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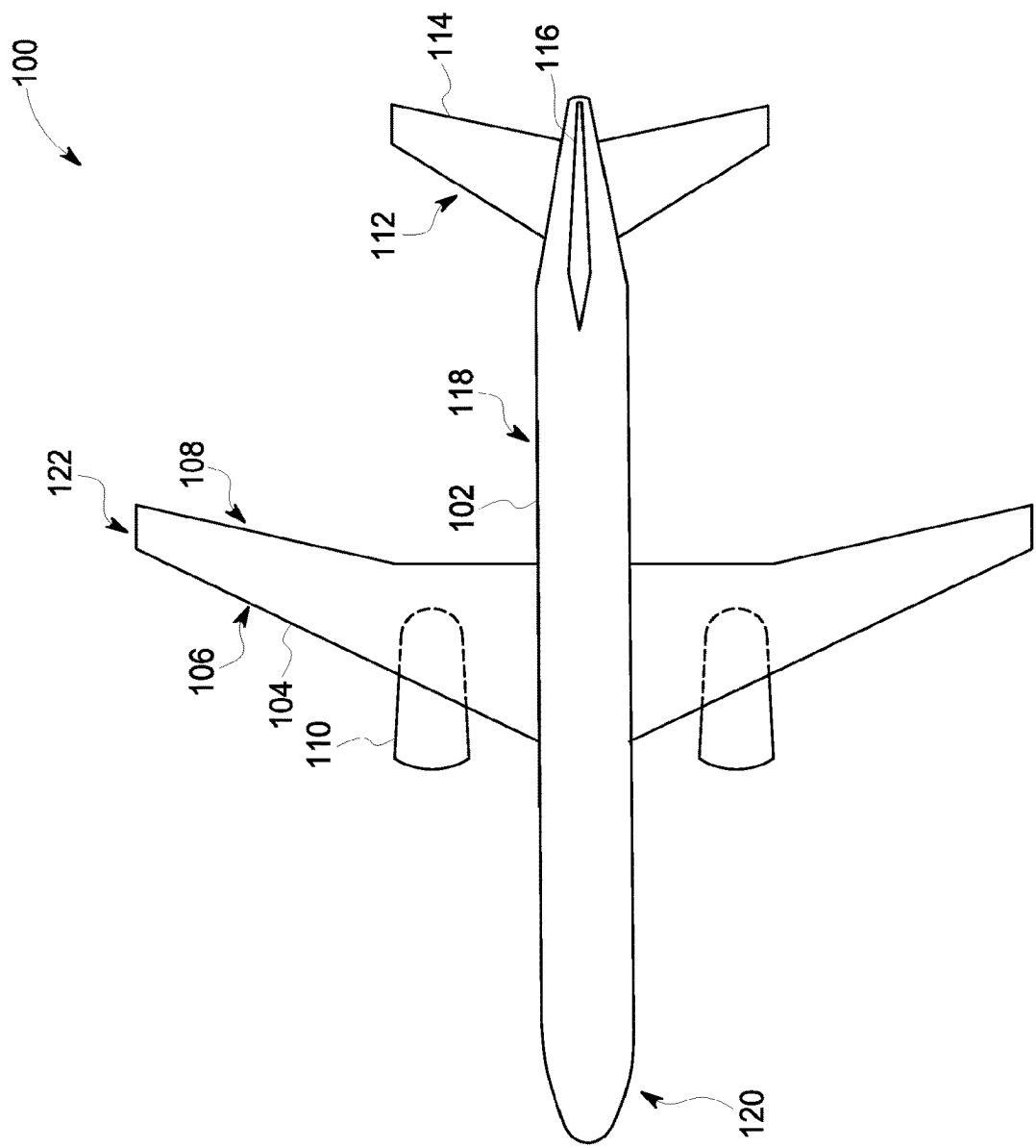


