DESIGN AND ANALYSIS OF LANDING GEAR LUG ATTACHMENT BRACKET FOR SMALL TRANSPORT AIRCRAFT

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ABSTRACT

Landing gear is one of the primary structural components of the airframe. Landing gear enables the airplane to take off and land on ground. The most common type being tri-cycle arrangement with a nose landing gear and a main landing gear. Impact loads during landing are the main design loads for the landing gear design. Landing gears should also be checked for various other ground handling loads as specified in the regulatory requirements. Lugs are the primary structural elements in airframe structure that are widely used in connecting different components of the airframe. Failure of lug may lead to the catastrophic failure of the whole structure.

Stress analysis of the landing gear lug attachment bracket is carried out and maximum tensile stress is identified at one of the lug-holes.

FEM approach is followed for the stress analysis of the landing gear lug attachment bracket. A validation for FEM approach is carried out by considering a plate with a circular hole. The lug joints made up of steel and aluminum material is analyzed using MSC Patran and Nastran, the stress contour is plotted and maximum stress is found below the stress limit thus the design is safe and also the deformation contour is plotted, deformation is found below the safe limit thus the design is safe.

Then the results of analytical calculations are compared with results of finite element analysis. Hence the validation is done.

Keywords: Finite Element Model; Ultimate Tensile Stress; Degrees of Freedom; MSC Patran and Nastran; airframe structure.

1. INTRODUCTION
Air ship is machine that can fly starting with one place then onto the next. Various investigations were made to fly the machine.

An air ship is equipment that tries to fly by picking up backing from the air or the air of a planet. It counters the force of gravity by using either static lift or by using the dynamic lift of an airfoil, or in a few cases the diving push from plane engines. Air ship might be arranged by various criteria, for example, lift sort, impetus, use etc. The landing gear is a part in an aircraft that helps the aircraft to fly as well as land smoothly on the ground. Ordinarily wheels are utilized, however slips, glides or a mix of these and different components can be sent, contingent upon the surface. The landing gear helps the aircraft to land on the ground.

Connection carriers can be probably the most break basic parts in air ship structure and the outcomes of basic carry disappointment can be exceptionally serious (lamentable) (it is so extreme that many times the fuselage and wings of a flying machine gets isolated). In this manner, it is essential to build up configuration criteria and examination strategies to guarantee the harm resilience of air ship connection lugs.

Landing rigging is one of the essential auxiliary parts of the airframe. Its outline contemplations are fundamentally distinctive. The arrival gear withstands the ground sway stack and retains the effect vitality and diffuses the heap to the surroundings connection.

Carrier is the essential basic components in airframe structure that are broadly utilized as a part of associating diverse segments of the airframe. Connection drags can be probably the most break basic parts in air ship structure and the outcomes of basic haul disappointment can be exceptionally serious. In this manner, it is vital to set up outline criteria and examination strategies to guarantee the harm resilience of flying machine connection drags.

To accomplish a configuration most versatile to the predefined motivation behind the plane, sound judgment must be practiced in considering the estimation of the essential alterations and/or bargains.

Figure 1 Aircraft Details
Components of Lug joint
The following is a list of major components found in a Lug joint.

- Tongue– It is a part of lug joint which is connected between fork and landing gear wheel alignment.
- Fork is used to connect between attachment bracket and tongue
- Bracket is used to connects fuselage and fork through riveted joint

2. MATERIAL SELECTION, MODELING AND MESHING OF LUG JOINT
The material used for lug joint must be least affected at high load. Also lug joint material must have long life and must be mechanically strong. During earlier days, aluminum alloy 2025 was used as. Nowadays aluminium7075 T6 materials were used due to low density high thermal conductivity, good cast ability and sound high temperature strength.
Lug joint material must have the following properties:
- Retain its properties at high temperatures
- High tensile strength at higher temperature
- High yield strength
- Lower thermal expansion
- High thermal conductivity

Aluminum - 7075 T6 alloy used a slug joint material consisting of 1-5.6% of zinc, 2.1-2.5% of magnesium and.

