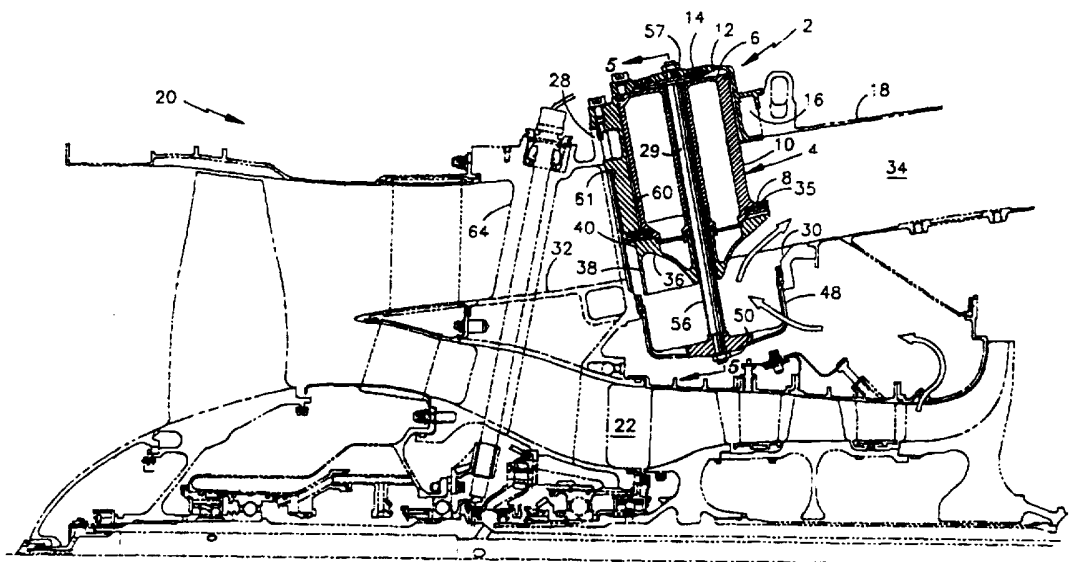




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(21) International Application Number: PCT/CA95/00462 (22) International Filing Date: 8 August 1995 (08.08.95) (30) Priority Data: 08/288,380 10 August 1994 (10.08.94) US (71) Applicant: PRATT & WHITNEY CANADA INC. [CA/CA]; 1000 Maris Victorin Boulevard, Longueuil, Quebec J4G 1A1 (CA). (72) Inventors: BLAIS, Daniel; 825 Roquebrune, Mont St. Hilaire, Québec J3H 5M4 (CA). TREMAINE, Eric; 170 Labonte, Longueuil, Québec J4H 1P7 (CA). OZARAPOGLU, Vasil; 238 du Jura, St. Lambert, Québec J4S 1G5 (CA). (74) Agent: ASTLE, Jeffrey, W.; Pratt & Whitney Canada Inc., Legal Dept., M/S 01BE1, 1000 Marie Victorin Boulevard, Longueuil, Quebec J4G 1A1 (CA).		(81) Designated States: CA, CZ, JP, PL, RU, European patent (AT, BE, CH, DE, DK, ES, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE). Published <i>With international search report.</i> <i>With amended claims.</i>

(54) Title: BLEED VALVE



(57) Abstract

The present invention discloses a bleed valve (2) for use in gas turbine engines. The valve (2) has a piston (4), one end (6) of which is positioned inside a housing (14) which is positioned on one side of the bypass fluid flow path (34). The other end (8) of the piston (4) is positioned in an opening (30) between the primary fluid flow path (22) and the bypass fluid path (34) such that the valve (2) opens and closes in response to a pressure differential between two points in the primary fluid flow path (22).

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BLEED VALVE

Technical Field

The technical field to which this invention pertains is gas turbine engines, particularly handling bleed valves for gas turbine engines.

Background of the Invention

5 In gas turbine engines for use in powering aircraft, air is directed through multiple stage compressors as it flows axially or axially and radially through the engine to a combustor. As the air passes through each successive compressor stage, the pressure of the air is increased. Under certain conditions, such as when the
10 engine is operating at off design conditions, interstage bleed is required to match the compressor stages. If this compressor matching is not achieved an engine surge or blow-out may occur, endangering the operation of the engine and the associated aircraft.

 To mitigate against these conditions, such gas turbine engines
15 have incorporated bleed valves in the engine casing forward of the burner which, when an engine surge is imminent, open to rematch the compressor stages. These bleed valves have taken many forms from simple ports in the compressor casing which open via a movable valve element to devices which separate adjacent segments of the engine
20 casing thereby creating an opening there between.

 However, these valves, although useful, present problems where the air bleed off is directed into a secondary air flow, in lieu of being dumped overboard. In the design of these prior art bleed valves all of the criteria which must be met such as, simple maintenance of
25 the valve, maintenance of a smooth fluid flow through the bypass flow path and quick response time are not all addressed in any single prior art valve.

 Therefore, what is necessary in this art is a bleed valve that is simple to service, minimizes the disturbance to the secondary air flow
30 and offers quick response to the pressure changes which lead to the engine operating problems.

- 2 -

Brief Description of the Invention

5 The present invention discloses a bleed valve for use in a gas turbine engine in which a housing is positioned on the outboard perimeter of a bypass fluid flow path. A piston having a first end is fitted into said housing and extends across the by pass fluid flow path to a barrier separating the by pass fluid flow path from a primary fluid flow path. The piston having a second end opposite to the first end is sealably fitted into an opening in the barrier and wherein the piston is slidably movable to seal and unseal the opening in response to a pressure differential between the two locations in the primary fluid flow path.

