

Airplane Design Part I: Preliminary Sizing of Airplanes

Table of Contents

TABLE OF SYMBOLS
ACKNOWLEDGEMENT

1. INTRODUCTION

2. ESTIMATING TAKE-OFF GROSS WEIGHT, W_{TO} , EMPTY WEIGHT, W_E , AND MISSION FUEL WEIGHT, W_F

2.1 GENERAL OUTLINE OF THE METHOD

2.2 DETERMINATION OF MISSION PAYLOAD WEIGHT, W_{PL} , AND CREW WEIGHT, W_{crew}

2.3 GUESSING A LIKELY VALUE OF TAKE-OFF WEIGHT

2.4 DETERMINATION OF MISSION FUEL WEIGHT

2.5 FINDING THE ALLOWABLE VALUE FOR W_E

2.6 THREE EXAMPLE APPLICATIONS

2.6.1 Example 1: Twin Engine Propeller Driven Airplane

2.6.2 Example 2: Jet Transport

2.6.3 Example 3: Fighter

2.7 SENSITIVITY STUDIES AND GROWTH FACTORS

2.7.1 An Analytical Method For Computing Take-off Weight Sensitivities

2.7.2 Sensitivity of Take-off Weight to Payload Weight

2.7.2.1 Example 1: Twin engine propeller driven airplane

2.7.2.2 Example 2: Jet transport

2.7.2.3 Example 3: Fighter

2.7.3 Sensitivity of Take-off Weight to Empty Weight

2.7.3.1 Example 1: Twin engine propeller driven airplane

2.7.3.2 Example 2: Jet transport

2.7.3.3 Example 3: Fighter

2.7.4 Sensitivity of Take-off Weight to Range, Endurance, Speed, Specific Fuel Consumption, Propeller Efficiency and Lift-to-Drag Ratio

2.7.5 Examples of Sensitivities to Range, Endurance and Speed

2.7.5.1 Example 1: Twin engine propeller driven airplane

2.7.5.2 Example 2: Jet transport

2.7.5.3 Example 3: Fighter

2.7.6 Examples of Sensitivities to Specific Fuel Consumption, Propeller Efficiency and Lift-to-Drag Ratio

2.7.6.1 Example 1: Twin engine propeller driven airplane

2.7.6.2 Example 2: Jet transport

2.7.6.3 Example 3: Fighter

2.8 PROBLEMS

3. ESTIMATING WING AREA, S , TAKE-OFF THRUST, T_{TO} (OR TAKE-OFF POWER, P_{TO}) AND MAXIMUM LIFT, C_{Lmax} : CLEAN, TAKE-OFF AND LANDING

