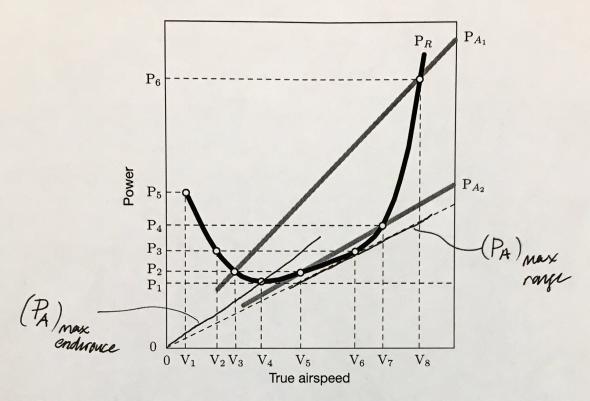
Name:

1. Consider an aircraft whose thrust is independent of flight speed. Its power required (P_R) and two power available settings (P_{A_1}, P_{A_2}) at a specific flight condition (altitude h, aircraft weight W, angle of attack α , fixed aircraft geometry) are presented in the figure below:



a) The aircraft is initially cruising at the minimum possible speed with P_{A_2} setting. If the pilot adjusts the throttle to P_{A_1} without changing α , will the aircraft accelerate or slow down? Will the aircraft achieve to stabilize its speed? If yes, what will be the ground speed in the existence of a head wind V_w ? (35 pt)

min (V5, V2) = V5 at cruise. TA, >TA, as slope (PA,) > slope (PAz), so A/C will accelerate and stabilize at Vg (T.A.S). For head wind, VG = V8 - Vw.

b) The aircraft is initially cruising at maximum endurance. If the pilot adjusts the throttle P_{A_2} without changing α , will the aircraft accelerate or slow down? Will the aircraft achieve to stabilize its speed? If yes,

what will be the equilibrium airspeed? (30 pt)

Max, endurance occurs at min (PR). So ; initially crise at V4 on (PA) max Slope of PAZ < slope of (PA) max, endurance, i.e. TAZ ((TA) max, end. So, A/C will slow down to stall speed V_i (not stabilize itself) c) The aircraft is initially cruising at maximum range, i.e. $(L/D)_{\rm max}$. If the pilot desire to stabilize aircraft

at V_7 without changing α , should he/she increase or decrease the thrust available? How much should he/she

change the thrust? (35 pt)

Max range is achieved at (V6, P3) on PR er (PA) max range To stabilize at Vy (>V6) increase power to PAZ. Slepe of PAZ is greater than that of (PA) max, so thrust should be increased. enitial thrust is $\frac{P_3}{V_6}$, final thrust should be $\frac{P_4}{V_7}$ Tf-Ti = $\Delta T = \frac{P_4}{V_2} - \frac{P_3}{V_3} = slope(P_{A_2}) - slope(P_{A_{12}})$