FIG. 1

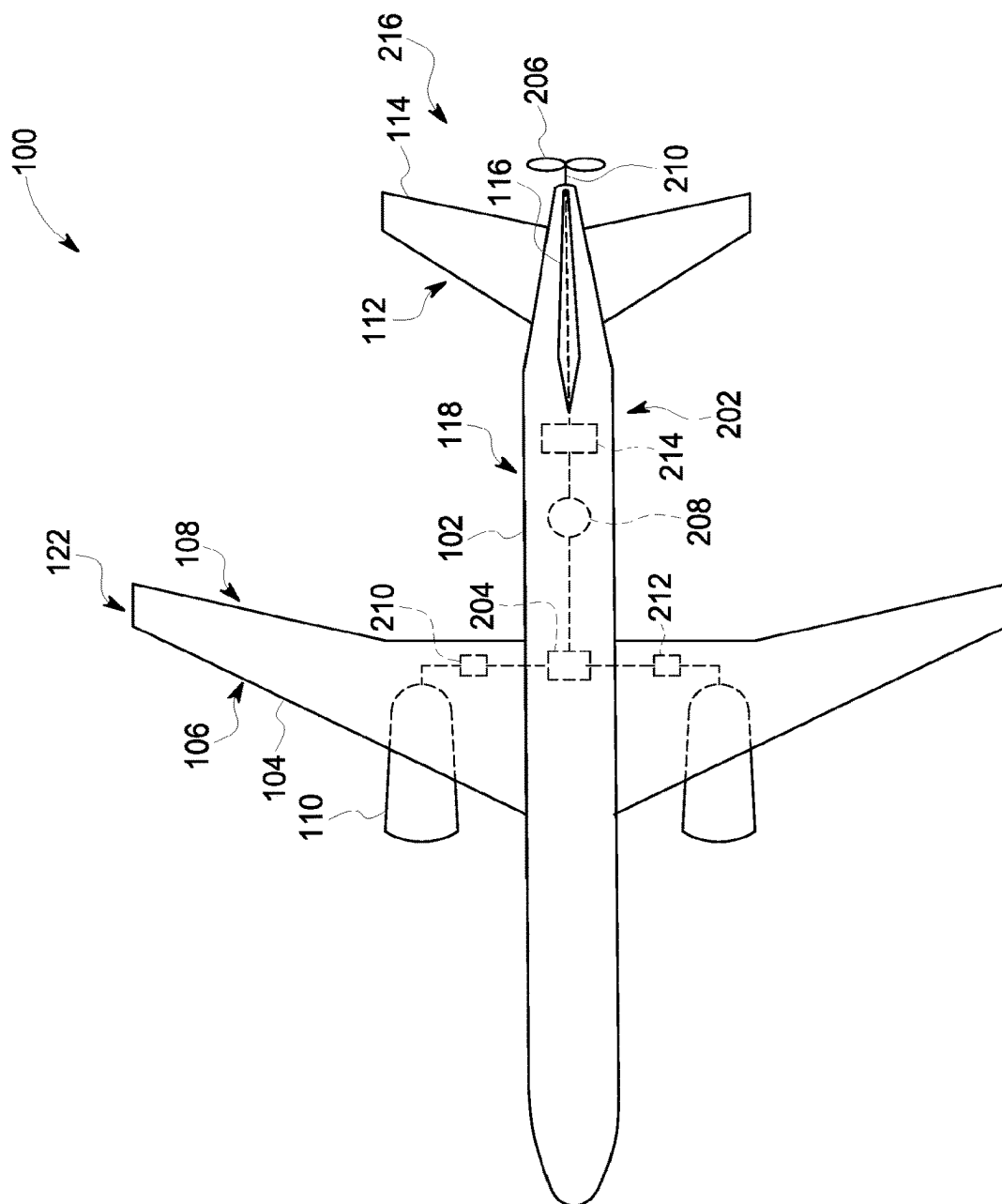


FIG. 2

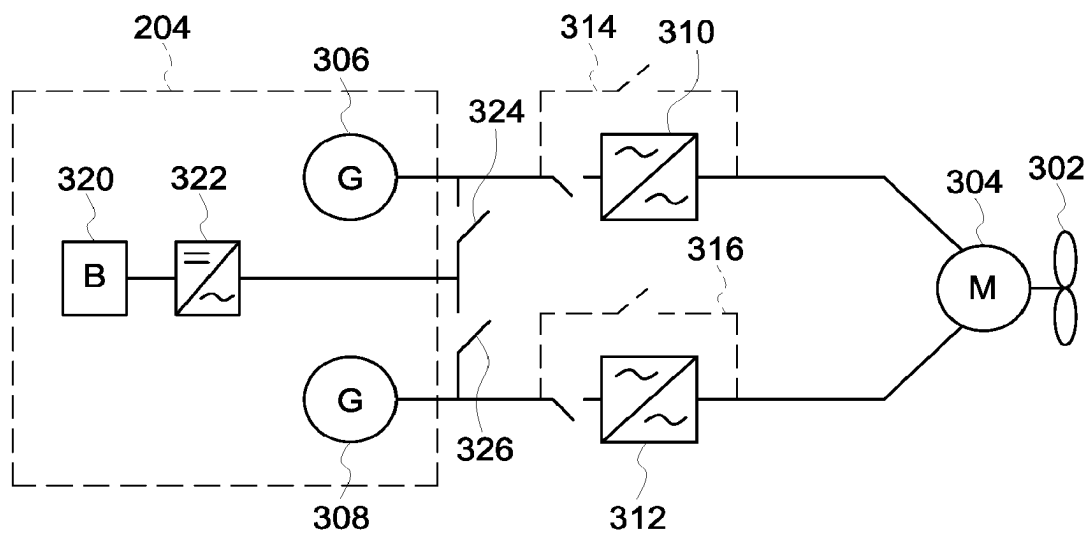


FIG. 3

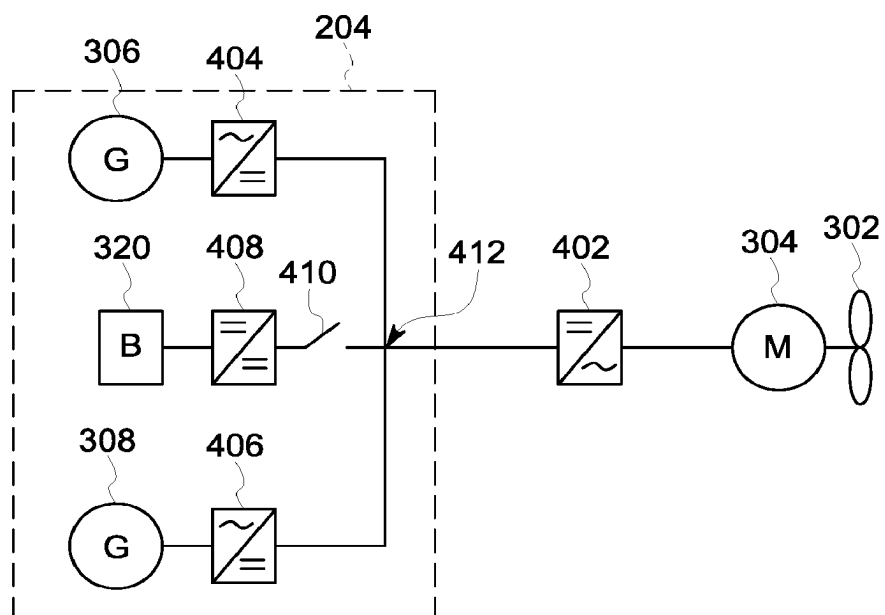


FIG. 4

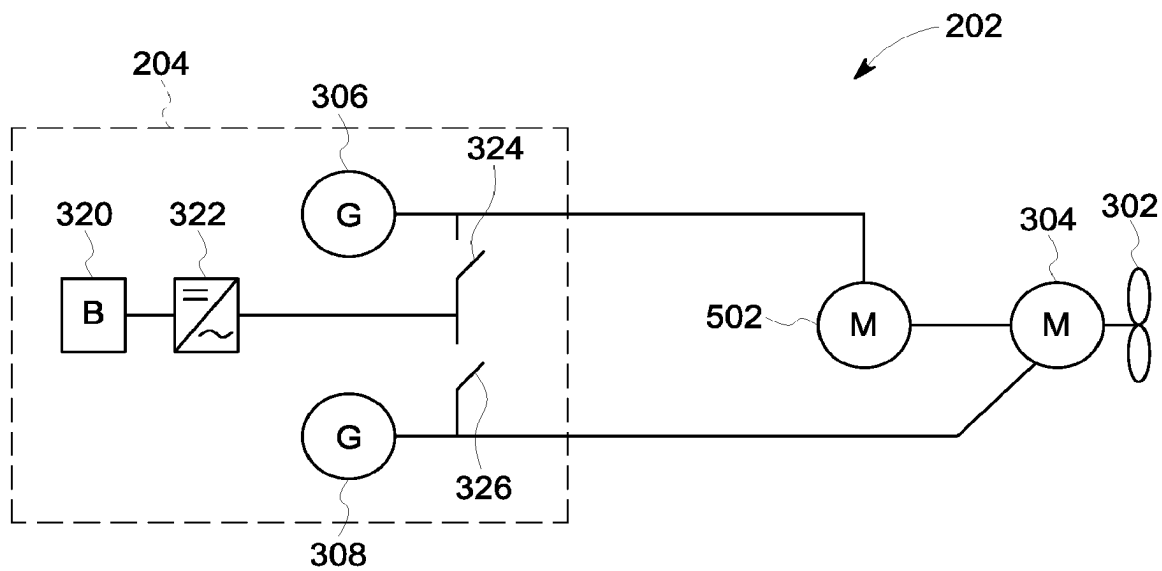


FIG. 5

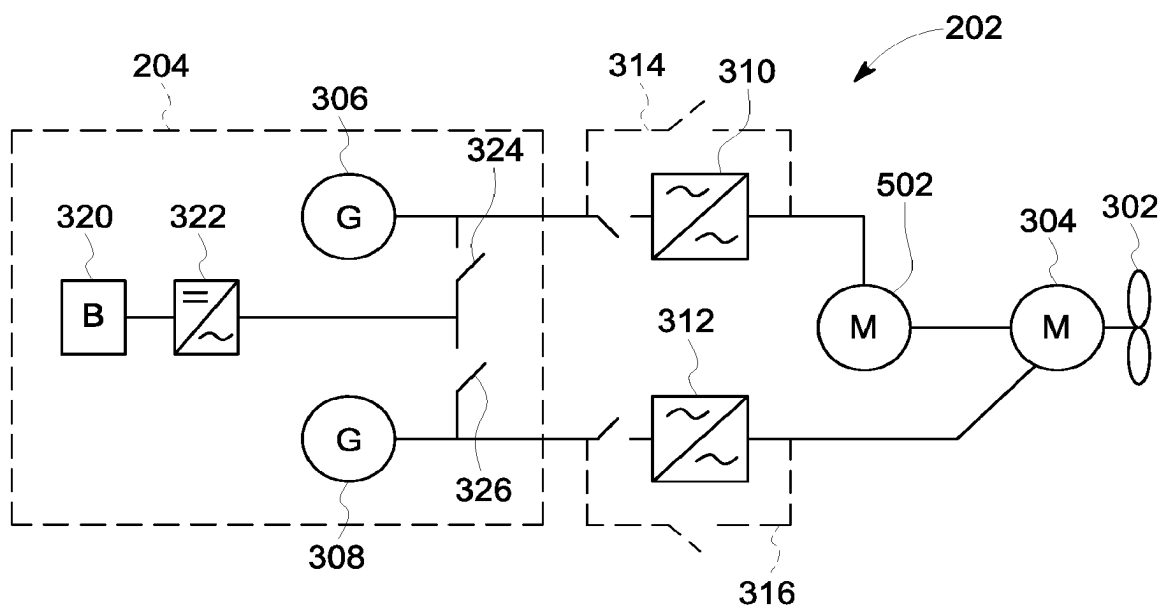


FIG. 6

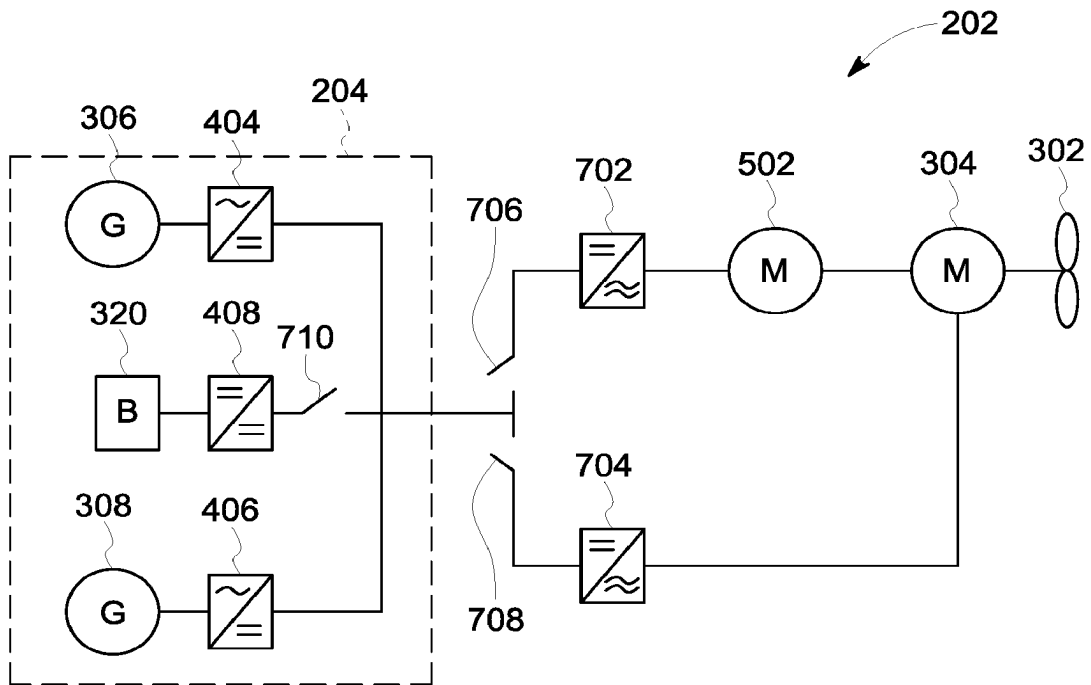


FIG. 7

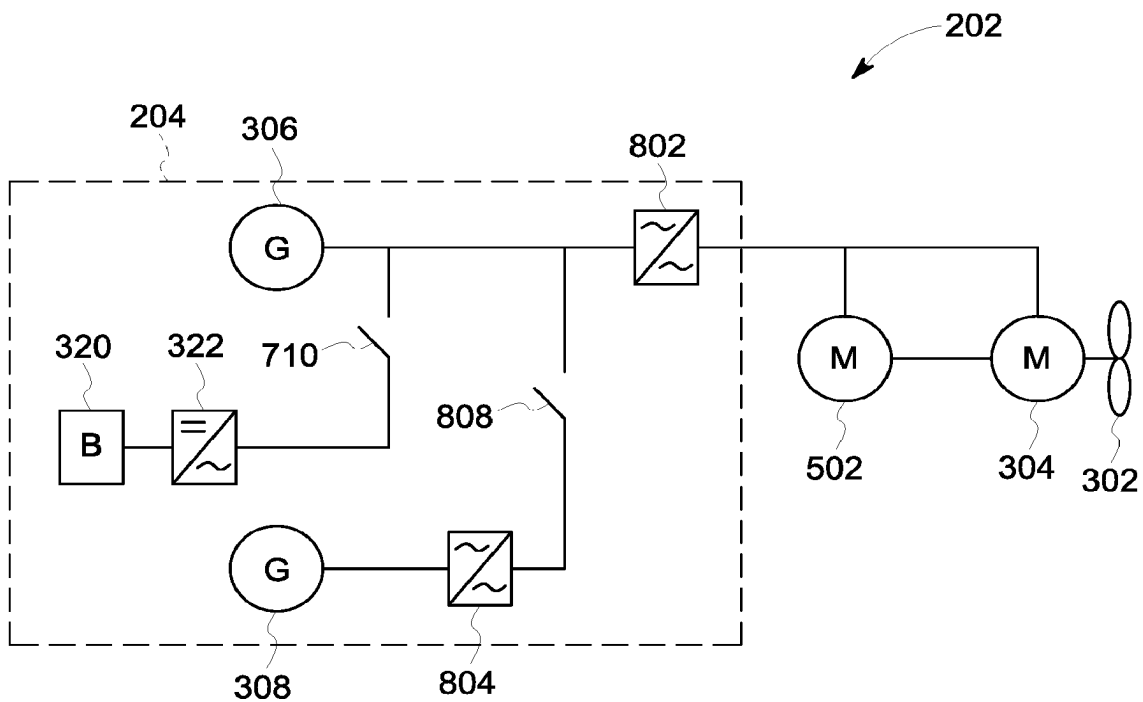


FIG. 8

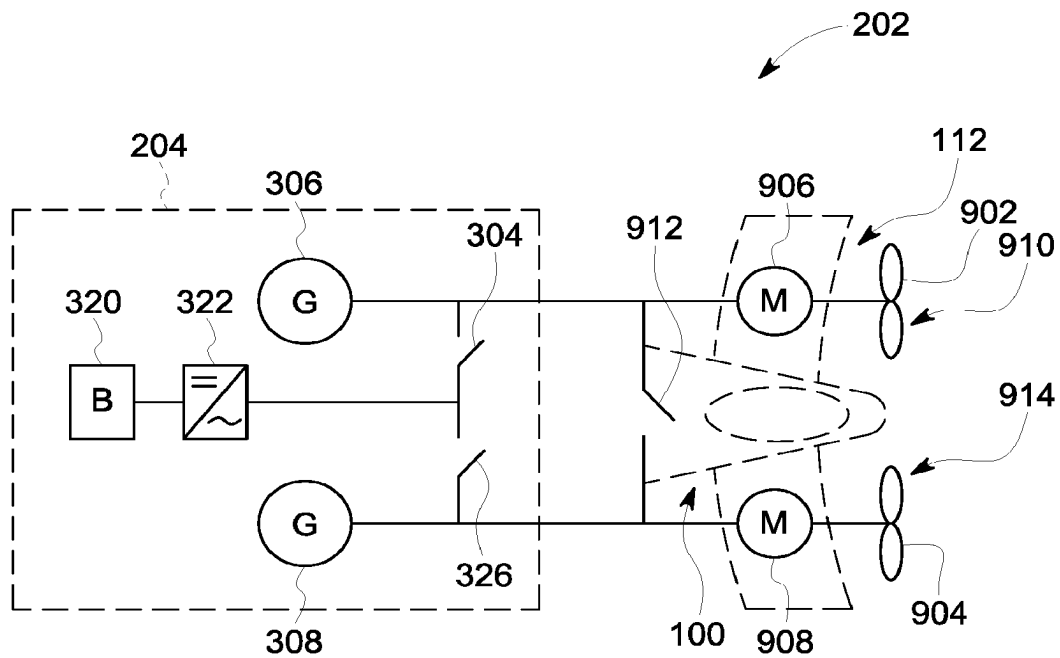


FIG. 9

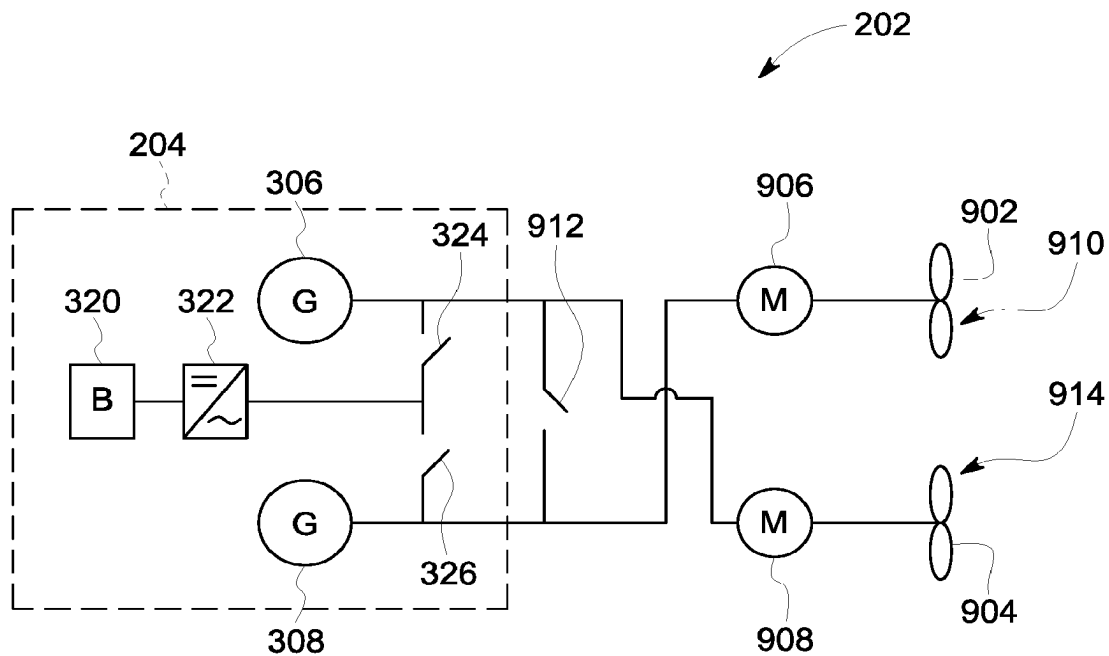


FIG. 10

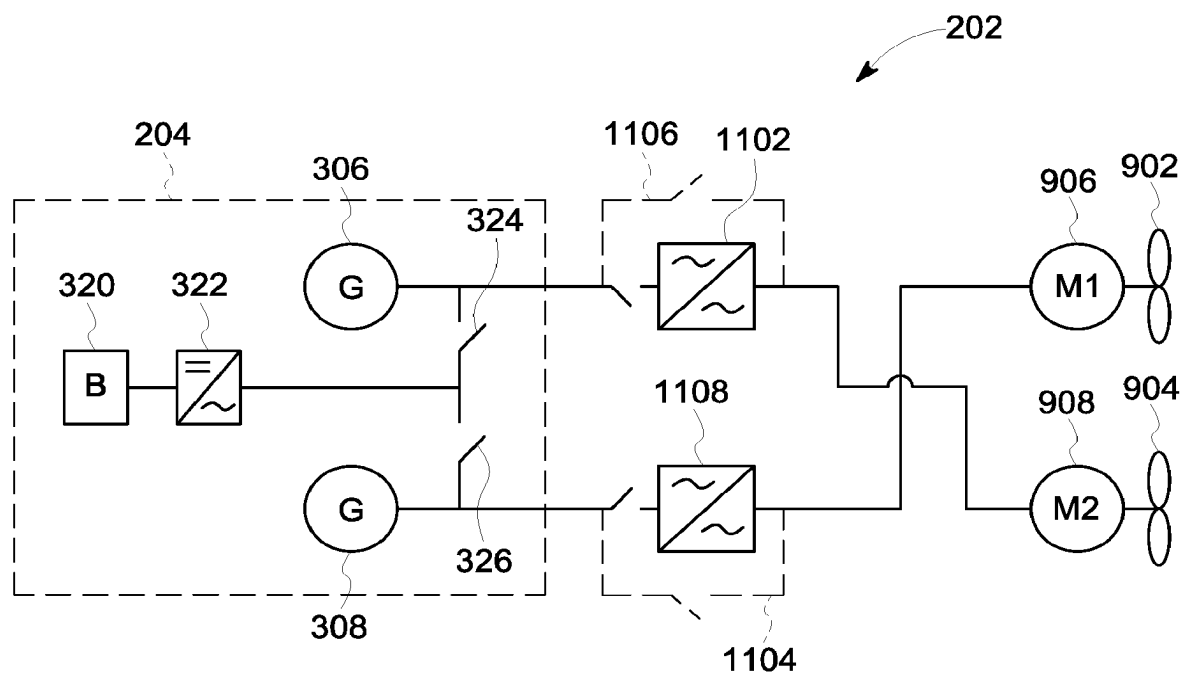


FIG. 11

