

MODULE 15

FOR B1 CERTIFICATION

GAS TURBINE ENGINE

Aviation Maintenance Technician Certification Series



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WELCOME

The publishers of this Aviation Maintenance Technician Certification Series welcome you to the world of aviation maintenance. As you move towards EASA certification, you are required to gain suitable knowledge and experience in your chosen area. Qualification on basic subjects for each aircraft maintenance license category or subcategory is accomplished in accordance with the following matrix. Where applicable, subjects are indicated by an "X" in the column below the license heading.

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We wish you good luck and success in your studies and in your aviation career!

REVISION LOG

VERSION	EFFECTIVE DATE	DESCRIPTION OF CHANGE
01	2016 01	Module Creation and Release
02	2016 08	Module Revisions
03	2017 11	Format Updates
04	2019 01	Fine tuned Sub-Module content sequence based on Appendix-A. Updated layout and styling. Enhanced or modified content within the following Sub-Modules listed below.
		Sub-Module 01 Definition of Energy; Constructional Arrangements
		Sub-Module 02 Operating Principles; EPR Measurement, Engine Ratings
		Sub-Module 03 Ice Protection
		Sub-Module 04 Air Flow Control; Compressor Ratio
		Sub-Module 05 Operation of Combustion Chambers
		Sub-Module 06 Turbine Blade Operation
		Sub-Module 09 Spectrometric Oil Analysis
		Sub-Module 12 Turbine Engine Cooling; Bearing Chamber Seal; Anti-icing
		Sub-Module 13 Starter System Safety
		Sub-Module 14 Fuel Flow Indication
		Sub-Module 15 Operation and Application; Afterburner Systems
		Sub-Module 16 Reduction Gears; Engine Control; Overspeed Devices
		Sub-Module 17 Drive Systems
		Sub-Module 19 Cowling C-ducts; Control Cables
		Sub-Module 21 Health and Trend Monitoring; FOD
		Sub-Module 22 Fuel System Preservation

GAS TURBINE ENGINE

Welcome	iii
Revision Log.....	iii
Forward.....	iv
EASA License Category Chart	v
General Knowledge Requirements	v

SUB-MODULE 01

FUNDAMENTALS

Knowledge Requirements	1.1
15.1 - Fundamentals.....	1.2
Turbine Engine Fundamentals	1.2
Energy	1.2
Potential Energy.....	1.2
Kinetic Energy	1.2
Newton's Laws of Motion	1.3
Newton's First Law	1.3
Newton's Second Law	1.3
Newton's Third Law.....	1.3
Bernoulli's Principle	1.4
Boyle's & Charles' Law	1.4
The Brayton Cycle.....	1.5
Force, Work, Power, Motion.....	1.6
Force	1.6
Work	1.6
Power.....	1.7
Torque.....	1.8
Energy	1.8
Motion.....	1.8
Speed and Velocity.....	1.8
Acceleration	1.9
Fundamentals of Operation.....	1.9
Power and Weight.....	1.11
Fuel Economy	1.11
Durability and Reliability.....	1.11
Operating Flexibility	1.12
Compactness	1.12
Constructional Arrangement	1.12
Turbojet	1.12
Turbofan Engines	1.12
Turboshaft.....	1.14
Turboprop	1.14
Questions	1.15
Answers	1.16

SUB-MODULE 02

ENGINE PERFORMANCE

Knowledge Requirements	2.1
15.2 - Engine Performance	2.2
Turbine Engine Operating Principles.....	2.2
Thrust	2.2
Gross (Static) Thrust	2.3
Net Thrust.....	2.3
Chocked Nozzle Thrust	2.3
Thrust Horsepower	2.4
Thrust Distribution.....	2.4
Resultant Thrust	2.4
Equivalent Shaft Horse Power	2.5
Specific Fuel Consumption.....	2.5
Engine Efficiencies	2.5
Ram Recovery	2.7
Bypass Ratio.....	2.7
Engine Pressure Ratio	2.8
EPR measurement	2.8
Pressure, Temperature and Velocity of Exhaust	
Gas Flow	2.8
Engine Ratings	2.9
Flat Ratings.....	2.9
Limitation	2.9
Influence of Speed, Altitude and Climate	2.9
Questions	2.11
Answers	2.12

SUB-MODULE 03

INLET

Knowledge Requirements	3.1
15.3 - Inlet	3.2
Compressor Inlet Ducts	3.2
Turbine Engine Inlet Systems	3.2
Divided Entrance Duct	3.3
Variable Geometry Duct.....	3.4
Turboprop and Turboshaft Compressor Inlets....	3.5
Turbofan Engine Inlet Sections	3.5
Bellmouth Compressor Inlets.....	3.6
Compressor Inlet Screens	3.7
Ice Protection.....	3.7
System Operation	3.8
Regulator Valve.....	3.8
Anti-icing/Electronic Engine Control/FADEC	3.9
Electrothermal Anti-icing Systems	3.9
Questions	3.11
Answers	3.12

