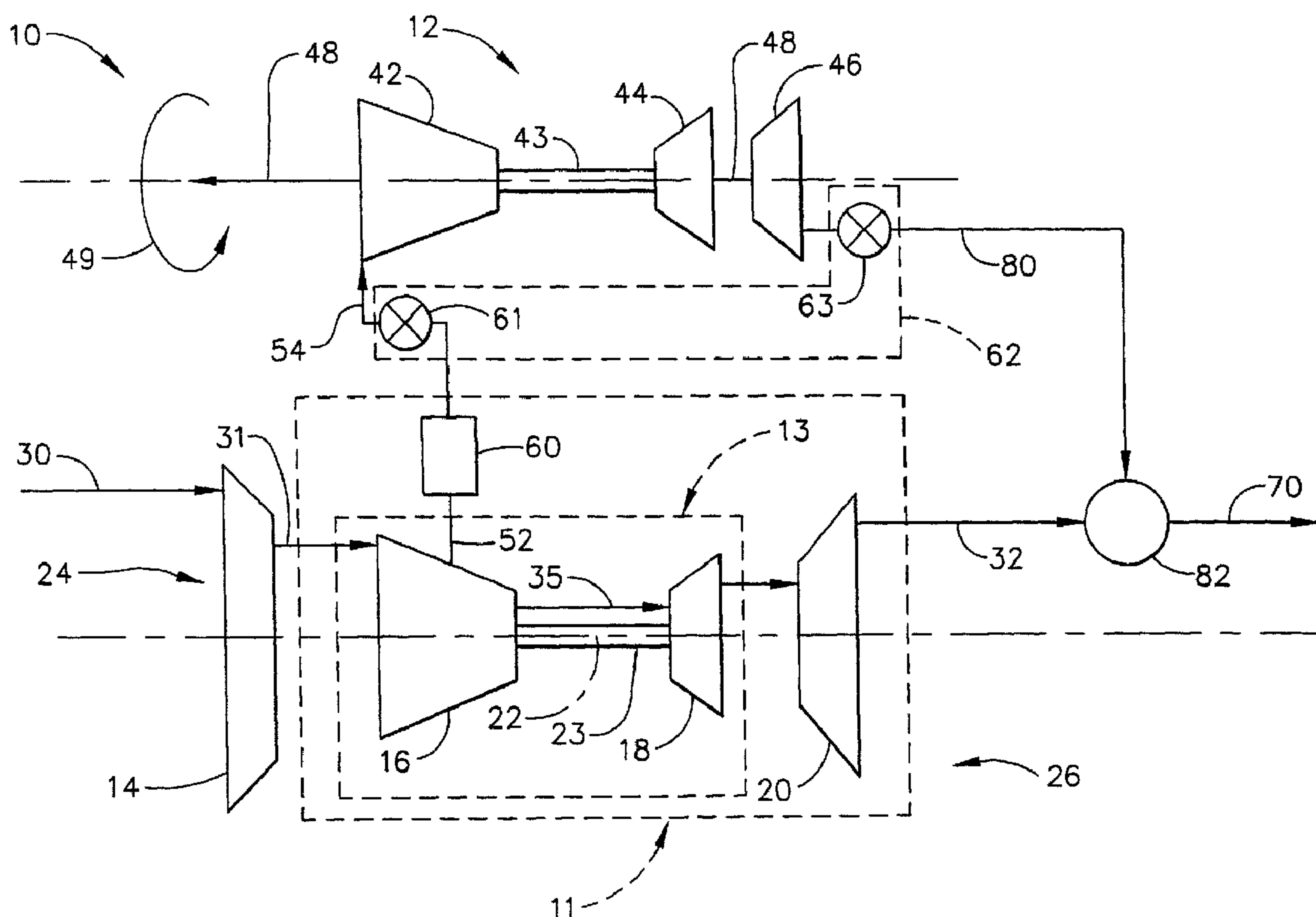




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(57) Abrégé/Abstract:

An aircraft gas turbine engine assembly (10), including at least one propelling gas turbine engine (11) comprising a core engine (13) and an exhaust (32). The core engine includes at least one turbine (20) for generating thrust for the aircraft; and at least one



(57) **Abrégé(suite)/Abstract(continued):**

auxiliary engine (12) including an inlet (24), at least one turbine (44), and an exhaust (80). The inlet is coupled in flow communication with at least one propelling gas turbine engine, such that a portion of airflow (31) flowing through the propelling engine is extracted from the propelling engine upstream from the propelling engine turbine, and is channeled to the auxiliary engine for generating power.

