METHOD FOR MAKING MEASUREMENTS OF THE POST-COMBUSTION RESIDENCE TIME IN A GAS TURBINE ENGINE

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Abstract

A method of measuring a residence time in a gas-turbine engine is disclosed that includes measuring a combustor pressure signal at a combustor entrance and a turbine exit pressure signal at a turbine exit. The method further includes computing a cross-spectrum function between the combustor pressure signal and the turbine exit pressure signal, calculating a slope of the cross-spectrum function, shifting the turbine exit pressure signal an amount corresponding to a time delay between the measurement of the combustor pressure signal and the turbine exit pressure signal, and recalculating the slope of the cross-spectrum function until the slope reaches zero.

20 Claims, 33 Drawing Sheets
<table>
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<tr>
<th>Patent Number</th>
<th>Date</th>
<th>Inventor(s)</th>
<th>Class</th>
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<td>7/2010</td>
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<td>FO1D 21/003</td>
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</table>

* cited by examiner
Sensors in aft fan bypass access panels

High-temperature sensors with air cooling at turbine exit

High-temperature sensor with air cooling in combustor igniter port

FIG. 1
FiguRe 3A - Coherence

Aligned
Deliberately unaligned

$\gamma^2_{\text{nn}}(n_s=273) = 0.012$
$\gamma^2_{\text{nn}}(n_s=128) = 0.0233$

FiguRe 3B - Cross-Spectrum Phase angle
FIG. 4A - Coherence

\[ \gamma^2 \]

- aligned
- deliberately unaligned

\[ \gamma_{nn}(n_s=273) = 0.012 \]
\[ \gamma_{nn}(n_s=128) = 0.0233 \]

Frequency, Hz

FIG. 4B – Cross-Spectrum Phase angle

Frequency, Hz

\[ \phi \text{ Degrees} \]
FIG. 5A - Coherence

FIG. 5B - Cross-Spectrum Phase angle
Figure 6A - Coherence

- aligned
- deliberately unaligned

\[ \gamma^2_{nn}(n_s=273) = 0.012 \]
\[ \gamma^2_{nn}(n_s=128) = 0.0233 \]

Frequency, Hz

Figure 6B - Cross-Spectrum Phase angle

Degrees
FIG. 7A - Coherence

FIG. 7B – Cross-Spectrum Phase angle

aligned

deliberately unaligned

$\gamma_{nn}(n_s=273) = 0.012$

$\gamma_{nn}(n_s=128) = 0.0233$
\[ \gamma_{nn}(n_s=273) = 0.012 \]
\[ \gamma_{nn}(n_s=128) = 0.0233 \]
FIG. 9A - Coherence

\[ \gamma_{nr}^2(n_s=273) = 0.012 \]
\[ \gamma_{nr}^2(n_s=128) = 0.0233 \]

FIG. 9B – Cross-Spectrum Phase angle
FIG. 10A - Coherence

FIG. 10B - Cross-Spectrum Phase angle
FIG. 11A - Coherence

FIG. 11B – Cross-Spectrum Phase angle
FIG. 12A - Coherence

FIG. 12B – Cross-Spectrum Phase angle
FIG. 13A - Coherence

FIG. 13B - Cross-Spectrum Phase angle
\[ \gamma^2 \text{ aligned} \]
\[ \gamma^2_{nn}(n_s=273) = 0.012 \]
\[ \gamma^2_{nn}(n_s=128) = 0.0233 \]

**FIG. 14A - Coherence**

\[ \phi \text{ Degrees} \]
\[ \text{Frequency, Hz} \]

**FIG. 14B - Cross-Spectrum Phase angle**
FIG. 15A - Coherence

\[ \gamma^2 \]

- aligned
- deliberately unaligned

\[ \gamma_{nn}(n_s=273) = 0.012 \]

\[ \gamma_{nn}(n_s=128) = 0.0233 \]

FIG. 15B - Cross-Spectrum Phase angle
FIG. 16A - Coherence

FIG. 16B - Cross-Spectrum Phase angle
FIG. 17
POST-COMBUSTION RESIDENCE TIME MEASUREMENT SYSTEM

- MEASUREMENT COMPONENT
- RECEIVING/CALCULATION COMPONENT
- TABULATION COMPONENT
- COMPUTATION COMPONENT

Signals from pressure sensors on engine

Post-combustion residence time of engine

**FIG. 18**
PLACE PRESSURES SENSORS AT COMBUSTOR AND TURBINE EXIT

MEASURE PRESSURES AT COMBUSTOR ENTRANCE AND AT TURBINE EXIT

CALCULATE CROSS-SPECTRUM AND COHERENCE FUNCTIONS

APPLY LINEAR CURVE FIT TO THE CROSS-SPECTRUM PHASE ANGLE OVER AN APPROPRIATE FREQUENCY RANGE

CALCULATE SLOPE OF THE LINEAR CURVE FIT

COMPUTE POST-COMBUSTION RESIDENCE TIME FROM SLOPE OF LINEAR CURVE FIT

START

STOP

FIG. 19
FIG. 20
FIG. 21
Post-combustion (Post-flame)
residence time in the combustor, ms

Percent maximum power

FIG. 22
Unaligned phase angle, Degrees

Sensors 102, 104
Sensors 102, 106

FIG. 23A

Aligned phase angle, Degrees

Sensors 102, 104  3.937 ms
Sensors 102, 106  4.028 ms

FIG. 23B
FIG. 25A

ALIGNED

- Sensors 102, 106 - 4.028 ms
- Sensors 102, 104 - 3.937 ms

FIG. 25B

ALIGNED

- Sensors 102, 106 - 4.028 ms
- Sensors 102, 104 - 3.937 ms

$y = 1.337 \times 10^{-3}$

$y = 2.674 \times 10^{-3}$
FIG. 27A

FIG. 27B
FIG. 30A

FIG. 30B
3100A START A

PLACE PRESSURES SENSORS AT COMBUSTOR AND TURBINE EXIT

MEASURE PRESSURES AT COMBUSTOR ENTRANCE AND AT TURBINE EXIT

CALCULATE CROSS-SPECTRUM AND COHERENCE FUNCTIONS

APPLY LINEAR CURVE FIT TO THE CROSS-SPECTRUM PHASE ANGLE OVER AN APPROPRIATE FREQUENCY RANGE

CALCULATE SLOPE OF THE LINEAR CURVE FIT

STOP A

FIG. 31A
START B

ESTIMATE PARAMETERS USING LEAST SQUARE METHOD

DEFINE MINIMUM AND MAXIMUM COST FUNCTIONS

DETERMINE TOTAL COST FUNCTION

TIME SHIFT SIGNAL CORRESPONDING TO A TIME DELAY

RESET ORIGIN OF TIME HISTORY

RECALCULATE CROSS-SPECTRUM FUNCTION (INCLUDES 3106 AND 3108 FROM ROUTINE A)

CALCULATE NEW SLOPE

REPEAT FROM 3112 TO 3118 UNTIL SLOPE REACHES ZERO

STOP B

FIG. 31B
PLACE FAR-FIELD MICROPHONE AT A PRE-DETERMINED DISTANCE FROM ENGINE

MEASURE PRESSURE SIGNALS FROM ENGINE BY FAR-FIELD MICROPHONE

EVALUATE TIME DELAY ($D_{km}$) BETWEEN COMBUSTOR SENSOR AND FAR-FIELD MICROPHONE BY PERFORMING 3126 FROM ROUTINE B

EVALUATE TIME DELAY ($D_{lm}$) BETWEEN TURBINE SENSOR AND FAR-FIELD MICROPHONE BY PERFORMING 3126 FROM ROUTINE B

CALCULATE POST-COMBUSTION TIME DELAY ($D_{kt}$)

$$D_{kt} = (D_{km}) - (D_{lm})$$

STOP C

FIG. 31C
METHOD FOR MAKING MEASUREMENTS OF THE POST-COMBUSTION RESIDENCE TIME IN A GAS TURBINE ENGINE

CROSS-REFERENCE TO RELATED APPLICATIONS


ORIGIN OF THE INVENTION

The invention described herein was made by an employee of the United States Government and may be manufactured and used only by or for the Government for Government purposes without the payment of any royalties thereon or therefore.

BACKGROUND

A challenging issue confronting the air transport system is the demand for the reduction of the emissions of oxides of nitrogen. The formation of thermal NOx in a gas turbine engine depends on the stoichiometry, the residence time linearly, and on the reaction temperature exponentially. Zeldovich thermal NOx may be produced by oxidation of atmospheric nitrogen in post flame gases. As turbine blade resistance to high temperatures improves, nitrogen production in the post-combustion zone may become more important. While residence time is not as significant as temperature in formula predicting NOx production, it is a necessary factor and should be as accurate as possible. The characteristic combustor residence time can be defined as the ratio of the combustor volume to the bulk (volumetric) flow rate. This value is estimated from geometry and operational data. Detailed geometrical and operational data from gas turbine engine manufacturers, however, is frequently unavailable. Furthermore, post-combustion residence time measurements are not available to verify analytical estimates. Consequently, in order to improve the technology to satisfy future emission prediction goals, a different concept for determining the characteristic post-combustor residence time is required.

SUMMARY

The following presents a simplified summary in order to provide a basic understanding of some aspects of the innovation. This summary is not an extensive overview of the innovation. It is not intended to identify key/critical elements or to delineate the scope of the innovation. Its sole purpose is to present some concepts of the innovation in a simplified form as a prelude to the more detailed description that is presented later. In an aspect of the innovation a different concept for determining characteristics of post-combustor residence time is disclosed. The concept is based on determining the post-combustion residence time delay due to convection of entropy at the flow speed in the combustor of a gas turbine engine over a range of operating conditions. It is evaluated from the slope of the combustor sensor signal/turbine exit signal pressure cross-spectrum phase angle over an appropriate frequency range where the measured signal can be attributed to indirect combustion noise.

In another aspect of the innovation, a method of measuring a residence time in a gas-turbine engine is disclosed the includes measuring a combustor pressure signal at a combustor entrance and a turbine exit pressure signal at a turbine exit, computing a cross-spectrum function between the combustor pressure signal and the turbine exit pressure signal, calculating a slope of the cross-spectrum function, shifting the turbine exit pressure signal an amount corresponding to a time delay between the measurement of the combustor pressure signal and the turbine exit pressure signal; and recalculating the slope of the cross-spectrum function until the slope reaches zero.

