# U.S. SUPERSONIC COMMERCIAL AIRCRAFT

Assessing NASA's High Speed Research Program

NATIONAL RESEARCH COUNCIL

# <u>Us Supersonic Commercial Aircraft Assessing Nasas</u> <u>High Speed Research Program</u>

Jianjun Gao

# Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program:

U.S. Supersonic Commercial Aircraft National Research Council, Division on Engineering and Physical Sciences, Commission on Engineering and Technical Systems, Aeronautics and Space Engineering Board, Committee on High Speed Research, 1997-08-25 The National Aeronautics and Space Administration NASA is currently developing advanced technologies to form the foundation for the next breakthrough in civil aviation an economically viable environmentally acceptable supersonic transport NASA's High Speed Research Program works in conjunction with industry to identify and address critical technological challenges to initiating commercial development of a practical supersonic transport The key technical areas investigated are engine emissions fuel efficiency service life and weight community noise aircraft range and payload and weight and service life of airframe structures Areas of particular interest include the ability of technologies under development to meet program goals related to noise emissions service life weight range and payload This book examines aircraft design requirements assesses the program s planning and progress and recommends changes that will help the program achieve its overall objectives The Atmospheric Effects of Stratospheric Aircraft Project National Research Council, Division on Earth and Life Studies, Commission on Geosciences, Environment and Resources, Panel on Atmospheric Effects of Aviation, 1998-08-21 Scientists and policy makers alike are concerned that operation of a fleet of high speed civil transport HSCT aircraft could significantly affect the global atmosphere HSCT emissions may have a direct effect on the chemistry of the atmosphere leading to changes in the distribution of ozone they may also have indirect effects on ozone and on global climate through coupling with radiative and dynamical processes in the atmosphere An assessment of the atmospheric impact of a fleet of HSCTs thus requires not only an understanding of the chemistry of the natural stratosphere and its possible perturbations by HSCT emissions but also an understanding of the pathways for transport of HSCT emissions within the atmosphere and the resulting temporal and spatial distribution of HSCT emissions The results of NASA s Atmospheric Effects of Stratospheric Aircraft AESA project were summarized in a 1995 NASA assessment The present report looks at that summary and at more recent work to evaluate the state of the science AESA has made good progress in the past few years Satellite and aircraft observations have elucidated important aspects of large scale transport processes Field campaigns have provided a much better picture of the relative importance below 20 km altitude of the major catalytic cycles for ozone destruction Careful intercomparisons of assessment models have led to reduction of some of the differences among the models However a number of uncertainties and inconsistencies still remain Recapturing NASA's Aeronautics Flight Research Capabilities National Research Council, Division on Engineering and Physical Sciences, Aeronautics and Space Engineering Board, Committee to Assess NASA's Aeronautics Flight Research Capabilities, 2012-07-27 In the five decades since NASA was created the agency has sustained its legacy from the National Advisory Committee on Aeronautics NACA in playing a major role in U S aeronautics research and has contributed substantially to United States preeminence in civil and

military aviation This preeminence has contributed significantly to the overall economy and balance of trade of the United States through the sales of aircraft throughout the world NASA's contributions have included advanced flight control systems de icing devices thrust vectoring systems wing fuselage drag reduction configurations aircraft noise reduction advanced transonic airfoil and winglet designs and flight systems Each of these contributions was successfully demonstrated through NASA flight research programs Equally important the aircraft industry would not have adopted these and similar advances without NASA flight demonstration on full scale aircraft flying in an environment identical to that which the aircraft are to operate in other words flight research Flight research is a tool not a conclusion It often informs simulation and modeling and wind tunnel testing Aeronautics research does not follow a linear path from simulation to wind tunnels to flying an aircraft The loss of flight research capabilities at NASA has therefore hindered the agency s ability to make progress throughout its aeronautics program by removing a primary tool for research Recapturing NASA's Aeronautics Flight Research Capabilities discusses the motivation for NASA to pursue flight research addressing the aspects of the committee s task such as identifying the challenges where research program success can be achieved most effectively through flight research The report contains three case studies chosen to illustrate the state of NASA ARMD These include the ERA program and the Fundamental Research Program s hypersonics and supersonics projects Following these case studies the report describes issues with the NASA ARMD organization and management and offers solutions In addition the chapter discusses current impediments to progress including demonstrating relevancy to stakeholders leadership and the lack of focus relative to available resources Recapturing NASA's Aeronautics Flight Research Capabilities concludes that the type and sophistication of flight research currently being conducted by NASA today is relatively low and that the agency s overall progress in aeronautics is severely constrained by its inability to actually advance its research projects to the flight research stage a step that is vital to bridging the confidence gap NASA has spent much effort protecting existing research projects conducted at low levels but it has not been able to pursue most of these projects to the point where they actually produce anything useful Without the ability to actually take flight NASA's aeronautics research cannot progress cannot make new discoveries and cannot contribute to U S aerospace preeminence EBOOK: Introduction to Flight John Anderson, 2009-12-16 Noted for its highly readable style the new edition of this bestseller provides an updated overview of aeronautical and aerospace engineering Introduction to Flight blends history and biography with discussion of engineering concepts and shows the development of flight through this perspective Anderson covers new developments in flight including unmanned aerial vehicles uninhabited combat aerial vehicles and applications of CFD in aircraft design Many new and revised problems have been added in this edition Chapter learning features help readers follow the text discussion while highlighting key engineering and industry applications For Greener Skies National Research Council, Division on Engineering and Physical Sciences, Aeronautics and Space Engineering Board, Committee on Aeronautics Research and Technology for Environmental

