Parametric (On-Design) Cycle Analysis for a Separate-Exhaust Turbofan Engine With Interstage Turbine Burner

K.H. Liew, E. Urip, S.L. Yang, and Y.K. Siow
Michigan Technological University, Houghton, Michigan

C.J. Marek
Glenn Research Center, Cleveland, Ohio

July 2005
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Glenn Research Center

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K.H. Liew, E. Urip, S.L. Yang, and Y.K. Siow
Michigan Technological University
Engineering Mechanics Department
Houghton, Michigan 49931-1295

C.J. Marek
National Aeronautics and Space Administration
Glenn Research Center
Cleveland, Ohio 44135

Abstract

Today’s modern aircraft is based on air-breathing jet propulsion systems, which use moving fluids as substances to transform energy carried by the fluids into power. Throughout aero-vehicle evolution, improvements have been made to the engine efficiency and pollutants reduction.

The major advantages associated with the addition of ITB are an increase in thermal efficiency and reduction in NOx emission. Lower temperature peak in the main combustor results in lower thermal NOx emission and lower amount of cooling air required.

This study focuses on a parametric (on-design) cycle analysis of a dual-spool, separate-flow turbofan engine with an Interstage Turbine Burner (ITB). The ITB considered in this paper is a relatively new concept in modern jet engine propulsion. The ITB serves as a secondary combustor and is located between the high- and the low-pressure turbine, i.e., the transition duct.

The objective of this study is to use design parameters, such as flight Mach number, compressor pressure ratio, fan pressure ratio, fan bypass ratio, and high-pressure turbine inlet temperature to obtain engine performance parameters, such as specific thrust and thrust specific fuel consumption. Results of this study can provide guidance in identifying the performance characteristics of various engine components, which can then be used to develop, analyze, integrate, and optimize the system performance of turbofan engines with an ITB.

Visual Basic program, Microsoft® Excel macrocode, and Microsoft® Excel neuron code are used to facilitate Microsoft® Excel software to plot engine performance versus engine design parameters. This program computes and plots the data sequentially without forcing users to open other types of plotting programs. A user’s manual on how to use the program is also included in this report.

Furthermore, this stand-alone program is written in conjunction with an off-design program which is an extension of this study. The computed result of a selected design-point engine will be exported to an engine reference data file that is required in off-design calculation.

Nomenclature

\[ f \quad \text{Fuel/air ratio} \]
\[ C_p \quad \text{Specific heat at constant pressure} \]
\[ P_t \quad \text{Total pressure} \]
\[ T_t \quad \text{Total temperature} \]
\[ V \quad \text{Absolute velocity} \]
1. Introduction

This program is designed to give a parametric cycle analysis of an ideal Turbo Fan air-breathing propulsion system. In most common air-breathing propulsion engines, the “heart” of a gas turbine is the gas generator. It consists of three major components namely, compressor, combustor, and turbine as shown in figure 1.1.

The idea behind gas generator is to convert intake air mixed with fuel into high temperature and high pressure gas. Depending on the applications of the gas turbine, the energy provided is extracted and used for different applications (turbojet, turbofan, turbo-shaft, turboprop, and ramjet) through different mechanisms. A turbojet engine can be constructed by adding an inlet and a nozzle as shown in figure 1.2.
The nozzle converts internal energy of the hot gas into kinetic energy or a thrust. The work extracted by the turbine is used to drive the compressor. In the case of turbofan, turboprop, and turbo-shaft, the work from the turbine is required to drive a shaft for turbo-shaft, a fan for turbofan, and a propeller for turboprop in addition to drive the compressor. The ramjet engine consists of an inlet, a combustor, and a nozzle at the exit. It does not require the compressor because the inlet already has an air-compressing mechanism such that intake air has sufficient kinetic energy to increase its pressure.

The main objective of this analysis is to determine the relationships between engine performance (primarily thrust \(F\), thrust specific fuel \(S\)) to design parameters (compressor pressure ratio, fan pressure ratio, bypass ratio, etc.), to design constraints (burner exit temperature, compressor exit pressure, etc.), and to flight environment (Mach number, ambient temperature, ambient pressure, etc.).

2. Aircraft Engine Parameters

2.1 Performance Parameters

2.1.1 Thrust.—Thrust is the force used to sustain the flight (thrust = drag), accelerate flight (thrust > drag), decelerate flight (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

\[
F = \frac{(\dot{m}_0 + \dot{m}_{\text{fuel}}) V_e - \dot{m}_0 V_0}{g_e} + (P_e - P_0) A_e
\]  

(1.1)

where \(\dot{m}_0, \dot{m}_{\text{fuel}}\) are mass flow rates of air and fuel respectively

\(V_0, V_e\) are velocities at inlet and exit respectively

\(P_0, P_e\) are pressure at inlet and exit respectively
For ideal case, the hot gas is expanded to the ambient pressure which gives $P_e = P_0$. Equation (1.1) becomes

$$F = \frac{(\dot{m}_0 + \dot{m}_{fuel})V_e - \dot{m}_0 V_0}{g_e} \quad (1.2)$$

The installed thrust $T$ is given by

$$T = F - D_{inlet} - D_{noz} \quad (1.3)$$

where $D_{inlet}$ and $D_{noz}$ are the drag force from the inlet and the nozzle.

2.1.2 Specific Fuel Consumptions.---It is the rate of fuel use by the propulsion system per unit of thrust produced. The installed specific fuel consumptions, $TSFC$, and uninstalled specific fuel consumptions, $S$, are given by

$$TSFC = \frac{\dot{m}_f}{T} \quad (1.4)$$

$$S = \frac{\dot{m}_f}{F} \quad (1.5)$$

2.1.3 Efficiencies of an Engine.---Some of the following parameters will be used widely in this program namely, thermal efficiency, propulsive efficiency, and overall efficiency.

The thermal efficiency characterizes the net energy output extracted (shaft work) from the engine divided by the available thermal energy (fuel).

$$\eta_{TH} = \frac{\dot{W}_{out}}{\dot{Q}_{in}} \quad (1.6)$$

where,

$$\eta_{TH} = \text{thermal efficiency}$$

$$\dot{W}_{out} = \text{net power out of engine}$$

$$\dot{Q}_{in} = \text{rate of thermal energy released (} \dot{m}_f h_{PR} \text{)}$$

The propulsive efficiency defines the ratio between the engine power output and the power being used to run the aircraft.

$$\eta_P = \frac{T \cdot V_0}{\dot{W}_{out}} \quad (1.7)$$
where,
\[ \eta_P = \text{propulsive efficiency of engine} \]
\[ T = \text{thrust of propulsion system} \]
\[ V_0 = \text{velocity of aircraft} \]
\[ W_{out} = \text{net power out of engine} \]

An overall performance of a propulsion system is given by the combination between thermal and propulsive efficiencies.

\[ \eta_O = \eta_P \eta_{TH} \quad (1.8) \]

where,
\[ \eta_O \] is overall efficiency.

### 2.2 Notations for Compressible Flow

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:

\[ h_e = h_t = h + \frac{V^2}{2} \quad (1.9) \]

where,
\[ h_t \] is the enthalpy at stagnation condition.

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

\[ T_t = T + \frac{V^2}{2c_p} = T \left(1 + \frac{\gamma - 1}{2} M^2 \right) \quad (1.10) \]

where,
\[ T_t \] = stagnation temperature
\[ T \] = static temperature
\[ M \] = Mach number
\[ \gamma \] = 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
\[ P_t = P\left(1 + \frac{\gamma - 1}{2} M^2 \right)^{\frac{\gamma}{\gamma - 1}} \]  

(1.11)

Ratio of total temperatures \( \tau \) and ratio of total pressure \( \pi \) across a component are 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, \( tH \) for low-pressure turbine, \( tH \) for high-pressure turbine, \( n \) for nozzle, \( nf \) for fan nozzle, and \( f \) for fan. For example:

\[ \pi_d = \frac{\text{total pressure leaving diffuser}}{\text{total pressure entering diffuser}} \]  

(1.12)

\[ \tau_d = \frac{\text{total temperature leaving diffuser}}{\text{total temperature entering diffuser}} \]  

(1.13)

### 2.3 Exceptions

For the free stream, ram, we define \( \tau_r \) as a ratio of total temperature to static temperature and \( \pi_r \) as a ratio of total pressure to static pressure.

\[ \tau_r = \frac{T_r}{T_0} = 1 + \frac{\gamma - 1}{2} M_0^2 \]  

(1.14)

\[ \pi_r = \frac{P_r}{P_0} = \left(1 + \frac{\gamma - 1}{2} M_0^2 \right)^{\frac{\gamma}{\gamma - 1}} \]  

(1.15)

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:

\[ \tau_{\lambda-b} = \frac{e_p T_I}{e_p T}_{\text{burner exit}} \]  

(1.16)

\[ \tau_{\lambda-itb} = \frac{e_p T_{ITB}}{e_p T}_{\text{0, ambient}} \]  

(1.17)

### 2.4 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 (\( e_{pc}, \gamma_c \)), from ITB entrance to main burner exit (\( e_{pr}, \gamma_t \)), and from ITB exit downstream (\( e_{pitb}, \gamma_{itb} \)).

#### 2.4.1 Inlet and Diffuser

—Pressure losses occur due to the friction within 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 wall friction and the shock waves is defined by:

\[ \pi_d = \pi_d \text{max} \cdot \eta_r \]  

(1.18)

From the Military Specification 5008B [1], the following relation is obtained:

\[ \eta_r = 1 \quad \text{for} \quad M_0 \leq 1 \]

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

(1.19)

\[ \eta_r = \frac{800}{M_0^4 + 935} \quad \text{for} \quad M_0 > 5 \]

**2.4.2 Compressor and Turbine.**—Compressor is measured through two types of efficiencies, namely, isentropic efficiency and polytropic efficiency. *Isentropic efficiency* is defined by

\[ \eta_c = \frac{\text{ideal work of compression for given } \pi_c}{\text{actual work of compression for given } \pi_c} \]  

(1.20)

\[ \eta_c = \frac{\pi_c^{(\gamma-1)/\gamma} - 1}{\tau_c - 1} \]  

(1.21)

*Polytropic efficiency* is defined as

\[ e_c = \frac{\text{ideal work of compression for a differential pressure change}}{\text{actual work of compression for a differential pressure change}} \]  

(1.22)

With the assumption of constant \( e_c \), we can obtain the relation between \( \tau_c \) and \( \pi_c \):

\[ \tau_c = \pi_c^{(\gamma-1)/(\gamma e_c)} \]  

(1.23)

Going through similar procedure as the compressor, we obtain turbine isentropic efficiency, turbine polytropic efficiency and relation between \( \tau_t \) and \( \pi_t \) as follows:

\[ \eta_t = \frac{\text{ideal turbine work for given } \pi_t}{\text{actual turbine work for given } \pi_t} \]  

(1.24)

\[ \eta_t = \frac{1 - \tau_t}{1 - \pi_t^{(\gamma-1)/\gamma}} \]  

(1.25)

\[ \pi_t = \tau_t^{\gamma/(\gamma-1)e_t} \]  

(1.26)
Figure 3.1.—Station numbering of a turbofan engine with ITB.

