



US011280201B2

(12) **United States Patent**  
**Generale et al.**

(10) **Patent No.:** **US 11,280,201 B2**  
(45) **Date of Patent:** **Mar. 22, 2022**

(54) **BAFFLE WITH TAIL**

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(\*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

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(21) Appl. No.: **16/600,875**

(22) Filed: **Oct. 14, 2019**

**Prior Publication Data**

US 2021/0108519 A1 Apr. 15, 2021

(51) **Int. Cl.**  
**F01D 5/18** (2006.01)

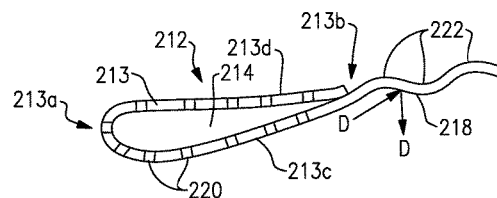
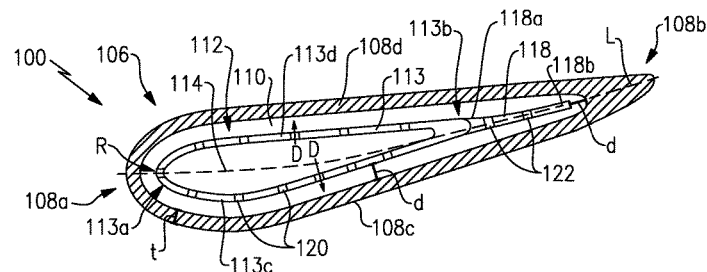
(52) **U.S. Cl.**  
CPC ..... **F01D 5/189** (2013.01); **F05D 2260/201** (2013.01)

(58) **Field of Classification Search**  
CPC ..... F01D 5/188; F01D 5/186; F01D 5/284; F01D 9/065; F01D 9/186; F05D 2260/201; F05D 2260/202; F05D 2260/20; F05D 2230/60; F05D 2300/6033  
See application file for complete search history.

(57) **ABSTRACT**

An airfoil vane includes an airfoil section including an outer wall that defines an internal cavity; and a baffle situated in the internal cavity, the baffle including a baffle wall that defines a central cavity having a leading end and a trailing end corresponding to a leading end and a trailing end of the airfoil section, and a tail extending from the baffle wall, the tail including at least one feature configured to disturb an airflow surrounding the tail. A baffle for the airfoil vane assembly and a method of assembling a ceramic matrix composite airfoil vane are also disclosed.

