## MAE 275 - Final

John Karasinski

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## 1 Defining the System

The longitudinal linearized aircraft equations of motion can be expressed in state space form, with state variables  $\Delta u$ ,  $\Delta w$ ,  $\Delta q$ ,  $\Delta \theta$ ,  $\Delta h$ , as

$$A = \begin{bmatrix} X_u & X_w & 0 & -g\cos(\theta_0) & 0\\ \frac{Z_u}{1 - Z_{\dot{w}}} & \frac{Z_w}{1 - Z_{\dot{w}}} & \frac{Z_q + u_0}{1 - Z_{\dot{w}}} & -\frac{g\sin\theta_0}{1 - Z_{\dot{w}}} & 0\\ M_u + \frac{M_{\dot{w}}Z_u}{1 - Z_{\dot{w}}} & M_w + \frac{M_{\dot{w}}Z_w}{1 - Z_{\dot{w}}} & M_q + \frac{M_{\dot{w}}(Z_q + u_0)}{1 - Z_{\dot{w}}} & -\frac{M_{\dot{w}}g\sin\theta_0}{1 - Z_{\dot{w}}} & 0\\ 0 & 0 & 1 & 0 & 0\\ 0 & -1 & 0 & u_0 & 0 \end{bmatrix}$$

Relevant B, C, and D matrices can also be formed

Plugging in the data for the A-7E aircraft in a landing approach to an aircraft carrier yields

$$A = \begin{bmatrix} -5.4534e - 2 & +6.4327e - 2 & 0 & -3.2200e + 1 & 0 \\ -2.8695e - 1 & -5.2887e - 1 & +2.1800e + 2 & 0 & 0 \\ -8.2071e - 5 & -7.8112e - 3 & -3.9053e - 1 & 0 & 0 \\ 0 & 0 & 1 & 0 & 0 \\ 0 & -1 & 0 & +2.1800e + 2 & 0 \end{bmatrix}$$