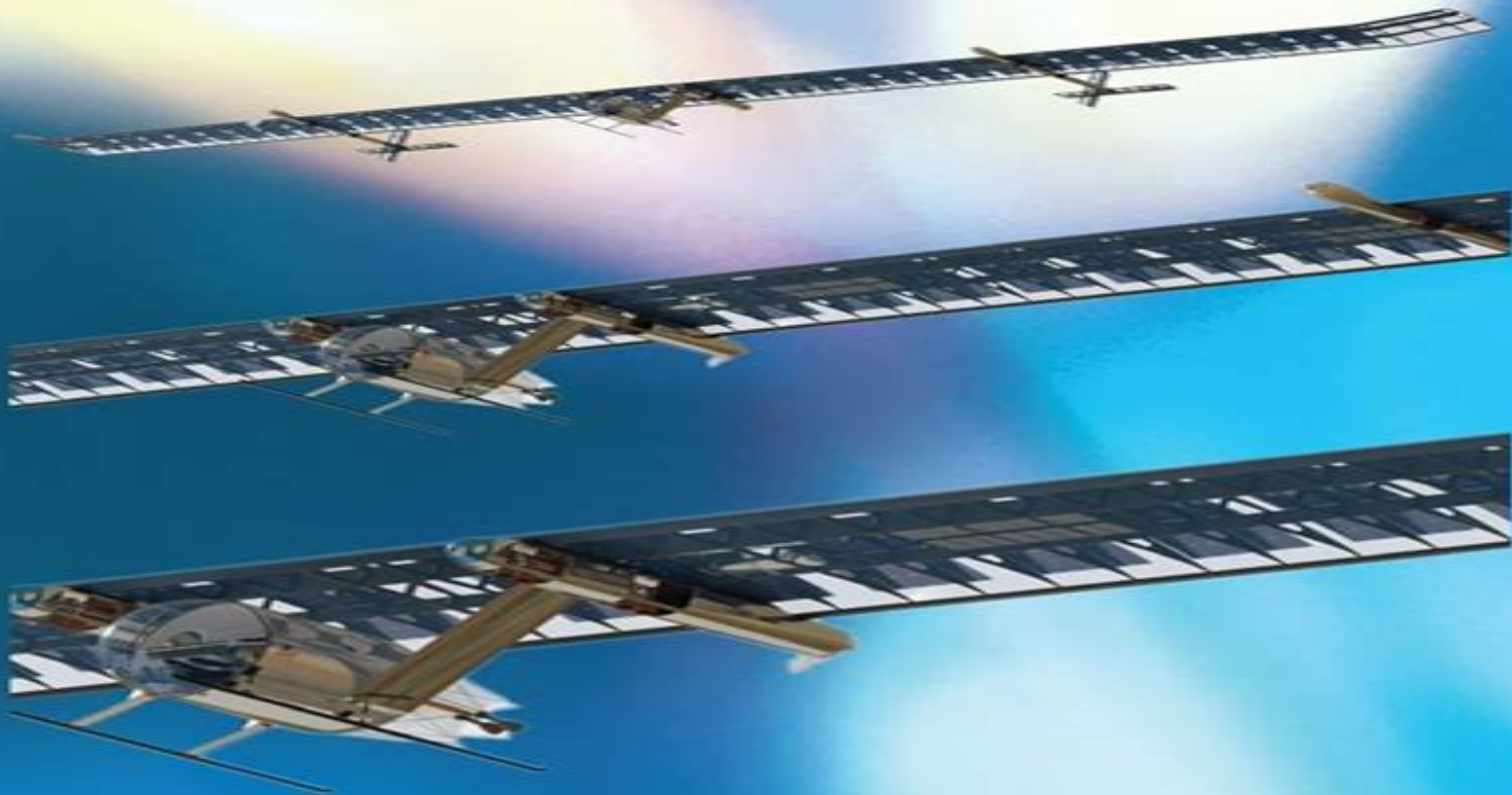


Aircraft Design: A Conceptual Approach

Seventh Edition

Daniel P. Raymer



Russell M. Cummings
Editor-In-Chief



Aircraft Design A Conceptual Approach

**Chinese Soc. of
Aeronautics&Astronautics**



Aircraft Design A Conceptual Approach:

