SOLUTIONS TO KÜSSNER'S INTEGRAL EQUATION
IN UNSTEADY FLOW USING LOCAL BASIS FUNCTIONS

J. A. Fromme and D. W. Halstead
September 1975

Final Report (Task IV, Item 2)

Prepared under contract NAS2-7729 by
Boeing Commercial Airplane Company
P.O. Box 3707
Seattle, Washington 98124

for
Ames Research Center
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
The computational procedure and numerical results are presented for a new method to solve Küssner's integral equation in the case of subsonic compressible flow about harmonically oscillating planar surfaces with controls. Küssner's equation is a linear transformation from pressure to normal wash. The unknown pressure is expanded in terms of prescribed basis functions and the unknown basis function coefficients are determined in the usual manner by satisfying the given normalwash distribution either collocationally or in the complex least squares sense. The present method of solution differs from previous ones in that the basis functions are defined in a continuous fashion over a relatively small portion of the aerodynamic surface and are zero elsewhere. This method, termed the local basis function method, combines the smoothness and accuracy of distribution methods with the simplicity and versatility of panel methods. Predictions by the local basis function method for unsteady flow are shown to be in excellent agreement with other methods. Also, potential improvements to the present method and extensions to more general classes of solutions are discussed.
## Figures

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Panel Grid</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>Chordwise Functions</td>
<td>9</td>
</tr>
<tr>
<td>3</td>
<td>Spanwise Functions</td>
<td>10</td>
</tr>
<tr>
<td>4</td>
<td>Local Basis Function</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>Planform for Checkout Problem One</td>
<td>13</td>
</tr>
<tr>
<td>6</td>
<td>Chordwise Integral-Downwash Point One (CP1)</td>
<td>16</td>
</tr>
<tr>
<td>7</td>
<td>Integrant of the Infinite Spanwise Integral (CP1)</td>
<td>17</td>
</tr>
<tr>
<td>8</td>
<td>Singly Differenced Spanwise Integral (CP1)</td>
<td>18</td>
</tr>
<tr>
<td>9</td>
<td>Doubly Differenced Spanwise Integral (CP1)</td>
<td>19</td>
</tr>
<tr>
<td>10</td>
<td>Readily Integrable Spanwise Integral (CP1)</td>
<td>20</td>
</tr>
<tr>
<td>11</td>
<td>Planform for Checkout Problem Two</td>
<td>24</td>
</tr>
<tr>
<td>12</td>
<td>Spanwise Spline Functions (CP2)</td>
<td>26</td>
</tr>
<tr>
<td>13</td>
<td>Pressure Distribution From a Small Number of Basis Functions</td>
<td>30</td>
</tr>
<tr>
<td>14</td>
<td>Sectional Distributions From a Small Number of Basis Functions</td>
<td>31</td>
</tr>
<tr>
<td>15</td>
<td>Nonsteady Lift Convergence—Validation Problem One (CP2 Series)</td>
<td>33</td>
</tr>
<tr>
<td>16</td>
<td>Comparison of Nonsteady Section</td>
<td>34</td>
</tr>
<tr>
<td>17</td>
<td>Distributions for Six Panels—VP1 (CP2 Series)</td>
<td>36</td>
</tr>
<tr>
<td>18</td>
<td>Nonsteady Lift Convergence for Equiangular Panelization—VP1 (A Series)</td>
<td>37</td>
</tr>
<tr>
<td>19</td>
<td>Nonsteady Lift Convergence for Equidistant Panelization—VP1 (B Series)</td>
<td>39</td>
</tr>
<tr>
<td>20</td>
<td>Nonsteady Lift Convergence for Equidistant Panelization—VP1 (B Series)</td>
<td>40</td>
</tr>
<tr>
<td>21</td>
<td>Nonsteady Lift Convergence for 4, 16, and 64 Panels—VP1 (C Series)</td>
<td>41</td>
</tr>
<tr>
<td>22</td>
<td>Nonsteady Section Loads Convergence Using 4, 16, and 64 Panels—VP1 (C Series)</td>
<td>42</td>
</tr>
<tr>
<td>23</td>
<td>Comparison of Nonsteady Pressure Using Two Chordwise Panels—VP1 (C Series)</td>
<td>43</td>
</tr>
<tr>
<td>24</td>
<td>Comparison of Nonsteady Pressure Using Four Chordwise Panels—VP1 (C Series)</td>
<td>44</td>
</tr>
<tr>
<td>25</td>
<td>Comparison of Nonsteady Pressure Using Eight Chordwise Panels—VP1 (C Series)</td>
<td>45</td>
</tr>
<tr>
<td>26</td>
<td>Wing Control Surface—Validation Problem Two</td>
<td>46</td>
</tr>
<tr>
<td>27</td>
<td>Lift Coefficient vs Frequency Due to Control Motion—VP2</td>
<td>47</td>
</tr>
<tr>
<td>28</td>
<td>Chordwise Pressure Distribution Due to Control Motion—VP2</td>
<td>47</td>
</tr>
<tr>
<td>29</td>
<td>Overall Center of Pressure for Skewed Wings—VP3</td>
<td>48</td>
</tr>
<tr>
<td>30</td>
<td>Sectional Center of Pressure for Skewed Wings—VP3</td>
<td>48</td>
</tr>
<tr>
<td>31</td>
<td>Wing Root Shear Frequency Response—VP4</td>
<td>49</td>
</tr>
<tr>
<td>32</td>
<td>Wing Root Bending Moment Frequency Response—VP4</td>
<td>50</td>
</tr>
<tr>
<td>33</td>
<td>Wingtip Acceleration Frequency Response—VP4</td>
<td>50</td>
</tr>
<tr>
<td>A-1</td>
<td>Program Organization—Preliminary</td>
<td>4</td>
</tr>
<tr>
<td>A-2</td>
<td>Layout (Schedule Development Phase)</td>
<td>5</td>
</tr>
<tr>
<td>A-3</td>
<td>Downwash Point and Pressure Support for Typical Planform</td>
<td>5</td>
</tr>
<tr>
<td>A-4</td>
<td>Possible Panelization for Primary Surface With Control</td>
<td>57</td>
</tr>
<tr>
<td>A-5</td>
<td>Generalized Panel Edge System Used in RRX</td>
<td>57</td>
</tr>
<tr>
<td>A-6</td>
<td>Aerodynamics Surface as a Union of Subsurfaces</td>
<td>58</td>
</tr>
</tbody>
</table>
TABLES

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$G(x,y,\eta)$ for $x = 0.5, y = 0.5$ Basis Function No. 1</td>
<td>15</td>
</tr>
<tr>
<td>2</td>
<td>Legendre-Gaussian Quadrature of $G(x,y,\eta)/y-\eta^2$ d\eta</td>
<td>21</td>
</tr>
<tr>
<td>3</td>
<td>Gaussian Quadrature of $\int G(x,y,\eta) d\eta$</td>
<td>22</td>
</tr>
<tr>
<td>4</td>
<td>Convergence of Coefficient Matrix for CP1</td>
<td>22</td>
</tr>
<tr>
<td>5</td>
<td>Comparison of $C_{mn}$ From RRX With Values From Table 4, Which are Essentially Exact</td>
<td>23</td>
</tr>
<tr>
<td>6</td>
<td>Comparison of $C_{L\alpha}$ From Different Codes</td>
<td>23</td>
</tr>
</tbody>
</table>
1.0 SUMMARY

The computational procedure and numerical results are presented for a new method to solve Küssner's integral equation in the case of subsonic compressible flow about harmonically oscillating planar surfaces with controls. Since Küssner’s equation is a linear transformation from pressure to normal wash, the unknown pressure is expanded in terms of prescribed basis functions; the unknown basis function coefficients are determined in the usual manner by satisfying the given normal wash distribution, either collocationally or in the complex least squares sense. The present method of solution differs from previous ones in that the basis functions are defined in a continuous fashion over a relatively small portion of the aerodynamic surface and are zero elsewhere. This method, termed the local basis function method, combines the smoothness and accuracy of distribution methods with the simplicity and versatility of panel methods. Predictions by the local basis function method for unsteady flow are shown herein to be in excellent agreement with other methods. Also, potential improvements to the present method and extensions to more general classes of solutions are discussed.

2.0 INTRODUCTION

Aeroelastic analysis of flight structures involves the coupled dynamic response of structural and aerodynamical media. Within the confines of linear aeroelasticity, the coupling is determined by the matrix of energy that is transmitted across the body-fluid interface in the form of mechanical work done as the body deforms in one mode against the pressure due to another mode. This matrix, called the generalized aerodynamic force coefficient matrix, depends for its calculation upon knowledge of the unsteady pressure distribution.

The pressure distribution may be calculated by various methods. For a comprehensive discussion of these methods, the interested reader is referred to articles by Ashley and Rodden (ref. 1), Landahl and Stark (ref. 2); Ashley, Widnall, and Landahl (ref. 3); and to the more recent work of Morino (ref. 4). The particular method of the present study is a combination of two previous methods: (1) the classical pressure-normal wash method originating with Küssner (ref. 5) and developed further by Watkins, Runyan, Woolston, Cunningham, Hsu, Rowe, and others (refs. 6, 7, 8, 9, and 10); and (2) the splined local basis functions recently developed by Mercer, Weber, and others (refs. 11 and 12) for the case of steady flow. This formulation using local basis functions to solve the unsteady Küssner integral equation combines the smoothness and accuracy of distribution methods with the simplicity and versatility of panel methods. The present study is
applied to the solution of subsonic, compressible flow problems about oscillating planar surfaces with controls, although the mathematical methods employed apply to a larger class of solutions such as multiple nonplanar surfaces, etc.

