

Light Aircraft Structures

Idealised Multi-Cell Sections – Torsion

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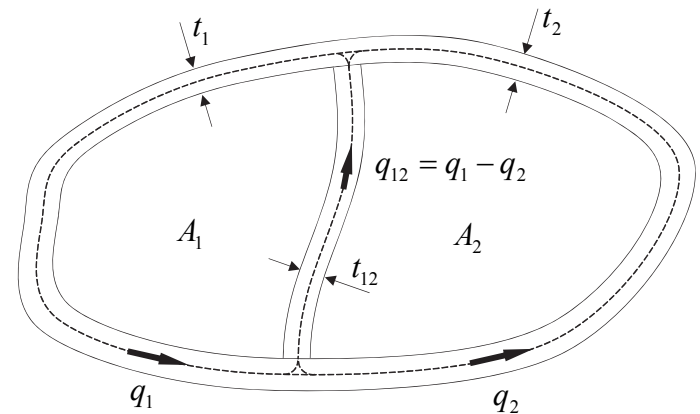
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- Recalling the *Bredth-Batho equations*:

$$\left(\frac{\theta}{L}\right)_1 = \underbrace{\frac{q_1}{2 A_1 G} \oint_1 \frac{ds}{t}}_{\text{Cell 1 as a closed cell}} - \underbrace{\frac{q_2}{2 A_1 G} \int_{12} \frac{ds}{t}}_{\text{Contribution of cell 2 along adjacent wall}}$$

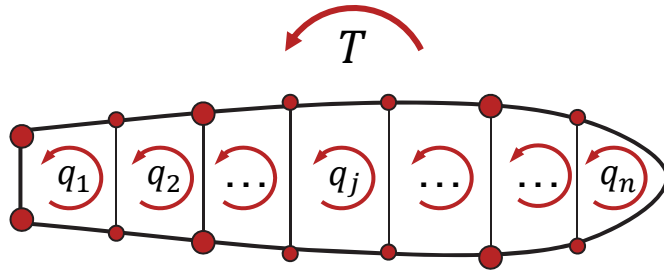
$$\left(\frac{\theta}{L}\right)_2 = \underbrace{\frac{q_2}{2 A_2 G} \oint_2 \frac{ds}{t}}_{\text{Cell 2 as a closed cell}} - \underbrace{\frac{q_1}{2 A_2 G} \int_{12} \frac{ds}{t}}_{\text{Contribution of cell 1 along adjacent wall}}$$



- And since the twist rate is constant:

$$\left(\frac{\theta}{L}\right)_1 = \left(\frac{\theta}{L}\right)_2$$

- Consider an n -cell wing section subjected to pure torque T
- Each cell i develops a constant shear flow q_i and:



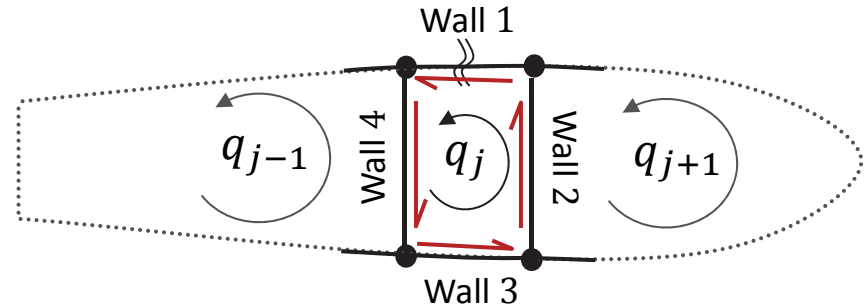
$$T = \sum_{j=1}^n 2 A_j q_j$$

- A single-cell section is statically determinate, but a multi-cell section is **statically indeterminate** – the n -cell section will have:
 - n unknown shear flows
 - One unknown angle of twist (assumed to be the same for all cells)
- Therefore $n + 1$ independent equations are required to solve

- We generate n equations by considering the rates of twist:

$$\left(\frac{d\theta}{dz}\right)_j = \frac{1}{2 A_j} \int_j q \frac{ds}{t G}$$

$$\left(\frac{d\theta}{dz}\right)_j = \frac{1}{2 A_j} \sum_{i=1}^4 \left(q_i \frac{b_i}{t_i G_i} \right)$$



Open-section shear flows at the j -th cell of an n -cell section subjected to torsion

$$\left(\frac{d\theta}{dz}\right)_j = \frac{1}{2 A_j} \left[\overbrace{q_j \frac{b_1}{t_1 G_1}}^{\text{Wall 1}} + \overbrace{(q_j - q_{j+1}) \frac{b_2}{t_2 G_2}}^{\text{Wall 2}} + \overbrace{q_j \frac{b_3}{t_3 G_3}}^{\text{Wall 3}} + \overbrace{(q_j - q_{j-1}) \frac{b_4}{t_4 G_4}}^{\text{Wall 4}} \right]$$

- And finally:

$$T = \sum_{j=1}^n 2 A_j q_j$$