10 This invention will permit the use of a bypass valve which will respond to prevent surges in the engine and will be easily serviced without disassembly of the engine due to its positioning across the by pass flow path and having the housing on the perimeter of the by pass flow path .

Brief Description of the Drawings

- Figure 1 is a view of one embodiment of the valve of the present invention indicating its location in a gas turbine engine.
- 20 Figure 2 is a breakaway view of one embodiment of the valve of the present invention depicting the valve in the closed position
- Figure 3 is a breakaway view of one embodiment of the valve of the present invention depicting the valve in the open position.
- 25 Figure 4 is a cross sectional view of one embodiment of a valve of the present invention positioned in a gas turbine engine in the open position.
- Figure 4A is a cross sectional view of the valve showing the pressure control means.
- 30

-3-

Figure 5 is a cross sectional view of one embodiment of a valve of the present invention positioned in a gas turbine engine in the closed position.

Figure 6 is a cross sectional view of taken along line 6-6 of Figure 2 of the piston central portion and strut member.

Best Mode for Carrying Out the Invention

The bleed valve of the present invention will be described herein with reference to Figures 1-6. The description and the drawings are intended to be exemplary and not limiting.

Referring now to the Figures in which the bleed valve of the present invention is shown. The bleed valve 2 comprises a piston 4 having a first end 6 and a second end 8 connected by a center portion 10. The first end 6 is fitted into a chamber 12 inside a housing 14. The housing 14 is fitted into an opening 16 in the outer perimeter of the by bypass flow path, in this case the outer shroud 18 of the engine 20. The chamber 12 of the housing 14 is in flow or pressure communication with one location within a primary flow path 22 of compressed gas passing through the engine 20. Via an opening 24 in the housing 14 a controlling pressure is introduced to schedule the valve opening.

In the present description the housing 14 is formed of a single unit which is attached to the outer shroud 18 by a number of bolts 26 and which is seated onto a flange 28 on the perimeter of the opening 16. The piston 4 is slidably mounted onto a rod or similar means 29 which passes longitudinally through substantially the center of the piston 4.

The second end 8 is formed such that it will seat in and seal an opening 30 in a barrier separating the bypass flow path 34 from the primary flow path 22, in the present embodiment this is the inner shroud 32, and thereby prevent any of the primary fluid flow 22 to pass to the bypass fluid flow path 34 through said opening 30 when the piston 4 is in the closed position. This may be achieved in any number of designs.

- 4 -

The present embodiment depicts an aerodynamic design for the second end 8 in which the top 35 of the second end 8 is smooth and forms a smooth plane with the surface of the inner shroud 32 when the valve 2 is in the closed position as shown in Figures 2 and 5.

5 However, that portion of the second end 8 which is below the inner shroud 32 when the valve 2 is in the closed position, the bottom 36 of the second end 8, is downwardly inwardly frustoconically tapered. Although it is not necessary that the bottom 36 be formed in such a manner, it is preferred that it be formed in such a shape so as to permit
10 an even transition zone for the fluid to flow from the primary flow path 22 into the bypass flow path 34, and to control the rate of opening and closing of the valve.

In addition, a portion of the bottom 36 which is facing upstream of the bypass fluid flow path 34, is in the form of an arcuate apron 38
15 extending around the leading edge 40 of the circumference 42 of the second end 8, from about one side 44 of the second end 8 of the piston to the opposite side 46 of the second end 8 of the piston and crossing the plane perpendicular to the bypass flow path 34. The apron 38 further extends from just under the top of the second end 8 to
20 just below the inner shroud 32 when the valve 2 is in the open position (See Figure 3). This apron 38 prevents bleed flow exit in the upstream direction of the by-pass flow. Such a flow will disturb the fan by affecting its stability, reducing surge margin and increasing noise level.

As depicted in Figure 4 and 5 the opening 30 in the inner
25 shroud 32 houses the structural framework 48 to support the rod 29 on which the piston 4 is slidably fitted. The rod 29 is removably connected to the structural framework 48 by a nut 50 threaded onto the end 52 of the rod 29 and the other end of the rod 29 is removably fixed in the same manner to an opening in the housing 14 by a nut 57.
30 Bushings 54 are introduced between the rod 29 and the piston 4 to ensure free sliding movement of the piston 4. A compression spring 56 is fitted on to rod 29 at the end 52 between the structural framework 48 and piston end 8 to ensure that with no pressures acting on the piston 4, the piston 4 will remain in a partly open condition. This valve
35 position will enhance engine starting.

-5-

Additionally the upstream surface 58 of the piston having central portion 10 may be fitted with a slot 60 which slides over a key 61 which is attached to housing 14. The upstream surface 58 of the piston central portion 10 may be designed in the form of an aerodynamic shape in combination with the strut 64 as shown in Figure 6, thereby reducing the disturbance in the bypass flow path 34. The key 61 and the slot 60 provide an antirotation means to ensure alignment of the strut 64 and the piston central portion 10. This also acts as an antirotation feature to insure alignment of the apron 38 and piston central portion 10.

