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GE and Air Force Unveil the

The "adaptive cycle" engine on the Ultimate Flying Machine can automatically switch between the raw power of a fighter jet and slower, but more efficient flight desired by civilian airlines

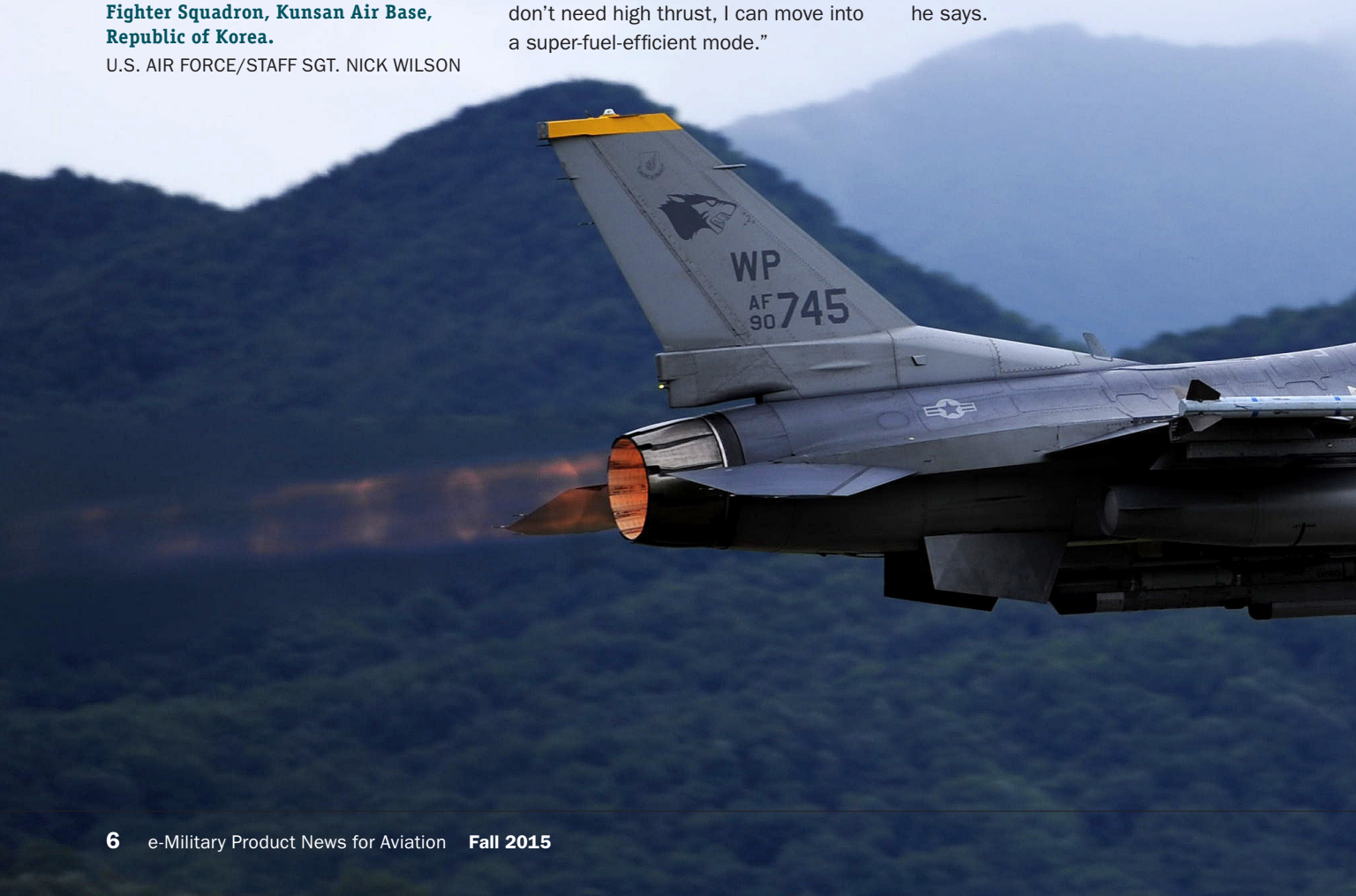
The first jet engine used by the U.S. military was the result of a top secret project that took place in GE labs. Seven decades later, the Air Force is working with GE Aviation on the ultimate flying machine, and this time the partners are willing to talk about it. The "adaptive cycle" engine, as they call it, can automatically switch between the raw power of a fighter jet and slower, but more efficient flight desired by civilian airlines.

