MAE 275 - Homework 4

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 Δu , Δw , Δq , $\Delta \theta$, Δh , 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

$$B = \begin{bmatrix} -X_u & -X_w & 0 & X_{\delta_e} \\ -Z_u & -Z_w & -Z_w & -Z_q & \frac{Z_{\delta_e}}{1 - Z_{\dot{w}}} \\ -M_u - \frac{M_{\dot{w}}Z_u}{1 - Z_{\dot{w}}} & -M_w - \frac{M_{\dot{w}}Z_w}{1 - Z_{\dot{w}}} & -M_q - \frac{M_{\dot{w}}(Z_q + u_0)}{1 - Z_{\dot{w}}} & \frac{M_{\dot{w}}Z_{\delta_e}}{1 - Z_{\dot{w}}} + M_{\delta_e} \\ 0 & 0 & 0 & 0 & 0 \end{bmatrix}$$

$$C = \begin{bmatrix} 1 & 0 & 0 & 0 & 0 \\ 0 & \frac{1}{u_0} & 0 & 0 & 0 \\ 0 & Z_w & 0 & 0 & 0 \\ 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & 1 \end{bmatrix}$$

Where it is assumed that

$$\alpha \approx \frac{\Delta w}{u_0}$$

$$a_z = \dot{w} - u_0 q \approx Z_{\alpha} \alpha + Z_{\delta_{\alpha}} \delta_{\theta}$$

Plugging in the data for the A4-D aircraft in Flight Condition 5 from Appendix A of Aircraft Dynamics and Automatic Control yields

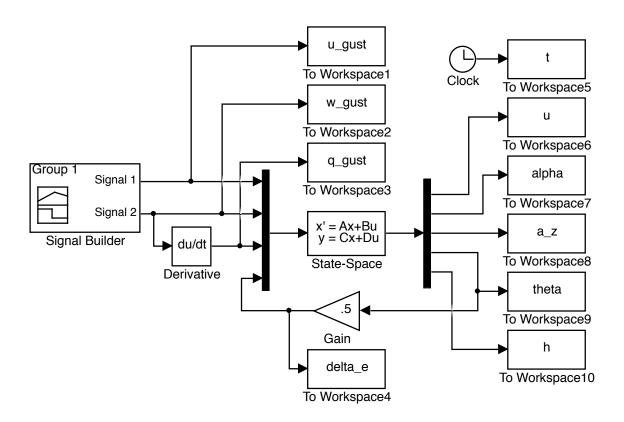


Figure 1: Simulink Diagram

