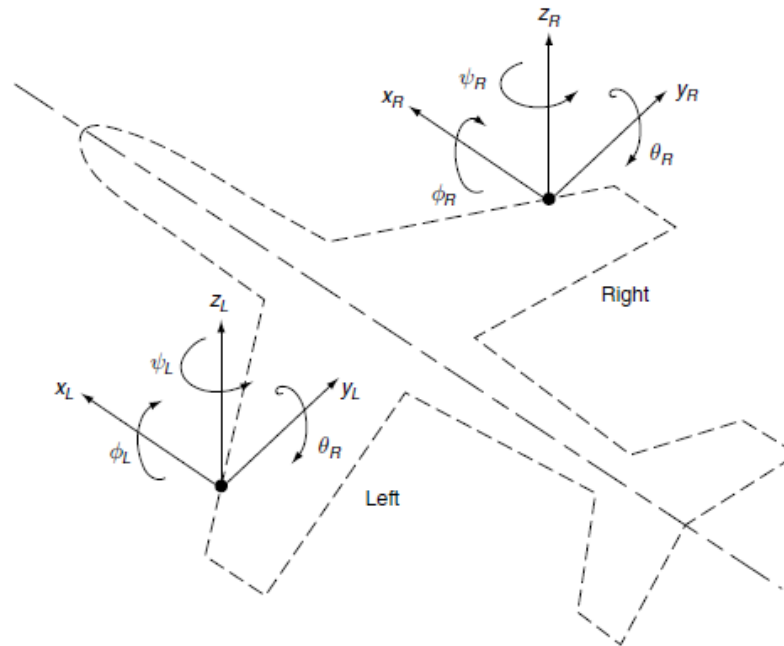


Examples: Structural Dynamics for Aircraft Structures



Examples: Structural Dynamics for Aircraft Structures

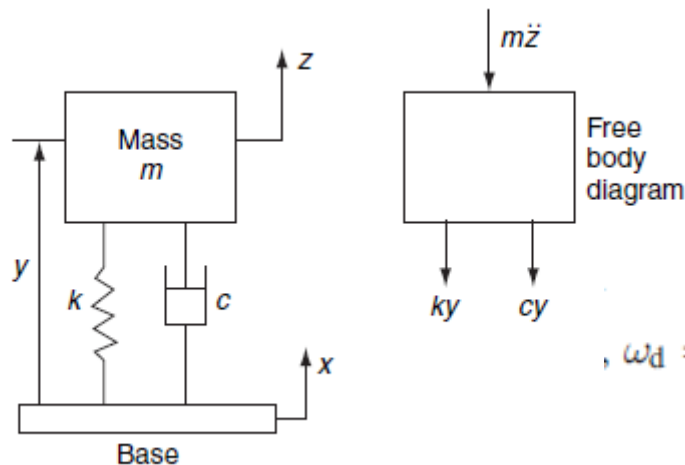
Summary

1. Example 1
2. Example 2
3. Example 3
4. Example 4
5. Example 5
6. Example 6
7. Example 7
8. Example 8
9. Example 9
10. Example 10

Examples: Structural Dynamics for Aircraft Structures

Example 1

The system shown in Fig. 2.1, but without the applied force, F , has the following properties: $m = 1$ kg; $k = 10\,000$ N/m and $c = 40$ N/m/s. Plot the time history of z for the initial conditions: $z = 0.1$ m, $\dot{z} = 0$, at $t = 0$.



$$\omega_n = \sqrt{\frac{k}{m}} = \sqrt{\frac{10000}{1}} = 100 \text{ rad/s}$$

$$\gamma = \frac{c}{c_c} = \frac{c}{2m\omega_n} = 40 / (2 \times 1 \times 100) = 0.2$$

$$\omega_d = \omega_n \sqrt{(1 - \gamma^2)} = 100 \sqrt{(1 - 0.2^2)} = 98.0 \text{ rad/s.}$$

$$z = e^{-\gamma\omega_n t} (A \cos \omega_d t + B \sin \omega_d t)$$

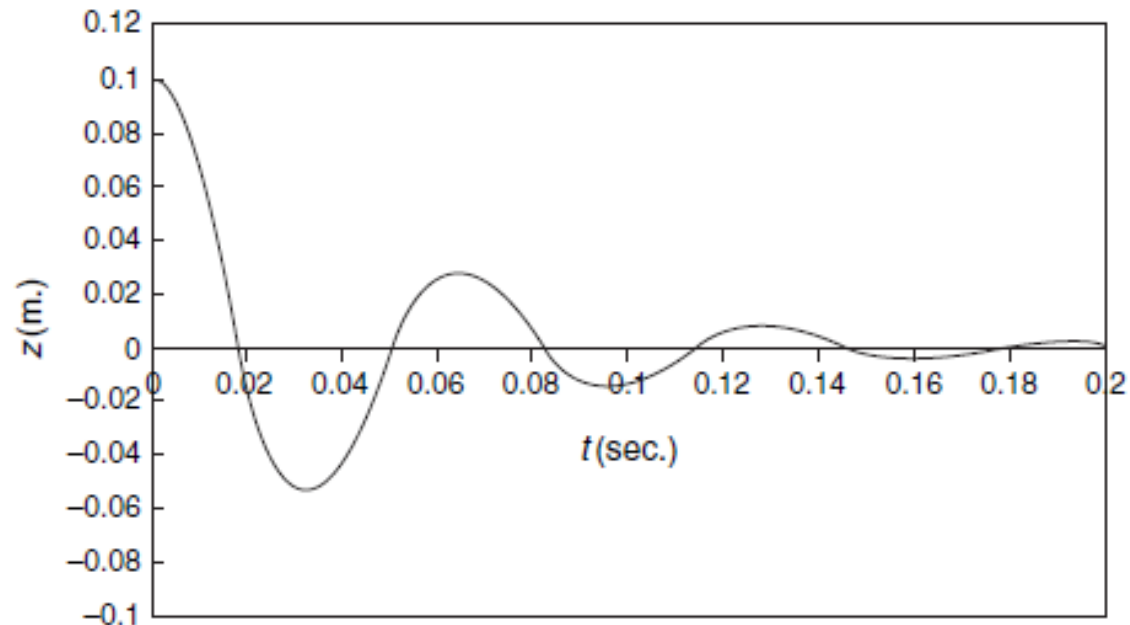
$$\gamma < 1,$$

$$\dot{z} = e^{-\gamma\omega_n t} [(B\omega_d - A\gamma\omega_n) \cos \omega_d t - (A\omega_d + B\gamma\omega_n) \sin \omega_d t]$$

Examples: Structural Dynamics for Aircraft Structures

Example 1

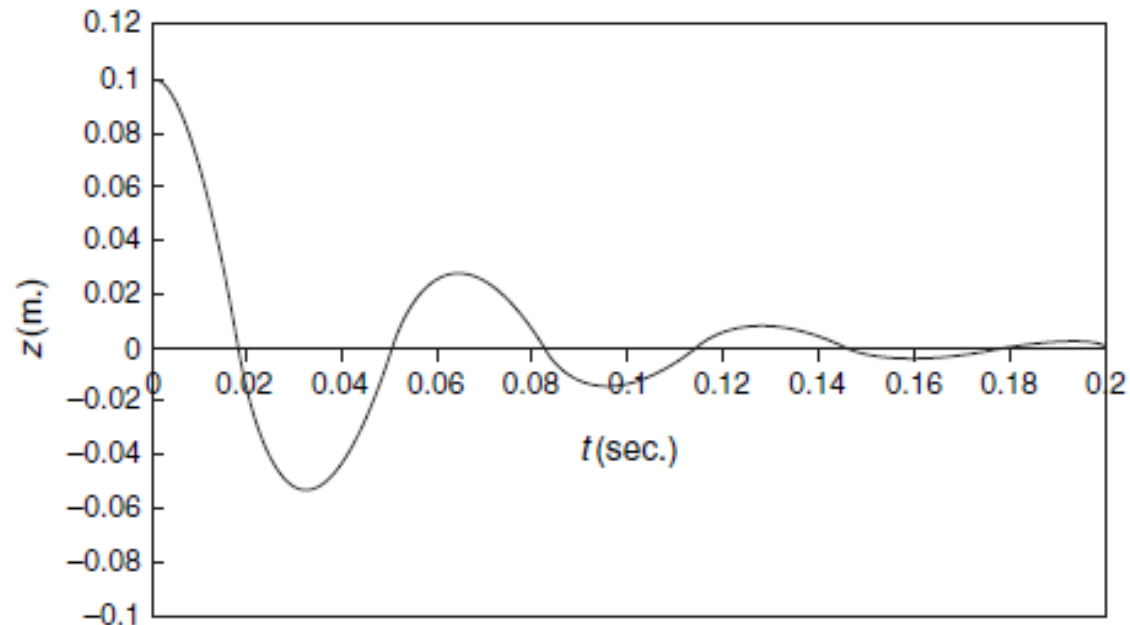
$$z = e^{-20t}(0.1 \cos 98.0t + 0.0204 \sin 98.0t)$$



