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CFD Study on Hydrogen Engine Mixture Formation and Combustion A-1 Engine Equipment Prepared Especially for Home Study NASA's Hypersonic Research Engine Project: A Review Ultraefficient engine diameter study An Airline Study of Advanced Technology Requirements for Advanced High Speed Commercial Transport Engines. 1: Engine Design Study Assessment Photographic Studies of Preignition Environment and Flame Initiation in Turbojet-engine Combustors Development of a Gas-Fed Pulse Detonation Research Engine Incitements to studies of Steam and the Steam Engine; or practical Facts relative thereto properly appropriated Scientific and Technical Aerospace Reports Study of Space Vehicle Engine Position Control Systems Trajectory Simulation Applicable to Stability and Control Studies of Large Multi-engine Vehicles The Design Study of Fluid Engine Power Systems A Study of Rapid Engine Response Systems for an Advanced High Subsonic, Long Range Commercial Aircraft Orbit Transfer Rocket Engine Technology Program Study of Noise-certification Standards for Aircraft Engines Monthly Catalog of United States Government Publications Technical Abstract Bulletin Replies to Questionnaires on Aircraft Engine Production Costs and Profits Study of Space Vehicle Engine Position Control Systems The Saturn V F-1 Engine Advanced Control for Airbreathing Engines, Volume 1 Hydrogen Aircraft Technology Exercises for the Applied Mechanics Laboratory Studies of Blast Furnace Phenomena ... Government Reports Announcements & Index Study of Noise-Certification Standards for Aircraft Engines. Volume 1. Noise-Control Technology for Turbofan Engines Energy Research Abstracts Blockage Study of a 1/16-scale B-1 Inlet Model in the 1-ft Transonic and Supersonic Tunnels of the Propulsion Wind Tunnel Facility Liquid Rocket Booster Study. Volume 2, Book 4, Appendices 6-8 Methanol Engine Conversion Feasibility Study Thinning Films and Tribological Interfaces Annual Report of the National Advisory Committee for Aeronautics The Energy Mix for Sustaining Our Future Feasibility Study of XE-1 Engine Mounted Nuclear Detector (EMND-1A). Parametric Study of STOL Short-haul Transport Engine Cycles and Operational Techniques to Minimize Community Noise Impact SAE Technical Paper Series A Heat Transfer Study of Air-cooled Engine Fins and Finned Cylinders Feasibility Study for a Sound Suppressor for the F-1 Rocket Engine An Engine Trade Study for a Supersonic STOVL Fighter-attack Aircraft, Volume 1 AIAA 90-2375 - AIAA 90-2403

This study, reported in three volume, had the purpose of considering the feasibility of establishing an FAA requirement for a manufacturer of aircraft engines to demonstrate compliance with an engine noise-level standard in order to obtain an engine noise type certificate. The objective of engine-noise type certification (if feasible on the basis of economic reasonableness, technological practicality, and appropriateness to the type design) would be to supplement the aircraft-noise type certification requirements in Part 36 of the Federal Aviation Regulations. The scope of the study was limited to aircraft turbofan engines. Volume 1 identifies sources of noise produced by aircraft turbofan engines, proposes a working definition of an engine's envelope within which an engine manufacturer may incorporate noise control design features, and evaluates applications of noise-control designs to 22 experimental and production versions of turbofan engines developed over a period from late 1950s to the mid 1970s and ranging in nominal take-off-rated thrust from 7.2 to 236 kN (1600 to 53 000 lb). A description is included of the general procedure for selecting appropriate noise-control designs applicable within the engine envelope for various sources of engine noise. In Task D.6 of the Advanced Engine Study, three primary subtasks were accomplished: (1) design of parametric data; (2) engine requirement variation

studies; and (3) vehicle study/engine study coordination. Parametric data were generated for vacuum thrusts ranging from 7500 lbf to 50,000 lbf, nozzle expansion ratios from 600 to 1200, and engine mixture ratios from 5:1 to 7:1. Failure Modes and Effects Analysis (FMEA) was used as a departure point for these parametric analyses. These data are intended to assist in definition and trade studies. In the Engine Requirements Variation Studies, the individual effects of increasing the throttling ratio from 10:1 to 20:1 and requiring the engine to operate at a maximum mixture ratio of 12:1 were determined. Off design engine balances were generated at these extreme conditions and individual component operating requirements analyzed in detail. Potential problems were identified and possible solutions generated. In the Vehicle Study/Engine Study coordination subtask, vehicle contractor support was provided as needed, addressing a variety of issues uncovered during vehicle trade studies. This support was primarily provided during Technical Interchange Meetings (TIM) in which Space Exploration Initiative (SEI) studies were addressed. Erickson, C. M. Unspecified Center... This collection of fully peer-reviewed papers were presented at the 26th Leeds-Lyon Tribology Symposium which was held in Leeds, UK, 14-17 September, 1999. The Leeds-Lyon Symposia on Tribology were launched in 1974, and the large number of references to original work published in the Proceedings over many years confirms the quality of the published papers. It also indicates that the volumes have served their purpose and become a recognised feature of the tribological literature. This year's title is 'Thinning Films and Tribological Interfaces', and the papers cover practical applications of tribological solutions in a wide range of situations. The evolution of a full peer review process has been evident for a number of years. An important feature of the Leeds-Lyon Symposia is the presentation of current research findings. This remains an essential feature of the meetings, but for the 26th Symposium authors were invited to submit their papers for review a few weeks in advance of the Symposium. This provided an opportunity to discuss recommendations for modifications with the authors. Online version: Technical papers portion of the SAE Digital Library references thousands of SAE Technical Papers covering the latest advances and research in all areas of mobility engineering including ground vehicle, aerospace, off-highway, and manufacturing technology. Sample coverage includes fuels and lubricants, emissions, electronics, brakes, restraint systems, noise, engines, materials, lighting, and more. Your SAE service includes detailed summaries, complete documents in PDF, plus document storage and maintenance Includes the Committee's Reports no. 1-1058, reprinted in v. 1-37. Liquid hydrogen is shown to be the ideal fuel for civil transport aircraft, as well as for many types of military aircraft. Hydrogen Aircraft Technology discusses the potential of hydrogen for subsonic, supersonic, and hypersonic applications. Designs with sample configurations of aircraft for all three speed categories are presented, in addition to performance comparisons to equivalent designs for aircraft using conventional kerosine-type fuel and configurations for aircraft using liquid methane fuel. Other topics discussed include conceptual designs of the principal elements of fuel containment systems required for cryogenic fuels, operational elements (e.g., pumps, valves, pressure regulators, heat exchangers, lines and fittings), modifications for turbine engines to maximize the benefit of hydrogen, safety aspects compared to kerosine and methane fueled designs, equipment and facility designs for servicing hydrogen-fueled aircraft, production methods for liquid hydrogen, and the environmental advantages for using liquid hydrogen. The book also presents a plan for conducting the necessary development of technology and introducing hydrogen fuel into the worldwide civil air transport industry. Hydrogen Aircraft Technology will provide fascinating reading for anyone interested in aircraft and hydrogen fuel designs. This book gathers the proceedings of the Energy and Sustainability 2018 Symposium (EAS 2018) held in Windsor, Canada in June 2018. It brings together the state-of-the-art on specific aspects of the current energy status, and covers a wide range