Aircraft Design / RDS-Student Daniel P. Raymer, 2013-03-31 This textbook presents the process of aircraft conceptual design as seen in industry aircraft design groups It contains design methods illustrations tips explanations and equations and has extensive appendices with key data for design

Aircraft Design Daniel P. Raymer, 1989 This textbook for advanced students focuses on industry design practice rather than theoretical definitions Covers configuration layout payload considerations aerodynamics propulsion structure and loads weights stability and control performance and cost analysis

Annotation copyright Book *Aircraft Design* Daniel P. Raymer, 1999 **Aircraft Design** Anon, 2006 **AIRCRAFT DESIGN** DANIEL. RAYMER, 2019 Introduction to Aircraft Design John P. Fielding, 1999-10-14 This book provides an accessible introduction to the fundamentals of civil and military aircraft design Giving a largely descriptive overview of all aspects of the design process this well illustrated account provides an insight into the requirements of each specialist in an aircraft design team After discussing the need for new designs the text assesses the merits of different aircraft shapes from micro lights and helicopters to super jumbos and V STOL aircraft Following chapters explore structures airframe systems avionics and weapons systems Later chapters examine the costs involved in the acquisition and operation of new aircraft aircraft reliability and maintainability and a variety of unsuccessful projects to see what conclusions can be drawn Three appendices and a bibliography give a wealth of useful information much not published elsewhere including simple aerodynamic formulae aircraft engine and equipment data and a detailed description of a parametric study of a 500 seat transport aircraft

Advanced Aircraft Design Egbert Torenbeek, 2013-05-28 Although the overall appearance of modern airliners has not changed a lot since the introduction of jetliners in the 1950s their safety efficiency and environmental friendliness have improved considerably Main contributors to this have been gas turbine engine technology advanced materials computational aerodynamics advanced structural analysis and on board systems Since aircraft design became a highly multidisciplinary activity the development of multidisciplinary optimization MDO has become a popular new discipline Despite this the application of MDO during the conceptual design phase is not yet widespread *Advanced Aircraft Design Conceptual Design Analysis and Optimization of Subsonic Civil Airplanes* presents a quasi analytical optimization approach based on a concise set of sizing equations Objectives are aerodynamic efficiency mission fuel empty weight and maximum takeoff weight Independent design variables studied include design cruise altitude wing area and span and thrust or power loading Principal features of integrated concepts such as the blended wing and body and highly non planar wings are also covered The quasi analytical approach enables designers to compare the results of high fidelity MDO optimization with lower fidelity methods which need far less computational effort Another advantage to this approach is that it can provide answers to what if questions rapidly and with little computational cost Key features Presents a new fundamental vision on conceptual airplane design optimization Provides an overview of advanced technologies for propulsion and reducing aerodynamic drag

