

DiegoG

Search history

- Search 1: TAC=(fly* and vehicle) (Results 18111)
- Search 2: TAC=(fly* and vehicle and magne*) (Results 1638)
- Search 3: TAC=(fly* and vehicle and magne* and cylind*) (Results 385)
- Search 4: TAC=(fly* and vehicle and magne* and cylind* and propulsion) (Results 38)
- Search 5: TAC=(fly* near vehicle and magne* and cylind* and propulsion and ring*) (Results 2)
- Search 6: TAC=(fly* near vehicle and magne* and cylind* and propulsion) (Results 6)
- Search 7: TAC=(linear and particle and accelerator) (Results 827)
- Search 8: TAC=(linear and particle and accelerator and multiple and electrodes) (Results 23)
- Search 9: TAC=(linear and particle and accelerator and multiple and electrodes and fly*) (Results 1)
- Search 10: TAC=(linear and particle and accelerator and electrodes and cascade) (Results 6)
- Search 11: TAC=(system and aerospace and magnet* and turbin*) (Results 16)

Title: MATRIX MATERIAL COMPRISING MAGNETIC PARTICLES FOR USE IN HYBRID AND ELECTRIC VEHICLES

Abstract: Source: US2012091832A A magnetic field interactive material being part of a machine component or mechanism utilizing magnetic or electro-magnetic field forces in said components operation and comprising specifically located magnetic particles incorporated into a non homogeneous amalgamation within the matrix or structural matrix of primarily a metal material differing from that of the magnetic particles therein forming an integrated component possessing magnetic field interactive capabilities, allowing such magnetic field interactive components to have a wide array of uses one of which is associated with Hybrid and Electric Vehicles.

Classifications:

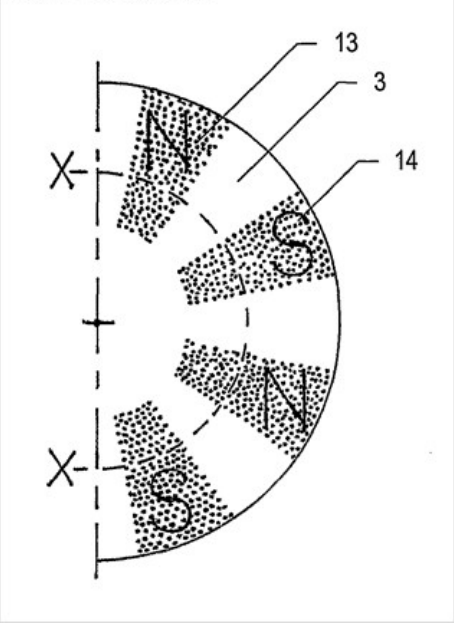
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CPC: H01F41/02 H02K15/02 C08J3/00 C08J2300/00 C22C1/0408 C22C1/0425 C22C32/00 C22C33/02 C22C38/005 C22C2202/02 H01F1/08 H01F1/086 H01F1/22 H01F1/28 H01F41/0246 H01F41/0266 H02K1/02 Y02T10/641 H02K1/17 H02K5/02 H02K23/04

European: C08J3/00 C22C1/04B C22C1/04C C22C32/00 C22C33/02 C22C38/00E H01F1/08 H01F1/08C H01F1/22 H01F1/28 H01F41/02A4 H01F41/02B4 H02K1/02 M08J300/00 M22C202/02 Y02T10/64B

US: 310/156.01 310/156.010S 310/44 310/44P 335/219 335/219S 335/296 335/296S 335/302 335/302S 419/66 419/66S

PatBase - US2012091832_AA



Family:

Publication number	Publication date	Application number	Application date
AU2010295220 AA	20110324	AU20100295220	20100906
AU2010295220 BB	20120719	AU20100295220	20100906
GB201119321 A0	20111221	GB20110019321	20100906
GB2482091 A1	20120118	GB20110019321	20100906
GB2482091 B2	20130717	GB20110019321	20100906
IN02790MN2011 A	20120518	IN2011MN02790	20111225
US2012091832 AA	20120419	US20100261078	20100906
WO11032201 A1	20110324	WO2010AU01150	20100906

