# J 58 Engine

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The Motor Boat CRC Press

Examines the history of the reconnaissance plane, discussing its development, manufacture, and active service from an insider prespective.

*Aeronautics and Space Report of the President ... Activities* Createspace Independent Publishing Platform

New edition of the successful textbook updated to include new material on UAVs, design guidelines in aircraft engine component systems and additional end of chapter problems Aircraft Propulsion, Second Edition follows the successful first edition textbook with comprehensive treatment of the subjects in airbreathing propulsion, from the basic principles to more advanced treatments in engine components and system integration. This new edition has been extensively updated to include a number of new and important topics. A chapter is now included on General Aviation and Uninhabited Aerial Vehicle (UAV) Propulsion Systems that includes a discussion on electric and hybrid propulsion. Propeller theory is added to the presentation of turboprop engines. A new section in cycle analysis treats Ultra-High Bypass (UHB) and Geared Turbofan engines. New material on drop-in biofuels and design for sustainability is added to refl ect the FAA ' s 2025 Vision. In addition, the design guidelines in aircraft engine components are expanded to make the book user friendly for engine designers. Extensive review material and derivations are included to help the reader navigate through the subject with ease. Key features: General Aviation and UAV Propulsion Systems are presented in a

new chapter Discusses Ultra-High Bypass and Geared Turbofan engines Presents alternative drop-in jet fuels Expands on engine components' design guidelines The end-of-chapter problem sets have been increased by nearly 50% and solutions are available on a companion website Presents a new section on engine performance testing and instrumentation Includes a new 10-Minute Quiz appendix (with 45 quizzes) that can be used as a continuous assessment and improvement tool in teaching/learning propulsion principles and concepts Includes a new appendix on Rules of Thumb and Trends in aircraft propulsion Aircraft Propulsion, Second Edition is a must-have textbook for graduate and undergraduate students, and is also an excellent source of information for researchers and practitioners in the aerospace and power industry.

*Industrial Arts Index* John Wiley & Sons

**The powerplant characteristics previously described in PWAC-275 were based on the use of low compressor pressure ratio nuclear turbojet engines equipped with interburners but without afterburners. The performance of an afterburning version of the same engine is presented in Section B of this supplement. The engine selection for the previous report and for Section B of this supplement was based on best engine performance at Mach No. 3 on nuclear heat alone. For this reason a low compression turbojet engine was selected. However, it is desirable that the nuclear data in report PWAC-275 be useful for both subsonic and supersonic missions. Therefore, the engine performance has been computed for a nuclear conversion of the Pratt & Whitney Aircraft J-58 turbojet engine which has a higher compressor pressure ratio. The performance of this engine is outlined in Section C of this supplement.**

*Power Boating* Zenith Press

Highlighting the major economic and industrial changes in the lubrication industry since the first edition, Synthetics, Mineral Oils, and Bio-Based Lubricants, Second Edition outlines the state of the art in each major lubricant application area. Chapters cover trends in the major industries, such as the use of lubricant fluids, growth or decl

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Liquid hydrogen is shown to be the ideal fuel for civil transport aircraft, as well as for many types of military aircraft. Hydrogen Aircraft Technology discusses the potential of hydrogen for subsonic, supersonic, and hypersonic applications. Designs with sample configurations of aircraft for all three speed categories are presented, in addition to performance comparisons to equivalent designs for aircraft using conventional kerosine-type fuel and configurations for aircraft using liquid methane fuel. Other topics discussed include conceptual designs of the principal elements of fuel containment systems required for cryogenic fuels,

operational elements (e.g., pumps, valves, pressure regulators, heat exchangers, lines and fittings), modifications for turbine engines to maximize the benefit of hydrogen, safety aspects compared to kerosine and methane fueled designs, equipment and facility designs for servicing hydrogen-fueled aircraft, production methods for liquid hydrogen, and the environmental advantages for using liquid hydrogen. The book also presents a plan for conducting the necessary development of technology and introducing hydrogen fuel into the worldwide civil air transport industry. Hydrogen Aircraft Technology will provide fascinating reading for anyone interested in aircraft and hydrogen fuel designs.

**Replies to Questionnaires on Aircraft Engine Production Costs and Profits**

Data on Nuclear J-58 Hot Day Performance and Reactor and Shield Information on a Twin 200 Mw Reactor, Six J58 Engine PowerplantJ-58 Turbojet Engine for NAA B-70 AirplaneExhaust emission

calibration of two J-58 afterburning turbojet engines at simulated high-altitude, supersonic flight conditionsPratt & Whitney Aircraft Nuclear J-8 Turbojet Engine Performance Variation with Radiator Diameter

**NASA SP.**

The High Flow Jet Exit Rig (HFJER) was designed to provide simulated mixed flow turbojet engine exhaust for one- seventh scale models of advanced High Speed Research test nozzles. The new rig was designed to be used at NASA Lewis Research Center in the Nozzle Acoustic Test Rig and the 8x6 Supersonic Wind Tunnel. Capabilities were also designed to collect nozzle thrust measurement, aerodynamic measurements, and acoustic measurements when installed at the Nozzle Acoustic Test Rig. Simulated engine exhaust can be supplied from a high pressure air source at 33 pounds of air per second at 530 degrees Rankine and nozzle pressure ratios of 4.0. In addition, a combustion unit was designed from a J-58 aircraft engine burner to provide 20 pounds of air per second at 2000 degrees Rankine, also at nozzle pressure ratios of 4.0. These airflow capacities were designed to test High Speed Research nozzles with exhaust areas from eighteen square inches to twenty-two square inches. Nozzle inlet flow measurement is available through pressure and temperature

sensors installed in the rig. Research instrumentation on High Speed Research nozzles is available with a maximum of 200 individual pressure and 100 individual temperature measurements. Checkout testing was performed in May 1997 with a 22 square inch ASME long radius flow nozzle. Checkout test results will be summarized and compared to the stated design goals. Castner, Raymond S. and Wolter, John D. Glenn Research Center NASA-TM-113179, NAS 1.15:113179, AIAA Paper 98-0711, E-10943 RTOP 537-05-21-00...

**Index of Patents Issued from the United States Patent Office**

The variation of engine performance with liquid metal radiator diameter and flight altitude has been estimated for both the 1600F NaK and 1800F NaK radiators at Mach 0.6 and hot day atmospheric conditions. The net thrust, air flow and reactor power is presented in 3 figures for the Pratt & Whitney Aircraft J-58 engine with the 1600F NaK radiator. The net thrust, air flow and reactor power for the 1800F NaK radiator are also presented in figures.

*J-58 Turbojet Engine for NAA B-70 Airplane*

**SR-71**

*Data on Nuclear J-58 Hot Day Performance and Reactor and Shield Information on a Twin*

*200 Mw Reactor, Six J58 Engine Powerplant*

*Combat Crew*

*The Engineer*

**Supplement 1**

**Independent Offices Appropriations for 1964**

Technical Abstract Bulletin

*MotorBoating*

Department of Defense Appropriations, 1965, Hearings Before ... 88-2

*1981 NASA Authorization*