Offers insight into the derivation of design sensitivity information Emphasizes design based on first principles Considers pros and cons of innovative configurations Reconsiders optimum cruise performance at transonic Mach numbers Advanced Aircraft Design Conceptual Design Analysis and Optimization of Subsonic Civil Airplanes advances understanding of the initial optimization of civil airplanes and is a must have reference for aerospace engineering students applied researchers aircraft design engineers and analysts *Air Force Magazine* ,2006-07 **The Grand Designers** , *Airplane Design* Jan Roskam,1997 **Conceptual Aircraft Design** Ajoy Kumar Kundu,Mark A. Price,David Riordan,2019-01-02 Provides a Comprehensive Introduction to Aircraft Design with an Industrial Approach This book introduces readers to aircraft design placing great emphasis on industrial practice It includes worked out design examples for several different classes of aircraft including Learjet 45 Tucano Turboprop Trainer BAe Hawk and Airbus A320 It considers performance substantiation and compliance to certification requirements and market specifications of take off landing field lengths initial climb high speed cruise turning capability and payload range Military requirements are discussed covering some aspects of combat as is operating cost estimation methodology safety considerations environmental issues flight deck layout avionics and more general aircraft systems The book also includes a chapter on electric aircraft design along with a full range of industry standard aircraft sizing analyses Split into two parts Conceptual Aircraft Design An Industrial Approach spends the first part dealing with the pre requisite information for configuring aircraft so that readers can make informed decisions when designing vessels The second part devotes itself to new aircraft concept definition It also offers additional analyses and design information e g on cost manufacture systems role of CFD etc integral to conceptual design study The book finishes with an introduction to electric aircraft and futuristic design concepts currently under study Presents an informative industrial approach to aircraft design Features design examples for aircraft such as the Learjet 45 Tucano Turboprop Trainer BAe Hawk Airbus A320 Includes a full range of industry standard aircraft sizing analyses Looks at several performance substantiation and compliance to certification requirements Discusses the military requirements covering some combat aspects Accompanied by a website hosting supporting material Conceptual Aircraft Design An Industrial Approach is an excellent resource for those designing and building modern aircraft for commercial military and private use **Aircraft Design Projects** Lloyd R. Jenkinson,Jim Marchman,2003-04-28 Written with students of aerospace or aeronautical engineering firmly in mind this is a practical and wide ranging book that draws together the various theoretical elements of aircraft design structures aerodynamics propulsion control and others and guides the reader in applying them in practice Based on a range of detailed real life aircraft design projects including military training commercial and concept aircraft the experienced UK and US based authors present engineering students with an essential toolkit and reference to support their own project work All aircraft projects are unique and it is impossible to provide a template for the work involved in the design process However with the knowledge of the steps in the initial design process and of previous experience from similar

projects students will be freer to concentrate on the innovative and analytical aspects of their course project The authors bring a unique combination of perspectives and experience to this text It reflects both British and American academic practices in teaching aircraft design Lloyd Jenkinson has taught aircraft design at both Loughborough and Southampton universities in the UK and Jim Marchman has taught both aircraft and spacecraft design at Virginia Tech in the US Demonstrates how basic aircraft design processes can be successfully applied in reality Case studies allow both student and instructor to examine particular design challenges Covers commercial and successful student design projects and includes over 200 high quality illustrations *20th ISPE International Conference on Concurrent Engineering* C. Bil, J. Mo, J. Stjepandić, 2013-09-12 As a concept Concurrent Engineering CE initiates processes with the goal of improving product quality production efficiency and overall customer satisfaction Services are becoming increasingly important to the economy with more than 60% of the GDP in Japan the USA Germany and Russia deriving from service based activities The definition of a product has evolved from the manufacturing and supplying of goods only to providing goods with added value to eventually promoting a complete service business solution with support from introduction into service and from operations to decommissioning This book presents the proceedings of the 20th ISPE International Conference on Concurrent Engineering held in Melbourne Australia in September 2013 The conference had as its theme Product and Service Engineering in a Dynamic World and the papers explore research results new concepts and insights covering a number of topics including service engineering cloud computing and digital manufacturing knowledge based engineering and sustainability in concurrent engineering *Introduction to Unmanned Aircraft Systems* R. Kurt Barnhart, Douglas M. Marshall, Eric Shappee, 2021-03-04 Introduction to Unmanned Aircraft Systems Third Edition surveys the basics of unmanned aircraft systems UAS from sensors controls and automation to regulations safety procedures and human factors Featuring chapters by leading experts this fully updated bestseller fills the need for an accessible and effective university textbook Focussing on the civilian applications of UAS the text begins with an historical overview of unmanned aerial vehicles and proceeds to examine each major UAS subsystem Its combination of understandable technical coverage and up to date information on policy and regulation makes the text appropriate for both Aerospace Engineering and Aviation programs **Modeling and Control for a Blended Wing Body Aircraft** Martin Kozek, Alexander Schirrer, 2014-10-27 This book demonstrates the potential of the blended wing body BWB concept for significant improvement in both fuel efficiency and noise reduction and addresses the considerable challenges raised for control engineers because of characteristics like open loop instability large flexible structure and slow control surfaces This text describes state of the art and novel modeling and control design approaches for the BWB aircraft under consideration The expert contributors demonstrate how exceptional robust control performance can be achieved despite such stringent design constraints as guaranteed handling qualities reduced vibration and the minimization of the aircraft's structural loads during maneuvers and caused by turbulence As a result this innovative

