Baseline Vibration Measurements of Remotely Piloted Helicopters for Higher Harmonic Control Research

by

Kevin M. Ransford

December, 1991

Thesis Advisor: E. Roberts Wood

Approved for public release; distribution is unlimited

92-01581
Baseline Vibration Measurements of Remotely Piloted Helicopters for Higher Harmonic Control Research (U)

The Department of Aeronautics and Astronautics at the Naval Postgraduate School (NPS) is conducting a research program in the methods of higher harmonic control (HHC) for reduction of helicopter vibrations. The program at NPS uses remotely piloted helicopters (RPHs) to study HHC effects on vibration and blade load reduction. The scope of this masters thesis was to measure the baseline vibration profile of the RPH test vehicles prior to the installation of a HHC system. This goal was met by the development of a data instrumentation and recording system and by conducting a ground and flight test program for the RPH test vehicles. From the results of these tests it was concluded that: a) the data instrumentation and recording system was of sufficient sensitivity to detect vibrations experienced within the RPH airframe, and, b) the RPH exhibited a vibration profile similar to that of a full scale helicopter. It is recommended that a HHC system be designed, fabricated, and installed on the Pacific RPV Co. 'Bruiser' so that the effects of HHC on helicopter performance may be evaluated.
Baseline Vibration Measurements of Remotely Piloted Helicopters For Higher Harmonic Control Research

by

Kevin M. Ransford
B. S., Parks College of St. Louis University, 1985
Rotary Wing Aircraft Test Directorate
Naval Air Test Center
Submitted in partial fulfillment of the requirements for the degree of

MASTER OF SCIENCE IN ENGINEERING SCIENCE (AERONAUTICS)

from the

NAVAL POSTGRADUATE SCHOOL
DECEMBER, 1991

Approved by:

E. Roberts Wood, Thesis Advisor
Richard M. Howard, Second Reader
Daniel J. Collins, Chairman
Department of Aeronautics and Astronautics
ABSTRACT

The Department of Aeronautics and Astronautics at the Naval Postgraduate School (NPS) is conducting a research program in methods of higher harmonic control (HHC) for reduction of helicopter vibrations. The program at NPS uses remotely piloted helicopters (RPH) to study HHC effects on vibration and blade load reduction. The scope of this master's thesis was to measure the baseline vibration profile of the RPH test vehicles prior to the installation of a HHC system. This goal was met by the development of a data instrumentation and recording system and by conducting a ground and flight test program for the RPH test vehicles. From the results of these tests it was concluded that: a) the data instrumentation and recording system was of sufficient sensitivity to detect vibrations experienced within the RPH airframe; and b) the RPH exhibited a vibration profile similar to that of a full scale helicopter. It is recommended that a HHC system be designed, fabricated, and installed on the RPH so that the effects of HHC on helicopter performance may be evaluated.
# TABLE OF CONTENTS

I. **INTRODUCTION** ........................................ 1

II. **FUNDAMENTALS OF HIGHER HARMONIC CONTROL** ............. 4

III. **DESCRIPTION OF RPH TEST VEHICLES** ....................... 6

   A. The GMP *Legend* .................................... 7

   B. The Pacific RPV Co. *Bruiser* ......................... 10

IV. **DESCRIPTION OF TEST INSTRUMENTATION** ..................... 14

   A. Scientific-Atlanta SD380 Signal Analyzer ......... 15

   B. PCB Corp. Series 302B03 Accelerometer ........ 16

   C. PCB Corp. Model 480B Battery Power Unit ...... 17

   D. The RPH Data Acquisition System ................ 18

V. **METHOD OF TESTS** ..................................... 20

   A. GMP *Legend* Tests .................................. 20

      1. Fuselage Vibration Measurements ............. 21

      2. Tail Boom Measurements ..................... 24

      3. Main Rotor Imbalance Measurements .......... 25

   B. Pacific RPV Co. *Bruiser* Tests .................... 27

      1. Ground Tests .................................... 27

VI. **RESULTS AND DISCUSSION** ................................ 30

   A. General ............................................. 31

   B. GMP *Legend* Measurements ........................... 31

      1. Fuselage Measurements ........................ 31

      2. Tail Boom Measurements .................... 32
3. Main Rotor Mass Imbalance Measurements.. 34

C. Pacific RPV Co. Bruiser Measurements........ 36

VII. CONCLUSIONS AND RECOMMENDATIONS.................... 38

A. Conclusions........................................ 38

1. General........................................ 38

2. The GMP Legend................................. 38

3. The Pacific RPV Co. Bruiser............... 39

B. Recommendations................................... 40

1. General........................................ 40

2. Specific........................................ 40

APPENDIX A: MODEL 480B BATTERY SUPPLY UNIT/ MODEL 302B03 ACCELEROMETER DATA SHEETS......................... 42

APPENDIX B: MODEL 302B03 ACCELEROMETER CALIBRATION DATA... 44

APPENDIX C: GMP LEGEND FUSELAGE MEASUREMENT DATA.......... 46

APPENDIX D: GMP LEGEND TAIL BOOM MEASUREMENT DATA........ 49

APPENDIX E: MAIN ROTOR MASS IMBALANCE MEASUREMENTS....... 51

APPENDIX F: PACIFIC RPV CO. BRUISER MEASUREMENT DATA..... 54

LIST OF REFERENCES........................................ 62

INITIAL DISTRIBUTION LIST................................. 64
I. INTRODUCTION

Analysis and control of helicopter vibrations is an area of vital concern to the helicopter designer, operator, and mechanic. Excessive vibration levels are detrimental to the helicopter airframe and its components, and can also lead to the early onset of flight crew fatigue. Therefore, reduction of vibration levels to a minimum acceptable value remains of prime importance. Fortunately, continued research into methods for the reduction of vibrations has produced a gradual reduction in vibration levels [Figure 1, (Ref 1)].

Figure 1. The Trend of Helicopter Vibration Levels

Methods for reduction of helicopter vibrations include both active and passive measures. Passive measures include mechanical vibration absorbers and isolators. Active measures include individual blade control (IBC) [Ref 2.] and higher harmonic control (HHC). As shown in Figure 1, the level of
vibration reduction that may be realized by passive methods has reached its maximum potential. Thus, an active means of reducing this level of vibration now appears to provide the best possible solution.

Research in the application of HHC for vibration control has been conducted since the early 1960's to investigate its effect on both vibration and blade-load reduction. References 3 through 9 summarize the results of this research. Reference 3 is noteworthy in that it was the only actual flight test program using the HHC concept until the 1980's.

Reference 1 reported on development and flight tests of HHC by Hughes Helicopters, Inc. (now McDonnell Douglas Helicopter Co.) under a joint U.S. Army/National Aeronautics and Space Administration (NASA) program using an OH-6A helicopter during 1982-83. Flight test results presented in this study showed that the HHC system provided a significant reduction in helicopter vibrations without penalties in blade loads or aircraft performance. Further analysis of these HHC flight test results showed a possible performance increase for the helicopter using HHC. This increase was characterized by a twenty per-cent (20%) reduction in required main rotor shaft torque [Ref. 10]. However, the scope of the HHC test program [Ref. 1] and funding limitations prevented additional flight testing and evaluation of the effects of HHC on helicopter performance.
Thus, important questions regarding the effects of HHC on helicopter performance remain unanswered. How will it change power available? That is, does minimum power occur at the same phase as minimum vibration? At what airspeeds will performance show the greatest increase (or decrease)? What is the effect of HHC on fuel consumption? It is with these questions in mind that the HHC research program at the Naval Postgraduate School (NPS) was established.

