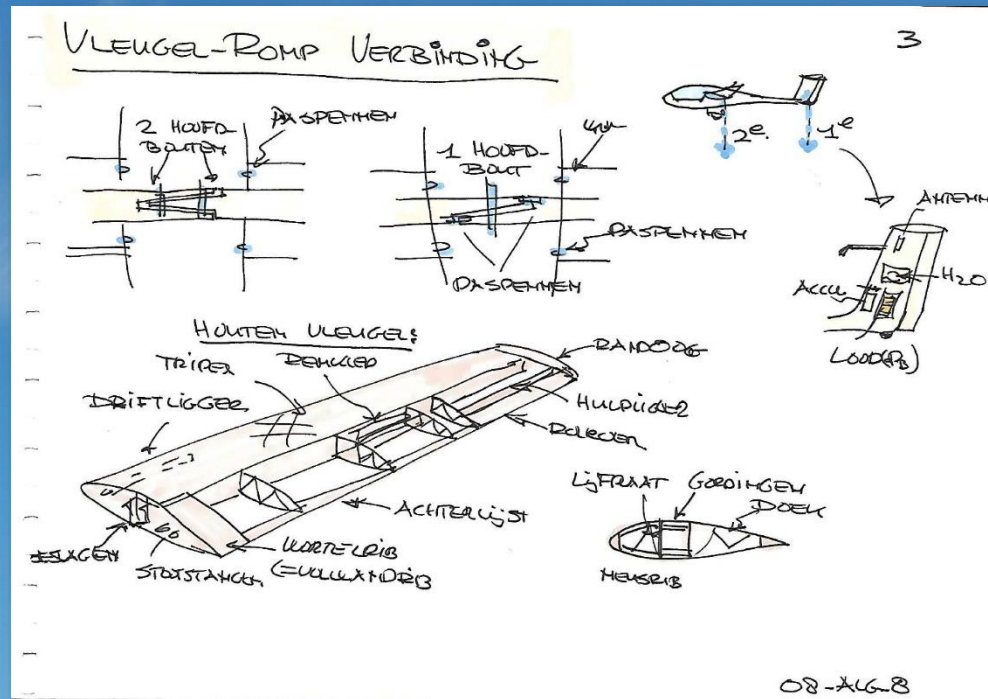


# Theorie van het Zweefvliegen

## Algemene Kennis



# Algemene Kennis van het Zweefvliegtuig

Martin W Smit

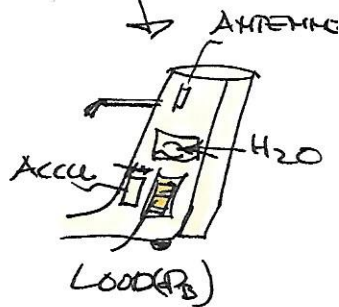
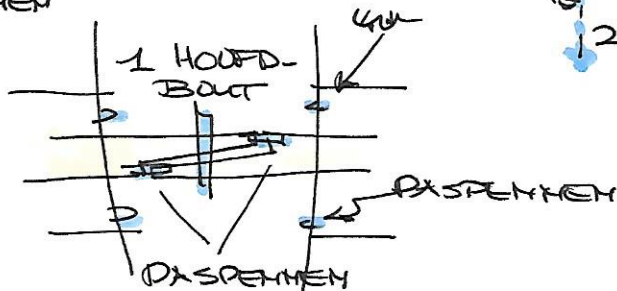
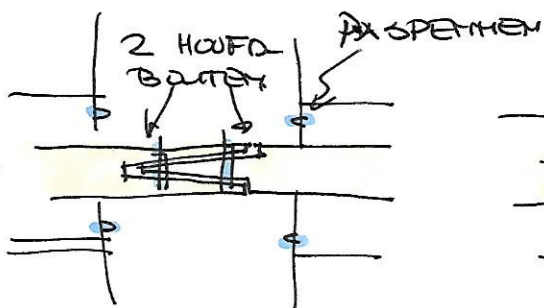
8

