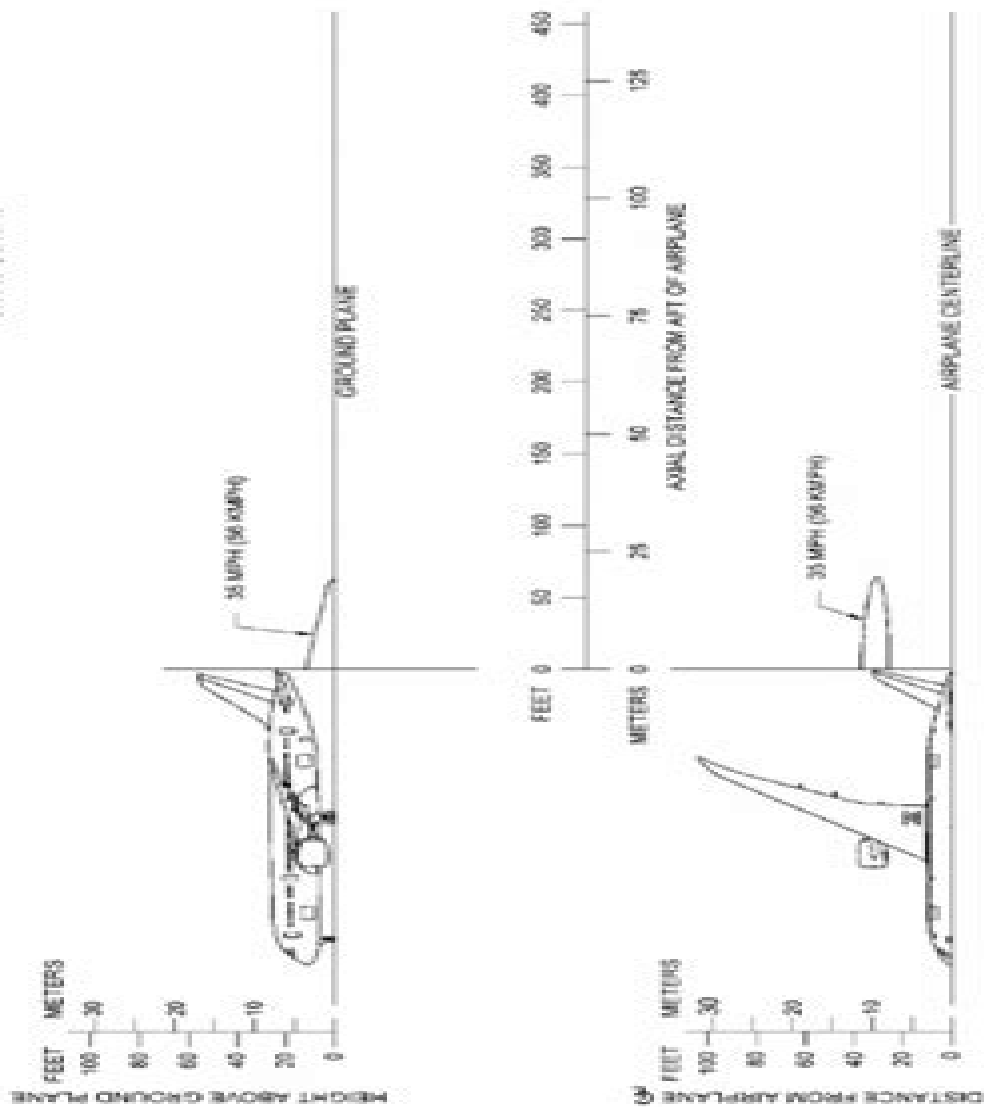


### 6.1.9 Jet Engine Exhaust Velocity Contours – Idle Thrust: Model 787-9

**NOTES:**

- ENGINE THRUST AT IDLE (LITTING)
- CONTOURS CALCULATED FROM COMPUTER DATA
- STANDARD DAY
- SEA LEVEL
- NO WIND
- BOTH ENGINES RUNNING
- 2024 LIFT / ENGINE



