



- (51) **International Patent Classification:**
F23R 3/30 (2006.01)
- (21) **International Application Number:**
PCT/US2014/018717
- (22) **International Filing Date:**
26 February 2014 (26.02.2014)
- (25) **Filing Language:** English
- (26) **Publication Language:** English
- (30) **Priority Data:**
61/769,501 26 February 2013 (26.02.2013) US
- (71) **Applicant:** ELECTRIC JET, LLC [US/US]; 2903 Commerce Street, Suite D, Blacksburg, VA 24060 (US).
- (72) **Inventors:** PERRY, Matthew, V.; 312 Upland Road, Blacksburg, VA 24060 (US). FARINA, Jordan, T.; 6570 Sw 155th Ave., Beaverton, OR 97007 (US). LEPERA, Stephen, D.; 3874 Mccoy Rd, Blacksburg, VA 24060 (US). FERRAR, Anthony, M.; 210 Huff Heritage Ln., Christiansburg, VA 24072 (US). O'BRIEN, Walter, F.; 1602 Carlson Dr., Blacksburg, VA 24060 (US). SHIVER, Samuel; 2915 Cara Ct., Blacksburg, VA 24060 (US).
- (74) **Agents:** SARA, Charles S. et al.; DeWitt Ross & Stevens S.C., 2 East Mifflin Street, Suite 600, Madison, WI 53703-2865 (US).

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

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

Published:

— without international search report and to be republished upon receipt of that report (Rule 48.2(g))



WO 2014/134182 A2

(54) **Title:** MICRO GAS TURBINE ENGINE FOR POWERING A GENERATOR

(57) **Abstract:** A unique, small microturbine engine adapted to integrate with an electrical generator for producing electrical power has been developed. The microturbine includes an ejector cooling scheme, a prevaporizing combustor, and a combustor air bypass. The ejector cooling scheme uses energy in the hot exhaust gas stream of the microturbine to entrain a flow of ambient air that cools the generator. The prevaporizing combustor of the present invention allows liquid fuel to be vaporized in a small amount of air prior to combustion, thereby increasing combustion efficiency and decreasing combustor size requirements. The combustor air bypass allows a fraction of the compressor discharge air to bypass the prevaporizing combustor under certain operating conditions. This permits control of the overall equivalence ratio and the fuel/air mixing process in the combustion zone, improving efficiency and operability.

MICRO GAS TURBINE ENGINE FOR POWERING A GENERATOR

Matthew V. Perry
Jordan T. Farina
Stephen D. LePera
Anthony M. Ferrar
Walter F. O'Brien
Samuel Shiver

5

CROSS-REFERENCE TO RELATED APPLICATION

The application claims priority to U.S. Provisional Application entitled "MICRO GAS TURBINE ENGINE FOR POWERING A GENERATOR," serial number 61/769,501, filed February 26, 2013, which is incorporated herein by reference in its entirety.

10

15

FIELD OF THE INVENTION

The present invention is directed to a small microturbine engine adapted to integrate with an electrical generator in such a way as to make a highly efficient, compact system.

20

BACKGROUND

A microturbine engine (or "microturbine") is a type of combustion turbine engine that produces both heat and power on a relatively small scale. The component common to all microturbines is a small gas turbine engine, typically producing less than 500 kilowatts (kW) of power. This type of gas turbine comprises a single or multi-stage compressor, a combustor for liquid and/or gaseous fuels, a single or multi-stage turbine, and a power output shaft supported by a bearing system. Typically, the gas turbine is integrated with an electric generator and/or heat recovery system. Systems also generally include a housing and power and control electronics.

25

30

Microturbines designed for use with liquid fuels typically employ a prevaporizing combustor which allows liquid fuel to be vaporized in a small amount of air prior to entering the combustion zone of the microturbine combustor. However, current microturbines typically use hot combustion products to directly heat the fuel stream before

it is injected into the combustor. Such systems do not permit adequate control of the heat transfer into the fuel, allowing its temperature to vary considerably during operation. This often causes fuel coking and increased combustor maintenance requirements.

Microturbines exist in a variety of sizes and can be significantly smaller and lighter than competing systems powered by reciprocating engines. However, current small, i.e., less than 25kW, microturbines are generally inefficient and have very short lifetimes, typically less than 100 hours.

SUMMARY OF THE INVENTION

The present invention is directed to a microturbine **100** for powering a generator **200**. While the microturbine **100** of the present invention is specifically directed to powering a generator, it is well within the scope of the present invention to apply the microturbine **100** to other uses.

The present invention is directed to a microturbine **100** for powering a generator **200** comprising a centrifugal compressor **300** comprising a compressor rotor **302**, a diffuser **303** and a volute **305** to provide a continuous flow of compressed air, a prevaporizing combustor **400** for mixing the compressed air with fuel **452**, wherein the compressed air is mixed with fuel **452** in a specific ratio to produce a high-pressure hot gas; and a combustor air bypass **402** to control the compressed air from the centrifugal compressor **400**, the combustor air bypass **402** comprising a duct **404** connecting the centrifugal compressor **300** with the combustor exit **418** of the prevaporizing combustor **400**. The present invention further includes a radial inflow compressor turbine **112** to extract power from the high-pressure hot gas produced by the prevaporizing combustor **400** and an axial free power turbine **109** to extract power from the high-pressure hot gas exiting the radial inflow compressor turbine **112** to power an attached load, e.g., a generator **200**.

The microturbine **100** includes a power output shaft **206** having a first end **207** and a second end **209** and supported by a plurality of bearings **208**, **210**. A free power turbine **109** is mounted on the first end **207** of the power output shaft **206**. The free power turbine **109** receives high pressure, hot gas **450** from the gas generator turbine **112**, thereby causing the power output shaft **206** to rotate.

The present invention is further directed to a microturbine **100** for powering a generator **200**, comprising a housing **102**; a first rotatable shaft **105** mounted through the

housing **102**, the rotatable shaft **105** having a first end **106** and a second hot exhaust end **108**, wherein the compressor **300** is mounted to the first end **106** of the rotatable shaft **105**; a centrifugal compressor **300** comprising a compressor rotor **302** to provide a continuous flow of compressed air; a prevaporizing combustor **400** for mixing the compressed air with fuel, wherein the compressed air is mixed with fuel in a specific ratio to produce a high-pressure hot gas, and wherein the radial inflow compressor turbine **112** receives the high-pressure hot gas **450** produced from the prevaporizing combustor **400** thereby causing the microturbine rotatable shaft **105** to rotate; a combustor air bypass **402** to control the compressed air from the centrifugal compressor **300**, the combustor air bypass **402** comprising a duct **404** connecting the centrifugal compressor **300** with the exit **418** of the prevaporizing combustor **400**; a generator **200** having a stator **202** installed in the housing and a rotor **204** fixed to the second end **209** of the power output shaft **206** so as to be rotated together; and a generator cooling system **500** to provide cooling air to the generator **200**, the system **500** comprising a passage **502** surrounding the generator **200**, the passage **502** having a first end **504** and a second end **506**, wherein the first end **504** is open to the atmosphere and the second end **506** is open to the discharge area at the exit of the axial free power turbine **109** to create a cool air draw from the first end **504** of the passage **502** to the second end **506** of the passage **502**, and an exhaust diffuser **600** for expelling air along with microturbine discharge gas.

