

CASCADE ELEMENT FOR A THRUST REVERSER SYSTEM OF AN ENGINE

The invention relates to a cascade element for a thrust reverser system of an engine, particularly a jet engine, comprising a number of adjacently arranged deflecting blades for deflecting an airflow. Furthermore, the invention relates to an engine having a thrust reverser system. Finally, the invention relates to a method for producing a cascade element for a thrust reverser system of an engine, particularly a jet engine.

An engine with a thrust reverser system is for example known from US 2017/0057166 A1.

Using thrust reverser systems, the airflow of an engine can be deflected counter to the direction of thrust for the forwards movement of the aircraft, in order to brake the aircraft effectively after touchdown on the landing runway. As a result, the landing roll distance is shortened and loading of the wheel brakes is reduced during the landing of aircraft.

The engine equipped with the thrust reverser system may be a turbojet or a turbofan. To activate the thrust reversal, a thrust reverser flap is usually introduced into the driving airflow (for example into the bypass/secondary flow in the case of a turbofan). Using this thrust reverser flap, the usual path of the driving airflow is at least partially closed and the airflow is deflected by for example approximately 90° , so that the airflow subsequently runs substantially radially with respect to the longitudinal axis of the engine. Due to the displacement of the thrust reverser flap, a number of cascade elements, which run substantially circumferentially and form a ring, can be exposed simultaneously. These cascade elements in each case comprise a cascade of adjacently arranged deflecting blades, using which the direction of the airflow is deflected further. In this manner, the airflow can obtain a component in the forward axial direction (i.e. in the direction opposite to the outlet airflow for flight operations). Using the cascade elements, the effective surface area loss is also minimized and the reverse thrust is maximized.

An engine may for example comprise 32 cascade elements. Each cascade element must be manufactured individually, which is why high manufacturing equipment costs arise. In the prior art, the cascade elements are milled from metal or manually faced. Furthermore, manufacturing in an injection moulding method or using die forging

is possible. In the case of production using autoclave moulding, a carbon fibre structure is introduced into a mould. Flexible mandrels, which define open deflection channels of the deflecting blades, reach into the carbon fibre structure. The insertion usually takes place by hand and is very labour-intensive. Depending on the design, the mould can be closed and an upper and a lower part of the mould moved towards one another, in order to exert a consolidation pressure on the fibre structure, or the fibre structure is enclosed in the mould in a vacuumized manner and hardened under pressure in an autoclave. The flexible mandrels must be removed after moulding. This process is in turn very expensive and difficult.

In known thrust reverser systems, the problem occurs that the deflected thrust stream can be blown in the direction of the inlet region of the engine. As a result, foreign objects on the landing runway can be whirled up and sucked in by the engine. This may lead to damage to the engine. In order to minimize these disadvantages, cascade elements with inclined deflecting blades can be provided in known thrust reverser systems at certain sections on the lateral surface of the engine, the longitudinal axes of which deflecting blades enclose an angle different from 90° to a longitudinal axis of the engine, in order to divert the reverse airflow away from the ground and/or from the wings. Only a very imprecise deflection of the reverse airflow is possible, therewith however, as the deflecting blades of a cascade element in the prior art have the same inclined position everywhere. Such a design could increase the turbulence further. The reverse thrust power could also be reduced.

The object of the present invention consists in alleviating or overcoming at least individual disadvantages of the prior art. The invention aims in particular to propose a cascade element and an engine having a thrust reverser system, using which the reverse thrust power should be increased and/or a more precise deflection of the reverse airflow should be enabled. Furthermore, it is in particular an object of the present invention to provide a simple production method for such a cascade element.

This object is achieved by a cascade element with the features of Claim 1, an engine with the features of Claim 10 and a method with the features of Claim 12. Preferred embodiments are specified in the dependent claims.

According to the invention, at least one of the deflecting blades of the cascade element is twisted about its longitudinal axis at least along a twisting longitudinal section.

Due to the twisting of the deflecting blade at a longitudinal section of the deflecting blade, it is possible to deflect the airflow more precisely and in particular to deflect the air differently along the longitudinal extent of the deflecting blade. Furthermore, it is advantageously possible due to the twisting to bundle the airflow of adjacent cascade elements or a cascade element.

In the case of use in a thrust reverser system of an aircraft engine, the air can be deflected effectively from the ground and/or the wings.