Examples: Structural Dynamics for Aircraft Structures

Example 1

$$z = e^{-20t}(0.1 \cos 98.0t + 0.0204 \sin 98.0t)$$



Examples: Structural Dynamics for Aircraft Structures

Example 2

Derive an expression for the displacement response of a single-DOF system excited by a force of the form $F = P \sin \omega t$. Assume that the initial conditions are $z = \dot{z} = 0$ at $t = 0$, and that the non-dimensional damping coefficient, γ , is less than 1.

$$m\ddot{z} + c\dot{z} + kz = P \sin \omega t$$

$$\ddot{z} + 2\gamma\omega_n\dot{z} + \omega_n^2 z = (P/m) \sin \omega t$$

Homogenous

$$z = e^{-\gamma\omega_n t} (A \cos \omega_d t + B \sin \omega_d t)$$

Particular

$$z = C \cos \omega t + D \sin \omega t$$

$$\dot{z} = -\omega C \sin \omega t + \omega D \cos \omega t$$

$$\ddot{z} = -\omega^2 C \cos \omega t - \omega^2 D \sin \omega t$$

Examples: Structural Dynamics for Aircraft Structures

Example 2

$$-\omega^2 C \cos \omega t - \omega^2 D \sin \omega t - 2\gamma\omega_n\omega C \sin \omega t + 2\gamma\omega_n\omega D \cos \omega t + \omega_n^2 C \cos \omega t + \omega_n^2 D \sin \omega t = (P/m) \sin \omega t$$

$$-\omega^2 D - 2\gamma\omega_n\omega C + \omega_n^2 D = P/m$$

$$-\omega^2 C + 2\gamma\omega_n\omega D + \omega_n^2 C = 0$$

$$C = \frac{P(-2\gamma\omega_n\omega)}{m[(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2]}$$

$$D = \frac{P(\omega_n^2 - \omega^2)}{m[(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2]}$$

Examples: Structural Dynamics for Aircraft Structures

Example 2

$$z = e^{-\gamma\omega_n t} (A \cos \omega_d t + B \sin \omega_d t) + C \cos \omega t + D \sin \omega t$$

$$\dot{z} = e^{-\gamma\omega_n t} [(B\omega_d - A\gamma\omega_n) \cos \omega_d t - (A\omega_d + B\gamma\omega_n) \sin \omega_d t] - C\omega \sin \omega t + D\omega \cos \omega t$$

$$A = -C = \frac{P(2\gamma\omega_n\omega)}{m[(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2]}$$

$$B = \frac{-(C\gamma\omega_n + D\omega)}{\omega_d} = \frac{P\omega[(\omega^2 - \omega_n^2) + (2\gamma^2\omega_n^2)]}{m\omega_d[(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2]}$$

Examples: Structural Dynamics for Aircraft Structures

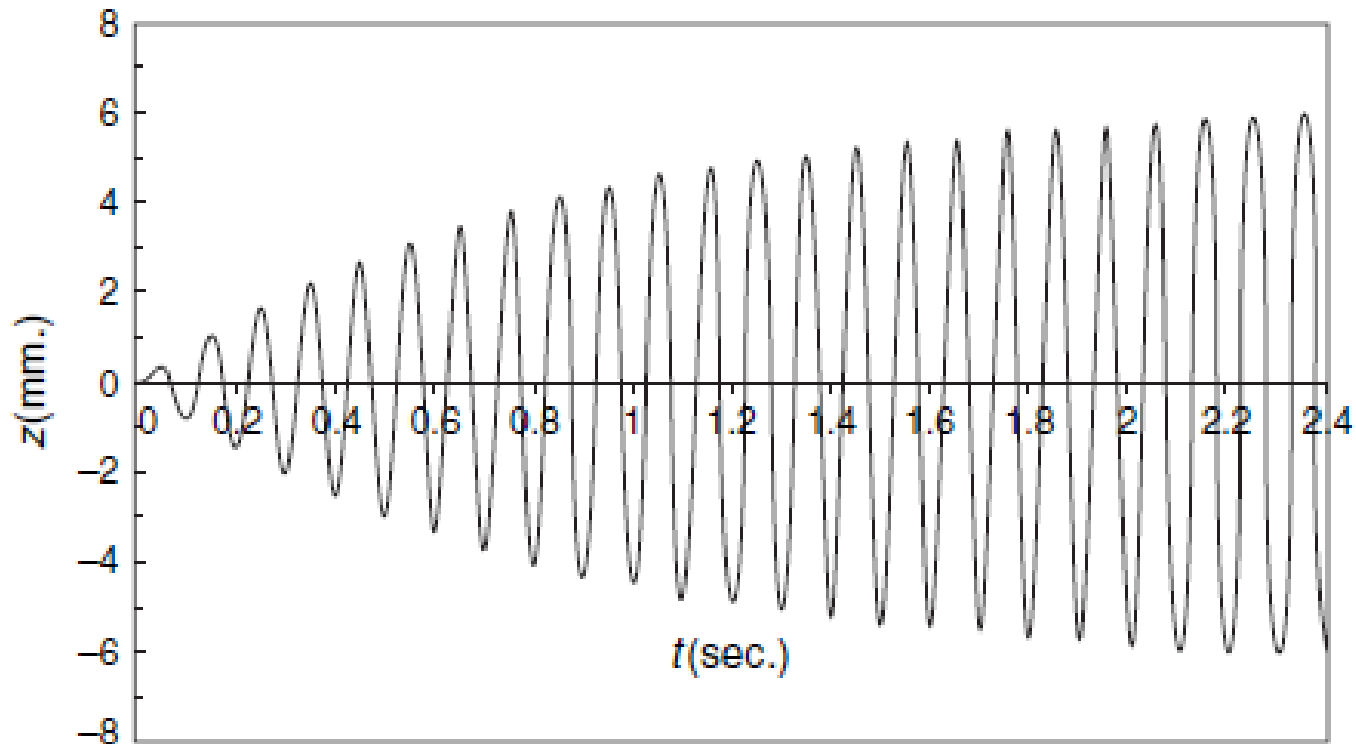
Example 3

Plot the displacement response of the system shown in Fig. 2.1, for the two cases given in Table 2.2, commenting on the results.

