

Analysis of Aircraft Structures

Second Edition

As with the first edition, this textbook provides a clear introduction to the fundamental theory of structural analysis as applied to aircraft, spacecraft, automobiles, and ships. The emphasis is on the application of fundamental concepts of structural analysis that are employed in everyday engineering practice. All approximations are accompanied by a full explanation of their validity. Repetition is an important learning tool; therefore some redundancy is used to dispel misunderstanding. In this new edition, more topics, figures, examples, and exercises have been added. There is also a greater emphasis on the finite element method of analysis. Clarity remains the hallmark of this text.

Bruce K. Donaldson was first exposed to aircraft inertia loads when he was a carrier-based U.S. Navy antisubmarine pilot. He subsequently worked in the structural dynamics area at the Boeing Company and at the Beech Aircraft Corporation in Wichita, Kansas, before returning to school and embarking on an academic career in the area of structural analysis. He became a professor of aerospace engineering and then a professor of civil and environmental engineering at the University of Maryland. Professor Donaldson is the recipient of numerous teaching awards and has maintained industry contacts, working various summers at government agencies and for commercial enterprises, the last being Lockheed Martin in Fort Worth, Texas. He is the author of *Introduction to Structural Dynamics*, also published by Cambridge University Press.

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Analysis of Aircraft Structures

An Introduction

Second Edition

BRUCE K. DONALDSON, Ph.D.

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TO MY WIFE, LOIS,
AND CHILDREN,
LEXA, SARA, AND KENNETH

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Greek Alphabet

Forms	Name
$A \alpha$	alpha
$B \beta$	beta
$\Gamma \gamma$	gamma
$\Delta \delta$	delta
$E \epsilon$	epsilon
$Z \zeta$	z�eta
$H \eta$	�eta
$\Theta \theta$	th�eta
$I \iota$	iota
$K \kappa$	kappa
$\Lambda \lambda$	lambda
$M \mu$	mu
$N \nu$	nu
$\Xi \xi$	xi
$O o$	omicron
$\Pi \pi$	pi
$P \rho$	rh�o
$\Sigma \sigma$	sigma
$T \tau$	tau
$\Upsilon \upsilon$	upsilon
$\Phi \phi$	phi
$X \chi$	chi
$\Psi \psi$	psi
$\Omega \omega$	�mega

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Contents

<i>Introduction to the Second Edition</i>	<i>page</i> xix
<i>Introduction to the First Edition</i>	xxi
<i>List of Repeated Engineering Symbols</i>	xxv
<i>Acknowledgments</i>	xxxiii
 Part I The Fundamentals of Structural Analysis	
I.1 An Overview of Part I	1
I.2 Summary of Taylor’s Series	2
I.3 Summary of Newton’s Method for Finding Roots	2
I.4 The Binomial Series	3
I.5 The Chain Rule for Partial Differentiation	4
1 Stress in Structures	5
1.1 The Concept of Stress	5
1.2 The General Interior Equilibrium Equations	12
1.3 Equilibrium at the Outer or Inner Boundary	19
1.4 Plane Stress	23
1.5 Summary	27
Chapter 1 Exercises	29
2 Stresses and Coordinate Axis Rotations	38
2.1 Introduction	38
2.2 Stress Values in Other Cartesian Coordinate Systems	38
2.3 The Determination of Maximum Stress Values	43
2.4 Mohr’s Circle	47
2.5 A Three-Dimensional View of Plane Stress	52
2.6 **Principal Stresses in the General Three-Dimensional Case**	53
2.7 Summary	59
2.8 Octahedral (von Mises) Shearing Stresses	59
2.9 **The Mathematical Description of Stresses**	62
Chapter 2 Exercises	63
Endnote (1) Solution for the Planes of Principal Stress	67
3 Displacements and Strains	68
3.1 Introduction	68
3.2 Displacements	68
3.3 Longitudinal Strains	69
3.4 Shearing Strains	77
3.5 Other Strain Definitions	79
3.6 The Strain–Displacement Equations	80
	 xi

xii	Contents
3.7 The Compatibility Equations	81
3.8 Plane Strain	85
3.9 Summary	86
Chapter 3 Exercises	87
Endnote (1) The Derivation of the Strain–Displacement Equations for Cylindrical Coordinates	89
Endnote (2) A Third Derivation of the Compatibility Equations	90
4 Strains in Rotated Coordinate Systems	95
4.1 Introduction	95
4.2 Strains in Other Cartesian Coordinate Systems	95
4.3 Strain Gauges	98
4.4 The Mathematical Properties of Strains	102
4.5 Summary	102
Chapter 4 Exercises	105
5 The Mechanical Behavior of Engineering Materials	109
5.1 Introduction	109
5.2 The Tensile Test	116
5.3 Compression and Shear Tests	124
5.4 Safety Factors	125
5.5 Factors Other than Stress That Affect Material Behavior	127
5.6 **Biaxial and Triaxial Loadings**	136
5.7 Simplifications of Material Behavior	138
Chapter 5 Exercises	140
Endnote (1) Residual Stress Example Problem	143
Endnote (2) Crack Growth Example	144
6 Linearly Elastic Materials	146
6.1 Introduction	146
6.2 Orthotropic Materials	148
6.3 Isotropic and Other Linearly Elastic Materials	153
6.4 The Plane Stress Constitutive Equations	157
6.5 **Applications to Fiber Composites**	157
6.6 Summary	159
Chapter 6 Exercises	160
Endnote (1) Negative Poisson Ratios	163
Part II **Introduction to the Theory of Elasticity**	
II.1 Introduction	165
7 The Theory of Elasticity	167
7.1 Introduction	167
7.2 A Theory of Elasticity Solution Using Stresses	168
7.3 A Theory of Elasticity Solution Using Displacements	173
7.4 Reprise	177
7.5 Summary	181
Chapter 7 Exercises	181
Endnote (1) General Problem Formulations	187

