

AE 271 – Advanced Aircraft Design

Instructor Info	Gonzalo E. Mendoza (316) 210-6241 (Cell) gonzalo.mendoza@sjsu.edu
Class Days / Time	F 13:30 – 15:45
Final Project Presentation	May 8 th , 2015, 13:30
Classroom	Engr.164
Prerequisite	Graduate standing in AE or instructor consent
Credit	3 units
GWAR	This course satisfies the Graduation Writing Assessment Requirement
Textbook	J. Roskam: Airplane Design, Parts I-VIII Roskam Aviation and Engineering Corp. Route 4, Box 274, Ottawa, Kansas, 66067.
Description	This is a project course in which students complete the preliminary design of an airplane of their choice. The design process involves defining the mission requirements, weight sizing, performance sizing, fuselage design, wing, high-lift system and lateral controls design, landing gear design, weight and balance, stability and control, drag polars, and final drawings. In their final report students will also discuss any environmental, economic and safety considerations for their airplane.
Goals	<ol style="list-style-type: none"> 1. To provide graduate level experience in airplane design. 2. To develop students' creative abilities in solving open-ended, airplane design problems. 3. To develop an appreciation of the interrelationships between aerodynamics, propulsion, structures, flight mechanics, stability & control, manufacturing, maintenance, and cost in an integrated airplane design. 4. To develop students' engineering judgment as well as their confidence in making and accepting responsibility for design decisions.
Learning	

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- Objectives** Each student completing AE271 will be able to:
1. Describe the pros and cons of unconventional aircraft configurations such as canards, 3-surface, swept-forward wings, flying wings, tailless, V/STOL, stealth, etc.
 2. Perform weight and performance sizing of an airplane, including pertinent Title 14 of the U.S. Code of Federal Regulations (14 CFR Parts 23/25) and European standards (EASA CS23/25)
 3. Design the fuselage, the wing, the empennage, and the landing gear of an airplane.
 4. Perform weight and balance analysis of an airplane.
 5. Perform a stability and control analysis of an airplane.
 6. Compute the drag polars of an airplane.
 7. Construct the V-n diagram of an airplane.
- Grading**
- | | |
|--|-------|
| Design reports* | = 40% |
| 2 Progress presentations & examinations @ 10% each | = 20% |
| Special topic individual project** | = 20% |
| Written exam | = 10% |
| Intelligent technical discussions online | = 10% |
- 850 points < A-, A, A+
700 points < B-, B, B+
650 points < C
- *A minimum of 70% score is required in both components of this assignment (see below) to approve the course and meet minimum writing proficiency requirements.
**Written reports not meeting minimum writing proficiency standards will be returned without a grade. Revised reports may be re-submitted (once each) with a penalty of 20 points in the scale of 1 to 100.
- Homework** Reports will be graded for English (grammar, spelling, punctuation, etc.) as well as for technical content. Please see general guidelines for professional reports below.
- Exams** A brief written exam to cover basic concepts and definitions is scheduled for April 24th.
- Special project** The special individual project is designed to evaluate the student's ability to research and prepare a well thought out report on a subject of his or her choosing. Subjects must be related to Aerospace Engineering concepts and/or their impact in society. Topics related to ethics, safety, or environmental impacts of aerospace products are of particular interest. The project consists of an individually written proposal followed by a developed paper on the chosen subject. The content of the proposal and paper is as follows:
- Proposal (February 13th)
 - Abstract
 - Problem Statement
 - Objective (what are you doing to address the problem)
 - Approach (how to achieve the Objective)
 - References
 - Minimum of 2 publications for the proposal (1 must be from scholarly publications).
 - Report (April 3rd)
 - Table of Contents
 - Updated Abstract
 - Introduction
 - Discuss background and problem in additional detailed, outline problem solution
 - Sections as required to describe design / solution / research
 - Conclusions
 - References

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- Minimum of 5 references, at least 2 from scholarly sources, with the other 3 from other reputable publications.
- In this context, Wikipedia is a source of leads, not of actual knowledge

Approximate Weekly Schedule

<u>Week</u>	<u>Lecture Topic(s)</u>
01	Aircraft design overview. Mission requirements. Figures of merit
02	Configuration design. Conventional and unconventional configurations. Case study de Havilland D.H.106 lessons
03	Aircraft sizing
04	Fundamentals of controllability / high speed control issues. Case studies Alaska DC-9 accident, Swearingen SJ30-2 loss of control, Zodiac 601XL and Grob SpN flutter encounters
05	Pilot forces, control system design. Aircraft component design
06	Fundamentals of stability and control 1. Longitudinal stability and control concepts. Case study, McDonnell Douglas MD-11 design challenges
07	Fundamentals of stability and control 2. Lateral directional stability and control concepts.
08	Stability and controllability regulatory requirements. Control Harmony. Flight evaluation
09	Critical Design Review
10	Design and construction requirements and technology. Case study B-707 Lusaka accident. Aloha B-737 accident
11	Landing gear design, modeling, and testing. Structural strength requirements: Loads. V-n diagrams
12	System safety concepts. Origins and implications. Interaction of systems and structures.
13	Aerodynamic cleanup, additional devices.
14	Environmental considerations. Exam
15	Design for safety
16	Final Design Review

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GENERAL COMMENTS ON PROFESSIONAL REPORT WRITING

Each report must meet minimum standards of professionalism. Unprofessional reports will be **severely downgraded even if** the technical content is correct. The following items explain some of the features of a professional report.

