



(22) **Date de dépôt/Filing Date:** 2013/02/26

(41) **Mise à la disp. pub./Open to Public Insp.:** 2013/11/24

(45) **Date de délivrance/Issue Date:** 2017/05/16

(30) **Priorité/Priority:** 2012/05/24 (US13/480,299)

(51) **Cl.Int./Int.Cl.** *F02K 1/54* (2006.01),
B64D 29/00 (2006.01), *F02K 1/76* (2006.01)

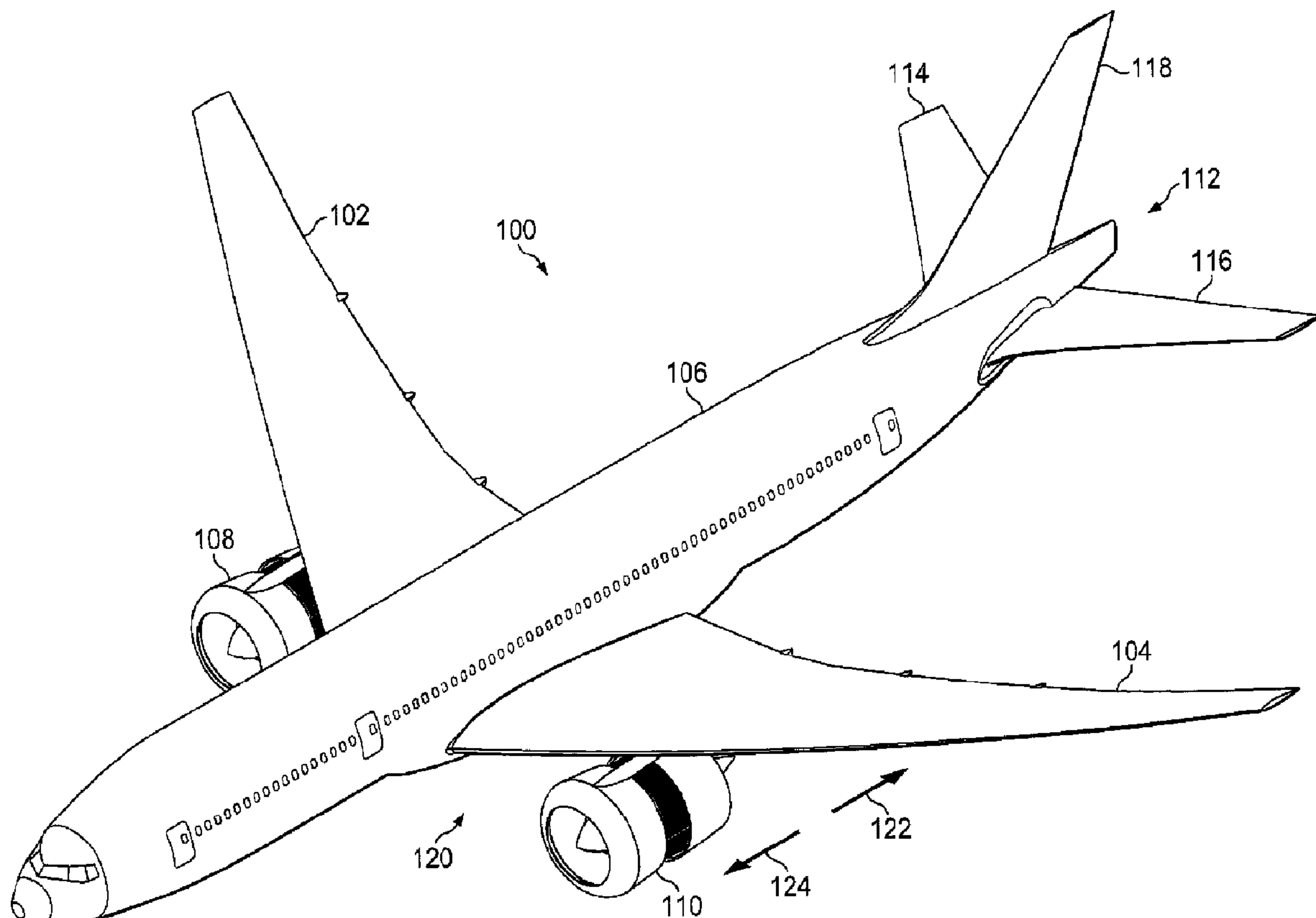
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(54) **Titre : SYSTÈME D'INVERSION DE POUSSEE**

(54) **Title: THRUST REVERSER SYSTEM**



(57) **Abstr  /Abstract:**

A method and apparatus comprising a sleeve, at least one linear electric motor connected to the sleeve, and a controller. The sleeve is configured to move between a first position and a second position. The sleeve exposes a cascade when in the second position. The at least one linear electric motor is configured to move the sleeve between the first position and the second position. The controller is configured to control operation of the at least one linear electric motor to move the sleeve between the first position and the second position.

ABSTRACT

5 A method and apparatus comprising a sleeve, at least one linear electric
motor connected to the sleeve, and a controller. The sleeve is configured to
move between a first position and a second position. The sleeve exposes a
cascade when in the second position. The at least one linear electric motor is
configured to move the sleeve between the first position and the second position.
10 The controller is configured to control operation of the at least one linear electric
motor to move the sleeve between the first position and the second position.

THRUST REVERSER SYSTEM

BACKGROUND INFORMATION

5 1. Field:

The present disclosure relates generally to aircraft and, in particular, to controlling movement aircraft. Still more particularly, the present disclosure relates to a method and apparatus for reversing thrust in an aircraft using a thrust reverser system.

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2. Background:

When a typical commercial or military sized aircraft lands, the passenger aircraft may land at a speed from about 140 mph to about 160 mph. These aircraft may weigh from about 80,000 pounds to over 800,000 pounds. Reducing the velocity of an aircraft of these weights and at these speeds may be challenging. Therefore, these aircraft typically require robust systems that can handle the force of slowing down and stopping the passenger aircraft.

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When an aircraft lands, reducing the speed of the aircraft to bring the aircraft to a stopped position may involve many different mechanisms. In stopping the movement of an aircraft after landing, one type of system used to reduce the speed of the aircraft is a landing gear system. These landing gear systems use brakes to slow down the aircraft. The aircraft brakes are designed to absorb large amounts of energy to reduce the speed of the aircraft.

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Control surface systems may be used to reduce the speed of the aircraft after landing. For example, ground spoilers may be deployed after the aircraft lands to slow down the speed of the aircraft.

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Another system used to reduce the speed of an aircraft involves changing the direction of thrust in the jet engines in the aircraft. Thrust reverser systems are employed on engines to change the direction of thrust. In particular, the direction of thrust is changed from a direction aft of the aircraft to a direction toward the front or forward part of the aircraft.

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Thrust reverser systems may include sections such as sleeves that open at the rear of an engine. With a thrust reverser system, a sleeve covering cascades may be moved in an aftward direction. The cascades are an array of structures that direct airflow in an engine. These cascades, when exposed, may direct airflow out through the side of the engine and in a forward direction rather than the airflow flowing in an aft direction out of the engine.

Additionally, when the sleeve is moved, blockers or other structures also may block the opening through which the exhaust typically flows out of the engine. These blocking structures along with the cascades may direct air in the forward direction to reduce the speed of the aircraft.

These sleeves and other components are typically moved using hydraulic systems, motors, actuators, valves and plumbing components that add undesired weight and complexity to the aircraft. With the number of components used to move the sleeves, maintenance may be more time consuming and expensive than desired. Also, the aircraft and the engine may weigh more and may be more expensive to manufacture than desired.

SUMMARY

In one embodiment there is provided an apparatus that includes a sleeve configured to move between a first position and a second position, wherein the sleeve exposes a cascade when in the second position; at least one linear electric motor connected to the sleeve and configured to move the sleeve between the first position and the second position; and a controller configured to control operation of the at least one linear electric motor to move the sleeve between the first position and the second position. The controller is configured to control operation of the at least one linear electric motor to move the sleeve between the first position and the second position with a desired number of speeds. The apparatus may include a sensor system configured to measure a position of the sleeve. In addition, the controller may be configured to synchronize the at least one linear electric motor to move the sleeve. The controller may be configured to compensate for a linear electric motor in the event at least one linear electric motor is not functioning as desired. The controller

may be further configured to control operation of a group of remaining linear electric motors in the at least one linear electric motor to move the sleeve between the first position and the second position taking into account load changes caused by the linear electric motor to maintain a load on the group of remaining linear electric motors below a selected load. The controller may cause the linear electric motor to operate in a mode in which a member that is connected to the sleeve floats. The controller may be configured to stop the sleeve in at least one of the first position and the second position. The controller may be configured to reduce a speed of the at least one linear electric motor while moving the sleeve between the first position and the second position to maintain a load on the at least one linear electric motor caused by moving the sleeve below a selected threshold.

In another embodiment the thrust reverser system comprising a sleeve configured to move between a first position and a second position, wherein the sleeve exposes a cascade when in the second position; and at least one linear electric motor having a base end connected to an engine structure and a member directly connected to the sleeve and configured to move the sleeve between the first position and the second position. The thrust reverser system may include a plurality of linear electric motors having a base end connected to an engine structure; and a member directly connected to the sleeve and configured to move the sleeve between the first position and the second position. To improve operation, the thrust reverser system may also include a sensor system configured to detect a load on the at least one linear electric motor while moving the sleeve and measure a position of the sleeve; and a controller configured to control operation of the at least one linear electric motor to move the sleeve between the first position and the second position and control a speed at which the at least one linear electric motor moves the sleeve to maintain a load on the at least one linear electric motor below a selected load. A controller can be configured to stop the sleeve in at least one of the first position and the second position. In addition a controller can be configured to compensate for a linear electric motor in the at least one linear electric motor not functioning as desired.

In another embodiment there is provided a method for operating a thrust reverser system for an aircraft, the method includes moving a sleeve on an engine in

the thrust reverser system from a first position to a second position using a linear electric motor connected to the sleeve and to a structure of the engine, wherein the moving of the sleeve to a second position exposes a cascade such that exhaust gasses generated by the engine pass through the cascade. The method may also include moving the sleeve from the first position to the second position using a plurality of linear electric motors. The method may also include determining whether a load on a plurality of linear electric motors is greater than a selected load; and adjusting a speed of the plurality of linear electric motors to reduce the load on the plurality of linear electric motors when the load is equal to or greater than the selected load. The selected load may be one that is greater than a desired load for the plurality of linear electric motors. Operation of the linear electric motor may be controlled by a controller. Moving the sleeve on the engine in the thrust reverser system from the first position to the second position using the plurality of linear electric motors connected to the sleeve may involve sending a command to the plurality of linear electric motors to move the sleeve in a direction from the first position towards the second position; monitoring a position of the sleeve; and halting operation of the plurality of linear electric motors to halt movement of the sleeve when the second position is reached.

In one embodiment there is provided an apparatus for moving a sleeve of a thrust reverser system on an engine of an aircraft. The apparatus includes a plurality of linear electric motors connected to the sleeve and configured to move the sleeve between a first position and a second position, to expose a cascade such that exhaust gases generated by the engine pass through the cascade. The apparatus further includes a controller configured to receive load information signals from sensors associated with the plurality of linear electric motors. The load information signals represent loads associated with the plurality of linear electric motors during movement of the sleeve. The controller is further configured to produce command signals for controlling the plurality of linear electric motors, in response to the load information signals, to selectively control respective loads experienced by each linear electric motor of the plurality of linear electric motors during the movement of the sleeve.

In another embodiment there is provided a method for operating a thrust reverser system on an engine of an aircraft. The method involves causing a plurality of linear electric motors to move a sleeve of the thrust reverser system from a first position to a second position, to expose a cascade such that exhaust gases
5 generated by the engine pass through the cascade, and receiving load information signals from sensors associated with the plurality of linear electric motors. The load information signals represent loads associated with the plurality of linear electric motors during movement of the sleeve. Causing the plurality of linear electric motors to move the sleeve involves producing command signals for controlling the plurality of
10 linear electric motors, in response to the load information signals, to selectively control respective loads experienced by each linear electric motor of the plurality of linear electric motors during the movement of the sleeve.

The features and functions can be achieved independently in various embodiments of the present disclosure or may be combined in yet other
15 embodiments in which further details can be seen with reference to the following description and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

20 The novel features believed characteristic of the illustrative embodiments are set forth in the appended claims. The illustrative embodiments, however, as well as a preferred mode of use, further objectives and features thereof, will best be understood by reference to the following detailed description of an illustrative

embodiment of the present disclosure when read in conjunction with the accompanying drawings, wherein:

Figure 1 is an illustration of an aircraft in accordance with an illustrative embodiment;

5 **Figure 2** is an illustration of a block diagram of a thrust reverser system in accordance with an illustrative embodiment;

Figure 3 is an illustration of a control diagram for a thrust reverser system in accordance with an illustrative embodiment;

10 **Figure 4** is an illustration of an engine for an aircraft in accordance with an illustrative embodiment;

Figure 5 is an illustration of an engine for an aircraft in accordance with an illustrative embodiment;

Figure 6 is a detailed illustration of components in a movement system in accordance with an illustrative embodiment;

15 **Figure 7** is an illustration of an exposed view of an engine with a movement system configured to move a sleeve for a thrust reverser system in accordance with an illustrative embodiment;

20 **Figure 8** is an illustration of an exposed view of an engine with a movement system configured to move a sleeve for a thrust reverser system in accordance with an illustrative embodiment;

Figure 9 is an illustration of an exposed view of an engine with a movement system configured to move a sleeve for a thrust reverser system in accordance with an illustrative embodiment;

25 **Figure 10** is an illustration of a linear electric motor in accordance with an illustrative embodiment;

Figure 11 is an illustration of a cross-sectional view of a linear electric motor in accordance with an illustrative embodiment;

Figure 12 is an illustration of a linear electric motor in accordance with an illustrative embodiment;

Figure 13 is an illustration of a linear electric motor in accordance with an illustrative embodiment;

Figure 14 is an illustration of a flowchart of a process for operating a thrust reverser system for an aircraft in accordance with an illustrative embodiment;

Figure 15 is an illustration of a flowchart of a process for moving a sleeve in a thrust reverser system in accordance with an illustrative embodiment; and

Figure 16 is an illustration of a flowchart of a process for operating linear electric motors to move a sleeve in accordance with an illustrative embodiment.