This NPS HHC program has been conducted by master’s level thesis students with the intent of developing an active flight test program. This flight test program utilizes remotely piloted helicopters (RPH) as the primary flight test vehicles. Previous research efforts at NPS [Ref’s. 11 through 15] focused primarily on the procurement, construction, and calibration of the RPH, and on the establishment of a vertical flight test capability at the NPS Unmanned Air Vehicle (UAV) Flight Research Laboratory. The scope of this masters thesis is to conduct an initial ground and flight test investigation of the RPH test vehicles vibration spectrum, prior to modification of the RPH to the HHC system.
II. FUNDAMENTALS OF HIGHER HARMONIC CONTROL

Higher harmonic control of helicopter vibrations is a method by which an active control system is used to control and reduce the level of helicopter vibrations. The vibrations of greatest magnitude result from aerodynamic loads acting on the main rotor system. Dynamic coupling of these loads between the rotor system and the airframe results in a measurable vibration profile for the aircraft. Other sources of vibrations include the engine and tail rotor, which provide excitation at a reduced level compared with those imparted to the airframe by the main rotor system.

Reduction of the level of vibrations is accomplished using HHC by measuring the vibrations which are transmitted to the airframe, and then imparting a motion back to the main rotor system (blade pitch) at a frequency which will reduce or cancel the dominant vibration frequency. For a four-bladed helicopter, this method is normally applied as follows: Tri-axial accelerometers located at the pilot's seat in the airframe sense vertical, lateral, and longitudinal vibrations. These vibrations are converted to electrical signals and are then routed to an electronic processing unit. The processing unit analyzes the accelerometer signals and determines the level of blade feathering required to cancel the vibration. A superimposed 4/rev. swashplate motion is
applied to collective and cyclic control inputs. Perturbing the stationary swashplate at 4/rev. both collectively and in pitch and roll results in third, fourth, and fifth harmonic blade feathering (typically less than one degree) in the rotating system. This feathering action results in reduced excitation from the rotor system, which acts as a filter and transmits the corresponding lower vibration levels to the airframe. Pitch, roll, and collective motion of the stationary swashplate at this 4/rev. frequency is provided by electro-hydraulic or electronic high frequency servo-actuators. Depending on system design, HHC may be operated in the open- or closed-loop mode. [Ref. 1] However, HHC research at NPS will be conducted initially in the open-loop format.
III. DESCRIPTION OF RPH TEST VEHICLES

Development of the ground and flight test program at NPS (using the RPH test vehicles) has been based upon a systematic, gradual build-up of instrumentation, testing milestones, and pilot proficiency prior to installation and flight test of a RPH with HHC. This test program was designed so that initial instrumentation development, data collection techniques, and pilot training could all be conducted on a RPH that was easy and inexpensive to fly, modify, and maintain. Pilot training was considered of paramount importance, as it placed a severe limitation on data collection and analysis in previous thesis studies [Ref. 15]. These considerations led to the procurement of two RPH test vehicles. RPH test vehicles were chosen for this research effort because they offer a means of investigating the properties of HHC without the cost of a full scale flight test program. In addition, the RPH uses control systems and main/tail rotor blade airfoil sections similar to a full scale helicopter. Thus, it is expected that the RPH test vehicles would yield research results which may be useful to the full scale helicopter designer.

The first of these test vehicles, the GMP Legend, is a two-bladed aircraft with a stabilizing flybar, a two-bladed tail rotor, and a .61 cubic inch engine. The second test
vehicle, the Pacific RPV **Bruiser** is a four-bladed aircraft with a four-bladed tail rotor, and a four horsepower engine. For this test program, the **Legend** was used as the instrumentation development and pilot training aircraft, and the **Bruiser** was used for initial ground-based vibration measurement studies prior to the installation of the HHC system. A primary factor in the selection of the **Bruiser** for HHC work was that it had a four-bladed rotor. Since \((n-1), n,\) and \((n+1)\) per rev. frequencies are involved, the \((n-1)\) component for a two-bladed rotor \((1/\text{rev.})\) couples into the output of the primary control system, which is undesirable. This problem is eliminated with the four-bladed rotor system. These aircraft are described more fully in following paragraphs.

A. THE GMP LEGEND

The GMP **Legend**, as noted previously, is a two-bladed flybar stabilized RPH. This aircraft was chosen as the initial development aircraft because it allowed the test team to develop test methods, instrumentation, and data collection techniques (with the added capability of being an excellent training aircraft for the novice RPH pilot) prior to operating the more difficult-to-fly **Bruiser**. The ease in maintenance and the availability of spare parts were also fundamental considerations in the choice of the **Legend** for the initial stages of the test program. The **Legend** is presented Figure 2.
Control of the **Legend** is accomplished using a Futaba Corp. Model F995HP nine channel transmitter, which operates using a pulse code modulation (PCM) transmission technique. A radio receiver, rate gyros, and control servos mounted on the RPH, complete the system. An added advantage of this transmitter system is that it is similar to the system used to control the **Bruiser** RPH. Table I provides additional specifications of the GMP **Legend**.

**Figure 2. The GMP Legend**
<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Rotor Diameter</td>
<td>58&quot;</td>
</tr>
<tr>
<td>Number of Rotor Blades</td>
<td>2</td>
</tr>
<tr>
<td>Tail Rotor Diameter</td>
<td>10&quot;</td>
</tr>
<tr>
<td>Length</td>
<td>51&quot;</td>
</tr>
<tr>
<td>Weight</td>
<td>8.8 lbs</td>
</tr>
<tr>
<td>Payload</td>
<td>10 lbs</td>
</tr>
<tr>
<td>Engine</td>
<td>.61 cu. in.</td>
</tr>
<tr>
<td>Operating RPM (Main Rotor)</td>
<td>1500 - 1700 RPM</td>
</tr>
<tr>
<td>Engine to Main Rotor</td>
<td>8.6:1</td>
</tr>
<tr>
<td>Main Rotor to Tail Rotor</td>
<td>4.75:1</td>
</tr>
</tbody>
</table>

Engine, main rotor, and tail rotor excitation frequencies and gearing ratios provide key information for the vibration researcher because they characterize the primary vibration frequencies transmitted to the airframe. These are the frequencies of interest for HHC, so that it can be effective in eliminating or reducing vibration excitation at these frequencies. For a RPH like the two-bladed **Legend**, the troublesome frequencies will occur at main rotor frequencies of 1/rev., 2/rev., 4/rev., and harmonics thereof. Engine and tail rotor primary frequencies and harmonics will also be present. It should be noted that these frequencies will be valid for only one main rotor operating RPM. In other words, a change in operating RPM will result in a change in the primary frequencies and their harmonics. Table II provides a list of characteristic frequencies for operation at 1502 RPM.
TABLE II. GMP LEGEND CHARACTERISTIC FREQUENCIES
(MAIN ROTOR OPERATING 1502 RPM)

<table>
<thead>
<tr>
<th>Main Rotor n/rev.</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/rev.</td>
<td>25 Hz.</td>
</tr>
<tr>
<td>2/rev.</td>
<td>50 Hz.</td>
</tr>
<tr>
<td>4/rev.</td>
<td>100 Hz.</td>
</tr>
<tr>
<td>6/rev.</td>
<td>150 Hz.</td>
</tr>
<tr>
<td>8/rev.</td>
<td>200 Hz.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tail Rotor n/rev.</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/rev.</td>
<td>118 Hz.</td>
</tr>
<tr>
<td>2/rev.</td>
<td>237 Hz.</td>
</tr>
<tr>
<td>4/rev.</td>
<td>475 Hz.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine n/rev.</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/rev.</td>
<td>215 Hz.</td>
</tr>
<tr>
<td>2/rev.</td>
<td>460 Hz.</td>
</tr>
</tbody>
</table>