# **Jet Engine Exhaust Velocities B787**

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**On the Use of Relative Velocity Exponents for Jet Engine Exhaust Noise**, 1978 **Jet Engine Exhaust Emissions of High-altitude Commercial Aircraft Projected to 1990** Jack Grobman, Robert D. Ingebo, 1974

Dispersion of Turbojet Engine Exhaust in Flight James D. Holdeman, 1973 Turbojet Fundamentals Howard E. Morgan, 1956 **Jet Propulsion Turbojets** Volney Cecil Finch, 1948 Exhaust Emissions from Gas Turbine Aircraft Engines National Industrial Pollution Control Council, National Industrial Pollution Control Council. Airlines and Aircraft Sub-Council, 1971

*Aircraft Engine Noise Reduction*, 1972 **Performance of Basic XJ79-GE-1 Turbojet Engine and Its Components** Carl E. Campbell, 1958 Compressor performance and turbine performance are presented in the form of performance maps at selected values of Reynolds number index the effects of Reynolds number on performance are summarized The effects of variable stator angle and high inlet air temperatures on compressor performance are also shown Over all engine performance net thrust and specific fuel consumption is presented for a flight Mach number of 0.9 at rated engine conditions over a range of altitudes to illustrate performance losses resulting from decreased Reynolds number index

**Aircraft Jet Engine Exhaust Blast Effects on Par-56 Runway Threshold Lamp Fixtures** Jacob K. Struck, 1989

Flight velocity effects on exhaust noise of a wedge nozzle installed on an underwing nacelle on an F-106 airplane Richard R. Burley, 1976 **Theory and Practice of Aircraft Performance** Ajoy Kumar Kundu, Mark A. Price, David Riordan, Peter Belobaba, Jonathan Cooper, Allan Seabridge, 2016-09-26 Textbook introducing the fundamentals of aircraft performance using industry standards and examples bridging the gap between academia and industry Provides an extensive and detailed treatment of all segments of mission profile and overall aircraft performance Considers operating costs safety environmental and related systems issues Includes worked examples relating to current aircraft Learjet 45 Tucano Turboprop Trainer Advanced Jet Trainer and Airbus A320 types of aircraft Suitable as a textbook for aircraft performance courses **Boeing 787 Dreamliner** Guy Norris, Mark Wagner, 2009-11-15 The story behind the innovative widebody jet s troubled but also path breaking development with hundreds of photos Airways With the launch of its superjumbo the A380 Airbus made what looked like an unbeatable bid for commercial aviation supremacy But archrival Boeing responded Not so fast Boeing s 787 Dreamliner would generate more excitement and more orders than any commercial airplane in the company s history This book offers a fascinating behind the scenes look at the first all new airplane developed by Boeing since its 1990 launch of the 777 With hundreds of photographs and diagrams Boeing 787 Dreamliner closely details the design and building of Boeing s new twin engine jet airliner as well as the drama behind its launch the key players the controversies the critical decisions about materials and technology the plastic reinforced with carbon fiber that make this mid sized widebody super lightweight And here from every angle is the Dreamliner itself in all its gleaming readiness to rule the air Transportation Engineering

Dusan Teodorovic, Milan Janić, 2022-01-28 Transportation Engineering Theory Practice and Modeling Second Edition presents comprehensive information related to traffic engineering and control transportation planning and evaluation of transportation alternatives The book systematically deals with almost the entire transportation engineering area offering various techniques related to transportation modeling transportation planning and traffic control It also shows readers how to use models and methods when predicting travel and freight transportation demand how to analyze existing transportation networks how to plan for new networks and how to develop traffic control tactics and strategies New topics addressed include alternative Intersections alternative interchanges and individual private transportation Readers will also learn how to utilize a range of engineering concepts and methods to make future transportation systems safer more cost effective and greener Providing a broad view of transportation engineering including transport infrastructure control methods and analysis techniques this new edition is for postgraduates in transportation and professionals needing to keep up to date with the latest theories and models Covers all forms of transportation engineering including air rail road and public transit modes Examines different transportation modes and how to make them sustainable Features a new chapter covering the reliability resilience robustness and vulnerability of transportation systems