At least two longitudinal lines are present on the twisting longitudinal section of this deflecting blade, which longitudinal lines are skew to one another (i.e. not parallel shifted). In this case, the first of the longitudinal lines runs through two first points and the second of the longitudinal lines runs through two second points, wherein the two second points are respectively shifted by the same vector with respect to respectively one of the two first points (preferably in the direction of downward extent of the deflecting blade). For this definition, the wall thickness (thickness) of the deflecting blade is disregarded and the points are in particular determined for half wall thickness in each case. Furthermore, for the condition of parallelism a (usually low) curvature to adapt to the circumference of an engine nacelle, i.e. a curvature around the spacing direction, is not taken into account. The deflecting blades extend in the longitudinal direction substantially normal to a spacing direction of the deflecting blades with respect to one another. The twisting angle preferably lies between 0° and 50° , particularly preferably between 2° and 30° , even more preferably between 3° and 20° . The twisting angle is defined by means of two outermost (i.e. furthest away in the direction of downward extent, particularly top (uppermost) and bottom (lowermost)) longitudinal lines, as defined above.

The twisting is preferably continuous over a section. The deflecting blade can comprise two or more different twists in various longitudinal sections. Preferably, more than one deflecting blade of the cascade element comprises the twist, particularly preferably all deflecting blades of the cascade element comprise one twist in each case, particularly in the same twisting direction.

The cascade element comprises the number of adjacently arranged deflecting blades preferably in the form of vanes. The cascade element preferably comprises between 5 and 200, particularly preferably between 30 and 60 deflecting blades. The deflecting blades preferably comprise a larger longitudinal extent than downward extent in each case. The longitudinal axis essentially runs in the direction of longitudinal extent of the deflecting blades. The direction of longitudinal extent is defined by an average direction of longitudinal extent. The downward extent of the deflecting blades is preferably at least 1 cm, particularly between 2 and 15 cm, particularly preferably between 3 and 12 cm, even more preferably between 5 and 8 cm. The longitudinal extent of the deflecting blades is preferably at least 2 cm, particularly between 3 and 20 cm, particularly preferably between 4 and 15 cm, even more preferably between 6 and 10 cm. The wall thickness of the deflecting blades is preferably between 0.5 and 15 mm, preferably between 1 and 7 mm, particularly preferably between 1.5 and 6 mm, even more preferably between 2 and 5 mm. Preferably, a plurality or all of the deflecting blades of a cascade element comprise the same twist or at least a twist in the same direction (but possibly at different angles).

The engine according to the invention comprises at least one cascade element according to the invention. Advantageously, the engine comprises a plurality of cascade elements according to the invention. The engine can comprise at least one cascade element according to the invention and at least one conventional cascade element (i.e. without twisting of the deflecting blades).

In the intended placement of the cascade element in the thrust reverser system of an engine, the longitudinal extent and/or longitudinal axis of the cascade element in particular runs in the circumferential direction with respect to the longitudinal axis of the engine, i.e. the engine axis. The spacing direction of the cascade elements in particular runs substantially in the axial direction of the engine or the engine nacelle.

The method according to the invention for producing a cascade element for a thrust reverser system of an engine, particularly a jet engine, at least comprises the step:

- additive production of a number of adjacently arranged deflecting blades for deflecting an airflow, wherein at least one of the deflecting blades is constructed with a twist with respect to its longitudinal axis along a longitudinal section.

Using this method, the above-described cascade element can be produced in a particularly simple manner. The additive production is preferably carried out by means of 3D printing. Preferably, (at least one) fibre-reinforced plastic, particularly thermoplastic or thermosetting plastic, preferably GFRP or CFRP, or (at least one) metal is used as material for additive production.

With reference to the cascade element according to the invention, it is advantageous if the adjacently arranged deflecting blades are connected to one another by at least two supporting walls, wherein in each case, two adjacent deflecting blades and two supporting walls form a fluid flow deflection channel. Preferably, at least 2 supporting walls are provided. In a preferred design, between 1 and 30 supporting walls, particularly preferably between 3 and 6 supporting walls, are provided. Thus, a multiplicity of fluid flow deflection channels are formed. The supporting walls can increase the stability of the cascade element and also improve the deflection of the airflow. The supporting walls extend substantially parallel to the spacing direction of the deflecting blades from one another, i.e. the direction of longitudinal extent of the deflecting blades is approximately or substantially normal to the direction of longitudinal extent of the supporting walls. The supporting walls are preferably flat and/or planar. It is particularly advantageous if the supporting walls are also used for flow conduction. In order to achieve this, at least one supporting wall can comprise a direction of longitudinal extent which deviates from the spacing direction or the axial direction of an engine and in particular encloses an angle of at least 2° , preferably at least 5° , with the spacing direction or the axial direction of the engine. Furthermore, it is preferred if at least one supporting wall is twisted about its longitudinal axis at least along a twisting longitudinal section. The same preferred features may be present for the twisting of the supporting wall as for the twisting of the deflecting blade. Preferably, the spacing between two adjacent supporting walls of a cascade element is more than 1-times the size, preferably 1.5-times the size, particularly preferably more than twice the size, of the spacing between two adjacent deflecting blades. With respect to the intended placement of the cascade element in the thrust reverser system of an engine, the supporting walls preferably extend along the direction of longitudinal extent, i.e. in the axial direction, of the engine.