Let \( S \) denote an aerodynamical lifting surface contained in, say, the \( xy \)-plane and immersed in an ideal fluid of density \( \rho \) and sonic speed \( a \). A rectangular cartesian coordinate system \((oxyz)\) is fixed with respect to the referential surface configuration. \( S \) is assumed to translate with respect to the fluid at uniform subsonic velocity \( V \) in the negative \( x \)-direction and to perform simple harmonic oscillations in the direction normal to \( S \) and at a circular frequency of \( \omega \) radians per second. Then, under the usual assumptions, the method of acceleration potential (ref. 13) may be used in conjunction with Green's identities to obtain the well-known Küssner integral equation, which states that the normal components of velocity of the fluid and of the body are equal at the surface. Mathematically, Küssner's equation

\[
w(x,y) = -\frac{1}{4\pi \rho V} \iint_{S} K(x-\xi,y-\eta) \, p(\xi,\eta) \, dA
\]

is a linear transformation from pressure \( p \) to normal wash \( w \), where the indicated surface integration is in the sense of Hadamard (ref. 14). The kernel of the transformation (ref. 6) is given by

\[
K(x,y) = \frac{1}{y^2} \exp \left( -i\frac{\omega x}{V} \right) \left[ -\frac{\omega |y|}{V} \left[ K_1 \left( \frac{\omega |y|}{V} \right) \right] 
+ \frac{i\pi}{2} I_1 \left( \frac{\omega |y|}{V} \right) - \frac{i\pi}{2} L_1 \left( \frac{\omega |y|}{V} \right) - i \right] 
- \frac{x-M \, r_\beta}{\beta^2 |y|} 
- i \int_0^\infty \exp \left( \frac{i\omega |y| \tau}{V} \right) \frac{\tau d\tau}{\sqrt{1 + \tau^2}} 
- \frac{x}{r_\beta} \exp \left[ \frac{i\omega (x-M \, r_\beta)}{\beta^2 V} \right]
\]

where \( M \) is Mach number, \( r_\beta = \sqrt{x^2 + \beta^2 y^2} \), and where \( I_1 \) and \( K_1 \) are the modified Bessel functions of the first order and \( L_1 \) is the Struve function (ref. 15).
The solution to equation (1) proceeds by expanding the unknown pressure in terms of a prescribed set \( \{ p_n \} \) of basis functions

\[
p(\xi, \eta) = k_0 V^2 \sum b_n p_n(\xi, \eta)
\]

(3)

and determining the unknown \( \{ b_n \} \) by satisfying equation (1), either collocationally or in the complex least squares sense, on a set \( \{(x_m, y_m)\} \) of normalwash control points:

\[
\begin{bmatrix}
\frac{\omega(x_m, y_m)}{V} \\
\end{bmatrix}
= -\frac{1}{8\pi} \left[ \iint \left( K(x_m, \xi, y_m, \eta) p_n(\xi, \eta) \right) dA \right]
\begin{bmatrix}
b_n \\
\end{bmatrix},
\]

(4)

where \( N_w \) and \( N_p \) denote the number of normalwash points and pressure basis functions, respectively.
### 3.0 SYMBOLS

Symbols used are listed below. To the right of the symbols are listed their definitions, or the section, equation, or reference in which they are defined or first appear.

Care has been taken to not use the same symbol for different meanings. There are a few exceptions, but it should be clear from the context what is meant.

Any dimensionally consistent choice of units is permissible—dimensional or nondimensional.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>$A_A$</td>
<td>areas of primary and secondary surfaces, respectively, section A.6</td>
</tr>
<tr>
<td>$\mathbf{AIC}_{km}$</td>
<td>aerodynamic influence coefficient matrices of chordwise pitching moment, spanwise rolling moment, and vertical lifting force, respectively, on panel $k$ due to normalwash at point $m$, equations (A-23) through (A-25)</td>
</tr>
<tr>
<td>$A_{rs}$</td>
<td>generalized aerodynamic force coefficient matrix, equation (A-26)</td>
</tr>
<tr>
<td>$AR$</td>
<td>aspect ratio</td>
</tr>
<tr>
<td>$[a,b],[a_<em>,b_</em>]$</td>
<td>spanwise intervals of integration, equations (7) and (34)</td>
</tr>
<tr>
<td>$b_n$</td>
<td>pressure basis function coefficients, equation (3)</td>
</tr>
<tr>
<td>$CL,CL_H$</td>
<td>lift coefficient for primary and secondary surfaces, respectively, equations (A-12) and (A-13)</td>
</tr>
<tr>
<td>$CL_\alpha,CL_\delta$</td>
<td>derivatives of lift coefficient with respect to angle of attack and angle of control deflection, respectively</td>
</tr>
<tr>
<td>$c_F,c_F$</td>
<td>chord length, flap chord length, figure 27</td>
</tr>
<tr>
<td>$c(\eta)$</td>
<td>panel chord length as a function of spanwise coordinate, equations (32) and (33)</td>
</tr>
<tr>
<td>$[c_{mn}]$</td>
<td>coefficient matrix relating normalwash at point $m$ due to $n$th pressure basis function, equation (A-18)</td>
</tr>
<tr>
<td>$c_F(\eta),c_{H}(\eta)$</td>
<td>spanwise sectional lift distribution for primary and secondary surfaces, respectively, equations (A-8) and (A-9)</td>
</tr>
<tr>
<td>$\xi$</td>
<td>vertical force on panel $k$ with dynamic pressure factored out, equation (A-20)</td>
</tr>
<tr>
<td>Symbol</td>
<td>Description</td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>G(x,y,η)</td>
<td>streamwise integral, used for calculating finite part of infinite integral, equation (7)</td>
</tr>
<tr>
<td>G_{,η}(x,y,η)</td>
<td>derivative of G with respect to its third coordinate</td>
</tr>
<tr>
<td>G_{*,}(x,y,η)</td>
<td>doubly differenced, Cauchy-integrable form of G(x,y,η), equation (8)</td>
</tr>
<tr>
<td>\widehat{A} \ G_{*,}(x,y,η)</td>
<td>(G_{*,}(x,y,η)) with logarithmic singularity removed, figure 9</td>
</tr>
<tr>
<td>I_{L_1} \ G \ (x,y,τ)</td>
<td>(G \ (x,y,τ)) with logarithmic singularity removed, figure 9</td>
</tr>
<tr>
<td>K_{L_1} \ G \ (x,y,τ)</td>
<td>(K \ G \ (x,y,τ)) with logarithmic singularity removed, figure 9</td>
</tr>
<tr>
<td>\kappa</td>
<td>reduced frequency, (\omega l / V)</td>
</tr>
<tr>
<td>L_{1} \ \mathcal{L}_{1}</td>
<td>Struve function of the first order, equation (2)</td>
</tr>
<tr>
<td>\ell</td>
<td>characteristic length; also panel index, section A.6.7</td>
</tr>
<tr>
<td>M</td>
<td>Mach number</td>
</tr>
<tr>
<td>M_{\xi}, M_{\eta}</td>
<td>pitching and rolling moments acting on panel (\ell), section A.6.7</td>
</tr>
<tr>
<td>m</td>
<td>normalwash index, equation (4)</td>
</tr>
<tr>
<td>N(\bar{n})</td>
<td>the set of indices of basis functions whose supports nontrivially intersect the panel with index n, equation (A-6)</td>
</tr>
<tr>
<td>\bar{N}(\bar{n})</td>
<td>the set of indices of panels contained in the support of the nth basis function, equation (A-5)</td>
</tr>
<tr>
<td>N_{p,\bar{N}_w}</td>
<td>number of basis functions and number of normalwash points, respectively, equation (4)</td>
</tr>
<tr>
<td>N_L</td>
<td>number of loading panels, section A.6.7</td>
</tr>
<tr>
<td>N_{c,n_{B}}</td>
<td>the numbers of rows and columns, respectively, of panels covering the surface</td>
</tr>
<tr>
<td>n</td>
<td>basis function index, equation (3)</td>
</tr>
<tr>
<td>\rho_{n}</td>
<td>pressure basis function, equation (3)</td>
</tr>
<tr>
<td>\rho_{\ell}</td>
<td>loading panel (\ell), section A.6.7</td>
</tr>
<tr>
<td>Symbol</td>
<td>Description</td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>R,R</td>
<td>primary and secondary surface planforms, respectively, figure A-8</td>
</tr>
<tr>
<td>R_n</td>
<td>support of the nth pressure basis function, equation (A-2)</td>
</tr>
<tr>
<td>R^*_n</td>
<td>reflection of R_n, figure A-2</td>
</tr>
<tr>
<td>S</td>
<td>aerodynamic surface</td>
</tr>
<tr>
<td>V</td>
<td>freestream velocity, equation (1)</td>
</tr>
<tr>
<td>( [W] )</td>
<td>diagonal matrix of least squares weighting factors, equation (A-2)</td>
</tr>
<tr>
<td>w</td>
<td>fluid velocity normal to aerodynamic surface</td>
</tr>
<tr>
<td>X_n</td>
<td>characteristics function for support of the nth basis function, with a symmetry condition, equation (A-4)</td>
</tr>
<tr>
<td>X_{\mu}</td>
<td>streamwise basis function, equation (6)</td>
</tr>
<tr>
<td>(x,y,z)</td>
<td>streamwise, spanwise, and vertical coordinates</td>
</tr>
<tr>
<td>(x_L,y_L)</td>
<td>leading-edge coordinates, figure A-6</td>
</tr>
<tr>
<td>(x_m,y_m)</td>
<td>normalwash points, equation (4)</td>
</tr>
<tr>
<td>( \bar{X}_{cp} )</td>
<td>streamwise center of pressure, referred to local chord</td>
</tr>
<tr>
<td>y_0,y_1,y_2</td>
<td>spanwise coordinates in fairing, figure A-7</td>
</tr>
<tr>
<td>Y_{\nu}</td>
<td>spanwise basis function, equation (6)</td>
</tr>
</tbody>
</table>

