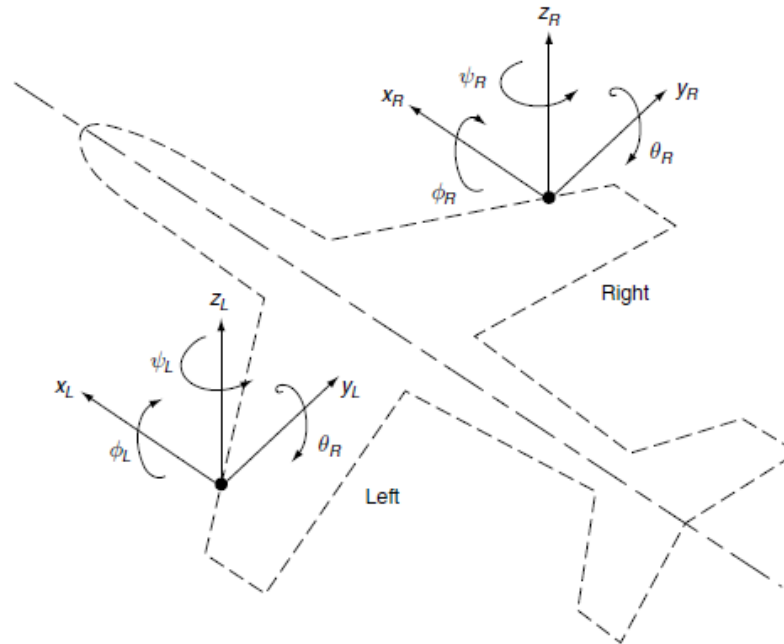


Examples 2: Structural Dynamics for Aircraft Structures



Examples 2: Structural Dynamics for Aircraft Structures

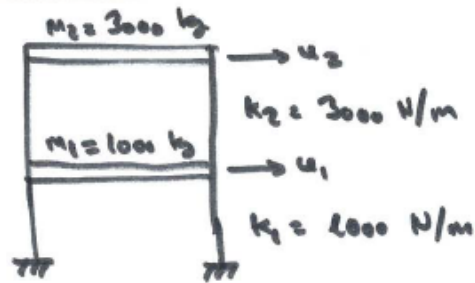
Summary

1. Example 1
2. Example 2
3. Example 3
4. Example 4
5. Example 5
6. Example 6
7. Example 7

Examples 2: Structural Dynamics for Aircraft Structures

Example 1

EXAMPLE 1



$$[M] = \begin{bmatrix} 1000 & 0 \\ 0 & 3000 \end{bmatrix}$$

$$[K] = \begin{bmatrix} 3000 & -2000 \\ -2000 & 2000 \end{bmatrix}$$

HATLAB
 $\Rightarrow \omega_2(K, M)$
 \downarrow
 $\omega_i^2 \{d_i\}$
 \downarrow
 ω_i

1) $\omega_i \text{ and } \{d_i\}$

$$\det([K] - \omega^2[M]) = 0$$

$$\det \begin{bmatrix} 3000 - 1000\omega^2 & -2000 \\ -2000 & 2000 - 3000\omega^2 \end{bmatrix} = 1000 \left[(3 - \omega^2)(2 - 3\omega^2) - 4 \right] = 0$$

$$= 3\omega^4 - 11\omega^2 + 2 = 0$$

$$\omega_1^2 = 0.192 \rightarrow \omega_1 = 0.438 \text{ rad/s}$$

$$\omega_2^2 = 3.478 \rightarrow \omega_2 = 1.864 \text{ rad/s}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 1

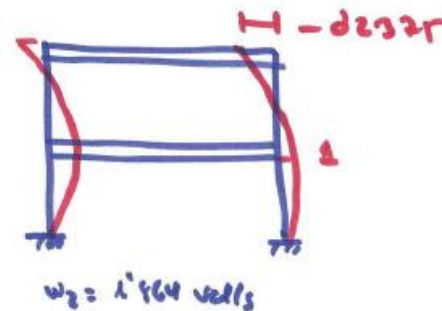
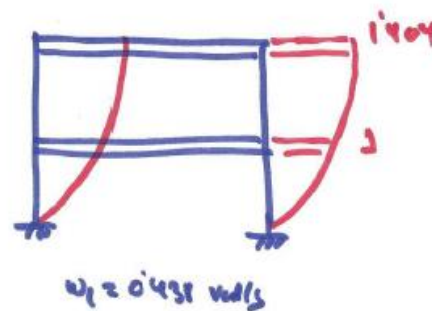
EXAMPLE 1

$$\omega_1 = 0.438 \text{ rad/s}$$

$$\begin{bmatrix} 3000 - 0.192 \cdot 1000 & -2000 \\ -2000 & 2000 - 3000 \cdot 0.192 \end{bmatrix} \begin{bmatrix} d_{11} \\ d_{21} \end{bmatrix} = \begin{bmatrix} 2708 & -2000 \\ -2000 & 1424 \end{bmatrix} \begin{bmatrix} d_{11} \\ d_{21} \end{bmatrix} = \begin{bmatrix} 0 \\ 0 \end{bmatrix} \Rightarrow d_1 = \begin{bmatrix} 1 \\ 1.404 \end{bmatrix}$$

$$\omega_2 = 1.864 \text{ rad/s}$$

$$\begin{bmatrix} 3000 - 3.478 \cdot 1000 & -2000 \\ -2000 & 2000 - 3000 \cdot 3.478 \end{bmatrix} \begin{bmatrix} d_{12} \\ d_{22} \end{bmatrix} = \begin{bmatrix} -478 & -2000 \\ -2000 & -1428 \end{bmatrix} \begin{bmatrix} d_{12} \\ d_{22} \end{bmatrix} = \begin{bmatrix} 0 \\ 0 \end{bmatrix} \Rightarrow d_2 = \begin{bmatrix} 1 \\ -2.232 \end{bmatrix}$$



Examples 2: Structural Dynamics for Aircraft Structures

Example 1

EXAMPLE 1

2.) solve for $u(t)$

$$u(t) = \sum_{i=1}^2 \{a_i\} \sin(\omega_i t + \theta_i) \Rightarrow u(t) = \left\{ \begin{matrix} 1 \\ 1.404 \end{matrix} \right\} \sin(0.438t + \theta_1) + \left\{ \begin{matrix} 1 \\ -0.237r \end{matrix} \right\} \sin(1.864t + \theta_2)$$

FIND $\theta_i \rightarrow$ BOUNDARY $u(0)$
INITIAL $\dot{u}(0)$

MODAL PROPERTIES

$$[F] = \begin{bmatrix} 1 & 1 \\ 1.404 & -0.237r \end{bmatrix} \quad [\Omega^2] = \begin{bmatrix} 0.192 & 0 \\ 0 & 3.437r \end{bmatrix}$$

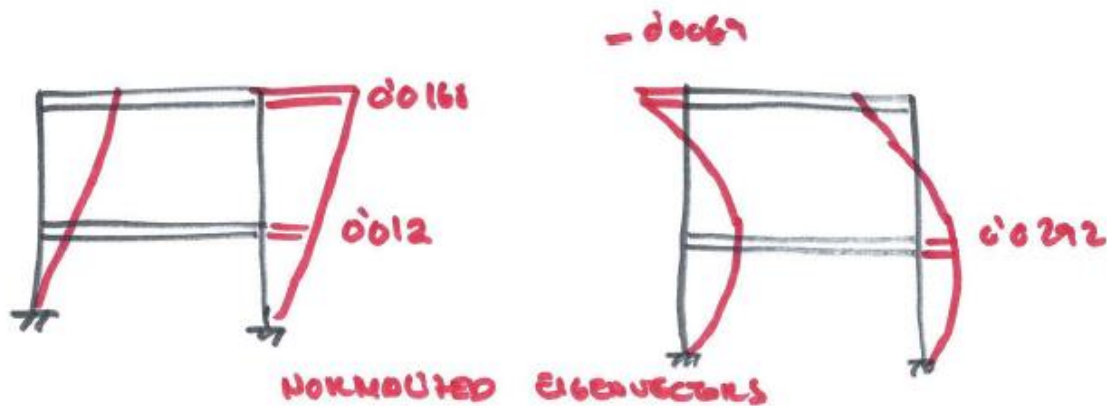
$$[F]^T [M] [F] = \begin{bmatrix} 1 & 1 \\ 1.404 & -0.237r \end{bmatrix}^T \begin{bmatrix} 1000 & 0 \\ 0 & 3000 \end{bmatrix} \begin{bmatrix} 1 & 1 \\ 1.404 & -0.237r \end{bmatrix}$$
$$= \begin{bmatrix} 6713.6 & 0 \\ 0 & 1164.2 \end{bmatrix} \text{ DECOUPLED}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 1