Case	Forcing function	Peak force P (N)	Mass m (kg)	Forcing frequency		Undamped nat. frequency		Viscous damping coeff.
				f (Hz)	ω (rad/s)	f_n (Hz)	ω_n (rad/s)	γ
(a)	$P \sin \omega t$	100	100	10	62.83	10	62.83	0.02
(b)	$P \sin \omega t$	100	100	9	56.55	10	62.83	0.01

Examples: Structural Dynamics for Aircraft Structures

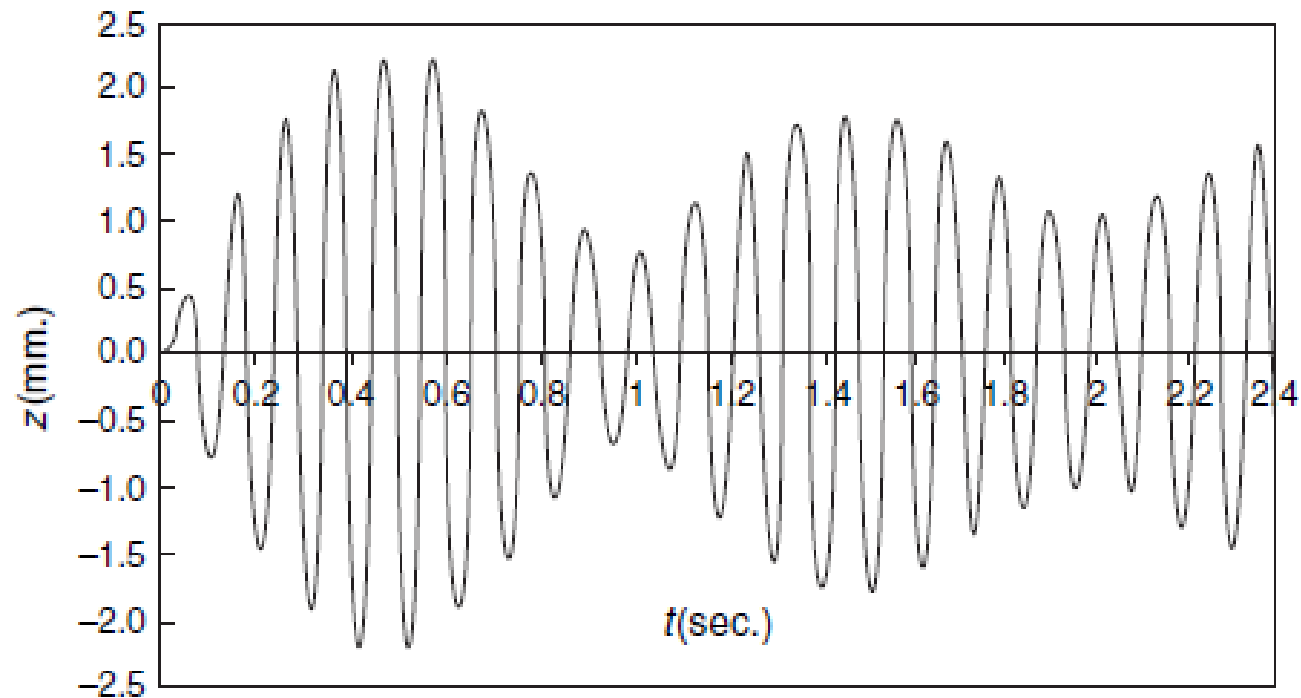
Example 3



Response of a single-DOF system to a sinusoidal force at the natural frequency

Examples: Structural Dynamics for Aircraft Structures

Example 3



Response of a single-DOF system to sinusoidal excitation close to the natural frequency, showing beating.

Examples: Structural Dynamics for Aircraft Structures

Example 4: Laplace Method

External Force

$$m\ddot{z} + c\dot{z} + kz = F,$$

$$\omega_n = \sqrt{\frac{k}{m}}$$

$$c_c = 2m\omega_n$$

$$\gamma = \frac{c}{c_c}$$

$$\ddot{z} + 2\gamma\omega_n\dot{z} + \omega_n^2 z = F/m$$

Base Motion

$$m\ddot{y} + c\dot{y} + ky = -m\ddot{x}$$

$$\ddot{y} + 2\gamma\omega_n\dot{y} + \omega_n^2 y = -\ddot{x}$$

Examples: Structural Dynamics for Aircraft Structures

Example 4: Laplace Method

External Force

$$(s^2 + 2\gamma\omega_n s + \omega_n^2)\underline{z} = \underline{F}/m$$

$$\left(\frac{\underline{z}}{\underline{F}}\right) = \frac{1}{m} \cdot \frac{1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)}$$

$$\left(\frac{\dot{\underline{z}}}{\underline{F}}\right) = \frac{s}{m} \cdot \frac{1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)}$$

$$\left(\frac{\ddot{\underline{z}}}{\underline{F}}\right) = \frac{s^2}{m} \cdot \frac{1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)}$$

Base Motion

$$\left(\frac{\underline{y}}{\underline{x}}\right) = \frac{-s^2}{(s^2 + 2\gamma\omega_n s + \omega_n^2)}$$

$$\left(\frac{\underline{y}}{\dot{\underline{x}}}\right) = \left(\frac{\dot{\underline{y}}}{\ddot{\underline{x}}}\right) = \frac{-s}{(s^2 + 2\gamma\omega_n s + \omega_n^2)}$$

$$\left(\frac{\underline{y}}{\ddot{\underline{x}}}\right) = \frac{-1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)}$$

Examples: Structural Dynamics for Aircraft Structures

Example 4: Laplace Method

$$f(s) = \int_0^{\infty} e^{-st} f(t) dt$$

$$f(s) = L[f(t)],$$

$$L[z(t)] = L[F(t)] \times \left(\frac{\underline{z}}{\underline{F}} \right)$$

A Short Table of Laplace Transforms

$f(t)$	$F(s)$	Notes
$\delta(t)$	1	Unit impulse or Dirac function.
$H(t)$	$\frac{1}{s}$	Unit step or Heaviside function.
e^{-at}	$\frac{1}{s+a}$	
te^{-at}	$\frac{1}{(s+a)^2}$	
t^n	$\frac{n!}{s^{(n+1)}}$	n must be a positive integer. $n!$ = factorial n
$\sin \omega t$	$\frac{\omega}{s^2 + \omega^2}$	
$\cos \omega t$	$\frac{s}{s^2 + \omega^2}$	
$e^{-at} \sin \omega t$	$\frac{\omega}{(s+a)^2 + \omega^2}$	
$e^{-at} \cos \omega t$	$\frac{s+a}{(s+a)^2 + \omega^2}$	
$e^{-at}(1 - at)$	$\frac{s}{(s+a)^2}$	
$1 - \cos \omega t$	$\frac{\omega^2}{s(s^2 + \omega^2)}$	
$\frac{1}{\omega_d} e^{-\gamma \omega_n t} \sin \omega_d t$	$\frac{1}{s^2 + 2\gamma \omega_n s + \omega_n^2}$	

where $\omega_d = \omega_n \sqrt{1 - \gamma^2}$

Examples: Structural Dynamics for Aircraft Structures

Example 4: Laplace Method

Use the Laplace transform method to solve Example 2.3, i.e. to find an expression for the displacement response, $z(t)$, of the system shown in Fig. 2.1 when the force, $F(t)$, consists of a positive step, of magnitude P , applied at $t = 0$, with the initial conditions: $z = \dot{z} = 0$ at $t = 0$.

$$L[z(t)] = L[F(t)] \times \left(\frac{\underline{\underline{z}}}{\underline{\underline{F}}} \right)$$

$$L[F(t)] = \frac{P}{s}$$

$$\left(\frac{\underline{\underline{z}}}{\underline{\underline{F}}} \right) = \frac{1}{m} \cdot \frac{1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)}$$

Examples: Structural Dynamics for Aircraft Structures

Example 4: Laplace Method

$$L[z(t)] = \frac{P}{s} \times \frac{1}{m} \cdot \frac{1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)} = \frac{P}{m} \left[\frac{1}{s} \cdot \frac{1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)} \right]$$

$$\left[\frac{1}{s} \cdot \frac{1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)} \right]$$

$$\left[\frac{1}{s} \cdot \frac{1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)} \right] \equiv \frac{A}{s} + \frac{Bs + C}{(s^2 + 2\gamma\omega_n s + \omega_n^2)}$$

$$1 \equiv A(s^2 + 2\gamma\omega_n s + \omega_n^2) + Bs^2 + Cs$$

Examples: Structural Dynamics for Aircraft Structures

Example 4: Laplace Method

$$\begin{array}{llll} \text{Equating constants:} & 1 = A\omega_n^2 & \text{or} & A = \frac{1}{\omega_n^2} \\ \text{Equating coeffs of } s: & 0 = 2A\gamma\omega_n + C & \text{or} & C = -\frac{1}{\omega_n^2}(2\gamma\omega_n) \\ \text{Equating coeffs of } s^2: & 0 = A + B & \text{so} & B = -\frac{1}{\omega_n^2}. \end{array}$$

$$\frac{1}{\omega_n^2} \left[\frac{1}{s} - \frac{s + 2\gamma\omega_n}{(s^2 + 2\gamma\omega_n s + \omega_n^2)} \right]$$

$$\frac{1}{\omega_n^2} \left[\frac{1}{s} - \frac{s + \gamma\omega_n}{(s + \gamma\omega_n)^2 + \omega_d^2} - \frac{\left[\frac{\gamma}{\sqrt{1-\gamma^2}} \right] \omega_d}{(s + \gamma\omega_n)^2 + \omega_d^2} \right] \frac{1}{(s^2 + 2\gamma\omega_n s + \omega_n^2)}$$