<i>Contents</i>	<i>xiii</i>
Endnote (2) Another Solution to the Disk Displacement Equation	190
Endnote (3) Example 7.1 Compatibility Equation	190
8 Plane Stress Theory of Elasticity Solutions	192
8.1 Introduction	192
8.2 Solution Examples	192
8.3 St. Venant’s Principle	198
8.4 **Review Problem**	199
8.5 Summary	202
8.6 **The Airy Stress Function**	202
Chapter 8 Exercises	204
Endnote (1) An Example of Calculating Displacements from a Stress Solution	209
Parts I and II Review Questions	211
Part III Engineering Theory for Straight, Long Beams	
III.1 Aircraft and Other Vehicular Structures	219
III.2 The Method of Undetermined Coefficients	221
III.3 Linear Independence	223
III.4 The Mean Value Theorem	224
9 Bending and Extensional Stresses in Beams	225
9.1 Introduction	225
9.2 An Elaboration on the Scope of Strength of Materials	226
9.3 Stress Resultants	227
9.4 The Approximate Pattern for Beam Displacements	230
9.5 The Accuracy of the Beam Stress Equation	238
9.6 Calculation of the Area Properties of the Nonhomogeneous Cross-Section	241
9.7 Calculation of Equivalent Thermal Loads	249
9.8 Principal Axes for the Beam Cross-Section	252
9.9 Summary	254
Chapter 9 Exercises	259
Endnote (1) The Predominance of the Normal Axial Stress	268
Endnote (2) Schwartz’s Inequality	270
10 Beam Bending and Extensional Deflections	271
10.1 Introduction	271
10.2 The Small Deflection Beam Equilibrium Equations	272
10.3 Nonlinear Beam Equilibrium Equations	274
10.4 Boundary Conditions and the Boundary Value Problem	282
10.5 Uncoupled Forms of the GDEs and the BCs	285
10.6 Solutions for Beam Deflection Problems	286
10.7 Summary	296
Chapter 10 Exercises	300
Endnote (1) Different BCs in Different Planes at the Same Beam End	305
Endnote (2) The Nonlinear Form of the Axial Deflection Equation	306

xiv	Contents
Endnote (3) The Presence of the Moment per Unit Length Terms in the Shear Force Boundary Condition Expressions	307
Endnote (4) Exact Integrations for a Nonuniform Beam	307
11 Additional Beam Bending Topics	310
11.1 Introduction	310
11.2 The Concept of Elastic Boundary Conditions	310
11.3 Elastic Support Boundary Conditions	312
11.4 Concentrated and Partial Span Loads	316
11.5 Partial Span and Concentrated Load Example Problems	320
11.6 Introduction to Beam Buckling	329
11.7 **Additional Comments on Beam Buckling**	334
11.8 Summary	336
Chapter 11 Exercises	346
Endnote (1) The Bending Slope Sign Convention	359
Endnote (2) Combined Beam Axial and Lateral Loadings	359
Endnote (3) Heaviside Step Function Additional Comments	363
Endnote (4) Combined Bending and Torsional Loadings	364
Endnote (5) Beams Continuous over Several Supports	366
12 Uniform Torsion of Beams	368
12.1 Introduction	368
12.2 The Stress Formulation for Uniform Torsion	369
12.3 Further Properties of the Prandtl Stress Function	376
12.4 The Membrane Analogy	378
12.5 Closed Form Beam Torsion Analytical Solutions	382
12.6 Open Form Uniform Beam Torsion Solutions	387
12.7 Summary	391
Chapter 12 Exercises	396
Endnote (1) A Comment on the Solution for a Circular Shaft with a Keyway	400
Endnote (2) Orthogonality	400
Endnote (3) A Separation of Variables Approach to Example 12.1	401
13 Beam Torsion Approximate Solutions	403
13.1 Introduction	403
13.2 Open Cross-Section Beam Torsion	404
13.3 Closed Section Beam Torsion	410
13.4 Accuracy of the Uniform Torsion Theory	420
13.5 Beams Subjected to a Variable Torque	421
13.6 Summary	424
Chapter 13 Exercises	426
Endnote (1) Torsion Constants for Rolled and Extruded Beams	430
Endnote (2) Warping Constraint Due to Varying Torque	433
Beam Bending and Torsion Review Questions	434
14 Beam Shearing Stresses Due to Shearing Forces	444
14.1 Introduction	444
14.2 Thin-Walled Open Cross-Sections	444
14.3 Thin-Walled Open Cross-Section Example Problems	448

