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From the way the engine is assembled the large difference between helicopters and fixed wing is the elevation source of fixed aircraft. Helicopters use rotating aerofolios known as Rotor Mines and Control Mines are relatively independent of the speed control movement. If the rotor is on the side and longitudinal axis of the helicopter, centered on the pilot seat and changes the plane of the main rotor path to the directional vain, altering the plan of the lip path, the direction of the impulse is changed, and the direction The intended correspondent of motion or vain is always obtained located to the left of the pilot seat and varies the elevator from the main rotor by decreasing or increasing the tackle of the tack on all rotor plates equally and in the same direction Also used in combination with the cyclic to regulate speed and altitude controls the motion on the vertical axis (yaw) of the helicopter, altering the field (angle attack) of the rotor plates of the Tail causes more or less force to be developed that it is neutralizing the torque caused by the main rotors in addition, by the pilot diverting the left or right pedals, the aircraft header or direction is changed Left or right spinning "wings" that allow you to raise the helicopters or "rotor-of interest" It consists of rotor mines, rotor assembly, pitch / link control rod, mast, swashplate and support support, some may have a scissor and sleeve configuration, all above items work to change the Linear (push / pull) moving rotary control changes from direction and provides energy by mechanisms through unit axes for the standards of the main rotor and the trail track Also provides mounting cushions for mounting accessories such as hydraulic flight control pumps, generators and rotor brake Most helicopters have a main, intermediate and tail gearbox the flying principles are Those basic characteristics that act on an aircraft A balanced aircraft is a happy aircraft (fuel burning, efficiency, etc.) as a construction of aircraft has evolved from the trusters of trellis, which does not Had it a simplified form, for the most formed monocoque and semi-monocoque designs today are still looking for something? The basic structure is the basic structure of an aircraft, design to support aerodynamic forces and tensions imposed tensions include fuel weight, crew and heavy load, although similar in concept, aircraft can Being classified as fixed and rotating wings structures The air controllable airplane around its side, longitudinal and vertical axes by deflection of vain control surfaces These control devices are articulated surfaces or Mirable with which the pilot adjusts the attitude of the airplane during takeoff, flight maneuvers, and landing that are operated by the pilot through the connection connection through helm. Pedals and a control rod or key structural wheels to produce elevator Ailerons, lift, localized furniture finishing guides located in the primary surfaces of VA/O control, spoilers, speed brakes and manual aeronautical knowledge. Monocoque aeronautical knowledge, semi-monocoque the fuselage is the main structural unit of an aircraft the fuselage is designed to accommodate the crew, passengers, loads, instruments and other essential equipment to construct of aircraft fuselages evolved from the first structural arrangements of wood trellis for monococecal bark structures for the current of semi-monocoque bark in this method of construct, force and stiffness are obtained by joining the piping (steel or aluminum) to produce a triangular triangular sane Calls of piping lengths, called homologs, are soldiers in place to form a vertical and horizontal alquated structure of WellBraced are soldiers to the longer and give the structure a square or rectangular form when viewed from of the final additional brackets to withstand stress that can be seen from any direction of rodaders and bulkheads, or trainers, are added to shape the fuselage and withstand coverage as projects progressed these structures were included, first with cloth and , including metals, these simplified updates and increased performance in some cases, external skin can support all or a major part of the fuselage of flight aircraft Most modern aircraft uses a form of this stressed skin structure known as Monocoque monocoque or semi-monocoque monocoque (French for the construction of "single shell") uses stressed skin to support almost all very paraecid loads o with an aluminum drink can in the monococecal construction, platforms, trainers and bulkheads of varied sizes shape and force for the stressed fuselage of the skin [Figure 1] although the very strong construct, monococecal unco It is highly tolerant to the deformation of the surface, for example, an aluminum drink can withstand considerable forces - the ends of the can, but if the side of the can be deformed slightly, supporting a load, it collapses easily because most of the torsion and flexure is transported by the figure skin, rather than an open structure, the need for internal arm was eliminated or reduced, saving weight and maximizing the space One of the notes and all innovative to use the monocoeca construct was employed by Jack Northrop in 1918, he invented a new way to build a monococeal fuselage used for the Lockheeds pilot -1 The Technique used two semi-coins of molded wooden that were around wood hoops or laughs to build the semi-owned, instead of pasting many plywood strips on a form, three three Sets of sprinkles were soaked with glue and placed in a semi-circular concrete mold that looked like a bathtub then under a tight cap, a rubber balloon was inflated in the cavity to press the plywood against the twenty mold and four hours later the soft half was ready to be attached to the other to create the fuselage The two halves were less than a quarter of thick, although used in the early aviation period, the construction monocoque Would be to re-esteem for several days due to complexities involved examples every day of monocoque construction can be found in the manufacture of automavel, where unibodia is considered pattern in the construction Semi-monocoque, partial or half, uses a substructure to which the air of the airplane is attached, Continue searching: Copyright á, á € 2022 CFI Notebook, all rights reserved. However, a new emerging process of construction is the integration of compustiros or aircraft made entirely of compulstiros (figure 2) manual pilot of aeronautical knowledge, monoplane (left) and biplane (right) Overdue wings The wings are airfoils attached to each side of the fuselage and are the main elevation surfaces that support the airplane on vain wings can be attached to the top ("high wing"), medium ("mid-wing"), or lower part ("low-wing") of the fuselage The number of wings may also vary aircraft with a single set of wings are