



US007966801B2

(12) **United States Patent**
Umeh et al.

(10) **Patent No.:** **US 7,966,801 B2**
(45) **Date of Patent:** **Jun. 28, 2011**

(54) **APPARATUS AND METHOD FOR GAS TURBINE ACTIVE COMBUSTION CONTROL SYSTEM**

(75) Inventors: **Chukwueloka Umeh**, Schenectady, NY (US); **Leonardo C. Kammer**, Niskayuna, NY (US); **Minesh Shah**, Clifton Park, NY (US); **Jeffrey B. Fortin**, Niskayuna, NY (US); **Aaron Knobloch**, Mechanicville, NY (US); **William J. Myers**, West Chester, OH (US); **Alfred Albert Mancini**, Cincinnati, OH (US)

(73) Assignee: **General Electric Company**, Niskayuna, NY (US)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 1170 days.

(21) Appl. No.: **11/567,950**

(22) Filed: **Dec. 7, 2006**

(65) **Prior Publication Data**

US 2008/0134684 A1 Jun. 12, 2008

(51) **Int. Cl.**
F02C 9/00 (2006.01)

(52) **U.S. Cl.** **60/39,281**; 60/776

(58) **Field of Classification Search** 60/39,091, 60/39,281, 39,24, 772, 776; 701/100; 431/114
See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

2,766,583 A * 10/1956 Schirmer 60/39,281
4,508,127 A * 4/1985 Thurston 137/8

5,349,811 A *	9/1994	Stickler et al.	60/776
5,428,951 A *	7/1995	Wilson et al.	60/776
5,544,478 A *	8/1996	Shu et al.	60/773
5,581,995 A *	12/1996	Lucenko et al.	60/779
5,665,916 A *	9/1997	Puster et al.	73/590
5,706,643 A *	1/1998	Snyder et al.	60/776
5,755,090 A *	5/1998	Hu	60/39,091
5,791,889 A *	8/1998	Gemmen et al.	431/1
5,932,940 A *	8/1999	Epstein et al.	310/40 MM
6,336,806 B1 *	1/2002	Paschereit et al.	431/1
6,530,228 B2 *	3/2003	Wilson et al.	60/776
6,601,393 B2 *	8/2003	Wilson et al.	60/776
2005/0056024 A1 *	3/2005	Lieuwen et al.	60/779
2005/0058958 A1 *	3/2005	Kobayashi et al.	431/10
2005/0274116 A1 *	12/2005	Thornton et al.	60/776
2005/0278108 A1 *	12/2005	Norman et al.	701/100

* cited by examiner

Primary Examiner — Michael Cuff

Assistant Examiner — Phutthiwat Wongwian

(74) *Attorney, Agent, or Firm* — Richard A. DeCristofare

(57) **ABSTRACT**

An Active Combustion Control System and method provides for monitoring combustor pressure and modulating fuel to a gas turbine combustor to prevent combustion dynamics and/or flame extinguishments. The system includes an actuator, wherein the actuator periodically injects pulsed fuel into the combustor. The apparatus also includes a sensor connected to the combustion chamber down stream from an inlet, where the sensor generates a signal detecting the pressure oscillations in the combustor. The apparatus controls the actuator in response to the sensor. The apparatus prompts the actuator to periodically inject pulsed fuel into the combustor at a predetermined sympathetic frequency and magnitude, thereby controlling the amplitude of the pressure oscillations in the combustor by modulating the natural oscillations.