DETAILED DESCRIPTION

The illustrative embodiments recognize and take into account one or more different considerations. For example, the illustrative embodiments recognize and take into account that hydraulic systems used to control a sleeve for a thrust reverser system include a reservoir, a hydraulic fluid pump, directional control valves, isolation valves, tubes, seals, mechanical sink shafts, sink locks, position sensors, and other components. These different components add to the complexity of a hydraulic system used to move the sleeve in a thrust reverser system.

The illustrative embodiments recognize and take into account that the use of interfaces such as mechanical linkages may add to the complexity of a mechanism used to move sleeves in a thrust reverser system. The illustrative embodiments also recognize and take into account that a hydraulic system also may not provide as much precision as desired in moving a thrust reverser. The illustrative embodiments also recognize and take into account that in addition to the complexity, hydraulic systems may have increased maintenance needs and leaks that may result in undesired fluids entering different components of the engine that also may require maintenance.

Further, the illustrative embodiments also recognize and take into account that electro-mechanical systems may be used in place of hydraulic systems. These electro-mechanical systems, however, still include gears and other components as an interface between the motor and the sleeve. The illustrative
5 embodiments also recognize and take into account that with currently used electro-mechanical motors, the gears and other components may require maintenance more often than desired.

Thus, the illustrative embodiments provide a method and apparatus for moving a sleeve in a thrust reverser system. In one or more illustrative
10 embodiments, mechanical interfaces between the motor and the sleeve are not used. Instead, an electric motor may be directly connected to the sleeve. In these illustrative examples, the electric motor used to move the sleeve is a linear electric motor and, in particular, a digital linear electric motor.

With reference now to the figures, and in particular, with reference to
15 **Figure 1**, an illustration of an aircraft is depicted in accordance with an illustrative embodiment. In this illustrative example, aircraft **100** has wing **102** and wing **104** attached to body **106**. Aircraft **100** includes engine **108** attached to wing **102** and engine **110** attached to wing **104**.

Body **106** has tail section **112**. Horizontal stabilizer **114**, horizontal
20 stabilizer **116**, and vertical stabilizer **118** are attached to tail section **112** of body **106**.

Aircraft **100** is an example of an aircraft in which thrust reverser system
25 **120** may be implemented in accordance with an illustrative embodiment. In particular, a thrust reverser system **120** may be implemented in engine **108** and engine **110**. Thrust reverser system **120** may redirect the flow of engine exhaust gases and effectively change the thrust generated by engine **108** and engine **110** from an aft direction as indicated by arrow **122** to a forward direction as indicated by arrow **124**.

In these illustrative embodiments, thrust reverser system **120** may be
30 implemented in a manner that reduces maintenance as compared to hydraulic

systems used in currently available thrust reverser systems. Further, the illustrative examples may be implemented in a manner that reduces the use of complex mechanical linkages, complex mechanical transmissions, or both.

With reference now to **Figure 2**, an illustration of a block diagram of a thrust reverser system is depicted in accordance with an illustrative embodiment. In this illustrative example, thrust reverser system **200** is an example of a thrust reverser system that may be used to implement thrust reverser system **120** in aircraft **100** in **Figure 1**.

As depicted, thrust reverser system **200** may be associated with engine **202**. When one component is “associated” with another component, the association is a physical association in these depicted examples. For example, a first component, thrust reverser system **200**, may be considered to be associated with a second component, engine **202**, by being secured to the second component, bonded to the second component, mounted to the second component, welded to the second component, fastened to the second component, and/or connected to the second component in some other suitable manner. The first component also may be connected to the second component using a third component. The first component may also be considered to be associated with the second component by being formed as part of and/or an extension of the second component.

Thrust reverser system **200** may operate to change the direction of thrust **204** from substantially aft **206** to substantially forward **208**. Thrust **204** is generated by airflow through engine **202** in these illustrative examples. Airflow may include other gases as well as air that enter engine **202**.

In these illustrative examples, thrust reverser system **200** includes number of sleeves **210**, movement system **212**, and controller **214**. Number of sleeves **210** is associated with engine **202** and may move to change the direction of thrust **204**.

Movement system **212** is configured to move number of sleeves **210** on engine **202**. In these illustrative examples, the operation of movement system

212 is controlled by controller **214**. Controller **214** may be implemented using hardware, software, or a combination of the two. When software is used, the operations performed by the components may be implemented in the program code configured to be run on a processor unit. When hardware is employed, the hardware may include circuits that operate to perform the operations in the components.

In these illustrative examples, the hardware for controller **214** may take the form of a computer system, a processor unit, a circuit system, an integrated circuit, an application specific integrated circuit (ASIC), a programmable logic device, or some other suitable type of hardware configured to perform a number of operations. With a programmable logic device, the device is configured to perform the number of operations. The device may be reconfigured at a later time or may be permanently configured to perform the number of operations. Examples of programmable logic devices include, for example, a programmable logic array, a programmable array logic, a field programmable logic array, a field programmable gate array, and other suitable hardware devices. Additionally, the processes may be implemented in organic components integrated with inorganic components and/or may be comprised entirely of organic components excluding a human being. For example, the processes may be implemented as circuits in organic semiconductors.

Controller **214** is in communication with movement system **212** using number of communications links **216**. As used herein, a “number of” when used with reference to items means one or more items. For example, number of communications links **216** is one or more communications links.

In these illustrative examples, number of communications links **216** may be comprised of at least one of a wire, an optical fiber, a wireless link, and other suitable types of communications links. As used herein, the phrase “at least one of”, when used with a list of items, means different combinations of one or more of the listed items may be used and only one of each item in the list may be needed. For example, “at least one of item A, item B, and item C” may include,

without limitation, item A or item A and item B. This example also may include item A, item B, and item C, or item B and item C. In other examples, “at least one of” may be, for example, without limitation, two of item A, one of item B, and ten of item C; four of item B and seven of item C; and other suitable combinations.

In these illustrative examples, sleeve **218** is a sleeve within number of sleeves **210**. Sleeve **218** is moveable between first position **220** and second position **222**. Movement of sleeve **218** is controlled by movement system **212**. Further, movement system **212** also may maintain the position of sleeve **218** when sleeve **218** is not moving. This position may be first position **220**, second position **222**, or some position between the two.

When sleeve **218** is in first position **220**, sleeve **218** covers cascades **224**. Cascades **224** are structures that direct airflow. Cascades **224** may take various forms. For example, cascades **224** may be airfoils, channels through a structure, or other suitable types of structures.

When sleeve **218** is in second position **222**, cascades **224** are exposed. In particular, cascades **224** are configured to direct airflow in a direction that is substantially forward **208** when sleeve **218** is in second position **222**. Further, when sleeve **218** is in a position between first position **220** and second position **222**, cascades **224** may be partially exposed such that cascades **224** direct thrust **204** in a direction that is substantially forward **208**. In this position, thrust **204** also may still be directed in a direction that is substantially aft **206**.

In these illustrative examples, movement system **212** includes number of electric motors **226**. In particular, number of electric motors **226** may take the form of number of linear electric motors **228**. An electric motor is a hardware device that converts electrical energy into mechanical energy. A linear electric motor is an electric motor that generates movement that is linear as opposed to rotational movement. In other words, a linear electric motor may cause movement along a straight line.

Number of electric motors **226** may be connected to structure **230** in engine **202** and to sleeve **218**. As depicted, the connection is a direct connection. In these illustrative examples, a direct connection is a connection that does not use linkages, gear systems, or other moving parts. The direct connection may include other components between number of electric motors **226** and sleeve **218**, structure **230**, or both that are non-moving parts in these illustrative examples. In particular, these are non-moving parts that are used to aid in moving sleeve **218** between first position **220** and second position **222**.

In these illustrative examples, controller **214** is configured to control operation of number of electric motors **226** when moving sleeve **218**. Number of electric motors **226** may move sleeve **218** at number of speeds **232** and with number of loads **234**. In other words, depending on the alignment or positioning of number of electric motors **226**, different electric motors in number of electric motors **226** may operate at different speeds when moving sleeve **218**.

Further, the connection of number of electric motors **226** to sleeve **218** and other sources of load may result in number of electric motors **226** having number of loads **234** applied during movement of sleeve **218**. Different loads in number of loads **234** may be different for different electric motors in number of electric motors **226** when moving sleeve **218**. Number of loads **234** on number of electric motors **226** may be detected by sensor system **242**.

In these illustrative examples, controller **214** is configured to send commands **236** over number of communications links **216** to number of electric motors **226** to cause number of electric motors **226** to move to number of positions **238**. The movement of electric motors **226** to number of positions **238** is configured to cause movement of sleeve **218** between first position **220** and second position **222** or to other positions in between the two.

Number of electric motors **226** may send back information such as number of loads **234** and number of positions **238** to controller **214**. In this example, portions of sensor system **242** may be located in or part of number of electric motors **226**. This information may be used by controller **214** to control

the operation of number of electric motors **226**. Controller **214** may use this information to synchronize number of electric motors **226** to move sleeve **218**. In other words, operation of number of electric motors **226** may be controlled such that sleeve **218** moves between first position **220** and second position **222** in a desired manner. This synchronization may reduce loads on sleeve **218**, number of electric motors **226**, or both.

Further, with number of loads **234**, controller **214** may control number of speeds **232** such that number of loads **234** does not exceed selected load **240**. In this manner, different types of number of electric motors **226** may be used. For example, number of electric motors **226** may be selected to operate with number of loads **234** that is less than selected load **240**. In particular, controller **214** may send commands **236** to control operation of number of electric motors **226** such that number of loads **234** on number of electric motors **226** is less than selected load **240**.

For example, when moving sleeve **218** between first position **220** and second position **222**, number of loads **234** on number of electric motors **226** may be substantially the same for most of the movement of sleeve **218**. A spike in these loads may increase above the loads designed for number of electric motors **226**. In other words, the increase in the load may only be for a short distance or time.

As a result, controller **214** may control number of speeds **232** such that number of loads **234** remains below selected load **240** such that the spike does not increase wear on number of electric motors **226**. In other words, slowing number of speeds **232** may maintain number of loads **234** at a level below selected load **240**. Thus, smaller electric motors may be selected for number of electric motors **226** than would be needed if number of electric motors **226** is selected to take into account spikes in number of loads **234**.

Further, thrust reverser system **200** also may include sensor system **242**. Sensor system **242** is associated with number of sleeves **210**. In these illustrative examples, sensor system **242** may comprise number of sensors **244**

in which each sensor in number of sensors **244** is configured to monitor a sleeve in number of sleeves **210**.

Sensor **246** in number of sensors **244** in sensor system **242** may, for example, detect position **248** of sleeve **218**. Position **248** identified by sensor system **242** may supplement number of positions **238** sent from number of electric motors **226** to controller **214**. In some cases, position **248** may be used in place of number of positions **238**.

Thus, with thrust reverser system **200**, less maintenance may be needed with the use of number of electric motors **226**. Further, the connection of number of electric motors **226** without the use of components such as linkages, gears, and other moving components that translate movement from number of electric motors **226** to movement of sleeve **218** may reduce the complexity of thrust reverser system **200**. Further, with the use of number of electric motors **226**, issues associated with fluids and other components in hydraulics systems may be reduced or avoided.

Also, the use of number of electric motors **226** may provide for more precision in moving sleeve **218**. Also, the size and weight of number of electric motors **226** may be reduced through the use of selected load **240** as a threshold to manage number of loads **234** encountered by number of electric motors **226** when moving sleeve **218**.

The illustration of thrust reverser system **200** in **Figure 2** is not meant to imply physical or architectural limitations to the manner in which a thrust reverser system may be implemented. Other components in addition to or in place of the ones illustrated may be used. Some components may be unnecessary. Also, the blocks are presented to illustrate some functional components. One or more of these blocks may be combined, divided, or combined and divided into different blocks when implemented in an illustrative embodiment.

For example, in some illustrative embodiments, thrust reverser system **200** may include other components in addition to the ones depicted in **Figure 2**. For example, block structures may be present in thrust reverser system **200** that

are configured to reduce or block airflow toward a direction that is aft **206**. These structures may increase airflow through cascades **224** to increase thrust in a direction that is substantially forward **208**.

Turning next to **Figure 3**, an illustration of a control diagram for a thrust reverser system is depicted in accordance with an illustrative embodiment. In this illustrative example, a control diagram for thrust reverser system **300** is depicted. Thrust reverser system **300** is one example of an implementation for thrust reverser system **200** shown in a conceptual block form in **Figure 2**.

Thrust reverser system **300** includes controller **302**, summing node **303**, linear electric motor **304**, linear electric motor **306**, sleeve **308**, and position sensor **310**. Controller **302** is configured to receive inputs, such as desired speed **312** and desired position **314**. Desired speed **312** is a speed that is desired for the movement of sleeve **308** to desired position **314**. Desired position **314** may be a position such as first position **220** and second position **222** in **Figure 2**, or any position in between the two.

In response to receiving these inputs, controller **302** sends commands to linear electric motor **304** and linear electric motor **306**. Controller **302** is an example of controller **214** in **Figure 2**. Linear electric motor **304** and linear electric motor **306** are examples of linear electric motors in number of linear electric motors **228** in **Figure 2**. These commands are commands identifying acceleration for these linear electric motors. These commands may be varied during movement of sleeve **308** to maintain a desired load on the linear electric motors. Sleeve **308** is an example of sleeve **218** in number of sleeves **210** in **Figure 2**.

As depicted, feedback may be received through position detector **316** and load cell **318** for linear electric motor **304**. Feedback also may be received through position detector **320** and load cell **322** for linear electric motor **306**. Position detector **316** and position detector **320** send information about the position of linear electric motor **304** and linear electric motor **306**, respectively. Load cell **318** and load cell **322** send information about loads for linear electric

motor **304** and linear electric motor **306**, respectively. This information about position and load are received by controller **302**.