EXAMPLE 1

$$\begin{aligned} \hat{\Phi}_1 &= \frac{1}{\sqrt{6715'6}} \quad \Phi_1 = \begin{Bmatrix} 0.012 \\ 0.0168 \end{Bmatrix} \quad \left\{ \begin{array}{l} [\hat{\Phi}]^T [M] [\hat{\Phi}] = \begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix} \\ [\hat{\Phi}]^T [K] [\hat{\Phi}] = \begin{bmatrix} 0.192 & 0 \\ 0 & 3.428 \end{bmatrix} \end{array} \right. \\ \hat{\Phi}_2 &= \frac{1}{\sqrt{1165'2}} \quad \Phi_2 = \begin{Bmatrix} 0.0292 \\ -0.0069 \end{Bmatrix} \quad \left\{ \begin{array}{l} \text{MODS} \\ \text{CANTILEVER NORMALIZED} \\ \text{DECOUPLED} \end{array} \right. \end{aligned}$$



Example 2

$$[M] = \begin{bmatrix} m_1 \\ m_2 \end{bmatrix}$$

$$[k] = \begin{bmatrix} k_1 + k_2 & -k_2 \\ -k_2 & k_2 \end{bmatrix}$$

$$\begin{bmatrix} 2m & \\ & m \end{bmatrix} \begin{Bmatrix} \ddot{u}_1 \\ \ddot{u}_2 \end{Bmatrix} + \begin{bmatrix} 3k & -k \\ -k & k \end{bmatrix} \begin{Bmatrix} u_1 \\ u_2 \end{Bmatrix} = \begin{Bmatrix} p_0 \sin \omega t \\ 0 \end{Bmatrix}$$

lower wiper position $\{u_4 = [5] \} u_5$

Find w_i & $\{d_i\}$

$$(-m^2 \begin{bmatrix} 2 & 0 \\ 0 & 1 \end{bmatrix} m + \begin{bmatrix} 3 & -1 \\ -1 & 1 \end{bmatrix} k) \} d\psi = \begin{Bmatrix} 0 \\ 0 \end{Bmatrix}$$

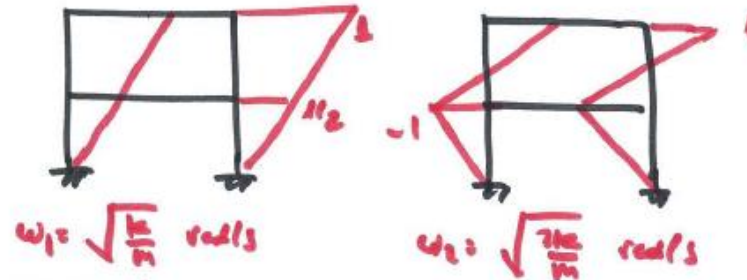
$$\omega_1 = \sqrt{\frac{\kappa}{\Sigma_1}} \rightarrow \lambda_{\alpha_1} \zeta = \lambda_{\alpha_1}^{1/2} \zeta$$

$$w_1 \propto \sqrt{\frac{2k}{N}} \rightarrow \{d_2\} = \{1\}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 2

EXAMPLE 2



REDUCED SYSTEM

$$[\hat{M}^*] = [\Phi]^T [M] [\Phi] = \begin{bmatrix} 1/2 & 1 \\ -1 & 1 \end{bmatrix} \begin{bmatrix} 2 & 0 \\ 0 & 1 \end{bmatrix} m \begin{bmatrix} 1/2 & -1 \\ 1 & 1 \end{bmatrix} = \begin{bmatrix} 3/2 m & 0 \\ 0 & 3m \end{bmatrix}$$

$$[\hat{K}^*] = [\Phi]^T [K] [\Phi] = \begin{bmatrix} 1/2 & 1 \\ -1 & 1 \end{bmatrix} \begin{bmatrix} 3k & -k \\ -k & k \end{bmatrix} \begin{bmatrix} 1/2 & -1 \\ 1 & 1 \end{bmatrix} = \begin{bmatrix} 3/4 k & 0 \\ 0 & 6k \end{bmatrix}$$

$$[P^*] = [\Phi]^T \{P\} = \begin{bmatrix} 1/2 & 1 \\ -1 & 1 \end{bmatrix} \begin{Bmatrix} P_0 \sin \omega t \\ 0 \end{Bmatrix} = \begin{Bmatrix} \frac{1}{2} P_0 \sin \omega t \\ -P_0 \sin \omega t \end{Bmatrix}$$

SOLUTION IN MODAL COORDINATES

$$M_i^* \ddot{z}_i + K_i^* z_i = P_i^*$$

→ SDOF SYSTEM (PHYSICAL COORDINATES)

$$\begin{bmatrix} m \ddot{u} + k u = P_0 \sin \omega t \\ u(t) = \frac{\Phi(\omega)}{\omega_n} \sin \omega_n t + u(0) \cos \omega_n t + \frac{P_0}{K} \frac{1}{1-\rho^2} \sin \omega t \end{bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 2

EXAMPLE 2

$$m_i \ddot{y}_i + k_i y_i = F_i$$

$$\textcircled{1} \rightarrow \frac{3}{2} m \ddot{y}_1 + \frac{3}{4} k y_1 = \frac{1}{2} P_0 \sin \omega t \Rightarrow y_1(t) = \frac{2P_0}{3k} \frac{1}{1 - \left(\frac{\omega}{\omega_1}\right)^2} \sin \omega t$$

$$\textcircled{2} \rightarrow 3m \ddot{y}_2 + 6k y_2 = -P_0 \sin \omega t \Rightarrow y_2(t) = -\frac{P_0}{6k} \left(\frac{1}{1 - \left(\frac{\omega}{\omega_2}\right)^2} \right) \sin \omega t$$

SOLUTION IN PHYSICAL COORDINATES

$$u(t) = \{d_1\} y_1(t) + \{d_2\} y_2(t)$$

$$u(t) = \frac{P_0}{6k} \left\{ \begin{array}{c} 2 \frac{1}{1 - \left(\frac{\omega}{\omega_1}\right)^2} + \frac{1}{1 - \left(\frac{\omega}{\omega_2}\right)^2} \\ \frac{1}{1 - \left(\frac{\omega}{\omega_1}\right)^2} - \frac{1}{1 - \left(\frac{\omega}{\omega_2}\right)^2} \end{array} \right\} \sin \omega t$$

\downarrow \downarrow
CONTRIBUTION \downarrow \downarrow
1st MODE 2nd MODE

Examples 2: Structural Dynamics for Aircraft Structures

Example 3

Stiffness Matrix

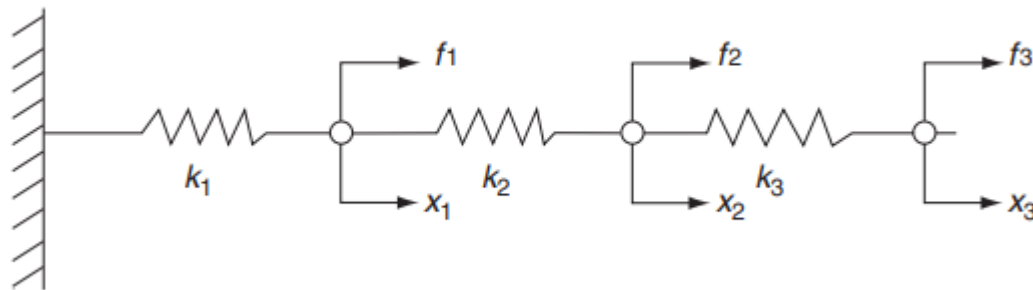
$$\begin{Bmatrix} f_1 \\ f_2 \\ \vdots \end{Bmatrix} = \begin{bmatrix} k_{11} & k_{12} & \dots \\ k_{21} & k_{22} & \dots \\ \vdots & \vdots & \vdots \end{bmatrix} \begin{Bmatrix} x_1 \\ x_2 \\ \vdots \end{Bmatrix}$$

$$\{f\} = [k]\{x\}$$

Flexibility Matrix

$$\begin{Bmatrix} x_1 \\ x_2 \\ \vdots \end{Bmatrix} = \begin{bmatrix} \alpha_{11} & \alpha_{12} & \dots \\ \alpha_{21} & \alpha_{22} & \dots \\ \vdots & \vdots & \vdots \end{bmatrix} \begin{Bmatrix} f_1 \\ f_2 \\ \vdots \end{Bmatrix}$$

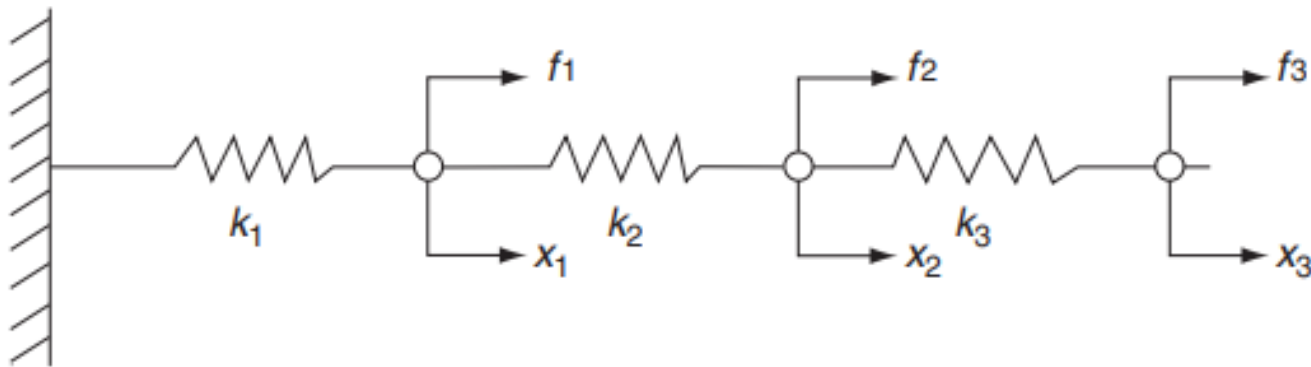
$$\{x\} = [\alpha]\{f\}$$



Examples 2: Structural Dynamics for Aircraft Structures

Example 3

- (a) Derive the stiffness matrix for the chain of springs
- (b) Derive the corresponding flexibility matrix.
- (c) Show that one is the inverse of the other.