Priority:

AU20090904549 20090921 WO2010AU01150 20100906 AU20100295220 20100906

Assignee(s): (std): SODERBERG ROD ; SODERBERG ROD F

Assignee(s): SODERBERG ROD F MR ; ROD F SODERBERG

Inventor(s): (std): SODERBERG ROD F

Inventor(s): ROD F SODERBERG

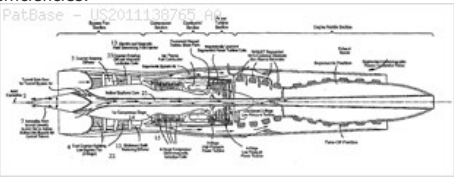
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Title: **MAGNETIC** ADVANCED GENERATION JET ELECTRIC **TURBINE**

Abstract: Source: US2011138765A Supersonic **Magnetic** Advanced Generation Jet Electric **Turbine** (S-MAGJET) described herein, and a subsonic derivative, MAGJET, integrate a gas power **turbine**, superconducting electric power and propulsion generation, and **magnetic** power flux field **systems** along with an ion plasma annular injection combustor which utilizes alternative petroleum-based fuel and combustion cycles to create a hybrid **turbine** turbomachine for **aerospace** propulsion. The propulsion unit is able to achieve a dramatic increase in horsepower, combustion and propulsion efficiency, and weight reduction. In addition, the turbomachinery structures may be disposed within an exo-skeleton architecture that achieves an increase in thrust to weight ratio with a concomitant increase in fuel efficiency and power generation over traditional gas **turbine** technology today. The engine continuously adjusts the temperature, pressure and mass airflow requirements using an electromagnetic power management **system** architecture. Engine performance may be controlled across the entire desired flight envelope, whether subsonic, transonic or supersonic flight conditions. With bypass fan(s), compressor stages and **turbine** segments controlled electrically in a shaftless **turbine** design, the S-MAGJET maximizes the propulsion efficiencies over a broader range of operating conditions compared to current art of **turbine** technology and at much higher thermodynamic and aerodynamic efficiencies.

Classifications:

International (IPC 8-9): F02B61/04 F02C3/00 F02C3/04 F02C6/20 F02C7/00 F02K1/00 F02K99/00 H02K7/09 H02K7/18 (Advanced/Invention); F02B61/00 F02C6/00 F02C7/00 F02K1/00 F02K99/00 (Core/Invention)
CPC: F05D2300/507 F01D15/10 F02C7/32 F02K3/025 F02K3/06 F02K5/00 F05D2270/172 H05H1/50 F02C3/04 F02K1/08
European: F01D15/10 F02C7/32 F02K1/08 F02K3/02C F02K3/06 F02K5/00 H05H1/50 R05C251/12 R05D270/172
US: 290/52 290/52S 310/11 310/90.5 310/90.500S 415/144 60/226.3 60/39.01 60/39.010P



Family:

Publication number	Publication date	Application number	Application date
EP2361350 A1	20110831	EP20090840555	20090819
US2011138765 AA	20110616	US20090059240	20090819
US2014060005 AA	20140306	US20130756140	20130131
US8365510 BB	20130205	US20090059240	20090819
WO10096087 A1	20100826	WO2009US54317	20090819

Priority:

US20080189365P 20080819 US20090224666P 20090710 WO2009US54317 20090819
US20090059240 20090819 US20130756140 20130131 US20110059240 20110216

Assignee(s): (std): LUGG RICHARD H ; SONIC BLUE AEROSPACE INC

Inventor(s): (std): LUGG RICHARD H

Agent(s): CASEY LINDSAY JOSEPH; BURNE AND LEVINSON LLP; BRUCE D; CHRIS A; JOBSE BRUCE D ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