CONTENTS

SUB-MODULE 04

COMPRESSORS

Knowledge Requirements	4.1
15.4 - Compressors.....	4.2
Compressor Section.....	4.2
Bleed Air	4.2
Compressor Types and Applications	4.2
Construction Features, Operating Principles, and Applications	4.2
Centrifugal Flow Compressor	4.2
Axial Flow Compressor	4.4
Advantages and Disadvantages	4.6
Fan Balance	4.6
Operation.....	4.7
Cause and Effect of Compressor Stall.....	4.7
Airflow Control	4.8
Bleed Valves	4.8
Variable Inlet Guide Vanes.....	4.8
Variable Angle Stator Vanes	4.8
Rotating Stator Blades	4.9
Compressor Ratio	4.9
Questions	4.11
Answers	4.12

SUB-MODULE 05

COMBUSTION SECTION

Knowledge Requirements	5.1
15.5 - Combustion Section	5.2
Constructional Features	5.2
Can Type Combustion Chambers	5.2
Can Annular Combustion Chambers	5.3
Annular Type Combustion Chambers.....	5.5
Operation of Combustion Chambers	5.5
Combustion Chamber Performance.....	5.5
Combustion Stability	5.5
Questions	5.7
Answers	5.8

SUB-MODULE 06

TURBINE SECTION

Knowledge Requirements	6.1
15.6 - Turbine Section	6.2
The Turbine Section.....	6.2
Axial Flow Turbines	6.2
Radial Inflow Turbine.....	6.2
Stator and Turbine Blade Sections	6.2
Stator Nozzle Guide Vanes	6.3

Turbine Blades Operation and Characteristics	6.3
Turbine Blade Types	6.4
Impulse Configuration.....	6.4
Reaction Configuration	6.4
Reaction-Impulse Configuration.....	6.4
Turbine Blades Construction	6.4
Blade to Disk Attachment	6.4
Turbine Blade Stress and Creep	6.6
Turbine Section Configuration	6.7
Turbine Stages.....	6.7
Turbine Housing.....	6.8
Questions	6.9
Answers	6.10

SUB-MODULE 07

EXHAUST

Knowledge Requirements	7.1
15.7 - Exhaust Section	7.2
Construction and Principles of Operation	7.2
Exhaust Nozzle Shapes	7.4
Convergent Exhaust Nozzle	7.5
Convergent-Divergent Exhaust Nozzle	7.5
Engine Noise Suppression.....	7.6
Turbine Engine Emissions	7.7
Thrust Reverser's	7.8
Thrust Vectoring	7.9
Questions	7.11
Answers	7.12

SUB-MODULE 08

BEARINGS AND SEALS

Knowledge Requirements	8.1
15.8 - Bearings and Seals	8.2
Construction and Principles of Bearings	8.2
Construction and Principles of Seals	8.3
Carbon Seals	8.3
Questions	8.5
Answers	8.6

SUB-MODULE 09

LUBRICANTS AND FUELS

Knowledge Requirements	9.1
15.9 - Lubricants and Fuels	9.2
Properties and Specifications of Lubricants	9.2
Spectrometric Oil Analysis Programs	9.2
Properties and Specifications of Turbine Engine Fuels	9.2
Fuel Volatility	9.3

Turbine Fuel Types	9.3
Fuel Identification.....	9.4
Fuel Purity	9.4
Fuel Additives	9.5
Anti-ice Additives.....	9.5
Anti-microbial Additives	9.5
Safety Precautions	9.6
Questions	9.7
Answers	9.8

SUB-MODULE 10 LUBRICATION SYSTEMS

Knowledge Requirements	10.1
15.10 - Lubrication Systems.....	10.2
Turbine Lubrication Systems.....	10.2
Turbine Lubrication System Components	10.2
Oil Tank	10.2
Oil Pump.....	10.3
Oil Filters	10.4
Oil Pressure Regulating Valve	10.5
Oil Pressure Relief Valve	10.6
Oil Jets.....	10.6
Lubrication System Breather Systems (Vents)	10.6
Lubrication System Check Valve	10.7
Thermostatic Bypass Valves	10.7
Air Oil Coolers	10.8
Fuel Oil Coolers	10.8
Deoiler.....	10.8
Magnetic Chip Detectors	10.9
Lubrication System Instrumentation	10.9
Scavenge System	10.9
Breather Pressurizing System	10.9
Typical Dry Pump Lubrication Systems	10.10
Pressure Regulated Lubricating	10.10
Pressure System	10.10
Variable Dry Pump Systems	10.11
Pressure Subsystem	10.11
Scavenger Subsystem	10.12
Breather Subsystems	10.12
Typical Wet sump Lubrication Systems	10.12
Accessory Section	10.13
Questions	10.15
Answers	10.16