In yet another aspect of the innovation, a system to measure a post-combustion residence time in a gas-turbine engine is disclosed and includes a measurement component that measures combustion pressure signals, turbine exit pressure signals, and far-field pressure signals from far-field microphones, a receiving/calculation component that calculates a plurality of cross-spectrum functions based on the measured plurality of combustion pressure signals, turbine exit pressure signals, and far-field pressure signals, a tabulation component that tabulates a slope of a linear curve fit over a predetermined frequency range based on the calculated plurality of the cross-spectra functions, and a computation component that computes the post-combustion residence time in the gas-turbine engine.

To accomplish the foregoing and related ends, certain illustrative aspects of the innovation are described herein in connection with the following description and the annexed drawings. These aspects are indicative, however, of but a few of the various ways in which the principles of the innovation can be employed and the subject innovation is intended to include all such aspects and their equivalents. Other advantages and novel features of the innovation will become apparent from the following detailed description of the innovation when considered in conjunction with the drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of an example gas-turbine engine with instrumentation that can be utilized to measure post-combustion residence time in accordance with an aspect of the innovation. FIG. 2 is a schematic illustration of a turbine-combustor-tailpipe noise system diagram in accordance with an aspect of the innovation. FIGS. 3A, 3B-9A, 9B are graphical illustrations of a magnitude squared aligned coherence (MSC) function in part (a) and a cross-spectrum phase angle in part (b) in accordance with an aspect of the innovation. FIGS. 10A, 10B-16A, 16B are graphical illustrations of a magnitude squared aligned coherence (MSC) function in part (a) and a cross-spectrum phase angle in part (b) in accordance with an aspect of the innovation. FIG. 17 is a graphical illustration of post-combustion residence times as a function of engine power in accordance with an aspect of the innovation.
FIG. 18 illustrates an example system incorporating a method of measuring post-combustion residence time in a gas-turbine engine in accordance with an aspect of the innovation.

FIG. 19 illustrates an example flow chart of a procedure that measures post-combustion residence time in a gas-turbine engine in accordance with an aspect of the innovation.

FIG. 20 illustrates a block diagram of a computer operable to execute the disclosed architecture.

FIG. 21 is a cross-spectrum phase angle of a combustor sensor and a turbine exit sensor in accordance with an aspect of the innovation.

FIG. 22 is a plot illustrating the post-combustion residence time in a combustor at various percentages of maximum engine power in accordance with an aspect of the innovation.

FIGS. 23A and 23B are un-aligned and aligned phase plots respectively illustrating post-combustion residence times in a combustor at 48 percent of maximum engine power in accordance with an aspect of the innovation.

FIGS. 24A and 24B are Magnitude Squared Coherence plots illustrating post-combustion residence time plots in a combustor at 48 percent of maximum engine power using the same sensors in accordance with an aspect of the innovation.

FIGS. 25A and 25B are Magnitude Squared Coherence plots illustrating post-combustion residence time plots in a combustor at 48 percent of maximum engine power using different sensors in accordance with an aspect of the innovation.

FIGS. 26A and 26B are histograms of post-combustion residence time plots in a combustor at 48 and 54 percent respectively of maximum engine power in accordance with an aspect of the innovation.

FIG. 27A is an aligned cross-spectra phase angle plot between a combustor sensor and a far-field microphone at 48 percent of maximum engine power in accordance with an aspect of the innovation.

FIG. 27B is a coherence phase angle plot between the combustor sensor and the far-field microphone at 48 percent of maximum engine power in accordance with an aspect of the innovation.

FIG. 28A is an aligned cross-spectra phase angle plot between a first turbine exit sensor and the far-field microphone at 48 percent of maximum engine power in accordance with an aspect of the innovation.

FIG. 28B is a coherence phase angle plot between the first turbine exit sensor and the far-field microphone at 48 percent of maximum engine power in accordance with an aspect of the innovation.

FIG. 29A is an aligned cross-spectra phase angle plot between a second turbine exit sensor and the far-field microphone at 48 percent of maximum engine power in accordance with an aspect of the innovation.

FIG. 29B is a coherence phase angle plot between the second turbine exit sensor and the far-field microphone at 48 percent of maximum engine power in accordance with an aspect of the innovation.

FIGS. 30A and 30B are comparison aligned coherence plots between the combustor pressure sensor and the far-field microphone at 130 degrees and the first and second turbine pressure sensors and the far-field microphone at 130 degrees in a linear and logarithmic scale respectively in accordance with an aspect of the innovation.

FIGS. 31A-31C illustrate an example flow chart of a procedure that measures post-combustion residence time in a gas-turbine engine in accordance with an aspect of the innovation.

DETAILED DESCRIPTION

The innovation is now described with reference to the drawings, wherein like reference numerals are used to refer to like elements throughout. In the following description, for purposes of explanation, numerous specific details are set forth in order to provide a thorough understanding of the subject innovation. It may be evident, however, that the innovation can be practiced without these specific details. In other instances, well-known structures and devices are shown in block diagram form in order to facilitate describing the innovation.

While specific characteristics are described herein (e.g., thickness), it is to be understood that the features, functions and benefits of the innovation can employ characteristics that vary from those described herein. These alternatives are to be included within the scope of the innovation and claims appended hereto.

While, for purposes of simplicity of explanation, the one or more methodologies shown herein, e.g., in the form of a flow chart, are shown and described as a series of acts, it is to be understood and appreciated that the subject innovation is not limited by the order of acts, as acts may, in accordance with the innovation, occur in a different order and/or concurrently with other acts from that shown and described herein. For example, those skilled in the art will understand and appreciate that a methodology could alternatively be represented as a series of interrelated states or events, such as in a state diagram. Moreover, not all illustrated acts may be required to implement a methodology in accordance with the innovation.

Reducing NOx emissions and aircraft fuel burn by more than 75% while achieving perceived cumulative noise levels below stage 4 limits in subsonic vehicles is a future goal of the aerospace industry. Over the years studies have been conducted on gas turbine (turbofan) engines to evaluate turbine tone generation, attenuation of direct combustion noise, etc. Indirect combustion noise, on the other hand, was initially thought to be a non-contributor to the engine core noise and, thus, was investigated only analytically and in model scale tests.

Low frequency noise generated in the turbofan engine core may make a significant contribution to the overall noise signature in the aft direction at the low power settings, which is used on an airport flight approach trajectory. This type of low frequency noise may be a problem for future aircraft. Two possible low frequency noise sources are "direct" and "indirect" combustion noise. The source of combustion noise attributed to the unsteady pressures produced by the unsteady combustion process that propagate through the turbine to the far field is called the "direct" combustion noise source. The other source of turbofan engine combustion noise is known as the "indirect" mechanism in which the noise is generated in the turbine by the interaction of entropy fluctuations, which also originate from the unsteady combustion process, as they propagate through regions characterized by mean flow velocity or pressure gradients in the turbine stages. In one embodiment, the innovation disclosed herein uses measured data from the indirect combustion noise in the combustor and the turbine exit to directly measure the post-combustion residence time.
The formation of thermal NO\textsubscript{X} depends on the stoichiometry, the residence time linearly, and on the reaction temperature exponentially. Zeldovich thermal NO\textsubscript{X} may be produced by oxidation of atmospheric nitrogen in the post flame gases. As turbine blade resistance to high temperatures improves, nitrogen production in the post-combustion zone may become more important. NO\textsubscript{X} levels increase with increasing post-combustion residence time. The characteristic combustor residence time can be defined as the ratio of the combustor volume to the bulk (volumetric) flow rate.

Prior to disclosing the innovation, the information disclosed herein will be presented as follow: 1) First expressions for NO\textsubscript{X} emission; 2) First expressions for residence time; 3) Engine noise data; 4) A linear system theory; 5) A system model; 6) Results; and 7) The post-combustion residence time results calculated from the cross-spectrum information available about the post combustion residence time in current and future combustor design concepts. Thus, the innovation discloses an alternate concept for determining the characteristic post-combustor residence time. The innovation determines the post-combustion residence time delay due to convection of entropy at the flow speed in the combustor. It is evaluated from the slope of the combustor sensor/turbine exit signal pressure cross-spectrum phase angle over an appropriate frequency range where the measured signal can be attributed to indirect combustion noise. The net travel time of the indirect combustion noise signal from the combustor to the turbine exit and the far field increases since the travel velocity of the entropy fluctuations to the turbine is the flow velocity, which is a small fraction of the speed of sound, in the combustor. The innovation demonstrates that the pressure and entropy should be in phase in the combustor. As a result, the pressure signal from an indirect combustion noise source would be delayed relative to a pressure signal from a direct combustion noise source since an indirect combustion noise signal does not travel with the speed of an acoustic wave until it interacts with the turbine.

The innovation shows that the cross-spectra and correlation function between a combustor sensor and far-field microphones are tools that provide a way to separate “direct” and “indirect” coherent combustion noise due to this travel delay time. The innovation uses measurements in the combustor and turbine exit from a test engine to directly measure the post-combustion residence time. The innovation uses tools that are part of signal-processing theory to study a combustor pressure sensor signal and a turbine exit pressure sensor signal. The cross-spectral density phase measurement identifies a time delay that corresponds to the convective time delay. The magnitude of the coherence between the two sensors identifies the spectral region of importance as being in the 50-250 Hz frequency range. The innovation discloses the cross-spectral density phase angle and the coherence over a range of operating conditions and calculates the post-combustion residence time from the slope of the cross-spectral density phase angle.

Prior to disclosing the innovation, the information disclosed herein will be presented as follow: 1) First expressions for NO\textsubscript{X} emission; 2) First expressions for residence time; 3) Engine noise data; 4) A linear system theory; 5) A system model; 6) Results; and 7) The post-combustion residence time results calculated from the cross-spectrum between a combustor pressure sensor and a turbine exit pressure sensor are presented.

