

Project 5

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Due 5/12/2016

Longitudinal Model with states and outputs [V q α θ] and input [δ e]

syslon =

```
a =
      x1      x2      x3      x4
x1  -0.01313  -4.515  -0.1884  -32.18
x2  -0.0001625 -0.8462  0.9951  0
x3  -3.773e-11  -3.327  -0.4353  0
x4  0  0  1  0
```

```
b =
      u1
x1  3.892
x2  -0.1289
x3  -9.199
x4  0
```

```
c =
      x1  x2  x3  x4
y1  1  0  0  0
y2  0  1  0  0
y3  0  0  1  0
y4  0  0  0  1
```

```
d =
      u1
y1  0
y2  0
y3  0
y4  0
```

Lateral/Directional Model with states and outputs [β ϕ p r] and inputs [δa δr]

syslat =

```
a =
      x1      x2      x3      x4
x1  -0.2317  0.06331  -0.9956  0.05123
x2  -29.49  -3.017  0.02006  0
x3  6.235  -0.02742  -0.4169  0
x4  0  1  0.0631  0
```

```
b =
      u1      u2
x1  0.005215  0.03096
x2  -36.49  8.109
x3  -0.4916  -2.827
x4  0  0
```

```
c =
      x1  x2  x3  x4
y1  1  0  0  0
y2  0  1  0  0
y3  0  0  1  0
y4  0  0  0  1
```

```
d =
      u1  u2
y1  0  0
y2  0  0
y3  0  0
y4  0  0
```

Short Period Eigenvalues, Damping Ratio and Natural Frequencies

Pole	Damping	Frequency (rad/seconds)	Time Constant (seconds)
$-5.72e-03 + 6.85e-02i$	$8.31e-02$	$6.88e-02$	$1.75e+02$
$-5.72e-03 - 6.85e-02i$	$8.31e-02$	$6.88e-02$	$1.75e+02$

Long Period Eigenvalues, Damping Ratio and Natural Frequencies

Pole	Damping	Frequency (rad/seconds)	Time Constant (seconds)
$-6.42e-01 + 1.81e+00i$	$3.35e-01$	$1.92e+00$	$1.56e+00$
$-6.42e-01 - 1.81e+00i$	$3.35e-01$	$1.92e+00$	$1.56e+00$

The Aircraft is longitudinally stable since all the Longitudinal roots lie in the left half plane (negative real components)

