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TECHNICAL NOTE 2435

DIRECT-READING DESIGN CHARTS FOR
75S-T6 ALUMINUM-ALLOY FLAT COMPRESSION PANELS
HAVING LONGITUDINAL EXTRUDED Z-SECTION STIFFENERS

By William A. Hickman and Norris F. Dow

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SUMMARY

Direct-reading design charts are presented for 75S-T6 aluminum-alloy flat compression panels having longitudinal extruded Z-section stiffeners. These charts, which cover a wide range of proportions, make possible the direct determination of the stress and all panel dimensions required to carry a given intensity of loading with a given skin thickness and effective length of panel.

INTRODUCTION

Design charts for wing compression panels have been presented in several different forms (see, for example, references 1 and 2) and have evolved over a period of years into the form presented in reference 3. This form permitted the direct selection of the various panel proportions which meet given values of the principal design conditions - intensity of loading, skin thickness, and effective length of panel. This form also made possible the ready determination of the proportions having minimum weight to meet these conditions.

In the present paper, direct-reading design charts similar to those of reference 3 are presented. These charts are based on the extensive test data contained in references 4 and 5 for 75S-T6 aluminum-alloy flat compression panels having longitudinal extruded Z-section stiffeners. The proportions covered vary from panels in which the stiffeners are relatively large, thick, and closely spaced (fig. 1) to panels in which the stiffeners are relatively thin compared to the skin and are small and widely spaced (fig. 2).

SYMBOLS

The symbols used for the panel dimensions are given in figure 3. In addition the following symbols are used:

c	coefficient of end fixity as used in Euler column formula
d	rivet diameter, inches
L	length of panel, inches
p	rivet pitch, inches
P_i	compressive load per inch of panel width, kips per inch
r	all fillet radii, inches
\bar{t}	cross-sectional area per inch of panel width, expressed as an equivalent or average thickness, inches
ρ	radius of gyration, inches
$\bar{\sigma}_f$	average stress at failing load, ksi
σ_{cr}	stress for local buckling of sheet, ksi
σ_{cy}	compressive yield stress, ksi

DIRECT-READING DESIGN CHARTS

Direct-reading design charts for 75S-T6 aluminum-alloy flat compression panels with longitudinal extruded Z-section stiffeners having the properties and proportions given in tables 1 to 8 are presented in two forms in figures 4 to 17.

First form.- In the first form (figs. 4 to 10), the design conditions of intensity of loading, effective length of panel, and skin thickness are incorporated in the ordinate P_i/t_S and the abscissa $\frac{P_i}{L\sqrt{c}}$. This form, having the design conditions incorporated in the ordinate and abscissa, is the more useful for most design purposes because the curves

are more widely spaced and interpolation is more straightforward.

Second (alternate) form.- In the second form (figs. 11 to 17), the average stress at failure $\bar{\sigma}_F$ is plotted against P_1/t_S as was done in the summary plots of reference 6. This alternate form, having the stress (an inverse measure of weight for a given load) as ordinate, is often the more useful for making generalizations and comparisons of structural efficiency. Such comparisons may readily be made because the charts show directly how nearly the stress actually carried approaches the upper-limit stress corresponding to that which would be achieved by a pure shell construction if a pure shell could carry the load without failure. This upper-limit stress is represented by the lines for $\bar{\sigma}_F = \frac{P_1}{t_S}$ (infinite stiffener spacing) in figures 11 to 17.

From either form of chart the panel proportions which will satisfy the design conditions may be found directly. Values of the ratios of stiffener thickness to skin thickness t_W/t_S , stiffener spacing to skin thickness b_S/t_S , and height of stiffener to stiffener thickness H/t_W may be found directly for given values of P_1/t_S and $\frac{P_1}{L/\sqrt{c}}$, and the corresponding section properties \bar{t}/t_S , \bar{h}/t_S , and ρ/t_S may be found from tables 2 to 8.

Because several different quantities are presented simultaneously on these charts, several broken- and solid-line conventions have been used to distinguish among them. For example, in the first form of design chart (figs. 4 to 10) dashed lines are used to indicate values of average stress at failure $\bar{\sigma}_F$; whereas, on the alternate form of design chart (figs. 11 to 17) dashed lines are used to indicate values of $\frac{P_1}{L/\sqrt{c}}$. In both forms the value of $\bar{\sigma}_F$ corresponding to the point at which each curve is cut by a short heavy line is the value of the stress for local buckling σ_{cr} for the proportions represented by the curve. For example, the value of σ_{cr} for $\frac{H}{t_W} = 16$ and $\frac{b_S}{t_S} = 20$ in figure 4 is approximately 61 ksi. (Only a very short panel of these proportions would buckle before failure - one having a value of $\frac{P_1}{L/\sqrt{c}} \geq 3.75$.) If the value of σ_{cr} is so low that the short heavy line would fall outside the boundaries of the chart, a numerical value of σ_{cr} is given and is associated with the proper proportions by a leader

to the curve. For a few of the extreme proportions, namely, panels having very small stiffeners very widely spaced, the value of σ_{cr} is not independent of the panel length. For such proportions the value of σ_{cr} given in the design charts will be too low if the panel length is short, and reference to the actual test data (references 4 and 5) is suggested if more definite values of σ_{cr} for such panels are required.

The panel proportions which have minimum weight are indicated on both forms of these charts by the use of colors as follows:

(1) If the proportions correspond to a blue line or region, they are the proportions which give the lightest possible 75S-T6 Z-stiffened panel which will meet the design conditions

(2) If the proportions correspond to a red line or region, they are the proportions which give the lightest possible 75S-T6 Z-stiffened panel at the ratio of stiffener thickness to skin thickness given by that particular chart, but some other thickness ratio would give a lighter design

(3) If the proportions correspond to a white region, the panel will meet the design conditions but will not be the lightest panel which will meet the conditions

Because in many cases the proportions may be varied somewhat from those indicated by the red and blue colors to have minimum weight, with little change in the value of the stress that can be carried, too much importance should not be attached to the exact proportions associated with the red or blue colors. In any particular case for which a deviation from the minimum-weight proportions is made, however, caution dictates that the weight penalty associated with this deviation be determined.

The stresses achieved by the panels having the proportions indicated in the design charts to have minimum weight are summarized in figures 18 and 19. Figure 18 covers the most general case, in which no minimum skin thickness is required. In this case curves of $\bar{\sigma}_f$ against the structural index $\frac{P_1}{L\sqrt{c}}$ (reference 7) measure the panel structural efficiency.

Inasmuch as the required sheet thickness in the design of wing compression panels is often dictated by the torsional-stiffness requirements of the wing, curves showing the effect of a variation in sheet thickness upon the maximum stress that can be carried provide an evaluation of the panel structural efficiency which is applicable in many cases not covered by figure 18. In figure 19, such curves of $\bar{\sigma}_f$

against the parameter P_1/t_S for a series of values of the structural index $\frac{P_1}{L\sqrt{c}}$ are presented for the 75S-T6 Z-stiffened panels.

Figure 19 is similar to the summary plots of reference 6 for 24S-T aluminum-alloy Z-stiffened panels and 24S-T and 75S-T aluminum-alloy Y-stiffened panels.

USE OF THE DIRECT-READING DESIGN CHARTS

The manner of using the direct-reading design charts depends in some measure on the desired degree of precision of interpolation among the curves. For many purposes, interpolation by inspection is of adequate accuracy, and the use of the charts requires only the calculation of the values of the design parameters P_1/t_S and $\frac{P_1}{L\sqrt{c}}$ to permit the desired proportions to be read directly from the curves. The proportions for minimum weight, moreover, may be found directly as those corresponding to the blue lines or regions on the curves.

If more accurate interpolation is desired, a plot can readily be made of H/t_W , $\bar{\sigma}_F$, and σ_{cr} against b_S/t_S (or S/t_S) at the given values of P_1/t_S and $\frac{P_1}{L\sqrt{c}}$ and the proportions can be picked from it.

On a plot of this type, the proportions for minimum weight correspond to those associated with the highest value of $\bar{\sigma}_F$. This plot, which is described in more detail in connection with the illustrative example of the following section, is the same as that used with previously available design charts (references 2 and 6).

As a check on the accuracy of interpolation, the product of the cross-sectional area per inch of width of the design and the stress that the charts indicate should be achieved by the design may be compared with the design value of the intensity of loading. For this purpose values of \bar{t}/t_S may be found from tables 2 to 8 and the corresponding values of cross-sectional area per inch \bar{t} obtained by multiplying by the skin thickness t_S .

The value of $\bar{\sigma}_F$ obtained from the design charts can be achieved only if the panels are riveted with large-diameter, closely spaced rivets that have essentially the same strength characteristics as Al7S-T4 aluminum-alloy flat-head rivets (AN442AD) used on the test specimens of references 4 and 5. Reference 8 presents curves for

determining the rivet diameter and pitch required to insure the development of a given average stress for local instability; these curves may be used as a guide for estimating the effect of a variation in riveting.

ILLUSTRATIVE EXAMPLE

In order to illustrate the use of the direct-reading design charts and the simplicity of the computations associated with them, a panel will be designed for minimum weight to meet the same principal design conditions used to illustrate the design procedures in reference 2, namely:

(1) Intensity of loading $P_i = 3.0$ kips per inch

(2) Skin thickness $t_s = 0.064$ inch

(3) Effective length $\frac{L}{\sqrt{c}} = 20$ inches

First the values of P_i/t_s and $\frac{P_i}{L/\sqrt{c}}$ are calculated

$$\frac{P_i}{t_s} = \frac{3.0}{0.064}$$

$$= .46.9 \text{ ksi}$$

$$\frac{P_i}{L/\sqrt{c}} = \frac{3.0}{20}$$

$$= 0.15 \text{ ksi}$$

Then a trial value of t_w/t_s is assumed. If desired, figure 19 may be used to aid in the selection of a suitable skin-stiffener thickness ratio. For the example, however, an arbitrary value of $\frac{t_w}{t_s} = 1.00$ will be used. In the chart for this value of t_w/t_s (fig. 10) the points corresponding to the design values of P_i/t_s and $\frac{P_i}{L/\sqrt{c}}$ lie on

the red line at $\frac{H}{t_W} = 21$ (or $\frac{b_W}{t_W} = 20$). Accordingly, the value of H/t_W for minimum weight for $\frac{t_W}{t_S} = 1.00$ is 21, and, because the

value is established by a red line, not a blue line, some value of t_W/t_S other than 1.00 will give less weight. Inspection of the charts for other values of t_W/t_S reveals that at the given design values

of P_1/t_S and $\frac{P_1}{L/\sqrt{c}}$ the blue region lies between $\frac{H}{t_W} = 26$ and

$\frac{H}{t_W} = 31$ on the chart for $\frac{t_W}{t_S} = 0.79$ (fig. 9). By interpolation, the

panel proportions corresponding to this blue region are found to be

$\frac{H}{t_W} \approx 28$ ($\frac{b_W}{t_W} \approx 27$) and $\frac{S}{t_S} = \frac{b_S}{t_S} \approx 53.5$, and for these proportions

$\bar{\sigma}_F \approx 30.0$ ksi and $\sigma_{cr} \approx 14.5$ ksi. The actual panel dimensions are calculated from these proportions as

$$\begin{aligned} t_W &= \frac{t_W}{t_S} t_S \\ &= 0.79 \times 0.064 \\ &\approx 0.051 \text{ inch} \end{aligned}$$

$$\begin{aligned} H &= \frac{H}{t_W} t_W \\ &= 28 \times 0.051 \\ &= 1.43 \text{ inches} \end{aligned}$$

$$\begin{aligned} S &= \frac{S}{t_S} t_S \\ &= 53.5 \times 0.064 \\ &= 3.42 \text{ inches} \end{aligned}$$

and the section properties can be determined from table 7 as

$$\begin{aligned}\bar{h} &= \frac{\bar{h}}{t_S} t_S \\ &= 4.71 \times 0.064 \\ &= 0.302 \text{ inch}\end{aligned}$$

$$\begin{aligned}\rho &= \frac{\rho}{t_S} t_S \\ &= 7.59 \times 0.064 \\ &= 0.485 \text{ inch}\end{aligned}$$

In order to illustrate the use of the direct-reading design charts when more accuracy than that corresponding to interpolation by inspection is desired, a plot has been made (fig. 20) of the values of $\bar{\sigma}_f$, σ_{cr} ,

and H/t_W given by the charts at the design values of P_i/t_S and $\frac{P_i}{L/\sqrt{c}}$. The proportions which give the highest value of $\bar{\sigma}_f$ can be

readily selected from a plot of this kind. For the example these proportions are so nearly the same as were obtained by inspection that the values will not be repeated.

As a check on the accuracy of interpolation, the magnitude of \bar{t}/t_S for these proportions can be determined from table 7 and multiplied by the values of t_S and $\bar{\sigma}_f$ for the design. This product should be equal to the design value of P_i .

For the example (see fig. 20)

$$\bar{\sigma}_f = 30.0 \text{ ksi}$$

$$\frac{\bar{t}}{t_S} = 1.554$$

and

$$\begin{aligned} P_1 &= \bar{\sigma}_f \bar{t} \\ &= \bar{\sigma}_f \frac{\bar{t}}{t_S} t_S \\ &= 30.0 \times 1.554 \times 0.064 \\ &= 3.0 \text{ kips per inch} \end{aligned}$$

which agrees with the design value of P_1 originally assumed.

Langley Aeronautical Laboratory
National Advisory Committee for Aeronautics
Langley Field, Va., May 4, 1951

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8. Dow, Norris F., and Hickman, William A.: Effect of Variation in Rivet Diameter and Pitch on the Average Stress at Maximum Load for 24S-T3 and 75S-T6 Aluminum-Alloy, Flat, Z-Stiffened Panels That Fail by Local Instability. NACA TN 2139, 1950.

TABLE 1. - MATERIAL PROPERTIES AND PROPORTIONS
 OF 75S-T6 ALUMINUM-ALLOY PANELS HAVING
 EXTRUDED Z-SECTION STIFFENERS

[For details of stiffener proportions and diameter and pitch of rivets, see tables 2 to 8; for panel dimensions see fig. 1]

Material Properties		
	Aluminum Alloy	σ_{cy} (ksi)
Sheet	75S-T6 (nonclad)	74.4
Stiffeners	75S-T6 extruded	79.0
Range of Proportions Tested (References 4 and 5)		
	$\frac{t_W}{t_S}$ from 0.25 to 1.00	
	$\frac{b_S}{t_S}$ from 15 to 75	
	$\frac{b_W}{t_W}$ from 12 to 40	
	$\left(\frac{L}{P}\right) \approx 3.75$ from 20 to 125	



TABLE 2.- Z-PANEL PROPERTIES (tW/tS = 0.25; bA/tW = 20.3; bF/bW = 0.4; d/tS = 1.75; p/tS = 5.00)

Table with columns for tW/tS (10-45) and tS/tS (15-86). Rows are grouped by tS/tS values (15-20, 21-25, 26-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-65, 66-70, 71-75, 76-80, 81-84, 85-86). Each cell contains a numerical value representing a property.



TABLE 3.- Z-PANEL PROPERTIES ($\frac{t_w}{b_s} = 0.31; \frac{b_A}{t_w} = 16.3; \frac{b_F}{b_W} = 0.4; \frac{d}{b_s} = 1.69; \frac{P}{b_s} = 4.91$)

Table with columns for $\frac{b_W}{b_s}$ (10-46) and $\frac{t}{b_s}$ (15-36). The table contains numerical data points for various Z-panel properties.

TABLE 6.- Z-PANEL PROPERTIES ($\frac{t_W}{t_S} = 0.63$; $\frac{b_A}{t_W} = 9.7$; $\frac{b_F}{b_W} = 0.4$; $\frac{d}{t_S} = 1.92$; $\frac{p}{t_S} = 6.27$)

Table with 45 columns (10-45) and rows categorized by $\frac{b_W}{t_W}$ (15-30, 31-40, 41-50, 51-60, 61-70, 71-80) and $\frac{h}{t_S}$ (15-36). Each cell contains numerical data representing Z-panel properties.



TABLE 7.- Z-PANEL PROPERTIES ($\frac{t_W}{S} = 0.79$; $\frac{b_A}{t_W} = 8.2$; $\frac{b_F}{b_W} = 0.4$; $\frac{d}{S} = 1.97$; $\frac{P}{S} = 6.38$) - Concluded.

Table with columns for z/W (10-45) and rows for h/S (37-84) and w/p (15-84). The table contains numerical data for various properties.



TABLE 8.- Z-PANEL PROPERTIES (bw/tw = 1.00; ba/tw = 6.7; bf/bw = 0.4; d/ts = 1.80; p/ts = 5.99)

Table with columns labeled b_w/t_w, 10-46, and rows labeled 15-38. The table contains numerical data for various z-panel properties across different parameters.



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Figure 1.- Test specimen with a large proportion of material in the stiffeners.

