

AFFDL-TR-72-111

**MULTIWHEEL LANDING GEAR/SOIL INTERACTION—
PHASE III
BRAKED WHEEL SINKAGE PREDICTION
TECHNIQUE AND COMPUTER PROGRAM**

FRED K. BOGNER

Distribution limited to U.S. Government agencies only; test and evaluation; statement applied June 1972. Other requests for this document must be referred to AF Flight Dynamics Laboratory, (AFFDL/FEM), Wright-Patterson AFB, Ohio 45433.

FOREWORD

This report was prepared by the Aerospace Mechanics Group of the University of Dayton Research Institute under USAF Contract F33615-70-C-1170. The contract was initiated under Project No. 1369, "Launching and Alighting Systems for Military Aircraft," Task No. 136908, "Aircraft Surface Operation on Soil." This work was conducted under the direction of the Vehicle Equipment Division, Air Force Flight Dynamics Laboratory, Wright-Patterson Air Force Base, Ohio, Mr. George Sperry (AFFDL/FEM) Project Engineer.

This report covers work conducted from 18 December 1970 to 15 June 1972.

The authors wish to thank Mr. Sperry for his efforts and assistance in integrating the research program toward Air Force objectives. This report was submitted by the author in July 1972.

Publication of this technical report does not constitute Air Force approval of the reported findings or conclusions. It is published only for the exchange and stimulation of ideas.

KENNERLY H. DIGGES
Chief, Mechanical Branch
Vehicle Equipment Division
Air Force Flight Dynamics Laboratory

ABSTRACT

The design and utilization of military aircraft in forward area situations has required a continual investigation of those factors which define the aircraft flotation performance and surface operating capability on semi- and unprepared soil runways.

The following is a Research and Development Computer Program Report that documents the analytical braked wheel on soil sinkage prediction technique, the associated FORTRAN IV computer program, and also the numerical results which have been obtained. The material reported herein was developed under Contract No. F33615-70-C-1170.

The report is presented in four sections. The first section provides an introduction; the second section is concerned with a description of the analytical approach; the third section contains a description of the computer program, including instructions for the preparation of input data; and the fourth section describes a number of example cases which have been processed with the computer program.

It is recommended that the reader obtain referenced report (7) to obtain an overall approach to the braked wheel on soil problem.

Contrails

TABLE OF CONTENTS

<u>Section</u>		<u>Page</u>
I	INTRODUCTION AND AIRCRAFT FLOTATION/ OPERATION SUMMARY GUIDE	1
II	ANALYTICAL BRAKING ANALYSIS	6
	A. Problem Definition	6
	B. Analytical/Numerical Approach	8
III	COMPUTER PROGRAM	12
	A. Program Description	12
	B. Preparation of Input Data	15
IV	NUMERICAL RESULTS	18
	REFERENCES	27
	APPENDIX I - GOVERNING EQUATIONS, LUMPED PARAMETER MODEL	28
	APPENDIX II - FORTRAN IV SOURCE LISTINGS	33

LIST OF ILLUSTRATIONS

<u>Figure</u>		<u>Page</u>
1	Cargo Type Aircraft Landing Gear Flotation Ratings	2
2	Landing Gear System Design for Aircraft Flotation/ Operation on Soil Runways	5
3	Simulated Loading During Braking	8
4	Region of Solution	8
5	Lumped Parameter Model for Plane Strain	10
6	Applied Vertical Pressure Pulse - Braking Problem	11
7	General Flow Chart of Computer Program	13
8	Part of Program for Calculation of Displacements and Stresses	14
9	Maximum Vertical Displacement of Soil Surface	19
10	Permanent Vertical Displacement of Soil Surface	20
11	Vertical Displacements of Mass Points 23, 24, 25, 28 vs. Time ($\beta = 0$)	21
12	Vertical Displacements of Mass Points 23, 24, 25, 28 vs. Time ($\beta = .1$)	22
13	Vertical Displacements of Mass Points 23, 24, 25, 28 vs. Time ($\beta = .2$)	23
14	Vertical Displacements of Mass Points 23, 24, 25, 28 vs. Time ($\beta = .25$)	24

LIST OF TABLES

<u>Table</u>		<u>Page</u>
I	Quick Reference-Tires on Soil Flotation Guide	4
II	Nondimensional Displacements and Ratios	26

LIST OF SYMBOLS

<u>Symbol</u>	<u>Definition</u>	<u>First Page Referenced</u>
B	A variable related to the stress invariants	31
b	Tire section width	4
CBR	California bearing ratio	2
CI_{avg}	Average cone index of soil over 0" to 6" depth	2
c	Cohesion of soil	7
D	Tire outside diameter	4
E	Young's modulus	7
f	Yield function	30
G	Modulus of rigidity	31
h	Space mesh size	10
I	First invariant of the stress tensor	30
i	Location identifier (column)	10
J	Second invariant of the deviatoric stress tensor	30
j	Location identifier (row)	10
k	Shear yield stress	18
l	Tire footprint length (rigid surface)	8
M'	Number of width mesh points	16
N'	Number of depth mesh points	16
P	Vertical load	4
p_{max}	Peak surface pressure	11
p_n	Uniform vertical pressure	6
p_s	Uniform shear distribution	6
Q	Constant for incremental stress-strain relation use	31
R	Rolling drag resistance to forward motion	4
RMI	Relative merit index	1
R_B	Braked tire drag force	4

LIST OF SYMBOLS (Continued)

<u>Symbol</u>	<u>Definition</u>	<u>First Page Referenced</u>
$(R/P)_M$	Multiple wheel drag ratio	2
t	Elapsed time	11
t_c	Characteristic time related to time variable	16
t_d	Time duration of load pulse	11
Δt	Time increment	14
U, \dot{U}, \ddot{U}	Displacement, velocity, acceleration in η -direction	29
ΔU	Incremental displacement in η direction	30
V, \dot{V}, \ddot{V}	Displacement, velocity, acceleration in the ζ -direction	29
ΔV	Incremental displacement in the ζ -direction	30
ΔW	Incremental work done on the soil medium	14
x	x -coordinate, horizontal axis	10
Z	Instantaneous soil sinkage	4
z	z -coordinate, vertical axis	10
(Z/D)	Sinkage ratio	4
α_1	Soil parameter related to the friction angle	30
β	Constant used to define loading and unloading, and (p_s/p_n) ratio.	14
$\Delta\gamma_{\eta\zeta}$	Shear strain increment in the $\eta\zeta$ -coordinate system	31
$\Delta\epsilon_{\eta}, \Delta\epsilon_{\zeta}, \Delta\epsilon_{\xi}$	Normal strain increment in the $\eta, \zeta,$ and ξ direction	30
ζ	Coordinate system axis label	10
η	Coordinate system axis label	10
η_c	Stress correction equation parameter	32
λ	Lame's constant	31

AFFDL-TR-72- 111

LIST OF SYMBOLS (Continued)

<u>Symbol</u>	<u>Definition</u>	<u>First Page Referenced</u>
ν	Poisson's ratio	7
ρ	Mass density of soil	15
$\sigma_{\eta}, \sigma_{\zeta}$	Normal stresses in the η , and ζ directions	29
$\tau_{\eta\zeta}$	Shear stress in the $\eta\zeta$ -coordinate system	29
ϕ	Friction angle of soil	7

SECTION I

INTRODUCTION AND AIRCRAFT FLOTATION/
OPERATION SUMMARY GUIDE

A number of comprehensive efforts⁽¹⁻⁷⁾ have been conducted in recent years in studying the problems associated with the operation of military aircraft on forward area soil runways. The results of these efforts have led to an identification of what have been termed the primary and secondary variables which influence aircraft flotation/operation performance. The primary variables are aircraft surface drag, sinkage, multiple wheel effects, braking, soil surface type and strength, and tire size and contained air pressure. Secondary variables include multipass, speed, turning, landing impact, surface roughness, texture, and stress hardening characteristics.

The current research effort described in this report is a part of a continuing research program sponsored by the United States Air Force. The objective of this continuing research program is to: (1) define analytically landing gear-soil interaction; (2) develop a system for comparing and rating the flotation capacity and surface operating capability of landing gear contact elements and landing gear systems during aircraft operations on soil runways; and (3) develop systematic design procedures for optimizing the flotation and surface operating capability of future aircraft. Phase I⁽³⁾ of this program included a survey of the flotation problem, the establishment of the critical parameters, and an investigation of available flotation data leading to the development of a flotation analysis equation. Phase II⁽²⁾ included the development of an empirical sinkage prediction equation, development of a lumped parameter simulation sinkage prediction technique, conduction of the Rolling Single Wheel Verification Tests, and the development of the Single Wheel Relative Merit Index (RMI) system for defining comparative flotation capacity (see Figure 1 for a typical comparative rating). Phase III - Part I⁽¹⁾ consisted of the development of the multiwheel sinkage-drag analysis

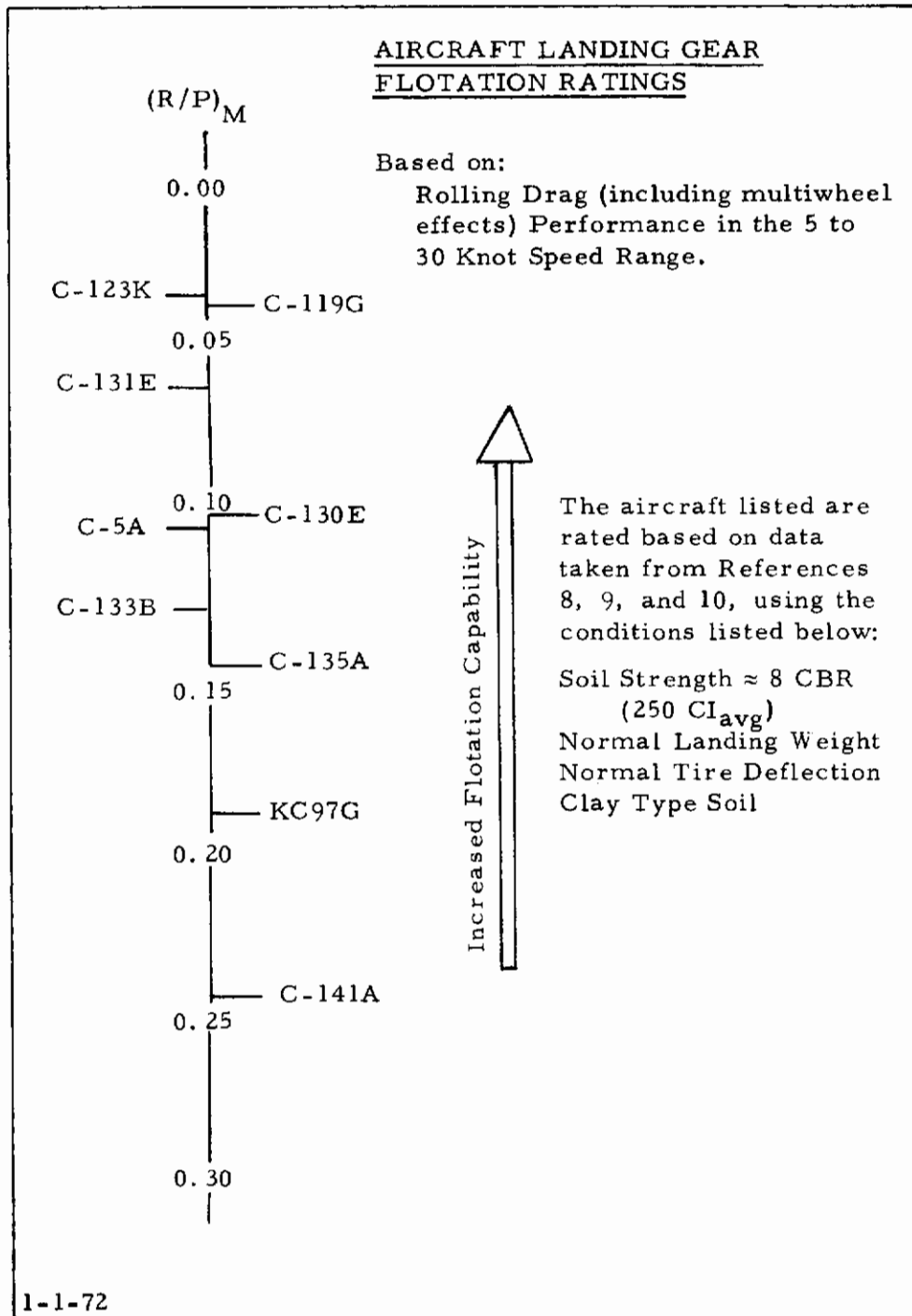


Figure 1. Cargo Type Aircraft Landing Gear Flotation Ratings

equations, conduction of the Multiwheel Verification Tests, and the development of a lumped parameter iteration technique for simulating the interaction of dual tires on soil. Phase III - Part II⁽⁷⁾, describes:

- Braked Wheel Verification Tests
- Lumper Parameter Braking Simulation Technique Computer Program
- Development of Braking Analysis Equations for Defining Braking Drag Ratios
- Preliminary Studies of Multipass and Speed Effects.

The results of the tire/soil interaction studies conducted to date, as well as the results of numerous mobility studies, were used to develop the Aircraft Flotation/Operation Summary Guide presented in Table I. The information contained in Table I provides an up to date review of flotation information for aircraft operations and design personnel. The details of the development of this information are available in past reports⁽¹⁻⁷⁾. Reference to Table I indicates that considerable progress has been made to date (1972) in establishing and verifying the criteria for the primary flotation variables of sinkage, drag, multiwheel, and braking. Based on these criteria it is now possible to develop systematic landing gear design procedures. One such system⁽⁵⁾ which was recently developed is detailed in Figure 2. The basis of the design approach uses drag and sinkage as the optimizing variables in selecting candidate landing gear designs. Each design is then further evaluated by the multipass analysis procedure and the resulting information is used to select the finalized landing gear design. As additional information becomes available on landing gear loads, aircraft turning interactions, landing gear storage volumes, and weight trade-offs, a full optimization design procedure will be developed.

TABLE I
 QUICK REFERENCE-TIRES ON SOIL FLOTATION GUIDE

FLOTATION VARIABLE	SINKAGE AND DRAG	VELOCITY
<p>Single Wheel</p>	<ul style="list-style-type: none"> - Drag Ratio (R/P) correlates with sinkage ratio (Z/D) $R/P = 0.018 + 3.23(Z/D)$, all soils, Region II velocity range - Sinkage prediction techniques available for sand and clay, Region II velocity range UDRI WES - High speed (Region III) sinkage/drag theory preliminarily defined by UDRI - Low speed (Region I) sinkage/drag relationship not important - Flotation performance improves with: increasing tire diameter increasing tire deflection increasing soil strength decreasing tire load 	<p>3 Regions of sinkage/drag variance</p> <p><u>Approximate</u></p> <p>0 ≤ Region I ≤ 5 knots 5 knots ≤ Region II ≤ 40 knots 40 knots < Region III</p>
<p>Multiple Wheel</p> <p>Twin</p> <p>Tandem-Tracking</p> <p>Tandem-Nontracking</p>	<p>Optimum spacing based on drag minimization (Region II velocity range) (see Reference 1)</p> <ul style="list-style-type: none"> - 1.75 b to 2.5 b, sand - 2.5 b to 3.5 b, clay - ≤ 1.75 D or ≥ 2.5 D, sand - 1.5 D to 2.5 D, clay - > 1.25 b all soils - > 1.25 D <p>- Braking drag ratio (R_B/P) analysis equations available</p> <ul style="list-style-type: none"> - Braking drag ratio (R_B/P) independent of initial sand soil strength - Sinkages increase markedly for braking in sand - Sinkages increase moderately for braking in clay - Braking drag ratio increases with: increasing sinkage, sand and clay increasing slip, sand and clay 	<p>Velocity influence on optimum multiple wheel spacing is not known. Very likely optimum spacing not influenced by Region I and III velocities.</p>
<p>Braked Wheel</p>	<p>- Braking drag ratio (R_B/P) analysis equations available</p> <ul style="list-style-type: none"> - Braking drag ratio (R_B/P) independent of initial sand soil strength - Sinkages increase markedly for braking in sand - Sinkages increase moderately for braking in clay - Braking drag ratio increases with: increasing sinkage, sand and clay increasing slip, sand and clay 	<p>Velocity is known not to effect the R_B/P for clay soils in the 3 to 15 knot range. Velocity does affect the braked sinkage in sand in the 3 to 15 knot speed range. The effects of higher speeds on braking has not been established as of 1-1-72.</p>

