Performance (Off-Design) Cycle Analysis for a Turbofan Engine With Interstage Turbine Burner

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July 2005
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Abstract

This report presents the performance of a steady-state, dual-spool, separate-exhaust turbofan engine, with an inter-stage turbine burner (ITB) serving as a secondary combustor. The ITB, which is located in the transition duct between the high- and the low-pressure turbines, is a relatively new concept for increasing specific thrust and lowering pollutant emissions in modern jet-engine propulsion. A detailed off-design performance analysis of ITB engines is written in Microsoft® Excel macrocode with Visual Basic Application to calculate engine performances over the entire operating envelope. Several design-point engine cases are pre-selected using a parametric cycle-analysis code developed previously in Microsoft® Excel, for off-design analysis. The off-design code calculates engine performances (i.e., thrust and thrust-specific-fuel-consumption) at various flight conditions and throttle settings.

Nomenclature

\( A \) \hspace{1cm} \text{Flow area}
\( a \) \hspace{1cm} \text{Sound speed}
\( C \) \hspace{1cm} \text{Constants}
\( c_p \) \hspace{1cm} \text{Specific heat at constant pressure}
\( F \) \hspace{1cm} \text{Uninstalled thrust}
\( f \) \hspace{1cm} \text{Fuel/air ratio}
\( g_c \) \hspace{1cm} \text{Newton’s constant}
\( g_0 \) \hspace{1cm} \text{Acceleration of gravity}
\( h \) \hspace{1cm} \text{Altitude}
\( h_{PR} \) \hspace{1cm} \text{Low heating value of fuel}
\( h_t \) \hspace{1cm} \text{Total enthalpy}
\( K \) \hspace{1cm} \text{Constants}
\( M \) \hspace{1cm} \text{Mach number}
\( m \) \hspace{1cm} \text{Mass flow rate}
\( N \) \hspace{1cm} \text{Engine speed}
\( P_t \)  
Total pressure

\( R \)  
Gas constant or radius

\( S \)  
Uninstalled specific fuel consumption

\( T \)  
Temperature

\( T_t \)  
Total temperature

\( V \)  
Absolute velocity

\( W \)  
Molecular weight

\( z \)  
Geo-potential altitude

\( \alpha \)  
Bypass ratio

\( \theta_0 \)  
Ratio of free-stream total temperature to SLS temperature of standard day

\( \eta \)  
Efficiency

\( \eta_m \)  
Mechanical Efficiency

\( \gamma \)  
Ratio of specific heats

\( \pi \)  
Total pressure ratio

\( \tau \)  
Total temperature ratio

\( \tau_\lambda \)  
Total enthalpy ratio

**Subscripts**

\( b \)  
Main burner

\( c \)  
Properties between upstream and main burner, engine core or compressor

\( cH \)  
High-pressure compressor

\( cL \)  
Low-pressure compressor

\( d \)  
Diffuser

\( f \)  
Fan

\( HP \)  
High-pressure spool

\( i \)  
Layer of atmosphere

\( itb \)  
Properties between exit ITB and downstream, or ITB

\( LP \)  
Low-pressure spool

\( max \)  
Maximum

\( mix \)  
Mixture of combustion product with air

\( n \)  
Nozzle

\( nf \)  
Fan nozzle

\( O \)  
Overall

\( P \)  
Propulsive

\( prod \)  
Combustion product

\( R \)  
Reference values

\( Rspec \)  
Military specification

\( r \)  
Ram

\( std \)  
standard properties

\( TH \)  
Thermal

\( t \)  
Properties between main burner exit and ITB, or total properties

\( tH \)  
High-pressure turbine

\( tL \)  
Low-pressure turbine

**Abbreviations**

\( CSH \)  
Constant Specific Heat

\( FTP \)  
Full Throttle Performance
1. Introduction

This engine performance analysis relies heavily on and builds upon the engine performance analysis in references 1, 2, and 3. As eloquently stated in reference 2, the parametric cycle analysis of the previous study (refs. 4 and 5) showed “how reference point (design point or on-design) engine performance was determined by design choices.” This made it possible to examine trends in engine specific performance (specific thrust and thrust specific fuel consumption) with changes in design variables and to begin to narrow the desirable range for each design parameter. Now that the first step has been taken toward finding an optimum engine for a particular application, it is time to determine an engine’s steady state operating performance.

The objective of performance cycle analysis is to determine the engine’s performance over its operating envelope. The performance of several different engines can then be compared to reveal trends in engine performance with design choices. It is thus possible to focus on the most promising design and to ultimately find the engine reference point that has the best-balanced performance over the entire mission spectrum.

In general, performance analysis differs significantly from parametric analysis. In parametric (reference or on-design point) cycle analysis, all of the design choices (including the flight conditions) are free to be selected by the designer, and the specific engine performance characteristics are determined for each selected set of choices. In contrast, in performance cycle analysis or off-design analysis, the design choices have been set, and the performance of this specific reference point engine is then analyzed at all possible operating conditions. The independent variables in performance analysis are different flight conditions, throttle settings, and nozzle settings. Once the engine is sized and the mass flow rate is specified, performance analysis is employed to determine how a selected engine performs at all operating conditions within its flight envelope.

At the stage of performance analysis, it is considered that an engine of fixed configuration has been manufactured for testing in a facility that can simulate the desired flight conditions. Although the absolute size of the engine may be arbitrary during performance analysis, and we may lack most of the details of the geometry of each individual component, it is still best to think of it as pieces of hardware that have been built in order to explore the behavior of this reference point engine.

In off-design performance analysis, there are two classes of predicting individual component performance. First, each individual component performance can be modeled as a function of operating conditions. Secondly, actual component characteristics can be obtained from component hardware performance data for better estimate of the expected engine performance. These two approaches correspond to varying degrees of accuracy. In the absence of actual component hardware in a preliminary engine design, simple models of component performance in terms of operating conditions are used to give preliminary estimate of the engine performance.
In the following section, relationships are developed for determining the engine performance of the engine cycle whose parametric (reference point) performance was covered in the previous study (refs. 4 and 5). The analysis is an extension of that presented in references 1, 2, and 3. The task now is to develop design tools in the form of equations and their solution procedures that will permit determination of the component, and hence engine, performance at any condition.

2. Aircraft Engine Performance Parameters

2.1 Performance Parameters

2.1.1 Thrust.—Thrust is the force used to sustain the flight (thrust = drag), accelerated flight (thrust > drag), deceleration (thrust < drag). Using figure 3.1 for the control volume, we can apply momentum balance to the control volume. Uninstalled thrust $F$ of a jet engine (single inlet and single exhaust) is given by

$$F = \frac{(\dot{m}_0 + m_{fuel})V_e - \dot{m}_0 V_0}{g_c} + (P_e - P_o)A_e$$

where $\dot{m}_0, m_{fuel}$ are mass flow rates of inlet air and fuel respectively

$V_o, V_e$ are velocities at inlet and exit respectively

$P_o, P_e$ are pressure at inlet and exit respectively

2.1.2 Specific Fuel Consumption.—It is the rate of fuel use by the propulsion system per unit of thrust produced. The uninstalled specific fuel consumptions, $S$, are given by

$$S = \frac{\dot{m}_{fuel}}{F}$$

2.2 Notations

Some useful quantity notation for compressible flow will be used in this report namely, stagnation temperature, stagnation pressure, and Mach number.

Stagnation temperature or total temperature $T_t$ is defined as the temperature obtained when steadily flowing fluid is brought to rest adiabatically without involvement of works. Applying first law of thermodynamic to calorically perfect gas gives:

$$h_e = h_i = h_t = h + \frac{V^2}{2}$$

where,

$$h_t = \text{enthalpy at stagnation condition}$$

With the assumption of constant specific heat coefficient, the above equation can be written as:

$$T_t = T + \frac{V^2}{2 C_p}; \quad T_t = T \left(1 + \frac{\gamma - 1}{2} \frac{M^2}{C_p} \right)$$
where,
\[ T_s = \text{stagnation temperature} \]
\[ T = \text{static temperature} \]
\[ M = \text{Mach number} \]
\[ \gamma = \text{ratio of specific heats} \]

Stagnation pressure or total pressure \( P_t \) is defined as pressure reached when a steady flowing fluid is brought to rest adiabatically and reversibly. Using the isentropic relation, total pressure is given by
\[
P_t = P \left(1 + \frac{\gamma - 1}{2} M^2 \right)^{\frac{\gamma}{\gamma - 1}}
\]

Ratio of total temperature (\( \tau \)) and ratio of total pressure (\( \pi \)) across a component is denoted by subscript: \( d \) for diffuser, \( cL \) for low pressure compressor, \( cH \) for high pressure compressor, \( b \) for main burner, \( itb \) for inter-stage turbine burner, \( tL \) for low pressure turbine, \( tH \) for high pressure turbine, \( n \) for nozzle, and \( f \) for fan.

For example:
\[
\pi_{cH} = \frac{\text{total pressure leaving high – pressure compressor}}{\text{total pressure entering high – pressure compressor}}
\]
\[
\tau_{cH} = \frac{\text{total temperature leaving high – pressure compressor}}{\text{total temperature entering high – pressure compressor}}
\]

For the free stream, ram, we define \( \tau_r \) as a ratio of total temperature/static temperature and \( \pi_r \) as a ratio of total pressure/static pressure.
\[
\tau_r = \frac{T_{t0}}{T_0} = 1 + \frac{\gamma - 1}{2} M_0^2
\]
\[
\pi_r = \frac{P_{t0}}{P_0} = \left(1 + \frac{\gamma - 1}{2} M_0^2 \right)^{\gamma/(\gamma - 1)}
\]

A ratio between total enthalpy of the burner exit and ambient enthalpy, denoted by \( \tau_{\lambda} \), is defined such that it will be one of the input parameters.
\[
\tau_{\lambda-b} = \frac{(c_pT_i)_{burner \ exit}}{(c_pT_i)_{ambient}}
\]
\[
\tau_{\lambda-itb} = \frac{(c_pT_i)_{ITB \ exit}}{(c_pT_i)_{ambient}}
\]
2.3 Component Performance

In this analysis it is acceptable to assume that the working fluid in the engine can be idealized as a perfect gas. Properties of an ideal gas strongly depend on the temperature. This cycle allows fluid properties variation across the engine which assumes constant fluid properties from the main burner entrance upstream \((cpc, \gamma_c)\), from ITB entrance to main burner exit \((cpt, \gamma_t)\), and from ITB exit downstream \((cpt, \gamma_t)\).

2.3.1 Inlet and Diffuser.—Pressure losses occur due to the friction with the inlet wall. The pressure total ratio, \(\pi_d\), is always less than 1.

In supersonic flight, the pressure losses cause shock waves which produce greater pressure losses. The inlet total pressure is defined as the product of the ram pressure ratio and the diffuser pressure ratio. Therefore the portion of the pressure losses due to the shock waves and wall friction is defined by:

\[
\pi_d = \pi_{d_{\text{max}}} \eta_r
\]

From the Military Specification 5008B (ref. 6), the following relation is obtained:

\[
\eta_R = \begin{cases} 
1 & \text{for } M_0 \leq 1 \\
1 - 0.075(M_0 - 1)^{1.35} & \text{for } 1 < M_0 < 5 
\end{cases}
\]

2.4 Parametric Cycle Analysis

The performance of a selected reference point of a turbofan engine is desired at any flight conditions, throttle settings, and nozzle settings. It is assumed that a parametric (design point) cycle analysis has been performed for the reference point engine using the method of the previous study (ref. 4) to give the so-called reference conditions (subscript \(R\)) for the engine \((S_R, \left[F/m_0\right]_R, \text{etc.})\), for each engine component \((\pi_{fR}, \tau_{fR}, \text{etc.})\), and for the flight conditions \((M_{0R}, P_{0R}, \text{and } T_{0R})\).

To better understand the methodology of studying the performance cycle analysis problem, it is instructive to review how the parametric analysis proceeds. For example, in the parametric cycle analysis problem as provided in (ref. 4), there are 11 independent equations for solving the values of the 11 dependent component parametric variables \((\pi_{fR}, \tau_{fR}, \text{etc.})\). These 11 equations are solved for the given values of the independent quantities consisting of flight conditions \((i.e., M_0 \text{ and } T_0)\) and design choices \((i.e., \pi_{f}, \pi_{cL}, \pi_{cH}, \text{ and } \alpha)\). With values of these 11 component variables in hand, the engine reference point performance in terms of \(S, \eta_P, \text{and } \eta_{TH}\) follow immediately. A more complete description of the on-design code is given in reference 4 which is published with this manual.

Similarly, to find the off-design engine performance, the operational performance values of the 18 dependent variables listed in table 1 must be determined and then, in turn, related by 18 independent equations to obtain a solution for each component performance variable. Since performance analysis is an indirect problem as opposed to the direct problem of parametric analysis, the solution of the 18 performance equations is not as straightforward as in the parametric case. Regardless of the difficulty in solving the equations, once the values of the 18 dependent variables in table 1 are known, the engine performance in terms of \(F/m_0, S, \eta_P, \text{and } \eta_{TH}\) follows immediately. In the “Constant or Known” column of table 1, \(\pi_{bf}, \tau_{ibf}, \pi_{nf}, \text{and } \pi_{n}\) are assumed to remain constant, and \(\tau_d, \tau_n, \text{and } \eta_P\) are assumed equal to one.
Table 2.1.—Engine Performance Variables

<table>
<thead>
<tr>
<th>Component</th>
<th>Independent</th>
<th>Constant or Known</th>
<th>Dependent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine</td>
<td>( M_0, T_0, P_0 )</td>
<td></td>
<td>( \dot{m}_0, \alpha )</td>
</tr>
<tr>
<td>Diffuser</td>
<td>( \pi_{d_{\text{max}}} = f(M_0) )</td>
<td>( \pi_f, \tau_f )</td>
<td></td>
</tr>
<tr>
<td>Fan</td>
<td>( \eta_f )</td>
<td></td>
<td>( \pi_f, \tau_f )</td>
</tr>
<tr>
<td>Low-pressure compressor</td>
<td>( \eta_{cL}, \pi_{cL} )</td>
<td>( \pi_{cL}, \tau_{cL} )</td>
<td>( \pi_{cH}, \tau_{cH} )</td>
</tr>
<tr>
<td>High-pressure compressor</td>
<td>( \eta_{cH} )</td>
<td></td>
<td>( \pi_{cH}, \tau_{cH} )</td>
</tr>
<tr>
<td>Main burner</td>
<td>( T_{ph} )</td>
<td>( \pi_{b} )</td>
<td>( \pi_{b}, f_b )</td>
</tr>
<tr>
<td>High-pressure turbine</td>
<td>( \eta_{H} )</td>
<td>( \pi_{H} )</td>
<td>( \pi_{H}, f_{H} )</td>
</tr>
<tr>
<td>Inter-stage turbine burner</td>
<td>( \pi_{ib} )</td>
<td>( \pi_{ib} )</td>
<td>( f_{ib} )</td>
</tr>
<tr>
<td>Low-pressure turbine</td>
<td>( \eta_{L}, \frac{A_{4.5}}{A_{4.5_R}} = \left( \frac{\pi_{ib}}{\tau_{ib_R}} \right)^{\alpha} )</td>
<td>( \pi_{dL}, \tau_{dL} )</td>
<td>( \pi_{dL}, \tau_{dL} )</td>
</tr>
<tr>
<td>Core nozzle</td>
<td>( \pi_{m}, \frac{A_{8}}{A_{8_R}} = \left( \frac{\tau_{ib}}{\tau_{ib_R}} \right)^{m} )</td>
<td>( M_8, P_0/P_9 )</td>
<td>( M_8, P_0/P_9 )</td>
</tr>
<tr>
<td>Fan nozzle</td>
<td>( \pi_{nf} )</td>
<td>( \pi_{nf} )</td>
<td>( M_{18}, P_0/P_{19} )</td>
</tr>
<tr>
<td>Total number</td>
<td>5</td>
<td>( \tau = 2.5, 3, 4, 4.4, 4.5, 5, 7, 8, 9 )</td>
<td>18</td>
</tr>
</tbody>
</table>

3. Separate Exhaust Turbofan with ITB Cycle Analysis

3.1 Assumptions

The type of engine considered in this study is a separate-exhaust, two-spool turbofan engine with an Interstage Turbine Burner (ITB) serving as a secondary combustor as shown in figure 3.1. ITB, is located at the transition duct between the high- and the low-pressure turbines, is a relatively new concept for improving engine performance.

The station numbers of each location as indicated in figure 3.1 are in accordance with Aerospace Recommended Practice (ARP) 755A (ref. 6).

![Figure 3.1.—Station Numbering for Separate-Exhaust Turbofan Engine with Inter-stage Turbine Burning (ITB) (ref. 6)](image-url)
In addition to the assumptions summarized in the parametric analysis (ref. 4), the following assumptions are employed in performance analysis:

- The flow area is constant at station 4, i.e., main burner exit or high-pressure turbine entrance;
- The flow is choked at the high-pressure turbine entrance nozzles (station 4), at the low-pressure turbine entrance nozzles (station 4.5), and at the throat of the exhaust nozzles (stations 8 and 18). Since the exhaust nozzles may unchoke at low throttle settings and influence the fan operating line, the cases of the unchoked exhaust nozzles (stations 8 and 18) are also included in this analysis;
- The component efficiencies ($\eta_f$, $\eta_{cL}$, $\eta_{cH}$, $\eta_{itb}$, $\eta_{b}$, $\eta_{itb}$, $\eta_{mH}$, and $\eta_{mL}$) are constant;
- The total pressure ratios ($\pi_{d\text{max}}$, $\pi_b$, $\pi_{itb}$, $\pi_n$, and $\pi_{nf}$) remains the same as the values in (ref. 4).
- The simplifying gas model of a calorically perfect gas is used in the analysis. It assumes that the gases are calorically perfect upstream and downstream of the burner and inter-stage turbine burner (ITB) and values of $\gamma_t$, $c_t$, $\gamma_{itb}$, and $c_{itb}$ do not vary with throttle setting. For this model, variations in fuel-air ratios ($f_b$ and $f_{itb}$) are ignored when compared to unity.
- There is no turbine cooling.
- The exit areas ($A_9$ and $A_{19}$) of the exhaust nozzles are adjustable so that the corresponding pressure ratios ($P_9/P_0$ and $P_{19}/P_0$) can be set to predetermined values.
- The area at each engine station is constant. However the areas of stations 4.5 and 8 change with the ITB setting to follow a specified function of $\tau_{ITB}$.
- The diffuser total pressure ratio, $\pi_d$, is given by
  \[ \pi_d = \pi_{d\text{max}} \eta_R \]
  where $\pi_{d\text{max}}$ is the total pressure ratio due to friction and $\eta_R$ is the total pressure recovery for the shocking system given by MIL-E-5008B (ref. 7).

