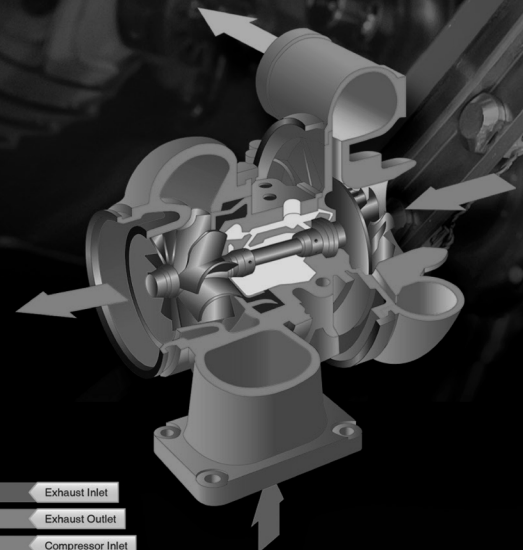
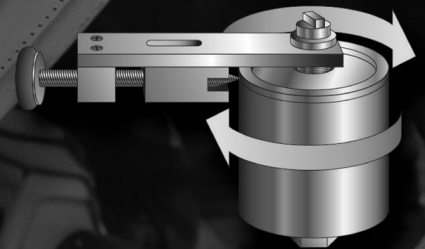
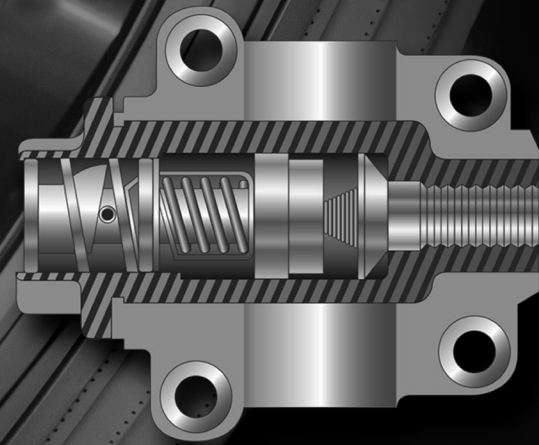


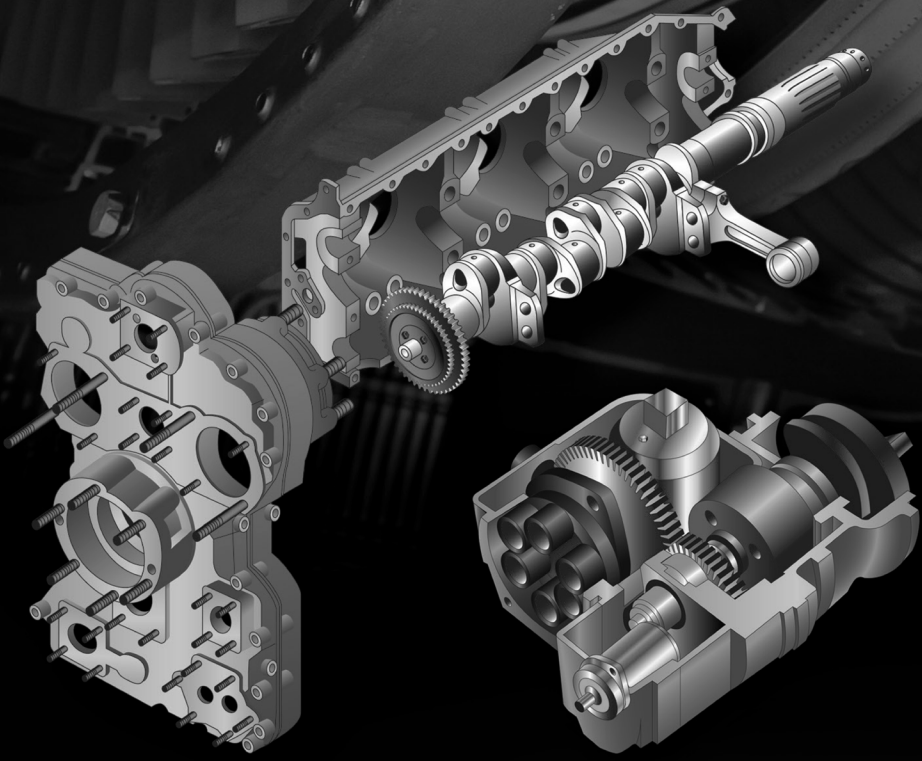
Aviation Maintenance Technician Handbook- Powerplant, Volume 2



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- Exhaust Inlet
- Exhaust Outlet
- Compressor Inlet
- Compressor Outlet



Detonation

There is a limit, however, to the amount of compression and the degree of temperature rise that can be tolerated within an engine cylinder and still permit normal combustion. All fuels have critical limits of temperature and compression. Beyond this limit, they ignite spontaneously and burn with explosive violence. This instantaneous and explosive burning of the fuel/air mixture or, more accurately, of the latter portion of the charge is called detonation.