6 Claims, 12 Drawing Sheets

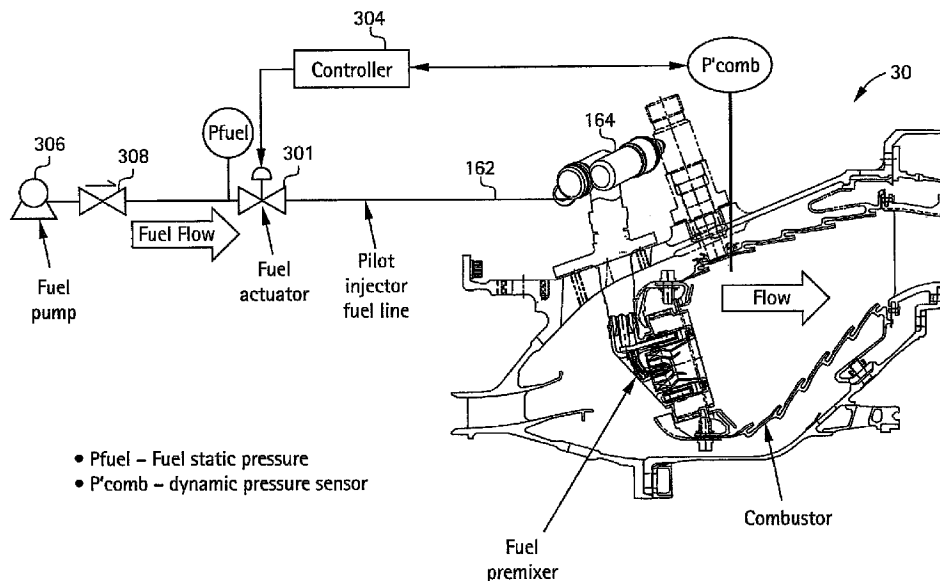


FIG. 1

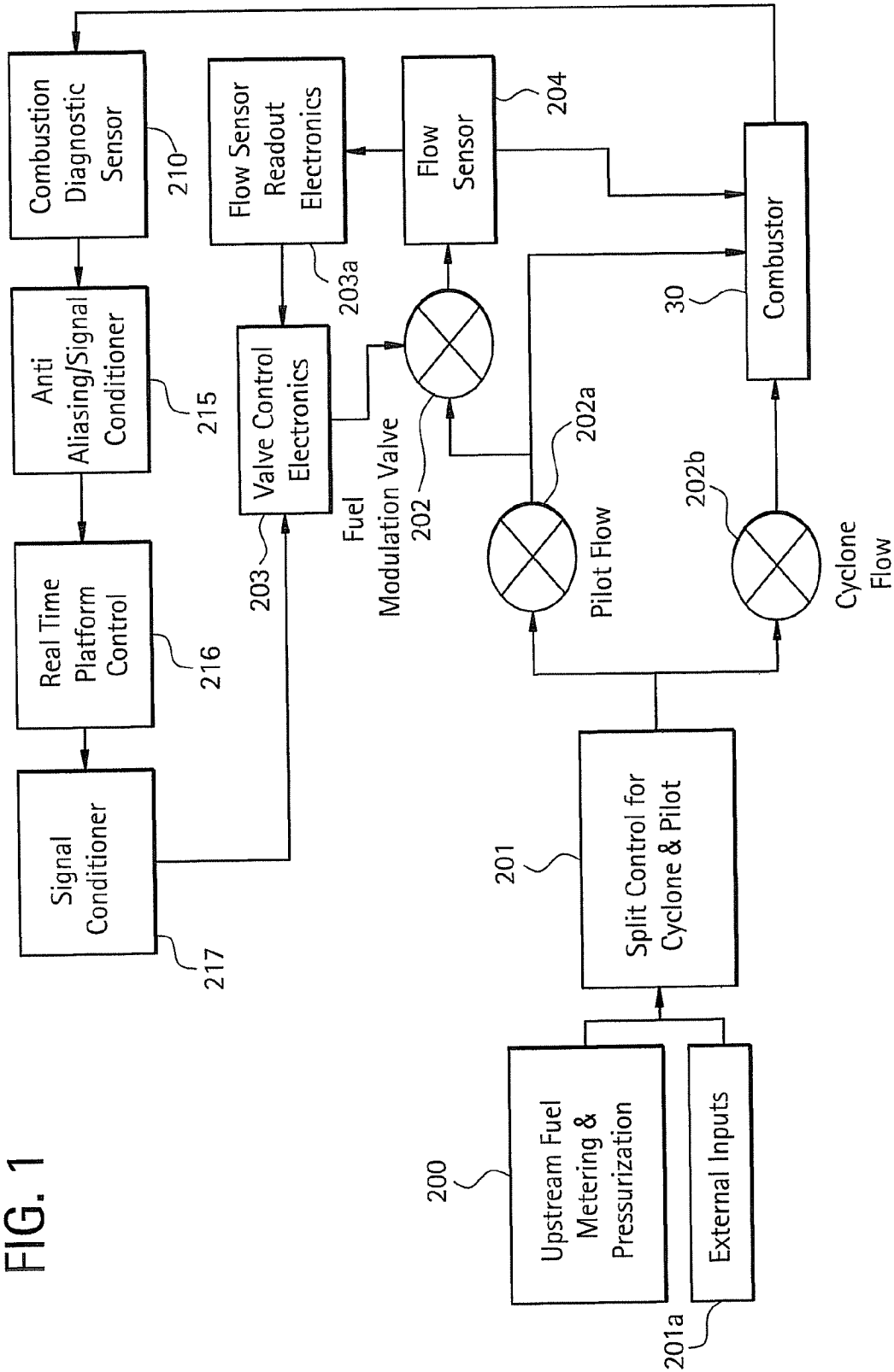


FIG. 2

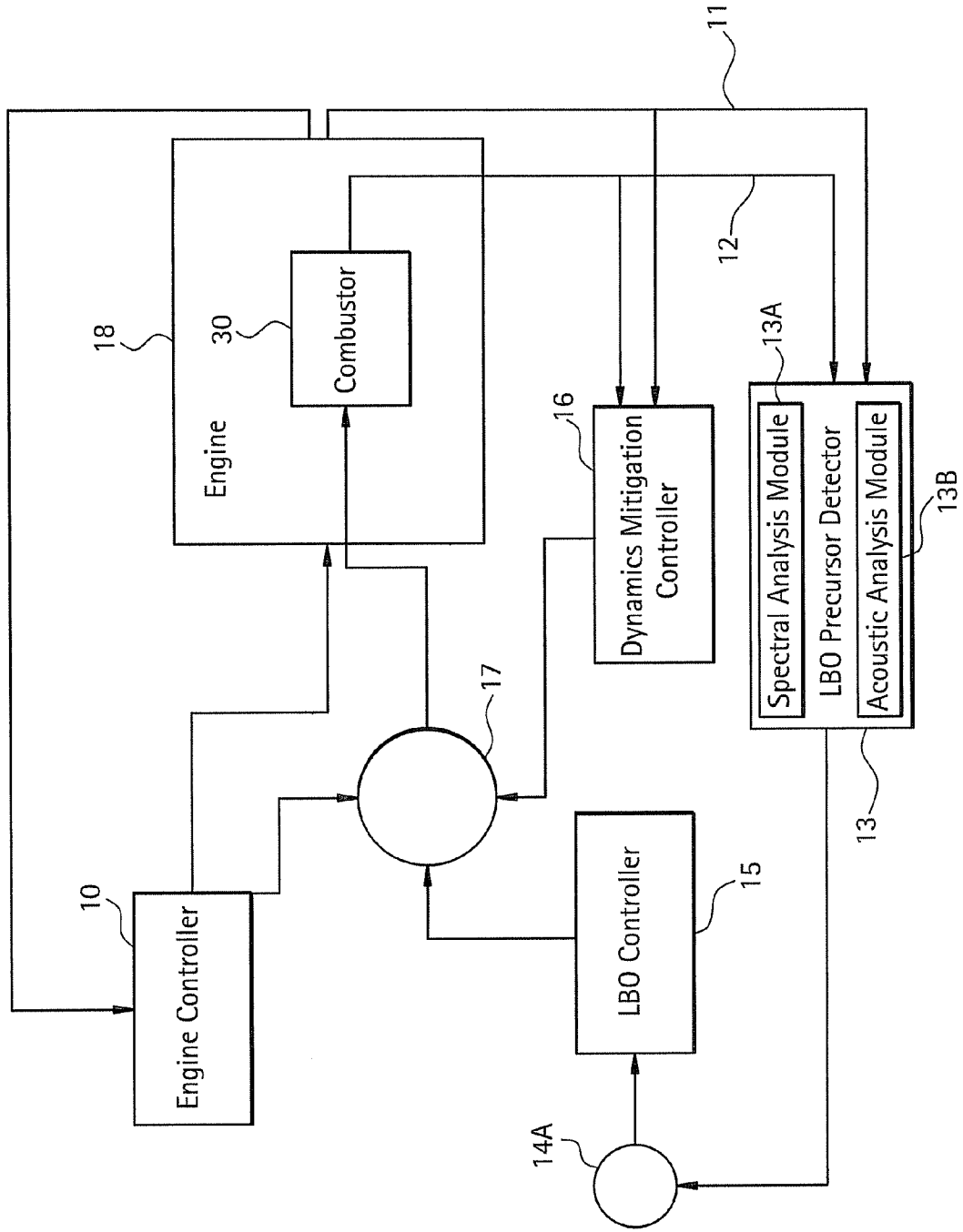


FIG. 3

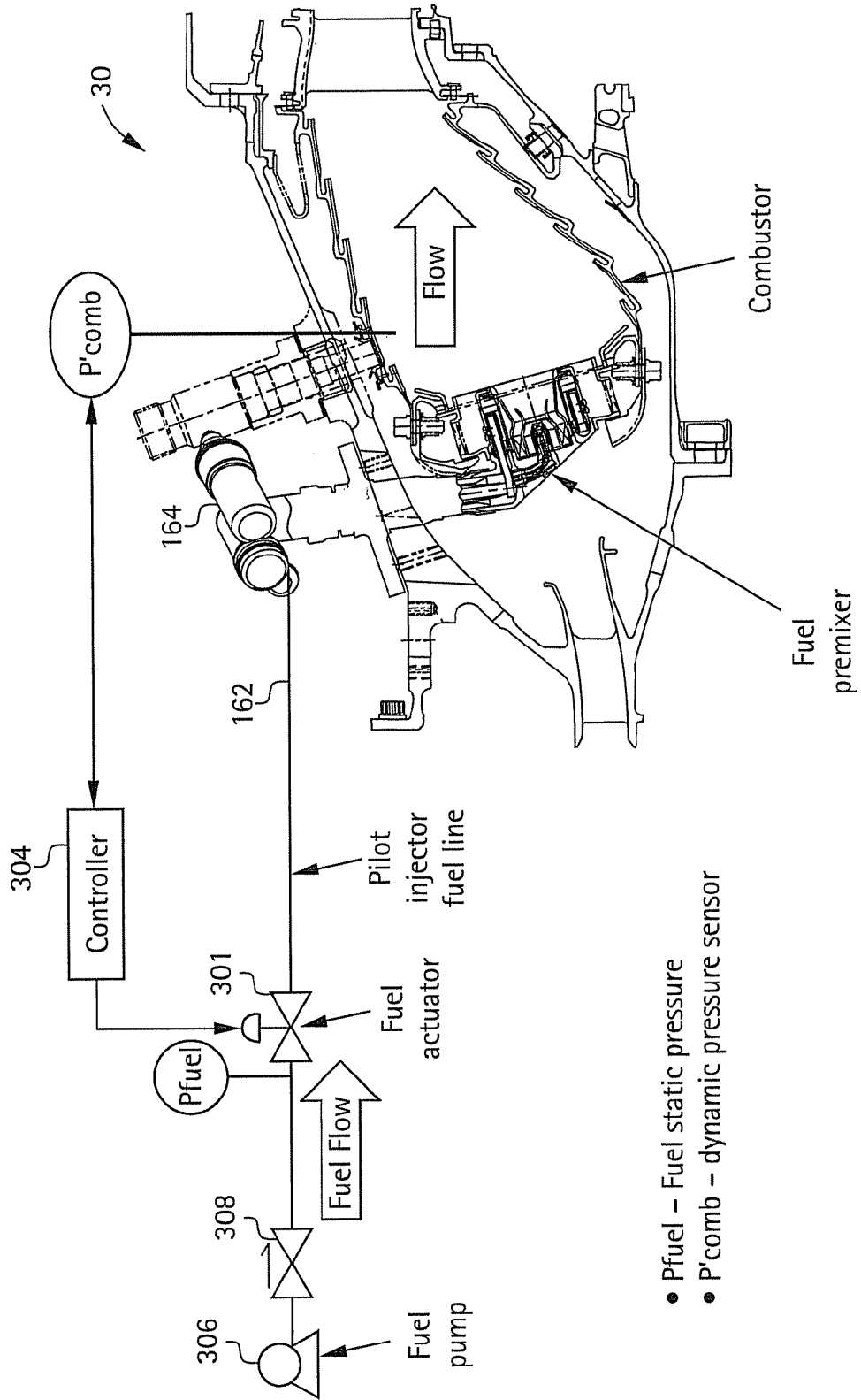


FIG. 4

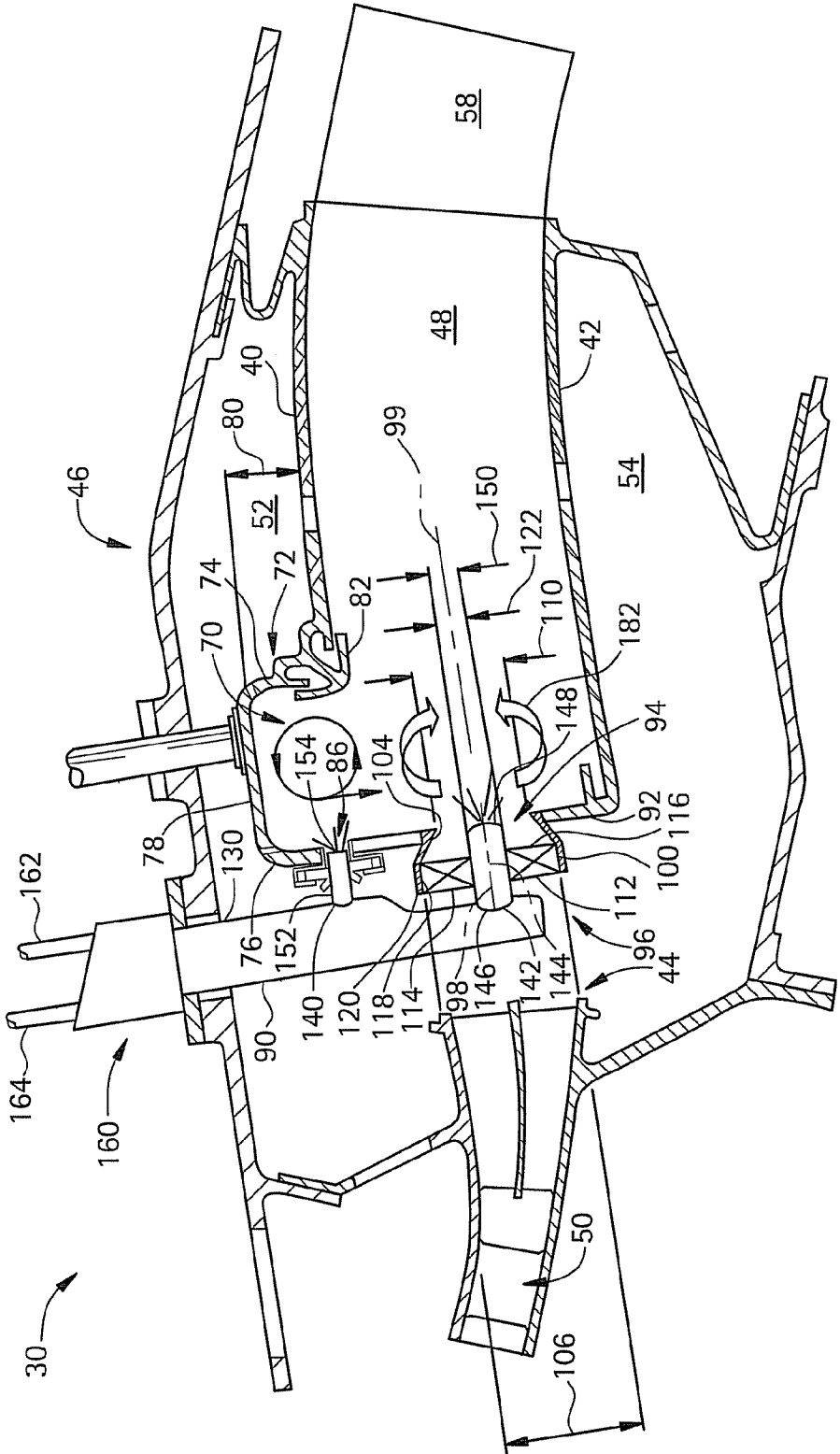


