

# Turbine research at Purdue from Innovation to Maturity



*Guillermo Paniagua, David Gonzalez Cuadrado, Jorge Saavedra,  
Terry Meyer, Valeria Andreoli, James Braun, Paht Juangphanich,  
Zhe Liu, Iman Rahbari, Francisco Lozano, Nyansafo Aye Addo,  
Dan Inman, Jordan Fisher, Lakshya Bhatnagar*

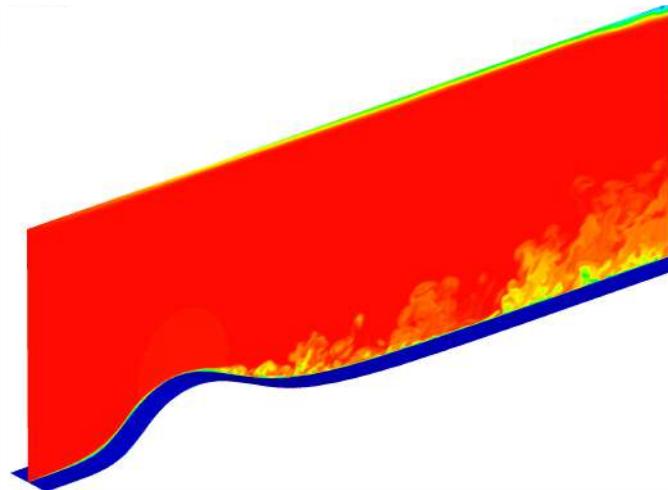


# Turbine challenges

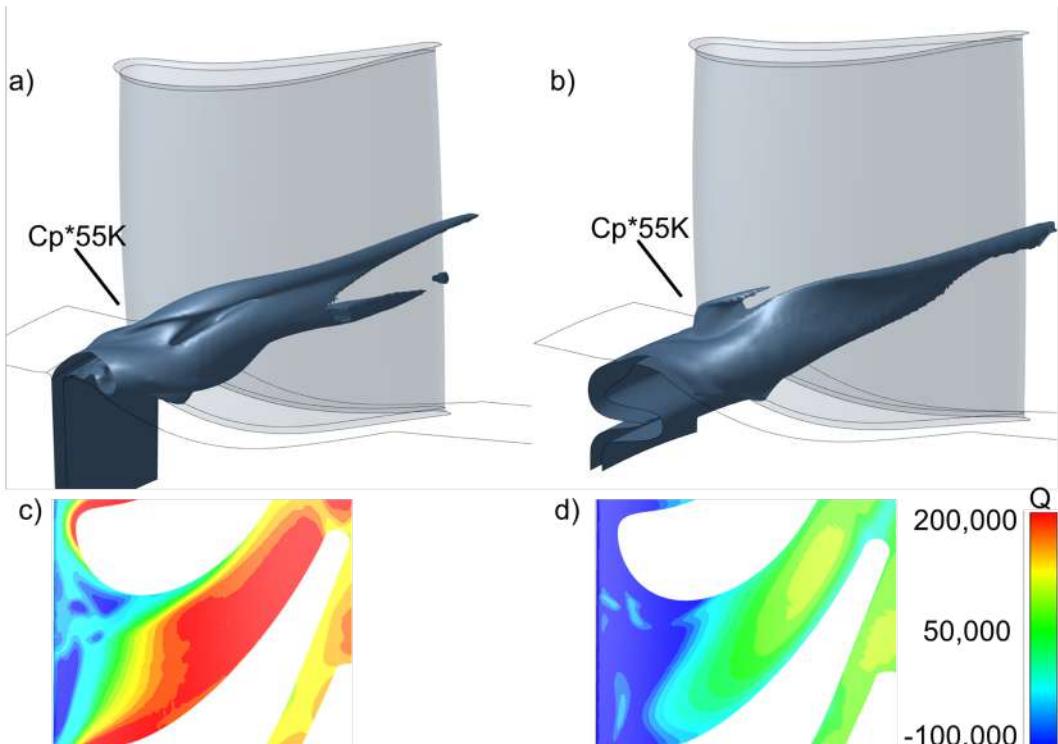


$T$  (K): 340 420 500

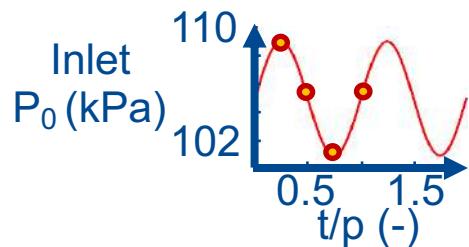
*fundamental*



*applied*

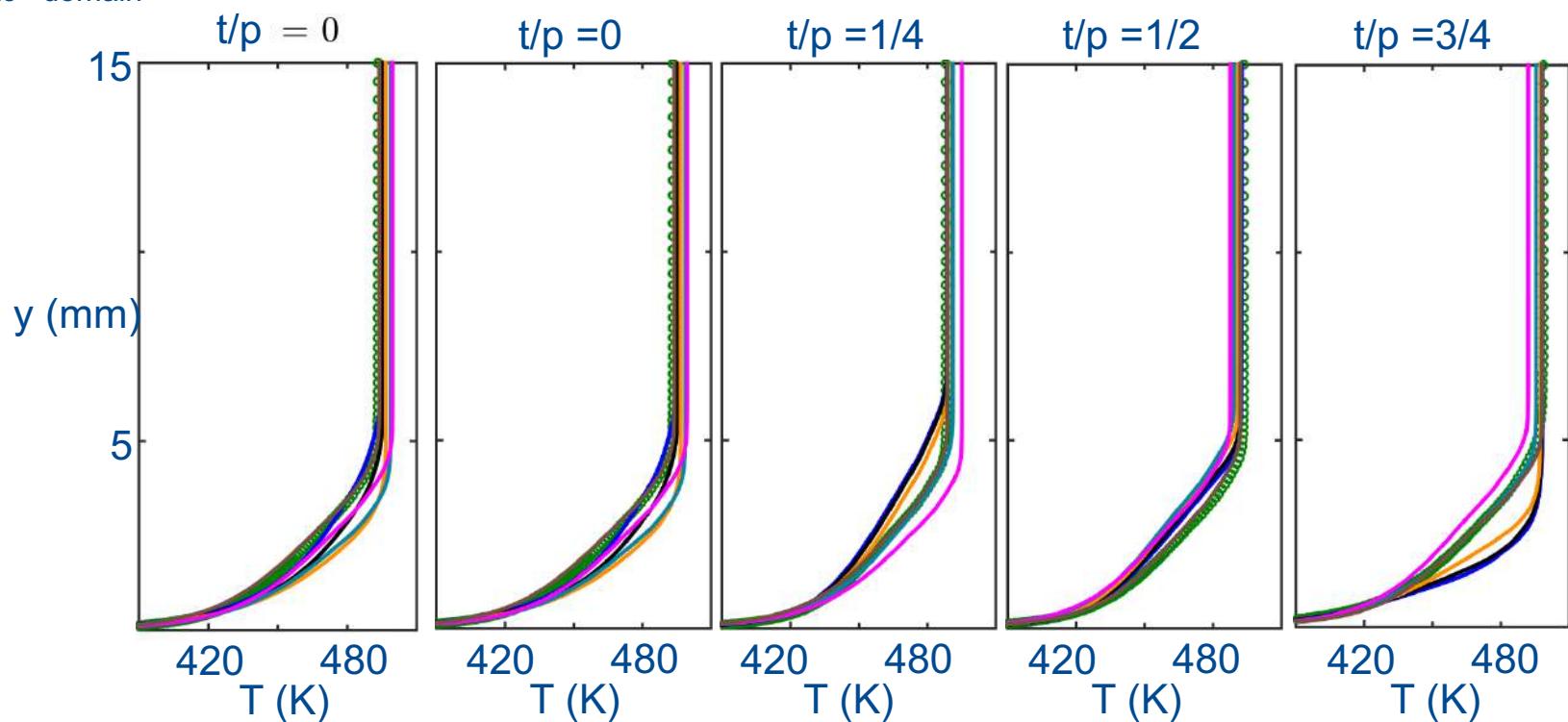
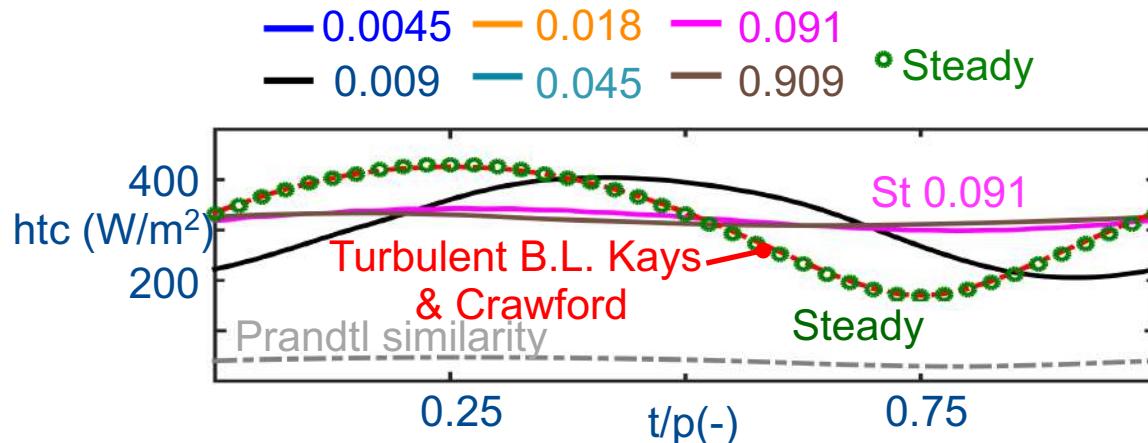