GE has been making jet engines for U.S. military since 1941, including the F110 engine for the F-16. This F-16 Fighting Falcon is from the 80th Fighter Squadron, Kunsan Air Base, Republic of Korea.
U.S. AIR FORCE/STAFF SGT. NICK WILSON

By marrying this adaptive architecture with a high-performance, heat-resistant core, this engine could achieve 10 percent higher thrust, 25 percent better fuel consumption, and 30 percent longer range, compared to the world's most advanced military jet engines operating around the world today.

"To put it simply, the adaptive cycle engine is a new architecture that takes the best of a commercial engine and combines it with the best of a fighter engine," says Jed Cox, who leads the Adaptive Versatile Engine Technology (ADVENT) project for the U.S. Air Force Research Lab. "So when I need high thrust, I can get high thrust. But when I don't need high thrust, I can move into a super-fuel-efficient mode."

Dave Jeffcoat, GE's ADVENT project manager, says the design will "optimize the performance" of the engine for every part of the pilot's mission. "We vary the pressure and bypass ratios mid-flight," he says. "In takeoff conditions, the engine operates like a conventional fighter aircraft in a high-pressure ratio, low-bypass mode, allowing pilots to maximize thrust. But during cruise or loiter conditions, you don't need that thrust, so we can transition to a high-bypass ratio, low-pressure ratio mode to be fuel efficient like a commercial engine. This adaptive feature of the design will deliver unprecedented performance capabilities to the Department of Defense," he says.

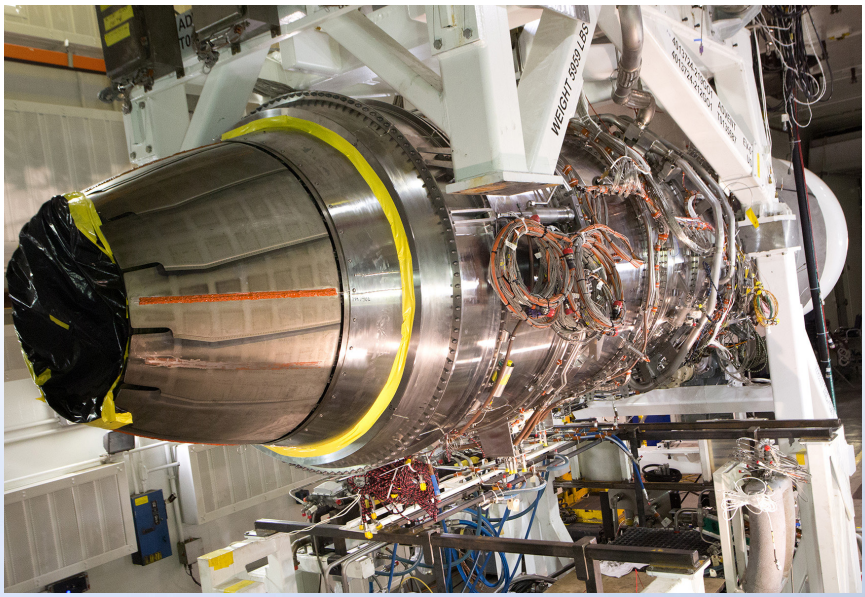


Ultimate Flying Machine

The new design combines this "adaptability" with an additional source of air, called a "third stream of cooled air," that can be used to further increase thrust, improve fuel efficiency, and dramatically reduce the amount of heat the aircraft has to handle.

