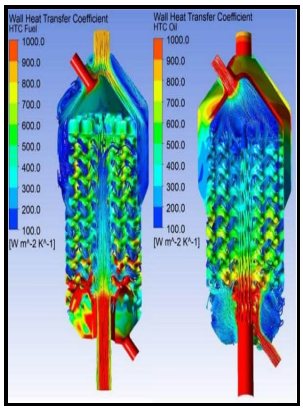
# Heat transfer unit evaluates performance of jet fuels for supersonic aircraft.

## Society of Automotive Engineers - Propeller Propulsion




Description: -
-Heat transfer unit evaluates performance of jet fuels for supersonic aircraft.
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SAE transactions -- vol.74Heat transfer unit evaluates performance of jet fuels for supersonic aircraft.
Notes: 650803.
This edition was published in 1965



Tags: #Thermal #Cracking #of #Hydrocarbon #Aviation #Fuels #in #Regenerative #Cooling #Microchannels

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Even with such training, ejecting from the aircraft at a very high altitude and high speed is extremely hazardous at best. Yet another aspect of the present invention is a turbine engine comprising a core air passage for transporting a flow of core air, a bypass air passage for transporting a flow of bypass air and a high pressure compressor for compressing the core air and discharging the compressed core air through an outlet.

**US6817579B2**

Modeling and Simulation of Supercritical-Pressure Turbulent Heat Transfer of Aviation Kerosene with Detailed Pyrolytic Chemical Reactions.

**Hypersonic Air**

Engine 20 also has a core passage 40 through which core air 42 flows.

**Propeller Propulsion**

A step-by-step procedure was used in computing the mass ratio of final mass to initial mass which gave an error of approximately one per cent. In short, turbine engines are still lighter than electric motors, but the difference is not dramatic. Within ICEM we are able to select individual elements.

**Review on active thermal protection and its heat transfer for airbreathing hypersonic vehicles**

To obtain an equivalent high efficiency, the Mach number has to be bigger to 3, with problems related to the material due to heating the aluminum softens at few hundreds of celsius degrees, should to be used the Titanium or the Steel, but are heavier than the aluminum , aerodynamic configuration the stability is more difficult at high Mach number, and we have lesser manoeuvrability , sonic shock, costs.

**airliner**

The electric motor will be twice as heavy as the parts it replaces. The image on the left encourages the oil to not fully enter the gyroid but rather go straight down the outer shell. Attention is directed to the description of engine 20 presented above for a more complete description of the structure and function of engine 300.

**US6134880A**

Conventional chemical fuels not only pack a great deal of energy density but are also extremely easy to replenish the supply of.

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