of energy and engineering systems, from internal combustion engines to electric vehicles, from the atmosphere, solar and wind, to underground geothermal and underwater turbines and energy storage. The book demonstrates how conventional internal combustion engines have advanced dramatically in terms of both performance and emissions over the past century. It also studies how life-supporting elements, such as water and greenhouses, must be prioritized and protected to ensure a sustainable future. The book offers a valuable source of information for future leaders, engineers, environmentalists, social forerunners, and decision-makers alike. It also provides a reference guide for both undergraduate and graduate students in engineering, the natural and social sciences, business and economics. Tests were conducted in the 1-ft Aerodynamic Wind Tunnels (1T and 1S) of the Propulsion Wind Tunnel Facility to obtain estimates of the performance available for the full-scale B-1 inlet/engine tests in the 16-ft Propulsion Wind Tunnels (16T and 16S). Data were obtained with two nacelle configurations and four wing configurations. The maximum test section blockage was 17 percent. Data were obtained at Mach numbers from 0.55 to 1.30 and from 1.71 to 2.30. The tunnel performance for each configuration was evaluated relative to the others and with regard to the capabilities of the 16-ft tunnels. The results of these tests indicate that the available tunnel performance is significantly compromised with the nacelle configuration which has been selected for the full-scale test. The maximum Mach number estimated to be available for the full-scale test in Tunnel 16T is 1.0. To obtain a full range of engine operating points, however, testing should be restricted to M The launch of Sputnik in 1957 not only began the space age, it also showed that Soviet rockets were more powerful than American ones. Within months, the US Air Force hired Rocketdyne for a feasibility study of an engine capable of delivering at least 1 million pounds of thrust. Later, NASA ran the development of this F-1 engine in order to use it to power the first stage of the Saturn V rocket that would send Apollo missions to the Moon. It is no exaggeration to say that without the F-1 engine NASA would not have been able to achieve President Kennedy’s 1961 challenge to his nation to land a man on the Moon before the decade was out. For the pressure fed engines, detailed trade studies were conducted defining engine features such as thrust vector control methods, thrust chamber construction, etc. This was followed by engine design layouts and booster propulsion configuration layouts. For the pump fed engines parametric performance and weight data was generated for both O2/H2 and O2/RP-1 engines. Subsequent studies resulted in the selection of both LOX/RP-1 and O2/H2 propellants for the pump fed engines. More detailed analysis of the selected LOX/RP-1 and O2/H2 engines was conducted during the final phase of the study. Unspecified Center NASA-CR-183603, NAS 1.26:183603 NAS8-37137... The application of advanced control concepts to air breathing engines may yield significant improvements in aircraft/engine performance and operability. Screening studies of advanced control concepts for air breathing engines were conducted by three major domestic aircraft engine manufacturers to determine the potential impact of concepts on turbine engine performance and operability. The purpose of the studies was to identify concepts which offered high potential yet may incur high research and development risk. A target suite of proposed advanced control concepts was formulated and evaluated in a two phase study to quantify each concept's impact on desired engine characteristics. To aid in the evaluation specific aircraft/engine combinations were considered: a Military High Performance Fighter mission, a High Speed Civil Transport mission, and a Civil Tiltrotor mission. Each of the advanced control concepts considered in the study are defined and described. The concept potential impact on engine performance was determined. Relevant figures of merit on which to evaluate the concepts are determined. Finally, the concepts are ranked with respect to the target aircraft/engine missions. A final report describing the screening studies was prepared by each engine manufacturer. Volume 1 of these reports

describes the studies performed by Pratt & Whitney. Ralph, J. A. Unspecified Center... Lists citations with abstracts for aerospace related reports obtained from world wide sources and announces documents that have recently been entered into the NASA Scientific and Technical Information Database.

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