METHODS AND APPARATUS FOR OPERATING GAS TURBINE ENGINES**ABSTRACT OF THE DISCLOSURE**

An aircraft gas turbine engine assembly (10), including at least one propelling gas turbine engine (11) comprising a core engine (13) and an exhaust (32). The core engine includes at least one turbine (20) for generating thrust for the aircraft; and at least one auxiliary engine (12) including an inlet (24), at least one turbine (44), and an exhaust (80). The inlet is coupled in flow communication with at least one propelling gas turbine engine, such that a portion of airflow (31) flowing through the propelling engine is extracted from the propelling engine upstream from the propelling engine turbine, and is channeled to the auxiliary engine for generating power.

METHODS AND APPARATUS FOR OPERATING GAS TURBINE ENGINES

BACKGROUND OF THE INVENTION

This invention relates generally to the gas turbine engines, and, more particularly, to methods and apparatus for operating gas turbine engines used for aircraft propulsion and auxiliary power.

Gas turbine engines typically include a compressor for compressing air. The compressed air is mixed with a fuel and channeled to a combustor, wherein the fuel/air mixture is ignited within a combustion chamber to generate hot combustion gases. The combustion gasses are channeled to a turbine, which extracts energy from the combustion gases for powering the compressor, as well as producing useful work. The exhaust gases are then discharged through an exhaust nozzle, thus producing a reactive, propelling force.

Modern aircraft have increased hydraulic and electrical loads. An electrical load demanded of gas turbine engines increases as flight computers, communication equipment, navigation equipment, radars, environmental control systems, advanced weapon systems, and defensive systems are coupled to aircraft. A hydraulic load demanded of gas turbine engines increases as flight controls, pumps, actuators, and other accessories are coupled to the aircraft. Within at least some known aircraft, mechanical shaft power is used to power hydraulic pumps, electrical generators and alternators. More specifically, electrical and hydraulic equipment are typically coupled to an accessory gearbox that is driven by a shaft coupled to the turbine. When additional electrical power or hydraulic power is required, additional fuel is added to the combustor until a predefined maximum temperature and/or power operating level is reached.

Because the density of air decreases as the altitude is increased, when the aircraft is operated at higher altitudes, the engine must work harder to produce the same shaft power that the engine is capable of producing at lower altitudes. As a result of the increased work, the turbine may operate with increased operating temperatures, such that the shaft power must be limited or reduced to prevent exceeding the engine predefined operating limits.

Within at least some known gas turbine engines, electrical power and hydraulic power is also generated by an auxiliary power unit (APU). An APU is a small turbo-shaft engine that is operated independently from the gas turbine engines that supply thrust for the aircraft. More specifically, because APU operation is also impacted by the air density and is also operationally limited by predefined temperature and performance limits, APUs are typically only operated when the aircraft is on the ground, or in emergency situations while the aircraft is in flight.

BRIEF DESCRIPTION OF THE INVENTION

In one aspect, a method for assembling a gas turbine engine assembly is provided. The method comprises providing at least one propelling gas turbine engine that includes a core engine including at least one compressor, one combustor, and at least one turbine. The method also comprises coupling an auxiliary engine to the propelling gas turbine engine such that during operation of the propelling gas turbine engine, at least a portion of the airflow entering the propelling gas turbine engine is extracted from the propelling gas turbine engine upstream from the core engine turbine, and channeled to the auxiliary engine for generating power.