The present invention is further directed to a microturbine **100** for powering a generator **200** comprising a housing **102**; a first rotatable shaft **105** mounted through the housing **102**, the rotatable shaft **105** having a first end **106** and a second hot exhaust end **108**; a power output shaft **206** having a first end **207** and a second end **209**; a centrifugal compressor **300** comprising a compressor rotor **302** to provide a continuous flow of compressed air; a prevaporizing combustor **400** for mixing the compressed air with fuel, wherein the compressed air is mixed with fuel in a specific ratio to produce a high-pressure hot gas, wherein the compressor **300** is mounted to the first end **106** of the rotatable shaft **105** and wherein the rotatable shaft **105** receives the high-pressure hot gas produced from the prevaporizing combustor **400** thereby causing the microturbine rotatable shaft **105** to rotate, and wherein the prevaporizing combustor **400** comprises a prevaporizing zone **406** for mixing compressed air and fuel to an air/fuel mixture, wherein the prevaporizing zone **406** includes a first compressed air channel **407** and a second fuel channel **411**, and a combustion zone **408** wherein the combustion zone **408** includes a

compressed air channel **409** for receiving compressed air, the combustion zone **408** comprising a primary zone **430** for mixing the air/fuel mixture from the prevaporizing zone **406** with compressed air in the combustion zone **408** to produce a combustion product, wherein the primary zone **430** comprises a liner wall **436** containing openings **434** for air flow, a splash ring **438** and effusion cooling holes **442** to produce an insulating film of air to flow along the liner wall **436**, and an igniter **414** to initiate a reaction of combustion gases, and a dilution zone **432** for receiving the combustion product of the primary zone **430**, wherein the dilution zone **432** comprises liner wall openings **443** for air flow to reduce the temperature of combustion gases. The microturbine **100** further includes a combustor air bypass **402** to control the compressed air from the centrifugal compressor **400**, the combustor air bypass **402** comprising a duct **404** connecting the centrifugal compressor **300** with the prevaporizing combustor **400**. The microturbine **100** also includes a generator **200** having a stator **202** installed in the housing and a rotor shaft **204** fixed to the second end **209** of the power output shaft **206** so as to be rotated together; and a generator cooling system **500** to provide cooling air to the generator **200**, the system **500** comprising a passage **502** surrounding the generator **200**, the passage **502** having a first end **504** and a second end **506**, wherein the first end **504** is open to the atmosphere and the second end **506** is open to the discharge area of the axial free power turbine **209** to create a cool air draw from the first end **504** of the passage **502** to the second end **506** of the passage **502**, and an exhaust diffuser **600** for expelling air along with microturbine discharge gas.

The microturbine **100** of the present invention has features which distinguish it from the prior art. Most notable are the generator cooling system **500**, prevaporizing combustor **400** and combustor air bypass **402** systems.

To meet current design requirements, the generator **200** is placed on the hot exhaust end of the microturbine **100**, adjacent the exhaust diffuser **600**. This necessitates a unique method of removing the generator's waste heat. The ejector cooling scheme uses energy in the hot exhaust gas stream to entrain a flow of ambient air that cools the generator **200**.

The prevaporizing combustor **400** of the present invention allows liquid fuel to be vaporized in a small amount of air in the prevaporizing zone **406** prior to entering the combustion zone **408**. This promotes high combustion efficiency in a wide range of ambient conditions and produces a compact flame zone, reducing the required size of the

prevaporizing combustor **400**. While other small microturbines do employ prevaporizing combustion systems, they typically use hot combustion products to directly heat the fuel stream before it is injected into the combustor. Such systems do not permit adequate control of the heat transfer into the fuel, allowing its temperature to vary considerably during operation. This often causes fuel coking and increased combustor maintenance requirements. The prevaporizing combustor **400** of the present invention avoids this issue by vaporizing the fuel in a dedicated section of the combustor, upstream of the flame zone. Both turbine exhaust heat and electrical heat may be used to raise the fuel's temperature prior to injection. The high-temperature fuel has an elevated vapor pressure, i.e., volatility, permitting complete, rapid vaporization in the surrounding air. The system design permits accurate control over the fuel's temperature, preventing coking and improving component life and efficiency.

The prevaporizing combustor **400** of the present invention is designed to be highly efficient and compact. Fuel/air mixing and combustion zone equivalence ratio (the ratio of actual to stoichiometric fuel/air ratio) are designed to produce optimal performance at full-power conditions. Pressure, temperature, and overall fuel/air ratio, however, do not remain constant over the engine's operating range. These factors have the potential to negatively affect combustor performance at reduced-power conditions. The combustor air bypass **402** system alleviates this problem. It allows a controlled fraction of the compressor discharge air to bypass the combustor **400** during reduced-power operation. This prevents excessively high air velocities and low equivalence ratios, which would reduce flame stability and combustor performance.

A final unique aspect of the microturbine **100** of the present invention is its small size, typically in a volume of approximately 1 – 5 ft³, preferably 2 ft³, weighing between approximately 20 and 75 lbs, preferably about 35 lbs, and producing from about 5 – 25 kW, preferably about 10 kW of electrical power. While microturbines of this size do exist, they are generally inefficient (5 percent, based on the fuel's Lower Heating Value) and have very short lifetimes (under 100 hours). The microturbine **100** of the present invention is designed for a thermal efficiency of around 15 % and a lifetime over 1,000 hours.

The objects and advantages of the invention will appear more fully from the following detailed description of the preferred embodiment of the invention made in conjunction with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a perspective view of the micro gas turbine generator system of the present invention.

5 Figure 2 is a top plan view of the micro gas turbine generator system.

Figure 3 is a right plan view of the micro gas turbine generator system.

Figure 4 is a left plan view of the micro gas turbine generator system.

Figure 5 is a cross-sectional view of the micro gas turbine generator system taken along lines 5 – 5 of Figure 2.

10 Figure 6 is a side plan view of the prevaporizing combustor of the present invention.

Figure 7 is a cross-sectional view of the prevaporizing combustor of Figure 6 taken along lines 7 – 7 of Figure 6.

15 Figure 8 is a cross-sectional detailed view of the prevaporizing zone and the combustion zones of the prevaporizing combustor from the area designated 8 in Figure 7.

Figure 9 is a cycle diagram illustrating the power, fuel and air flow paths of the microturbine generator system of the present invention.

DETAILED DESCRIPTION OF THE INVENTION

20 **FIG. 1** is a perspective view illustrating the microturbine **100** in combination with a generator **200** of the present invention. The perspective view shows the following component parts of the micro gas turbine generator system:

As illustrated in **FIGS. 1 – 5**, the microturbine engine (or “microturbine **100**”) of the present invention includes a single or multi-stage compressor **300**, a prevaporizing
25 combustor **400** for liquid and/or gaseous fuels, a single or multi-stage gas generator turbine **112**, and a gas generator shaft **105** supported by a bearing system **110** housed within a bearing tunnel **111**. The microturbine **100** further includes a single or multi-stage power turbine **109** and a power output shaft **206** supported by a bearing system **210, 212**. Typically, the gas turbine **100** is integrated with an electric generator **200** and/or heat
30 recovery or generator cooling system **500**. The systems also generally include a housing **102** and power and control electronics known to the art.

The Centrifugal Compressor 300:

The centrifugal compressor **300** is a rotating, airfoil based machine which draws in ambient air, referenced by number **301**, and expels the air in a radially outward flow from the axis of rotation. This outward flow path is driven by a compressor rotor **302**, which
5 imparts energy to the flow in the form of increased pressure and velocity. A downstream diffuser **303** reduces the velocity of the air flow leaving the compressor rotor **302**, converting kinetic energy to a further increase in pressure. A diffuser is an aerodynamic device that is designed to control the characteristics of the air flow. Using a diffuser to control the velocity of the compressor discharge air promotes a uniform introduction of the
10 air to the prevaporizing combustor **400**.

A volute **305** collects the high-pressure air flow into a single outlet duct **308** connected to the compressor **300** at outlet **306**. This process produces a continuous flow of compressed air and has the benefits of high efficiency, robustness, and large mass flow capacity. The pressurized air is then passed from the diffuser **303** to the prevaporizing
15 combustor **400**.

The Prevaporizing Combustor 400

As illustrated in **FIGS. 6 – 8**, the pressurized air from the diffuser **303** is then passed into the prevaporizing combustor **400** where heat and fuel are added. The microturbine **100** of the present invention employs a prevaporizing combustor zone **406** in
20 the prevaporizing combustor **400**, as illustrated in **FIGS. 7 and 8**. The prevaporizing combustor zone **406** allows liquid fuel to be vaporized in a small amount of the air prior to entering the combustion zone **408** of the prevaporizing combustor **400**. This promotes high combustion efficiency in a wide range of ambient conditions and produces a compact flame zone, reducing the required size of the prevaporizing combustor **400**.

The prevaporizing combustor **400** is a can-type combustor, comprising a prevaporizing zone **406** and a combustion zone **408**. A can combustor is a self-contained cylindrical combustion chamber with the combustor case **410**, incorporating a fuel injector, i.e., spray nozzle **412**, igniter **414**, liner wall **436** and the combustor case **410**. The
25 inputs to the prevaporizing combustor **400** are high-pressure air produced by the compressor **300** at the combustor inlet **416**, and fuel **452**, illustrated in **FIG. 9**, which has been heated to an elevated temperature by the exhaust heat exchanger **602** and/or supplemental electric fuel heater **150** (illustrated in **FIG. 9**). Both gaseous and liquid fuels
30

can be used, including but not limited to, diesel, gasoline, naphtha, propane, methane, natural and synthesis gas, i.e., syngas.