In these illustrative examples, position detector **316** and load cell **318** may be part of linear electric motor **304** or may be separate sensors. In a similar fashion, position detector **320** and load cell **322** may be part of linear electric motor **306** or separate components depending on the particular implementation.

The load information is used to ensure that the load does not exceed a desired load for the linear electric motors. Further, the load information also is used to maintain a desired load on the linear electric motors. For example, the load may be maintained at a consistent level in these illustrative examples.

The position information is used to identify the current position of each linear electric motor. The position of the linear electric motor may correlate to actual position **324** of sleeve **308**. In this manner, sleeve **308** may be moved to desired position **314**. Further, moving sleeve **308** past desired position **314** also may be reduced or avoided through the information received from position detector **316** and position detector **320**. As a result, sleeve **308** may not move to an undesired position that may cause an undesired load on other components in the engine.

Additionally, controller **302** also may be configured to maintain linear electric motor **304** and linear electric motor **306** in desired position **314** when actual position **324** reaches desired position **314**. In other words, linear electric motor **304** and linear electric motor **306** may be locked to prevent inadvertent movement of sleeve **308** when sleeve **308** is in desired position **314**.

These locking mechanisms may be implemented in a number of different ways. For example, linear electric motor **304** and linear electric motor **306** may be commanded to maintain a particular position. In other illustrative examples, a locking mechanism may physically lock linear electric motor **304** and linear electric motor **306** into a particular position. In yet other illustrative examples, movement by linear electric motor **304** and linear electric motor **306** may be prevented by a locking mechanism that engages sleeve **308** instead of linear

electric motor **304** and linear electric motor **306**. The locking mechanism (not shown) may be a physical locking mechanism external to linear electric motor **304** and linear electric motor **306** or may be one internal to linear electric motor **304** and linear electric motor **306** that is controlled by controller **214**. In this manner, controller **214** may stop the sleeve **218** in at least one of the first position **220** and the second position **222**.

In these illustrative examples, position sensor **310** is a sensor configured to identify actual position **324** of sleeve **308**. Position sensor **310** is an example of sensor **246** in number of sensors **244** in sensor system **242** in **Figure 2**. Actual position **324** is sent back to controller **302**. Actual position **324** is compared to desired position **314** and may be used as another piece of information to determine whether sleeve **308** has reached desired position **314**. Actual position **324** provided by position sensor **310** may be summed at summing node **303**. In this manner, when the difference between desired position **314** and actual position **324** reaches zero, sleeve **308** is considered to be at desired position **314**. In other illustrative examples, this comparison may be made within controller **302**.

Further, with this type of feedback, undesired operation of one of linear electric motor **304** and linear electric motor **306** may be identified and taken into account. For example, if linear electric motor **306** does not move as desired, linear electric motor **306** may be commanded to “float”. In other words, linear electric motor **306** may change position in response to movement of sleeve **308** without actively moving. In this example, linear electric motor **304** may be commanded to move to desired position **314** through commands sent by controller **302**.

In this manner, thrust reverser system **300** may operate to move sleeve **308** to desired position **314** even though linear electric motor **306** does not operate as desired. This type of adaptability may reduce undesired operation, undesired wear, or other undesired effects that may occur by continuing to use linear electric motor **306**.

The illustration of the control diagram for thrust reverser system **300** is not meant to limit the manner in which different thrust reverser systems may be implemented. For example, other thrust reverser systems may have other numbers of linear electric motors connected to sleeve **308**. For example, three,
5 four, or some other number of linear electric motors may be used. In still other illustrative examples, position sensor **310** may be omitted and actual position **324** of sleeve **308** may be identified through position information for linear electric motor **304** and linear electric motor **306**.

Turning now to **Figure 4**, an illustration of an engine for an aircraft is depicted in accordance with an illustrative embodiment. In this depicted
10 example, engine **110** for aircraft **100** is shown. As can be seen, engine **110** includes sleeve **400** and sleeve **402**. In this illustrative example, sleeve **400** and sleeve **402** are shown in first position **404**. As depicted, first position **404** is a substantially closed position. In first position **404**, thrust is in the direction of
15 arrow **122** which is an aft direction with respect to aircraft **100** in **Figure 1**.

Turning now to **Figure 5**, an illustration of an engine for an aircraft is depicted in accordance with an illustrative embodiment. In this example, sleeve
20 **400** and sleeve **402** are shown in second position **500**. Second position **500** is a substantially open position. In this position, cascades **502** are exposed. In this position, cascades **502** direct airflow in the direction of arrow **124** toward the front of aircraft **100** in **Figure 1**.

In this illustrative example, movement system **504** is configured to move sleeve **400** and sleeve **402** into second position **500** from first position **404**. Further, movement system **504** also may move these sleeves back to first
25 position **404** from second position **500**.

Turning now to **Figure 6**, a more detailed illustration of components in a movement system is depicted in accordance with an illustrative embodiment. In this illustrative example, movement system **504** includes linear electric motor
30 **600**, linear electric motor **602**, linear electric motor **604**, linear electric motor **606**, linear electric motor **608**, and linear electric motor **610**. Linear electric motors

600, 602, and 604 are connected to sleeve **400** (not shown). Linear electric motors **606, 608, and 610** are connected to sleeve **402**.

These linear electric motors are also connected to a structure in engine **110**. For example, the structure may be a cascade support ring, an engine housing, or other suitable structure.

More specifically, linear electric motor **600** has base **612** and member **614**. Linear electric motor **602** has base **616** and member **618**. Linear electric motor **604** has base **620** and member **622**. Linear electric motor **606** has base **624** and member **626**. Linear electric motor **608** has base **628** and member **630**. Linear electric motor **610** has base **632** and member **634**.

In these illustrative examples, the bases are connected to the structure in engine **110** while the members are connected to sleeve **400** and sleeve **402**. The members are moveable members and may be moved to different positions to cause sleeve **400** and sleeve **402** to move between first position **404** in **Figure 4** and second position **500** in **Figure 5**.

As depicted, base **612** of linear electric motor **600**, base **616** of linear electric motor **602**, and base **620** of linear electric motor **604** are connected to wiring harness **636**. In a similar fashion, base **624** of linear electric motor **606**, base **628** of linear electric motor **608**, and base **632** of linear electric motor **610** are connected to wiring harness **638**. These wiring harnesses may be connected to a controller to provide communications between the controller and these linear electric motors. A wiring harness may include one or more wires inside a protective cover.

Turning now to **Figure 7**, an illustration of an exposed view of an engine with a movement system configured to move a sleeve for a thrust reverser system is depicted in accordance with an illustrative embodiment. In this illustrative example, movement system **504** is shown installed in engine **110**.

In this exposed view, linear electric motor **600**, linear electric motor **602**, and linear electric motor **604** are depicted. As can be seen, base **612**, base **616**, and base **620** are connected to cascade ring **700**. Member **614**, member **618**,

and member **622** are connected to sleeve **400**. These connections are not visible in this exposed view. As can be seen in this view, sleeve **400** is in first position **404** such that cascades **502** are not exposed.

First position **404** is a closed position in this example. In this position, thrust is substantially in the direction of arrow **122** as opposed to arrow **124**.

Turning now to **Figure 8**, an illustration of an exposed view of an engine with a movement system configured to move a sleeve for a thrust reverser system is depicted in accordance with an illustrative embodiment. In this figure, member **614**, member **618**, and member **622** have extended from base **612**, base **616**, and base **620** in the direction of arrow **800**. In this example, cascades **502** are partially exposed.

With reference now to **Figure 9**, an illustration of an exposed view of an engine with a movement system configured to move a sleeve for a thrust reverser system is depicted in accordance with an illustrative embodiment. In this illustrative example, member **614**, member **618**, and member **622** have extended from base **612**, base **616**, and base **620** in the direction of arrow **800** such that sleeve **400** is in second position **500** which is an open position in this depicted example. In second position **500**, cascades **502** are illustrated as being exposed as much as possible with sleeve **400** in this position. As a result, more of the thrust is substantially directed in the direction of arrow **124** instead of the direction of arrow **122**.

Turning now to **Figure 10**, an illustration of a linear electric motor is depicted in accordance with an illustrative embodiment. As depicted, linear electric motor **1000** comprises base **1002** and member **1004**. Member **1004** is moveable in the direction of arrow **1006**. The movement of member **1004** occurs through motor **1008** located inside of base **1002**. In this illustrative example, motor **1008** is configured to move member **1004** in the direction of arrow **1006** without needing gears, linkages, or other moving parts that may increase maintenance needs for linear electric motor **1000**.

Turning now to **Figure 11**, an illustration of a cross-sectional view of a linear electric motor is depicted in accordance with an illustrative embodiment. In this illustrative example, linear electric motor **1000** is shown in a cross-sectional view taken along lines **11-11** in **Figure 10**.

5 As can be seen in this illustrative example, member **1004** may take the form of a hollow tube that may move in the direction of arrow **1006**. This movement may occur through an interaction between magnet system **1100** and coil system **1102** in motor **1008**.

10 In other words, coil system **1102** uses electrical energy to generate magnetic fields. These magnetic fields interact with the magnetic fields in magnet system **1100** to cause linear movement in the direction of arrow **1006**. In other words, member **1004** may extend or retract with respect to base **1002** of linear electric motor **1000**.

15 As depicted, coil system **1102** is associated with housing **1108** for base **1002**. Magnet system **1100** is moveable along pole **1110**. Movement of magnet system **1100** along pole **1110** causes movement of member **1004**. As can be seen, the movement of member **1004** occurs using forces caused by electromagnetic fields. These forces result in linear movement in the direction of arrow **1006** by attaching member **1004** to a structure, such as a sleeve, the sleeve may be moved without needing additional components such as gears, linkages, or other similar components.

20 In these illustrative examples, base **1002** may also include position detector **1104** and load cell **1106**. In these illustrative examples, position detector **1104** in load cell **1106** is shown as part of linear electric motor **1000**. In other illustrative examples, these components may be external and separate from linear electric motor **1000**.

25 In these illustrative examples, linear electric motor **1000** may be implemented using any currently available electric motor that converts electrical energy into mechanical energy in which the mechanical energy is directed linearly. In other illustrative examples, linear electric motors may be used that

30

may use stators, opposing coils, or other components in place of or in addition to magnet system **1100**.

Turning now to **Figure 12**, an illustration of a linear electric motor is depicted in accordance with an illustrative embodiment. In this illustrative example, linear electric motor **1200** comprises base **1202** and member **1204**. Member **1204** may be connected to a sleeve. Base **1202** may be connected to another structure in an engine.

Member **1204** may move in the direction of arrow **1206**. In this illustrative example, linear electric motor **1200** may include coils, stators, and magnets that use electro-magnetic forces to move member **1204**.

With reference now to **Figure 13**, an illustration of a linear electric motor is depicted in accordance with an illustrative embodiment. As depicted, linear electric motor **1300** comprises base **1302** and member **1304**. Movement of member **1304** may be caused through the conversion of electrical energy into mechanical energy in which electro-magnetic forces are used to cause the movement. Member **1304** may be moved in the direction of arrow **1306**. In this illustrative example, base **1302** may be connected to a structure on an engine, while member **1304** may be connected to a sleeve.

The illustration of the different components in **Figures 1** and **Figures 4-13** are not meant to imply limitations to the manner in which different components may be implemented. For example, the examples of linear electric motors depicted in **Figures 10-13** are only illustrative examples and are not meant to depict the only types of linear electric motors that may be used in accordance with an illustrative embodiment.

As another example, although **Figures 6-9** illustrate the use of three linear electric motors with each sleeve, other numbers of linear electric motors may be used. For example, a sleeve may be moved using two linear electric motors, four linear electric motors, or some other number of linear electric motors depending on the implementation.

Two sleeves, sleeve **400** and sleeve **402**, are shown for engine **110** in **Figure 4** and **Figure 5**. In other illustrative examples, only a single sleeve may be present. In still other examples, more than two sleeves may be present for engine **110**.

5 The different components shown in **Figure 1** and **Figures 4-13** may be combined with components in **Figure 2** and **Figure 3**, used with components in **Figure 2** and **Figure 3**, or a combination of the two. Additionally, some of the components in **Figures 1** and **Figures 4-13** may be illustrative examples of how components shown in block form in **Figure 2** and **Figure 3** can be implemented as physical structures.

10 Turning now to **Figure 14**, an illustration of a flowchart of a process for operating a thrust reverser system for an aircraft is depicted in accordance with an illustrative embodiment. The process illustrated in **Figure 14** may be implemented using thrust reverser system **200** in **Figure 2** or thrust reverser system **300** in **Figure 3**.

15 The process begins by receiving a request to move a sleeve to a position that causes a direction of thrust generated by an engine for an aircraft to change from an aft direction to a forward direction (operation **1400**). The process moves the sleeve on the engine in the thrust reverser system from a first position to a second position using a number of linear electric motors connected to the sleeve (operation **1402**) with the process terminating thereafter. The second position is one that causes thrust generated by the engine for the aircraft to be directed in a substantially opposite direction. The direction is changed from an aft direction to a forward direction in this example.

20 In these illustrative examples, the same process may be performed to move the sleeve from the second position back to the first position. In the first position, the thrust is directed in an aft direction.

25 Turning now to **Figure 15**, an illustration of a flowchart of a process for moving a sleeve in a thrust reverser system is depicted in accordance with an

illustrative embodiment. This process may be implemented in thrust reverser system **200** in **Figure 2** and thrust reverser system **300** in **Figure 3**.

The process begins by sending commands to a number of linear electric motors to cause movement of a sleeve toward a desired position (operation **1500**). The process receives data about the position of the sleeve and a number of loads on the number of linear electric motors (operation **1502**). The position information about the sleeve may be calculated from the position of the linear electric motors. In other illustrative examples, the position information may be obtained from a sensor associated with the sleeve. The information about the number of loads is received from the number of linear electric motors in this illustrative example.