# Boundary Layer Separation & Control

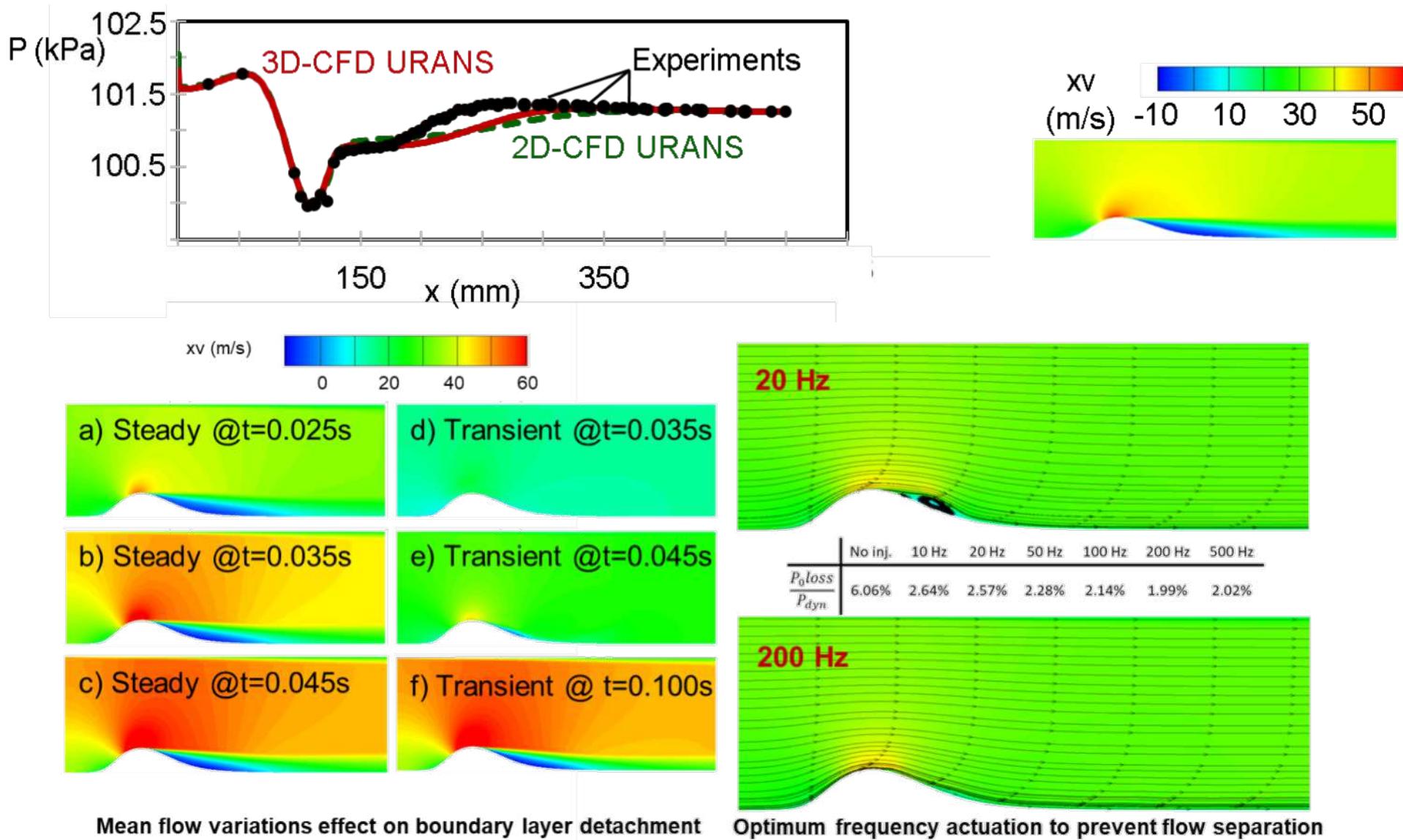


$$f_{\text{domain}} = \frac{L_{\text{domain}}}{c + \bar{x}\nu}$$

$$St_{\text{domain}} = f_{\text{exc}}/f_{\text{domain}}$$

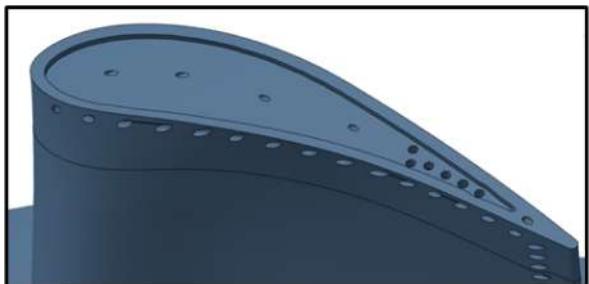


# Boundary Layer Separation & Control



# Turbine tip optimization

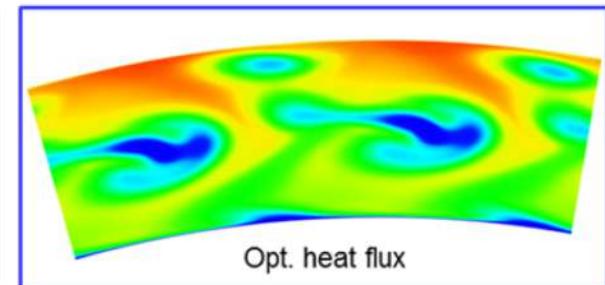
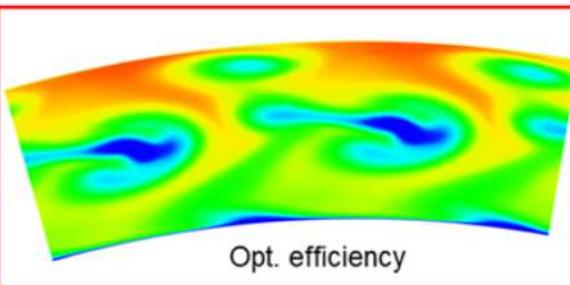
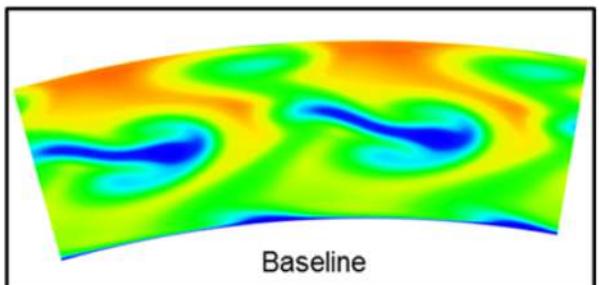
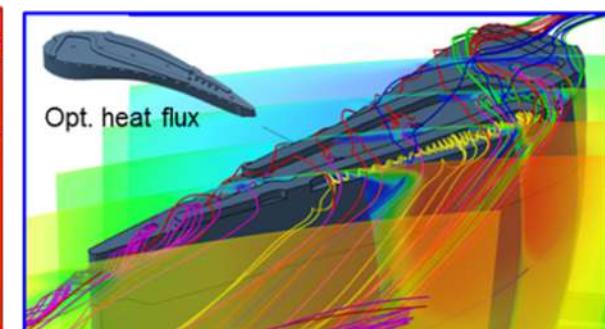
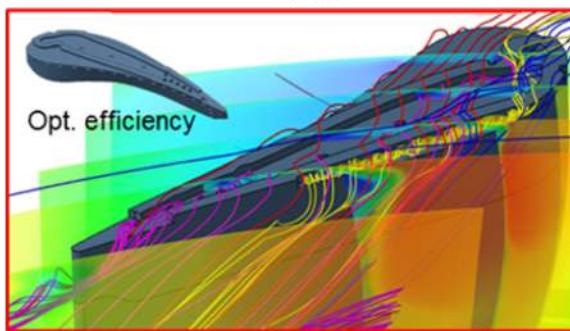
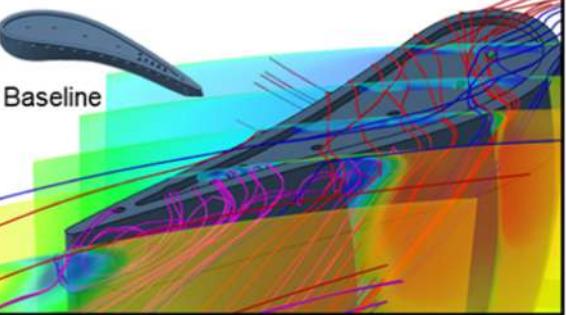
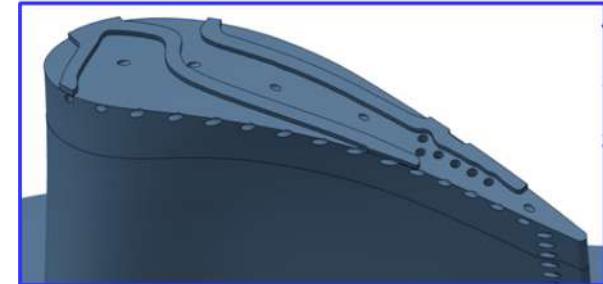
Baseline



