Universal Journal of Aerodynamics **9 (2021), 22-38**
www.papersciences.com **EU Academy of Sciences (EUAS) e-Symposium**

About an Energy World by using the Theory of Universal Mechanics in Future Aircraft & Spacecraft

E.G. Ladopoulos
Interpaper Research Organization
Athens, GR - 106 72, Greece
eladopoulos@interpaper.org

Abstract
For the design of the future aircraft with turbojet engines and speeds in the range of 50,000 km/h, and for the future spacecraft of any speed, the modern theory of *"Universal Mechanics"* is further improved and studied. The groundbreaking theory of *"Universal Mechanics"* consists to the combination of the theories of *"Relativistic Elasticity"* and *"Relativistic Thermo-Elasticity"*. Thus, according to the above theories there is a considerable difference between the absolute stress tensor and the stress tensor of the airframe even in the range of speeds of 50,000 km/h. Furthermore, for bigger speeds of the new generation spacecraft, like c/3, c/2 or 3c/4 (c=speed of light), then the difference between the two stress tensors is very much increased. Thus, for the future spacecraft with very high speeds, the relative stress tensor will be therefore very much different than the absolute stress tensor. Besides, for velocities near the speed of light, then the values of the relative stress tensor are very much bigger than the corresponding values of the absolute stress tensor. The theory of *"Relativistic Elasticity"* is a combination between the theories of "Classical Elasticity" and "Special Relativity" and results in the *"Universal Equation of Elasticity"*. Additionally, the theory of *"Relativistic Thermo-Elasticity"* is a combination between the theories of "Classical Thermo-Elasticity" and "Special Relativity" and results in the *"Universal Equation of Thermo-Elasticity"*. For the future aircraft and spacecraft of very high speeds new generation aerodynamics should be used. Consequently, the *"Universal Equation of Elasticity"* and the *"Universal Equation of Thermo-Elasticity"* are parts of the general theory of *"Universal Mechanics"*.

Key Word and Phrases
Relativistic Elasticity, Relativistic Thermo-Elasticity, Future Aircraft, Future Spacecraft, Relative Stress Tensor, Absolute Stress Tensor, Stationary and Moving Frames, Energy-Momentum Tensor, Universal Mechanics, Universal Equation of Elasticity, Universal Equation of Thermo-Elasticity.

1. New Investigations of Universal Mechanics for Future Aircraft & Spacecraft

In the near future the big Aeronautical Industries are expected to effect a competitive technological advantage in several strategic areas of new and rapidly developing advanced technologies. Thus, this considerably big market share includes the design of a future aircraft with speeds even in the range of 50,000 km/h. As the design of future turbojet engines makes possible the design of such type of large aircraft, then there is a need of elastic stress design and analysis for the construction of the total parts of such type of the future and new generation aircraft.

Furthermore, the scope by the big Space Agencies is to achieve in the future, an absolute spacecraft moving with very high speeds, even approaching the speed of light. Thus, how far could be this future ? According to the current investigation and research such future could be much closer than everybody believes. For the future spacecraft the relative stress tensor will be much different than the absolute stress tensor and so special solid should be used for the construction of the future spacecraft. The suitable choice of the solid which must be used for the construction of the absolute spacecraft is under investigation, but such solid will be very much different than the usual composite materials.

So, it will be shown that there is a significant difference between the absolute stress tensor and the stress tensor of the airframe even in the range of speeds of 50,000 km/h. Additionally, for bigger speeds the difference of the two stress tensors will be very much increased. Thus, for bigger velocities like c/3, c/2 or 3c/4 (c=speed of light) the relative stress tensor is very much different than the absolute one and for velocities near the speed of light the values of the relative stress tensor are much bigger than the corresponding values of the absolute stress tensor. After the speed of light an energy world would appear. The study of the connection between the stress tensors of the absolute frame and the airframe is included in the theory proposed by E.G.Ladopoulos [30] - [32] under the term *"Relativistic Elasticity"* and *"Relativistic Thermo-Elasticity"* and the final formula which results from the above theories is called the *"Universal Equation of Elasticity"* and the *"Universal Equation of Thermo-Elasticity"*, correspondingly. Also, both theories of *"Relativistic Elasticity"* and *"Relativistic Thermo-Elasticity"* are included in a more general theory under the term *"Universal Mechanics"*.

Additionally, E.G.Ladopoulos [1]-[16] and E.G.Ladopoulos et al. [17]-[22] proposed singular integral equation methods applied to elasticity, plasticity and fracture mechanics theories. In the above mentioned papers the *Singular Integral Operators Method (S.I.O.M.)* is studied for the numerical solution of the multidimensional singular integral equations in which the stress tensor analysis of the linear elastic theory is reduced. Besides, the theory of linear singular integral equations was extended to non-linear singular integral equations, too. [23]-[29]. Thus, the theory of *"Universal Mechanics"* and correspondingly the theories of *"Relativistic Elasticity"* and *"Relativistic Thermo-Elasticity"* will be applied for the design of the elastic stress analysis of the airframes.

Beyond the above, the classical theory of elastic stress analysis and thermo-elastic stress analysis began to be analyzed in the early nineteenth century and was further developed during the twentieth century. During the past years, several important monographs were published on the classical theory of elasticity and thermo-elasticity. [33]-[52].

On the contrary, over the past special attention has been given, by many scientists worldwide, on the theoretical aspects of the special theory of relativity. Hence, some classical monographs were written, dealing with the theoretical foundations and investigations of the special and the general theory of relativity. [53]–[60]. Besides, by the current study will be shown that the "*relative stress tensor is not symmetrical*", when, as it is well known, the "*absolute stress tensor is symmetrical*". Such a difference is very important for the design of the future aircraft and spacecraft of very high speeds.

Even if in the late future it will be proved that there exists a higher limit than the speed of light, then our sophisticated theory will still be existed, as over the speed of light the mass is becoming energy.

2. New I of Future Aircraft & Spacecraft by Universal Equation of Elasticity

Consider the state of stress at a point in the stationary frame S^0, defined by the following symmetrical stress tensor: (Fig.1)

$$\sigma^0 = \begin{bmatrix} \sigma_{11}^0 & \sigma_{12}^0 & \sigma_{13}^0 \\ \sigma_{21}^0 & \sigma_{22}^0 & \sigma_{23}^0 \\ \sigma_{31}^0 & \sigma_{32}^0 & \sigma_{33}^0 \end{bmatrix} \tag{2.1}$$

where:
$$\sigma_{21}^0 = \sigma_{12}^0, \sigma_{31}^0 = \sigma_{13}^0, \sigma_{32}^0 = \sigma_{23}^0 \tag{2.2}$$

Additionally, consider an infinitesimal face element df with a directed normal, defined by a unit vector **n**, at definite point p in the three-space of a Lorenz system. The matter on either side of this face element experiences a force which is proportional to df.

