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Geared toward advanced undergraduates and graduate students, this outstanding text was

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written by one of the founders of bioengineering and modern biomechanics. It offers unusually thorough coverage of the interaction of aerodynamic forces and elastic structures. It has also proven highly useful to designers and engineers concerned with flutter, structural dynamics, flight loads, and related subjects. An introductory chapter covers concepts of aerodynamics, elasticity, and mechanical vibrations. Chapters 2 through 11 survey aeroelastic problems, their historical background, basic physical concepts, and the principles of analysis. Chapters 12 through 15 contain the

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fundamentals of oscillating airfoil theory and a brief summary of experimental results. Each chapter is followed by a bibliography, and 147 illustrations and 20 tables illuminate the text.

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considerable length of time after the aviation pioneers had made their first flights. Apparently, researchers were not able to find an adequate explanation for the occurrence of lift until the beginning of the 21st century. Also, for the fundamentals of stability and control, there was no theory available that the pioneers could rely on. Only after the first motorized flights had been successfully made did researchers become more interested in the science of aviation, which from then on began to take shape. In modern day life, many millions of passengers are transported every year by air. People in the western

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societies take to the skies, on average, several times a year. Especially in areas surrounding busy airports, travel by plane has been on the rise since the end of the Second World War. Despite becoming familiar with the sight of a jumbo jet commencing its flight once or twice a day, many find it astonishing that such a colossus with a mass of several hundred thousands of kilograms can actually lift off from the ground.

John D. Anderson's textbooks in aeronautical and aerospace engineering have been a cornerstone of McGraw-Hill's success in the

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