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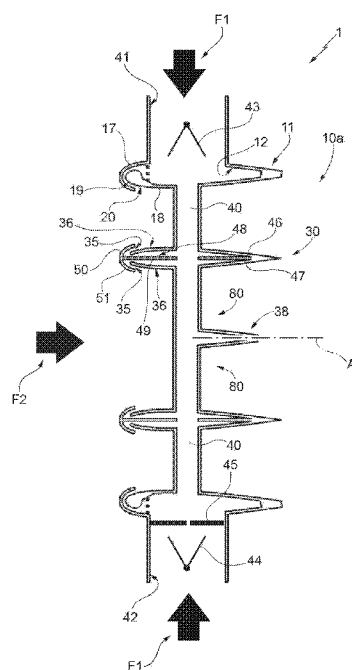


FIG. 4

(57) **Abstract:** A fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h) is described with a first conveying element (11), fluidly connectable with a source (120, 121, 123, 203, 405, 410, 412) of a primary air flow (F1) and defining a first passage (12) for the primary air flow (F1); a first mouth (19) receiving a first aliquot of the primary air flow (F1) from the first passage (12); a first Coanda surface (20) onto which the first mouth (19) directs the first aliquot; and a first opening (14) fluidly connected with the first mouth (19) and crossable by the first aliquot coming of the first mouth (19) and a secondary air flow (F2); the fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h) comprises a second conveying element (30), fluidly connected with the first conveying element (11) and defining internally a second passage (32) for a second aliquot of the primary air flow (F1), and comprises: a second mouth (35) receiving the second aliquot from the second passage (32) and a second Coanda surface (36) onto which the second mouth (35) directs the second aliquot.



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JET FAN AND VEHICLE COMPRISING SUCH A FANCROSS-REFERENCE TO RELATED APPLICATIONS

This patent application claims priority from
5 European patent application no. 18215862.6 filed on
December 24, 2018, the entire disclosure of which is
incorporated herein by reference.

TECHNICAL FIELD

The present invention relates to a fan.

10 The present invention also relates to a vehicle
comprising such fan.

The term vehicle means in the present description
an aircraft, naval or railway vehicle and more generally
any moving object.

15 Preferably, the vehicle is an aircraft.

BACKGROUND ART

Fans commonly referred to as "bladeless", are
known, for example from the application EP-B-2191142,
comprising essentially:

20 - a drive motor rotating a fan so as to create a
primary air flow; and

- an annular conveying duct fluidly connected with
the fan and defining a central opening.

The conveying duct comprises an interior passage
25 for a primary flow of air generated by the fan, an
annular mouth, and a Coanda surface also annular and
adjacent to the mouth.

More precisely, the conveying duct comprises a
radially inner wall and a radially outer wall defining
30 the annular mouth.

The annular mouth has a tapered shape towards an
outlet of the conveying duct delimited by the radially
inner wall and the radially outer wall.

The Coanda surface is arranged so that the primary
35 air flow coming out of the annular mouth is directed

onto said Coanda surface.

The primary air flow generates a depression at the suction section of the fan, amplified by the Coanda effect and generating a secondary air flow, which is entrained by the primary air flow especially from the outlet area.

This secondary air flow crosses the central opening of the conveying duct and is added to the primary air flow thus increasing the total air flow moved by the fan.

According to the teaching of EP-B-219142, the fan is intended for a domestic application and the suction cross-section of the fan and, therefore of the primary flow, and the delivery cross-section of said fan are defined in the same environment.

Thus, the mechanical energy of the fan substantially results in only one kinetic energy increase of the primary and secondary air flow.

The need to raise the head of the fan described above is felt in the sector, in order to enable it to convey the primary and secondary flows between two distinct environments at respective different pressure levels from each other.

This is in order to make the aforementioned fan suitable to be implemented on an aircraft where there are environments at different pressure values.

The need to optimise the fluidodynamic behaviour of the primary air flow upstream of the outlet mouth of the conveying duct is also felt in the sector, in order to improve the efficiency and silence of said fan.

With regard to the aeronautical sector, traditional type fans are used in a large number of applications such as cooling electronic equipment, the engine and the transmission.

More specifically, in the aeronautical sector, the

need is felt to reduce the risk of fan failure which may result in the loss of components.

In fact, such failures could have a direct impact on the flight safety of the aircraft, as a result of the fact that fragments projected at high-speed could damage the aircraft equipment, or on account of overheating of the ventilated equipment.

Alternatively, in the aeronautical sector, jet pumps are used instead of traditional fans.

However, these jet pumps have a non-negligible noise level and sub-optimal efficiency.

The need is therefore felt in the aeronautical sector to have fans easy to install in the aforesaid applications and characterised by low vibration and noise levels, high levels of safety and reliability, and of limited weight, cost and consumption.

This is in order to reduce the vibration and noise levels to which passengers are exposed in the cabin, to improve the payload of the aircraft and to reduce the pollution levels generated by the aircraft itself.

US-B-2488467, US-B-3795367, US-B-3885891, US-B-8356804 and US-A-2018/0223876 describe known types of fans.

US-A-3047208 discloses a fan according to the preamble of claim 1.

DISCLOSURE OF INVENTION

The object of the present invention is to make a fan, which satisfies at least one of the aforementioned requirements in a simple and economical manner.

The above object is achieved by the present invention, insofar as it relates to a fan according to claim 1.

The present invention also relates to a vehicle according to claim 13.

BRIEF DESCRIPTION OF THE DRAWINGS

For a better understanding of the present invention, a preferred embodiment is described below, by way of a non-limiting example and with reference to the attached drawings, in which:

5 - Figure 1 is a perspective view of a vehicle, such as a helicopter, incorporating a fan according to the dictates of the present invention;

- Figure 2 is a perspective view of the fan in Figure 1;

10 - Figure 3 illustrates in an enlarged view and in cross-section some details of the fan in Figures 1 and 2;

- Figure 4 is a cross-section along line IV-IV in figure 2 of the fan in Figures 2 and 3;

15 - Figure 5 is a diagram of a cabin air conditioning system and a passenger compartment for a vehicle comprising the fan in Figures 2 to 4;

- Figure 6 is a diagram of an avionic bay cooling system for a vehicle comprising the fan in Figures 2 to 20 4 and an air cycle cooling unit;

- Figure 7 is a diagram of a system comprising a heat exchanger and the fan in Figures 2 to 4; and

- Figure 8 is a diagram of a system comprising a pair of avionic bays and a pair of fans in Figures 2 to 25 4, one of which is fluidly connected with an air bleeding line from a compressor of a turbogas system of a vehicle.

BEST MODE FOR CARRYING OUT THE INVENTION

With reference to Figure 1, reference numeral 1 30 denotes a vehicle.

The term 'vehicle' is understood, in the present description, to mean any self-propelled machine, in particular a land, air, marine vehicle.

Preferably, the vehicle 1 is an aircraft, a 35 helicopter in the case illustrated.

The helicopter 1 essentially comprises a fuselage 2, a main rotor 3 arranged above the fuselage 2 and a tail rotor 5.

The fuselage 2 comprises, on opposite sides, a nose 5 6 and a tail boom 4 supporting the tail rotor 5.

The helicopter 1 further comprises,

- a plurality of fans 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h of the bladeless type (Figures 2 to 8); and
- one or more sources suitable to supply the fans 10 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h with respective primary air flows F1.

As described in more detail below in the present description, the operation of each fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h determines the suction of a secondary flow F2 from a respective suction environment 15 15.

The fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h also sends the primary and secondary flows F1, F2 to a respective delivery environment 16.

The fans 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h being identical to each other, hereinafter in the present description only one fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h is described.

In more detail, the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h extends around an axis A. 25 10f, 10g, 10h extends around an axis A.

The fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h substantially comprises:

- a conveying duct 11 extending in an annular manner about the axis A and defining therein a passage 30 12 for the primary flow F1; and

- a pair of ports 41, 42 extending radially, suitable to fluidly connect the conveying duct 11 with one or more primary flow sources F1 distinct from said fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h.

The conveying duct 11 further defines an annular 35

opening 14 relative to the axis A.

The opening 14 separates the suction environment 15 of the fan 10 from the delivery environment 16 of said fan 10.

