

ERRATA: Airplane Design Part VI

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| | |
|---------------------------------------|---|
| <i>page 200, Figure 6.38</i> | Vertical axis units should be in 1,000 lb |
| <i>page 205, Line 9</i> | Should read |
| ‘ SHP_{av} | 285 248 206 172 140 |
| $(SHP_{av}\eta_{inl/inc} - P_{extr})$ | 275 239 198 165 133 |
| P_{av} | 242 210 174 145 117’ |
| <i>page 212, Figure 7.5</i> | Vertical axis units should be in 1,000 lb |
| <i>page 229, Equation (8.7)</i> | Should read: |
| | $\Delta c_l = \eta_1 \left(c_{l\delta_{f1}} \right) (\delta_{f1}) \left\{ \frac{(c + c_1)}{c} \right\} + \eta_2 \left(c_{l\delta_{f2}} \right) (\delta_{f1} + \delta_{f2}) \left(\frac{c'}{c} \right)$ |
| <i>page 236 Figure 8.26</i> | Vertical axis values should be negative |
| <i>page 239, Equation (8.19)</i> | Should read: $\Delta c_{l_{max}} = \left(c_{l\delta_{max}} \right) \eta_{max} \delta_f \eta_\delta \left(\frac{c'}{c} \right)$ |
| <i>page 259, Line 9</i> | Should read ‘... leading edge flaps at $\alpha = 0$ may be estimated from:’ |
| <i>page 269, Equation (8.37)</i> | Should read: |
| | $\eta_h = 1 - \left[\left\{ \cos^2 \left(\frac{\pi z_{h_{wake}}}{2 \Delta z_{wake}} \right) \right\} \left\{ 2.42 \sqrt{C_{D_{ow}}} \right\} / \frac{x_{h_{wake}}}{\bar{c}} + 0.30 \right]$ |
| <i>page 269, Line 23</i> | Should read |
| | ‘where: $z_{h_{wake}} = a \sin(\gamma_h - \alpha - i_w + \varepsilon_h)$ (8.38a) |
| | $x_{h_{wake}} = a \cos(\gamma_h - \alpha - i_w + \varepsilon_h)$ (8.38b) |

with $a, \gamma_h, \varepsilon_h, i_w$ and α shown in Fig. 8.63.'

page 269, Equation (8.39)

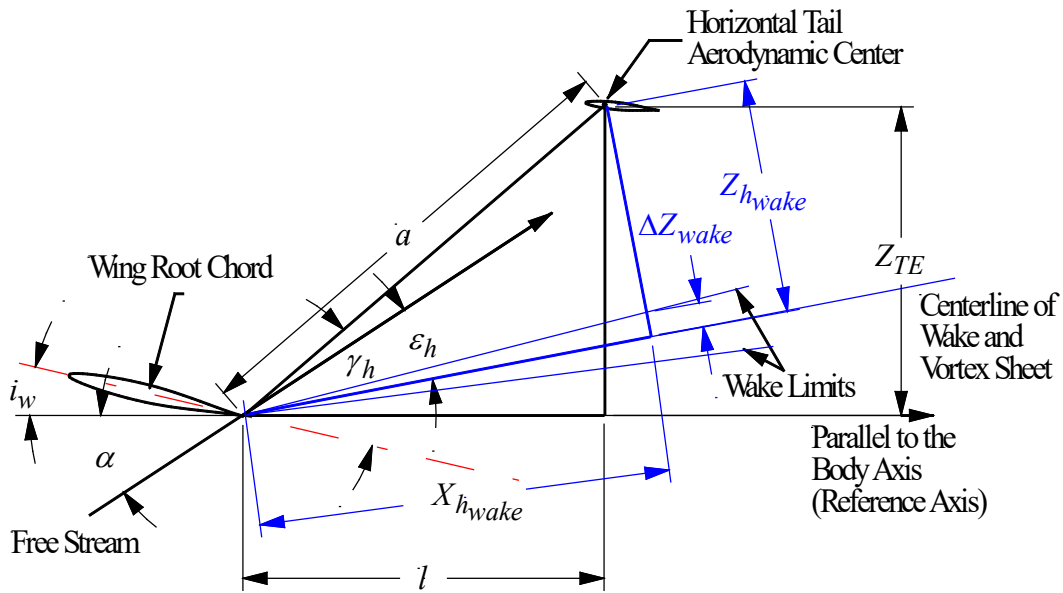
Should read: $\varepsilon_h = \varepsilon_{h_0} + \left(\frac{d\varepsilon_h}{d\alpha} \right)_{p.off} \alpha$

