

TABLE VI
ELECTRICAL LOAD ANALYSIS RESULT USING MODEL-C

Load Analysis at Each Operating Condition	Normal at Sea		Departure		Cargo Handling		In/Out Port		Emergency	
	Cont.	Int.	Cont.	Int.	Cont.	Int.	Cont.	Int.	Cont.	Int.
Required Power (kW)	545	129	1030	96	725	180	330	205	143	3
Diversity Factor	1	2	1	2	1	2	1	2	1	2
Necessary Power (kW)	545	65	1030	48	725	90	330	103	143	1
Grand Total (kW)	610		1078		815		433		144	
Shaft Generator (kW)	720		-		-		-		-	
No. 1 Diesel Generator (kW)	-		612		612		-		-	
No.2 Diesel Generator (kW)	-		500		-		500		-	
No.3 Diesel Generator (kW) (Standby)	-		336		336		-		-	
Emergency Generator (kW)	-		-		-		-		170	
Total Power Supply (kW)	720		1448		948		500		170	
Load Factor (%)	83.33		74.44		85.97		86.60		84.71	
Spinning Reserve Rate (%)	18.03		34.32		16.32		15.47		18.06	

TABLE VII
ELECTRICAL LOAD ANALYSIS RESULT USING MODEL-D

Load Analysis at Each Operating Condition	Normal at Sea		Departure		Cargo Handling		In/Out Port		Emergency	
	Cont.	Int.	Cont.	Int.	Cont.	Int.	Cont.	Int.	Cont.	Int.
Required Power (kW)	535	129	1020	96	634	180	330	205	143	3
Diversity Factor	1	2	1	2	1	2	1	2	1	2
Necessary Power (kW)	535	65	1020	48	634	90	330	103	143	1
Grand Total (kW)	600		1068		724		433		144	
Shaft Generator (kW)	720		-		-		-		-	
No. 1 Diesel Generator (kW)	-		720		-		-		-	
No.2 Diesel Generator (kW)	-		500		500		500		-	
No.3 Diesel Generator (kW) (Standby)	-		-		336		-		-	
Emergency Generator (kW)	-		-		-		-		170	
Total Power Supply (kW)	720		1220		836		500		170	
Load Factor (%)	83.33		87.54		86.60		86.60		84.71	
Spinning Reserve Rate (%)	20.00		14.23		15.47		15.47		18.06	

Aircraft Electrical Load Analysis Spreadsheet

PT Brinkman

A red circular graphic with a gradient, appearing as a semi-circle or a partial circle, located to the right of the PT Brinkman text.

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Aircraft Thermal Management Mark Ahlers, 2016-03-02 The simultaneous operation of all systems generating moving or removing heat on an aircraft is simulated using integrated analysis which is called Integrated Energy System Analysis IESA for this book Its purpose is to understand optimize and validate more efficient system architectures for removing or harvesting the increasing amounts of waste heat generated in commercial and military aircraft In the commercial aircraft industry IESA is driven by the desire to minimize airplane operating costs associated with increased system weight power consumption drag and lost revenue as cargo space is devoted to expanded cooling systems In military aircraft thermal IESA is also considered to be a key enabler for the successful implementation of the next generation jet fighter weapons systems and countermeasures This book contains a selection of papers relevant to aircraft thermal management IESA published by SAE International They cover both recently developed government and industry funded thermal management IESA such as the Integrated Vehicle Energy Technology INVENT program and older published papers still relevant today which address modeling approaches

Identification of Critical Flight Loads Michael L. Love, 1999 This report documents the research development effort authorized under F33615 95 D 3214 007 Identification of Critical Flight Loads The object of this effort was to identify areas of research for improved flight loads prediction The approach was to capture historical data concerning the critical flight loads of recent aircraft where unanticipated behavior was observed The information gathered was studied to understand root causes and to promote improved flight loads prediction in future aircraft Recommendations for technology development in flight loads prediction were developed based on these studies Participants in the study under this contract included Lockheed Martin Tactical Aircraft Systems Northrop Grumman Air Compat Systems Northrop Grumman Airborne Electronic Warfare Systems Lockheed Martin Skunk Works and Lockheed Martin Aeronautical Systems The Boeing Military Corporation worked a sister

contract to this one Their data was developed collaboratively and reported simultaneously to this contract **Proceedings of the 28th Intersociety Energy Conversion Engineering Conference** ,1993 Cover title Energy environment economics

Scientific and Technical Aerospace Reports ,1994 *An Inductive Approach to Engineering Thermodynamics*
George Sidebotham,2022-03-28 This textbook provides an alternative inductive treatment of traditional Engineering Thermodynamics e g energy and its transformations in engineering systems and introduces the notion of eXergy The book begins with energy methods developed in mechanics and transitions to thermodynamics by introducing both 1st and 2nd Laws of Thermodynamics immediately incorporating more advanced concepts using practical applications This methodology continues throughout the text wherein consideration of a specific example leads to general conclusions At the same time the author introduces eXergy also called Availability a measure of the potential of a substance to produce useful mechanical work in being brought from its current state to the conditions of the local environment The book facilitates students understanding with workshop problem statements and guided spreadsheet It is appropriate for a sophomore or junior level first course in thermodynamics and is restricted to simple compressible substances with no formal chemical reaction development Mechanical engineering applications are the primary target where several follow up courses would follow fluid mechanics heat transfer and a 2nd thermos course Civil or electrical engineering students could benefit from just this course and chemical engineering programs could develop chemically reacting and non ideal applications in follow up courses

Science Abstracts ,1995 *AIAA 90-2375 - AIAA 90-2403* ,1990

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