FIG. 5

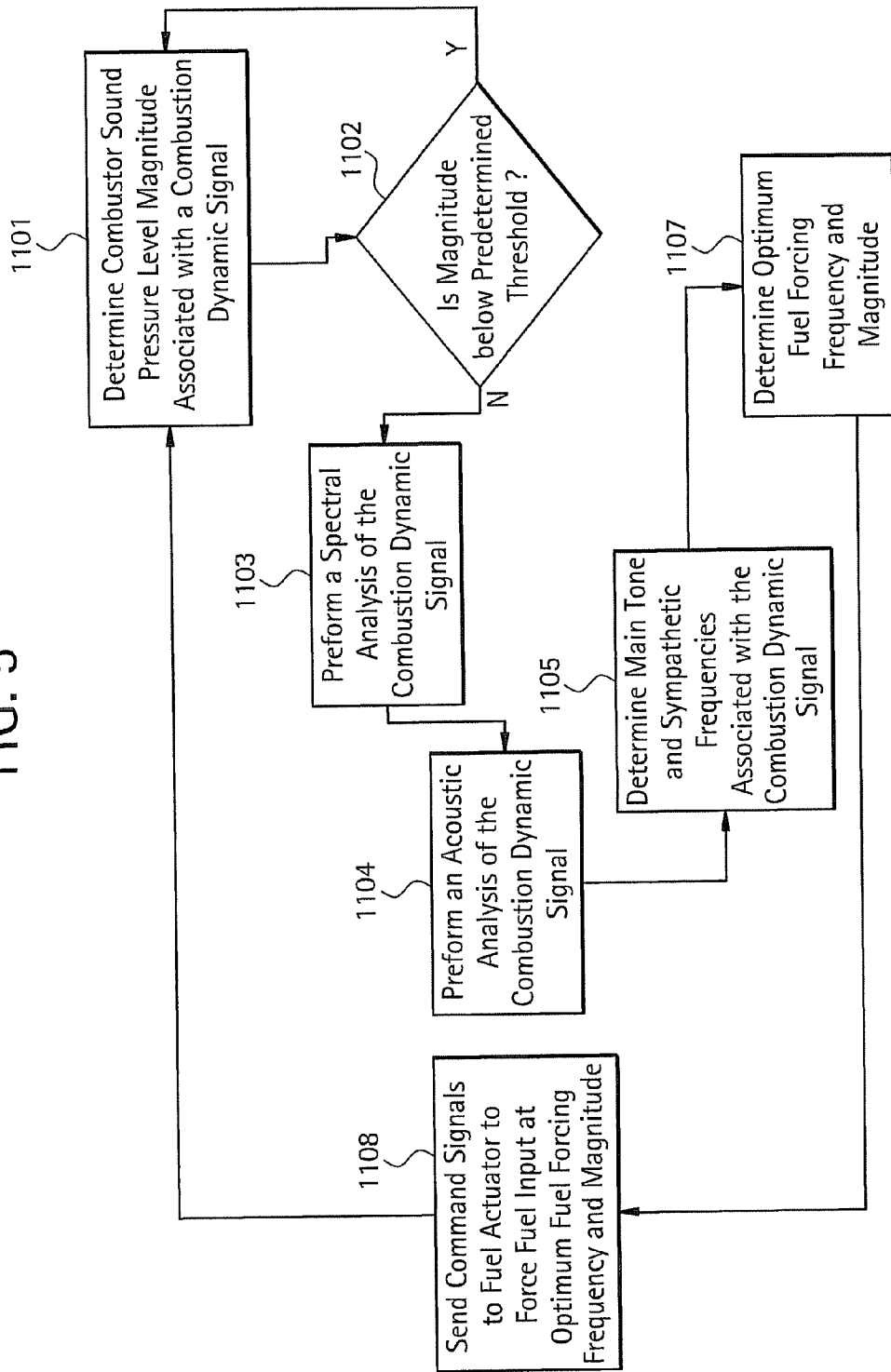


FIG. 6

TAPS Combustion System Proposed Architecture A

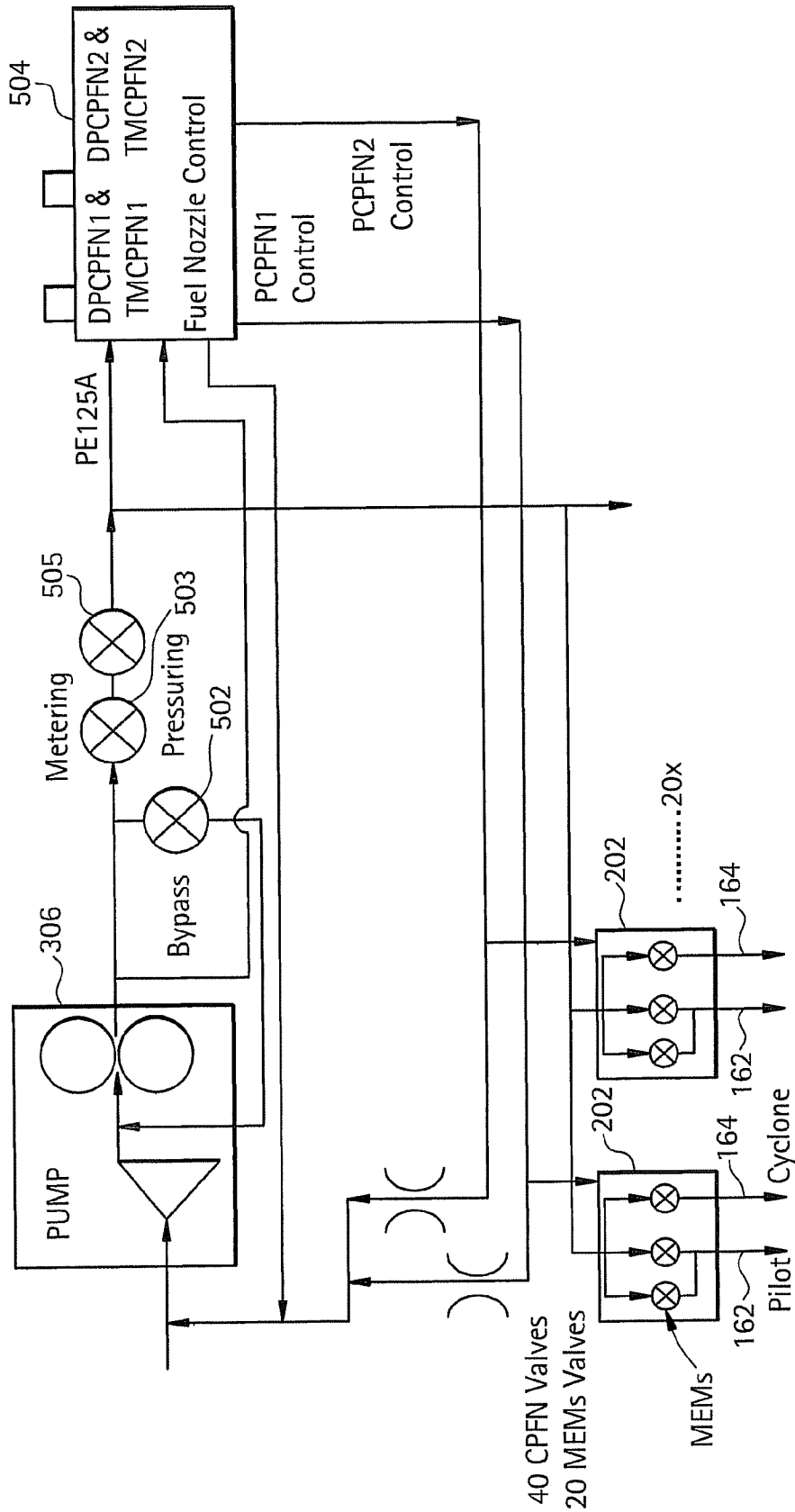
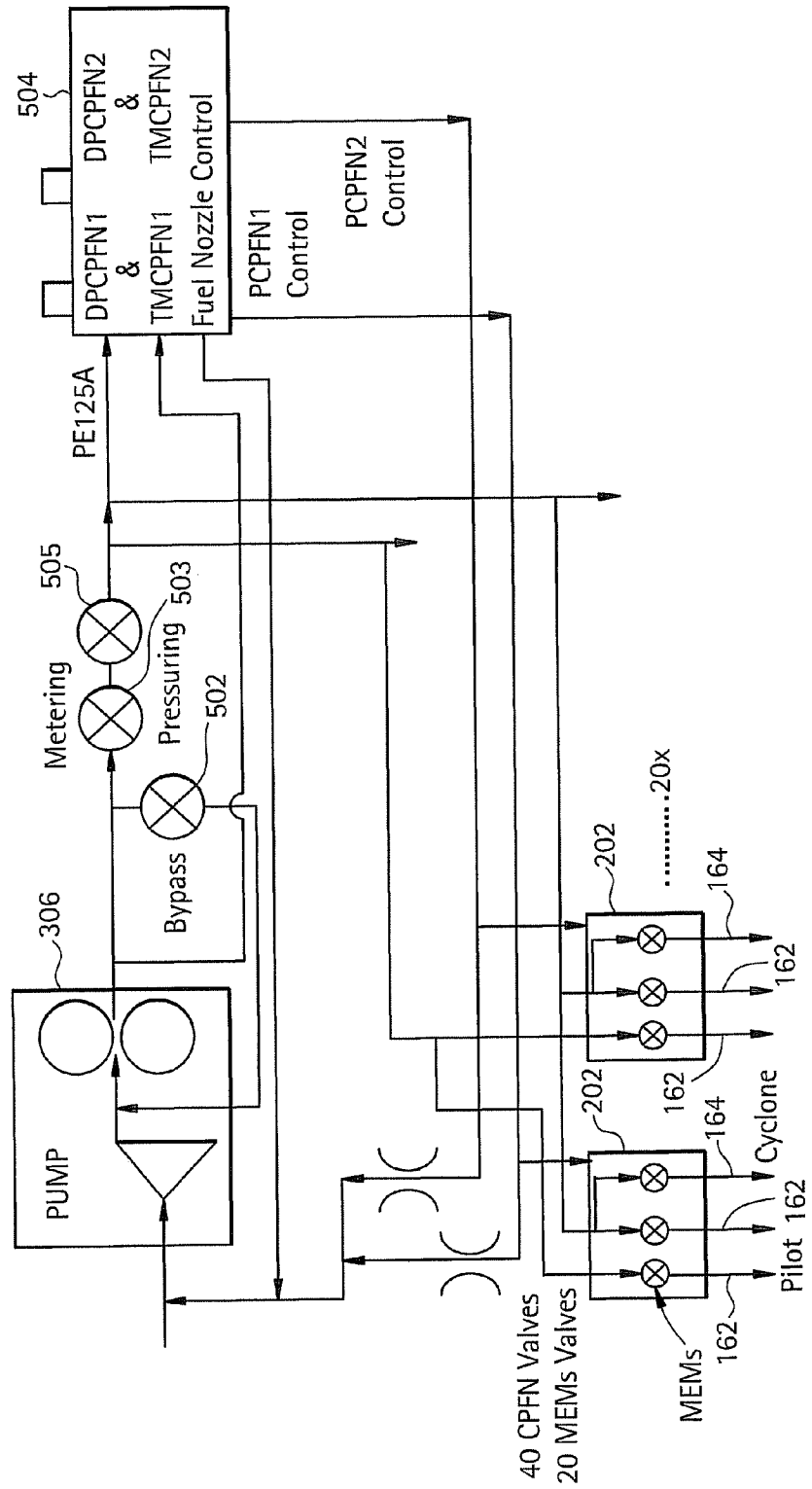
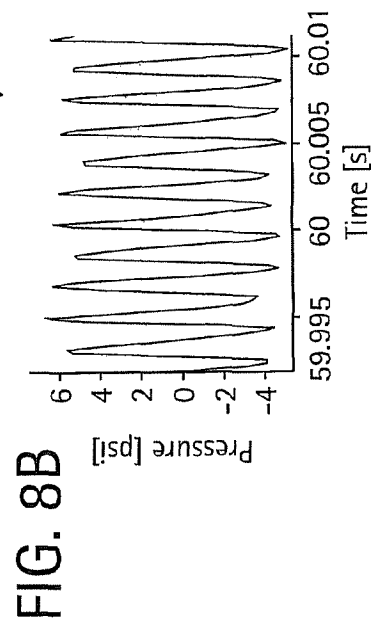
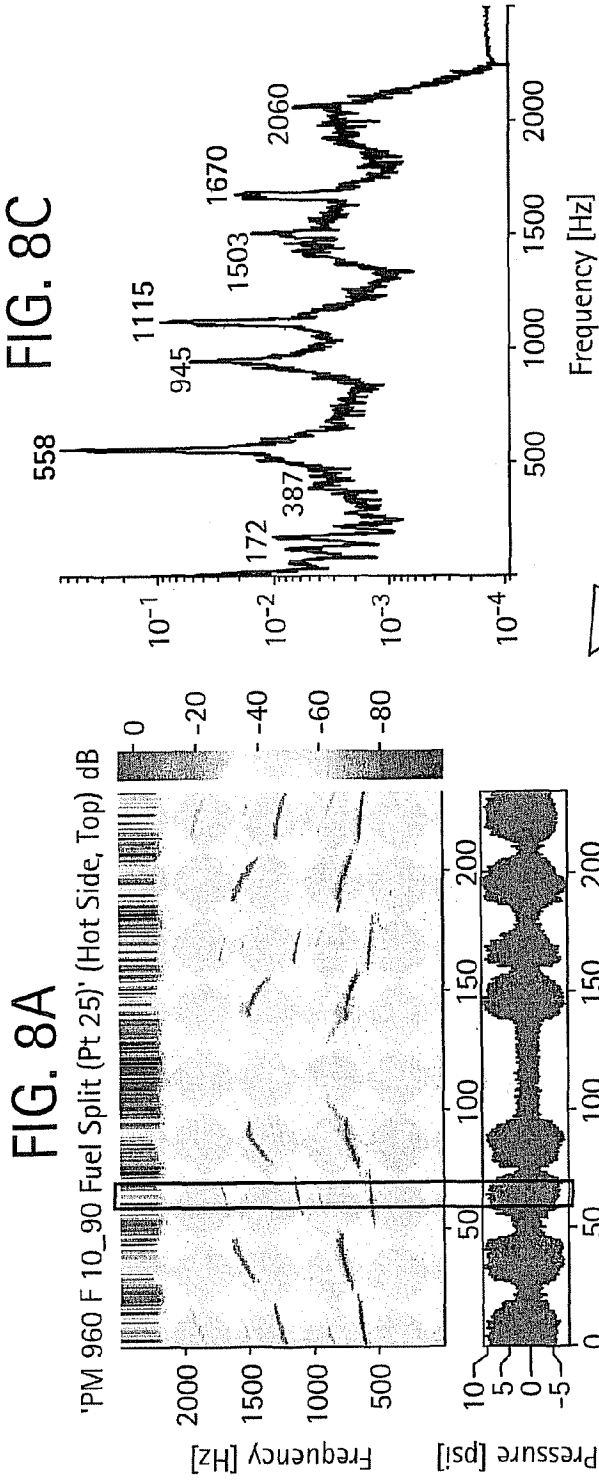


