Motori Aeronautici

Effect of Tilt of the Propeller Axis on the Longitudinal-stability Characteristics of Single-engine Airplanes Harry J. Goett 1944 A comparison of the experimental results with those computed by use of existing theory is included. It is shown that the results can be predicted with an accuracy acceptable for preliminary design purposes, particularly at the higher powers where the effects are of significant magnitude.
Ramjet Engines Mikhail Makarovich Bondarĭuk 1969
Joint US/Russia TU-144 Engine Ground Tests Waldo A. Acosta 1997 Two engine research experiments were recently completed in Moscow, Russia using an engine from the Tu-144 supersonic transport airplane. This was a joint project between the United States and Russia. Personnel from the NASA Lewis Research Center, General Electric Aircraft Engines, Pratt & Whitney, the Tupolev Design Bureau, and IBP Aircraft LTD worked together as a team to overcome the many technical and cultural challenges. The objective was to obtain large scale inlet data that could be used in the development of a supersonic inlet system for a future High Speed Civil Transport (HSCT). The first experiment studied the impact of typical inlet structures that have trailing edges in close proximity to the inlet/engine interface plane on the flow characteristics at that plane. The inlet structure simulated the subsonic diffuser of a supersonic inlet using a bifurcated splitter design. The centerbody maximum diameter was designed to permit choking and slightly supercritical operation. The second experiment measured the reflective characteristics of the engine face to incoming perturbations of pressure amplitude. The basic test rig from the first experiment was used with a longer spacer equipped with fast actuated doors. All the objectives set forth at the beginning of the project were met.
High-altitude Flight Cooling Investigation of a Radial Air-cooled Engine Eugene J. Manganiello 1946 An investigation of the cooling of an 18-cylinder, twin-row, radial, air-cooled engine in a high-performance pursuit airplane has been conducted for variable engine and flight conditions at altitudes ranging from 5000 to 35,000 feet in order to provide a basis for predicting high-altitude cooling perfomance from sealevel or low-altitude test results.
Comparison of Relative Sensitivities of the Knock Limits of Two Fuels to Six Engine Variables Harvey A. Cook 1946 A sensitive fuel and a relatively insensitive fuel were knock-tested in a full-scale air-cooled cylinder. Sensitivity was indicated by a different degrees of knock-limited response to changes in engine conditions. Six engine variables were investigated: (1) fuel-air ratio, (2) compression ratio, (3) inlet-air temperature, (4) spark advance, (5) exhaust pressure, and (6) cylinder temperature.
I Motori aeronautici in Italia dal 1939 al 1945, etc. [With a bibliography.] Antonio CAPETTI 1945
Pulse Reactor Lift-propulsion System Development Program Raymond Marshall Lockwood 1963 The Pulse Reactor Engine Program is aimed at developing efficient, high performance lift-propulsion systems that have no moving parts. The Pulse Reactor engine is unique in that it rejects foreign particles that are denser than air; therefore, it can operate in the interface between ground and air that is denied to other aircraft lift-propulsion systems. In particular, development has been concerned with the performance effects of (1) engine size, (2) new shapes, (3) forward flight and vertical flight performance, (4) engine controls and accessories, (5) pulse reactor materials, construction techniques and engine durability.
Airplane and Engine Responses to Abrupt Throttle Steps as Determined from Flight Tests of Eight Jet-propelled Airplanes Maurice D. White 1959
The Aerothermodynamics of Aircraft Gas Turbine Engines 1978

Acoustic Environments of the F-111A Aircraft During Ground Runup John N. Cole 1968 Sound pressure level measurements were made on an F-111A aircraft at 250-foot radial distance with three different engine power configurations at Wright-Patterson AFB, Ohio. In addition, sound level measurements were made at four maintenance positions where personnel would typically be located during normal ground operations. These data were used to compute the power spectra, directivity indices, equal sound pressure level contours, equal perceived noise level contours, and equal speech interference level contours. These results are presented in graphical form and can be used to determine the acoustic environments at distances from 125 to 6000 feet from the aircraft during ground operation. (Author).

NASA and General Aviation Jeffrey L. Ethell 1986

Relation of Preignition and Knock to Allowable Engine Temperatures Arnold E. Biermann 1943 The results are given of an investigation of some of the limitations that now prevent increases in the temperature level of engine cylinder heads, and a review of previous work in the field is included to supplement these results. Attention was given, in particular, to the effects of fuel knock and surface ignition on cylinder temperatures and the effects of cylinder temperatures on performance. Data were obtained from a Wright C9GC air-cooled cylinder and from a Lycoming O-1230 liquid-cooled cylinder.

