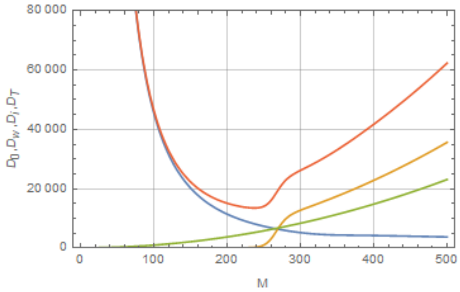

Figure 8: The contributions of parasitic, the wave drag and the induced drag as well as the total drag.

models for different parts of the envelope has been combined into continuous functions that can be used for flight simulation. One conclusion is that supersonic induced drag can be substantial and needs to be considered in conceptual design. Even though the velocity is high, the induced drag coefficient goes up when leading edge suction is lost. In addition the neutral point is moved backwards increasing the need for trim that is further increasing the induced drag.

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