

REAL TURBOJET

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LITERATURE:

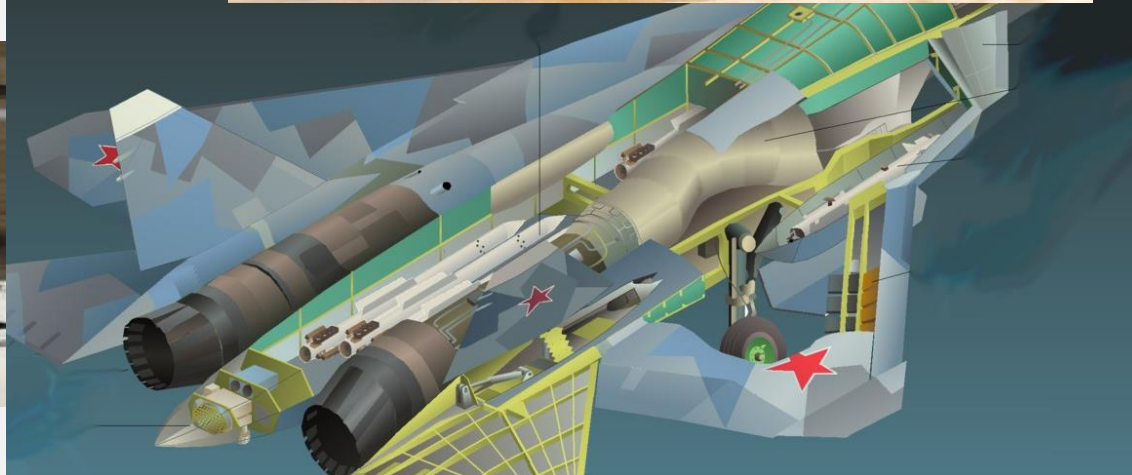
- **Jack D. Mattingly, Elements of Propulsion: Gas Turbines and Rockets, AIAA Education Series 2006 (Chapter 7)**
- **Jack D. Mattingly, Elements of Gas Turbine Propulsion, Tata McGraw Hill Education Private Limited, 2013 (Chapter 7)**
- **Gordon C. Oates, Aerothermodynamics of Gas Turbine and Rocket Propulsion, AIAA Education Series, 1997 (Chapter 7)**

ENGINE INLET/INTAKES

It is a component integrating the engine with the airframe.

Its task is to deliver the appropriate amount of air to the engine with minimal flow losses, at a specified velocity profile, and in cruise conditions, also to perform preliminary compression.

TYPES OF AIRCRAFT ENGINE AIR INTAKES



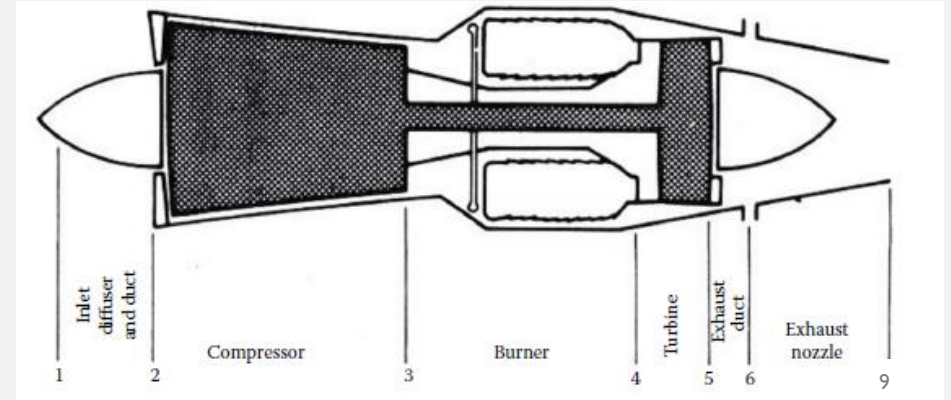
- **Types of aircraft engine air intakes based on their location on the aircraft:**
- **Nose-mounted intake**
(wlot umieszczony w nosie samolotu)
- **Wing-root intake**
(wlot umieszczony u nasady skrzydła)
- **Fuselage-side intake**
(wlot umieszczony po bokach kadłuba)
- **Over-fuselage intake**
(wlot umieszczony na górze kadłuba)
- **Under-fuselage intake**
(wlot umieszczony pod kadłubem)
- **Wing-mounted podded intake**
(wlot w gondoli silnika zawieszony pod skrzydłem)
- **Tail-mounted intake**
(wlot umieszczony w ogonie samolotu, często stosowany w silnikach montowanych z tyłu)

INLET WOR

Engine work in static conditions $V_0=0 \rightarrow P_{t0} = P_0, T_{t0} = T_0$

Ram pressure recovery for flight condition ($M_0 > 0$)

$$P_{t0} = P_0 \left(1 + \frac{k-1}{2} M_0^2 \right)^{k/(k-1)} \quad T_{t0} = T_0 \left(1 + \frac{k-1}{2} M_0^2 \right)$$



INLET pressure losses $\rightarrow P_{t2} = \pi_D P_{t0}$

No thermal losses $T_{t2} = T_{t0}$

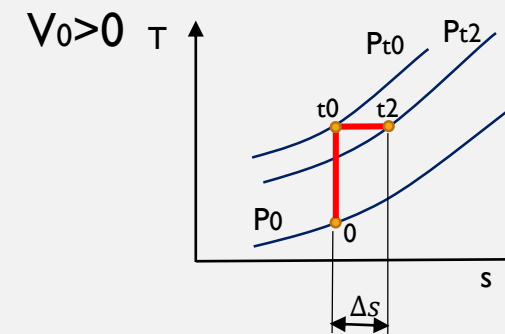
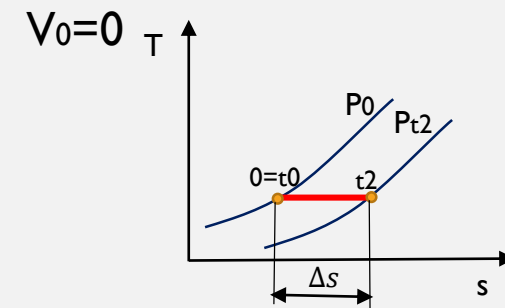
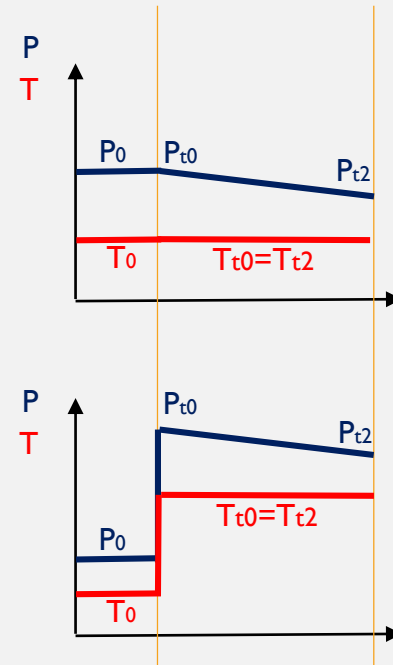
Typical range:

$$\pi_D = 0,95 - 0,99, \quad \pi_D = P_{t2} / P_{t0}$$

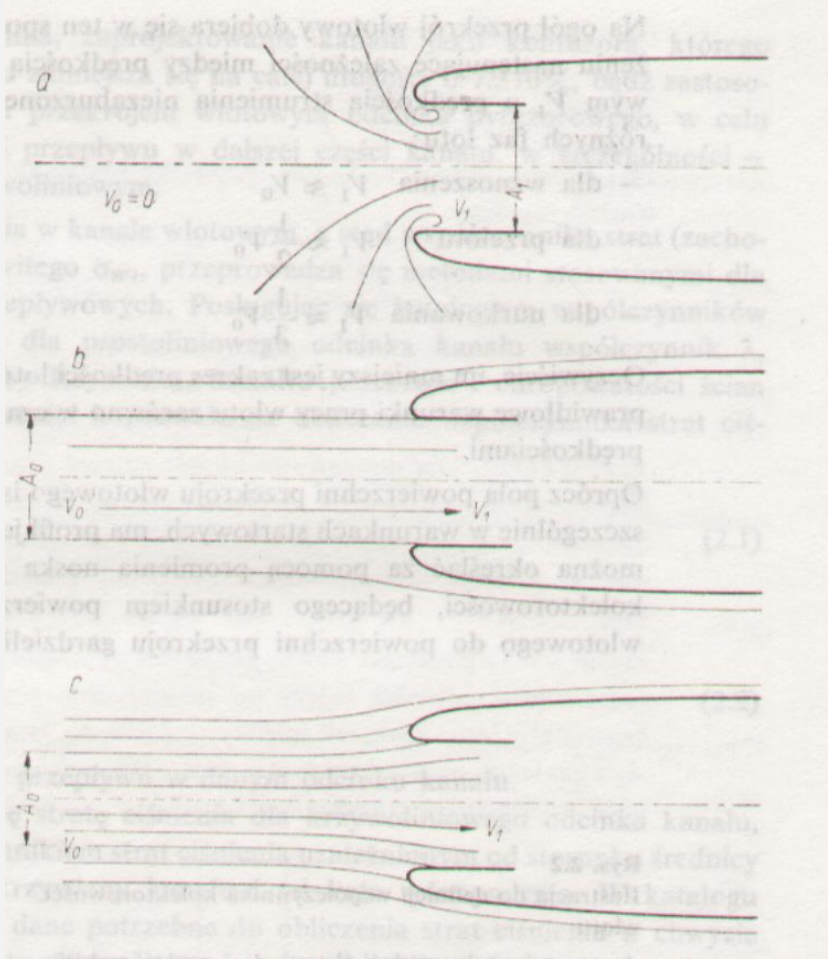
π_D is lower for high supersonic speed

Pressure losses are visible in entropy growth:

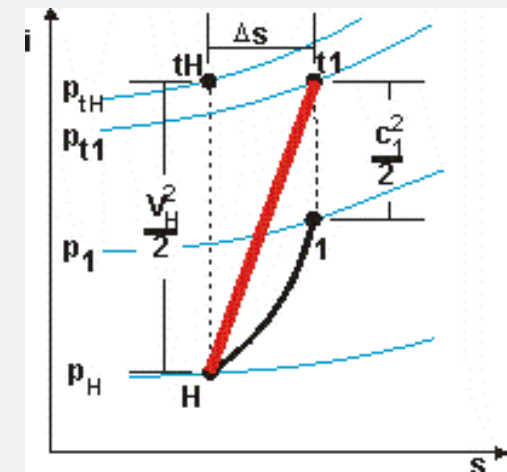
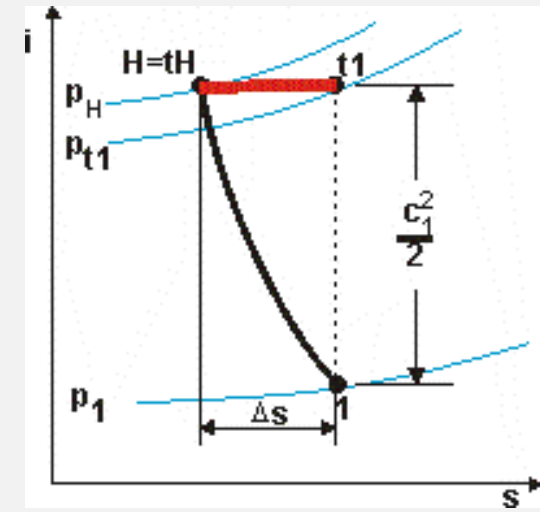
$$\Delta s = -R \ln(P_{t2}/P_{t0}) = R \ln(1/\pi_D)$$



