

# AERODYNAMIC DESIGN OF TRANSPORT AIRCRAFT BY E. OBERT

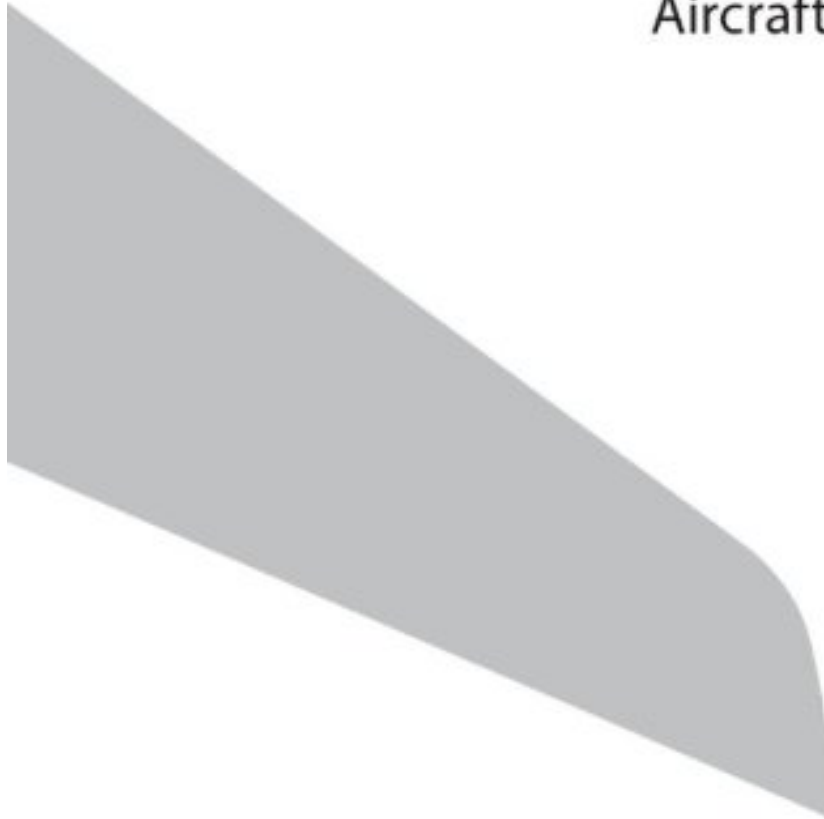


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## Review

"Good value for the amount of information it contains. Greatly recommended."

- A.H. Fraser-Mitchel, *The Aeronautical Journal*

"*Aerodynamic Design of Transport Aircraft*" provides a very comprehensive and absolutely solid insight into the various aspects of modern aircraft design. Ed Obert has been lecturing for a long period of time. Utilizing his extensive experience he developed a very clear way of formulating, describing and presenting this rich material collected over many years."

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"A very comprehensive work containing much valuable information on aircraft design in the US and Europe over the last 50 years. The book covers all the major elements which play a role in the design of an aircraft. Very valuable information for all engineers, trying to understand the physical flow problems, which have to be understood for each new practical aircraft concept." --- Prof. Dr. Dieter Schmitt, TU Munchen / Airbus Industry (retired)

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Most textbooks on aerodynamic design of the aircraft can be grouped either in a class of books where the emphasis is on fluid dynamics, with particular attention to Computational Fluid Dynamics (CFD), or in a class of books mainly useful for preliminary design, where relations are presented between design requirements, resultant dimensions and basic shapes of the main aircraft components. The latter class usually pays little attention to flow physics.

In *Aerodynamic Design of Transport Aircraft*, an effort is made to bridge the gap between these two classes of textbooks. Although few formulae are presented, relations are discussed in a descriptive manner between airflow characteristics, design requirements for the aircraft's main components as they contribute to the aircraft's overall performance, stability, control characteristics and the resulting detailed shapes.

In 45 chapters the text moves from first principles through the whole gamut of theoretical approaches backed up by a wealth of experimental and flight trials data. Modern swept-wing-, tail-surface- and control-surface-design is discussed. Chapters are devoted to the effect of propeller slipstream on stability and control, subsonic engine intakes and exhausts, and the estimation of aircraft weight and drag. The final part of the book covers certification requirements related to aerodynamic design and presents a general discussion on flight safety.

Ed Obert joined the Fokker Aircraft Company in 1964. His last position in a 32-year career was as Head of Flight Physics. He was also appointed part-time Professor at the Aerospace Faculty of Delft University of Technology, a position he held for 9 years.

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4 of 4 people found the following review helpful.

Absolutely invaluable modern text on aerodynamic design

By Sanders

I bought the book not long after its release and have meant to write a detailed review for some time. It surprises me that after almost 2 years there has been 0 review on Amazon for this amazing title on the scarcely discussed topic of aerodynamic design. Have my like-minded peers been secretly buying and using this book without giving a review in the hope of denying hesitant potential readers of knowing just how important this book is?

I decide to wait no longer and simply state the following:

This is simply the only book perhaps for many years that contains an almost up-to-date (discusses A380 and 777) treatment of the PRACTICAL aspects of the aerodynamic design applied to transport aircraft. This book is written by an career aerodynamicist, about the REAL DEAL stuff, for engineers. It is a matter-of-factly compilation of the trade with rich illustration taken from the literature that otherwise will take you either many solid years of full-time research on your own or a personal aerodynamic design couch to obtain.

The fact that this book both satisfy a rarely satisfied need and is GOOD means anyone with serious interest in studying and doing actual aerodynamic design in the industry should read this book.

Problems it does have. For starters it leaves me wanting for MORE simply because what it already has is GOOD. Another problem is that I think some of the more important parts, such as the one on wing modification to obtain good isobar patterns deserves more in-depth discussion.

That's basically what comes to my mind right now and should convince those who come to this page, are excited, but hesitant because of the price issue to make a decision...

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By Woody

Great practical information.

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