FIG. 7

TAPS Combustion System Proposed Architecture B





FFT (Log Scale)

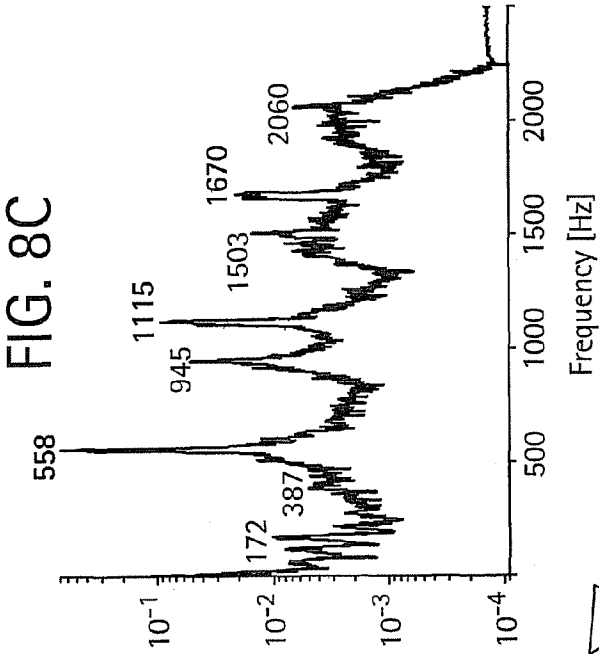


FIG. 8D

Harmonics: 558, 1115, 1670 Hz
 Summations: 172+387= 559 Hz
 558+387= 945 Hz
 945+172=1117 Hz
 945+558=1503 Hz
 1503+558=2061 Hz