The combustion process that takes place within the prevaporizing combustor **400** produces a gas temperature of approximately 900°C at the combustor exit **418** and the gas generator turbine inlet **122**. This inlet temperature is typical of gas turbine engines with uncooled turbine components. The prevaporizing combustor **400** may include a suitable catalyst, such as for example, platinum or palladium, which is capable of combusting the fuel-air mixture.

Prevaporizing Zone 406: In the prevaporizing combustor **400**, approximately 10 – 30%, and preferably about 20% of the air flow, illustrated by line **407**, produced by the centrifugal compressor **300** enters the prevaporizing zone **406** through a tangential-entry swirler **420**. The tangential-entry swirler **420** contains a plurality of air inlet jets **422**, arranged concentrically around the central axis of the prevaporizing combustor **400**. As illustrated, there is a first row **424** and a second row **426** of jets. These jets **422** are oriented tangentially, thereby producing a swirling air flow with a high swirl number (SN>0.6 as defined by the ratio of axial flux of tangential momentum to axial flux of axial momentum) in the conical prevaporizing zone **406**. At the center of the tangential-entry swirler **420**, a fuel atomizer nozzle **428** produces a highly-atomized spray of heated liquid fuel. This fuel mixes with the swirling air and rapidly vaporizes, producing a gaseous mixture suitable for combustion.

Unlike in other microturbine combustors, the fuel vaporization process employed in the prevaporizing combustor **400** of the present invention is highly controlled. The liquid fuel is heated prior to injection through the fuel atomizer nozzle **428** in order to increase its equilibrium vapor pressure and allow it to rapidly vaporize in a small amount of air. The temperature of the fuel, however, is maintained below its coking temperature. This prevents pyrolysis, which could lead to fouling of the fuel nozzle **428** and reduced combustion efficiency. Further, the tangential-entry swirler **420** is designed to produce a highly turbulent mixing region and central recirculation zone that allows complete vaporization of the fuel prior to entering the combustion zone **408**.

In an alternate embodiment of the present invention, the fraction of the compressor discharge air **407** entering the prevaporizing zone **406** of the prevaporizing combustor **400** is pre-heated. This can be accomplished by use of an additional exhaust heat exchanger **602** and/or a supplemental electric air heater **150**. Pre-heating the air that enters the

prevaporizing zone **406** allows effective fuel vaporization over an extended range of operating conditions. Specifically, pre-heating this air may be necessary at low ambient temperatures.

The Combustion Zone 408: The combustion zone **408** of the prevaporizing combustor **400** receives between about 70% and 90%, preferably about 80% of the air flow, represented by line **409** in **FIG. 9**, produced by the centrifugal compressor **300** and is divided into the primary zone **430** and the dilution zone **432**.

The Primary Zone 430: In the primary zone **430**, the gaseous fuel mixture produced in the prevaporizing zone **406** mixes with compressor discharge air and undergoes a combustion reaction. Air enters the primary zone **430** through openings **434** in the combustor liner wall **436**. The jets produced by these primary air openings **434** promote thorough fuel/air mixing and strong flame stabilization. In the vicinity of the flame, a splash ring **438** and effusion cooling holes **442** produces an insulating film of air that flows along the liner wall **436** and protects it from the hot combustion products. An electric igniter **414** is provided in the primary zone **430** to initiate the combustion reaction.

The Dilution Zone 432: Downstream of the primary zone **430**, combustion products enter the dilution zone **432**. In the dilution zone **432**, additional compressor discharge air enters the prevaporizing combustor **400** through concentrically-arranged dilution air jets **443** in the liner wall **436**. The dilution air jets **443** reduce the temperature of the hot combustion gases and halt thermally-driven chemical processes, such as the production of nitrogen oxides. The dilution zone **432** also includes effusion cooling holes **442**. The configuration of the combustion zone **408** is typical of designs known to the art.

The Combustor Air Bypass 402

The purpose of the combustor air bypass **402** is to maintain high combustor performance at reduced-power conditions. It consists of a duct **404** connecting the discharge outlet **306** of the centrifugal compressor **300** with the discharge of the prevaporizing combustor **400** at port **418**. Inside the duct **402** is a butterfly valve **403**, illustrated in **FIG. 2**, a device known to the art, which serves to vary the air flow permitted through the duct **402**. An external servomotor (not shown) is used to control the position of the valve and, therefore, the fraction of compressor discharge air bypassing the prevaporizing combustor **400**. It is necessary for air to bypass the prevaporizing combustor **400** in off-design (reduced-power) operation because pressure, temperature, and overall fuel/air ratio vary under these conditions. Allowing air to bypass the

prevaporizing combustor **400** helps to maintain an optimal equivalence ratio and appropriate air velocities in the primary zone **430**. While the combustor air bypass **402** is similar to systems used on some larger gas turbines, it is unique in the microturbine **100** of the present invention.

5 **The Radial Inflow Compressor or Gas-Generator Turbine 112**

The radial inflow compressor turbine (also called the gas-generator turbine) **112** extracts power from the high-pressure, hot gas produced by the prevaporizing combustor **400**. The hot gas enters the radial inflow compressor turbine **112** through a volute **116**, which distributes the flow uniformly among a plurality of nozzles **118** arranged around the periphery of the turbine rotor **104**. The nozzles **118** increase the velocity of the high-
10 pressure, hot gas and direct it inward toward the axis of rotation. This high-velocity gas then flows through the turbine rotor **104**, which rotates at between about 150,000 and 200,000 rpm, preferably 175,000 rpm. The gas imparts energy to the turbine rotor **104** as its pressure and temperature decrease. This energy is transmitted to the compressor **300** by
15 the radial inflow compressor turbine **112**. A radial inflow compressor turbine **112** is used because of its robustness and ability to extract a large amount of power in a single stage.

The Axial Free Power Turbine 109

The axial free power turbine **109** rotates at a speed between about 70,000 and 90,000 rpm, preferably 81,000 rpm to accommodate the desired lower rotational speed of
20 the generator **200**. An axial power turbine **109** is a rotating airfoil-based machine in which air flows parallel to the axis of rotation. In an axial turbine, a set of stationary nozzles **118** first imparts a large tangential velocity to a flow of high-pressure, hot gas. This hot gas then flows through the power turbine **109**, in which its pressure and velocity decrease. During this process, the hot gas imparts energy to the power turbine rotor **113**, which is
25 transmitted to the generator **200** through the power output shaft **206**. The axial power turbine **109** is used in the microturbine **100** of the present invention because it provides high efficiency and a direct flow path.

High Speed Bearing Support Systems 110, 208, 210

Both the gas generator shaft **105** and power output shaft **206** are supported on
30 high-speed bearing support systems **110, 208, 210**. These systems employ angular-contact ball bearings, which are able to support radial loads, as well as the axial thrust loads produced by the turbomachinery. These bearings are located in fixed housings **111, 212, 214**, which serve to hold rotating components in precise alignment. Bearings are pre-

loaded by spring washers (not shown) to maintain proper contact between the balls and raceways under all operating conditions. Lubrication and cooling is provided by oil jets **119, 213, 215**, and the oil is removed through a sump **120, 216, 218**. Labyrinth seals, a type of non-contact rotating seal known to the art, prevent oil from escaping where the rotating shafts **105, 206** exit the fixed housings **111, 212, 214**. The high speed bearing support systems **110, 208, 210** used in the present invention are based on well-established design methodologies and are similar to other high-speed rotating assemblies.

The Generator Cooling System 500

Illustrated in **FIGS. 5** and **9**, the reason the ejector cooling scheme is incorporated is to provide cooling air that flows over the outside of the generator **200** from the right of **Fig. 5** to absorb and take heat away from the generator **200**.