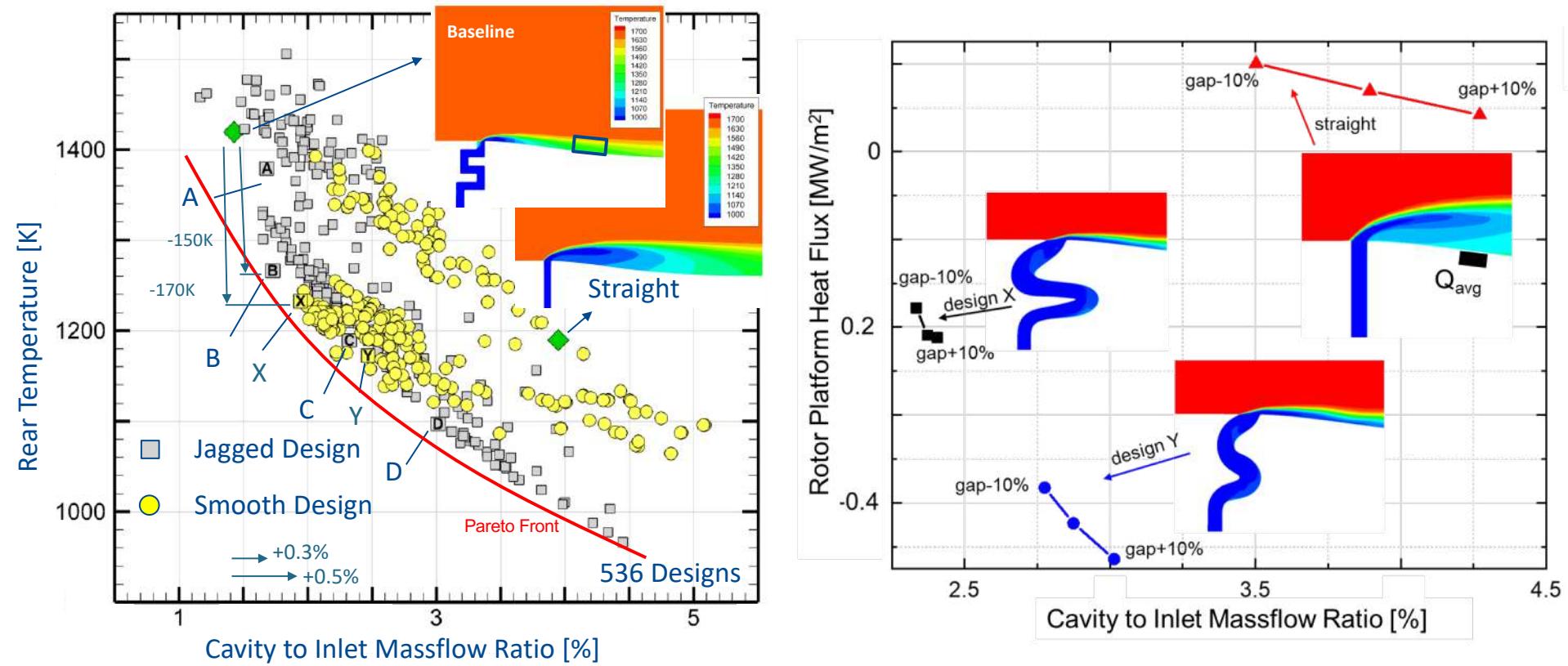
Opt. efficiency



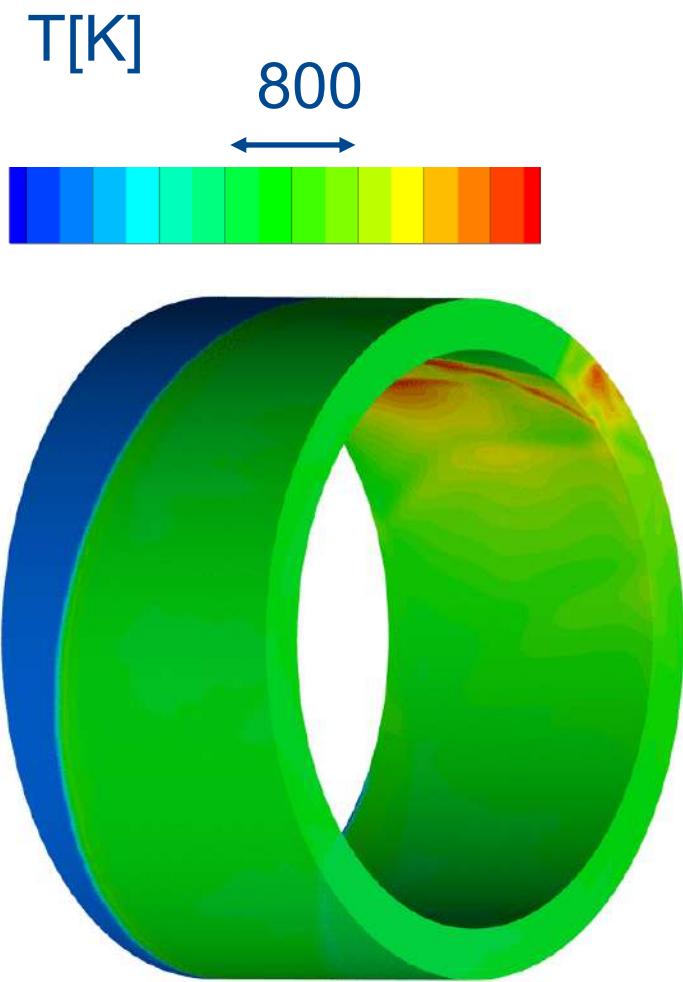
Opt. heat flux



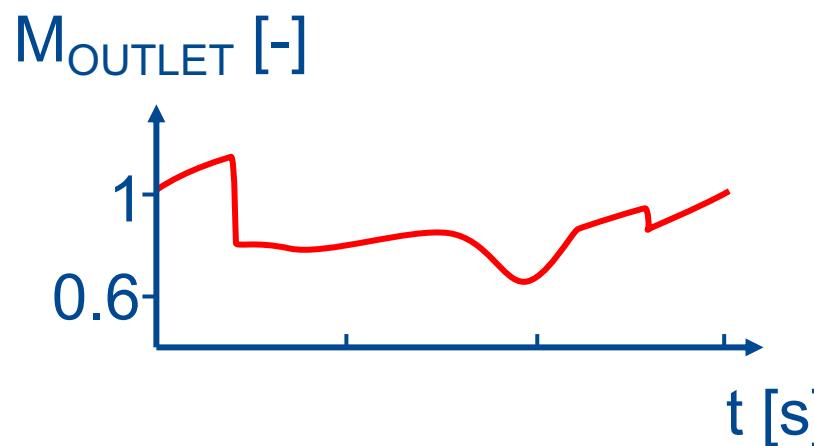
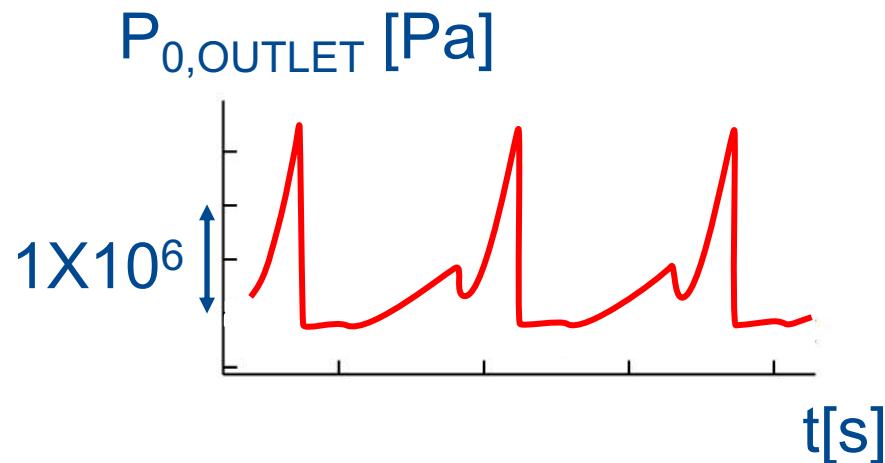
# Stator rim – rotor platform cavity



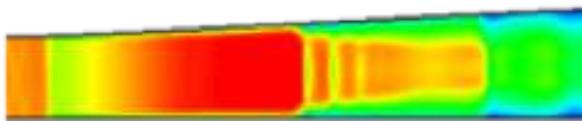
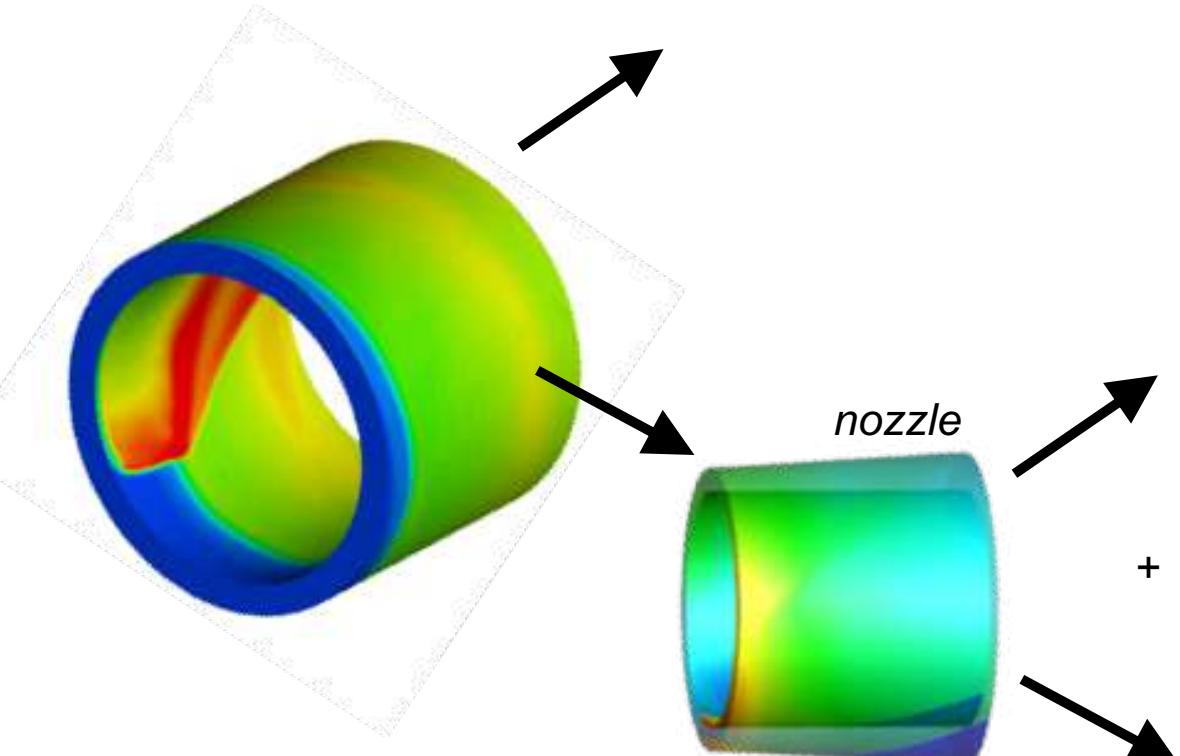
# Turbines for Pressure gain combustors



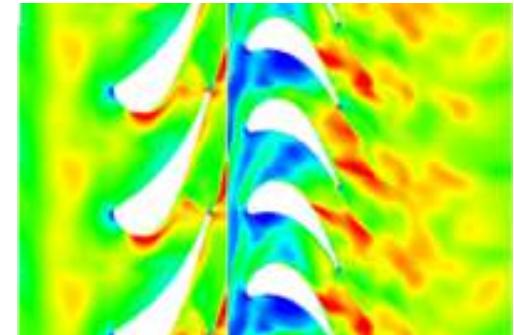
*Outlet fluctuations behind  
combustor up to 100 %*



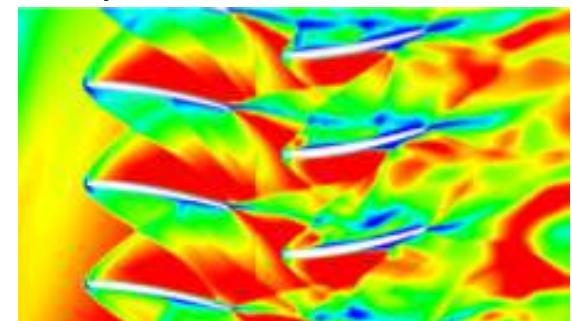
# Turbines for Pressure gain combustors



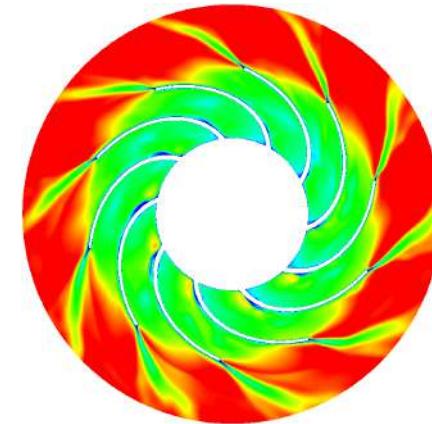
+ subsonic axial turbine



+ supersonic axial turbine



+ supersonic radial outflow turbine



# Turbines for Pressure gain combustors full unsteady analysis

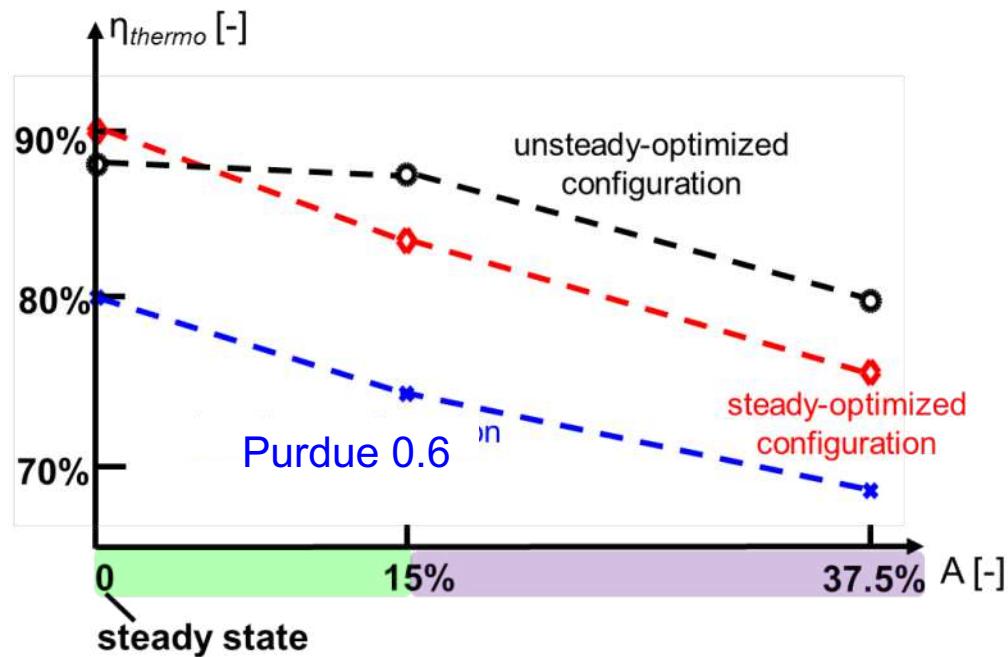
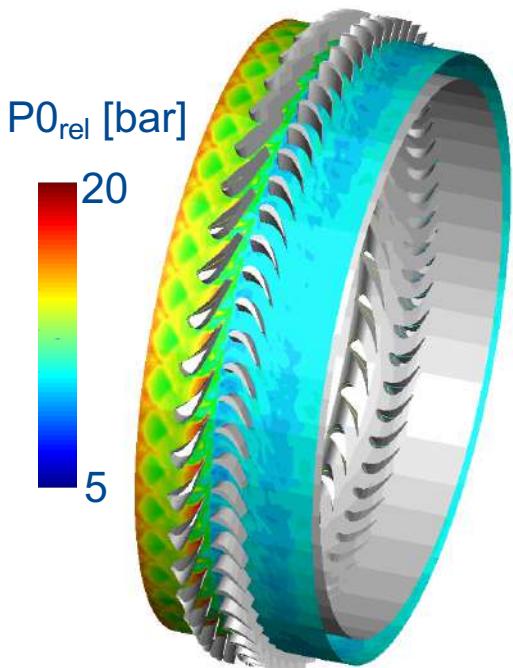
Instantaneous mass flow averaged → Time averaged of mass flow averaged → Turbine efficiency:

$$\bar{T}_{01}(t) = \frac{\sum_{i=1}^n T_{01}(t) \rho_i |\vec{V}_{ax\_i} \cdot \vec{S}_i|}{\sum_{i=1}^n \rho_i |\vec{V}_{ax\_i} \cdot \vec{S}_i|}$$