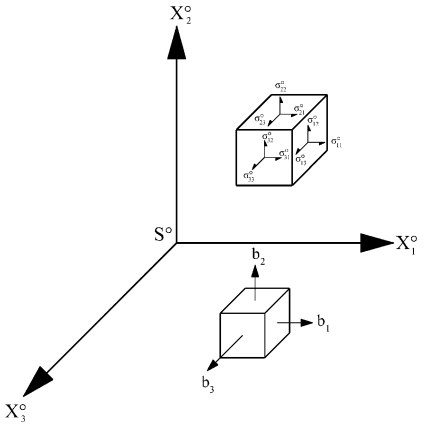

Fig. 1 The state of stress σ_{ik}^{0} in the stationary system S^{0}.

Thus, the force is valid as:

$$\mathrm{d}\boldsymbol{\sigma}(\mathbf{n}) = \boldsymbol{\sigma}(\mathbf{n})\mathrm{d}f \tag{2.3}$$

The components $\sigma_i(\mathbf{n})$ of $\boldsymbol{\sigma}(\mathbf{n})$ are linear functions of the components n_k of $\mathbf{n}$:

$$\sigma_i(\mathbf{n}) = \sigma_{ik} n_k,\ i,k = 1,2,3 \tag{2.4}$$

in which σ_{ik} is the elastic stress tensor, also called as the relative stress tensor, in contrast to the space part σ_{ik}^{0} of the total energy-momentum tensor T_{ik}, referred as the absolute stress tensor. [53], [54} (Fig. 2).

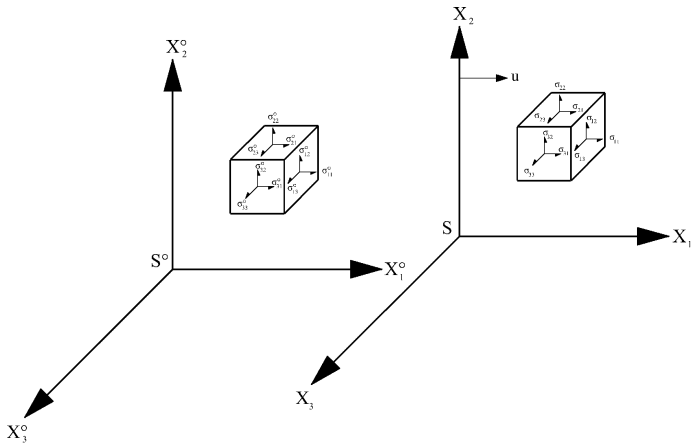

Fig. 2 The state of stress σ_{ik}^{0} in the stationary system S^{0} and σ_{ik} in the airframe system with velocity u parallel to the x_1 - axis.

Besides, the connection between the absolute and relative stress tensors is defined as:

$$\sigma_{ik}^{0} = \sigma_{ik} + g_i u_k,\ i,k = 1,2,3 \tag{2.5}$$

where g_i are the components of the momentum density $\mathbf{g}$ and u_k the components of the velocity $\mathbf{u}$ of the matter.

The connection between $\mathbf{g}$ and the energy flux $\mathbf{s}$, is equal to:

$$\mathbf{g} = \mathbf{s}/c^2 \tag{2.6}$$

in which c denotes the speed of light (= 300.000 *km*/*sec*).

Furthermore, the total work done per unit time by elastic forces on the matter inside the closed surface f can be given by the formula:

$$W = \int_f \left(\boldsymbol{\sigma}(\mathbf{n}) \cdot \mathbf{u}\right) \mathrm{d}f = \int_f \sigma_{ik} n_k u_i \,\mathrm{d}f = -\int_\upsilon \frac{\vartheta(u_i \sigma_{ik})}{\vartheta x_k} \mathrm{d}\upsilon,\ i,k = 1,2,3 \tag{2.7}$$

where the integration in the last integral is extended over the interior υ of the surface *f*.

Consequently, the work done on an infinitesimal piece of matter of volume $\delta\upsilon$ is valid as:

$$\delta W = -\frac{\vartheta(u_i \sigma_{ik})}{\vartheta x_k} \delta\upsilon \tag{2.8}$$

In addition, (2.8) must be equal to the increase per unit time of the energy inside $\delta\upsilon$:

$$\frac{\mathrm{d}}{\mathrm{d}t}(h\delta\upsilon) = \delta W \tag{2.9}$$

where h denotes the total energy density, including the elastic energy and $\mathrm{d}/\mathrm{d}t$ is the substantial time derivative.

Eq. (2.9) is valid as:

$$\frac{\mathrm{d}}{\mathrm{d}t}(h\delta\upsilon) = \left(\frac{\vartheta h}{\vartheta t} + \frac{\vartheta h}{\vartheta x_k} u_k\right)\delta\upsilon + h\delta\upsilon \frac{\vartheta u_k}{\vartheta x_k} = \left[\frac{\vartheta h}{\vartheta t} + \frac{\vartheta}{\vartheta x_k}(h u_k)\right]\delta\upsilon \tag{2.10}$$

which finally leads to the relation:

$$\frac{\vartheta h}{\vartheta t} + \frac{\vartheta}{\vartheta x_k}(h u_k + u_i \sigma_{ik}) = 0 \tag{2.11}$$

Thus, the total energy flow is valid as:

$$\mathbf{s} = \mathbf{hu} + (\mathbf{u} \cdot \boldsymbol{\sigma}) \tag{2.12}$$

in which $(\mathbf{u} \cdot \boldsymbol{\sigma})$ is a space vector with components $(\mathbf{u} \cdot \boldsymbol{\sigma})_k = u_i \sigma_{ik}$.

Hence, the total momentum density can be written as:

$$\mathbf{g} = \frac{\mathbf{s}}{c^2} = \mu \mathbf{u} + \frac{(\mathbf{u} \cdot \boldsymbol{\sigma})}{c^2} \tag{2.13}$$

where $\mu = h/c^2$ denotes the total mass density, including the mass of the elastic energy.

From (2.5) and (2.13) we obtain:

$$\sigma_{ik} - \sigma_{ki} = -g_i u_k + g_k u_i = [-(\mathbf{u} \cdot \boldsymbol{\sigma})_i u_k + (\mathbf{u} \cdot \boldsymbol{\sigma})_k u_i]/c^2 \neq 0 \tag{2.14}$$

which shows that the relative stress tensor is not symmetrical, in contrast to the absolute stress tensor (2.1) which is symmetrical.

