



Institute of Aeronautics and Applied Mechanics

Finite element method 2 (FEM 2)

Damping matrix

11.2021

$$[M] \cdot \{\ddot{q}\} + [C] \cdot \{\dot{q}\} + [K] \cdot \{q(t)\} = \{F(t)\}$$

$NDOF \times NDOF$ $NDOF \times 1$ $NDOF \times NDOF$ $NDOF \times 1$ $NDOF \times NDOF$ $NDOF \times 1$ $NDOF \times 1$

↑ ↑ ↑ ↑ ↑ ↑ ↑

MASS MATRIX VECTOR OF NODAL ACCELERATIONS DAMPING MATRIX VECTOR OF NODAL VELOCITIES STIFFNESS MATRIX VECTOR OF NODAL DISPLACEMENTS LOAD VECTOR

DAMPING MATRIX

Rayleigh
model

$$[C] = \alpha \cdot [M] + \beta \cdot [K]$$

↑
coefficient
of mass
damping

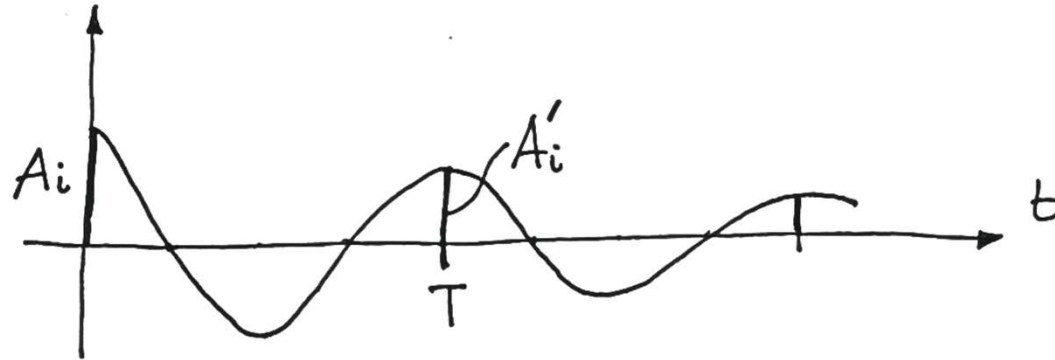
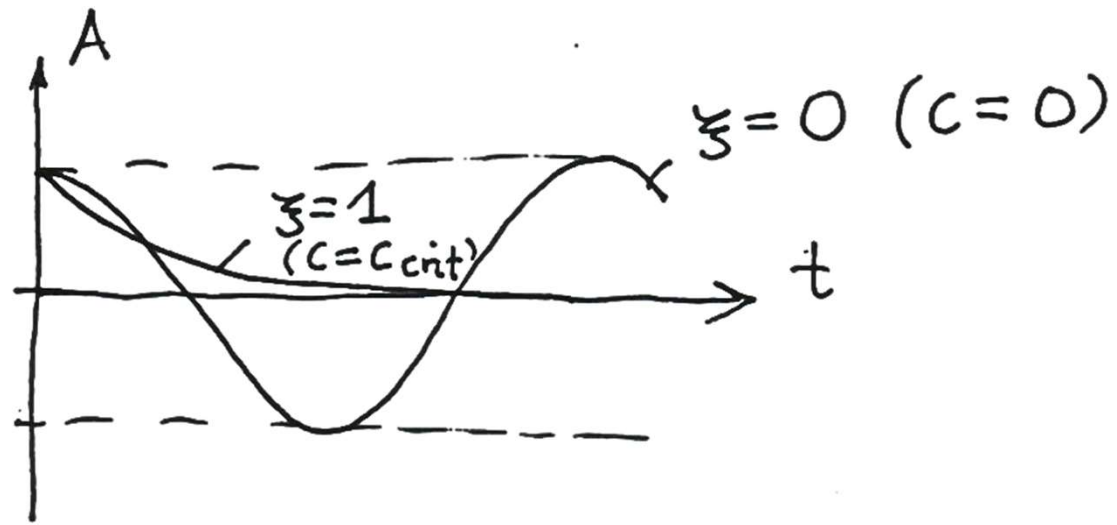
(due to rigid
body motion)