In another aspect, a gas turbine engine assembly is provided. The gas turbine engine assembly comprises at least one propelling gas turbine engine and at least one auxiliary engine. The at least one propelling gas turbine engine includes a fan and a core engine downstream from the fan. The auxiliary engine is used for generating power, and includes at least one inlet and at least one turbine. The inlet is coupled in flow communication with the propelling gas turbine engine core engine, such that a portion of airflow entering said core engine is channeled for use by the auxiliary

engine, and wherein the propelling gas turbine engine generates thrust for the gas turbine engine assembly.

In a further aspect, an aircraft gas turbine engine assembly is provided. The gas turbine engine assembly includes at least one propelling gas turbine engine and at least one auxiliary engine. The propelling gas turbine engine includes a core engine including at least one turbine. The propelling gas turbine engine is used for generating thrust for the aircraft. The auxiliary engine includes an inlet, at least one turbine, and an exhaust, wherein the inlet is coupled in flow communication with the propelling gas turbine engine, such that a portion of airflow flowing through the propelling engine is extracted from the propelling engine upstream from the propelling engine turbine and is channeled to the auxiliary engine for generating power.

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is an exemplary schematic view of a gas turbine engine assembly.

DETAILED DESCRIPTION OF THE INVENTION

Figure 1 is an exemplary schematic view of a gas turbine engine assembly 10 including a propelling gas turbine engine 11 and an auxiliary power unit or auxiliary power engine 12 that are coupled together, as described in more detail below, in a combined cycle. More specifically, gas turbine engine assembly 10, as described in more detail below, facilitates producing shaft power and propelling force for an aircraft (not shown).

Gas turbine engine 11 includes a core engine 13 and a fan assembly 14 and a low pressure turbine assembly 20. Core engine 13 includes a high-pressure compressor 16, a combustor (not shown), and a high-pressure turbine 18. Fan assembly 14 and turbine 20 are coupled by a first shaft 22, and compressor 16 and turbine 18 are coupled by a second shaft 23. Gas turbine engine 11 also includes an inlet side 24 and an exhaust side 26. In one embodiment, engine 11 is a F118-GE-100 turbofan engine commercially available from General Electric Aircraft Engines, Cincinnati, Ohio.

In operation, inlet air, represented by arrow 30, enters fan assembly 14, wherein the air is compressed and is discharged downstream, represented by arrow 31, at an increased pressure and temperature towards core engine 13 and more specifically, towards high-pressure compressor 16. In one embodiment, engine 11 includes a bypass duct (not shown) such that a portion of air 31 discharged from fan assembly 14 is also channeled into the bypass duct rather than entering core engine 13.

Highly compressed air 35 is delivered to a combustor (not shown) wherein it is mixed with fuel and ignited. Combustion gases propel turbines 18 and 20, which drive compressor 16 and fan assembly 14, respectively. In the exemplary embodiment, core engine exhaust 32 is discharged from engine to generate a propelling force from gas turbine engine assembly 10. In the exemplary embodiment, core engine exhaust 32 is channeled to a variable area bypass injector 82 that is coupled in flow communication with core engine exhaust 32 and auxiliary engine exhaust 80. In an alternative embodiment, core engine exhaust 32 is channeled to a mixing damper (not shown) that is coupled in flow communication with core engine exhaust 32. In another alternative embodiment, core engine exhaust flow and fan air are discharged separately from auxiliary engine exhaust 80 to produce thrust.

Auxiliary power engine 12 is coupled in flow communication to engine 11, as described in more detail below, and includes a compressor 42, a high-pressure turbine 44, and a low-pressure turbine 46. Compressor 42 and high-pressure turbine 44 are connected by a first shaft 43 such that as combustion gases propel turbine 44, turbine 44 drives compressor 42. Auxiliary engine 12 also includes a second shaft 48 coupled to low-pressure turbine 46 which provides shaft power output, represented by arrow 49, for use in the aircraft. Power output 49 may be used to drive equipment, such as, but not limited to alternators, generators, and/or hydraulic pumps. In one embodiment, auxiliary power engine 12 is a turbo-shaft engine, such as a T700-GE-701 engine that is commercially available from General Electric Company, Cincinnati, Ohio, and that has been modified in accordance with the present invention.

