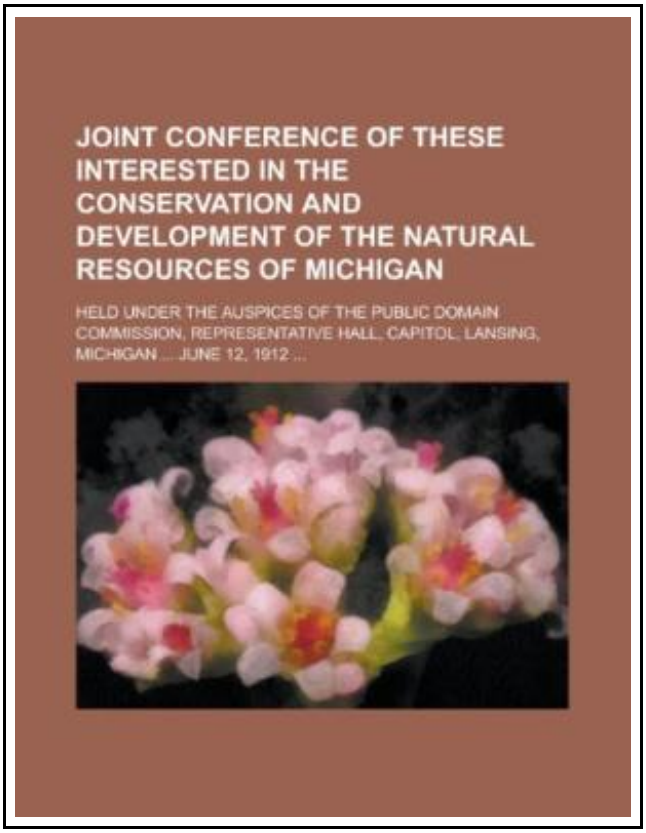
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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 24 pages. Original publisher: Cleveland, Ohio : National Aeronautics and Space Administration, Glenn Research Center ; Hanover MD : Available from NASA Center for AeroSpace Information, 2002 OCLC Number: (OCoLC)54403001 Excerpt: . . . manufacturers began using thermal ACC systems in the Currently there are no clearance measuring sensors that 5, 10, 11 late 1970 s and early 1980 s. These systems can reliably survive the operating temperatures and utilized fan air to cool the support flanges of the HPT vibration levels at the tip seal location for extended case, reducing the case and shroud diameters, and hence periods of time (over 50 hours). This problem may be blade tip clearance, during cruise conditions (see Figure overcome with improved high temperature sensing electronics that are currently being developed. 1). These systems have generally been confined to the HPT and LPT sections. Although some ACC design and production work has been implemented for the PASSIVE THERMAL 5 HPC section, to the authors knowledge, no engines Passive thermal systems rely on material properties and are flying using ACC in the compressor section. engine operating temperatures to match rotor and stator growths. These approaches are generally used on 15 CLEARANCE CONTROL CONCEPTS todays smaller engines. Carpenter et al. , describe a system which combines stator materials with different PCC and ACC concepts are not in short supply. There coefficients of thermal expansion to allow faster growth are well over one hundred U. S. patents describing of the shroud at lower temperatures to better match the turbine engine blade tip clearance control. Most of the centrifugal growth of the rotor (during takeoff while the patented concepts can generally be grouped into five case is still heating)...

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