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(54) **GAS TURBINE ENGINE FAN BLADE**

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F05D 2220/36; F05D 2240/301; F05D  
2240/303; Y02T 50/672; Y02T 50/673

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See application file for complete search history.

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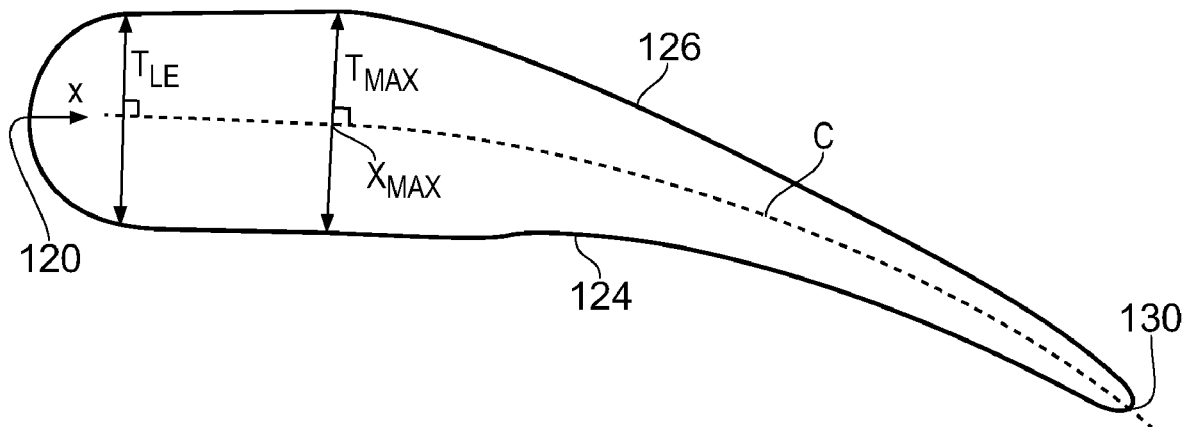
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(57) **ABSTRACT**

A fan blade is provided with an aerofoil portion for which,  
for cross-sections through the aerofoil portion at radii  
between 15% and 25% of the blade span from the root  
radius, the average leading edge thickness is greater than the  
leading edge thickness at the tip. The geometry of the fan  
blade may result in a lower susceptibility to flutter.

**18 Claims, 5 Drawing Sheets**



SECTION A-A

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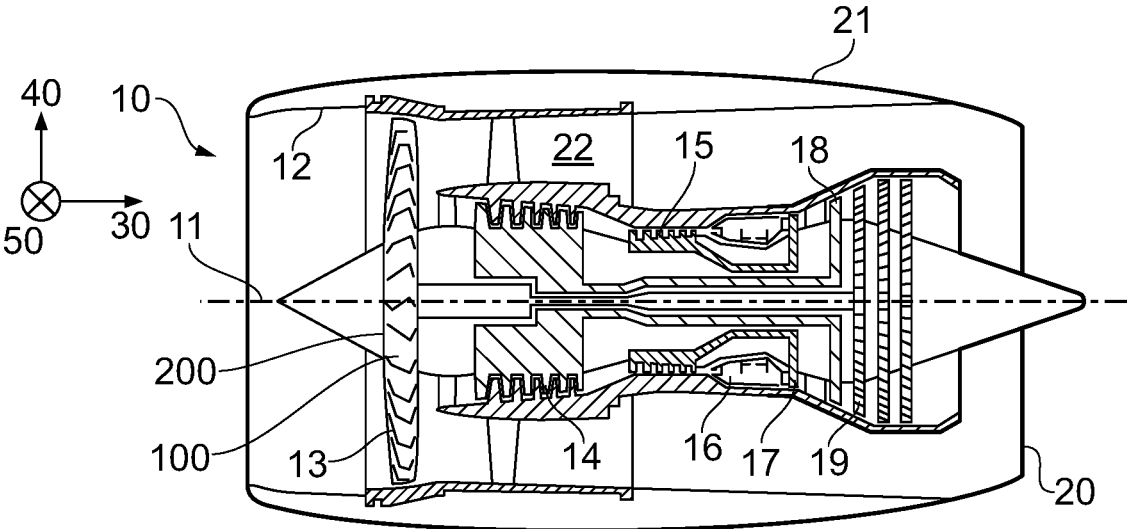


