

UNCLASSIFIED



AD NUMBER

AD-093 521

NEW LIMITATION CHANGE

TO

**DISTRIBUTION STATEMENT - A**

Approved for public release;  
distribution is unlimited.

LIMITATION CODE: 1

FROM

B/3

19990211 103

AUTHORITY

USABRL via ltr; Apr 22, 1981

THIS PAGE IS UNCLASSIFIED

# **GENERAL DECLASSIFICATION SCHEDULE**

**IN ACCORDANCE WITH  
DOO 5200.1-R & EXECUTIVE ORDER 11652**

THIS REPORT HAS BEEN DELIMITED  
AND CLEARED FOR PUBLIC RELEASE  
UNDER DOJ DIRECTIVE 5200.20 AND  
NO RESTRICTIONS ARE IMPOSED UPON  
ITS USE AND DISCLOSURE.

**DISTRIBUTION STATEMENT A**

APPROVED FOR PUBLIC RELEASE;  
DISTRIBUTION UNLIMITED.

**UNCLASSIFIED**

**93521**

**Armed Services Technical Information Agency**

Reproduced by

**DOCUMENT SERVICE CENTER**

**KNOTT BUILDING, DAYTON, 2, OHIO**

This document is the property of the United States Government. It is furnished for the duration of the contact and shall be returned when no longer required, or upon recall by ASTIA at the following address: Armed Services Technical Information Agency, Document Service Center, Knott Building, Dayton 2, Ohio.

**NOTE: WHEN GOVERNMENT OR OTHER DRAWINGS, SPECIFICATIONS OR OTHER DATA ARE USED FOR ANY PURPOSE OTHER THAN IN CONNECTION WITH A DEFINITELY RELATED GOVERNMENT PROCUREMENT OPERATION, THE U. S. GOVERNMENT THEREBY INCURS NO RESPONSIBILITY, NOR ANY OBLIGATION WHATSOEVER; AND THE FACT THAT THE GOVERNMENT MAY HAVE FORMULATED, FURNISHED, OR IN ANY WAY SUPPLIED THE SAID DRAWINGS, SPECIFICATIONS, OR OTHER DATA IS NOT TO BE REGARDED BY ANY PERSON OR CORPORATION, OR CONVEYING ANY RIGHTS OR PERMISSION TO MANUFACTURE, REPRODUCE, OR SELL ANY PATENTED INVENTION THAT MAY IN ANY WAY BE RELATED THERETO.**

**UNCLASSIFIED**

93521

# BRL FC

REPORT No. 974

FEBRUARY 1956

## The Measurement Of Non-Linear Forces And Moments By Means Of Free Flight Tests

CHARLES H. MURPHY

DEPARTMENT OF THE ARMY PROJECT No. 5103-03-001  
ORDNANCE RESEARCH AND DEVELOPMENT PROJECT No. TB3-0108

BALLISTIC RESEARCH LABORATORIES



ABERDEEN PROVING GROUND, MARYLAND

BALLISTIC RESEARCH LABORATORIES

REPORT NO. 974

February 1956

THE MEASUREMENT OF NON-LINEAR FORCES AND MOMENTS  
BY MEANS OF FREE FLIGHT TESTS

Charles H. Murphy

Department of the Army Project No. 5B03-03-001  
Ordnance Research and Development Project No. TB3-0108

ABERDEEN PROVING GROUND, MARYLAND

TABLE OF CONTENTS

	Page
ABSTRACT . . . . .	3
TABLE OF SYMBOLS . . . . .	4
1. INTRODUCTION . . . . .	9
2. DYNAMIC CONSIDERATIONS . . . . .	10
3. SMALL YAWING MOTION WITH NON-LINEAR MOMENT AND NO DAMPING . . . . .	15
4. GEOMETRIC NON-LINEARITIES OF LARGE YAWING MOTION . . . . .	28
5. EXPERIMENTAL RESULTS . . . . .	38
6. PREDICTION OF NON-LINEAR YAWING MOTION . . . . .	48
7. SUMMARY . . . . .	50
APPENDIX A: Derivation of Equations of Yawing Motion . . . . .	52
APPENDIX B: 4th Order Approximations of $\hat{v}$ . . . . .	57
APPENDIX C: Effect of Large Yaw in Fixed-Plane Co-ordinates. . . . .	60
APPENDIX D: Swerving Motion for Non-Linear Forces . . . . .	61
APPENDIX E: Large Yawing Motion with all Non-Linear Moments . . . . .	68
REFERENCES . . . . .	74

BALLISTIC RESEARCH LABORATORIES

REPORT NO. 974

CMurphy/mjf  
Aberdeen Proving Ground, Md.  
February 1956

THE MEASUREMENT OF NON-LINEAR FORCES AND MOMENTS  
BY MEANS OF FREE FLIGHT TESTS

ABSTRACT

It has been observed, that the behavior of missiles either moving under the influence of non-linear forces and moments or flying at large angles of yaw is frequently well described by curves of the same form as those generated by linear force systems and small angles of yaw. With this in mind an "equivalent" linear solution to the actual equations of yawing motion is obtained.

This equivalent linear solution has been used in the analysis of a wide variety of programs fired on BRL's Spark Ranges and considerable success has been experienced. Excellent internal consistency has been observed in measuring non-linear normal and Magnus forces and their moments and, in all cases where wind tunnel results were available, they were in good agreement with range results.

The application of this technique to the equally important problem of predicting yawing motion is described.

TABLE OF SYMBOLS\*

A		axial moment of inertia
a	=	$K_{10}^2 + K_{20}^2$
$a_i$		coefficients in the drag equation (Equation (22))
B		transverse moment of inertia
b	=	$K_{10} K_{20}$
d		diameter
$\vec{e}_1, \vec{e}_2, \vec{e}_3$		unit vectors along axes of fixed-plane co-ordinates
$\vec{F}$	=	$(F_1, F_2, F_3)$ aerodynamic force vector
$F_D$		drag force
$F_L$		lift force
g		acceleration due to gravity
H	=	$\Delta J_L - J_D + k_2^{-2} (J_H - \Delta J_{MA})$
$I_1(\delta)$	=	$\int_0^{\delta} \int_0^{\delta} \delta^2 dr dq$
$J_i$	=	$\frac{\rho d^3}{8} K_i$
$K_i$	=	$\sum_{k=0}^i K_{i,2k} \delta^{2k}; i = A, D, DA, F, H, L, MA, N, NA, S, T$
		(Expansion as a function of $\delta^2$ of aerodynamic coefficients defined in Equations (5 - 10))

\* Only those symbols which appear in the body of this report are listed here. Symbols which are introduced in the appendices appear close to their definitions.

- $K_i = K_{i0} e^{-\alpha_i p}$ ;  $i = 1, 2$  amplitude of  $i$ -th frequency  
 $K_{i0}$   $i = 1, 2$  mid-range amplitude of  $i$ -th frequency ( $p = 0$ ).  
 $K_A$  axial spin deceleration coefficients  
 $K_D$  drag coefficient  
 $K_{Dv}$  axial drag coefficient  
 $K_F$  Magnus force coefficient  
 $K_H$  moment coefficient due to cross angular velocity  
 $K_L$  lift force coefficient due to yaw  
 $K_M$  overturning (or righting) moment coefficient due to yaw  
 $K_{MA}$  moment coefficient due to cross acceleration  
 $K_N$  normal force coefficient due to yaw  
 $K_{NA}$  normal force coefficient due to cross acceleration  
 $K_B$  normal force coefficient due to cross angular velocity  
 $K_T$  Magnus moment coefficient  
 $k_1 = \sqrt{\frac{A}{mI^2}}$  axial radius of gyration in calibers  
 $k_2 = \sqrt{\frac{B}{mI^2}}$  transverse radius of gyration in calibers  
 $\lambda = \frac{u_1}{u}$  cosine of total yaw angle  
 $M = ik_2^{-2} J_N = \sum_{k=0}^{\infty} M_{2k} \theta^{2k} = \sum_{k=0}^{\infty} M'_{2k} \theta^{2k}$

- $\vec{M}$  =  $(M_1, M_2, M_3)$  aerodynamic moment vector  
 $m$  = mass  
 $(n_1, n_2, n_3)$  direction cosines of missile's axis with respect to range co-ordinates  
 $P$  =  $\int_0^t \frac{u}{d} dt$  arclength along the trajectory in calibers  
 $Q_1$  = constants in the swerve equations (Equations (82 -83))  
 $q$  = change in center of mass location measured in calibers (Eqs. (99 -100))  
 $T$  =  $4(J_T - k_1^{-2} J_T) = \sum_{k=0}^{\infty} T_{2k}^* \delta^{2k}$   
 $t$  = time  
 $\vec{u}$  =  $(u_1, u_2, u_3)$  velocity vector  
 $u$  =  $|\vec{u}|$  magnitude of the velocity  
 $u_0$  = magnitude of the velocity at mid-range  
 $(x_1, x_2, x_3)$  vector in the range co-ordinate system  
 $(y_1, y_2, y_3)$  vector in the fixed-plane co-ordinate system  
 $\alpha_1$  = exponential damping coefficient of i-frequency  
 $\delta$  =  $\sqrt{\lambda\lambda}$  magnitude of the sine of the total yaw angle  
 $\delta_e^2$  =  $K_{10}^2 + K_{20}^2 + \frac{K_{10}^2 \phi_1^* - K_{20}^2 \phi_2^*}{\phi_1^* - \phi_2^*}$   
 $\delta_{e1}^2$  =  $K_{10}^2 + 2K_{20}^2$   
 $\delta_{e2}^2$  =  $K_{20}^2 + 2K_{10}^2$

Effective squared yaws

$\delta_m$	maximum value of $\delta$
$\theta$	orientation angle of plane of yaw
$\lambda$	$= \lambda_2 + i\lambda_3 = \frac{u_2 + iu_3}{u}$ complex yaw
$\mu$	$= \mu_2 + i\mu_3 = \frac{(\omega_2 + i\omega_3)d}{u}$ dimensionless complex cross angular velocity
$v$	$= \frac{\omega_1 d}{u}$ dimensionless missile spin
$\bar{v}$	$= \frac{A}{B} v$
$\hat{v}$	$= \frac{\Omega_1 d}{u}$ dimensionless co-ordinate system spin
$[\hat{v}]$	average value of $\hat{v}$
$\rho$	air density
$\phi_i$	$= \phi_{i0} + \phi_i'$ p phase angle of i-frequency
$\phi_1'$	$= -\phi_2'$
$\phi_0$	$= \phi_{10} - \theta = \theta - \phi_{20}$
$\psi$	$= \arccos n_3$
$\vec{\Omega}$	$= (\Omega_1, \Omega_2, \Omega_3)$ angular velocity vector of co-ordinate system
$\vec{\omega}$	$= (\omega_1, \omega_2, \omega_3)$ angular velocity vector of missile
$(\ )$	$= \frac{d}{dt} ( \ )$
$(\ )'$	$= \frac{d}{d\Phi} ( \ )$
$\wedge$	circumflex superscript with the exception of $\hat{v}$ denotes quantities in the fixed-plane co-ordinate system
$\sim$	tilde superscript with the exception of $\delta^2$ denotes quantities appearing in the solution of the <u>linearized</u> yaw equation
*	asterisk denotes the modification of quantities involving aerodynamic coefficients through the consideration of the cosine of the yaw angle, $l$ .

1.

## INTRODUCTION

The free flight spark range technique measures the aerodynamic forces and moments acting on a missile by means of very accurate observations of its motion in flight. This process requires a knowledge of the functional dependence of these forces and moments on the dynamic variables of the motion in order that the solution curves to the differential equations of motion may be obtained. These solution curves are fitted to the motion and the forces and moments calculated from the parameters of the fit.

This need for solutions in closed form has traditionally limited range tests to motions which are described by linear equations. Since non-linear terms arise from both the size of the motion (non-linear geometry terms) and the presence of second order or higher terms in the aerodynamic force expansion (non-linear force terms), this means that the range technique is restricted to configurations possessing linear force systems and flying at small angles of yaw.

Strangely enough, a number of models have been fired in the BRL Ranges which either possessed known non-linearities in their force systems or flew at large angles of yaw and it was found that their motion could be very well fitted by functions which were solutions of the linearized equations. This seemed to imply that the parameters of these linear equations should be "average values" of the coefficients of the parent non-linear equation. It is the purpose of this report first to derive the equations which relate these average values to the non-linear force terms and certain characteristics of the motion and then to demonstrate the great value of these relations by applying them to a number of programs which have been fired at BRL. The success of this technique more than doubles the values of free flight ranges for both the ballistician and the aerodynamicist.

Finally the extensior this method to the even more important problem of the prediction of long motion is described.

In order to investigate the yawing motion of missiles moving at large angles of yaw, the exact equations of motion must be derived. An important feature of this derivation lies in the proper selection of the co-ordinate system and the dynamic variables. This selection should be made so that the resulting equations are as simple as possible and reasonably compatible with the basic assumption that their solution may be approximated by a solution of the linearized equations. In other words the non-linear equation must possess the same general characteristics of the linearized equation, i.e., order of equations, number of variables, symmetry of variables, etc.

For arbitrary rigid bodies the best co-ordinate system is one whose axes lie along the body's principal axes of inertia. Since the mass distributions of most missiles are rotationally symmetrical about the longitudinal axis of inertia, all transverse moments of inertia are assumed to be equal and all axes perpendicular to the longitudinal axis are principal axes of inertia. A right-handed Cartesian co-ordinate system with numbered axes will be constrained so that its 1-axis is aligned with the missile's longitudinal axis and pointing forward.

$\vec{\omega}$ , the angular velocity vector of the co-ordinate system relative to an inertial system, will have components  $(\Omega_1, \Omega_2, \Omega_3)$  while the missile's angular velocity vector,  $\vec{\omega}$ , will have components  $(\omega_1, \omega_2, \omega_3)$ . This definition of the co-ordinate system, then, requires that  $\Omega_2 = \omega_2$  and  $\Omega_3 = \omega_3$ . If  $\Omega_1$  and an initial orientation of the 2-axis are specified, the co-ordinate system would be completely determined. In Appendix A the equations of motion are derived for arbitrary values of  $\Omega_1$  and we see that these equations would be greatly simplified if  $\Omega_1 = 0$ . For this reason we will make considerable use of a non-spinning co-ordinate system for which the 2-axis initially lies in the horizontal plane pointing to the left and whose axial spin,  $\Omega_1$ , is identically zero.

Turning now to the question of dependent variables it may be seen that the major contenders are the Eulerian angles and the direction cosines. The question of compatibility now appears. Although the linearized equations in terms of Eulerian angles are symmetric in the

components of yaw, the corresponding exact equations cannot be. This is clear from the definition of the angles. For this reason\* we will express our equations in terms of direction cosines.

At this point we must precisely define our variables. The yaw angle is defined to be the angle between the missile's axis and the tangent to its trajectory. If the missile's velocity vector,  $\vec{u}$ , has components  $(u_1, u_2, u_3)$  and magnitude,  $u$ , the sine of the yaw

angle is  $\frac{\sqrt{u_2^2 + u_3^2}}{u}$  and a unit vector lying in the plane of yaw has

direction cosines  $(0, \frac{u_2}{\sqrt{u_2^2 + u_3^2}}, \frac{u_3}{\sqrt{u_2^2 + u_3^2}})$ . Since we will

consider only those missiles possessing trigonal or greater rotational symmetry, it will be convenient to represent quantities in the plane normal to the missile's axis by complex numbers. With this in mind we define the complex yaw vector,  $\lambda$ , to be a vector which lies in the plane of yaw and whose magnitude is the sine\*\*of the yaw angle.

$$\therefore \lambda = \frac{u_2 + iu_3}{u} \quad (1)$$

The cosine of the yaw angle will be needed in this report and will be denoted by  $f$ .

$$\therefore f = \frac{u_1}{u} \quad (2)$$

\* As can be seen from an examination of Reference 1 the Eulerian angles also introduce considerable algebraic complexity.

\*\* In Reference 2,  $u_1$  is used as a characteristic velocity for forming dimensionless quantities and, hence, the complex yaw of that reference is proportional to the tangent of the yaw angle. Although this use of  $u_1$  does simplify the center of mass relations, it also introduces a number of complications which our choice of  $u$  avoids.

In a similar fashion the axial and transverse components of the angular velocity may be separated and written in complex form.

$$v = \frac{\omega_1 d}{u}$$

$$\mu = \frac{(\omega_2 + i\omega_3)d}{u} \quad (3)$$

where  $d$  is diameter.

Finally we will select our independent variable to be distance measured along the trajectory in calibers. If this variable is identified by  $p$ ,

$$p = \int \frac{u}{d} dt \quad (4)$$

where  $t$  is time.

The generalized<sup>3</sup> linear expansion of the aerodynamic force and moment assumes that the force and moment are linear functions of  $\lambda$ ,  $\mu$ , and their derivatives in a non-rolling co-ordinate system. For symmetric missiles this assumption introduces eighteen coefficients. If we limit ourselves to only those coefficients having a measurable effect on the motion, this total reduces to ten and we have the following expansion.

$$F_1 = -\rho d^2 u^2 K_{DA} \quad (5)$$

$$F_2 + iF_3 = \rho d^2 u^2 \left[ (-K_N + i\nu K_F)\lambda + iK_B\mu - K_{NA}(\lambda' + i\nu\lambda) \right] \quad (6)$$

$$M_1 = -\rho d^3 u^2 \nu K_A \quad (7)$$

$$M_2 + iM_3 = \rho d^3 u^2 \left[ (-\nu K_T - iK_N)\lambda - K_R\mu - iK_{MA}(\lambda' + i\nu\lambda) \right] \quad (8)$$

where  $(F_1, F_2, F_3)$  are components of the aerodynamic force,

$(M_1, M_2, M_3)$  are components of the aerodynamic moment,

$\rho$  is air density,

$$\hat{v} = \frac{\omega_1 d}{u}, \text{ and}$$

$K_i$  are dimensionless aerodynamic coefficients.

$$\lambda' = \frac{d\lambda}{dp}$$

For this report we will only consider non-linearities caused by the size of the yaw angle. Since symmetry<sup>4</sup> requires that the aerodynamic coefficients must be functions of  $\lambda\bar{\lambda} = \delta^2$ , we will only consider such a dependency on the square of the sine of the yaw angle.

Two other force coefficients will be used in this report. These are based on a resolution of the aerodynamic force in the plane of yaw into components along the trajectory and perpendicular to it. If  $F_D$  is the component along the trajectory and  $F_L$  the component perpendicular to the trajectory and pointing toward the missile's nose.

$$F_D = -\rho d^2 u^2 K_D \quad (9)$$

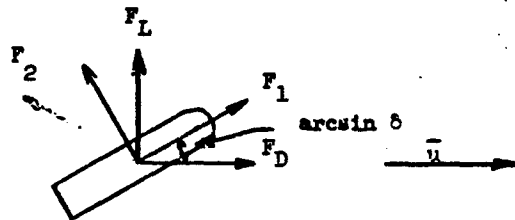
$$F_L = -\rho d^2 u^2 K_L \delta \quad (10)$$

where  $\delta = \sqrt{\lambda\bar{\lambda}}$  ( $\delta$  is the magnitude of the sine of the yaw angle.)

In order to obtain relations between these two new coefficients and those defined in Equations (5 - 6), we require that the 2-axis be in the plane of yaw so that  $\lambda$  is real and equal to  $-\delta$ .

$$\therefore F_D = \delta F_1 - \delta F_2 \quad (11)$$

$$F_L = \delta F_1 + \delta F_2 \quad (12)$$



Substituting Equations (5), (6), (9), and (10) in Equations (11) (12) and neglecting the  $K_B$  and  $K_{NA}$  terms.

$$K_D = \delta K_{DA} + \delta^2 K_N \quad (13)$$

$$K_L = \delta K_N - K_{DA} \quad (14)$$

From Equations (13) (14) the usual small yaw approximations follow:

$$K_D \approx K_{DA} \quad (15)$$

$$K_L \approx K_N - K_{DA} \quad (16)$$

Finally if  $K_{DA}$  is eliminated from Equations (13-14) the following useful relation results:

$$\delta K_L = K_N - K_D \quad (17)$$

In Appendix A, the exact equations of motion for the aerodynamic force and moment as defined by Equations (5 - 8) are derived. (Eqs. (A3, A10, A19)) If the effect of gravity and the variation of spin are neglected ( $J = \gamma = D = 0$ ) they may be written in the following form in the non-spinning co-ordinate system ( $\hat{\psi} = 0$ )

$$u^i = -J_D u \quad (18)$$

$$v^i = 0 \quad (19)$$

$$\lambda'' + \left[ H - \frac{f'}{2} - i\bar{v} \right] \lambda' + \left[ -M + \delta J_L' - i\bar{v}T \right] \lambda = 0 \quad (20)$$

where

$$H = \delta J_L - J_D + k_2^{-2} (J_H - \delta J_{MA})$$

$$\bar{v} = \frac{A}{B} v$$

$$M = \delta k_2^{-2} J_M$$

$$T = \delta (J_L - k_1^{-2} J_T)$$

A is axial moment of inertia

B is transverse moment of inertia

$k_1$  is axial radius of gyration in calibers

$k_2$  is transverse radius of gyration in calibers

$$J_i = \frac{\rho d^3}{12} K_i$$

m is mass.

### 3. SMALL YAWING MOTION WITH NON-LINEAR MOMENT AND NO DAMPING

In this section a very simple example of non-linear yawing motion will be considered in some detail. This is the case of a missile flying at small yaw and acted on by a cubic overturning or restoring moment. Later the effect of other non-linear forces and moments as well as the geometric non-linearities will be considered.

The basic feature of all the theoretical results of this report is the assumption that over "small" sections of a missile's trajectory the non-linearities present in the equations of motion do not cause the motion to be qualitatively different from motion based on the linearized equations. For example, the yawing motion of a symmetric missile acted on by non-linear forces and moments should still be epicyclic when a "small" portion of the trajectory is considered. The parameters of the epicycle, however, would probably be related to the size of the motion. This assumption seems to be reasonable when the non-linearities are themselves "small". The experience of ballisticians as based on actual free flight tests have indicated that relatively long sections of trajectories and large non-linearities are still "small" enough for this assumption.

In order to illustrate this point the data analysis of a non-linear drag force will be outlined. Since this is the only non-linear aerodynamic force which up to the present time has been successfully handled by ballisticians, this digression will also provide a good background for later derivations.

The non-linear dependence of the drag force on the magnitude of the yaw is very well described by the assumption that the drag coefficient is a quadratic function of  $\delta$  where  $\delta$  is the sine of the total yaw angle.

$$\therefore K_D = K_{D_0} + K_{D_2} \delta^2 \quad (11)$$

In Reference 5 it is shown that the usual drag reduction for flat trajectories\* involves the fitting of the time measurements to a cubic in distance.

$$t = a_0 + a_1 p + a_2 p^2 + a_3 p^3 \quad (22)$$

where  $p$  is measured from the middle of the observed trajectory.

It is further shown there that under certain reasonable approximations the following equation applies for drag force of the same form as Equation (21).

$$t = t_0 + \frac{d}{u_0} p + \frac{d}{u_0} J_{D0} \frac{p^2}{2} + a_3 p^3 + \frac{d}{u_0} J_{D0}^2 I_1(p) \quad (23)$$

where  $u_0$  is velocity at midrange ( $p = 0$ ),

$a_3$  is a constant related to drag dependence on Mach number,

$$I_1(p) = \int_0^p \int_0^q \delta^2 dr dq, \text{ and}$$

$$J_{D1} = \frac{\rho d^3}{m} K_{D1}$$

If the yaw is well described by an epicycle, then

$$\lambda = K_1 e^{i\phi_1} + K_2 e^{i\phi_2} \quad (24)$$

where  $K_j = K_{j0} e^{-\alpha_j p}$ ;  $\phi_j = \phi_{j0} + \phi_j' p$ , and

$K_{j0}$ ,  $\alpha_j$ ,  $\phi_{j0}$ ,  $\phi_j'$  are real constants.

$$\therefore \delta^2 = \lambda \bar{\lambda} = K_1^2 + K_2^2 + K_1 K_2 (e^{i(\phi_1 - \phi_2)} + e^{i(\phi_2 - \phi_1)}) \quad (25)$$

Although the expression in parentheses may be given more simply by  $2 \cos(\phi_1 - \phi_2)$ , this form will be more convenient for the non-linear yaw equation. For the case of zero yaw drag coefficient, we see, from Equations (22) and (23), that

$$K_D = K_{D0} = \frac{m}{\rho d^3} \frac{2a_2}{a_1} \quad (26)$$

\* A trajectory is said to be flat when the component of the gravitational force along the trajectory does not change. The yaw drag treatment may be extended to treat non-flat trajectories if this is necessary.

When the yaw-drag coefficient has a measurable effect, it does not usually affect the quality of this cubic fit for segments of trajectories as long as 10,000 calibers. It has been found that in this case the same configuration flying at different average yaws will provide good cubic fits but different values of  $\frac{2a_2}{a_1}$ . The problem is then to find the quadratic contribution of the yaw-drag term of Equation (23).

Since all drag reductions contain a number of periods of the cosine term, the cubic fit of the time history effectively neglects this component of  $\delta^2$ . With this in mind we look for the "best" quadratic approximation to  $I_1(p)$  over the length of observed trajectory, L.

