

$$1. \quad \eta_{th} = \frac{(1+f)u_e^2 - u_a^2}{2f a_r}$$

$$\text{or } \dot{m}_f \ll \dot{m}_a \Rightarrow f \ll 1.$$

$$\eta_{th} = \frac{u_e^2 - u_a^2}{2f a_r} = \frac{u_e^2 - u_a^2}{2c_p(T_{04} - T_{02})}$$

$$u_a = M \sqrt{\gamma R T_a}, \quad u_e = M_e \sqrt{\gamma R T_e} = M_e \sqrt{\gamma R T_{04}}$$

$$\text{for ideal ramjet, } M_e = M \Rightarrow u_e = M \sqrt{\gamma R T_e}$$

$$\begin{aligned} \eta_{th} &= \frac{M^2 \gamma R (T_e - T_a)}{2c_p (T_{04} - T_{02})} \\ &= \frac{M^2 \gamma R T_a \left(\frac{T_e}{T_a} - 1 \right)}{2c_p T_{02} \left(\frac{T_{04}}{T_{02}} - 1 \right)} \end{aligned}$$

$$\text{since } \frac{P_{04}}{P_b} = \frac{P_{02}}{P_a}$$

$$\left(\frac{T_{04}}{T_b} \right)^{\frac{\gamma-1}{\gamma}} = \left(\frac{T_{02}}{T_a} \right)^{\frac{\gamma-1}{\gamma}}$$

$$\frac{T_{04}}{T_b} = \frac{T_{02}}{T_a} \quad \text{as } \gamma = \text{const.}$$

$$\therefore \frac{T_{04}}{T_{02}} = \frac{T_b}{T_a}$$

$$\eta_{th} = \frac{\gamma R T_a M^2}{2c_p T_{02}} = \frac{\gamma R T_a M^2}{2 \frac{\gamma R}{\gamma-1} T_{02}} = \frac{\gamma M^2 (\gamma-1)}{2 \left(\frac{T_{02}}{T_a} \right)}$$

$$T_{02} = \frac{T_{02}}{T_a} = 1 + \frac{\gamma-1}{2} M^2$$

$$\eta_{th} = \frac{\left(\frac{\gamma-1}{2} \right) M^2}{1 + \frac{\gamma-1}{2} M^2} = 1 - \frac{1}{1 + \frac{\gamma-1}{2} M^2}$$

$\eta_{th} = 1 - \frac{1}{\frac{\gamma-1}{2} M^2}$

2.

Diffuser: $M=0$, for an ideal diffusion process,

$$T_a = T_{0a} = T_{02} = T_7$$

$$P_{02} = P_{0a} = P_a$$

Compressor: ideal compression,

$$\frac{T_{03}}{T_{02}} = \pi_c^{\frac{\gamma_c-1}{\gamma_c}} \left(\pi_c = \frac{P_{03}}{P_{02}} \right) \quad (c)$$

Combustion chamber: no press. loss in the combustion chamber and negligible 'f', $P_{04} = P_{03}$, $f \ll 1$

Turbine: $\frac{T_{04}}{T_{05}} = \pi_t^{\frac{\gamma_t-1}{\gamma_t}}$, $\pi_t = P_{04}/P_{05}$

work developed by turbine = work consumed by compressor

$$W_t = W_c$$

for $f \ll 1$, $c_{p_t}(T_{04} - T_{05}) = c_{p_c}(T_{03} - T_{02}) \quad (b)$

$$c_{p_t} T_{04} \left(1 - \frac{1}{\pi_t^{\frac{\gamma_t-1}{\gamma_t}}} \right) = c_{p_c} T_{02} \left(\pi_c^{\frac{\gamma_c-1}{\gamma_c}} - 1 \right)$$

with $T_{02} = T_a$,

$$\frac{1}{\pi_t^{\frac{\gamma_t-1}{\gamma_t}}} = 1 - \frac{c_{p_c}}{c_{p_t}} \frac{T_a}{T_{04}} \left(\pi_c^{\frac{\gamma_c-1}{\gamma_c}} - 1 \right)$$

$$\pi_t = \frac{1}{\left[1 - \left(\frac{c_{p_c}}{c_{p_t}} \right) \frac{T_a}{T_{04}} \left(\pi_c^{\frac{\gamma_c-1}{\gamma_c}} - 1 \right) \right]^{\frac{\gamma_t}{\gamma_t-1}}}$$

Nozzle: for an unchoked nozzle, & ideal expansion, jet speed is

$$V_j = \sqrt{2 c_{p_n} T_{06} \left[1 - \left(\frac{P_7}{P_{06}} \right)^{\frac{\gamma_n-1}{\gamma_n}} \right]}$$

using (a) & (b)

$$T_{05} = T_{04} - \frac{c_{p_c}}{c_{p_t}} T_a \left[\pi_c^{\frac{\gamma_c-1}{\gamma_c}} - 1 \right] \equiv T_{06}$$

$$\frac{P_7}{P_{06}} = \frac{P_7}{P_{02}} \times \frac{P_{02}}{P_{03}} \times \frac{P_{03}}{P_{04}} \times \frac{P_{04}}{P_{05}} \times \frac{P_{05}}{P_{06}}, \quad \text{Then, } P_6 = P_a = P_{02}, P_{03} = P_{04} \neq P_{05}$$

$$V_j = \sqrt{2 c_{p_n} \left[T_{04} - \frac{c_{p_c}}{c_{p_t}} T_a \left(\pi_c^{\frac{\gamma_c-1}{\gamma_c}} - 1 \right) \right] \left[1 - \left(\frac{\pi_t}{\pi_c} \right)^{\frac{\gamma_n-1}{\gamma_n}} \right]}$$