5 In particular, the environments 15, 16 are distinct from each other.

Preferably, the environments 15, 16 are arranged at different pressure levels.

10 The conveying duct 11 comprises, in particular, a wall 17 and a wall 18, opposite each other.

The wall 17 has predominantly external radial extension with respect to the wall 18 and is bent back in a radially internal position to said wall 18 at the mouth 19.

15 The walls 17, 18 define between them an outlet mouth 19 of the conveying duct 11.

The mouth 19 is fluidly connected with the passage 12 and the opening 14, so as to allow the exit of a first aliquot of the primary flow F1 from the passage 12 towards said opening 14.

The conveying duct 11 further comprises a Coanda surface 20 on which the mouth 19 accompanies the primary flow F1 in output from the passage 12.

25 The flow rate of the primary air flow F1 adheres to the surface 20 thanks to the Coanda effect and generates a depression at the surface 20, which causes a secondary air flow F2. The latter is entrained by the primary air flow F1 through the opening 15 and towards the delivery environment 16.

30 In the case illustrated, the Coanda surface 20 is defined by the wall 18.

Preferably, the walls 17, 18 are parallel to each other at the mouth 19.

35 In other words, the thickness of the mouth 19 is substantially constant.

The fan 10a, 10b, 10c, 10d, 10e, 10f, 10g comprises a further annular conveying duct 30, fluidly connected with the conveying duct 11 and defining therein a passage 32 for a further aliquot of the primary flow F1; the conveying duct 30 comprises, in turn:

- a pair of mouths 35 fluidly connected with the passage 32, so as to convey the further aliquot of the primary flow F1 from the passage 12 to the opening 14; and

10 - a pair of Coanda surfaces 36, on which the mouth 35 directs the primary flow F1 in output from the passage 12.

Conveying duct 30 extends in annular manner about axis A.

15 The flow rate of the primary air flow F1 generates a depression at the surface 36, which causes a secondary air flow F2, which is entrained by the primary air flow F1 through the opening 15 and towards the delivery environment 16.

20 In more detail, the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h comprises a pair of radial ducts 40, which are interposed between the conveying ducts 12, 30.

More precisely, the ducts 40 are fluidly connected with the passages 12, 32 of the conveying ducts 11, 30.

25 In the present case, the ducts 40 fully define the wall 18.

The conveying duct 30 comprises, in particular (Figure 3):

- a radially outer wall 46;

30 - a radially inner wall 47; and

- a wall 48 formed by an axial section 49 interposed between the walls 46, 47 and a pair of walls 50, 51 respectively radially inner and outer, curved and protruding from the wall 47.

35 In the case illustrated, the wall 46 is connected,

in particular integral with, the ducts 40.

The mouths 35 are defined one by the wall 46 and by the wall 50 and the other by the wall 47 and the wall 51.

5 The Coanda surfaces 36 are defined by the walls 46, 47.

In more detail, the conveying duct 30 is coaxial to the conveying duct 11 and is surrounded by said conveying duct 11.

10 The conveying duct 30 further comprises a nozzle 38 fluidly connected with the passages 12, 32 and arranged inside the opening 14 coaxially to the axis A.

More particularly, the nozzle 38 is arranged radially inwards of the conveying duct 30.

15 Nozzle 38 is on axis A.

In the embodiment shown, nozzle 38 is a non-Coanda nozzle.

Furthermore, conveying duct 30 comprises a pair of radial ducts 80, which are arranged on respective
20 opposite radial sides of nozzle 38.

Each duct 80 is fluid connection with a respective duct 40 and respective mouths 35 on one radial end thereof and with nozzle 38 on the other end thereof.

Advantageously, nozzle 38 ejects a quantitatively
25 residual aliquot of primary flow F1 flowing into passage 32 directly in a direction parallel to axis A. In one embodiment, nozzle 38 ejects only the residual aliquot of primary flow F1, without ejecting secondary air flow F2.

30 In the embodiment shown, nozzle 38 is converging with respect to an advancing direction of the quantitatively residual aliquot of said primary flow F1 through it.

Preferably, each conveying duct 11, 30 comprises
35 (Figure 3) a wall 37 arranged inside the respective

passage 22, 32.

In particular, each wall 37 extends perpendicular to the axis A, annular of axis A and is provided with a plurality of openings 39 equi-spaced radially to axis A.

5 The wall 37 of the conveying duct 11 is interposed between the walls 17, 18.

The wall 37 of the conveying duct 30 is interposed between the section 49 and the wall 46, and between the section 49 and the wall 47.

10 The openings 39 are suitable to reduce as much as possible, upstream of the respective mouths 19, 35, the level of turbulence of the primary flow F1 due to movement inside the conveying ducts 11, 30.

In the case illustrated, the openings 39 are 15 quadrilateral, or polygonal, or circular in shape.

In greater detail, the conveying ducts 11, 30 are shaped as symmetrical aerodynamic profiles preferably having an attachment angle between 0 and 20 degrees.

20 Preferably, the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h comprises a pair of non-return valves 43, 44 arranged along the ports 41, 42 and suitable to prevent the unwanted return of the primary flow F1 towards the sources of said primary flow F1.

25 Preferably, the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h comprises a septum 45 arranged along one of the ports 41, 42 and suitable to generate a localized pressure drop along the respective port 41, 42. This septum 45 is convenient if the relative port 41, 42 is fluidly connected to a high pressure source.

30 The opening 14 has a circular crown shape.

With reference to Figure 5, a conditioning system 100 of a cabin 101 and a cockpit 102 of a helicopter 1 is schematically illustrated.

35 The system 100 is per se known and is described to the extent necessary for the understanding of the

present invention.

The system 100 substantially comprises:

- a hot air generating unit 103 for the cabin 101 and cockpit 102;

5 - a refrigerator unit 104 thermally coupled with the cabin 101;

- a refrigerator group 105 thermally coupled with the cockpit 102;

10 - a circuit 106 defining a continuous air circulation with the cabin 101, thermally coupled with the unit 104 and fluidly connected with the unit 103; and

15 - a circuit 107 defining a continuous air circulation with the cockpit 102, thermally coupled with the unit 105 and fluidly connected with the unit 103.

The group 103 essentially comprises a fluid line 110, which can be supplied with an air flow that can be tapped from an engine system 111 of the helicopter 1.

20 In particular, the engine system 111 comprises a pair of turbo-gas groups each formed essentially of a compressor 112 and a turbine 113. The fluid line 110 is fluidly connected with the compressor 112.

25 The fan 10a is interposed along the fluid line 110 so as to supply the primary and secondary flows F1, F2 towards the groups 104, 105.

More precisely, the suction environment 15 of the primary flow of the fan 10a is an external environment 108 and the delivery environment 16 of the fan 10b is the fluid line 110.

30 The system 100 further comprises a fan 120 fluidly connected with the conveying duct 11 of the fan 10a and suitable to define the source of the primary flow F1.

The fan 120 aspirates the primary flow F1 from the external environment 108.

35 The groups 104, 105 define a closed circuit 120

crossed by a refrigerating fluid designed to describe a thermodynamic cycle known as a steam compression cycle.

In extreme synthesis, the groups 104, 105 comprise:

5 - a fluid line 117 crossed by air extracted from the external environment 108;

- a pair of respective evaporators 114, 115 interposed along respective circuits 106, 107 and suitable to remove heat from the air crossing said circuit 106, 107 and designed to be re-introduced into the cabin 101 and the cockpit 102 respectively; and

- a common condenser 116 defining a heat exchanger thermally coupled with the fluid line 117.

15 More particularly, the refrigerant fluid evaporates inside the evaporators 114, 115 and condenses inside the condenser 116.

The air stream flowing along the fluid line 117 cools the condenser 116, thereby facilitating the condensation of the refrigerant fluid inside the condenser 116 and the thermodynamic efficiency of the cycle performed by the refrigerant fluid.

20 Conveniently, the system 100 comprises:

- a fan 10b interposed along the fluid line 117 and having the respective opening 14 crossed by the fluid line 117;

25 - a fan 10c interposed along the circuit 106 in a position interposed between the cabin 101 and the evaporator 114; and

- a fan 10d interposed along the circuit 107 in a position interposed between the cockpit 102 and the evaporator 115.

