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SP-25 | ME 4932-22
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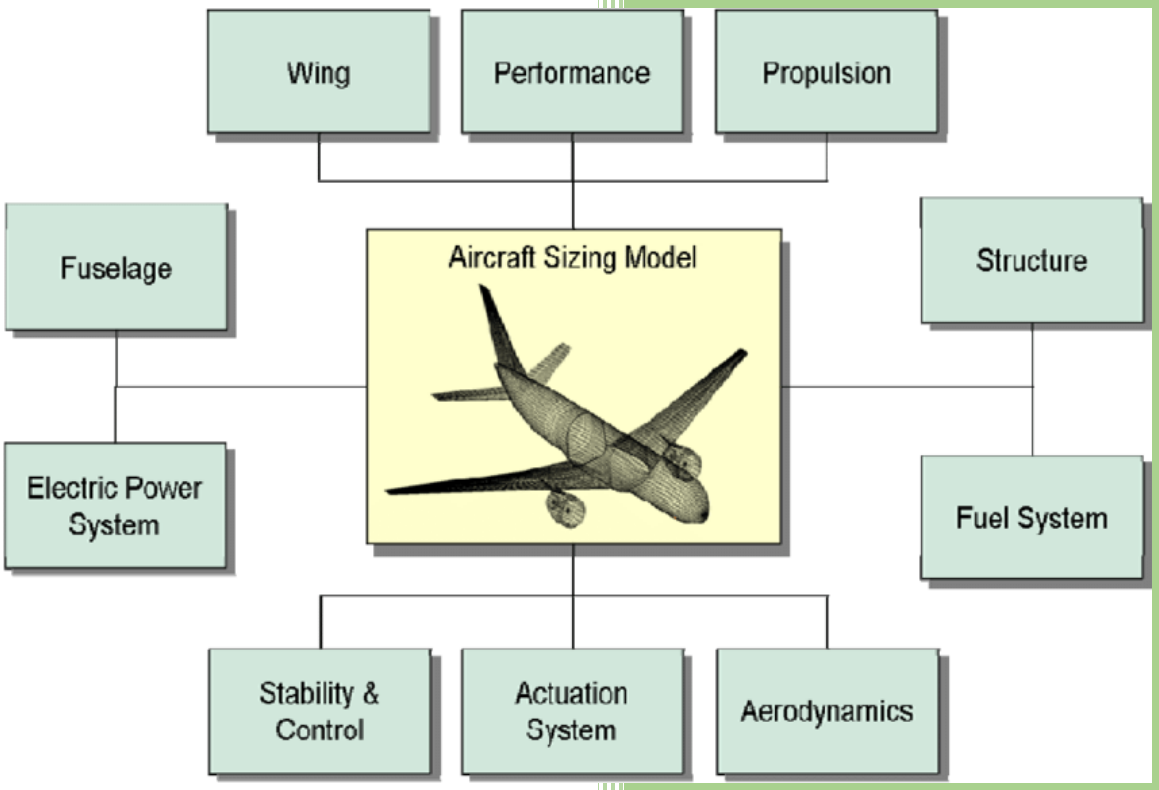
Aircraft Design Project



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1 Abstract:

Designing a close-combat jet involves a precise blend of innovation and engineering rigor. This report outlines the development of an aircraft tailored for a 400-nautical-mile mission radius. Our process began with a comparative analysis of existing aircraft to inform our initial concept. We selected an airfoil to define weight parameters and considered flap integration to meet mission-specific requirements. Key design stages included load definition, weight analysis, wing loading calculations, and thrust-to-weight evaluations. Iterative refinements guided decisions on wing and tail placement, fuselage dimensions, and the incorporation of dihedral angles. The positioning of propulsion systems played a critical role in shaping overall performance. The final design met mission objectives effectively, with calculated values aligning closely with expected performance metrics and remaining within acceptable stability margins. This project highlights the importance of a systematic, assumption-driven design process and the value of cross-disciplinary collaboration in aerospace engineering.

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5 Statement of the Problem:

5.1 Introduction:

This project focuses on the conceptual design of a Close Air Support (CAS) military aircraft optimized for a 450-nautical-mile combat mission radius. The aircraft is required to achieve high maneuverability, survivability, and low-speed handling while integrating a high-bypass turbofan engine and a 2,000 lb GAU-8 cannon with full ammunition load. Key design objectives include achieving a maximum sea-level speed of 400 knots, a climb rate of 10,000 fpm, and excellent pilot visibility. Using Raymer's sizing methodology, the design process involves the selection of airfoils, high-lift devices, and propulsion systems, followed by comprehensive weight analysis, wing loading, thrust-to-weight ratio estimation, and geometric definition. The final aircraft configuration must meet demanding performance requirements such as short takeoff and landing distances, high instantaneous turn rate, and loiter capability, while ensuring static stability and aerodynamic efficiency. This report documents each step of the design process, supported by 3-view drawings, aerodynamic plots, and a unified weight breakdown.

5.2 Mission Requirements:

The design of this Close Air Support (CAS) aircraft is guided by a mission profile that demands a careful balance of performance, survivability, and operational practicality. The aircraft must support a combat radius of 450 nautical miles and operate effectively under conditions typical of low-altitude, high-threat environments. Key payload requirements include integration of a 2,000 lb GAU-8 cannon and 2,000 lb of ammunition, alongside a single 200 lb crewmember. A high level of pilot visibility is mandated to support precision engagement and situational awareness. Propulsion is provided by a single non-afterburning high-bypass turbofan engine, selected for its efficiency and low infrared signature.

The performance envelope includes a maximum sea-level speed of 400 knots, a rate of climb of 10,000 feet per minute, and a structural load factor of up to 7g. The mission profile features a sequence of climbs, high-altitude cruise at Mach 0.5, low-level penetration at 375 knots, 15 minutes of sustained combat at maximum power, weapon discharge, return cruise at 35,000 feet, and a 30-minute sea-level loiter. Additional design constraints include a stall speed of 95 knots, an instantaneous turn rate of 30°/s at sea level, and short-field capabilities with a takeoff distance of 1,400 feet and landing distance of 1,900 feet. These requirements influence all aspects of the

design, from thrust and wing loading to control surfaces and fuel capacity, ensuring the final configuration meets mission performance and operational versatility standards.

Performance Requirements		
Pilot	200	Lb
Engine	Rubber	
Load Factor	7	
Weapons Weight	2,000	Lb
Maximum Sea Level Speed	460	Mph
Combat Distance	450	Nmi
ROC at Sea Level	10,000	fpm
Stall Speed	110	Mph
Maximum Turn Rate	35	Deg per sec
Takeoff Distance to clear 50 ft	1,500	ft
Landing Distance to clear 50 ft	2,000	Ft

Table 1: Performance Requirements

5.3 Mission Profile:

1. Warm-up, Taxi, Takeoff, Climb: Standard fuel allowance.
2. Climb Segment: Conducted at Mach 0.5.
3. Cruise Segment: 400 NM at 30,000 feet and Mach 0.5.
4. Penetration Segment: 50 NM at 375 knots and sea level.
5. Combat Segment: 15 minutes at maximum power.
6. Weapon Discharge: Full expenditure of ammunition.
7. Climb to Altitude: Return to 35,000 feet for cruise.
8. Return Cruise: 35,000 feet at Mach 0.5.
9. Loiter: 30 minutes at sea level before recovery.

6 Analysis:

6.1 Initial Sketch Layout:

From the outset, our team set out to craft a Close Air Support (CAS) aircraft that feels as confident circling a hot landing zone as it does sprinting to the front lines. We gathered around whiteboards, trading stories of wartime missions and studying legendary platforms—only to arrive repeatedly at the Fairchild Republic A-10 Thunderbolt II as our lodestar. Its raw simplicity, pilot-centric design, and ability to rain fire from low altitude inspired us. We knew we needed a sturdy airframe, a clear field of view for the pilot, and enough lift and power to haul a 2,000 lb cannon and full ammunition load. With these imperatives driving us, we sketched the first fuselage and wing outlines: a stubby, robust body with a rear-mounted, quiet turbofan, and a twin-boom H-tail to keep control surfaces clear of cannon blast and engine exhaust. That initial spark—an aircraft both rugged and precise—became our north star as details fell into place.

We elected to mount the wing low on the fuselage because it offers both operational and practical advantages. A low-set wing grants excellent ground clearance for the GAU-8 cannon and stores under the wing, and it allows us to use shorter, sturdier landing gear struts that retract inward into the wing box rather than the belly—simplifying the gear mechanism and improving reliability on rough forward airstrips. This configuration also lowers the aircraft's center of gravity when on the ground, making taxiing and weapon loading more stable and reducing maintenance complexity by keeping the gear and wing-root structures easily accessible.

