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Reynolds et al.

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(54) **METHODS AND FEATURES FOR POSITIONING A FLOW PATH ASSEMBLY WITHIN A GAS TURBINE ENGINE**

(58) **Field of Classification Search**
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(57) **ABSTRACT**

Flow path assemblies having features for positioning the assemblies within a gas turbine engine are provided. For example, a flow path assembly comprises an inner wall and a unitary outer wall that includes an integral combustion portion and turbine portion, the combustor portion extending through a combustion section of the gas turbine engine and the turbine portion extending through at least a first turbine stage of a turbine section of the gas turbine engine. The flow path assembly further comprises at least two positioning members for radially centering the flow path assembly within the gas turbine engine. The positioning members extend to the flow path assembly from one or more structures external to the flow path assembly, constrain the flow path assembly tangentially, and allow radial and axial movement of the flow path assembly. Other embodiments for positioning flow path assemblies also are provided.

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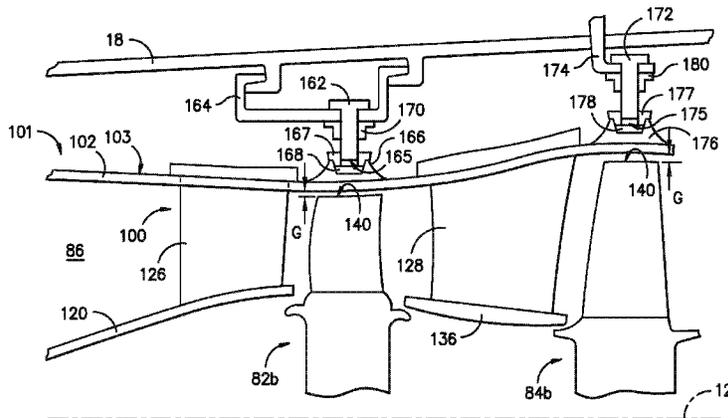
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20 Claims, 18 Drawing Sheets



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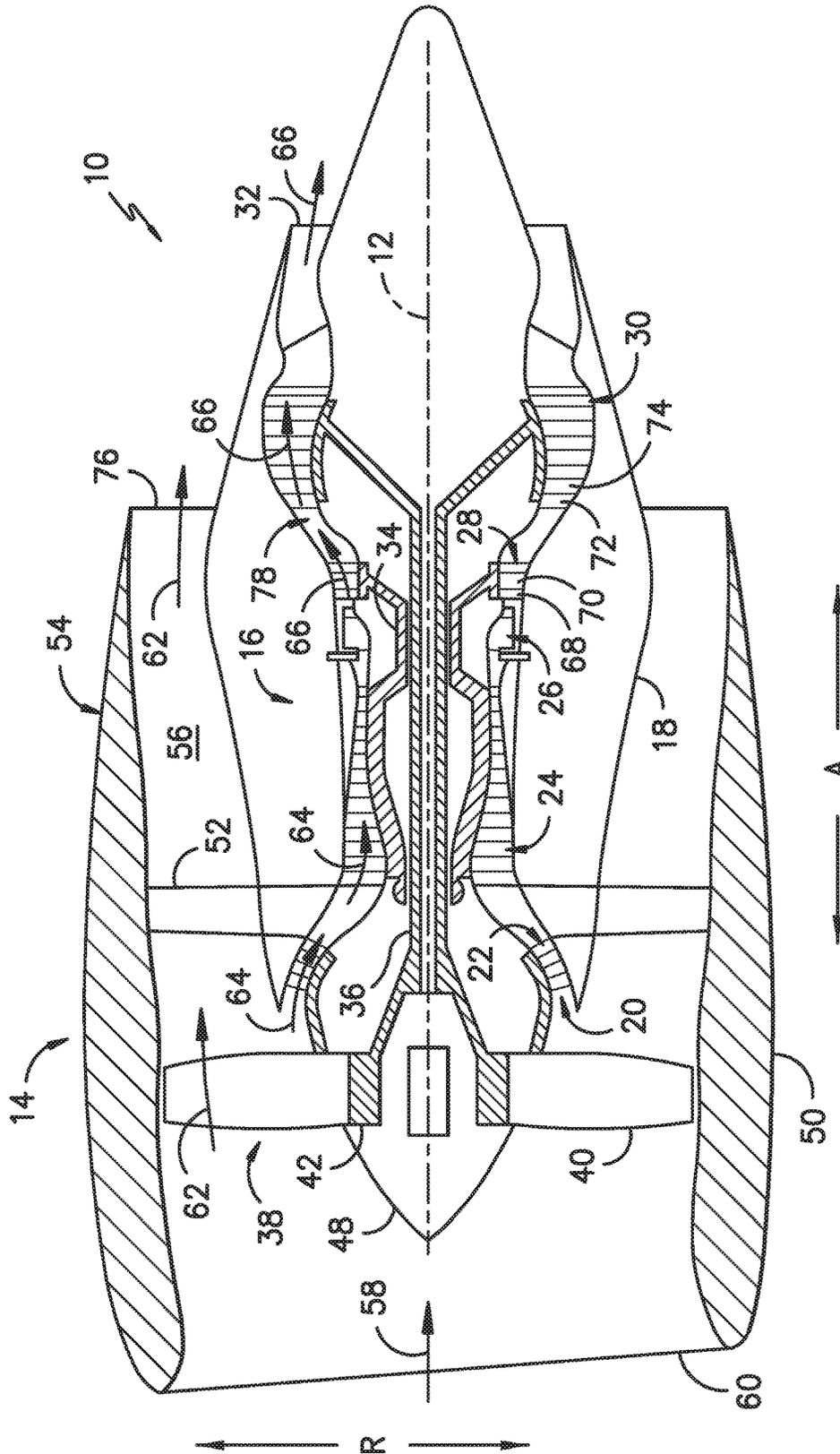


FIG. -1-

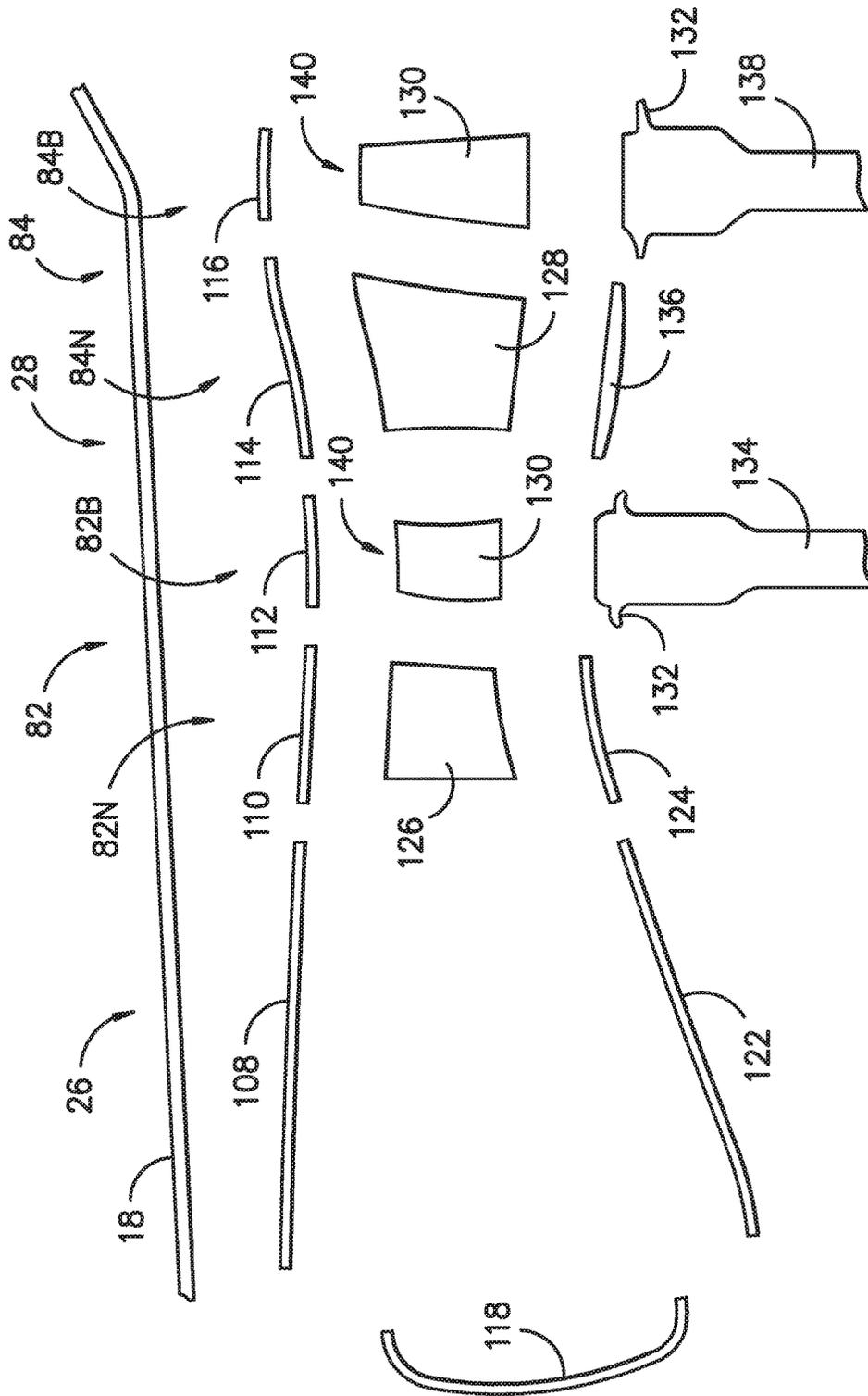
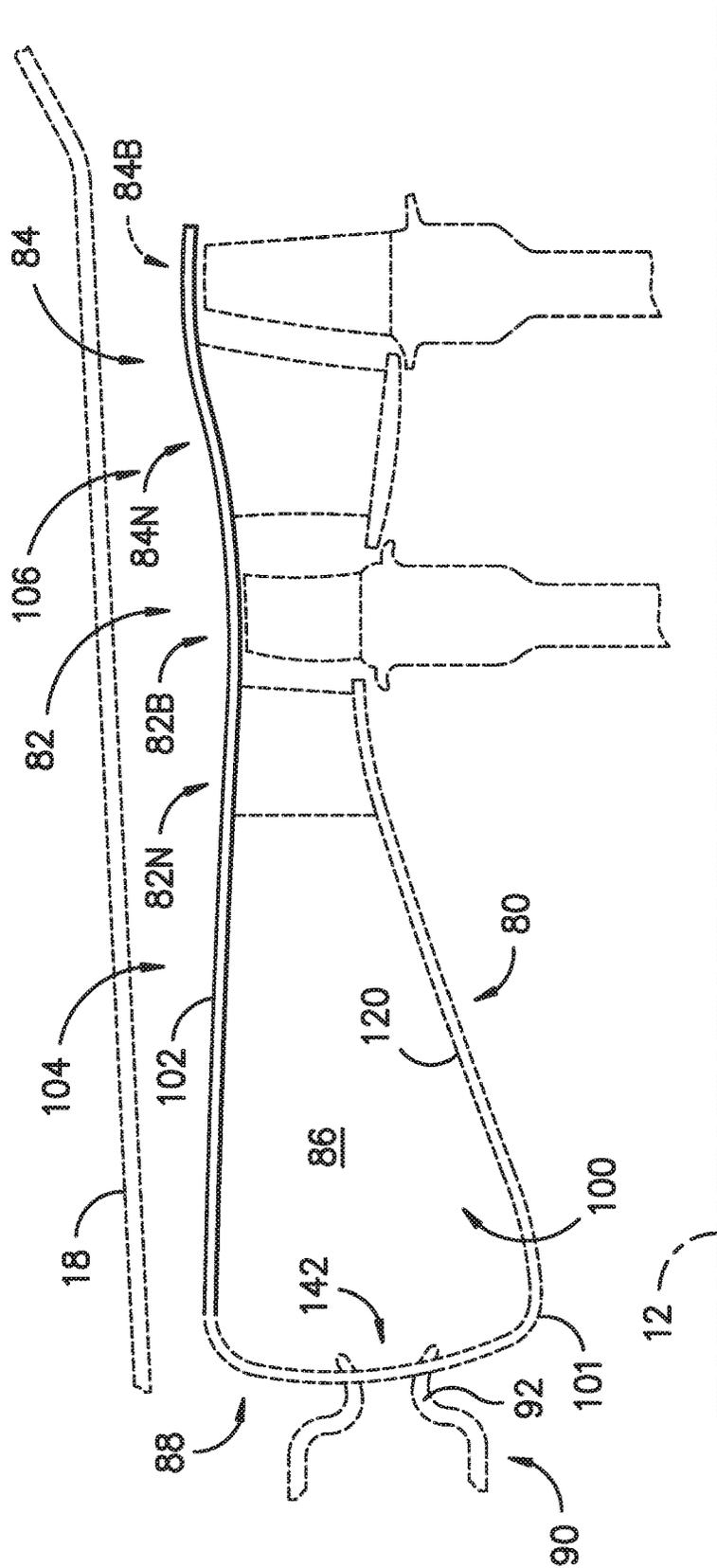