**12 Claims, 3 Drawing Sheets**



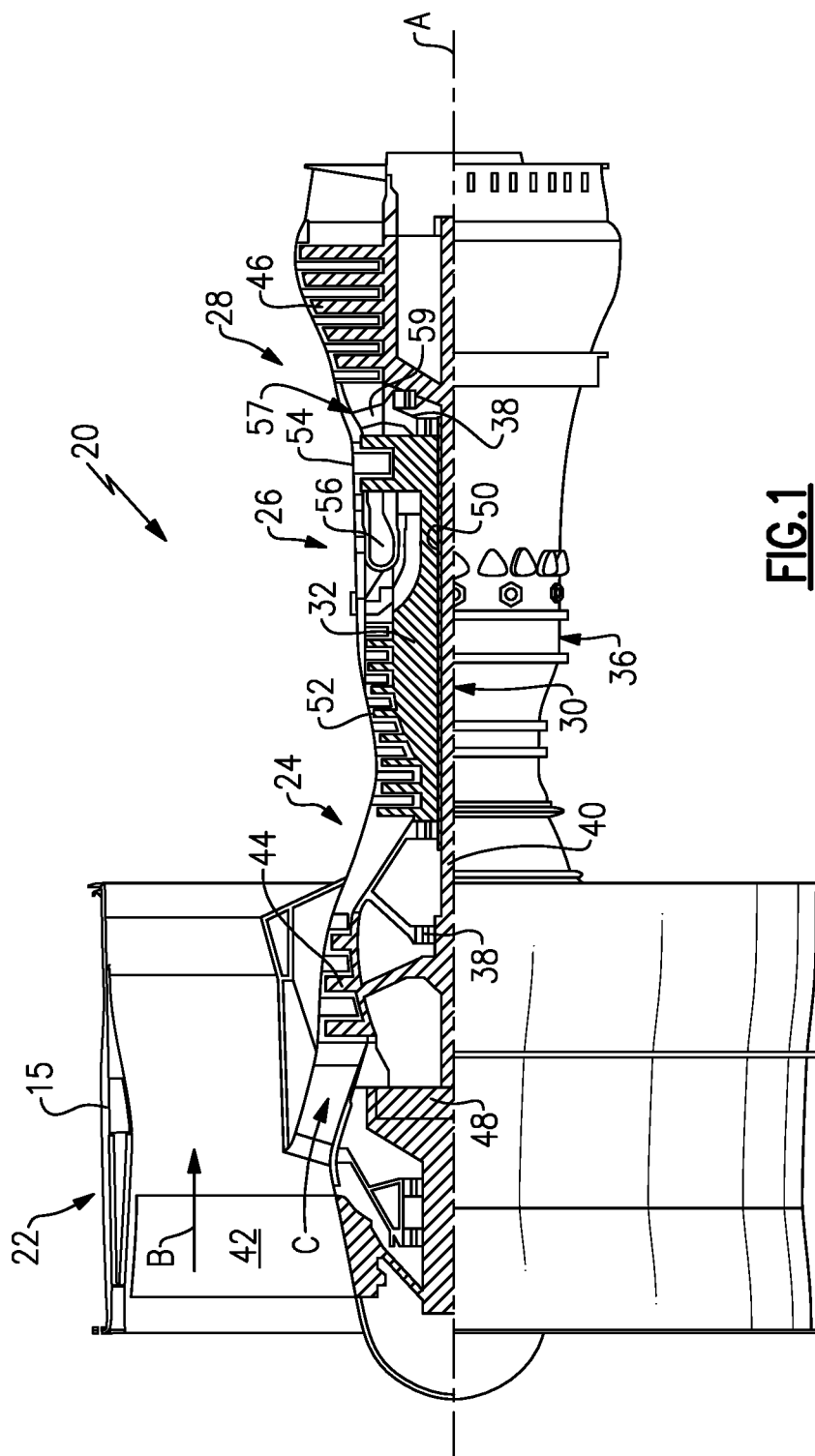
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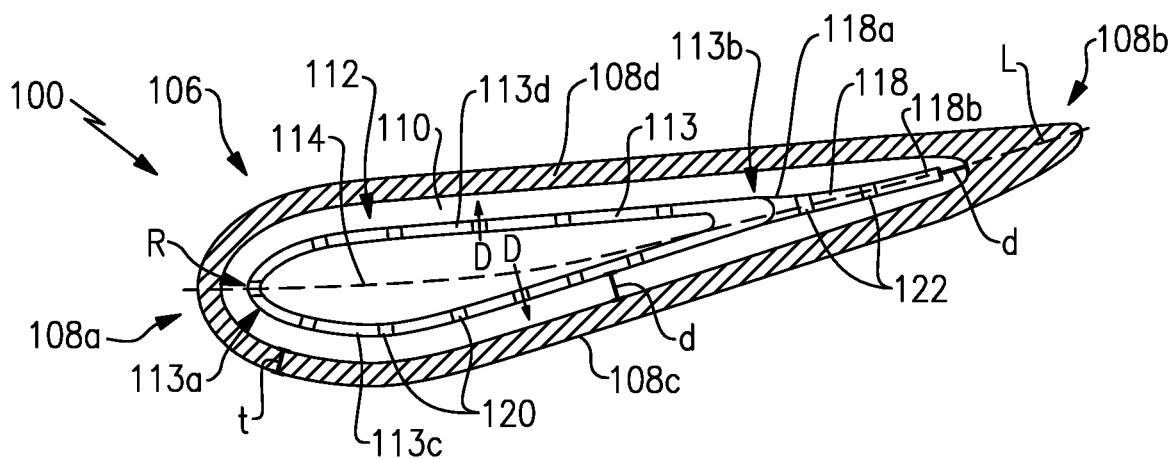
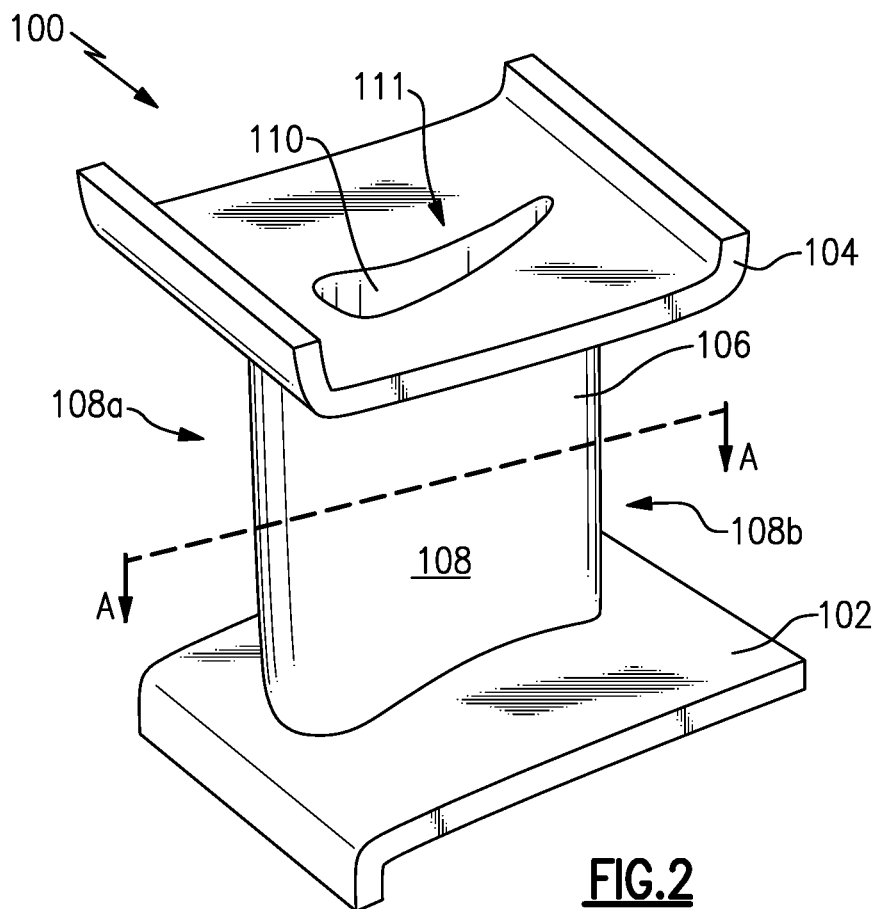