### 3.2 Referencing

The functional relations for engine cycle analysis are based on the application of mass, energy, momentum, and entropy considerations to the one-dimensional steady flow of a perfect gas at an engine reference or off-design steady state operating point. Thus, if, at any off-design point,

\[ f(\tau, \pi) = \text{constant} \quad (3.1a) \]

represents a relationship between the two performance variables $\tau$ and $\pi$ at a steady state operating point, then the constant can be evaluated at the reference point, so that

\[ f(\tau, \pi) = f(\tau_R, \pi_R) = \text{constant} \quad (3.1b) \]

since $f(\tau, \pi)$ applies to both on-design and off-design points. This technique for replacing constants with reference point values is used frequently in the performance analysis to follow. For example, see eq. (3.9).
3.3 Mass Flow Parameter

The mass flow parameter (MFP) is derived by combining mass flow per unit area with the perfect gas law, Mach number, sound speed, and equations for total temperature and pressure. The resulting expression is

\[ MFP(M) = \frac{\dot{m}\sqrt{T_t}}{P_tA} = M \left[ \sqrt{\frac{\gamma}{R}} \left( 1 + \frac{\gamma-1}{2} M^2 \right) \right] \]  

(3.2)

The total pressure mass flow parameter may be used to find any single flow quantity when the other four quantities and the calorically perfect gas constants (\(\gamma\) and \(R\)) are known at that station. The MFP is often used, for example, to determine the flow area required to choke a given flow (i.e., at \(M = 1\)). The MFP can also be used to develop valuable relationships between the flow properties at two different stations, especially when the mass flow is conserved between them.

3.4 High-Pressure Turbine

For our engine model, the mass flow entering the high-pressure turbine equals that entering the main burner plus the fuel added in the main burner. Thus

\[ \dot{m}_4 = \dot{m}_3 + \dot{m}_f = \dot{m}_3 (1 + f_b) \]  

(3.3)

Likewise, the mass flow entering the low-pressure turbine equals that entering the high-pressure turbine plus the fuel added in the ITB. Thus

\[ \dot{m}_{4.5} = \dot{m}_4 + \dot{m}_{itb} = \dot{m}_3 (1 + f_b + f_{itb}) \]  

(3.4)

Writing these using the mass flow parameter and the flow properties at stations 4 and 4.5 gives

\[ \dot{m}_4 = \frac{P_{i4}}{T_{i4}} A_4 MFP(M_4) = \dot{m}_3 (1 + f_b) \]  

(3.5)

and

\[ \dot{m}_{4.5} = \frac{P_{i4.5}}{T_{i4.5}} A_{4.5} MFP(M_{4.5}) = \dot{m}_3 (1 + f_b + f_{itb}) \]  

(3.6)

Solving each of these two expressions for \(\dot{m}_3\) and equating yields

\[ \frac{P_{i4}}{T_{i4}} A_4 MFP(M_4) \left( 1 + f_b \right) = \frac{P_{i4.5}}{T_{i4.5}} A_{4.5} MFP(M_{4.5}) \]  

(3.7)

which can be rewritten in terms of ratios as follows

\[ \frac{P_{i4}}{P_{i4.5}} \frac{\sqrt{T_{i4}}}{\sqrt{T_{i4.5}}} A_{4.5} = A_4 \frac{MFP(M_4)}{MFP(M_{4.5})} \left( 1 + f_b + f_{itb} \right) \frac{P_{i4}}{P_{i4.5}} \]  

(3.8)

The right-hand side of the above equation is considered a constant since we make the following assumption: the flow is choked at stations 4 and 4.5, the flow areas at station 4 is constant, variations in

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fuel-air ratios \( f_b\) and \( f_{itb}\) are ignored when compared to unity, and that the total pressure ratio of the ITB does not change. Using the referencing, we have

\[
\frac{P_{t4,A}}{P_{t4}} \sqrt{\frac{T_{t4}}{T_{t4,5}}} A_{4,5} = \left( \frac{P_{t4,A}}{P_{t4}} \sqrt{\frac{T_{t4}}{T_{t4,5}}} A_{4,5} \right)_R
\]

(3.9)

which can be rewritten in terms of component total pressure and total temperature ratios as

\[
\pi_{it} = \frac{\sqrt{\tau_{it} \tau_{itb}}}{\left( \sqrt{\tau_{it} \tau_{itb}} \right)_R} \frac{A_{4,5R}}{A_{4,5}} \pi_{itHR}
\]

(3.10)

This gives one relationship between the high-pressure turbine’s total pressure and total temperature ratios to meet mass conservation as a function of the ITB’s total temperature ratio. A second equation between \( \pi_{itH}\) and \( \tau_{itH}\) comes from the high-pressure turbine efficiency equation or

\[
\tau_{itH} = 1 - \eta_{itH} \left\{ 1 - \pi_{itH}^{(\gamma-1)/\gamma} \right\}
\]

(3.11)

For reference values of \( \pi_{itH}\), \( \tau_{itH}\), \( A_{4,5}\), and \( \tau_{itb}\), and the corresponding value of \( \eta_{itH}\), equations (3.10) and (3.11) yield the high-pressure turbine’s operating point \((\tau_{itH}, \pi_{itH})\) for a given value of \( \tau_{itb}\) and \( A_{4,5}\) as sketched figure 3.2. The operating point is the intersection of equations (3.10) and (3.11).

One relationship for \( A_{4,5}/A_{4,5R}\) is to assume that it is related to the total temperature ratio of the ITB \((\tau_{itb})\) raised to the power \( n \) or

\[
A_{4,5}/A_{4,5R} = \left( \frac{\tau_{itb}}{\tau_{itbR}} \right)^n
\]

(3.12)

For the case where \( A_{4,5}/A_{4,5R} = \sqrt{\frac{\tau_{itb}}{\tau_{itbR}}} \), then the solution to equations (3.10) and (3.11) is \( \pi_{itH} = \pi_{itHR} \) and \( \tau_{itH} = \tau_{itHR} \).

Figure 3.2.—Variation in High-Pressure Turbine Operating Conditions with Increasing \( \frac{\tau_{itb}}{A_{4,5}} \)
3.5 Low-pressure Turbine

The mass flow rates at station 4.5 equals that at station 8. Writing the mass conservation at stations 4.5 and 8 using the mass flow parameter and gives

\[
\frac{P_{i4.5}}{\sqrt{T_{i4.5}}} A_{4.5} MFP(M_{4.5}) = \frac{P_{8}}{\sqrt{T_{8}}} A_{8} MFP(M_{8})
\]

(3.13)

This can be rewritten as

\[
\frac{\pi_{iL}}{\sqrt{\tau_{iL}}} = \frac{A_{4.5}}{\pi_{n} A_{8}} \frac{MFP(M_{4.5})}{MFP(M_{8})}
\]

(3.14)

Noting that \(\pi_{n}\), and \(M_{4.5} (=1)\) are assumed constant, then the above equation can be rewritten using referencing as

\[
\pi_{iL} = \pi_{iLR} \frac{A_{8R} A_{4.5}}{A_{8} A_{4.5R}} \frac{MFP(M_{8R})}{MFP(M_{8})}
\]

(3.15)

This gives one relationship between the low-pressure turbine’s total pressure and total temperature ratios to meet mass conservation as a function of the core exhaust nozzle throat area \((A_{8}/A_{8R})\). A second equation between \(\pi_{iL}\) and \(\tau_{iL}\) comes from the low-pressure turbine efficiency equation or

\[
\tau_{iL} = 1 - \eta_{iL} \left[ 1 - \pi_{iL}^{(\gamma_{ib} - 1)/\gamma_{ib}} \right]
\]

(3.16)

The operating condition \((\tau_{iL}, \pi_{iL})\) of the low-pressure turbine can be determined using equations (3.15) and (3.16) along with the exhaust Mach number \(M_{8}\) and specified functional relationships for the low pressure turbine nozzle throat area \((A_{4.5}/A_{4.5R})\) and the core exhaust nozzle throat area \((A_{8}/A_{8R})\). One relationship for \(A_{8}/A_{8R}\) is to assume that it is related to the total temperature ratio of the ITB \((\tau_{itb})\) raised to the power \(m\) or

\[
\frac{A_{8}}{A_{8R}} = (\tau_{itb}/\tau_{itbR})^{m}
\]

(3.17)

With this functional relationship, the engine’s low-pressure turbine performance will vary the same as the turbofan without the ITB, when the ITB is turned off. For reference values of \(\pi_{iL}\), \(\tau_{iL}\), and \(\tau_{itb}\) and the corresponding value of \(\eta_{iL}\), equations (3.15) and (3.16) yield the low-pressure turbine’s operating point \((\tau_{iL}, \pi_{iL})\) for a given value of \(\frac{A_{8R} A_{4.5}}{A_{8} A_{4.5R}} \frac{MFP(M_{8R})}{MFP(M_{8})}\) as sketched in figure 3.3. The operating point is the intersection of equations (3.15) and (3.16). For the case where \(A_{8}/A_{8R} = A_{4.5}/A_{4.5R}\) and \(M_{8}/M_{8R}\), then the solution to equations (3.15) and (3.16) is \(\pi_{iL} = \pi_{iLR}\) and \(\tau_{iL} = \tau_{iLR}\).
Figure 3.3.—Variation in Low-Pressure Turbine Operating Conditions with Increasing

3.6 Engine Bypass Ratio

An expression for the engine bypass ratio ($\alpha$) follows directly from its definition written in terms of properties at stations 4 and 18.

\[
\alpha = \frac{\dot{m}_f}{\dot{m}_c} \tag{3.18}
\]

where

\[
\dot{m}_f = \frac{P_{18}A_{18}}{\sqrt{T_{18}}} MFP_{18} = \frac{P_0 \pi_r \pi_d \pi_f \pi_{nf} A_{18}}{\sqrt{T_{13}}} MFP_{18} \tag{3.19}
\]

and

\[
\dot{m}_4 = \dot{m}_c (1 + f_b) = \frac{P_4A_4}{\sqrt{T_4}} MFP_4 = \frac{P_r \pi_r \pi_d \pi_{cl} \pi_{ch} \pi_{h} A_4}{\sqrt{T_4}} MFP_4 \tag{3.20}
\]

Thus the engine bypass ratio can be written as

\[
\alpha = \frac{(1 + f_b)}{\pi_{cl} \pi_{ch} \pi_b / (\pi_f \pi_{nf})} \sqrt{\frac{T_{14}}{T_{13}}} \frac{MFP(M_{18}) A_{18}}{MFP(M_4) A_4} \tag{3.21}
\]

Since $(1+f_b), \pi_b, \pi_{nf}, A_{18}, A_4,$ and $M_4 (=1)$ are assumed constant and equal to their reference values, the bypass ratio can be rewritten using referencing as

\[
\alpha = \alpha_R \frac{\pi_{cl} \pi_{ch} / \pi_f}{\pi_{cl} \pi_{ch} / \pi_f} \sqrt{\frac{T_{14}/T_{4R}}{\tau_r \tau_f / (\tau_{fR} \tau_{fR})}} \frac{MFP(M_{18})}{MFP(M_{18R})} \tag{3.22}
\]
3.7 Fan and Low-pressure Compressor

The performance equation for the total temperature ratio of the fan follows directly from the power balance of the low-pressure spool. Equating the power received by the fan and low-pressure (LP) compressor to that delivered by the low-pressure turbine gives

$$\dot{m}_f c_{pc}(T_{t13} - T_{t1}) + \dot{m}_c c_{pc}(T_{t2.5} - T_{t2}) = \eta_{ml} \dot{m}_t \gamma_{pith}(T_{t4.5} - T_{t5})$$  \hspace{1cm} (3.23)

or

$$\dot{m}_f c_{pc}T_{t2}[\alpha(\tau_f - 1) + (\tau_{cl} - 1)] = \eta_{ml} \dot{m}_c (1 + f_b + f_{iib}) \gamma_{pith} T_{t4.5}(1 - \tau_{tl})$$  \hspace{1cm} (3.24)

Then dividing by $\dot{m}_c c_{pc}T_{t2}$, gives

$$\alpha(\tau_f - 1) + (\tau_{cl} - 1) = \eta_{ml}(1 + f_b + f_{iib}) \frac{\tau_{h-iib}}{\tau_r} (1 - \tau_{tl})$$  \hspace{1cm} (3.25)

The temperature rise of the low-pressure compressor can be approximated as proportional to that of the fan (refs. 2 and 3) and thus

$$\frac{\tau_{cl} - 1}{\tau_f - 1} = \left(\frac{\tau_{cl} - 1}{\tau_f - 1}\right)_R$$  \hspace{1cm} (3.26)

Solving equation (3.26) for $(\tau_{cl} - 1)$, substituting into equation (3.25), and then solving for the fan total temperature ratio $(\tau_f)$, gives

$$\tau_f = 1 + (\tau_{fr} - 1)\eta_{ml} \frac{\tau_{h-iib}}{\tau_r} \left(\frac{(1 - \tau_{tl})(1 + f_b + f_{iib})}{\tau_{clR} - 1 + \alpha(\tau_{fr} - 1)}\right)$$  \hspace{1cm} (3.27)

Using the fan efficiency, the fan total pressure ratio is given by

$$\pi_f = \left[1 + \eta_f(\tau_f - 1)\gamma_c/\gamma_{c-1}\right]$$  \hspace{1cm} (3.28)

The low-pressure compressor total temperature ratio follows from equation (3.26) and thus

$$\tau_{cl} = 1 + \left(\tau_{fR} - 1\right) \left(\frac{\tau_{clR} - 1}{\tau_{fR} - 1}\right)_R$$  \hspace{1cm} (3.29)

Using the $LP$ compressor efficiency, the $LP$ compressor total pressure ratio is expressed as

$$\pi_{cl} = \left[1 + \eta_{cl}(\tau_{clR} - 1)\gamma_c/\gamma_{c-1}\right]$$  \hspace{1cm} (3.30)

3.8 High-Pressure Compressor

The performance equation for the total temperature ratio of the high-pressure (HP) compressor follows directly from the power balance of the high-pressure spool. Solving equation (37) of the parametric analysis (ref. 4) for the total temperature ratio of the high-pressure compressor $(\tau_{clH})$ gives
\[
\tau_{cH} = 1 + \eta_{mH} \left(1 + f_b \right) \frac{\tau_{\lambda-b} (1 - \tau_{dH})}{\tau_r \tau_{cL}} 
\]

(3.31)

Using the HP compressor efficiency, the HP compressor total pressure ratio is given by

\[
\pi_{cH} = \left\{1 + \eta_{cH} \left(\tau_{cH}-1\right)\right\} \frac{\gamma_c}{\left(\gamma_c - 1\right)}
\]

(3.32)

### 3.9 Exhaust Nozzles

The total to static pressure ratio of the core exhaust nozzle is given by equation (3.31) of reference 4 as

\[
\frac{P_{19}}{P_9} = \frac{P_0}{P_9} \frac{\pi_r \pi_d \pi_{cL} \pi_{cH} \pi_{bH} \pi_{dH} \pi_{fH} \pi_{fL} \pi_n}{\pi_{cH}}
\]

(3.33)

The exit Mach number follows directly using

\[
M_9 = \sqrt{\frac{2}{\gamma_{iib}-1}} \left\{ \frac{P_9}{P_{19}} \frac{\gamma_{iib}}{\gamma_{iib}-1} \right\} 
\]

If \(M_9 > 1\), then \(M_8 = 1\), else \(M_8 = M_9\).  

(3.34)

The equation for the area ratio of the core exhaust nozzle follows from mass conservation between stations 8 and 9 and use of the mass flow parameter, giving

\[
\frac{A_9}{A_8} = \frac{1}{\pi_{n}} \frac{MFP(M_8)}{MFP(M_9)}
\]

(3.35)

The total to static pressure ratio of the fan exhaust nozzle is given by equation (3.36) of reference 4 as

\[
\frac{P_{19}}{P_{19}} = \frac{P_0}{P_{19}} \frac{\pi_r \pi_d \pi_{f} \pi_nf}{\pi_{fH} \pi_{fL} \pi_{fT}}
\]

(3.36)

The exit Mach number follows directly using

\[
M_{19} = \sqrt{\frac{2}{\gamma_c-1}} \left\{ \frac{P_{19}}{P_{19}} \frac{\gamma_c}{\gamma_c-1} \right\} 
\]

If \(M_{19} > 1\), then \(M_{18} = 1\), else \(M_{18} = M_{19}\).  

(3.37)

The equation for the area ratio of the core exhaust nozzle follows from mass conservation between stations 18 and 19 and use of the mass flow parameter, giving
\[
\frac{A_{19}}{A_{18}} = \frac{1}{\pi_{nf}} \frac{MFP(M_{18})}{MFP(M_{19})}
\] (3.38)

3.10 Engine Mass Flow Rate

An expression for the overall engine mass flow rate \( \dot{m}_0 \) follows by the use of the mass flow parameter at station 4, giving

\[
\dot{m}_0 = \dot{m}_0 \frac{1+\alpha}{1+\alpha_R} \frac{P_0 \pi_r \pi_d \pi_{cL} \pi_{cH}}{(P_0 \pi_r \pi_d \pi_{cL} \pi_{cH})_R} \sqrt{\frac{T_{4R}}{T_{4}}}
\] (3.39)

3.11 Combustor Fuel-to-Air Ratios

The fuel-to-air ratios for the main burner \( f_b \) and the ITB \( f_{itb} \) are determined by the user’s choice. There are two models of the gas properties available in this analysis, i.e., Constant Specific Heat (CSH) model and the Modified Specific Heat (MSH) model. Both models include the products of combustion in the heat capacity. For the details, see appendix B.

4. Summary of Equations

This section presents the complete performance cycle analysis equations for non-afterburning, separate exhaust flow, two-spool turbofan engine with inter-stage turbine burning.