A determination is made as to whether a load in the number of loads is greater than a selected load (operation **1504**). If a load in the number of loads is greater than a selected load, commands are identified to reduce the speed at which the linear electric motors operate (operation **1506**). A determination is made as to whether the sleeve is in the desired position (operation **1508**). If the sleeve is in the desired position, the process terminates. Otherwise, the process returns to operation **1500**. With reference again to operation **1504**, if a load in the number of loads is not greater than a selected load, the process proceeds to operation **1508**.

Turning now to **Figure 16**, an illustration of a flowchart of a process for operating linear electric motors to move a sleeve is depicted in accordance with an illustrative embodiment. This process may be implemented in thrust reverser system **200** in **Figure 2** and thrust reverser system **300** in **Figure 3**.

The process begins by determining whether the linear electric motors are functioning as desired (operation **1600**). In these illustrative examples, a controller, such as controller **302** in **Figure 3**, may make the determination in operation **1600**. This determination may be made based on data received from the linear electric motors or a lack of data received from the linear electric motors. For example, data may indicate whether a linear electric motor is

moving or responding as expected to commands sent to the linear electric motor. Lack of data may indicate that the linear electric motor is not functioning. Undesired operation may be reported such that maintenance may be performed on a linear electric motor that is identified as not operating as desired.

5 If one of the linear electric motors is functioning as desired, the process terminates. Otherwise, the process places the linear electric motor that is not functioning as desired into a float mode (operation **1602**). In operation **1602**, the linear electric motor is controlled such that the member connected to the sleeve moves freely. In other words, the linear electric motor does not generate any
10 force to move the member or maintain the member in a particular position.

 The process then controls operation of a group of remaining linear electric motors in the linear electric motors to move the sleeve between the first position and the second position taking into account load changes caused by the linear electric motor that is not operating as desired (operation **1604**), with the process
15 terminating thereafter. As used herein, a “group” when used with reference to items means one or more items. For example, a group of remaining linear electric motors is one or more remaining linear electric motors. In operation **1604**, these load changes may be taken into account such that the load on the group of linear electric motors is below a selected load such as selected load **240**
20 in **Figure 2**.

 The flowcharts and block diagrams in the different depicted embodiments illustrate the architecture, functionality, and operation of some possible implementations of apparatus and methods in an illustrative embodiment. In this regard, each block in the flowcharts or block diagrams may represent a module,
25 segment, function, and/or a portion of an operation or step. For example, one or more of the blocks may be implemented as program code, in hardware, or a combination of the program code and hardware. When implemented in hardware, the hardware may, for example, take the form of integrated circuits that are manufactured or configured to perform one or more operations in the
30 flowcharts or block diagrams.

In some alternative implementations of an illustrative embodiment, the function or functions noted in the blocks may occur out of the order noted in the figures. For example, in some cases, two blocks shown in succession may be executed substantially concurrently, or the blocks may sometimes be performed in the reverse order, depending upon the functionality involved. Also, other blocks may be added in addition to the illustrated blocks in a flowchart or block diagram.

Thus, the illustrative embodiments provide a method and apparatus for moving a sleeve in a thrust reverser system. In the illustrative embodiments, linear electric motors are used to move the sleeve. These linear electric motors may be directly connected to the sleeve. In other words, linkages, gears, or other moving components may be absent in the connection. This type of connection may reduce the amount of maintenance needed for a thrust reverser system.

Further, with the use of linear electric motors, maintenance associated with the use of hydraulics systems also may be reduced. For example, maintenance needed to manage fluids that may leak may be unnecessary using an illustrative embodiment.

Additionally, with linear electric motors, the movement of a sleeve may occur more quickly and precisely as compared to hydraulics systems used to move a sleeve. In addition, the illustrative examples may control operation of the linear electric motors such that the loads on the linear electric motors remain below a selected load. The selected load may be one that may result in increased maintenance for the linear electric motors. In some cases, the selected load may be one in which the linear electric motors are unable to support during movement of the sleeve. As a result, smaller linear electric motors may be used, which may result in less weight and a lower cost.

The description of the different illustrative embodiments has been presented for purposes of illustration and description, and is not intended to be exhaustive or limited to the embodiments in the form disclosed. Many

modifications and variations will be apparent to those of ordinary skill in the art. Further, different illustrative embodiments may provide different features as compared to other illustrative embodiments. The embodiment or embodiments selected are chosen and described in order to best explain the principles of the
5 embodiments, the practical application, and to enable others of ordinary skill in the art to understand the disclosure for various embodiments with various modifications as are suited to the particular use contemplated.

EMBODIMENTS IN WHICH AN EXCLUSIVE PROPERTY OR PRIVILEGE IS CLAIMED ARE DEFINED AS FOLLOWS:

1. An apparatus for moving a sleeve of a thrust reverser system on an engine of an aircraft, the apparatus comprising:

5 a plurality of linear electric motors connected to the sleeve and configured to move the sleeve between a first position and a second position, to expose a cascade such that exhaust gases generated by the engine pass through the cascade;

 a controller configured to:

10 receive load information signals from sensors associated with the plurality of linear electric motors, the load information signals representing loads associated with the plurality of linear electric motors during movement of the sleeve; and

15 produce command signals for controlling the plurality of linear electric motors, in response to the load information signals, to selectively control respective loads experienced by each linear electric motor of the plurality of linear electric motors during the movement of the sleeve.

2. The apparatus of claim 1, wherein the controller is configured to cause the command signals to cause loads experienced by respective linear electric motors to be below a load criterion.

3. The apparatus of claim 1 or 2, wherein:

 each linear electric motor is capable of moving at a plurality of speeds; and

the controller is configured to cause the command signals to cause the speeds of the linear electric motors to be set to maintain the loads experienced by each linear electric motor to be below the load criterion.

4. The apparatus of any one of claims 1-3, wherein the controller is configured to cause the command signals to selectively set at least one linear electric motor into a float mode, such that the at least one linear electric motor does not actively move.

5. The apparatus of any one of claims 1-4, wherein the controller is configured to cause the command signals to cause movement of the plurality of linear electric motors to be synchronized as they move the sleeve.

6. The apparatus of any one of claims 1-5, wherein the controller is further configured to receive non-function status signals from the sensors, the non-function status signals indicating that an associated linear electric motor is not functioning as desired.

7. The apparatus of claim 6, wherein the controller is further configured to, in response to the non-function status signals, cause the command signals to selectively control the plurality of linear electric motors to compensate for a linear electric motor not functioning as desired, by, at least one of:

inducing a float mode in the linear electric motor not functioning as desired such that the linear electric motor does not actively move;

causing at least one remaining linear electric motor in the plurality of linear electric motors to operate at a reduced load; and

causing at least one remaining linear electric motor in said plurality of linear electric motors to operate at a reduced speed.

8. The apparatus of any one of claims 1-7, wherein the controller is further configured to cause the command signals to cause the linear electric motors to stop the sleeve in at least one of the first position and the second position.
- 5 9. The apparatus of any one of claims 1-8, further comprising receiving position information signals from the sensors, the position information signals representing an actual position of the sleeve, and wherein the controller is further configured to cause the command signals to cause operation of the plurality of linear electric motors to be halted to halt movement of the sleeve when the actual position of the sleeve indicated by the position information
10 signals reaches the second position.
10. The apparatus of any one of claims 1-9, wherein at least one linear electric motor of the plurality of linear electric motors includes:
- a base connected directly to an engine structure;
- a coil system disposed within the base;
- 15 a member connected directly to the sleeve; and
- a magnet system associated with the member and configured to interact with the coil system to linearly move the member relative to the base to cause the sleeve to move between the first position and the second position.
- 20 11. The apparatus of any one of claims 1-10, wherein:
- each of the plurality of linear electric motors has a respective base connected directly to the engine; and
- each of the plurality of linear electric motors has a respective member connected directly to the sleeve and configured to move the sleeve
25 between the first position and the second position.

- 12.** A method for operating a thrust reverser system on an engine of an aircraft, the method comprising:

causing a plurality of linear electric motors to move a sleeve of the thrust reverser system from a first position to a second position, to expose a cascade such that exhaust gases generated by the engine pass through the cascade;

receiving load information signals from sensors associated with the plurality of linear electric motors, the load information signals representing loads associated with the plurality of linear electric motors during movement of the sleeve; and

wherein causing the plurality of linear electric motors to move the sleeve comprises producing command signals for controlling the plurality of linear electric motors, in response to the load information signals, to selectively control respective loads experienced by each linear electric motor of the plurality of linear electric motors during the movement of the sleeve.

- 13.** The method of claim **12**, further comprising causing the command signals to cause loads experienced by respective linear electric motors to be below a load criterion.

- 14.** The method of claim **13** wherein each linear electric motor is able to move at a plurality of speeds; and wherein the method further includes causing the command signals to cause the speeds of the each linear electric motor to be set to maintain the loads experienced by the respective linear electric motors below the load criterion.

- 15.** The method of any one of claims **12-14**, further comprising causing the command signals to selectively set at least one linear electric motor into a

float mode, such that the at least one linear electric motor does not actively move.

5 **16.** The method of any one of claims **12-15**, further comprising causing the command signals to cause movement of the plurality of linear electric motors to be synchronized as they move of the sleeve.

17. The method of any one of claims **12-16** further comprising receiving non-function status signals from the sensors, the non-function status signals indicating that an associated linear electric motor is not functioning as desired.

10 **18.** The method of claim **17**, further comprising causing the command signals, in response to the non-function status signals, to selectively control the plurality of linear electric motors to compensate for a linear electric motor not functioning as desired, by, at least one of:

15 inducing a float mode in the linear electric motor not functioning as desired such that the linear electric motor does not actively move;

 causing at least one remaining linear electric motor in the plurality of linear electric motors to operate at a reduced load; and

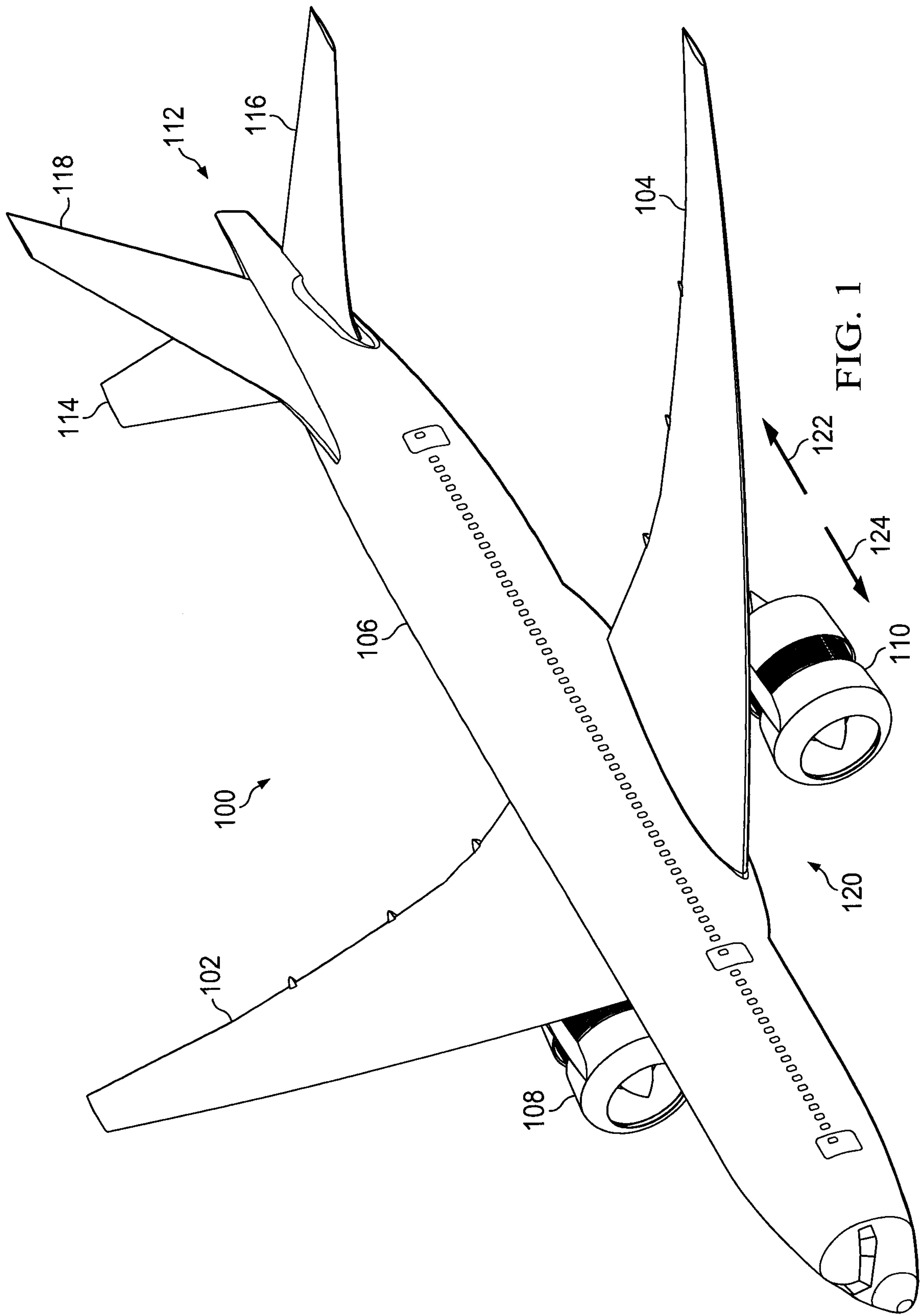
 causing at least one remaining linear electric motor in said plurality of linear electric motors to operate at a reduced speed.

20 **19.** The method of any one of claims **12-18**, further comprising causing the command signals to cause the plurality of linear electric motors to stop the sleeve in at least one of the first position and the second position.

20. The method of any one of claims **12-19**, further comprising:

25 receiving position information signals from the sensors, the position information signals representing an actual position of the sleeve; and

causing the command signals to cause the operation of the plurality of linear electric motors to be halted to halt movement of the sleeve when the actual position of the sleeve indicated by the position information signals reaches the second position.



