



(51) International Patent Classification:

B64D 27/02 (2006.01) **B64D 27/24** (2006.01)

(21) International Application Number:

PCT/US2017/026887

(22) International Filing Date:

11 April 2017 (11.04.2017)

(25) Filing Language:

English

(26) Publication Language:

English

(30) Priority Data:

15/132,304 19 April 2016 (19.04.2016) US

(71) Applicant: **GENERAL ELECTRIC COMPANY**
[US/US]; 1 River Road, Schenectady, NY 12345 (US).

(72) Inventors: **NIERGARTH, Daniel, Alan**; 1 Neumann
Way, Cincinnati, OH 45215 (US). **VONDRELL, Randy,**
M.; 1 Neumann Way, Cincinnati, OH 45215 (US).
MILLER, Brandon, Wayne; 1 Neumann Way, Cincinnati, OH 45215 (US).

nati, OH 45215 (US). **MARRINAN, Patrick, Michael**; 1
Neumann Way, Cincinnati, OH 45215 (US).

(74) Agent: **KACHUR, Pamela, A.** et al.; General Electric
Company, Global Patent Operation, 901 Main Avenue, 3rd
Floor, Norwalk, CT 06851 (US).

(81) Designated States (unless otherwise indicated, for every
kind of national protection available): AE, AG, AL, AM,
AO, AT, AU, AZ, BA, BB, BG, BH, BN, BR, BW, BY, BZ,
CA, CH, CL, CN, CO, CR, CU, CZ, DE, DJ, DK, DM, DO,
DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN,
HR, HU, ID, IL, IN, IR, IS, JP, KE, KG, KH, KN, KP, KR,
KW, KZ, LA, LC, LK, LR, LS, LU, LY, MA, MD, ME, MG,
MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM,
PA, PE, PG, PH, PL, PT, QA, RO, RS, RU, RW, SA, SC,
SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, TJ, TM, TN, TR,
TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

(84) Designated States (unless otherwise indicated, for every
kind of regional protection available): ARIPO (BW, GH,

(54) Title: PROPULSION ENGINE FOR AN AIRCRAFT

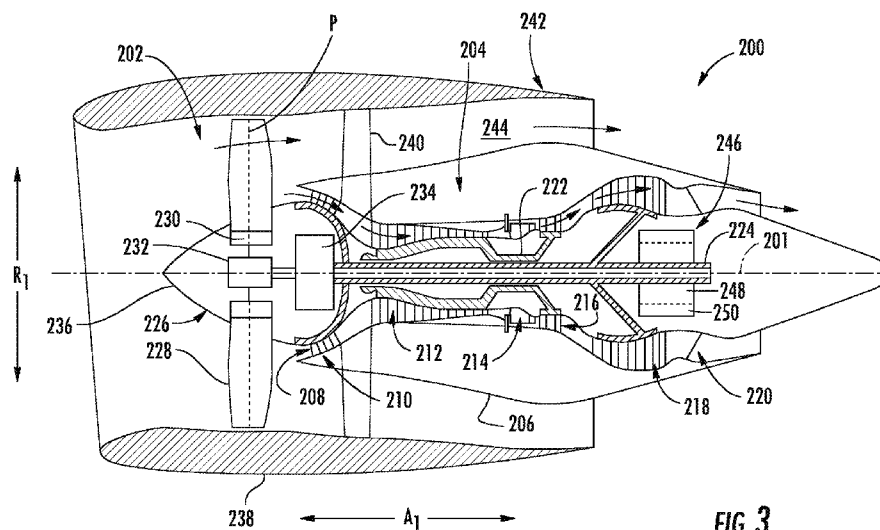


FIG. 3

(57) Abstract: A propulsion system for an aircraft is provided having a propulsion engine configured to be mounted to the aircraft. The propulsion engine includes an electric machine defining an electric machine tip speed during operation. The propulsion system additionally includes a fan rotatable about a central axis of the electric propulsion engine with the electric machine. The fan defines a fan pressure ratio, R_{FP} , and includes a plurality of fan blades, each fan blade defining a fan blade tip speed. The electric propulsion engine defines a ratio of the fan blade tip speed to electric machine tip speed that is within twenty percent of the equation, $1.01 \times R_{FP} - 0.311$, such that the propulsion engine may operate at a desired efficiency.

GM, KE, LR, LS, MW, MZ, NA, RW, SD, SL, ST, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, RU, TJ, TM), European (AL, AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MK, MT, NL, NO, PL, PT, RO, RS, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, KM, ML, MR, NE, SN, TD, TG).

Declarations under Rule 4.17:

- *as to applicant's entitlement to apply for and be granted a patent (Rule 4.17(ii))*
- *as to the applicant's entitlement to claim the priority of the earlier application (Rule 4.17(iii))*

Published:

- *with international search report (Art. 21(3))*
- *before the expiration of the time limit for amending the claims and to be republished in the event of receipt of amendments (Rule 48.2(h))*

PROPULSION ENGINE FOR AN AIRCRAFT

FIELD OF THE INVENTION

[0001] The present subject matter relates generally to an aircraft propulsion system including an electric propulsion engine.

BACKGROUND OF THE INVENTION

[0002] A conventional commercial aircraft generally includes a fuselage, a pair of wings, and a propulsion system that provides thrust. The propulsion system typically includes at least two aircraft engines, such as turbofan jet engines. Each turbofan jet engine is mounted to a respective one of the wings of the aircraft, such as in a suspended position beneath the wing, separated from the wing and fuselage. Such a configuration allows for the turbofan jet engines to interact with separate, freestream airflows that are not impacted by the wings and/or fuselage. This configuration can reduce an amount of turbulence within the air entering an inlet of each respective turbofan jet engine, which has a positive effect on a net propulsive thrust of the aircraft.

[0003] However, a drag on the aircraft including the turbofan jet engines, also has an effect on the net propulsive thrust of the aircraft. A total amount of drag on the aircraft, including skin friction, form, and induced drag, is generally proportional to a difference between a freestream velocity of air approaching the aircraft and an average velocity of a wake downstream from the aircraft that is produced due to the drag on the aircraft.

[0004] Systems have been proposed to counter the effects of drag and/or to improve an efficiency of the turbofan jet engines. For example, certain propulsion systems incorporate boundary layer ingestion systems to route a portion of relatively slow moving air forming a boundary layer across, e.g., the fuselage and/or the wings, into the turbofan jet engines upstream from a fan section of the turbofan jet engines. Although this configuration can reduce drag by reenergizing the boundary layer airflow downstream from the aircraft, the relatively slow moving flow of air from the boundary layer entering the turbofan jet engine generally has a nonuniform or

distorted velocity profile. As a result, such turbofan jet engines can experience an efficiency loss minimizing or negating any benefits of reduced drag on the aircraft.

[0005] Accordingly, a propulsion system including one or more components for reducing an amount of drag on the aircraft would be useful. More particularly, a propulsion system including an efficient propulsion engine for reducing an amount of drag on the aircraft without causing any substantial decreases in an efficiency of the aircraft engines would be especially beneficial.

BRIEF DESCRIPTION OF THE INVENTION

[0006] 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.

[0007] In one exemplary embodiment of the present disclosure, a propulsion system is provided for an aircraft having a fuselage and an aft end. The propulsion system includes a propulsion engine configured to be mounted to the aircraft. The propulsion engine defines a central axis and includes an electric machine defining an electric machine tip speed during operation of the propulsion engine. The propulsion engine additionally includes a fan rotatable about the central axis of the propulsion engine by the electric machine. The fan defines a fan pressure ratio (R_{FP}) and includes a plurality of fan blades. Each fan blade defines a fan blade tip speed during operation of the propulsion engine, the propulsion engine defining a ratio of fan blade tip speed to electric machine tip speed. During operation of the propulsion engine, the ratio of fan blade tip speed to electric machine tip speed is within twenty percent of the following equation: $1.01 \times R_{FP} - 0.311$.

[0008] In an exemplary aspect of the present disclosure, a method for operating a propulsion system for an aircraft is provided. The propulsion system includes a propulsion engine including an electric machine and a fan. The electric machine defines an electric machine tip speed and the fan defines a fan tip speed. The method includes operating the fan of the propulsion engine to define a fan pressure ratio (R_{FP}) greater than one and less than about three. A ratio of fan blade tip speed to electric machine tip speed is within twenty percent of the equation $1.01 \times R_{FP} - 0.311$.

[0009] 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

[0010] 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:

[0011] FIG. 1 is a top view of an aircraft according to various exemplary embodiments of the present disclosure.

[0012] FIG. 2 is a port side view of the exemplary aircraft of FIG. 1.

[0013] FIG. 3 is a schematic, cross-sectional view of a gas turbine engine mounted to the exemplary aircraft of FIG. 1.

[0014] FIG. 4 is a schematic, cross-sectional view of an aft engine in accordance with an exemplary embodiment of the present disclosure.

[0015] FIG. 5 is a close-up, cross-sectional view of an electric motor for the exemplary aft engine of FIG. 4 in accordance with an exemplary embodiment of the present disclosure.

[0016] FIG. 6 is a schematic, axial view of the exemplary electric motor of FIG. 5, taken along Line 6-6 of FIG. 5.

[0017] FIG. 7 is a schematic, cross-sectional view of an aft engine in accordance with another exemplary embodiment of the present disclosure.

DETAILED DESCRIPTION OF THE INVENTION

[0018] 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.

[0019] 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 “forward” and “aft” refer to the relative positions of a component based on an actual or anticipated direction of travel. For example, “forward” may refer to a front of an aircraft based on an anticipated direction of travel of the aircraft, and “aft” may refer to a back of the aircraft based on an anticipated direction of travel of the aircraft. 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.