**Inputs**

**Performance choices**

*Flight parameters*: \( M_0, h \) \[ \left[ T_0 = T_{amb}(h) \ (K, ^o\text{R}), \ P_0 = P_{amb}(h) \ (\text{Pa, psia}) \right] \]

*Throttle settings*: \( T_{4b}, T_{4.5} \ (K, ^o\text{R}) \)

*Engine control*: \( TR \)

**Design Constants**

*Perfect gas constants*: \( \gamma_c, \gamma_t, \gamma_{itb}, c_{pc}, c_{pt}, c_{pib} \) [kJ/(kg·K), Btu/(lbm·^o\text{R})]

*\( \pi \)'s*: \( \pi_d, \pi_b, \pi_{itb}, \pi_m, \pi_{nf} \)

*\( \eta \)'s*: \( \eta_s, \eta_c, \eta_{CL}, \eta_{CH}, \eta_{itb}, \eta_{L}, \eta_{n}, \eta_{itb}, \eta_{mH}, \eta_{mL} \)

*Fuel*: \( h_{PR} \) (kJ/kg, Btu/lbm)

**Reference conditions**

*Flight parameters*: \( M_{0R}, h_R \) [\( \text{km, kmf} \)] \[ \left[ T_{0R} = T_{amb}(h_R) \ (K, ^o\text{R}), \ P_{0R} = P_{amb}(h_R) \ (\text{Pa, psia}) \right] \]

*Component behavior*: \( \pi_{fr}, \pi_{cLR}, \pi_{cHR}, \pi_{HR}, \pi_{LR}, \tau_{fr}, \tau_{cLR}, \tau_{cHR}, \tau_{HR}, \tau_{LR} \)

*Others*: \( T_{4R}, T_{4.5R} \) (K, °R), \( f_{br}, f_{itbR}, M_{SR}, M_{18R}, \alpha_R, F_R \) (N, lbf), \( \dot{m}_{0R} \) (kg/sec, lbm/sec), \( S_R \)

\[ \left( \frac{\text{mg/s}}{N}, \frac{\text{lbm/hr}}{\text{lbf}} \right) \].
Engine Control Limits:

\[ T_{t4 \text{ max}}, T_{t4.5 \text{ max}}, \pi_{f \text{ max}}, \pi_{cH \text{ max}}, T_{t3 \text{ max}} (\text{K, } ^\circ\text{R}), P_{t3 \text{ max}} (\text{Pa, psia}), \%N_{LP}, \%N_{HP} \]

LP Turbine Nozzle Throat Area Functional Relationship:

\[ A_{4.5} / A_{4.5R} = (\tau_{ib} / \tau_{ibR})^n \]

Core Exhaust Throat Area Functional Relationship:

\[ A_8 / A_{8R} = (\tau_{ib} / \tau_{ibR})^m \]

Outputs

Overall Performance

\[ F (\text{N, lbf}), \dot{m}_0 (\text{kg/sec, lbm/sec}), S \left( \frac{\text{mg/sec}}{N}, \frac{\text{lbm/hr}}{\text{hr}} \right), f_o, \eta_P, \eta_{TH}, \eta_{O}, V_g/a_0, V_{19}/a_0, \alpha, P_{9}/P_9, \]
\[ T_9/T_0, \]
\[ P_{19}/P_9, T_{19}/T_0 \]

Component Behavior

\[ \pi_f, \pi_{cL}, \pi_{cH}, \pi_{dH}, \pi_{dL}, \tau_f, \tau_{cL}, \tau_{cH}, \tau_{dH}, \tau_{dL}, \tau_{\lambda-b}, \tau_{\lambda-ib}, f_b, f_{ib}, M_8, M_{18}, M_9, M_{19}, A_9/A_8, A_{19}/A_{18} \]

Equations

Reference Conditions

If (SI unit) then

\[ T_{\text{ref}} = 288.6 \text{ K} \]

Else

\[ T_{\text{ref}} = 516.67 \ \text{^\circ}\text{R} \]

End If

\[ \tau_{rR} = 1 + \frac{\gamma - 1}{2} M_{0R}^2 \] \hspace{1cm} (4.1R)

\[ \pi_{rR} = \frac{\gamma}{(\gamma - 1)} \tau_{rR} \] \hspace{1cm} (4.2R)

\[ \eta_{RspecR} = 1 \] \hspace{1cm} for \hspace{0.5cm} M_{0R} \leq 1 \hspace{1cm} (4.3R)

\[ \eta_{RspecR} = 1 - 0.075(M_{0R} - 1)^{1.35} \] \hspace{1cm} for \hspace{0.5cm} 1 < M_{0R} < 5
\[ \pi_{dR} = \pi_d \max \eta_{RspecR} \quad (4.4R) \]

\[ \tau_{ithR} = \frac{T_{i4,5R}}{T_{i4R} \tau_{iHR}} \quad (4.5R) \]

\[ MFP(M_{8R}) = M_{8R} \sqrt{\frac{\gamma_{ith} \gamma_{c}}{\gamma_{ith} \gamma_{c}} \left(1 + \frac{\gamma_{ith} - 1}{2} M_{8R}^2\right)^{\frac{\gamma_{ith} + 1}{2(1 - \gamma_{ith})}}} \quad (4.6R) \]

\[ MFP(M_{18R}) = M_{18R} \sqrt{\frac{\gamma_{ith} \gamma_{c}}{\gamma_{ith} \gamma_{c}} \left(1 + \frac{\gamma_{c} - 1}{2} M_{18R}^2\right)^{\frac{\gamma_{c} + 1}{2(1 - \gamma_{c})}}} \quad (4.7R) \]

\[ \theta_{0R} = \tau_{rR} \frac{T_{0R}}{T_{ref}} \quad (4.8R) \]

If \( \theta_{0R} \geq TR \) then

\[ T_{i4\max} = T_{i4R} \]
\[ T_{i4,5\max} = T_{i4,5R} \quad (4.9R) \]

Else

\[ T_{i4\max} = T_{i4R} \left(\frac{\theta_{0R}}{TR}\right) \]
\[ T_{i4,5\max} = T_{i4,5R} \left(\frac{\theta_{0R}}{TR}\right) \quad (4.10R) \]

Endif

**Preliminary computations 1**

\[ \tau_{r} = 1 + \frac{\gamma_{c} - 1}{2} M_0^2 \quad (4.1) \]
\[ \pi_{r} = \tau_{r}^{\gamma_{c} / (\gamma_{c} - 1)} \quad (4.2) \]

\[ \eta_R = 1 \quad \text{for} \quad M_0 \leq 1 \quad (4.3) \]
\[ \eta_R = 1 - 0.075(M_0 - 1)^{1.35} \quad \text{for} \quad 1 < M_0 < 5 \]

\[ \pi_d = \pi_{d\max} \eta_R \quad (4.4) \]

\[ R_c = \frac{\gamma_{c} - 1}{\gamma_{c}} C_{pc} \quad (4.5) \]
\[ R_t = \frac{\gamma_t - 1}{\gamma_t} C_{pt} \]  \hspace{1cm} (4.6)\\

\[ R_{ib} = \frac{\gamma_{ib} - 1}{\gamma_{ib}} C_{pt} \]  \hspace{1cm} (4.7)\\

\[ a_0 = \sqrt{\gamma_c R_c g_c T_0} \]  \hspace{1cm} (4.8)\\

\[ P_{t0} = P_0 \gamma_r^{\gamma_c}/(\gamma_c - 1) \]  \hspace{1cm} (4.9)\\

\[ T_{t0} = T_0 \tau_r \]  \hspace{1cm} (4.10)\\

\[ MFP \left( M_0 \right) = M_0 \sqrt{\frac{\gamma_c g_c}{R_c} \left( 1 + \frac{\gamma_c - 1}{2} M_0^2 \right)^{\frac{\gamma_c + 1}{2(1 - \gamma_c)}}} \]  \hspace{1cm} (4.11)\\

**Control limits**

\[ \theta_0 = \tau_r \frac{T_0}{T_{ref}} \]  \hspace{1cm} (4.12)\\

If \( \theta_0 \geq TR \) then

\[ T_{t4} = T_{t4_{max}} \]  \hspace{1cm} (4.13a)\\

Else

\[ T_{t4} = T_{t4_{max}} \left( \frac{\theta_0}{TR} \right) \]  \hspace{1cm} (4.13b)\\

Endif

If (4.ITBon) then

If \( \theta_0 \geq TR \) then

\[ T_{t4.5} = T_{t4.5_{max}} \]  \hspace{1cm} (4.14a)\\

Else

\[ T_{t4.5} = T_{t4.5_{max}} \left( \frac{\theta_0}{TR} \right) \]  \hspace{1cm} (4.14b)\\

Endif

Endif
Set initial values:  
\[ m_0 = m_{0R}, \quad f_b = f_{br}, \quad f_{itb} = f_{itbR}, \]
\[ \pi_{tH} = \pi_{iHR}, \quad \tau_{tH} = \tau_{iHR}, \quad \pi_{tL} = \pi_{iLR}, \quad \tau_{tL} = \tau_{iLR} \]
\[ \pi_f = \pi_{fR}, \quad \pi_cL = \pi_{cLR}, \quad \pi_cH = \pi_{cHR} \]
\[ \tau_f = \tau_{fR}, \quad \tau_cL = \tau_{cLR}, \quad \tau_cH = \tau_{cHR} \]

\[ \tau_{\lambda-b} = \frac{C_{pl} T_{14}}{C_{pc} T_0} \]  \hspace{1cm} (4.15)

**Inter-stage Turbine Burner**

1. If \((4.ITB on)\) then

\[ \tau_{itb} = \frac{T_{14.5}}{T_{14.5} \tau_{tH}} \] \hspace{1cm} (4.16a)

\[ \tau_{\lambda-itb} = \frac{C_{pl} T_{14.5}}{C_{pc} T_0} \tau_{tH} \] \hspace{1cm} (4.16b)

Else

\[ \tau_{itb} = 1 \] \hspace{1cm} (4.16c)

\[ \tau_{\lambda-itb} = \frac{C_{pl} T_{14}}{C_{pc} T_0} \tau_{tH} \] \hspace{1cm} (4.16d)

\[ T_{14.5} = T_{14.5} \tau_{tH} \] \hspace{1cm} (4.16e)

Endif

\[ A_{4.5} / A_{4.5R} = \left( \frac{\tau_{itb}}{\tau_{itbR}} \right)^n \] \hspace{1cm} (4.17)

\[ A_8 / A_{8R} = \left( \frac{\tau_{itb}}{\tau_{itbR}} \right)^m \] \hspace{1cm} (4.18)

**High-pressure turbine**

\[ \tau_{tH} = 1 - \eta_{tH} \left\{ 1 - \pi_{tH}^{(\gamma - 1)/\gamma} \right\} \] \hspace{1cm} (4.19)

\[ \pi_{tHN} = \sqrt[\gamma-1][\gamma] \frac{T_{14.5} \tau_{itb}}{T_{14.5} \tau_{itb}} \frac{A_{4.5R}}{A_{4.5}} \pi_{tHR} \] \hspace{1cm} (4.20)

Is \( |\pi_{tHN} - \pi_{tH}| \leq 0.00001 \)? If so, then continue. If not, set \( \pi_{tH} = \pi_{tHN} \) and return to 1.
High-pressure compressor

2

\[
\tau_{cH} = 1 + \eta_{mH} \left( 1 + f_b \right) \frac{\tau_{\lambda-b} (1 - \tau_{dH})}{\tau_{r} \tau_{cL}}
\]  (4.21)

\[
\pi_{cH} = \left[ 1 + \eta_{cH} (\tau_{cH} - 1) \right] \gamma_e / (\gamma_e - 1)
\]  (4.22)

Main burner

If CSH model then

\[
f_b = \frac{\tau_{\lambda-b} - \tau_{r} \tau_{cL} \tau_{cH}}{\eta_{b} h_{PR} / h_0 - \tau_{\lambda-b}}
\]  (4.23a)

Else

\[
T_{i3} = T_0 \tau_{r} \tau_{cL} \tau_{cH}
\]  (4.23b)

ENTHALPY \((T_{i3}, 0, h_{i3})\)

Set initial value of fuel/air ratio at station 4, \(f_{4i} = \frac{\tau_{\lambda-b} - \tau_{r} \tau_{cL} \tau_{cH}}{\eta_{b} h_{PR} / h_0 - \tau_{\lambda-b}}\)  (4.23c)

3 ENTHALPY \((T_{i4}, f_{4i}, h_{i4})\)

\[
f_b = \frac{h_{i4} - h_{i3}}{\eta_{b} h_{PR} - h_{i4}}
\]  (4.23d)

If \(|f_b - f_{4i}| > 0.0001\), then \(f_{4i} = f_b\) and go to 3; else continue.
End if

Inter-stage Turbine Burner

If CSH model then

\[
f_{itb} = (1 + f_b) \frac{\tau_{\lambda-itb} - \tau_{\lambda-b} \tau_{dH}}{\eta_{itb} h_{PR} / h_0 - \tau_{\lambda-itb}}
\]  (4.24a)

Else

\[
T_{i4,4} = T_{i4} \tau_{dH}
\]  (4.24b)

ENTHALPY \((T_{i4,5}, f_{4,5i}, h_{i4,4})\)
Set initial value of fuel/air ratio at station 4.4, \( f_{4.5i}(1 + f_b) \frac{\tau_{\lambda,-ib} - \tau_{\lambda,-ib} T_H}{\eta_{ib} h_{PR}/h_0 - \tau_{\lambda,-ib}} \) \( (4.24c) \)

4 ENTHALPY \( (T_{4.5}, f_{4.5i}, h_{4.5}) \)

\[
f_{ib} = (1 + f_b) \frac{h_{4.5} - h_{4.4}}{\eta_{ib} h_{PR} - h_{4.5}} \quad (4.24d)
\]

If \( |f_b + f_{ib} - f_{4.5i}| > 0.0001 \), then \( f_{4.5i} = f_b + f_{ib} \) and go to 4; else continue.

End if

If \( f_{ib} = 0 \) then \( \gamma_{ib} = \gamma_t, C_{pib} = C_{pt} \), and \( R_{ib} = R_t \) \( (4.34) \)

**Fan and low-pressure compressor pressure ratios**

\[
\pi_f = \left\{ 1 + \eta_f (\tau_f - 1) \right\} \gamma_c/(\gamma_c - 1) \quad (4.25)
\]

\[
\pi_{cL} = \left\{ 1 + \eta_{cL} (\tau_{cL} - 1) \right\} \gamma_c/(\gamma_c - 1) \quad (4.26)
\]

**Exhaust nozzles**

\[
\frac{p_{19}}{p_9} = \frac{p_0}{p_9} \pi_r \pi_d \pi_f \pi_{nf} \quad (4.27)
\]

\[
\frac{p_9}{p_9} = \frac{p_0}{p_9} \pi_r \pi_d \pi_{cL} \pi_{cH} \pi_b \pi_{tH} \pi_{ib} \pi_{tL} \pi_n \quad (4.28)
\]

\[
M_9 = \left[ \frac{2 \gamma_{ib}^{-1}}{\gamma_{ib} - 1} \left( \frac{p_{ib}}{p_9} \right)^{\frac{\gamma_{ib} - 1}{\gamma_{ib} - 1}} - 1 \right] \quad (4.29)
\]

If \( M_9 > 1 \), then \( M_8 = 1 \), else \( M_8 = M_9 \)

\[
MFP(M_8) = M_8 \sqrt{\frac{\gamma_{ib} G_c}{R_{ib}}} \left( 1 + \frac{\gamma_{ib} - 1}{2} M_8^2 \right)^{\frac{\gamma_{ib} + 1}{2(1 - \gamma_{ib})}} \quad (4.30)
\]

\[
MFP(M_9) = M_9 \sqrt{\frac{\gamma_{ib} G_c}{R_{ib}}} \left( 1 + \frac{\gamma_{ib} - 1}{2} M_9^2 \right)^{\frac{\gamma_{ib} + 1}{2(1 - \gamma_{ib})}} \quad (4.31)
\]

\[
\frac{A_9}{A_8} = \frac{1}{\pi_n MFP(M_9)} \quad (4.32)
\]
\[ M_{19} = \sqrt{\frac{2}{\gamma_c - 1}} \left( \frac{P_{19}}{P_{19}} \right) \left( \frac{\gamma_c - 1}{\gamma_c} \right) \]  

(4.33)

If \( M_{19} > 1 \), then \( M_{18} = 1 \), else \( M_{18} = M_{19} \)

\[ MFP(M_{18}) = M_{18} \sqrt{\frac{\gamma_c g c}{R_c} \left( 1 + \frac{\gamma_c - 1}{2} M_{18}^2 \right)} \left( \frac{\gamma_c + 1}{2(1-\gamma_c)} \right) \]  

(4.34)

\[ MFP(M_{19}) = M_{19} \sqrt{\frac{\gamma_c g c}{R_c} \left( 1 + \frac{\gamma_c - 1}{2} M_{19}^2 \right)} \left( \frac{\gamma_c + 1}{2(1-\gamma_c)} \right) \]  

(4.35)

\[ \frac{A_{19}}{A_{18}} = \frac{1}{\pi_{nf}} \frac{MFP(M_{18})}{MFP(M_{19})} \]  

(4.36)

**Engine bypass ratio**

\[ \alpha = \alpha_R \frac{\pi_{cLR} \pi_{cHR}}{\pi_c \pi_{cH}} / \pi_f \frac{\sqrt{T_{14}/T_{4R}}}{\tau_f \tau_f / (\tau_f \tau_{fR})} \frac{MFP(M_{18})}{MFP(M_{18R})} \]  

(4.37)

**Fan and low-pressure compressor temperature ratios**

\[ \tau_{fN} = 1 + \left( \tau_{fR} - 1 \right) \eta_{mb} \frac{\tau_{cLR}}{\tau_f} \frac{(1 - \tau_{bL})(1 + \tau_{fF} + \tau_{fib})}{\tau_{cLR} - 1 + \alpha(\tau_{fR} - 1)} \]  

(4.38)

\[ \tau_{cL} = 1 + (\tau_{fN} - 1) \left( \frac{\tau_{cLR} - 1}{\tau_f - 1} \right) \]  

(4.39)

**Low-pressure turbine**

\[ \tau_{tL} = 1 - \eta_{tL} \left( 1 - \pi_{tLR}(\tau_{tob} - 1) / \tau_{tob} \right) \]  

(4.40)

\[ \pi_{tL} = \pi_{tLR} \sqrt{\frac{\tau_{tL}}{\tau_{tLR}} \frac{A_{8R}}{A_8} \frac{A_{4.5}}{A_{4.5R}} \frac{MFP(M_{8R})}{MFP(M_{8})}} \]  

(4.41)

Is \( |\tau_{fN} - \tau_f| \leq 0.0001 \)? If so, then continue. If not, set \( \tau_f = \tau_{fN} \) and return to 2
Remainder of Calculations

**Engine mass flow** \( (\dot{m}_0) \)

\[
\dot{m}_0 = \dot{m}_{0R} \frac{1 + \alpha}{1 + \alpha_R} \left( \frac{P_0 \pi_r \pi_d \pi_c L_c H}{(P_0 \pi_r \pi_d \pi_c L_c H)_R} \right) \sqrt{\frac{T_{i4R}}{T_{i4}}} \quad (4.42)
\]

