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(54) **ACTIVE CONTROL OF MULTI-ELEMENT ROTOR BLADE AIRFOILS**

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Related U.S. Application Data

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(51) **Int. Cl.**⁷ **B64C 11/18**

(52) **U.S. Cl.** **416/1; 416/24; 416/155; 416/231 B**

(58) **Field of Search** **416/1, 23, 24, 416/155, 156, 228, 231 B**

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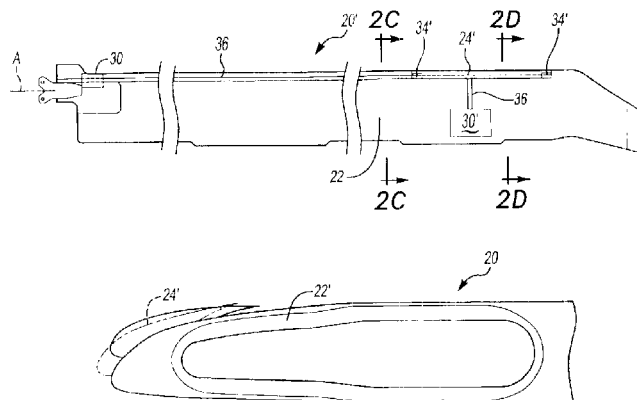
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(57) **ABSTRACT**

A multi-element rotor blade includes an individually controllable main element and fixed aerodynamic surface in an aerodynamically efficient location relative to the main element. The main element is controlled to locate the fixed aerodynamic surface in a position to increase lift and/or reduce drag upon the main element at various azimuthal positions during rotation.

25 Claims, 12 Drawing Sheets



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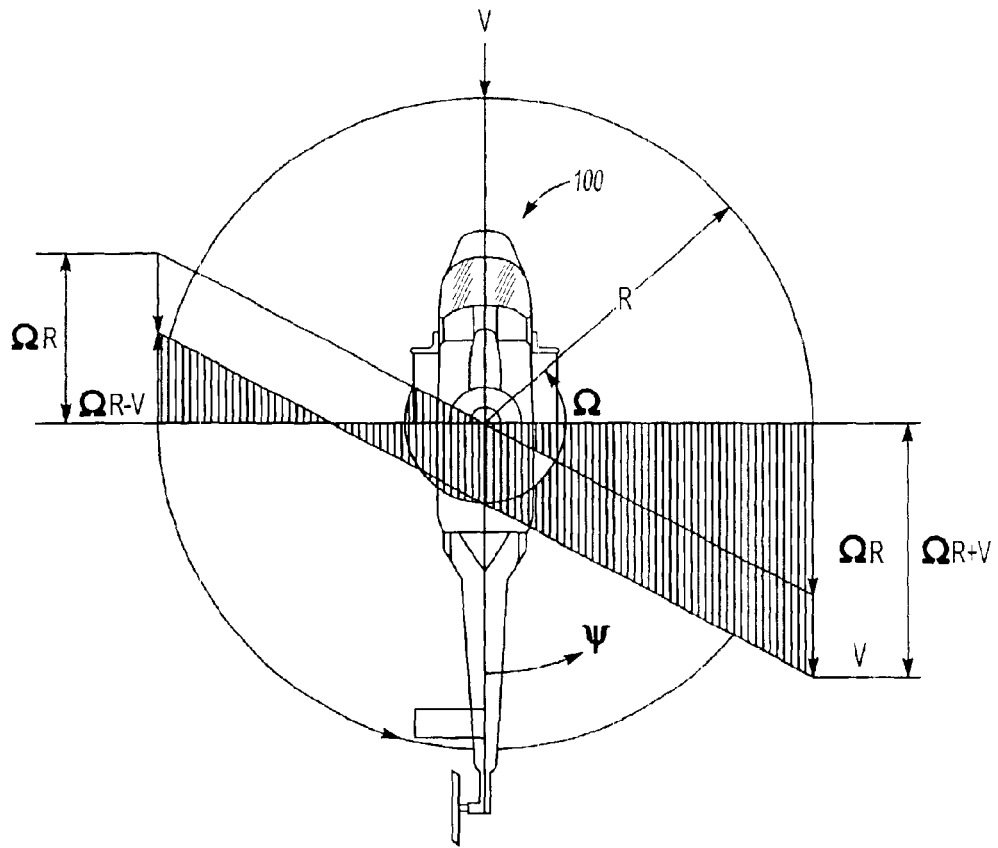


