
A problem of optimal parameter control of aircraft shock absorber struts on taking off and landing

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Chassis is one of the important aircraft units. At a plane operation its run on a runway can reach 200 thousand kilometers. To increase the chassis service life, to reduce the airframe overloads, to increase the safety at taking off and landing stages and at the airplane operation on strips of a various class it is reasonable to provide a control of aircraft chassis racks amortizing parameters including during taking off and landing.

Keywords: *chassis, plane (aircraft), control, amortizing parameters, runway, damp, stiffness.*

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