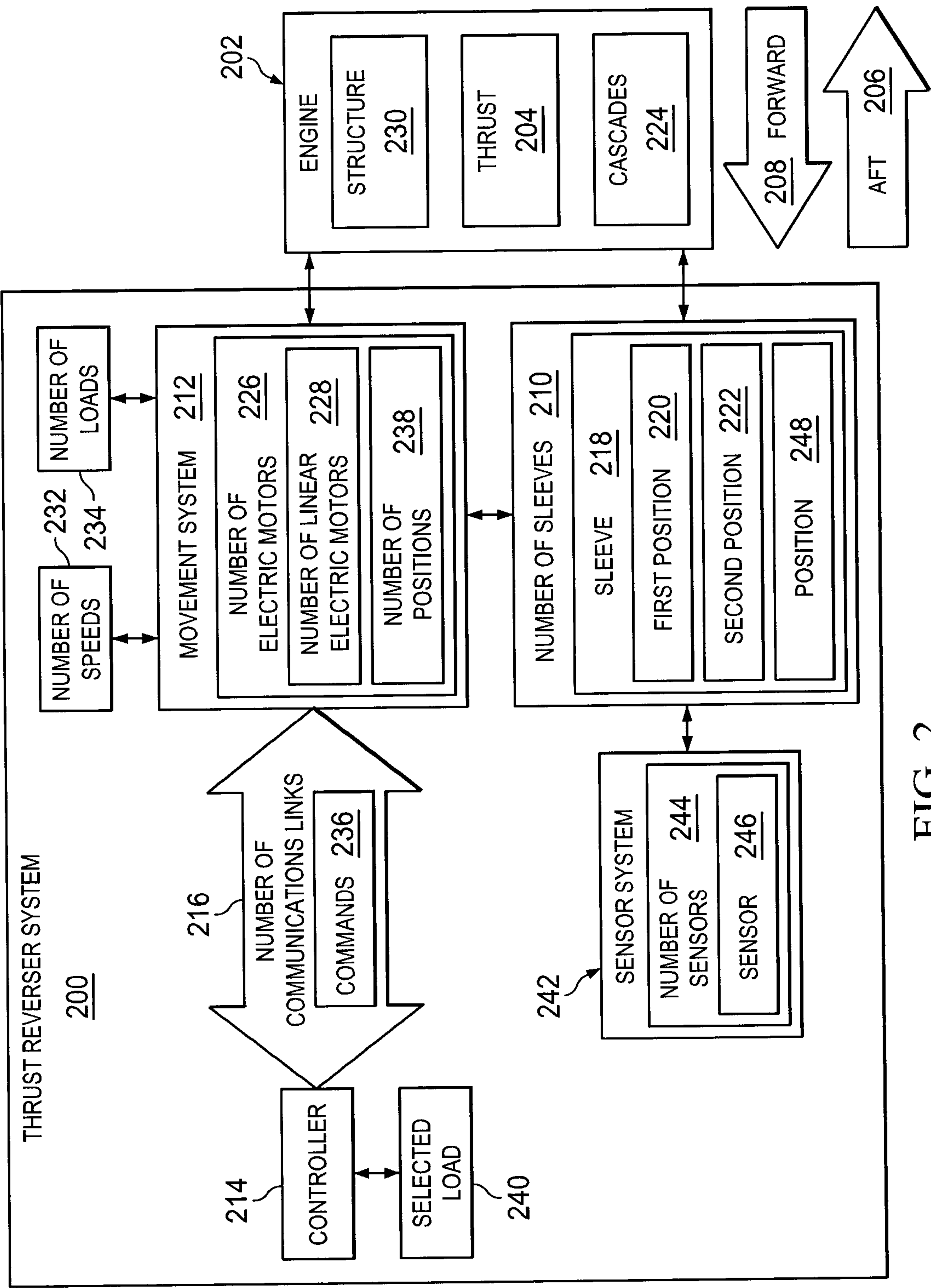


FIG. 2

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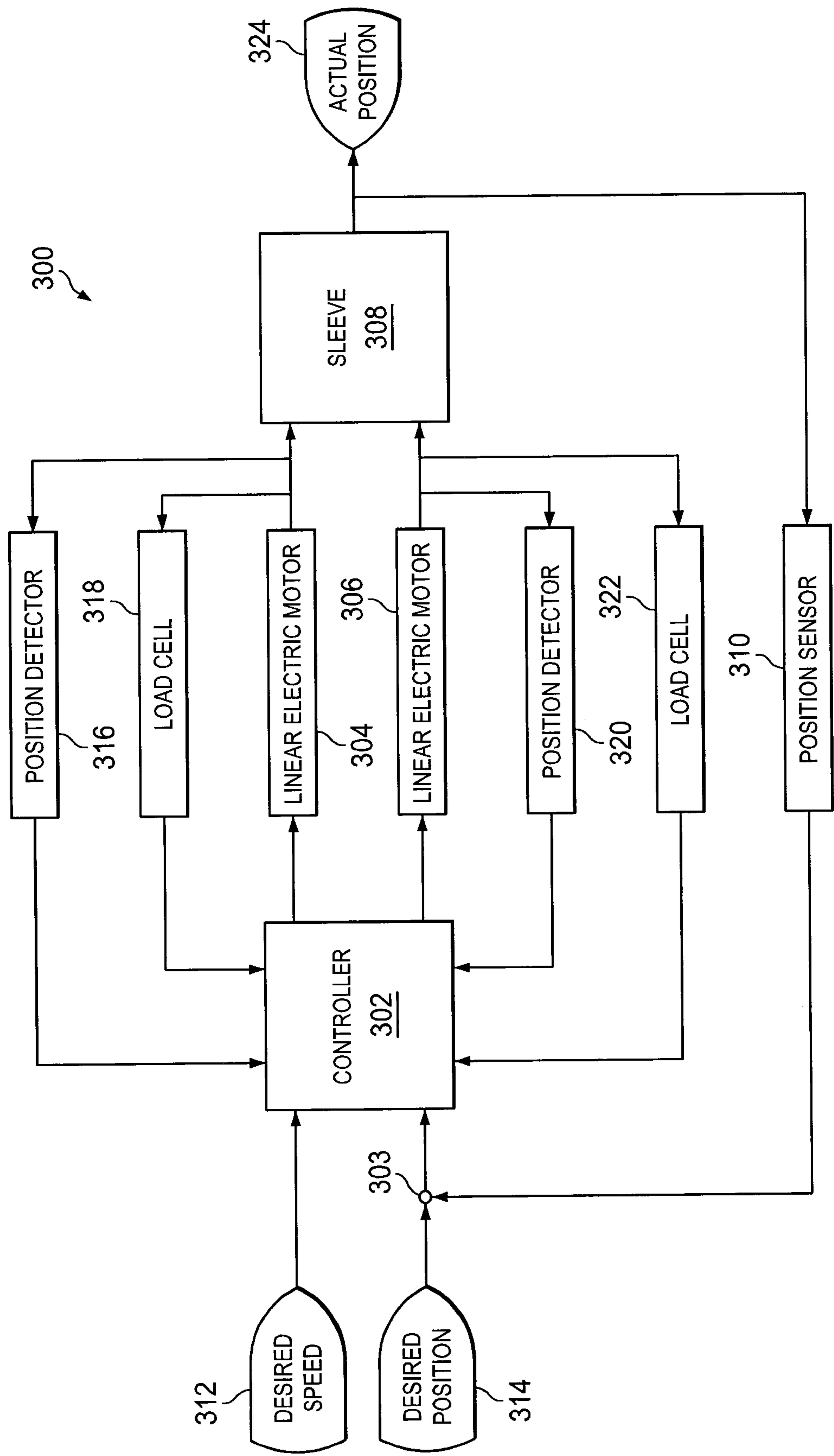


FIG. 3

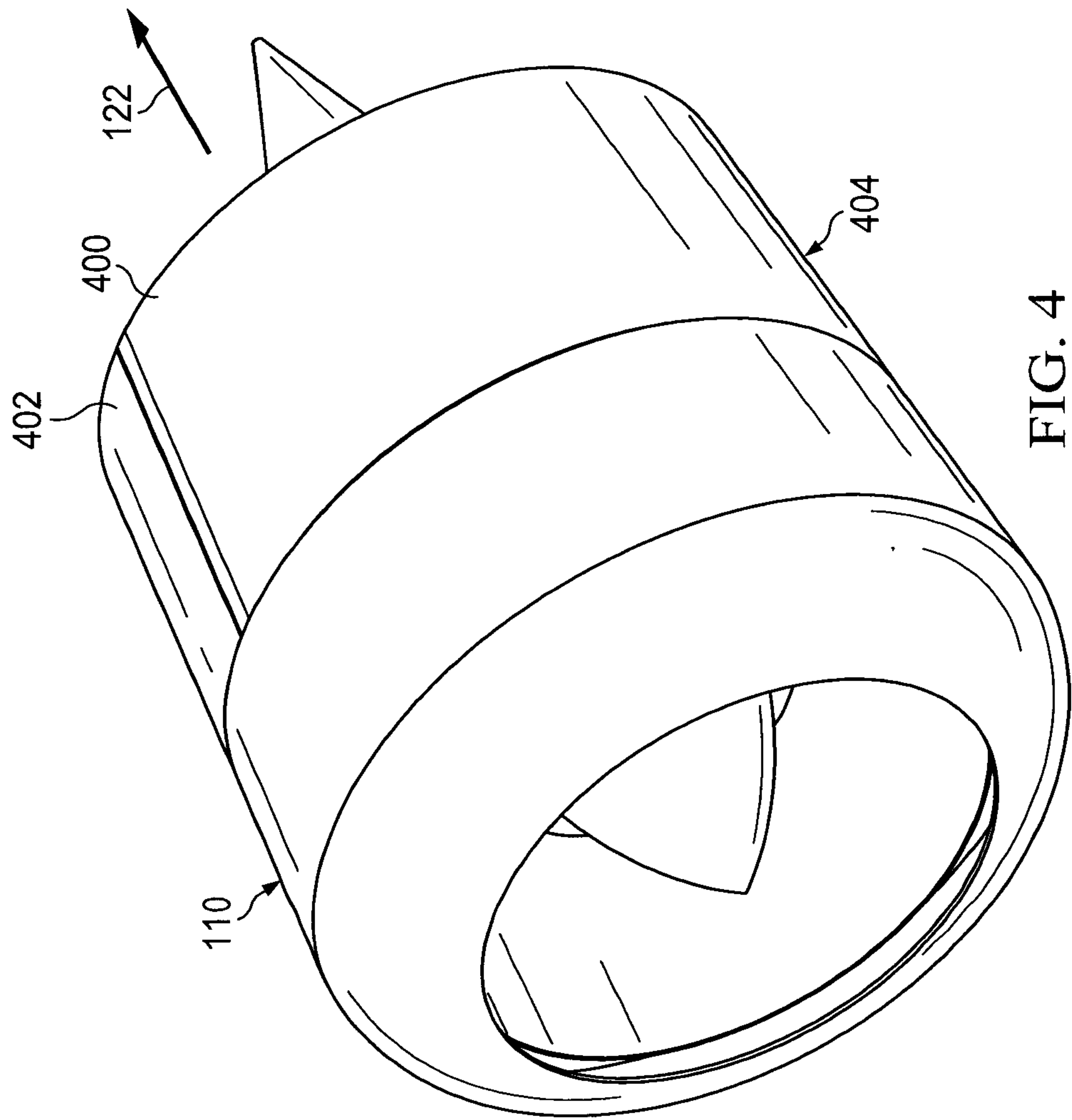


FIG. 4

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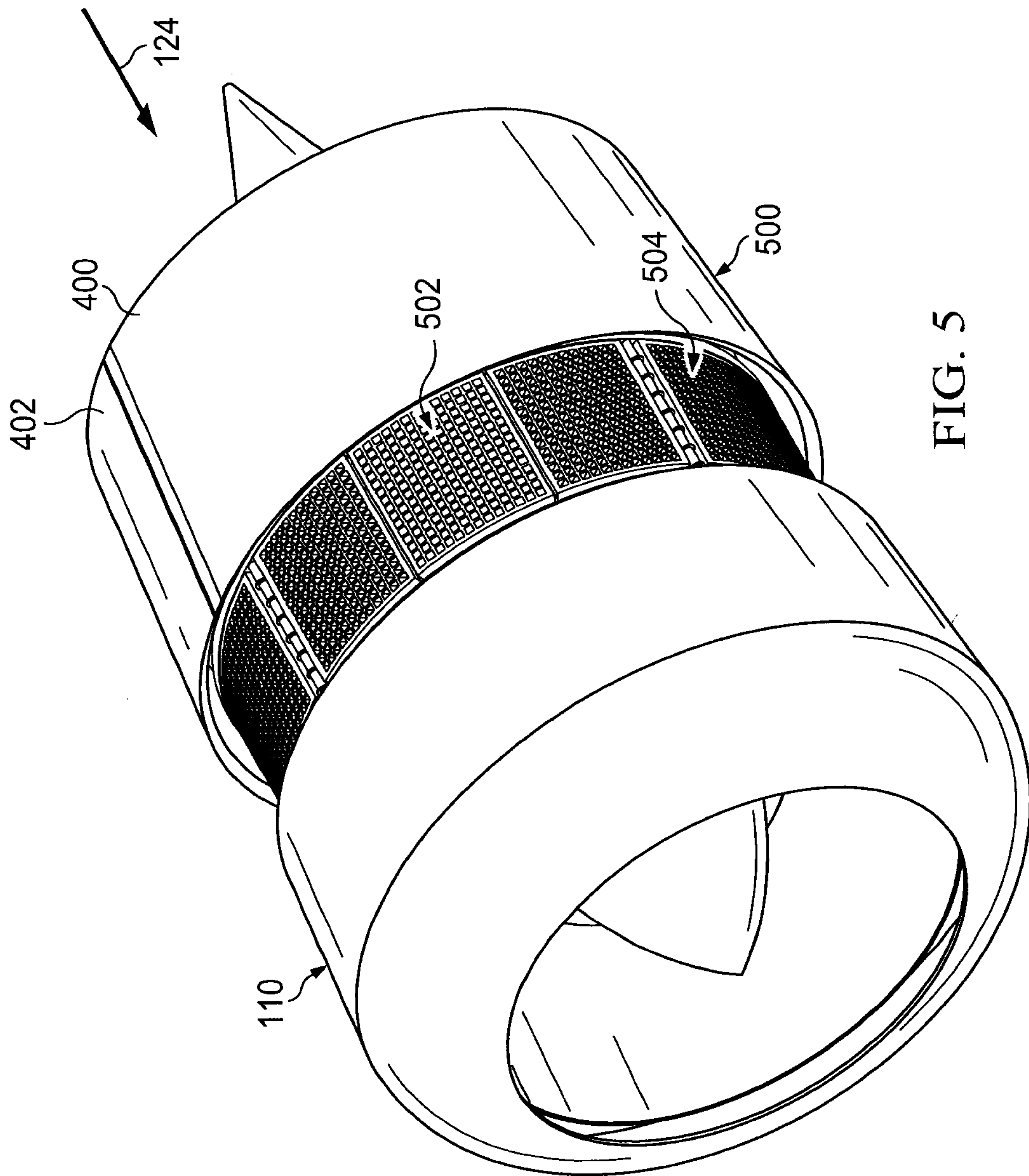