3. TurboFan—Separate Exhaust Streams with ITB Cycle Analysis

The station numbering for the turbofan cycle analysis with ITB is in accordance with APR 755A [2] and is given in figure 3.1. The ITB is located between station 4.4 and 4.5.

The air stream entering the turbofan engine will flow through the fan and the engine core separately. Cycle analysis is then applied to both the bypass stream and engine core stream separately as listed below. The analysis follows closely as described in Mattingly [3].

3.1 Assumptions

The following assumptions are employed:

1. Perfect gas upstream of main burner with constant properties $\gamma_c, R_c, c_{pc}$
2. Perfect gas between station four and five with constant properties $\gamma_t, R_t, c_{pt}$
3. Perfect gas downstream of inter-stage burner with constant properties $\gamma_{itb}, R_{itb}, c_{ptitb}$
4. All components are adiabatic
5. The efficiencies of the high-pressure compressor (HPC), low-pressure compressor (LPC), fan, high-pressure turbine (HPT), and low-pressure turbine (LPT) are described through the use of polytropic efficiencies, i.e., $e_{cH}, e_{cL}, e_f, e_{tH},$ and $e_{tL},$ respectively.

3.2 Fan Stream

*Step 1.*—Uninstalled thrust of fan stream, $F_f,$ is given by

$$F_f = \frac{\dot{m}_f}{g_c} (V_{19} - V_0) + (P_{19} - P_0) A_{19}$$

(3.1)
Rearranging equation (3.1) gives:

\[
\frac{F_f}{m_f} = a_0 \left( \frac{V_{19}}{a_0} - M_0 + \frac{T_{19}/T_0}{V_{19}/a_0} \frac{1-P_0/P_{19}}{\gamma_c} \right)
\]  

(3.2)

**Step 2.**—

\[
\left( \frac{V_{19}}{a_0} \right)^2 = \frac{a_{19}^2 M_{19}^2}{a_0^2} - \frac{T_{19}}{T_0} M_{19}^2
\]

(3.3)

**Step 3.**—

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

(3.4)

where

\[
\frac{P_{19}}{P_{19}} = \frac{P_0}{P_19} \pi_r \pi_d \pi_f \pi_{nf}
\]

(3.4a)

**Step 4.**—

\[
\frac{T_{19}}{T_0} = \frac{T_{19}/T_0}{T_{19}/T_{19}} = \frac{T_{19}/T_0}{\left( \frac{P_{19}}{P_{19}} \right)^{(\gamma_c - 1)/\gamma_c}}
\]

(3.5)

where

\[
\frac{T_{19}}{T_0} = \tau_r \tau_f
\]

(3.5a)

3.3 Engine Core Stream

**Step 1.**—Uninstalled thrust

\[
F_c = \frac{1}{g_c} \left( m_0 V_0 - \dot{m}_0 V_0 \right) + \left( P_0 - P_0 \right) A_g
\]

(3.6)

Rearranging equation (3.6) gives:

\[
\frac{F_c}{\dot{m}_0} = a_0 \left( \frac{m_0}{\dot{m}_0} - M_0 \right) + \frac{A_g P_0}{\dot{m}_c} \left( 1 - \frac{P_0}{P_0} \right)
\]

(3.7)
\textbf{Step 2.—}

\[ \frac{\dot{m}_9}{m_c} = 1 + f \]  

(3.8)

where

\[ \dot{m}_9 = \dot{m}_c + \dot{m}_b + \dot{m}_{ib} \]  

(3.8a)

\[ f = f_b + f_{ib} \]  

(3.8b)

\[ f_b = \frac{\dot{m}_b}{m_c} \]  

(3.8c)

\[ f_{ib} = \frac{\dot{m}_{ib}}{m_c} \]  

(3.8d)

\textbf{Step 3.—} Multiplying $\frac{A_9 P_9}{\dot{m}_c} \left(1 - \frac{P_b}{P_9}\right)$ by $\frac{\dot{m}_9}{P_9 A_9 V_9 \gamma_c R_c T_0}$ and rearranging gives:

\[ \frac{A_9 P_9}{\dot{m}_c} \left(1 - \frac{P_b}{P_9}\right) = (1 + f) \frac{R_{ib} T_9}{T_0} a_0 \frac{P_0}{V_0/a_0} g c \left(1 - \frac{P_0}{P_9}\right) \frac{1}{\gamma_c} \]  

(3.9)

\textbf{Step 4.—} Uninstalled thrust for the engine core becomes:

\[ \frac{F_c}{m_c} = \frac{a_0}{g c} \left[(1 + f) \frac{V_9}{a_0} - M_0 + (1 + f) \frac{R_{ib} T_9}{T_0} a_0 \frac{P_0}{V_0/a_0} \left(1 - \frac{P_0}{P_9}\right) \frac{1}{\gamma_c}\right] \]  

(3.10)

\textbf{Step 5.—}

\[ \left(\frac{V_9}{a_0}\right)^2 = M_9^2 \frac{\gamma_{ib} R_{ib} T_9}{\gamma_c R_c T_0} \]  

(3.11)

From the total pressure and Mach number relation,

\[ M_9 = \sqrt{2 \left[ \frac{P_{i9}}{P_9} \right]^{(\gamma_{ib} - 1)/\gamma_{ib}} - 1} \]  

(3.12)

\[ \frac{T_9}{T_0} = \frac{T_{i9}/T_0}{T_{i9}/T_9} = \frac{\left(\frac{P_{i9}}{P_9}\right)^{\gamma_{ib} - 1}}{\gamma_{ib}} \]  

(3.13)

where
\[
\frac{P_{0}}{P_{0}} = \pi_{r} \pi_{d} \pi_{cL} \pi_{RH} \pi_{b} \pi_{RH} \pi_{itb} \pi_{tL} \pi_{n} \quad (3.13a)
\]
\[
\frac{T_{i0}}{T_{0}} = \pi_{d} \pi_{r} \pi_{b} \pi_{RH} \pi_{itb} \pi_{tL} \pi_{n} \quad (3.13b)
\]
\[
\pi_{d} = 1 \quad (3.13c)
\]
\[
\pi_{n} = 1 \quad (3.13d)
\]
\[
\pi_{b} = \frac{T_{i4}}{T_{0} \pi_{r} \pi_{RH} \pi_{cL}} \quad (3.13e)
\]

**Step 6.**—Apply First Law of Thermodynamics and ideal gas relation to the main burner:

\[
\dot{m}_{c} c_{pc} T_{i3} + \dot{m}_{b} \eta_{b} h_{PR-b} = \dot{m}_{4} c_{pt} T_{i4} \quad (3.14)
\]

Multiply the above equation with \( \frac{T_{i0}}{m_{c} c_{pc} T_{0} T_{i2}} \), rearrange gives:

\[
\frac{\pi_{c} \pi_{r} + \eta_{b} h_{PR-b} f_{b}}{c_{pc} T_{0}} = (1 + f_{b}) \pi_{cL-b} \quad (3.15)
\]

Solve for \( f_{b} \):

\[
f_{b} = \frac{\pi_{cL-b} - \pi_{c} \pi_{L} \pi_{RH}}{\eta_{b} h_{PR} / (c_{pt} T_{0}) - \pi_{cL-b}} \quad (3.16)
\]

where

\[
\pi_{cL-b} = \frac{C_{pt} T_{i4}}{C_{pc} T_{0}} \quad (3.16a)
\]

\[
T_{i0} = T_{i2} \quad \text{(for the case adiabatic)} \quad (3.16b)
\]

\[
\pi_{c} = \pi_{cL} \pi_{RH} \quad (3.16c)
\]

**Step 7.**—Apply First Law of Thermodynamics and ideal gas relation to the ITB:

\[
\dot{m}_{4} c_{pt} T_{i4,4} + \dot{m}_{itb} \eta_{itb} h_{PR-itb} = \dot{m}_{4.5} c_{pitb} T_{i4.5} \quad (3.17)
\]

Rearranging the above equation gives,
\[
f_{itb} = (1 + f_b) \frac{\tau_{\lambda-itb} - \tau_{\lambda-hitb}}{\eta_{itb} h_{PR} \left( \frac{C_{pc} T_0}{C_{pc}} \right) - \tau_{\lambda-itb}}
\]

where

\[
\tau_{\lambda-itb} = \frac{C_{pitb} T_{14.5}}{C_{pc} T_0}
\]

\[
T_{t9} = T_{t5} \text{ (for the adiabatic case)}
\]

\[
\tau_c = \tau_{cH} \tau_{cL}
\]

**Step 8.**—Apply first law to each individual compressors and turbines:

Power balance for LPC:

\[
\dot{W}_{cL} = \dot{m}_c c_{pc} (T_{t12.5} - T_{t2})
\]

Power balance for HPC:

\[
\dot{W}_{cH} = \dot{m}_c c_{pc} (T_{t13} - T_{t2.5})
\]

Power balance for HPT:

\[
\dot{W}_{tH} = \dot{m}_4 c_{pt} \eta_{m-HP} (T_{t14} - T_{t4.4})
\]

Power balance for LPT:

\[
\dot{W}_{tL} = \dot{m}_{4.5} c_{pitb} \eta_{m-LP} (T_{t4.5} - T_{t5})
\]