[0020] The present application is directed generally towards an electric propulsion engine having an electric motor and a fan configured for a desired efficiency and power density. The inventors of the present disclosure have discovered that coordinating a tip speed ratio (i.e., an electric machine tip speed relative to a fan blade tip speed) to a fan pressure ratio (R_{FP}) may provide a desired increase in efficiency and power density across a range of fan sizes and electric motor sizes for the electric propulsion engine. Specifically, the inventors have discovered that a desired efficiency may be achieved by configuring the tip speed ratio of the electric propulsion engine within about twenty percent (20%) of the equation $1.01 \times R_{FP} - 0.311$.

[0021] Referring now to the drawings, wherein identical numerals indicate the same elements throughout the figures, FIG. 1 provides a top view of an exemplary aircraft 10 as may incorporate various embodiments of the present invention. FIG. 2 provides a port side view of the aircraft 10 as illustrated in FIG. 1. As shown in FIGS. 1 and 2 collectively, the aircraft 10 defines a longitudinal centerline 14 that extends therethrough, a vertical direction V, a lateral direction L, a forward end 16, and an aft end 18. Moreover, the aircraft 10 defines a mean line 15 extending between the forward end 16 and aft end 18 of the aircraft 10. As used herein, the “mean line” refers to a midpoint line extending along a length of the aircraft 10, not taking into account the appendages of the aircraft 10 (such as the wings 20 and stabilizers discussed below).

[0022] Moreover, the aircraft 10 includes a fuselage 12, extending longitudinally from the forward end 16 of the aircraft 10 towards the aft end 18 of the aircraft 10, and a pair of wings 20. As used herein, the term “fuselage” generally includes all of the body of the aircraft 10, such as an empennage of the aircraft 10. The first of such wings 20 extends laterally outwardly with respect to the longitudinal centerline 14 from a port side 22 of the fuselage 12 and the second of such wings 20 extends laterally outwardly with respect to the longitudinal centerline 14 from a starboard side 24 of the fuselage 12. Each of the wings 20 for the exemplary embodiment depicted includes one or more leading edge flaps 26 and one or more trailing edge flaps 28. The aircraft 10 further includes a vertical stabilizer 30 having a rudder flap 32 for yaw control, and a pair of horizontal stabilizers 34, each having an elevator flap 36 for pitch control. The fuselage 12 additionally includes an outer surface or skin 38. It should be appreciated however, that in other exemplary embodiments of the present disclosure, the aircraft 10 may additionally or alternatively include any other suitable configuration of stabilizer that may or may not extend directly along the vertical direction V or horizontal/ lateral direction L.

[0023] The exemplary aircraft 10 of FIGS. 1 and 2 includes a propulsion system 100, herein referred to as “system 100”. The exemplary system 100 includes one or more aircraft engines and one or more electric propulsion engines. For example, the embodiment depicted includes a plurality of aircraft engines, each configured to be mounted to the aircraft 10, such as to one of the pair of wings 20, and an electric propulsion engine. More specifically, for the embodiment depicted, the aircraft engines are configured as gas turbine engines, or rather as turbofan jet engines 102, 104 attached to and suspended beneath the wings 20 in an under-wing configuration. Additionally, the electric propulsion engine is configured to be mounted at the aft end of the aircraft 10, and hence the electric propulsion engine depicted may be referred to as an “aft engine.” Further, the electric propulsion engine depicted is configured to ingest and consume air forming a boundary layer over the fuselage 12 of the aircraft 10. Accordingly, the exemplary aft engine depicted may be referred to as a boundary layer ingestion (BLI) fan 106. The BLI fan 106 is mounted to the aircraft 10 at a location aft of the wings 20 and/or the jet engines 102, 104. Specifically, for the embodiment depicted, the BLI fan 106 is fixedly connected to the fuselage 12 at the

aft end 18, such that the BLI fan 106 is incorporated into or blended with a tail section at the aft end 18, and such that the mean line 15 extends therethrough. It should be appreciated, however, that in other embodiments the electric propulsion engine may be configured in any other suitable manner, and may not necessarily be configured as an aft fan or as a BLI fan.

[0024] Referring still to the embodiment of FIGS. 1 and 2, in certain embodiments the propulsion system further includes one or more electric generators 108 operable with the jet engines 102, 104. For example, one or both of the jet engines 102, 104 may be configured to provide mechanical power from a rotating shaft (such as an LP shaft or HP shaft) to the electric generators 108. Although depicted schematically outside the respective jet engines 102, 104, in certain embodiments, the electric generators 108 may be positioned within a respective jet engine 102, 104. Additionally, the electric generators 108 may be configured to convert the mechanical power to electrical power. For the embodiment depicted, the propulsion system 100 includes an electric generator 108 for each jet engine 102, 104, and also includes a power conditioner 109 and an energy storage device 110. The electric generators 108 may send electrical power to the power conditioner 109, which may transform the electrical energy to a proper form and either store the energy in the energy storage device 110 or send the electrical energy to the BLI fan 106. For the embodiment depicted, the electric generators 108, power conditioner 109, energy storage device 110, and BLI fan 106 are all are connected to an electric communication bus 111, such that the electric generator 108 may be in electrical communication with the BLI fan 106 and/or the energy storage device 110, and such that the electric generator 108 may provide electrical power to one or both of the energy storage device 110 or the BLI fan 106. Accordingly, in such an embodiment, the propulsion system 100 may be referred to as a gas-electric propulsion system.

[0025] It should be appreciated, however, that the aircraft 10 and propulsion system 100 depicted in FIGS. 1 and 2 is provided by way of example only and that in other exemplary embodiments of the present disclosure, any other suitable aircraft 10 may be provided having a propulsion system 100 configured in any other suitable manner. For example, it should be appreciated that in various other embodiments, the BLI fan 106 may alternatively be positioned at any suitable location proximate the aft

end 18 of the aircraft 10. Further, in still other embodiments the electric propulsion engine may not be positioned at the aft end of the aircraft 10, and thus may not be configured as an “aft engine.” For example, in other embodiments, the electric propulsion engine may be incorporated into the fuselage of the aircraft 10, and thus configured as a “podded engine,” or pod-installation engine. Further, in still other embodiments, the electric propulsion engine may be incorporated into a wing of the aircraft 10, and thus may be configured as a “blended wing engine.” Moreover, in other embodiments, the electric propulsion engine may not be a boundary layer ingestion fan, and instead may be mounted at any suitable location on the aircraft 10 as a freestream injection fan. Furthermore, in still other embodiments, the propulsion system 100 may not include, e.g., the power conditioner 109 and/or the energy storage device 110, and instead the generator(s) 108 may be directly connected to the BLI fan 106.

[0026] Referring now to FIG. 3, a schematic cross-sectional view of a propulsion engine in accordance with an exemplary embodiment of the present disclosure is provided. In certain exemplary embodiments, the propulsion engine may be configured a high-bypass turbofan jet engine 200, herein referred to as “turbofan 200.” Notably, in at least certain embodiments, the jet engines 102, 104 may be also configured as high-bypass turbofan jet engines. In various embodiments, the turbofan 200 may be representative of jet engines 102, 104. Alternatively, however, in other embodiments, the turbofan 200 may be incorporated into any other suitable aircraft 10 or propulsion system 100.

[0027] As shown in FIG. 3, the turbofan 200 defines an axial direction A1 (extending parallel to a longitudinal centerline 201 provided for reference) and a radial direction R1. In general, the turbofan 200 includes a fan section 202 and a core turbine engine 204 disposed downstream from the fan section 202.

[0028] The exemplary core turbine engine 204 depicted generally includes a substantially tubular outer casing 206 that defines an annular inlet 208. The outer casing 206 encases, in serial flow relationship, a compressor section including a booster or low pressure (LP) compressor 210 and a high pressure (HP) compressor 212; a combustion section 214; a turbine section including a high pressure (HP) turbine 216 and a low pressure (LP) turbine 218; and a jet exhaust nozzle section 220.

A high pressure (HP) shaft or spool 222 drivingly connects the HP turbine 216 to the HP compressor 212. A low pressure (LP) shaft or spool 224 drivingly connects the LP turbine 218 to the LP compressor 210.

[0029] For the embodiment depicted, the fan section 202 includes a variable pitch fan 226 having a plurality of fan blades 228 coupled to a disk 230 in a spaced apart manner. As depicted, the fan blades 228 extend outwardly from disk 230 generally along the radial direction R1. Each fan blade 228 is rotatable relative to the disk 230 about a pitch axis P by virtue of the fan blades 228 being operatively coupled to a suitable actuation member 232 configured to collectively vary the pitch of the fan blades 228 in unison. The fan blades 228, disk 230, and actuation member 232 are together rotatable about the longitudinal axis 12 by LP shaft 224 across a power gear box 234. The power gear box 234 includes a plurality of gears for stepping down the rotational speed of the LP shaft 224 to a more efficient rotational fan speed.

Additionally, it will be appreciated that the fan 226 generally defines a fan pressure ratio (i.e., a fan pressure ratio rating for the fan, such as a maximum fan pressure ratio of the fan as may be achieved through an entire flight envelope), and that the plurality of fan blades 228 each define a fan blade tip speed at an outer tip along the radial direction R1.

[0030] Referring still to the exemplary embodiment of FIG. 3, the disk 230 is covered by rotatable front hub 236 aerodynamically contoured to promote an airflow through the plurality of fan blades 228. Additionally, the exemplary fan section 202 includes an annular fan casing or outer nacelle 238 that circumferentially surrounds the fan 226 and/or at least a portion of the core turbine engine 204. It should be appreciated that the nacelle 238 may be configured to be supported relative to the core turbine engine 204 by a plurality of circumferentially-spaced outlet guide vanes 240. Moreover, a downstream section 242 of the nacelle 238 may extend over an outer portion of the core turbine engine 204 so as to define a bypass airflow passage 244 therebetween.