FIG. 9A

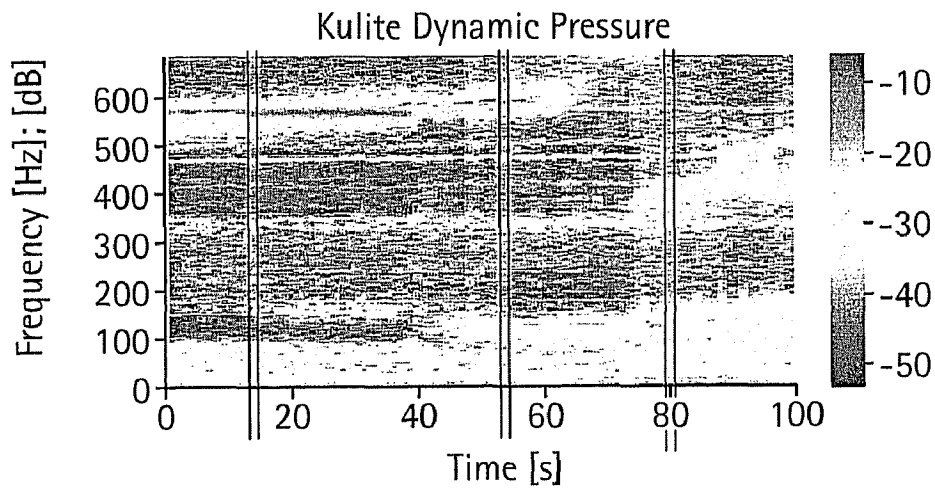


FIG. 9B

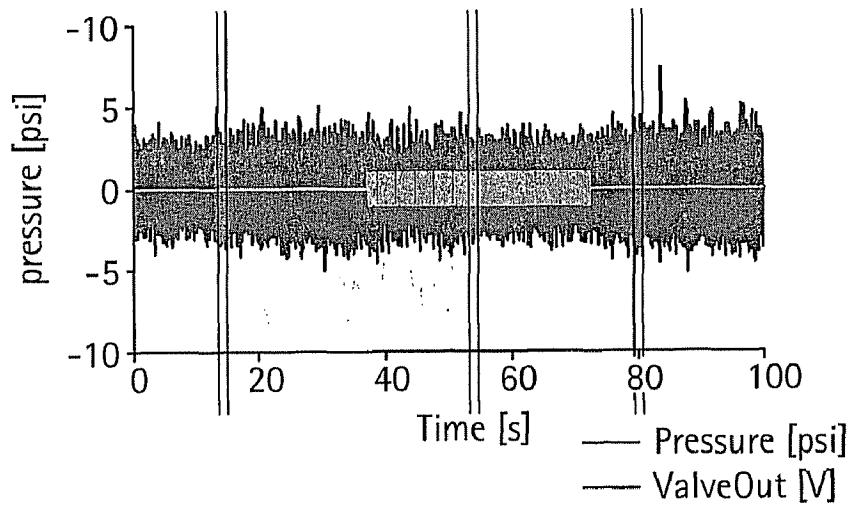


FIG. 9C

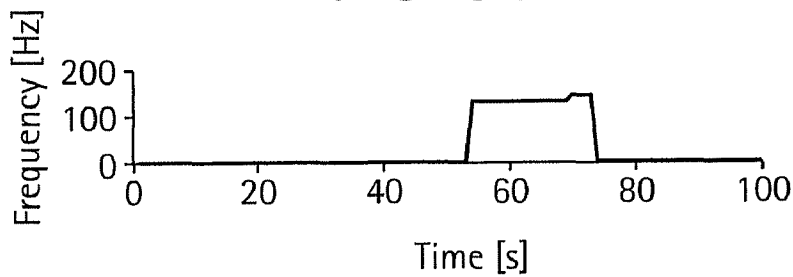


FIG. 9D

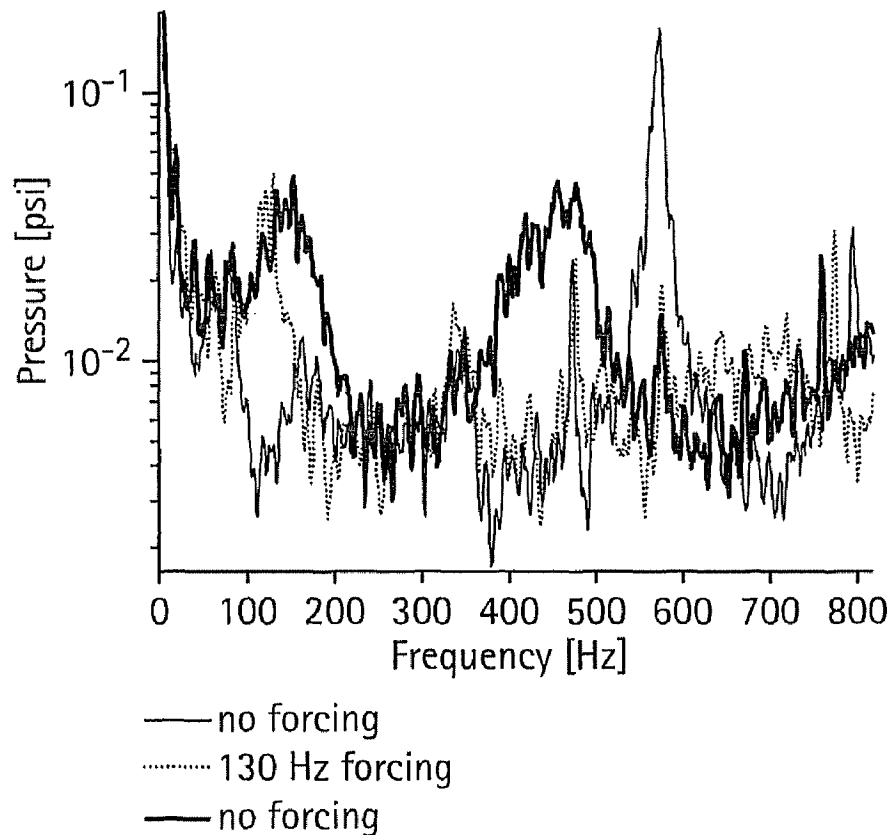


FIG. 9E

- FFT at: 26-27s; 67-68s; 94-95s
 - Square wave forcing @ 1 Hz, 130 Hz, 140 Hz:
 - Frequency shifts from ~570Hz to ~130Hz.
- Induced low freq persists after forcing stopped and higher freq started growing.

Conditions

- P3 = 190 psig; T3 = 704°F; FAR 0.029

FIG. 10A

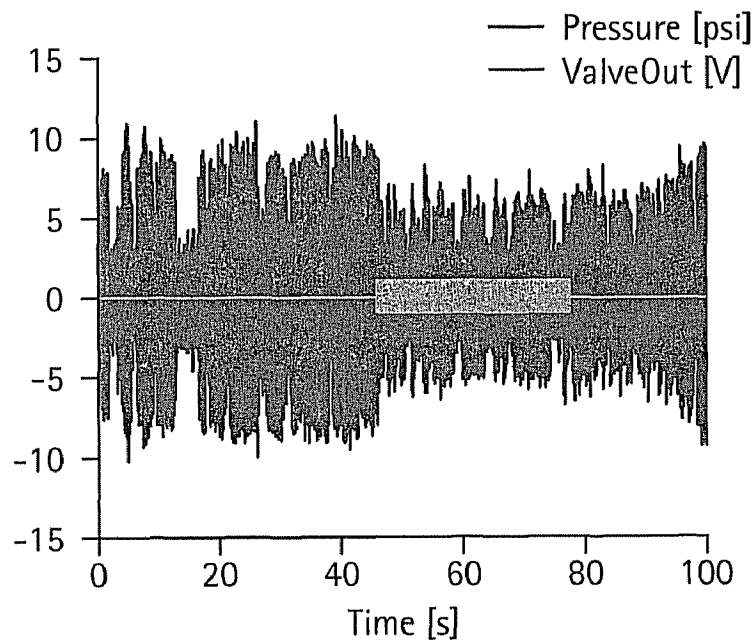


FIG. 10B

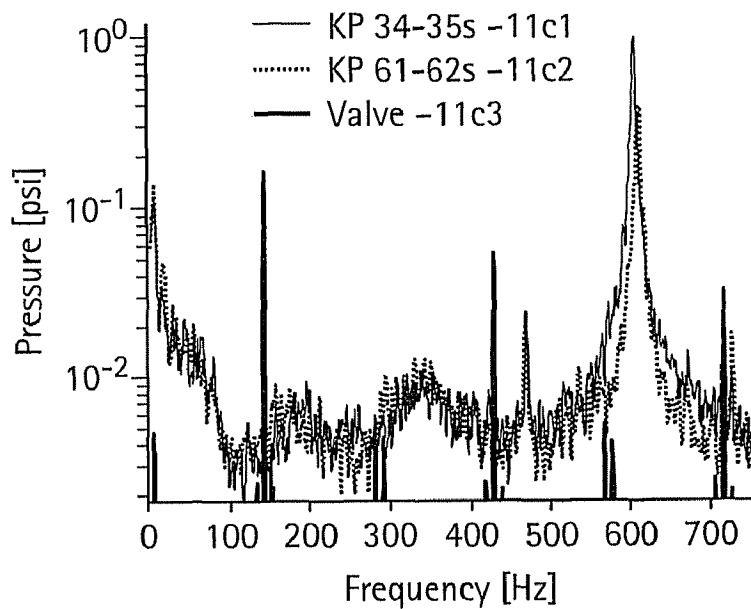
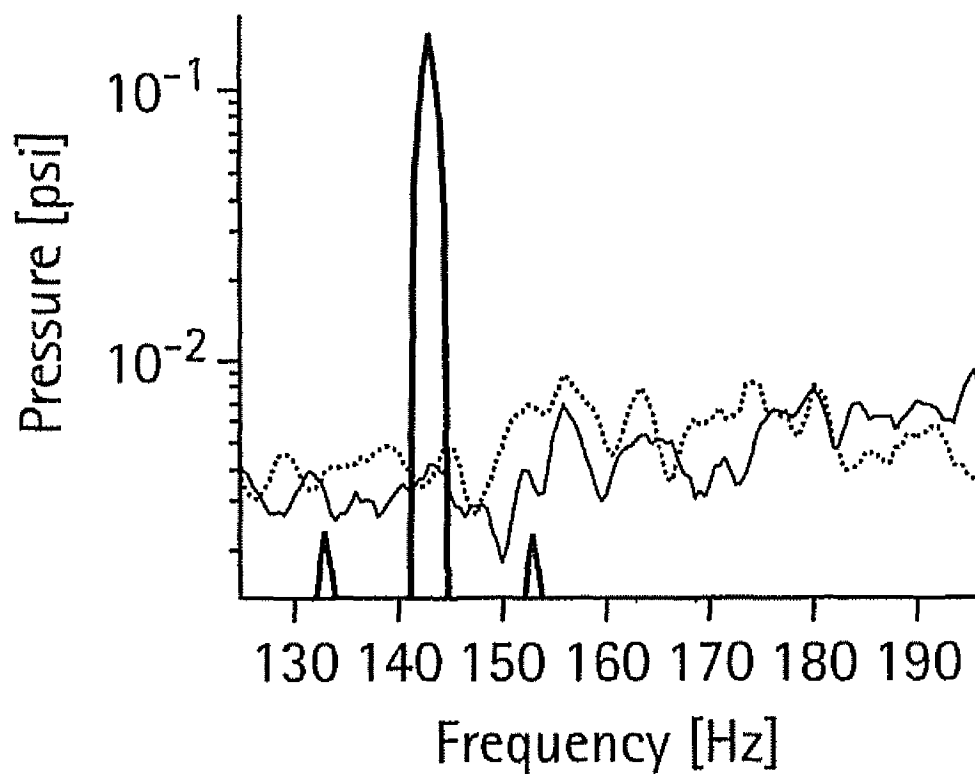


FIG. 10C



- KP 34-35s -11c1
- KP 61-62s -11c2
- Valve -11c3

Square wave forcing @ 143 Hz

P3 = 190 psig

T3 = 698°F

APPARATUS AND METHOD FOR GAS TURBINE ACTIVE COMBUSTION CONTROL SYSTEM

STATEMENT REGARDING FEDERALLY SPONSORED RESEARCH & DEVELOPMENT

This invention was developed with U.S. Government support under U.S. Government Contract No. NAS 3-01135 awarded by the National Aeronautics and Space Administration (NASA) and is subject to the provisions of Section 305 of the National Aeronautics and Space Act of 1958 (42 U.S.C. 2457). The U.S. Government may have certain rights in this invention.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates to controlling combustion in a combustion chamber or combustor.