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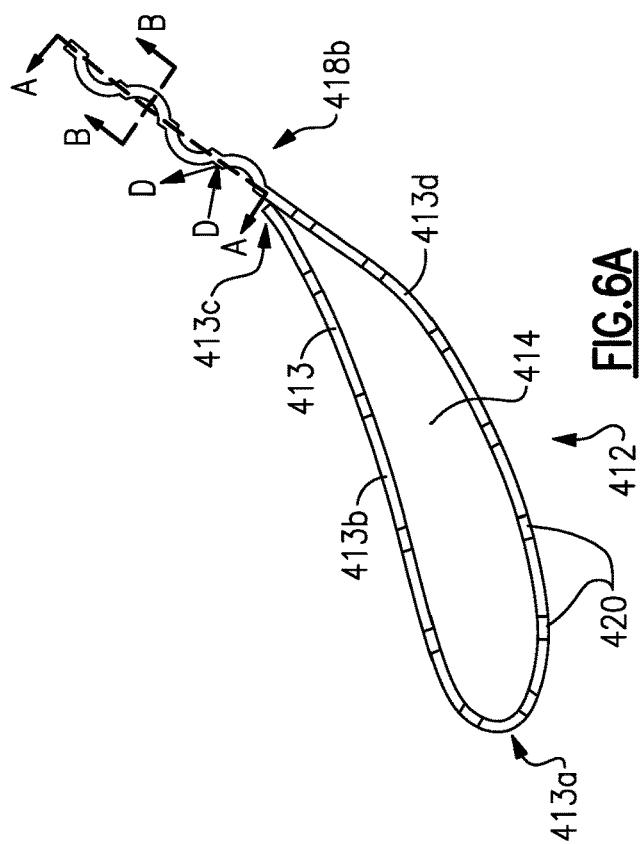
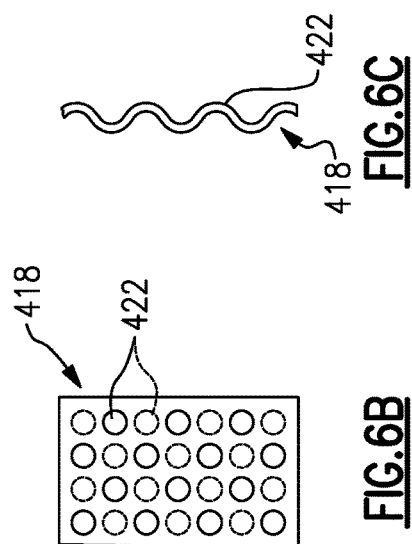
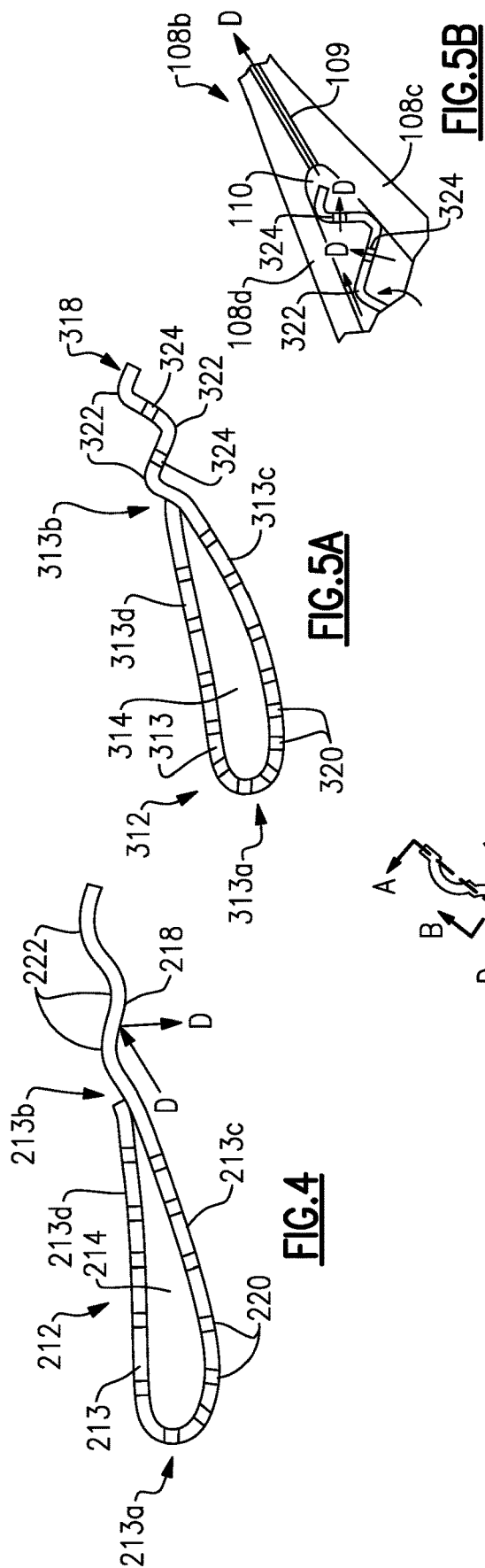
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**FIG. 1**