FIG. 5

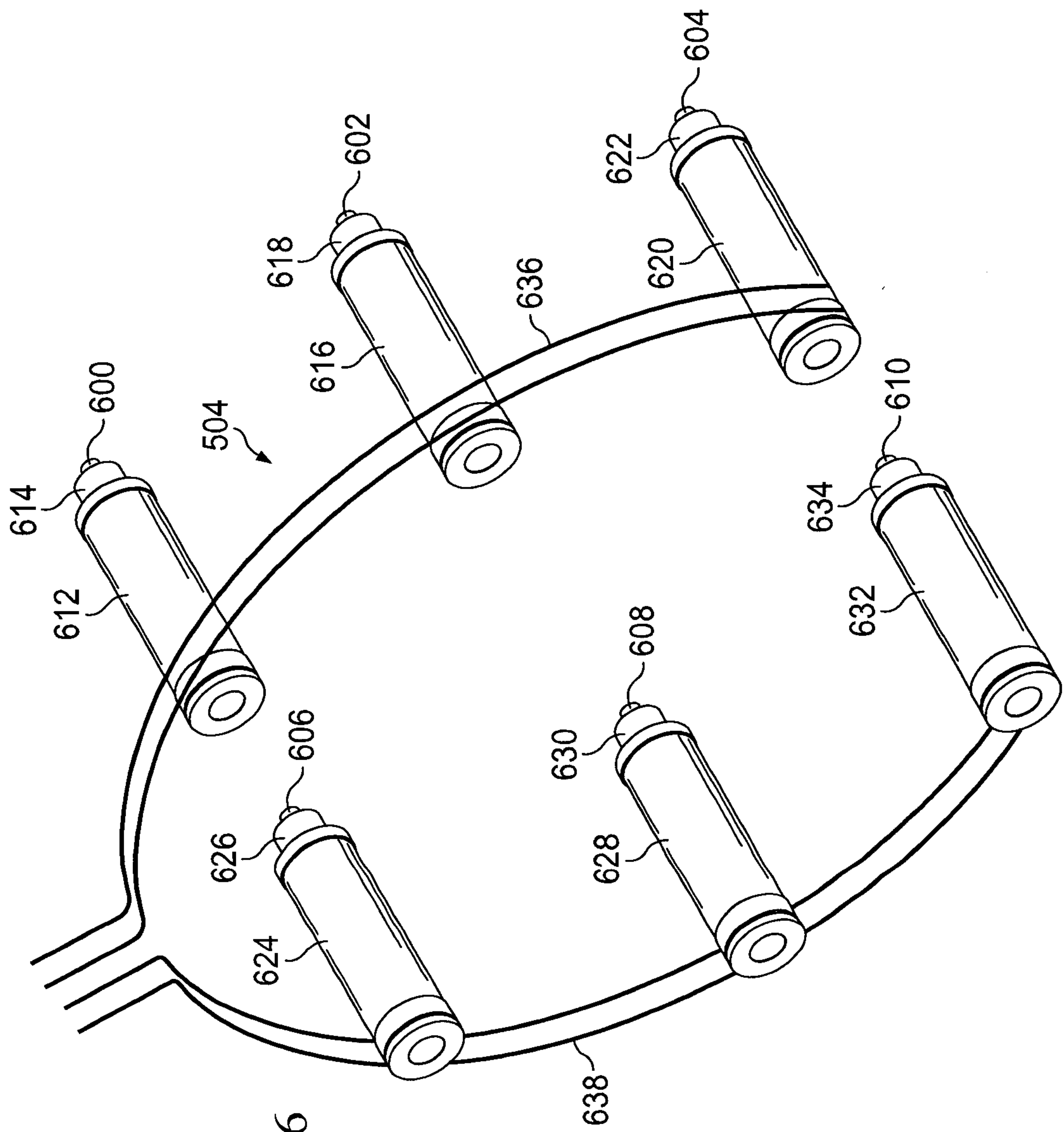
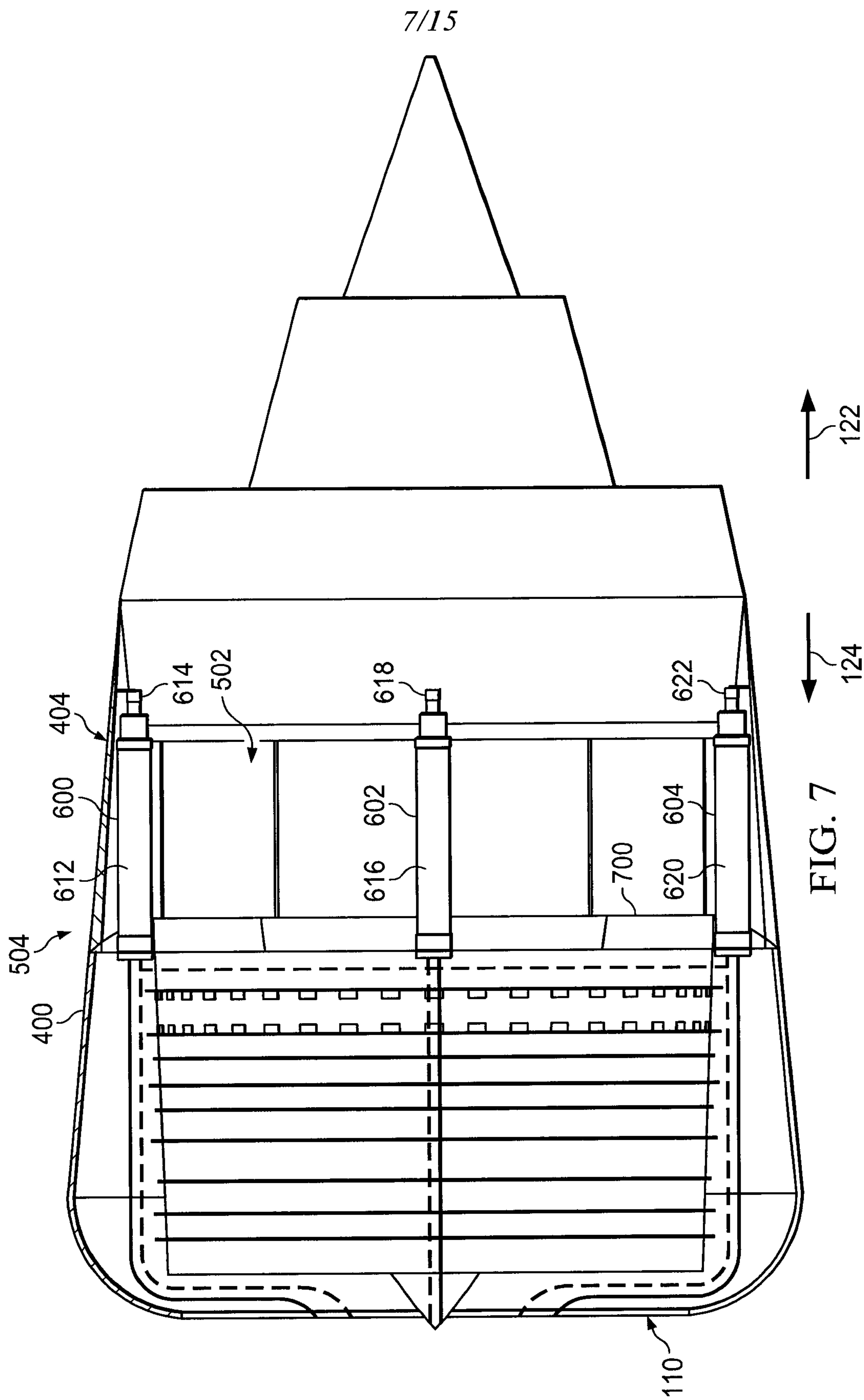
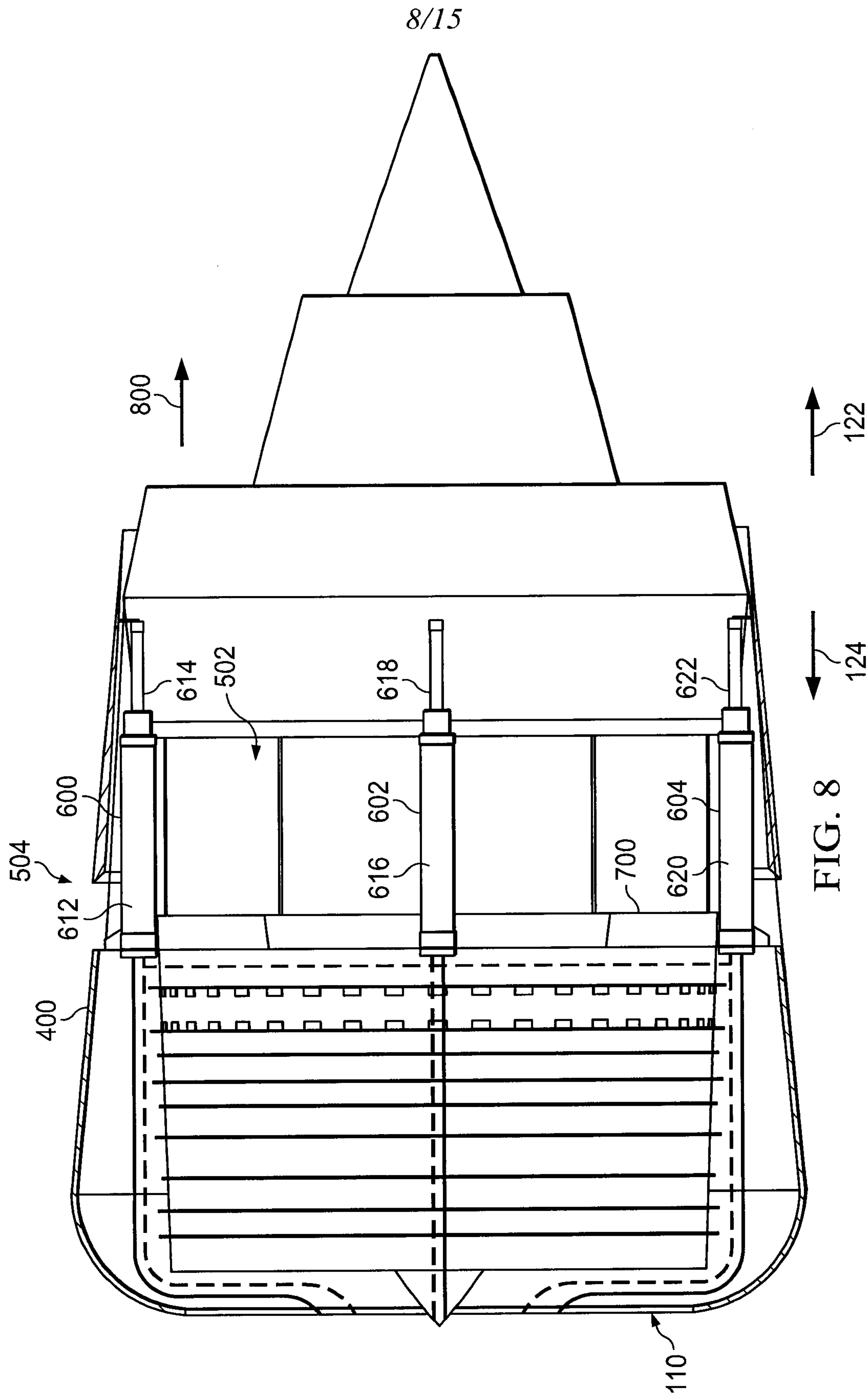