Systems Engineering and Program Management David E. Stem 2006 Systems engineering and program management (SE/PM) constitute a large portion of the acquisition cost of military aircraft and guided weapons systems. The goal of this study was the development of a set of cost-estimating relationships that can be used to estimate the SE/PM cost element for development and production of aircraft and weapons programs. The authors canvassed government and industry personnel to learn about current techniques for estimating SE/PM costs, and they collected historical data from several aircraft and weapons programs to investigate trends in SE/PM costs over time and to generate methods that cost analysts can use early in the life cycle of a program when little cost information is available. The authors also investigated the effects on SE/PM costs from acquisition reform, including the reduction in the number of military specifications and standards, the use of integrated product and process teams, and the trend toward "evolutionary acquisition." This product is part of the RAND Corporation monograph series. RAND monographs present major research findings that address the challenges facing the public and private sectors. All RAND monographs undergo rigorous peer review to ensure high standards for research quality and objectivity. Book jacket.

Wind-tunnel Investigation of Icing of an Engine Cooling-fan Installation James P. Lewis 1947 An investigation was made of the icing characteristics and means of ice protection of a typical radial-engine cooling-fan installation. The investigation was made at various icing and performance conditions in the icing research tunnel of the NACA Cleveland laboratory.

General Aviation Light Aircraft Propulsion: From the 1940's to the Next Century Leo A. Burkardt 1998

Turbine Engine Hot Section Technology, 1987 1987

NASA DoD aerospace knowledge diffusion research project. Report number 41, The technical communication practices of U.S. aerospace engineers and scientists results of the phase 1 mail survey--propulsion and aircraft engine perspective 1996 The U.S. government technical report is a primary means by which the results of federally funded research and development (R & D) are transferred to the U.S. aerospace industry. However, little is known about this information product in terms of its actual use, importance, and value in the transfer of federally funded R & D. Little is also known about the intermediary-based system that is used to transfer the results of federally funded R & D to the U.S. aerospace industry. To help establish a body of knowledge, the U.S. government technical report is being investigated as part of the NASA/DoD Aerospace Knowledge Diffusion Research Project. In this report, we summarize the literature on technical reports, present a model that depicts the

transfer of federally funded aerospace R & D via the U.S. government technical report, and present the results of research that investigated aerospace knowledge diffusion 'vis-a-vis' the technical communication practices of U.S. aerospace engineers and scientists who were members of the American Institute of Aeronautics and Astronautics.

A Hybrid Neural Network-Genetic Algorithm Technique for Aircraft Engine Performance Diagnostics Takahisa Kobayashi 2001 In this paper, a model-based diagnostic method, which utilizes Neural Networks and Genetic Algorithms, is investigated. Neural networks are applied to estimate the engine internal health, and Genetic Algorithms are applied for sensor bias detection and estimation. This hybrid approach takes advantage of the nonlinear estimation capability provided by neural networks while improving the robustness to measurement uncertainty through the application of Genetic Algorithms. The hybrid diagnostic technique also has the ability to rank multiple potential solutions for a given set of anomalous sensor measurements in order to reduce false alarms and missed detections. The performance of the hybrid diagnostic technique is evaluated through some case studies derived from a turbofan engine simulation. The results show this approach is promising for reliable diagnostics of aircraft engines.

Powering the World's Airliners Reiner Decher 2020-02-28 From propellers to turbofans, this illustrated history of engines will be “of interest to modelers and aviation historians alike” (AMPS Indianapolis). The first efforts of man to fly were limited by his ability to generate sufficient power to lift a heavier-than-air machine off the ground. Propulsion and thrust have therefore been the most fundamental elements in the development of aircraft engines. From the simple propellers of the first airliners of the 1920s and 1930s, to the turboprops and turbojets of the modern era, the engines used in airliners have undergone dramatic development over a century of remarkable change. These advances are examined in detail by aeronautical engineer Reiner Decher, who provides a layman’s guide to the engines that have, and continue to, power the aircraft that carry millions of travelers across millions of miles each year. Decher also looks at the development of aero engines during the Second World War and how that conflict drove innovation and explains the nature of wing design, from the early twentieth century to the present. To enable an easy understanding of this intriguing subject, Powering the World’s Airliners is profusely illustrated, transporting readers back to the time of each major development and introducing them to the key individuals of the aero industry in each era. After reading this comprehensive yet engaging story of the machines that power the aircraft in which we fly, no journey will ever seem quite the same again.

