October 2020

The Branton Engine, reclaim energy system.

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The Branton Engine. The Branton engine is primarily an engine designed for aircraft/ space shuttles. Although it can be applied to other forms of transport given the correct design. This engine resembles partly a jet turbine in the sense it has an air intake that compresses normal air to be mixed with fuel, combusted then released through a rear cone. In a standard turbine the thrust turns a rear fan, the rear fan is directly connected to the front fan. This method requires using a percentage of the thrust force to maintain the rotation of the front fan. The Branton engine uses the heat generated by the thrust on the rear cone to give rotation to the front fan using a closed condensing system, plus an added force to gain rotation to the front fan is gained by a fuel heating system, again using the heat generated in the rear cone by the thrust. The front fan has a specially designed curved shape to give maximum air intake and compression, the design of the fan means its diameter can be 50% less than a flat blade fan. An added advantage of the curved front fan is its ability to give a smooth transition whilst passing through the supersonic shock wave etc. The following diagrams provide a basic outline of the workings and principles of this engine type. Any questions etc please contact myself via email pb94857@gmail.com.

The reclaim energy system is targeting the forward edges of the aircraft/ vehicle. At supersonic plus speed The high amount of air friction on the outside of the aircraft generates heat. This heat in places is of such an amount that it can be used to provide power to the engine. This is done in much the same way as the system within the engine. An amount of water is circulated from the forward edges of the aircraft to be heated to quickly generate steam, this steam is the used to provide a force to turn the front fan of the engine forcing more air through the engine. In turn this will help reduce the heat of the front edges of the aircraft/ vehicle allowing the use of more cost effective materials in supersonic aircraft such as aluminium instead of titanium. The water is made up of two parts hydrogen and one part oxygen therefore it itself is also a lightweight material. The water being channelled will also add a structural strength and flexibility capability to the aircraft.

Below is an example of the air temperature at above supersonic.