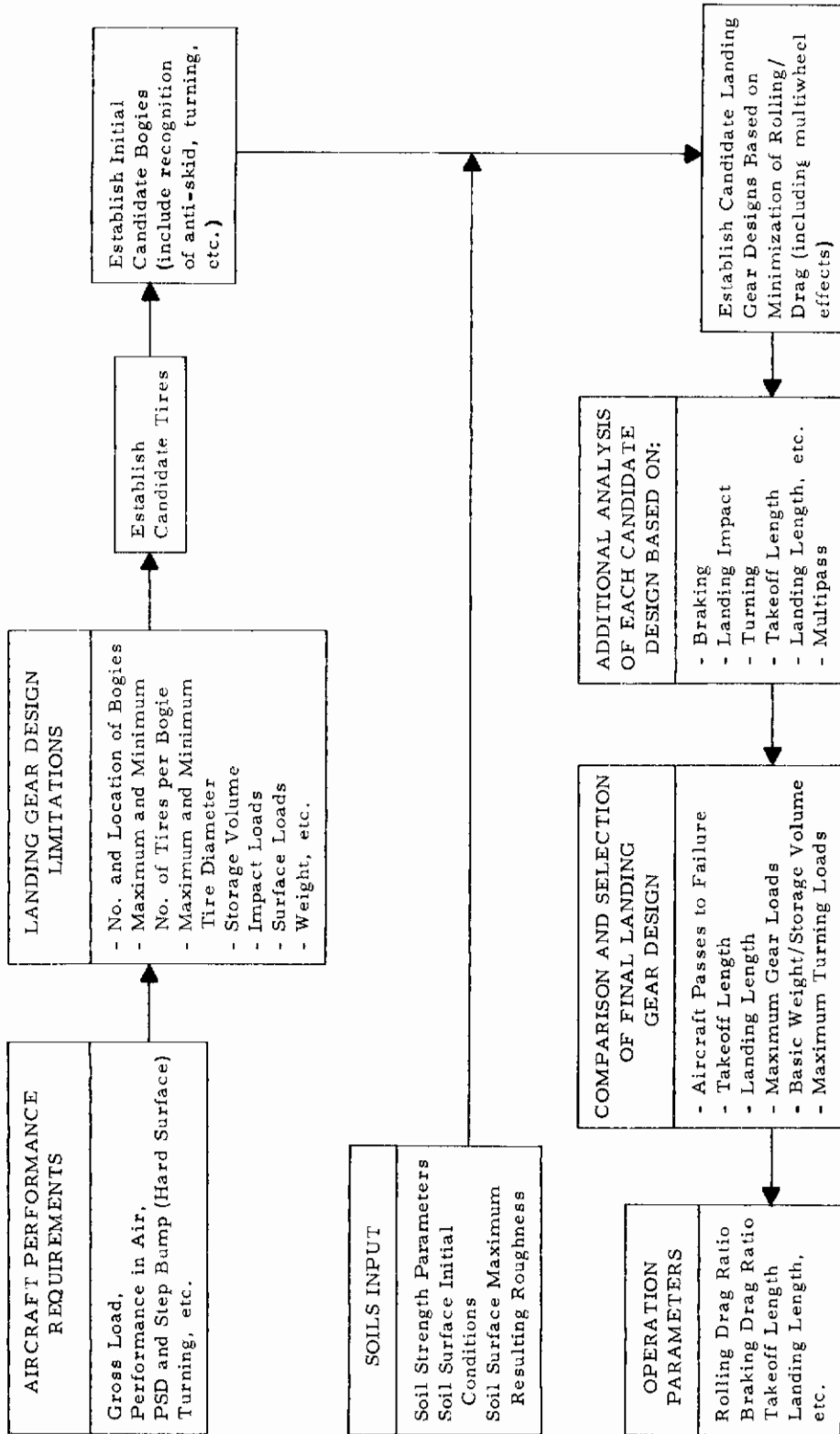


Figure 2. Landing Gear System Design for Aircraft Flotation/Operation on Soil Runways

SECTION II

ANALYTICAL BRAKING ANALYSIS

The interaction of aircraft tires with soil runways while an aircraft tire is being braked is a complex phenomenon.⁽⁷⁾ In actuality, braking does not occur independently of other equally complicated effects such as the rolling action of tires, the speed of the aircraft, and turning. Also, proximate tires interact, the behavior is basically three-dimensional, the composition and material properties of soils are usually uncertain, etc. The purpose of this section is to describe the idealized problem considered and the analytical/numerical approach utilized to approximate the sinkage of a braked aircraft tire into a soil runway.

A. PROBLEM DEFINITION

The idealized problem which was considered is defined below by listing the assumptions which were made and discussing the loading, region of solution, and boundary conditions.

Assumptions

- A single wheel is in contact with the sample of soil under consideration.
- Only vertical loading and horizontal shear loading are applied to the soil surface.
- The deformation of the soil material due to the loading considered results in a state of plane strain; thus, the problem is considered to be two-dimensional.

Loading

Figure 3 shows the portion of the soil surface which is loaded by a uniform vertical pressure, p_n , and a uniform shear distribution, p_s . The indicated loading is intended to represent the effective loading applied by an aircraft tire during braking.

Contrails

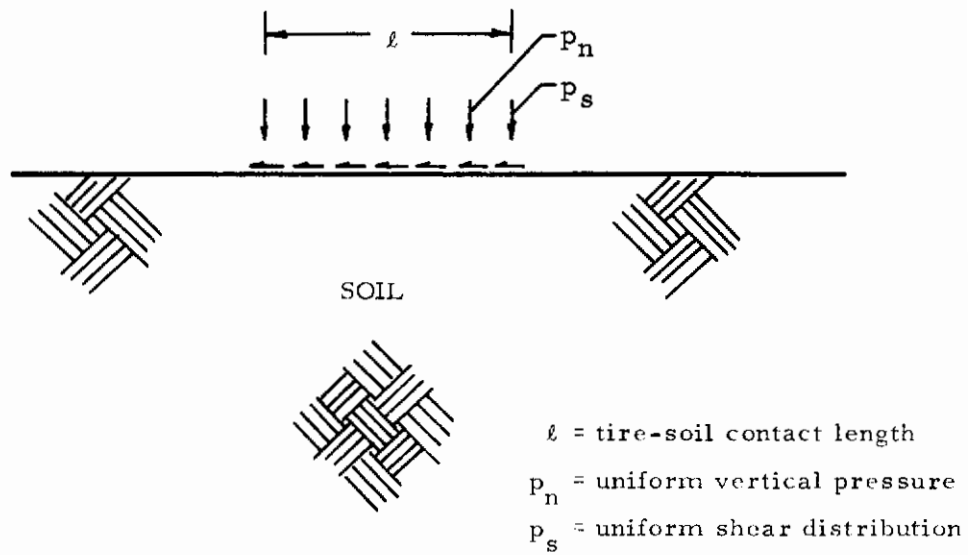


Figure 3. Simulated Loading During Braking

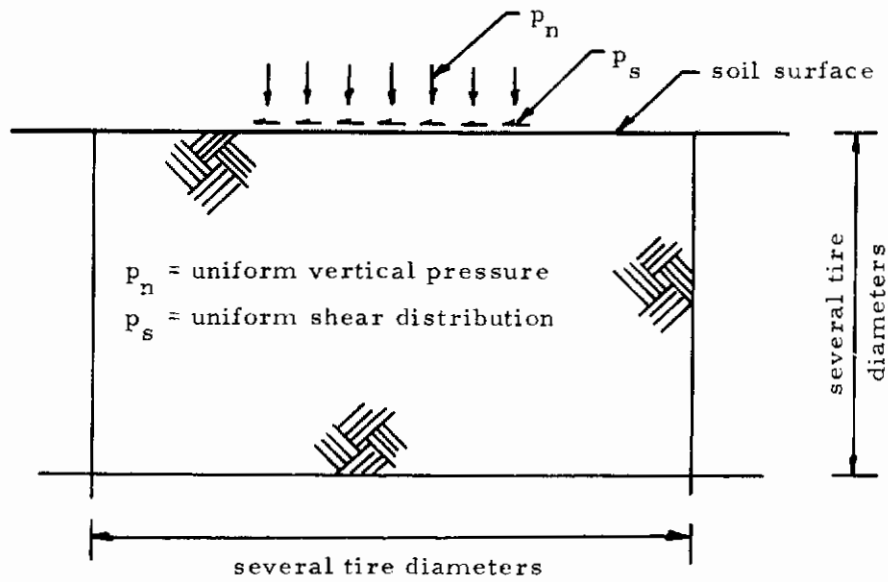


Figure 4. Region of Solution

Region of Solution

The loading shown in Figure 3 is applied to a soil surface which is infinite in length and depth. In order to obtain a solution by numerical means, the extent of the region affected by the loads must be restricted to be finite. Figure 4 shows the region of the soil medium considered in the computations. The dimensions of the considered region were selected such that the applied loading has negligible effect on the displacements at the extremities of the region.

Boundary Conditions

- Under the applied loads the normal stress is equal to the applied vertical pressure and the shear stress is equal to the applied shear stress.
- The shear and normal stresses are zero on the remainder of the soil surface.
- The displacements are zero on the artificial boundaries which limit the extent of the soil medium (Figure 4).

B. ANALYTICAL/NUMERICAL APPROACH

The soil medium was taken to be elastic-perfectly plastic with the elastic deformations governed by Hooke's Law, the plastic deformations governed by an incremental stress-strain relation based on the normality flow rule, and the plastic yielding governed by the Drucker-Prager yield criterion. The primary soil parameters of the soil model consist of the elastic Young's modulus (E), the Poisson's ratio (ν), the cohesion (c), and the friction angle (θ).

The analytical/numerical approach utilized to obtain approximate solutions to idealized braked tire/soil interactions problems is the lumped parameter iteration technique. This approach has been used in all other phases of this project and is well documented. Therefore, the reader is referred to other reports, such as References 1 and 6, for a detailed description of the lumped parameter technique.

Contrails

The soil region of Figure 4 was modeled by the lumped parameter technique as shown in Figure 5. The mathematical relations, which govern the behavior of the lumped parameter model of a soil medium subjected to surface loading, are summarized in Appendix I.

The vertical pressure-time curve is shown in Figure 6; this is taken to be the same pressure pulse used previously so that comparisons can be made between various phases of this project in the future if desired. For the case in which braking effects are present, the horizontal shear loading (Figure 3) is taken to have the same time variation as the vertical load (Figure 6) and the magnitude of the shear load is expressed as a percentage of the vertical pressure ($\beta = P_s/P_n$).

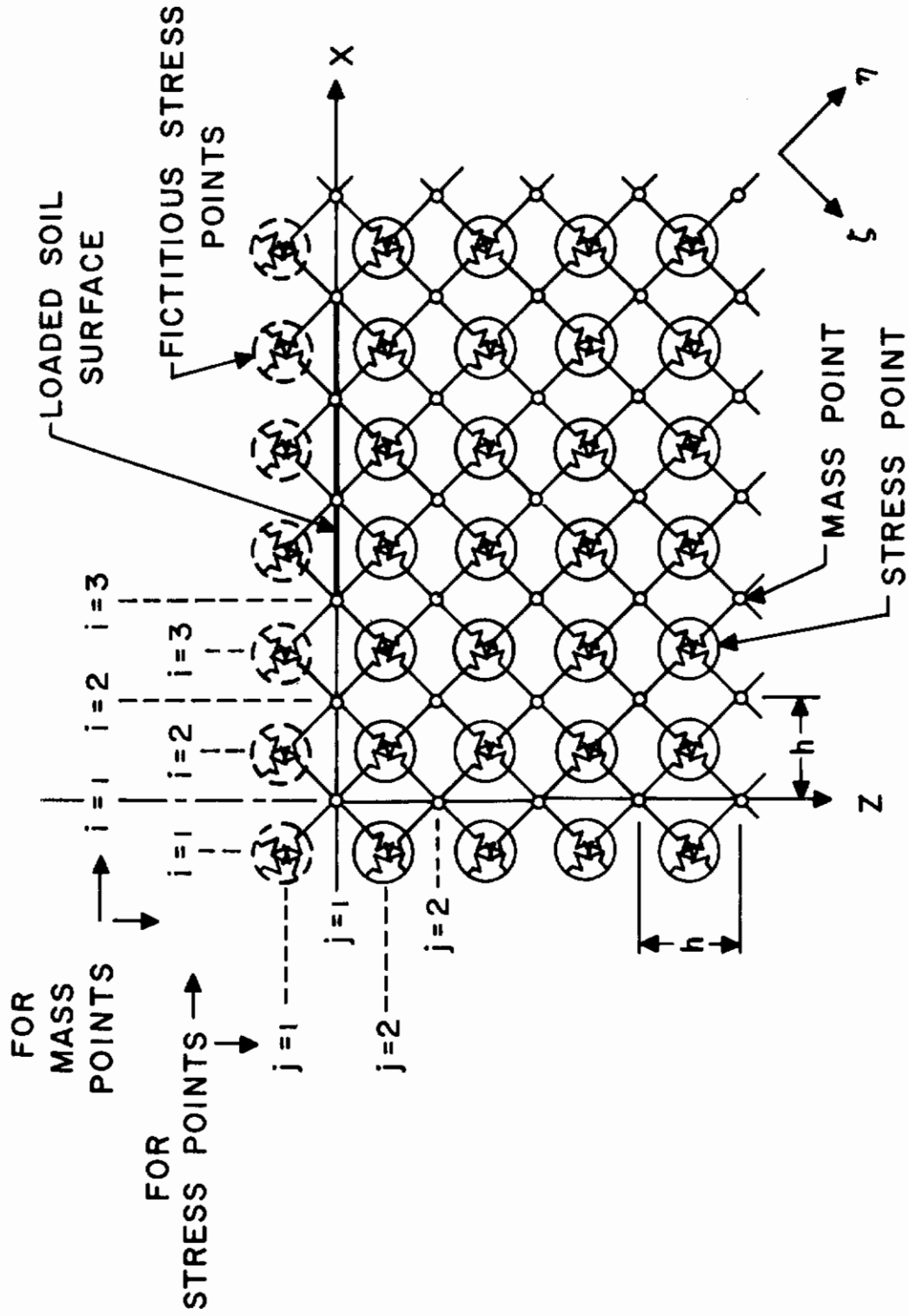
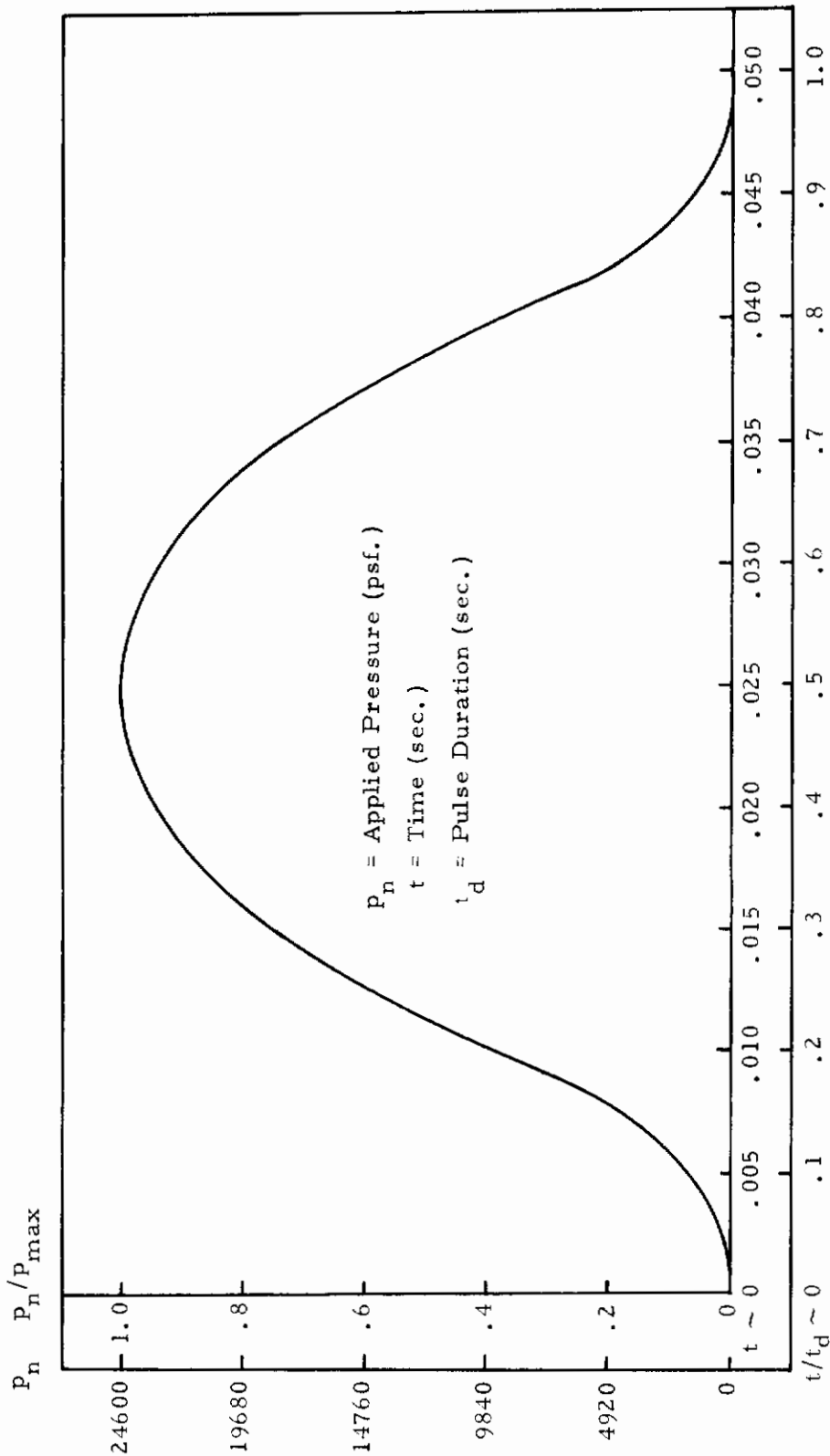


Figure 5. Lumped Parameter Model for Plane Strain



Applied Vertical Pressure Pulse

Figure 6. Applied Vertical Pressure Pulse - Braking Problem

SECTION III

COMPUTER PROGRAM

A FORTRAN IV computer program has been prepared to implement the braked-wheel/soil interaction mathematical model on the CDC 6600 computer at Wright-Patterson Air Force Base. This section contains a description of the subject computer program as well as instructions for the use of the program to obtain numerical results for particular problems.

A. PROGRAM DESCRIPTION

The braked wheel sinkage prediction computer program consists of five FORTRAN IV subroutines which are overlaid to conserve core storage. The source deck listings of the various subroutines, as well as the overlay and calling programs, are contained in Appendix II. A general flow chart of the computer program is presented in Figure 7, and a more detailed flow diagram is given in Figure 8 of the displacement and stress calculation procedure. Brief descriptions of the particular function(s) of each of the subroutines shown in Figure 7 are given below.