B. THE PACIFIC RPV CO. BRUISER

The Pacific RPV Co. Bruiser is a four-bladed helicopter that was designed and built by the Pacific RPV Co., of Startup, Washington. This RPV was procured for use as the HHC test vehicle. Original design of this helicopter was for the purposes of aerial spraying, photography, and electronic countermeasures (ECM). The Bruiser is equipped with a four-bladed, fully-articulated rotor head, with a four-bladed tail rotor. Like the GMP Legend, the Bruiser utilizes a nine-channel PCM transceiver system (using a Futaba Corp. FP-9VHP transmitter) for operation of all flight control surfaces and engine throttle movements. Electronic servos, controlled by the airborne receiver (a Futaba Corp. FP-R129DP), operate tail rotor, collective, and collective/cyclic pitch.
mechanisms. The **Bruiser** is powered by a Super Tartan T77i two-cylinder, two-cycle, air-cooled engine. This engine will produce a maximum four brake horsepower (BHP) at 8,800 RPM, but is typically operated at approximately 7,000 RPM. The **Bruiser** is depicted in Figure 3. Additional specifications of the **Bruiser** are contained in Table III.

![Figure 3. The Pacific RPV Co. Bruiser](image)

**TABLE III. THE PACIFIC RPV CO. BRUISER**

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Forward Speed</td>
<td>50 KTS</td>
</tr>
<tr>
<td>Number of Rotor Blades</td>
<td>4</td>
</tr>
<tr>
<td>Rotor Diameter</td>
<td>78 in.</td>
</tr>
<tr>
<td>Tail Rotor Diameter</td>
<td>13 in.</td>
</tr>
<tr>
<td>Empty Weight</td>
<td>18 lbs.</td>
</tr>
<tr>
<td>Gross Weight</td>
<td>40 lbs.</td>
</tr>
<tr>
<td>Main Rotor Normal Operating RPM</td>
<td>1175 RPM</td>
</tr>
<tr>
<td>Engine to Main Rotor Gearing Ratio</td>
<td>8:1</td>
</tr>
<tr>
<td>Main Rotor to Tail Rotor Gearing Ratio</td>
<td>6:1</td>
</tr>
</tbody>
</table>
As with the GMP *Legend*, engine, main rotor, and tail rotor gearing ratios will be used to identify primary frequencies and harmonics of the rotating components when the *Bruiser* is operated at a specific rotor RPM. Table IV lists the characteristic values of these frequencies for operation at 1175 RPM, which is normal operating speed.

**TABLE IV. PACIFIC RPV CO. BRUISER CHARACTERISTIC FREQUENCIES (MAIN ROTOR OPERATING 1175 RPM)**

<table>
<thead>
<tr>
<th>Main Rotor n/rev.</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/rev.</td>
<td>19 Hz.</td>
</tr>
<tr>
<td>2/rev.</td>
<td>39 Hz.</td>
</tr>
<tr>
<td>4/rev.</td>
<td>78 Hz.</td>
</tr>
<tr>
<td>6/rev.</td>
<td>117 Hz.</td>
</tr>
<tr>
<td>8/rev.</td>
<td>156 Hz.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tail Rotor n/rev.</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/rev.</td>
<td>117 Hz.</td>
</tr>
<tr>
<td>2/rev.</td>
<td>234 Hz.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine n/rev.</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/rev.</td>
<td>156 Hz.</td>
</tr>
<tr>
<td>2/rev.</td>
<td>313 Hz.</td>
</tr>
</tbody>
</table>
It should be noted that main rotor 6/rev. and tail rotor 1/rev. are the same frequency of 117 Hz. This condition also exists for main rotor 8/rev. and engine 1/rev. While this condition will not result in unusual vibrations or operation of the RPH, it will make contributions of the individual components of the tail rotor 1/rev. and engine 1/rev. vibration amplitudes much more difficult to separate and analyze.
IV. DESCRIPTION OF TEST INSTRUMENTATION

Analysis and recording of helicopter vibrations on a full scale helicopter is normally performed using selected accelerometers and monitoring equipment. This equipment may include an oscilloscope, a spectrum-type signal analyzer, or a direct plotting device such as the Chadwick Helmuth Corp. Vibration Test Set. Each of these equipments was considered during development of a data measuring and recording system for the RPH test vehicles. As with a full scale test program, size, weight, and power constraints were primary factors in considering what system or combinations of systems would best serve the test program needs. In addition, the system chosen must be sensitive enough to detect vibrations at various frequencies from 1 to 1000 Hz., at amplitudes much less than those encountered with a full scale helicopter. Review of the available instrumentation options led to the choice of a spectrum analyzer which could both store data for later retrieval and which would interface with a plotter/printer without additional hardware. A tri-axial mount with highly sensitive accelerometers was procured for mounting on the RPH. Individual components and a system description is provided in greater detail in the following paragraphs.
A. THE SCIENTIFIC-ATLANTA SD380 SIGNAL ANALYZER

The Scientific-Atlanta SD380 Signal Analyzer is a four-channel spectrum analyzer that is designed to provide frequency domain display of various electronic signals. Up to four channels of input data may be displayed in either a logarithmic, linear, or waterfall format. Cursor tracking, statistical parameters, and text features allow for complete data analysis without additional microcomputer operations. Display data may be stored on a 3.5 in. floppy disk via the SD380’s disk drive, and, plotting/printing operations may be performed via the installed IEEE 488 data bus. These latter two attributes were considered to be the SD330’s most important features for this research program. This unit is transportable via a common laboratory cart, and is powered by 115 volts AC. The SD380 is presented in Figure 4.

Figure 4. The SD380 Signal Analyzer
B. THE PCB CORP. SERIES 302B03 ACCELEROMETER

Measurement of the vibration levels during RPH operation was provided by PCB Corp. Series 302B03 piezoelectric accelerometers. These accelerometers are approximately 1.30 inches in length and .48 inches in diameter. This accelerometer maybe attached to the test object by means of an beryllium-copper stud or mounting wax. This particular model has a weight of approximately 25 grams and operates on +24 to 27 volts DC. The highly sensitive response of this accelerometer (300 millivolts/G) made it ideal for RPH testing. This accelerometer is presented Figure 5.

Figure 5. The PCB Corp. Series 302B03 Accelerometer
C. THE PCB CORP. MODEL 480B BATTERY POWER UNIT

The Series 302B03 accelerometer is powered using the PCB Corp. Model 480B Battery Power Unit. This power unit is designed to power low-impedance piezoelectric transducers such as the Series 302B03. This unit also contains built-in coupling circuitry to allow for direct connection to oscilloscopes, recorders, and signal analyzers. Power for the Model 480B power unit is provided by three 9 volt batteries mounted internal to the power unit chassis. The power unit is connected to the accelerometers using a miniature 25 ft. coaxial cable. Connection from the Model 480B power unit to the display device is by a similar coaxial cable, which terminates using a standard BNC connector at the spectrum analyzer input. This power supply is presented Figure 6. Additional details of the Series 302B03 accelerometer and Model 480B power unit are provided Appendix A.

Figure 6. The PCB Corp. Model 480B Battery Power Unit
D. THE RPH DATA ACQUISITION SYSTEM

Design of the RPH data acquisition system was based on the requirement for the system to operate both while the RPH was on the ground and in a hover. This requirement was met by use of the 25 ft. coaxial cables described in Section C. These cables were long enough to allow the RPH to operate on the ground and hover out of ground effect (HOGE). This capability allowed for flight in the parking lot behind the NPS UAV Laboratory. Operation of the RPH behind the UAV Laboratory eliminated the need for portable power generators for the signal analyzer, and had the additional advantage of reducing the effects of wind upon test results.