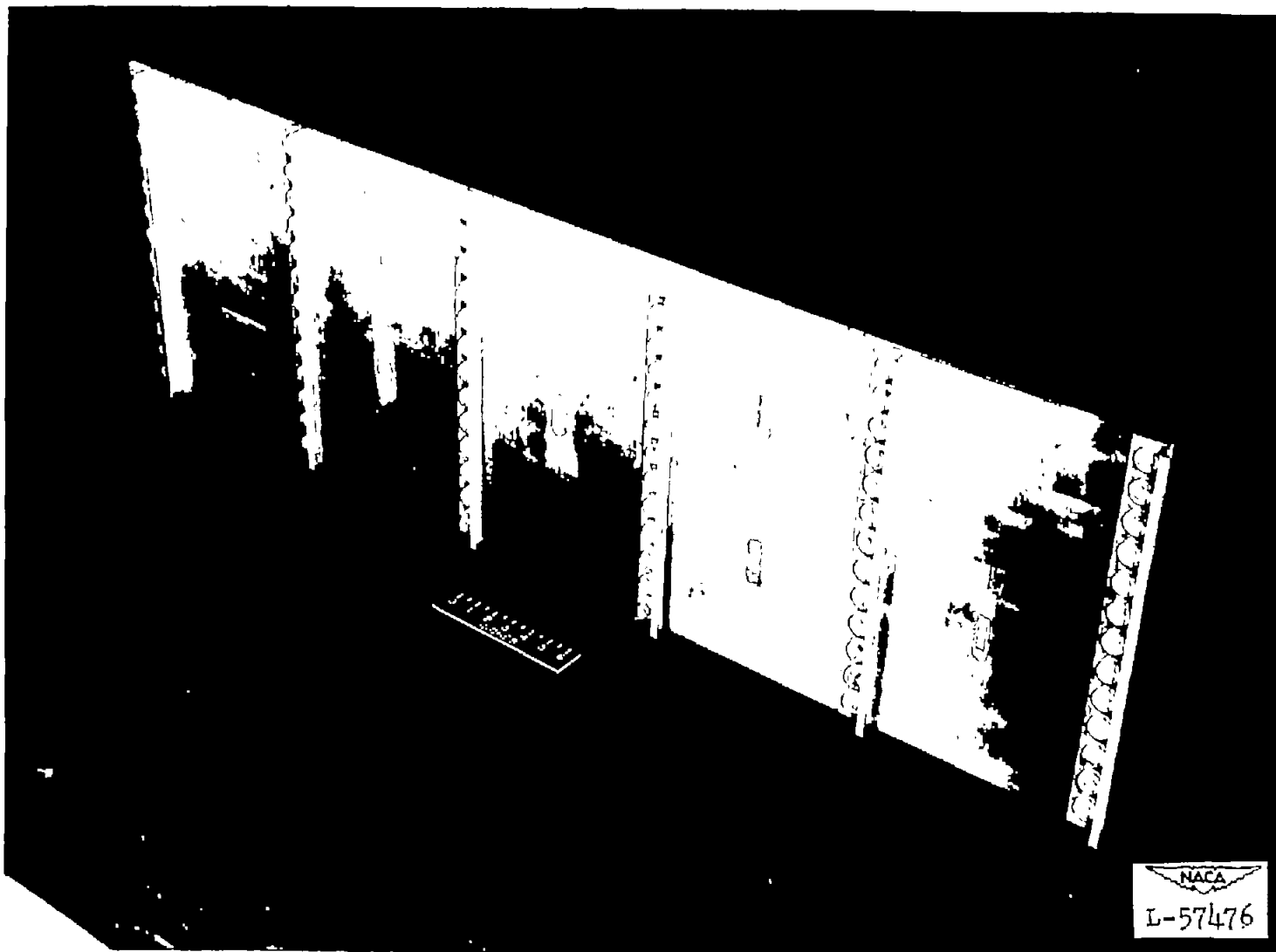


Figure 2.- Test specimen with a small proportion of material in stiffeners.

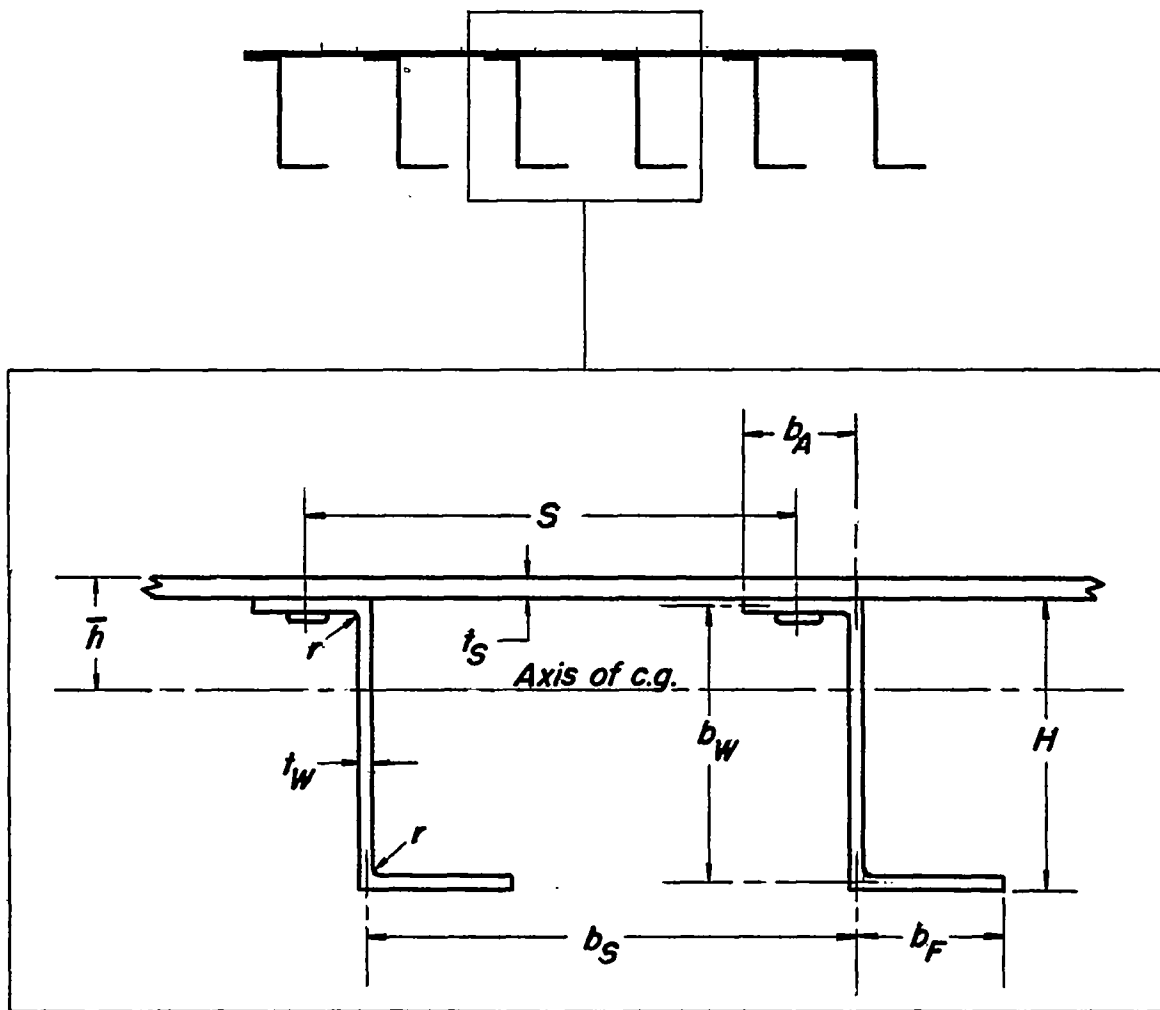


Figure 3.- Symbols for panel dimensions.

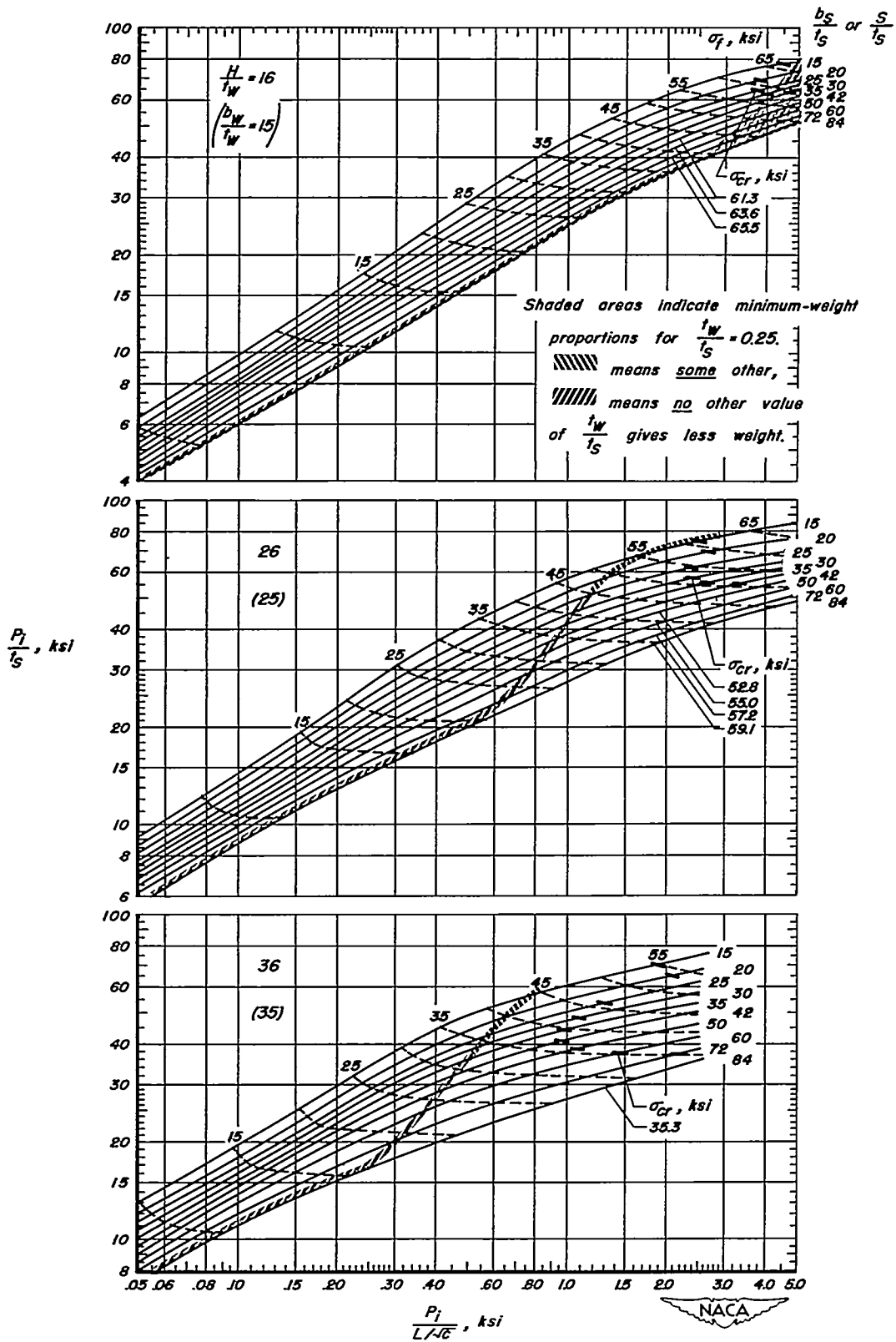


Figure 4.—Direct-reading design chart for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.25$.

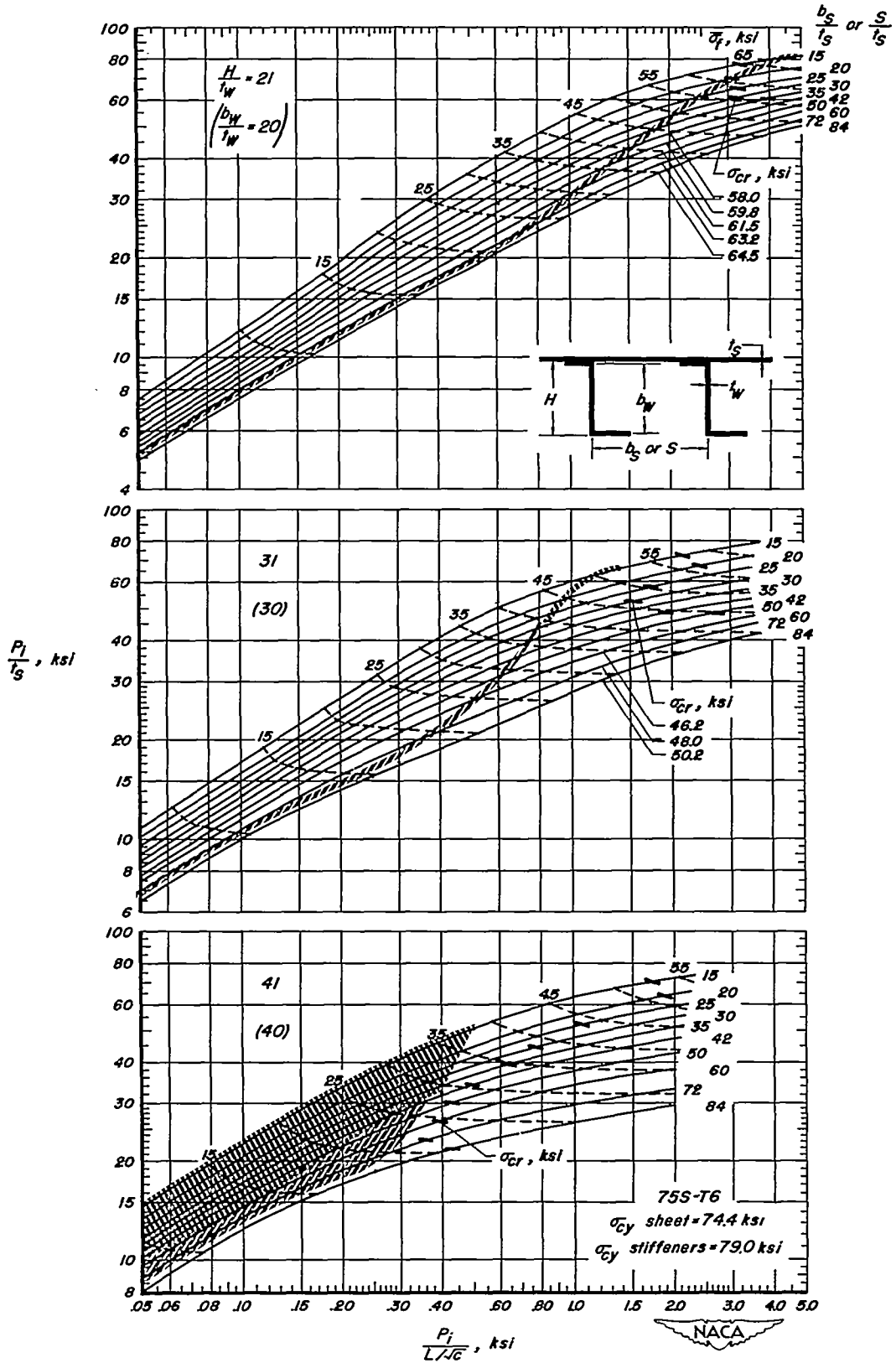


Figure 4.—Concluded. ($\frac{t_w}{t_s} = 0.25$)



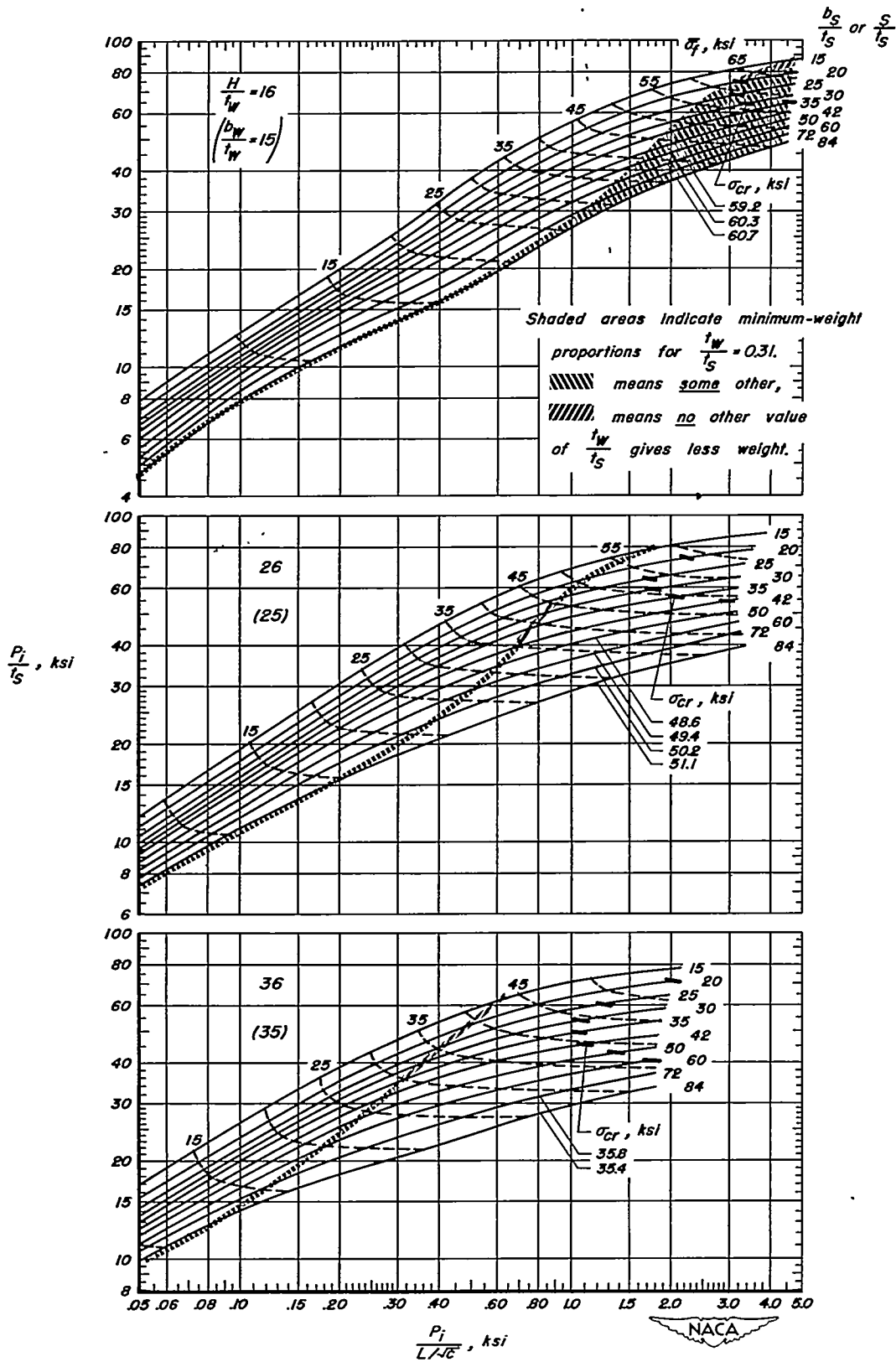


Figure 5.—Direct-reading design chart for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.31$.

