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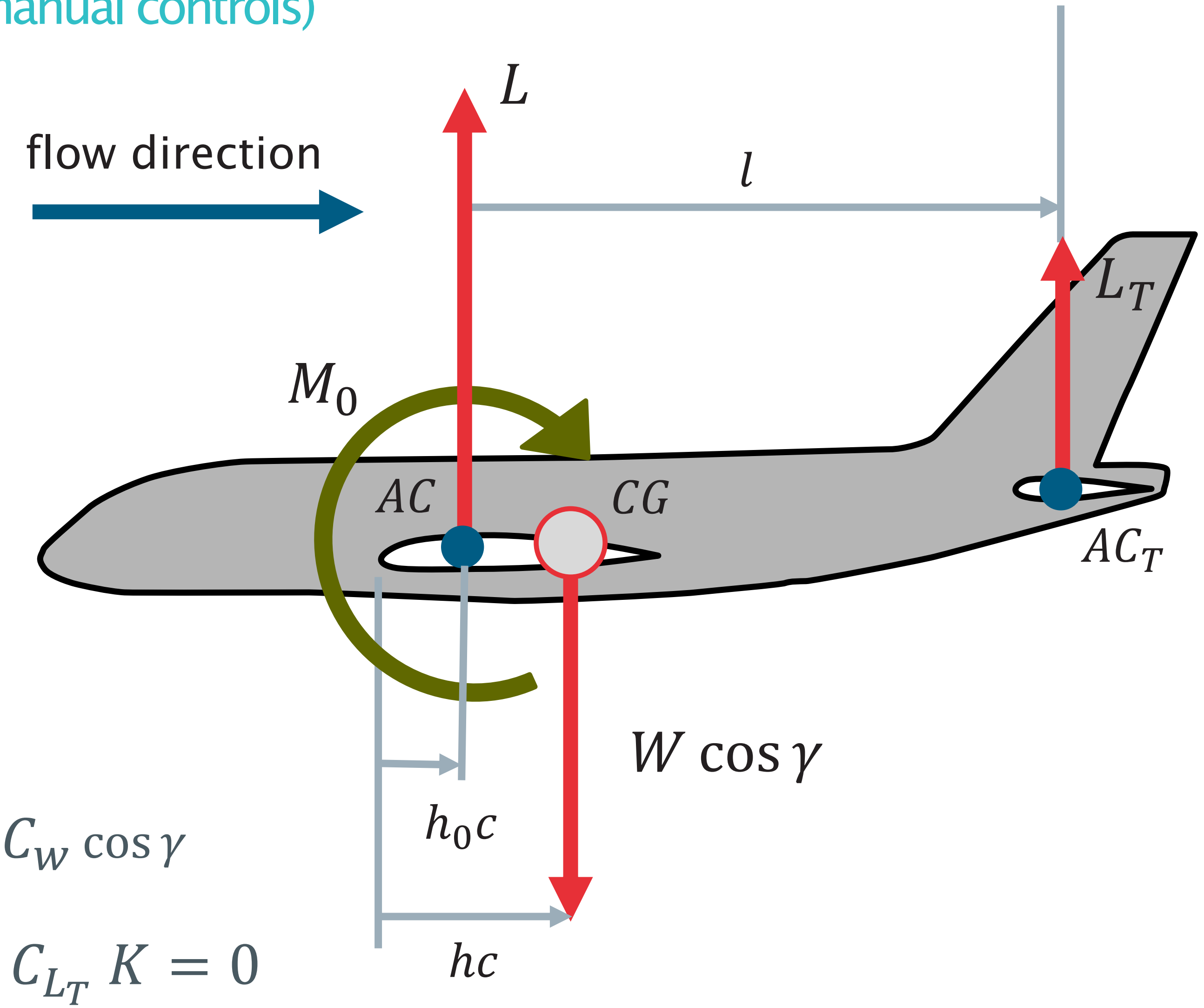
# SESA2025 Mechanics of Flight
# Stick Fixed versus Stick Free

Lecture 1.2

# Consider an aircraft flying in trimmed conditions

(A small aircraft with manual controls)




