = \dot{m}(V_j - V_\infty) \quad \text{vector quantity!}$$

In x-direction,

$$T = \dot{m}(V_{j_x} - V_{\infty_x}) = \dot{m}\Big(V_j - V_\infty \underbrace{\cos\alpha}_{\approx 1 \text{ for small } \alpha}\Big)$$

In z-direction:

$$N = -\dot{m}(V_{j_z} - V_{\infty_z}) = -\dot{m}\Big(\underbrace{V_{j_z}}_{0} - V_\infty \underbrace{\sin\alpha}_{\approx \alpha \text{ for small } \alpha}\Big)$$

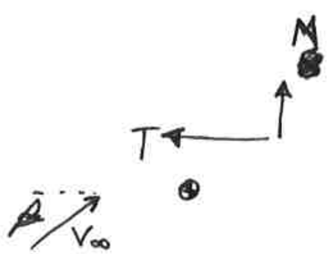
$$= -\dot{m}(\underbrace{V_j}_{0} - V_\infty \alpha)$$

$$= +\dot{m} V_\infty \alpha$$

$$N = \dot{m} V_\infty \alpha \approx \rho V A V \alpha$$

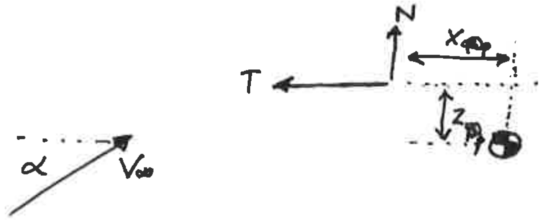
$$\approx \tfrac{1}{2}\rho V^2 A \alpha 2$$

$$\dot{m} = \frac{T}{V_j - V_\infty} \Rightarrow N = \dot{m} V_\infty \alpha = \frac{T V_\infty}{V_j - V_\infty}\alpha$$



This also occurs with side slip.

- Thrust Moment



X_p : horizontal fch distance
Z_p : vertical fch distance

$$C_{m_{cg_p}} = -\frac{T \cdot Z_p}{\frac{1}{2}\rho V^2 S_w \bar{c}_w} + \frac{N \cdot X_p}{\frac{1}{2}\rho V^2 S_w \bar{c}_w}$$

$$= -\frac{T}{q S_w} \cdot \frac{Z_p}{\bar{c}_w} + \frac{N}{q S_w} \cdot \frac{X_p}{\bar{c}_w}$$

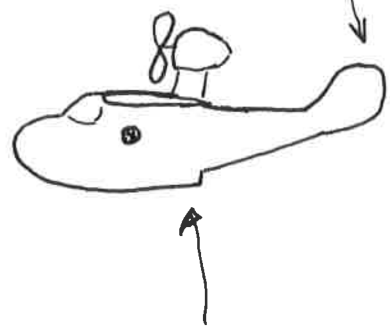
for our Normal force model,

$$N \approx q A_p 2\alpha$$

$$C_{m_{cg_p}} = \frac{-T}{q S_w} \cdot \frac{Z_p}{\bar{c}} + \frac{q A_p 2\alpha}{q S_w} \frac{X_p}{\bar{c}_w}$$

$$= -\frac{T}{q S_w} \cdot \frac{Z_p}{\bar{c}} + \frac{A_p}{S_w} 2\alpha \frac{X_p}{\bar{c}_w}$$

Horizontal in propwash?!?



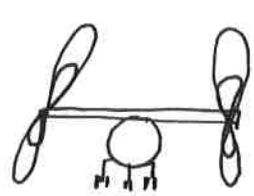
Seaplanes!

Notice:
- The Thrust term contributes to trim (C_{m_0})
- The Normal force term <u>decreases</u> stability for forward ($X_p > 0$) locations

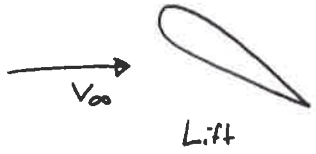
$$C_{m_{\alpha_{cg_p}}} = \frac{dC_{m_{cg_p}}}{d\alpha} = \frac{A_p}{S_w} 2 \frac{X_p}{\bar{c}_w}$$

Aircraft with large disk areas forward of cg have less stability w/ power

tilt rotors!



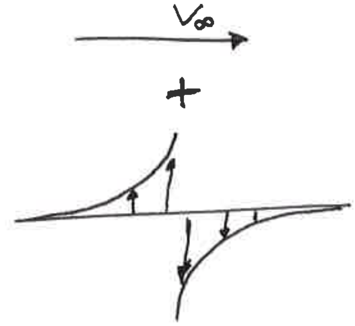
How does ϵ vary?



$\Rightarrow$

$L = \rho V_\infty \Gamma$

$\Rightarrow$



Along x axis, $V = -\dfrac{\Gamma}{2\pi x}$

For an elliptical wing at the ¼ chord.

$$\epsilon = \frac{2C_L}{\pi AR} \quad \Rightarrow \quad \frac{d\epsilon}{d\alpha} = \frac{2C_{L_\alpha}}{\pi AR} \quad \text{and} \quad \epsilon_0 = \frac{2C_{L_0}}{\pi AR}$$

In the C_m terms, we see ϵ_0 and $1 - \frac{d\epsilon}{d\alpha}$ often.

