

# [eBooks] Datcom Manuals

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Missile Datcom. User's Manual - Rev 4/91-Kevin D. Bruns 1991 In missile preliminary design it is necessary to quickly and economically estimate the aerodynamics of a wide variety of missile configuration designs. Since the ultimate shape and aerodynamic performance are so dependent upon the subsystems used, such as payload size, propulsion system selection and launch mechanism, the designer must be capable of predicting a wide variety of configurations accurately. The fundamental purpose of Missile Datcom is to provide an aerodynamic design tool which has the predictive accuracy suitable for preliminary design, and the capability for the user to easily substitute methods to fit specific applications.

Missile Datcom, User's Manual-Keith A. Burns 1993

The USAF Stability and Control Digital DATCOM. Volume I. Users Manual- 1979 This report describes a digital computer program that calculates static stability, high lift and control, and dynamic derivative characteristics using the methods contained in the USAF Stability and Control Datcom (revised April 1976). Configuration geometry, attitude, and Mach range capabilities are consistent with those accommodated by the Datcom. The program contains a trim option that computes control deflections and aerodynamic increments for vehicle trim at subsonic Mach numbers. Volume I is the user's manual and presents program capabilities, input and output characteristics, and example problems. The program is written in ANSI Fortran IV. The primary deviations from standard Fortran are Namelist input and certain statements required by the CDC compilers. Core requirements have been minimized by data packing and the use of overlays. User oriented features of the program include minimized input requirements, input error analysis, and various options for application flexibility.

Scientific and Technical Aerospace Reports- 1978 Lists citations with abstracts for aerospace related reports obtained from world wide sources and announces documents that have recently been entered into the NASA Scientific and Technical Information Database.

Over 40 Publications / Studies Combined: UAS / UAV / Drone Swarm Technology Research- Over 3,800 total pages ... Just a sample of the studies / publications included: Drone Swarms Terrorist and Insurgent Unmanned Aerial Vehicles: Use, Potentials, and Military Implications Countering A2/AD with Swarming Stunning Swarms: An Airpower Alternative to Collateral Damage Ideal Directed-Energy System To Defeat Small Unmanned Aircraft System Swarms Break the Kill Chain, not the Budget: How to Avoid U.S. Strategic Retrenchment Gyges Effect: An Ethical Critique of Lethal Remotely Piloted Aircraft Human Robotic Swarm Interaction Using an Artificial Physics Approach Swarming UAS II Swarming Unmanned Aircraft Systems Communication Free Robot Swarming UAV Swarm Attack: Protection System Alternatives for Destroyers Confidential and Authenticated Communications in a Large Fixed-Wing UAV Swarm UAV Swarm Behavior Modeling for Early Exposure of Failure Modes Optimized Landing of Autonomous Unmanned Aerial Vehicle Swarms Mini, Micro, and Swarming Unmanned Aerial Vehicles: A Baseline Study UAV Swarm Operational Risk Assessment System SmartSwarms: Distributed UAVs that Think Command and Control Autonomous UxV's UAV Swarm Tactics: An Agent-Based Simulation and Markov Process Analysis A Novel Communications Protocol Using Geographic Routing for Swarming UAVs Performing a Search Mission Accelerating the Kill Chain via Future Unmanned Aircraft Evolution of Control Programs for a Swarm of Autonomous Unmanned Aerial Vehicles AFIT UAV Swarm Mission Planning and Simulation System A Genetic Algorithm for UAV Routing Integrated with a Parallel Swarm Simulation Applying Cooperative Localization to Swarm UAVS Using an Extended Kalman Filter A Secure Group Communication Architecture for a Swarm of Autonomous Unmanned Aerial Vehicles Braving the Swarm: Lowering Anticipated Group Bias in Integrated Fire/Police Units Facing Paramilitary Terrorism Distributed Beamforming in a Swarm UAV Network Integrating UAS Flocking Operations with Formation Drag Reduction Tracking with a Cooperatively Controlled Swarm of GMTI Equipped UAVS Using Agent-Based Modeling to Evaluate UAS Behaviors in a Target-Rich Environment Experimental Analysis of Integration of Tactical Unmanned Aerial Vehicles and Naval Special Warfare Operations Forces Target Acquisition Involving Multiple Unmanned Air Vehicles: Interfaces for Small Unmanned Air Systems (ISUS) Program Tools for the Conceptual Design and Engineering Analysis of Micro Air Vehicles Architectural Considerations for Single Operator Management of Multiple Unmanned Aerial Vehicles