FIG. -2-



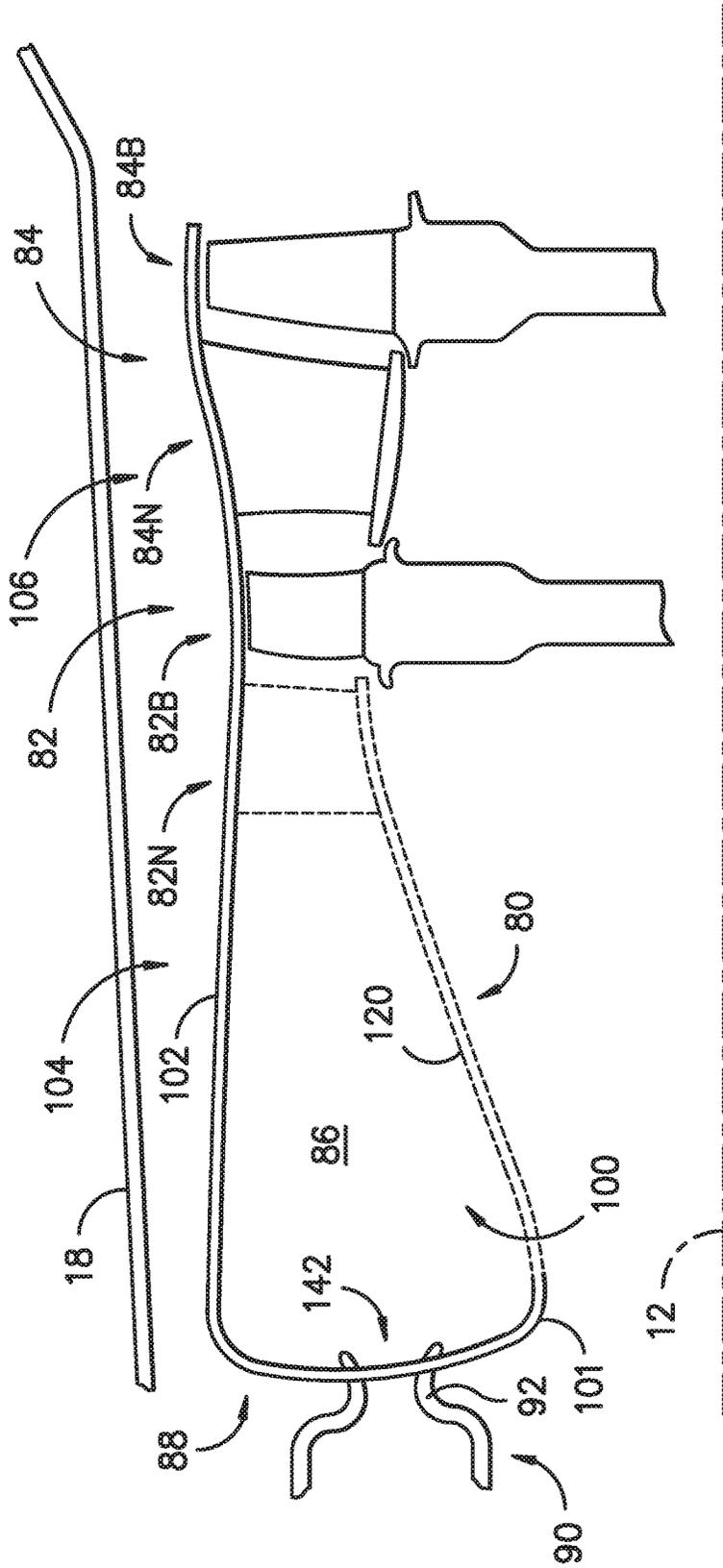


FIG. -3B-

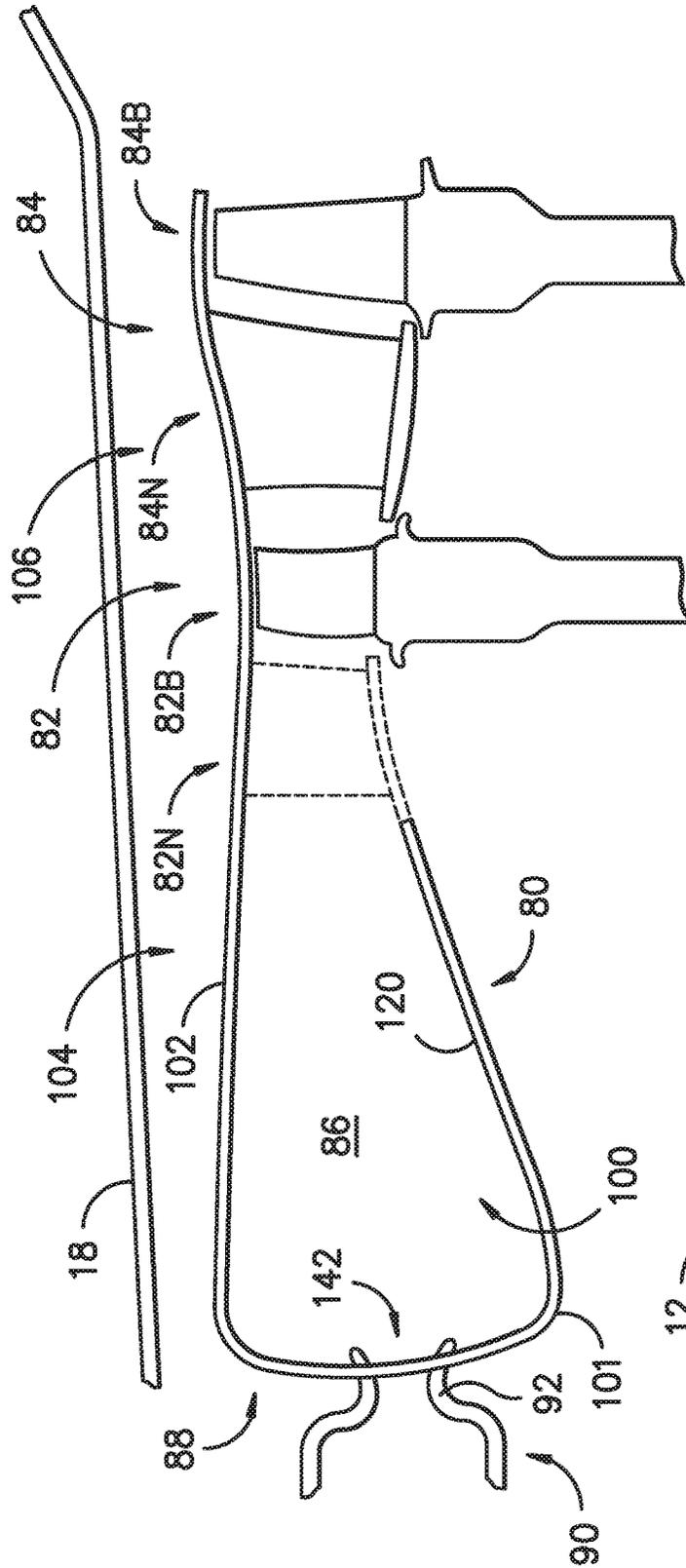


FIG. -3C-

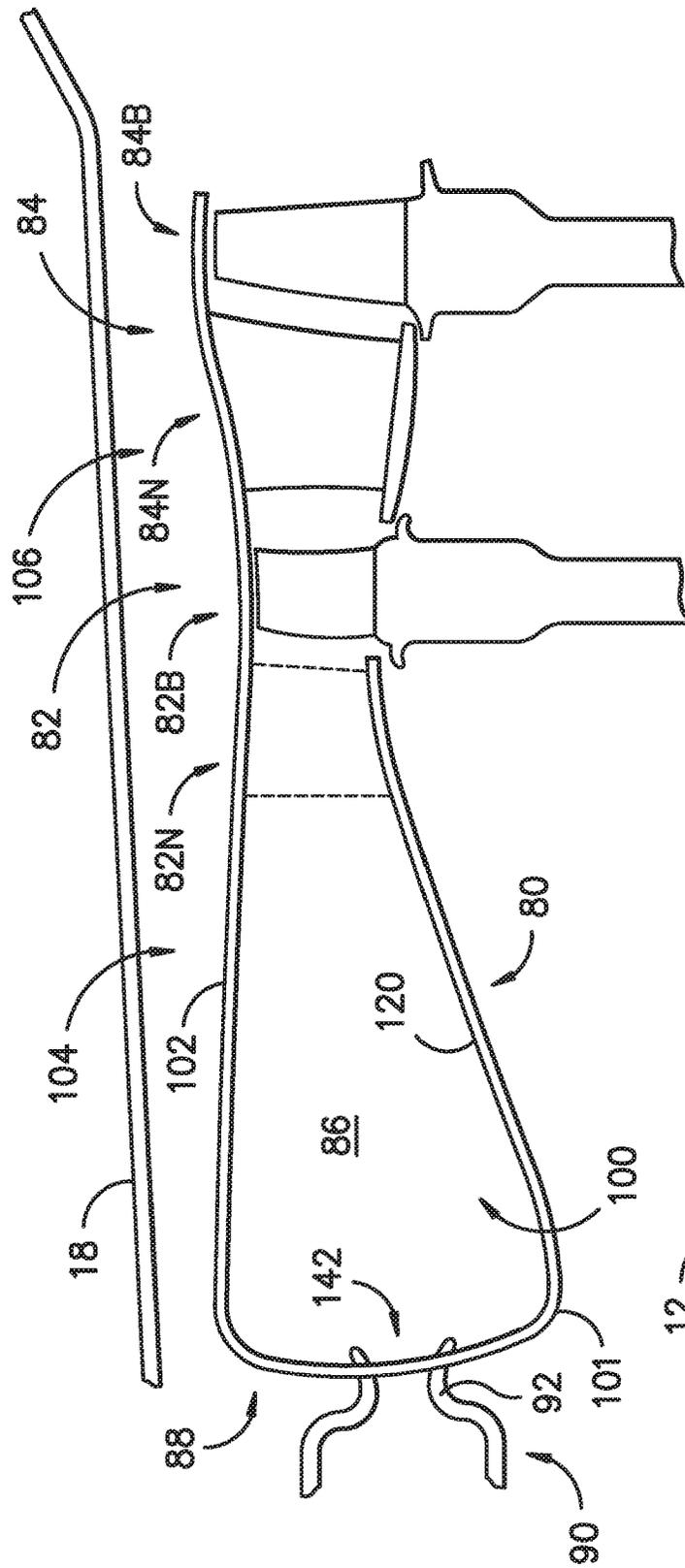


FIG. -3D-

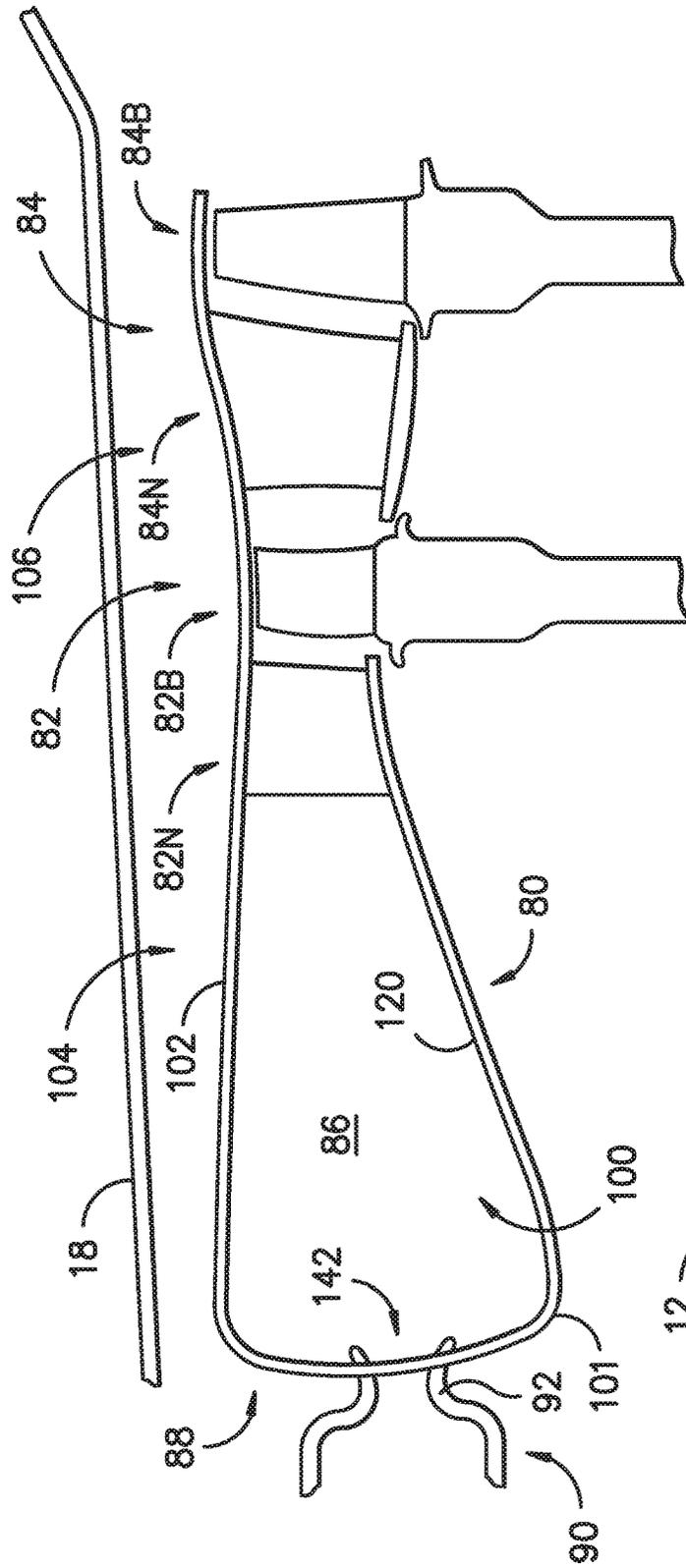


FIG. -3E-

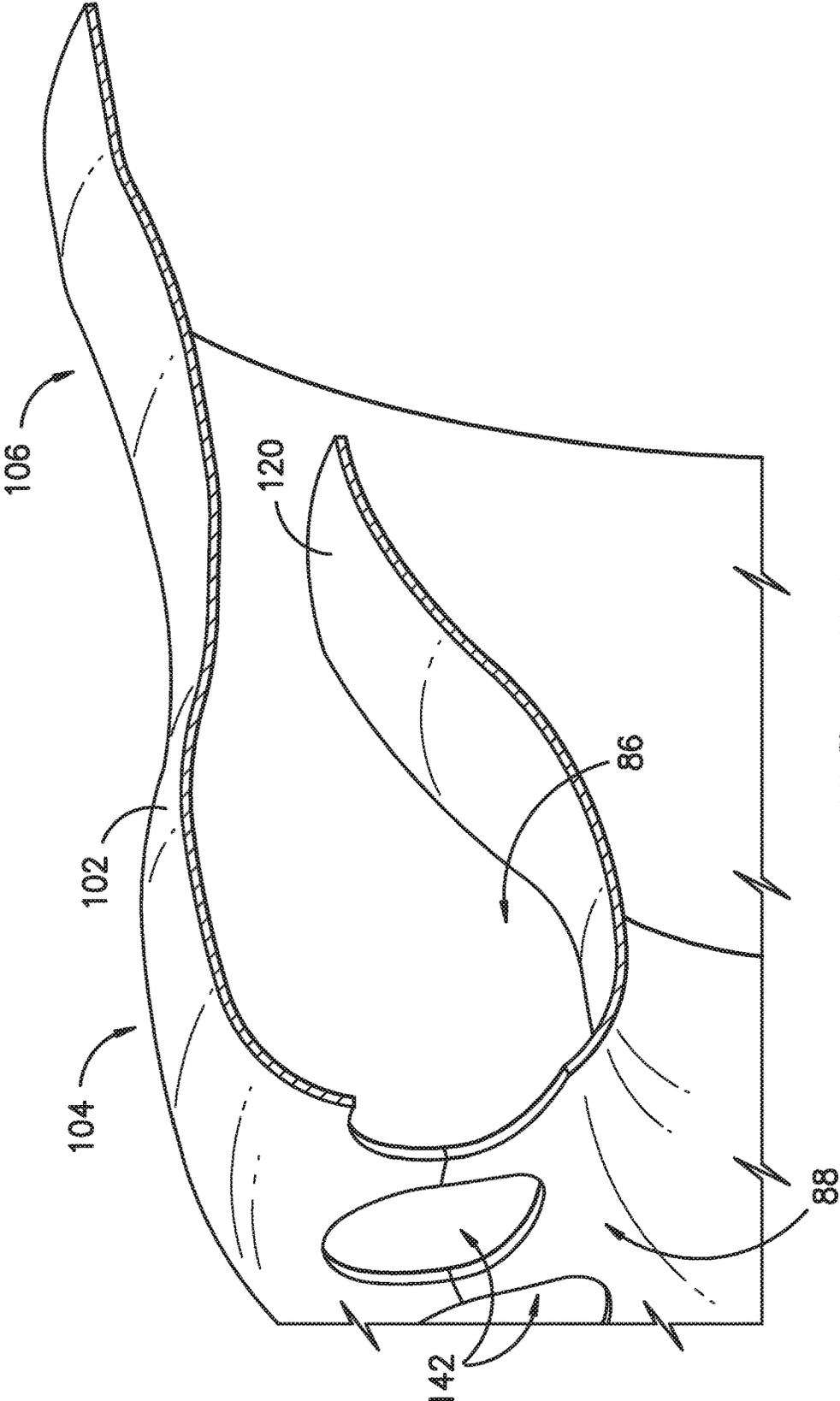


FIG. -3F-

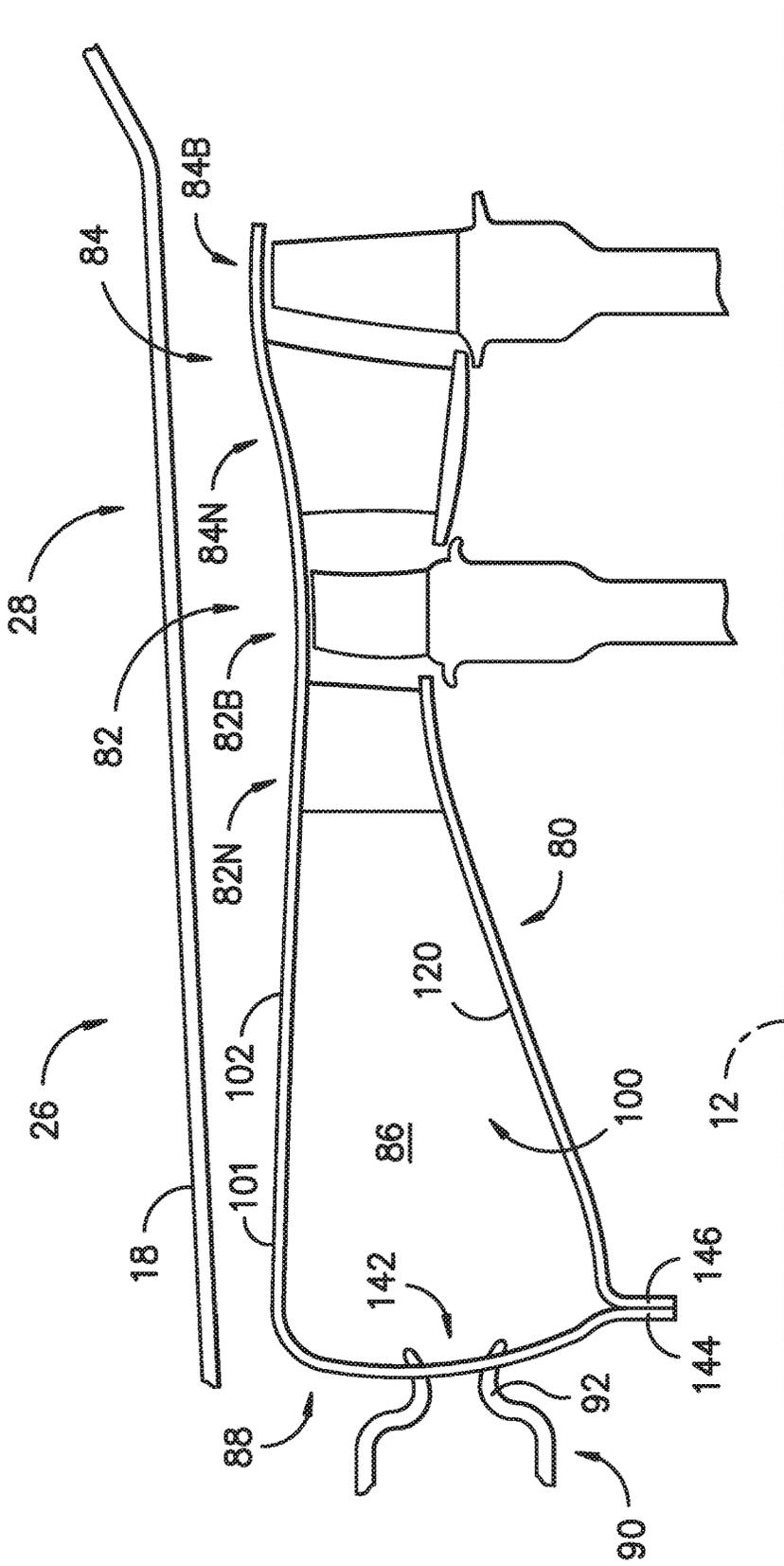


FIG. -4A-

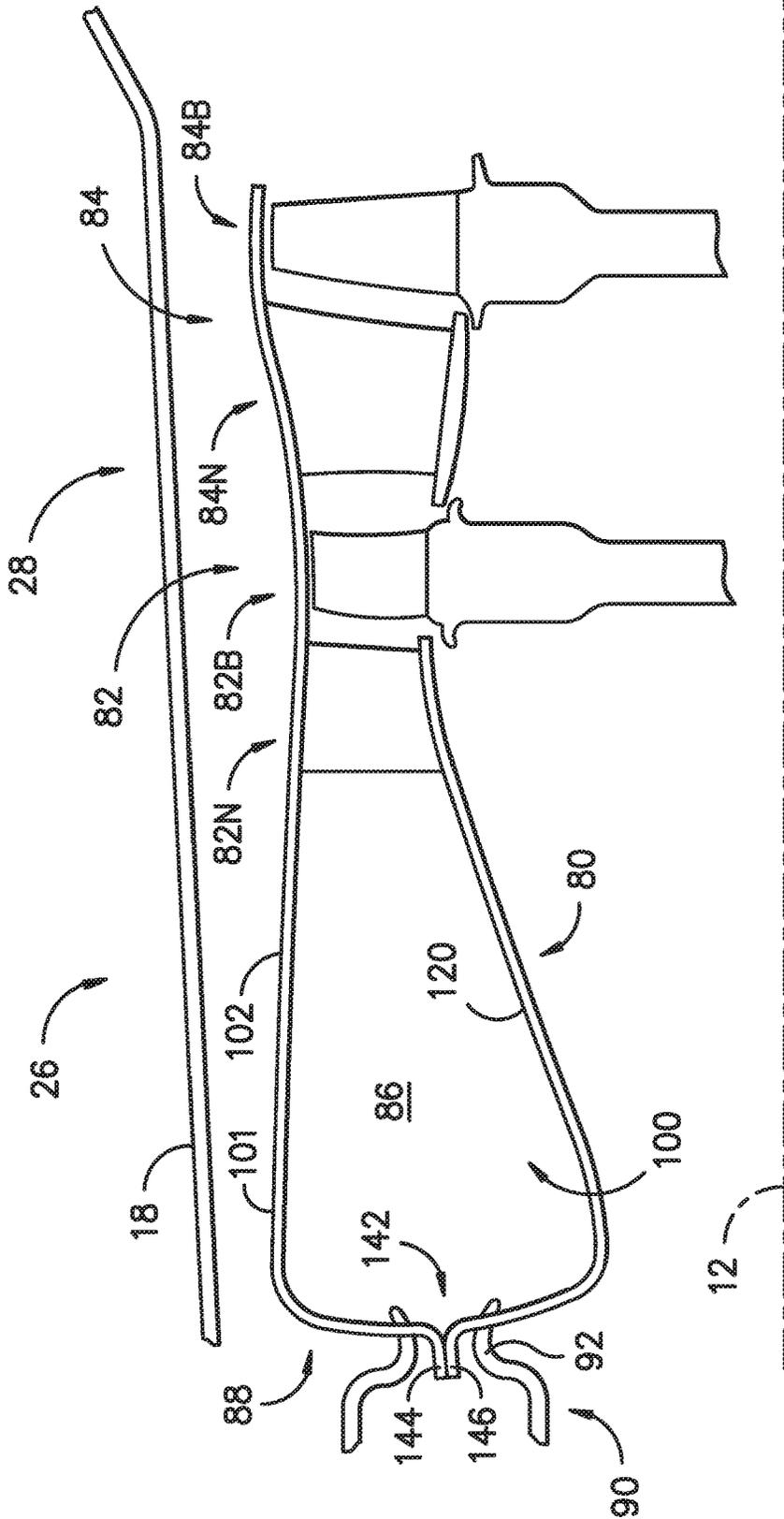


FIG. -4B-

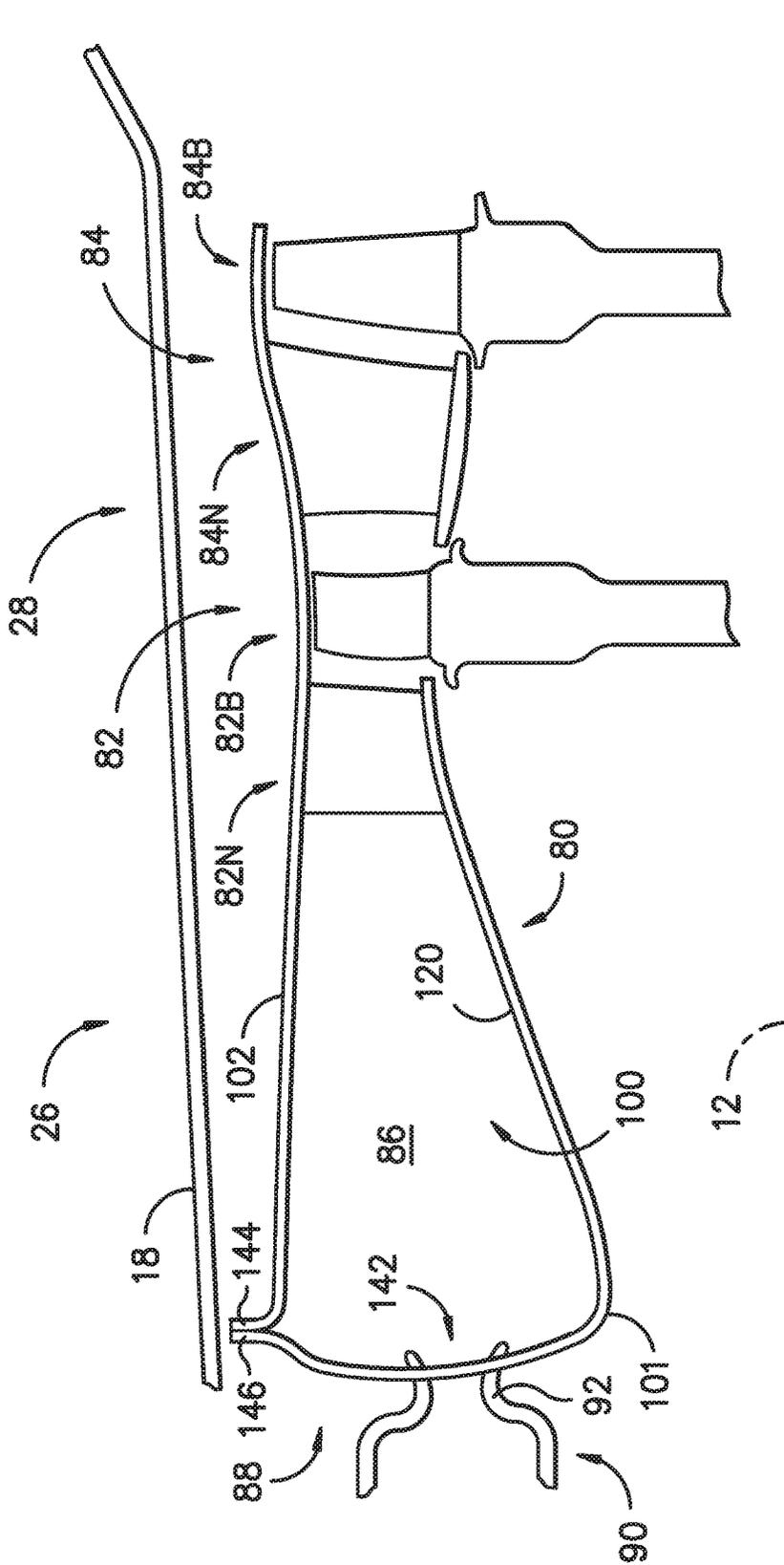


FIG. -4C-

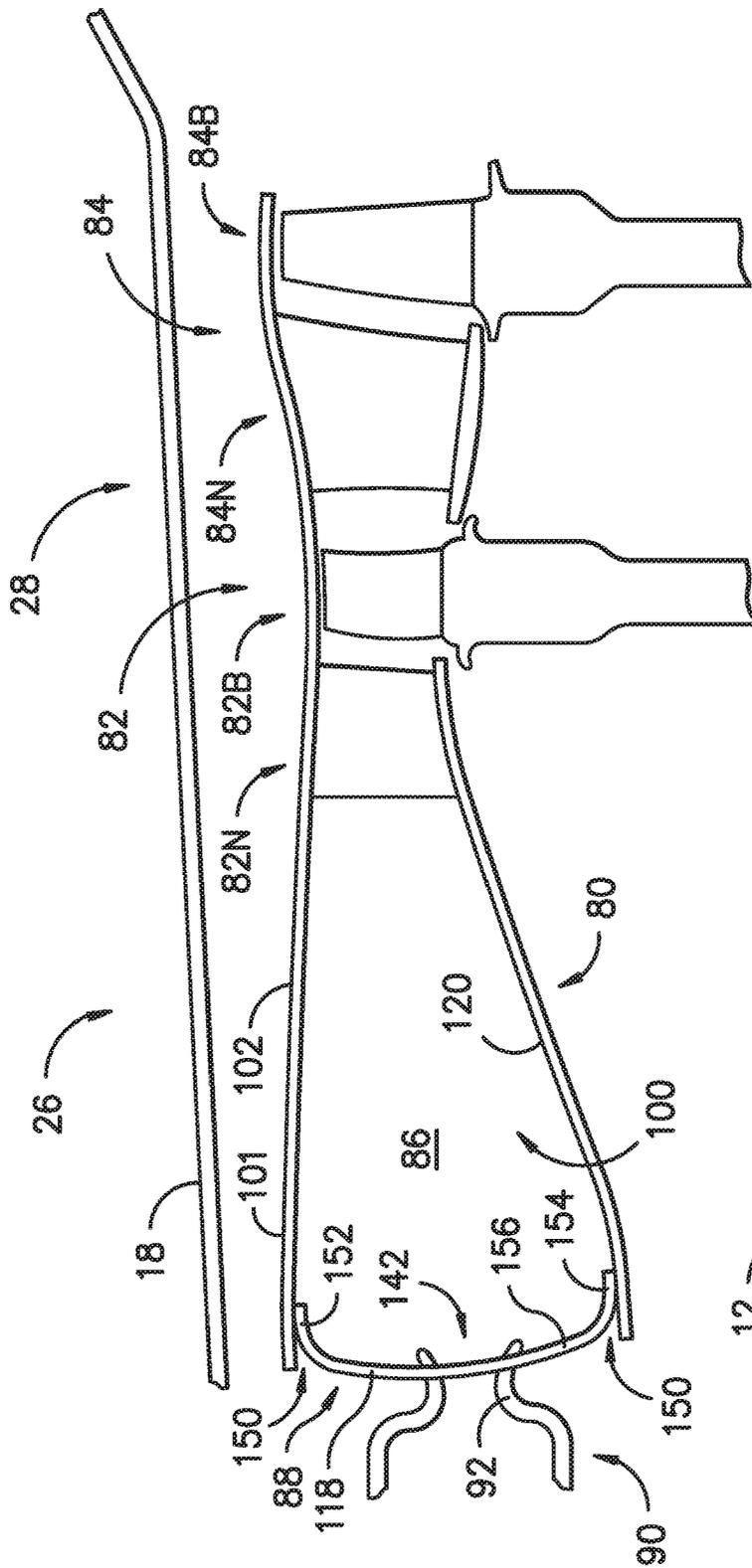


FIG. -5A-

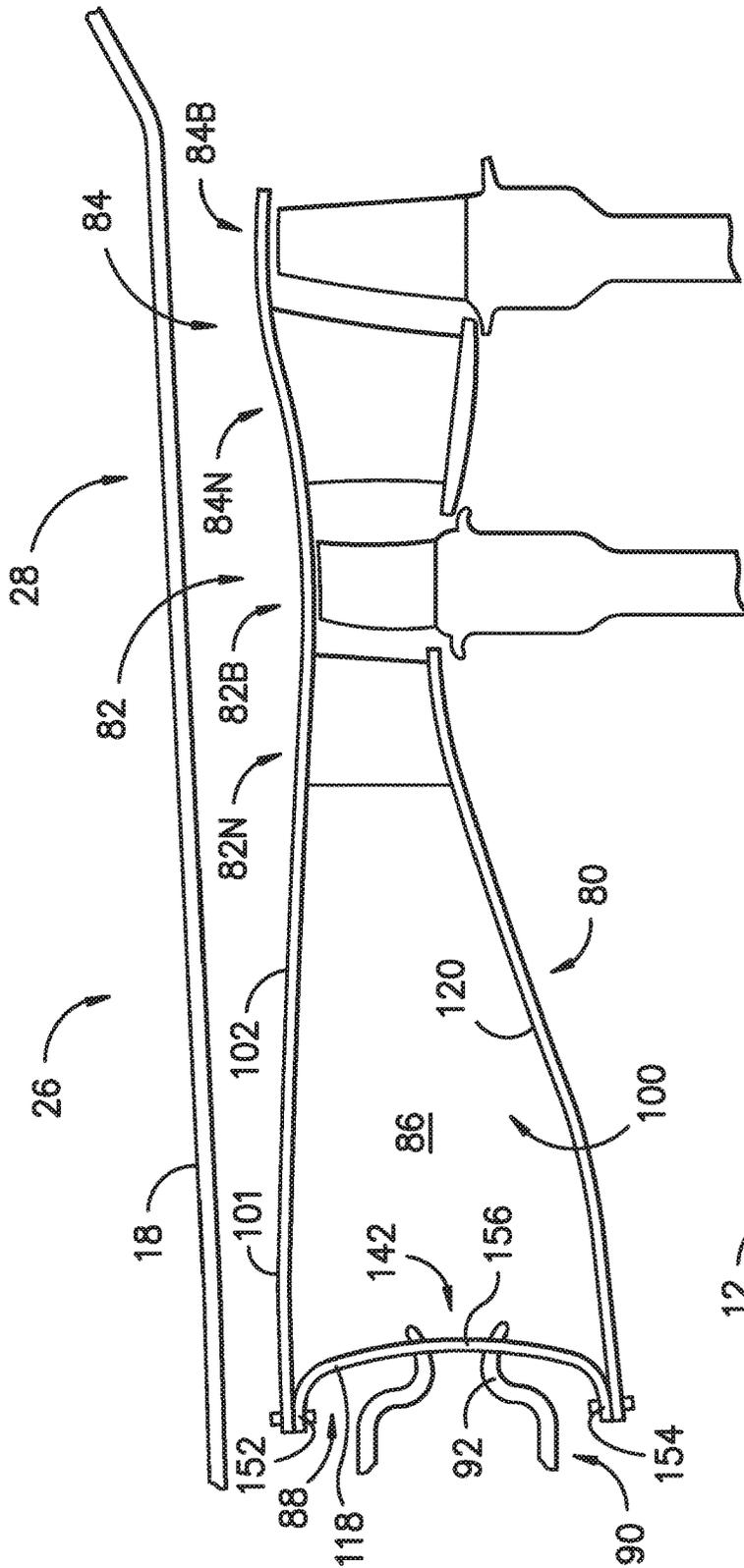


FIG. -5B-

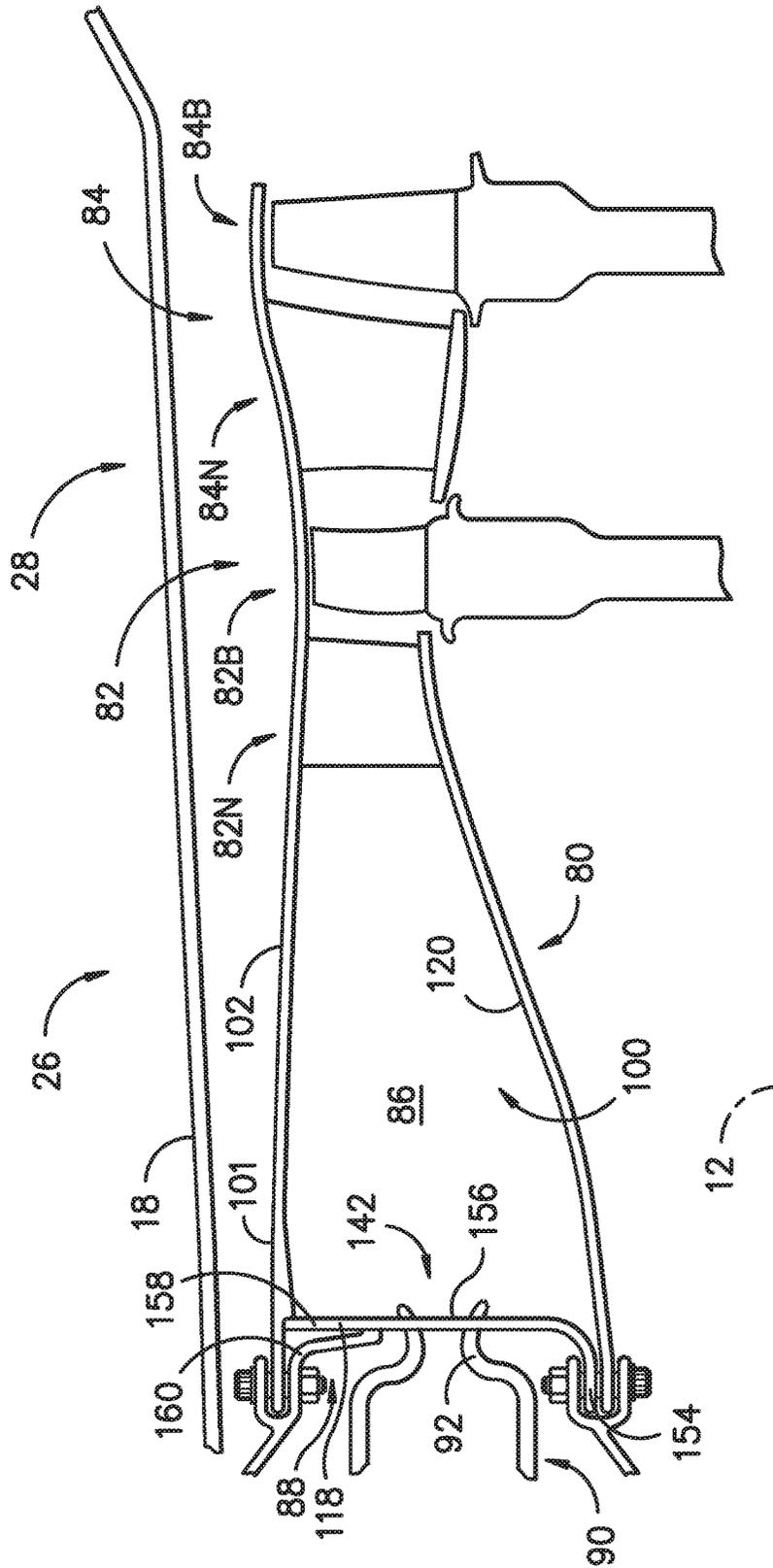


FIG. -5C-

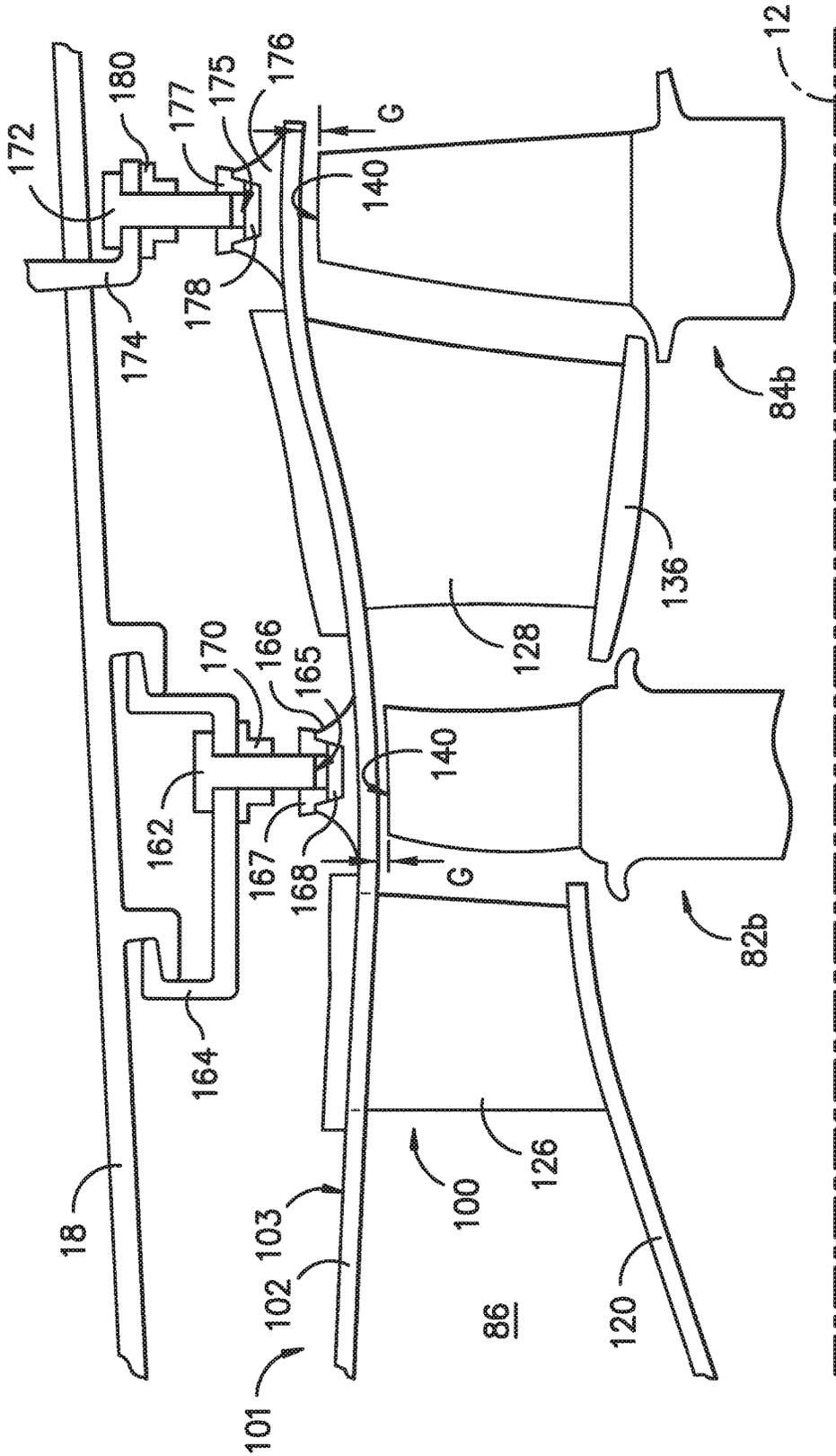


FIG. -6-

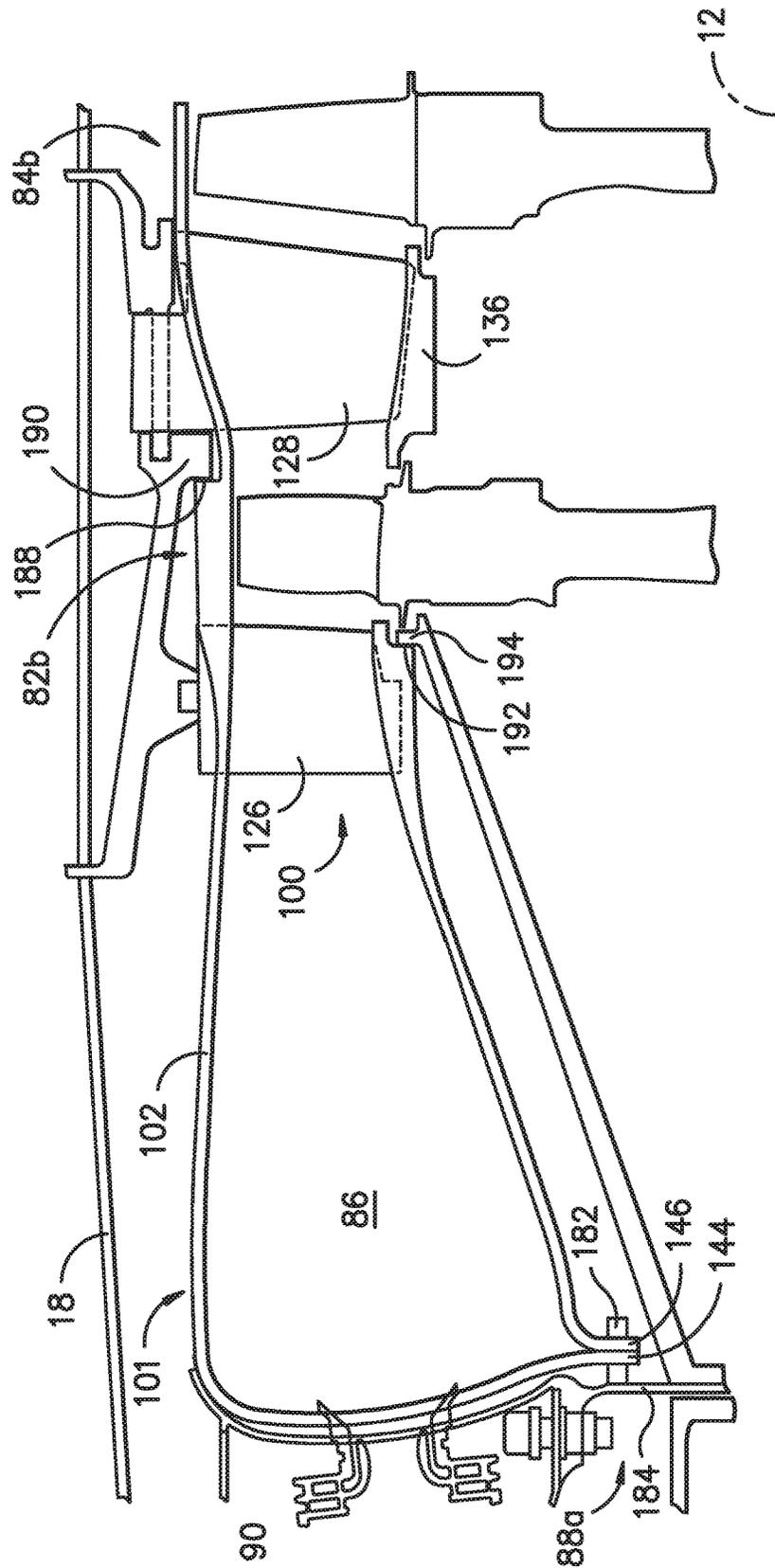


FIG. -7-

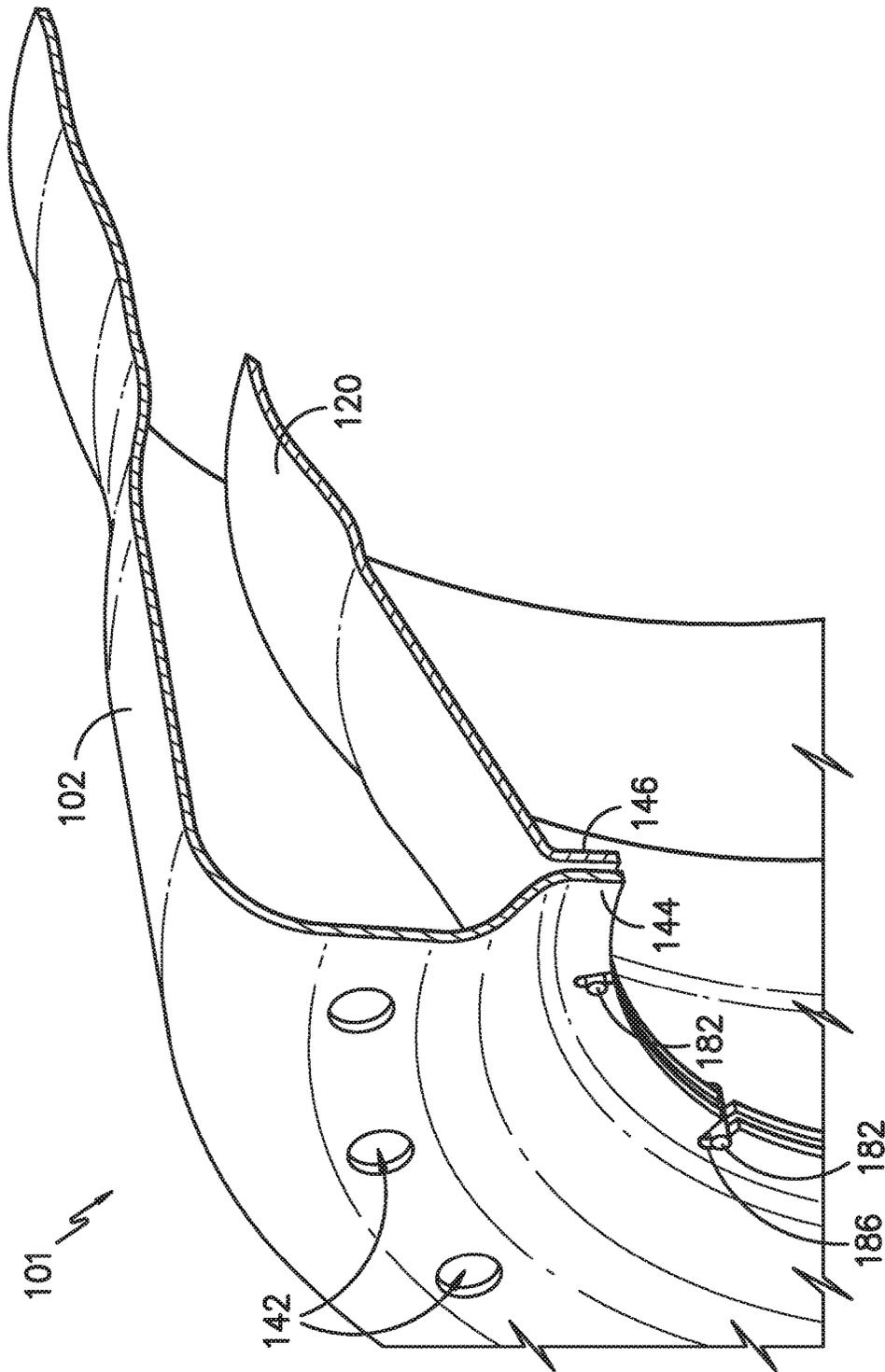


FIG. -8-

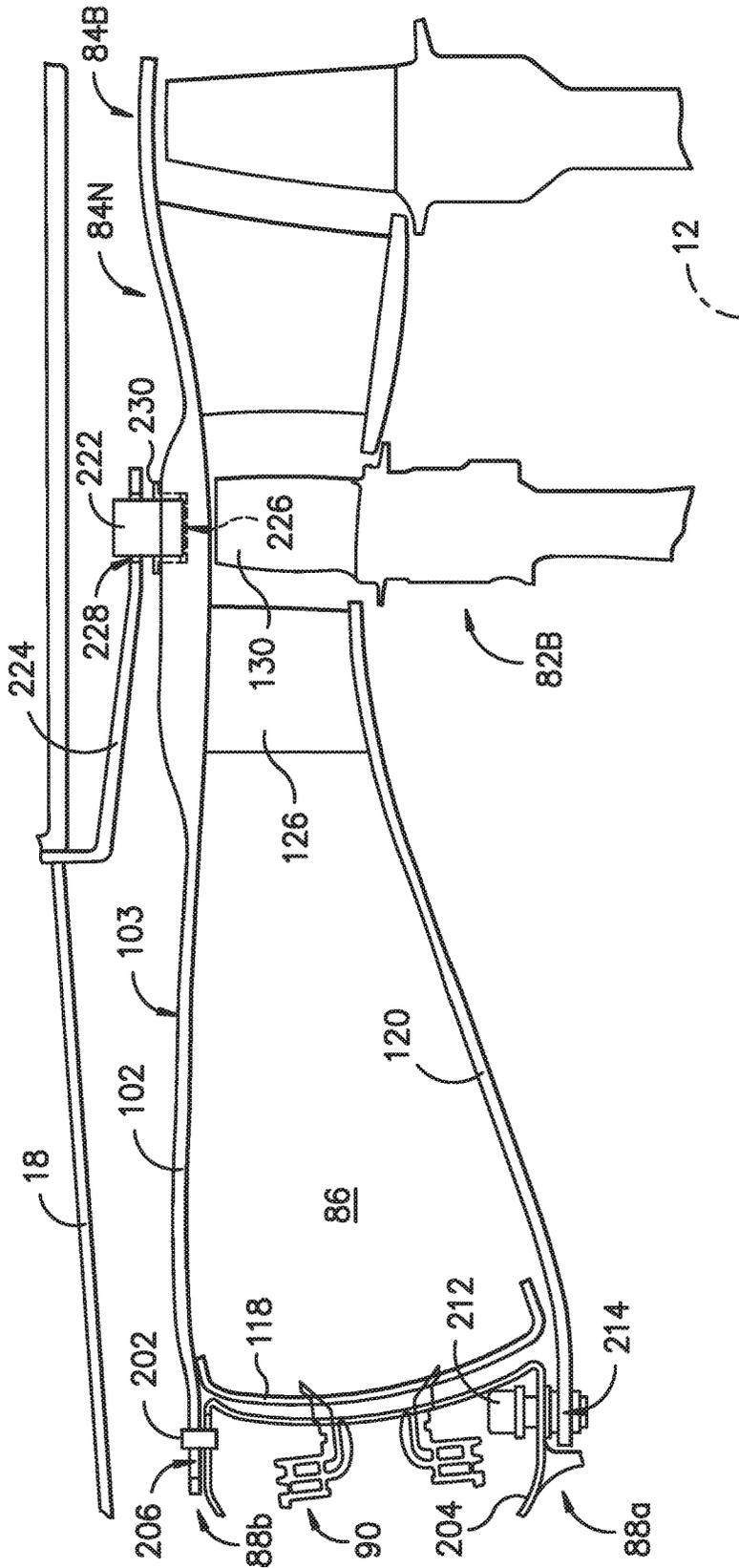


FIG. -9-

1

METHODS AND FEATURES FOR POSITIONING A FLOW PATH ASSEMBLY WITHIN A GAS TURBINE ENGINE

FIELD

The present subject matter relates generally to gas turbine engines. More particularly, the present subject matter relates to flow path assemblies of gas turbine engines and features for positioning a flow path assembly within a gas turbine engine.

BACKGROUND

A gas turbine engine generally includes a fan and a core arranged in flow communication with one another. Additionally, the core of the gas turbine engine generally includes, in serial flow order, a compressor section, a combustion section, a turbine section, and an exhaust section. In operation, air is provided from the fan to an inlet of the compressor section where one or more axial compressors progressively compress the air until it reaches the combustion section. Fuel is mixed with the compressed air and burned within the combustion section to provide combustion gases. The combustion gases are routed from the combustion section to the turbine section. The flow of combustion gases through the turbine section drives the turbine section and is then routed through the exhaust section, e.g., to atmosphere.

More particularly, the combustion section includes a combustor having a combustion chamber defined by a combustor liner. Downstream of the combustor, the turbine section includes one or more stages, for example, each stage may a plurality of stationary nozzle airfoils as well as a plurality of blade airfoils attached to a rotor that is driven by the flow of combustion gases against the blade airfoils. The turbine section may have other configurations as well. In any event, a flow path is defined by an inner boundary and an outer boundary, which both extend from the combustor through the stages of the turbine section.

Typically, the inner and outer boundaries defining the flow path comprise separate components. For example, an outer liner of the combustor, a separate outer band of a nozzle portion of a turbine stage, and a separate shroud of a blade portion of the turbine stage usually define at least a portion of the outer boundary of the flow path. However, utilizing separate components to form each of the outer boundary and the inner boundary requires a great number of parts, e.g., one or more seals may be required at each interface between the separate components to minimize leakage of fluid from the flow path, which can increase the complexity and weight of the gas turbine engine without eliminating leakage points between the separate components. Therefore, flow path assemblies may be utilized that have a unitary construction, e.g., a unitary outer boundary structure, where two or more components of the outer boundary are integrated into a single piece, and/or a unitary inner boundary structure, where two or more components of the inner boundary are integrated into a single piece.

A unitary construction of the flow path assembly may be furthered by forming the flow path assembly from a ceramic matrix composite (CMC) material. CMC materials are high temperature materials that are more commonly being used for various components within gas turbine engines. As such, CMC materials have a different rate of thermal expansion than, e.g., metallic materials such as metals or metal alloys. Therefore, where components supporting the CMC flow path assembly are made from one or more non-CMC mate-

2

rials, the CMC flow path assembly and the support components may thermally expand at different rates, which could affect the positioning of the flow path assembly within the gas turbine engine.

Accordingly, improved flow path assemblies would be desirable. For example, a flow path assembly utilizing a hub and spoke configuration to position the flow path assembly within a gas turbine engine would be useful. In particular, a flow path assembly utilizing positioning members to position the flow path assembly within a gas turbine engine and maintain the flow path assembly in a proper position while allowing for thermal growth of the flow path assembly and components that support the flow path assembly would be beneficial.

