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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. The primary purpose of the program is to develop an electrical power generation and distribution system that can supply electrical power to the various critical systems on the aircraft with a reliability and power quality level commensurate with the requirements of the loads. Phase II consisted of 4 tasks, Task 1-FTEPS Demonstrator Basic Requirements, Task 2-Analysis, Task 3-FTEPS Demonstrator Conceptual Design, and Task 4-FTEPS Demonstrator Preliminary Design. In Task 1, the basic fault and reliability requirements of the system were developed and a load profile was established for the baseline aircraft. Task 2 activities included development of specific system requirements and reliability analysis of power delivered to the main power buses of different architectures. A data bus analysis was performed on an integrated single data bus and an integrated hierarchical data bus. The hierarchical data bus was selected for the FTEPS. In Task 3, conceptual designs were developed for a 3 generator configuration and a 4 generator configuration with the 4 generator configuration being selected for further development in Task 4, Preliminary Design. Preliminary designs were developed for the power generator system, the distribution system, the data bus control system, the integrated load simulator and a laboratory support system. Keywords: Computer applications. The basic program objective was to conduct the necessary research, development, and preliminary design required to establish the design parameters for a flight penetrometer system. Three major areas of activity were defined in support of the program objective. An impact research task was established to investigate thoroughly the impact characteristics exhibited by target materials simulating several physical models of the lunar surface. The second task comprised the preliminary design, development, and testing of engineering prototype omnidirectional penetrometers. The third major task was the preliminary design and testing of a data relay link required for Apollo application of the penetrometer system. This report presents the design approaches followed, tradeoff studies made, and results obtained in these activities. High-rise buildings continue to be built in increasing numbers throughout the world. However, they quickly become impractically expensive if structural needs are not considered early. Similarly attempting to build an irrational design can waste a lot of money. It has been said that 50% of the cost of the structural frame costs are affected by preliminary design, whereas detailed design (e.g. refinement of reinforcement in a reinforced concrete structure) affects a small percentage only. This book discusses what should be considered at the preliminary design stage of a high-rise. The information can also be used in the checking of designs produced by computer. The focus is on European design practice. The discussion includes the following: the origin of lateral loads; vortex shedding, lateral load resisting systems; effect of wind load on tall buildings; construction tolerances; shear wall layouts; basic acceleration limits; the importance of the P-delta phenomenon. Gravity systems for high-rises are no different to those of low-rise buildings so little time is spent discussing these. Although tall buildings are commonly constructed using steel or composite construction, this book focuses on concrete buildings as they are especially challenging to design. A case study is presented to illustrate the importance of preliminary design of high-rises. The aim is to produce a brief book appropriate for final year students and practitioners. In support of plans to add a second control room to the Rocket Engine Test Facility at NASA Lewis Research Center, Cleveland, OH the existing control room was analyzed to determine the most severe accidental explosion it could safely withstand. This potential accident was used as the design threat to develop a preliminary design for the new control room. To evaluate the degree of conservatism in the analysis, experimental data with charge weights and structural dimensions similar to the control room's were selected and analyzed. Results indicate that the existing room will safely withstand an explosion equivalent to 1,000 lb of TNT denoted at the rocket test stand 20 ft away. To survive the same accident, the new control room (to be constructed on top on the old one) should have 1-ft-thick walls (existing walls are 2 ft thick) with 0.33-percent reinforcement (existing wall have 1.55 percent). Comparison of data with analysis indicates that an accidental explosion equivalent to approximately 1,800 lb of TNT will cause unacceptable damage to the control room. The central argument turns on the feasibility of such a space vehicle. This report discusses the general framework and development of a computational tool for preliminary design of aircraft structures based on process information. The described methodology is suitable for multidisciplinary design optimization (MDO) activities associated with integrated product and process development (IPPD). The framework consists of three parts: (1) product and process definitions; (2) engineering synthesis, and (3) optimization. The product and process definitions are part of input information provided by the design team. The backbone of the system is its ability to analyze a given structural design for performance as well as manufacturability and cost assessment. The system uses a database on material systems and manufacturing processes. Based on the identified set of design variables and an objective function, the system is capable of performing optimization subject to manufacturability, cost, and performance constraints. The accuracy of the manufacturability measures and cost models discussed here depend largely on the available data on specific methods of manufacture and assembly and associated labor requirements. As such, our focus in this research has been on the methodology itself and not so much on its

accurate implementation in an industrial setting. A three-tier approach is presented for an IPPD-MDO based design of aircraft structures. The variable-complexity cost estimation methodology and an approach for integrating manufacturing cost assessment into design process are also discussed. This report is presented in two parts. In the first part, the design methodology is presented, and the computational design tool is described. In the second part, a prototype model of the preliminary design Tool for Aircraft Structures based on Process Information (TASPI) is described. Part two also contains an example problem that applies the methodology described here for evaluation of six different design concepts for a wing spar.