**FIG. 3**



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**BAFFLE WITH TAIL****BACKGROUND**

A gas turbine engine typically includes a fan section, a compressor section, a combustor section and a turbine section. Air entering the compressor section is compressed and delivered into the combustion section where it is mixed with fuel and ignited to generate a high-energy exhaust gas flow. The high-energy exhaust gas flow expands through the turbine section to drive the compressor and the fan section. The compressor section typically includes low and high pressure compressors, and the turbine section includes low and high pressure turbines.

Any of the fan section, the turbine section, and the compressor section include airfoils, such as for fan, compressor, or turbine blades. Baffles are known and used in cooled gas turbine engine airfoils, such as turbine vanes. Typically, a baffle is situated in a cavity in the airfoil and serves to distribute cooling air to precise locations in the airfoil.

**SUMMARY**

An airfoil vane according to an example of this disclosure includes an airfoil section including an outer wall that defines an internal cavity; and a baffle situated in the internal cavity, the baffle including a baffle wall that defines a central cavity having a leading end and a trailing end corresponding to a leading end and a trailing end of the airfoil section, and a tail extending from the baffle wall, the tail including at least one feature configured to disturb an airflow surrounding the tail.

In a further example of the foregoing, the internal cavity is situated near a leading end of the airfoil outer wall and the tail is situated near a trailing end of the airfoil outer wall.

In a further example of any of the foregoing, the tail has a proximal end near the main body portion of the baffle and a distal end opposite from the distal end. The distal end does not contact the airfoil outer wall.

In a further example of any of the foregoing, at least one feature includes a plurality of cooling holes.

In a further example of any of the foregoing, at least one feature includes at least one peak or trough.

In a further example of any of the foregoing, at least one feature further includes at least one cooling hole between a first peak or trough and a second peak or trough of the at least one peak or trough.

In a further example of any of the foregoing, at least one feature includes at least one dimple.

In a further example of any of the foregoing, at least one feature includes a feature selected from the group consisting of a plurality of cooling holes, at least one peak or trough, and at least one dimple.

In a further example of any of the foregoing, the airfoil outer wall is formed from a ceramic matrix composite.

In a further example of any of the foregoing, the tail is integral with the baffle wall.

A baffle for an airfoil vane assembly according to an example of this disclosure includes a baffle wall having first and second sides, and a leading end and a trailing end joining the first and second sides. The baffle wall defines a central cavity. A tail extends from the trailing end of the baffle wall. The tail includes at least one feature that is configured to disturb an airflow surrounding the tail.

In a further example of the foregoing, at least one feature includes a plurality of cooling holes.

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In a further example of any of the foregoing, at least one feature includes at least one peak or trough.

In a further example of any of the foregoing, at least one feature further includes at least one cooling hole between a first peak or trough and a second peak or trough of the at least one peak or trough.

In a further example of any of the foregoing, at least one feature includes at least one dimple.

A method of assembling a ceramic matrix composite airfoil vane according to an example of this disclosure includes inserting a baffle into a central cavity of a ceramic matrix composite airfoil. The baffle includes a baffle wall that defines a central cavity which has a leading end and a trailing end corresponding to a leading end and a trailing end of the airfoil. A tail extends from the baffle wall. The tail includes at least one feature which is configured to disturb an airflow surrounding the tail.

In a further example of the foregoing, at least one feature includes a plurality of cooling holes.

In a further example of any of the foregoing, at least one feature includes at least one peak or trough.

In a further example of any of the foregoing, at least one feature further includes at least one cooling hole between a first peak or trough and a second peak or trough of the at least one peak or trough.

In a further example of any of the foregoing, at least one feature includes at least one dimple.

Although the different examples have the specific components shown in the illustrations, embodiments of this invention are not limited to those particular combinations. It is possible to use some of the components or features from one of the examples in combination with features or components from another one of the examples.

These and other features disclosed herein can be best understood from the following specification and drawings, the following of which is a brief description.

**BRIEF DESCRIPTION OF THE DRAWINGS**

The various features and advantages of the present disclosure will become apparent to those skilled in the art from the following detailed description. The drawings that accompany the detailed description can be briefly described as follows.