approach allows the building of even lighter aircraft structures and thus results in considerable efficiency improvements per passenger kilometer. The treatment of this large complex parameter dependent industrial control problem highlights relevant design issues and provides a relevant case study for modeling and control engineers in many adjacent disciplines and applications. Modeling and Control for a Blended Wing Body Aircraft presents research results in numeric modeling and control design for a large flexible civil BWB aircraft in the pre design stage as developed within the EU FP7 research project ACFA 2020. It is a useful resource for aerospace and control engineers as it shows the complete BWB aircraft modeling and control design process carried out with the most recent tools and techniques available. Advances in Industrial Control aims to report and encourage the transfer of technology in control engineering. The rapid development of control technology has an impact on all areas of the control discipline. The series offers an opportunity for researchers to present an extended exposition of new work in all aspects of industrial control.

Jet Sense: The Philosophy and the Art of Jet Transport Design Zarir D. Pastakia, 2024-02-06 Embark on an exciting aviation journey with Jet Sense Zarir's groundbreaking book that unveils the intricacies of commercial aircraft design. This work offers an enlightening perspective for aviation enthusiasts and industry professionals. Explore the heart of aircraft design where market demands shape every curve and detail. Zarir's expertise guides you through the art of compromise creating aircraft that excel in both function and market appeal. What sets Jet Sense apart is its unwavering focus on the interplay of geometry and integration. From wing design to landing gear integration and more. This book doesn't just analyze it guides helping you navigate the complex world of jet transport design. Discover Zarir's innovative approach to initial sizing tailored for commercial aircraft. Bid farewell to one size fits all solutions and welcome a design philosophy aligned with market needs. Whether you're in single aisle workhorses or long haul twin aisle giants Jet Sense is your essential companion. Zarir's wealth of meticulously gathered data ensures you work with trusted solutions. Jet Sense is your ultimate resource for commercial aircraft design a must have for every designer. Whether you're a pilot aviation executive enthusiast or aerospace professional prepare for an engaging read that demystifies the secrets of aviation design. Enjoy the journey. Jet Sense focuses on commercial aircraft. It is not an introductory aircraft design book covering all types of aircraft. But for commercial aircraft designers this should be on every designer's desk. Scott Eberhardt Ph.D. Aerospace Consultant and Author of Understanding Flight ISBN 9781468605990 ISBN 9781468606003 ISBN 9781468606010 DOI 10.4271/9781468606003

Uncertainty Modeling in Knowledge Engineering and Decision Making - Proceedings of the 10th International FLINS Conference Cengiz Kahraman, Faik Tunc Bozbura, Etienne E. Kerre, 2012 FLINS originally an acronym for Fuzzy Logic and Intelligent Technologies in Nuclear

