

How A Turbofan Engine Works

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The fan, which almost always is made of titanium blades, sucks in tremendous quantities of air into the engine. The air moves through two parts of the engine. Some of the air is directed into the engine's core, where the combustion will occur. The rest of the air, called "bypass air", is moved around the outside of the engine core through a duct.

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In the turbofan engine, the core engine is surrounded by a fan in the front and an additional turbine at the rear. The fan and fan turbine are composed of many blades, like the core compressor and core turbine, and are connected to an additional shaft. All of this additional turbomachinery is colored green on the schematic.

[Turbofan Engine - NASA](#)

The rest of the air, called "bypass air", is moved around the outside of the engine core through a duct. This bypass air creates additional thrust, cools the engine, and makes the engine quieter by blanketing the exhaust air that's exiting the engine. In today's modern turbofans, bypass air produces the majority of an engine's thrust.

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The intake stage of the turbofan engine feeds the compressor of the engine with cold air. Some air flows through inlets of the engine and some air flows around the outside of the engine, this air is said to be bypassed, because it doesn't go into the engine. The ratio of the inlet air and the bypassed air is usually referred to as bypass ratio.

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The word "turbofan" is a portmanteau of "turbine" and "fan": the turbo portion refers to a gas turbine engine which achieves mechanical energy from combustion, and the fan, a ducted fan that uses the mechanical energy from the gas turbine to accelerate air rearwards.

[Turbofan - Wikipedia](#)

Unlike turbofan or turbojet aircraft, air moves through turboprops like the PT6 by reverse flow. Large air intakes underneath or beside the propeller scoop air into the intakes, where it moves backwards towards the engine firewall. Upon reaching the aft limit of the intake, the air makes a 180 degree turn back towards the front of the aircraft.

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In one type of engine known as a turboprop engine, the exhaust gases are also used to rotate a propeller attached to the turbine shaft for increased fuel economy at lower altitudes. A turbofan engine is used to produce additional thrust and supplement the thrust generated by the basic turbojet engine for greater efficiency at high altitudes. The advantages of jet engines over piston engines include lighter weight to go with greater power, simpler construction and maintenance, fewer moving ...

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A turboprop engine is a turbine engine that drives an aircraft propeller. In its simplest form a turboprop consists of an intake, compressor, combustor, turbine, and a propelling nozzle. Air is drawn into the intake and compressed by the compressor.

[Turboprop - Wikipedia](#)

Turbofan, Turbofan Engine When you board an airline flight, you might not spend much time thinking about the engines. But they're the only reason that 700,000 pounds (ca. 318 t) of aluminum and passengers can hurtle through the air at 80% the speed of sound.

[How Does A Turbofan Engine Work?](#)

In a geared turbofan, a planetary reduction gearbox between the fan and the LP shaft allows the latter to run at a higher rotational speed thus enabling fewer stages to be used in both the LP turbine and the LP compressor, increasing efficiency and reducing weight. However, some energy will be lost as heat in the gear mechanism and weight saved on turbine and compressor stages is partly offset by that of the gearbox.

[Geared turbofan - Wikipedia](#)

In a turbofan engine only a portion of the incoming air goes into the combustion chamber. The remainder passes through a fan, or low-pressure compressor, and is ejected directly as a "cold" jet or mixed with the gas-generator exhaust to produce a "hot" jet.

[Engines - NASA](#)

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In a turbofan, only a part of the gas horsepower generated by the core is extracted to drive a propulsor, which usually consists of a single low-pressure-ratio, shrouded turbocompression stage. The fan is generally placed in front of the core inlet so that the air entering the core first passes through the fan and is partially compressed by it.

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