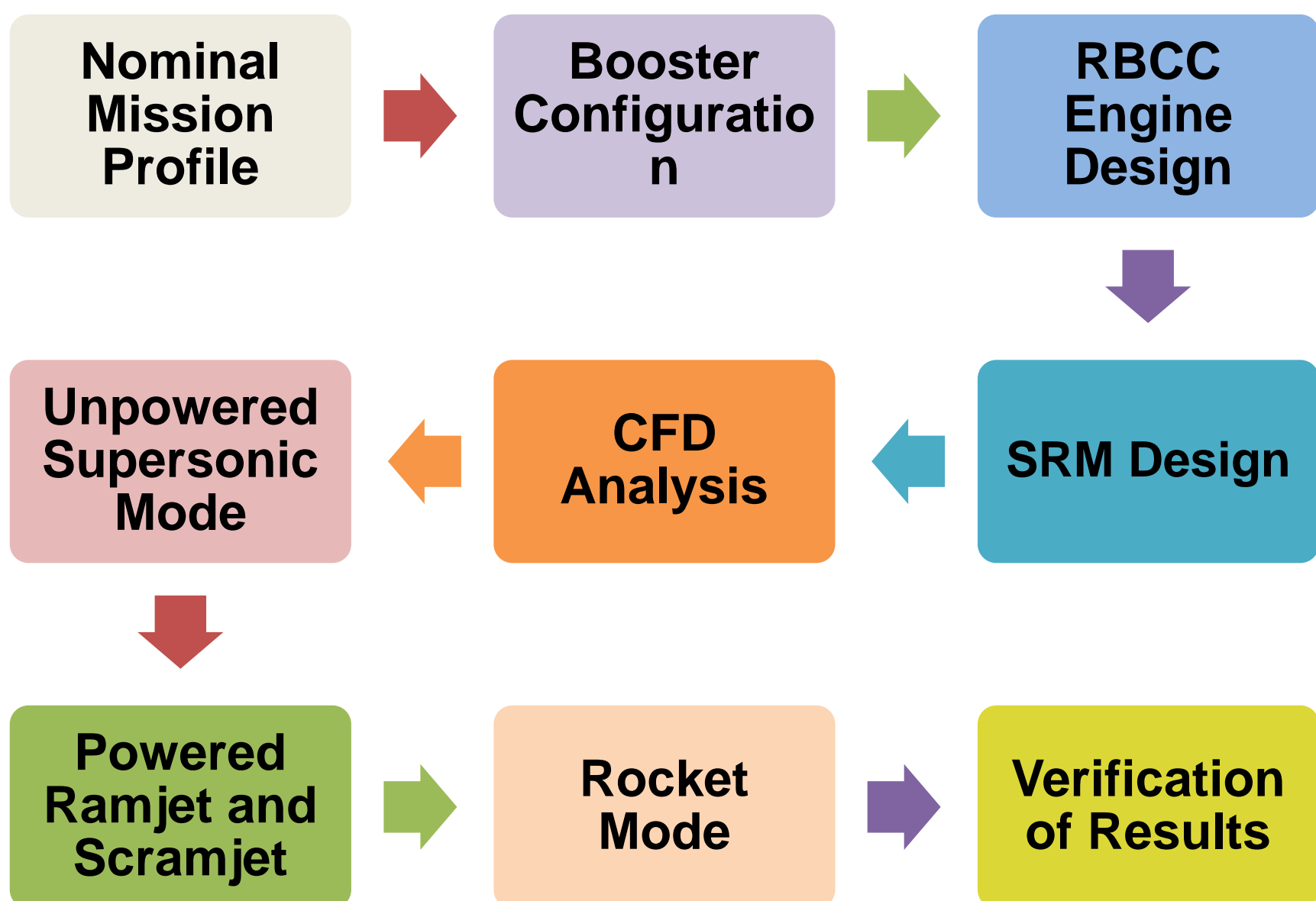


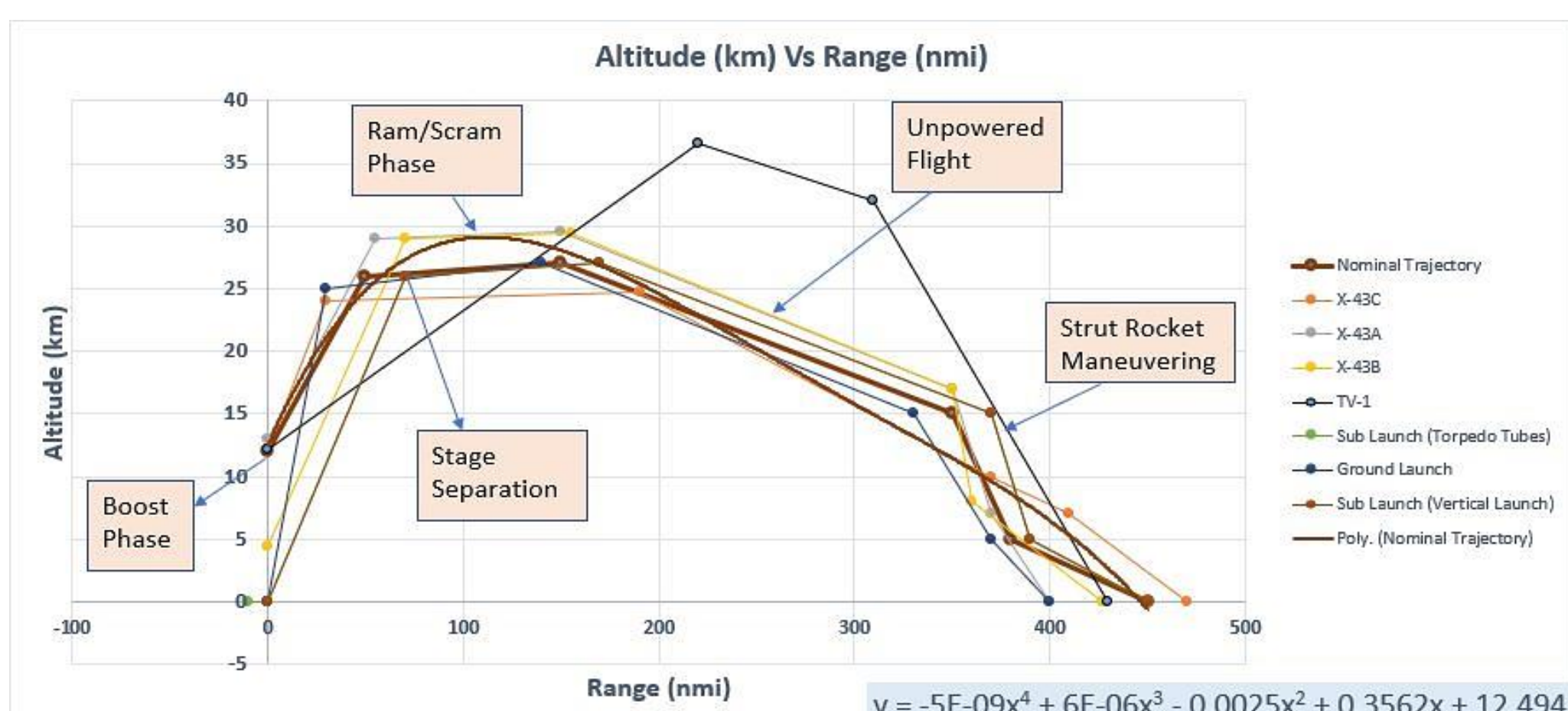
## AIM

- To explore the most suitable configuration of RBCC engine for Mach 8 Operation in endo-atmospheric regime for Hypersonic Cruise Vehicle
- The design exploration to include the analytical design, performance, and computational analyses