#### **Effects of Motion on Jet Exhaust Noise from**

**Aircraft** K. S. Chun, C. H. Berman, S. J. Cowan, 1976 *Ultra High Bypass Ratio Low Noise Engine Study* National Aeronautics and Space Administration (NASA), 2018-06-15 A study was conducted to identify engine cycle and technologies needed for a regional aircraft which could be capable of achieving a 10 EPNdB reduction in community noise level relative to current FAR36 Stage 3 limits The study was directed toward 100 passenger regional aircraft with engine configurations in the 15 000 pound thrust class The study focused on Ultra High Bypass Ratio UHBR cycles due to low exhaust jet velocities and reduced fan tip speeds The baseline engine for this study employed a gear driven 1000 ft sec tip speed fan and had a cruise bypass ratio of 14 1 A revised engine configuration employing fan and turbine design improvements are predicted to be 9 2 dB below current takeoff limits and 12 8 dB below current approach limits An economic analysis was also done by estimating Direct Operating Cost DOC Dalton W N III Glenn Research Center NAS3 25950 WBS 22 781 30 12

#### **Aeroacoustic Characterization of Dual-Stream, Supersonic, Rectangular Exhaust Jets** Scott Michael

Hromisin, 2019 A continued desire for high performing tactical military aircraft motivates the advancement of low bypass ratio turbofan engine technologies The high speed high temperature jets exhausting from these engines create dangerously high noise levels in the vicinity of the aircraft and are a source of noise pollution for communities surrounding military bases Methods to reduce noise without negatively impacting aircraft performance are difficult Low bypass ratio multi stream exhaust engine architectures for tactical aircraft are currently under development The concept aims to enhance fuel efficiency while still maintaining the high specific thrusts required to minimize engine size It is anticipated that the engine nozzles will have low aspect ratio rectangular shapes The primary goal of this study seeks to gain insight into the

aeroacoustic and mean flow characteristics of low bypass ratio rectangular dual stream supersonic jets Accurate comparisons of the noise radiated from these military style dual stream jets with single stream jets are lacking Emphasis is placed on studying the effects of dual stream nozzle configuration and comparing the noise of dual stream jets with single stream jets Comparisons between jets are made on an equal estimated thrust and mass flow rate basis Pitot pressure data acquired at the exit planes of the dual stream nozzles are used to assess the accuracy of thrust and mass flow rate estimates It is found that the experimentally estimated thrust values agree to within 6 % of the theoretical estimates while the experimentally estimated mass flow rates agree to within 1 % of the theoretical estimates Stream wise Pitot pressure measurements and schlieren flow visualizations are used to characterize the dual stream jet flow fields Centroid line Mach numbers and shear layer thickness are compared with single jet data Fully developed dual stream jet axial velocity profiles collapse to a self similar shape Far field acoustic measurements aimed at isolating the effects of jet operating conditions are presented The effects of bypass to core jet velocity ratio and net thrust on the far field noise are also studied Increases in core jet velocity result in an increase in peak noise levels as well as an upstream shift in the peak noise direction For subsonic core jet velocities the thin bypass jet is found to make a 5dB OASPL contribution to the turbulent mixing noise Turbulent mixing noise decreases with decreasing bypass to core jet velocity ratio The effects of bypass ratio on noise is are presented for dual stream jet with a single fluid shield and two symmetric fluid shield As bypass ratio is increased the mixing noise of the symmetric jet is reduced but the mixing noise is invariant for the fluid shield jet At a bypass ratio of 0.50 the broadband shock associated noise of the single fluid shield jet is eliminated Flow field measurements show that the shock noise reduction is due to a weakening of the semi regular shock cell system in the jet This trend is not observed for the symmetric fluid shield jet The results indicate that nozzle configuration i e the placement of the bypass jet s relative to the core jet affects which noise components are sensitive to changes in operating conditions The effects of an aft deck installed downstream of the dual stream nozzle exit plane are also studied The noise radiated from the single fluid shield and symmetric fluid shield jets is compared with equivalent single stream round and rectangular jets In the minor axis direction the peak noise levels of dual stream jets are within 1dB OASPL of the equivalent round jet but up to 4dB OASPL louder than the equivalent rectangular jet A second series of comparisons are presented for the single fluid shield jet operating at elevated bypass ratios up to 0.91 In the minor axis direction the dual stream jets reduce overall sound pressure level by 4dB compared with the equivalent round and rectangular jets