Vary w/ Mach

Subsonic

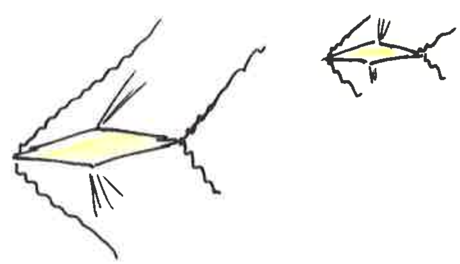
$$\left(\frac{d\epsilon}{d\alpha}\right)_M \approx \left(\frac{d\epsilon}{d\alpha}\right)_{M=0} \cdot \frac{1}{\sqrt{1-M^2}}$$

Prandtl - Glauert.
β

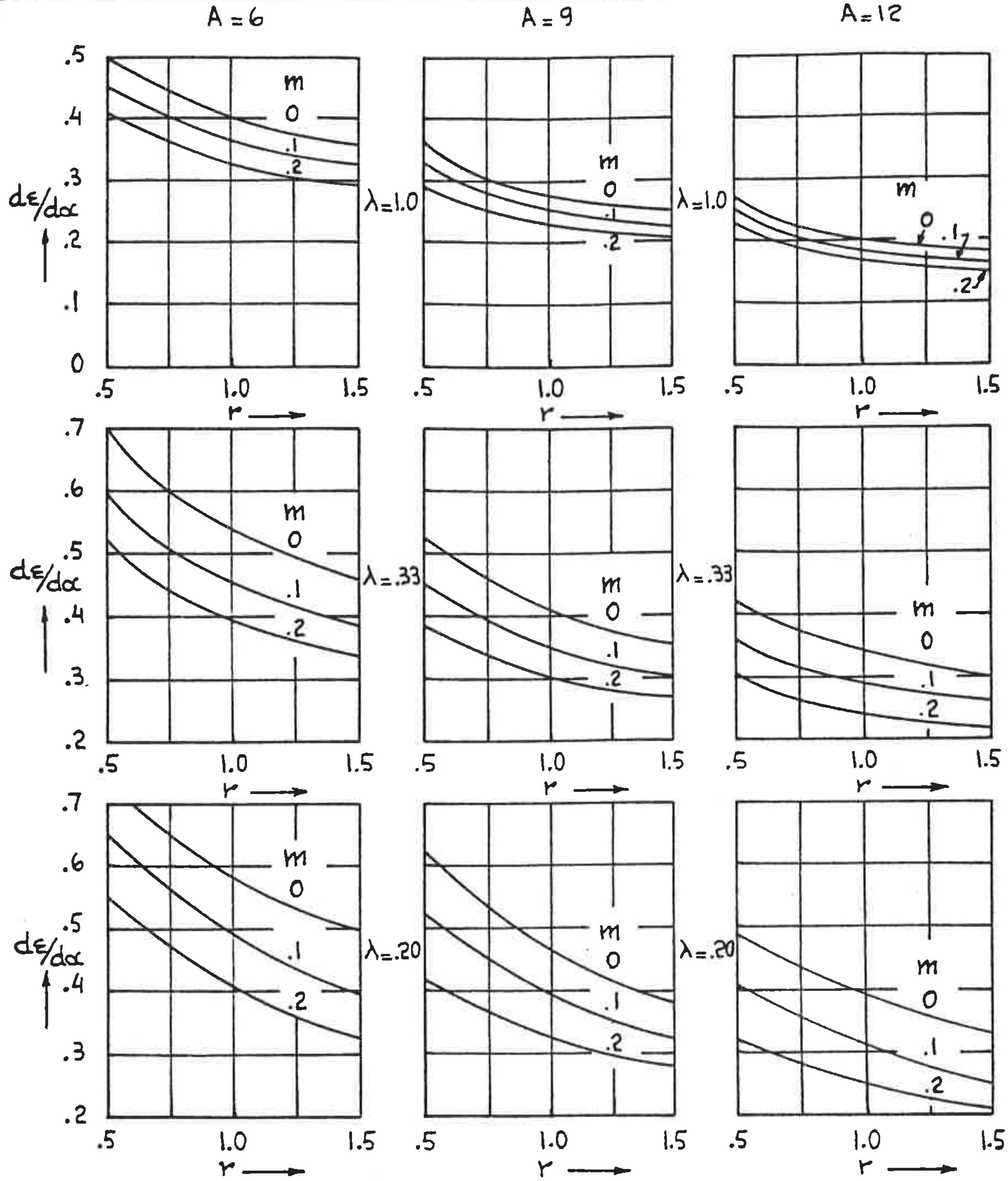
$$\approx \left(\frac{d\epsilon}{d\alpha}\right)_{M=0} \cdot \frac{C_{L_{\alpha_M}}}{C_{L_{\alpha_{M=0}}}}$$

Supersonic

depends on geometry
and
Mach #



Although, in the limit as $x \to$ large, the wake appears similar to subsonic.



Notes: 1. Valid only for straight, tapered wings at low Mach Numbers
2. For other aspect ratios, interpolate or extrapolate
3. See Part VI of Reference 2.3 for a more general method

$$m = \frac{\text{Vertical distance of horizontal tail } 0.25\bar{c}_h \text{ above/below the wing zero lift line}}{b/2}$$

$$r = \frac{\text{Longitudinal distance of } 0.25c_r \text{ toward the horizontal tail } 0.25\bar{c}_h \text{ location}}{b/2}$$

Figure 2.14 Effect of Wing Aspect Ratio and Horizontal Tail Location on the Downwash Gradient