FIG. 6





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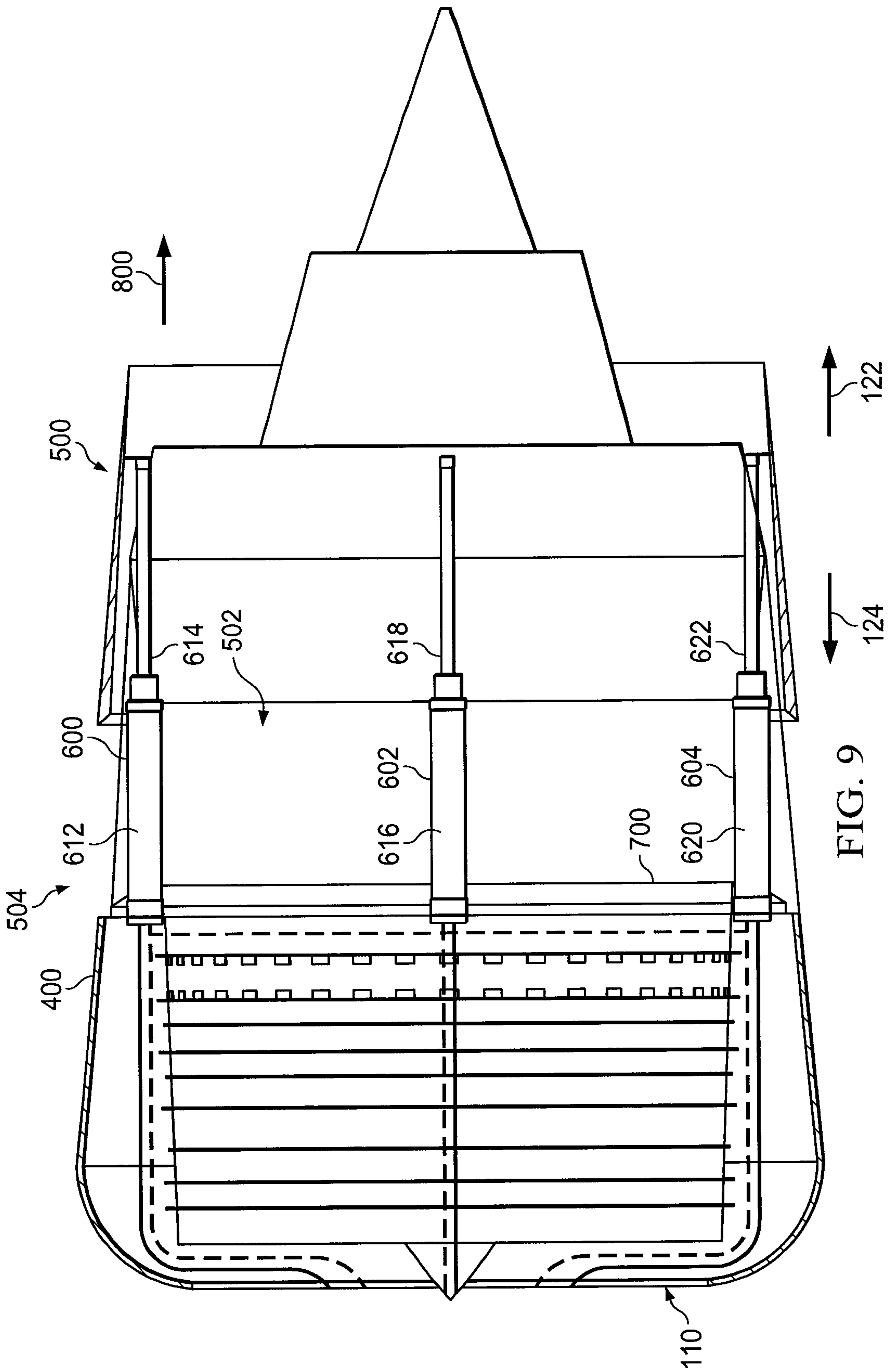
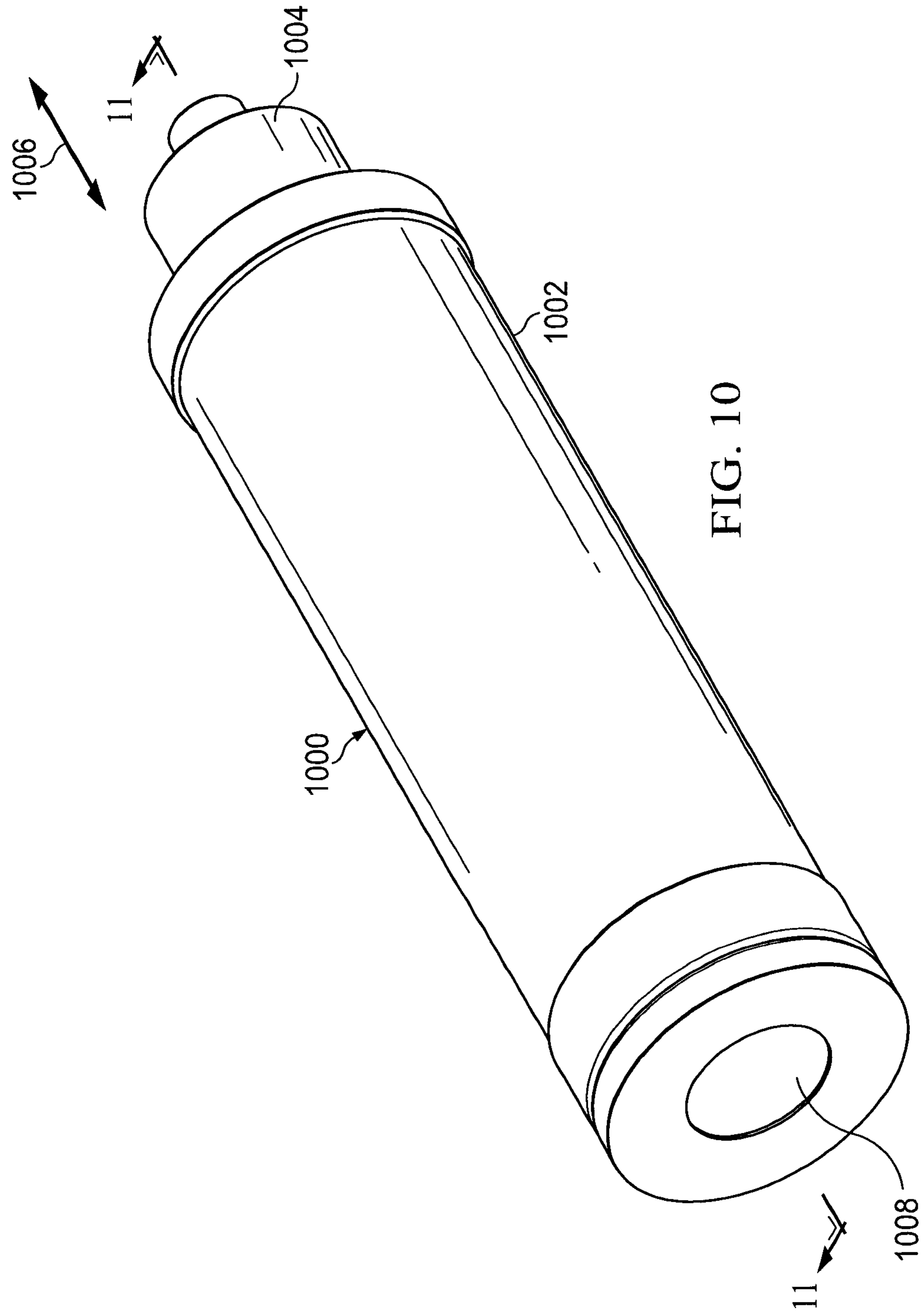


FIG. 9



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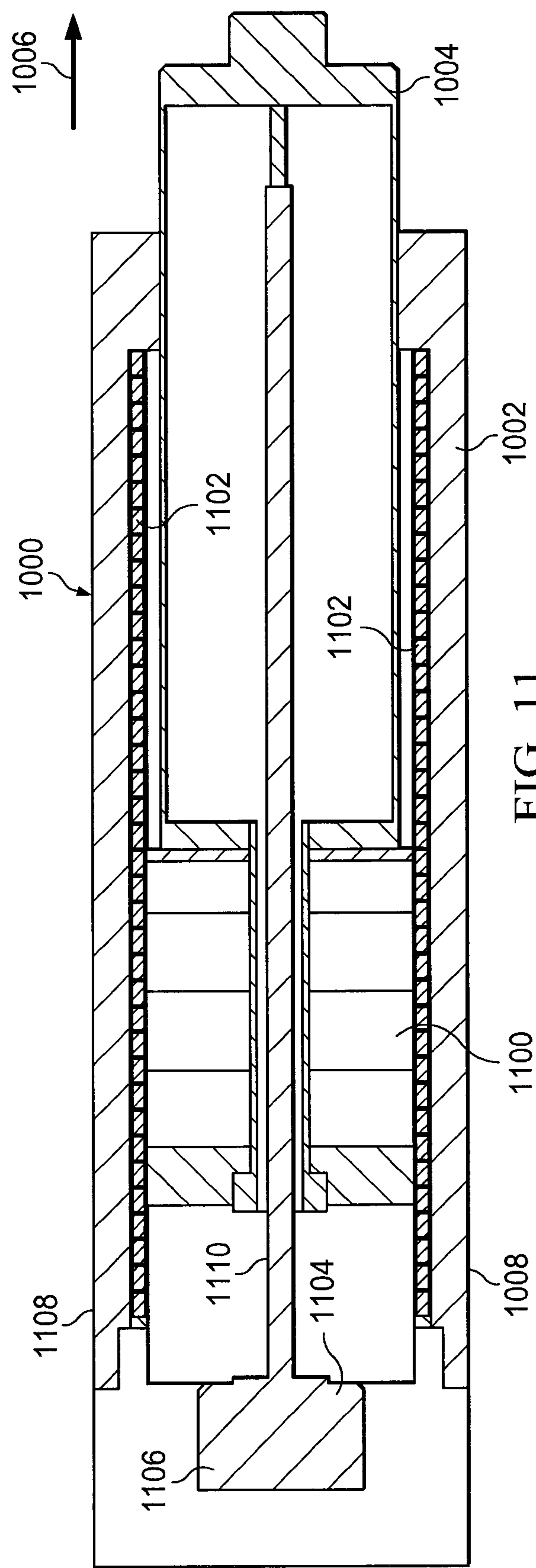
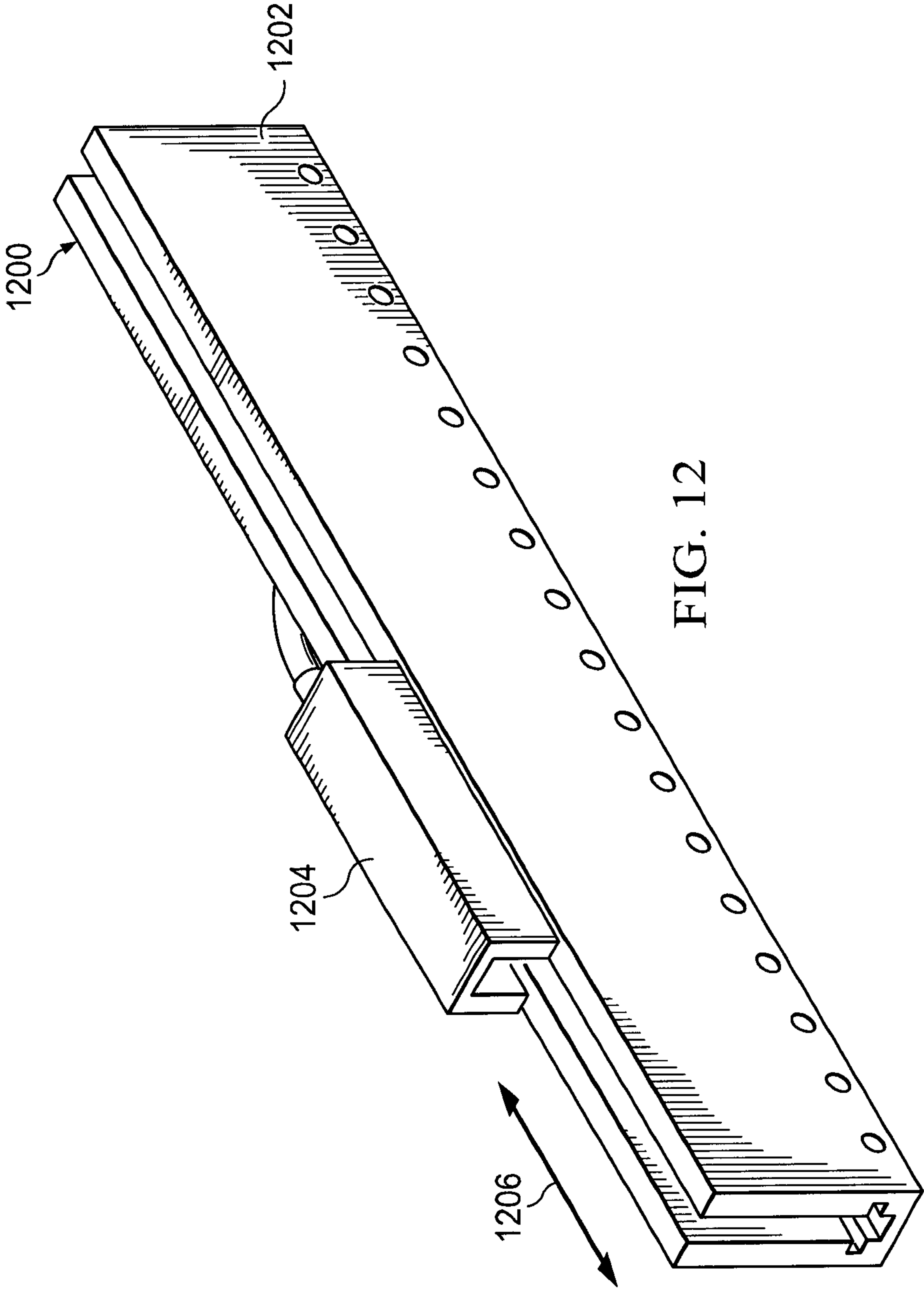