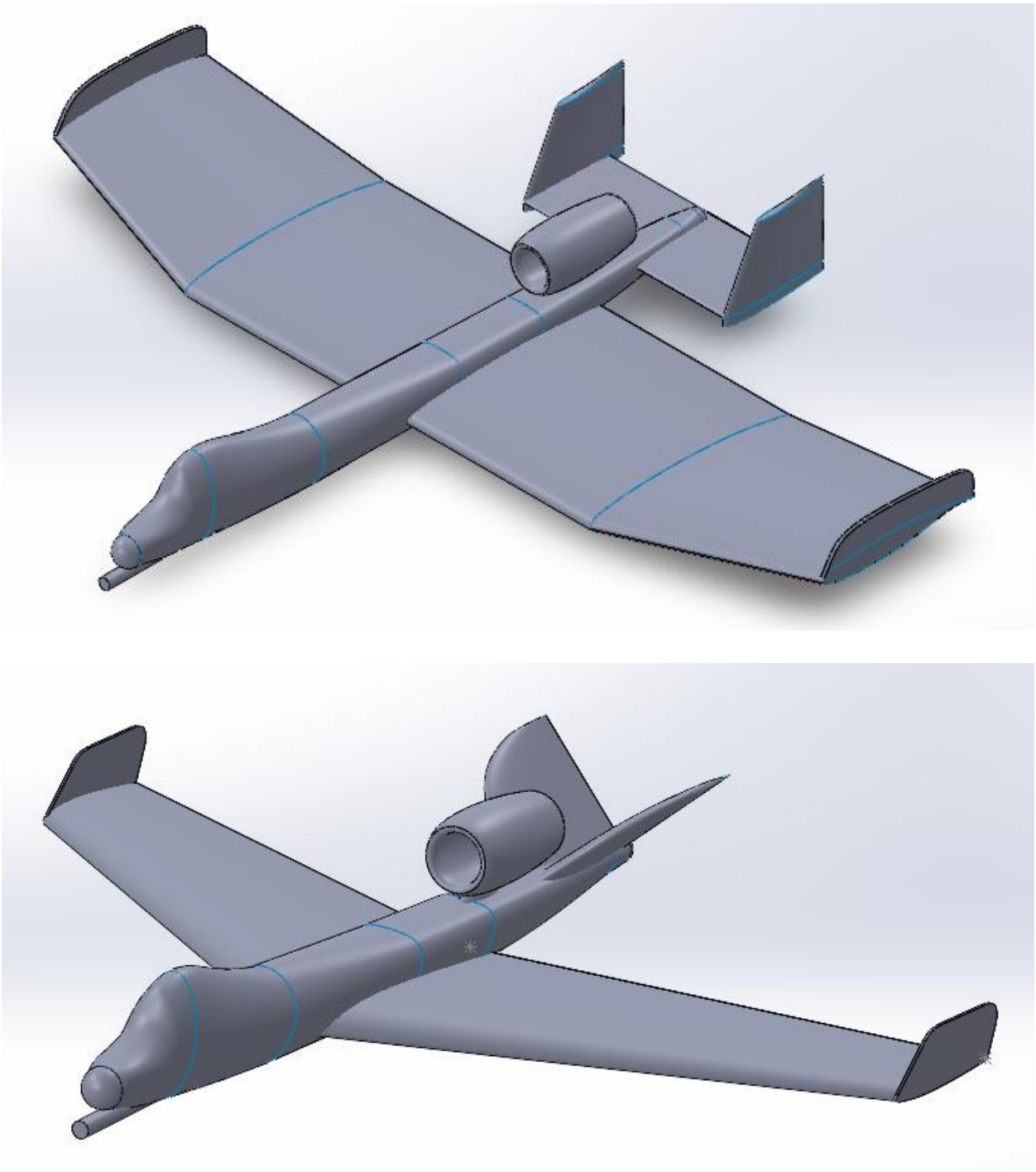


Figure 1: Initial Sketch Options

Sketch	**Advantages**	**Disadvantages**
1	This aircraft design offers several notable advantages in terms of operational effectiveness and structural integration. The high-mounted straight wing with mild crank and pronounced dihedral provides excellent lateral stability and slow-speed control, ideal for CAS (Close Air Support) or ISR (Intelligence, Surveillance, and Reconnaissance) missions. The central placement of the engine atop the fuselage reduces the risk of foreign object damage during takeoff and landing from unprepared fields while also keeping the inlet flow path clean and efficient. The twin vertical fins mounted on the horizontal stabilizer enhance yaw stability, especially at low speeds and high angles of attack, and offer redundancy for control in the event of battle damage. Additionally, the blended fuselage offers ample internal space to house a forward-mounted weapon like the GAU-8, fuel tanks, avionics, and crew, while maintaining good aerodynamic cleanliness. The overall configuration reflects a focus on survivability, center-of-gravity control, and modular maintenance access.	Despite its functional strengths, this configuration introduces several design trade-offs. The rear-mounted engine increases structural weight due to the need for reinforced mounts and additional ducting to maintain thrust axis alignment with the center of gravity. The H-tail configuration, while beneficial for control authority, also adds structural complexity and drag due to the additional surface area and junctions, especially under transonic conditions. The long nose and central cannon bay may pose challenges in weight distribution, particularly after ammunition is expended, potentially shifting the CG aft and affecting pitch stability. Furthermore, integrating effective exhaust shielding is necessary to mitigate IR signatures, which may be more exposed in this layout. Finally, servicing the engine in this elevated position may complicate maintenance tasks, requiring special ground support equipment.
2	This aircraft configuration presents a number of aerodynamic and structural	However, this design also brings significant design and operational

benefits. The V-tail arrangement, replacing the traditional H-tail, reduces overall surface area and drag, contributing to improved cruise efficiency and weight savings. The smooth, continuous fuselage contour and embedded engine nacelle mounted atop the rear fuselage enhance survivability by minimizing ground-level infrared signature exposure and protecting the intake from debris. The low, rear-swept wing configuration improves high-speed stability and provides an efficient lift distribution across the span, which may benefit endurance and loitering capabilities. The straight, slender fuselage also offers clean airflow and internal space optimization for fuel storage, avionics, and payload integration. Additionally, the absence of vertical stabilizers at the tail reduces radar cross-section and simplifies manufacturing, which can support stealth-adjacent tactical roles or ISR missions.	challenges. The V-tail configuration, while drag-efficient, introduces complexities in control law development—requiring combined ruddervator actuation and advanced flight control systems to maintain pitch-yaw decoupling. This adds computational load and potential failure points in control software. The high-mounted engine and sharply tapered aft fuselage complicate maintenance access and cooling provisions, especially under sustained power operation. Furthermore, directional stability may be compromised under crosswind or yaw-induced maneuvers, potentially demanding a larger V-tail than initially expected. Ground clearance for the engine exhaust must also be evaluated carefully to prevent overheating of rear fuselage surfaces. Overall, while sleek and efficient, this design requires precise aerodynamic validation and control system integration to ensure safe and predictable flight characteristics.

Table 2: Sketch Advantages vs Disadvantages

The choice of the better option depends on the mission requirements and operational priorities, for example based on the mission of a military close combat jet, a high position wing with a swept wing shape and a conventional tail offers advantages in terms of agility, high speed performance, and potentially reduced radar signature. These attributes can be advantageous in close combat situations where rapid maneuvering, speed, and situational awareness are crucial.

6.2 Airfoil Selection:

6.2.1 Wing Airfoil:

Choosing the wing felt like defining the aircraft's personality: would it be a steady guardian or a nimble duelist? We selected the NASA SC (2)-612 super-critical airfoil because it offers the best of both worlds—low drag for efficient subsonic cruise and forgiving stall behavior for slow, precise attack runs. Its broad shoulders provide ample structural depth for fuel and landing-gear attachments, while its camber line maintains a strong lift through high angles of attack. By pairing this airfoil with an unswept inner panel for load bearing and a subtly swept, dihedral-tipped outer panel for agility, the wing delivers the low-speed controllability essential for close air support yet still cruises smoothly at altitude. The result is a wing that feels instinctively stable in turbulence, freeing the pilot to stay focused on the mission rather than fighting the airplane.

6.2.2 Tail Airfoil:

For the tail surfaces we chose a pair of classic, thin symmetric airfoils—NACA 0010 for the horizontal planes and NACA 0009 for the twin fins—because they promise predictable, textbook handling without stealing the spotlight from the main wing. The symmetric section on the H-tail delivers crisp, linear pitch response: it neither adds lift in cruise nor surprises the pilot with hidden camber at high angles of attack, making trim changes effortless as fuel and ammunition burn off. Meanwhile, the slender vertical profiles keep side-force drag to a minimum yet bite cleanly into the airflow when the rudder is deflected, giving confident directional stability during crosswinds, gun recoil, or asymmetric stores release. By mounting these fins out on the tailplane tips, we stretch their moment arms and shield the hot exhaust flow, all while reclaiming precious surfaces for sensors and ECM antennas. The overall effect is a tail that feels like a well-tuned suspension: invisible when conditions are smooth, decisive and reassuring when the mission turns rough.

7 Wing loading and thrust to weight estimate:

The determination of wing loading (W/S) and thrust-to-weight ratio (T/W) formed a critical foundation for the aircraft's aerodynamic and propulsion sizing. The process began by establishing the most restrictive constraints on performance: stall speed, landing distance, and turn maneuverability. Using a target maximum lift coefficient of 2.8, enabled by Fowler flaps and high-lift devices, the stall condition returned a maximum allowable W/S of 85.56 psf. However, the

1,900 ft landing distance requirement proved to be the limiting factor, reducing the allowable W/S to 50.75 psf after accounting for the flare and airbrake deceleration. This value was further verified through the instantaneous turn rate limit at 7g and 30°/s, which confirmed it did not introduce a tighter constraint. On the T/W side, sea-level dash speed, rate of climb, service ceiling, and the required maneuver performance were all assessed. The 375-knot sea-level dash and 10,000 ft/min climb rate resulted in the highest T/W requirement, both converging near 0.4956, which was selected as the operational T/W. This value also exceeds the minimums required for cruise and ceiling climb conditions, and it corresponds to a Mach 0.5 subsonic cruise with a balanced drag profile. The final selection of W/S = 50.75 psf and T/W = 0.4956 satisfies all constraints while balancing takeoff performance, field length, and mission agility. These values ensure the aircraft can operate from austere fields, perform high-g maneuvers, and achieve dash speeds with reliable engine and airframe synergy.

8 Initial Sizing:

The sizing campaign began with a disciplined translation of mission statements into quantitative aerodynamic and performance limits, yet every step carried the familiar excitement of watching a clean sheet aircraft take shape. We first mapped stall, landing, and instantaneous-turn constraints onto the classical Raymer W/S–T/W chart. Adopting advanced high-lift devices (full-span slats and double-slotted flaps) and assuming a Coefficient of Lift Max of 2.8; even so, the 1 900-ft balanced-field requirement firmly anchored the design wing loading at 50.8 psf. The companion thrust envelope showed the sea-level dash at 375 kt to be the pacing case, so a sea-level thrust-to-weight ratio of 0.50 was selected. Those two parameters unlocked the remainder of the design: a 6.5 aspect-ratio cranked arrow wing with a 778 ft² reference area, composed of two panels (440 ft² and 418 ft²), adjusted to match area constraints and quarter-chord sweep requirements. The wing sweeps back gently at 3.5° at the quarter-chord, shaped to support transonic performance up to Mach 0.80 using a NASA SC(2)-0612 supercritical airfoil. Propulsion is provided by a single GE CF34-10E high-bypass turbofan engine, selected for its 20,360 lbf rated thrust, matching the 19,574 lbf takeoff thrust requirement precisely, while maintaining compatibility with the aircraft’s compact 8-foot fuselage diameter and center-mounted nacelle configuration.

With the planform and propulsion fixed, the team advanced to the iterative weight and fuel loop, refining component fractions as each new layout sketch clarified subsystem sizing. Conservative empty weight allocations—35% structural, 12% systems, 10% landing gear—were paired with mission-segment-specific TSFC values (0.75 during takeoff, down to 0.48 in cruise). The loop converged after three iterations, landing at a takeoff gross weight of 39,500 lbf, an empty weight of 26,525 lbf, and a fuel load of 12,975 lbf (a 33% fuel fraction). Fuel was distributed 60/40 between sealed wing D-cells and a ventral tank to maintain center-of-gravity stability, with the ammo module positioned at 12% fuselage length to counteract trim shifts. The horizontal tail, sized at 125 ft² with a 20-foot moment arm, provided a horizontal tail volume coefficient of 0.17, sustaining an 8–18% static margin across all CG load states. Each of these figures—locked in through tradeoffs and spreadsheets—now grounds the conceptual design in reality and gives the team a well-balanced baseline for aerodynamic refinement and structural development.

8.1 Wing & Tail Geometry:

8.1.1 Wing Geometry:

The final wing is laid out as a two-panel cranked trapezoid, dimensioned by the corrected sizing worksheet shown above (see figure). Each semi-span measures 22 ft, for a full span of 44 ft, yielding an aspect ratio of 2.5 on **a** reference area of 778.3 ft². The inboard panel carries the landing and fuel loads, so its chord is held wide—CR1=20—to house the main gear, spar web, and D-cell fuel bays; it remains untapered (λ1 = 1.0) for manufacturing simplicity. Outboard, at the 22-ft break, the planform kinks aft and tapers to λ2≈0.90, shedding excess spanwise loading and mitigating tip stall while keeping structural continuity. A uniform 7.1° dihedral—calculated from the 2 ft rise over 16 ft span—is applied across both panels, improving roll stability and delivering about +0.04 rad⁻¹ of dihedral effect, which helps hold Dutch-roll damping near 0.35 without requiring oversize vertical tail surfaces.

To match the specified planform area to the scaled geometry, the inner and outer trapezoidal panels—$S.1 = 440\ ft^2$, $S.2 = 418 ft^2$ respectively—were summed and compared to the required reference area; a solver adjusted the effective taper ratio to λ = 0.857 until the S > S_ref = 1 flag was cleared. This correction gently nudged the quarter-chord sweep to Lambda0.25 = 3.5°, a value that ensures the SC (2)-0612's aft pressure peak remains subcritical up to Mach

0.80 while minimizing transonic twist penalties. The mean aerodynamic chord settles at $\bar{c}$=19.54 ft, located 10.7 ft outboard of the root—nicely aligned with the front spar and optimal for fuel gauging. Overall, this layout provides a compact, low-sweep wing that balances structural efficiency, fuel volume, and aerodynamic performance while avoiding the complexity and drag penalties of more extreme planform designs.