Examples 2: Structural Dynamics for Aircraft Structures

Example 3

Stiffness Matrix

$$\text{when : } x_1 = 1 \qquad x_2 = 0 \qquad x_3 = 0$$

$$\text{then : } f_1 = k_1 x_1 + k_2 x_2 \qquad f_2 = -k_2 x_1 \qquad f_3 = 0$$

$$\text{when : } x_1 = 0 \qquad x_2 = 1 \qquad x_3 = 0$$

$$\text{then : } f_1 = -k_2 x_2 \qquad f_2 = k_2 x_2 + k_3 x_2 \qquad f_3 = -k_3 x_2$$

$$\text{when : } x_1 = 0 \qquad x_2 = 0 \qquad x_3 = 1$$

$$\text{then : } f_1 = 0 \qquad f_2 = -k_3 x_3 \qquad f_3 = k_3 x_3$$

$$\begin{Bmatrix} f_1 \\ f_2 \\ f_3 \end{Bmatrix} = \begin{bmatrix} (k_1 + k_2) & -k_2 & 0 \\ -k_2 & (k_2 + k_3) & -k_3 \\ 0 & -k_3 & k_3 \end{bmatrix} \begin{Bmatrix} x_1 \\ x_2 \\ x_3 \end{Bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 3

Flexibility Matrix

$$\begin{array}{lll} f_1 = 1 & f_2 = 0 & f_3 = 0 \\ x_1 = 1/k_1 & x_2 = 1/k_1 & x_3 = 1/k_1 \end{array}$$

$$\begin{array}{lll} f_1 = 0 & f_2 = 1 & f_3 = 0 \\ x_1 = 1/k_1 & x_2 = 1/k_1 + 1/k_2 & x_3 = 1/k_1 + 1/k_2 \end{array}$$

$$\begin{array}{lll} f_1 = 0 & f_2 = 0 & f_3 = 1 \\ x_1 = 1/k_1 & x_2 = 1/k_1 + 1/k_2 & x_3 = 1/k_1 + 1/k_2 + 1/k_3 \end{array}$$

$$\begin{Bmatrix} x_1 \\ x_2 \\ x_3 \end{Bmatrix} = \begin{bmatrix} 1/k_1 & 1/k_1 & 1/k_1 \\ 1/k_1 & (1/k_1 + 1/k_2) & (1/k_1 + 1/k_2) \\ 1/k_1 & (1/k_1 + 1/k_2) & (1/k_1 + 1/k_2 + 1/k_3) \end{bmatrix} \begin{Bmatrix} f_1 \\ f_2 \\ f_3 \end{Bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

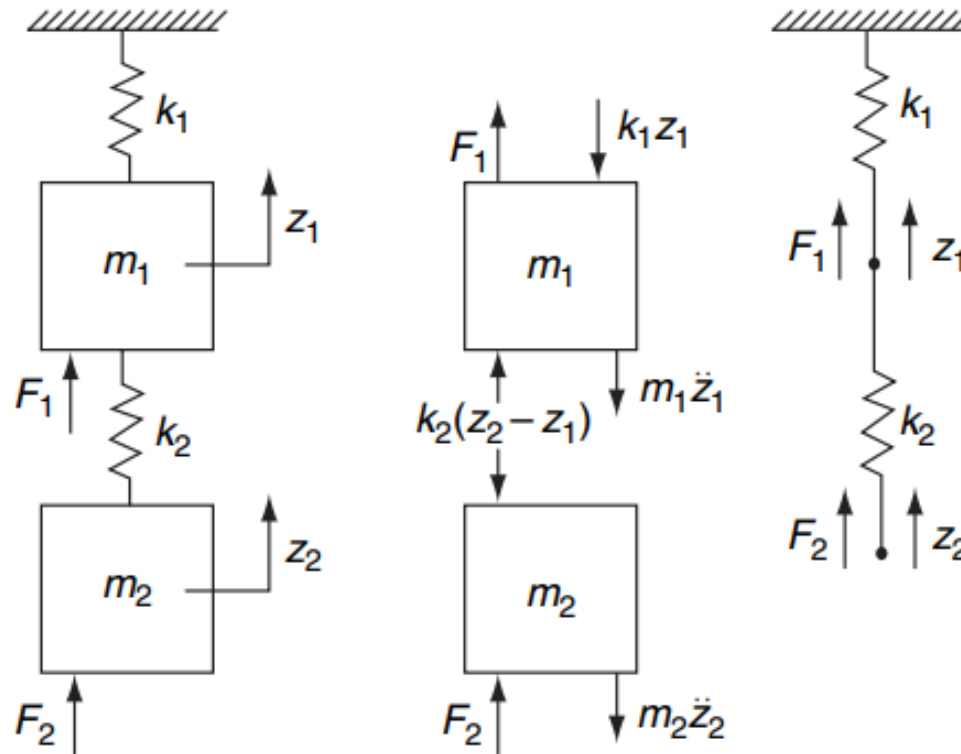
Example 3

Stiffness Matrix \iff *Flexibility Matrix*

$$\begin{bmatrix} (k_1 + k_2) & -k_2 & 0 \\ -k_2 & (k_2 + k_3) & -k_3 \\ 0 & -k_3 & k_3 \end{bmatrix} \times \begin{bmatrix} 1/k_1 & 1/k_1 & 1/k_1 \\ 1/k_1 & (1/k_1 + 1/k_2) & (1/k_1 + 1/k_2) \\ 1/k_1 & (1/k_1 + 1/k_2) & (1/k_1 + 1/k_2 + 1/k_3) \end{bmatrix} \\ = \begin{bmatrix} 1 & 0 & 0 \\ 0 & 1 & 0 \\ 0 & 0 & 1 \end{bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 4

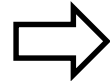


Examples 2: Structural Dynamics for Aircraft Structures

Example 4

Equations of Motion from Newton's Second Law and d'Alembert's Principle

$$m_1:$$



$$F_1 - m_1 \ddot{z}_1 - k_1 z_1 + k_2(z_2 - z_1) = 0$$

$$m_2:$$



$$F_2 - m_2 \ddot{z}_2 - k_2(z_2 - z_1) = 0$$

$$\begin{bmatrix} m_1 & 0 \\ 0 & m_2 \end{bmatrix} \begin{Bmatrix} \ddot{z}_1 \\ \ddot{z}_2 \end{Bmatrix} + \begin{bmatrix} (k_1 + k_2) & -k_2 \\ -k_2 & k_2 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = \begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 4

Equations of Motion from Newton's Second Law and d'Alembert's Principle

$$\boxed{m_1:} \quad \Rightarrow \quad F_1 - m_1 \ddot{z}_1 - k_1 z_1 + k_2(z_2 - z_1) = 0$$

$$\boxed{m_2:} \quad \Rightarrow \quad F_2 - m_2 \ddot{z}_2 - k_2(z_2 - z_1) = 0$$

$$\begin{bmatrix} m_1 & 0 \\ 0 & m_2 \end{bmatrix} \begin{Bmatrix} \ddot{z}_1 \\ \ddot{z}_2 \end{Bmatrix} + \begin{bmatrix} (k_1 + k_2) & -k_2 \\ -k_2 & k_2 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = \begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 4

Equations of Motion from the Stiffness Matrix

$$\begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix} = \begin{bmatrix} (k_1 + k_2) & -k_2 \\ -k_2 & k_2 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix}$$

$$\begin{Bmatrix} F_1 - m_1 \ddot{z}_1 \\ F_2 - m_2 \ddot{z}_2 \end{Bmatrix} = \begin{bmatrix} (k_1 + k_2) & -k_2 \\ -k_2 & k_2 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix}$$

$$\begin{bmatrix} m_1 & 0 \\ 0 & m_2 \end{bmatrix} \begin{Bmatrix} \ddot{z}_1 \\ \ddot{z}_2 \end{Bmatrix} + \begin{bmatrix} (k_1 + k_2) & -k_2 \\ -k_2 & k_2 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = \begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix},$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 4