**Overall engine performance**

\[
f_0 = \frac{(f_b + f_{iib})}{(1 + \alpha)} \quad (4.43)
\]

\[
\frac{T_9}{T_0} = \frac{T_{i4.5} \pi_{iib} / T_0}{(P_9 / P_0)^{(\gamma_{iib}-1)/\gamma_{iib}}} \quad (4.44)
\]

\[
\frac{T_{19}}{T_0} = \frac{\tau_f / \tau_f}{(P_{19} / P_19)^{(\gamma_c-1)/\gamma_c}} \quad (4.45)
\]

\[
a_9 = \sqrt{\gamma_{iib} R_{iib} g_c T_9} \quad (4.46)
\]

\[
a_{19} = \sqrt{\gamma_c R_c g_c T_{19}} \quad (4.47)
\]

\[
V_9 = M_0 a_9 \quad (4.48)
\]

\[
V_{19} = M_{19} a_{19} \quad (4.49)
\]

\[
\frac{F}{\dot{m}_0} = \frac{a_0}{g_c (1 + \alpha)} \left\{ \left[ 1 + f_0 (1 + \alpha) \right] \frac{V_9}{a_0} + \frac{V_{19}}{a_0} \right\} \frac{1 + \alpha M_0}{a_0} + \left[ 1 + f_0 (1 + \alpha) \right] \frac{R_{iib} T_9 / T_0}{V_9 / a_0} \left[ \frac{1 - P_0}{P_0} \right] \frac{1 - P_0 / P_{19}}{\gamma_c} + \frac{\alpha T_{19} / T_0}{V_{19} / a_0} \left[ \frac{1 - P_0 / P_{19}}{\gamma_c} \right] \quad (4.50)
\]

\[
F = \dot{m}_0 \left( \frac{F}{\dot{m}_0} \right) \quad (4.51)
\]

\[
S = \frac{f_0}{F / \dot{m}_0} \quad (4.52)
\]

\[
\eta_P = \frac{2 g_c M_0 (1 + \alpha) \frac{F}{\dot{m}_0} a_0 \left[ 1 + f_0 (1 + \alpha) \right] \left( \frac{V_9}{a_0} \right)^2 + \alpha \left( \frac{V_{19}}{a_0} \right)^2 - (1 + \alpha) M_0^{2} }{a_0 \left[ 1 + f_0 (1 + \alpha) \right] \left( \frac{V_9}{a_0} \right)^2} \quad (4.53)
\]
\[
\eta_{TH} = \frac{a_0^2}{2g_c} \left[ 1 + f_0(1+\alpha) \right] \left( \frac{V_0}{a_0} \right)^2 + \alpha \left( \frac{V_{19}}{a_0} \right)^2 - (1+\alpha)M_0^2 \left( \frac{1}{1+\alpha} \right) f_0h_{PR}
\]

(4.54)

\[
\eta_O = \eta_{TH} \eta_P
\]

(4.55)

\[
A_0 = \frac{m_0 \sqrt{T_{10}}}{P_{t0} MFP(M_0)}
\]

(4.56)

\[
\%RPM_{LPspool} = 100 \left( \frac{T_0 \tau_r(\tau_f-1)}{\sqrt{T_0 \tau_r(\tau_f-1)}} \right)_R
\]

(4.57)

\[
\%RPM_{HPspool} = 100 \left( \frac{T_0 \tau_r \tau_{cl}(\tau_{clH}-1)}{\sqrt{T_0 \tau_r \tau_{cl}(\tau_{clH}-1)}} \right)_R
\]

(4.58)

If any of the control limits (\( \pi_c \), \( T_{i3} \), \( P_{i3} \), etc.) are exceeded, first reduce \( T_{i4,5} \) until \( \tau_{ib} = 1 \) or reduce \( T_{i4} \) and then go to 1. A Newtonian iteration scheme is used to rapidly converge on the values of \( T_{i4,5} \) and \( T_{i4} \) that meets the most constraining control limit.

### 5. User’s Manual

The Microsoft® Excel program is written in combination between spreadsheet neuron cells, visual basic, and macro code. These three combinations provide user-friendly software that compilation and preprocessing are no longer necessary. The input is to well-labeled Microsoft® Excel cells. Most of the values are prespecified and an example case is displayed. It is good practice to save this case by another name before modifying the spread sheet in order to retrieve the starting case. User obtains result plots right away just by clicking some buttons.

The program mainly comprises of three sections, namely, **Input**, **Full Throttle Performance** and **Partial Throttle Performance**. The Microsoft® Excel spreadsheets associated with each section are listed in the table 2 as shown below:

<table>
<thead>
<tr>
<th>No</th>
<th>Section</th>
<th>Function</th>
<th>Microsoft® Excel Spreadsheet</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Input</strong></td>
<td>Introduction</td>
<td>Coverpage, Instruction</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Data Input</td>
<td>Input</td>
</tr>
<tr>
<td>2</td>
<td><strong>Full Throttle Performance</strong></td>
<td>Control</td>
<td>Control_FTP, SinglePt_FTP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Data Output</td>
<td>D_FTP, D_FvsM0, D_SvsM0, D_picHvsM0, D_Tt4vsM0, D_mdot0, D_pif, D_alp, D_Tt4p5</td>
</tr>
<tr>
<td>3</td>
<td><strong>Partial Throttle Performance</strong></td>
<td>Control</td>
<td>Control_PTP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Data Output</td>
<td>D_PTP</td>
</tr>
</tbody>
</table>
5.1 Input

5.1.1 CoverPage.—The ‘CoverPage’ sheet contains the information about the authors of this program. Any questions regarding the program can be addressed to the authors through the email or phone.

5.1.2 Instructions.—First-time users are strongly recommended to read this sheet before running the program. In this sheet, you will find details of how to run the program. This sheet also explains several assumptions made in the equations so that the users are aware of some cases in the equations that have been idealized to simplify the problems.

5.1.3 Input.—This sheet is where most of the inputs are specified. All cells in ‘dark green’ color need to be filled in with input values, except those cells in ‘hotpink’ color, where the built-in values are set. The program will check all the inputs value in this sheet to make sure that the inputs are specified correctly. Window dialog boxes will pop up and notice the user if there are input values that are not specified or zero input values are found.

Once the design choice of a specific reference-point engine has been made from a parametric cycle analysis (previously developed in ref. 4), the input values for the so-called ‘Reference Conditions’ (i.e., the flight condition, throttle settings, engine component, etc.) and the ‘Design Constants’ are readily obtained. By clicking the ‘Import data from ITB on-design code’ button, the code will automatically load the reference engine data file at a specified path and filename. All reference engine data will be displayed at all ‘burlywood’ cells. Please refer to Appendix F for further explanation and instruction on this. Alternatively, users can choose to manually input each input value, which is a time-consuming process.

There are four combo boxes in the ‘Input’ sheet (Combo Box is a list box that displays a list of values and lets the users select one of the value in the list) namely Unit System, ITB Switch, Fuel Burn Model, and Perform Computation in as shown in figure 5.1. You need first to specify the value in combo box Unit System, combo box ITB Switch, and combo box Fuel Burn Model before moving on to combo box Perform Computation in.

Combo box Unit System lets you specify the input and output unit system. Currently, the program can handle two units systems, namely, English and SI units. Combo box ITB Switch lets user to turn ON or OFF the Inter-stage Turbine Burner (ITB). This feature provides a flexibility to choose two types of engine and they are the engine with ITB-ON and with ITB-OFF. With this feature, you will be able to see how much engine performance you can get with ITB-ON and with ITB-OFF. Combo Box Fuel Burn Model lets user to choose two models for the computation of the fuel-air-ratio inside the burners, i.e., Constant Specific Heat (CSH) model and the Modified Specific Heat (MSH) model. For the details, see appendix B.

Once all the inputs values are specified and all combo box values on Unit System, ITB Switch, and Fuel Burn Model are specified, user can specify a value in combo box Perform Computation in. This combo box provides three option lists to choose from, and they are:

1. Full Throttle Performance (FTP): Multiple-point
3. Partial Throttle Performance (PTP)

Once you select either one of them, you will be directed to some new sheets. The macro code associated with this combo box will open a relevant control sheet, and some hidden data sheets depending on the selection you make.

The following sections describe the instruction of how to run the program for each different option.
Table 5.2.—List of Combo Box in ‘Input’ sheet

<table>
<thead>
<tr>
<th>No</th>
<th>Combo Box</th>
<th>List value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Unit System</td>
<td>SI</td>
</tr>
<tr>
<td></td>
<td></td>
<td>English</td>
</tr>
<tr>
<td>2</td>
<td>ITB Switch</td>
<td>ON</td>
</tr>
<tr>
<td></td>
<td></td>
<td>OFF</td>
</tr>
<tr>
<td>3</td>
<td>Fuel Burn Model</td>
<td>CSH (Constant Specific Heat)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MSH (Modified Specific Heat)</td>
</tr>
<tr>
<td>4</td>
<td>Perform Computation in</td>
<td>Full Throttle Performance (FTP): Multiple-point</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Full Throttle Performance (FTP): Single-point</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Partial Throttle Performance (PTP)</td>
</tr>
</tbody>
</table>

Figure 5.1.—Microsoft® Excel Input Sheet Screenshot
5.2 Full Throttle Performance over $M_0$ and Altitude (FTP)

### 5.2.1 Multiple-point Calculations (sheet ‘Control_FTP’)
---When this option is chosen, the program opens several sheets, namely, one control sheet (i.e., either ‘Control_FTP’), and nine data sheets (i.e., ‘D_FTP’, ‘D_FvsM0’, ‘D_SvsM0’, ‘D_picHvsM0’, ‘D_Tt4vsM0’, ‘D_mdot0’, ‘D_pif’, ‘D_alp’, and ‘D_Tt4p5’).

In ‘Control_FTP’ sheet, user expects to see a sheet as shown in figure 5.2. Before the computation, user needs to complete two input parameters, i.e., Flight parameters and Altitude, as indicated in ‘dark green’ cells.

**NOTE:** In this code, there is only one design variable, namely, *Flight Mach number*. Other iteration variables, such as ambient conditions ($T_0$ and $P_0$), altitude ($h$), total exit temperature of main burner or ITB, etc., may be added to the code with minor code modification in the future.

To specify a range for flight Mach number ($M_0$), user needs to input the values for the lower limit, upper limit, and an increment of $M_0$. If input lower limit of $M_0$ is zero, the code will internally change it from zero to 0.01.

Click the *Altitude (h)* combo box to select number of plots for different altitudes. Selected number of cells will be created adjacent to the *Altitude (h)* combo box. Once all the ‘dark green’ cells are filled, it is ready to run the program and generate the plots, simply by clicking *Calculate* button. Data computed will be stored in nine data sheets.

Clicking the *Clear data & plot* button will clear up all the computed solutions in data sheets as well as the eight plots in ‘Control_FTP’ sheet.

---

![Figure 5.2.—Screenshot of Full-Throttle Performance: Multi-point calculations](image-url)
### 5.2.2 Single-point Calculations (sheet ‘SinglePt_FTP’)

When this option is chosen, the program opens one control sheet (i.e., ‘SinglePt_FTP’). This option allows the user to predict the off-design performance of the selected engine at a fixed $M_0$ and a specified altitude. As indicated in figure 5.3, user just needs to specify a single value for each $M_0$ and altitude. Then, simply clicking the **Calculate** button will run the code. All the input values from ‘Input’ sheet and the solutions will be displayed in the same sheet.

<table>
<thead>
<tr>
<th><strong>Parameter</strong></th>
<th><strong>Reference</strong></th>
<th><strong>Test</strong></th>
<th><strong>Remarks</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mach number @ 0, $M_0$</td>
<td>0.01</td>
<td>0.01</td>
<td>![Input value]</td>
</tr>
<tr>
<td>Altitude, $h$</td>
<td>0.00</td>
<td>0.00</td>
<td>![Do not modify]</td>
</tr>
<tr>
<td>Temperature @ 0, $T_0$</td>
<td>286.15</td>
<td>286.15</td>
<td>![Do not modify]</td>
</tr>
<tr>
<td>Pressure @ 0, $P_0$</td>
<td>101325</td>
<td>101325</td>
<td>![Do not modify]</td>
</tr>
<tr>
<td>Total Temp @ 4, $T_4$</td>
<td>1450</td>
<td>1450</td>
<td>![Do not modify]</td>
</tr>
<tr>
<td>Total Temp @ 4.5, $T_{4.5}$</td>
<td>1348</td>
<td>1348</td>
<td>![Do not modify]</td>
</tr>
<tr>
<td>$\eta_t$</td>
<td>1.00007</td>
<td>1.00007</td>
<td>![Do not modify]</td>
</tr>
<tr>
<td>$\eta_I$</td>
<td>0.01</td>
<td>0.01</td>
<td>![Input value]</td>
</tr>
<tr>
<td>$\eta_{\text{ET}}$</td>
<td>2.43</td>
<td>2.43</td>
<td>2.43</td>
</tr>
<tr>
<td>$\eta_{\text{ET}}$</td>
<td>1.337786</td>
<td>1.337786</td>
<td>1.337786</td>
</tr>
<tr>
<td>$\eta_{\text{ET}}$</td>
<td>8.23</td>
<td>8.23</td>
<td>8.23</td>
</tr>
<tr>
<td>$\eta_{\text{ET}}$, $T_{4.5}$</td>
<td>0.31452</td>
<td>0.31452</td>
<td>0.31452</td>
</tr>
<tr>
<td>$\eta_{\text{ET}}$, $T_4$</td>
<td>0.502753</td>
<td>0.502753</td>
<td>0.502753</td>
</tr>
</tbody>
</table>

### Control Limit

- $T_{4.5\text{max}}$ | $T_4\text{max}$
- LP Spool RPM (% of design pt) | 100 | 99.9125
- HP Spool RPM (% of design pt) | 100 | 99.9776
- Mach number @ 0, $M_0$ | 1 | 1
- Mach number @ 10, $M_{10}$ | 1 | 1
- $\eta_{\text{Air}}$, $\rho_0$ | 0.026508 | 0.026508
- JT8B - Fuel/Air Ratio (K) | 0.004364 | 0.004364
- Alpha, $\alpha$ | 0.73 | 0.73
- Thrust, F | 80362.51 | 80913.2 | [N]
- Specific Fuel Consumption, $S$ | 26.07503 | 26.0358 | [mg/s]/[N]
- Mass Flow Rate @ 0, $m_0$ | 118 | 118 | [kg/s]
- Propulsive Efficiency (%) | 0.889424 | 0.889424 | %
- Thermal Efficiency (%) | 34.0514 | 34.0514 | %
- Overall Efficiency (%) | 0.305777 | 0.305777 | %

Figure 5.3.—Screenshot of Full-Throttle Performance: Single-point calculation sheet
5.3 Partial Throttle Performance (PTP)

When this option is chosen, the program will open two sheets, namely, a control sheet (i.e., ‘Control_PTP’), and a data sheet (i.e., ‘D_PTP’).

5.3.1 Control_PTP.—In ‘Control_PTP’ sheet as shown in figure 5.4, user needs to specify four input parameters, i.e., Altitude, Min % thrust, Flight parameters, and increment of temperature reduction, as indicated in ‘dark green’ cells.

Click the Flight parameters \((M_0)\) combo box to select number of plots for different \(M_0\). Specified number of cells will be created and displayed adjacent to the Flight parameters \((M_0)\) combo box. Once all the ‘dark green’ cells are filled, it is ready to run the program and generate the plot.

Simply pressing the Calculate button, the code will calculate the engine performance from 100% down to minimum thrust entered in Min % thrust cell. The minimum value of min % thrust is internally preset to be 10%. If any value lower than 10% is found, user will be noticed and asked to re-enter the value.

Other than setting a Min % thrust, user may select to enter a lowest allowable exit temperature of the main burner, \(T_{e4}\). The default value of \(T_{e4}\) is 1620 °R (or 900 °K).

---

**Partial Throttle Performance (PTP)**

1. **Altitude**
   
   \(h = 10.0\) km

2. **Min % Thrust**
   
   \(20\) %

3. **Flight parameters**
   
   \(M_0 = \) \(0.8\) \(M_0 = \) \(1.2\)

4. **Temperature (throttle) reduced by**
   
   \(\Delta T = 20\) K

5. **Calculate Clear data and plot**

---

**Figure 5.4.—Screenshot of Partial-Throttle Performance**
5.4 Discussions

5.4.1 Storing Data.—Whenever storing the output data, user can do the followings:

1. Always keep an original file of the Microsoft® Excel code.
2. Save the file with a new filename.
3. From the menu bar, Select FileÆSave As and name the file, e.g., offdesign-031704.xls.
4. Click Save button to confirm saving.

5.4.2 Troubleshooting.—This program has been debugged several times. Therefore whenever you encounter computation errors due to either zero division or square root of a negative quantity, you will be notified through a pop up window indicating where the computation problem is. If you have any comments or bug problems you encounter in the program, you can report them to us for further improvement. Detail about the contact number can be found in the ‘CoverPage’ sheet of the program.

In multiple-point calculation, users may always see some of these pop-up windows as shown in figure 5.5(a) to (d).

There are three possibilities of having this error or warning messages:

(i) During the multiple-point computation, the design variable may be out of the range. It will happen, especially when the design variable such as flight Mach number is out of the range. For instance, the thrust of an engine is approaching zero as the flight Mach number is 5.1. If the upper limit of flight Mach number is set to be greater than 5.1 (e.g., 6), the code will not be able to proceed at Mach number higher than 5.1 and thus give the warning messages shown in figure 5.5(c).

(ii) The iteration is not converging for some engine configurations at the specified flight Mach number and altitude.

(iii) The input values are incorrect. For instance, the main burner exit temperature ($T_{e4}$) may be too small for an engine to produce enough thrust. Please double check all input values and try again.

![Figure 5.5.—Pop-up windows showing warning messages](image-url)

(a) Example of warning messages
(b) Current values of flight condition
(c) Equation where the error occurs
(d) Equation where the error occurs
5.5 Summary

In summary, user needs to do the followings to run the program:

Go to the “Input” sheet.
Specify the Unit System (SI or English?)
Specify the ITB Switch. (Is the computation for engine with ITB-ON or for engine with ITB-OFF?)
Specify the Fuel Burn Model. (CSH or MSH model?)
Import Reference Conditions data from on-design code.
Enter all the input parameters indicated in ‘dark green’ cells (do not modify or change the value indicated in ‘hotpink’ cells).
Specify Perform Computation in. User will be directed to a new control sheet depending on the selection.