BRIEF DESCRIPTION

Aspects and advantages of the invention will be set forth in part in the following description, or may be obvious from the description, or may be learned through practice of the invention.

In one exemplary embodiment of the present disclosure, a flow path assembly for a gas turbine engine is provided. The flow path assembly comprises an inner wall and a unitary outer wall that includes a combustor portion extending through a combustion section of the gas turbine engine and a turbine portion extending through at least a first turbine stage of a turbine section of the gas turbine engine. The combustor portion and the turbine portion are integrally formed as a single unitary structure. The flow path assembly further comprises at least two positioning members for radially centering the flow path assembly within the gas turbine engine. The positioning members extend to the flow path assembly from one or more structures external to the flow path assembly. The positioning members constrain the flow path assembly tangentially and allow radial and axial movement of the flow path assembly.

In another exemplary embodiment of the present disclosure, a flow path assembly for a gas turbine engine is provided. The flow path assembly comprises an inner wall and a unitary outer wall that includes a combustor portion extending through a combustion section of the gas turbine engine and a turbine portion extending through at least a first turbine stage of a turbine section of the gas turbine engine. The combustor portion and the turbine portion are integrally formed as a single unitary structure. The flow path assembly also comprises a plurality of axial positioning members for positioning the flow path assembly within the gas turbine engine. The plurality of axial positioning members extends through a portion of the outer wall and a portion of the inner wall. The outer wall and the inner wall are configured to move axially along the plurality of positioning members to allow axial movement of the flow path assembly.

In a further exemplary embodiment of the present disclosure, a flow path assembly for a gas turbine engine is provided. The flow path assembly comprises an inner wall and a unitary outer wall that includes a combustor portion extending through a combustion section of the gas turbine engine and a turbine portion extending through at least a first turbine stage of a turbine section of the gas turbine engine. The combustor portion and the turbine portion are integrally formed as a single unitary structure. The flow path assembly further comprises a plurality of radial positioning members for positioning the flow path assembly within the gas turbine engine. A plurality of openings are defined above the first

turbine stage of the turbine portion, and each of the plurality of radial positioning members extends into one of the plurality of openings.

These and other features, aspects and advantages of the present invention will become better understood with reference to the following description and appended claims. The accompanying drawings, which are incorporated in and constitute a part of this specification, illustrate embodiments of the invention and, together with the description, serve to explain the principles of the invention.

BRIEF DESCRIPTION OF THE DRAWINGS

A full and enabling disclosure of the present invention, including the best mode thereof, directed to one of ordinary skill in the art, is set forth in the specification, which makes reference to the appended figures, in which:

FIG. 1 provides a schematic cross-section view of an exemplary gas turbine engine according to various embodiments of the present subject matter.

FIG. 2 provides a schematic exploded cross-section view of a combustion section and a high pressure turbine section of the gas turbine engine of FIG. 1 according to an exemplary embodiment of the present subject matter.

FIG. 3A provides a schematic cross-section view of the combustion section and high pressure turbine section of FIG. 2 according to an exemplary embodiment of the present subject matter.

FIGS. 3B, 3C, 3D, and 3E provide schematic cross-section views of the combustion section and high pressure turbine section of FIG. 2 according to other exemplary embodiments of the present subject matter.

FIG. 3F provides a partial perspective view of a portion of an integral outer boundary structure and inner boundary structure of the combustion section and high pressure turbine section of FIG. 2 according to an exemplary embodiment of the present subject matter.

FIGS. 4A, 4B, 4C, 5A, 5B, and 5C provide schematic cross-section views of the combustion section and high pressure turbine section of FIG. 2 according to other exemplary embodiments of the present subject matter.