Power balance for fan:

\[
\dot{W}_f = \dot{m}_f c_{pc} (T_{t13} - T_{t2})
\]

It is chosen that the HPT and HPC are connected by a single shaft; therefore ideal turbofan the relation is given by:

\[
\dot{W}_{cH} = \dot{W}_{tH}
\]

Multiplying both sides of equation (3.24) with \( \frac{1}{\dot{m}_c c_{pc} T_{t2.5}} \) gives:

\[
(\tau_{cH} - 1) = \frac{c_{pt}}{c_{pc}} (1 + f_b) \tau_{cH} \tau_b \eta_{m-HP} \left(1 - \tau_{tH} \right)
\]

Solve for \( \tau_{tH} \):

\[
\tau_{tH} = 1 + \frac{1 - \tau_{cH}}{(1 + f_b) \frac{c_{pt}}{c_{pc}} \tau_{cH} \tau_b \eta_{m-HP}}
\]

where

\[
\tau_b = \frac{T_{t4}}{T_0 \tau_r \tau_c}
\]
LPT, LPC, and the fan are connected by a single shaft; therefore ideal turbofan, the relation is given by:

\[ \dot{W}_{cL} + \dot{W}_f = \dot{W}_{tL} \]  

(3.27)

Multiplying both sides of equation (3.27) with \( \frac{1}{m_c c_{pc} T_{t2}} \) gives:

\[
\begin{align*}
(\tau_{cL} - 1) + \alpha (\tau_f - 1) &= \frac{c_{pith}}{c_{pc}} (1 + f) \frac{T_{t4.5}}{T_{t2}} \eta_{m-LP} (1 - \tau_{tL}) \\
\tau_{tL} &= 1 + \frac{1 - \tau_{cL} + \alpha (1 - \tau_f)}{(1 + f) c_{pith} T_{t4.5} c_{pc} T_{t2} \eta_{m-LP}} 
\end{align*}
\]  

(3.28)

(3.29)

Solve for \( \tau_{tL} \):

\[
\begin{align*}
\tau_{tL} &= 1 + \frac{1 - \tau_{cL} + \alpha (1 - \tau_f)}{(1 + f) c_{pith} T_{t4.5} c_{pc} T_{t2} \eta_{m-LP}} \\
\end{align*}
\]

where

\[
\begin{align*}
\frac{T_{t4.5}}{T_{t2}} &= \tau_{cL} \tau_c \tau_t \tau_h \tau_{thb} \\
\tau_{thb} &= \frac{T_{t4.5}}{T_0 \tau_c \tau_t \tau_h \tau_{th}} 
\end{align*}
\]  

(3.29a)

(3.29b)

**Step 9.**—Total uninstalled thrust per unit mass flow rate intake is given by:

\[
F = \frac{F_c + \alpha F_f}{m_c} = \frac{m_c F_f}{m_0 (1 + \alpha)} 
\]  

(3.30)

**Step 10.**—Thrust specific fuel consumption \( S \) is given by:

\[
S = \frac{f_b + f_{thb}}{(1 + \alpha) \frac{F}{m_0}} 
\]  

(3.31)
4. Summary of Equations

All equations below are executed and computed in subroutine itb() inside Module 1 of Microsoft Visual Basic. The flow chart of this subroutine can be found in figure B.5 in appendix B. These equations are solved sequentially, except for MSH fuel burn model, which is solved by using successive substitution method.

Inputs: \( M_0, T_0, \gamma_c, c_{pc}, \gamma_b, c_{pt}, \gamma_{itb}, c_{pib}, h_{PR-b}, h_{PR-itb}, \pi_d \text{ max}, \pi_b, \pi_{itb}, \pi_m, \pi_{itb}, e_{cH}, e_{cL}, e_f, e_{tH}, e_{tL}, \gamma_{itb}, \gamma_{m-HP}, \gamma_{m-LP}, P_0/P_9, P_0/P_{19}, T_{t4}, T_{t4.5}, \pi_{cH}, \pi_{cL}, \pi_f, \alpha \)

Outputs: \( F/m, S, f \)

Equations:

\[
R_c = \frac{\gamma_c - 1}{\gamma_c} c_{pc} \quad (4.1)
\]

\[
R_t = \frac{\gamma_t - 1}{\gamma_t} c_{pt} \quad (4.2)
\]

\[
R_{itb} = \frac{\gamma_{itb} - 1}{\gamma_{itb}} c_{pib} \quad (4.3)
\]

\[
a_0 = \sqrt{\gamma_c R_c g_c T_0} \quad (4.4)
\]

\[
V_0 = M_0 a_0 \quad (4.5)
\]

\[
\tau_f = 1 + \frac{\gamma_c - 1}{2} M_0^2 \quad (4.6)
\]

\[
\pi_f = \pi_{cH}/(\gamma_c - 1) \quad (4.7)
\]

\[
\eta_f = 1 \quad \text{for } M_0 \leq 1
\]

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

\[
\eta_f = \frac{800}{M_0^4 + 935} \quad \text{for } M_0 > 5
\]

\[
\pi_d = \pi_d \text{ max} \eta_f \quad (4.8)
\]

\[
\tau_{\lambda_{-b}} = \frac{C_{pt} T_{t4}}{C_{pc} T_0} \quad (4.9)
\]

\[
\tau_{\lambda_{-itb}} = \frac{C_{pib} T_{t4.5}}{C_{pc} T_0} \quad (4.10)
\]

\[
\tau_{cH} = \pi_{cH} (\gamma_c - 1)/(\gamma_c e_{cH}) \quad (4.11)
\]
\[ \tau_{cL} = \pi_{cL} (\tau_{c}^{-1})/\gamma_{c} e_{cL} \]  
(4.13)

\[ \tau_{f} = \pi_{f} (\tau_{c}^{-1})/\gamma_{c} e_{f} \]  
(4.14)

\[ \tau_{c} = \tau_{cH} \tau_{cL} \]  
(4.15)

\[ \tau_{b} = \frac{T_{t4}}{T_{0} \tau_{r} \tau_{c}} \]  
(4.16)

\[ \eta_{cH} = \frac{\tau_{cH} e_{cH} - 1}{\tau_{cH} - 1} \]  
(4.17)

\[ \eta_{cL} = \frac{\tau_{cL} e_{cL} - 1}{\tau_{cL} - 1} \]  
(4.18)

\[ \eta_{f} = \frac{\tau_{f} e_{f} - 1}{\tau_{f} - 1} \]  
(4.19)

If CSH model then

\[ f_{b} = \frac{\tau_{\lambda-b} - \tau_{r} \tau_{cL} \tau_{cH}}{\eta_{b} h_{PR} / (c_{p} T_{0}) - \tau_{\lambda-b}} \]  
(4.20a)

Else

\[ T_{t3} = T_{0} \tau_{r} \tau_{cL} \tau_{cH} \]  
(4.20b)

ENTHALPY \((T_{t3}, 0, h_{t3})\)

Set initial value of fuel/air ratio at station 4,

\[ f_{4i} = \frac{\tau_{\lambda-b} - \tau_{r} \tau_{cL} \tau_{cH}}{\eta_{b} h_{PR} / (c_{p} T_{0}) - \tau_{\lambda-b}} \]  
(4.20c)

3 ENTHALPY \((T_{t4}, f_{4i}, h_{t4})\)

\[ f_{b} = \frac{h_{t4} - h_{t3}}{\eta_{b} h_{PR} - h_{t4}} \]  
(4.20d)

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

End if

\[ \tau_{dH} = 1 + \frac{1 - \tau_{cH}}{(1 + f_{b}) c_{p} \tau_{cH} \tau_{b} \eta_{m-HP}} \]  
(4.21)
If CSH model then

\[ f_{itb} = (1 + f_b) \frac{\tau_{\lambda-itb} - \tau_{\lambda-b} \tau_{iH}}{\eta_{itb} h_{PR} / (c_{pc} T_0) - \tau_{\lambda-itb}} \]  \hspace{1cm} (4.22a)

Else

\[ T_{i4.4} = T_{i4} \tau_{iH} \]  \hspace{1cm} (4.22b)

ENTHALPY \( (T_{i4.4}, f_b, h_{i4.4}) \)
Set initial value of fuel/air ratio at station 4.4,

\[ f_{4.5i} = (1 + f_b) \frac{h_{i4.5} - h_{i4.4}}{\eta_{itb} h_{PR} - h_{i4.5}} \]  \hspace{1cm} (4.22c)

4 ENTHALPY \( (T_{i4.5}, f_{4.5i}, h_{i4.5}) \)

\[ f_{itb} = (1 + f_b) \frac{h_{i4.5} - h_{i4.4}}{\eta_{itb} h_{PR} - h_{i4.5}} \]  \hspace{1cm} (4.22d)