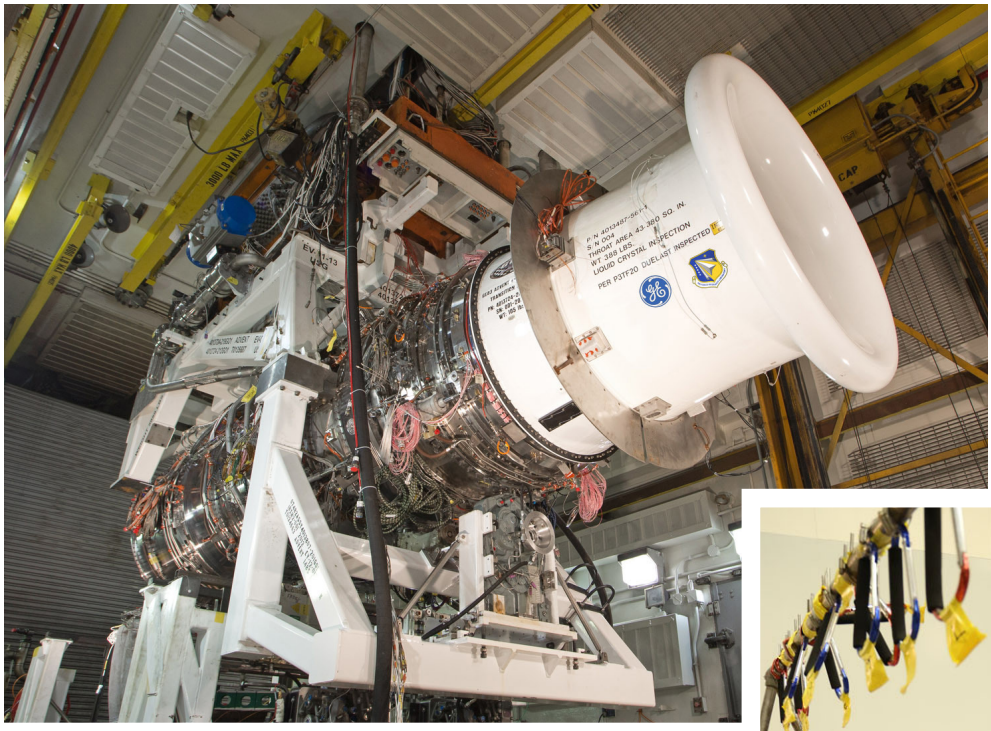
That's because the design, which was recently reviewed by propulsion experts from Lockheed Martin, Navy and NASA – in addition to the Air Force and GE, includes the industry's most expansive-ever use of heat-resistant materials called ceramic matrix composites, including the first rotating ceramic matrix composite parts in the turbine.

"There have only been a few major leaps of this kind of change in the history of jet engine development," says David Tweedie, manager of GE's adaptive cycle engineering programs. "There was the leap from piston engines to turbojets, there was the leap from turbojets to turbofans. Now we're making the leap from a conventional fixed cycle turbofan to a three-stream, adaptive cycle engine. We're



The adaptive cycle engine is a new architecture that takes the best of a commercial engine and combines it with the best of a fighter engine.
GE REPORTS





The adaptive cycle engine could achieve 10 percent higher thrust, 25 percent better fuel consumption, and 30 percent longer range.
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Right: Looking over the 3-D printed ADVENT nozzles, similar to what is used in the LEAP, but more complex.
GE REPORTS



The U.S. Air Force reviews ADVENT engine parts.
GE REPORTS

working with the Air Force to set the architecture and enabling technologies that will be critical to the warfighter for the next 20, 30, or 40 years."

Matt Meininger, the Air Force Research Lab's manager of adaptive cycle programs such as ADVENT and AETD said his team was "very proud of the partnership we've established with GE. In this case, it has developed a significant amount of trust and respect in the relationship, so we end up with a better product that's going to allow for better defense of our country."

This article is courtesy of GE Reports, www.gereports.com.