Fig-1

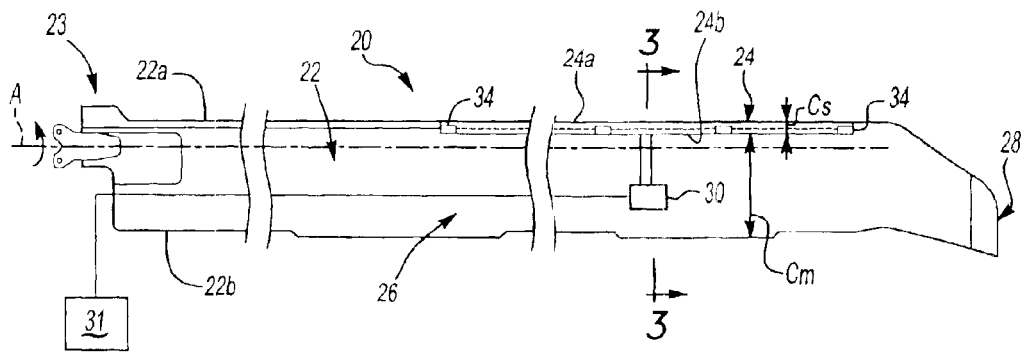


Fig-2A

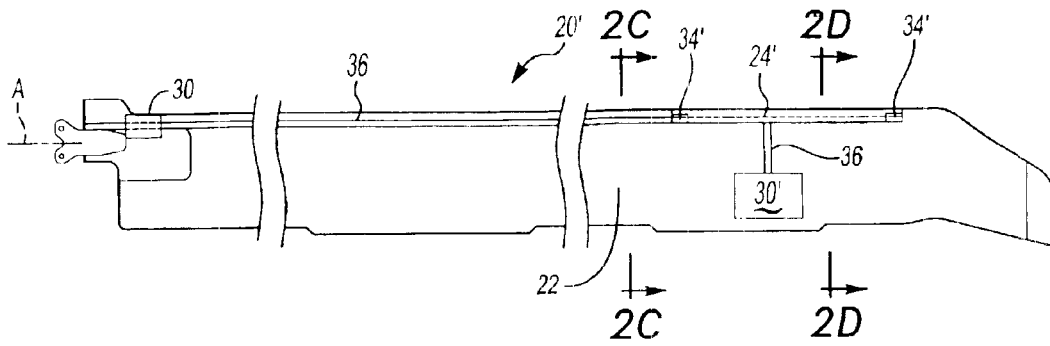


Fig-2B

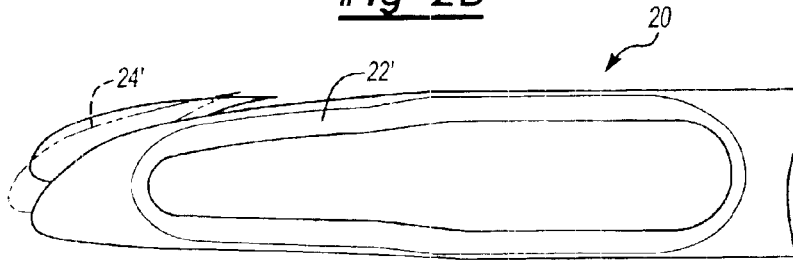


Fig-2C

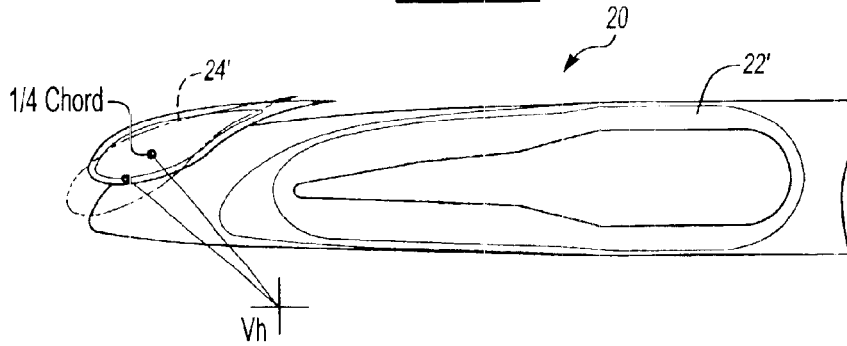


Fig-2D

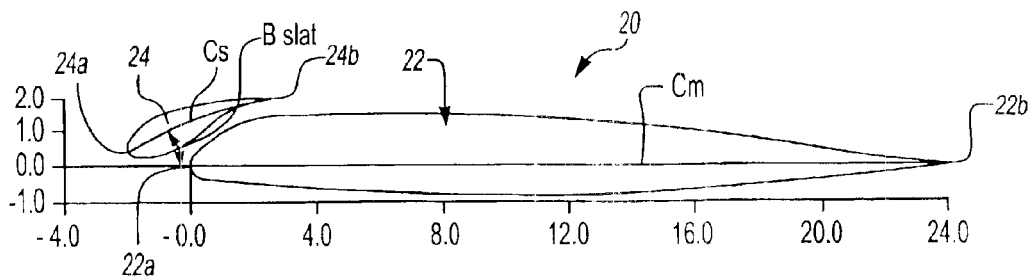


Fig-3

Fig-4A

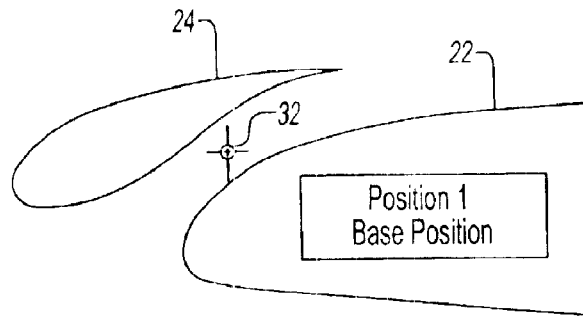


Fig-4B

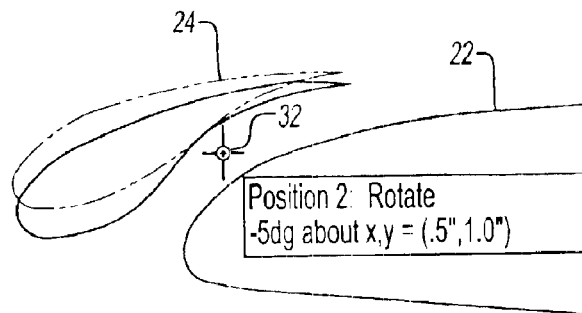


Fig-4C

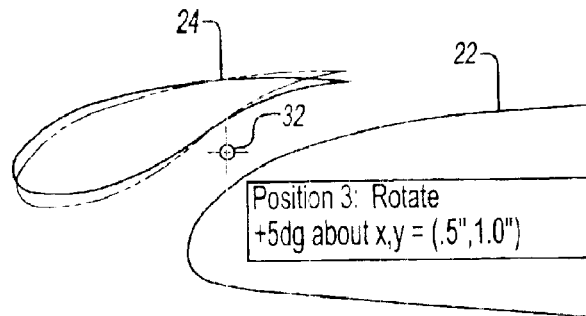
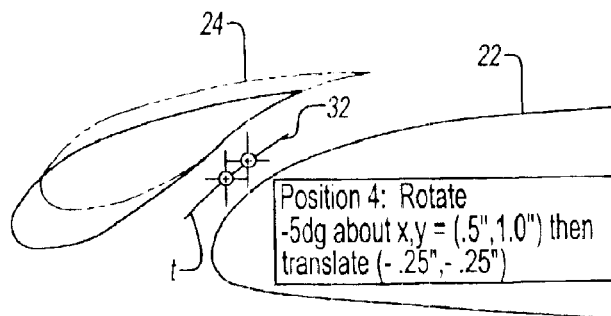