In the microturbine generator system of the present invention, ambient air **508** flows through a passage **502** surrounding the generator **200**. This passage is open on one end **504** to the atmosphere and on the other end **506** to the discharge area of the power turbine rotor **113**. Since the pressure at the power turbine discharge **506** is slightly below atmospheric, the cool atmospheric air is drawn in and over the generator **200**. This air cools the generator **200** and is then expelled along with the turbine exhaust gas **450** through the exhaust diffuser **600**. Thus, the flow of cool air **508**, which is 10% of the main flow of air, flows over the generator **200** to cool the generator **200** and keep the generator **200** at an operational temperature. This is the novel Ejector Cooling Scheme.

The Generator 200

The generator **200** is a generally known generator which includes an interior rotor **204** and exterior stator **202**, similar to any generator. The stator coils (not shown) on the stator **202** on the outside do not move and the interior rotor **204** with magnets **205** rotates. The stator and rotor coils are both placed in the housing **102**. The housing **102** has some means on the outside for increasing heat transfer from inside the generator **200** to the air that is flowing over the generator **200**.

In any microturbine generator system, shaft power must be transmitted from the microturbine **100** to the electric generator **200**. This is commonly accomplished through either a direct-drive or a gear-reduction configuration.

In a direct-drive configuration, the rotor **204** of the generator **200** is coupled directly to the second end **209** of the power output shaft **206**. This means the generator rotor **204** rotates synchronously with the turbomachinery on the output shaft **206** (at least

one turbine stage, but possibly all turbine and compressor stages). By contrast, a gear-reduction configuration places a gearbox between the microturbine's output shaft and the generator rotor. This allows the generator rotor **204** to rotate at a lower speed than the microturbine's output shaft **104**. A direct-drive configuration is preferable to a gear-reduction configuration for several reasons. These include higher efficiency, lower complexity, and greater robustness. Further, a generator **200** designed to operate at the high rotational speed required in the direct-drive configuration can be smaller and lighter than a lower-speed machine connected through a gearbox. However, the rotational speed of a typical electric generator is limited by strength and efficiency constraints. This makes the direct-drive configuration difficult to implement in very small microturbine generator systems, where the microturbine engine's output shaft **206** rotates at a very high speed.

The microturbine generator system **100** of the present invention is novel because it accommodates the design requirements of both the microturbine **100** and the electrical generator **200**. The microturbine **100** is designed with two shafts **105**, **206**. The gas generator shaft **105** connects the compressor **300** and gas generator turbine **112** and rotates at between 150,000 and 200,000 rpm, preferably approximately 175,000 rpm. Because this speed would be excessive for the generator **200**, a second power output shaft **206** is used to couple a free power turbine **109** to the rotor **204** of the generator **200** at the second end **209** of the power output shaft **206**. This power output shaft **206** rotates between about 70,000 and 90,000 rpm, preferably approximately 81,000 rpm. The use of a separate, lower-speed power output shaft **206** permits a reliable, efficient design for the generator **200** while still allowing a direct-drive configuration to be used.

A technical challenge created by the use of a free power turbine design is that it places the power output shaft **206** of the microturbine **100** in the vicinity of the hot exhaust gas, represented by phantom line **450**. This also places the generator **200** in the vicinity of the hot exhaust gas **450**. This is in contrast to a single-shaft configuration, which would allow the generator **200** to be placed in the cool inlet air stream. Since the generator **200** must be maintained at an operational temperature, it must be shielded from the hot exhaust gas **450** and provided with cooling air. The generator cooling system **500** has been developed to serve this function.

FIG. 9 is a cycle diagram of the microturbine generator system. The diagram shows the components included in the system, as well as power, fuel, and air flow paths. The schematic shows the following component parts of the microturbine generator system:

a microturbine **100**, comprising: a centrifugal compressor **300**, a prevaporizing combustor **400**, a combustor air bypass **402**, a radial compressor turbine **104**, an axial free power turbine **109**, a generator cooling system **500**, a gas generator shaft **105**, a power turbine **109** and a high speed generator **200**.

5 10 kW Microturbine Generator System Overview

The microturbine generator system of the present invention employs a microturbine **100** to convert the energy contained in a liquid fuel to shaft power. This shaft power is then converted by the generator **200** into electrical power.

Referring to **FIGS. 5** and **9**, the cycle on which the generator **200** operates is as follows:

First, a stream of ambient air, represented by line **301**, enters the centrifugal compressor **300**, where its pressure is increased to several times atmospheric.

The air, now at an elevated pressure and temperature, flows into the prevaporizing combustor **400**. Approximately 80 percent of the air **409** is admitted into the combustion zone **408** of the prevaporizing combustor **400**, while 20 percent of the air **407** enters the fuel prevaporizing zone **406** of the prevaporizing combustor **400**. The air directed to the prevaporizing zone **406** joins with the fuel stream **452**, which has been heated by the exhaust heat exchanger **602** and/or a supplemental electric fuel heater **150**.

The heated air and fuel combine to form a gaseous mixture, which is directed into the combustion zone **408** of the prevaporizing combustor **400**. In the combustion zone **408**, the fuel/air mixture joins with the remainder of the compressor discharge air and undergoes a combustion process.

At reduced-power conditions, up to 30 percent of the compressor discharge air may be allowed to bypass the prevaporizing combustor **400**. The combustor air bypass **402** allows compressor discharge air to flow directly to the combustor exit **418** without participating in the combustion or prevaporization processes. This improves combustion performance during off-design engine operation.

At the exit **418** of the prevaporizing combustor **400**, the products of combustion are at an elevated temperature and pressure. These hot gases flow into the radial-inflow compressor turbine **112**. The expansion of hot gas through the radial inflow compressor turbine **112** produces power, which is transmitted through the gas generator shaft **105** to the compressor **300**. The gas further expands through the power turbine **109**, where the

second power output shaft **206** transmits power to the generator **200**. The generator **200** then converts this shaft power to electrical power.

Prior to exiting the microturbine **100** through the exhaust diffuser **600**, the turbine exhaust gas undergoes two processes. First, it transfers heat into the fuel stream via the exhaust heat exchanger **602**. The turbine exhaust gas then enters the jet ejector **604**, where
5 its kinetic energy is used to entrain a flow of ambient air **508** to remove waste heat from the generator **200**. The turbine exhaust gas **450** then mixes with this ambient air and is expelled into the atmosphere via the exhaust diffuser **600**.

Any version of any component or method step of the invention may be used with
10 any other component or method step of the invention. The elements described herein can be used in any combination whether explicitly described or not.

All combinations of method steps as used herein can be performed in any order, unless otherwise specified or clearly implied to the contrary by the context in which the referenced combination is made.

15 As used herein, the singular forms "a," "an," and "the" include plural referents unless the content clearly dictates otherwise.

Numerical ranges as used herein are intended to include every number and subset of numbers contained within that range, whether specifically disclosed or not. Further, these numerical ranges should be construed as providing support for a claim directed to
20 any number or subset of numbers in that range. For example, a disclosure of from 1 to 10 should be construed as supporting a range of from 2 to 8, from 3 to 7, from 5 to 6, from 1 to 9, from 3.6 to 4.6, from 3.5 to 9.9, and so forth.

Further, there are several indications of rotational speeds in the disclosure. For example, the rotation of the turbine rotor **104** is listed at 175, 000 rpm. The rotation of the
25 axial free power turbine **109** is listed at 81,000 rpm. It is to be noted that these rotational speeds are preferred speeds and are subject to alteration depending on the environment and power output level of the microturbine engine and other factors by a factor typically between about +/- 10%.

All patents, patent publications, and peer-reviewed publications (*i.e.*, "references")
30 cited herein are expressly incorporated by reference in their entirety to the same extent as if each individual reference were specifically and individually indicated as being

incorporated by reference. In case of conflict between the present disclosure and the incorporated references, the present disclosure controls.

The devices, methods, compounds and compositions of the present invention can comprise, consist of, or consist essentially of the essential elements and limitations
5 described herein, as well as any additional or optional steps, ingredients, components, or limitations described herein or otherwise useful in the art.

While this invention may be embodied in many forms, what is described in detail herein is a specific preferred embodiment of the invention. The present disclosure is an exemplification of the principles of the invention is not intended to limit the invention to
10 the particular embodiments illustrated. It is to be understood that this invention is not limited to the particular examples, process steps, and materials disclosed herein as such process steps and materials may vary somewhat. It is also understood that the terminology used herein is used for the purpose of describing particular embodiments only and is not intended to be limiting since the scope of the present invention will be limited to only the
15 appended claims and equivalents thereof.