To do this we define an average squared yaw,  $\bar{\delta}^2$ , so that the integral

$$\int_{-L/2}^{L/2} \left[ I_1(p) - \bar{\delta}^2 \left( \frac{p^2}{2} \right) \right]^2 dp \text{ is a minimum.}^* \quad \bar{\delta}^2 \text{ is, therefore, the best}$$

quadratic coefficient from the standpoint of least squares. Differentiating the integral with respect to  $\bar{\delta}^2$  and setting the result equal to zero.

$$\bar{\delta}^2 = \frac{\int_{-L/2}^{L/2} p^2 I_1(p) dp}{\int_{-L/2}^{L/2} \left( \frac{1}{2} \right) p^4 dp}$$

\* Note that this average squared yaw is different from the more tradition-

ally used mean squared yaw  $\bar{\delta}^2 = \frac{1}{L} \int_{-L/2}^{L/2} (K_1^2 + K_2^2) dp$ . Although the average

squared yaw has better theoretical justification, the numerical difference is usually not important.

$$= \frac{5}{\left(\frac{L}{2}\right)^5} \int_{-\frac{L}{2}}^{\frac{L}{2}} p^2 I_1(p) dp \quad (27)$$

$$\begin{aligned} \text{where } I_1(p) &= \int_0^p \int_0^q (K_1^2 + K_2^2) dr dq \\ &= K_{10}^2 \left[ \frac{e^{-2\alpha_1 p} - 1 + 2\alpha_1 p}{(2\alpha_1)^2} \right] + K_{20}^2 \left[ \frac{e^{-2\alpha_2 p} - 1 + 2\alpha_2 p}{(2\alpha_2)^2} \right] \end{aligned}$$

The complete expansion for  $\delta^2$  may be computed from the power series expansion of  $I_1(p)$ . Since three non-zero terms are usually sufficient, the following expression for  $\delta^2$  is easily derivable.

$$\begin{aligned} \delta^2 &= 10 \left\{ K_{10}^2 \left[ \frac{1}{5(2!)} + \frac{(\alpha_1 L)^2}{7(4!)} + \frac{(\alpha_1 L)^4}{9(6!)} \right] \right. \\ &\quad \left. + K_{20}^2 \left[ \frac{1}{5(2!)} + \frac{(\alpha_2 L)^2}{7(4!)} + \frac{(\alpha_2 L)^4}{9(6!)} \right] \right\} \quad (27') \end{aligned}$$

Returning to equation (26),

$$K_{D_{\text{range}}} = \frac{m}{\rho d^3} \frac{2a_2}{a_1} = K_{D0} + K_{D\delta^2} \delta^2 \quad (28)$$

In most cases a good approximation for  $\delta^2$  can be obtained by taking the first term in the expansion of Eq. (27').

$$\therefore K_{D_{\text{range}}} = K_{D0} + K_{D\delta^2} (K_{10}^2 + K_{20}^2) \quad (29)$$

The value of this relation is clearly shown in Figure 1 where  $K_{D_{\text{range}}}$  is plotted versus  $\delta^2$  for a body of revolution fired at yaw angles up to  $30^\circ$ . A further check on this technique lies in the good agreement of the wind tunnel value of  $K_{D\delta^2} = 1.85$  with the free flight value of 1.82. (See Table IV on Page 45.)

Free flight tests<sup>6</sup> have shown that the situation for the yawing motion is quite similar to this yaw drag case. Although the nonlinearities do not measurably change the nature of the epicyclic motion which is predicted by the linear theory, they do affect the values of the epicyclic parameters. It is, therefore, necessary to obtain relations of the same type as Eq. (29).

Since the simple case of the small amplitude yawing motion of a missile acted on by a cubic static moment will first be considered, Equation (20) can be considerably simplified. The small amplitude assumption implies the approximations  $l = 1$  and  $l' = 0$  while the restriction to a static moment eliminates the terms in  $H$ ,  $J_L^I$  and  $T$ . The equation under consideration, therefore, becomes

$$\lambda'' - i\bar{v}\lambda' - (M_0 + M_2 \delta^2)\lambda = 0 \quad (30)$$

$$\text{where } M_0 = \frac{\rho d^5}{B} K_{M_0}$$

$$M_2 = \frac{\rho d^5}{B} K_{M_0^2}$$

$$K_M = K_{M_0} + K_{M_0^2} \delta^2$$

$$\delta^2 = \lambda \bar{\lambda}.$$

The solution to the linearized form of Equation (30) for a gyroscopically stable missile\* is an epicycle without damping.

$$\lambda = K_{10} e^{i\tilde{\phi}_1} + K_{20} e^{i\tilde{\phi}_2} \quad (31)$$

\* A missile is gyroscopically stable if  $\bar{v}^2 > 4M_0$ . All statically stable missiles ( $M_0 < 0$ ), for example, are gyroscopically stable. Statically unstable missiles ( $M_0 > 0$ ) are gyroscopically stable when their gyroscopic stability factors,  $s = \frac{\bar{v}^2}{4M_0}$ , are greater than unity.

where \*  $\tilde{\phi} = \tilde{\phi}_{10} + \tilde{\phi}_1 p$

$\tilde{\phi}_1, \tilde{\phi}_2$ , and

$K_{10}, \tilde{\phi}_{10}$ , and  $\tilde{\phi}_1$  are real constants.

In Equation (31) the  $K_{10}$  and  $\tilde{\phi}_{10}$  depend on the initial conditions but the frequencies,  $\tilde{\phi}_1$  are functions of the coefficients of the linearized equation and are independent of the initial conditions. The well known relations for the frequencies are

$$\tilde{\phi}_1 + \tilde{\phi}_2 = \bar{v} \quad (32)$$

$$\tilde{\phi}_1 \cdot \tilde{\phi}_2 = M_0 \quad (33)$$

It will be shown, however, that the frequencies of the quasi-linear solution of Equation (30) do depend on the initial conditions.

If the solution to Equation (30) is assumed to be of the same form as Equation (31), it can be substituted in Equation (30) to provide the following equation

$$\begin{aligned} & K_{10} e^{i\phi_1} \left[ -\phi_1'^2 + \bar{v} \phi_1' - M_0 - M_2 (K_{10}^2 + 2K_{20}^2) \right] \\ & + K_{20} e^{i\phi_2} \left[ -\phi_2'^2 + \bar{v} \phi_2' - M_0 - M_2 (K_{20}^2 + 2K_{10}^2) \right] \quad (34) \\ & - M_2 \left[ K_{10}^2 K_{20} e^{i(2\phi_1 - \phi_2)} + K_{10} K_{20}^2 e^{i(2\phi_2 - \phi_1)} \right] = 0. \end{aligned}$$

\* The tilde superscripts are used to emphasize that the  $\tilde{\phi}_1$ 's appear in the solution to the linearized equation.

Since we know that the epicycle is a good description of the actual motion, the third term in Equation (34) which contains mixed frequencies is neglected and the following two equations may be obtained.

$$\phi_1' (\bar{v} - \phi_1') = M_0 + M_2 \delta_{e1}^2 \quad (35)$$

$$\phi_2' (\bar{v} - \phi_2') = M_0 + M_2 \delta_{e2}^2 \quad (36)$$

$$\text{where } \delta_{e1}^2 = K_{10}^2 + 2K_{20}^2$$

$$\delta_{e2}^2 = K_{20}^2 + 2K_{10}^2$$

Unfortunately Equations (35 - 36) are both quadratic equations and two different values of each frequency are possible. This difficulty, however, can be resolved. Since we are considering solutions close to the solution of the linearized equation, the solution of Equation (35) close to  $\phi_1'$  should be selected and similarly for Equation (36). This means that the larger root of Equation (35) and the smaller root of Equation (36) should be used.

Equations (35 - 36) show that  $\delta_{e1}^2$ , the effective value of the squared yaw for the i - th frequency, is twice as sensitive to the amplitude of other frequency as it is to its own amplitude. The effect comes from the cosine term which was omitted from the yaw drag analysis. For the yawing motion this periodic part of  $\delta^2$  can not be neglected.

In order to obtain relations similar to Equations (32 - 33),  $M_0$  is first eliminated between Equations (35 - 36) and then  $\bar{v}$  is eliminated between them

$$\therefore \phi_1' + \phi_2' = \bar{v} + M_2 \left( \frac{K_{10}^2 - K_{20}^2}{\phi_1' - \phi_2'} \right) \quad (37)$$

$$\phi_1' \cdot \phi_2' = M_0 + M_2 \delta_e^2 \quad (38a)$$

$$\delta_e^2 = \frac{\phi_1' \delta_{e2}^2 - \phi_2' \delta_{e1}^2}{\phi_1' - \phi_2'}$$

(38b)

$$= K_{10}^2 + K_{20}^2 + \frac{\phi_1' K_{10}^2 - \phi_2' K_{20}^2}{\phi_1' - \phi_2'}$$

At first glance this derivation of our "equivalent" solution seems to be surrounded by an atmosphere of expediency and to be resting on empirical assumptions. Actually this is not true. As we shall now show our technique has a good theoretical background and requires a minimum algebraic work in comparison with other methods. Finally it will be shown that the technique is not restricted to non-linearities proportional to  $\delta^2$  but can be easily extended to polynomial functions of  $\delta^2$ .

The derivation of Equations (35 - 36) may actually be considered the first step of an iteration procedure. It is certainly reasonable to assume for small non-linearities that the first step of the iteration has the same form as the linear solution. The error term,

$$M_2 \left[ K_{10}^2 K_{20} e^{i(2\phi_1 - \phi_2)} + K_{10} K_{20}^2 e^{i(2\phi_2 - \phi_1)} \right],$$

introduces mixed frequencies which are a characteristic of a non-linear equation. The next step in the iteration would be to assume a solution of the form

$$\lambda = K_{10} e^{i\phi_1} + K_{20} e^{i\phi_2} + K_{30} e^{i(2\phi_1 - \phi_2)} + K_{40} e^{i(2\phi_2 - \phi_1)} \quad (39)$$

Substitution of Equation (39) in Equation (30) would provide four complicated equations in terms of the four  $K_{10}$ 's and two frequencies  $\phi_1$ 's, and our error term would then be of the form

$$M_2 (A_1 e^{i(3\phi_1 - 2\phi_2)} + A_2 e^{i(3\phi_2 - 2\phi_1)} + A_3 e^{i(4\phi_1 - 3\phi_2)} + A_4 e^{i(4\phi_2 - 3\phi_1)}).$$

where the  $A_i$  are fifth order combinations of the  $K_{10}$ 's. This process may then be further iterated to yield a series expansion of the almost periodic solution of Equation (30). Fortunately as we shall see, the experimental results of this report show that only the first step of this process is needed.

Another method of treating Equation (30) which may seem to be more elegant than the method of this report is that of Kryloff and Bogoliuboff.\* It will be shown that this method provides the same results as our direct substitution approach and requires more algebraic work. Kryloff and Bogoliuboff move the non-linear terms to the right-hand side of the equation and place the solution of the linearized equation in these terms so that they are functions of the independent variable p. The method of variation of parameters is then used to solve the resulting inhomogeneous linear equation. In order to solve the differential equations for the parametric functions, the terms arising from the inhomogeneous term of the original equation are averaged over the two periods of the motion.

As an illustration of this method we rewrite Equation (30) as

$$\lambda'' - i\nu\lambda - M_0\lambda = M_2 \delta^2 \lambda = M_2 f(p) \quad (40)$$

$$\text{where } f(p) = (K_{10}^2 + 2K_{20}^2)K_{10} e^{i\tilde{\phi}_1} + (K_{20}^2 + 2K_{10}^2)K_{20} e^{i\tilde{\phi}_2} \\ + K_{10}^2 K_{20} e^{i(2\tilde{\phi}_1 - \tilde{\phi}_2)} + K_{20}^2 K_{10} e^{i(2\tilde{\phi}_2 - \tilde{\phi}_1)}$$

The parameters of this solution are the magnitudes  $K_{10}$  and the phase angles  $\tilde{\phi}_{10}$ 's. Differentiating Equation (31) we have

$$\lambda' = i\tilde{\phi}_1' K_{10} e^{i\tilde{\phi}_1} + i\tilde{\phi}_2' K_{20} e^{i\tilde{\phi}_2} + (K_{10}' + i\tilde{\phi}_1' K_{10}) e^{i\tilde{\phi}_1} + (K_{20}' + i\tilde{\phi}_2' K_{20}) e^{i\tilde{\phi}_2}$$

If the last two terms are set equal to zero,

$$(K_{10}' + i\tilde{\phi}_1' K_{10}) e^{i\tilde{\phi}_1} + (K_{20}' + i\tilde{\phi}_2' K_{20}) e^{i\tilde{\phi}_2} = 0, \quad (42)$$

\* In Reference 7 it is shown that this method is fundamentally the same as that of Van der Pol. They differ in the fact that Kryloff and Bogoliuboff express the linear solution in polar co-ordinate form and Van der Pol expresses it in Cartesian form.

then Equation (41) may be differentiated again to yield

$$\lambda'' = -\tilde{\phi}_1^2 K_{10} e^{i\tilde{\phi}_1 t} - \tilde{\phi}_2^2 K_{20} e^{i\tilde{\phi}_2 t} + i\tilde{\phi}_1 (K_{10}' + i\tilde{\phi}_1' K_{10}) e^{i\tilde{\phi}_1 t} + i\tilde{\phi}_2 (K_{20}' + i\tilde{\phi}_2' K_{20}) e^{i\tilde{\phi}_2 t}. \quad (43)$$

Substituting Equations (31, 41, 43) for  $\lambda$ ,  $\lambda'$ ,  $\lambda''$  in Equation (40)

and solving for  $K_{10}' + i\tilde{\phi}_1' K_{10}$  by use of Equation (42),

$$K_{10}' + i\tilde{\phi}_1' K_{10} = \frac{M_2 f(p) e^{-i\tilde{\phi}_1 t}}{i(\tilde{\phi}_1' - \tilde{\phi}_2)}. \quad (44)$$

If the right side of Equation (44) is now averaged over a period of  $\phi_2 - \phi_1$ , and the result divided into real and imaginary parts,

$$K_{10}' = 0 \quad (45)$$

$$\tilde{\phi}_{10}' = M_2 \left[ \frac{K_{10}^2 + 2K_{20}^2}{\tilde{\phi}_2' - \tilde{\phi}_1'} \right] \quad (46)$$

By symmetry,

$$K_{20}' = 0 \quad (46)$$

$$\tilde{\phi}_{20}' = M_2 \left[ \frac{K_{20}^2 + 2K_{10}^2}{\tilde{\phi}_1' - \tilde{\phi}_2'} \right] \quad (47)$$

Equations (45 - 47) show that the first approximation to the solution of Equation (30) is an epicycle with no damping but with frequencies which differ from those of the solution of the linearized equation. The corrections to the frequencies are the  $\tilde{\phi}_{10}'$  given by Equations (46) and (48).

$$\therefore \phi_1' = \tilde{\phi}_1' - M_2 \left[ \frac{K_{10}^2 + 2K_{20}^2}{\tilde{\phi}_1' - \tilde{\phi}_2'} \right] \quad (48)$$

$$\psi_2' = \tilde{\phi}_2 + M_2 \left[ \frac{K_{20}^2 + 2K_{10}^2}{\tilde{\phi}_1' - \tilde{\phi}_2'} \right] \quad (49)$$

In order to compare these results with Equations (37 - 38), Equation (48) and (49) are first added and then multiplied. After making use of Equations (32) and (33), the following relations may be obtained.

$$\psi_1' + \psi_2' = \bar{v} + M_2 \left( \frac{K_{10}^2 - K_{20}^2}{\tilde{\phi}_1' - \tilde{\phi}_2'} \right) \quad (50)$$

$$\psi_1' \cdot \psi_2' = M_0 + M_2 \left[ \frac{K_{10}^2 + K_{20}^2 + \frac{K_{10}^2 \tilde{\phi}_1' - K_{20}^2 \tilde{\phi}_2'}{\tilde{\phi}_1' - \tilde{\phi}_2'}}{K_{10}^2 + K_{20}^2 + \frac{K_{10}^2 \tilde{\phi}_1' - K_{20}^2 \tilde{\phi}_2'}{\tilde{\phi}_1' - \tilde{\phi}_2'}} \right] \quad (51)$$

$$- (M_2)^2 \left[ \frac{(K_{10}^2 + 2K_{20}^2)(K_{20}^2 + 2K_{10}^2)}{(\tilde{\phi}_1' - \tilde{\phi}_2')^2} \right]$$

But if second order quantities are neglected, Equations (50 - 51) are the same as Equations (37 - 38). Thus for twice the work we get the same result.

As a further basis for our quasi-linearization technique a special form of Equation (30) will be considered for which an exact solution is known. This case is that of a statically stable non-spinning missile in planar yawing motion. If  $\lambda$  is replaced by  $\delta e^{i\theta}$  where  $\theta$  is the orientation angle of the plane of yaw, Equation (30) assumes the form

$$\delta'' - (M_0 + M_2 \delta^2) \delta = 0 \quad (52)$$

where  $M_0 < 0$ . For planar yawing motion  $\delta$  must go through zero and, hence, the two amplitudes must be equal ( $K_{10} = K_{20} = K$ ). Finally according to Equation (37) the frequencies for a non-spinning missile differ only in sign, ( $\phi_1' = -\phi_2' = \phi$ ). The quasi-linear solution of Equation (52) is a special form of an epicycle,

$$\delta = K (e^{i\phi_1} + e^{i\phi_2}) e^{-i\theta} \quad (53)$$

$$= \delta_m \cos(\phi' p + \phi_0),$$

for which Equation (38) reduces to

$$\phi^2 = -M_0 - \frac{3}{4} \delta_0^2 M_2 \quad (54)$$

where  $\delta_m = 2K$ . (maximum value of  $\delta$ )

$$\phi_0 = \phi_{10} - \theta = \theta - \phi_{20}$$

The exact solution of Equation (52) is an elliptic function with period determined by complete elliptic integral of the first type. Thus by use of a little algebra and a table of complete elliptic integrals it is possible to compare the periods predicted by Equation (54) with the period of the exact solution of Equation (52). In doing this two cases must be considered:

1. A moment which grows faster than a linear moment ( $M_2 < 0$ )
2. A moment which grows slower than a linear moment ( $M_2 > 0$ ) and, therefore, actually changes sign for  $\left| \frac{M_2 \delta^2}{M_0} \right| = 1$ .

Although a quasi-linear approximation may be reasonably good for reasonably large values of  $\left| \frac{M_2 \delta^2}{M_0} \right|$  when  $M_2$  is negative, it certainly cannot be good for values of  $\left| \frac{M_2 \delta^2}{M_0} \right|$  near unity when  $M_2$  is positive.

With this in mind we may now state the surprising results of this comparison with the exact theory. For negative  $M_2$ 's, Equation (82) predicts the period with less than 1% error whenever the non-linear moment contribution is less than five times the linear moment ( $\left| \frac{M_2 \delta^2}{M_0} \right| < 5$ ). For positive  $M_2$ 's the error will be less than a percent when the non-linear moment contribution is less than one-half the linear moment

( $\left| \frac{M_2 \delta^2}{M_0} \right| < \frac{1}{2}$ ). In this case the error, however, rises quite rapidly for larger angles. As a result of these facts it is reasonable to make use of Equations (35 - 38) with considerable optimism.

Turning now to the question of more general non-linearities an examination of the algebra used in Equations (35 - 38) indicates that any polynomial function of  $\delta^2$  could be used. In order to obtain the effective values of higher powers of  $\delta^2$  we look for those terms in  $\delta^{2n}$  which upon multiplication by  $\lambda$  yield terms in  $K_{10} e^{i\phi_1}$  or

$K_{20} e^{i\phi_2}$ . Clearly the only terms which have this property are constants,  $e^{i(\phi_2 - \phi_1)}$ , and  $e^{i(\phi_1 - \phi_2)}$ . In the binomial expansion of  $\delta^{2n}$  the only term in which these exponentials appear are various multiples of the cosine, i.e.  $CK_{10}K_{20} \left[ e^{i(\phi_1 - \phi_2)} + e^{i(\phi_2 - \phi_1)} \right]$ .

Although the constant terms are unaltered in all three forms of effective yaw,  $[\delta^{2n}]_{e1}$ ,  $[\delta^{2n}]_{e2}$  and  $[\delta^{2n}]_e$ , the cosine term makes different contributions to these forms. For  $[\delta^{2n}]_{e1}$  its contribution is  $CK_{20}^2$ , for  $[\delta^{2n}]_{e2}$  it is  $CK_{10}^2$ , and for  $[\delta^{2n}]_e$  it is  $C \left( \frac{K_{10} \phi_1' - K_{20} \phi_2'}{\phi_1' - \phi_2'} \right)$ .

As an example of this algorithm we calculate the three effective forms of  $\delta^4$ .

From Equation (25),

$$\delta^4 = \left[ a + b \left( e^{i(\phi_1 - \phi_2)} + e^{i(\phi_2 - \phi_1)} \right) \right]^2 \quad (55)$$

where  $a = K_{10}^2 + K_{20}^2$

$$b = K_{10}K_{20}$$

The exponential form of the cosine allows an easy selection of the constant and cosine terms of the expansion. These particular terms of the expansion will be identified by brackets on  $\delta^4$

$$[\delta^4] = a^2 + 2b^2 + 2a \left[ \quad \right] \quad (56)$$

where  $\left[ \quad \right] = b \left( e^{i(\phi_1 - \phi_2)} + e^{i(\phi_2 - \phi_1)} \right)$

In order to obtain  $[\delta^4]_{e1}$ ,  $[\delta^4]_{e2}$ , or  $[\delta^4]_e$ ,  $K_{20}^2$ ,  $K_{10}^2$ , or

$\frac{K_{10}^2 \phi_1' - K_{20}^2 \phi_2'}{\phi_1' - \phi_2'}$  respectively should be inserted in the empty brackets of

Equation (56).

$$\therefore \left[ \delta^4 \right]_{e1} = a^2 + 2b^2 + 2a \left[ K_{20}^2 \right] \quad (57)$$

$$\left[ \delta^4 \right]_{e2} = a^2 + 2b^2 + 2a \left[ K_{10}^2 \right] \quad (58)$$

$$\left[ \delta^4 \right]_s = a^2 + 2b^2 + 2a \left[ \frac{K_{10}^2 \phi_1' - K_{20}^2 \phi_2'}{\phi_1' - \phi_2'} \right] \quad (59)$$

In Table I values of  $\delta^{2n}$  are given for all values of n between one and eight.

#### 4. GEOMETRIC NON-LINEARITIES OF LARGE YAWING MOTION

The basic quantities measured in free flight are the co-ordinates of missile's center of mass and the direction cosines of its axis of symmetry. Since the usual formulas<sup>5</sup> relating the direction cosines and the motion of the c.m. to the complex yaw  $\lambda$  were derived for small yaws, the exact relations have to be derived for this report. In this derivation we will find it convenient to keep the 2-axis in the horizontal plane (fixed-plane co-ordinates). Unfortunately these co-ordinates are not the same as the non-rolling co-ordinates ( $\hat{v} = 0$ ) and it is, therefore, necessary to calculate  $\hat{v}$  for these co-ordinates. Surprisingly enough in Reference 8 it is shown that not only is  $\hat{v}$  finite but it has a non-zero average value. In our development the cumbersome Eulerian angles of that report will not be used and the desired results will be obtained in a somewhat simpler fashion.

Co-ordinates in the free flight range system will be identified by  $(x_1, x_2, x_3)$  and in the fixed-plane system by  $(y_1, y_2, y_3)$ . The range system has a 1-axis pointed downrange along the intersection of horizontal plane and vertical plane containing the gun. The 2-axis lies in the horizontal plane pointing to the left and the 3-axis up. The fixed-plane co-ordinates have the 1-axis along the missile's axis, the 2-axis in the horizontal plane pointing to the right, and the 3-axis down. Finally the non-spinning co-ordinates, which are our fundamental co-ordinates in the theory, have the 1-axis along the missile's axis, the 2-axis initially pointing to the right in the horizontal plane but moving so that  $\hat{v}$  is zero and the 3-axis fixed by the right-hand rule.