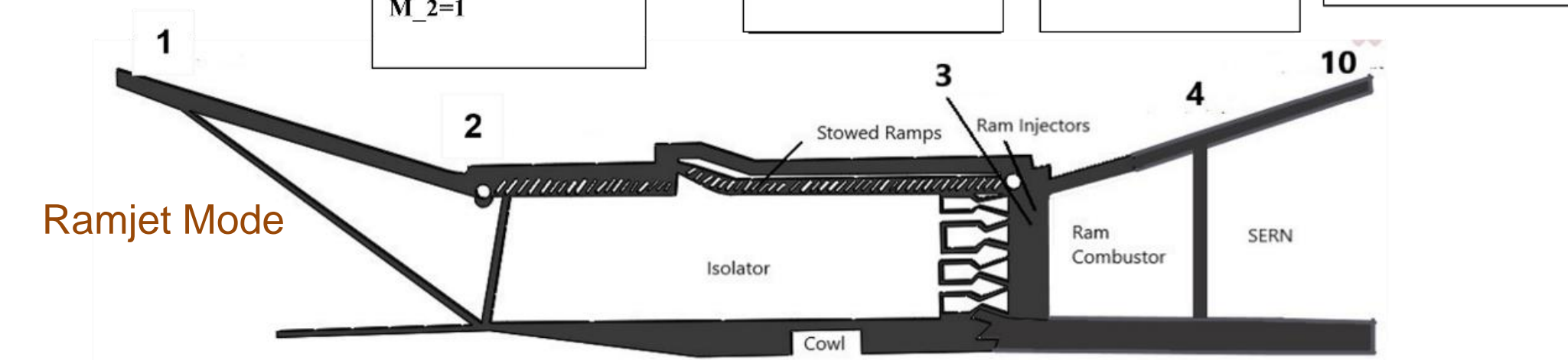
## BOTTOM-UP APPROACH



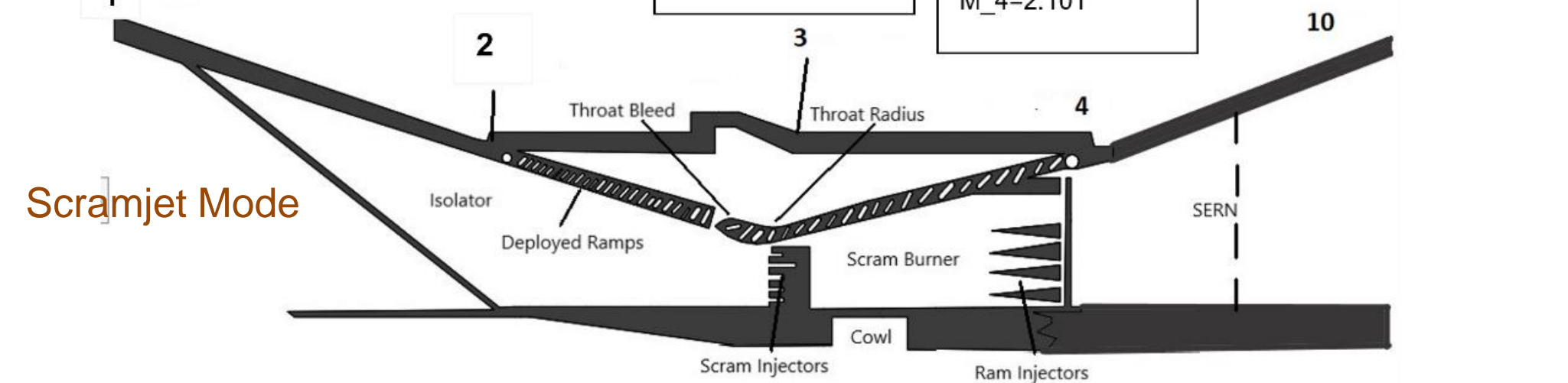
## MISSION PROFILE & DESIGN PARAMETERS



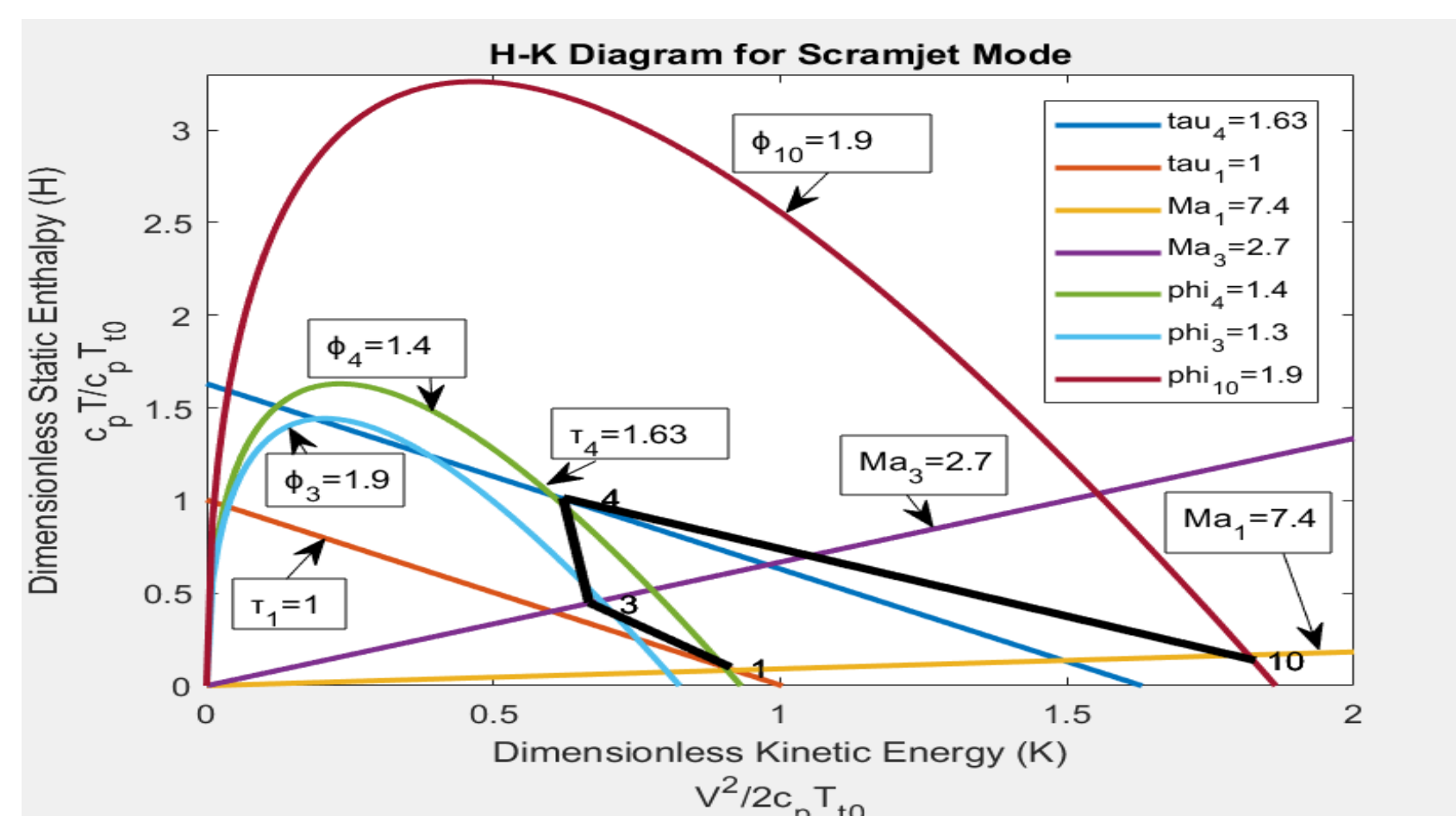
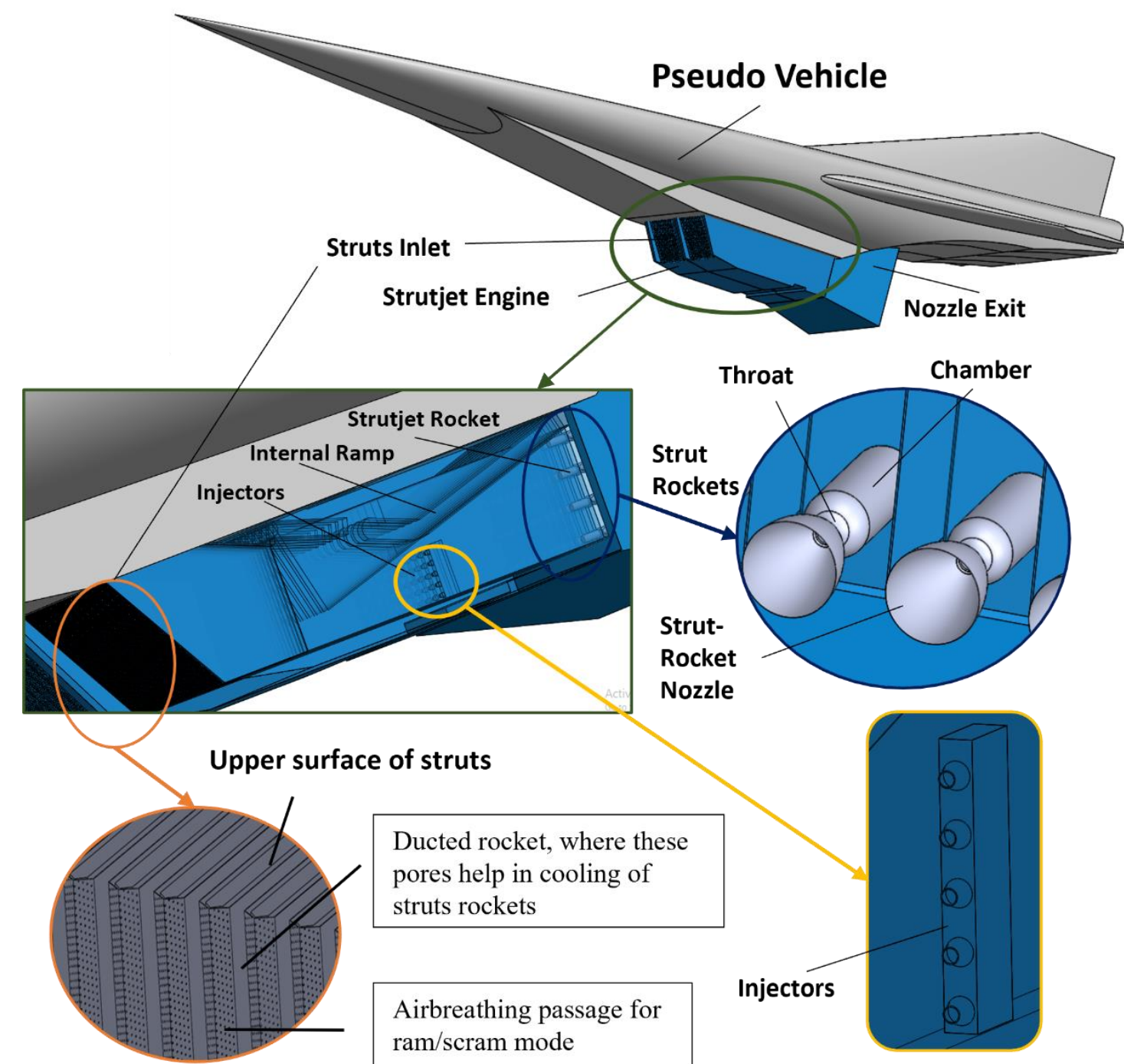
$T_1=219.10\text{ K}$ $P_1=3.4224\text{ kPa}$ $p_1=0.0543\text{ kg/m}^3$ $Sa_1=964.82$ $M_1=3$	