Roskam

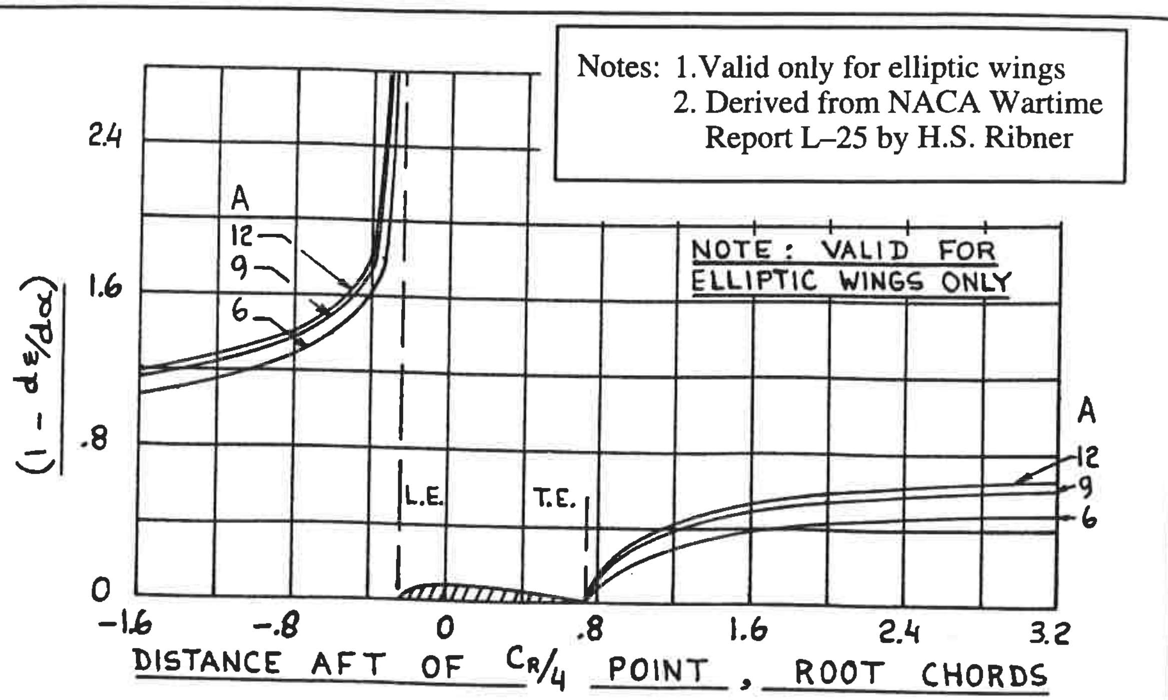


Figure 2.15 Magnitude of $(1 - d\varepsilon/d\alpha)$ on the Longitudinal Axis

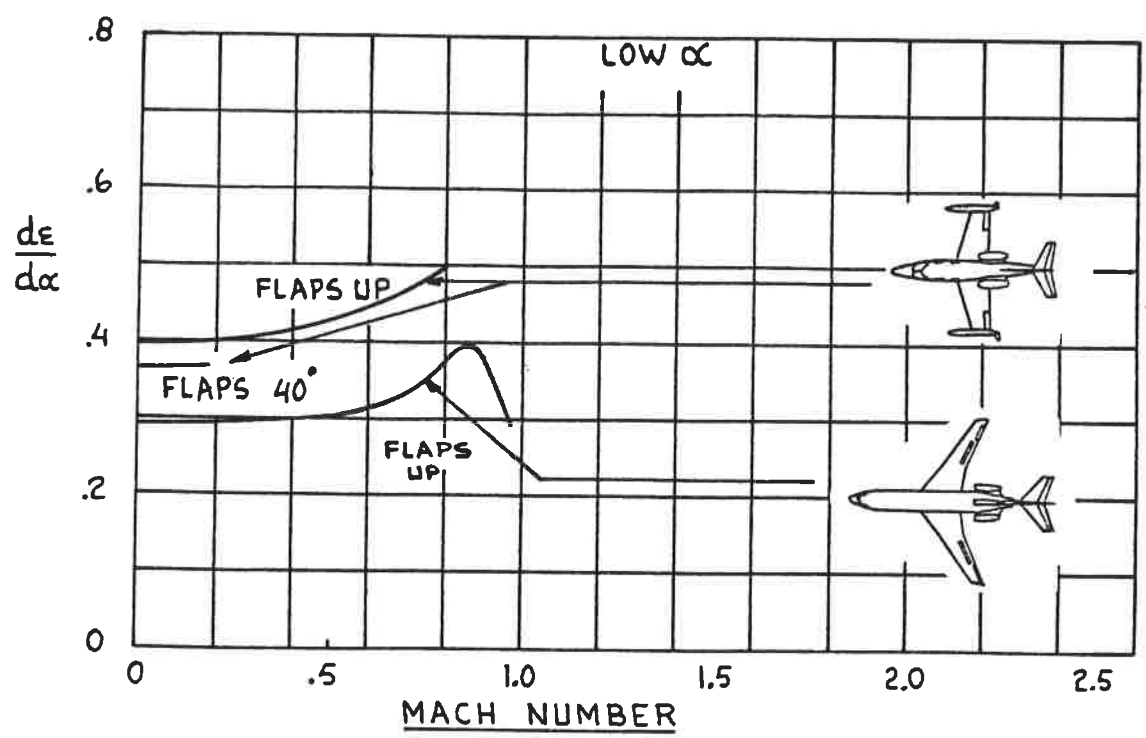
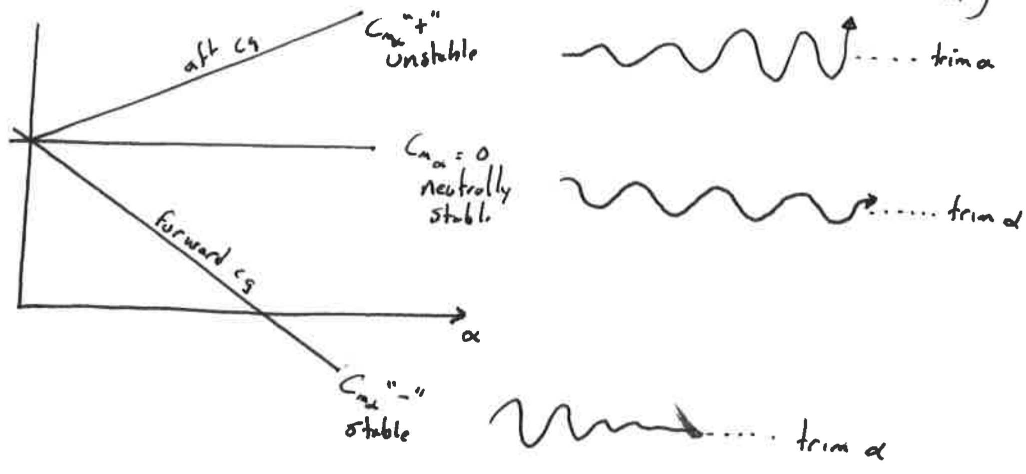