<i>Contents</i>	xv
14.4 The Open Section Shear Center	457
14.5 Shear Flows in Thin-Walled Closed Cross-Sections	459
14.6 Summary	464
Chapter 14 Exercises	469
Endnote (1) The Shear Center as the Center of Twist	473
Part IV Work and Energy Principles	
IV.1 Preface	475
IV.2 The Green–Gauss Theorem	475
15 Work and Potential Energy Principles	479
15.1 Introduction	479
15.2 Work and Potential Energy	481
15.3 Virtual Work and Virtual Potential Energy	483
15.4 The Variational Operator	486
15.5 The Principle of Virtual Work	490
15.6 Internal Virtual Work	495
15.7 Complementary Virtual Work	497
15.8 **Energy and Other Principles**	502
15.9 **Modifications for Temperature Changes**	504
15.10 Summary	506
Chapter 15 Exercises	507
Endnote (1) Further Explanation of the Variational Operator	510
Endnote (2) Proof That the Principle of Virtual Work Is a Sufficient Condition for Equilibrium	514
Endnote (3) Proof of the Pairing of BCs for the Beam Fourth Order Bending Equations and the Second Order Extension Equations	516
Endnote (4) Derivation of the Uniform Torsion Beam Equations Using the Principle of Complementary Virtual Work	518
Part V Energy-Based Numerical Solutions	
V.1 Preface	521
16 **Precursor Numerical Analyses**	523
16.1 Introduction	523
16.2 Numerical Methods of Note	523
16.3 Summary	540
Chapter 16 Exercises	542
17 Introduction to the Finite Element Method	545
17.1 Introduction	545
17.2 Generalized Coordinates	546
17.3 The Beam Bending Finite Element	551
17.4 The Bar and Spring Element Stiffness Matrix Equations	556
17.5 Assembling the System Matrix Equation	558
17.6 Solving the System Matrix Equation	565
17.7 Example Beam Frame and Grid Problems	567
17.8 More Extensive Example Problems	574
17.9 Summary	581

xvi	Contents
Chapter 17 Exercises	592
Endnote (1) Distributed Coordinates	598
Endnote (2) Accuracy of the Concentrated Load Approximation	599
Endnote (3) The Reason for the Name “Generalized Coordinates”	600
18 Finite Element Truss Problems	602
18.1 Introduction	602
18.2 The Rotated Bar Element	602
18.3 Equivalent Thermal Loads	607
18.4 Other Initial Strains	610
18.5 Enforced Deflections	611
18.6 Summary	612
Chapter 18 Exercises	617
Endnote (1) Substructuring in Static Analyses	620
19 Basic Aspects of Multidimensional Finite Elements	623
19.1 Introduction	623
19.2 A Rectangular Plane Stress Finite Element	623
19.3 A Triangular Plane Stress Element in Brief	635
19.4 Three-Dimensional Finite Elements	636
19.5 Refined Finite Elements of Simple Shapes	637
19.6 **The Finite Element Method with Time-Varying Loads**	642
19.7 Summary	649
Chapter 19 Exercises	650
Endnote (1) An Explanation for Rigid Body Motion-Induced False Strains	653
Endnote (2) Reducing the Number of DOF in a Dynamic Analysis	653
20 The Unit Load Method for Determinate Structures	655
20.1 Introduction	655
20.2 External Complementary Virtual Work in the Unit Load Method	656
20.3 Internal CVW for Beam Bending and Extension	658
20.4 Internal Complementary Virtual Work for Beam Torsion	667
20.5 **Internal CVW for Beam Shearing**	669
20.6 Additional Illustrative Examples	670
20.7 **Examples of Using the ULM for Design Purposes**	677
20.8 **General Deflection Solutions**	682
20.9 **Large Radius Curved Beams**	683
20.10 Summary	688
20.11 Maxwell’s Reciprocity Theorem	689
Chapter 20 Exercises	693
Endnote (1) ULM Limitations	698
Endnote (2) Internal Complementary Virtual Work	699
21 The Unit Load Method for Indeterminate Structures	700
21.1 Introduction	700
21.2 Identifying Redundant Forces and Moments	700
21.3 The Coiled Spring Structural Elements	704
21.4 The Strategy of Releases and Reattachments	707
21.5 Example Problems	711