30 In other words, the fluid line 117, the circuit 106 and the circuit 107 define the suction environments 15 of the secondary flow F2 of the respective fans 10b, 10c, 10d and the delivery environments 16 of the primary flow F1 and the secondary flow F2 of the respective fans

35

10b, 10c, 10d.

The system 100 comprises, a plurality of fans 121, 122, 123 fluidly connected respectively with the passages 12 of respective fans 10b, 10c, 10d.

5 The fans 121, 122, 123 define the primary flow source F1 for the respective fans 10b, 10c, 10d.

The fans 121, 122, 123 aspirate the primary flow F1 from the external environment 108.

10 With reference to Figure 6, a cooling system 200 of an avionic bay 201 i.e. an area where the electronic equipment installed in the helicopter 1 is located, and comprising a fan 10e, is schematically illustrated.

In particular, the system 200 operates via an air cycle, in itself known and described only with reference to an optional air/water separator 205 powered by said system 200.

The system 200 further comprises a fan 203.

20 The fan 203 and, preferably, the air/water separator 205 are fluidly connected with the ports 41, 42 and define the primary flow sources F1 for the fan 10e.

25 In greater detail, the suction environment 15 of the secondary flow F2 of the fan 10e is defined by the environment 202 outside the helicopter 1 and the delivery environment 16 of the primary and secondary flows F1, F2 of the fan 10 is defined by said avionic bay 201.

30 The avionic bay 201 is, in turn, fluidly connected with the environment 202 by means of a plurality of openings 208, two in the case illustrated.

35 Figure 7 schematically illustrates a tapered duct 300 installed in the helicopter 1 and arranged downstream of a concentrated pressure drop 302 such as a heat exchanger or air filter 303, or an electric air heater for supplying hot air to the compartments 101 and

102 should it not be convenient to use the hot air from the engine.

The fan 10f is mounted along the duct 300 so that the opening 14 is coaxial to said duct 300.

5 The primary flow source F1 is an additional fan not shown but entirely similar to the fan 120, 121, 122, 123 and/or an air/water separator entirely similar to the separator 205 and not illustrated.

10 In particular, the fan 10f could be installed together with the duct 300 instead of the fans 10a, 10b, 10c, 10d, 10e inside the system 100 or system 200.

The secondary flow F2 is aspirated by the duct 300 in an interposed position between the heat exchanger 302 and the fan 10f, and both primary and secondary flows
15 F1, F2 are sent to the delivery environment 16 defined by said duct 300 on the side of the fan 10 opposite the heat exchanger 302.

In other words, the duct 300 defines the aspiration and delivery environments 15, 16 of the fan 10f.

20 Figure 8 schematically illustrates a pair of avionic bays 400, 401 of a helicopter 1.

In particular, the avionic bays 400, 401 are fluidly connected via respective openings 402, 403 with an external environment 404.

25 The helicopter 1 further comprises:

- a first fan 10g suitable to cool the avionic bay 400; and

- a pair of fans 405 fluidly connected with the passage 12 of the conveying duct 11 and designed to
30 define respective sources of the primary flow F1 for fan 10g.

The suction environment 14 of the secondary flow F2 fan 10g is defined by the external environment 404. The supply environment 15 of the primary F1 and secondary F2
35 flows of the fan 10g is defined by the avionic bay 400.

The helicopter 1 further comprises:

- a fan 10h suitable to cool the avionic bay 401;
- a fan 410 fluidly connected with the passage 12 of the conveying duct 11 of the fan 10g and designed to define a first primary flow source F1 for the fan 10h;
- an engine system 411, in particular a turbo-gas system; and
- a fluid line 412 fluidly connected with the motor system 411 and passage 12 of the fan 10h, and suitable to convey the primary flow F1 inside the passage 12 of the conveying duct 11 of the fan 10h.

The suction environment 14 of the secondary flow F2 of the fan 10h is defined by the external environment 404. The supply environment 15 of the primary and secondary flows F1, F2 of the fan 10h is defined by the avionic bay 401.

The engine system 411 defines the pressurised air source for the fan 10h.

In the case illustrated, the fluid line 412 is fluidly connected with a compressor 413 of the engine system 411 and is suitable to convey a flow of air tapped from the compressor 413 towards the passage 12 of the conveying duct 11 of the fan 10h.

It is important to note that the fan 10f could be installed together with the duct 300 instead of the fans 10g, 10h in order to cool the avionic bays 400, 401.

During operation of the helicopter 1, the external and distinct compressed air source(s) to the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h supply the primary flow F1 into the passage 12 through the ports 41, 42.

The non-return valves 43, 44 arranged inside respective ports 41, 42 prevent the unwanted return of the primary flow F1 towards the source or sources.

In the event that the source makes the high pressure current available, the septum 45 generates a

localized pressure drop that returns the pressure inside the passage 12 of the conveying duct 11 to an optimal value for the operation of the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h.

5 The primary flow F1 flows into the passage 12, interacts with the wing profile defined by the duct 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h and crosses the openings 39 of the wall 37. The openings 39 reduce as much as possible, upstream of the mouth 19, the level of
10 turbulence of the primary air stream caused by the movement thereof inside the passage 12, so as to reduce the overall noise and vibrations of the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h.

 Below, a first aliquot of the primary flow F1
15 crosses a narrow section at the mouth 19 and comes out of the mouth 19 outside the passage 12.

 The source(s) continue to supply the primary flow F1 of compressed air inside the passage 12.

 The first aliquot of the primary flow F1 tends to
20 adhere to the surface 20. Thus, by Coanda effect, a depression is generated at the surface 20 and, consequently, an amplification of the air stream flow rate of the primary flow F1.

 This first aliquot of the primary flow F1 entrains
25 a secondary flow F2 through the opening 14, particularly from the regions surrounding the edge of the opening 14.

 In addition, a second aliquot of the primary flow F1 conveyed into the passage 12 flows along the ducts 40 and reaches the passage 32 of the conveying duct 30.

30 This second aliquot of the primary flow F1 flows into the passage 32, interacts with the wing profile defined by the conveying duct 30, crosses the openings 39 of the wall 37, and is directed from the mouths 35 towards the respective Coanda surfaces 36.

35 The depression generated at the Coanda surface 36

generates an additional amplified primary aliquot of primary flow F1 through the opening 14 and further amplification of the secondary flow rate F2.

The nozzle 38 makes it possible to eject a quantitatively residual aliquot of the primary flow F1 flowing into the passage 32 directly in a direction parallel to the axis A.

In particular, the residual aliquot flow through ducts 80 towards nozzle 38.

With reference to Figure 5, the fan 10a supplies the primary and secondary air flows F1, F2 along the fluid line 110 and towards the groups 104, 105.

The fan 120 defines the primary flow source F1 and supplies the compressed air stream into the port 41 of the passage 12 of the conveying duct 11 of the fan 10a.

The fan 10b provides the relative primary and secondary air flows F1, F2 along the fluid line 117.

The fan 10c provides the relative primary and secondary air flows F1, F2 along the circuit 106 in the position interposed between the cabin 101 and the evaporator 114.

The fan 10d provides the relative primary and secondary air flows F1, F2 along the circuit 107 in the position interposed between the cockpit 102 and the evaporator 115.

The fans 121, 122, 123 define respective primary flow sources F1 for the ports 41, 42 of the conveying ducts 11 of fans 10b, 10c, 10d, respectively.

With reference to Figure 6, the fan 10e aspirates the secondary flow F2 from the environment 202 outside the helicopter 1 and sends the primary and secondary flows F1, F2 into the environment 16 defined by the avionic bay 201, cooling said avionic bay 201.

In other words, the external environment 202 defines the suction environment 15 of the secondary flow

F2 of the fan 10g.

The fan 203 and preferably the air/water separator 205 supply respective aliquots of the primary flow F1 into respective ports 41, 42 of the conveying duct 11 of the fan 10e.

With reference to Figure 7, the fan 10f aspirates the secondary flow F2 from the region of the duct 300 interposed between the heat exchanger 302 and said fan 10f. This region defines the suction environment 15 of the fan 10f.