TABLE I

$$\begin{aligned}
[\delta^2] &= a + [ \quad ] \\
[\delta^4] &= a^2 + 2b^2 + 2a [ \quad ] \\
[\delta^6] &= a^3 + 6ab^2 + 3(a^2 + b^2) [ \quad ] \\
[\delta^8] &= a^4 + 12a^2b^2 + 6b^4 + 4(a^3 + 3ab^2) [ \quad ] \\
[\delta^{10}] &= a^5 + 20a^3b^2 + 30ab^4 + 5(a^4 + 6a^2b^2 + 2b^4) [ \quad ] \\
[\delta^{12}] &= a^6 + 30a^4b^2 + 90a^2b^4 + 20b^6 + 6(a^5 + 10a^3b^2 + 10ab^4) [ \quad ] \\
[\delta^{14}] &= a^7 + 42a^5b^2 + 210a^3b^4 + 140ab^6 + 7(a^6 + 15a^4b^2 + 30a^2b^4 + 5b^6) [ \quad ] \\
[\delta^{16}] &= a^8 + 56a^6b^2 + 420a^4b^4 + 560a^2b^6 + 70b^8 + 8(a^7 + 21a^5b^2 + 70a^3b^4 + 35ab^6) [ \quad ]
\end{aligned}$$

In order to calculate the complex yaw it is necessary to know the components in the range system of the unit vectors,  $\vec{e}_1, \vec{e}_2, \vec{e}_3$ , along the fixed-plane axes. Since the fixed plane 1-axis lies along the missile's axis of symmetry, components of the unit vector  $\vec{e}_1$  are  $(n_1, n_2, n_3)$  where the  $n_i$  are direction cosines of the missile's axis with respect to the range system. The restriction of the fixed plane 2-axis to the horizontal plane is equivalent to the requirement that the third component of  $\vec{e}_2$  be zero. This together with the requirement that it be perpendicular to the 1-axis and pointing to the right completely determine the components of the unit vector along the 2-axis.

$$\therefore \vec{e}_2 = \left( \frac{n_2}{\sqrt{n_1^2 + n_2^2}}, \frac{-n_1}{\sqrt{n_1^2 + n_2^2}}, 0 \right) \quad (61)$$

According to the right hand rule, the third unit vector is equal to the cross product of the first two.

$$\begin{aligned} \vec{e}_3 &= \vec{e}_1 \times \vec{e}_2 = (n_1, n_2, n_3) \times \left( \frac{n_2}{\sqrt{n_1^2 + n_2^2}}, \frac{-n_1}{\sqrt{n_1^2 + n_2^2}}, 0 \right) \\ &= \left( \frac{n_1 n_3}{\sqrt{n_1^2 + n_2^2}}, \frac{n_2 n_3}{\sqrt{n_1^2 + n_2^2}}, -\sqrt{n_1^2 + n_2^2} \right) \quad (62) \end{aligned}$$

With this information the matrix equation for changing from the range coordinates to fixed-plane co-ordinates can now be written:

$$\begin{pmatrix} y_1 \\ y_2 \\ y_3 \end{pmatrix} = \begin{pmatrix} n_1 & n_2 & n_3 \\ \frac{n_2}{\sqrt{n_1^2 + n_2^2}} & \frac{-n_1}{\sqrt{n_1^2 + n_2^2}} & 0 \\ \frac{n_1 n_3}{\sqrt{n_1^2 + n_2^2}} & \frac{n_2 n_3}{\sqrt{n_1^2 + n_2^2}} & -\sqrt{n_1^2 + n_2^2} \end{pmatrix} \begin{pmatrix} x_1 \\ x_2 \\ x_3 \end{pmatrix} \quad (63)$$

If the vector  $(\dot{x}_1, \dot{x}_2, \dot{x}_3)$  is inserted on the right side of Equation (63), the left side would yield the components of the velocity vector in the fixed-plane co-ordinates. These co-ordinates will be denoted by the symbols  $(u_1, u_2, u_3)$  and the symbols without the circumflex will be reserved for the non-rolling co-ordinate system.

$$\therefore \hat{u}_2 = \frac{n_2 \dot{x}_1 - n_1 \dot{x}_2}{\sqrt{n_1^2 + n_2^2}} \quad (64)$$

$$\hat{u}_3 = \frac{n_1 n_3 \dot{x}_1 + n_2 n_3 \dot{x}_2 - (n_1^2 + n_2^2) \dot{x}_3}{\sqrt{n_1^2 + n_2^2}} \quad (65)$$

Dividing by the magnitude of the velocity vector,  $u = \dot{x}_1 \left[ 1 + \left( \frac{dx_2}{dx_1} \right)^2 + \left( \frac{dx_3}{dx_1} \right)^2 \right]^{1/2}$ , and simplifying, we can obtain the following expressions for the components of the complex yaw in the fixed-plane system:

$$\hat{\lambda}_2 = \frac{\hat{u}_2}{u} = \frac{n_2 - n_1 \frac{dx_2}{dx_1}}{(\sqrt{n_1^2 + n_2^2}) \sqrt{1 + \left( \frac{dx_2}{dx_1} \right)^2 + \left( \frac{dx_3}{dx_1} \right)^2}} \quad (66)$$

$$\hat{\lambda}_3 = \frac{\hat{u}_3}{u} = \frac{n_1 n_3 + n_2 n_3 \left( \frac{dx_2}{dx_1} \right) - (n_1^2 + n_2^2) \left( \frac{dx_3}{dx_1} \right)}{(\sqrt{n_1^2 + n_2^2}) \sqrt{1 + \left( \frac{dx_2}{dx_1} \right)^2 + \left( \frac{dx_3}{dx_1} \right)^2}} \quad (67)$$

For the case of a flat trajectory, the derivatives are the same order of magnitude as  $n_2$  and  $n_3$  or smaller and, if we make use of the fact that  $n_1^2 = 1 - n_2^2 - n_3^2$ , we can obtain the first order approximation of the yaw components

$$\hat{\lambda}_2 = n_2 - \frac{dx_2}{dx_1}$$

$$\hat{\lambda}_3 = n_3 - \frac{dx_3}{dx_1} \quad (68)$$

Turning now to the problem of computing the axial angular velocity of our fixed-plane co-ordinates, we first must state the definition of the angular velocity vector in terms of unit vectors along these co-ordinate axes  $\vec{e}_1, \vec{e}_2, \vec{e}_3$ .

$$\begin{pmatrix} \omega_1 \\ \omega_2 \\ \omega_3 \end{pmatrix} = \begin{pmatrix} \dot{\vec{e}}_2 \cdot \vec{e}_3 \\ \dot{\vec{e}}_3 \cdot \vec{e}_1 \\ \dot{\vec{e}}_1 \cdot \vec{e}_2 \end{pmatrix} = - \begin{pmatrix} \dot{\vec{e}}_2 \cdot \vec{e}_3 \\ \dot{\vec{e}}_3 \cdot \vec{e}_1 \\ \dot{\vec{e}}_1 \cdot \vec{e}_2 \end{pmatrix} \quad (69)$$

$$\text{or } \hat{\nu} = \frac{\omega_1 d}{u} = \dot{\vec{e}}_2' \cdot \vec{e}_3 \quad (70)$$

$$\hat{\mu} = \frac{(\omega_2 + i\omega_3)d}{u} = \dot{\vec{e}}_1' \cdot (-\vec{e}_3 + i\vec{e}_2) \quad (71)$$

where ( )' denotes  $\frac{d}{dt}$ .

Substituting in Equation (70) the co-ordinates of the vectors  $\vec{e}_2$  and  $\vec{e}_3$  from Equations (61-62) we have

$$\hat{\nu} = \begin{pmatrix} \frac{n_2}{\sqrt{1-n_3^2}} \\ \frac{-n_1}{\sqrt{1-n_3^2}} \\ 0 \end{pmatrix} \cdot \begin{pmatrix} \frac{n_1 n_3}{\sqrt{1-n_3^2}} \\ \frac{n_2 n_3}{\sqrt{1-n_3^2}} \\ -\sqrt{1-n_3^2} \end{pmatrix} = \frac{n_3 (n_1 n_2' - n_2 n_1')}{1-n_3^2} \quad (72)$$

Similarly,

$$\begin{aligned} \hat{\mu} &= \hat{\mu}_2 + i\hat{\mu}_3 \\ &= \frac{n_3'}{\sqrt{1-n_3^2}} + i \left( \frac{n_1' n_2 - n_2' n_1}{\sqrt{1-n_3^2}} \right) \end{aligned} \quad (73)$$

$$\therefore \hat{\nu} = -\hat{\mu}_3 \left( \frac{n_3}{\sqrt{1-n_3^2}} \right) \quad (74)$$

If the angle between the missile's axis and a vertical axis is denoted by  $\psi$ , then  $n_3 = \cos \psi$  and Equation (74) reduces to

$$\hat{\nu} = -\hat{\mu}_3 \cot \psi \quad (75)$$

Since  $\hat{\mu}_2$  is the angular velocity of the missile's axis about the 2-axis which is fixed in the horizontal plane, its integral should be related to  $\psi$ . Integrating  $\hat{\mu}_2$  as given by Equation (73), we see that this is true.

$$\int_0^p -\hat{\mu}_2 dp = \arccos n_3(p) - \arccos n_3(0) \quad (76)$$

$$\therefore \psi = \int_0^p -\hat{\mu}_2 dp + \psi_0 \quad (77)$$

Although Equations (75) and (77) are very useful for the numerical integration of the complete equations of motion, we will find Equation (72) to be much more convenient for the purposes of this report.

If the flat trajectory approximation  $x_1 = pd$  is used, a first order approximation of  $\hat{\nu}$  may now be obtained from Equations (67), (68), and (72).

$$\begin{aligned} \hat{\nu} &= n_3 \dot{n}_2 = \left( \lambda_3 + \frac{x_3'}{d} \right) \left( \lambda_2' + \frac{x_2''}{d} \right) \\ &= \lambda_3 \lambda_2' + T \end{aligned} \quad (78)$$

$$\text{where } T = \frac{x_3'}{d} \lambda_2' + \frac{x_2''}{d} \lambda_3 + \frac{x_3' x_2''}{d^2}.$$

A good approximation to the yaw components is an epicycle.

$$\lambda_2 = K_{10} \cos \phi_1 + K_{20} \cos \phi_2 \quad (79)$$

$$\lambda_3 = K_{10} \sin \phi_1 + K_{20} \sin \phi_2 \quad (80)$$

where  $K_{10}$  are constants and

$\hat{\phi}_i$  are linear functions\* of  $p$ .

$$\begin{aligned} \therefore \hat{\lambda}_3 \hat{\lambda}_2 &= (K_{10} \sin \hat{\phi}_1 + K_{20} \sin \hat{\phi}_2) (-K_{10} \hat{\phi}_1' \sin \hat{\phi}_1 - K_{20} \hat{\phi}_2' \sin \hat{\phi}_2) \\ &= -\frac{1}{2} \left[ K_{10}^2 \hat{\phi}_1'^2 + K_{20}^2 \hat{\phi}_2'^2 \right] + \frac{1}{2} \left[ K_{10}^2 \hat{\phi}_1' \cos 2\hat{\phi}_1 + K_{20}^2 \hat{\phi}_2' \cos 2\hat{\phi}_2 \right] \\ &\quad - (\hat{\phi}_1' + \hat{\phi}_2') K_{10} K_{20} \sin \hat{\phi}_1 \sin \hat{\phi}_2 \end{aligned} \quad (81)$$

From Equation (81) it can be seen that  $\hat{v}$  has a non-zero average value of  $-\frac{1}{2} \left[ K_{10}^2 \hat{\phi}_1'^2 + K_{20}^2 \hat{\phi}_2'^2 \right]$ . (Fortunately, for small yaws, this can be neglected.)

Turning to the small trajectory term  $T$  we consider only the effect of gravity and lift force and obtain the following relations for constant velocity  $u_0$  from Reference 5.

$$\frac{d^2 \hat{y}}{dt^2} = Q_1 + J_L \left[ \frac{K_{10}}{r_1} \sin \hat{\phi}_1 + \frac{K_{20}}{r_2} \sin \hat{\phi}_2 \right] \quad (82)$$

$$\frac{d^2 \hat{z}}{dt^2} = Q_2 - \frac{g}{u_0^2} D - J_L \left[ \frac{K_{10}}{r_1} \cos \hat{\phi}_1 + \frac{K_{20}}{r_2} \cos \hat{\phi}_2 \right] \quad (83)$$

where  $Q_i$  are small constants\*\*, and

$g$  is the acceleration due to gravity

$$J_L = \frac{\rho d^3}{m} K_L$$

A little algebraic manipulation results in the relation that

\* The circumflex on the  $\hat{\phi}_i$ 's is to indicate that these angles are measured in the fixed plane system and not in the non-rolling system of Section 2.

\*\* This is due to the assumption of a flat trajectory.

$$T = -\left(\frac{1}{2}\right) J_L^2 \left[ \frac{K_{10}^2}{\phi_1^2} + \frac{K_{20}^2}{\phi_2^2} \right] + \text{fluctuating terms} \quad (84)$$

Since for most missiles  $\frac{J_L^2}{\phi_1^2} \sim 10^{-6}$ , T is effectively the same order

as  $K_{10}^4$  and we need only consider the fourth order terms which are independent of the trajectory to obtain a complete fourth order approximation to the non-fluctuating or "D. C. component" of  $v$ . This expression is calculated in Appendix B.\* If we add T to this and define  $[\hat{v}]$  to be the "D. C. component" of  $\hat{v}$ , we see that

$$[\hat{v}] = -\frac{1}{2} \left[ K_{10}^2 \hat{\phi}_1' \left( 1 + \frac{K_{10}^2 + 2K_{20}^2}{4} \right) + K_{20}^2 \hat{\phi}_2' \left( 1 + \frac{K_{20}^2 + 2K_{10}^2}{4} \right) \right] - \left(\frac{1}{2}\right) J_L^2 \left( \frac{K_{10}^2}{\phi_1^2} + \frac{K_{20}^2}{\phi_2^2} \right) + \dots \quad (85)$$

With these results we can now calculate either the exact position or the average position of 2 and 3-axes of the non-rolling co-ordinates. Since our fixed plane co-ordinates are turning at an angular velocity of  $\hat{v}$  with respect to the non-rolling co-ordinates, we have that

$$\lambda = \hat{\lambda} e^{\int_0^P \hat{v} dp} \quad (86)$$

As it shall be shown later,  $\hat{v}$ , in Equation (86) may be replaced by  $[\hat{v}]$  for the data reduction of large yaw firings.

The effect of large yawing motions on the results of Section 2 manifests itself in two ways. First the distinction between the non-spinning co-ordinates and the fixed-plane co-ordinates becomes important. According to Equations (85-86) these co-ordinate systems rotate with respect to each other with a non-zero.

\* In Appendix B the frequency for pure precessor is compared with the approximate relation based on this expression for  $[\hat{v}]$ . As can be seen in Fig. 15, the agreement is good for  $\delta = \sin 45^\circ$ .

average  $[\hat{v}]$ . If  $\hat{\phi}'_1$  and  $\hat{\phi}'_2$  denote the epicycle frequencies for the range fixed-plane co-ordinates, it can be seen from Equations (85) and (86) and the assumption that the motion in fixed plane coordinates is also epicyclic that\*

$$\hat{\phi}'_1 = \hat{\phi}'_1 + [\hat{v}] = \hat{\phi}'_1 - \frac{1}{2} \left[ K_{10}^2 \hat{\phi}'_1 + K_{20}^2 \hat{\phi}'_2 \right] \quad (87)$$

$$\hat{\phi}'_2 = \hat{\phi}'_2 + [\hat{v}] = \hat{\phi}'_2 - \frac{1}{2} \left[ K_{10}^2 \hat{\phi}'_1 + K_{20}^2 \hat{\phi}'_2 \right] \quad (88)$$

The second effect which is the appearance of the cosine of the yaw angle, may be seen in the equation of undamped yawing motion in the non-rolling system. This may be obtained from Equation (20) as

$$\lambda'' - \left( \frac{\delta^2}{2} + i\bar{v} \right) \lambda' - M\lambda = 0 \quad (89)$$

$$\text{where } M = \delta k_2^{-2} J_M = M_0 + M_2^* \delta^2$$

$$M_0 = k_2^{-2} J_{M_0}$$

$$M_2^* = M_2 - \frac{1}{2} M_0 = k_2^{-2} \left( J_{M_2} - \frac{1}{2} J_{M_0} \right)$$

Equation (89) differs from Equation (30) by the  $\frac{\delta^2}{2} \lambda'$  term and the presence of the cosine term in M. In order to obtain the correct form of Equations (37-38) we must derive a good approximation to  $\frac{\delta^2}{2}$ .

$$\frac{\delta^2}{2} = \left( \frac{1}{2} \right) \frac{(\delta^2)'}{\delta^2}$$

$$= - \left( \frac{1}{2} \right) \frac{(\delta^2)'}{(1 - \delta^2)} \quad (90)$$

\* For rapidly spinning models at high yaw Equation (88) can impose a large correction on  $\hat{\phi}'_2$ . If  $\hat{\phi}'_1/\hat{\phi}'_2 = 40$  and  $K_{10} > .23$ ,  $\hat{\phi}'_2$  becomes negative and the product of the rates in the non-rolling system would be negative.

$$\dot{\delta} = -\left(\frac{1}{2}\right) (\delta^2)'$$

Inserting Equation (25) in Equation (90) we have

$$\frac{\dot{\delta}}{2} = -\frac{1}{2} K_{10} K_{20} \left[ (\phi_1' - \phi_2') e^{1(\phi_1 - \phi_2)} + (\phi_2' - \phi_1') e^{1(\phi_2 - \phi_1)} \right] \quad (91)$$

Substituting Equation (91) in Equation (89), and operating on Equation (89) in the same way as we treated Equation (30), the following two equations may be obtained from the coefficients of  $K_{10} e^{1\phi_1}$  and  $K_{20} e^{1\phi_2}$  respectively

$$\phi_1'^2 - \bar{v}\phi_1' + M_0 + M_2^* \delta_e^2 + K_{20}^2 (\phi_1' - \phi_2') \left(\frac{\phi_2'}{2}\right) = 0 \quad (92)$$

$$\phi_2'^2 - \bar{v}\phi_2' + M_0 + M_2^* \delta_e^2 + K_{10}^2 (\phi_2' - \phi_1') \left(\frac{\phi_1'}{2}\right) = 0 \quad (93)$$

Eliminating first  $M_0$  and then  $\bar{v}$  between Equations (92) and (93),

$$\phi_1' + \phi_2' + \frac{1}{2} \left[ K_{10}^2 \phi_1' + K_{20}^2 \phi_2' \right] = \bar{v} + M_2^* \left( \frac{K_{10}^2 - K_{20}^2}{\phi_1' - \phi_2'} \right) \quad (94)$$

$$\phi_1' \cdot \phi_2' + \frac{1}{2} \left[ K_{10}^2 \phi_1'^2 + K_{20}^2 \phi_2'^2 \right] = M_0 + M_2^* \delta_e^2 \quad (95)$$

Thus the geometric non-linearity of Equation (89) introduce correction terms to the left sides of Equations (37 - 38) of the previous section and replaces  $M_2$  by  $M_2^* = M_2 - \frac{1}{2} M_0$  in those equations. If the frequencies in Equations (94 - 95) are replaced by their fixed plane values from Equation (87 - 88), and fourth powers of  $K_{10}$ 's are neglected, Equations (94 - 95) may be written in the following useful form.

$$\hat{\phi}_1' + \hat{\phi}_2' - \frac{1}{2} \left[ K_{10}^2 \hat{\phi}_1' + K_{20}^2 \hat{\phi}_2' \right] = \bar{v} + M_2^* \left( \frac{K_{10}^2 - K_{20}^2}{\hat{\phi}_1' - \hat{\phi}_2'} \right) \quad (96)$$

$$\hat{\phi}_1' \cdot \hat{\phi}_2' \left[ 1 - \frac{1}{2} (K_{10}^2 + K_{20}^2) \right] = M_0 + M_2^* \delta_e^2 \quad (97)$$

An examination of Equation (97) shows that the effect of a large percentage change in the frequencies implied by Equations (87 - 88) is almost completely cancelled when the terms in the cosine of yaw are properly handled. As a check on the derivation of Equations (96 - 97) they are derived in Appendix C directly from the yaw equation expressed in the fixed-plane system. This derivation shows that the assumption implied in Equations (67 - 88) is equivalent to the basic assumption underlying this whole report.

5.

#### EXPERIMENTAL RESULTS

In Section 3, a very simple example of non-linear yawing motion with two degrees of freedom is considered in great detail. The very same quasi-linear assumption may be applied to a much more complicated system. In appendices D and E the yawing and swerving motion of a missile for which all aerodynamic coefficients are quadratic functions of  $\delta$  is considered. Equations relating the parameters of the epicycle approximation (frequencies and damping exponents) to the coefficients of the parent non-linear equation and the amplitudes of both modes are derived. Since these relations are essentially approximations, their value must be determined by either numerical or experimental checks.

A good check on these approximations can be obtained by means of the actual free flight motion of a missile acted on by non-linear forces and moments. For this reason various results of firing tests on ERL's spark ranges<sup>9</sup> were examined for possible verification of the quasi-linear hypothesis. The results of this investigation were quite encouraging.

The effect of a cubic static moment on three different programs was first considered. These programs were a finned missile program (81mm mortars<sup>10</sup>), a body of revolution program (Army-Navy Spinner Rocket program<sup>6</sup>), and a large yaw body of revolution program fired by E. Roecker.

In the finned missile program a free flight range value of  $K_M$  was computed from the product of the frequencies. According to Equation (38a) and the definitions of  $M_1$

$$K_{M_{range}} = \frac{\rho d^5}{8} \beta_1 \cdot \beta_2 = K_{M_0} + K_{M_0^2} \delta_e^2 \quad (98)$$

Thus the range value of  $K_M$ , as obtained from an epicycle fit of individual rounds, should be a linear function of the corresponding effective squared yaws. In Figure 2 the range values of  $K_M$  are plotted against  $\delta_e^2$  and different lines for each configuration tested are drawn through corresponding points.\* The linearity exhibited by these experimental points constitutes the first check of the theory.

It should be emphasized that in all cases, epicycles with damping were fitted to the data and although the exponentially varying  $K_1$ 's actually should have appeared in the calculation of  $\delta_e^2$  they were approximated by their midrange values  $K_{10}$ 's. The approximation is implied by our basic quasi-linear assumption.

The Army-Navy Spinner Rocket program consisted of three model lengths each with three different center of mass positions and fired at three Mach numbers. A maximum of twenty-seven values of  $K_{M_2}$  was therefore possible. Since for each case at least four points with a reasonable spread in  $\delta_e^2$  are necessary for a good determination of  $K_{M_2}$ , it was actually possible to obtain only sixteen values from a careful analysis of the 126 record rounds of the program.

These values with their standard errors are listed in Table II. A sample plot of the experimental points for the 9-caliber model at Mach number of 1.8 is given in Figure 3.

For some of the Mach numbers and configurations, wind tunnel data taken by R. Krieger were available. The data for the overturning moment were fitted by cubics and the cubic coefficients ( $K_{M_2}$ ) are listed in Table II. At all seven points of comparison the agreement is good.

\* Since these finned missiles were not spinning,  $\phi_1' = -\phi_2'$  and the effective squared yaw assumes the concise form  $\frac{3}{2}(K_{10}^2 + K_{20}^2)$ .

In Reference 10, the  $K_{M_{range}}$ 's were erroneously plotted against  $\delta_e^2 = K_{10}^2 + K_{20}^2$  and, hence, the slopes obtained in that report are actually  $\frac{3}{2} K_{M_2}$ .

TABLE II

$K_{M,2}$  FOR THE ARMY-NAVY SPINNER ROCKET

Mach Number	Forward Center of Mass		Middle Center of Mass		Rear Center of Mass	
	Range	Wind Tunnel	Range	Wind Tunnel	Range	Wind Tunnel
<u>Five Caliber Long Models</u>						
1.3		- 2	- 3 ± 1	0	1 ± 2	3
1.8		-14		- 7	3 ± 1	0
<u>Seven Caliber Long Models</u>						
1.3	- 21 ± 1		- 5 ± 1	- 3	7 ± 2	5
1.8	- 12 ± 1	-11		- 11	0 ± 3	3
2.5	- 28 ± 1	-26				
<u>Nine Caliber Long Models</u>						
1.3	- 35 ± 1		- 16 ± 1		.1 ± .01 *	
1.8	- 30 ± 1/4		- 30 ± 2		- 3.7 ± .3	
2.5					- 1 ± .6	

\* The center of mass for these RCM models is .2 cal. rear of its usual location.

Since models with three different center of mass locations were fired, a second check is possible. If the normal force is expanded as a cubic function of  $\delta$ , the usual center of mass relations provide that

$$K_{M_0}(q) = K_{M_0} + q K_{N_0} \quad (99)$$

$$K_{M_0^2}(q) = K_{M_0^2} + q K_{N_0^2} \quad (100)$$

where  $K_{M_1}(q)$  are the moment coefficients for a center of mass located  $q$  calibers rear of the center of mass for the  $K_{M_1}$ 's.

This means that the  $K_{M_0}$  and  $K_{M_0^2}$ 's for different center of mass locations are linear functions of location. It was possible to measure three values of  $K_{M_0^2}$ , for only one configuration and one Mach number. In Figure 4 both  $K_{M_0}$  and  $K_{M_0^2}$  for this case, are plotted against center of mass location. The fact that the cubic coefficients as well as the linear coefficients fall on a straight line is another point in favour of the theory. The slopes of these lines are  $K_{N_0^2}$  and  $K_{N_0}$  respectively.

For six other cases it was possible to compute  $K_{N_0^2}$  from two values of  $K_{M_0^2}$  and all seven values together with the corresponding linear values ( $K_{N_0}$ ) are tabulated in Table III. Once again Krieger's wind tunnel data were analysed and it was found that at all points of comparison the wind tunnel results were in good agreement with center of mass values.

In Appendix D, it is shown that the lift force and Magnus force coefficients may be directly measured from the swerving motion when it is large enough. According to this appendix, most of the swerve is associated with the lower frequency and, hence, the ratio values of  $K_L$  and  $K_F$  for each round should be plotted against the corresponding value of  $\delta_e^2$ . A sample plot of this process is given in Figure 5.