$$T_{01} = \frac{\int_0^t m(t) \bar{T}_{01}(t) dt}{\int_0^t m(t) dt}$$

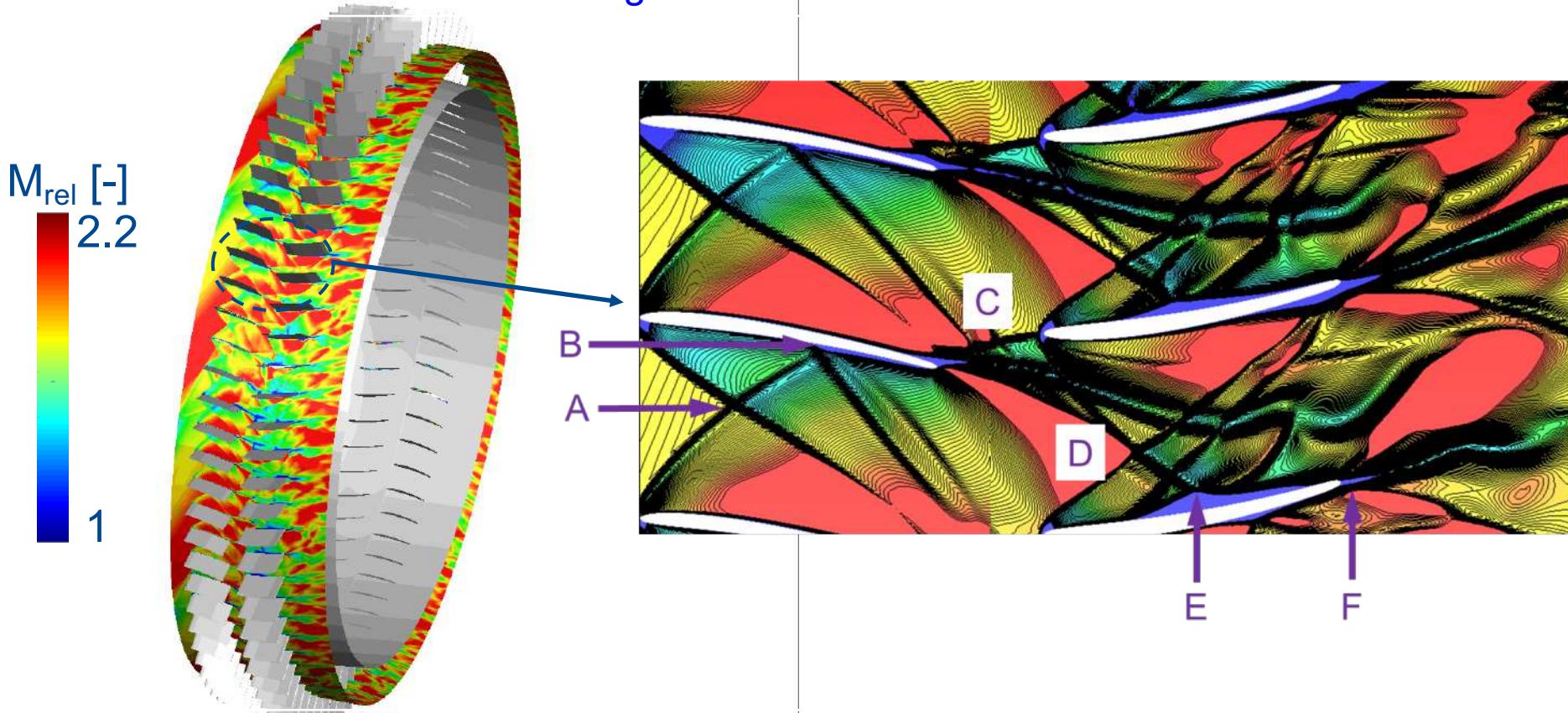
$$\eta_{thermo} = \frac{T_{01} - T_{03}}{T_{01} - T_{03s}}$$

	'Purdue 0.6'	steady-optimized configuration	unsteady-optimized configuration
Full unsteady ( $\bar{f} = 0.23$ , $A = 37.5\%$ )	68.4%	75.5%	79.8%



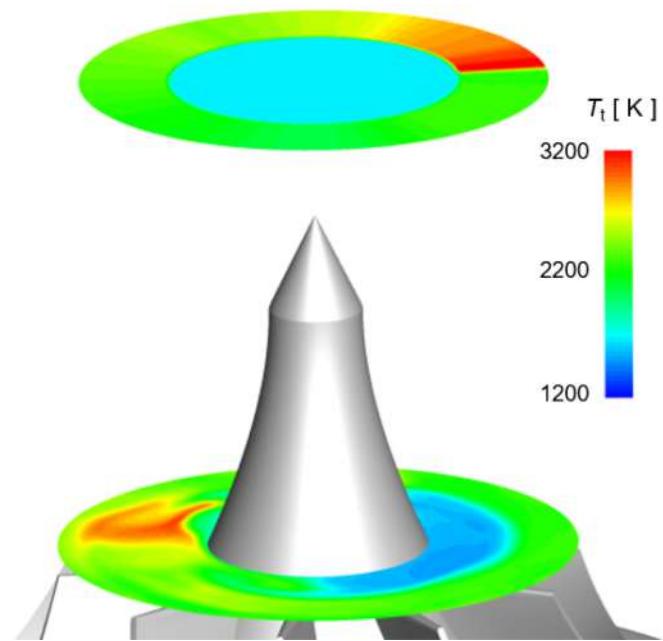
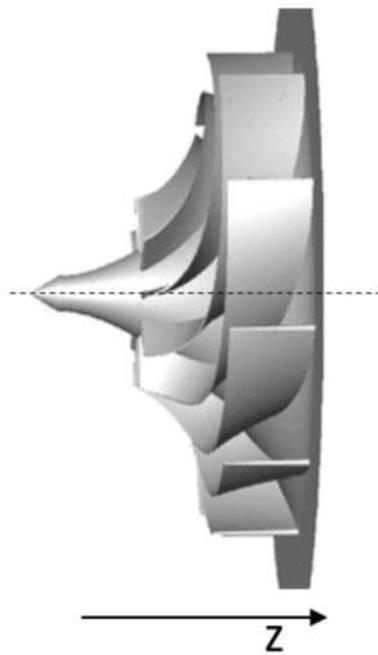
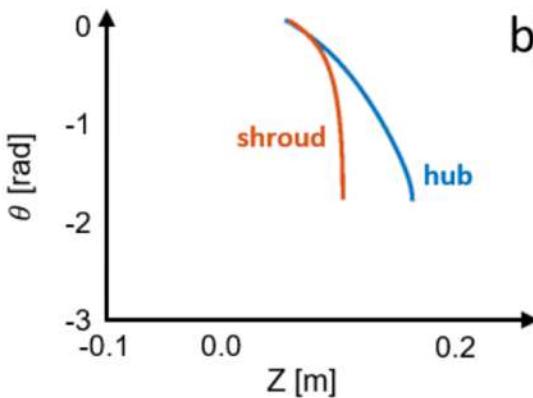
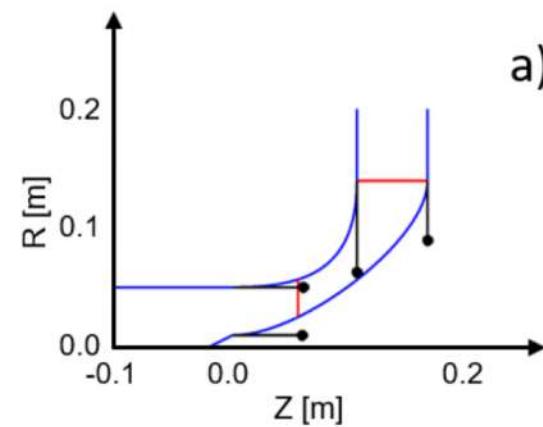
# Turbines for Pressure gain combustors

- 3D mesh: 31million; 25 TB data
- 360 hrs for 1 URANS turbine stage on 30 cores



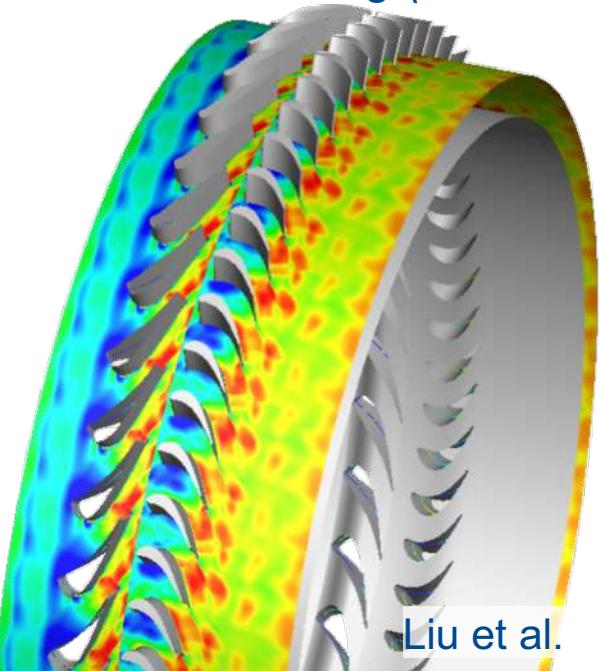
- ‘A’: two leading edge shocks interacted and generated two oblique shocks
- ‘B’: weak shock boundary layer interaction
- ‘C’: reflected shocks from ‘B’ interacted with the stator trailing edge shock
- ‘D’: multiple shocks interacted
- ‘E’: strong shock boundary layer interaction which led to a low subsonic pocket
- ‘F’: rotor trailing edge shock

# Turbines for Pressure gain combustors

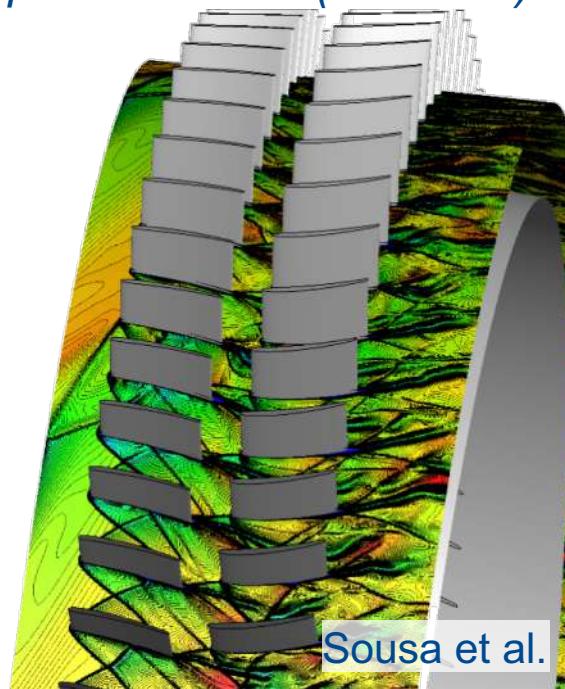


# Turbines for Pressure gain combustors

*end wall contouring (<Mach 1)*



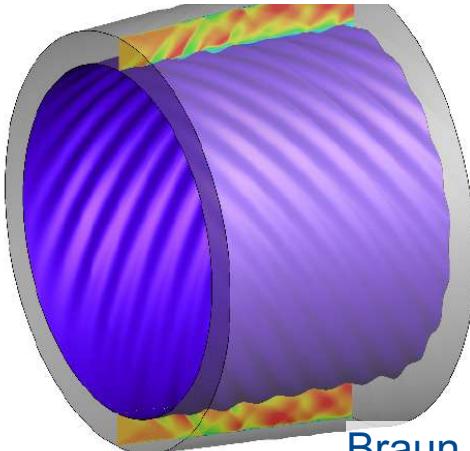
*supersonic axial (>Mach 1)*



Liu et al.

Sousa et al.

*axial bladeless turbine*



Braun et al.