Auxiliary ducting (not shown) couples auxiliary power engine 12 to engine 11 to enable a portion of inlet air 31 channeled towards core engine 13 to be directed to auxiliary power engine 12. More specifically, auxiliary airflow, represented by arrow 52 is extracted from core engine 13 at a location upstream from core engine turbine 18. In the exemplary embodiment, auxiliary airflow 52 is bled from high-pressure compressor 16 and is routed towards auxiliary engine compressor 42. In an alternative embodiment, auxiliary power engine 12 is coupled in flow communication to a pair of engines 11 and receives high pressure auxiliary airflow 54 from each engine 11. In another alternative embodiment, a pair of auxiliary power engines 12 are coupled in flow communication to a single engine 11 and both receive high pressure auxiliary airflow 54 from engine 11. More specifically, in the exemplary embodiment, compressor 16 is a multi-staged compressor and auxiliary airflow 52 may be extracted at any compressor stage based on pressure, temperature, and flow requirements of auxiliary engine 12. In another embodiment, auxiliary airflow 52 is extracted downstream from compressor 16. In a further alternative embodiment, auxiliary airflow 52 is extracted upstream from compressor 16. In one embodiment, approximately up to 10%, or more, of air flowing into compressor 16 is extracted for use by auxiliary engine 12. In a further embodiment, auxiliary airflow 52 is extracted from any of, but is not limited to being extracted from, a booster interstage, a booster discharge, a fan interstage, a fan discharge, a compressor inlet, a compressor interstage, or a compressor discharge bleed port. In another embodiment, approximately up to 10% or more, of air flowing into fan assembly 14 is extracted for used by auxiliary engine 12.

In an alternative embodiment, engine 11 supplies pressurized or compressed air to auxiliary power engine 12. For example, in one embodiment, compressed air supplied to an aircraft cabin is routed to auxiliary power engine 12 after being used within the aircraft environmental control system. In a further embodiment, auxiliary power engine 12 receives a mixture of airflow from engine 11 and ambient airflow.

High pressure auxiliary airflow 54 directed towards auxiliary engine 12 is at a higher pressure and temperature than airflow 30 entering gas turbine engine assembly 10. Moreover, because the high pressure auxiliary airflow 54 is at an increased pressure and temperature than that entering gas turbine engine assembly 10, a density of high pressure auxiliary airflow 54 is substantially

similar to the density of airflow that enters auxiliary engine 12 at lower altitudes. Accordingly, because the power output of auxiliary engine 12 is proportional to the density of the inlet air, during operation of core engine 13, auxiliary engine 12 is operable at higher altitudes with substantially the same operating and performance characteristics that are available at lower altitudes by auxiliary engine 12. For example, when used with the F110/F118 family of engines, auxiliary engine 12 produces approximately the same horsepower and operating characteristics at an altitude of 30-40,000 feet, as would be obtainable if auxiliary engine 12 was operating at sea level independently. Accordingly, at mission altitude, a relatively small amount of high-pressure air taken from core engine 13 will enable auxiliary power engine 12 to output power levels similar to those similar from auxiliary power engine 12 at sea level operation.

In the exemplary embodiment, auxiliary airflow 52 is channeled through an intercooler 60 prior to being supplied to auxiliary engine compressor 42. Intercooler 60 has two airflows (not shown) in thermal communication with each other and is designed to exchange a substantial amount of energy as heat, with minimum pressure losses. In the exemplary embodiment, auxiliary airflow 52 is the heat source and a second airflow is used as a heat sink. In one embodiment, the second airflow is fan discharge airflow. In another embodiment, the second airflow is ambient airflow routed through an engine nacelle and passing through intercooler 60 prior to being discharged overboard. More specifically, the operating temperature of auxiliary airflow 52 is facilitated to be reduced within intercooler 60 as the transfer of heat increases the temperature of the other airflow channeled through intercooler 60. In an alternative embodiment, turbine engine assembly 10 does not include intercooler 60.