3.1 SIZING TO STALL SPEED REQUIREMENTS

3.1.1 Example of Stall Speed Sizing

3.2 SIZING TO TAKE-OFF DISTANCE REQUIREMENTS

3.2.1 Sizing to FAR 23 Take-off Distance Requirements

3.2.2 Example of FAR 23 Take-off Distance Sizing

3.2.3 Sizing to FAR 25 Take-off Distance Requirements

3.2.4 Example of FAR 25 Take-off Distance Sizing

3.2.5 Sizing to Military Take-off Distance Requirements

3.2.5.1 Land based airplanes

3.2.5.2 Carrier based airplanes

3.2.6 Example of Sizing to Military Take-off Distance Requirements

3.3 SIZING TO LANDING DISTANCE REQUIREMENTS

3.3.1 Sizing to FAR 23 Landing Distance Requirements

3.3.2 Example of FAR 23 Landing Distance Sizing

3.3.3 Sizing to FAR 25 Landing Distance Requirements

3.3.4 Example of FAR 25 Landing Distance Sizing

Airplane Design Part I: Preliminary Sizing of Airplanes

Table of Contents

- 3.3.5 Sizing to Military Landing Distance Requirements
 - 3.3.5.1 Land based airplanes
 - 3.3.5.2 Carrier based airplanes
- 3.3.6 Example of Sizing to Military Landing Distance Requirements
- 3.4 SIZING TO CLIMB REQUIREMENTS
 - 3.4.1 A Method for Estimating Drag Polars at Low Speed
 - 3.4.2 Example of Drag Polar Determination
 - 3.4.3 Summary of FAR 23 Climb Requirements
 - 3.4.3.1 FAR 23.65 (AEO)
 - 3.4.3.2 FAR 23.67 (OEI)
 - 3.4.3.3 FAR 23.77 (AEO)
 - 3.4.4 Sizing Method for FAR 23 Climb Requirements
 - 3.4.4.1 Sizing to FAR 23 rate-of-climb requirements
 - 3.4.4.2 sizing to FAR 23 climb gradient requirements
 - 3.4.5 Example of FAR 23 Climb Sizing
 - 3.4.5.1 Sizing to rate-of-climb requirements
 - 3.4.5.2 Sizing to climb gradient requirements
 - 3.4.6 Summary of FAR 25 Climb Requirements
 - 3.4.6.1 FAR 25.111 (OEI)
 - 3.4.6.2 FAR 25.121 (OEI)
 - 3.4.6.3 FAR 25.119 (AEO)
 - 3.4.6.4 FAR 25.121 (OEI)
 - 3.4.7 Sizing Method for FAR 25 Climb Requirements
 - 3.4.8 Example of FAR 25 Climb Sizing
 - 3.4.9 Summary of Military Climb Requirements
 - 3.4.10 Sizing for Time-to-climb and Ceiling Requirements
 - 3.4.10.1 Sizing to time-to-climb requirements
 - 3.4.10.2 Sizing to ceiling requirements
 - 3.4.11 Sizing to Specific Excess Power Requirements
 - 3.4.12 Example of sizing to Military Climb Requirements
- 3.5 SIZING TO MANEUVERING REQUIREMENTS
 - 3.5.1 Example of Sizing to a Maneuvering Requirement
- 3.6 SIZING TO CRUISE SPEED REQUIREMENTS
 - 3.6.1 Cruise Speed Sizing of Propeller Driven Airplanes
 - 3.6.2 A Method for Finding CDo from Speed and Power Data
 - 3.6.3 Example of Cruise Speed Sizing for a propeller Driven Airplane
 - 3.6.4 Cruise Speed Sizing of Jet Airplanes
 - 3.6.5 Example of Sizing to Maximum Speed for a Jet
- 3.7 MATCHING OF ALL SIZING REQUIREMENTS AND THE APPLICATION TO THREE EXAMPLE AIRPLANES
 - 3.7.1 Matching of All Sizing Requirements
 - 3.7.2 Matching Example 1: Twin Engine Propeller Driven Airplane
 - 3.7.2.1 Take-off distance sizing
 - 3.7.2.2 Landing distance sizing
 - 3.7.2.3 FAR 23 climb sizing
 - 3.7.2.4 Cruise speed sizing
 - 3.7.2.5 Time-to-climb sizing
 - 3.7.2.6 Summary of matching results
 - 3.7.3 Matching Example 2: Jet Transport
 - 3.7.3.1 Take-off distance sizing
 - 3.7.3.2 Landing distance sizing
 - 3.7.3.3 FAR 25 climb sizing
 - 3.7.3.4 Cruise speed sizing
 - 3.7.3.5 Direct climb sizing

Airplane Design Part I: Preliminary Sizing of Airplanes

Table of Contents

- 3.7.3.6 Summary of matching results
- 3.7.4 Matching Example 3: Fighter
 - 3.7.4.1 Take-off distance sizing
 - 3.7.4.2 Landing distance sizing
 - 3.7.4.3 Climb sizing
 - 3.7.4.4 Cruise speed sizing
 - 3.7.4.5 Summary of matching results

3.8 PROBLEMS

- 4. A USER'S GUIDE TO PRELIMINARY AIRPLANE SIZING
- 5. REFERENCES
- 6. INDEX

APPENDIX A: COMMENTS ON THE CONVERGENCE PROPERTIES OF THE WEIGHT SIZING METHOD OF CHAPTER 2

APPENDIX B: A METHOD TO DETERMINE A VALUE FOR THE REGRESSION (INTERCEPT) COEFFICIENT 'A' FOR NEW STRUCTURAL MATERIALS