If you select “Full Throttle Performance (FTP): Multiple-point,” do the followings in ‘Control_FTP’ sheet:

Specify a range for flight Mach number ($M_0$).
Specify number of altitude (new ‘dark green’ cells will be created).
Specify all input parameters indicated in ‘dark green’.
Click Calculate button to compute and plot the results.
Repeat the above steps for different input parameters.
Go to the ‘Input’ sheet if you want to change some engine input parameters.

If you select “Full Throttle Performance (FTP): Single-point,” do the followings in ‘SinglePt_FTP’ sheet:

Enter a value in flight Mach number, ($M_0$) cell.
Enter a value in Altitude ($h$) cell.
Click Calculate button to compute and display the results.

If you select “Partial Throttle Performance (PTP),” do the followings:

a. Specify a value for altitude ($h$).
b. Enter a value in Min % thrust cell.
c. Specify number of flight Mach number (new ‘dark green’ cells will be created).
d. Specify all input parameters indicated in ‘dark green’.
e. Click Calculate button to compute and plot the result.
f. Repeat the above steps for different input parameters.
g. Go to the ‘Input’ sheet if you want to change some engine input parameters.
Appendix A—U.S. Standard Atmosphere 1976

A.1 Introduction

The US Standard Atmosphere 1976 is an average, piece-wise continuous function for density, pressure and temperature profiles of the earth’s standard atmosphere. The standard atmosphere is mathematically defined in seven layers from sea level to 84.852km. It is a function of geo-potential altitude, which is represented by:

\[
z = \frac{h \cdot R_{earth}}{h + R_{earth}}
\]  
(A.1)

where \( h \) – geometric altitude [km]

\( R_{earth} \) – radius of the earth [= 6356.66km]

The table below summarizes the values of several parameters at each of the defined levels.

<table>
<thead>
<tr>
<th>Layer (i)</th>
<th>Name</th>
<th>Lower Geopotential Altitude (z) [km]</th>
<th>Upper Geopotential Altitude [km]</th>
<th>Lapse rate ((L_{R std,i})) [K/km]</th>
<th>Standard Pressure, ((P_{std,i})) [Pa]</th>
<th>Standard Temperature, ((T_{std,i})) [K]</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Troposphere</td>
<td>0</td>
<td>11</td>
<td>-6.5</td>
<td>101325</td>
<td>288.15</td>
</tr>
<tr>
<td>2</td>
<td>Stratosphere</td>
<td>11</td>
<td>20</td>
<td>0.0</td>
<td>22632.06</td>
<td>216.65</td>
</tr>
<tr>
<td>3</td>
<td>-</td>
<td>20</td>
<td>32</td>
<td>+1.0</td>
<td>5474.89</td>
<td>216.65</td>
</tr>
<tr>
<td>4</td>
<td>-</td>
<td>32</td>
<td>47</td>
<td>+2.8</td>
<td>868.02</td>
<td>228.65</td>
</tr>
<tr>
<td>5</td>
<td>-</td>
<td>47</td>
<td>51</td>
<td>0.0</td>
<td>110.91</td>
<td>270.65</td>
</tr>
<tr>
<td>6</td>
<td>Mesosphere</td>
<td>51</td>
<td>71</td>
<td>-2.8</td>
<td>66.94</td>
<td>270.65</td>
</tr>
<tr>
<td>7</td>
<td>-</td>
<td>71</td>
<td>84.852</td>
<td>-2.0</td>
<td>3.96</td>
<td>214.65</td>
</tr>
</tbody>
</table>

A.2 Temperature

The variation of temperature, \( T(z) \), with geo-potential altitude is expressed by a continuous and piecewise linear relation. If Lapse rate is non-zero \((L_{R std,i} \neq 0)\),

\[
T(z) = T_{std,i} + L_{R std,i} \cdot (z - Z_{std,i})
\]  
(A.2)

If Lapse rate is zero \((L_{R std,i} = 0)\),

\[
T(z) = T_{std,i}
\]  
(A.3)

A.3 Pressure

The pressure, \( P(z) \), is also a continuous piecewise function of geo-potential altitude. If Lapse rate is non-zero \((L_{R std,i} \neq 0)\),
\[ P(z) = P_{std,i} \left( \frac{T_{std}(z)}{T_{std,i}} \right) ^{\frac{-1000 \cdot g_0 W_0}{R^* L R_{std,i}}} \]  \hspace{1cm} (A.4)

If Lapse rate is zero \((LR_{std,i} = 0)\),

\[ P(z) = P_{std,i} \cdot \exp \left( \frac{-1000 \cdot g_0 W_0 \cdot (z - Z_{std,i})}{R^* T_{std,i}} \right) \]  \hspace{1cm} (A.5)

where

- \(g_0\) – acceleration of gravity (= 9.80665 m/s\(^2\))
- \(R^*\) – gas constant for air (= 8314.32 J/kmol-K)
- \(W_0\) – Molecular weight of air (= 28.9644 kg/kmol)
Appendix B—Combustion Fuel Burn Models

B.1 Types of Fuel Burn Models

Two models (p. 116 of ref. 2) are being used to calculate the fuel burned in the main burner and the ITB:

1. **Constant Specific Heat (CSH)** model—The air and combustion gases at inlet and exit of each component are modeled as “calorically perfect gases” with constant specific heats. The values of the specific heats are different at inlet and exit of two combustors (main burner and ITB).

2. **Modified Specific Heat (MSH)** model—All engines properties are calculated using CSH model except the fuel used. In this model, the inlet total temperature ($T_{t3}$ and $T_{t4.4}$) of combustors are calculated using CSH model while the exit total temperatures ($T_{t4}$ and $T_{t4.5}$) are directly obtained from the user inputs. Nevertheless, the total enthalpies ($h_{t3}$, $h_{t4}$, $h_{t4.4}$, and $h_{t4.5}$) will be calculated directly from the **Variable Specific Heat (VSH)** model (p. 116 of ref. 2). Provided $h_{PR}$ is given, the amount of fuel burned is then calculated using eq. (B4) and (B7), respectively. Therefore, the improvement on enthalpy calculation gives better estimates of fuel used.

The following ENTHALPY subroutine is based on pages 105 and 106 of reference 3 and used in the MSH model to calculate the enthalpy ($h$) at engine stations $t3$, $t4$, $t4.4$, and $t4.5$.

**Subroutine Enthalpy**

**ENTHALPY** ($T, f, h$)

**Inputs:** $T$ and $f$

**Output:** $h$

$$h_{air} = \left[ h_{ref} + A_0 T + \frac{A_1}{2} T^2 + \frac{A_2}{3} T^3 + \frac{A_3}{4} T^4 + \frac{A_4}{5} T^5 + \frac{A_5}{6} T^6 + \frac{A_6}{7} T^7 + \frac{A_7}{8} T^8 \right]_{air}$$ (B.1)

$$h_{prod} = \left[ h_{ref} + A_0 T + \frac{A_1}{2} T^2 + \frac{A_2}{3} T^3 + \frac{A_3}{4} T^4 + \frac{A_4}{5} T^5 + \frac{A_5}{6} T^6 + \frac{A_6}{7} T^7 + \frac{A_7}{8} T^8 \right]_{prod}$$ (B.2)

$$h_{mix} = \frac{h_{air} + f h_{prod}}{1 + f}$$ (B.3)

where the constants $A_0$, etc. are given in table B1 (p.106 of ref. 3).
Table B1.—Constants for air and combustion products used in subroutine ENTHALPY(0, T, f, h, c_p, γ).

<table>
<thead>
<tr>
<th>Constant</th>
<th>Air alone</th>
<th>Combustion products of air and (CH(_2))(_n) fuels</th>
</tr>
</thead>
<tbody>
<tr>
<td>A(_0)</td>
<td>2.5020051 × 10(^{-1})</td>
<td>7.3816638 × 10(^{-1})</td>
</tr>
<tr>
<td>A(_1)</td>
<td>−5.1536879 × 10(^{-5})</td>
<td>1.2258630 × 10(^{-5})</td>
</tr>
<tr>
<td>A(_2)</td>
<td>6.5519486 × 10(^{-8})</td>
<td>−1.3771902 × 10(^{-8})</td>
</tr>
<tr>
<td>A(_3)</td>
<td>−6.7178376 × 10(^{-12})</td>
<td>9.968793 × 10(^{-12})</td>
</tr>
<tr>
<td>A(_4)</td>
<td>−1.5128259 × 10(^{-14})</td>
<td>−4.2051104 × 10(^{-14})</td>
</tr>
<tr>
<td>A(_5)</td>
<td>7.6215767 × 10(^{-18})</td>
<td>1.0212913 × 10(^{-18})</td>
</tr>
<tr>
<td>A(_6)</td>
<td>−1.4526770 × 10(^{-21})</td>
<td>−1.335668 × 10(^{-21})</td>
</tr>
<tr>
<td>A(_7)</td>
<td>1.0115540 × 10(^{-25})</td>
<td>7.2678710 × 10(^{-25})</td>
</tr>
<tr>
<td>h(_{\text{ref}})</td>
<td>−1.7558886 Btu/lbm</td>
<td>30.58153 Btu/lbm</td>
</tr>
</tbody>
</table>

The equations needed to calculate the fuel-air ratios of the main burner (f\(_b\)) and the ITB (f\(_{itb}\)) are listed below for both the CSH and MSH models.

**Main burner**

If CSH model then (eq. (27) of ref. 5)

\[
f_b = \frac{\tau_{\lambda-b} - \tau_r \tau_{cL} \tau_{cH}}{\eta_b h_{PR}/h_0 - \tau_{\lambda-b}}
\]  

(B.4)

Else

\[
T_{t3} = T_0 \tau_r \tau_{cL} \tau_{cH}
\]  

(B.5)

ENTHALPY (0, T\(_{t3}\), 0, h\(_t3\), 0, 0)

Set initial value of fuel/air ratio at station 4 = f\(_4i\)

3 ENTHALPY (0, T\(_{t4}\), f\(_{4i}\), h\(_4\), 0, 0)

\[
f_b = \frac{h_{t4} - h_{t3}}{\eta_b h_{PR}/h_0 - h_{t4}}
\]  

(B.6)

If |f\(_b\) − f\(_{4i}\)| > 0.0001, then f\(_{4i}\) = f\(_b\) and go to 3; else continue.

End if

**Interstage Turbine Burner**

If CSH model then (eq. (30) of ref. 5)

\[
f_{itb} = \left(1 + f_b\right)\frac{\tau_{\lambda-itb} - \tau_{\lambda-b} \tau_{tH}}{\eta_{itb} h_{PR}/h_0 - \tau_{\lambda-itb}}
\]  

(B.7)
Else

\[ T_{t4,4} = T_{t4} \tau_{tH} \]

**ENTHALPY** \((0,T_{t4,4},f_b,h_{t4,4},0,0)\)

Set initial value of fuel/air ratio at station \(4.4 = f_{4.5i}\)

4 **ENTHALPY** \((0,T_{t4,5},f_{4.5i},h_{t4,5},0,0)\)

\[ f_{itb} = (1 + f_b) \frac{h_{t4,5} - h_{t4,4}}{\eta_{itb} h_{PR} - h_{t4,5}} \quad \text{(B.8)} \]

If \(|f_b + f_{itb} - f_{4.5i}| > 0.0001\), then \(f_{4.5i} = f_b + f_{itb}\) and go to 4; else continue.

End if

If \(f_{itb} = 0\) then \(\gamma_{itb} = \gamma_t, C_{pitb} = C_{pt}\), and \(R_{itb} = R_t\)
Appendix C—Control Limits

C.1 Introduction

Normally, the designers of an aircraft gas turbine engine need to consider the engine control system so that the newly-designed or improved gas turbine engine operates well within its flight envelope. For example, the throttle setting needs to be controlled so that the burner exit temperature will never exceed the turbine blade maximum temperature. Another example is that fan or compressor surges or stalls should not occur during the operation.

Therefore, engine’s control system plays a significant role in this engine performance cycle analysis because of the several advantages: (1) maintain stable airflow, internal pressures and temperatures, and rotor speeds within safe operating limits; (2) avoid significant speed, pressure or temperature variation, and stalls or surges (ref. 2). In addition, it also demonstrates how an aircraft engine behaves away from their reference or on-design conditions.

The engine’s control system in this study is specifically designed for a separate-flow, dual-spool, uncooled turbofan engine with ITB. Moreover, the development of the equations is based on the foundational materials found in references 1 and 2.

C.2 Variables of Engine Control System

C.2.1 Dimensionless Freestream Total Temperature.—Due to its significant influence on overall behavior of the turbofan engine, a dimensionless form of the freestream total temperature is defined, i.e., the ratio of the freestream total temperature to the sea-level static (SLS) temperature of the standard atmosphere, as shown below (ref. 2):

\[
\theta_0 = \frac{T_{t0}}{T_{ref}} = \frac{T_0 \left(1 + \frac{\gamma_c - 1}{2} M_0^2\right)}{T_{ref}} = \tau_r \frac{T_0}{T_{ref}}
\]  

(Note: \(T_{ref} = T_{std}\))

This property is called \(\theta_0\) and is used to combine two parameters, i.e., altitude (\(T_0\)) and flight condition (\(M_0\)) into a single parameter. Therefore, every point in the flight envelope has a specific value of \(\theta_0\).

In addition, \(\theta_0\) has the following properties:

(1) \(\theta_0 = 1\) at sea level static conditions;
(2) \(\theta_0\) can be greater or less than 1.0;
(3) \(\theta_0\) depends only on Mach number above between 36.5 and 65 kft (11.12 and 19.81 km).

C.2.2 Throttle Ratio.—The other useful property of an engine control system is the throttle ratio (\(TR\)). It is defined as the ratio of the maximum \(T_{t4}\) value to the \(T_{t4}\) value at SLS conditions. It can be expressed as:

\[
TR = \frac{T_{t4\text{max}}}{T_{t4\text{SLS}}}
\]  

When the reference altitude is at SLS \((h=0)\), then \(T_{t4\text{SLS}} = T_{t4R}\). Otherwise, \(TR\) has to be manually input by user.
Figure C1.—Compressor Ratio as a Function of $\theta_0$ and $T_{t4}$ of a Single-Spool Turbojet Engine for a Compressor with a Reference Point of $\pi_c = \pi_{c,\text{max}} = 20$, $T_{t4} = T_{t4,\text{max}} = 3300^\circ R$, and $\theta_0 = 1.1$ (ref. 2).

**C.2.3 Theta Break.**—Normally, the change in shape of the performance curve occurs at simultaneous maximum of $\pi_c$ and $T_{t4}$. In figure 3.1, it is clear that the control logic must switch from limiting $\pi_c$ to limiting $T_{t4}$ at this point of maximum $\pi_c$ and $T_{t4}$. This unique point is known as the *theta break* ($\theta_{0,\text{break}}$).

**C.3 Types of Control Limits**

In this study, only three types of engine control limits will be considered, i.e., turbine blade maximum temperature, compressor limitations and engine speed.

**C.3.1 Material Limitation.**—It is known that an increase in permissible turbine inlet temperature will lead to a reduced $TSFC$ and increased specific thrust (ref. 4, p. 357). Although the current advanced technology in material allows higher inlet turbine temperature, it is still essential to limit $T_{t4}$ or $T_{t4.5}$ for safety purpose.

**C.3.2 Compressor Pressure Ratio.**—Three limits, namely, $\pi_{c,\text{max}}$, $P_{t3,\text{max}}$ and $T_{t3,\text{max}}$, are selected to stabilize the internal behavior of the compressors and avoid compressor surges or stalls.

**C.3.3 Engine Speed.**—As shown in section 5.2.7 of reference 2, the change in total enthalpy across a compressor or a fan is proportional to the rotational speed $N$ squared for a calorically perfect gas.

**C.3.3.1 Low-pressure Spool:** For a low-pressure compressor (LPC), it can be expressed as follow:

$$h_{t2.5} - h_{t1.2} = K_1 N_{LP}^2$$  \hspace{1cm} (C.3)
Using referencing, it can be rewritten as:

\[
\frac{N_{LP}}{N_{LPR}} = \sqrt{\frac{h_{t2.5} - h_{t2}}{h_{t2.5R} - h_{t2R}}} = \frac{h_{t2}(\tau_{cL} - 1)}{h_{t2R}(\tau_{cLR} - 1)}
\]

\[
= \frac{h_{t2R}(\tau_{cLR} - 1)}{h_{t2R}(\tau_{cLR} - 1)} \approx \frac{T_{t2}(\tau_{cL} - 1)}{T_{t2R}(\tau_{cLR} - 1)}
\]

\[
= \frac{\theta_0(\tau_{cL} - 1)}{\theta_0R(\tau_{cLR} - 1)}
\]  

\[\text{(C.4)}\]

Since the LPC and the fan are on the same shaft, the enthalpy rise across the LPC will be proportional to the enthalpy rise across the fan during normal operation. (ref. 2)

\[
\frac{\tau_{cL} - 1}{\tau_f - 1} = \left(\frac{\tau_{cL} - 1}{\tau_f - 1}\right)_R
\]  

\[\text{(C.5)}\]

Then, equation (C.4) can be rewritten as

\[
\frac{N_{LP}}{N_{LPR}} = \sqrt{\frac{\theta_0(\tau_f - 1)}{\theta_0R(\tau_f - 1)}}
\]  

\[\text{(C.6)}\]

\[\text{C.3.3.2 High-pressure Spool: For high-pressure compressor (HPC), it is in the similar form:}\]

\[
h_{t3} - h_{t2.5} = K_1N_H^2
\]  

\[\text{(C.7)}\]

Using referencing, it can be rewritten as:

\[
\frac{N_{HP}}{N_{HPR}} = \sqrt{\frac{h_{t3} - h_{t2.5}}{h_{t3R} - h_{t2.5R}}} = \frac{h_{t2.5}(\tau_{cH} - 1)}{h_{t2.5R}(\tau_{cHR} - 1)}
\]

\[
= \frac{h_{t2.5R}(\tau_{cHR} - 1)}{h_{t2.5R}(\tau_{cHR} - 1)} \approx \frac{T_{t2}(\tau_{cL} - 1)}{T_{t2R}(\tau_{cLR} - 1)}
\]

\[
= \frac{\theta_0(\tau_{cH} - 1)}{\theta_0R(\tau_{cHR} - 1)}
\]  

\[\text{(C.8)}\]

\[
\frac{N_{HP}}{N_{HPR}} = \frac{\theta_0(\tau_{cH} - 1)}{\theta_0R(\tau_{cHR} - 1)}
\]  

\[\text{(C.9)}\]

\[\text{C.4 Relationship between } T_{t4}, T_{t4.5} \text{ and } \pi_c\]

\[\text{C.4.1 High-pressure compressor.—From a power balance between HPT and HPC, one will obtain the performance equation for the total temperature ratio of the HPT:}\]

\[
\tau_{cH} = 1 + \eta_{mH} \left(1 + f_b\right) \frac{\tau_{b-b} \left(1 - \tau_{ib}H\right)}{\tau_f \tau_{cL}}
\]  

\[\text{(C.10)}\]
Using \( HP \) compressor efficiency, the \( HP \) compressor total pressure is given by:

\[
\pi_{cH} = \left(1 + \eta_{cH}(\tau_{cH} - 1)\right)^{\gamma_c/\gamma_c - 1}
\]  
(C.11)

