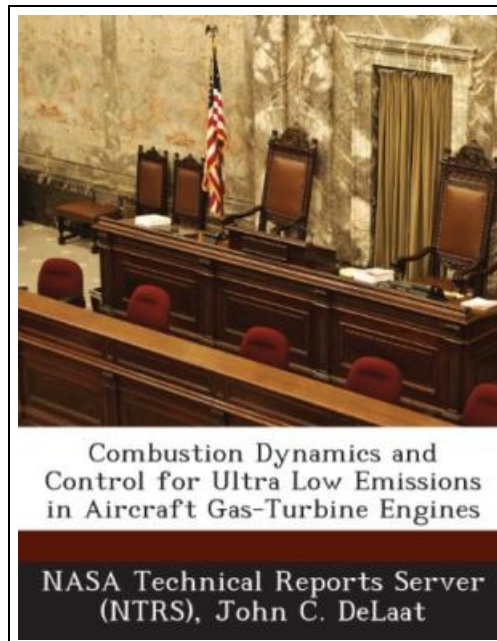


Combustion Dynamics and Control for Ultra Low Emissions in Aircraft Gas-Turbine Engines



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(Eileen Kling !)

COMBUSTION DYNAMICS AND CONTROL FOR ULTRA LOW EMISSIONS IN AIRCRAFT GAS-TURBINE ENGINES

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Bibliogov, United States, 2013. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.Future aircraft engines must provide ultra-low emissions and high efficiency at low cost while maintaining the reliability and operability of present day engines. The demands for increased performance and decreased emissions have resulted in advanced combustor designs that are critically dependent on efficient fuel/air mixing and lean operation. However, all combustors, but most notably lean-burning low-emissions combustors, are susceptible to combustion instabilities. These instabilities are typically caused by the interaction of the fluctuating heat release of the combustion process with naturally occurring acoustic resonances. These interactions can produce large pressure oscillations within the combustor and can reduce component life and potentially lead to premature mechanical failures. Active Combustion Control which consists of feedback-based control of the fuel-air mixing process can provide an approach to achieving acceptable combustor dynamic behavior while minimizing emissions, and thus can provide flexibility during the combustor design process. The NASA Glenn Active Combustion Control Technology activity aims to demonstrate active control in a realistic environment relevant to aircraft engines by providing experiments tied to aircraft gas turbine combustors. The intent is to allow the technology maturity of active combustion control to advance to eventual demonstration in an engine environment. Work at NASA Glenn has shown that active combustion control, utilizing advanced algorithms working through high frequency fuel actuation, can effectively suppress instabilities in a combustor which emulates the instabilities found in an aircraft gas turbine engine. Current efforts are aimed at extending these active control technologies to advanced ultra-low-emissions combustors such as those employing multi-point lean direct injection.

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