**Greek Symbols**

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>( \alpha )</td>
<td>angle of attack, radians</td>
</tr>
<tr>
<td>( \beta )</td>
<td>( \sqrt{1 - M^2} ), equation (2)</td>
</tr>
<tr>
<td>( \Delta C_P )</td>
<td>pressure difference coefficient, figure 22</td>
</tr>
<tr>
<td>( \delta )</td>
<td>flap deflection in radians, section 3.4</td>
</tr>
<tr>
<td>( \delta_F )</td>
<td>fairing width ratio, figure A-7</td>
</tr>
<tr>
<td>( \xi )</td>
<td>vertical spatial coordinate, section A.6.7</td>
</tr>
<tr>
<td>Symbol</td>
<td>Description</td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>$\eta$</td>
<td>horizontal spatial coordinate, section A.6.7</td>
</tr>
<tr>
<td>$\eta_{cp}$</td>
<td>spanwise center of pressure for primary and secondary surface, respectively, equations (A-16) and (A-17)</td>
</tr>
<tr>
<td>$\eta_{L}$, $\eta_{R}$</td>
<td>left and right planform extremities, figure A-8</td>
</tr>
<tr>
<td>$\tilde{\eta}<em>{L}$, $\tilde{\eta}</em>{R}$</td>
<td>left and right control surface edges, figure A-8</td>
</tr>
<tr>
<td>$\theta$</td>
<td>streamwise Malthopp angle, equation (35)</td>
</tr>
<tr>
<td>$\Lambda$</td>
<td>sweepback angle, section 3.5</td>
</tr>
<tr>
<td>$\mu$</td>
<td>row index of the panel cover, equation (5)</td>
</tr>
<tr>
<td>$\mu(x,y)$</td>
<td>Mesa function, equation (27)</td>
</tr>
<tr>
<td>$\nu$</td>
<td>column index of the panel cover, equation (5)</td>
</tr>
<tr>
<td>$\xi$</td>
<td>streamwise coordinate, equation (1)</td>
</tr>
<tr>
<td>$\xi$</td>
<td>local panel coordinate, zero at forward edge, unity at aft edge, equation (21)</td>
</tr>
<tr>
<td>$\xi$</td>
<td>three-dimensional spatial coordinate, equation (10)</td>
</tr>
<tr>
<td>$\xi_{cp}, \tilde{\xi}_{cp}$</td>
<td>streamwise center of pressure for primary and secondary surfaces, respectively, equations (A-14) and (A-15)</td>
</tr>
<tr>
<td>$\xi_{F}(\eta), \xi_{A}(\eta), \xi_{M}(\eta)$</td>
<td>forward, aft, and midedges, respectively, of a surface</td>
</tr>
<tr>
<td>$\tilde{\xi}<em>{F}, \tilde{\xi}</em>{A}$</td>
<td>forward and aft edges, respectively, of the secondary surface, figure A-8</td>
</tr>
<tr>
<td>$\rho$</td>
<td>density</td>
</tr>
<tr>
<td>$\tau$</td>
<td>dummy variable of integration, equation (1)</td>
</tr>
<tr>
<td>$\phi(x,y)$</td>
<td>indefinite integral of the mesa function, equation (28)</td>
</tr>
<tr>
<td>$\psi$</td>
<td>indefinite moment of the mesa function, equation (29)</td>
</tr>
<tr>
<td>$\omega$</td>
<td>frequency of structural oscillation, radians per second, equation (8)</td>
</tr>
<tr>
<td>$\omega_{\mu\nu}$</td>
<td>aerodynamic panel, figure 1</td>
</tr>
</tbody>
</table>
4.0 DESCRIPTION OF PRESENT METHOD

4.1 LOCAL BASIS FUNCTION METHOD

A major difficulty with the kernel function methods has been in the selection of efficient and general pressure basis functions. Early solutions were as suggested by Küssner, in which the basis functions were products, \( p_n = X_n Y_n \) of chordwise functions \( X_n \) selected according to two-dimensional theory and spanwise functions \( Y_n \) selected according to lifting line theory. However, as analysis planforms became more realistic, especially with the incorporation of controls, the need for a more rational approach to the selection of basis functions became increasingly apparent. A major improvement was provided by Landahl (ref. 16), using the method of asymptotic expansions to exhibit the precise form of singularities in pressure that must be present along planform and control boundaries for the necessary jump discontinuities in boundary conditions there to be satisfied. An extension to Landahl's mathematical analysis in the case of swept hinge lines has been pointed out very recently by Rowe (ref. 10) and has resulted in improved accuracy and improved agreement with experiment.

The pressure basis functions of Küssner (ref. 5); Watkins, Runyan, Woolston, and Cunningham (refs. 6 and 7); Hsu (ref. 8); Rowe (refs. 9 and 10); and others may be termed global in the sense that the basis functions are defined over the entire planform. An inherent difficulty with the use of global basis functions is that the presence of local planform features such as controls, etc., affect the formulation of each basis function everywhere on the planform. An improvement may be offered by the use of local basis functions, which are defined over relatively small subsets of the planform and are zero elsewhere.

Consider the surface \( S \) shown in figure 1. \( S \) is represented by a set of panels \( \{ \omega_{\mu \nu} \} \) arranged into \( N_C \) rows and \( N_S \) columns. It is convenient to index the panels by double subscripts as well as single subscripts.

\[
\begin{array}{cccc}
\omega_{11} & \omega_{12} & \cdots & \omega_{1N_S} \\
\omega_{21} & \omega_{22} & \cdots & \omega_{2N_S} \\
\vdots & \vdots & \ddots & \vdots \\
\omega_{N_C,1} & \omega_{N_C,2} & \cdots & \omega_{N_C,N_S}
\end{array}
\]

Figure 1.—Panel Grid
The transformation from single to double subscripts is given by:

\[ n = v + (\mu - 1)N_S; \quad 1 < \mu < N_C, \quad 1 < v < N_S \] (5)

It is convenient to use the same subscript equivalence for defining local basis functions as separable products,

\[ p_n(\xi, \eta) = X_\mu(x)Y_\nu(\eta); \quad 1 < \mu < N_C, \quad 1 < \nu < N_S \] (6)

where \( x, \eta \) is a local chordwise coordinate, where each \( X_\mu \) is a continuous, piecewise linear spline in the local chordwise coordinate, and where each \( Y_\nu \) is a continuously differentiable, piecewise quadratic spline in the spanwise coordinate. Since the basis functions and panels have the same index set, the number of basis functions equals the number of panels and, therefore, the number of normalwash control points must equal or exceed the number of panels.

4.1.1 CHORDWISE FUNCTIONS

For a given value of \( \gamma \), the support of \( X_\mu \) is (1) row 1 of panels if \( \mu = 1 \), and (2) rows \( \mu - 1 \) and \( \mu \) of panels if \( \mu > 1 \). The chordwise functions are depicted in figure 2. \( X_1 \) is defined over the first row of panels and has unit value at the panel leading edge and zero value at the panel trailing edge. For \( \mu > 1 \) each \( X_\mu \) is defined over two panel rows, has zero value at both the leading edge of the front panel and the trailing edge of the aft panel, and has unit value at the intersection of the front and rear panels.

\begin{figure}
\centering
\includegraphics[width=\textwidth]{chordwise_functions.png}
\caption{Chordwise Functions}
\end{figure}

*The support of a function is the closure of the set on which the function is nonzero.*
4.1.2 SPANWISE FUNCTIONS

The support of $Y_\nu$ is columns 1 and 2 of panels if $\nu = 1$; columns $\nu - 1$, and $\nu + 1$ if $1 < \nu < N_8$; and columns $N_8 - 1$ and $N_8$ if $\nu = N_8$. The spanwise functions are depicted in figure 3.

![Figure 3.—Spanwise Functions](image)

Each $Y_\nu$ has unit amplitude and is continuously differentiable across panel boundaries. If $1 < \nu < N_8$, $Y_\nu$ has zero value and at the left and right extremities of its support. If $\nu = N_8$, $Y_\nu$ has zero value and slope on the left and zero value on the right. If $\nu = 1$, $Y_\nu$ has zero value and slope on the right and zero slope on the left if that edge is symmetrically reflective, but zero value instead if that edge is antisymmetrically reflective or free. (This case is not illustrated in figure 3.)

4.1.3 OBSERVATIONS ON LOCAL BASIS FUNCTIONS

The above completely defines the pressure basis functions used in the present study. A typical pressure basis function is shown in figure 4. Several observations may be noted in regard to this set of functions.
1. It is a basis because it is linearly independent.

2. It is complete in the limit as the maximum panel dimension approaches zero.

3. It may be extended topologically to nonplanar surfaces.

4. Finite sums, used in practice, provide polygonal approximations chordwise and quadratic approximations spanwise.

5. Further additions such as incorporation of shape factors based on the Landahl-Rowe singularities can be made in a straightforward manner.

### 4.2 INTEGRATION OF DIPOLE SINGULARITY

The coefficient matrix of equation (4) is evaluated using Gaussian quadrature as in reference 17. In this operation the kernel function, equation (2), is separated into nonsingular and singular terms—equation (9) of reference 17. There are three singular terms identified as dipole, square root, and logarithmic singularity terms. The nonsingular terms as well as the square root and logarithmic singularity terms are readily evaluated. The dipole singularity term, however, requires special attention.

The dipole singularity term is expanded as

$$ - \int_a^b \frac{G(x, y, \eta)}{(y - \eta)^2} \, d\eta = \int_a^b G_\eta(x, y, \eta) \, d\eta $$

$$ + G(x, y, y) \left( \frac{1}{y - a} + \frac{1}{b - y} \right) $$

$$ + G_\eta(x, y, y) \log \left| \frac{y - a}{b - y} \right|, $$

(7)

where the subscript _η_ denotes partial differentiation, where _G_ is the chordwise integral of the dipole singularity times the pressure, and where

$$ G_\eta(x, y, \eta) = \frac{1}{y - \eta} \left[ \frac{G(x, y, y) - G(x, y, \eta)}{y - \eta} - G_\eta(x, y, y) \right] $$

(8)

The method for evaluating (ref. 8), described in section 5.1, has produced numerical results in the present computer code that have a maximum error of less than 0.10%.
The coefficient matrix in equation (4) is defined in terms of the pressure basis function index and the normalwash control point index. However, when local basis functions are employed, it is preferable to index the calculations by panels rather than by basis functions to avoid unnecessary repetitions in calculating the values of the kernel function. It is consequently necessary to determine exactly which basis functions are supported by each given panel. The required transformations between indices may be obtained in a straightforward fashion from equation (5). Also, it has been found that all coefficient matrix inversions using local basis functions have been well conditioned.
5.0 COMPUTER RESULTS

Computer results are presented for six problems: (1) a very simple steady-state problem in which the intermediate mathematical accuracy is evaluated; (2) a less simple steady-state problem, also in which the intermediate mathematical accuracy is evaluated; (3) a nonsteady problem in which convergence is studied and the results are compared with another code; (4) a nonsteady control surface problem in which the results are compared with another code; (5) a series of asymmetric planforms consisting of skewed parallelograms; and (6) the frequency response of a large, subsonic jet transport to gust loading. Problems (1) and (2) are basic checkout problems in which the numerical results were checked by separate calculations, whereas problems (3) to (6) are problems designed to validate the program by comparison with the results of other methods. The computer code used for the present study is a numerical research code referred to as REX.

