



## Gossamer Condor Design Brief

Designers:

Final Design Meeting:

Product Requirements:

The Gossamer Condor must be able to fly for at least 24 hours without refueling. It must be able to fly at an altitude of 10,000 feet.

Design Constraints:

The wings must be made of a lightweight, strong material. The wings must be able to fold in and out. The wings must be able to withstand a wind speed of 20 mph. The wings must be able to withstand a temperature range of 0 to 100 degrees Fahrenheit.

Design Steps:

1. Determine the size and shape of the wings and the fuselage.
2. Determine the materials to be used.
3. Design the wing structure and the fuselage structure.
4. Design the wing control system and the fuselage control system.
5. Design the wing and fuselage assembly.
6. Design the wing and fuselage assembly.
7. Design the wing and fuselage assembly.
8. Design the wing and fuselage assembly.

Conclusion:

# Gossamer Condor Design Brief Answers

**Didier Musso**



## **Gossamer Condor Design Brief Answers:**

Serious Play Michael Schrage, 1999-12-10 Successful innovation demands more than a good strategic plan it requires creative improvisation Much of the serious play that leads to breakthrough innovations is increasingly linked to experiments with models prototypes and simulations As digital technology makes prototyping more cost effective serious play will soon lie at the heart of all innovation strategies influencing how businesses define themselves and their markets Author Michael Schrage is one of today's most widely recognized experts on the relationship between technology and work In *Serious Play* Schrage argues that the real value in building models comes less from the help they offer with troubleshooting and problem solving than from the insights they reveal about the organization itself Technological models can actually change us improving the way we communicate collaborate learn and innovate With real world examples and engaging anecdotes Schrage shows how companies such as Disney Microsoft Boeing IDEO and DaimlerChrysler use serious play with modeling technologies to facilitate the collaborative interactions that lead to innovation A user's guide included with the book helps readers apply many of the innovation practices profiled throughout A landmark book by one of the most perceptive voices in the field of innovation     *A Brief Introduction to Fluid Mechanics* Donald F. Young, Bruce R. Munson, Theodore H.

Okiishi, Wade W. Huebsch, 2010-11-23 *A Brief Introduction to Fluid Mechanics* 5th Edition is designed to cover the standard topics in a basic fluid mechanics course in a streamlined manner that meets the learning needs of today's student better than the dense encyclopedic manner of traditional texts This approach helps students connect the math and theory to the physical world and practical applications and apply these connections to solving problems The text lucidly presents basic analysis techniques and addresses practical concerns and applications such as pipe flow open channel flow flow measurement and drag and lift It offers a strong visual approach with photos illustrations and videos included in the text examples and homework problems to emphasize the practical application of fluid mechanics principles     Machine Design, 1999

**Supermachines**, 1989 Describes what machines are and how they work including racing cars combine harvesters and helicopters     The Innovation Killer Cynthia BARTON RABE, 2006-07-17 Knowledge is good preaches the inscription under the statue of college founder Emil Faber in the film *Animal House* But as valid as that declamation may be at a university in the corporate world what passes for knowledge can be a killer Companies and teams rely on what we know and the way we do things here to speed decision making and maintain a sense of order But progress demands change risk taking and occasionally revolution Processes must be overhauled assumptions challenged taboos broken But how do you do it Who among the group will take responsibility for a brand new initiative or unorthodox decision Who will be willing to stand up and say in essence that the emperor has no clothes As much as we laud the concept of thinking outside of the box most of us think it's a lot safer to stay inside It's time to call in a zero gravity thinker who is not weighed down by the twin innovation killers GroupThink and its close cousin ExpertThink Such outsiders are in plentiful supply whether from the department

down the hall the branch office a consulting firm or even another company Unburdened by all the nagging issues that plague even very effective groups the outsider will know new ways around a problem identify possibilities where none seemed to exist and spot potential problems before they spin out of control According to The Innovation Killer the right zero gravity thinker will ideally possess the following traits Psychological distance the most important tool of the impartial observer it enables him or her to maintain an open mind Renaissance tendencies a wide range of interests experiences and influences more readily inspires innovative approaches Related expertise strength in a relevant area may lead to intersection points at which solutions are often found The book helps identify when and why you should call in a collaborator where to find one and how you and your team can start working with him or her There are also strategies for turning yourself into a zero gravity thinker when it s simply not practical to bring in a true outsider Knowledge is good except when it trumps real innovation Whether your team is too focused on the forest or can t see past the trees this book will help you add the perspective you need to make the great decisions that will move your company forward **Ask a Science Teacher** Larry

