Hydraulic Motor-Driven Generator

The hydraulic motor-driven generator (HMDG) is a servo-controlled, variable displacement, inline axis-piston hydraulic motor integrated with a three-stage, brushless generator. The HMDG is designed to maintain a steady state generator output frequency of 400 ±2V (at the point of regulation) over a rated electrical output range of 10KVA.

Stabilizer Trim Motor

Stabilizer trim actuation on the aircraft is provided by two 3,000-psi, constant-displacement, nine-piston, bent-axis hydraulic motors. Each motor produces 77.3 in-lb torque at 2,250 psid with a rated speed of 2,700 rpm and an intermittent speed of 4,050 rpm. Displacement is 0.216 in^3/rev; weight is 3.9 lb.

AC Motor Pump

Auxiliary power is provided by a 3,110-psi, 12-gpm, 8,000-rpm fluid-cooled motor pump. Some AC motor pumps feature a ceramic feed-through design. This protects the electrical wiring from being exposed to the caustic hydraulic fluid environment.

Leading Edge Slat Drive Motor

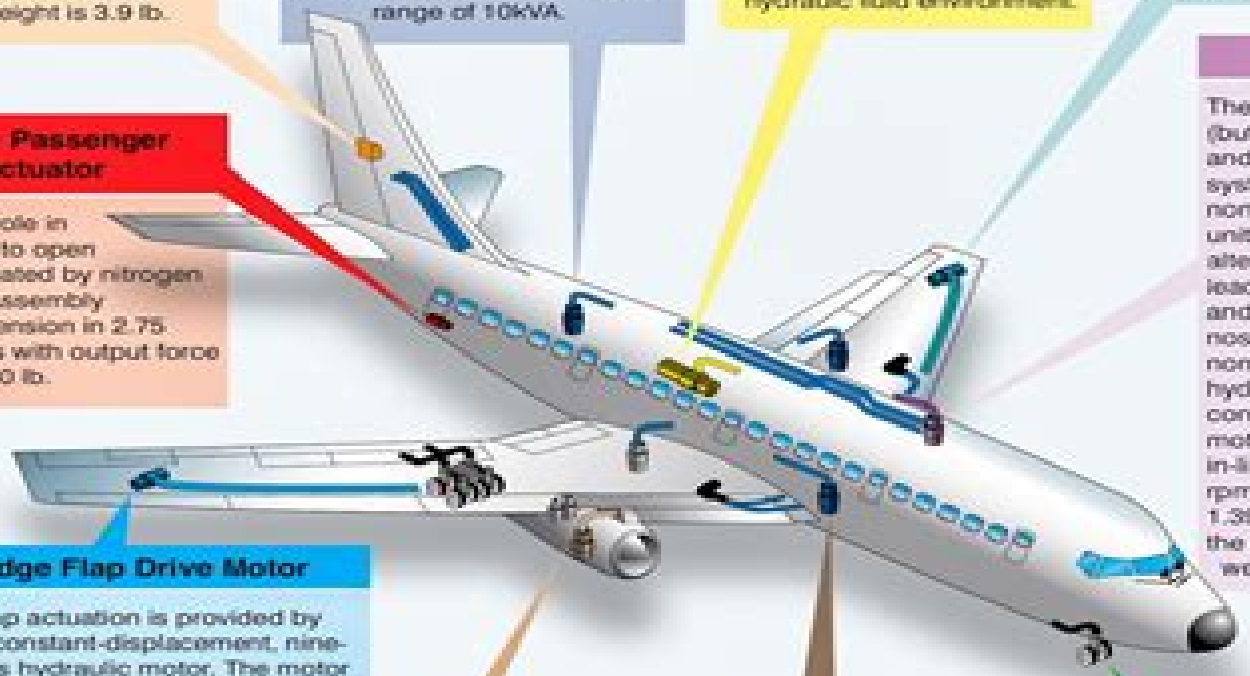
Leading edge slat actuation on the aircraft provided by one constant-displacement, nine-piston, bent-axis hydraulic motor. The motor produces 544.3 in-lb torque at 2,250 psid with a rated speed of 3,170 rpm and an intermittent speed of 4,755 rpm. Displacement is 1.52 in^3/rev; weight is 13.21 lb.