5.1 CHECKOUT PROBLEM ONE

The purpose of the first checkout problem, CP1, is to provide an accurate, closed-form comparison for the simplest possible problem. The planform and problem description are defined by figure 5.

![Figure 5. Planform for Checkout Problem One](image-url)
For this problem, the coefficient matrix in

\[
-\frac{1}{8\pi} \begin{bmatrix}
C_{11} & C_{12} \\
C_{21} & C_{22}
\end{bmatrix} \begin{bmatrix}
b_1 \\
b_2
\end{bmatrix} = \begin{bmatrix}
\alpha_1 \\
\alpha_2
\end{bmatrix}
\]

(9)

is doubly symmetric, i.e.,

\[C_{11} = C_{22} \quad \& \quad C_{12} = C_{21}\]

(10)

and for uniform downwash \((\alpha_1 = \alpha_2 = \alpha)\) it follows that

\[b_1 = b_2 = -\frac{8\pi \alpha}{C_{11} + C_{12}}\]

(11)

The numbers to check are \(C_{11}\) and \(C_{12}\). They are given by

\[C_{mn} = -\int_{0}^{2} \frac{G_n(x_m, y_m, \eta)}{(y_m - \eta)^2} \, d\eta,
\]

(12)

where

\[G_n(x_m, y_m, \eta) = Y_n(\eta) \int_{0}^{1} (1 - \xi) \left[ 1 + \frac{x_m - \xi}{\sqrt{(x_m - \xi)^2 + \beta^2(y_m - \eta)^2}} \right] \, d\xi\]

(13)

and

\[Y(\eta) = \begin{cases}
3\eta - \frac{3}{5}\eta^2 & \eta \in S_1 = (0, 1) \\
\frac{3}{5}(2-\eta)^2 & \eta \in S_2 = (1, 2)
\end{cases}\]

(14)

\[Y_2(\eta) = Y_1(2-\eta)\]

(15)
The first point of comparison between CP1 and RRX is \( G(x_m, y_m, \eta) \). It may be shown that

\[
G(x, y, \eta) = \frac{1}{2} (1 - \frac{1}{2} x) \sqrt{x^2 + \beta^2 (y-\eta)^2} - \frac{1}{2} \sqrt{(1-x^2 + \beta^2 (y-\eta)^2}
\]

\[
+ \frac{\beta^2 (y-\eta)^2}{2} \log \frac{(1-x^2 + \beta^2 (y-\eta)^2)}{x + \beta^2 (y-\eta)^2 - (1-x)} \tag{16}
\]

where, for simplicity, the subscripts have been omitted. It is necessary to define \( G(x, y, y) \) as a limit; then

\[
G(x, y, y) = \lim_{\eta \to y} G(x, y, \eta) = (2x-x^2) Y(\eta) \tag{17}
\]

The graph of \( G \) based on equations (16) and (17) is shown in figure 6. A small ad hoc digital computer program called ECP1 was used to calculate numerical values for all the closed-form results presented in this section. These values were then compared with the numerical values obtained by RRX. The values obtained by RRX for \( G \) were found to be accurate to about seven and one-half decimal places with an average deviation in about the eighth place. All spanwise integration stations for \( \eta \) were compared. A brief excerpt is shown in table 1*.

\begin{table}[h]
\begin{tabular}{|c|c|c|}
\hline
\( n \) & \( G(x, y, \eta) \) exact & \( G(x, y, \eta) \) RRX & Error, \( \% \) \\
\hline
.0267 0455 5463 & 5008 8328 9740 (-1) & 5008 8328 8670 (-1) & -.21 \\
.4919 8863 3361 & 6982 5185 5022 & 6982 5189 2610 & +3.95 \\
.5080 1136 6639 & 7072 6110 0380 & 7072 6113 3184 & +4.64 \\
.9732 9544 4537 & 5030 2766 2341 & 5030 2766 1266 & -.21 \\
1.976 8560 5193 & 2227 9916 0683 (-3) & 2227 9916 0793 (-3) & +.05 \\
\hline
\end{tabular}
\end{table}

* Computations File, Runs CP1.6 and CP1.7
** One \( \% \) error equals one part in \( 10^5 \)
\[ G(x,y,n) = \Psi_n(n) \left[ 1 + (2-x) \sqrt{x^2 + \beta^2 (y-n)^2} - (1-x) \sqrt{(1-x)^2 + \beta^2 (y-n)^2} 
+ \beta^2 (y-n)^2 \log \frac{[(1-x)^2 + \beta^2 (y-n)^2] - (1-x)}{\sqrt{x^2 + \beta^2 (y-n)^2 + x}} \right] \]

Figure 6.—Chordwise Integral-Downwash Point One (CP1)

The integrand of the spanwise integral is depicted in figure 7; it suggests clearly that the integral does not exist as an ordinary integral. Further, in order to view the effect of the \( G_\eta \) transformation, the graph of the singly differenced function is presented in figure 8. It may be shown that this difference function differs from its limit, the derivative \( G_\eta(x,y,y) \) by the order of \( |y-\eta| \log |y-\eta| \) near \( \eta = y \) and that an infinite slope will be exhibited in figure 8 at the point \( \eta = y \) and, further, that the doubly differenced function \( G_\eta \) will possess a logarithmic singularity there. This singularity, which is integrable, is shown in figure 9. Removal of its logarithmic singularity is depicted in figure 10; the function \( G_\eta \) is completely nonsingular and hence may be easily integrated by standard, high-precision, Gaussian methods.
\[ \frac{G(x,y,n)}{(y-n)^2} \sim c_{mn} = -\int_a^b \frac{G(x,y,n)}{(y-n)^2} \, dn \]

Note: \( \int_a^b \frac{G}{(y-n)^2} \, dn \) does not exist, and it is necessary to use the finite part of the infinite integral, as indicated by \( \int \).

**Figure 7.** Integrand of the Infinite Spanwise Integral (CP1)
\[
\Delta G = \frac{G(x, y, x) - G(x, y, n)}{y - n}
\]

\(y = n\) (point of infinite slope)

Figure 8.—Singly differenced spanwise integrand (CP1)
\[ G_*(x,y,\eta) = \left[ \frac{G(x,y,y) - G(x,y,\eta)}{y-\eta} - G_*(x,y,y) \right] \frac{1}{y-\eta} \]

\[ C_{mn} = \int_a^b G_*(x,y,\eta) \, d\eta + G_*(x,y,y) \log \left| \frac{y-a}{b-y} \right| + G(x,y,y) \left[ \frac{1}{b-y} + \frac{1}{y-a} \right] \]

**Note** The singularity displayed at the downwash chord is Cauchy integrable and of the form \( G_* = \sigma(\log |y-\eta|) \)

*Figure 9.*—Doubly Differenced Spanwise Integrant (CP1)
\[ \hat{G}_*(x, y, n) = G_*(x, y, n) + B^2 Y(n) \log |y-n| \]

Figure 10.—Readily Integrable Spanwise Integrand (CP1)
We consider first the integration across the second panel—that part involving the analytic integrand. From the standpoint of numerical analysis, one may use different numbers, say $NG$ of Gaussian quadrature points, and different numbers, say $NS$ of subintervals. These respective choices are independent, and comparative calculations were made for $NG = 2, 4, 8, 16$ and $NS = 1, 2, 4, 8$. The results are presented below in Table 2. The 16-point single subinterval combination corresponding to $NG = 16$ and $NS = 1$ appears optimum for this case. It is clear that convergence is attained. (It may be noted that more rapid convergence may be obtained by using the doubly differenced integrand $G_*$.)

\[
C_{11} = - \int_0^1 \frac{G(x,y_n)}{(y-n_2)^2} \, dn - \int_1^2 \frac{G(x,y_n)}{(y-n_1)^2} \, dn \tag{18}
\]

Table 2.—Legendre-Gaussian Quadrature of $\int \frac{G(x,y,\eta)}{(y-\eta)^2} \, d\eta$

<table>
<thead>
<tr>
<th>$NG$</th>
<th>$NS = 1$</th>
<th>$NS = 2$</th>
<th>$NS = 4$</th>
<th>$NS = 8$</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>.2837 7825 5836</td>
<td>.3166 9439 1475</td>
<td>.3219 9429 0432</td>
<td>.3225 1334 6362</td>
</tr>
<tr>
<td>4</td>
<td>.3220 8596 6664</td>
<td>.3225 4322 6213</td>
<td>.3225 5411 7521</td>
<td>.3225 5422 9580</td>
</tr>
<tr>
<td>8</td>
<td>.3225 5420 3769</td>
<td>.3225 5423 0226</td>
<td>.3225 5423 0243</td>
<td>.3225 5423 0243</td>
</tr>
<tr>
<td>16</td>
<td>.3225 5423 0244</td>
<td>.3225 5423 0244</td>
<td>.3225 5423 0244</td>
<td>.3225 5423 0244</td>
</tr>
</tbody>
</table>

The portion of $C_{11}$ that results from integration over the first panel,

\[
- \int_0^1 \frac{G(x,y_n)}{(y-n_2)^2} \, dn = \int_0^1 G_*(x,y,\eta) \, d\eta + G(x,y,y) \left( \frac{1}{1-y} + \frac{1}{y} \right) + \frac{G_*}{y} \log \frac{y}{1-y}, \tag{19}
\]

* Computations File, Run CP1.10
is for purposes of numerical integration, a matter of integrating \(G_*\) for \(\eta \in [0,1]\). This is conveniently done in two parts: \(\eta \in [0,y]\) and \(\eta \in [y,1]\). If one simply uses standard Legendre-Gaussian quadrature, the numerical results may be expected to be poor because of the logarithmic singularity remaining in \(G_*\) that is displayed in figure 9. This is the case, as shown in table 3. However, if in the analysis preceding numerical integration, the logarithmic singularity is separated as it is in figure 10, then Legendre-Gaussian quadrature may be used on \(G_*\) and logarithmic-Gaussian quadrature may be used on the logarithmically singular part. This is also shown in table 3. It may be seen that the eight-point Legendre-logarithmic form of Gaussian quadrature converged to almost 12 decimal places.**

<table>
<thead>
<tr>
<th>NG</th>
<th>Legendre Only</th>
<th>Legendre-logarithmic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>2.512 6234 7443</td>
<td>2.770 2077 8297</td>
</tr>
<tr>
<td>4</td>
<td>2.582 1430 0494</td>
<td>2.770 0346 6808</td>
</tr>
<tr>
<td>8</td>
<td>2.603 6269 2847</td>
<td>2.770 0355 4307</td>
</tr>
<tr>
<td>16</td>
<td>2.609 6812 3399</td>
<td>2.770 0355 4308</td>
</tr>
</tbody>
</table>

The cumulative convergence of the numerical integration procedures for \(C_{mn}\) is shown in table 4. It is seen that the convergence is quite strong. The level of convergence is between 11 and 12 decimal places.