Rais-Rohani, Masoud Lang... Focusing on the conceptual and preliminary stages in bridge design, this book addresses the new conceptual criteria employed when evaluating project proposals, considering elements from architectural aspects and structural aesthetics to environmental compatibility. College or university bookstores may order five or more copies at a special student price. Price is available on request. This paper describes a method for the determination of drop size and free water in clouds, based on the interpretation of an artificially created rainbow. Details of the design and operation of an optical instrument employing this method are presented. This instrument is a preliminary design in that the water content and drop size must be kept constant during the interval of the measurement. In designing this instrument, an amplifier which eliminates interference due to shot effect was developed. A mathematical analysis of the rainbow theory is presented in the appendix. Since the education of aeronautical engineers at Delft University of Technology started in 1940 under the inspiring leadership of Professor H.J. van der Maas, much emphasis has been placed on the design of aircraft as part of the student's curriculum. Not only is aircraft design an optional subject for thesis work, but every aeronautical student has to carry out a preliminary airplane design in the course of his study. The main purpose of this preliminary design work is to enable the student to synthesize the knowledge obtained separately in courses on aerodynamics, aircraft performances, stability and control, aircraft structures, etc. The student's exercises in preliminary design have been directed through the years by a number of staff members of the Department of Aerospace Engineering in Delft. The author of this book, Mr. E. Torenbeek, has made a large contribution to this part of the study programme for many years. Not only has he acquired vast experience in teaching airplane design at university level, but he has also been deeply involved in design-oriented research, e.g. developing rational design methods and systematizing design information. I am very pleased that this wealth of experience, methods and data is now presented in this book. This book presents a selection of preliminary sizing procedures for turbomachinery. Applicable to both conventional and non-conventional fluids, these procedures enable users to optimize the kinematics, thermodynamics and geometry of the turbomachinery (in the preliminary design phase) using geometric correlations and losses models; to accurately predict the efficiency of turbomachinery – in most cases, in excellent agreement with CFD calculations; and to consistently analyze all turbomachines (axial and radial turbines, axial and centrifugal compressors, centrifugal pumps). The book is intended for bachelor's and master's students in industrial, mechanical and energy engineering, as well as researchers and professionals in the energy systems and turbomachinery sectors, guiding them step by step through the first sizing of turbomachines and the verification of the technological feasibility of turbomachines designed for new conversion systems operating with unconventional fluids. The report describes the conceptual studies which were carried out, and the development of the Preliminary Design, for the 180 Ton Capacity Cargo Transporter Barge. Conceptual design studies were carried out primarily to determine the optimum Barge concept; in particular, variations in hull form, propulsion/maneuvering system and cargo handling system were examined. The Preliminary Design which has been prepared includes a description of the major Barge subsystems, a summary of all significant design analyses performed, and a set of standard preliminary design drawings. (Author).

'TRB's National Cooperative Highway Research Program (NCHRP) Report 574: Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction explores approaches to cost estimation and management designed to overcome the root causes of cost escalation and to support the development of consistent and accurate project estimates through all phases of the development process, from long-range planning, through priority programming, and through project design. NCHRP Web-Only Document 98 details the steps followed by the research team in the development of NCHRP Report 574"--Publisher's description. This book deals with ship design and in particular with methodologies of the preliminary design of ships. The book is complemented by a basic bibliography and five appendices with useful updated charts for the selection of the main dimensions and other basic characteristics of different types of ships (Appendix A), the determination of hull form from the data of systematic hull form series (Appendix B), the detailed description of the relational method for the preliminary estimation of ship weights (Appendix C), a brief review of the historical evolution of shipbuilding science and technology from the prehistoric era to date (Appendix D) and finally a historical review of regulatory developments of ship's damage stability to date (Appendix E). The book can be used as textbook for ship design courses or as additional reading for university or college students of