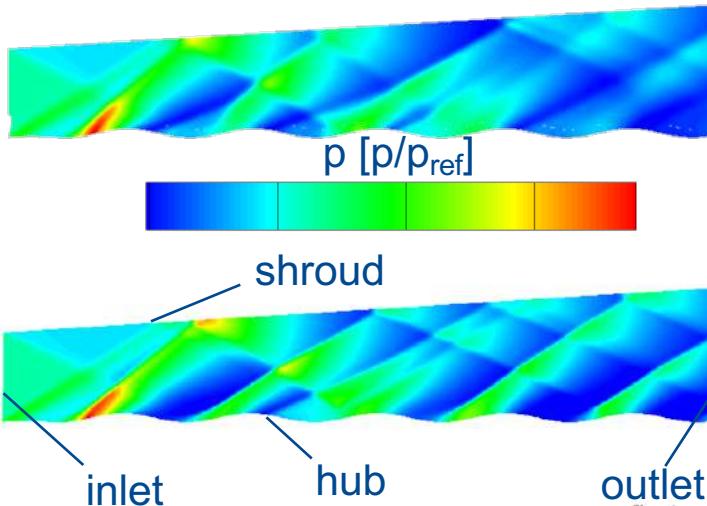
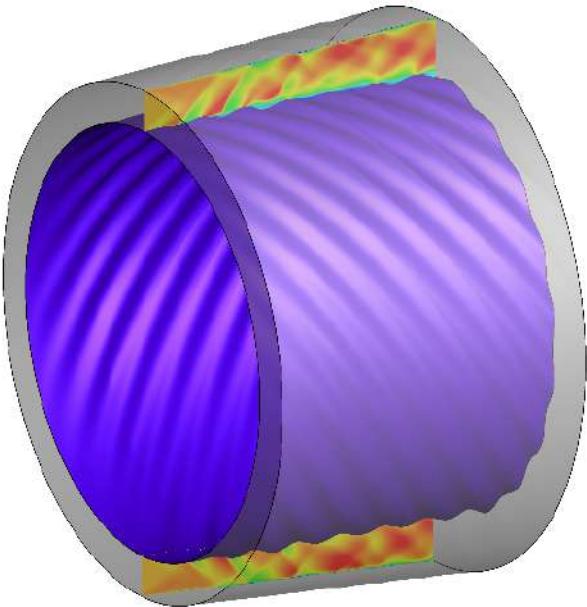
*supersonic radial*



Inhestern et al.

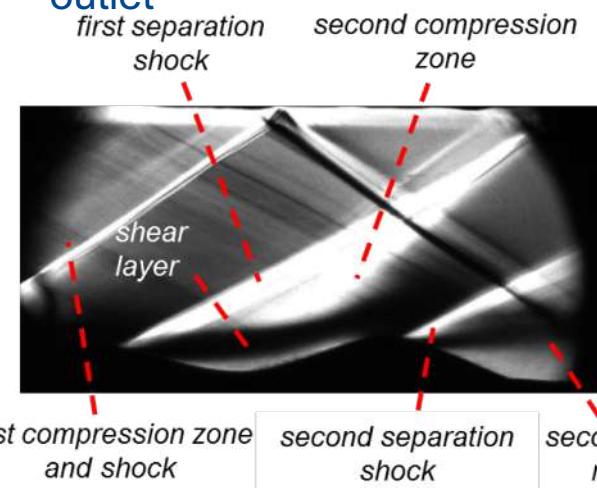
# Turbines for Pressure gain combustors

tangential cut

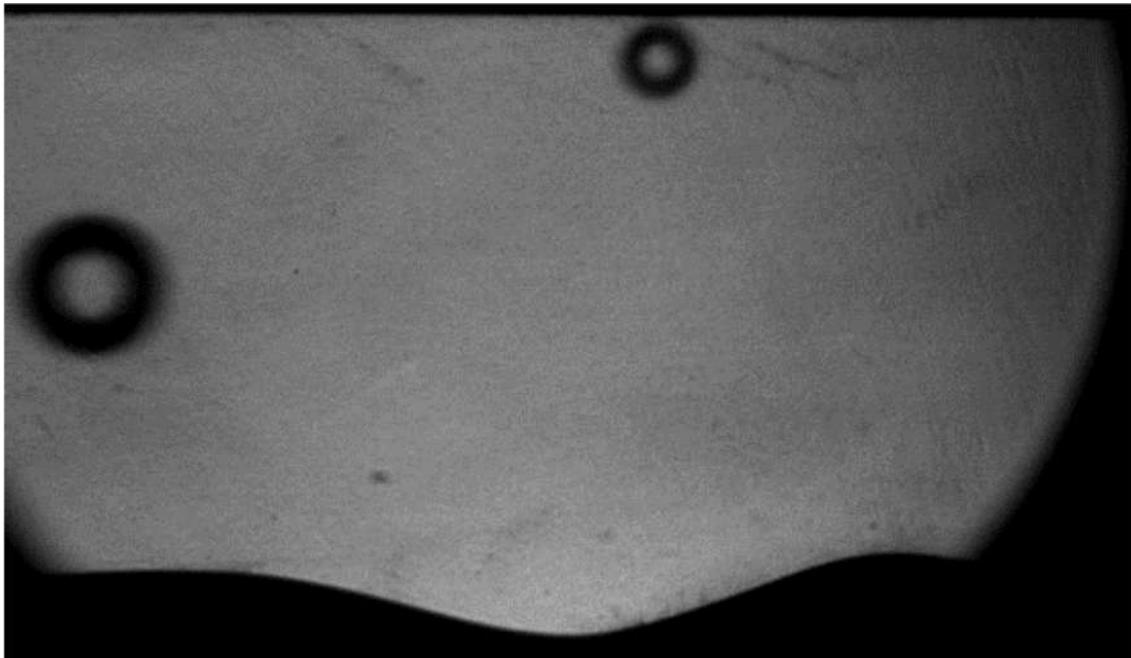
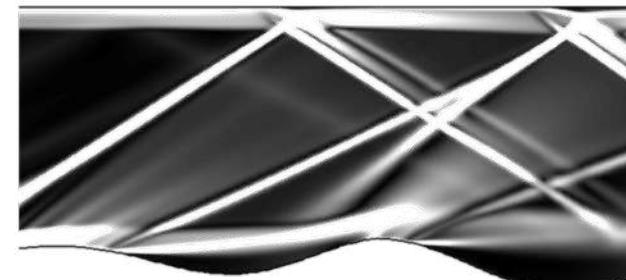


2D simulation

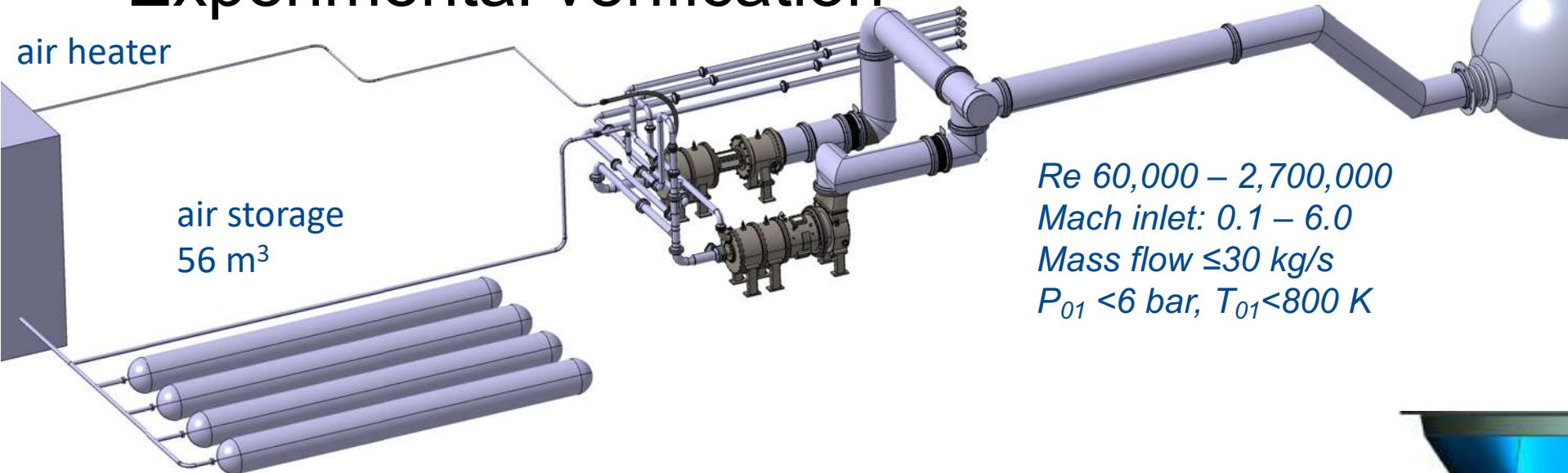
a)



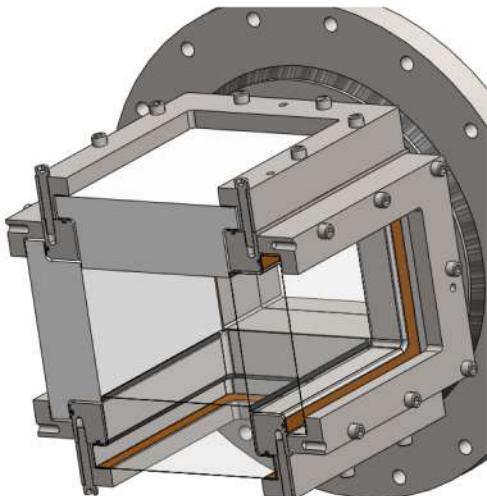
b)