<table>
<thead>
<tr>
<th>NG</th>
<th>(C_{11})</th>
<th>(C_{12})</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>5.266 0133 9149</td>
<td>-.3841 4421 5347</td>
</tr>
<tr>
<td>4</td>
<td>5.259 9913 4187</td>
<td>-.3842 0916 7113</td>
</tr>
<tr>
<td>8</td>
<td>5.259 9813 1284</td>
<td>-.3842 0735 7155</td>
</tr>
<tr>
<td>16</td>
<td>5.259 9813 1284</td>
<td>-.3842 0735 7138</td>
</tr>
</tbody>
</table>

** Computations File, Run CP1.10
** RRX Computational File, Runs CP1.11 and CP1.13

22
By comparison, the results of RRX are shown in table 5 to eight decimal places. It is seen that the maximum error is 0.10% in the smaller, off-diagonal term and 0.04% in the larger and dominant diagonal terms. Because the integration procedures in RRX are rather extensively modified versions of those used in the RHO-III code, and the latter is optimized numerically for global basis functions rather than local basis functions, the agreement shown in table 5 is sufficient for our purposes.

Table 5.—Comparison of \( C_{mn} \) From RRX With Values From Table 4, Which are Essentially Exact

<table>
<thead>
<tr>
<th>Source</th>
<th>( C_{11} = C_{22} )</th>
<th>( C_{12} = C_{21} )</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exact</td>
<td>5.259 9813</td>
<td>-3842 0736</td>
</tr>
<tr>
<td>RRX</td>
<td>5.259 6758</td>
<td>-3842 6833</td>
</tr>
</tbody>
</table>

Although a two-panel solution is extremely crude, it has been most interesting to compare these results with those of other codes. On the basis of the above results, it is easy to determine the basis coefficient and then to compute \( C_{L_{\alpha}} \) (which is a gross measure of the ability to predict pressure accurately). This was done, and calculations were also performed (1) with the RHO-III code using 48 comparable terms (actually 24 terms per semispan), and (2) with the steady-state method of F. T. Johnson (ref. 18). The comparisons are shown in table 6. The agreement is remarkable.

Table 6.—Comparison of \( C_{L_{\alpha}} \) From Different Codes

<table>
<thead>
<tr>
<th>Method of Ref. 18</th>
<th># terms*</th>
<th># 2.46</th>
</tr>
</thead>
<tbody>
<tr>
<td>RH0-III</td>
<td>48 terms*</td>
<td>2.474</td>
</tr>
<tr>
<td>RRX</td>
<td>2 term *</td>
<td>2.577</td>
</tr>
</tbody>
</table>

For consistency, these are the effective numbers of terms if symmetry is not discounted; otherwise these would read 50 terms, 24 terms, and 1 term.
5.2 CHECKOUT PROBLEM TWO

The purpose of the second checkout problem, CP2, is to provide an accurate, closed-form comparison for a swept ($\Lambda_L = 45^\circ$), tapered ($\lambda_T = 0.5$) wing at a high subsonic Mach number ($M = 0.80$). The planform and paneling are shown in figure 11.

![Diagram of Planform for Checkout Problem Two]

**Figure 11.**—Planform for Checkout Problem Two

*Basis Functions:* Let the functions defining the leading edge, midchord, and trailing edge, respectively, be $\xi_1$, $\xi_2$, and $\xi_3$. Thus,

$$\xi_1(n) = |n|, \quad \xi_2(n) = 1 + \frac{4}{5}|n|, \quad \xi_3(n) = 2 + \frac{3}{5}|n|.$$

(20)
The local panel coordinates are then given by

\[
(\forall \xi: \xi_1 \leq \xi \leq \xi_2) \left( \xi = \frac{\xi - \frac{1}{\xi}|n|}{1 - \frac{4}{5}|n|} \right) \quad \& \quad (\forall \xi: \xi_2 \leq \xi \leq \xi_3) \left( \xi = \frac{\xi - \frac{4}{5}|n|}{1 - \frac{1}{5}|n|} \right)
\]

(21)

and the functions \( X_\mu \) are given by

\[
(X_1 = 1 - \xi) \quad \& \quad (\xi_1 \leq \xi \leq \xi_2) \left( \xi = \frac{\xi - \frac{1}{\xi}|n|}{1 - \frac{4}{5}|n|} \right) \quad \& \quad (\xi_2 \leq \xi \leq \xi_3) \left( \xi = 1 - \xi \right).
\]

(22)

The streamwise functions, \( X_\mu \), are depicted generically in figure 2. For this particular problem, the spanwise functions, \( Y_\mu \), are depicted by figure 12.

\[
(0 \leq n \leq 1 \rightarrow Y_1 = 1 - \frac{3}{2}n^2) \quad \& \quad (1 \leq n \leq 2 \rightarrow Y_1 = \frac{1}{2}(2-n)^2)
\]

(23)

\[
(0 \leq n \leq 1 \rightarrow Y_2 = \frac{7}{10}n^2) \quad \& \quad (1 \leq n \leq 2 \rightarrow Y_2 = \frac{7}{30}(-10+20n-7n^2))
\]

\[\quad \& \quad (2 \leq n \leq 2\frac{1}{2} \rightarrow Y_2 = \frac{7}{15}(5-2n)^2) \]

(24)

\[
(1 \leq n \leq 2 \rightarrow Y_3 = \frac{8}{9}(n-1)^2) \quad \& \quad (2 \leq n \leq 2\frac{1}{2} \rightarrow Y_3 = 1 - \left[1-\frac{4}{3}(5-2n)^2\right])
\]

(25)

**Chordwise Integrals:** For simplicity, the indices \( n \) and \( m \) for basis function and downwash point, respectively, are frequently omitted below; however, it should be clear from the context what is meant.

The chordwise integrals are given by

\[
G(x, y, \eta) = Y(\eta) \int X(\xi) \mu(x-\xi, y-\eta) d\xi, \quad \{\xi: p(\xi, \eta) \neq 0\}
\]

(26)

The symbolism \((\forall \xi: P) (Q)\) means for every \( \xi \) satisfying \( P \), then \( \xi \) also satisfies \( Q \).
where

\[ u(x-\xi,y-\eta) = 1 + \frac{x - \xi}{\sqrt{(x-\xi)^2 + \beta^2(y-\eta)^2}} \]  

(27)

Figure 12.—Spanwise Spline Functions (CP2)
Since $X(\xi)$ is linear in $X-\xi$, $G$ is expressible in terms of the indefinite integrals

$$
\phi(x-\xi, y-\eta) = \int \mu(x-\xi, y-\eta) d\xi
$$

(28)

$$
\psi(x-\xi, y-\eta) = \int (x-\xi)\mu(x-\xi, y-\eta) d\xi,
$$

(29)

and one finds

$$
\phi(x-\xi, y-\eta) = -(x-\xi) - \sqrt{(x-\xi)^2 + \beta^2(y-\eta)^2},
$$

(30)

$$
\psi(x-\xi, y-\eta) = -\frac{1}{2}(x-\xi)^2 - \frac{1}{2}(x-\xi) \sqrt{(x-\xi)^2 + \beta^2(y-\eta)^2}
$$

$$
+ \frac{1}{2}\beta^2(y-\eta)^2 \log \left[ \sqrt{(x-\xi)^2 + \beta^2(y-\eta)^2} + (x-\xi) \right]
$$

(31)

Indeterminacies in $\phi$ and $\psi$ must be handled as limits. In addition, it is essential to recognize that along $\eta = y$, the behavior of certain singularities depends only upon the sign of $x-\xi$. One finds

$$
G(x,y,\eta) = \frac{Y(\eta)}{c(\eta)} \left\{ [\xi_2(\eta)-x][\phi(x-\xi_2(\eta), y-\eta) - \phi(x-\xi_1(\eta), y-\eta)]
$$

$$
+ [\psi(x-\xi_2(\eta), y-\eta) - \psi(x-\xi_1(\eta), y-\eta)] \right\},
$$

(32)

$$
G(x,y,\eta) = \frac{Y(\eta)}{c(\eta)} \left\{ [\xi_3(\eta)-x][\phi(x-\xi_3(\eta), y-\eta) - \phi(x-\xi_2(\eta), y-\eta)]
$$

$$
+ [\psi(x-\xi_3(\eta), y-\eta) - \psi(x-\xi_2(\eta), y-\eta)]
$$

$$
+ [x-\xi_1(\eta)][\phi(x-\xi_1(\eta), y-\eta) - \phi(x-\xi_1(\eta), y-\eta)]
$$

$$
- [\psi(x-\xi_2(\eta), y-\eta) - \psi(x-\xi_1(\eta), y-\eta)] \right\},
$$

(33)

In order to calculate $G(x,y,\eta)$ or $G(x,y_0)$, the streamwise locations of the downwash coordinate $x$ with respect to the panel boundaries $\xi_1, \xi_2, \xi_3$ enter via the signs of $x-\xi_1(\eta), x-\xi_2(\eta)$, and $x-\xi_3(\eta)$.
where \( c(\eta) \) is the local panel chord.

Based on the above closed-form expressions, the values of \( G(x,y,\eta) \), \( G_n(x,y,\eta) \), and \( G_n(x,y) \) were computed* with an ad hoc digital computer program called ECP2. Computations were made at each downwash point and at each of the many spanwise integration stations used by RRX. Several thousand numbers were compared; the results of RRX for the CP2 were as accurate as in CP1.

