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(54) **AIRCRAFT AIR CONDITIONER ENERGY RECOVERY METHOD**

(56) **References Cited**

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Related U.S. Application Data

(63) Continuation of application No. 09/138,551, filed on Aug. 24, 1998, now Pat. No. 6,128,896, which is a continuation-in-part of application No. 09/092,725, filed on Jun. 5, 1998, now abandoned.

(30) **Foreign Application Priority Data**

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(51) **Int. Cl.**⁷ **F02C 6/14; B64P 13/02**

(52) **U.S. Cl.** **60/39.02; 60/39.07; 60/39.183; 244/58; 244/118.5; 454/71**

(58) **Field of Search** **60/39.02, 39.183, 60/39.07, 39.181, 226.1, 262, 39.43; 454/71, 76; 244/53 R, 55, 58, 60, 118.5**

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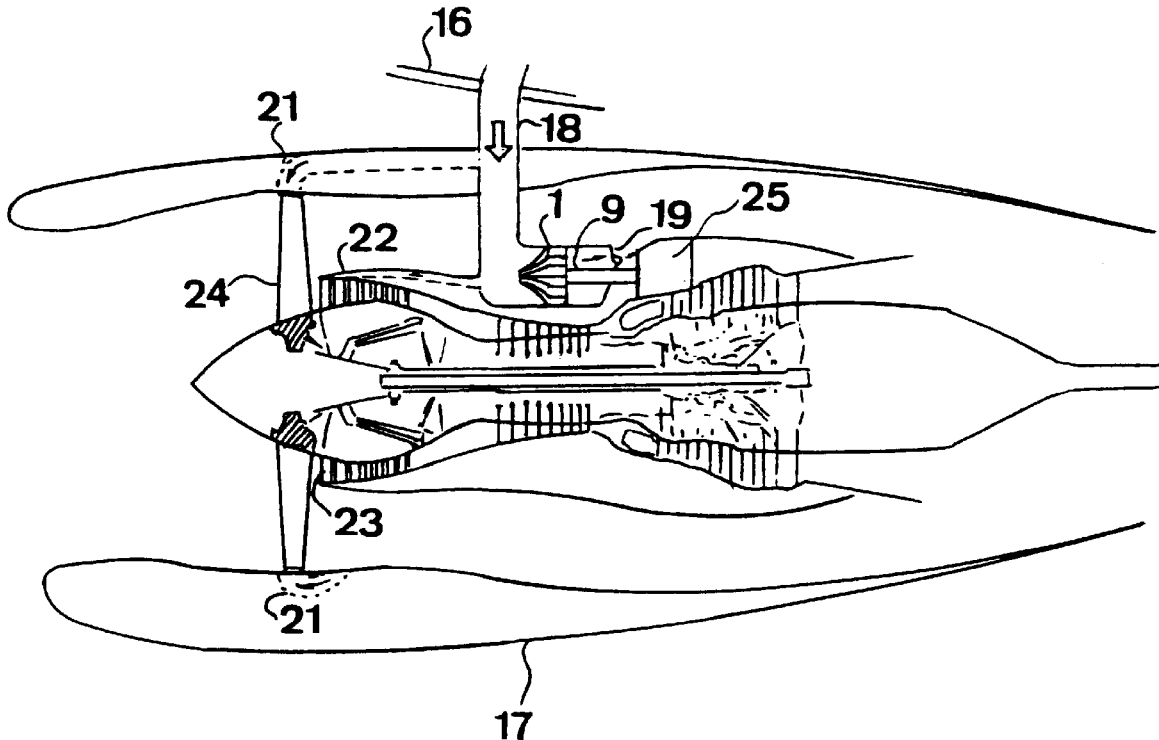
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(57) **ABSTRACT**

The device involves the placement of an air pump turbine and the aircraft outflow valve in a duct through which all the air flows, with the turbine shaft attached to that of an electric generator, to a hydraulic pump, and to the N2 and accessory gearbox inside the engine, the air is also sent through a duct to strike inclined against the tips of the fan blades and against the tips of the first stage of the low speed compressor blades of the turbine engine.