Fig-4D



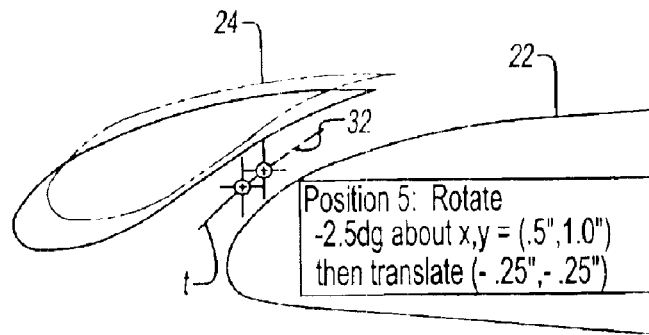


Fig-4E

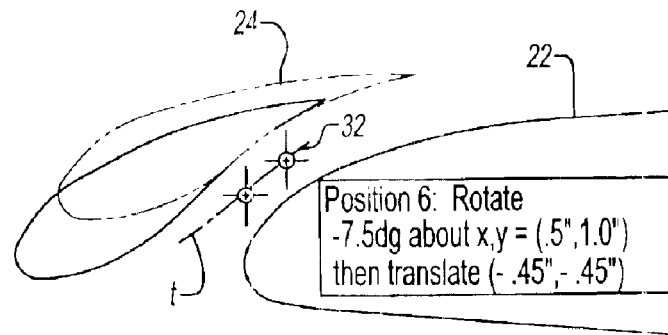


Fig-4F

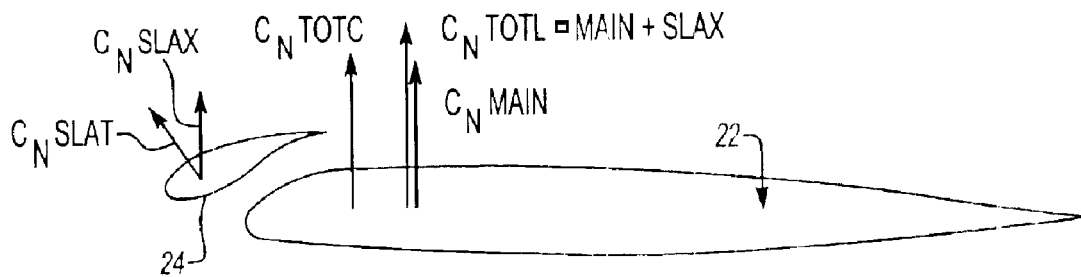


Fig-5

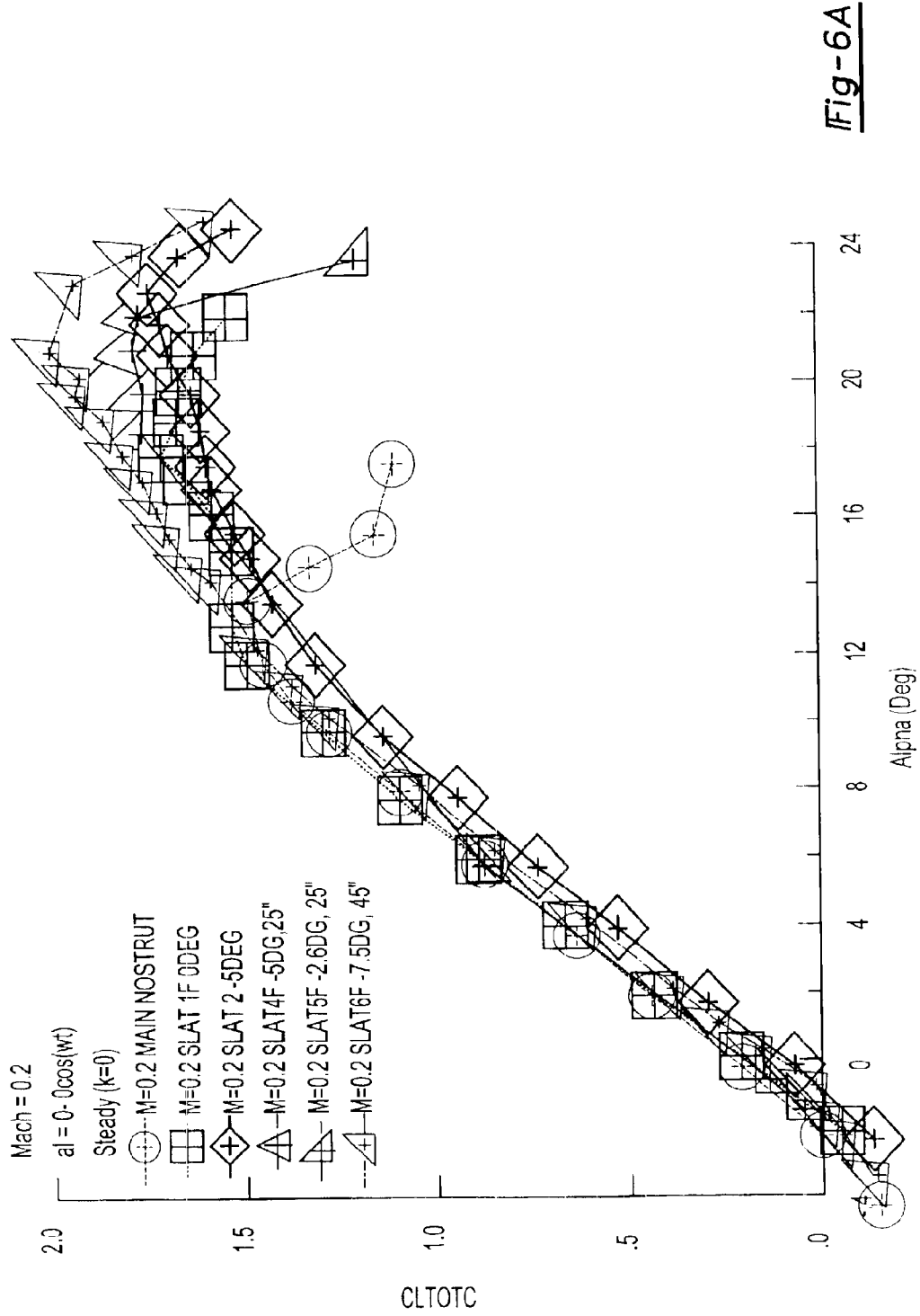


Fig-6A

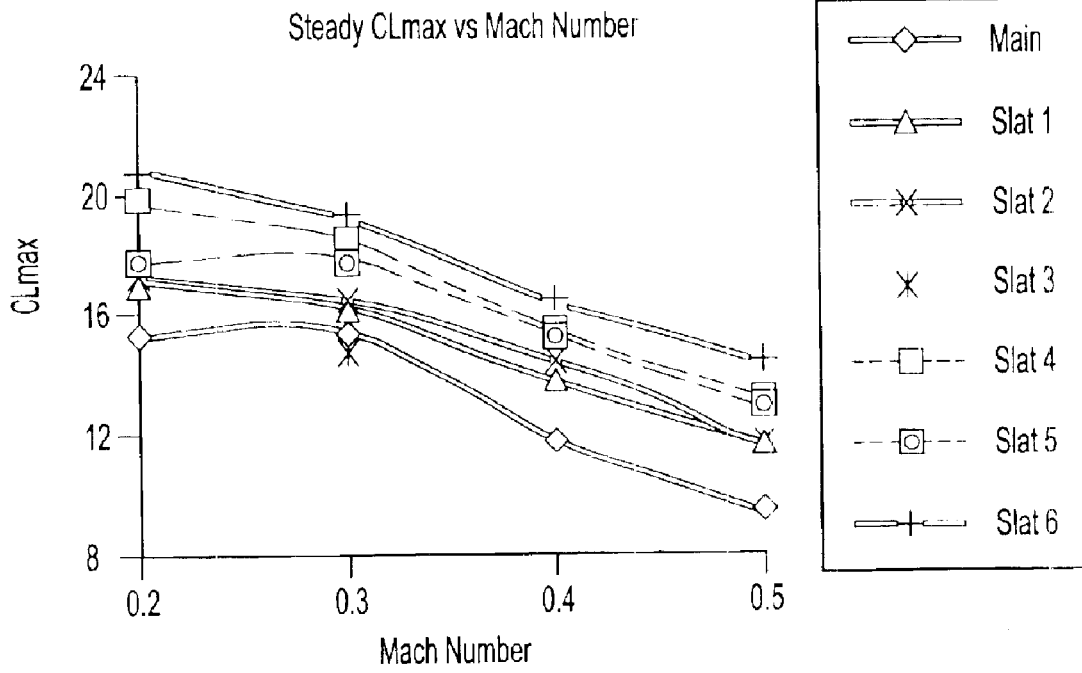


Fig-6B

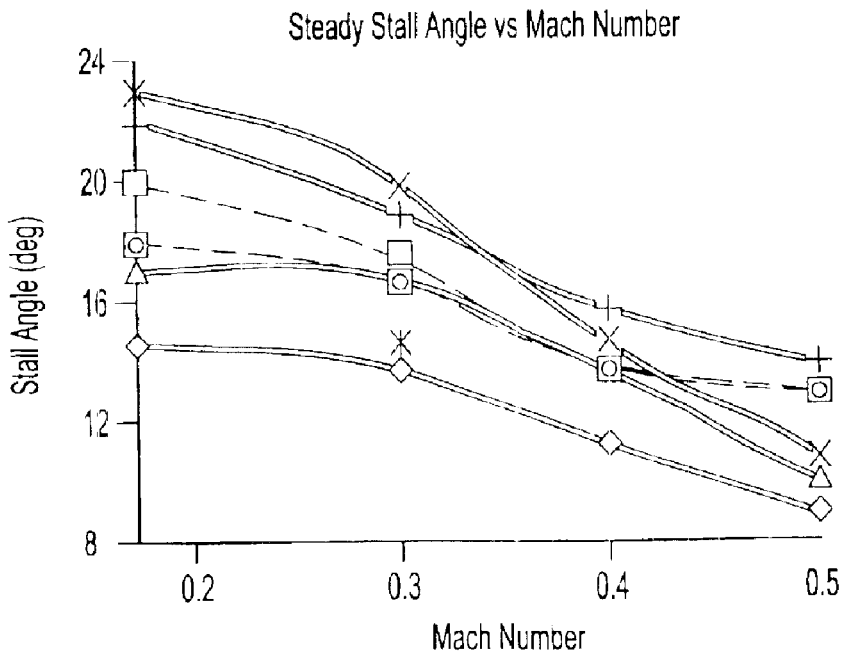


Fig-6C

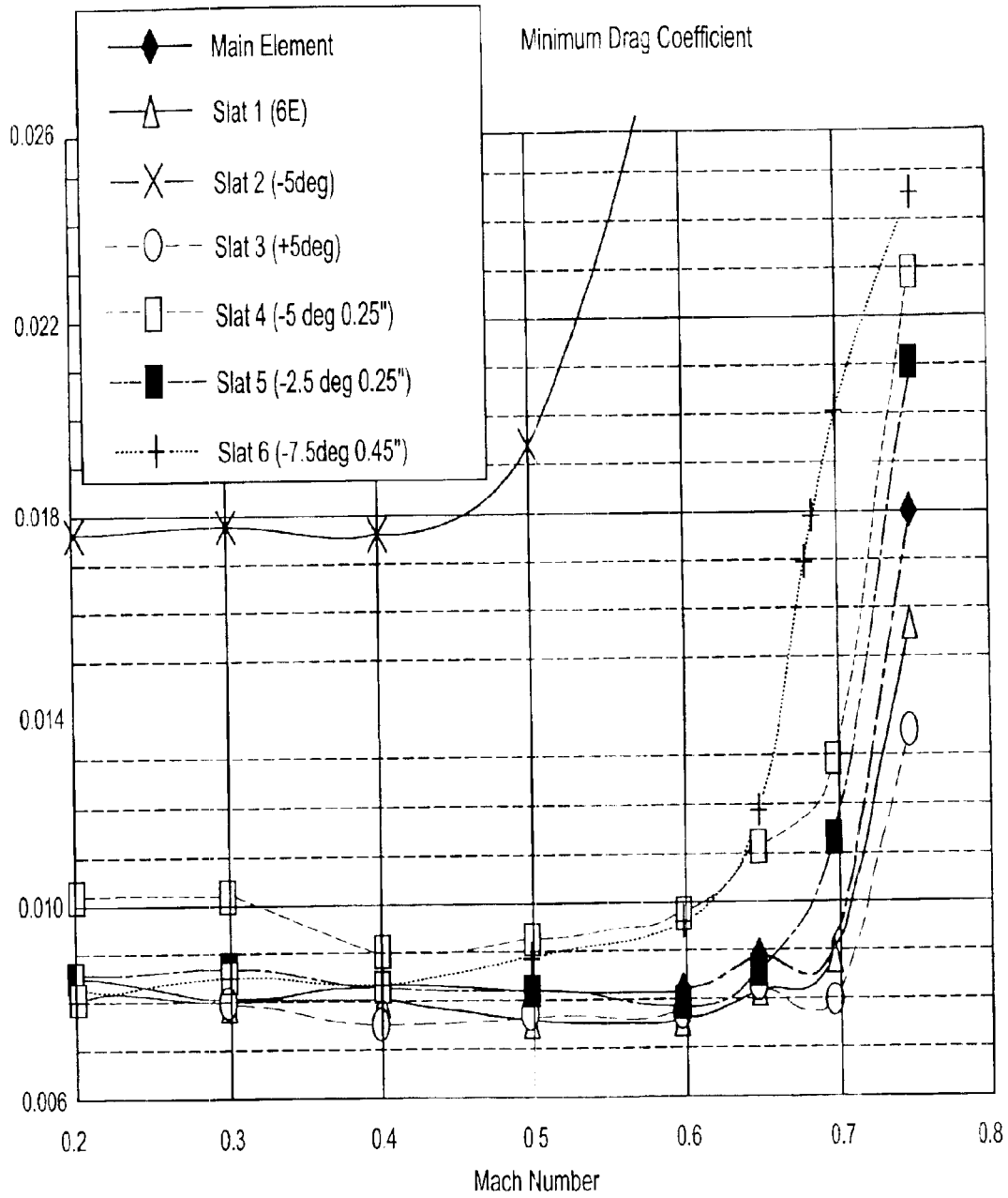


Fig-7

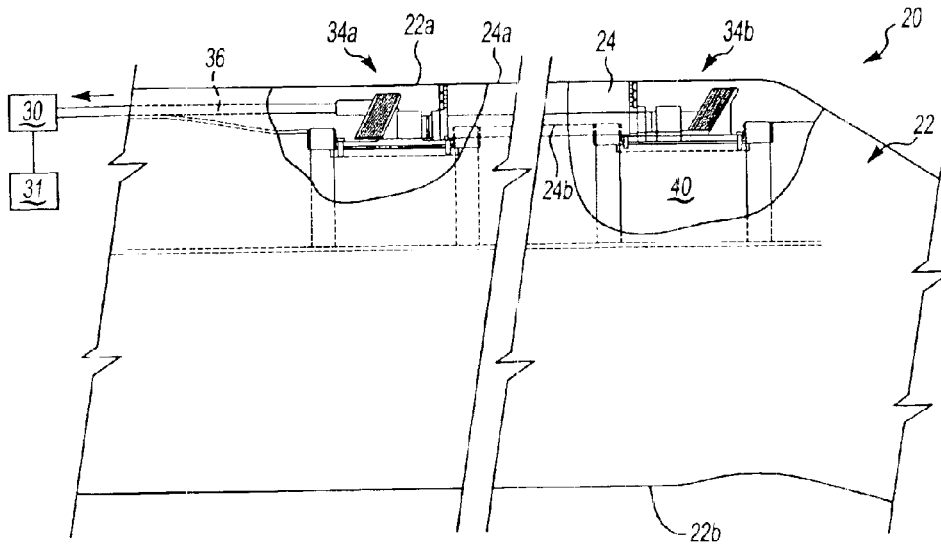


Fig-8

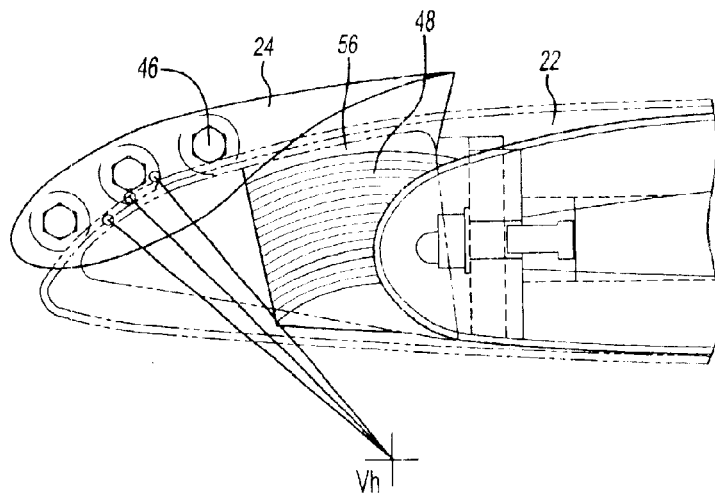


Fig-9B

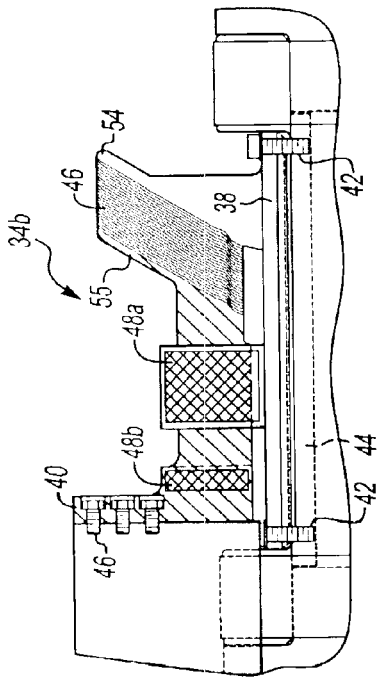


Fig-9A

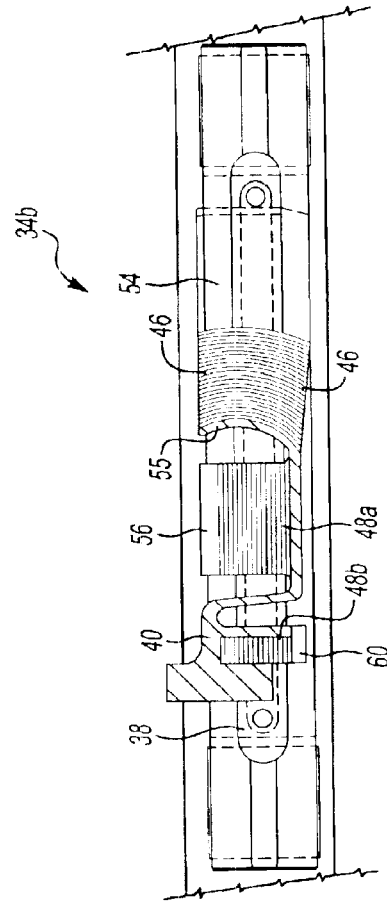
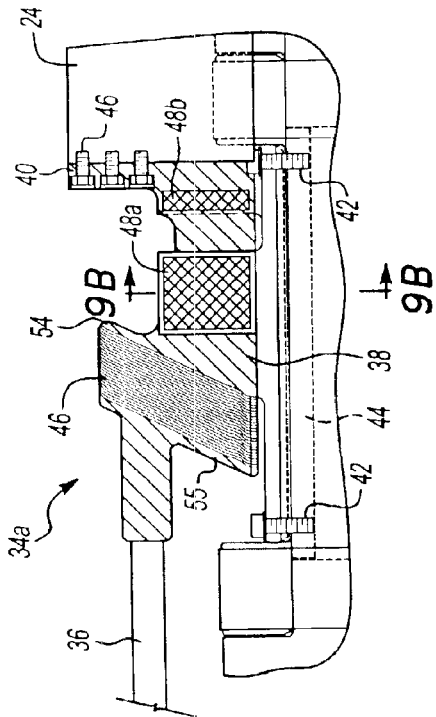
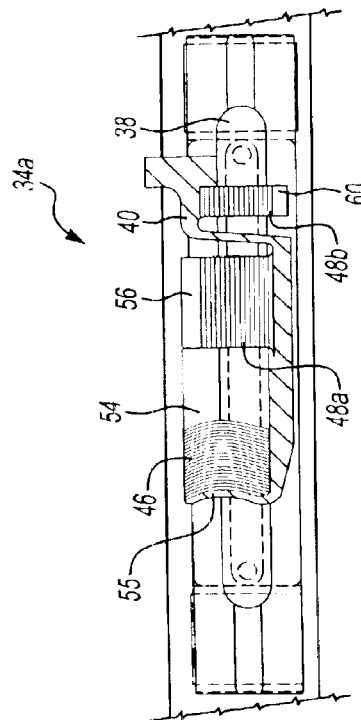


Fig-9C