<i>Contents</i>	xvii
21.6 **Further Example Problems**	724
21.7 Summary	729
Chapter 21 Exercises	737
Parts IV and V Review Questions	747
Part VI Thin Plate Theory and Structural Stability	
VI.1 Introduction	757
22 Thin Plate Theory	759
22.1 Introduction	759
22.2 The Plate Midplane	760
22.3 The Plate Stress Resultants	761
22.4 The Approximate Pattern for Plate Displacements	763
22.5 The Small Deflection Thin Plate Bending Equation	766
22.6 Thin Plate Boundary Conditions	770
22.7 **Classical Small Deflection Plate Bending Solutions**	773
22.8 **Plate Buckling and Its Uses**	777
22.9 A Simple Plate Bending Finite Element	781
22.10 Summary	788
Chapter 22 Exercises	788
Endnote (1) The Second Finite Deflection Plate Equation	791
23 Elastic and Aeroelastic Instabilities	792
23.1 Introduction	792
23.2 An Energy Formulation of the Beam Buckling Problem	792
23.3 A Beam Buckling Finite Element	795
23.4 Further Aspects of the Energy Formulation	800
23.5 Types of Fluid–Structure Interaction Instabilities	806
23.6 Airfoil Divergence	808
23.7 Airfoil Flutter	814
23.8 Matrix Iteration for Symmetric Matrices	820
Chapter 23 Exercises	829
Endnote (1) Resonance	831
Endnote (2) Diagonalization and Functions of Matrices	833
<i>Appendix A: Additional Topics</i>	839
A.1 Integration of the Strains to Obtain Displacements	839
A.2 Proof of the Symmetry of the Compliance Matrix	841
A.3 Uniform Torsion Stress Resultants for Multiply Connected Cross-Sections	846
A.4 The Uniform Torsion GDE for Multiply Connected Cross-Sections	848
A.5 Calculation of the Twist per Unit Length of a Single Cell of an <i>N</i> -Cell Cross-Section	850
<i>Appendix B: Selected Answers to Exercises</i>	851
<i>References</i>	925
<i>Index</i>	929

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Introduction to the Second Edition

In an attempt to improve the first edition, more topics, figures, examples, and exercises have been added. The author hopes all the old errors have been removed and few new errors have been introduced. The primary change has been a greater emphasis on preparing the student for a broad understanding of the finite element method of analysis. In the author's experience, various finite element method software packages are almost, if not totally, the only means of structural analysis used today in the aerospace industry and in the associated federal and state government agencies. The three chapters dealing with the finite element method of analysis, Chapters 16, 17, and 18, are hopefully just the right amount of exposure suitable for undergraduates.

The style of presentation has remained the same. Clarity rather than brevity has been the consistent goal. Hence, there is a purposeful use of extra words and sentences in order to try to assist the reader who is new to the material. This strategy of being wordy admittedly makes this textbook less useful as a reference for the instructor who already is quite familiar with the chosen material. Perhaps this wordiness will allow that instructor the luxury of being brief in his or her lectures, knowing that this textbook is available as a backup to those lectures.

The author would appreciate any suggestions or corrections. He can be reached at bkdonaldson@verizon.net.

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Introduction to the First Edition

This text has a single purpose. That purpose is to provide clear instruction in the fundamental concepts of the theory of structural analysis as applied to vehicular structures such as aircraft, automobiles, ships, and spacecraft. To this end, the text offers explanations and applications of the fundamental concepts of structural analysis and indications of how those concepts are employed in everyday engineering practice. The text endeavors to foster in the reader the habit of asking questions until the reader is thoroughly clear on all important details within the scope of this text.

Three strategies are followed to achieve clarity with regard to the basic concepts of structural analysis. The first strategy is to be thoroughly logical within the scope of the presented material. No “assumptions” with regard to method of analysis are made anywhere in this textbook. All approximations are accompanied by a full explanation of their validity. The second strategy is to be repetitious and redundant. Repetition is an important learning tool, and redundancy dispels misunderstandings. The third strategy to obtain the goal of clarity is to limit the number of topics covered in detail in this text to only those that are essential to an introduction to modern structural analysis.

This text is meant to serve as a basis for, or a supplement to, a series of introductory courses for undergraduates. It may be necessary to justify beginning a course of undergraduate study with the mathematics-encumbered elements of the theory of elasticity. If so, note that for an engineer to properly use any method of structural engineering analysis, that engineer must understand both the breadth and the limitations of that method of analysis. Such knowledge is invariably based, at least in large part, upon a derivation of the method in question. A background in the elements of the theory of elasticity is essential to interpreting the choices made in a structural analysis derivation with respect to the applicability of the result. The challenge posed to undergraduates by the theory of elasticity is further justified by the fact that the need to achieve vehicular structural components that are as lightweight and as easy to manufacture as possible requires an accuracy of analysis that is only possible with sophisticated, modern methods of analysis. The theory of elasticity is the one basis of that sophistication.

The educational price to be paid for the more encompassing view of structural mechanics made possible by means of an introduction to the theory of elasticity and a more rigorous introduction to work and energy methods is the loss of time for repetition of structural analysis solution techniques. This loss of repetition quite often means that students quickly forget what structural mechanics theory and solution techniques they quickly learned in their undergraduate courses. This fact, and the additional, more advanced material scattered throughout the text, make this text also suitable as a basis for, or supplement to, first-year graduate courses.

