

Fig. A4.10

- T = engine thrust.
- L = total wing lift plus fuselage lift.
- D = total airplane drag.
- Ma = moment of L and D with reference to wing a.c. (aerodynamic center)
- W = weight of airplane.
- IL = inertia force normal to flight path.
- ID = inertia force parallel to flight path.
- Im = rotation inertia moment.
- E = tail load normal to flight path.

For a horizontal constant velocity flight condition, the inertia forces I_L , I_D , and I_m would be zero. For an accelerated flight condition involving translation but not angular acceleration about its own c.g. axis, the inertia moment I_m would be zero, but I_L and I_D would have values.

Equations of Equilibrium For Steady Flight.

From Fig. A4.10 we can write:-

$$\sum F_x = 0, \quad D + W \sin \theta - T \cos \beta = 0$$

$$\sum F_y = 0, \quad L - W \cos \theta + T \sin \beta - E = 0$$

$$\sum M_y = 0, \quad -M_a - L a - D b + T c \cos \beta + E e = 0$$

Equations of Equilibrium in Accelerated Flight.

$$\sum F_x = 0, \quad D - W \sin \theta - T \cos \beta - I_D = 0$$

$$\sum F_y = 0, \quad L - W \cos \theta + T \sin \beta - I_L - E = 0$$

$$\sum M_y = 0, \quad -M_a - L a - D b + T c \cos \beta + E e + I_m = 0$$

Signs used: { Forces - Plus is up and toward tail.
Moment - Clockwise is positive.
Distances from c.g. to force - Plus is up and toward tail.

A4.7 Load Factors.

The term load factor normally given the symbol (n) can be defined as the numerical multiplier by which the forces on the airplane in steady flight are multiplied to obtain a static force system of forces equivalent to the dynamic force system acting during the acceleration of the airplane. Fig. A4.11 illustrates

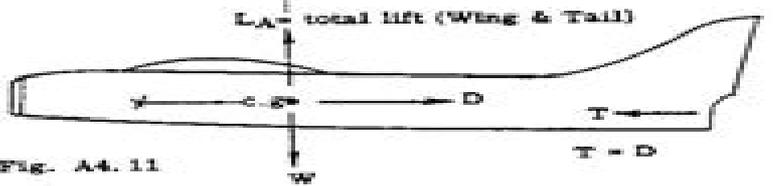


Fig. A4.11

forces in steady horizontal flight. L represents the total airplane lift (wing plus tail). Therefore $L = W$. Now assume the airplane is accelerated upward along the Z axis. Fig. A4.12 shows the additional inertia force $W a_z/g$ acting downward, or opposite to the direction of acceleration. The total airplane lift L for the



Fig. A4.12

unaccelerated condition in Fig. A4.11 must be multiplied by a load factor n_z to produce static equilibrium in the Z direction.

Thus, $n_z L - W - \frac{W}{g} a_z = 0$

Since $L = W$

Hence $n_z = 1 + \frac{a_z}{g}$

An airplane can of course be accelerated along the X axis as well as the Z axis. Thus in Fig. A4.13 the magnitude of the engine thrust T is greater than the airplane Drag D, which

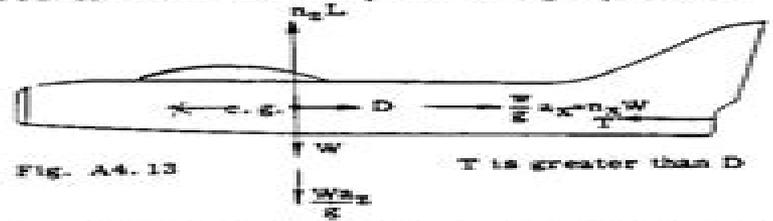


Fig. A4.13

causes the airplane to accelerate forward. It is convenient to express the inertia force in the direction in terms of the load factor n_x and the

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Table of Contents Analysis Design Of Flight Vehicle Structures Solution

1. Understanding the eBook Analysis Design Of Flight Vehicle Structures Solution
 - The Rise of Digital Reading Analysis Design Of Flight Vehicle Structures Solution
 - Advantages of eBooks Over Traditional Books
2. Identifying Analysis Design Of Flight Vehicle Structures Solution
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Analysis Design Of Flight Vehicle Structures Solution
 - User-Friendly Interface
4. Exploring eBook Recommendations from Analysis Design Of Flight Vehicle Structures Solution
 - Personalized Recommendations
 - Analysis Design Of Flight Vehicle Structures Solution User Reviews and Ratings

- Analysis Design Of Flight Vehicle Structures Solution and Bestseller Lists
- 5. Accessing Analysis Design Of Flight Vehicle Structures Solution Free and Paid eBooks
 - Analysis Design Of Flight Vehicle Structures Solution Public Domain eBooks
 - Analysis Design Of Flight Vehicle Structures Solution eBook Subscription Services
 - Analysis Design Of Flight Vehicle Structures Solution Budget-Friendly Options
- 6. Navigating Analysis Design Of Flight Vehicle Structures Solution eBook Formats
 - ePub, PDF, MOBI, and More
 - Analysis Design Of Flight Vehicle Structures Solution Compatibility with Devices
 - Analysis Design Of Flight Vehicle Structures Solution Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Analysis Design Of Flight Vehicle Structures Solution
 - Highlighting and Note-Taking Analysis Design Of Flight Vehicle Structures Solution
 - Interactive Elements Analysis Design Of Flight Vehicle Structures Solution
- 8. Staying Engaged with Analysis Design Of Flight Vehicle Structures Solution
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Analysis Design Of Flight Vehicle Structures Solution
- 9. Balancing eBooks and Physical Books Analysis Design Of Flight Vehicle Structures Solution
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Analysis Design Of Flight Vehicle Structures Solution
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Analysis Design Of Flight Vehicle Structures Solution
 - Setting Reading Goals Analysis Design Of Flight Vehicle Structures Solution
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Analysis Design Of Flight Vehicle Structures Solution
 - Fact-Checking eBook Content of Analysis Design Of Flight Vehicle Structures Solution
 - Distinguishing Credible Sources

13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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