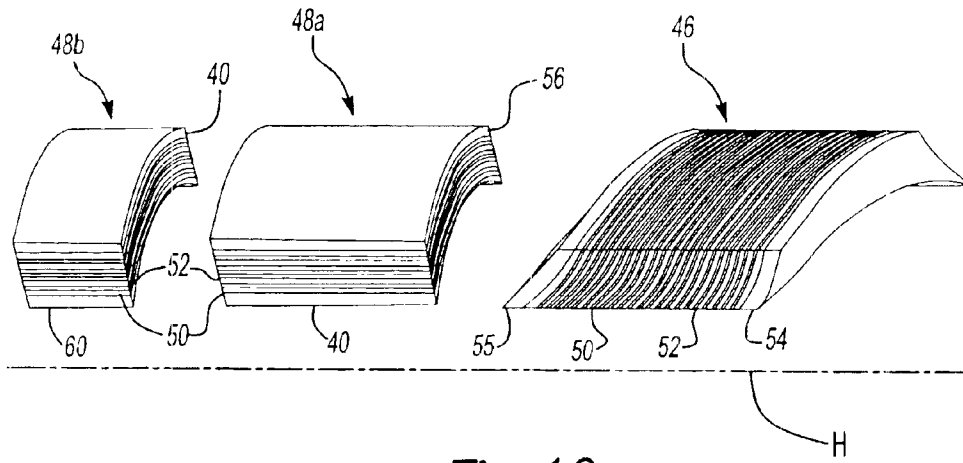


Fig-10

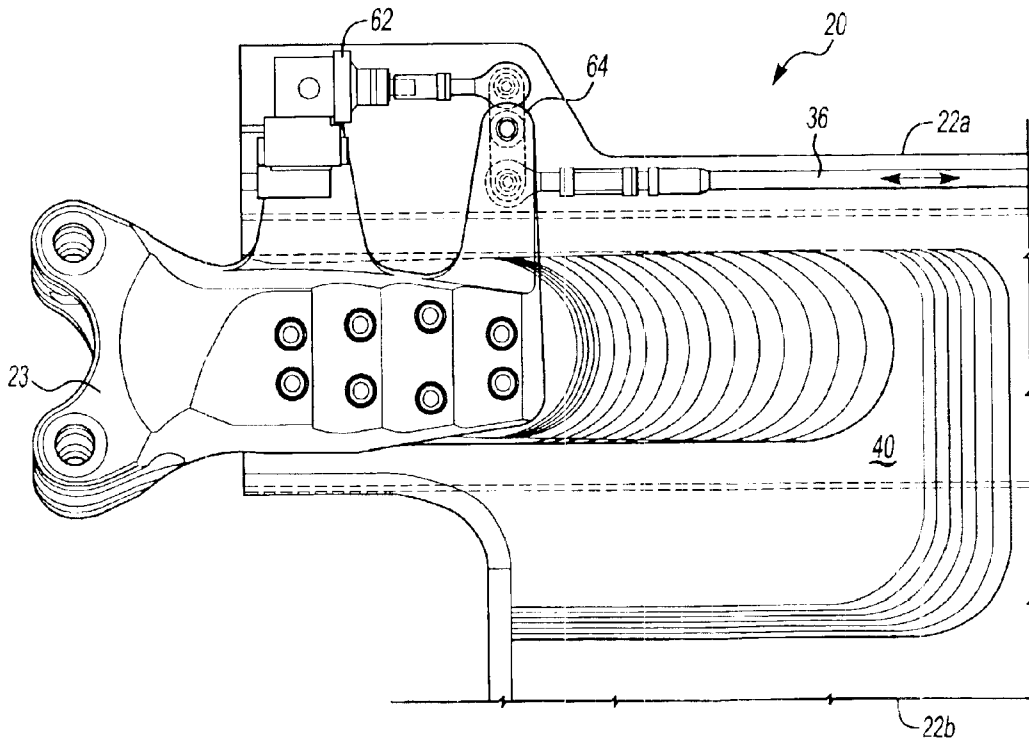


Fig-11

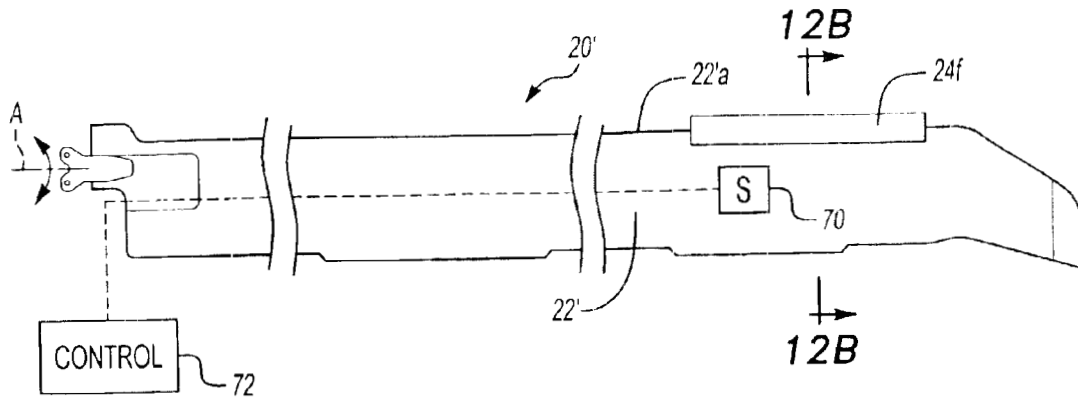


Fig-12A

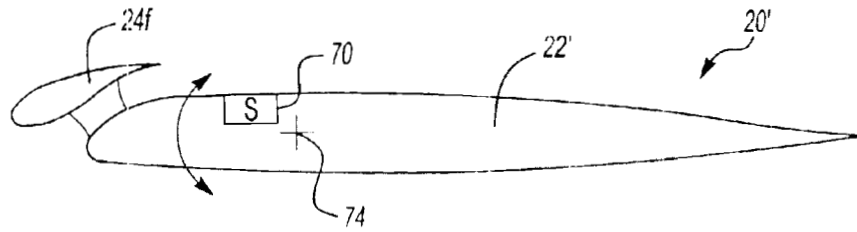


Fig-12B

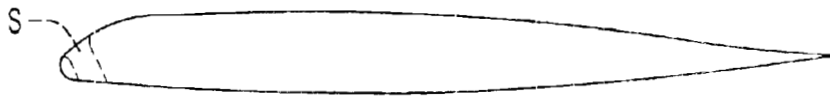


Fig-12C

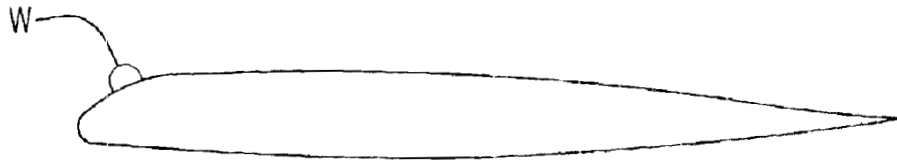


Fig-12D

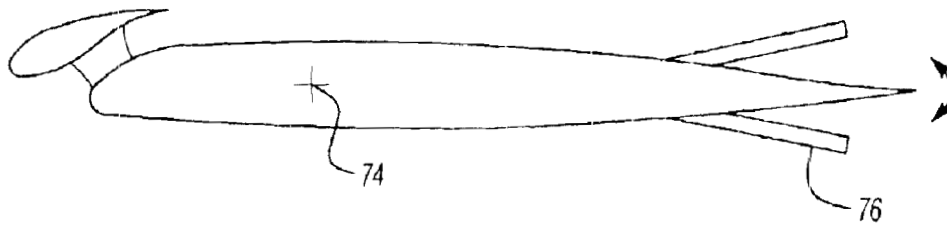


Fig-12E

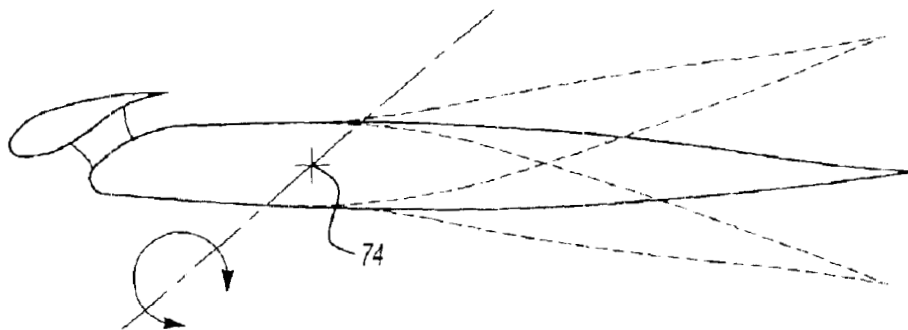


Fig-12F

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ACTIVE CONTROL OF MULTI-ELEMENT ROTOR BLADE AIRFOILS

The present application is a Continuation-In-Part of U.S. patent application Ser. No. 10/147,558, filed 17 May 2002 now U.S. Pat. No. 6,769,872.