$T_2=225.32\text{ K}$ $P_2=9.5805\text{ kPa}$ $p_2=0.1481\text{ kg/m}^3$ $M_2=1$	$T_3=310.317\text{ K}$ $P_3=64.576\text{ kPa}$ $p_3=0.7249\text{ kg/m}^3$ $M_3=0.4414$	$T_4=2030.9\text{ K}$ $P_4=300.67\text{ kPa}$ $Sa_4=2020.5$ $M_4=0.88$	$T_{10}=377.25\text{ K}$ $P_{10}=3.42\text{ kPa}$ $Sa_{10}=2301.5$ $M_{10}=4.2297$
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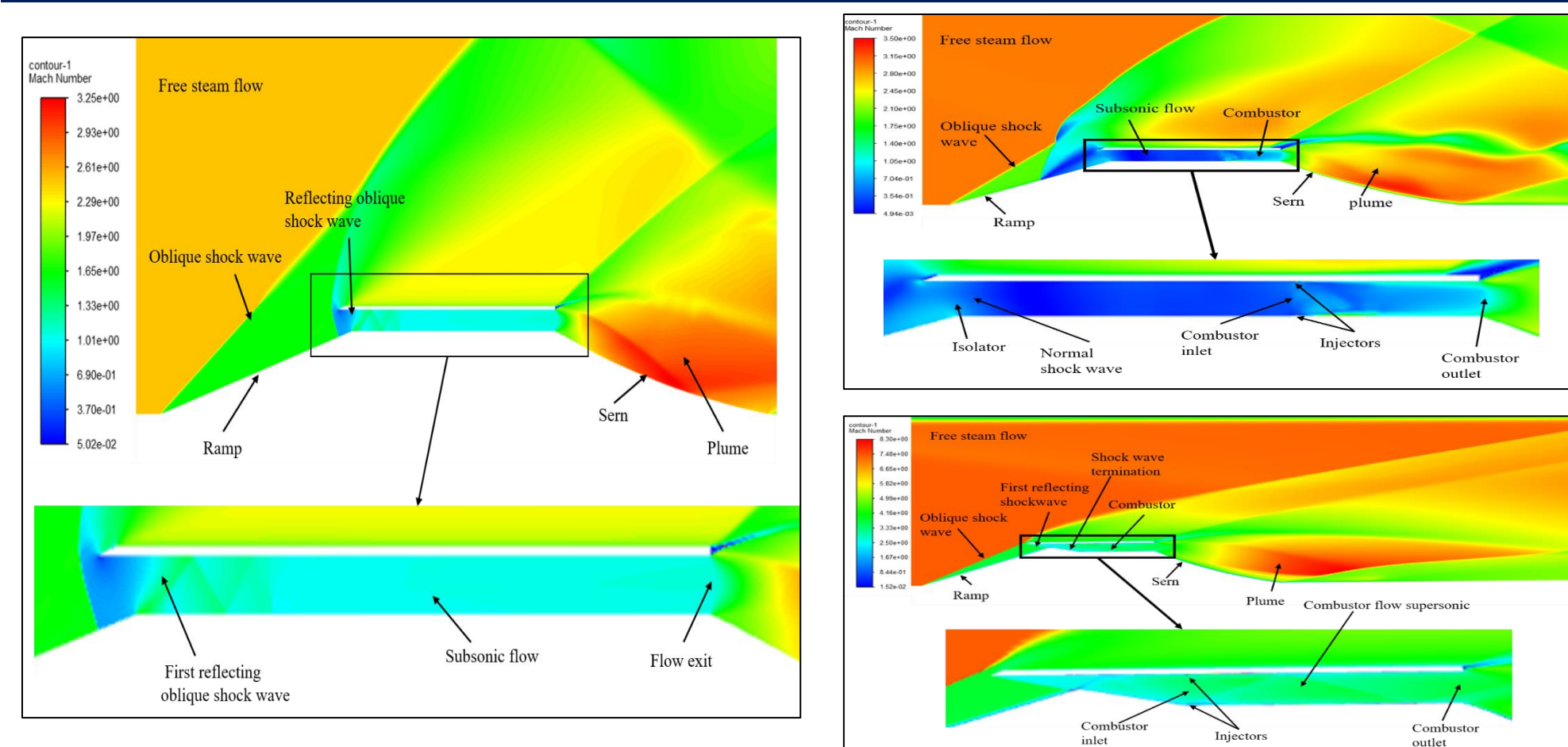
$T_1=223.65\text{ K}$ $P_1=1.847\text{ kPa}$ $p_1=0.0288\text{ kg/m}^3$ $Sa_1=2248.6$ $M_1=7.4$	$T_2=603.35\text{ K}$ $P_2=22.38\text{ kPa}$ $p_2=0.1292\text{ kg/m}^3$ $M_2=4.06$	$T_3=1007\text{ K}$ $P_3=112.35\text{ kPa}$ $p_3=0.3887\text{ kg/m}^3$ $M_3=3.5$	$T_4=2276\text{ K}$ $P_4=300.38\text{ kPa}$ $Sa_4=2240.0$ $M_4=2.101$	$T_{10}=306.38\text{ K}$ $P_{10}=2.558\text{ kPa}$ $Sa_{10}=3233.6$ $M_{10}=4.83$
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## CONCEPTUAL DESIGN & H-K DIAGRAM



## CFD Results



## CONCLUSION

- Ramjet, Scramjet and Rocket modes in the RBCC engine for the most suitable design configuration were analytically and computationally assessed for Mach 8 regime
- The CFD and analytical results are in good agreement tolerance

## FUTURE WORK

A detailed CFD is to be carried out under the next phase RAC-IX. Also, alternative exploration for TBCC engines configurations can be explored