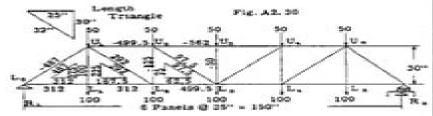
loading, we know that one half of the external loads at joints V, and L, is supported at reaction R, and 1/2 at reaction R, or shear in



center panel = (100 + 50) 1/2 = 75. The vertical shear in panel U.U.L.L. equals 75 plus the external loads at U. and L. or a total of 225 and similarly for the end panel shear = 225 -50 + 100 = 375. With these values known, the other two sides of the index triangles are directly proportional to the sides of the length triangles for each panel, and the results are as shown in Fig. A2.30.

The general procedure from this point is to find the loads in the diagonals, then in the verticals, and finally in the horizontal chord members.

The loads in the diagonals are equal to the values on the hypotenuse of the index triangles. The sense, whether tension or compression, is determined by inspection by cutting mental sections thru the truss and noting the direction of the external shear load which must be balanced by the vertical component of the diagonals.

The loads in the verticals are determined by the method of joints and the sequence of Joints is so selected that the stress in the vertical member is the only unknown in the equation IV = 0 for the joint in question.

Thus for joint U_a , $gv = -50 - U_aL_a = 0$ or $U_aL_a = -50$.

For joint U_s, $\Sigma V = -50 - U_s L_s V - U_s L_s = 0$, but U_sL_sV = 75, the vertical component of U_sL_s from index triangle. ... U_sL_s = -50 - 75 = -125. For joint L_s, $\Sigma V = -100 + L_s U_s = 0$, hence L_sU_s = 100.

Since the horizontal chors members receive their loads at the joints due to horizontal components of the diagonal members of the truss, we can start at L_0 and add up these horizontal components to obtain the chord stresses. Thus, $L_0L_1=312$ (from index triangle). $L_1L_2=312$ from $\Sigma H=0$ for joint L_2 . At joint U_1 , the

horizontal components of disponal members = 312 - 187.8 = 499.5. Therefore, load in U,U, = -499.5. Similarly at joint L., L.L. = 312 - 187.5 = 499.5. At joint U,, the horizontal components of U,U, and U,U, = 499.5 - 52.5 = 565 which must be balanced by -562 in member U,U,.

The reaction R, equals the value on the vertical side of our index triangle in the end panel, or 375. This should be checked using the truss as a whole and taking moments about 2.

If a truss is loaded unsymmetrically, the reactions should be determined first, efter which the index triangles can be drawn, starting with the end panels, since the panel shear is then readily calculated.

A2.12 Aircraft Wing Structure. Truss Type with Fabric or Plastic Cover

The metal covered cantilever wing with its better overall serodymanic efficiency and sufficient torsional rigidity has practically replaced the externally braced wing except for low speed commercial or private bilot aircraft as illustrated by the aircraft in Figs. AS.31 and 32. The wing covering is usually fabric and therefore a drag trues inside the wing is necessary to regist loads in the drag trusk direction. Figs. A2.33 and 34 shows the general structural layout of such wings. The two spars or beams are metal or wood. Instead of using double wires in each drag truss bay, a single diagonal strut capable of taking either temsion or compressive loads could be used. The external brace struts are stream line tubes.



Fig. A2. 21 Piper Tri-Pacer



Fig. A2, 32 Champion Traveler

Engineering Analysis Of Flight Vehicles

Harvey H. Hubbard

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Analysis and Design of Flight Vehicle Structures Elmer Franklin Bruhn,1965 Flight Dynamics and Control of Aero and Space Vehicles Rama K. Yedavalli,2019-11-01 Flight Vehicle Dynamics and Control Rama K Yedavalli The Ohio State University USA A comprehensive textbook which presents flight vehicle dynamics and control in a unified framework Flight Vehicle Dynamics and Control presents the dynamics and control of various flight vehicles including aircraft spacecraft helicopter missiles etc in a unified framework It covers the fundamental topics in the dynamics and control of these flight vehicles highlighting shared points as well as differences in dynamics and control issues making use of the systems level viewpoint The book begins with the derivation of the equations of motion for a general rigid body and then delineates the differences between the dynamics of various flight vehicles in a fundamental way It then focuses on the dynamic equations with application to these various flight vehicles concentrating more on aircraft and spacecraft cases Then the control systems analysis and design is carried out both from transfer function classical control as well as modern state space control points of view Illustrative examples of application to atmospheric and space vehicles are presented emphasizing the systems level viewpoint of control design Key features Provides a comprehensive treatment of dynamics and control of various flight vehicles in a single volume Contains worked out examples including MATLAB examples and end of chapter homework

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