AIR INTAKE PERFORMANCE UNDER STATIC AND CRUISE CONDITIONS

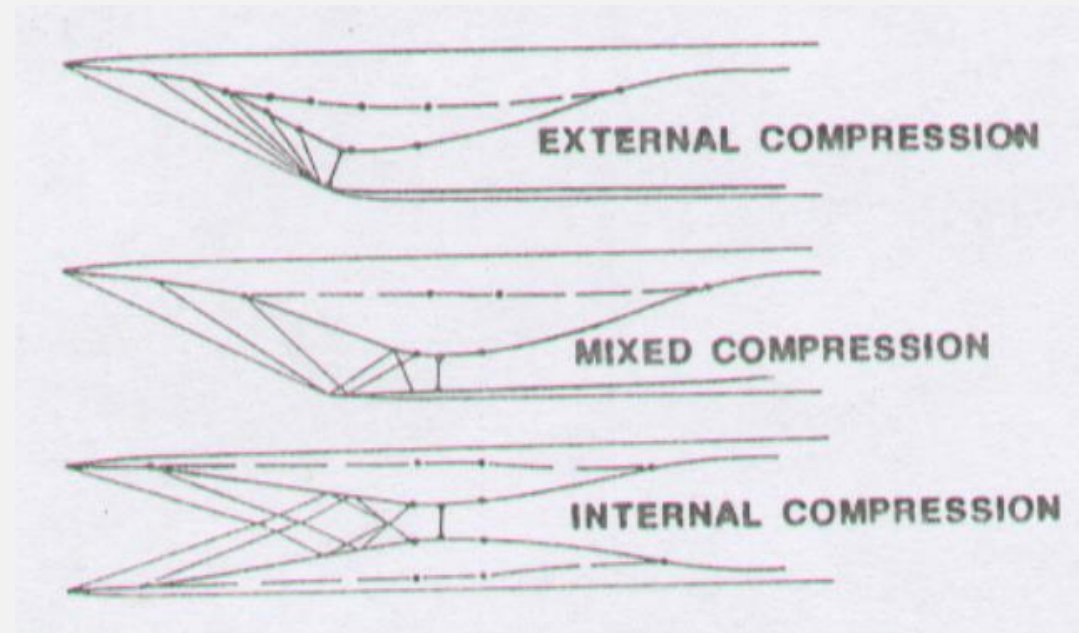
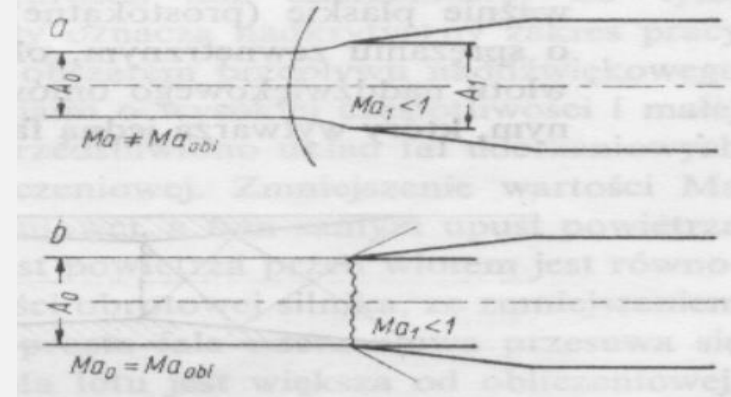
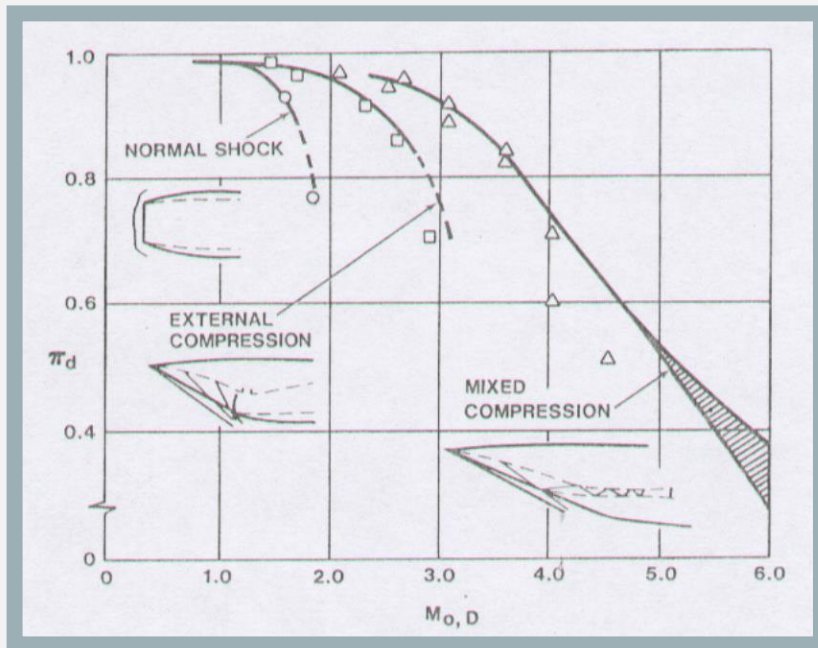


- Static condition
- Design condition
- Flight condition with flight speed higher than design speed

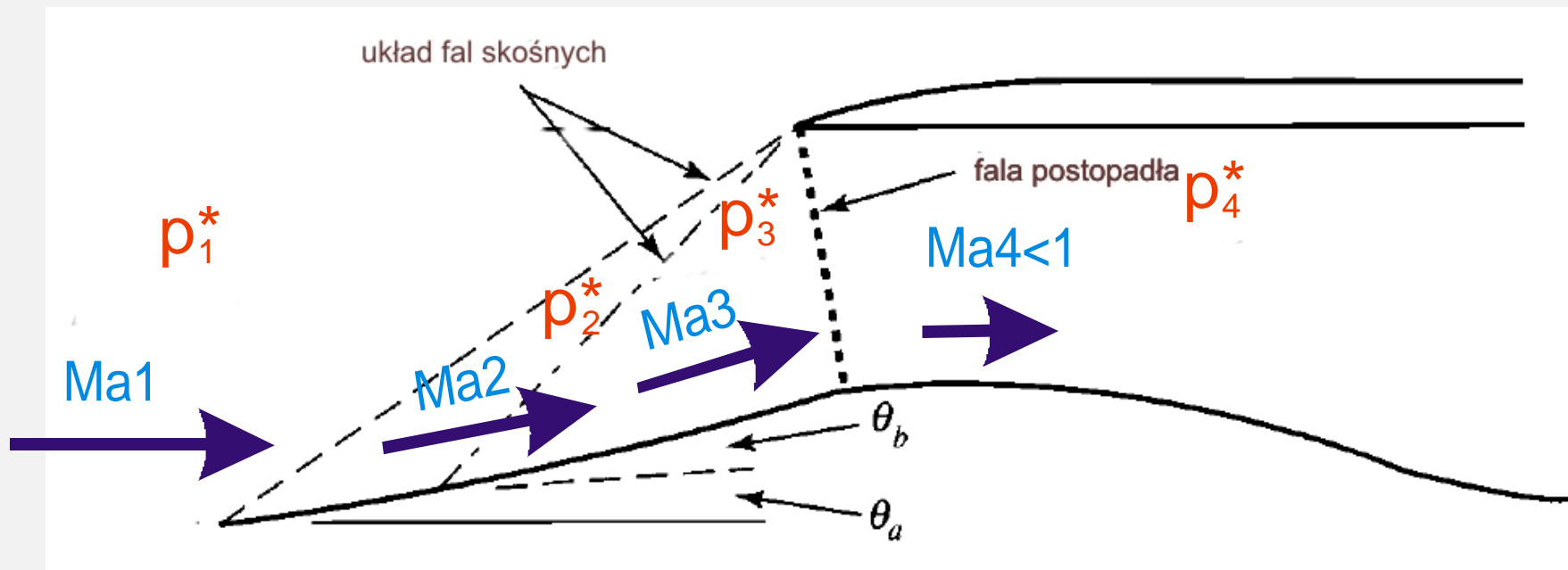


SUPERSONIC INLETS

Inlets for engines with flight speed about $Ma=1$



ZASADA PRACY WLOTU NADDŹWIĘKOWEGO



$$p_1^* = p_H \left(1 + \frac{k-1}{2} Ma_1^2\right)^{\frac{k}{k-1}}$$

$$Ma_1 > Ma_2 > Ma_3 > 1 > Ma_4$$

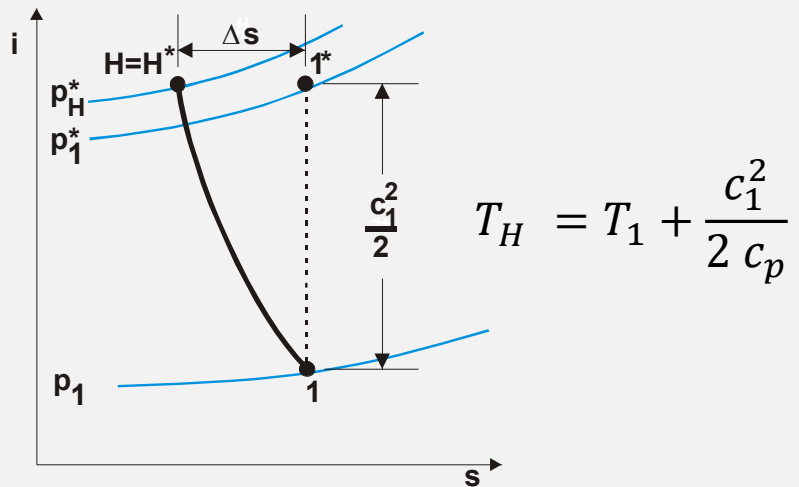
$$p_1^* > p_2^* > p_3^* > p_4^*$$

$$p_1 < p_2 < p_3 < p_4$$

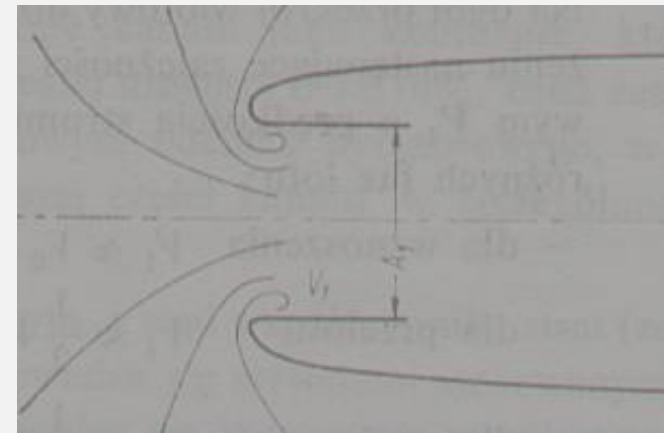
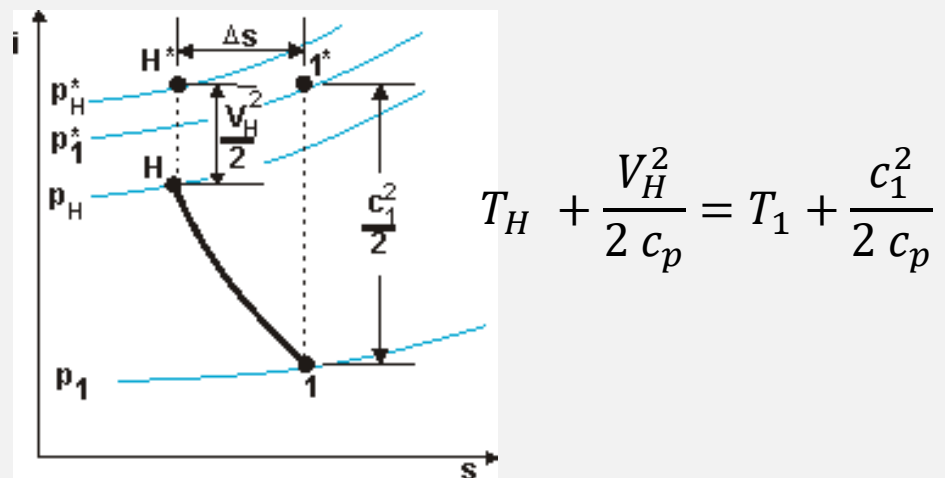
- wyhamowanie prędkości strumienia w układzie fal uderzeniowych
- straty ciśnienia całkowitego na falach
- przyrost ciśnienia statycznego

PROBLEMY OBLODZENIA WLOTU ŚMIGŁOWCA

DLA PRĘDKOŚCI LOTU 0



DLA PRĘDKOŚCI LOTU WIĘKSZEJ OD 0



PRZYKŁAD OBLICZENIOWY

Temperatura otoczenia wynosi 8C (281 K). Obliczyć jaka temperatura będzie we wlocie gdy strumień powietrza ma we wlocie ma prędkość 180 m/c, zaś śmigłowiec a) nie porusza się, b) porusza się z prędkością 150 km/h

a)

$$T_1 = T_H - \frac{c_1^2}{2 c_p} = 281 - \frac{180^2}{2 * 1000} = 265 K = -8 C$$

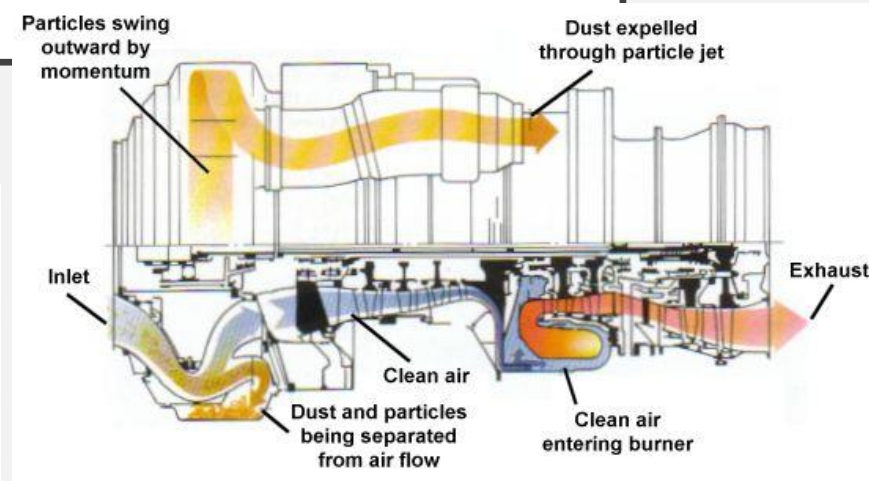
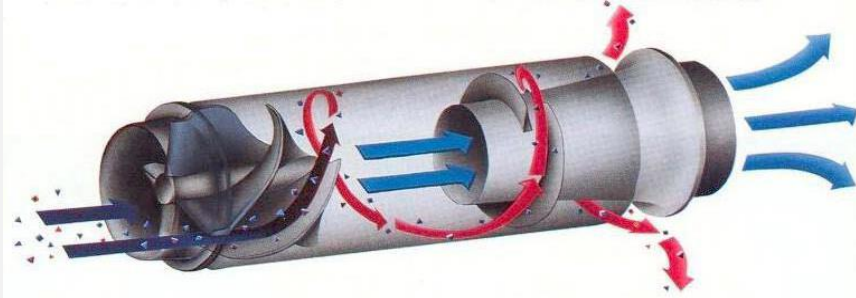
b)

$$V_H = 150 \frac{km}{h} = 41,67 m/s$$

$$T_1 = T_H + \frac{V_H^2}{2 c_p} - \frac{c_1^2}{2 c_p} = 281 + \frac{41,67^2}{2 * 1000} - \frac{180^2}{2 * 1000} = 266 K = -7 C$$