$(s + \gamma\omega_n)^2 + \omega_d^2$ where $\omega_d^2 = \omega_n^2(1 - \gamma^2)$,

$$z = \frac{P}{m\omega_n^2} \left[1 - e^{-\gamma\omega_n t} \left(\cos \omega_d t + \frac{\gamma}{\sqrt{(1-\gamma^2)}} \sin \omega_d t \right) \right]$$

Examples: Structural Dynamics for Aircraft Structures

Example 5a: Convolution Integral

Find the unit impulse response $h(t)$ of the single-DOF system represented by Eq. (3.2), assuming that the damping is (a) zero and (b) non-zero, but less than critical.

Case (a): with zero damping:

$$z = \frac{1}{m\omega_n} \sin \omega_n t = h(t)$$

Case (b): with non-zero damping, but less than critical:

$$z = \frac{1}{m\omega_d} (e^{-\gamma\omega_n t} \sin \omega_d t) = h(t)$$

Examples: Structural Dynamics for Aircraft Structures

Example 5b: Convolution Integral

Use the convolution integral to find the response of the single-DOF system represented by Eq. (3.2), assuming that the damping is zero, when a step force of magnitude \bar{F} is applied at $t = 0$, if the initial displacement, z , and the initial velocity, \dot{z} , are both zero at $t = 0$.

$$h(t) = \frac{1}{m\omega_n} \sin \omega_n t \quad \begin{array}{ll} F(\tau) = 0 & \tau < 0 \\ F(\tau) = \bar{F} & 0 < \tau < \infty \end{array}$$

$$\sin(-\theta) = -\sin \theta, \quad \cos(-\theta) = \cos \theta;$$

$$z(t) = \int_0^t F(\tau) \cdot h(t - \tau) d\tau = \frac{\bar{F}}{m\omega_n} \int_0^t \sin \omega_n (t - \tau) d\tau = \frac{\bar{F}}{m\omega_n} \int_0^t \sin(-\omega_n \tau + \omega_n t) d\tau$$

$$= \frac{\bar{F}}{m\omega_n} \int_0^t -\sin(\omega_n \tau - \omega_n t) d\tau = \frac{\bar{F}}{m\omega_n^2} \int_0^t [\cos(\omega_n \tau - \omega_n t)]$$

$$z(t) = \frac{\bar{F}}{m\omega_n^2} (1 - \cos \omega_n t) = \frac{\bar{F}}{k} (1 - \cos \omega_n t)$$

Examples: Structural Dynamics for Aircraft Structures

Transient Responses of the System: $1/(s^2 + 2\gamma\omega_n s + \omega_n^2)$ ($\gamma < 1$)

Input function F					
Unit impulse $\delta(t)$	Unit step $H(t)$	Unit ramp t	$\sin \omega t$	$\cos \omega t$	Response functions
0	$\frac{1}{\omega_n^2}$	$\frac{-2\gamma}{\omega_n^3}$	0	0	Unit step $H(t)$
0	0	$\frac{1}{\omega_n^2}$	0	0	Unit ramp t
0	0	0	$\frac{\omega_n^2 - \omega^2}{(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2}$	$\frac{2\gamma\omega_n\omega}{(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2}$	$\sin \omega t$
0	0	0	$\frac{-2\gamma\omega_n\omega}{(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2}$	$\frac{\omega_n^2 - \omega^2}{(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2}$	$\cos \omega t$
$\frac{1}{\omega_d}$	$\frac{-\gamma}{\omega_n\omega_d}$	$\frac{2\gamma^2 - 1}{\omega_n^2\omega_d}$	$\frac{\omega[(\omega^2 - \omega_n^2) + 2\gamma^2\omega_n^2]}{\omega_d[(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2]}$	$\frac{-\gamma\omega_n(\omega_n^2 + \omega^2)}{\omega_d[(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2]}$	$e^{-\gamma\omega_n t} \sin \omega_d t$
0	$\frac{-1}{\omega_n^2}$	$\frac{2\gamma}{\omega_n^3}$	$\frac{2\gamma\omega_n\omega}{(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2}$	$\frac{\omega^2 - \omega_n^2}{(\omega_n^2 - \omega^2)^2 + (2\gamma\omega_n\omega)^2}$	$e^{-\gamma\omega_n t} \cos \omega_d t$

ω = forcing frequency (rad/s); ω_n = undamped natural frequency (rad/s), $\omega_n = \sqrt{k/m}$; ω_d = damped natural frequency (rad/s), $\omega_d = \omega_n \sqrt{1 - \gamma^2}$; γ = non-dimensional viscous damping coefficient.

Examples: Structural Dynamics for Aircraft Structures

Example 6

Use Table 3.1 to find the displacement response of the system shown in Fig. 2.1 and represented by Eq. (3.2), when,

- (a) a step force of magnitude a force units is applied at $t = 0$ and the initial conditions are $z = 0$ and $\dot{z} = 0$ at $t = 0$.
- (b) a ramp force, starting from zero and growing linearly at the rate of b force units/second, is applied at $t = 0$, with the same initial conditions, $z = 0$ and $\dot{z} = 0$ at $t = 0$.

Assume that the non-dimensional damping coefficient, γ , is less than unity.

Examples: Structural Dynamics for Aircraft Structures

Example 6

Case (a), step input:

$$z = \frac{a}{m} \left[\left(\frac{1}{\omega_n^2} \right) H(t) + \left(\frac{-\gamma}{\omega_n \omega_d} \right) e^{-\gamma \omega_n t} \sin \omega_d t + \left(\frac{-1}{\omega_n^2} \right) e^{-\gamma \omega_n t} \cos \omega_d t \right]$$

$$z = \frac{a}{m \omega_n^2} \left[1 - e^{-\gamma \omega_n t} \left(\cos \omega_d t + \frac{\gamma}{\sqrt{1 - \gamma^2}} \sin \omega_d t \right) \right]$$

Case (b), ramp input:

$$z = \frac{b}{m} \left[\left(\frac{-2\gamma}{\omega_n^3} \right) H(t) + \left(\frac{1}{\omega_n^2} \right) t + \left(\frac{2\gamma^2 - 1}{\omega_n^2 \omega_d} \right) e^{-\gamma \omega_n t} \sin \omega_d t + \left(\frac{2\gamma}{\omega_n^3} \right) e^{-\gamma \omega_n t} \cos \omega_d t \right]$$

$$z = \frac{b}{m \omega_n^2} \left[t - \frac{2\gamma}{\omega_n} (1 - e^{-\gamma \omega_n t} \cos \omega_d t) + \left(\frac{2\gamma^2 - 1}{\omega_d} \right) e^{-\gamma \omega_n t} \sin \omega_d t \right]$$

Examples: Structural Dynamics for Aircraft Structures

Example 7

Write expressions for:

(i) the complex receptance, $\underline{z}/\underline{E}$; (ii) the complex mobility, $\underline{\dot{z}}/\underline{E}$; (iii) the complex inertance, $\underline{\ddot{z}}/\underline{E}$, of a single-DOF system with direct force excitation, having the following parameters:

mass, $m = 1$ kg;

undamped natural frequency, $f_n = 10$ Hz;

viscous damping coefficient, $\gamma = 0.05$.

