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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 88 pages. Original publisher: Moffett Field, Calif. : National Aeronautics and Space Administration, Ames Research Center, 1983 OCLC Number: (OCOLOC)243684122 Subject: Military helicopters. Excerpt: . . . 1984003108-TSB02 Hover tests for out-of-the-wind conditions where the aircraft is required to establish hover trim conditions with respect to a relative wind at various azimuthal angles to the aircraft centerline are called critical azimuth tests. The significance of these tests is illustrated in the interrelation and phasing of the controls with changes in the relative wind direction. The comparison of the simulation and flight-test results is shown in figure 23. The results need to be considered con-currently with the previously discussed in-ground-effect control-position data. , Fidelity in this area is necessary to simulate high-workload tasks such as the hover and landing. The results are satisfactory and indicate a reasonable fidelity with the aircraft performance. Static longitudinal stability characteristics for both a 70-knot and a 110-knot airspeed trim point were compared, and the data are presented in figure 24. These data, particularly the force gradient, affect the pilots ability to fly a selected airspeed without retiming. Around the 110-knot trim, the force position and pitch attitude data compared well. Around the 70-knot trim point, a steeper force gradient was required for the same change in pitch attitude. As a measure of static lateral-directional stability, steady-headling sideslips were evaluated. A comparison of the results is presented in figure 25. The flight-test procedure used to collect the data was to fix the collective at the required trim condition before entry into the maneuver, and then to establish the required bank angle and control positions for various sideslip angles. The primary flight instrument was the turn rate and inclinometer indicator. The simulator procedure was to...



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