This invention was made with government support under Cooperative Agreement: NCC2-9016 for the Variable Geometry Advanced Rotor Technology program awarded by NASA. The government therefore has certain rights in this invention.

BACKGROUND OF THE INVENTION

The present invention relates to an active multi-element rotor blade, and more particularly to controlling a fixed slat relative through movement of a main element.

Multi-element airfoils are in common use on fixed wing aircraft. Such applications, however, are either in a fixed configuration or activate at relatively slow rates. In conventional applications, the aerodynamic flow environment is steady or quasi-steady.

Multi-element airfoil application to rotary-wing aircraft has concentrated upon the development of fixed elements which attempt to provide a compromise between achieving an average improvement to rotor disc lift and avoiding an unacceptable increase in drag. Such fixed elements provide numerous design challenges including the aerodynamic requirements from lower-speed, high angle of attack on the retreating side of the rotor disc to high speed, low angle of attack operation on the advancing side of the rotor disc. Current designs for high lift in the low speed regime suffer from unacceptable drag levels at high speed while current designs for low drag in the high-speed regime do not show sufficient benefits of increased lift in the low speed regime.

Accordingly, it is desirable to provide an active multi-element rotor blade airfoil which is configurable to maximize lift performance while minimizing drag in various flight regimes.

SUMMARY OF THE INVENTION

The present invention provides a multi-element rotor blade having a movable main element and fixed aerodynamic surface, such as a slat positioned in an aerodynamically efficient location relative to the main element. The movable element is controlled via standard blade control mechanisms including, but not limited to, root actuation control powered by hydraulic or electrometrical means, flaps or induced structural twist. The control means may be operated in accordance with predetermined parameters which vary according to flight conditions. In one embodiment, the control means is dynamically responsive to changing flight conditions.

The present invention therefore provides a multi-element rotor blade airfoil which is configurable to maximize lift performance while minimizing drag for all flight regimes.

BRIEF DESCRIPTION OF THE DRAWINGS

The various features and advantages of this invention will become apparent to those skilled in the art from the following detailed description of the currently preferred embodiment. The drawings that accompany the detailed description can be briefly described as follows:

FIG. 1 is a schematic top view illustrating the aerodynamic environment of a helicopter main rotor in forward flight;

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FIG. 2A is a plan view illustrating a multi-element rotor blade according to the present invention;

FIG. 2B is a plan view illustrating another multi-element rotor blade according to the present invention;

FIG. 2C is a sectional view of the multi-element rotor blade taken along the line 2C—2C of FIG. 2B;

FIG. 2D is a sectional view of the multi-element rotor blade taken along the line 2D—2D of FIG. 2B;

FIG. 3 is a sectional view of the multi-element rotor blade taken along the line 3—3 of FIG. 2;

FIGS. 4A—4F are general schematic views of slat positions relative to the main element of a multi-element rotor blade according to the present invention;

FIG. 5 is a schematic representation of the defined quantities used for the computed section loads of a multi-element rotor blade;

FIG. 6A is a graphical representation of airloads for multiple slat positions relative to the main element of a multi-element rotor blade at a Mach number of 0.2;

FIG. 6B is a graphical representation of Steady C_{Lmax} V. Mach number for multiple slat positions relative to the main element of a multi-element rotor blade;

FIG. 6C is a graphical representation of steady stall angle v. Mach number for multiple slat positions relative to the main element of a multi-element rotor blade;

FIG. 7 is a graphical representation of minimum drag coefficients for multiple slat positions relative to the main element of a multi-element rotor blade;

FIG. 8 is a partial sectional plan view illustrating the elastomeric coupler assemblies for a multi-element rotor blade according to the present invention;

FIG. 9A is an expanded view illustrating the elastomeric coupler assemblies of FIG. 8;

FIG. 9B is a sectional view taken along the line 9B—9B of FIG. 9A;

FIG. 9C is a rear view of the elastomeric coupler assemblies of FIG. 9A,

FIG. 10 is a schematic view of the elastomeric bearings illustrating the layer orientation of the helical and support bearings;

FIG. 11 is an expanded partial sectional plan view of the root of a multi-element rotor blade illustrating an actuator for the elastomeric coupler assemblies of FIG. 8;

FIG. 12A is a plan view of another multi-element rotor blade having a fixed slat according to the present invention;

FIG. 12B is a sectional view of the multi-element rotor blade of FIG. 12A according to the present invention having another fixed aerodynamic surface,

FIG. 12C is a sectional view of another multi-element rotor blade according to the present invention having a fixed aperture aerodynamic surface;

FIG. 12D is a sectional view of another multi-element rotor blade according to the present invention having another fixed aerodynamic surface;

FIG. 12E is a sectional view of another multi-element rotor blade having a flap for individual control of the main element; and

FIG. 12F is a sectional view of another multi-element rotor blade which is controlled through twisting of the main element.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

FIG. 1 generally illustrates the aerodynamic environment of a helicopter **100** in forward flight having rotor blades of

a rotor radius R and rotating at an angular speed Ω , while advancing at a flight velocity V . The speed of the airflow over the advancing blade tip is the rotation based speed ΩR plus the flight velocity V . The airflow over the retreating blade tip is the rotation based speed ΩR minus the flight velocity V . The airspeed difference between the advancing and the retreating blade is, therefore, relatively large.

The azimuth angle Ψ is an angle measured counterclockwise from the tail of the helicopter. It should be understood that, although Ψ is defined, herein, in reference to a counter clockwise rotating rotor, such definition is for convenience only and should not be considered limiting. At an azimuth angle Ψ of 90 degrees, the airspeed of the advancing blade reaches the maximum of $\Omega R + V$. At an azimuth angle Ψ of 270 degrees, the airspeed of the retreating blade reaches the minimum of $\Psi R - V$. The relative airflow at any radial and azimuthal position is obtained by adding a sinusoidal variation of flight speed to the rotational speed component, i.e., $V(r, \Psi) = \Omega r + V \sin(\Psi)$, where r is the radial position and Ψ is the azimuthal position.

FIG. 2A is a plan view showing a multi-element rotor blade 20 having a main element 22 and an active slat 24 movable relative to the main element 22. The main element 22 includes a blade root portion 23, a center portion 26, and a blade tip portion 28. Each portion may define a separate airfoil section and it should be understood that, although the illustrated embodiment illustrates a particular design, other rotor blades will benefit from the present invention.

The blade root portion 23 is attached to a rotor head (not shown) for rotating the rotor blade 20 about an axis of rotation A. The main element 22 defines a leading edge 22a and a trailing edge 22b, which are generally parallel to each other. The distance between the leading edge 22a and the trailing edge 22b defines a main element chord length C_m . It should be understood that any rotor blade design will benefit from the present invention.

The slat 24 is mounted parallel to the leading edge 22a and is movable relative thereto by an actuator assembly (illustrated schematically at 30 in FIG. 2A and FIG. 11) or the like about elastomeric coupler assemblies (illustrated schematically at 34). The slat 24 defines a leading edge 24a and a trailing edge 24b, which are generally parallel to each other. A distance between the leading edge 24a and the trailing edge 24b defines a slat chord length C_s .

It should be understood that various actuators and slat mounting arrangements will benefit from the present invention. Actuators such as mechanical, electrical, pneumatic, piezoceramic, hydraulic and the like will also benefit from the present invention. It should also be understood that, although the present invention is described with regard to a multi-element airfoil on a main rotor, many other movable members including airfoil and non-airfoil members will benefit from the present invention. Moreover, other coupling applications will also benefit from the present invention such as, for example, hinges for doors or the like.

Additionally or alternatively, an electronic controller 31 operates an actuator 30, which moves the slat 24. It should be further understood that although the slat in the disclosed embodiment is illustrated along a particular longitudinal length of the main element 22 other lengths and locations for continuous or partial length slats will benefit from the present invention.

Referring to FIG. 2B, another blade design includes an active slat 24', which preferably spans from the 75% R to 90% R length. A plurality of elastomeric coupler assemblies 34', upon which the slat 24' moves, are mounted to the main

element 22' to support rotation and translation of the slat 24' about a virtual hinge point V_h (FIG. 2D). FIG. 2B illustrates another location for actuator 30' mounted inboard slat 24' adjacent the root (FIG. 11).

Referring to FIG. 3, a sectional view of the rotor blade 20 is illustrated. The leading edge 22a of the main element 22 defines an origin of coordinates $(x, y) = (0, 0)$. The base slat geometry and position preferably provides acceptable (relative to a conventional single element airfoil) maximum coefficient of lift C_{Lmax} at moderate Mach number (retreating blade) while minimizing drag C_D at higher Mach number (advancing blade). Applicant has determined that the slat chord C_s is preferably rotated nose down at an angle (β_{slat}) with respect to the main element chord C_m to achieve desired base position results. In one preferred embodiment, in which the main element chord C_m is 24 inches and the leading edge 22a defines the origin of coordinates, the slat leading edge 24a is at $(x, y) = (-1.892", +0.642")$, the slat trailing edge is at $(+1.677", +1.943")$ and $\beta_{slat} = 20$ degrees nose down. The slat quarter chord is at $(-0.983", +0.973")$ and the base position rotation point 32 (shown in FIG. 4A) is at $(0.5", 1.0")$. It should be understood, however, that other multi-element rotor blades will benefit from the present invention.