Equations of Motion from Lagrange's Equations

$$\frac{d}{dt} \left(\frac{\partial T}{\partial \dot{q}_i} \right) + \frac{\partial U}{\partial q_i} = Q_i \quad (i = 1, 2)$$

$$T = \frac{1}{2} m_1 \dot{z}_1^2 + \frac{1}{2} m_2 \dot{z}_2^2$$

$$U = \frac{1}{2} k_1 z_1^2 + \frac{1}{2} k_2 (z_2 - z_1)^2 = \frac{1}{2} k_1 z_1^2 + \frac{1}{2} k_2 z_2^2 - k_2 z_1 z_2 + \frac{1}{2} k_2 z_1^2$$

$$\frac{d}{dt} \left(\frac{\partial T}{\partial \dot{q}_1} \right) = \frac{d}{dt} \left(\frac{\partial T}{\partial \dot{z}_1} \right) = m_1 \ddot{z}_1 \qquad \frac{d}{dt} \left(\frac{\partial T}{\partial \dot{q}_2} \right) = \frac{d}{dt} \left(\frac{\partial T}{\partial \dot{z}_2} \right) = m_2 \ddot{z}_2$$

$$\frac{\partial U}{\partial q_1} = \frac{\partial U}{\partial z_1} = k_1 z_1 - k_2 z_2 + k_2 z_1 \qquad \frac{\partial U}{\partial q_2} = \frac{\partial U}{\partial z_2} = k_2 z_2 - k_2 z_1$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 4

Equations of Motion from Lagrange's Equations

$$m_1\ddot{z}_1 + k_1z_1 - k_2z_2 + k_2z_1 = F_1$$

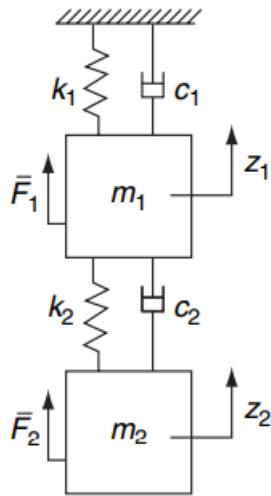
$$m_2\ddot{z}_2 + k_2z_2 - k_2z_1 = F_2$$

$$\begin{bmatrix} m_1 & 0 \\ 0 & m_2 \end{bmatrix} \begin{Bmatrix} \ddot{z}_1 \\ \ddot{z}_2 \end{Bmatrix} + \begin{bmatrix} (k_1 + k_2) & -k_2 \\ -k_2 & k_2 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = \begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix}$$

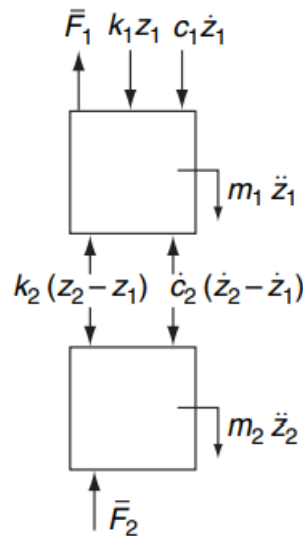
Examples 2: Structural Dynamics for Aircraft Structures

Example 4

Equations of Motion from Lagrange's Equations



(a)



(b)

$$\frac{d}{dt} \left(\frac{\partial T}{\partial \dot{z}_i} \right) + \frac{\partial D}{\partial \dot{z}_i} + \frac{\partial U}{\partial z_i} = \bar{F}_i \quad (i = 1, 2)$$

$$D = \frac{1}{2} c_1 \dot{z}_1^2 + \frac{1}{2} c_2 (\dot{z}_2 - \dot{z}_1)^2$$

$$\bar{F}_1 - m_1 \ddot{z}_1 - k_1 z_1 - c_1 \dot{z}_1 + c_2 (\dot{z}_2 - \dot{z}_1) + k_2 (z_2 - z_1) = 0$$

$$\bar{F}_2 - m_2 \ddot{z}_2 - c_2 (\dot{z}_2 - \dot{z}_1) - k_2 (z_2 - z_1) = 0$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 4

Equations of Motion from Lagrange's Equations

$$\begin{bmatrix} m_1 & 0 \\ 0 & m_2 \end{bmatrix} \begin{Bmatrix} \ddot{z}_1 \\ \ddot{z}_2 \end{Bmatrix} + \begin{bmatrix} (c_1 + c_2) & -c_2 \\ -c_2 & c_2 \end{bmatrix} \begin{Bmatrix} \dot{z}_1 \\ \dot{z}_2 \end{Bmatrix} + \begin{bmatrix} (k_1 + k_2) & -k_2 \\ -k_2 & k_2 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = \begin{Bmatrix} \overline{F}_1 \\ \overline{F}_2 \end{Bmatrix}$$

$$\begin{bmatrix} m_{11} & m_{12} & \dots \\ m_{21} & m_{22} & \dots \\ \vdots & \vdots & \vdots \end{bmatrix} \begin{Bmatrix} \ddot{z}_1 \\ \ddot{z}_2 \\ \vdots \end{Bmatrix} + \begin{bmatrix} c_{11} & c_{12} & \dots \\ c_{21} & c_{22} & \dots \\ \vdots & \vdots & \vdots \end{bmatrix} \begin{Bmatrix} \dot{z}_1 \\ \dot{z}_2 \\ \vdots \end{Bmatrix} + \begin{bmatrix} k_{11} & k_{12} & \dots \\ k_{21} & k_{22} & \dots \\ \vdots & \vdots & \vdots \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \\ \vdots \end{Bmatrix} = \begin{Bmatrix} \overline{F}_1 \\ \overline{F}_2 \\ \vdots \end{Bmatrix}$$

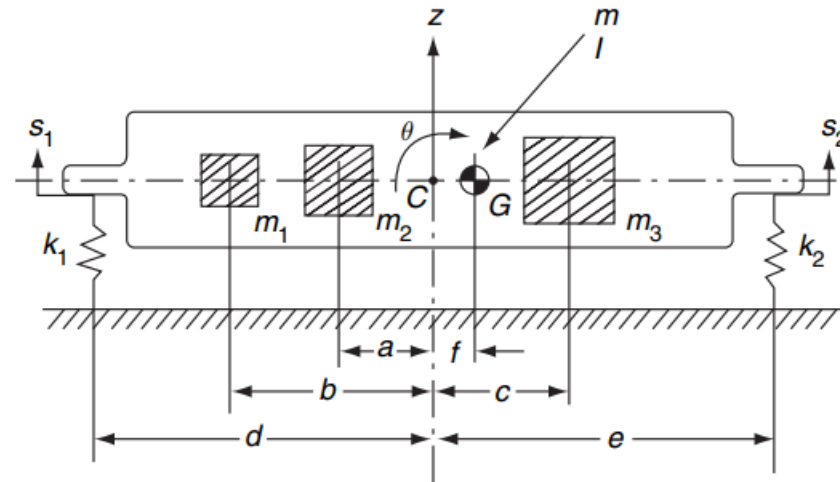
$$[M]\{\ddot{z}\} + [C]\{\dot{z}\} + [K]\{z\} = \{\overline{F}\}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 5

The equipment box shown in Fig. 6.2, to be fitted into an aircraft, is vibration isolated by two pairs of springs, of combined stiffness k_1 and k_2 . When empty, the mass of the box is m and its mass center is at G . Its mass moment of inertia about G , when empty, is I . Three heavy items, which can be treated as point masses, m_1 , m_2 and m_3 , are fixed in the box as shown. The motion of the box is defined by two global coordinates, z and θ , the translation and rotation, respectively, of the reference center, point C .

Use matrix methods to derive the equations of motion of the box and contents in terms of the coordinates z and θ . Assume that the system is undamped.



Examples 2: Structural Dynamics for Aircraft Structures

Example 5

$$[M]\{\ddot{\underline{z}}\} + [K]\{\underline{z}\} = 0 \quad \{\underline{z}\} = \begin{Bmatrix} z \\ \theta \end{Bmatrix}$$

$$[M] = [X_m]^T [\bar{m}] [X_m] \quad [\bar{m}] = \begin{bmatrix} m & 0 & 0 & 0 & 0 \\ 0 & I & 0 & 0 & 0 \\ 0 & 0 & m_1 & 0 & 0 \\ 0 & 0 & 0 & m_2 & 0 \\ 0 & 0 & 0 & 0 & m_3 \end{bmatrix}$$

$$\begin{Bmatrix} r_m \\ r_I \\ r_{m_1} \\ r_{m_2} \\ r_{m_3} \end{Bmatrix}_1 = \begin{Bmatrix} 1 \\ 0 \\ 1 \\ 1 \\ 1 \end{Bmatrix} \quad \begin{Bmatrix} r_m \\ r_I \\ r_{m_1} \\ r_{m_2} \\ r_{m_3} \end{Bmatrix}_2 = \begin{Bmatrix} -f \\ 1 \\ a \\ b \\ -c \end{Bmatrix} \quad [X_m] = \begin{bmatrix} 1 & -f \\ 0 & 1 \\ 1 & a \\ 1 & b \\ 1 & -c \end{bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 5

$$[M] = [X_m]^T [\bar{m}] [X_m] = \begin{bmatrix} 1 & -f \\ 0 & 1 \\ 1 & a \\ 1 & b \\ 1 & -c \end{bmatrix}^T \begin{bmatrix} m & 0 & 0 & 0 & 0 \\ 0 & I & 0 & 0 & 0 \\ 0 & 0 & m_1 & 0 & 0 \\ 0 & 0 & 0 & m_2 & 0 \\ 0 & 0 & 0 & 0 & m_3 \end{bmatrix} \begin{bmatrix} 1 & -f \\ 0 & 1 \\ 1 & a \\ 1 & b \\ 1 & -c \end{bmatrix}$$