2. Description of the Related Art

Air pollution concerns worldwide have led to stricter emissions standards both domestically and internationally. Aircraft emissions are governed by both Environmental Protection Agency (EPA) and International Civil Aviation Organization (ICAO) standards. These standards regulate the emission of oxides of nitrogen (NOx), unburned hydrocarbons (UHC), and carbon monoxide (CO) from aircraft in the vicinity of airports, where they contribute to urban photochemical smog problems. Many aircraft engines are able to meet current emission standards using combustor technologies and theories proven over the past 50 years of engine development. However, stricter engine emissions standards will not be within the capability of current combustor technologies.

In general, engine emissions fall into two classes: those emissions formed because of high flame temperatures (NOx), and those emissions formed because of low flame temperatures which do not allow the fuel-air reaction to proceed to completion (UHC & CO).

A small window exists where both pollutants are minimized. For this window to be effective, however, the reactants must be well mixed, so that burning occurs evenly across the mixture without hot spots, where NOx is produced, or cold spots, when CO and UHC are produced. Hot spots are produced where the mixture of fuel and air is near a specific ratio when all fuel and air react (i.e. no unburned fuel or air is present in the products). This mixture is called stoichiometric. Cold spots can occur if either excess air is present (called lean combustion), or if excess fuel is present (called rich combustion).

Modern gas turbine combustors consist of between 1 and 30 or more mixers, which mix high velocity air with a fine fuel spray. These mixers usually consist of a single fuel injector located at a center of a swirler for swirling the incoming air to enhance flame stabilization and mixing. Both the fuel injector and mixer are located on a combustor dome plate or cap.

In general, the fuel to air ratio in the mixer is rich. Since the overall combustor fuel-air ratio of gas turbine combustors is lean, additional air is added through discrete dilution holes prior to exiting the combustor. Poor mixing and hot spots can occur both at the dome, where the injected fuel must vaporize and mix prior to burning, and in the vicinity of the dilution holes, where air is added to the rich dome mixture. In addition, many propulsion systems, such as those used in various tactical missile systems, involve an enclosed combustor.

Combustion instabilities are commonly encountered in low emissions gas turbine engines. Combustion dynamics in the form of fluctuations in pressure, heat-release rate, and other perturbations in flow may lead to problems such as structural vibration, excessive heat transfer to a chamber, and consequently lead to failure of the system. There are two basic methods for controlling combustion dynamics in a combustion system: passive control and active control. As the name suggests, passive control refers to a system that incorporates certain design features and characteristics to reduce dynamic pressure oscillations. Active control, on the other hand, incorporates a sensor or sensors to detect dynamics (e.g., pressure sensor to detect pressure fluctuations) and to provide a feedback signal which, when suitably processed by a controller, provides an input signal to a control device. The control device in turn operates to reduce the combustion instabilities.

The combustion characteristics of an enclosed combustor, including flammability limits, instability, and efficiency are closely related to the interaction between shear flow dynamics of the fuel and air flow at the inlet and acoustic modes of the combustor. Strong interaction, between the acoustic modes of the combustor and the airflow dynamics may lead to highly unstable combustion. Specifically, unstable combustion may occur when the acoustic modes of the combustor match the instability modes of the airflow. For such conditions, the shedding of the airflow vortices upstream of the combustor tends to excite acoustic resonances in the combustion chamber, which subsequently cause the shedding of more coherent energetic vortices at the resonant frequency. The continued presence of such vortices provides a substantial contribution to the instability of the combustion process.

In a jet of fluid that exits from a conduit to a surrounding medium of another fluid, sudden increase of the mass-flow leads to formation of well-defined vortices that dominate the boundary between the jet fluid and the surrounding fluid. Because these vortices help transport chunks of fluid over a large distance, the rate of turbulent mixing between the two fluids is closely linked to the dynamics of these vortices. One way to manipulate the dynamics of vortices is to modulate periodically the instantaneous mass-flux of the jet.

In combustion devices, actuators can be used to enhance combustion performance such as efficiency improvement, pollutant reduction, flammability extension, and instability suppression. Combustion apparatuses, which use actuators have been disclosed. One such disclosure includes several active control devices, including loudspeakers to modify the pressure field of the system or to obtain gaseous fuel flow modulations, pulsed gas jets aligned across a rearward facing step, adjustable inlets for time-variant change of the inlet area of a combustor, and solenoid-type fuel injectors for controlled unsteady addition of secondary fuel into the main combustion zone.

The periodic shedding of vortices produced in highly sheared gas flows has been recognized as a source of substantial acoustic energy for many years. For example, experimental studies have demonstrated that vortex shedding from gas flow restrictors disposed in large, segmented, solid propellant rocket motors couples with the combustion chamber acoustics to generate substantial acoustic pressures. The maximum acoustic energies are produced when the vortex shedding frequency matches one of the acoustic resonances of the combustor. It has been demonstrated that locating the restrictors near a velocity antinode generated the maximum acoustic pressures in a solid propellant rocket motor, with a highly sheared flow occurring at the grain transition boundary in boost/sustain type tactical solid propellant rocket motors.

Lean running engines tend to have flame extinguishment (also known as Lean Blow Out or LBO) or large pressure dynamics (known as combustion dynamics) inside the combustor that can be detrimental to engine operation and long term reliability. Lean premixed gas turbine combustors are prone to pressure fluctuations called combustion dynamics. Combustion dynamics is a result of interaction between heat release from combusting fuel-air mixture and pressure oscillations in the combustion chamber. This phenomenon can result in expensive damage to combustor and or the gas turbine system hardware.

Therefore, there exists a need for a control system for combustors to operate near LBO boundaries without the risk of crossing the LBO boundary and also to near-simultaneously reduce combustion dynamics.

BRIEF DESCRIPTION OF THE INVENTION

In accordance with one embodiment of the present invention, an apparatus for active modulation of a flame in a combustor having instabilities, is provided. The apparatus includes an actuator, wherein the at least one actuator periodically pulses a fraction of the fuel flow delivered to the combustor. The apparatus also includes at least one sensor connected to the combustion chamber, wherein the sensor generates a signal in response to instabilities in the combustor. Lastly, the apparatus includes means for controlling the actuator in response to the sensor signals. The means for controlling prompts the actuator to periodically inject pulsed fuel into the combustor at a predetermined sympathetic frequency and magnitude, thereby controlling the amplitude of the oscillations in the combustor.

In accordance with another embodiment of the present invention, a method for active gas turbine combustion control of a combustor is provided. The method includes sensing a combustion dynamic signal and determining a sound pressure level associated with the combustion dynamic signal. The method performs a spectral analysis of the combustion dynamic signal and determines if the sound pressure level exceeds a predetermined threshold. The method then determines from the spectral analysis a plurality of sympathetic frequencies associated with the combustion dynamic signal and directs a MEMS actuator to inject pulsed fuel into the combustor in accordance with the sympathetic frequencies.

The invention is also directed towards an active combustion control (ACC) system for near simultaneously balancing lean blow out avoidance, combustor dynamics mitigation, and combustor operability. The ACC includes a combustor pressure sensor and a fuel modulating system for providing fuel to a combustor. The fuel modulation system further includes a MEMS microvalve for providing a predetermined fraction of the total combustion fuel flow upstream of at least one corresponding pilot fuel nozzle and at least one fuel flow sensor. The ACC also includes a combustion dynamics control system for receiving input from the combustor pressure sensors and providing combustion dynamics control signals to the fuel modulating system for modulating fuel to the combustor at a frequency and amplitude derived from determined sympathetic frequencies to reduce or cancel combustion dynamics. The ACC also includes a lean blow out (LBO) control system for receiving input from the combustor pressure sensors and providing a LBO control signal to the fuel modulating system for modulating fuel to the combustor at a frequency and amplitude derived from determined sympathetic frequencies to prevent lean blow out.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is an illustration of the high level architecture of the Active Combustion Control System utilizing fuel modulation system in accordance with an embodiment of the present invention;

FIG. 2 is an illustration of the high level architecture of the Active Combustion Control System in accordance with the invention shown in FIG. 1;

FIG. 3 is an illustration of a combustor and control setup in accordance with the invention shown in FIG. 1;

FIG. 4 is a cross-sectional view of a combustor used in accordance with the present invention shown in FIG. 1;

FIG. 5 is a flow chart showing the behavior of the active combustion control system in accordance with the invention shown in FIG. 1;

FIG. 6 is an illustration of an embodiment of MEMS for individual fuel nozzle flow trim/control. FIG. 6 includes a pump 306, fuel nozzle control 504, and series of MEMs 202. The system includes forty CPFN valves and twenty MEMs valves as shown in the FIG. 6. The other elements and sub-elements illustrated in FIG. 6 are self explanatory for explaining the various embodiments of the invention.