Subroutine SRDAT

The sole purpose of this subroutine is to read input data from punched cards which contain a complete description of the problem to be considered, e. g., geometry, material properties, loading, input and output tape information.

Subroutine SDAT1

The functions of this subroutine are to print out the input data in a convenient tabular form, to calculate and print out a number of soil parameters using the input data, and to nondimensionalize various parameters needed for other parts of the computation.

Contrails

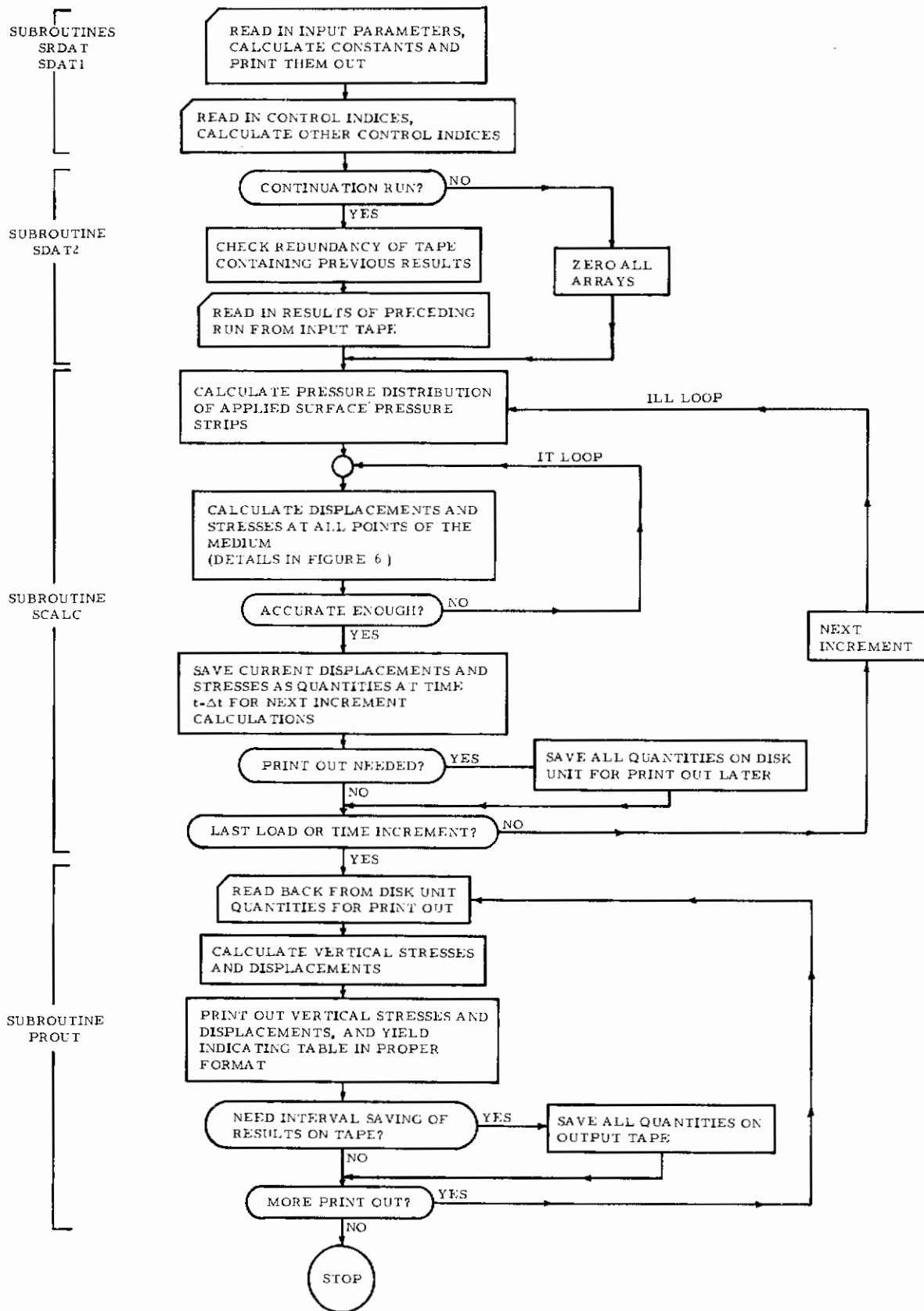


Figure 7. General Flow Chart of Computer Program

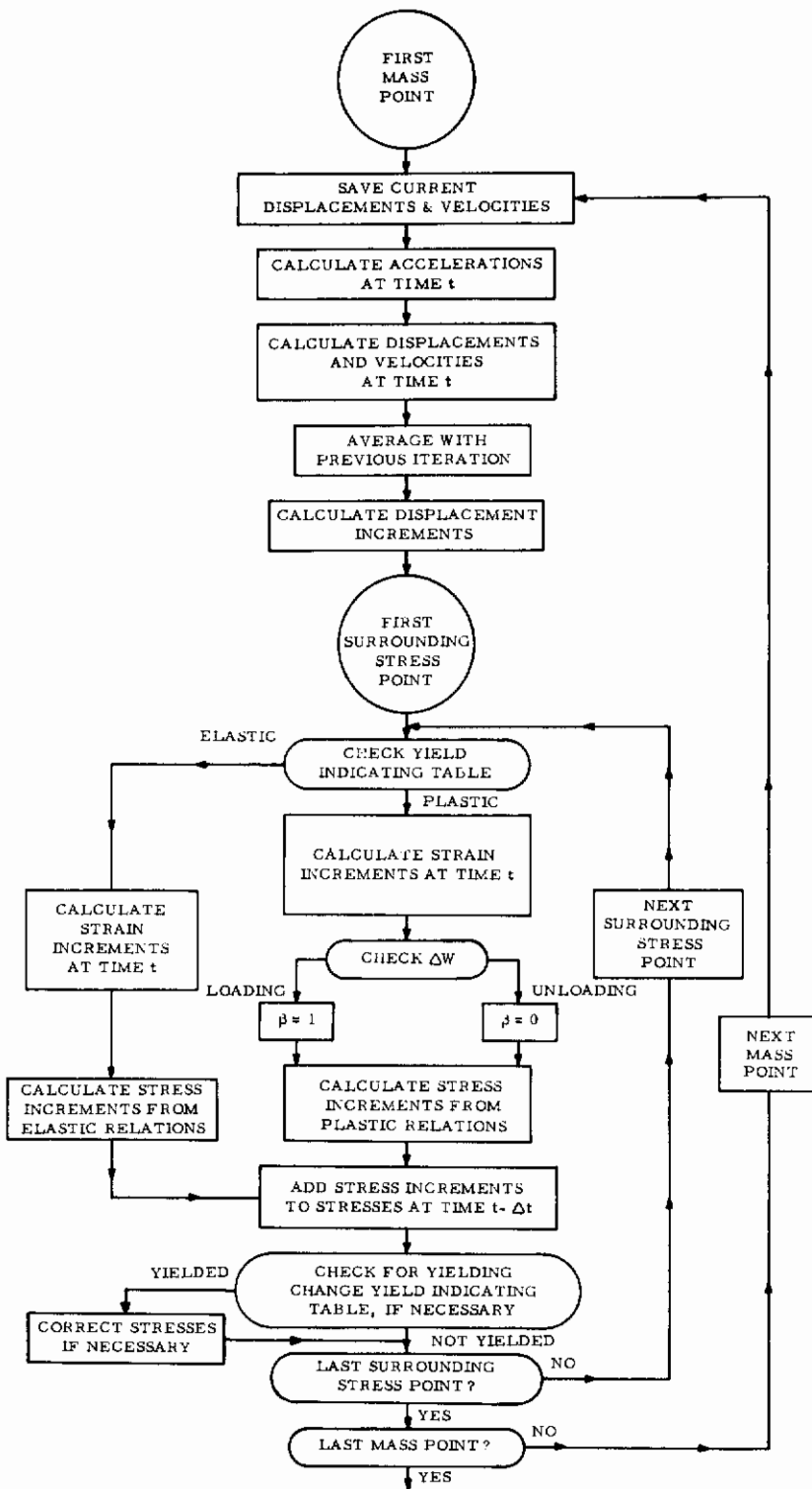


Figure 8. Part of Program for Calculation of Displacements and Stresses

Subroutine SDAT2

This subroutine performs different functions depending on whether the input data indicates that a new problem is being considered or that a restart run is desired. The former option causes this subroutine to initialize various arrays required in the computations. The latter option causes this subroutine to read the restart information from tape.

Subroutine SCALC

This subroutine represents the main part of the computer program since all of the solution loops are contained in SCALC. As indicated in Figure 7, SCALC increments the applied loading, computes displacements and stresses, stores information on disc as required, etc.

Subroutine PROUT

This subroutine prints out the results of the numerical computations performed in subroutine SCALC in a convenient form, and stores on magnetic tape sufficient information to restart the computations in a later run.

B. PREPARATION OF INPUT DATA

Instructions for preparing input data for the braked wheel sinkage prediction computer program are given below. The data are divided into sets of one or more cards each.

Set 1 (one card) - This set is provided so that the user can supply title information which appears on the first page of output. The first 40 columns can be filled with any alphanumeric characters.

Set 2 (one card) - Material properties are specified with this set:

- RHO (Cols. 1-8) - Soil density (lb/ft.³) (ρ)
- PO (Cols. 9-14) - Poisson's ratio (ν)
- E (Cols. 15-22) - Young's modulus (psi) (E)
- C (Cols. 23-30) - Cohesion (psf) (c)
- PHI (Cols. 31-38) - Friction angle (deg.) (θ)

Contrails

Set 3 (one card) - This set contains information about the loading and geometry:

TD (Cols. 1-10) - Total time duration (sec) of the applied loading of Figure 6

FPL (Cols. 11-20) - Tire footprint length (in.) (ℓ) of Figure 3

PKP (Cols. 21-30) - Peak load (psf) (p_{\max}) of Figure 6

WOT (Cols. 31-40) - Yield function unloading tolerance (β) (dimensionless). A value of 5.0×10^{-5} is suggested.

IB (Cols. 41-45) - Mass point number at left-hand extremity of applied pressure (Figures 5 and 9)

IEN (Cols. 46-50) - Mass point station number at right-hand extremity of applied pressure (Figures 5 and 9)

BETA (Cols. 51-60) - Ratio of the applied shear loading to the applied vertical pressure (p_s/p_n)

Set 4 (one card) - This set provides geometry and load incrementation information:

H (Cols. 1-8) - Distance (in.) between mass points (h) (Figure 5)

DT (Cols. 9-20) - Time increment (sec) (t_c)

M (Cols. 21-25) - Number of mass points horizontally (M')

N (Cols. 26-30) - Number of mass points vertically (N')

Set 5 (five cards) - This set specifies the time variation of the applied loading. The left half of the pressure vs. time curve of Figure 6 is divided into 20 equal parts; then the 21 pressure magnitudes are punched onto cards in 5F11.2 format.

Set 6 (one card) - Blank

Set 7 (one card) - This card specifies input and output tape numbers:

NIT (Cols. 2-6) - Input tape number

NOT (Cols. 6-11) - Output tape number

Contrails

Set 8 (one card) - This set specifies various indices which control input, output, and tape operations. The 16 indices provided by this set are punched in a 1X, 16I5 format. Initially this card is prepared completely by the user; however, after the first run all but one piece of data are printed out and all the user has to do is supply one data item.

a) For the first run Set 8 has the form

1 LEN ILI IEI JLI 0 0 0 0 1 9 10 0 0 1 0

The user supplies:

LEN - First load increment for this run

ILI - Print every ILI load increments

IRI - same as ILI

JLI - Write on tape every JLI increments

b) For continuation runs all information except LEN is printed out on the output tab of the previous run. The user simply punches this onto a punched card and supplies a new value of LEN.

SECTION IV NUMERICAL RESULTS

Several example cases have been processed with the braked wheel sinkage prediction computer program. The soil, load, and computational parameters which are common to all of the examples are:

Soil Parameters:

Density	$\rho = 130 \text{ lb/cu. ft.}$
Poisson's Ratio	$\nu = 0.45$
Young's Modulus	$E = 8950 \text{ psi}$
Cohesion	$c = 2000 \text{ psf}$
Friction Angle	$\phi = 15^\circ$
Shear Yield Stress	$k = 2440 \text{ psi}$

Load Parameters:

Tire Footprint Length	$l = 12.0 \text{ in.}$
Peak Surface Pressure	$P_{\text{max}} = 24600 \text{ psf}$
Pulse Duration	$t_d = 0.05 \text{ sec}$

Computational Parameters:

Time Increment	$\Delta t = 6.25 \times 10^{-5} \text{ sec.}$
Space Mesh Size	$h = 3.0 \text{ in.}$
No. Width Mesh Points	$M' = 47$
No. Depth Mesh Points	$N' = 27$

The difference between the various sample cases is the magnitude of the applied surface shear loading. In particular, the loading conditions considered were $\beta = p_s/p_n = 0, .1, .2, .25$, where the normal load p_n was applied according to Figure 6.

Figures 9 through 14 summarize the results obtained using the braked wheel sinkage prediction computer program described in the previous section. Figures 9 and 10 show the maximum deflection and the permanent deflection