In the stationary frame S^0 the velocity $u^0 = 0$ and so, from (2.5), (2.12) and (2.13) the following expressions are obtained:

$$\sigma_{ik}^0 = \sigma_{ik} = \sigma_{ki} = \sigma_{ki}^0 \ (i,k = 1,2,3) \tag{2.15}$$

In addition, the mechanical energy-momentum tensor satisfies the following relation:

$$T_{ik} U_k = -h^0 U_i \tag{2.16}$$

in which U_i denotes the four-velocity of the matter, in the Lorentz system and $U_i^0 = (0,0,0,ic)$.

Thus, the following scalar can be formed:

$$U_i T_{ik} U_k / c^2 = U_i^0 T_{ik}^0 U_k^0 / c^2 = -T_{44}^0 = h^0(x_1) \tag{2.17}$$

with $h^0(x_1)$ the invariant rest energy density considered as a scalar function of the coordinates (x_i) (i = 1,2,3) in S. (Fig. 2)

Furthermore, by applying the tensor:

$$\Delta_{ik} = \delta_{ik} + U_i U_k / c^2 \tag{2.18}$$

which satisfies the relations:

$$U_i \Delta_{ik} = \Delta_{ik} U_k = 0 \tag{2.19}$$

then, the following symmetrical tensor can be formed:

$$S_{ik} = \Delta_{i1} T_{1m} \Delta_{mk} = S_{ki} \tag{2.20}$$

which is orthogonal to U_i:

$$U_i S_{ik} = S_{ik} U_k = 0 \tag{2.21}$$

By combining eqs. (2.16), (2.17) and (2.20) one has:

$$S_{ik} = T_{ik} - h^0 U_i U_k / c^2 \tag{2.22}$$

Moreover, in the stationary system S_0 one obtains:

$$S_{ik}^0 = \sigma_{ik}^0 = \sigma_{ik},\ S_{i4}^0 = S_{4i}^0 = 0 \tag{2.23}$$

Eq. (2.22) may also be written as:

$$T_{ik} = \xi_{ik} + S_{ik} \tag{2.24}$$

in which:

$$\xi_{ik} = h^0 U_i U_k / c^2 = \mu^0 U_i U_k \tag{2.25}$$

is the kinetic energy-momentum tensor for an elastic body and:

$$\mu^0 = h^0 / c^2 \tag{2.26}$$

is the proper mass density.

We introduce further in every system S the quantity:

$$\sigma_{ik} = S_{ik} - S_{i4} U_k / U_4 \tag{2.27}$$

which, on account of (2.24) and (2.25) is valid as:

$$\sigma_{ik} = T_{ik} - T_{i4} U_k / U_4 \tag{2.28}$$

From (2.1) and (2.2) the three-tensor:

$$S_{ik}^0 = \sigma_{ik}^0 = \sigma_{ik}$$

in the stationary system is a real symmetrical matrix. The corresponding normalized eigenvectors $\mathbf{h}^{0(j)}$ satisfy the orthonormality relations:

$$\mathbf{h}^{(j)0} \cdot \mathbf{h}^{(\rho)0} = \delta^{je} \tag{2.29a}$$

and:

$$h_i^{(j)0} h_k^{(j)0} = \delta_{ik} \quad (j, \rho = 1,2,3) \tag{2.29b}$$

The eigenvalues $p_{(j)}^0$, the principal stresses, are the three roots of the following algebraic equation, where λ is the unknown:

$$\left| S_{ik}^0 - \lambda \delta_{ik} \right| = \left| \sigma_{ik}^0 - \lambda \delta_{ik} \right| = 0 \tag{2.30}$$

The matrix S_{ik}^0 can be further written in terms of the eigenvalues and eigenvectors as:

$$S_{ik}^0 = \sigma_{ik}^0 = p_{(j)}^0 h_i^{(j)0} h_k^{(j)0} \tag{2.31}$$

Then, from eqs. (2.23) and (2.31) one obtains the following form of the stress four-tensor in S^o:

$$S_{ik}^0 = p_{(j)}^0 h_i^{(j)0} h_k^{(j)0} \tag{2.32}$$

Thus, in any system S we have:

$$S_{ik} = p_{(j)}^0 h_i^{(j)} h_k^{(j)} \tag{2.33}$$

From (2.24), (2.25), (2.27) and (2.33) follow the expressions:

$$T_{ik} = \mu^0 U_i U_k + p_{(j)}^0 h_i^{(j)} h_k^{(j)} \tag{2.34}$$

$$\sigma_{ik} = S_{ik} - S_{i4} U_k / U_4 = p_{(j)}^0 h_k^{(j)} \left(h_k^{(j)} + i h_4^{(j)} u_k / c \right) \tag{2.35}$$

By putting:

$$h_i^{(j)} = (\mathbf{h}^{(j)}, h_4^{(j)}) \tag{2.36}$$

and introducing the notation $\mathbf{a} \bullet \mathbf{b}$ for the direct product of the vectors $\mathbf{a}$ and $\mathbf{b}$, then eqn (2.35) can be written for the relative stress tensor $\boldsymbol{\sigma}$ as following:

$$\boldsymbol{\sigma} = p_{(j)}^0 \left[\mathbf{h}^{(j)} \bullet \mathbf{h}^{(j)} + \frac{i}{c} h_4^{(j)} (\mathbf{h}^{(j)} \bullet \mathbf{u}) \right], j = 1,2,3 \tag{2.37}$$

Additionally, the triad vectors $h_i^{(j)}$ satisfy the tensor relations:

$$h_i^{(j)} h_i^{(\rho)} = \delta^{j\rho} \tag{2.38}$$

$$h_i^{(j)} h_k^{(j)} = \Delta_{ik} \tag{2.39}$$

with Δ_{ik} given by (2.18).