For this problem, \( C_{m,n} \) will depend upon integration over as many as 12 panels. The downwash point will belong to, at most, one panel, and the Hadamard integral must be performed for that particular panel. All other panels support analytic integrands. Thus, we may write:

\[
C_{m,n} = \sum_{(a<y<b)} \left[ \int_a^b \frac{G(x,y,\eta)}{(y-\eta)^2} \, d\eta \right] + \int_{a^*}^{b^*} G_n(x,y,\eta) \, d\eta
\]

\[
+ G(x,y,y) \left[ \frac{1}{b^* - y} + \frac{1}{y - a^*} \right] + G_n(x,y,y) \log \frac{y - a^*}{b^* - y} \quad (34)
\]

where the summation is performed over the spanwise coordinate projection of those panels in which the downwash point is not contained, and the last three terms correspond to the one in which it is. The analytic integrands on the intervals integrated by ordinary Legendre-Gaussian quadrature and the logarithmically singular integrands on \([a^*, b^*]\) are integrated by logarithmic-Gaussian quadrature. On the basis of these calculations,*** the 6 x 6 coefficient matrix for CP2 is shown to six decimal places. Values from RRX are shown in parentheses below the exact values.

* Values of \( G \) and \( G_n \), along \( \eta = y \), must be worked out analytically from the above expressions due to indeterminacies. Limit calculations on the computer using ECP2 were fatally ill conditioned.

** RRX Calculations File, Runs CP2.3 through CP2.9.

*** RRX Calculations File, Runs CP2.10 through CP2.14. The results converged to 11 decimal places.
In addition, the pressure basis function coefficients are

\[
[l_{bn}] = \begin{bmatrix}
7.68 & 476 & 8.25 & 933 & 14.8471 & 2.25 & 404 & 2.36 & 621 & -1.74 & 502 \, \text{J}, \\
(9.68 & 387) & (8.25 & 935) & (14.8476) & (2.25 & 420) & (2.36 & 619) & (-1.74 & 532) \\
\end{bmatrix},
\]

and the total lift and center of pressure are

\[
C_L = 3.74 \, 249 \quad (3.74 \, 241),
\]

\[
\bar{X}_{cp} = .252 \, 220 \quad (.252 \, 224),
\]

\[
\bar{\eta}_{cp} = .432 \, 977 \quad (.432 \, 980).
\]

The RHO-III code was used again to compute \( C_{L_a} \) for CP2 and the results are within 1% of RRX.

\[
C_{L_a} = 3.742 \quad (\text{RHØ-III using 24 terms})
\]

\[
C_{L_a} = 3.784 \quad (\text{RAMROD-X using 6 terms})
\]
This agreement is very good in view of the fact that the six-panel representation is quite crude. Since there are only two streamwise rows of panels, the chordwise pressure distribution consists of exactly two straight lines. This representation is illustrated in figure 13. Although no comparison of pressure was made with the RHO-III code, the sectional lift and center of pressure were compared and the results are shown in figure 14. The agreement for sectional distributions is quite good, but not as good as that of the lift coefficient. In general, integrated coefficients agree most closely and are the least severe comparison, sectional distributions tend to agree less closely and are a more severe comparison, and pressure comparisons are the most severe of all.

Figure 13.—Pressure Distribution From a Small Number of Basis Functions

\[
C_{La} = 3.742 \text{ (3.784 ROWE)} \\
X_{CP} = 0.2522 \text{ (0.2628 ROWE)}
\]

\[M = 0.80 \quad K = 0\]
Figure 14.—Sectional Distributions From a Small Number of Basis Functions
5.3 VALIDATION PROBLEM ONE

The purpose of the first validation problem, VP1, is to validate the code for an unsteady problem by (1) evaluating the numerical convergence characteristics as the norm of the support is decreased, and (2) comparing the results with those from another code of recognized reliability and accuracy. The planform selected is the same as that of CP2. The downwash mode is rigid uniform pitch about the apex.

In this particular study, all unsteady calculations are compared with the results of the RHO-III code. This code was adopted in 1968 by AGARD as their primary standard for unsteady aerodynamics.

Calculations for VP1 are arranged into four series: the CP2 series, A series, B series, and C series.

**CP2 Series**: The first nonsteady run made with RRX was the same as CP2 except with the reduced frequency set equal to unity. Whereas for the steady-state case (k = 0), the error in $C_{L_0}$ was 1%; in the unsteady case (k = 1), the error was 22%.* The extent of this change is indicative of the difficulties encountered as one passes from steady to unsteady flow.

The first question addressed is what are the improvements that are gained by increasing the number of panels. It would be natural to expect a greater improvement from increasing the number of chordwise panels than from an equivalent increase in the number of spanwise panels. Therefore, the second run used four chordwise panels instead of only two. This caused the error to drop from 22% to 7%.

The results of the lift coefficient calculations are depicted in figure 15 using the complex plane representation. The comparison for the steady-state calculations is shown also, appearing along the real axis. The panel arrangements are indicated as the number of chordwise panels times the number of spanwise panels. Thus, for example, 4C x 3S indicates four chordwise panels and three spanwise panels. This same representation is used for the RHO-III calculations, but in that case, the notation 6C x 4S denotes six chordwise pressure functions by four spanwise pressure functions. For the six-panel calculations, the sectional distributions for lift coefficient and center of pressure are compared in figure 16 with the 24 term results from RHO-III. The agreement is seen to be quantitatively fair and qualitatively correct. Additional comparisons, using more panels, will be presented later (C series).

*For purposes of the present study, error is defined in the unsteady case as the magnitude of the complex difference between the RRX and RHO-III values, divided by the RHO-III value.
Cf Steady State:

- RHØ-III 6C x 4S
- RRX 2C x 3S

Figure 15.—Nonsteady Lift Convergence—Validation Problem One (CP2 Series)
Figure 16.—Comparison of Nonsteady Sectional Distributions for Six Panels—VP1 (CP2 Series)
A Series. The purpose of this series is to study the convergence of $C_{La}$ as the panels are made smaller, first in the spanwise direction, then in the chordwise direction, then both.

Four panelizations are employed 2C x 2S, 2C x 4S, 4C x 2S, and 4C x 4S. Having no a priori panelization criteria for the RRX code, we begin by using in this series the so-called Multhopp equiangular partition (ref. 19) in which the chordwise and spanwise panel boundaries are determined by

$$\bar{x} = \frac{1}{2} - \frac{\cos \theta}{2} \quad 0 \leq \theta \leq \pi$$

$$\bar{\eta} = \cos \phi \quad 0 \leq \phi \leq \pi/2$$

where equal angular increments in $\theta$ and $\phi$ are used. The effect is to increase the panel density in the regions of largest pressure gradients; i.e., along the leading and trailing edges (where the pressure gradient is infinite) and along the tip (where it is also infinite). These panelizations are illustrated in figure 17.

By and large, the results are as expected. The 2C x 2S run produced an error in $C_{La}$ of 21.2%. Doubling the number of spanwise panels produced an error of 21.5% but with a more accurate phase angle, as may be seen by referring to figure 18. On the other hand, doubling instead the number of chordwise panels reduced the error to 5.4%. It is apparent that in the present method, it is preferable to have a larger number of chordwise panels than spanwise panels. Finally, doubling both the number of chordwise and spanwise panels reduced the error even further to 3.5%. It may be observed that the 4C x 4S case has nearly the same magnitude as the 4C x 2S case, but that the 4C x 4S case has a more accurate phase angle, an important criterion in problems such as flutter, and is an effect that the complex error magnitude criterion may not accurately reflect. In any event, however, it is clear that this series does display positive convergence characteristics.
Figure 17.—Equiangular Panelization—VP1 (A Series)
Figure 18.—Nonsteady Lift Convergence for Equiangular Panelization—VP1 (A Series)
B Series: The purpose of this series is to investigate the solution sensitivity of the RRM code to panelization density in terms of accuracy and convergence as compared with the A series of calculations.

The panelizations are again 2C x 2C, 2C x 4S, 4C x 2S, and 4C x 4S. In this series, however, panel boundaries are equidistant, as illustrated in figure 19. From a practical viewpoint, equidistant panelization has certain advantages of simplicity over the equiangular panelization. Ideally, it would be hoped that the solution is relatively insensitive to the particular panelization. Referring to figure 20, this is apparently the case, with a slight deterioration in accuracy (≈1%) when the equidistant panelization is used. In particular, 2C x 2S has an error in C_L of 22.4%, the 2C x 4S of 22.5%, the 4C x 2S of 6.9%, and 40 x 4S of 9.2%.

The fact that the 4C x 4S panelization is less accurate than the 4C x 2S is anomalous. Once this anomaly is recognized, it is seen to be present in the 2C x 4S (22.5%) and 2C x 2S (22.4%) pair, though to a lesser extent. In retrospect, it was also present in the A series: compare 2C x 4S (21.5%) with 2C x 2S (21.2%). The spanwise panel widths near the root are much narrower in the equidistant case than in the equiangular case. Since the collocation points are being placed at midpanel, it is seen that, with equidistant spacing, the distance from the apex chord to the inner collocation points is much closer than with the equiangular spacing. Since the apex induces a singularity in downwash that is physically inadmissible and erroneous, placing collocation points close to such a singularity will produce erroneous results. Further, the Kissing operator is known to be discontinuous for planar fields. It is apparent that to avoid placing unnecessary restrictions on the location of collocation points, the planar must be smoothed, and the smoothing must, in practice, be applied to the interior panel boundaries, as well.

C Series: The purpose of the C series of calculations is to refine the panelization further and to examine the convergence of the pressure distribution.

The convergence of C_L may be seen at a glance from figure 21. Using 4, 16, and 64 panels, the errors are 21.2%, 8.5%, and 1.5%, respectively. The next level of comparison is that of the sectional distributions, shown in figure 22. It is seen that the results converge to the results of the RHO-III code except near the root in the vicinity of the apex singularity. The most severe level of comparison is that of the actual pressure distribution. This is shown in figures 23, 24, and 25 for 4, 16, and 64 panels, respectively, for the mid-semispan chord. For a preliminary study, the convergence may be considered quite good. The approximational limitations imposed by chordwise linearity of the basis functions also may be seen.

