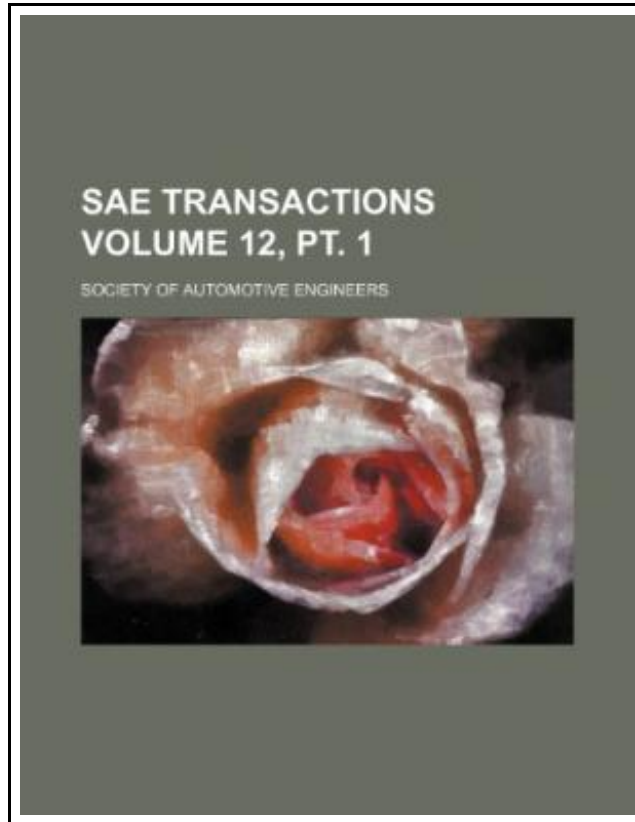


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1917 Excerpt: .between two-thirds and three-fourths of the total (see Fig. 37). At slow flight and large angle of incidence the reverse is the case (Fig. 36). Thus considering the two extreme attitudes, each of the trusses is either partly idle or has an extra strength and therefore weight, In the single lift-truss the forces acting on the truss are almost independent of the center of pressure, as the reaction of the load at the root of the cantilever is equal to the load and independent of the bending arm. Thus, the forces acting on a single lift-truss will be about 25 to 35 per cent smaller than the forces of which the front and rear trusses of the double system must take care in the worst cases. This will result in another considerable reduction of weight and air resistance. Special Types of Side-Bracing Fig. 38 shows a K-type side-bracing proposed by Captain Martin (Scientific American, 1911). It is another interesting type of the single lift-truss that has all the advantages mentioned. Besides, as can easily be seen from the action of forces in Figs. 40 and 41, the extra bending moments in the I-type strut due to the cantilevers (sockets) are eliminated entirely. This advantage however is strongly jeopardized by the extra weight and resistance of the braces. The Curtiss single lift-truss strut (Fig. 39), which is used in the wireless-truss biplane and in the new triplane (as far as it can be understood from the published...



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