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

\[ f = f_b + f_{itb} \]  \hspace{1cm} (4.23)

\[ \tau_{itb} = \frac{T_{i4.5}}{T_0 \tau_r \tau_c \tau_b \tau_{iH}} \]  \hspace{1cm} (4.24)

\[ \frac{T_{i4.5}}{T_{i2}} = \tau_{cL} \tau_{cH} \tau_b \tau_{iH} \tau_{itb} \]  \hspace{1cm} (4.25)

\[ \tau_{tL} = 1 + \frac{1 - \tau_{cL} + \alpha (1 - \tau_f)}{(1 + f) \frac{c_{pith} T_{i4.5}}{c_{pc} T_{i2}} \eta_{m-LP}} \]  \hspace{1cm} (4.26)

\[ \pi_{tH} = \tau_{tH}^{\gamma_t/[\gamma_t - 1] e_{tH}} \]  \hspace{1cm} (4.27)

\[ \pi_{tL} = \tau_{tL}^{\gamma_{iL}/[\gamma_{iL} - 1] e_{tL}} \]  \hspace{1cm} (4.28)

\[ \eta_{tH} = \frac{1 - \tau_{tH}}{1 - \tau_{tH}^{1/e_{tH}}} \]  \hspace{1cm} (4.29)

\[ \eta_{tL} = \frac{1 - \tau_{tL}}{1 - \tau_{tL}^{1/e_{tL}}} \]  \hspace{1cm} (4.30)

\[ \frac{P_{i9}}{F_0} = \pi_r \pi_d \pi_{cL} \pi_{cH} \pi_b \pi_{iH} \pi_{itb} \pi_{iL} \pi_n \]  \hspace{1cm} (4.31)
\[
\frac{T_{i9}}{T_0} = \tau_r \tau_c \tau_h \tau_{th} \tau_{tl}
\]  
(4.32)

\[
\frac{T_9}{T_0} = \frac{T_{i9}/T_0}{T_{i9}/T_0} = \frac{T_{i9}/T_0}{(P_{i9}/P_9)^{(\gamma_{th}-1)/\gamma_{th}}}
\]  
(4.33)

\[
M_9 = \sqrt{\frac{2}{\gamma_{th}-1} \left[ \left( \frac{P_{i9}}{P_9} \right)^{(\gamma_{th}-1)/\gamma_{th}} - 1 \right]}
\]  
(4.34)

\[
\frac{V_9}{a_0} = M_9 \sqrt{\frac{\gamma_{th} R_{th} T_9}{\gamma_c R_c T_0}}
\]  
(4.35)

\[
\frac{P_{i19}}{P_{19}} = \frac{P_0}{P_{19}} \pi_r \pi_d \pi_f \pi_{nf}
\]  
(4.36)

\[
M_{i9} = \sqrt{\frac{2}{\gamma_c-1} \left[ \left( \frac{P_{i19}}{P_{19}} \right)^{(\gamma_c-1)/\gamma_c} - 1 \right]}
\]  
(4.37)

\[
\frac{T_{i19}}{T_c} = \tau_r \tau_f
\]  
(4.38)

\[
\frac{T_{19}}{T_0} = \frac{T_{i19}/T_0}{T_{i19}/T_0} = \frac{T_{i19}/T_0}{(P_{i19}/P_{19})^{(\gamma_c-1)/\gamma_c}}
\]  
(4.39)

\[
\frac{V_{19}}{a_0} = \frac{a_{i19}}{a_0} M_{i19} = M_{i19} \sqrt{\frac{T_{19}}{T_0}}
\]  
(4.40)

\[
\frac{F_c}{m_c} = \frac{a_0}{\gamma_c} \left[ (1 + f) \frac{V_9}{a_0} - M_0 + (1 + f) \frac{R_{th}}{R_c} \frac{T_9/T_0}{V_9/a_0} - \left( 1 - \frac{P_0}{P_9} \right) \frac{1}{\gamma_c} \right]
\]  
(4.41)

\[
\frac{F_f}{m_f} = a_0 \left( \frac{V_{19}}{a_0} - M_0 + \frac{T_{19}/T_0}{V_{19}/a_0} - \frac{1 - P_0/P_{19}}{\gamma_c} \right)
\]  
(4.42)

\[
\frac{F}{m_0} = \frac{F_c + \alpha F_f}{(1 + \alpha) m_f}
\]  
(4.43)
\[ S = \frac{f_b + f_{ib}}{(1 + \alpha) \frac{F}{m_0}} \]  

\[ \dot{W}_{out} = \frac{1}{2 \cdot g_c} \left\{ (1 + f) \cdot V_0^2 - V_0^2 + \alpha \cdot \left( V_1^2 - V_0^2 \right) \right\} \]  

\[ \frac{\dot{Q}_{in}}{m_c} = f_b \cdot h_{PR-b} \cdot \eta_b + f_{ib} \cdot h_{PR-ITB} \cdot \eta_{ITB} \]  

\[ \eta_{TH} = \frac{\dot{W}_{out} / m_c}{\dot{Q}_{in} / m_c} \]  

\[ \eta_P = \frac{F / m_0}{\dot{W}_{out} / m_c} \]  

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

### 5. User’s Manual

The Microsoft® Excel program is written in combination between spreadsheet neuron cells, visual basic, and macrocode. 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 pre-specified 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 a way just by clicking some simple buttons.

#### 5.1 Definitions

First of all, it is necessary for users to understand some icons that appear in the Microsoft® Excel sheets, for example, the Input sheet as shown in figure 5.1. Table 5.1 shown below lists down all the icons along with their descriptions.

<table>
<thead>
<tr>
<th>Name</th>
<th>Appearance (for example)</th>
<th>Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combo box</td>
<td>ITB</td>
<td>Users change options through selecting the items in the pull down menu list.</td>
</tr>
<tr>
<td>Button</td>
<td>Calculate</td>
<td>Clicking any button will execute the macrocode associated with it.</td>
</tr>
<tr>
<td>User input</td>
<td></td>
<td>This is where users input the values for variables.</td>
</tr>
<tr>
<td>Indicator 1</td>
<td></td>
<td>The values here change with altitude. Do not modify.</td>
</tr>
<tr>
<td>Indicator 2</td>
<td></td>
<td>All input values are read and shown here. Do not modify.</td>
</tr>
</tbody>
</table>
5.2 Program Outline

The program mainly comprises seven types of sheets, namely CoverPage, Instructions, Input, plot sheets, data sheets, Singlept and Station. Meanwhile, the main code structure is shown in figure B.1 in appendix B.

5.2.1 CoverPage.—The CoverPage sheet contains the information of authors of this program. Any questions regarding the program can be addressed to us through email or by phone.

5.2.2 Instructions.—First time users are strongly recommended to read this sheet before running the program. Since there are always possibilities of getting error computations such as division by zero, square root of a negative quantity, or over floating and under floating number, the program is written such that it will not crash if those errors are encountered during the computation. It will instead tell the user where the computation encounters those errors. In this sheet, you will find details of how to run the program and how to fix a problem if something goes wrong.

This sheet also explains several assumptions made in the equations so that the users aware of some cases in the equations that have been idealized to simplify the problems.

5.2.3 Input.—This sheet is where most of the inputs are specified. The program will check input values in this sheet to make sure that all the inputs are specified. It will tell the users if there are inputs that have not been specified.

There are four Combo Box 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 ITB, Unit, Fuel Burn Model and Choose a Plot, as shown in figure 5.1. You need first to specify the option in these combo boxes, such as ITB, Unit and Fuel Burn Model, before moving on to combo box Choose a Plot.

Combo Box Unit lets you specify the unit system. Currently, the program can handle two unit systems, i.e., British gravitational units (English) and International system of units (SI).

Combo Box ITB lets you turn ON and OFF the Inter-stage Turbine Burner (ITB). This feature provides a flexibility to choose two types of engine and they are engine with ITB-ON and engine with ITB-OFF. With this feature, you will be able to see how the engine performance behaves with ITB-ON and with ITB-OFF.

Combo Box Fuel Burn Model let user choose two models for the computation of the fuel-air-ratio inside the burner, i.e., Constant Specific Heat (CSH) model and the Modified Specific Heat (MSH) model [3, 4].

![Figure 5.1—Input sheet](image)
Once all the input values and the options in combo box *ITB, Unit, and Fuel Burn Model* are specified, you can specify an option in combo box *Choose a Plot*. This combo box provides several options to choose from, and they are:

1. Vs Compressor Pressure Ratio
2. Vs Flight Condition Mach Number
3. Vs Fan Pressure Ratio
4. Vs ByPass Ratio
5. Vs Main Burner Exit Temperature

In each option, it performs multiple calculations at different values of only one corresponding design variable. Once you select one of them, you will be directed to the relevant plot sheet.

5.2.4 plot sheets.—Please refer to section 5.3 Multi-point Calculations for detailed information.

5.2.5 data sheets.—Please refer to section 5.3 Multi-point Calculations for detailed information.

5.2.6 Singlept.—Please refer to section 5.4 Single-point Calculation for detailed information.

5.2.7 Station.—Please refer to section 5.5 Engine Station for detailed information.

### 5.3 Multiple-Point Calculations

The following discussion describes the instructions on how to run the program for each option available in combo box *Choose a Plot* in Input sheet. Each option shares the similar code structure as shown in figure B.2 in appendix B.

5.3.1 “*Vs Compressor Pressure Ratio*”.—When this option is chosen, users will be directed to a plot sheet, namely ST_VS_Plc, as shown in figure 5.2. This sheet is used to plot engine performances (e.g., *specific thrust* or *thrust specific fuel consumption*) and other properties (e.g., overall efficiency, nozzle jet velocity ratios, overall efficiency, fuel-air ratio, ITB inlet velocity and temperature rise across ITB) versus *compressor pressure ratio* ($\pi_c$) with different bypass ratio. In order to execute the code properly, users are required to follow those circled number 1 through 3 sequentially as shown in figure 5.2.

First of all, user needs to specify the values for three input parameters (i.e., $\pi_{cL}$, $\pi_f$, and $M_0$) as well as the lower and upper bound limit for “Compressor pressure ratio” ($\pi_c$) and the increment ($\Delta \pi_c$) (see fig. 5.3). For instance, the lower and upper bound limit are 12 and 50, respectively, whereas the increment is 1.

Figure 5.2.—“Vs Compressor Pressure Ratio” plot sheet
What follows is to compute the values for HP-compressor pressure ratio ($\pi_{cH}$). By clicking the ‘Generate’ button, a tabular data for the compressor (including $\pi_{cL}$, $\pi_{cH}$, and $\pi_c$) will be listed as shown in figure 5.4. The cyan cell to the right of $\pi_c$ indicates the total number of iteration for $\pi_c$. The smaller the value for $\Delta\pi_c$, the larger the total number of $\pi_c$; and, therefore, more calculation at different values of $\pi_c$.

Thirdly, users are free to choose the number of bypass ratio ($\alpha$) by selecting options from the pull down menu as shown in figure 5.5. If it is more than 3 bypass ratios, users are required to manually input any number greater than 3 by selecting ‘User-Defined’ option.

At this point, users are ready to run the code and generate the plots, simply by clicking ‘Calculate’ button. All computed data will be tabulated in seven separate data sheets, namely, DataSTPlc, DataSFPlc, OverallPlc, NVCorePlc, NVFanPlc, VitbPlc, and dTrisePlc.

Users are advised not to modify or change values in any of these data sheets. Clearing data as well as plots can be done by clicking ‘Clear data & plot’ button (see fig. 5.5).

To return to Input sheet for other runs with different design parameters, users simply click on ‘Input sheet’ button next to ‘Calculate’ button.