---

This is a choice of expediency, not a necessity. In fact, the control points need not be in each and every panel, and some panels may have more than one control point. The only requirements are that the number of control points equal or exceed the number of panels (N_u ≥ N_b), and that the control points do not lie exactly on the boundary of any panel (otherwise equation (7) does not hold).
Figure 19.—Equidistant Panelization—VP1 (B Series)
Figure 20.—Nonsteady Lift Convergence for Equidistant Panelization—VP1 (B Series)
Figure 21.—Nonsteady Lift Convergence for 4, 16, and 64 Panels—VP1 (C Series)
Figure 22.—Nonsteady Section Loads Convergence Using 4, 16, and 64 Panels—VP1 (C Series)
Figure 23.—Comparison of Nonsteady Pressure Using Two Chordwise Panels—VP1 (C Series)
Figure 24.—Comparison of Nonsteady Pressure Using Four Chordwise Panels—VP1 (C Series)
Figure 25.—Comparison of Nonsteady Pressure Using Eight Chordwise Panels—VP1 (C Series)
5.4 VALIDATION PROBLEM TWO

The purpose of VP2 is to run RRX for a surface with a control. The planform, lift coefficient versus reduced frequency, and chordwise pressure distribution are shown in figures 26, 27, and 28. The control surface is a 40% chord full-span flap. The panelization used six equiangular spacings from the leading edge to the hinge line, four equiangular spacings from the hinge line to the trailing edge, and six equiangular spacings across the semispan. The agreement with Rowe is seen to be excellent. Of particular interest is the close agreement in pressure near the leading edge and hinge line, even though no special shape functions were used.

\[ c_f = 0.4c \quad AR = 2 \quad 50 \text{ panels} \quad k = 0, 0.5, 1.0 \]

Figure 26.—Wing Control Surface—Validation Problem Two
Figure 27.—Lift Coefficient vs Frequency Due to Control Motion—VP2

Figure 28.—Chordwise Pressure Distribution Due to Control Motion—VP2
5.5 VALIDATION PROBLEM THREE

The purpose of VP3 is to demonstrate the use of RRX for asymmetrical planforms. Symmetry conditions employed in the present study permit the left planform boundary to be symmetric, antisymmetric, or asymmetric. The results of an asymmetric analysis are shown in figures 29 and 30 for a series of skewed parallelogram planforms with sweep angles ranging from 0° to 60°. The Mach number is 0.80 and the normal wash mode is that of uniform angle of attack. Figure 29 shows the overall center of pressure versus sweep angle, and figure 30 shows the sectional center of pressure.

Figure 29.—Overall Center of Pressure for Skewed Wings—VP3

Figure 30.—Sectional Center of Pressure for Skewed Wings—VP3
5.6 VALIDATION PROBLEM FOUR

All results presented so far have been for rigid normalwash distributions. The purpose of VP4 is to demonstrate the use of BXX for flexible modes. The dynamic response to gust loading for a large, subsonic jet transport (including only the wing flexible degrees of freedom) has been calculated using both the present method and that of Rowe. Figures 31, 32, and 33 compare the results of the present method with those of Rowe for the magnitude of the response amplitudes with fixed controls for wing root shear force, wing root bending moment, and wingtip acceleration, respectively.

Figure 31.—Wing Root Shear Frequency Response—VP4

The authors wish to acknowledge the work of R. DeMuller and Richard Knoff in performing these calculations. These calculations were performed under Item 3, Task IV of this study.
Figure 32.—Wing Root Bending Moment Frequency Response—VP4

Figure 33.—Wingtip Acceleration Frequency Response—VP4
6.0 CONCLUDING REMARKS

6.1 CURRENT STATUS

The feasibility of using local basis functions for calculating unsteady airloads has been successfully demonstrated. The numerical results show a degree of smoothness and accuracy approaching that of the global basis function methods while retaining the versatility and simplicity of panel methods.

For a given planar aerodynamic surface, Mach number, reduced frequency, and normalwash distribution, the computer code developed during the present study will predict pressure, sectional lift, sectional center of pressure, overall lift, and overall center of pressure. If a control is present, values are calculated for the primary surface and for the secondary (control) surface. In addition, force and moment coefficient matrices can be calculated if desired. Symmetrical, antisymmetrical, and asymmetrical problems can be run.

Potential improvements would be found by extending the method to multiple nonplanar surfaces, incorporating the Landahl-Rowe singularities, implementing a fairing option, providing panel optimization and automation, and optimizing the computational efficiency.

6.2 CONCLUSIONS AND RECOMMENDATIONS

The present study has demonstrated that splined local basis functions formulated in terms of acceleration potential doublets can provide an accurate and useful means for calculating unsteady airloads on flexible aircraft. This work was undertaken as a step toward the eventual goal of defining a method capable of practical application to complete, arbitrarily shaped, three-dimensional configurations, and has served as such.

At the outset it was recognized that local basis functions similar to the ones noted above but formulated in terms of velocity potential doublets, rather than in terms of acceleration potential doublets, might provide a more direct growth capability to general nonplanar, three-dimensional applications. A parallel steady flow research effort by Johnson (ref. 18) utilizing the velocity potential formulation has recently demonstrated a superiority over the earlier steady acceleration potential (or vortex spline) formulation by Mercer (refs. 11 and 12). However, for unsteady flow, the technology for integrating the acceleration potential kernel was readily available, whereas the difficulties associated with integration of the velocity potential doublet were unknown. Hence, a decision was made at the outset to utilize acceleration potential doublets, taking a more conservative approach that would suffice to evaluate the salient behavior of local basis functions in unsteady aerodynamics.
Since that time, the problem of integrating the subsonic velocity potential doublet kernel has been addressed. This unpublished work, carried out by Johnson, suggests integrating, mostly in closed form, the unsteady velocity potential source and doublet kernels with the local basis functions used in the work of reference 18. Thus, it now appears possible to work toward the goal of unsteady analysis of arbitrary three-dimensional configurations by implementing the above mentioned unsteady kernels into the velocity potential approach of reference 18.
APPENDIX A
COMPUTER CODE DESCRIPTION

The sections below describe the RRX code and its use.

A.1 ORGANIZATION

The purpose of the RRX code is to demonstrate the feasibility of using the local basis functions to calculate unsteady airloads, and to do so in a manner that could facilitate its possible application in the future to a FLEXSTAB system. The layout of the code has been determined with these considerations in mind. Figure A-1 depicts five distinct parts of the code, labeled I-V, which approximate the flow within the actual code and separate the work into relatively independent units for purposes of planning.

The bulk of the computing lies in calculating the coefficient matrix, denoted by \([C]\) in part III of figure A-1. From the initial development and numerical analysis viewpoints, part III is the most critical part of the code. Less critical are the input and output interfacers, shown as parts II and V. Solution of the linear algebraic equations is shown in part IV. The solutions may be required in terms of the basis function coefficients or in terms of the inverse of the coefficient matrix, and may be either a determinate collocated solution or an overdetermined complex least squares solution.

A.2 COEFFICIENT MATRIX AND ITS SOLUTION

Denoting by \([C_{mn}]\) the coefficient matrix appearing in equation (4), where \(m\) is the downwash index and \(n\) is the pressure basis function index, we have

\[
\begin{align*}
\frac{w(x_m, y_m)}{v} &= -\frac{1}{8\pi} \left[ C_{mn} \right] \{ b_n \} \\
&= \frac{1}{8\pi} \left[ C_{mn} \right] \{ b_n \} \\
&\text{as part III of Figure A-1.}
\end{align*}
\]

Equation A-1 is solved determinately if, and only if, the number \(N_w\) of downwash points equals the number \(N_p\) of pressure basis functions. The solution may be overdetermined in the sense of complex least square error by using more downwash points than basis functions. In that case, \(N_w > N_p\) and (A-1) is replaced by

\[
\begin{align*}
\left[ C_{mn} \right] \{ w \} &= -\frac{1}{8\pi} \left[ C_{mn} \right]^T \{ w \} \\
&= \frac{1}{8\pi} \left[ C_{mn} \right] \{ b_n \},
\end{align*}
\]

where \([C_{mn}]^T\) denotes complex matrix conjugate transposition and \([W]\) denotes a diagonal matrix of arbitrary positive weighting factors (ref. 20).
II. INPUT INTERFAKER
- Data Reading Section
- Data Testing Section
- Control Data Section
  - cycling
  - output
  - downwash
  - panelization

III. [C] MATRIX CALCULATOR
- Spline Functions
- Kernel Function
- Numerical Integration

IV. EQUATION SOLVER
- $b$ or $[C]^{-1}$
- Determinate or Least Squares

V. AERODYNAMIC LOADING QUANTITIES
- Surface Coefficients
- Sectional Coefficients
- Pressure Coefficient
- Force and Moment Coefficient Matrices
- Generalized Aerodynamic Force Matrix
- Final Computer Output
  - printing
  - plotting
  - punched cards
  - tape storage

Figure A-1.—Program Organization—Preliminary Layout (Schedule Development Phase)
The actual calculation of the coefficient matrix is performed as described in section 4.2. However, when the left planform boundary intersects a vertical reflection plane (i.e., symmetric or antisymmetric, but not asymmetric), the integration for $C_{mn}$ is extended from the support $R_n$ of $P_n$ to its reflection $R^*_n$ about the left boundary and the value of $P_n$ or $R^*_n$ is equal to, or equal to the negative of, the value of $P_n$ on $R_n$, depending upon whether the reflection is symmetric or antisymmetric. Thus, for nonasymmetric conditions,

$$C_{mn} = \iint_{\xi \in R_n \cup R^*_n} X_n(\xi) P_n(\xi) K_p(\zeta_m - \xi) \, dA, \quad (A-3)$$

where $X_R$ is a symmetry-characteristic function,

$$X_n(\xi) = \begin{cases} +1 & \xi \in R_n \\ +1 & \xi \in R^*_n \text{ symmetric} \\ -1 & \xi \in R^*_n \text{ antisymmetric} \end{cases} \quad (A-4)$$

Equations (A-3) and (A-4) reduce the number of unknowns by a factor of two when they apply. The dependence of $C_{mn}$ on both downwash location $(x_m, y_m)$ and the location of the support $R_n$ of the basis function $P_n$ is depicted in figure A-2.

*Reflective Left Boundary Depicted*

*Figure A-2.—Downwash Point and Pressure Support for Typical Planform*
A3 PANEL-TO-BASIS FUNCTION TRANSFORMATIONS

In order to avoid expensive and unnecessary repetitions in calculating the kernel function, the numerical integration must be performed panel by panel. Since the coefficient matrix is defined by the pressure basis function number, it is necessary to determine which pressure basis function supports intersect the panel at hand. This section sets down the necessary equations.

The panels are arranged into \( N_c \) rows and \( N_g \) columns and are all distinct from one another. The supports, however, overlap in an essential fashion but are arranged also into \( N_c \) rows and \( N_g \) columns. The number of supports equals the number of panels, and in both cases we number them from 1 to \( N_p = N_c N_g \) starting in the first row, proceeding left to right, thence to the second row and so on. This numbering system causes the index to be given in terms of the row and column numbers by equation (5) for both the panels and the basis functions.