FIG. 1

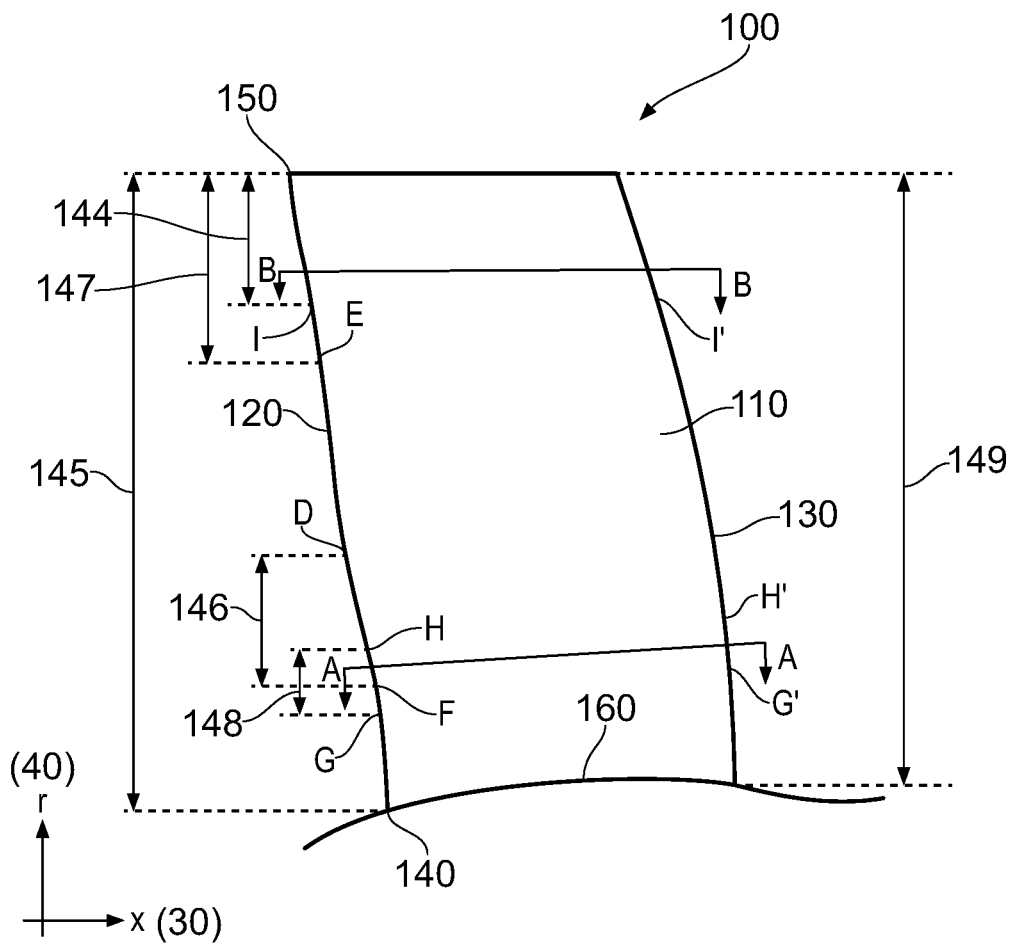


FIG. 2

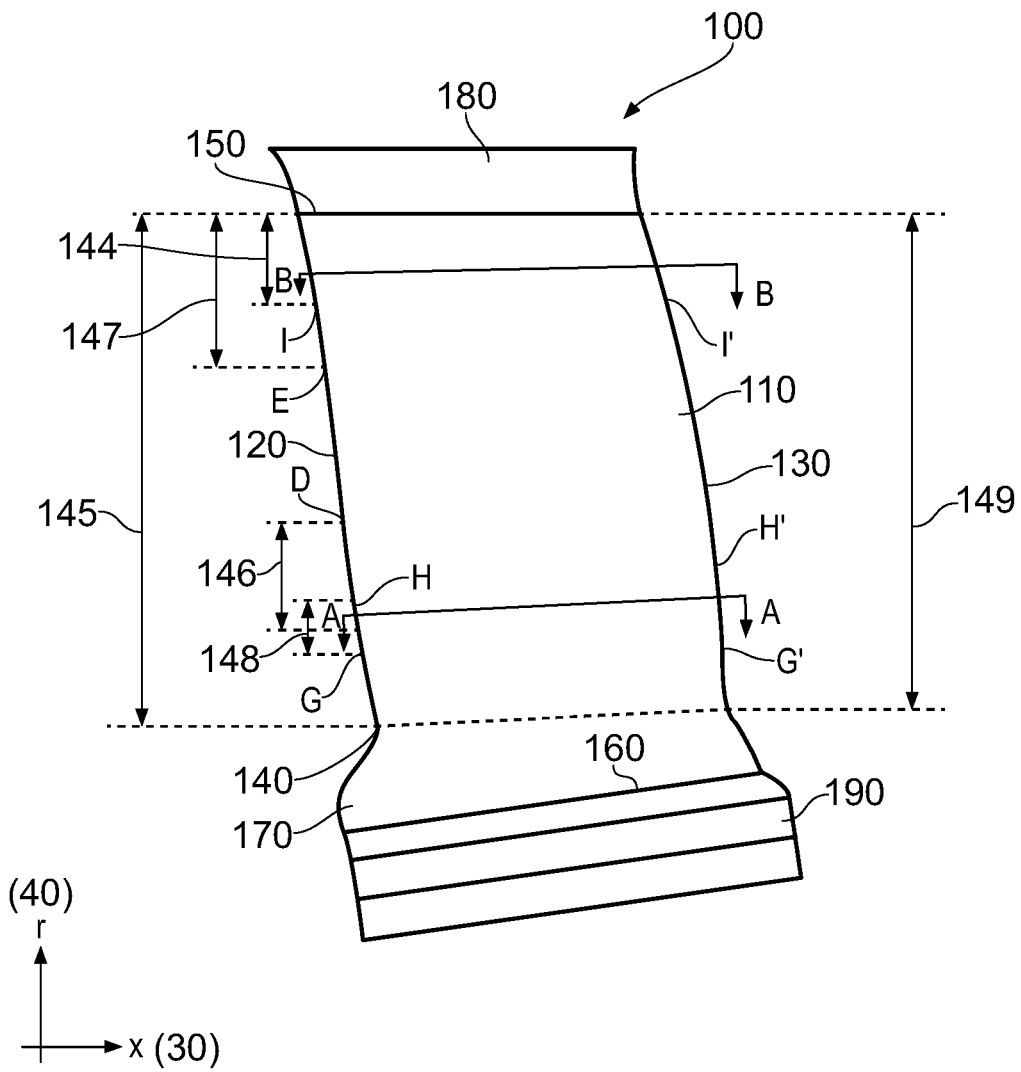