Examples: Structural Dynamics for Aircraft Structures

Example 7

The complex receptance, $\underline{z}/\underline{F}$, is given by

$$\frac{\underline{z}}{\underline{F}} = \frac{(1 - \Omega^2) - i(2\gamma\Omega)}{m\omega_n^2 \left[(1 - \Omega^2)^2 + (2\gamma\Omega)^2 \right]}$$

where

$$\Omega = \frac{f}{f_n} = \frac{\omega}{\omega_n}$$

f = forcing frequency in Hz. $f = 0\text{--}30$ Hz

f_n = undamped natural frequency in Hz = 10 Hz

ω = forcing frequency in rad/s

ω_n = undamped natural frequency in rad/s = 20π

m = mass = 1 kg

γ = non-dimensional viscous damping coefficient = 0.05.

Examples: Structural Dynamics for Aircraft Structures

Example 7

The complex mobility, $\underline{\dot{z}}/\underline{F}$, is given by multiplying the complex receptance $\underline{z}/\underline{F}$ by $i\omega$:

$$\frac{\underline{\dot{z}}}{\underline{F}} = \frac{i\omega[(1 - \Omega^2) - i(2\gamma\Omega)]}{m\omega_n^2[(1 - \Omega^2)^2 + (2\gamma\Omega)^2]} = \frac{2\pi f[(2\gamma\Omega) + i(1 - \Omega^2)]}{m\omega_n^2[(1 - \Omega^2)^2 + (2\gamma\Omega)^2]}$$

The complex inertance, $\underline{\ddot{z}}/\underline{F}$, is given by multiplying the mobility by $i\omega$ or the receptance $\underline{z}/\underline{F}$ by $(i\omega)^2 = -\omega^2$:

$$\frac{\underline{\ddot{z}}}{\underline{F}} = \frac{-\omega^2[(1 - \Omega^2) - i(2\gamma\Omega)]}{m\omega_n^2[(1 - \Omega^2)^2 + (2\gamma\Omega)^2]} = \frac{-\Omega^2[(1 - \Omega^2) - i(2\gamma\Omega)]}{m[(1 - \Omega^2)^2 + (2\gamma\Omega)^2]}$$

Examples: Structural Dynamics for Aircraft Structures

Example 8: Continuous Systems

A helicopter manufacturer is developing a code of practice for the installation of hydraulic service pipes, and wishes to comply with a 'minimum standard of integrity' vibration standard, which defines, among other requirements, a sinusoidal acceleration level of $\pm 5.0 g$ from 50 to 500 Hz, at the pipe's attachments to the aircraft structure. One investigation considers straight lengths of steel pipe, installed with spacing, L , between support centers, as shown in Fig. 8.1(a). Only the fundamental vibration mode of the pipe is considered, and this is taken as the exact first bending mode of a simply supported, uniform beam. It may be assumed that a separate investigation has shown the response in higher order modes to be negligible.

Note: The system of units used in this example is the 'British' lbf inch system, in which the acceleration due to gravity, g , is 386 in./s^2 , and mass is expressed in $\text{lb in}^{-1}\text{s}^2$, a unit sometimes known as the 'mug'.

The properties of the pipe are as follows:

E = Young's modulus for the material = $30 \times 10^6 \text{ lbf/in.}^2$

D = outer diameter = 0.3125 in.

d = inner diameter = 0.2625 in.

I = second moment of area of cross-section, $= (\pi/64) (D^4 - d^4) = 0.2350 \times 10^{-3} \text{ in.}^4$

μ = total mass of pipe per inch = $0.0214 \times 10^{-3} \text{ mug/in.}$ (including contained fluid).

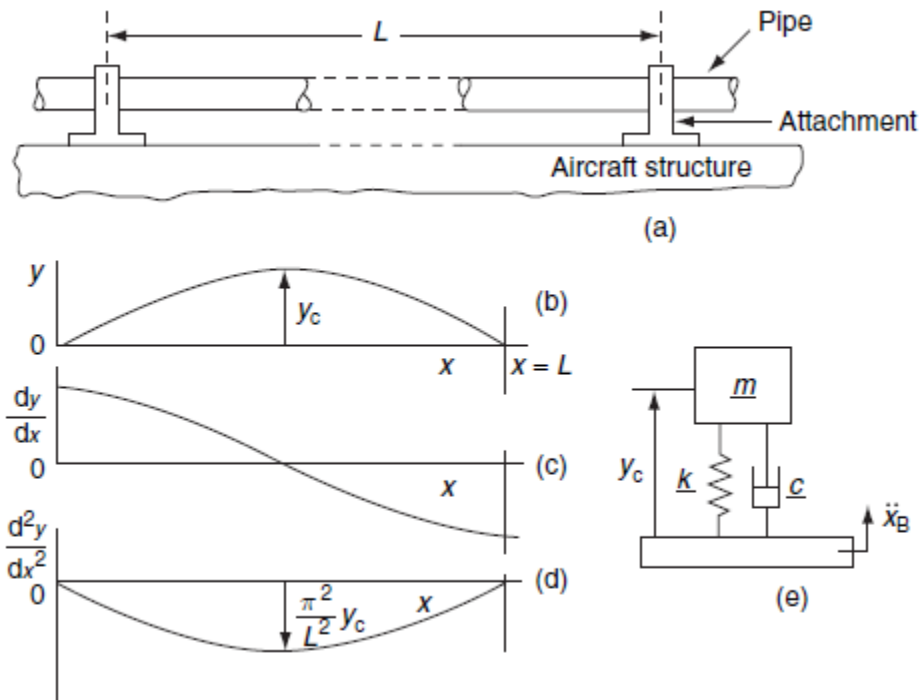
The non-dimensional viscous damping coefficient, γ , can be taken as 0.02 of critical.

Examples: Structural Dynamics for Aircraft Structures

Example 8: Continuous Systems

Find

- (a) The vertical single-peak displacement at the center of the pipe span, relative to the supporting structure, if $L = 17$ in.;
- (b) The maximum oscillatory stress in the pipe.



Examples: Structural Dynamics for Aircraft Structures

Example 8: Continuous Systems

Table 8.1

Natural Frequencies and Mode Shapes for Uniform Beams in Bending

End Conditions	Characteristic equation and roots $\beta_i L$	A	B	C	D
Simply-supported (Pinned-pinned)	$\sin \beta_i L = 0$ $\beta_1 L = \pi$ $\beta_2 L = 2\pi$ $\beta_3 L = 3\pi$ $\beta_4 L = 4\pi$	1	0	0	0
Free-free	$\cos \beta_i L \cdot \cosh \beta_i L = 1$ $\beta_1 L = 4.73004$ $\beta_2 L = 7.85321$ $\beta_3 L = 10.99561$ $\beta_4 L = 14.13717$	1	$\frac{\sin \beta_i L - \sinh \beta_i L}{\cosh \beta_i L - \cos \beta_i L}$	1	$\frac{\sin \beta_i L - \sinh \beta_i L}{\cosh \beta_i L - \cos \beta_i L}$
Fixed-fixed	$\cos \beta_i L \cdot \cosh \beta_i L = 1$ $\beta_1 L = 4.73004$ $\beta_2 L = 7.85321$ $\beta_3 L = 10.99561$ $\beta_4 L = 14.13717$	-1	$-\frac{\sinh \beta_i L - \sin \beta_i L}{\cos \beta_i L - \cosh \beta_i L}$	1	$\frac{\sinh \beta_i L - \sin \beta_i L}{\cos \beta_i L - \cosh \beta_i L}$