SUB-MODULE 11 FUEL SYSTEMS

Knowledge Requirements	11.1
15.11 - Fuel Systems.....	11.2
General Requirements.....	11.2
Turbine Engine Fuel Metering Systems	11.2
Hydromechanical Fuel Controls	11.3
Hydromechanical/Electronic Fuel Controls	11.3
FADEC Fuel Control Systems.....	11.5
FADEC for an Auxiliary Power Unit	11.5
FADEC for Propulsive Engines	11.7
Fuel System Operation	11.9
Fuel System Layout and Components.....	11.10
Engine Driven Fuel Pumps	11.10
Fuel Heater	11.11
Fuel Filters	11.11
Fuel Spray Nozzles and Manifolds.....	11.12
Simplex Fuel Nozzle	11.13
Duplex Fuel Nozzle	11.13
Airblast Nozzles.....	11.13
Flow Dividers	11.14
Fuel Pressurizing and Dump Valves.....	11.14
Combustion Drain Valves.....	11.15
Fuel Quantity Indicating Units	11.15
Questions	11.17
Answers	11.18

SUB-MODULE 12 AIR SYSTEMS

Knowledge Requirements	12.1
15.12 - Air Systems	12.2
Turbine Engine Cooling	12.2
Zone Cooling	12.2
Compressor Cooling.....	12.3
Combustion Chamber Cooling	12.3
Turbine Section Cooling	12.4
Turbine Disk Cooling	12.4
Guide Vane and Blade Cooling.....	12.4
Accessory Cooling	12.4
Engine Bleed Air	12.4
Engine Anti-Icing Control.....	12.5
Bearing Chamber Seal.....	12.5
External Air.....	12.5
Questions	12.7
Answers	12.8

CONTENTS

SUB-MODULE 13

STARTING AND IGNITION SYSTEMS

Knowledge Requirements	13.1
15.13 - Starting and Ignition Systems	13.2
Turbine Engine Starters	13.2
Cartridge Pneumatic Starters	13.2
Electric Starting Systems and Starter Generator	
Starting Systems	13.3
Troubleshooting a Starter Generator	
Starting System	13.5
Air Turbine Starters	13.5
Air Turbine Troubleshooting Guide	13.9
Turbine Engine Ignition Systems	13.9
Capacitor Discharge Exciter Unit	13.12
Igniter Plugs	13.12
Ignition System Inspection and Maintenance	13.13
Inspection	13.13
Check System Operation	13.14
Removal, Maintenance and Installation of	
Ignition System Components	13.14
Ignition System Leads	13.14
Igniter Plugs	13.15
Maintenance Safety Requirements	13.15
Starting System Safety Precautions	13.15
Ignition System Safety	13.15
Questions	13.17
Answers	13.18

SUB-MODULE 14

ENGINE INDICATION SYSTEMS

Knowledge Requirements	14.1
15.14 - Engine Indicating Systems	14.2
Gas Temperature Indicator	14.2
Exhaust Gas Temperature Indicator	14.2
Turbine Inlet Temperature Indicator	14.2
Engine Pressure Ratio (EPR)	14.3
Oil Pressure and Temperature	14.4
Oil Pressure Indicator	14.4
Oil Temperature Indicator	14.4
Fuel Pressure and Flow	14.5
Fuel Pressure Indication	14.5
Fuel Flow Indicator	14.5
Synchronous Mass Flow Meter	14.5
Motorless Mass Flow Meter	14.5
Engine Speed	14.5
Vibration Monitoring	14.7
Torque (Turboprop Engines)	14.7

Questions	14.9
Answers	14.10

SUB-MODULE 15

POWER AUGMENTATION SYSTEMS

Knowledge Requirements	15.1
15.15 - Power Augmentation Systems	15.2
Operation and Applications of Water	
Injection Systems	15.2
Compressor Inlet Injection	15.2
Combustion Chamber Injection	15.2
Water Injection	15.3
Water/Methanol	15.4
Afterburner Systems	15.4
Operation of Afterburners	15.4
Construction of Afterburners	15.4
Burners	15.4
Jet Pipe	15.5
Propelling Nozzle	15.5
Questions	15.7
Answers	15.8

SUB-MODULE 16

TURBOPROP ENGINES

Knowledge Requirements	16.1
15.16 - Turboprop Engines	16.2
Introduction	16.2
Gas (Free Turbine) and Gear Coupled Engines	16.2
Gas Coupled	16.2
Gear Coupled Turbines	16.3
Reduction Gears	16.3
Parallel Spur Gears	16.4
Epicyclic Reduction Gears	16.4
Fixed Annulus	16.5
Rotating Annulus	16.5
Integrated Engine and Propeller Controls	16.5
Control levers	16.6
Single Lever Control	16.7
Dual Lever Controls	16.7
Overspeed Safety Devices	16.7
Automatic Drag Limiting System	
(Double Acting Propeller)	16.8
Pitch Locking	16.8
Propeller Overspeed Governor	16.8
Turbine Shaft Failure	16.8
Questions	16.9
Answers	16.10