F-35 Joint Strike Fighter (JSF) Program Ronald O'Rourke 2010-05 Contents: (1) Intro.: Alternate Engine Program; (2) Background: The F-35 In Brief; Three Versions; Alternate Engine Program; Program Origin and Milestones; Procurement Quantities; Program Mgmt.; Internat. Participation; Cost and Funding; Mfg. Locations; Proposed FY 2010 Budget; Proposed Termination of Alternate Engine; (3) Issues for Congress: Alternate Engine Program; Summary of Arguments; Admin. Perspective; Studies on F-35 Alternate Engine; Recent Developments; Development Status and Readiness for Production; Admin. Perspective; Affordability and Projected Fighter Shortfalls; Implications for Industrial Base; (4) Legislative Activity for FY 2010; Summary of Quantities and Funding; FY 2010 Defense Author. Bill. Illus.

Utilization of Ammonia as an Alternate Fuel in Army Aircraft Engines Nicholas C. Kailos 1966 An investigation was made to assess the feasibility of ammonia-fueled gas turbine engines in Army aircraft. In accordance with this objective, engine performance in the UH-1D helicopter and in the CV-7A fixed-wing aircraft was compared utilizing both hydrocarbon and anhydrous ammonia fuels. Aircraft fuel system requirements were investigated, and an elementary cost comparison was made for engine conversion kits and production engines. Engine maintenance was considered briefly. From this study, it is concluded that the use of ammonia as a gas turbine fuel results in considerably lower aircraft productivity than the productivity obtained from the use of hydrocarbon fuels.

Prophecy Fulfilled Michael H. Gorn 1994
NASA's Hypersonic Research Engine Project: A Review Earl H. Andrews 1994
Starting Something Big Robert V. Garvin 1998 Written by a former, long-time international manager of General Electric Company, this volume offers a history of the political and market forces affecting the engine industry, GE's role in the changes, and how GE converted itself from military to commercial markets, with conclusions drawn for potential investors in the industry. Annotation copyrighted by Book News, Inc., Portland, OR
The Wright Brothers' Engines and Their Design Leonard S. Hobbs 2022-07-31 DigiCat Publishing presents to you this special edition of "The Wright Brothers' Engines and Their Design" by Leonard S. Hobbs. DigiCat Publishing considers every written word to be a legacy of humankind. Every DigiCat book has been carefully reproduced for republishing in a new modern format. The books are available in print, as well as ebooks. DigiCat hopes you will treat this work with the acknowledgment and passion it deserves as a classic of world literature.
Nozioni sui Motori Aeronautici e gli Impianti di Bordo Renato Foschini 2023-01-01 Questo libro è stato compilato per servire da guida nella maniera più semplice e piana possibile agli Allievi piloti di 3° grado ed agli studenti degli Istituti Tecnici Aeronautici
Kalman Filtering With Inequality Constraints for Turbofan Engine Health Estimation 2003 Kalman filters are often used to estimate the state variables of a dynamic system. However, in the application of Kalman filters some known signal information is often either ignored or dealt with heuristically. For instance, state variable constraints (which may be based on physical considerations) are often neglected because they do not fit easily into the structure of the Kalman filter. This paper develops two analytic methods of incorporating state variable inequality constraints in the Kalman filter. The first method is a general technique of using hard constraints to enforce inequalities on the state variable estimates. The resultant filter is a combination of a standard Kalman filter and a quadratic programming problem. The second method uses soft constraints to estimate state variables that are known to vary slowly with time. (Soft constraints are constraints that are required to be approximately satis- fied rather than exactly satisfied.) The incorporation of state variable constraints increases the computational effort of the filter but significantly improves its estima- tion accuracy. The improvement is proven theoretically and shown via simulation results. The use of the algorithm is demonstrated on a linearized simulation of a turbofan engine to estimate health parameters. The turbofan engine model con- tains 16 state variables, 12 measurements, and 8 component health parameters. It is shown that the new algorithms provide improved performance in this example over unconstrained Kalman filtering.
Calculations of the Performance of a Compression-ignition Engine-compressor Turbine Combination J. C. Sanders 1945 Small high-speed single-cylinder compression-ignition engines were tested to determine their performance characteristics under high supercharging. Calculations were made on the energy available in the exhaust gas of the compression-ignition engines. The maximum power at any given maximum cylinder pressure was obtained when the compression pressure was equal to the maximum cylinder pressure. Constant-pressure combustion was found possible at an engine speed of 2200 rpm. Exhaust pressures and temperatures were determined from an analysis of indicator cards. The analysis showed that, at rich mixtures with the exhaust back pressure equal to the inlet-air pressure, there is excess energy available for driving a turbine over that required for supercharging. The presence of this excess energy indicates that a highly supercharged compression-ignition engine might be desirable as a compressor and combustion chamber for a turbine.
Preliminary Evaluation of a Turbine/rotary Combustion Compound Engine for a Subsonic Transport Kestutis C. Civinskas 1976
Aircraft Propulsion Systems Technology and Design Gordon C. Oates 1989
NASA Aviation Safety Program Aircraft Engine Health Management Data Mining Tools Roadmap 2000 Aircraft Engine Health Management