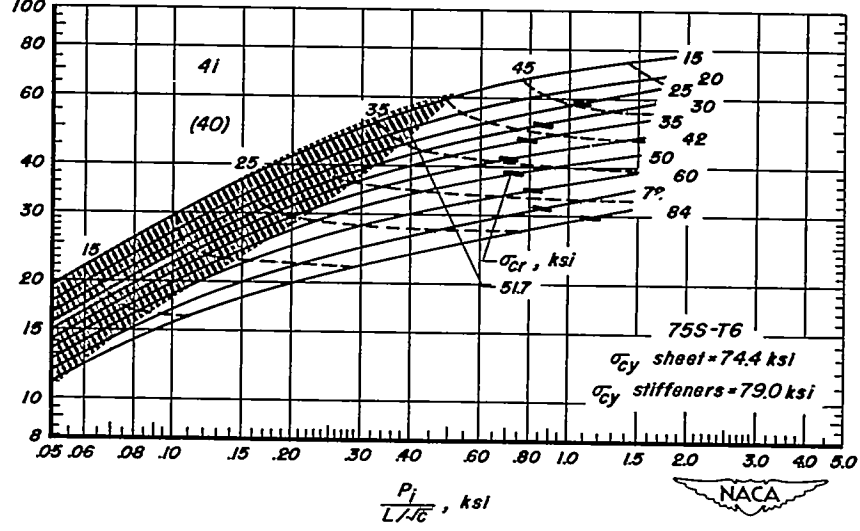
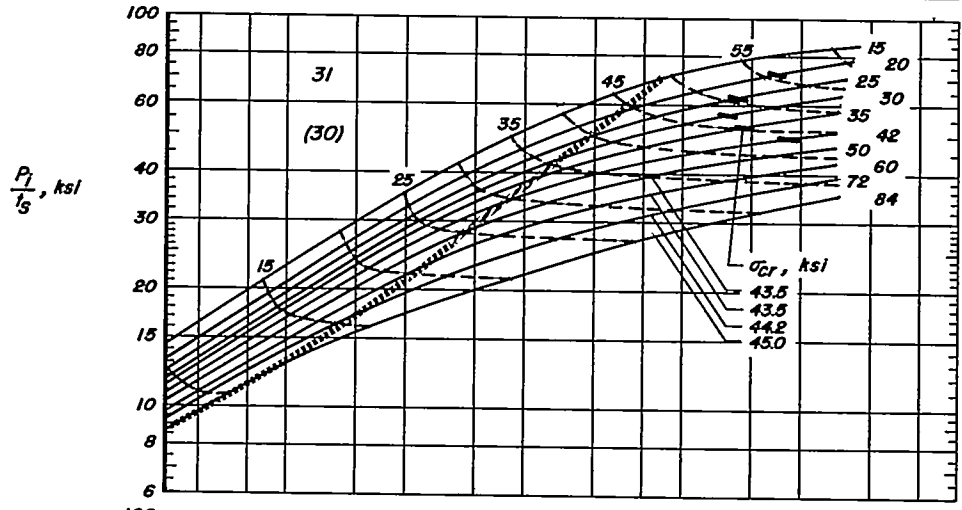
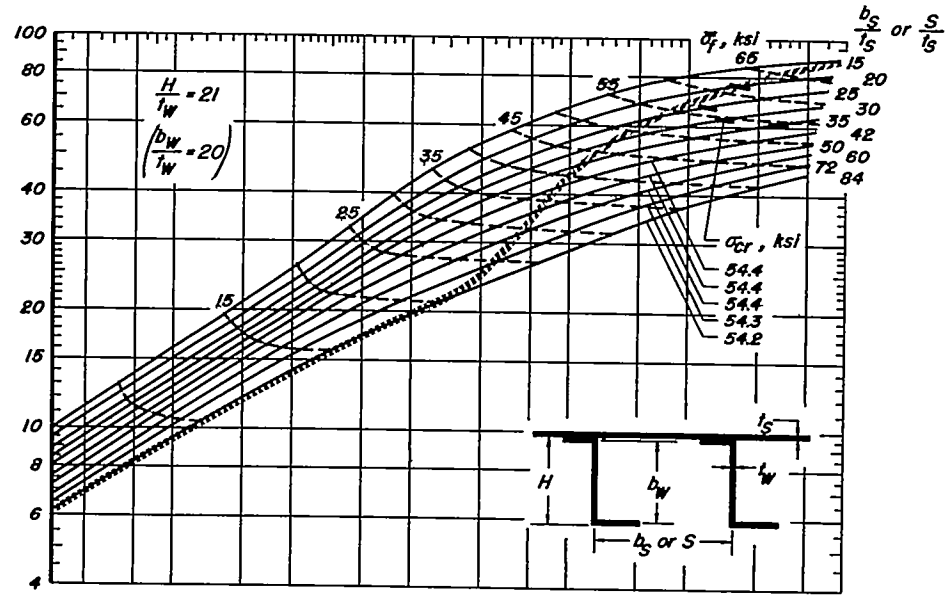


Figure 5.—Concluded. $\left(\frac{t_W}{I_S} = 0.31\right)$

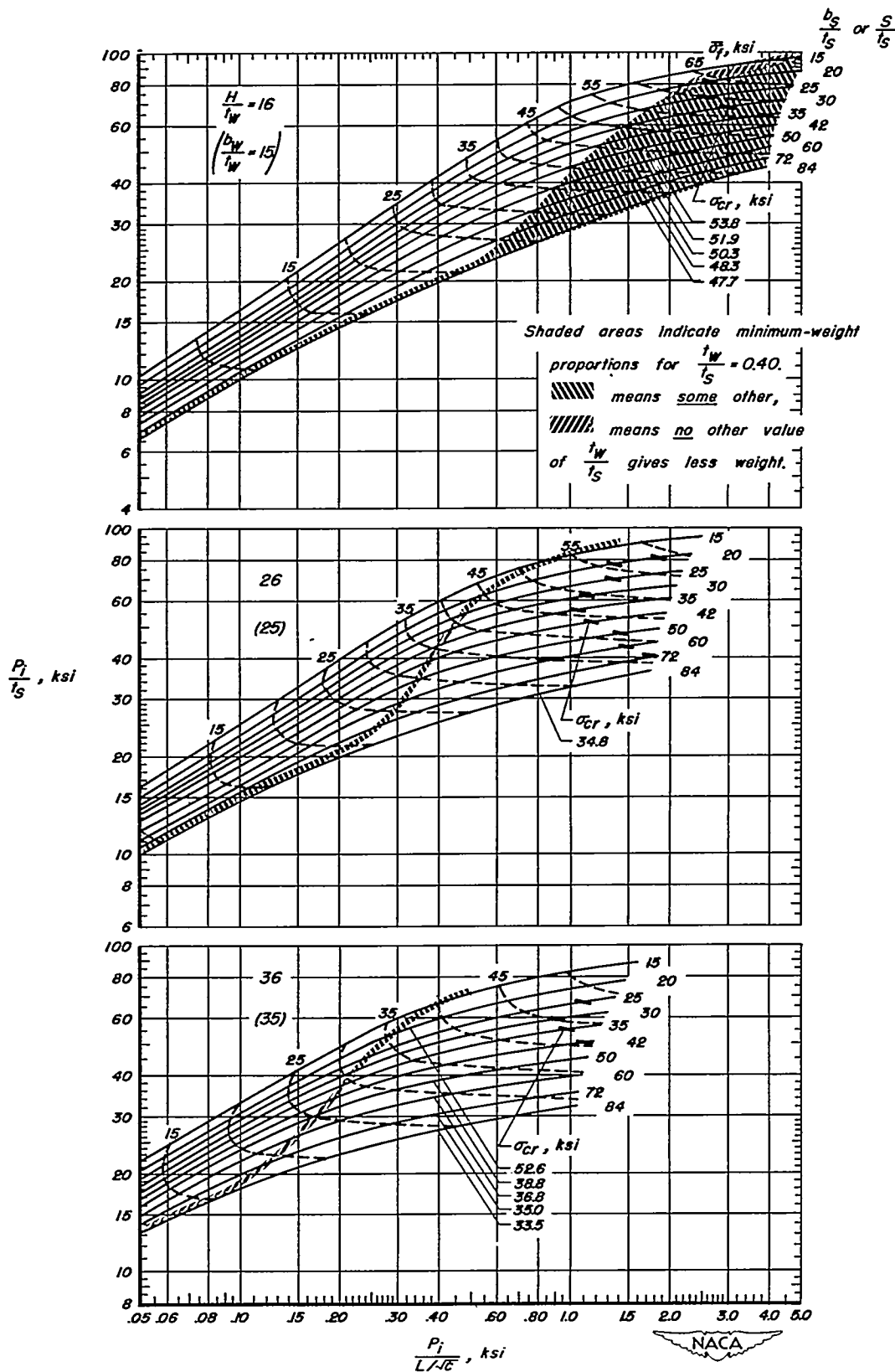


Figure 6.—Direct-reading design chart for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.40$.

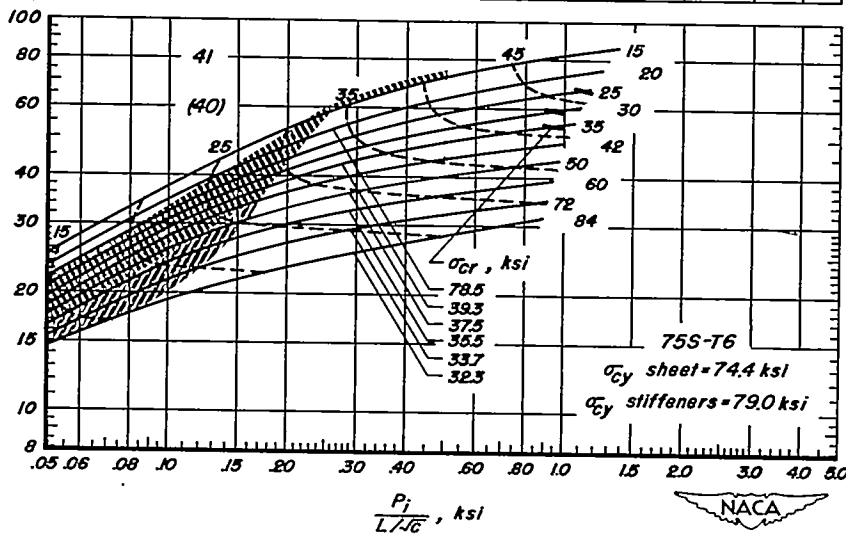
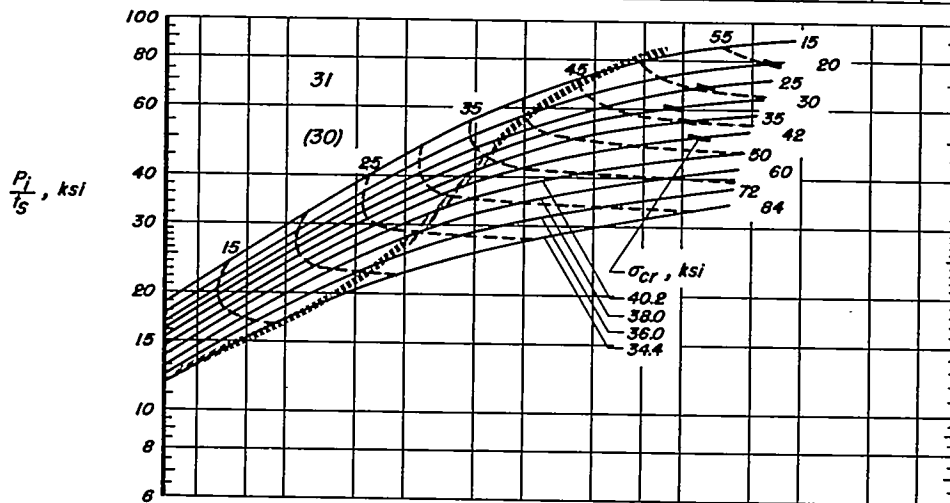
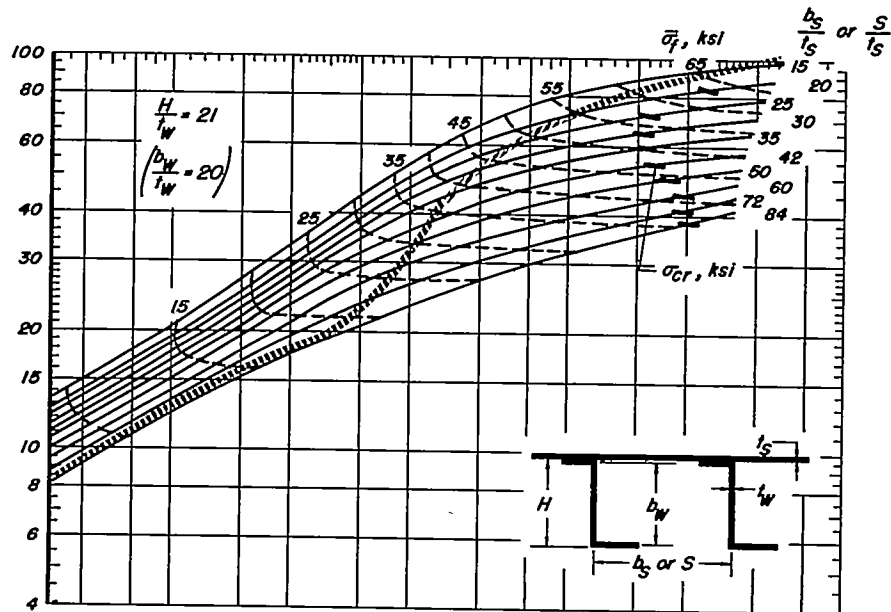


Figure 6.—Concluded. ($\frac{t_w}{t_s} = 0.40$)



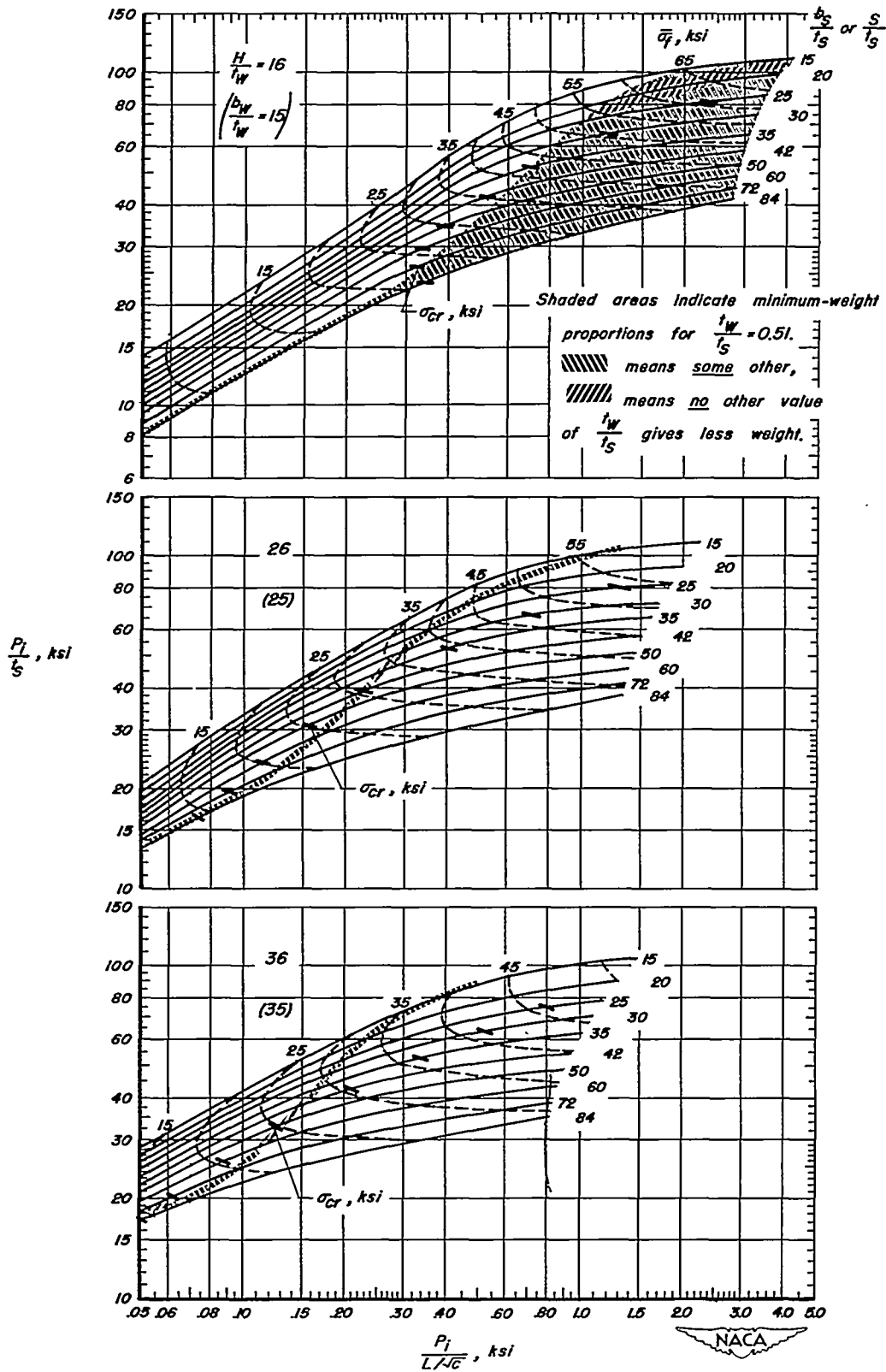


Figure 7.—Direct-reading design chart for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.51$.