$$[M] = \begin{bmatrix} (m + m_1 + m_2 + m_3) & (am_1 + bm_2 - cm_3 - fm) \\ (am_1 + bm_2 - cm_3 - fm) & (I + f^2m + a^2m_1 + b^2m_2 + c^2m_3) \end{bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 5

$$[K] = [X_s]^T [\bar{k}] [X_s]$$

$$\{s\} = [X_s]\{z\}$$

$$\begin{bmatrix} k_1 & 0 \\ 0 & k_2 \end{bmatrix},$$

$$\begin{Bmatrix} s_1 \\ s_2 \end{Bmatrix} = \begin{bmatrix} 1 & d \\ 1 & -e \end{bmatrix} \begin{Bmatrix} z \\ \theta \end{Bmatrix}$$

$$[K] = \begin{bmatrix} 1 & d \\ 1 & -e \end{bmatrix}^T \begin{bmatrix} k_1 & \\ & k_2 \end{bmatrix} \begin{bmatrix} 1 & d \\ 1 & -e \end{bmatrix} = \begin{bmatrix} (k_1 + k_2) & (dk_1 - ek_2) \\ (dk_1 - ek_2) & (d^2k_1 + e^2k_2) \end{bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

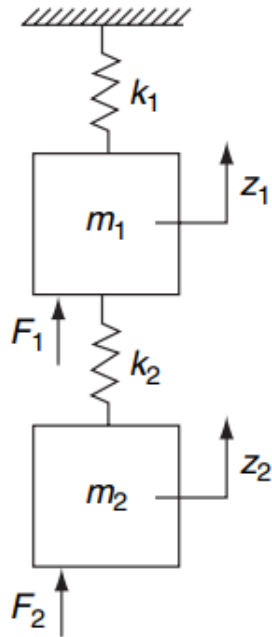
Example 5

$$[M]\{\ddot{\underline{z}}\} + [K]\{\underline{z}\} = 0$$

$$\begin{bmatrix} (m + m_1 + m_2 + m_3) & (am_1 + bm_2 - cm_3 - fm) \\ (am_1 + bm_2 - cm_3 - fm) & (I + f^2m + a^2m_1 + b^2m_2 + c^2m_3) \end{bmatrix} \begin{Bmatrix} \ddot{z} \\ \ddot{\theta} \end{Bmatrix} + \begin{bmatrix} (k_1 + k_2) & (dk_1 - ek_2) \\ (dk_1 - ek_2) & (d^2k_1 + e^2k_2) \end{bmatrix} \begin{Bmatrix} z \\ \theta \end{Bmatrix} = 0$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 6



- (a) Find the eigenvalues and eigenvectors of the undamped system shown in Fig. 6.3 with:

$$m_1 = 1 \text{ kg}; \quad m_2 = 2 \text{ kg}; \quad k_1 = 10 \text{ N/m} \quad k_2 = 10 \text{ N/m}$$

Scale the eigenvectors so that the largest absolute element in each column is set to unity.

- (b) Demonstrate that a transformation to modal coordinates using the eigenvectors as modes enables the equations to be written as uncoupled single-DOF systems.
- (c) Rescale the eigenvectors so that the mass matrix, in normal mode coordinates, is a unit matrix.

Examples 2: Structural Dynamics for Aircraft Structures

Example 6

Part (a)

$$\begin{bmatrix} m_1 & 0 \\ 0 & m_2 \end{bmatrix} \begin{Bmatrix} \ddot{z}_1 \\ \ddot{z}_2 \end{Bmatrix} + \begin{bmatrix} (k_1 + k_2) & -k_2 \\ -k_2 & k_2 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = \begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix}$$

$$\begin{bmatrix} 1 & 0 \\ 0 & 2 \end{bmatrix} \begin{Bmatrix} \ddot{z}_1 \\ \ddot{z}_2 \end{Bmatrix} + \begin{bmatrix} 20 & -10 \\ -10 & 10 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = \begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix}$$

$$\begin{bmatrix} 1 & 0 \\ 0 & 2 \end{bmatrix} \begin{Bmatrix} \ddot{z}_1 \\ \ddot{z}_2 \end{Bmatrix} + \begin{bmatrix} 20 & -10 \\ -10 & 10 \end{bmatrix} \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = 0$$

$$([K] - \lambda[M])\{\bar{z}\} = 0,$$

$$\left(\begin{bmatrix} 20 & -10 \\ -10 & 10 \end{bmatrix} - \lambda \begin{bmatrix} 1 & 0 \\ 0 & 2 \end{bmatrix} \right) \begin{Bmatrix} \bar{z}_1 \\ \bar{z}_2 \end{Bmatrix} = 0 \quad \begin{bmatrix} (20 - \lambda) & -10 \\ -10 & (10 - 2\lambda) \end{bmatrix} \begin{Bmatrix} \bar{z}_1 \\ \bar{z}_2 \end{Bmatrix} = 0$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 6

$$\begin{vmatrix} (20 - \lambda) & -10 \\ -10 & (10 - 2\lambda) \end{vmatrix} = 0, \quad (20 - \lambda)(10 - 2\lambda) - 100 = 0,$$

$$\lambda^2 - 25\lambda + 50 = 0.$$

$$\omega_1 = \sqrt{\lambda_1} = \sqrt{2.1922} = 1.480 \text{ rad/s},$$

$$\omega_2 = \sqrt{\lambda_2} = \sqrt{22.807} = 4.775 \text{ rad/s}$$

$$\begin{pmatrix} \bar{z}_1 \\ \bar{z}_2 \end{pmatrix} = \begin{pmatrix} 10 \\ 20 - \lambda \end{pmatrix} \text{ or } \begin{pmatrix} 10 - 2\lambda \\ 10 \end{pmatrix}$$

$$\lambda = \lambda_1 = 2.192, \quad \begin{pmatrix} \bar{z}_1 \\ \bar{z}_2 \end{pmatrix}_1 = 0.5615$$

$$\lambda = \lambda_2 = 22.807, \quad \begin{pmatrix} \bar{z}_1 \\ \bar{z}_2 \end{pmatrix}_2 = -3.5615$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 6

$$\{\phi\}_1 = \begin{Bmatrix} \bar{z}_1 \\ \bar{z}_2 \end{Bmatrix}_1 \quad \{\phi\}_2 = \begin{Bmatrix} \bar{z}_1 \\ \bar{z}_2 \end{Bmatrix}_2$$

$$\{\phi\}_1 = \begin{Bmatrix} 0.5615 \\ 1 \end{Bmatrix} \quad \{\phi\}_2 = \begin{Bmatrix} 1 \\ -0.2807 \end{Bmatrix}$$

Part (b)

$$\{z\} = [X]\{q\}$$

$$[X] = [\{\phi\}_1 \{\phi\}_2] = \begin{bmatrix} 0.5615 & 1 \\ 1 & -0.2807 \end{bmatrix}$$

$$[\underline{M}] = [X]^T [M] [X]$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 6

Part (b)

$$[\underline{K}] = [\underline{X}]^T [\underline{K}] [\underline{X}]$$

$$[\underline{K}] = \begin{bmatrix} 0.5615 & 1 \\ 1 & -0.2807 \end{bmatrix}^T \begin{bmatrix} 20 & -10 \\ -10 & 10 \end{bmatrix} \begin{bmatrix} 0.5615 & 1 \\ 1 & -0.2807 \end{bmatrix} = \begin{bmatrix} 5.075 & 0 \\ 0 & 26.40 \end{bmatrix}$$

$$[\underline{M}]\{\ddot{q}\} + [\underline{K}]\{q\} = \{Q\}$$

$$\begin{bmatrix} 2.315 & 0 \\ 0 & 1.157 \end{bmatrix} \begin{Bmatrix} \ddot{q}_1 \\ \ddot{q}_2 \end{Bmatrix} + \begin{bmatrix} 5.075 & 0 \\ 0 & 26.40 \end{bmatrix} \begin{Bmatrix} q_1 \\ q_2 \end{Bmatrix} = \begin{Bmatrix} Q_1 \\ Q_2 \end{Bmatrix}$$

$$\underline{m}_{11}\ddot{q}_1 + \underline{k}_{11}q_1 = Q_1$$

$$\underline{m}_{22}\ddot{q}_2 + \underline{k}_{22}q_2 = Q_2$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 6

Part (c)

$$[\underline{M}] = \begin{bmatrix} \underline{m}_{11} & 0 \\ 0 & \underline{m}_{22} \end{bmatrix} = \begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix} = [I]$$

$$[\underline{K}] = \begin{bmatrix} \underline{k}_{11} & 0 \\ 0 & \underline{k}_{22} \end{bmatrix} = \begin{bmatrix} \lambda_1 & 0 \\ 0 & \lambda_2 \end{bmatrix} = \begin{bmatrix} \omega_1^2 & 0 \\ 0 & \omega_2^2 \end{bmatrix}$$