Figure 2.16 Examples of Variation of $d\varepsilon/d\alpha$ with Mach Number

Neutral Point (Stick Fixed)

The CG location where $C_{m_\alpha} = 0$ (neutrally stable aircraft)



$$C_{m_\alpha} = C_{L_{\alpha w}}\left(\frac{X_{cg}}{\bar{c}} - \frac{X_{ac}}{\bar{c}}\right) + C_{m_{\alpha f}} + C_{m_{\alpha\, stores}} + \eta V_H C_{L_{\alpha t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)$$

$0 =$ ↗

find this ↑ $\frac{X_{cg}}{\bar{c}}$

Rearrange

$$\frac{X_{cg}}{\bar{c}} = \underbrace{\frac{X_{ac}}{\bar{c}}}_{\approx 1/4 c \text{ for subsonic}} - \underbrace{\frac{C_{m_{\alpha f}} + C_{m_{\alpha\, stores}}}{C_{L_{\alpha w}}}}_{\text{small?}} + \underbrace{\frac{\eta V_H C_{L_{\alpha t}}\left(1 - \frac{d\epsilon}{d\alpha}\right)}{C_{L_{\alpha w}}}}_{\text{tail}}$$

$$= \frac{X_{NP}}{\bar{c}} \approx \frac{X_{ac}}{\bar{c}} + \eta V_H \frac{C_{L_{\alpha t}}}{C_{L_{\alpha w}}}\left(1 - \frac{d\epsilon}{d\alpha}\right)$$

CG test before flying

Static Margin

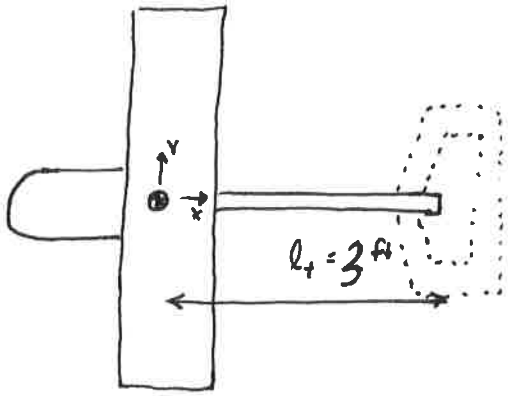
The distance between the $\frac{\text{neutral point}}{\bar{c}}$ and the actual $\frac{CG}{\bar{c}}$.

SM ≈ 10%-15% is ok

SM ≈ 2-5% is not pleasant to fly (usually)

SM > 25% is often too stable and not trimmable at low speeds.

Ex: Size the horizontal tail for a static margin of 10% with the CG at $1/4\,c$



$AR_w \approx AR_t$

Lookup $\frac{d\epsilon}{d\alpha} \approx 0.35$

$b = 4$ ft
$S = 4$ sqft $\Rightarrow AR \approx 4$

$$SM = +\frac{X_{NP}}{\bar c} - \frac{X_{CG}}{\bar c} = 10\% \quad \Rightarrow \quad \frac{X_{NP}}{\bar c} = +0.10 + 0.25 = 0.35$$

Assuming no power or fuselage effects.

$$\overset{0.35}{\cancel{\frac{X_{np}}{\bar c}}} = \overset{0.25}{\cancel{\frac{X_{cg}}{\bar c}}} + \overset{1}{\cancel{\eta}}\, V_H\, \overset{\overset{1}{AR_w \approx AR_t}}{\cancel{\frac{C_{L\alpha t}}{C_{L\alpha w}}}} \overset{\overset{0.65}{1-\cancel{0.35}}}{\cancel{\left(1-\frac{d\epsilon}{d\alpha}\right)}}$$

Solve for $V_H = \dfrac{0.35 - 0.25}{1 \cdot 1 \cdot 0.65} = \dfrac{0.10}{0.65} = 0.15$

$$V_H = \frac{l_t}{\bar c}\frac{S_t}{S_w} = 0.15 \quad \Rightarrow \quad S_t = 0.15\, \frac{S_w\, \bar c}{l_t}$$

$$= \frac{0.15 \cdot 4\,\text{ft}^2 \cdot 1\,\text{ft}}{3\,\text{ft}} \approx 0.2\ \text{ft}^2$$

Ex: Same Aircraft but CG at 75% $\bar{c}$

$$SM = \frac{X_{NP}}{\bar{c}} - \cancelto{0.75}{\frac{X_{cg}}{\bar{c}}} = 10\% \quad \Rightarrow \quad \frac{X_{NP}}{\bar{c}} = 85\%$$

$$\cancelto{0.8}{\frac{X_{np}}{\bar{c}}} = \cancelto{0.25}{\frac{X_{ac}}{\bar{c}}} + \cancelto{1}{\eta} V_H \cancelto{1}{\frac{C_{L\alpha_t}}{C_{L\alpha_w}}} \cancelto{0.65}{\left(1 - \frac{d\varepsilon}{d\alpha}\right)} \qquad V_H \approx 0.85$$

$$0.8 = 0.25 + \cancelto{3/4}{\frac{l_t}{\bar{c}}} \cancelto{4}{\frac{S_t}{S_w}} \, 0.65 \quad \Rightarrow \quad S_t = (0.8 - 0.25) \cdot \frac{4}{3} \, \frac{1}{0.65}$$

$$S_t = 1.13 \text{ ft}^2$$

We would also need to check C_{m_0} to ensure that the horizontal is operating at a reasonable C_{L_t} for a given α trim range.