From equation (5) in reference 4,

\[
\tau_{\lambda-b} = \frac{C_{pt} T_{t4}}{C_{pc} T_0}
\]  
(C.12)

Rearranging equation (C.1), one obtains

\[
\tau_r = \theta_0 \frac{T_{ref}}{T_0}
\]  
(C.13)

Substitute these two equations into (C.10) yields

\[
\tau_{cH} = 1 + \eta_{mH} (1 + f_b)(1 - \tau_{tH}) \left(\frac{C_{pt} T_{t4}}{C_{pc} T_0} \frac{T_0}{T_{ref} \theta_0} \right)^{1/\tau_{cL}}
\]  
(C.14)

It is assumed that choking occurs at station 4. Consequently, for an uncooled turbine with constant specific heat in this study, the value of \( \tau_{tH} \) will remain constant. (ref. 2, pp. 143–144). In addition, \( f_b \) is negligible when compared to unity. Then, let

\[
C_0 = \eta_{mH} (1 + f_b)(1 - \tau_{tH}) \left(\frac{C_{pt}}{C_{pc}} \frac{1}{T_{ref}} \right)
\]  
(i)

and eq. (C.14) becomes

\[
\tau_{cH} = 1 + C_0 \frac{T_{t4}}{\theta_0} \frac{1}{\tau_{cL}}
\]  
(C.15)

Substituting (C.15) into (C.11) gives

\[
\pi_{cH} = \left(1 + \frac{C_1 T_{t4}}{\theta_0 \tau_{cL}}\right)^{\gamma_c/\gamma_c - 1}
\]  
(C.16)

where

\[
C_1 = C_0 \eta_{cH}
\]  
(ii)

Compared to equation (D.3) of reference 2 (pp525), \( \pi_{cH} \) is not only a function of throttle setting \( T_{td} \) and flight conditions \( (\theta_0) \), but also a function of \( \tau_{cL} \).
\[ \pi_{cH} = f \left( \frac{T_{i4}}{T_0}, \tau_{cL} \right) \]  

**(C.17)**

### C.4.2 Low-pressure compressor

From a power balance between \( LPC \), fan and \( LPT \), one will obtain the performance equation for the total temperature ratio of the \( LPT \):

\[ \alpha (\tau_f - 1) + (\tau_{cL} - 1) = n_{ml} (1 + f_b + f_{iib}) \frac{\tau_{\lambda - iib}}{\tau_r} (1 - \tau_{tL}) \]  

**(C.18)**

Substituting equation (C.5) into (C.18), it yields:

\[ \tau_f = 1 + (\tau_{fR} - 1) n_{ml} \frac{\tau_{\lambda - iib}}{\tau_r} \left[ \frac{(1 - \tau_{tL})(1 + f_b + f_{iib})}{\tau_{cLR} - 1 + \alpha (\tau_{fR} - 1)} \right] \]  

**(C.19)**

The \( LPC \) total temperature ratio follows from equation (C.5):

\[ \tau_{cL} = 1 + (\tau_f - 1) \frac{(\tau_{cL} - 1)_R}{(\tau_f - 1)_R} \]  

**(C.20)**

Using \( LPC \) efficiency, the \( LPC \) total pressure ratio is given by:

\[ \pi_{cL} = \left[ 1 + \eta_{cl} (\tau_{cL} - 1) \right]^{\gamma_c/\gamma - 1} \]  

**(C.21)**

From equation (6) of reference 4,

\[ \tau_{\lambda - iib} = \frac{C_{pi4b} T_{i4,5}}{C_{pc} T_0} \]  

**(C.22)**

Substituting equation (22) into equation (19) yields

\[ \tau_f = 1 + (\tau_{fR} - 1) n_{ml} \frac{C_{pi4b} T_{i4,5}}{C_{pc} T_0} \left( \frac{T_0}{T_{ref} \theta_0} \right) \left[ \frac{(1 - \tau_{tL})(1 + f_b + f_{iib})}{\tau_{cLR} - 1 + \alpha (\tau_{fR} - 1)} \right] \]  

**(C.23)**

Similar to the assumption in \( HPT \), the flow is choked at station 4.5. Therefore, the value of \( \tau_{tL} \) will remain constant. In addition, \( f_b \) and \( f_{iib} \) are negligible when compared to unity.

Unfortunately, \( \alpha \) is not a constant but a function of \( \pi_{cL}, \pi_{cH}, \pi_f, M_{18} \). Let

\[ C_2 = (\tau_{fR} - 1) n_{ml} \frac{C_{pi4b}}{C_{pc}} \left( \frac{1}{T_{ref}} \right) (1 - \tau_{tL})(1 + f_b + f_{iib}) \]  

**(iii)**
Then,

\[
\tau_f = 1 + C_2 \frac{T_{t4,5}}{\theta_0} \left( \frac{1}{\tau_{cLR} - 1 + \alpha (\tau_{fR} - 1)} \right) \quad (C.24)
\]

Substituting (C.24) into (C.20) yields

\[
\tau_{cL} = 1 + C_3 \frac{T_{t4,5}}{\theta_0} \left( \frac{1}{\tau_{cLR} - 1 + \alpha (\tau_{fR} - 1)} \right) \quad (C.25)
\]

where

\[
C_3 = \eta_{ml} \frac{C_{phb}}{C_{pc}} \left( \frac{1}{T_{ref}} \right) (1 - \tau_{TL})(1 + f_h + f_{iib})(\tau_{cLR} - 1) \quad (iv)
\]

Substituting (C.25) into (C.21) yields

\[
\pi_{cL} = \left[ 1 + C_4 \frac{T_{t4,5}}{\theta_0} \left( \frac{1}{\tau_{cLR} - 1 + \alpha (\tau_{fR} - 1)} \right) \right] \eta_{c/L} (\gamma - 1) \quad (C.26)
\]

where

\[
C_4 = \eta_{cL} C_3 \quad (v)
\]

Again, when compared to equation (D.3) of reference 2 (pp525), \( \pi_{cL} \) is not only a function of throttle setting \( (T_t) \) and flight conditions \( (\theta_0) \), but also a function of \( \alpha \):

\[
\pi_{cL} = f \left( \frac{T_{t4,5}}{\theta_0}, \alpha \right) \quad (C.27)
\]

### C.5 Limiting procedures

#### C.5.1 Reference conditions

The values of \( T_{t4,\text{max}} \) and \( T_{t4.5,\text{max}} \) (control limit) can only be smaller or equal to the values of \( T_{t4,R} \) and \( T_{t4.5,R} \) at the reference (on-design) condition. Furthermore, when the reference condition is at a reduced \( T_0R \) due to the altitude, the reference \( T_{t4,R} \) and \( T_{t4.5,R} \) have to be reduced too. This may be followed by the reduction in the values of \( T_{t4,\text{max}} \) and \( T_{t4.5,\text{max}} \) too.

\[
\theta_{0R} = \frac{T_{0R}}{T_{ref}} \quad (C.28)
\]

If \( \theta_{0R} \geq TR \) then

\[
T_{t4,\text{max}} = T_{t4,R}
\]
\[ T_{i4,5}^{\text{max}} = T_{i4.5R} \] (C.29a)

else

\[ T_{i4}^{\text{max}} = T_{i4R} \left( \frac{\theta_{0R}}{TR} \right) \] (C.29b)

\[ T_{i4,5}^{\text{max}} = T_{i4.5R} \left( \frac{\theta_{0R}}{TR} \right) \] (C.29b)

C.5.2 Limiting \( T_{i4} \) and \( T_{i4.5} \).—As shown in appendix D of reference 2 (p. 525), as \( \theta_0 \) is decreased to the left of the \( \theta \) break, or \( \theta_{\text{break}} \), \( T_{i4} \) must be reduced in order to protect the compressor from poor operation. By doing so, the term \( \frac{T_{i4}}{\theta_0} \) must remain constant.

A simple limiting procedure as shown below is included into the code in order to limit \( T_{i4} \) values equal to or less than \( T_{i4}^{\text{max}} \).

\[ \theta_0 = \tau_r \frac{T_0}{T_{\text{ref}}} \] (C.31)

If \( \theta_0 \geq TR \) then

\[ T_{i4} = T_{i4}^{\text{max}} \] (C.32)

else

\[ T_{i4} = T_{i4}^{\text{max}} \left( \frac{\theta_0}{TR} \right) \] (C.33)

When \( ITB \) is considered, a separate limiting procedure is required to limit \( T_{i4,5} \) values equal to or less than \( T_{i4,5}^{\text{max}} \).

If \( \theta_0 \geq TR \) then

\[ T_{i4,5} = T_{i4,5}^{\text{max}} \] (C.34)

else

\[ T_{i4,5} = T_{i4,5}^{\text{max}} \left( \frac{\theta_0}{TR} \right) \] (C.35)

C.5.3 Limiting \( \pi_f \) and \( \pi_{cH} \).—For a two-spool turbofan engine with \( ITB \), there are two engine fuel flows. The fuel flow to the main burner directly influences the speed of the \( HP \) spool and the \( HP \) compressor pressure ratio. The fuel flow to the \( ITB \) directly influences the speed of the \( LP \) spool and the fan and \( LP \) compressor pressure ratios.
In Full Throttle Performance, when $HP$ compressor pressure ratio is greater than its given maximum, the actual engine control will reduce the required fuel flow to the main burner in real time until the given limit is reached. In this study, the code does not calculate the reduction in fuel flow directly. Instead, the code will reduce $T_{t4}$ (main burner) or $T_{t4,5}$ (ITB) to a lower value.

Therefore, two control limits have been selected in Full Throttle Performance, i.e., fan pressure ratio, $\pi_f$ (LP spool) and HP compressor pressure ratio $\pi_{cH}$ (HP spool). Based on this, two throttle control loops have been added to the code as shown in table C1.

When the fan pressure ratio ($FPR$) is greater than its limit, $\pi_f$ (case 1), the control loop will reduce $T_{t4,5}$ (reduce fuel flow to the ITB). When the HP compressor pressure ratio ($HPC PR$) is greater than its limit, $\pi_{cH}$ (case 2), the control loop will reduce $T_{t4}$ (reduce fuel flow to the main burner).

If ITB is on, the control loops for $FPR$ and $HPC PR$ are sequential, i.e., $FPR$ limit control goes first, followed by $HPC PR$ limit control.

If the ITB is off and the $FPR$ is still greater than its limit, $\pi_f$ (case 3), the control loop will reduce $T_{t4}$ (reduce fuel flow to the main burner). This reduction in $T_{t4}$ will reduce both $FPR$ and $HPC PR$.

Similarly, this reduction in $T_{t4}$ applies to a case where the $FPR$ is still too high even when $T_{t4,5}$ is reduced until ITB is off (case 1 shifted to 3).

<table>
<thead>
<tr>
<th>Parameter ‘reduce’</th>
<th>$\pi_f \geq \pi_f$</th>
<th>$\pi_{cH} \geq \pi_{cH}$</th>
<th>$\pi_f \geq \pi_f$</th>
<th>$\pi_{cH} \geq \pi_{cH}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Case</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>ITB on</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

Table C1.—The logic sequence of reducing temperature (reducing fuel flow to the burners)
Figure C2.—Flow-Chart of Control Limits for Fan Pressure Ratio and High-Pressure Compressor Pressure Ratio.
Appendix D—Flowchart of Iterative Solution Scheme

Figure D1.—Flow-Chart of the Iterative Solution Scheme for Full-Throttle Performance.
Figure D2.—Flow-Chart of the Iterative Solution Scheme for Partial-Throttle Performance.
Figure D3.—Flow-Chart of the Iterative Solution Scheme for the Subroutine *itbperf2* (Central *ITB* Computation)
Appendix E—Reference Engine Data From On-Design Code

E.1 Introduction

In general, on-design (parametric) cycle analysis differs significantly from off-design (performance) cycle analysis. Thus, two separate codes using Microsoft® Excel and VBA are written for each cycle analysis.

Once the most promising engine is selected by user (i.e., all engine components are fixed, e.g., CPR, BPR, altitude, FPR etc.), it is then run using on-design code to get the engine performance at the selected operating conditions.

These output data represents the selected engine performance at a design-point. In order to predict the engine performance at off-design conditions, these outputs are then used as the reference conditions in off-design code. This step is important because different reference conditions (i.e., different engines) will give different performance over the whole flight spectrum.

For convenience, authors have modified the on-design code to include ‘Input/Output files’ features in each code. By doing so, the output from on-design code can be saved as the reference engine data file, which is required in off-design calculation. As a result, users do not need to manually input the reference conditions, which is a time-consuming process.

E.2 Instructions to get reference engine data

Follow the step 1 to 12 to generate a reference engine data file.

1. Generate the sample reference engine data as shown in table E1 using on-design code (ref. 4).
2. Open off-design code.
3. Select ‘Input’ sheet as shown in figure 5.1.
4. Click on ‘Import data from ITB ondesign code’ button.
5. A dialog box similar to figure E1 will appear and request for specifying the path and filename.
6. The default path and filename is “c:\reference.txt”. Users may need to enter a new path if necessary, for example, “c:\ITB\reference.txt”.
7. An input dialog box as shown in figure E2 appears when one of these situations happens:
   (7a) The specified directory (default drive is ‘h:\’) does not exist.
   (7b) The file (e.g., “reference.txt” in figure E2) does not exist.
   Check for existing drive path or/and specify another filename.
8. A dialog box as shown in figure E3 appears when the unit system in reference data file is different from the current unit system in off-design code. Change the unit system in ‘Unit System’ pull-down list. Then, start from step 2.
9. An input dialog box as shown in figure E4 appears and request for entering the value of mass flow rate. The default value is 100 kg/s.
10. Enter value and click ‘Ok’ button to proceed.
11. All reference conditions data and engine characteristics of a specific design-point engine are successfully imported. The specified pathname will be shown in ‘Reference-point engine path:”
12. It is ready to perform off-design calculation.
13. Repeat step 1 to 10 for different engines.
### Table E1.—Input of Reference Data for on-design code

<table>
<thead>
<tr>
<th>Reference Conditions</th>
<th>Input</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mach number ((M_{0R}))</td>
<td>0</td>
</tr>
<tr>
<td>Altitude ((h, \text{kft}))</td>
<td>0</td>
</tr>
<tr>
<td>Main burner exit total temperature ((T_{4R}, ^\circ \text{R}))</td>
<td>3600</td>
</tr>
<tr>
<td>ITB exit temperature ((T_{e,4.5R}, ^\circ \text{R}))</td>
<td>3275</td>
</tr>
<tr>
<td>LPC pressure ratio ((\pi_{cLR}))</td>
<td>2.31</td>
</tr>
<tr>
<td>Compressor pressure ratio ((\pi_{cR}))</td>
<td>26.8</td>
</tr>
<tr>
<td>Fan pressure ratio ((\pi_{fR}))</td>
<td>2.31</td>
</tr>
<tr>
<td>Fan bypass ratio ((\alpha_R))</td>
<td>1.91</td>
</tr>
<tr>
<td>Mass flow rate ((m_{0R}, \text{lbm/s}))</td>
<td>1097</td>
</tr>
</tbody>
</table>

Figure E1.—Dialog Box for Specifying the Path and Filename where the Reference Conditions Data Will Be Stored.

Figure E2.—Dialog Box when there is An Error Reading Reference Conditions Data from the Specified Path and Filename.