If the stationary system S^0 for every event point is chosen in such a way that the spatial axes in S^0 and in S have the same orientation, one obtains:

$$\begin{aligned} \mathbf{h}^{(j)} &= \mathbf{h}^{(j)0} + \left\{ \mathbf{u} (\mathbf{u} \cdot \mathbf{h}^{(j)0}) (\gamma - 1) \right\} / u^2 \\ h_4^{(j)} &= i \mathbf{u} \cdot \mathbf{h}^{(j)0} \gamma / c \end{aligned} \tag{2.40}$$

with:

$$\gamma = 1 / (1 - u^2 / c^2)^{1/2} \tag{2.41}$$

From (2.34) and (2.40) with $i = k = 4$ follows:

$$h = -T_{44} = -\mu^0 U_4^2 - p_{(j)}^0 (\mathbf{u} \cdot \mathbf{h}^{(j)0})^2 \cdot \gamma^2 / c^2 \tag{2.42}$$

In the stationary system, (2.37) reduces to:

$$\boldsymbol{\sigma}^0 = p^0_{(j)}\left(\mathbf{h}^{(j)0} \bullet \mathbf{h}^{(j)0}\right) \tag{2.43}$$

Thus, from (2.42) we have the following transformation law for the energy density:

$$h = \frac{h^0 + \mathbf{u}\cdot\boldsymbol{\sigma}^0\cdot\mathbf{u}/c^2}{1-u^2/c^2}$$
$$\mathbf{u}\cdot\boldsymbol{\sigma}^0\cdot\mathbf{u} = u_i\sigma^0_{ik}u_k \tag{2.44}$$

and the mass density:

$$\mu = \frac{\mu^0 + \mathbf{u}\cdot\boldsymbol{\sigma}^0\cdot\mathbf{u}/c^4}{1-u^2/c^2} \tag{2.45}$$

From (2.40) and (2.34) with k = 4, we obtain the momentum density $\mathbf{g}$ with the components $g_i = T_{i4}/ic$:

$$\mathbf{g} = \mathbf{u}\left[h^0 + \mathbf{u}\cdot\boldsymbol{\sigma}^0\cdot\mathbf{u}(1-\gamma^{-1})/u^2\right]\gamma^2/c^2 + (\boldsymbol{\sigma}^0\cdot\mathbf{u})\gamma/c^2$$
$$(\boldsymbol{\sigma}^0\cdot\mathbf{u})_i = \sigma^0_{ik}u_k \tag{2.46}$$

Moreover, from (2.40) and (2.35) one obtains the relative stress tensor:

$$\boldsymbol{\sigma} = \boldsymbol{\sigma}^0 + \mathbf{u}\bullet(\boldsymbol{\sigma}^0\cdot\mathbf{u})(\gamma-1)/u^2 - (\boldsymbol{\sigma}^0\cdot\mathbf{u})\bullet\mathbf{u}(\gamma-1)/\gamma u^2$$
$$-(\mathbf{u}\bullet\mathbf{u})(\mathbf{u}\cdot\boldsymbol{\sigma}^0\cdot\mathbf{u})(\gamma-1)^2/\gamma u^4 \tag{2.47}$$

In the special case $\mathbf{u}$ = (u,0,0), where the notation of the matter at the point considered is parallel to the x_1-axis (see Figs.1 and 2), the transformation equations (2.44), (2.46) and (2.47) reduce to:

$$h = \left(h^0 + \frac{u^2}{c^2}\sigma^0_{11}\right)\gamma^2$$
$$g_{x_1} = \gamma^2\left(\mu^0 + \frac{\sigma^0_{11}}{c^2}\right)u$$
$$g_{x_2} = \frac{\gamma\sigma^0_{21}}{c^2}u \tag{2.48}$$
$$g_{x_3} = \frac{\gamma\sigma^0_{31}}{c^2}u$$

and the relative stress tensor gives the ***Universal Equation of Elasticity***:

$$\boldsymbol{\sigma}=\begin{bmatrix}\sigma_{11} & \sigma_{12} & \sigma_{13}\\ \sigma_{21} & \sigma_{22} & \sigma_{23}\\ \sigma_{31} & \sigma_{32} & \sigma_{33}\end{bmatrix}=\begin{bmatrix}\sigma_{11}^{0} & \gamma\sigma_{12}^{0} & \gamma\sigma_{13}^{0}\\ \frac{1}{\gamma}\sigma_{21}^{0} & \sigma_{22}^{0} & \sigma_{23}^{0}\\ \frac{1}{\gamma}\sigma_{31}^{0} & \sigma_{32}^{0} & \sigma_{33}^{0}\end{bmatrix} \tag{2.49}$$

where γ is given by (2.41). Finally, as it could be easily seen the relative stress tensor is not symmetrical, in contrast to the absolute stress tensor which is symmetrical.

3. New Methods for the Future Aircraft & Spacecraft by Universal Equation of Thermo-Elasticity

In the previous sections the system under investigation, which is the elastic body, was regarded as a purely mechanical system. However, all macroscopic systems are in reality thermo-dynamical systems with properties depending on non-mechanical variables such as the proper temperature T^{o}, and so the question which arises is to what kind of thermodynamical processes may be described by an energy-momentum tensor.

Thus, it is clear that all properties in which heat energy is transferred from one part of the system to another are excluded, for heat flow in the manner would give rise to a non-vanishing energy current in the rest system.

Consider further a general system of continuously distributed ponderable or visible matter, inside which invisible heat conduction can take place, while the motion of the visible matter is described by the four-velocity U_i. Then the energy-momentum tensor of the general system can be given by the following relation:

$$T_{ik}=M_{ik}+H_{ik} \tag{3.1}$$

in which M_{ik} is the mechanical part of the energy-momentum tensor and H_{ik} the heat part.

Hence, the mechanical part M_{ik} is valid by the following formula:

$$M_{ik}=d^{0}U_i\,U_k/c^2+S_{ik} \tag{3.2}$$

and the heat part:

$$H_{ik}=\left(U_iV_k+V_iU_k\right)/c^2 \tag{3.3}$$

in which the four-vector V_i satisfies the relation:

$$V_i=-\Delta_{ik}T_{kj}U_j=-T_{ik}U_k-d^{0}U_i \tag{3.4}$$

where d^{0} denote the normalized eigenvectors, Δ_{ik} is the tensor given by (2.18) and P_{ik} the potential part of the energy momentum tensor.

The four-vector V_i is orthogonal to U_i:

$$U_i V_i = 0 \tag{3.5}$$

and so we obtain:

$$V_i = \left(\mathbf{V}, i(\mathbf{V},\mathbf{u})/c\right) \tag{3.6}$$

in which $\mathbf{u}$ denotes the velocity of the matter.

Thus, in the stationary system, (3.6) reduces to:

$$V_i^0 = \left(\mathbf{V}^0, 0\right) \tag{3.7}$$

Beyond the above, by replacing (2.18) into (2.20) and using (2.17) and (3.4), then we have instead of (2.22):

$$S_{ik} = T_{ik} - d^0 U_i U_k/c^2 - \left(U_i V_k + V_i U_k\right)/c^2 \tag{3.8}$$

Consequently, from (3.8) follows the required relation (3.1), instead of (2.24).