The bleed valve responds to a preset pressure differential between a first location in the primary fluid flow path 22 and a second location in the primary flow path 22 such that as the pressure in the second location, which is in pressure communication with the chamber 12 in the housing 14 in which the first end 6 of the piston 4 is fitted, is greater than the pressure at the first location, which is in pressure and flow communication with the primary fluid flow path 22, the valve 4 remains in the closed position and none of the fluid of the primary fluid flow path 22 is permitted to pass from the primary fluid flow path 22 to the bypass fluid flow path 34. However, in the event that the pressure at the first location is greater than the second location by a predetermined amount, then the pressure in the chamber 12 of the housing 14 is less than that at the opening 30 of the inner shroud 32 and the piston 4 is slidably moved up the rod 29 thereby moving the second end 8 of the piston 4 into a position where it no longer seals the opening 30 in the inner shroud 32 and thereby permitting a portion of the primary fluid flow 22 to pass through the opening 30 in the inner shroud 32 to the bypass fluid flow path 34.

As may be seen by viewing Figure 4A the pressure from the first location is upstream from the maximum compressor outlet for the primary flow path 22, while the second location is downstream from the maximum compressor outlet and is in flow communication via a tube (partially indicated at 66). The tube is fitted with an orifice 68 (this may be an adjustable valve i.e. needle valve or a simple hole of a predetermined size) and connects with a second tube 70 forming a T or Y having one end connected to the housing at opening 24 and the other end 72 vented to atmosphere through an orifice 73. In addition,

- 6 -

a regulating means 74 is fitted between the orifices 68 and 73 to control the valve opening to a certain compressor speed. The pressure created at opening 24 will be such that the valve will have a predetermined position as a function of compressor rotational speed, thereby bleeding as required and hence preventing surge.

The present invention offers a bleed valve for use in bypass engines having unique and beneficial advantages not seen in the prior art. The present invention discloses a bleed valve which is releasably mounted on the exterior of the engine to permit easy removal and maintenance without the disassembly of the engine as necessitated by prior designs. In addition the valve offers a minimum disturbance to the flow path of the bypass flow and therefore lessens any loss of efficiency due to the placement of such a device across the flow path of the bypass fluid.

While the particular invention has been described with reference to illustrated embodiments, this description is not meant to be construed as limiting. It is understood that although the present invention has been described in a preferred embodiment, various modifications of the illustrated embodiments as well as additional embodiments of the invention, will be apparent to persons of ordinary skill in this art without departing from the spirit of this invention. It is therefore contemplated that the appended claims

- 7 -

CLAIMS

1. A bleed valve for use in a gas turbine engine comprising;
a housing positioned on the outboard perimeter of a by pass
fluid flow path, and
a piston having a first end which is fitted into said housing and
which extends across said by pass fluid flow path; and
said piston having a second end opposite the first end and said
second end is sealably fitted into an opening in a barrier separating a
primary fluid flow path from the by pass fluid flow path; and
wherein said piston is slidably movable to open and close said
opening in response to a pressure differential between the two
locations in the primary fluid flow path.

2. The article of claim 1 wherein the center of the piston is
aerodynamically formed having a leading edge and a trailing edge and
said leading edge is facing upstream of the by pass flow path.

3. A bleed valve for use in a by pass gas turbine engine, said
engine having a first fluid flow path formed by a shroud positioned
about one or more compressor stages through which the first fluid is
directed to a burner section of the engine where the compressed gas
is mixed with fuel and ignited, and a second by-pass fluid flow path
positioned to flow from the engine inlet through a fluid path formed by
an outer shroud of the engine and the compressor shroud wherein
said by-pass gas is also directed to said burner section of the engine,
said bleed valve comprising;

a. a housing positioned within an opening within the outer
shroud, said housing forming a chamber, wherein said chamber is in
flow communication with said first fluid flow path at a first location; and

b. a piston positioned to move within the chamber along a
guide path, said guide path extending from the outer wall through the
housing across the by-pass flow path to an opening in the compressor
shroud which permits flow communication between the first flow path
and the by-pass flow path at a second location wherein said first

location is downstream from said second location in said first flow path;

20 c. said piston having a first end moving within the housing chamber and a second end positioned opposite the first end, said second end formed to create a seal against the opening in the compressor shroud; and

25 d. wherein the piston moves along a guide path positioned between the outer shroud and the compressor shroud and, thereby unsealing or sealing the opening in the compressor shroud in response to the pressure differential between the first and the second locations in the first fluid flow path.

4. The article of claim 3 wherein the center of the piston is aerodynamically formed having a leading edge and a trailing edge and said leading edge is facing upstream of the by pass flow path.

5. The article of claim 4 wherein said leading edge is fitted into a slot in the downstream side of a strut member.

6. The article of claim 3 wherein said second end of said piston has a sealing surface and wherein an arcuate apron extends downward through the opening in the barrier on the leading edge of the second end.

7. The article of claim 6 wherein the apron extends downward to a length sufficient such that when the valve is in the open position the distal end from the sealing surface is at or below the opening in the barrier.

AMENDED CLAIMS

[received by the International Bureau on 19 January 1996 (19.01.96);
original claims 1-7 amended; new claims 8-10 added (4 pages)]

1. A bleed valve for use in a gas turbine engine, said engine having a bypass fluid flow path and a primary fluid flow path downstream from an engine inlet of said engine, said paths separated by a barrier and said bypass fluid flow path having an outer perimeter, said bleed valve comprising;

5 a housing positioned on said outer perimeter of said bypass fluid flow path, and

a piston having a first end which is fitted into said housing, said piston extending across said bypass fluid flow path; and

10 said piston having a second end opposite said first end, said second end sealably fitted into an opening in said barrier separating said primary fluid flow path from said bypass fluid flow path; and

wherein said piston is slidably movable to open and close said opening in response to a pressure differential between fluid pressures at two locations in said primary fluid flow path.