[0031] Additionally, the exemplary turbofan 200 depicted includes an electric machine 246 rotatable with the fan 226. Specifically, for the embodiment depicted, the electric machine 246 is configured as an electric generator co-axially mounted to and rotatable by the LP shaft 224 (the LP shaft 224 also rotating the fan 226 through,

for the embodiment depicted, the power gearbox 234). The electric machine 246 includes a rotor 248 and a stator 250. In certain exemplary embodiments, the rotor 248 and stator 250 of the electric machine 246 are configured in substantially the same manner as the exemplary rotor and stator of the electric motor 336 described below with reference to FIGS. 5 and 6. Additionally, as will be appreciated, the rotor 248 may be attached to the LP shaft 224 and the stator 250 may remain static within the core turbine engine 204. During operation, the electric machine may define an electric machine tip speed (i.e., a linear speed of the rotor 248 at a radially outer edge of the rotor 248). Notably, when the turbofan engine 200 is integrated into the propulsion system 100 described above with reference to FIGS. 1 and 2, the electric generators 108 may be configured in substantially the same manner as the electric machine 246 of FIG. 3.

[0032] Further, in still other embodiments, the turbofan engine 200 may be designed such that a ratio of the fan blade tip speed to electric machine tip speed may have a specific relationship to the fan pressure ratio. Notably, the relationship of these factors described below in the context of the electric propulsion device 300, may also apply to the relationship of these factors described with respect to the turbofan engine 200 (i.e., the relationship of the ratio of the fan blade tip speed to electric machine tip speed of the turbofan engine 200 to the fan pressure ratio of the turbofan engine 200).

[0033] It should be also appreciated, however, that the exemplary turbofan engine 200 depicted in FIG. 3 is by way of example only, and that in other exemplary embodiments, the turbofan engine 200 may have any other suitable configuration. Further, it should be appreciated, that in other exemplary embodiments, the jet engines 102, 104 may instead be configured as any other suitable aeronautical engine, such as a turboprop engine, turbojet engine, internal combustion engine, etc.

[0034] Referring now to FIG. 4, a schematic, cross-sectional side view of an electric propulsion engine in accordance with various embodiments of the present disclosure is provided. The electric propulsion engine depicted is mounted to an aircraft 10 at an aft end 18 of the aircraft 10 and is configured to ingest a boundary layer air. Accordingly, for the embodiment depicted, the electric propulsion engine is configured as a boundary layer ingestion (BLI), aft fan (referred to hereinafter as

“BLI fan 300”). The BLI fan 300 may be configured in substantially the same manner as the BLI fan 106 described above with reference to FIGS. 1 and 2 and the aircraft 10 may be configured in substantially the same manner as the exemplary aircraft 10 described above with reference to FIGS. 1 and 2.

[0035] As shown in FIG. 4, the BLI fan 300 defines an axial direction A2 extending along a longitudinal centerline axis 302 (or center axis) that extends therethrough for reference, as well as a radial direction R2 and a circumferential direction C2 (a direction extending about the axial direction A2, not shown). Additionally, the aircraft 10 defines a mean line 15 extending therethrough.

[0036] In general, the BLI fan 300 includes a fan 304 rotatable about the centerline axis 302 and a structural support system 308. The structural support system 308 is configured for mounting the BLI fan 300 to the aircraft 10, and for the embodiment depicted generally includes an inner frame support 310, a plurality of forward support members 312, an outer nacelle 314, a plurality of aft support members 316, and a tail cone 318. As is depicted, the inner frame support 310 is attached to a bulkhead 320 of the fuselage 12. The plurality of forward support members 312 are attached to the inner frame support 310 and extend outward generally along the radial direction R2 to the nacelle 314. The nacelle 314 defines an airflow passage 322 with an inner casing 324 of the BLI fan 300, and at least partially surrounds the fan 304. Further, for the embodiment depicted, the nacelle 314 extends substantially three hundred and sixty degrees (360°) around the mean line 15 of the aircraft 10. The plurality of aft support members 316 also extend generally along the radial direction R2 from, and structurally connect, the nacelle 314 to the tail cone 318.

[0037] In certain embodiments, the forward support members 312 and the aft support members 316 may each be generally spaced along the circumferential direction C2 of the BLI fan 300. Additionally, in certain embodiments the forward support members 312 may be generally configured as inlet guide vanes and the aft support members 316 may generally be configured as outlet guide vanes. If configured in such a manner, the forward and aft support members 312, 316 may direct and/or condition an airflow through the airflow passage 322 of the BLI fan 300. Notably, one or both of the forward support members 312 or aft support members 316 may additionally be configured as variable guide vanes. For example, the support

member may include a flap (not shown) positioned at an aft end of the support member for directing a flow of air across the support member.

[0038] It should be appreciated, however, that in other exemplary embodiments, the structural support system 308 may instead include any other suitable configuration and, e.g., may not include each of the components depicted and described above. Alternatively, the structural support system 308 may include any other suitable components not depicted or described above.

[0039] The BLI fan 300 additionally defines a nozzle 326 between the nacelle 314 and the tail cone 318. The nozzle 326 may be configured to generate an amount of thrust from the air flowing therethrough, and the tail cone 318 may be shaped to minimize an amount of drag on the BLI fan 300. However, in other embodiments, the tail cone 318 may have any other shape and may, e.g., end forward of an aft end of the nacelle 314 such that the tail cone 318 is enclosed by the nacelle 314 at an aft end. Additionally, in other embodiments, the BLI fan 300 may not be configured to generate any measureable amount of thrust, and instead may be configured to ingest air from a boundary layer of air of the fuselage 12 of the aircraft 10 and add energy/speed up such air to reduce an overall drag on the aircraft 10 (and thus increase a net thrust of the aircraft 10).

[0040] Referring still to FIG. 4, the fan 304 includes a plurality of fan blades 328 and a fan shaft 330. The plurality of fan blades 328 are attached to the fan shaft 330 and spaced generally along the circumferential direction C2 of the BLI fan 300. As depicted, the plurality fan blades 328 are, for the embodiment depicted, at least partially enclosed by the nacelle 314.

[0041] The fan 304 of the BLI fan 300 defines a fan pressure ratio (R_{FP}). As used herein, the term “fan pressure ratio” refers to a ratio of a discharge pressure of a fan to an inlet pressure of the fan during operation of the fan. Accordingly, for the exemplary BLI fan 300 depicted in FIG. 4, the fan pressure ratio, R_{FP} , refers to a ratio of a pressure upstream of the fan 304 to a pressure immediately downstream of the fan 304 during operation of the BLI fan 300. An amount of thrust generated by the BLI fan 300 may be directly related to the fan pressure ratio, R_{FP} , of the fan 304. Notably, as used herein, the term “fan pressure ratio” generally refers to a fan pressure

ratio rating for the fan, such as a maximum fan pressure ratio of the fan as may be achieved through an entire flight envelope.

[0042] In certain exemplary embodiments, the plurality of fan blades 328 may be attached in a fixed manner to the fan shaft 330, or alternatively, the plurality of fan blades 328 may be rotatably attached to the fan shaft 330. For example, the plurality of fan blades 328 may be attached to the fan shaft 330 such that a pitch of each of the plurality of fan blades 328 may be changed, e.g., in unison, by a pitch change mechanism (not shown). Changing the pitch of the plurality of fan blades 328 may increase an efficiency of the BLI fan 300 and/or may allow the BLI fan 300 to achieve a desired thrust profile. With such an exemplary embodiment, the BLI fan 300 may be referred to as a variable pitch BLI fan.

[0043] Additionally, each of the plurality of fan blades 328 define a tip 332 at an outer end of the respective fan blade 328 along the radial direction R2. During operation of the BLI fan 300, each fan blade 328 may accordingly define a fan blade tip speed S_{FB} . As will be appreciated, the fan blade tip speed S_{FB} may generally be determined by multiplying a rotational speed of the fan blades 328 and fan shaft 330 by a radius 334 of the tip 332 of the respective fan blade 328 along the radial direction R2, relative to the centerline axis 302. Further, the fan blade tip speed S_{FB} may, in certain embodiments, be corrected to a standard day condition, such that fan blade tip speed S_{FM} referred to herein may be equal to: $S_{FB,ACT} \times \sqrt{T_{AMB} \div 518.67^\circ Ra}$, where $S_{FB,ACT}$ equals the actual fan blade tip speed and T_{AMB} equals an ambient temperature in Rankine.

[0044] Moreover, for the embodiment depicted, the fan 304 is rotatable about the centerline axis 302 of the BLI fan 300 by an electric machine. More particularly, for the embodiment depicted, the electric machine is configured as an electric motor 336 and the BLI fan 300 additionally includes a power gearbox 338 mechanically coupled to the electric motor 336. Additionally, the fan 304 is mechanically coupled to the power gearbox 338. For example, for the embodiment depicted, the fan shaft 330 extends to and is coupled to the power gearbox 338, and a driveshaft 340 of the electric motor 336 extends to and is also coupled to the power gearbox 338. Accordingly, for the embodiment depicted, the fan 304 is rotatable about the central axis 302 of the BLI fan 300 by the electric motor 336 through the power gearbox 338.

