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# The Jet Engine



## Synopsis

The Jet Engine provides a complete, accessible description of the working and underlying principles of the gas turbine. Accessible, non-technical approach explaining the workings of jet engines, for readers of all levels Full colour diagrams, cutaways and photographs throughout Written by RR specialists in all the respective fields Hugely popular and well-reviewed book, originally published in 2005 under Rolls Royce's own imprint

## Book Information

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## Customer Reviews

This book has an awesome collection of information, spans the breadth of jet engine technology and has a fantastic collection of pictures. I like the strategy of starting off with some history and discussing the main aspects of design and finally covering each jet engine component in more detail. Over all, this book does an excellent job of covering the necessary details without becoming too textbookish. What really makes it hard to read is the poor editing, repeated redundant information and unnecessary pictures that do not add value. To give an example of a random picture to fill out space, take for example the chapter on performance, Pg 78, there is a useless picture of 5 identical planes flying in formation. Every other picture (not referenced which is very irksome) is a performance map. Most figures are not numbered or referenced, so if you were reading your first jet engine book, you would be frustrated because you would find it difficult to easily grasp things. If you find CFD images or contour plots, they do not mention what is being plotted, for example in page 172, the picture is titled 'flow field analysis of a cavity in an internal system', there

is no indication of what physical quantity is being displayed, how the colors map to magnitudes, making this picture meaningless! An example of a conceptual mistake (IMO) is on page 14, the author says " When the nozzle is choked  $V_{jet}$  is fixed at Mach 1" where  $V_{jet}$  is the exit gas flow speed in the equation  $(F = W(V_{jet} - V_{flight}) + A(\rho_{exit} - \rho_{inlet}))$ . There two things wrong here:-  $V_{jet}$  is velocity and not the dimensionless Mach number- When a jet engine nozzle gets choked, it is the the Mach number at the throat that is Mach 1 and in usual operating conditions, the nozzle exit Mach number is supersonic (about 2) This blunder early on and several others makes it really difficult to trust what the author has to say later. My advice to the publishers and editors: Most people who will buy this book and pay \$70 for it will mostly be aviation enthusiasts or Aerospace engineers (like myself) that hope to add an excellent book to their collection. We already know a good portion of the information and it is difficult to get through the book in its present form. Therefore, in future revisions, please do the following:- Revisit the information to make sure you have all the facts right, especially concepts- Remove unnecessary pictures, instead elaborate on the existing information, make it more readable and add references to pictures.

The product was good

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