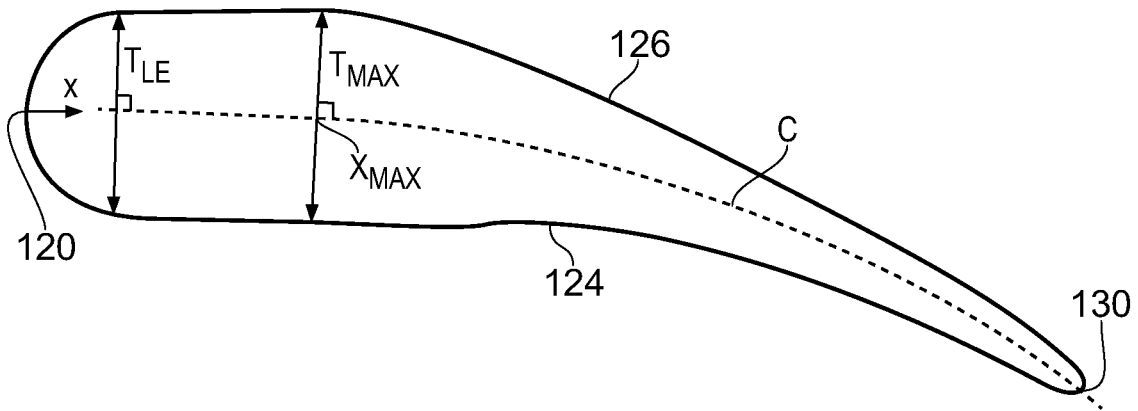
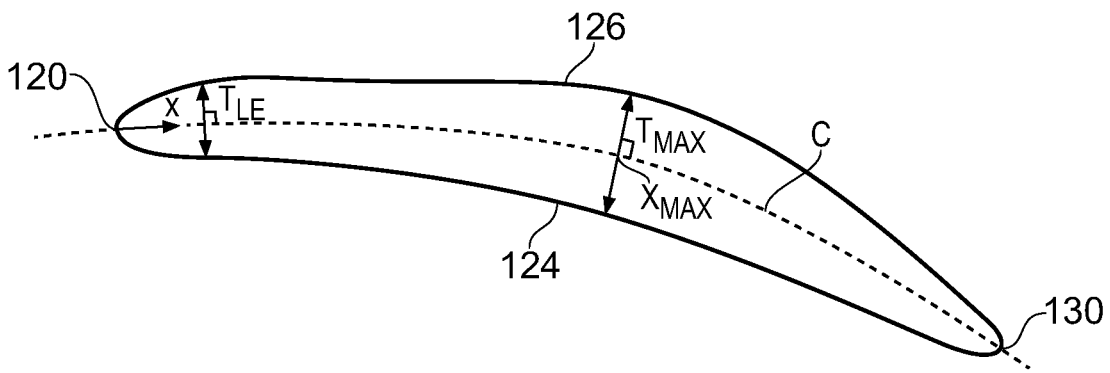