The data acquisition system was designed to operate as follows: RPH mounted Series 302B03 accelerometers detected vibrations transferred to the airframe from the engine, main rotor, and tail rotor. These vibrations were converted to electrical signals within the accelerometer, which is powered by the Model 480B power unit. These electrical signals were transmitted via the coaxial cable to the Model 480B power unit. The power unit contains a coupling capacitor which allows for transfer of the accelerometer signal through the power unit to the spectrum analyzer using another coaxial cable without amplification or attenuation of the accelerometer signal. Display of the accelerometer signal is provided by the SD380 spectrum analyzer. This display was then recorded on the 3.5 in. floppy disk installed in the
SD380's internal disk drive. Data displays stored on the disk drive could then be plotted using a Hewlett-Packard Model 7475A Plotter via the IEEE 488 data bus. This data acquisition system is depicted in Figure 7.

Figure 7. The RPH Data Acquisition System
V. METHOD OF TESTS

Development of a test program to measure and record the vibration levels experienced by the RPH test vehicles was arranged so that a gradual build-up of test complexity and pilot experience would yield sufficient data without undue risk to equipment. For this reason, a test schedule was developed using both the GMP Legend and the Pacific RPV Co. Bruiser. GMP Legend operations would allow for refinement and proof-of-concept testing for the RPH data acquisition system while also allowing the RPH pilot to gain experience with Legend handling qualities. Following proof-of-concept testing/pilot training with the Legend, ground and flight tests of the Bruiser would be performed. As noted in previous thesis efforts [References 14 and 15] the lack of an experienced RPH pilot was the single greatest obstacle to successful RPH flight testing of HHC. Use of the Legend for proficiency flying was and will continue to be an asset to the HHC program at NPS.

A. GMP LEGEND TESTS

Build-up efforts using the Legend were initiated in order to answer the following questions: 1) Will the data collection system be safe to operate? 2) Does the system have adequate sensitivity for the level of vibrations that may be
encountered? 3) What are the optimum locations for the accelerometers? 4) Will the researcher be able to distinguish the various contributors to the vibration levels? 5) And finally, does the Legend exhibit vibration traits similar to those for a full scale helicopter? These questions were addressed in subsequent test operations.

In order to investigate the Legend vibration profile, the accelerometers were mounted at either a fuselage location or on the tail boom, forward of the tail rotor assembly. During all test events, the Legend was established in a hover out of ground effect. As with a full scale aircraft, HOGE is a distance of at least one rotor diameter between the bottom of the fuselage and the ground. For the Legend, this distance was approximately 58 inches.

In order to ensure data accuracy, the accelerometers utilized for these tests were calibrated by the manufacturer prior to the beginning of tests. Calibration results may be found in Appendix B.

1. GMP Legend Fuselage Vibration Measurements

Measurements of vibration levels at the Legend fuselage were obtained by mounting two 302B03 accelerometers on a tri-axial block and attaching the tri-axial block to the underside of the aft skid support, along the centerline of the aircraft, approximately two inches aft of the gross weight center-of-gravity (CG). The tri-axial block was secured to
the skid with a \#10-32 screw. The accelerometers were mounted on the tri-axial block so that RPH vertical and lateral accelerations could be detected. Coaxial cables were attached to the accelerometers and secured to the skid using plastic tie-wraps. The coaxial cable was then routed to the Model 480B power unit, and then to the SD380 spectrum analyzer. The Legend was then established in a hover. Analyzer displays of vibration levels were observed in a logarithmic vertical scale (vibration amplitude) using a frequency scale (horizontal axis) of up to 1000 Hz. Rotor RPM was measured using a Skytach Corp. strobe tachometer. Establishment of rotor RPM allowed for the rapid calculation of the 1/rev. frequency (main rotor). This frequency was determined by the following equation:

\[
\text{Main Rotor } 1/\text{Rev} = (\text{Main Rotor RPM} / 60 \text{ Hz.})
\]

Once the main rotor 1/rev. frequency is determined, tail rotor, engine, and associated harmonics can be noted for the given main rotor operating RPM. Figure 8 depicts the Legend with accelerometers mounted for fuselage measurements. Flight testing of the Legend's fuselage vibration level is depicted in Figure 9.
Figure 8. GMP Legend With Fuselage Accelerometer Mount

Figure 9. GMP Legend Fuselage Vibration Measurements Testing
2. GMP Legend Tail Boom Measurements

Vibration levels on the tail boom were measured using accelerometers mounted on the tri-axial block in a manner similar to that utilized for fuselage measurements. For this test, the block was secured to the tail boom 27 inches aft of the main rotor shaft, and 24.5 inches aft of the gross weight CG. An aluminum strap and block assembly secured the tri-axial block to the tail boom, and tie-wraps were used to fasten the coaxial cables to the tail boom and skid assemblies. The Legend was established in a hover identical to the method used for fuselage measurements, and vibration levels were observed and recorded with the SD380 spectrum analyzer. Figure 10 depicts the Legend with the accelerometers mounted on the tail boom. Flight testing of tail boom vibration levels is depicted Figure 11.

Figure 10. GMP Legend With Accelerometers Mounted On Tail Boom
3. GMP Legend Main Rotor Imbalance Measurements

Measurements of the effects of a main rotor system unbalance were performed to: 1) Make a qualitative analysis of the data acquisition system sensitivity; and 2) Examine the change in vibration levels experienced by the Legend with a main rotor unbalance, in particular at the main rotor 1/rev frequency. A rotor system unbalance was created by sliding one of the two main rotor flybar balance masses in toward the main rotor mast a distance 1.75 inches inboard from the normal balance mass position. This mass, which weighs approximately .5 ounces, was secured in the test position on the flybar by means of a setscrew. For this test, the triaxial block with accelerometers was mounted on the tail boom.
in a manner identical to that used for tail boom vibration tests. The aircraft was then established in a hover. Vibration levels were monitored and recorded using the SD380 spectrum analyzer. This test was repeated with the balance mass at a position 3.5 inches inboard from the normal balance mass position. Figures 12 and 13 show the Legend main rotor system flybar balance weight at the 1.75 and 3.5 inch test positions.

Figure 12. GMP Legend With Balance Weight 1.75 Inches Inboard
B. PACIFIC RPV CO. BRUISER TESTS

1. Ground Tests

Test instrumentation and data collection methods utilized for the Legend flight testing were readily adapted for use on the Bruiser. An adaptor block machined from aluminum bar stock allowed for the attachment of the tri-axial block directly to the Bruiser's fuselage aft skid mount. As with the Legend, two Series 302B03 accelerometers were mounted on the tri-axial block for detection of vertical and lateral accelerations. Coaxial cable routing and spectrum analyzer initialization was identical to the methods used...
during **Legend** flight testing. Figure 14 depicts the **Bruiser** with accelerometers mounted for fuselage measurements.

Ground tests were conducted by operating the engine and rotor systems while the **Bruiser** remained on its skid structure. Main rotor RPM was measured using the Skytach tachometer. Vibration levels, characteristic frequencies, and harmonics of rotating components were observed using the SD380 spectrum analyzer. Storage of these results using the SD-380’s 3.5 inch disk drive assisted in data reduction and analysis efforts.