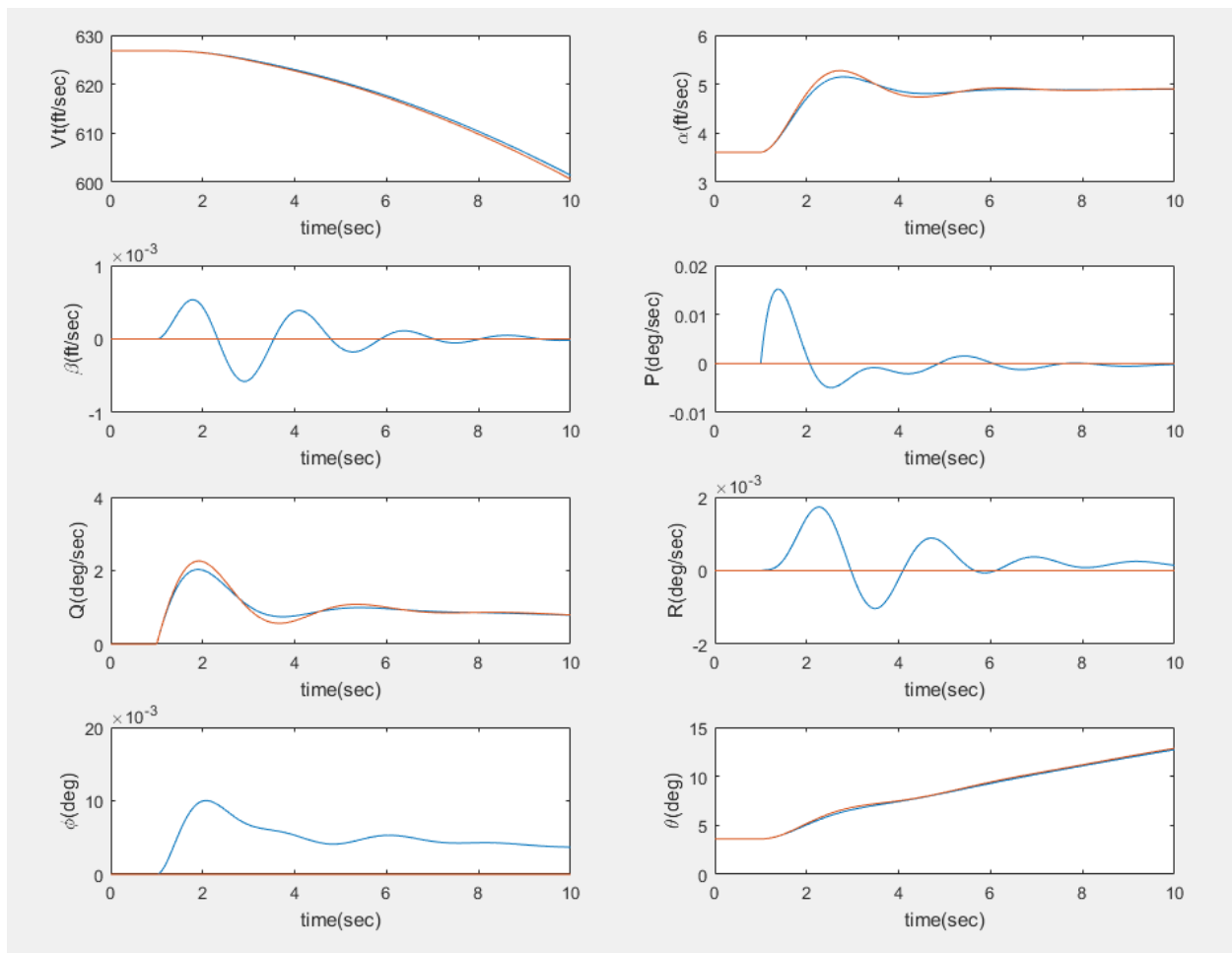
pitch-rate due to elevator transfer function

$$3: \frac{-9.199 s^3 - 7.477 s^2 - 0.08776 s}{s^4 + 1.295 s^3 + 3.696 s^2 + 0.04811 s + 0.01739}$$

angle-of-attack due to elevator transfer function

$$2: \frac{-0.1289 s^3 - 9.213 s^2 - 0.1215 s - 0.04809}{s^4 + 1.295 s^3 + 3.696 s^2 + 0.04811 s + 0.01739}$$

Linear vs Nonlinear Elevator step response of -0.5 Deg:



Dutch Roll Eigenvalues, Damping Ratio and Natural Frequencies

Pole	Damping	Frequency (rad/seconds)	Time Constant (seconds)
$-4.08e-01 + 2.75e+00i$	$1.47e-01$	$2.78e+00$	$2.45e+00$
$-4.08e-01 - 2.75e+00i$	$1.47e-01$	$2.78e+00$	$2.45e+00$