[0045] The power gearbox 338 may include any type of gearing system for altering a rotational speed between the driveshaft 340 and the fan shaft 330. For example, the power gearbox 338 may be configured as a star gear train, a planetary gear train, or any other suitable gear train configuration. Additionally, the power gearbox 338 may define a gear ratio, which as used herein, refers to a ratio of a rotational speed of the driveshaft 340 to a rotational speed of the fan shaft 330. In certain exemplary embodiments, the gear ratio of the power gearbox 338 may be greater than about 1:1 and less than about 1:5. For example, in certain embodiments, the gear ratio of the power gearbox 338 may be between about 1:1.5 and about 1:3.5, such as between about 1:1.2 and about 1:2.75. It should be appreciated, that as used herein, terms of approximation, such as “about” or “approximately,” refer to being within a 10% margin of error.

[0046] Referring still to the exemplary embodiment of FIG. 4, the electric motor 336 is located at least partially within the fuselage 12 of the aircraft 10. More specifically, the fan 304 is positioned forward of the power gearbox 338 along the central axis 302 of the BLI fan 300, and the electric motor 336 is positioned forward of the fan 304 along the central axis 302 of the BLI fan 300. Conventional design teaches that the power gearbox 338 should be positioned at a forward location, as the power gearbox may require lubrication oil to operate, and a forward position may provide convenience with regard to supplying lubrication oil and scavenging lubrication oil. However, the inventors of the present disclosure have discovered that positioning the power gearbox 338 proximate an aft end of BLI fan 300 may allow for the power gearbox 338 to be relatively accessible for, e.g., repair of the power gearbox 338. For example, in certain embodiments, the tail cone 318 of the BLI fan 300 may be removable (or may include one or more of movable sections), such that the power gearbox 338 is exposed for repair.

[0047] Further, in certain exemplary embodiments, the BLI fan 300 may be configured with a gas-electric propulsion system, such as the gas-electric propulsion system 100 described above with reference to FIGS. 1 and 2. In such an embodiment, the electric motor 336 may receive power from one or both of an energy storage device or an electric generator—such as the energy storage device 110 or electric generator 108 of FIGS. 1 and 2.

[0048] Furthermore, referring now also to FIGS. 5 and 6, views of one exemplary embodiment of an electric machine, and more particularly of the electric motor 336, are provided. The exemplary electric motor 336 depicted includes a rotor assembly, or rotor, 342 and a stator assembly, or stator, 344. The stator 344 includes a stator magnetic field and the rotor 342 is similarly configured to generate a rotor magnetic field that interacts with the stator magnetic field of the stator 344. The rotor assembly 342 depicted has an increased centrifugal load capacity in light of reduced overall weight, so as to provide increased power density and improved electrical performance. The electric motor 336 includes a hoop load carrying disk member 346 forming a portion of a rotor core 348 and configured for engagement with multiple permanent magnets 350, the disk member 346 being mounted circumferentially around a shaft 352 in the rotor assembly 342. In particular, the electric motor 336 may operate at high speeds as determined by the electric machine tip speed (described below).

[0049] The electric motor 336 generally defines a longitudinal axis 354, which when installed in the BLI fan 300, may align with the centerline axis 302 of the BLI fan 300. As illustrated in the longitudinal cross-section provided in FIG. 5, a portion of the exemplary electric motor 336 of FIG. 4, including the rotor assembly 342 and the stator assembly 344, is configured along the longitudinal axis 354. In an embodiment, a metal in the stator assembly 344 surrounding an armature portion (not shown) is magnetic to carry a magnetic flux optimally to and from rotor field magnets, and additionally this metal is laminated directionally to reduce optimally eddy current heating in the metal and thereby to improve motor efficiency. As is depicted, the rotor assembly 342 and the stator assembly 344 are spaced apart to define therebetween an air gap 356. The rotor assembly 342 includes the rotor core 348 including the disk member 346, configured to retain a plurality of magnets 350 therein. More particularly, as illustrated, in this particular embodiment the disk member 346 is configured as a plurality of individual segments 358 each defining a land portion 360 and a bore 362. A plurality of cavities, or voids, 364 are defined between each segment 358, and more particularly defined by the land portions 360 and the bores 362. In an embodiment, the land portion 360 proximate each magnet 350 is formed of a laminated magnetic metal to optimize the magnetic reluctance path

and reduce eddy currents. Each of the plurality of cavities 364 may include disposed therein one or more of the plurality of magnets 350 and the cavities may be configured axially and circumferentially around a rotor shaft 352 of the rotor assembly 342.

[0050] The plurality of individual segments 358 of the disk member 346 are configured in a tongue-and-groove relationship 366. More specifically, each of the individual segments includes one of a groove portion 368 or a tongue portion 370 so as to provide cooperative adjoining of adjacent segments 358. The tongue-and-groove relationship 366 allows the disk member 346 to be supported in smaller segments and thus facilitates reduction in the thickness of the disk member 346. The bore 362 of each segment 358 is designed to absorb centrifugal loads exerted on the magnets 350 disposed in cavities 364 at high speeds of operation. As such, the disc portions 360 are designed to withstand this centrifugal loading. Each land portion 358 is configured to support only a small (axially) segment of the magnets 350, thus the design can be made with thinner land portions 360. Thinner land portions 360 permit an increase in the overall loading of the electric motor 336, while more efficient use of the bore 362 material permits reduction in weight (mass) of the electric motor 336. In an embodiment, additional support (not shown) may be provided about the magnets 350 to more optimally support the magnets under large centripetal loads.

[0051] The rotor assembly 342 is configured to rotate about the longitudinal axis 354 of the electric motor 336. The rotor assembly 342 may optionally include a plurality of bearings (not shown) in an end position on the axial ends of the rotor shaft 22. Notably, the portion of the rotor assembly 342 depicted in FIG. 2 may simply be one module of the rotor assembly 342. In other embodiments, a plurality of modules may be included to provide a desired power output for the electric motor 336, with the more rotor modules included, the higher the power output. In an embodiment, the stator assembly 344 is configured as a continuous stator spanning all the individual rotor modules.

[0052] The rotor assembly 342 includes the rotor core 348 having the plurality of permanent magnets 350 disposed within the plurality of cavities, or voids, 364 defined by the land portions 360 and bores 362 of the disk member 346. In an embodiment, the magnetization direction of the permanent magnets 350 may be described as being

radial or non-circumferential. In this particular embodiment, the plurality of permanent magnets 350 are configured having a long axis 372 oriented substantially radially within the rotor core 348. The permanent magnets 350 generate a magnetic field to be radially directed in the air gap 356 between the rotor assembly 342 and the stator assembly 344. The magnetic field generated by the permanent magnets 350 further interacts with a stator magnetic field produced by its armature currents to produce a torque.

[0053] Referring now to FIG. 6, illustrated is an axial cross-sectional view taken along Line 6-6 of FIG. 5 of a portion of the electric motor 336, and more specifically through the stator assembly 344 and a single section of the rotor assembly 342. As illustrated, the rotor assembly 342 is comprised of the rotor core 348 formed of the disk member 346, and magnets 350. The magnets 350 are configured including alternating orientations as indicated by directional arrows 374 in FIG. 6, signifying N-S directions for each of the magnets 350. In addition, a non-magnetic separation material 376 may be included and provide lateral support to magnets 350 when under centripetal loading. In the alternative, the magnets 350 may be separated by a cavity structure.

[0054] The rotor assembly 342 further includes the rotor shaft 352 coupled to the rotor core 348. In an embodiment, the rotor shaft 352 and the rotor core 348 may be keyed so as to be in cooperative engagement. In an embodiment, the rotor shaft 352 may include one or more features, such as protrusions (not shown), in cooperative engagement with one or more features, such as recesses (not shown), in the rotor core 348, or vice versa. In an embodiment, the shaft 352 may include additional features configured to provide passages for a cooling fluid (not shown) within the rotor core 348. In a non-limiting example, the cooling fluid may be airflow or a coolant for reducing mechanical stresses and eddy current losses in the rotor assembly 342.

[0055] In this particular embodiment, the stator assembly 344 of the electric motor 336 includes a stator core 378. As illustrated herein, the stator core 378 includes stator structures 380 arranged circumferentially and forming a cavity 382 (illustrated with the rotor assembly 342 disposed therein) at a center of the stator core 378. The stator assembly 344 generates a magnetic field and extends along the longitudinal axis 354. The rotor assembly 342, as discussed above, is disposed within

the cavity 382 defined by the stator core 378. In this particular embodiment, the stator assembly 344 includes multiple stator-slots 384 for armature windings (not shown) in between multiple stator structures 380. The armature windings include copper windings in a variety of topologies and forms. The metal of the stator involved in the flux-carrying path (e.g. the stator core 378 and the stator structure 380) should be magnetic and laminated to reduce eddy current losses.

[0056] The rotor assembly and the various associated components are primarily configured to provide a reduction in the overall weight to provide increased centrifugal load capacity of the assembly and maximize power density and electrical performance. Furthermore, the present disclosure provides additional advantages in terms of low volume, mass and cost. These techniques and systems thus allow for a highly efficient electric machine. More particularly, the provided permanent magnet electric motor 336 as disclosed herein is capable of running at higher speeds and loads, effectively permitting a smaller machine to handle higher loads.

[0057] It should be appreciated, however, that the exemplary electric motor 336 described above with reference to FIGS. 5 and 6 may alternatively be configured in any other suitable manner. For example, in other exemplary embodiments, the electric motor 336 may be configured in accordance with one or more of the exemplary embodiments described in United States Patent Application Serial Number 14/317,294 (published at the time of filing as United States Patent Publication Number 2015/0380999), which is incorporated herein fully by reference for all purposes.