**Figure 5.3.—Input parameters in “Vs Compressor Pressure Ratio” plot sheet**

<table>
<thead>
<tr>
<th>LPC total pressure ratio</th>
<th>$\pi_{cL}$ = 1.14</th>
</tr>
</thead>
<tbody>
<tr>
<td>fan total pressure ratio</td>
<td>$\pi_f$ = 1.65</td>
</tr>
<tr>
<td>flight mach number</td>
<td>$\mathcal{M}_0$ = 0.85</td>
</tr>
<tr>
<td>$\pi_c$</td>
<td>12</td>
</tr>
<tr>
<td>$\Delta\pi_c$</td>
<td>1</td>
</tr>
</tbody>
</table>

**Figure 5.4.—Tabular data for the compressor pressure ratios**

<table>
<thead>
<tr>
<th>$\pi_{cL}$</th>
<th>$\pi_{cH}$</th>
<th>$\pi_c$</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.65</td>
<td>7.272727</td>
<td>12</td>
</tr>
<tr>
<td>1.65</td>
<td>7.878788</td>
<td>13</td>
</tr>
<tr>
<td>1.65</td>
<td>8.484848</td>
<td>14</td>
</tr>
<tr>
<td>1.65</td>
<td>9.090909</td>
<td>15</td>
</tr>
<tr>
<td>1.65</td>
<td>9.696969</td>
<td>16</td>
</tr>
<tr>
<td>1.65</td>
<td>10.30303</td>
<td>17</td>
</tr>
<tr>
<td>1.65</td>
<td>10.90909</td>
<td>18</td>
</tr>
<tr>
<td>1.65</td>
<td>11.51515</td>
<td>19</td>
</tr>
<tr>
<td>1.65</td>
<td>12.12121</td>
<td>20</td>
</tr>
<tr>
<td>1.65</td>
<td>12.72727</td>
<td>21</td>
</tr>
<tr>
<td>1.65</td>
<td>13.33333</td>
<td>22</td>
</tr>
<tr>
<td>1.65</td>
<td>13.93939</td>
<td>23</td>
</tr>
<tr>
<td>1.65</td>
<td>14.54545</td>
<td>24</td>
</tr>
</tbody>
</table>
5.3.2 “Vs Flight Condition Mach Number”.—When users choose this option, the program hides the plot sheets and data sheets from the previous use and shows a associated plot sheet (i.e., ST_VS_Mo) and seven associated data sheets (i.e., DataSTMo, DataSFMo, OverallMo, NVCoreMo, NVFanMo, VitbMo, and dTriseMo.) Users will then be directed from Input sheet to ST_VS_Mo sheet in a second. Similarly, this sheet is used to plot engine performances (e.g., specific thrust or thrust specific fuel consumption) and other properties (e.g., overall efficiency, nozzle jet velocity ratios, overall efficiency, fuel-air ratio, ITB inlet velocity and temperature rise across ITB) versus flight Mach number (M0) with different bypass ratio.

Similar to the instructions for compressor pressure ratio, user first needs to specify the values for three input parameters (i.e., $\pi_{cL}$, $\pi_f$, and $\pi_c$) as well as the range of $M_0$ and the increment ($\Delta M_0$).

Secondly, users are free to choose the number of bypass ratio ($\alpha$) by selecting options from the pull down menu. At this point, users are ready to run the code and generate the plots, by simply clicking ‘Calculate’ button. All computed data will be tabulated in all seven separate sheets just mentioned above.

5.3.3 “Vs Fan Pressure Ratio”.—Similar to flight Mach number, this option opens a plot sheet (i.e., ST_VS_PIf) and seven data sheets (i.e., DataSTPIf, DataSFPIf, OverallPIf, NVCorePIf, NVFanPIf, VitbPIf, and dTrisePIf). It plots engine performances (e.g., specific thrust or thrust specific fuel consumption) and other variables (e.g., overall efficiency, nozzle jet velocity ratios, overall efficiency, ITB inlet velocity and temperature rise across ITB) versus fan pressure ratio ($\pi_f$) with different bypass ratio. The instructions to run the program in this sheet are similar to those for ‘flight Condition Mach number’. (See section 5.3.2.)

5.3.4 “Vs ByPass Ratio”.—This option opens a plot sheet (i.e., ST_VS_Alp) and seven data sheets (i.e., DataSTAlp, DataSFAlp, OverallAlp, NVCoreAlp, NVFanAlp, VitbAlp, and dTriseAlp). It plots engine performances (e.g., specific thrust or thrust specific fuel consumption) and other variables (e.g., overall efficiency, nozzle jet velocity ratios, overall efficiency, ITB inlet velocity and temperature rise across ITB) versus different bypass ratio ($\alpha$) with different fan total pressure ratios. The instructions to run the program in this sheet are analogous to those described above. The only difference is that selection of $\alpha$ is replaced by $\pi_f$.

5.3.5 “Vs Main Burner Exit Temperature”.—This option opens a plot sheet (i.e., ST_VS_Tt4) and seven data sheets (i.e., DataSTt4, DataSFTt4, OverallTt4, NVCoreTt4, NVFanTt4, VitbTt4, and dTriseTt4). It plots engine performances (e.g., specific thrust or thrust specific fuel consumption) and other variables (e.g., overall efficiency, nozzle jet velocity ratios, overall efficiency, ITB inlet velocity and temperature rise across ITB) versus main burn exit temperature ($T_{t4}$) with different flight Mach number. The instructions to run the program in this sheet are similar to those for ‘flight Condition Mach number’. (See section 5.3.2.)
5.3.5 Summary.—In summary, you need to do the followings to run the program:

1. Go to the Input sheet
2. Specify the Unit system (SI or English)
3. Specify the ITB switch. Is the computation for engine with ITB-ON or for engine with ITB-OFF?
4. Specify the Fuel Burn Model system (CSH or MSH)
5. Enter all the input parameters indicated in green cells (do not modify or change the value indicated in cyan).
6. Specify Choose a Plot. You will be directed to a new sheet depending on the selection.

In sheet $ST_{VS\_P1c}$ (Compressor Pressure Ratio),

a. Specify number of bypass ratio ($\alpha$).
b. Specify all input parameters in green cells.
c. Click ‘Generate’ to generate high-pressure compressor total pressure ratio.
d. Click ‘Calculate’ to compute and plot the results.
e. Repeat the above steps for different input parameters. To return to Input sheet, simply click ‘Input sheet’ button.

In sheet $ST_{VS\_Mo}$ (Flight Condition Mach Number),

a. Specify number of bypass ratio ($\alpha$).
b. Specify all input parameters in green cells.
c. Click ‘Calculate’.
d. Repeat the above steps for different input parameters. To return to Input sheet, simply click ‘INPUT sheet’ button.

In sheet $ST_{VS\_P1f}$ (Fan Pressure Ratio),

a. Specify number of bypass ratio ($\alpha$).
b. Specify all input parameters in green cells.
c. Click ‘Calculate’ to compute and plot the results.
d. Repeat the above steps for different input parameters. To return to Input sheet, simply click ‘Input sheet’ button.

In sheet $ST_{VS\_Alp}$ (ByPass Ratio),

a. Specify number of fan total pressure ratio ($\pi_f$).
b. Specify all input parameters in green cells.
c. Click ‘Calculate’.
d. Repeat the above steps for different input parameters. To return to Input sheet, simply click ‘INPUT sheet’ button.

In sheet $ST_{VS\_Tt4}$ (Main Burner Exit Temperature),

a. Specify number of flight Mach number ($M_0$).
b. Specify all input parameters in green cells.
c. Click ‘Calculate’.
d. Repeat the above steps for different input parameters. To return to Input sheet, simply click ‘INPUT sheet’ button.
5.4 Single Point Calculation

All instructions described above are termed as the *multi-point calculations* at different values of only one design parameter (e.g., $\pi_c$, $\pi_f$, $M_0$, $\alpha$, or $T_{t4}$). The computed results show how the performance of a family of engines was determined by engine design choices and flight Mach number.

Once the most promising engine is selected by users (i.e., all engine components are fixed, e.g., $\pi_c$, $\pi_f$, altitude, $\alpha$ etc.), single point calculation is then run to get the engine performance at this particular operating conditions. These output data represents the selected engine’s design point condition. In order to predict the engine performance at off-design conditions, these outputs are then used as the reference conditions in an 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 user’s reference, the flow chart of this computation is shown in figure B.3 in appendix B.

5.4.1 Exporting Reference Engine Data.—For convenience, authors include ‘Input/Output files’ feature in this code. The output data from this on-design code can be exported to be a reference engine data file, which is required in off-design calculation. As a result, users do not need to manually re-input the reference conditions in off-design code, which is a time-consuming process.

Users are to follow the step 1 to 13 to generate a reference engine data file:

1. Select Input sheet (as shown in fig. 5.1).
2. Input the engine characteristics in Input sheet.
3. Select SinglePt sheet (as shown in fig. 5.6).
4. Input values of independent variables (i.e., $M_0$, $\alpha$, altitude, $\pi_c$ and throttle settings) in green cells.
5. Click on ‘Perform calculation’ button to calculate the selected engine performance at a design point.
6. Both the input values from Input sheet and the solution will be shown in light-blue cells.
7. Click on ‘Export reference engine data’ button to export these reference engine data to a text file.
8. Figure 5.7 will appear and request for specifying the path and filename.
9. Users may need to enter a new path if necessary, for example, ‘c:\itb\reference.txt’. The default path and filename is “c:\reference.txt”. Figure 5.8 appears when one of these situations happens:
   (i) The specified directory (default drive is ‘c:\’) does not exist.
   (ii) The file is being used by another program.
10. Check for existing drive path or/and specify another filename. (Restart from step 3 again).
11. All reference data and engine characteristics of a specific design-point engine are successfully exported.
12. Repeat step 1 to 11 for different engines.
Figure 5.6.—On-design single point calculation sheet.

Figure 5.7.—Dialog box for specifying the path and filename where the reference conditions data will be stored.
Figure 5.8.—This dialog box appears when there is an error writing reference conditions data to a specified file.