Furthermore, consider the general system of continuously matter described previously inside which invisible heat conduction can take place, while the motion of the matter is described by the four-velocity U_i or by the velocity u_i.

Then, for the connection between the energy-momentum tensor T_{ik} and the relative stress tensor σ_{ik} of the general system, the following relation is valid:

$$T_{ik} = g_i u_k + \sigma_{ik} + u_i\, \xi_k/c^2 \tag{3.9}$$

with:

$$\xi_k = U_4\left(V_k - V_4 U_k/U_4\right)/ic \tag{3.10}$$

where V_k denotes the four-vector given by (3.4), g_i the momentum density and c the speed of light.

The quantity ξ_k seems to be the most important part of ξ_{ik}:

$$\xi_{ik} = H_{ik} - H_{i4} U_k/U_4 = U_i\left(V_k - V_4 U_k/U_4\right)/c^2 \tag{3.11}$$

Furthermore, ξ_k can be written by the following form by using (2.41) and (3.6):

$$\xi_k = \left(\boldsymbol{\xi}, 0\right) \tag{3.12}$$

with:

$$\boldsymbol{\xi} = \gamma\left[\mathbf{V} - \mathbf{u}(\mathbf{V},\mathbf{u})/c^2\right] \tag{3.13}$$

In the stationary system, $\boldsymbol{\xi}^0$ is equal to the heat current density $\mathbf{V}^0$:

$$\boldsymbol{\xi}^0 = \mathbf{V}^0 \tag{3.14}$$

By combining (3.10) and (3.11), then one has:

$$\xi_{ik} = U_i \, \xi_k / \gamma c^2 \tag{3.15}$$

Hence, by using (2.35), (3.1), (3.2), (3.11) and (3.15), we obtain:

$$T_{ik} - T_{i4} \, U_k / U_4 = \sigma_{ik} + \xi_{ik} = \sigma_{ik} + U_i \, \xi_k / \gamma c^2 \tag{3.16}$$

which finally reduces to the required formula (3.9).

Additionally, consider the general system of continuously matter, inside which invisible heat conduction can take place. Then the momentum density $\mathbf{g}$ of this system is given by the ***Universal Equation of Thermo-Elasticity:***

$$\mathbf{g} = m\mathbf{u} + \frac{(\mathbf{u}, \boldsymbol{\sigma})}{c^2} + \frac{\boldsymbol{\xi}}{c^2} \tag{3.17}$$

in which $\mathbf{u}$ denotes the velocity of the matter at the place and time considered, $\boldsymbol{\sigma}$ the relative stress tensor, $\boldsymbol{\xi}$ is given by (3.13) and $m = E/c^2$ is the total mass density.

From (3.9), we obtain for the energy current density:

$$D_k = E u_k + u_i \sigma_{ik} + \xi_k \tag{3.18}$$

which can be further written as:

$$\mathbf{D} = E\mathbf{u} + (\mathbf{u}, \boldsymbol{\sigma}) + \boldsymbol{\xi} \tag{3.19}$$

Thus, from (3.19) by using the formula of the momentum density $\mathbf{g}$:

$$\mathbf{g} = \mathbf{D}/c^2 \tag{3.20}$$

we have the required relation (3.17) which is a generalization, for a general system with heat conduction.

4. New Methods of Universal Mechanics by Elastic Stress Analysis

Consider the stationary frame of Fig. 1 with Γ_1 the portion of the boundary of the body on which displacements are presented, Γ_2 the surface of the body on which the force tractions are employed and Γ the total surface of the body equal to $\Gamma_1 + \Gamma_2$.

In addition, for the principal of virtual displacements, for linear elastic problems then the following formula is valid:

$$\int_{\Omega} (\sigma^0_{jk,j} + b_k) u_k \, \mathrm{d}\Omega = \int_{\Gamma_2} (p_k - \bar{p}_k) u_k \, \mathrm{d}\Gamma \tag{4.1}$$

where u_k are the virtual displacements, satisfying the homogeneous boundary conditions $\bar{u}_k \equiv 0$ on Γ_1, b_k the body forces (Fig. 1) and p_k the surface tractions at the point k of the body. (Fig. 3)

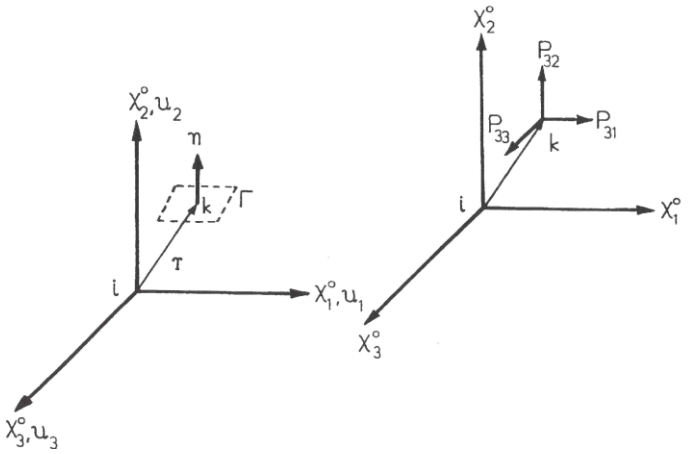

Fig. 3 The stationary system S^0.

Eqn (4.1) can be further written as following if u_k do not satisfy the previous conditions on Γ_1:

$$\int_{\Omega}(\sigma^0_{jk,j}+b_k)u_k\,\mathrm{d}\Omega=\int_{\Gamma_2}(p_k-\bar{p}_k)u_k\,\mathrm{d}\Gamma+\int_{\Gamma_1}(\bar{u}_k-u_k)p_k\,\mathrm{d}\Gamma \tag{4.2}$$

in which $p_k=n_j\sigma^0_{jk}$ are the surface tractions corresponding to the u_k system.

Then, by integrating (4.2) follows:

$$\int_{\Omega}b_k u_k\,\mathrm{d}\Omega-\int_{\Omega}\sigma^0_{jk}\varepsilon_{jk}\,\mathrm{d}\Omega=-\int_{\Gamma_2}\bar{p}_k u_k\,\mathrm{d}\Gamma-\int_{\Gamma_1}p_k u_k\,\mathrm{d}\Gamma+\int_{\Gamma_1}(\bar{u}_k-u_k)p_k\,\mathrm{d}\Gamma \tag{4.3}$$

where ε_{jk} are the strains.