The fan 10f also supplies the primary and secondary flows F1, F2 to the defined environment 16, to the region of the duct 300 arranged on the opposite side of the fan 10 with respect to the heat exchanger 302.

The primary flow sources F1 - represented by the additional fan not illustrated and entirely similar to the fan 120, 121, 122, 123 and/or the additional air/water separator not illustrated entirely similar to the separator 205 - supply respective aliquots of the primary flow F1 to respective ports 41, 42 of the conveying duct 11 of said fan 10f.

With reference to Figure 8, the fan 10g and the fan 10h are used to cool the avionic bays 400, 401, respectively.

In more detail, with reference to the first fan 10h, the fans 405 define the primary flow sources F1 for the ports 41, 42, and the fan 10g aspirates the secondary flow F2 from the environment 404 and delivers the primary F1 and secondary F2 flows towards the avionic bay 401.

The environment 404 and the avionic bay 401 therefore define the suction environment 15 and the delivery environment 16 of the fan 10g.

With reference to the second fan 10h, the fan 410 and the fluid line 412 define the sources of the primary

flow F1 for the ports 41, 42, and the second fan 10h aspirates the secondary flow F2 from the environment 404 and sends the primary F1 and secondary F2 flows towards the avionic bay 402.

5 The environment 404 and the avionic bay 402 therefore define the suction environment 15 and the delivery environment 16 of the fan 10h.

 From an examination of the helicopter 1 made according to the present invention, the advantages which
10 it makes it possible to obtain are evident.

 In particular, the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g 10h comprises a further annular conveying duct 30, fluidly connected with the conveying duct 11 and defining therein a passage 32 for a further aliquot of
15 the primary flow F1.

 The conveying duct 30 comprises, in turn:

 - a pair of mouths 35 fluidly connected with the passage 32, so as to convey the additional aliquot of the primary flow F1 from the passage 32 to the opening
20 14; and

 - a pair of Coanda surfaces 36, onto which the mouth 35 directs the aliquot of primary flow F1 in output from the passage 32.

 The Applicant has noted that in this way it is
25 possible to raise the head of the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h. In other words, thanks to the presence of the additional conveying duct 30, the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h is able to convey the primary and secondary flows F1, F2 between suction
30 and delivery environments 15, 16 arranged at different pressure values.

 This makes it possible to effectively apply the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h in operational configurations, such as those occurring on board the
35 helicopter 1. In such configurations, the primary flow

source F1 aspirates from an environment other than the delivery environment 16 and/or arranged at a different pressure from said delivery environment 16, unlike what is described in the prior solutions and identified in the introductory part of the present description.

Nozzle 38 makes it possible to eject a quantitatively residual aliquot of the primary flow F1 flowing into the passage 32 directly in a direction parallel to the axis A.

The conveying ducts 11, 30 comprise a plurality of openings 39 arranged inside the respective passages 12, 32 and crossed by the primary flow F1 upstream of the mouth 19, 35, with reference to the advancement path of the primary flow F1 itself.

The openings 39 reduce as much as possible, upstream of the mouth 19, the level of turbulence of the primary flow F1 caused by the movement thereof inside the passage 12, 32, so as to reduce the noise and overall vibrations of the fan 10.

The non-return valves 43, 44 arranged inside respective ports 41, 42 prevent the unwanted return of the primary flow F1 towards the source or sources.

In the event that the source makes the high pressure current available, the septum 45 generates a localized pressure drop that returns the pressure inside the passage 12 of the duct to an optimal value for the operation of the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h.

The source(s) of the primary flow F1 is/are distinct from the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h.

Thanks to this and the fact that it has a greater head than the prior solutions, the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h can be effectively used in aircraft 1 to replace traditional fans and jet pumps.

This reduces the risk of failure associated with the use of traditional fans. Such failures could result in the loss of components and which could have a direct impact on the flight safety of the aircraft 1, due to damage to said aircraft equipment 1, or overheating of the ventilated electronic equipment.

The use of the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h in the aircraft 1 instead of the commonly used jet pumps also reduces noise level and increases thermodynamic efficiency, with obvious advantages in terms of passenger comfort, increased payload of the aircraft 1 and reduced pollution levels generated by said aircraft 1.

Lastly, it is clear that modifications and variants may be made to the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h and to the claimed helicopter 1 while remaining within the scope of protection of the present invention.

In particular, the fan 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h could comprise a plurality of coaxial conveying ducts 30 fluidly connected to each other and fluidly connected with the conveying duct 11.

The helicopter 1 could be an aircraft, a convertiplane or a gyrodyne or any other aircraft, naval or railway vehicle and more generally any moving object.

CLAIMS

1.- A fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h) comprising:

5 - a first annular conveying element (11), fluidly connectable with a source (120, 121, 122, 123, 203, 205 405, 410, 412) of a primary air flow (F1) and defining therein a first passage (12) for said primary air flow (F1);

10 - a first mouth (19) receiving, in use, a first aliquot of said primary air flow (F1) from said first passage (12);

- a first Coanda surface (20) on which said first mouth (19) directs, in use, said first aliquot of said primary air flow (F1);

15 - a first opening (14) fluidly connected with said first mouth (19) and crossable, in use, by said first aliquot of said primary air flow (F1) coming out of said first mouth (19) and by a secondary air flow (F2) drawn

20 by said primary air flow (F1); and

- at least one second annular conveying element (30), fluidly connected with said first conveying element (11) and defining therein a second passage (32) for a second aliquot of said primary air flow (F1);

25 said second conveying element (30) comprising, in turn:

- at least one second mouth receiving (35), in use, said second aliquot of said primary air flow (F1) from said second passage (32) and fluidly connected with said

30 opening (14); and

- at least a second Coanda surface (36) onto which said second mouth (35) directs, in use, said second aliquot of said primary air flow (F1);

said fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h)

35 further comprising at least one duct (40) fluidly

connected with said first and second conveying elements (11, 30), arranged radially with respect to the axes of said first and second conveying elements (11, 30) and defining a nozzle (38) with a further outlet (39) for said second aliquot of said primary flow (F1);

said nozzle (38) being coaxial to said first and second conveying elements (11, 30) and radially inward of said second conveying element (30);

characterized in that said second conveying element (30) comprises a pair of said second mouths (35) and a pair of said second Coanda surfaces (36) facing respectively towards said first conveying element (11) and towards an axis of said first conveying element (11);

said nozzle (38) making it possible to eject, in use, a quantitatively residual aliquot of said primary flow (F1) flowing into said second passage (32) directly in a direction parallel to an axis (A) of said fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h).

2.- The fan according to claim 1, characterized in that said second conveying element (30) is coaxial to said first conveying element (11).

3.- The fan according to claim 1 or 2, characterized in that said second conveying element (30) is surrounded by said first conveying element (11).

4.- The fan according to any one of the preceding claims, characterized in that at least one of said first conveying duct (11) and said second conveying elements (30) comprises a plurality of second openings (39);

said second openings (39) being crossable respectively by said first aliquot and second aliquot of said primary flow (F1) upstream of the respective first and second mouth (19, 35) and being suitable to reduce the vorticity of the fluid trickles respectively of said first aliquot and second aliquot of said primary flow

(F1).

5 **5.-** The fan according to any one of the preceding claims, characterized in that said first mouth (19) is delimited by a first wall (17) and a second wall (18) opposite each other and extending at a constant distance; said second wall (18) further defining said first Coanda surface (20) downstream of said first mouth (19).

10 **6.-** The fan according to any one of the preceding claims, characterized in that it comprises a pair of ports (41, 42) fluidly connected with said first passage (12) of said first conveying duct (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h) and fluidly connectable with respective sources (120, 121, 122, 123, 203, 405, 410, 15 412) of said air current external to said fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h).

7.- The fan according to claim 6, characterized in that at least one said port (41, 42) comprises:

- 20 - a septum (45) defining a localized pressure drop; and/or
- one or more non-return valves (43, 44).

8.- The fan according to any one of the preceding claims, characterized in that at least respective portions of said first and second conveying ducts (11, 25 30) define respective aerodynamic profiles lapped by the flowing air current, in use, inside said first and second passages (12, 32).

30 **9.-** The fan according to any one of the foregoing claims, characterized in that said first annular conveying element (11) and said second annular conveying element (11) and said nozzle (38) annularly extend about said axis (A).