Emergency Passenger Door Actuator

Plays a critical role in safety; extends to open door when actuated by nitrogen gas pressure. Assembly reaches full extension in 2.75 to 4.16 seconds with output force of 2,507 to 2,830 lb.

Power Transfer Unit

The transfer of hydraulic power (but not fluid) between the left and right independent hydraulic system is accomplished with a nonreversible power transfer unit (PTU) that provides an alternate power source for the leading and trailing edge flaps and the landing gear, including nose gear steering, which are normally driven by the left hydraulic system. The PTU consists of a bent-axis hydraulic motor driving a fixed displacement, in-line pump. Rated speed is 3,900 rpm. Displacement of the pump is 1.39 in^3/rev and displacement of the motor is 1.52 in^3/rev. The unit weight is 35 lb.



Trailing Edge Flap Drive Motor

Trailing edge flap actuation is provided by one 3,000-psi, constant-displacement, nine-piston, bent-axis hydraulic motor. The motor produces 21.4 in-lb torque at 2,250 psid with a rated speed of 3,750 rpm and an intermittent speed of 5,660 rpm. Displacement is 0.596 in^3/rev; weight is 6.5 lb.

Ram Air Turbine Pump

A 3,025 psi in-line piston pump provides 20 gpm at 3,920 rpm, delivering hydraulic power for the priority flight control surfaces in the event both engines are lost or a total electrical power failure occurs. Displacement is 1.25 in^3/rev; weight is 15 lb.

Nose Wheel Steering System

Consists of a digital electronic controller, hydro-mechanical power unit, mounting collar, tiller, and rudder pedal positon sensors. The hydro-mechanical power unit (an integrated assembly) includes all the hydraulic valving, power amplification, actuation, and damping components.

Engine-Driven Pump

Hydraulic power for the left and right systems is supplied by two 48-gpm variable-displacement, 3,000-psi pressure compensated in-line pumps. Displacements 3.0 in^3/rev; weight is 40.1 lb.

Aircraft Hydraulic Systems

George R. Keller

Aircraft Hydraulic Systems:

Aircraft Hydraulic Systems William A. Neese,1987 Aircraft Hydraulic Systems W.L. GREEN,1985-01-01 **Aircraft Hydraulics** United States. Navy. Naval Air Technical Training Command,1951 **Commercial Aircraft Hydraulic Systems** Shaoping Wang,Mileta Tomovic,Hong Liu,2015-10-09 Commercial Aircraft Hydraulic Systems Shanghai Jiao Tong University Press Aerospace Series focuses on the operational principles and design technology of aircraft hydraulic systems including the hydraulic power supply and actuation system and describing new types of structures and components such as the 2H 2E structure design method and the use of electro hydrostatic actuators EHAs Based on the commercial aircraft hydraulic system this is the first textbook that describes the whole lifecycle of integrated design analysis and assessment methods and technologies enabling readers to tackle challenging high pressure and high power hydraulic system problems in university research and industrial contexts Commercial Aircraft Hydraulic Systems is the latest in a series published by the Shanghai Jiao Tong University Press Aerospace Series that covers the latest advances in research and development in aerospace Its scope includes theoretical studies design methods and real world implementations and applications The readership for the series is broad reflecting the wide range of aerospace interest and application Titles within the series include Reliability Analysis of Dynamic Systems Wake Vortex Control Aeroacoustics Fundamentals and Applications in Aeropropulsion Systems Computational Intelligence in Aerospace Engineering and Unsteady Flow and Aeroelasticity in Turbomachinery Presents the first book to describe the interface between the hydraulic system and the flight control system in commercial aircraft Focuses on the operational principles and design technology of aircraft hydraulic systems including the hydraulic power supply and actuation system Includes the most advanced methods and technologies of hydraulic systems Describes the interaction between hydraulic systems and other disciplines **Aircraft Hydraulic and Pneumatic Power Systems** R. E. D. Dot RED DOT PUBLICATIONS,2017-12-10 The word hydraulics is based on the Greek word for water and originally meant the study of the physical behavior of water at rest and in motion Today the meaning has been expanded to include the physical behavior of all liquids including hydraulic fluid Hydraulic systems are not new to aviation Early aircraft had hydraulic brake systems As aircraft became more sophisticated newer systems with hydraulic power were developed Hydraulic systems in aircraft provide a means for the operation of aircraft components The operation of landing gear flaps flight control surfaces and brakes is largely accomplished with hydraulic power systems Hydraulic system complexity varies from small aircraft that require fluid only for manual operation of the wheel brakes to large transport aircraft where the systems are large and complex To achieve the necessary redundancy and reliability the system may consist of several subsystems Each subsystem has a power generating device pump reservoir accumulator heat exchanger filtering system etc System operating pressure may vary from a couple hundred pounds per square inch psi in small aircraft and rotorcraft to 5 000 psi in large transports Aircraft Hydraulic Systems Edward William