CLAIMS:

1. A microturbine for powering a generator comprising:
 - a. a centrifugal compressor comprising a compressor rotor, a diffuser and a volute to provide a continuous flow of compressed air;
 - 5 b. a prevaporizing combustor for mixing the compressed air with fuel, wherein the compressed air is mixed with fuel in a specific ratio to produce a high-pressure hot gas, the prevaporizing combustor having an exit opening;
 - 10 c. a combustor air bypass to control the compressed air from the centrifugal compressor, the combustor air bypass comprising a duct connecting the centrifugal compressor with the exit opening of the prevaporizing combustor;
 - d. a radial inflow compressor turbine to extract power from the high-pressure hot gas; and
 - 15 e. an axial free power turbine to extract power from the high-pressure hot gas.
2. The microturbine of claim 1, wherein the prevaporizing combustor comprises:
 - a. a prevaporizing zone for mixing compressed air and fuel to an air/fuel mixture, wherein the prevaporizing zone includes a first compressed air channel and a second fuel channel, and
 - 20 b. a combustion zone wherein the combustion zone includes a compressed air channel for receiving compressed air, the combustion zone comprising:
 - i. a primary zone for mixing the air/fuel mixture from the prevaporizing zone with compressed air in the combustion zone to produce a combustion product, and
 - 25 ii. a dilution zone for receiving and cooling the combustion product of the primary zone.
3. The microturbine of claim 1, further comprising an exhaust heat exchanger to preheat the fuel.
4. The microturbine of claim 1, further comprising a supplemental electric fuel heater to preheat the fuel.
- 30 5. The microturbine of claim 1 wherein the prevaporizing zone further includes a tangential-entry swirler including a plurality of air inlet jets.

6. The microturbine of claim 1 wherein the primary zone comprises:
 - a. a liner wall containing openings for air flow,
 - b. a splash ring and effusion cooling holes to produce an insulating film of air to flow along the liner wall, and
 - 5 c. an igniter to initiate a reaction of combustion gases.
7. The microturbine of claim 6 wherein the dilution zone comprises a liner wall containing openings for air flow to reduce the temperature of combustion gases.
8. The microturbine of claim 1 further comprising:
 - a. a housing;
 - 10 b. a first rotatable shaft mounted through the housing, the first rotatable shaft having a first end and a second hot exhaust end, wherein the compressor is mounted to the first end of the rotatable shaft and wherein the radial inflow compressor turbine is mounted to the second end of the rotatable shaft, and wherein the radial inflow compressor turbine receives the high-pressure hot
 - 15 gas produced from the prevaporizing combustor thereby causing the microturbine rotatable shaft to rotate;
 - c. a second rotatable power output shaft having a first end and a second end, wherein the axial free power turbine is mounted to the first end of the second power output shaft to extract power from the high-pressure hot gas.
- 20 9. The microturbine of claim 8 further comprising:
 - a. an electric generator having a stator installed in the housing and a rotor fixed to the second power output shaft so as to be rotated together; and
 - b. an generator cooling system to provide cooling air to the generator, the system comprising:
 - 25 i. a passage surrounding the generator, the passage having a first end and a second end, wherein the first end is open to the atmosphere and the second end is open to the discharge area of the second end of the axial free power turbine to create a cool air draw from the first end of the passage to the second end of the passage, and
 - 30 ii. an exhaust diffuser for expelling air along with microturbine discharge gas.
10. A microturbine for powering a generator comprising:
 - a. a housing;

- b. a first rotatable shaft mounted through the housing, the rotatable shaft having a first end and a second hot exhaust end;
- c. a second power output shaft;
- d. a centrifugal compressor comprising a compressor rotor, a diffuser and a volute to provide a continuous flow of compressed air;
- e. a prevaporizing combustor for mixing the compressed air with fuel, wherein the compressed air is mixed with fuel to produce a high-pressure hot gas, wherein the centrifugal compressor is mounted to the first end of the rotatable shaft and wherein the radial inflow compressor turbine is mounted to the second end of the rotatable shaft and receives the high-pressure hot gas produced from the prevaporizing combustor thereby causing the microturbine rotatable shaft to rotate, wherein the prevaporizing combustor includes an exit opening;
- f. a combustor air bypass to control the compressed air from the centrifugal compressor, the combustor air bypass comprising a duct connecting the centrifugal compressor with the exit opening in the prevaporizing combustor;
- g. a radial inflow compressor turbine to extract power from the high-pressure hot gas;
- h. an axial free power turbine to extract power from the high-pressure hot gas;
- i. a generator having a stator installed in the housing and a rotor fixed to the second power output shaft so as to be rotated together; and
- j. a generator cooling system to provide cooling air to the generator, the system comprising:
 - i. a passage surrounding the generator, the passage having a first end and a second end, wherein the first end is open to the atmosphere and the second end is open to the discharge area of the axial free power turbine to create a cool air draw from the first end of the passage to the second end of the passage, and
 - ii. an exhaust diffuser for pumping and expelling air from the generator along with microturbine discharge gas.

11. The microturbine of claim 10, wherein the prevaporizing combustor comprises:
- a. a prevaporizing zone for mixing compressed air and fuel to an air/fuel mixture, wherein the prevaporizing zone includes a first compressed air channel and a second fuel channel, and
 - 5 b. a combustion zone wherein the combustion zone includes a compressed air channel for receiving compressed air, the combustion zone comprising:
 - 10 i. a primary zone for mixing the air/fuel mixture from the prevaporizing zone with compressed air in the combustion zone to produce a combustion product, wherein the primary zone comprises:
 1. a liner wall containing openings for air flow,
 2. a splash ring and effusion cooling holes to produce an insulating film of air to flow along the liner wall, and
 3. an igniter to initiate a reaction of combustion gases, and
 - 15 ii. a dilution zone for receiving the combustion product of the primary zone, wherein the dilution zone comprises a liner wall containing openings for air flow to reduce the temperature of combustion gases.
12. The microturbine of claim 10, further comprising an exhaust heat exchanger to preheat the fuel.
13. The microturbine of claim 10, further comprising a supplemental electric fuel heater to preheat the fuel.
14. The microturbine of claim 10 wherein the prevaporizing zone further includes a tangential-entry swirler including a plurality of air inlet jets.
- 25 15. The microturbine of claim 10 further comprising:
- a. a housing;
 - b. a first rotatable shaft mounted through the housing, the first rotatable shaft having a first end and a second hot exhaust end, wherein the compressor is mounted to the first end of the rotatable shaft and wherein the radial inflow compressor turbine is mounted to the second end of the rotatable shaft, and
 - 30 wherein the radial inflow compressor turbine receives the high-pressure hot gas produced from the prevaporizing combustor thereby causing the microturbine rotatable shaft to rotate;

- c. a second rotatable power output shaft having a first end and a second end, wherein the axial free power turbine is mounted to the first end of the second power output shaft to extract power from the high-pressure hot gas; and
 - 5 d. a plurality of bearings for supporting the first rotatable shaft and second rotatable power output shaft.
16. A microturbine for powering a generator comprising:
- a. a housing;
 - b. a first rotatable shaft mounted through the housing, the rotatable shaft
10 having a first end and a second hot exhaust end;
 - c. a second power output shaft;
 - d. a centrifugal compressor comprising a compressor rotor, a diffuser and a volute to provide a continuous flow of compressed air;
 - e. a prevaporizing combustor for mixing the compressed air with fuel,
15 wherein the compressed air is mixed with fuel in small, measured amounts to produce a high-pressure hot gas, wherein the compressor is mounted to the first end of the rotatable shaft and wherein the radial inflow compressor turbine is mounted to the second end of the rotatable shaft and receives the high-pressure hot gas produced from the prevaporizing combustor thereby
20 causing the microturbine rotatable shaft to rotate, and wherein the prevaporizing combustor comprises:
 - i. a prevaporizing zone for mixing compressed air and fuel to an air/fuel mixture, wherein the prevaporizing zone includes a first compressed air channel and a second fuel channel, and
 - 25 ii. a combustion zone wherein the combustion zone includes a compressed air channel for receiving compressed air, the combustion zone comprising:
 - 1. a primary zone for mixing the air/fuel mixture from the prevaporizing zone with compressed air in the combustion
30 zone to produce a combustion product, wherein the primary zone comprises:
 - a. a liner wall containing openings for air flow,

