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Laying the Foundation



Motiongenesis Manual:

Manual of Clinical Problems in Internal Medicine Jerry L. Spivak, Herman Verdain Barnes, 1974 **Flight mechanics and flight control for a multibody aircraft** Köthe, Alexander, 2019-06-26

Aircraft operating as so called High Altitude Platform Systems HAPS have been considered as a complementary technology to satellites since several years. These aircraft can be used for similar communication and monitoring tasks while operating at a fraction of the cost. Such concepts have been successfully tested. Those include the AeroVironment Helios and the Airbus Zephyr with an endurance of nearly 624 hours 26 days. All these HAPS aircraft have a high aspect ratio wing using lightweight construction. In gusty atmosphere this results in high bending moments and high structural loads which can lead to overloads. Aircraft crashes for example from Google's Solara 50 or Facebook's Aquila give proof of that fact. Especially in the troposphere where the active weather takes place gust loads occur which can lead to the destruction of the structure. The Airbus Zephyr the only HAPS aircraft without flight accidents provides only a very small payload. Thus it does not fully comply with the requirements for future HAPS aircraft. To overcome the shortcomings of such single wing aircraft so called multibody aircraft are considered to be an alternative. The concept assumes multiple aircraft connected to each other at their wingtips. It goes back to the German engineer Dr. Vogt. In the United States shortly after the end of World War II he experimented with the coupling of manned aircraft. This resulted in a high aspect ratio wing for the aircraft formation. The range of the formation could be increased correspondingly. The engineer Geoffrey S. Sommer took up Vogt's idea and patented an aircraft configuration consisting of several unmanned aerial vehicles coupled at their wingtips. However, the patent does not provide any insight into the flight performance, the flight mechanical modeling or the control of such an aircraft. Single publications exist that deal with the performance of coupled aircraft. A profound complete analysis however is missing so far. This is where the present work starts. For the first time a flying vehicle based on the concept of the multibody aircraft will be analyzed in terms of flight mechanics and flight control. In a performance analysis the aircraft concept is analyzed in detail and the benefits in terms of bending moments and flight performance are clearly highlighted. Limits for operation in flight are shown considering aerodynamic optimal points. The joints at the wingtips allow a roll and pitch motion of the individual aircraft. This results in additional degrees of freedom for the design through the implementation of different relative pitch and bank angles. For example using individual pitch angles for individual aircraft further decreases the induced drag and increases flight performance. Because the lift is distributed symmetrically but not homogeneously along the wingspan a lateral trim of the individual aircraft in formation flight becomes necessary. The thesis presents a new method to implement this trim by moving the battery mass along half the wingspan which avoids additional parasite drag. Further a complete flight dynamics model is provided and analyzed for aircraft that are mechanically connected at their wingtips. To study this model in detail a hypothetical torsional and bending spring between the aircraft is introduced. If the spring constants are very high the flight dynamics model has