SUB-MODULE 17

TURBOSHAFT ENGINES

Knowledge Requirements	17.1
15.7 - TurboShaft Engines.....	17.2
Arrangements	17.2
Drive System	17.2
Reduction Gearing	17.3
Couplings and Drive Systems	17.3
Control Systems.....	17.3
Questions	17.5
Answers	17.6

SUB-MODULE 18

AUXILIARY POWER UNITS (APUS)

Knowledge Requirements	18.1
15.18 - Auxiliary Power Units (APU's)	18.2
Purpose	18.2
Construction	18.2
Engine Systems	18.3
Flight Certified APU's	18.3
Operation	18.4
APU Control.....	18.5
Crew Control and Monitoring	18.5
Inspection and Servicing	18.6
Protective Systems	18.7
Questions	18.11
Answers	18.12

SUB-MODULE 19

POWERPLANT INSTALLATION

Knowledge Requirements	19.1
15.19 - Powerplant Installation	19.2
Powerplant Installations	19.2
Firewalls.....	19.2
Cowlings	19.3
C Duct Cowl	19.3
Acoustic Panels	19.4
Engine and Anti-Vibration Mounts	19.4
Engine Mountings	19.4
Turbine Vibration Isolation Engine Mounts	19.4
Hoses and Pipes	19.5
Fuel Lines	19.5
Hydraulic Lines	19.5
O-Ring Seals.....	19.7
Feeders, Connectors and Wiring Looms	19.9
Control Cables and Rods.....	19.11
Lifting Points.....	19.11

Drains.....	19.11
Questions	19.13
Answers	19.14

SUB-MODULE 20

FIRE PROTECTION SYSTEMS

Knowledge Requirements	20.1
15.20 - Fire Protection Systems	20.2
Fire Protection Systems.....	20.2
Components	20.2
Engine Fire Detection Systems.....	20.3
Thermal Switch Systems	20.3
Thermocouple Systems	20.3
Optical Fire Detection Systems	20.4
Infrared Optical Fire Protection	20.4
Pneumatic Thermal Fire Detection	20.4
Continuous Loop Detector Systems.....	20.4
Fenwal Continuou loop System.....	20.5
Kidde Continuou loop System.....	20.6
Sensing Element.....	20.6
Combination Fire and Overheat Warning	20.6
Temperature Trend Indication	20.7
System Test.....	20.7
Dual Loop Systems.....	20.7
Automatic Self Interrogation	20.7
Support Tube Mounted Sensing Elements	20.7
Fire Detection Control Unit (Fire Detection Card)	20.8
Fire Zones	20.8
Engine Fire Extinguishing System	20.8
Fire Extinguishing Agents	20.9
Turbine Engine Ground Fire Protection	20.9
Containers.....	20.9
Discharge Valves	20.9
Pressure Indication.....	20.10
Two Way Check Valve	20.10
Discharge Indicators.....	20.10
Red Disk Thermal Indicator	20.10
Yellow Disk Discharge Indicator.....	20.11
Fire Switches.....	20.11
Warning Systems	20.12
Boeing 777 System Example.....	20.12
Detection Systems.....	20.12
Overheat Detection	20.12
Fire Detection	20.12
Nacelle Temperature Recording	20.12
Continuous Fault Monitoring	20.12
Single/Dual Loop Operation	20.12

CONTENTS

System Test	20.12
Fire Extinguisher Containers.....	20.12
Squib.....	20.14
Engine Fire Switches	20.14
Engine Fire Operation	20.15
APU Fire Detection System.....	20.17
APU Fire Warning	20.17
Fire Bottle Discharge.....	20.17
Questions	20.19
Answers	20.20

SUB-MODULE 21

ENGINE MONITORING AND GROUND OPERATION

Knowledge Requirements	21.1
15.21 - Engine Monitoring and Ground Operation	21.2
Procedures for Starting and Ground Run-up	21.2
Turbine Engine Operation	21.2
Ground Operation Engine Fire	21.2
Engine Checks	21.2
Checking Takeoff Thrust.....	21.2
Ambient Conditions	21.3
Engine Shutdown	21.3
Turboprop Operation	21.4
Interpretation of Power Output and Parameters	21.4
Interpretation for Turbo-prop Engines	21.4
Health and Trend Monitoring	21.6
In-flight Recorders	21.6
Ground Indicators.....	21.6
Magnetic Plugs or Chip Detectors	21.6
Oil Debris Monitoring.....	21.6
Oil Filters	21.8
Spectrometric Oil Analysis Program	21.8
Typical Wear Metals and Additives	21.8
Vibration Monitoring	21.8
Borescope	21.9
Inspection of Engines and Components.....	21.9
Compressor Section	21.9
Inspection and Cleaning	21.10
Causes of Blade Damage	21.11
Blending and Replacement	21.13
Combustion Section Inspection	21.13
Marking Materials for Combustion Section	
Parts	21.14
Inspection and Repair of Combustion	
Chambers	21.14
Fuel Nozzle and Support Assemblies	21.15

