

NEW IMPROVED STARTING SYSTEM - NO NEED FOR PROPANE GAS OR COMPRESSED AIR



CM14 Frame mounted version. Shown with cover removed for clarity

FEATURES

- > Complete aeronautical axial flow gas turbine engine
- > Full instrumentation and sensors
- > Fully software controllable
- > Easy installation into a test cell (single USB interface)
- > High performance centrifugal compressor
- > High maximum rpm
- > Fast response to speed changes
- > Single point pivot on engine mounting enables accurate thrust measurement
- > No need for external lubrication system (the lubricant is mixed with the fuel)
- > No need for external battery and charger (a standard domestic outlet is used to power the CM14)
- > Can be fuelled with common paraffin or kerosene (no need for difficult-to-find aviation fuel)
- > Simple ignition system (based on a common Rossi R8 glow plug)
- > Data acquisition and educational software included
- > Small-scale equipment minimises laboratory space needed
- > Fully tested for high performance and safety
- > Tough, transparent polycarbonate safety screen
- > An optional floor-standing frame is available to house the unit together with its fuel tank and electronic console
- > New improved starting system, no need for compressed air or propane gas



* Excluding DMx range



CM14 Bench-top option. Cover removed for clarity



CM14 Console detail

DESCRIPTION

The engine is the small compact Olympus HP E-start turbine engine, comprising a single stage radial compressor, an annular combustion chamber and a low mass, high performance axial flow turbine.

The engine has been integrated into a sturdy metal frame that holds it firmly, whilst enabling accurate measurement of the thrust produced by the engine.

The engine inlet has been replaced with a custom fabricated frontal duct, to enable the air mass flow rate to be accurately measured.

An electronic pre-programmed controller constantly supervises the engine, ensuring safe operating conditions at all times.

The engine is controlled via the software, which provides users with a friendly graphical interface for real-time monitoring and operation. This software controls the engine speed, which is electronically controlled using a high precision fuel gear pump. This method gives a very fast engine response.

The engine is very easy to start and stop from the software interface and automatic, optimal start-up and power-down sequences are already set to assure minimum mechanical stresses. There is no requirement for compressed air supply or propane gas to start the engine.

A tough, transparent polycarbonate screen is fitted in order to make the apparatus completely safe, but still provides excellent visibility of the engine when in use. The screen is removable enabling full access to the engine and instrumentation.

The engine software runs on a personal computer, requiring only a single USB interface between the electronic console and the PC. This enables simple installation into a test cell or soundproof enclosure.

INSTRUMENTATION INCLUDED

INLET DUCT

inlet temperature
inlet pressure

COMPRESSOR

exit total pressure
exit pressure
exit total temperature

TURBINE

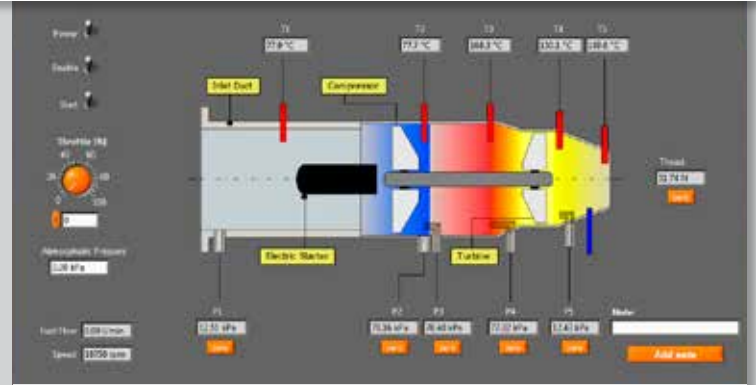
entry total temperature
entry total pressure
exit total temperature
exit total pressure

NOZZLE

exit total temperature
fuel flow
air flow
shaft speed
thrust



CM14 with safety screen in place



CM14 mimic diagram

PERFORMANCE SPECIFICATION

Thrust: 200N typical

Typical fuel: one of the following choices

- Paraffin
- Jet A-1
- JP-4/Kerosene

Exhaust gas temperature: 800°C typical

Mass flow: 0.9kg/s (2.0lbs/s)

Ignition system: Glow plug

Compressor type: Single stage radial

Turbine type: Single stage, low mass axial flow

Engine rpm: 105,000 rpm typical

Engine mount: Single pivot point



CM14 Frame mounted version. Shown with cover removed for clarity

DATA DISPLAY AND ACQUISITION

The data display and acquisition system require a PC running Windows 98, Windows 2000, XP, or Vista and incorporating a USB interface. (Computer not supplied).

Sensors are provided to measure thrust (direct from a load cell), fuel flow, engine rpm, plus pressure and temperature at each stage of the engine.

The data from these sensors is passed to the PC on the USB interface and is displayed using the software provided. The software estimates the thrust from the fuel flow, temperature and pressure readings. This can be compared with the measured thrust.

The user has access to a wide range of data acquisition, graph plotting and display functions. As well as the standard graph plotting functions, a special routine has been written to display H - S diagrams (Entropy - Enthalpy diagrams), which are of particular interest in thermodynamics.

Full help text is included on both the operation of the equipment and the theoretical background. The package also includes a software driver to enable the equipment to be interfaced to software produced by the user, for example in LabVIEW™ or C.

INSTALLATION

It is recommended that the engine test stand be installed in a dedicated test cell, fitted with air extraction and sound deadening. The control computer can then be installed in an adjacent area. Installation in this manner is made as simple as possible, as no physical connection between the control station and the CM14 is required other than a USB cable. A 5m USB cable is supplied with the equipment.

ORDERING DETAILS

CM14	Axial Flow Gas Turbine Engine (bench mounting)
CM14-10	Axial Flow Gas Turbine Engine (complete with floor stand)

REQUIREMENTS

Single phase electricity for the battery charger and instrumentation

CM14-A/CM14-10-A 220-240V, 1ph, 50Hz
 CM14-B/CM14-10-B 115V, 1ph, 60Hz
 CM14-G/CM14-10-G 230V, 1ph, 60Hz

OVERALL DIMENSIONS

Plinth only

Height:	0.360m
Width:	0.510m
Length:	0.880m

Full installation on frame

Height:	1.185m
Width:	0.510m
Length:	0.880m

SHIPPING SPECIFICATION

Equipment	Gross weight	Volume
CM14	150kg	1.2m ³
CM14-10	300kg	3.2m ³

THE CM RANGE OF EQUIPMENT

CM11-MKII: Gasoline Engine	BIOFUEL COMPATIBLE
CM12: Automotive Diesel Engine	BIODIESEL COMPATIBLE
CM14: Axial Flow Gas Turbine	

ORDERING SPECIFICATION

- An aeronautical axial flow gas turbine engine mounted on a stainless steel plinth, suitable for bench mounting. An electronic console and 5l 'explosafe' fuel tank are also provided
- An optional mounting frame is available for floor-standing operation
- The engine has a maximum speed in excess of 100,000 rpm and generates a thrust of at least 195N
- Full instrumentation to measure rpm, thrust, temperature and pressure at each stage of the jet engine
- Stainless Steel air inlet duct to measure air flow
- The engine is easy to start, without the need for propane gas or compressed air
- The equipment is fully controlled from a user supplied PC. The software includes powerful educational features together with sophisticated graph plotting and data logging capability
- Connection to the PC is via a single USB interface, thus providing simple installation



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