- b. a splash ring and effusion cooling holes to produce an insulating film of air to flow along the liner wall, and
 - c. an igniter to initiate a reaction of combustion gases, and
- 5
- 2. a dilution zone for receiving the combustion product of the primary zone, wherein the dilution zone comprises a liner wall containing openings for air flow to reduce the temperature of combustion gases;
- 10 f. a combustor air bypass to control the compressed air from the centrifugal compressor, the combustor air bypass comprising a duct connecting the centrifugal compressor with the prevaporizing combustor;
 - g. a radial inflow compressor turbine to extract power from the high-pressure hot gas;
 - 15 h. an axial free power turbine to extract power from the high-pressure hot gas;
 - i. a generator having a stator installed in the housing and a rotor fixed to the second power output shaft so as to be rotated together; and
 - j. a generator cooling system to provide cooling air to the generator, the system comprising:
 - 20 i. a passage surrounding the generator, the passage having a first end and a second end, wherein the first end is open to the atmosphere and the second end is open to the discharge area of the axial free power turbine to create a cool air draw from the first end of the passage to the second end of the passage, and
 - 25 ii. an exhaust diffuser for expelling air along with microturbine discharge gas.
17. The microturbine of claim 16, further comprising an exhaust heat exchanger to preheat the fuel.
18. The microturbine of claim 16, further comprising a supplemental electric fuel heater to preheat the fuel.
- 30 19. The microturbine of claim 16 wherein the prevaporizing zone further a tangential-entry swirler including a plurality of air inlet jets.

20. The microturbine of claim 16 further comprising:

- a. a housing;
- b. a first rotatable shaft mounted through the housing, the first rotatable shaft having a first end and a second hot exhaust end, wherein the compressor is mounted to the first end of the rotatable shaft and wherein the radial inflow compressor turbine is mounted to the second end of the rotatable shaft, and wherein the radial inflow compressor turbine receives the high-pressure hot gas produced from the prevaporizing combustor thereby causing the microturbine rotatable shaft to rotate;
- c. a second rotatable power output shaft having a first end and a second end, wherein the axial free power turbine is mounted to the first end of the second power output shaft to extract power from the high-pressure hot gas; and
- d. a plurality of bearings for supporting the first rotatable shaft and second rotatable power output shaft.