It is advantageous if the deflecting blades are curved with respect to an axis which is defined by a spacing direction of the number of deflecting blades from one another (or the longitudinal axis of the engine nacelle) to adapt to a lateral surface of an engine nacelle. Therefore, a number of cascade elements can be provided running circumferentially in the thrust reverser system of the engine. The radius of curvature with respect to an axis parallel to the spacing direction is preferably between 0.5 and 2.5 m, particularly preferably between 0.6 and 2 m, even more preferably between 0.75 and 1.75 m. The spacing direction of the number of deflecting blades from one another preferably corresponds in particular to the direction of longitudinal extent or axial direction of the engine or the direction of longitudinal extent of the supporting walls.

In a preferred embodiment, at least one deflecting blade comprises a curved cross section, particularly in the cross section normal to the direction of longitudinal extent and direction of downward extent of the deflecting blade (i.e. normal to the surface of the deflecting blade). As a result, an airflow can be deflected further and the airflow can in particular be provided with a speed component in the opposite direction to an airflow flowing into the engine. Preferably, all of the number of deflecting blades of a cascade element comprise a curved cross section. The curvature of the cross section comprises a radius of curvature of preferably at least 1 cm, particularly preferably at least 2 cm, even more preferably between 3 and 15 cm, even more preferably between 5 and 10 cm.

It is preferred if at least one deflecting blade comprises a bulge on an edge delimiting the deflecting blade in the direction of downward extent (i.e. at an outer edge as viewed in the radial direction of the engine), so that the shape of the edge deviates from a straight line or, in the twisting longitudinal section, from a helix.

This design can be provided in a cascade element as described above, but also in a cascade element without twisting of the deflecting blades. Accordingly, the invention also relates in general terms to a cascade element for a thrust reverser system of an engine, particularly a jet engine, comprising a number of adjacently arranged deflecting blades for deflecting an airflow, wherein at least one deflecting blade comprises a bulge on an edge

delimiting the deflecting blade in the direction of downward extent (i.e. at an outer edge as viewed in the radial direction of the engine).

5 The edges of the deflecting blades on one side preferably lie substantially in one plane. In the region of the bulge, the deflecting blade protrudes beyond the plane defined by the edges of the deflecting blades (into the remaining region without a bulge). The bulge can be designed to be symmetrical or asymmetrical with respect to an axis extending in the direction of downward extent of
10 the deflecting blade. Using the bulge, the airflow can be bundled and its direction changed, whilst the deflecting blade may otherwise comprise a smaller direction of downward extent. The shape of the bulge can be configured to be variable in all directions.

15 In a preferred embodiment, the at least one deflecting blade is designed to be concave in the region of the bulge (as viewed from the direction of the thrust airflow prior to the deflection of the same by the deflecting blades), particularly as a partial shell. As a result, an airflow can be bundled particularly well and deflected at the same time.

20 It is advantageous if the deflecting blade is designed in such a manner that a fluid flow flowing past the deflecting blade is deflected in the direction of a central line of the bulge. As a result, the effect of the thrust reversal can be improved.

25 In an advantageous embodiment, at least one guiding rib is provided on at least one deflecting blade (on at least one of the two sides or surfaces of the deflecting blade).

This design can be provided in a cascade element as described above, but also in a cascade element without twisting of the deflecting blades. Accordingly, the invention also relates in
30 general terms to a cascade element for a thrust reverser system of an engine, particularly a jet engine, comprising a number of adjacently arranged deflecting blades for deflecting an airflow, wherein at least one guiding rib is provided on at least one deflecting blade.

35 The guiding rib preferably runs at an angle between -45° and $+45^\circ$, preferably between -30° and $+30^\circ$, to the direction of downward extent of the deflecting blades, particularly in the direction of downward extent of the deflecting blade. The guiding rib in particular forms a bulge of the surface of the deflecting blades.
40 Advantageously, one guiding rib runs the same way (congruently) on

both sides of the deflecting blade. Preferably, at least one deflecting blade comprises more than one guiding rib. A more aerodynamically beneficial deflection of the airflow can be achieved using the guiding ribs. Furthermore, the guiding rib can also be used to stiffen the deflecting blade and thus improve the stability.