15

2. The bleed valve of claim 1 wherein is aerodynamically formed having a leading edge and a trailing edge and said leading edge is facing upstream of said bypass flow path.

20 3. A bleed valve for use in a bypass gas turbine engine, said engine having an engine inlet, a first fluid flow path downstream from said engine inlet formed by a compressor shroud positioned about one or more compressor stages through which air from said engine inlet is compressed and directed to a burner section of said engine where said compressed air is mixed with fuel and ignited, and a second
25 bypass fluid flow path downstream from said engine inlet formed by an outer shroud of the engine and said compressor shroud through which bypass air from said engine inlet is directed past said compressor shroud, said bleed valve comprising;

a. a housing positioned within an opening within the outer shroud, said housing forming a chamber, wherein said chamber is in flow communication with said first fluid flow path at a first location; and

5 b. a piston positioned to move within the chamber along a guide path, said guide path extending from the outer shroud through the housing across the bypass flow path to an opening in the compressor shroud which permits flow communication between the first fluid flow path and the bypass flow path at a second location wherein said first location is downstream from said second location in said first fluid flow path;

10 c. said piston having a first end moving within the housing chamber and a second end positioned opposite the first end, said second end formed to create a seal against the opening in the compressor shroud; and

d. wherein the piston moves along said guide path between an open position and a closed position thereby unsealing or sealing the opening in the
15 compressor shroud in response to the pressure differential between the first and the second locations in the first fluid flow path.

4. The bleed valve of claim 3 wherein said piston, between said first and second ends is aerodynamically formed having a leading edge and a trailing edge and said
20 leading edge is facing upstream of the bypass flow path.

5. The bleed valve of claim 4 wherein said leading edge is fitted into a slot in a strut member, said strut member having an upstream and a downstream side, said slot in said downstream side of said strut member.

25

6. The bleed valve of claim 3 wherein said second end of said piston has a sealing surface and an upstream edge and wherein an arcuate apron extends toward and through the opening in said compressor shroud on said upstream edge of said second end.

7. The bleed valve of claim 6 wherein the apron extends toward and through said opening in said compressor shroud to a length sufficient such that said apron extends to or through said opening in said compressor shroud when said piston of
5 said valve is in said open position.

8. A bleed valve for use in a bypass gas turbine engine, said engine having an engine inlet, a first fluid flow path downstream from said engine inlet formed by a compressor shroud positioned about one or more compressor stages through which
10 air from said engine inlet is compressed and directed to a burner section of said engine where said compressed air is mixed with fuel and ignited, and a second bypass fluid flow path downstream from said engine inlet formed by an outer shroud of the engine and said compressor shroud through which bypass air from said engine inlet is directed past said compressor shroud, said bleed valve comprising;

15 a. a housing positioned within an opening within the outer shroud, said housing forming a chamber, wherein said chamber is in flow communication with said first fluid flow path at a first location; and

b. a piston positioned to move within the chamber along a guide path, said guide path extending from the outer shroud through the housing across the
20 bypass flow path to an opening in the compressor shroud which permits flow communication between the first fluid flow path and the bypass flow path at a second location wherein said first location is downstream from said second location in said first fluid flow path;

c. said piston having a first end moving within the housing chamber and a
25 second end positioned opposite the first end, said second end formed to create a seal against the opening in the compressor shroud;

d. said piston, between said first and second ends, being aerodynamically formed having a leading edge and a trailing edge, said leading edge is facing upstream of said bypass flow path and being fitted into a slot in a strut

member, said strut member having an upstream and a downstream side, said slot being in said downstream side of said strut member; and

- e. wherein the piston moves along said guide path between an open position and a closed position thereby unsealing or sealing the opening in the compressor shroud in response to the pressure differential between the first and the second locations in the first fluid flow path.

9. The bleed valve of claim 8 wherein said second end of said piston has a sealing surface and an upstream edge and wherein an arcuate apron extends toward and through the opening in said compressor shroud on said upstream edge of said second end.

10. The bleed valve of claim 9 wherein said apron extends toward and through said opening in said compressor shroud to a length sufficient such that said apron extends to or through said opening in said compressor shroud when said piston of said valve is in said open position.