FIG. 3



SECTION A-A  
FIG. 4



SECTION B-B  
FIG. 5

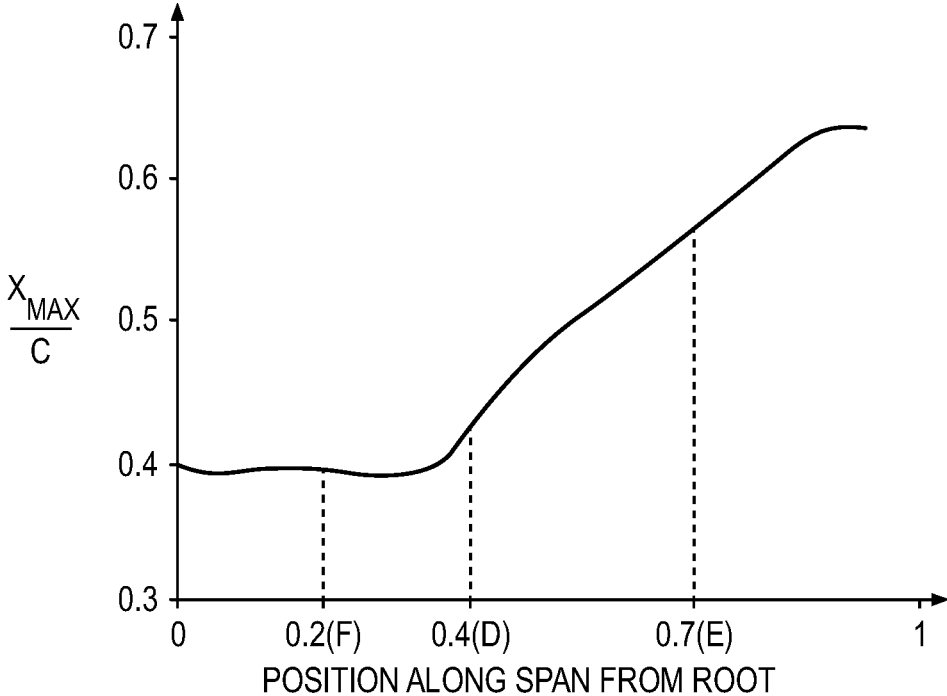


FIG. 6

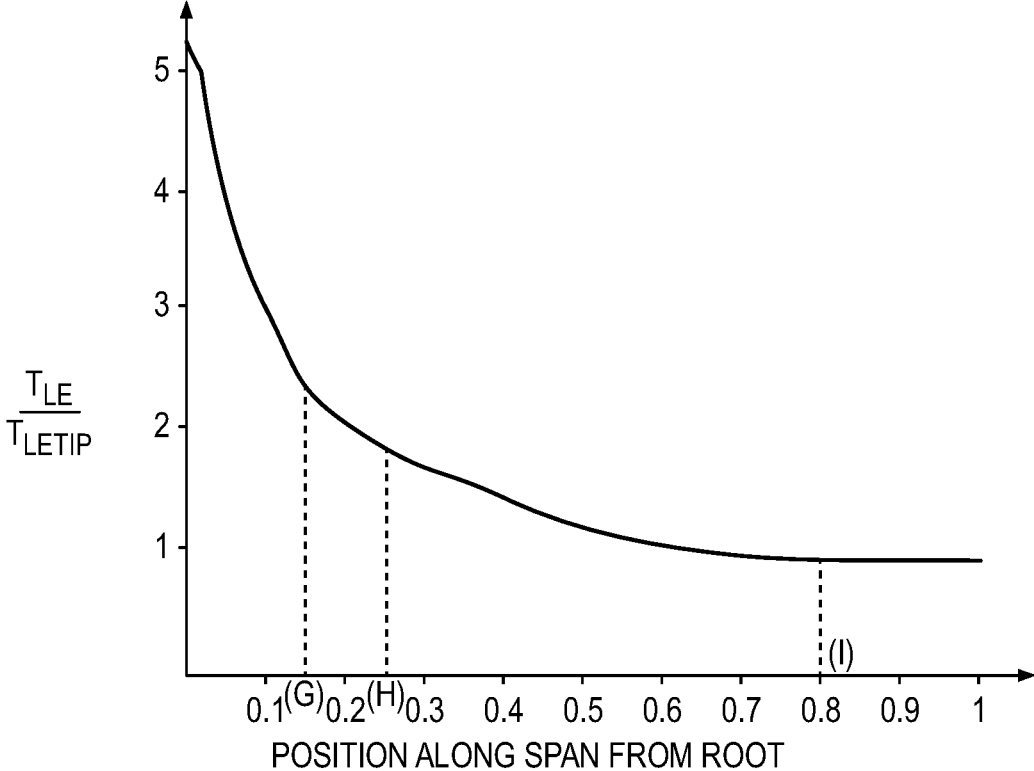


FIG. 7

**GAS TURBINE ENGINE FAN BLADE****CROSS-REFERENCE TO RELATED APPLICATIONS**

This specification is based upon and claims the benefit of priority from UK Patent Application Number 1702384.7 filed on 14 Feb. 2017, the entire contents of which are incorporated herein by reference.

**BACKGROUND****1. Field of the Disclosure**

This disclosure relates to a fan blade for a gas turbine engine, a fan stage comprising at least one such fan blade, and a gas turbine engine comprising such a fan stage.

**2. Description of the Related Art**

Modern gas turbine aero-engines typically comprise a fan, which compresses the incoming air and directs at least a portion of that air along a bypass duct, with the remainder of the air flowing through the engine core. The fan blades of such gas turbine engines may be susceptible to a known phenomenon called flutter. Flutter may occur at certain engine operating conditions, for example certain rotational speeds and/or thrusts and/or combinations thereof.

Flutter may be characterized as a self-excited vibration. When the aerofoils in a blade row (such as the fan blades in a gas turbine engine fan) vibrate, they generate unsteady aerodynamic forces on the blade row itself. Under most conditions, these unsteady aerodynamic forces cause the blade row to do work on the surrounding air, and the vibrations decay in amplitude. However, at certain operational conditions, the surrounding air can do work on the fan itself. If the work done by the air exceeds the work dissipated by mechanical damping, then the vibrations will grow. This instability is known as flutter.

Modern large gas turbine engines are being designed to have lower specific thrust and higher fan tip loading than their predecessors. This may be achieved by driving the fan via a gearbox in order to reduce the rotational speed of the fan. Lower specific thrust and/or lower rotational speed and/or higher tip loading may be beneficial from an efficiency perspective, but may present significant operability challenges.

For example, as the cruise and sea level working lines separate at lower pressure ratios, the challenge to have sufficient stall and flutter margins relative to the sea level static (SLS) working line, and acceptable cruise working line efficiency becomes more difficult.

Accordingly, the design of modern turbofan gas turbine engines tends to increase the susceptibility of fan blades to experience flutter. Flutter is undesirable because it can generate large stresses in an engine.

