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Overview. The aircraft climb includes a variety of flight problems in which the airplane usually (not always) gains altitude. We define the general governing equations for flight in the vertical plane and thence some closed-form solutions for the propeller and jet airplane (§ 10.2).

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For the sake of generality, we also present the range equation, which is solved in closed form (§ 12.4), and deal with the separate problems of jet aircraft at subsonic speed (§ 12.5) and propeller aircraft (§ 12.6). We show a number of more advanced studies in cruise altitude selection (§ 12.7), cruise performance deterioration (§ 12.8 ...

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In § 15.7 we discuss more advanced problems, such as service with an intermediate stop (§ 15.7.1), tankering (§ 15.7.2) and the point-of-no-return (§ 15.7.3). We proceed with the calculation of the direct operating costs (§ 15.8). We show some case studies: an aircraft selection problem (§ 15.9), a fuel mission planning for a transport ...

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The chapter is organised as follows: We first discuss the importance of the subject (§ 16.1) and introduce basic definitions that are used to characterise aircraft noise (§ 16.2). We then establish the framework for the development of an aircraft-noise program that is synchronised with the flight mechanics (§ 16.3).

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It expects to begin flight testing a full-scale prototype in 2024. The aircraft is similar in size to the former British Aerospace Jetstream 31 twin turboprop regional airliner, with a wingspan of 55 feet. The preliminary design shows a rear ducted fan and a "triple box" wing consisting of three beams joined together in winglets.

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