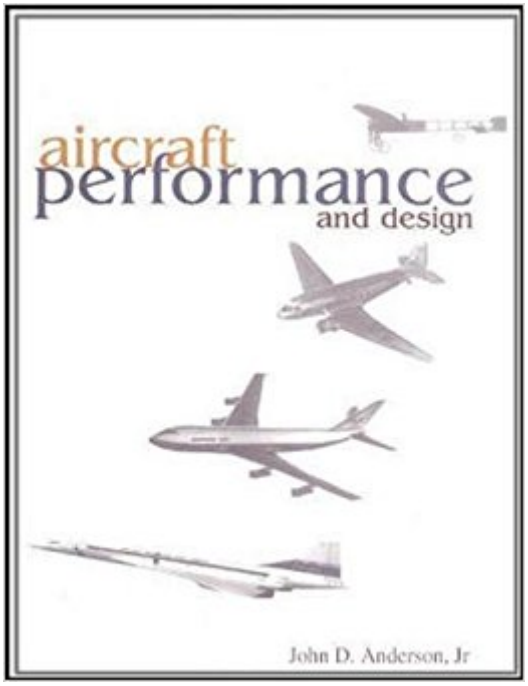
Aircraft Performance & Design



Synopsis

Written by one of the most successful aerospace authors, this new book develops aircraft performance techniques from first principles and applies then to real airplanes. It also address a philosophy of, and techniques for aircraft design. By developing and discussing these two subjects in a single text, the author captures a degree of synergism not found in other texts. The book is written in a conversational style, a trademark of all of John Anderson's texts, to enhance the readers' understanding.

Book Information

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Customer Reviews

John D. Anderson, Jr., was born in Lancaster, Pennsylvania, on October 1, 1937. He attended the University of Florida, graduating in 1959 with high honors and a Bachelor of Aeronautical Engineering Degree. From 1959 to 1962, he was a Lieutenant and Task Scientist at the Aerospace Research Laboratory at Wright-Patterson Air Force Base. From 1962 to 1966, he attended the Ohio State University under the National Science Foundation and NASA Fellowships, graduating with a PhD in Aeronautical and Astronautical Engineering. In 1966, he joined the U.S. Naval Ordnance Laboratory as Chief of the Hypersonics Group. In 1973, he became Chairman of the Department of Aerospace Engineering at the University of Maryland, and since 1980 has been Professor of Aerospace Engineering at the University of Maryland. In 1982, he was designated a Distinguished Scholar/Teacher by the University. During 1986Ã¢â ¬â œ1987, while on sabbatical from the University, Dr. Anderson occupied the Charles Lindbergh Chair at the National Air and Space

Museum of the Smithsonian Institution. He continued with the Air and Space Museum one day each week as their Special Assistant for Aerodynamics, doing research and writing on the History of Aerodynamics. In addition to his position as Professor of Aerospace Engineering, in 1993, he was made a full faculty member of the Committee for the History and Philosophy of Science and in 1996 an affiliate member of the History Department at the University of Maryland. In 1996, he became the Glenn L. Martin Distinguished Professor for Education in Aerospace Engineering. In 1999, he retired from the University of Maryland and was appointed Professor Emeritus. He is currently the Curator for Aerodynamics at the National Air and Space Museum, Smithsonian Institution.

Anderson always writes a good book and this is no exception. It is an excellent book for Aircraft performance and design. He walks you through some nice examples to help you understand aircraft performance and I especially like how he reworks some equations to give you a different perspective of the major variables contributing to the given parameters. The last chapters have a nice example of a conceptual aircraft build-up with some details. His identification of the "7 pivot points" of aircraft conceptual design and optimization is a great foundation for anyone interested in aircraft design. This book always sits open at my desk and gets just as much use at Shevell and Raymer.

This is a well-written book that is excellent for use in an introductory course for aerodynamics or other aviation-related engineering courses of that sort. The book itself is very user-friendly and contains a variety of basic definitions and concepts, as well as a few mathematical analysis word problems. I highly recommend this for any engineering students who plan on working in the aviation field.

Anderson’s books are not very good as a textbook, but would be better as a reviewer. There’s more formulas than you can shake a stick at (Chapter 3 has over 150 formulas). There’s not too much explaining at all, and you’re struggling to find what various symbols mean. It’s not a useful tool at all.

good book! I recommend.

This book is great! It really explains things well and the notation is surprisingly easy to understand! Pictures and diagrams are very good!

This was the first book dedicated to aircraft performance that I bought, back in 2001, and I think it presented the topics in a clear fashion. However, at over $150, this book is now a poor, poor value. There are probably many books that cover the same material at a much lower cost and have a more durable book binding.

It’s a course requirement for me so yeah. The book is good but I’ve heard there are better. Also it has so,e typos.

Got it for a class, good quality no problems, the exact edition that is required for my class, great purchase

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