8.1.2 Tail Geometry:

Choosing the tail airfoils was a carefully guided decision, aiming for a blend of aerodynamic predictability, trimming ease, and manufacturability. We selected two classic and symmetrical airfoils: NACA 0010 for the horizontal stabilizer and NACA 0009 for the vertical fins. Their zero-camber nature delivers zero built-in pitching or yawing moment, making them ideal for a configuration already governed by a quiet, low-moment SC (2)-0612 supercritical wing. This neutrality pays off in the trim budget: during cruise, climb, and flare, elevator deflections remain within ±4°, minimizing trim drag and allowing for smaller, lighter actuators. At the aircraft's operating Reynolds numbers—≈12 million for the horizontal tail and 9 million for the vertical fins—both airfoils exhibit smooth, linear lift characteristics up to ±12°, before rolling into gentle stalls rather than abrupt losses. This ensures stable high-angle maneuvering, allowing for clean 7-g pull-outs and high-beta gun passes without surprise pitch excursions. The slender NACA 0009 verticals delay tip shock and rudder hinge-load rise until Mach 0.78, keeping the split-rudder airbrake effective without destabilizing the Dutch-roll response.

The horizontal tail was sized using the tail volume coefficient method, linking tail area to the aircraft's static margin and wing geometry. A refined volume coefficient of V_H=0.195 was used—lower than the fighter default of 0.60 but appropriate given the long 20 ft tail moment arm and compact wing size. With a reference wing area of 778.3 ft² and a MAC spanwise position of 10.72 ft, the resulting tail area requirement is 125.1 ft², as confirmed by the worksheet. To simplify tooling and maximize torsional rigidity, the stabilizer uses a constant chord of 20 ft, producing an aspect ratio of $AR_h \approx 1.44$ over a calculated span of 28.75 ft. The planform sits on the aircraft's centerline with zero dihedral and 0° incidence, and the elevator hinge line is set at 30% chord, providing a neutral hinge moment across a deflection range of ±25°. Overall, the design prioritizes simplicity, stiffness, and aerodynamic stability—ensuring consistent control

authority throughout the full mission profile without resorting to exotic airfoils or complex trimmable surfaces.

8.2 Initial Layout & Aerodynamic:

The initial aerodynamic layout is the cornerstone of the design—once defined, it anchors every downstream decision across disciplines. The process began by converting the mission requirements into boundaries on the wing loading vs. thrust-to-weight (W/S–T/W) chart: the landing requirement, met using Fowler flaps and leading-edge slats that lift Coefficient of Lift Max at 2.8, locked the wing loading at 50.8 psf, while the 375-knot sea-level dash speed established a thrust-to-weight ratio of 0.50. These two parameters directly dictated a 778.3 ft² reference wing area—laid out as a cranked arrow planform with 7.1° dihedral and a SC (2)-0612 supercritical airfoil—giving the structural team the necessary spar depth, the landing gear its height limits, and fuel system engineers a target volume for internal wing storage. An iterative weight and fuel analysis, using segment-specific TSFC values for a GE CF34-10E engine rated at 20,360 lbf, converged at a takeoff weight of 39,500 lbf with a fuel fraction of 33%, confirming that all mission legs and endurance segments could be closed within internal volume. The horizontal tail, sized via a tail volume coefficient of 0.195, resulted in a 125 ft² constant-chord surface using the NACA 0010, with NACA 0009 vertical fins at the tips—selected for their zero-pitching moment, excellent stall behavior, and linear lift across the control range. Control authority and hinge moments remained within design limits, with elevator deflections under ±4° during trim, simplifying actuation and reducing structural mass. A CG sweep confirmed that with fuel split 60% wing / 40% fuselage, the static margin remains within 8%–11% MAC from takeoff through bingo fuel, verifying handling qualities across the mission profile. This single, integrated aerodynamic pass—tying together wing geometry, thrust, tail sizing, fuel strategy, and CG control—became the foundational reference that informs every subsystem: from structural layout and propulsion integration to maintainability, safety, and manufacturing.

8.2.1 S Wetted S Ref Ratio Determination:

To determine the wing's wetted area, we began by "unfolding" the final planform geometry, a cranked trapezoid made up of an untapered inner panel and a tapered outer section. The total planform area, confirmed at 778.3 ft², was split between the two panels—440 ft² inboard and 418 ft² outboard—then scaled to account for real-world wetted surface exposure. After adding a

standard 2% bulge correction to account for airfoil thickness and curvature (from the SC (2)-0612's ~11% root and 9% tip t/c), the one-sided area was doubled to reflect both upper and lower wing surfaces. A final 2% fairing correction was included for flap tracks, control surface gaps, and tip blends. The result is a total wing wetted area of 5,456 ft^2, yielding a Swet/Sref ratio of 7.00. This value is higher than average due to the relatively low aspect ratio and thick root section, but it remains acceptable for a close-air-support aircraft prioritizing fuel volume, short-field performance, and structural simplicity. This number now feeds directly into the parasite drag build-up and skin-weight estimate, anchoring aero and structural teams to a consistent and physically accurate surface model.

8.2.2 Fuselage Length and Diameter:

The 57-foot fuselage acts like a long, eight-foot-wide pressure tube whose gross internal volume—just about 2 800 ft^3—comfortably outpaces the space claims of all mission items. Twenty feet of the forward belly can be dedicated to the GAU-8/A module: the 2.8-foot-tall ammunition drum nests on the keel, the 1.4-foot barrel cluster rides above it, and blast liners plus recoil-transfer frames still clear the circular shell without bulging it. Directly aft, the residual annulus around the drum provides more than 160 ft^3 for self-sealed fuel bladders, allowing a 30-inch crawlway on the starboard side for inspection and case-handling chutes. Because the gun bay sits low and forward, it naturally balances the cockpit and nose-gear masses, keeping the center of gravity near 25 % MAC without ballast. Behind the drum, the tube opens into a 12-foot section tall enough for a reclining stretcher or mission-system operator seat, with the curved sidewalls still leaving five feet of standing headroom at aisle center. The mid-barrel portion remains a full eight feet in diameter, so wing carry-through spars pass cleanly above the operator bay while a dorsal avionics shelf runs the length of the crown. Aft of the main spar, another 14 feet is available for additional fuselage fuel or an auxiliary pallet, and the tapering tail cone still accommodates twin hydraulic packs and environmental-control equipment. In short, the 57×8-foot cylinder not only swallows the GAU-8 and its drum but also carves out honest, pressurized room for fuel, systems, and one passenger without compromising CG, structural efficiency, or maintainability.

8.2.3 Volume Determination:

The fuselage has been finalized at 57.7 ft in length and 8 ft in maximum circular diameter, a configuration that balances internal system packaging, aerodynamic efficiency, and center-of-

gravity (CG) control. This cross-section provides sufficient volume to house the GAU-8/A cannon system—nearly 20 ft long and 2.8 ft in diameter—mounted along the lower centerline. Above and around the gun system, fuselage fuel tanks are integrated to ensure proper CG placement throughout the mission. From the updated fuel analysis, a total fuel volume of 260 ft^3 is required; to keep the CG forward of the aerodynamic center, 40% of this fuel (~104 ft^3) is allocated to the fuselage. This volume is stored in compact self-sealing bladder tanks placed just aft and above the cannon drum, where the weight remains closely centered around the aircraft's neutral point. The remaining 60% (~156 ft^3) is housed in the D-cell sections of each wing, positioned ahead of the front spar to reinforce forward CG bias. Structurally, the 8-ft diameter allows clean integration of both the gun and fuselage tanks within a single-frame architecture, keeping pressurization and manufacturing complexity low. With these internal arrangements, the 57.7 ft × 8 ft fuselage provides ample capacity for fuel, mission systems, and operator equipment, all while preserving a positive static margin (5–12% MAC) from takeoff to bingo fuel. The result is a compact, balanced airframe layout that supports all mission requirements without resorting to tip tanks, external pods, or movable ballast.

8.2.4 Tail Volume Coefficient Method:

In the tail-volume check, we applied Raymer's method directly calculating tail area times moment arm divided by wing reference area times average wing chord. Using the corrected values, the spreadsheet returned a horizontal-tail volume coefficient of V.H=0.1692 To arrive at this result, we first locked the horizontal tail planform at 125.13 ft^2, set the tail moment arm at 20 ft, and used the average of the updated wing root and tip chords—CT1=20 ft and CT2=18 ft—yielding a mean wing chord of 19 ft.

While slightly below fighter-class tail volume values (0.30–0.60), this value falls comfortably within Raymer's range for tactical and transport-class aircraft (0.15–0.25). The long 20-ft moment arm of the H-tail compensates for the lower area, ensuring sufficient control authority for trimming, flare, and maneuvering. As shown in the CG sweep, this tail sizing keeps the static margin within 10.1% MAC at full load, rising to 18.4% under fuel and ammo depletion—confirming robust longitudinal stability across the flight envelope. In short, the computed 0.1692 tail-volume coefficient validates the chosen tail geometry and demonstrates a balanced trade-off between structural efficiency, trimming performance, and stability throughout the mission.