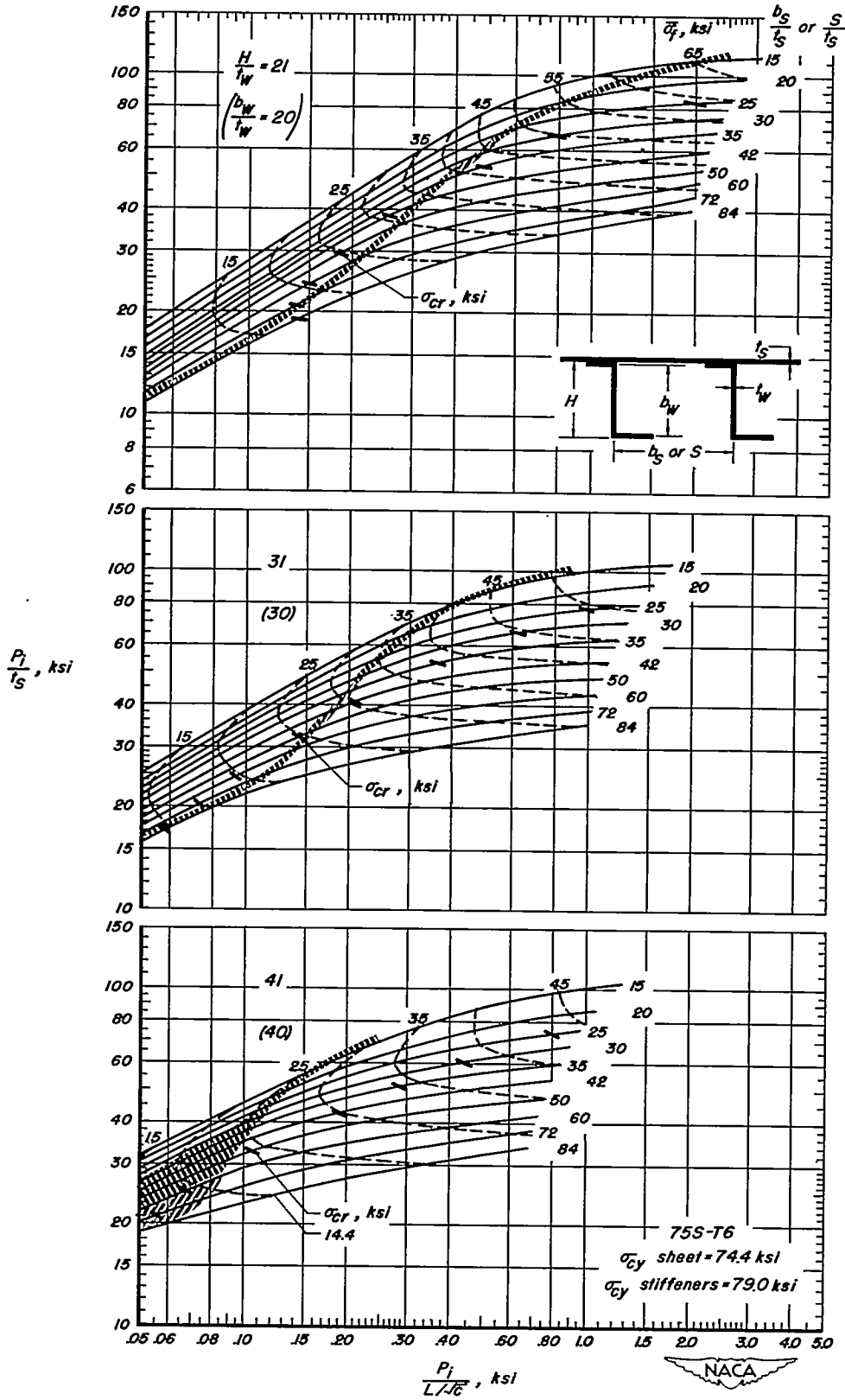


Figure 7.—Concluded. $\left(\frac{t_w}{t_s} = 0.51\right)$



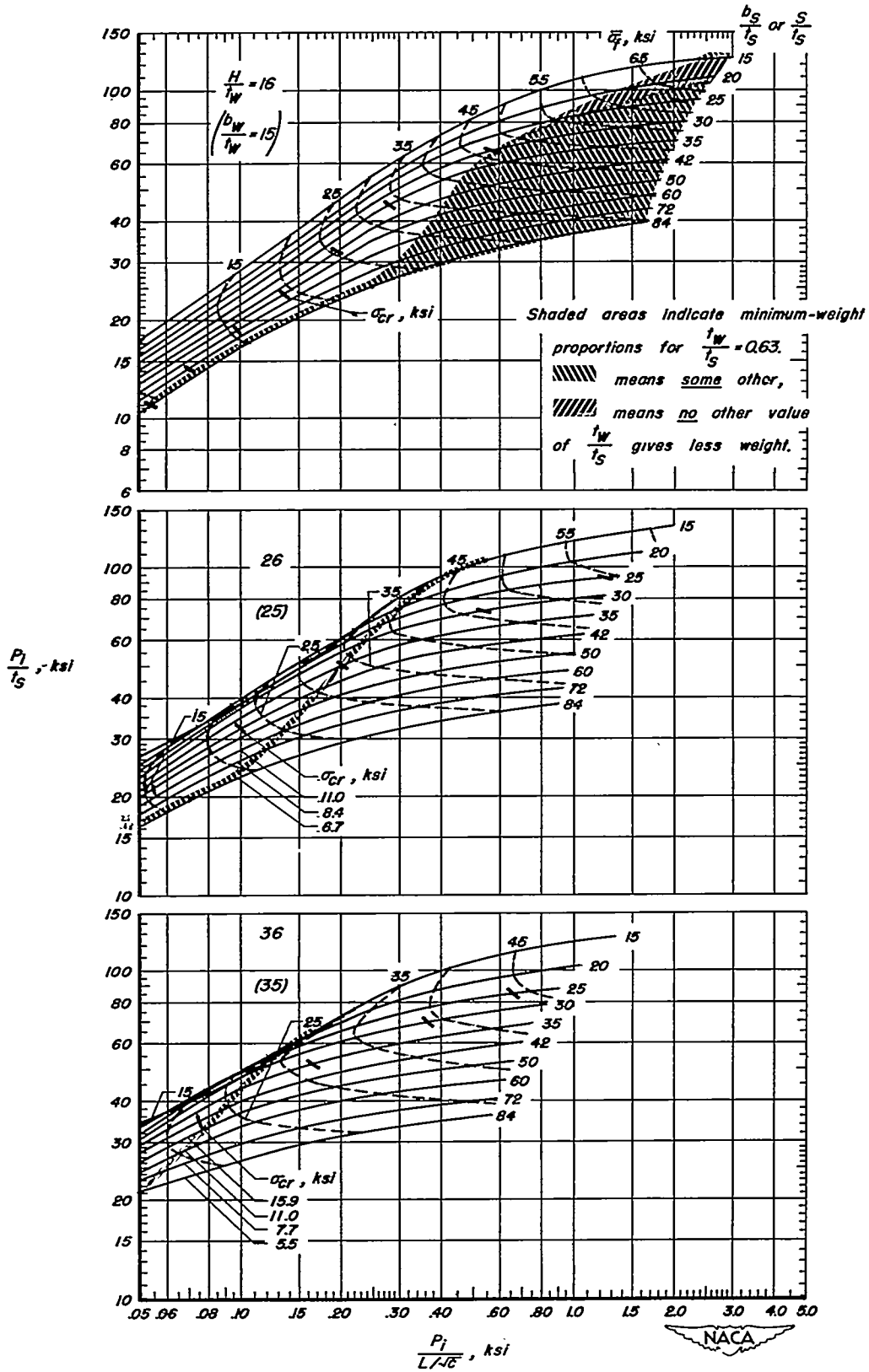


Figure 8.—Direct-reading design chart for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.63$.

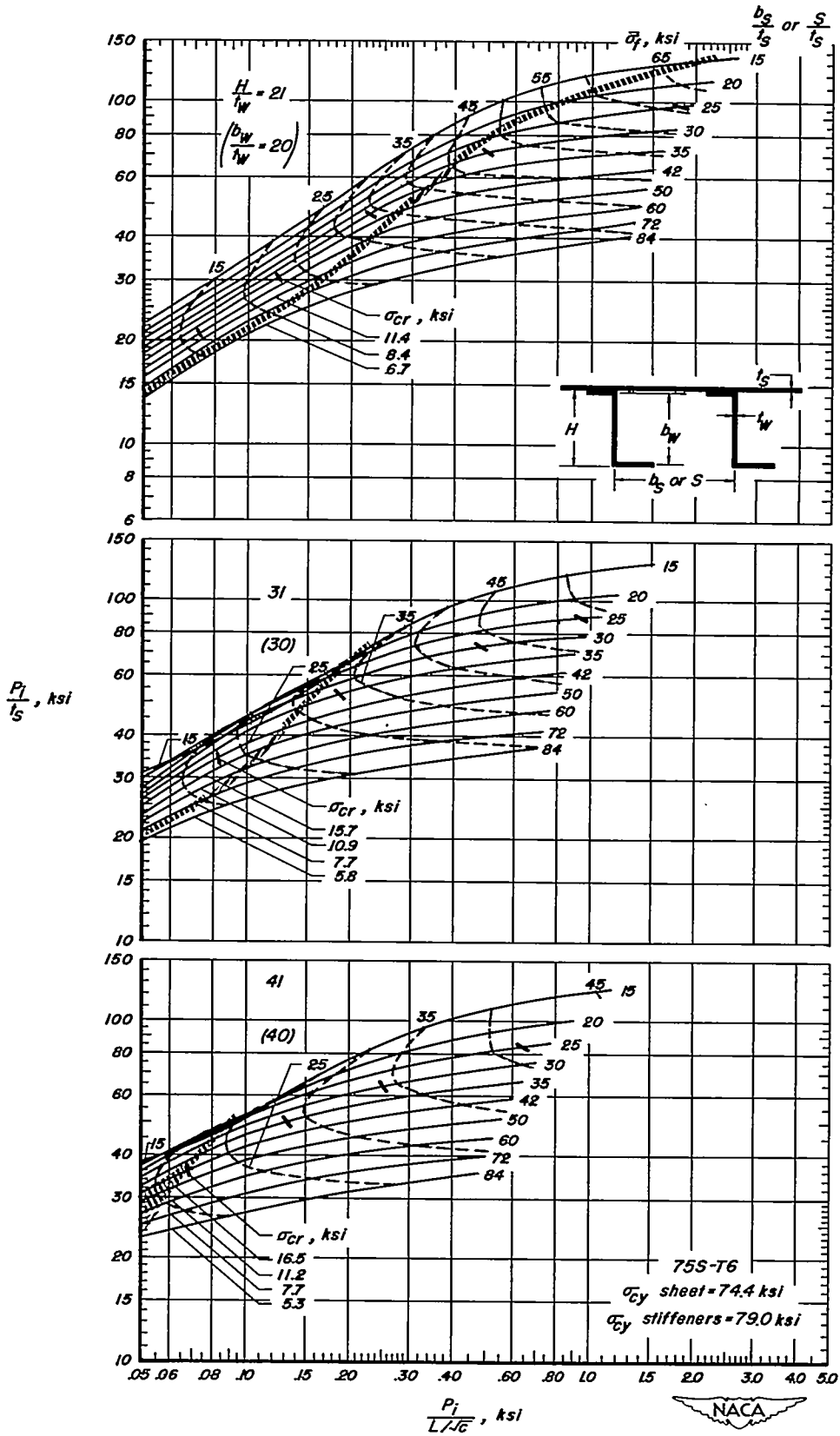


Figure 8.—Concluded. ($t_w/t_s = 0.63$)

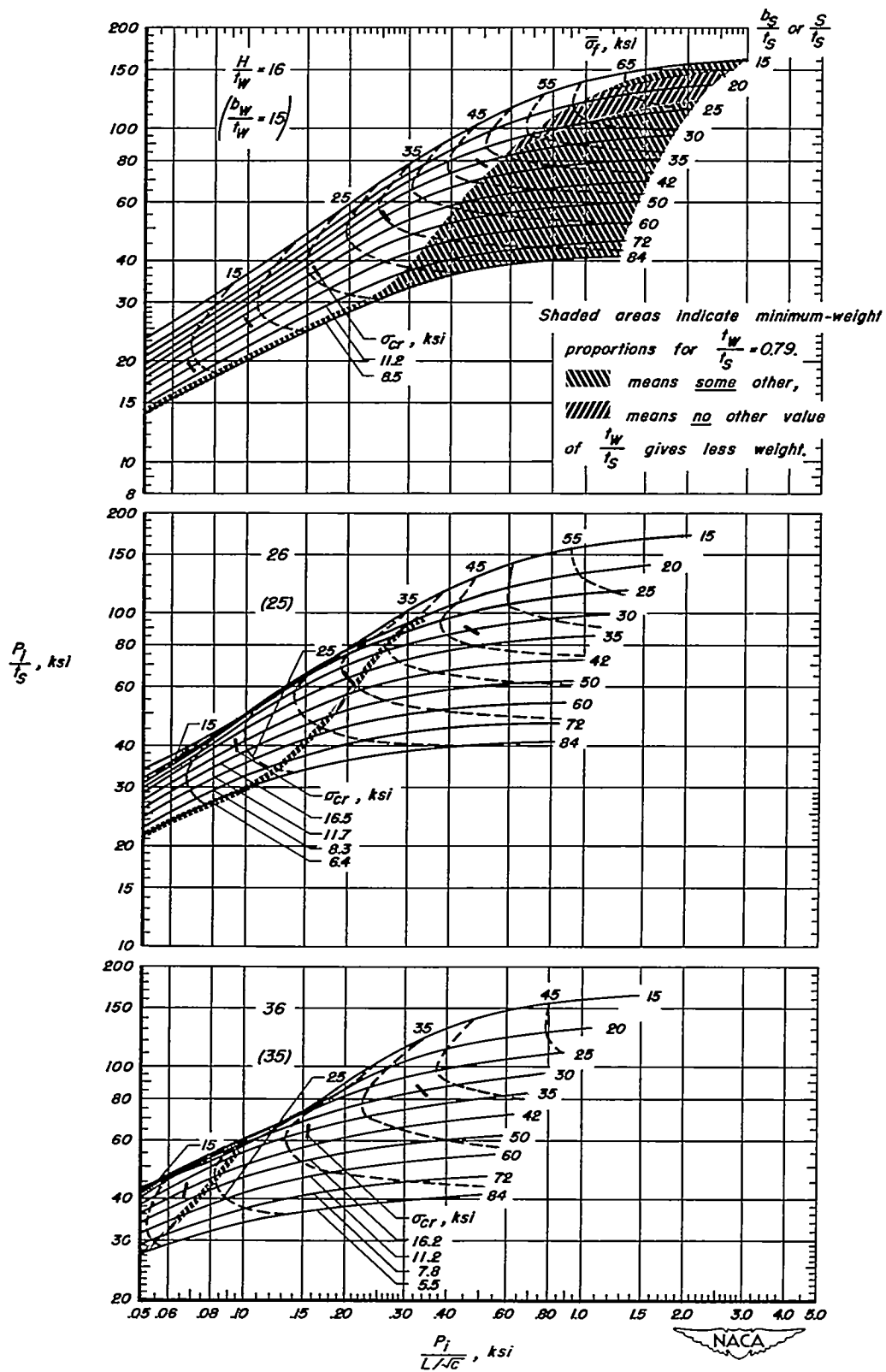


Figure 9.—Direct-reading design chart for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.79$.

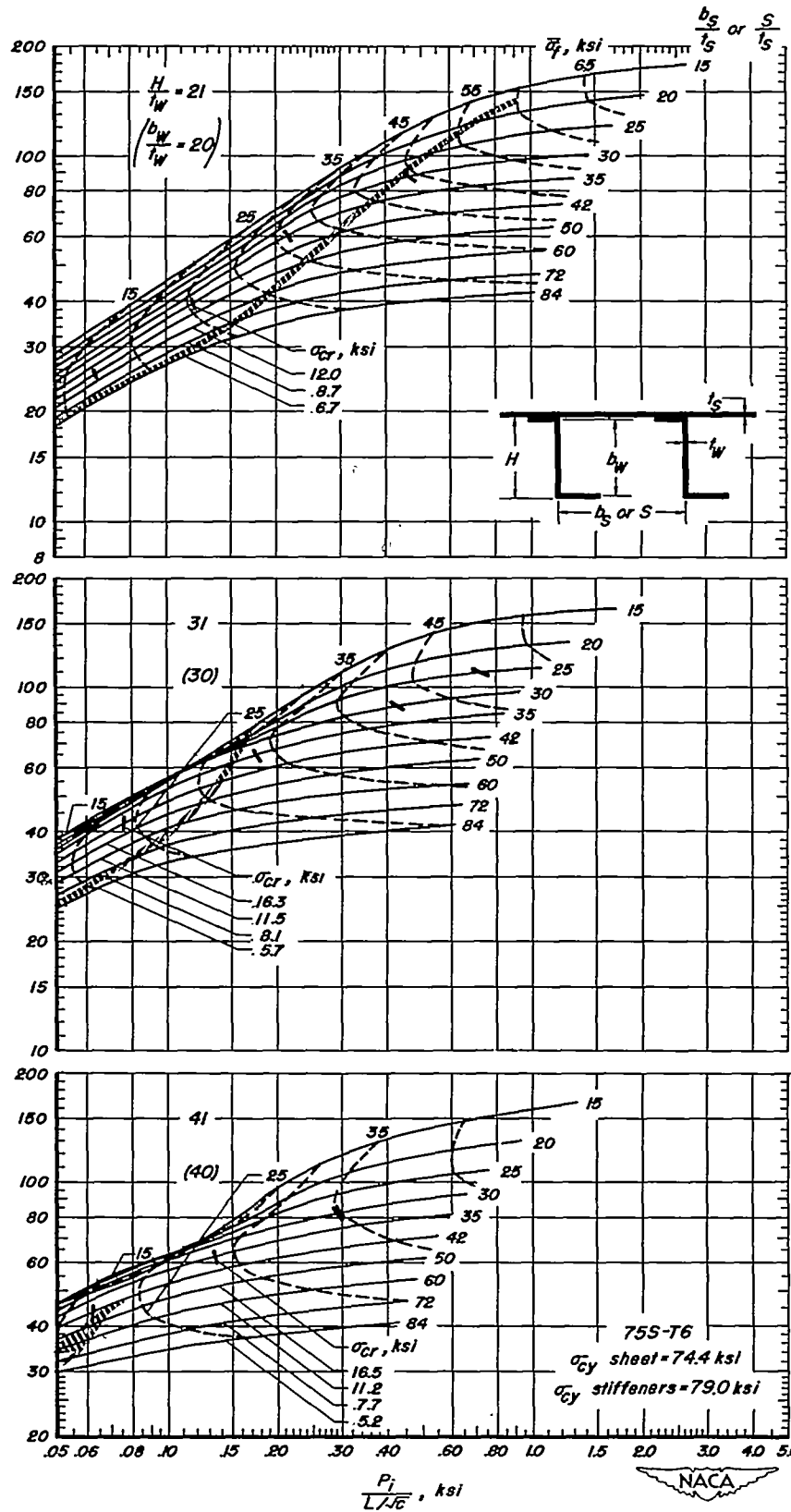


Figure 9.—Concluded. ($\frac{t_w}{t_f} = 0.79$)



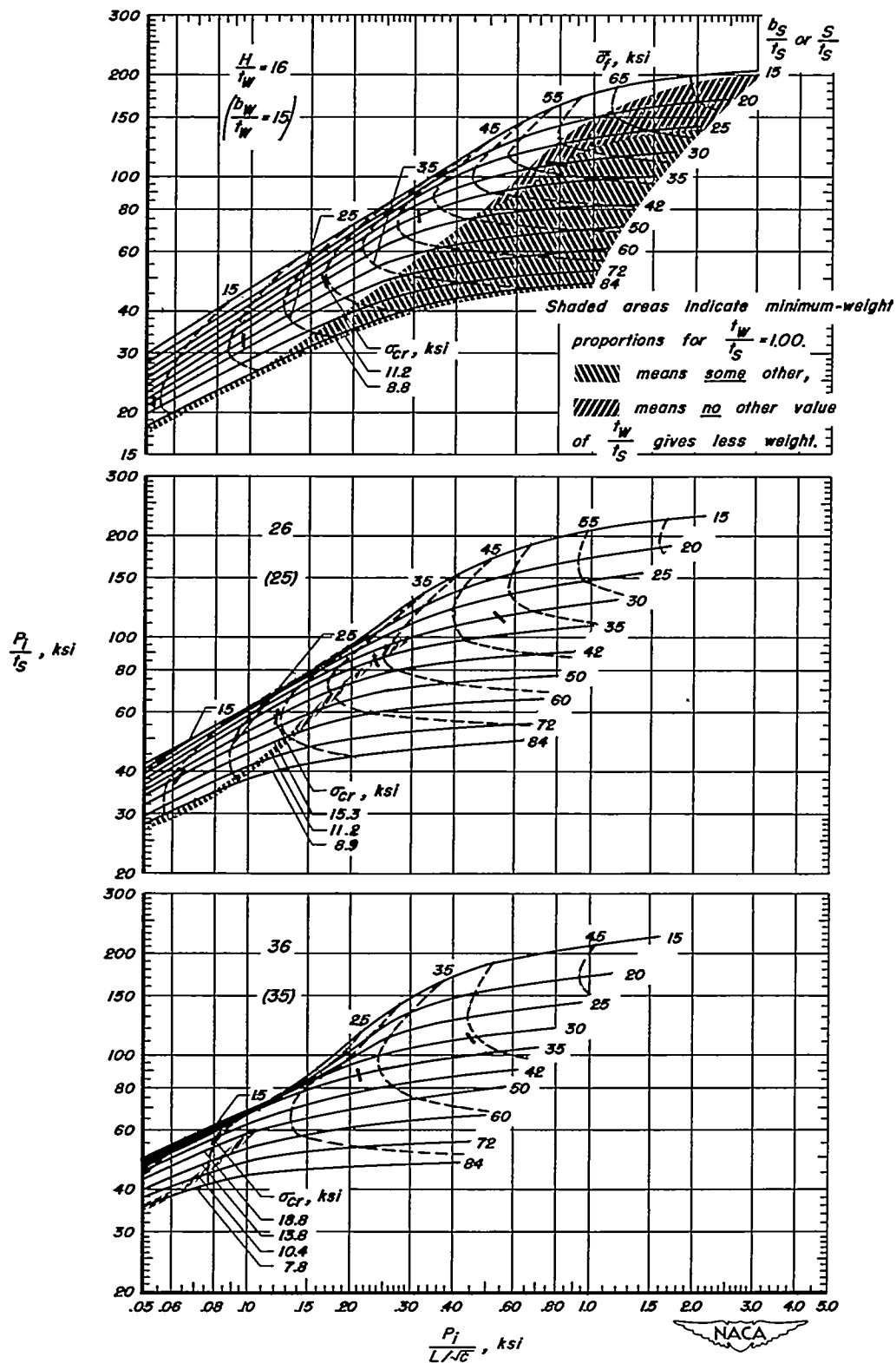


Figure 10.—Direct-reading design chart for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 1.00$.