3 Claims, 1 Drawing Sheet



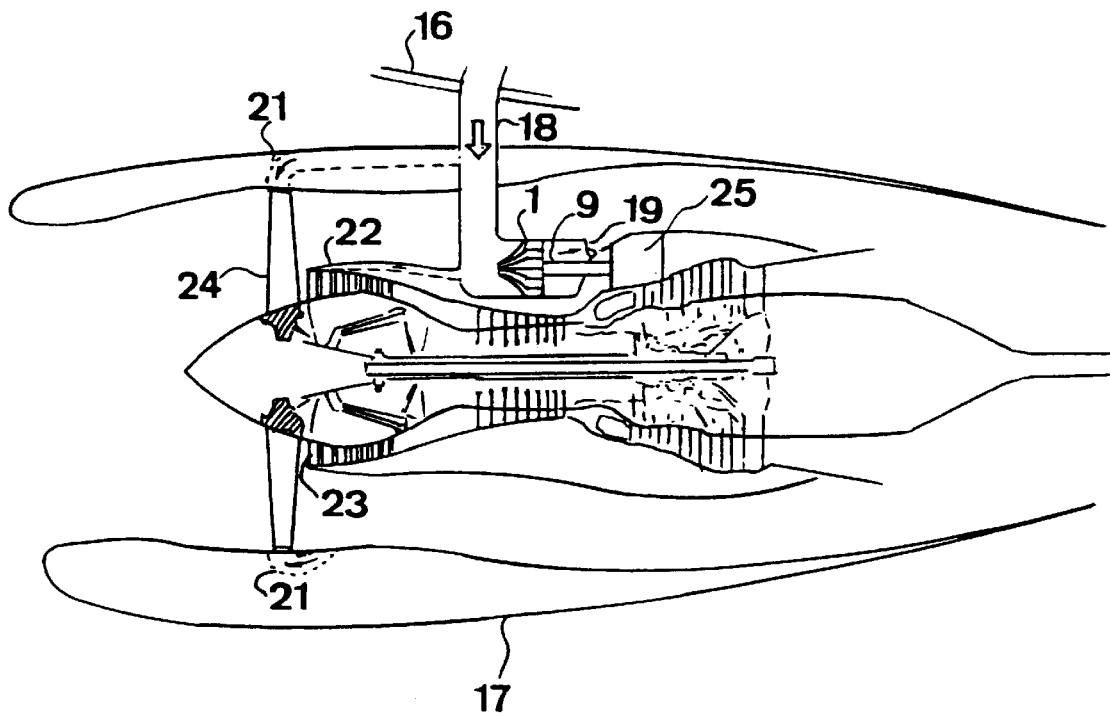


FIG. 1

AIRCRAFT AIR CONDITIONER ENERGY RECOVERY METHOD

CROSS-REFERENCES TO RELATED APPLICATIONS

This application is a Continuation in Part of Application Ser. No. 09/092,725, filed Jun. 5, 1998, now abandoned, and a continuation of application Ser. No. 09/138,551, filed Aug. 24, 1998, now U.S. Pat. No. 6,128,896.

This application claims the priority date of Spanish Patent Application No. P9800051 filed on Jan. 14, 1998, Spanish Patent Application No. P9800246, filed on Feb. 10, 1996; and Spanish Patent Application No. P9801535, filed on Jul. 20, 1998. The basis for priority in this case is the Paris Convention for the Protection of Industrial Property (613 O.G. 23, 53 Stat 1748). The Spanish patent application was filed in The Official Patent and Trademark Office of Spain.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The field of the invention is aircraft air conditioning exhaust energy recovery.

2. Description of the Prior Art

At present, aircraft air conditioning exhaust is expelled through air-flow outlet valves without taking advantage of the potential energy contained in the pressure difference of the interior of the cabin in relation to the exterior of the aircraft caused by the flow of air required for its renewal.

BRIEF DESCRIPTION OF THE INVENTION

The aircraft air conditioning energy recovery device captures the potential energy held in the pressurized cabin of an airplane flying at altitude. The pressurized cabin contains potential energy relative to the unpressurized exterior. As air exits the pressurized cabin, potential energy is converted into kinetic energy as the gas flows out. This kinetic energy can be harnessed and converted to more usable forms such as electrical energy.

The invention involves the placement of a turbine of an air pump and the aircraft outflow valve in a duct through which the air flows. The turbine shaft attached to an electric generator, a hydraulic pump, or accessory gearbox inside the engine, the turbine receives the aircraft air conditioning exhaust from the pressure cabin.

The aircraft air conditioning exhaust can be also sent through a duct to strike inclined tips of the fan blades and first stage of the low speed compressor blades of the turbine engine.

In all these cases, the engine efficiency is increased by adding the potential energy from the pressurized cabin to the system.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 shows a partial schematic cross-section view of the device of the invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

FIG. 1 comprises the air pump turbine (1), the engine (17), the shaft of the turbine (9). Air flowing out of the pressurized cabin through duct (18) drives turbine (1) that is connected to a generator (25). This generator can be any of the following devices: an electric generator, a hydraulic pump, or accessory gearbox (25) via shaft (9), wherein the air outlet (19) is located. The air is also sent through ducts (21 and 21'), inside the cowl, to strike inclined tips of the fan blades (24), and through the duct (22) to strike inclined tips of the blades of the first stage of low speed compressor (23).

What is claimed is:

1. A method of increasing energy efficiency in an aircraft having a turbine engine with a cowl and said engine having fan blades and an air conditioned cabin with an outlet duct from said cabin, for expelling air conditioned air from said aircraft cabin comprising the steps of:

channeling said air conditioned air from said aircraft cabin through said outlet duct to said cowl of said engine, distributing said air conditioned air from said cabin through one or more ducts within said engine cowl within said-engine, wherein said air conditioned air strikes inclined tips of said fan blades of said turbine engine adding energy from air conditioned air from said cabin to said engine.

2. A method of increasing energy efficiency in an aircraft having a turbine engine with a cowl and said engine having low speed compressor blades and an air conditioned cabin with an outlet duct from said cabin, for expelling air conditioned air from said aircraft cabin comprising the steps of:

channeling said air conditioned air from said aircraft cabin through said outlet duct to said cowl of said engine, distributing said air conditioned air from said cabin through one or more ducts within said engine cowl within said engine, wherein said air conditioned air strikes said low speed compressor blades of said turbine engine adding energy from air conditioned air from said cabin to said engine.

3. A method of increasing energy efficiency in an aircraft having a turbine engine and an air conditioned pressurized cabin with an outlet duct from said cabin for expelling air conditioned air from said aircraft cabin, comprising the steps of:

channeling said air conditioned air from said pressurized aircraft cabin to said engine, distributing said air conditioned air from said cabin through one or more ducts within said engine, wherein potential energy of said air conditioned air is converted to kinetic energy as said air exits said pressurized cabin and is harnessed by said engine.

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