Method(1):

$$\alpha_i = \frac{1}{\sqrt{\underline{m}_{ii}}} \quad \alpha_1 = \frac{1}{\sqrt{2.315}}$$
$$\alpha_2 = \frac{1}{\sqrt{1.157}}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 6

$$\{\phi\}_1^{\text{new}} = \frac{1}{\sqrt{2.315}} \begin{Bmatrix} 0.5615 \\ 1 \end{Bmatrix} = \begin{Bmatrix} 0.3690 \\ 0.6572 \end{Bmatrix}$$

$$\{\phi\}_2^{\text{new}} = \frac{1}{\sqrt{1.15767}} \begin{Bmatrix} 1 \\ -0.2807 \end{Bmatrix} = \begin{Bmatrix} -0.9294 \\ 0.2609 \end{Bmatrix}$$

$$[X]^{\text{new}} = [\{\phi\}_1 \{\phi\}_2] = \begin{bmatrix} 0.3690 & -0.9294 \\ 0.6572 & 0.2609 \end{bmatrix}$$

$$[\underline{M}] = [X]^T [M] [X] = \begin{bmatrix} 0.3690 & -0.9294 \\ 0.6572 & 0.2609 \end{bmatrix}^T \begin{bmatrix} 1 & 0 \\ 0 & 2 \end{bmatrix} \begin{bmatrix} 0.3690 & -0.9294 \\ 0.6572 & 0.2609 \end{bmatrix} = \begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 6

$$\begin{aligned} [\underline{K}] &= [\underline{X}]^T [\underline{K}] [\underline{X}] = \begin{bmatrix} 0.3690 & -0.9294 \\ 0.6572 & 0.2609 \end{bmatrix}^T \begin{bmatrix} 20 & -10 \\ -10 & 10 \end{bmatrix} \begin{bmatrix} 0.3690 & -0.9294 \\ 0.6572 & 0.2609 \end{bmatrix} \\ &= \begin{bmatrix} 2.192 & 0 \\ 0 & 22.807 \end{bmatrix} \end{aligned}$$

Method (2):

$$\underline{m}_{ii} = \{\underline{\phi}\}_i^T [\underline{M}] \{\underline{\phi}\}_i$$

$$\{\underline{\phi}\}_1 = \begin{Bmatrix} 0.5615 \\ 1 \end{Bmatrix} \quad \text{and} \quad \{\underline{\phi}\}_2 = \begin{Bmatrix} -3.561 \\ 1 \end{Bmatrix}$$

$$[\underline{M}] = \begin{bmatrix} 1 & 0 \\ 0 & 2 \end{bmatrix} \quad \alpha_i = \left(\frac{1}{\{\underline{\phi}\}_i^T [\underline{M}] \{\underline{\phi}\}_i} \right)^{\frac{1}{2}}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 6

Method (2):

$$\alpha_1 = 0.6572 \qquad \alpha_2 = 0.2609.$$

$$\{\phi\}_1 = \alpha_1 \{\underline{\phi}\}_1 = 0.6572 \begin{Bmatrix} 0.5615 \\ 1 \end{Bmatrix} = \begin{Bmatrix} 0.3690 \\ 0.6572 \end{Bmatrix}$$

$$\{\phi\}_2 = \alpha_2 \{\underline{\phi}\}_2 = 0.260958 \begin{Bmatrix} -3.561 \\ 1 \end{Bmatrix} = \begin{Bmatrix} -0.9294 \\ 0.2609 \end{Bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

The simple structure shown in Fig. 6.5 consists of a beam, considered massless, with constant EI , free to bend vertically, with two concentrated masses, m_1 and m_2 , located as shown. Numerical values are

$$L = 4 \text{ m}; \quad EI = 2 \times 10^6 \text{ N m}^2; \quad m_1 = 10 \text{ kg}; \quad m_2 = 8 \text{ kg}$$

Tests on a similar structure have suggested that the viscous damping coefficient for both normal modes should be 0.02 critical.

- (a) Derive the flexibility matrix for the system in terms of the global coordinates z_1 and z_2 , and the external forces F_1 and F_2 .
- (b) Use the flexibility matrix, with mass data, to find the normal modes of the system. Sketch the mode shapes and express them in orthonormal form. Check the results by showing that the orthonormal eigenvectors transform the original mass matrix in global coordinates to a unit matrix in normal mode coordinates.
- (c) Write the equations of motion of the system in normal mode coordinates.
- (d) Use the normal mode summation method to calculate the time history of z_1 when F_1 is a step force of 1000 N and F_2 is zero, i.e.:

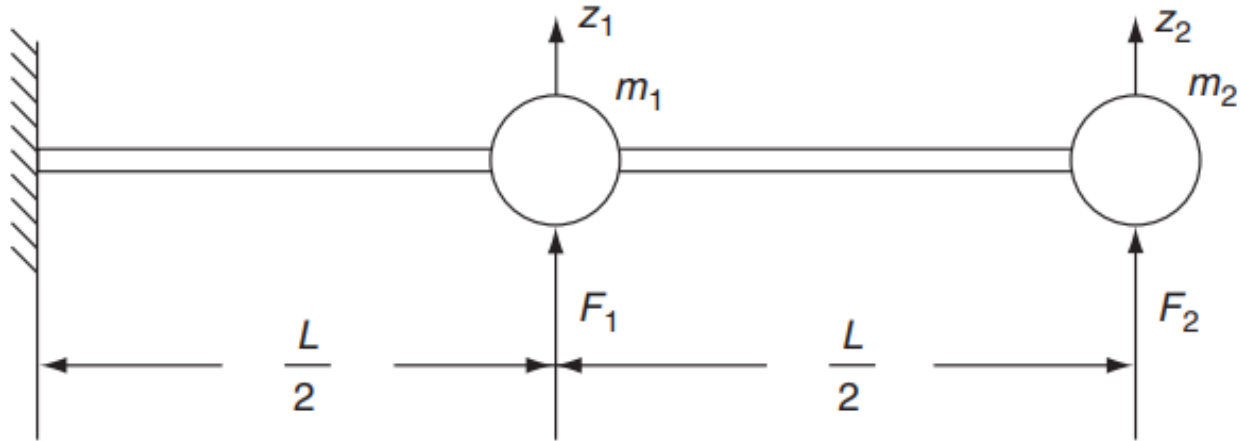
$$F_1 = 1000H(t) \quad F_2 = 0$$

where $H(t)$ is the Heaviside unit step function.

- (e) Plot the displacement history of z_1 .

Examples 2: Structural Dynamics for Aircraft Structures

Example 7



Examples 2: Structural Dynamics for Aircraft Structures

Example 7

Calculation of Flexibility Influence Coefficients

$$U_B = \int \frac{M^2}{2EI} dx \quad M = EI \frac{d^2 y}{dx^2} \quad U_B = \frac{1}{2} \int EI \left(\frac{d^2 y}{dx^2} \right)^2 dx$$

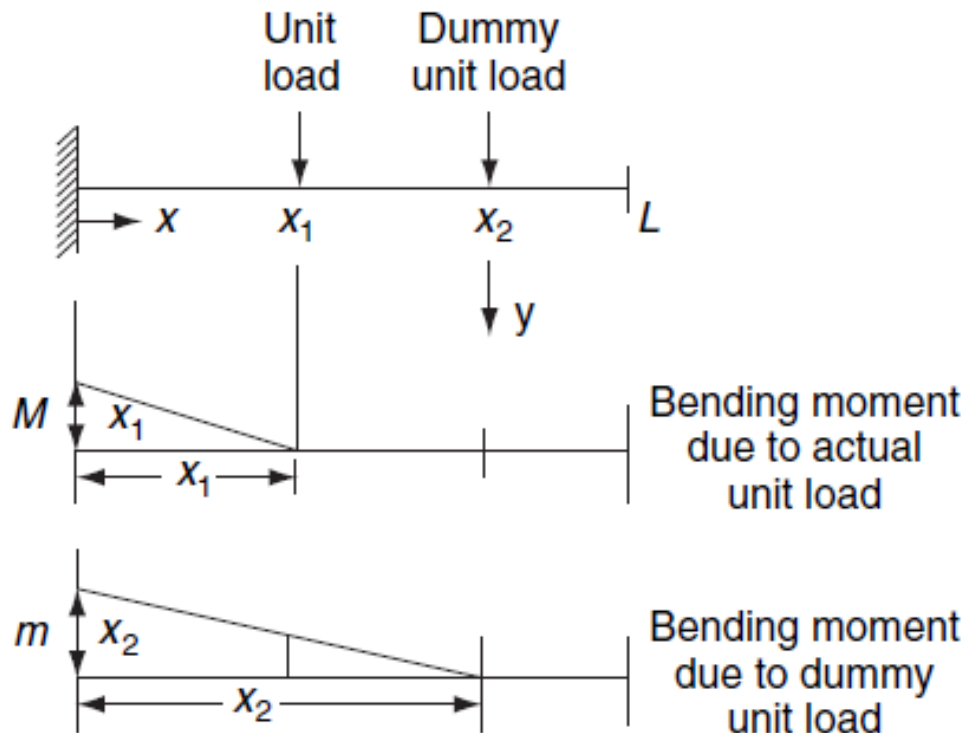
Castigliano's first theorem

$$y_P = \frac{\partial U_B}{\partial P} = \int \frac{M}{EI} \cdot \frac{\partial M}{\partial P} \cdot dx \quad \boxed{y = \int \frac{Mm}{EI} \cdot dx} \quad m = \frac{\partial M}{\partial P}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