$$C_{m_0} = 0 = \cancelto{\approx 0.1}{C_{m_{ac_w}}} + \cancelto{\approx 0.1}{C_{L_{0_w}}} \cancelto{0.75 - 0.25}{\left(\frac{X_{cg}}{\bar{c}} - \frac{X_{ac}}{\bar{c}}\right)} + \cancelto{1}{\eta} V_H \cancelto{\frac{2\pi}{1 + \frac{2\pi}{\pi 4}} \approx 4.2}{C_{L_{\alpha_t}}} \left(\cancelto{0}{\varepsilon_0} + \cancelto{0}{i_w} - i_t\right)$$

$$0.85 \cdot 4.2(-i_t) + 0.1 + 0.1(0.5) = 0$$

$$i_t \approx -0.04 \text{ rad} \approx -2.4^\circ \quad \text{reasonable}$$

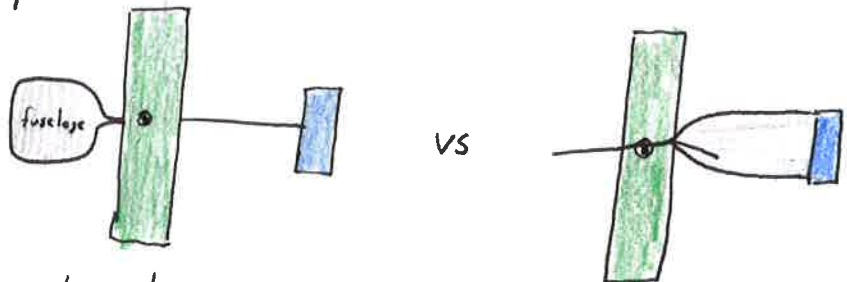
$$\alpha_{trim} = -\frac{C_{m_0}}{C_{m_\alpha}} = \frac{0}{\cdots} = 0$$

Obviously since we specified that $C_{m_0} = 0$!

Trimmed for $C_L = 0$

Fuselage Contribution

The fuselage generates lift and drag and moments. Neglecting the impact is a serious error.



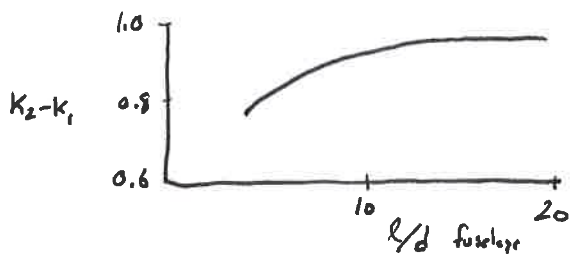
less stable

more stable

Multhopp's method for computing $C_{m_{0_f}}$ and $C_{m_{\alpha_f}}$ is: NACA TM-1036, 1942

$$C_{m_{0_f}} = \frac{k_2 - k_1}{36.5 \cdot S \cdot \bar{c}} \int_0^{l_f} w_f^2 \left(\alpha_{0_w} + i_f\right) dx$$

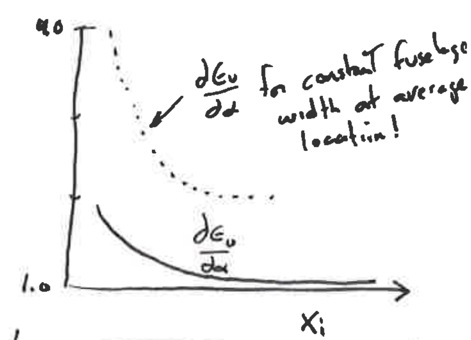
$$\approx \frac{k_2 - k_1}{36.5 \cdot S \cdot \bar{c}} \sum w_f^2 \left(\alpha_{0_w} + i_f\right) \Delta x$$



w_f = fuselage width

i_f = incidence fuselage $\left(\begin{matrix} + \\ - \end{matrix}\right)$

$$C_{m_{\alpha_f}} = \frac{1}{36.5 \cdot S \cdot \bar{c}} \int_0^{l_f} w_f \frac{\partial \epsilon}{\partial \alpha} dx$$



Ahead of wing only

$\bar{x}$ is an average/integrated term

$$\underbrace{\frac{d\epsilon_u}{d\alpha} = \frac{x_i}{l_h}\left(1 - \frac{d\epsilon}{d\alpha}\right)}_{\text{behind wing}}$$

