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There is more to developing a hypersonic aircraft than sticking a new engine in an old airframe. Here's What You Need to Remember: With 80 percent of Western fighters expected to be fourth-generation ...

Faster Than Sound: How the F-35 Can Be Made Hypersonic

Pratt & Whitney believes that improving the efficiency of gas turbine technology for aircraft engines will complement the roll-out of new technologies to reduce emissions. Michael Winter ...

Pratt & Whitney sees better gas turbine efficiency as enabling green technology

In so doing, mention is made of methods that are used in rocket motors ... For purposes of discussion, the turbojet engine... G,I. Introduction. Fuels for aircraft powered with gas turbine engines ...

Design and Performance of Gas Turbine Power Plants

£2M collaborative two-year H2JET programme to push development of key subsystems for gas turbine based hydrogen ... solutions for three important engine subsystems for H2-propulsion of medium range ...

GKN Aerospace leads new Swedish National project on hydrogen propulsion
Gotoda adds that these combustion oscillations hinder the development of combustors for rocket and aircraft engines, and land-based gas-turbine power plants, because of the unacceptable structural ...

Fuel flow, pressure and heat fluctuations drive combustion oscillations in rocket engines
While better known for its large turbofan engines for widebody jets, the UK manufacturer sees huge opportunities for electrical powertrains in new segments.

How Rolls-Royce Electrical is leading the charge to low-carbon flight
(GE Aviation/TNS) To advance the goal of achieving ... proposes to deliver in the mid-2030s a dramatically new gas-turbine engine design. It will be open rotor, which dispenses with the ...

GE and Safran tout new 'open rotor' engine future for sustainable aviation
The new report by Expert Market Research titled, 'Global Aircraft Engine Market Report and Forecast 2021-2026', gives in-depth analysis of the global aircraft engine market, assessing the market based ...

Global Aircraft Engine Market to be Driven by Increasing Technological Advancements to Enhance Fuel Efficiency in the Forecast Period of 2021-2026
Electric commercial passenger aircraft could be landing at an airport near you within five years. Electric aircraft will offer a smoother, quieter ride, with a smaller carbon footprint, and airfares ...

Electric passenger aircraft on the horizon for regional routes, aviation industry says
Early efforts to develop a satisfactory engine included rocket, steam ... Today's Army aircraft are propelled by gas turbine and reciprocating engines. While the technology which led to these ...

BACKGROUND, DEVELOPMENT, AND THEORY
The Ogden Air Logistics Center partnered with the Hill Center Test Authority in a component improvement project to identify material more suitable for the A-10's auxiliary power unit insulation. The ...

Engineers work to improve A-10 APU insulation
Until now, it has neither been possible nor feasible to include an emissions-control device under an aircraft's wing. This is because tucked beneath each wing is a jet engine with a gas turbine. The ...

How it works: An electric fix for aviation's air pollution problem
The global Commercial Aircraft Turbine Blades & Vanes market was valued at 2015.93 million USD in 2020 and will grow with a CAGR of 5.65% from 2020 to 2027. Request a Sample Report of Commercial ...

Commercial Aircraft Turbine Blades & Vanes Market Size to Record 5.65% CAGR Through 2027
Continuing an annual tradition that dates back to 1957, Aviation Week editors have announced their selections for the 2021 Laureate Awards. "This year's winners show that the engines of innovation in ...

Aviation Week Editors Announce 2021 Laureate Award Winners
Renewable Aviation FuelMarket" Report provides detail analysis on major industry drivers, restraints, and their effect ...

Renewable Aviation Fuel Market 2021 Sales Overview, Market Size, Growth Opportunities and Restraint to 2027
The future of medium-to-long-haul flight still needs the gas turbine ... by Shell Aviation and delivered by SkyNRG. Fuel deliveries have taken place throughout November and the first engine ...

Provides the reader with a working understanding of modern aircraft gas turbine engines, with the applicability (or lack of applicability) to military use such as Army jets and helicopters, interwoven into the text. Details of specific makes and models of turbines are provided as examples. Chapters include ...(1) Theory of Gas Turbine Engines ...(2) Principles of Operation ...(3) Engine Components ...(4) Testing and Inspection ...(5) The Lycoming T53 ...(6) The Lycoming T55 ...(7) The Solar T62 ...(8) The Allison T63 ...(9) The Pratt and Whitney T73 ...(10) The Pratt and Whitney T74 ...(11) The General Electric T700 ...(12) Appendix, References and Subject Index.