The operation of a gas turbine engine can be correlated with NO\textsubscript{X} emission levels using regression analysis of measurable test parameters or by consideration of time scales and chemical kinetics or using both sets of variables along with such variables as equivalence ratio, fuel flow rate and Mach number. A correlation of NO\textsubscript{X} emission levels determined by others for propane air combustion is based only on the residence time and adiabatic flame temperature. It was determined that the NO\textsubscript{X} levels are principally a function of adiabatic flame temperature and combustor residence time, which is represented by the expression:

$$E_{NOx} = E_{NOx} \exp\left[\frac{-72.28 + 2.80T_{adiatric} - \frac{T_{adiatric}}{38.02}}{\frac{P_{adiatric}}{P}}\right]$$  (1)

where $E_{NOx}$ is the NO\textsubscript{X} emission index (gNO\textsubscript{2}/kg-fuel), $T_{adiatric}$ is the adiabatic flame temperature (°K), and $T_{ad}$ is the combustor residence time (ms). They found that over the range of pressures from 5 to 30 atmospheres, there is no significant observed departure from this expression for inlet temperatures 727K and higher.

Combustor residence time $\tau_{residence}$ is given by the bulk flow through the combustor volume expressed in equation (2):

$$\tau_{residence} = \frac{volume}{volumetric\text{-}flow\text{-}rate} = \frac{V}{mRT}$$  (2)

Others have stated that the residence time in a conventional combustor and in a micro-combustor is approximately 7 ms and 0.5 ms respectively.

The primary combustion zone residence time can also be calculated by equation (3):

$$\tau_{p2} = \frac{\tau_{combustor}}{\tau_{octer}}$$  (3)

In examining a set of exemplified gas turbine dual fuel, dry low emission combustion system, primary zone residence times were found to be 2.71, 1.35, 8.17, 4.09, 9.84, and 4.92 ms.

Gas turbine NO\textsubscript{X} production, however, is more complicated than NO\textsubscript{X} emission from a propane combustor, described above, since in addition to the resident time dependence the reaction rate is assumed to be a function of pressure in addition to temperature or:

$$reaction\text{-}rate = P^m\exp(zT)$$  (4)

and the mixing rates are assumed to be a function of linear pressure drop or:

$$mixing\text{-}rate = (\Delta P/P)$$  (5)

Consequently,

$$E_{NOx} = \frac{AV_{\Delta P}P^m\exp(zT)}{m\Delta T}$$  (6)

$$E_{NOx} = \frac{AV_{\Delta P}P^m\exp(zT)}{m\Delta T}$$  (6)

Others have correlated a large set of engine data using $A=9x10^{-8}$, $x=0$, $m=0.25$, and $z=0.01$ so that:

$$E_{NOx} = 9.0 \times 10^{-8}V\frac{P^m}{P}\exp(0.01T_{ad})$$  (7)
Still others recast equation (7), thereby making changes to improve correlation with data and derived:

$$E_{NO_x} = \frac{1.5 \times 10^{15} \left( \tau_{NO_x} - 0.5 \tau_{ev} \right) \exp(-7100/T_3)}{P_2^\Delta (AP/P_3)^{1/3}}$$

where \( \tau_{NO_x} \) is the residence time in the NO\(_X\) production region, \( \tau_{ev} \) is the evaporation time, \( T_3 \) is the reaction temperature, \( P_3 \) is the combustor inlet pressure, and \( (AP/P_3) \) is the combustor pressure drop.

Consequently, the primary zone residence time has evolved to become a NO\(_X\) emission production parameter evaluated by doing a least squared curve fit to a large data set. The primary zone residence time formulation has become more complex as combustor design has become more complex. In part, this may be due to it not being a measurable quantity. When used as correlation factor it should be referred to as a primary zone NO\(_X\) emission residence time and not as the primary zone residence time. As mentioned above, the innovation disclosed herein uses a procedure to measure the post-combustion residence time using signal processing methods. As a consequence, this post-combustion/post-flame residence time becomes available for consideration with knowledge of any engine company proprietary combustor geometry design information or proprietary operating parameters.

Referring now to the figures, FIG. 1 is an example engine 100 that can be utilized to conduct experiments to obtain engine test data and FIG. 2 illustrates a turbine-combustor-tailpipe noise system diagram 200 in accordance with an aspect of the innovation. The engine 100 is a dual-spool turbofan engine that has a direct drive, a wide chord fan connected by a long shaft to a low-pressure turbine spool, and a high-pressure compressor connected by a concentric short shaft to a turbine high-pressure spool. The fan diameter is approximately 54.2 in. The combustor design is a straight-through-flow annular geometry with 16 fuel nozzles and 2 igniters.

The engine internal instrumentation in this configuration includes a high-temperature pressure sensor with air cooling in a combustor igniter port 102 (hereinafter “combustor sensor”), a first 104 high-temperature pressure sensor with air cooling at a first turbine exit (hereinafter “first turbine exit sensor”) and a second 106 high-temperature pressure sensor with air cooling at a second turbine exit (hereinafter “second turbine exit sensor”).

The data acquisition system had a sampling rate of 65 536 Hz and a sampling duration of approximately 70 s. The spectra were calculated using a 50 percent overlap, which permitted data parameters reduced using approximately 254 overlapped ensemble averages at a bandwidth resolution of 2 Hz. Signal estimation parameters are shown in Table 1 below.

<table>
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<tr>
<th>TABLE 1 Spectral estimate parameters</th>
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<tr>
<td>Parameter</td>
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<tr>
<td>Segment length, (data points per segment), N</td>
</tr>
<tr>
<td>Sample rate, r, samples/s</td>
</tr>
<tr>
<td>Segment length, T = N ( \tau_{ax} ), s</td>
</tr>
<tr>
<td>Sampling interval, ( \Delta ), s</td>
</tr>
<tr>
<td>Bandwidth resolution, B_s = ( \Delta t - 1/2T_2 + \tau_2 ), Hz</td>
</tr>
<tr>
<td>Upper frequency limit, f_s = ( 1/2\Delta t + \tau_2 ), Hz</td>
</tr>
</tbody>
</table>

The spectra and cross-spectra are estimated using a non-parametric method, which is based on averaging multiple windowed periodograms using overlapping time sequences. Using these spectra and cross spectra, the magnitude squared coherence is calculated to measure the similarity of the amplitude variations at particular frequencies. The accent will be used to denote the statistical basis of a variable. This is done to avoid confusion with calculations of coherence using a single segment or block which yield a coherence of unity. The concept used is based on determining the post-combustion residence time delay due to convection of entropy at the flow speed in the combustor. It is evaluated from the slope of the combustor sensor signal/turbine exit signal pressure cross-spectrum phase angle over an appropriate frequency range where the measured signal can be attributed to direct combustion noise.

The appropriate frequency range is determined from the combustor sensor signal/turbine exit signal magnitude squared aligned coherence (MSC) function illustrated in equation (9) below.

$$Y_{xy} = \frac{\tilde{G}_{xy}^2}{\tilde{G}_x \tilde{G}_y}$$

FIGS. 3-9 illustrate the MSC function in part (a) and the cross-spectrum phase angle in part (b) where the post-combustion residence time is at various percentages of maximum power as measured by the combustor sensor 102 and the first turbine exit sensor 104. Specifically, FIGS. 3-9 are at 48, 54, 60, 71, 87, 98 percent of maximum power respectively.

Further, FIGS. 10-16 illustrate the MSC function in part (a) and the cross-spectrum phase angle in part (b) where the post-combustion residence time is at various percentages of maximum power as measured by the combustor sensor 102 and the second turbine exit sensor 106. Specifically, FIGS. 10-16 are at 48, 54, 60, 71, 87, 98 percent of maximum power respectively.

Also illustrated in part (a) of FIGS. 3-16 is a coherence threshold calculated from:

$$\tilde{t}_{\alpha} = \left[ \tilde{Y}_{xy} \right]^{-1} - (1 - P)^{-1}$$

where this formula determines a P-percent threshold confidence interval using the number of data segments/blocks, \( n \), used in the periodogram method spectral estimator. The 95 percent confidence interval based on \( n=128 \) independent samples is 0.0233. The spectra are calculated using a 50 percent overlap and the 95 percent confidence interval based on \( n=273 \) samples is 0.00944. These indicators show the MSC function is reliable up to about 400 Hz. However, the MSC function is above 0.1 only in a region from 30-250 Hz. The phase angle variation in this region is attributed to indirect combustion noise.
Instead of relying on the confidence interval given by Eq. (10), which is based on a statistical theory, to obtain a threshold value for \( \gamma_{nu}(n) \), a deliberately unaligned time history can be used to create the threshold value. If one of the time histories is shifted by a time delay more than the segment block length, \( T_d-N/\nu \), then the two time histories are totally independent unless tones are present. This deliberate de-correlation establishes a coherence threshold and also identifies any tones in the signals. Shifting the signals by this time delay removes the coherence of random noise but leaves the coherence of periodic functions which are sometimes identified as hidden periodicities, concealed spectral lines, or un-damped sinoids in noise. The deliberately unaligned coherence is also shown in part (a) of FIGS. 3-9. Note that the higher statistical confidence interval based on the number of independent records \( (n_r=128) \) is a more conservative estimate of the measured coherence threshold. The statistical coherence threshold can be used with confidence since it can be compared with a measured coherence threshold. The coherence value is below the 95 percent statistical confidence interval above 400 Hz. Consequently, this is the upper frequency limit for which data is available for analysis using a linear system model.

The methods used herein are based on system theory developed for linear systems with random inputs. The linear system theory disclosed herein is in the frequency domain. The output spectral density function, \( G \) and the cross-spectral density function, \( G_{xy} \), is related to an input spectral density function, \( G \) through frequency response function, \( H \), representing the turbine as

\[
\hat{G}_{xx}(f) = H_{xx}(f) \hat{G}_{xx}(f)
\]

(11)

and

\[
\hat{G}_{yy}(f) = H_{yy}(f) \hat{G}_{yy}(f)\]

(11)

where \( x \) is the input signal from the high-temperature pressure sensor with air cooling in a combustor igniter port \( 102 \) and \( y \) is the output signal from either the first \( 104 \) or second \( 106 \) high-temperature pressure sensor with air cooling at the turbine exit.