# Experimental verification

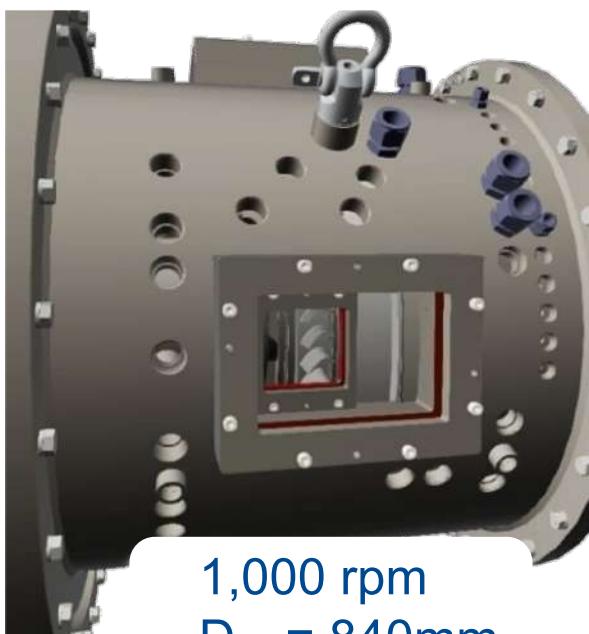


TRL: 1-2 LEAF



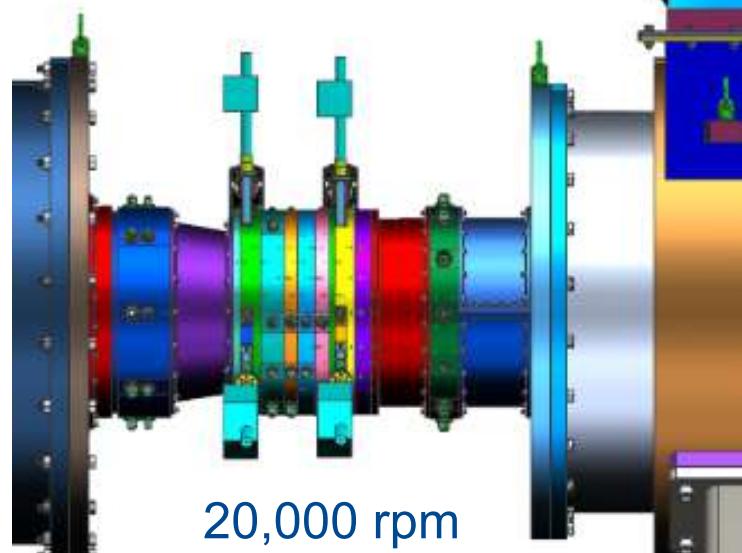
230 × 170 mm

TRL:3-4 BRASTA



1,000 rpm  
D<sub>tip</sub> = 840mm

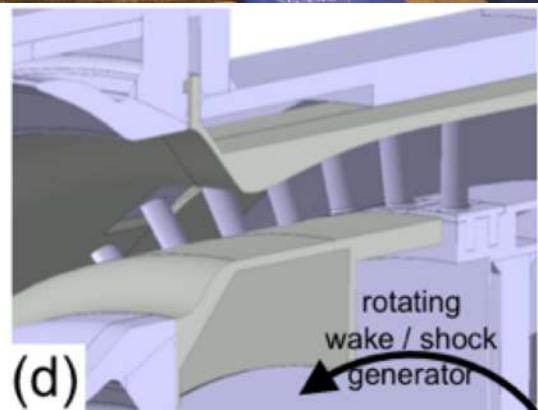
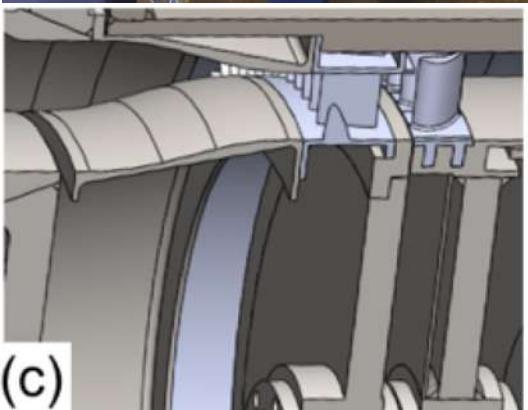
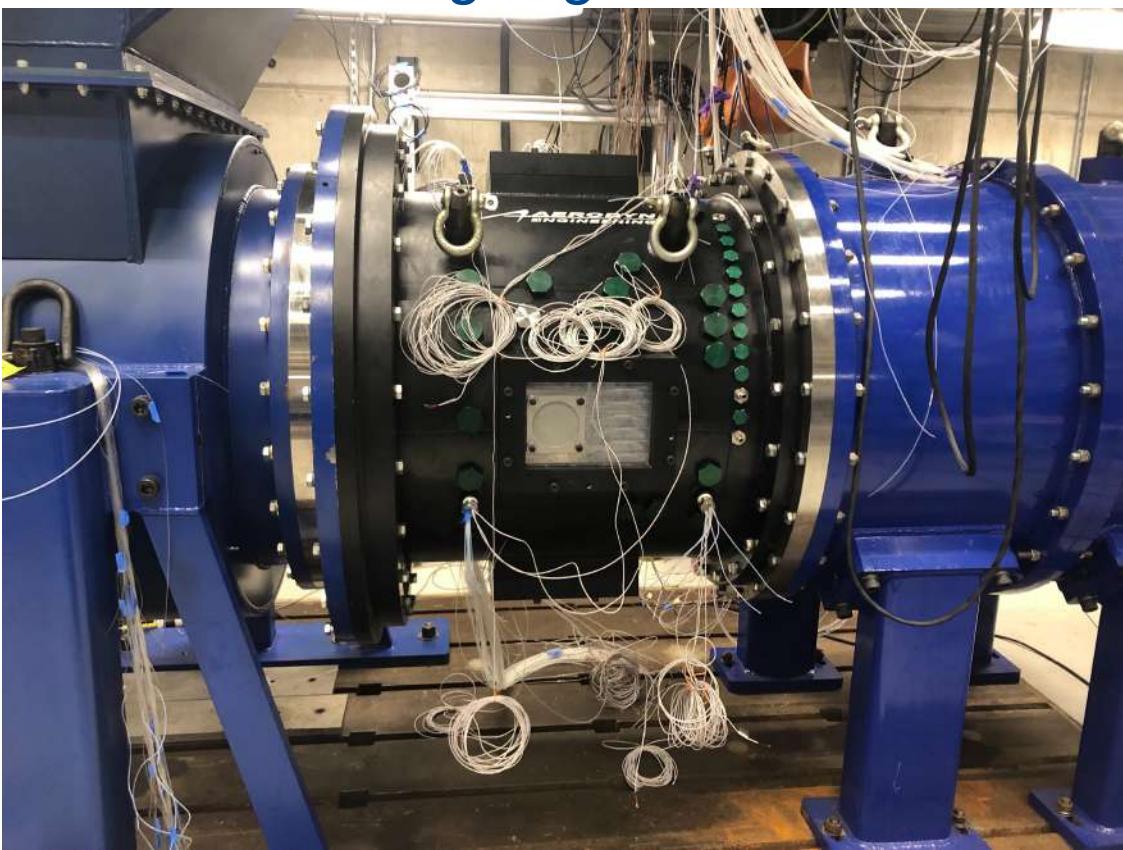
TRL:5-6 STARR



20,000 rpm  
1,000 hp  
D<sub>tip</sub> = 320mm

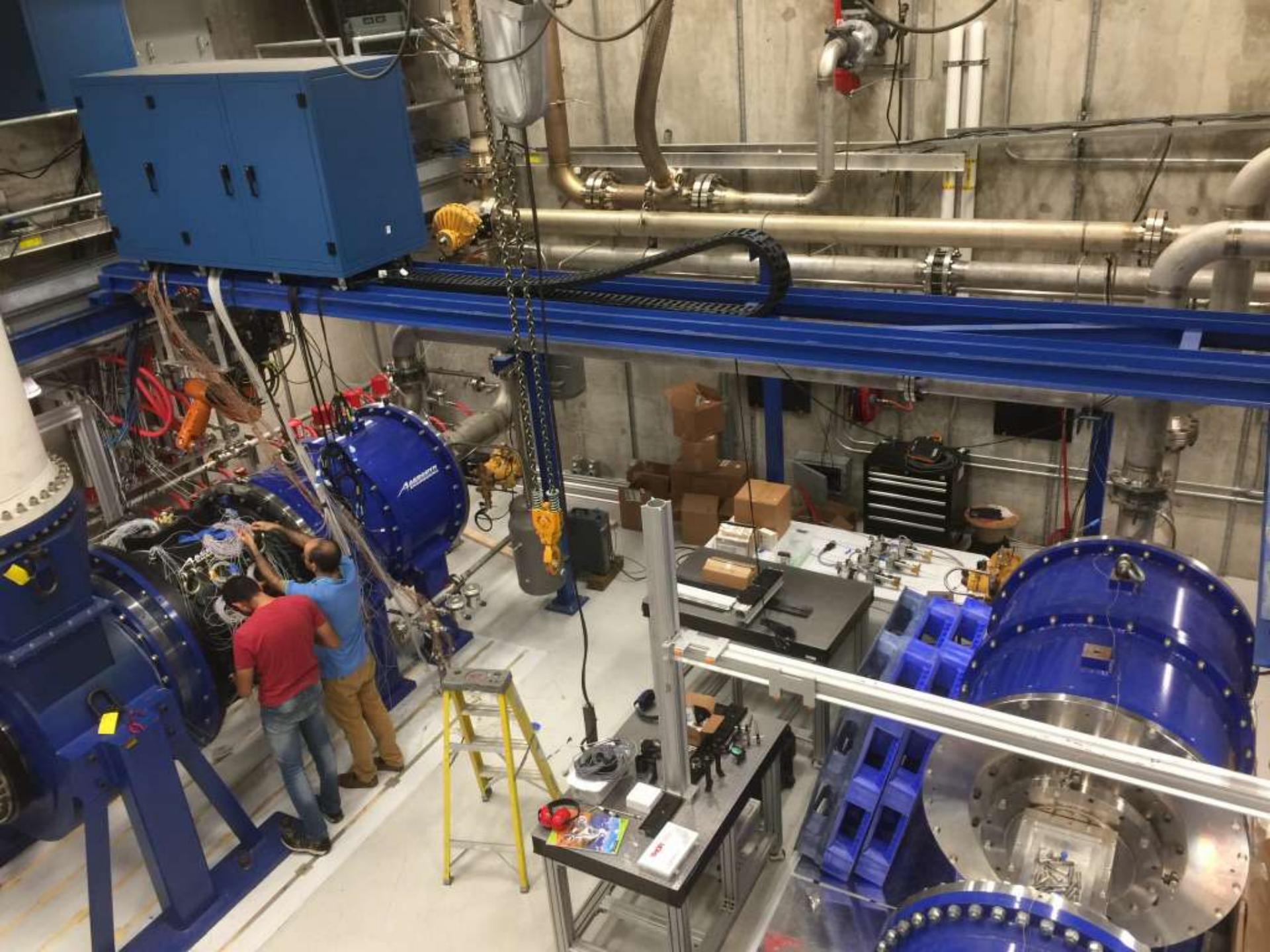
# Experimental verification: Rigs

*BRASTA - Big Rig for Aerothermal Stationary Turbine Analysis*

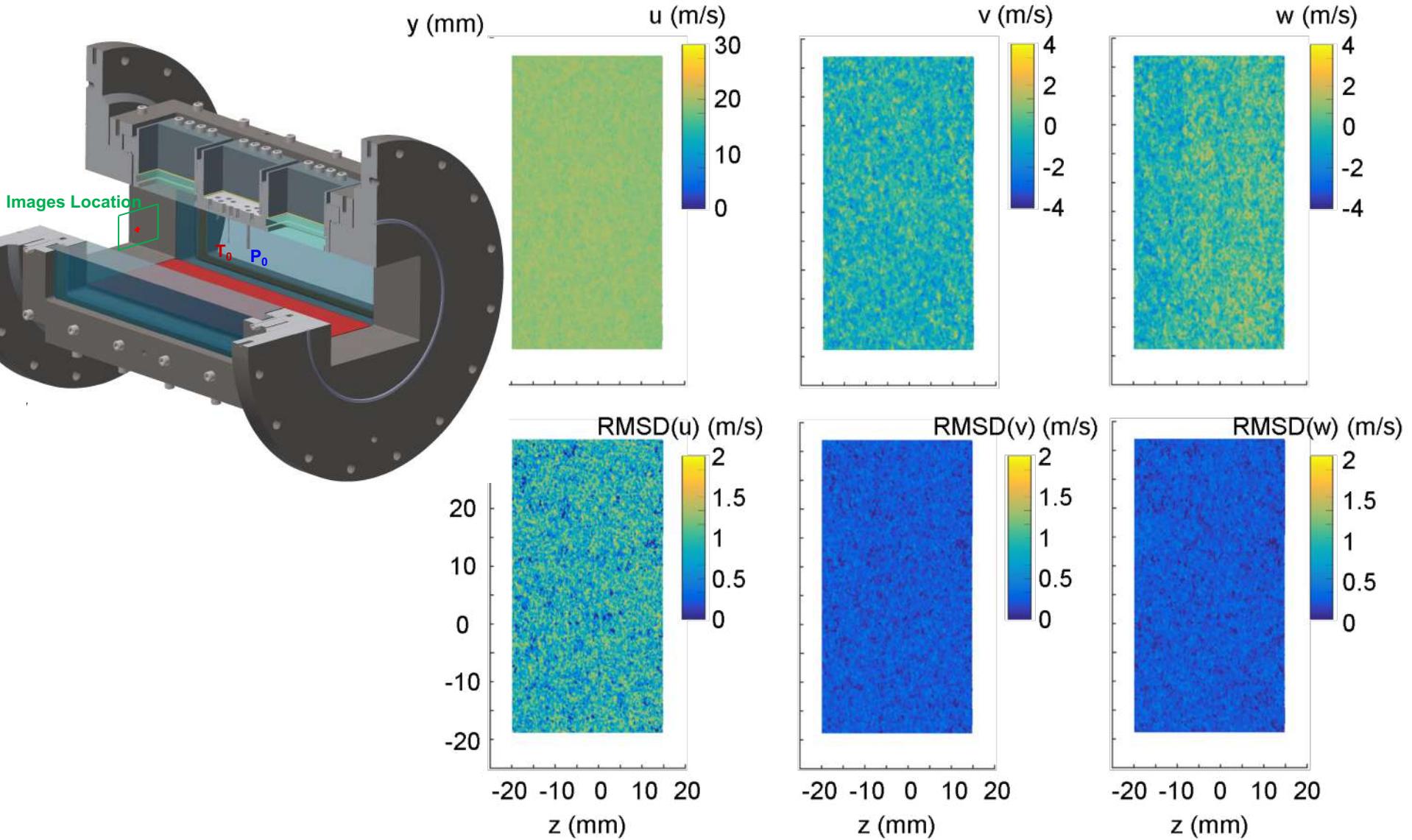


(c)