1. All reports must be prepared with a **word processor**.
2. Organize reports using a **decimal numbering system**. The chapters, Sections, Sub-Sections should be indicated as follows:
 4. **TITLE OF CHAPTER**
 - 4.1 **TITLE OF SECTION**
 - 4.1.1 **Title of Sub-Section**
 - 4.1.1.1 **Title of sub-sub-section**
3. Many reports require **calculations**. At least one “hand” calculation **must** be performed and documented for each case in a separate sub-section. These hand-calculations do not have to be typed but should be clearly written and well organized. **If they are lengthy (i.e. more than 2 pages)**, they should be placed in a separate appendix but the results should be discussed in the main body of the report.
4. **All** pages must be numbered. Start the introduction at page 1. Pages in the main body of the report are numbered: 1, 2, 3, etc. Preliminary pages such as Table of Contents, List of Symbols etc. are numbered sequentially : i, ii, iii, iv, etc.
5. A minimum **margin of one inch** must be observed on all pages including graphs, figures, tables, computer print-outs, etc.
6. The report must be written in good **English**. All words must be properly spelled. You are expected to proofread your reports before handing them in.
7. Avoid using sentences longer than 2 lines. If you do not, your report will have a high "**Fog Index**" (i.e. it will be difficult to read).
8. **Do not** use I, You, We, They, etc. in a technical report. Also, **do not** treat an airplane nor airplane components as persons, i.e., DO NOT write: *the airplane's landing gear is of the retractable type*. Instead, write: *the landing gear of the Cessna 182 is of the retractable type* or *the airplane has a retractable landing gear*.
9. **Never use** the words: '**in order to ...**'. Remember, the words 'in order' are nearly always out of order!
10. Make use of the technique called "**bulletizing**".
 Instead of: *in this chapter, the results of calculations of wing-loading, maximum lift coefficients, thrust-to weight ratio, lift-to-drag ratio and cruise lift coefficients are presented*.
 Write: *In this chapter the following characteristics of the Spartan Jet are presented:*
 - *Wing Loading*
 - *Maximum Lift Coefficients*
 - *Thrust-to-Weight Ratio*
 - *Lift-to-Drag Ratio*
 - *Cruise Lift Coefficient*
11. Make sure that no **symbols** are **omitted** from your equations. Again, it is important to proofread your reports before handing them in!
12. All **equations** must be numbered and numbered sequentially. Within a chapter use a decimal numbering system. For example:

$$X = Y + Z \tag{4.17}$$
13. All **references** must be numbered sequentially as they appear in your report. See examples below (1 is a book, 2 is a technical report, 3 is a journal article, 4 is a conference paper, 5 is an internet reference). In your report refer to each of them with a number in a bracket.
 For example: *The vortex increases the lift of the flat plate [2]* or *Mourtos [2] found that the existence of the vortex increased the lift on the flat plate at any given angle-of-attack*.
 1. Nickel, K., Wohlfahrt, M., *Tailless Aircraft in Theory and Practice*, AIAA Education Series, 1994.
 2. Mourtos, N.J., Couillaud, S., Carter, D., Hange, C., Wardwell, D., Margason, R.J., *Flow Visualization Studies of Jet VTOL models during Hover in Ground Effect, NASA TM 108860*, Jan. 1995.

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3. Mourtos, N.J., Flow past a Flat Plate with a Vortex / Sink Combination, *ASME Journal of Applied Mechanics*, Jun. 1996.
4. Papadopoulos, P., Subrahmanyam, P., Airbreathing Engine Analysis and Simulation Tool for Space Vehicle Design, *Proc., AIAA/CIRA 13th International Space Planes and Hypersonics Systems and Technologies Conf.*, Centro Italiano Ricerche Aerospaziali (CIRA), Capua, Italy, 16-20 May 2005.
5. UAV, Wikipedia, URL: <http://en.wikipedia.org/wiki/Unmanned_aerial_vehicle>, retrieved Dec. 5, 2007.