Accordingly, it would be desirable to be able to reduce the susceptibility of the fan blades in an engine to flutter.

**SUMMARY**

According to an aspect, there is provided a fan blade for a gas turbine engine, the gas turbine engine defining axial, radial and circumferential directions. The fan blade comprises an aerofoil portion having a leading edge extending from a root to a tip, the radial distance between the leading edge at the root and the leading edge at the tip defining a blade span. A leading edge thickness is defined as the thickness of a cross-section at a given radius at a location along the camber line that is 8% of the total length of the

camber line from the leading edge. For cross-sections through the aerofoil portion at radii between 15% and 25% of the blade span from the root radius, the average leading edge thickness is greater than (for example 1.5, 1.6, 1.7, 1.8, 1.9 or 2 times greater than) the leading edge thickness at the tip. The leading edge thickness at the tip may be defined as the average leading edge thickness for all cross-sections through the aerofoil portion at radii greater than 80% of the blade span.

In some arrangements, for cross-sections through the aerofoil portion at radii between 10% and 20% of the blade span from the root radius, the average leading edge thickness is greater than 1.7 times, for example greater than 1.8, 1.9, 2, or 2.1 times) the leading edge thickness at the tip.

As used herein, the thickness of an aerofoil section may be defined at a given location on the camber line as the length of a line that is perpendicular to the local direction of the camber line at that location and extends from the pressure surface to the suction surface.

Reference to a cross-section through an aerofoil at a given percentage along the blade span may mean a section through the aerofoil in a plane defined by: a line that passes through the point on the leading edge that is at that percentage along the leading edge from the leading edge root and points in the direction of the tangent to the circumferential direction at that point on the leading edge; and a point on the trailing edge that is at that same percentage along the trailing edge from the trailing edge root.

As referred to herein, the percentage along the leading edge or trailing edge from the root may be, for example a radial percentage or a spanwise percentage.

Alternatively, reference to a cross-section through an aerofoil at a given radial percentage along the blade span may mean a section through the aerofoil that is perpendicular to the radial direction at that radial percentage along the leading edge.

Where reference is made to the axial, radial and circumferential directions, the skilled person will readily understand this to mean the conventional directions when the fan blade is assembled as part of a fan stage or is provided in a gas turbine engine. Viewing the blade along a circumferential direction may mean viewing the blade in side profile and/or in the meridional plane and/or projected onto a plane defined by the axial and radial directions.

Without being bound by any particular theory, the present inventors have understood that the susceptibility of a blade to flutter may depend at least in part on the frequency and mode shape of the first vibration mode of the blade. For example, in general a higher first modal frequency may reduce fan blade susceptibility to flutter. The inventors have developed blades and/or aerofoil portions of blades as described and/or claimed herein in order to reduce the susceptibility to flutter. This may be achieved, for example, by adopting the thickness distribution as described and/or claimed herein, which may be said to increase the thickness in certain regions of the blade relative to previous blades.

Leading edge thickness distributions as described and/or claimed herein may be generally relatively thicker than conventional blades at radii between 15% and 25% of the blade span relative to the leading edge thickness at the tip. This may decrease the susceptibility of the blade to flutter, for example by stiffening the leading edge of the blade, which may result in a higher first mode natural frequency and/or reduced torsional content in the first mode shape.

By providing a blade that is less susceptible to flutter, it may be possible, for example, to operate a gas turbine engine comprising such blades in a more efficient engine cycle.



In some arrangements, for all cross-sections through the aerofoil portion at radii between 15% and 25% of the blade span from the root radius, the leading edge thickness may be greater than the leading edge thickness at the tip, for example greater than 1.5, 1.6, 1.7, 1.8, 1.9 or 2 times the leading edge thickness at the tip.

In some arrangements, for all cross-sections through the aerofoil portion at radii between 10% and 20% of the blade span from the root radius, the leading edge thickness may be greater than the leading edge thickness at the tip, for example greater than 1.7, 1.8, 1.9, 2 or 2.1 times the leading edge thickness at the tip.

For cross-sections through the aerofoil portion at radii between 20% and 40% of the blade span from the root radius, the average location of the position of maximum thickness along the camber line may be at less than 45% of the total length of the camber line from the leading edge. For cross-sections through the aerofoil portion at radii greater than 70% of the blade span from the root radius, the average location of the position of maximum thickness along the camber line may be at more than 50% of the total length of the camber line from the leading edge.

