

# Flight Mechanics

## Peer Review - Project 2

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## 1 Technical Work

Pros	Cons
(+)Figure (2) is quite expanatory	(-) What about the dynamic pressure limit? It should have been stated and plotted in the excess thrust graph since the graph include the negative values
(+)Values for $C_{l\beta}$ , $C_{lp}$ seem quite reasonable	(-) Equation (2.5) should correspond to $\dot{\phi}$ instead of $\phi$ (-) Procedure of calculating $C_{l\beta}$ is not given (-) No mathematical proof whatsoever on why the specific equations are used (-) Why does the $v - \xi$ curve increases goes up as the $\xi$ values increase?

## 2 Content - structure of report

Pros	Cons
	<ul style="list-style-type: none"><li>(-) High frequency of syntax vocabulary language mistakes</li><li>(-) aircraft's motion → motion of the aircraft</li><li>(-) (p.4 par.3) L is defined positive in a clockwise motion from the pilot/-fuselage point of view</li><li>(-) (Fig. 7) squar → squares</li><li>(-) SEP graph is cropped at 16 km altitude. The maximum altitude is actually higher by a small fraction</li><li>(-) State the goals for optimization in the actual SEP graph (where do we want the aircraft to reach)</li><li>(-) Only 1 optimization case is explained. What about the rest?</li><li>(-) More insight should have been given on the notion of the excess thrust and power.</li><li>(-) Rushed report especially in terms of form.</li><li>(-) Classical introduction "With the jet era starting ..."</li><li>(-) Tough for the reader to follow</li><li>(-) Equations (1.1) → Mark them as different differential equations</li></ul>

## 3 Overall Impression

Although the final results seem to be logical many of the steps included in their computation are not properly explained. The format of the report as well as the language syntax and vocabulary are inappropriate for this kind of document and should be modified and do not help the reader in understanding the content of the paper.