FIG. 6 provides a cross-sectional view of a portion of a flow path assembly according to an exemplary embodiment of the present subject matter.

FIG. 7 provides a cross-sectional view of a flow path assembly according to an exemplary embodiment of the present subject matter.

FIG. 8 provides a perspective view of the flow path assembly of FIG. 7.

FIG. 9 provides a cross-sectional view of a flow path assembly according to an exemplary embodiment of the present subject matter.

DETAILED DESCRIPTION

Reference will now be made in detail to present embodiments of the invention, one or more examples of which are illustrated in the accompanying drawings. The detailed description uses numerical and letter designations to refer to features in the drawings. Like or similar designations in the drawings and description have been used to refer to like or similar parts of the invention. As used herein, the terms “first,” “second,” and “third” may be used interchangeably to distinguish one component from another and are not intended to signify location or importance of the individual components. The terms “upstream” and “downstream” refer to the relative direction with respect to fluid flow in a fluid

pathway. For example, “upstream” refers to the direction from which the fluid flows and “downstream” refers to the direction to which the fluid flows.

Referring now to the drawings, wherein identical numerals indicate the same elements throughout the figures, FIG. 1 is a schematic cross-sectional view of a gas turbine engine in accordance with an exemplary embodiment of the present disclosure. More particularly, for the embodiment of FIG. 1, the gas turbine engine is a high-bypass turbofan jet engine 10, referred to herein as “turbofan engine 10.” As shown in FIG. 1, the turbofan engine 10 defines an axial direction A (extending parallel to a longitudinal centerline 12 provided for reference) and a radial direction R. In general, the turbofan 10 includes a fan section 14 and a core turbine engine 16 disposed downstream from the fan section 14.

The exemplary core turbine engine 16 depicted generally includes a substantially tubular outer casing 18 that defines an annular inlet 20. The outer casing 18 encases, in serial flow relationship, a compressor section including a booster or low pressure (LP) compressor 22 and a high pressure (HP) compressor 24; a combustion section 26; a turbine section including a high pressure (HP) turbine 28 and a low pressure (LP) turbine 30; and a jet exhaust nozzle section 32. A high pressure (HP) shaft or spool 34 drivingly connects the HP turbine 28 to the HP compressor 24. A low pressure (LP) shaft or spool 36 drivingly connects the LP turbine 30 to the LP compressor 22. In other embodiments of turbofan engine 10, additional spools may be provided such that engine 10 may be described as a multi-spool engine.

For the depicted embodiment, fan section 14 includes a fan 38 having a plurality of fan blades 40 coupled to a disk 42 in a spaced apart manner. As depicted, fan blades 40 extend outward from disk 42 generally along the radial direction R. The fan blades 40 and disk 42 are together rotatable about the longitudinal axis 12 by LP shaft 36. In some embodiments, a power gear box having a plurality of gears may be included for stepping down the rotational speed of the LP shaft 36 to a more efficient rotational fan speed.

Referring still to the exemplary embodiment of FIG. 1, disk 42 is covered by rotatable front nacelle 48 aerodynamically contoured to promote an airflow through the plurality of fan blades 40. Additionally, the exemplary fan section 14 includes an annular fan casing or outer nacelle 50 that circumferentially surrounds the fan 38 and/or at least a portion of the core turbine engine 16. It should be appreciated that nacelle 50 may be configured to be supported relative to the core turbine engine 16 by a plurality of circumferentially-spaced outlet guide vanes 52. Moreover, a downstream section 54 of the nacelle 50 may extend over an outer portion of the core turbine engine 16 so as to define a bypass airflow passage 56 therebetween.

During operation of the turbofan engine 10, a volume of air 58 enters turbofan 10 through an associated inlet 60 of the nacelle 50 and/or fan section 14. As the volume of air 58 passes across fan blades 40, a first portion of the air 58 as indicated by arrows 62 is directed or routed into the bypass airflow passage 56 and a second portion of the air 58 as indicated by arrows 64 is directed or routed into the LP compressor 22. The ratio between the first portion of air 62 and the second portion of air 64 is commonly known as a bypass ratio. The pressure of the second portion of air 64 is then increased as it is routed through the high pressure (HP) compressor 24 and into the combustion section 26, where it is mixed with fuel and burned to provide combustion gases 66.