TABLE III

Mach Number	$K_{N_0}$			$K_{N_2}$		
	Center of Mass	Sverve	Wind Tunnel	Center of Mass	Sverve	Wind Tunnel
<u>Five Caliber Models</u>						
1.5	.98	.99	.92	7	5.2 ± .2	5
1.8	1.13	1.13	1.10	--	10 ± 2	7
<u>Seven Caliber Models</u>						
1.5	1.02	.98	--	20	10 ± 1	--
1.8	1.13	1.13	1.08	12	9 ± 4	10
2.5	1.21	1.20	1.21	18	27 ± 4	18
<u>Nine Caliber Models</u>						
1.5	1.06	1.07		17	17 ± 1	
1.8	1.14	1.23		14.2 ± .4	15 ± 2	
2.5	1.31	1.20		34	30 ± 2	

In order to calculate  $K_{N_0}^2$  from  $K_{L_0}^2$ , it is necessary to expand Equation (17) in powers of  $\delta^2$  and compare coefficients

$$\therefore K_{N_0} = K_{L_0} + K_{D_0} \quad (101)$$

$$K_{N_0}^2 = K_{L_0}^2 - \frac{1}{2} K_{L_0} + K_{D_0}^2 \quad (102)$$

Using these relations it was possible to calculate eight values of both  $K_{N_0}$  and  $K_{N_0}^2$  from the swerving motion and these are given in Table

III. With the exception of two values of  $K_{N_0}^2$  for the 7-caliber models the agreement is remarkable. The reason for these two discrepancies is at present unknown.

Although the lateral displacement due to Magnus force is about one tenth that due to lift, it was possible to make two measurements of  $K_{F_0}^2$ . The experimental points for these two cases are given in Figure 6. The excellent internal agreement of these quite delicate measurements is extremely gratifying.

Finally in Roecker's large yaw program it was possible to check the treatment for the geometric non-linearities. In Figure 7  $K_{M_{range}}$ , as calculated from Equation (97), is plotted against  $\delta_a^2$ . Here we see that the data is essentially bilinear. Each line corresponds to a cubic segment in the moment plane. If the parameters of each cubic are calculated from the slope and intercept of its corresponding line in the  $K_M - \delta_a^2$  plane, they can be pieced together to form a smooth moment plot. (Figure 8). (An examination of the spark shadowgraphs revealed the fact that flow separation occurs at about  $21^\circ$  and this explains the sudden change in the moment curve at this point.) In Figure 9,  $K_L$  is plotted versus  $\delta_a^2$  and the corresponding lift force plot is given in Figure 10.

Since wind tunnel measurements for this configuration had been made by W. Buford, a comparison was possible. The data was divided

into angles of yaw less than  $21^\circ$  and greater than  $21^\circ$  and pairs of cubics fitted. The resulting coefficients are compared in Table IV. The agreement is excellent.

As a result of this rather spectacular success with the non-linear static moment, the more difficult problem of Magnus and damping moments was then considered. In Appendix E it is shown that a quadratic dependence of  $K_T$  and  $K_H - K_{MA}$  on  $\delta$  so affects the damping of the epicycle that the usual linear formulas for  $K_H - K_{MA}$  and  $K_T$  are actually the following combinations of coefficients:

$$(K_H - K_{MA})_{\text{range}} = K_{HO} - K_{MAO} + K_{H\delta}^* \left( \frac{\phi_1' K_{20}^2 - \phi_2' K_{20}^2}{\phi_1' - \phi_2'} \right) \quad (103)$$

$$- K_{T\delta}^* \left( \frac{B}{A} \right) \left( \frac{\phi_1' + \phi_2'}{\phi_1' - \phi_2'} \right) (K_{10}^2 - K_{20}^2)$$

$$K_{T_{\text{range}}} = K_{TO} + K_{T\delta}^* \delta e^2 + K_{H\delta}^* \left( \frac{A}{B} \right) \left( \frac{K_{10}^2 \phi_1'^2 - K_{20}^2 \phi_2'^2}{\phi_1'^2 - \phi_2'^2} \right) \quad (104)$$

where  $K_{H\delta}^* = K_{HO} - K_{MAO} + \frac{1}{2} K_{MAO}$

$$K_{T\delta}^* = K_{TO} - \frac{1}{2} K_{TO}$$

Range values of  $K_H - K_{MA}$  and  $K_T$  for the Army-Navy Spinner Rocket program were fitted by least squares to Equations (103-104) and values of  $K_{TO}$ ,  $K_{HO} - K_{MAO}$ ,  $K_{T\delta}^*$  and  $K_{H\delta}^*$  were computed. In all cases the coefficients of  $K_{H\delta}^*$  were small and this quantity was poorly determined.  $K_{H\delta}^*$  was therefore omitted from Equations (103-104) and they were fitted separately to range values of  $K_H - K_{MA}$  and  $K_T$ .

Since this measurement depends on the damping exponents and hence is quite delicate, it was possible to obtain only eight values of  $K_{T\delta}^*$  from  $K_T$  and four from  $(K_H - K_{MA})_{\text{range}}$ . These are listed in Table V

TABLE IV

Large Yaw Results for  $M = 2.3$

	$\underline{K_{D\delta^2}}$	$\underline{K_{M_0}}$	$\underline{K_{M\delta^2}}$	$\underline{K_{L_0}}$	$\underline{K_{L\delta^2}}$	
Wind Tunnel	1.85	.825	- 1.1	1.01	4.0	} before separation $\delta \leq \sin 21^\circ$
Range	1.82	.829	- 1.0	0.99	3.6	
Wind Tunnel		.729*	0.0	1.45*	0.0	} after separation $\delta > \sin 21^\circ$
Range		.719*	0.1	1.43*	0.4	

\* Evaluated at separation

TABLE V

Mach No.	$K_{F_8^2}$ C.M.	$K_{F_8^2}$ Swerve	$CP_{F_8^2}$		$K_{T_8^2}$ FCM	$K_{T_8^2}$ MCM	$K_{T_8^2}$ RCM
<u>Seven Caliber Long Models</u>							
1.3	14	17 ± 1	4.4	$K_{T_{range}}$	- 16 ± 5	- 5 ± 1	--
				$(K_H - K_{MA})_{range}$	- 20 ± 14	--	--
1.8	22	--	4.8	$K_{T_{range}}$	- 34 ± 16	--	0 ± 1
				$(K_H - K_{MA})_{range}$	- 25 ± 14	--	--
2.5	19	--	5.1	$K_{T_{range}}$	- 36 ± 5	--	-6 ± 3
				$(K_H - K_{MA})_{range}$	- 28 ± 4	--	--
<u>Nine Caliber Long Models</u>							
1.8	12	--*	6.3	$K_{T_{range}}$	- 29 ± 2	--	-5.2 ± .2
				$(K_H - K_{MA})_{range}$	- 26 ± 3	--	--

\*  $K_{F_8^2}$  for Mach number 1.3 was given in Figure 6 as 8 ± 1.

NOL Wind Tunnel measurements were made by Luchuk and Sparks<sup>11</sup> for 7 caliber model at M between 1.6 and 2.5. According to their results  $K_{F_8^2} \approx 11$ ,  $CP_{F_8^2} \approx 5.4$ .

and the agreement between pairs of  $K_{T\delta^2}$  is within the standard errors.\*

In Figures 11 - 12, a pair of plots of experimental points for  $K_{T\text{range}}$  and  $(K_H - K_{MA})_{\text{range}}$  are given.

In all four cases values of  $K_{T\delta^2}$  for two center of mass locations were obtained and  $K_{F\delta^2}$ 's and  $CP_{F\delta^2}$ 's were computed from these. At the Naval Ordnance Laboratory, Luchuk and Sparks<sup>11</sup> have made wind tunnel measurements of these quantities and their results, as given at the bottom of Table V, are in reasonable agreement with flight tests. Finally it should be noted in the Table that at one point of comparison of center of mass and averse values of  $K_{F\delta^2}$ , (the seven caliber models at  $M = 1.3$ ), the agreement is good.

As a last example of this quasi-linear technique we will consider a body of revolution which displayed an extremely non-linear Magnus moment. The range values of  $K_T$  for this model were obtained by E. Roecker and are plotted versus  $\delta_e^2$  in Figure 13. Although these data are fitted by two lines, only the first line is well determined. In fact if the fourth point from the right were neglected, the large yaw values would be reasonably well represented by the dashed horizontal line.

In Figure 14 the corresponding cubic segments are plotted and compared with a BRL wind tunnel curve obtained by A. Platou. The good qualitative agreement for this strongly non-linear moment is remarkable.

Since the quasi-linear relations have been so well verified by experiment, they should be quite valuable in the important problem of the prediction of missile motion from a knowledge of the force and moment curves. This application of the quasi-linear technique is described in more detail in the next section.

\* Thus an observed dependence of  $(K_H - K_{MA})_{\text{range}}$  on magnitude of yaw is

not necessarily due to non-linear damping moments but may be due to a non-linear Magnus moment.

6.

## PREDICTION OF NON-LINEAR YAWING MOTION

Although the application of the theory of this report to range data analysis enhances markedly the value of spark ranges, an even more important application is the prediction of the yawing motion of a missile acted on by non-linear forces and moments. The experimental results of this report indicate that this inverse problem should be successfully handled by the same theory. In this section we will outline the procedure for this prediction problem.

First the sizes of the two arms must be obtained from the initial conditions

$$\therefore \lambda_0 = K_1 e^{i\phi_1} + K_2 e^{i\phi_2} \quad (105)$$

$$\lambda_0' = (-\alpha_1 + i\phi_1')K_1 e^{i\phi_1} + (-\alpha_2 + i\phi_2')K_2 e^{i\phi_2} \quad (106)$$

In order to take care of the effect of damping the trajectory should be divided into intervals over which neither amplitude changes by more than 50%. The length of the first interval may be estimated from the linear damping. If the calculated quasi-linear damping is much larger, the interval may then be shortened and the process iterated. The lengths of the other intervals should be determined in a similar manner. Values of  $\phi_1'$ , frequencies in non-rolling co-ordinates, can now be computed from Equations (92 - 93) which are simple quadratic equations.\* ( $\phi_1'$  may be computed from Equations (87 - 88).) Then values of  $\alpha_1$  may be computed from Equations (E4 - E5) which are even simpler linear equations.\*

\* For ease of calculation the linearized values of  $\phi_1'$ s and  $\alpha_1$ s may be first placed in the coupling terms arising from the non-linear geometry and an iteration performed if needed.

If a more complex polynomial dependence of  $K_M$  and  $K_T$  on  $\delta^2$  is required, this may be handled in the following way.

Let

$$K_M = \sum_{k=0}^n K_{M,2k} \delta^{2k} \quad (107)$$

$$K_T = \sum_{k=0}^n K_{T,2k} \delta^{2k}. \quad (108)$$

Then Equations (92 - 93) and (E4 - E5) take on the following slightly more complex form: \*

$$\phi_1'^2 - \bar{v}\phi_1' + \sum_{k=0}^n M_{2k}^* (\delta^{2k})_{e1} + K_{20}^2 (\phi_1' - \phi_2') \left(\frac{\phi_2'}{2}\right) + \alpha_1 (H - \alpha_1) = 0 \quad (109)$$

$$\phi_2'^2 - \bar{v}\phi_2' + \sum_{k=0}^n M_{2k}^* (\delta^{2k})_{e2} + K_{10}^2 (\phi_2' - \phi_1') \left(\frac{\phi_1'}{2}\right) + \alpha_2 (H - \alpha_2) = 0 \quad (110)$$

$$\alpha_1 (2\phi_1' - \bar{v}) - H_0 \phi_1' + \bar{v} \sum_{k=0}^n T_{2k}^* (\delta^{2k})_{e1} - H_0^2 \left[ (K_{10}^2 + K_{20}^2) \phi_1' + K_{20}^2 \phi_2' \right]$$

$$- J_{L_0}^2 (\phi_1' - \phi_2') K_{20}^2 + \phi_1' (\alpha_1 K_{10}^2 + \alpha_2 K_{20}^2) \quad (111)$$

$$+ \left( \frac{\alpha_1 \phi_2' + \alpha_2 \phi_1'}{2} \right) K_{20}^2 = 0$$

$$\alpha_2 (2\phi_2' - \bar{v}) - H_0 \phi_2' + \bar{v} \sum_{k=0}^n T_{2k}^* (\delta^{2k})_{e2} - H_0^2 \left[ (K_{10}^2 + K_{20}^2) \phi_2' + K_{10}^2 \phi_1' \right]$$

\* Eqs. (92-93) are also slightly modified by the presence of damping.

$$\begin{aligned}
 & - J_{L\delta}^2 (\phi_2' - \phi_1') K_{10}^2 + \phi_2' (\alpha_1 K_{10}^2 + \alpha_2 K_{20}^2) \quad (112) \\
 & + \left( \frac{\alpha_1 \phi_2' + \alpha_2 \phi_1'}{2} \right) K_{10}^2 = 0
 \end{aligned}$$

$$\text{where } \sum_{k=0}^n M_{2k}^* \delta^{2k} = \frac{\rho d^5}{B} \sum_{k=0}^n M_{\delta}^* M_{\delta}^* \delta^{2k}$$

$$\sum_{k=0}^n T_{2k}^* \delta^{2k} = \frac{\rho d^3}{m} \sum_{k=0}^n (J_{L\delta}^2 - k_1^{-2} J_{T\delta}^2) \delta^{2k}$$

and those terms appearing in the right hand summations which have powers of  $\delta$  greater than  $2n$  are neglected.\*

It should be remembered that these equations are derived on the assumption of a flat trajectory. The complications introduced by gravity will be considered in a later report. In any event for a large class of problems this simple procedure should allow reasonably good prediction of the motion of missiles acted by non-linear forces.

7.

#### SUMMARY

1. A convenient expansion of the aerodynamic force system for large yaw has been obtained and the necessary geometric relations for these large yaws derived.
2. Relations for parameters of a linear equation which is equivalent to the actual non-linear equation have been derived.
3. These relations have been tested by actual firing tests and excellent internal consistency has been observed. Where wind tunnel measurements were available, good agreement has been obtained.

---

\* The effect of the terms in  $J_L$  which are higher order than  $\delta^2$  on the  $J_L^2$  term in Equation (20) has been neglected.

4. The application of this technique to the prediction of the yawing motion of a missile acted on by non-linear forces and moments has been described.

*Charles H. Murphy*  
CHARLES H. MURPHY

APPENDIX A: Derivation of Equations of Yawing Motion

In this appendix the exact equations of yawing motion will be derived in two steps. First the drag equation which governs the magnitude of the velocity vector will be obtained and then the equations for the transverse velocities and angular velocities components will be derived. By means of these equations the exact equation for the complex yaw,  $\lambda$ , may be formulated.

The fundamental force equation for the velocity vector may be written in the form:

$$m \frac{d\vec{u}}{dt} = \vec{F} + m\vec{g} \quad (A1)$$

where  $\vec{F}$  is the aerodynamic force vector,  
 $\vec{g}$  is the acceleration due to gravity vector.  
 If this equation is dot multiplied by  $\vec{u}$ ,

$$m\vec{u} \cdot \frac{d\vec{u}}{dt} = m u \frac{du}{dt} = \vec{u} \cdot \vec{F} + m\vec{u} \cdot \vec{g} \quad (A2)$$

where  $\frac{du}{dt}$  is the derivative of the scalar,  $u$ .

Dividing Equation (A2) by  $\frac{mu^2}{d}$ , changing to the independent variable  $p = \int \frac{u}{d} dt$ , and denoting the trajectory components of  $\vec{F}$  and  $\vec{g}$  by  $F_D$  and  $g_T$ , we can obtain the final form of the drag equation.

$$\frac{u}{d} \frac{d}{dt} = \frac{F_D d}{mu^2} + \frac{g_T d}{u^2} \quad (A3)$$

$$= J_D + J_g$$

$$\text{where } J_D = \frac{\rho d^3}{m} K_D$$

$$J_g = \frac{g_T d}{u^2}$$

Turning now to the consideration of the components of the velocity and angular velocity vectors in our moving co-ordinate system, we write the equations for the conservation of linear and angular momentum in the following forms.

$$\frac{d}{dt} (m\vec{v}) = \vec{F} + m\vec{g} \quad (A4)$$

$$\frac{d}{dt} (\vec{L}) = \vec{M} \quad (A5)$$

where  $\vec{L} = \begin{pmatrix} Au_1 \\ Bu_2 \\ Bu_3 \end{pmatrix}$  angular momentum vector

A = axial moment of inertia

B = transverse moment of inertia

$\vec{M}$  = aerodynamic moment.

In order to calculate the derivatives in Equations (A4 - A5) for components in our moving co-ordinate system, a useful vector identity for use in a moving co-ordinate system with angular velocity  $\vec{\omega}$  will be stated.

$$\frac{d}{dt} (\vec{x}) = \left( \frac{dx_1}{dt}, \frac{dx_2}{dt}, \frac{dx_3}{dt} \right) + \vec{\omega} \times \vec{x} \quad (A6)$$

Applying Equation (A6) to Equations (A4 - A5) with  $\vec{\omega} = (\omega_1, \omega_2, \omega_3)$ ,

$$= \begin{pmatrix} \dot{u}_1 + \omega_2 u_3 - \omega_3 u_2 \\ \dot{u}_2 + \omega_3 u_1 - \omega_1 u_3 \\ \dot{u}_3 + \omega_1 u_2 - \omega_2 u_1 \end{pmatrix} = \begin{pmatrix} F_1 \\ F_2 \\ F_3 \end{pmatrix} + m \begin{pmatrix} g_1 \\ g_2 \\ g_3 \end{pmatrix} \quad (A7)$$

$$\begin{pmatrix} A\dot{u}_1 \\ Bu_2 + \omega_3 Au_1 - \omega_1 Bu_3 \\ Bu_3 + \omega_1 Bu_2 - \omega_2 Au_1 \end{pmatrix} = \begin{pmatrix} M_1 \\ M_2 \\ M_3 \end{pmatrix} \quad (A8)$$

Since the axial component of the angular momentum equation is uncoupled from the other components, we consider it separately. If  $M_1$  is replaced by its definition, Equation (7), the equation for the axial spin may be written in the following dimensionless form.

$$v' + \frac{u}{u} v = -k_1^{-2} J_A v \quad (A9)$$

where  $v = \frac{\omega_1 d}{u}$

$$k_1 = \sqrt{\frac{A}{md^2}} \quad \text{axial radius of gyration in calibers}$$

$$J_A = \frac{\rho d^3}{8} K_A$$

Substituting in Equation (A9) for  $\frac{u'}{u}$  from Equation (A5), we can write the final form of the roll equation.\*

$$v' = (D - J_g) v \quad (A10)$$

where  $D = J_D - k_1^{-2} J_A$

In the treatment of the vector components in the plane perpendicular to the missile's axis, the rotational symmetry of the force system may be exploited by making use of complex numbers. Multiplying the 3-components by  $i$  and adding to the 2-components,

$$(\dot{u}_2 + i\dot{u}_3) - i\omega_1(u_2 + iu_3) + i\Omega_1(u_2 + iu_3) = \frac{F_2 + iF_3}{m} + g_2 + ig_3 \quad (A11)$$

$$(\dot{a}_2 + i\dot{a}_3) - i\left(\frac{A\omega_1}{B} - \Omega_1\right)(a_2 + ia_3) = \frac{M_2 + iM_3}{B} \quad (A12)$$

\* In the analysis of this report, the small change in  $v$  predicted by Equation (A10) will be neglected and all derivations will assume constant spin.

If Equations (A11 - A12) are now written in terms of the dimensionless variables,  $p, \lambda, l, \mu, v, \hat{v}$ , the following convenient form may be obtained

$$\lambda' + \left(\frac{u'}{u} + i\hat{v}\right)\lambda - i l \mu = \frac{(F_2 + iF_3)d}{\mu u^2} + \frac{(G_2 + iG_3)d}{u^2} \quad (A13)$$

$$\mu' + \left(\frac{u'}{u} + i\hat{v}\right)\mu - i\bar{v}\mu = \frac{(M_2 + iM_3)d^2}{R_1^2} \quad (A14)$$

$$\text{where } \lambda = \frac{u_2 + iu_3}{u}$$

$$l = \frac{u_1}{u}$$

$$\mu = \frac{(a_2 + ia_3)d}{u}$$

$$\hat{v} = \frac{\Omega_1 d}{u}$$

$$\bar{v} = \frac{A}{B} \bar{v} = \frac{A}{B} \frac{\omega_1 d}{u}$$

The aerodynamic force and moment may be expanded by means of Equations (6, 8) and Equations (A13 - A14) may then be simplified by use of Equations (A3) and (17).

$$\therefore \lambda' + i\hat{v}\lambda - i l \mu = (-iJ_L + i v J_P)\lambda + iJ_B \mu - J_{MA}(\lambda' + i\hat{v}\lambda) + \gamma \quad (A15)$$

$$\mu' - i(\bar{v} - \hat{v})\mu = k_2^{-2}(-vJ_T - iJ_M)\lambda + (J_D - J_G - k_2^{-2}J_H)\mu \quad (A16)$$

$$- i k_2^{-2} J_{MA}(\lambda' + i\hat{v}\lambda)$$

$$\text{where* } J_1 = \frac{\rho d^3}{\pi} K_1$$

\* The grouping of  $J_G \lambda$  in  $\gamma$  was a correction introduced by Professor McShane in order to make the treatment of gravity more accurate. See Reference 12.

$$\gamma = \frac{(g_2 + ig_3)d}{u^2} - J_g \lambda$$

$$k_2 = \sqrt{\frac{B}{md^2}} \text{ transverse radius of gyration in calibers.}$$

In Reference 5 it is shown that the only force coefficient which has an appreciable effect on the linearized yawing motion is the lift coefficient  $J_L$ . For this reason the other force coefficients in Equation (A15) will be neglected in the derivation of the yaw equation. Equation (A15) can now be re-written in a much more convenient form.

$$I\dot{\mu} = \lambda' + (kJ_L + i\hat{v})\lambda - \gamma \quad (A17)$$

Differentiating Equation (A17) and solving for  $I\dot{\mu}'$ ,

$$I\dot{\mu}' = \lambda'' + \left[ kJ_L' - \frac{k'}{I} + i\hat{v}' \right] \lambda' + \left[ kJ_L' + i(\hat{v}' - \frac{k'}{I}\hat{v}) \right] \lambda - \gamma' + \frac{k'}{I}\gamma \quad (A18)$$

If Equation (A16) is multiplied by  $I\dot{\mu}$ , and Equations (A17 - 18) are used to eliminate  $\mu$  and  $\mu'$ , the yaw equation may be obtained in the form required for the report.

$$\begin{aligned} \lambda'' + \left[ H + J_g - \frac{k'}{I} - i(\hat{v} - 2\hat{v}') \right] \lambda' \\ + \left[ -M + kJ_L' + \hat{v}(\hat{v} - \hat{v}') - i(\hat{v}T - \hat{v}'(H + J_g - \frac{k'}{I}) - \hat{v}') \right] \lambda \\ = G - (\frac{k'}{I} - i\hat{v}')\gamma \end{aligned} \quad (A19)$$

$$\text{where } H = kJ_L - J_D + k_2^{-2}(J_H - kJ_{MA})$$

$$M = k_2^{-2} J_M - kJ_L(k_2^{-2} J_H - J_D + J_g) = k_2^{-2} J_M$$

$$T = k(J_L - k_1^{-2} J_T)$$

$$G = \gamma' - \left[ (J_D - J_g - k_2^{-2} J_H) + i\hat{v} \right] \gamma$$

APPENDIX B: 4th Order Approximation of  $\hat{v}$

If the trajectory terms are neglected ( $\frac{dx_2}{dx_1} = \frac{dx_3}{dx_1} = 0$ ), Equations (66 - 67) for the two components of yaw in the fixed-plane system reduce to:

$$\hat{\lambda}_2 = \frac{n_2}{\sqrt{n_1^2 + n_2^2}} = n_2 [1 - n_3^2]^{-1/2} \quad (B1)$$

$$\begin{aligned} \hat{\lambda}_3 &= \frac{n_1 n_3}{\sqrt{n_1^2 + n_2^2}} = n_3 \left[ \frac{1 - n_2^2 - n_3^2}{1 - n_3^2} \right]^{1/2} \\ &= n_3 \left[ 1 - \frac{n_2^2}{1 - n_3^2} \right]^{1/2} \end{aligned} \quad (B2)$$

Solving Equation (B2) for  $n_3$  by an application of Equation (B1)

$$n_3 = \hat{\lambda}_3 (1 - \hat{\lambda}_2^2)^{-1/2} \quad (B3)$$

$$n_3 = \hat{\lambda}_3 + \frac{1}{2} \hat{\lambda}_3 \hat{\lambda}_2^2 + \dots \quad (B4)$$

Equation (B1) is now solved for  $n_2$  and  $n_3$  replaced by its value from (B4).

$$n_2 = \hat{\lambda}_2 - \frac{1}{2} \hat{\lambda}_2 \hat{\lambda}_3^2 + \dots \quad (B5)$$

Now from Equation (72) we know that

$$\begin{aligned} \frac{\hat{v}}{v} &= \frac{n_3 (n_1^2 n_2' - n_1 n_1' n_2)}{n_1 (n_1^2 + n_2^2)} \\ &= \frac{n_3 (n_1^2 n_2' + (n_2 n_2' + n_3 n_3') n_2)}{n_1 (n_1^2 + n_2^2)} \\ &= \frac{n_3 n_2'}{n_1} + \frac{n_2 n_3 n_3'}{n_1 (n_1^2 + n_2^2)} \end{aligned} \quad (B6)$$

$$= n_3 n_2' (1 + \frac{1}{2} (n_2^2 + n_3^2)) + n_2 n_3^2 n_3' + \dots$$

Substituting in Equation (B6) from Equations (B4 - B5),

$$\hat{v} = \lambda_3 \lambda_3' + \lambda_2 \lambda_2' + \dots \quad (B7)$$

As in the text, the components of yaw may be approximated by an epicycle.

$$\hat{\lambda}_2 = K_{10} \cos \hat{\phi}_1 + K_{20} \cos \hat{\phi}_2 \quad (B8)$$

$$\hat{\lambda}_3 = K_{10} \sin \hat{\phi}_1 + K_{20} \sin \hat{\phi}_2 \quad (B9)$$

where  $K_{10}$  are real constants and

$\hat{\phi}_{10}$  are real linear functions of  $p$ .