FIG. 11



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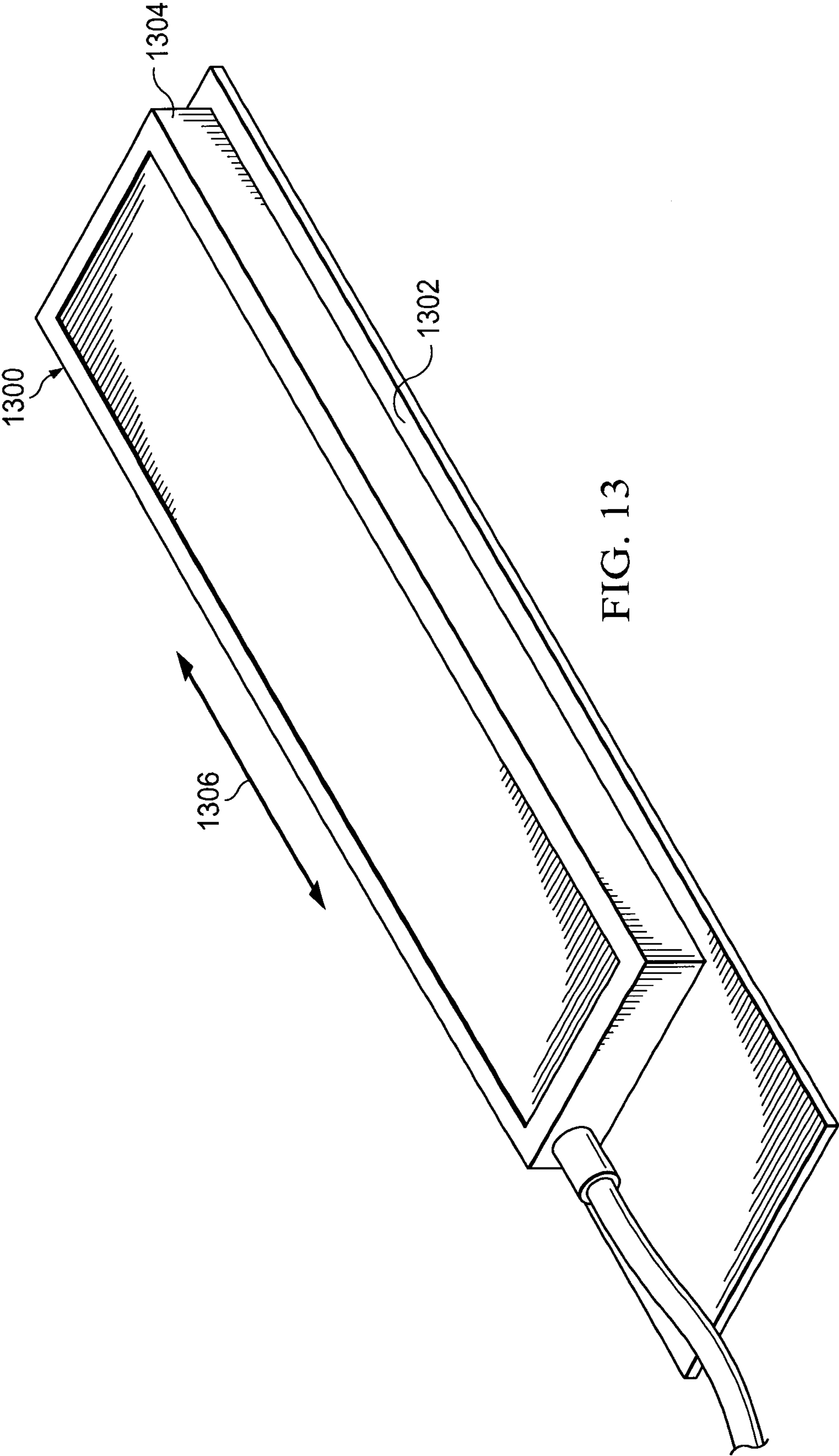


FIG. 13

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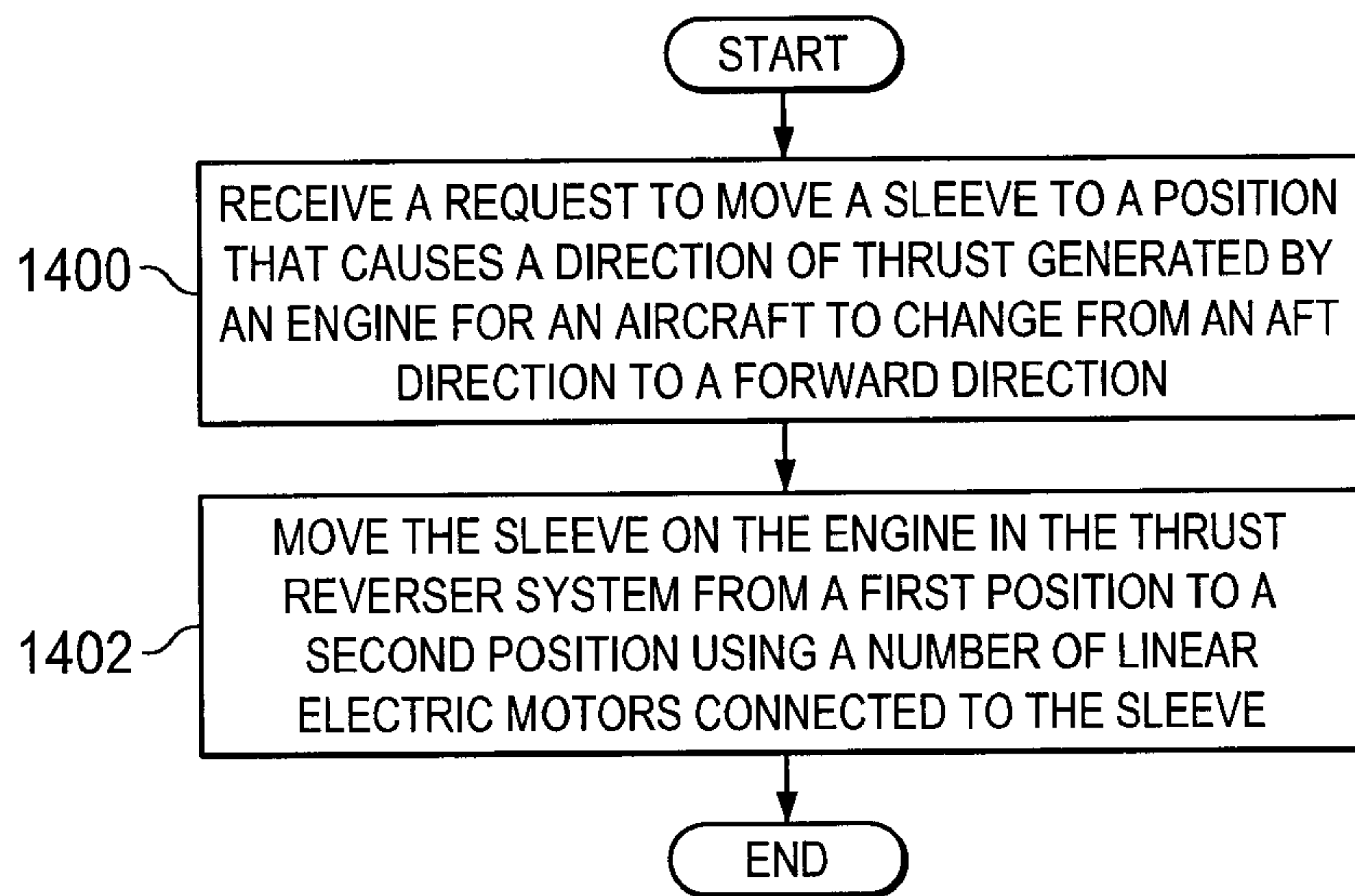


FIG. 14

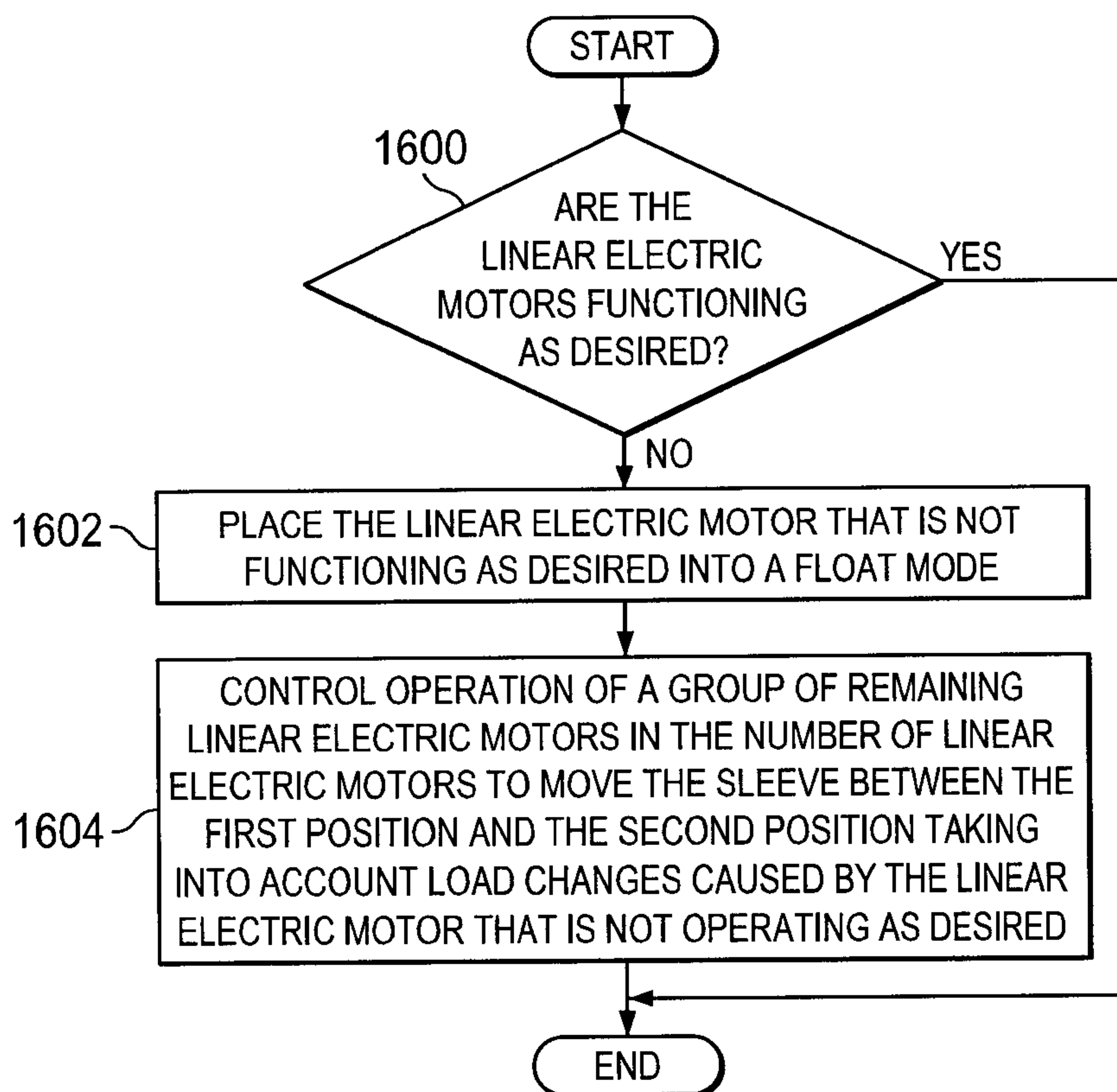


FIG. 16

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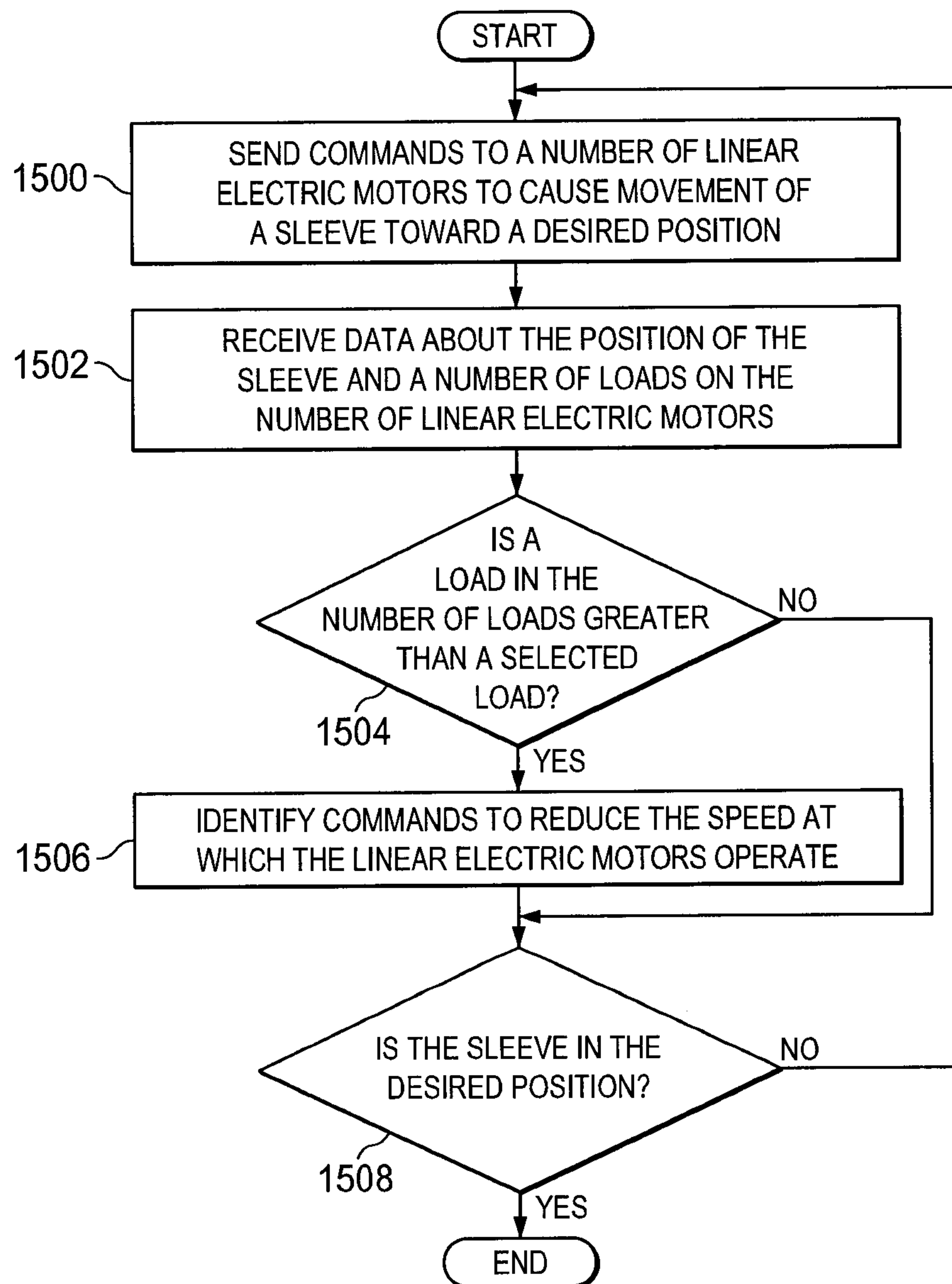


FIG. 15