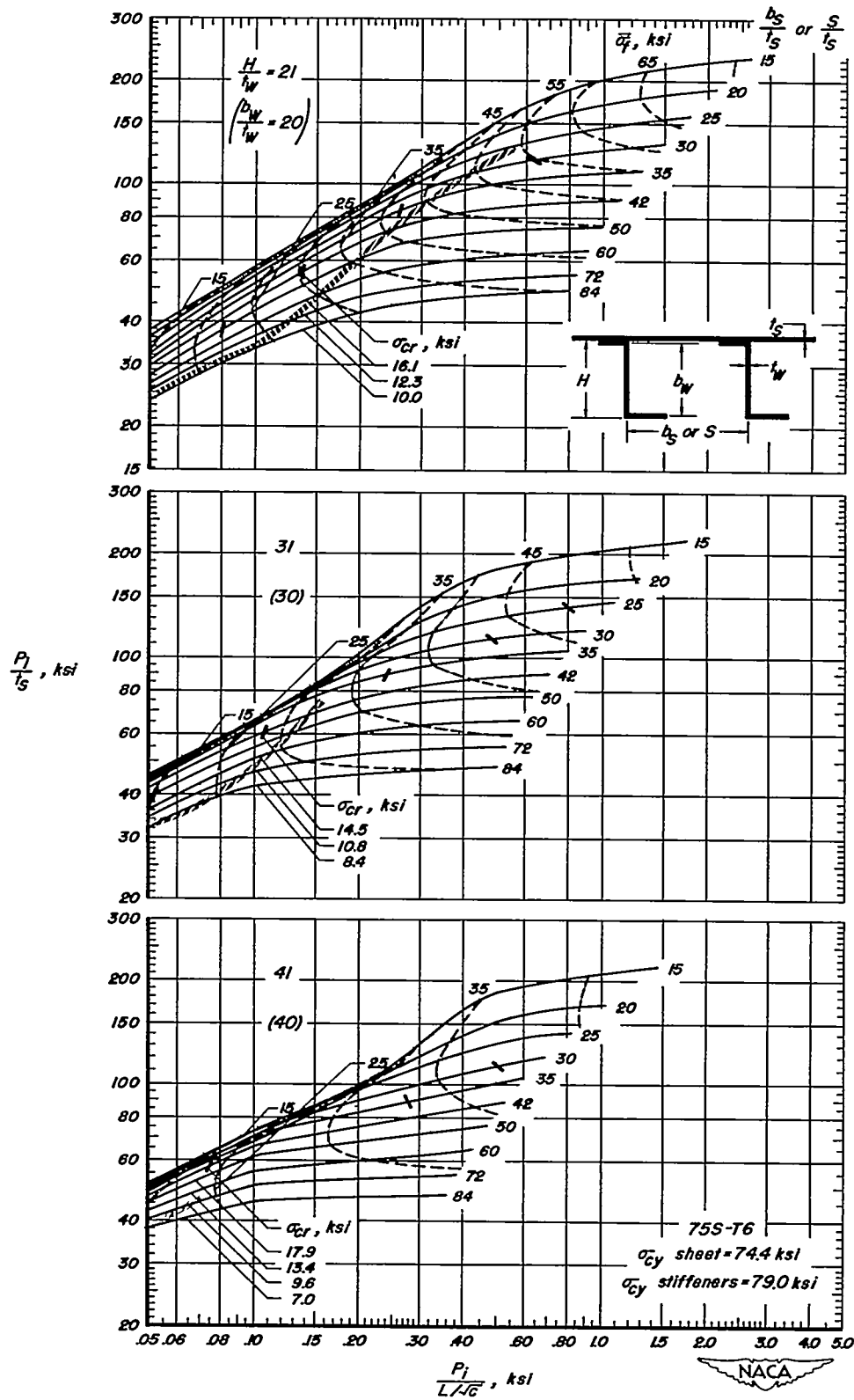


Figure 10.—Concluded. ($t_w/t_s = 1.00$)

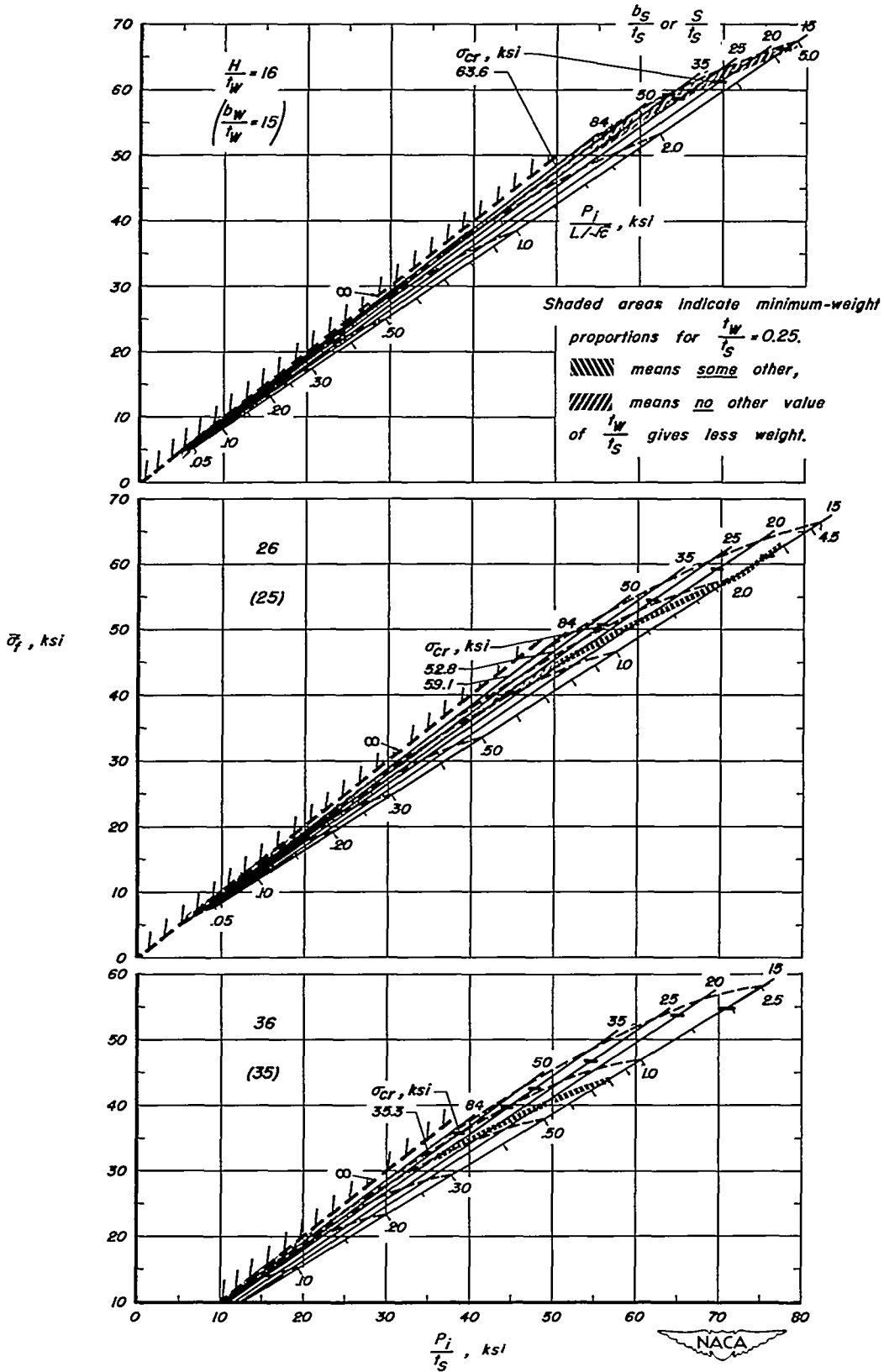


Figure 11.—Direct-reading design chart (alternate form) for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.25$.

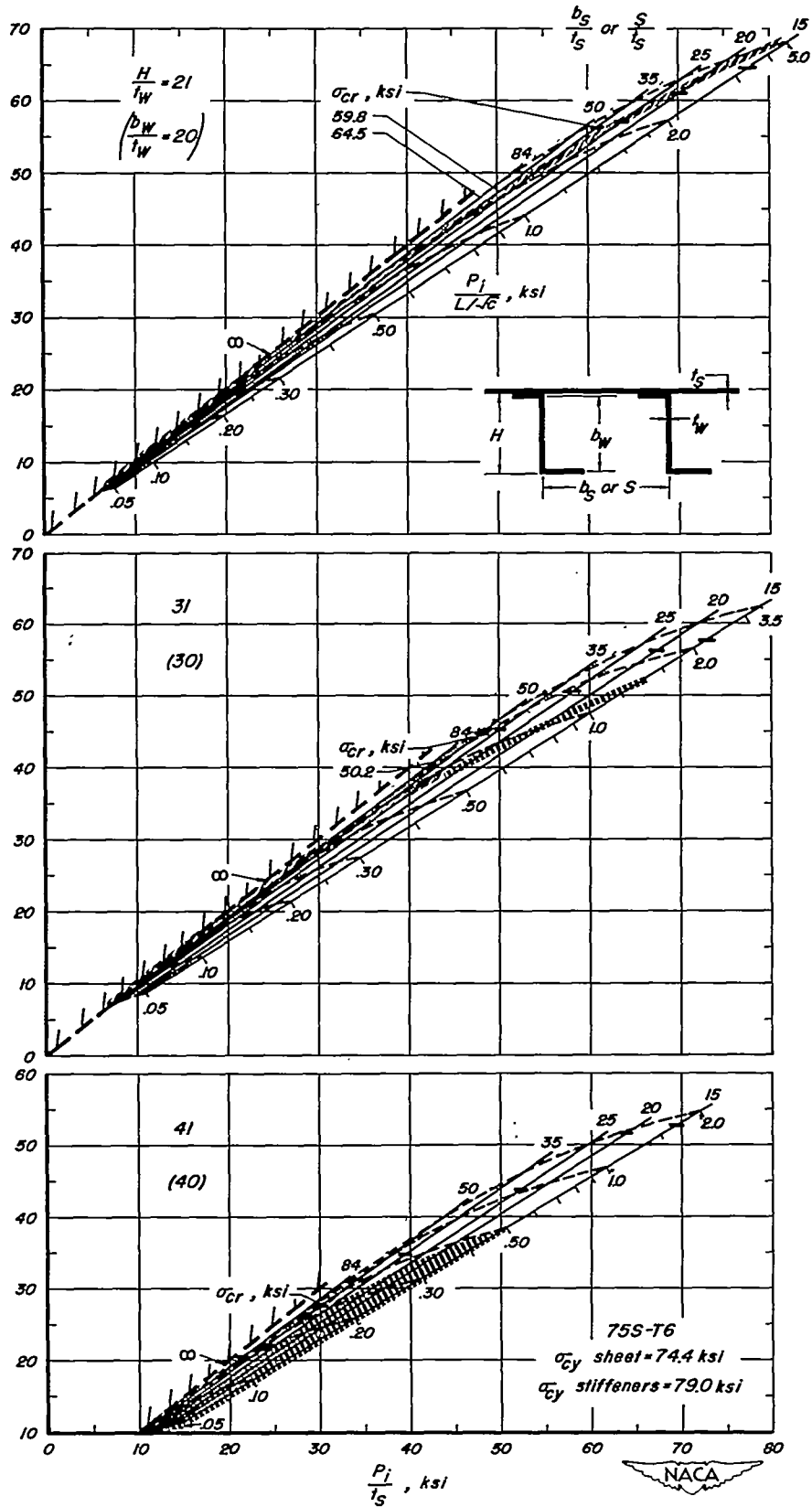


Figure 11.—Concluded. ($\frac{t_w}{t_s} = 0.25$)



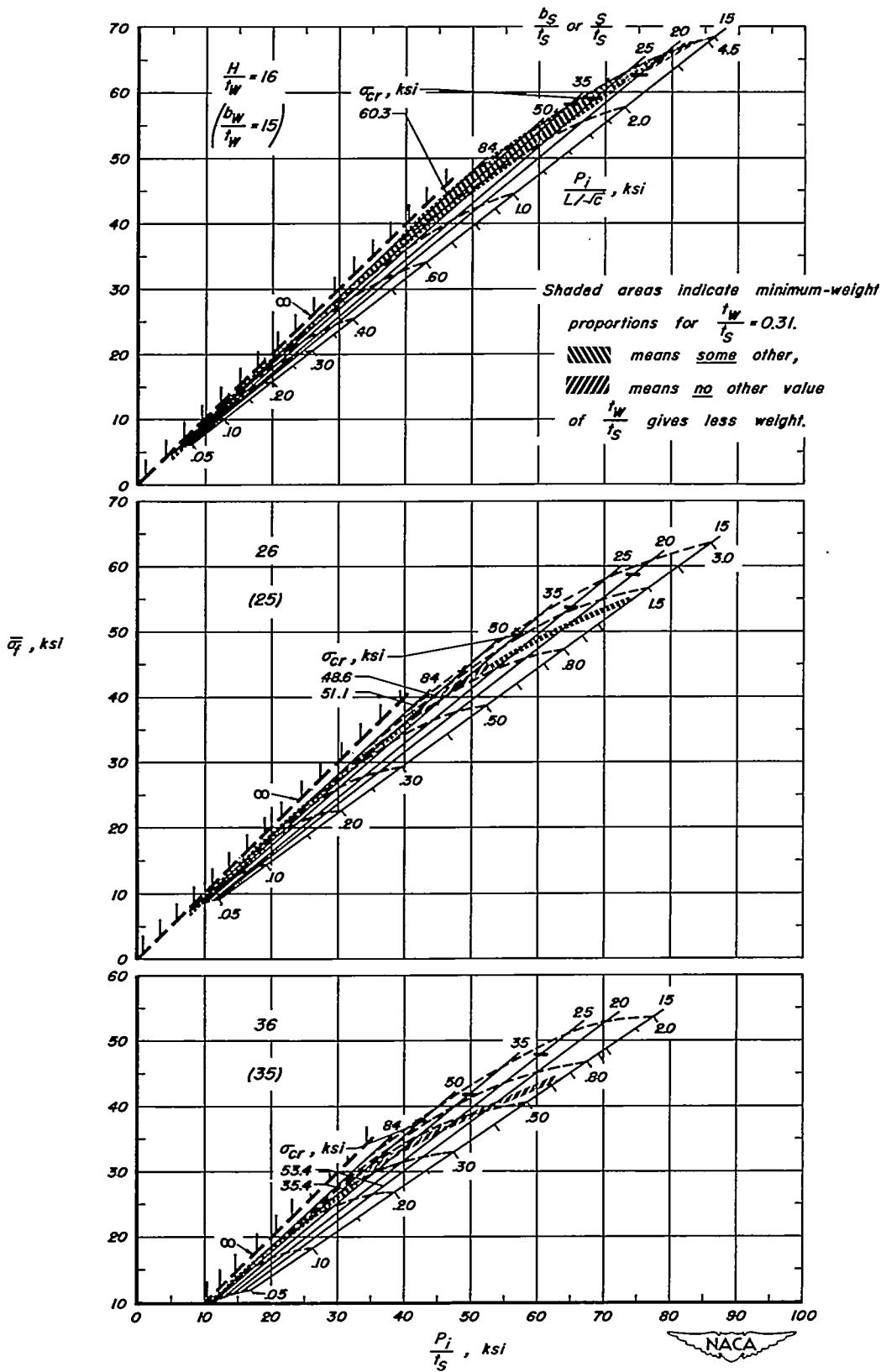


Figure 12.—Direct-reading design chart (alternate form) for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{S} = 0.31$.