Title: ADVANCED TECHNOLOGY PROPULSION STUDY

Abstract: Source: US2001004098A A thrust levitation mechanism comprising a main rotor having a plurality of lifting rotor locations about the periphery thereof driven lifting rotors located at each lifting rotor location, said lifting rotors each having a rotational axis substantially in the plane of said main rotor and positioned at substantially a right angle to radii of said main rotor. Bob rotors or disc rotors may be used as the lifting rotors and may be angled out of the plane of the main rotor to induce thrust at an angle to the axis of the main rotor or to otherwise induce thrust asymmetrically. The thrust levitation devices of this invention are useful to induce movement in vehicles including automobiles, airplanes and space ships, among other applications. Use of paired, counter rotating main rotors and a plurality of levitation devices are contemplated.

Classifications:

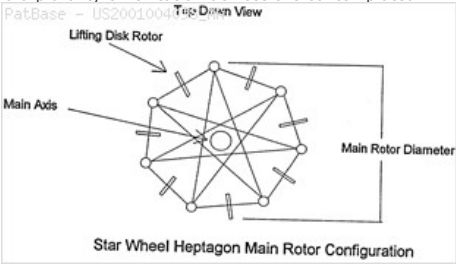
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International (IPC 1-7): B64C B64C11/46 B64C27/02 B64D27/02 B64G B64G1/00 B64G1/40 F03G F03G3/00 F03G3/08

CPC: B64C39/001 B64G1/002 B64G1/409 F03G3/00

European: B64C39/00B B64G1/00A B64G1/40Z F03G3/00 L64G1/00A

US: 244/171.5 244/172 416/98



Family:

Publication number	Publication date	Application number	Application date
AU199873000 A1	19980610	AU19980073000	19971118
AU734966 B2	20010628	AU19980073000	19971118
CA2270155 AA	19990428	CA19972270155	19971118
CA2270155 C	20071106	CA19972270155	19971118
DE69733267 D1	20050616	DE19976033267	19971118
EP0939726 A1	19990908	EP19970949538	19971118
EP0939726 A4	20030502	EP19970949538	19971118
EP0939726 B1	20050511	EP19970949538	19971118
HK1022675 A1	20060310	HK20000101463	20000308
IL129681 A0	20000229	IL19970129681	19971118
JP2001504773 T2	20010410	JP19980523913T	19971118
US2001004098 AA	20010621	US19970888932	19970707
WO9822341 A1	19980528	WO1997US21342	19971118

Priority:

US19960031413P 19961120 US19960033299P 19961210 US19960033300P 19961210
US19970888932 19970707 WO1997US21342 19971118

Assignee(s): (std): GRAVIT E ; GRAVIT E BREMERTON ; SMITH BOYD E ; VINCENT MERVIN C

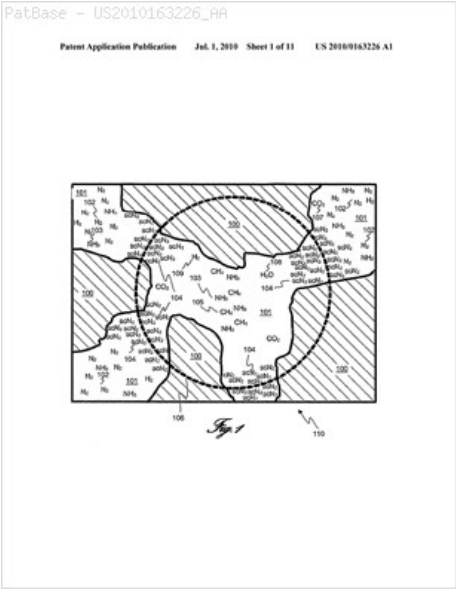
Inventor(s): (std): BOYD E SMITH ; MERVIN C VINCENT ; SMITH BOYD E ; SMITH E ; VINCENT C ; VINCENT MERVIN C