1/5

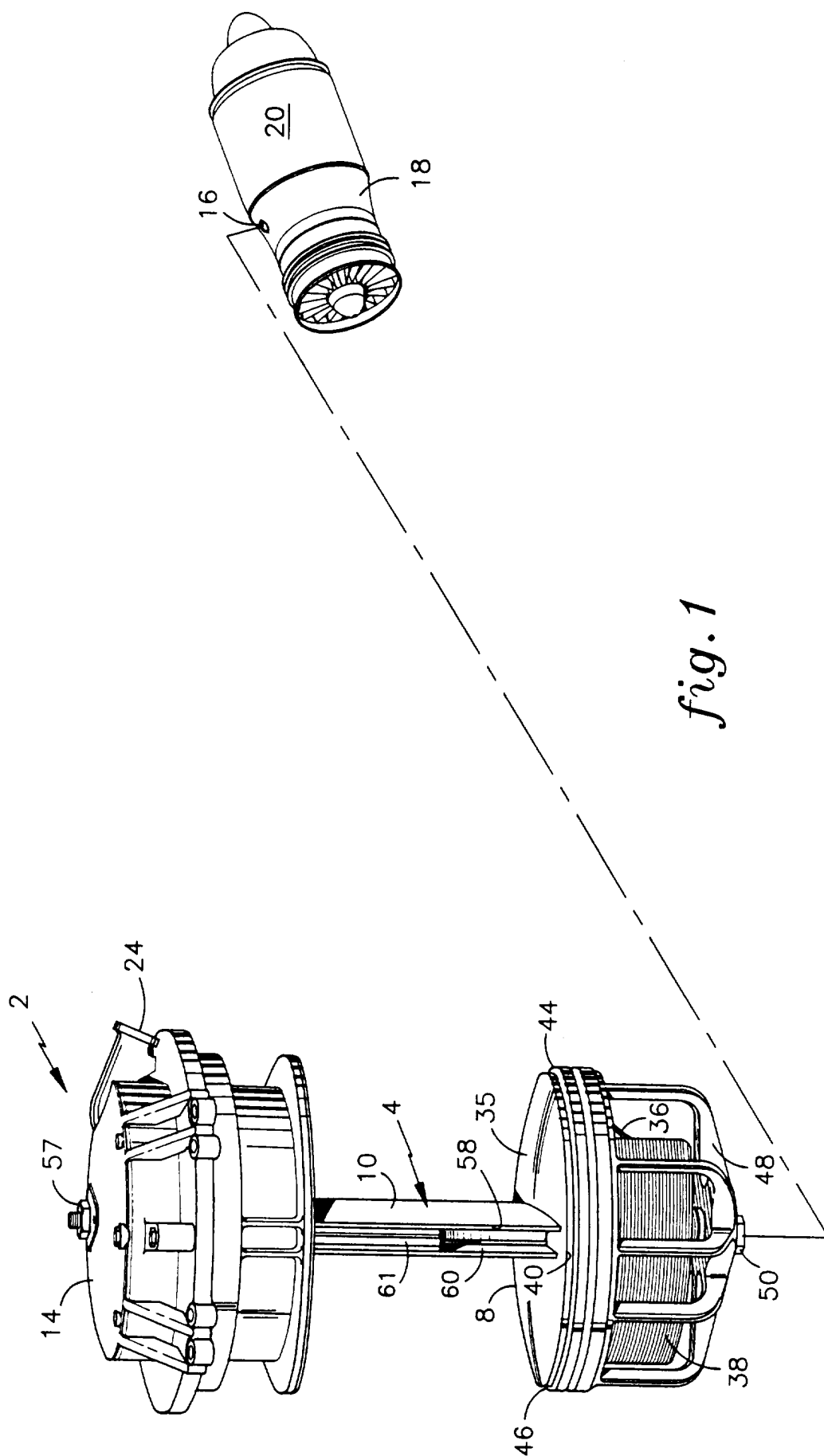