The USAF Stability and Control Digital Datcom-John E. Williams 1976

Missile Datcom-William B. Blake 1998-02-01 THIS REPORT IS A USER'S MANUAL FOR THE 1997 FORTRAN 90 REVISION OF THE MISSILE DATCOM COMPUTER PROGRAM. THIS SUPERSEDES WL-TR-93-3043. In missile preliminary design it is necessary to quickly and economically estimate the aerodynamics of a wide variety of missile configuration designs. Since the ultimate shape and aerodynamic performance are so dependent upon the subsystems utilized, such as payload size, propulsion system selection and launch mechanism, the designer must be capable of predicting a wide variety of configurations accurately. The fundamental purpose of Missile Datcom is to provide an aerodynamic design tool which has the predictive accuracy suitable for preliminary design, and the capability for the user to easily substitute methods to fit specific applications.

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Tactical Missile Aerodynamics-Michael J. Hemsch 1986

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Aircraft design processes, software-Society of Automotive Engineers 2008 "The seven papers in this publication relate to software tools for design; analysis of airplanes; programming tools; languages and programming environments; commercial off-the-shelve tools for aerodynamics, stability and control; and performance and detailed design."--SAE Web site (www.sae.org)

Adaptation of Digital DATCOM Into a Conceptual Design Process-Brandon Watters 2011 As implied with open-ended 'design decision-making' there are multiple prospective conventional and unconventional aircraft solution concepts available to satisfy a given mission specification. The task of defining, assessing and selecting prospective options for the mission at hand is the primary purpose of the aircraft conceptual design (CD) phase. In addition, conceptual design tends to be fast paced and requires an iterative and multidisciplinary process structure delivering fast turnaround design-responses. The lack of design information available during the early conceptual design phase requires the aircraft designer to utilize lower fidelity analysis techniques that focus on overall correctness of prospective solution concepts (trends and sensitivities) of a new technology on the design. However, correctly predicting the impact of gross design decisions on mission performance drivers is a non-trivial undertaking. Furthermore, if the parametric design trends and sensitivities are correctly predicted there will not

be a single solution to a given mission. Consequently, the open-ended conceptual design (CD) process tends to be the most abstract design phase throughout the product development cycle. The Aerospace Vehicle Design Laboratory (AVD Lab) is continuously developing the Aerospace Vehicle Design Synthesis (AVDS) process aimed at supporting early fact-based decision making. The AVDS methodology contains a data-base, knowledge-base, methods library and process library that are utilized in conjunction with each other to arrive at a design solution best satisfying the mission objectives. The focus of this thesis is on augmenting aerodynamic configuration prediction capability within the AVDS process. The consistent aerodynamic evaluation of conventional and unconventional aircraft configurations throughout the flight regime poses a significant challenge to the designer. This problem is attributed to the fact that no single aerodynamic prediction tool does exist with the ability to model flight vehicle configuration choices throughout the flight envelope. Given the nonexistence of this ideal 'unified aerodynamic prediction tool', the designer has to organize a methods library instead, thereby dealing with constant method-switching and resulting inconsistency issues. There are many aerodynamic methods to choose from with different capabilities and requirements. Digital DATCOM is aerodynamic prediction software with a vast self-contained methods library for the required methods-switching, but it is restricted to a defined set of aircraft configuration concept. The methods available in the original handbook 'paper-version' of DATCOM can be applied to a wider range of aircraft configuration concepts compared to its digital implementation called Digital DATCOM. Given these restrictions, this thesis documents further development of the Digital DATCOM implementation into DATCOM MAX. Development aim of the 'MAX' implementation has been to expand the existing capability towards the ability to predict key aerodynamic contributions of aircraft components and control surfaces during the conceptual design phase for a more diverse set of geometric configuration concepts. The B747-200F verification and validation case study has been chosen because of the richness of the information available about this aircraft. First DATCOM MAX is cross-verified to match Digital DATCOM output plus the new prediction capability, using the B747-200F model. Then the correctness of DATCOM MAX methods is verified against published experimental aerodynamic data for the B747-200F. A user's manual and programmer's guide have been prepared to accompany the source code, thereby allowing informed further-development of the software in the future. The research presented is a step taken to expand the capability of the AVDS methods library in the area of aerodynamics by removing selected process restrictions inherent in the original Digital DATCOM. The objective is to create a tool capable of producing a static and dynamic derivative database for a given aircraft design. This thesis identifies the research problem, the selection of aerodynamic tool for adaption, the modification of Digital DATCOM FORTRAN 90 source code. A tail aft configuration (TAC) transport aircraft, B747-200F, example verifies and validates the new DATCOM MAX program.

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Computer-assisted method for estimating stability and time response characteristics of conventional subsonic airplanes-Walter von Klein 1987

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