The combustion gases **66** are routed through the HP turbine **28** where a portion of thermal and/or kinetic energy from the combustion gases **66** is extracted via sequential stages of HP turbine stator vanes **68** that are coupled to the outer casing **18** and HP turbine rotor blades **70** that are coupled to the HP shaft or spool **34**, thus causing the HP shaft or spool **34** to rotate, thereby supporting operation of the HP compressor **24**. The combustion gases **66** are then routed through the LP turbine **30** where a second portion of thermal and kinetic energy is extracted from the combustion gases **66** via sequential stages of LP turbine stator vanes **72** that are coupled to the outer casing **18** and LP turbine rotor blades **74** that are coupled to the LP shaft or spool **36**, thus causing the LP shaft or spool **36** to rotate, thereby supporting operation of the LP compressor **22** and/or rotation of the fan **38**.

The combustion gases **66** are subsequently routed through the jet exhaust nozzle section **32** of the core turbine engine **16** to provide propulsive thrust. Simultaneously, the pressure of the first portion of air **62** is substantially increased as the first portion of air **62** is routed through the bypass airflow passage **56** before it is exhausted from a fan nozzle exhaust section **76** of the turbofan **10**, also providing propulsive thrust. The HP turbine **28**, the LP turbine **30**, and the jet exhaust nozzle section **32** at least partially define a hot gas path **78** for routing the combustion gases **66** through the core turbine engine **16**.

It will be appreciated that, although described with respect to turbofan **10** having core turbine engine **16**, the present subject matter may be applicable to other types of turbomachinery. For example, the present subject matter may be suitable for use with or in turboprops, turboshafts, turbojets, industrial and marine gas turbine engines, and/or auxiliary power units.

In some embodiments, components of turbofan engine **10**, particularly components within hot gas path **78**, such as components of combustion section **26**, HP turbine **28**, and/or LP turbine **30**, may comprise a ceramic matrix composite (CMC) material, which is a non-metallic material having high temperature capability. Of course, other components of turbofan engine **10**, such as components of HP compressor **24**, may comprise a CMC material. Exemplary CMC materials utilized for such components may include silicon carbide (SiC), silicon, silica, or alumina matrix materials and combinations thereof. Ceramic fibers may be embedded within the matrix, such as oxidation stable reinforcing fibers including monofilaments like sapphire and silicon carbide (e.g., Textron's SCS-6), as well as rovings and yarn including silicon carbide (e.g., Nippon Carbon's NICALON®, Ube Industries' TYRANNO®, and Dow Corning's SYL-RAIIVIC®), alumina silicates (e.g., Nextel's 440 and 480), and chopped whiskers and fibers (e.g., Nextel's 440 and SAFFIL®), and optionally ceramic particles (e.g., oxides of Si, Al, Zr, Y, and combinations thereof) and inorganic fillers (e.g., pyrophyllite, wollastonite, mica, talc, kyanite, and montmorillonite). For example, in certain embodiments, bundles of the fibers, which may include a ceramic refractory material coating, are formed as a reinforced tape, such as a unidirectional reinforced tape. A plurality of the tapes may be laid up together (e.g., as plies) to form a preform component. The bundles of fibers may be impregnated with a slurry composition prior to forming the preform or after formation of the preform. The preform may then undergo thermal processing, such as a cure or burn-out to yield a high char residue in the preform, and subsequent chemical processing, such as melt-infiltration or chemical vapor infiltration with silicon, to arrive at a component formed of a CMC

material having a desired chemical composition. In other embodiments, the CMC material may be formed as, e.g., a carbon fiber cloth rather than as a tape.

As stated, components comprising a CMC material may be used within the hot gas path **78**, such as within the combustion and/or turbine sections of engine **10**. As an example, the combustion section **26** may include a combustor formed from a CMC material and/or one or more stages of one or more stages of the HP turbine **28** may be formed from a CMC material. However, CMC components may be used in other sections as well, such as the compressor and/or fan sections. Of course, in some embodiments, other high temperature materials and/or other composite materials may be used to form one or more components of engine **10**.

FIG. **2** provides an exploded view of a schematic cross-section of the combustion section **26** and the HP turbine **28** of the turbine section of the turbofan engine **10** according to an exemplary embodiment of the present subject matter. FIG. **3A** provides an unexploded schematic cross-sectional view of the combustion section **26** and the HP turbine **28** of FIG. **2** that focuses on an outer boundary of a flow path through the combustion section **26** and HP turbine **28**. The depicted combustion section **26** includes a generally annular combustor **80**, and downstream of the combustion section **26**, the HP turbine **28** includes a plurality of turbine stages. More particularly, for the depicted embodiment, HP turbine **28** includes a first turbine stage **82** and a second turbine stage **84**. In other embodiments, the HP turbine **28** may comprise a different number of turbine stages; for example, the HP turbine **28** may include one turbine stage or more than two turbine stages. The first turbine stage **82** is positioned immediately downstream of the combustion section **26**, and the second turbine stage **84** is positioned immediately downstream of the first turbine stage **82**. Further, each turbine stage **82**, **84** comprises a nozzle portion and a blade portion; the first turbine stage **82** includes nozzle portion **82N** and blade portion **82B**, and the second turbine stage **84** includes nozzle portion **84N** and blade portion **84B**. The nozzle portion **82N** of the first turbine stage **82** is located immediately downstream of the combustion section **26**, such that the nozzle portion **82N** of the first turbine stage **82** also may be referred to as a combustor discharge nozzle. Moreover, combustor **80** defines a generally annular combustion chamber **86** such that the combustor **80** may be described as a generally annular combustor.

Additionally, as described in greater detail below, a flow path **100** through the combustion section **26** and the HP turbine **28** is defined by an outer boundary and an inner boundary of a flow path assembly **101**. The outer and inner boundaries form a flow path for the combustion gases **66** through the combustion section **26** and HP turbine **28**; thus, the flow path **100** may comprise at least a portion of the hot gas path **78** described above. Further, in other embodiments, the flow path **100** also may extend through LP turbine **30** and jet exhaust **32**; in still other embodiments, the flow path **100** also may extend forward upstream of the combustion section **26**, e.g., into HP compressor **24**. As such, it will be appreciated that the discussion herein of the present subject matter with respect to combustion section **26** and HP turbine **28** is by way of example only and also may apply to different configurations of gas turbine engines and flow paths **100**.

As shown in the exploded view of FIG. **2**, the outer and inner boundaries may be defined by an outer wall **102** and an inner wall **120**, respectively, which may include several portions of the combustion section **26** and HP turbine **28**. For instance, the combustor **80** includes an outer liner **108** defining an outer boundary of the flow path through the

combustor **80**. Each nozzle portion **82N**, **84N** comprises an outer band defining an outer boundary of a flow path through the nozzle portion of each turbine stage, and each blade portion **82B**, **84B** comprises a shroud defining an outer boundary of a flow path through the blade portion of each turbine stage. More particularly, as shown in FIG. 2, the first turbine stage nozzle portion **82N** comprises outer band **110**, first turbine stage blade portion **82B** comprises shroud **112**, second turbine stage nozzle portion **84N** comprises outer band **114**, and second turbine stage blade portion **84B** comprises shroud **116**. These portions of the combustion section **26** and HP turbine **28** may comprise at least a portion of the outer wall **102**, as described in greater detail below.

Further, as illustrated in FIG. 2, the combustor **80** includes an inner liner **122** defining an inner boundary of the flow path through the combustor **80**. Each nozzle portion **82N**, **84N** comprises an inner band defining an inner boundary of the flow path through the nozzle portion of each turbine stage, and each blade portion **82B**, **84B** comprises one or more blade platforms that define an inner boundary of the flow path through the blade portion of each turbine stage. More particularly, as shown in FIG. 2, the first turbine stage nozzle portion **82N** comprises inner band **124**, first turbine stage blade portion **82B** comprises blade platforms **132**, second turbine stage nozzle portion **84N** comprises inner band **136**, and second turbine stage blade portion **84B** comprises blade platforms **132**. These portions of the combustion section **26** and HP turbine **28** may comprise at least a portion of the inner wall **122**, as described in greater detail below.

Moreover, in the depicted embodiment, a combustor dome **118** extends radially across a forward end **88** of the combustor **80**. The combustor dome **118** may be a part of outer wall **102**, may be a part of inner wall **120**, may be a part of both outer wall **102** and inner wall **120** (e.g., a portion of the combustor dome **118** may be defined by the outer wall **102** and the remainder may be defined by the inner wall **120**), or may be a separate component from outer wall **102** and inner wall **120**. Additionally, a plurality of nozzle airfoils is positioned in each of the nozzle portions **82N**, **84N**. Each nozzle airfoil **126** within the first turbine stage nozzle portion **82N** extends radially from the outer band **110** to the inner band **124**, and the nozzle airfoils **126** are spaced circumferentially about the longitudinal centerline **12**. Each nozzle airfoil **128** within the second turbine stage nozzle portion **84N** extends radially from the outer band **114** to the inner band **136**, and the nozzle airfoils **128** are spaced circumferentially about the longitudinal centerline **12**. Further, a plurality of blade airfoils **130** are positioned in each of the blade portions **82B**, **84B**. Each blade airfoil **130** within the first turbine stage blade portion **82B** is attached to blade platform **132**, which in turn is attached to a first stage rotor **134**. The blade airfoils **130** attached to the first stage rotor **134** are spaced circumferentially about the longitudinal centerline **12**. Similarly, each blade airfoil **130** within the second turbine stage blade portion **84B** is attached to a blade platform **132**, which in turn is attached to a second stage rotor **138**. The blade airfoils **130** attached to the second stage rotor **138** are spaced circumferentially about the longitudinal centerline **12**. Each blade airfoils **130** extends radially outward toward the outer wall **102**, i.e., the outer boundary of the flow path **100**, and a clearance gap is defined between a radially outer tip **140** of each blade airfoil **130** and the outer wall **102** such that each turbine rotor **134**, **138** is free to rotate within its respective turbine stage. Although not depicted, each turbine rotor **134**, **138** of the HP turbine **28** is connected to the HP shaft **34** (FIG. 1). In such manner, rotor

blade airfoils **130** may extract kinetic energy from the flow of combustion gases through the flow path **100** defined by the HP turbine **28** as rotational energy applied to the HP shaft **34**.

Accordingly, flow path **100** through the combustion section **26** and the HP turbine **28** is defined by a flow path assembly **101** having an inner boundary and an outer boundary, and the inner and outer boundaries define the flow path for the combustion gases **66** through the combustion section **26** and HP turbine **28**. Portions of the outer boundary of the flow path assembly **101** may be integrated or unified into a single piece outer wall **102** that defines the radially outer boundary of the gas flow path **100**. For instance, the outer wall **102** may include a combustor portion **104** extending through a combustion section, such as combustion section **26**, and a turbine portion **106** extending through at least a first turbine stage of a turbine section, such as first turbine stage **82** of HP turbine **28**. The combustor portion **104** and turbine portion **106** are integrally formed such that the combustor portion and the turbine portion are a single unitary structure, i.e., a unitary outer wall **102**.

In the exemplary embodiment depicted in FIG. 3A, the outer wall **102** includes a combustor portion **104** extending through the combustion section **26** and a turbine portion **106** extending through at least the first turbine stage **82** and the second turbine stage **84** of the turbine section. In other embodiments, the turbine portion **106** may extend through fewer stages (e.g., through one turbine stage as just described) or through more stages (e.g., through one or more stages of the LP turbine **30** positioned downstream of HP turbine **28**). The combustor portion **104** and the turbine portion **106** are integrally formed such that the combustor portion **104** and the turbine portion **106** are a single unitary structure, which is referred to herein as unitary outer wall **102**.

The term “unitary” as used herein denotes that the associated component, such as the outer wall **102**, is made as a single piece during manufacturing, i.e., the final unitary component is a single piece. Thus, a unitary component has a construction in which the integrated portions are inseparable and is different from a component comprising a plurality of separate component pieces that have been joined together and, once joined, are referred to as a single component even though the component pieces remain distinct and the single component is not inseparable (i.e., the pieces may be re-separated). The final unitary component may comprise a substantially continuous piece of material, or in other embodiments, may comprise a plurality of portions that are permanently bonded to one another. In any event, the various portions forming a unitary component are integrated with one another such that the unitary component is a single piece with inseparable portions.

As shown in FIG. 3A, the combustor portion **104** of the unitary structure forming outer wall **102** includes the outer liner **108** of the combustor **80**. The turbine portion **106** includes the outer band **110** of the first turbine stage nozzle portion **82N**, the shroud **112** of the first turbine stage blade portion **82B**, the outer band **114** of the second turbine stage nozzle portion **84N**, and the shroud **116** of the second turbine stage blade portion **84B**. As stated, these outer boundary components are integrated into a single piece to form the unitary structure that is outer wall **102**. Thus, in the exemplary embodiment of FIG. 2, outer liner **108**, outer band **110**, shroud **112**, outer band **114**, and shroud **116** are integrally formed, i.e., constructed as a single unit or piece to form the integrated or unitary outer wall **102**.

In some embodiments, other portions of the flow path assembly **101** may be integrated into the unitary structure of outer wall **102**, and in still other embodiments, at least a portion of the outer boundary and the inner boundary are made as a single, unitary component such that the flow path assembly **101** may be referred to as an integrated flow path assembly. For example, referring to FIG. 3B, the combustor portion **104** of unitary outer wall **102** also may include the combustor dome **118** that extends across the forward end **88** of combustor **80**. As such, in the exemplary embodiment of FIG. 3B, the outer liner **108**, outer band **110**, shroud **112**, outer band **114**, shroud **116**, and combustor dome **118** are constructed as a single unit or piece to form the integrated or unitary outer wall **102**. That is, the outer liner **108**, outer bands **110**, **114**, shrouds **112**, **116**, and combustor dome **118** are integrally formed such that the outer liner **108**, outer bands **110**, **114**, shrouds **112**, **116**, and combustor dome **118** are a single unitary structure.

As another example, referring to FIG. 3C, at least a portion of the inner wall **120** defining the inner boundary of the flow path **100** may be integrated with the outer wall **102** to form an integrated flow path assembly **101**. In the exemplary embodiment of FIG. 3C, the combustor portion **104** further comprises the inner liner **122**, such that the inner liner **122** is integrated with the unitary structure of the outer wall **102** shown in FIG. 3B. Thus, the outer liner **108**, outer band **110**, shroud **112**, outer band **114**, shroud **116**, combustor dome **118**, and inner liner **122** are integrally formed such that the outer liner **108**, outer bands **110**, **114**, shrouds **112**, **116**, combustor dome **118**, and inner liner **122** are a single unitary structure. In the exemplary embodiment of FIG. 3D, the turbine portion **106** further includes the inner band **124** of the first turbine stage nozzle portion **82N**, such that the inner band **124** is integrated with the unitary structure of the flow path assembly **101** shown in FIG. 3C. Accordingly, the outer liner **108**, outer band **110**, shroud **112**, outer band **114**, shroud **116**, combustor dome **118**, inner liner **122**, and inner band **124** are integrally formed such that the outer liner **108**, outer bands **110**, **114**, shrouds **112**, **116**, combustor dome **118**, inner liner **122**, and inner band **124** are a single unitary structure. In the exemplary embodiment of FIG. 3E, the turbine portion **106** further includes the plurality of nozzle airfoils **126**, such that each nozzle airfoil **126** of the plurality of nozzle airfoils **126** of the first turbine stage nozzle portion **82N** is integrated with the unitary structure of the flow path assembly **101** shown in FIG. 3D. Therefore, the outer liner **108**, outer band **110**, shroud **112**, outer band **114**, shroud **116**, combustor dome **118**, inner liner **122**, inner band **124**, and nozzle airfoils **126** are integrally formed such that the outer liner **108**, outer bands **110**, **114**, shrouds **112**, **116**, combustor dome **118**, inner liner **122**, inner band **124**, and nozzle airfoils **126** are a single unitary structure.

Of course, the nozzle airfoils **126** of the first turbine stage nozzle portion **82N** may be integrated with the outer wall **102** without being integrated with the inner wall **120**. For example, the plurality of nozzle airfoils **126** may be formed as a single unit or piece with the outer liner **108**, outer band **110**, shroud **112**, outer band **114**, shroud **116** such that the outer liner **108**, outer bands **110**, **114**, shrouds **112**, **116**, and nozzle airfoils **126** are a single unitary structure, i.e., a unitary outer wall **102**. In other embodiments, the unitary outer wall **102** also may include the combustor dome **118**, such that the outer liner **108**, outer band **110**, shroud **112**, outer band **114**, shroud **116**, combustor dome **118**, and nozzle airfoils **126** are integrally formed or constructed as a single unit or piece. In still other embodiments, the inner liner **122** also may be included, such that the outer liner **108**,

outer band **110**, shroud **112**, outer band **114**, shroud **116**, combustor dome **118**, inner liner **122**, and nozzle airfoils **126** are integrally formed as a single unitary structure, i.e., a unitary outer wall **102**.

FIG. 3F provides a partial perspective view of a portion of an integral flow path assembly **101**, having an outer wall **102** and inner wall **120** formed as a single piece component. As described with respect to FIG. 3D and shown in FIG. 3F, in some embodiments of the combustion gas flow path assembly **101**, the outer liner **108**, outer band **110**, shroud **112**, outer band **114**, shroud **116**, combustor dome **118**, inner liner **122**, and inner band **124** are integrally formed such that the outer liner **108**, outer bands **110**, **114**, shrouds **112**, **116**, combustor dome **118**, inner liner **122**, and inner band **124** are a single unitary structure. FIG. 3F further illustrates that a plurality of openings **142** for receipt of fuel nozzle assemblies **90** and/or swirlers **92** may be defined in the forward end **88** of combustor **80** of the unitary flow path assembly **101**. Further, it will be appreciated that FIG. 3F illustrates only a portion of the integral flow path assembly **101** and that, although its entire circumference is not illustrated in FIG. 3F, the flow path assembly **101** is a single, unitary piece circumferentially as well as axially. As such, the integral flow path assembly **101** defines a generally annular, i.e., generally ring-shaped, flow path between the outer wall **102** and inner wall **120**.

Integrating various components of the outer and inner boundaries of the flow path assembly **101** as described above can reduce the number of separate pieces or components within engine **10**, as well as reduce the weight, leakage, and complexity of the engine **10**, compared to known gas turbine engines. For instance, known gas turbine engines employ seals or sealing mechanisms at the interfaces between separate pieces of the flow path assembly to attempt to minimize leakage of combustion gases from the flow path. By integrating the outer boundary, for example, as described with respect to unitary outer wall **102**, split points or interfaces between the outer combustor liner and first turbine stage outer band, the first turbine stage outer band and the first turbine stage shroud, etc. can be eliminated, thereby eliminating leakage points as well as seals or sealing mechanisms required to prevent leakage. Similarly, by integrating components of the inner boundary, split points or interfaces between the integrated inner boundary components are eliminated, thereby eliminating leakage points and seals or sealing mechanisms required at the inner boundary. Accordingly, undesired leakage, as well as unnecessary weight and complexity, can be avoided by utilizing unitary components in the flow path assembly. Other advantages of unitary outer wall **102**, unitary inner wall **120**, and/or a unitary flow path assembly **101** will be appreciated by those of ordinary skill in the art.