referred to as monopans, while those with two Sets are called biplanes [Figure 4] Wings Construction Many high wing airplanes have external keys, or wing supports transmitting flight and landing loads through the supports for the main structure of the fuselage [Figure 5] As wing supports are usually attached approximately in the middle of the wing, this type of wing structure Semi-Cantilever called some high wing airplanes and most low aircraft have a full cantilever wing designed to carry the loads without external supports the main main Parts of the wing SA É o Spars, ribs and risins [Figure 6] These are reinforced by truss, I-beam rays, tubes or other devices, including the skin the wing ribs determine the shape and the thickness of the wing (aircraft) Most modern airplanes, fuel tanks are an integral part of the wing structure or consist of flexible containers mounted inside the wing stuck rear edges or right, wings are two types of surfaces Control referred to as Designs and Flaps Design Variations provide information on the effect controls are in the surfaces of surfaces of the traditional wings to wings that use both flexing (due to ripple) and displacement (through the change of the CG of the aircraft), [Figure 3-9] Specific manuals for most aircraft categories are available to the interested pilot and can be found on the Federal Aviation Administration website (FAA) at www.faa. GOV Manual Aeronautical Knowledge Pilot, Components of Manual Aeronautical Pilot Pilot Knowledge Components, Stabilizer Components comonly known as the "Tail Section", the warping includes the whole rear group consisting of fixed surfaces, such as vertical fin or stabilizer and horizontal stabilizer; The furniture surfaces, including rudder and rudder guides, as well as lift guides and elevator, such furniture surfaces are used by the pilot to control the horizontal rotation (YAW) and the rotation Aircraft vertical (pitch) on some airplanes on some airplanes. The entire horizontal surface of the warpi can be adjusted from the cockpit as a complete unit for the purpose of controlling the attitude or tração of the air. There is a fireproof partition between the motor back and the convenient vain or cabin to protect the pilot and the passengers of accidental engine incense. Stabilizers have an antiserved guide extending on their edge of [Figure 3-11] The anti-servo guide moves in the same direction as the Border of the stabilizer and helps make the stabilizer less sensitive to the anti-servo guide also works as a finishing guide to alleviate control pressures and helps maintain the stabilizer in the vain control surfaces of VÁ; Desired position consist of primary, secondary and auxiliary controls [Figure 10] The slats are part of the VAR Control System, creating extra lift during the lowest speeds linked to the edge of the wings and are designed to be controlled by the pilot or automatically by the vain computer that the slats increase the shaving of wings / airfoif, extending that the additional slats lift is created when the aircraft is slower, usually the take-off and landing tabs are part of the trailing flight control system to the border of the wings and are controlled by the cockpit pilot, extending the additional patchwork is created when the aircraft is at slower speed, normalm take-off and landing slats and tabs are used in conjunction with each other to increase the margin of elevation and tent, thus increasing the global wings chamber, allowing the aircraft to keep the vain Control in slower flaps that extend out of the fuselage to close to each wing that the tabs are normally level with the surface wings during the cruise flight when extended, the flaps move simultaneously to Bass to increase the wing elevation force for takeoffs and landings [figure 3-8] control surfaces that control the aircraft on the side axis, allowing aircraft to put the elevators. The horizontal pity of the warp - The horizontal stabilizer The exception of this is found in these installations in which all the horizontal surface is a structure of a piece that can be diverted up or to provide longitudinal control and appear a change Position of the elevators modifies the turnover of airfoif, which increases or decreases When the pressure for the front is applied to the controls, the elevators move down this increases the elevator produced by the horizontal tail surfaces The elevator increase forces the tail up, causing the nose to fall inversely, when The rear pressure is applied on the wheel, the elevators move upwards, decreasing the elevator produced by the horizontal tail surfaces, or perhaps until it produces a downward force the tail is forced down and the nose Up to the elevators control the wing attack when the pressure is applied to the controls, the tail networks and the nose increases, increasing the attack angle inversely when the press forward © applied, the tail increases and the nose decreases, decreasing the angle of attack stabilizer: a control surface that does not wings provide stabilizing qualities designed to slow the aircraft when in a dive or descent, location And style vary with the aircraft, and are controlled by a switch in the Cockpit mobile guides located in the primary control sur faces i.e., ailerons, elevators and rudder reducing the workload of the pilot that allows the aircraft to maintain a particular attitude without the need for Pressure / constant inputs in the system, the landing gear is the main support of the airplane when stationed, taxiating, taking off or landing a permeate of nosewheel or tail or that the airplane is controlled throughout all Operations, while on earth most aircraft is directed by moving the rudder pedals, whether nosewheel or tailwheel in addition, some aircraft are directed by the manual of the differential aeronautical knowledge braking pilot, compartment motor the unit usually includes both the engine and the highest engine function is to provide the energy to turn the hospital that also generates electric energy, provides a source of vacuum Some vain instruments and, in most engine airplanes, provides a heat source for pilot and passengers passengers 11) In single engine airplanes the engine is usually attached to the front of the fuselage There is a fireproof partition between the motor back and the cockpit or cabin to protect the rider and the accidental incense passengers engine. The substructure, which consists of overhead and / or trainers of several sizes and cardders, reinforce the stressed skin, taking part of the fuselage flexing stress. Such projects are generally referred to as stabilizers, flying tails or slab tails the warping, then provides the airplane with directional and longitudinal balance (stability) as well as a means for the pilot to control and maneuver the luminan Aircraft rivers are used á €

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