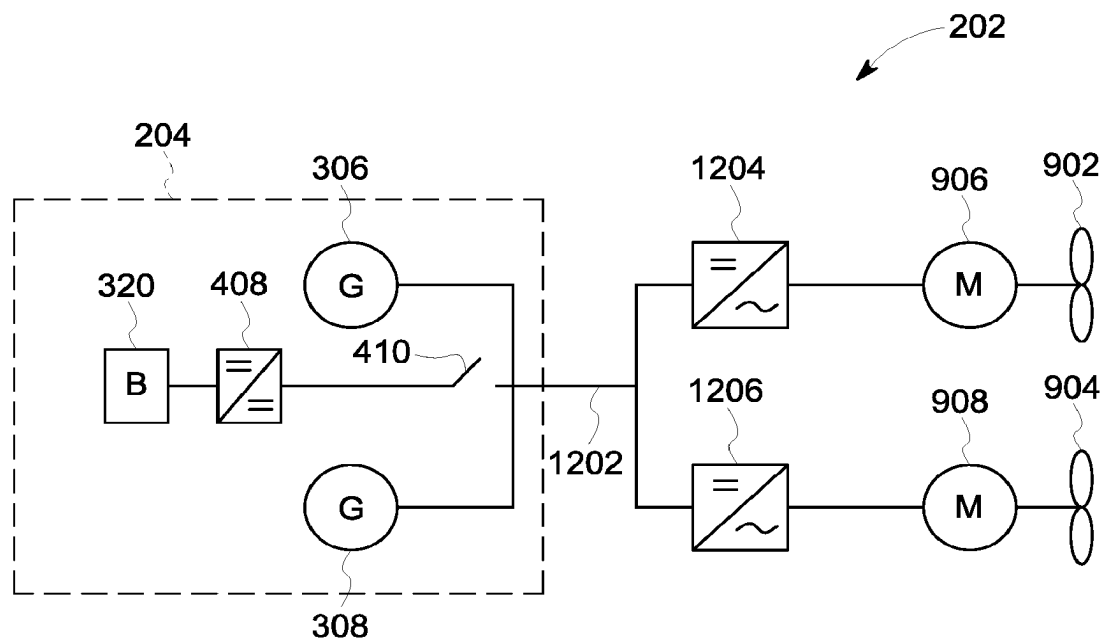


FIG. 12

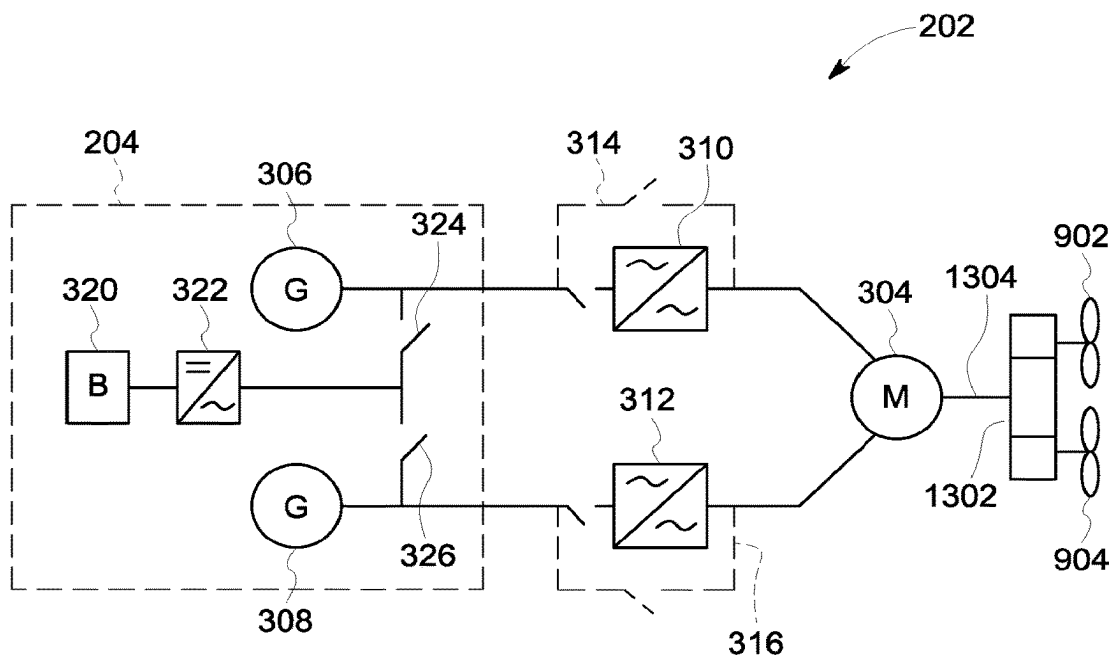


FIG. 13

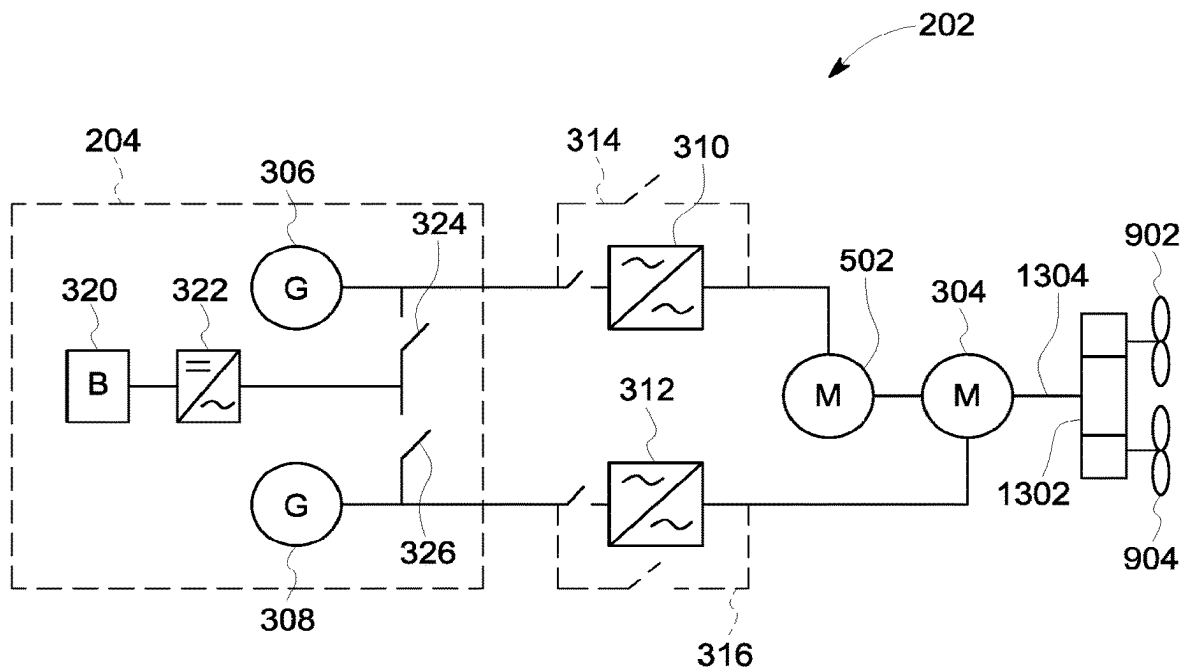


FIG. 14

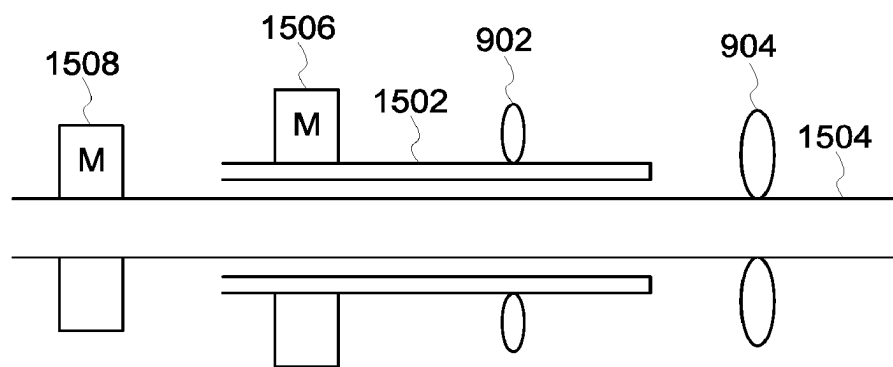


FIG. 15

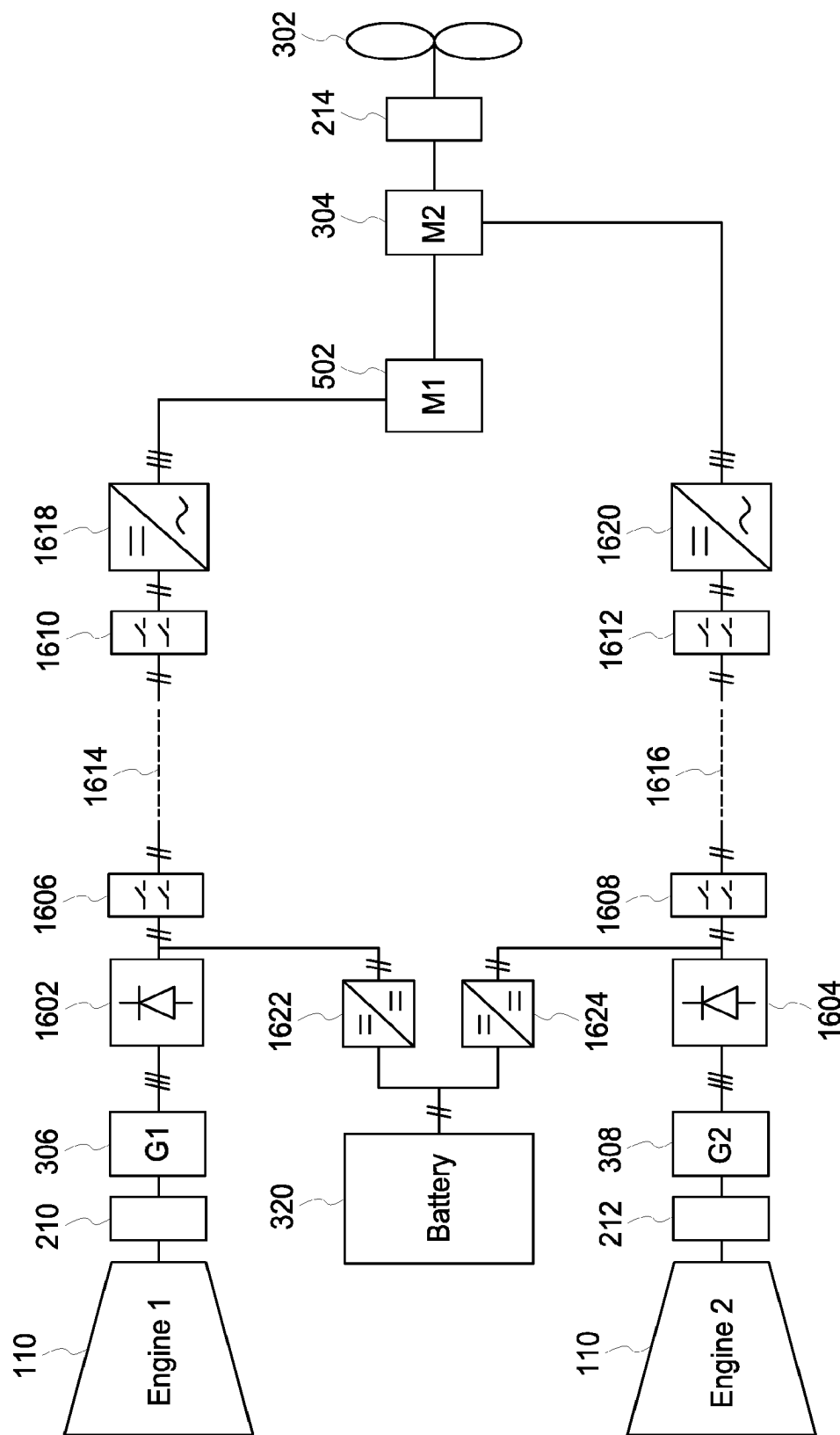


FIG. 16

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PROPULSION SYSTEM AND METHODS OF USE THEREOF

CROSS-REFERENCE TO RELATED APPLICATIONS

This application is a continuation application of U.S. application Ser. No. 14/935,814 filed Nov. 9, 2015, which is hereby incorporated by reference in its entirety.

BACKGROUND

The field of the disclosure relates generally to propulsion systems, and more particularly, electric propulsion systems.

The inventors have observed that in operation of conventional aircraft, a layer of air (boundary layer) that flows along the surfaces of the aircraft may become destabilized or separate from the surfaces of the aircraft (flow separation) due to, for example, pressure gradients, skin friction drag, surface roughness, heat, acoustic energy, or the like. In such instances, the boundary layer transitions from a laminar flow to turbulent flow (e.g., unsteady swirling flow). The presence of such a turbulent flow and/or flow separation may increase drag on the surfaces, thereby reducing the efficiency of the aircraft and increasing fuel consumption. The inventors have observed that conventionally utilized mechanisms (e.g., propulsion systems or the like) to reduce or eliminate such negative effects of boundary layer destabilization are inefficient or ineffective.

