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Analysis and Design of the Pulse-jet Engine The Noise Field of a Pulse Jet Engine PULSE JET ENGINE. Seventh Partial Report on the Pulse-jet Engine Tests of the Marquardt Aircraft Company 8 Inch Pulse Jet Engine ROTARY WING TIP-MOUNTED PULSE-JET ENGINE STRUCTURAL, NOISE REDUCTION, VALVE PHASING AND ELECTRICAL ANALOGY INVESTIGATIONS. Flame and Particle Motions in a Small Pulse Jet Engine Pulse-jet Engine Optimization Endurance Tests of a 22-inch-diameter Pulse-jet Engine with a Neoprene-coated Valve Grid Pulse Jet Engine Thrust Forces on the Pulse Jet Engine as Affected by Tail Pipe Dimensions The Effect of Increase in Combustion-air Inlet Temperature from 80 to 130 Degrees F on the Sea-level Performance of a 22-inch-diameter Pulse-jet Engine Sea-level Performance Tests of a 22-inch-diameter Pulse-jet Engine at Various Simulated Ram Pressures Project SQUID: Flame and Particle Motions in a Small Pulse Jet Engine Replacement of Reed Valves in a Pulse Jet Engine with a DC Motor Driven Rotary Valve The Effects of Cavity Resonators Coupled to Pulse Jet Engine Combustion Chambers Heat Transfer at High Pulsating Frequencies in a Pulse-jet Engine Investigation of the Propulsive Characteristics of a Helicopter-type Pulse-jet Engine Over a

Range of Mach Numbers and Angle of Yaw Jet Engine EFFECTS OF EXIT GEOMETRY AND EXTERNAL AIR FLOW ON THE PERFORMANCE OF A PULSE-JET ENGINE. Effect of a Low-loss Air Valve on Performance of a 22-inch-diameter Pulse-jet Engine The Effect of Increase in Combustion-air Inlet Temperature from 80 Degrees to 130 Degrees F on the Sea-level Performance of a 22-inch-diameter Pulse-jet Engine Experimental Investigations in 15 Centimeter Class Pulsejet Engines Pulse-jet Helicopter Power Control System Development Air Admixture to Exhaust Jets Noise from Intermittent Jet Engines and Steady-flow Jet Engines with Rough Burning The Effect of Increase in Combustion-air Inlet Temperature from 80 [degrees] to 130 [degreees] F on the Sea-level Performance of a 22-inch-diameter Pulse-jet Engine The Effect of the Higher Heating Values of Various Fuels on the Performance of a Pulse Jet Engine Jet Propulsion Engines The Effect of Forward-flight Speed on the Propulsive Characteristics of a Pulse-jet Engine Mounted on a Helicopter Rotor Operator's and Organizational Maintenance Manual, Including Repair Parts and Special Tools List Operator's Manual Technical Memorandum NYU NRL Report Airplane Aerodynamics and Performance Technical Note - National Advisory Committee for Aeronautics PRELIMINARY PERFORMANCE ANALYSIS OF THE PULSE-DETONATION-JET ENGINE SYSTEM. Wartime Report E. Pulsejet Flow Dynamics Utilizing a 1-d Numerical Model Technical Note

Results are presented of sea-level performance tests conducted on a 22-inch-diameter pulse-jet engine installed on a thrust stand. The tests were conducted at simulated ram pressures of 0, 18, 40, and 58 inches of water and cover the entire range of fuel flows for which resonant operation of the engine is obtained. The effect of rotor forward speed on the propulsive characteristics of a blade-tip-mounted helicopter-type pulse-jet engine has been determined in the Langley full-scale tunnel for various engine rotational speeds. The performance of a 22-inch-diameter pulse-jet engine using a set of low-loss modified air valves was determined in thrust-stand tests at ram pressures equivalent to simulated flight speeds of 0 to 220 miles per hour and for a range of fuel-air ratios at each simulated flight speed. The results of these tests are compared with tests of the standard pulse-jet engine. Curves of the aerodynamic performance vs speed for the XH-26 helicopter and the performance of the AJ-7.5 pulsejet engine are presented and are combined into level-flight equilibrium charts for altitudes below 10,000 ft. A schedule of fuel flow vs collective pitch for a 425-fps tip speed was derived from the charts. A power-control system is proposed which consists of an altitude-compensating relief value, a cam relating the fuel flow to the collective pitch, a manual-override bypass valve, fuel shutoff and equalizing valves, and the rotor fuel system. The power-control system appears to be simple and *adequate. (See also AD-16 733). A review of the recent literature on enhancing forced-convection heat transfer by imposing a pressure pulse indicated that if the changes in pressure were great enough or at high enough frequencies materially higher coefficients could be expected than for the same mass flow rates in steady flow. No