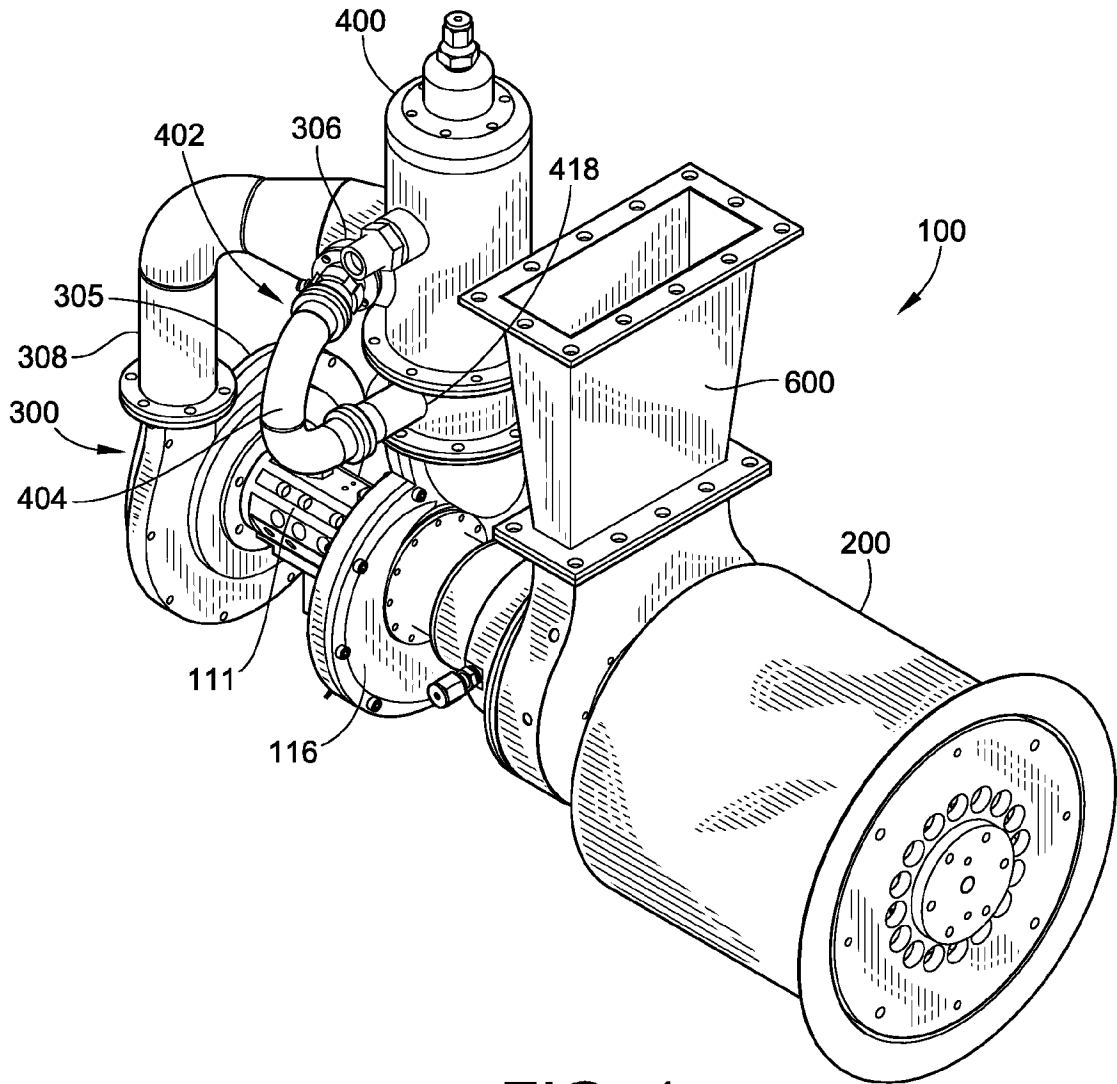


FIG. 1

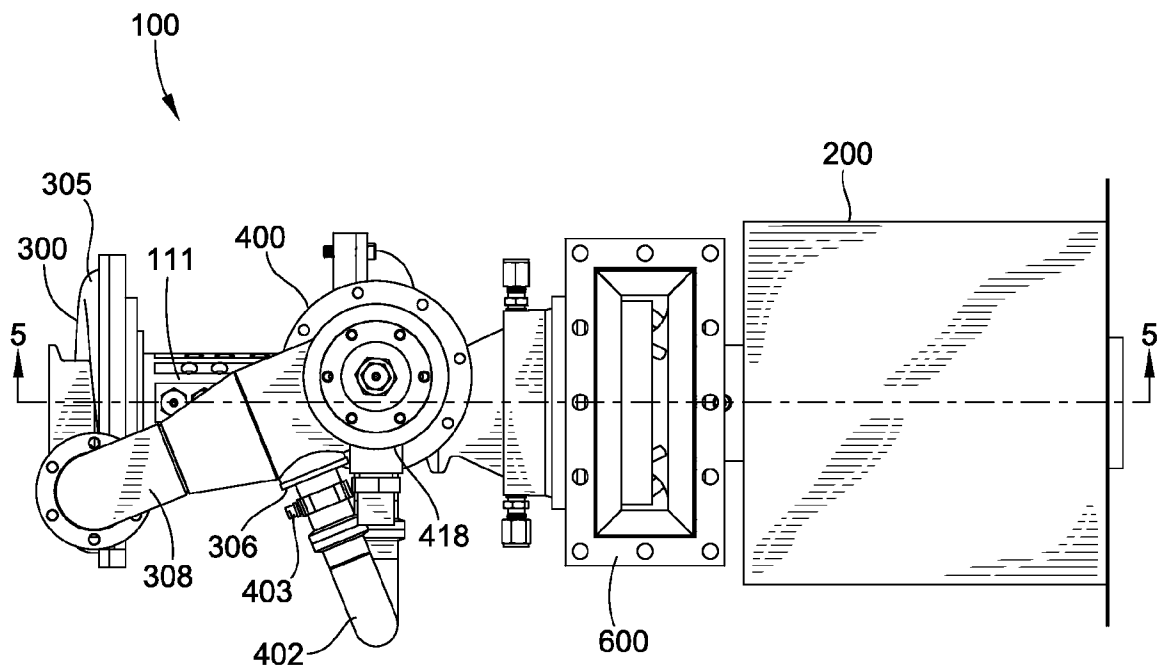


FIG. 2

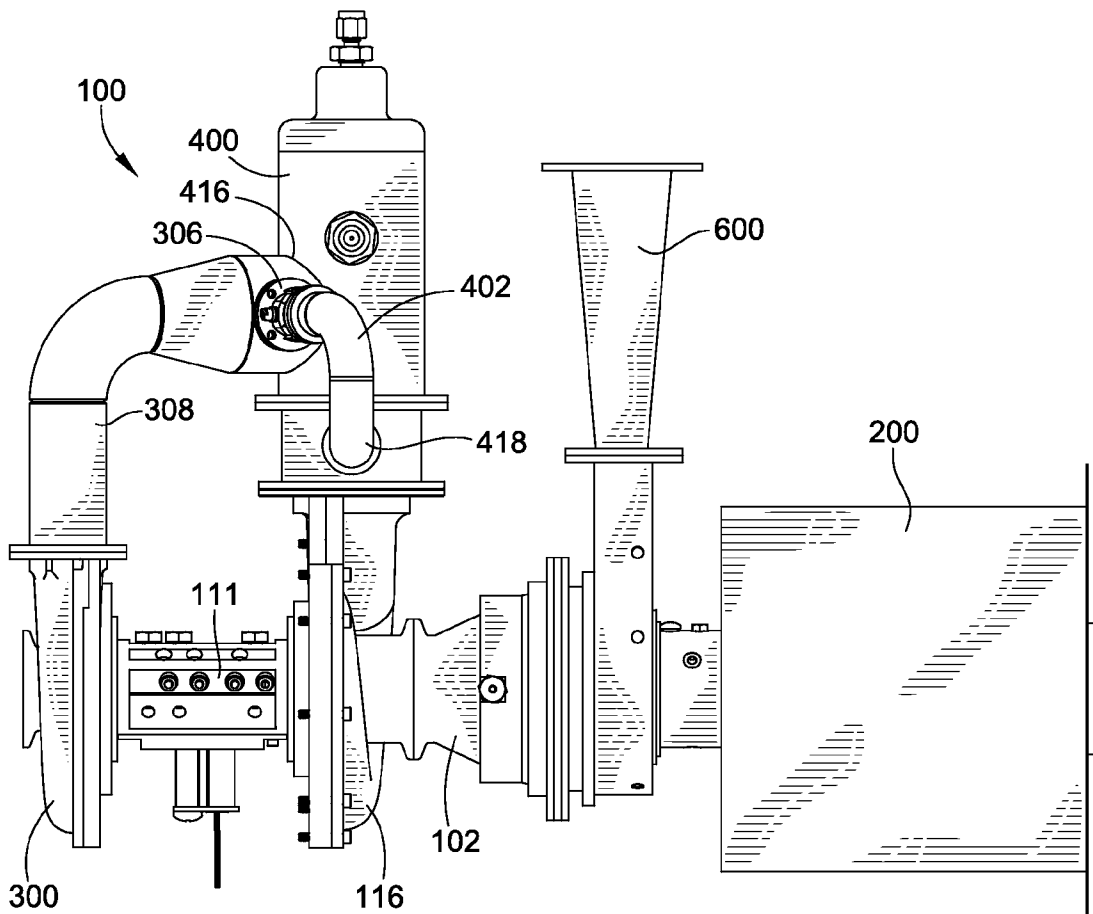


FIG. 3

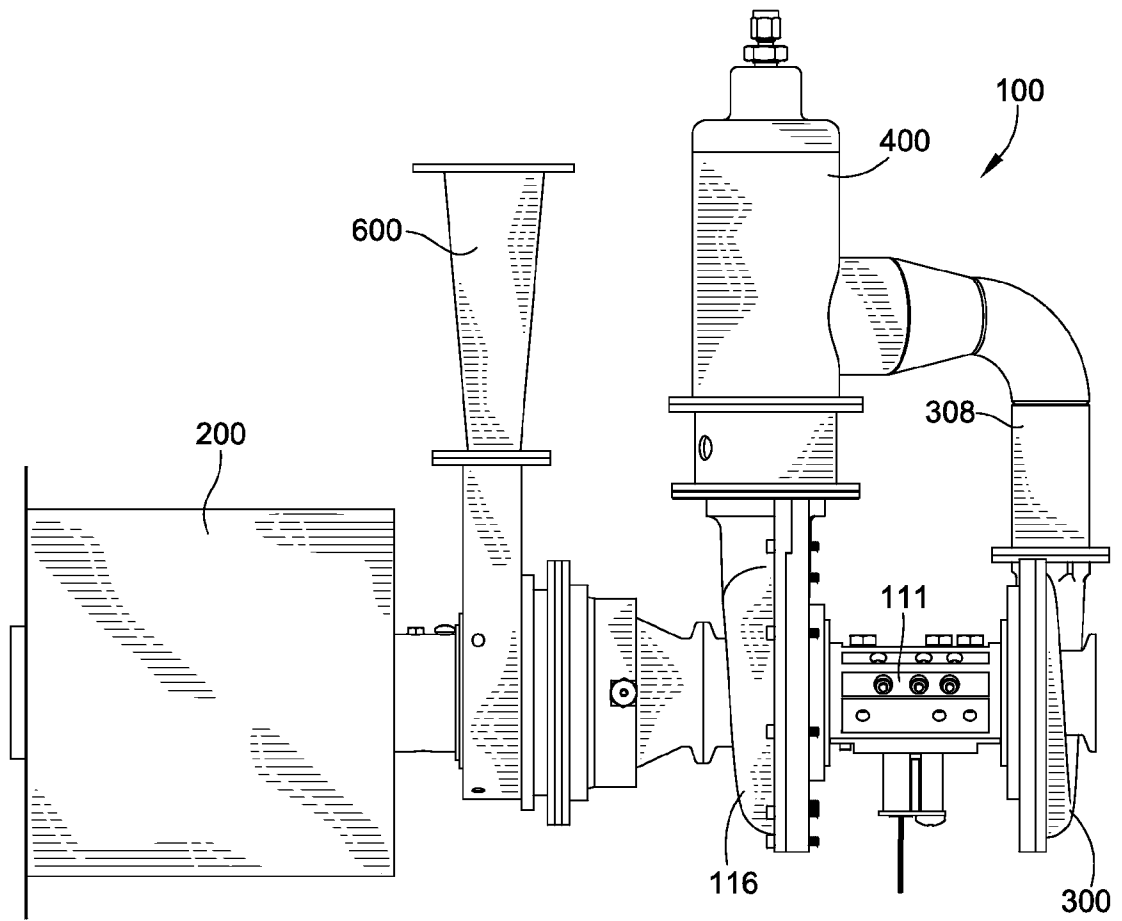


FIG. 4