3. GEOMETRIC DIMENSIONS OF JOINT LUG
Here the commercial transport aircraft of 150-200 seating capacity is considered.

CALCULATION OF LOAD ON LUG JOINT
The specifications used in calculation are mentioned below

\[ W = \text{Max weight} = 36000 \text{Kg} = 353.16 \text{kN} \]
\[ B = \text{Wheel base length} = 6.47 \text{m} \]
\[ L = \text{Length of the Fuselage} \]
\[ K = \text{τswald’s efficiency factor} \]
\[ \mu = \text{Friction co efficient} = 0.5 \]
\[ T = \text{Thrust of engine} \]
\[ B G = \text{Ground and aircraft centre of gravity clearance} = 6 \text{m} \]
\[ S = \text{Platform area of lifting} \]
\[ Swf = \text{Platform area of wing fuselage} \]
\[ SH = \text{Platform area of horizontal tail} \]
\[ VL = \text{Velocity of landing} = 132 \text{ knots} = 67.90 \text{m/s} \]
\[ VC = \text{Velocity of cruise} = 438 \text{ knots} = 225 \text{m/s} \]
\[ \text{Aspect Ratio} = 2.5 \]
\[ \text{Eccentricity} = 0.92 \]
\[ \text{Wing fuselage fluid flow co efficient} = 0.205 \]
\[ LH = \text{Lift of horizontal tail} \]
\[ \text{Horizontal wing fluid flow co efficient} = 1.1 \]
\[ CDo = \text{Co efficient of drag flow} = 0.0305 \]
\[ \Delta CL = \text{Coefficient of lift} = 0.6 \]

Where
\[ F_n = \text{Vertical load (kg)} \]
\[ F_h = \text{Horizontal load (kg)} \]
\[ P = \text{Resultant load (kg)} \]
\[ \sigma = \text{yield stress} \]

Total weight of air craft under 1G condition = 12000Kg
Total weight of air craft under 3G condition=36000Kg
\[ \sum M_c = 0 \]
\[ (F_n \times 6.47) - (36000 \times 0.6) = 0 \]
\[ F_n = 3338.48 \text{ kg} \]
\[ F_h = 0.5 \times F_n \]
\[ F_h = 1669.24 \text{ kg} \]
\[ P = \sqrt{(F_n^2 + F_h^2)} \]
\[ P = \sqrt{(3338.48^2 + 1669.24^2)} \]
\[ P = 3.732 \times 10^2 \text{ kg} \]

**DESIGN OF PIN**

\[ \sigma = \frac{P}{2A} \]
\[ 0.7 \times 51.47 = 1866.26 / A \]
\[ A = 51.797 \text{ mm}^2 \]
\[ (\pi/4)d^2 = 51.797 \]
\[ d = 10 \text{ mm} \]

Where,  
\[ A = \text{cross sectional area of pin (mm}^2) \]
\[ d = \text{diameter of pin (mm)} \]

**TONGUE DESIGN**

\[ d = 10 \text{ mm} \]
\[ 2d = 20 \text{ mm} \]
\[ 3d = 30 \text{ mm} \]
DESIGN OF FORK

- \( d = 10\text{mm} \)
- \( 2d = 20\text{mm} \)
- \( 3d = 30\text{mm} \)

![Diagram of Fork Design]

RIVET DESIGN

\[
\sigma = \frac{P}{4A}
\]

\[
0.7 \times 51.47 = \frac{3732.53}{4 \times A}
\]

\[
A = 25.89 \text{mm}^2
\]

\[
\frac{\pi}{4} d^2 = 25.89
\]

\( d = 6\text{mm} \)

Where \( \sigma \) = Shear stress (kg/mm\(^2\))

\( A \) = area of cross section of rivet

\( d \) = diameter of rivet (mm)

DESIGN OF FORK (PART 2)

- \( 5d = 30\text{mm} \)
- \( 2d = 12\text{mm} \)

![Diagram of Fork Part 2 Design]

DESIGN OF FLOOR BEAM (BRACKET)

Since the rivet has to be inserted in hole, dia of hole = dia of rivet

- \( 9d = 9 \times 6 = 54\text{mm} \)
- \( 2d = 2 \times 6 = 12\text{mm} \)
- \( 5d = 5 \times 6 = 30\text{mm} \)
- \( t = 2\text{mm} \)

where, \( d \) = rivet diameter

\( t \) = bracket thickness
Figure 4 3D model of lug joint

Figure 5 CAD model of fork

Figure 6 CAD model of tongue
Meshing of Lug joint

Finite element meshing was carried out for lug joint using PATRAN tool. The Lug joint was meshed with the QUAD and TRIA elements depending on the complexity of the structure. QUAD4 mesh was employed for Lug joint considering element size 10. Figure shows the meshed model of the lug joint. Total number of nodes were 21810 and total number of elements was 20282, in which 37352 linear hexahedral elements were of type C3D8T and 160 linear pentahedral elements were of type C3D6T. Three dimensional nonlinear coupled thermo-mechanical solid elements with eight nodes C3D8T were used for thermal and structure analysis.
Quality verification summary of lug joint
Aspect=max 2.5
Warpage=max 5
Jacobian ratio=max 0.9
Scew=max 50