Turbine Section.....	21.15
Turbine Disk Inspection	21.15
Turbine Blade Inspection.....	21.15
Turbine Blade Replacement.....	21.16
Turbine Nozzle Inlet Guide Vane Inspection	21.17
Clearances	21.18
Exhaust Section	21.19
Engine Accessories	21.19
Compressor Washing	21.19
Foreign Object Damage (FOD)	21.20
Engine Design and FOD	21.20
Engine and Airframe Designs which Avoid FOD	21.21
Questions	21.23
Answers	21.24

SUB-MODULE 22

ENGINE STORAGE AND PRESERVATION

Knowledge Requirements	22.1
15.22 - Engine Storage and Preservation	22.2
Engine Storage & Preservation.....	22.2
Corrosion Preventive Compounds	22.2
Dehydrating Agents	22.3
Fuel System Inhibiting	22.3
Motoring Method	22.3
Pressure Rig Method	22.3
Engine Containers.....	22.3
Inspection of Stored Engines	22.4
Depreservation of Turbine Engines	22.4
Depreservation of Engine Accessories	22.4
Questions	22.5
Answers	22.6
Acronym Index.....	A.1
Index	I.1

15.1 - FUNDAMENTALS

TURBINE ENGINE FUNDAMENTALS

A discussion of turbine engines begins with some of the basic physics behind turbine engine operation.

ENERGY

Energy is typically defined as something that gives us the capacity to perform work. As individuals, saying that we feel full of energy is probably indicating that we can perform a lot of work. Energy can be classified as one of two types: either potential or kinetic. (*Figure 1-1*)

Potential Energy

Potential energy is defined as being energy at rest, or energy that is stored. Potential energy may be classified into three groups: (1) that due to position, (2) that due to distortion of an elastic body, and (3) that which produces work through chemical action.

Water in an elevated reservoir, and an airplane raised off the ground sitting on jacks are examples of the first group; a stretched bungee cord on a Piper Tri-Pacer or compressed spring are examples of the second group; and energy in aviation gasoline, food, and storage batteries are examples of the third group.

To calculate the potential energy of an object due to its position, as in height, the following formula is used:

$$\begin{aligned}\text{Potential Energy} &= \text{Weight} \times \text{Height} \\ PE &= 450\,000\text{ lb} \times 4\text{ ft} \\ PE &= 1\,800\,000\text{ ft-lbs}\end{aligned}$$

A calculation based on this formula will produce an answer that has units of foot-pounds (ft-lbs) or inch-pounds (in-lbs), which are the same units that apply to work. Work, which is covered later in this chapter, is described as a force being applied over a measured distance, with the force being pounds and the distance being feet or inches. It can be seen that potential energy and work have a lot in common.

Example:

A Boeing 747 weighing 450 000 pounds needs to be raised 4 feet in the air so maintenance can be done on the landing gear. How much potential energy does the airplane possess because of this raised position?

As mentioned previously, aviation gasoline possesses potential energy because of its chemical nature.

Gasoline has the potential to release heat energy, based on its British thermal unit (BTU) content. One pound of aviation gas contains 18 900 BTU of heat energy, and each BTU is capable of 778 ft-lbs of work. So if we multiply 778 by 18 900, we find that one pound of aviation gas is capable of 14 704 200 ft-lbs of work. Imagine the potential energy in the completely serviced fuel tanks of an airplane.

Kinetic Energy

Kinetic energy is defined as being energy in motion. An airplane rolling down the runway or a rotating flywheel on an engine are both examples of kinetic energy. Kinetic energy has the same units as potential energy, namely foot-pounds or inch-pounds.

