# ERRATUM TO:

# Chapter 1
# Introduction

T. Bose (ed.), *Airbreathing Propulsion: An Introduction*,
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The publisher regrets that in the print and online versions of this title, the following errors occurred. The corrected version is provided below.

Page 6:
Aircraft piston engine: weight/power 0.63-1.52 kg/kW

Page 17, after 1st line under Eq. (1.23b) add:
Maximum wing lift-drag ratio is different for different aircrafts and depends on the flight speed. The following data are given under cruise condition in the internet:

| Aircraft at cruise | (*L*/D)-ratio |
|---|---|
| Virgin Atlantic | 37 |
| Lockheed U2 | 28 |
| Boeing 747 | 17 |
| Concorde at M2 | 7.14 |
| Cessna 150 | 7.0 |

Page 25, Exercise 1.7:
Given that a commercial airliner with a dry mass of the aircraft 800 t and (*L*/D) = 21.15, aviation fuel 11200t to fly a range of 2,000 km, that is $M_{init}/M_{final} = 12000/800 = 15$ and specific impulse $I = 1560m/s$ for Gasoline, estimate the range of the aircraft ….

The online version of the original chapter can be found at
http://dx.doi.org/10.1007/978-1-4614-3532-7_1