8

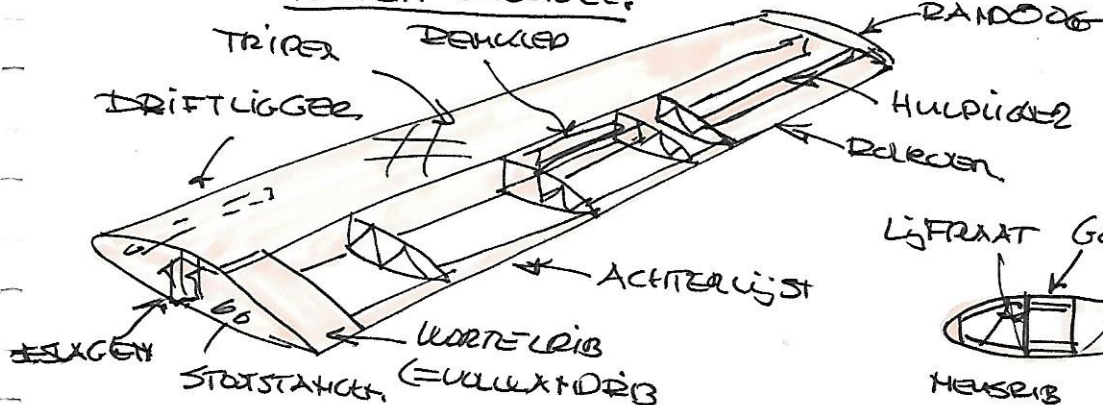
## Algemene Kennis

55	<b>5.6 Instrumenten</b>
55	8.6.1 Algemeen
55	8.6.2 Mechanische Instrumenten
76	8.6.3 Elektrische Instrumenten
86	<b>8.7 Handboeken en Documenten</b>
86	8.7.1 Vlieghandboek
87	8.7.2 Overige documenten
89	<b>8.8 Luchtwaardigheid en Onderhoud</b>
89	8.8.1 Algemeen
90	8.8.2 Inspecties
90	8.8.3 Technische Administratie
92	<b>8.9 Bijlagen</b>
44	<b>8.10 Oefenvragen</b>

# VLEUGEL-ROMP VERBINDING



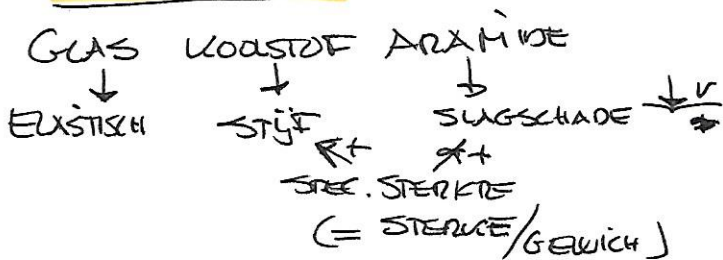
## HOUTEN VLEUGEL:



08-AUG-8

## MATERIALEN:

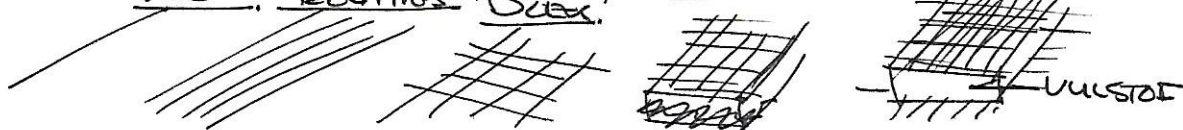
### KUNSTSTOF:



VEZEL: DOVINGS: DUBBEL:

LAMIHAAT:

SANDWICHT:



### GELCOAT:

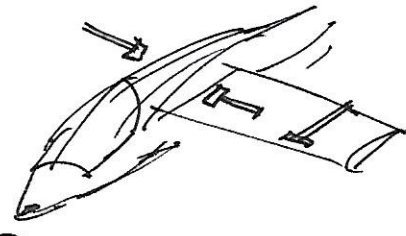
BESCHRIJVING UU

GLAS: D



# VERBINDINGEN

BOUTEN:

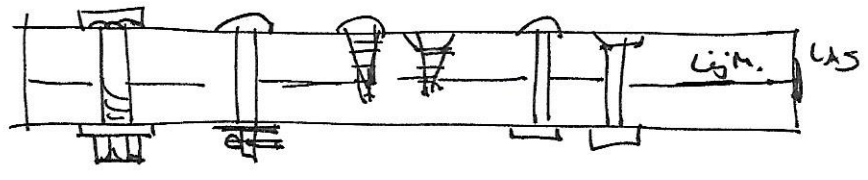


SPUITREIN

ZELFBORGING:

UPOOR

FOKKERMAALD



# WAATMEER WELKE BORGING:

08-AUG-17

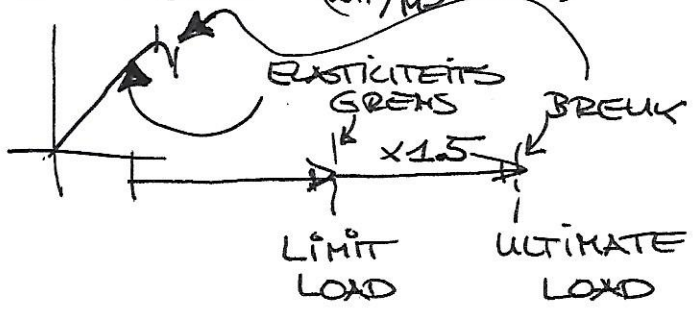
# STERKTE EN STIJFHEID

~~SPEC. STERKTE~~ SPEC. STERKTE =  $\frac{\text{BREUKSTERKTE (N/M}^2\text{)}}{\text{SOORT GEW (KN/M}^3\text{)}} = \text{M...}$

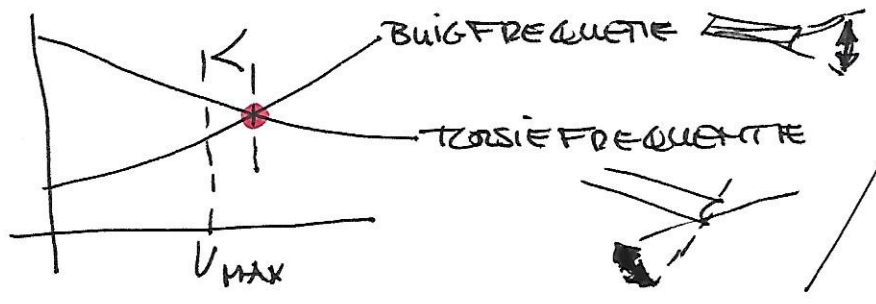
FLUTTER:



MASSABALANCIERING



BUIGFREQ = TORSIEFREQ => FLUTTER



# CORROSIË:

- 1- OXIDATIECORROSIË
- 2- SPANNINGS I. VV
- 3- ELEKTROLYTISCHE "

08-AUG-20

Overtrekshelheid:

$$V_s = V_{s1G} \cdot \sqrt{H}$$

**BRASTINGFACTOR**

$$L = H \cdot W$$

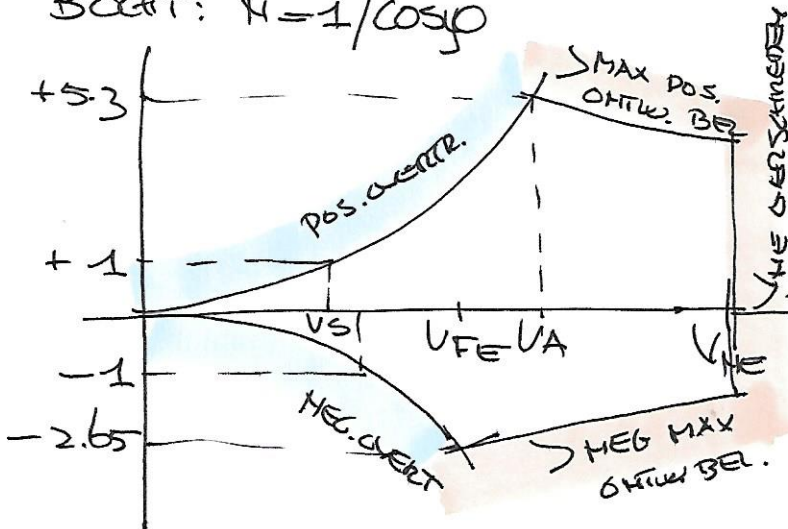
$$C_L \cdot \frac{1}{2} \rho V^2 S = HW$$