The organization of the text is largely conventional. Part I provides an introduction to structural mechanics and a single, logical basis for proceeding through the remaining parts of the text. Part II combines the separate topics of Part I to offer a brief introduction to the theory of elasticity at as close to an elementary level as possible. Part III develops the strength of materials approach to elementary straight-beam theory. Part IV introduces

work and energy principles, and Part V offers the unit load and finite element methods of analysis as two distinct types of work or energy methods. The development of the finite element method is limited to only that material which is suitable as an introduction to the topic. Part III and Parts IV plus V can be studied sequentially or concurrently, or their order can be interchanged if the reader/student has some knowledge of beam theory such as that normally obtained from a prior course in strength of materials. A full undergraduate use of Parts I and II together, and Part III, requires something more than one semester each, while Parts IV plus V, through Chapter 21, requires about one semester. Time pressure to meet this undergraduate semester schedule requires omitting some parts of this textbook and very quick treatment of the more advanced chapters that are heavy with theory, such as Chapter 15. Undergraduates, like the rest of us, often only develop an interest in the details of a theory after enjoying its applications. If this textbook is used to instruct junior-year students, then the teaching schedule may omit more topics (even most of some chapters such as Chapters 7 and 8) than would be proper for more advanced students. The purpose of Part VI is to make the textbook more useful for those curriculums that include (i) some plate theory or aeroelasticity and (ii) a more in-depth look at elastic stability than is incorporated in the last of the three beam bending chapters. Most advanced topics of interest to graduate students are located in sections that are identified by a double asterisk, or relegated to endnotes and the more difficult exercises, and Appendix A.

In order to use this text effectively, the reader is expected to have the knowledge base that is usually obtained by completing (i) three semesters of college-level analytical geometry and the calculus, one semester of linear algebra, and an additional course in ordinary differential equations; and (ii) courses of study concerning engineering statics and dynamics. The required mathematics cited above is often a stumbling block for students. It is good for all students to realize that this body of mathematics is the tool that makes modern structural engineering methods both possible and comprehensible. In other words, understanding mathematics makes engineering easy. This text uses only the above-cited body of mathematics to formulate the engineering concepts presented herein. Occasionally a more elegant mathematical tool will be mentioned but not used. The mention of a more elegant mathematical tool is made only in order to prepare the reader for future professional growth. When a mathematical tool at the edge of the reader's assumed knowledge base is used, a brief review of that technique is provided in the preface to the part of the textbook in which its use is first encountered. While highly desirable as further practice in summing forces and moments for structural bodies, a prior course in strength of materials is not strictly necessary. However, the absence of sufficient prior drill in summing forces and moments means that that drill would have to be inserted into this study program.

Reference numbers are enclosed within brackets, and endnotes are enclosed within parentheses. The matrix and determinant symbols used are

- [] is a square or rectangular matrix
- { } is a column matrix, often called a vector
- [] is a row matrix, also sometimes called a vector
- | | is a determinant
- []^t is the transpose of the original matrix
- []⁻¹ is the inverse of the original matrix

A ■ is used to indicate the end of an example problem.

Finally, since this text is almost exclusively devoted to explaining the methods needed for the analysis of the structural portion of whatever system is under study, it is appropriate

to mention briefly the other activities that are also essential parts of the process of creating a land, marine, or flight vehicle. Analysis is but one part of the continuous product production chain – marketing to design to analysis to manufacturing to testing, and back to marketing. The above activities are somewhat ordered in time as stated. However, for any complex product, each activity is linked with every other activity with considerable overlap. In particular, the people responsible for the design and analysis activities work interactively in order to achieve better products. Expert analysis is an essential part of any vehicular design today.

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List of Repeated Engineering Symbols

