

coordinates. Substituting Eq. (14) into (5) and premultiplying the result by $\{\Psi^{(s)}\}^T$ gives

$$\sum_{r=1}^{2N} \{\Psi^{(s)}\}^T [M] \{\Phi^{(r)}\} \ddot{\eta}_r(t) + \sum_{r=1}^{2N} \{\Psi^{(s)}\}^T [K] \{\Phi^{(r)}\} \eta_r(t) = \{\Psi^{(s)}\}^T \{Y(t)\}$$

which, in view of Eq. (13), reduces to the set of $2N$ uncoupled equations

$$\ddot{\eta}_s(t) - \lambda_s \eta_s(t) = \frac{1}{M_s^*} F_s^*(t) \quad (15)$$

where

$$F_s^*(t) = \{\Psi^{(s)}\}^T \{Y(t)\}$$

for $s = 1, \dots, 2N$. The particular solution of Eq. (15) is given by the convolution integral

$$\eta_s(t) = \frac{1}{M_s^*} \int_0^t e^{\lambda_s \tau} F_s^*(t - \tau) d\tau \quad (16)$$

and thus the set of normal coordinates are determined.

Finally, substituting Eq. (16) into (14) gives

$$\{y(t)\} = \sum_{r=1}^{2N} \frac{\{\Phi^{(r)}\}}{M_r^*} \int_0^t e^{\lambda_r \tau} F_r^*(t - \tau) d\tau$$

which, in terms of the elements of $\{y(t)\}$ and $\{\Phi^{(r)}\}$, is

$$\begin{bmatrix} \{q(t)\} \\ \{\dot{q}(t)\} \end{bmatrix} = \sum_{r=1}^{2N} \frac{1}{M_r^*} \begin{bmatrix} \lambda_r \{\Phi^{(r)}\} \\ \{\Phi^{(r)}\} \end{bmatrix} \int_0^t e^{\lambda_r \tau} F_r^*(t - \tau) d\tau \quad (17)$$

Equation (17) is the result sought.

Conclusion

It is clear that the steady-state generalized nodal response is simply

$$\{q(t)\} = \sum_{r=1}^{2N} \frac{\{\Phi^{(r)}\}}{M_r^*} \int_0^t e^{\lambda_r \tau} F_r^*(t - \tau) d\tau \quad (18)$$

For stable systems, the eigenvalues are complex with a negative real part for underdamped modes. In this case, both the eigenvalues and eigenvectors occur in complex conjugate pairs and Eq. (18) can be expressed in real form by N terms.

In conclusion, this paper points out that the equations of motion of a flexible airplane can be written in the form of a general nonself-adjoint system which can be solved by the eigenfunction expansion.

References

- ¹Meirovitch, L., "Hamilton's Equations," *Methods of Analytical Dynamics*, McGraw-Hill, New York, 1970, pp. 91-97.
- ²Przemieniecki, J. S., "Vibration Analysis Based on Stiffness," *Theory of Matrix Structural Analysis*, McGraw-Hill, New York, 1968, p. 311.
- ³Frazer, R. A., Duncan, W. J., and Collar, A. R., "Small Motions of Systems Subject to Aerodynamic Forces," *Elementary Matrices*, Macmillan, New York, 1946, pp. 283-284.
- ⁴Caughy, T. K., "Classical Normal Modes in Damped Linear Systems," *Transactions of the ASME: Journal of Applied Mechanics*, Vol. 27, No. 2, June 1960, pp. 269-271.
- ⁵Foss, K. A., "Coordinates Which Uncouple the Equations of Motion of Damped Linear Dynamic Systems," *Transactions of the ASME: Journal of Applied Mechanics*, Vol. 25, No. 3, Sept. 1958, pp. 361-364.
- ⁶Hildebrand, F. B., "Characteristic Numbers of Nonsymmetric Matrices," *Methods of Applied Mathematics*, 2nd ed., Prentice-Hall, Englewood Cliffs, N. J., 1965, pp. 75-78.

Errata

Drift of Buoyant Wing-Tip Vortices

Robert C. Costen

NASA Langley Research Center, Hampton, Va.

[J. Aircraft, 9, 406-412 (1972)]

Equations (21, 23, and 24) should be corrected to read

$$\Gamma^2/a^3g > 4\pi^2[1 + (\lambda/2)] \quad (21)$$

$$\frac{\Gamma^2}{a^3g} > \begin{cases} 4\pi^2[1 + (\lambda/2)] & (\lambda < 0.772) \\ 7.18\pi^2\lambda & (\lambda > 0.772) \end{cases} \quad (23)$$

$$\langle \dot{X} \rangle_{\max} = \begin{cases} -(\lambda/2)\{ag/[1 + (\lambda/2)]\}^{1/2} & (\lambda < 0.772) \\ -(ag\lambda/7.18)^{1/2} & (\lambda > 0.772) \end{cases} \quad (24)$$

These corrections do not alter any of the other results or conclusions.

Received March 2, 1973.

Index categories: Airplane and Component Aerodynamics; Jets, Wakes, and Viscid-Inviscid Flow Interactions; Hydrodynamics.