$$V = \sqrt{2HW / C_L S}$$

$$H = \left( \frac{V}{V_{s1}} \right)^2$$

$$H = \left( \frac{V}{V_{s1}} \right)^2$$

BOORT:  $H = 1 / \cos^2 \phi$



$$V_{FE} = U_{max}$$

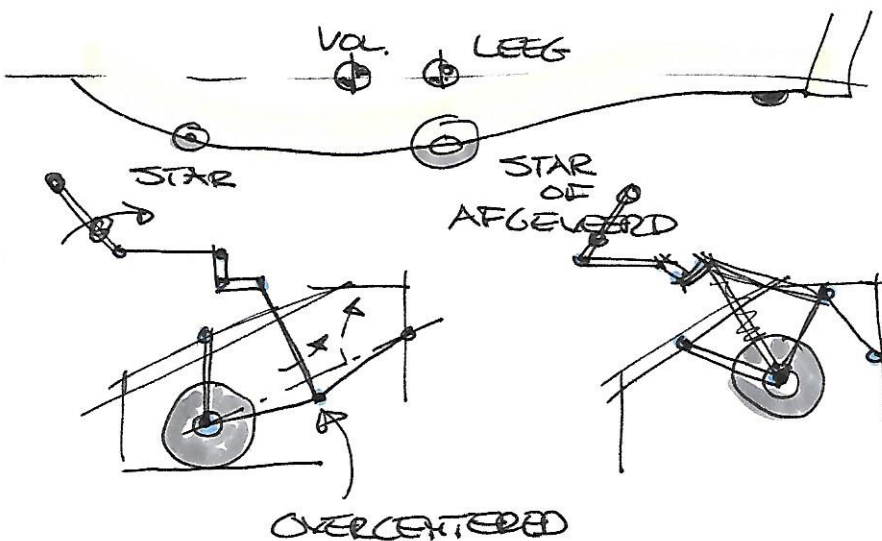
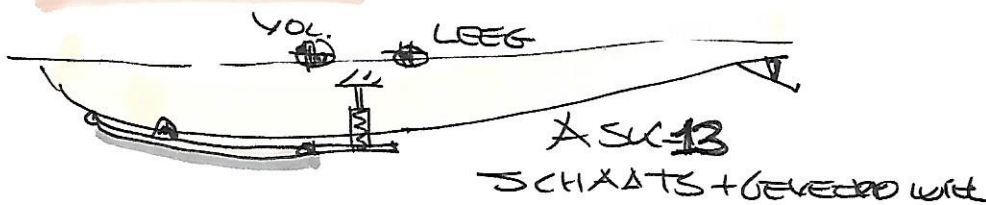
$V_A = V_{RA}$   
ROUGH AIRSPEED

$V_U = \text{MAX } U_{LIER}$

$V_T = U_{TOUW} (= SEEP)$

$V_{LO} = U_{ONDERSTEL}$   
08-AUG-24

ONDERSTEL:



**REM:**

TREKSEL



- WARM.