$$C_{L^*} = C_L + C_{L_T}\frac{S_T}{S} = C_W \cos\gamma$$

$$C_{M_0} + C_{L^*}(h - h_0) - C_{L_T} K = 0$$

# Consider an aircraft flying in trimmed conditions

## (A small aircraft with manual controls)

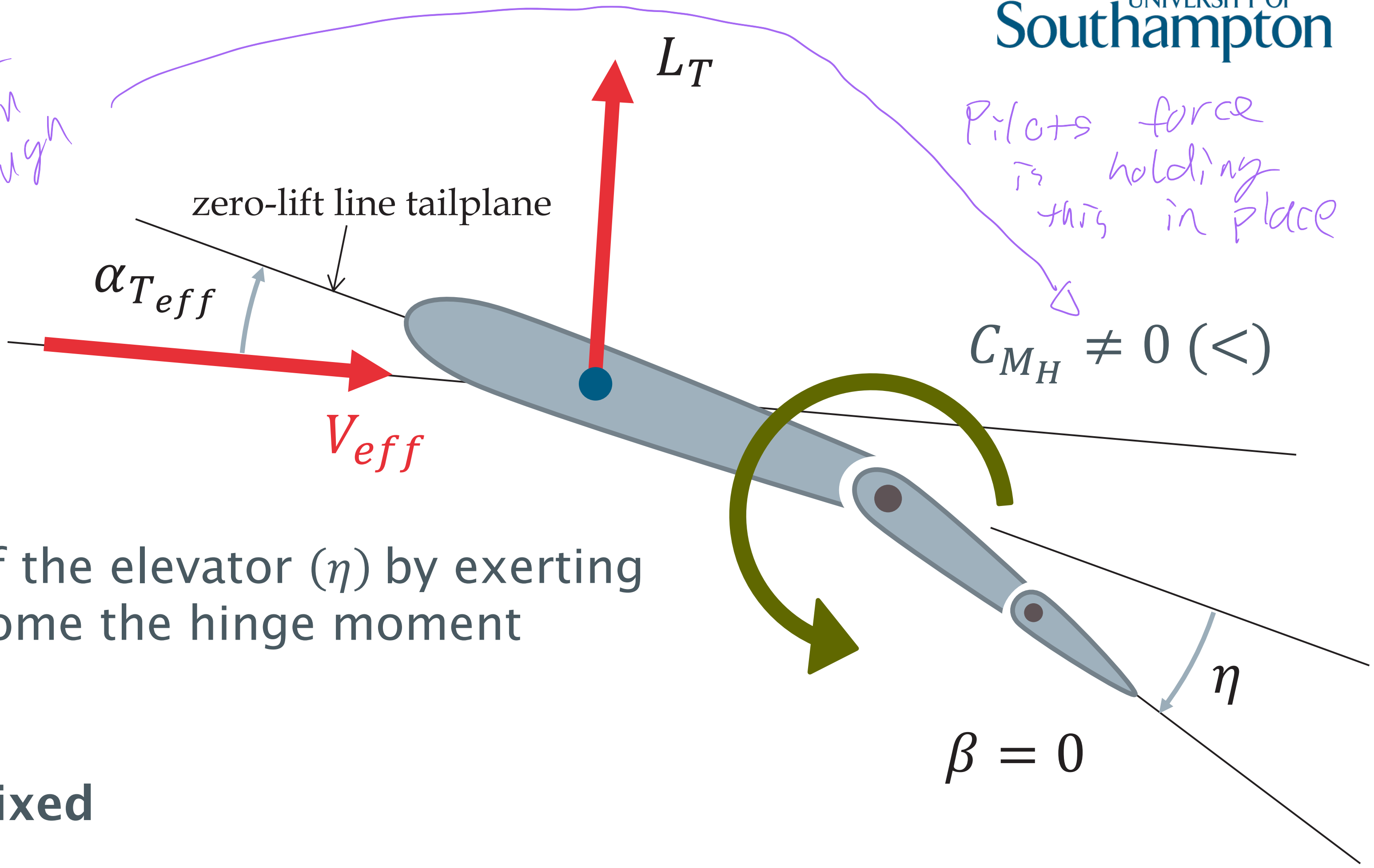
Two ways for a pilot to keep an aircraft in equilibrium (trimmed):

- Using the yoke (controls the elevator directly)
- Using the trim tab (controls the elevator indirectly)