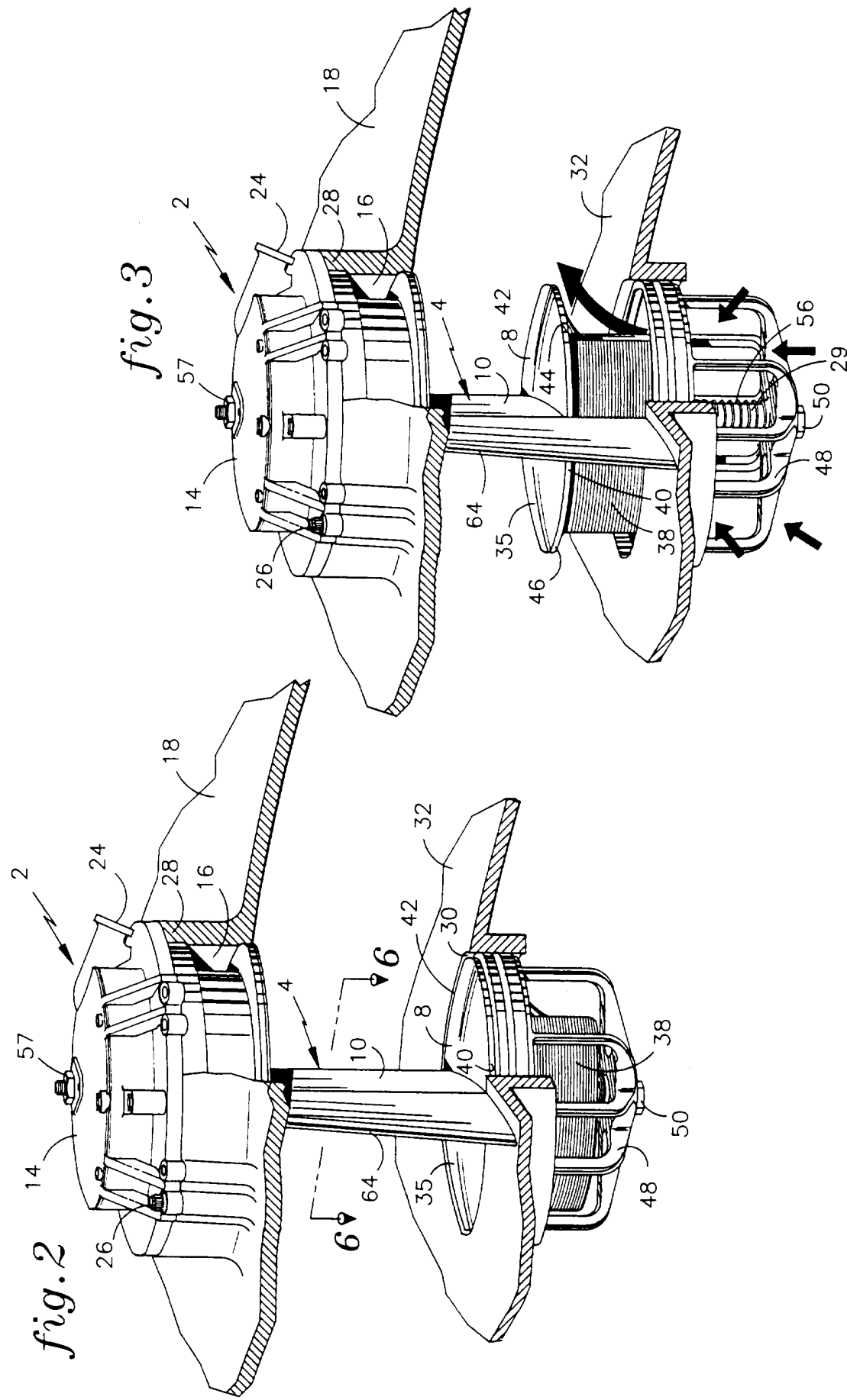
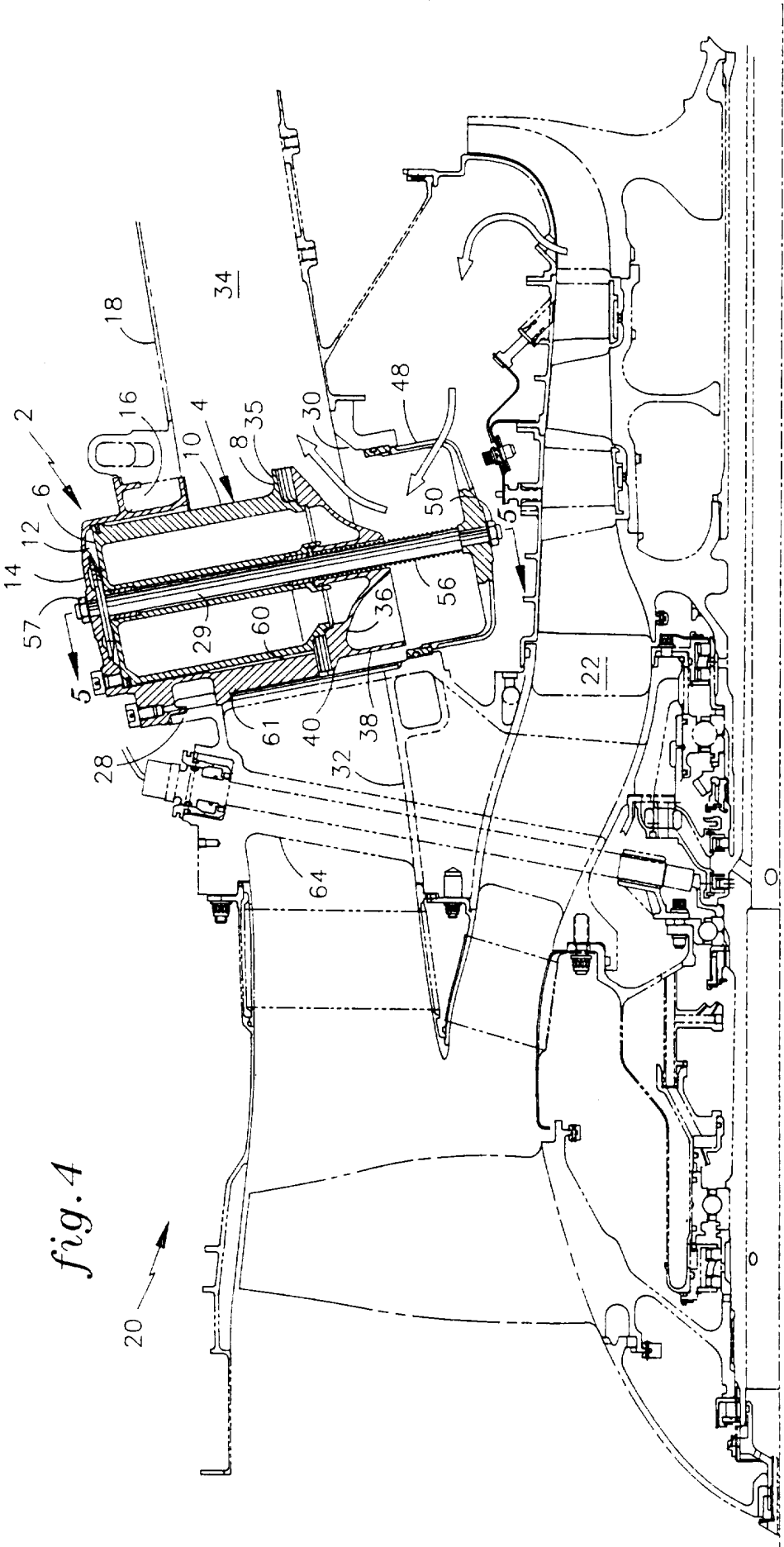