Figure 5.9.—Engine station data sheet

5.5 Engine Station Data

The last sheet in the program is the Station sheet. This sheet displays the engine station flow properties (i.e., temperature and pressure) in forms of a table (see fig. 5.9) and charts (see fig. 5.10) based on the user input Mach number data at certain stations.

Most of the input parameters are from the Input sheet. Additional inputs are also needed, such as those listed in “Inputs” column (i.e., to the left of the engine station data table) and Mach numbers at some engine stations (as shown in fig. 5.9). To click the ‘Update Station Data’ button will update the flow properties at each engine station. Please refer to figure B.4 in appendix B for the code structure of this sheet.
5.6 Discussions

A typical value for local Mach number at the ITB entrance is selected to be 0.3. This value \(M_{4.4} = 0.3\) is then used to compute ITB inlet velocity \(v_{4.4}\), on which one of the factors ITB design was based. In fact, each plot sheet will show the change of ITB inlet velocity with the corresponding design parameter, for example, \(v_{4.4}\) versus \(M_0\) in \(ST\_VS\_Mo\) sheet.

At ITB-OFF condition, a plot of “Temperature Rise across ITB” in each plot sheet (e.g., \(ST\_VS\_Plc\), \(ST\_VS\_Mo\), \(ST\_VS\_Plf\), and \(ST\_VS\_Alp\)) will be cleared out. It is because the ITB-OFF engine acts as if it is a turbofan engine without any increase across ITB.

5.7 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 by a pop up window indicating where the computation problem is. It will tell you on which equation that the computational error is encountered. If you have any comments or bug problems you encounter in the program, you can report them to us for further improvement. Details about the contact number can be found in the CoverPage sheet of the program.
Figure 5.11.—Pop-up windows showing warning or error messages:
(a) Equations where the error occurs; (b) The current values of
design variables while error is encountered.

5.7.1 Out of Range.—In multiple-point calculation, users may always see these pop-up windows as shown in figures 5.11a and 5.11b. There are two possibilities of having this error or warning messages:

(i) 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.

(ii) During the multiple-point computation, the design variable may be out of range. It will happen, especially for these design variables such as flight Mach number, fan pressure ratio and bypass ratio. For instance, the specific thrust of an engine is approaching zero as the flight Mach number is 3. If the upper limit of flight Mach number is set to be greater than 3 (e.g., 5), the code will not be able to proceed at Mach number higher than 3 and thus give these warning messages.

5.7.2 Plotting errors.—It is also predicted that the plotting macro can encounter some problems in the future if the users do not fully understand the program. Therefore, authors have set up a way in order to fix the problem. In case the plot starts giving problem, you need to do the followings (this apply to all plot sheets: ST_VS_P1c, ST_VS_Mo, ST_VS_Pf, ST_VS_Alp, and ST_VS_T4):

a. Go to the plot sheet (e.g., ST_VS_Mo)
b. Go to cell D5
c. Note that you will not be able to click on that cell because it is lying on the back of the plot chart. You may want to use arrow button from your keyboard in order to move to cell D5.
d. In that cell, you will see “SUCCESS”. Change the character to “FAIL”.
e. Clear the series in the chart plot by clicking right mouse button (RMB) on the chart plot.
f. In RMB menu list, choose Source Data
g. In ‘Source Data’ windows, pick Series tab and remove all the series.

Users are not expected to understand macro code in the program. However the part that takes care the computation can be found in Module1 Sub Itb(). To open Microsoft® Excel Visual Basic windows, users need to press Alt + F11. Any modification can be made in subroutine Itb(). Do not add new variables into the program!
Appendix A—Macro Visual Basic Code

Sub itb()
    Dim rc, rb, rt, a0, v0, eta_r, tau_alp_b, tau_alp_itb
    Dim tau_c, tau_b, tau_itb
    Dim T19_T0, fc_mc, ff_mf, denu, nume, v19, v9
    
    Style = vbYes
    Style1 = vbYes
    ' Msg = "Do you want to jump to the next alpha?"
    Msg1 = "Division by zero ==> Check zero inputs for gama's (eqn 1,2,3)"
    Msg2 = "Imaginary sound speed ==> Check negative inputs for gama, gc or T0 (eqn 4)"
    Msg3 = "Division by zero ==> gama cannot = 1 (eqn 7)"
    Msg4 = "Division by zero ==> Check zero inputs for cpc, T0, ecH, ecL & ef (eqn 10, 11, 12, 13 & 14)"
    Msg5 = "Division by zero ==> Check zero inputs for tau_r & tau_c (eqn 16)"
    Msg6 = "Division by zero ==> tau_cH, tau_cL & tau_f cannot = 1 (eqn 17, 18, 19)"
    Msg7 = "Invalid (negative) tau_tH ==> Refer to equation 21"
    Msg8 = "Imaginary M9 ==> Pr9/P9 < 1 (eqn 31 & 34)"
    Msg9 = "Imaginary M19 ==> Pr19/P19 < 1 (eqn 36 & 37)"
    Msgs10 = "Division by zero ==> denominator of 'fb' eqn cannot =0 (eqn 20)"
    Msgs11 = "Division by zero ==> denominator of 'fitb' eqn cannot =0 (eqn 22)"
    wdata = 1
    fbi = 0
    fitbi = 0
    'warn = 0
    'If gamac = 0# Or gamat = 0# Or gamaitb = 0# Then
    'response = MsgBox(Msg1, style, Title)
    'Msg1 = "Occurs at " & "Plc=" & pi_cH & pi_cL & ", Pif=" & pi_f & ", Mo=" & M0 & ", alpha=" & alpha
    'response = MsgBox(Msg1, style, Title)
    'If singlept <> 1 Then jump = MsgBox(Msgsheet, Style1, Title)
    'GoTo 10
    'End If
    
    'added on 5/13/04 for controlling ITB switch -1
    itbinit = 1
    If Sheets("Input").ComboBox2.Value = "OFF" Then itbinit = 0
    'added on 5/13/04 for controlling ITB switch -2
    'Constants
    Call enthalpy(1, T_0, 0, 0, Cpc, gamac)
    Call enthalpy(1, Tt4, 0, 0, Cpt, gamat)
    rc = (gamac - 1#) * Cpc / gamac ' (1)
    rt = (gamat - 1#) * Cpt / gamat ' (2)
    
    If gamac < 0# Or rc < 0# Or T_o < 0# Or gc < 0# Then
        response = MsgBox(Msg2, style, Title)
        'Msg2 = "Occurs at " & "Plc=" & pi_cH & pi_cL & ", Pif=" & pi_f & ", Mo=" & M0 & ", alpha=" & alpha
        'response = MsgBox(Msg2, style, Title)
        'If singlept <> 1 Then jump = MsgBox(Msgsheet, Style1, Title)
        GoTo 10
        'End If
        
        
        a0 = (gamac * rc * T_o * gc) ^ 0.5 ' (4)
\[ v_0 = a_0 \times M_0 \]  

If \( \gamma_a = 1 \# \) Then
response = MsgBox(Msg3, Style, Title)
'Msg3 = "Occurs at " & \( \Pi_c = \) & \( \pi_c \times H \) & \( \pi_c \times L \) & \( \pi_f \) & \( M_0 \) & \( \alpha \) & \( T_t4 \) & \( \alpha \) & \( \alpha \)
'tresponse = MsgBox(Msg3, Style, Title)
'warn = 1
'If singlept <> 1 Then jump = MsgBox(Msgsheet, Style1, Title)
GoTo 10
End If

\[ \tau_r = (\gamma_a - 1 \#) \times (0.5 \times M_0^2) + 1 \# \]  

\[ \pi_r = \tau_r ^ {\gamma_a / (\gamma_a - 1)} \]  

If \( M_0 \leq 1 \# \) Then
\[ \eta_r = 1 \# \]  
End If
If \( M_0 > 1 \) And \( M_0 \leq 5 \) Then
\[ \eta_r = 1 \# - 0.075 \times (M_0 - 1 \#)^{1.35} \]  
End If
If \( M_0 > 5 \) Then
\[ \eta_r = 800 \# / (935 \# + M_0^4) \]  
End If
\[ \pi_d = \eta_r \times \pi_d_{max} \]  
End If
If \( \pi_c \times L < \pi_f \) Then \( \pi_c \times L = \pi_f \) 
\[ \pi_c \times H = \pi_c / \pi_c \times L \]  
End If
If \( C_{pc} = 0 \# \) Or \( T_o = 0 \# \) Or \( \gamma_a = 0 \# \) Or \( e_{cH} = 0 \# \) Or \( e_{cL} = 0 \# \) Or \( e_f = 0 \# \) Then
response = MsgBox(Msg4, Style, Title)
'Msg4 = "Occurs at " & \( \Pi_c = \) & \( \pi_c \times H \) & \( \pi_c \times L \) & \( \pi_f \) & \( M_0 \) & \( \alpha \) & \( T_t4 \) & \( \alpha \) & \( \alpha \)
'tresponse = MsgBox(Msg4, Style, Title)
'warn = 1
'If singlept <> 1 Then jump = MsgBox(Msgsheet, Style1, Title)
GoTo 10
End If

\[ \tau_{alp_b} = C_{pt} \times T_t4 / (C_{pe} \times T_o) \]  
\[ \tau_{cH} = \pi_c \times H ^ ((\gamma_a - 1 \#) / (\gamma_a \times e_{cH})) \]  
\[ \tau_{cL} = \pi_c \times L ^ ((\gamma_a - 1 \#) / (\gamma_a \times e_{cL})) \]  
\[ \tau_f = \pi_f ^ ((\gamma_a - 1 \#) / (\gamma_a \times e_f)) \]  
\[ \tau_c = \tau_c \times H \times \tau_c \times L \]  
End If
If \( \tau_r = 0 \# \) Or \( \tau_c = 0 \# \) Then
response = MsgBox(Msg5, Style, Title)
'Msg5 = "Occurs at " & \( \Pi_c = \) & \( \pi_c \times H \) & \( \pi_c \times L \) & \( \pi_f \) & \( M_0 \) & \( M_0 \) & \( \alpha \) & \( \alpha \)
'tresponse = MsgBox(Msg5, Style, Title)
'warn = 1
'If singlept <> 1 Then jump = MsgBox(Msgsheet, Style1, Title)
GoTo 10
End If
\[ \tau_b = T_t4 / (T_o \times \tau_r \times \tau_c) \]
If tau_cH = 1# Or tau_cL = 1# Or tau_f = 1# Then
  response = MsgBox(Msg6, Style, Title)
  'Msg6 = "Occurs at " & "Plc=" & pi_ch & " pi_cL & ", Plf=" & pi_f & ", Mo=" & M0 & ", alpha=" & alpha & ", Tt4=" & Tt4
  'response = MsgBox(Msg6, Style, Title)
  'warn = 1
  'If singlept <> 1 Then jump = MsgBox(Msgsheet, Style1, Title)
  GoTo 10
End If

eta_cH = ((tau_cH ^ e_cH) - 1#) / (tau_cH - 1#)      '(17)
eta_cL = ((tau_cL ^ e_cL) - 1#) / (tau_cL - 1#)      '(18)
eta_f = ((tau_f ^ e_f) - 1#) / (tau_f - 1#)          '(19)