[0058] Referring still to FIGS. 5 and 6, the exemplary electric motor 336 depicted additionally defines an electric machine tip speed S_{EM} during operation of the BLI fan 300 and electric motor 336. The electric machine tip speed S_{EM} refers to a speed of the rotor 342 at an interface of the rotor 342 with the air gap 356 (e.g., a surface speed or linear speed of the rotor 342). Accordingly, as the electric motor 336 depicted is configured generally as an inrunner electric motor, the electric machine tip speed S_{EM} refers to a speed of an outer edge 388 of the rotor 342. As will be appreciated, such an electric machine tip speed S_{EM} may be calculated by multiplying a rotational speed of the rotor 342 of the electric motor 336 by a radius of the outer edge 388 of the rotor 342 along the radial direction R2 relative to the longitudinal axis 354.

[0059] Notably, the exemplary BLI fan 300 depicted defines a ratio of the fan blade tip speed S_{FB} to electric machine tip speed S_{EM} ($S_{FB}:S_{EM}$, “tip speed ratio, R_{TS} ”). The tip speed ratio, R_{TS} , defines a relationship to the fan pressure ratio, R_{FP} , which the inventors of the present disclosure have determined may have an effect on an efficiency of the fan 304 and BLI fan 300. Specifically, the inventors of the present disclosure have found that in order to increase an efficiency of the BLI fan 300, it may be beneficial to design the BLI fan 300 to have a tip speed ratio, R_{TS} , that accounts for a desired fan pressure ratio, R_{FP} . For example, during operation of the BLI fan 300, the inventors have found that a desired efficiency may be accomplished by configuring the fan 304 to have a tip speed ratio, R_{TS} , within about twenty percent (20%) of the following equation: $1.01 \times R_{FP} - 0.311$. More particularly, in certain embodiments, a desired efficiency may be accomplished by configuring the fan 304 to have a tip speed ratio, R_{TS} , within about ten percent (10%), or further, within about five percent (5%) of the following equation: $1.01 \times R_{FP} - 0.311$.

[0060] In certain exemplary embodiments, the above relationship between fan pressure ratio, R_{FP} , and tip speed ratio, R_{TS} , may provide for a fan 304 having a desired efficiency when the fan pressure ratio, R_{FP} , is greater than one (1) and less than about three (3). For example, the above relationship between fan pressure ratio, R_{FP} , and tip speed ratio, R_{TS} , may provide for a fan 304 having a desired efficiency when the fan pressure ratio, R_{FP} , is greater than one (1) and less than about 2.75, less than about 2.5, or less than about two (2).

[0061] Additionally, an electric machine configured according to the exemplary electric machine, or rather electric motor 336, described above may operate during standard day, maximum speed conditions with an electric machine tip speed S_{EM} between about 750 feet per second (ft/s) and about 1,150 ft/s. More particularly, an electric machine in accordance with one or more exemplary embodiments of the present disclosure may operate during standard day, maximum speed conditions with an electric machine tip speed S_{EM} between about 850 feet per second (ft/s) and about 1,050 ft/s, such as between about 900 ft/s and about 1,000 ft/s.

[0062] Accordingly, in a non-limiting, example embodiment of the present disclosure, the fan 304 of the BLI fan 300 may define a fan pressure R_{FP} of about 1.25. Using the equation $R_{TS} = 1.01 \times R_{FP} - 0.311$, the tip speed ratio R_{TS} is

approximately 0.952. The electric motor 336, power gearbox 338, and fan 304 may then be sized such that the effective tip speed ratio R_{TS} is approximately 0.952. With the electric motor 336 including the electric rotor 342 described herein, the electric machine tip speed S_{EM} may be approximately 1,000 ft/s. Accordingly, with this exemplary embodiment, the fan blade tip speed S_{FB} may be approximately 952 ft/s.

[0063] As an illustrative aspect of the present disclosure, a method for operating a propulsion system for an aircraft is provided. The propulsion system may be the exemplary propulsion system 100 described above with reference to FIGS. 1 through 5. Accordingly, the exemplary propulsion system may include an electric propulsion engine, such as the exemplary BLI fan 300, including an electric machine, such as an electric motor, and a fan. The electric machine may define an electric machine tip speed and the fan may define a fan tip speed. The method includes operating the fan of the electric propulsion engine to define a fan pressure ratio (" R_{FP} ") greater than one (1) and less than about three (3). A ratio of the fan blade tip speed to the electric machine tip speed is within 20% of the equation: $1.01 \times R_{FP} - 0.311$.

[0064] An electric propulsion engine in accordance with one or more embodiments of the present disclosure may provide for an electric propulsion engine having a desired efficiency and power density (e.g., an amount of thrust per unit volume of air flowing through the electric propulsion machine). Specifically, the inventors of the present disclosure have found that an electric propulsion engine defining a tip speed ratio having a relationship to a fan pressure ratio of a fan of the electric propulsion engine in accordance with one or more the embodiments described above may result in an electric propulsion engine having an increased efficiency and power density across various sizes of fans and electric motors. Such a configuration may be accomplished by sizing the electric motor, fan blades, and if necessary, inclusion of a power gearbox having a specified gear ratio, based on an anticipated fan pressure ratio during operation of the engine.

[0065] Referring now to FIG. 7, a BLI fan 300 in accordance with another exemplary embodiment of the present disclosure is depicted. The exemplary BLI fan 300 depicted in FIG. 7 may be configured in substantially the same manner as exemplary BLI fan 300 depicted in FIG. 4 and described above. Accordingly, the same or similar numbering may refer to the same or similar part.

[0066] As depicted, the exemplary BLI fan 300 generally includes a fan 304 and a structural support system 308. As with the embodiment described above, the structural support system 308 includes a plurality of struts 310, a plurality of forward support members 312, an outer nacelle 314, a plurality of aft support members 316, and a tail cone 318. Additionally, the fan 304 generally includes a plurality of fan blades 328 at least partially enclosed within the outer nacelle 314 and a fan shaft 330. For the embodiment depicted, the exemplary fan 304 is rotatable about a central axis 302 of the BLI fan 300 by an electric motor 336, or more particularly, the fan 304 is rotatable about the central axis 302 of the BLI fan 300 by the electric motor 336 through a power gearbox 338. The electric motor 336 is mechanically coupled to a driveshaft 340, which extends to and attaches to the power gearbox 338. The power gearbox 338 is, in turn, attached to the fan shaft 330 for rotating the fan shaft 330.

[0067] However, for the embodiment depicted in FIG. 7, a relative positioning of the fan 304, the power gearbox 338, and the electric motor 336 has been altered. More specifically, for the embodiment depicted in FIG. 7, the power gearbox 338 is positioned forward of the fan 304, and forward of the electric motor 336 along the central axis 302 of the BLI fan 300. Further, the fan 304 is, for the embodiment depicted, positioned forward of the electric motor 336 along the central axis 302 of the BLI fan 300. However, in other embodiments, the fan 304 may overlap with the electric motor 336 along the central axis 302, or may even be positioned aft of the electric motor 336 along the central axis 302. Regardless, such a configuration may allow for greater ease of access to the electric motor 336 during, e.g., maintenance or repair of the electric motor 336. For example, in certain exemplary embodiments, the tail cone 318, or a part thereof, may be removable, such that the electric motor 336 may be relatively easily accessible during maintenance or repair operations.

[0068] 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 languages of the claims.

WHAT IS CLAIMED IS:

1. A propulsion system for an aircraft having a fuselage and an aft end, the propulsion system comprising:
 - a propulsion engine configured to be mounted to the aircraft, the propulsion engine defining a central axis and comprising:
 - an electric machine defining an electric machine tip speed during operation of the propulsion engine; and
 - a fan rotatable about the central axis of the propulsion engine with the electric machine, the fan defining a fan pressure ratio (R_{FP}) and comprising a plurality of fan blades, each fan blade defining a fan blade tip speed during operation of the propulsion engine, the propulsion engine defining a ratio of fan blade tip speed to electric machine tip speed;
 - wherein during operation of the propulsion engine, the ratio of fan blade tip speed to electric machine tip speed is within twenty percent of the following equation: $1.01 \times R_{FP} - 0.311$.
2. The propulsion system of claim 1, wherein the ratio of fan blade tip speed to electric machine tip speed is within ten percent of the following equation: $1.01 \times R_{FP} - 0.311$.
3. The propulsion system of claim 1, wherein the fan pressure ratio, R_{FP} , is greater than one and less than about three during operation of the electric propulsion engine.
4. The propulsion system of claim 1, wherein the propulsion engine is an electric propulsion engine, wherein the electric machine is an electric motor, and wherein the fan is rotatable about the central axis of the electric propulsion engine by the electric motor.
5. The propulsion system of claim 4, further comprising:
 - a power gearbox mechanically coupled to the electric machine, the fan mechanically coupled to the power gearbox and rotatable about the central axis of the

electric propulsion engine by the electric machine through the power gearbox.

6. The propulsion system of claim 5, wherein the power gearbox defines a gear ratio between about 1:1 and about 1:5.

7. The propulsion system of claim 5, wherein the fan is positioned forward of the power gearbox along the central axis of the electric propulsion engine, and wherein the electric machine is positioned forward of the fan along the central axis of the electric propulsion engine.

8. The propulsion system of claim 5, wherein the power gearbox is positioned forward of the fan along the central axis of the electric propulsion engine and forward of the electric machine along the central axis of the electric propulsion engine, and wherein the fan is positioned forward of the electric machine along the central axis of the electric propulsion engine.

9. The propulsion system of claim 4, wherein the electric propulsion engine is configured as a boundary layer ingestion fan.

10. The propulsion system of claim 4, wherein the electric propulsion system is configured as an aft fan configured to be mounted at the aft end of the aircraft, and along a mean line of the aircraft.

11. The propulsion system of claim 4, further comprising:
a gas turbine engine; and
an electric generator operable with the gas turbine engine, and wherein the electric machine is in electrical communication with the electric generator.