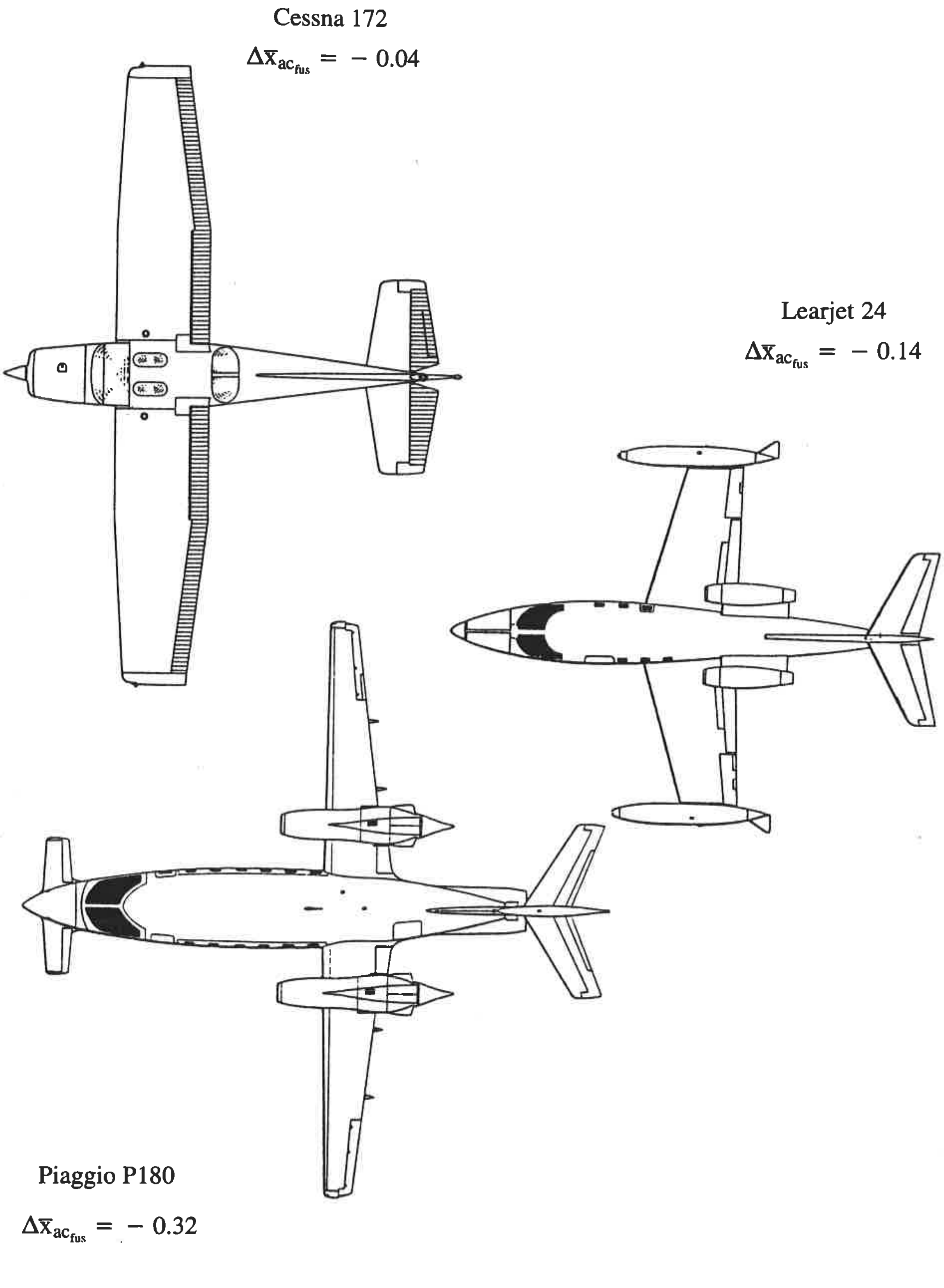
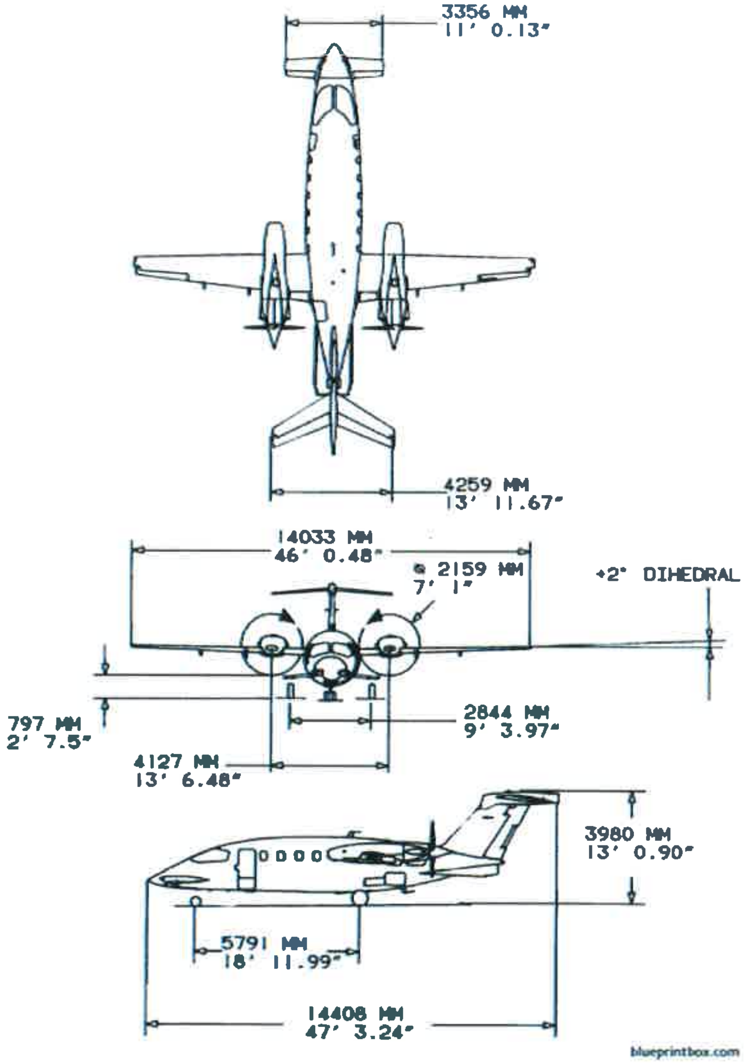