FIG. 1 schematically shows an example gas turbine engine.

FIG. 2 schematically shows an airfoil assembly for the gas turbine engine of FIG. 1.

FIG. 3 schematically shows a cross-sectional view of an airfoil assembly of the airfoil assembly of FIG. 2.

FIG. 4 schematically shows an example baffle for the airfoil assembly of FIGS. 2-3.

FIG. 5A-B schematically show another example baffle for the airfoil assembly of FIGS. 2-3.

FIGS. 6A-C schematically shows another example baffle for the airfoil assembly of FIGS. 2-3.

Although the different examples have the specific components shown in the illustrations, embodiments of this invention are not limited to those particular combinations. It is possible to use some of the components or features from one of the examples in combination with features or components from another one of the examples.

These and other features disclosed herein can be best understood from the following specification and drawings, the following of which is a brief description.

**DETAILED DESCRIPTION**

FIG. 1 schematically illustrates a gas turbine engine 20. The gas turbine engine 20 is disclosed herein as a two-spool

turbofan that generally incorporates a fan section 22, a compressor section 24, a combustor section 26 and a turbine section 28. The fan section 22 drives air along a bypass flow path B in a bypass duct defined within a nacelle 15, and also drives air along a core flow path C for compression and communication into the combustor section 26 then expansion through the turbine section 28. Although depicted as a two-spool turbofan gas turbine engine in the disclosed non-limiting embodiment, it should be understood that the concepts described herein are not limited to use with two-spool turbofans as the teachings may be applied to other types of turbine engines including three-spool architectures.

The exemplary engine 20 generally includes a low speed spool 30 and a high speed spool 32 mounted for rotation about an engine central longitudinal axis A relative to an engine static structure 36 via several bearing systems 38. Terms such as “axial,” “radial,” “circumferential,” and variations of these terms are made with reference to the engine central axis A. It should be understood that various bearing systems 38 at various locations may alternatively or additionally be provided, and the location of bearing systems 38 may be varied as appropriate to the application.

The low speed spool 30 generally includes an inner shaft 40 that interconnects, a first (or low) pressure compressor 44 and a first (or low) pressure turbine 46. The inner shaft 40 is connected to the fan 42 through a speed change mechanism, which in exemplary gas turbine engine 20 is illustrated as a geared architecture 48 to drive a fan 42 at a lower speed than the low speed spool 30. The high speed spool 32 includes an outer shaft 50 that interconnects a second (or high) pressure compressor 52 and a second (or high) pressure turbine 54. A combustor 56 is arranged in exemplary gas turbine 20 between the high pressure compressor 52 and the high pressure turbine 54. A mid-turbine frame 57 of the engine static structure 36 may be arranged generally between the high pressure turbine 54 and the low pressure turbine 46. The mid-turbine frame 57 further supports bearing systems 38 in the turbine section 28. The inner shaft 40 and the outer shaft 50 are concentric and rotate via bearing systems 38 about the engine central longitudinal axis A which is collinear with their longitudinal axes.

The core airflow is compressed by the low pressure compressor 44 then the high pressure compressor 52, mixed and burned with fuel in the combustor 56, then expanded over the high pressure turbine 54 and low pressure turbine 46. The mid-turbine frame 57 includes airfoils 59 which are in the core airflow path C. The turbines 46, 54 rotationally drive the respective low speed spool 30 and high speed spool 32 in response to the expansion. It will be appreciated that each of the positions of the fan section 22, compressor section 24, combustor section 26, turbine section 28, and fan drive gear system 48 may be varied. For example, gear system 48 may be located aft of the low pressure compressor, or aft of the combustor section 26 or even aft of turbine section 28, and fan 42 may be positioned forward or aft of the location of gear system 48.

The engine 20 in one example is a high-bypass geared aircraft engine. In a further example, the engine 20 bypass ratio is greater than about six (6), with an example embodiment being greater than about ten (10), the geared architecture 48 is an epicyclic gear train, such as a planetary gear system or other gear system, with a gear reduction ratio of greater than about 2.3 and the low pressure turbine 46 has a pressure ratio that is greater than about five. In one disclosed embodiment, the engine 20 bypass ratio is greater than about ten (10:1), the fan diameter is significantly larger than that of the low pressure compressor 44, and the low pressure

turbine 46 has a pressure ratio that is greater than about five 5:1. Low pressure turbine 46 pressure ratio is pressure measured prior to inlet of low pressure turbine 46 as related to the pressure at the outlet of the low pressure turbine 46 prior to an exhaust nozzle. The geared architecture 48 may be an epicycle gear train, such as a planetary gear system or other gear system, with a gear reduction ratio of greater than about 2.3:1 and less than about 5:1. It should be understood, however, that the above parameters are only exemplary of one embodiment of a geared architecture engine and that the present invention is applicable to other gas turbine engines including direct drive turbofans.