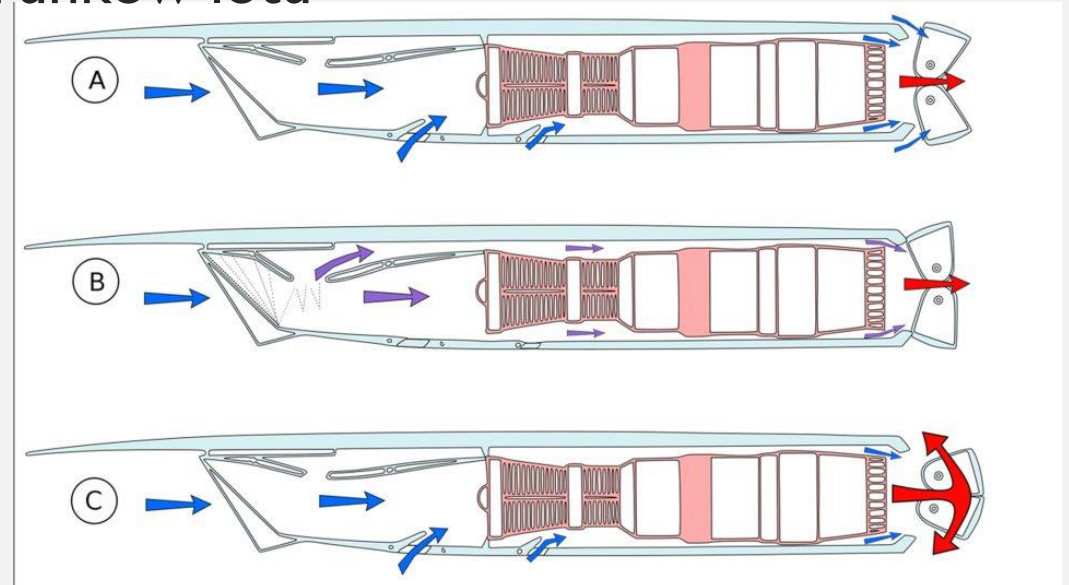
DODATKOWE ZADANIA WLOTU

- Ochrona silnika przed pyłem i kurzem

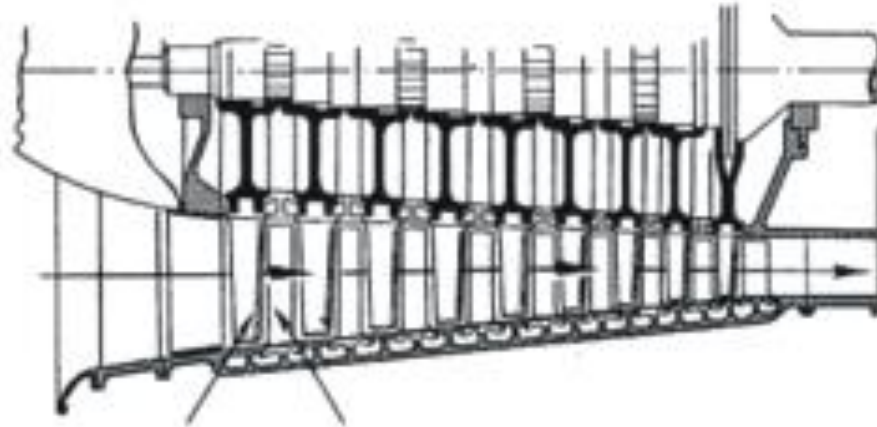


- Ustatecznianie pracy silnika dla różnych warunków lotu

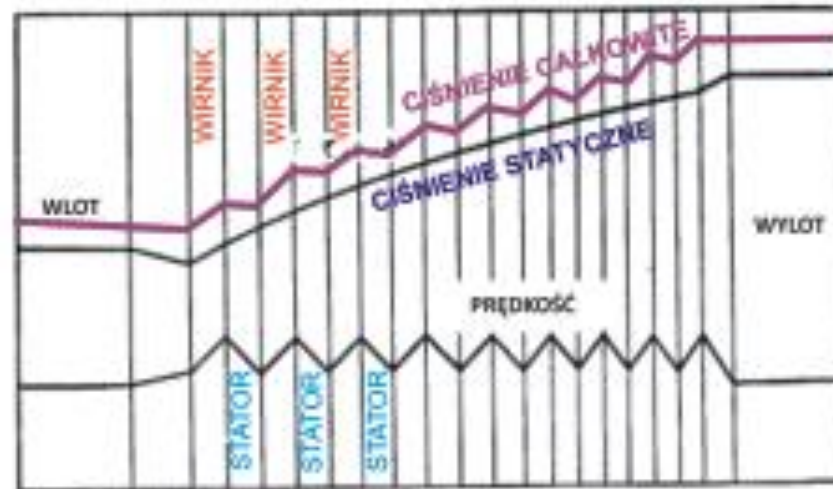
- a) Dla warunków startowych
- b) Dla warunków lotu z dużymi prędkościami
- c) Dla pracy z włączonym odwracaczem ciągu



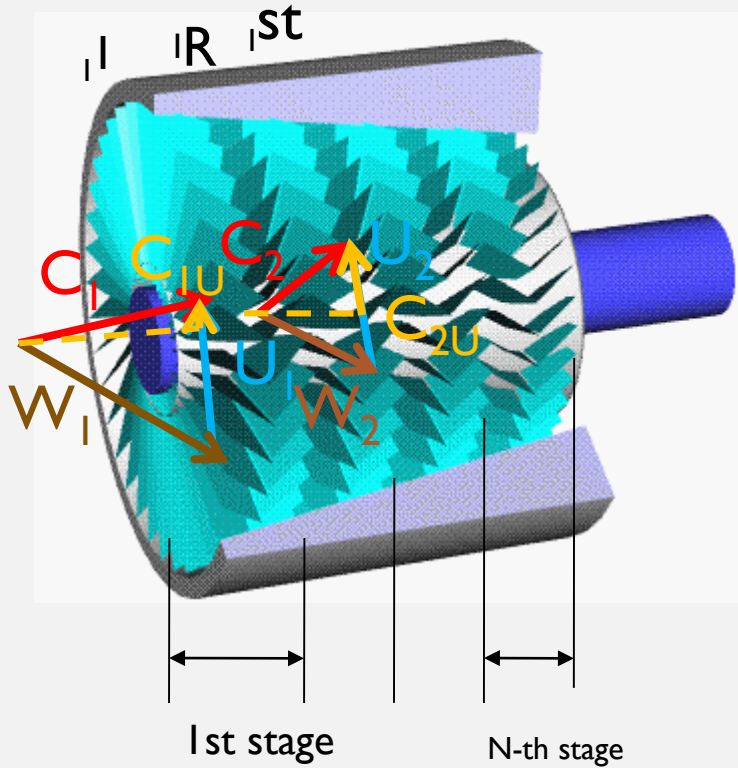
PRESSURE & VELOCITY CHANGE IN AXIAL COMPRESSORS



łopatki wirnika łopatki statora



AXIAL FLOW COMPRESSOR



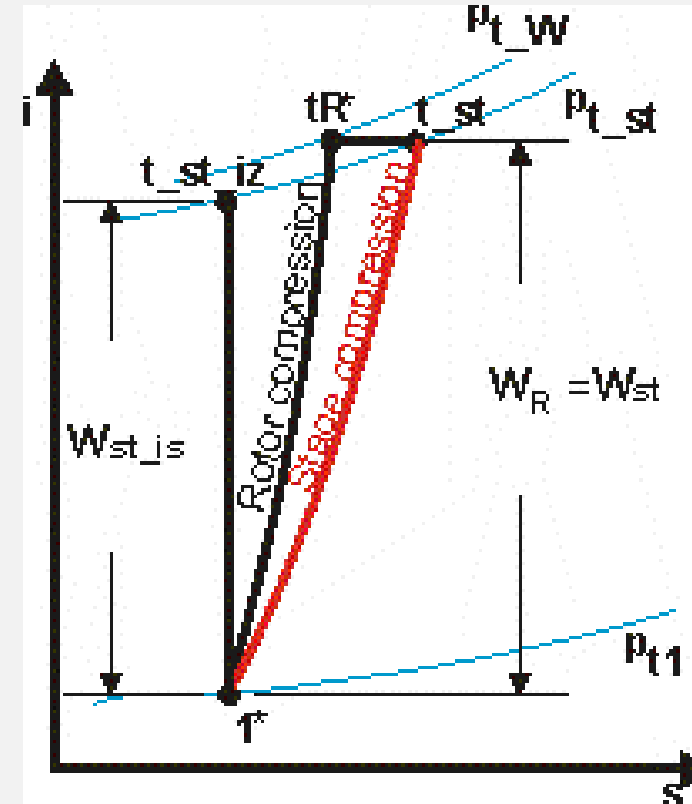
Stage work:

$$W_{st} = c_p (T_{t3} - T_{t1}) = U (C_{2U} - C_{1U})$$

Stage power:

$$P_{st} = \dot{m} W_{st} = \dot{m} c_p (T_{t3} - T_{t1})$$

Single stage characteristic

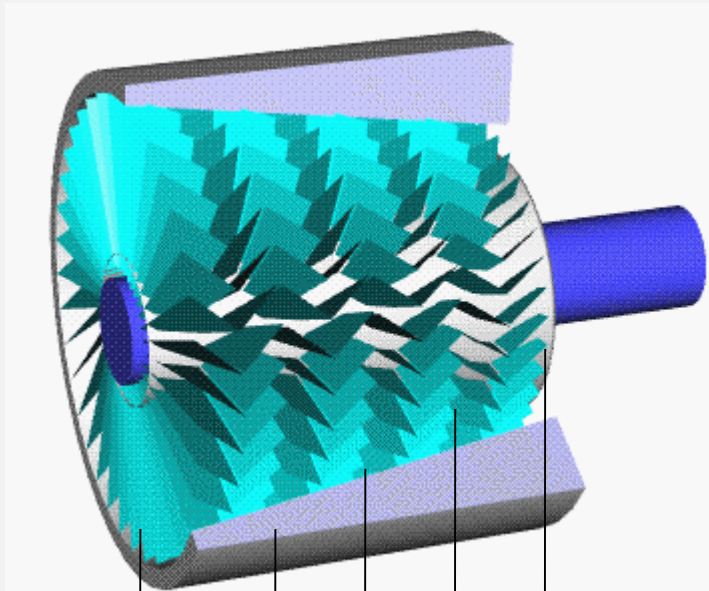


Stage efficiency:

$$\eta_{st} = \frac{W_{st_iz}}{W_{st}} = \frac{i_{t_st_iz} - i_{t1}}{i_{t_st} - i_{t1}^*}$$

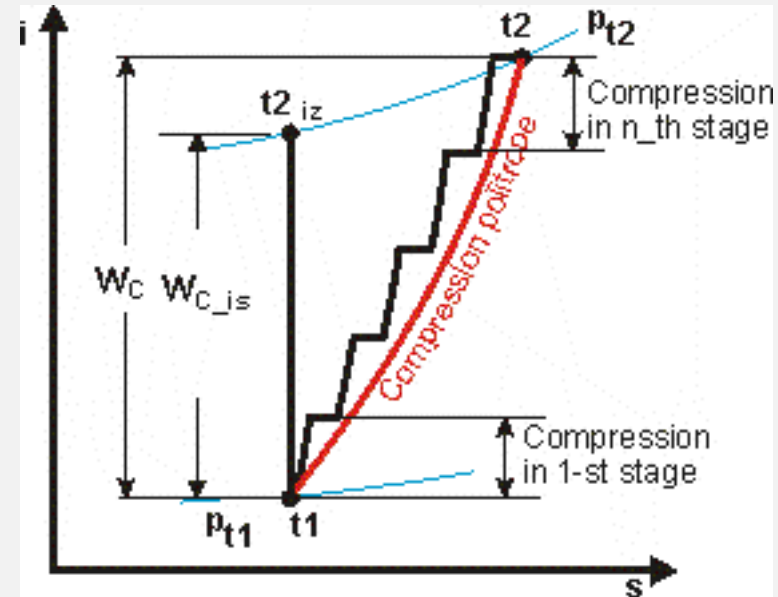
AXIAL FLOW COMPRESOR

Multistage compressor characteristic



1-szy
stopień
sprężarki

N-ty
stopień
sprężarki



Compressor efficiency:

$$\eta_C = \frac{W_{C_is}}{W_C} = \frac{i_{t2_iz} - i_{t1}}{i_{t2} - i_{t1}}$$

Compressor work:

$$W_C = \sum_{i=1}^n W_{st} = c_p (T_{t2} - T_{t1})$$

Compressor pressure ratio:

$$\pi_C = \prod_{i=1}^n \pi_{st}$$

COMPRESSOR

COMPRESSOR (2 – 3)