It is preferred if at least one deflecting blade comprises a wall thickness which changes in the direction of downward extent. Preferably, the wall thickness decreases (monotonically) in an orientation of the direction of downward extent, particularly in the direction of an airflow discharge direction of a thrust reverser system, or the wall thickness decreases starting from a (particularly central) longitudinal line in both orientations of the direction of downward extent. That is to say, the deflecting blade can for example comprise a larger wall thickness in the centre with respect to the downward extent than at the edge. The aerodynamics of a deflected airflow can be improved as a result. Furthermore, the stability at the same weight can be improved and the costs can be reduced. It is also possible to achieve noise reduction.

With reference to the engine according to the invention, it is advantageous if two cascade elements are provided, which are arranged in a substantially mirror-inverted manner, so that the airflow deflected by both cascade elements can be merged or bundled. It is therefore advantageous, if the thrust reverser system comprises at least one first and one second cascade element as described herein (wherein the first and the second cascade element in the circumferential direction with respect to an engine axis are preferably arranged adjacently), wherein at least one of the deflecting blades of the first cascade element is twisted in a first angular direction about a longitudinal axis of the same deflecting blade at least along the twisting longitudinal section and at least one of the deflecting blades of the second cascade element is twisted in a second angular direction, which is opposite to the first angular direction, about a longitudinal axis of the same deflecting blade at least along the twisting longitudinal section. Therefore, at least one deflecting blade of the two cascade elements in each case comprises an opposite twist. The longitudinal axes of the twist of the two cascade elements are preferably substantially symmetrical with respect to a plane running through a central axis of the engine.

With respect to the method according to the invention, it is advantageous if the step of additive production of the number of

adjacently arranged deflecting blades further comprises the provision of a riblet surface (shark scale surface) on at least one side surface section of at least one of the deflecting blades. As a result, the flow guidance can be improved and the flow resistance can be reduced. Noise reduction can also be achieved. This means in particular that on the side surface section, a multiplicity of ribs is provided, the longitudinal axis of which lies in the direction of flow in particular and which in particular comprise a triangular shape. The same run in the direction of flow of an airflow to be deflected. Preferably at least 20, particularly preferably at least 50, even more preferably at least 200 ribs are provided. The ribs in particular comprise a pointed terminal edge; the point preferably comprises an acute angle of preferably less than 60° , particularly preferably less than 50° , even more preferably less than 40° . Preferably, the spacing between the points of two adjacent ribs is less than 1 mm, particularly preferably less than 0.2 mm, even more preferably less than 0.1 mm. It is particularly preferred if the riblet surface is applied in an additional manufacturing step, particularly in the form of a film or a coating.

During the additive production, a filament is preferably used, which comprises a thermoset plastic and/or a thermoplastic. Fabric reinforcement preferably takes place using an endless carbon fibre and/or endless glass fibre. Preferably, a cascade element is produced in one of the embodiments as described herein. The deflecting blades could also be produced additively from a metallic base material.

In an advantageous variant, the method further comprises the step: additive production of at least two supporting walls, using which, adjacently arranged deflecting blades are connected to one another, wherein in each case two adjacent deflecting blades and two supporting walls form a fluid flow deflection channel. As a result, the stability and the air deflection can be improved.

It is advantageous, if the additive production of the number of adjacently arranged deflecting blades and the additive production of at least two supporting walls takes place using at least one first and one second print head, wherein at least one supporting wall and one deflecting blade, which delimit a certain fluid flow deflection channel, are produced using the first print head, and at least one further supporting wall and one further deflecting blade, which delimit the certain fluid flow deflection channel, are produced using the second print head, wherein fibres used for additive production

from the first print head and from the second print head are guided in an interwoven criss-cross manner at least at one corner of the certain fluid flow deflection channel. Advantageously, in a first pass, one layer in each case is applied by the first and by the second print head. In at least one second pass, in each case one further layer is applied (particularly according to a new pattern), so that at least one, preferably each, deflecting blade and at least one, preferably each, supporting wall contains layers from the first and from the second print head. As a result, the stability and the uniformity of the cascade element can be improved. By means of the first and the second print head, the filament (for example thermoplastic/thermoset plastic, particularly as a matrix) is supplied together with an endless fibre. The print heads preferably rotate once about their common axis, in order to effect the interwoven criss-crossing.