Calculation of Flexibility Influence Coefficients



Examples 2: Structural Dynamics for Aircraft Structures

Example 7

Calculation of Flexibility Influence Coefficients

$$\begin{aligned} M &= (x_1 - x) & 0 < x < x_1 \\ M &= 0 & x_1 < x < L \end{aligned}$$

$$\begin{aligned} m &= (x_2 - x) & 0 < x < x_2 \\ m &= 0 & x_2 < x < L \end{aligned}$$

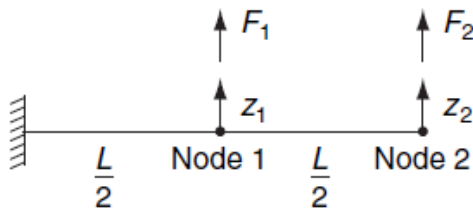
$$y = \int_0^{x_1} \frac{Mm}{EI} \cdot dx = \int_0^{x_1} \frac{(x_1 - x)}{EI} (x_2 - x) \cdot dx$$

$$\phi = \int \frac{Tt}{GJ} dx$$

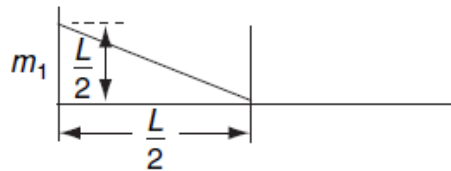
Examples 2: Structural Dynamics for Aircraft Structures

Example 7

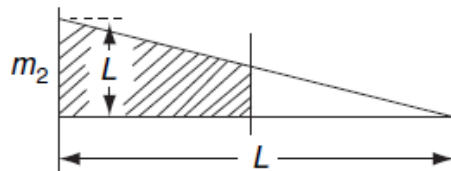
Calculation of Flexibility Influence Coefficients



(a)



(b)



(c)

$$\begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = \begin{bmatrix} \alpha_{11} & \alpha_{12} \\ \alpha_{21} & \alpha_{22} \end{bmatrix} \begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix}$$

$$[\alpha] = [K]^{-1} = \begin{bmatrix} \alpha_{11} & \alpha_{12} \\ \alpha_{21} & \alpha_{22} \end{bmatrix}$$

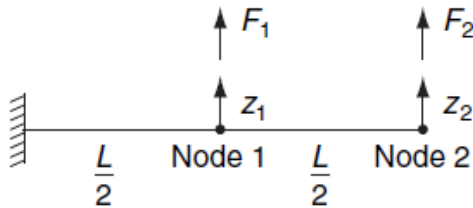
$$\alpha_{11} = \int_0^{\frac{L}{2}} \frac{\left(\frac{L}{2} - x\right)}{EI} \left(\frac{L}{2} - x\right) \cdot dx$$

$$\alpha_{11} = \frac{1}{EI} \times \left[\frac{1}{2} \left(\frac{L}{2}\right)^2 \right] \times \left[\frac{2}{3} \left(\frac{L}{2}\right) \right] = \frac{L^3}{24EI}$$

Examples 2: Structural Dynamics for Aircraft Structures

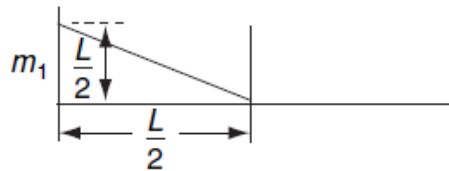
Example 7

Calculation of Flexibility Influence Coefficients



(a)

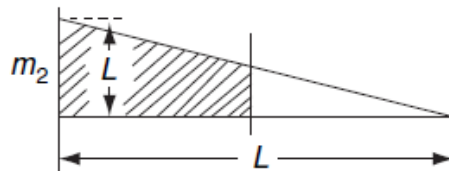
$$\alpha_{12} = \frac{1}{EI} \left\{ \left[\frac{1}{2} \left(\frac{L}{2} \right)^2 \times \frac{L}{3} \right] + \left[\left(\frac{L}{2} \right)^2 \times \frac{L}{4} \right] \right\} = \frac{5L^3}{48EI}$$



(b)

$$\alpha_{21} = \alpha_{12} = \frac{5L^3}{48EI}$$

$$\alpha_{22} = \frac{L^3}{3EI}$$



(c)

$$[\alpha] = [K]^{-1} = \begin{bmatrix} \alpha_{11} & \alpha_{12} \\ \alpha_{21} & \alpha_{22} \end{bmatrix} = \frac{L^3}{EI} \begin{bmatrix} \frac{1}{24} & \frac{5}{48} \\ \frac{5}{48} & \frac{1}{3} \end{bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

Part (a):

$$[\alpha] = [K]^{-1} = \begin{bmatrix} \alpha_{11} & \alpha_{12} \\ \alpha_{21} & \alpha_{22} \end{bmatrix} = \frac{L^3}{EI} \begin{bmatrix} \frac{1}{24} & \frac{5}{48} \\ \frac{5}{48} & \frac{1}{3} \end{bmatrix}$$

Part (b):

$$[M]\{\ddot{z}\} + [C]\{\dot{z}\} + [K]\{z\} = \{F\}$$

$$[M]\{\ddot{z}\} + [K]\{z\} = \{0\} \quad \{z\} = \{\bar{z}\}e^{i\omega t},$$

$$([K] - \omega^2[M])\{\bar{z}\} = 0$$

$$\left([K]^{-1}[M] - \frac{1}{\omega^2}[I]\right)\{\bar{z}\} = 0$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

$$[K]^{-1} = \frac{L^3}{EI} \begin{bmatrix} \frac{1}{24} & \frac{5}{48} \\ \frac{5}{48} & \frac{1}{3} \end{bmatrix} \quad [M] = \begin{bmatrix} m_1 & 0 \\ 0 & m_2 \end{bmatrix} = \begin{bmatrix} 10 & 0 \\ 0 & 8 \end{bmatrix}$$

$$\left(\frac{L^3}{48EI} \begin{bmatrix} 2 & 5 \\ 5 & 16 \end{bmatrix} \begin{bmatrix} 10 & 0 \\ 0 & 8 \end{bmatrix} - \frac{1}{\omega^2} \begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix} \right) \begin{Bmatrix} \bar{z}_1 \\ \bar{z}_2 \end{Bmatrix} = 0.$$

$$\left(\begin{bmatrix} 20 & 40 \\ 50 & 128 \end{bmatrix} - \Lambda \begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix} \right) \begin{Bmatrix} \bar{z}_1 \\ \bar{z}_2 \end{Bmatrix} = 0$$

$$\Lambda = \frac{48EI}{L^3\omega^2} = \frac{1.5 \times 10^6}{\omega^2}$$

$$EI = 2 \times 10^6, \text{ and } L = 4,$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

$$\begin{vmatrix} (20 - \Lambda) & 40 \\ 50 & (128 - \Lambda) \end{vmatrix} = (20 - \Lambda)(128 - \Lambda) - 2000 = 0$$

$$\Lambda^2 - 148\Lambda + 560 = 0$$

$$\Lambda = \frac{148 \pm \sqrt{148^2 - 4(560)}}{2} = 74 \pm 70.114$$

$$\Lambda_1 = 144.11, \text{ and } \Lambda_2 = 3.885,$$

$$\omega_1 = 102.02 \text{ rad/s and } \omega_2 = 621.30 \text{ rad/s.}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

$$\left(\frac{\bar{z}_1}{\bar{z}_2}\right)_1 = \frac{-40}{20 - \Lambda_1} = \frac{-40}{20 - 144.11} = 0.3222$$