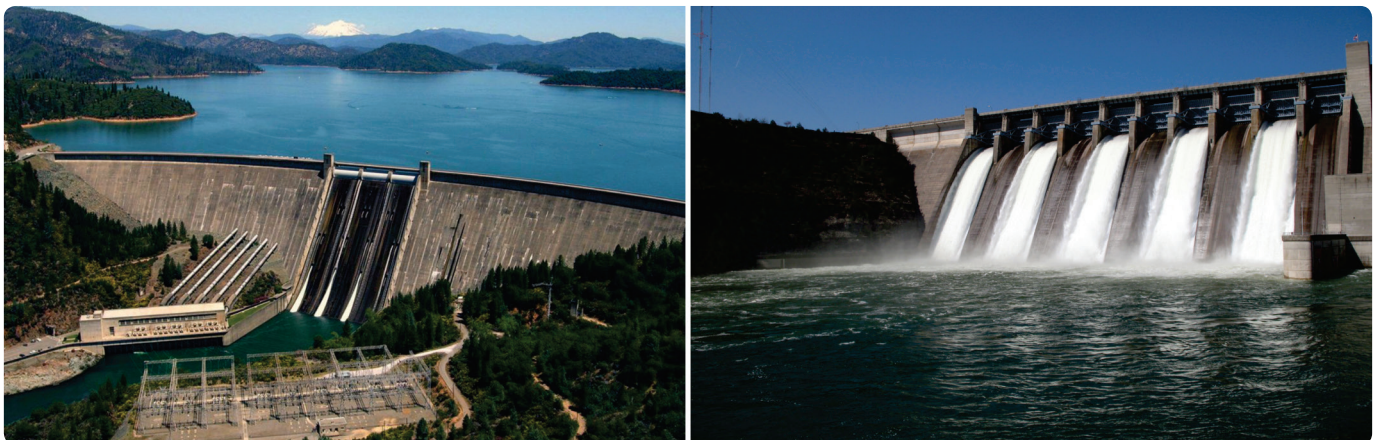


Figure 1-1. Potential energy is the water being held back by the dam. Kinetic energy is the water released from the dam.

To calculate the kinetic energy for something in motion, the following formula is used:

$$\text{Kinetic Energy} = \frac{1}{2} \text{Mass} \times \text{Velocity}^2$$

To use the formula, we will show the mass as weight divided by gravity (weight $\div$ gravity) and the velocity of the object will be in feet per second. This is necessary to end up with units in foot-pounds.

Example:

A Boeing 777 weighing 600 000 lbs is moving down the runway on its takeoff roll with a velocity of 200 fps. How many foot-pounds of kinetic energy does the airplane possess?

$$\text{Kinetic Energy} = \frac{1}{2} \text{Mass} \times \text{Velocity}^2$$

$$\text{Kinetic Energy} = \frac{1}{2} \times (600\,000 \div 32.2) \times 200^2$$

$$\text{KE} = 372\,670\,807 \text{ ft-lb}$$

NEWTON'S LAWS OF MOTION

The physic laws originated by Sir Isaac Newton are particularly applicable to operation of turbine engines.

Newton's First Law

Objects at rest tend to remain at rest and objects in motion tend to remain in motion at the same speed and in the same direction, unless acted on by an external force.

When a magician snatches a tablecloth from a table and leaves a full setting of dishes undisturbed, he is not displaying a mystic art; he is demonstrating the principle of inertia. Inertia is responsible for the discomfort felt when an airplane is brought to a sudden halt in the parking area and the passengers are thrown forward in their seats. Inertia is a property of matter. This property of matter is described by Newton's first law of motion.

Newton's Second Law

When a force acts upon a body, the momentum of that body is changed. The rate of change of momentum is proportional to the applied force.

Bodies in motion have the property called momentum. A body that has great momentum has a strong tendency to remain in motion and is therefore hard to stop. For example, a train moving at even low velocity is difficult to stop because of its large mass. Newton's second law applies to this property.

Based on Newton's second law, the formula for calculating thrust is derived, which states that force equals mass times acceleration:

$$(F = MA)$$

Mass equals weight divided by gravity, and acceleration equals velocity final minus velocity initial divided by time. Putting all these concepts together, the formula for thrust is:

$$\text{Force} = \frac{\text{Weight (Velocity Final - Velocity Initial)}}{\text{Gravity (Time)}}$$

$$F = \frac{W (V_f - V_i)}{Gt}$$

Example:

A turbojet engine is moving 150 lbs of air per second through the engine. The air enters going 100 fps and leaves going 1 200 fps. How much thrust, in pounds, is the engine creating?

$$F = \frac{W (V_f - V_i)}{Gt}$$

$$F = \frac{150 (1\,200 - 100)}{32.2 (1)}$$

$$F = 5\,124 \text{ lb of thrust}$$

Newton's Third Law

For every action there is an equal and opposite reaction.

Newton's third law of motion is often called the law of action and reaction. This means that if a force is applied to an object, the object will supply a resistive force exactly equal to and in the opposite direction of the force applied. It is easy to see how this might apply to objects at rest. For example, as a man stands on the floor, the floor exerts a force against his feet exactly equal to his weight. But this law is also applicable when a force is applied to an object in motion.

Forces always occur in pairs. The "acting force" means the force one body exerts on a second body, and reacting force means the force the second body exerts on the first.