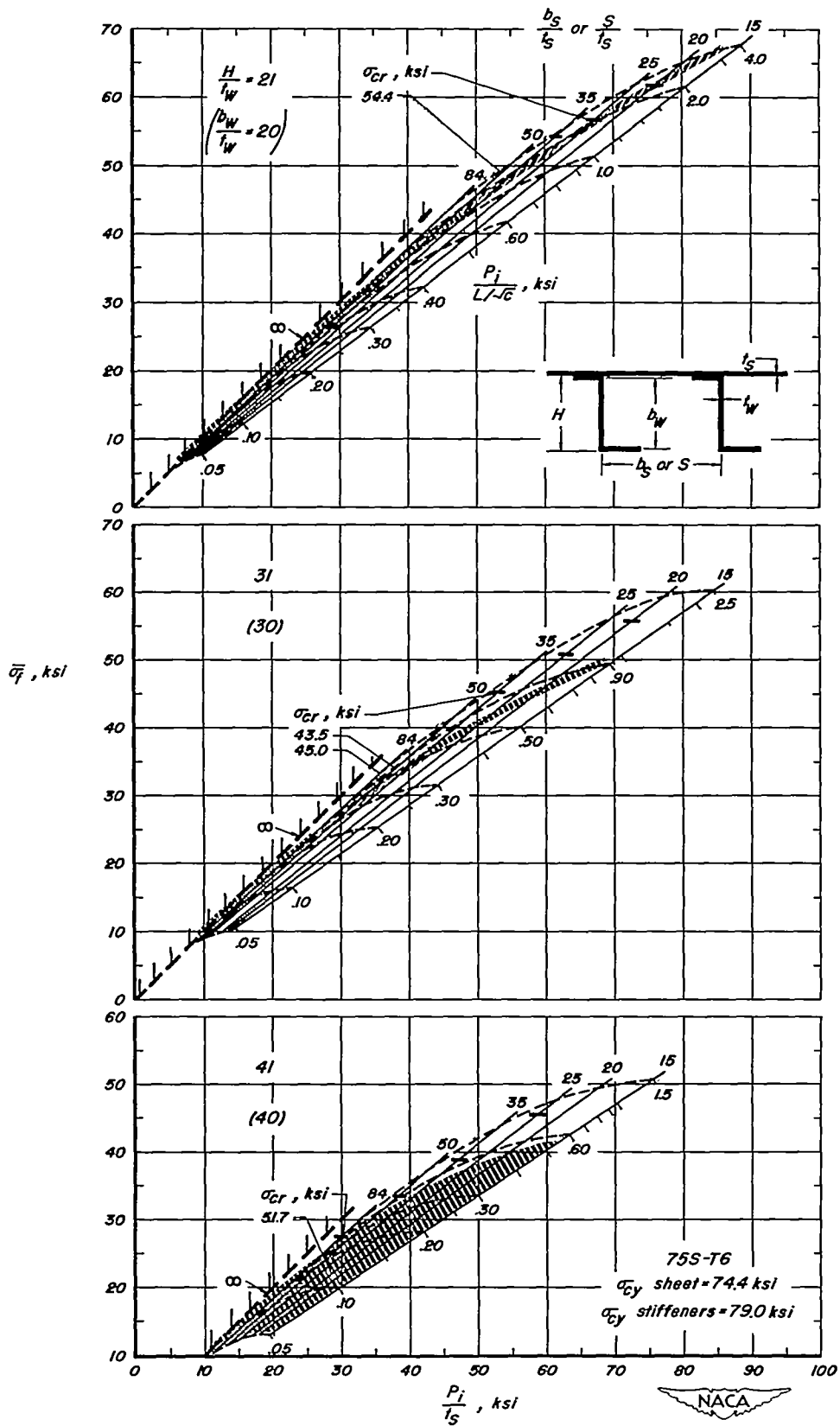


Figure 12.—Concluded. $(\frac{t_w}{t_s} = 0.31)$



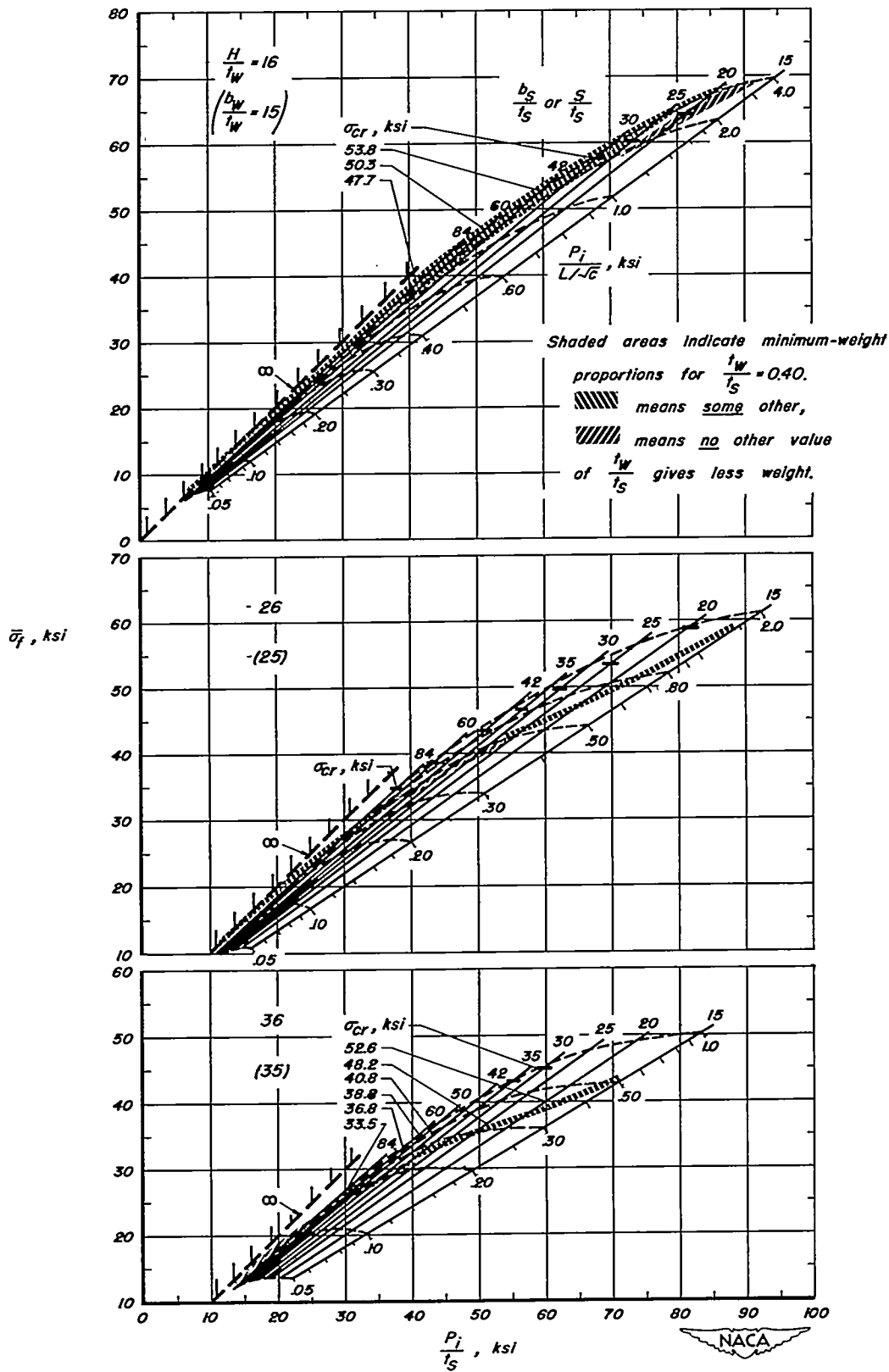


Figure 13.—Direct-reading design chart (alternate form) for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{I_S} = 0.40$.

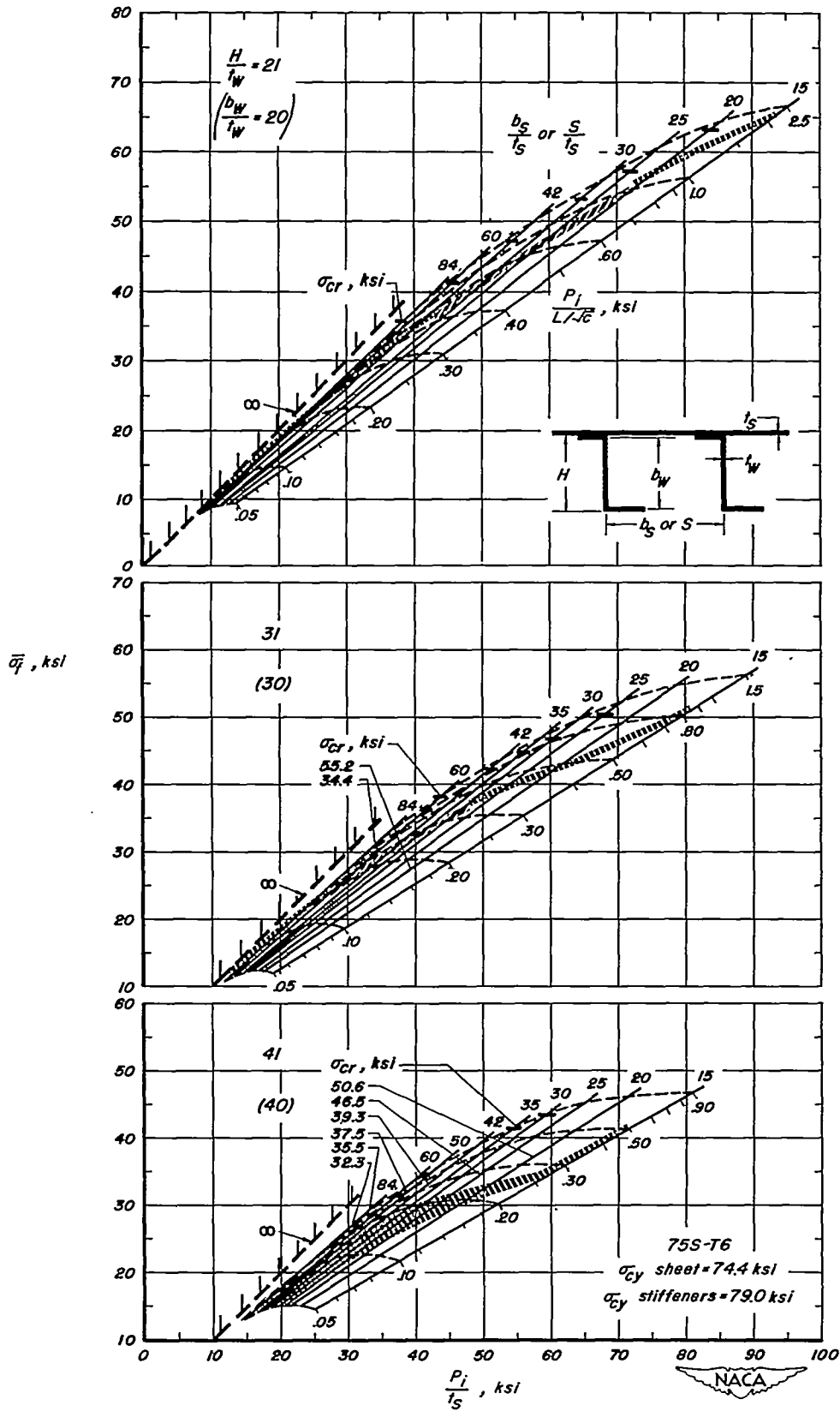


Figure 13.—Concluded. $\left(\frac{t_w}{t_s} = 0.40\right)$

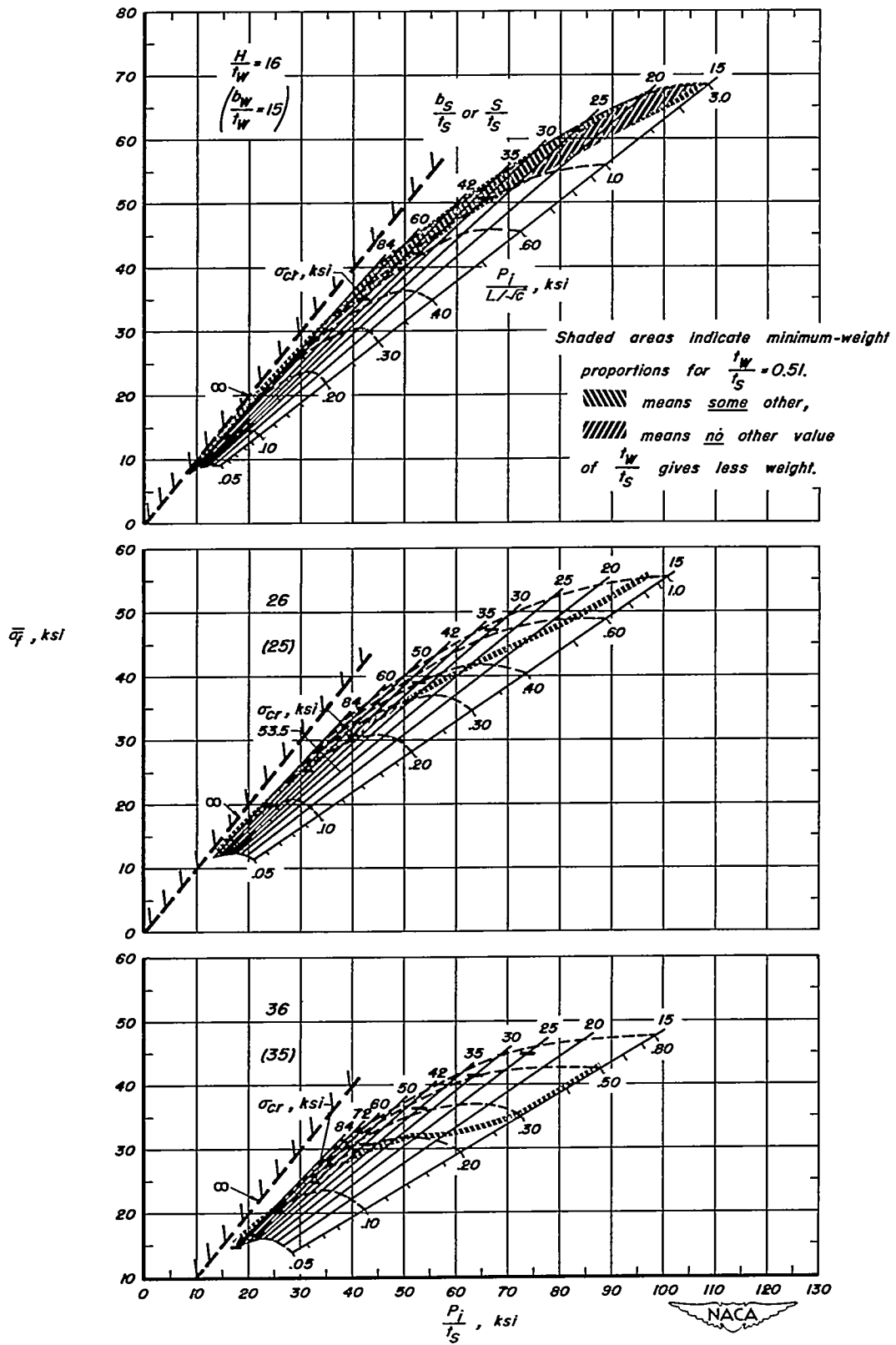


Figure 14.—Direct-reading design chart (alternate form) for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.51$.

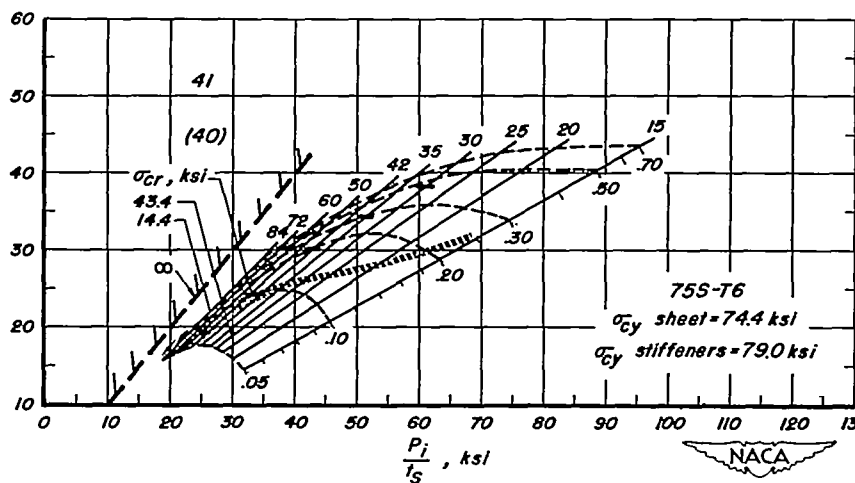
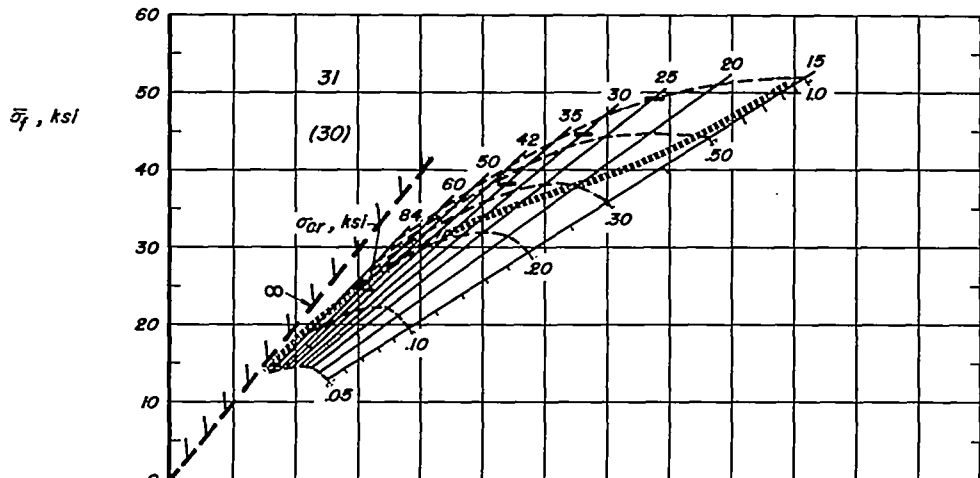
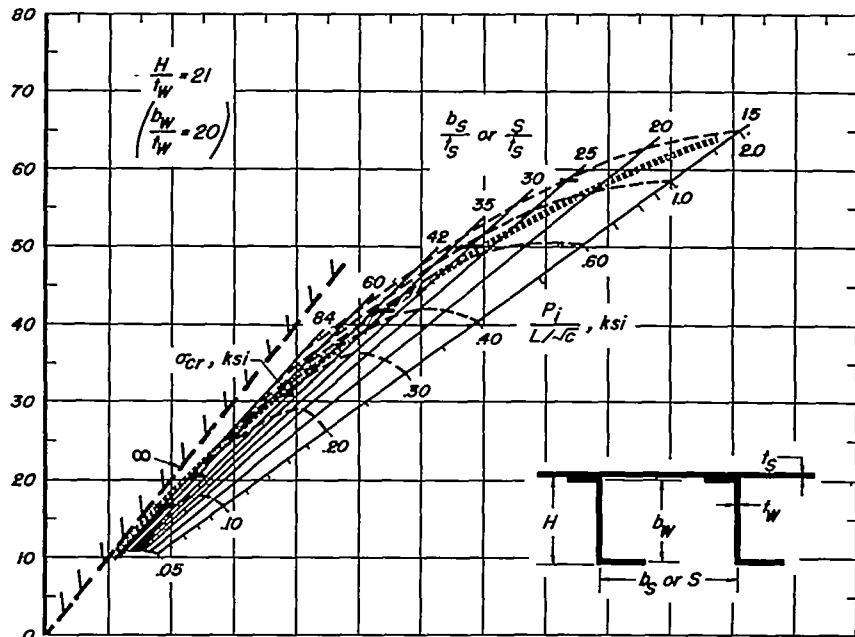
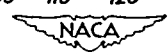