properties similar to those of an elastic aircraft Rigid body and formation eigenmotions can be clearly distinguished If the spring constants are reduced towards zero which represents the case of the multibody aircraft classical flight mechanics eigenmotions and modes resulting from the additional degrees of freedom are coupled This affects the eigenstructure of the aircraft Hence normal motions with respect to the inertial space as known from a rigid aircraft cannot be observed anymore The plant also reveals unstable behavior Using the non linear flight dynamics model flight controllers are designed to stabilize the plant and provide the aircraft with an eigenstructure similar to conventional aircraft Different controller design methods are used The flight controller shall further maintain a determined shape of the flight formation it shall control flight bank and pitch angles and it shall suppress disturbances Flight control theories in the time domain Eigenstructure assignment and in the frequency domain H infinity loop shaping are considered The resulting inner control loops yield a multibody aircraft behavior that is similar to the one of a rigid aircraft For the outer control loops classical autopilot concepts are applied Overall the flight trajectory of the multibody aircraft above ground is controlled and thus an actual operation as HAPS is possible In the last step the flight controller is successfully validated in non linear simulations with complete flight dynamics Flugzeuge in der Form von sogenannten H henplattformen engl High Altitude Platform Systems HAPS werden seit einigen Jahren als kosteng nstige Erg nzung zu teuren Satelliten betrachtet Diese Flugzeuge k nnen f r hnliche Kommunikations und bewachungsaufgaben eingesetzt werden Zu den gegenw rtigen Konzepten solcher Flugger te die bereits erfolgreich im Flugversuch eingesetzt wurden z hlen der Helios von AeroVironment und der Airbus Zephyr der eine Flugdauer von fast 624 Stunden 26 Tagen erreicht hat Alle diese HAPS Flugzeuge besitzen einen Fl gel langer Streckung der in Leichtbauweise konstruiert ist Hieraus resultieren in b iger Atmosph re hohe Biegemomente und starke strukturelle Belastungen die zu berbelastungen f hren k nnen Flugunf lle beispielsweise von Googles Solara 50 oder Facebooks Aquila belegen dies Insbesondere in der Troposph re in der das aktive Wetter stattfindet treten B elasten auf die die Struktur zerst ren k nnen Der Airbus Zephyr der bisher als einziges HAPS Flugzeug frei von Flugunf llen ist besitzt nur eine sehr geringe Nutzlast Daher kann er die Anforderungen an zuk nftige HAPS Flugzeuge nicht vollst ndig erf llen Um die Schwachstellen solcher Ein Fl gel Konzepte zu berwinden wird in dieser Arbeit ein alternatives Flugzeugkonzept betrachtet das als Mehrkr perflugzeug bezeichnet wird Das Konzept geht von mehreren an den Fl gelspitzen miteinander verbundenen Flugzeugen aus und beruht auf Ideen des deutschen Ingenieurs Dr Vogt Dieser hatte in den USA kurz nach Ende des Zweiten Weltkrieges bemannte Flugzeuge aneinanderkoppeln lassen Hierdurch ergab sich ein Flugzeugverbund mit einem Fl gel langer Streckung Damit konnte die Reichweite des Verbundes gesteigert werden Geoffrey S Sommer griff die Idee von Vogt auf und lies sich eine Flugzeugkonfiguration patentieren die aus mehreren unbemannten Flugzeugen besteht die an den Enden der Tragfl chen miteinander gekoppelt sind Die Patentschrift gibt jedoch keinen Einblick in die Flugeleistungen die flugmechanische Modellierung oder die Regelung eines solchen Flugger tes Vereinzelt existieren Ver ffentlichungen die sich