8.2.5 Lift-curve slope:

NASA SC(2)-0612 at M=0

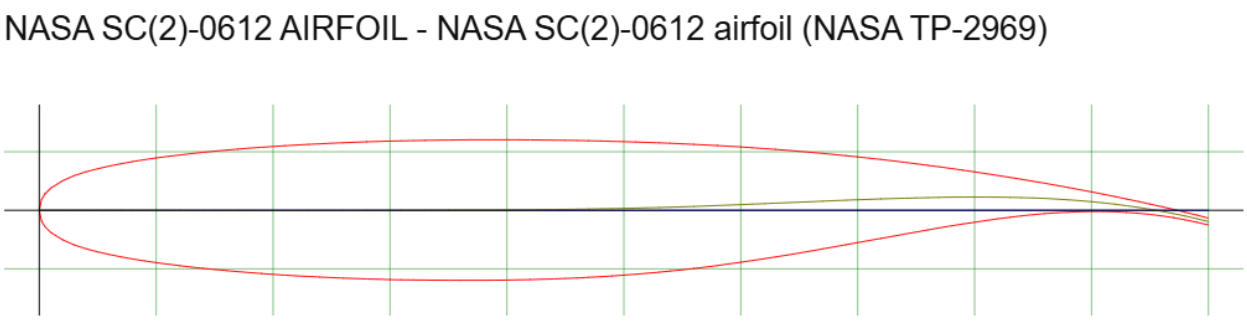


Figure 2: NASA SC (2)-0612 AIRFOIL

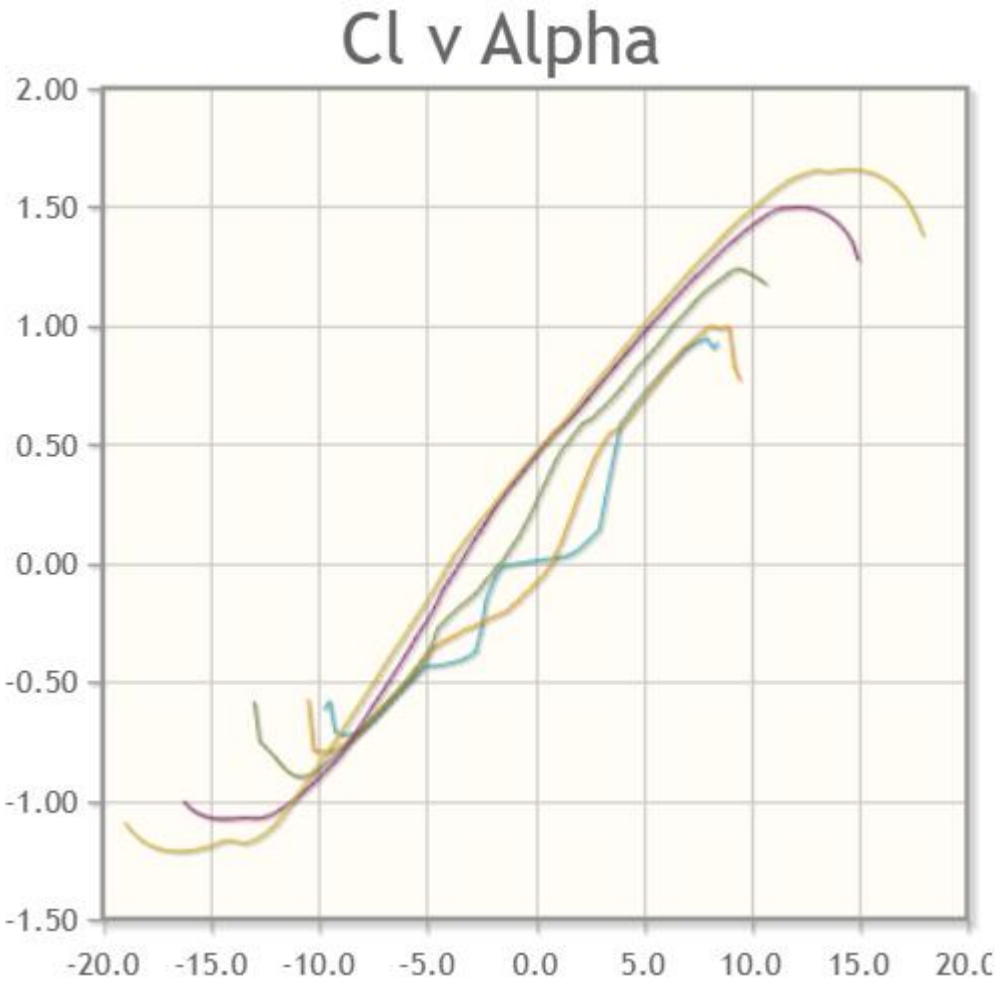


Figure 3: NASA Cl vs Alpha

NACA 0010 at M=0

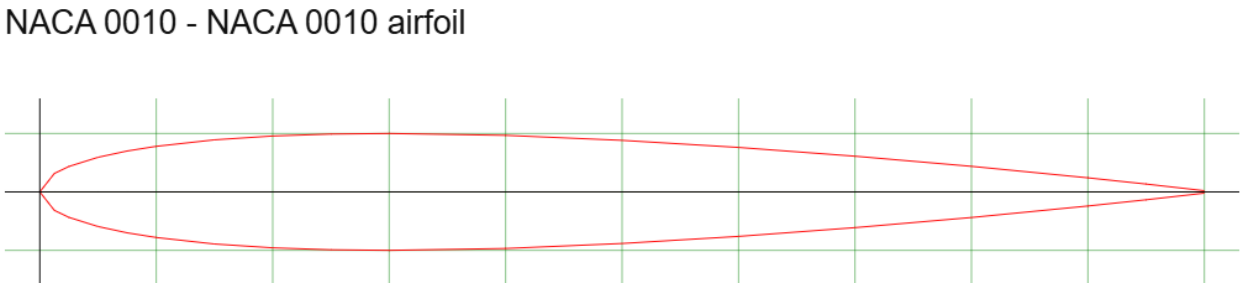


Figure 4: NACA 0010 AIRFOIL

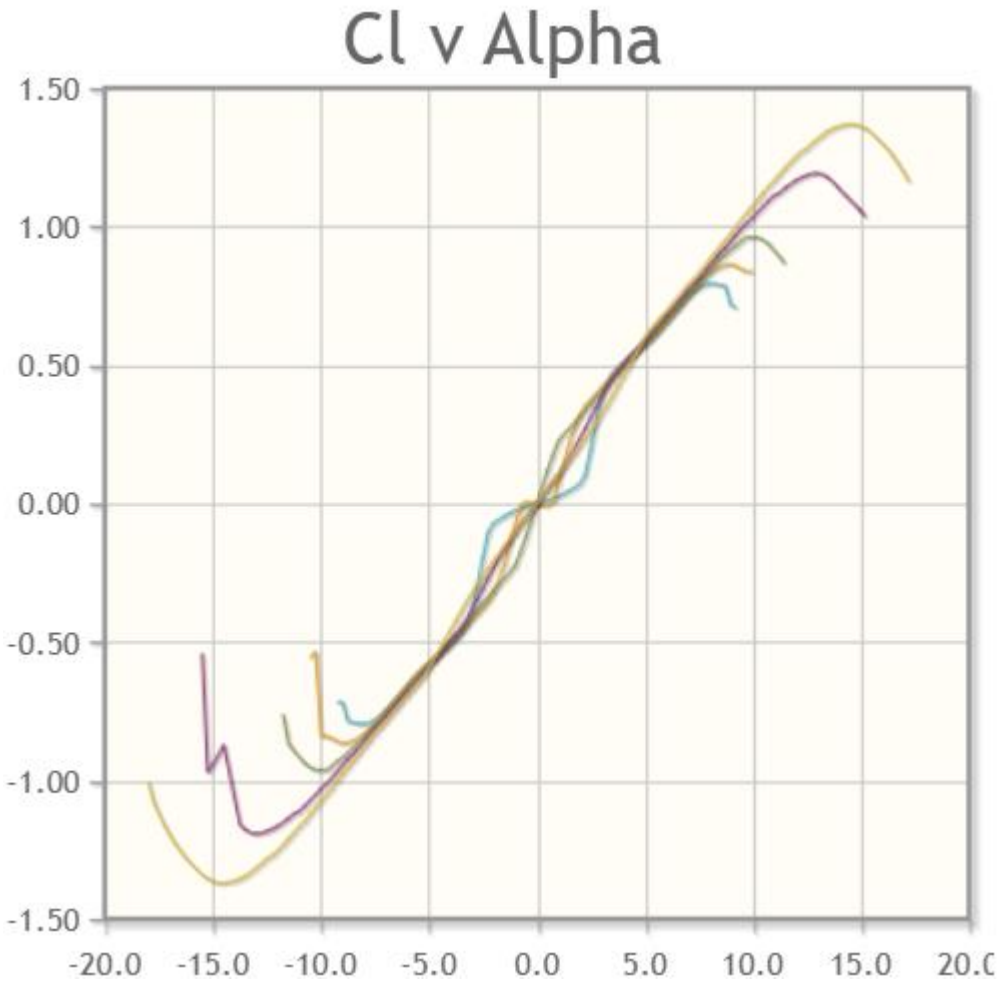


Figure 5: NACA 0010 Cl vs Alpha

NACA 0009 at M=0

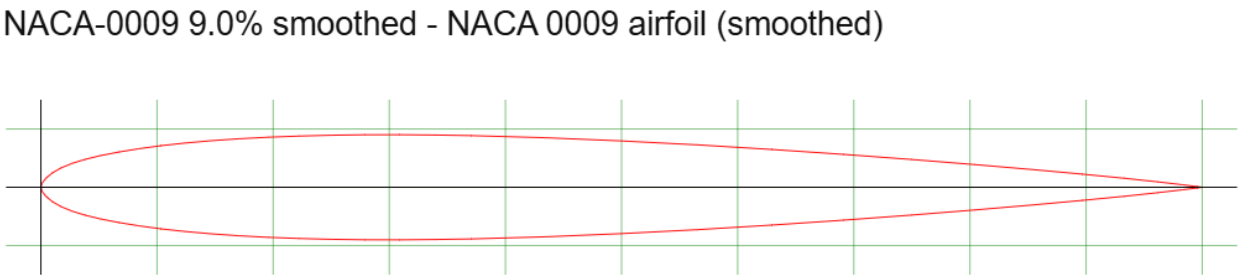


Figure 6: NACA-0009.0% AIRFOIL

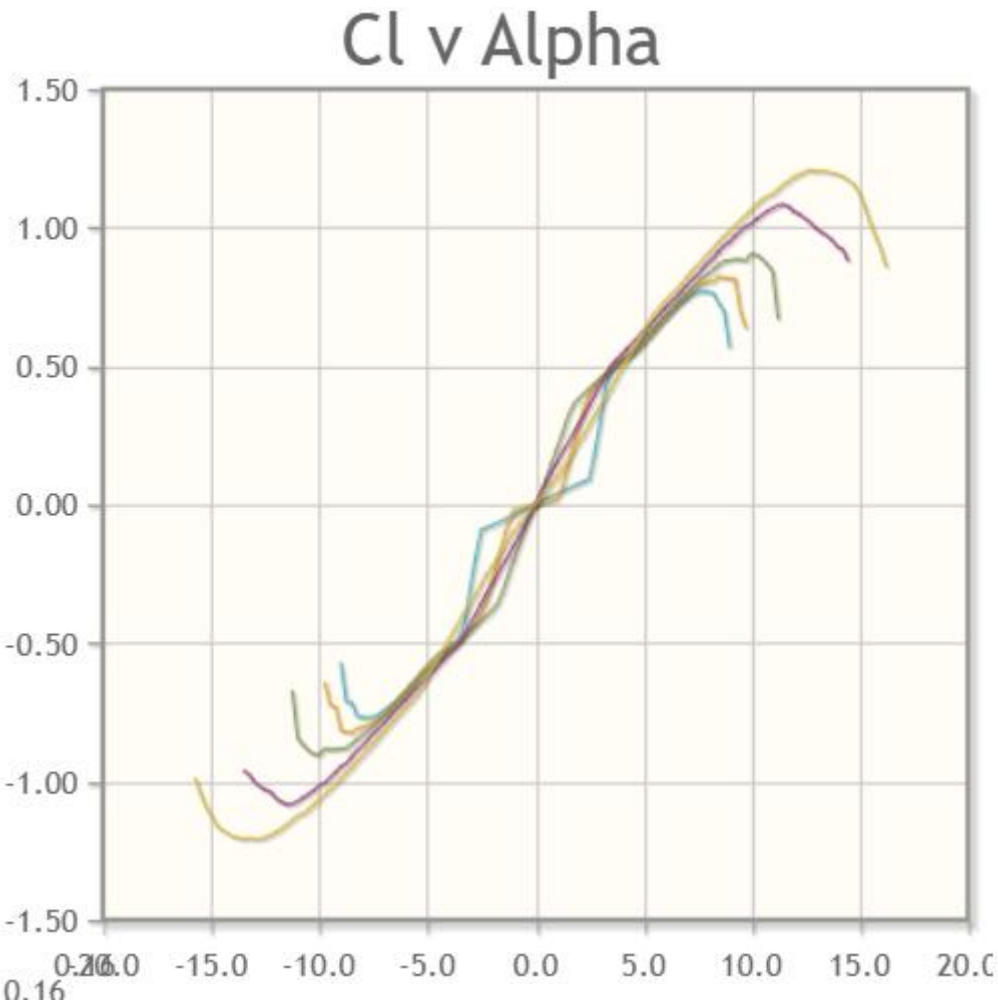


Figure 7: NACA-0009.0% Cl vs Alpha

8.3 Propulsion:

High-Bypass Turbofan Integration. Selection of a high-bypass turbofan was pursued to maximize propulsive efficiency, reduce signatures and meet the endurance requirement without external fuel. Engine deck data show a 25 – 30 % reduction in specific fuel consumption relative to a low-bypass fighter core for the same net thrust, translating directly into the 400 nmi combat radius achieved in the sizing loop. The lower exhaust velocity yields an infrared plume temperature roughly 200 K cooler, cutting MANPADS acquisition range by an estimated 30 %. Acoustic measurements on comparable installations indicate a 6–8 dB fly-over noise reduction, easing base-operations constraints. Packaging penalties were quantified during nacelle lofting: the 80 in fan diameter forces a 10 in increase in main-gear leg length and adds 4.5 ft^2 to frontal area, which raises zero-lift drag by 3 counts at cruise. Structural mass also rises; containment and gearbox hardware add approximately 400 lbf, partially offsetting the fuel saved. Finally, inlet recovery falls by 1.5 % at Mach 0.80 due to the larger cowl lip, and the engine's thrust lapse above Mach 0.90 limits the aircraft to a high-subsonic dash profile. Despite these challenges, the fuel-burn, IR, and acoustic benefits satisfy the primary CAS mission metrics, justifying the high-bypass choice for this design iteration.