Figure 14.—Concluded. ($t_w/t_s = 0.51$)



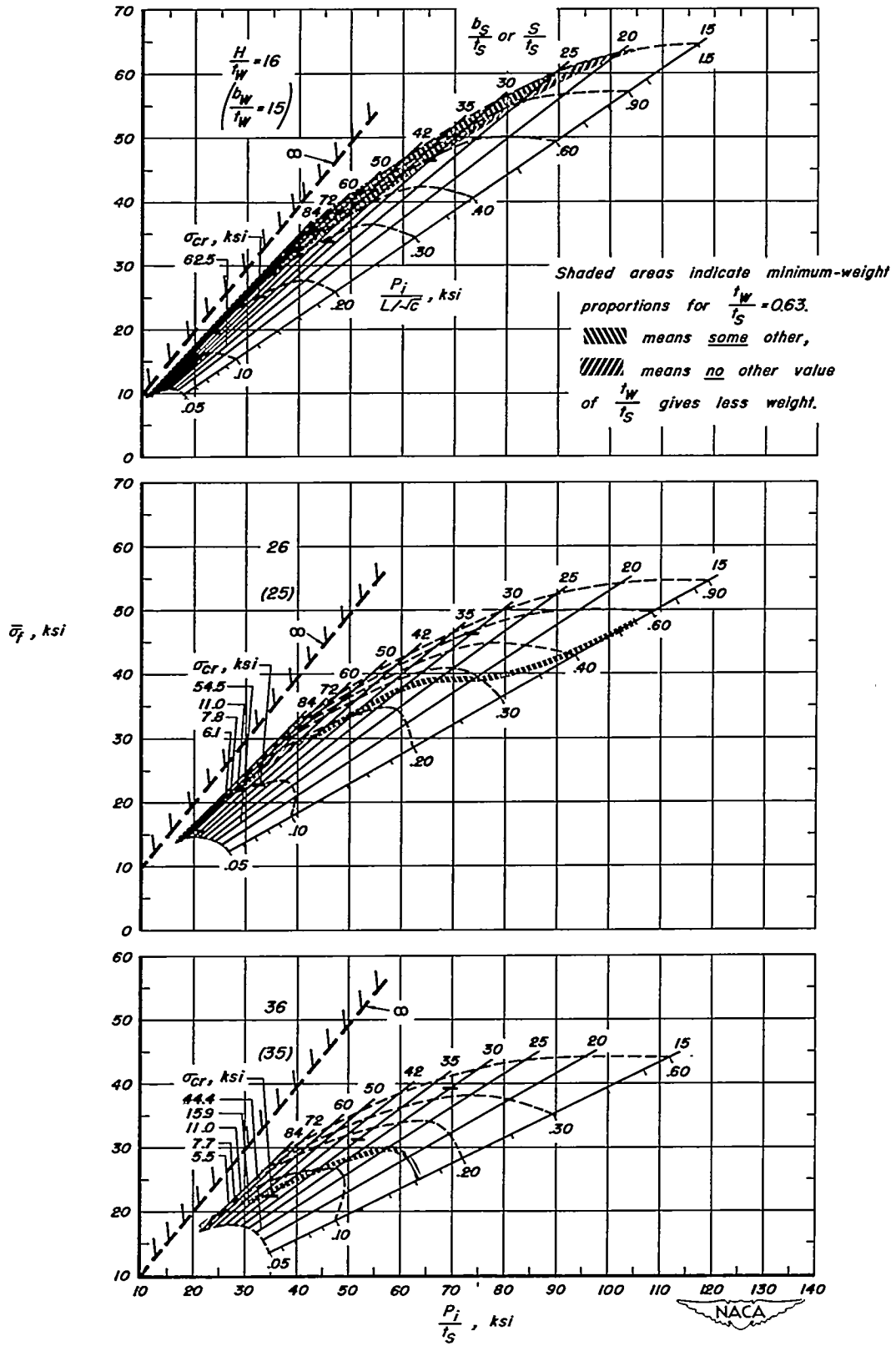


Figure 15.—Direct-reading design chart (alternate form) for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.63$.

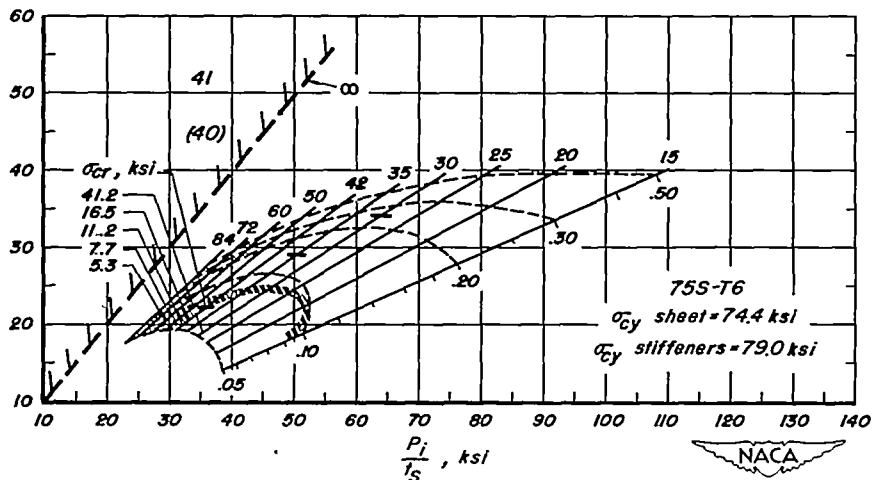
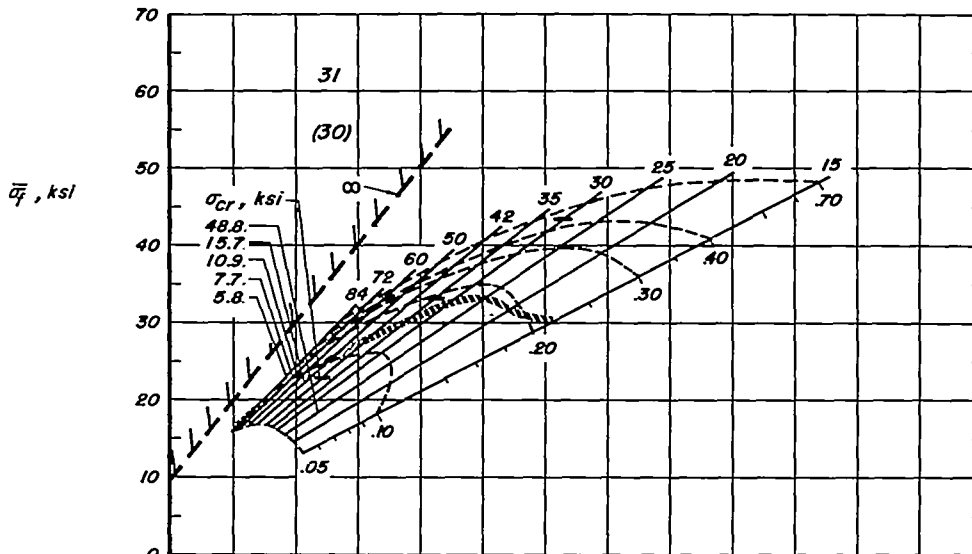
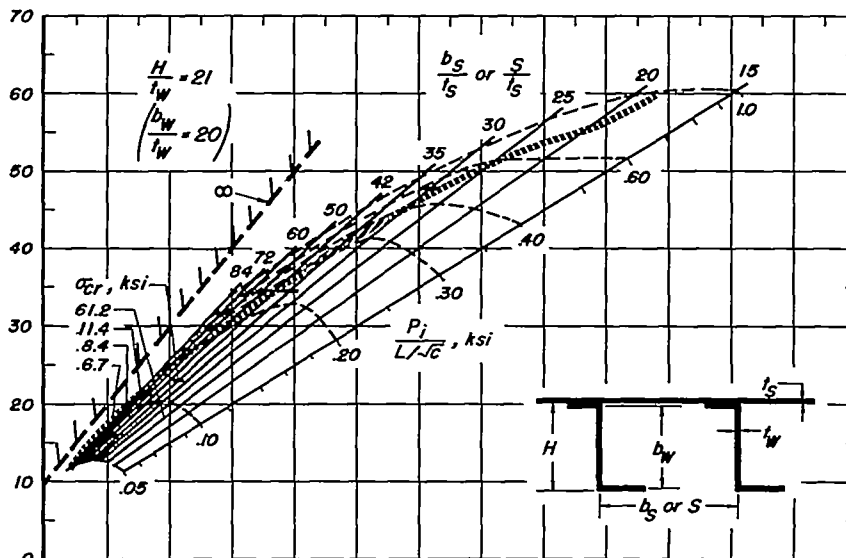


Figure 15.—Concluded. $\left(\frac{t_w}{l_s} = 0.63\right)$



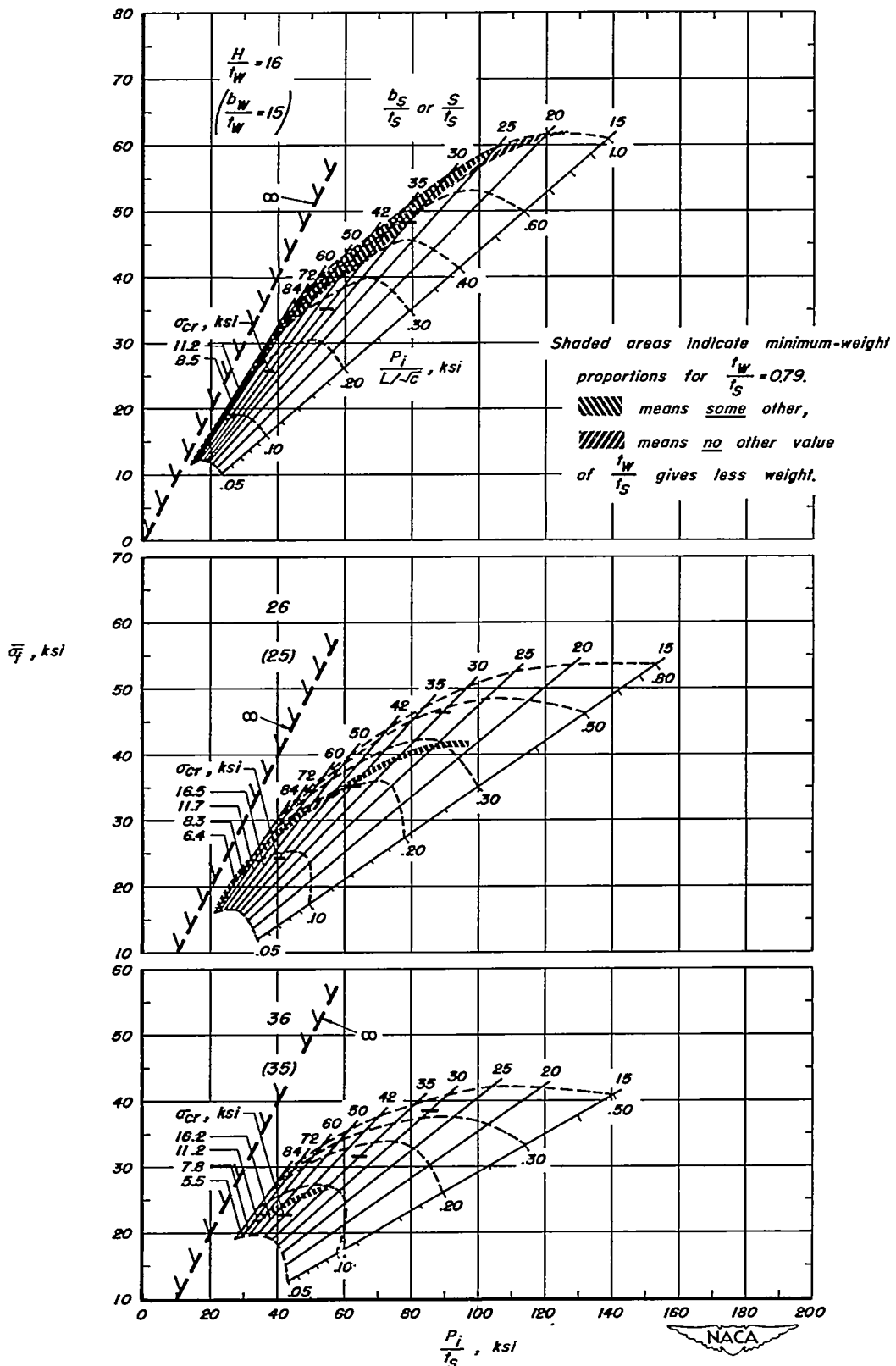


Figure 16.—Direct-reading design chart (alternate form) for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 0.79$.

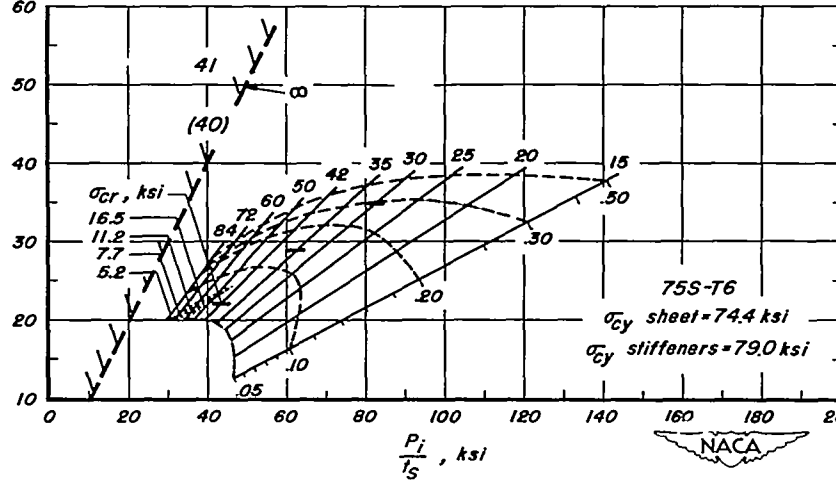
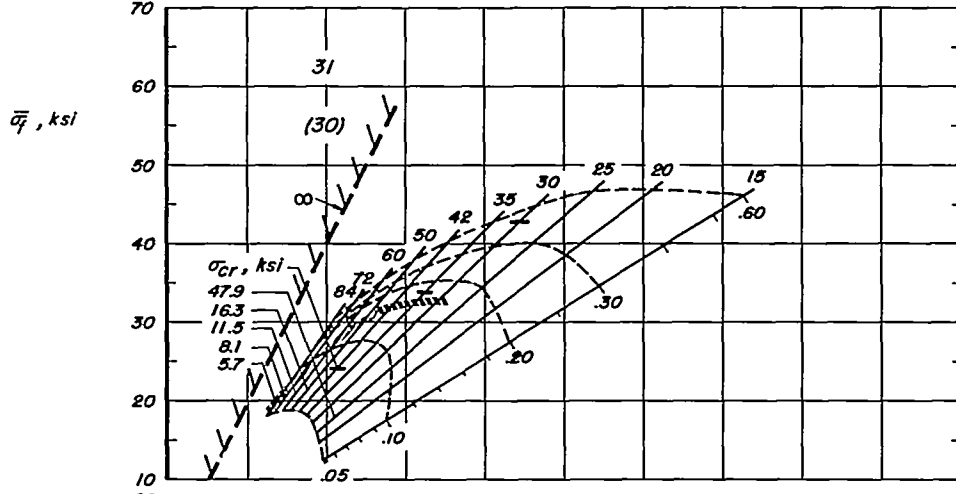
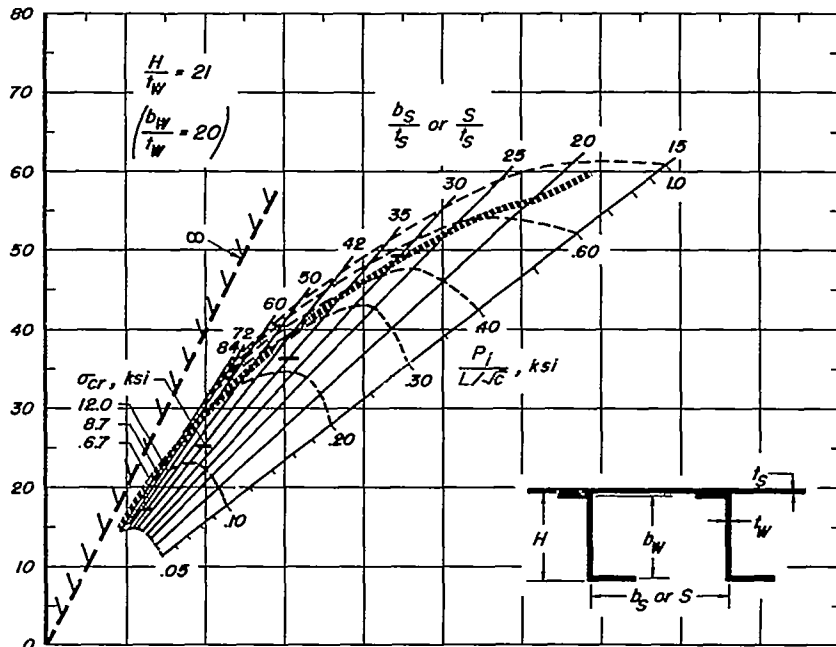