Scheckel,2013-12-17 Fun and fascinating Q As on topics from astronomy to zoology A treasure Library Journal We ve all grown so used to living in a world filled with wonders that we sometimes forget to wonder about them What creates the wind Do fish sleep Why do we blink All too often the explanations remain shrouded in mystery or behind a haze of technical language For kids of all ages or those of us who should have raised our hands in science class but didn t Larry Scheckel comes to the rescue An award winning science teacher and longtime columnist for his local newspaper Scheckel is a master explainer with a trove of knowledge Just ask the students and devoted readers who ve spent years trying to stump him In Ask a Science Teacher Scheckel collects 250 of his favorite Q As and provides refreshingly uncomplicated explanations You ll learn how planes really fly why the Earth is round how microwaves heat food and much more on topics including The Human Body Earth Science Astronomy Chemistry Physics Technology Zoology Music and conundrums that don t fit into any category For any curious minded reader young or old Publishers Weekly Inventing Flight John David Anderson,2004 The invention of flight craft heavier than air counts among humankind s defining achievements In this book aviation engineer and historian John D Anderson Jr offers a concise and engaging account of the technical developments that anticipated the Wright brothers successful first flight on December 17 1903 While the accomplishments of the Wrights have become legendary we do well to remember that they inherited a body of aerodynamics knowledge and flying machine technology How much did they draw upon this legacy Did it prove useful or lead to dead ends Leonardo da Vinci first began to grasp the concepts of lift and drag which would be essential to the invention of powered flight He describes the many failed efforts of the so called tower jumpers from Benedictine monk Oliver of Malmesbury in 1022 to the eighteenth century Marquis de Bacqueville He tells the fascinating story of aviation pioneers such as Sir George Cayley who in a stroke of genius first proposed the modern design of a fixed wing craft with a fuselage and horizontal and vertical tail surfaces in 1799 and William Samuel Henson a lace making

engineer whose ambitious aerial steam carriage was patented in 1842 but never built Anderson describes the groundbreaking nineteenth century laboratory experiments in fluid dynamics the building of the world's first wind tunnel in 1870 and the key contributions of various scientists and inventors in such areas as propulsion propellers not flapping wings and wing design curved not flat He also explains the crucial contributions to the science of aerodynamics by the German engineer Otto Lilienthal later praised by the Wrights as their most im Kitty Hawk as they raced to become the first in flight Anderson shows how the brothers succeeded where others failed by taking the best of early technology and building upon it using a carefully planned step by step experimental approach They recognized for example that it was necessary to become a skilled glider pilot before attempting powered flight With vintage photographs and informative diagrams to enhance the text *Inventing Flight* will interest anyone who has ever wondered what lies behind the miracle of flight undergraduates that would tell the connected prehistory of the airplane from Cayley to the Wrights In light of the recognized excellence of his technical textbooks with their stimulating historical vignettes I can't think of a better person than Professor Anderson for the job He has the rare combination of technical and historical knowledge that is essential for the necessary balance *Inventing Flight* will be a welcome addition to undergraduate classrooms Walter G Vincenti Stanford University

**An Engineer's Alphabet** Henry Petroski, 2011-10-10 Written by America's most famous engineering storyteller and educator this abecedarium is one engineer's selection of thoughts quotations anecdotes facts trivia and arcana relating to the practice history culture and traditions of his profession The entries reflect decades of reading writing talking and thinking about engineers and engineering and range from brief essays to lists of great engineering achievements This work is organized alphabetically and more like a dictionary than an encyclopedia It is not intended to be read from first page to last but rather to be dipped into here and there as the mood strikes the reader In time it is hoped this book should become the source to which readers go first when they encounter a vague or obscure reference to the softer side of engineering

**Popular Science**, 1987     McGraw-Hill Yearbook of Science and Technology, 1991     **Fundamentals of Fluid Mechanics** Bruce R. Munson, Donald F. Young, Theodore H. Okiishi, 1994 This book is intended for junior and senior engineering students who are interested in learning some fundamental aspects of fluid mechanics

**Pren Hall Ref Gd Gram and Usage W/Ebk03 Mla Upd** Harris, 2002-05     **International Documentary**, 2004     **Canadian Aeronautics and Space Journal**, 1978

Bicycle Resource Guide David J. Luebbbers, 1978     **Air & Space Smithsonian**, 1979     *Web Techniques*, 1998

**Transpo**, 1981     **Learning Resource Guide** University of Texas at Austin. Film Library, 1986     *Guidebook Field Trip* West Texas Geological Society, 1986

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