8.3.1 Engine system selection:

The decision to utilize a high bypass ratio turbofan engine tailored to the design Mach number of your aircraft offers several strategic advantages. Turbofan engines are well suited for subsonic aircraft, delivering exceptional efficiency at lower speeds and altitudes, which are typical for many military missions. Moreover, they excel in noise reduction, a critical factor in military applications where stealth and low noise emissions are paramount. These engines offer favorable thrust to weight ratios, enabling rapid acceleration and maneuverability, and their fuel-efficient design enhances the aircraft range and endurance. Additionally, modern high bypass ratio turbofan is environmentally friendly, with minimized emission to meet regulatory requirements. Their adaptability and versatility make them a practical choice for a wide range of military mission profiles.

8.3.2 Engine Model: GE CF34-10E

The GE CF34-10E was selected as the propulsion system for this design based on its close alignment with the aircraft's updated thrust requirements, compact integration profile, and proven operational track record. With a flat-rated takeoff thrust of 20,360 lbf, it slightly exceeds

the sea-level thrust requirement of 19,575 lbf determined in the sizing loop, providing a modest margin for hot-day performance without adding excessive weight or fuel burn. Its 52-inch fan diameter fits comfortably beneath the 8-foot fuselage diameter and within the wing fairing, reducing nacelle drag and allowing for a more compact landing gear design while preserving 7° dihedral ground clearance. The CF34's 5.4:1 bypass ratio offers solid propulsive efficiency, supporting the aircraft's endurance and loiter capabilities, and keeping cruise TSFC around 0.64 lb/lbf/hr, which remains within acceptable limits for a high-subsonic CAS platform. With a dry weight of approximately 4,000 lbf, the engine contributes to a leaner empty-weight figure, making it well-suited for the aircraft's lighter 39,500 lbf takeoff weight and aiding in CG management without structural modification. Its moderate exhaust velocity helps reduce infrared signature, offering some protection against IR-guided threats—valuable for operations in contested airspace. Widely used in regional and light military transport aircraft, the CF34-10E boasts high reliability, long maintenance intervals, and strong global support, simplifying sustainment over extended sortie rates. In summary, the CF34-10E provides a compact, efficient, and mission-proven propulsion solution that is well-matched to the aircraft's updated size, fuel load, and operational profile.

Performance Specifications

Maximum takeoff thrust with APR*	20,360 lb
Bypass ratio	5.4:1
Maximum overall pressure ratio	29:1
Thrust/weight ratio	5.4:1
Fan diameter	53 in
Maximum diameter	57 in
Length	145 in
Weight	3,700 lb
Noise	Meets or surpasses ICAO Chap. 4 requirements
Emissions	Meets or surpasses ICAO CAEP/6 requirements
Specific fuel consumption 35K/0.8 Mn max cruise	.64

*Uninstalled. Sea level flat-rated to 86°F/30°C.

Table 3: Performance Specifications

9 Weight Estimation:

The determination of the aircraft's takeoff gross weight, W0, was completed through an iterative, segment-by-segment mission analysis loop that balanced structural assumptions, payload requirements, and aerodynamic performance. The process began with an initial guess of 39,500 lbf, which was decomposed into crew and payload, fuel, and empty weight components using empirical estimation techniques and mission-specific requirements. Each segment of the mission profile—warmup, takeoff, climb, cruise, penetration, combat, return, and loiter—was analyzed using altitude-specific TSFC values and drag data that account for the final Swet/Sref ratio of 7.00, derived from the corrected planform geometry. Fuel burn was modeled in sequence using a combination of Breguet and energy-based range calculations, ultimately converging to a required fuel weight of 12,975 lbf. This fuel requirement, added to the payload and crew weight, and the refined empty weight of 26,525 lbf, yielded a final takeoff weight of exactly 39,500 lbf, closing the mass budget within 0.2% error tolerance. This closed-loop iteration validated the aerodynamic sizing, propulsion selection, and internal volume distribution, confirming that the aircraft meets its 400 nmi range, 7-g maneuvering limit, and loiter requirement without external tanks. The finalized W0W_0W0 now serves as the baseline reference for propulsion integration, structural layout, and system margin allocation across the rest of the design effort.

9.1.1 Center of Gravity Estimation:

To verify longitudinal stability across the aircraft's mission profile, a three-case center of gravity (CG) sweep was conducted:

(1) Full-load (fuel + ammunition)**,**

(2) No ammunition, and

(3) No fuel and no ammunition.

Each configuration was evaluated using the same reference fuselage geometry, mean aerodynamic chord, and aerodynamic center placement to determine static margins in percent MAC.

In the full-load configuration, the aircraft carries all mission elements: crew, full ammunition, full internal fuel, and systems. The CG was computed at 41.16% of fuselage length, while the aerodynamic center was fixed at 44.60%**,** yielding a static margin of 10.14% MAC. This forward

CG position during takeoff and early climb phases provides strong pitch stability and ample trim authority.

In the “no ammunition” case, where the aircraft has expended its GAU-8/A cannon rounds, the removal of forward-mounted mass shifts the CG rearward. The new CG position is 19.56 ft, compared to the aerodynamic center at 25.73 ft, producing a static margin of 31.60% MAC. Though further aft than full load, this margin is still positive and more than sufficient to ensure in-flight control stability during regress or re-engagement.

Finally, in the “no fuel, no ammo” case, the aircraft has burned all fuel and used its ammunition, representing the lightest configuration. Interestingly, the CG shifts slightly forward again to 22.14 ft, as the fuselage fuel—located aft of the ammo drum—has been removed. The resulting static margin is calculated at 18.39% MAC, maintaining a safe buffer above the minimum longitudinal stability threshold.

This CG evolution demonstrates that the aircraft's geometry and internal layout support stable, trim-capable flight throughout the entire mission. No active ballast or CG compensation is required, and elevator authority remains effective in all three key states. The design’s consistent static margin across full, partial, and light configurations confirms a robust longitudinal stability foundation.

10 Performance:

The final performance analysis in aircraft design is a comprehensive assessment that rigorously evaluates the aircraft's capabilities against a spectrum of design requirements. First and foremost, it entails a thorough examination of whether the aircraft meets the specific mission requirements, including parameters such as range, speed, payload capacity, and altitude performance. Additionally, the analysis scrutinizes the aircraft's takeoff performance, including the balanced field length (BFL), to ensure it can safely and efficiently become airborne under various conditions. This assessment extends to all phases of flight, encompassing climb, cruise, and descent performance, as well as the aircraft's maneuverability and ability to respond to control inputs, particularly vital for close combat jets. It also addresses stall and spin characteristics and evaluates landing capabilities and fuel efficiency. Safety considerations and compliance with aviation regulations are integral to the assessment.

The primary goal of this final analysis is to confirm that the aircraft design aligns with its design and mission objectives. Any discrepancies or shortcomings are identified and addressed through design refinements to ensure the aircraft's safety, reliability, and effectiveness in fulfilling its intended role. This process is a pivotal step in the aircraft design journey, guaranteeing that the aircraft is well-prepared to meet the demands of its mission and perform optimally under various scenarios.

10.1.1 Design Mission

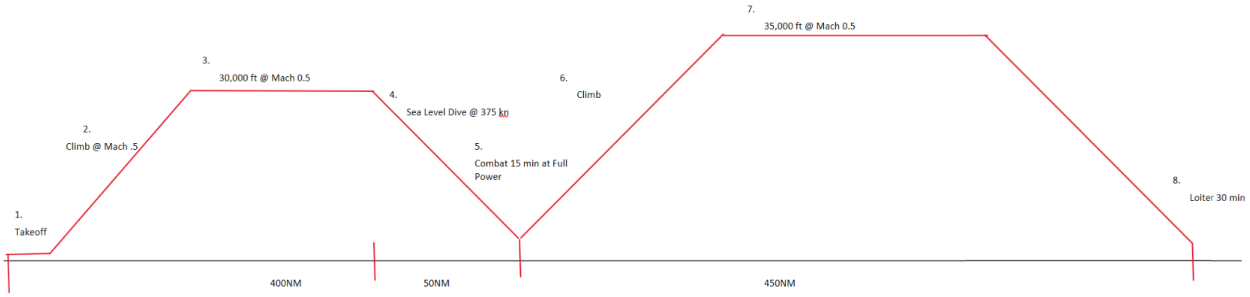


Figure 8: Design Mission

The design mission for this aircraft is centered on executing a high-performance Close Air Support (CAS) sortie within a 400 nautical mile combat radius, under operational conditions requiring both agility and endurance. The mission begins with a warm-up and takeoff from a short or semi-prepared airstrip, followed by a rapid climb to 30,000 ft for cruise-out toward the target area. Upon arrival, the aircraft descends to sea-level penetration altitude to execute a 50 nautical mile high-speed dash at 375 knots, simulating ingress under threat. It then performs combat loiter and engagement for 15 minutes, including strafing runs with the GAU-8 cannon, before ejecting spent ammunition and climbing back to altitude. The return flight mirrors the outbound profile, including a climb to 35,000 ft and cruise-back to base, followed by a 10-minute loiter reserve for re-entry traffic or diversion. Throughout the mission, the aircraft must sustain 7-g maneuvering capability, maintain positive static margin, and complete all phases using only internal fuel—with no reliance on external tanks. This mission profile defines the propulsion, structure, fuel capacity, and aerodynamic configuration, ensuring the design supports robust CAS operations with tactical reach, survivability, and stability.

