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The purpose of this engine feasibility study was to determine the benefits that can be achieved by incorporating positive displacement axial vane compression and expansion stages into high bypass turbofan

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engines. These positive-displacement stages would replace some or all of the conventional compressor and turbine stages in the turbine engine, but not the fan. The study considered combustion occurring internal to an axial vane component (i.e., Diesel engine replacing the standard turbine engine combustor, burner, and turbine); and external continuous flow combustion with an axial vane compressor and an axial vane turbine replacing conventional compressor and turbine systems. Badley, Patrick R. and Smith, Michael R. and Gould, Cedric O. Glenn Research Center DIESEL ENGINES; TURBOFAN ENGINES; TURBOCOMPRESSORS; AXIAL FLOW TURBINES; COMBUSTION CHAMBERS; CONTINUUM FLOW; DISPLACEMENT; FEASIBILITY; VANES

Thoroughly updated and expanded, Fundamentals of Medium/Heavy Diesel Engines, Second Edition offers comprehensive coverage of basic concepts and fundamentals, building up to advanced instruction on the latest technology coming to market for medium- and heavy-duty diesel engine systems.

An investigation has been conducted to determine the effect of the location of the diffuser vanes with respect to the supercharger outlets and the effect of flow

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conditions at the impeller inlet on the air-flow distribution in the outlets of the engine-state supercharger of an 18-cylinder double-row radial aircraft engine. The standard 13-vane diffuser rotated 180 degrees from its original position and an NACA designed 18-vane diffuser were used to determine the effect of the diffuser-vane location with respect to the supercharger outlets. The 18 vanes of the diffuser correspond to the 18 outlets of the supercharger. The effect of flow conditions at the impeller inlet was investigated by distorting the flow at the inlet and noting the effect in the supercharger outlets. An NACA vaneless diffuser was used in this investigation to eliminate the diffuser-vane effect.

This complete textbook provides detailed content on the theory of operation, diagnosis, repair, and rebuilding of automotive engines. In addition to essential technical expertise, the text helps users develop the skills and knowledge they need for professional success, including critical thinking and awareness of key industry trends and practices. The text emphasizes universal repair techniques and case histories based on real-world scenarios to prepare users for careers in the field. Instructor resources include lesson plans, customizable lab sheets

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that address NATEF Standards, a customizable test bank with questions based on chapter content, presentations in PowerPoint, and more. Now updated with new, full-color images and information on the latest trends, tools, and technology—including hybrid engines and high-performance components—AUTOMOTIVE ENGINES: DIAGNOSIS, REPAIR, REBUILDING, Seventh Edition, is the ideal resource for automotive programs who want a complete teaching package for their Engines course. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version.

Automotive Engine Performance, published as part of the CDX Master Automotive Technician Series, provides technicians in training with a detailed overview of modern engine technologies and diagnostic strategies. Taking a "strategy-based diagnostic" approach, it helps students master the skills needed to diagnose and resolve customer concerns correctly on the first attempt. Students will gain an understanding of current diagnostic tools and advanced performance systems as they prepare to service the engines of tomorrow.

Liquid hydrogen is shown to be the ideal fuel for civil transport aircraft, as well as for

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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.

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