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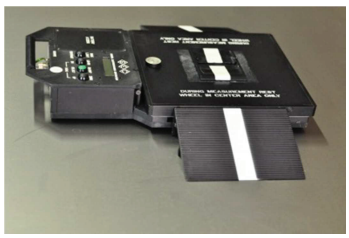
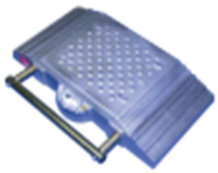
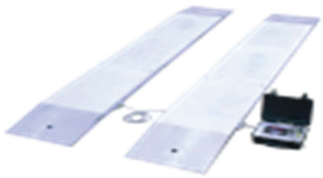
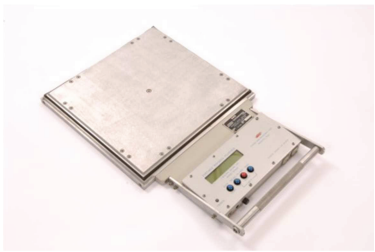


Heavy Military Load Management Weighing Systems & Military Cargo - Center of Balance







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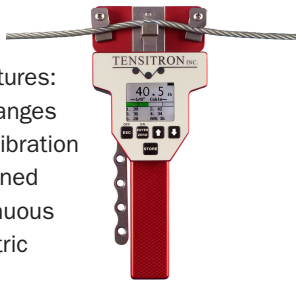

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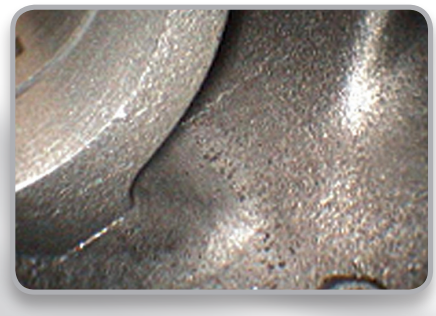

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LORD Corporation's in-flight propeller balancing ensures minimum vibration at various flight conditions on the C-130 and other turboprop aircraft, allowing for reduced maintenance costs and increased ops tempo. The systems are comprised of sensors, a controller and a fail-safe balancer. The balancer is installed onto the rotating shaft while the sensors monitor vibration. When an increase in vibration is detected above a pre-determined level, the controller instructs the balancer to make an automatic balance correction. For more information visit www.LORD.com or call (877) 275-5673.

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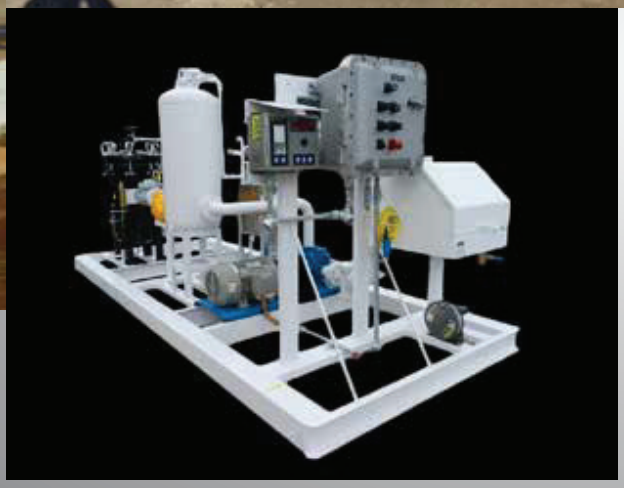