If Equations (B8 - B9) are used, a small algebraic effort puts Equation (B7) in its final form: (B10)

$$\hat{v} = -\left(\frac{1}{2}\right) \left[ K_{10}^2 \hat{\phi}_1' (1 + \frac{K_{10}^2 + 2K_{20}^2}{4}) + K_{20}^2 \hat{\phi}_2' (1 + \frac{K_{20}^2 + 2K_{10}^2}{4}) \right] \\ + \text{periodic terms} + \text{higher order terms}$$

In order to get an estimate of the range of accuracy of this approximation we will consider the case of constant precession about the trajectory. Under this assumption one of the amplitudes of oscillation vanishes and for a linear moment Equations (109 - 110) reduce to

$$\hat{\phi}_1'^2 - \bar{v} \hat{\phi}_1' + \sum M_{2k}^* K_{10}^2 = 0 \quad (B11)$$

where  $\sum M_{2k}^* K_{10}^2 = \Delta M_0$

$$s = (1 - K_{10}^2)^{1/2} = 1 - \frac{1}{2} K_{10}^2 - \frac{1}{8} K_{10}^4 + \dots$$

From Equations (B7 - B8) and (B10),

$$\dot{\phi}_1' = \hat{\dot{\phi}}_1' - \left(\frac{1}{2}\right)K_{10}^2 \hat{\dot{\phi}}_1' \left(1 + \frac{1}{4}K_{10}^2\right) \quad (B12)$$

$$\therefore \hat{\dot{\phi}}_1' = \dot{\phi}_1' \left(1 - \frac{1}{2}K_{10}^2 - \frac{1}{8}K_{10}^4\right)^{-1} \quad (B13)$$

$$= \dot{\phi}_1' \left(1 + \frac{1}{2}K_{10}^2 + \frac{3}{8}K_{10}^4\right)$$

Combining Equations (B11) and (B13),

$$\hat{\dot{\phi}}_1' = \frac{v}{2} \left[ 1 + \sqrt{1 - \frac{s}{s}} \right] \left(1 + \frac{1}{2}K_{10}^2 + \frac{3}{8}K_{10}^4\right) \quad (B14)$$

where  $s = \frac{v^2}{4M_0}$  ( $s$  is the gyroscopic stability factor) and the + sign

is taken for  $i = 1$  while the - sign is appropriate for  $i = 2$ .

If  $\dot{\phi}_{1r}'$  is the rate of precession about the trajectory or equivalently the rate measured in the range co-ordinate system, it is easy to see that  $\dot{\phi}_1'$  is its projection on the Missile's axis.

$$\therefore \dot{\phi}_{1r}' = \frac{1}{2}(\dot{\phi}_1') \quad (B15)$$

Although  $\hat{v}$  is actually a fluctuating quantity the period of the motion in the fixed-plane co-ordinates must be the same as that in the range co-ordinate system. Equation (B15) is, therefore, the exact form of Equation (B13). As can be easily verified the expression in  $K_{10}^2$  in Equation (B13) is actually an expansion of  $s^{-1} = (1 - K_{10}^2)^{-1/2}$ .

If the first and second order forms\* of (B13) are compared with Equation (B14), a measure of the basic accuracy of our technique as applied to the geometric non-linearities is possible. In Figure 15 the ratio of the approximate frequencies to the exact are plotted for both fast and slow frequencies and both first and second order approximations. For angles up to  $45^\circ$  the second order approximate relations show good accuracy.

\* The first order form of (B13) is

$$\hat{\dot{\phi}}_1' = \frac{v}{2} \left[ 1 + \sqrt{1 - \frac{1}{8}\left(1 - \frac{1}{2}K_{10}^2\right)} \right] \left(1 + \frac{1}{2}K_{10}^2\right) \text{ while the second order form includes terms in } K_{10}^4$$

APPENDIX C: Effect of Large Yaw in Fixed-Plane Co-ordinates

If the overturning moment is the only aerodynamic moment to be considered and this moment's coefficient is assumed to be linear in  $\delta^2$ , Equation (A19) assumes the form

$$\lambda'' - \left[ \frac{\delta'}{2} + i(\bar{v} - 2\hat{v}) \right] \lambda' - \left[ (M_0 + M_2^* \delta^2 - \hat{v}(\bar{v} - \hat{v}) + i(\hat{v} \frac{\delta'}{2} - \hat{v}')) \right] \lambda = 0 \quad (C1)$$

For the fixed-plane system  $\hat{v}$  is given by Equation (81). Neglecting squares of  $K_1^2$  and making use of Equations (90) for  $\frac{\delta'}{2}$ ,

$$\hat{\lambda}'' + \left[ \frac{1}{2}(\delta^2)' - i(\bar{v} - 2\hat{v}) \right] \hat{\lambda}' - (M_0 + M_2^* \delta^2 - \bar{v}\hat{v} - i\hat{v}) \hat{\lambda} = 0. \quad (C2)$$

From Equation (78),

$$\begin{aligned} \hat{v} &= \hat{\lambda}_2 \hat{\lambda}_3 \\ &= \frac{1}{4i} (\hat{\lambda}' + \bar{\lambda}') (\hat{\lambda} - \bar{\lambda}) \\ &= -\frac{1}{4} (\hat{\lambda}\hat{\lambda}' - \bar{\lambda}\bar{\lambda}' - \bar{\lambda}\hat{\lambda}' + \hat{\lambda}\bar{\lambda}') \end{aligned} \quad (C3)$$

If we consider only the constant terms and those with frequencies  $(\hat{\beta}_1' - \hat{\beta}_2')$  and  $(\hat{\beta}_2' - \hat{\beta}_1')$ , the epicycle solution may be substituted in Equation (C3) and we obtain the following result

$$\hat{v} = -\frac{1}{2} \left[ K_{10} \frac{2\hat{\beta}_1'}{\hat{\beta}_1} + K_{20} \frac{2\hat{\beta}_2'}{\hat{\beta}_2} + \left( \frac{\hat{\beta}_1' + \hat{\beta}_2'}{2} \right) K_1 K_2 \left( e^{i(\hat{\beta}_1' - \hat{\beta}_2')} + e^{i(\hat{\beta}_2' - \hat{\beta}_1')} \right) \right] + \dots \quad (C4)$$

$$\therefore \hat{v}' = -\frac{i(\hat{\beta}_1'^2 - \hat{\beta}_2'^2)}{4} K_1 K_2 \left( e^{i(\hat{\beta}_1' - \hat{\beta}_2')} - e^{i(\hat{\beta}_2' - \hat{\beta}_1')} \right) + \dots \quad (C5)$$

Substituting the epicycle and Equations (C4 - C5) in Equation (C2) we can obtain a pair of equations similar to Equations (92 - 93) but with additional terms coming from  $\hat{v}$  and  $\hat{v}'$ .

$$\begin{aligned} \therefore \hat{\beta}_1'^2 - \bar{v}\hat{\beta}_1' + M_0 + M_2^* \delta_{e1}^2 + \frac{\hat{\beta}_2' K_{20}^2}{2} (\hat{\beta}_1' - \hat{\beta}_2') \cdot \frac{\hat{\beta}_1' K_{10}^2}{2} (2\hat{\beta}_1' - \bar{v}) \\ + \frac{K_{20}^2}{4} \left[ \frac{\hat{\lambda}_1' \hat{\lambda}_1'}{\hat{\beta}_1 \hat{\beta}_2} + \hat{\beta}_1'^2 + \hat{\beta}_2'^2 - 3\bar{v}\hat{\beta}_2' - \hat{\beta}_1' \bar{v} \right] = 0 \end{aligned} \quad (C6)$$

$$\hat{\phi}_2'^2 - \bar{v}\hat{\phi}_2' + M_0 + M_2^* \delta_{e2}^2 + \frac{\hat{\phi}_1' K_{10}^2}{2} (\hat{\phi}_2' - \hat{\phi}_1') - \frac{\hat{\phi}_2' K_{20}^2}{2} (2\hat{\phi}_2' - \bar{v}) - \frac{K_{10}^2}{4} \left[ 6\hat{\phi}_1' \hat{\phi}_2' + \hat{\phi}_1'^2 + \hat{\phi}_2'^2 - 3\bar{v}\hat{\phi}_1' - \hat{\phi}_2' \bar{v} \right] = 0 \quad (C7)$$

Equations (C6 - C7) may now be simplified by use of the linear approximation  $\bar{v} \doteq \hat{\phi}_1' + \hat{\phi}_2'$  on the coefficients of the quadratic terms  $K_{10}^2$ .

$$\hat{\phi}_1' (\bar{v} - \hat{\phi}_1') + \left(\frac{1}{2}\right) K_{10}^2 \hat{\phi}_1' (\hat{\phi}_1' - \hat{\phi}_2') = M_0 + M_2^* \delta_{e1}^2 \quad (C8)$$

$$\hat{\phi}_2' (\bar{v} - \hat{\phi}_2') - \left(\frac{1}{2}\right) K_{20}^2 \hat{\phi}_2' (\hat{\phi}_1' - \hat{\phi}_2') = M_0 + M_2^* \delta_{e2}^2 \quad (C9)$$

Eliminating first  $M_0$  and then  $\bar{v}$  from Equations (C8) and (C9), the following final results are available.

$$\hat{\phi}_1' + \hat{\phi}_2' - \frac{1}{2} \left[ K_{10}^2 \hat{\phi}_1' + K_{20}^2 \hat{\phi}_2' \right] = \bar{v} + M_2^* \left( \frac{K_{10}^2 - K_{20}^2}{\hat{\phi}_1' - \hat{\phi}_2'} \right) \quad (C10)$$

$$\hat{\phi}_1' \hat{\phi}_2' \left[ 1 - \frac{1}{2} (K_{10}^2 + K_{20}^2) \right] = M_0 + M_2^* \delta_e^2 \quad (C11)$$

Since these equations are identical with Equations (96 - 97) the  $\hat{v}$  correction for the co-ordinate system used in the text is based on the same equivalent linearization assumption as the other results of this report.

#### APPENDIX D: SWERVING MOTION FOR NON-LINEAR FORCES

Since a proper treatment of the swerving motion should yield values of  $K_{N\theta}^2$  which may be compared with the results of the center of mass method, we will consider in the appendix the swerving motion of a missile acted on by non-linear aerodynamic forces. If the aerodynamic force in the range co-ordinates is denoted by  $(F_{1r}, F_{2r}, F_{3r})$ , it can be shown from Equation (63) that

$$\begin{pmatrix} F_{1r} \\ F_{2r} \\ F_{3r} \end{pmatrix} = \begin{pmatrix} n_1 & \frac{n_2}{\sqrt{1-n_3^2}} & \frac{n_1 n_3}{\sqrt{1-n_3^2}} \\ n_2 & \frac{-n_1}{\sqrt{1-n_3^2}} & \frac{n_2 n_3}{\sqrt{1-n_3^2}} \\ n_3 & 0 & -\sqrt{1-n_3^2} \end{pmatrix} \begin{pmatrix} F_1 \\ F_2 \\ F_3 \end{pmatrix} \quad (D1)$$

$$\therefore F_{2r} + iF_{3r} = (n_2 + in_3)F_1 + \frac{-n_1 F_2 + n_2 n_3 F_3}{\sqrt{1-n_3^2}} - i\sqrt{1-n_3^2} F_3 \quad (D2)$$

Substituting from Equations (5 - 6) and neglecting the small  $K_D$  and  $K_{NA}$

terms

$$\frac{1}{\rho u^2 d} (F_{2r} + iF_{3r}) = -(n_2 + in_3)K_{DA} + \left[ \frac{n_1 \hat{\lambda}_2 - n_2 n_3 \hat{\lambda}_3}{\sqrt{1-n_3^2}} + i\sqrt{1-n_3^2} \hat{\lambda}_3 \right] K_N + \left[ \frac{n_1 \hat{\lambda}_3 + n_2 n_3 \hat{\lambda}_2}{\sqrt{1-n_3^2}} - i\sqrt{1-n_3^2} \hat{\lambda}_2 \right] vK_F \quad (D3)$$

Now if Equations (13 - 14) are solved for  $K_{DA}$  and  $K_N$ ,

$$K_{DA} = K_D - \delta^2 K_L \quad (D4)$$

$$K_N = K_L + K_D \quad (D5)$$

$$\begin{aligned} \therefore \frac{1}{\rho u^2 d} (F_{2r} + iF_{3r}) &= \left[ (-in_2 + \frac{n_1 \hat{\lambda}_2 - n_2 n_3 \hat{\lambda}_3}{\sqrt{1-n_3^2}}) - i(in_3 - \sqrt{1-n_3^2} \hat{\lambda}_3) \right] K_D \\ &+ \left[ (\delta^2 n_2 + \frac{in_1 \hat{\lambda}_2 - in_2 n_3 \hat{\lambda}_3}{\sqrt{1-n_3^2}}) + i(\delta^2 n_3 + \sqrt{1-n_3^2} \hat{\lambda}_3) \right] K_L \\ &+ \left[ \frac{n_1 \hat{\lambda}_3 + n_2 n_3 \hat{\lambda}_2}{\sqrt{1-n_3^2}} - i\sqrt{1-n_3^2} \hat{\lambda}_2 \right] vK_F \quad (D6) \end{aligned}$$

In order to simplify Equation (D6) we will consider only those terms which are cubic or less in  $n_2$  or  $n_3$ . Since Equations (82 - 83) indicate

$\frac{dx_2}{dx_1}$  and  $\frac{dx_3}{dx_1}$  are second order in  $n_2$  or  $n_3$ , Equations (66 - 67) for  $\hat{\lambda}_2$

and  $\hat{\lambda}_3$  reduce to

$$\hat{\lambda}_2 = \frac{n_2}{\sqrt{1 - n_3^2}} - \frac{dx_2}{dx_1} \quad (D7)$$

$$\hat{\lambda}_3 = \frac{n_1 n_3}{\sqrt{1 - n_3^2}} - \frac{dx_3}{dx_1} \quad (D8)$$

But both  $\delta^2$  and  $\lambda$  are multiplied by an  $n_2$  or  $n_3$  wherever they appear in Equation (D6), and hence, we need only consider second order approximations to them.

$$\therefore \delta^2 = \hat{\lambda}_2^2 + \hat{\lambda}_3^2 = \frac{n_2^2 + n_1^2 n_3^2}{1 - n_3^2} \approx n_2^2 + n_3^2 \quad (D9)$$

$$\lambda = -\sqrt{1 - \delta^2} = n_1 \quad (D10)$$

Inserting Equations (D7 - D10) in Equation (D6) and regrouping,

$$\begin{aligned} \frac{1}{\rho a^2 d^2} (F_{2r} + iF_{3r}) &= - \left( \frac{dx_2}{dx_1} + i \frac{dx_3}{dx_1} \right) K_D + \left[ (n_2 - \frac{dx_2}{dx_1}) + i(n_3 - \frac{dx_3}{dx_1}) \right] (K_L - i\nu K_F) \\ &= - \left( \frac{dx_2}{dx_1} + i \frac{dx_3}{dx_1} \right) K_D + \hat{\lambda} (1 - n_3^2)^{1/2} (K_L - i\nu K_F) \quad (D11) \end{aligned}$$

Newton's equation for motion in the  $x_2 x_3$  plane may be written in the form

$$m(\ddot{x}_2 + i\ddot{x}_3) = F_{2r} + iF_{3r} - img - ma_c \quad (D12)$$

where  $m$  is mass

$a_c$  is the Coriolis acceleration.\*

\*An expression for  $a_c$  is given in Reference 5.

If we change the independent variable in Equation (D 12) from time to dimensionless arclength  $p = \int_0^t \frac{u}{d} dt$ , and solve for the acceleration,

$$\frac{x_2'' + ix_3''}{d} = - \left( \frac{\dot{x}_2 + i\dot{x}_3}{u} \right) \frac{u'}{u} + \frac{d}{mu^2} (F_{2r} + iF_{3r}) - \frac{16d}{u^2} - \frac{a_c d}{u^2} \quad (D 13)$$

Substituting in Equation (D 13) from Equation (D 11) and noting that drag term in (D 11) differs from the  $\frac{u'}{u}$  term in (D 13) by a fourth order term, we can integrate Equation (D 13) and obtain the following form

$$\frac{(x_2 + ix_{2c}) + i(x_3 + ix_{3c} + x_{3G})}{d} = \frac{x_{20} + ix_{30}}{d} + \frac{x'_{20} + ix'_{30}}{d} p + S_L - iS_F \quad (D 14)$$

$$\text{where } S_L - iS_F = \int_{-\frac{p}{2}}^{\frac{p}{2}} \int_{-\frac{q}{2}}^{\frac{q}{2}} (J_L - ivJ_F) \lambda (1 - n_3^2)^{1/2} dr dq$$

$$J_L = \frac{\rho d^3}{m} K_1$$

$$x_{3G} = g d^2 \int_{-\frac{p}{2}}^{\frac{p}{2}} \int_{-\frac{q}{2}}^{\frac{q}{2}} u^{-2} dr dq$$

$$x_{2c} + ix_{3c} = d^2 \int_{-\frac{p}{2}}^{\frac{p}{2}} \int_{-\frac{q}{2}}^{\frac{q}{2}} a_c u^{-2} dr dq$$

$$\text{Since } n_3 = \hat{\lambda}_3 = \frac{1}{2} (\hat{\lambda} - \bar{\lambda}),$$

$$\text{where } \bar{\lambda} = \hat{\lambda}_2 - i\hat{\lambda}_3$$

$$\begin{aligned}
(1 - n_3^2)^{1/2} &= 1 - \frac{1}{2} n_3^2 + \dots \\
&= 1 + \frac{1}{8} (\lambda - \bar{\lambda})^2 + \dots \quad (D 15) \\
&= 1 - \frac{1}{4} \delta^2 + \frac{1}{8} (\lambda^2 + \bar{\lambda}^2) + \dots
\end{aligned}$$

If the assumed epicyclic solution for  $\hat{\lambda}$  were substituted in the third term on the right side of Equation (D 15) a simple calculation would show that the resulting expression does not contain either a constant term or terms in the difference frequencies. This term in Equation (D 15) will, therefore, be placed in our error expression. If a linear dependence of the lift coefficient on  $\delta^2$  is assumed and fourth powers of  $K_{10}$ 's are neglected,

$$S_L = \int_{-\frac{1}{2}}^{\frac{1}{2}} \int_{-\frac{1}{2}}^{\frac{1}{2}} \left[ J_{L0} + \tilde{J}_{L\delta^2} \delta^2 + \left(\frac{1}{8}\right) J_L (\lambda^2 + \bar{\lambda}^2) \right] \hat{\lambda} \, dr \, dq + \dots \quad (D 16)$$

$$\text{where } \tilde{J}_{L\delta^2} = J_{L\delta^2} - \left(\frac{1}{4}\right) J_{L0}$$

Inserting the general expression for a damped epicycle for  $\lambda$  in Equation (D 16) and regrouping,

$$S_L = \int_{-\frac{1}{2}}^{\frac{1}{2}} \int_{-\frac{1}{2}}^{\frac{1}{2}} \left\{ \left[ J_{L0} + \tilde{J}_{L\delta^2} \delta_{e1}^2 \right] K_1 e^{i\theta_1} + \left[ J_{L0} + \tilde{J}_{L\delta^2} \delta_{e2}^2 \right] K_2 e^{i\theta_2} \right\} dr dq + E_L \quad (D 17)$$

$$\text{where } \delta_{e1}^2 = K_{10}^2 + 2K_{20}^2$$

$$\delta_{e2}^2 = 2K_{10}^2 + K_{20}^2$$

$$E_L = \int_{-\frac{1}{2}}^{\frac{1}{2}} \int_{-\frac{1}{2}}^{\frac{1}{2}} \left[ J_{L\delta^2} E_{\delta^3} + \left(\frac{1}{8}\right) J_L (\lambda^2 + \bar{\lambda}^2) \hat{\lambda} \right] dr \, dq$$

$$E_0 J = \left[ (K_1^2 - K_{10}^2) + (K_2^2 - K_{20}^2) \right] K_1 e^{i\phi_1} + \left[ 2(K_1^2 - K_{10}^2) \right. \\ \left. + (K_2^2 - K_{20}^2) \right] K_2 e^{i\phi_2} + K_1^2 K_2 e^{i(2\phi_1 - \phi_2)} \\ + K_1 K_2^2 e^{i(2\phi_2 - \phi_1)}$$

Similarly,

$$S_F = \int_{-\frac{p}{2}}^{\frac{p}{2}} \int_{-\frac{q}{2}}^{\frac{q}{2}} v \left\{ \left[ J_{F0} + \tilde{J}_{F\delta^2} \delta_{e1}^2 \right] K_1 e^{i\phi_1} \right. \\ \left. + \left[ J_{F0} + \tilde{J}_{F\delta^2} \delta_{e2}^2 \right] K_2 e^{i\phi_2} \right\} dr dq + E_F \quad (D 18)$$

$$\text{where } E_F = \int_{-\frac{p}{2}}^{\frac{p}{2}} \int_{-\frac{q}{2}}^{\frac{q}{2}} \left[ v J_{F\delta^2} E_0 J + \frac{1}{8} v J_F (\lambda^2 + \lambda^2 \lambda) \right] dr dq$$

$$\tilde{J}_{F\delta^2} = J_{F\delta^2} + \frac{1}{4} J_{FC}$$

Equations (D 17 - D 18) may be used either for the analysis of the results of present sverve reductions<sup>5</sup> or for the construction of a new sverve reduction. If the eight unknown epicycle sverve reduction is considered, Equations (D 17 - D 18) without the error terms indicate that the lift and Magnus force coefficients as obtained from a given mode of oscillation should be plotted against the appropriate effective yaw squared.\*

It is interesting to note that for a rapidly spinning model although only the sverve associated with the slow arm,  $K_2$ , is measurable, the squared amplitude of the fast arm has twice as much weight in the calculation of  $\delta_{e2}^2$  as that of the slow arm.

\* The more modern LF sverve reduction may be applied to the measurement of non-linear forces when the model is rapidly spinning. Only the slow arm makes a measurable contribution and the coefficients obtained from this reduction should be plotted against  $\delta_{e2}^2$ .

A special purpose swerve reduction may be constructed which will not neglect the error terms. To do this we rewrite Equations (D 17 - D 18).

$$S_L = \left[ J_{L_0} + \tilde{J}_{L_0^2} (K_{10}^2 + K_{20}^2) \right] \int_{-\frac{L}{2}}^{\frac{L}{2}} \int_{-\frac{L}{2}}^{\frac{L}{2}} \hat{\lambda} dr dq \quad (D 19)$$

$$+ \tilde{J}_{L_0^2} \int_{-\frac{L}{2}}^{\frac{L}{2}} \int_{-\frac{L}{2}}^{\frac{L}{2}} (K_{20}^2 K_1 e^{1\phi_1} + K_{10}^2 K_2 e^{1\phi_2}) dr dq + E_L$$

$$S_F = v \left[ J_{F_0} + \tilde{J}_{F_0^2} (K_{10}^2 + K_{20}^2) \right] \int_{-\frac{L}{2}}^{\frac{L}{2}} \int_{-\frac{L}{2}}^{\frac{L}{2}} \hat{\lambda} dr dq \quad (D 20)$$

$$+ v \tilde{J}_{F_0^2} \int_{-\frac{L}{2}}^{\frac{L}{2}} \int_{-\frac{L}{2}}^{\frac{L}{2}} (K_{20}^2 K_1 e^{1\phi_1} + K_{10}^2 K_2 e^{1\phi_2}) dr dq + E_F$$

If estimates are made for  $J_{L_0}$ ,  $\tilde{J}_{L_0^2}$ ,  $J_{F_0}$  and  $\tilde{J}_{F_0^2}$ , the last two terms on

the right sides of Equations (D 19 - D 20) are known functions of  $p$  and may be subtracted from the measured  $\frac{x_2 + ix_3}{d}$  of Equation (D 14). If the modified Equation (D 14) in six unknowns is fitted by least squares to the measured  $\frac{x_2 + ix_3}{d}$ , individual round values of  $J_{L_0} + \tilde{J}_{L_0^2}$

$(K_{10}^2 + K_{20}^2)$  and  $J_{F_0} + \tilde{J}_{F_0^2} (K_{10}^2 + K_{20}^2)$  may be obtained. When these

values for different models of the same configuration fired at the same Mach number are plotted against  $K_{10}^2 + K_{20}^2$ , the individual force

coefficients may be obtained. Should they differ from the initial guesses the process can be iterated. This reduction has been coded for the ORDVAC and is available for use.