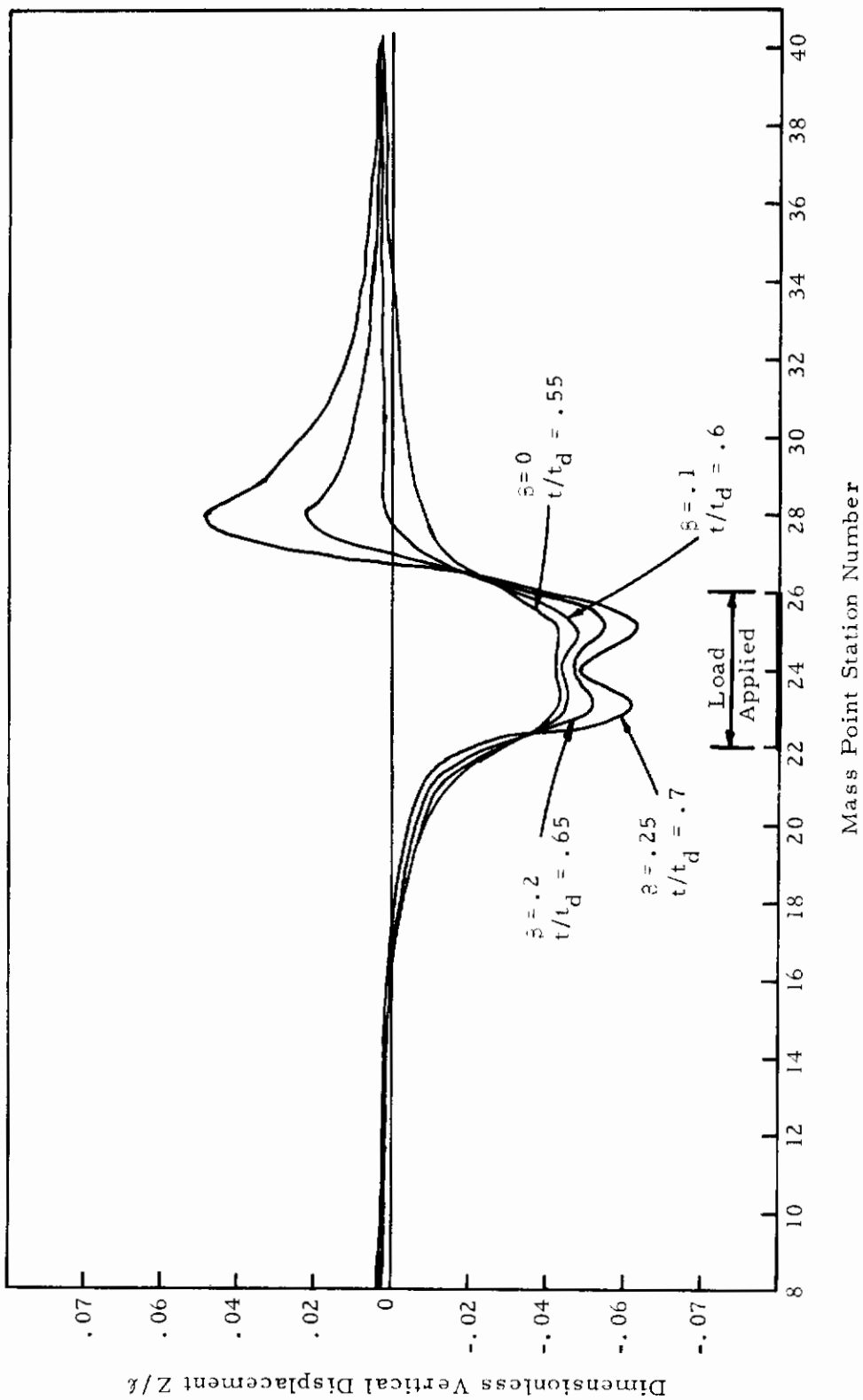


Figure 9. Maximum Vertical Displacement of Soil Surface

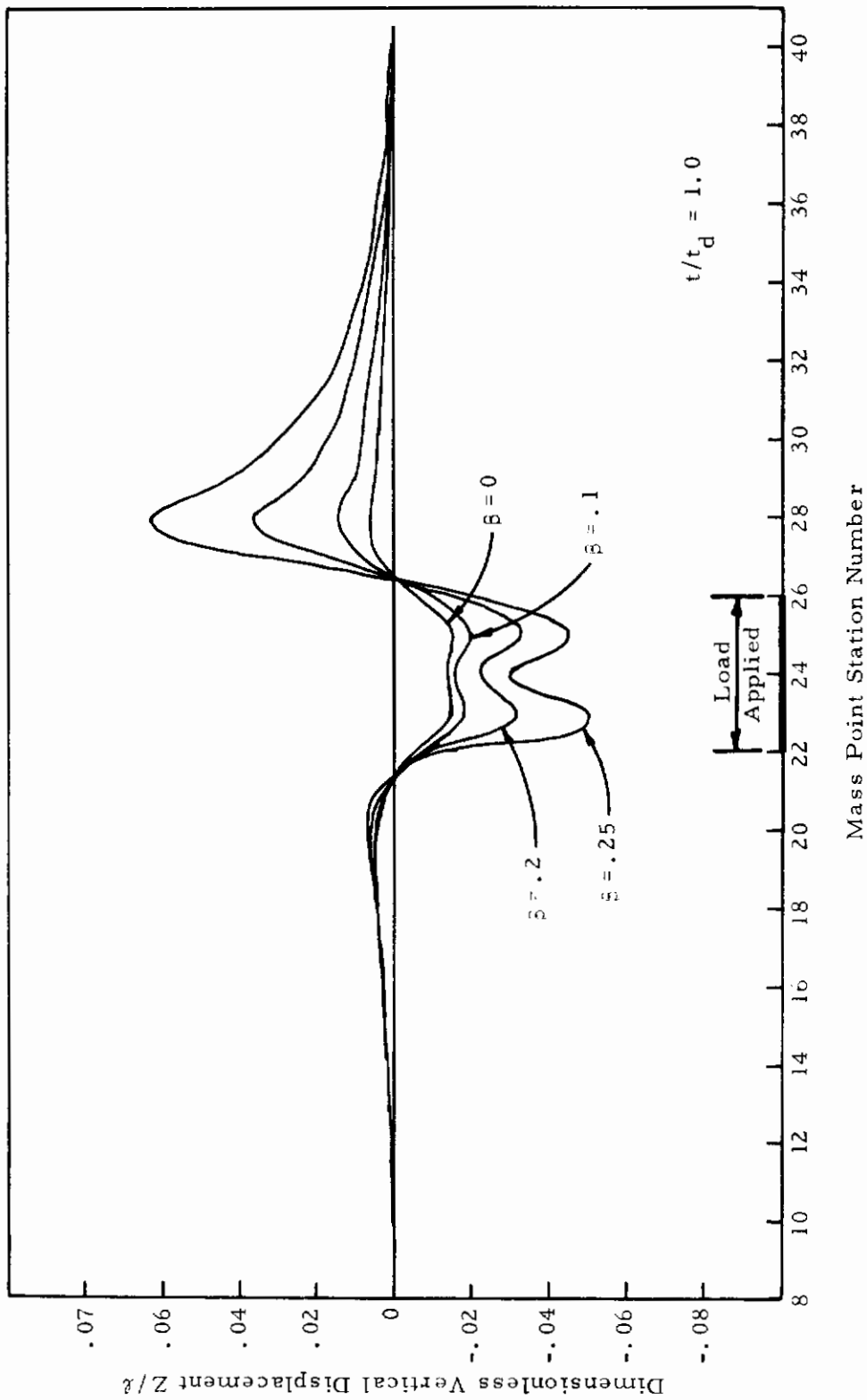


Figure 10. Permanent Vertical Displacement of Soil Surface

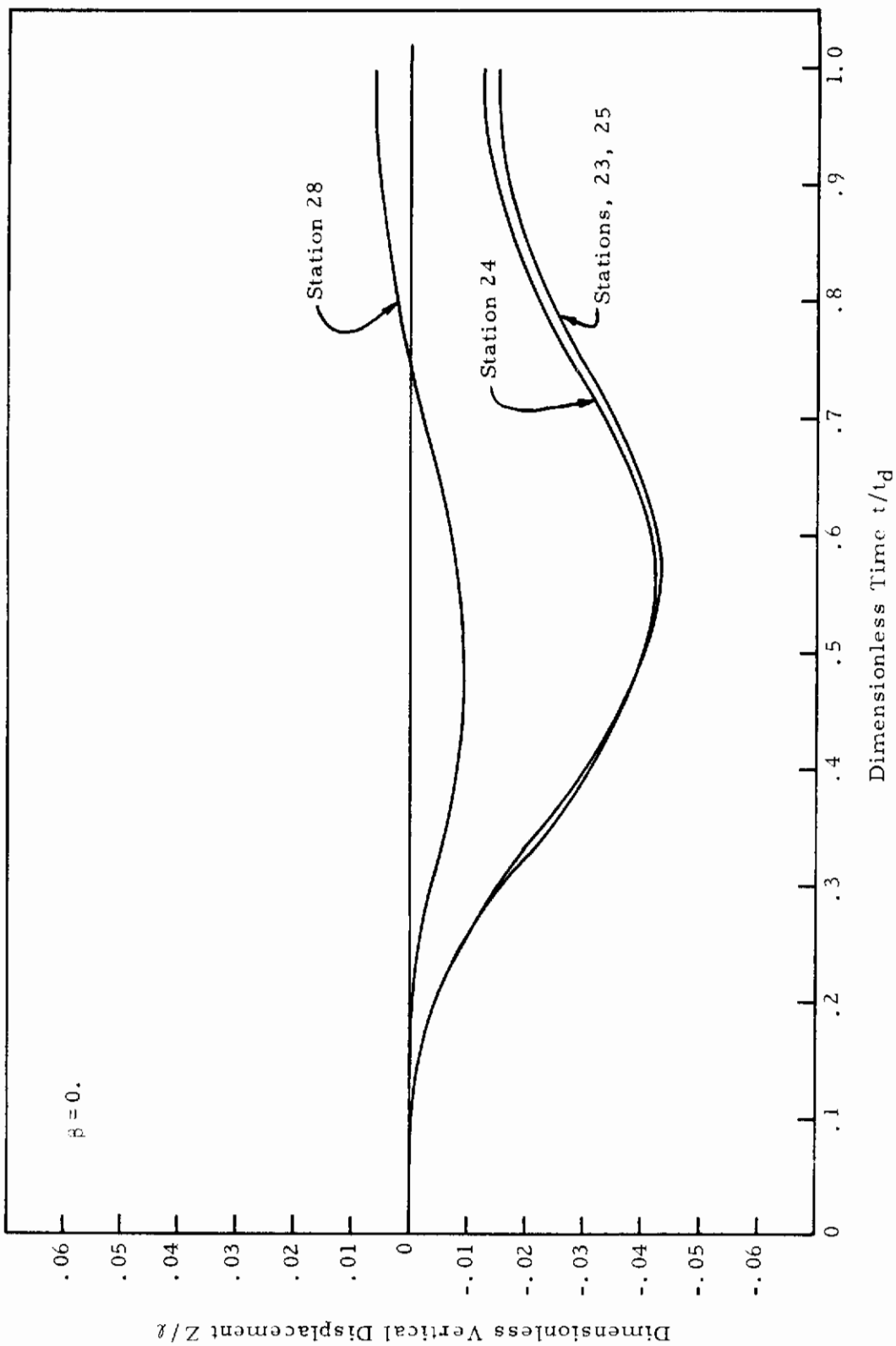


Figure 11. Vertical Displacements of Mass Points 23, 24, 25, 28 vs. Time ($\beta = 0$)

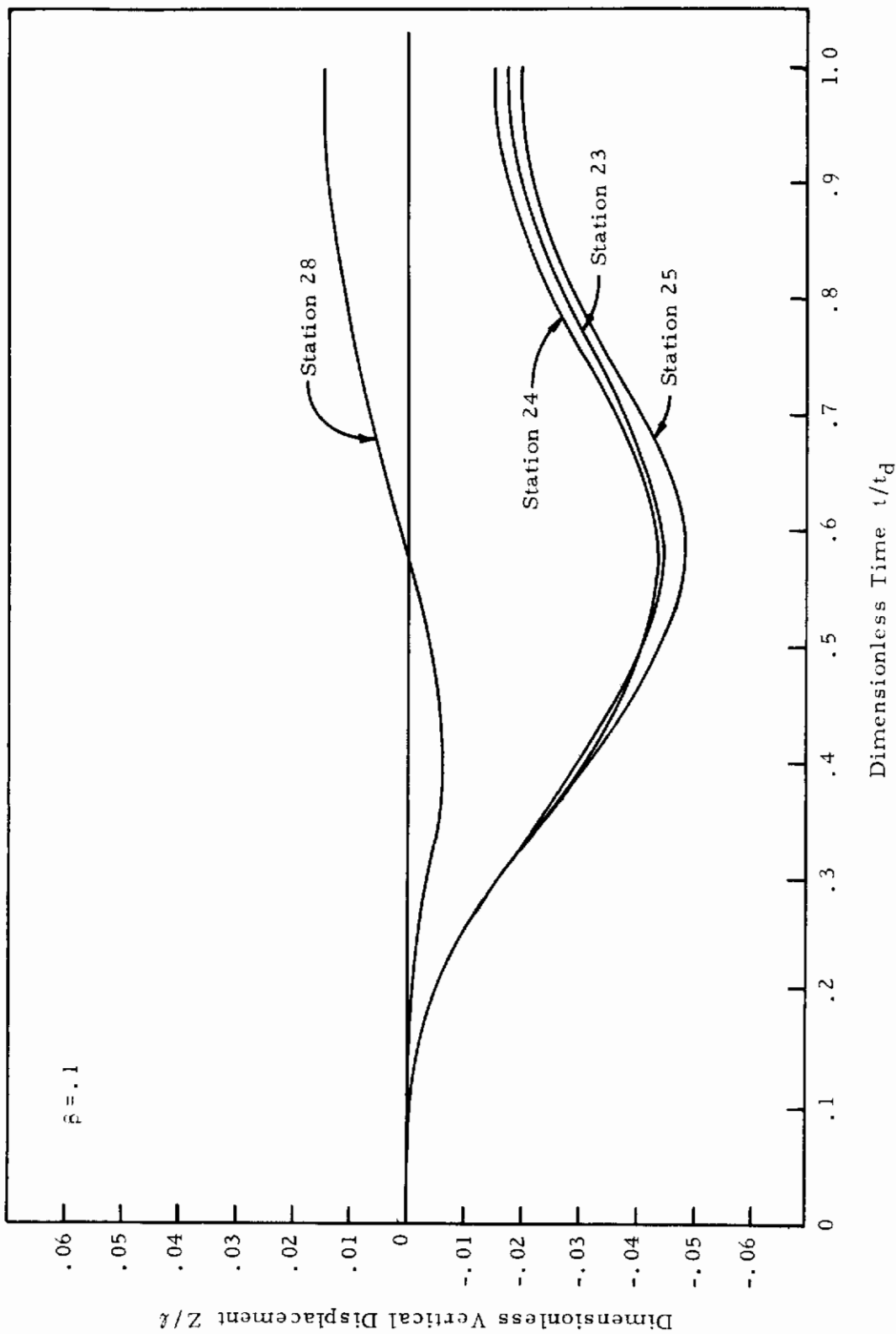


Figure 12. Vertical Displacements of Mass Points 23, 24, 25, 28 vs. Time ($\beta = .1$)

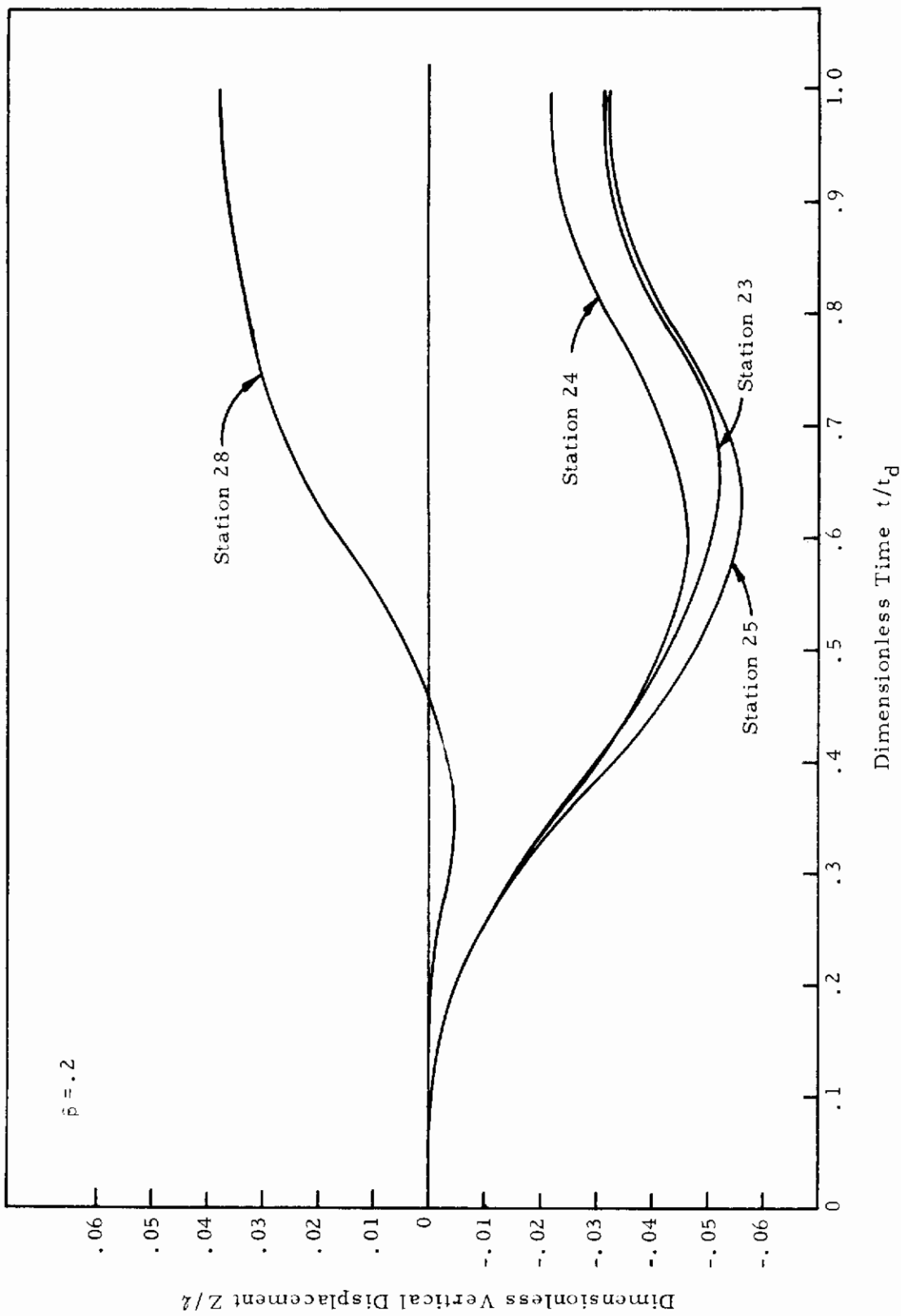


Figure 13. Vertical Displacements of Mass Points 23, 24, 25, 28 vs. Time ($\beta = .2$)

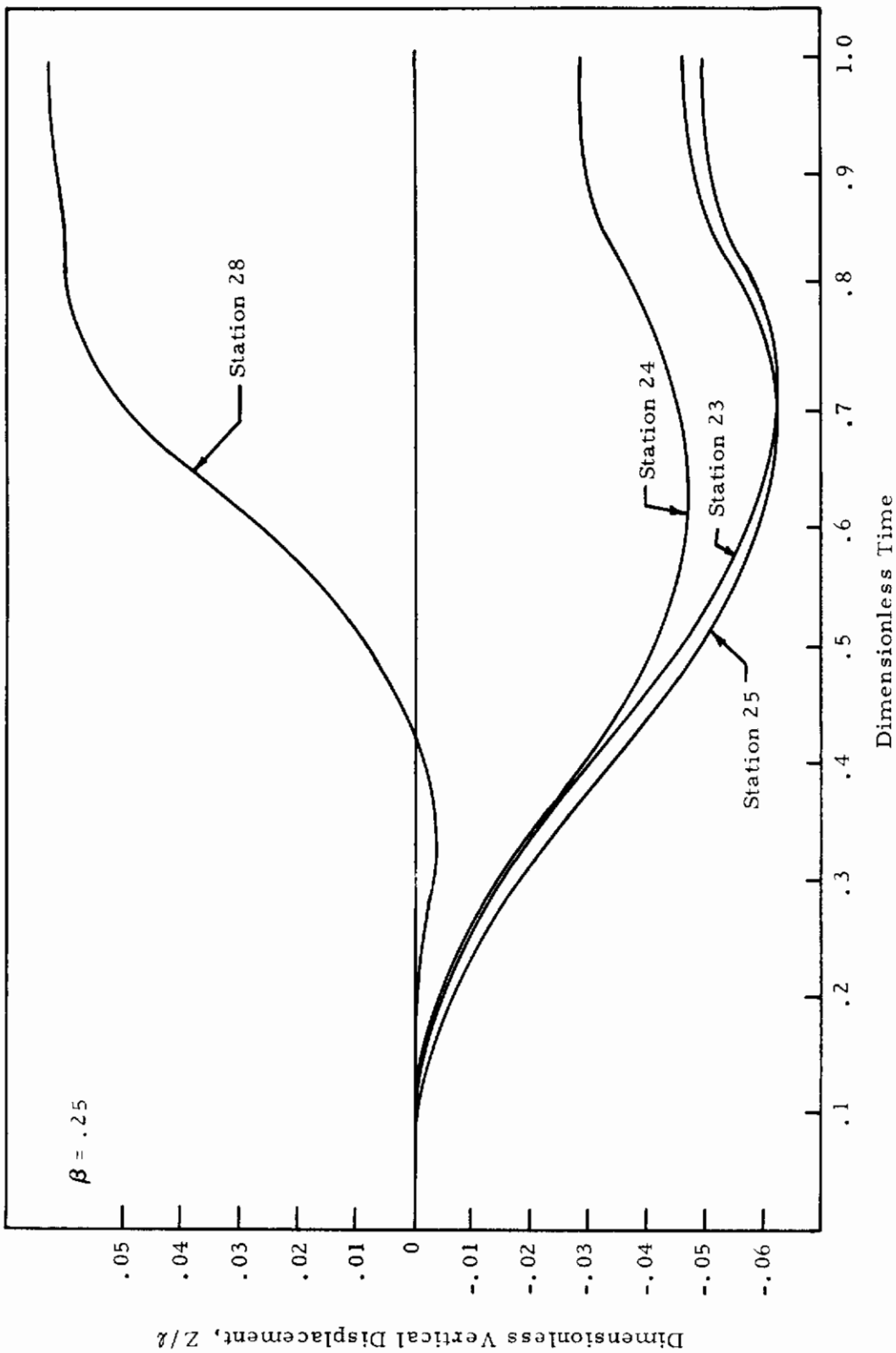


Figure 14. Vertical Displacements of Mass Points 23, 24, 25, 28 vs. Time ($\beta = .25$)

profiles of the soil surface for each of the four loading cases. Figures 11, 12, 13, and 14 trace the complete time history of the vertical deflections of mass point Stations 23, 24, 25, and 28. Stations 23, 24, and 25 are situated within the loaded surface area while Station 28 is located at the point of maximum soil build-up in front of the loaded area.