Referring to FIGS. 4A-4F, the slat 24 preferably rotates and translates relative to the main element 22 from a base position (FIG. 4A). The slat 24 preferably rotates about the base position rotation point 32 and translates relative thereto. From the base position rotation point 32, the slat 24 also translates along a translation line t (FIGS. 4D-4F) defined down and away from the main element 22. Preferably, the translation line is orientated to provide slat 24 translation approximately 45 degrees down and away from the main element 22. Positive rotation is slat nose up.

Rotation and translation of the slat 24 may also be accomplished by locating the rotation point 32 outside the contour of the slat 24 and main element 22, as depicted by the virtual hinge point V_h in FIG. 2D. When extended along the span of the slat 24, the virtual hinge point V_h defines an axis H (FIG. 10) generally parallel to both the main element 22 and the slat 24. That is, by locating the virtual hinge point V_h outside the contour of the main element 22' opposite the slat 24', rotation and translation is obtained, similar to that shown in FIGS. 4A-F. It should be understood that other positions will also benefit from the present invention. Furthermore, the slat 24' is continuously movable through an infinite number of positions between at least any two of the representative positions.

The base position (FIG. 4A) provides a compromise between minimum coefficient of drag C_D and maximum coefficient of lift C_{Lmax} . Position 2 (FIG. 4B) rotates the slat -5° (nose down) about $x, y = (0.5", 1.0")$. Position 3 (FIG. 4C) rotates the slat $+5^\circ$ (nose up) about $x, y = (0.5", 1.0")$. Position 4 (FIG. 4D) provides a -5° rotation with a translation of $x, y = (-0.25", -0.25")$. Position 5 (FIG. 4E) combines a -2.5° rotation about $x, y = (0.5", 1.0")$ with a translation of $x, y = (-0.25", -0.25")$ from $x, y = (0.5", 1.0")$. Position 6 (FIG. 4F) combines a -7.5° rotation with a translation of $x, y = (-0.45", -0.45")$ from $x, y = (0.5", 1.0")$ to maximize C_{Lmax} capability. It should be understood that, although discrete positions are disclosed in the illustrated embodiment, other positions will benefit from the present invention. In other words, the slat 24 is continuously movable through an infinite number of positions between maximum positions defined at, preferably, $\Psi = 90^\circ$ azimuth position and $\Psi = 270^\circ$ azimuth position. The maximum positions are preferably limited by mechanical stops or the like.

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Referring to FIG. 5, defined quantities used for the computed section loads are illustrated. MAIN refers to the loads on the main element only, normalized by the loads on the main element chord, with the pitching moment at the main element 1/4 chord. SLAT refers to the loads on the slat only, normalized by the slat chord and using the slat 1/4 chord as the moment center. TOTC is total airfoil load, now normalized by the total chord (C_{TOTC}) and with the moment center at the total airfoil 1/4 chord ($x_{1/4TOTC}$). β_{slat} is the angle of the slat chord with respect to the main element chord.

Locations x and y are referenced to the main element leading edge and parallel and normal to the main element chord line. $x_{1/4TOTC}$ is the 1/4 chord position of the complete airfoil, and ($x_{slat\ 1/4}$, $y_{slat\ 1/4}$) is the location of the slat 1/4 chord. Geometrical parameters for the positions are shown in the Table below.

Configuration	β_{slat}	C_{TOTC}	$x_{1/4TOTC}$	$x_{slat\ 1/4}$	$y_{slat\ 1/4}$
Main Only	N/A	24.00"	6.00"	N/A	N/A
Slat 1	-20°	25.89"	4.58"	-0.98"	+0.97"
Slat 2	-25°	25.89"	4.58"	-0.98"	+0.84"
Slat 3	-15°	25.89"	4.58"	-0.98"	+1.10"
Slat 4	-25°	26.14"	4.40"	-1.23"	+0.59"
Slat 5	-22.5°	26.14"	4.40"	-1.23"	+0.66"
Slat 6	-27.5°	26.34"	4.25"	-1.42"	+0.33"

Referring to FIG. 6A, airloads for the various configurations at a Mach number of 0.2 are graphed. Mach 0.2 is an example of a retreating blade speed. Slat position 6 (FIG. 4F) consistently provides the highest combined C_{Lmax} ($C_{L/TOTC}$) and the latest stall. Steady C_{Lmax} v. Mach number is graphically depicted in FIG. 6B, and steady stall angle v. Mach number is graphically depicted in FIG. 6C. Slat position 6 is therefore the preferred position for the retreating side of the rotor disc.

Referring to FIG. 7A, minimum drag coefficients for each slat position are illustrated. The minimum drag values for the main element only, main element with slat position 1, and position 3 are relatively close to each other, rising rapidly only above $M=0.75$. Position 5 also has similar minimum drag values at a lower Mach number, but exhibits rapid drag rise at $M=0.70$. Position 3, the only positive rotation slat position, provides the lowest drag at higher Mach numbers relevant for an advancing blade. Slat position 3 is therefore preferred for the advancing side of the rotor disc.

For the advancing blade, because the airspeed thereof is significantly greater than the retreating blade, applicant has determined that a positive rotation from the base position (position 3; FIG. 4C and FIG. 7) minimizes drag at low angles of attack, providing a coefficient of drag C_D lower than a conventional single element rotor blade. For the retreating blade, since the airspeed thereof is significantly lower than the advancing blade, Applicant has determined that negative rotation and translation (position 6; FIG. 4F and FIG. 6B) maximizes the coefficient of lift C_{Lmax} . Slat position 6 provides an increase in the steady state coefficient of lift by 0.3 to 0.45 and also an improved average lift capability for unsteady motions.

Actuation of the slat can be prescribed for a given aircraft, prescribed in response to a given aircraft at a given flight condition, or actively controlled in that real time sensors, which acquire data and via a computer processing algorithm within controller 31, demand slat position to optimize a defined performance objective. Prescribed motion is open

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loop, there is no feedback. In other words, a prescribed motion schedule is defined and the slat moves accordingly (although a different prescribed motion may be provided for different flight conditions or loading conditions, etc.—but these are relatively slowly changing conditions).

In one control schedule, the actuator 30 (FIG. 2A) controls the movement of the slat 24 in a prescribed manner in accordance with azimuth angle Ψ . The actuator 30 may be controlled by a cam arrangement or the like, which drives the slat in a predetermined pattern relative to the azimuth angle Ψ . Preferably, the slat 24 is driven between slat position 6 and slat position 3 in a sinusoidal wave pattern, which has a maximum nose up position near $\Psi=90$ degrees and a maximum nose down position near $\Psi=270$ degrees. That is, the slat 24 is at a low drag position (position 3; FIG. 4C) at $\Psi=90$ degrees, at high lift position (position 6; FIG. 4F) at $\Psi=270$ degrees and at a base position (approximately position 1; FIG. 4A) at $\Psi=0, 180,$ and 360 degrees. It should be understood that it may not be physically possible to pass exactly through the 3 positions illustrated by FIGS. 4C, 4F and 4A (positions 1, 3 and 6) with a single pivot axis H. With single pivot axis H located to achieve positions 1 and 6, the slat will move through a base position which may differ from that which is illustrated as position 1 (FIG. 4A).

Prescribed motion is based on providing a minimum drag configuration in the high speed region (advancing blade), where drag is more critical for overall rotor performance, while also providing a maximum lift configuration in the lower speed region (retreating blade), where lift is more critical for overall rotor performance. Such a prescribed motion may be defined as, for example only, a once per revolution (1P) sinusoidal motion. A 1P function can be defined as: $y=A*\sin(1*\Psi)$, where "A" is the amplitude and " Ψ " is the azimuthal angle. The 1P function provides a smooth continuous curve that starts at zero at $\Psi=0$ (blade over the tail), grows to an amplitude of "A" at $\Psi=90$ degrees (FIG. 1; blade pointing directly to the right side—maximum advancing speed), diminishes back to zero at $\Psi=180$ degrees (blade over the aircraft nose) and then further diminishes to an amplitude of minus "A" at $\Psi=270$ degrees (FIG. 1; blade pointing directly to the left—minimum speed, called the retreating blade side), and then finally grows back to zero at $T=360$ degrees which equals $\Psi=0$ degrees (blade over tail). A 2P (or twice per rev) function: $y=A*\sin(2*\Psi)$ provides the same 1P curve shape, only it completes a complete cycle in 1/2 the azimuth—between $\Psi=0$ and $\Psi=180$. So for a single revolution, 2 cycles are achieved—which means two maximum points of amplitude "A," (at 45 degrees and at 225 degrees) and two minimums of amplitude, "-A," (at 135 degrees and at 315 degrees). In a like manner, a 3P function has 3 cycles per rotor revolution and a 4P function 4 cycles per revolution, and so forth. Superimposing and phase shifting of control harmonics can be used to alter the prescribed motion in response to flight condition to provide an optimal response or desired characteristics. That is, 1P prescribed motion may be preferred for one flight condition, while 1P and/or XP may be preferred for another flight condition.

A controller determines the optimal function to alter the prescribed motion schedule being enacted. In this case, however, the rate at which an aircraft changes flight condition (such as speed or altitude) is far below the rotational speed of the rotor, so this more rigid (function mapping) scenario is defined as prescribed control. Further, for prescribed motion a somewhat arbitrary distinction may be defined between "simple" 1P motion (the slat moves to low drag on the advancing side and high lift on the retreating

side), and more complex, higher harmonic motion which essentially becomes an arbitrary motion (which can be defined as a sum of harmonics), but is still prescribed without requiring a closed loop feedback system.

Changing of prescribed motions, due to changing from one flight condition to another, has aspects of an active control system. That is, control logic selects one of several predefined prescribed motions based on sensor measurements, such as flight speed and altitude. The "prescribed control" strategy differs from active control, whereby sensor feedback (at rates similar to or higher than rotor speed) is used to change slat motion up to a per rev basis.

