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(Lavina Torp)

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 98 pages. Original publisher: Washington, D. C. : U. S. Dept. of Transportation, Federal Aviation Administration, Flight Standards Service, 2007. OCLC Number: (OCoLC)245199063 Subject: Stability of airplanes -- Handbooks, manuals, etc. Excerpt: . . . the aircraft will have to fly at a higher angle of attack, and drag will increase. A more serious problem caused by the CG being too far forward is the lack of sufficient elevator authority. At slow takeoff speeds, the elevator might not produce enough nose-up force to rotate and on landing there may not be enough elevator force to flare the airplane. Figure 1-3 Both takeoff and landing runs will be lengthened if the CG Figure 1-4. Lateral imbalance causes wing heaviness, which may is too far forward. be corrected by deecting the aileron. The additional lift causes additional drag and the airplane ies inefciently. Helicopters are affected by lateral imbalance more than airplanes. If a helicopter is loaded with heavy occupants and fuel on the same side, it could be out of balance enough to make it unsafe to fly. It is also possible that if external loads are carried in such a position to require large lateral displacement of the cyclic control to maintain level flight, the fore-and-aft cyclic control effectiveness will be limited. Sweptwing airplanes are more critical due to fuel imbalance because as the fuel is used from the outboard Figure 1-3. If the CG is too far forward, there will not be enough tanks, the CG shifts forward, and as it is used from the elevator nose-up force to are the airplane for landing. inboard tanks, the CG shifts aft. Figure 1-5 For this reason, fuel-use scheduling in sweptwing airplanes The basic aircraft design assumes that lateral...



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