10.- The fan according to any one of the foregoing claims, characterized in that said nozzle (38) is a non-35 Coanda nozzle.

11.- The fan according to any one of the foregoing claims, characterized in that said nozzle (38) is converging, with respect to an advancing direction of said quantitatively residual aliquot of said primary flow (F1) through nozzle (38) itself.

12.- The fan according to any one of the foregoing claims, characterized in that said second conveying element (38) comprises a pair of further radial ducts (80) which are in fluid connection with said nozzle (38) and are arranged on respective opposite radial sides of said nozzle (38) with respect to said axis (A);

said further radial ducts (80) being in fluid communication with said second mouths (35).

13.- An air, marine or land vehicle (1) comprising:
- a fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h) according to any one of the preceding claims;

- a source (120, 121, 122, 123, 203, 205, 405, 410, 412) of pressurised air distinct from said fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h) and suitable to convey said primary flow (F1) from a first environment (108, 202, 200, 404) inside said first conveying duct (11);

- a second environment (15) from which said fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h) aspirates said secondary air flow (F2); and

- a third environment (16) towards which said fan sends, in use, said primary air flow and said secondary air flow (F2);

said first (108, 202, 200, 404) and third environments (16) being distinct from each other.

14.- The air, marine or land vehicle according to claim 13, characterized in that said source (120, 121, 122, 123, 203, 405, 410, 412) of pressurised air is distinct from said fan (10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h);

said source (120, 121, 122, 123, 203, 205, 405, 410, 412) being:

- an additional fan (120, 121, 122, 123, 203, 405, 410); and/or

5 - a fluid line (412) fluidly connected with an engine system (411) of said vehicle (1) for tapping an operating fluid and fluidly connected with said first conveying duct (11); and/or

- an air/water separator (205) of a cooling system
10 (200) of an electronic bay (201).

15.- The air, marine or land vehicle according to claim 13 or 14, characterized in that said second aspiration environment (15) is defined by:

- an environment (108, 202, 404) outside said
15 vehicle (1); and/or

- a second fluidic line (117) thermally coupled with a cooling system (104, 105) of a passenger compartment (102) or a cabin (101); and/or

- a circuit (106, 107) fluidly connected with said
20 passenger compartment (102) or said cabin (101) and suitable to allow a continuous circulation of air to and from said passenger compartment (102) or said cabin (101); and/or

- a duct (300) fluidly connected with a heat
25 exchanger (302) of an air filter (303) of said vehicle (1);

said third delivery environment (16) being defined by:

- a third fluid line (110) fluidly connected with
30 said passenger compartment (102) or said cabin (101) and suitable to allow a continuous circulation of air to and from said passenger compartment (102) or said cabin (101); and/or

- from said external environment (108); and/or

35 - an electronic bay (201, 400, 401); and/or

- a duct (300) fluidly connected with a heat exchanger (302) of an air filter (303) of said vehicle (1).

5 **16.-** The air, marine or land vehicle according to any one of the claims from 13 to 15, characterized in that it is a helicopter (1) or a convertiplane or a gyrodyne.