Compressor work is politropic

$$\pi_C = \frac{P_{t3}}{P_{t2}} = \text{CPR}$$

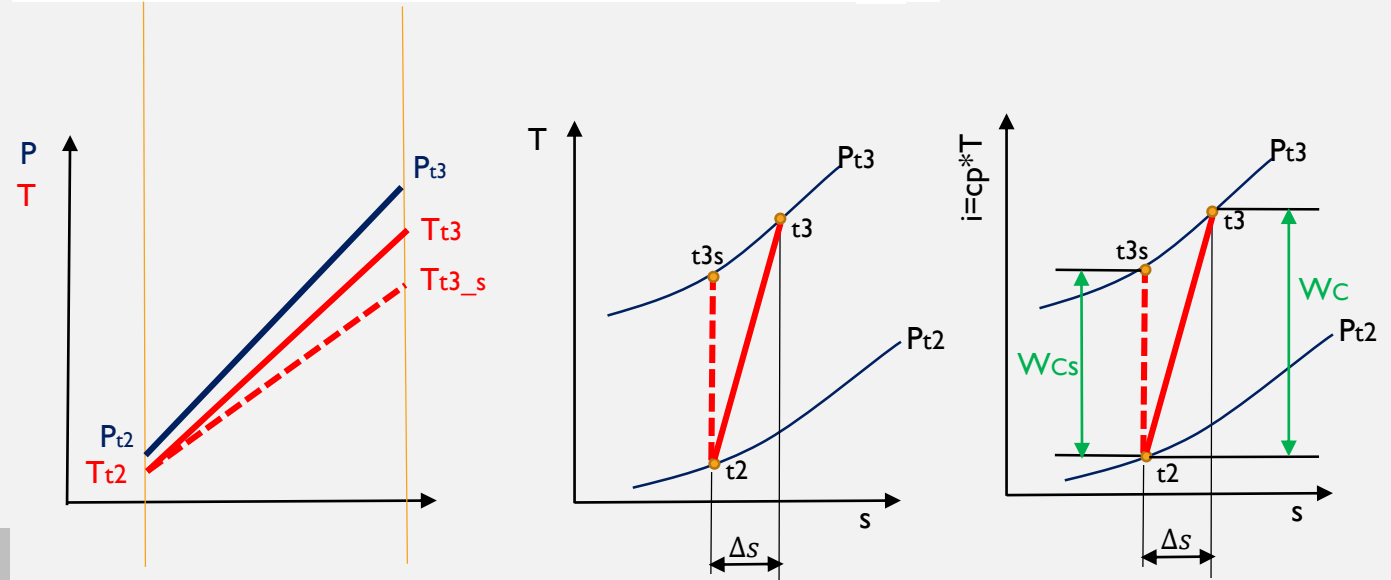
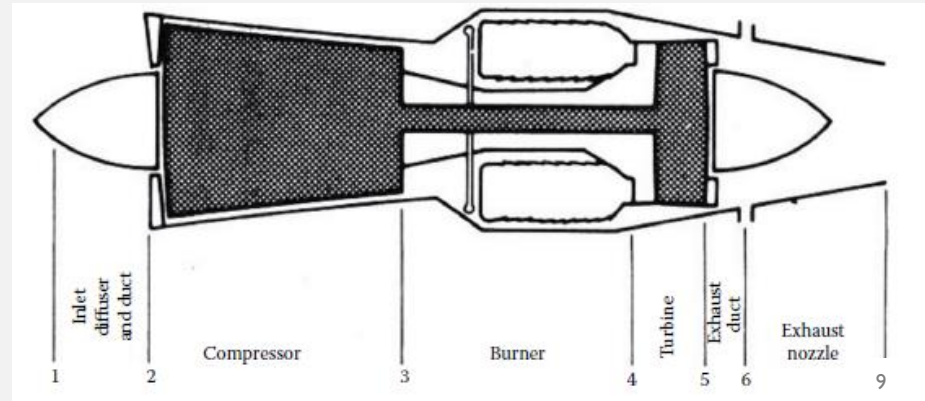
Compressor loss is visible in entropy grow:

$$\Delta s = C_p * \ln(T_{t3}/T_{t2}) - R \ln(P_{t3}/P_{t2})$$

Isentropic efficiency

$$\begin{aligned} \eta_C &= \frac{W_{Cs}}{W_C} = \frac{C_p(T_{t3s} - T_{t2})}{C_p(T_{t3} - T_{t2})} = \frac{T_{t3s}/T_{t2} - 1}{T_{t3}/T_{t2} - 1} \\ &= \frac{(P_{t3}/P_{t2})^{\frac{k-1}{k}} - 1}{T_{t3}/T_{t2} - 1} = \frac{(\pi_C)^{\frac{k-1}{k}} - 1}{T_{t3}/T_{t2} - 1} \end{aligned}$$

Compressor outlet temeparture is higher and copressor entropy grows dueto losses.



COMPRESSOR POLYTROPIC EFFICIENCY

$$e_c = \frac{\text{ideal work of compression for a differential pressure change}}{\text{actual work of compression for a differential pressure change}}$$

$$e_c = \frac{di_{ts}}{di_t} = \frac{dT_{ts}}{dT_t} = \frac{dT_{ts}/T_t}{dT_t/T_t} \quad dT_{ts}/T_t = \frac{k-1}{k} dP_t/P_t$$

↓ rearrangement
→ after differentiation

$$dT_t/T_t = \frac{k-1}{e_c k} dP_t/P_t \quad \ln(T_{t3}/T_{t2}) = \frac{k-1}{e_c k} \ln(P_{t3}/P_{t2})$$

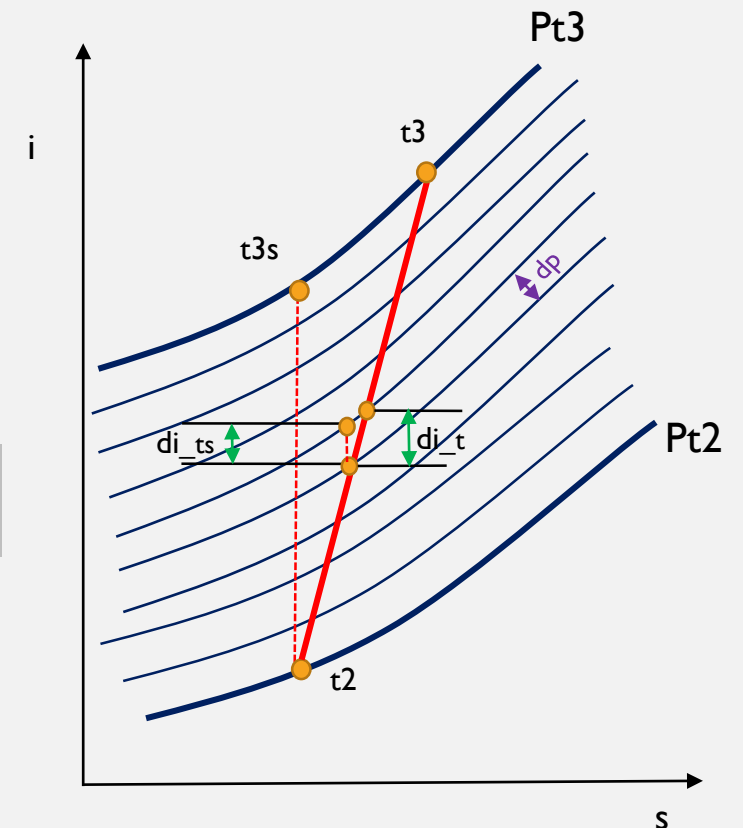
$$e_c = \frac{k-1}{k} \ln(P_{t3}/P_{t2}) / \ln(T_{t3}/T_{t2})$$

$$T_{t3}/T_{t2} = (P_{t3}/P_{t2})^{\frac{k-1}{e_c k}}$$

Polytropic efficiency is treated as a constant for specific compressor. It is value independent of number of stages in the compressor (CPR). Higher polytropic efficiency is for modern compressors

Typical range:

$$e_c = 0,88 - 0,92$$



POLYTROPIC VS. ISENTROPIC EFFICIENCY OF COMPRESSOR

Isentropic efficiency

$$\eta_c = \frac{(P_{t3}/P_{t2})^{\frac{k-1}{k}} - 1}{T_{t3}/T_{t2} - 1}$$

Polytropic efficiency relation

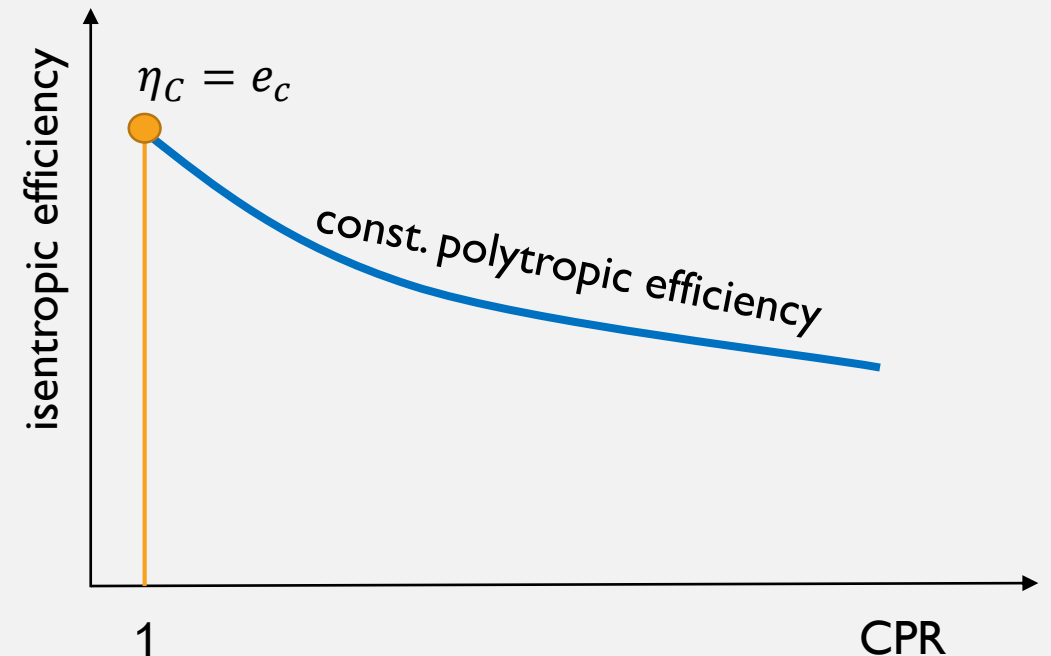
$$T_{t3}/T_{t2} = (P_{t3}/P_{t2})^{\frac{k-1}{e_c k}}$$

Isentropic vs. polytropic compressor efficiency

$$\eta_c = \frac{(P_{t3}/P_{t2})^{\frac{k-1}{k}} - 1}{(P_{t3}/P_{t2})^{\frac{k-1}{e_c k}} - 1}$$

Isentropic efficiency decreases with compressor pressure ratio (CPR) grow for defined polytropic efficiency.

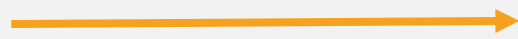
Compressor isentropic efficiency for $CPR > 1$ is lower than polytropic efficiency`



COMPRESSOR WORK AND POWER

Compressor work:

for isentropic efficiency



$$W_C = CpT_{t2} \left(\frac{(\pi_C)^{\frac{k-1}{k}} - 1}{\eta_C} \right)$$

$$W_C = Cp(T_{t3} - T_{t2})$$

for polytropic efficiency

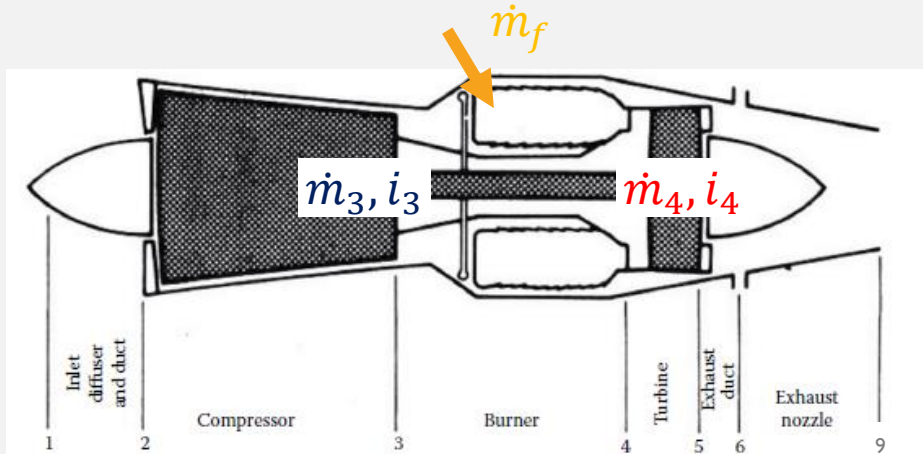


$$W_C = CpT_{t2} \left((\pi_C)^{\frac{k-1}{e_C k}} - 1 \right)$$

Compressor power:

$$P_C = \dot{m}_C W_C = \dot{m}_0 Cp(T_{t3} - T_{t2})$$

BURNER/COMBUSTOR



Energy balance:

$$\eta_B \dot{m}_f FHV = \dot{m}_4 i_{t4} - \dot{m}_3 i_{t3} = \dot{m}_4 c_{p_t} T_{t4} - \dot{m}_3 c_{p_c} T_{t3}$$

Burner efficiency

$$\eta_B = \frac{\text{heat added to the gas flow through the combustor}}{\text{heat contained in fuel}}$$

$$\eta_B \dot{m}_f FHV = \dot{m}_3 c_{p_B} (T_{t4} - T_{t3})$$

Fuel mass flow

$$\dot{m}_f = \frac{\dot{m}_3 c_{p_B} (T_{t4} - T_{t3})}{\eta_B FHV}$$

Fuel-air ratio

$$f = \frac{\dot{m}_f}{\dot{m}_0} = \frac{c_{p_B} (T_{t4} - T_{t3})}{\eta_B FHV}$$

Pressure losses:

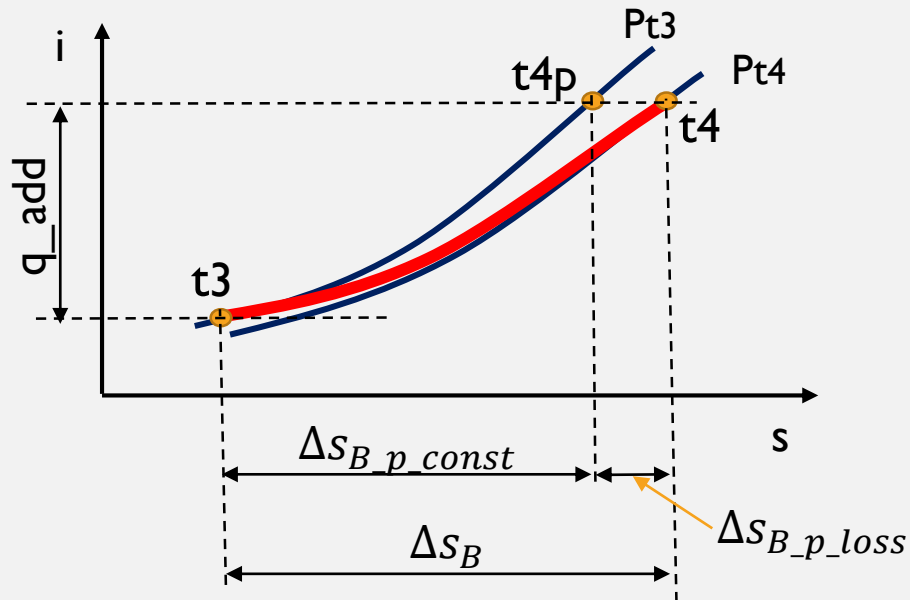
$$\pi_B = \frac{P_{t4}}{P_{t3}}$$

Entropy increase in a burner:

for izobaric process $\Delta S_{B,p_{const}} = c_{p_B} \ln \frac{T_{t4}}{T_{t3}}$

for pressure losses $\Delta S_{B,p_{loss}} = -R_t \ln \frac{P_{t4}}{P_{t3}}$

for all $\Delta S_B = c_{p_B} \ln \frac{T_{t4}}{T_{t3}} - R_t \ln \frac{P_{t4}}{P_{t3}}$