page 269, Equation (8.40)

$$\Delta z_{wake} = 0.68\bar{c} \sqrt{C_{D_{ow}} \left(\frac{x_{h_{wake}}}{\bar{c}} + 0.15 \right)}$$

page 270, Figure 8.63

Should be



page 273, Figure 8.65c

' K_H ' should be ' K_h '

page 273, Figure 8.65c

' $\frac{2h_H}{b}$ ' should be ' $\frac{2h_h}{b}$ '

page 273, Figure 8.65c

' $\frac{2l_H}{b}$ ' should be ' $\frac{2l_h}{b}$ '

page 273, Figure 8.65c

' $K_H = \frac{1 - \frac{h_H}{b}}{\sqrt[3]{\frac{2l_H}{b}}}$ ' should be ' $K_h = \frac{1 - \left| \frac{h_h}{b} \right|}{\sqrt[3]{\frac{2l_h}{b}}}$ '

page 390, Figure 10.16

' $z_h =$ vertical distance...' should be ' $z_h =$ vertical distance

between the horizontal tail aerodynamic center to the fuselage center line’

page 398, Equation (10.44)

Should read:

$$C_{nT\beta} = - \sum_{i=1}^{i=n} \left[\frac{\left\{ \left(\frac{dC_N}{d\alpha} \right)_{p_i} \left(\frac{\pi}{4} \right) (D_{p_i})^2 (l_{p_i}) \right\}}{Sb} \right]$$

page 400, Equation (10.45)

Should read: $C_{nT\beta} = - \sum_{i=1}^{i=n} \frac{0.035 m_{a_i} l_{n_i}}{Sb \rho U_1}$

page 401, Line 19

Should read ‘where: $\sigma_{\beta\alpha}$ is the sidewash contribution due to angle of attack, in deg^{-1} . It is found from Figures 10.30.’

page 401, Line 21

Should read ‘ α_f is the angle of attack of the fuselage, in deg .’

page 401, Line 22

Should read ‘ $\sigma_{\beta\Gamma}$ is the sidewash contribution due to wing dihedral, in deg^{-1} . It is found from Figures 10.31.’

page 401, Line 24

Should read ‘ Γ is the wing dihedral angle, in deg , as defined in Figure 10.7.’

page 401, Line 26

Should read ‘ $\sigma_{\beta\epsilon_t}$ is the sidewash contribution due to wing twist, in deg^{-1} , as obtained from Figures 10.32.’

page 401, Line 28

Should read ‘ ϵ_t is the wing twist angle, in deg , as shown in Figure 10.26.’

page 435, Equation (10.89)

Should read: $C_{D_{i_h}} = \frac{2C_{L_o}}{\pi A e} C_{L_{\alpha_h}} \eta_h \frac{S_h}{S}$

page 435, Line 36

Should read ‘where: C_{L_o} is the airplane zero-angle-of-attack lift coefficient follows from Eqn. (10.90).’

page 436, Equation (10.90)

Should read:

$$C_{L_o} = C_{L_{o_{wf}}} + C_{L_{\alpha_h}} \eta_h (S_h/S) (-\alpha_{o_{L_h}} - \varepsilon_{o_h}) + \\ + C_{L_{\alpha_c}} \eta_c (S_c/S) (-\alpha_{o_{L_c}} - \varepsilon_{o_c})$$

page 436, Line 3-7

Remove Line 3-7

page 439, Equation (10.97)

Should read: $C_{D_{i_c}} = \frac{2C_{L_o}}{\pi A e} C_{L_{\alpha_c}} \eta_c \frac{S_c}{S}$

page 439, Line 5

Should read ‘where: C_{L_o} is the airplane zero-angle-of-attack lift coefficient follows from Eqn. (10.98).’

page 439, Equation (10.98)

Should read:

$$C_{L_o} = C_{L_{o_{wf}}} + C_{L_{\alpha_h}} \eta_h (S_h/S) (-\alpha_{o_{L_h}} - \varepsilon_{o_h}) + \\ + C_{L_{\alpha_c}} \eta_c (S_c/S) (-\alpha_{o_{L_c}} - \varepsilon_{o_c})$$

page 439, Line 8-12

Remove Line 8-12