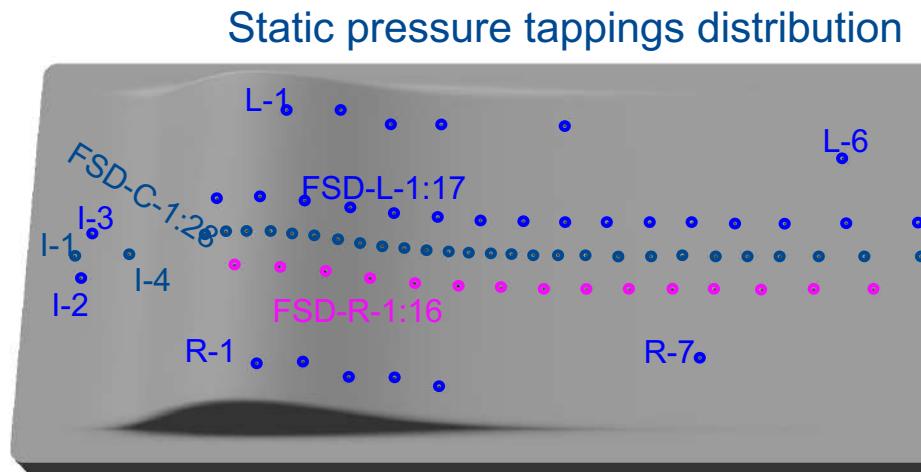
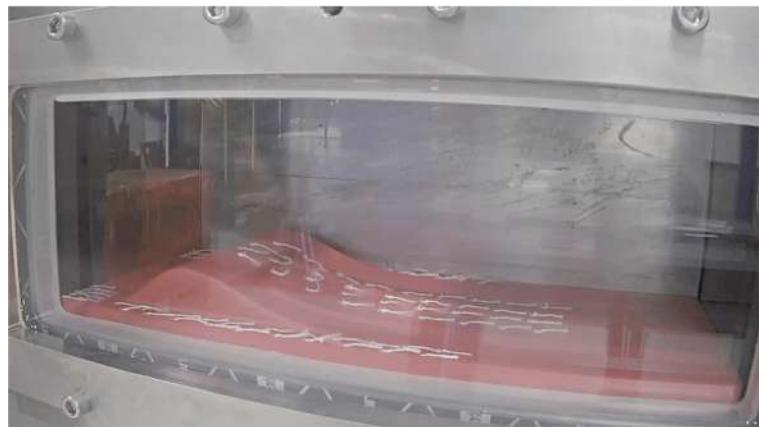
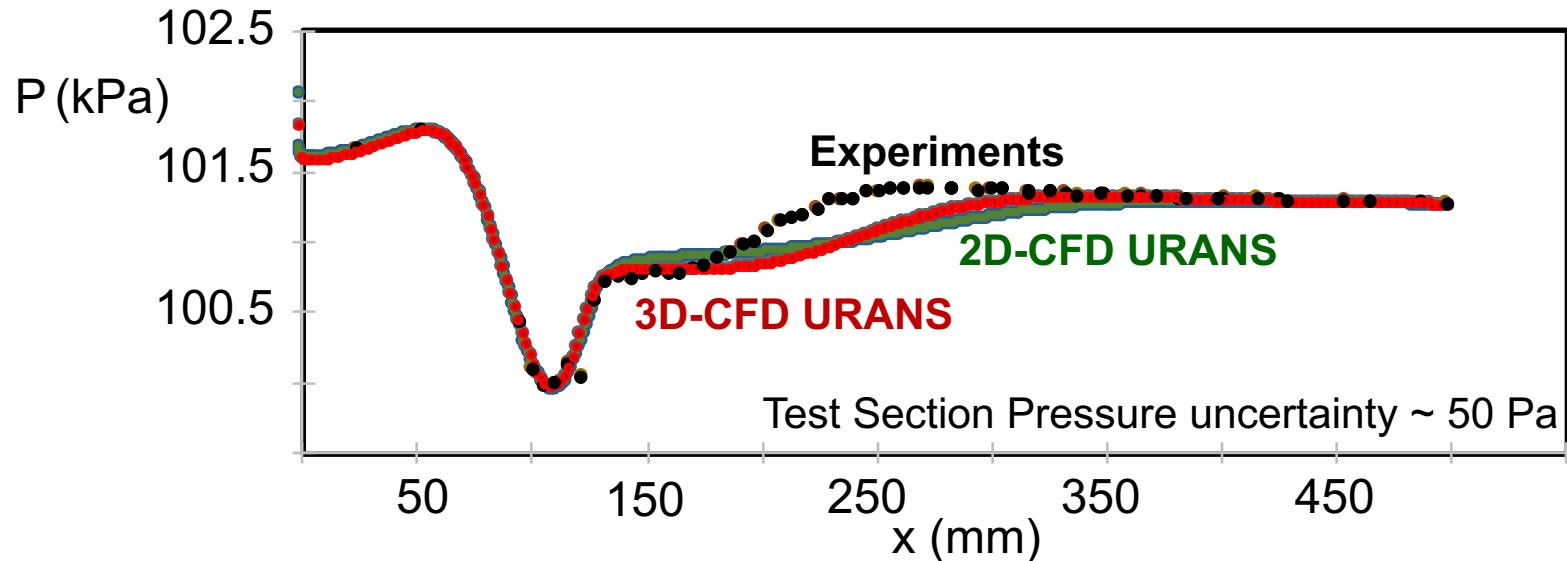
(d)



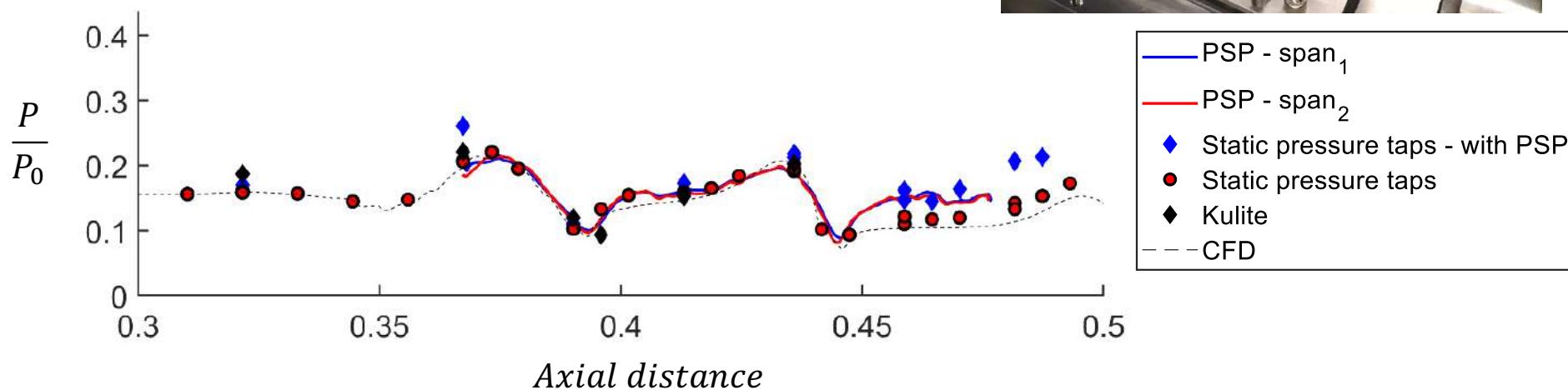
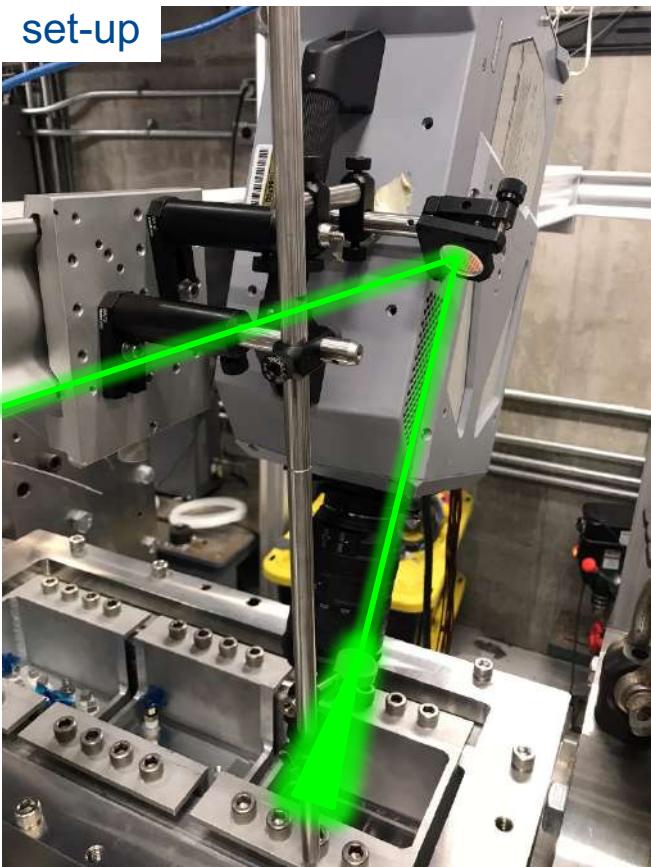
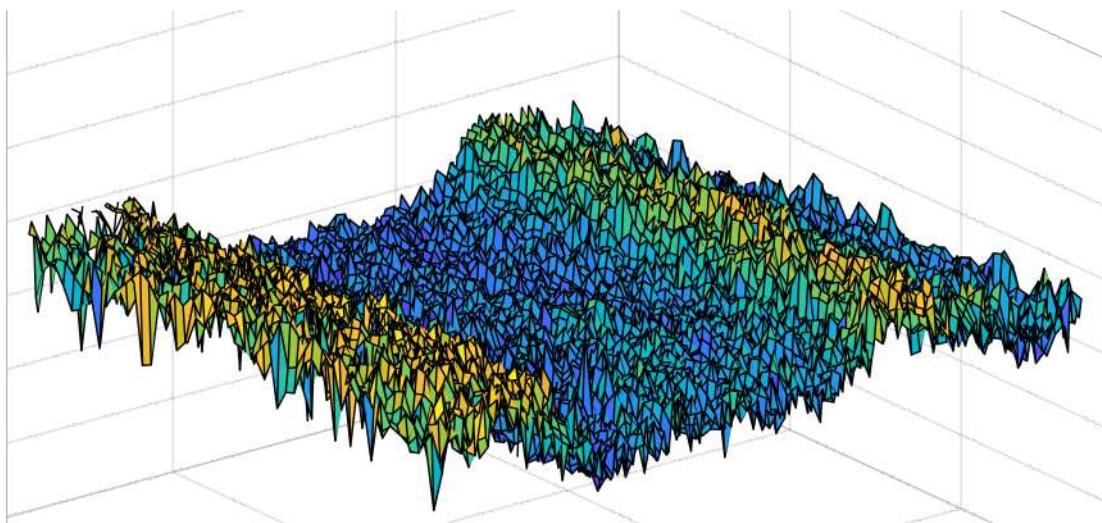
# Experimental verification: Measurement tech.