Intercooler 60 facilitates increasing an amount of power per pound of high pressure auxiliary airflow 54 supplied to auxiliary power engine 12 without increasing flow rates or changing existing turbine hardware. A control system 62 is coupled to a generator control system (not shown) and facilitates regulating the operating speed of auxiliary power engine 12. In one embodiment, control system 62 throttles auxiliary airflow 52 supplied to

auxiliary power engine 12 by control of a variable flow area throttle valve 61 and/or controls engine backpressure by control of a variable flow area exit nozzle 63 or a variable area bypass injector 82 to facilitate controlling the operation of auxiliary power engine 12.

Exhaust airflow 80 from auxiliary power engine 12 is channeled towards core engine exhaust 32 at a discharge pressure that is substantially the same as a discharge pressure of exhaust flow 32 discharged from core engine 13. Specifically, in the exemplary embodiment, auxiliary engine exhaust airflow 80 is routed through a variable area bypass injector 82 which facilitates mixing exhaust flow 32 exiting core engine 13 with auxiliary engine exhaust airflow 80. More specifically, in the exemplary embodiment, exhaust airflow 80 is reintroduced to core engine exhaust flow 32 upstream from a propelling core engine nozzle (not shown). The mixed exhaust flow 86 is then discharged through an engine nozzle (not shown). In an alternative embodiment, exhaust airflow 80 is not mixed with core engine exhaust flow 32, but rather is discharged independently from exhaust flow 32.

Accordingly, when operated, auxiliary power engine 12 facilitates providing increased shaft power production for use within the aircraft. More specifically, because auxiliary power engine 12 is selectively operable for shaft power production, auxiliary power engine 12 may be used only when needed, thus facilitating fuel conservation for the aircraft. In addition, the design of gas turbine assembly 10 enables auxiliary power engine 12 to be operated independently of propelling engine 11, such that an operating speed auxiliary power engine 12 is independent of an operating speed of core engine 13. As such, auxiliary power engine 12 may operated during non-operational periods of core engine 13, and moreover, may be used to provide power necessary to start operation of engine 11.

Operation of auxiliary power engine 12 facilitates improving surge margin of engine 11 by bleeding auxiliary airflow 52 as needed, such that altitude, installation, or distortion effects may be overcome. Moreover, by removing high pressure extraction, auxiliary power engine 12 also facilitates improving an operating performance of core engine 13 while generating significant power. Additionally the hydro mechanical or digital controls of propelling engine 11 and auxiliary power engine 12 are arranged to

mutually exchange operational status and performance parameter values (pressure, temperature, RPM, etc) from one to the other.

The above-described power system is cost-effective and increases shaft power production. The power system includes an auxiliary turbine engine coupled in flow communication with a gas turbine engine such that inlet air provided to the auxiliary turbine is drawn from air flowing through the core engine. As such, higher density air is provided to the auxiliary engine than would be provided had the auxiliary engine received ambient inlet airflow through conventional means, such as through normally aspired means. Accordingly, a small amount of high-pressure air taken from the main engine will enable a smaller engine to output power levels similar to those of sea level operation. As a result, the increased density of air facilitates increased shaft turbine power production from the auxiliary engine in a cost-effective and reliable manner

Exemplary embodiments of gas turbine assemblies are described above in detail. The assemblies are not limited to the specific embodiments described herein, but rather, components of each assembly may be utilized independently and separately from other components described herein. For example, each turbine component and/or auxiliary turbine engine component can also be used in combination with other core engine and auxiliary turbine engine components.

While the invention has been described in terms of various specific embodiments, those skilled in the art will recognize that the invention can be practiced with modification without departing from the invention set out in the appended claims.

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WHAT IS CLAIMED IS:

1. A gas turbine engine assembly comprising:
 - at least one propelling gas turbine engine comprising a fan and a core engine downstream from the fan;
 - an auxiliary engine used for generating power, said auxiliary engine comprising at least one turbine and an inlet, said inlet coupled in flow communication with said propelling gas turbine engine core engine, such that a portion of airflow entering said at least one propelling engine is extracted for use by said auxiliary engine; and
 - an intercooler coupled between said at least one propelling engine and said auxiliary engine inlet, wherein said intercooler facilitates increasing the power generation of said auxiliary engine.
2. A gas turbine engine assembly in accordance with claim 1 wherein said auxiliary engine receives air that has been extracted from said at least one propelling gas turbine engine upstream from said core engine turbine.
3. A gas turbine engine assembly in accordance with claim 1 wherein said auxiliary engine receives airflow from said at least one propelling gas turbine engine that is at an increased pressure than a pressure of airflow entering said at least one propelling gas turbine engine.
4. A gas turbine engine assembly in accordance with claim 1 wherein said auxiliary engine receives airflow from said at least one propelling gas turbine engine that is at an increased temperature than a temperature of airflow entering said at least one propelling gas turbine engine.
5. A gas turbine engine assembly in accordance with claim 1 wherein said auxiliary engine receives airflow from said at least one propelling gas turbine engine that is at an increased density than a density of airflow entering said at least one propelling gas turbine engine.

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6. A gas turbine engine assembly in accordance with claim 1 wherein said auxiliary engine facilitates generating increased shaft horsepower during operation of said gas turbine engine assembly.

7. A gas turbine engine assembly in accordance with claim 1 further comprising a control system coupled to said auxiliary engine for controlling an operational speed of said auxiliary engine turbine.

8. A gas turbine engine assembly in accordance with claim 1 further comprising a control system coupled to said auxiliary engine to facilitate enhancing surge margin and operational performance of said at least one propelling engine.

9. A gas turbine engine assembly in accordance with claim 8 wherein said control system comprises at least one adjustable air throttle valve coupled in flow communication with said auxiliary engine.

10. A gas turbine engine assembly in accordance with claim 1 further comprising a variable area bypass injector coupled in flow communication with an exhaust of said auxiliary engine and an exhaust of said at least one propelling gas turbine engine.

11. A gas turbine engine assembly in accordance with claim 1 further comprising a control system to facilitate operating said auxiliary engine independently of operation of said at least one propelling gas turbine engine.

12. A gas turbine engine assembly in accordance with claim 1 wherein an exhaust of said auxiliary engine is channeled independently from an exhaust of said propelling gas turbine engine.

13. A gas turbine engine assembly in accordance with claim 1 wherein said auxiliary engine facilitates enhancing a surge margin of said at least one propelling engine.

14. A gas turbine engine assembly in accordance with claim 1 wherein said auxiliary engine facilitates improving operating performance of said at least one propelling engine.

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15. An aircraft gas turbine engine assembly, said assembly comprising:
at least one propelling gas turbine engine comprising a core engine and an exhaust, said core engine comprising at least one turbine, said at least one propelling gas turbine engine for generating thrust for the aircraft;

at least one auxiliary engine comprising an inlet, at least one turbine, and an exhaust, said inlet coupled in flow communication with said at least one propelling gas turbine engine, such that a portion of airflow flowing through said propelling engine is extracted from said propelling engine upstream from said propelling engine turbine, and is channeled to said auxiliary engine for generating power; and

an intercooler coupled between said auxiliary engine inlet and said at least one propelling engine, said intercooler facilitates increasing the power generation of said at least one auxiliary engine.

16. An aircraft gas turbine engine assembly in accordance with claim 15 wherein airflow extracted from said at least one propelling engine is channeled to said at least one auxiliary engine at a higher pressure than airflow entering said propelling gas turbine engine.

17. An aircraft gas turbine engine assembly in accordance with claim 15 further comprising a control system to facilitate operating said at least one auxiliary engine independently of said at least one propelling gas turbine engine.

18. An aircraft gas turbine engine assembly in accordance with claim 15 wherein said at least one auxiliary engine facilitates generating increased shaft horsepower during operation of said gas turbine engine assembly.

19. An aircraft gas turbine engine assembly in accordance with claim 15 further comprising a control system coupled to said auxiliary engine for controlling an operational speed of said auxiliary engine turbine.

20. An aircraft gas turbine engine assembly in accordance with claim 19 wherein said control system comprises at least one air throttle valve coupled in flow communication with said auxiliary engine.

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21. An aircraft gas turbine engine assembly in accordance with claim 15 further comprising a variable area bypass injector coupled in flow communication with said auxiliary engine exhaust and said at least one propelling gas turbine engine exhaust.