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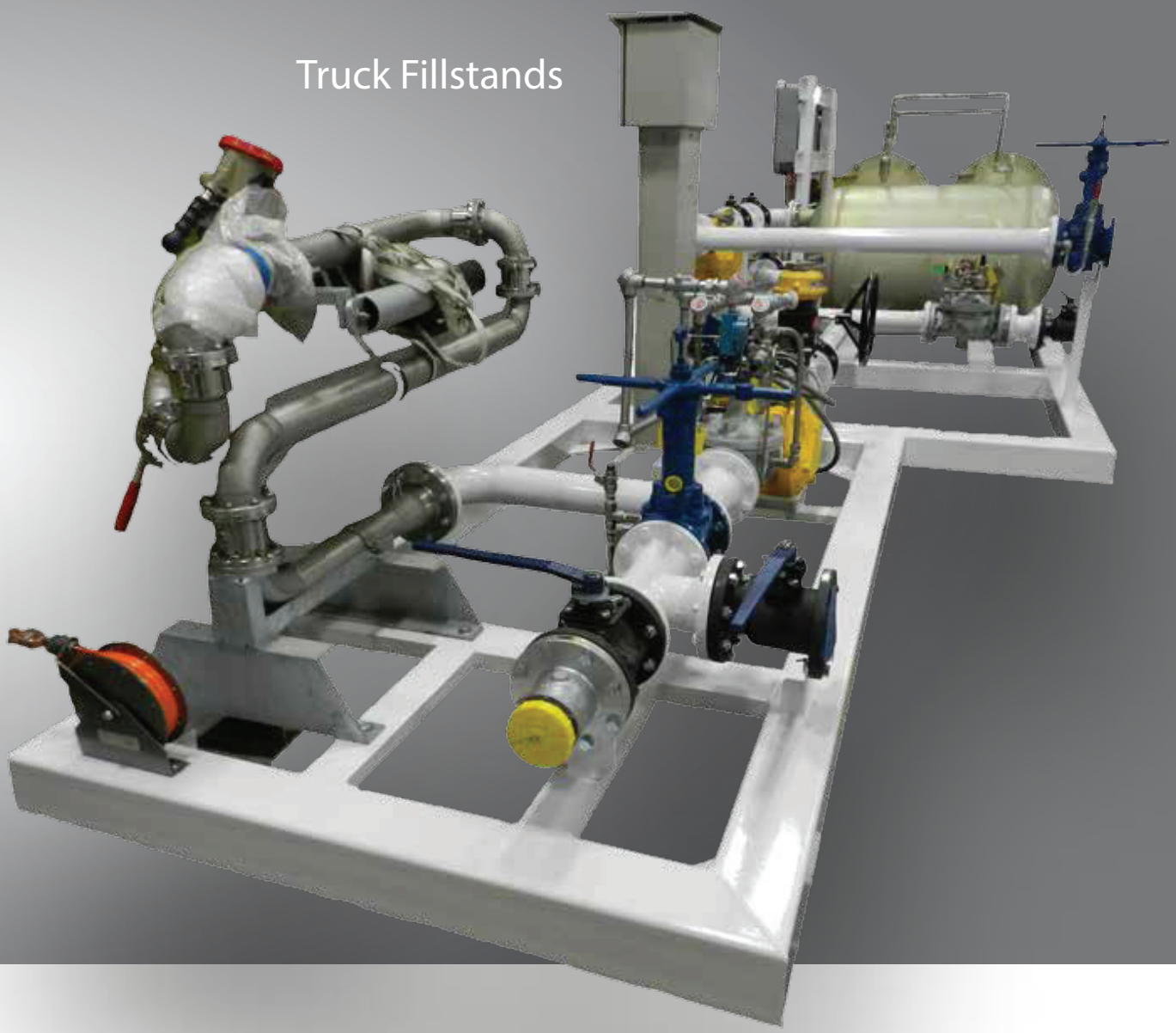

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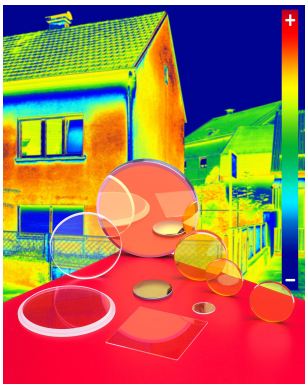

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Parts Washer Cleaning System



INLAND TECHNOLOGY INC.

The Inland Technology IT-30 parts washer cleaning system is designed for high volume usage. This system provides a parts washer that has a handier size requiring less solvent for operations and making acquisition more cost effective. This machine has a lifetime warranty as long as Inland Technology filters and solvents are used in the machine. The IT-30 is equipped with the Inland Technology EDGE TEK filtration system, a unique element which filters down to .1 of a micron nominal. It measures 37 inches L x 27 inches W x 63 inches H and requires 120-volt, 60 Hz, 1.7 amps. For more information visit www.inlandtech.com or call (253) 383-1177.