It is advantageous if the supporting wall, the deflecting blade, the further supporting wall and the further deflecting blade, which delimit the certain fluid flow deflection channel, in each case comprise two layers, wherein the production of one of the two layers takes place using the first print head and the production of the other of the two layers takes place using the second print head.

Preferably, a frame is produced first (for example by means of thermoplastic AFP), and subsequently the additive manufacturing of the deflecting blades takes place. Also, a frame can be pressed using a thermoplastic, and the deflecting blades are printed directly onto the frame. During the additive production, there is also the possibility of integrating specific sensor technology. Data can be obtained therewith (for example about loads or possible optimizations), furthermore, monitoring of the structural health can take place.

The invention is suitable in particular for thrust reverser systems of aircraft engines. Of course, it can also be used for other engines.

The invention is explained in more detail in the following on the basis of preferred embodiments which are shown in the figures.

Fig. 1 shows an engine with a thrust reverser system with a number of cascade elements.

Fig. 2 shows the engine of Fig. 1 with the thrust reverser system in the deactivated state in cross section.

Fig. 3 shows the engine of Fig. 1 with the thrust reverser system

in the activated state in cross section.

Fig. 4 shows the engine of Fig. 1 on a wing, wherein the deflected and directed airflow with activated thrust reversal is indicated after the discharge from the cascade elements.

5 Fig. 5A shows a preferred embodiment of the cascade element according to the invention from inside.

Fig. 5B shows the same cascade element as Fig. 5A in an isometric view from inside.

10 Fig. 5C shows the same cascade element as Fig. 5A in an isometric view from outside.

Fig. 5D shows the same cascade element as Fig. 5A in a first sectional view.

Fig. 5E shows the same cascade element as Fig. 5A in a second sectional view.

15 Fig. 5F shows the same cascade element as Fig. 5A in a third sectional view.

Fig. 5G shows the same cascade element as Fig. 5A in a fourth sectional view.

20 Fig. 6A shows a further preferred embodiment of the cascade element according to the invention from inside.

Fig. 6B shows the same cascade element as Fig. 6A in an isometric view from inside.

Fig. 6C shows the same cascade element as Fig. 6A in an isometric view from outside.

25 Fig. 6D shows the same cascade element as Fig. 6A in a first sectional view.

Fig. 6E shows the same cascade element as Fig. 6A in a second sectional view.

30 Fig. 6F shows the same cascade element as Fig. 6A in a third sectional view.

Fig. 6G shows the same cascade element as Fig. 6A in a fourth sectional view.

Fig. 7A shows a further preferred embodiment of the cascade element according to the invention from inside.

35 Fig. 7B shows the same cascade element as Fig. 7A in an isometric view from inside.

Fig. 7C shows the same cascade element as Fig. 7A in an isometric view from outside.

40 Fig. 7D shows the same cascade element as Fig. 7A in a first sectional view.

Fig. 7E shows the same cascade element as Fig. 7A in a second sectional view.

Fig. 7F shows the same cascade element as Fig. 7A in a third sectional view.

5 Fig. 7G shows the same cascade element as Fig. 7A in a fourth sectional view.

Fig. 8A shows a further preferred embodiment of the cascade element according to the invention from inside.

10 Fig. 8B shows the same cascade element as Fig. 8A in an isometric view from inside.

Fig. 8C shows the same cascade element as Fig. 8A in an isometric view from outside.

Fig. 8D shows the same cascade element as Fig. 8A in a first sectional view.

15 Fig. 8E shows the same cascade element as Fig. 8A in a second sectional view.

Fig. 8F shows the same cascade element as Fig. 8A in a third sectional view.

20 Fig. 8G shows the same cascade element as Fig. 8A in a fourth sectional view.

Fig. 9 shows an arrangement of two substantially mirrored cascade elements.

Fig. 10 shows a deflecting blade with a bulge.

Fig. 11 shows a deflecting blade with guiding ribs.

25 Fig. 12 shows a variant of the method for additive production of the cascade element particularly with interwoven reinforcing fibres.

Figs 1 to 4 show an engine 20 having a thrust reverser system 22 (cf. US 2017/0057166 A1). The engine comprises an outer engine nacelle structure 24 and an inner engine nacelle structure 25 (cf. 30 Figs 2 and 3). The engine 20 comprises an air inlet 28 at its front end. The thrust reverser system 22 comprises a moving sleeve 34 and a cascade arrangement 36 which comprises a number of cascade elements 1. The thrust reverser system 22 also comprises one or more blocking 35 flaps 38, which are set up to direct air from the thrust flow path 40 (particularly the engine jet or, in the case of a turbofan, the secondary/bypass flow) of the engine 20 to the cascade arrangement 36 during the use of thrust reversal or to block the thrust flow path 40 (cf. Figs 2 and 3).