Roll Mode Eigenvalues, Damping Ratio and Natural Frequencies and Time Constant

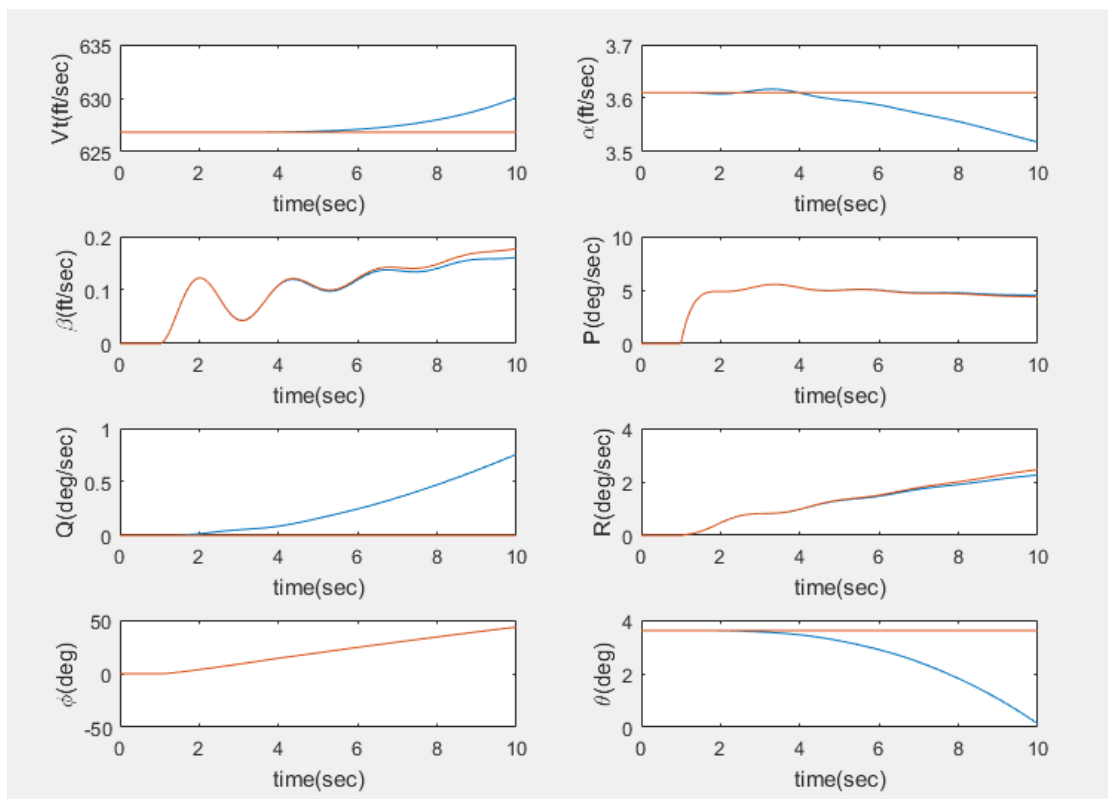
Pole	Damping	Frequency (rad/seconds)	Time Constant (seconds)
$-2.82e+00$	$1.00e+00$	$2.82e+00$	$3.54e-01$

