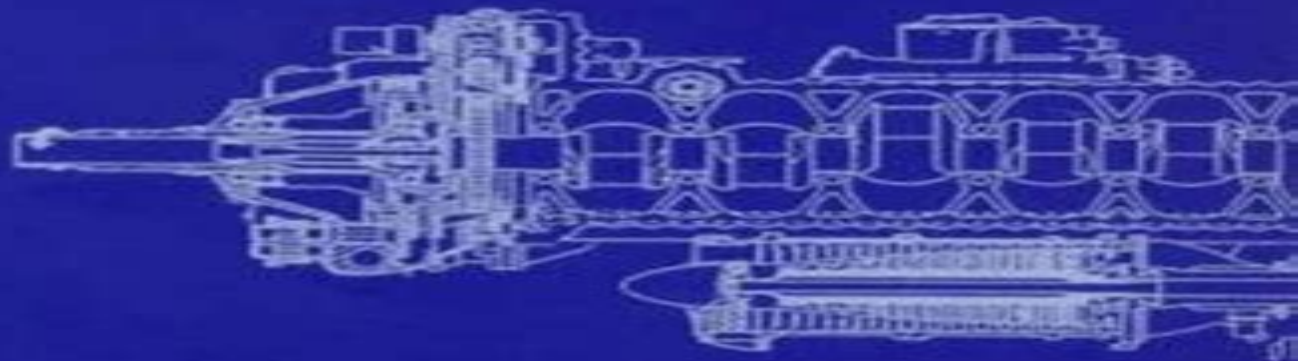


Optimizing the Super-turbocharged Aeroengine



Dr Julian R Panting



Optimization Of The Superturbocharged Aeroengine

JA Banks



Optimization Of The Superturbocharged Aeroengine:

Optimizing the Super-turbocharged Aeroengine Julian R. Panting, 1998-03-06 Turboprop or turbojet engines are the main means of providing motive power for flight Any improvements which can be made to these technologies in terms of power or fuel efficiency are significant and important developments After first setting the scene with a short account of aeroengine development the book goes on to show how a super turbocharged aeroengine can be significantly more efficient A detailed account of the studies into the new design philosophy is given and the numerical results of the computational model of this engine design model are analysed The unusual design of these piston engine units is theoretically modelled and their mechanical design is discussed in some detail CONTENTS Conventional jet engine performance Centrifugal supercharger Emissions Performance at altitude Axial piston engine Gas generator Turbine and high speed alternator design Optimisation techniques Numerical modelling and results Compound turbocharged engine **Aircraft Conceptual Design Synthesis** Denis Howe, 2000 Aircraft Conceptual Design Synthesis means design by fitness for purpose Design engineers can jump off from the point of given parameters and requirements required performance payloads and other factors This is the first book for the aeronautical designer devoted to guiding the reader through this highly effective conceptual design synthesis process This forms the procedure for the initial stage of the aircraft design process the interpretation of a requirement into the preliminary layout A logical design sequence is developed utilizing original modules to represent propulsion lift drag mass and performance Aircraft Conceptual Design Synthesis includes a disk of spreadsheets that provides core data Unlike existing approaches the design synthesis method can be applied to novel aircraft concepts CONTENTS INCLUDE The design process Aircraft configuration Flight regime and powerplant considerations Fuselage layout Configuration of the wing Basic lift drag and mass representations Performance estimation Parametric analysis and optimisation Analysis of concept design This is an important landmark book and in my view will become a standard by which others will be compared Dr E C P Ransom Kingston University UK ASME Technical Papers ,2000 *Aircraft Systems* Ian Moir, Allan Seabridge, 2001 An in depth study of the general systems of aircraft that provide vital utilities such as fuel supply hydraulics and air conditioning Recent advances in systems technology has meant that aircraft support and flight systems are increasingly controlled and monitored by electronics Aircraft Systems is a thoroughly revised expanded and updated edition of the 1992 work by the same authors 0 582 07223 9 This edition reflects the significant technological changes that have taken place over the last ten years Aircraft Systems will be of interest to those responsible for current aerospace research together with aircraft designers fuel specialists engine specialists and ground crew maintenance providers COMPLETE CONTENTS Flight control systems Engine control systems Fuel systems Hydraulic systems Electrical systems Pneumatic systems Environmental control systems Emergency systems Helicopter systems Advanced systems System design and development Avionics technology *Paper* ,2000 *The British National Bibliography* Arthur James Wells, 2000 **Control Optimization of Turboshaft**

Engines for a Turbo-electric Distributed Propulsion Aircraft Michael Angelo Ramunno, 2020 The emissions resulting from fossil fuel consumption across various industries has lead to detrimental effects on the planet s ecosystems The commercial aircraft industry is attempting to reduce their emissions with the use of more fuel efficient propulsive architectures The electrification of propulsive systems are considered to be a promising advancement for future aircraft The architecture under investigation in this study is a turboelectric distributed propulsion system for a regional aircraft that assumes weight drag and design improvements that as consistent with a system being deployed in 2035 This This system has the ability for hybridization via an onboard energy storage system comprising of a battery pack to further reduce the fuel consumption of this advanced architecture A quasi static model was developed with the primary objective of predicting the performance of the propulsion system over the course of a mission Empirical equations performance maps and experimental data was used to calibrate the subsystems of this model In order to expand the fuel reduction potential of the turboshaft engines a variable speed free power turbine and a variable area nozzle were added to the engines as additional controls to the engine s primary throttle The optimal control strategy of the turbine s speed and nozzle throat area that minimized the mission fuel consumption was determined and the associated fuel savings have concluded The results of this study were compared to the same system where the two parameters were held constant at their design values This analysis was completed for the hybrid and non hybrid system to determine the optimal control strategy of the engine with and without a secondary source of power and to determine the variation of the control if a secondary source is present It was concluded that the optimal engine control strategy can obtain a maximum savings of 1 55% over the same system neglecting the two additional controls