a	The vector of acceleration
<i>a, b, c</i>	Lengths; with subscripts, series coefficients
<i>a</i>	Distance aft from midchord to the elastic axis as a fraction of the semi-chord length, <i>b</i>
<i>a</i>	An arbitrary parameter
<i>b</i>	Width (Parts II–VI) or depth (Part I) of a rectangular beam cross-section; y axis intercept of a straight line; semichord length, $\frac{1}{2}c$
<i>c</i>	Airfoil chord length, $2b$
<i>c_{mn}</i>	Double Fourier series coefficients used in the solution for the twisting of a uniform beam with a rectangular cross-section
<i>c_{nx}, c_{ny}, c_{nz}</i>	The three direction cosines for the normal to a plane; that is, the respective cosines of the angles between the normal direction and the Cartesian coordinate axes; entirely equivalent to lower-case <i>v</i> with single coordinate subscripts
<i>c_{xz}</i>	Typical coordinate rotation direction cosine, which, in this case, is the cosine of the angle between the (rotated) <i>x</i> * Cartesian coordinate axis and the (original) <i>z</i> Cartesian coordinate axis. The first subscript always indicates the rotated coordinate system axis, while the second subscript always indicates the original coordinate system axis. See the next entry.
[<i>c</i>]	Three by three matrix of direction cosines of a rotated coordinate system arranged so that the first element subscript indicates the row number and the second element subscript indicates the column number
<i>d₀, D₀</i>	A rectilinear deflection of a structural support causing the structure to deform
<i>e</i>	A distance from some reference point; that is, an eccentricity; chord length distances, dimensional or nondimensional
<i>e_y, e_z</i>	Rectilinear distances to the beam cross-section shear center from an arbitrarily chosen moment center; these distances respectively parallel the y and z coordinate axes, and they are without a sign convention
<i>f</i>	Vibratory frequencies in units of cycles per second = Hz
<i>f, f̂</i>	Arbitrary function
<i>f₀</i>	A magnitude associated with an applied force per unit length of beam axis, or an applied force per unit area in the case of a plate analysis
<i>f_x, f_y, f_z</i>	Externally applied force components per unit length applied along the beam centroidal axis in the respective coordinate directions of the subscripts, or similar forces per unit area applied at a plate midplane
<i>f_{ij}</i>	The <i>i, j</i> flexibility coefficient; sometimes called the <i>i, j</i> flexibility influence coefficient
[<i>f</i>]	Flexibility influence coefficient matrix; that is, the array of <i>f_{ij}</i>
<i>g</i>	Acceleration of gravity; damping factor; arbitrary function

xxvi	<i>List of Repeated Engineering Symbols</i>
h	Depth of rectangular beam cross-section; plate thickness
$h(t)$	Downward deflection of an airfoil
$[h]$	Elastic stability matrix defined in Chapter 23, which has as a factor the unknown value of the compressive load that causes buckling
i	Square root of -1
i, j, k	Integer indices
k	Spring constant/factor [units of force over length]; plate buckling coefficient defined in Example 22.4
k_{ij}	The i, j element of a stiffness coefficient matrix. It represents the value of the i th generalized external force required by a unit value of the j th generalized deflection (i.e., generalized coordinate) when all other generalized deflections are zero
$[k]$	Element stiffness coefficient matrix whose square size depends upon the number of generalized coordinates required, perhaps approximately, to uniquely specify the structural element deflections
$[\tilde{k}]$	Element stiffness matrix reduced in size by the application of the global or system boundary conditions to the element degrees of freedom
l	Length of beam finite element, usually a fraction of the total beam length; beam length
m	A discrete mass; slope of a straight line
m_y, m_z	Applied beam moments per unit length
m, n	Integers or integer indices, sometimes maximum values for the indices i, j, k
n, s	Respective normal and tangential orthogonal coordinates at any point along a line on a flat surface. When the curve is a closed curve, s is positive counterclockwise, and n is positive in the outer normal direction
p	Pressure on the surface of a structural body
q	Shear flow; that is, the product of (i) the shearing stress on the surface of the beam cross-section in the direction of the centerline of the thin skin and (ii) the thickness of the thin skin
q	Fluid dynamic pressure equal to one-half the fluid mass density multiplied by the fluid velocity squared
q_i	The i th generalized coordinate
$\{q\}$	Column matrix of generalized coordinates; specifically, without modification, the element degrees of freedom of a finite element; with a \wedge , the structural system degrees of freedom; with a \sim , the DOF vector reduced by use of the system boundary conditions (later the tildes are dropped from use)
r	Radial coordinate of a cylindrical or spherical coordinate system, or a moment arm for shear flows and shearing stresses about an arbitrary moment center
\mathbf{r}	Position vector from the coordinate origin to the geometric point under consideration
$[r(\theta)]$	A coordinate rotation matrix for strains; see Eq. (6.15)
s	Arc length coordinate, usually with an arbitrary origin; also see statement regarding n, s
$\text{stp}(x - x_0)$	Heaviside (unit) step function; see Section 11.4
t	Thickness; the addition of an asterisk indicates a modulus weighted thickness, $(G/G_0)t$, in the case of beam torsion