'add MSH on 7/30/04 -1
'Component: MAIN BURNER
h_0 = Cpc * T_o

temp_fb = eta_b * hPRb / h_0 - tau_alp_b
If temp_fb = 0# Then
  response = MsgBox(Msg10, Style, Title)
  'Msg7 = "Occurs at " & "Plc=" & pi_ch & " pi_cL & ", Plf=" & pi_f & ", Mo=" & M0 & ", alpha=" & alpha & ", Tt4=" & Tt4
  'response = MsgBox(Msg7, Style, Title)
  'If singlept <> 1 Then jump = MsgBox(Msgsheet, Style1, Title)
  'warn = 1
  GoTo 10
End If

'Fuel model 1: CSH
If Sheets("Input").ComboBox4.Value = "CSH" Then
  fb = (tau_alp_b - tau_r * tau_c) / temp_fb        '(20a)
Else
  'Fuel model 2: MSH
  loop3 = 0
  Tt3 = T_o * tau_r * tau_c                         'eqn(20b)
  Call enthalpy(0, Tt3, 0, h_t3, 0, 0)
  f_4i = (tau_alp_b - tau_r * tau_c) / temp_fb      'eqn(20c), initial value for f_4i
  GoTo 3
End If

If loop3 > 20 Then
  GoTo 10
End If

Call enthalpy(0, Tt4, f_4i, h_t4, 0, 0)

temp_fb = eta_b * hPRb - h_t4
If temp_fb = 0# Then
  response = MsgBox(Msg10, Style, Title)
  'Msg7 = "Occurs at " & "Plc=" & pi_ch & " pi_cL & ", Plf=" & pi_f & ", Mo=" & M0 & ", alpha=" & alpha & ", Tt4=" & Tt4
  'response = MsgBox(Msg7, Style, Title)
  'If singlept <> 1 Then jump = MsgBox(Msg_jump, Style1, Title)
  'warn = 1
  GoTo 10
End If

fb = (h_t4 - h_t3) / temp_fb                       'eqn(20d)
If Abs(fb - f_4i) > 0.0001 Then
  f_4i = fb
  loop3 = loop3 + 1
  GoTo 3
End If
Err_fb = Abs(fbi - fb)
If Err_fb > 0.0001 Then
  fbi = fb
  Call enthalpy(1, Tt4, fb, 0, Cpt, gamat)
  GoTo 24
End If
'
lkh2
'add MSH on 7/30/04 -2
'
\[ \tau_{tH} = 1^# - (\tau_{cH} - 1^#) \times \tau_{cL} \times \tau_{r} / ((1^# + fb) \times \tau_{alp_b} \times \epsilon_{ffin\_tH}) \] 5/11/04
(21)
If \[ \tau_{tH} < 0^# \] Then
  response = MsgBox(Msg7, Style, Title)
  'Msg7 = "Occurs at " & "Pfc=" & pi_cH * pi_cL & ", Pfl=" & pi_f & ", M0=" & M0 & ", alpha=" & alpha
  & ", Tt4=" & Tt4
  'response = MsgBox(Msg7, Style, Title)
  Cells(22, 4).Select
  Msg7 = "The Tt4 lower limit (as indicated) is too low to converge, increase Tt4 lower limit and try again!"
  response = MsgBox(Msg7, Style, Title)
  'warn = 1
  GoTo 10
End If
'
If itbinit = 0 Then
  Tt4p5 = Tt4 * \tau_{tH}
  Call enthalpy(1, Tt4p5, 0, 0, Cpitb, gamaitb)
  \[ \tau_{alp\_itb} = \frac{Cpitb \times Tt4p5}{(Cpc \times T_o)} \] 11
  fitb = 0#
  tau_itb = 1#
  GoTo 5
End If
Call enthalpy(1, Tt4p5, 0, 0, Cpitb, gamaitb)
25
\[ \tau_{alp\_itb} = \frac{Cpitb \times Tt4p5}{(Cpc \times T_o)} \]
If \[ \tau_{alp\_itb} <= (\tau_{alp_b} \times \tau_{tH}) \] Then
  itbinit = 0
  Tt4p5 = Tt4 * \tau_{tH}
  Call enthalpy(1, Tt4p5, 0, 0, Cpitb, gamaitb)
  fitb = 0#
  tau_itb = 1#
  tau_alp_itb = Cpitb * Tt4p5 / (Cpc * T_o)
  GoTo 5
End If
'
If itbinit = 1 Then
  'add MSH on 8/1/04 for ITB -1
  Component: INTERSTAGE-TURBINE BURNER
  temp_fitb = eta_itb * hPRitb / h_0 - tau_alp_itb
  If temp_fitb = 0# Then
    response = MsgBox(Msg11, Style, Title)
    'Msg11 = "Occurs at " & "Pfc=" & pi_cH * pi_cL & ", Pfl=" & pi_f & ", M0=" & M0 & ", alpha=" & alpha
    & ", Tt4=" & Tt4
    'response = MsgBox(Msg11, Style, Title)
    If singlept <> 1 Then jump = MsgBox(Msg_jump, Style1, Title)
'warn = 1
GoTo 10
End If

'Fuel model 1: CSH
If Sheets("Input").ComboBox4.Value = "CSH" Then
    fitb = (tau_alp_itb - tau_alp_b * tau_tH) / (temp_fitb) * (1# + fb) '9/3/04
    '(22a)
Else
    'Fuel model 2: MSH
    loop4 = 0
    Tt4p4 = Tt4 * tau_tH                            '(22b)
    Call enthalpy(0, Tt4p4, fb, h_t4p4, 0, 0)
    f_4p5i = (1# + fb) * (tau_alp_itb - tau_alp_b * tau_tH) / (temp_fitb)
    '(22c), initial value for f_4p5i
    4
    If loop4 > 20 Then
        loop4 = 21
        GoTo 10
    End If
    Call enthalpy(0, Tt4p5, f_4p5i, h_t4p5, 0, 0)
    temp_fitb = eta_itb * hPRitb - h_t4p5
    If temp_fitb = 0# Then
        response = MsgBox(Msg11, Style, Title)
        'Msg7 = "Occurs at " & "PIc=" & pi_cH * pi_cL & ", PIf=" & pi_f & ", Mo=" & M0 & ", alpha=" & alpha & ", Tt4=" & Tt4
        'response = MsgBox(Msg7, Style, Title)
        'warn = 1
        'If singlept <> 1 Then jump = MsgBox(Msg_jump, Style1, Title)
        GoTo 10
    End If
    fitb = (1# + fb) * (h_t4p5 - h_t4p4) / (temp_fitb) '(22d)
    If Abs(fb + fitb - f_4p5i) > 0.0001 Then
        f_4p5i = fb + fitb
        loop4 = loop4 + 1
        GoTo 4
    End If
    End If
End If

'lkh1 - added cp=cp(T,f) and gama=gama(T,f) on 11/15/04
Err_fitb = Abs(fitbi - fitb)
If Err_fitb > 0.0001 Then
    fitbi = fitb
    Call enthalpy(1, Tt4p5, fitb, 0, Cpitb, gamaitb)
    GoTo 25
End If

'lkh2
'add MSH on 8/1/04 for ITB-2
tau_itb = Tt4p5 / (T_o * tau_r * tau_c * tau_b * tau_tH) '24
End If

5
ritb = (gamaitb - 1#) * Cpitb / gamaitb     '(3)
f = fb + fitb                                 '(23)
tau_tL = 1# - (tau_cL - 1# + alpha * (tau_f - 1#)) * tau_r / ((1# + fb + fitb) * tau_alp_itb * effm_tL)
    '(26)
pi_tH = tau_tH ^ (gamat / ((gamat - 1#) * e_tH))      '27
pi_tL = tau_tL ^ (gamaitb / ((gamaitb - 1#) * e_tL))    '28
\( \eta_{tH} = \frac{1 - \tau_{tH}}{1 - \tau_{tH}^{\frac{1}{e_{tH}}}} \)  \( (29) \)
\( \eta_{tL} = \frac{1 - \tau_{tL}}{1 - \tau_{tL}^{\frac{1}{e_{tL}}}} \)  \( (30) \)

\[ P_{9P9} = P_{0P9} \cdot \pi_r \cdot \pi_d \cdot \pi_cL \cdot \pi_cH \cdot \pi_itb \cdot \pi_itL \cdot \pi_n \]  \( (31) \)

\[ tempM9 = P_{9P9} \cdot \left( \frac{((gamaib - 1#)/gamaib) \cdot \tau_r \cdot \tau_c \cdot \tau_b \cdot \tau_tH \cdot \tau_itb \cdot \tau_tL}{P_{9P9} \cdot \left( \frac{(gamaib - 1#)/gamaib) \right) \cdot \tau_r \cdot \tau_c \cdot \tau_b \cdot \tau_tH \cdot \tau_itb \cdot \tau_tL} \right)^{(gamaib - 1#)/gamaib} \]  \( (32) \)

\[ M9 = \left( \frac{((tempM9 - 1#) \cdot 2#/(gamaib - 1#) \right)^{0.5}}{5/04} \]  \( (33) \)