By a second integration then (4.3) reduces to:

$$\begin{aligned}&\int_{\Omega}b_k u_k\,\mathrm{d}\Omega+\int_{\Omega}\sigma^0_{jk,j}u_k\,\mathrm{d}\Omega=\\&-\int_{\Gamma_2}\bar{p}_k u_k\,\mathrm{d}\Gamma-\int_{\Gamma_1}p_k u_k\,\mathrm{d}\Gamma+\int_{\Gamma_1}\bar{u}_k p_k\,\mathrm{d}\Gamma+\int_{\Gamma_2}u_k p_k\,\mathrm{d}\Gamma\end{aligned} \tag{4.4}$$

Moreover, a fundamental solution should be found, satisfying the equilibrium equations, of the following type:

$$\sigma^0_{jk,j}+\Delta^i_l=0 \tag{4.5}$$

where Δ^i_l denotes the Dirac delta function which represents a unit load at i in the l direction.

The fundamental solution for a three-dimensional isotropic body is: [31]

$$u_{lk}^{*}=\frac{1}{16\pi G(1-v)r}\left[(3-4v)\Delta_{lk}+\frac{\partial r}{\partial x_l}\frac{\partial r}{\partial x_k}\right]$$
$$p_{lk}^{*}=-\frac{1}{8\pi(1-v)r^2}\left[\frac{\partial r}{\partial n}\left[(1-2v)\Delta_{lk}+3\frac{\partial r}{\partial x_l}\frac{\partial r}{\partial x_k}\right]-\right. \tag{4.6}$$
$$\left.-(1-2v)\left[\frac{\partial r}{\partial x_l}n_k-\frac{\partial r}{\partial x_k}n_l\right]\right]$$

where G is the shear modulus, v Poisson's ratio, n the normal to the surface of the body, Δ_{lk} Kronecker's delta, r the distance from the point of application of the load to the point under consideration and n_j the direction cosines (Fig.3).

The displacements at a point are given by the relation:

$$u^i=\int_{\Gamma}up\,\mathrm{d}\Gamma-\int_{\Gamma}pu\,\mathrm{d}\Gamma+\int_{\Omega}bu\,\mathrm{d}\Omega \tag{4.7}$$

So, (4.7) takes the following form for the "l" component:

$$u_l^i=\int_{\Gamma}u_{lk}p_k\,\mathrm{d}\Gamma-\int_{\Gamma}p_{lk}u_k\,\mathrm{d}\Gamma+\int_{\Omega}b_ku_{lk}\,\mathrm{d}\Omega \tag{4.8}$$

By differentiating u at the internal points, one obtains the stress-tensor for an isotropic medium:

$$\sigma_{ij}^0=\frac{2Gv}{1-2v}\Delta_{ij}\frac{\partial u_l}{\partial x_l}+G\left(\frac{\partial u_i}{\partial x_j}+\frac{\partial u_j}{\partial x_i}\right) \tag{4.9}$$

In addition, after carrying out the differentiation one has:

$$\sigma_{ij}^0=\int_{\Gamma}\left[\frac{2Gv}{1-2v}\Delta_{ij}\frac{\partial u_{lk}}{\partial x_l}+G\left(\frac{\partial u_{ik}}{\partial x_j}+\frac{\partial u_{jk}}{\partial x_i}\right)\right]p_k\,\mathrm{d}\Gamma+$$
$$+\int_{\Omega}\left[\frac{2Gv}{1-2v}\Delta_{ij}\frac{\partial u_{lk}}{\partial x_l}+G\left(\frac{\partial u_{ik}}{\partial x_j}+\frac{\partial u_{jk}}{\partial x_i}\right)\right]b_k\,\mathrm{d}\Omega- \tag{4.10}$$
$$-\int_{\Gamma}\left[\frac{2Gv}{1-2v}\Delta_{ij}\frac{\partial p_{lk}}{\partial x_l}+G\left(\frac{\partial p_{ik}}{\partial x_j}+\frac{\partial p_{jk}}{\partial x_i}\right)\right]u_k\,\mathrm{d}\Gamma$$

Eq. (4.10) can be further written as follows:

$$\sigma_{ij}^0=\int_{\Gamma}D_{kij}p_k\,\mathrm{d}\Gamma-\int_{\Gamma}S_{kij}u_k\,\mathrm{d}\Gamma+\int_{\Omega}D_{kij}b_k\,\mathrm{d}\Omega \tag{4.11}$$

where the third order tensor components D_{kij} and S_{kij} are:

$$D_{kij} = \frac{1}{8\pi(1-\nu)r^2}\left[(1-2\nu)\left[\Delta_{ki}r_{,j} + \Delta_{kj}r_{,i} - \Delta_{ij}r_{,k}\right] + 3r_{,i}r_{,j}r_{,k}\right] \tag{4.12}$$

$$S_{kij} = \frac{G}{4\pi(1-\nu)r^3}\left[3\frac{\partial r}{\partial n}\left[(1-2\nu)\Delta_{ij}r_{,k} + \nu(\Delta_{ik}r_{,j} + \Delta_{jk}r_{,i}) - 5r_{,i}r_{,j}r_{,k}\right]\right.$$
$$\left. + 3\nu(n_i r_{,j}r_{,k} + n_j r_{,i}r_{,k}) + (1-2\nu)(3n_k r_{,i}r_{,j} + n_j\Delta_{ik} + n_i\Delta_{jk}) - (1-4\nu)n_k\Delta_{ij}\right] \tag{4.13}$$

with: $r_{,i} = \dfrac{\partial r}{\partial x_i}$

Finally, because of eqs (2.49) and (4.11) by considering the moving system S of Fig. 2, then the stress-tensor reduces to the following form:

$$\begin{aligned}
\sigma_{11} &= \sigma_{11}^0 \\
\sigma_{12} &= \gamma\sigma_{12}^0 \\
\sigma_{13} &= \gamma\sigma_{13}^0 \\
\sigma_{21} &= \frac{1}{\gamma}\sigma_{21}^0 \\
\sigma_{22} &= \sigma_{22}^0 \\
\sigma_{23} &= \sigma_{23}^0 \\
\sigma_{31} &= \frac{1}{\gamma}\sigma_{31}^0 \\
\sigma_{32} &= \sigma_{32}^0 \\
\sigma_{33} &= \sigma_{33}^0
\end{aligned} \tag{4.14}$$

in which σ_{ij}^0 are given by. (4.11) to (4.13).