t, t_0	Time, as a variable and as a parameter
u, v, w	Orthogonal displacement components of a material point within or on the surface of a structural body, hence a function of all three spatial coordinates, and perhaps time also
u, v, w	Deflections of points along the beam axis, hence a function only of x and perhaps time also; similarly for a plate midplane, as functions of x, y and perhaps t
$\tilde{u}, \tilde{v}, \tilde{w}$	Known orthogonal components of displacements on the surface of a structural body; that is, displacement boundary conditions
u_i, v_i, w_i	Finite element DOF; modified with $\hat{}$, structural system DOF; modified with $\tilde{}$, structural system degrees of freedom retained after application of system boundary conditions
x, y, z	Cartesian coordinates that locate material points before or after deformation
y, z	Coordinates of a beam cross-section originating at the centroid
y_0, z_0	Coordinates for a beam cross-section with an arbitrarily selected origin
A	Cross-sectional area of a beam
\hat{A}	Area enclosed within the centerline of a thin, closed beam cross-section
A_x, A_y, A_z	Areas perpendicular to the x, y, z axes, respectively
$\{A\}$	$[E]\{\alpha\}$, a vector associated with thermal strains and the resulting stresses
$[\mathcal{A}]$	One of several aerodynamic matrices in Chapter 23
$[A], [B]$	Arbitrary square matrices
A_i, B_i, C_i, D_i	Constants of integration
\mathbf{A}, \mathbf{B}	Arbitrary vectors
ALS	Abbreviation for “actual load system”; the system of externally applied loads and the corresponding internal stress resultants induced by the applied loads as used by the unit load method for calculating unknown or known deflections
B	With coordinate subscripts, the body force per unit mass in the indicated coordinate direction
$[B]$	Coefficient matrix for finite element degrees of freedom in the expression for the intraelement strains
BC	Abbreviation for “boundary condition”
$[C]$	Damping coefficient matrix used to represent velocity-dependent forces
C_l	Lift coefficient; an empirical factor, which, when multiplied by the fluid dynamic pressure and a relevant area, yields the lift component of the total aerodynamic force [nondimensional]
$C_{l\alpha}$	Lift curve slope; that is, the slope of the straight-line portion of the curve on the plot of lift coefficient (C_l) versus angle of attack (α)
C_m	Aerodynamic moment coefficient; that is, an empirical factor, which, when multiplied by the fluid dynamic pressure, an appropriate area, and an appropriate moment arm, yields the moment acting upon an airfoil at the aerodynamic center
\mathbb{C}	Centerline of symmetry
D	Diameter
D	Plate bending stiffness coefficient equal to $Eh^3/[12(1 - \nu^2)]$
\mathbf{D}	The total displacement vector whose components are u, v , and w
DOF	Abbreviation for “degree(s) of freedom”

xxviii	<i>List of Repeated Engineering Symbols</i>
$%D$	Percent fatigue damage as represented by the Palmgren–Miner rule of Eq. (5.2), with 100-percent damage indicating a 50-percent probability of fracture failure as a result of a disordered sequence of loading cycles
$[D]$	The dynamic matrix; see Eq. (23.18)
E	Young’s modulus, the modulus of elasticity; coordinate subscripts indicate the direction in which this material property is measured; the lack of a subscript indicates an isotropic material
E_0	Reference value for Young’s modulus, chosen arbitrarily in order to produce more natural units for quantities useful in beam bending analyses
$[E]$	The material stiffness matrix that, when postmultiplied by the strain vector, often provides the stress vector
F	Applied force, often with numerical subscripts
\mathbf{F}	A force vector
F, G, H	Arbitrary functions
FEM	Abbreviation for “finite element method”; see Chapter 17 and subsequent chapters
G	Shear modulus, the modulus of rigidity; double coordinate subscripts indicate that the shear modulus is referred to the material axes of an orthotropic material
G_0	Reference value for the shear modulus, akin to E_0
GDE	Abbreviation for “governing differential equation”
$[H]$	The assembled elastic stability matrix, see Example 23.1
I	An integral
\bar{I}	Moments or product of inertia about the sub-area centroid
I_x, I_y, I_z	Mass moments of inertia about the axis indicated by the subscript
I_{yy}, I_{zz}	Area moments of inertia for a beam cross-section about the y and z axes, respectively, see Eqs. (9.6)
I_{yz}	Area product of inertia for a beam cross-section, see Eqs. (9.6)
J	The St. Venant constant for uniform beam torsion, which is calculated on the basis of the classification of the type of beam cross-section; an asterisk indicates that J is modulus weighted
K	Torsional spring constant or factor; units of force length, with various subscripts; in-plane plate stiffness coefficient
K_t	Stress concentration factor; the t subscript indicates that the factor is theoretical
$[K], [\tilde{K}]$	Structural stiffness matrix assembled from element stiffness matrices, after the application of the global or system boundary conditions; the tilde is omitted in later equations when it is clear that the stiffness matrix is associated with only the unknown degrees of freedom
$[\hat{K}]$	Singular structural stiffness matrix assembled from the element stiffness matrices, before the application of the global boundary conditions
L	Beam length; or length, in general
\mathcal{L}	Lift force; that is, the component of the net aerodynamic force acting upon an airfoil or other solid body perpendicular to the direction of the motion of the body or the fluid stream. (The drag is the force component in the direction of the fluid stream.) For an airfoil, the lift force acts at the airfoil aerodynamic center.
M	Often with subscripts 0, 1, 2, . . . , bending or twisting moment applied to beam or other structures
\mathcal{M}	Aerodynamic moment at the airfoil aerodynamic center