\( M8 = M9 \)

\[ v_{9a0} = M9 \cdot \left( \frac{ritb \cdot T9_{T0} \cdot (gamac \cdot rc)}{(gamac \cdot rc)} \right)^{0.5} \]  \( (34) \)

\[ v_9 = v_{9a0} \cdot a0 \]
\[ v_9_v0 = v_9 / v_0 \]

\[ P_{19P19} = P_{0P19} \cdot \pi_r \cdot \pi_d \cdot \pi_f \cdot \pi_fn \]  \( (35) \)
\[ tempM19 = P_{19P19} \cdot \left( \frac{(gamac - 1#)/gamac) \cdot \tau_r \cdot \tau_f \right)^{(gamac - 1#)/gamac} \]  \( (36) \)

\[ M19 = \left( \frac{((tempM19 - 1#) \cdot 2#/(gamac - 1#) \right)^{0.5}}{5/04} \]  \( (37) \)

\[ M18 = M19 \]

\[ v_{19a0} = M19 \cdot T19_{T0} \cdot a0 \]
\[ v19_v0 = v19 / v0 \]

\[ fc_mc = \left( \frac{1 + f}{1 - f} \right) \cdot v_{9a0} - M0 + \left( \frac{1 + f}{1 - f} \right) \cdot (ritb \cdot rc) \cdot (T9_{T0} / v_{9a0}) \cdot (1 - P_{0P9}) \cdot (1# / gamac) \]  \( (38) \)
\[ ff_mf = v_{19a0} - M0 + \left( \frac{T19_{T0} / v_{19a0}}{1 - f} \right) \cdot (1# - P_{0P19}) \]  \( (39) \)

\[ F_mo = \left( \frac{a0}{gc} \right) \cdot \left( \frac{fc_mc + alpha \cdot ff_mf}{1 + alpha} \right) \]  \( (40) \)

\[ unitchange = 1# \]

\[ \text{If Sheets("Input").ComboBox1.Value = "SI" Then} \]
\[ \text{unitchange = 1000000#} \]

\[ \text{Else} \]
unitchange = 3600#
End If
s = f / ((1# + alpha) * F_mo) * unitchange
'(44)

If F_mo < 0 Or s < 0 Then wdata = 0

Eффiciencies
corenume = (1# + f) * v9 * v9 - v0 * v0 'corrected on 6/16/04
fanume = alpha * (v19 * v19 - v0 * v0)
nume = 0.5 / gc * (corenume + fanume)
'denu = fb * hPRb * eta_b + fitb * hPRitb * eta_itb

eta_thermal = nume / denu * 100#
eta_P = (1# + alpha) * F_mo * v0 / nume * 100#
eta_O = (1# + alpha) * F_mo * v0 / denu * 100#

Mach = 0.3 at HP turbine exit
M4p4 = 0.3
Tt4p4 = tau_r * tau_c * tau_b * tau_tH * T_o
T4p4 = Tt4p4 / (1# + 0.5 * (gamat - 1#) * M4p4 * M4p4)
v4p4 = M4p4 * (gamat * rt * gc * T4p4) ^ 0.5
dTitb = Tt4p4 * (tau_itb - 1#)
GoTo 11
10
If warn = 1 Then 'added on 11/30/04
Msg = "Occurs at " & pi_cH * pi_cL & ", PIf=" & pi_f & ", Mo=" & M0 & ", alpha=" & alpha & ",
Tt4=" & T4 & 
response = MsgBox(Msg, Style, Title)
If last = 1 Then
jump = 1
GoTo 11
End If
If singlept <> 1 Then jump = MsgBox(Msgsheet, Style1, Title)
' End If
11
End Sub
Appendix B—Flowchart of Iterative Solution Scheme in Microsoft® Excel Code

![Main Code Structure Diagram]

Figure B.1.—Flow-chart of the main structure for ITB on-design Microsoft® Excel code.
Figure B.2.—Flow-chart of the iterative solution scheme for on-design multiple-point calculation.

Remarks: *DLV – Do Loop Variables; **FLV – For Loop Variables.
On-design Single Point calculation

Figure B.3.—Flow-chart of the solution scheme for ITB on-design single point calculation.
Figure B.4.—Flow-chart of the solution scheme for ITB engine station data computation.
Figure B.5.—Flow-chart of the iterative solution scheme for ITB computation subroutine.
Appendix C—Combustion Fuel Burn Models

C.1 Types of Fuel Burn Models

Two models (p. 116 of ref. 4) 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. 4). Provided \(h_{ref}\) 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 105–106 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 \((0,T,f,h,0,0)\)

**Inputs:** \(T\) and \(f\)

**Output:** \(h\)

\[
\begin{align*}
\text{h}_{\text{air}} &= h_{\text{ref}} + A_0 T + \frac{A_1}{2} T^2 + \frac{A_2}{3} T^3 + \frac{A_3}{4} T^4 + \frac{A_4}{5} T^5 + \frac{A_5}{6} T^6 + \frac{A_6}{7} T^7 + \frac{A_7}{8} T^8 \quad \text{(C.1)} \\
\text{h}_{\text{prod}} &= h_{\text{ref}} + A_0 T + \frac{A_1}{2} T^2 + \frac{A_2}{3} T^3 + \frac{A_3}{4} T^4 + \frac{A_4}{5} T^5 + \frac{A_5}{6} T^6 + \frac{A_6}{7} T^7 + \frac{A_7}{8} T^8 \quad \text{(C.2)} \\
\text{h}_{\text{mix}} &= \frac{h_{\text{air}} + f h_{\text{prod}}}{1 + f} \quad \text{(C.3)}
\end{align*}
\]

where the constants \(A_0\), etc. are given in Table C.1 (p.106 of Ref. 3).

<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 \times 10^{-1})</td>
<td>(7.3816638 \times 10^{-1})</td>
</tr>
<tr>
<td>(A_1)</td>
<td>(-5.1536879 \times 10^{-5})</td>
<td>(1.2258630 \times 10^{-5})</td>
</tr>
<tr>
<td>(A_2)</td>
<td>(6.5519486 \times 10^{-8})</td>
<td>(-1.3771902 \times 10^{-8})</td>
</tr>
<tr>
<td>(A_3)</td>
<td>(-6.7178376 \times 10^{-12})</td>
<td>(9.9686793 \times 10^{-12})</td>
</tr>
<tr>
<td>(A_4)</td>
<td>(-1.5128259 \times 10^{-14})</td>
<td>(-4.2051104 \times 10^{-14})</td>
</tr>
<tr>
<td>(A_5)</td>
<td>(7.6215767 \times 10^{-18})</td>
<td>(1.0212913 \times 10^{-18})</td>
</tr>
<tr>
<td>(A_6)</td>
<td>(-1.4526770 \times 10^{-21})</td>
<td>(-1.3335668 \times 10^{-21})</td>
</tr>
<tr>
<td>(A_7)</td>
<td>(1.0115540 \times 10^{-25})</td>
<td>(7.2678710 \times 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

\[
f_b = \frac{\tau_{\lambda-b} - \tau_{cL} \tau_{cH}}{\eta_b h_{PR}/h_0 - \tau_{\lambda-b}} \quad (C.4)
\]

Else

\[
T_{i3} = T_0 \tau_T \tau_{cL} \tau_{cH} \quad (C.5)
\]

**ENTHALPY** \((0, T_{i3}, 0, h_{i3}, 0, 0)\)
Set initial value of fuel/air ratio at station 4 = \(f_{4i}\)

3 **ENTHALPY** \((0, T_{i4}, f_{4i}, h_{i4}, 0, 0)\)

\[
f_b = \frac{h_{i4} - h_{i3}}{\eta_b h_{PR} - h_{i4}} \quad (C.6)
\]

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

\[
f_{itb} = (1 + 4i) \frac{\tau_{\lambda-itb} - \tau_{\lambda-b} \tau_{itb}}{\eta_{itb} h_{PR}/h_0 - \tau_{\lambda-itb}} \quad (C.7)
\]

Else

\[
T_{i4,4} = T_{i4} \tau_{itb} \quad (C.8)
\]

**ENTHALPY** \((0, T_{i4,4}, f_b, h_{i4,4}, 0, 0)\)
Set initial value of fuel/air ratio at station 4.4 = \(f_{4.5i}\)

4 **ENTHALPY** \((0, T_{i4,5}, f_{4.5i}, h_{i4,5}, 0, 0)\)

\[
f_{itb} = (1 + f_b) \frac{\eta_{itb} h_{PR} - h_{4,5}}{h_{i4,5}} \quad (C.9)
\]

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 \(\gamma_{itb} = \gamma_{it}, C_{pitb} = C_{pt}, \) and \(R_{itb} = R_t\)
References

**Title**: Parametric (On-Design) Cycle Analysis for a Separate-Exhaust Turbofan Engine With Interstage Turbine Burner

**Authors**: K.H. Liew, E. Urip, S.L. Yang, Y.K. Siow, and C.J. Marek

**Performing Organization Name(s)**: National Aeronautics and Space Administration
John H. Glenn Research Center at Lewis Field
Cleveland, Ohio 44135–3191

**Abstract**: This study focuses on a parametric (on-design) cycle analysis of a dual-spool, separate-flow turbofan engine with an Interstage Turbine Burner (ITB). The ITB considered in this paper is a relatively new concept in modern jet engine propulsion. The ITB serves as a secondary combustor and is located between the high- and the low-pressure turbine, i.e., the transition duct. The objective of this study is to use design parameters, such as flight Mach number, compressor pressure ratio, fan pressure ratio, fan bypass ratio, and high-pressure turbine inlet temperature to obtain engine performance parameters, such as specific thrust and thrust specific fuel consumption. Results of this study can provide guidance in identifying the performance characteristics of various engine components, which can then be used to develop, analyze, integrate, and optimize the system performance of turbofan engines with an ITB. Visual Basic program, Microsoft® Excel macrocode, and Microsoft® Excel neuron code are used to facilitate Microsoft® Excel software to plot engine performance versus engine design parameters. This program computes and plots the data sequentially without forcing users to open other types of plotting programs. A user’s manual on how to use the program is also included in this report. Furthermore, this stand-alone program is written in conjunction with an off-design program which is an extension of this study. The computed result of a selected design-point engine will be exported to an engine reference data file that is required in off-design calculation.

**Subject Terms**: Turbofan cycles; Interstage turbine burner; ITB

**Security Classification**: Unclassified - Unlimited

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