General Disclaimer

One or more of the Following Statements may affect this Document

- This document has been reproduced from the best copy furnished by the organizational source. It is being released in the interest of making available as much information as possible.

- This document may contain data, which exceeds the sheet parameters. It was furnished in this condition by the organizational source and is the best copy available.

- This document may contain tone-on-tone or color graphs, charts and/or pictures, which have been reproduced in black and white.

- This document is paginated as submitted by the original source.

- Portions of this document are not fully legible due to the historical nature of some of the material. However, it is the best reproduction available from the original submission.

Produced by the NASA Center for Aerospace Information (CASI)
A Remote Augmentor Lift
System With a Turbine Bypass Engine

Laurence H. Fishbach and Leo C. Franciscus
Lewis Research Center
Cleveland, Ohio

Prepared for the
Thirteenth Congress of the International Council of Aeronautical Sciences
and Aircraft Systems and Technology Meeting
sponsored by the American Institute of Aeronautics and Astronautics
Seattle, Washington, August 22-27, 1982
ABSTRACT

A study of supersonic vertical takeoff or landing (VTOL) fighter aircraft employing two engine types, a conventional medium bypass ratio turbofan, and a turbine bypass turbojet was carried out. The aircraft assumed was a clipped delta wing with canard configuration. A VTOL deck launched intercept, DLI, mission with Mach 1.6 dash and cruise segments was used as the design mission. Several alternate missions requiring extended subsonic capabilities were analyzed. Comparisons were made between the turbofan (TF) and the turbine bypass turbojet (TBE) engines in airplane types using a Remote Augmented Lift System, RALS and a Lift plus Lift Cruise system (L+LC). The figure of merit was takeoff gross weight for the VTOL DLI mission.

The results of the study show that the turbine bypass turbojet and the conventional turbofan are competitive engines for both type of aircraft in terms of takeoff gross weight and range. However, the turbine bypass turbojet would be a simpler engine and may result in more attractive life cycle costs and reduced maintenance. The RALS and L+LC airplane types with either TBE or TF engines have approximately the same aircraft takeoff gross weight.

NOMENCLATURE

- AB: Afterburner
- BPR: bypass ratio
- DLI: deck launched intercept
- FPR: fan pressure ratio
- ft: feet
- g: gravitational gas constant
- lb: pound
- L+LC: lift plus lift-cruise
- M: Mach number
- max: maximum
- min: minimum
- n.mile: nautical mile
- OPR: overall pressure ratio
- opt: optimum
- R: degrees Rankine
- sec: second
- SFC: specific fuel consumption
- SL: sea level
- TBE: turbine bypass engine
- temp: temperature
- TF: turbofan
- TOGW: takeoff gross weight
- W'(4/a): corrected airflow rate

Subscripts

- m: mass
- f: force
**RLS during VTOL.** In-house studies of this concept were carried out at NASA-Lewis. In these studies, the TBE and a conventional mixed flow turbofan were analyzed in both the RALS and L+LC airplane systems. Engine performance and mission studies were performed for these engine concepts. The potential of the engines was assessed in terms of the performance of an advanced supersonic VTOL fighter. This paper provides the results of these studies.

### II. METHOD OF ANALYSIS

The airplane used for the study is shown in figure 2. The baseline aircraft has two main engines. For the RALS, main engine 
air is ducted forward to a remote augmentor for vertical thrust in addition to the vectored thrust of the two main engines. For the L+LC system, one scaled XL99 lift engine is located forward for the front thrust. The location of the front thrustor was adjusted for center of gravity. Reaction controls powered by main engine air are located at the wing tips. These provide pitch, yaw and roll control by modulating thrust vectors. As shown in figure 2 the airplane is a clipped delta wing with canard configuration. The weight and dimensions of the airplane vary with propulsion system type and mission constraints.

The five missions included in the study are shown in figures 3 and 4. As indicated in the figures, the deck launched intercept and combat air patrol missions are for VTOL. The other three missions are for short takeoff or landing (STOL). The airplane was designed for the deck launched intercept (DLI) mission (figure 3). The design was held fixed for the remaining missions and the takeoff weight adjusted for the fuel and weapons required for each mission. A fuel reserve of 5 percent was assumed in the study.