The cross spectral density and the frequency response functions are complex valued quantities, which can be expressed in terms of a magnitude and an associated phase angle. This will be expressed herein using complex polar notation.

\[
\hat{G}_{xx}(f) = \hat{G}_{xx}(f) \exp[-j\theta(f)]
\]

(13)

\[
\hat{H}_{xx}(f) = \hat{H}_{xx}(f) \exp[-j\phi(f)]
\]

(14)

Before plotting the cross spectral density phase angle, phase unwrapping is applied to the phase angle to avoid a jump of \( 2\pi \) in the phase caused by the \( \text{AlAN2} \) function.

The system under consideration has a combustion noise input with a measured spectrum, \( G \), which includes acoustic and hydrodynamic components. The system measured output quantities are assumed to be related as follows:

\[
\hat{G}_{xy}(f) = H_{xy}(f) \hat{G}_{xy}(f)
\]

(15)

\[
\hat{G}_{y}(f) = H_{y}(f) \hat{G}_{y}(f)
\]

(16)

and the measured MSC by:

\[
\gamma_{xy}^2 = \frac{|\hat{G}_{xy}(f)|^2}{\hat{G}_{xx}(f) \hat{G}_{yy}(f)}
\]

(17)

where \( m \) indicates noise may be included in the measured quantities. The unknown that will be identified is the turbine frequency response function, \( H(f) \) at a range of operating conditions.

The system model disclosed herein is applied in the 50-250 Hz frequency range. The model involves the turbine attenuation and the convective time delay of the of the entropy signal. The plant being modeled is the turbine. The input to the plant is the total pressure signal and the measurement made in the combustor is of the total pressure signal. Consequently, the available input auto-spectrum is that of the total pressure signal. To aid in physical interpretation, a standard template parametric model form will be used. The model form disclosed herein is in a parametric reduced order frequency domain representation. The parameters depend nonlinearly on the operating point. However, at each operating condition the system will be assumed to be linear and the same parametric form will be used so that source separation will be obvious. The nonlinear operation is then described by a linear model at a range of observed operating points each identified by a set of parameters. As mentioned above, the innovation discloses measurements at the 48, 54, 60, 87, 98, and 99 percent maximum power settings. Over the frequency range 50-250 Hz, the turbine exit signal will be the result of an attenuation of the input signal by an amount \( K \). At the turbine exit, the input signal will also have a time delay since the indirect combustion noise travels at the flow velocity \( t \).

Consider an input signal \( x(t) \) with a spectrum \( G_{xx}(f) \) for a system with transfer function \( H_{xx}(f) \) and output signal \( y(t) \). Then the cross spectrum is given by Equation (12). For the turbofan engine \( 100 \), the input to the turbine is the direct acoustic signal \( x_{ac}(t) \) and the time delayed entropy signal, \( x_{ac}(t) \), with a delay of \( \tau \). The entropy signal may represent in addition to a temperature fluctuation moving with the flow any other disturbance moving with the flow such as a vorticity fluctuation.

Referring back to FIG. 2, as mentioned above, FIG. 2 illustrates a turbine-combustor-tailpipe noise system diagram \( 200 \) in accordance with an aspect of the innovation. The output turbine noise signals are \( y_{1}(f) \) and \( y_{2}(f) \). The output signal, \( y_{0} \), is the sum of the direct combustion noise signal, \( y_{d} \), and the indirect combustion noise signal, \( y_{i} \):

\[
y(t) = y_{d}(t) + y_{i}(t)
\]

(18)

The direct combustion noise cross-spectral density, \( G_{xy}(f) \), is a product of the direct combustion noise turbine transfer function, \( H_{xy}(f) \), and the direct combustion noise input spectral density, \( G_{xx} \).

\[
G_{xy}(f) = H_{xy}(f) G_{xx}(f)
\]

(19)

The indirect combustion noise cross-spectral density, \( G_{xy} \), is a product of the indirect combustion noise turbine transfer function, \( H_{xy}(f) \), the time delay factor, \( e^{-2\pi f \tau} \), and the input indirect combustion noise spectral density, \( G_{xy} \), which corresponds to an equivalent fluctuating entropy spectral density function.

\[
G_{xy} = H_{xy}(f) e^{-2\pi f \tau}
\]

(20)

The indirect combustion noise turbine transfer function, \( H_{xy}(f) \), is assumed to have a representation, \( H_{xy}(f) \). The direct combustion noise transfer function, \( H_{xy}(f) \), is
assumed to have a representation, \( \alpha H(f) \). Where \( \alpha \) is a measure of the direct combustion noise to the indirect combustion noise. Thus:

\[
H_d(f) = \alpha H(f) 
\]

(21)

\[
H(f) = H_d(f) 
\]

(22)

The direct combustion noise and the entropy noise have the same origin in the combustion process. Consequently it is assumed that the input direct combustion noise spectral density and the input entropy fluctuation spectral density have the same form.

\[
G_{sd} = G_{sd} 
\]

(23)

Consequently, the measured cross-spectral density is given by:

\[
G_{sd}^x = G_{sd}^y e^{i\phi} H(f) G_{sd}^z = H(f)(e^{i\alpha} G_{sd}^x G_{sd} + H(f)^2 G_{sd})
\]

(24)

For the frequency range of 50-250 Hz, \( \alpha \) is negligible and \( H(f) = K \) where \( \log_{10}(K) = 10 \). Consequently, the transfer function of the system is

\[
H(f) = K e^{i2\pi f_0}
\]

(25)

The combustor entropy noise, \( N_p \), and combustor hydrodynamic noise, \( N_{sh} \), are assumed independent of each other and independent of the tailpipe noise, \( N_T \). Thus:

\[
G_{n_{sh}n_{sh}} = G_{n_{sh}n_p} = G_{n_{sh}n_T} = 0
\]

(26)

A linear curve fit covering the frequency range from 50-250 Hz was made to the crossspectrum phase angle for the measurement made using the combustor sensor 102 and both the first and second turbine exit sensors 104, 106. Specifically, Table 2 illustrates the linear curve fit results based on the results from the combustor sensor 102 and the first and second turbine exit sensors 104, 106. Table 3 illustrates the linear curve fit results based on the results from the combustor sensor 102 and the second turbine exit sensor 106.

### TABLE 2

<table>
<thead>
<tr>
<th>Percent</th>
<th>Maximum Power</th>
<th>a</th>
<th>b</th>
<th>Degrees</th>
<th>Correlation</th>
<th>Std. Dev.</th>
</tr>
</thead>
<tbody>
<tr>
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<td>-78.0678</td>
<td>0.985</td>
<td>0.0701</td>
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<td></td>
</tr>
<tr>
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<td>0.982</td>
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</tr>
<tr>
<td>50</td>
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<td>0.0042</td>
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<td></td>
</tr>
<tr>
<td>71</td>
<td>3.7079</td>
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<td>0.07</td>
<td>0.093</td>
<td></td>
<td></td>
</tr>
<tr>
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<td>3.4814</td>
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<td>0.948</td>
<td>0.117</td>
<td></td>
<td></td>
</tr>
<tr>
<td>94</td>
<td>3.3435</td>
<td>-83.024</td>
<td>0.944</td>
<td>0.117</td>
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</tbody>
</table>

### TABLE 3

<table>
<thead>
<tr>
<th>Percent</th>
<th>Maximum Power</th>
<th>a</th>
<th>b</th>
<th>Degrees</th>
<th>Correlation</th>
<th>Std. Dev.</th>
</tr>
</thead>
<tbody>
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<td>0.986</td>
<td>0.0687</td>
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<td></td>
</tr>
<tr>
<td>99</td>
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<td>270.46</td>
<td>0.966</td>
<td>0.096</td>
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</tr>
</tbody>
</table>
sensors 104, 106 measure turbine exit pressures at the turbine exit. At 1906, the cross-spectrum functions, specifically phase angle and coherence functions, are computed from the signals generated by the pressure sensors. Specifically, the receiving/calculation component 1810 receives the signals sent from the combustor sensor 102, and the first and second turbine exit sensors 104, 106. Upon receipt of the signals, the receiving/calculation component 1810 calculates the cross-spectrum and coherence functions. At 1908, a linear curve fit is made to the cross-spectrum phase angle over an appropriate frequency range as determined by the coherence function being greater than 0.1. Specifically, the tabulation component 1820 determines the linear curve fit and tabulates the linear curve fit results in a table, as illustrated in Tables 2 and 3 above. At 1910, the tabulation component further calculates a slope of the linear curve fit. At 1912, the computation component 1830 on the post-combustion residence time, t, from the slope of the linear curve fit using the formula in Equation (28) above.

Referring now to FIG. 20, a block diagram of a computer operable to execute the disclosed architecture is illustrated in accordance with an aspect of the innovation. In order to provide additional context for various aspects of the subject innovation, FIG. 20 and the following discussion are intended to provide a brief, general description of a suitable computing environment 2000 in which the various aspects of the innovation can be implemented. While the innovation has been described above in the general context of computer-executable instructions that may run on one or more computers, those skilled in the art will recognize that the innovation also can be implemented in combination with other program modules and/or as a combination of hardware and software.

Generally, program modules include routines, programs, components, data structures, etc., that perform particular tasks or implement particular abstract data types. Moreover, those skilled in the art will appreciate that the inventive methods can be practiced with other computer system configurations, including single-processor or multiprocessor computer systems, minicomputers, mainframe computers, as well as personal computers, hand-held computing devices, microprocessor-based or programmable consumer electronics, and the like, each of which can be operatively coupled to one or more associated devices.

The illustrated aspects of the innovation may also be practiced in distributed computing environments where certain tasks are performed by remote processing devices that are linked through a communications network. In a distributed computing environment, program modules can be located in both local and remote memory storage devices.

A computer typically includes a variety of computer-readable media. Computer-readable media can be any available media that can be accessed by the computer and includes both volatile and nonvolatile media, removable and non-removable media. By way of example, and not limitation, computer-readable media can comprise computer storage media and communication media. Computer storage media includes both volatile and nonvolatile, removable and non-removable media implemented in any method or technology for storage of information such as computer-readable instructions, data structures, program modules or other data. Computer storage media includes, but is not limited to, RAM, ROM, EEPROM, flash memory or other memory technology, CD-ROM, digital versatile disk (DVD) or other optical disk storage, magnetic cassettes, magnetic tape, magnetic disk storage or other magnetic storage devices, or any other medium which can be used to store the desired information and which can be accessed by the computer.