McDonough,1940 **Aircraft Hydraulic Systems** , Airplane Hydraulic Systems and Miscellaneous Equipment United States. War Department,1941 **Aircraft Hydraulics: Hydraulic systems** Hugh Conway,1957 Syllabus for Airplane Hydraulic Mechanic (SSN 528). United States. National Guard Bureau,1950 **Aircraft Hydraulic Systems** W. L. Green,1985 A comprehensive introduction to aircraft hydraulic systems and components and their applications in which description and analysis are supported by worked examples exercises and numerical questions thus allowing readers to gauge their progress in the subject Aircraft Hydraulic Systems Dale Crane,1975 Air in Aircraft Hydraulic Systems A-6C3 Fluids Committee,2018 This SAE Aerospace Information Report AIR discusses the forms that air may take in aircraft hydraulic systems Further the effects of the various air forms on system operation are addressed Recommended system design to prevent air effects and maintenance procedures to prevent and remove air are provided Nitrogen leakage from accumulators is also a source of gas in hydraulic systems and may compose a portion of the air in the hydraulic system The term air in this report does not differentiate between a gas composed strictly of normal atmospheric air or one that includes a mixture of additional nitrogen as well The discussions of the report apply equally with any proportions of atmospheric air and nitrogen in the system This Aerospace Information Report is prepared to aid engineers and technicians in the understanding of the forms and sources of air in hydraulic systems and discusses design and maintenance alternatives for reduction or elimination of the effects of air on hydraulic system performance **Aircraft Hydraulics** Harold W. Adams,1943 **Aircraft Hydraulic Design** George R. Keller,1957 **Airplane Hydraulic Systems** Hugh C. Aumet,1942 **Aerospace Military Aircraft Hydraulic System Characteristics** A-6A2 Military Aircraft Committee,2001 This SAE Aerospace Information Report AIR has been compiled to provide information on hydraulic systems fitted to the following categories of military vehicles Attack Airplanes Fighter Airplanes Bombers Anti Sub Fixed Wing Airplanes Transport Airplanes Helicopters Boats *Aircraft Hydraulic Systems Dynamic Analysis* ,1977 This report describes the continued development and test verification of digital computer models used to simulate hydraulic systems under dynamic conditions Frequency and transient models of a variable delivery vane pump and a fixed displacement piston type hydraulic motor are included Additional verification and development of the transient model for the piston type hydraulic pump was accomplished Verification and development of a computer program to describe the mechanical response of a hydraulic line to internal excitations from a hydraulic pump was begun This effort was a continuation of the basic contract wherein four computer programs for hydraulic system dynamic analysis were developed 8000 Psi Hydraulic Systems: Experience and Test Results A-6A2 Military Aircraft Committee,2012 Shortly after World War II as aircraft became more sophisticated and power assist flight control functions became a requirement hydraulic system operating pressures rose from the 1000 psi level to the 3000 psi level found on most aircraft today Since then 4000 psi systems have been developed for the U S Air Force XB 70 and B 1 bombers and a number of European aircraft including the tornado multirole combat aircraft and the Concorde supersonic

transport The V 22 Osprey incorporates a 5000 psi hydraulic system The power levels of military aircraft hydraulic systems have continued to rise This is primarily due to higher aerodynamic loading combined with the increased hydraulic functions and operations of each new aircraft At the same time aircraft structures and wings have been getting smaller and thinner as mission requirements expand Thus internal physical space available for plumbing and components continues to decrease This document has been determined to contain basic and stable technology which is not dynamic in nature Glossary of terms used in Aircraft Hydraulic Systems ,1948

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