22. An aircraft gas turbine engine assembly in accordance with claim 15 wherein said at least one auxiliary engine facilitates enhancing a surge margin of said at least one propelling engine.

23. An aircraft gas turbine engine assembly in accordance with claim 15 wherein said auxiliary engine facilitates improving operating performance of said at least one propelling engine.

24. An aircraft gas turbine engine assembly in accordance with claim 15 wherein an exhaust of said auxiliary engine is channeled independently from an exhaust of said at least one propelling engine.

25. A method for assembling a gas turbine engine assembly, said method comprising:

providing at least one propelling gas turbine engine that includes a core engine including at least one turbine;

coupling an auxiliary engine to the propelling gas turbine engine such that during operation of the propelling gas turbine engine, at least a portion of the airflow entering the propelling gas turbine engine is extracted from the propelling gas turbine engine upstream from the core engine turbine, and channeled to the auxiliary engine for generating power; and

coupling an intercooler between the propelling engine and the auxiliary engine inlet such that airflow channeled to the auxiliary engine from the propelling engine is channeled through the intercooler before entering the auxiliary engine.

26. A method in accordance with claim 25 wherein coupling an auxiliary engine to the propelling gas turbine engine further comprises coupling the auxiliary engine to the propelling gas turbine engine such that during operation of the propelling gas turbine engine, the airflow channeled to the auxiliary engine from the

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propelling engine is at a higher pressure than a pressure of the airflow entering the propelling gas turbine engine.

27. A method in accordance with claim 25 wherein coupling an auxiliary engine to the propelling gas turbine engine further comprises coupling the auxiliary engine to the propelling gas turbine engine such that during operation of the propelling gas turbine engine, the airflow channeled to the auxiliary engine from the propelling engine is at a higher temperature than a temperature of the airflow entering the propelling gas turbine engine.

28. A method in accordance with claim 25 wherein coupling an auxiliary engine to the propelling gas turbine engine further comprises coupling the auxiliary engine to the propelling gas turbine engine such that during operation of the propelling gas turbine engine, the airflow channeled to the auxiliary engine from the propelling engine is at a higher density than a density of the airflow entering the propelling gas turbine engine.

29. A method in accordance with claim 25 wherein coupling an auxiliary engine to the propelling gas turbine engine further comprises coupling the auxiliary engine to the propelling gas turbine engine such that operation of the auxiliary engine facilitates generating increased shaft horsepower during operation of said gas turbine engine assembly.

30. A method in accordance with claim 25 further comprising coupling either a variable area bypass injector or a mixing damper to the auxiliary engine and to the propelling gas turbine engine such that exhaust discharged from the auxiliary and propelling gas turbine engines flows through the mixing damper or the variable area bypass injector.

31. A method in accordance with claim 25 wherein coupling an auxiliary engine to the propelling gas turbine engine further comprises coupling a control system to the auxiliary engine such that the auxiliary engine is controlled independently of the operation of the propelling gas turbine engine.

32. A method in accordance with claim 25 wherein coupling an auxiliary engine to the propelling gas turbine engine further comprises coupling the auxiliary engine to the propelling gas turbine engine such that exhaust is discharged from the auxiliary engine independently from exhaust discharged from the propelling gas turbine engine.

33. A method in accordance with claim 25 wherein coupling an auxiliary engine to the propelling gas turbine engine further comprises coupling the auxiliary engine to the propelling gas turbine engine such that during operation of the gas turbine engine assembly, the auxiliary engine facilitates enhancing a surge margin of the propelling engine.

34. A method in accordance with claim 25 wherein coupling an auxiliary engine to the propelling gas turbine engine further comprises coupling the auxiliary engine to the propelling gas turbine engine such that during operation of the gas turbine engine assembly, the auxiliary engine facilitates improving the operating performance of the propelling engine.

35. A method in accordance with claim 25 further comprising coupling a control system to the auxiliary engine to facilitate controlling an operational speed of the auxiliary engine.

36. A method in accordance with claim 25 wherein coupling a control system to the auxiliary engine further comprises coupling a control system including at least one adjustable air throttle valve to the auxiliary engine.