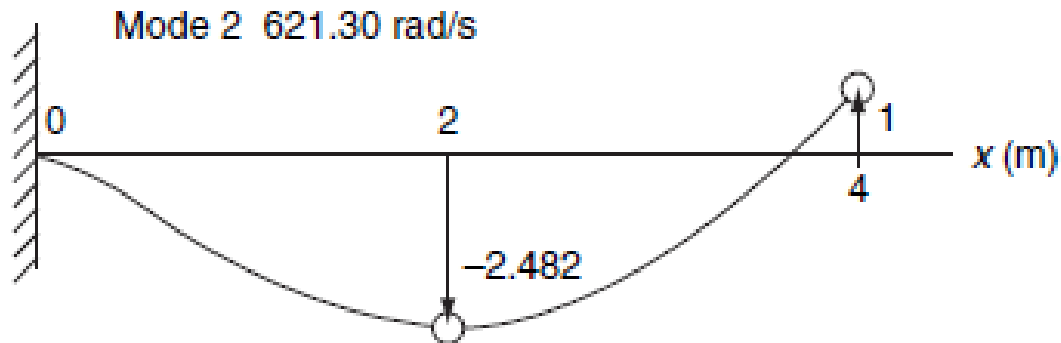
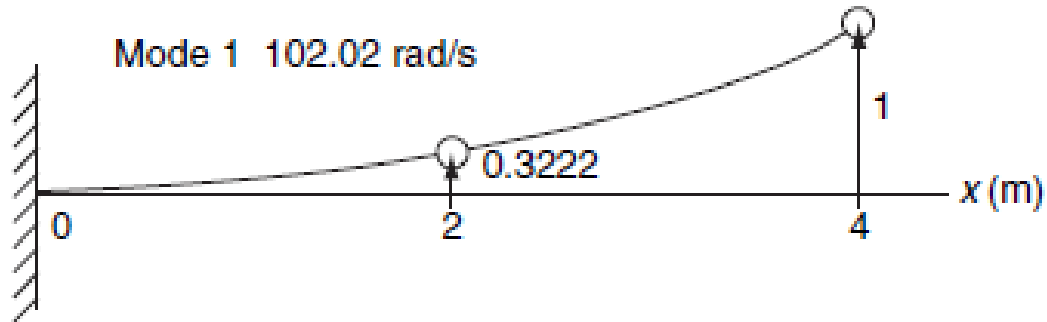
$$\left(\frac{\bar{z}_1}{\bar{z}_2}\right)_2 = \frac{-40}{20 - \Lambda_2} = \frac{-40}{20 - 3.885} = -2.482$$

$$\{\underline{\phi}\}_1 = \left\{ \begin{array}{c} \bar{z}_1 \\ \bar{z}_2 \end{array} \right\}_1 = \left\{ \begin{array}{c} 0.3222 \\ 1 \end{array} \right\}$$

$$\{\underline{\phi}\}_2 = \left\{ \begin{array}{c} \bar{z}_1 \\ \bar{z}_2 \end{array} \right\}_2 = \left\{ \begin{array}{c} -2.482 \\ 1 \end{array} \right\}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7



Examples 2: Structural Dynamics for Aircraft Structures

Example 7

$$\alpha_i = \left(\frac{1}{\{\underline{\phi}\}_i^T [M] \{\underline{\phi}\}_i} \right)^{\frac{1}{2}}$$

$$\alpha_1 = \left(\left\{ \begin{array}{c} \bar{z}_1 \\ \bar{z}_2 \end{array} \right\}_1^T \begin{bmatrix} m_1 & 0 \\ 0 & m_2 \end{bmatrix} \left\{ \begin{array}{c} \bar{z}_1 \\ \bar{z}_2 \end{array} \right\}_1 \right)^{-\frac{1}{2}} = \left\{ \begin{array}{c} 0.3222 \\ 1 \end{array} \right\}^T \begin{bmatrix} 10 & 0 \\ 0 & 8 \end{bmatrix} \left\{ \begin{array}{c} 0.3222 \\ 1 \end{array} \right\} = 0.3326$$

$$\alpha_2 = \left(\left\{ \begin{array}{c} \bar{z}_1 \\ \bar{z}_2 \end{array} \right\}_2^T \begin{bmatrix} m_1 & 0 \\ 0 & m_2 \end{bmatrix} \left\{ \begin{array}{c} \bar{z}_1 \\ \bar{z}_2 \end{array} \right\}_2 \right)^{-\frac{1}{2}} = \left\{ \begin{array}{c} -2.482 \\ 1 \end{array} \right\}^T \begin{bmatrix} 10 & 0 \\ 0 & 8 \end{bmatrix} \left\{ \begin{array}{c} -2.482 \\ 1 \end{array} \right\} = 0.1198$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

$$\{\phi\}_1 = \alpha_1 \{\underline{\phi}\}_1 = 0.3326 \begin{Bmatrix} 0.3222 \\ 1 \end{Bmatrix} = \begin{Bmatrix} 0.1071 \\ 0.3326 \end{Bmatrix}$$

$$\{\phi\}_2 = \alpha_2 \{\underline{\phi}\}_2 = 0.1198 \begin{Bmatrix} -2.4822 \\ 1 \end{Bmatrix} = \begin{Bmatrix} -0.2975 \\ 0.1198 \end{Bmatrix}$$

$$[X] = [\{\phi\}_1 \{\phi\}_2] = \begin{bmatrix} 0.1071 & -0.2975 \\ 0.3326 & 0.1198 \end{bmatrix}$$

$$\{z\} = [X]\{q\} \qquad \{Q\} = [X]^T \{F\}$$

$$[\underline{M}] = [X]^T [M] [X]$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

$$[\underline{M}] = \begin{bmatrix} 0.1071 & -0.2975 \\ 0.3326 & 0.1198 \end{bmatrix}^T \begin{bmatrix} 10 & 0 \\ 0 & 8 \end{bmatrix} \begin{bmatrix} 0.1071 & -0.2975 \\ 0.3326 & 0.1198 \end{bmatrix} = \begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix} = [I]$$

Part (c):

$$[M]\{\ddot{z}\} + [K]\{z\} = \{F\}$$

$$[\underline{M}]\{\ddot{q}\} + [\underline{K}]\{q\} = \{Q\}$$

$$[\underline{M}] = \begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix} \quad [\underline{K}] = \begin{bmatrix} \omega_1^2 & 0 \\ 0 & \omega_2^2 \end{bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

$$\begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix} \begin{Bmatrix} \ddot{q}_1 \\ \ddot{q}_2 \end{Bmatrix} + \begin{bmatrix} \omega_1^2 & 0 \\ 0 & \omega_2^2 \end{bmatrix} \begin{Bmatrix} q_1 \\ q_2 \end{Bmatrix} = \begin{Bmatrix} Q_1 \\ Q_2 \end{Bmatrix}$$

$$\underline{c}_{ii} = 2\gamma_i\omega_i\underline{m}_{ii}$$

$$\begin{bmatrix} 1 & 0 \\ 0 & 1 \end{bmatrix} \begin{Bmatrix} \ddot{q}_1 \\ \ddot{q}_2 \end{Bmatrix} + \begin{bmatrix} 2\gamma_1\omega_1 & 0 \\ 0 & 2\gamma_2\omega_2 \end{bmatrix} \begin{Bmatrix} \dot{q}_1 \\ \dot{q}_2 \end{Bmatrix} + \begin{bmatrix} \omega_1^2 & 0 \\ 0 & \omega_2^2 \end{bmatrix} \begin{Bmatrix} q_1 \\ q_2 \end{Bmatrix} = \begin{Bmatrix} Q_1 \\ Q_2 \end{Bmatrix}$$

$$\omega_1 = 102.02, \omega_2 = 621.30 \text{ and } \gamma_1 = \gamma_2 = 0.02:$$

$$2\gamma_1\omega_1 = 4.080, \quad 2\gamma_2\omega_2 = 24.85, \quad \omega_1^2 = 10408, \quad \omega_2^2 = 386020$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

$$\{z\} = [X]\{q\} \quad \text{or:} \quad \begin{Bmatrix} z_1 \\ z_2 \end{Bmatrix} = \begin{bmatrix} 0.1071 & -0.2975 \\ 0.3326 & 0.1198 \end{bmatrix} \begin{Bmatrix} q_1 \\ q_2 \end{Bmatrix}$$

$$\{Q\} = [X]^T \{F\}$$

$$\begin{Bmatrix} Q_1 \\ Q_2 \end{Bmatrix} = \begin{bmatrix} 0.1071 & -0.2975 \\ 0.3326 & 0.1198 \end{bmatrix}^T \begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix} = \begin{bmatrix} 0.1071 & 0.3326 \\ -0.2975 & 0.1198 \end{bmatrix} \begin{Bmatrix} F_1 \\ F_2 \end{Bmatrix}$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

Part (d):

$$\ddot{q}_1 + 2\gamma_1\omega_1\dot{q}_1 + \omega_1^2 q_1 = Q_1$$

$$\ddot{q}_2 + 2\gamma_2\omega_2\dot{q}_2 + \omega_2^2 q_2 = Q_2$$

$$Q_1 = 0.1071F_1 + 0.3326F_2$$

$$Q_2 = -0.2975F_1 + 0.1198F_2$$

$$F_1 = 1000H(t), \quad F_2 = 0$$

$$Q_1 = (0.1071 \times 1000)H(t)$$

$$Q_2 = (-0.2975 \times 1000)H(t)$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

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

$$q_1 = \frac{0.1071 \times 1000}{\omega_1^2} \left[1 - e^{-\gamma_1\omega_1 t} \left(\cos \omega_{1d} t + \frac{\gamma_1}{\sqrt{1-\gamma_1^2}} \sin \omega_{1d} t \right) \right]$$

$$q_2 = \frac{-0.2975 \times 1000}{\omega_2^2} \left[1 - e^{-\gamma_2\omega_2 t} \left(\cos \omega_{2d} t + \frac{\gamma_2}{\sqrt{1-\gamma_2^2}} \sin \omega_{2d} t \right) \right]$$

$$z_1 = 0.1071q_1 - 0.2975q_2$$

Examples 2: Structural Dynamics for Aircraft Structures

Example 7