Examples: Structural Dynamics for Aircraft Structures

Example 8: Continuous Systems

Natural Frequencies and Mode Shapes for Uniform Beams in Bending

End Conditions	Characteristic equation and roots $\beta_i L$	A	B	C	D
Cantilever (Fixed-free) (x is measured from the fixed end)	$\cos \beta_i L \cdot \cosh \beta_i L = -1$ $\beta_1 L = 1.87510$ $\beta_2 L = 4.69409$ $\beta_3 L = 7.85475$ $\beta_4 L = 10.99554$	1	$-\frac{\sin \beta_i L + \sinh \beta_i L}{\cos \beta_i L + \cosh \beta_i L}$	-1	$\frac{\sin \beta_i L + \sinh \beta_i L}{\cos \beta_i L + \cosh \beta_i L}$
Fixed-pinned (x is measured from the fixed end)	$\tan \beta_i L - \tanh \beta_i L = 0$ $\beta_1 L = 3.92660$ $\beta_2 L = 7.06858$ $\beta_3 L = 10.21017$ $\beta_4 L = 13.35177$	1	$-\frac{\sin \beta_i L - \sinh \beta_i L}{\cos \beta_i L - \cosh \beta_i L}$	-1	$\frac{\sin \beta_i L - \sinh \beta_i L}{\cos \beta_i L - \cosh \beta_i L}$

Notes

In all cases the natural frequencies, in rad/s, are $\omega_i = \beta_i^2 \sqrt{EI/\mu}$, where values of $\beta_i L$, where L is the length of the beam, corresponding to the first four non-zero natural frequencies, are given in the second column of the table. The mode shape is given by:

$$y_i = A \sin \beta_i x + B \cos \beta_i x + C \sinh \beta_i x + D \cosh \beta_i x$$

where A , B , C and D can be found from the table. The mode shapes are not normalized to any particular amplitude. Note that the free-free beam has zero frequency rigid modes.

Examples: Structural Dynamics for Aircraft Structures

Example 8: Continuous Systems

$$\omega_1 = \beta_1^2 \sqrt{\frac{EI}{\mu}} \quad \text{and} \quad \beta_1 L = \pi \qquad \omega_1 = \frac{\pi^2}{L^2} \sqrt{\frac{EI}{\mu}} \qquad \omega_1 = \frac{\pi^2}{L^2} \sqrt{\frac{EI}{\mu}}$$

$$y = y_c \sin\left(\frac{\pi x}{L}\right) \quad 0 < x < L$$

$$\frac{dy}{dx} = y_c \frac{\pi}{L} \cos\left(\frac{\pi x}{L}\right); \quad 0 < x < L$$

$$\frac{d^2 y}{dx^2} = y_c \frac{\pi^2}{L^2} \left[-\sin\left(\frac{\pi x}{L}\right) \right] \quad 0 < x < L$$

Examples: Structural Dynamics for Aircraft Structures

Example 8: Continuous Systems

$$T = \frac{1}{2}\mu \int_0^L \dot{y}^2 dx$$

$$\omega_1 = \frac{\pi^2}{L^2} \sqrt{\frac{EI}{\mu}},$$

$$\dot{y} = \dot{y}_c \sin \frac{\pi x}{L}$$

$$\underline{k} = \underline{m}\omega_1^2 = \frac{1}{2}EI \frac{\pi^4}{L^3}$$

$$T = \frac{1}{2}\mu \dot{y}_c^2 \int_0^L \sin^2 \frac{\pi x}{L} dx = \frac{1}{4}\mu L \dot{y}_c^2$$

$$T = \frac{1}{2} \underline{m} \dot{y}_c^2$$

$$T = \frac{1}{4}\mu L \dot{y}_c^2 = \frac{1}{2} \underline{m} \dot{y}_c^2$$

$$\underline{m} = \frac{1}{2}\mu L$$

$$\underline{m}\ddot{y}_c + \underline{c}\dot{y}_c + \underline{k}y_c = -\underline{m}\ddot{x}_B$$

$$\frac{|y_c|}{|x_B|} = \frac{\Omega^2}{\sqrt{(1 - \Omega^2)^2 + (2\gamma\Omega)^2}}$$

where

$$\Omega = \frac{\omega}{\omega_1} = \frac{f}{f_1};$$

Examples: Structural Dynamics for Aircraft Structures

Example 8: Continuous Systems

$$\frac{|y_c|}{|\ddot{x}_B|} = \frac{1}{\omega^2} \cdot \left(\frac{|y_c|}{|x_B|} \right)$$

$$\frac{|y_c|}{|\ddot{x}_B|} = \frac{\Omega^2}{\omega^2 \sqrt{(1 - \Omega^2)^2 + (2\gamma\Omega)^2}} = \frac{1}{\omega_1^2 \sqrt{(1 - \Omega^2)^2 + (2\gamma\Omega)^2}}$$

$$\Omega = 1, \quad |y_c|_{\text{MAX}} = \frac{|\ddot{x}_B|}{2\gamma\omega_1^2}$$

Examples: Structural Dynamics for Aircraft Structures

Example 8: Continuous Systems

$$\begin{aligned}\omega_1 &= \frac{\pi^2}{L^2} \sqrt{\frac{EI}{\mu}} = \frac{\pi^2}{17^2} \sqrt{\frac{(30 \times 10^6) \times (0.2350 \times 10^{-3})}{(0.0214 \times 10^{-3})}} \\ &= 619.8 \text{ rad/s} \quad (\text{or } f_1 = 98.6 \text{ Hz}).\end{aligned}$$

$$|\ddot{x}_B| = (5 \times 386) \text{ in./s}^2 = 1930 \text{ in./s}^2$$

$$|y_c|_{\text{MAX}} = \frac{|\ddot{x}_B|}{2\gamma\omega_1^2} = \frac{1930}{2 \times 0.02 \times (619.8)^2} = 0.126 \text{ in.}$$

Examples: Structural Dynamics for Aircraft Structures

Example 8: Continuous Systems

$$\frac{d^2 y}{dx^2} = y_c \frac{\pi^2}{L^2} \left[-\sin\left(\frac{\pi x}{L}\right) \right].$$

$$\left(\frac{d^2 y}{dx^2}\right)_c = y_c \frac{\pi^2}{L^2} \left(-\sin \frac{\pi}{2}\right) = -y_c \frac{\pi^2}{L^2} \quad M_c = EI \left(d^2 y / dx^2\right)_c \text{ at } x = L/2$$

$$s_c = M_c \frac{D}{2I} = \frac{DE}{2} \left(\frac{d^2 y}{dx^2}\right)_c = -\frac{\pi^2 DE}{2L^2} y_c$$

$$|s_c|_{\text{MAX}} = \frac{\pi^2 DE}{2L^2} |y_c|_{\text{MAX}}$$

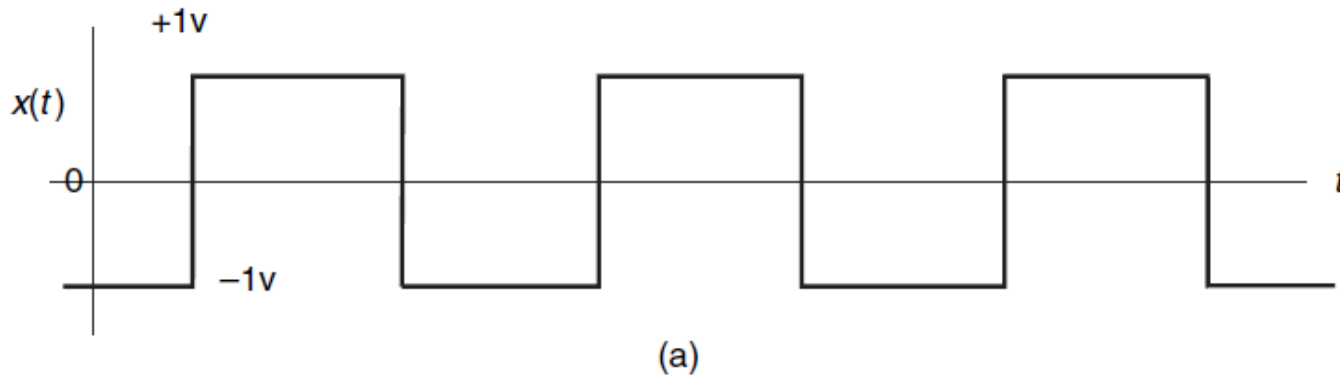
in. and $|y_c|_{\text{MAX}} = 0.126$ in., gives $|s_c|_{\text{MAX}} = 20\,100$ lbf/in.², $D = 0.3125$ in.; $E = 30 \times 10^6$ lbf/in.², $L = 17$

$$|s_c|_{\text{MAX}} = 20\,100 \text{ lbf/in.}^2$$

Examples: Structural Dynamics for Aircraft Structures

Example 9: FFT

- (a) Derive a Fourier series to represent the voltage waveform shown in Fig. 9.2(a), a square wave with amplitude $\pm 1V$, and period T seconds, by representing one period as an even function.
- (b) Repeat (a) using an odd function to represent one period.
- (c) Compare the results.
- (d) If the period of the square wave is 1 second, plot the sums of each of the two series derived in (a) and (b) above, against time, t , showing that the original square wave is reproduced approximately.