The sinkage profile under the loaded region (Stations 22-26) did not appear too realistic at first glance since that is not what one would expect if a metal plate were subjected to the same loading. However, it must be realized that a metal plate is very stiff and would resist such a deformation, whereas the idealized problem considered actually corresponds to the case when the loading is transmitted to the soil through a thin flexible membrane since the soil surface is completely free to deform. When this is taken into consideration it is not too difficult to imagine the displacement profile shown under the applied loading in Figures 9 and 10. Figures 9 and 10 also indicate that there is a substantial build-up of soil immediately in front of the braked tire; this certainly is an expected phenomenon.

Figures 11 through 14 show clearly the "rebound effect" which occurs under the loaded region (Stations 23, 24, and 25); that is, as time increases the vertical displacement first grows to a maximum value and then diminishes until a permanent steady state sinkage is attained. Figures 11 through 14 also show the vertical displacement time history of Station 28, the point at which maximum build-up of soil occurs in front of the loaded region. For small times, this point behaves as though no braking were present (the displacement of this point is in the same direction as the points under the load for small times) and then pile-up begins. The upward displacement of Station 28 also increases to a maximum value, but instead of decreasing to a steady state value, it increases further until steady state is reached (this is most apparent in Figure 14). Apparently, the rebounding of the soil under the load causes additional pile-up of soil in front of the loaded region. Also, the build-up of soil in front of the loaded region begins to occur at an earlier time as the shear load is increased.

Another interesting phenomenon can be seen in Figures 9 through 14 when the relative magnitudes of the displacements of Stations 23 and 25 are noted. For the zero braking case ($\beta = 0$, Figure 9) Stations 23 and 25 deflect the same amount. For the $\beta = .1$ and $\beta = .2$ cases the deflections of Station 25 is greater than that of Station 23 which indicates that the tire "noses down". However, for the largest shear loading ($\beta = .25$, Figure 14), the loaded region "noses down" until the maximum deflection is attained and then "noses up" during the rebound period.

The following table shows the maximum and permanent nondimensional displacements and also the ratios $(Z_{\max})_{\text{braked}} / (Z_{\max})_{\text{unbraked}}$ and $(Z_{\text{perm}})_{\text{braked}} / (Z_{\text{perm}})_{\text{unbraked}}$ for the various loading cases.

TABLE II
NONDIMENSIONAL DISPLACEMENTS
AND RATIOS

β	Max $\frac{Z}{\ell}$	Ratio	Perm $\frac{Z}{\ell}$	Ratio
0	.0435	1.0	.015	1.0
.1	.0480	1.1	.020	1.3
.2	.0560	1.3	.0325	2.2
.25	.0625	1.4	.0495	3.3

Braking Verification Tests show the ratio of $(Z_{\max})_{\text{braked}}$ to $(Z_{\max})_{\text{unbraked}}$ to be in the range of 1.5 to 3.0 for predominately cohesive type soils when the ratio of $\beta = P_s / P_n$ approaches one (1.0).

The total computer run time to compute the permanent steady state sinkage by incrementing the load to its maximum value and then completely removing it was about 35 minutes for each load case.

REFERENCES

1. Kraft, David C., Luming, Henry, and Hoppenjans, J. Richard, "Multiwheel Landing Gear-Soils Interaction and Flotation Criteria-Phase III, Part I," AFFDL-TR-71-12, Part I, Air Force Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio, May 1971.
2. Kraft, David C., Luming, Henry, and Hoppenjans, J. Richard, "Aircraft Landing Gear-Soils Interaction and Flotation Criteria, Phase II," AFFDL-TR-69-76, Air Force Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio, November 1969.
3. Kraft, David C., "Analytical Landing Gear-Soils Interaction, Phase I," AFFDL-TR-68-88, Air Force Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio, May 1968.
4. Freitag, Dean R., "Wheels on Soft Soils, an Analysis of Existing Data," Technical Report No. 3-670, U. S. Army Engineers Waterways Experiment Station, Vicksburg, Mississippi, January 1965.
5. Kraft, David C. and Hoppenjans, J. Richard, "Design Procedure for Establishing Aircraft Capability to Operate on Soil Surfaces," AFFDL-TM-71-09-FEM, Air Force Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio, September 1971.
6. Luming, Henry, "Multiwheel Vertical Pulse Load Analytical Sinkage Prediction Technique and Computer Program," UDRI-TR-70-22, University of Dayton, May 1970.
7. Kraft, David C., Luming, Henry, Hoppenjans, J. Richard, and Bogner, Fred K., "Multiwheel Landing Gear-Soils Interaction and Flotation Criteria-Phase III, Part II," AFFDL-TR-71-12, Part II, Air Force Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio, January 1972.

APPENDIX I

GOVERNING EQUATIONS, LUMPED PARAMETER MODEL

GOVERNING EQUATIONS

The equations of continuum elasticity and plasticity used in the lumped parameter iteration method are listed in this section in the form applicable to the lumped parameter model shown in Figure 5.

A. DYNAMIC EQUATIONS OF MOTION

$$\rho \ddot{U}(i, j) = \frac{\sigma_{\eta}(i+1, j+1) - \sigma_{\eta}(i, j)}{h\sqrt{2}} + \frac{\tau_{\eta\zeta}(i, j+1) - \tau_{\eta\zeta}(i+1, j)}{h\sqrt{2}} \quad (A-1a)$$

$$\rho \ddot{V}(i, j) = \frac{\sigma_{\zeta}(i, j+1) - \sigma_{\zeta}(i+1, j)}{h\sqrt{2}} + \frac{\tau_{\eta\zeta}(i+1, j+1) - \tau_{\eta\zeta}(i, j)}{h\sqrt{2}} \quad (A-1b)$$

where

U and V are the displacements in the η and ζ directions, respectively;
 σ_{η} and σ_{ζ} are the normal stresses and $\tau_{\eta\zeta}$ is the shear stress;
 ρ is the mass density of the soil;
h is the grid size; and
the dots indicate time derivatives.

B. QUADRATURE EQUATIONS

$$U^t = U^{t-\Delta t} + (\Delta t)\dot{U}^{t-\Delta t} + \frac{(\Delta t)^2}{6} [2\ddot{U}^{t-\Delta t} + \ddot{U}^t] \quad (A-2a)$$

$$V^t = V^{t-\Delta t} + (\Delta t)\dot{V}^{t-\Delta t} + \frac{(\Delta t)^2}{6} [2\ddot{V}^{t-\Delta t} + \ddot{V}^t] \quad (A-2b)$$

$$\dot{U}^t = \dot{U}^{t-\Delta t} + \frac{\Delta t}{2} [\ddot{U}^{t-\Delta t} + \ddot{U}^t] \quad (A-2c)$$

$$\dot{V}^t = \dot{V}^{t-\Delta t} + \frac{\Delta t}{2} [\ddot{V}^{t-\Delta t} + \ddot{V}^t] \quad (A-2d)$$

where

Δt is the time increment, and superscript (t- Δt) indicates the variables of the previous load increment.

C. DRUCKER-PRAGER YIELD CRITERION

The criterion states that if the yield function, f , as defined below is less than zero, the stress point is elastic, and if f is equal to or greater than zero, the stress point has yielded.

$$\text{Yield function} = f = \alpha I + \sqrt{J} - k \quad (\text{A-3})$$

where

$$I = \sigma_{\eta} + \sigma_{\zeta} + \sigma_{\xi} \quad (\text{A-4})$$

$$J = \frac{1}{6} [(\sigma_{\eta} - \sigma_{\zeta})^2 + (\sigma_{\zeta} - \sigma_{\xi})^2 + (\sigma_{\xi} - \sigma_{\eta})^2 + 6\tau_{\eta\zeta}^2] \quad (\text{A-5})$$

$$\sigma_{\xi} = \nu(\sigma_{\eta} + \sigma_{\zeta}) \quad (\text{A-6})$$

$$\alpha_1 = \frac{2 \sin \phi}{\sqrt{3} (3 - \sin \phi)} \quad (\text{A-7})$$

$$k = \frac{6 c \cos \phi}{\sqrt{3} (3 - \sin \phi)} = \text{yield stress in shear} \quad (\text{A-8})$$

c = cohesion

ϕ = friction angle

D. INCREMENTAL STRAIN-DISPLACEMENT RELATIONS

$$\Delta \epsilon_{\eta} (i, j) = \frac{\Delta U(i, j) - \Delta U(i-1, j-1)}{h\sqrt{2}} \quad (\text{A-9a})$$

$$\Delta \epsilon_{\zeta} (i, j) = \frac{\Delta V(i-1, j) - \Delta V(i, j-1)}{h\sqrt{2}} \quad (\text{A-9b})$$

$$\Delta \epsilon_{\xi} (i, j) = 0 \quad (\text{A-9c})$$

$$\Delta \gamma_{\eta\zeta} (i, j) = \frac{\Delta U(i-1, j) - \Delta U(i, j-1)}{2h\sqrt{2}} + \frac{\Delta V(i, j) - \Delta V(i-1, j-1)}{2h\sqrt{2}} \quad (\text{A-9d})$$

where

$\Delta \epsilon_{\eta}$, $\Delta \epsilon_{\zeta}$, and $\Delta \epsilon_{\xi}$ are the normal strain increments,

$\Delta \gamma_{\eta\zeta}$ is the shear strain increment,

and

$$\Delta U = U^t - U^{t-\Delta t} \quad (\text{A-10a})$$

$$\Delta V = V^t - V^{t-\Delta t} \quad (\text{A-10b})$$

E. INCREMENTAL STRESS-STRAIN RELATIONS

$$\Delta\sigma_\eta = \lambda\Delta\epsilon + 2G\Delta\epsilon_\eta - \beta Q \left(\frac{\sigma_\eta}{2\sqrt{J}} + B \right) \left(\frac{\Delta W}{2\sqrt{J}} + B\Delta\epsilon \right) \quad (\text{A-11a})$$

$$\Delta\sigma_\zeta = \lambda\Delta\epsilon + 2G\Delta\epsilon_\zeta - \beta Q \left(\frac{\sigma_\zeta}{2\sqrt{J}} + B \right) \left(\frac{\Delta W}{2\sqrt{J}} + B\Delta\epsilon \right) \quad (\text{A-11b})$$

$$\Delta\tau_{\eta\zeta} = 2G\Delta\gamma_{\eta\zeta} - \beta Q \left(\frac{\tau_{\eta\zeta}}{2\sqrt{J}} \right) \left(\frac{\Delta W}{2\sqrt{J}} + B\Delta\epsilon \right) \quad (\text{A-11c})$$

where

$$\Delta\epsilon = \Delta\epsilon_\eta + \Delta\epsilon_\zeta \quad (\text{A-12})$$

$$B = \frac{1+\nu}{1-2\nu} \alpha - \frac{I}{6\sqrt{J}} \quad (\text{A-13})$$

$$Q = \frac{4G}{1 + \frac{6(1+\nu)\alpha^2}{1-2\nu}} \quad (\text{A-14})$$

$$\lambda = \text{Lame's constant in Hooke's law} = \frac{E\nu}{(1+\nu)(1-2\nu)}$$

$$G = \text{Modulus of rigidity} = \frac{E}{2(1+\nu)}$$

$\Delta W =$ Increment work done

$$= \sigma_\eta \Delta\epsilon_\eta + \sigma_\zeta \Delta\epsilon_\zeta + \tau_{\eta\zeta} \Delta\gamma_{\eta\zeta} \quad (\text{A-15})$$

and

$$\beta = \begin{cases} 1 & \text{if } f \geq 0 \text{ and } \Delta W > 0 \text{ (loading)} \\ 0 & \text{if } f \geq 0 \text{ and } \Delta W < 0 \text{ (unloading) or } f < 0 \text{ (elastic)} \end{cases}$$

Then the stresses at time t are:

$$\sigma_{\eta}^t = \sigma_{\eta}^{t-\Delta t} + \Delta\sigma_{\eta}^t \quad (\text{A-16a})$$

$$\sigma_{\zeta}^t = \sigma_{\zeta}^{t-\Delta t} + \Delta\sigma_{\zeta}^t \quad (\text{A-16b})$$

$$\tau_{\eta\zeta}^t = \tau_{\eta\zeta}^{t-\Delta t} + \Delta\tau_{\eta\zeta}^t \quad (\text{A-16c})$$

F. STRESS CORRECTION EQUATIONS FOR PERFECTLY PLASTIC YIELDING

$$\sigma'_{\eta} = (1-\eta_c)\sigma_{\eta} + \eta_c \left[(1+6\alpha_1^2) \frac{I}{3} - 2\alpha k \right] \quad (\text{A-17a})$$

$$\sigma'_{\zeta} = (1-\eta_c)\sigma_{\zeta} + \eta_c \left[(1+6\alpha_1^2) \frac{I}{3} - 2\alpha k \right] \quad (\text{A-17b})$$

$$\tau'_{\eta\zeta} = (1-\eta_c)\tau_{\eta\zeta} \quad (\text{A-17c})$$

where

$$\eta_c = \frac{J - (k - \alpha_1 I)^2}{2J + 12\alpha^2 (k - \alpha_1 I)^2} \quad (\text{A-18})$$

and

σ'_{η} , σ'_{ζ} , and $\tau'_{\eta\zeta}$ are the corrected stresses.

APPENDIX II
FORTRAN IV SOURCE LISTINGS

SYMBOLIC REFERENCE MAP

ENTRY POINTS
5150 MMVSP

VARIABLES	SN	TYPE	RELOCATION	13	AL	REAL	SDAT
22 AAP		REAL	SDAT				SDAT
21 AP		REAL	SDAT	30	BETA	REAL	SDAT
16 C		REAL	SDAT	44	CONV	REAL	CONTR
10 C01		REAL	SDAT	17	C03	REAL	SDAT
13 CT		REAL	CRDAT	1	DT	REAL	SDAT
12 DTT		REAL	CRDAT	5	E	REAL	CRDAT
10 FPL		REAL	CRDAT	14	GG	REAL	SDAT
12 H		REAL	CRDAT	11	HH	REAL	SDAT
26 IB		INTEGER	SDAT	43	ICV	INTEGER	CONTR
5 IE		INTEGER	CONTR	4	IEI	INTEGER	CONTR
27 IEN		INTEGER	SDAT	2	ILI	INTEGER	CONTR
3 ILP		INTEGER	CONTR	6	JLI	INTEGER	CONTR
7 JLL		INTEGER	CONTR	36	KN	INTEGER	SDAT
33 KT		INTEGER	SDAT	35	KU	INTEGER	SDAT
0 LA		INTEGER	CONTR	1	LEN	INTEGER	CONTR
23 LPP		INTEGER	SDAT	32	LS	INTEGER	SDAT
3 M		INTEGER	SDAT	5	M1	INTEGER	SDAT
2 N		INTEGER	SDAT	31	NIN	INTEGER	SDAT
15 NIT		INTEGER	CONTR	17	NLO	INTEGER	CONTR
16 NOT		INTEGER	CONTR	34	NT0	INTEGER	SDAT
14 NTI		INTEGER	CONTR	13	NT0	INTEGER	CONTR
10 NT1		INTEGER	CONTR	11	NT2	INTEGER	CONTR
12 NT3		INTEGER	CONTR	4	N1	INTEGER	SDAT
20 P		REAL	SDAT	37	PCU	REAL	SDAT
6 PHI		REAL	CRDAT	64	PIN	REAL	SDAT
11 PKP		REAL	CRDAT	15	P0	REAL	SDAT
4 RHO		REAL	CRDAT	6	SI	REAL	SDAT
7 SIK		REAL	SDAT	24	S0R2	REAL	SDAT
4752 SX		REAL	DUMMY	40161	SXT	REAL	DUMMY
11724 SY		REAL	ARRAY	45133	SKYT	REAL	ARRAY
7337 SY		REAL	ARRAY	42546	SYT	REAL	DUMMY
7 TD		REAL	CRDAT	0	TITLE	REAL	CRDAT
0 TM		REAL	SDAT	2365	UD	REAL	ARRAY
21263 UDNT		REAL	DUMMY	16676	UDT	REAL	DUMMY
23650 UI		REAL	ARRAY	14311	UT	REAL	ARRAY
0 VD		REAL	ARRAY	33207	VD0T	REAL	DUMMY
30672 V0T		REAL	ARRAY	35574	VI	REAL	DUMMY
26235 VT		REAL	ARRAY	25	W0T	REAL	DUMMY
47520 YIT		REAL	ARRAY				SDAT

