

INDIAN INSTITUTE OF TECHNOLOGY HYDERABAD

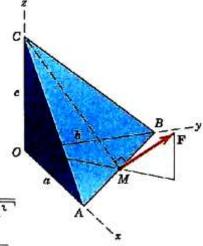
Department of Mechanical and Aersoapce Engineering Take Home-1

Instructor: Dr. M. Ramji ME1050: Basics of Mechanical Engg (2021-22)

Fig. 1 Tetrahedron

Date: 14-12-21

1. Determine the x-, y- and z-components of force \mathbf{F} which acts on the tetrahedron as shown in Fig. 1. The quantities a, b, c and F are known and M is the mid-point of edge AB.



Solution

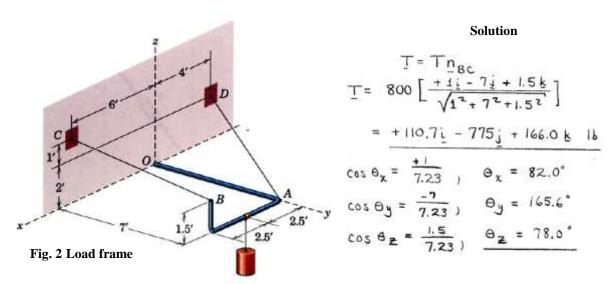
Finally,

$$F_{\chi} = F \frac{2c}{\sqrt{a^2 + b^2 + 4c^2}} \frac{a}{\sqrt{a^2 + b^2}} = \frac{2acF}{\sqrt{a^2 + b^2} \sqrt{a^2 + b^2 + 4c^2}}$$

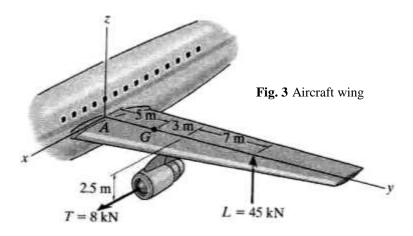
$$F_{\chi} = F \frac{2c}{\sqrt{a^2 + b^2 + 4c^2}} \frac{b}{\sqrt{a^2 + b^2}} = \frac{2bcF}{\sqrt{a^2 + b^2} \sqrt{a^2 + b^2 + 4c^2}}$$

$$F_{\chi} = F \sqrt{\frac{a^2 + b^2}{a^2 + b^2 + 4c^2}}$$

2. The tension in the supporting cable BC is 800 N (Fig. 2). Write the force which this cable exerts on the boom OAB as a vector **T**. Determine the angles θ_x , θ_y and θ_z which the line of action of **T** forms with the positive x-, y- and z-axes.



3. The wing of the jet aircraft is subjected to a thrust of T = 8 kN from its engine and the resultant lift force L = 45 kN (Fig. 3). If the mass of the wing is 21 kN and the mass center is at G, determine the x, y, z components of reaction where the wing is fixed to the fuselage at A.



4. The jib crane shown in Fig.4 is subjected to three coplanar forces. Replace this loading by an equivalent resultant force and specify where the resultant's line of action intersects the column *AB* and boom *BC*.

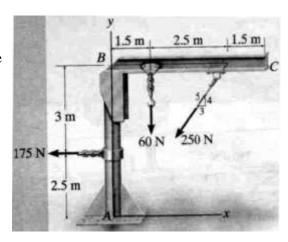
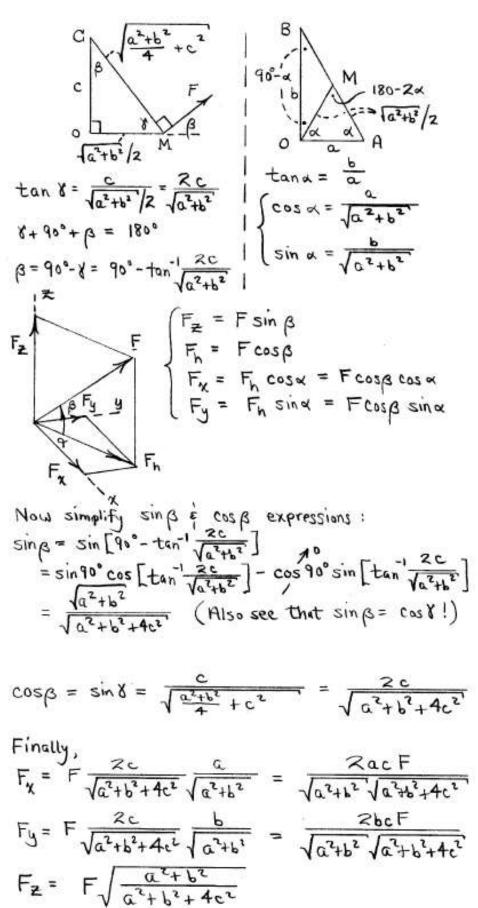


Fig. 4 Jib crane arrangement

Soln. 1.