Designated states: AM AT AU AZ BE BR BY CA CH CN DE DK ES FI FR GB GR IE IL IT JP KG KR KZ LU MC MD MX NL NO NZ PT RU SE TJ TM US

Title: SUPERCRITICAL FLUID RECOVERY AND REFINING OF HYDROCARBONS FROM HYDROCARBON-BEARING FORMATIONS APPLYING FUEL CELL GAS IN SITU

Abstract: Source: US2010163226A A plume of combined gases are infused into hydrocarbon-bearing formations, "inert" as the major gas and "reactive" as the minor gas, where the minor gas reacts with hydrocarbons to fully saturate hydrocarbons with supercritical fluid, which migrate hydrocarbons out of formations, even at great distances from the regulated fuel cell source. Coal, tar sands, petroleum-contaminated soil, and/or oil wells that have lost gas pressure can also be desorbed by this in-situ method.

Classifications:
International (IPC 8-9): B64C1/40 C09K8/594 E21B33/10 E21B43/08 E21B43/16 E21B43/22 E21B43/24 E21B43/243 E21B43/25 E21B47/00 F03D3/00 H01M8/18 (Advanced/Invention); C09K8/58 E21B33/10 E21B43/16 E21B43/25 E21B47/00 (Core/Invention)
International (IPC 1-7): H01M8/18
CPC: H01M8/186 Y02E60/528 E21B36/02 E21B43/243 B64C1/068 Y02B10/30 E21B43/168 Y02B90/16 Y02E60/50 E21B43/2401 E21B41/0085 H01M8/04022 H01M8/0612 H01M8/0643 H01M8/2425 H01M2250/405
European: B64C1/06S E21B36/02 E21B41/00R E21B43/16G2 E21B43/243 E21B43/24B H01M8/04B2C H01M8/06B2 H01M8/06B2G H01M8/18C2 H01M8/24B2H T01M250/40D Y02B10/30 Y02B90/18 Y02E60/52J
US: 166/227 166/227S 166/268 166/271 166/272.1 166/302 166/302S 166/307 166/307S 166/309 166/371 166/67 166/67S



Family:

Publication number	Publication date	Application number	Application date
CA2691392 AA	20070215	CA20062691392	20060703
CA2717880 AA	20071018	CA20062717880	20061012
CN101663787 A	20100303	CN200680056619	20061012
EP2186156 A2	20100519	EP20060849844	20061012
IN00938MN2009 A	20090522	IN2009MN00938	20090512
IN02777MN2008 A	20090717	IN2008MN02777	20081229
US2010163226 AA	20100701	US20090307585	20090105
US2011290483 AA	20111201	US20110115108	20110524
US7946346 BB	20110524	US20090307585	20090105
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WO06014548 A2	20060209	WO2005US24107	20050705
WO06014548 A3	20060810	WO2005US24107	20050705
WO07018844 A2	20070215	WO2006US26184	20060703
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WO07018844 C1	20080821	WO2006US26184	20060703
WO07117274 A2	20071018	WO2006US40399	20061012
WO07117274 A3	20080731	WO2006US40399	20061012
WO08076147 A2	20080626	WO2007US14470	20070619
WO08076147 A3	20080925	WO2007US14470	20070619
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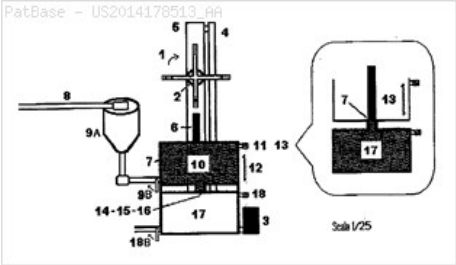
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US20050712756P 20050830	US20050721013P 20050926	US20050726103P 20051012
WO2006US24159 20060619	WO2006US26603 20060706	WO2006US40399 20061012
WO2006US26184 20060703	US20060307585 20060703	US20090307585 20090105
US20110115108 20110524		