# Tail plane

## Stick Fixed

pilot is actively applying force on elevator through control

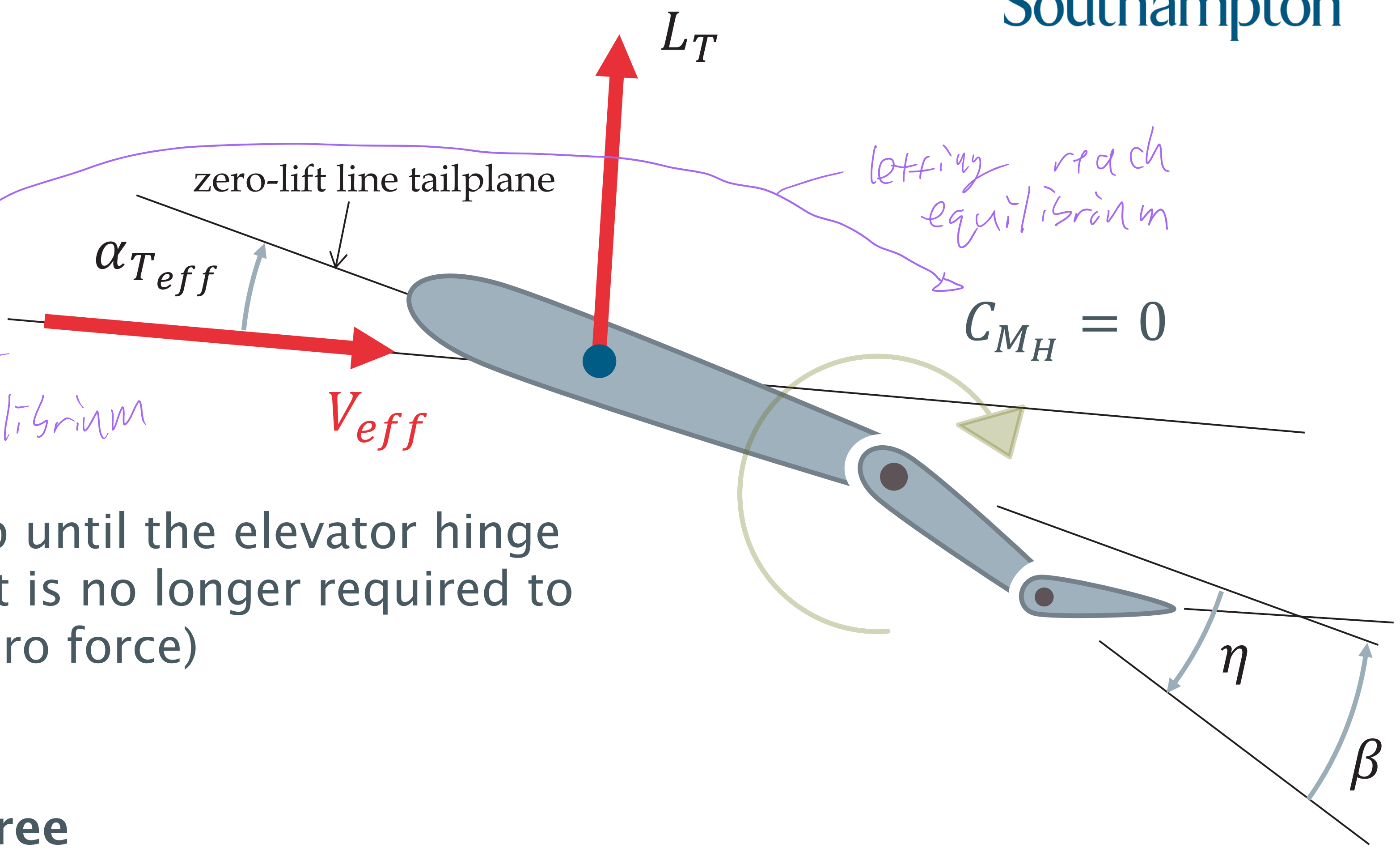



- The pilot sets the position of the elevator ($\eta$) by exerting a force on the yoke to overcome the hinge moment
- $C_{M_H} \neq 0$
- This is referred to as **Stick Fixed**
- The trim tab angle ($\beta$) is assumed to be zero
- High pilot effort ($C_{M_H} \neq 0$ + attention)

# Tail plane

## Stick Free

Pilot not needed to hold elevator with force because they let it rest in equilibrium

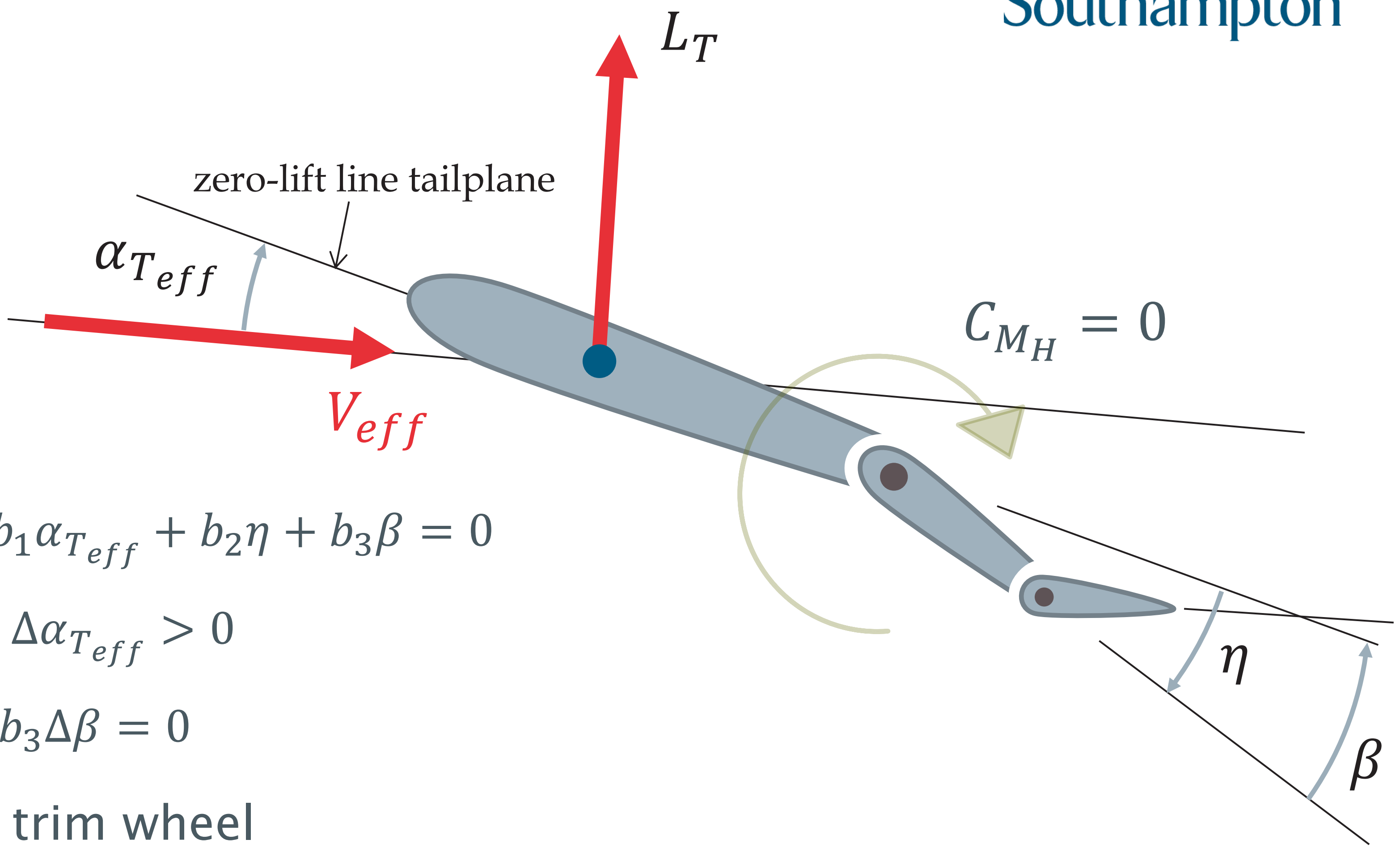



- The pilot rotates the trim tab until the elevator hinge moment is zero and the pilot is no longer required to exert a force on the yoke (zero force)
- $C_{M_H} = 0$
- This is referred to as **Stick Free**
- Reduced pilot effort
- Elevator can float during, e.g., a gust encounter

fluttering bad

# Tail plane

## Stick Free – floating elevator




- The hinge moment is $C_{M_H} = b_1\alpha_{T_{eff}} + b_2\eta + b_3\beta = 0$
- Assume the gust produces a $\Delta\alpha_{T_{eff}} > 0$
- But $\underbrace{\Delta C_{M_H}}_{\text{not tending trim tab} \therefore = 0} = b_1\Delta\alpha_{T_{eff}} + b_2\Delta\eta + b_3\Delta\beta = 0$
- $\Delta\beta = 0$ since it's fixed by the trim wheel
- $\mathrm{b}_1$ and $\mathrm{b}_2$ are negative, solve for $\Delta\eta$
- $\underbrace{\Delta\eta = -\Delta\alpha_{T_{eff}}\frac{b_1}{b_2} < 0}_{\text{measure of floatyness}} \longrightarrow b_1 = \frac{\partial C_{M_H}}{\partial\alpha_{T_{eff}}} \longrightarrow$ floating tendency

controls directly how much elevator floats with changing AoA (possibly induced by gusts)

