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A Simulation Evaluation of the Engine Monitoring and Control System Display e-artnow sro

The General Electric Reliable and Affordable Controls effort under the NASA Advanced Subsonic Technology (AST) Program has designed, fabricated, and tested advanced controls hardware and software to reduce emissions and improve engine safety and reliability. The original effort consisted of four elements: 1) a Hydraulic Multiplexer; 2) Active Combustor Control; 3) a Variable Displacement Vane Pump (VDVP); and 4) Intelligent Engine Control. The VDVP and Intelligent Engine Control elements were cancelled due to funding constraints and are reported here only to the state they progressed. The Hydraulic Multiplexing element developed and tested a prototype which improves reliability by combining the functionality of up to 16 solenoids and servo-valves into one component with a single electrically powered force motor. The Active Combustor Control element developed intelligent staging and control strategies for low emission combustors. This included development and tests of a Controlled Pressure Fuel Nozzle for fuel sequencing, a Fuel Multiplexer for individual fuel cup metering, and model-based control logic. Both the Hydraulic Multiplexer and Controlled Pressure Fuel Nozzle system were cleared for engine test. The Fuel Multiplexer was cleared for combustor rig test which must be followed by an engine test to achieve full maturation. Myers, William and Winter, Steve Glenn Research Center NAS3-27720; WBS 22-714-20-20...

**Communication Needs Assessment for Distributed Turbine Engine Control (Postprint). Createspace Independent**

Publishing Platform

**A cross-coupled inlet-engine control system concept is presented for a supersonic propulsion system consisting of a mixed-compression inlet and a turbojet engine. The control system employs manipulation of both bypass door flow area and engine speed to stabilize normal shock position in the inlet. Specifically, the case of slow-acting bypass doors used as a reset control where engine speed is the primary means of shock position control is described. Experimental results are presented showing performance of the control system with a NASA-designed inlet and a turbojet engine operating at Mach 2.5 in the Lewis 10- by 10-Foot Supersonic Wind Tunnel.**

**Aircraft Engine Controls** River Publishers

En beskrivelse og analyse af en række kontrolsystemer til fly- og raketmotorer.

*Sea-level Evaluation of Digitally Implemented Turbojet Engine Control Functions*

Createspace Independent Publishing Platform

Contains general information for technicians on the specifications, MIL resetting and DTC retrieval, accessory drive belts, timing belts, brakes, oxygen sensors, electric cooling fans, and heater cores of twenty-one types of import cars.

*Controls Analysis of Nuclear Rocket Engine at Power Range Operating Conditions*

Springer Verlag

In a bold bid to enter the prestigious luxury car market, Toyota launched its Lexus marque in 1989 with the LS400. Impeccable attention to detail, advanced engineering, sourcing of first quality materials from around the world and meticulous build quality ensured that cars wearing the Lexus badge could compete directly with the established products of Mercedes-Benz, BMW and Jaguar. Motoring journalists around the world were quick to confirm the inherent quality of the Lexus, allowing the new marque to become established amazingly quickly and to make serious inroads into the sales territories of other prestige brands. This book covers the complete year-by-year development of the Lexus line, including the equivalent models in Japan. Written by an acknowledged Toyota expert with the full co-operation of the company and its many subsidiaries worldwide, this is the definitive history of the marque.

**Chilton's Import Car Manual** Veloce Publishing Ltd

Covers all major cars imported into the U.S. and Canada and includes specifications, a troubleshooting guide, and maintenance and repair instructions

A Supersonic Inlet-engine Control Using Engine Speed as a Primary Variable for Controlling Normal Shock Position Createspace Independent Publishing Platform

Overview of engine control systems -- Engine modeling and simulation -- Model reduction and dynamic analysis -- Design of set-point controllers -- Design of transient and limit controllers -- Control system integration -- Advanced control concepts -- Engine monitoring and health management -- Integrated control and health monitoring --

Appendix A. Fundamentals of automatic control systems -- Appendix B. Gas turbine engine performance and operability.

*Development and Testing of a High Stability Engine Control (HISTEC) System* W G Nichols Pub

The standard hydromechanical control system of a turbojet engine was replaced with a digital control system that implemented the same control laws. A detailed discussion of the digital control system in use with the engine is presented. The engine was operated in a sea-level test stand. The effects of control update interval are defined, and a method for extending this interval by using digital compensation is discussed.