A significant amount of thrust is provided by the bypass flow B due to the high bypass ratio. The fan section 22 of the engine 20 is designed for a particular flight condition—typically cruise at about 0.8 Mach and about 35,000 feet (10,668 meters). The flight condition of 0.8 Mach and 35,000 ft (10,668 meters), with the engine at its best fuel consumption—also known as “bucket cruise Thrust Specific Fuel Consumption (‘TSFC’)”—is the industry standard parameter of lbf of fuel being burned divided by lbf of thrust the engine produces at that minimum point. “Low fan pressure ratio” is the pressure ratio across the fan blade alone, without a Fan Exit Guide Vane (‘FEGV’) system. The low fan pressure ratio as disclosed herein according to one non-limiting embodiment is less than about 1.45. “Low corrected fan tip speed” is the actual fan tip speed in ft/sec divided by an industry standard temperature correction of  $[(T_{\text{Tram}} / 518.7) / (T_{\text{R}})]^{0.5}$ . The “Low corrected fan tip speed” as disclosed herein according to one non-limiting embodiment is less than about 1150 ft/second (350.5 meters/second).

FIG. 2 schematically shows an airfoil vane 100 from the turbine section 28 of the engine 20. A plurality of airfoil vanes 100 are situated in a circumferential row about the engine central axis A. The airfoil vane 100 includes a first or inner platform 102, a second or outer platform 104, and an airfoil section 106 that spans between the inner and outer platforms 102/104. FIG. 3 shows a cross-sectional view of the airfoil section 106 along the section line A-A in FIG. 2. The airfoil section 106 includes an airfoil outer wall 108 that delimits the profile of the airfoil section 106. The outer wall 108 defines a leading end 108a, a trailing end 108b, and first and second sides 108c/108d (FIG. 3) that join the leading and trailing ends 108a/108b. In this example, the first side 108c is a pressure side and the second side 108d is a suction side. The outer wall 108 circumscribes an internal cavity 110. The cavity 110 may be a single cavity or a sub-cavity, for example.

In one example, the airfoil vane 100 is formed of a ceramic material, such as a ceramic matrix composite (CMC) material. For example, the CMC includes a ceramic matrix and ceramic fibers disposed in the ceramic matrix. The ceramic matrix may be, but is not limited to, silicon carbide (SiC) and the ceramic fibers may be, but are not limited to, silicon carbide (SiC) fibers. The CMC is comprised of fiber plies that are arranged in a stacked configuration and formed to the desired geometry of the airfoil vane 100. For instance, the fiber plies may be layers or tapes that are laid-up one on top of the other to form the stacked configuration. The fiber plies may be woven or unidirectional, for example. At least a portion of the fiber plies are continuous through the platforms 102/104 and the airfoil section 106. In this regard, the airfoil vane 100 is a continuous body in that the fiber plies are uninterrupted through the platforms 102/104 and the airfoil section 106. The airfoil vane 100 may also be a monolithic ceramic material, such as

a silicon-containing ceramic. Examples of such ceramics include silicon nitride and silicon carbide.

In another example, the airfoil vane **100** is formed of a metallic material.

The airfoil vane **100** also includes a baffle **112** disposed in the internal cavity **110**. The baffle **112** is formed of a baffle wall **113** that has first and second sides **113c**, **113d** that are joined at a leading end **113a** and a trailing end **113b**. The baffle wall **113** defines a central cavity **114**. The first and second sides **113c/113d** and leading end **113a** generally correspond to and track the shape of the sides **108c/108d** and leading end **108a** of the airfoil outer wall **108**. However, the baffle wall **113** is spaced away from the airfoil outer wall **108** by a standoff distance **d**. In other words, the baffle wall **113** does not touch or contact the airfoil outer wall **108**. In some examples, the standoff distance **d** is between about 20 and 100 mils (0.508 and 2.54 mm) near the area of the leading edge **108a** of the outer wall **108**. In a more particular example, the standoff distance **d** is between about 40 and 50 mils (1.02 and 1.27 mm) near the area of the leading edge **108a** of the outer wall **108**.

The baffle wall **113** includes cooling holes **120**. During operation of the engine **20**, the outer face of the airfoil outer wall **108** is exposed to hot combustion gases. Cooling air **D** such as bleed air from the compressor section **24** (FIG. 1), is provided into the internal cavity **110** of the airfoil vane **100** and to the central cavity **114** of the baffle **112**. The cooling holes **120** jet the cooling air **D** towards the sides **108c/108d** of the airfoil section **106**. This jetting provides impingement cooling to the airfoil section **106**.

A tail **118** extends from the trailing end **113b** of the baffle wall **113** towards the trailing end **108b** of the airfoil outer wall **108**. In one example, the tail **118** has a radial extent that is the full or substantially full radial extent of the baffle wall **113**. In another example, the radial extent of the tail **118** is less than the full radial extent of the baffle wall **113**. The tail **118** includes a proximal end **118a** near the trailing end **113b** of the baffle wall **113** and a distal, free end **118b** opposite the proximal end **118a**. The distal end **118b** is situated so that there is a standoff distance **d** between the distal end **118b** and the inside surfaces of the trailing end **108b** of the airfoil section **106**. In some examples, the standoff distance **d** is between about 30 and 80 mils (0.762 and 2.03 mm).