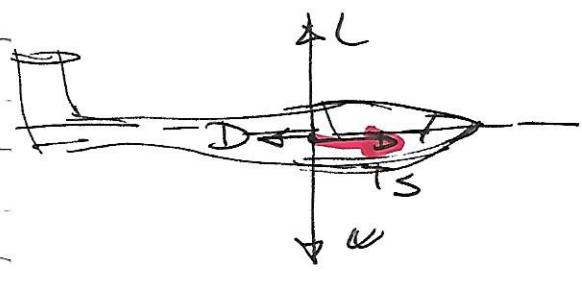
SCHIJF



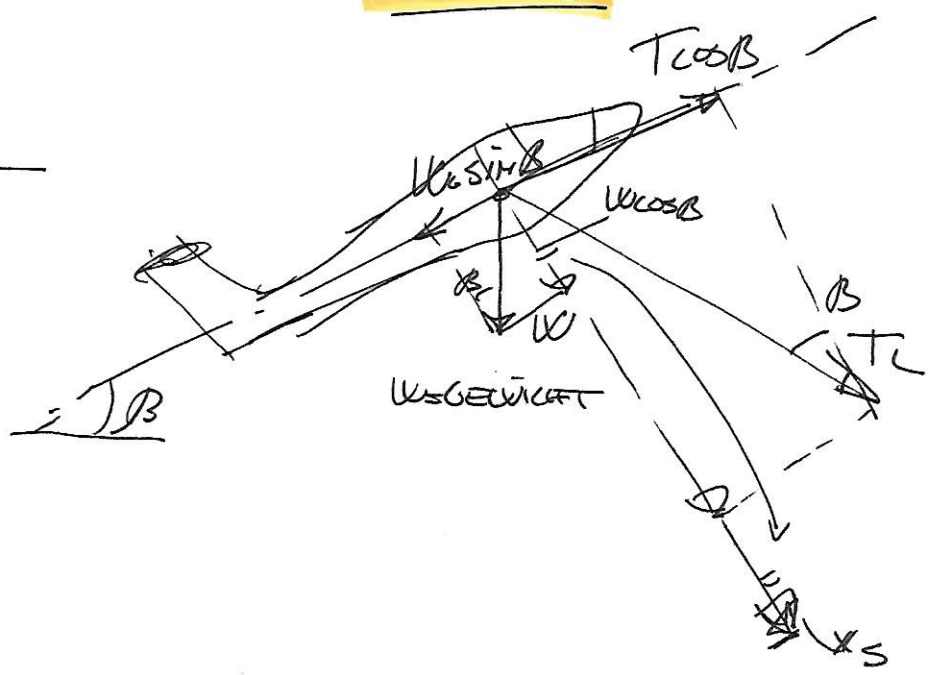
+ KOELING  
HYDRAULISCH

Krachten:

SLEEP:



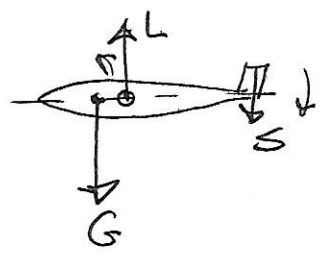
LIER:



08-ALG-29

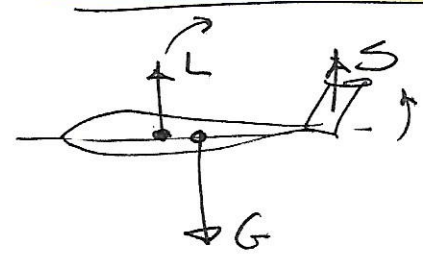
LIGGING ZWAARTEPUNT

VOORLIJK:



STABIEL

ACHTERLIJK:



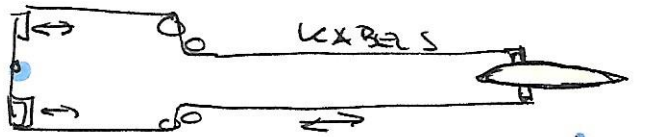
ONSTABIEL

GRENZ:  $\alpha_{max}$   
HOOGTECHTE

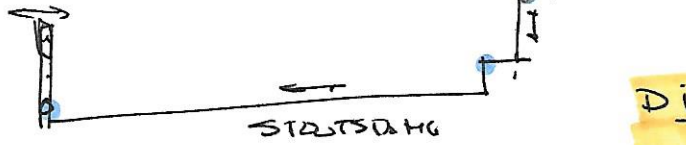


# STUURORGANEN

## VOETENSTUUR

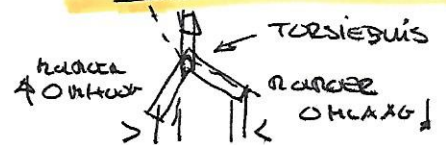
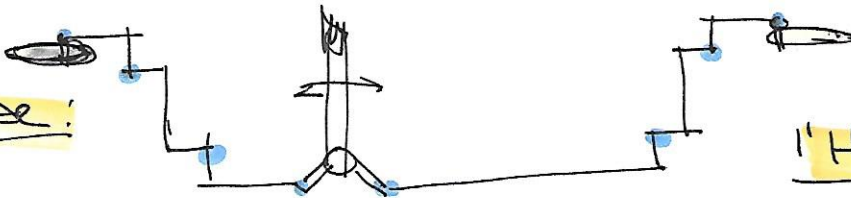


## HOOGTERDER



## DIFFERENTIAL BESTURING

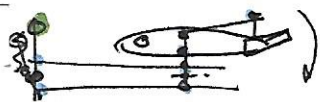
## PAROER



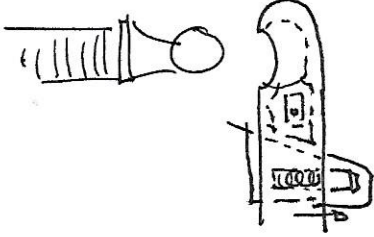
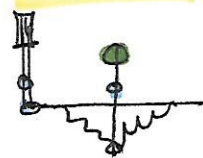
## HOTELIEN-KOPPELING