12. The propulsion system of claim 11, wherein the gas turbine engine is configured to be mounted to one of a pair of wings of the aircraft.

13. The propulsion system of claim 1, wherein the fan pressure ratio defined by the fan is a fan pressure ratio rating of the fan.
14. The propulsion system of claim 1, further comprising:
a structural support system, and wherein the structural support system is configured for mounting to a bulkhead of the fuselage of the aircraft when the propulsion engine is mounted to the aircraft.
15. The propulsion system of claim 1, wherein the electric machine comprises a stator having a stator magnetic field and a rotor configured to generate a magnetic field that interacts with the stator magnetic field, the rotor comprising a rotor core, the rotor core comprising a plurality of permanent magnets and a sleeve component including a plurality of cavities formed therein, wherein the plurality of permanent magnets are disposed in the plurality of cavities formed in the sleeve component to form an interior permanent magnet machine.
16. The propulsion system of claim 15, wherein the sleeve component comprises one or more land portions and one or more disc portions defining the plurality of cavities.
17. A method for operating a propulsion system for an aircraft, the propulsion system comprising a propulsion engine comprising an electric machine and a fan, the electric machine defining an electric machine tip speed and the fan defining a fan tip speed, the method comprising:
operating the fan of the electric propulsion engine to define a fan pressure ratio (R_{FP}) greater than one and less than about three, a ratio of fan blade tip speed to electric machine tip speed being within twenty percent of the equation $1.01 \times R_{FP} - 0.311$.
18. The method of claim 17, wherein the ratio of fan blade tip speed to electric machine tip speed is within about ten percent of the equation $1.01 \times R_{FP} - 0.311$.

19. The method of claim 17, wherein the ratio of fan blade tip speed to electric machine tip speed is within about five percent of the equation $1.01 \times R_{FP} - 0.311$.
20. The method of claim 17 wherein the propulsion engine is a boundary layer ingestion aft engine.