Science is now extended to Computational Intelligence for applied research The contributions to the 10th of FLINS conference cover state of the art research development and technology for computational intelligence systems both from the foundations and the applications points of view *Proceedings of the 7th China Aeronautical Science and Technology Conference* Chinese Soc. of Aeronautics&Astronautics,2025-03-17 This book contains the selected papers from the 7th China Aeronautical Science and Technology Conference Topics include but are not limited to key technologies for aircraft including fixed wing rotorcraft new concept aircraft etc design and overall optimization aerodynamics flight mechanics structural design advanced aviation materials including composite materials advanced aviation manufacturing and design and overall optimisation aerodynamics and flight mechanics structural design advanced aeronautical materials including composite materials advanced aeronautical manufacturing technology advanced aeronautical propulsion technology navigation guidance and control technology airborne systems electromechanical technology environmental control life saving technology key technologies for multi electric aircraft and all electric aircraft aviation testing technology critical technologies in the vicinity of space vehicles unmanned aerial vehicles and related technologies general aviation flight safety civil aviation transportation and air quality aviation science and technology and industrial development policy and planning other related technologies Make this book a valuable resource for researchers engineers and students *Mathematical Methods in Defense Analyses* J. S. Przemieniecki,2000 Annotation This text presents the various mathematical methods used in military operations research in one easy to use reference volume The reader will find the calculations necessary to analyze all aspects of defense operations from weapon performance to combat modeling The text is so clearly written and organized that even newcomers to the field will find it useful Included with the text is an updated version of Defense Analyses Software a compendium of software subroutines that allow the reader to compute numerical values for functions or tables derived in the text Each subroutine is provided with a detailed reference to the equation from which it was derived to ensure that its intended application is consistent with the assumptions used in the derivation The third edition has a new chapter on theater missile defense based on the concept of layered defense with different strategies of allocating defense interceptors against short or mid range ballistic missiles **Flight mechanics and flight control for a multibody aircraft** Köthe, Alexander,2019-06-26 Aircraft operating as so called High Altitude Platform Systems HAPS have been considered as a complementary technology to satellites since several years These aircraft can be used for similar communication and monitoring tasks while operating at a fraction of the cost Such concepts have been successfully tested Those include the AeroVironment Helios and the Airbus Zephyr with an endurance of nearly 624 hours 26 days All these HAPS aircraft have a high aspect ratio wing using lightweight construction In gusty atmosphere this results in high bending moments and high structural loads which can lead to overloads Aircraft crashes for example from Google s Solara 50 or Facebook s Aquila give proof of that fact Especially in the troposphere where the active weather takes place gust loads occur which can lead to the

destruction of the structure The Airbus Zephyr the only HAPS aircraft without flight accidents provides only a very small payload Thus it does not fully comply with the requirements for future HAPS aircraft To overcome the shortcomings of such single wing aircraft so called multibody aircraft are considered to be an alternative The concept assumes multiple aircraft connected to each other at their wingtips It goes back to the German engineer Dr Vogt In the United States shortly after the end of World War II he experimented with the coupling of manned aircraft This resulted in a high aspect ratio wing for the aircraft formation The range of the formation could be increased correspondingly The engineer Geoffrey S Sommer took up Vogt's idea and patented an aircraft configuration consisting of several unmanned aerial vehicles coupled at their wingtips However the patent does not provide any insight into the flight performance the flight mechanical modeling or the control of such an aircraft Single publications exist that deal with the performance of coupled aircraft A profound complete analysis however is missing so far This is where the present work starts For the first time a flying vehicle based on the concept of the multibody aircraft will be analyzed in terms of flight mechanics and flight control In a performance analysis the aircraft concept is analyzed in detail and the benefits in terms of bending moments and flight performance are clearly highlighted Limits for operation in flight are shown considering aerodynamic optimal points The joints at the wingtips allow a roll and pitch motion of the individual aircraft This results in additional degrees of freedom for the design through the implementation of different relative pitch and bank angles For example using individual pitch angles for individual aircraft further decreases the induced drag and increases flight performance Because the lift is distributed symmetrically but not homogeneously along the wingspan a lateral trim of the individual aircraft in formation flight becomes necessary The thesis presents a new method to implement this trim by moving the battery mass along half the wingspan which avoids additional parasite drag Further a complete flight dynamics model is provided and analyzed for aircraft that are mechanically connected at their wingtips To study this model in detail a hypothetical torsional and bending spring between the aircraft is introduced If the spring constants are very high the flight dynamics model has properties similar to those of an elastic aircraft Rigid body and formation eigenmotions can be clearly distinguished If the spring constants are reduced towards zero which represents the case of the multibody aircraft classical flight mechanics eigenmotions and modes resulting from the additional degrees of freedom are coupled This affects the eigenstructure of the aircraft Hence normal motions with respect to the inertial space as known from a rigid aircraft cannot be observed anymore The plant also reveals unstable behavior Using the non linear flight dynamics model flight controllers are designed to stabilize the plant and provide the aircraft with an eigenstructure similar to conventional aircraft Different controller design methods are used The flight controller shall further maintain a determined shape of the flight formation it shall control flight bank and pitch angles and it shall suppress disturbances Flight control theories in the time domain Eigenstructure assignment and in the frequency domain H_∞ loop shaping are considered The resulting inner control loops yield a multibody aircraft behavior that is similar to the one of