Assignee(s): (std): CRITICAL POINT ENERGY LLC ; ZORNES DAVID A ; ZORNES DAVID ALLEN
Inventor(s): (std): ZORNES DAVID A ; ZORNES DAVID ALLEN
Agent(s): HARRISON IVOR STANLEY; DAVID A ZORNES
Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

Title: NON IONIC/ELECTROLYTE, LIQUID/GASEOUS, MECHANICALLY REFINED/NANOPARTICLE DISPERSION BUILDING MATERIALS/HIGH WEAR-HEAT RESISTANT PART BRUSHES, WINDINGS, BATTERY CELLS, BRAKE PADS, DIE CAST MOLDING, REFRIGERATION, POLARIZED/INTEGRATED OPTICAL, SPECTROMETRIC PROCESSORS, CENTRAL PROCESSOR UNIT PROCESSORS, ELECTRONIC STORAGE MEDIA, ANALOGOUS SERIES/PARALLEL CIRCUIT GENERATORS/TRANSCIEVERS, PARTICULATE MATTER PM CARBONACEOUS-POLYAMIDE, CRYSTALLINE SILICA, AND CELLULOSIC FILAMENT EXTRACTION/MINERS SUIT

Abstract: Source: US2014178513A The variable hydraulic press and distillation reservoir process scientific formula non ionic or electrolyte mechanically refined and nanoparticle dispersion preform slurry extrusion with or without ionic suspension Preform slurry high wear-heat resistant parts electronic composite coils, windings, annealing, drawn, spun, coils, windings, wire, woven textile mesh, shielding, parts brushes, inductors, antinode couplers, electric rheostats, starters, motors, alternators, generators, ionic suspension enhanced composite coils, composite windings, spun wound coils and windings beryllium Be4, magnesium Mg12, copper Cu29 and carbon nanofoam C6, electronic parts capacitors, ionic suspension circuit battery cells, electronic parts rheostats, resistors, transformers, transducers, rectifiers, power supplies, or heat sinks Preform slurry high wear-heat resistant parts **aerospace**, automotive, and transportation brake calipers, rotors, pads, and bushings Preform slurry non ionic or electrolyte mechanically refined and nanoparticle high wear-heat resistant parts precision casting molds 2.5 phase die cast molding Building Materials fine concrete, mortar, brick, and tiles.

Classifications:
International (IPC 8-9): B29C47/00 (Advanced/Invention)
CPC: B29C47/0004 B29C47/54
US: 425/6



Family:

Publication number	Publication date	Application number	Application date
US2014178513 AA	20140626	US20120726531	20121224

Priority:
US20120726205 20121223 US20120726531 20121224
Assignee(s): (std): MATTHEWS ROBERT RICHARD
Inventor(s): (std): MATTHEWS ROBERT RICHARD

Title: FLUGKOERPER MIT KOMBINIERTEM ELEKTRO-TURBO-ANTRIEB **AEROSPACE** VEHICLE WITH ELECTROTURBINE JET PROPULSION - COMPRISING HYDROGEN FILLED SUPERCONDUCTING COILS FOR SPACE OR ATMOSPHERIC FLIGHT

Abstract: Source: DE2529684A1 ssssWARNUNGssss Anfang CLMS Feld konnte Ende DESC uberlappen ssss ventile gesteuert werden und mit hoher Geschwindigkeit auf die Laeferschaufeln Auftreffen 4) Elektrothermisch oder trombezogen, durch Zugabe von Treibmittel (Wasserstoff - Helium) in den Brennkmmern 5) Durch Schwerkraft (Gravitation), Aufladung des Elug koerpers positiv oder negativ. An aircraft or space vehicle has an electro-turbine drive comprising electrical batteries equipped with four super-conducting coils consisting of aluminium pipes contg. hydrogen. Combustion chambers receive solar radiation and project hot compressed air by means of hydrogen-oxygen propellant onto turbine blades. These turbine blades produce a reaction or thrust by ionised air, ejecting the hot waste gases from the combustion chambers to drive the aircraft. For flying above the atmosphere, solar energy is focused by lenses into the combustion chambers, where it generates ions, which when mixed with electrons in neutralisation zones are accelerated. A plasma comprising an ionised gas contg. more than 50 percent of charged particles contributes to the acceleration by passing through a magnetic field. Pref., nuclear energy is used to heat a propellant such as hydrogen or water in the combustion chambers, which is directed through nozzles onto the turbine blades. Hydrogen-helium propellant may be used.