The moving sleeve 34 can be moved along a direction of longitudinal extent or axial direction 42 of the engine 20 (drawn in as a centre line of the engine 20), in order to expose the cascade arrangement 36 and to open a thrust reversal flow path 44. When the thrust reverser system is activated, the airflow is diverted by the blocking flap 38 from the thrust flow path 40 to the thrust reversal flow path 44 and subsequently deflected further by the cascade elements 1. In particular, the airflow is diverted into a radially outward and axially forward direction. As is explained further below, a diversion of the airflow in the circumferential direction can also take place using the cascade elements 1, in order for example to deflect the air away from a landing runway and/or wings (cf. Fig. 4). When the thrust reverser system 22 is deactivated, the moving sleeve 34 is moved forwards along the axial direction 42 again, in order to cover the cascade arrangement 36 and to close the thrust reversal flow path 44. The cascade elements 1 are arranged substantially circumferentially around the axial centre line 42.

Figs 5A to 5G show a preferred embodiment of the cascade element 1 according to the invention for a thrust reverser system 22 of an engine 20. Figs 5A and 5B show the cascade element 1 from the inside; Fig. 5C shows the cascade element 1 from the outside. The terms "inside" and "outside" in this case relate to the inside or outside in the state of the cascade element 1 when installed as intended in an engine 20. Figs 5D to 5G in this case are different sectional views of the cascade element 1. The cascade element 1 comprises a number of adjacently arranged deflecting blades 2 for deflecting an airflow. In the embodiment shown, the cascade element 1 comprises six ("regular") deflecting blades 2 and two deflecting blades 2 (arranged at the edge) and therefore eight deflecting blades 2 in total, wherein of course, different numbers of deflecting blades 2 are also possible. The deflecting blades 2 are twisted about their respective longitudinal axis 4 (of which one is indicated dashed) along a twisting longitudinal section 3, which in this embodiment extends along the entire length of the deflecting blades 2. The deflecting blades 2 are connected to one another by a plurality of supporting walls 5. Five supporting walls 5 are provided in this embodiment, wherein two outer supporting walls 5 in each case form outer walls at the same time. Of course, other numbers of supporting walls 5 can also be provided. Two adjacent deflecting blades 2 and

two adjacent supporting walls form a fluid flow deflection channel 6 in each case.

The deflecting blades 2 can in each case be curved with respect to an axis, which is defined by a spacing direction 7 of the number of deflecting blades 2 from one another, to adapt to a lateral surface or a circumference (cf. outer engine nacelle structure 24 in Fig. 1) of an engine 20. This curvature is not illustrated in Figs 5A to 8G, but it can be seen in Fig. 1. The deflecting blades 2 comprise a curved cross section. That is to say, the deflecting blades 2 comprise a curvature about their respective longitudinal axis 4. Due to this curvature, the deflection of the airflow is strengthened in terms of a component in the forwards axial direction (i.e. in the direction opposite to the outlet airflow for flight operations).

Figs 6A to 6G show a further preferred embodiment of the cascade element 1. This embodiment essentially corresponds to that of Figs 5A to 5G, however the twist is realized differently. Whilst in the embodiment of Figs 5A to 5G, a bottom (i.e. innermost) longitudinal line 8 respectively of a deflecting blade 2 substantially continues to run along a circumference of the engine 20, a top longitudinal line 9 (i.e. a longitudinal line lying on the outer side of the engine 20) is inclined with respect to a circumferentially running line of the engine 20. In the embodiment of Figs 6A to 6G, the bottom longitudinal line 8 respectively of the deflecting blade 2 is inclined in the one direction with respect to a circumferential line of the engine 20 and a top longitudinal line 9 respectively of the deflecting blades 2 is inclined in the other direction. The deflecting blades 2 of the embodiment of Figs 6A to 6G comprise a stronger twist than those of Figs 5A to 5G, wherein in both cases, the twisting longitudinal section 3 extends over the entire longitudinal extent of the deflecting blades 2. The direction of downward extent 13 is drawn in Fig. 6E.

The embodiment shown in Figs 7A to 7G essentially corresponds to that shown in Figs 5A to 5G. In contrast to the latter however, the twisting longitudinal section 3 only extends over approximately half of the longitudinal extent of each deflecting blade 2. That is to say the deflecting blades 2 comprise a twist only over a part region of their length. That is to say the longitudinal lines 8, 9 of the deflecting blades are parallel to one another in a first section (on the left side in Figs 7A, 7B) and comprise a twist and

are skew to one another in a section adjacent thereto (on the right side in Figs 7A, 7B). Thus, the deflection of the air can be controlled more precisely. Of course, different deflecting blades 2 of a cascade element 1 may comprise different twists (for example different twist angles) and different twisting longitudinal sections 3. Also, only one deflecting blade 2 or only a portion of the deflecting blades 2 may comprise a (possibly different) twist.