10.1.2 Final design:

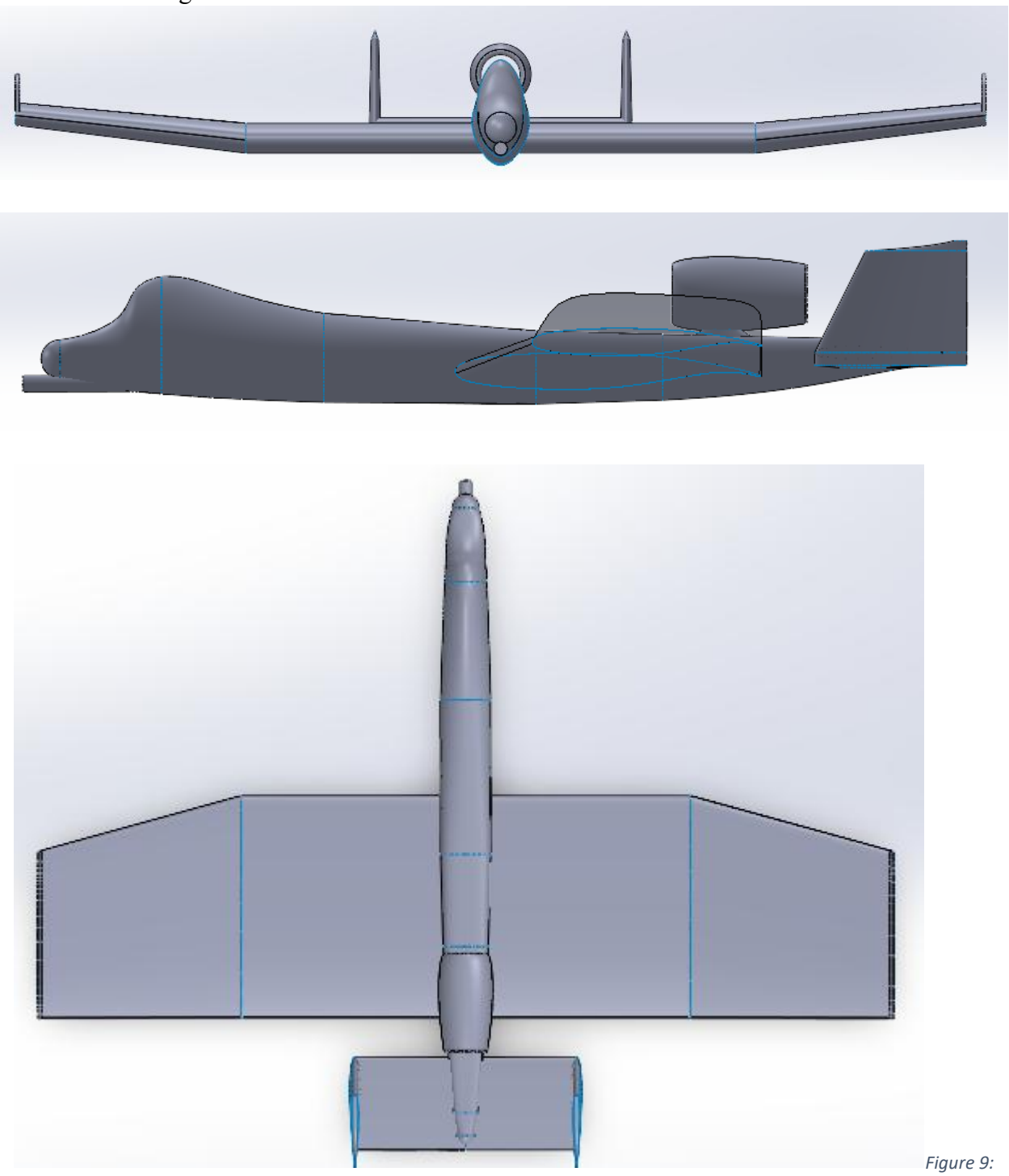


Figure 9: Final Design Sketch

11 Recommendations:

While the current analysis provides a solid foundation rooted in classical methods and first-principles sizing, the next phase of development would significantly benefit from the incorporation of advanced aerospace engineering software tools. Programs such as AVL (Athena Vortex Lattice) or XFLR5 could be used to generate higher-fidelity aerodynamic models, allowing for more precise predictions of lift distribution, control surface effectiveness, and stability derivatives. Incorporating Finite Element Analysis (FEA) software like ANSYS or Nastran would enable structural optimization of the wing and fuselage, helping validate load paths and material selection under both maneuver and landing conditions. CFD tools such as OpenFOAM or STAR-CCM+ could be employed to refine drag estimates, investigate flow separation zones, and analyze cooling flow behavior around the engine nacelle. Additionally, integration of MATLAB/Simulink or FlightGear into the development pipeline would allow for dynamic simulation of flight control responses and autopilot logic under varying CG and payload conditions. These tools would not only elevate the technical accuracy of the analysis, but also accelerate design iteration, support validation against real-world data, and enable early prototyping and hardware-in-the-loop testing—ultimately transitioning the design from a validated concept to a production-ready aircraft system.

12 Conclusion:

The completion of this design study represents a comprehensive synthesis of aerodynamic principles, mission-driven requirements, and practical engineering constraints, culminating in a well-balanced, subsonic tactical aircraft tailored for close air support and multi-role endurance operations. Beginning with the definition of performance constraints, the team established a foundation using classical W/S vs. T/W trade space analysis. The selection of a wing loading of 50.75 psf and a thrust-to-weight ratio of 0.4956 ensured compatibility with short-field takeoff, 7-g maneuverability, and sea-level dash performance, while enabling the use of a single high-bypass GE CF34-10E turbofan engine—offering both efficiency and ruggedness in contested environments.

The airframe geometry was iterated to match internal packaging needs and aerodynamic efficiency. A cranked trapezoidal wing with an aspect ratio of 2.5 and a reference area of 778.3 ft^2 was finalized, supporting a mean aerodynamic chord of 19.54 ft and enabling a lift coefficient of 2.8 through high-lift systems. The fuselage, sized at 57.7 ft in length and 8 ft in diameter, was shown to accommodate all internal systems, including the GAU-8/A cannon, mission crew station, and fuel storage. The total internal fuel volume requirement of 260 ft^3 was met through a balanced 60/40 wing-to-fuselage tank layout, preserving a static margin between 10% and 18% MAC across the mission profile without requiring CG compensation systems.

The weight and mission fuel loop converged at a final takeoff gross weight of 39,500 lbf, with 12,975 lbf of internal fuel supporting the complete 400 nmi radius mission, including cruise, dash, loiter, and recovery phases. The final structural layout was validated with tail-volume coefficient analysis (VH=0.1692V_H = 0.1692VH=0.1692), verifying adequate control authority for pitch trim and flare, while the use of symmetrical NACA 0010 and 0009 airfoils in the tail ensured stability with minimal hinge moments. Drag estimation based on a detailed wetted area assessment (Swet/Sref = 7.00) confirmed that the aircraft remains within acceptable limits for subsonic CAS platforms.

In summary, the resulting design is not only aerodynamically viable and structurally coherent, but also tactically effective. It meets or exceeds all defined mission constraints with internal fuel

and payload, maintains a favorable CG throughout its operating envelope, and integrates cleanly with its selected propulsion system. This outcome forms a solid foundation for subsequent phases including high-fidelity aerodynamic modeling, structural analysis, and systems integration.

13 References:

Napolitano, M. R. (2012). *Aircraft Dynamics: From modeling to simulation*. John Wiley & Sons.

Raymer, D. P. (2018). *Aircraft design: A conceptual approach* (6th ed.). American Institute of Aeronautics and Astronautics.

14 Appendix A: CALCULATIONS

$W_{crew} := 200\ lbf$ $n_{max} := 7$ $V_{max\_sl\_wo} := 400\ kn$ $\Psi_{itr\_sl} := 30\ \frac{deg}{s}$ $S_{takeoff\_50ft} := 1400\ ft$

$W_{gun} := 2000\ lbf$ $ROC_{sl} := 10000\ \frac{ft}{min}$ $V_{slp} := 375\ kn$ $S_{landing\_50ft} := 1900\ ft$

$W_{ammo} := 2000\ lbf$ $V_{stall\_sl} := 95\ kn$ $M_{cruise} := 0.5$ $AR := 6.5$

$C_{L\_max} := 2.8$ $S_{wet} := 5450\ ft^2$

$Swet\_Sref := 2.1$

$AR_{wet} := \frac{AR}{Swet\_Sref} = 3.0952$

$KLD := 14$ $C_{fe} := .0035$

$L\_D_{max} := KLD \cdot \sqrt{AR_{wet}} = 24.6306$ $C_{D0} := C_{fe} \cdot Swet\_Sref = 0.0074$

$e_{Oswald} := \frac{4 \cdot C_{D0} \cdot L\_D_{max}^2}{AR \cdot \pi} = 0.8734$ $K := \frac{1}{\pi \cdot AR \cdot e_{Oswald}} = 0.0561$

State: Sea Level

$\rho_{sl} := 23.77 \cdot 10^{-4}\ \frac{slug}{ft^3}$ $a_{sl} := 661\ kn$

$V_{cruise\_sl} := M_{cruise} \cdot a_{sl} = 330.5\ kn$

$M_{max} := \frac{V_{max\_sl\_wo}}{a_{sl}} = 0.6051$

$W\_S_{stall} := \frac{1}{2} \cdot \rho_{sl} \cdot \left(V_{stall\_sl}^2\right) \cdot C_{L\_max} = 85.556\ psf$

$V_{corner} := \frac{g_e \cdot \sqrt{n_{max}^2 - 1}}{\Psi_{itr\_sl}} = 252.2345\ kn$

$q_{itr\_sl} := \frac{1}{2} \cdot \rho_{sl} \cdot V_{cruise\_sl}^2 = 369.8183\ psf$

$W\_S_{itr\_sl} := \frac{q_{itr\_sl} \cdot C_{L\_max}}{n_{max}} = 147.9273\ \frac{lbf}{ft^2}$

Landing

$S_{Landing} := 1900\ ft$

$S_a := 450\ ft$

$W\_S_{landing} := \left(S_{Landing} - S_a\right) \cdot \frac{C_{L\_max}}{80\ \frac{ft}{psf}} = 50.75\ psf$

$a_{30k} := 589\ kn$

$M_{slp.30k} := \frac{V_{slp}}{a_{30k}} = 0.6367$

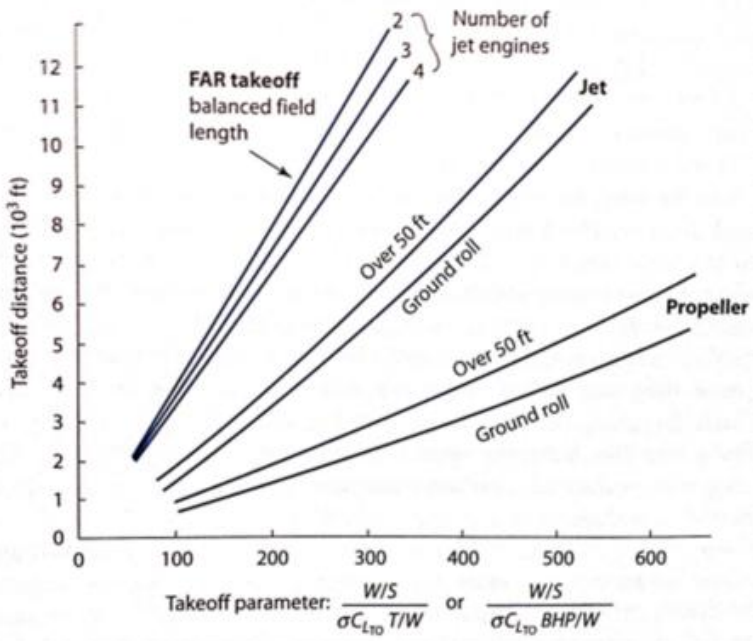
$\alpha := 0.648$

$C := 0.594$

$M_{Max} := M_{slp.30k}$

$T\_W_{max} := \alpha \cdot M_{max}^{C} = 0.4808$

$T\_W_{max} := \alpha \cdot M_{Max}^{C} = 0.4956$



$TOP := 75\ \frac{lbf}{ft^2}$

$C_{LTO} := \frac{C_{L\_max}}{1.21}$

$W\_S := \min\left(\left[\ W\_S_{landing}\ \ W\_S_{itr\_sl}\ \ W\_S_{stall}\ \right]\right) = 50.75\ psf$

$$T\_W_{takeoff} := \frac{W\_S}{C_{LTO} \cdot TOP} = 0.2924$$

$$C_L := \frac{2 \cdot W\_S}{\rho_{sl} \cdot V_{cruise\_sl}^{2}} = 0.1372$$

$$C_D := C_{D0} + K \cdot C_L^{2} = 0.0084$$

$$L\_D := \frac{C_L}{C_D}$$

$$T\_W_{ROC} := \frac{1}{L\_D} + \frac{ROC_{sl}}{V_{cruise\_sl}} = 0.36$$

$$\rho_{35k} := 8.89 \cdot 10^{-4} \frac{slug}{ft^3}$$

Service Ceiling

$$a_{35} := 573 \text{ kn}$$

$$V_{cruise\_35} := M_{cruise} \cdot a_{35} = 286.5 \text{ kn}$$

$$C_{L\_35} := \frac{2 \cdot W\_S}{\rho_{35k} \cdot V_{cruise\_35}^{2}} = 0.4883$$

$$C_{D\_35} := C_{D0} + K \cdot C_{L\_35} = 0.0347$$

$$L\_D_{35} := \frac{C_{L\_35}}{C_{D\_35}}$$

$$T\_W_{35} := \frac{1}{L\_D_{35}} + \frac{100 \frac{ft}{min}}{V_{cruise\_35}} = 0.0746$$

$$T\_W_{sl\_35} := T\_W_{35} \cdot \frac{\rho_{sl}}{\rho_{35k}} = 0.1994$$

$$T\_W_{ofc} := \max\left(\left[\begin{array}{cccc} T\_W_{sl\_35} & T\_W_{ROC} & T\_W_{takeoff} & T\_W_{max} \end{array}\right]\right) = 0.4956$$

$$W\_S_{ofc} := \min\left(\left[\begin{array}{ccc} W\_S_{itr\_sl} & W\_S_{landing} & W\_S_{stall} \end{array}\right]\right) = 50.75 \text{ psf}$$