COMBUSTION

complete combustion

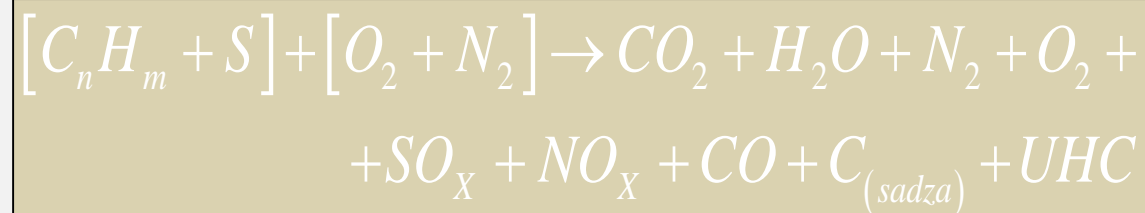
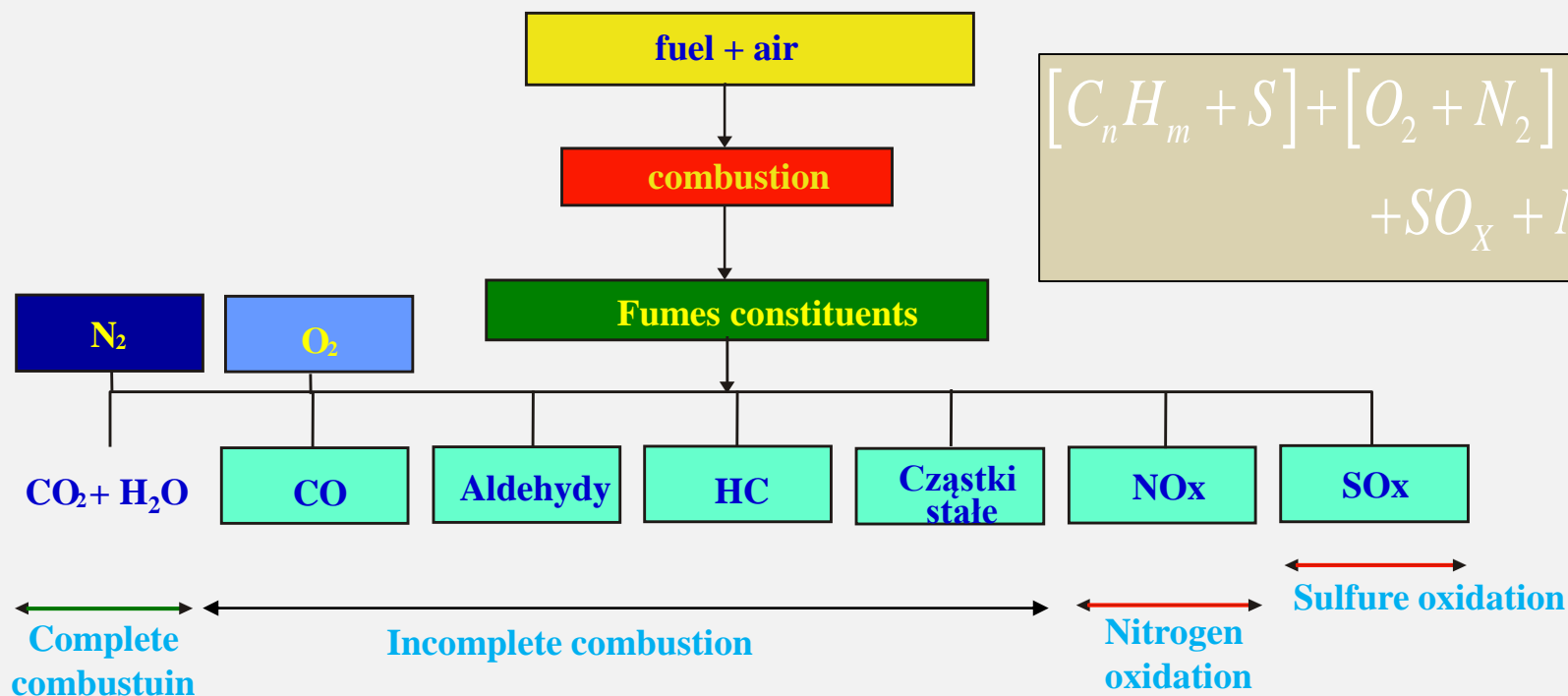


fuel

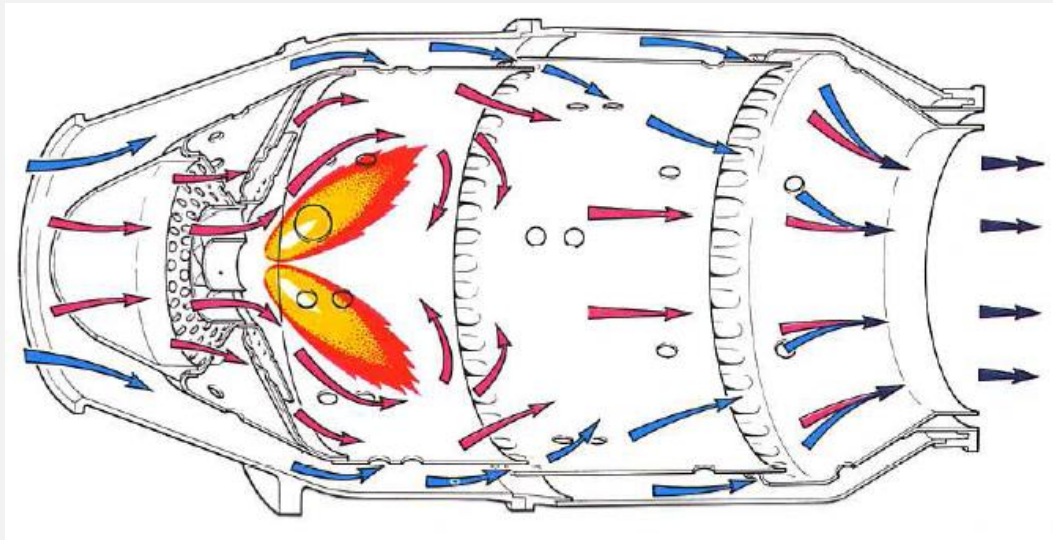
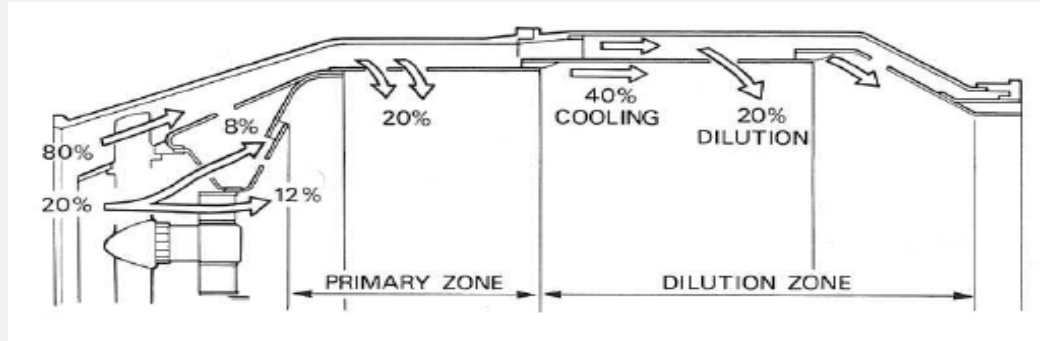
air →

fumes

Real combustion process



COMBUSTION CHAMBER



Stoichiometric oxygen requirement

$$O_t = \frac{8}{3}C + 8H - O \quad \left[\frac{kgO_2}{kgpal} \right]$$

Fuel

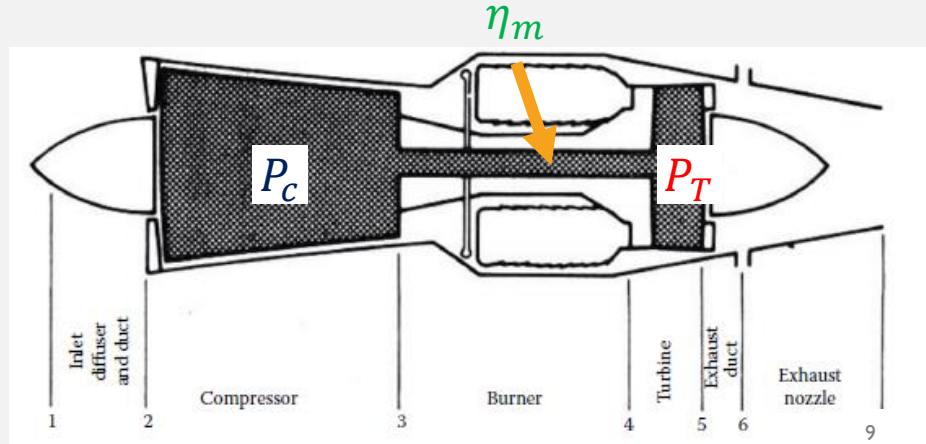
$$C = 0,86, \quad H = 0,14$$

$$O_t = \frac{8}{3} \cdot 0,86 + 8 \cdot 0,14 = 3,413 \quad \left[\frac{kgO_2}{kgpal} \right]$$

Stoichiometric air requirement

$$L_t = \frac{O_t}{0,232} = 14,7 \quad \left[\frac{kg \text{ pow}}{kg \text{ pal}} \right]$$

TURBINE



Compressor-turbine energy balance:

$$P_T = \dot{m}_4 c_{pT} (T_{t4} - T_{t5}) = \frac{1}{\eta_m} P_C$$

Turbine outlet temperature

$$T_{t5} = T_{t4} - \frac{P_C}{\eta_m \dot{m}_4 c_{pT}}$$

↓ for: $\dot{m}_2 = \dot{m}_0$ and $\dot{m}_4 = \dot{m}_0 + \dot{m}_f$

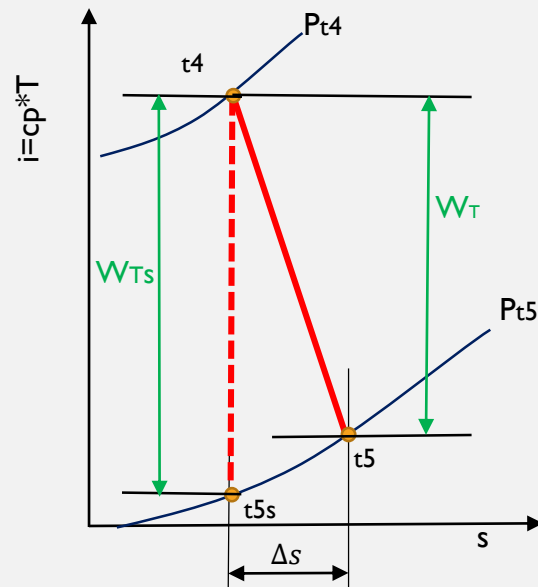
$$T_{t5} = T_{t4} - \frac{W_C}{\eta_m (1+f) c_{pT}}$$

Turbine pressure ratio (TPR)

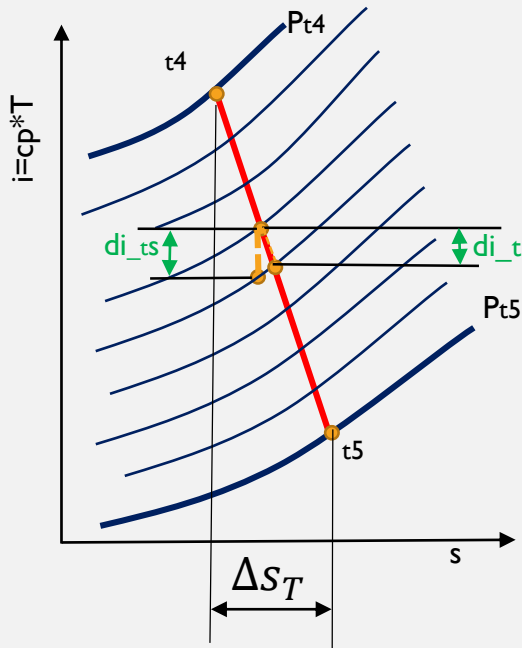
$$\pi_T = P_{t4}/P_{t5} > 1 \quad \frac{1}{\pi_T} = \left(1 - \frac{1 - T_{t5}/T_{t4}}{\eta_T} \right)^{\frac{k_t}{k_t-1}}$$

Turbine isentropic efficiency

$$\eta_T = \frac{W_T}{W_{Ts}} = \frac{c_{p_t} (T_{t4} - T_{t5})}{c_{p_t} (T_{t4} - T_{t5s})} = \frac{1 - T_{t5}/T_{t4}}{1 - T_{t5s}/T_{t4}} = \frac{1 - T_{t5}/T_{t4}}{1 - (P_{t5}/P_{t4})^{\frac{k_t-1}{k_t}}}$$



TURBINE POLYTROPIC EFFICIENCY



$$e_T = \frac{\text{actual turbine work for a differential pressure change}}{\text{ideal work of turbine for a differential pressure change}}$$

$$e_T = \frac{di_t}{di_{ts}} = \frac{dT_t}{dT_{ts}} = \frac{dT_t/T_t}{dT_{ts}/T_t}$$

↓ rearrangement

$$dT_t/T_t = e_T \frac{k_t - 1}{k_t} dP_t/P_t \xrightarrow{\text{after differentiation}} \ln(T_{t5}/T_{t4}) = e_T \frac{k_t - 1}{k_t} \ln(P_{t5}/P_{t4})$$

$dT_{ts}/T_t = \frac{k_t - 1}{k_t} dP_t/P_t$

$$e_T = \frac{k_t}{k_t - 1} \ln(T_{t5}/T_{t4}) / \ln(P_{t5}/P_{t4})$$

$$T_{t5}/T_{t4} = (P_{t5}/P_{t4})^{\frac{e_T(k_t - 1)}{k_t}}$$

Turbine entropy grow:

$$\Delta S_T = C_{p_t} * \ln(T_{t5}/T_{t4}) - R_t \ln(P_{t5}/P_{t4})$$

Polytropic efficiency is assumed as a constant for the turbine. It's value is independent of number of stages in the turbine (TPR). Higher polytropic efficiency is for modern turbine.