Prescribed motion may additionally, or in the alternative, include other prescribed motion functions, such as moving the maximum slat nose up and/or slat nose down positions to other points in the azimuth, and/or sustaining a given deflection for some period, or other motions that optimize defined performance objectives. These additional/alternative motion functions are defined as a sum of sinusoidal motions of different frequencies and phase angles, i.e. how rapidly the sinusoidal motion occurs and the relative starting point of the motion around the azimuth. The "phase" of the function changes the starting point of the motion away from $\Psi=0$ degrees to any other point, and the sharper a motion gets, the more harmonic functions are required to the limit in which a step change function requires an infinite number of harmonic functions.

For active or adaptive control, sensor data is acquired in real time and as a result of this data, the slat motion is controlled to provide an optimized motion based on predetermined objectives. Slat motion commanded by closed loop control has an arbitrary waveform (within the constraints of the controller basis functions) in addition or alternatively to prescribed motion. Active control tailors the slat movement in real time, as sensor data is acquired and processed through defined algorithms, to meet a defined objective function. This objective function can be made up of multiple performance objectives and tailored for different modes of operation, e.g. a high performance mode, a low noise mode, etc., and for different flight conditions and/or configurations, e.g., hover, forward flight, air-to-air engagement, etc. As stated with regard to prescribed motion, the active control motions are defined in the time context of the order of the blade rotation, i.e. the processing and sensor feedback are at a rate similar to the rotor rotation rate. Implementation of active control may additionally or alternatively include prescribed motion functions in response to base conditions, e.g., forward flight, hover, etc.

Referring to FIG. 8, an expanded view of the multi-element rotor blade 20 illustrates the elastomeric coupler assemblies 34a, 34b that movably support the active slat 24 relative to the main element 22. It should be understood that although described with regard to movement of a multi-element rotor blade virtually any coupling between linear or rotary degrees of freedom including airfoil and non-airfoil members will benefit from the present invention.

Preferably, an inner elastomeric coupler assembly 34a and an outer elastomeric coupler assembly 34b support the slat 24 therebetween. An actuator rod 36 extends within the main element 22, from the blade root portion 23 (FIG. 11) to the inner elastomeric coupler assembly 34a, to actuate the slat 24. Spanwise actuation is particularly desirable, because of multi-element airfoil geometric constraints, structural constraints, and component mounting considerations.

The actuator rod 36 is preferably a tension rod, which is only "pulled" by the actuator 30. Centrifugal force operates

to drive the slat 24 to a first position and the actuator rod operates in tension to pull upon the inner elastomeric coupler assembly 34a to drive the slat 24 in opposition to the centrifugal force to a second position. It should be understood that other actuators, which provide other inputs such as a rotational input, will also benefit from the present invention.

Referring to FIG. 9A, an expanded view of the inner and outer elastomeric coupler assemblies 34a, 34b is illustrated. Each elastomeric coupler assembly 34a, 34b includes a grounding member 38 and an active member 40. The grounding member 38 is fixed to the main element 22 by fasteners 42, such as bolts or the like, which extend into the spar 44 of the main element 22. The grounding member 38 is preferably recessed within the leading edge 22a (also illustrated in FIG. 8) toward the spar 44 of the main element 22 such that slat 24 may be at least partially embedded in the planform.

The active member 40 supports the slat 24. Fasteners 46, such as bolts or the like, secure the active member 40 to a spanwise end of the slat 24 (FIG. 9B). The active member 40 is movably mounted to the grounding member 38 through a helical elastomeric bearing 46, and a first and second elastomeric support bearing 48a, 48b (also illustrated in FIG. 9C).

The helical elastomeric bearing 46, and the first and second elastomeric support bearings 48a, 48b include a plurality of layers of shear deformable elastomeric material layers 50 separated by helical shim layers 52 formed of high-stiffness constraining material (FIG. 10) such as composite or metallic layers. It should be understood, however, that various materials of differing rigidity will also benefit from the present invention. The helical elastomeric bearing 46 operates as a coupler between the active member 40 and the grounding member 38. Under action of centrifugal force, the shear deformable elastomeric material layers 50 shear within the constraints of the helical shim layers 52 (FIG. 10). The helical shims 52 guide the elastomer shear deformation such that the displacement trajectory of the active member 40 relative to the grounding member 38 is a predefined coupled spanwise-translation and rotation.

The elastomeric bearings 46, 48a, 48b preferably define an arcuate or cupped shape within the plane of the blade section (FIG. 9B) having a focus at the desired virtual hinge point V_h (FIGS. 2D and 9B). The elastomeric bearings 46, 48a, 48b thereby support rotation of the slat 24 about the virtual hinge axis H. As the virtual hinge axis H is not coincident with the slat $\frac{1}{4}$ chord, slat rotation between two points on an arc about the hinge axis H provides simultaneous rotation of the slat chord and translation of the slat $\frac{1}{4}$ chord. The arc defined about hinge axis H provides single arc motion preferably between position 3 (FIG. 4C) and position 6 (FIG. 4F). In particular, the slat rotates about the axis H and the motion is completely described by a single arc angle parameter.

In order to achieve slat motion from the desired low drag position (Position 3, FIG. 4C) to the high lift position (Position 6, FIG. 4F), for the current blade geometry, the virtual hinge point is located outside the contour of the main blade section. Depending on the location of V_h , single arc motion between any two other points can be achieved within elastomeric deformation limits. It should be understood that to achieve motion through other predefined positions the virtual hinge point may be located in another position relative the contours.

The grounding member 38 defines a support ramp 54 upon which the helical elastomeric bearing 46 acts against.

The support ramp **54** is angled away from the axis H at an acute angle in substantially the same plane of the leading edge **22a** and the trailing edge **22b** (FIG. 8). That is, the acute angle is formed by the outboard face of the grounding member and the axis H. The support ramp **54** of the inner elastomeric coupler assembly **34a** is oriented the same way as the support ramp **54** of the outer elastomeric coupler assembly **34b**. That is, the angle defined between axis H and the support ramp **54** of the inner elastomeric coupler assembly **34a** faces toward the slat **24**, while the same angle between the axis H and support ramp **54** of the outer elastomeric coupler assembly **34b** faces away from the slat **24** (FIG. 8).

The support ramp **54** of the inner elastomeric coupler assembly **34a** and the outer elastomeric coupler assembly **34b** are preferably concave (FIG. 9C). A mating ramp **55** of the active member **40** of the inner elastomeric coupler assembly **34a** and the outer elastomeric coupler assembly **34b**, which faces the support ramp **54**, are preferably convex (FIG. 9C). The helical elastomeric bearing **46** is located between the concave support ramp **54** and the convex mating ramp **55**. The purpose of the curvature of the support and mating ramp, elastomeric layers, and high stiffness shim layers, as seen in the plane of the blade (FIG. 9C), is to stabilize the elastomer and thereby stabilize the slat **24**.

The elastomeric support bearings **48a**, **48b** provide motion by shear deformation of the elastomeric layers and carry radial loads in compression against fixed upper and lower support caps **56**, **60**. The grounding member **38** defines a fixed upper support cap **56** for the first elastomeric bearing **48a**, and a fixed lower support cap **60** for the second elastomeric bearing **48b** (FIG. 9C). The active member **40** is thereby trapped by the first elastomeric bearing **48a** acting upon the upper cap and the second elastomeric bearing **48a** acting upon the lower cap **60**. The first elastomeric support bearing **48a** operates to carry the nominal upward lift upon the slat while the second elastomeric support bearing **48b** operates to support the slat in the event that there is a download on the slat. Download may occur when the outboard portion of the main element operates at a negative angle of attack, i.e., when the outboard portion of the blade "digs-in".

Referring to FIG. 10, the helical elastomeric bearing **46**, and the elastomeric support bearings **48a**, **48b** are schematically illustrated relative to the virtual hinge point Vh (axis H), for the outboard bearing assembly. The elastomeric support bearings **48a**, **48b** are cusped relative to the virtual hinge point such that they define an arc in the plane of the blade section, which has a focus point on the virtual hinge axis H. The layers of the elastomeric support bearings **48a**, **48b** are arranged substantially parallel to the virtual hinge axis H. That is, a plane which is perpendicular to the virtual hinge axis H would pass through all the layers which define the elastomeric support bearings **48a**, **48b**.

The first and second elastomeric support bearings **48a**, **48b** provide a first degree of freedom axially along the virtual hinge axis H. The first and second elastomeric support bearings **48a**, **48b** provide a second degree of freedom about the virtual hinge axis H, which provides for the rotation of the slat **24** (FIG. 9B) about the virtual hinge axis H. These two degrees of freedom are independent of each other. The radial load capacity of the elastomeric support bearings **48a**, **48b** depends upon the caps **58**, **60** (FIG. 9C), the composition of the layers, and the extent width of the bearing.

The helical elastomeric bearing **46** is cusped such that, as with the elastomeric support bearings **48a**, **48b**, the helical

elastomeric bearing **46** defines an arc (in the plane of the blade section), which has a focal point generally along axis H. The helical elastomeric bearing **46** is layered such that it defines a section of a circular helix, which encircles the virtual hinge axis H. Preferably, the helix is sufficiently spread out spanwise along a +50 degree helix angle, in which adjacent layers are not from one helix locus. That is, the adjacent layers are respective segments of identical spanwise stacked helix loci. Further, as the helical elastomeric bearing **46** is located between the concave support ramp **54** and the convex mating ramp **55**, the helical elastomeric bearing **46** is essentially double curved.

The helical elastomeric bearing **46** is layered such that it (as opposed to the elastomeric support bearings **48a**, **48b**) defines a section of a circular helix. The helical elastomeric bearing **46** and support ramp **54** are angled in the same direction as the helix angle. The layers of the helical elastomeric bearing **46** are arranged substantially about the virtual hinge axis H. That is, a plane which is perpendicular to the virtual hinge axis H would not pass through all the layers of the helical elastomeric bearing **46**. The helical elastomeric bearing **46** converts a linear input parallel to the virtual hinge axis H into a rotary output to rotate and translate the slat.