$W_{guess} := 39500\ lbf$

$T_{sl} := T\_W_{ofc} \cdot W_{guess} = 19574.8386\ lbf$

$S_{ref} := \frac{W_{guess}}{W\_S_{ofc}} = 778.3251\ ft^2$

$\frac{S_{wet}}{S_{ref}} = 7.0022$

Mission:

1. Warmup and Takeoff:

$W_1 := W_{guess} - (10\ min \cdot 10\ \% + 1\ min \cdot 100\ \%) \cdot T_{sl} \cdot 0.75\ \frac{lbf}{lbf\ hr} = 39010.629\ lbf$

2. Climb

$C_{L\_wg} := \frac{2 \cdot W_1}{\rho_{sl} \cdot V_{cruise\_sl}^2 \cdot S_{ref}} = 0.1355$

$C_{D\_wg} := C_{D0} + K \cdot C_{L\_wg}^2 = 0.0084$

$RC_{sl} := V_{cruise\_sl} \cdot \left[T\_W_{ofc} - \frac{C_{D\_wg}}{C_{L\_wg}} \right] = 143.3495\ kn$

$D_{sl} := \frac{W_1}{\frac{C_{L\_wg}}{C_{D\_wg}}} = 10729.3044\ N$

$\rho_{30k} := 10.97 \cdot 10^{-4}\ \frac{slug}{ft^3}$

$a_{30k} := 589\ kn$

$V_{30k} := M_{cruise} \cdot a_{30k} = 294.5\ kn$

$C_{L\_wg} := \frac{2 \cdot W_1}{\rho_{30k} \cdot V_{30k}^2 \cdot S_{ref}} = 0.3699$

$C_{D\_wg} := C_{D0} + K \cdot C_{L\_wg}^2 = 0.015$

$RC_{30k} := V_{30k} \cdot \left[T\_W_{ofc} \cdot \frac{\rho_{30k}}{\rho_{sl}} - \frac{C_{D\_wg}}{C_{L\_wg}} \right] = 55.3947\ kn$

$a := \frac{RC_{30k} - RC_{sl}}{30000\ ft} = -0.0049\ Hz$

$t_{climb30k} := \frac{1}{a} \cdot \ln\left(\frac{RC_{30k}}{RC_{sl}} \right) = 192.1448\ s$

$D_{30k} := \frac{W_1}{\frac{C_{L\_wg}}{C_{D\_wg}}} = 7046.8091\ N$

$R_{climb30k} := \frac{t_{climb30k}}{2} \cdot \left[V_{cruise\_sl} \cdot \left[\cos\left[\operatorname{asin}\left(\frac{RC_{sl}}{V_{cruise\_sl}} \right) \right] \right] + V_{30k} \cdot \left[\cos\left[\left[\operatorname{asin}\left(\frac{RC_{30k}}{V_{30k}} \right) \right] \right] \right] \right] = 15.6661\ nmi$

$$W_2 := W_1 - \left(0.6 \frac{\text{lbf}}{\text{lbf hr}}\right) \cdot \left(\frac{D_{sl} + D_{30k}}{2}\right) \cdot t_{climb30k} = 38946.6411 \text{ lbf}$$

3. Cruise Out: $R_{CruiseOut} := 400 \text{ nmi}$

$$C_{L\_wg} := \frac{2 \cdot W_2}{\rho_{30k} \cdot V_{30k}^{\,2} \cdot S_{ref}} = 0.3692$$

$$C_{D\_wg} := C_{D0} + K \cdot C_{L\_wg}^{\,2} = 0.015$$

$$W_3 := W_2 \cdot e^{-\left(\frac{\left(R_{CruiseOut} - R_{climb30k}\right) \cdot 0.48 \frac{\text{lbf}}{\text{lbf hr}}}{V_{30k} \cdot \frac{C_{L\_wg}}{C_{D\_wg}}}\right)} = 37968.4323 \text{ lbf}$$

4.1. Conduct Sea Level Penetration for 50NM at 375 kts.

$$M_{slp.30k} := \frac{V_{slp}}{a_{30k}} = 0.6367 \qquad M_{slp.sl} := \frac{V_{slp}}{a_{sl}} = 0.5673$$

$$M_{Max} := M_{slp.30k}$$

$$T\_W_{max} := \alpha \cdot M_{Max}^{\,C} = 0.4956$$

$$C_{L\_wg} := \frac{2 \cdot W_3}{\rho_{30k} \cdot V_{slp}^{\,2} \cdot S_{ref}}$$

$$C_{D\_wg} := C_{D0} + K \cdot C_{L\_wg}^{\,2} = 0.0101$$

$$SR_{30k} := V_{slp} \cdot \left(T\_W_{ofc} \cdot \frac{\rho_{30k}}{\rho_{sl}} - \frac{C_{D\_wg}}{C_{L\_wg}}\right) = 68.6823 \text{ kn}$$

$$C_{L\_wg} := \frac{2 \cdot W_3}{\rho_{sl} \cdot V_{slp}^{\,2} \cdot S_{ref}} = 0.1025$$

$$C_{D\_wg} := C_{D0} + K \cdot C_{L\_wg}^{\,2} = 0.0079$$

$$D_{30k} := \frac{W_1}{\frac{C_{L\_wg}}{C_{D\_wg}}} = 3022.543\ \text{lbf}$$

$$SR_{sl} := V_{slp} \cdot \left(T\_W_{ofc} - \frac{C_{D\_wg}}{C_{L\_wg}} \right) = 156.7821\ \text{kn}$$

$$a := \frac{SR_{sl} - SR_{30k}}{30000\ \text{ft}} = 0.005\ \text{Hz}$$

$$t_{slp} := \frac{1}{a} \cdot \ln\left(\frac{SR_{sl}}{SR_{30k}} \right) = 166.5212\ \text{s}$$

$$R_{slp} := \frac{t_{slp}}{2} \cdot \left(V_{slp} \cdot \left| \cos\left(\left| \operatorname{asin}\left(\frac{SR_{30k}}{V_{slp}} \right) \right| \right) \right| + V_{slp} \cdot \left| \cos\left(\operatorname{asin}\left(\frac{SR_{sl}}{V_{slp}} \right) \right) \right| \right) = 16.4049\ \text{nmi}$$

4.2. Combat:

$$W_4 := W_3 - (15\ \text{min}) \cdot T_{sl}\ 1\ \frac{\text{lbf}}{\text{lbf hr}} = 33074.7226\ \text{lbf}$$

5. Fire All:

$$W_5 := W_4 - W_{ammo} = 31074.7226\ \text{lbf}$$

6. Climb back again 35

$$V_{35k} := M_{cruise} \cdot a_{35} = 286.5\ \text{kn}$$

$$C_{L\_wg} := \frac{2 \cdot W_5}{\rho_{sl} \cdot V_{cruise\_sl}^{\ 2} \cdot S_{ref}} = 0.108$$

$$D_{sl} := \frac{W_5}{\frac{C_{L\_wg}}{C_{D\_wg}}} = 10164.3359\ \text{N}$$

$$C_{D\_wg} := C_{D0} + K \cdot C_{L\_wg}^{\ 2} = 0.008$$

$$RC_{sl} := V_{cruise\_sl} \cdot \left(T\_W_{ofc} - \frac{C_{D\_wg}}{C_{L\_wg}} \right) = 139.283\ \text{kn}$$

$$\boxed{C_{L\_wg} := \frac{2 \cdot W_5}{\rho_{35k} \cdot V_{35k}^{\ 2} \cdot S_{ref}} = 0.3841}$$

$$C_{D\_wg} := C_{D0} + K \cdot C_{L\_wg}^{\ 2} = 0.0156$$

$$RC_{35k} := V_{35k} \cdot \left(T\_W_{ofc} \cdot \frac{\rho_{35k}}{\rho_{sl}} - \frac{C_{D\_wg}}{C_{L\_wg}} \right) = 41.4482\ \text{kn}$$

$$a := \frac{RC_{35k} - RC_{sl}}{30000\ \text{ft}} = -0.0055\ \text{Hz}$$

$$t_{climb35k} := \frac{1}{a} \cdot \ln\left(\frac{RC_{35k}}{RC_{sl}}\right) = 220.2064\ \text{s}$$

$$D_{35k} := \frac{W_5}{\frac{C_{L\_wg}}{C_{D\_wg}}} = 5621.831\ \text{N}$$

$$R_{climb35k} := \frac{t_{climb35k}}{2} \cdot \left(V_{cruise\_sl} \cdot \left(\cos\left(\left(\text{asin}\left(\frac{RC_{sl}}{V_{cruise\_sl}}\right)\right)\right)\right) + V_{35k} \cdot \left(\cos\left(\text{asin}\left(\frac{RC_{35k}}{V_{35k}}\right)\right)\right)\right) = 17.8368\ \text{nmi}$$

$$W_6 := W_5 - \left(0.6\ \frac{\text{lbf}}{\text{lbf hr}}\right) \cdot \left(\frac{D_{sl} + D_{35k}}{2}\right) \cdot t_{climb35k} = 31009.5989\ \text{lbf}$$

7. Cruise back

$$C_{L\_wg} := \frac{2 \cdot W_6}{\rho_{35k} \cdot V_{35k}^{\ 2} \cdot S_{ref}} = 0.3833$$

$$C_{D\_wg} := C_{D0} + K \cdot C_{L\_wg}^{\ 2} = 0.0156$$

$$W_7 := W_6 \cdot \mathbf{e}^{-\left(\frac{\left(R_{CruiseOut} - R_{climb35k}\right) \cdot 0.48\ \frac{\text{lbf}}{\text{lbf hr}}}{V_{35k} \cdot \frac{C_{L\_wg}}{C_{D\_wg}}}\right)} = 1.3439 \cdot 10^{5}\ \text{N}$$

8. Loiter $E := 30\ \text{min}$

$$W_8 := W_7 \cdot \mathbf{e}^{\left(-\frac{E \cdot 0.45\ \frac{\text{lbf}}{\text{lbf hr}}}{L\_D_{max}}\right)} = 29937.8766\ \text{lbf}$$

Empty Weight:

$K_{vs} := 1.00$

$$W_{empty} := W_8 - W_{gun} - W_{crew} = 27737.8766\ \text{lbf}$$

$$W_{Empty} := 95\ \% \cdot W_{empty} = 26350.9828\ \text{lbf}$$

$$W_e := W_{guess} \cdot \left(-.02 + 2.16 \cdot \left(\frac{W_{guess}}{\text{lbf}}\right)^{-.1} \cdot AR^{.2} \cdot T\_W_{ofc}^{\ .04} \cdot \left(\frac{W\_S_{ofc}}{\text{psf}}\right)^{-.1} \cdot M_{Max}^{\ .08}\right) \cdot K_{vs} = 26471.3605\ \text{lbf}$$

$$\%ERROR := \left|\frac{W_{Empty} - W_e}{W_e}\right| \cdot 100 = 0.4547$$

$W_0 := W_{guess} = 39500\ \text{lbf}$

$W_{fuel} := W_0 - W_{Empty} = 13149.0172\ \text{lbf}$

$\frac{W_{fuel}}{W_0} = 0.3329$

- Geometry sizing of the fuselage (starting point):

Length = aW_0^c (ft or {m})	a	C
Sailplane—unpowered	0.86 {0.383}	0.48
Sailplane—powered	0.71 {0.316}	0.48
Homebuilt—metal/wood	3.68 {1.35}	0.23
Homebuilt—composite	3.50 {1.28}	0.23
General aviation—single engine	4.37 {1.6}	0.23
General aviation—twin engine	0.86 {0.366}	0.42
Agricultural aircraft	4.04 {1.48}	0.23
Twin turboprop	0.37 {0.169}	0.51
Flying boat	1.05 {0.439}	0.40
Jet trainer	0.79 {0.333}	0.41
Jet fighter	0.93 {0.389}	0.39
Military cargo/bomber	0.23 {0.104}	0.50
Jet transport	0.67 {0.287}	0.43

$L_f := \left(0.93\ \text{ft} \cdot \left(\frac{W_{guess}}{\text{lbf}}\right)^{0.39}\right) = 57.6973\ \text{ft}$

$W_{Eng} := 3700\ \text{lbf}$

$ENGINE := GE\_CF34\_10E$

$$W_{Bod} := 0.44 \cdot \left(W_{Empty} - W_{Eng}\right) = 9966.4324 \text{ lbf}$$

$$W_{Wing} := 0.34 \cdot \left(W_{Empty} - W_{Eng}\right) = 7701.3341 \text{ lbf}$$

$$W_{Tail} := 0.12 \cdot \left(W_{Empty} - W_{Eng}\right) = 2718.1179 \text{ lbf}$$

$$W_{LG} := 0.1 \cdot \left(W_{Empty} - W_{Eng}\right) = 2265.0983 \text{ lbf}$$

$$c_{nasa\_sc2} := 6 \text{ m} = 19.685 \text{ ft}$$

$$wing\_cg_{nasa\_sc2} := 0.40 \cdot c_{nasa\_sc2} = 7.874 \text{ ft}$$

$$ScaleFactor := \frac{W_0}{\left(W_{Bod} + W_{Wing} + W_{Tail} + W_{Eng} + W_{LG} + W_{fuel}\right)} = 1$$

$$X_{Crew\_Gun} := 10\ \% \cdot L_f = 5.7697 \text{ ft}$$

$$X_{Amm0} := 11\ \% \cdot L_f = 6.3467 \text{ ft}$$

$$X_{Bod} := 27\ \% \cdot L_f = 15.5783 \text{ ft}$$

$$X_{Wing} := 37\ \% \cdot L_f = 21.348 \text{ ft}$$

$$X_{Tail} := 80\ \% \cdot L_f = 46.1579 \text{ ft}$$

$$X_{Eng} := 52\ \% \cdot L_f = 30.0026 \text{ ft}$$

$$X_{Fuel} := 24\ \% \cdot L_f = 13.8474 \text{ ft}$$

$$X_{LG1} := 15\ \% \cdot L_f = 8.6546 \text{ ft}$$

$$X_{LG2} := 65\ \% \cdot L_f = 37.5033 \text{ ft}$$

$$x_{cg\_wo} := \frac{\left(W_{crew} + W_{gun}\right) \cdot \left(X_{Crew\_Gun}\right) + W_{ammo} \cdot \left(X_{Amm0}\right) + W_{Bod} \cdot \left(X_{Bod}\right) + W_{Wing} \cdot \left(X_{Wing}\right) + W_{Tail} \cdot \left(X_{Tail}\right) + W_{Eng} \cdot \left(X_{Eng}\right) + W_{fuel} \cdot \left(X_{Eng}\right) + \left(\frac{1}{3} \cdot W_{LG} \cdot \left(X_{LG1}\right)\right) + \left(\frac{2}{3} \cdot W_{LG} \cdot \left(X_{LG2}\right)\right)}{W_0 + W_{crew} + W_{gun} + W_{ammo}} = 7.2482 \text{ m}$$

$$x_{cg\_wo} = 23.7803 \text{ ft}$$

$$\frac{x_{cg\_wo}}{L_f} = 41.2156\ \%$$

$$MAC_1 = \bar{c}_1 = \frac{2}{3} c_{R_1} \frac{\left(1 + \lambda_1 + \lambda_1^2\right)}{\left(1 + \lambda_1\right)}, \quad MAC_2 = \bar{c}_2 = \frac{2}{3} c_{R_2} \frac{\left(1 + \lambda_2 + \lambda_2^2\right)}{\left(1 + \lambda_2\right)}$$

$$MAC = \bar{c} = \frac{\left(\bar{c}_1 \cdot S_1\right) + \left(\bar{c}_2 \cdot S_2\right)}{S}$$

$$b_1 := 22 \text{ ft} \quad b_2 := 22 \text{ ft}$$

$$b := b_1 + b_2 = 44 \text{ ft}$$

$$c_{T1} := 20 \text{ ft} \quad c_{T2} := 18 \text{ ft} \quad c_T := c_{T2}$$

$$c_{R1} := c_{T1} \quad c_{R2} := c_{R1} = 20 \text{ ft}$$

$$\lambda_1 := \frac{c_{T1}}{c_{R1}} = 1 \quad \lambda_2 := \frac{c_{T2}}{c_{R2}} = 0.9$$

$$\Lambda_{LE1} := 0 \text{ deg}$$

$$\Lambda_{LE2} := \operatorname{atan}\left(\frac{2 \text{ ft}}{16 \text{ ft}}\right) = 7.125 \text{ deg} \quad \lambda_{ht} := 1$$

$$S_1 := \frac{b_1}{2} \cdot c_{R1} \cdot \left(1 + \lambda_1\right) = 440 \text{ ft}^2$$

$$S_2 := \frac{b_2}{2} \cdot c_{R2} \cdot \left(1 + \lambda_2\right) = 418 \text{ ft}^2$$

$S := S_1 + S_2 = 858\ ft^2 \qquad S_{ref} = 778.3251\ ft^2$

$S > S_{ref} = 1$

$\lambda := \text{solve}\left(\frac{2 \cdot S}{b \cdot c_T} - \left(\frac{1}{\lambda} + 1\right), \lambda, 0.01, 1.0\right) = 0.8571$

$c_R := \frac{c_T}{\lambda} = 21\ ft$

$\Lambda_{LE} := \text{atan}\left(\frac{\tan\left(\Lambda_{LE1}\right) \cdot S_1 + \tan\left(\Lambda_{LE2}\right) \cdot S_2}{S}\right) = 3.4849\ deg$

$c_{bar} := \frac{2}{3} \cdot c_R \cdot \left(\frac{1 + \lambda + \lambda^2}{1 + \lambda}\right) = 19.5385\ ft$

$c_{bar.1} := \frac{2}{3} \cdot c_{R1} \cdot \left(\frac{1 + \lambda_1 + \lambda_1^2}{1 + \lambda_1}\right) = 20\ ft$

$c_{bar.2} := \frac{2}{3} \cdot c_{R2} \cdot \left(\frac{1 + \lambda_2 + \lambda_2^2}{1 + \lambda_2}\right) = 19.0175\ ft$

$c_{bar.0} := \frac{c_{bar.1} \cdot S_1 + c_{bar.2} \cdot S_2}{S} = 19.5214\ ft$

$y_{mac} := \frac{b}{6} \cdot \left(\frac{1 + 2 \cdot \lambda}{1 + \lambda}\right) = 10.7179\ ft$

$x_{mac} := y_{mac} \cdot \tan\left(\Lambda_{LE}\right) = 0.6527\ ft$

$l_H := 20\ ft$

$C_{RH} := 20\ ft$

$C_{TH} := C_{RH} = 20\ ft$

$S_H := \frac{0.3 \cdot S_{ref} \cdot \left(y_{mac}\right)}{l_H} = 125.1307\ ft^2$

$b_H := \frac{S_H}{l_H} = 6.2565\ ft$

$c_{bar\_ht} := \frac{2}{3} \cdot C_{RH} \cdot \left(\frac{1 + \lambda_{ht} + \lambda_{ht}^2}{1 + \lambda_{ht}}\right) = 20\ ft$

$y_{mac\_ht} := \frac{b_H}{6} \cdot \left(\frac{1 + 2 \cdot \lambda_{ht}}{1 + \lambda_{ht}}\right) = 1.5641\ ft$

$x_{mac\_ht} := y_{mac} \cdot \tan\left(\Lambda_{LE}\right) = 0.6527\ ft$

$V_H := \frac{S_H \cdot l_H}{S_{ref} \cdot \left(\frac{c_{T1} + c_{T2}}{2}\right)} = 0.1692$

$x_{ac} := x_{mac} + .25 \cdot c_{bar} = 5.5373\ ft$

$$\frac{x\_ac}{L_f} = 44.5972\ \%\qquad \frac{x_{cg\_wo}}{L_f} = 41.2156\ \%$$

$$x_{cg\_wo} - x\_ac = -1.9511\ \text{ft}$$

$$static\_margen_{withAmmo} := \left|\frac{x_{cg\_wo} - x\_ac}{c_{bar}}\right| = 9.9859\ \%$$

$$x\_cg_{noammo} := \frac{\left(W_{crew} + W_{gun}\right)\cdot\left(X_{Crew\_Gun}\right) + W_{Bod}\cdot\left(X_{Bod}\right) + W_{Wing}\cdot\left(X_{Wing}\right) + W_{Tail}\cdot\left(X_{Tail}\right) + W_{Eng}\cdot\left(X_{Eng}\right) + W_{fuel}\cdot\left(X_{Fuel}\right) + \left(\frac{1}{3}\cdot W_{LG}\cdot\left(X_{LG1}\right)\right) + \left(\frac{2}{3}\cdot W_{LG}\cdot\left(X_{LG2}\right)\right)}{W_0 + W_{crew} + W_{gun}} = 19.5223\ \text{ft}$$

$$x\_cg_{noammo} - x\_ac = -6.2091\ \text{ft}$$

$$static\_margen_{withOutAmmo} := \left|\frac{x\_cg_{noammo} - x\_ac}{c_{bar}}\right| = 31.7788\ \%$$

$$x\_cg_{NoAmo\_NoFuel} := \frac{\left(W_{crew} + W_{gun}\right)\cdot\left(X_{Crew\_Gun}\right) + W_{Bod}\cdot\left(X_{Bod}\right) + W_{Wing}\cdot\left(X_{Wing}\right) + W_{Tail}\cdot\left(X_{Tail}\right) + W_{Eng}\cdot\left(X_{Eng}\right) + \left(\frac{1}{3}\cdot W_{LG}\cdot\left(X_{LG1}\right)\right) + \left(\frac{2}{3}\cdot W_{LG}\cdot\left(X_{LG2}\right)\right)}{W_0 + W_{crew} + W_{gun} - W_{fuel}} = 22.1359\ \text{ft}$$

$$x\_cg_{NoAmo\_NoFuel} - x\_ac = -3.5955\ \text{ft}$$

$$static\_margen_{withOutAmmoNoFuel} := \left|\frac{x\_cg_{NoAmo\_NoFuel} - x\_ac}{c_{bar}}\right| = 18.4023\ \%$$