Figure E3.—Dialog Box when there is Unit System Inconsistency.
Figure E4.—Dialog Box for Inputting Value of Mass Flow Rate.
Appendix F—Visual Basic Codes

The Visual Basic codes can be easily seen on the spreadsheet under “Tools\Macro\Visual Basic Editor”.

```vba
Sub itbperf1()
    Dim eta_r
    Style = vbYes
    Title = "ITB Performance Cycle Analysis"
    Style1 = vbYesNo

    If plot_type = 1 Then
        msg0 = "Occurs at " & "M0 = " & M0 & ", h =" & alt & "."
    Else
        msg0 = "Occurs at " & "M0 = " & M0 & ", Tt4 =" & Tt4
    End If
    bigit = vbNo

    'Set initial values for some engine components
    mdot0 = mdot0R
    f_b = f_bR
    f_itb = f_itbR
    pi_tH = pi_tHR
    pi_tL = pi_tLR
    pi_cH = pi_cHR
    pi_cL = pi_cLR
    pi_f = pi_fR
    tau_tH = tau_tHR
    tau_tL = tau_tLR
    tau_cH = tau_cHR
    tau_cL = tau_cLR
    tau_f = tau_fR

    'Restore values for some parameters if ITBswitch is internally ON again in next M0 iteration
    If ITBswitch = "ON" Then
        tau_itbR = Tt4p5R / (Tt4R * tau_tHR) 'eqn(5r)
        'cp_itb = Sheets("Input").Cells(7, 14) * conversion 'removed 3/8/05
        'gama_itb = Sheets("Input").Cells(10, 14) 'removed 5/9/05
    Else
        tau_itbR = 1#
    End If

    'Preliminary computations
    tau_r = 1# + cnst5 * M0 * M0 'eqn(1)
    pi_r = tau_r ^ cnst8 'eqn(2)
    If M0 <= 1# Then
        eta_r = 1# 'eqn(3)
    End If
    If M0 > 1# And M0 <= 5 Then
        eta_r = 1# - 0.075 * (M0 - 1#) ^ 1.35
    End If
    pi_d = pi_dmax * eta_r 'eqn(4)
    'R_itb = (gama_itb - 1#) * cp_itb / gama_itb 'eqn(7)
    a0 = (gama_c * R_c * gc * T0) ^ (0.5) 'eqn(8)
```

NASA/TM—2005-213659
MFP_M0 = M0 * const4 * \( \tau_r \) ^ const6  \hspace{1cm} \text{'eqn(11)'}
T0 = T0 * \( \tau_r \)  \hspace{1cm} \text{'eqn(10)'}
Pt0 = P0 * \( \tau_r \) ^ const8  \hspace{1cm} \text{'eqn(9)'}
Itblink = 1
10
End Sub

Sub itbperf2()
  Dim pi_tHN, \( \tau_fN \)
  Dim MFP_M8, MFP_M9, MFP_M18, MFP_M19
  Dim ebr1, ebr2, flpc
  Dim h_t3, f_4i, \( T_{t4p4} \), h_t4p4, f_4p5i
  Title = "ITB Performance Cycle Analysis"
  Style = vbYes
  Style1 = vbYesNo
  'h_0 = cp_c * T0
  If h_0 = 0 Then
    Msg11 = "Division by zero in 'h_0 equation'." 
    response = MsgBox(Msg11, Style, Title)
    Msg11 = "Check if ' T0 = 0 '"
    response = MsgBox(Msg11, Style, Title)
    Msg11 = "Current values => cp_c = " & cp_c & ", T0 = " & T0
    response = MsgBox(Msg11, Style, Title)
    response = MsgBox(msg0, Style, Title)
    If singlept = False Then jump = MsgBox(Msg_jump, Style1, Title)
    itblink = 0
    GoTo 10
  End If

  limit = 0
  loopif = 0
  loopich = 0
  loop1 = 0
  reduce = 1
  pi_cHo = pi_cHR
  \( \tau_cHo = \tau_cHR \)
  GoTo 19
liew = 1
'Check intermediate values for debugging
Sheets("test").Cells(1, 1) = "M0"
Sheets("test").Cells(1, 4) = "loop2"
Sheets("test").Cells(1, 2) = "loopif"
Sheets("test").Cells(1, 3) = "loopich"
Sheets("test").Cells(1, 5) = "Tt4"
Sheets("test").Cells(1, 6) = "Tt4p4"
Sheets("test").Cells(1, 7) = "tau_fN"
Sheets("test").Cells(1, 8) = "tau_cH"
Sheets("test").Cells(1, 9) = "pi_f"
Sheets("test").Cells(1, 10) = "pi_cH"
Sheets("test").Cells(1, 11) = "overpi_f"
Sheets("test").Cells(1, 12) = "overpi_cH"
Sheets("test").Cells(1, 13) = "ITB"
Sheets("test").Cells(1, 14) = "reduce"
19
  If ITBswitch = "OFF" Then reduce = 3
12
GoTo 29
'Check intermediate values for debugging
If loopich > 0 Then
    Sheets("test").Cells(liew + 1, 1) = M0
    Sheets("test").Cells(liew + 1, 4) = loop2
    Sheets("test").Cells(liew + 1, 2) = loopif
    Sheets("test").Cells(liew + 1, 3) = loopich
    Sheets("test").Cells(liew + 1, 5) = Tt4
    Sheets("test").Cells(liew + 1, 6) = Tt4p5
    Sheets("test").Cells(liew + 1, 7) = tau_f
    Sheets("test").Cells(liew + 1, 8) = tau_cH
    Sheets("test").Cells(liew + 1, 9) = pi_f
    Sheets("test").Cells(liew + 1, 10) = pi_cH
    Sheets("test").Cells(liew + 1, 11) = overpi_f
    Sheets("test").Cells(liew + 1, 12) = overpi_cH
    Sheets("test").Cells(liew + 1, 13) = ITBswitch
    Sheets("test").Cells(liew + 1, 14) = reduce
    liew = liew + 1
End If

29
'Recalculate cp_t, gama_t and R_t after either (i) controlimit or (ii) Tt4 cut
    Call enthalpy(1, Tt4, f_b, 0, cp_t, gama_t) '3/8/05
    cnst9 = (gama_t - 1#) / gama_t '3/8/05
    R_t = cnst9 * cp_t '3/8/05
    tau_lb = cp_t * Tt4 / h_0                   'eqn(15)

'Component: INTERSTAGE-TURBINE BURNER
1
    If loop1 > 20 Then
        loop1 = 21
        itblink = 0
        GoTo 10
    End If

11
'Recalculate cp_itb, gama_itb and R_itb after either (i) controlimit or (ii) Tt4 cut
    Call enthalpy(1, Tt4p5, f_itb, 0, cp_itb, gama_itb) '3/8/05
    R_itb = (gama_itb - 1#) / gama_itb * cp_itb '3/8/05
    loop2 = 0
    If ITBswitch = "ON" Then
        ifinit = 1 'added at 6/11/04
        tau_litb = cp_itb * Tt4p5 / h_0 'eqn(16b) 'added at 6/11/04
    'Check if ITB is still operating
    If tau_litb <= (tau_lb * tau_tH) Then
        ifinit = 0 'added at 6/11/04
        If ITBswitch = "ON" And ifinit = 0 And Reduce = 1 Then 'added at 6/11/04
            If ITBswitch = "ON" And Tt4p5 / (Tt4 * tau_tH) <= 1 And reduce = 1 Then
                ITBswitch = "OFF"
                loopif = 0
                reduce = 3
            End If
        End If
        'Make changes to some parameters while ITB is turned off
        If ITBswitch = "ON" And reduce = 1 Or reduce = 2 Then
            tau_itb = Tt4p5 / (Tt4 * tau_tH) 'eqn(16a)
            tau_litb = cp_itb * Tt4p5 / h_0 'eqn(16b) removed at 6/11/04
        Else
            tau_itb = 1# 'eqn(16c)
\[ \tau_{\text{itb}} = 1 \]  
\[ \tau_{\text{litb}} = C_P \cdot T_t^4 \cdot \tau_{\text{tH}} / h_0 \quad \text{eqn}(16d), \text{ignore } \tau_{\text{itb}}=1 \]  
\[ T_{4p5} = T_4 \cdot \tau_{\text{tH}} \quad \text{eqn}(16e) \]  
Call \textit{enthalpy}(1, T_{4p5}, 0, 0, C_P, \gamma) \quad 3/8/05 \]  
\[ R_{\text{itb}} = (\gamma - 1) / \gamma \cdot C_P \quad 3/8/05 \]  
End If

\[ A_{4p50R} = \left( \tau_{\text{itb}} / \tau_{\text{itb}R} \right)^n \quad \text{eqn}(17) \]  
\[ A_{80R} = \left( \tau_{\text{itb}} / \tau_{\text{itb}R} \right)^m \quad \text{eqn}(18) \]  

'Component: HIGH-PRESSURE TURBINE

\[ \tau_{\text{tH}} = 1 - \eta_{\text{tH}} \cdot (1 - \pi_{\text{tH}} ^ {\text{cnst9}}) \quad \text{eqn}(19) \]  
\[ \pi_{\text{tHN}} = (\tau_{\text{tH}} \cdot \tau_{\text{itb}} / (\tau_{\text{tHR}} \cdot \tau_{\text{itb}R})) ^ {0.5} / A_{4p50R} \cdot \pi_{\text{tHR}} \quad \text{eqn}(20) \]  
If Abs(\pi_{\text{tHN}} - \pi_{\text{tH}}) > 0.00001 Then
\[ \pi_{\text{tH}} = \pi_{\text{tHN}} \]  
\[ \text{loop1} = \text{loop1} + 1 \]  
GoTo 1
End If

2
If loop2 > 50 Then
\[ \text{Msg17} = "\text{Eqn}(38) \Rightarrow '\tau_{\text{fN}}' \text{ does not converge!}" \]  
\[ \text{response} = \text{MsgBox(Msg17, Style, Title)} \]  
\[ \text{Msg17} = "\text{Reduce or increase 'pi_{\text{f_max}}' value and try again.}" \]  
\[ \text{response} = \text{MsgBox(Msg17, Style, Title)} \]  
\[ \text{response} = \text{MsgBox(Msg17, Style, Title)} \]  
If singlet = False Then jump = MsgBox(Msg_jump, Style1, Title)
\[ \text{itblink} = 0 \]  
\[ \text{GoTo 10} \]  
End If

'Component: HIGH-PRESSURE COMPRESSOR

\[ \tau_{\text{cH}} = 1 + \eta_{\text{mH}} \cdot (1^t + f_b) \cdot \tau_{\text{lb}} \cdot (1 - \tau_{\text{tH}}) / (\tau_r \cdot \tau_{\text{cL}}) \quad \text{eqn}(21) \]  
\[ \pi_{\text{cH}} = (1^t + \eta_{\text{cH}} \cdot (\tau_{\text{cH}} - 1)) ^ {\text{cnst8}} \quad \text{eqn}(22) \]  
\[ \text{err}_{\text{picH}} = \text{Abs}(\pi_{\text{cH}} - \pi_{\text{cHmax}}) \]  
If limit = 4 And err_{\text{picH}} > 0.001 Then
\[ \text{Dpi}_{\text{cH}} = \pi_{\text{cHo}} - \pi_{\text{cH}} \]  
If Dpi_{\text{cH}} = 0 Then Dpi_{\text{cH}} = 0.00001 'avoid division by zero
\[ \text{DT}_{4o} = T_{4o} - T_4 \]  
\[ \text{pi}_{\text{cHo}} = \text{pi}_{\text{cH}} \]  
\[ T_{4o} = T_4 \]  
\[ \text{Dif}_{\text{Tt4}} = (\text{pi}_{\text{cH}} - \text{pi}_{\text{cHmax}}) \cdot \text{DT}_{4o} / \text{Dpi}_{\text{cH}} \]  
If Abs(Dif_{\text{Tt4}}) > 100# Then Dif_{\text{Tt4}} = Dif_{\text{Tt4}} / Abs(Dif_{\text{Tt4}}) * 100#
\[ T_4 = T_{4o} - \text{Dif}_{\text{Tt4}} \]  
limit = 4
\[ \text{GoTo 12} \]  
End If
'to reduce = 2 Or reduce = 4 Then
'skip control limit when PTP

'Component: MAIN BURNER

\[ \text{temp}_{\text{fb}} = \eta_{\text{b}} \cdot h_{\text{PR}} / h_0 - \tau_{\text{lb}} \]  
If temp_{\text{fb}} = 0# Then
\[ \text{Msg12} = "\text{Division by zero} \Rightarrow \text{Refer to eqn(21a)}." \]  
\[ \text{response} = \text{MsgBox(Msg12, Style, Title)} \]  
\[ \text{Msg12} = "\text{Eqn(21a)} \Rightarrow \text{Check if } \eta_{\text{b}} \cdot h_{\text{PR}} / h_0 = \tau_{\text{lb}}" \]  
\[ \text{response} = \text{MsgBox(Msg12, Style, Title)} \]
Msg12 = "Current values => eta_b=" & eta_b & ", h_PR=" & h_PR & ", h_0=" & h_0 & " & tau_lb=" & tau_lb
response = MsgBox(Msg12, Style, Title)
response = MsgBox(msg0, Style, Title)
If singlept = False Then jump = MsgBox(Msg_jump, Style1, Title)
itblink = 0
GoTo 10
End If

'Fuel model 1: CSH
If fuel_model_name = "CSH" Then
  f_b = (tau_lb - tau_r * tau_cL * tau_cH) / temp_fb 'eqn(23a)
Else
  'Fuel model 2: MSH
  loop3 = 0
  Tt3 = T0 * tau_r * tau_cL * tau_cH 'eqn(23b)
  'Call enthalpy(Tt3, 0, h_t3)/3/8/05
  Call enthalpy(0, Tt3, 0, h_t3, 0, 0)
  f_4i = (tau_lb - tau_r * tau_cL * tau_cH) / temp_fb 'eqn(23c)'initial value for f_4i
  If loop3 > 20 Then
    itblink = 0
    GoTo 10
  End If
  'Call enthalpy(Tt4, f_4i, h_t4)/3/8/05
  Call enthalpy(0, Tt4, f_4i, h_t4, 0, 0)
  temp_fb = eta_b * h_PR - h_t4
  If temp_fb = 0# Then
    Msg12 = "Division by zero => Refer to eqn(21d)."
    response = MsgBox(Msg12, Style, Title)
    Msg12 = "  Check if ' eta_b * h_PR = h_T4 '"
    response = MsgBox(Msg12, Style, Title)
    Msg12 = "Current values =>  eta_b=" & eta_b & ", h_PR=" & h_PR & ", h_T4=" & h_t4
    response = MsgBox(Msg12, Style, Title)
    response = MsgBox(Msg_jump, Style1, Title)
    itblink = 0
    GoTo 10
  End If
End If
End If

If ITBswitch = "OFF" Then 'skip fitb computation
  Call enthalpy(1, Tt4, f_b, 0, cp_t, gama_t) '3/8/05
  cnst9 = (gama_t - 1#) / gama_t '3/8/05
  R_t = cnst9 * cp_t '3/8/05
  f_itb = 0#
  GoTo 5
End If

'Component: INTERSTAGE-TURBINE BURNER
temp_fitb = eta_itb * h_PR / h_0 - tau_litb
If temp_fitb = 0# Then
Msg13 = "Division by zero => Refer to eqn(22a). Check if \( \eta_{itb} * h_{PR} / h_0 = \tau_{litb} \)"
response = MsgBox(Msg13, Style, Title)
response = MsgBox(msg0, Style, Title)
If singlept = False Then jump = MsgBox(Msg_jump, Style1, Title)
itblink = 0
GoTo 10
End If

'Fuel model 1: CSH
If fuel_model_name = "CSH" Then
  \[ f_{itb} = (1 + f_b) \times \frac{(\tau_{litb} - \tau_{lb} \times \tau_{tH})}{(temp\_fitb)} \] 'eqn(24a)
Else

'Fuel model 2: MSH
loop4 = 0
  \[ T_{t4p4} = T_{t4} \times \tau_H \] 'eqn(24b)
'Call enthalpy(T_{t4p4}, f_b, h_{t4p4})'3/8/05
Call enthalpy(0, T_{t4p4}, f_b, h_{t4p4}, 0, 0)
  \[ f_{4p5i} = (1 + f_b) \times \frac{(\tau_{litb} - \tau_{lb} \times \tau_{tH})}{(temp\_fitb)} \] initial value for \( f_{4p5i} \)
End If

If loop4 > 20 Then
  loop4 = 21
  itblink = 0
  GoTo 10
End If

'Call enthalpy(T_{t4p5}, f_{4p5i}, h_{t4p5})'3/8/05
Call enthalpy(0, T_{t4p5}, f_{4p5i}, h_{t4p5}, 0, 0)
temp\_fitb = \( \eta_{itb} \times h_{PR} - h_{t4p5} \)
If temp\_fitb = 0 Then
  response = MsgBox(Msg13, Style, Title)
  response = MsgBox(msg0, Style, Title)
  If singlept = False Then jump = MsgBox(Msg_jump, Style1, Title)
  itblink = 0
  GoTo 10
End If

f_{itb} = (1 + f_b) \times \frac{(h_{t4p5} - h_{t4p4})}{(temp\_fitb)} 'eqn(24d)
If Abs(f_b + f_{itb} - f_{4p5i}) > 0.0001 Then
  f_{4p5i} = f_b + f_{itb}
  loop4 = loop4 + 1
  GoTo 4
End If
End If
End If

If f_{itb} = 0 Then
  gama\_itb = gama\_t
  cp\_itb = cp\_t
  R\_itb = R\_t
End If

'Constants
\[ cnst1 = \left( \frac{gama\_itb}{R\_itb} \times gc \right)^{0.5} \]
\[ cnst2 = \left( \frac{gama\_itb - 1}{2} \right)^{2} \]
\[ cnst3 = (gama\_itb + 1) \times \left( 2 \times (1 - gama\_itb) \right) \]
\[ \text{MFP}\_M8R = M8R \times \frac{cnst1 \times (1 + cnst2 \times M8R \times M8R)^{cnst3}}{cnst3} \] 'eqn(6r)

'Component: FAN & LOW-PRESSURE COMPRESSOR PRESSURE RATIOS
\[ \pi_f = (1 + \eta_f \times (\tau_f - 1))^{cnst8} \] 'eqn(25)
\[ \pi_{cL} = (1 + \eta_{cL} \times (\tau_{cL} - 1))^{cnst8} \] 'eqn(26)
'Component: EXHAUST NOZZLES

'added at 5/12/04 -1 (Exit Pressure condition)
'Pt9oP0 = pi_r * pi_d * pi_cL * pi_ch * pi_b * pi_tH * pi_ib * pi_tL * pi_n
'choked = (0.5 * (gama_itb + 1#)) ^ (gama_itb / (gama_itb - 1#))
If Pt9oP0 >= choked Then
' M9 = 1#
' Pt9oP9 = choked
' P0oP9 = Pt9oP9 / Pt9oP0
'Else
' P0oP9 = 1#
' Pt9oP9 = Pt9oP0
' temp_M9 = Pt9oP9 ^ ((gama_itb - 1#) / gama_itb)
' If temp_M9 < 1# Then
' response = MsgBox(Msg14, Style, Title)
' response = MsgBox(msg0, Style, Title)
' jump = MsgBox(Msg_jump, Style1, Title)
' iblink = 0
' GoTo 10
' End If
' M9 = (2# * (temp_M9 - 1#) / (gama_itb - 1#)) ^ 0.5
'End If

'added at 5/12/04 -2
Pt19oP19 = P0oP19 * pi_r * pi_d * pi_f * pi_nf 'eqn(27)
Pt9oP9 = P0oP9 * pi_r * pi_d * pi_cL * pi_ch * pi_b * pi_tH * pi_ib * pi_tL * pi_n 'eqn(28)
temp_M9 = Pt9oP9 ^ ((gama_itb - 1#) / gama_itb) 'eqn(29a)
If temp_M9 < 1# Then
  Msg14 = "Exit M9 is imaginary!"
  response = MsgBox(Msg14, Style, Title)
  response = MsgBox(Msg14, Style1, Title)
  response = MsgBox(Msg14, Style2, Title)
  jump = MsgBox(Msg_jump, Style1, Title)
  iblink = 0
  GoTo 10
End If
M9 = (2# * (temp_M9 - 1#) / (gama_itb - 1#)) ^ 0.5 'eqn(29)

If M9 > 1# Then
  M8 = 1#
Else
  M8 = M9
End If

MFP_M8 = M8 * cnst1 * (1# + cnst2 * M8 * M8) ^ cnst3 'eqn(30)
MFP_M9 = M9 * cnst1 * (1# + cnst2 * M9 * M9) ^ cnst3 'eqn(31)
A9oA8 = MFP_M8 / (MFP_M9 * pi_n) 'eqn(32)