FILE NAMES	MODE	1023	OUTPUT	4114	TAPE10	0	TAPES
0 INPUT							
1023 TAPE6		2046	TAPE8	3071	TAPE9		

EXTERNALS	TYPE	ARGS
OVERL44		3

COMMON BLOCKS	LENGTH
DUMMY	21573
CRDAT	12
SDAT	72
CONTR	37

STATISTICS
PROGRAM LENGTH 61
BUFFER LENGTH 2655
COMMON LENGTH 21694

Continued

CDC 6600 FTN V3.0-279B OPT=1 12/27/71 13.34.46. PAGE 1

OVERLAY (1,0)
PROGRAM PRDAT
CALL SRDAT
END

SYMBOLIC REFERENCE MAP

ENTRY POINTS
2 PROAT

EXTERNALS SRDAT TYPE ARGS
0

STATISTICS
PROGRAM LENGTH 79 7


```

SUBROUTINE SRDAT
C THIS SUBROUTINE READS IN PARAMETER DATA
COMMON/CRDAT/ TITLE(4),RHO,E,PHI,TD,FPL,PKP,H,CT
COMMON/SDAT/ TM,DT,N,M,N1,M1,SI,SIK,C01,HH,DTT,AL,GG,PO,C,
1 C03,P,AP,AP,LPP,SOR2,MOT,IB,IEN,BETA,
2 NIN,LS,KT,NTD,KU,KN,PCU(21),PIN(20)
COMMON/CONTR/LB,LEN,IJI,ILP,IEI,IE,JLI,JLL,NT1,NT2,NT3,NT0,NTI,
1 NIT,NOT,NLO(20),ICV,CONV
C READ IN TITLE OF THE RUN.
READ (5,129) TITLE
C READ IN DATA - FIRST READ CONSISTS OF SOIL PARAMETERS
C SECOND READ CONSISTS OF LOAD PARAMETERS
C THIRD READ CONSISTS OF COMPUTATIONAL PARAMETERS
C FOURTH READ CONSISTS OF LOAD CURVE
15 READ (5,100) RHO,PO,E,C,PHI
READ (5,101) TD,FPL,PKP,MOT,IB,IEN,BETA
READ (5,102) H,DT,M,N
READ (5,140) (PCU(I),I=1,21)
C READ IN THE VALUE OF THE COHESION OF THE TAPE DATA WHICH IS USED FOR
C CONVERSION.
READ (5,140) CT
C READ IN TAPE NUMBERS OF THE TAPE SETUP ON UNIT 9 AND 10,RESPECTIVELY
READ (5,141) NIT,NOT
C READ IN STARTING LOAD INCREMENT NUMBER AND ENDING LOAD INCREMENT
C NUMBER, AND OTHER CONTROL INDICES
25 READ (5,141) LB,LEN,IJI,IEI,JLI,NT1,NT2,NT3,LPP,NTI,NT0,ICV
RETURN
100 FORMAT(F8.1,F6.2,3F8.1)
101 FORMAT (2F10.3,F10.2,E10.2,2I5,F10.4)
107 FORMAT (F8.3,E12.6,2I5)
129 FORMAT (4A10)
140 FORMAT (5F11.2)
141 FORMAT (1X,16I5)
END

```

SYMBOLIC REFERENCE MAP

ENTRY POINTS
1 SRDAT

VARIABLES	SN	TYPE	RELOCATION
22 AAP	13	AL	REAL
21 AP	30	PETA	SDAT
16 C	44	CONV	REAL
10 C01	17	C03	REAL
13 CT	1	DT	REAL
12 DTT	5	E	REAL
10 FPL	14	GG	REAL
12 H	11	HH	REAL
155 I	26	IR	INTEGER
43 ICV	5	IE	INTEGER
4 IEI	27	IEN	INTEGER
2 ILI	3	ILP	INTEGER
6 JLT	7	JLL	INTEGER
36 KN	33	KT	INTEGER
35 KU	0	LB	INTEGER
1 LEN	23	LPP	INTEGER
32 LS	3	M	INTEGER
5 M1	2	N	INTEGER
31 NIN	15	NIT	INTEGER
17 NLO	16	NOT	INTEGER
34 NTD	14	NTI	INTEGER
13 NTO	10	NT1	INTEGER
11 NT2	12	NT3	INTEGER
4 N1	20	P	REAL
37 PCU	6	PHI	REAL
64 PIN	11	PKP	REAL
15 P0	4	RHO	REAL
6 SI	7	SIK	REAL
24 SOR2	7	TD	REAL
0 TITLE	0	TM	REAL
25 WOT			REAL

FILE NAMES MODE
TAPES FMT

STATEMENT LABELS
135 100 FMT
147 129 FMT

COMMON BLOCKS LENGTH
CRDAT 12
SDAT 72
CONTR 37

STATISTICS
PROGRAM LENGTH 1569
COMMON LENGTH 1719

140 101 FMT
151 140 FMT

144 102 FMT
153 141 FMT

OVERLAY (2.0)
PROGRAM PDAT1
CALL SDAT1
END

SYMBOLIC REFERENCE MAP

ENTRY POINTS
2 POAT1

EXTERNALS SOAT1
TYPE ARGV 0

STATISTICS
PROGRAM LENGTH 78 7

SUBROUTINE SDAT1
 C THIS SUBROUTINE MAKES PRELIMINARY CALCULATIONS ON THE
 C PARAMETERS AND PRINTS OUT FOR REFERENCE.
 COMMON/CRDAT/ TITLE(4),RHO,E,PHI,TD,FPL,PKP,H,CT
 COMMON/SDAT/ TM,DT,N,M,N1,M1,SI,SIK,C01,HH,DTT,AL,GG,PO,C,
 C03,P,AP,AAP,LPP,SOR2,NOT,IB,IEN,BETA,
 1 NIN,LS,KT,NTD,KU,KN,PCU(21),PIN(20)
 2 COMMON/CONTR/LB,LEN,ILI,ILP,IEI,IEJLI,JLL,NT1,NT2,NT3,NT0,NTI,
 1 NIT,NOT,NLO(20),ICV,CONV

10 C WRITE TITLE OF THE RUN.
 WRITE (6,144) TITLE
 C CALCULATE OTHER SOIL PARAMETERS AND PRINT THEM OUT FOR REFERENCE

N1=N-1
 M1=M-1
 G=144.*E/(1.+PO)/2.
 C2=SQRT(G*32.2/RHO)
 C1=C2*(2.*(1.-PO)/(1.-2.*PO))**.5
 AL=2.*PO*G/(1.-2.*PO)
 WRITE (6,103)
 WRITE (6,104) RHO,PO,E,G,C2,C1
 WRITE (6,105) C,PHI
 PHI=PHI*3.1415927/180.
 CC=(3.*SIN(PHI))*.3**.5
 AP=2.*SIN(PHI)/CC
 AAP=AP*AP
 25 YS=6.*C*CCOS(PHI)/CC
 WRITE (6,106) AP,YS
 WRITE (6,111)
 WRITE (6,113) TD,FPL,PKP,IB,IEN,BETA
 WRITE (6,107)
 WRITE (6,108) H,DT,M,N,NOT
 WRITE (6,109)
 WRITE (6,110) FPL,TD,YS

35 C NON-DIMENSIONALIZING ALL PARAMETERS AND CALCULATE SOME CONSTANTS THAT
 C WILL BE USED IN THE LATER LOOPS

AL=AL/YS
 G=G/YS
 GG=2.*G
 H=H/FPL
 SQR2=SQRT(2.)
 HH=H*SQR2
 FPL=FPL/12.
 DTT=DT/TD
 C01=YS*TD*TD*32.2/(RHO*FPL*FPL)
 C03= AP*(1.+PO)/(1.-2.*PO)
 P=GG/(0.5+3.*C03*AP)
 DTP=DTT*GG
 DTP=DTT*P

40
 45
 50 WRITE (6,115)
 NIN=0.025/NTT+0.001
 FNIN=NIN
 NTD=40*NIN
 TTD=0.
 NO=0
 FP=PKP/10000.

SUBROUTINE SOAT1

```

PC=PCU(1)
DO 163 J=1,20
  TYD=TYD+D.025
  NO=N0+NIN
  JJ=J+1
  PI=(PCU(JJ)-PC)*FP/FNIN
  PC=PCU(JJ)
  PCM=PC*FP
  PIN(J)=PI/YS
  PCU(JJ)=PCM/YS
163 WRITE (6,116) J,TTD,PC,PCM,PI,PCU(JJ),PIN(J),NQ
C CALCULATE THE PRINT CONTROL INDICES, THE TIME OF THE PULSE, AND THE
C INITIAL APPLIED PRESSURE, SI, AND PRINT OUT FOR REFERENCE.
  ILP=LR+ILI-1
  IE=LR+IEI-1
  JLL=LR+JLI-1
  AL=LR-1
  TM=9L*DT
  TR=TM/TD/0.025+1.0
  KT=T9+0.001
  IF (KT.LT.41) GO TO 170
  SIK=0.
  SI=0.
  GO TO 171
170 TK=KT
  KN=KT
  LS=KT*NIN
  KU=1
  IF (KT.LE.20) GO TO 165
  KT=42-KT
  KU=-1
  KN=KT-1
165 SIK=FLOAT(KU)*PIN(KN)
  KTU=KT+KU
  SI=(TR-TK)*(PCU(KTU)-PCU(KT))+PCU(KT)+SIK
171 CONTINUE
  WRITE (6,117)
  WRITE (6,118) LB,LEN,SI,SIK,TM
  WRITE (6,135) LB,LEN,ILI,IEI,JLI,NT1,NT2,NT3,LPP,NTI,NT0,ICV
C IF CONVERSION IS NEEDED, CALCULATE THE CONVERSION FACTOR FOR THE
C STRESSES.
  IF (ICV.EQ.0) GO TO 159
  CONV=CT/C
159 CONTINUE
  RETURN
103 FORMAT(1H1,19X,15H SOIL PROPERTIES)
104 FORMAT(23X,7HDENSITY,17X,5HRHO =,F10.1,10H LBS/CU-FY/
1 23X,14HPOISSONS RATIO,11X,4HPO =,F10.2/
2 23X,14HYOUNGS MODULUS,12X,3HE =,F10.1,4H PSI/
3 23X,13HSHEAR MODULUS,13X,3HG =,F10.1,10H LRS/SQ-FY/
4 23X,29HSHEAR WAVE VELOCITY C2 =,F10.1,7H FT/SEC//
5 23X,29H DILATATIONAL WAVE VEL. C1 =,F10.1,7H FT/SEC//
105 FORMAT(23X,8HCOHESION,18X,3HC =,F10.1,10H LBS/SQ-FY/23X,14HFRICITIO
1N ANGLE,10X,5HPHI =,F10.1,4H DEG//)
106 FORMAT(23X,29HFOR YIELD CRITERIA ALPHA =,E16.8/49X,3HK =,E16.8,

```

```

110H LBS/SQ-FT//)
107 FORMAT(1H0,19X,24HCOMPUTATIONAL PARAMETERS)
108 FORMAT(23X,10HSPACE WESH,
115X,3HH =,F10.4,34 IN/23X,29H9ASIC TIME INCREMENT DT =,
2F10.7,4H SEC//23X,11HNUMBER OF I,15X,3HM =,I4/23X,11HNUMBER OF J,
315X,3HN =,I4/23X,29HUNLOADING TOLERANCE MOT =,IPE10.2//)
109 FORMAT(1H0,19X,50HCHARACTERISTIC PARAMETERS FOR NON-DIMENSIONALIZI
ING)
110 FORMAT (23X,36HLENGTH -- FOOTPRINT LENGTH = FPL =,F10.2,3H IN/
23X,36HTIME -- TIME DUR. OF PULSE = TD =,F10.5,4H SEC/
23X,36HSTRESS -- SHEAR YIELD STRESS = K =,F10.2,10H LBS/
350-FI//)
111 FORMAT (1H0,19X,15HLOAD PARAMETERS)
112 FORMAT (1H//)
113 FORMAT (23X,29HTIME DURATION OF PULSE TD =,F10.3,4H SEC/
23X,29HTIRE FOOTPRINT LENGTH FPL =,F10.3,3H IN/
23X,29HPEAK PRESSURE OF PULSE PKP =,F10.1,10H LBS/SQ-FT/
23X,29HLOAD BORDER INDEX-BEGIN IB =,I10/
23X,29HLOAD BORDER INDEX-END IEN =,I10/
23X,29HSHEAR-NORMAL RATIO BETA =,F10.3//)
115 FORMAT (6X,99H AT DIMENSIONLESS BASIC LOAD DIMENSIONED
DIMENSIONED DIMENSIONLESS DIMENSIONLESS/105H J TIME
2 I/TD CURVE LOAD CURVE LOAD INCREMENT LOAD
3 CURVE LOAD INCREMENT//)
116 FORMAT (1X,I3,F14.3,F18.1,F16.3,F16.5,1PE19.7,E18.7,I8)
117 FORMAT (1H1,18X,34HPARAMETERS FOR THIS PARTICULAR RUN)
118 FORMAT (23X,37HSTARTING LOAD INCREMENT NUMBER LB =,I6/23X,37HEND
ING LOAD INCREMENT NUMBER LEN =,I6/23X,37HSTARTING SURFACE PRES
SURE SI =,1PE17.7,16H (DIMENSIONLESS)/23X,37HSTARTIN
30AD) INCREMENT SIK =,1PE17.7,16H (DIMENSIONLESS)/23X,37HSTARTIN
45 TIME,20X,4HTM =,IPE12.7,4H SEC//)
135 FORMAT (1H0,18X,32HLAST DATA CARD OF THIS RUN IS---//
225X,57HLB LEN ILI IEI JULI NT1 NT2 NT3 LPP NTI NTO ICV//
322X,12I5)
145 FORMAT (1H1//1H0,47X,45HBRAKED-WHEEL VERTICAL LOAD SINKAGE PREDI
CTION//59X,4A10)
END

```


STATEMENT LABELS

435	103	FMT	441	104	FMT	475	105	FMT
507	106	FMT	520	107	FMT	525	108	FMT
551	109	FMT	561	110	FMT	604	111	FMT
610	112	FMT	612	113	FMT	647	115	FMT
676	116	FMT	704	117	FMT	712	118	FMT
747	135	FMT	764	144	FMT	433	159	
0	163		342	165		327	170	
353	171							

COMMON BLOCKS LENGTH
 CRDAT 12
 SDAT 72
 CONTR 37

STATISTICS

PROGRAM LENGTH 10379 543
 COMMON LENGTH 1718 121

```
OVERLAY (3,0)  
PROGRAM PDAT2  
CALL SDAT2, RETURNS (99)  
GO TO 100  
99 STOP 777  
100 CONTINUE  
END
```

5

SYMBOLIC REFERENCE MAP

ENTRY POINTS
2 PDAT2
EXTERNALS TYPE ARGS SDAT2
6 99 10 100
STATISTICS PROGRAM LENGTH 169 14

SUBROUTINE SDAT2, RETURNS(MR)
C THIS SUBROUTINE CONTINUES SUBROUTINE SDAT1 AND ZEROES ARRAYS OR
C READS DATA FROM TAPE.

COMMON/DUMMY/ VD(47,27), UD(47,27),
1 SX(47,27), SY(47,27), SXY(47,27),
2 UT(47,27), UDT(47,27), UDDT(47,27), UI(47,27),
3 VT(47,27), VDT(47,27), VDDT(47,27), VI(47,27),
4 SXT(47,27), SYT(47,27), SXYT(47,27), YIT(47,27),
TM,DT,N,M,NI,M1,SI,SIK,COI,HH,DTT,AL,GG,PO,C,
1 CO3,P,AP,AAP,LPP,SOR2,WOT,IB,IEN,BETA,
2 NIN,LS,KT,NTD,KU,KN,PCU(21),PIN(20)
COMMON/CONTR/LB,LEN,ILI,ILP,IEI,IE,JLI,JLL,NT1,NT2,NT3,NTO,NTI,
1 NIT,NOT,NLO(20),ICV,CONV

IF (LR.NE.1) GO TO 164
C IF THIS IS THE VERY FIRST RUN, ALL STRESSES AND DISPLACEMENTS ARE
C FIRST SET EQUAL TO ZERO, AND THE YIELD INDICATING MATRIX IS SET TO BE
C ELASTIC

DO 7 J=1,N
DO 7 I=1,M
UD(I,J)=0.
VD(I,J)=0.
UT(I,J)=0.
VT(I,J)=0.
UDT(I,J)=0.
VDT(I,J)=0.
UI(I,J)=0.
VI(I,J)=0.
SXI(I,J)=0.
SYI(I,J)=0.
SXYI(I,J)=0.
YIT(I,J)=-1.
7 RETURN

C REARRANGE DESIGNATION OF UNIT OF TAPES DEPENDING ON NIT AND NTO
164 IF (NTI.EQ.9) GO TO 173

ILL=NIT
NIT=NOT
NOT=ILL

173 WRITE (6,138) NIT
C IF THIS IS A CONTINUATION RUN, THE STRESSES, DISPLACEMENTS, AND
C YIELD INDICATING TABLE OF THE PRECEDING RUN ARE READ IN FROM INPUT
C TAPE. DATA READ IN, IF NO REDUNDANCY OCCURRED, ARE SAVED IN DISK
C UNIT 8 FOR TRANSFER TO OUTPUT TAPE.