# Tail plane

## Stick Fixed

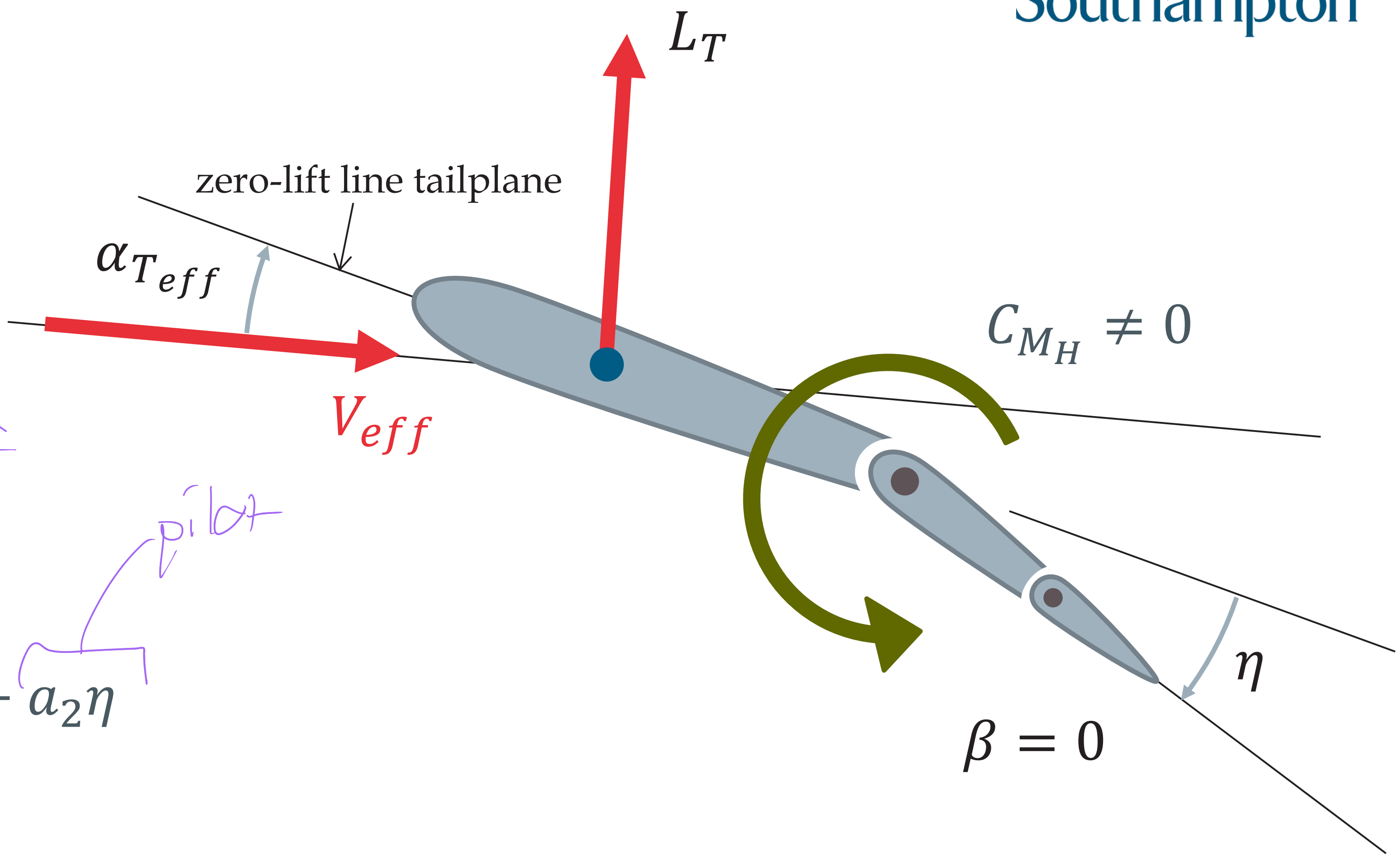
With $\beta = 0$ (assumed)

– Lift model

$$C_{L_T} = \underbrace{a_1 \alpha_{T_{eff}}}_{\text{aircraft}} + \underbrace{a_2 \eta}_{\text{pilot}}$$