14. All **figures** and **graphs** must be **numbered** and numbered sequentially. They must also have descriptive **titles**. Titles must appear **below** the figure. All **axes** must have scale and descriptive **labels** including **units** whenever appropriate. **Curves** must also have descriptive **labels**. All lettering must be at least 3 mm high to be legible! For example:

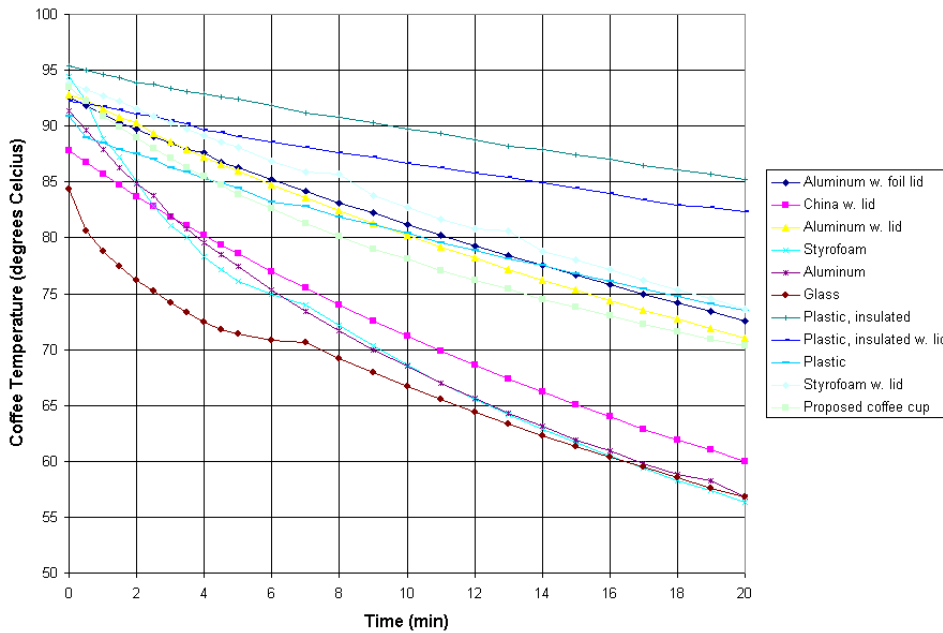


Figure 3.1 – Coffee temperature decline in various cups.

15. All **tables** must be **numbered** and numbered sequentially. They must also have descriptive **titles**. Titles must appear **above** the table. Again, all lettering must be at least 3 mm high to be legible!

Table 5.1 - The heaviest ten airplanes. MTOW = Maximum take-off weight, MLW = Maximum landing weight, TOR = Take-off run (SL, ISA+15°, MTOW), LR = Landing run (SL, ISA+15°, MLW)

Type	MTOW [tons]	MLW [tons]	TOR [m]	LR [m]
Antonov An-225	640			
Airbus A380-800F	590	427		
Boeing 747-8I	439.985	306.175		
Antonov An-124	405			
Airbus A340-500	368	240	3050	2010
Boeing 777-300ER	351.535	251.29		
MD-11	273.314	195.04	3115	2118
Ilyushin IL-96M	270	175		
Boeing 787-9	244.94			
L-1011-500	231.54	166.92	2636	

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16. When presenting **aerodynamic data** in a table, graph or figure it is mandatory that you include the following information:
- Reference geometries: S, c and b in ft (or inches) and m (or cm).
 - Moment center information in fractions of the m.g.c.
 - Airplane weight consistent with the presentation of the data.
 - Airplane configuration information, such as:
 - Clean
 - Flaps down, gear up
 - Flaps down, gear down
 - Thrust or power setting
 - Speed brake deployment
 - Flight condition
 - C.g. location in fractions of m.g.c.
17. Remember: **tables, graphs and figures** are much easier to understand than **prose** so use them as much as possible.
18. Do not put **lengthy derivations** in the main body of the report. Put such material in an appendix (or appendices) and **summarize** the result in the main part of the report.
19. **Plagiarism** will result in **total loss of credit for the entire report!** If you decide to use material, which was not generated by you, clearly identify the source of such material. Give credit where credit is due!
20. A **list of symbols** must be included in your report. This list must define all symbols used anywhere in the report (including figures, appendices, etc.). Do not include symbols which are not used in your report! Do not copy a list of symbols from another reference! The list of symbols must be presented in the following manner:

Symbol	Definition	Units (SI)
W	Weight	lbs (N)
Greek Symbols		
α	Angle of attack	deg or rad
Subscripts		
() _{TO}	Takeoff	-----
Acronyms		
APU	Auxiliary Power Unit	-----

21. Never make an **unsubstantiated claim!** Example: if you claim that you have optimized airplane weight, you are expected to prove it. If you cannot, do not make the claim!
22. **Avoid** the use of **superlatives**, (e.g. *this is the best airplane ever designed* or *the wing area selected is the smallest possible for this type of airplane*).
23. If you **extrapolate** data or if you extrapolate existing technology, discuss the consequences to your design of not being able to achieve the extrapolated characteristics.
24. Include **units** (both systems) with all your results.
25. Appendices must be sequenced using capital letters and must have specific titles. For example:
 Appendix A - Hand Calculations
 Appendix B - Design Parameters of Comparable Aircraft