---

**Figure 14.** Pacific RPV Co. Bruiser With Fuselage Accelerometer Mount
This test program was developed with the intent of measuring the Bruiser's ground and "in-flight" vibration levels. However, failure of the engine/main rotor drive assembly clutching mechanism at the conclusion of ground tests prevented flight measurements from being accomplished in time to meet the established schedule.
VI. RESULTS AND DISCUSSION

A. GENERAL

All data collected during Legend and Bruiser testing was stored in individual data files using the SD380 3.5 in. floppy disk drive. Reduction and analysis of this data was accomplished by recalling the respective data file to the SD380 spectrum analyzer cathode ray tube (CRT) display. The SD380 cursor function was then used to identify both frequency and amplitude of the displayed acceleration peaks. The scaling of the vertical axis (amplitude) was calibrated in a logarithmic scale. This was the scale selected for the data analysis reported in this thesis. If desired, a linear scale could also be selected for the vertical axis when using the SD380 spectrum analyzer. For these tests, the basic unit of measurement established on the logarithmic vertical scale was the user-created Engineering Unit (EU) sub-function. This EU sub-function was initialized so that:

1 Engineering Unit = 1 "G"

The horizontal axis was displayed in units of frequency on a linear scale. Measurement of the main rotor RPM for the Legend and Bruiser permitted rapid calculation of the various characteristic frequencies and their respective multiples for the respective RPH. The CRT data display was transferred to
hard copy (paper) plots using the HP 7475A plotter. These plots are presented in Appendices C, D, E, and F.

B. GMP LEGEND MEASUREMENTS

1. Fuselage Measurements

Combined vertical and lateral vibration results are presented in Appendix C, Figure 1. From these plots, it was noted that engine 1/rev. (1P) was the dominant vibration component in both the lateral and vertical axes. Main rotor 1/rev. or 1P was difficult to identify using the combined lateral/vertical scale. It was observed during these tests that the main rotor, tail rotor, and their associated harmonics were difficult to identify if the RPH was still in ground effect (IGE) (when the data was stored to the 3.5 in. disk). This may explain the lack of useful data from the combined lateral/vertical plot. Figure 2 is an expanded view of the lateral vibration measurements. Engine 1P is most evident at a value of .305 EU's (.305 G). Main and tail rotor frequency amplitudes remain at or below the noise floor, and cannot be identified. Engine 1P, 2P, and main rotor 1P, 2P, and 4P frequencies are clearly identified as vertical accelerations in Figure 3. Maximum amplitude of main rotor 1P was .07 G. Main rotor 2P appears to be a slightly greater

---

1 A standard convention that has been adopted for convenience in helicopter dynamics is to abbreviate the statements 1/rev., 2/rev.,...etc. by 1P, 2P,...etc. This notation has been adopted in this thesis.
value than main rotor 1P, as would be expected. Noteworthy in these fuselage measurements is the fact that the engine 1P is of a greater value in the lateral axis (.305 G) than in the vertical axis (approx. .10 G). In addition, main rotor 1P and associated harmonics were observed when measured in the vertical axis, but did not appear in lateral measurements. Tail rotor 1P could not be identified in either the lateral or vertical axes using the fuselage accelerometer mount. Finally, engine 1P is the frequency of greatest amplitude as compared with all other characteristic frequencies. This is not typical of a full scale helicopter, where for a 2-bladed design the main rotor 2P would be the dominant frequency, with engine and drive train components of lesser magnitude.

2. Tail Boom Measurements

Vibration measurements at the Legend tail boom accelerometer location are presented in Appendix D. Figure 1 of Appendix D is a combined lateral/vertical plot which again shows the predominance of the engine 1P frequency in both axes. Main rotor 1P and 2P frequencies (27.5 and 55 Hz, respectively) are clearly defined when measured in the lateral axis, but are not visible in the vertical axis. This is in contrast to fuselage measurements, in which the main rotor 1P and 2P characteristic frequencies were of greatest amplitude when measured in the vertical axis. Main rotor 4P appears in the vertical axis.
An expanded view of the lateral axis is presented in Figure 2. From this plot, main rotor, tail rotor, and engine frequencies with their associated harmonics appear sharply defined. This recording position (lateral, tail boom) provided the best overall view of the helicopters' characteristic frequencies as compared with the fuselage measurement position. Of particular interest is the strength of the main rotor 1P vibration. Normally, for a two-bladed helicopter the 2P would be of greatest amplitude. However, the Legend 1P was the frequency of greatest amplitude, next to that of engine 1P. In a full scale helicopter strong 1P indications generally typify a mass imbalance in the main rotor system or the result of a blade being "out of track". During test flights of the Legend no unusual fuselage motion or blade track anomalies were observed. Therefore, the reason for the Legend's strong main rotor 1P response is unknown. One possible cause of this relatively high 1P reading could be the presence of an airframe natural frequency or mode which is near 1P. Particularly suspect in this case would be the presence of a lateral bending mode. The best means for resolving this question would be to conduct a vibration survey of the fuselage (airframe). Such tests are planned in the future. As a final note, increasing the speed of the main rotor system from 1502 (Figure 2) to 1650 RPM (Figure 1) resulted in a decrease in the level of vibrations as measured at the tail boom. Such a change in response with change in
frequency supports the theory that the high 1P response is at least partially due to the proximity of a fuselage mode to 1P.

3. Main Rotor Mass Imbalance Measurements

The effects of a mass imbalance in the main rotor system were studied by measuring the vibration level at the tail boom in both the lateral and vertical axes. As noted in para. 2, this tail boom location was chosen because it provided the best response to the Legend's characteristic frequencies (main rotor, tail rotor, etc.). Results from this phase of testing are presented in Appendix E.

Appendix E, Figure 1 shows lateral vibration measurement results with the main rotor flybar balance mass 1.75 in. inboard from the normal trim position. This is equivalent to introducing into the system an unbalance delta of 0.5 in.-lbs. The characteristic frequencies plotted in Figure 1 show that a mass imbalance in the main rotor system of this magnitude results in an increased main rotor induced 1P amplitude in the airframe. As compared with Appendix D, Figure 2, a change of .04 EU (.04 G) in the airframe lateral response resulted from main rotor 1P excitation with introduction of .05 in.-lbs. of unbalance. Main rotor 2P appears unchanged as expected. Also, engine 1P showed it is unchanged, as expected.

Figure 2 of Appendix E is a combined lateral/vertical plot of tail boom vibration levels with the balancing mass located 3.5 in. inboard from the normal balancing mass trim position.
This is equivalent to doubling the unbalance delta from .05 in.-lbs. to .10 in.-lbs. As expected, tail boom lateral measurements show higher levels of vibration than those measured in the vertical axis, though main rotor 1P and 2P are clearly identifiable in both axes. Main rotor 1P shows significant increase in amplitude over normal levels. Main rotor 10P showed the greatest increase in amplitude. Small changes in main rotor operating speed did not appear to change vibration levels as recorded during these tests, indicating that if there was proximity with any airframe modes, we were not dwelling precisely on a mode. Tail rotor 1P shows a significant increase in amplitude as compared with normal balanced main rotor operation. This is due to the induced motion of the tail rotor hub. An expanded view of lateral axis measurements is presented in Figure 3. With the balance mass 3.5 in. inboard (for an unbalance of .10 in.-lbs.), tail rotor 1P has increased to an amplitude of approximately .43 EU (.43 G). This is an increase of approximately .30 EU (.3 G) when compared with normal main rotor operation (Appendix D, Figure 2). A summary of the results of the tests with rotor unbalance is given in Table V.
TABLE V. MAIN ROTOR MASS UNBALANCE TEST RESULTS

<table>
<thead>
<tr>
<th>Mass Unbalance Location (inboard)</th>
<th>0</th>
<th>1.75 in.</th>
<th>3.5 in.</th>
<th>3.5 in.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main rotor RPM</td>
<td>1502</td>
<td>1687</td>
<td>1650</td>
<td>1687</td>
</tr>
<tr>
<td>1P Lat. Vibrations</td>
<td>.134 G</td>
<td>.175 G</td>
<td>.333 G</td>
<td>.432 G</td>
</tr>
<tr>
<td>1P Vert. Vibrations</td>
<td>-----</td>
<td>-----</td>
<td>.217 G</td>
<td>-----</td>
</tr>
</tbody>
</table>

NOTE: "-----" denotes measurement not recorded.

