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International Journal of Engineering and Advanced Technology [Open Access](#)
Volume 9, Issue 1, October 2019, Pages 6820-6828

Modelling and structural analysis of three-dimensional wing (Article)

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Abstract

This paper attempts to discover the structural behavior of the wing imperiled to flowing loads through the voyage. The study uses a method in the form of finite element analysis of wing flexure distortion. As a first step, two wing models are established by captivating factual features, wing assembly, and plan principles into consideration. The gathering wing prototypical entails of tinny membrane, two poles, and multi-ribs. Two spars which consist of primary and secondary spars. NACA 23015 is chosen as the baseline aerofoil as this is identical alike to the tailored aerofoil being castoff in Airbus A320. Two rods mostly endure the twisting moment and trim strength, which is finished of titanium contaminant to ensure enough inflexibility. The covering and wing spars are made of aluminum amalgam to lessen the structural heaviness. Later, a static structural investigation is smeared, and the overall distortion, comparable elastic strain, and corresponding Von-Mises tension are obtained to analyze the mechanical behavior of the wing. Furthermore, modal investigation is being supported out to determine the natural rate of recurrence, as well as the modal shape of the three orders, which are acquired through the pre-stress modal analysis. The outcomes of the modal scrutiny aid engineers decrease excitation on the natural occurrences and avert the wing from the flurry. In view of the results obtained from the study, designers can emphasize consolidation and analysis the stress attentiveness range and huge distortion area. In conclusion, the recreation consequences indicate that the arrangement is possible and improves the information grade of the lifting surface. © BEIESP.

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ANSYS Deformation Modal analysis Strain Stress Structural behaviour Wing

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Original language: English

DOI: 10.35940/ijeat.A2983.109119

Document Type: Article

Publisher: Blue Eyes Intelligence Engineering and Sciences Publication

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