Therefore, the inventors have provided an improved propulsion system.

BRIEF DESCRIPTION

Embodiments of a propulsion system are provided herein. In some embodiments, a propulsion system for an aircraft may include an electrical power supply; a motor coupled to the electrical power supply, wherein the electrical power supply provides power to the motor; and a fan disposed proximate a rear portion of an aircraft and rotatably coupled to the motor, wherein the fan is driven by the motor.

In some embodiments, an aircraft may include an engine; an electrical power supply having a generator, the generator coupled to the engine; a motor coupled to the electrical power supply, wherein the electrical power supply provides power to the motor; a fan disposed proximate a rear portion of an aircraft and rotatably coupled to the motor, wherein the fan is driven by the motor; and at least one gearbox rotatably coupling at least one of the gas engine to the generator or rotatably coupling the fan to the motor.

The foregoing and other features of embodiments of the present invention will be further understood with reference to the drawings and detailed description.

DRAWINGS

These and other features, aspects, and advantages of the present disclosure will become better understood when the following detailed description is read with reference to the accompanying drawings in which like characters represent like parts throughout the drawings, wherein:

FIG. 1 depicts an aircraft;

FIG. 2 depicts an aircraft in accordance with some embodiments of the present invention;

FIGS. 3-16 depict portions of a propulsion system in accordance with some embodiments of the present invention;

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Unless otherwise indicated, the drawings provided herein are meant to illustrate features of embodiments of the disclosure. It is to be understood that any of the features shown in the drawings may be incorporated into any of the embodiments described herein. These features are believed to be applicable in a wide variety of systems comprising one or more embodiments of the disclosure. As such, the drawings are not meant to include all conventional features known by those of ordinary skill in the art to be required for the practice of the embodiments disclosed herein.

DETAILED DESCRIPTION

Embodiments of a propulsion system are provided herein. In at least some embodiments, the inventive propulsion system may utilize one or more fans disposed proximate a rear of an aircraft to ingest fuselage or other boundary layers, thereby increasing propulsion efficiency and reducing fuel consumption. In addition, in at least some embodiments, the inventive propulsion system may be selectively utilized during various stages of flight (e.g., taxiing, ascent, cruise, descent) to allow a reduction of engine use during periods of inefficiencies.

Embodiments discussed herein relate to propulsion systems for use in aircraft, for example, helicopters, unmanned aerial vehicles (UAV), aircraft or airliners for transportation of passengers or cargo (commercial, corporate, luxury, military, or the like), or the like. It should be appreciated, however, that the inventive propulsion system may also be employed in other types of aircraft. However, to simplify explanation, and to facilitate discussion in the context of a concrete example, the present discussion will be provided in the context of the aircraft described with respect to FIG. 1.

Referring to FIG. 1, a conventional aircraft 100 may generally comprise a fuselage 102, one or more engines (two engines 110 shown) and wings 104. The fuselage 102 generally comprises a cockpit section 120 and tail section 112. The fuselage 102 may be configured in any manner suitable for the intended use of the aircraft 100, for example, such as passenger or cargo transport, or the like. The tail section 112 may include one or more stabilizers, for example such as the horizontal stabilizer 114 and vertical stabilizer 116 shown in the figure.

The wings 104 are coupled to the fuselage 102 and generally comprise a leading edge 106, trailing edge 108 and tip 122. The wings 104 may be of any suitable configuration with respect to the fuselage 102, for example, such as a low wing, mid wing or high wing configuration.

The engines 110 may be any type of engines suitable to facilitate operation of the aircraft, for example, a jet engine (turbojet, turbofan, or the like), shaft engine, turbine engine (turboprop, turboshaft, or the like), or the like. Although shown as under wing mounted the engines 110 may be disposed in any suitable position about the aircraft, for example, such as fuselage mounted, or the like. In addition, although only two engines 110 are shown in the figure, the aircraft 100 may utilize any number of engines 110, for example one engine, two engines, or more than two engines.

The inventors have observed that in operation of conventional aircraft, a layer of air (boundary layer) that flows along the surfaces of the aircraft (e.g., an outside surface 118 of the fuselage 102) may become destabilized or separate from the surfaces of the aircraft (flow separation) due to, for example, pressure gradients, skin friction drag, surface roughness, heat, acoustic energy, or the like. In such instances, the boundary layer transitions from a laminar flow to turbulent flow (e.g., unsteady swirling flow). The pres-

ence of such a turbulent flow and/or flow separation may increase drag on the surfaces, thereby reducing the efficiency of the aircraft and increasing fuel consumption.

As such, in some embodiments, the aircraft **100** may comprise a propulsion system **202** having a fan (aft fan) **206** disposed proximate the rear, or mounted on the rear, of the aircraft, a motor **208** to drive the fan **206** and an electrical power supply (power supply) **204** to power the motor **208**. The inventors have observed that operation (rotation) of the fan **206** facilitates an ingestion of the boundary layer, thereby reducing or eliminating drag on the surfaces of the aircraft **100** that would otherwise be caused by the above described instances of destabilization or flow separation of the boundary layer. Such a reduction in drag may increase efficiency and/or decrease fuel consumption of the aircraft and, thereby, may provide a reduction in cost per passenger/mile while reducing associated pollution without compromising the reliability, availability and maintainability (RAM) of the aircraft **100**. In some embodiments, one or more gearboxes **210**, **212**, **214** may be utilized to facilitate coupling of, for example, the engines **110** and generators **204**, the motor **208** and fan shaft **210**, or the like.

The motor **208** may be any type of motor suitable to operate the rear mounted fan **206** as described herein and may be DC or AC powered motor, for example, such as a brush or brushless motor, induction motor, synchronous motor, linear motor, wound field motor, or the like. Any number of motors **208** may be utilized, for example, such as the one or more, or the plurality of motors in the below described configurations of the propulsion system **202**.

The power supply **204** may be any type of power supply suitable to operate the fan **206** as described herein. The power supply **204** may include one or more of generators, electrical energy storage (batteries, fuel cells, capacitors, or the like), mechanical energy storage (e.g., flywheel), or the like, for example such as the batteries and/or generators in the below described configurations of the propulsion system **202**. The inventors have observed that in embodiments utilizing various energy storage mechanisms within the power supply may advantageously allow for the utilization of otherwise wasted energy (e.g., during descent stages of a flight) to charge such devices, thereby making operation of an aircraft more energy efficient. Moreover, such energy storage mechanisms may allow for the inventive propulsion system to be selectively utilized without having to operate the engines of the aircraft, thereby reducing the need to operate the engines in inefficient modes, thus reducing emissions and/or further increasing the efficiency of the aircraft. For example, during taxiing of the aircraft, the propulsion system may be powered by one or more of the energy storage mechanisms and utilized to facilitate motion of the aircraft without the use of the engines. The generator may be any type of suitable generator, for example, an induction generator, alternator, linear electric generator, wound field generator, or the like.

In embodiments where the power supply **204** includes a generator, any number of generators may be utilized, for example, such as the one or more, or the plurality of generators in the below described configurations of the propulsion system **202**. In addition, in some embodiments, the generator may be coupled to, and driven by, one or more of the engines **110** of the aircraft **100**, or alternatively, a dedicated engine separate from the engines **110** of the aircraft. In embodiments where the generators are coupled to an aircraft engine (e.g., engine **110**), the generators may be coupled to a component (e.g., a shaft) of the high pressure or low pressure spool of the engine **110**. In operation, the

rotation of the high pressure or low pressure spool of the engine facilitates rotation of the generator, thereby causing the generator to produce the electrical energy sufficient to power the motor **208**. In embodiments where the power supply **204** includes more than one generator (e.g., as described below), each generator may be coupled a respective engine of the aircraft.

In embodiments where the power supply **204** includes one or more batteries, the one or more batteries may be any type of suitable battery, for example, such as a lead acid battery, gel battery, absorbed glass mat battery, a dry cell battery (e.g., nickel-cadmium (NiCd), nickel-zinc (NiZn), nickel metal hydride (NiMH), and lithium-ion (Li-ion) cells, or the like), or the like.