experiment was known which used sufficiently high pressures or frequencies to give real advantages. Tests were made on a small pulse-jet engine which showed increases in heat transfer by a factor of about 4. Further, the engine proved to be a uniquely good burner in that no auxiliaries beyond a starting spark were needed. Several possible practical applications of pulse-jet burners for purposes other than propulsion are suggested. (Author). Volume XII of the High Speed Aerodynamics and Jet Propulsion series. Partial Contents: Historical development of jet propulsion; basic principles of jet propulsion; analyses of the various types of jet propulsion engines including the turbojet, the turboprop, the ramjet, and intermittent jets, as well as solid and liquid propellant rocket engines and the ramrocket. Another section deals with jet driven rotors. The final sections discuss the use of atomic energy in jet propulsion and the future prospects of jet propulsion. Originally published in 1959. The Princeton Legacy Library uses the latest print-on-demand technology to again make available previously out-of-print books from the distinguished backlist of Princeton University*

Press. These editions preserve the original texts of these important books while presenting them in durable paperback and hardcover editions. The goal of the Princeton Legacy Library is to vastly increase access to the rich scholarly heritage found in the thousands of books published by Princeton University Press since its founding in 1905. Keywords: pulsating combustion engine, pulsejet, pulse jet, dynojet, resojet. The performance analysis of the supersonic pulse-detonation-jet engine system represents some revision of earlier results, including new ideas of scavenging flow. Curves of the drag coefficient of a typical supersonic long- range missile showed that four 36-in.-diam engines have enough reserve power to propel the missile through sonic flight velocities and up to a flight Mach number of 2.80. A unit small enough to be mounted on the blade tip of a helicopter was analyzed. The unit has a maximum diameter of 8.25 in., with combustion tubes 6 in. long and ranging in diameter from 0.60 to 0.25 in. The total weight of 1 unit would be about 35 lb. Combustion would be achieved in the unit by surface contact with the hot walls of the ceramic tubes, and it would proceed radially inward. A unit of this type would produce a thrust of 110 lb at a maximum temperature of 2000 deg F, and would have a specific fuel consumption of 1.65 lb/hr/lb of thrust. Sound measurements were made on a pulse jet and a subsonic ram jet of the types used for helicopter rotor propulsion and on *a turbojet with afterburner. The pulse jet was found to produce a discrete frequency spectrum in which the component corresponding to the engine firing frequency was generally predominant. An analysis of pulse jet noise, based on resonant-tube theory, is presented. The analysis allows a reasonable estimate of the noise level, if certain of the flow parameters of the engine are known. The small subsonic ram jet and the turbojet afterburner unit were found to produce discrete frequency spectrums somewhat similar to that of the pulse jet. High Quality Content by WIKIPEDIA articles! A jet engine is a reaction engine that discharges a fast moving jet which generates thrust by jet propulsion in accordance with Newton's laws of motion. This broad definition of jet engines includes turbojets, turbofans, rockets, ramjets, and pulse jets. In general, most jet engines are internal combustion engines but non-combusting forms also exist. Dannoe izdanie predstavlyaet soboj kompilyatsiyu svedenij, nahodyaschihsya v svobodnom dostupe v srede Internet v tselom, i v informatsionnom setevom resurse "Vikipediya" v chastnosti. Sobrannaya po chastotnym zaprosam ukazannoj tematiki, dannaya kompilyatsiya postroena po printsipu podbora blizkih informatsionnyh ssylok, ne imeet samostoyatelnogo syuzheta, ne soderzhit nikakih analiticheskih materialov, vyvodov, otsenok moralnogo, eticheskogo, politicheskogo, religioznogo i mirovozzrencheskogo haraktera v otnoshenii glavnoj tematiki, predstavlyaya soboj* *isklyuchitelno faktologicheskij material. Data from a sea-level investigation of a 22-inch-diameter pulse-jet engine installed on a thrust stand were analyzed to determine the effect on the engine performance of a change in combustion-air temperature from approximately 80 to 130 degrees F. The tests at both combustion-air temperatures covered a range of simulated ram pressures from 19 to 58 inches of