$M_t(x)$	Internal beam twisting moment at the beam cross-section identified by the coordinate x
M_x, M_y	When functions of x, y : plate bending moments about the y, x axes, per unit length along the y, x axes, respectively; units of [force]
M_y, M_z	When functions of x only: internal beam bending moments about the y and z axes, respectively, at the beam cross-section identified by the coordinate x
$M_{xy}(x, y)$	Plate twisting moment about the x axis per unit length in the y coordinate direction; units of [force]
$M_{yx}(x, y)$	Plate twisting moment about the y axis per unit length in the x coordinate direction; units of [force]
$[M]$	Mass matrix in the system matrix equations of motion, which, when postmultiplied by the negative of the acceleration vector, produces the system inertia forces
N, N_0	Applied beam axial force, or, more generally, a force normal to a specified plane in space
$N(x)$	Internal beam axial force acting at the beam cross-sectional centroid, positive in tension
N_i	The number of fatigue cycles to failure for a single specified mean and alternating stress; or, when a function of one or more spatial coordinates, the deflection shape function associated with the i th structural element
N_x, N_y	Internal or externally applied tensile or compressive forces that act in the indicated coordinate direction per unit length in the other coordinate direction and that lie within the midplane of a membrane or plate; units of [force/length]; or, more generally, a force acting on a plane in the coordinate subscript direction
N_{xy}, N_{yx}	Internal or externally applied shearing forces per unit length that lie within the midplane of a membrane or plate, and that follow the same sign convention as do shearing stresses; units of [force/length]
O, P, Q, R, S	Points in the volume of the structural body
P	Replacement symbol for $N(x)$ when the axial force in the beam is negative, that is, a compressive beam loading
Q_i	The i th generalized force, which is determined by use of the virtual work expression in conjunction with a variation of the i th generalized coordinate
$Q_y(s), Q_z(s)$	First moments of those portions of the beam cross-sectional area that lie behind the point s on the thin-beam centerline
Q_x, Q_y	Plate internal shear forces acting in the thickness direction, per unit length in the y, x directions, respectively; units of [force/length]
$\{Q\}$	Column matrix of generalized forces
R	A fixed radius; a force or moment reaction at a support
R	With two coordinate subscripts, ratios of inertia defined by Eqs. (10.6)
$[R(\theta)]$	A coordinate rotation matrix for stresses; see Eq. (6.14)
S	Beam-column slenderness ratio; an airfoil planform area
S_1, S_2	Surface areas for a structural body; subscript 1 indicates an area where forces/tractions, rather than deflections, are prescribed, and subscript 2 indicates the opposite
$[S]$	The material compliance matrix, which, when postmultiplied by the stress vector, produces the strain vector; see Eq. (6.1)

xxx	<i>List of Repeated Engineering Symbols</i>
T	Either (i) kinetic energy; or (ii) a torque; or (iii), when modified by subscripts, and so on, a specified temperature change
T_x, T_y, T_z	Surface tractions (forces per unit area) acting upon the surface of the structural body in the x , y , and z directions, respectively
$\{T\}$	The vector of surface tractions
$[T]$	A rectangular transformation matrix between two sets of generalized coordinates
\mathcal{T}	A twisting moment of aerodynamic origin
U	Total strain energy of a structural body
U_0	Strain energy density; that is, the strain energy per unit volume
ULM	Abbreviation for the “unit load method”; see Chapters 20 and 21
ULS	Abbreviation for a “unit load system”; a system of self-equilibrated virtual forces and virtual moments used by the ULM to calculate known or unknown actual deflections
Vol.	Volume
V	Potential function for body forces per unit volume; see Eq. (8.10); with an upper bar, a similar potential function in plate theory
\bar{V}	Potential energy of the externally applied loads that are the surface tractions and the body forces
V_y, V_z	Internal shear forces acting upon a beam cross-section in the indicated coordinate directions
V_x, V_y	Kirchhoff plate shearing forces that are important to plate boundary conditions. They are a combination of the ordinary plate shearing forces per unit length and derivatives of the twisting moment; see Fig. 22.3
W	Total work, that is, the work done by both the external and internal forces acting upon a structure
W_{ex}	Work done by the external forces acting upon a structure
W_{in}	Work done by the internal forces acting upon a structure
X, Y	x/a , y/b , respectively, nondimensional Cartesian coordinates used in certain finite element derivations
Y, Z	The principal centroidal coordinates of a beam cross-section (used only when a clear distinction is useful)
α	An angle, sometimes specifically the angular coordinate of the cylindrical coordinate system when θ has another meaning in the same analysis; an airfoil angle of attack; or a nondimensional factor
α	The coefficient of thermal expansion; coordinate subscripts indicate the material direction for which this material property is measured
$\{\alpha\}$	The 6×1 vector of the coefficients of thermal expansion for each of the three coordinate directions, plus three zeros; or the corresponding 3×1 plane stress vector
α, β	Factors, depending upon the aspect ratio of the rectangular beam cross-section, that arise from the calculation of the maximum shear stress and the St. Venant constant for uniform torsion, respectively
β	An angle, or a nondimensional or other parameter
γ	A nondimensional factor for the beam cross-sectional stiffness for shearing deformation γGA ; see Section 20.5
γ	An engineering shearing strain, usually with two different coordinate subscripts; that is, the change in the original right angle defined by the two subscripted coordinates as a result of structural deformation