As illustrated in FIGS. 3A through 3F, the outer wall **102** and the inner wall **120** define a generally annular flow path therebetween. That is, the unitary outer wall **102** circumferentially surrounds the inner wall **120**; stated differently, the unitary outer wall **102** is a single piece extending 360° degrees about the inner wall **120**, thereby defining a generally annular or ring-shaped flow path therebetween. As such, the combustor dome **118**, which extends across the forward end **88** of the combustor **80**, is a generally annular combustor dome **118**. Further, the combustor dome **118** defines an opening **142** for receipt of a fuel nozzle assembly **90** positioned at forward end **88**. The fuel nozzle assembly **90**, e.g., provides combustion chamber **86** with a mixture of fuel and compressed air from the compressor section, which is combusted within the combustion chamber **86** to generate a

flow of combustion gases through the flow path 100. The fuel nozzle assembly 90 may attach to the combustor dome 118 or may “float” relative to the combustor dome 118 and the flow path 100, i.e., the fuel nozzle assembly 90 may not be attached to the combustor dome 118. In the illustrated 5
embodiments, the fuel nozzle assembly 90 includes a swirler 92, and in some embodiments, the swirler 92 may attach to the combustor dome 118, but alternatively, the swirler 92 may float relative to the combustor dome 118 and flow path 100. It will be appreciated that the fuel nozzle assembly 90 or swirler 92 may float relative to the combustor dome 118 and flow path 100 along both a radial direction R and an axial direction A or only along one or the other of the radial and axial directions R, A. Further, it will be understood that the combustor dome 118 may define a plurality of openings 15
142, each opening receiving a swirler 92 or other portion of fuel nozzle assembly 90.

As further illustrated in FIGS. 3A through 3F, as well as FIGS. 4A through 4C and FIGS. 5A and 5B discussed in greater detail below, the flow path assembly 101 generally 20
defines a converging-diverging flow path 100. More particularly, the outer wall 102 and the inner wall 120 define a generally annular combustion chamber 86, which forms a forward portion of the flow path 100. Moving aft or downstream of combustion chamber 86, the outer wall 102 and inner wall 120 converge toward one another, generally in the region of first turbine stage 82. Continuing downstream of the first turbine stage 82, the outer wall 102 and inner wall 120 then diverge, generally in the region of second turbine stage 84. The outer wall 102 and inner wall 120 may 25
continue to diverge downstream of the second turbine stage 84. In exemplary embodiments, e.g., as shown in FIG. 3A and referring only to the unitary outer wall 102, the first turbine stage nozzle outer band portion 110 and blade shroud portion 112 of the outer wall 102 converge toward the axial centerline 12. The second turbine stage nozzle outer band portion 114 and blade shroud portion 116 of the outer wall 102 diverge away from the axial centerline 12. As such, the outer boundary of flow path 100 formed by the unitary outer wall 102 defines a converging-diverging flow path 100. 40

Turning to FIGS. 4A and 4B, other exemplary embodiments of the present subject matter are illustrated. FIG. 4A provides a schematic cross-sectional view of the combustion section 26 and the HP turbine 28 of the turbine section according to one exemplary embodiment. FIG. 4B provides a schematic cross-sectional view of the combustion section 26 and the HP turbine 28 of the turbine section according to another exemplary embodiment. FIG. 4C provides a schematic cross-sectional view of the combustion section 26 and the HP turbine 28 of the turbine section according to yet another exemplary embodiment. 50

In the embodiments shown in FIGS. 4A, 4B, and 4C, the outer wall 102 is formed as a single unitary structure and the inner wall 120 is formed as another single unitary structure, and together, the unitary outer wall 102 and the unitary inner wall 120 define the flow path 100. However, it should be appreciated that the inner wall 120 need not be a single unitary structure. For example, in the embodiments shown in FIGS. 4A, 4B, and 4C, the inner wall 120 could comprise an inner liner 122 formed separately from inner band 124. 60

As described with respect to FIGS. 3A through 3F, the unitary outer wall 102 of FIGS. 4A, 4B, and 4C defines an outer boundary and the inner wall 120 defines an inner boundary of the flow path 100. Together, the unitary outer wall 102 and the inner wall 120 form a flow path assembly 65
101. The unitary outer wall 102 extends from the forward end 88 of combustor 80 of the combustion section 26

through at least the first turbine stage 82 of the HP turbine 28, and in the depicted embodiments, the unitary outer wall 102 extends from forward end 88 to an aft end of the second turbine stage 84 of HP turbine 28. The inner wall 120 includes at least the inner liner 122, and in embodiments in which the inner wall 120 is a unitary inner wall, the unitary inner wall 120 extends from the forward end 88 of the combustor 80 through the first turbine stage nozzle portion 82N. Accordingly, as shown in FIGS. 4A, 4B, and 4C, the outer wall 102 and inner wall 120 define the combustion chamber 86 of the combustor 80.

Like the embodiments described with respect to FIGS. 3A through 3F, the unitary outer wall 102 of the embodiments shown in FIGS. 4A, 4B, and 4C includes the outer liner 108, outer band 110, shroud 112, outer band 114, and shroud 116. Further, in the exemplary embodiment of FIG. 4A, the unitary outer wall 102 includes the combustor dome 118 defined at the forward end 88 of the combustor 80. Thus, the outer liner 108, outer bands 110, 114, shrouds 112, 116, and combustor dome 118 are integrally formed or constructed as a single unitary structure, i.e., outer wall 102 is a single unit or piece that includes combustor dome 118. Alternatively, as shown in the exemplary embodiment of FIG. 4B, the unitary outer wall 102 includes a radially outer portion of the combustor dome 118, such that the outer liner 108, outer band 110, shroud 112, outer band 114, shroud 116, and a portion of the combustor dome 118 are integrally formed or constructed as a single unitary structure, i.e., outer wall 102 is a single unit or piece that includes a portion combustor dome 118. 30

Moreover, like the embodiments described with respect to FIGS. 3A through 3F, the inner wall 120 of the embodiments shown in FIGS. 4A, 4B, and 4C at least includes the inner liner 122 of the combustor 80. In some embodiments, such as illustrated in FIGS. 4A and 4B, the inner wall 120 also includes the inner band 124 of the first turbine stage nozzle portion 82N. In such embodiments, the inner liner 122 and inner band 124 are integrally formed as a single unitary structure, i.e., as a single unit or piece that may be referred to as unitary inner wall 120. In other embodiments, as illustrated in FIG. 4B, the unitary inner wall 120 may include a radially inner portion of the combustor dome 118 such that the inner liner 122 and the portion of the combustor dome 118 are integrally formed or constructed as a single unitary structure or such that the inner liner 122, inner band 124, and the portion of the combustor dome 118 are integrally formed or constructed as a single unitary structure. That is, in some embodiments, the unitary inner wall 120 is a single unit or piece that includes a portion of the combustor dome 118 (and may or may not include the inner band 124). In still other embodiments, as shown in FIG. 4C, the unitary inner wall 120 includes the combustor dome 118 defined at the forward end 88 of the combustor 80. Thus, the combustor dome 118 and inner liner 122 (as well as inner band 124 in some embodiments) are integrally formed or constructed as a single unitary structure, i.e., inner wall 102 is a single unit or piece that includes combustor dome 118. 45

Further, the first turbine stage nozzle airfoils 126 may be integrated with the outer wall 102 and/or with the inner wall 120. As previously described, the first turbine stage nozzle airfoils 126 may be integrated with the outer wall 102, but in other embodiments, the first turbine stage nozzle airfoils 126 may be integrated with the inner wall 120 and not the outer wall 102 or may be integrated with both the outer and inner walls 102, 120. Whether formed separately from the walls 102, 120, integrated with the inner wall 120 to form a single unitary structure with the inner wall 120, integrated 65

13

with the outer wall 102 to form a single unitary structure with the outer wall 102, or integrated with both the outer and inner walls 102, 120 to form a single unitary structure with the outer and inner walls 102, 120, a plurality of nozzle airfoils 126 extend from the inner wall 120 to the outer wall 102 within the first turbine stage nozzle portion 82N. Additionally, as described above, the first turbine stage 82 includes a first stage rotor 134 having a plurality of rotor blade airfoils 130 attached thereto. Downstream of the first turbine stage 82, a plurality of nozzle airfoils 128 extend from the inner band 136 to the outer wall 102 within the second turbine stage nozzle portion 84N, and the second turbine stage blade portion 84B includes a second stage rotor 138 having a plurality of rotor blade airfoils 130 attached thereto.

In the embodiments of FIGS. 4A, 4B and 4C, the integrated or unitary outer wall 102 extends circumferentially about the integrated or unitary inner wall 120. That is, the outer wall 102 circumferentially surrounds the inner wall 120 or the unitary outer wall 102 is a single piece extending 360° degrees about the inner wall 120. As such, the outer wall 102 and the inner wall 120 define a generally annular flow path therebetween. Further, the combustor dome 118 extends across the forward end 88 of the combustor 80, and whether integrated into the unitary outer wall 102 in whole or in part or integrated into the unitary inner wall 120 in whole or in part, the combustor dome 118 is a generally annular combustor dome 118.

In addition, the flow path assembly 101 illustrated in the embodiments of FIGS. 4A, 4B, and 4C includes at least one opening 142 for receipt of a fuel nozzle assembly 90. As described with respect to FIGS. 3A through 3F, in some embodiments, the fuel nozzle assembly 90 may attach to the combustor dome 118, which may be integrated with the outer wall 102 in whole as in the embodiment of FIG. 4A or in part as shown in FIG. 4B, where the remainder is integrated with the inner wall 120. As also described, the combustor dome 118 may be integrated with the inner wall 120 in whole as illustrated in FIG. 4C, such that the fuel nozzle assembly 90 may attach to the combustor dome portion of unitary inner wall 120. In other embodiments, the fuel nozzle assembly 90 does not attach to the combustor dome 118 but floats relative to the combustor dome 118 and the flow path 100. As depicted, the fuel nozzle assembly 90 includes swirler 92, which may be the portion of fuel nozzle assembly 90 that attaches to the combustor dome 118 or the portion that floats relative to the combustor dome 118 and flow path 100. As previously described, the fuel nozzle assembly 90 or swirler 92 may float relative to the combustor dome 118 and flow path 100 along both the radial direction R and the axial direction A or only along one or the other of the radial and axial directions R, A. Moreover, as shown in FIG. 3F, the combustor dome 118 may define a plurality of openings 142, and each opening may receive a swirler 92 or other portion of fuel nozzle assembly 90.

Referring still to FIGS. 4A, 4B, and 4C, the unitary outer wall 102 and the inner wall 120 may define one or more features where the walls 102, 120 meet up with one another and, in some embodiments, may be attached to one another. For instance, in the embodiment of FIG. 4A, the outer wall 102 defines a flange 144 along a radially inner edge of the outer wall 102 at the forward end 88 of the combustor 80, and the inner wall 120 defines a flange 146 along a forward edge at the combustor forward end 88. In the embodiment of FIG. 4B, the outer wall flange 144 is defined along an edge of the combustor dome portion of the unitary outer wall 102, and similarly, the inner wall flange 146 is defined along an

14

edge of the combustor dome portion of the unitary inner wall 120. As shown in FIG. 4C, the outer wall 102 may define the outer wall flange 144 along a forward edge of the outer wall 102, and the inner wall 120, which includes combustor dome 118 in the illustrated embodiment, may define the inner wall flange 146 along a radially outer edge of the inner wall 120. FIGS. 4A, 4B, and 4C illustrate that the flow path 100 may be discontinuous between the inner wall 120 and the outer wall 102, i.e., formed from a separate inner and outer boundaries rather than integral inner and outer boundaries as shown in FIGS. 3C through 3F. More particularly, the flow path 100 may be discontinuous where the outer wall flange 144 and the inner wall flange 146 are defined.

Thus, in the embodiment of FIG. 4A, the outer wall 102 may be secured to the inner wall 120 at flanges 144, 146 near a radially inner, forward portion of the combustor 80. Alternatively, the flanges 144, 146 as shown in FIG. 4A may define an area where the walls 102, 120 align or meet up with one another, e.g., flanges 144, 146 may define a slip joint between walls 102, 120. In the embodiment of FIG. 4B, the outer wall 102 may be secured to the inner wall 120 at flanges 144, 146 near a radial centerline of the combustor dome 118. In other embodiments, the flanges 144, 146 as illustrated in FIG. 4B may define an area where the walls 102, 120 align or meet up with one another, e.g., flanges 144, 146 may define a slip joint between walls 102, 120. In alternative embodiments, such as the embodiment of FIG. 4C, the outer wall 120 may be secured to the inner wall 120 at flanges 144, 146 near a radially outer, forward portion of the combustor 80, or the flanges 144, 146 as shown in FIG. 4C may define an area where the walls 102, 120 align or meet up with one another, e.g., flanges 144, 146 may define a slip joint between walls 102, 120 at a radially outer, forward portion of combustor 80. In still other embodiments, the flanges 144, 146 may be defined in other locations such that the outer wall 102 and inner wall 120 are secured to, align, or meet up with one another at a location different from those depicted in FIGS. 4A, 4B, and 4C.

Any suitable fastener or other attachment means may be used to secure the outer and inner walls 102, 120 at the flanges 144, 146. For example, a plurality of apertures may be defined in each flange 144, 146, and each aperture of the outer wall flange 144 may align with an aperture of the inner wall flange 146 for receipt of a fastener in each pair of aligned apertures. It will be appreciated that the outer wall 102 and the inner wall 120 may be attached to one another in other ways as well. Of course, in other embodiments as described above, the outer wall 102 and inner wall 120 may not be secured to one another but may move radially and/or axially with respect to one another.

Turning now to FIGS. 5A, 5B, and 5C, schematic cross-sectional views are provided of the combustion section 26 and the HP turbine 28 of the turbine section of turbofan engine 10 according to other exemplary embodiments of the present subject matter. Unlike the embodiments of FIGS. 3B through 3F and FIGS. 4A through 4C, the combustor dome 118 of the embodiments shown in FIGS. 5A, 5B, and 5C is not integrated with either the outer wall 102 or the inner wall 120 in whole or in part. That is, the combustor dome 118 is a separate component from both the outer wall 102 and the inner wall 120.

Accordingly, as shown in FIGS. 5A, 5B, and 5C, the outer wall 102 is a unitary outer wall including a combustor portion 104, which extends through the combustion section 26 of engine 10, and a turbine portion 106, which extends through at least a first turbine stage of the turbine section of engine 10. In the embodiments shown in FIGS. 5A through

5C, the unitary outer wall 102 extends through the combustion section 26 to an aft end of HP turbine 28, which includes two turbine stages 82, 84. The combustor portion 104 and turbine portion 106 are integrally formed as a single unitary structure, i.e., unitary outer wall 102. For example, as shown and described with respect to FIG. 3A, the combustor portion 104 of the unitary outer wall 102 comprises the outer liner 108 of combustor 80. The turbine portion 106 of unitary outer wall 102 comprises outer band 110 of first turbine stage nozzle portion 82N, the shroud 112 of first turbine stage blade portion 82B, the outer band 114 of the second turbine stage nozzle portion 84N, and the shroud 116 of the second turbine stage blade portion 84B. The turbine portion 106 of unitary outer wall 102 also may include a plurality of nozzle airfoils 126, which are integrally formed or constructed with the outer liner 108, outer bands 110, 114, and shrouds 112, 116 to form a single unitary structure, i.e., as a single unit or piece.

Further, as depicted in FIGS. 5A, 5B, and 5C, the inner wall 120 extends from the forward end 88 of the combustor 80 through at least the combustion section 26. For instance, the inner wall 120 may comprise separate components defining the inner boundary of the flow path 100. In other embodiments, the inner wall 120 may be a unitary inner wall 120 including an inner liner 122 and inner band 124 integrally formed as a single unitary structure, i.e., as a single unit or piece. As another example, the inner wall 120 may be a unitary inner wall 120 including inner liner 122, inner band 124, and first turbine stage nozzle airfoils 126 integrally formed as a single unitary structure, i.e., as a single unit or piece. Further, in the depicted embodiments of FIGS. 5A, 5B, and 5C, the flow path 100 may be discontinuous between the inner wall 120 and the outer wall 102, i.e., formed from a separate inner and outer boundaries rather than integral inner and outer boundaries as shown in FIGS. 3C through 3F. More particularly, the flow path 100 may be discontinuous between the combustor dome 118 and outer wall 102, as well as between combustor dome 118 and inner wall 120.

Referring particularly to FIG. 5A, the combustor dome 118 is positioned at forward end 88 of combustor 80 of combustion section 26 and extends radially from the outer wall 102 to the inner wall 120. The combustor dome 118 is configured to move axially with respect to the inner wall 120 and the outer wall 102 but may be attached to, and accordingly supported by, one or more fuel nozzle assemblies 90. More particularly, an axial slip joint 150 is formed between the combustor dome 118 and each of the outer wall 102 and the inner wall 120 such that the combustor dome 118 may move or float axially with respect to the inner wall 120 and outer wall 102. Allowing the combustor dome 118 to float relative to the outer wall 102 and inner wall 120 can help control the position of the fuel nozzle assembly 90 with respect to the combustor dome 118 and combustor 80. For example, the combustor dome 118, outer wall 102, and inner wall 120 may be made of a different material or materials than the fuel nozzle assembly 90. As described in greater detail below, in an exemplary embodiment, the combustor dome 118, outer wall 102, and inner wall 120 are made from a ceramic matrix composite (CMC) material, and the fuel nozzle assembly 90 may be made from a metallic material, e.g., a metal alloy or the like. In such embodiment, the CMC material thermally grows or expands at a different rate than the metallic material. Thus, allowing the combustor dome 118 to move axially with respect to outer and inner walls 102, 120 may allow for tighter control of the immersion of swirler 92 of fuel nozzle assembly 90 within combustor

dome 118, as well as combustor 80, than if the combustor dome 118 was attached to the outer and inner walls 102, 120. Tighter control of the position of fuel nozzle assembly 90 and its components with respect to combustor 80 can reduce variation in operability and performance of engine 10.

Further, the outer wall 102 and inner wall 120 also may move axially and radially with respect to the combustor dome 118. By decoupling the combustor dome 118 from the walls 102, 120 and allowing relative movement between the walls 102, 120 and the combustor dome 118, stress coupling may be alleviated between the outer and inner walls 102, 120 and the combustor dome 118. Moreover, any leakage between the uncoupled combustor dome 118 and outer and inner walls 102, 120 may be utilized as purge and/or film starter flow.

As illustrated in FIG. 5A, the combustor dome 118 includes an outer wing 152 and an inner wing 154. The outer wing 152 extends aft along the outer wall 102, and the inner wing 154 extends aft along the inner wall 120. The wings 152, 154 may help guide the combustor dome 118 as it moves with respect to the outer wall 102 and inner wall 120, and the wings 152, 154 also may help maintain the radial position or alignment of the combustor dome 118 as it moves axially. The wings may provide a consistent gap between the dome 118 and walls 102, 120 for purge and/or film starter flow as previously described.

Turning to FIG. 5B, in other embodiments, each wing 152, 154 may extend forward from the combustor dome body 156, rather than aft as shown in FIG. 5A. The forward-extending wings 152, 154 may be used to mount the combustor dome 118 to a component other than the fuel nozzle assembly 90/swirler 92, e.g., to a metal dome supporting fuel nozzle assembly 90 and/or to either or both of the outer wall 102 and inner wall 120 at the forward end 88 of combustor 80. In some embodiments, the forward-extending wings 152, 154 of combustor dome 118 may be pinned or otherwise attached to the outer wall 102 and the inner wall 120 as shown in FIG. 5B. In still other embodiments, one of the wings 152, 154 may extend forward and the other wing 152, 154 may extend aft with respect to body 156, and the combustor dome 118 may be attached to the fuel nozzle assembly 90 or to another component.