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NEWSTRIPE INC.

The AeroVent 1 by Newstripe will quickly pay for itself by reducing the cost of hazardous waste disposal. The AeroVent 1 is easily installed on standard 30- or 55-gallon waste containers and includes an activated carbon filter to trap escaping vapors. Aerosol cans are quickly loaded in the machine and the AeroVent 1 punctures and drains the cans in one step, making it the fastest manually operated aerosol can disposal system available. For more information visit www.newstripe.com or call (800) 624-6706.

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Hand Crank Static Discharge Reel



REELCRAFT INDUSTRIES INC.

In a continuous effort to fulfill the reeling needs of our customers, Reelcraft expands its line of industrial-duty static discharge reels. The latest addition, the manual rewind GHC3100 N, conveniently retracts and stores up to 100 feet of high-visibility orange nylon jacketed cable. When properly clamped to a ground, the static discharge reel dissipates static electrical buildup, reducing the chances of sparking and the potential for explosion. It is highly recommended for applications where explosions are prevalent as a result of static buildup, such as re-fueling/de-fueling. For additional information call (800) 444-3134 or visit www.reelcraft.com.

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Giti Tech Group is a company based in Ohio that manufactures on-wing engine water wash equipment for all jet/turbine engines. GTG manufactures four types of units: AJW-115, universal injection probes, water de-ionization, water injection, waste water collection, waste water treatment systems, a generator; AJW-114C, all the above features but with smaller tanks; AJW-114B, all the above except no waste water treatment system; and AJW-110, waste water treatment system. For more information visit www.gititechgroup.com.

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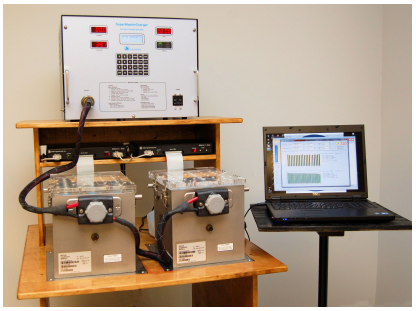

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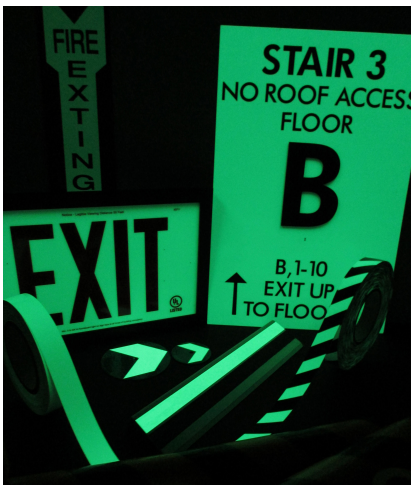

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SkyKleen from Eastman Aviation Solutions is a new generation aviation solvent that combines excellent cleaning performance with environmentally friendly characteristics. Effective and economical applications include: adhesive/epoxy removal, carbon epoxy composite surface cleaning, carbon removal (brake and piston housings), degreasing, engine cleaning, fiberglass resin removal, final cleaning prior to painting and bonding, general surface cleaning, polysulfide sealant removal (cured/uncured), RTV removal, and Skydrol removal. For more information visit www.EastmanAviationSolutions.com or call 800-EASTMAN.

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Paint Gun Cleaner

INLAND TECHNOLOGY INC.

The IT-200 is designed to use and reclaim Inland Technology's environmentally responsible cleaning solvents, EP-921, EP-1088 and DRY SOL. It automatically cleans cup guns and is complete with a flow through brush for hand detailing. The IT-200 also has integral hose cleaning attachments for cleaning small pots and lines. It makes use of the on-board EDGE TEK Micro Filtration that filters down to .1 micron nominal. Constructed of stainless steel, it measures 38 inches L x 22 inches W x 42 inches H and features an air-operated double diaphragm pump. For more information call (253) 383-1177 or visit www.inlandtech.com.



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