– Hinge moment model

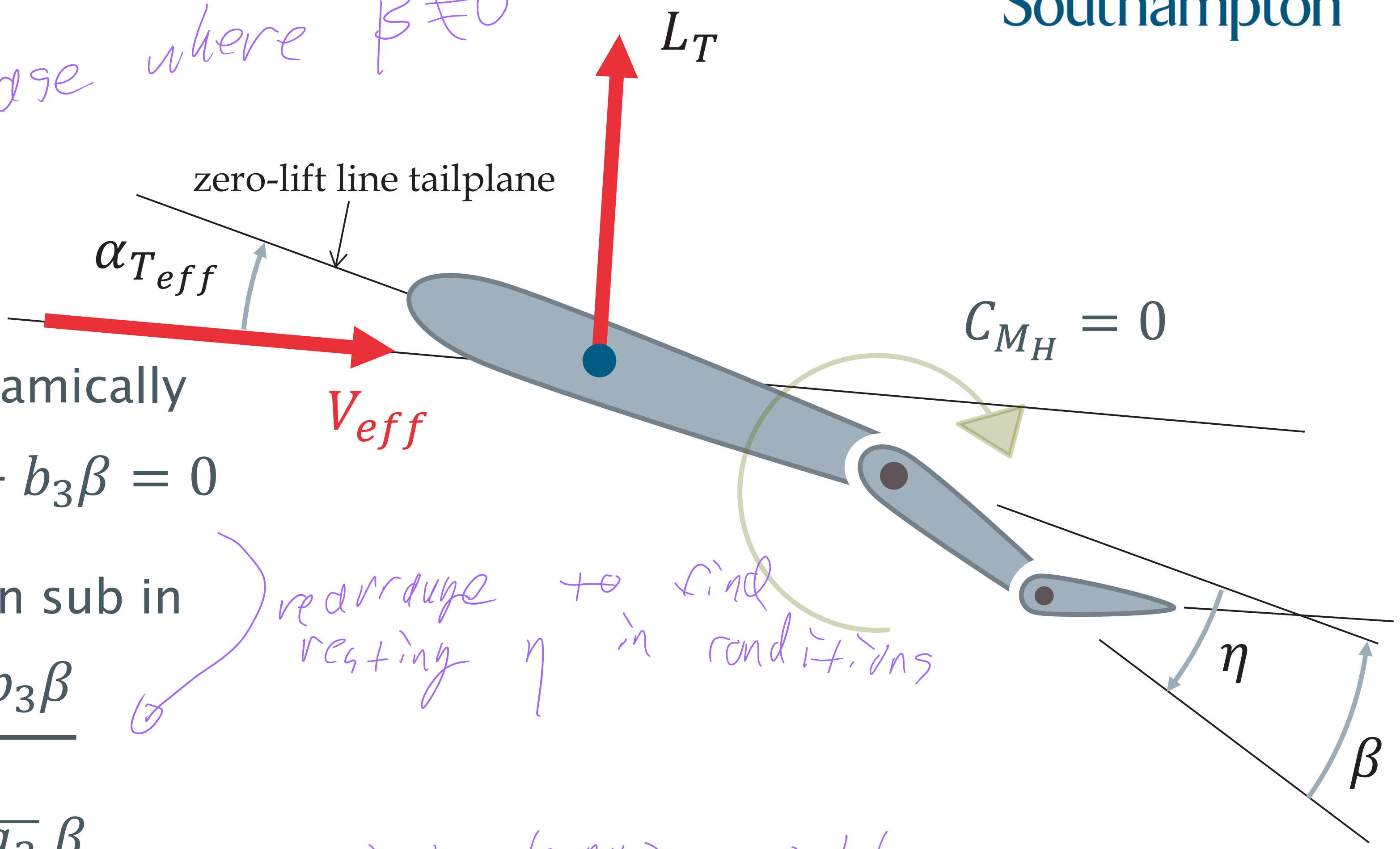
$$C_{M_H} = \underbrace{b_1 \alpha_{T_{eff}}}_{\text{aircraft}} + \underbrace{b_2 \eta}_{\text{pilot}}$$



# Tail plane

## Stick Free

Now consider case where $\beta \neq 0$




Balance hinge moment aerodynamically

$$C_{M_H} = b_1 \alpha_{T_{eff}} + b_2 \eta + b_3 \beta = 0$$

Solve for elevator position, then sub in

rearrange to find resting $\eta$ in conditions

$$\eta = \frac{-b_1 \alpha_{T_{eff}} - b_3 \beta}{b_2}$$

$$C_{L_T} = \overline{a_1} \alpha_{T_{eff}} + \overline{a_3}\, \beta$$

convenient cleanup variables

where

$$\overline{a_1} \stackrel{\text{def}}{=} a_1 - a_2 \frac{b_1}{b_2}\,; \;\; \overline{a_3} \stackrel{\text{def}}{=} a_3 - a_2 \frac{b_3}{b_2}$$

# Example

## and some numbers …

Measurements of the aero characteristics of a 2D section of a tail plane show that:

$$a_1 = 2\pi\, rad^{-1}$$
$$a_2 = 3.5\, rad^{-1}$$
$$a_3 = 1.1\, rad^{-1}$$
$$b_1 = -0.1\, rad^{-1}$$
$$b_2 = -0.7\, rad^{-1}$$
$$b_3 = -1.3\, rad^{-1}$$

elevator

trim tab

Do these numbers make sense ??

relative size of main wing

tail to related

Recall that:

$$C_{L_T} = a_1 \alpha_{T_{eff}} + a_2 \eta + a_3 \beta \quad \text{Stick fixed}$$

$$C_{L_T} = \overline{a_1} \alpha_{T_{eff}} + \overline{a_3}\, \beta \quad \text{Stick free}$$

$$C_{M_H} = b_1 \alpha_{T_{eff}} + b_2 \eta + b_3 \beta \qquad \overline{a_1} \stackrel{\text{def}}{=} a_1 - a_2 \frac{b_1}{b_2}\ ; \quad \overline{a_3} \stackrel{\text{def}}{=} a_3 - a_2 \frac{b_3}{b_2}$$

The rate of change of $C_{L_T}$ with $\alpha_{T_{eff}}$ is

makes sense because

stick free has more variable geometry

$$a_1 = 6.28\, rad^{-1} \quad \text{Stick fixed}$$

$$\overline{a_1} = 5.78\, rad^{-1} \quad \text{Stick free}$$

- The tailplane produces less lift per unit change of angle of attack!
- Lower pitch stiffness, worse stability characteristics
- Use horn balance to reduce floating tendency

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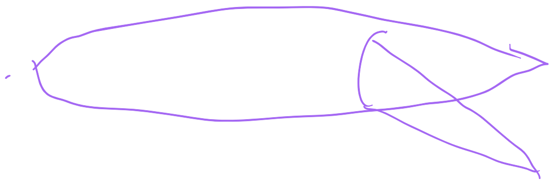
# Other means of trim

## i.e. other types of tail planes

- Aircraft requires trim at a variety of speeds, CG locations, payloads, altitudes, ..
- Various other tail plane solutions are possible, with pros and cons
- All of them need to achieve some control on the lift generated by the plane

(draw missing from notes!)