Referring now to FIG. 5C, another exemplary embodiment of a separate combustor dome 118 and outer and inner walls 102, 120 is illustrated. In the embodiment illustrated in FIG. 5C, the combustor dome 118 includes a forward-extending inner wing 154 but no outer wing 152; rather, an outer end 158 of the combustor dome 118 extends to the outer wall 102. To retain the combustor dome 118 and seal against combustion gas leakage around the dome, the inner wing 154 is pinned with the inner wall 120 at the forward end 88 of the combustor 80, and the outer end 158 is preloaded against the outer wall 102. More particularly, a spring element 160 is pinned with the outer wall 102 at the combustor forward end 88, and the spring element 160 presses against the body 156 of the combustor dome 118 to preload the outer end 158 of the combustor dome 118 into a lip 162 defined in the outer wall 102. By utilizing the mounting configuration illustrated in FIG. 5C, positive definite retention and sealing of the combustor dome 118 may be provided while minimizing thermal stresses in the dome, which is particularly useful when the combustor dome 118 is made from a CMC material.

Turning to FIGS. 6, 7, and 8, cross-sectional views are provided of a portion of the flow path assembly 101 according to exemplary embodiments of the present subject matter. As shown in the depicted embodiments, the flow path

assembly **101** includes an inner wall **120** and a unitary outer wall **102**. As described above, the unitary outer wall **102** includes a combustor portion **104** that extends through the combustion section **26** and a turbine portion **106** that extends through at least a first turbine stage **82** of the turbine section **28**. For example, the turbine portion **106** may be a high pressure turbine section **28** that extends through the first turbine stage **82** and a second turbine stage **84**. Further, the combustor portion **104** and the turbine portion **106** of the outer wall **102** are integrally formed as a single unitary structure and, thus, may be referred to as unitary outer wall **102**, and the inner wall **120** and the unitary outer wall **102** define the combustor **80**.

More particularly, in the illustrated embodiments, the combustor portion **104** of the unitary outer wall **102** comprises the outer liner **108** of the combustor **80**, and the turbine portion **106** comprises the outer band **110** of the first turbine stage nozzle portion **82N**, the shroud **112** of the first turbine stage blade portion **82B**, the outer band **114** of the second turbine stage nozzle portion **84N**, and the shroud **116** of the second turbine stage blade portion **84B**. The inner wall **120** also may be a unitary structure that may be referred to as unitary inner wall **120**; for example, as shown in FIGS. **7** and **8**, the inner wall **120** may be a unitary structure comprising the inner liner **122** and first turbine stage inner band **124**, which are integrally formed as unitary inner wall **120**. The second turbine stage inner band **136** also may be part of the inner wall **120**, although the inner band **136** is not integral with the inner liner **122** and first turbine stage inner band **124**. In some embodiments, e.g., as illustrated in FIG. **7**, the unitary outer wall **102** or unitary inner wall **120** also may include the combustor dome **118**, or as illustrated in FIG. **8**, the combustor dome **118** may be separate from both the outer wall **102** and the inner wall **120**. In other embodiments, the unitary outer wall **102** and the unitary inner wall **120** each may include a portion of the combustor dome **118**. In still other embodiments, the outer wall **102**, combustor dome **118**, and inner wall **120** may be integrally formed as a single piece, unitary structure.

FIGS. **6**, **7**, **8**, and **9** depict various features for positioning the flow path assembly **101** using one or more positioning members, e.g., in a hub and spoke configuration, where the flow path assembly **101** is a hub, one or more spokes center and/or constrain the flow path assembly **101** in one or more directions while allowing for different thermal growth rates between different materials. As will be appreciated from the foregoing description of the gas turbine engine **10** and flow path assembly **101**, a positioning system including one or more positioning members may be used to position or center the flow path assembly **101** within the outer casing **18** of the engine **10**. Further, the positioning system may help position the flow path assembly **101** downstream of the compressor section **24** of the engine **10**. Moreover, the positioning system may help position the flow path assembly **101** with respect to the one or more fuel nozzle assemblies **90** of the engine **10**, e.g., such that the fuel nozzles are located at a proper depth with respect to the combustor **80**. Additionally, as previously described, the flow path assembly **101** comprises a unitary outer wall **102**, which at least forms a single piece outer boundary of the flow path **100** but also may integrate other portions of the flow path assembly **101**. The unitary outer wall **102** extends through the combustion section **26** and at least the first turbine stage **82** of the HP turbine section **28** but also may extend through additional turbine stages. Thus, the positioning members illustrated in FIGS. **6**, **7**, **8**, and **9** position the entire flow path assembly **101** within engine **10**, rather than several separate pieces of

a flow path through the combustion and turbine sections (such as separate outer and inner liners, outer and inner bands, shrouds, etc.). Accordingly, methods of positioning the flow path assembly **101** within the engine **10** include positioning the single piece outer boundary of the flow path assembly **101** using the one or more positioning members as more fully described below.

Moreover, the positioning configurations described herein allow positive radial and angular positioning of the inner boundary of flow path **100**, e.g., inner wall **120** and inner band **136**, and any related inner boundary hardware. However, the positioning systems described herein do not over-constrain the inner boundary and related hardware or inhibit movement of the inner boundary and its hardware as the components thermally expand as engine temperatures increase. Thus, the positioning systems allow the inner boundary and its hardware to relatively freely thermally expand, thereby allowing relative radial growth between components having different coefficients of thermal expansion, such as CMC components and metallic components.

Referring particularly to the embodiment illustrated in FIG. **6**, at least two positioning members or spokes center the flow path assembly **101**, with each positioning member extending from a structure external to the flow path assembly **101** to the outer wall **102**. More specifically, a first positioning member **162** extends from a first mounting component **164** attached to the outer casing **18** to a first receptacle **166** on the outer wall **102**, and a second positioning member **172** extends from a second mounting component **174** attached to the outer casing **18** to a second receptacle **176** on the outer wall **102**. As shown in FIG. **6**, each of the first positioning member **162** and the second positioning member **172** is a generally cylindrical pin that passes through the respective mounting component to the respective receptacle. That is, the pin forming first positioning member **162** passes through an aperture in the first mounting component **164** and is received in an opening **165** in the first receptacle **166**. A first grommet **168** and a first bushing **167** in the first receptacle **166** help position and retain the first positioning member **162** in the first receptacle **166**, and a first nut **170** helps retain the first positioning member **162** within the first mounting component **164**. Similarly, the pin forming second positioning member **172** passes through an aperture in the second mounting component **174** and is received in an opening **175** in the second receptacle **176**. A second grommet **178** and a second bushing **177** in the second receptacle **176** help position and retain the second positioning member **172** in the second receptacle **176**, and a second nut **180** helps retain the second positioning member **172** within the second mounting component **174**. Each of the first mounting component **164** and the second mounting component **174** may be configured as, e.g., a hanger or the like.

As depicted in FIG. **6**, the first receptacle **166** is located on an outer surface **103** of the outer wall **102** at the first turbine stage shroud portion **112** of the outer wall **102**, and the second receptacle **176** is located on the outer surface **103** at the second turbine stage shroud portion **116** of the outer wall **102**. As such, the first receptacle **166** is located over, or radially outward from, the first turbine stage blade portion **82B**, and the second receptacle **176** is located over, or radially outward from, the second turbine stage blade portion **84B**, such that the first and second positioning members **162**, **172** are positioned over the blade portions of the turbine stages **82**, **84**. Thus, any distortion of the flow path assembly **101** or surrounding structures that results from, e.g., thermal expansion, circumferential out-of-roundness, or the like may

be controlled in the area of the positioning members **162**, **172**, particularly in the radial direction R because the positioning members extend radially toward the flow path assembly **101**. More particularly, as described in greater detail herein, the flow path assembly **101**, or at least the outer wall **102** and inner wall **120**, may be made from a CMC material while the mounting components **164**, **174** and other components of the engine **10** are metallic components, such that the CMC components have a different rate of thermal expansion than the metallic components. During operation of the engine **10**, the metallic components generally thermally expand at a greater rate than the CMC components, which may affect the position of the flow path assembly **101** within the engine **10**. By locating the positioning members **162**, **172** over the blade portions **82B**, **84B**, the distortions or shifting position of flow path assembly **101** may be locally controlled in the radial direction R to help preserve the clearance gap G between the blade tips **140** and the outer wall **102**, which may be a critical area compared to other portions of the flow path assembly **101** because of, e.g., the impact on the performance of the engine **10**. More specifically, the thermal profile may not be uniform about the circumference of the flow path assembly **101**; thus, the positioning members **162**, **172** may help keep the flow path assembly **101** in round or enforce the profile of the flow path assembly **101** as the various components expand or contract with thermal changes in the engine.

Further, one or both of the positioning members **162**, **172** may be allowed some axial movement within their respective receptacles **166**, **176**, e.g., to account for some variation in part positioning along the axial direction A or to allow for axial thermal expansion. For instance, the opening **175** in the second receptacle **176** may have an oblong or slot shape in the axial direction A, with the grommet **178** and bushing **177** having complementary oblong shapes. As such, the generally cylindrical pin or second positioning member **172** may move along the axial direction A within the opening **175**, e.g., to absorb variations or changes in axial positioning of the flow path assembly **101**. On the other hand, the first and second positioning members **162**, **172** may constrain the flow path assembly radially and tangentially, although some variation in positioning or in size may be allowed along the radial direction R, e.g., to account for thermal expansion or the like.

It will be appreciated that the first and second positioning members **162**, **172** shown in FIG. 6 are by way of example only, and a plurality of first and second positioning members **162**, **172** may be used to center and/or constrain the flow path assembly **101**. That is, the plurality of positioning members **162**, **172** may be circumferentially spaced apart from one another, and each of the plurality of positioning members **162**, **172** may generally extend from one or more structures external to the flow path assembly **101** to the outer wall **102**, e.g., to one of a plurality of receptacles **166**, **176** positioned on the outer wall **102**. The number of each positioning member **162**, **172** may be optimized, e.g., to contribute a minimal amount of weight to the engine **10** through the positioning member **162**, **172** while adequately positioning the flow path assembly **101** within the engine **10**. In some embodiments, an optimal number of first positioning members **162** will correspond to the number of airfoils, nozzle or blade airfoils, in the first turbine stage **82**, and an optimal number of second positioning members **172** will correspond to the number of airfoils, nozzle or blade airfoils, in the second turbine stage **84**. In other embodiments, the

number of each positioning member **162**, **172** may be less than or more than the number of airfoils in the respective turbine stage.

Turning now to FIGS. 7 and 8, another exemplary embodiment is provided of a hub and spoke configuration for positioning the flow path assembly **101** using one or more spokes or positioning members. FIG. 7 provides a schematic cross-section view of the flow path assembly **101**, and FIG. 8 provides a forward end view of the flow path assembly **101** and the positioning members with an external mounting component, which supports the positioning members, removed. Similar to the embodiment shown in FIG. 6, the embodiment depicted in FIGS. 7 and 8 utilizes at least two, and preferably at least three, positioning members to center the flow path assembly **101**, with each positioning member extending adjacent to the inner wall **120** from a structure external to the flow path assembly **101**. More particularly, a positioning member **182** extends axially from a mounting component **184** into a slot **186** defined at an inner forward end **88a** of the flow path assembly **101**. The mounting component **184** is external to and separate from the flow path assembly **101** and, e.g., helps support the fuel nozzle assembly **90**. Still more particularly, as shown in FIG. 8, a plurality of positioning members **182** extends axially aft from the external mounting component **184**, and each positioning member **182** is configured as a generally cylindrical pin. Each of the plurality of positioning members **182** is received in one of a plurality of slots **186** defined in the outer and inner wall flanges **144**, **146** of the inner forward end **88a** of the flow path assembly **101**. That is, as shown in FIGS. 7 and 8 and as described above with respect to FIG. 4A, in some embodiments, the combustor dome **118** is integrally formed with the outer wall **102**, and the unitary outer wall **102** including the combustor dome **118** defines an outer wall flange **144** along a radially inner edge at the forward end **88** of the flow path assembly **101**. Similarly, the inner wall **120** defines an inner wall flange **146** along a forward edge at the forward end **88**. The slots **186** may be defined through the outer and inner wall flanges **144**, **146** such that the slots through each flange **144**, **146** align when the flow path assembly **101** is assembled and such that a positioning member **182** may be received in each slot **186**.

Further, as illustrated in FIG. 7, the outer wall **102** defines an outer lip **188** that contacts an aft outer axial support **190** and the inner wall **120** defines an inner lip **192** that contacts an aft inner axial support **194** to limit the axial movement of the flow path assembly **101**. More specifically, the flow path assembly **101** may “float” axially, i.e., be allowed some axial movement due to thermal expansion, variable positions of components due to tolerance variations, etc., by sliding along the positioning members **182**. The outer and inner axial supports **190**, **194** limit the aft axial movement of the flow path assembly **101** by preventing aft axial movement once the outer lip **188** contacts the outer axial support **190** and the inner lip **192** contacts the inner axial support **194**. The outer and inner axial supports **190**, **194** may be attached to a structural component of the gas turbine engine **10**, such as a casing or other structural member. As described in greater detail herein, the flow path assembly **101**, or at least the outer wall **102** and inner wall **120** may be made from a CMC material while the mounting component **184**, outer axial support **190**, and inner axial support **194** are metallic components, such that the CMC components have a different rate of thermal expansion than the metallic components. During operation of the engine **10**, the metallic components generally thermally expand at a greater rate than the CMC components, which may affect the position of the flow path

assembly 101 within the engine 10. Thus, the axial positioning member(s) 182 and the interface between the outer lip 188 and outer axial support 190 and the inner lip 192 and inner axial support 194 help control the position of the flow path assembly 101 within the engine 10 while allowing for the differing rates of thermal expansion between the components.

Accordingly, similar to the embodiment described with respect to FIG. 6, the configuration of FIGS. 7 and 8 positions the flow path assembly 101 axially, tangentially, and radially while generally constraining the assembly 101 tangentially and radially but allowing some relative movement axially. That is, the positioning members 182 located within the slots 186 as shown in FIGS. 7 and 8 substantially prevent tangential movement of the flow path assembly 101 such that the assembly 101 does not rotate with respect to the axial centerline 12. Further, the positioning members 182 and axial supports 190, 194 substantially limit radial movement of the flow path assembly 101, although the assembly 101 may be allowed some radial movement, e.g., the slots 186 may be longer along the radial direction R than the radial height of the positioning members 182 such that the positioning members 182 can move radially within the slots 186, to account for some variation in part positioning along the radial direction R or to allow for radial thermal expansion. Additionally, as previously described, the flow path assembly 101 may be allowed to move along the axial direction A, with the axial movement limited by the outer and inner axial supports 190, 194, to allow for any variations in part tolerances or positioning, for thermal expansion, or the like.

Moreover, it will be appreciated that the embodiment shown in FIGS. 7 and 8 is by way of example only and other similar configurations of the hub and spoke system for positioning the flow path assembly 101 may be used. For instance, as described with respect to FIGS. 4A, 4B, and 4C, the combustor dome 118 may be integrally formed with the outer wall 102 or the inner wall 120, or a portion of the combustor dome 118 may be integrally formed with the outer wall 102 while the remaining portion is integrally formed with the inner wall 120. Thus, in some embodiments, the flanges 144, 146 may not be defined at the inner forward end 88a of the flow path assembly 101 but, for example, may be defined at an outer forward end 88b of the flow path assembly 101. In such embodiments, the positioning members 182 may extend adjacent to the outer wall 102 from a component external to the flow path assembly 101, such as mounting component 184, rather than adjacent to the inner wall 120 as shown in FIGS. 7 and 8.

Referring now to FIG. 9, another exemplary embodiment is provided of a hub and spoke configuration for positioning the flow path assembly 101 using one or more spokes or positioning members. Similar to the embodiment shown in FIGS. 6, 7, and 8, the embodiment depicted in FIG. 9 utilizes at least two, and preferably at least three, positioning members to center the flow path assembly 101, with each positioning member extending to the outer wall 102 or inner wall 120 from a structure external to the flow path assembly 101. More particularly, as described above with respect to FIG. 5A, in some embodiments of flow path assembly 101, the combustor dome 118 may be separate from the outer wall 102 and the inner wall 120. As such, the positioning members for positioning the flow path assembly 101, e.g., the hub in a hub and spoke configuration, may extend to both the outer wall 102 and the inner wall 120.

As depicted in FIG. 9, a first positioning member 202 extends radially from a first mounting component 204 into

an axial slot 206 defined in the outer wall 102 at the outer forward end 88b of the flow path assembly 101. The first mounting component 204 is external to and separate from the flow path assembly 101 and, e.g., helps support the fuel nozzle assembly 90. The first positioning member 202 is configured as a generally cylindrical pin, but other positioning member configurations may be used as well. Additionally, a plurality of first positioning members 202 may be provided, the first positioning members 202 circumferentially spaced apart from one another about the outer forward end 88b. In such embodiments, the outer wall 102 may define a plurality of slots 206 such that each of the plurality of first positioning members 202 may be received in a separate slot 206, or several first positioning members 202 may be received in the same slot 206, i.e., fewer slots 206 than first positioning members 202 may be defined in the outer wall 102.

Further, a second positioning member 212 extends radially from the first mounting component 204 into an aperture 214 defined in the inner wall 120 at the inner forward end 88a of the flow path assembly 101. As shown in FIG. 9, the second positioning member 212 may be configured as a bolt and nut, such that the second positioning member 212 bolts the inner wall 120 to the first mounting component 204. However, other configurations of positioning member 212 may be used as well, e.g., generally cylindrical pins or the like, and in some embodiments, the second positioning member 212 may be substantially similar to the first positioning member 202. In addition, a plurality of second positioning members 212 may be provided, the second positioning members 212 circumferentially spaced apart from one another about the inner forward end 88a. In such embodiments, the inner wall 120 may define a plurality of apertures 214 such that each of the plurality of second positioning members 212 may be received in an aperture 214, or where second positioning members 212 are configured similar to the first positioning members 202, several second positioning members 212 may be received in the same aperture 214, i.e., fewer apertures 214 than second positioning members 212 may be defined in the inner wall 120.

Moreover, a third positioning member 222 extends radially through a second mounting component 224 into an opening 226 defined in the first turbine stage shroud portion 112 of the outer wall 102. The second mounting component 224 may be configured as a hanger or the like and may be attached to the outer casing 18 or another structural component of the gas turbine engine 10 and, as shown, is separate from and external to the flow path assembly 101. A slot 228 is defined in the second mounting component 224, through which the third positioning member 222 is inserted such that the third positioning member 222 extends radially toward the opening 226. Further, a bushing 230 in the opening 226 helps position and retain the third positioning member 222 in the opening 226. The third positioning member 222 may be generally cylindrical or may have any other suitable shape. Additionally, it will be appreciated that the third positioning member 222 depicted in FIG. 9 is by way of example only, and a plurality of third positioning members 222 may be used to center and/or constrain the flow path assembly 101. That is, the plurality of third positioning members 222 may be circumferentially spaced apart from one another, and each of the plurality of positioning members 222 may generally extend from one or more structures external to the flow path assembly 101 to the outer wall 102, e.g., each third positioning member 222 may extend into one of a plurality of openings 226 defined in the

outer wall 102. Similar to the positioning members 162, 172 of FIG. 6, the number of third positioning members 222 may be optimized, e.g., to contribute a minimal amount of weight to the engine 10 through the positioning members 222 while adequately positioning the flow path assembly 101 within the engine 10. In some embodiments, an optimal number of third positioning members 222 will correspond to the number of blades 130 in the first turbine stage blade portion 82B, but in other embodiments, the number of third positioning members 222 may be less than or more than the number of blades 130 in the first turbine stage blade portion 82B.