C. PACIFIC RPV CO. BRUISER GROUND TEST MEASUREMENTS

As stated in Method of Tests, baseline vibration measurements of the Pacific RPV Co. Bruiser were limited to ground tests with the accelerometers mounted at the aft skid support (centerline) position on the fuselage. Appendix F contains the results of the Bruiser ground tests. Appendix F, Figures 1 through 3 contain the results of the lateral/vertical vibration measurements. Figure 1 shows a distinct main rotor 4P in both the lateral and vertical axes. At a 4P frequency of 77.5 Hz., the amplitude recorded at the fuselage was .335 G in the lateral and .674 G in the vertical axis. Tail Rotor 1P is slightly more sharply defined in the lateral axis as compared with the vertical (Figure 2). Engine 1P may be identified in both axes (Figure 3), though it is of greater amplitude in the vertical.

Figures 4 through 8 are views of the vertical axis accelerations up to a maximum frequency of 400 Hz. Figure 4 annotates the main rotor 1P, at an amplitude of .103 G. Note
that this amplitude for 1P is only 23% of main rotor 2P (Figure 5) and 13% of main rotor 4P (Figure 6). Main rotor 4P was the characteristic frequency of greatest amplitude recorded during ground tests of the Bruiser. This result compares favorably to full scale 4-bladed helicopter vibrations, where the n/rev. operating frequency is typically of highest value. Tail rotor 1P (Figure 7) and Engine 1P (Figure 8) were quickly identified through the gearing ratios (6 * MR 1/rev., and 8 * MR 1/rev., respectively), with amplitudes within .10 G of each other.

As with the GMP Legend, the vertical axis accelerometer indicated the highest level of vibration for the fuselage accelerometer mount. Attempts to measure vibration levels of the Legend on the ground resulted in only the engine 1P being identified. This was not the case with the Bruiser, as all frequencies of interest were identified without the RPH becoming "light on the skids". The ability to obtain a characteristic frequency spectrum of the Bruiser while still on the ground is indicative of the higher level of vibrations (as compared with the Legend) transferred from the main rotor system during movement (i.e. rotation) of its dynamic components to the fuselage.
A. CONCLUSIONS

1. General
   
   a. The data acquisition system was safe to operate during all ground and flight tests.

2. The GMP Legend

   a. The data acquisition system was of adequate sensitivity and bandwidth to detect and display the characteristic frequencies of the two-bladed Legend's dynamic components.

   b. The tail boom, lateral axis, was determined to be the optimum location for detection of all characteristic frequencies of the Legend's dynamic components.

   c. Using the tail boom-mounted, lateral axis accelerometer the author was able to identify main rotor, tail rotor, and engine frequencies and their harmonics as displayed on the SD380 spectrum analyzer.

   d. The Legend exhibited a vibration profile similar to that of a full scale helicopter with the following exception: the Legend's engine 1P and main rotor 1P vibrations showed amplitudes that were too high when compared with normal two-bladed helicopter dynamic response. The high main rotor
1P response is probably due to the proximity of an airframe lateral mode to 1P, as evidenced by the sensitivity of the 1P response to changes in RPM. For the high engine 1P, no comparison can be made, since the equivalent full-scale helicopter has a turboshaft engine instead of a reciprocating engine.

e. The Legend was ideally suited as a remotely piloted helicopter for both pilot training and instrumentation development. Instrumentation methods developed using the Legend were effectively applied to subsequent Bruiser ground tests.

3. The Pacific RPV Co. Bruiser

a. The data acquisition system was of adequate sensitivity and bandwidth to detect and display characteristic frequencies of the four-bladed Bruiser's dynamic components.

b. The fuselage accelerometer location, vertical axis, was satisfactory for the detection of vibrations experienced within the Bruiser's airframe.

c. Main rotor, tail rotor, and engine frequencies, including harmonics, could be distinguished easily from data collected during ground tests of the Bruiser.

d. The Bruiser exhibited vibration traits similar to a full scale four-bladed helicopter. Main rotor 4P was the frequency of greatest vibration amplitude, with engine and tail rotor of lesser value.
e. Similarity of the **Bruiser**'s vibration profile to that of a full scale helicopter will assist the researcher in correlating future **Bruiser** HHC operation test results to that of full scale four-bladed operation.

**B. RECOMMENDATIONS**

1. **General**
   a. Continue use of the **Legend** for light weight instrumentation development and pilot proficiency.
   b. Modify the **Bruiser** with a HHC system that will operate in an open loop mode.
   c. Conduct tests with the HHC-modified **Bruiser** to examine the effect of HHC has on helicopter vibration and performance in hover and forward flight.

2. **Specific**
   a. Conduct further tests of the **Bruiser** using tail boom locations for accelerometer mounting.
   b. Conduct hover flight tests of the **Bruiser** to compare in-flight vibration levels with those experienced during ground test operations.
   c. Develop an instrumentation system which will telemeter vibration data to a ground receiving station without a "hard wire" connection.
   d. Conduct laboratory vibration surveys for both the **Legend** and **Bruiser** to identify both mode shapes and frequencies of the primary airframe modes.
e. As part of the vibration surveys recommended in para. d., conduct a detailed survey of the response of the Legend airframe to excitation from 1450 RPM to 1700 RPM in an effort to explain the high 1P response levels measured during the model flight test program reported in this thesis.
APPENDIX A

LOW IMPEDANCE, VOLTAGE MODE
QUARTZ ACCELEROMETER
with built-in amplifier
Series 302A

- built-in unity-gain amplifier; enhances resolution
- high level (5V), low impedance (100 ohm) analog output
- drives long coaxial or 2-wire cables
- printed, isolated compression structure
- standardized sensitivity; suppressed resonance
- simplified systems; low per channel cost
- insensitive to cable length or motion

Use Model 302A for routine measurement of vibration and shock in laboratory, field, flight, vehicular and industrial applications.

Model 302A, a precision quartz accelerometer, measures the acceleration aspect of shock and vibration motion from 1g to 500g, over a wide frequency range and under adverse environmental conditions. Sensitivity is standardized at 10 mV/g. Like most quartz transducers, this instrument offers exceptionally good low frequency response and follows long duration shock events up to 20 millisecond duration. An optional shock Model 302M2 measures transient events to 0.5 second duration.

Quartz accelerometers are installed by clamping the precision base surfaces in intimate contact with the adjacent structure of the test object, usually by means of an elastic beryllium copper stud. Adhesive and magnetic mounting bases facilitate quick installation for structural testing. Since the force moving the instrument is transmitted through this interface, it is important that the mating surface be machined flat. For severe shock environments the optional solder pin connector adapter has proved more reliable than coaxial components.

For convenience in ordering and probability these instruments are offered in assembled kit form, as illustrated, complete and ready to install by connecting to your standard instrument and operate. Standard options include ground isolation, longer time constant, higher sensitivity and welded hermetic seal. A variety of batteries in line power signal conditions (with or without gain) in single or multi-channel configurations meet most all applications.