## TRIME

## XERODYNAMISCHE

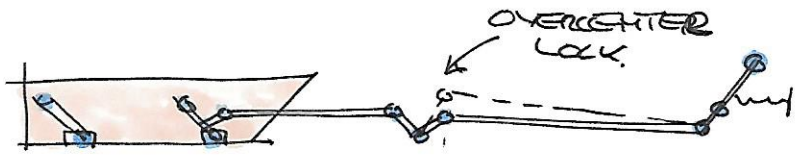


## VEER

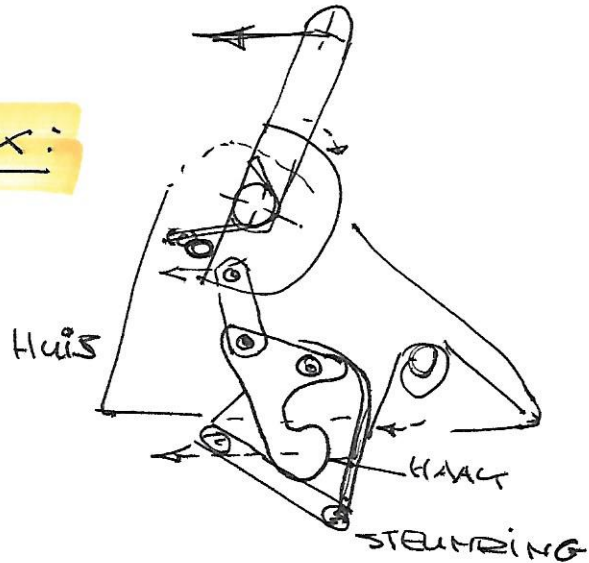


08-X16-47

## REMkleppen



## TOSTHAAK



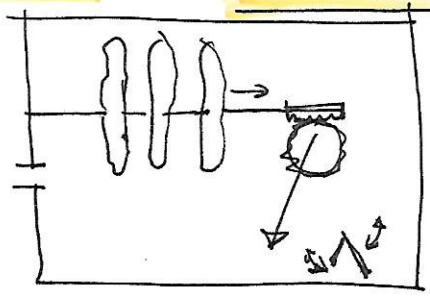
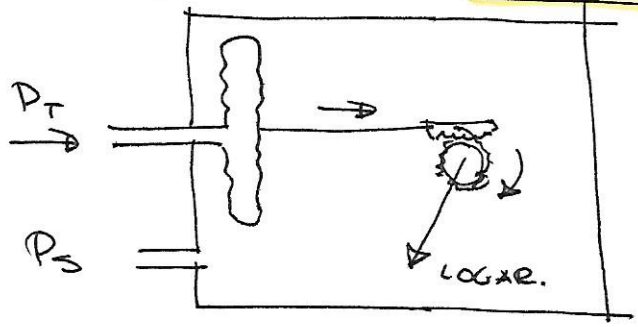
08-X16-51

$$P_T = \frac{1}{2} \rho v^2 + P_S$$

$\rho_{dyn}$       $P_{st.}$

SNELHEIDSMETER:

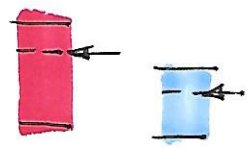
HOOGTE METERS



$$\pm AS = CS + P_{ENI}$$

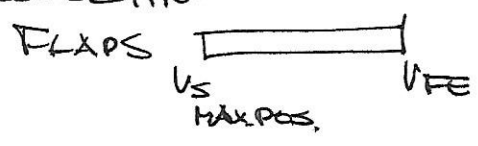
$\uparrow$  FOUT      $\uparrow$  INSTR.  
POSITIE     INSTR.