naval architecture courses and related disciplines; it may also serve as a reference book for naval architects, practicing engineers of related disciplines and ship officers, who like to enter the ship design field systematically or to use practical methodologies for the estimation of ship's main dimensions and of other ship main properties and elements of ship design. The time-saving resource every architect needs The Architect's Studio Companion is a robust, user-friendly resource that keeps important information at your fingertips throughout the design process. It includes guidelines for the design of structure, environmental systems, parking, accessibility, and more. This new sixth edition has been fully updated with the latest model building codes for the U.S. and Canada, extensive new information on heating and cooling systems for buildings, and new structural systems, all in a form that facilitates rapid preliminary design. More than just a reference, this book is a true companion that no practicing architect or student should be without. This book provides quick access to guidelines for systems that affect the form and spatial organization of buildings and allows this information to be incorporated into the earliest stages of building design. With it you can: Select, configure, and size structural systems Plan for building heating and cooling Incorporate passive systems and daylighting into your design Design for parking and meet code-related life-safety and accessibility requirements Relying on straightforward diagrams and clear written explanations, the designer can lay out the fundamental systems of a building in a matter of minutes—without getting hung up on complicated technical concepts. By introducing building systems into the early stages of design, the need for later revisions or redesign is reduced, and projects stay on time and on budget. The Architect's Studio Companion is the time-saving tool that helps you bring it all together from the beginning. The report describes the conceptual studies which were carried out, and the development of the preliminary design, for the 300 Ton Capacity Cargo Transporter Barge. Conceptual design studies were carried out to determine the optimum barge concept; in these studies, particular emphasis was given to determination of the optimum arrangement of the stowed MILVANS, since the basic information on optimum hull forms, propulsion/maneuvering systems, and cargo handling systems had been developed for the 180 ton Transporter Barge design. The preliminary design which has been prepared includes a description of the major barge subsystems, a summary of all significant design analyses performed, and a set of standard preliminary design drawings. (Author Modified Abstract). No design studio should be without this reference. Beautifully designed, logically organized, and clearly written. Designed for quick access to technical and building code information with readable charts, graphs, tables, and concise learning units. Information presented is useful for buildings of any size and occupancy, from the smallest residence to the largest complex. Page-edge index tabs and a comprehensive system of cross reference guides make for easy access. Illustrated with hundreds of line drawings. Employs both conventional and metric units throughout. This report describes the analysis and preliminary design effort directed toward developing an airborne air liquefier capable of producing the liquid air needed to cool high heat flux loads at liquid-air temperature. Tradeoff studies of weight, weight penalties, and cost effectiveness resulted in the selection of two air liquefier systems for preliminary design, each of which can provide 5 pounds of liquid air per hour. Both systems employ closed-cycle refrigerators, i.e., one uses a Stirling-cycle cooler and the other a Vuilleumier-cycle cooler. In one system, heat is rejected to ram air, and in the other system, it is rejected to aircraft fuel. The sources of air are engine bleed air for one system and aircraft ECS for the other. Preliminary design layouts of these two refrigerators were prepared as well as overall package drawings. Intended for people who are not boat designers, this book describes how to bring a dream boat into being. Written by an experienced naval architect, it prepares intelligent amateurs create conceptual vessel designs ready for a naval architects finishing touches. Included are the basic rationales and data needed to undertake a designing project, presented in a style that successfully bridges the gap between technical approach of naval architecture and the simplification of consumer magazine articles. This volume covers a variety of watercraft, so it can be equally useful if you're envisioning a cruising yacht or a sixty-foot fishing boat. A comprehensive approach to the air vehicle design process using the principles of systems engineering Due to the high cost and the risks associated with development, complex aircraft systems have become a prime candidate for the adoption of systems engineering methodologies. This book presents the entire process of aircraft design based on a systems engineering approach from conceptual design phase, through to preliminary design phase and to detail design phase. Presenting in one volume the methodologies behind aircraft design, this book covers the components and the issues affected by design procedures. The basic topics that are essential to the process, such as aerodynamics, flight stability and control, aero-structure, and aircraft performance are reviewed in various chapters where required. Based on these fundamentals and design requirements, the author explains the design process in a holistic manner to emphasize the integration of the individual components into the overall design. Throughout the book the various design options are considered and weighed against each other, to give readers a practical understanding of the process overall. Readers with knowledge of the fundamental concepts of aerodynamics, propulsion, aero-

structure, and flight dynamics will find this book ideal to progress towards the next stage in their understanding of the topic. Furthermore, the broad variety of design techniques covered ensures that readers have the freedom and flexibility to satisfy the design requirements when approaching real-world projects. Key features:

- Provides full coverage of the design aspects of an air vehicle including: aeronautical concepts, design techniques and design flowcharts
- Features end of chapter problems to reinforce the learning process as well as fully solved design examples at component level
- Includes fundamental explanations for aeronautical engineering students and practicing engineers
- Features a solutions manual to sample questions on the book's companion website

Companion website - <http://www.wiley.com/go/sadraey> www.wiley.com/go/sadraey/a Keine Angaben

The time-saving resource every architect needs The Architect's Studio Companion is a robust, user-friendly resource that keeps important information at your fingertips throughout the design process. It includes guidelines for the design of structure, environmental systems, parking, accessibility, and more. This new sixth edition has been fully updated with the latest model building codes for the U.S. and Canada, extensive new information on heating and cooling systems for buildings, and new structural systems, all in a form that facilitates rapid preliminary design. More than just a reference, this book is a true companion that no practicing architect or student should be without. This book provides quick access to guidelines for systems that affect the form and spatial organization of buildings and allows this information to be incorporated into the earliest stages of building design. With it you can:

- Select, configure, and size structural systems
- Plan for building heating and cooling
- Incorporate passive systems and daylighting into your design
- Design for parking and meet code-related life-safety and accessibility requirements

Relying on straightforward diagrams and clear written explanations, the designer can lay out the fundamental systems of a building in a matter of minutes—without getting hung up on complicated technical concepts. By introducing building systems into the early stages of design, the need for later revisions or redesign is reduced, and projects stay on time and on budget. The Architect's Studio Companion is the time-saving tool that helps you bring it all together from the beginning.

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