APPENDIX E: LARGE YAWING MOTION WITH ALL NON-LINEAR MOMENTS

In this Appendix we now will apply our techniques to the equation with non-linearities in all the moments. Only a linear dependence of the moment coefficients on  $\delta^2$  will be considered.

If  $\frac{L}{2}$  and  $4J_L'$  in Equation (20) are approximated by  $-\frac{1}{2}(\delta^2)'$  and  $J_{L\delta^2}(\delta^2)'$  respectively, that equation may be written in the following form:

$$\lambda'' + \left[ H_0 + H_2^* \delta^2 + \frac{1}{2} (\delta^2)' - i\bar{v} \right] \lambda' - \left[ M_0 + M_2^* \delta^2 - J_{L\delta^2}(\delta^2)' + i\bar{v}(T_0 + T_2^* \delta^2) \right] \lambda = 0 \quad (E1)$$

$$\text{where } H_0 = J_{L_0} - J_{D_0} + k_2^{-2}(J_{H_0} - J_{MA_0})$$

$$H_2^* = J_{L\delta^2} - J_{D\delta^2} + k_2^{-2}(J_{H\delta^2} - J_{MA\delta^2}) - \frac{1}{2} \left[ J_{L_0} - k_2^{-2} J_{MA_0} \right] \\ = J_{L\delta^2} - J_{D\delta^2} + k_2^{-2} J_{H\delta^2}$$

$$J_L^* = J_{L_0} - \frac{1}{2} J_{L_0}$$

$$J_{H\delta^2}^* = J_{H\delta^2} - J_{MA\delta^2} + \frac{1}{2} J_{MA_0}$$

$$T_0 = J_{L_0} - k_1^{-2} J_{T_0}$$

$$T_2^* = T_2 - \frac{1}{2} T_0 = J_{L\delta^2} - k_1^{-2} J_{T\delta^2}^*$$

$$J_{T\delta^2}^* = J_{T\delta^2} - \frac{1}{2} J_{T_0}$$

Substituting Equation (24) for a damped epicycle in Equation (E1) and setting the coefficient of  $K_1 e^{i\phi_1}$  to zero, we obtain the following equation. (Our basic assumption requires that  $K_1^2$ 's which should be in Equation (E2) be replaced by midrange value  $K_{10}^2$ .)

$$\begin{aligned}
 & (-\alpha_1 + i\phi_1')^2 + (H_0 - i\bar{v})(-\alpha_1 + i\phi_1') - \left[ (M_0 + M_2^* \delta_{e1}^2) + i\bar{v}(T_0 + T_2^* \delta_{e1}^2) \right] \\
 & + H_2^* \left[ (K_{10}^2 + K_{20}^2)(-\alpha_1 + i\phi_1') + K_{20}^2(-\alpha_2 + i\phi_2') \right] \\
 & - (J_{L_0}^2 + \frac{-\alpha_1 + i\phi_1'}{2}) (2\alpha_1 K_{10}^2 + 2\alpha_2 K_{20}^2) \\
 & + (J_{L_0}^2 + \frac{-\alpha_2 + i\phi_2'}{2}) K_{20}^2 \left[ -\alpha_1 - \alpha_2 + i(\phi_1' - \phi_2') \right] = 0
 \end{aligned} \tag{E2}$$

A similar equation can be derived from the coefficient of  $K_2 e^{i\phi_2}$ . If squares of  $K_{10}$  are omitted in the equations for  $(-\alpha_1 + i\phi_1')$  and  $(-\alpha_2 + i\phi_2')$ , the familiar relations for the linear case may be obtained:

$$\bar{v} = \phi_1' + \phi_2' \qquad H_0 = \alpha_1 + \alpha_2 \qquad (E3)$$

$$M_0 = \phi_1' \cdot \phi_2' - \alpha_1 \alpha_2 \qquad T_0 = \frac{\alpha_1 \phi_2' + \alpha_2 \phi_1'}{\phi_1' + \phi_2'}$$

Since in the linear case the equation for  $\bar{v}$  is unaffected by damping and that for  $M_0$  has a very small term from the damping, we would expect the addition of damping to have little effect on Equations (92) and (93). If we make the simplifying assumption that this is the case, the real part of Equation (E2) and its equivalent for  $K_2 e^{i\phi_2}$  would yield very slightly modified versions of Equation (92) and (93) and only the imaginary parts of these equations need be considered.\*

$$2\alpha_1 \phi_1' - H_0 \phi_1' - \bar{v} \alpha_1 + \bar{v}(T_0 + T_2^* \delta_{e1}^2) - H_2^* \left[ (K_{10}^2 + K_{20}^2) \phi_1' + K_{20}^2 \phi_2' \right] \tag{E4}$$

\* The precise effect of the damping is the addition of  $\alpha_1(H - \alpha_1)$  to Eq. (91) and  $\alpha_2(H - \alpha_2)$  to Eq. (92). (See Eqs. 109-110).

$$\begin{aligned}
& -J_{L_2}(\dot{\phi}_1 - \dot{\phi}_2)K_{20}^2 + \dot{\phi}_1(\alpha_1 K_{10}^2 + \alpha_2 K_{20}^2) + \left(\frac{\alpha_1 \dot{\phi}_2 + \alpha_2 \dot{\phi}_1}{2}\right)K_{20}^2 = 0 \\
& -H_0 \dot{\phi}_2 - \bar{v} \alpha_2 + \bar{v}(T_0 + T_2^* \delta_{e2}^2) - H_2^* \left[ (K_{10}^2 + K_{20}^2) \dot{\phi}_2 + K_{10}^2 \dot{\phi}_1 \right] \\
& -J_{L_2}(\dot{\phi}_2 - \dot{\phi}_1)K_{10}^2 + \dot{\phi}_2(\alpha_1 K_{10}^2 + \alpha_2 K_{20}^2) + \left(\frac{\alpha_1 \dot{\phi}_2 + \alpha_2 \dot{\phi}_1}{2}\right)K_{10}^2 = 0
\end{aligned} \tag{E5}$$

The appearance of  $\delta_{ei}^2$  in Equations (E4) and (E5) could have been predicted from the fact that  $\bar{v}T$  is the imaginary part of the coefficient of  $\lambda$  while  $M$  is the real part of the same coefficient. Thus for a Magnus force which is a polynomial function of  $\delta^2$ , the relations in Table I may be used in the generalized forms of Equations (E4) and (E5) in the same way that they may be used for a polynomial static moment in generalized forms of Eqs. (92) and (93).

If the small geometric non-linearity terms are omitted, linear damping moments are assumed, and the effect of the small non-linear lift terms is neglected, Equations (E4) and (E5) assume the simple forms

$$\alpha_1 = \frac{H_0 \dot{\phi}_1 - \bar{v}(T_0 + T_2^* \delta_{e1}^2)}{2\dot{\phi}_1 - \bar{v}} \tag{E6}$$

$$\alpha_2 = \frac{H_0 \dot{\phi}_2 - \bar{v}(T_0 + T_2^* \delta_{e2}^2)}{2\dot{\phi}_2 - \bar{v}} \tag{E7}$$

An examination of Equations (92) and (93) shows that when the geometric non-linearity terms are neglected, the frequencies depend on the amplitudes through their corresponding effective squared yaws,  $\delta_{ei}^2$ . Thus, we have the important result that under these assumptions the damping of a given mode is related to the amplitude of the total motion by means of its effective square yaw. In other words, for fixed aerodynamic characteristics and spin, the damping exponents,  $\alpha_i$ , are functions of their  $\delta_{ei}^2$ 's alone.

If Equation (E4) is now subtracted from Equation (E5), the result solved for  $H_0$  and simplified by use of Equation (94)

$$H_0 + H_2^* \left( \frac{\phi_1' K_{20}^2 - \phi_2' K_{10}^2}{\phi_1' - \phi_2'} \right) = H_{\text{range}} - \bar{v} T_2^* \left( \frac{K_{10}^2 - K_{20}^2}{\phi_1' - \phi_2'} \right) + M_2^* \frac{(\alpha_1 - \alpha_2)(K_{10}^2 - K_{20}^2)}{(\phi_1' - \phi_2')^2} - J_{L_0} (K_{10}^2 + K_{20}^2) \quad (E8)$$

$$\text{where}^* H_{\text{range}} = \alpha_1 + \alpha_2 + \left[ \frac{(\phi_1' - 3\phi_2')\alpha_1 K_{10}^2 - (\phi_2' - 3\phi_1')\alpha_2 K_{20}^2}{2(\phi_1' - \phi_2')} \right]$$

Eliminating  $H_0$  from Equations (E4 - E5) and simplifying by use of Equation (94), and ignoring all  $K_i^4$  terms, we obtain the following equation.

$$T_0 + T_2^* \delta_e^2 = T_{\text{range}} + H_2^* \left( \frac{K_{10}^2 \phi_1'^2 - K_{20}^2 \phi_2'^2}{\phi_1'^2 - \phi_2'^2} \right) \quad (E9)$$

$$+ M_2^* \frac{2\phi_1' \phi_2' (\alpha_1 - \alpha_2)(K_{10}^2 - K_{20}^2)}{(\phi_1'^2 - \phi_2'^2)^2} - J_{L_0} \left( \frac{K_{10}^2 \phi_1' + K_{20}^2 \phi_2'}{\phi_1' + \phi_2'} \right)$$

$$\text{where } T_{\text{range}} = \left( \frac{\alpha_1 \phi_2' + \alpha_2 \phi_1'}{\phi_1' + \phi_2'} \right) \left[ 1 - \left( \frac{1}{2} \right) \left( \frac{K_{10}^2 \phi_1' - K_{20}^2 \phi_2'}{\phi_1' - \phi_2'} \right) \right]$$

$$- \frac{\phi_1' \phi_2' (\alpha_1 - \alpha_2)(K_{10}^2 \phi_1' + K_{20}^2 \phi_2')}{(\phi_1' + \phi_2')^2 (\phi_1' - \phi_2')}$$

The quite formidable expressions for  $H_{\text{range}}$  and  $T_{\text{range}}$  differ appreciably from the simple relations for  $H_0$  and  $T_0$  of Equations (E3) only when the yaw is quite large.

\* The subscript "range" denotes the quantity which the range reduction would get if only the geometric non-linearities were considered.

The range values of  $J_H - J_{MA}$  and  $J_T$  are defined by the relations following Equation (20)

$$(J_H - J_{MA})_{\text{range}} = k_2^2 \left[ H_{\text{range}} - (J_{L_0} - J_{J_0}) \right] \quad (E 10)$$

$$J_{T_{\text{range}}} = k_1^2 \left[ J_{L_0} - T_{\text{range}} \right] \quad (E 11)$$

If these relations are used in Equations (E8 - E9) and  $H_0, H_2^*, T_0, T_2^*$  and  $M_2^*$  are replaced by their definitions from Equations (E1) and (89), and the  $J_i$ 's converted to  $K_i$ 's the following two equations for  $(K_H - K_{MA})_{\text{range}}$

and  $K_{T_{\text{range}}}$  may be obtained.

$$\begin{aligned} \therefore (K_H - K_{MA})_{\text{range}} &= K_{H_0} - K_{MA_0} + K_{H_0}^* \left( \frac{\phi_1' K_{20}^2 - \phi_2' K_{10}^2}{\phi_1 - \phi_2} \right) \\ &\quad - K_{T_0}^* \left( \frac{B}{A} \right) \left( \frac{\phi_1' + \phi_2'}{\phi_1 - \phi_2} \right) (K_{10}^2 - K_{20}^2) \end{aligned} \quad (E 12)$$

$$\begin{aligned} &+ a_1 K_{M_0}^* + a_2 K_{L_0}^* + a_3 K_{D_0}^* + a_4 K_{L_0} \\ K_{T_{\text{range}}} &= K_{T_0} + K_{T_0}^* \delta_e^2 + K_{H_0}^* \left( \frac{A}{B} \right) \left( \frac{K_{10}^2 \phi_1'^2 - K_{20}^2 \phi_2'^2}{\phi_1'^2 - \phi_2'^2} \right) \quad (E 13) \\ &+ b_1 K_{M_0}^* + b_2 K_{L_0}^* + b_3 K_{D_0}^* + b_4 K_{L_0} \end{aligned}$$

where  $a_1 = -(\alpha_1 - \alpha_2)(K_{10}^2 - K_{20}^2)(\phi_1' - \phi_2')^{-2}$

$$a_2 = k_2^2 \left[ (2\phi_1' - \phi_2')K_{10}^2 - (2\phi_2' - \phi_1')K_{20}^2 \right] (\phi_1' \cdot \phi_2')^{-1}$$

$$a_3 = -k_2^2 \left[ \phi_1' K_{20}^2 - \phi_1' K_{10}^2 \right] (\phi_1' - \phi_2')^{-1}$$

$$a_4 = \left(\frac{1}{2}\right)k_2^2 (K_{10}^2 + K_{20}^2)$$

$$b_1 = \frac{A}{B} (2\phi_1' \phi_2') (\alpha_1 - \alpha_2) (K_{10}^2 - K_{20}^2) (\phi_1'^2 - \phi_2'^2)^{-2}$$

$$b_2 = -k_1^2 \left[ (2\phi_1'^2 - \phi_2'^2) K_{10}^2 - (2\phi_2'^2 - \phi_1'^2) K_{20}^2 \right] (\phi_1'^2 - \phi_2'^2)^{-1}$$

$$b_3 = -k_1^2 (K_{10}^2 \phi_1'^2 - K_{20}^2 \phi_2'^2) (\phi_1'^2 - \phi_2'^2)^{-1}$$

$$b_4 = -\left(\frac{1}{2}\right)k_1^2 (K_{10}^2 \phi_1' + K_{20}^2 \phi_2') (\phi_1' + \phi_2')^{-1}$$

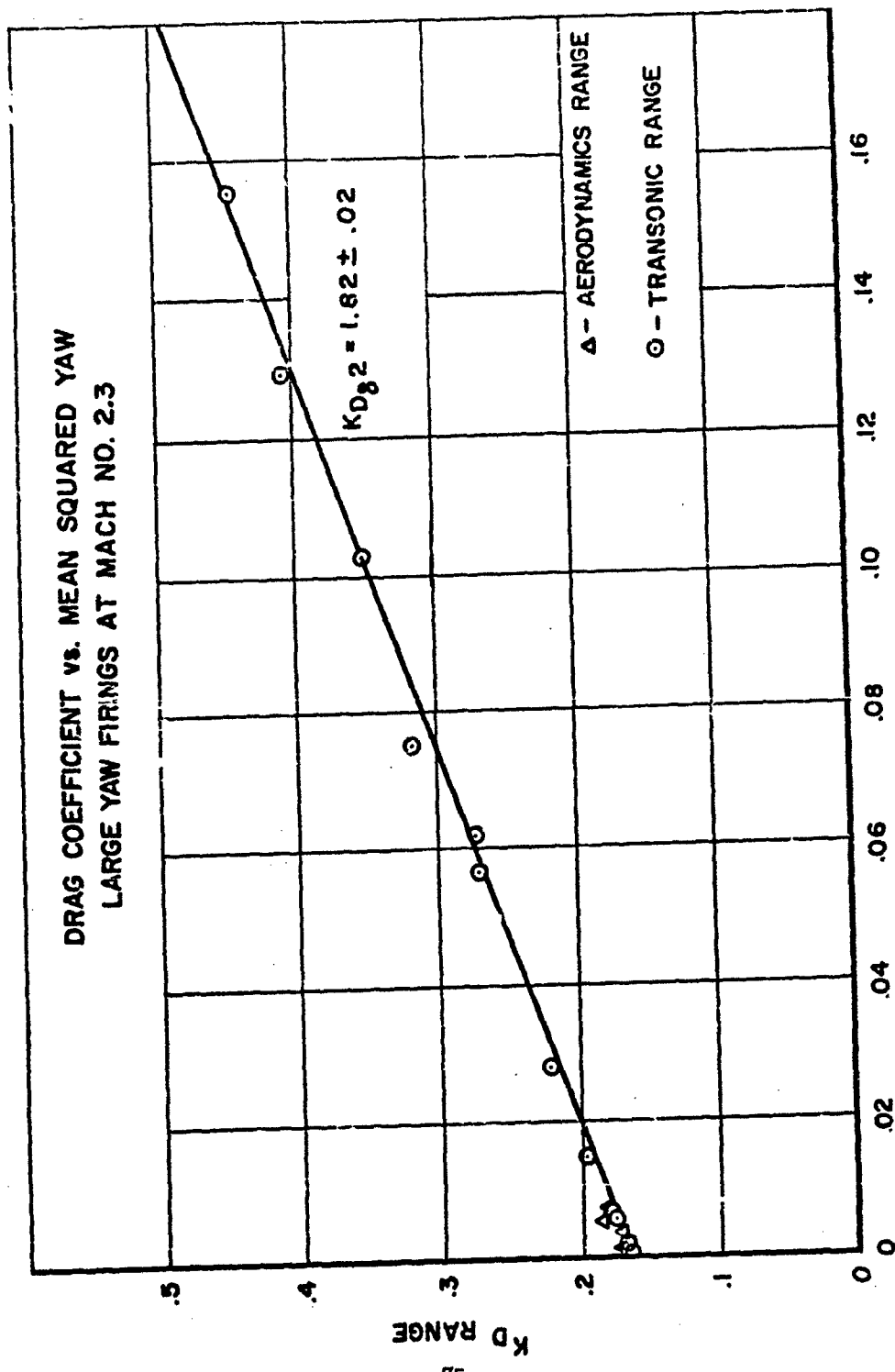
The terms in  $a_i$  and  $b_i$  in Equations (E 12 - E 13) are usually small and can be neglected. (For those cases where these terms are important the terms must be calculated\* and subtracted from the range values of  $K_H - K_{MA}$  and  $K_T$ .) Equation (E 12) predicts a dependence of  $(K_H - K_{MA})_{\text{range}}$  on both  $K_{H_0}^*$  and  $K_{T_0}^*$  while Equation (E 13) predicts a dependence of  $K_{T_{\text{range}}}$  on both  $K_{H_0}^*$  and  $K_{T_0}^*$ .

\* Only three rounds of the 126 rounds of the Army - Navy Spinner Rocket Program required this calculation. For one of these, however, the correction to  $K_H - K_{MA}$  due to  $a_1 K_{M_0}^2$  was about 3%, of the uncorrected value.

#### REFERENCES

1. Leitmann, G., Nonlinear Equations of Motion of a Spin-Stabilized Missile Solved by a Perturbation Method, NAVORD Report 3364, (Aug. 1954).
2. McShane, E. J., Kelley, J. L., Reno, F., Exterior Ballistics, University of Denver Press, (1953).
3. Murphy, C. H., Nicolaides, J. D., A Generalized Ballistic Force System, BRL Report 933 (May, 1955).
4. Maple, C. G., Synge, J. L., Aerodynamic Symmetry of Projectiles, G. A. M. Vol. IV, No. 3, (Jan 1949).
5. Murphy, C. H., Data Reduction for the Free Flight Spark Ranges, BRL Report 900, (Feb. 1954).
6. Murphy, C. H., Schmidt, I. E., The Effect of Length on the Aerodynamic Properties of Bodies of Revolution, BRL Report 876 (Aug 1953).
7. Minorski, N., Introduction to Non-Linear Mechanics, J. W. Edwards, 1947.
8. Maynard, L. G., Galbraith, A. S., An Effect of the Choice of Axes in the Kelley - McShane Theory of a Yawing Projectile, BRLM 816 (Aug. 1954).
9. Rogers, W. K., The Transonic Free Flight Range, BRL Report 849 (Feb. 1953).
10. Roecker, E. T., Aerodynamic Properties and Launching Characteristics of the 81MM Mortar Shell M56 and T282E6 With Folding and Stationary Fins, BRLM 839, (Sept. 1954).
11. Luchuk, W., Sparks, W., Wind-Tunnel Magnus Characteristics of the 7-Caliber Army-Navy Spinner Rocket, NAVORD 3813, (Sept. 1954).
12. Murphy, C. H., Effect of Gravity on Yawing Motion, BRLTN 743 (June 1952).