By way of example, for cross-sections through the aerofoil portion at radii between 15% or 20% and 40% or 45% of the blade span from the root radius, the average location of the position of maximum thickness along the camber line may be less than 35%, in the range of from 35% to 50%, for example 40% to 45%, for example on the order of 42%, of the total length of the camber line from the leading edge. For example, for cross-sections through the aerofoil portion at radii between 20% and 40% of the blade span from the root radius, the average location of the position of maximum thickness along the camber line may be at less than 42% of the total length of the camber line from the leading edge.

By way of example, for cross-sections through the aerofoil portion at radii greater than 65%, for example 75% or greater, of the blade span from the root radius, the average location of the position of maximum thickness along the camber line may be in the range of from 55% to 80%, for example 60% to 70%, for example on the order of 65% of the total length of the camber line from the leading edge. Thus, for example, for cross-sections through the aerofoil portion at radii greater than 70% of the blade span from the root radius, the average location of the position of maximum thickness along the camber line may be at more than 55% of the total length of the camber line from the leading edge.

As used herein, where the average location of the position of maximum thickness is said to be at greater (or less) than a given percentage of the total length of the camber line over a certain range of radii, this may mean that the position of maximum thickness is greater (or less) than that given percentage of the total length of the camber line for all cross-sections over that entire range of radii. Alternatively, where the average location of the position of maximum thickness is said to be at greater (or less) than a given percentage of the total length of the camber line over a certain range of radii, the position of maximum thickness may not necessarily be greater (or less) than that given percentage of the total length of the camber line for all cross-sections over that entire range of radii.

Again without being bound by particular theory, it is suggested that biasing the thickness distribution more towards the trailing edge of the blade towards the radially outer portion may reduce the amount of torsion in the first modal frequency mode. This may be because in the radially outer portion of the blade the leading edge region has higher kinetic energy in the first vibration mode, and so biasing the

mass (or thickness) towards the trailing edge in this radially outer portion (for example compared with conventional blades) may tend to increase the first modal frequency.

The fan blade may comprise a platform. The fan blade may comprise a root portion. The root portion may extend between the platform and the root of the aerofoil portion. Alternatively, the aerofoil portion may extend directly from the platform, with no intermediate root portion, such that the root of the aerofoil foil portion is the root of the fan blade.

Where the fan blade comprises a root portion, the radial extent of the root portion may be no more than 15%, for example no more than 10%, 7%, 5%, 3%, 2% or 1%, of the span of the aerofoil portion, for example.

The fan blade may comprise a tip portion that extends at least radially away from the tip of the aerofoil portion. Alternatively, the fan blade may comprise no tip portion, such that the tip of the aerofoil portion is also the tip of the fan blade.

Where the fan blade comprises a tip portion, the radial extent of the tip portion may be no more than 15%, for example no more than 10%, 7%, 5%, 3%, 2% or 1%, of the span of the aerofoil portion, for example.

Any fan blade and/or aerofoil portion described and/or claimed herein may be manufactured from any suitable material or combination of materials. For example at least a part of the fan blade and/or aerofoil may be manufactured at least in part from a composite, for example a metal matrix composite and/or an organic matrix composite, such as carbon fibre, and/or from a metal, such as a titanium based metal or an aluminium based material (such as an Aluminium-Lithium alloy) or a steel based material.

According to an aspect, there is provided a fan stage for a gas turbine engine comprising a plurality of fan blades as described and/or claimed herein. The fan stage may comprise a hub, from which the fan blades may extend, for example in a radial direction.

Such a hub may be, or may comprise, a fan disc and/or may be driven by a shaft. The shaft itself may be driven by a turbine of a gas turbine engine.

The fan blades may be attached to the hub in any desired manner. For example, each fan blade may comprise a fixture which may engage a corresponding slot in the hub (or disc). Purely by way of example, such a fixture may be in the form of a dovetail that may slot into and/or engage a corresponding slot in the hub/disc in order to fix the fan blade to the hub/disc.