# Other means of trim

## Fixed tail


The tail plane of a Pilatus Porter PC-6

- OK if longitudinal manoeuvrability is not a desired design requirement
- PROS:
  - Lighter
  - Cheaper
  - Structurally easier to design
  - Safer in case of failure
- CONS
  - Limited control — because relatively small change possible
  - Higher drag associated to trim
- Lift model $a_2 < a_1$

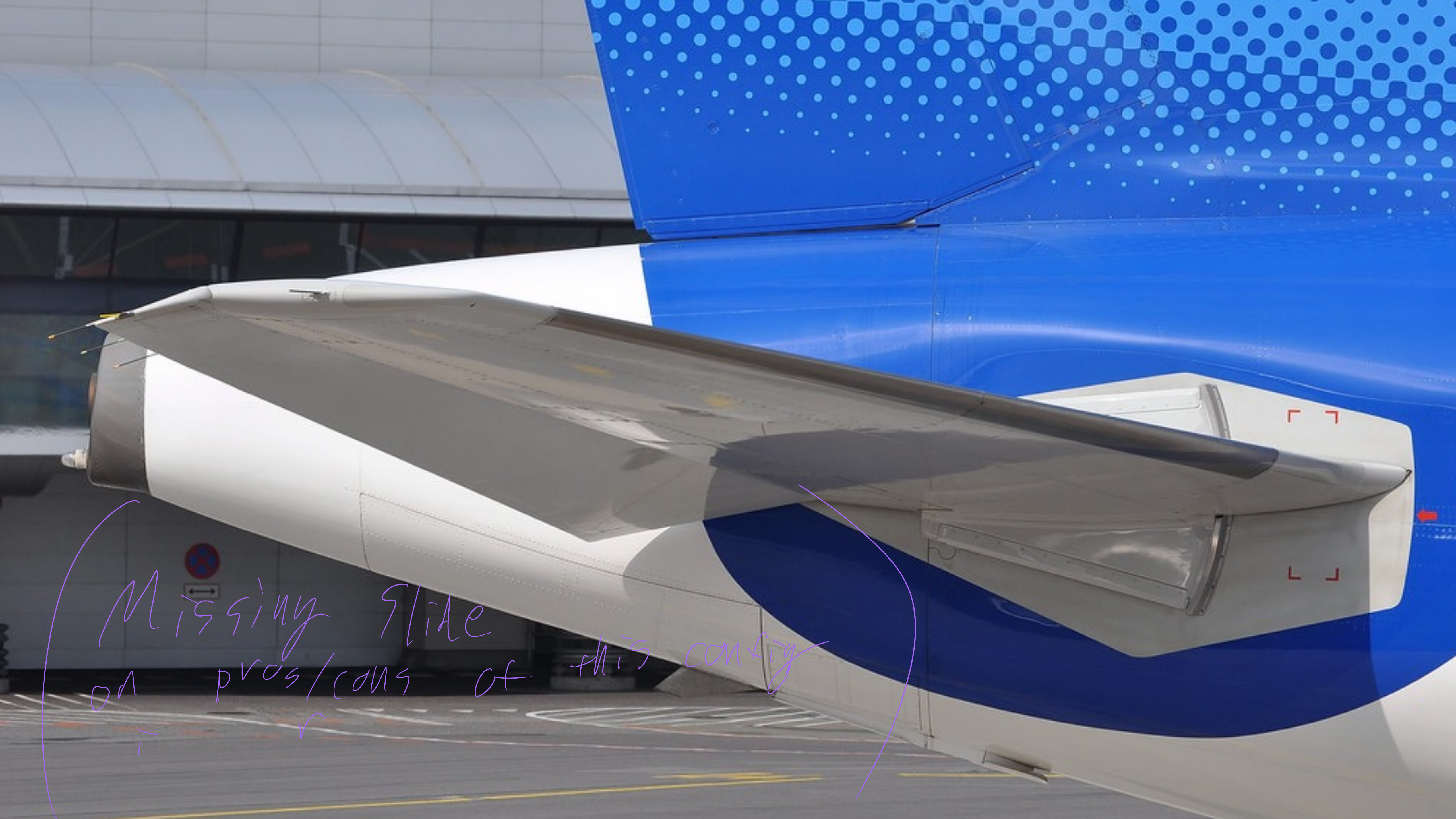
# Other means of trim

## All-moving tail – All-flying – Stabilator


F-16 jet, with stabilators deflected upwards

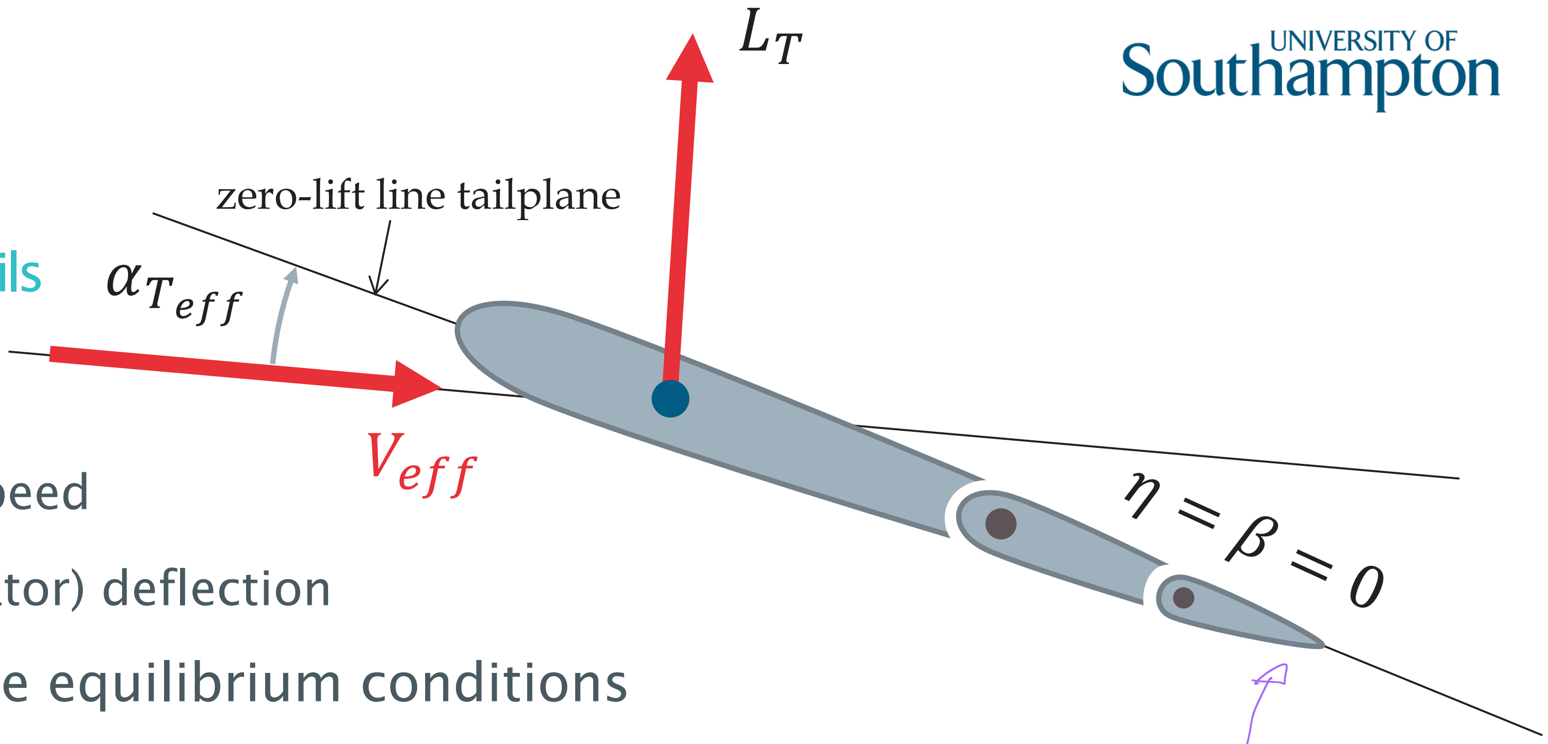
- Change the installation angle $\alpha_s$
  - For trim and control (high rotation rates)
- PROS:
  - Higher trimming power
  - Wider range of CG movements
  - Lower drag, as elevator and stabilizer are aligned when aircraft is trimmed
- CONS
  - Structural design?


US MILITARY POWER


Missing slide
on pros/cons of this config

# Tail setting angle

## Example calculation for adjustable tails




- Primary requirement
  - nullify $C_{M_{CG}}$ at the cruising speed
  - no control surface (i.e. elevator) deflection
- Example calculation: from the equilibrium conditions

$$C_{L^*} = C_L + C_{L_T}\frac{S_T}{S} = C_W \cos\gamma \quad \text{and} \quad C_{M_0} + C_{L^*}(h - h_0) - C_{L_T}K = 0$$