DRAG COEFFICIENT vs. MEAN SQUARED YAW  
 LARGE YAW FIRINGS AT MACH NO. 2.3



$\delta^2 = K_{10}^2 + K_{20}^2$

FIG. 1

MOMENT COEFFICIENT  
 vs  
 EFFECTIVE SQUARED YAW  
 81mm MORTAR

$$\delta_0^2 = \frac{3}{2}(K_{10}^2 + K_{20}^2)$$

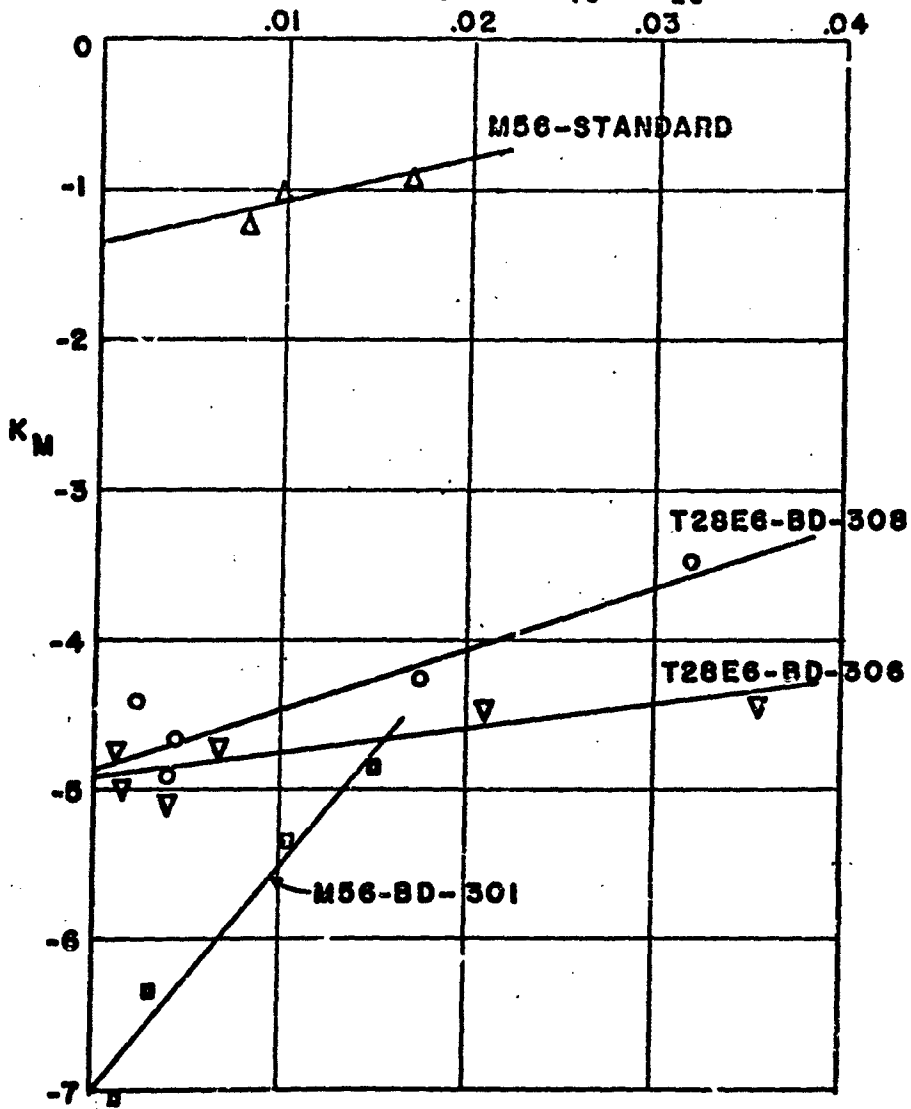


FIG. 2

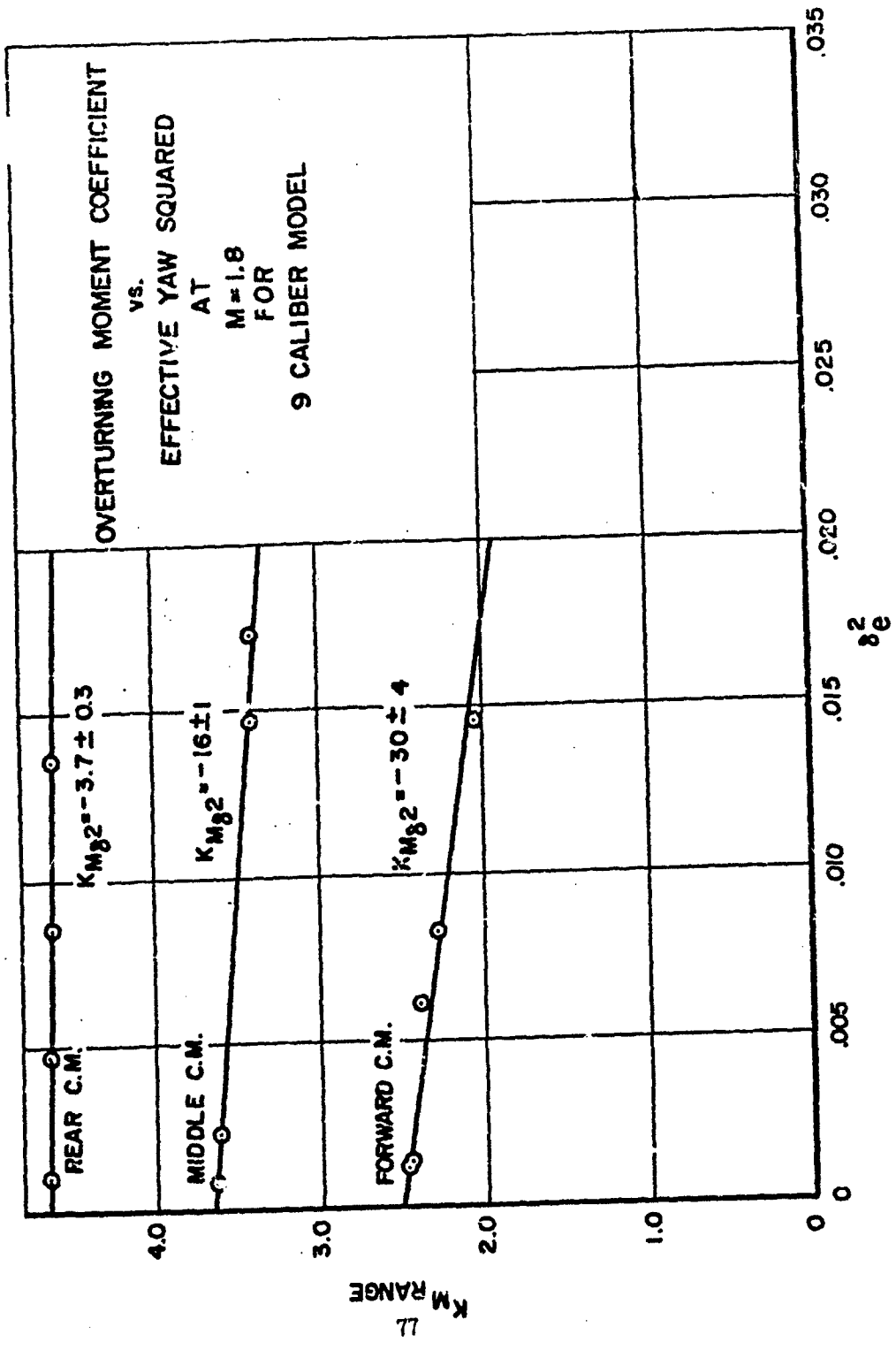


FIG. 3

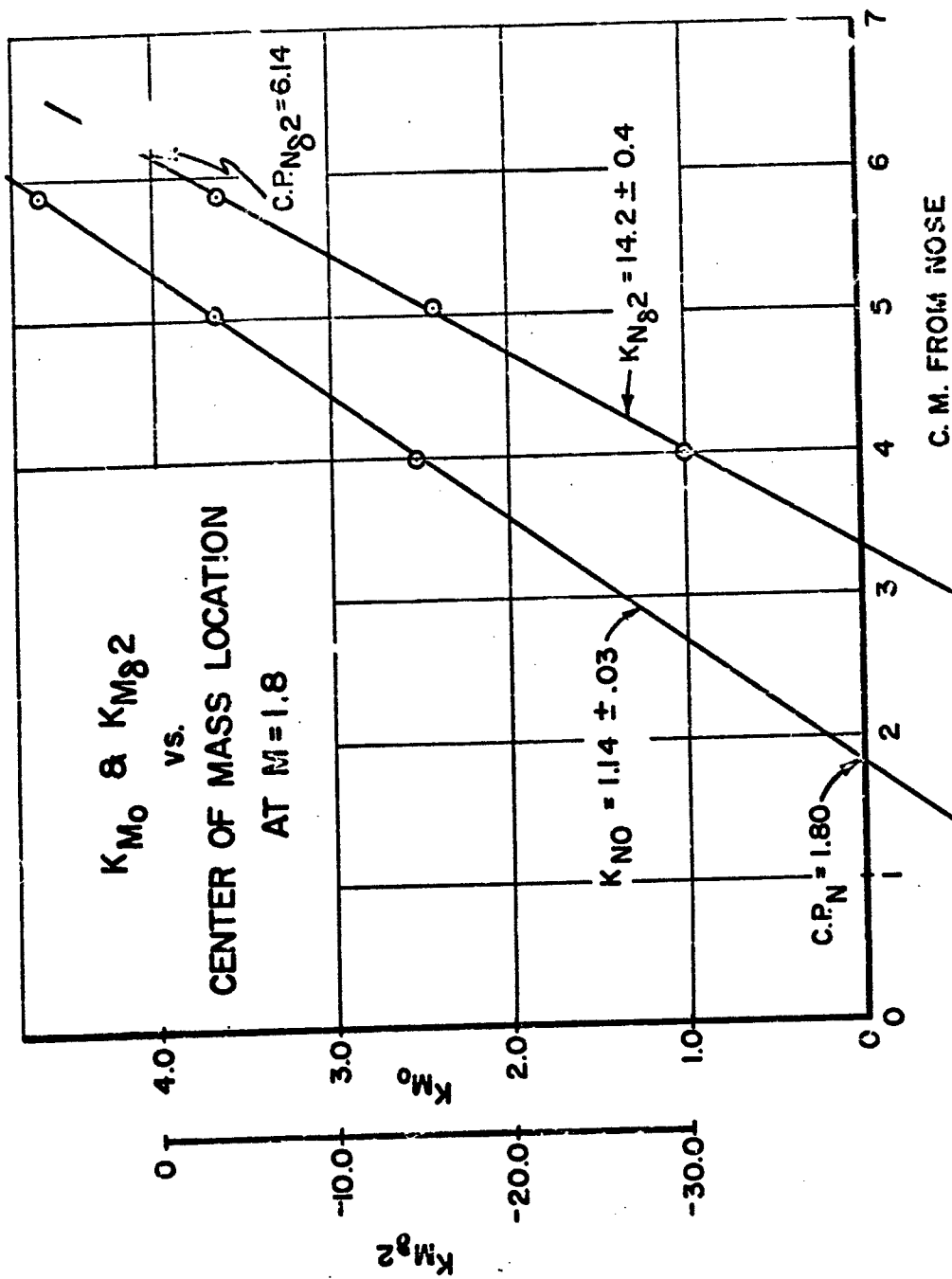


FIG. 4

LIFT FORCE COEFFICIENT vs. EFFECTIVE YAW SQUARED  
 AT M=1.8 FOR 9 CALIBER MODEL

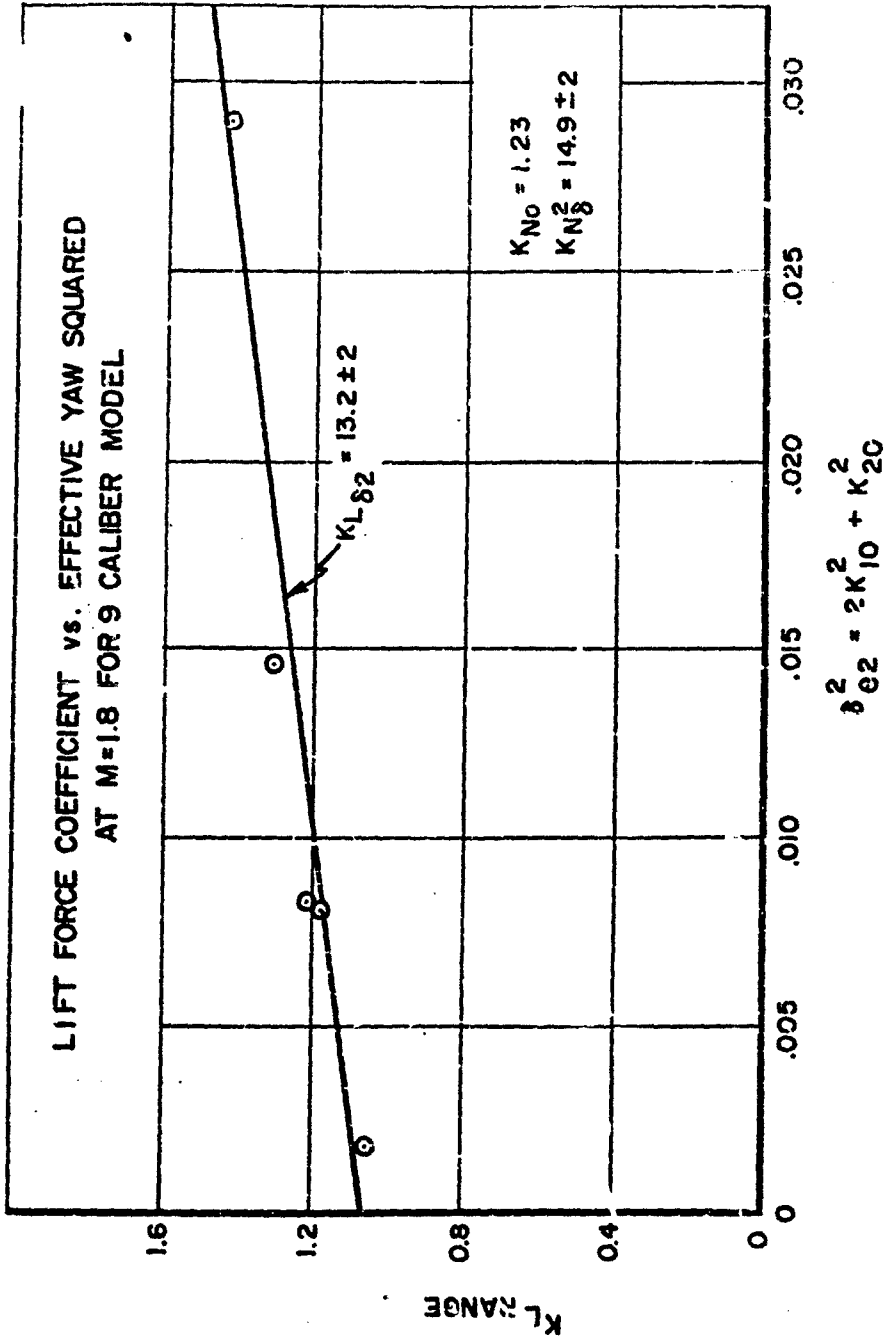
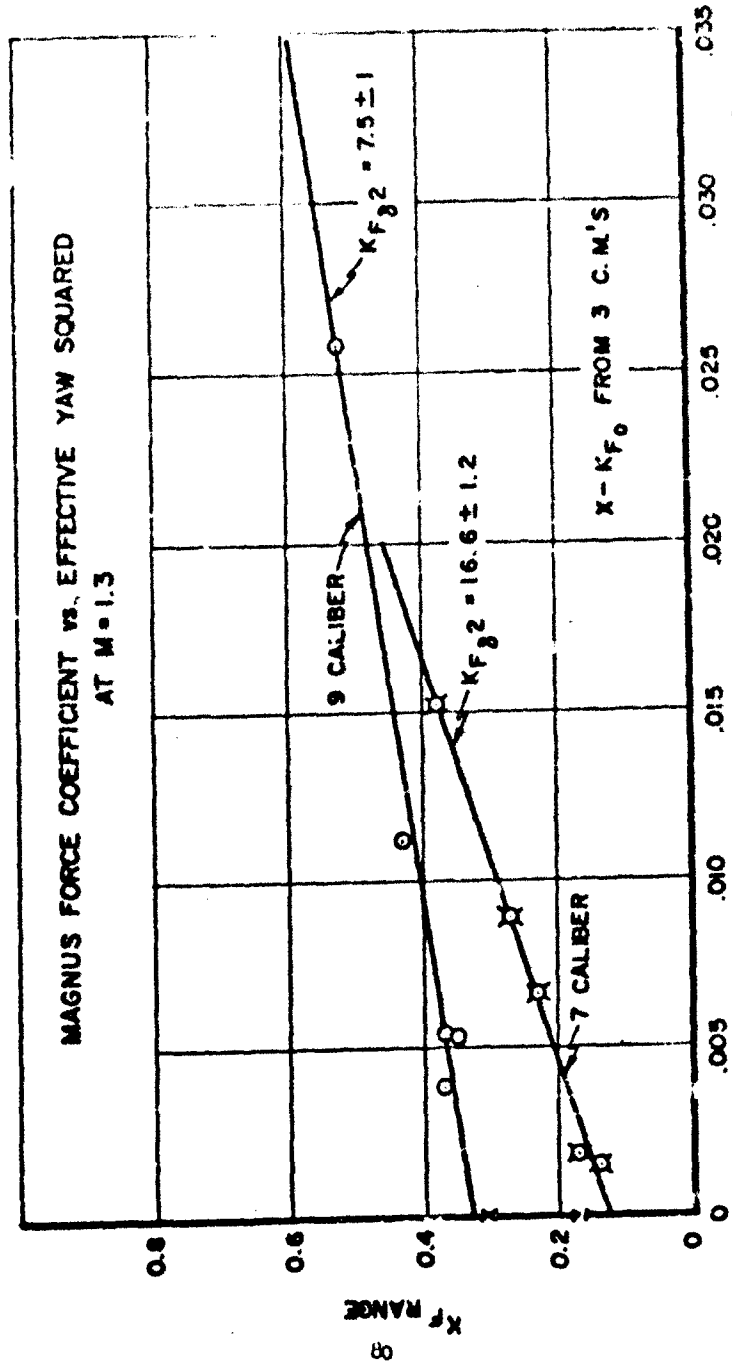


FIG. 5



$$\delta e_2 = 2K_{10}^2 + K_{20}^2$$

Fig. 6

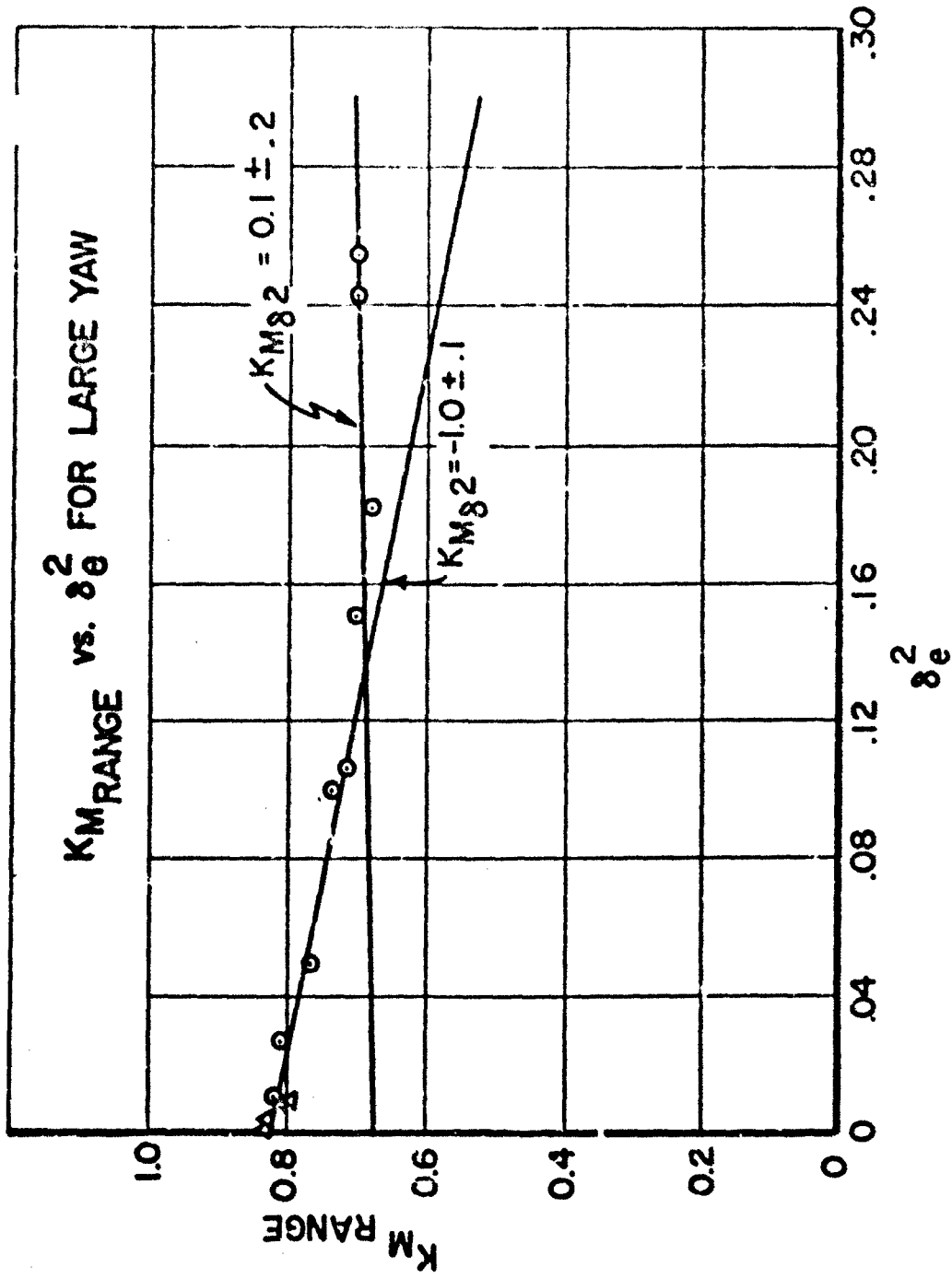


FIG. 7

$K_M \delta$  vs.  $\delta$  FOR LARGE YAW

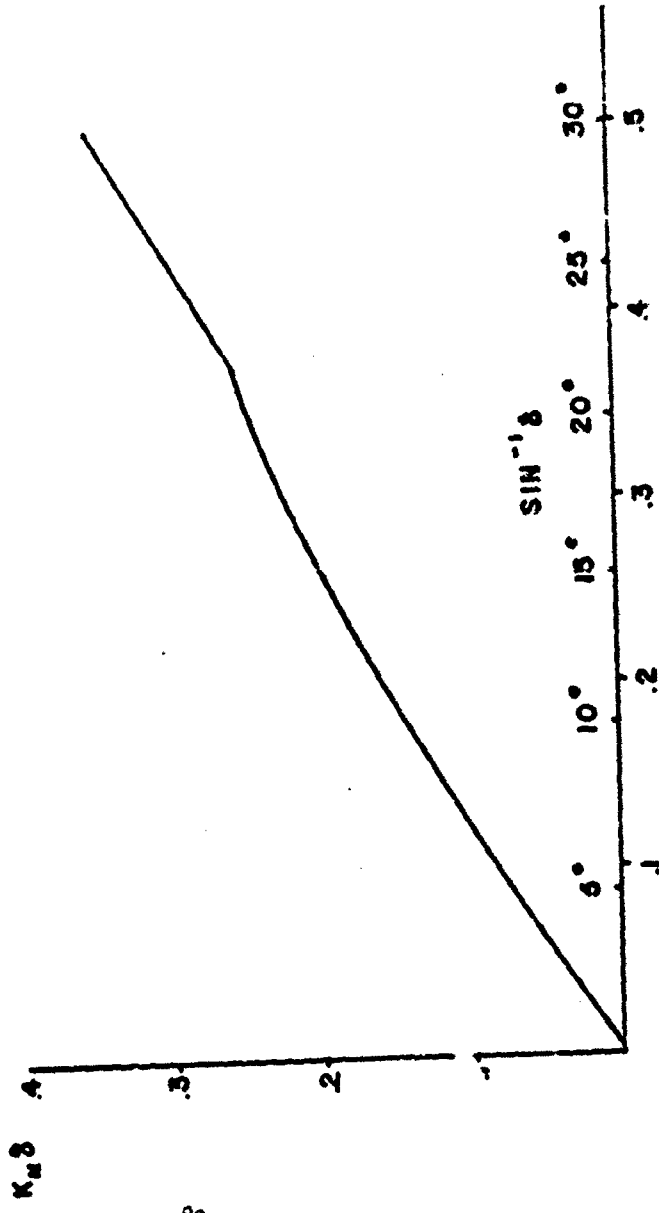


FIG. 8

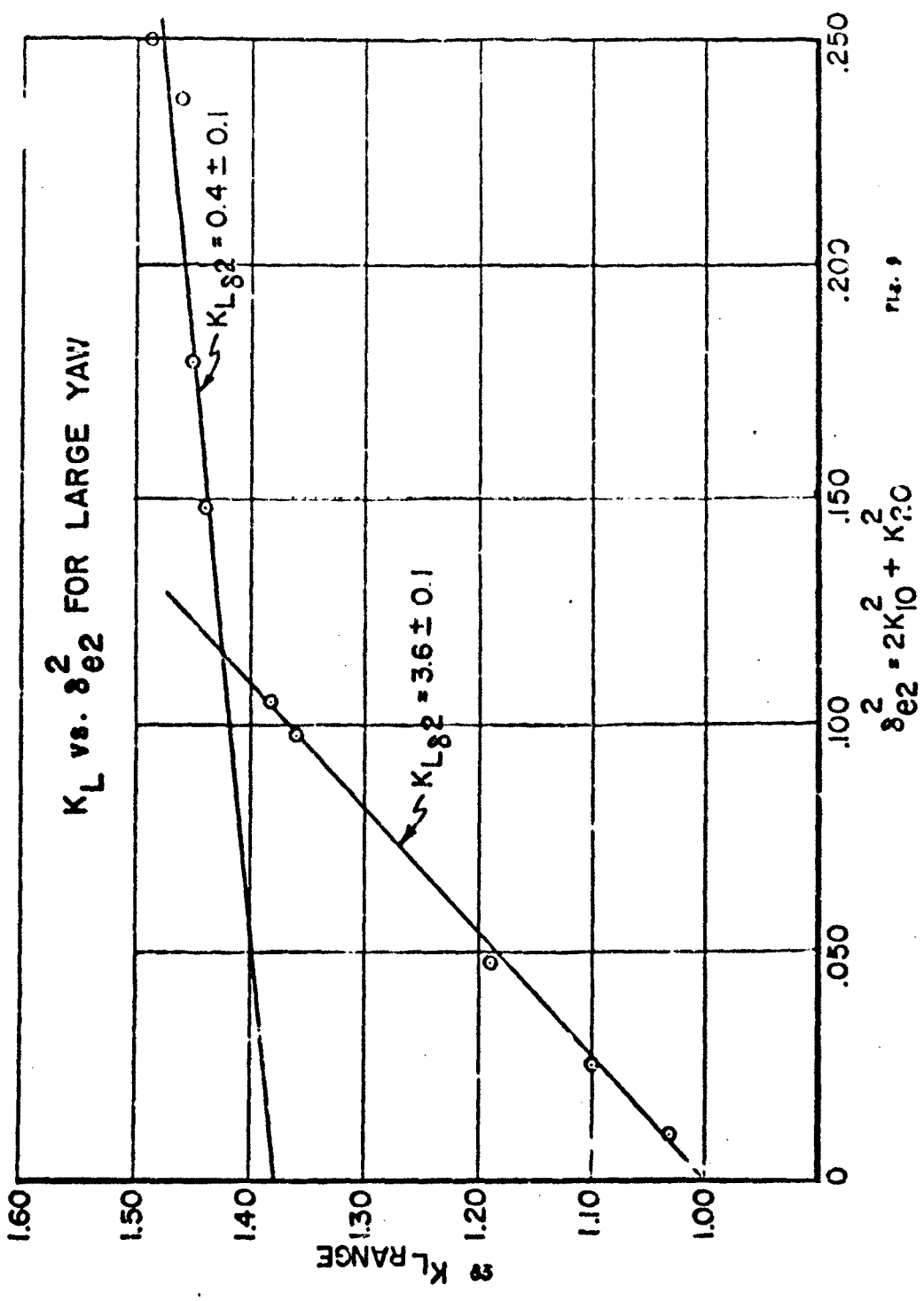


FIG. 9

$K_L$  vs  $\delta$  FOR LARGE YAW

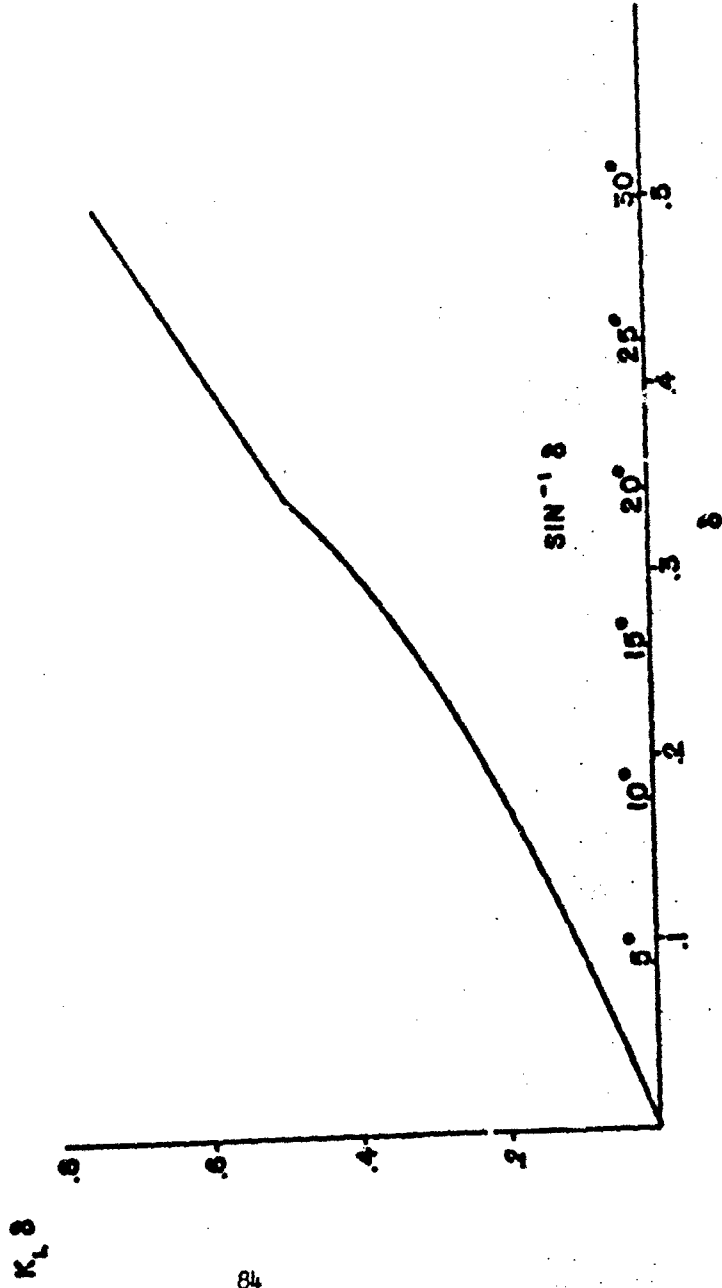


FIG. 10

$$\delta_e^2 = \left\{ K_{10}^2 + K_{20}^2 + \frac{K_{10}^2 \phi_1^2 - K_{20}^2 \phi_2^2}{\phi_1^2 - \phi_2^2} \right\}$$