The fan **206** may be coupled to the aircraft **100** by a rotatable shaft **210** which is driven by the motor **208**. The fan **206** may be configured in any manner suitable to facilitate ingestion of the boundary layer and described herein. For example, the fan **206** may comprise any suitable number or type of fan blades (e.g., curved, pitched, adjustable, combinations thereof, or the like).

Referring to FIG. 3, in some embodiments, the propulsion system **202** may comprise a motor **304** electrically coupled (powered) by two generators **306**, **308**. The inventors have observed that powering a single motor **304** via two generators **306**, **308** may advantageously allow each generator **306**, **308**, and therefore each engine respectively driving each generator (e.g., such as described above), to operate within a more efficient operating range as opposed to, for example a single generator/engine driven system that would require operation at near maximum output. Moreover, having multiple generators **306**, **308** provide power a single motor **304** may advantageously provide redundancy in an event of a failure of one of the generators **306**, **308**.

In any of the embodiments described herein, any of the generators may power any of the motors directly, or optionally, be coupled to the motors via one or more converters, inverters, amplifiers, or the like. For example, in some embodiments, each generator **306**, **308** may power the motor **304** via a respective AC to AC power converter **310**, **312** to allow control of at least one of a voltage, frequency or phase of the waveform of the AC power applied to the motor **304**. In such embodiments, the propulsion system **202** may comprise one or more bypasses **314**, **316** configured to allow the generators **306**, **308** to bypass the AC to AC power converters **310**, **312** and selectively directly power the motor **304** for high power and/or high speed operation of the propulsion system **202**.

In some embodiments, the power supply **204** may optionally include a battery **320** (e.g., such as the batteries described above) configured to provide power to the motor **304**. In such embodiments, a DC to AC power inverter **322** may be disposed between the battery **320** and the motor **304** to facilitate conversion of the DC power supplied by the battery **320** to AC power for operation of the motor **304**. In some embodiments, the power supply **204** may include one or more switches (two switches **324**, **326** shown) to allow the battery **320** to selectively supply power to one or both of the AC-AC power converters **310**, **312** and/or the motor **304**. When present, the battery **320** may function as a supplementary power supply in addition to the generators **306**, **308** and/or as a redundancy in the event of a failure of one or more of the generators **306**, **308**.

Referring to FIG. 4, in some embodiments, each generator **306**, **308** may provide power to a DC to AC power inverter **402** coupled to the motor **304** via a common bus **412**. In such embodiments, each generator **306**, **308** may provide power

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to the DC to AC power inverter **402** via a respective AC to DC power rectifier **404**, **406**. In some embodiments, when present, the battery **320** may be coupled to a DC to DC power converter **408**, which is in turn coupled to the DC to AC power inverter **402**. In such embodiments, a switch **410** may be disposed between the battery **320** and motor **304** to allow selective coupling of the battery to the motor **304**.

Although shown as having one motor **304** in FIGS. 3 and 4, the propulsion system **202** may comprise any number of motors suitable to facilitate operation of the fan **302**. For example, referring to FIG. 5, in some embodiments, the propulsion system **202** may comprise a plurality of motors (motor **304** and additional motor **502** shown), wherein the motors **304**, **502** are coupled to one another in-line. In such embodiments, each generator **306**, **308** may be respectively coupled to each of the motors **304**, **502**, such as shown in FIG. 5. When multiple motors are present, the torque provided by each motor **304**, **502** may be summed to drive the fan **302**.

Referring to FIG. 6, in some embodiments, the generators **306**, **308** may power the motors **304**, **502** via AC-AC power converters **310**, **312** and/or one or more bypasses **314**, **312**, for example, similar to as described above with respect to FIG. 3.

Referring to FIG. 7, in some embodiments, each generator **308**, **306** may be selectively coupled to one or both of the motors **304**, **502** via one or more switches (two switches **706**, **708** shown). In such embodiments, a DC to AC inverter **702**, **704** may be disposed between each motor **304**, **502** and the DC to AC inverter **404**, **406** of the power supply **204**. In some embodiments, when present, the battery **320** may be selectively coupled to one or both of the DC to AC inverters **702**, **704** via a switch **710**.

Referring to FIG. 8, in some embodiments, the generators **306**, **308** may be coupled to a common AC to AC converter **802**, which is in turn coupled to the motors **304**, **502**. In such embodiments, one generator **308** may be selectively coupled to the AC to AC converter **802** via a switch **808**. In addition, in some embodiments, an additional AC to AC converter **804** may be disposed between the generator **308** and AC to AC converter **802**.

In some embodiments, such as the configuration shown in FIG. 8, one engine-generator coupling (e.g., one of the engines **110** shown in FIG. 2 and generator **306**) may function to provide power to a second generator (e.g., generator **308**) via the switch **808**. In such embodiments, the second generator may function as a motor to power a second engine fan. The inventors have observed such a configuration may advantageously allow the use of a single engine in instances where reduced power is needed (e.g., taxiing), thereby reducing ground level emissions.

Although shown as having only one fan **302**, the propulsion system **202** may comprise any number of fans (e.g., two or more or a plurality of fans) suitable to facilitate ingestion of the boundary layer as provided herein. For example, referring to FIG. 9, in some embodiments, the propulsion system may comprise two fans (first fan **902** and second fan **904** shown), each driven by a respective motor (first motor **906** and second motor **908** shown). In such embodiments, each of the two fans **902**, **904** may be disposed about the rear of the aircraft in any configuration suitable to allow for ingestion of the boundary layer as provided herein. For example, in some embodiments, the first fan **902** may be disposed on a first side **910** of the tail section (shown in phantom at **112**) and/or aircraft **100** and the second fan **904** may be disposed on a second side **914** of the tail section **112** and/or aircraft **100**, opposite the first side **910**. When con-

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figured in such a manner, the inventors have observed that the first fan **902** and second fan **904** may be utilized to supplement the rudder of the aircraft, thereby reducing rudder needs. In some embodiments, for example, in any of the configurations comprising two fans described herein, the generators **306**, **308** may be selectively coupled to each of the motors **906**, **908** via a switch **912**, thereby allowing both motors **906**, **908** to be powered by one of the generators **306**, **308**.

In some embodiments, each generator **306**, **308** (or engine-generator pairing in embodiments where the generator is coupled to an aircraft engine) may power a motor **906**, **908** disposed on the same side of the aircraft **100**. For example, as shown in FIG. 9, generator **306** (and/or aircraft engine not shown) powers the first motor **906**, which in turn drives the first fan **902**, wherein the generator **306**, first motor **906** and first fan **902** are disposed on the first side **910**. Similarly, the generator **308** (and/or aircraft engine not shown) powers the second motor **908**, which in turn drives the second fan **904**, wherein the generator **308**, second motor **908** and second fan **904** are disposed on the second side **914**.

Alternatively, in some embodiments, each generator **306**, **308** (or engine-generator pairing in embodiments where the generator is coupled to an aircraft engine) may power a motor **906**, **908** disposed on an opposing side of the aircraft **100**, for example, such as shown in FIG. 10. For example, in such embodiments, generator **306** (and/or aircraft engine, not shown) powers the second motor **908**, which in turn drives the second fan **904**, wherein the generator **306** is disposed on the first side **910** and the second motor **908** and second fan **904** are disposed on the second side **914**. Similarly, the generator **308** (and/or aircraft engine not shown) powers the first motor **906**, which in turn drives the first fan **902**, wherein the generator **308** is disposed on the second side **914** and the first motor **906** and first fan **902** are disposed on the first side **910**.

Although the generators **306**, **308** in FIGS. 9 and 10 are shown to directly power the motors **906**, **908**, the generators **306**, **308** in any of the embodiments having two or more fans described herein the generators **306**, **308** may power the motors **906**, **908** via one or more converters, inverters, rectifiers, amplifiers, or the like. For example, in some embodiments, the generators **306**, **308** may power the motors **906**, **908** via respective AC to AC power converters **1102**, **1108** to allow control of at least one of a voltage, frequency or phase of the waveform of the AC power applied to the motors **906**, **908**. In such embodiments, the propulsion system **202** may comprise one or more bypasses **1106**, **1104** configured to allow the generators **306**, **308** to bypass the AC to AC power converters **1102**, **1108** and selectively directly power the motors **906**, **908** for high power and/or high speed operation of the propulsion system **202**.