*Advanced Engine Control Program*

Control system architecture is a major contributor to future propulsion engine performance enhancement and life cycle cost reduction. The control system architecture can be a means to effect net weight reduction in future engine systems, provide a streamlined approach to system design and implementation, and enable new opportunities for performance optimization and increased awareness about system health. The transition from a centralized, point-to-point analog control topology to a modular, networked, distributed system is paramount to extracting these system improvements. However, distributed engine control systems are only possible through the successful design and implementation of a suitable communication system. In a networked system, understanding the data flow between control elements is a fundamental requirement for specifying the communication architecture which, itself, is dependent on the functional capability of electronics in the engine environment.

Manual Manipulation of Engine Throttles for Emergency Flight Control

Volume 4 of Repair Manual

**Ast Critical Propulsion and Noise Reduction Technologies for Future Commercial Subsonic Engines Area of Interest 1.0**

Contains car identification, service procedures, and specifications for 1989-1993 import cars.

*Simulator for Use in Development of Jet Engine Controls*

The Japanese motor industry worldwide.

*Spl/Heavy Duty Vehicles*

If normal aircraft flight controls are lost, emergency flight control may be attempted using only engines thrust. Collective thrust is used to control flightpath, and differential thrust is used to control bank angle. Flight test and simulation results on many airplanes have shown that pilot manipulation of throttles is usually adequate to maintain up-and-away flight, but is most often not capable of providing safe landings. There are techniques that will improve control and increase the chances of a survivable landing. This paper reviews the principles of throttles-only control (TOC), a history of accidents or incidents in which some or all flight controls were lost, manual TOC results for a wide range of airplanes from simulation and flight, and suggested techniques for flying with throttles only and making a survivable landing.Burcham, Frank W., Jr. and

Fullerton, C. Gordon and Maine, Trindel A.Armstrong Flight Research CenterMANUAL CONTROL; ENGINE CONTROL; FLIGHT CONTROL; EMERGENCIES; AIRCRAFT CONTROL; AIRCRAFT ACCIDENTS; FLIGHT SIMULATION

An Analysis of Control Requirements and Control Parameters for Direct-coupled Turbojet Engines

With the advent of digital engine control systems, considering the use of engine thrust for emergency flight control has become feasible. Many incidents have occurred in which engine thrust supplemented or replaced normal aircraft flight controls. In most of these cases, a crash has resulted, and more than 1100 lives have been lost. The NASA Dryden Flight Research Center has developed a propulsion-controlled aircraft (PCA) system in which computer-controlled engine thrust provides emergency flight control capability. Using this PCA system, an F-15 and an MD-11 airplane have been landed without using any flight controls. In simulations, C-17, B-757, and B-747 PCA systems have also been evaluated successfully. These tests used full-authority digital electronic control systems on the engines. Developing simpler PCA systems that can operate without full-authority engine control, thus allowing PCA technology to be installed on less capable airplanes or at lower cost, is also a desire. Studies have examined simplified ?PCA Ultralite? concepts in which thrust control is provided using an autothrottle system supplemented by manual differential throttle control. Some of these concepts have worked well. The PCA Ultralite study results are presented for simulation tests of MD-11, B-757, C-17, and B-747 aircraft.Burcham, Frank W., Jr. and Kaneshige, John and Bull, John and Maine, Trindel A.Ames Research Center; Armstrong Flight Research CenterFLIGHT CONTROL; SIMULATORS; TRANSPORT AIRCRAFT; DIGITAL SYSTEMS; ENGINE

CONTROL; THRUST CONTROL; BOEING 747 AIRCRAFT; BOEING 757 AIRCRAFT; MD 11 AIRCRAFT; C-17 AIRCRAFT; F-15 AIRCRAFT; COST REDUCTION

Control of Gas-turbine and Ramjet Engines

There is a growing desire to install electronic power and control systems in high temperature harsh environments to improve the accuracy of critical measurements, reduce the amount of cabling and to eliminate cooling systems. Typical target applications include electronics for energy exploration, power generation and control systems. Technical topics presented in this book include: High temperature electronics marketHigh temperature devices, materials and assembly processesDesign, manufacture and testing of multi-sensor data acquisition system for aero-engine controlFuture applications for high temperature electronicsHigh Temperature Electronics Design for Aero Engine Controls and Health Monitoring contains details of state of the art design and manufacture of electronics targeted towards a high temperature aero-engine application. High Temperature Electronics Design for Aero Engine Controls and Health Monitoring is ideal for design, manufacturing and test personnel in the aerospace and other harsh environment industries as well as academic staff and master/research students in electronics engineering, materials science and aerospace engineering.

*High Stability Engine Control (HISTEC)*

**Motor Business Japan**

**Business Japan**

*Model-based Engine Control Architecture with an Extended Kalman Filter*

# Parallel Processing for Jet Engine Control