

Contents

Danksagung	i
Abstract	iii
List of Figures	xiii
List of Tables	xv
Nomenclature	xvii
1 Introduction	1
1.1 Motivation	2
1.2 Research Objective	2
1.3 Methodical Approach	4
2 State-of-the-Art	7
2.1 Conceptual Design	7
2.2 Landing Gear Basics	8
2.2.1 Landing Gear Configurations	10
2.2.2 Landing Gear Types	12
2.2.3 Landing Gear Components	13
2.2.3.1 Landing gear structure and shock absorber	14
2.2.3.2 Tyres and wheels	16
2.2.3.3 Brake including brake actuation and anti-skid system	16
2.2.3.4 Shimmy damper	17
2.2.3.5 Retraction mechanism	18
2.2.4 Landing Gear Design Process	18

2.3	Landing Gear Requirements in Aircraft Design	19
2.4	Fuselage Integrated Body Landing Gears for Large Passenger Aircraft	21
2.4.1	Consideration of Aircraft Requirements	22
2.4.2	Existing Aircraft Configurations with Fuselage Mounted Body Landing Gear	22
2.4.3	Future Aircraft Configurations with Fuselage Integrated Body or Un-conventional Landing Gears	24
2.5	Wing Design	28
2.6	Fuselage Design	29
2.7	Weight Estimation	31
2.7.1	Landing Gear Weight Estimation Methods	31
2.7.2	Wing Weight Estimation Methods	33
2.7.3	Fuselage Weight Estimation Methods	37
2.8	Conclusion State-of-the-Art	37
3	Landing Gear Integrated Sizing Methodology and Framework	41
3.1	Overview	41
3.2	Overall Sizing Process	44
3.3	Position and Weight on the Landing Gear	46
3.4	Oleo-pneumatic Shock Absorber Sizing	47
3.5	Structural Simulation	51
3.5.1	Introduction	51
3.5.2	Overall Structural Sizing Process	53
3.5.3	Structural Optimization	53
3.5.4	Landing Gear Model	57
3.5.4.1	Set-up of the Structural Optimization	60
3.5.4.2	Assumptions and Simplifications	61
3.5.5	Fuselage Model	62
3.5.5.1	Set-up of the Structural Optimization	64
3.5.5.2	Assumptions and Simplifications	65
3.5.6	Wing Model	66
3.5.6.1	Set-up of the Structural Optimization	69
3.5.6.2	Assumptions and Simplifications	71
3.5.7	Airframe Integrated Landing Gear Model	71

3.5.7.1	Set-up of the Structural Optimization	72
3.5.7.2	Assumption and Simplifications	76
3.6	Material Selection	76
3.7	Non-structural Landing Gear Components	77
3.7.1	Tyre and Wheel Sizing	77
3.7.2	Brake Sizing	79
3.7.3	Weight Estimation of the Anti-skid System, Brake actuation, Shimmy Damper and Miscellaneous Items	79
3.8	Landing Gear Framework	80
3.8.1	Data model	82
3.8.2	User input	85
3.9	Method for Aircraft Level Assessment	89
3.10	Discussion of Impact of Method Simplifications and Errors	91
3.10.1	Bookkeeping of Components	91
3.10.2	Structural Modelling	91
3.10.3	Used (semi-empirical) Methods	92
3.10.4	Impact on developed method	92
4	Model Benchmarking	93
4.1	Landing Gear Model Benchmark	93
4.2	Fuselage Model Benchmark	97
4.3	Wing Model Benchmark	98
5	Application of Developed Landing Gear Sizing Methods	101
5.1	Reference Aircraft	101
5.2	Reference Landing Gear Configuration	102
5.3	Fuselage Integrated Body Landing Gear Configurations	103
5.3.1	Aircraft Requirements for Fuselage Integrated Landing Gears	106
5.3.2	Structural Models Overview	108
5.3.3	Material Definition	111
5.4	Results	111
5.4.1	Sensitivity Studies	115
5.4.2	Aircraft Level Assessment	118
5.4.3	Discussion of Results and Critical Assessment of Introduced Methodology	119

5.4.3.1	Airframe Reinforcement and Landing Gear Attachments . .	119
5.4.3.2	Landing Gear	122
5.4.3.3	Aircraft level	125
6	Conclusion and Outlook	127
6.1	Conclusion	127
6.2	Outlook	129
6.2.1	Method enhancements	129
6.2.2	Future research	130
	Bibliography	133
A	Appendix	141
B	Appendix	143
C	Appendix	145