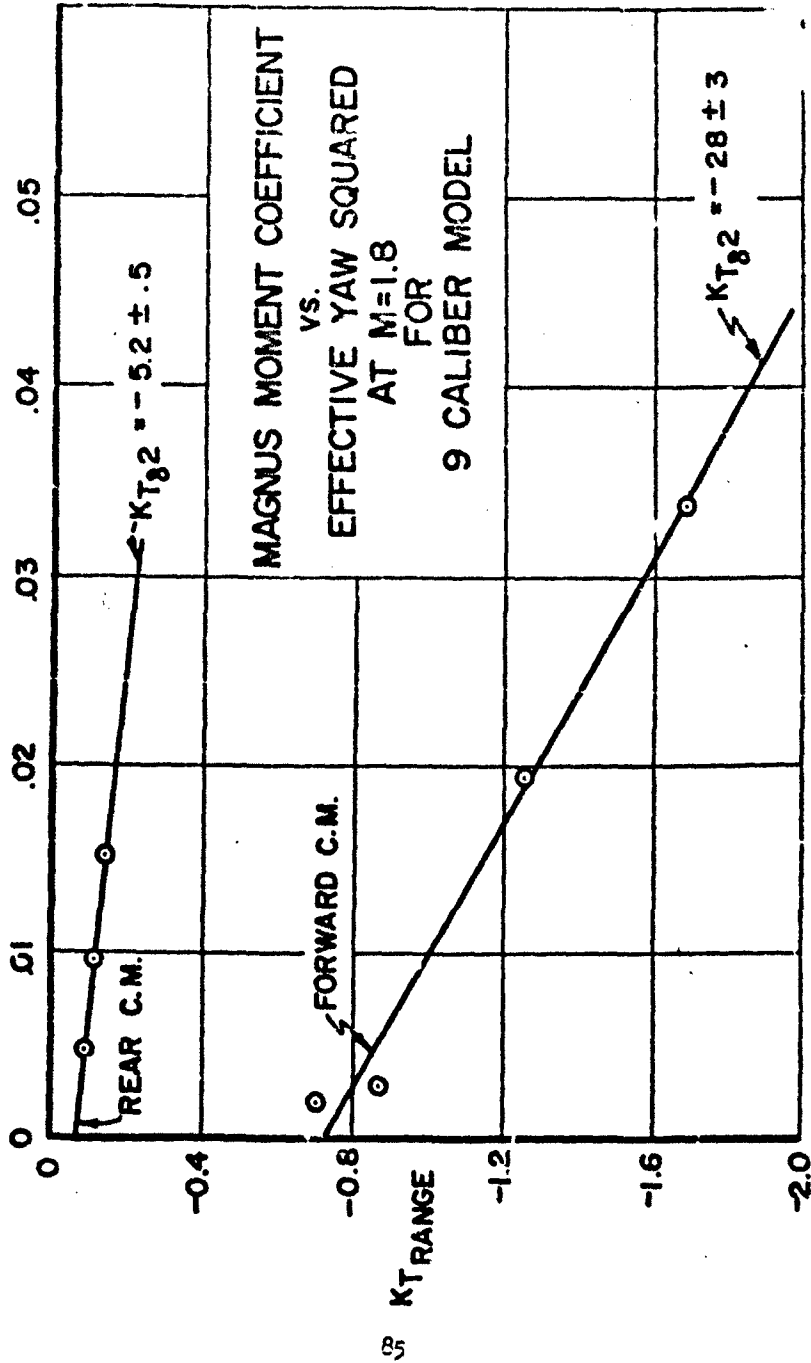


FIG. 11

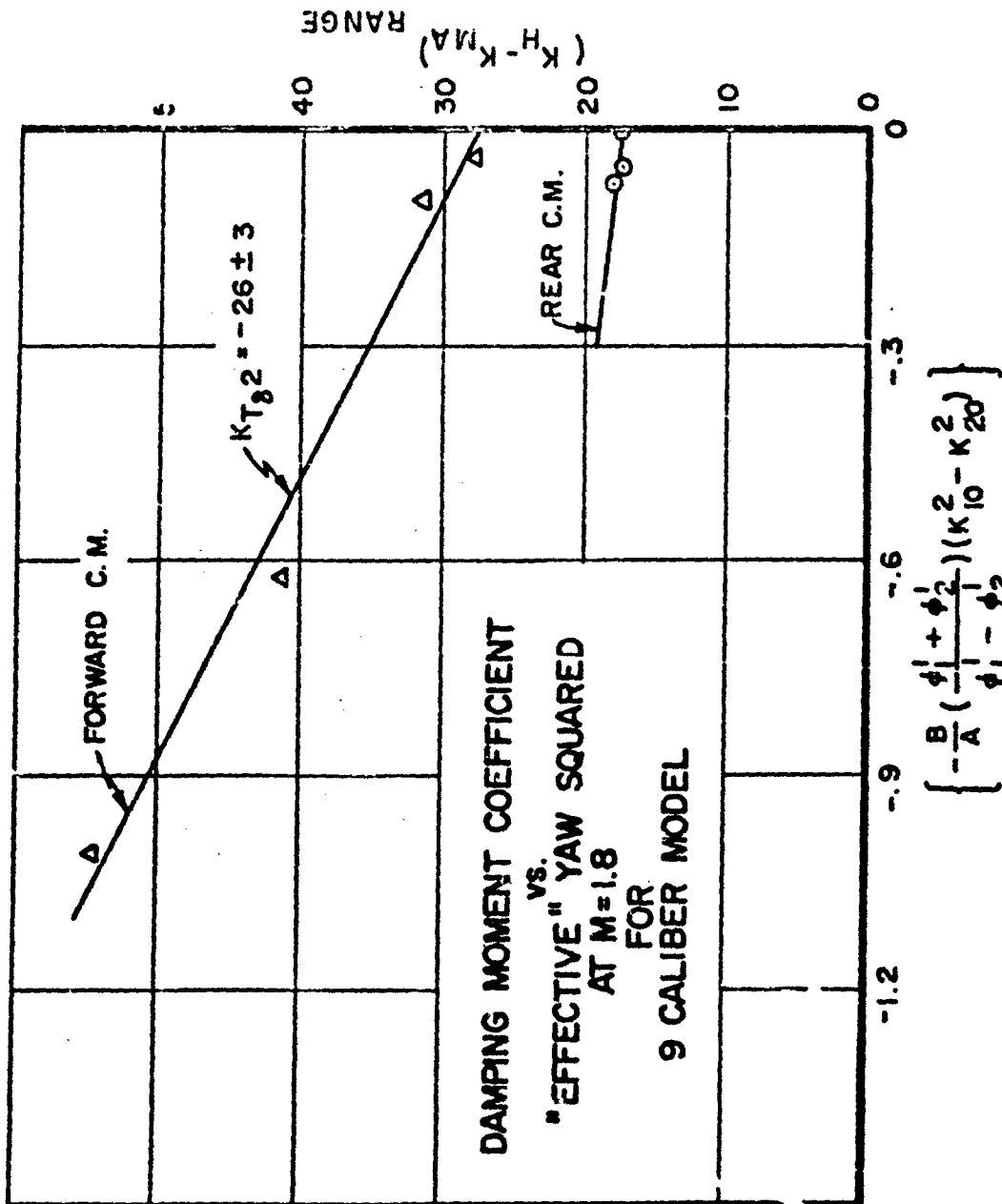


FIG. 12

MAGNUS MOMENT COEFFICIENT  
VS  
EFFECTIVE YAW SQUARED

$M=2.0$

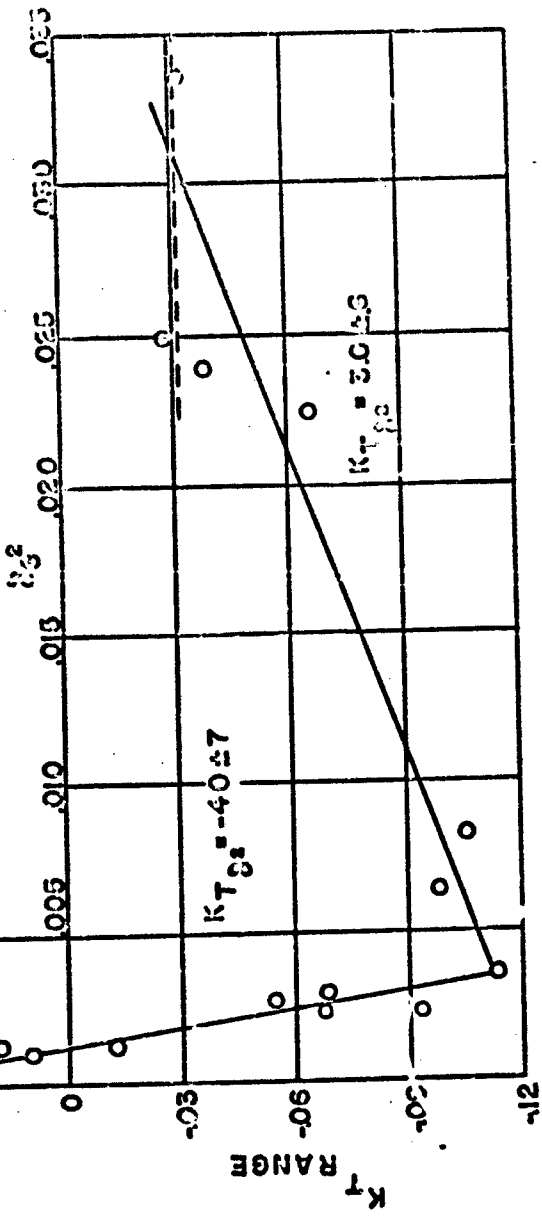


FIG. 13

**MAGNUS MOMENT**  
 $\frac{f u^2 d^3 \gamma}{S^2}$  **vs** **YAW ANGLE**

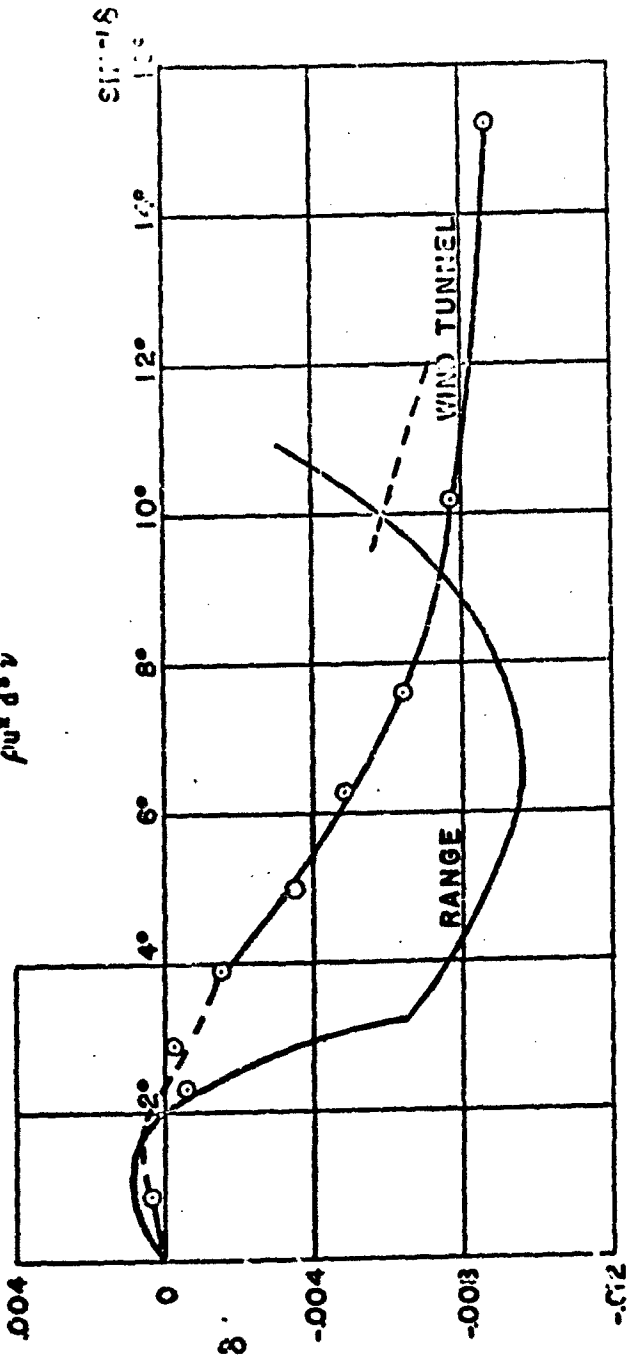


FIG. 14

K-8

88

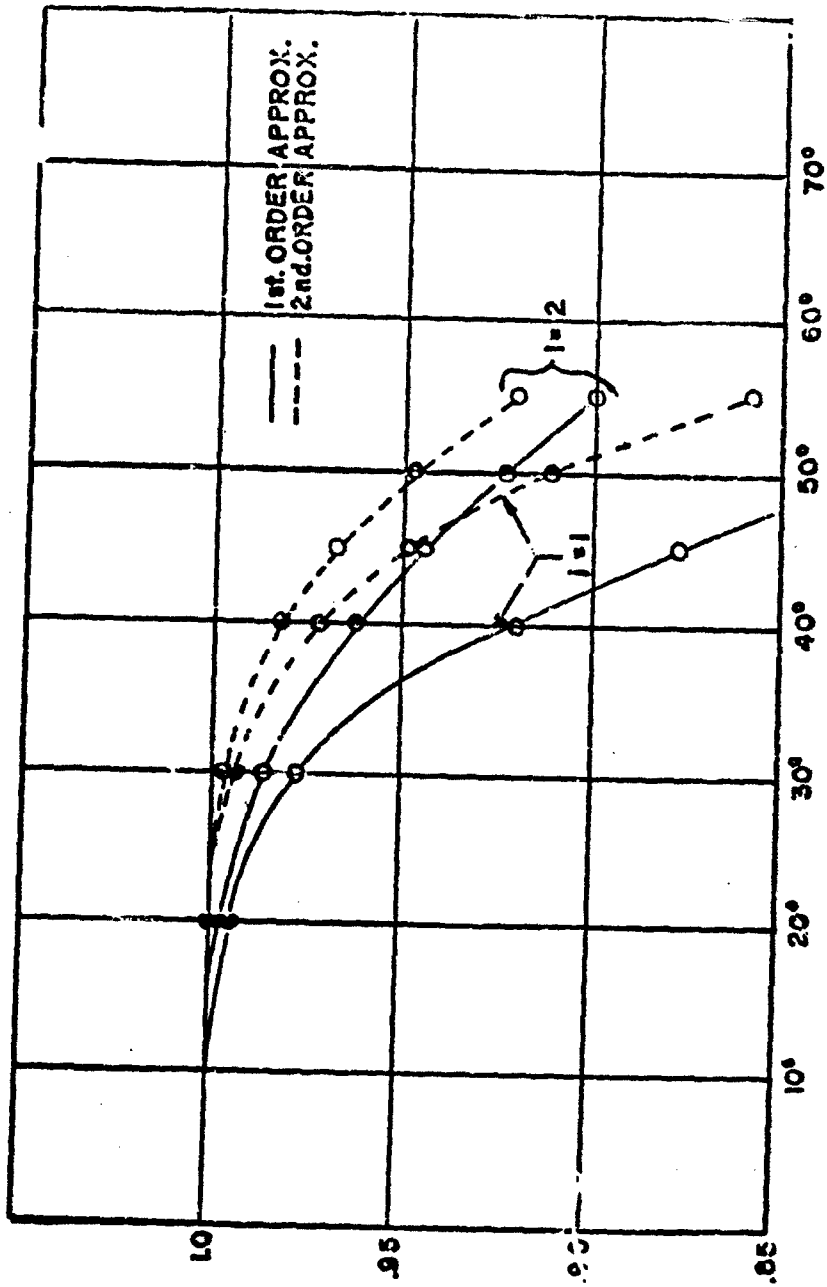


FIG. 15

$$\frac{\Delta \phi_1}{\phi_1} \bigg/ \frac{\Delta \phi_2}{\phi_2}$$

DISTRIBUTION LIST

<u>of</u> <u>s</u>	<u>Organization</u>	<u>No. of</u> <u>Copies</u>	<u>Organization</u>
	Chief of Ordnance Department of the Army Washington 25, D. C. Attn: OADTB - Bal Sec	2	Commander Naval Air Missile Test Ctr. Point Mugu, California
10	British Joint Services Mission 1800 K Street, N. W. Washington 6, D. C. Attn: Mr. John Lizard, Reports Officer	3	Director Naval Advisory Committee for Aeronautics 1512 H Street, N. W. Washington 25, D. C.
4	Canadian Army Staff 2450 Massachusetts Avenue Washington 8, D. C.	1	Commanding Officer Naval Air Rocket Test Station Lake Denmark Dover, N. J.
3	Chief, Bureau of Ordnance Department of the Navy Washington 25, D. C. Attn: Re3	5	Commander Naval Ordnance Test Station China Lake, California Attn: Technical Library Dr. Wm. Hazeltine Dr. I. Highberg Mr. H. H. Newkirk
2	Commander Naval Proving Ground Dahlgren, Virginia Attn: Dr. C. Cohen	1	Commander Naval Air Development Ctr. Johnsville, Pennsylvania
2	Chief of Naval Research Technical Information Division Library of Congress Washington 25, D. C.	2	National Advisory Committee for Aeronautics Aces Laboratory Moffett Field, California Attn: Dr. A. C. Charters Mr. H. J. Allen
3	Commander Naval Ordnance Laboratory White Oak Silver Spring 19, Maryland Attn: Mr. Westingen Dr. May Dr. Kurzweg	3	National Advisory Committee for Aeronautics Langley Memorial Aeronautical Laboratory Langley Field, Virginia Attn: Mr. J. Bird Mr. C. E. Brown Dr. Adolf Busemann
2	Superintendent Naval Postgraduate School Monterey, California Attn: Dr. Head		

DISTRIBUTION LIST

No. of	<u>Organization</u>	<u>No. of Copies</u>	<u>Organization</u>
2	U. S. Atomic Energy Commission Sandia Corporation P. O. Box 5900 Albuquerque, New Mexico Attn: Mr. Wynne K. Cox	1	Director, JPL Ord Corps Installation Department of the Army 4800 Oak Grove Drive Pasadena, California Attn: Mr. Irl E. Newlan, Reports Group
1	National Advisory Comm. for Aeronautics Lewis Flight Propulsion Laboratory Cleveland Airport Cleveland, Ohio Attn: F. K. Moore	1	Commanding General Arnold Engineering Development Center Tullahoma, Tennessee Attn: Deputy Chief of Staff, R&D
1	Commander USAF Fighter Weapons School Nellis Air Force Base, Nevada Attn: Lt. M. A. Cobra	1	Commanding Officer and Director David W. Taylor Model Basin Washington 7, D. C. Attn: Aerodynamics Laboratory
1	Commander Air Force Armament Center Eglin Air Force Base, Fla. Attn: ACOT	1	Commanding General Redstone Arsenal Huntsville, Alabama Attn: Technical Library
1	Commander Wright Air Development Center Wright-Patterson Air Force Base, Ohio Attn: WCRR	3	Commanding General Picatinny Arsenal Dover, New Jersey Attn: Samuel Feltman Ammunition Labs. L. E. Schmidt
4	Commanding General Air Research and Development Command P. O. Box 1395 Baltimore 3, Maryland Attn: Deputy for Development	1	Commanding General Frankford Arsenal Philadelphia 37, Penna. Attn: Reports Officer
5	Director Armed Services Technical Information Agency Documents Service Center Knott Building Dayton 2, Ohio Attn: DSC - SD	1	Commanding Officer Chemical Corps Chemical and Radiological Lab. Arm. Chemical Ctr., Md.

DISTRIBUTION LIST

No. of Copies	Organization	No. of Copies	Organization
1	Director Operations Research Office Department of the Army 7100 Connecticut Avenue Chevy Chase, Maryland Washington 15, D. C.	1	Cornell Aeronautical Lab., Inc. 4455 Genesee Street Buffalo 21, New York Attn: Miss Elma T. Evans Librarian
2	Armour Research Foundation of the Illinois Institute of Technology Technology Center Chicago 16, Illinois Attn: Mr. W. Casier Dr. A. Wundheiler	1	California Institute of Technology Pasadena, California Attn: Library
2	Applied Physics Laboratory 8621 Georgia Avenue Johns Hopkins University Silver Spring, Maryland Attn: Mr. George L. Seielstad	1	Consolidated Vultee Aircraft Corporation Ordnance Aerophysics Lab. Daingerfield, Texas Attn: Mr. J. E. Arnold
1	Aerophysics Development P. O. Box 657 Pacific Palisades, Calif. Attn: Dr. William Bolby	1	Crosley Division Avco Manufacturing Corp. 2630 Glendale Milford Rd. Box 116 Evendale, Ohio
1	American Bosch Arms Corp. Arma Division Garden City, New York Attn: Mr. R. C. Berendsen	1	Consolidated Vultee Aircraft Corporation P. O. Box 371 Fort Worth, Texas Attn: Mr. L. W. Bonnell
1	A.C. Spark Plug Division General Motors Corporation 1925 E. Kenilworth Place Milwaukee 2, Wisconsin Attn: Mr. H. Davis	1	California Institute of Technology Norman Bridge Laboratory of Physics Pasadena, California Attn: Dr. Leverett Davis, Jr.
1	Northrop Aircraft, Incorp. Department 3483 Ogden Air Materiel Area Bawthorne, California Attn: Mr. D. C. Olmore	1	University of Southern California Engineering Center Los Angeles 7, Calif. Attn: Mr. H. R. Saffell, Director

DISTRIBUTION LIST

No. of Copies	<u>Organization</u>	No. of Copies	<u>Organization</u>
1	Douglas Aircraft Co. 3000 Ocean Blvd. A-250 (Missile Engrng.) Santa Monica, Calif. Attn: Dr. Robert M. Wood	1	University of Michigan Willow Run Research Ctr. Willow Run Airport Ypsilanti, Michigan Attn: Mr. J. M. Corey
1	Emerson Electric Manufact- uring Company 8100 W. Florissant Avenue St. Louis 21, Missouri Attn: Mr. G. Hauser	1	McDonnell Aircraft Corp. P. O. Box 516 St. Louis 3, Missouri Attn: Mr. R. M. Fleish
1	Glenn L. Martin Company Baltimore 3, Maryland Attn: Mr. A. Karode	1	North American Aviation, Incorporated 12214 Lakewood Blvd. Downey, California Attn: Mr. Jim Elms
1	General Mills, Incorp. 2010 E. Hennepin Ave. Minneapolis, Minnesota Attn: Mr. R. C. Huntington, Mech. Division	1	North American Aviation, Incorporated International Airport Los Angeles, California Attn: J. Covert and G. Bussiere
1	Guggenheim Aeronautical Lab. California Institute of Tech. Pasadena, California Attn: Prof. H. W. Liepman	1	North Carolina State College Raleigh, North Carolina Attn: Prof. John W. Cell
1	General Electric Company Schenectady, New York Attn: Mr. F. V. Johnson. A&OE	1	Sperry Gyroscope Company Division of the Sperry Corp. Great Neck, L. I., New York Attn: Mr. J. J. Gallagher, Federal Department
1	M. W. Kellogg Company Foot of Danforth Avenue Jersey City 3, New Jersey Attn: Mr. Robert A. Miller	1	Wright Aeronautical Division Curtiss-Wright Corporation Wood-Ridge, New Jersey Attn: Sales Department (Government)
1	Lockheed Aircraft Corporation Factory "A" P. O. Box 501 Burbank, California Attn: Mr. Ed Baldwin	1	United Aircraft Corp. Research Department East Hartford 8, Conn. Attn: Mr. Robert C. Sale
1	Massachusetts Institute of Technology Instrumentation Laboratory Cambridge 39, Massachusetts	1	United Shoe Machine Corp. Balch Street Beverly, Massachusetts Attn: Mr. R. S. Parker

END