The embodiment shown in Figs 8A to 8G differs from the embodiment shown in Figs 7A to 7G due to the shape of the bottom longitudinal line 8 and top longitudinal line 9, in a manner comparable to the difference between the embodiments of Figs 5A to 5G and 6A to 6G. In this case, the lines 8, 9 in turn run parallel in a first section and at an angle in a second section.

Fig. 9 shows an arrangement of two cascade elements 1, namely a first cascade element 10 and a second cascade element 11. An arrangement of this type may for example be provided in the thrust reverser system 22 of an engine 20. The first cascade element 10 and the second cascade element 11 are arranged circumferentially on an engine 20 in particular, i.e. arranged adjacently in the radial direction with respect to an engine axis 42. The deflecting blades 2 of the first cascade element 10 are twisted about a respective longitudinal axis of this deflecting blade 2 in a first angular direction and the deflecting blades 2 of the second cascade element 11 are twisted about a respective longitudinal axis in a second angular direction, which is opposite to the first angular direction. As a result, a thrust reversal airflow can be bundled, as indicated by the two arrows.

Fig. 10 shows an embodiment of a deflecting blade 2, which comprises a bulge 12 on an edge 14 delimiting the deflecting blade 2 in the direction of downward extent 13. Therefore, the shape of the edge 14 deviates from a straight line or, in the twisting longitudinal section 3, from a helix. The deflecting blade 2 is designed as a partial shell in the region of the bulge 12. The arrows indicate a deflection and bundling of the airflow. In this case, the deflecting blade 2 is designed in such a manner that a fluid flow flowing past the deflecting blade 2 is deflected in the direction of a central line of the bulge 12. As a result, the air flowing through the fluid flow deflection channel 6 can be deflected or bundled more strongly in the direction of the longitudinal axis 4 of the cascade element 1. Particularly in the state when installed

as intended in an engine 20 of an aircraft, the deflection of the airflow counter to the direction of flight can as a result be strengthened, as a result of which an increase of the braking effect can be achieved.

5 Fig. 11 shows a further embodiment of a deflecting blade 2. Guiding ribs 15 are provided on the deflecting blade 2, which run substantially in the direction of downward extent 13 of the deflecting blade 2. In this embodiment, the guiding ribs 15 are provided on both sides of the deflecting blade 2. Of course, these
10 may also be provided only on one side. In this embodiment, two guiding ribs are provided per side, of course different numbers of guiding ribs 15 are also possible.

 Fig. 12 shows the additive production of a number of adjacently arranged deflecting blades 2 and of supporting walls 5, wherein in
15 each case, two adjacent deflecting blades 2 and two adjacent supporting walls 5 form a fluid flow deflection channel 6. In this case, the additive production takes place using a first print head 16 and a second print head 17 (stylized as arrows), wherein at least one supporting wall 5 and one deflecting blade 2, which delimit a
20 certain fluid flow deflection channel 6, are produced using the first print head 16, and at least one further supporting wall 5 and one further deflecting blade 2, which delimit the certain fluid flow deflection channel 6, are produced using the second print head 17, wherein fibres used for additive production from the first print
25 head 16 and from the second print head 17 are criss-crossed in an interwoven manner at least at one corner 18 of the certain fluid flow deflection channel 6. In particular, further fluid flow deflection channels 6 are also produced additively in the same manner. Advantageously, in a first pass, one layer in each case is
30 applied by the first and by the second print head 16, 17. In at least one second pass, in each case one further layer is applied (particularly according to a new pattern), so that at least one, preferably each, deflecting blade 2 and at least one, preferably each, supporting wall 5 contains layers from the first and from the
35 second print head 16, 17. That is to say, for the second layer, the print heads 16, 17 are preferably guided in a transposed manner, i.e. the first print head 16 prints a second layer onto a first layer produced by the second print head 17 and vice versa. As a result, the stability of the cascade element 1 can be improved.

PATENT CLAIMS

1. A cascade element (1) for a thrust reverser system (22) of an engine (20), particularly a jet engine, comprising:

5 a number of adjacently arranged deflecting blades (2) for deflecting an airflow,

characterized in that

at least one of the deflecting blades (2) is twisted about its longitudinal axis (4) at least along a twisting longitudinal section

10 (3).