DO 162 I=1,NT1
READ (NTI) UT,UDT,UDDT,UI,VT,VDT,VDDT,VI,SXT,SYT,SXYT,YIT
ILL=SYT(1,1)
WRITE (6,139) ILL
IF (I.NE.NT2) GO TO 162
WRITE (8) UT,UDT,UDDT,UI,VT,VDT,VDDT,VI,SXT,SYT,SXYT,YIT
162 CONTINUE

C READ FROM DISK UNIT 8 THE DESIRE STARTING STRESSES AND DISPLACEMENTS

```

C FOR THE CONTINUATION RUN.
IF (NT2.EQ.0) GO TO 175
REHND 8
174 READ (A ) UT,UDT,UDDT,UI,VT,VDT,VDDT,VI,SXT,SYT,SXYT,YIT
ILL=SYT(1,1)
175 IF (ILL.NE.(LB-1)) RETURN MR
REHND NTI
NTI=0
C EQUATE THE CURRENT DISPLACEMENTS AND STRESSES WITH THE PREVIOUSLY
C SAVED DISPLACEMENTS AND STRESSES. MAKE STRESS CONVERSION IF THE TAPE
C DATA IS NORMALIZED DIFFERENTLY.
DO 8 J=1,N
DO 8 I=1,M
UD(I,J)=UDT(I,J)
VD(I,J)=VDT(I,J)
9 IF (ICV.EQ.0) GO TO 176
SXYT(I,J)=SXYT(I,J)*CONV
SYT(I,J)=SYT(I,J)*CONV
SXT(I,J)=SXT(I,J)*CONV
176 SXI(I,J)=SXI(I,J)
SY(I,J)=SY(I,J)
SXY(I,J)=SXYT(I,J)
8 CONTINUE
NT2=D
REHND 8
RETURN
138 FORMAT (1H0,18X,11HTAPE NUMBER,16,54H CONTAINS THE RESULTS OF LOA
17 INCREMENT NUMBER ILL =//)
139 FORMAT (23X,I5)
END

```

51

SUBROUTINE SDAT2

SYMBOLIC REFERENCE MAP

ENTRY POINTS
2 SDAT2

VARIABLES	SN	TYPE	RELOCATION
22 AAP	13	REAL	SDAT
21 AP	30	REAL	SDAT
16 C	44	REAL	CONTR
10 C01	17	REAL	SDAT
1 DT	12	REAL	SDAT
14 GG	11	REAL	SDAT
276 I	26	INTEGER	SDAT
43 ICV	5	INTEGER	CONTR
4 IEI	27	INTEGER	CONTR
2 ILI	277	INTEGER	SDAT
3 ILP	275	INTEGER	CONTR
6 JLI	7	INTEGER	CONTR
36 KN	33	INTEGER	SDAT
35 KU	0	INTEGER	CONTR
1 LEN	23	INTEGER	SDAT
32 LS	3	INTEGER	SDAT
0 MR	5	PERFORMS	
2 N	31	INTEGER	SDAT
15 NIT	17	INTEGER	CONTR
16 NOT	34	INTEGER	CONTR
14 NTI	13	INTEGER	CONTR
10 NT1	11	INTEGER	CONTR
12 NT3	4	INTEGER	CONTR
20 P	37	REAL	SDAT
64 PIN	15	REAL	SDAT
6 SI	7	REAL	SDAT
24 S0P2	4752	REAL	SDAT
40161 SXT	11724	REAL	SDAT
45133 SXYT	7337	REAL	SDAT
42546 SYT	0	REAL	SDAT
2365 UD	21263	REAL	SDAT
16676 UDT	23650	REAL	SDAT
14311 UT	0	REAL	SDAT
33207 VDDT	30622	REAL	SDAT
35574 VI	26235	REAL	SDAT
25 WOT	47520	REAL	SDAT
AL		REAL	SDAT
BETA		REAL	SDAT
CONV		REAL	CONTR
C03		REAL	SDAT
DTT		REAL	SDAT
HM		REAL	SDAT
IR		INTEGER	SDAT
IE		INTEGER	CONTR
IEN		INTEGER	SDAT
ILL		INTEGER	SDAT
J		INTEGER	SDAT
JLL		INTEGER	CONTR
KT		INTEGER	SDAT
LB		INTEGER	CONTR
LPP		INTEGER	SDAT
M		INTEGER	SDAT
M1		INTEGER	SDAT
NIN		INTEGER	SDAT
NLO		INTEGER	ARRAY
NTD		INTEGER	CONTR
NT0		INTEGER	CONTR
NT2		INTEGER	CONTR
N1		INTEGER	SDAT
PCU		REAL	SDAT
P0		REAL	SDAT
SIX		REAL	SDAT
SX		REAL	SDAT
SXY		REAL	ARRAY
SY		REAL	ARRAY
TM		REAL	ARRAY
UDDT		REAL	ARRAY
UI		REAL	ARRAY
VD		REAL	ARRAY
VDT		REAL	ARRAY
VT		REAL	ARRAY
YIT		REAL	ARRAY

FILE NAMES	MODE	TAPES	UNFMT
0 7	FMT		
257 138	FMT	271 139	0 8
34 164		42 173	
214 175		243 176	
			150 162
			0 9
			INACTIVE
			0 174
			INACTIVE

COMMON BLOCKS	LENGTH
DUMMY	21573
SDAT	72
CONTR	37

UN

SUBROUTINE SDAT2

STATISTICS

PROGRAM LENGTH 3009 192
COMMON LENGTH 522629 21682

OVERLAY (4,0)
PROGRAM PCALC
CALL SCALC
END

SYMBOLIC REFERENCE MAP

ENTRY POINTS
2 PCALC

EXTERNALS
SCALC TYPE ARGS
0

STATISTICS
PROGRAM LENGTH 7B 7

SUBROUTINE SCALC

C THIS SUBROUTINE DOES THE MAIN CALCULATIONS OF THE ITERATIONS, PRINTS
C OUT NEEDED RESULTS, AND SAVES RESULTS ON TAPES.

```

COMMON/DUMMY/ VD(47,27), UD(47,27),
1 SX(47,27), SY(47,27), SXY(47,27),
2 UT(47,27), UDT(47,27), UDDT(47,27), UI(47,27),
3 VT(47,27), VDT(47,27), VDDT(47,27), VI(47,27),
4 SXT(47,27), SYT(47,27), SXYT(47,27), YIT(47,27),
COMMON/SDAT/ TM,DT,N,M,N1,M1,SI,SJK,C01,HH,DTT,AL,GG,PO,C,
1 CO3,P,AP,AAP,LPP,SOP2,MOT,IP,IEN,BETA,
2 NIN,LS,KT,NTD,KU,KN,PCU(2),PIN(20)
COMMON/CONTR/LB,LEN,ILI,ILP,IEI,IE,JLI,JLL,NT1,NT2,NT3,NT0,NTI,
1 NIT,NOT,NLO(20),ICV,CONV

```

C THE FOLLOWING DATA STATEMENTS SUPPLY THE VARIABLE FORMATS.

```

15 LOGICAL FRNT, LAST
SJF(V1,V2,V3,V4)=SORT(((V1-V2)**2+(V2-V3)**2+(V3-V1)**2)/6.+V4*V4)
C STARTING POINT OF MOST OUTER LOOP, FOR CALCULATION OF EACH LOAD
C INCREMENTS.
UPL=-1.
19 IY=0
20 169 DO 250 ILL=LB,LEN
LPT=0
TM=TM+DT
IRI=IR+1
DO 4 I=IR1,IEN
SX(I,1)=SI*(0.5+BETA)
SY(I,1)=SI*(0.5-BETA)
4 SXY(I,1)=SI/2.

```

C STARTING POINT OF THE ITERATION LOOP.

```

30 JA=1
IT=0
6 IT=IT+1
LAST=JA.EQ.2
DFU=0.
DFV=0.
DO 83 J=1,N1
JP=J+1
DO 83 I=2,M1
IP=I+1

```

C STARTING POINT FOR THE LOOP INCREMENTING EACH ROW GOING DOWNWARD

```

40 DO 83 I=2,M1
IP=I+1

```

C CALCULATE, AT EACH MASS POINT, THE ACCELERATIONS FROM THE DYNAMIC EQUATIONS OF MOTION.

```

9 UDD=CO1*(SX(IP,JP)-SX(I,J)+SXY(I,JP)-SXY(IP,J))/HH
VDD=CO1*(SY(IP,JP)-SY(I,J)+SXY(IP,JP)-SXY(I,J))/HH

```

C CALCULATE THE DISPLACEMENTS AND VELOCITIES AT TIME T FROM THE QUADRATURE EQUATIONS.

```

10 UR =UT(I,J)+DTT*UDT(I,J)+DTT*DTT*(UDDT(I,J)*2.+UDD)/6.
VB =VT(I,J)+DTT*VDT(I,J)+DTT*DTT*(VDDT(I,J)*2.+VDD)/6.
UDB =UDT(I,J)+DTT*(UDDT(I,J)+UDD)/2.
VDB =VDT(I,J)+DTT*(VDDT(I,J)+VDD)/2.
IF (IT.NE.1) GO TO 12
UD(I,J)=UDR
VD(I,J)=VDR
GO TO 14

```

GO TO 14

C AVERAGE WITH THE DISPLACEMENTS FROM THE PRECEDING ITERATION

```

12 U=UT(I,J)+UI(I,J)
V=VT(I,J)+VI(I,J)
UR=(UR+U)/2.
VR=(VR+V)/2.
UD(I,J)=(UDR+UD(I,J))/2.
VD(I,J)=(VDR+VD(I,J))/2.

```

C 10 CALCULATE THE DISPLACEMENT INCREMENTS

```

14 UI(I,J)=UB-VT(I,J)
VI(I,J)=VR-VT(I,J)
IF (JA.NE.2) GO TO 16
UDDI(I,J)=UDD
VDDI(I,J)=VDD

```

```

16 IF (ABS(UB).LT.1.0E-20.OR.ABS(VB).LT.1.0E-20) GO TO 63
17 IF (IT.LE.2) GO TO 20

```

C CALCULATE THE PERCENT CONVERGENCE OF THE VERTICAL DISPLACEMENT BETWEEN THIS AND THE PRECEDING ITERATION. LOCATE THE LARGEST PERCENT C AND SAVE IF FOR LATER REFERENCE.

```

IF (ABS(U).LT.1.0E-40.OR.ABS(V).LT.1.0E-40) GO TO 20
DU=ABS(UB/U-1.)
DV=ABS(VB/V-1.)
IF (DU.LE.DV) GO TO 18
DFV=DV
ILU=ILL
ITU=IT
TU=I
JU=J

```

```

18 IF (DV.LE.DFV) GO TO 20
DFV=DV
ILV=ILL
ITV=IT
IV=I
JV=J

```

C CALCULATE THE STRESSES OF THE TWO STRESS POINTS BELOW THE MASS POINT.

C INDEX IC INDICATES WHICH STRESS POINT IS BEING CONSIDERED.

```

C IC=1 IS THE ONE ON THE RIGHT
C IC=2 IS THE ONE ON THE LEFT
20 IC=1
K=IP
L=JP
22 KM=K-1
L=J
L=L-1
IF (KM.EQ.0) KM=M
FRNT=IC.EQ.1.AND.K.NE.MK

```

C SAVE THE STRESSES OF THE PRECEDING ITERATION.

```

SXS= SX(K,L)
SYS= SY(K,L)
SXYS= SXY(K,L)
YITS=YIT(K,L)

```

C CALCULATE THE STRAIN INCREMENTS.

```

EX=(UI(K,L)-UI(KM,LM))/HH
EY=(VI(K,L)-VI(KM,LM))/HH
EY= (UI(KM,L)-UI(K,L)+VI(K,L)-VI(KM,LM))/HH/2.
EE=AL*(EX+EY)

```

C CHECK THE YIELD INDICATING TABLE TO DETERMINE WHICH STRESS-STRAIN

```

C RELATION TO USE.
IF (YITS.GE.0..AND.YITS.LE.40000.) GO TO 35
C STRESS POINT IS ELASTIC.
SX(K,L)= SXT(K,L)+GG*EX+EE
SY(K,L)= SYT(K,L)+GG*EY+EE
SXY(K,L)=SXYT(K,L)+GG*EXY
GO TO 50
C 35 STRESS POINT IS PLASTIC.
35 UPL=1.
MO=SXS*EX+SYS*EY+SXS*EXY
SZS=PO*(SXS+SYS)
SS=SXS+SYS+SZS
SJ=SJF(SXS,SYS,SZS,SXYS)
RE=CO3-SS/SJ/6.
SJ2=SJ*2.
ME=(MO/SJ2+RE*EE/AL)*P
SX(K,L)= SXT(K,L)+GG*EX+EE-(SXS/SJ2+RE)*WE
SY(K,L)= SYT(K,L)+GG*EY+EE-(SYS/SJ2+RE)*WE
SXY(K,L)=SXYT(K,L)+GG*EXY-SXYS*WE/SJ2
C 50 CHECK IF THE STRESS POINT HAS YIELDED. THIS IS DONE ONLY FOR THE
C FINAL ITERATION. JA INDEX CONTROLS THE ENTRY.
50 IF (.NOT.LAST) GO TO 64
C CALCULATE THE YIELD FUNCTION
SS=SK(K,L)+SY(K,L)
SZZ=PO*SS
SS=SS+SZ7
SJ=SJF(SX(K,L),SY(K,L),SZZ,SXY(K,L))
FC=AP*SS+SJ-1.
C CHECK IF THE YIELD FUNCTION IS GREATER THAN THE TOLERANCE ABOVE ZERO,
C AND MAKE THE APPROPRIATE CHANGE IN THE YIELD INDICATING TABLE
IF (FC.GT.0.015) GO TO 55
IF (YITS.LT.0.) GO TO 53
IF (FC.GT.-0.015) GO TO 55
53 IF (FRNT) GO TO 66
YI=FC
IF (FC.GT.0.) YI=-10.*FC
GO TO 64
C 55 STRESS POINT HAS YIELDED. CHANGE CONTROL INDEX TO SAVE DATA OF THIS
C LOAD INCREMENT ON TAPE. CHANGE THE FORMAT OF THE YIELD INDICATING
C TABLE PRINT OUT.
55 IF (FRNT) GO TO 5A
IF (LPP.NE.1) GO TO 56
LPP=2
C CHECK FOR UNLOADING
56 MO=SK(K,L)*EX+SY(K,L)*EY+SXY(K,L)*EXY
IF (MO.LT.-MOT) GO TO 57
IF (MO.GT.MOT.OR.YITS.LT.40000.) GO TO 58
57 UPL=1.
C CALCULATE THE STRESS CORRECTION FACTOR.
58 SSP=(1.-AP*SS)**2
SJS=SJ*SJ
PH=(SJS-SSP)/(2.*SJS+12.*AAP*SSP)
PAK=PH*((1.+6.*AAP)*SS/3.-2.*AP)
RAT=1.-PH
FCJ=AINT(10000.*FC)

```

```

IF (FC.LT.0.) FCJ=20000.-FCJ
YI=FCJ*RAT
IF (UPL.GT.0.) YI=YI+40000.
IY=1
170 C STRESS CORRECTION IS MADE BY THE FOLLOWING STATEMENTS ONLY IF THE
C YIELD FUNCTION IS GREATER THAN A TOLERANCE.
IF (FC.LT.0.020) GO TO 64
YI=YI+30000.
SX(K,L)= SX(K,L)*RAT+PAK
SY(K,L)= SY(K,L)*RAT+PAK
SXY(K,L)=SXY(K,L)*RAT
64 IF (FRNT) GO TO 65
IF (LAST) YII(K,L)=YI
IF (IC.EQ.2) GO TO 83
66 K=I
IC=?
GO TO 22
83 CONTINUE
IF (IT.LE.2) GO TO 6
WRITE (6,143) DFU,ILU,ITU,IU,DFV,ILV,ITV,IV,JV
IF (LAST) GO TO 85
C CHECK IF THE CONVERGENCE IS GOOD ENOUGH. RETURN TO CALCULATE ANOTHER
C ITERATION IF NOT ACCURATE ENOUGH.
IF ((DFU.GT.0.002.OR.DFV.GT.0.002).AND.IT.LT.7) GO TO 6
C IF ACCURATE ENOUGH, ADJUST JA INDEX AND CALCULATE FINAL ITERATION.
JA=2
GO TO 6
C THE FOLLOWING LOOP SAVES ALL THE DISPLACEMENTS AND STRESSES FOR THE
C CALCULATION OF THE NEXT TIME INCREMENT.
C WITHIN THIS LOOP, THE VERTICAL DISPLACEMENTS AND STRESSES ARE ALSO
C CALCULATED FROM THE DIAGONAL DISPLACEMENTS AND STRESSES.
85 DO 90 J=1,N
DO 90 I=1,M
UT(I,J)=UI(I,J)
VT(I,J)= VT(I,J)+VI(I,J)
87 UDY(I,J)= UD(I,J)
VDT(I,J)= VD(I,J)
89 SXT(I,J)= SX(I,J)
SYT(I,J)= SY(I,J)
SXYT(I,J)= SXY(I,J)
90 CONTINUE
C IF THE END OF A LINEAR SEGMENT OF THE LOAD CURVE IS REACHED, SIK IS
C CHANGED TO THE APPLIED PRESSURE INCREMENT OF THE NEXT LINEAR SEGMENT.
IF (ILL.LT.LS) GO TO 182
IF (ILL.GE.NTD) GO TO 179
LS=LS+MIN
KT=KT+KU
IF (KT.NE.21) GO TO 178
KN=21
KU=-1
178 KN=KN+KU
SIK=FLOAT(KU)+PIN(KN)
SI=PCU(KT)
GO TO 182
C 179 IF END OF THE LOAD CURVE OCCURS, THE SURFACE PRESSURE IS NO

