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October 2020

## The Branton Engine , Aircraft, Jet, Space

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### Recommended Citation

Branton, Peter, "The Branton Engine , Aircraft, Jet, Space", Technical Disclosure Commons, (October 16, 2020)

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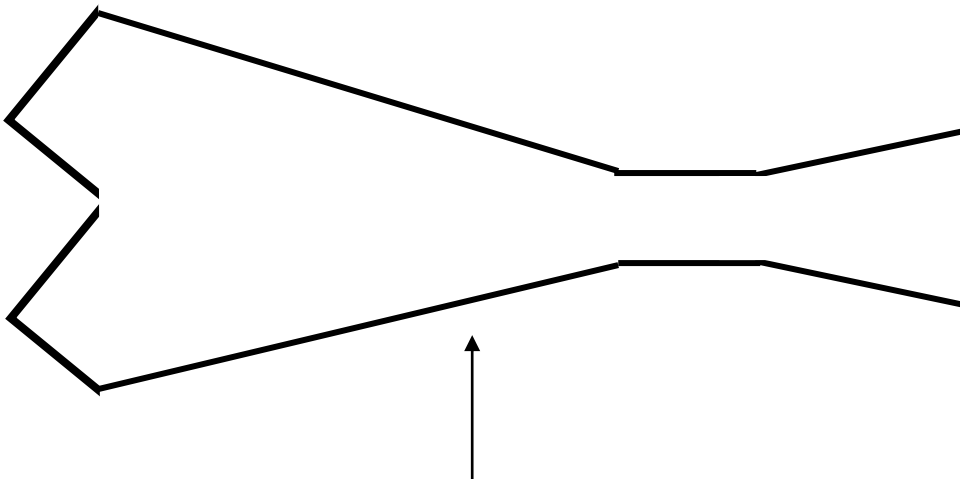
## **The Branton Engine.**

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](mailto:pb94857@gmail.com).

Figure 1.



This is a side view slice of the front fan, it appears to be four blades.



This is all one piece; the entire of this piece is rotated. Between the front fan and the slim section just before the rear cone there a blades on the inside, these blades are in a corkscrew fashion they aid the compression of the air. The cone has a smooth inner surface. The entire of this piece has channels running through it. Firstly water is heated in the skin of the cone to become steam; the steam is then passed to the front fan to meet with a drive device to rotate this entire piece. After the steam has passed through the drive it is then passed inside the corkscrew blades inside this piece to be cooled and condensed into hot water before being pumped back into the skin of the cone. Secondly fuel is passed through a separate channel in the skin of the cone to be heated it is then channelled to the front fan to pass through a drive system, after it has passed through the drive system it is then channelled to the thin section (the combustion chamber) to be mixed with the compressed air for ignition.

Figure 2.