Examples: Structural Dynamics for Aircraft Structures

Example 9: FFT

$$a_0 = 0,$$

$$a_n = \frac{2}{T} \int_{-T/2}^{T/2} x(t) \cos n\omega_0 t \cdot dt = \frac{2}{T} \int_{-T/2}^{T/2} x(t) \cos n\left(\frac{2\pi}{T}\right)t \cdot dt$$

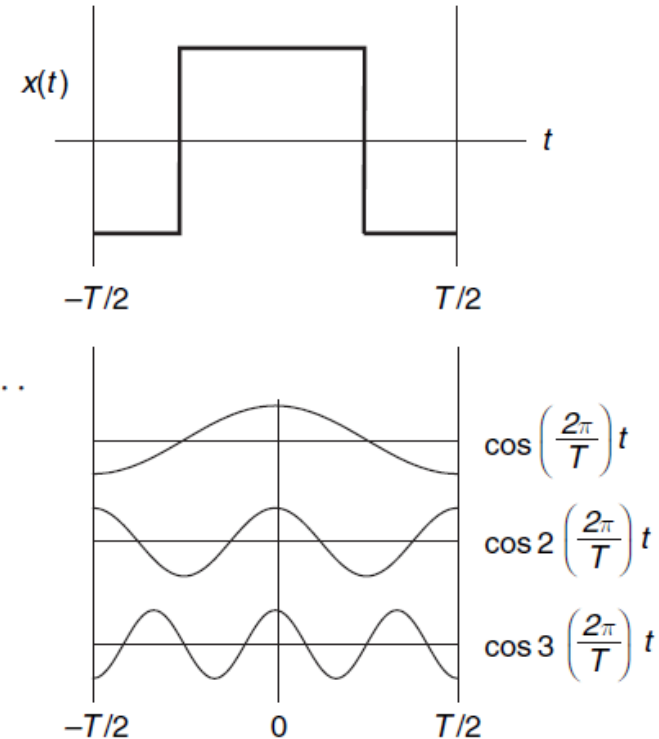
$$b_n = \frac{2}{T} \int_{-T/2}^{T/2} x(t) \sin n\omega_0 t \cdot dt = \frac{2}{T} \int_{-T/2}^{T/2} x(t) \sin n\left(\frac{2\pi}{T}\right)t \cdot dt$$

$$x(t) = a_1 \cos\left(\frac{2\pi}{T}\right)t + a_3 \cos 3\left(\frac{2\pi}{T}\right)t + a_5 \cos 5\left(\frac{2\pi}{T}\right)t + a_7 \cos 7\left(\frac{2\pi}{T}\right)t + \dots$$

$$a_1 = \frac{2}{T} \int_{-T/2}^{T/2} x(t) \cos\left(\frac{2\pi}{T}\right)t \cdot dt = 4 \cdot \frac{2}{T} \int_0^{T/4} \cos\left(\frac{2\pi}{T}\right)t \cdot dt = 4 \cdot \frac{2}{T} \cdot \frac{T}{2\pi} \left[\sin\left(\frac{2\pi}{T}\right)t \right]_0^{T/4} = \frac{4}{\pi}$$

$$a_3 = -\frac{1}{3} \cdot \left(\frac{4}{\pi}\right); \quad a_5 = \frac{1}{5} \cdot \left(\frac{4}{\pi}\right); \quad a_7 = -\frac{1}{7} \cdot \left(\frac{4}{\pi}\right) + \dots$$

$$x(t) = \frac{4}{\pi} \left[\cos\left(\frac{2\pi}{T}\right)t - \frac{1}{3} \cos 3\left(\frac{2\pi}{T}\right)t + \frac{1}{5} \cos 5\left(\frac{2\pi}{T}\right)t - \frac{1}{7} \cos 7\left(\frac{2\pi}{T}\right)t + \dots \right]$$



Examples: Structural Dynamics for Aircraft Structures

Example 9: FFT

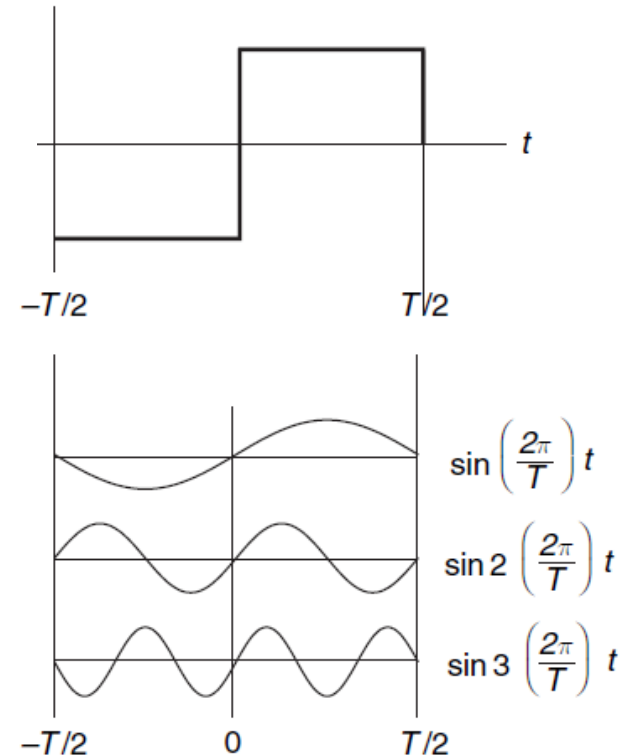
$$b_n = \frac{2}{T} \int_{-T/2}^{T/2} x(t) \sin n \left(\frac{2\pi}{T} \right) t \cdot dt \quad (n = 1, 3, 5, 7, \dots, \infty)$$

$$b_1 = \frac{2}{T} \int_{-T/2}^{T/2} x(t) \sin \left(\frac{2\pi}{T} \right) t \cdot dt = 2 \cdot \frac{2}{T} \int_0^{T/2} \sin \left(\frac{2\pi}{T} \right) dt$$

$$= 2 \cdot \frac{2}{T} \cdot \frac{T}{2\pi} \left[-\cos \left(\frac{2\pi}{T} \right) t \right]_0^{T/2} = \frac{4}{\pi}.$$

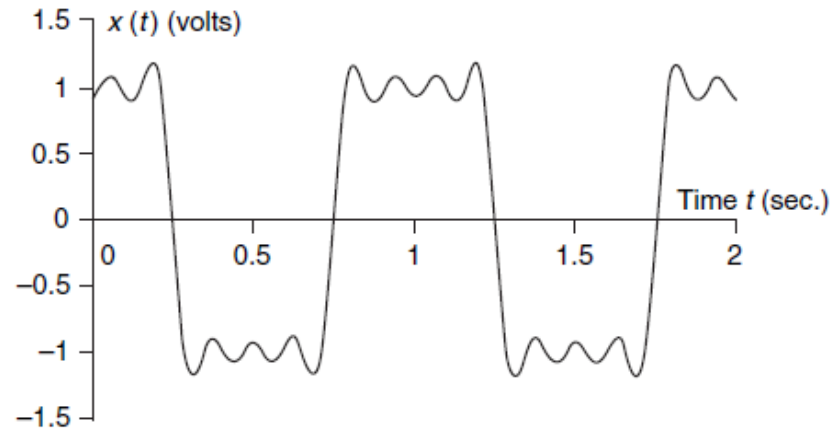
$$b_3 = \frac{1}{3} \cdot \left(\frac{4}{\pi} \right); \quad b_5 = \frac{1}{5} \cdot \left(\frac{4}{\pi} \right); \quad b_7 = \frac{1}{7} \cdot \left(\frac{4}{\pi} \right);$$

$$x(t) = \frac{4}{\pi} \left[\sin \left(\frac{2\pi}{T} \right) t + \frac{1}{3} \sin 3 \left(\frac{2\pi}{T} \right) t + \frac{1}{5} \sin 5 \left(\frac{2\pi}{T} \right) t + \frac{1}{7} \sin 7 \left(\frac{2\pi}{T} \right) t + \dots \right]$$