Data Mining Tools is a project led by NASA Glenn Research Center in support of the NASA Aviation Safety Program's Aviation System Monitoring and Modeling Thrust. The objective of the Glenn-led effort is to develop enhanced aircraft engine health management prognostic and diagnostic methods through the application of data mining technologies to operational data and maintenance records. This will lead to the improved safety of air transportation, optimized scheduling of engine maintenance, and optimization of engine usage. This paper presents a road map for achieving these goals.

Shock Wave Engine Design Helmut E. Weber 1994-12-13 Written by an author who has devoted the past twenty-five years ofhis life to studying and designing shock wave engines, this uniquebook offers comprehensive coverage of the theory and practice ofshock wave engine design. The only book treating the completepreliminary design of shock wave engines, it provides engineerswith practical step-by-step guidelines applicable to the design andconstruction of small, light- weight, low-powered industrialturbines as well as high performance jet aircraft engines. In his discussions of the advantages and disadvantages of shockwave versus other types of combustion engines, Dr. Weberdemonstrates how and why shock wave engines can be made to workmore efficiently than conventional gas turbines. Among otherthings, he shows quantitatively why combustion temperatures can besignificantly higher in shock wave engines than conventional gasturbines. He evaluates temperatures of moving parts in terms ofcombustion and engine inlet temperatures, and explores the effectof shock coalescence, expansion fan reflections and intersectionson port sizes and locations. And throughout, real and imaginedperformance problems are posed and proven solutions given for shockwave engines--alone and in conjunction with conventional gasturbines or reciprocating internal combustion engines. Designed to function as a practical guide, Shock Wave Engine Designoffers concise step-by-step design techniques in a readily usableformat. Engineers will find precise, detailed directions on suchessentials as how to size wave rotor blade lengths and heights andthe correct rotor diameter for a specified power, and materialselection for rotor and stator. And one entire chapter (Chapter 12)is devoted exclusively to a detailed example design for a 500 hpengine. An authoritative, highly practical guide to state-of-the-art shockwave engine design, this book is an important resource formechanical and aerospace engineers who design aircraft engines orvirtually any type of turbomachinery. Timely, authoritative, practical--an important resource forengineers who design aircraft engines or virtually any type ofturbomachinery Written by a pioneer in the field, this book offers a comprehensivecoverage of state-of-the-art shock wave engine design principlesand techniques. The only book treating the complete preliminarydesign of shock wave engines, this unique guide provides engineerswith: * Concise step-by-step guidelines applicable to the design andconstruction of small, lightweight, low-powered industrial turbinesas well as high-performance jet aircraft engines * In-depth treatments of pressure exchangers, wave engines, andwave engines compounded with reciprocating IC engines * A chapter-length example design for a 500 hp engine * A brief but thorough review of all essential thermodynamics andgas dynamics needed to develop flow equations and calculationmethods

Effect of Exhaust Pressure on the Performance of a 12-cylinder Liquid-cooled Engine Leland G. Desmon 1947 A dynamometer-stand investigation was conducted to determine the effect of exhaust pressure on the performance of a 12-cylinder liquid-cooled aircraft engine equipped with a conventional exhaust collector. The investigation covered a range of exhaust pressures from about 7 to approximately 62 inches of mercury absolute, engine speeds from 1600 to 3000 rpm, inlet-manifold pressures from 30 to 50 inches of mercury absolute and fuel-air ratios of 0.063, 0.069, 0.085, and 0.100.

Two-stage Supercharging Richard S. Buck 1941 The arrangement of the parts and the installation and control problems of two-stage mechanically driven superchargers for aircraft engines are discussed. Unless an entirely new form of supercharger is developed, there will be a definite need for a two-stage centrifugal supercharger. It is shown that the two-stage mechanically driven supercharger itself is a comparatively simple device; the

complications arise from the addition of intercoolers and controls.