Table 1 shows the values of γ as given by (2.41) for some arbitrary values of the velocity u of the moving aerospace structure:

Table 1

Velocity u	$\gamma = 1/\sqrt{1-u^2/c^2}$	Velocity u	$\gamma = 1/\sqrt{1-u^2/c^2}$
50,000 *km/h*	1.000000001	0.800c	1.666666667
100,000 *km/h*	1.000000004	0.900c	2.294157339
200,000 *km/h*	1.000000017	0.950c	3.202563076
500,000 *km/h*	1.000000107	0.990c	7.088812050
10E+06 *km/h*	1.000000429	0.999c	22.36627204
10E+07 *km/h*	1.000042870	0.9999c	70.71244596
10E+08 *km/h*	1.004314456	0.99999c	223.6073568
2x10E+8 *km/h*	1.017600788	0.999999c	707.1067812
c/3	1.060660172	0.9999999c	2236.067978
c/2	1.154700538	0.99999999c	7071.067812
2c/3	1.341640786	0.999999999c	22360.67978
3c/4	1.511857892	c	∞

Hence, from Table 1 follows that for small velocities 50,000 *km*/*h* to 200,000 *km*/*h*, the absolute and the relative stress tensor are nearly the same. Besides, for bigger velocities like *c*/3, *c*/2 or 3*c*/4 (*c* = speed of light), the variable γ takes values more than the unit and thus, relative

stress tensor is very different from the absolute one. Besides, for values of the velocity for the moving structure near the speed of light, the variable γ takes bigger values, while when the velocity is equal to the speed of light, then γ tends to the infinity.

Consequently, the Singular Integral Operators Method (S.I.O.M.) as was proposed by E.G.Ladopoulos [4], [8], [9], [11], [12], [13], [15] and E.G.Ladopoulos et al. [22] will be used for the numerical calculation of the stress tensor (3.11), for every specific case.

5. Conclusions

By the present research in the area of aerospace and aeronautical technologies the theory of *"Universal Mechanics"* has been further investigated and applied for the design of the aircraft with speeds in the range of 50,000 km/h. Such a design and construction of the future aircraft will be applied to an increased market share of big Aeronautical Industries. Moreover, *"Universal Mechanics"* has been applied for the design of the absolute spacecraft moving with very high speeds, even approaching the speed of light, as the plan of the big Space Agencies is to achieve such spacecraft in the future. The future investigation concerns to the determination of the proper composite materials or any other kind of materials for the construction of the future spacecraft, as usual composite solids are not suitable for such constructions.

The theory of *"Universal Mechanics"* and correspondingly the *"Universal Equation of Elasticity"* and the *"Universal Equation of Thermo-Elasticity"* show that there is a considerable difference between the absolute stress tensor of the airframe even in the range of speeds of 50,000 km/h. For bigger speeds the difference between the two stress tensors is very much increased. *"Universal Mechanics"* results as a combination of the theories of *"Relativistic Elasticity"* and *"Relativistic Thermo-Elasticity"*.

Thus, for the structural design of the future aircraft and spacecraft will be used the stress tensor of the airframe in combination to the singular integral equations. Such a stress tensor is reduced to the solution of a multidimensional singular integral equation and for its numerical evaluation will be used the Singular Integral Operators Method (S.I.O.M.).

References

1. *Ladopoulos E.G*., 'On the numerical solution of the finite – part singular integral equations of the first and the second kind used in fracture mechanics', *Comp. Meth. Appl. Mech. Engng,* ***65*** *(1987), 253 – 266.*
2. *Ladopoulos E.G*., 'On the solution of the two – dimensional problem of a plane crack of arbitrary shape in an anisotropic material', *J. Engng Fract. Mech.,* ***28*** *(1987), 187 – 195.*
3. *Ladopoulos E.G*., 'On the numerical evaluation of the singular integral equations used in two and three-dimensional plasticity problems', *Mech. Res. Commun.,* ***14*** *(1987), 263 – 274.*
4. *Ladopoulos E.G*., 'Singular integral representation of three – dimensional plasticity fracture problem', *Theor. Appl. Fract. Mech.,* ***8*** *(1987), 205 – 211.*
5. *Ladopoulos E.G.,* 'On a new integration rule with the Gegenbauer polynomials for singular integral equations, used in the theory of elasticity', *Ing. Arch.,* ***58*** *(1988), 35 – 46.*
6. *Ladopoulos E.G*., 'On the numerical evaluation of the general type of finite-part singular integrals and integral equations used in fracture mechanics', *J. Engng Fract. Mech.,* ***31*** *(1988), 315 – 337.*
7. *Ladopoulos E.G*., 'The general type of finite-part singular integrals and integral equations with logarithmic singularities used in fracture mechanics', *Acta Mech..,* ***75*** *(1988), 275 – 285.*
8. *Ladopoulos E.G*., 'On the numerical solution of the multidimensional singular integrals and integral equations used in the theory of linear viscoelasticity', *Int J.Math. Math. Scien.,* ***11*** *(1988), 561 – 574.*
9. *Ladopoulos E.G*., 'Singular integral operators method for two – dimensional plasticity problems', *Comp. Struct.,* ***33*** *(1989), 859 – 865.*
10. *Ladopoulos E.G*., 'Finite–part singular integro-differential equations arising in two-dimensional aerodynamics', *Arch.. Mech.,* ***41*** *(1989), 925 – 936.*
11. *Ladopoulos E.G*., 'Cubature formulas for singular integral approximations used in three-dimensional elastiicty', *Rev. Roum. Sci. Tech..,Mec. Appl.,* ***34*** *(1989), 377 – 389.*
12. *Ladopoulos E.G*., 'Singular integral operators method for three – dimensional elasto – plastic stress analysis', *Comp. Struct.,* ***38*** *(1991), 1 – 8.*
13. *Ladopoulos E.G*., 'Singular integral operators method for two – dimensional elasto – plastic stress analysis', *Forsch.. Ingen.,* ***57*** *(1991), 152 – 158.*