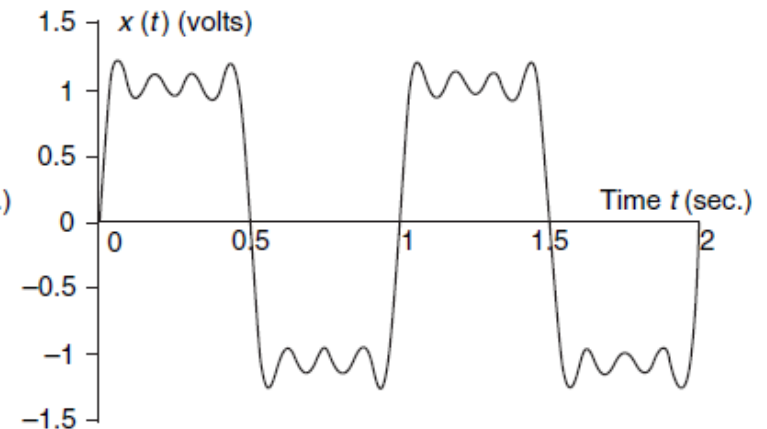


Examples: Structural Dynamics for Aircraft Structures

Example 9: FFT



(a)



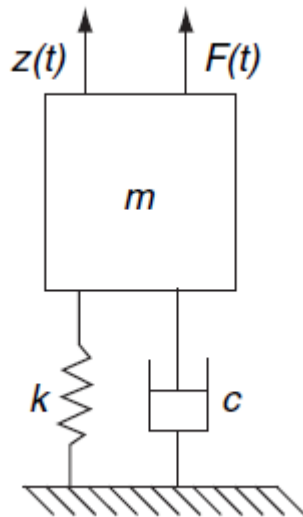
(b)

Examples: Structural Dynamics for Aircraft Structures

Example 10: FFT

The vertical motion of a machine tool can be represented schematically by Fig. 9.10. The mass, m , of 200 kg, is carried on elastic supports, so that the natural frequency for vertical motion is 30 Hz, and the viscous damping coefficient, γ , is 0.1 of critical. A mechanism applies a vertical, periodic force, $F(t)$, that can be approximated by a symmetrical square wave of period $T = 0.1$ s, and a magnitude of ± 3000 N.

Plot the vertical displacement time history, $z(t)$, of the machine.



Examples: Structural Dynamics for Aircraft Structures

Example 10: FFT

$$F(t) = a_0 + \sum_{n=1}^{\infty} [a_n \cos n\omega_0 t + b_n \sin n\omega_0 t] \quad n = 1, 2, 3, \dots$$

$$F(t) = a_0 + \sum_{n=1}^{\infty} [d_n \cos(n\omega_0 t - \psi_n)]$$

$$d_n = \sqrt{a_n^2 + b_n^2} \quad \psi_n = \tan^{-1} \left(\frac{b_n}{a_n} \right)$$

$$|z|_n = \frac{d_n}{k} \cdot \frac{1}{\sqrt{(1 - \Omega_n^2)^2 + (2\gamma\Omega_n)^2}}$$

$$z_n(t) = \frac{d_n}{k} \cdot \frac{1}{\sqrt{(1 - \Omega_n^2)^2 + (2\gamma\Omega_n)^2}} \cos(n\omega_0 t - \psi_n - \phi_n) \quad \Omega_n = \frac{n\omega_0}{\omega_u}$$
$$\phi_n = \tan^{-1} \frac{2\gamma\Omega_n}{1 - \Omega_n^2}$$

Examples: Structural Dynamics for Aircraft Structures

Example 10: FFT

$$z(t) = \frac{a_0}{k} + \sum_{n=1}^{\infty} \left[\frac{d_n}{k} \cdot \frac{1}{\sqrt{(1 - \Omega_n^2)^2 + (2\gamma\Omega_n)^2}} \cos(n\omega_0 t - \psi_n - \phi_n) \right], \quad n = 1, 2, 3, \dots$$

$$\langle z^2(t) \rangle = \left\langle \left\{ \frac{a_0}{k} + \sum_{n=1}^{\infty} \left[\frac{d_n}{k} A_n \cos(n\omega_0 t - \psi_n - \phi_n) \right] \right\}^2 \right\rangle$$

$$\langle z^2(t) \rangle = \frac{a_0^2}{k^2} + \frac{1}{2k^2} \sum_{n=1}^{\infty} (d_n A_n)^2$$

The RMS value is $\sqrt{\langle z^2(t) \rangle}$.

Examples: Structural Dynamics for Aircraft Structures

Example 10: FFT

$$F(t) = 3000 \left(\frac{4}{\pi} \cos \omega_0 t - \frac{4}{3\pi} \cos 3 \omega_0 t + \frac{4}{5\pi} \cos 5 \omega_0 t - \frac{4}{7\pi} \cos 7 \omega_0 t + \dots \right)$$

$$-\cos \theta = \cos(\theta - \pi),$$

$$F(t) = d_1 \cos \omega_0 t + d_3 \cos(3\omega_0 t - \pi) + d_5 \cos 5 \omega_0 t + d_7 \cos(7\omega_0 t - \pi) + \dots$$

$$F(t) = a_0 + \sum_{n=1}^{\infty} [d_n \cos(n\omega_0 t - \psi_n)]$$

$$\omega_0 = 2\pi/T$$

$$a_0 = 0,$$

$$d_n = 0 \quad \text{for even values of } n.$$

$$d_1 = (3000 \times 4)/\pi = 3819 \text{ N} \quad \psi_1 = 0$$

$$d_3 = (3000 \times 4)/(3\pi) = 1273 \text{ N} \quad \psi_3 = \pi$$

$$d_5 = (3000 \times 4)/(5\pi) = 763.9 \text{ N} \quad \psi_5 = 0$$

$$d_7 = (3000 \times 4)/(7\pi) = 545.7 \text{ N} \quad \psi_7 = \pi$$

Examples: Structural Dynamics for Aircraft Structures

Example 10: FFT

$\omega_u = (2\pi \times 30) = 60\pi \text{ rad/s} = \text{natural frequency of system} = 30 \text{ Hz};$

$m = 200 \text{ kg} = \text{mass of machine};$

$k = m\omega_u^2 = 200(2\pi \times 30)^2 = 7.106 \times 10^6 \text{ N/m} = \text{stiffness of supports};$

$\gamma = 0.1 = \text{viscous damping coefficient}.$

$$z(t) = \frac{a_0}{k} + \sum_{n=1}^{\infty} \left[\frac{d_n}{k} A_n \cos(n\omega_0 t - \psi_n - \phi_n) \right]$$

$$A_n = \frac{1}{\sqrt{(1 - \Omega_n^2)^2 + (2\gamma\Omega_n)^2}}$$

Examples: Structural Dynamics for Aircraft Structures

Example 10: FFT

Frequency (Hz)	n	$n\omega_0$ (rad/s)	d_n (N)	ψ_n (rad)	Ω_n	A_n	ϕ_n (rad)
10	1	20π	3819	0	0.3333	1.1218	0.2213
30	3	60π	1273	π	1.0000	5.0000	1.5707
50	5	100π	763.9	0	1.6666	0.5528	3.029
70	7	140π	545.7	π	2.3333	0.2238	3.096
90	9	180π	424.4	0	3.0000	0.1246	3.116
110	11	220π	347.2	π	3.6666	0.0802	3.125
130	13	260π	293.8	0	4.3333	0.0561	3.130