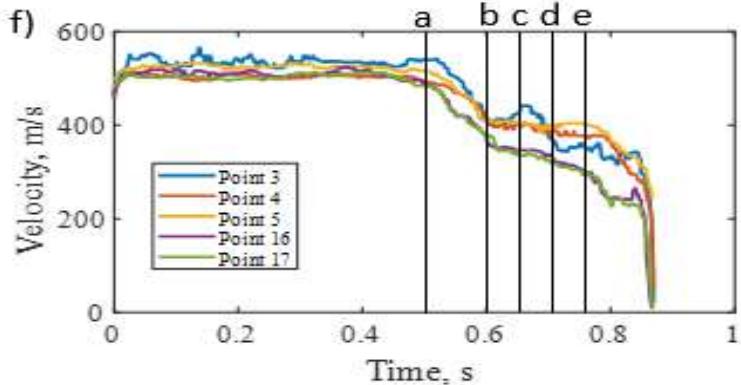
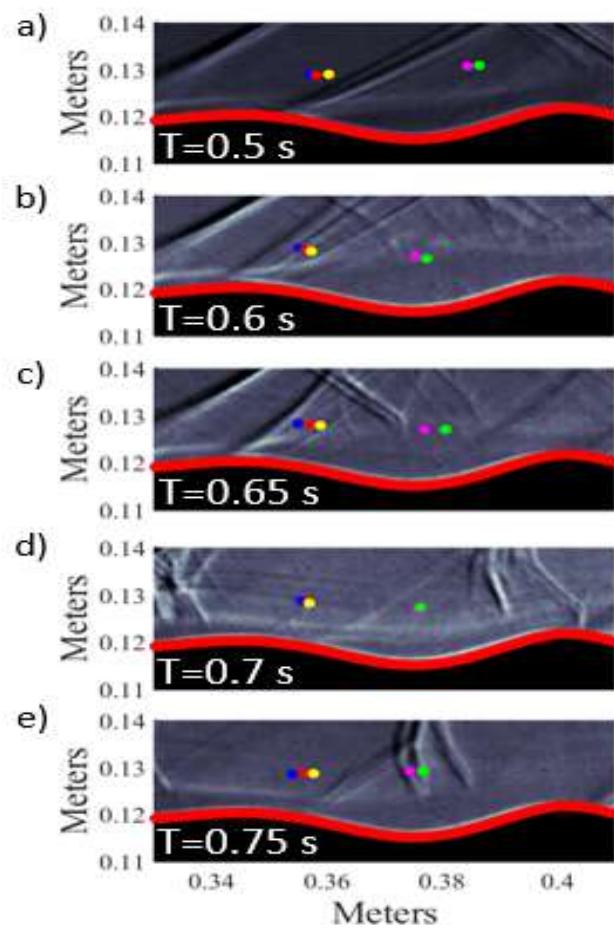
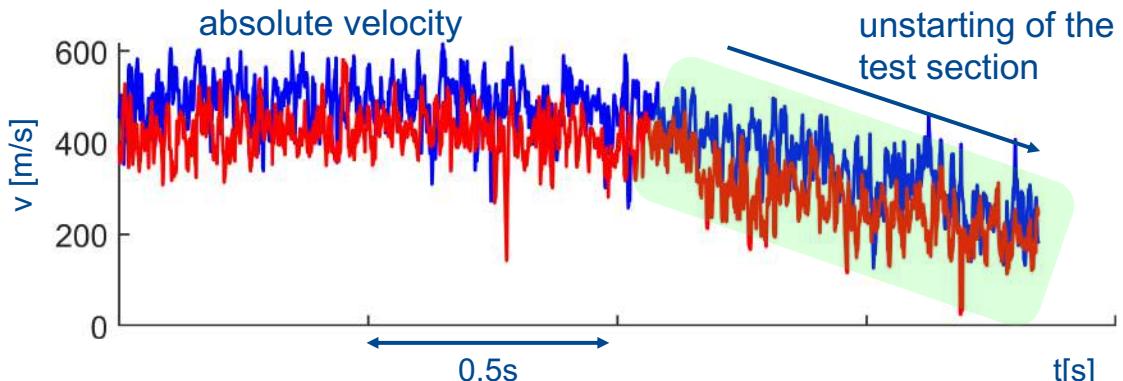
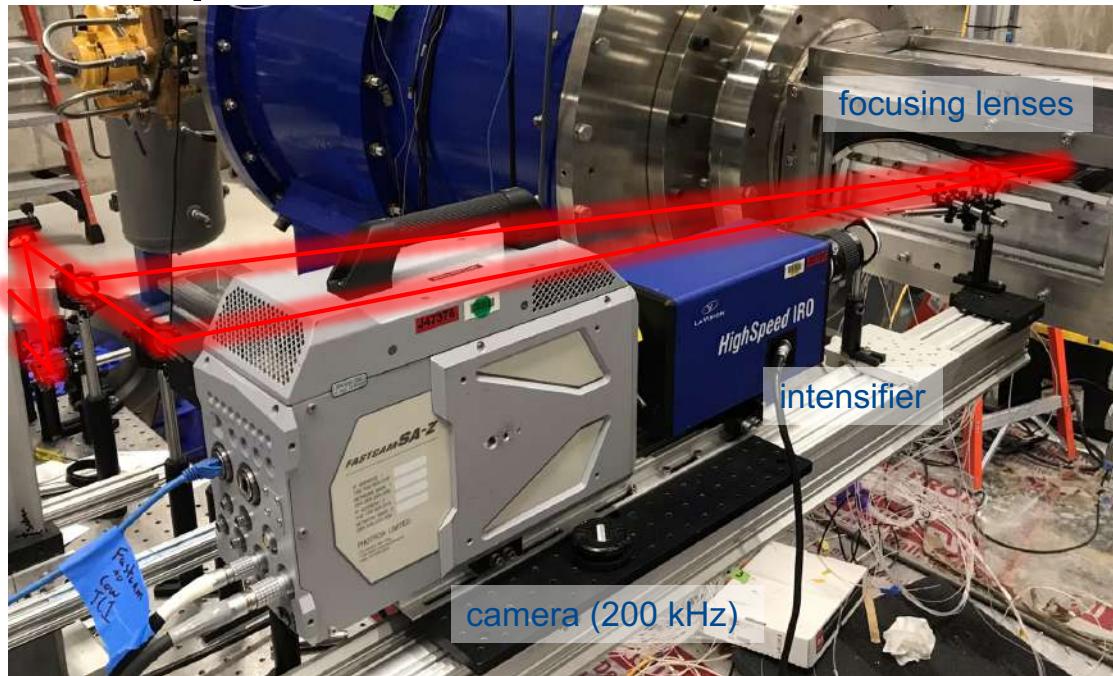
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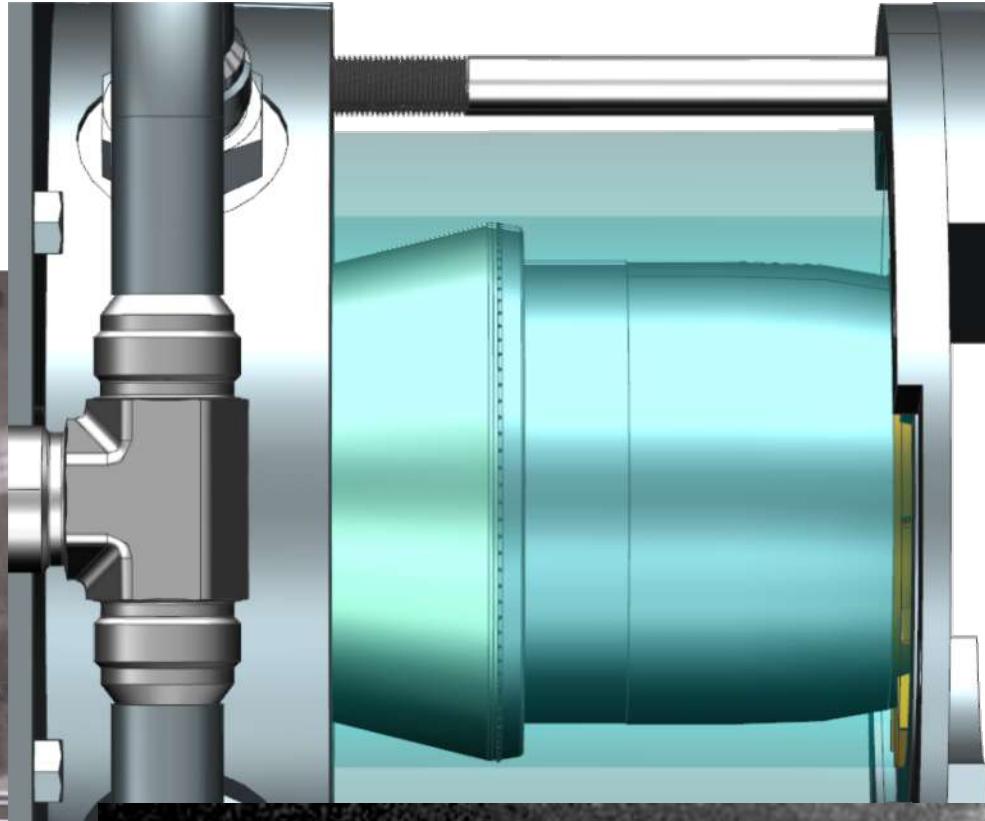
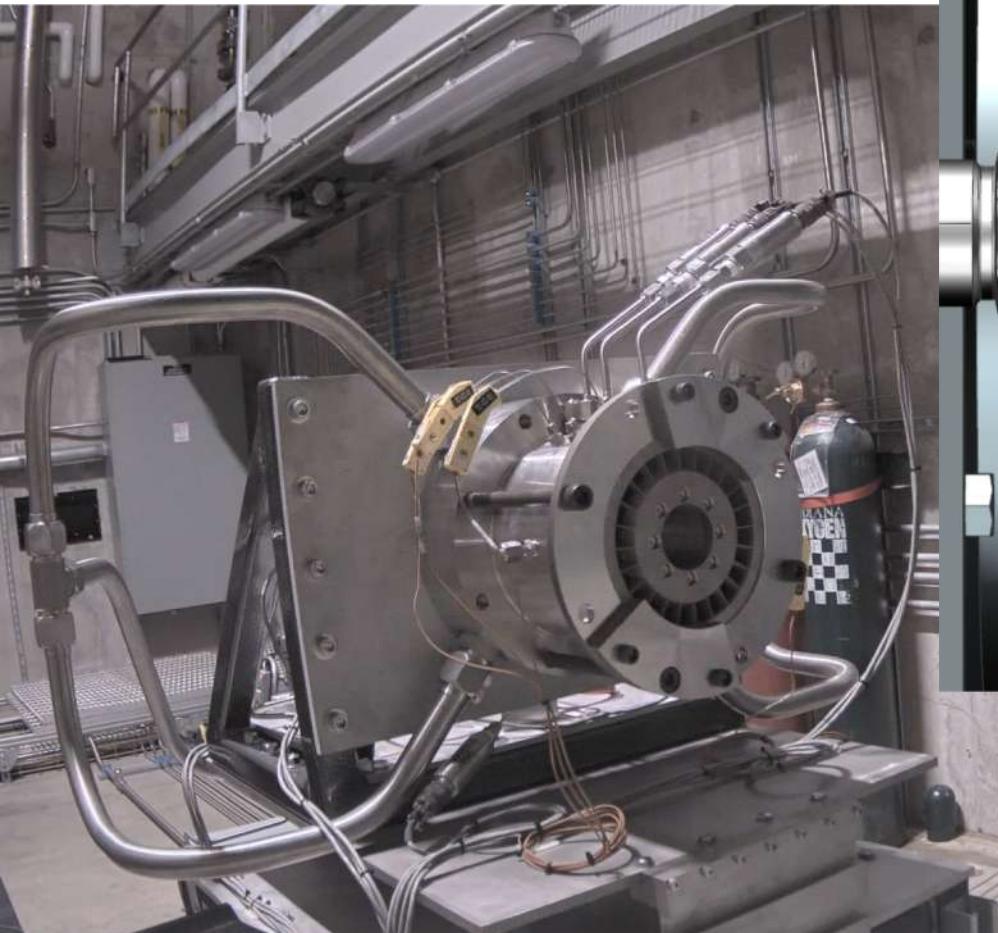


# Experimental verification: Measurement tech.



# Experimental verification

Turbine-integrated High-pressure  
Optically-accessible RDE (THOR)





Rolls-Royce®

