

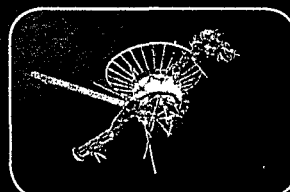
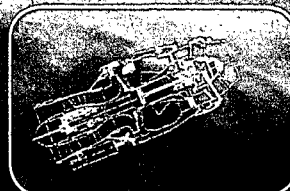
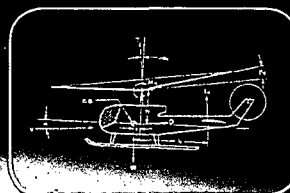
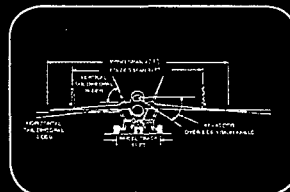
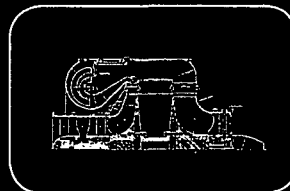
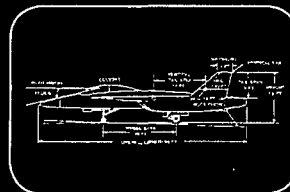
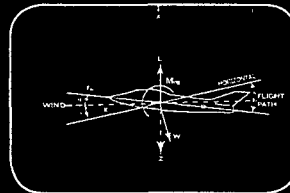
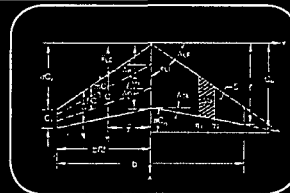
AIAA AEROSPACE DESIGN ENGINEERS GUIDE

Sixth Edition

Edited by the Design Guide Subcommittee of the
AIAA Design Engineering Technical Committee



Ned Allen
Editor-in-Chief



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Ned Allen, Editor-in-Chief
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Bethesda, Maryland



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This sixth edition of the AIAA is a revised version of the previous charter of the AIAA Design Engineering design engineer in creating and the purpose of this guide is to provide aerospace engineering reference guide for disciplines related

The previous editions were prepared and the guide will be updated with sufficient material to warrant a new compilation principally from the Design Engineering Technical Committee for their voluntary cooperation

In addition to revisions of the adopted the AIAA policy of using a primary system of units for its reference material, data, formulae, and units in addition to the units used

The information in this guide is referenced as a final authority for

Comments and suggestions for the Engineering Technical Committee are invited. Receipt of all errors

ADEG Subcommittee

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AL TOLERANCES, CONTINUED

abled has restrained fasteners, such as
rmed the "fixed fastener case." Where
and it is desired to use the same posi-
be assembled, the following formula

$$\frac{I - F}{2}$$

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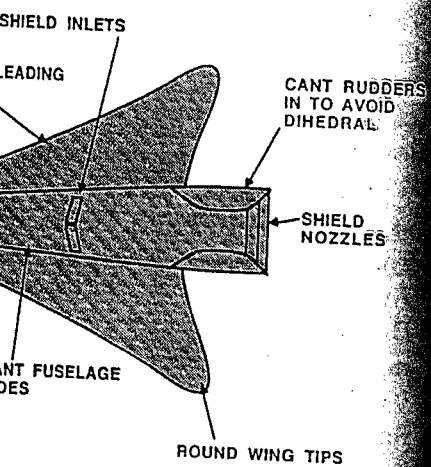
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The Committee gratefully acknowledges the efforts of the Air Breathing Propulsion Technical Committee, which was responsible for the generation and update of all of the material in this section. Special thanks go to James DeBonis for his help in the preparation of the material, and to the late John Rockensies, who spearheaded this effort, for his careful work and enthusiastic cooperation.

DESIGN, CONTINUED

PROCESS, CONTINUED

CONTINUED

$$\left(\frac{2aP_{av}}{\rho fp} \right)^{1/3}, \text{ km/h}$$

power available to overcome parasite

$$\left(\frac{2P_{av, hp}}{\rho fp} \right)^{1/3}, \text{ knots}$$

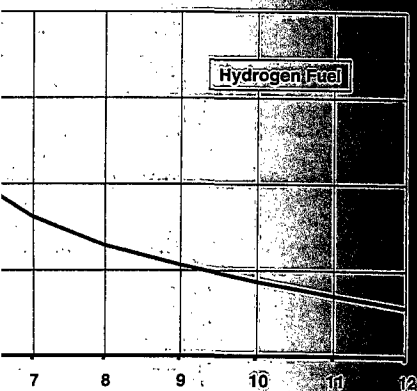
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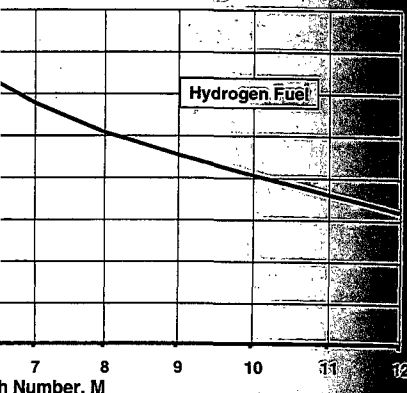
JET ENGINES, CONTINUED

large total pressure losses result from eddies, and increasing chemical dissociation and thus becoming more efficient combustor after compression in the inlet is maintained supersonically. The following performance using hydrogen fuel.

CH NUMBER



hach Number, M



h Number, M

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