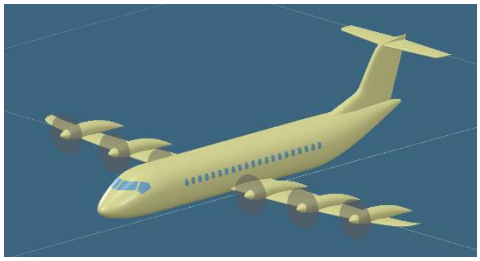
INTRODUCING SOME OF THE FLYZERO SCOUT AIRCRAFT

Scout A

Nickname: Mickey	
Passengers/ Payload	70 1-class
Cabin Config	Single Aisle (2-2)
Range @ Max Pax (nm)	500
Cruise Speed (M)	0.45
Cruise Altitude (FL)	240
MTOW (kg)	28,500
Wingspan (m)	29.2

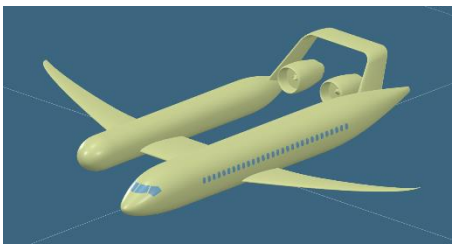


Description

Mickey is a battery-electric aircraft with 6 nacelles distributed along the wing, each containing the electric motors and associated battery. For this scout, it has been forecast that battery capability energy will roughly double between now and 2030, from around 250whkg^{-1} to 500whkg^{-1}. It is assumed the distributed props will be a smaller diameter than a twin, and therefore a low wing, which integrates better with the fuselage, is feasible. Batteries are heavy, even with the proposed increase in battery capability. At 500nm range the battery mass is over 7.5 tonnes, roughly ¼ of the MTOW, and this range is a real limitation under IFR reserve conditions.

Scout B

Nickname: Calvin	
Passengers/ Payload	160 2-class
Cabin Config	Dual Fuse SA (3-3)
Range @ Max Pax (nm)	1200
Cruise Speed (M)	0.78
Cruise Altitude (FL)	390
MTOW (kg)	65,283
Wingspan (m)	39.1



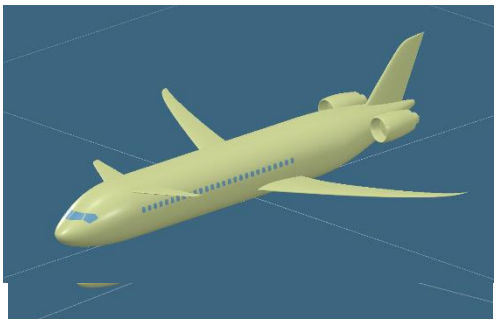
Description

Utilizing gaseous hydrogen requires much larger tanks than liquid hydrogen and this scout incorporates an additional fuselage large enough to accommodate them. A dual fuselage

has a drag penalty but however the biggest challenge is the weight of the tank required to maintain the pressure for the gas.

Scout C

Nickname: Maggie	
Passengers/ Payload	160 2-class
Cabin Config	Twin Aisle (2-4-2)
Range @ Max Pax (nm)	3400
Cruise Speed (M)	0.78
Cruise Altitude (FL)	390
MTOW (kg)	68,870
Wingspan (m)	43.3



Description

In this scout, liquid hydrogen tanks are located in the far aft fuselage which presents some difficulty in trimming the aircraft however this is addressed by a canard that improves the trim capability and by having a widebody fuselage that shortens both the cabin and the fuel tanks.