FIG. 7 is an illustration of another embodiment of MEMS for individual fuel nozzle trim/control. FIG. 7 includes a pump 306, fuel nozzle control 504, and series of MEMs 202. The system further includes forty CPFN valves and twenty MEMs valves as shown in the FIG. 7. The other elements and sub-elements illustrated in FIG. 7 are self explanatory for explaining the various embodiments of the invention.

FIGS. 8A-8D presents graphs demonstrating the effects of fuel forcing;

FIGS. 9A-9E shows a spectrogram of the frequency response of the combustor 30 with no fuel forcing; and

FIGS. 10A-10C shows data without and with fuel forcing.

DETAILED DESCRIPTION OF THE INVENTION

Referring to FIG. 1, the ACCS employing fuel flow modulation system includes an upstream fuel metering & pressurization system 200, a split controller 201 for splitting fuel flow between cyclone valve 202b & pilot valve 202a, including suitable external inputs 201A, a fuel modulation valve 202, Valvevalve control electronics 203, and a fuel flow sensor 204. It will be appreciated that the fuel flow sensor 204 may be any type of suitable sensor such as a volumetric or mass fuel flow sensor. It will also be appreciated the sensor approaches may include piezoresistive cantilever, coriolis or anemometer approaches. Also shown in FIG. 1 is a combustion diagnostic sensor 210. Combustion diagnostic sensor 210 may include any suitable sensor such as a combustor dynamic pressure sensor, a combustor pressure sensor, a heat release sensor, an emissions sensor, and a Fuel to Air Ratio (F/A) measurement sensor located downstream of nozzle before flame. The system shown in FIG. 1 includes an anti-aliasing/signal conditioning device 215, a real time control platform 216, and a signal conditioning device 217.

The ACCS in FIG. 1 controls fuel flow to a combustor 30. The anti-aliasing/signal conditioning device accounts for sensor linearity, bandwidth, output (V or mA, etc.), and delay. The real time control platform 216 uses algorithms to control combustion dynamics, LBO, and emissions and provides an electrical signal to the signal conditioning device 217. The signal conditioning device 217 conditions the signal from the real time control platform 216 accounting for bandwidth,

linearity, amplification, etc. and sends the appropriate voltage/current requirements (not pressure actuated) to the valve control electronics **203**.

Referring also to FIG. 2, the Active Combustion Control System works by detecting lean blowout precursors and combustion dynamics within the combustion chamber **30** through pressure measurements from a combustion diagnostic sensor **210** such as a pressure sensor. In response to pressure oscillations typical of the onset of LBO or unacceptable combustion dynamics, amplitude and frequency modulations of fuel flow through nozzle (FIG. 3, item **162**) is made in accordance with the teachings herein to prevent LBO or combustion dynamics. The modulation of the fuel flow is made by a fuel modulation valve **202** on the pilot circuit of the nozzle. Fuel modulation valve **202** may include Micro-Electro-Mechanical Systems (MEMS)-based microvalves or macroscale valves. Flow rate modulations are measured with a downstream fuel flow sensor **204** and high temperature flow sensor readout electronics **203a** in order to determine a signal within the high temperature environment. The control system simultaneously balances lean blow out avoidance, combustor dynamics mitigation and combustor operability.

The fuel modulation valve **202** and the flow sensor **204** are located in the nozzle assembly while the diagnostic combustion sensor **210** is in the combustor **30**. In a particular embodiment, the fuel modulation valve **202** is able to actuate at a 1 kHz frequency at an elevated temperature and is able to modulate a significant portion of the pilot flow. The flow sensor **204** has a bandwidth capable of detecting the flow modulations of the fuel modulation valve **202**. The flow sensor readout electronics **203a** associated with the flow sensor **204** are capable of measurements at elevated temperatures of about 200 C. so that it can be co-located with the flow sensor **204**. In a particular embodiment, the combustion diagnostic sensor **210** has a bandwidth greater than 1 kHz in order to detect combustion instabilities in the combustor **30** while having the capability to sustain reliable operation in a harsh environment. Using the combustion diagnostic sensor **210** response along with control algorithms, the fuel modulation valve **202** will modulate the flow into the combustor **30**.

The ACCS with fuel modulation system enables lower emission engines with less instability. It uses valve **202** that can operate at higher temperatures and at higher frequencies than conventional valves. The ACCS with fuel modulation system puts the small size flow sensor **204** in the system so that the flow pulsations and split levels can be monitored.

Referring to FIG. 2, there is shown a high level control architecture of the Active Combustion Control System (ACCS) in accordance with an embodiment of the present invention. The ACCS includes an engine controller **10**, engine control sensors **11**, combustion pressure dynamic sensors **12**, a LBO Precursor Detection **13**, a LBO Threshold Comparator **14**, a LBO Controller **15**, a Dynamics Mitigation Controller **16** and a Fuel Control System **17**.

In FIG. 2, the ACCS controls an Engine **18** and Combustor **30** (See FIG. 1). The engine controller **10** modulates engine actuators (guide vanes, variable stator vanes, etc.) to achieve required performance while protecting engine against various constraints. The engine controller **10** also adjusts bulk fuel flow to meet engine performance requirements and pilot/cyclone fuel split for emissions.

One embodiment of the control system performs a real time spectral analysis of the dynamic pressure signal **12** from the combustor pressure sensor to determine the main pressure frequency in the combustor **30**, along with two minor sub-frequencies known as sympathetic frequencies (see FIGS. 8-10). In general, the main frequency is the sum of the two

sub-frequencies. The control system then sends a command to the fuel modulator system enabling that system to inject a fraction of the total combustion fuel flow upstream of the fuel nozzle at a predetermined frequency and amplitude. This is known as fuel forcing.

The modulated frequency coincides with either the peak or adjacent valley of one of the sympathetic frequencies. The fuel modulation at the lower frequency adds energy at the lower frequency with the result of shifting the main combustor frequency towards the lower frequency. The net result is the cancellation or at the minimum, a reduction in the sound pressure level of the observed combustion dynamics. Fuel forcing is maintained, with changes made to the frequency and amplitude until the undesirable engine dynamics are canceled, or until an acceptable pre-determined minimum dynamics level is attained.

Referring to FIG. 2, there is shown an illustration of the high level architecture of the Active Combustion Control System in accordance with the invention shown in FIG. 1; In particular embodiments, the LBO controller **15** adjusts pilot/cyclone split via a MEMS valve **202** (refer to FIG. 3) or bulk fuel flow. The dynamics mitigation controller **16** modulates MEMS valve **202** to introduce Fuel/Air (F/A) ratio (hence heat release) perturbation to mitigate dynamics. The LBO precursor detection **13** employs signal processing and data fusion algorithms.

Referring to FIG. 3, there is shown a pictorial diagram of one embodiment of the present invention. Fuel pump **306** provides fuel through fuel flow device **308** to fuel actuator **301**. Static pressure device **308A** measures the static pressure of the fuel prior to the fuel entering fuel actuator **301** and pilot injector fuel line **162**. A controller **304** controls fuel actuator **301** and also receives data from dynamic pressure sensor **308B**. The fuel actuator **301** is able to control the frequency and amplitude of the fuel in the pilot injector fuel line **162**. Pilot injector fuel line **162** is connected to combustor **30**.

FIG. 4 is a cross-sectional view of a combustor **30** for use with a gas turbine engine. In one embodiment, the gas turbine engine is a GE F414 engine available from General Electric Company, Cincinnati, Ohio. This example is illustrative, and the invention is not limited to specific engine models or combustor designs. In the illustrated example, combustor **30** includes an annular outer liner **40**, an annular inner liner **42**, and a domed inlet end **44** extending between outer and inner liners **40** and **42**, respectively. Domed inlet end **44** has a shape of a low area ratio diffuser.

Outer liner **40** and inner liner **42** are spaced radially inward from a combustor casing **46** and define a combustion chamber **48**. Combustor casing **46** is generally annular and extends downstream from an exit **50** of a compressor, such-as compressor **14** shown in FIG. 4. Combustion chamber **48** is generally annular in shape and is disposed radially inward from liners **40** and **42**. Outer liner **40** and combustor casing **46** define an outer passageway **52** and inner liner **42** and combustor casing **46** define an inner passageway **54**. Outer and inner liners **40** and **42**, respectively, extend to a turbine inlet nozzle **58** disposed downstream from diffuser **48**.

A trapped vortex cavity **70** is incorporated into a portion **72** of outer liner **40** immediately downstream of dome inlet end **44**. Trapped vortex cavity **70** has a rectangular cross-sectional profile and because trapped vortex cavity **70** opens into combustion chamber **48**, cavity **70** only includes an aft wall **74**, an upstream wall **76**, and an outer wall **78** extending between aft wall **74** and upstream wall **76**. In an alternative embodiment, trapped vortex cavity **70** has a non-rectangular cross-sectional profile. In a further alternative embodiment, trapped vortex cavity **70** includes rounded comers. Outer wall **78** is

substantially parallel to outer liner **40** and is radially outward a distance **80** from outer liner **40**. A corner bracket **82** extends between trapped vortex cavity aft wall **74** and combustor outer liner **40** and secures aft wall **74** to outer liner **40**. Trapped vortex cavity upstream wall **76**, aft wall **74**, and outer wall **78** each include a plurality of passages (not shown) and openings (not shown) to permit air to enter trapped vortex cavity **70**.

Trapped vortex cavity upstream wall **76** also includes an opening **86** sized to receive a fuel injector assembly **90**. Fuel injector assembly **90** extends radially inward through combustor casing **46** upstream from a combustion chamber upstream wall **92** defining combustion chamber **48**. Combustion chamber upstream wall **92** extends between combustor inner liner **42** and trapped vortex cavity upstream wall **76** and includes an opening **94**. Combustion chamber upstream wall **92** is substantially co-planar with trapped vortex cavity upstream wall **76**, and substantially perpendicular to combustor inner liner **42**.