3

Case 1: The mass flow rate is constant = 40 kg/s

$$T_{\text{momentum}} = \dot{m}_a (1+f) U_e = 40 \times 1.02 \times 600 = 24480 \text{ N}$$

$$T_{\text{pressure}} = A_e (P_e - P_a) = 0.25 (200 - 30.8) \times 10^3 = 42300 \text{ N}$$

$$T_{\text{gross}} = T_{\text{momentum}} + T_{\text{pressure}} = 66780 \text{ N}$$

The momentum drag for flight speed varying from 500-6000 km/h is written as:

$$D_{\text{momentum}} = \dot{m}_a U = 40 \times \frac{U (\text{km/h})}{3.6}$$

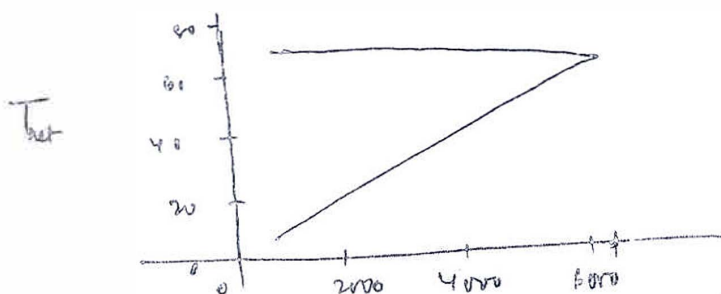
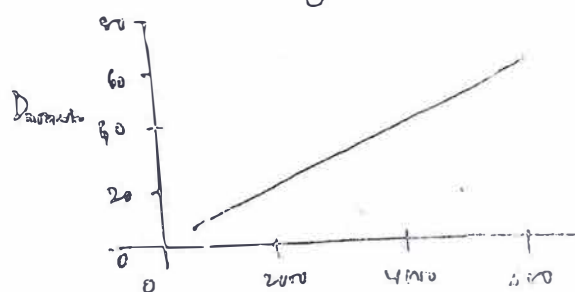
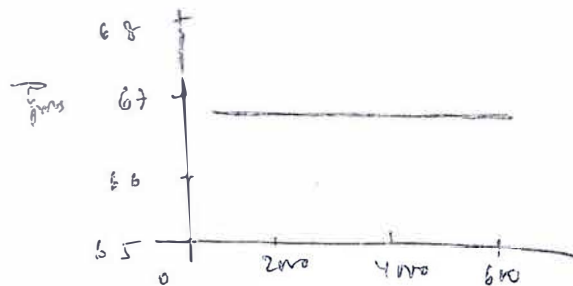
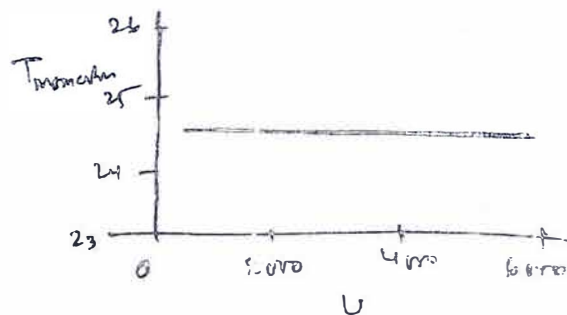
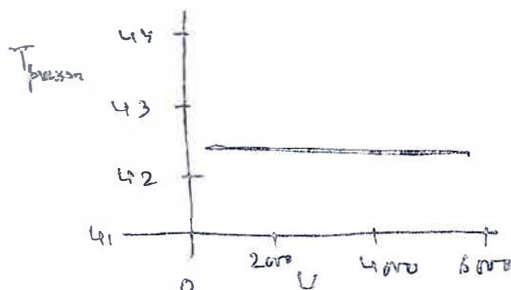
$$= 11.11 \times U (\text{N})$$

Which is a linear relation in the flight speed U .

The net thrust is: $T_{\text{net}} = T_{\text{gross}} - D_{\text{momentum}}$

$$= 66780 - 11.11 \times U (\text{N})$$

The net thrust varies linearly with the flight speed too.



Case 2: The mass flow rate varies linearly with the flight speed according to the relation:

$$\dot{m}_a = \frac{P_a}{RT_a} U A_i = \frac{30.8 \times 10^3}{287 \times 229.74} \times \frac{U}{3.6} \times 8.235 \text{ kg/s}$$

$$= 0.02049 \times U \text{ kg/s}$$

$$T_{\text{momentum}} = \dot{m}_a (1+f) u_e = 18.66 \times U \text{ N}$$

$$T_{\text{pressure}} = A_e (P_e - P_a) = 42300 \text{ N}$$

$$T_{\text{gross}} = 18.66 \times U + 42300 \text{ N}$$

$$D_{\text{momentum}} = \dot{m}_a U = 8.47 \times 10^3 U^2 \text{ N} \rightarrow \text{quadratic relation}$$

$$T_{\text{net}} = (42300 + 18.66 \times U - 8.47 \times 10^3 \times U^2) \text{ N}$$