a rigid aircraft For the outer control loops classical autopilot concepts are applied Overall the flight trajectory of the multibody aircraft above ground is controlled and thus an actual operation as HAPS is possible In the last step the flight controller is successfully validated in non linear simulations with complete flight dynamics Flugzeuge in der Form von sogenannten High Altitude Plattformen engl High Altitude Platform Systems HAPS werden seit einigen Jahren als kostengünstige Ergänzung zu teuren Satelliten betrachtet Diese Flugzeuge können für ähnliche Kommunikations- und Überwachungsaufgaben eingesetzt werden Zu den gegenwärtigen Konzepten solcher Fluggeräte, die bereits erfolgreich im Flugversuch eingesetzt wurden zählen der Helios von AeroVironment und der Airbus Zephyr, der eine Flugdauer von fast 624 Stunden (26 Tagen) erreicht hat Alle diese HAPS Flugzeuge besitzen einen Flügel langer Streckung, der in Leichtbauweise konstruiert ist Hieraus resultieren in großer Atmosphäre hohe Biegemomente und starke strukturelle Belastungen, die zu Überbelastungen führen können Flugunfälle beispielsweise von Googles Solara 50 oder Facebooks Aquila belegen dies Insbesondere in der Troposphäre, in der das aktive Wetter stattfindet, treten Belastungen auf, die die Struktur zerstören können Der Airbus Zephyr, der bisher als einziger HAPS Flugzeug frei von Flugunfällen ist, besitzt nur eine sehr geringe Nutzlast Daher kann er die Anforderungen an zukünftige HAPS Flugzeuge nicht vollständig erfüllen Um die Schwachstellen solcher Einflügel Konzepte zu überwinden, wird in dieser Arbeit ein alternatives Flugzeugkonzept betrachtet, das als Mehrkörperflugzeug bezeichnet wird Das Konzept geht von mehreren an den Flügelspitzen miteinander verbundenen Flugzeugen aus und beruht auf Ideen des deutschen Ingenieurs Dr Vogt Dieser hatte in den USA kurz nach Ende des Zweiten Weltkrieges bemannte Flugzeuge aneinanderkoppeln lassen Hierdurch ergab sich ein Flugzeugverbund mit einem Flügel langer Streckung Damit konnte die Reichweite des Verbundes gesteigert werden Geoffrey S Sommer griff die Idee von Vogt auf und liess sich eine Flugzeugkonfiguration patentieren, die aus mehreren unbemannten Flugzeugen besteht, die an den Enden der Tragflächen miteinander gekoppelt sind Die Patentschrift gibt jedoch keinen Einblick in die Flugleistungen, die flugmechanische Modellierung oder die Regelung eines solchen Fluggerätes Vereinzelt existieren Veröffentlichungen, die sich mit den Flugleistungen von gekoppelten Luftfahrzeugen beschäftigen Eine tiefgreifende vollständige flugmechanische Analyse fehlt jedoch bisher Hier setzt die vorliegende Arbeit an Ein Fluggerät basierend auf dem Konzept des Mehrkörperflugzeugs wird erstmalig hinsichtlich der Flugmechanik und Flugregelung untersucht In einer Flugleistungsbetrachtung wird das Flugzeugkonzept genau analysiert und die Vorteile hinsichtlich der Biegemomente und der Flugleistungen klar herausgestellt Die Grenzen des Einsatzes im Flugbetrieb werden mithilfe aerodynamischer Optimalpunkte aufgezeigt, wobei die Lager an den Flügelspitzen, die eine relative Roll- und Nickbewegung der Flugzeuge untereinander ermöglichen, ergeben sich durch die Einstellung unterschiedlicher Längslage und Höhenwinkel zur tztlichen Freiheitsgeraden im Entwurf Die Verwendung unterschiedlicher Nicklagewinkel der einzelnen Flugzeuge reduziert beispielsweise den induzierten Widerstand weiter und steigert die Flugleistung Durch die symmetrische, entlang der Spannweite jedoch nicht homogene Auftriebsverteilung ist auch eine laterale Trimmung der einzelnen Flugzeuge