2. The cascade element (1) according to Claim 1, characterized in that the adjacently arranged deflecting blades (2) are connected to one another by at least two supporting walls (5), wherein in each case, two adjacent deflecting blades (2) and two supporting walls

15 (5) form a fluid flow deflection channel (6).

3. The cascade element (1) according to one of the preceding claims, characterized in that the deflecting blades (2) are curved with respect to an axis, which is defined by a spacing direction (7) of the number of deflecting blades (2) from one another, to adapt

20 to a lateral surface of an engine nacelle (24).

4. The cascade element (1) according to one of the preceding claims, characterized in that at least one deflecting blade (2) comprises a curved cross section.

5. The cascade element (1) according to one of the preceding

25 claims, characterized in that at least one deflecting blade (2) comprises a bulge (12) on an edge (14) delimiting the deflecting blade (2) in the direction of downward extent (13), so that the shape of the edge (14) deviates from a straight line or, in the twisting longitudinal section (3), from a helix.

30 6. The cascade element (1) according to Claim 5, characterized in that the at least one deflecting blade (2) is designed to be concave in the region of the bulge (12).

7. The cascade element (1) according to one of Claims 5 or 6, characterized in that the deflecting blade (2) is designed in such

35 a manner that a fluid flow flowing past the deflecting blade (2) is deflected and/or bundled in the direction of a central line of the bulge (12).

8. The cascade element (1) according to one of the preceding claims, characterized in that at least one guiding rib (15) is

40 provided on at least one deflecting blade (2).

9. The cascade element (1) according to one of the preceding claims, characterized in that at least one deflecting blade (2) comprises a wall thickness which changes in the direction of downward extent (13), wherein the wall thickness in particular decreases in the direction of an airflow discharge direction of a thrust reverser system (22) or the wall thickness decreases from a longitudinal line in both directions of the downward extent (13).

10. An engine (20) having a thrust reverser system (22), characterized in that the thrust reverser system (22) comprises at least one cascade element (1) according to one of the preceding claims.

11. The engine (20) according to Claim 10, characterized in that the thrust reverser system comprises at least one first and one second cascade element (10, 11) in each case according to one of Claims 1 to 9, wherein the first and the second cascade element (10, 11) in the circumferential direction with respect to an engine axis (42) are arranged adjacently, wherein at least one of the deflecting blades (2) of the first cascade element (10) is twisted in a first angular direction about a longitudinal axis (4) of the same deflecting blade (2) at least along the twisting longitudinal section (3), and at least one of the deflecting blades (2) of the second cascade element (11) is twisted in a second angular direction, which is opposite to the first angular direction, about a longitudinal axis (4) of the same deflecting blade (2) at least along the twisting longitudinal section (3).

12. A method for producing a cascade element (1) for a thrust reverser system (22) of an engine (20), particularly a jet engine, comprising the steps:

- additive production of a number of adjacently arranged deflecting blades (2) for deflecting an airflow, wherein at least one of the deflecting blades (2) is constructed with a twist with respect to its longitudinal axis (4) along a twisting longitudinal section (3).

13. The method according to Claim 12, characterized in that the step of additive production of the number of adjacently arranged deflecting blades (2) further comprises:

- the provision of a riblet surface on at least one side surface section of at least one of the deflecting blades (2).

14. The method according to one of Claims 12 or 13, characterized in that the method further comprises the step:

- additive production of at least two supporting walls (5), using which adjacently arranged deflecting blades (2) are connected to one another, wherein in each case two adjacent deflecting blades (2) and two supporting walls (5) form a fluid flow deflection channel (6).

15. The method according to Claim 14, characterized in that the additive production of the number of adjacently arranged deflecting blades (2) and the additive production of at least two supporting walls (5) takes place using at least one first and one second print head (16, 17), wherein at least one supporting wall (5) and one deflecting blade (2), which delimit a certain fluid flow deflection channel (6), are produced using the first print head (16), and at least one further supporting wall (5) and one further deflecting blade (2), which delimit the certain fluid flow deflection channel (6), are produced using the second print head (17), wherein fibres used for additive production from the first print head (16) and from the second print head (17) are criss-crossed in an interwoven manner at least at one corner (18) of the certain fluid flow deflection channel (6).

16. The method according to Claim 15, characterized in that the supporting wall (5), the deflecting blade (2), the further supporting wall (5) and the further deflecting blade (2), which delimit the certain fluid flow deflection channel (6), in each case comprise two layers, wherein the production of one of the two layers takes place using the first print head (16) and the production of the other of the two layers takes place using the second print head (17).