water for the fuel-flow range of resonant operation. The pulsejet is one of the earliest ways to show the fundamental interactions between fluid flow and pressure waves. Though they are simple to make, their gas dynamics provide an excellent starting point to investigate fluid flow phenomena. This study of a pulse jet is an initial attempt to discover and understand how the flow through a simple pulse jet engine determines performance. The flow was modeled using Computational Fluid Dynamics based on MacCormick's quasi one-dimensional numerical model. This method uses Euler equations to determine the pressure, density, and velocity at each time step and position along the tube. This analysis will use experimental results as a comparison of the performance against the calculated performance. It is expected the pressure and velocity will fluctuate in an oscillatory manner due to the reflected pressure waves at the end of the tube. Extracting the frequency, it can be shown that the inlet and exit frequencies match up for maximum thrust. Evaluating these results show why* *pulsejets are again becoming a popular study in the aerospace industry. Improvement of existing pulsejet engines resulted in engines having (1) a 425-fps design speed with a maximum over 500 fps, (2) a design-speed life exceeding 41 hr, (3) a 444-g design-acceleration loading with a maximum over 575 g, and (4) a specific thrust of 2.23. An analysis indicated that a 25% greater thrust is possible with a ducted engine at a 550-fps tip speed. Acoustic coupling of 2 engines with proximate tailpipes reduced the fundamental-frequency noise level. Exhaust-shroud design requirements were established for shrouds which enhance acoustic coupling and which do not adversely affect static performance. Opposed-engine configurations further reduced the noise level and favorably affected performance. The inlet noise level was not reduced by acoustically coupling /4 ducts. A capacitance-type pressure pickup with a 1.25- mc carrier frequency and a 50-psi maximum was used with a high-impedance probe to determine engine-pressure variations. Average inlet-valve operating temperatures of 145 deg F may permit the use of strain gages as inlet-valve position indicators. Inlet-valve natural frequency and damping characteristics could not be determined with commercial vibration equipment. Studies of electrical analogies for engine analysis provided (1) a basic circuit demonstrating the analogous behavior of electrical circuits and pulsejet engines, (2) a relaxation oscillator providing repetitive* *analogy operations and simulating combustion, (3) an artificial electrical line simulating acoustic resonant characteristics, and (4) a determination of engine-tube resonant modes. A comparison of the nonwhirling and whirling data obtained from NACA RM L53L15 on engines of the same design indicates that the pulse-jet engine thrust may be severely penalized as a result of centrifugal distortion of the fuel spray pattern. This effect appears at a centrifugal acceleration of about 200 g. Contents: Development Tests -- Submerged inlet cowl, Beryllium copper laminated vanes, Plastic laminated vanes, Reduced valve area, Vanes normally closed with initial tension, Smooth flared augmenter, Pressure cycle analysis; Theoretical Studies. Thrust-stand tests were conducted at high thrust outputs to determine the operating life of a 22-inch-diameter pulse-jet engine equipped with a neoprene-coated valve grid. The results of the endurance tests show that through the use of the neoprene-coated grid and operating life of the pulse-jet engine, as limited by valve deterioration, was extended to more than 164 minutes, as compared with 30 minutes for the standard uncoated grid. The average jet thrust (not deducting the momentum drag of the entering air) developed by the engine was 855 pounds at a simulated ram pressure of 58 inches of water and a fuel flow of 2800 pounds per hour; no decrease in thrust was obtained during the entire 164 minutes of operation. This jet-thrust value represents a slight reduction in* *performance from the average 890 pounds of thrust obtained with the standard valve grid under similar operation conditions. The problem of thrust increase by air admixture to exhaust jets of rockets, turbojet, ram- and pulse-jet engines is investigated theoretically. The optimum ratio of mixing chamber pressure to ambient pressure and speed range for thrust increase due to air admixture is determined for each type of jet engine.*

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