Soln. 3

Given:

$$T = 8 \text{ kN}$$

$$L = 45 \text{ kN}$$

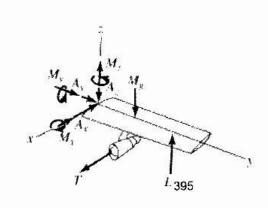
$$M = 2.1 \text{ Mg}$$

$$a = 2.5 \text{ m}$$

$$h = 5 \text{ m}$$

$$c = 3 \text{ m}$$

$$d = 7 \text{ m}$$



Solution:

$$\Sigma F_x = 0; \quad -A_X + T = 0$$

$$A_X = T$$

$$A_X = 8 \,\mathrm{kN}$$

$$\Sigma F_y = 0; \quad A_y = 0$$

$$A_y = 0$$

$$\Sigma F_z = 0; \quad -A_z - M g + L = 0$$

$$A_z = L - M g$$

$$A_z = 24.4 \,\mathrm{kN}$$

$$\Sigma M_y = 0; \qquad M_y - T(a) = 0$$

$$M_{V} = T a$$

$$M_v = 20.0 \,\mathrm{kN \cdot m}$$

$$\Sigma M_x = 0;$$
 $L(b+c+d) - M g b - M_x = 0$

$$M_x = L(b+c+d) - Mgb$$
 $M_x = 572 \text{ kN} \cdot \text{m}$

$$M_r = 572 \,\mathrm{kN \cdot m}$$

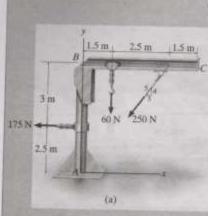
$$\Sigma M_z = 0; \qquad M_z - T(b+c) = 0$$

$$M_z = T(b+c)$$

$$M_z = 64.0 \,\mathrm{kN \cdot m}$$

Soln. 4

EXAMPLE 4.17



The jib crane shown in Fig. 4-44a is subjected to three coplanar Replace this loading by an equivalent resultant force and where the resultant's line of action intersects the column AB boom BC.

SOLUTION

Force Summation. Resolving the 250 N force into x and y compared summing the force components yields

As shown by the vector addition in Fig. 4-44b.

$$F_R = \sqrt{(325)^2 + (260)^2} = 416 \text{ N}$$

 $\theta = \tan^{-1} \left(\frac{260}{325}\right) = 38.7^{\circ} \theta \text{P}$

Moment Summation. Moments will be summed about the arbpoint A. Assuming the line of action of F_R intersects AB, Fig. 4.44 require the moment of the components of F_R in Fig. 4.44a about equal the moments of the force system in Fig. 4.44a about A; i.e.

$$I_s + M_{R_A} = \Sigma M_A;$$
 325 N (y) + 260 N (0)
= 175 N (2.5m) - 60 N (1.5m) + 250 N($\frac{3}{5}$)(5.5m) - 250 N($\frac{4}{5}$)(4=
y = 1.146 m

By the principle of transmissibility, F_R can also be treated intersecting BC, Fig. 4-44b, in which case we have

$$\downarrow + M_{R_A} = \sum M_A; \quad 325 \text{ N } (5.5 \text{ m}) - 260 \text{ N } (x)$$

$$= 175 \text{ N } (2.5 \text{ m}) - 60 \text{ N } (1.5 \text{ m}) + 250 \text{ N} (\frac{3}{5})(5.5 \text{ m}) - 250 \text{ N} (\frac{4}{5})(4.5 \text{ m})$$

$$x = 5.45 \text{ m}$$

NOTE: We can also solve for these positions by assuming F_R acts at arbitrary point (x, y) on its line of action, Fig. 4-44b. Summoments about point A yields

which is the equation of the colored dashed line in Fig. 4-44b. To 5 the points of intersection with the crane along AB, set x=0, y=1.146 m, and along BC set y=5.5 m, then x=5.45 m.

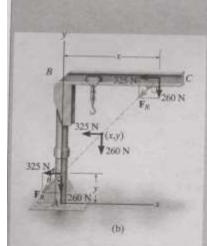


Fig. 4-44