Optimization Methods Applied to the preliminary design of innovative non conventional aircraft configurations Emanuele Rizzo, 2009 Methodology for Commercial Engine/aircraft Optimization J.-M. Jacquet, 1993 **A**

Technique for Integrating Engine Cycle and Aircraft Configuration Optimization National Aeronautics and Space Adm Nasa, 2018-11-02 A method for conceptual aircraft design that incorporates the optimization of major engine design variables for a variety of cycle types was developed The methodology should improve the lengthy screening process currently involved in selecting an appropriate engine cycle for a given application or mission The new capability will allow environmental concerns such as airport noise and emissions to be addressed early in the design process The ability to rapidly perform optimization and parametric variations using both engine cycle and aircraft design variables and to see the impact on the aircraft should provide insight and guidance for more detailed studies A brief description of the aircraft performance and mission analysis program and the engine cycle analysis program that were used is given A new method of predicting propulsion system weight and dimensions using thermodynamic cycle data preliminary design and semi empirical techniques is introduced Propulsion system performance and weights data generated by the program are compared with industry data and data generated using well established codes The ability of the optimization techniques to locate an optimum is

demonstrated and some of the problems that had to be solved to accomplish this are illustrated Results from the application of the program to the analysis of three supersonic transport concepts installed with mixed flow turbofans are presented The results from the application to a Mach 2.4 5000 n mi transport indicate that the optimum bypass ratio is near 0.45 with less than 1 percent variation in minimum gross weight for bypass ratios ranging from 0.3 to 0.6 In the final application of the program a low sonic boom fix a takeoff gross weight concept that would fly at Mach 2.0 overwater and at Mach 1.6 overland is compared with a baseline concept of the same takeoff gross weight that would fly Mach 2.4 overwater and subsonically overland The results indicate that for the design mission th

Cascade Optimization for Aircraft Engines With Regression and Neural Network Analysis - Approximators, 2000 *Analysis and Optimization of a Novel Aero-engine Concept* D. Lucisano, 2007 **A Technique for Integrating Engine Cycle and Aircraft Configuration Optimization**, 1994 **Cascade Optimization for Aircraft Engines with Regression and Neural Network Analysis -**

Approximators National Aeronautics and Space Adm Nasa, 2018-09-27 The NASA Engine Performance Program NEPP can configure and analyze almost any type of gas turbine engine that can be generated through the interconnection of a set of standard physical components In addition the code can optimize engine performance by changing adjustable variables under a set of constraints However for engine cycle problems at certain operating points the NEPP code can encounter difficulties nonconvergence in the currently implemented Powell's optimization algorithm and deficiencies in the Newton Raphson solver during engine balancing A project was undertaken to correct these deficiencies Nonconvergence was avoided through a cascade optimization strategy and deficiencies associated with engine balancing were eliminated through neural network and linear regression methods An approximation interspersed cascade strategy was used to optimize the engine's operation over its flight envelope Replacement of Powell's algorithm by the cascade strategy improved the optimization segment of the NEPP code The performance of the linear regression and neural network methods as alternative engine analyzers was found to be satisfactory This report considers two examples a supersonic mixed flow turbofan engine and a subsonic waverotor topped engine to illustrate the results and it discusses insights gained from the improved version of the NEPP code Patnaik Surya N and Gupta James D and Hopkins Dale A and Lavelle Thomas M Glenn Research Center NASA TM 2000 209177 E 11686 NAS 1 15 209177 [Adaptive Optimization of Aircraft Engine Performance Using Neural Networks](#), 1995

Turbo/supercharger Compressors and Turbines for Aircraft Propulsion in WWII Karl Kollmann, Calum E. Douglas, S. Can Gülen, 2021 This book is a unique blend of history technology review theoretical fundamentals and design guide The subject matter is primarily piston aeroengine superchargers developed in Germany during World War Two WWII which are centrifugal compressors driven either by the main engine crankshaft or by an exhaust gas turbine The core of the book is an unpublished manuscript by Karl Kollmann who was a chief engineer in Daimler Benz before and during the war Dr Kollmann's manuscript was discovered by Calum Douglas during his extensive research for his earlier book on piston

aeroengine development in WWII It contains a wealth of information on aerothermodynamic and mechanical design of centrifugal compressors in the form of formulae charts pictures and rules of thumb which even 75 years later constitute a valuable resource for engineering professionals and students In addition to the translation of the original manuscript from German the authors have completely overhauled the chapters on the aerothermodynamics of centrifugal compressors so that the idiosyncratic coverage characteristic of German scientific literature at that time is familiar to a modern reader Furthermore the authors added chapters on exhaust gas turbines for turbo superchargers piston aeroengines utilizing them and turbojet gas turbines Drawing upon previously unpublished material from the archived German documents those chapters provide a concise but technically precise and informative look into those technologies where great strides were made in Germany during the war In summary the coverage is intended to be useful not only to history buffs with a technical bent but also to the practicing engineers and engineering students to help with their day to day activities in this particular field of turbomachinery

A System Approach to Aircraft Optimization ,1991 *Turbo Charger Optimization* ,2009

A Specific Speed Analysis of Turbo-supercharges for Aircraft ... Arthur Wilfred McClure,1942 *Some Practical Applications of Performance Optimization Techniques to High-performance Aircraft* S. K. Landgraf,1964

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