```

```

C 179 LONGER INCREMENTED.
SI=0.
SIK=0.
182 CONTINUE
IF (LPP.LT.2) GO TO 185
C THE STRESSES AND DISPLACEMENTS OF THE LOAD INCREMENT IN WHICH THE
C FIRST PLASTIC POINT OCCURS ARE SAVED ON THE OUTPUT TAPE.
LPP=0
WRITE (6,119)
WRITE (6,143) TM,ILL,IT
LPT=1
GO TO 245
185 CONTINUE
193 IF (ILL.LT.ILP) GO TO 250
C SAVE RESULTS ON MASS STORAGE FOR SUBROUTINE PROUT TO PRINT OUT LATER.
C SAVING IS DONE ONLY AT INCREMENTS OF ILI.
245 NIZ=NT2+1
SXI(1,1)=TM
SXI(1,1)=ILL
SXY(1,1)=IY
WRITE (8 ) UT,UDT,UDDY,UI,VT,VDT,VDDY,VI,SXI,SXY,SXYT,YIT
IF (LPT.EQ.1) GO TO 145
ILP=ILP+ILI
250 CONTINUE
REWIND 8
RETURN
119 FORMAT (3X,23HSTRESS POINT IS PLASTIC//)
143 FORMAT (2X,2(E20.8,4I8))
END

```


VARIABLES	SN	TYPE	RELOCATION	1135	SYS	REAL	1145	TM	SDAT
7337 SY		REAL	DUMMY	0					
42546 SYT		REAL	DUMMY	1106	UB				
1153 SZZ		REAL		1110	UDB				
1112 U		REAL		21263	UDDT				
2765 UD		REAL	DUMMY	23650	UI				
1104 UDD		REAL		14711	UT				
16676 UDT		REAL	DUMMY	1107	VB				
1067 UPL		REAL		1111	VDB				
1113 V		REAL	DUMMY	33207	VDDT				
0 VD		REAL		35574	VT				
1105 VDD		REAL	DUMMY	1152	WE				
70622 VDT		REAL	DUMMY	25	WOT				
26235 VT		REAL		47520	YIT				
1144 W0		REAL	DUMMY						
1155 YI		REAL							
1137 YITS		REAL							

FILE NAMES	MODE	TAPE6	TAPE8	UNFMT
	FMT			

EXTERNALS	TYPE	ARGS	LIBRARY
SOPT	REAL	1	

INLINE FUNCTIONS	TYPE	ARGS	AINT	INTRIN	1	INTRIN	4	SF
ARS	REAL	1						
FLOAT	REAL	1						

STATEMENT LABELS	26	5	6	9	14	INACTIVE
0 4	136	12		0	164	
0 10	0	17		237	18	
203 16	255	22		360	35	
251 20	471	53		500	55	
441 50	523	57		525	58	
505 56	611	66		614	83	
600 64	0	87		0	89	
663 85	1031	119		1036	143	
0 90	722	178		730	179	
0 169	754	185		0	193	
732 182	1024	250				
757 245						

COMMON BLOCKS	LENGTH
DUMMY	21573
SDAT	72
CONTR	37

STATISTICS	PROGRAM LENGTH	11668	628
COMMON LENGTH	522628	21682	

OVERLAY (5,0)
PROGRAM PROUT
CALL PROUT
END

PROGRAM PPOUT

SYMBOLIC REFERENCE MAP

ENTRY POINTS
2 PPOUT

EXTERNALS
PPOUT TYPE ARGS
0

STATISTICS
PROGRAM LENGTH 78 7

SUBROUTINE PROUT

C THIS SUBROUTINE IS FOR PRINTING OUT THE VERTICAL STRESSES AND
C THIS SUBROUTINE IS FOR PRINTING OUT THE VERTICAL STRESSES, VERTICAL
C DISPLACEMENTS, AND YIELD INDICATING TABLE IN THE REGION UNDER THE
C LOADED AREA FOR MONITORING THE COMPUTER RUN.

COMMON/DUMMY/ VD(47,27), UD(47,27),

1 SX(47,27), SY(47,27), SXY(47,27),

2 UT(47,27), VDT(47,27), VDDT(47,27), UI(47,27),

3 VT(47,27), VOT(47,27), VDDT(47,27), VI(47,27),

4 SXT(47,27), SYT(47,27), SXYT(47,27), YIT(47,27),

COMMON/SDAT/ TM,DT,N,M,N1,M1,SI,SIK,CCI,HH,OTT,AL,GG,PO,C,

1 CO3,P,AP,AAP,LPP,SOR2,WOT,IB,IEN,BETA,

2 NIN,LS,KT,NTB,KU,KN,PCU(21),PIN(20)

COMMON/CONTR/LB,LEN,ILI,ILP,IEI,IE,JLI,JLL,NT1,NT2,NT3,NT0,NTI,

1 NIT,NOT,NLO(20),ICV,CONV

2 SZ(47,27), W(47,27), SRZ(47,27),U(47,27)

EQUIVALENCE (S7(1),SX(1)),(M(1),SY(1)),(SRZ(1),SXY(1)),(UD,U)

DIMENSION FMS(3),FMH(3),FMY(3)

1 DATA FMS(1)/20H(1X,I2,12 F10.6) /,

2 FMH(1)/20H(1X,I2,12 F10.6) /,

3 FMY(1)/20H(1X,I2,12 F10.6) /,

4 FX5,FX4,FX3,FX2/6HF10.5),6HF10.4),6HF10.3),6HF10.2)/

,FX6/6HF10.6)/

DO 240 K=1,NT2

25 READ (8) UT,UDT,UDDT,UI,VT,VDT,VDDT,VI,SXT,SYT,SXYT,YIT

TM= SXT(1,1)

ILL= SYT(1,1)

TY=SXYT(1,1)

IF (ILL.NE.JLL) GO TO 5

30 C THE INDEX JLL CONTROLS THE SAVING OF THE RESULTS OF A PARTICULAR

C LOAD INCREMENT ON THE OUTPUT TAPE FOR LATER REFERENCE. THE

C INTERVAL IS GIVEN BY JLI. THE RESULTS OF THE LAST LOAD INCREMENT

C IS ALSO SAVED FOR THE CONTINUATION RUN.

JLL=JLL+JLI

NT1=NT1+1

NLO(NT1)=ILL

WRITE (NTO) UT,UDT,UDDT,UI,VT,VDT,VDDT,VI,SXT,SYT,SXYT,YIT

5 CONTINUE

IF (IY.EQ.1) FMY(2)=FX3

00 30 J=1,N

00 30 I=1,M

H(I,J)=(UT (I,J)+VT(I,J))*1.0E06/SQR2

U(I,J)=(UT(I,J)-VT(I,J))*1.0E06/SQR2

IF (J.NE.1) GO TO 25

IF (I.GT.IEN.OR.I.LE.IB) GO TO 20

SI=SXYT(IEN,1)*2.

SZ(I,1)=SI*100.

SRZ(I,1)=SI*BETA*100.

GO TO 30

20 SZ(I,1)=0.

SRZ(I,1)=0.

GO TO 30

25 SZ(I,J)={SXT(I,J)+SYT(I,J)}/2.+SXYT(I,J)*100.

SRZ(I,J)={SXT(I,J)-SYT(I,J)}/2.

30 CONTINUE

C SELECTION OF FORMAT FOR THE PRINT OUT.

```
IF (ABS(SZ(IEN,1)).LT.10.) GO TO 209
IF (ABS(SZ(IEN,1)).LT.100.) GO TO 208
```

```
FMS(2)=FX4
GO TO 212
```

```
208 FMS(2)=FX5
GO TO 212
```

```
209 FMS(2)=FX6
212 IF (ABS(CH(1B+1,1)).LT. 100.) GO TO 218
IF (ABS(CH(1R+1,1)).LT.10000.) GO TO 216
```

```
FMW(2)=FX2
GO TO 238
```

```
216 FMW(2)=FX4
GO TO 238
```

```
218 FMW(2)=FX6
238 CONTINUE
JB=1
```

```
JE=JB+11
```

```
239 WRITE (6,125) ILL, TM,(J,J=JB,JE)
WRITE (6,FMS) (J,( SZ(I,J),I=JB,JE),J=1,N)
```

```
WRITE (6,124) ILL, TM,(J,J=JB,JE)
WRITE (6,FMS) (J,(SRZ(I,J),I=JB,JE),J=1,N)
```

```
WRITE (6,126) ILL, TM,(J,J=JB,JE)
WRITE (6,FMW) (J,( W(I,J),I=JB,JE),J=1,N)
```

```
WRITE (6,127) ILL, TM,(J,J=JB,JE)
WRITE (6,FMW) (J,(U(I,J),I=JB,JE),J=1,N)
```

```
WRITE (6,136) ILL, TM,(J,J=JB,JE)
WRITE (6,FMY) (J,(YIT(I,J),I=JB,JE),J=1,N)
```

```
IF (JT.EQ.1) GO TO 240
JB=JB+12
JE=JE+12
```

```
IF (JE.GE.M) JT=1
GO TO 239
```

```
240 CONTINUE
NT2=NT1
```

```
WRITE (6,138) NOT
DO 205 I=1,NT1
```

```
205 WRITE (6,139) NLO(I)
C THE RESULTS FROM THE INPUT TAPE SAVED IN UNIT 8 IS TRANSFERRED TO THE
```

```
C OUTPUT TAPE BEHIND THE OUTPUT OF THIS RUN.
IF (NT3.EQ.0) GO TO 199
```

```
DO 210 I=1,NT3
READ (NTI) UT,UOT,UDDOT,UI,VT,VDT,VDDT,VI,SXT,SYT,SKYT,YIT
```

```
NT1=NT1+1
ILL=SYT(1,1)
```

```
WRITE (NT0) UT,UDI,UDDT,UI,VT,VDT,VDDT,VI,SXT,SYT,SKYT,YIT
WRITE (6,139) ILL
```

```
210 CONTINUE
199 NT3=NT1
LEN=LEN+1
```

```
ICV=0
WRITE (6,137) LEN,ILI,IEI,JLI,NT1,NT2,NT3,LPP,NT0,NTI,ICV
```

```
99 RETURN
124 FORMAT (49H1SHEAR STRESS DISTRIBUTION (SZ*100.) AT ILL =,I5,
```

SUBROUTINE PROUT

```

1      8H, TIME =,F10.6,5H SEC//IX,I9,1110//)
125  FORMAT (49H1VERTICAL STRESS DISTRIBUTION (S2*100,) AT ILL =,I5,
1      8H, TIME =,F10.6,5H SEC//IX,I9,1110//)
126  FORMAT ( 58H1VERTICAL DISPLACEMENT DISTRIBUTION (M*10.0E 06) AT
1      ILL =,I5,
1      8H, TIME =,F10.6,5H SEC//IX,I9,1110//)
127  FORMAT(55H1HORIZONTAL DISPLACEMENT DISTRIBUTION(U*1.0E06) AT ILL=
1      I5,
1      8H, TIME =,F10.6,5H SEC//IX,I9,1110//)
136  FORMAT (40HYIELD INDICATING TABLE (YIT) AT ILL =,I5,
1      8H, TIME =,F10.6,5H SEC//IX,I9,1110//)
137  FORMAT (1H0,3X,71HFOR CONTINUING RUN, ONLY NEED TO CHANGE THE LAST
1      DATA CARD AS FOLLOWS---//
1      211X,57HLR LEN ILI IEI JULI NT1 NT2 NT3 LPP NTI NTO ICV//
1      3AX,I5,5X,10I5)
138  FORMAT (1H0,18X,11HTAPE NUMBER,I6,54H CONTAINS THE RESULTS OF LOA
1      ID INCREMENT NUMBER ILL =//)
139  FORMAT (23X,I5)
      END

```

115

120

125

SYMBOLIC REFERENCE MAP

ENTRY POINTS
1 PROUT

VARIABLES	SN	TYPE	RELOCATION	13	AL	REAL	SDAT
22 AAP		REAL	SDAT	30	BETA	REAL	SDAT
21 AP		REAL	SDAT	44	CONV	REAL	CONTR
16 C		REAL	SDAT	17	C03	REAL	SDAT
10 C01		REAL	SDAT	12	DTT	REAL	SDAT
1 DT		REAL	SDAT				
1001 FMS		REAL	ARRAY	1004	FMM	REAL	ARRAY
1007 FMY		REAL	ARRAY	635	FX2	REAL	
674 FX3		REAL		633	FX4	REAL	
632 FX5		REAL		636	FX6	REAL	
14 GG		REAL		11	HH	REAL	
775 I		INTEGER	SDAT	26	IB	INTEGER	SDAT
43 ICV		INTEGER	CONTR	5	IE	INTEGER	CONTR
4 IEI		INTEGER	CONTR	27	IEN	INTEGER	SDAT
2 ILI		INTEGER	CONTR	772	ILL	INTEGER	
3 ILP		INTEGER	CONTR	773	IY	INTEGER	
774 J		INTEGER		777	JB	INTEGER	
1000 JE		INTEGER		6	JLI	INTEGER	CONTR
7 JLL		INTEGER	CONTR	776	JT	INTEGER	
771 K		INTEGER		36	KN	INTEGER	SDAT
33 KT		INTEGER	SDAT	35	KU	INTEGER	SDAT
0 LA		INTEGER	CONTR	1	LEN	INTEGER	CONTR
23 LPP		INTEGER	SDAT	32	LS	INTEGER	SDAT
3 M		INTEGER	SDAT	5	M1	INTEGER	SDAT
2 N		INTEGER	SDAT	31	NIN	INTEGER	SDAT
15 NIT		INTEGER	CONTR	17	NLO	INTEGER	CONTR
16 NOT		INTEGER	CONTR	34	NTD	INTEGER	SDAT
14 NTI		INTEGER	CONTR	13	NTD	INTEGER	CONTR
10 NT1		INTEGER	CONTR	11	NT2	INTEGER	CONTR
12 NT3		INTEGER	CONTR	4	N1	INTEGER	SDAT
20 P		REAL	SDAT	37	PCU	REAL	SDAT
64 PIN		REAL	ARRAY	15	PO	REAL	SDAT
6 SI		REAL	SDAT	7	SIK	REAL	SDAT
24 SOR2		REAL	SDAT	11724	SRZ	REAL	DUMMY
4752 SX		REAL	DUMMY	48161	SXT	REAL	ARRAY
11724 SXY		REAL	ARRAY	45133	SXYT	REAL	DUMMY
7337 SY		REAL	DUMMY	42546	SYT	REAL	ARRAY
4752 SZ		REAL	DUMMY	0	TM	REAL	SDAT
2365 U		REAL	ARRAY	2365	UD	REAL	ARRAY
21263 U00T		REAL	ARRAY	16676	UDI	REAL	ARRAY
23650 UI		REAL	ARRAY	14311	UT	REAL	ARRAY
0 V0		REAL	ARRAY	33207	VDDT	REAL	ARRAY
30622 VDT		REAL	ARRAY	35574	VI	REAL	ARRAY
26275 VT		REAL	ARRAY	7337	W	REAL	DUMMY
25 W0T		REAL	SDAT	47520	YIT	REAL	ARRAY

FILE NAMES MODE TAPES UNFMT
 TAPE6 FMT
 INTRIN
 ARG 1 INTRIN
 TYPE REAL
 ARGS 1 INTRIN

Contrails

UNCLASSIFIED
Security Classification

DOCUMENT CONTROL DATA - R & D		
(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)		
1. ORIGINATING ACTIVITY (Corporate author) University of Dayton Research Institute 300 College Park Avenue Dayton, Ohio 45409	2a. REPORT SECURITY CLASSIFICATION Unclassified 2b. GROUP	
3. REPORT TITLE MULTIWHEEL LANDING GEAR - SOILS INTERACTION AND FLOTATION CRITERIA - PHASE III. BRAKED WHEEL SINKAGE PREDICTION TECHNIQUE AND COMPUTER PROGRAM		
4. DESCRIPTIVE NOTES (Type of report and inclusive dates) COMPUTER PROGRAM REPORT		
5. AUTHOR(S) (First name, middle initial, last name) Bogner, Fred		
6. REPORT DATE September 1972	7a. TOTAL NO. OF PAGES 69	7b. NO. OF REFS 7
8a. CONTRACT OR GRANT NO. F33615-70-C-1170 b. PROJECT NO. c. d.	9a. ORIGINATOR'S REPORT NUMBER(S) University of Dayton Dayton, Ohio UDRI-TR-72-34 9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report) AFFDL-TR-72-111	
10. DISTRIBUTION STATEMENT Distribution limited to U. S. Government agencies only; test and evaluation; statement applied June 1972. Other requests for this document must be referred to AF Flight Dynamics Laboratory (AFFDL/FEM), Wright-Patterson AFB, Ohio 45433.		
11. SUPPLEMENTARY NOTES	12. SPONSORING MILITARY ACTIVITY AF Flight Dynamics Laboratory (AFFDL/FEM) Wright-Patterson AFB, Ohio 45433	
13. ABSTRACT The design and utilization of military aircraft in forward area situations has required a continual investigation of those factors which define the aircraft flotation performance and operations capability on semi- and unprepared soil runways. This report documents an analytical technique developed to predict the sinkage resulting from tire/wheel braking on a soil surface. A detailed description of the approach used is provided. Preparation of the computer program is explained including the instructions for input data. The results of several example cases are provided. And appendices are included for the governing equations, lumped parameter model developed and the Fortran IV source listings produced.		

DD FORM 1473
1 NOV 65

UNCLASSIFIED
Security Classification

UNCLASSIFIED
Security Classification

14.	KEY WORDS	LINK A		LINK B		LINK C	
		ROLE	WT	ROLE	WT	ROLE	WT
	Aircraft Flotation; Lumped Parameter Iteration Method; Computer Program; Aircraft Tire Braking Effects on Soil Runways; CDC 6600 Computer Program; Braking; Drucker-Prager Yield Criterion; Soil Model; Soil Parameter; Soil Displacement						