Thus, associated with each basis function index \( n \) is a set \( N(n) \) of indices of panels that constitute the support of that basis function. From equation (5),

\[
N(n) = \{(u-1) N_s + v: (u,v) \in A_n\}
\]  

(A-5)

The desired set \( N(\bar{n}) \) of basis function indices corresponding to a prescribed panel index \( \bar{n} \) is therefore the solution to a table lookup problem.

\[
(\forall \bar{n}) \quad N(N(\bar{n})) = \{n: \bar{n} \in N(n)\}
\]  

(A-6)

Equations (4), (A-5), and (A-6) have been programmed into RRX to provide the desired economy in the computation of the kernel function. Further, in the actual code they have been generalized to include general rectangular covers of the basis function supports, rather than the 2 x 3 scheme used in the present study.

A.4 PANELING CONSIDERATIONS

A generic panelization of an aerodynamic surface with a control is depicted in figure A-3. Greater panel density may be needed in regions of rapid changes in pressure. Thus, along the leading-edge, tip, and trailing-edge regions, relatively narrow panels are suggested. In the case shown, where the left planform boundary is a reflective boundary, greater density is not needed there. However, if a control is present, then increased panel densities are required on both sides of the control leading edge and side edges. With only a few additional intermediate panel boundaries, the number of panels can become significant. For the crude example shown, 99 panels are used.
Once the planform boundary and panelization have been specified, the type of splined pressure functions to be employed are determined in accordance with the edge system indicated in figure A-4.

Note. 9 chordwise by 11 spanwise = 99 panels

Figure A-3.—Possible Panelization for Primary Surface With Control

Figure A-4.—Generalized Panel Edge System Used in RRX
A.5 PLANFORM SPECIFICATION

The planform is specified as the union of a number of subsurfaces as depicted in figure A-5. Each subsurface is a trapezoidal area defined by a number of chords as depicted by figure A-6. Each chord is defined by the coordinates of its most upstream point and its length. Specification of the intermediate chord and span stations as shown then suffices to determine the panel boundaries.

Figure A-5.—Aerodynamical Surface as a Union of Subsurfaces
Intermediate chord stations (3 shown)

Main Chords (3 shown)

Column 1

$\left( x_L, y_L, c \right)_1$

Column 2

$\left( x_L, y_L, c \right)_2$

Intermediate Span Stations (5 shown)

$\bar{X}_{11}$

$\bar{X}_{12}$

$\bar{X}_{13}$

$\bar{X}_{21}$

$\bar{X}_{22}$

$\bar{X}_{23}$

$\bar{X}_{31}$

$\bar{X}_{32}$

$\bar{X}_{33}$

$\bar{Y}_{11}$

$\bar{Y}_{12}$

$\bar{Y}_{13}$

$\bar{Y}_{21}$

$\bar{Y}_{22}$

Figure A-6.—Possible Subsurface Scheme for Prototype Code
If a discontinuity exists in the spanwise slope of the planform boundary, as depicted in figure A-7, an inadmissible singularity in downwash results. It is inadmissible in the following sense: the limit of the Küßner operator for smooth edges as the radius of curvature approaches zero does not equal the Küßner operator of the limit function (it is a discontinuous functional). Since the physical flow is smoothed across the boundary layer by the phenomenon of viscosity, it is clear that planform breaks could be faired. One such fairing scheme is depicted in figure A-7 in which the fairing width is some fraction, $\delta_F$, of the width of the boundary trapezoids.

\[ \delta_F(y_1 - y_0) \]
\[ \delta_F(y_2 - y_1) \]

\( y_0 \quad y_1 \quad y_2 \)

*Figure A-7.—Fairing Scheme at Planform Breaks*


A.6 AERODYNAMIC LOADING QUANTITIES

Consider the planform configuration depicted in figure A-8.

Figure A-8.—Primary and Secondary Surface Nomenclature

Then, using the nomenclature introduced in figure A-8, the following quantities are calculated by the RRX code.

A.6.1 PRESSURE COEFFICIENT

\[ \Delta C_p(\xi, \eta) = \sum_{n=1}^{NP} b_n \, p_n(\xi, \eta) \]  

(A-7)
A.6.2 SECTION LIFT COEFFICIENT

\[ c_L(n) = \frac{1}{\xi_F(n) - \xi_A(n)} \int_{\xi_F(n)}^{\xi_A(n)} \Delta C_P(\xi, \eta) \, d\xi \]  \hspace{1cm} (A-8)

\[ c_{L_H}(n) = \frac{1}{\xi_F(n) - \xi_A(n)} \int_{\xi_F(n)}^{\xi_A(n)} \Delta C_P(\xi, \eta) \, d\xi \]  \hspace{1cm} (A-9)

A.6.3 SECTIONAL CENTER OF PRESSURE

\[ \bar{x}_{cp}(n) = \frac{1}{c_{L_H}(n)} \int_{\xi_F(n)}^{\xi_A(n)} \frac{\xi - \xi_F(n)}{\xi_A(n) - \xi_F(n)} \Delta C_P(\xi, \eta) \, d\xi \]  \hspace{1cm} (A-10)

\[ \bar{x}_{cp_H}(n) = \frac{1}{c_{L_H}(n)} \int_{\xi_F(n)}^{\xi_A(n)} \frac{\xi - \xi_F(n)}{\xi_A(n) - \xi_F(n)} \Delta C_P(\xi, \eta) \, d\xi \]  \hspace{1cm} (A-11)

A.6.4 SURFACE LIFT COEFFICIENT

\[ C_L = \frac{1}{A} \iint_R \Delta C_P(\xi, \eta) \, dA ; A = \iint_R dA \]  \hspace{1cm} (A-12)
\[ C_{L_H} = \frac{1}{A} \iint_{\tilde{R}} \Delta C_p(\xi, \eta) \, dA ; \quad \tilde{A} = \iint_{\tilde{R}} dA \]  
(A-13)

**A.6.5 STREAMWISE CENTER OF PRESSURE**

\[ \xi_{CP} = \frac{1}{C_{L_H} A} \iint_{R} \xi \Delta C_p(\xi, \eta) \, dA \]  
(A-14)

\[ \bar{\xi}_{CP} = \frac{1}{C_{L_H} A} \iint_{\tilde{R}} \xi \Delta C_p(\xi, \eta) \, dA \]  
(A-15)

**A.6.6 SPANWISE CENTER OF PRESSURE**

\[ \eta_{CP} = \frac{1}{C_{L_H} A} \iint_{R} \eta \Delta C_p(\xi, \eta) \, dA \]  
(A-16)

\[ \bar{\eta}_{CP} = \frac{1}{C_{L_H} A} \iint_{\tilde{R}} \eta \Delta C_p(\xi, \eta) \, dA \]  
(A-17)
A.6.7 FORCE AND MOMENT COEFFICIENT MATRICES

1. Definition for loading panel $P_{\ell}$

\[
\{b_n\} = -8\pi \left[C_{mn}\right]^{-1} \{\xi^o\}
\]  \hspace{1cm} (A-18)

\[
\Delta C_p(\xi,\eta) = -8\pi l P_{n}(\xi,\eta) J \left[C_{mn}\right]^{-1} \{\xi^o\}
\]  \hspace{1cm} (A-19)

\[
F^F_{\ell} = \iint_{P_{\ell}} \Delta C_p(\xi,\eta) \, dA
\]  \hspace{1cm} (A-20)

\[
M^F_{\ell} = \iint_{P_{\ell}} (\eta-\eta^p) \, \Delta C_p(\xi,\eta) \, dA
\]  \hspace{1cm} (A-21)

\[
M^\eta_{\ell} = \iint_{P_{\ell}} (\xi^P-\xi) \, \Delta C_p(\xi,\eta) \, dA
\]  \hspace{1cm} (A-22)

Note: $F^F_{\ell}$, $M^F_{\ell}$, and $M^\eta_{\ell}$ have dynamic pressure, $\rho V^2$, factored out.
2. Programmed equations—the coefficient matrices of $F^*_{\xi}, M^*_{\xi}$, and $M^\theta_{\xi}$ with respect to downwash:

$$\begin{align*}
[AIC^*_{l\xi m}] &= -8\pi \left( \iint_{P_{\xi}} P_n(\xi, \eta) \, dA \right) [C_{mn}]^{-1} \\
&\quad \text{NP}\times\text{NW} \\
&\quad \text{NL}\times\text{NP} \\
&\quad \text{NP}\times\text{NW} \\
&\text{(A-23)}
\end{align*}$$

$$\begin{align*}
[AIC^\xi_{l\xi m}] &= -8\pi \left( \iint_{P_{\xi}} (\eta-\eta^P) P_n(\xi, \eta) \, dA \right) [C_{mn}]^{-1} \\
&\quad \text{NP}\times\text{NW} \\
&\quad \text{NL}\times\text{NP} \\
&\quad \text{NP}\times\text{NW} \\
&\text{(A-24)}
\end{align*}$$

$$\begin{align*}
[AIC^n_{l\xi m}] &= -8\pi \left( \iint_{P_{\xi}} (\xi^P-\xi) P_n(\xi, \eta) \, dA \right) [C_{mn}]^{-1} \\
&\quad \text{NP}\times\text{NW} \\
&\quad \text{NL}\times\text{NP} \\
&\quad \text{NP}\times\text{NW} \\
&\text{(A-25)}
\end{align*}$$

Note: If the least squares solution is used ($N_W > N_P$), the generalized inverse from (A-2) must be substituted for the indicated inverse.

A.6.8 GENERALIZED AERODYNAMICAL FORCES

The generalized aerodynamical force coefficient matrix defined earlier has not been programmed into the RRX code. For future reference, however, the equation to program this important quantity is displayed below. It should be noted that the essential practical difficulty lies in the proper interpolation of the structural modes since, in practice, their continuum distributions are seldom known.

$$\begin{align*}
A_{rs} &= -8\pi \int R^2 \phi^r(\xi, \eta) \, \left[ P_n(\xi, \eta) \right] \, dA \left[ C_{mn}^{-1} \right]_{\text{mode } s} \quad (A-26)
\end{align*}$$
"Page missing from available version"
REFERENCES