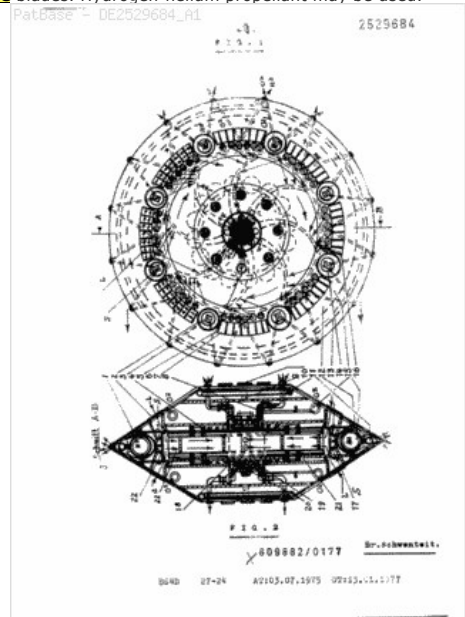
Classifications:

International (IPC 8-9): B64C39/00 (Advanced/Invention); B64C39/00 (Core/Invention)

International (IPC 1-7): A63H27/06

CPC: B64C39/001

European: B64C39/00B



Family:

Publication number	Publication date	Application number	Application date
DE2529684 A1	19770113	DE19752529684	19750703

Priority:

DE19752529684 19750703

Assignee(s): (std): SCHWENTEIT BRUNO

Inventor(s): (std): SCHWENTEIT BRUNO

Title: BIAERONAVE PARA TRANSPORTE AEREO EN GENERAL CON CAPACIDAD PARA REALIZAR OPERACIONES DE DESPEGUE Y ATERRIZAJE ENTRE SI EN VUELO BIAERONAVE FOR AIR TRANSPORT CAPACITY IN GENERAL OPERATIONS TO PERFORM TOGETHER TAKEOFF AND LANDING IN FLIGHT (Machine translation)

Abstract: Source: ES2525956A Biaeronave para transporte aereo en general con capacidad para realizar operaciones de despegue y aterrizaje entre si en vuelo. La invencion se refiere a una aeronave (denominada tambien como biaeronave) formada por los dos aviones independientes que la constituyen los cuales incorporados forman el fuselaje dividido de la misma y se corresponden entre si en sus formas y aerodinamicas, en cuanto a la disposicion de sus elementos de vuelo y caracteristicas tecnicas y sistemas de los mismos, capacidad de trabajo en conjunto y en su caso, distribucion de espacios y dimensiones. Esta biaeronave se dispone con sistemas para realizar operaciones de despegue y aterrizaje en vuelo de entre sus propios aviones que la forman asi como con sistemas de seguridad y sistemas de alas y de vuelo adicionales. Todo ello para las diferentes versiones de determinados sectores a donde va dirigida que son: transporte, militar y aeroespacial. Biaeronave for air transportation in general with capacity for takeoff and landing each flight. The invention relates to an aircraft (also referred to as biaeronave) formed by two separate planes which constitute the built-divided form the fuselage of the same and correspond to each other in shape and aerodynamic, as to the disposition of their flight elements and technical characteristics and **systems** thereof, ability to work together and where appropriate, distribution of spaces and dimensions. This biaeronave **systems** available for takeoff and landing flight from their own planes that form as well as security **systems** and **systems** wings and additional flight. All this for the different versions of certain sectors where it is addressed are: transportation, military and **aerospace**.