Flight Investigation of the Cooling Characteristics of a Two-row Radial Engine Installation E. Barton Bell 1946 Flight tests have been conducted to determine the cooling characteristics of a two-row radial engine at altitude in a twin-engine airplane and to investigate the accuracy with which low-altitude cooling-correlation equations can be used for making cooling predictions at higher altitudes. The test engine was operated over a wide range of condtions in level flight at density altitudes of 5000 and 20,000 feet.

Strain-gage Study of Internally Cooled Exhaust Valves Having Various Throat Designs Arthur G. Holms 1946 Three internally cooled exhaust valves having the same external dimensions but different throat designs were investigated to determine a method of obtaining increased coolant-flow area without increasing stresses. The valves were statically loaded to simulate stresses in the throat region caused by valve closure. Tests showed that a constriction in the coolant-flow passage can be removed without increasing stresses. Such an increase in the coolant-flow area lowers the crown temperature.

HBCUs/OMUs Research Conference Agenda and Abstracts 2003

Motori Aeronautici Tedeschi Fonte Wikipedia 2013-09 Fonte: Wikipedia. Pagine: 44. Capitoli: BMW 801, Junkers Jumo 213, Daimler-Benz DB 605, Junkers Jumo 211, Junkers Jumo 222, Mercedes D.III, BMW 132, BMW 803, Daimler-Benz DB 601, Junkers Jumo 210, Argus As 014, Bramo 323 Fafnir, Daimler-Benz DB 606, Siemens-Halske Sh.III, BMW VI, BMW IIIa, Daimler-Benz DB 603, BMW 802, Argus As 10, Daimler-Benz DB 604, Daimler-Benz DB 600, Siemens-Halske Sh 14, Benz Bz.IV, Junkers Jumo 204, Junkers L5, BMW 139, Mercedes D.IV, Junkers L88, Benz Bz.III, Junkers Jumo 004, Junkers Jumo 206, Siemens-Halske Sh 22, Heinkel HeS 3, Junkers Jumo 212, Hirth HM 508, Argus As 411, Daimler-Benz DB 610, Mercedes D.IVa, Junkers Jumo 223, Junkers Jumo 205, Oberursel U.III, Junkers Fo 2, Argus As 410, Hirth HM 506, Hirth HM 60, BMW 134, BMW Hornet, BMW M2 B15, Walter HWK 109-509, Argus As 8, Hirth HM 504, Junkers L1, Argus As II, BMW 003, Maybach Mb.IV, BMW 106, Siemens-Halske Sh 4, BMW IV, Siemens-Halske Sh 5, Siemens-Halske Sh 12, BMW 116, BMW 114, Hirth HM 500, Siemens-Halske Sh 6, BMW 112, BMW 115, BMW 6012 L, BMW 117, BMW VIIa, Hirth HM 501, Porsche 005, Siemens-Halske Sh 7, BMW VIII, Siemens-Halske Sh 13, BMW X, Siemens-Halske Sh 11, BMW Xa, Argus As IV. Estratto: Il BMW 801 fu un motore aeronautico radiale costruito dalla BMW durante la Seconda guerra mondiale. Era raffreddato ad aria, i cilindri erano quattordici ed erano disposti su due stelle da sette cilindri ciascuna. L'alesaggio e la corsa erano entrambe di 156 mm e ne risultava una cilindrata di circa 41,8 litri (2,560 in). Il suo peso, completo delle parti che ne consentivano il montaggio sul velivolo, era di 1.250 kg (2,756 lb) e la sua lunghezza variava, a seconda delle versioni, da 1,27 (50 in) a 2 metri. La potenza erogata andava, sempre a seconda delle versioni, da un minimo di 1.600 hp (1.193 kW) ad un massimo di 2.000 hp (1.491 kW). Venne utilizzato su diversi velivoli tedeschi del secondo conflitto mondiale. La progettazione di questo motore inizio a partire...

The Knock-limited Performance of Fuel Blends Containing Aromatics Carl L. Meyer 1946 Results are reported of knock-limited tests of five aromatics, each individually blended with selected base fuels and tested with and without TEL, using 17.6, F-4, and F-3 small-scale engines. The five aromatics rated in the following order of decreasing antiknock effectiveness at fuel/air ratio 0.10: m-xylene, 1-isopropyl-4-methylbenzene, n-propylbenzene, isobutylbenzene, and n-butylbenzene.

Turbine Design and Application Arthur J. Glassman 1972

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