'added at 5/12/04 -1
'Pt19oP0 = pi_r * pi_d * pi_f * pi_nf
'choked = (0.5 * (gama_c + 1#)) ^ (gama_c / (gama_c - 1#))
If Pt19oP0 >= choked Then
' M19 = 1#
' Pt19oP19 = choked
' P0oP19 = Pt19oP19 / Pt19oP0
'Else
' P0oP19 = 1#
'Pt19oP19 = Pt19oP0
'temp_M19 = Pt19oP19 ^ cnst7
'If gama_c < 1# Or temp_M19 < 1# Then
'  response = MsgBox(Msg15, Style, Title)
'  response = MsgBox(msg0, Style, Title)
'  jump = MsgBox(Msg_jump, Style1, Title)
'  itblink = 0
'  GoTo 10
'End If
'M19 = ((temp_M19 - 1#) / cnst5) ^ 0.5
'End If
'added at 5/12/04 -2
'temp_M19 = Pt19oP19 ^ cnst7                   'eqn(33a)
If temp_M19 < 1# Then
  Msg14 = "        Exit M19 is imaginary!"
  response = MsgBox(Msg14, Style, Title)
  Msg14 = "        Refer to eqn(31) ==> Pt19/P19 < 1"
  response = MsgBox(Msg14, Style, Title)
  Msg14 = "        current values => P0/P19=" & P0oP9 & ", pi_r=" & pi_r & ", pi_d=" & pi_d & ", pi_f=" & pi_f & ", pi_nf=" & pi_nf
  response = MsgBox(Msg14, Style, Title)
  response = MsgBox(msg0, Style, Title)
  If singlept = False Then jump = MsgBox(Msg_jump, Style1, Title)
  itblink = 0
  GoTo 10
End If

M19 = ((temp_M19 - 1#) / cnst5) ^ (0.5)       'eqn(33)
If M19 > 1# Then
  M18 = 1#
Else
  M18 = M19
End If
MFP_M18 = M18 * cnst4 * (1# + cnst5 * M18 * M18) ^ cnst6         'eqn(34)
MFP_M19 = M19 * cnst4 * (1# + cnst5 * M19 * M19) ^ cnst6         'eqn(35)
A19oA18 = MFP_M18 / (MFP_M19 * pi_nf)                            'eqn(36)

'ENGINE BYPASS RATIO
  ebr1 = (pi_cLR * pi_cHR * pi_f) / (pi_cL * pi_cH * pi_fR)       'eqn(37a)
  ebr2 = (Tt4 * tau_rR * tau_fR / (Tt4R * tau_r * tau_f)) ^ (0.5)  'eqn(37b)
  alp = alpR * ebr1 * ebr2 * MFP_M18 / MFP_M18R                    'eqn(37)

'Component: FAN & LOW-PRESSURE COMPRESSOR TEMPERATURE RATIOS
  temp_flpc = tau_cLR - 1# + alp * (tau_fR - 1#)                  'eqn(37a)
If temp_flpc = 0# Then
  Msg16 = "        Division by zero in eqn(38) !!"
  response = MsgBox(Msg16, Style, Title)
  Msg16 = "        Eqn(38) => Check if tau_cLR - 1 + alpha*(tau_fR - 1) = 0"
  response = MsgBox(Msg16, Style, Title)
  Msg16 = "        current values => tau_cLR=" & tau_cLR & ", alpha=" & alp & ", tau_fR=" & tau_fR
  response = MsgBox(Msg16, Style, Title)
  response = MsgBox(msg0, Style, Title)
  If singlept = False Then jump = MsgBox(Msg_jump, Style1, Title)
  itblink = 0
  GoTo 10
End If
flpc = (1# - tau_tL) * (1# + f_b + f_itb) / (temp_flpc)  'eqn(38b)
tau_fN = 1# + (tau_fR - 1#) * eta_mL * tau_litb / tau_r * flpc  'eqn(38)orig
tau_cL = 1# + (tau_fN - 1#) * (tau_cLR - 1#) / (tau_fR - 1#)  'eqn(39)orig

'Component: LOW-PRESSURE TURBINE
tau_tL = 1# - eta_tL * (1# - pi_tL ^ ((gama_itb - 1#) / gama_itb)) 'eqn(40)orig
pi_tL = pi_tLR * (tau_tL / tau_tLR) ^ (0.5) * A4p5oR / A8oR * MFP_M8R / MFP_M8 'eqn(41)orig

'Checking: Writing intermediate values of Tt4, Tt4.5, pi_f and pi_cH
GoTo 39
If pi_f - pi_fmax > 0.001 Then
  overpi_f = "OVER"
  overpif = overpif + 1
Else
  overpi_f = "no"
End If
If pi_cH - pi_cHmax > 0.001 Then
  overpi_cH = "OVER"
  overpicH = overpicH + 1
Else
  overpi_cH = "no"
End If
'Check intermediate values for debugging
Sheets("test").Cells(liew + 1, 1) = M0
Sheets("test").Cells(liew + 1, 4) = loop2
Sheets("test").Cells(liew + 1, 2) = loopif
Sheets("test").Cells(liew + 1, 3) = loopich
Sheets("test").Cells(liew + 1, 5) = Tt4
Sheets("test").Cells(liew + 1, 6) = Tt4p5
Sheets("test").Cells(liew + 1, 7) = tau_f
Sheets("test").Cells(liew + 1, 8) = tau_cH
Sheets("test").Cells(liew + 1, 9) = pi_f
Sheets("test").Cells(liew + 1, 10) = pi_cH
Sheets("test").Cells(liew + 1, 11) = overpi_f
Sheets("test").Cells(liew + 1, 12) = overpi_cH
Sheets("test").Cells(liew + 1, 13) = ITBswitch
Sheets("test").Cells(liew + 1, 14) = reduce
liew = liew + 1
39
If reduce = 2 Or reduce = 4 Then GoTo 20
temp_f = Abs(tau_fN - tau_f)
If temp_f > 0.0001 Then
  tau_f = tau_fN
  loop2 = loop2 + 1
  GoTo 2
End If
'Skip control limits for throttle hook calculation (PTP)
'If ctype = 2 Then GoTo 30 3/12/04
If reduce = 2 Or reduce = 4 Then GoTo 20
If pi_fmax > 0# Then
  If pi_f > pi_fmax And limit <> 3 And reduce = 1 Then
    pi_fo = pi_f
    Tt4p5o = Tt4p5
    Tt4p5 = Tt4p5 - 2#
    loopif = loopif + 1
limit = 3
GoTo 11
End If
err_pif = Abs(pi_f - pi_fmax)
If limit = 3 And reduce = 1 And err_pif > 0.001 Then
  Dpi_f = pi_fo - pi_f
  If Dpi_f = 0 Then Dpi_f = 0.001 'avoid division by zero'
  DTt4p5 = Tt4p5o - Tt4p5
  pi_fo = pi_f
  Tt4p5o = Tt4p5
  DifTt4p5 = (pi_f - pi_fmax) * DTt4p5 / Dpi_f
  If Abs(DifTt4p5) > 100# Then DifTt4p5 = DifTt4p5 / Abs(DifTt4p5) * 100#
  Tt4p5 = Tt4p5 - DifTt4p5
  limit = 3
  GoTo 11
ElseIf reduce = 1 Then
  reduce = 2
  GoTo 20
End If
If pi_f > pi_fmax And limit <> 3 And reduce = 3 Then
  pi_fo = pi_f
  Tt4o = Tt4
  Tt4 = Tt4 - 2#
  loopif = loopif + 1
  limit = 3
  GoTo 12
End If
err_pif = Abs(pi_f - pi_fmax)
If limit = 3 And reduce = 3 And err_pif > 0.001 Then
  Dpi_f = pi_fo - pi_f
  If Dpi_f = 0 Then Dpi_f = 0.00001 'avoid division by zero'
  DTt4 = Tt4o - Tt4
  pi_fo = pi_f
  Tt4o = Tt4
  DifTt4 = (pi_f - pi_fmax) * DTt4 / Dpi_f
  If Abs(DifTt4) > 100# Then DifTt4 = DifTt4 / Abs(DifTt4) * 100#
  Tt4 = Tt4 - DifTt4
  limit = 3
  GoTo 12
ElseIf reduce = 3 Then
  reduce = 4
  GoTo 20
End If
End If
20
If reduce = 2 Or reduce = 4 Then
  If pi_cHmax > 0# Then
    If pi_cH > pi_cHmax And limit <> 4 Then
      'err_picH = pi_cH - pi_cHmax
      If loopich = 0 Then
        pi_cho = pi_cH
        Tt4o = Tt4
        Tt4 = Tt4 - 2#
        If loopich = 0 Then loopich = 1
        limit = 4
        GoTo 12
      End If
    End If
  End If
End If
End If
End If
End If
30
Pt3 = P0 * pi_r * pi_d * pi_cL * pi_cH
Tt3 = T0 * tau_r * tau_cL * tau_cH
'Sheets("SinglePt_FTP").Cells(23, 9) = PRPMhp
If reduce = 2 Or reduce = 4 Then
If Pt3max > 0# Then
If Pt3 > Pt3max And limit <> 5 Then
Pt3o = Pt3
Tt4o = Tt4
Tt4 = Tt4 - 2#
If loopt3 = 0 Then loopt3 = 1
limit = 5
GoTo 12
End If
err_Pt3 = Abs(Pt3 - Pt3max)
If limit = 5 And err_Pt3 > 0.04 Then
DPt3 = Pt3o - Pt3
DTt4 = Tt4o - Tt4
Pt3o = Pt3
Tt4o = Tt4
DifTt4 = (Pt3 - Pt3max) * DTt4 / DPt3
If Abs(DifTt4) > 100# Then DifTt4 = DifTt4 / Abs(DifTt4) * 100#
Tt4 = Tt4 - DifTt4
limit = 5
GoTo 12
End If
End If
End If
If reduce = 2 Or reduce = 4 Then
If Tt3max > 0# Then
If Tt3 > Tt3max And limit <> 6 Then
Tt3o = Tt3
Tt4o = Tt4
Tt4 = Tt4 - 2#
If loopTt3 = 0 Then loopTt3 = 1
limit = 6
GoTo 12
End If
err_Tt3 = Abs(Tt3 - Tt3max)
If limit = 6 And err_Tt3 > 0.1 Then
DTt3 = Tt3o - Tt3
If DTt3 = 0 Then DTt3 = 0.00001 'avoid division by zero
DTt4 = Tt4o - Tt4
Tt3o = Tt3
Tt4o = Tt4
DifTt4 = (Tt3 - Tt3max) * DTt4 / DTt3
If Abs(DifTt4) > 100# Then DifTt4 = DifTt4 / Abs(DifTt4) * 100#
Tt4 = Tt4 - DifTt4
limit = 6
GoTo 12
End If
End If
End If
End If
Temp = 100# * (T0 * tau_r / (T0R * tau_rR)) ^ (0.5)
PRPMlp = Temp * ((tau_f - 1#) / (tau_fR - 1#)) ^ (0.5)  'eqn(57)
PRPMlp = Temp * ((tau_fN - 1#) / (tau_fR - 1#)) ^ (0.5)  'eqn(57), 3/11/05
PRPMhp = Temp * (tau_cL * (tau_cH - 1#) / (tau_cLR * (tau_cHR - 1#))) ^ (0.5) 'eqn(58)
If itbinit = 1 Then 'added (see khliew79's note 3/11/05)
If PRPMlpmax > 0# Then
If PRPMlp > PRPMlpmax And limit <= 7 Then
PRPMlp0 = PRPMlp
Tt4p5o = Tt4p5
Tt4p5 = Tt4p5 - 2#
If loopPRPMlp = 0 Then loopPRPMlp = 1
limit = 7
tau_fN = tau_fN '3/11/05
GoTo 11
End If
err_PRPMlp = Abs(PRPMlp - PRPMlpmax)
If limit = 7 And err_PRPMlp > 0.1 Then
DPRPMlp = PRPMlp - PRPMlp
If DPRPMlp = 0 Then DPRPMlp = 0.001 'avoid division by zero'3/10/05
DTt4p5 = Tt4p5o - Tt4p5
PRPMlp0 = PRPMlp
Tt4p5o = Tt4p5
DifTt4p5 = (PRPMlp - PRPMlpmax) * DTt4p5 / DPRPMlp
If Abs(DifTt4p5) > 100# Then DifTt4p5 = DifTt4p5 / Abs(DifTt4p5) * 100#
Tt4p5 = Tt4p5 - DifTt4p5
limit = 7
tau_fN = tau_fN
GoTo 11
End If
End If
End If
End If
If reduce = 2 Or reduce = 3 Or reduce = 4 Then 'modified 3/11/05
If reduce = 2 Or reduce = 4 Then
If PRPMlpmax > 0# Then
If PRPMlp > PRPMlpmax And limit <= 7 Then
PRPMlp0 = PRPMlp
Tt4o = Tt4
Tt4 = Tt4 - 2#
If loopPRPMlp = 0 Then loopPRPMlp = 1
limit = 7
tau_fN = tau_fN
GoTo 12
End If
err_PRPMlp = Abs(PRPMlp - PRPMlpmax)
If limit = 7 And err_PRPMlp > 0.1 Then
DPRPMlp = PRPMlp - PRPMlp
If DPRPMlp = 0 Then DPRPMlp = 0.00001 'avoid division by zero
DTt4 = Tt4o - Tt4
PRPMlp0 = PRPMlp
Tt4o = Tt4
DifTt4 = (PRPMlp - PRPMlpmax) * DTt4 / DPRPMlp
If Abs(DifTt4) > 100# Then DifTt4 = DifTt4 / Abs(DifTt4) * 100#
Tt4 = Tt4 - DifTt4
limit = 7
tau_fN = tau_fN
GoTo 12
End If
End If
End If
End If
End If
End If
End If
If reduce = 2 Or reduce = 4 Then
If PRPMhpmx > 0# Then
If PRPMhp > PRPMhpmx And limit <> 8 Then
    PRPMhpo = PRPMhp
    Tt4o = Tt4
    Tt4 = Tt4 - 2#
    If loopPRPMhp = 0 Then loopPRPMhp = 1
    limit = 8
    GoTo 12
End If
End If
err_PRPMhp = Abs(PRPMhp - PRPMhpmx)
'If limit = 7 And err_PRPMlp > 0.1 Then
If limit = 8 And err_PRPMhp > 0.1 Then '3/11/05
    DPRPMhp = PRPMhpo - PRPMhp
    If DPRPMhp = 0 Then DPRPMhp = 0.00001 'avoid division by zero
    DTt4 = Tt4o - Tt4
    PRPMhpo = PRPMhp
    Tt4o = Tt4
    DifTt4 = (PRPMhp - PRPMhpmx) * DTt4 / DPRPMhp
    Tt4 = Tt4 - DifTt4
    limit = 8
    GoTo 12
End If
End If
End If
itblink = 3
10
End Sub
Sub itbperf3()
Dim a9, a19, area0, emf
Dim fm01, fm02, fm03
Title = "ITB Performance Cycle Analysis"
Style = vbYes
Style1 = vbYesNo
'
'Engine mass flow
emf = P0 * pi_r * pi_d * pi_cH / (P0R * pi_rR * pi_dR * pi_cHR) 'eqn(42a)
mdot0 = mdot0R * (1# + alp) / (1# + alpR) * emf * (Tt4R / Tt4) ^ (0.5) 'eqn(42)
'
'Overall engine performance
f_o = (f_b + f_itb) / (1# + alp) 'eqn(43)
T9oT0 = T4p5 / T0 * tau TL / (Pt9oP9) ^ ((gama_itb - 1#) / gama_itb) 'eqn(44)
T19oT0 = tau_r * tau_f / (Pt19oP19) ^ cnst7 'eqn(45)
a9 = (gama_itb * R_itb * gc * T9oT0 * T0) ^ (0.5) 'eqn(46)
a19 = (gama_c * R_c * gc * T19oT0 * T0) ^ (0.5) 'eqn(47)
v9 = M9 * a9 'eqn(48)
v19 = M19 * a19 'eqn(49)
v9oa0 = v9 / a0 'eqn(48a)
v19oa0 = v19 / a0 'eqn(49a)
fm01 = (1# + f_o * (1# + alp)) * v9oa0 + alp * v19oa0 - (1# + alp) * M0 'eqn(50a)
fm02 = (1# + f_o * (1# + alp)) * R_itb / R_c * T9oT0 / v9oa0 - (1# - P0oP9) / gama_c 'eqn(50b)
fm03 = alp * T19 oT0 / v19 oa0 * (1# - P0 oP19) / gama_c  'eqn(50c)
Fomd0 = a0 / gc * (fm01 + fm02 + fm03) / (1# + alp)  'eqn(50)
F = mdot0 * Fomd0  'eqn(51)
S = f_o / Fomd0 * unitS  'eqn(52)

If Sheets("Input").ComboBox1.Value = "SI" Then unitchange = 1000000#
If F < 0# Or S < 0# Then
  wdata = "No"
  MsgBox14 = "Thrust or S is negative! " 'modified 3/29/05
  response = MsgBox(Msg14, Style, Title)
  response = MsgBox(msg0, Style, Title)
  If singlept = False Then jump = MsgBox(Msg_jump, Style1, Title)
  GoTo 9
End If

' added on 7/21/04 -1
v0 = M0 * a0
'f_itb = f_itb / (1# + f_b) 'then, 'f_itb' will be equivalent to 'fitb' in on-design code. This is needed for eta computation. (removed 3/8/05)
fo = f_b + f_itb
corenume = (1# + fo) * v9 * v9 - v0 * v0
fanume = alp * (v19 * v19 - v0 * v0)
nume = 0.5 / gc * (corenume + fanume)
denu = f_b * h_PR * eta_b + f_itb * h_PR * eta_itb

eta_thermal = nume / denu * 100#  'eqn(54)
eta_P = (1# + alp) * Fomd0 * v0 / nume * 100#  'eqn(53)
eta_O = (1# + alp) * Fomd0 * v0 / denu * 100#  'eqn(54)
'eta_O = eta_thermal * eta_P / 100#
' added on 7/21/04 -2
area0 = mdot0 * Tt0 ^ (0.5) / (Pt0 * MFP_M0)  'eqn(56)
9
bigit = vbYes
10
End Sub
References

**Performance (Off-Design) Cycle Analysis for a Turbofan Engine With Interstage Turbine Burner**

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This report presents the performance of a steady-state, dual-spool, separate-exhaust turbofan engine, with an interstage turbine burner (ITB) serving as a secondary combustor. The ITB, which is located in the transition duct between the high- and the low-pressure turbines, is a relatively new concept for increasing specific thrust and lowering pollutant emissions in modern jet-engine propulsion. A detailed off-design performance analysis of ITB engines is written in Microsoft® Excel (Redmond, Washington) macrocode with Visual Basic Application to calculate engine performances over the entire operating envelope. Several design-point engine cases are pre-selected using a parametric cycle-analysis code developed previously in Microsoft® Excel, for off-design analysis. The off-design code calculates engine performances (i.e. thrust and thrust-specific-fuel-consumption) at various flight conditions and throttle settings.

**Subject Category: 07**