- The tail plane lift model becomes

$$C_{L_T} = a_1\alpha_{T_{eff}} \cancel{+ a_2\eta + a_3\beta}$$

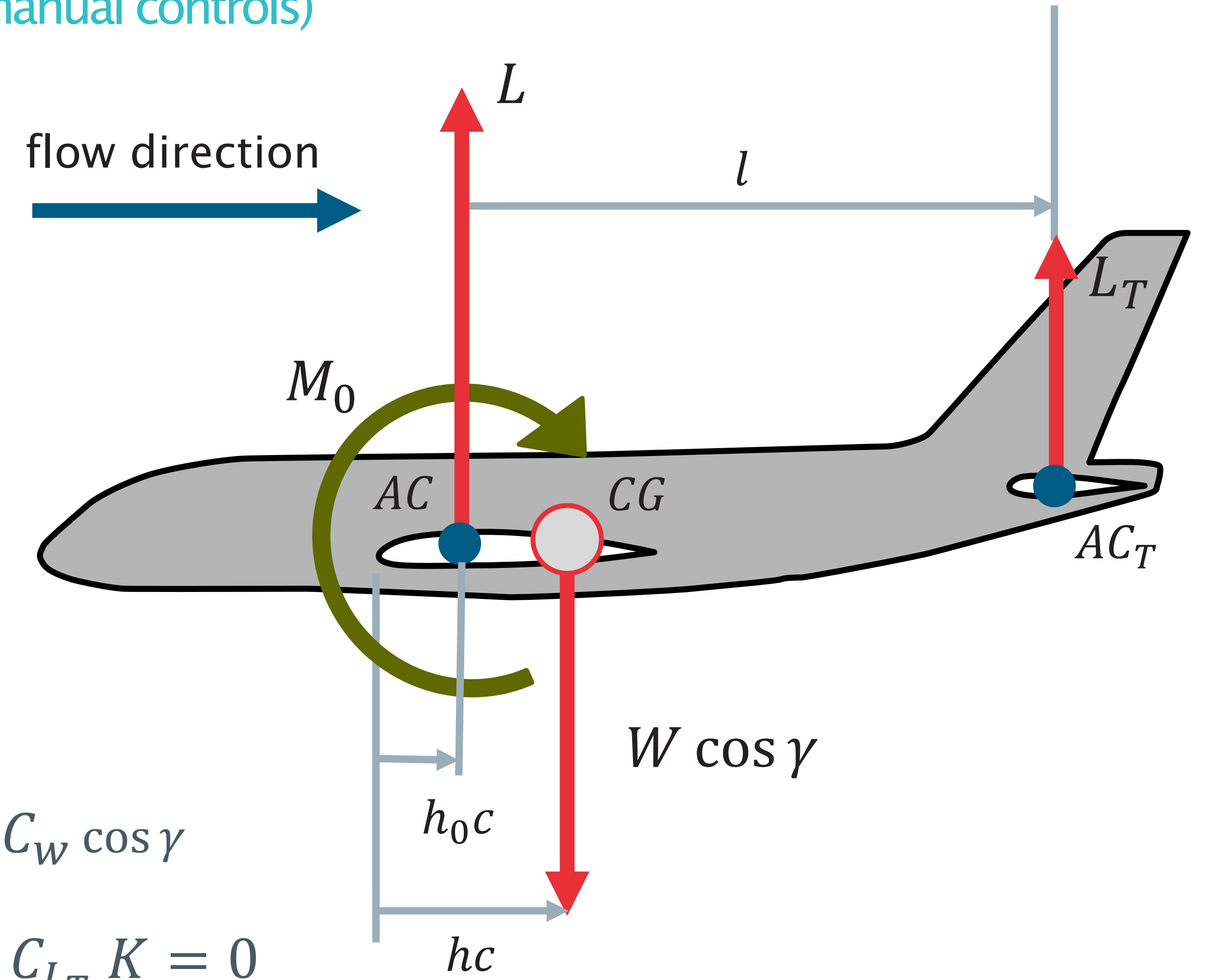
- Noting that

$$\overbrace{\alpha_{T_{eff}} = \alpha}^{\text{known}} + \boxed{\alpha_s} \overbrace{- \varepsilon - \varepsilon_T}^{\text{known}}$$

- We solve for $\alpha_s$, with $\alpha$ obtained from $C_L = C_{L_\alpha}(\alpha - \alpha_0)$

# Consider an aircraft flying in trimmed conditions

(A small aircraft with manual controls)



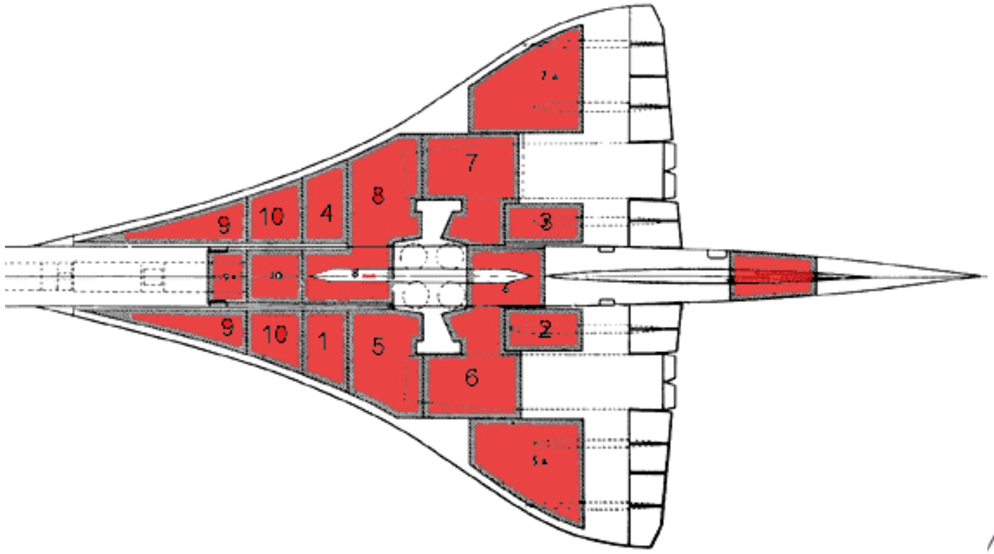

$$C_{L^*} = C_L + C_{L_T}\frac{S_T}{S} = C_W \cos\gamma$$

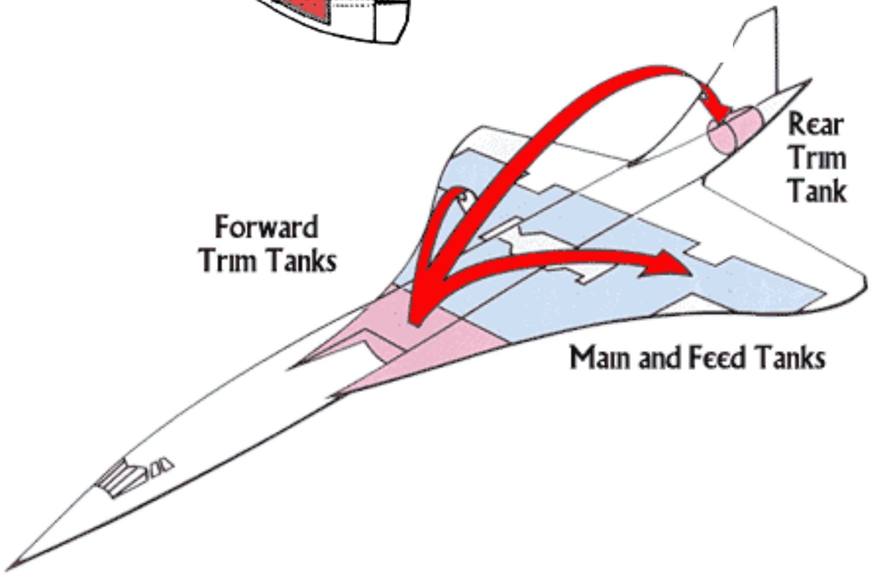
$$C_{M_0} + C_{L^*}(h - h_0) - C_{L_T} K = 0$$

# Other means of trim

## Moving the CG

The Aérospatiale/BAC Concorde (1976/2003)




- At critical Mach, the CP shifts rearwards (pitch down)
- Shift fuel fore-and-aft for CG control at {tran, super}sonic speed **with no drag penalty**