Spiral Mode Eigenvalues, Damping Ratio and Natural Frequencies and Time Constant

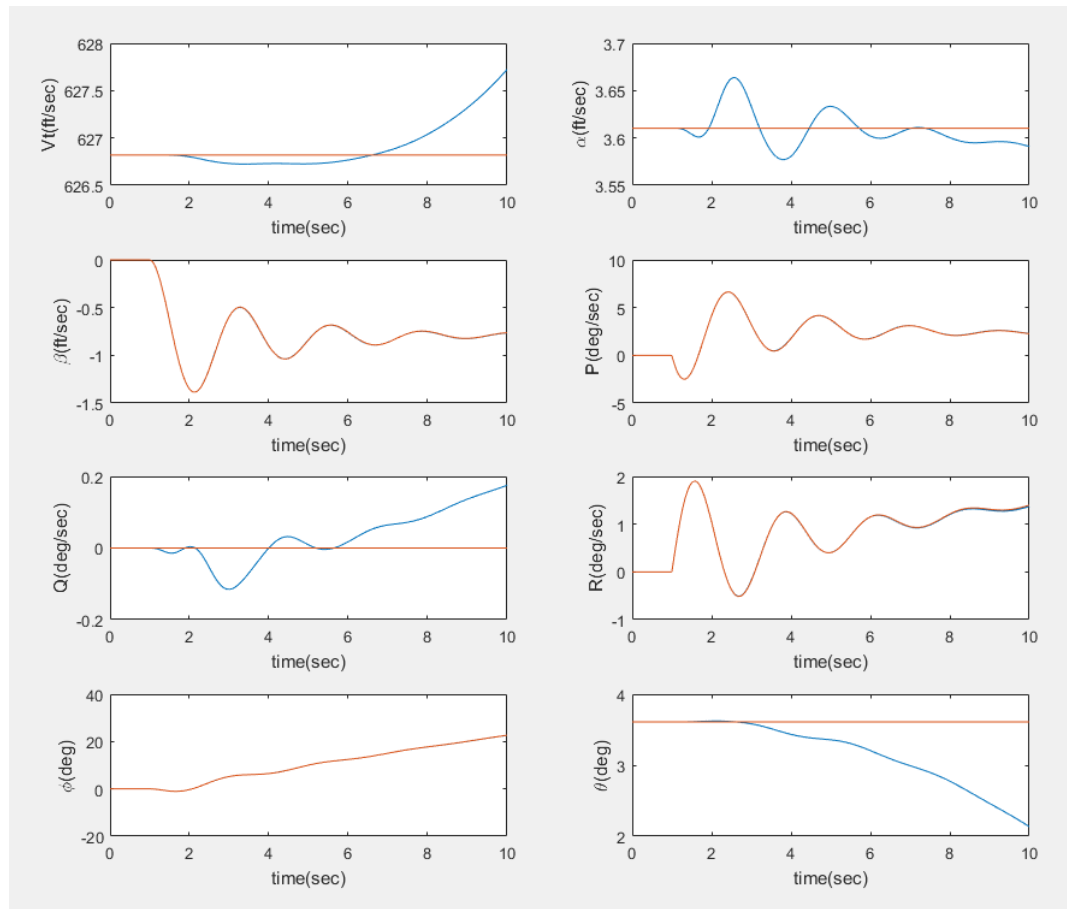
Pole	Damping	Frequency (rad/seconds)	Time Constant (seconds)
$-2.57e-02$	$1.00e+00$	$2.57e-02$	$3.90e+01$

The aircraft is laterally stable since all lateral roots are in the left half plane (negative real components)

Linear vs Nonlinear Aileron step response of -0.5 Deg:



Linear vs Nonlinear Rudder step response of -2.0 Deg:



MATLAB CODE

```
% Flight Dynamics Project 5
%Ben Grimsley
% 10 May 16
clc,close all,clear all
load_system('FD_5')

r2d = 180/pi;
d2r = pi/180;

Vt0 = 626.81863;
a0 = 3.6102915*d2r;
b0 = 0;
p0 = 0;
q0 = 0;
r0 = 0;
phi0 = 0;
theta0 = 3.6102915*d2r;
psi0=0;

Ic = [Vt0 a0 b0 p0 q0 r0 phi0 theta0 psi0];

% Inertia
Ixx = 8890.63;
Iyy = 71973.5;
Izz = 77141.1;
Ixz = 181.119;
Ixy = 0;
Iyz = 0;
I = [Ixx -Ixz -Ixz; -Ixy Iyy -Iyz; -Ixz -Iyz Izz];
Iinv = inv(I);

% Constants

S = 300;
cbar = 11.32;
b = 30;
mass = 762.8447;
T = 3146.482666;
rho = 0.0014962376;
g = 32.17561865;

CLo = 0.004608463;
CLa = 0.0794655*r2d;
CLq = 0.0508476*r2d;
CLadot = 0;
CLde = 0.0121988*r2d;
CLdf = 0.0144389*r2d;

CDo = 0.01192128;
```

```
CDa = 0.00550063*r2d;  
CDq = 0.00315057*r2d;  
CDadot = 0;  
CDde = -0.000587647*r2d;  
CDdf = 0.00136385*r2d;
```

```
CYo = 0;  
CYb = -0.0219309*r2d;  
CYp = 0.00133787*r2d;  
CYr = 0.0094053*r2d;  
CYda = 0.00049355*r2d;  
CYdr = 0.00293048*r2d;
```

```
Clo = 0;  
Clb = -0.00173748*r2d;  
Clp = -0.00739342*r2d;  
Clr = 0.0000699792*r2d;  
Clda = -0.00213984*r2d;  
Cldr = 0.000479021*r2d;
```

```
Cmo = -0.02092347;  
Cma = -0.0041873*r2d;  
Cmq = -0.060661*r2d;  
Cmadot = -0.05*r2d;  
Cmde = -0.0115767*r2d;  
Cmdf = 0.000580220*r2d;
```

```
Cno = 0;  
Cnb = 0.00320831*r2d;  
Cnp = -0.000432575*r2d;  
Cnr = -0.00886783*r2d;  
Cnda = -0.000206591*r2d;  
Cndr = -0.00144865*r2d;
```

```
%% Inputs
```

```
%% Trim:
```

```
% dei = -3.03804303*d2r;  
% def = -3.03804303*d2r;  
% dai = 0;  
% daf = 0;  
% dri = 0;  
% drf = 0;  
% df = 1.5*d2r;
```

```
%% Elevator:
```

```
dei = -3.03804303*d2r;  
def = -3.53804303*d2r;  
dai = 0;  
daf = 0;  
dri = 0;  
drf = 0;  
df = 1.5*d2r;
```

```
%% Aileron:
```

```
% dei = -3.03804303*d2r;  
% def = -3.03804303*d2r;  
% dai = 0;  
% daf = -0.5*d2r;  
% dri = 0;
```



```

% drf = 0;
% df = 1.5*d2r;
%% Rudder:
% dei = -3.03804303*d2r;
% def = -3.03804303*d2r;
% dai = 0;
% daf = 0;
% dri = 0;
% drf = -2*d2r;
% df = 1.5*d2r;

sim('FD_5')

[A,B,C,D] = linmod('FD_5');

Alon = A(1:4,1:4); Blon = B(1:4,1); Clon = C(1:4,1:4); Dlon = D(1:4,1);
Alat = A(5:8,5:8); Blat = B(5:8,2:3); Clat = C(5:8,5:8); Dlat = D(5:8,2:3);
sim('FD_52')

figure
subplot (4,2,1);
plot(time,Vt,time,Vtlong+Vt0);
xlabel('time(sec)');ylabel('Vt(ft/sec)')
subplot (4,2,2);
plot(time,alpha,time,alphalong+a0*r2d);
xlabel('time(sec)');ylabel('\alpha(ft/sec)')
subplot (4,2,3);
plot(time,beta,time,Betalat+b0*r2d);
xlabel('time(sec)');ylabel('\beta(ft/sec)')
subplot (4,2,4);
plot(time,p,time,Plat);
xlabel('time(sec)');ylabel('P(deg/sec)')
subplot (4,2,5);
plot(time,q,time,Qlong);
xlabel('time(sec)');ylabel('Q(deg/sec)')
subplot (4,2,6);
plot(time,r,time,Rlat);
xlabel('time(sec)');ylabel('R(deg/sec)')
subplot (4,2,7);
plot(time,phi,time,philat);
xlabel('time(sec)');ylabel('\phi(deg)')
subplot (4,2,8);
plot(time,theta,time,Thetalong+theta0*r2d);
xlabel('time(sec)');ylabel('\theta(deg)')
% subplot (3,3,9);
% plot(time,psi);
% xlabel('time');ylabel('\psi(deg)')

size(ss(Alon,Blon,Clon,Dlon))
syslon = ss(Alon,Blon,Clon,Dlon)
syslat = ss(Alat,Blat,Clat,Dlat)
eig(Alon)

```

```
damp(syslon)
longtf = tf(syslon)
```