14. *Ladopoulos E.G*., 'New aspects for the generalization of the Sokhotski – Plemelj formulae for the solution of finite – part singular integrals used in fracture mechanics', *Int. J. Fract., **54** (1992), 317 – 328*.
15. *Ladopoulos E.G*., 'Singular integral operators method for anisotropic elastic stress analysis', *Comp. Struct., **48** (1993), 965 – 973*.
16. *Ladopoulos E.G*., 'Systems of finite-part singular integral equations in Lp applied to crack problems', *J. Engng Fract. Mech.., **48** (1994), 257 – 266*.
17. *Ladopoulos E.G., Zisis V.A. and Kravvaritis D.,*'Singular integral equations in Hilbert space applied to crack problems', *.Theor.Appl. Fract. Mech., **9** (1988), 271 – 281*.
18. *Zisis V.A. and Ladopoulos E.G*., 'Singular integral approximations in Hilbert spaces for elastic stress analysis in a circular ring with curvilinear cracks', *Indus. Math., **39** (1989), 113 – 134.*
19. *Zisis V.A. and Ladopoulos E.G*., 'Two-dimensional singular inetgral equations exact solutions', *J. Comp. Appl. Math., **31** (1990), 227 – 232*.
20. *Ladopoulos E.G., Kravvaritis D. and Zisis V.A.,*'Finite-part singular integral representation analysis in Lp of two-dimensional elasticity problems', *J. Engng Fract. Mech., **43** (1992), 445 – 454*.
21. *Ladopoulos E.G. and Zisis V.A.,*'Singular integral representation of two-dimensional shear fracture mechanics problem', *Rev.Roum. Sci. Tech., Mec. Appl.., **38** (1993), 617 – 628*.
22. *Ladopoulos E.G., Zisis V.A. and Kravvaritis D.,*'Multidimensional singular integral equations in Lp applied to three-dimensional thermoelastoplastic stress analysis', *Comp. Struct.., **52** (1994), 781 – 788.*
23. *Ladopoulos E.G.,* 'Non-linear integro-differential equations used in orthotropic shallow spherical shell analysis', *Mech. Res. Commun., **18** (1991), 111 – 119.*
24. *Ladopoulos E.G.,* 'Non-linear integro-differential equations in sandwich plates stress analysis', *Mech. Res. Commun., **21** (1994), 95 – 102.*
25. *Ladopoulos E.G.,* 'Non-linear singular integral representation for unsteady inviscid flowfields of 2-D airfoils', *Mech. Res. Commun., **22** (1995), 25 – 34.*
26. *Ladopoulos E.G.,* 'Non-linear multidimensional singular integral equations in 2-dimensional fluid mechanics analysis', *Int. J.Non-Lin. Mech., **35** (2000), 701 – 708.*
27. *Ladopoulos E.G. and Zisis V.A.,*'Existence and uniqueness for non-linear singular integral equations used in fluid mechanics', *Appl. Math., **42** (1997), 345 – 367.*
28. *Ladopoulos E.G. and Zisis V.A.,*'Non-linear finite-part singular integral equations arising in two-dimensional fluid mechanics', *Nonlin. Anal., Th. Meth. Appl., **42** (2000), 277 – 290.*
29. *Ladopoulos E.G. and Zisis V.A.,*'Non-linear singular integral approximations in Banach spaces', *Nonlin. Anal., Th. Meth. Appl., **26** (1996), 1293 – 1299.*
30. *Ladopoulos E.G.,* 'Relativistic elastic stress analysis for moving frames', *Rev. Roum. Sci.Tech., Mec. Appl., **36** (1991), 195 – 209.*.
31. *Ladopoulos E.G., 'Singular Integral Equations, Linear and Non-Linear Theory and its Applications in Science and Engineering'*, Springer Verlag, New York, Berlin, *2000*.
32. *Ladopoulos E.G.,* 'Relativistic mechanics for airframes applied in aeronautical technologies', *Adv. Bound. Elem. Tech.., **10** (2009), 395 – 405.*
33. *Muskhelishvili N.I.,'Some Basic Problems of the Mathematical Theory of Elasticity',* Noordhoff, Groningen, Netherlands, *1953.*
34. *Green A.E. and Zerna W., 'Theoretical Elasticity',* Oxford Ubniv. Press, Oxford, *1954*.
35. *Boley B.A. and Weiner J.H., 'Theory of Thermal Stresses',* J.Wiley, New York, *1960.*
36. *Nowacki W.,'Thermoelasticity',* Pergamon Press, Oxford, *1962*.
37. *Drucker D.C. and Gilman J.J., 'Fracture of Solids',* J.Wiley, New York, *1963.*
38. *Lekhnitskii S.G., 'Theory of Elasticity of an Anisotropic Elastic Body',* Holden-Day, San Fransisco, *1963.*
39. *Truesdell C. and Noll W., 'The Non-linear Field Theories of Mechanics',* Handbuch der Physic, Vol. III/3, Springer Verlag, Berlin, *1965*.
40. *Liebowitz H. 'Fracture',* Academic Press, New York, *1968*.
41. *Sneddon I.N. and Lowengrub M., 'Crack Problems in the Classical Theory of Elasticity',* J.Wiley, New York, *1969*.
42. *Lions J.L., 'Quelques Methodes de Resolution des Problemes aux Limites Non Lineaires,* Dunod, Paris, *1969.*
43. *Oden J.T., 'Finite Elements in Nonlinear Continua'*, McGraw Hill, New York, *1972*.
44. *Eringen A.C., 'Continuum Physics',* Academic Press, New York, *1972.*
45. *Duvant G. and Lions J.L., 'Les Inequations en Mecanique et en Physique', Dunod, Paris,* 1972.
46. *Fichera G., 'Boundary Value Problems of Elasticity with Unilateral Constraints',* Handbuch der Physik, Vol. VIa/2, Springer Verlag, Berlin, *1972.*

47. *Germain P., 'Mecanique des Milieux Continus',* Masson, Paris, *1972.*
48. *Wang C.C. and Truesdell C., 'Introduction to Rational Elasticity',* Noordhoff, Groningen, Netherlands, *1973.*
49. *Washizu K., 'Variational Methods in Elasticity and Plasticity',* Pergamon Press, Oxford, *1975.*
50. *Kupradze V.D., 'Three-dimensional Problems in the Mathematical Theory of Elasticity and Thermoelasticity',* Nauka, Moscow, *1976.*
51. *Gurtin M.E., 'Introduction to Continuum Mechanics',* Academic Press, New York, *1981.*
52. *Ciarlet P.G., 'Topics in Mathematical Elasticity',* North Holland, Amsterdam, *1985.*
53. *Laue M.von, 'Die Relativitätstheorie'*, Vol. 1, Vieweg und Sohn, Braunschweig, *1919.*
54. *Gold T., 'Recent Developments in General Relativity',* Pergamon Press, New York, *1962.*
55. *Pirani F.A.E., 'Lectures on General Relativity',* Vol.1, Prentice-Hall, New Jersey, *1964.*
56. *Gursey F., 'Relativity, Groups and Topology',* Gordon and Breach, New York, *1964.*
57. *Adler R., 'Introduction to General Relativity',* McGraw-Hill, New York, *1965.*
58. *Rindler W.*, '*Special Relativity',* Oliver and Boyd, Edinburgh, *1966.*
59. *Möller C., 'The Theory of Relativity',* Oxford University Press, Oxford, *1972.*
60. *Synge J.L., 'General Relativity',* Clarendon Press, Oxford,. *1972.*