

Aeronautical structures (MECA0028-1)

Disaster Response Search and Identification **Attributable Air Vehicle**

Ludovic Noels

Academic year 2022-2023

The project

The structure of the Disaster Response Search and Identification Attritable Air Vehicle designed by the master students during the **2022-2023** conceptual design class shall be studied.

The students will be organized in groups of students following APRI0004 and consider the airplane they are designing during their conceptual project.

Each group of students shall deliver a report –and a code—related to the following points.

A/ Manoeuver and Gust envelopes

Both envelopes shall be computed.

Weight and center of gravity position of each component shall be given.

B/ Aerodynamic loads

For the main points of the envelopes, the aerodynamics loads shall be computed on

- The wing;
- The empennage (if any).

For those points

- A pitch acceleration of maximum 60 deg/s^2 shall be considered, or following the relevant norm (e.g. FAR 23.423, <https://www.risingup.com/fars/info/23-index.shtml> for normal category aircraft);
- A maximum yaw angle of 15 deg shall be considered, or following the relevant norm (e.g. FAR 23.441, <https://www.risingup.com/fars/info/23-index.shtml> for normal category aircraft).

C/ Structural loads:

The following structural loads shall be computed for the different envelope points

- At the fuselage directly aft/front of the wing for tail/canard configuration (if any);
- At the wing root (or at two relevant sections for flying wing configuration).

D/ Structural design:

Using the material of the analytical analysis presented during the class, the structure shall be designed based on the results of C/.

E/ FEM

The results of D/ shall be assessed using a FEM model

F/ Deadline

Extended version of the written chapter Structure (or equivalent), with all the details to be handed by 30th of May 2023.