$$\Delta T \rightarrow \Delta h$$



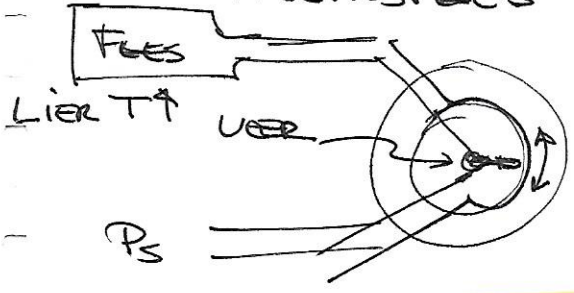
STATISCHE KRUIJING

$\downarrow$   
TAS  
VLEUVELOADING



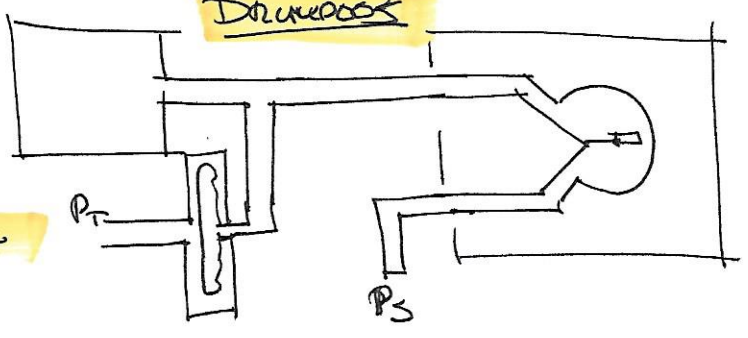
08-XLG-57

THERMOSPIES



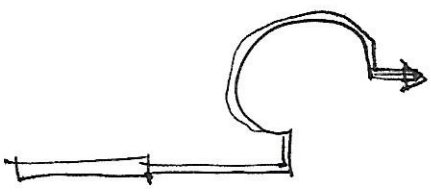
COMPENSATIE:

Drukroos

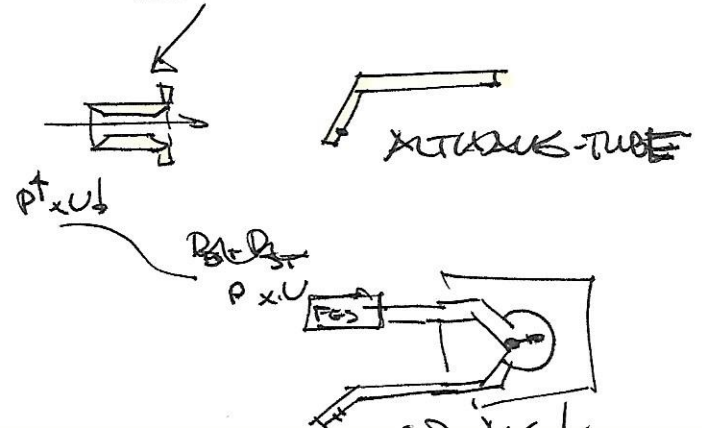


STUWSCHIJFLAPIOMETER:

THERMOMETER:

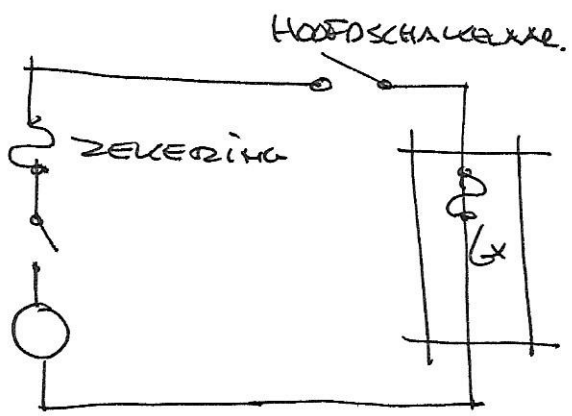


VENTURIE:





# INSTRUMENTEN:



I VERMOGEN (Amp)  
10 Ah.

WET VAN OHM

$$I = \frac{U}{R} \quad \text{P (W) = U (V) \times I (A)}$$

$$P = U \times I$$

I = STROOMSTERKTE (- Amperes)

U = SPANNING (V = Volt)

R = WERSTAND  $\Omega$  (= Ohm)

$$P = U \times I$$

08-ALG-18

# VLIEGHANDBOEK:

- 1 - ALGEMEEN
- 2 - LIMieten
- 3 - NORMALE + NOOD PROCEDURES
- 4 - PRESTATIES
- 5 - BELADING
- 6 - BESCHRIJVING ZWELLET SYSTEEMEN
- 7 - ONGANG, ZORG EN ONDERHOUD
- 8 - SUPPLEMENTEN
- 9 - OPMERKINGEN

# DOCUMENTEN:

- 1 - VLIEGHANDBOEK
- 2 - JURNAL
- 3 - BUI
- 4 - ARC (= BUL)
- 5 - ONDERHOUDSVERKLARING
- 6 - Bev. 2 ANW. RADIOSTATION (ARSL)
- 7 - WEEGRAPPORT
- 8 - GEWINSCERTIFICAAT
- 9 - WA VERZ.

08-ALG-06