↑
coefficient
of structural
damping

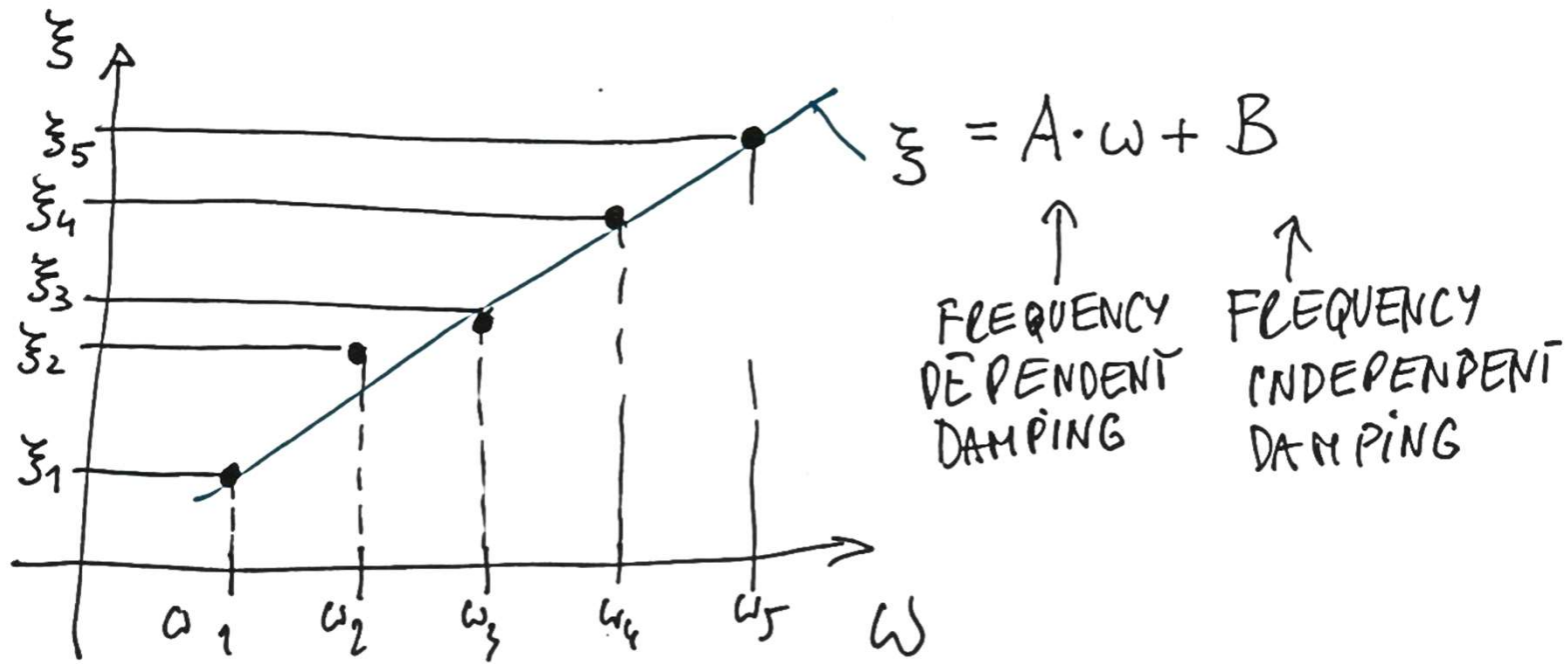
damping ratio:

$$\zeta = \frac{\alpha}{2\omega} + \beta \cdot \frac{\omega}{2}$$

$$\zeta = \frac{C}{C_{crit}}$$



logarithmic decrement : $\xi_i = \frac{\ln \frac{A_i}{A'_i}}{2\pi}$



$$\left\{ \begin{array}{l} \frac{1}{2\omega_1} \cdot \alpha + \frac{\omega_1}{2} \cdot \beta = A \cdot \omega_1 + B \\ \frac{1}{2\omega_5} \cdot \alpha + \frac{\omega_5}{2} \cdot \beta = A \cdot \omega_5 + B \end{array} \right.$$

$$\alpha = \frac{2\omega_1\omega_5 B}{\omega_1 + \omega_5}$$

$$\beta = 2\left(A + \frac{B}{\omega_1 + \omega_5}\right)$$

$$[C] = \alpha \cdot [M] + \beta \cdot [K]$$

LINEAR REGRESSION

A= 2.451E-06

α = 24.75304351 [s]

B= 1.024E-02

β = 5.52849E-06 [1/s]

TEST no.	f [Hz]	ω [1/s]	A1 [mm]	A1' [mm]	ξ	Rayleigh	mass_part	structural_part
1	200	1256.637	1	0.9	0.016769	0.013323	0.009848923	0.00347365
2	800	5026.548	1	0.87	0.022164	0.016357	0.002462231	0.013894601
3	1600	10053.1	1	0.82	0.031584	0.02902	0.001231115	0.027789201
4	3150	19792.03	1	0.7	0.056767	0.055335	0.000625328	0.05470999
5	5000	31415.93	1	0.57	0.089464	0.087235	0.000393957	0.086841254