Typical range:

$$e_T = 0,85 - 0,9$$

POLYTROPIC VS. ISENTROPIC EFFICIENCY OF TURBINE

Isentropic efficiency

$$\eta_T = \frac{1 - T_{t5}/T_{t4}}{1 - (P_{t5}/P_{t4})^{\frac{k_t-1}{k_t}}}$$

Polytropic efficiency relation

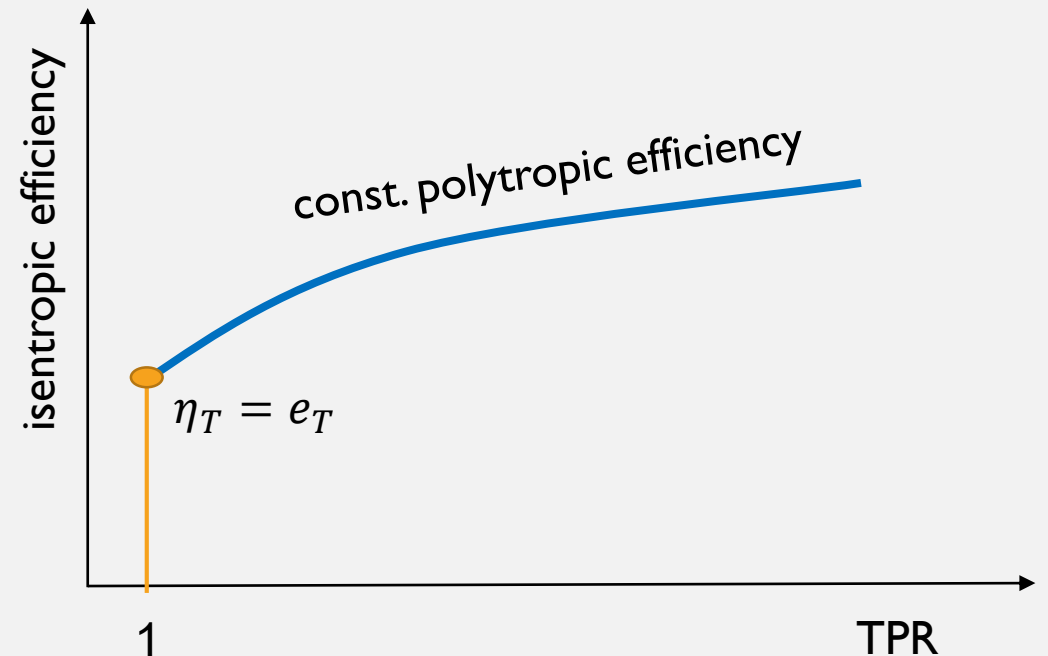
$$T_{t5}/T_{t4} = (P_{t5}/P_{t4})^{\frac{e_T(k_t-1)}{k_t}}$$

Isentropic vs. polytropic compressor efficiency

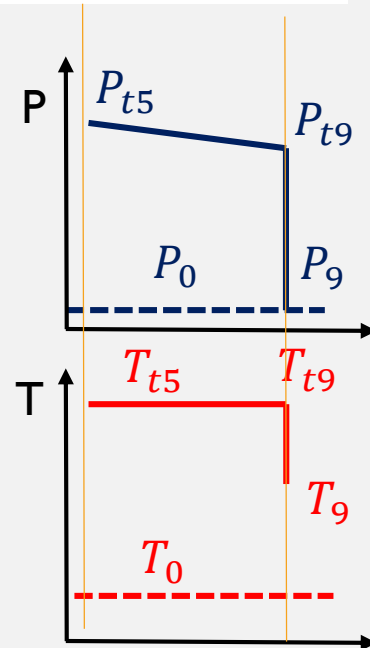
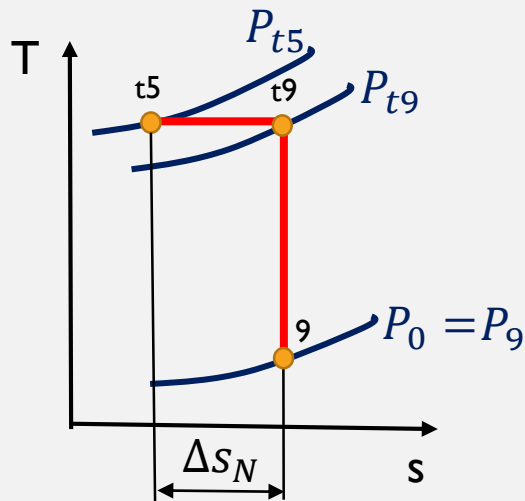
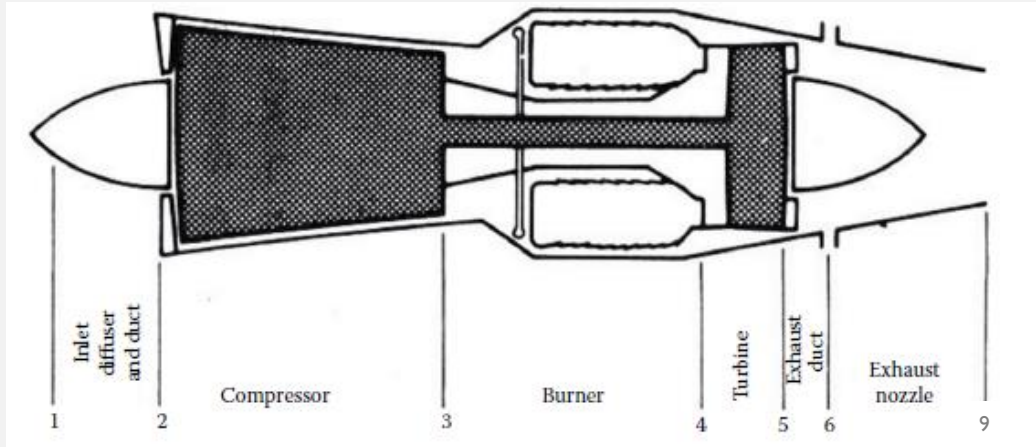
$$\eta_T = \frac{1 - (P_{t5}/P_{t4})^{\frac{e_T(k_t-1)}{k_t}}}{1 - (P_{t5}/P_{t4})^{\frac{k_t-1}{k_t}}}$$

Isentropic efficiency increases with growing of turbine pressure ratio (TPR) for defined polytropic efficiency.

Turbine isentropic efficiency for $TPR > 1$ is higher than polytropic efficiency`



IDEAL EXPANSION IN THE NOZZLE WITH LOSESS



NOZZLE (5-9)

Pressure losses: $\pi_N = \frac{P_{t9}}{P_{t5}} < 1$ $P_{t9} = \pi_N P_{t5}$

No heat loss $T_{t9} = T_{t5}$

Full expansion: $P_9 = P_0$

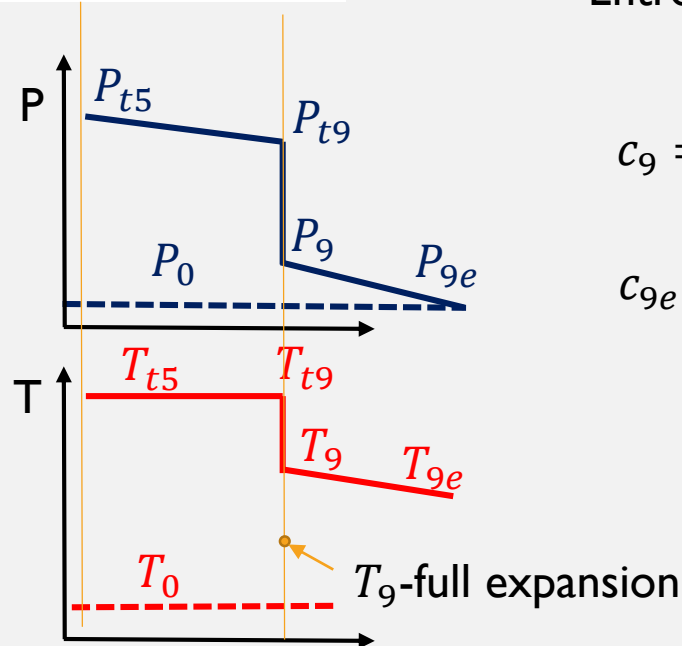
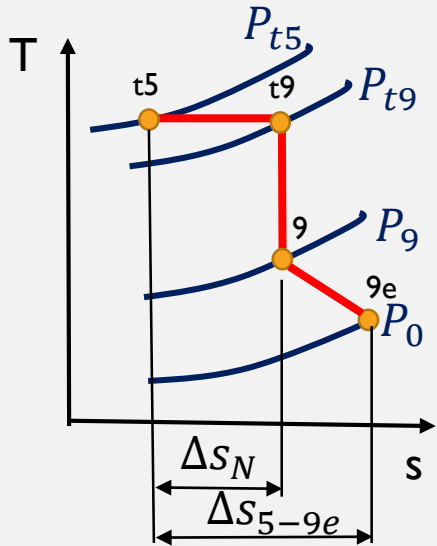
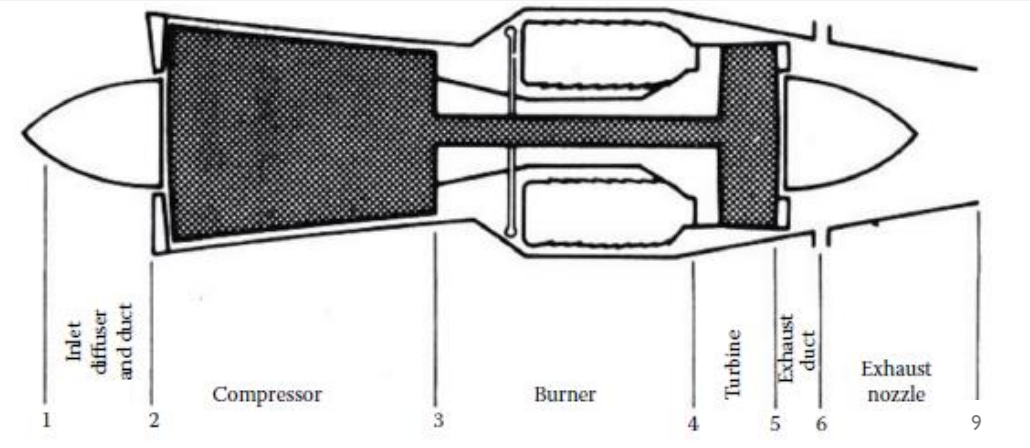
Entropy growth: $\Delta s_N = R_t \ln \frac{1}{\pi_N}$

$$c_9 = \sqrt{2Cp_t(T_{9t} - T_9)} \quad - \text{ for incompressible flow}$$

$$c_9 = a_9 M_9 = \sqrt{k_t R_t T_9} * \sqrt{\frac{2}{k_t - 1} \left(\frac{T_{t9}}{T_9} - 1 \right)} \quad - \text{ for compressible flow}$$

$$\frac{T_{t9}}{T_9} = \frac{P_{t9}}{P_9}^{(k_t-1)/k_t} \quad - \text{ isentropic relation between total and static parameters}$$

UNDEREXPANSION IN THE NOZZLE WITH LOSSES



NOZZLE (5-9)

Pressure losses: $\pi_N = \frac{P_{t9}}{P_{t5}} < 1$ $P_{t9} = \pi_N P_{t5}$

No heat loss $T_{t9} = T_{t5}$

Incomplete expansion: $P_9 > P_0$

$$\text{Entropy growth: } \Delta S_{5-9e} = C p_t \ln \frac{T_{9e}}{T_{t5}} - R_t \ln \frac{P_0}{P_{t5}}$$

$$c_9 = a_9 M_9 = \sqrt{k_t R_t T_9} * \sqrt{\frac{2}{k_t - 1} \left(\frac{T_{t9}}{T_9} - 1 \right)}$$

$$c_{9e} = c_9 + \frac{A_9(P_9 - P_o)}{\dot{m}_9} = c_9 + \frac{(P_9 - P_o)}{\rho_9 c_9}$$

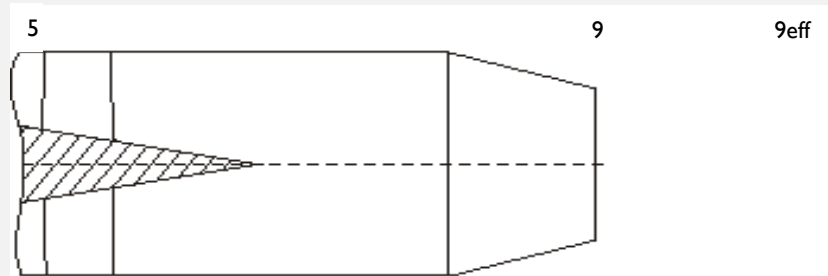
$$= c_9 + \frac{R_9 T_9 (P_9 - P_o)}{P_9 c_9}$$

$$\frac{T_{t9}}{T_9} = \left(\frac{P_{t9}}{P_9} \right)^{(k_t-1)/k_t}$$

continuity equation:

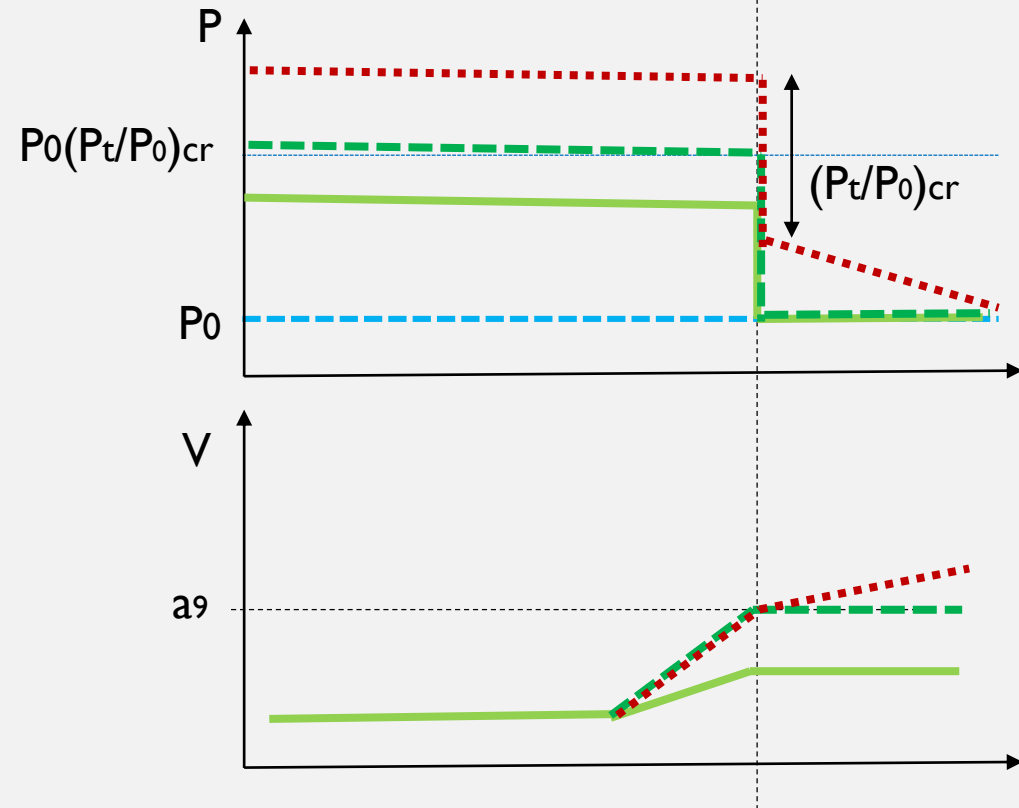
$$\dot{m}_9 = A_9 \rho_9 c_9$$

TURBOJET ENGINE WITH SUBSONIC (CONVERGENT) NOZZLE



$$\left(\frac{P_t}{P}\right)_{cr} = \left(\frac{1 + k_t}{2}\right)^{\frac{k_t}{k_t - 1}}$$

- Full gas expansion in the nozzle is available for subsonic flow speed ($C_9 < a_9$)
- When total to static pressure ratio is critical the flow velocity in nozzle outlet is equal speed of sound
- When total to static pressure ratio is higher than critical the nozzle outlet velocity is equal speed of sound – choked nozzle. Gas expansion process is continued outside the nozzle



CONVERGENT NOZZLE WITH LOSESS

NOZZLE (5-9)

Pressure losses: $\pi_N = \frac{P_{t9}}{P_{t5}} < 1$ $P_{t9} = \pi_N P_{t5}$

No heat losess $T_{t9} = T_{t5}$

If $\frac{P_{t9}}{P_0} < \beta_{cr}$

Ambient pressure expansion in the propelling nozzle

$$P_9 = P_0$$

Nozzle outlet parameters calculation like for full expansion

If $\frac{P_{t9}}{P_0} = \beta_{cr}$

Ambient pressure expansion in the propelling nozzle

$$P_9 = P_0$$

Outlet gas velocity is equal speed of sound

$$C_9 = a_9 = \sqrt{\frac{2k_t}{k_t + 1} R_t T_{t9}}$$

Nozzle outlet parameters calculation like for full expansion

Critical pressure ratio coefficient $\beta_{cr} = \left(\frac{1+k_t}{2}\right)^{\frac{k_t}{k_t-1}}$

If $\frac{P_{t9}}{P_0} > \beta_{cr}$

Expansion to critical pressure in the propelling nozzle

$$P_9 = P_{t9} / \beta_{cr}$$

Nozzle outlet gas velocity is equal speed of sound

$$C_9 = a_9 = \sqrt{\frac{2k_t}{k_t + 1} R_t T_{t9}}$$

Gas expansion outside the nozzle. Parameters calculation like for full expansion

PERFORMANCE PARAMETERS

- Thrust

$$T = m_9 V_9 - m_0 V_0 + A_9 (P_9 - P_0) = m_9 V_{9e} - m_0 V_0$$

- Specific Thrust

$$ST = \frac{T}{m_0} = (1 + f_B) V_{9e} - V_0$$

- Specific Fuel Consumption

$$SFC = \frac{m_f}{T} = \frac{f_B}{(1 + f_B) V_{9e} - V_0}$$

- Thermal efficiency

$$\eta_{th} = \frac{m_9 V_{9e}^2 - m_0 V_0^2}{2 m_f FHV} = \frac{(1 + f_B) V_{9e}^2 - V_0^2}{2 f_B FHV}$$

- Propulsive efficiency

$$\eta_p = \frac{2 T V_0}{m_9 V_{9e}^2 - m_0 V_0^2} = \frac{2 ST V_0}{(1 + f_B) V_{9e}^2 - V_0^2}$$

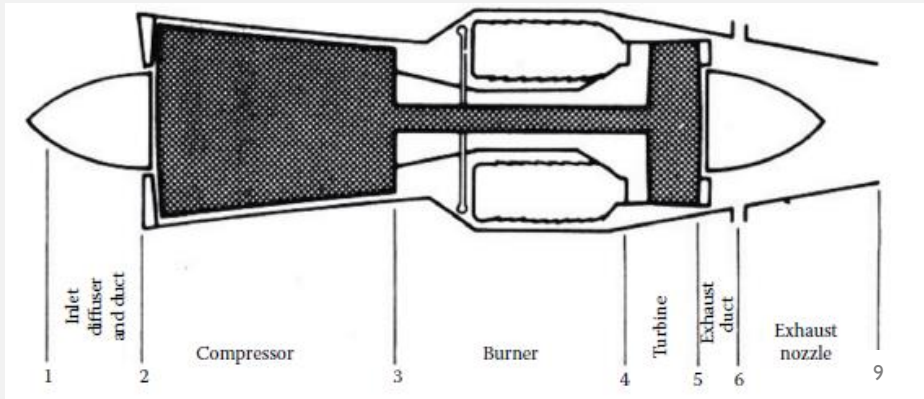
- Overall efficiency

$$\eta_o = \frac{T V_0}{m_f FHV} = \frac{ST V_0}{f_B FHV} = \eta_{th} \eta_p$$

TURBOJET ENGINE WITH LOSSES

- Processes in the inlet (diffuser) burner and nozzle are with losses –
 $\pi_D < 1, \pi_B < 1, \pi_N < 1$
- Compressor and turbine process isn't isentropic, $\eta_C(e_C) < 1, \eta_T(e_T) < 1$
- Combustor efficiency $\eta_B < 1$
- Mechanical efficiency $\eta_m < 1$

REAL TURBOJET ENGINE – FULL EXPANSION IN NOZZLE



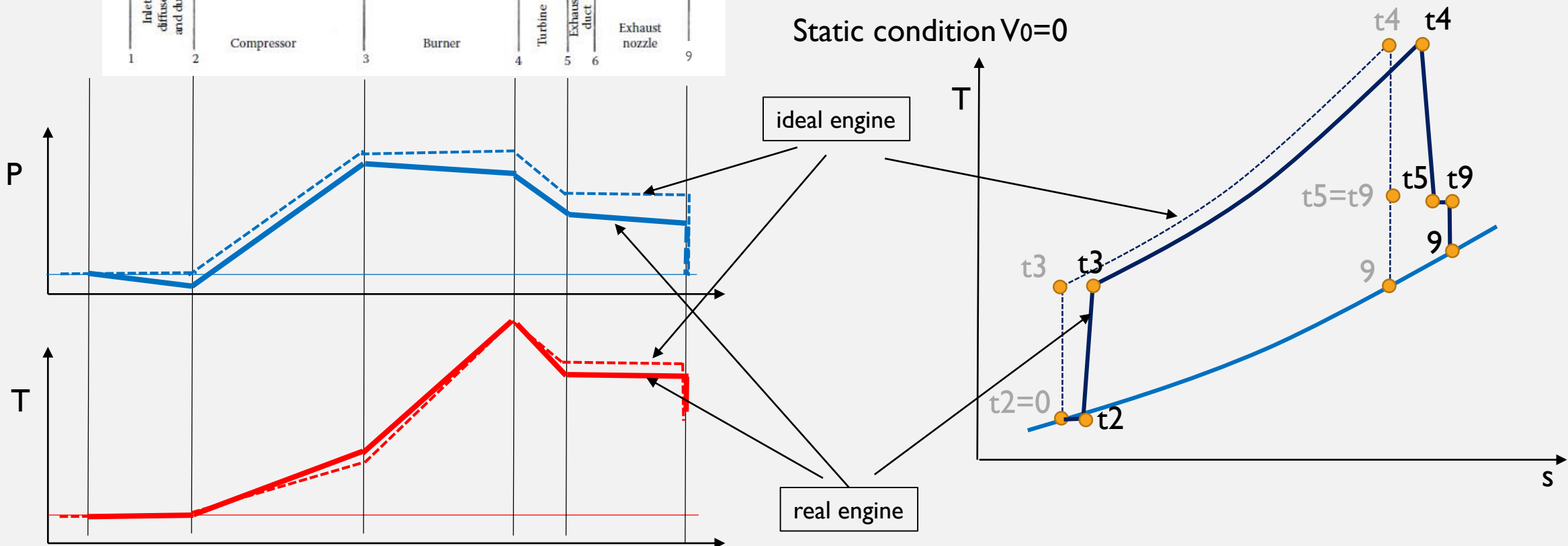
Processes in the inlet (diffuser) burner and nozzle are with losses -
 $\pi_D < 1$, $\pi_B < 1$, $\pi_N < 1$

Compressor and turbine process isn't isentropic, $\eta_C < 1$, $\eta_T < 1$

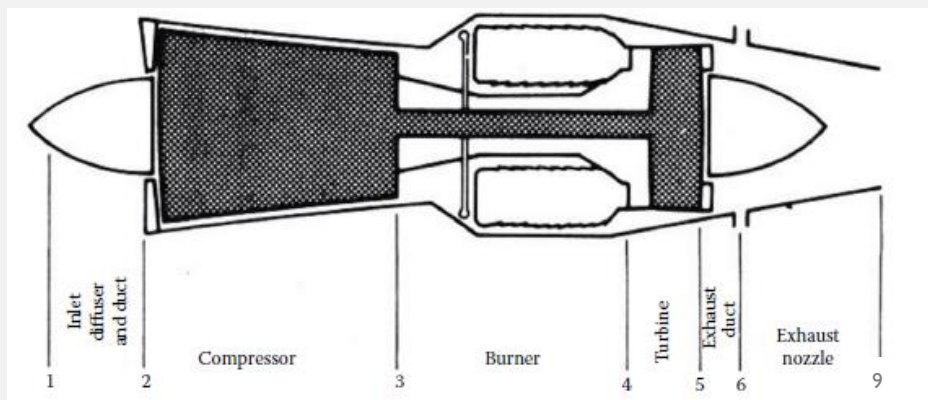
Combustor efficiency $\eta_B < 1$

Mechanical efficiency $\eta_m < 1$

Static condition $V_0=0$



REAL TURBOJET ENGINE – FULL EXPANSION IN NOZZLE



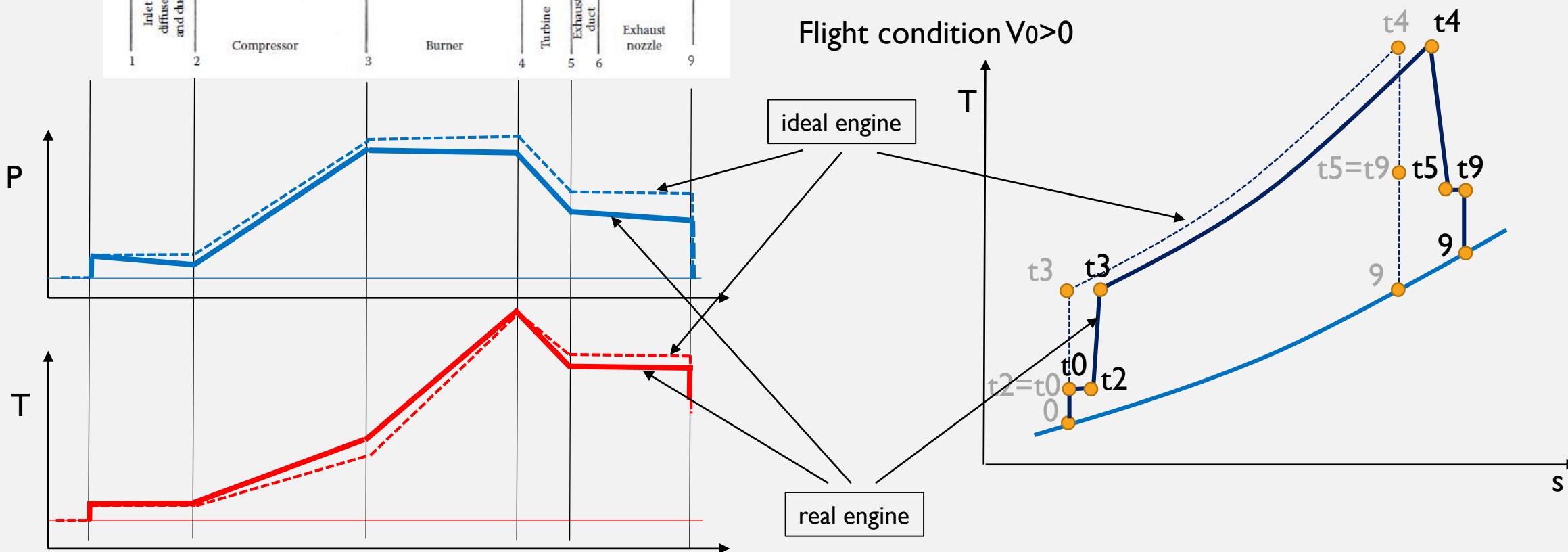
Processes in the inlet (diffuser) burner and nozzle are with losses -
 $\pi_D < 1$, $\pi_B < 1$, $\pi_N < 1$