mit den Flugleistungen von gekoppelten Luftfahrzeugen besch ftigen Eine tiefgreifende vollst ndige flugmechanische Analyse fehlt jedoch bisher Hier setzt die vorliegende Arbeit an Ein Flugger t basierend auf dem Konzept des Mehrkr rperflug zeugs wird erstmalig hinsichtlich der Flugmechanik und Flugregelung untersucht In einer Flugleistungsbetrachtung wird das Flugzeugkonzept genau analysiert und die Vorteile hinsichtlich der Biegemomente und der Flugleistungen klar herausgestellt Die Grenzen des Einsatzes im Flugbetrieb werden mithilfe aerodynamischer Optimalpunkte aufgezeigt ber die Lager an den Fl gelspitzen die eine relative Roll und Nickbewegung der Flugzeuge untereinander erm glichen ergeben sich durch die Einstellung unterschiedlicher L ngslage und H ngewinkel zus tzliche Freiheitsgerade im Entwurf Die Verwendung unterschiedlicher Nicklagewinkel der einzelnen Flugzeuge reduziert beispielsweise den induzierten Widerstand weiter und steigert die Flugleistung Durch die symmetrische entlang der Spannweite jedoch nicht homogene Auftriebsverteilung ist auch eine laterale Trimmung der einzelnen Flugzeuge in der Formation notwendig Hier stellt die Arbeit eine neuartige M glichkeit vor um diese Trimmung ohne zus tzlichen parasit ren Widerstand mittels Verschiebung der Batteriemasse entlang der Halbspannweite umzusetzen Weiterhin wird ein vollst ndiges flugdynamisches Modell f r ber mechanische Lager verbundene Luftfahrzeuge aufgestellt und analysiert F r diese Analyse wird eine hypothetische Torsions und Biegefeder zwischen den Flugzeugen modelliert Sind die Federsteifigkeiten hinreichend hoch besitzt das flugdynamische Modell Eigenschaften die einem elastischen Flugzeug entsprechen Starrkr rper und elastische Eigenbewegungsformen sind in diesem Fall klar separiert Bei immer weiterer Reduzierung bis auf eine Federsteifigkeit von Null kommt es zu Kopplungen zwischen den klassischen flugmechanischen Eigenbewegungsformen und den Moden aus den zus tzlichen Freiheitsgraden Dies stellt den Auslegungsfall f r das Mehrkr rperflugzeug dar Hierbei ver ndert sich die Eigenstruktur engl eigenstructure des Flugzeugs und normale bei einem starren Flugzeug beobachtbare Bewegungen gegen ber dem inertialen Raum sind nicht mehr erkennbar Zus tzlich zeigt die Strecke instabiles Verhalten Basierend auf dem nichtlinearen flugdynamischen Modell werden mit verschiedenen Methoden Regler entworfen die die Regelstrecke stabilisieren und dem Flugzeug eine Streckenstruktur zuweisen die derjenigen klassischer Flugzeuge hnelt Zudem soll durch die Regler eine vorgegebene Form des Flugzeugverbundes beibehalten werden die Fahrt der L ngs und Rolllagewinkel sollen geregelt und St rungen unterdr ckt werden Als Auslegungsverfahren werden Theorien der Zustandsregelungen im Zeitbereich Eigenstrukturvorgabe und Frequenzbereich H infinity loop shaping verwendet Hierdurch wird durch die inneren Regelschleifen ein Verhalten des Mehrkr rperflugzeugs erzielt das dem eines starren Flugzeugs entspricht F r die u eren Regelschleifen werden anschlie end klassische Konzepte von Autopiloten verwendet Im Ergebnis ist eine Regelung des Flugweges ber Grund des Mehrkr rperflugzeugs und somit ein tats chlicher Betrieb als HAPS m glich Die Funktionalit t des Reglers wird abschlie end in nichtlinearen Simulationen mit vollst ndiger Flugdynamik verifiziert

The Island in the Confluence Marc

Engelhardt, 2012-06-05 Now more than ever before people have access to pick choose and customize the communities in

which they take part The communities stream together in a Confluence and individuals wade in the water That reality is not inherently good or bad but it does have real consequences that influence how individuals regard themselves how they regard each other and how they see the role of community fitting into their lives The Confluences direct effect on the Church is clear The Church is a community that has something to say about personal identity as well as how people view and interact with the world The Island in the Confluence explores how individuals community and the Church interact in Western culture In doing so it gives practical ways to faithfully live out the life that Jesus has prepared for his people *The Evidence Study Bible* Ray Comfort,2011-03-01 The NKJV Evidence Bible is the official Bible of The Way of the Master TV show and ministry The ground breaking Evidence Bible that has been used by countless numbers of Christians on the front lines of evangelism is now available In an easy to read New King James version The words of Christ in red letter Complete with a user friendly

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Motion 5 - How It Works Edgar Rothermich,2012-05-01 Motion 5 How it Works from the GEM series Graphically Enhanced Manuals explains Apple's popular motion graphics application Motion 5 with rich illustrations and diagrams that are not found in any other manual This 147 pages letter size book presents this software application in great detail with that easy to understand visual approach What are Graphically Enhanced Manuals GEM They're a new type of manual with a visual approach that helps you UNDERSTAND a program not just LEARN it No need to read through 500 of pages of dry text explanations Rich graphics and diagrams help you to get that aha effect and make it easy to comprehend difficult concepts The Graphically Enhanced Manuals help you master a program much faster with a much deeper understanding of concepts features and workflows in a very intuitive way that is easy to understand **Kinematics, 2-Dimensional Motion, and**

Momentum Laying the Foundation,2009-07 **Kinematics, 2-Dimensional Motion, and Momentum** Laying the Foundation,2009-07 *A Manual of Time and Motion Study* John Walter Hendry,1944 *Test Drive Blender* John M. Blain,2017 With concise instruction and an extensive use of diagrams this colorful interesting and entertaining book will introduce you to the controls and steer you towards understanding what Blender can do

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