The airplane/mission calculations were performed with the NASA Lewis Airplane Mission Analysis Code (AMAC) which computes the volumes, dimensions, weight, and aerodynamics of the airplane and "flies" it over the prescribed mission. The airplane and engine were sized to meet the design constraints listed in figure 2. The first three constraints are satisfied by engine sizing. The specific excess power (PS) goal and the one minute acceleration from Mach 0.8 to Mach 1.6 at 35000 feet are usually the most critical constraints and engines sized for these two met the other constraints including VTO. The last constraint (6.2 g's at Mach 0.6, 10,000 feet) was satisfied by adjusting the wing loading.

The uninstalled engine performance was first calculated without inlet and nozzle drag using the Navy/NASA Engine Program (NNEP).4 The engine component aerodynamic characteristics, efficiencies, and cooling requirements used in the program are compatible with a mid-1990's technology level. The installed engine performance is the uninstalled performance adjusted for the inlet and nozzle drags. The inlet drags include cowl pressure drag, bypass drag, and spillage drag. Nozzle performance includes the boattail drag.

The installed propulsion system weight includes the engine, inlet, and nozzle. The propulsion system weight was calculated using an engine weight computer code.5

### III. DISCUSSION

**The Turbine Bypass Engine**

For most aircraft turbine engines the turbine is choked for nearly all operating conditions. Therefore, for a fixed turbine, the turbine corrected airflow will be constant for nearly all operating conditions. In a conventional turbojet, the compressor will operate at pressure ratios and airflows to match the constant value of turbine corrected airflow. This places limitations on the throttle excursions the turbojet can achieve. At high throttle (high turbine inlet temperature) the compressor operating point moves toward the surge region. At low throttle the compressor operates at low pressure ratios which deteriorate engine performance. One means of reducing these restrictions is a variable area turbine. This permits the turbine corrected airflow to vary, permitting wider excursions in throttle without affecting the compressor operating point. The objective of the turbine bypass concept is very similar to that of the variable area turbine. However, instead of varying the turbine area, the turbine airflow is varied. Figure 5 shows a schematic of this concept for a single-spool turbojet. The compressor is matched to an undersized turbine and provision is made for bypassing some compressor discharge air around the burner and turbine and into the nozzle. As shown in the figure, the turbine inlet temperature for zero bypass is 2100°F. As the turbine inlet temperature is increased, the bypass airflow is increased. The actual turbine airflow is reduced to maintain a constant turbine corrected airflow. In this example, the compressor operates at a single point for turbine inlet temperature variations from 2100°F to 3200°F. In addition to the engine performance benefits provided by the TBE, this concept is an attractive alternative for the remote augmentor lift system for VTOL aircraft.

**Propulsion Systems**

As mentioned before, the TBE and a conventional, mixed flow turbofan were studied for both the RALS and L+LC airplane types. The engine cycle characteristics for these engines are provided in Table 1. Schematics of the propulsion system arrangements for the RALS systems are shown in figure 6. For the RALS/turbofan system the bypass air is supplied to the remote burner where the air is heated to 3200°F during the VTOL operations. For this system the RALS supplied 30 to 50 percent
of the total lift. For other flight conditions the engines operate as mixed flow turbofans. For the RALS/TBE system the compressor bypass air is directed to the remote burner for VTOL and to the engine nozzle at other flight conditions. During vertical takeoff the engines are operated at maximum power and the amount of bypass air going to the remote burner is a maximum. This amounts to about 20 percent of the engine airflow in this example. The RALS provides about 17 percent of the total lift in the RALS/TBE system. For other flight conditions where high power is required such as acceleration and combat the bypass air is injected into the engine nozzle. As indicated in figure 6, the duct sizes for the RALS/TBE would be about 1/3 the size of those for the RALS/turbofan system.

For the L+LC propulsion systems, the TBE or turbofan engines are the main engines and the performance and weight characteristics of the XL99 are used for the lift engine. The lift engine is sized to provide 30 percent of the total lift for VTOL operation.

Figure 7 shows a comparison of the turbine bypass engine (TBE) and turbofan engine (TF) performance at Mach 1.6 and 0.8. Some typical operating points for a DLI mission are also shown in the figure. The indicated climb thrust is the climb throttle setting at Mach 1.6. About 62% of the usable fuel is consumed during the three flight segments at Mach 1.6. For combat and combat the TBE has about 13% lower fuel consumption than the turbofan. For dash and cruise the fuel consumption of the two engines is about the same. The better supersonic SFC's of the TBE lead to lower overall fuel consumption compared to the turbofan. As shown in Table 1, the dry thrust/engrine weight (FN/W) ratios of the TBE is better than that of the TF and the afterburning FN/W ratios are nearly the same. It will be shown later that the heavier engine weight of the TBE compared to the turbofan (for the same airflow) offsets this advantage to some extent.