Figure 2.19 Numerical Examples of Fuselage Induced Shift in Aerodynamic Center

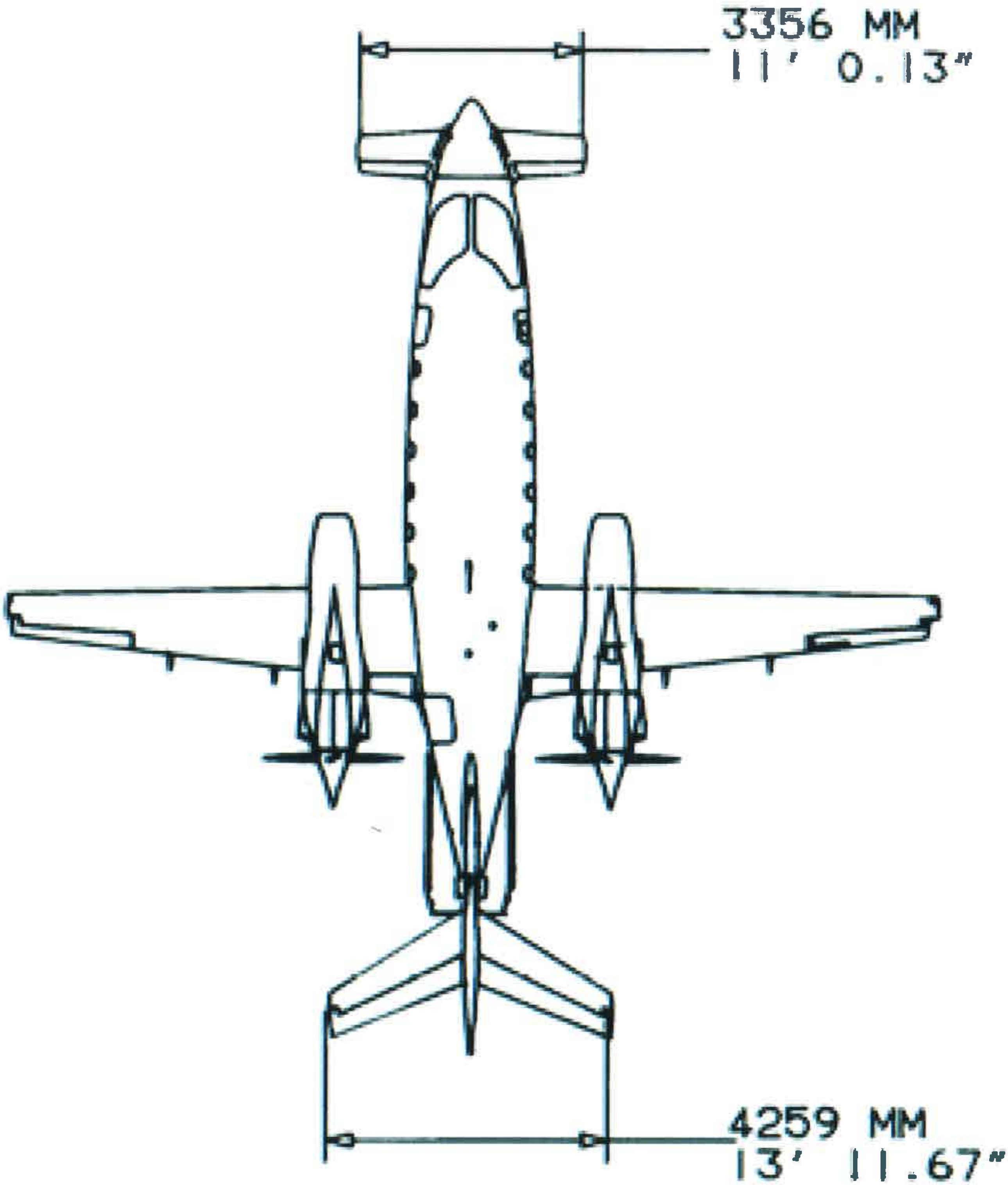


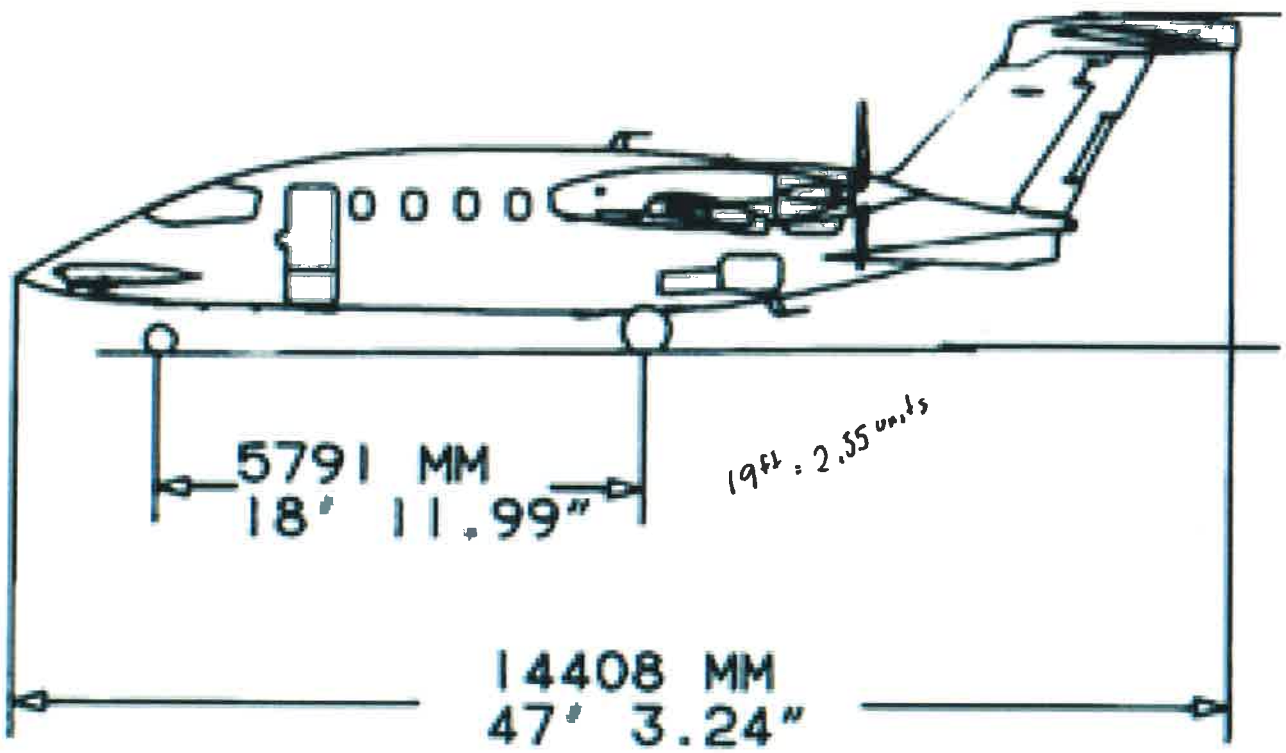
Piaggio 180

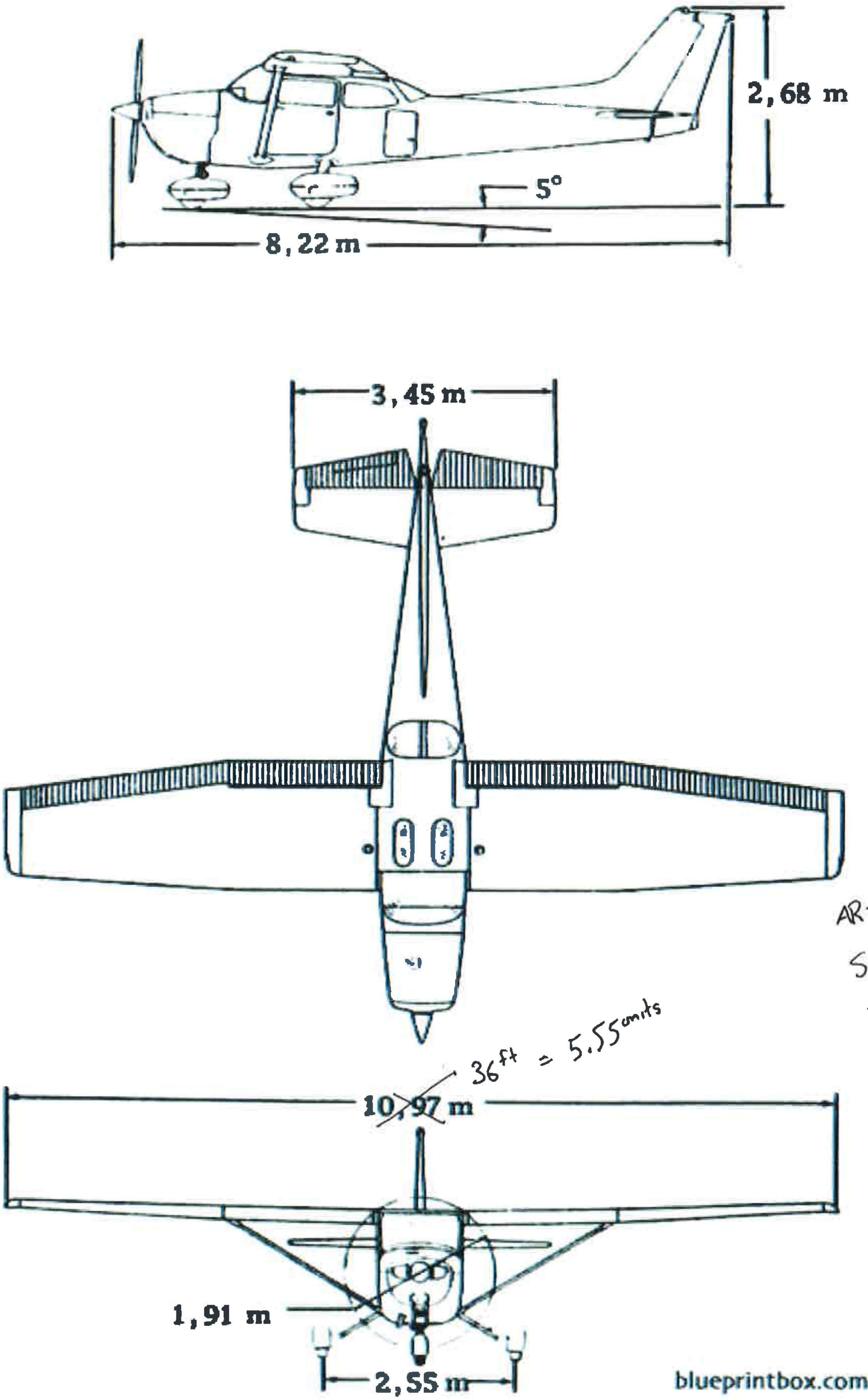
Avanti = "Forward"
"Advance"

$$AR = \frac{b^2}{S} = \frac{(46\,ft)^2}{172\,ft^2} \approx$$

$$C_{L_\alpha} \approx \frac{C_{l_\alpha}}{1 + \frac{C_{l_\alpha}}{\pi AR}}$$


3356 MM
11' 0.13"
4259 MM
13' 11.67"


5791 MM
18' 11.99"
19ft = 2.55 units
14408 MM
47' 3.24"



AR= 7.32
S= 174 ft²
c̄ =