

# B757 manual

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**Why is the 757 overpowered?** 1 Unmatched power for its size Rolls-Royce engines provided 37,400 pounds (166 kN) of thrust per engine at full throttle, an uncommon level of power for the slender 757 design. Pratt & Whitney PW2037 engines provided 38,200 pounds (170 kN) of thrust each.

**Why do pilots love the 757?** Pilots praise the Boeing 757 for its sports car-like flying experience, especially its neutral handling and abilities in crosswinds. The vintage Boeing 757 is still valued by pilots for its cozy two-crew cockpit and ergonomic layout, despite its aging design.

**Is B757 still flying?** Flight tracking focus Whilst its still possible to fly on the B757, particularly in the US it's also common to see the aircraft utilised in cargo operations with the likes of FedEx, UPS Airlines and DHL. The B757 also till operates transatlantic routes with United, Icelandair and Delta.

**Why did the 757 fail?** There was a lack of customer interest at the time for the 757, especially a further stretch. Additionally, there was the belief that those who required the 757 capabilities had already ordered the aircraft and were operating it.

**Why does the 757 look so weird?** To accommodate the same flight deck design as the 767, the 757 has a more rounded nose section than previous narrow-body aircraft. The resulting space has unobstructed panel visibility and room for an observer seat.

**Why can't the 757 dump fuel?** A Boeing 757 has no fuel-dump capability as its maximum landing weight is similar to the maximum take-off weight.

**Why does 757 have bad wake turbulence?** Aircraft with smaller wingspans generate more intense wake vortices than aircraft with equivalent weights and longer wingspans. The Boeing 757, for example, has a relatively short wing and large power plant for the weight of the aircraft.

**What is the lifespan of a 757?** Delta said in September that the average age of its 757-200 planes was 26.1 years and that of its 757-300 planes was 20.6 years. Civil airplanes typically have an economic life of 20 to 25 years but are built to be flown longer up to certain limits.

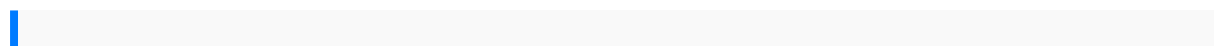
**Why 737 over 757?** The 757 is an airplane that couldn't ever quite fit in. It's overpowered and uneconomical to operate, except on medium-haul, medium-density routes. Such routes can now be better serviced by later variants of 737 and 320s, and moreover, it was easier to fill seats on these jets.

**What is the most overpowered Boeing jet?** Ham-fisted analogies between boxers and civil airliners aside, the 757 was a rare bird in the airliner space because it was overpowered for its size.

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**Can a 757 fly upside down?** Large aircraft are not really capable of sustained inverted flight for a number of reasons: aerodynamics, fuel ports are on the bottom of fuel tanks, engines are not designed to be upside down, etc.

**Why does Delta use so many 757?** Delta's Affection for the Boeing 757 While reliability has been high, it's been a faithful servant for the airline across the many highs and lows of the industry. When introducing the 757, the realisation was that the aircraft was substantially better off in terms of fuel efficiency over the previous 727.



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