When an aircraft propeller pushes a stream of air backward with a force of 500 lbs, the air pushes the blades forward with a force of 500 lbs. This forward force

causes the aircraft to move forward. A turbofan engine exerts a force on the air entering the inlet duct, causing it to accelerate out the fan duct and the tailpipe. The air accelerating to the rear is the action, and the force inside the engine that makes it happen is the reaction, also called thrust.

BERNOULLI'S PRINCIPLE

Bernoulli's principle explains the action of a liquid flowing through the varying cross-sectional areas of tubes. In **Figure 1-2** a tube is shown in which the cross-sectional area gradually decreases to a minimum diameter in its center section. A tube constructed in this manner is called a "venturi". Where the cross sectional area is decreasing, the passageway is referred to as a *converging duct*. As the passageway starts to spread out, it is referred to as a *diverging duct*. As a fluid flows through the venturi tube, at A, B, and C are positioned to register the velocity and the static pressure of the liquid. The venturi in **Figure 1-2** is used to illustrate Bernoulli's principle, which states:

The static pressure of a fluid (liquid or gas) decreases at points where the velocity of the fluid increases, provided no energy is added to nor taken away from the fluid.

The velocity of the air is kinetic energy and the static pressure of the air is potential energy. In the wide section of the venturi (**points A and C of Figure 1-2**), the liquid moves at low velocity, producing a high static pressure, as indicated by the pressure gauge. As the tube narrows in the center, it must contain the same volume of fluid as the two end areas. In this narrow section, the liquid moves at a higher velocity, producing a lower pressure than that at points A and C, as indicated by the velocity gauge reading high and the pressure gauge reading low.

Bernoulli's principle is important in understanding how some of the systems used in aviation work, including how the wing of an airplane generates lift or why the inlet duct of a turbine engine on a subsonic airplane is diverging in shape. Key to Bernoulli's principle is that the total pressure of the airflow remains the same while static pressure varies due to negotiation of the curvature of a venturi or wing. As the static pressure of the fluid decreases to move over the curved surface, dynamic pressure increases, expressed as an equation:

$$\text{Total Pressure} = \text{Static Pressure} + \text{Dynamic Pressure}$$

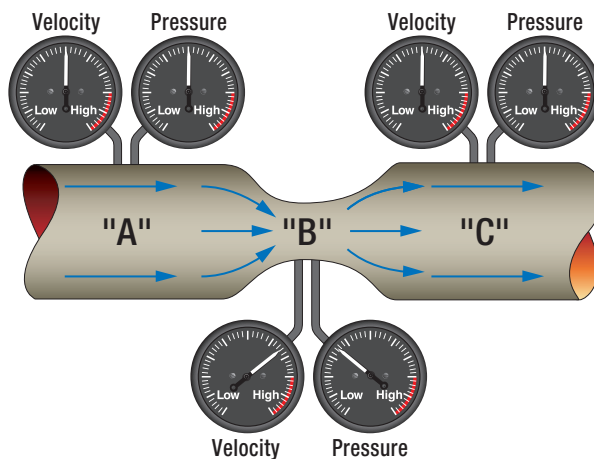


Figure 1-2. Bernoulli's principle and a venturi.

BOYLE'S & CHARLES' LAW

Boyle's Law states that when the temperature of a gas is kept constant and the pressure increased, its volume is decreased proportionately. In reverse; when a gas is at a constant temperature and pressure decreases, volume increases. (**Figure 1-3**)

By itself Boyle's Law is of little use because in practice air is not compressed at a constant temperature. Although if we use Boyle's Law in combination with Charles' Law, it becomes more useful. Charles' Law states that if air is heated at a constant pressure, the change in volume will vary with the change in temperature. Therefore, the volume of a mass of gas at constant pressure is proportional to the temperature of the gas (air). So, the product of the pressure and volume of the air through each stage within a turbine engine is proportional to the temperature of the air at the stage.

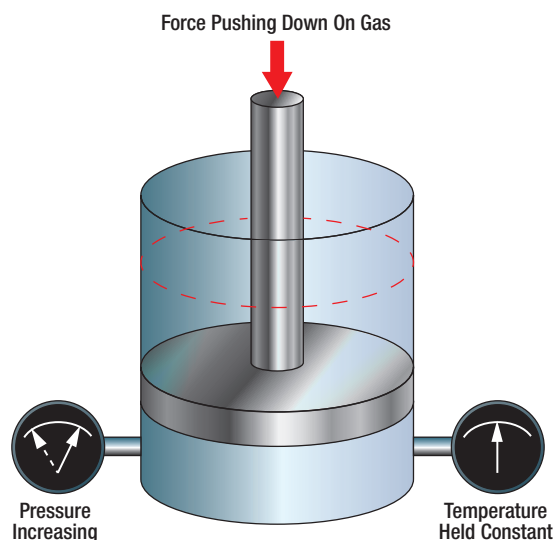


Figure 1-3. Boyle's law example.