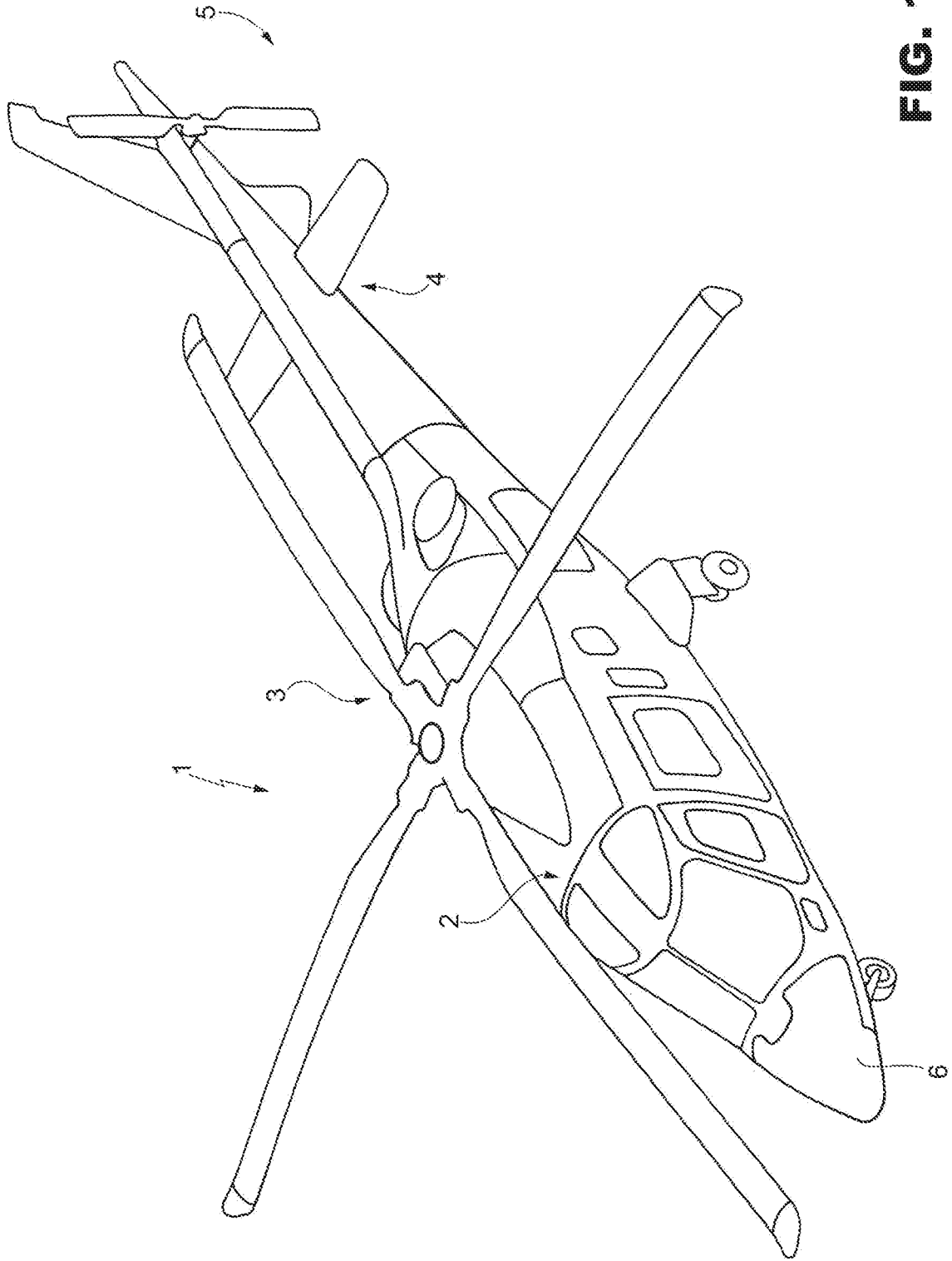


FIG. 1

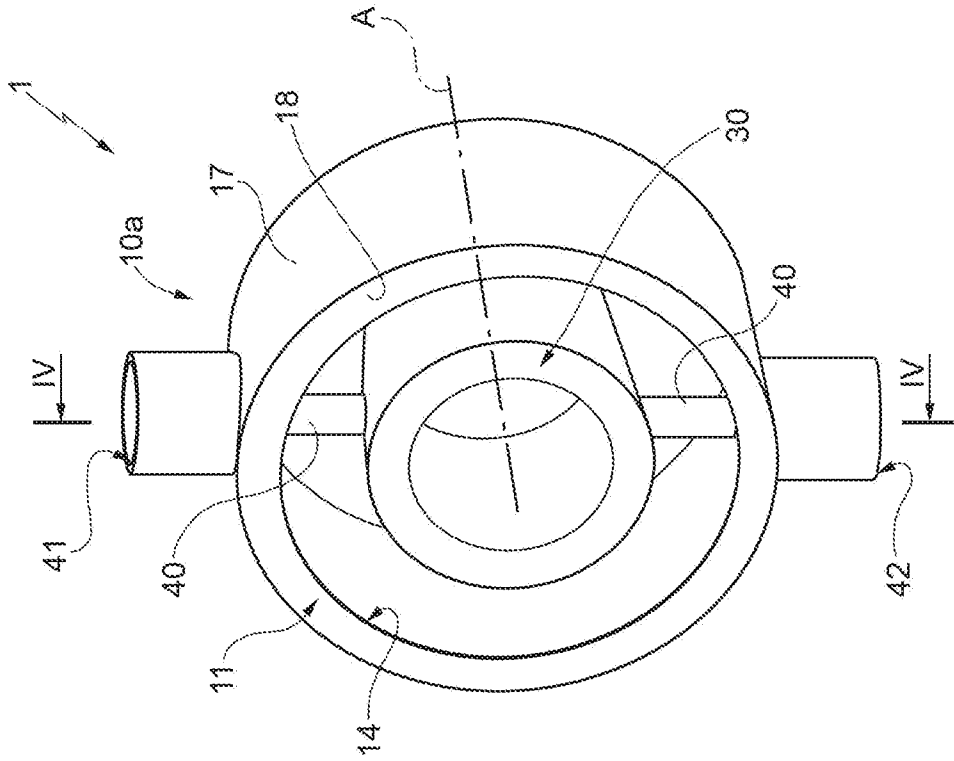


FIG. 2

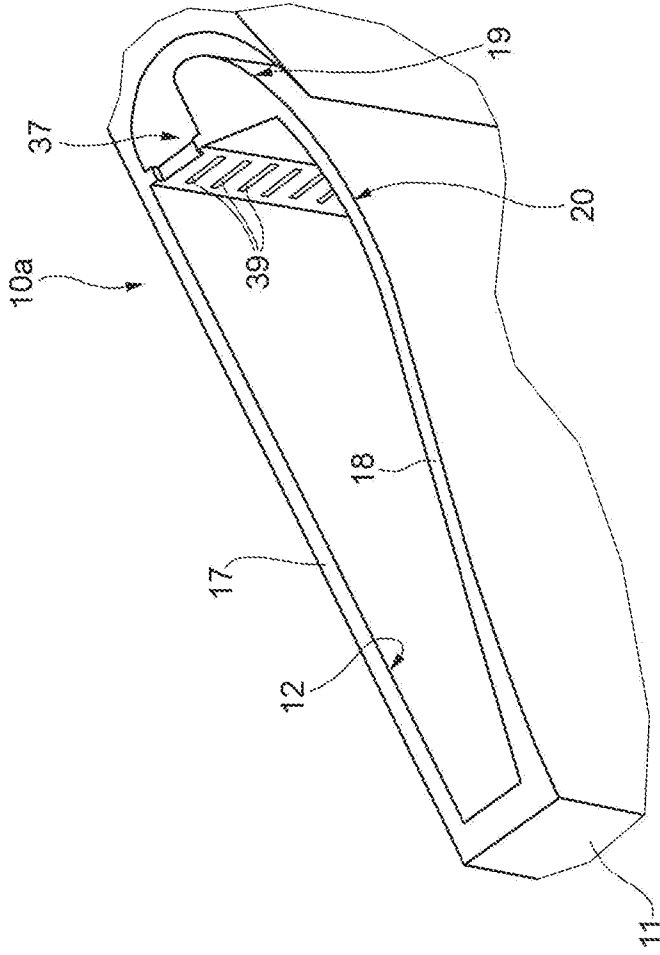


FIG. 3

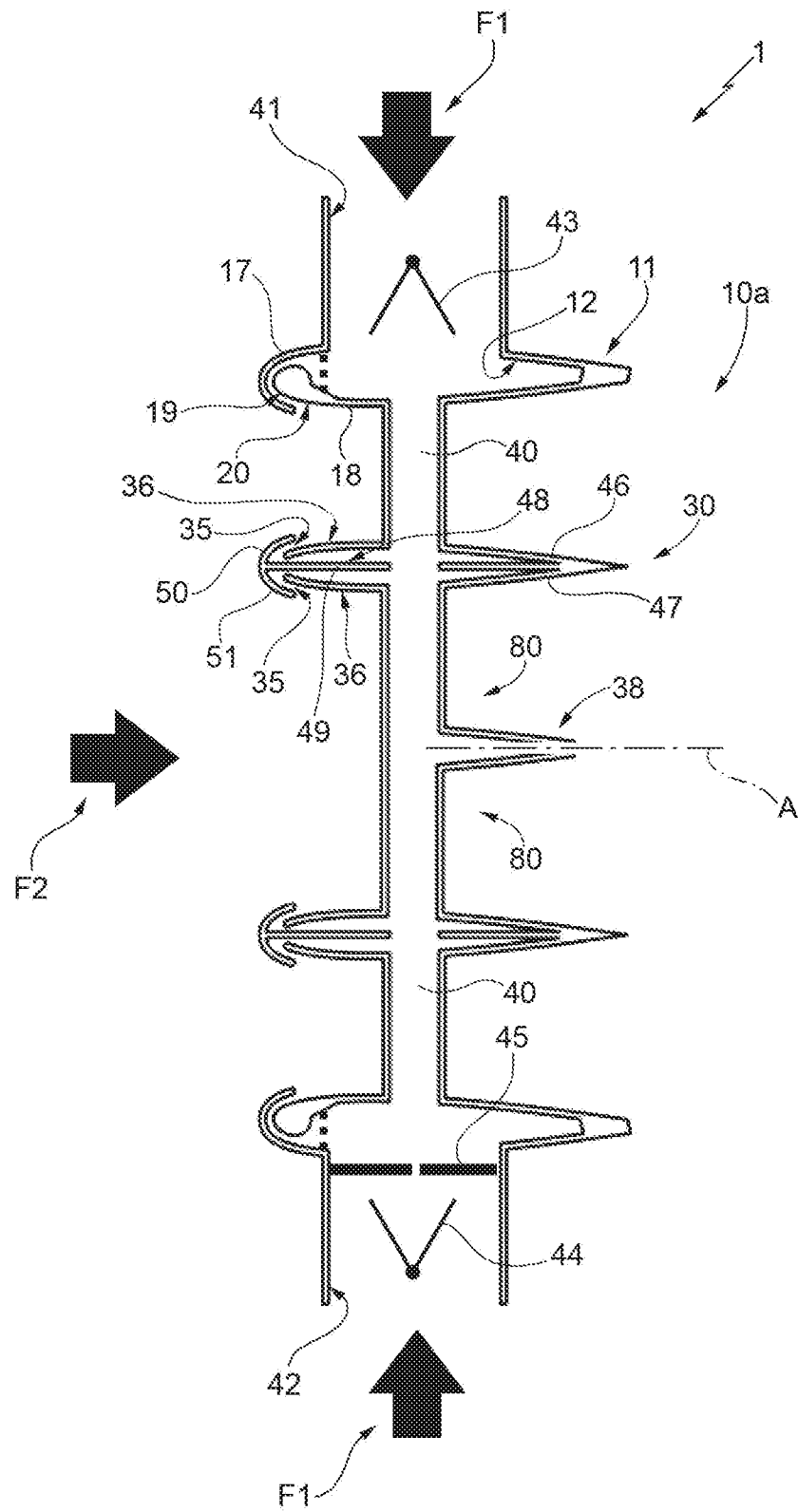


FIG. 4

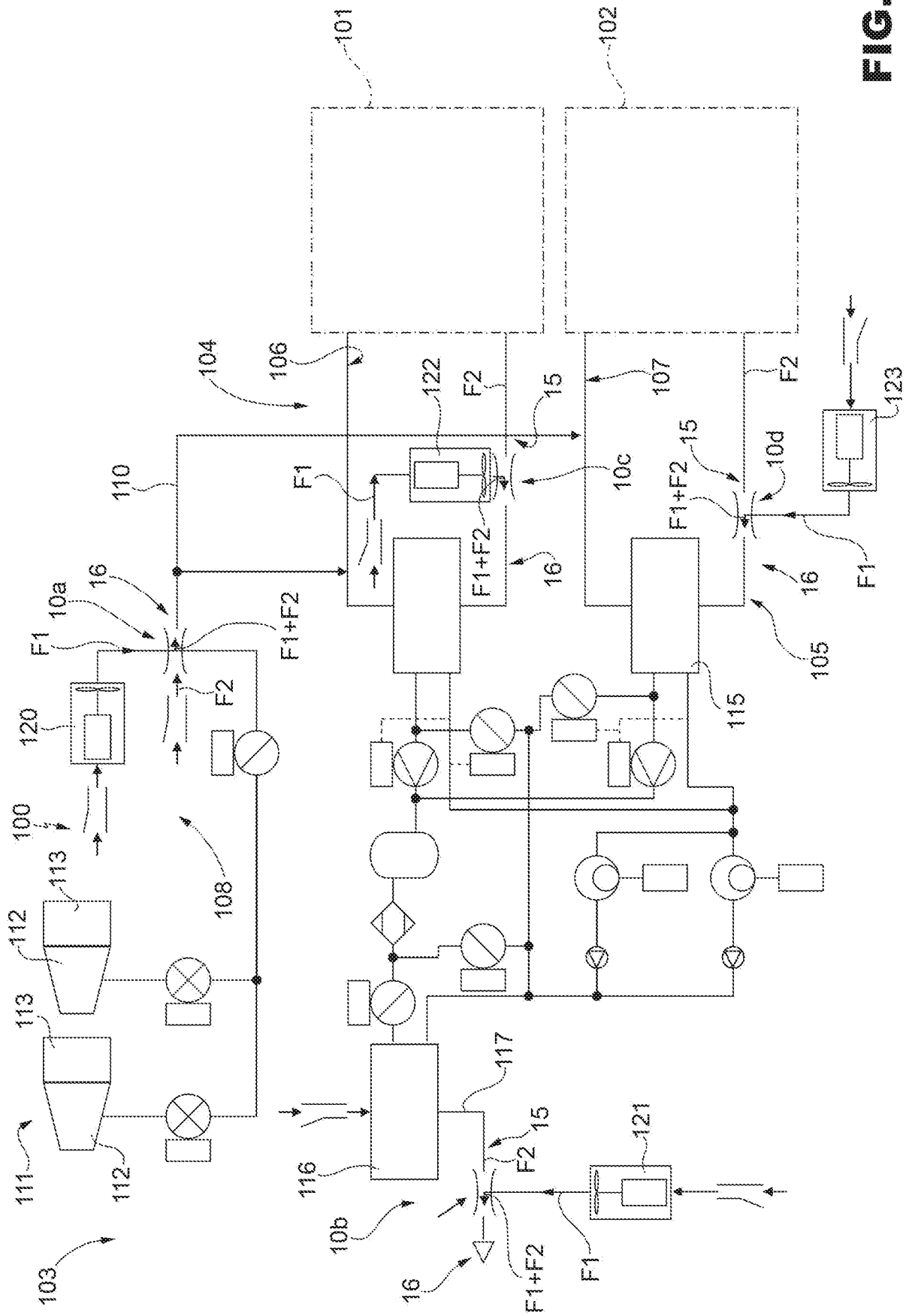


FIG. 5

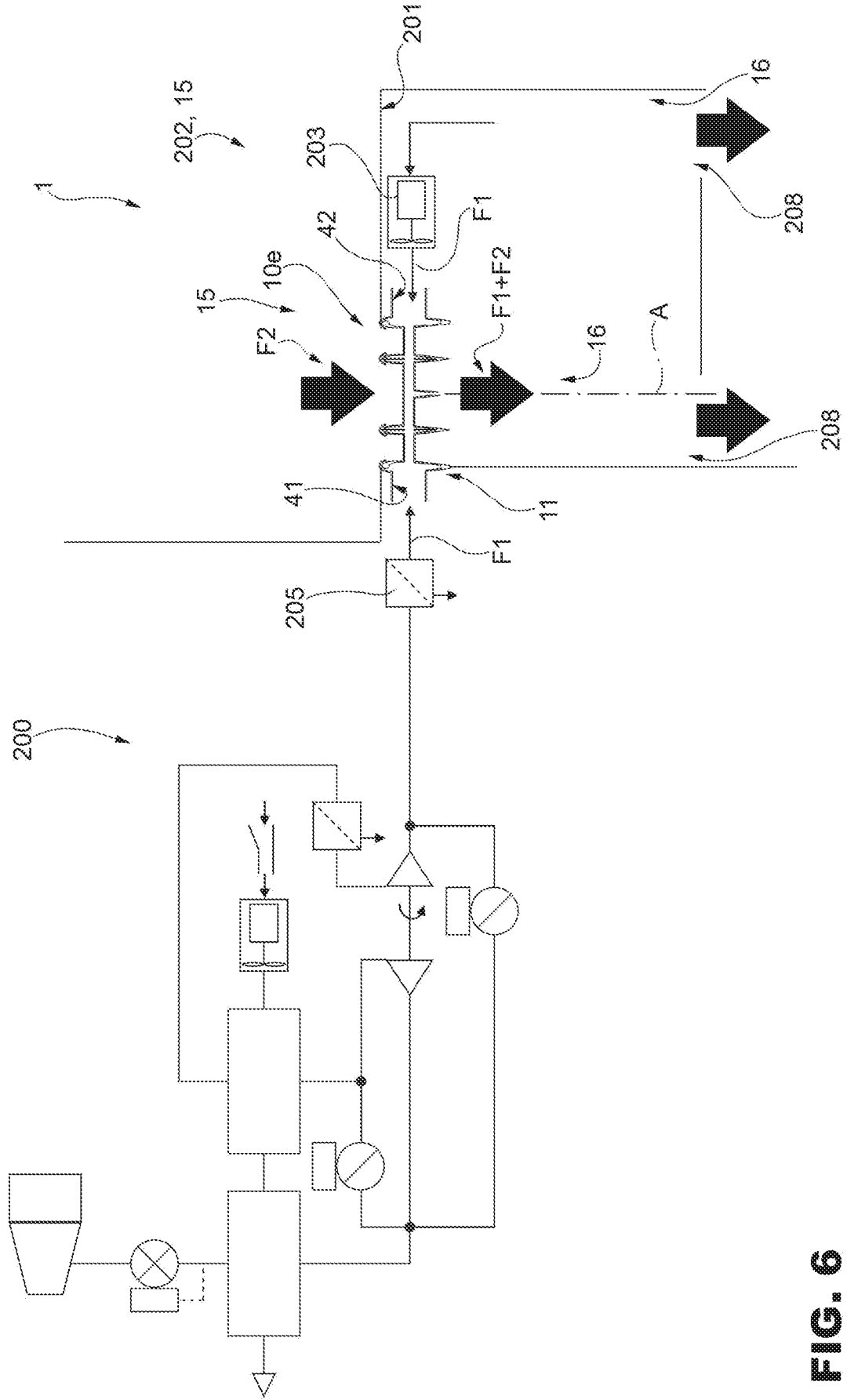


FIG. 6

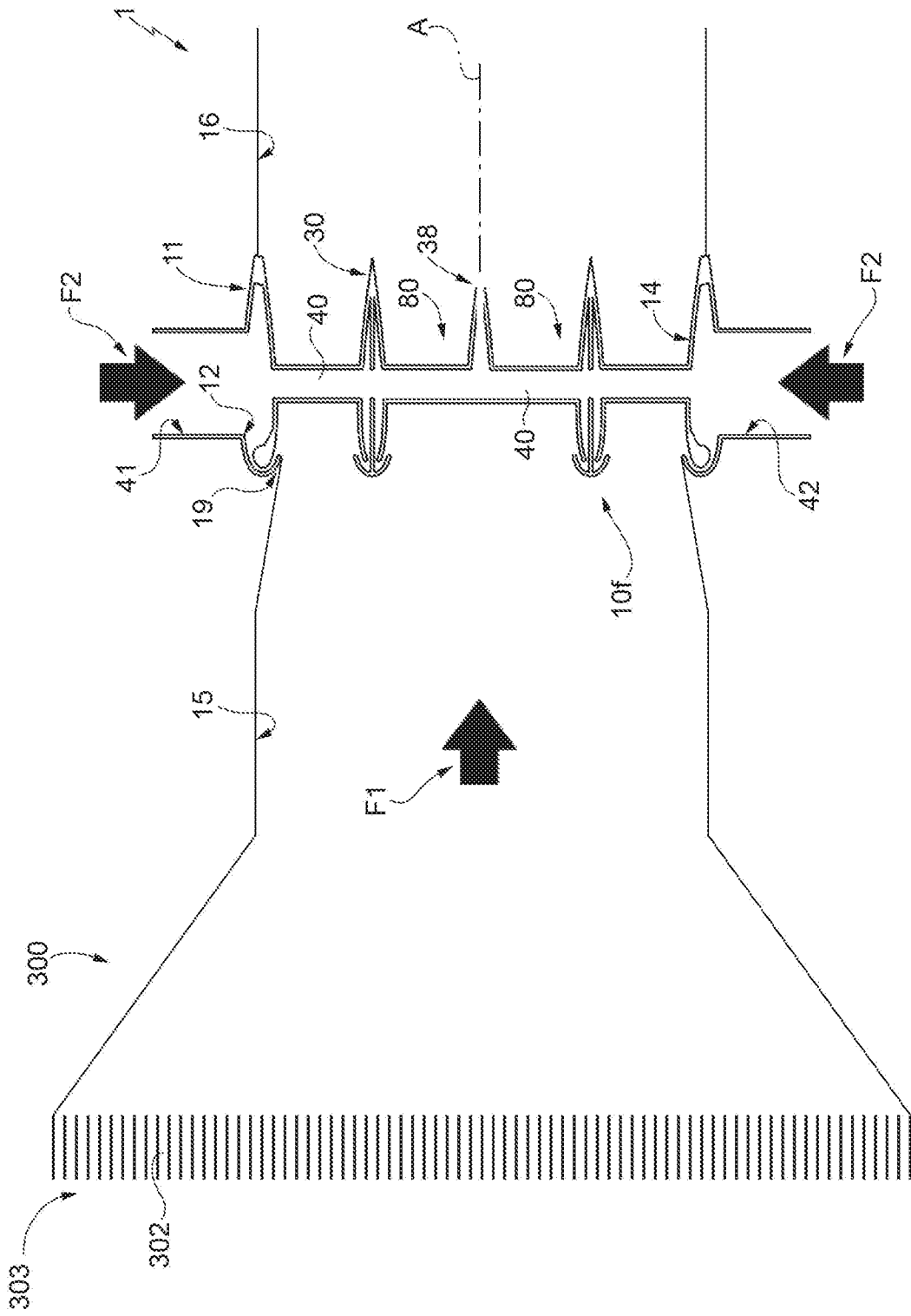


FIG. 7

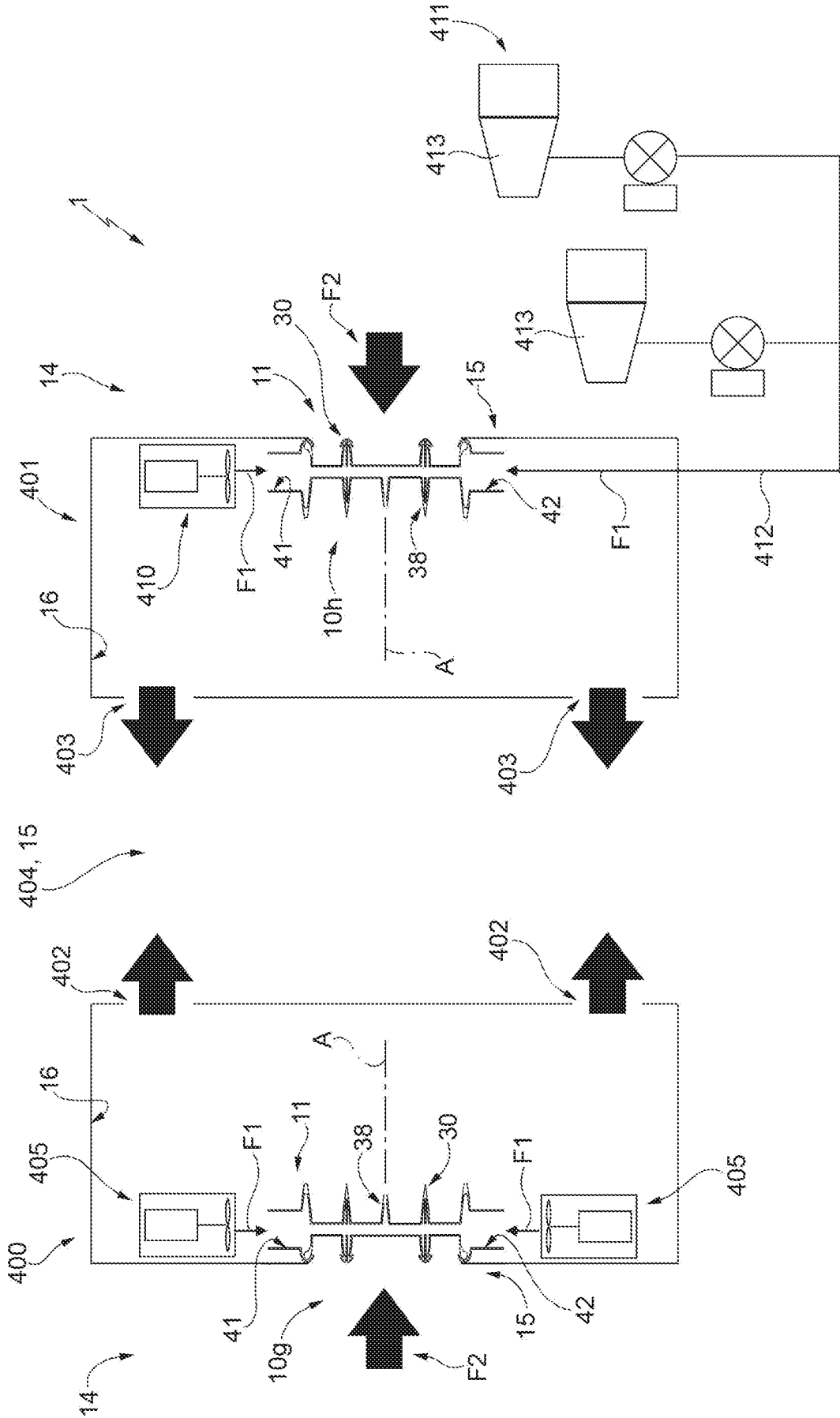


FIG. 8

INTERNATIONAL SEARCH REPORT

International application No
PCT/IB2019/060287

A. CLASSIFICATION OF SUBJECT MATTER
INV. F04D25/08 F04F5/16
ADD.
According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED
Minimum documentation searched (classification system followed by classification symbols)
F04D F04F B64D

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)
EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 3 047 208 A (HENRI COANDA) 31 July 1962 (1962-07-31) figure 2 -----	1-16