Table 2 below shows total number of Nodes & Elements used in analysis

<table>
<thead>
<tr>
<th>PARTS</th>
<th>TYPES AND NO OF ELEMENTS</th>
<th>NO OF NODES</th>
</tr>
</thead>
<tbody>
<tr>
<td>TONGUE</td>
<td>QUAD</td>
<td>1072</td>
</tr>
<tr>
<td></td>
<td>TRIA</td>
<td>0</td>
</tr>
<tr>
<td>FLOOR BEAM</td>
<td>QUAD</td>
<td>13608</td>
</tr>
<tr>
<td></td>
<td>TRIA</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>QUAD</td>
<td>20282</td>
</tr>
<tr>
<td></td>
<td>TRIA</td>
<td>4</td>
</tr>
</tbody>
</table>

4. LOADS AND BOUNDARY CONDITIONS FOR LUG JOINT

4.1. Loading and Boundary conditions
The figure shows the loads and boundary conditions applied in the FEM model. The load will create the bending moment. All six degrees of freedom are constrained in the top and bottom holes of landing gear lug attachment.

The Patran software is used to mesh and prepare the model as shown in the figure 4.3. The model assembled is extracted into Patran software and is meshed with QUAD and TRIA elements. The pins are connected using multi point constraint (MPC).
Also here the parameters such as aspect ratio, jacobian, warpage, skew etc. are checked. And also the discontinuities at the boundaries are checked and corrected in the meshed model.

The loading condition and boundary conditions applied on the model are shown in the figure 4.3. The displacement of the attachment bracket is fixed in all degrees of freedom. That is Translation (123) and Rotation (456) is fixed as shown in figure. The load obtained is distributed uniformly over the lug.

- Finite Element Model of lug attachment used for landing gear is shown in figure. Quad4 and TRIA3 elements are used for meshing. TRIA3 elements are used to obtain finer mesh.

Different parts of the landing gear Lug Attachment Bracket are
- Tongue, Fork, Bracket

<table>
<thead>
<tr>
<th>Load case</th>
<th>Stress(kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.36000kg</td>
<td>748.88kg</td>
</tr>
<tr>
<td>2.45000kg</td>
<td>55.72kg</td>
</tr>
</tbody>
</table>

The mesh generated for each and every component is shown in the figure

**Figure 11** lug joint constrained in all three directions (X Y Z) i.e. <0 0 0>

Loads and boundary condition of lug

**Figure 12** Magnified view of mechanical loading
5. RESULTS AND DISCUSSIONS
The vertical load stress contour is plotted and shown in the figure below. The maximum stress found in the model is 45.66kg. The yield stress of material is 51.47kg. 45.66<51.47
Hence the design is safe.

![Stress and deformation contour of Aluminium 7075 T6 material subjected to vertical load](image1.png)

**Figure 13** Stress and deformation contour of Aluminium 7075 T6 material subjected to vertical load

<table>
<thead>
<tr>
<th></th>
<th>Tongue</th>
<th>Fork</th>
<th>Floor Beam</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strength of material approach</td>
<td>51.47</td>
<td>51.47</td>
<td>51.47</td>
</tr>
<tr>
<td>FEA Approach</td>
<td>34.2</td>
<td>45.6</td>
<td>45.6</td>
</tr>
</tbody>
</table>

Stress values at the lug hole and the displacement contours are shown in the figures. A maximum stress of 34.2kg/mm$^2$ is observed at the midpoint of the hole section.

![Maximum stress in the Tongue](image2.png)

**Figure 14** Maximum stress in the Tongue

The stress distribution without considering the fork is shown in Figure. This Figure shows that the maximum stress induced in the lug joint was 45.6kg/mm$^2$ for Al 7075 T6 Maximum stress obtained was much below the yield stress of the material used for lug joint.
6. CONCLUSION

- The maximum tensile stress is obtained at one of the lug holes by carrying the structural analysis of landing gear lug attachment bracket.
- Validation of FEM approach is done with plate with a circular hole as the FEM approach is used to analyze the lug joint.
- Maximum tensile stress of 45.6kg/mm² is observed in the lug.
- Mesh independent value of maximum stress is obtained after much iteration.
- Initially the load is calculated by strength of material approach & factor of safety is taken as 1.5. Based on this lug dimensions are obtained. The drag load 0.25 times of total vertical load.
- The lug joints are meshed in Patran and analyzed in Nastran, the stress contour is plotted and maximum stress is found below the stress limit thus the design is safe. And also the deformation contour is plotted, deformation is found below the safe limit thus the design is safe.
- The analytical and numerical results are compared. Hence the validation is done.

SCOPE FOR FUTURE WORK

- Different configurations of lug joints can be considered.
- The work can be carried for different materials such as composites.
- Crack initiation studies can be done.
- Test set up of fatigue testing is needed to do the analysis of lug joint
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