During compression, as work is done to increase pressure and decrease volume, there is a corresponding rise in temperature. During combustion, the addition of fuel to burn with the air increases the pressure and there is a corresponding increase in volume. During exhaust, there is a decrease in the pressure and temperature of the gas with an additional increase in volume. (*Figure 1-4*)

THE BRAYTON CYCLE

The Brayton cycle is the name given to the thermodynamic cycle of a gas turbine engine to produce thrust. This is a variable volume constant-pressure cycle of events and is commonly called the constant-pressure cycle. A more recent term is "continuous combustion cycle." The four continuous and constant events are intake, compression, expansion (includes power), and exhaust. These cycles are discussed as they apply to a gas turbine engine. (*Figure 1-5*)

In the intake cycle, air enters at ambient pressure and at a constant volume. It leaves the intake at an increased pressure and a decrease in volume. At the compressor section, air is received from the intake at an increased pressure, slightly above ambient, and a slight decrease in volume. Air enters the compressor where it is compressed. It leaves the compressor with a large increase in pressure and decrease in volume, created by the mechanical action of the compressor. The next step, expansion, takes place in the combustion chamber by burning fuel, which expands the air by heating it. The pressure remains relatively constant, but a marked increase in volume takes place. The expanding gases move rearward through the turbine assembly and are converted from velocity energy to mechanical energy by the turbine. The exhaust section, which is a convergent

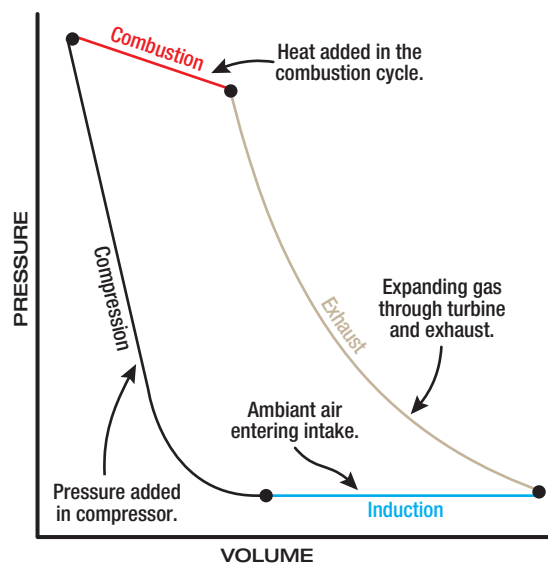


Figure 1-4. Pressure/volume relationship.

duct, converts the expanding volume and decreasing pressure of the gases to a final high velocity. The force created inside the engine to keep this cycle continuous has an equal and opposite reaction (thrust) to move the aircraft forward.

Bernoulli's principle (whenever a stream of any fluid has its velocity increased at a given point, the pressure of the stream at that point is less than the rest of the stream) is applied to gas turbine engines through the design of convergent and divergent air ducts. The convergent duct increases velocity and decreases pressure. The divergent duct decreases velocity and increases pressure. The convergent principle is usually used for the exhaust nozzle. The divergent principle is used in the compressor and diffuser where the air is slowing and pressurizing.

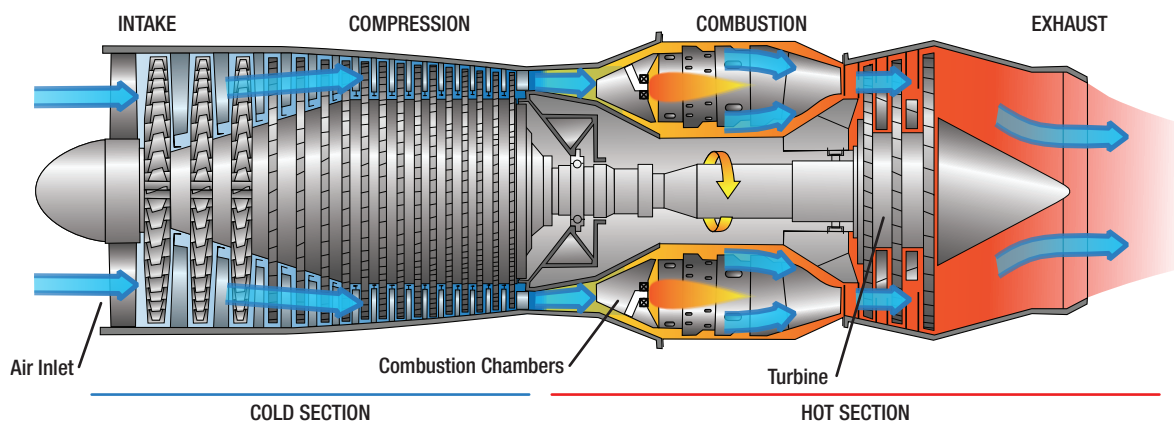


Figure 1-5. The Brayton Cycle.