Compatibility, 2002-04-24 Each new generation of commercial aircraft produces less noise and fewer emissions per passenger kilometer or ton kilometer of cargo than the previous generation However the demand for air transportation services grows so guickly that total aircraft noise and emissions continue to increase Meanwhile federal state and local noise and air guality standards in the United States and overseas have become more stringent It is becoming more difficult to reconcile public demand for inexpensive easily accessible air transportation services with concurrent desires to reduce noise improve local air quality and protect the global environment against climate change and depletion of stratospheric ozone This situation calls for federal leadership and strong action from industry and government U S government industry and universities conduct research and develop technology that could help reduce aircraft noise and emissions but only if the results are used to improve operational systems or standards For example the now terminated Advanced Subsonic Technology Program of the National Aeronautics and Space Administration NASA generally brought new technology only to the point where a system subsystem model or prototype was demonstrated or could be validated in a relevant environment Completing the maturation process by fielding affordable proven commercially available systems for installation on new or modified aircraft was left to industry and generally took place only if industry had an economic or regulatory incentive to make the necessary investment In response to this situation the Federal Aviation Administration NASA and the Environmental Protection Agency asked the Aeronautics and Space Engineering Board of the National Research Council to recommend research strategies and approaches that would further efforts to mitigate the environmental effects i e noise and emissions of aviation The statement of task required the Committee on Aeronautics Research and Technology for Environmental Compatibility to assess whether existing research policies and programs are likely to foster the technological improvements needed to ensure that environmental constraints do not become a significant barrier to growth of the aviation sector **Aeronautics and Space Report of the President** United States. President,1995 Ageing of Composites Rod Martin, 2008-08-29 Ageing of composites is a highly topical subject given the increasing use of composites in structural applications in many industries Ageing of composites addresses many of the uncertainties about the long term performance of composites and how they age under conditions encountered in service The first part of the book reviews processes and modelling of composite ageing including physical and chemical ageing of polymeric composites ageing of glass ceramic matrix composites chemical ageing mechanisms stress corrosion cracking thermo oxidative ageing spectroscopy of ageing composites modelling physical and accelerated ageing and ageing of silicon carbide composites Part two examines ageing of composites in transport applications including aircraft vehicles and ships Part three reviews ageing of composites in non transport applications such as implants in medical devices oil and gas refining construction chemical processing and underwater applications With its distinguished editor and international team of contributors Ageing of composites is a valuable reference guide for composite manufacturers and developers It also serves as a source of information for material scientists designers and engineers in

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Decoding **Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program**: Revealing the Captivating Potential of Verbal Expression

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# Table of Contents Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program

- 1. Understanding the eBook Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - The Rise of Digital Reading Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Advantages of eBooks Over Traditional Books
- 2. Identifying Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Exploring Different Genres
  - Considering Fiction vs. Non-Fiction
  - Determining Your Reading Goals
- 3. Choosing the Right eBook Platform
  - Popular eBook Platforms
  - Features to Look for in an Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - User-Friendly Interface
- 4. Exploring eBook Recommendations from Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research

# Program

- Personalized Recommendations
- Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program User Reviews and Ratings
- Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program and Bestseller Lists
- 5. Accessing Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program Free and Paid eBooks
  - Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program Public Domain eBooks
  - Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program eBook Subscription Services
  - Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program Budget-Friendly Options
- 6. Navigating Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program eBook Formats
  - o ePub, PDF, MOBI, and More
  - Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program Compatibility with Devices
  - Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program Enhanced eBook Features
- 7. Enhancing Your Reading Experience
  - Adjustable Fonts and Text Sizes of Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Highlighting and Note-Taking Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Interactive Elements Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
- 8. Staying Engaged with Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Joining Online Reading Communities
  - Participating in Virtual Book Clubs
  - Following Authors and Publishers Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
- 9. Balancing eBooks and Physical Books Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Benefits of a Digital Library
  - Creating a Diverse Reading Collection Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
- 10. Overcoming Reading Challenges
  - Dealing with Digital Eye Strain

- Minimizing Distractions
- Managing Screen Time
- 11. Cultivating a Reading Routine Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Setting Reading Goals Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Fact-Checking eBook Content of Us Supersonic Commercial Aircraft Assessing Nasas High Speed Research Program
  - Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
  - Utilizing eBooks for Skill Development
  - Exploring Educational eBooks
- 14. Embracing eBook Trends
  - Integration of Multimedia Elements
  - Interactive and Gamified eBooks

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