TYPICAL RESULTS

SPECIFICATIONS: Model No. 302A

<table>
<thead>
<tr>
<th>Specifications</th>
<th>302A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range: FS (+5 volt output)</td>
<td>±500</td>
</tr>
<tr>
<td>Resolution</td>
<td>0.01</td>
</tr>
<tr>
<td>Useful Range</td>
<td>0 to 500</td>
</tr>
<tr>
<td>Sensitivity (12%)</td>
<td>10</td>
</tr>
<tr>
<td>Resonant Frequency (mounted)</td>
<td>30,000</td>
</tr>
<tr>
<td>Discharge Time Constant (at 70°F)</td>
<td>1000</td>
</tr>
<tr>
<td>Frequency Range (15%)</td>
<td>1 to 5000</td>
</tr>
<tr>
<td>Frequency Range (&gt;10%)</td>
<td>10 to 10,000</td>
</tr>
<tr>
<td>Amplitude Linearity</td>
<td>5</td>
</tr>
<tr>
<td>Overload Recovery</td>
<td>10</td>
</tr>
<tr>
<td>Output Impedance</td>
<td>100</td>
</tr>
<tr>
<td>Sine Sensitivity</td>
<td>0.01</td>
</tr>
<tr>
<td>Transverse Sensitivity</td>
<td>±5</td>
</tr>
<tr>
<td>Temperature Coefficient</td>
<td>0.03</td>
</tr>
<tr>
<td>Temperature Range</td>
<td>-100 to +1250</td>
</tr>
<tr>
<td>Vibration/ Shock (max)</td>
<td>2000</td>
</tr>
<tr>
<td>Weight</td>
<td>25</td>
</tr>
<tr>
<td>Excitation (constant current)</td>
<td>7 to 21</td>
</tr>
<tr>
<td>Voltage to Current Regulator</td>
<td>24 to 27</td>
</tr>
</tbody>
</table>

Optional Models

<table>
<thead>
<tr>
<th>Model No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>302A02</td>
<td>Shock 110°C (10 second)</td>
</tr>
<tr>
<td>302A03</td>
<td>High Sens (200 mV/g, larger size)</td>
</tr>
<tr>
<td>302A04</td>
<td>Gen Purpose: Grid 150, 10 mV/g</td>
</tr>
<tr>
<td>302A05</td>
<td>High-Freq 10 kHz (version 302A)</td>
</tr>
<tr>
<td>302A06</td>
<td>High-Freq 10 kHz (version 302A)</td>
</tr>
<tr>
<td>302ALC</td>
<td>Transducer 1 inch Cable</td>
</tr>
</tbody>
</table>

Use prefix "H" to specify hermetic sealing e.g. 130A2H

Typical Systems: K302A battery powered kits, almost always available. Also available as GA 302A with gain: 100 to 1000 and complete lead-in Ultrasonic, gas & impact available.

42
A C MOHE BASIC
BATTERY POWER UNIT
for voltage mode transducers
Model 480B

* powers transducers with built in or attached amplifiers
* supplies constant-current power over the signal lead
* monitors normal or faulty system operation
* internal or external charge options

For powering low-impedance piezoelectric transducers with built in or attached amplifiers and coupling them to oscilloscopes, meters or recorders, especially in field, low noise or test and evaluation applications.

New model 480B features 27 volt power provided by three standard 9 volt batteries connected in series, to extend the dynamic range of many ICP transducers to 10 volts output. Other features include an external DC power jack for use with optional rechargeable battery pack Model 073805 and a battery charge jack for use with Model 480B Battery Charger NiCd Battery option.

A decoupling capacitor located behind the output connector removes DC bias on the output signal and provides a drift free A.C. mode of operation. The self test meter circuit, monitoring bias on the signal, indicates normal operation (open) short (red), or open circuit (yellow). It also checks battery voltage (2.7V) when the rocker switch is depressed (right). Contacts are housed in a shock resistant plastic molded into a single piece. Connectors are coaxial micro 10.32 pin.

Optional BNC connectors models are available

Sensor kits including Model 480B Power Unit simply specifying and ordering. These kits contain the sensor itself, sensor cable (10 ft. long), power unit, scope cable (3 ft. long terminated in BNC) and accessories. To specify, add prefix K to the sensor model number and add prefix C to the sensor cable. Use prefix K to specify kit with NiCd battery and charger option e.g. KR302A Accelerometer Kit. When connected to a one or greater megohm input impedance, frequency response is essentially that of the transducer and the transducer signal is neither amplified nor attenuated. Constant current excitation improves the linearity and cable driving ability of the system.

**SPECIFICATIONS:** Model No. 480B

<table>
<thead>
<tr>
<th>Transducer Excitation</th>
<th>VDC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excitation Current</td>
<td>mA</td>
</tr>
<tr>
<td>Voltage Gain</td>
<td>V</td>
</tr>
<tr>
<td>Coupling Capacitor</td>
<td>pF</td>
</tr>
<tr>
<td>D.C. Offset (max into 1 megohm)</td>
<td>mV</td>
</tr>
<tr>
<td>Battery Voltage</td>
<td>V</td>
</tr>
<tr>
<td>Battery Life</td>
<td>h</td>
</tr>
<tr>
<td>Connectors (Input &amp; Output)</td>
<td></td>
</tr>
<tr>
<td>Meter Monitor</td>
<td>VFS</td>
</tr>
<tr>
<td>Size (WxHxL)</td>
<td>in</td>
</tr>
<tr>
<td>Weight (incl batteries)</td>
<td>oz</td>
</tr>
</tbody>
</table>

**Optional models:**

<table>
<thead>
<tr>
<th>With BNC input and output</th>
<th>Model No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>480B2</td>
<td>480B16</td>
</tr>
<tr>
<td>Model 480006 with BNCs</td>
<td>480009</td>
</tr>
</tbody>
</table>

**Optional accessories:**

<table>
<thead>
<tr>
<th>Charger with three NiCd batteries</th>
<th>Model No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>488B</td>
<td>073805</td>
</tr>
</tbody>
</table>

To specify a complete power kit including power unit, 10 foot input and 3 foot output cable and storage case, add prefix K in KR (for rechargeable) to model number, e.g. K480B or KR480B

**ROCK DIAGRAM**

**TYPICAL SYSTEM**
APPENDIX B

Calibration Certificate

Per ISA-RP37.2

ICP™ ACCELEROMETER
with built-in electronics

Calibration procedure is in compliance with MIL-STD-45662 and traceable to NIST (NBS)

Model No. J02303
Serial No. 3356
PO No. Customer

Calibration traceable to NIST (NBS) thru Project No. J22/245191-92

CALIBRATION DATA

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Voltage Sensitivity</td>
<td>300.9 mV/g</td>
</tr>
<tr>
<td>Transverse Sensitivity</td>
<td>4.2 %</td>
</tr>
<tr>
<td>Resonant Frequency</td>
<td>21 kHz</td>
</tr>
<tr>
<td>Time Constant</td>
<td>0.2 s</td>
</tr>
<tr>
<td>Output Bias Level</td>
<td>11.1 V</td>
</tr>
</tbody>
</table>

KEY SPECIFICATIONS

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range</td>
<td>15 g</td>
</tr>
<tr>
<td>Resolution</td>
<td>0.0025 g</td>
</tr>
<tr>
<td>Temp. Range</td>
<td>-65/+175 °F</td>
</tr>
</tbody>
</table>

METRIC CONVERSIONS:

ms⁻¹ = 0.102 g

°C = 9 x (°F - 32)

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Hz</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10</td>
</tr>
<tr>
<td>Amplitude Deviation</td>
<td>%</td>
</tr>
</tbody>
</table>