1/6

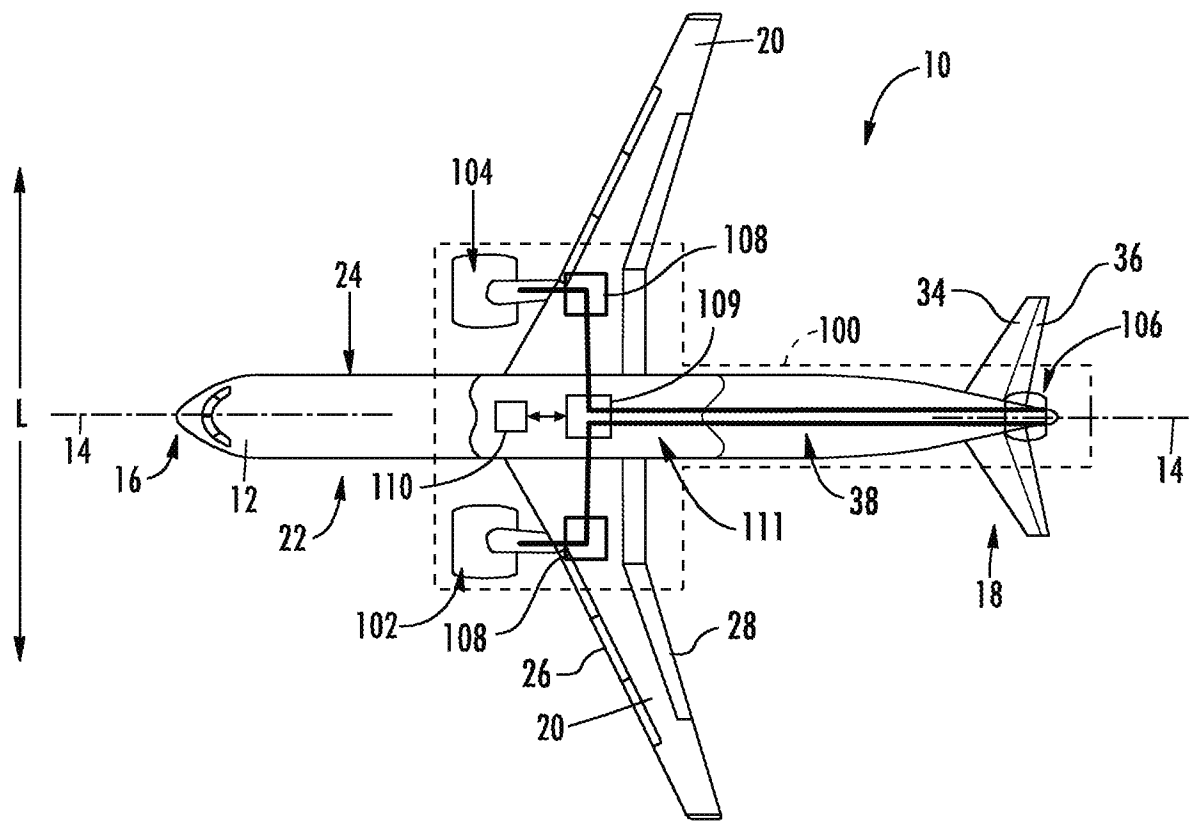


FIG. 1

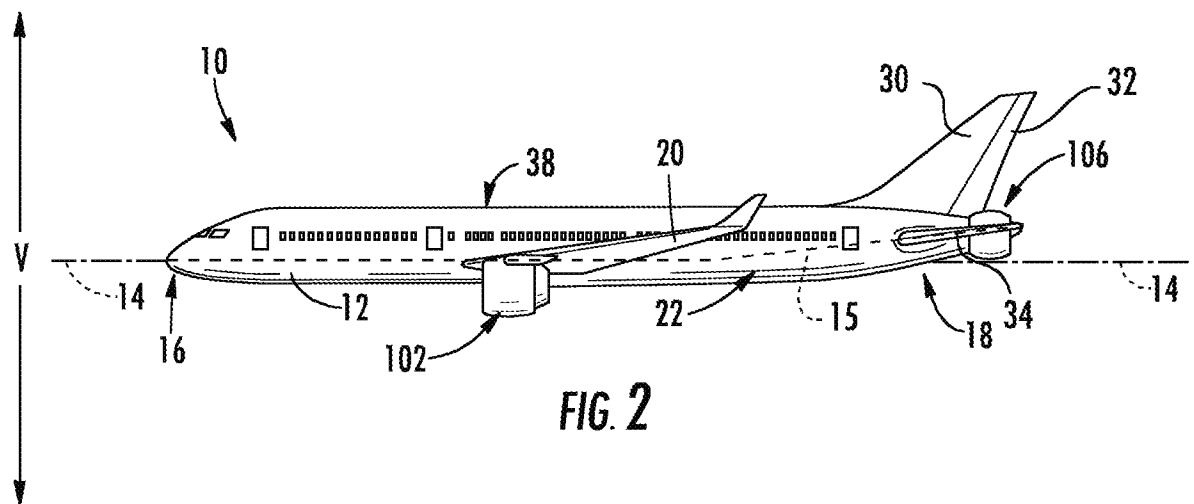


FIG. 2

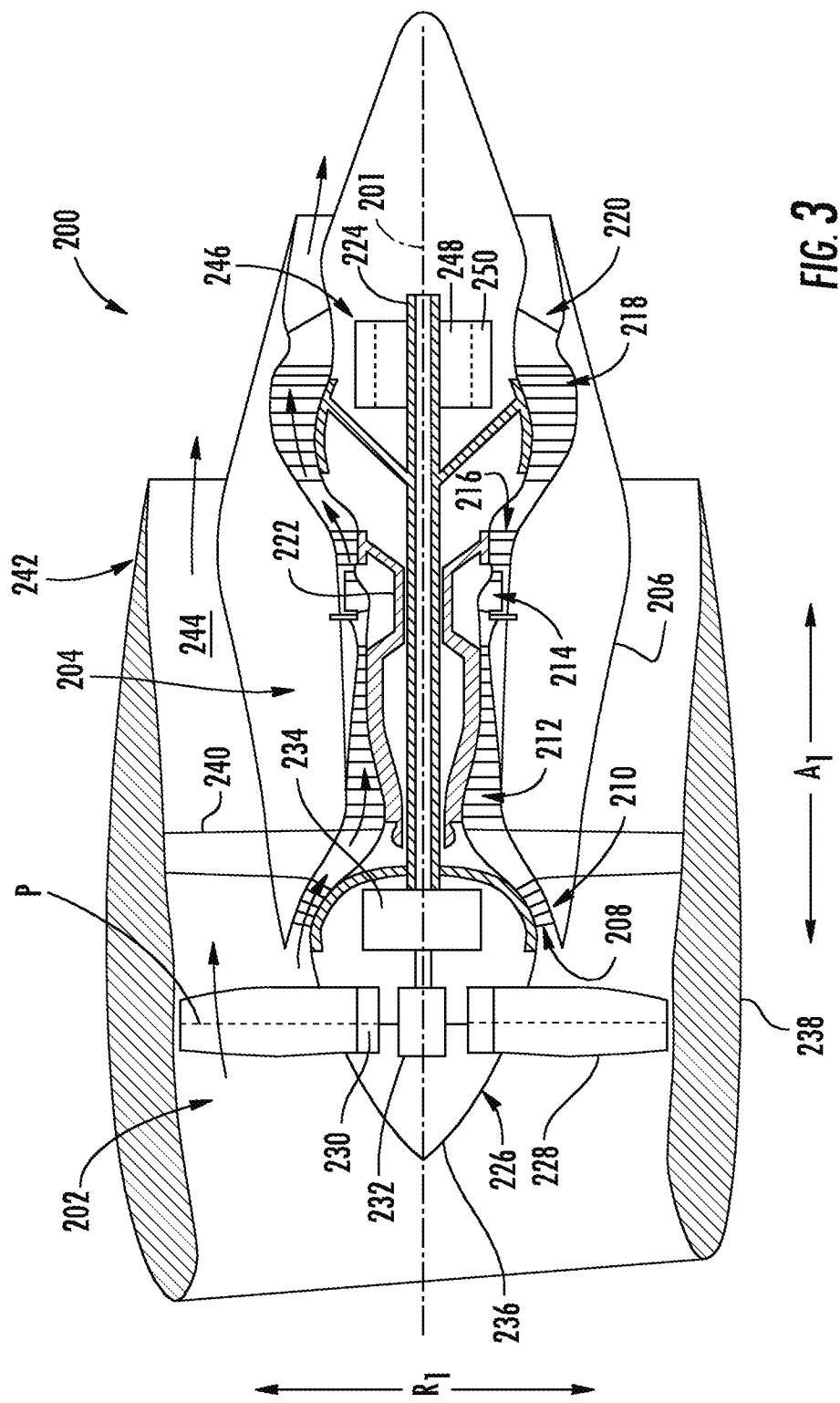
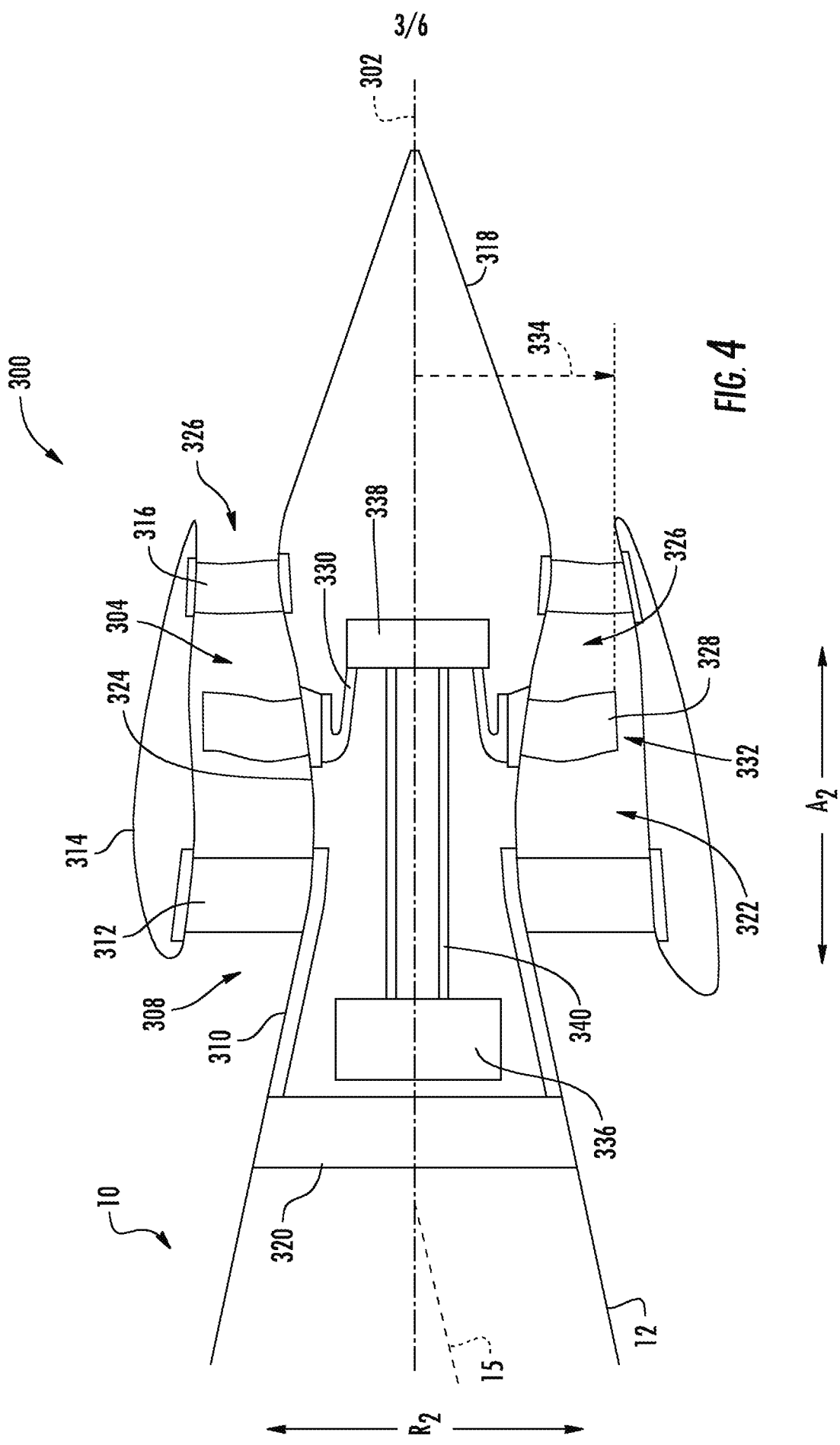