The tail **118** serves to facilitate cooling in the trailing end **108b** of the airfoil section **106** by disrupting airflow (e.g., the cooling airflow **D**) in the area of the trailing end **108b**. In that respect, the tail **118** includes at least one feature **122** that is configured to disrupt airflow. In some examples, the disruption can include jetting the airflow, causing the airflow to change direction, and/or turbulating the airflow. In general, disruption of the airflow mixes the air to facilitate enhancement of heat transfer with the airfoil outer wall **108** in the area of the trailing end **108b** due to the tail **118**. Accordingly, substantially all of the airfoil outer wall **108** is cooled via the combination of the baffle wall **113** and tail **118**. This in turn facilitates a reduction in thermal gradients along the airfoil outer wall **108** (e.g., reduces the formation of "hot spots"). In the example of FIG. 3, the feature **122** includes one or more cooling holes that extend through the thickness of the tail **118**.

In one example, the baffle wall **113** is formed of a thin metallic material (e.g., sheet metal) bent about a radius point **R** to define the central cavity **114** and provide a three-dimensional shape that tracks the shape of the airfoil outer wall **108** near the area of the leading end **108a**, as discussed

above. On the other hand, the tail **118** extends generally in two dimensions, along a camber line **L** of the airfoil section **106** (FIG. 3).

The tail **118** and baffle wall **113** may be integral with one another, that is, free of any joints such as weld or braze joints. In another example, the tail **118** is attached to the baffle wall **113** by welding, brazing, or another suitable attachment method.

The baffle **112** can be inserted into a seated position in the airfoil section **106** from an opening **111** in the outer platform **104**, shown in FIG. 2. In the example of FIG. 2, the opening **111** is in the outer platform **104**, but in another example, the opening can be in the inner platform **102**. Once seated, the baffle **112** is then secured in place, such as to the airfoil vane **100** or another adjacent structure in the engine **20**. Such an installation of the baffle **112** into the airfoil section **106** may be conducted as an initial assembly of the airfoil vane **100** or, alternatively, as part of a repair or replacement process. For example, the baffle **112** can be bolted, clamped, or otherwise joined to either of the airfoil section **106**, the adjacent structures in the engine **20**, or both.

FIG. 4 shows another example baffle **212**. In this disclosure, like reference numerals designate like elements where appropriate and reference numerals with the addition of one-hundred or multiples thereof designate modified elements that are understood to incorporate the same features and benefits of the corresponding elements. In this example, the baffle **212** includes a baffle wall **213** and a tail **218**. The baffle wall **213** has first and second sides **213c**, **213d** that are joined at a leading end **213a** and a trailing end **213b**. A central cavity **214** is defined by the baffle wall **213**. The first and second sides **213c/213d** and leading end **213a** are shaped to generally track the shape of the sides **108c/108d** and leading end **108a** of the airfoil outer wall **108** (shown in FIG. 3). The baffle wall **213** is spaced away from the airfoil outer wall **108** by a standoff distance **d** (FIG. 3). The baffle wall **213** may include cooling holes **220**, as discussed above.

In this example, the tail **218** has an undulating shape that includes multiple peaks and troughs **222**. The peaks and troughs **222** do not contact the airfoil outer wall **108** (FIG. 3). Though three peaks and troughs **222** are shown in FIG. 4, additional or fewer peaks and troughs **222** may be used for a greater or lesser air-disrupting effect, subject to space considerations, and in particular, maintaining the lack of contact between the tail **218** and the airfoil outer wall **108**. The peaks and troughs **222** disrupt airflow in the internal cavity **110** by forcing air cooling air **D** to change direction as it encounters a peaks and troughs **222**, as is schematically in FIG. 4. This causes the cooling air **D** to speed up and/or induces turbulence in the cooling air **D**, which improves cooling of the outer airfoil wall **108** as discussed above.

FIGS. 5A-B show another example baffle **312**. The baffle **312** includes a baffle wall **313** and a tail **318**. The baffle wall **313** has first and second sides **313c**, **313d** that are joined at a leading end **313a** and a trailing end **313b**. A central cavity **314** is defined by the baffle wall **313**. The first and second sides **313c/313d** and leading end **313a** are shaped to generally track the shape of the sides **108c/108d** and leading end **108a** of the airfoil outer wall **108** (shown in FIG. 3). The baffle wall **313** is spaced away from the airfoil outer wall **108** by a standoff distance **d** (FIG. 3). The baffle wall **313** may include cooling holes **320**, as discussed above.

As shown in FIG. 5A, the example baffle **312** is similar to the example baffle **212** shown in FIG. 4 and discussed above. In this example, however, the tail **318** includes cooling holes **324** situated between the peaks and troughs **322**. As above, the main body portion **316** includes cooling holes **320**. FIG.