Combustor upstream wall opening **94** is sized to receive a mixer assembly **96**. Mixer assembly **96** is attached to combustion chamber upstream wall **92** such that a mixer assembly axis of symmetry **98** is substantially co-axial with an axis of symmetry **99** for combustion chamber **48**. Mixer assembly **96** is generally cylindrical-shaped with an annular cross-sectional profile (not shown) and includes an outer wall **100** that includes an upstream portion **102** and a downstream portion **104**.

Mixer assembly outer wall upstream portion **102** is substantially cylindrical and has a diameter **106** sized to receive fuel injector assembly **90**. Mixer assembly outer wall downstream portion **104** extends from upstream portion **102** to combustor upstream wall opening **94** and converges towards mixer assembly axis of symmetry **98**. Accordingly, a diameter **110** of upstream wall opening **94** is less than upstream portion diameter **106**.

Mixer assembly **96** also includes a swirler **112** extending circumferentially within mixer assembly **96**. Swirler **112** includes an intake side **114** and an outlet side **116**. Swirler **112** is positioned adjacent an inner surface **118** of mixer assembly outer wall upstream portion **102** such that swirler intake side **114** is substantially co-planar with a leading edge **120** of mixer assembly outer wall upstream portion **102**. Swirler **112** has an inner diameter **122** sized to receive fuel injector assembly **90**. In one embodiment, swirlers **112** are single axial swirlers. In an alternative embodiment, swirlers **112** are radial swirlers.

Fuel injector assembly **90** extends radially inward into combustor **16** through an opening **130** in combustor casing **46**. Fuel injector assembly **90** is positioned between domed inlet end **44** and mixer assembly **96** and includes a pilot fuel injector **140** and a main fuel injector **142**. Main fuel injector **142** is radially inward from pilot fuel injector **140** and is positioned within mixer assembly **96** such that a main fuel injector axis of symmetry **144** is substantially co-axial with mixer assembly axis of symmetry **98**. Specifically, main fuel injector **142** is positioned such that an intake side **146** of main fuel injector **142** is upstream from mixer assembly **96** and a trailing end **148** of main fuel injector **142** extends through mixer assembly **96** radially inward from swirler **112** and towards combustor upstream wall opening **94**. Accordingly, main fuel injector **142** has a diameter **150** that is slightly less than swirler inner diameter **122**.

Pilot fuel injector **140** is radially outward from main fuel injector **142** and is positioned upstream from trapped vortex cavity upstream wall opening **86**. Specifically, pilot fuel

injector **140** is positioned such that a trailing end **154** of pilot fuel injector **140** is in close proximity to opening **86**.

A fuel delivery system **160** supplies fuel to combustor **30** and includes a pilot fuel circuit **162** and a main fuel circuit **164** to control nitrous oxide emissions generated within combustor **30**. Pilot fuel circuit **162** supplies fuel to trapped vortex cavity **70** through fuel injector assembly **90** and main fuel circuit **164** supplies fuel to mixer assembly **96** through fuel injector assembly **90**. During operation, as gas turbine engine **10** is started and operated at idle operating conditions, fuel and air are supplied to combustor **30**. During gas turbine idle operating conditions, combustor **30** uses only the pilot fuel stage for operating. Pilot fuel circuit **162** injects fuel to combustor trapped vortex cavity **70** through pilot fuel injector **140**. Simultaneously, airflow enters trapped vortex cavity **70** through aft, upstream, and outer wall air passages and enters mixer assembly **96** through swirlers **112**. The trapped vortex cavity air passages form a collective sheet of air that mixes rapidly with the fuel injected and prevents the fuel from forming a boundary layer along aft wall **74**, upstream wall **76**, or outer wall **78**.

Combustion gases **180** generated within trapped vortex cavity **70** swirl in a counter-clockwise motion and provide a continuous ignition and stabilization source for the fuel/air mixture entering combustion chamber **48**. Airflow **182** entering combustion chamber **48** through mixer assembly swirler **112** increases a rate of fuel/air mixing to enable substantially near-stoichiometric flame-zones (not shown) to propagate with short residence times within combustion chamber **48**.

Referring to FIG. 5, there is shown a flow chart showing the behavior of the active combustion control system in accordance with the invention shown in FIG. 1. Sensors within or located substantially near combustor (FIG. 4, item **30**) determine combustor sound pressure level magnitude associated with a combustion dynamic signal **1101**.

A threshold comparator (FIG. 2, item **14A**) determines **1102** if the magnitude is below a predetermined threshold. If the threshold comparator (FIG. 2, item **14A**) determines the magnitude is below the predetermined threshold, control is passed back to the sensors for determining the combustor dynamic signal **1101**.

If the threshold comparator (FIG. 2, item **14A**) determines the magnitude is above the predetermined threshold control is passed to a spectral analysis module co-located within the lean-blow-out detector (FIG. 2, item **13A**) for performing **1103** a spectral analysis of the combustor dynamic signal.

In addition an acoustic analysis module co-located within the lean-blow-out precursor detector (FIG. 2, item **13B**) also performs **1104** an acoustic analysis of the combustor dynamic signal.

The lean-blow-out (LBO) precursor detector (FIG. 2, item **15**) determines **1105** sympathetic frequencies associated with a dominant instability frequency of the combustor dynamic signal. It will be appreciated that the sympathetic frequencies are generally much lower frequency than the dominant instability frequency.

LBO controller (FIG. 2, item **15**) determines **1107** an optimum fuel forcing frequency and magnitude based upon the sympathetic frequencies. LBO controller then sends **1108** command signals to MEMS fuel actuator (FIG. 1, item **202**) to force fuel input to the combustor (FIG. 4, item **30**) pilot input port (FIG. 4, item **162**) at the determined optimum fuel forcing frequency and magnitude.

Experimental Results

Referring also to FIG. 3 there is shown a depiction of a test setup with a swirl stabilized combustor **30**, a premixing fuel

injector **308**, a high-speed fuel actuator **301** and a controller **304**. This setup is representative of that used on the tunable acoustic test rig (TCA) tests.

FIGS. **8A-8E** show data from the TCA single nozzle test rig (e.g., FIG. **3**) operating with a twin annular premixing swirler (TAPS) premixing fuel injector. The tests were run with liquid Jet-A fuel.

FIGS. **9A-9E** shows a spectrogram of the frequency response of the combustor **30** with no fuel forcing. Shifts in the dominant frequencies that show up on the spectrogram are due to the changing length of the combustor section. Analysis of unforced TCA rig data shows fundamental, its harmonics (in red) and various sums and differences (in green) of these frequencies

FIGS. **10A-10C** shows data without and with fuel forcing. KP represents dynamic pressure signals, while valve shows the fuel actuator frequency command. A reduction in pressure fluctuation amplitude is shown from about 45 s when the fuel is actuated with a square wave at 143 Hz. This suppression is shown in the time domain from 45-75 s, after which the signal strength begins to build up again after the fuel forcing stopped.

This written description uses examples to disclose the invention, including the best mode, and also to enable any person skilled in the art to make and use the invention. The patentable scope of the invention is defined by the claims, and may include other examples that occur to those skilled in the art. Such other examples are intended to be within the scope of the claims if they have structural elements that do not differ from the literal language of the claims, or if they include equivalent structural elements with insubstantial differences from the literal languages of the claims.

What is claimed is:

1. An active combustion control system (ACCS) comprising:
 - a combustor pressure sensor for measuring a dynamic pressure within a combustor;
 - a Micro-Electro-Mechanical System (MEMS) microvalve adapted to modulate fuel flow into the combustor;
 - a fuel flow sensor downstream of the microvalve and having a bandwidth capable of detecting modulations of the fuel flow of the MEMS microvalve; and
 - a control system performing a real time spectral analysis of the dynamic pressure measured by the combustor pressure sensor and determining a main pressure frequency and at least one sympathetic frequency in the combustor,

wherein the control system sends a signal to the MEMS microvalve to modulate fuel flow into the combustor at a frequency coinciding with the main pressure frequency or the at least one sympathetic frequency in response to pressure oscillations indicative of an onset of lean blow out (LBO) or unacceptable combustion dynamics within the combustor.

2. The ACCS as in claim **1** wherein the fuel flow sensor comprises a Micro-Electro-Mechanical System (MEMS) fuel flow sensor.
3. The ACCS as in claim **1** wherein the fuel flow sensor comprises a mass flow rate fuel flow sensor.
4. The ACCS as in claim **1** wherein the fuel flow sensor comprises a volumetric flow rate sensor.
5. The ACCS as in claim **1** further comprising an engine controller for determining flow rate from fuel flow sensor and adjusting a bulk fuel flow to meet predetermined engine performance requirements.
6. An apparatus for active control modulation of a flame in a combustor having instabilities, wherein the instabilities cause natural oscillation, the apparatus comprising:
 - at least one actuator, wherein the at least one actuator periodically injects pulsed fuel into the combustor;
 - a sensor connected to the combustion chamber downstream from an inlet, wherein the sensor generates a signal based on the pressure oscillations in the combustor;
 - a Micro-Electro-Mechanical System (MEMS) microvalve adapted to modulate fuel flow into the combustor;
 - a fuel flow sensor downstream of the microvalve and having a bandwidth capable of detecting modulations of the fuel flow of the MEMS microvalve; and
 - a control system coupled to the at least one loop actuator and responsive to the sensor, the control system performing a real time spectral analysis of the dynamic pressure measured by the combustor pressure sensor and determining a main pressure frequency and at least one sympathetic frequency in the combustor,
 wherein the control system prompts the at least one actuator to periodically inject pulsed fuel into the combustor at the at least one sympathetic frequency and magnitude, and wherein the control system controls the amplitude of the pressure oscillations in the combustor by modulating the natural oscillations.

* * * * *