Figure 16.—Concluded. $\left(\frac{t_w}{t_s} = 0.79\right)$



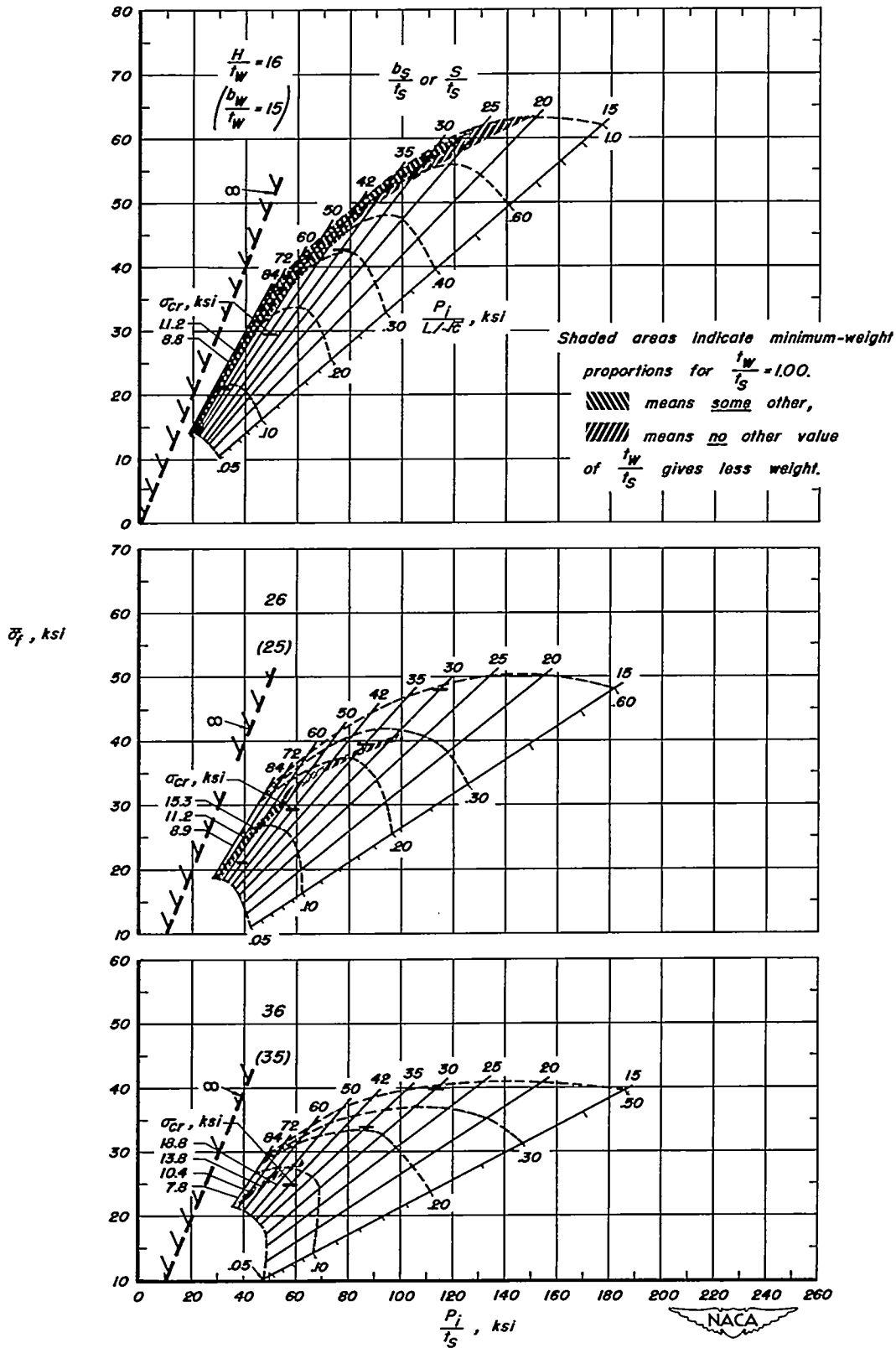


Figure 17.—Direct-reading design chart (alternate form) for flat compression panels of 75S-T6 aluminum alloy with extruded Z-section stiffeners, $\frac{t_w}{t_s} = 1.00$.

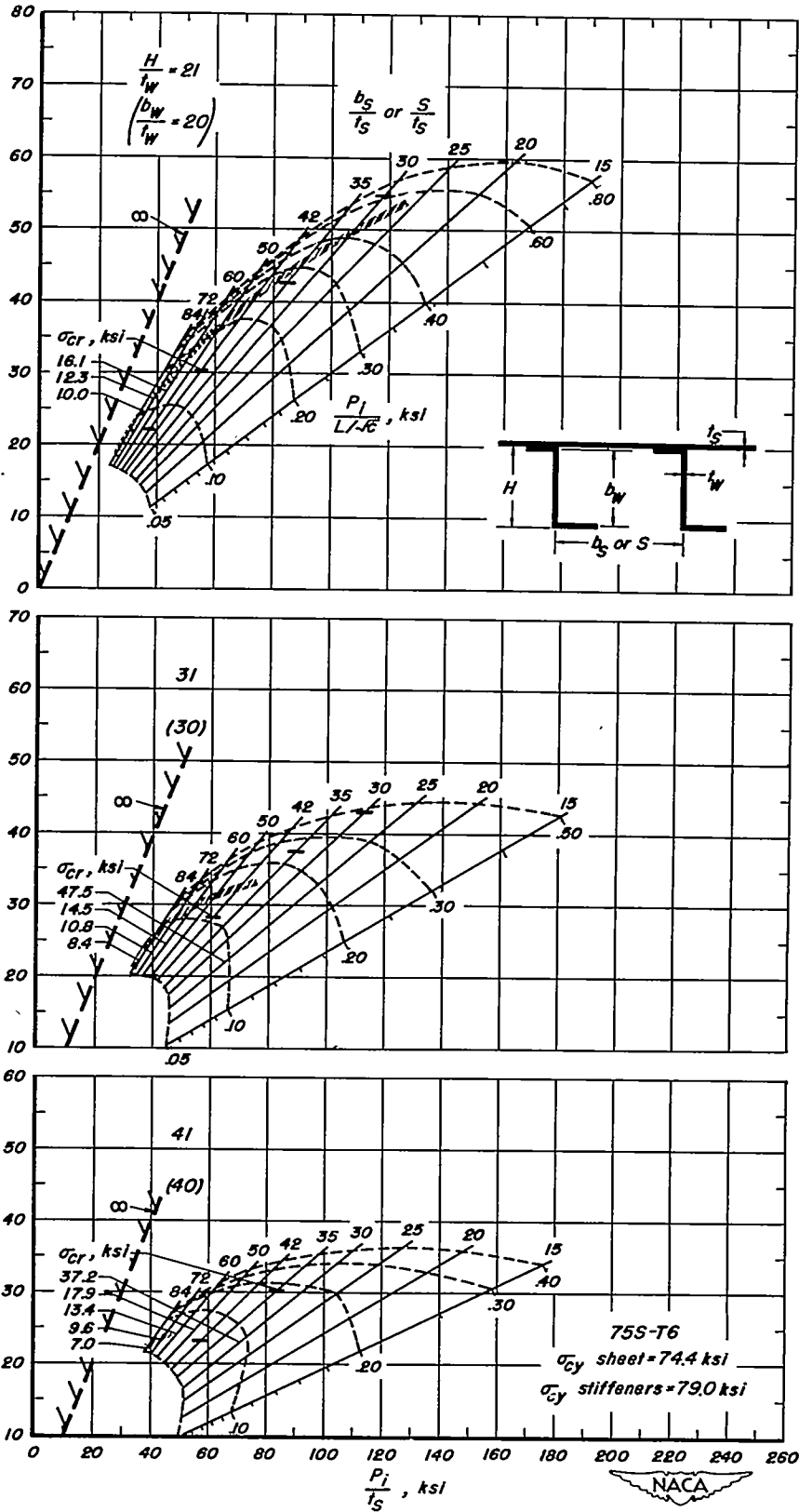


Figure 17.—Concluded. ($t_w/t_s = 1.00$)

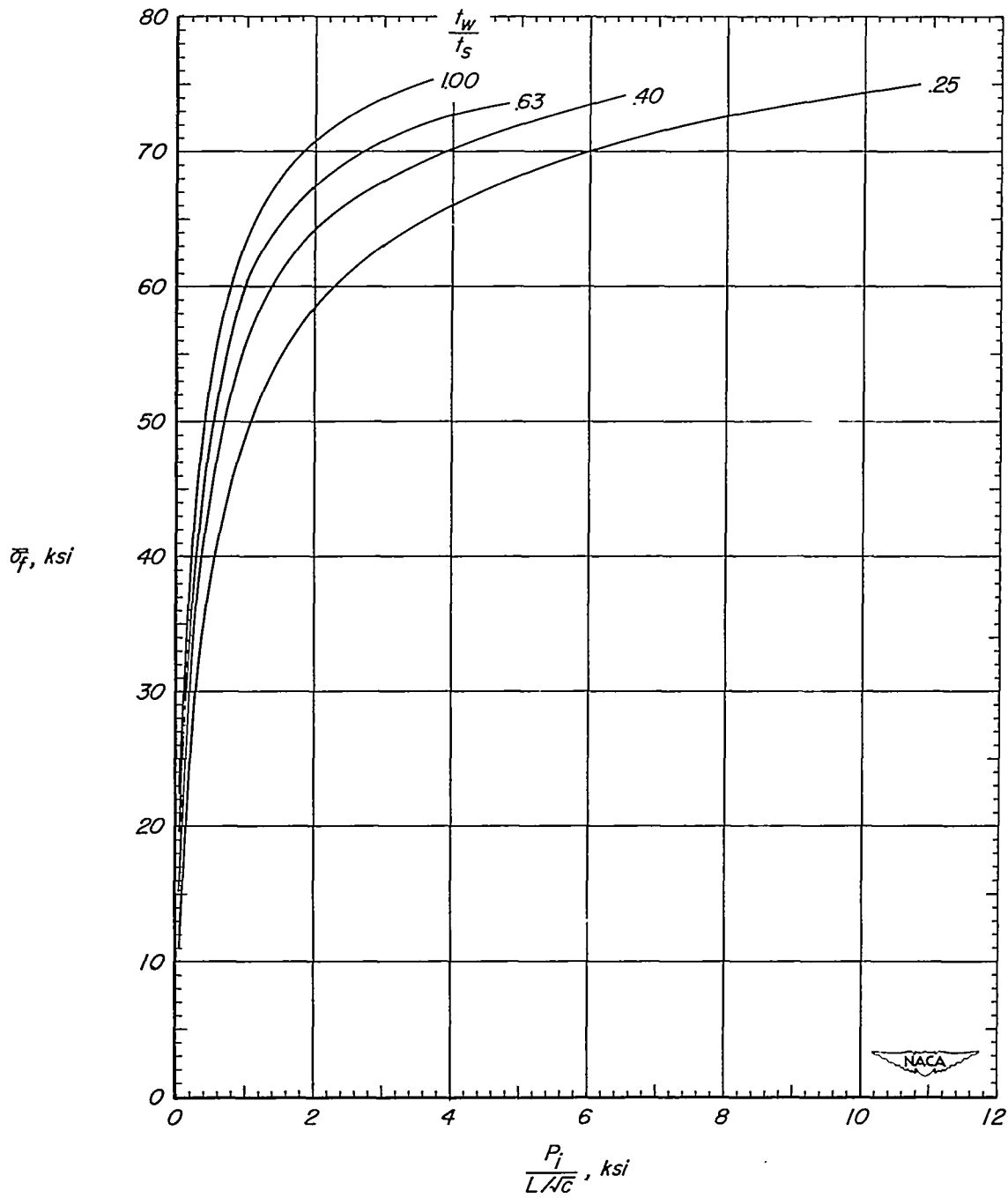


Figure 18.- Highest values of average stress at failure for 75S-T6 aluminum-alloy flat compression panels having extruded Z-section stiffeners.

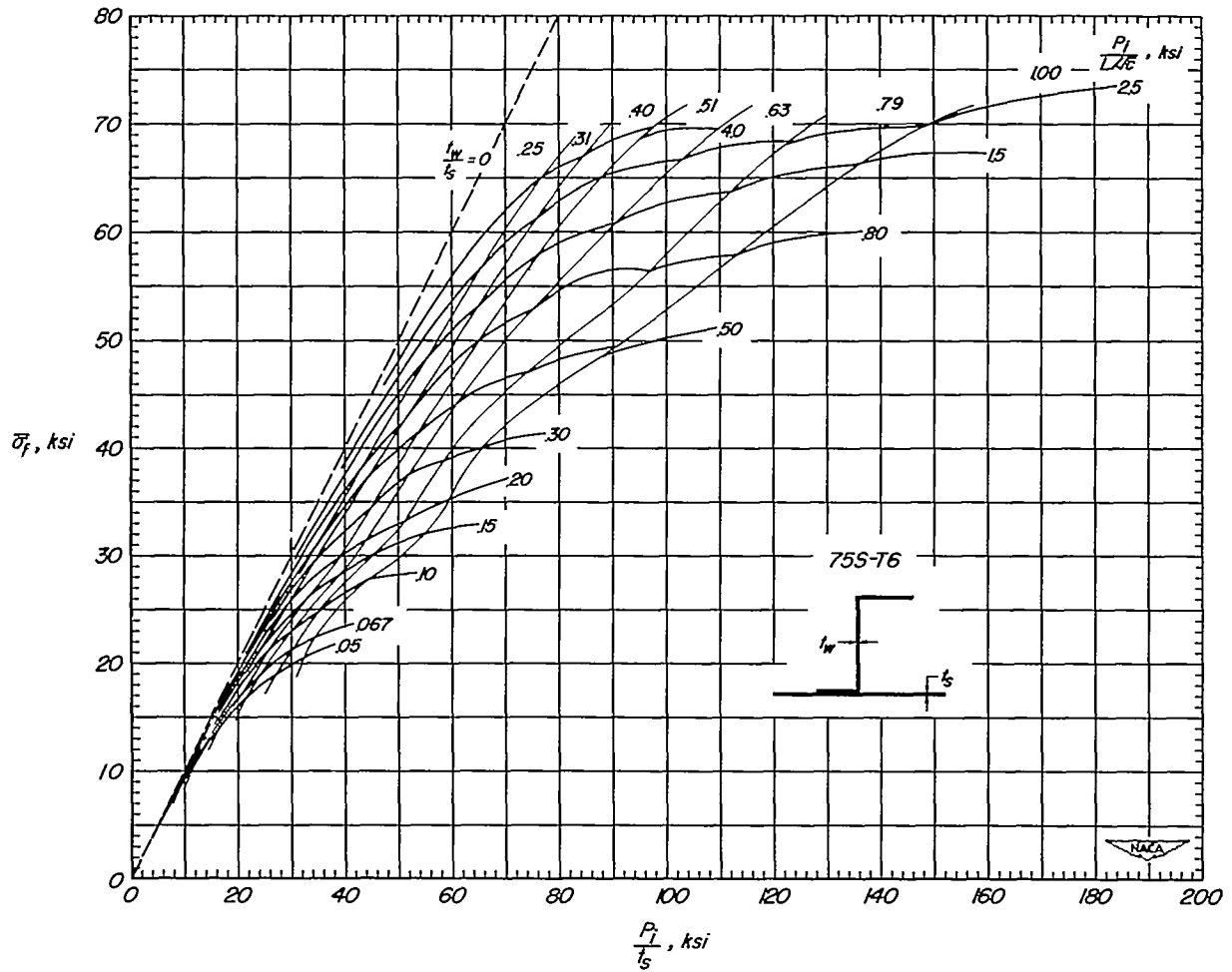


Figure 19.- Design chart for the determination of the average stress at failure that can be carried by minimum-weight designs of 75S-T6 aluminum-alloy flat compression panels having extruded Z-section stiffeners.

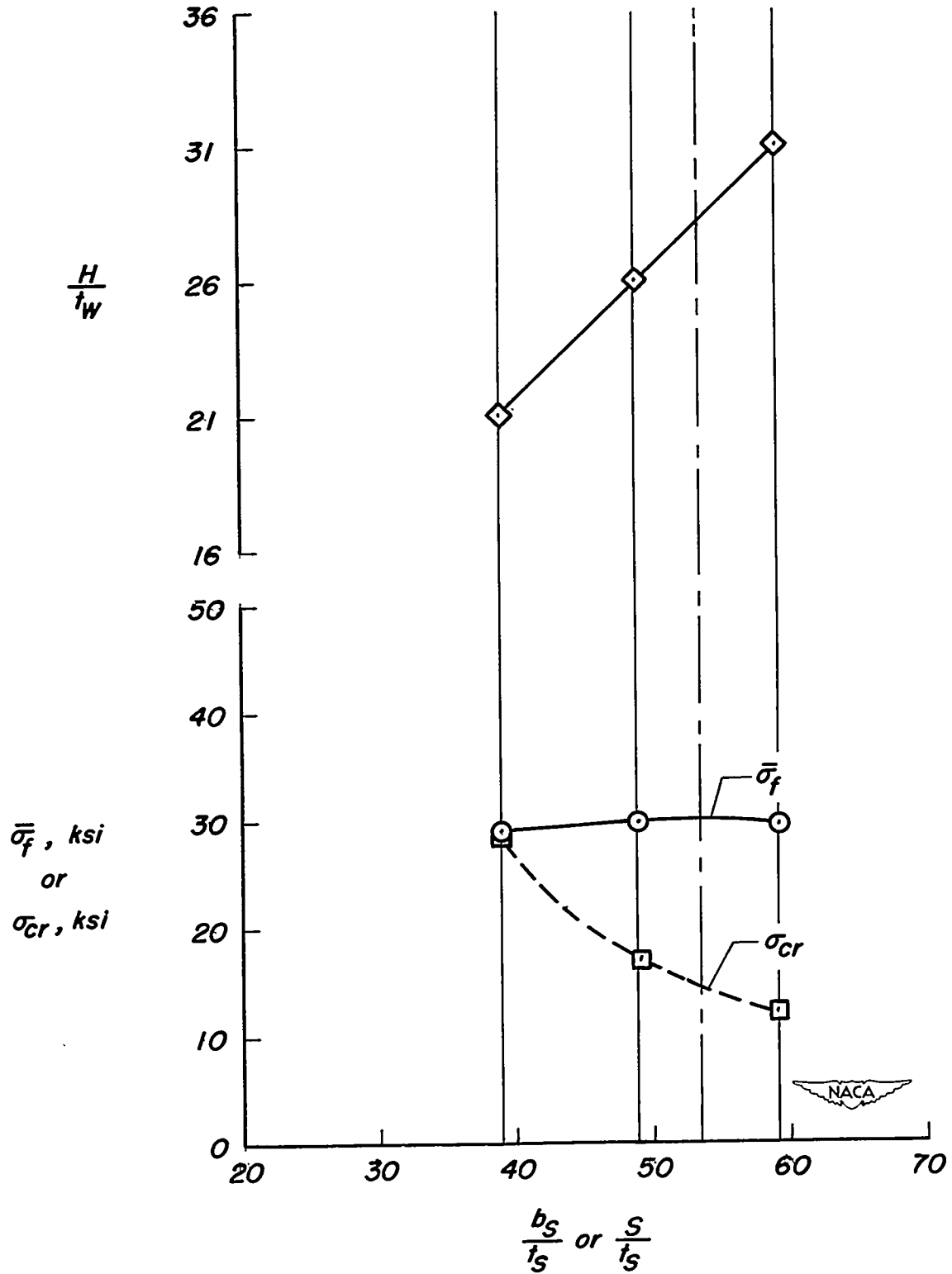


Figure 20.- Plot for obtaining design from design charts.