Detonation is the spontaneous combustion of the unburned charge ahead of the flame fronts after ignition of the charge. [Figure 10-43] During normal combustion, the flame fronts progress from the point of ignition across the cylinder. These flame fronts compress the gases ahead of them. At the same time, the gases are being compressed by the upward movement of the piston. If the total compression on the remaining unburned gases exceeds the critical point, detonation occurs.

The explosive burning during detonation results in an extremely rapid pressure rise. This rapid pressure rise and the high instantaneous temperature, combined with the high turbulence generated, cause a scrubbing action on the cylinder and the piston. This can burn a hole completely through the piston.

The critical point of detonation varies with the ratio of fuel to air in the mixture. Therefore, the detonation characteristic of the mixture can be controlled by varying the fuel/air ratio. At high power output, combustion pressures and temperatures are higher than they are at low or medium power. Therefore,

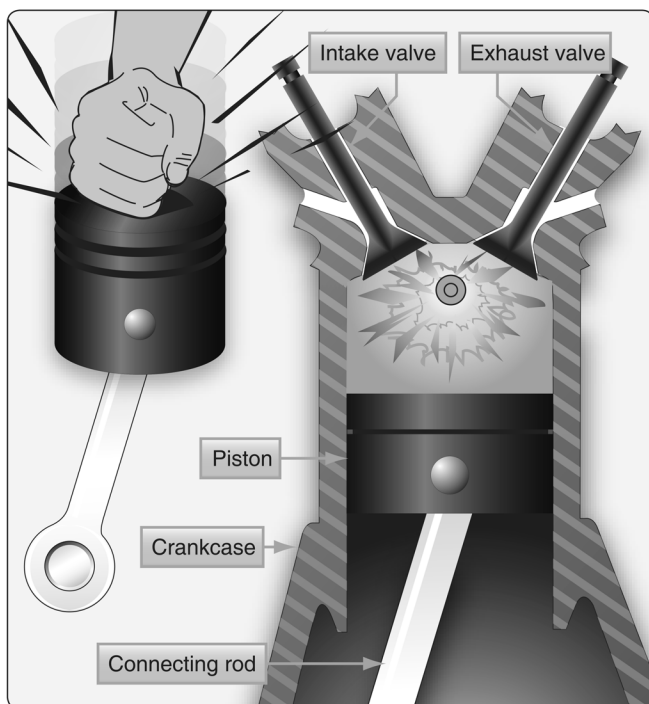


Figure 10-43. Detonation within a cylinder.

at high power, the fuel/air ratio is made richer than is needed for good combustion at medium or low power output. This is done because, in general, a rich mixture does not detonate as readily as a lean mixture.

Unless detonation is heavy, there is no flight deck evidence of its presence. Light to medium detonation does not cause noticeable roughness, temperature increase, or loss of power. As a result, it can be present during takeoff and high-power climb without being known to the flight crew.

In fact, the effects of detonation are often not discovered until after teardown of the engine. When the engine is overhauled, however, the presence of severe detonation during its operation is indicated by dished piston heads, collapsed valve heads, broken ring lands, or eroded portions of valves, pistons, or cylinder heads.

The basic protection from detonation is provided in the design of the engine carburetor setting, which automatically supplies the rich mixtures required for detonation suppression at high power; the rating limitations, which include the maximum operating temperatures; and selection of the correct grade of fuel. The design factors, cylinder cooling, magneto timing, mixture distribution, degree of supercharging, and carburetor setting are taken care of in the design and development of the engine and its method of installation in the aircraft.

The remaining responsibility for prevention of detonation rests squarely in the hands of the ground and flight crews. They are responsible for observance of rpm and manifold pressure limits. Proper use of supercharger and fuel mixture, and maintenance of suitable cylinder head and carburetor-air-temperature (CAT) must be adhered to.

Pre-Ignition

Pre-ignition, as the name implies, means that combustion takes place within the cylinder before the timed spark jumps across the spark plug terminals. This condition can often be traced to excessive carbon or other deposits that cause local hot spots. Detonation often leads to pre-ignition. However, pre-ignition may also be caused by high-power operation on excessively lean mixtures. Pre-ignition is usually indicated in the flight deck by engine roughness, backfiring, and by a sudden increase in cylinder head temperature.

Any area within the combustion chamber that becomes incandescent serves as an igniter in advance of normal timed ignition and causes combustion earlier than desired. Pre-ignition may be caused by an area roughened and heated by detonation erosion. A cracked valve or piston, or a broken spark plug insulator, may furnish a hot point, that serves as a glow plug.