Mission Results

Figure 8 shows a comparison of the TBE and turbofan engines in L+LC aircraft in terms of takeoff gross weight (TOW). Both dry and afterburning engines are shown. 

In comparing the dry TBE with the afterburning TBE for both RALS and L+LC aircrafts, it is seen that the dry TBE is better than the afterburning TBE for Combat Air Patrol VTOL (CAP) and Strike. Engines sized for the supersonic Deck Launched Intercept mission give adequate power without afterburning for the subsonic CAP and Strike missions. The turbofan engines are smaller and lighter and operate at better SFC's during dry operation (not throttled back as far) than the dry TBE's. However, the use of afterburning during climb and combat results in excessive fuel consumption and less range. For Subsonic Surveillance about 50% of the mission fuel is used during loiter and for the Ferry mission about 85% of the mission fuel is used for subsonic cruise. Both the dry and afterburning TBE's operate dry for these missions and the loiter time and range about the same.

In comparing the turbofan with the TBE, it is seen that the turbofan does somewhat better that the TBE on all of the alternate missions. Since these mission are all subsonic, the SFC's of the turbofan are better than those of the TBE (figure 7) resulting in better range and loiter capabilities.

CONCLUDING REMARKS

The turbine bypass engine and a medium bypass ratio mixed flow afterburning turbofan are competitive engines for a VTOL aircraft in terms of takeoff gross weight. Afterburning provides a small benefit for the TBE, but is required in the turbofan to make it competitive with the TBE. For the RALS system the TBE would result in smaller duct sizes and lead to less complexity. Since the TBE does...
not need an afterburner for either the RALS or the L+LC aircraft and being a simpler engine than the turbofan it may be a more attractive engine in terms of life cycle costs. Comparisons of the RALS and L+LC systems show that both provide about the same takeoff thrust/weight ratios and result in about the same aircraft takeoff gross weight.

REFERENCES


TABLE I - ENGINE CHARACTERISTICS

<table>
<thead>
<tr>
<th>ENGINE CYCLE DESCRIPTION</th>
<th>TRE</th>
<th>TF</th>
</tr>
</thead>
<tbody>
<tr>
<td>W\sqrt{T_0}/lb, Ibm/sec</td>
<td>175</td>
<td>175</td>
</tr>
<tr>
<td>FPR</td>
<td>---</td>
<td>3</td>
</tr>
<tr>
<td>OPR</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>BPR</td>
<td>---</td>
<td>1.0</td>
</tr>
<tr>
<td>MAX CBR, °F</td>
<td>3260</td>
<td>3260</td>
</tr>
<tr>
<td>MAX AB, °F</td>
<td>3260</td>
<td>3260</td>
</tr>
<tr>
<td>MAX RALS TEMP., °F</td>
<td>3260</td>
<td>3260</td>
</tr>
<tr>
<td>ENGINE WEIGHT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine + Nozzle + RALS, lbm</td>
<td>2755</td>
<td>2329</td>
</tr>
<tr>
<td>THRUST TO WEIGHT - DRY/AB</td>
<td>6.2/7.5</td>
<td>5.3/8.0</td>
</tr>
</tbody>
</table>
DESIGN CONSTRAINTS

1. 2 minute combat at M = 1.6; max power
2. Excess specific power - 900 ft/sec
3. 1 minute acceleration from M = 0.8 to M = 1.6 at 36,000 ft
4. 6.2 g load at M = 0.6, 10,000 ft

Figure 3. - Deck launched intercept mission; design mission.

Figure 4. - Alternate missions.
Figure 4. - Concluded.

Figure 5. - Variation of bypass air and turbine inlet air with turbine inlet temperature; Mach 0.8; altitude - 30,000 ft; engine corrected airflow - 175 lbm/sec.
Figure 7. - Comparison of engine performance of the TBE and the turboshaft engine; sea level static airflow - 175 lbm/sec.

Figure 8. - Comparison of the aircraft takeoff gross weight of the TBE and turboshaft aircraft sized for the deck launched intercept mission.
Figure 9. - Comparison of the aircraft takeoff gross weight of RALS and L+ LC systems; aircraft sized for the deck launched intercept mission; all main engines equipped with afterburners.

Figure 10. - Propulsion system comparisons for alternate missions; aircraft sized for the deck launched intercept mission; all with VTOL capability.