Compressor and turbine process isn't isentropic, $\eta_C < 1$, $\eta_T < 1$

Combustor efficiency $\eta_B < 1$

Mechanical efficiency $\eta_m < 1$

Flight condition $V_0 > 0$



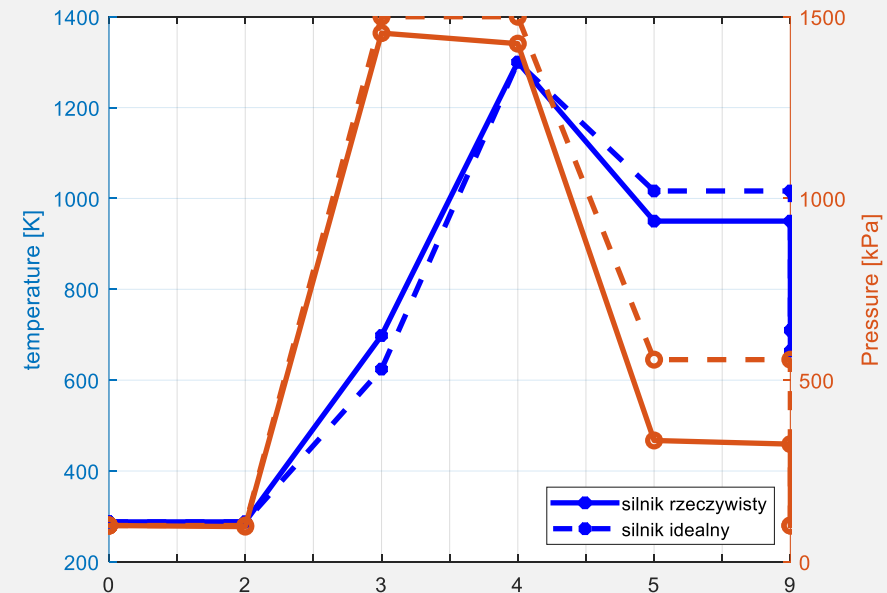
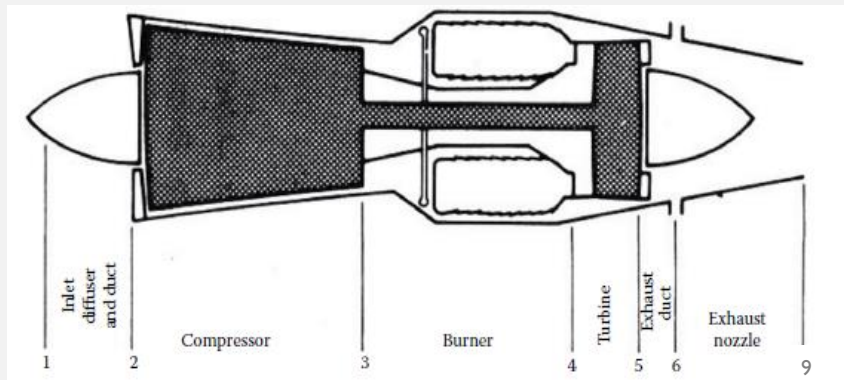
EXAMPLE OF TURBOJET ENGINE CALCULATION

Given:

Temperature and pressure comparison in engine cutsections:

	Parameter	Value
1	'Altitude [m]'	0
2	'Flight speed Ma'	0
3	'air mass flow [kg/s]'	25
4	'CPR'	15
5	'T _{t4} [K]'	1300
6	'Inlet pressure losses π_{iD} '	0.9700
7	'Burner pressure losses π_{iB} '	0.9800
8	'Nozzle pressure losses π_{iN} '	0.9700
9	'compressor efficiency η_C '	0.8200
10	'turbine efficiency η_T '	0.8900
11	'Burner efficiency η_B '	0.9800
12	'Mechanical efficiency η_M '	0.9900

	Section	Temp. [K] real	Temp. [K] ideal	Pressure [kPa] real	Pressure [kPa] ideal
1	'0'	288	288	100	100
2	't0'	288	288	100	100
3	't2'	288	288	97	100
4	't3'	698	624	1455	1500
5	't4'	1300	1300	1426	1500
6	't5'	950	1016	334	556
7	't9'	950	1016	324	556
8	'9'	710	664	100	100



REAL VS. IDEAL ENGINE SUMMARY

Real to ideal jet engine comparison shows:

- Total pressure in engine sections is lower in the real engine
- Total temperature after compressor is higher, but after turbine is lower in the real engine
- Higher temperature after compressor causes lower fuel consumption of the real engine - TIT (turbine inlet temperature) is the same in both engines
- Lower total temperature in the nozzle inlet and higher static temperature in the nozzle outlet causes lower outlet flow velocity and by this way lower thrust and specific thrust of real jet engine
- Specific fuel consumption is higher due to lower thrust
- Thermal and overall efficiencies are lower in the real engine

Engine performance:

	Parameter	Unit	Real eng.	Ideal eng.
1	'Thrust'	'kN'	19.0608	23.1214
2	'Specific Thrust'	'N*s/kg'	762.4330	924.8565
3	'fuel consump'	'kg/s'	0.4285	0.4714
4	'Specific fuel consump'	'kg/N/h'	0.0809	0.0734
5	'prędkość V9'	'm/s'	749.5865	907.7404
6	'therm. efficiency'	'-'	0.3878	0.5177
7	'prop. efficiency'	'-'	0	0
8	'overall efficiency'	'-'	0	0

Example of turbojet engine thermodynamic model: [real turbojet engine model](#)

EXAMPLE OF TURBOJET ENGINE CALCULATION WITH CONVERGENT NOZZLE

Given:

	Parameter	Value
1	'Altitude [m]'	11000
2	'Flight speed Ma'	0,8
3	'air mass flow [kg/s]'	25
4	'CPR'	15
5	'T _{t4} [K]'	1300
6	'Inlet pressure losses π_D '	0.9700
7	'Burner pressure losses π_B '	0.9800
8	'Nozzle pressure losses π_N '	0.9700
9	'compressor efficiency η_C '	0.8200
10	'turbine efficiency η_T '	0.8900
11	'Burner efficiency η_B '	0.9800
12	'Mechanical efficiency η_M '	0.9900

Parameters and engine performance comparison for full expansion nozzle and convergent nozzle

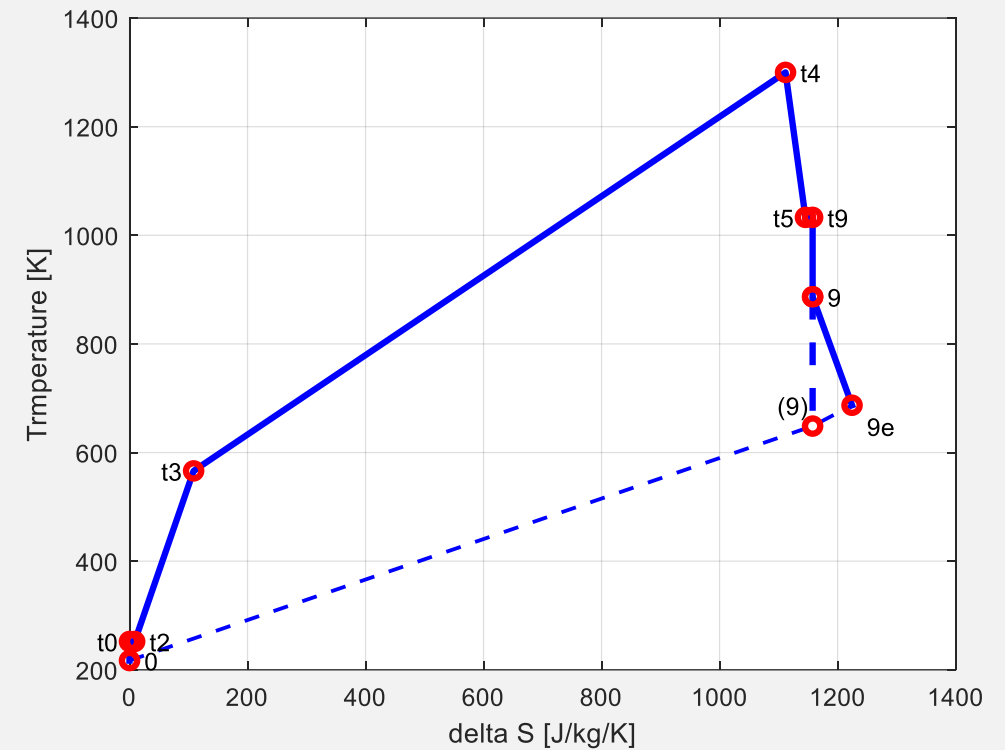
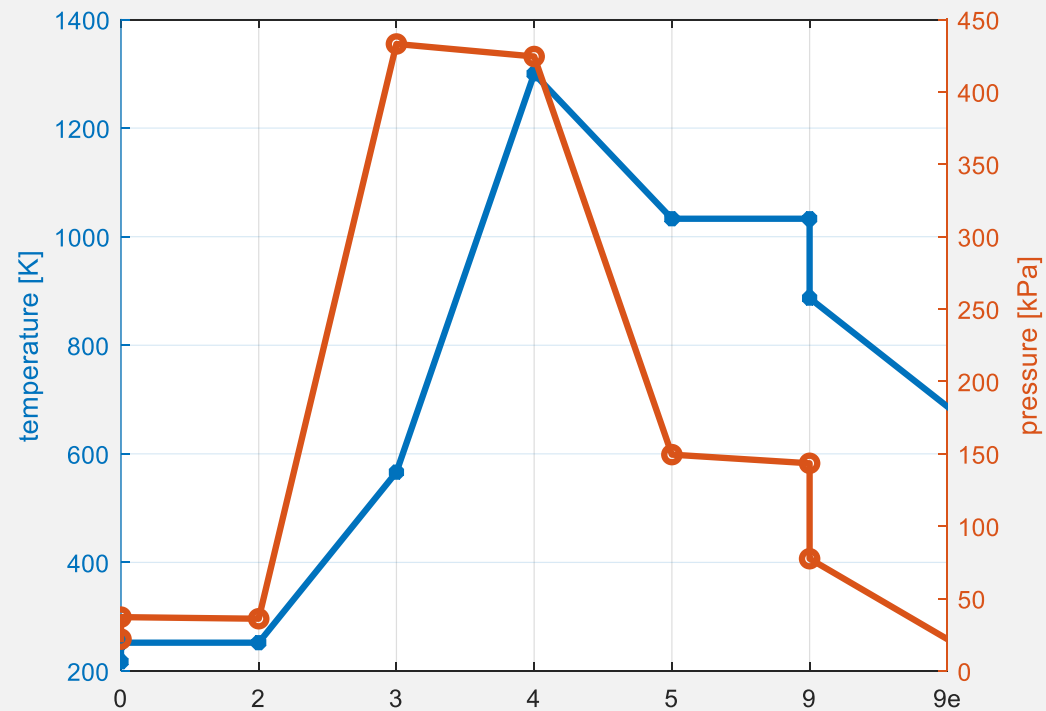
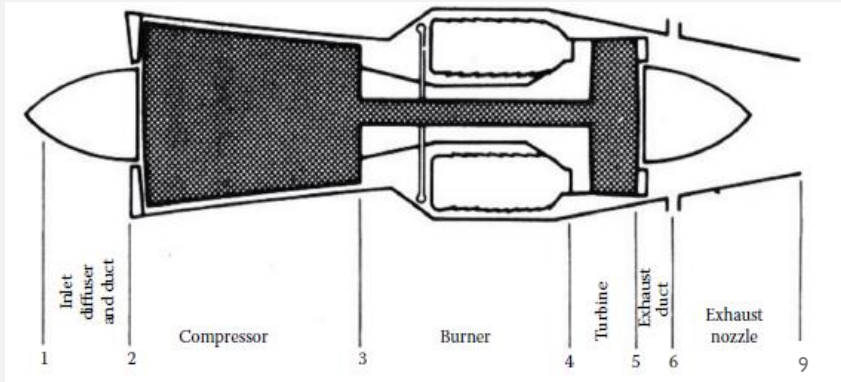
	Parameter	Unit	FULL EXP.	CONVERG. NOZZLE
1	'T _{t9} '	'K'	1.0330e+03	1.0330e+03
2	'P _{t9} '	'kPa'	143.4731	143.4731
3	'T ₉ '	'K'	648.7254	886.8015
4	'V ₉ '	'm/s'	947.8210	584.6740
5	'P ₉ '	'kPa'	22	77.5530
6	'T _{9e} '	'K'	648.7254	687.0761
7	'V _{9e} '	'm/s'	947.8210	899.7531
8	'Thrust'	'kN'	14.0374	13.0560
9	'Specific Thrust'	'N*s/kg'	701.8725	652.8003
10	'Specific fuel consump'	'kg/N/h'	0.1072	0.1152
11	'therm. efficiency'	'-'	0.4711	0.4206
12	'prop. efficiency'	'-'	0.4407	0.4590
13	'overall efficiency'	'-'	0.2076	0.1931

CONCLUSIONS:

Incomplete expansion in the engine propelling nozzle causes:

- Lower thrust and specific thrust than it is in full decompression mode
- Higher specific fuel consumption
- Additional entropy increase caused by jet decompression outside the nozzle

EXAMPLE OF TURBOJET ENGINE CALCULATION WITH CONVERGENT NOZZLE



Example of turbojet engine with convergent nozzle calculation in: [real turbojet engine model](#)

THANKS FOR YOUR ATENTION

Questions and Comments ?

1.

2.

3.