

Lucas Aerospace Starter Generator Manual

Potential Starter/generator Technologies for Future Aerospace Applications Fault Behaviour and Management of a Permanent Magnet Aerospace Starter-generator Aerospace Yearbook The Aerospace Year Book General Aviation Airworthiness Alerts Western Aerospace Vehicular Electric Power Systems Research Developments in Sustainable Aviation Aircraft & Aerospace Federal Register The Use of Multilevel Power Converter Technology in Aerospace Starter-generator Systems International Aerospace Abstracts Proceedings of the IEEE 1984 National Aerospace and Electronics Conference, NAECON 1984 Aerospace Year Book Aerospace Technology Aircraft & Aerospace Asia-Pacific Indian Aviation Western Aviation, Missiles, and Space Aerospace Engineering Index World Aviation Buyer's Guide Yihong Wan Ali Emadi T. Hikmet Karakoc Richard Williams

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vehicular electric power systems land sea air and space vehicles acquaints professionals with trends and challenges in the development of more electric vehicles mevs using detailed examples and comprehensive discussions of advanced mev power system architectures characteristics and dynamics the authors focus on real world applications and highlight issues related to system stability as well as challenges faced during and after implementation probes innovations in the development of more electric vehicles for improved maintenance support endurance safety and cost efficiency in automotive aerospace and marine vehicle engineering heralding a new wave of advances in power system technology vehicular electric power systems discusses different automotive power systems including conventional automobiles more electric cars heavy duty vehicles and electric and hybrid electric vehicles electric and hybrid electric propulsion systems and control strategies aerospace power systems including conventional and advanced aircraft spacecraft and the international space station sea and undersea vehicles the modeling real time state estimation and stability assessment of vehicular power systems applications of fuel cells in various land sea air and space vehicles modeling techniques for energy storage devices including batteries fuel cells photovoltaic cells and ultracapacitors advanced power electronic converters and electric motor drives for vehicular applications guidelines for the proper design of dc and ac distribution architectures

sustainable aviation is a long term strategy aimed at providing innovative solutions to the challenges facing the aviation industry the international symposium on sustainable aviation is a multi disciplinary symposium that presents research on current sustainability based issues and future trends in the field of aviation from an economic social and environmental perspective the conference

provides a platform offering insights on a broad range of current issues in aviation such as improving aircraft fuel efficiency fostering the use of biofuels minimizing environmental impact mitigating ghg emissions and reducing engine and airframe noise issa allows researchers scientists engineers practitioners policymakers and students to exchange information present new technologies and developments and discuss future direction strategies and priorities in aviation and sustainability

this thesis investigates how a back to back connected 5 level diode clamped multilevel inverter may be applied in an aerospace starter generator s g system the performance of the proposed system is investigated with both wound field wf and permanent magnet pm synchronous machines control techniques are investigated to improve the waveform quality at the machine side also the grid interfacing of the converter is considered to make the system more resilient to ac distribution bus distortion aerospace generators are typically low inductance machines owing to the need to regulate the back emf at the high rated speed reduce stator losses and to increase power density however the driving of low inductance synchronous machines with a two level inverter results in a high level of current ripple at the same frequency as the converter switching frequency a high level of current ripple increases losses in both the converter and machine necessitating additional heatsinking cooling the high ripple also results in increased radiated and conducted emi additional filtering shielding is therefore required to protect other vulnerable systems in the vicinity the stability of the converter s controller may be adversely affected by a high level of current ripple this instability can lead to the increased production of low order harmonic in the current waveform the effect of interfacing a two level inverter to an aircraft s ac distribution bus must also be considered power quality standards require the converter to draw a high quality sinusoidal current from the grid and introduce minimal distortion onto the voltage waveform in order to reduce the current ripple in the machine windings and to ensure the distortion at the grid connection is within the governed limit it is customary to use increased passive filtering and or raise the converter switching frequency both of which incur a weight penalty this study sought to investigate how a multilevel converter may be used as an alternative approach to this problem the stepped pwm waveform produced by a multilevel converter offers superior harmonic performance and may therefore require reduced amounts of passive filtering whilst still producing a high quality waveform the performance of the converter is initially demonstrated experimentally upon a pmsm this is considered relevant as future embedded s gs are likely to be pmsm due to the robust rotor structure and high power density performance is verified experimentally using a dynamometer test rig the dynamometer is controlled to provide a rudimentary model of 2 a gas turbine in both starting and generating mode it is therefore possible to load the s g in a similar manner to a real world application and provide realistic testing data the converter is then applied to a w fsm w fsm s are the industry norm for aerospace generators and it is this machine topology that is used as the s g in trent 1000 engine converter performance with a w fsm must therefore be assessed if this study is to be considered relevant the excitation of the machine is investigated to ensure that the machine may be driven in motoring mode from zero speed and to maximise the available torque throughout the starting sequence the excitation is then used to regulate the back emf during generating mode the same dynamometer test rig is used to provide full system test experimental data predictive control is then investigated to obtain a further reduction in waveform distortion in the stator current predictive control utilises a mathematical model of the load to predict the converter output voltage required in the next pwm period to minimise the current error the estimated switching vector may then be applied in the next modulation period this is shown to provide a substantial reduction in thd throughout both modes of operation a reduction in thd in a real world application would provide lower losses in both the machine and converter the heatsinking cooling arrangement may be reduced giving a possible weight reduction in the final stage of this study the control and synchronisation of the grid connected inverter is investigated aerospace power converters are required by the standards to function under distorted grid conditions in this study a review is conducted into the competing grid synchronisation methods to determine which is the most suitable to accommodate the heavily unbalanced grid waveforms commonly found on an aircraft

distribution bus a virtual flux estimator is identified as the most promising technique as it eliminates the three voltage transducers at the grid connection this not only makes the converter more resilient to grid distortion but may also increase the converter s reliability as three essential components have been removed the system is assessed in both simulation and hardware the level of grid distortion applied to the grid waveform is the maximum permissible according to the aerospace power quality standards the system performance is satisfactory maintaining synchronisation with the grid with minimal error despite the heavily unbalanced supply

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