This text provides an introduction to gas turbine engines and jet propulsion for aerospace or mechanical engineers. The text is divided into four parts: introduction to aircraft propulsion; basic concepts and one-dimensional/gas dynamics; parametric (design point) and performance (off-design) analysis of air breathing propulsion systems; and analysis and design of major gas turbine engine components (fans, compressors, turbines, inlets, nozzles, main burners, and afterburners). Design concepts are introduced early (aircraft performance in introductory chapter) and integrated throughout. Written with extensive student input on the design of the book, the book builds upon definitions and gradually develops the thermodynamics, gas dynamics, and gas turbine engine principles.

Aircraft Propulsion and Gas Turbine Engines, Second Edition builds upon the success of the book's first edition, with the addition of three major topic areas: Piston Engines with integrated propeller coverage; Pump Technologies; and Rocket Propulsion. The rocket propulsion section extends the text's coverage so that both Aerospace and Aeronautical topics can be studied and compared. Numerous updates have been made to reflect the latest advances in turbine engines, fuels, and combustion. The text is now divided into three parts, the first two devoted to air breathing engines, and the third covering non-air breathing or rocket engines.

This book provides a comprehensive basics-to-advanced course in an aero-thermal science vital to the design of engines for either type of craft. The text classifies engines powering aircraft and single/multi-stage rockets, and derives performance parameters for both from basic aerodynamics and thermodynamics laws. Each type of engine is analyzed for optimum performance goals, and mission-appropriate engines selection is explained. Fundamentals of Aircraft and Rocket Propulsion provides information about and analyses of: thermodynamic cycles of shaft engines (piston, turboprop, turboshaft and propfan); jet engines (pulsejet, pulse detonation engine, ramjet, scramjet, turbojet and turbofan); chemical and non-chemical rocket engines; conceptual design of modular rocket engines (combustor, nozzle and turbopumps); and conceptual design of different modules of aero-engines in their design and off-design state. Aimed at graduate and final-year undergraduate students, this textbook provides a thorough grounding in the history and classification of both aircraft and rocket engines, important design features of all the engines detailed, and particular consideration of special aircraft such as unmanned aerial and short/vertical takeoff and landing aircraft. End-of-chapter exercises make this a valuable student resource, and the provision of a downloadable solutions manual will be of further benefit for course instructors.

Describes the scientific principles of jet propulsion and traces the development of the jet engine and its use in jet airplanes and rockets of the past, present, and future.

Aircraft Propulsion and Gas Turbine Engines, Second Edition builds upon the success of the book's first edition, with the addition of three major topic areas: Piston Engines with integrated propeller coverage; Pump Technologies; and Rocket Propulsion. The rocket propulsion section extends the text's coverage so that both Aerospace and Aeronautical topics can be studied and compared. Numerous updates have been made to reflect the latest advances in turbine engines, fuels, and combustion. The text is now divided into three parts, the first two devoted to air breathing engines, and the third covering non-air breathing or rocket engines.

Thermal to Mechanical Energy Conversion: Engines and Requirements is a component of Encyclopedia of Energy Sciences, Engineering and Technology Resources in the global Encyclopedia of Life Support Systems (EOLSS), which is an integrated compendium of twenty one Encyclopedias. The Theme on Thermal to Mechanical Energy Conversion: Engines and Requirements with contributions from distinguished experts in the field discusses energy. These three volumes are aimed at the following five major target audiences: University and College students Educators, Professional practitioners, Research personnel and Policy analysts, managers, and decision makers and NGOs.

The primary human activities that release carbon dioxide (CO2) into the atmosphere are the combustion of fossil fuels (coal, natural gas, and oil) to generate electricity, the provision of energy for transportation, and as a consequence of some industrial processes. Although aviation CO2 emissions only make up approximately 2.0 to 2.5 percent of total global annual CO2 emissions, research to reduce CO2 emissions is urgent because (1) such reductions may be legislated even as commercial air travel grows, (2) because it takes new technology a long time to propagate into and through the aviation fleet, and (3) because of the ongoing impact of global CO2 emissions. Commercial Aircraft Propulsion and Energy Systems Research develops a national research agenda for reducing CO2 emissions from commercial aviation. This report focuses on propulsion and energy technologies for reducing carbon emissions from large, commercial aircraftâ€" single-aisle and twin-aisle aircraft that carry 100 or more passengersâ€"because such aircraft account for more than 90 percent of global emissions from commercial aircraft. Moreover, while smaller aircraft also emit CO2, they make only a minor contribution to global emissions, and many technologies that reduce CO2 emissions for large aircraft also apply to smaller aircraft. As commercial aviation continues to grow in terms of revenue-passenger miles and cargo ton miles, CO2 emissions are expected to increase. To reduce the contribution of aviation to climate change, it is essential to improve the effectiveness of ongoing efforts to reduce emissions and initiate research into new approaches.