Communication media typically embodies computer-readable instructions, data structures, program modules or other data in a modulated data signal such as a carrier wave or other transport mechanism, and includes any information delivery media. The term “modulated data signal” means a signal that has one or more of its characteristics set or changed in such a manner as to encode information in the signal. By way of example, and not limitation, communication media includes wired media such as a wired network or direct-wired connection, and wireless media such as acoustic, RF, infrared and other wireless media. Combinations of the any of the above should also be included within the scope of computer-readable media.

With reference again to FIG. 20, the exemplary environment 2000 for implementing various aspects of the innovation includes a computer 2002, the computer 2002 including a processing unit 2004, a system memory 2006 and a system bus 2008. The system bus 2008 couples system components including, but not limited to, the system memory 2006 to the processing unit 2004. The processing unit 2004 can be any of various commercially available processors. Dual microprocessors and other multi-processor architectures may also be employed as the processing unit 2004.

The system bus 2008 can be any of several types of bus structure that may further interconnect to a memory bus (with or without a memory controller), a peripheral bus, and a local bus using any of a variety of commercially available bus architectures. The system memory 2006 includes read-only memory (ROM) 2010 and random access memory (RAM) 2012. A basic input/output system (BIOS) is stored in a non-volatile memory 2010 such as ROM, EPROM, EEPROM, which BIOS contains the basic routines that help to transfer information between elements within the computer 2002, such as during start-up. The RAM 2012 can also include a high-speed RAM such as static RAM for caching data.

The computer 2002 further includes an internal hard disk drive (HDD) 2014 (e.g., IDE, SATAl), which internal hard disk drive 2014 may also be configured for external use in a suitable chassis (not shown), a magnetic floppy disk drive (FDD) 2016, (e.g., to read from or write to a removable diskette 2018) and an optical disk drive 2020, (e.g., reading a CD-ROM disk 2022 or, to read from or write to other high capacity optical media such as the DVD). The hard disk drive 2014, magnetic disk drive 2016 and optical disk drive 2020 can be connected to the system bus 2008 by a hard disk drive interface 2024, a magnetic disk drive interface 2026 and an optical drive interface 2028, respectively. The interface 2024 for external drive implementations includes at least one or both of Universal Serial Bus (USB) and IEEE 1394 interface technologies. Other external drive connection technologies are within contemplation of the subject innovation.

The drives and their associated computer-readable media provide nonvolatile storage of data, data structures, computer-executable instructions, and so forth. For the computer 2002, the drives and media accommodate the storage of any data in a suitable digital format. Although the description of computer-readable media above refers to a HDD, a removable magnetic diskette, and a removable optical media such as a CD or DVD, it should be appreciated by those skilled in the art that other types of media which are readable by a computer, such as zip drives, magnetic cassettes, flash memory cards, cartridges, and the like, may also be used in the exemplary operating environment, and further, that any
such media may contain computer-executable instructions
for performing the methods of the innovation.

A number of program modules can be stored in the drives
and RAM 2012, including an operating system 2030, one or
more application programs 2032, other program modules
2034, and program data 2036. All or portions of the operating
system, applications, modules, and/or data can also be
cached in the RAM 2012. It is appreciated that the innova-
tion can be implemented with various commercially avail-
able operating systems or combinations of operating sys-
tems.

A user can enter commands and information into the
computer 2002 through one or more wired/wireless input
device(s), e.g., a keyboard 2038 and a pointing device, such
as a mouse 2040. Other input devices (not shown) may
include a microphone, an IR remote control, a joystick, a
game pad, a stylus pen, touch screen, or the like. These and
other input devices are often connected to the processing
unit 2004 through an input device interface 2042 that is
coupled to the system bus 2008. The system bus 2008, can be
connected by other interfaces, such as a parallel port, an
IEEE 1394 serial port, a game port, a USB port, an IR
interface, etc.

A modem 2058, or other type of display device is also
connected to the system bus 2008 via an interface, such as
a video adapter 2046. In addition to the monitor 2044, a
computer typically includes other peripheral output devices
(not shown), such as speakers, printers, etc.

The computer 2002 may operate in a networked environ-
ment using logical connections via wired and/or wireless
communications to one or more remote computers, such as
a remote computer(s) 2048. The remote computer(s) 2048
may be a workstation, a server computer, a router, a personal
computer, portable computer, microprocessor-based enter-
tainment appliance, a peer device or other common network
node, and typically includes many or all of the elements
described relative to the computer 2002, although, for pur-
poses of brevity, only a memory/storage device 2050 is
illustrated. The logical connections depicted include wired/
wireless connectivity to a local area network (LAN) 2052
and/or larger networks, e.g., a wide area network (WAN)
2054. Such LAN and WAN networking environments are
commonplace in offices and companies, and facilitate enter-
prise-wide computer networks, such as intranets, all of
which may connect to a global communications network,
e.g., the Internet.

When used in a LAN networking environment, the
computer 2002 is connected to the local network 2052 through
a wired and/or wireless communication network interface or
adapter 2056. The adapter 2056 may facilitate wired or
wireless communication to the LAN 2052, which may also
include a wireless access point disposed thereon for com-
municating with the wireless adapter 2056.

When used in a WAN networking environment, the
computer 2002 can include a modem 2058, or is connected to
a communications server on the WAN 2054, or has other
means for establishing communications over the WAN
2054, such as by way of the Internet. The modem 2058,
which can be internal or external and a wired or wireless
device, is connected to the system bus 2008 via the serial
port interface 2042. In a networked environment, program
modules depicted relative to the computer 2002, or portions
thereof, can be stored in the remote memory/storage device
2050. It will be appreciated that the network connections
shown are exemplary and other means of establishing a
communications link between the computers can be used.

The computer 2002 is operable to communicate with any
wireless devices or entities operatively disposed in wireless
communication, e.g., a printer, scanner, desktop and/or
portable computer, portable data assistant, communications
satellite, any piece of equipment or location associated with
a wirelessly detectable tag (e.g., a kiosk, news stand, rest-
room), and telephone. This includes at least Wi-Fi and
Bluetooth™ wireless technologies. Thus, the communica-
tion can be a predefined structure as with a conventional
network or simply an ad hoc communication between at
least two devices.

Wi-Fi, or Wireless Fidelity, allows connection to the
Internet from a couch at home, a bed in a hotel room, or a
conference room at work without wires. Wi-Fi is a wireless
technology similar to that used in a cell phone that enables
such devices, e.g., computers, to send and receive data
indoors and out; anywhere within the range of a base station.
Wi-Fi networks use radio technologies called IEEE 802.11
(a, b, g, etc.) to provide secure, reliable, fast wireless
connectivity. A Wi-Fi network can be used to connect
computers to each other, to the Internet, and to wired
networks (which use IEEE 802.3 or Ethernet). Wi-Fi net-
works operate in the unlicensed 2.4 and 5 GHz radio bands,
at an 11 Mbps (802.11a) or 54 Mbps (802.11b) data rate, for
example, or with products that contain both bands (dual
band), so the networks can provide real-world performance
similar to the basic 10BaseT wired Ethernet networks used
in many offices.

To summarize the formation of NOx in gas-turbine combus-
tors, NOx is formed in a distributed zone manner and that
higher temperature-rise combustors will be required as tur-
bine materials improve. While most correlation of NOx
production equations apply in the primary zone, research has
found equations for other zones. The innovation disclosed
herein is based on a combustor/turbine system study and not
on each component separately, which does not lead to these
findings.

Others have indicated that using a constant thrust power
setting a decrease in NOx emissions as a function of engine
age is observable. This is attributed to an increase in mass
flow due to hot section damage. It is suggested that turbine
damage results in lower NOx emissions rate due to decreased
residence time. Consequently, the post-combustion resi-
dence time measurement procedure disclosed herein may be
utilized as a tool to detect turbine damage from aging or
verify proper operation.

The typical fault diagnostic turbine system sensor system
depends on measuring such items as fan exit pressure, LPC
exit pressure, burner pressure, LPC exit temperature, HPC
exit temperature, exhaust gas temperature, fuel flow, low
spool speed, and high spool speed. None of these items
carry the same information as the combustor residence
time, which is a function of the turbine blade system
operating condition and geometry. The available time to take
corrective or compensatory actions such as repair or replace
a part or reduce system operational loads to extend the life
of the faulted part may be reduced with the additional
information obtained from the innovation.

A gas turbine engine in a military or commercial aero-
gine, or in industrial environment is a safety-critical
system, which needs real-time fault detection and a decision
support system to advise corrective actions so that the
system can continue to function without jeopardizing the
safety of personnel or damage to the equipment involved.
Information on the status of the post-combustion residence
time can provide additional information not available from
any current sensor used in current fault detection systems.
Finally, airlines cost are 30 percent of an airlines cost. The status of post-combustion resident time as a function of time might provide information related to fuel usage.

In another example embodiment to determine the residence time in the engine 100 shown in FIG. 1. FIGS. 21-25b illustrate a cross-power spectrum phase-based adaptive method, which iteratively determines the post-combustion/post-flame residence in the combustor. The method develops an adaptive process that synchronizes two signals, a combustor signal and a turbine exit signal, correlated over a frequency range with a time domain iterative algorithm that removes a time delay between the two signals. The phase-based adaptive method is applied to data from the engine 100 using the combustor signal from the combustor sensor 102 and the turbine exit signal selected from either of the first or second turbine exit sensors 104, 106. The post-combustion residence time in the combustor is calculated by analyzing the indirect combustion noise, which contributes to the overall core noise, generated when a temperature disturbance moves through the turbine pressure field in the engine 100.