FIG. 3



4/6

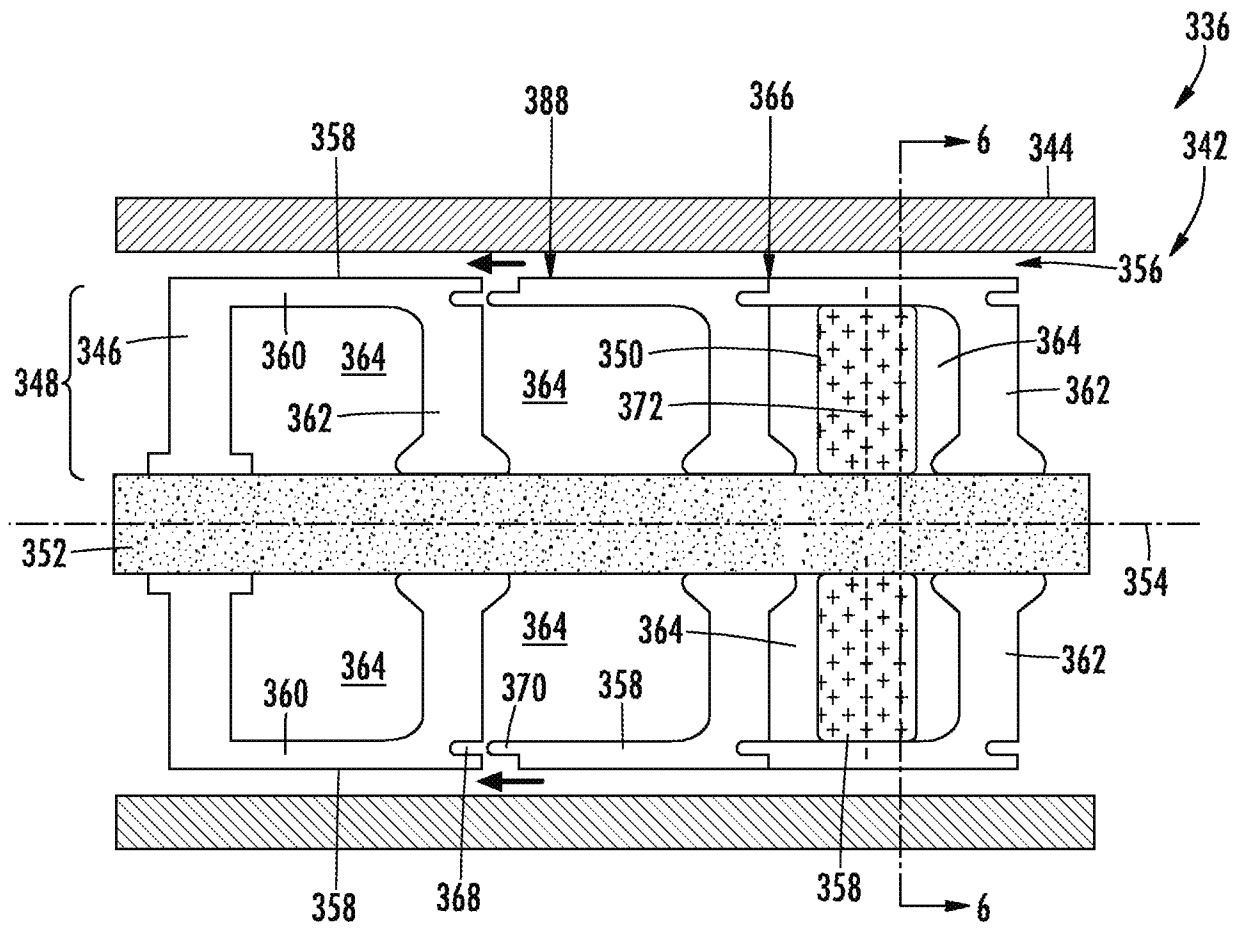


FIG. 5

5/6

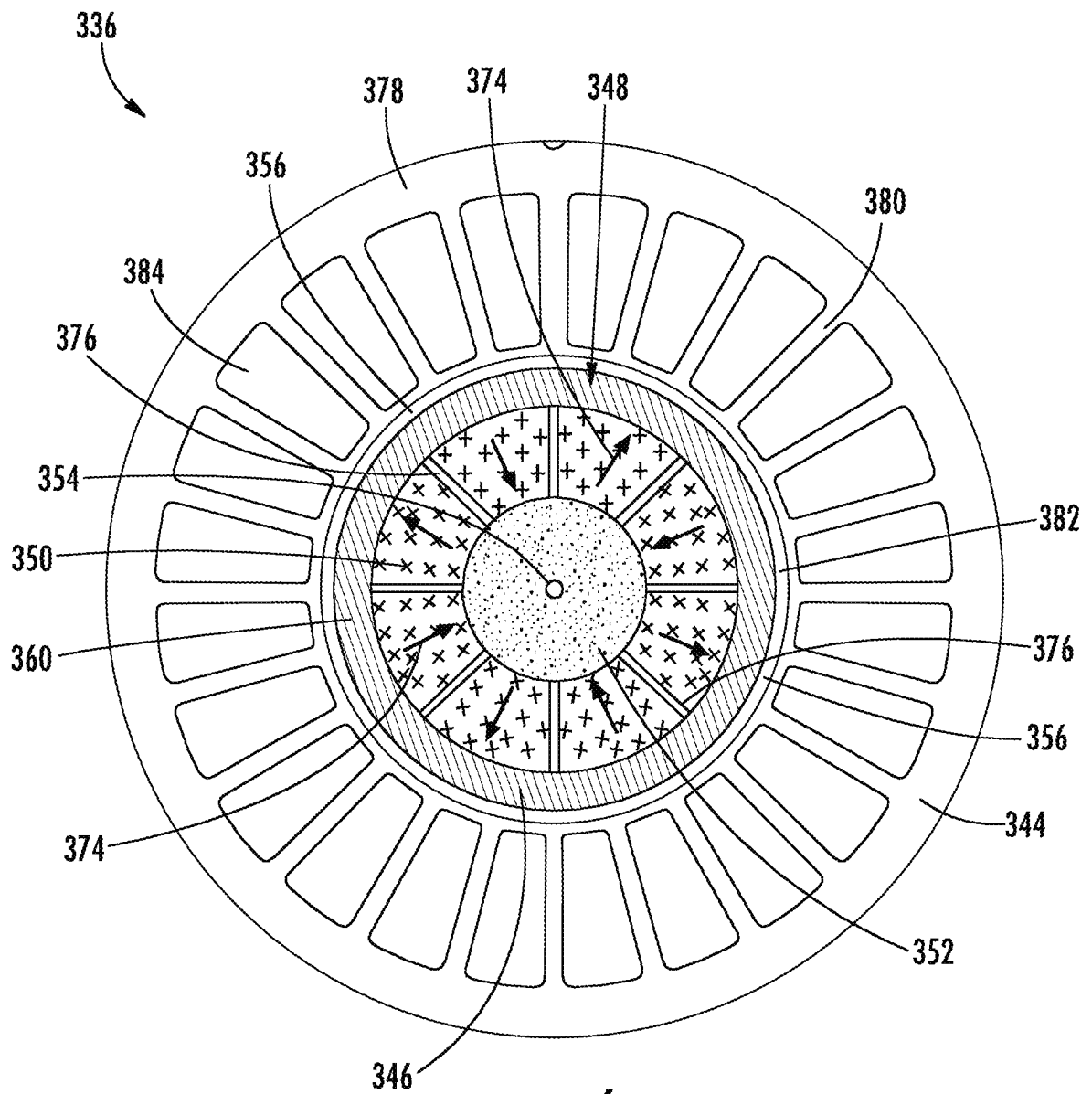
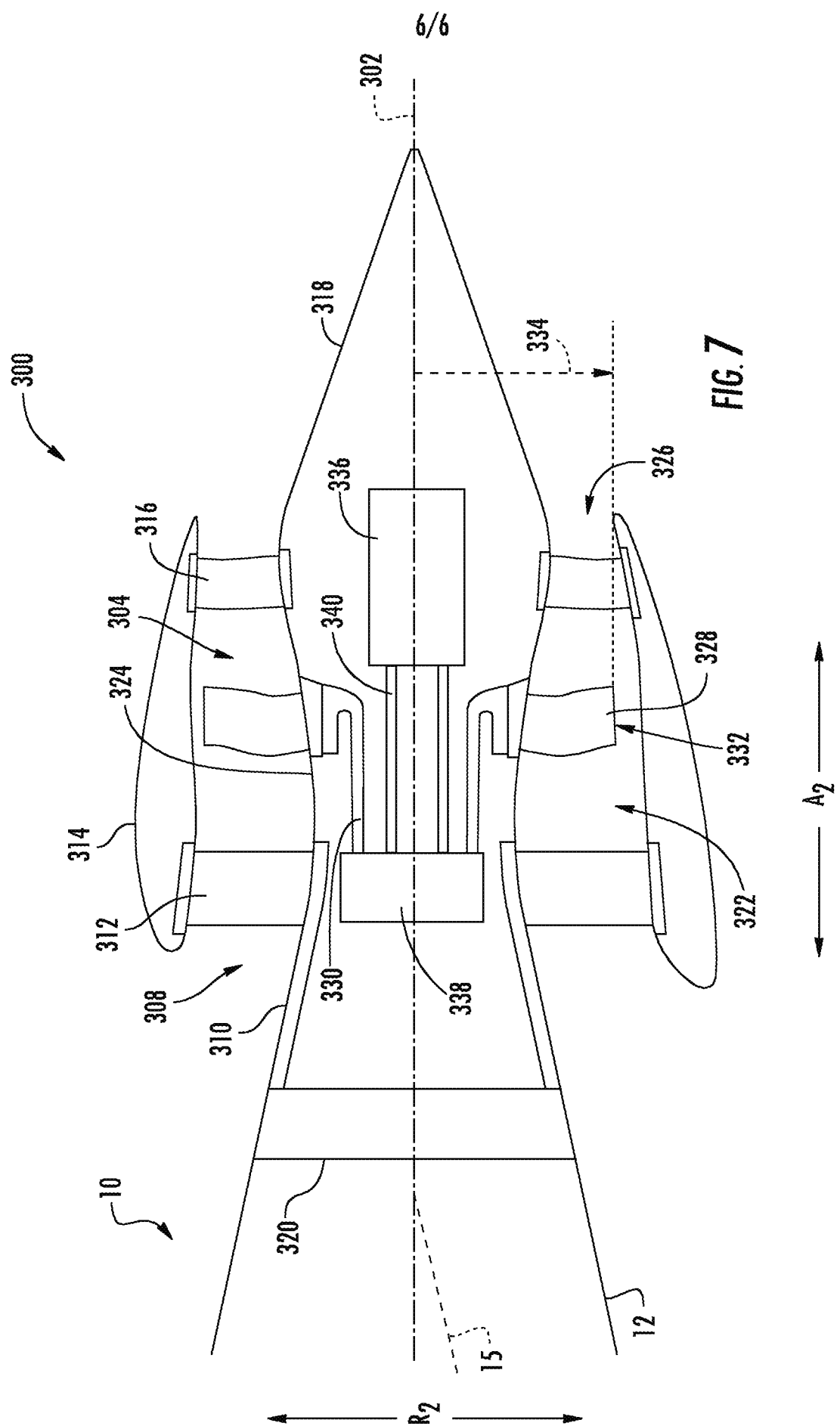


FIG. 6



INTERNATIONAL SEARCH REPORT

International application No
PCT/US2017/026887

A. CLASSIFICATION OF SUBJECT MATTER
INV. B64D27/02 B64D27/24
ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)
B64D

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

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 2015/013306 A1 (SHELLEY RUDOLPH ALLEN [US]) 15 January 2015 (2015-01-15)	1-9, 13, 17-19
Y	paragraphs [0017] - [0022]; claim 1; figures 3, 5, 6	15, 16
Y	----- US 2015/380999 A1 (JOSHI NARENDRA DIGAMBER [US] ET AL) 31 December 2015 (2015-12-31) cited in the application claims 13, 15; figures 2, 3	15, 16
X	----- US 2015/000252 A1 (MOORE MATTHEW D [US] ET AL) 1 January 2015 (2015-01-01) paragraphs [0035] - [0050]; figures 1, 2, 15 ----- -/-	1-4, 9-14, 17-20



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents :

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier application or patent but published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

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

"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

Date of the actual completion of the international search

1 December 2017

Date of mailing of the international search report

11/12/2017

Name and mailing address of the ISA/

European Patent Office, P.B. 5818 Patentlaan 2
NL - 2280 HV Rijswijk
Tel. (+31-70) 340-2040,
Fax: (+31-70) 340-3016

Authorized officer

Lambert, Brice

INTERNATIONAL SEARCH REPORT

International application No
PCT/US2017/026887

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	FR 3 004 699 A1 (AIRBUS OPERATIONS SAS [FR]) 24 October 2014 (2014-10-24)	1-4, 9-14, 17-20
Y	page 4, line 8 - page 8, line 15; figures 1-5	15,16
X	----- US 8 596 036 B2 (INVENTION SCI FUND I LLC) 3 December 2013 (2013-12-03)	1-9, 11-13, 17-19
	column 62, lines 27-52; figures 31, 33	
A	----- EP 2 966 266 A1 (ROLLS ROYCE PLC [GB]) 13 January 2016 (2016-01-13) paragraphs [0093] - [0116]; figures 1, 4	1-20

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

PCT/US2017/026887

Patent document cited in search report	Publication date	Patent family member(s)	Publication date
US 2015013306	A1	15-01-2015	NONE
US 2015380999	A1	31-12-2015	BR 102015015624 A2 CA 2894788 A1 CN 105281460 A EP 2961042 A1 JP 2016013054 A US 2015380999 A1
US 2015000252	A1	01-01-2015	CA 2824290 A1 EP 2730501 A2 US 2015000252 A1
FR 3004699	A1	24-10-2014	NONE
US 8596036	B2	03-12-2013	EP 2494178 A1 US 2010107651 A1 US 2010107652 A1 US 2010108806 A1 US 2011100014 A1 WO 2011053355 A1
EP 2966266	A1	13-01-2016	EP 2966266 A1 US 2016010589 A1