Classifications:

International (IPC 8-9): B64C1/00 B64C19/00 B64C25/56 B64C29/00 B64C3/40 B64C3/54 B64C37/02 B64D17/80 B64D25/12 B64D5/00 (Advanced/Invention)

CPC: B64C37/02 B64C3/40 B64C3/54 B64C19/00 B64C25/56 B64C29/0033 B64C2001/0045 B64D5/00 B64D17/80 B64D25/12

Family:

Publication number	Publication date	Application number	Application date
ES2525956 AA	20150102	ES20130000619	20130628

Priority:

ES20130000619 20130628

Assignee(s): (std): MARTINEZ RIVERA EMILIO

Assignee(s): EMILIO MARTINEZ RIVERA

Inventor(s): (std): MARTINEZ RIVERA EMILIO

Inventor(s): EMILIO MARTINEZ RIVERA

Title: Vibrational technology method 2 in the field of heavy-ion physics, for producing heavy-ion vibrations and heavy-ion vibrational energy

Abstract: Source: DE3807389A1 The production of heavy-ion vibrational energy in the radio-frequency and AC range. Inertial injection of 4(10) pulsed heavy-ion beams into a fusion synchrotron and reactor. Transmitter and receiver based on heavy-ion radio-frequency vibrational energy. Heavy-ion fusion drive. Gravity projector. Heavy-ion vibrational **systems**. Elimination of radioactive materials. Method of production for 20@C superconductor. Neutron-acceleration **system**.

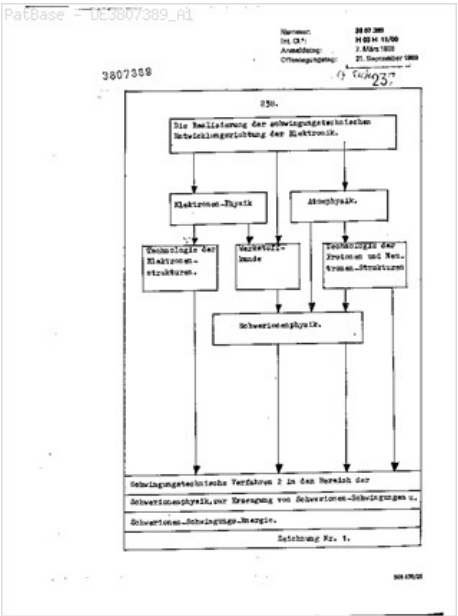
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International (IPC 1-7): F03H5/00 G03F7/20 G21B1/02 G21G1/00 H01B12/00 H01F19/04 H01S3/03 H01S4/00 H05H13/00 H05H13/04 H05H15/00 H05H7/00 H05H7/02

CPC: G21K1/00 F03H99/00 G21B1/00 Y02E30/14 G21B3/00 Y02E30/18

European: G21B3/00 Y02E30/14 Y02E30/18



Family:

Publication number	Publication date	Application number	Application date
DE3807389 A1	19890921	DE19883807389	19880307
DE3914988 A1	19901108	DE19893914988	19890506
DE3929084 A1	19910314	DE19893929084	19890901

Priority:

DE19883807389 19880307 DE19893914988 19890506 DE19893929084 19890901

Assignee(s): (std): BLUM JUERGEN

Assignee(s): BLUM JUERGEN 6228 ELTVILLE DE

Inventor(s): (std): BLUM JUERGEN

Inventor(s): BLUM JUERGEN 6228 ELTVILLE DE

Title: Method and device for emergency control of the speed of engines

Abstract: Source: DE3542273A1 In order to create a simple emergency control of the speed of engines, which in operation should or must not be switched off, especially of gas turbine power units, which are preferably used in aviation, which control permits not only as smooth a transition as possible from normal operation to emergency control operation but also does not necessarily require any intervention on the part of operating personnel, it is proposed according to the method that of at least two control systems at least one is constantly kept synchronised ready to take over the relevant control variables and that should the control system (main control system) in operation fail, at least one of the systems held in readiness (emergency control system) should intervene, maintaining the continuity of the relevant control variables; as device for implementing this method a clutch between the engine speed sensor and the control element is proposed, which device has a control element, preferably designed as fuel metering valve, and an engine speed sensor.