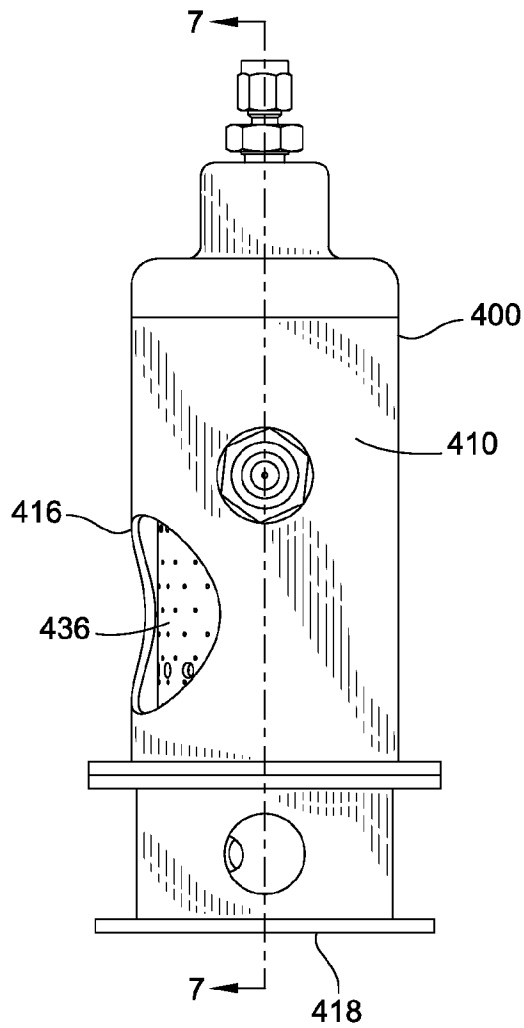


FIG. 6

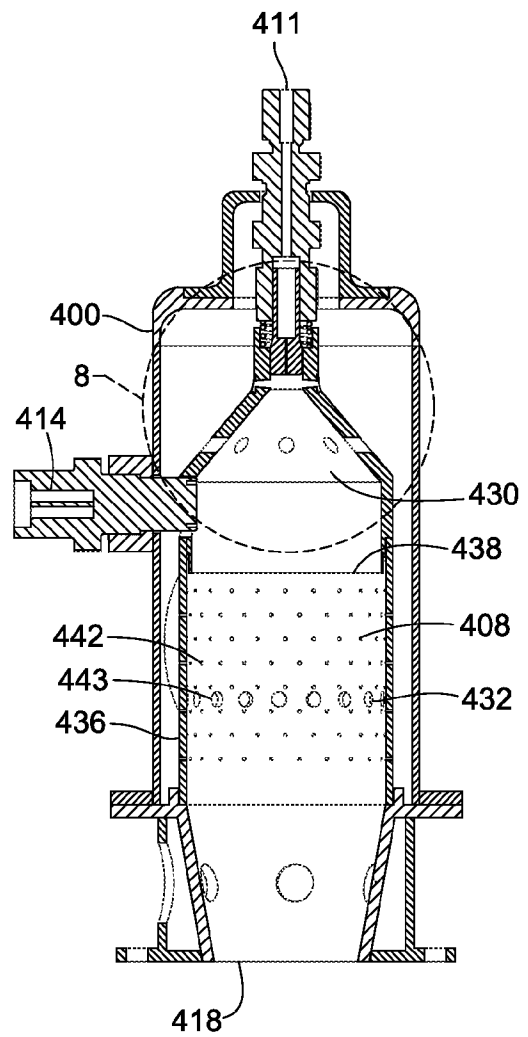


FIG. 7

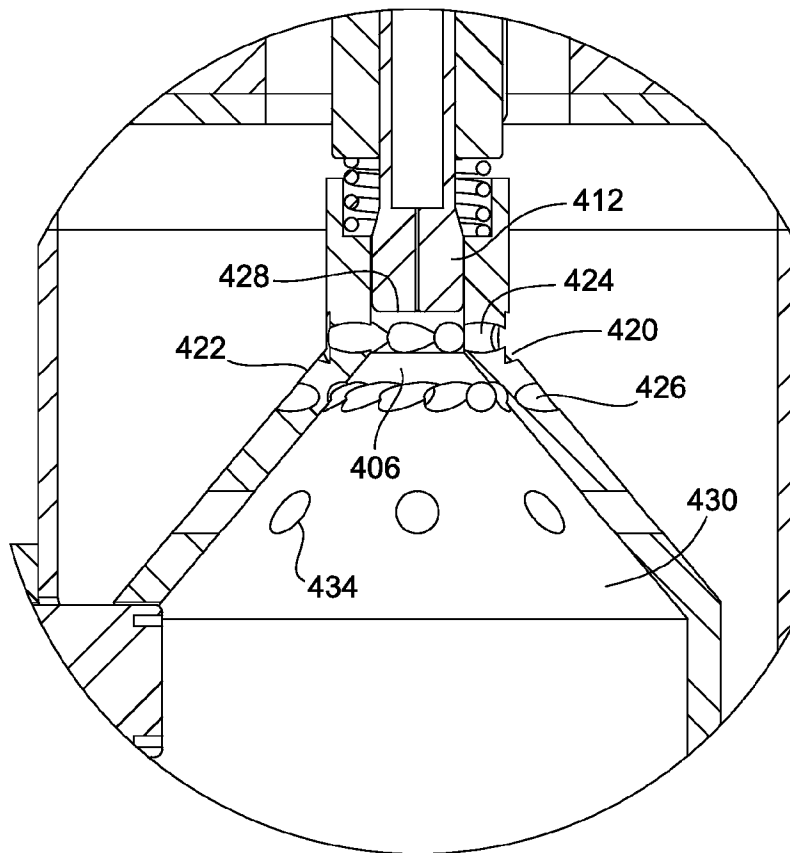


FIG. 8

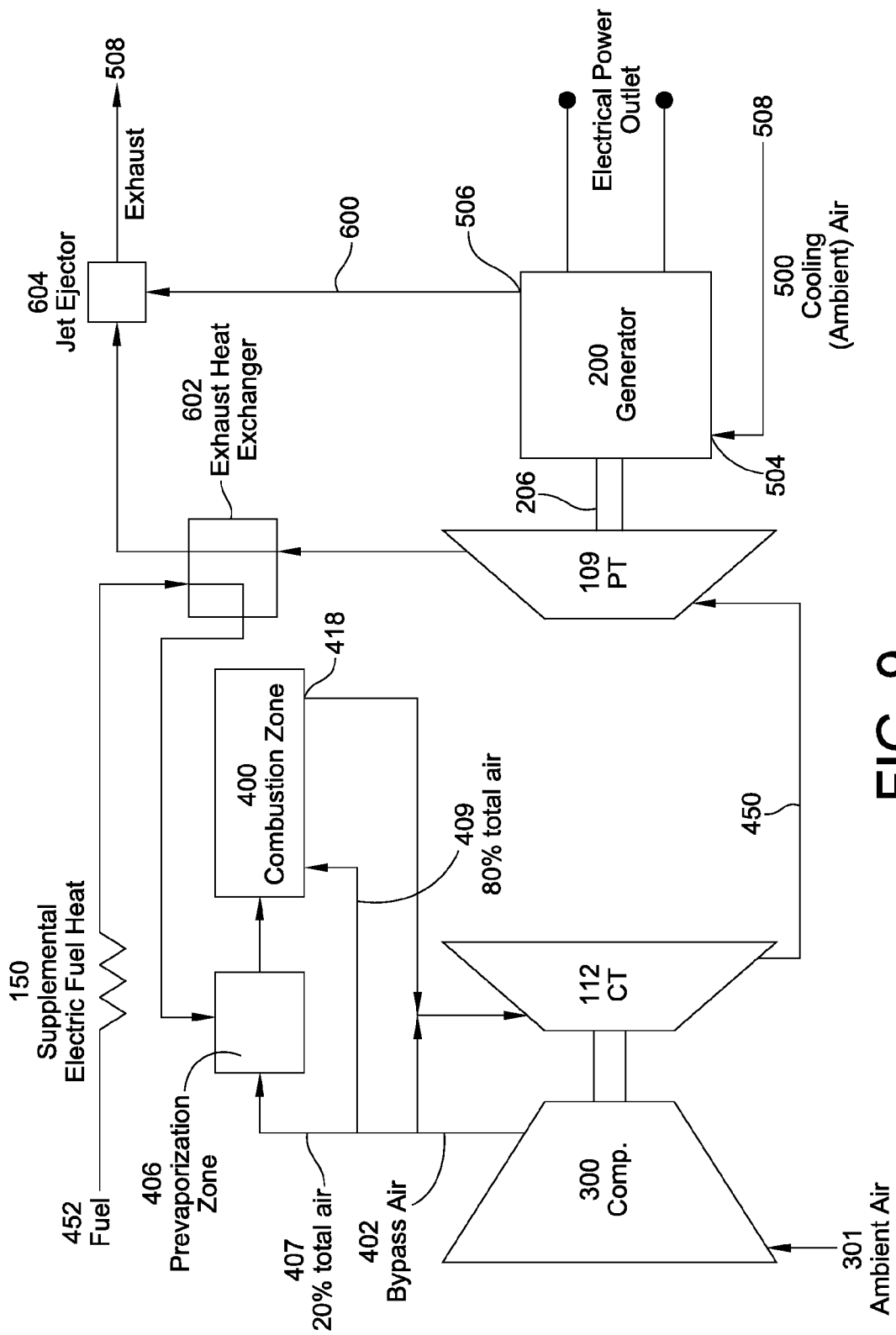


FIG. 9