A	CN 103 629 086 A (REN WENHUA) 12 March 2014 (2014-03-12) figure 3 -----	4
A	CN 107 044 453 A (LIUGONG MACHINERY CO LTD) 15 August 2017 (2017-08-15) figures 1-6 -----	1
A	US 3 885 891 A (THRONDSOON LESTER W) 27 May 1975 (1975-05-27) cited in the application figures 1,2 -----	1,6,7
	-/--	

Further documents are listed in the continuation of Box C.

See patent family annex.

* Special categories of cited documents :

- "A" document defining the general state of the art which is not considered to be of particular relevance
- "E" earlier application or patent but published on or after the international filing date
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- "P" document published prior to the international filing date but later than the priority date claimed

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- "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone
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- "&" document member of the same patent family

Date of the actual completion of the international search 10 February 2020	Date of mailing of the international search report 18/02/2020
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Name and mailing address of the ISA/ European Patent Office, P.B. 5818 Patentlaan 2 NL - 2280 HV Rijswijk Tel. (+31-70) 340-2040, Fax: (+31-70) 340-3016	Authorized officer Brouillet, Bernard
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INTERNATIONAL SEARCH REPORT

International application No
PCT/IB2019/060287

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
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A	US 6 308 740 B1 (SMITH BRIAN R [US] ET AL) 30 October 2001 (2001-10-30) column 3, lines 18-28 -----	13-16
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Information on patent family members

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