fig. 1





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fig. 4A

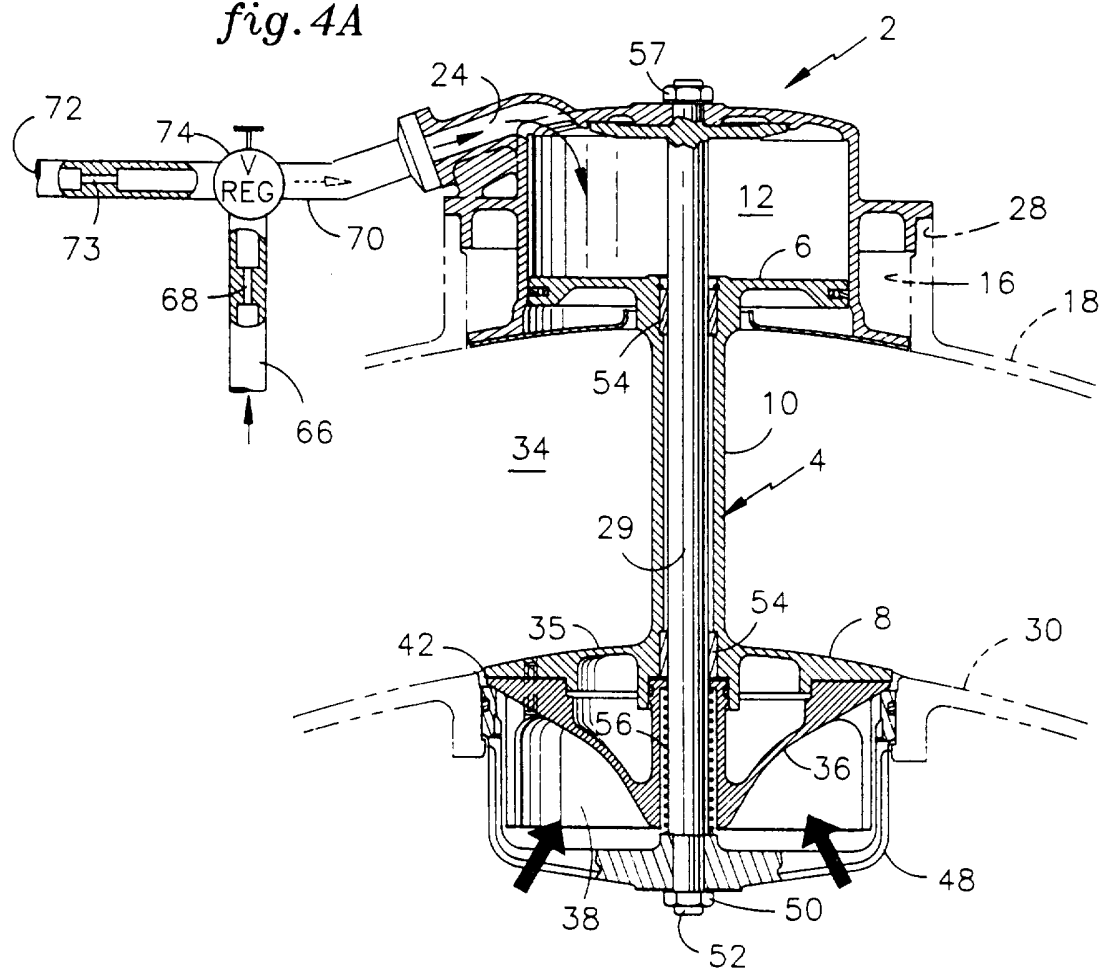


fig. 6

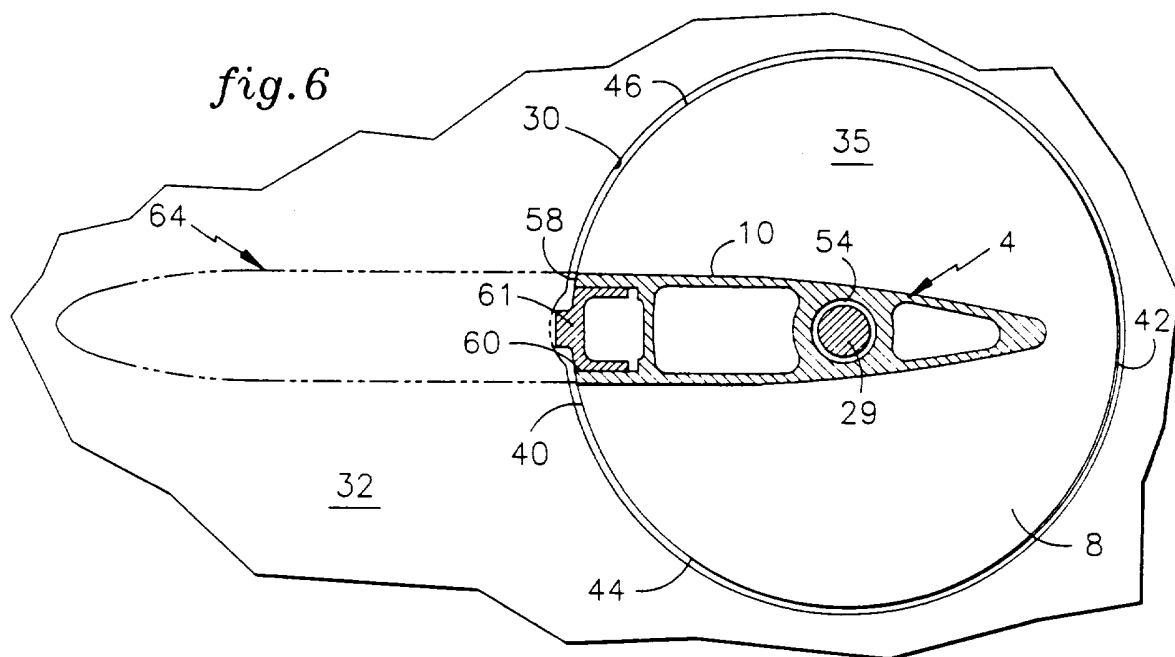
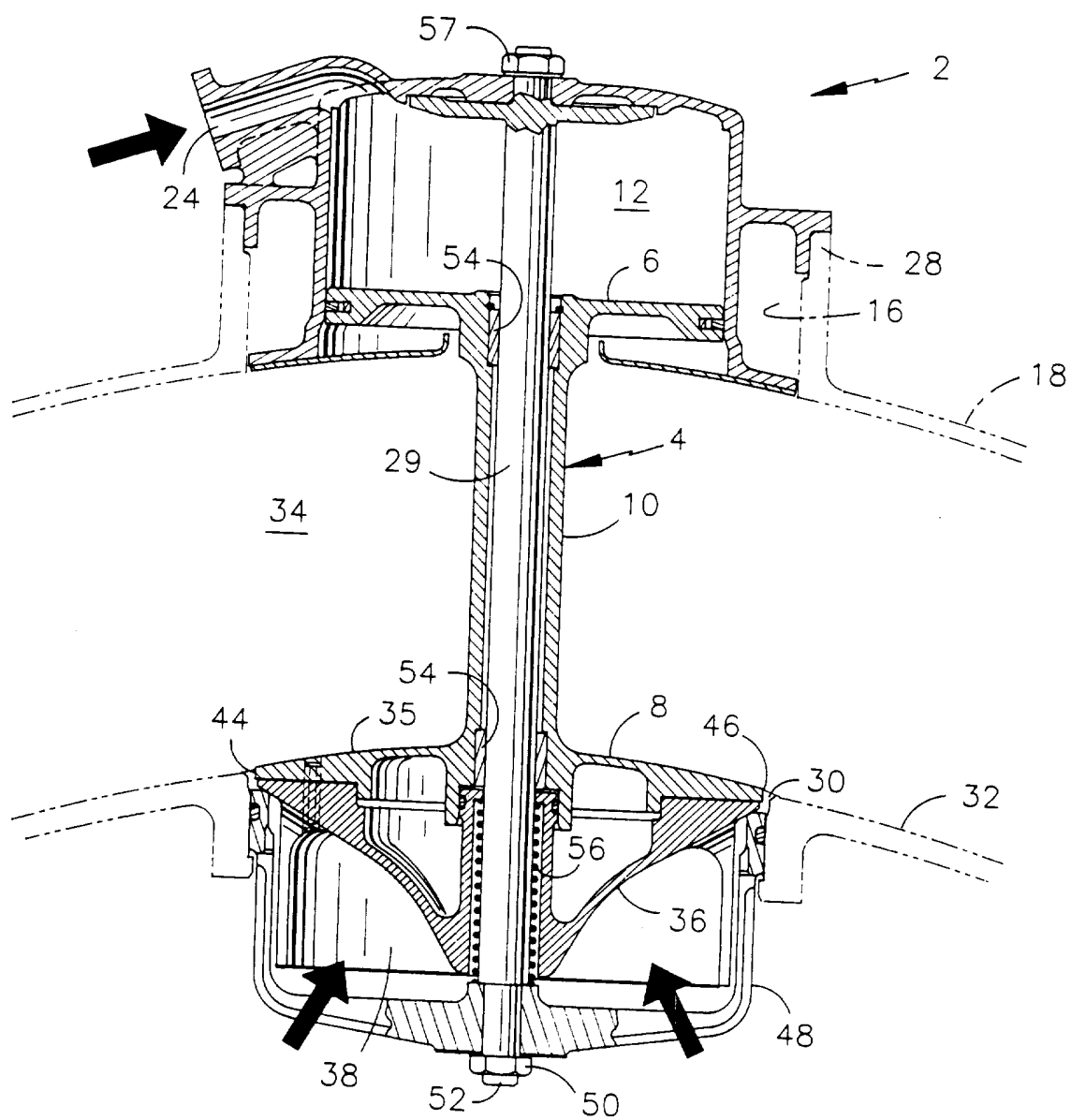


fig.5



INTERNATIONAL SEARCH REPORT

International Application No

PCT/CA 95/00462

A. CLASSIFICATION OF SUBJECT MATTER
IPC 6 F04D27/02 F02K3/075

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)

IPC 6 F04D F02K F02C

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 practical, search terms used)

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US,A,3 777 489 (JOHNSON) 11 December 1973 see the whole document ---	1,3
A	GB,A,2 009 854 (PRATT & WHITNEY AIRCRAFT OF CANADA) 20 June 1979 see the whole document ---	1,3,6,7
A	US,A,4 280 678 (ROBERTS) 28 July 1981 see the whole document ---	1,3,6,7
A	US,A,3 849 020 (EASTMAN) 19 November 1974 see the whole document -----	1,3

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Date of the actual completion of the international search

21 November 1995

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INTERNATIONAL SEARCH REPORT

information on patent family members

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