Referring to FIG. 12, in some embodiments, the generators **306**, **308** may be coupled to a common bus **1202** of the power supply **204**. In such embodiments, the generators **306**, **308** may provide power to a DC to AC power inverter **1204**, **1206** coupled to each of the motors **906**, **908**.

Although each fan **902**, **904** is shown coupled to the propulsion system **202** via a separate shaft, in any of the embodiments having two or more fans described herein, the fans may be coupled to the propulsion system via a common shaft and gear box. For example, FIG. 13 depicts an embodiment similar to the embodiment depicted in FIG. 5, however, utilizing two fans **902**, **904** coupled to the propulsion system via a common shaft **1304** and gear box **1302** configured to rotate both fans **902**, **904**. In another example, FIG. 14

depicts an embodiment similar to the embodiment depicted in FIG. 6, however, utilizing two fans **902, 904** coupled to the propulsion system via the common shaft **1304** and gear box **1302**.

Although shown as being separately located, in any of the embodiments having two or more fans described herein, the fans may be disposed coaxially. For example, referring to FIG. 15, the first fan **902** may be coupled to a first shaft **1502** and the second fan **904** may be coupled to a second shaft **1504**, wherein the first shaft **1502** and second shaft **1504** are concentrically disposed. In such embodiments, each shaft **1502, 1504** may be individually driven by a motor **1506, 1508**.

In any of the above embodiments, one or more additional electrical components may be present in the propulsion system **202** to facilitate operation thereof. An exemplary propulsion system **202** having such components is depicted in FIG. 16.

Referring to FIG. 16, in some embodiments, the propulsion system **202** may comprise a plurality of inline motors **502, 304** each powered by a generators **306, 308** and/or battery **320**. In some embodiments, the generators **306, 308** may be driven by an engine **110** via a gearbox **210, 212** and supply power to the motors **304, 502** via at least one of two or more diode rectifiers (two diode rectifiers **1602, 1604** shown), two or more DC breakers (four DC breakers **1606, 1608, 1610, 1612** shown), electrical cabling **1616, 1614** and one or more inverters **1618, 1620**. In such embodiments, the battery **320** may be coupled to the propulsion system **202** between the diode rectifiers **1602, 1604** and DC breakers **1606, 1608, 1610, 1612** shown via one or more converters **1622, 1624**.

Thus, an improved propulsion system has been provided herein. Ranges disclosed herein are inclusive and combinable (e.g., ranges of “5 ohm-cm and 2000 ohm-cm”, is inclusive of the endpoints and all intermediate values of the ranges of “5 ohm-cm and 2000 ohm-cm,” etc.). “Combination” is inclusive of blends, mixtures, alloys, reaction products, and the like. Furthermore, the terms “first,” “second,” and the like, herein do not denote any order, quantity, or importance, but rather are used to distinguish one element from another, and the terms “a” and “an” herein do not denote a limitation of quantity, but rather denote the presence of at least one of the referenced item. The modifier “about” used in connection with a quantity is inclusive of the state value and has the meaning dictated by context, (e.g., includes the degree of error associated with measurement of the particular quantity). The suffix “(s)” as used herein is intended to include both the singular and the plural of the term that it modifies, thereby including one or more of that term (e.g., the colorant(s) includes one or more colorants). Reference throughout the specification to “one embodiment”, “some embodiments”, “another embodiment”, “an embodiment”, and so forth, means that a particular element (e.g., feature, structure, and/or characteristic) described in connection with the embodiment is included in at least one embodiment described herein, and may or may not be present in other embodiments. In addition, it is to be understood that the described elements may be combined in any suitable manner in the various embodiments.

While the invention has been described with reference to exemplary embodiments, it will be understood by those skilled in the art that various changes may be made and equivalents may be substituted for elements thereof without departing from the scope of the invention. In addition, many modifications may be made to adapt a particular situation or material to the teachings of the invention without departing

from essential scope thereof. Therefore, it is intended that the invention not be limited to the particular embodiment disclosed as the best mode contemplated for carrying out this invention, but that the invention will include all embodiments falling within the scope of the appended claims.

The invention claimed is:

1. A propulsion system for an aircraft, comprising:
 - an electrical power supply comprising a battery, a first generator, and a second generator;
 - a first motor and a second motor, both of which coupled to the electrical power supply, wherein the electrical power supply, provides power to the first motor and the second motor, wherein the first motor is coupled to the first generator via a first AC-AC power converter and the second motor is coupled to the second generator via a second AC-AC power converter, and wherein the first motor is coupled to the second motor;
 - a fan configured to facilitate ingestion of a boundary layer of air around the aircraft disposed proximate a rear portion of the aircraft and rotatably coupled to the first motor and the second motor, wherein the fan is driven by the first motor and the second motor;
 - a first bypass that electrically couples the first generator to the first motor for selectively bypassing the first AC-AC power converter to selectively directly power the first motor; and
 - a second bypass that electrically couples the second generator to the second motor for selectively bypassing the second AC-AC power converter to selectively directly power the second motor.
2. The propulsion system of claim 1, wherein the electrical power supply further comprises at least one of a stored energy source, flywheel, capacitor, or fuel cell.
3. The propulsion system of claim 1, wherein the fan comprises a plurality of fans.
4. The propulsion system of claim 3, wherein the plurality of fans comprise a first fan disposed proximate a first side of the aircraft and a second fan disposed proximate a second side of an aircraft, opposite the second side.
5. The propulsion system of claim 4, wherein the first generator is disposed proximate the first side of the aircraft and the second generator is disposed proximate the second side of an aircraft, wherein the first generator provides power to the first motor that is rotatably coupled to the second fan and wherein the second generator provides power to the second motor that is rotatably coupled to the first fan.
6. The propulsion system of claim 2, wherein the generator is coupled to a gas engine of the aircraft.
7. The propulsion system of claim 6, further comprising at least one gearbox rotatably coupling the gas engine to the generator.
8. The propulsion system of claim 1, wherein the fan comprises a plurality of fans driven by a shaft and further comprising a gearbox coupling the shaft to the plurality of fans.
9. The propulsion system of claim 1, wherein the fan comprises a plurality of fans, and wherein each fan is coupled to a respective shaft, wherein the respective shafts are disposed concentrically with respect to one another.
10. The propulsion system of claim 1, further comprising a gearbox rotatably coupling the fan to the first motor and the second motor.
11. An aircraft, comprising:
 - a fuselage;
 - an engine;

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an electrical power supply having a first generator, a second generator and a battery, the generator and the battery coupled to the engine;

first motor and a second motor, both of which are coupled to the electrical power supply, wherein the electrical power supply provides power to the first motor and the second motor, wherein the first motor is coupled to the first generator via a first AC-AC power converter and the second motor is coupled to the second generator via a second AC-AC power converter, and wherein the first motor is coupled to the second motor;

a fan configured to facilitate ingestion of a boundary layer of air around the fuselage disposed proximate a rear portion of the aircraft and rotatably coupled to the first motor and the second motor, wherein the fan is driven by the first motor and the second motor;

a first bypass that electrically couples the first generator to the first motor for selectively bypassing the first AC-AC power converter to selectively directly power the first motor; and

a second bypass that electrically couples the second generator to the second motor for selectively bypassing the second AC-AC power converter to selectively directly power the second motor.

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12. The aircraft of claim 11, wherein the electrical power supply comprises at least one of, a stored energy source, battery, flywheel, capacitor, or fuel cell.

13. The aircraft of claim 12, wherein the fan comprises a plurality of fans, and wherein a first fan of the plurality of fans is disposed proximate a first side of the aircraft and a second fan of the plurality of fans is disposed proximate a second side of an aircraft, opposite the first side.

14. The aircraft of claim 13, wherein the first generator is disposed proximate the first side of the aircraft and the second generator is disposed proximate the second side of an aircraft, and wherein the first generator provides power to the first motor that is rotatably coupled to the second fan and wherein the second generator provides power to the second motor that is rotatably coupled to the first fan.

15. The propulsion system of claim 1, wherein the first motor is coupled to the second motor in-line such that torque provided by the first motor and the second motor is summed to drive the fan.

16. The propulsion system of claim 1, wherein the power supply includes a first switch and a second switch, wherein the first switch selectively couples the battery to the first AC-AC power converter, and wherein the second switch selectively couples the battery to the second AC-AC power converter.

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