The algorithm uses a cost function and a gradient approximation to continuously update the time delay estimate until the process has minimized the cost function. The cost function is based in part on a slope of a linear curve fit to an unwrapped phase of the cross-spectrum between the two signals over a frequency range of interest and also on the linear curve fit’s standard deviation. The linear curve fit assumes the existence of a cross-spectrum phase offset and does not assume the linear fit has a zero intercept at f = 0. The technique used is a steepest-descent gradient technique and thus, requires that the cost function is unimodal. The method disclosed herein estimates the post-combustion/post-flame residence time in the combustor and provides an estimate of the phase offset. In addition, the phase-based adaptive algorithm identifies a dominant low frequency coherent noise source at the turbine exit as either direct or indirect combustion noise.

As mentioned above, the indirect combustion noise contributes to the overall core noise of the engine 100. A simple mathematical model for the core noise measurement is given by:

\[ r_k(t) = s_1(t) + n_1(t) \text{Combustor} \]  (29)

\[ r_j(t) = s_2(t-D_k) + n_2(t) \text{Turbine Exit} \]  (30)

where an acoustic pressure signal \( s_1(t) \) is assumed to be related to an entropy or temperature disturbance in the combustor, a pressure signal \( s_2(t) \) at the turbine exit is assumed to be related to an indirect combustion noise source due to an entropy or temperature disturbance moving with the flow velocity through the turbine pressure field, and \( n_1(t) \) and \( n_2(t) \) are contaminating independent, Gaussian, and stationary noise terms, which are uncorrelated with \( s_1(t) \) and \( s_2(t) \). The cross-correlation function between the signals is given by:

\[ R_{j,k}(\tau) = E[r_j(t)\, r^*_k(t-\tau)] \]  (31)

Where \( E \) is an effective value of \( E[\cdot] \), \( R_{j,k}(\tau-D_k) \) is the autocorrelation function with a peak at \( \tau=D_k \), \( \tau \) is the time displacement, and \( D_k \) is the time delay, which is the post-combustion (post-flame) residence time in the combustor.

In the frequency domain, the Fourier transform of equation (31) is:

\[ G_{j,k}(f) = G_{j,k}(f) \exp(-2\pi j f D_k) \]  (32)

where \( G_{j,k}(f) \) is the one-sided cross-spectrum and the time delay \( D_k \) appears in the cross-spectrum as a phase function:

\[ \phi_{jk}(f) = -2\pi f D_k = -\omega D_k \]  (33)

here \( \omega = 2\pi f \). The magnitude-squared coherence (MSC) is defined by:

\[ \gamma^2_{jk}(f) = \frac{G_{j,k}(f)^2}{|G_{j}(f)G_{k}(f)|} \]  (34)

All the spectra and cross-spectra are estimated using a nonparametric method, which is based on averaging multiple windowed periodograms using overlapping time sequences. Using these spectra and cross spectra, the magnitude squared coherence is calculated to measure the similarity of the amplitude variations at particular frequencies. In some sections, the prime symbol (’) will be used to denote the statistical basis of a variable.

Considering the cross spectrum magnitude estimate, \( G_{j,k}(f) \), and phase estimate, \( \phi_{jk}(f) \), computed from Fourier transforms of signals \( r_j(t) \) and \( r_k(t) \) calculated for a sample length total divided into \( n_s \) independent samples. The estimated cross-spectrum phase \( \psi_{jk} \) is given by:

\[ \psi_{jk} = \arctan \left( \frac{G_{j,k}(f)}{G_{j}(f)G_{k}(f)} \right) \]  (35)

where \( \gamma \) is an imaginary part and \( \kappa \) is a real part.

The cross spectrum magnitude estimates are statistically independent of each other and have a standard deviation approximately given by:

\[ \sigma(G_{j,k}(f)) = \sqrt{\frac{1}{n_s} \left( \frac{1}{\gamma^2_{jk}(f)} \right) G_{j,k}(f)^2} \]  (36)

\[ \sigma(\phi_{jk}(f)) = \arcsin \left( \frac{1-\gamma^2_{jk}(f)}{2\gamma_{jk}(f)} \right) \]  (37)

For small phase errors where \( \sin \theta \approx \theta \):

\[ \sigma(\phi_{jk}(f)) = \arcsin \left( \frac{1-\gamma^2_{jk}(f)}{2\gamma_{jk}(f)} \right) \]  (38)

The proposed algorithm identifies the dominant noise source at the turbine exit as either direct or indirect combustion noise by calculating the time delay \( D_k \) between the combustor signal and the turbine exit signal. If the time delay \( D_k \) is acoustically the dominant noise source at the turbine exit it is direct combustion noise. If the time delay \( D_k \) is the post-combustion travel time in the combustor the source is the indirect combustion noise. The as measured pressure cross-spectrum phase between the combustor sensor and the turbine exit sensor shows the time delay as indicated by the slope of the phase plot, as shown in FIG. 21. The procedure used is to iteratively and optimally reset an origin of a time history curve of the turbine sensor signal and at each step calculate the pressure cross-spectrum phase between the combustor sensor 102 and one of the turbine exit sensors 104, 106 until the slope of the phase plot curve is zero. This optimal time delay is the true \( D_k \).

In order to estimate the time delay \( D_k \), a pattern matching function based on a linear regression line fit model to the measured cross-spectrum phase \( \psi_{jk} \) is used as follows:

\[ \psi_{jk}(f) = \alpha + \beta f + \epsilon \]  (39)

where \( \alpha \) is the zero intercept, \( \beta \) is the slope, and \( \epsilon \) is a residual value accounting for the discrepancy between the curved fit and the measured value due to random measurement error and the diffuse ambient coherent sound field.

The parameters are estimated using the least square method that minimizes the sum of squares of vertical distances as are follows:

\[ S = \sum (\psi_{jk}(f) - \alpha - \beta f)^2 \]  (40)

If \( x_j = f \) and \( y_j = \psi_{jk}(f) \) then the time delay is \( D_k = \beta / (2\pi) \).
The residual variance is:

$$\sigma_i^2 = \frac{1}{N} \sum_{j=1}^{N} (y_j - \bar{y})^2$$

(46)

The cost function used to adjust the time delay $D_{ij}$ to minimize the slope of the linear curve fit to measurements of interest and reduce the standard error is:

$$C = \sum_{i,j} (y_j - \bar{y})^2$$

(47)

where the standard error measurement is $\sigma_i$.

The parameter $v$ is approximately $1.0 \times 10^{-4}$ so that a value of $\sigma_i$ will not have an impact on the cost function until the slope $b_{ij}$ is reduced to $1.0 \times 10^{-5}$. A minimum and maximum cost functions are defined to prevent the search procedure from diverging and are as follows:

$$C_{\text{min}} = \sum_{i,j} (y_j - \bar{y})^2$$

(52)

$$C_{\text{max}} = \sum_{i,j} (y_j - \bar{y})^2$$

(53)

Thus, the total cost function, $C$, is:

$$C = C_{\text{max}} - C_{\text{min}}$$

(54)

The subroutine that calculates the cost function, time shifts the signal from the turbine $r_f$ an amount $n_{ij}$ corresponding to the time delay $D_{ij}$.

$$r_{ij} = r_i(n_{ij})$$

(55)

where $n_{ij} = \text{int}(n_{ij} * D_{ij})$. This time shift resets the origin of the time history $r_i$. The cross-spectrum between the signals $r_i$ and $r_j$ is calculated. A new cost function is calculated and the iterative procedure continues until it converges to a final value of $D_{ij}$.

Referring to FIG. 22 and to Table 4 below, post-combustion (post-flame) residence times $D_{ij}$ in the combustor was determined for 48, 54, 60, 71, and 87 percent of maximum power operating conditions and for two maximum power conditions, 98 and 99 percent. Two trials were performed at each power setting, one using sensors 102 and 104 and a second using sensors 102 and 106. As illustrated in FIG. 22 and Table 4, the post-combustion residence time decreases with engine power as the combustion flow increases with engine speed.

### Table 4

<table>
<thead>
<tr>
<th>Percent Maximum</th>
<th>Sensors</th>
<th>Sensors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Speed</td>
<td>ms</td>
<td>ms</td>
</tr>
<tr>
<td>48</td>
<td>3.936768</td>
<td>4.02832</td>
</tr>
<tr>
<td>54</td>
<td>3.757</td>
<td>3.922</td>
</tr>
<tr>
<td>60</td>
<td>3.403</td>
<td>3.616</td>
</tr>
<tr>
<td>71</td>
<td>3.113</td>
<td>3.326</td>
</tr>
<tr>
<td>87</td>
<td>2.869</td>
<td>3.204</td>
</tr>
<tr>
<td>98</td>
<td>2.884</td>
<td>3.159</td>
</tr>
<tr>
<td>99</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

FIGS. 23A and 23B illustrate the unaligned and aligned cross-spectrum phase plots, respectively, between the combustor pressure sensor 102 and the turbine exit pressure sensors 104, 106. While the time delay investigation uses data from only 16 to 208 Hz, the two aligned phase angle plots are in agreement to a least 300 Hz. The aligned phase plot shown in FIG. 23B has a ripple that indicates the presence of an ambient core noise source, as the ripple is too regular to be due to random noise. Both sensors are subject to interference from an identical spatial correlation source at frequencies less than 200 Hz.

FIGS. 24A, B and 25A, B illustrate magnitude-squared coherence function (MSC) plots using both linear and logarithmic scales. Also illustrated FIGS. 24B and 25B are magnitude-squared coherence thresholds calculated from the equation:

$$\gamma^2_{s_{max}(f)} = 1 - (1-P)^{(f/f_0 - 1)}$$

(56)

This formula determines a P-percent threshold confidence interval using a number of independent data segments/blocks $n_r$. For example, a 95 percent threshold confidence interval based on $n_r=1120$ independent samples is $2.67 \times 10^{-3}$. However, the spectra are calculated using a 50 percent overlap to reduce the variance and the 95 percent threshold confidence interval based on $n_r=2240$ samples is $1.337 \times 10^{-3}$. Both thresholds are illustrated in FIGS. 24B and 25B. These indicators illustrate that the MSC function is reliable up to approximately 400 Hz. However, MSC function is above 0.1 in a region from 16-208 Hz. The phase angle variation in this region is attributed to indirect combustion noise and an ambient core noise source.