As illustrated in FIG. 9, the outer wall 102 is built up, or has an increased thickness, in the area of the first turbine stage shroud portion 112 of the outer wall 102, which is above the first turbine stage blades 130. The opening 226 is defined through the outer surface 103 of the outer wall 102 at the shroud 112 such that the third positioning member 222 is positioned over the blade portion of the first turbine stage 82. As described with respect to FIG. 6, the flow path assembly 101, or at least the outer wall 102 and inner wall 120, may be made from a CMC material while the mounting components 204, 224 and other components of the engine 10 are metallic components, such that the CMC components have a different rate of thermal expansion than the metallic components. During operation of the engine 10, the metallic components generally thermally expand at a greater rate than the CMC components, which may affect the position of the flow path assembly 101 within the engine 10. Using the system illustrated in FIG. 9, any distortion of the flow path assembly 101 or surrounding structures that results from, e.g., thermal expansion or the like may be controlled in the area of the positioning members 202, 212, 222. In particular, by locating the third positioning member(s) 222 over the blade portion 82B, the distortions may be locally controlled in the radial direction R to help preserve the clearance gap G between the blade tips 140 and the outer wall 102, which may be a critical area compared to other portions of the flow path assembly 101 because of, e.g., the impact on the performance of the engine 10. More particularly, the thermal profile may not be uniform about the circumference of the flow path assembly 101; thus, the third positioning member(s) 222 may help keep the flow path assembly 101 in round or enforce the profile of the flow path assembly 101 as the various components expand or contract with thermal changes in the engine. The third positioning member(s) 222 also generally constrain the flow path assembly 101 axially and tangentially. Further, as illustrated in FIG. 9, the slot(s) 206 in which first positioning member(s) 202 is received may be sized to allow for some axial movement of the first positioning member(s) 202 within the slot(s) 206, e.g., to account for some variation in part positioning along the axial direction A or to allow for axial thermal expansion. However, the second positioning member(s) 212 may constrain the inner wall 120 radially, tangentially, and axially by bolting the inner wall 120 to the first mounting component 204. In other embodiments, the second positioning member(s) 212 may allow some relative movement of the inner wall 120, e.g., to properly position the inner boundary of flow path 100 within the engine 10 or to compensate for thermal expansion of various components during engine operation.

As previously stated, the outer wall 102, inner wall 120, and combustor dome 118, and in some embodiments, first and second turbine stage nozzle airfoils 126, 128, may comprise a CMC material. More particularly, in exemplary embodiments, the combustor portion 104 and the turbine portion 106 of flow path assembly 101 are integrally formed

from a CMC material such that the resulting unitary structure is a CMC component. For example, where the combustor portion 104 includes the outer liner 108 of the combustor 80 and the turbine portion 106 includes the outer band 110 of the first turbine stage nozzle portion 82N, the shroud 112 of the first turbine stage blade portion 82B, the outer band 114 of the second turbine stage nozzle portion 84N, and the shroud 116 of the second turbine stage blade portion 84B, the outer liner 108, outer bands 110, 114, and shrouds 114, 116 may be integrally formed from a CMC material to produce a unitary CMC outer wall 102. As described above, in other embodiments, additional CMC components may be integrally formed with the outer liner 108, outer bands 110, 114, and shrouds 114, 116 to construct a unitary CMC outer wall 102. Similarly, the inner wall 120 may be formed from a CMC material. For instance, where the inner wall 120 comprises separate components, e.g., inner liner 122, inner bands 124, 136, and blade platforms 132, each component of the inner wall 120 may be formed from a CMC material. In embodiments in which two or more components are integrated to form a unitary inner wall 120, the components may be integrally formed from a CMC material to construct a unitary CMC inner wall 120.

Examples of CMC materials, and particularly SiC/Si—SiC (fiber/matrix) continuous fiber-reinforced ceramic composite (CFCC) materials and processes, are described in U.S. Pat. Nos. 5,015,540; 5,330,854; 5,336,350; 5,628,938; 6,024,898; 6,258,737; 6,403,158; and 6,503,441, and U.S. Patent Application Publication No. 2004/0067316. Such processes generally entail the fabrication of CMCs using multiple pre-impregnated (prepreg) layers, e.g., the ply material may include prepreg material consisting of ceramic fibers, woven or braided ceramic fiber cloth, or stacked ceramic fiber tows that has been impregnated with matrix material. In some embodiments, each prepreg layer is in the form of a “tape” comprising the desired ceramic fiber reinforcement material, one or more precursors of the CMC matrix material, and organic resin binders. Prepreg tapes can be formed by impregnating the reinforcement material with a slurry that contains the ceramic precursor(s) and binders. Preferred materials for the precursor will depend on the particular composition desired for the ceramic matrix of the CMC component, for example, SiC powder and/or one or more carbon-containing materials if the desired matrix material is SiC. Notable carbon-containing materials include carbon black, phenolic resins, and furanic resins, including furfuryl alcohol ($C_4H_3OCH_2OH$). Other typical slurry ingredients include organic binders (for example, polyvinyl butyral (PVB)) that promote the flexibility of prepreg tapes, and solvents for the binders (for example, toluene and/or methyl isobutyl ketone (MIBK)) that promote the fluidity of the slurry to enable impregnation of the fiber reinforcement material. The slurry may further contain one or more particulate fillers intended to be present in the ceramic matrix of the CMC component, for example, silicon and/or SiC powders in the case of a Si—SiC matrix. Chopped fibers or whiskers or other materials also may be embedded within the matrix as previously described. Other compositions and processes for producing composite articles, and more specifically, other slurry and prepreg tape compositions, may be used as well, such as, e.g., the processes and compositions described in U.S. Patent Application Publication No. 2013/0157037.

The resulting prepreg tape may be laid-up with other tapes, such that a CMC component formed from the tape comprises multiple laminae, each lamina derived from an individual prepreg tape. Each lamina contains a ceramic fiber reinforcement material encased in a ceramic matrix

formed, wholly or in part, by conversion of a ceramic matrix precursor, e.g., during firing and densification cycles as described more fully below. In some embodiments, the reinforcement material is in the form of unidirectional arrays of tows, each tow containing continuous fibers or filaments. Alternatives to unidirectional arrays of tows may be used as well. Further, suitable fiber diameters, tow diameters, and center-to-center tow spacing will depend on the particular application, the thicknesses of the particular lamina and the tape from which it was formed, and other factors. As described above, other prepreg materials or non-prepreg materials may be used as well.

After laying up the tapes or plies to form a layup, the layup is debulked and, if appropriate, cured while subjected to elevated pressures and temperatures to produce a preform. The preform is then heated (fired) in a vacuum or inert atmosphere to decompose the binders, remove the solvents, and convert the precursor to the desired ceramic matrix material. Due to decomposition of the binders, the result is a porous CMC body that may undergo densification, e.g., melt infiltration (MI), to fill the porosity and yield the CMC component. Specific processing techniques and parameters for the above process will depend on the particular composition of the materials. For example, silicon CMC components may be formed from fibrous material that is infiltrated with molten silicon, e.g., through a process typically referred to as the Silcomp process. Another technique of manufacturing CMC components is the method known as the slurry cast melt infiltration (MI) process. In one method of manufacturing using the slurry cast MI method, CMCs are produced by initially providing plies of balanced two-dimensional (2D) woven cloth comprising silicon carbide (SiC)-containing fibers, having two weave directions at substantially 90° angles to each other, with substantially the same number of fibers running in both directions of the weave. The term "silicon carbide-containing fiber" refers to a fiber having a composition that includes silicon carbide, and preferably is substantially silicon carbide. For instance, the fiber may have a silicon carbide core surrounded with carbon, or in the reverse, the fiber may have a carbon core surrounded by or encapsulated with silicon carbide.

Other techniques for forming CMC components include polymer infiltration and pyrolysis (PIP) and oxide/oxide processes. In PIP processes, silicon carbide fiber preforms are infiltrated with a preceramic polymer, such as polysilazane and then heat treated to form a SiC matrix. In oxide/oxide processing, aluminum or alumino-silicate fibers may be pre-impregnated and then laminated into a preselected geometry. Components may also be fabricated from a carbon fiber reinforced silicon carbide matrix (C/SiC) CMC. The C/SiC processing includes a carbon fibrous preform laid up on a tool in the preselected geometry. As utilized in the slurry cast method for SiC/SiC, the tool is made up of graphite material. The fibrous preform is supported by the tooling during a chemical vapor infiltration process at about 1200° C., whereby the C/SiC CMC component is formed. In still other embodiments, 2D, 2.5D, and/or 3D preforms may be utilized in MI, CVI, PIP, or other processes. For example, cut layers of 2D woven fabrics may be stacked in alternating weave directions as described above, or filaments may be wound or braided and combined with 3D weaving, stitching, or needling to form 2.5D or 3D preforms having multiaxial fiber architectures. Other ways of forming 2.5D or 3D preforms, e.g., using other weaving or braiding methods or utilizing 2D fabrics, may be used as well.

Thus, a variety of processes may be used to form a unitary structure, such as the outer wall 102 depicted in FIG. 3A, as

a unitary CMC component. More specifically, a plurality of plies of a CMC material may be used to form each unitary structure. The plurality of plies may be interspersed with one another to integrate the various portions forming the unitary structure. As an example, the unitary outer wall 102 of FIG. 3A may be made from a plurality of outer liner plies, a plurality of first turbine stage outer band plies, a plurality of first turbine stage shroud plies, a plurality of second turbine stage outer band plies, and a plurality of second turbine stage shroud plies. Where the outer liner plies meet the first turbine stage outer band plies, ends of the outer liner plies may be alternated with ends of the outer band plies to integrate the plies for forming the outer liner portion with the plies for forming the first turbine stage outer band portion of the unitary outer wall 102. That is, any joints between the plies forming unitary outer wall 102 may be formed by alternating plies on one side of the joint with plies on the other side of the joint. As such, the plies for forming unitary outer wall 102 may be interspersed to integrate the plies and, thereby, each portion of the unitary outer wall 102. Of course, the CMC plies may be laid up in other ways as well to form the unitary structure. In addition, laying up the plurality of CMC plies may include defining features of the unitary structure or other component (e.g., inner liner 122 when not integrated with inner band 124 to form a unitary inner wall 120 or separate combustor dome 118 as shown in the embodiments of FIGS. 5A and 5B) such as openings 142 in combustor forward end 88, outer wall flange 144, and inner wall flange 146.

After the plurality of CMC plies are laid up to define a unitary CMC component preform, the preform is cured to produce a single piece, unitary CMC component, which is then fired and subjected to densification, e.g., silicon melt-infiltration, to form a final unitary CMC structure. Continuing with the above outer wall 102 example, the outer wall preform may be processed in an autoclave to produce a green state unitary outer wall 102. Then, the green state unitary outer wall 102 may be placed in a furnace to burn out excess binders or the like and then placed in a furnace with a piece or slab of silicon and fired to melt infiltrate the unitary outer wall 102 with at least silicon. More particularly, for unitary outer wall 102 formed from CMC plies of prepreg tapes that are produced as described above, heating (i.e., firing) the green state component in a vacuum or inert atmosphere decomposes the binders, removes the solvents, and converts the precursor to the desired ceramic matrix material. The decomposition of the binders results in a porous CMC body; the body may undergo densification, e.g., melt infiltration (MI), to fill the porosity. In the foregoing example where the green state unitary outer wall 102 is fired with silicon, the outer wall 102 undergoes silicon melt-infiltration. However, densification may be performed using any known densification technique including, but not limited to, Silcomp, melt infiltration (MI), chemical vapor infiltration (CVI), polymer infiltration and pyrolysis (PIP), and oxide/oxide processes, and with any suitable materials including but not limited to silicon. In one embodiment, densification and firing may be conducted in a vacuum furnace or an inert atmosphere having an established atmosphere at temperatures above 1200° C. to allow silicon or other appropriate material or combination of materials to melt-infiltrate into the component. The densified CMC body hardens to a final unitary CMC outer wall 102. In some embodiments, the final unitary structure may be finish machined, e.g., to bring the structure within tolerance or to define openings 142 in forward end 88, and/or an environmental barrier coating (EBC) may be applied to the unitary

structure, e.g., to protect the unitary structure from the hot combustion gases 66. It will be appreciated that other methods or processes of forming CMC components, such as unitary CMC outer wall 102, unitary CMC inner wall 120, or the like may be used as well.

Additionally or alternatively, other processes for producing unitary components may be used to form unitary outer wall 102 and/or unitary inner wall 120, and the unitary structure(s) may be formed from other materials. In some embodiments, an additive manufacturing process may be used to form unitary outer wall 102 and/or unitary inner wall 120. For example, an additive process such as Fused Deposition Modeling (FDM), Selective Laser Sintering (SLS), Stereolithography (SLA), Digital Light Processing (DLP), Direct Metal Laser Sintering (DMLS), Laser Net Shape Manufacturing (LNSM), electron beam sintering or other known process may be used to produce a unitary outer wall 102 and/or a unitary inner wall 120. Generally, an additive process fabricates components using three-dimensional information, for example, a three-dimensional computer model, of the component. The three-dimensional information is converted into a plurality of slices, each slice defining a cross section of the component for a predetermined height of the slice. The component is then "built-up" slice by slice, or layer by layer, until finished. Superalloy metallic materials or other suitable materials may be used in an additive process to form unitary outer wall 102 and/or a unitary inner wall 120. In other embodiments, a unitary outer wall 102 and/or unitary inner wall 120 may be formed using a forging or casting process. Other suitable processes or methods may be used as well.

This written description uses examples to disclose the invention, including the best mode, and also to enable any person skilled in the art to practice the invention, including making and using any devices or systems and performing any incorporated methods. The patentable scope of the invention is defined by the claims and may include other examples that occur to those skilled in the art. Such other examples are intended to be within the scope of the claims if they include structural elements that do not differ from the literal language of the claims or if they include equivalent structural elements with insubstantial differences from the literal language of the claims.

What is claimed is:

1. A flow path and positioning system assembly of a gas turbine engine, the flow path and positioning system assembly comprising:

a flow path assembly comprising
an inner wall;

a unitary outer wall including a combustor portion extending through a combustion section of the gas turbine engine and a turbine portion extending through at least a first turbine stage and a second turbine stage of a turbine section of the gas turbine engine,

wherein the turbine portion comprises

an outer band of a nozzle portion of the first turbine stage,
a shroud of a blade portion of the first turbine stage,
an outer band of a nozzle portion of the second turbine stage, and
a shroud of a blade portion of the second turbine stage, and

the combustor portion and the turbine portion being integrally formed as a single unitary structure; and

a positioning system comprising

at least two positioning members for centering the flow path assembly within the gas turbine engine, the at least two positioning members extending to the flow path assembly from one or more structures external to the flow path assembly,

wherein the at least two positioning members constrain the flow path assembly tangentially, and

wherein the at least two positioning members allow at least one of radial and axial movement of the flow path assembly.

2. The flow path and positioning system assembly of claim 1, further comprising a plurality of slots defined at an inner forward end of the flow path assembly, wherein each of the at least two positioning members extend axially into a respective one of the plurality of slots.

3. The flow path and positioning system assembly of claim 2, wherein the flow path assembly is free to move axially along the at least two positioning members.

4. The flow path and positioning system assembly of claim 1, wherein a first one of the at least two positioning members extends radially into a slot defined in a forward end of the unitary outer wall, and wherein a second one of the at least two positioning members extends radially to an outer surface of the unitary outer wall.

5. The flow path and positioning system assembly of claim 1, wherein the combustor portion of the unitary outer wall comprises an outer liner of a combustor of the combustion section.

6. The flow path and positioning system assembly of claim 5, wherein a first one of the at least two positioning members extends radially to an outer surface of the unitary outer wall at the shroud of the blade portion of the first turbine stage, and wherein a second one of the at least two positioning members extends radially to the outer surface of the unitary outer wall at the shroud of the blade portion of the second turbine stage.

7. The flow path and positioning system assembly of claim 1, wherein the combustor portion and the turbine portion are integrally formed from a ceramic matrix composite (CMC) material such that the unitary outer wall is a CMC component, and wherein the inner wall is formed from a CMC material.

8. The flow path and positioning system assembly of claim 1, wherein the at least two positioning members position the flow path assembly with respect to a fuel nozzle assembly of the gas turbine engine.

9. A flow path and positioning system assembly of a gas turbine engine, the flow path and positioning system assembly comprising:

a flow path assembly comprising
an inner wall;

a unitary outer wall including a combustor portion extending through a combustion section of the gas turbine engine and a turbine portion extending through at least a first turbine stage and a second turbine stage of a turbine section of the gas turbine engine,

wherein the turbine portion comprises

an outer band of a nozzle portion of the first turbine stage,
a shroud of a blade portion of the first turbine stage,
an outer band of a nozzle portion of the second turbine stage, and
a shroud of a blade portion of the second turbine stage, and

the combustor portion and the turbine portion being integrally formed as a single unitary structure; and

29

a positioning system comprising
 a plurality of axial positioning members for positioning
 the flow path assembly within the gas turbine engine,
 wherein the plurality of axial positioning members
 extend through a portion of the unitary outer wall
 and a portion of the inner wall, and
 wherein some axial movement of the flow path assembly
 is allowed along the plurality of axial positioning
 members.

10 10. The flow path and positioning system assembly of
 claim 9, wherein the inner wall defines an inner wall flange
 at a forward end of the flow path assembly, wherein the
 unitary outer wall defines an outer wall flange at the forward
 end, and wherein the inner wall flange and the outer wall
 flange are positioned adjacent to one another.

11. The flow path and positioning system assembly of
 claim 10, wherein a plurality of slots are defined through the
 inner wall flange and the outer wall flange, and wherein one
 of the plurality of axial positioning members is positioned in
 one of the plurality of slots.

12. The flow path and positioning system assembly of
 claim 9, wherein the unitary outer wall defines an outer lip,
 and wherein the outer lip contacts an outer axial support.

13. The flow path and positioning system assembly of
 claim 9, wherein the inner wall defines an inner lip, and
 wherein the inner lip contacts an inner axial support.

14. The flow path and positioning system assembly of
 claim 9, wherein the combustor portion of the unitary outer
 wall comprises an outer liner of a combustor of the combustion
 section.

15. The flow path and positioning system assembly of
 claim 9, wherein the combustor portion and the turbine
 portion are integrally formed from a ceramic matrix composite
 (CMC) material such that the unitary outer wall is a CMC
 component, and wherein the inner wall is formed from a CMC
 material.

16. A flow path and positioning system assembly of a gas
 turbine engine, the flow path and positioning system assembly
 comprising:

30

a flow path assembly comprising
 an inner wall;
 a unitary outer wall including a combustor portion
 extending through a combustion section of the gas
 turbine engine and a turbine portion extending
 through at least a first turbine stage and a second
 turbine stage of a turbine section of the gas turbine
 engine,
 wherein the turbine portion comprises
 an outer band of a nozzle portion of the first turbine
 stage,
 a shroud of a blade portion of the first turbine stage,
 an outer band of a nozzle portion of the second
 turbine stage, and
 a shroud of a blade portion of the second turbine
 stage, and
 the combustor portion and the turbine portion being
 integrally formed as a single unitary structure; and
 a positioning system comprising
 a plurality of radial positioning members for positioning
 the flow path assembly within the gas turbine
 engine,
 wherein each of the plurality of radial positioning
 members extends into one of a plurality of openings.

17. The flow path and positioning system assembly of
 claim 16, wherein the plurality of openings are each defined
 in a receptacle located on an outer surface of the unitary
 outer wall.

18. The flow path and positioning system assembly of
 claim 16, wherein the plurality of openings are defined
 through an outer surface of the unitary outer wall.

19. The flow path and positioning system assembly of
 claim 16, wherein each one of the plurality of radial positioning
 members extend from a mounting component external to the flow
 path assembly.

20. The flow path and positioning system assembly of
 claim 16, wherein the blade portion of the first turbine stage
 has a plurality of turbine blades each having a radially outer
 tip, and wherein the plurality of radial positioning members
 control thermal expansion along a radial direction to maintain
 a clearance gap between the unitary outer wall and the
 radially outer tip of each of the plurality of turbine blades.

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