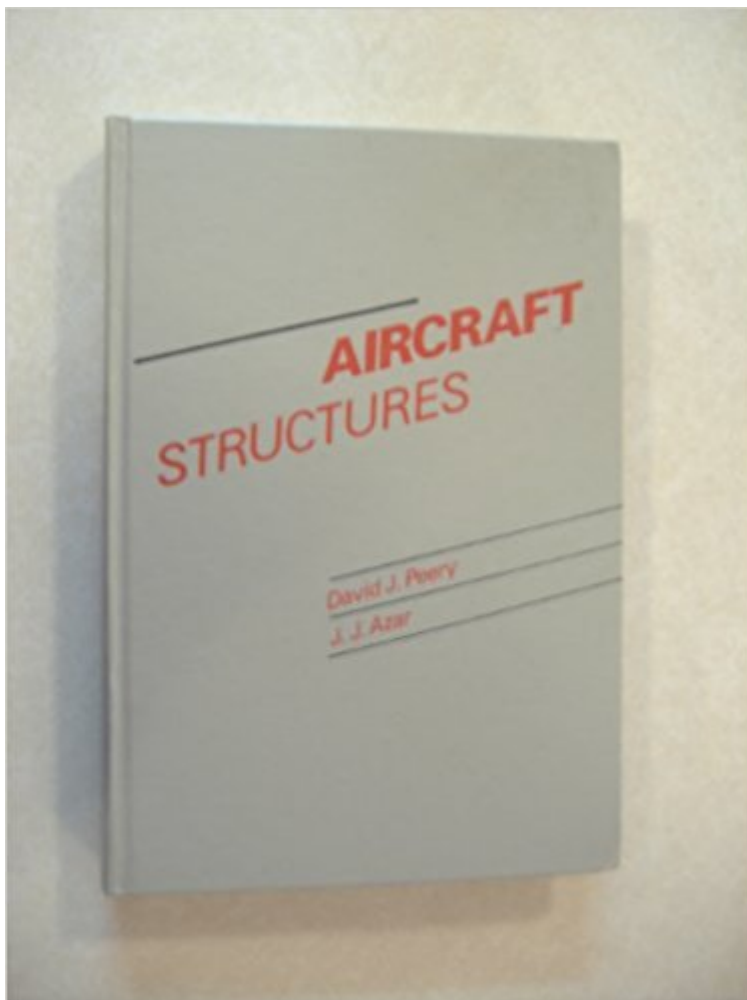


The book was found

Aircraft Structures, 2nd Edition



Synopsis

Book

Book Information

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Customer Reviews

Book

Referenced by a lot of other books on aircraft structures and it isn't disappointing. Can see why it was referenced often by other text due to the good concise explanations to analyse the structures of aircrafts and their components. The book is one of those that you should have on your shelf as a good reference.

Do not buy this book. It is worthless. Buy the first edition you will actually learn something.

This was one of my college textbooks. It is good to have this in my possession again.

The book was in great condition.

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mysteries of the universe. Would you add a mustache to the Mona Lisa and tear off a good portion of the painting? Would you delete chapters from The Grapes of Wrath? Would someone take a hammer to the Pieta? (OK, never mind that one ... but wait ... Lazlo Toth was ruled INSANE!) I suggest that people go to Powell's, Abebooks or Alibris for the genuine article ...the "real McCoy" ... the FIRST edition. The mystery of the second edition must involve sheep, hip waders and photos. The first edition of Aircraft Structures has it all ... shear flow in unsymmetrical beams, beams with varying cross sections, correction of wing bending moments for sweepback, distribution of concentrated loads to thin webs, loads on fuselage bulkheads, analysis of wing ribs, shear flow in tapered webs, differential bending, cutouts in semi-monocoque structures, trusses with single redundancy, trusses with multiple redundancy, circular fuselage rings, irregular fuselage rings, torsion of multicell box beams, beam shear in multicell structures, analysis of practical multicell structures, shear lag, spanwise variation of warping deformation ... in short ... fun for the whole family. The comparison of Fourier's Series Method to Schrenk's Method for Spanwise Air-Load Distribution is worth the price of the book. Note: Errata in the first edition, Section 8.3, page 192: Check to see if $q_{ba} = 188 \text{ lb/in}$, $q_{ac} = 288 \text{ lb/in}$, $q_{bc} = 652 \text{ lb/in}$... instead of 274 lb/in , 374 lb/in and 566 lb/in respectively. On page 296 the length of the lug shear-out area should equal 0.556 inch . You are much better off buying the first edition. Mange Takk!

i receive it very fast. Very good for the price. I will recommend it to my friend. so good . my brother like it ,

David Peery's first edition is THE classic aircraft structures text. Azar's second edition is FROUGHT with errors in the formulas making it no less than dangerous for the practicing stress analyst to use. Peery's original content was butchered in the second edition. I purchased the second edition when I graduated college believing I could learn from it. When I realized how poor the text was, I actually put the book into the garbage. It is the ONLY engineering text book I have ever thrown away. That was 18 years ago. I was lucky enough to obtain a copy of the first edition and have used it ever since.

As with Donaldson's homage (or rewrite) of Rivello, the original Perry is far superior to the update by Azar. Perry's treatment of spanwise lift distribution alone is reason to pick up the 1950 edition versus Azar's stripped down clunker. I think the author was up against a page limitation, and simply tossed a few hundred pages.

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