The aligned and unaligned coherence between the combustor sensor 102 and the turbine exit sensor 104 is shown in FIGS. 24A and 25B. The unaligned coherence is slightly smaller as expected. The aligned coherence in the frequency range of interest is well above the coherence threshold. Even though the data is overlapped by 50 percent, calculating the threshold using $n_r=1120$ gives a result in better agreement with the unaligned data threshold.

The aligned coherence between the combustor sensor 102 and turbine exit sensor 104 and the aligned coherence between the combustor sensor 102 and turbine exit sensor 106 is shown in FIGS. 25A and 25B. The two coherence functions are in good agreement from 16 to 208 Hz. The
algorithm identifies the dominant low frequency coherent noise source below 200 Hz at the turbine exit as indirect combustion noise for the data from the engine 100.

The pattern matching approach described above in this example embodiment uses the slope of a linear curve fit that does not have a zero intercept at \( f = 0 \) to effectively estimate the post-combustion (post-flame) time delay in the combustor. The strategy uses a sampling interval whereby the delay estimate is an integral multiple of the interval.

Factors used to predict combustion noise using analytical models by others include turbine geometry, turbine pressure, velocity and temperature fields, percent temperature fluctuations rms in percent of mean, axial length and tangential length scale of temperature fluctuations, RPM of blade rows, and pattern factor. These factors are not related to the factor used to detect indirect combustion noise, which is the post-combustion residence time in the combustor. The separation of direct and indirect combustion noise is important since direct combustion noise can be reduced by sound absorption material which adds weight. While indirect combustion noise can be reduced by sound absorption material, it can also be reduced by changes in combustor design or modifications in the combustor operation, which may change the factors used to predict indirect combustion noise and may reduce indirect combustion noise with no or little weight penalty.

The method disclosed herein illustrates a cross-power spectrum phase-based adaptive method, which iteratively determines the post-combustion/post-flame residence in the combustor. The method develops an adaptive process that synchronizes two signals, a combustor signal and a turbine exit signal, correlated over a frequency range with a time domain iterative algorithm that removes a time delay between the two signals. The procedure estimates the post-combustion/post-flame residence time in the combustor. It is the presence of indirect combustion noise that makes the procedure feasible. The number of independent averages is chosen to be large (e.g., \( n_s = 1120 \)) and the magnitude-squared coherence (MSC) ranges from 0.1 to 208 Hz, which in turn makes the standard deviation of the cross-spectral phase small below 200 Hz. An algorithm for calculating the post-combustion/post-flame residence time in the combustor is also important in the understanding of the formation of thermal NOx in the combustor and verifying new and innovative combustor designs based on computational tools. Calculating the aligned MSC is a step that applies processing methods to the MSC data set. In general, the adaptive estimation technique developed herein is an effective tool to determine time delays between broadband coherent signals in noisy environments such as those that exist in real aircraft engines.

In another example embodiment, a modification to the example method illustrated in FIGS. 21-25B is disclosed and is illustrated in FIGS. 26A-30B. This embodiment also utilizes the cross-power spectrum phase-based adaptive method including the time domain iterative algorithm described above to determine the residence time in the engine 100 shown in FIG. 1. In this embodiment, however, the phase-based adaptive method is applied to data from the engine 100 not only using the combustor signal from the combustor sensor 102 and the turbine exit signal selected from either the first or second turbine exit sensors 104, 106 but, also to far-field pressure signals captured by far-field microphones M.

The far field microphones M receive noise from the turbolarn, jet core and combustor. The method disclosed herein characterizes the core noise as indirect combustor noise and turbine-exit coherent broadband noise. In addition, the method estimates a propagation time from the source to the far-field microphone M. A simple mathematical model for the propagation time measurement is given by:

\[
R_{\text{comb}}(\tau) = R_{\text{comb}}(\tau - D_m) (\text{Combustor Sensor}) (57)
\]

\[
R_{\text{turb}}(\tau) = R_{\text{turb}}(\tau - D_m) + R_{\text{turb}}(\tau) (\text{Turbine Sensor}) (58)
\]

\[
r_m(t) = r_m(t) + r_m(t) (\text{Microphones}) (59)
\]

where the signal from the combustion pressure sensor 102 (station k) is delayed by the propagation time delay \( D_{km} \), the turbine pressure signal from either the first or second turbine exit pressure sensor 104, 106 (station l) is delayed by the propagation time delay \( D_m \), and the signal is from the far-field microphone M (station m).

The signal from the combustor and the acoustic pressure signal \( s_l(t) \) are related to an entropy or temperature disturbance. This disturbance moves at the combustor flow velocity to the turbine where it interacts with the pressure field creating indirect combustion noise which reaches the far-field microphone M after a total travel time \( D_{km} \). The acoustic pressure signal \( s_l(t) \) is from the turbine exit coherent broadband noise which reaches the microphone M after a total travel time \( D_{km} \). In either case the procedure to finding the time delay is identical and is described in the algorithm section. The signals from the sensors and the microphone M are contaminated by independent, Gaussian, and stationary noise terms, \( n_1(t), n_2(t), \) and \( n_3(t) \), which are uncorrelated with \( s_1(t), s_2(t), \) and \( s_3(t) \) and each other.

The cross-correlation function between the combustor signal and the signals from the far-field microphone M is given by:

\[
R_m(t) = R_{m}(t-\tau)\tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \tau \ta
The algorithm identifies the dominant noise source at the turbine exit as either direct or indirect combustion noise over a certain frequency range. It does this by calculating the difference in delay time $D_{\text{tt}}$, for a signal from the combustor to reach the far-field microphone $M$, and a signal from the turbine exit to reach the same far-field microphone $M$. If both time delays are about the same, the dominant noise source is direct combustion noise. If the time delay difference is approximately 3 to 4 ms, the dominant noise source is indirect combustion noise.

The noise from the turbine is acoustic while the noise in the combustor has a spectrum related to the noise created by entropy waves interacting with the pressure field in the turbine. This interaction produces noise after a time delay $D_{\text{tt}}$ related to the convection velocity in the combustor and the distance from the flame zone to the turbine. This post-combustion (post-flame) time delay $D_{\text{tt}}$ shows up in the phase of the cross-spectra of the combustion noise signal and a far-field microphone signal.

The procedure used is to first evaluate the time delay from the combustor and far-field microphone M cross spectrum $D_{\text{tt}}$. This is done by iteratively and optimally resetting the origin of the time history of the far-field microphone signal and at each step calculating the pressure cross-spectrum phase between the combustor probe signal and the far field microphone signal until the slope of the phase plot curve is zero. This time delay is the acoustic travel time $D_{\text{tt}}$ plus the post-combustion (post-flame) time delay $D_{\text{tt}}$.

Next the same method is used to evaluate the time delay from the turbine exit probe signal and the same far-field microphone $M$, $D_{\text{tt}}$. Again this is done by iteratively and optimally resetting the origin of the time history of the far-field microphone signal and at each step calculating the pressure cross-spectrum phase between the turbine exit probe signal and the far field microphone signal until the slope of the phase plot curve is zero. This provides an estimate of the acoustic travel time from the turbine exit to the turbine from the engine sensors to the far field microphone $M$, $D_{\text{tt}}$. Consequently, the difference in these actual time delays is the post-combustion (post-flame) time delay $D_{\text{tt}}$. The indirect combustion noise is treated as if it all begins propagating acoustically at the turbine exit and then it propagates to each microphone $M$ in the same manner as the direct combustion noise.

In order to estimate either time delay $D_{\text{tt}}$ a pattern matching function based on a regression line fit to the measured cross-spectrum phase $\psi_{\text{mc}}$, is used. The regression line fit, however, is not forced to have a zero intercept because: 1) the pressure sensors are not the same; 2) the pressure sensors are not phase matched; 3) the phase measured at $f=0$ will not be used in the time delay calculations, and 4) while a large number of independent samples are used and the MSC is greater than 0.01, the phase is calculated with uncertainty fluctuations. In addition, the MSC plots show the phase related to the indirect combustion noise is in the frequency range from 16-208 Hz.

A two parameter linear regression model is used to estimate the slope and will be described using the combustor sensor and the far-field microphone $M$. The parameters are estimated using the least square method that minimizes the sum of squares of the vertical distances as follows:

$$S = \sum (\psi_{\text{mc}}(f) - \alpha \psi_{\text{mc}}(f))^2$$

If $y_1 = \psi_{\text{mc}}(f)$ and $y_2 = \psi_{\text{mc}}(f)$ where the time delay is $D_{\text{tt}} = \frac{\psi_{\text{mc}}}{(2\pi \alpha \psi_{\text{mc}})}$. The parameters $\alpha$ and $\epsilon$ is an error due to uncertainties, then:
The search technique disclosed herein to find an optimal value of $D_{\text{mm}}$ evaluates a new cost function with each iterative selection of $D_{\text{mm}}$. The signal $r_k$ is measured at the combustor entrance at the same time as the signal $r_x$ is measured at the turbine exit and as each microphone signal $r_m$ is measured. The far-field microphone signal is delayed by the travel time from the combustor or turbine exit. The method aligns the combustor signal or turbine exit signal with the microphone signal by changing the origin of the time history of the combustor or turbine exit signal by an appropriate amount to deliberately shift it backward to match the proper time delay.

First considering the signal from the combustor sensor 102, the subroutine calculates the cost function time shifts the signal $r_k$ from the combustor by an amount $n_k$ as follows:

$$ r'(j) = r(j + n_k) $$

where $n_k = \text{Int}(r_k \times D_{\text{mm}})$.

For the turbine exit sensors 104, 106, the subroutine calculates the cost function time shifts the signal from the sensor $r_x$ by an amount $n_x$ as follows:

$$ r'(j) = r(j + n_x) $$

where the cross-spectrum is being calculated using a turbine exit sensor 104, 106 and where $n_x = \text{Int}(r_x \times D_{\text{mm}})$.