in der Formation notwendig. Hier stellt die Arbeit eine neuartige Möglichkeit vor, um diese Trimmung ohne zusätzlichen parasitären Widerstand mittels Verschiebung der Batteriemasse entlang der Halbspannweite umzusetzen. Weiterhin wird ein vollständiges flugdynamisches Modell für mechanisch miteinander verbundene Luftfahrzeuge aufgestellt und analysiert. Für diese Analyse wird eine hypothetische Torsions- und Biegefeder zwischen den Flugzeugen modelliert. Sind die Federsteifigkeiten hinreichend hoch, besitzt das flugdynamische Modell Eigenschaften, die einem elastischen Flugzeug entsprechen. Starrkörper- und elastische Eigenbewegungsformen sind in diesem Fall klar separiert. Bei immer weiterer Reduzierung bis auf eine Federsteifigkeit von Null kommt es zu Kopplungen zwischen den klassischen flugmechanischen Eigenbewegungsformen und den Moden aus den zusätzlichen Freiheitsgraden. Dies stellt den Auslegungsfall für das Mehrkörperflugzeug dar. Hierbei verändert sich die Eigenstruktur (engl. eigenstructure) des Flugzeugs, und normale bei einem starren Flugzeug beobachtbare Bewegungen gegenüber dem inertialen Raum sind nicht mehr erkennbar. Zusätzlich zeigt die Strecke instabiles Verhalten. Basierend auf dem nichtlinearen flugdynamischen Modell werden mit verschiedenen Methoden Regler entworfen, die die Regelstrecke stabilisieren und dem Flugzeug eine Streckenstruktur zuweisen, die derjenigen klassischer Flugzeuge ähnelt. Zudem soll durch die Regler eine vorgegebene Form des Flugzeugverbundes beibehalten werden. Die Fahrt der Längs- und Rolllagewinkel sollen geregelt und Störungen unterdrückt werden. Als Auslegungsverfahren werden Theorien der Zustandsregelungen im Zeitbereich, Eigenstrukturvorgabe und Frequenzbereich (H-infinity loop shaping) verwendet. Hierdurch wird durch die inneren Regelschleifen ein Verhalten des Mehrkörperflugzeugs erzielt, das dem eines starren Flugzeugs entspricht. Für die äußeren Regelschleifen werden anschließend klassische Konzepte von Autopiloten verwendet. Im Ergebnis ist eine Regelung des Flugweges über Grund des Mehrkörperflugzeugs und somit ein tatsächlicher Betrieb als HAPS möglich. Die Funktionalität des Reglers wird abschließend in nichtlinearen Simulationen mit vollständiger Flugdynamik verifiziert.

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