### **Selected Issues in Exhaust Emissions from Aviation**

**Engines** Jerzy Merkisz, Pielecha Jacek Markowski Jaroslaw Merkisz Jerzy, Jaroslaw Markowski, Jacek Pielecha, 2014-07-01 Works related to identification of harmful exhaust components from aviation engines have continued since the second half of the last century These works focus on high thrust turbine engines For this group testing and standardization procedures have been developed containing the admissible limits of exhaust components Since 2007 works have been underway related

to the identification of harmful exhaust components from engines of low power output that have not yet been included in the emissions legislation These actions are particularly related to the measurements of the exhaust emissions from piston aviation engines and they are focused on the fuel applied for these engines This book presents the results of the author s own research work related to the issues of exhaust emissions from powertrains of aircraft and helicopters fitted with piston or turbine engines not yet included in the emission legislation Research has been presented for turbocharged piston and jet engines aircraft Test procedures have been presented related to the measurement of the exhaust emission under actual conditions of operation The study presents analyses of the operating conditions of aviation engines for which data from the on board recording devices flight parameters have been used Tests have been developed related to the engines operating under actual operating in flight conditions The methodology of the developed test has been validated based on a test dedicated for an aircraft fitted with a jet engine The test results have been subject to a comparison with the results of tests applicable in the homologation procedures Eventually the authors proposed exhaust emissions tests dedicated to individual aircraft groups

**Jet Engine Exhaust Emissions of High-altitude Commercial Aircraft Projected to 1990** Jack Grobman, Robert D. Ingebo, 1974

Advanced Control of Turbofan Engines Hanz Richter, 2011-10-20 Advanced Control of Turbofan Engines describes the operational performance requirements of turbofan commercial engines from a controls systems perspective covering industry standard methods and research edge advances This book allows the reader to design controllers and produce realistic simulations using public domain software like CMAPSS Commercial Modular Aero Propulsion System Simulation whose versions are released to the public by NASA The scope of the book is centered on the design of thrust controllers for both steady flight and transient maneuvers Classical control theory is not dwelled on but instead an introduction to general undergraduate control techniques is provided Advanced Control of Turbofan Engines is ideal for graduate students doing research in aircraft engine control and non aerospace oriented control engineers who need an introduction to the field

Effect of Exhaust Pressure on Knock-limited Performance of an Air-cooled Aircraft-engine Cylinder Albert M. Lord, Orville H. Heinicke, Edward G. Stricker, 1948 An investigation was conducted to determine the effect of exhaust pressure on the knock limited performance of an air cooled aircraft engine cylinder

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In a fast-paced world fueled by information and interconnectivity, the spellbinding force of linguistics has acquired newfound prominence. Its capacity to evoke emotions, stimulate contemplation, and stimulate metamorphosis is really astonishing. Within the pages of "**Jet Engine Exhaust Velocities B787**," an enthralling opus penned by a very acclaimed wordsmith, readers attempt an immersive expedition to unravel the intricate significance of language and its indelible imprint on our lives. Throughout this assessment, we shall delve in to the book is central motifs, appraise its distinctive narrative style, and gauge its overarching influence on the minds of its readers.

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