The actual value of $D_{\text{mm}}$ depends on the acoustic propagation velocity and distance along the paths from the turbine to the nozzle and from the nozzle through the jet at the nozzle exit and then to the microphone M on the ground. The actual value of $D_{\text{mm}}$ depends on $D_{\text{mm}}$ and the velocity of the gas flow in the combustor and the distance in the combustor from the flame zone to the turbine. The cross-spectrum between the signals $r_k$ and $r_m$ or $r_x$ and $r_m$ is calculated. Next, a new cost function is calculated and the iterative procedure continues until it converges. The resulting phase plot of $\Phi_{\text{-zero slope}}$ over the frequency range from 16 Hz to 208 Hz where the MSC is less than or equal to 0.1 after convergence will show a set of points moving above and below a horizontal line in a random fashion due to uncertainties caused by noise where:

$$ \Phi_{\text{zero slope}} = \text{atan} \left( \frac{\langle |G| \rangle_{13}(\text{zero slope}) \exp(-\langle |\Phi_{\text{zero slope}}(f)\rangle) - \langle |\Phi_{\text{zero slope}}(f)\rangle \rangle}{\langle |G| \rangle_{13}(\text{zero slope}) \exp(-\langle |\Phi_{\text{zero slope}}(f)\rangle) - \langle |\Phi_{\text{zero slope}}(f)\rangle \rangle} \right) $$

The post-combustion (post-flame) residence times in the combustor $D_{\text{mm}}$ as determined for the 48 and 54 percent of maximum power operating conditions is shown below in Tables 5 and 6 respectively. These tables show the propagation time for the turbine exit sensors 104, 106 is in the range of 86 to 94 ms and the indirect combustion noise signal takes 3.6 to 4.03 ms longer. Each table show the actual number of counts and time in ms required to shift the far-field pressure signal to make it align with the combustion sensor signal.

**TABLE 5**

<table>
<thead>
<tr>
<th>Post-Combustion Residence Time (48% Maximum Engine Power)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Far-field Microphone</td>
</tr>
<tr>
<td>at 100 ft</td>
</tr>
<tr>
<td>90°</td>
</tr>
<tr>
<td>110°</td>
</tr>
<tr>
<td>130°</td>
</tr>
</tbody>
</table>
A histogram of the post combustion residence times in the combustor at 48 percent maximum power operating conditions is shown in FIG. 26A. Illustrated at the bottom of the plot are the location of the actual estimates as a scatter plot using a vertical bar as the plotting symbol. The mean value (\(\tau_{\text{mean}}=3.960\) ms) of the post-combustion time delay in the combustor is shown as the blue dashed line. The red dashed line illustrate values for the post combustion residence times using only the combustor sensor 102 and each of the first and second turbine exit sensors 104, 106, which are in close agreement with the values calculated using far-field microphones M.

A histogram of the post combustion residence times in the combustor at the 54 percent maximum power case is shown in FIG. 26B. Illustrated at the bottom of the plot are the location of the actual estimates as a scatter plot using a vertical bar as the plotting symbol. The mean value (\(\tau_{\text{mean}}=3.791\) ms) of the post-combustion time delay in the combustor is shown as the blue dashed line. The red dashed line illustrate values for the post combustion residence times using only the combustor sensor 102 and each of the first and second turbine exit sensors 104, 106, which are in close agreement with the values calculated using far-field microphones M.

Aligned MSC and cross-spectrum phase measurements between the combustor pressure sensor 102 and various far-field microphones M at 48 percent maximum power operating conditions are shown in FIGS. 27A and 27B. Aligned MSC and cross-spectrum phase measurements between turbine exit pressure sensor 104 and various far-field microphones M are shown in FIGS. 28A and 28B. Aligned MSC and cross-spectrum phase measurements between turbine exit pressure sensor 106 and various far-field microphones M are shown in FIGS. 29A and 29B.

The magnitude-squared coherence function (MSC) plots will be discussed using logarithmic scales shown in FIGS. 27A, 27B, 28A, 28B, 29A, 29B, and 30A. FIGS. 27A, 27B, 28A, 28B, 29A, 29B, and 30A also illustrate MSC thresholds calculated from Equation (74). The 95 percent threshold confidence interval based on \(n_s=1120\) independent samples is 2.67-10^-3. However, the spectra are calculated using a 50 percent overlap to reduce the variance and the 95 percent threshold confidence interval based on \(n_s=2240\) samples is 1.337x10^-3. These indicators show the MSC function is reliable up to about 400 Hz even though the pattern matching method used only cross-spectrum phase information from 16 to 208 Hz. However, MSC function is above 0.1 in a region from 16-208 Hz. The slope change in FIG. 27A above 200 Hz indicates that indirect combustion noise is important below 200 Hz and direct combustion noise is important above 200 Hz.

In order to evaluate the relative strength of indirect combustion noise and the turbine exit coherent broadband noise which contains both indirect and direct combustion noise a comparison of aligned MSC between combustor pressure sensor 102 and far-field microphone M at 130 degrees with aligned MSC between turbine pressure sensors 104, 106 and far-field microphones M at 48 percent maximum power is shown in FIGS. 10A (linear scale) and 10B (logarithmic scale). FIG. 10B also shows MSC threshold plots for \(n_s=1120\) and \(n_s=2240\) samples. FIGS. 10A and 10B illustrate that both indirect and direct combustion noise are important below 400 Hz.

Referring to FIGS. 18, 31A, 31B, and 31C, a method having several routines 3100A, 3100B, 3100C of measuring the post-combustion residence time in a gas-turbine engine is described respectively in accordance with an aspect of the innovation. The system 1800 processes information from the sensors described above to determine the post-combustion residence time in the gas-turbine engine, as will be subsequently described.
What is claimed is:

1. A method of measuring a residence time in a gas-turbine engine:
   - measuring a combustor pressure signal at a combustor entrance and a turbine exit pressure signal at a turbine exit;
   - computing a cross-spectrum function between the combustor pressure signal and the turbine exit pressure signal;
   - calculating a slope of the cross-spectrum function;
   - shifting the turbine exit pressure signal an amount corresponding to a time delay between the measurement of the combustor pressure signal and the turbine exit pressure signal; and
   - recalculating the slope of the cross-spectrum function until the slope reaches zero.

2. The method of claim 1, wherein prior to measuring a combustor pressure signal at a combustor entrance and a turbine exit pressure signal at a turbine exit the method further comprising placing a plurality of pressure sensors at a combustor entrance and at a turbine exit of the gas-turbine engine.

3. The method of claim 2, wherein the plurality of pressure sensors includes a combustor pressure sensor disposed at a combustor entrance, a first turbine exit pressure sensor disposed at a first turbine exit, and a second turbine exit pressure sensor disposed at a second turbine exit.

4. The method of claim 3 further comprising computing a post-combustion residence time from the slope of the cross-spectrum function.

5. The method of claim 4, wherein prior to calculating a slope of the cross-spectrum function, the method further comprising applying a linear curve fit to the cross-spectrum function.

6. The method of claim 3 further comprising placing at least one far-field microphone at a predetermined distance from the engine.

7. The method of claim 6 further comprising measuring a pressure signal at the at least one far-field microphone.

8. The method of claim 7 further comprising computing a cross-spectrum function between the combustor pressure signal and the turbine exit pressure signal.
sensor signal from the measured combustor pressure and the pressure signal measured at the at least one far-field microphone.

9. The method of claim 8 further comprising applying a linear curve fit to the cross-spectrum function and calculating a slope of the linear curve fit.

10. The method of claim 9 further comprising recalculating the slope of the linear curve fit until the slope reaches zero.

11. A method of measuring a residence time in a gas-turbine engine:
measuring a first turbine exit pressure signal at a turbine exit and a pressure signal at a far-field microphone;
computing a cross-spectrum function between the first turbine exit pressure signal and the pressure signal measured at the at least one far-field microphone;
calculating a slope of the cross-spectrum function;
shifting the pressure from the at least one far-field microphone an amount corresponding to a time delay between the measurement of the first turbine exit pressure signal and the pressure signal measured at the at least one far-field microphone; and
recalculating the slope of the cross-spectrum function until the slope reaches zero.

12. The method of claim 11 further comprising a measuring a second turbine exit pressure signal at the turbine exit.

13. The method of claim 12 further comprising computing a cross-spectrum function between the second turbine exit pressure signal and the pressure signal measured at the at least one far-field microphone.

14. The method of claim 13 further comprising calculating a slope of the cross-spectrum function between the second turbine exit pressure signal and the pressure signal measured at the at least one far-field microphone.

15. The method of claim 14 further comprising shifting the pressure signal from the at least one far-field microphone an amount corresponding to a time delay between the measurement of the second turbine exit pressure signal and the pressure signal measured at the at least one far-field microphone.

16. The method of claim 15 further comprising recalculating the slope of the cross-spectrum function between the second turbine exit pressure signal and the pressure signal measured at the at least one far-field microphone until the slope reaches zero.

17. A system to measure a post-combustion residence time in a gas-turbine engine comprising:

a measurement component that measures combustion pressure signals, turbine exit pressure signals, and far-field pressure signals from far-field microphones;
a receiving/calculation component that calculates a plurality of cross-spectrum functions based on the measured plurality of combustion pressure signals, turbine exit pressure signals, and far-field pressure signals;
a tabulation component that tabulates a slope of a linear curve fit over a predetermined frequency range based on the calculated plurality of the cross-spectrum functions; and
a computation component that computes the post-combustion residence time in the gas-turbine engine.

18. The system of claim 17, wherein the tabulation component shifts at least one of the turbine exit pressure signals an amount corresponding to a time delay between the measurement of at least one of the combustor pressure signals and the at least one of the turbine exit pressure signals and recalculates the slope of the cross-spectrum function between the at least one of the combustor pressure signals and the at least one of the turbine exit pressure signals until the slope reaches zero.

19. The system of claim 17, wherein the tabulation component shifts at least one of the far-field pressure signals an amount corresponding to a time delay between the measurement of at least one of the combustor pressure signals and the at least one of the far-field pressure signals and recalculates the slope of the cross-spectrum function between the at least one of the combustor pressure signals and the at least one of the far-field pressure signals until the slope reaches zero.

20. The system of claim 17, wherein the tabulation component shifts at least one of the far-field pressure signals an amount corresponding to a time delay between the measurement of at least one of the turbine exit pressure signals and the at least one of the far-field pressure signals and recalculates the slope of the cross-spectrum function between the at least one of the turbine exit pressure signals and the at least one of the far-field pressure signals until the slope reaches zero.