Referring to FIG. 11, the actuator rod **36** is driven by the actuator assembly **30**, which preferably includes an actuator **62**, such as a hydraulic, pneumatic, electric, mechanical, electromagnetic, piezoceramic actuator, or the like. It should be understood that the actuator **62** may additionally or in the alternative be a mechanically linkage which receives control inputs through a fixed amplitude swashplate or the like. The actuator **62** is preferably located adjacent the blade root portion **23** and drives the actuator rod **36** through a crank **64** to provide mechanical advantage thereto. The crank **64** also reverses the motion of the actuator such that an extension actuator can be mounted with a fixed end inboard. The actuator rod **36** is preferably a tension rod which extends within the main element **22**, from the blade root portion **23** to the inner elastomeric coupler assembly **34a**, to actuate the slat **24** (FIG. 8).

In operation, centrifugal force operates to slide the slat **24** outboard toward the blade tip. The elastomeric support bearings **48a**, **48b** of the elastomeric coupler assemblies **34** provide minimal shear resistance to this sliding movement. In the helical elastomeric bearing **46**, however, the spanwise outboard sliding motion of the slat **24** acts as an input to the intrinsic helical coupling of the elastomeric bearing **46**, resulting in an output rotation of the slat **24**. The active member **40** is constrained to move along the helical arc relative to the grounding member **38** by means of incremental shear of the elastomeric layers **50** between the support ramp **54**, the respective shim layers **52** and the mating ramp **55**. The centrifugal force is reacted through the tension rod **36**.

Outboard sliding of the slat **24** is accommodated by the active member **38** and the attached slat **24** moving elastically along the helical arc of the helical elastomeric bearing **46** such that the slat **24** rotates nose down. Preferably, maximum travel of the slat is mechanically limited to the fully deployed position **6** (FIG. 4F and FIG. 6) to maximize the coefficient of lift C_{Lmax} . This arrangement negates the need for a safety interlock, as in the event of a hardware/software failure the actuator **62** need only be vented and the slat will achieve its fully deployed position. Moreover, as centrifugal force operates to drive the slat to a deployed condition, the slat requires powered activation for only one direction. Nose up pitching moment upon the slat

tends to rotate the slat up and the helical coupling will move the slat inboard partially unloading the actuator.

Applicant has determined that a helical elastomeric bearing with a 58 degree helix angle and ± 0.5 inches of spanwise travel achieves a 10 degree peak to peak slat rotation about the virtual hinge point Vh.

To retract the slat **24**, the actuator **62** operates to place the actuator rod **36** under tension to pull upon the active member **40** of the inner elastomeric coupler assembly **34a**. Retraction of the active member **40** relative to the grounding member **38** retracts the slat **24** in opposition to centrifugal force. Preferably, the controller **31** (FIG. 2A) controls the actuator **62** to drive the slat to a desired position under prescribed or active control as described above.

Referring to FIG. 12A, a fixed element such as a fixed slat **24f** is fixed to the leading edge **22a'** of the rotor blade **20'** and remains stationary relative a main element **22'** while the rotor blade **20'** rotates about the axis of rotation A (also illustrated in FIG. 12B). Although a fixed slat **24f** is disclosed in the illustrated embodiment other fixed elements that are located on the blade **20'** such as a slot(s) (FIG. 12C), a wire W (FIG. 12D), and/or other fixed protrusion mounted parallel to the leading edge **22a'** will benefit from the present invention. Each fixed element provides for aerodynamic modifications to the rotor blade **20'** in response to individual blade control.

Rotor blade **20'** includes a flight condition sensor **70** for determining flight characteristics of the rotor blade during rotation about axis A. A controller **72** communicates with the sensor **70** to sense a position of the blade **20'** and provide individual blade control in response to azimuthal position. That is, each blade **20'** is individually positioned as it rotates about axis A by changing the aerodynamic characteristics of the main element **22'**. Preferably, each rotor blade **20'** is controlled to maximize the aerodynamic performance of the fixed element in combination with the main element **22'** of the blade **20'** to provide a reduction in drag on the main element **22'** when the aircraft is operating at higher ranges of speed and/or to provide an increase in lift when operating in a lower range of speed. That is, by individually controlling the main element **22'**, the fixed element **24f** is positioned to improve the aerodynamics of the entire rotor blade **20'**.

Referring to FIG. 12B, the rotor blade **20'** is preferably controlled through individual pitch control about a pitch rotation axis **74** relative to azimuthal position. That is, rotor blade **20'** is controlled independently of a plurality of rotor blades which are all mounted to a common rotor head (FIG. 1). It should be understood, that various actuation methods such as independent root pitch actuation control of each individual blade, individual blade control, higher harmonic control deployment of a flap **76** (FIG. 12E) to manipulate the rotor blade **20'** about the pitch rotation axis **74**, and/or or inducing a structural twist of the rotor blade **20'** (FIG. 12F) will benefit from the present invention. It should be understood that these and other various actuation methods in combination with the teaching of the present invention are within the skill of one of ordinary skill in the art.

The controller is responsive to a prescribed motion schedule relative to azimuthal position and in response to changing flight conditions that may or may not be alterable according to flight conditions as describe above. It should be understood that various combinations of fixed elements along with other individual blade control methodologies will benefit from the present invention.

The foregoing description is exemplary rather than defined by the limitations within. Many modifications and

variations of the present invention are possible in light of the above teachings. The preferred embodiments of this invention have been disclosed, however, one of ordinary skill in the art would recognize that certain modifications would come within the scope of this invention. It is, therefore, to be understood that within the scope of the appended claims of the invention may be practiced otherwise than as specifically described. For that reason the following claims should be studied to determine the true scope and content of this invention.

What is claimed is:

1. A multi-element rotor blade for an aircraft comprising: a main element rotatable about an axis of rotation; an second aerodynamic surface fixed along a leading edge of said main element; a control for pitching said main element at a rate greater than once per revolution such that said second aerodynamic surface is positioned to enhance the aerodynamic performance of said main element relative to azimuthal position.
2. The multi-element rotor blade as recited in claim 1, wherein said control comprises a root actuator to pitch said main element.
3. The multi-element rotor blade as recited in claim 1, wherein said control comprises a flap to pitch said main element.
4. The multi-element rotor blade as recited in claim 1, wherein said control comprises an actuator to twist said main element along a longitudinal axis.
5. The multi-element rotor blade as recited in claim 1, wherein said control operates to move said main element at a rate greater than once per revolution when said main element is disposed among a plurality of other main elements.
6. The multi-element rotor blade as recited in claim 1, wherein said second aerodynamic surface comprises a fixed leading slat.
7. The multi-element rotor blade as recited in claim 1, wherein said second aerodynamic surface comprises a fixed protrusion.
8. The multi-element rotor blade as recited in claim 1, wherein said second aerodynamic surface comprises a slot.
9. A multi-element rotor blade for an aircraft comprising: a main element rotatable about an axis of rotation; an aperture through said main element; a control for moving said main element at a rate greater than once per revolution such that said aperture is positioned to enhance the aerodynamic performance of said main element relative to azimuthal position.
10. The multi-element rotor blade as recited in claim 9, wherein said control comprises a root actuator to pitch said main element.
11. The multi-element rotor blade as recited in claim 9, wherein said control comprises a flap to pitch said main element.
12. The multi-element rotor blade as recited in claim 9, wherein said control comprises an actuator to twist said main element along a longitudinal axis.
13. A method of controlling a multi-element rotor blade comprising a second aerodynamic surface fixed along a leading edge of a main element among other multi-element rotor blades which rotate about a common axis or rotation, said method comprising the steps of:
 - (1) controlling a pitch position of said main element at a rate greater than once per revolution such that said aerodynamic surface is positioned to enhance performance of said main element.

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14. A method as recited in claim 13, further comprising the step of:

controlling the pitch position of the main element at a rate greater than once per revolution such that the aerodynamic surface is positioned to decrease drag of the main element.

15. A method as recited in claim 13, further comprising the step of:

controlling the pitch position of the main element at a rate greater than once per revolution such that the aerodynamic surface is positioned to increase lift of the main element.

16. A method as recited in claim 13, further comprising the step of:

pitching the main element at a root of the main element at a rate greater than once per revolution.

17. A method as recited in claim 13, further comprising the step of:

twisting the main element at a rate greater than once per revolution.

18. A method as recited in claim 13, further comprising the step of:

extending an aerodynamic surface from the main element to pitch the main element at a rate greater than once per revolution.

19. A method as recited in claim 13, further comprising the step of:

controlling the main element in accordance with a prescribed motion schedule.

20. A method as recited in claim 19, further comprising the step of:

modifying said prescribed motion schedule in response to a flight condition.

21. A multi-element rotor blade for an aircraft comprising: a main element rotatable about an axis of rotation; an second aerodynamic surface fixed to said main element;

a control for pitching said main element at a rate greater than once per revolution such that said second aerodynamic surface is positioned to enhance the aerodynamic performance of said main element relative to azimuthal

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position, said control comprising an actuator to twist said main element along a longitudinal axis.

22. A method of controlling a multi-element rotor blade comprising an aerodynamic surface fixed to a main element among other multi-element rotor blades which rotate about a common axis of rotation, said method comprising the steps of:

(1) controlling a position of said main element at a rate greater than once per revolution such that said aerodynamic surface is positioned to decrease drag of the main element.

23. A method of controlling a multi-element rotor blade comprising an aerodynamic surface fixed to a main element among other multi-element rotor blades which rotate about a common axis of rotation, said method comprising the steps of:

(1) pitching the main element at a root of the main element at a rate greater than once per revolution such that said aerodynamic surface is positioned to enhance performance of said main element.

24. A method of controlling a multi-element rotor blade comprising an aerodynamic surface fixed to a main element among other multi-element rotor blades which rotate about a common axis of rotation, said method comprising the steps of:

(1) twisting a position of the main element at a rate greater than once per revolution such that said aerodynamic surface is positioned to enhance performance of said main element.

25. A method of controlling a multi-element rotor blade comprising an aerodynamic surface fixed to a main element among other multi-element rotor blades which rotate about a common axis of rotation, said method comprising the steps of:

(1) controlling a position of said main element at a rate greater than once per revolution in accordance with a prescribed motion schedule such that said aerodynamic surface is positioned to enhance performance of said main element; and

(2) modifying said prescribed motion schedule in response to a flight condition.

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