Classifications:

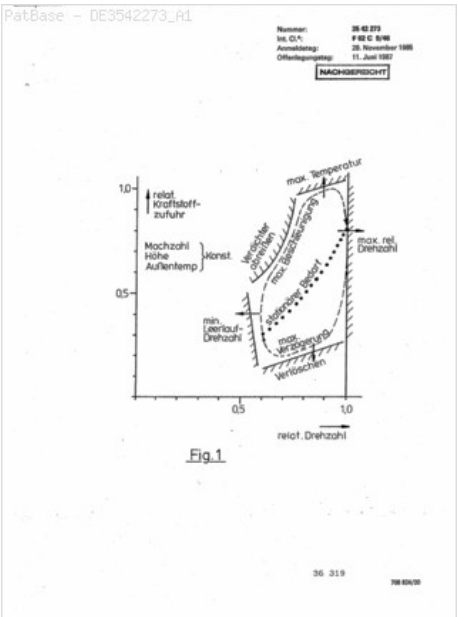
International (IPC 8-9): F02C9/46 (Advanced/Invention);

F02C9/00 (Core/Invention)

International (IPC 1-7): F02C9/46 F02D35/00 F02D41/04

CPC: F02C9/46

European: F02C9/46



Family:

Publication number	Publication date	Application number	Application date
DE3542273 A1	19870611	DE19853542273	19851129

Priority:

DE19853542273 19851129

Assignee(s): (std): PIERBURG LUFTFAHRTGERAETE

Assignee(s): PIERBURG LUFTFAHRTGERAETE UNION GMBH

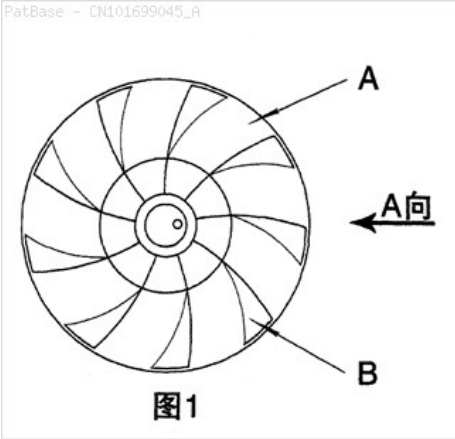
Inventor(s): (std): HECKLER ROLF PETER ; HEMMER GEORG ; HOLZEM HEINZ ; KANIS PAUL GERHARD

Inventor(s): PETER HECKLER ROLF

Title: Miniature composite **turbine** engine

Abstract: Source: CN101699045A The invention relates to a miniature composite **turbine** engine which combines a centrifugal compressor **turbine** and an axial gas **turbine** into one **turbine** so as to ensure that an engine only has one **turbine** rotating part. The **magnetic** suspension bearing support is adopted in the **turbine** engine of the invention so that the composite **turbine** can suspend in the air and rotate in high speed to output the mechanical energy. The miniature composite **turbine** engine can be widely used in fields of energy, **aerospace** and traffic and is particularly suitable for the heavy vehicle and the power **system** of the engineering machinery. The **turbine** engine of the invention can also be used as the prime mover of the burning natural gas distributed power apparatus.

Classifications:
International (IPC 8-9): F01D5/14 F02C3/04 (Advanced/Invention);
F01D5/14 F02C3/00 (Core/Invention)



Family:

Publication number	Publication date	Application number	Application date
CN101699045 A	20100428	CN200910223429	20091116

Priority:
CN200910223429 20091116

Assignee(s): (std): GUO GUANG DONG

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Inventor(s): (std): GUO GUANG DONG

Inventor(s): DONG GUO GUANG