FREQUENCY RESPONSE

Amplitude Deviation

<table>
<thead>
<tr>
<th>Frequency in Hertz</th>
<th>10</th>
<th>100</th>
<th>1000</th>
<th>10000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deviation (+3 dB)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deviation (-3 dB)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Plzetronics, Inc. 3425 Walden Avenue Depew, NY 14043-2495 USA

716-884-0991

Date 4/10/91

Calibrated by
CALIBRATION DATA

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Voltage Sensitivity</td>
<td>299.3 mV/g</td>
</tr>
<tr>
<td>Transverse Sensitivity</td>
<td>5.0 g</td>
</tr>
<tr>
<td>Resonant Frequency</td>
<td>21.5 kHz</td>
</tr>
<tr>
<td>Time Constant</td>
<td>0.2 s</td>
</tr>
<tr>
<td>Output Bias Level</td>
<td>11.4 V</td>
</tr>
</tbody>
</table>

KEY SPECIFICATIONS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range</td>
<td>16 g</td>
</tr>
<tr>
<td>Resolution</td>
<td>0.0025 g</td>
</tr>
<tr>
<td>Temp. Range</td>
<td>-65/+175 °F</td>
</tr>
</tbody>
</table>

METRIC CONVERSIONS:

- $1 g = 0.102 kg$
- $1 °F = 5.59 °C$
- $1 °F = 0.32 °C$

REFERENCE DATA

<table>
<thead>
<tr>
<th>Frequency (Hz)</th>
<th>10</th>
<th>15</th>
<th>30</th>
<th>50</th>
<th>100</th>
<th>300</th>
<th>500</th>
<th>1000</th>
<th>3000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amplitude Deviation (%)</td>
<td>-2.2</td>
<td>-1.2</td>
<td>-0.7</td>
<td>-0.3</td>
<td>0.3</td>
<td>0.2</td>
<td>0.3</td>
<td>0.5</td>
<td>0.7</td>
<td>1.5</td>
</tr>
</tbody>
</table>

FREQUENCY RESPONSE

Piezotronics, Inc. 3425 Waiden Avenue Depew, NY 14043-3495 USA

Calibrated by

Date: 7/1/91
FIGURE 2

GMP LEGEND
EUSELAGE ACCEL.
MAIN ROTOR = 1555 RPM

ENGINE IP

LATERAL

223.75 Hz  RT: .305 EU  ΔF .6249 Hz  500.00 SPEC EXP N 0
APPENDIX D

FIGURE 1

GMP LEGEND
TAIL BOOM ACCEL.
MAIN ROTOR = 1550 RPM

SETUP 00: 43: 33
GRP SPEC SPEC A DUAL RT VW 80DB CH AB FR 500HZ
SPEC RT DG 0DB WTG H A 1V B 1V

ENGINE aggregates

MR IP
2P

ENGINE IP

MR IP

LATERAL

ENGINE IP

MR 4P

VERTICAL

SPEC B RT

SPEC EXP N 0

27.500 HZ A: .110 B: .0208 EU
FIGURE 2

TAIL BOOM ACCEL.
MAIN ROTOR = 1502 RPM
GMP LEGEND
TAIL ROTOR ACCEL.
MAIN ROTOR 1687 RPM
BALANCE MASS 1.75 IN.
INBOARD FROM TRIM POS.
FIGURE 3 -

GMP LEGEND

TAIL BOOM ACCEL,
MAIN ROTOR 1687 RPM

BALANCE MASS 3.5 IN.
INBOARD FROM TRIM POS.

SETUP 01: 06: 51
GRP SPEC SPEC A
UPPR RT
VW 80DB CH A FR 500HZ
DG 0DB WTG H A 1V

MR IP MR 2P
MR 4P TR IP
ENGINE IP
MR 1OP
TR 2P

LATERAL

4E-4

LOG

28.124 HZ RT: 0.432 EU

SPEC EXP N 0
APPENDIX

PACIFIC RPV BRUISER
MAIN ROTOR = 1162 RPM
Figure 3

PACIFIC RPV BRUISER
MAIN ROTOR = 1162 RPM

<table>
<thead>
<tr>
<th>SETUP</th>
<th>GRP SPEC</th>
<th>DUAL</th>
<th>VW</th>
<th>80DB</th>
<th>CH</th>
<th>AB</th>
<th>FR</th>
<th>400HZ</th>
</tr>
</thead>
<tbody>
<tr>
<td>00:34:39</td>
<td>SPEC A</td>
<td>RT</td>
<td>DG</td>
<td>0DB</td>
<td>WTG</td>
<td>H</td>
<td>A</td>
<td>1V</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>B</td>
</tr>
</tbody>
</table>

Vertical

Horizontal

MRAP
TRIP
ENGINE
IP

0  LNX1  BASE  ΔF  5000 HZ  400.00
4E-4 4  LOG

0  NORM  LNX1  BASE  ΔF  5000 HZ  400.00
155.50 HZ  A: .144  B: .298  EU  SPEC  EXP N 0
PACIFIC RPV BRUISER
MAIN ROTOR = 885 RPM
PACIFIC RPV BRUISER
MAIN ROTOR = 885 RPM
PACIFIC RPV BRUISER
MAIN ROTOR = 887 RPM
LIST OF REFERENCES

   Control System", Journal of the American Helicopter

2. McKillip, R. M. "Periodic-Model Following for the
   Control-Configured Helicopter", Journal of the American

   Control", Proceedings of the 19th Annual Forum of the

4. Daughaday, H., "Suppression of Transmitted Harmonic
   Rotor Loads by Blade Pitch Control", USAAVLABS Technical
   Report 67-14, November, 1967

5. Balcerak, J. C., and Erickson, J. C., Jr., "Suppression
   of Transmitted Harmonic Vertical and Inplane Rotor Loads
   by Blade Pitch Control", USAAVLABS Technical Report 69-
   39, July 1969.

6. Shaw, J., "Higher Harmonic Blade Pitch Control for
   Helicopter Vibration Reduction: A Feasibility Study,"

7. Sissingh, G. J. and Donham, R. E., "Hingeless Rotor
   Theory and Experiment on Vibration Reduction by Periodic
   Variation of Conventional Controls", Rotorcraft

   Harmonic Blade Pitch: Vibration Reduction, Blade-Load
   Reduction, and Performance Improvement", Proceedings of
   the American Helicopter Society Mideast Region Symposium

   Higher Harmonic Control", Proceedings of the Rotorcraft
   Vibration Workshop, NASA Ames Research Center, February,
   1978.

    Control Promises Improved Dynamic Interface Operations",
    AGARD Proceedings of the 78th Flight Mechanics Panel,


<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Address</th>
</tr>
</thead>
</table>
| 1.  | Defense Technical Information Center  
Cameron Station  
Alexandria, Virginia 22304-6145 |
| 2.  | Library, Code 52  
Naval Postgraduate School  
Monterey, California 93943-5000 |
| 3.  | Chairman, Code AA/Co  
Department of Aeronautics and Astronautics  
Naval Postgraduate School  
Monterey, California 93943-5000 |
| 4.  | Professor E. Roberts Wood, Code AA/Wd  
Department of Aeronautics and Astronautics  
Naval Postgraduate School  
Monterey, California 93943-5000 |
| 5.  | Professor Richard M. Howard, Code AA/Ho  
Department of Aeronautics and Astronautics  
Naval Postgraduate School  
Monterey, California 93943-5000 |
| 6.  | Mr. Kevin M. Ransford  
P. O. Box 616  
Lexington Park, Maryland 20653 |