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5B shows a detail view of the trailing end **108b** of the airfoil outer wall **108**. The cooling holes **324** jet cooling air D towards the sides **108c/108d** of the airfoil outer wall **108** near the trailing end **108b**, which cools the airfoil outer wall **108** in this region as discussed above. The airfoil outer wall **108** includes a passage **109** at the trailing end **108b** through which the cooling air C escapes the internal cavity **110** of the airfoil section **106**.

FIGS. 6A-C show another example baffle **412**. FIG. 6B shows a section view of the baffle **412** of FIG. 6A along the section line A-A in FIG. 6A. The baffle **412** includes a baffle wall **413** and a tail **418**. The baffle wall **413** has first and second sides **413c**, **413d** that are joined at a leading end **413a** and a trailing end **413b**. A central cavity **414** is defined by the baffle wall **413**. In this example, the tail **418** includes one or more dimples **422**. The dimples **422** are formed or pressed into the tail **418** to create three-dimensional shapes that define a surface texture. In the example of FIGS. 6A-C, the dimples **422** are semispherical, though other shapes are contemplated. Furthermore, in the example of FIGS. 6A-C, the dimples **422** are formed in an alternating arrangement in which adjacent dimples **422** are pressed into opposite sides of the tail **418**, though other arrangements are also contemplated. The dimples **422** disrupt airflow in the internal cavity **110** by forcing air cooling air D to change direction as it encounters a dimple **422**, as is schematically in FIG. 6. This causes the cooling air D to speed up and/or induces turbulence in the cooling air D, which improves cooling of the outer airfoil wall **108** as discussed above.

Although the different examples are illustrated as having specific components, the examples of this disclosure are not limited to those particular combinations. It is possible to use some of the components or features from any of the embodiments in combination with features or components from any of the other embodiments.

The foregoing description shall be interpreted as illustrative and not in any limiting sense. A worker of ordinary skill in the art would understand that certain modifications could come within the scope of this disclosure. For these reasons, the following claims should be studied to determine the true scope and content of this disclosure.

What is claimed is:

1. An airfoil vane, comprising:

an airfoil section including an outer wall that defines an internal cavity; and

a baffle situated in the internal cavity, the baffle including a baffle wall that defines a central cavity having a leading end and a trailing end corresponding to a leading end and a trailing end of the airfoil section and tracking the shape of the airfoil outer wall, and a tail extending from the baffle wall, the tail including at least two peaks and at least one trough between the two peaks, the peaks and trough configured to disturb an airflow surrounding the tail, wherein the peaks and trough do not contact the outer wall of the airfoil section, and wherein the baffle wall and the tail are

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formed from the same piece of metal, and the leading end corresponds to a bend in the piece of metal.

2. The airfoil vane of claim 1, wherein the internal cavity is situated near a leading end of the airfoil outer wall and the tail is situated near a trailing end of the airfoil outer wall.

3. The airfoil vane of claim 1, wherein the at least one feature further includes at least one cooling hole between a first peak or trough and a second peak or trough of the at least one peak or trough.

4. The airfoil vane of claim 1, wherein the airfoil outer wall is formed from a ceramic matrix composite.

5. The airfoil vane of claim 1, wherein the tail is integral with the baffle wall.

6. A method of assembling a ceramic matrix composite airfoil vane, comprising:

inserting a baffle into a central cavity of a ceramic matrix composite airfoil, the baffle including a baffle wall that tracks the shape of the airfoil and defines a central cavity having a leading end and a trailing end corresponding to a leading end and a trailing end of the airfoil, and a tail extending from the baffle wall, the tail including at least two peaks and at least one trough between the two peaks, the peaks and trough configured to disturb an airflow surrounding the tail, wherein the peaks and trough do not contact the ceramic matrix composite airfoil, and wherein the baffle wall and the tail are formed from the same piece of metal, and the leading end corresponds to a bend in the piece of metal.

7. The method of claim 1, wherein the tail further includes at least one cooling hole between a first peak or trough and a second peak or trough of the at least one peak or trough.

8. The baffle of claim 6, wherein the tail includes at least three peaks and at least two troughs alternating with the at least three peaks.

9. A method of making a baffle for an airfoil vane, comprising: bending a piece of metal to define a baffle wall and a tail, wherein the baffle wall tracks the shape of an airfoil and defines a central cavity having a leading end and a trailing end, the leading end corresponding to the bend in the piece of metal, and wherein the tail includes at least two peaks and at least one trough between the two peaks, wherein the baffle is configured to be placed in an airfoil section of the airfoil vane that includes an outer wall which defines an internal cavity, and the at least two peaks and at least one trough of the tail are configured to not contact the outer wall of the airfoil vane when placed in the internal cavity, the peaks and trough configured to disturb an airflow surrounding the tail.

10. The method of claim 9, wherein the piece of metal is a piece of sheet metal.

11. The method of claim 9, further comprising forming at least one cooling hole between a first peak or trough and a second peak or trough of the at least one peak or trough.

12. The method of claim 9, wherein the tail includes at least three peaks and at least two troughs alternating with the at least three peaks.

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