By way of further example, the fan blades may be formed integrally with a hub. Such an arrangement may be referred to as a blisk or a bling. Any suitable method may be used to manufacture such a blisk or bling. For example, at least a part of the fan blades may be machined from a block and/or at least part of the fan blades may be attached to the hub/disc by welding, such as linear friction welding.

By way of further example, the fan blades may be attached to a hub in a manner that allows their pitch to be varied.

In any arrangement of fan stage, the ratio of the radius of the position where the leading edge of one of the fan blades meets the hub to the outermost radial extent of the leading edge of the fan blade is less than 0.4, for example less than 0.37, for example less than 0.35, for example less than 0.33, for example less than 0.3, for example less than 0.25. This may be referred to as the hub-to-tip ratio and/or may be the same as the ratio of the radius of the root at the leading edge of the aerofoil portion to the radius of the tip at the leading edge of the aerofoil portion, for example where the fan blade is not provided with a root portion or a tip portion. The

hub-to-tip ratio refers, of course, to the gas-washed portion of the fan blade, i.e. the portion radially outside any platform.

According to an aspect, there is provided a gas turbine engine comprising at least one fan blade as described and/or claimed herein and/or a fan stage as described and/or claimed herein.

Such a gas turbine engine (which may, of course, be a turbofan gas turbine engine) may have a specific thrust of less than 15 lbf/lb/s (or approximately 150 N/Kg/s), for example less than 12 lbf/lb/s (or approximately 120 N/Kg/s), for example less than 10 lbf/lb/s (or approximately 110 N/Kg/s) or 100 N/Kg/s, for example less than 9 lbf/lb/s (or approximately 90 N/Kg/s), for example less than 8.5 lbf/lb/s (or approximately 85 N/Kg/s), for example less than 8 lbf/lb/s (or approximately 80 N/Kg/s).

Any gas turbine engine described and/or claimed herein may have a fan tip loading ( $dH/U_{tip}^2$ ) at cruise conditions of greater than 0.3, for example in the range of from 0.3 to 0.37, for example 0.32 to 0.36, for example on the order of 0.35 (all units being  $\text{JKg}^{-1}\text{K}^{-1}/(\text{ms}^{-1})^2$ ), where  $dH$  is the enthalpy rise across the fan (for example the 1-D average enthalpy rise of the flow across the fan at cruise conditions), and  $U_{tip}$  is the velocity of the tip, for example at cruise conditions, which may be calculated as the rotational speed multiplied by the tip radius at the leading edge. Cruise may be defined as the phase between the initial ascent and final descent of an aircraft to which the engine may be attached. As used herein, cruise may mean, for example, mid-cruise, i.e. mid-point (for example in terms of time and/or fuel burn) of a flight (or at least of the cruise phase of a flight).

The radius of the fan may be measured between the engine centreline and the tip of a fan blade at its leading edge. The fan diameter (which may simply be twice the radius of the fan) may be greater than 250 cm, for example greater than 260 cm, 270 cm, 280 cm, 290 cm, 300 cm, 310 cm, 320 cm, 330 cm, 340 cm or 350cm.

Gas turbine engines in accordance with the present disclosure may have any desired bypass ratio, where the bypass ratio is defined as the ratio of the mass flow rate of the flow through the bypass duct to the mass flow rate of the flow through the core at cruise conditions. In some arrangements the bypass ratio may be greater than 10, for example greater than 11, for example greater than 11.5, for example greater than 12, for example greater than 13, for example greater than 14, for example greater than 15. The bypass duct may be substantially annular. The bypass duct may be radially outside the core engine. The radially outer surface of the bypass duct may be defined by a nacelle and/or a fan case.

A gas turbine engine as described and/or claimed herein may have any desired maximum thrust. Purely by way of non-limitative example, a gas turbine as described and/or claimed herein may be capable of producing at least 170 kN of thrust, for example at least 180 kN, for example at least 190 kN, for example at least 200 kN, for example at least 250 kN, for example at least 300 kN, for example at least 350 kN, for example at least 400 kN. The thrust referred to above may be at standard atmospheric conditions.

Such a gas turbine engine may be of any suitable form. For example, the gas turbine engine may be an aero gas turbine engine for use on aircraft. Such an engine may be a geared turbofan gas turbine engine, in which the fan stage is driven from a turbine via a gearbox, in order to reduce (or increase) the rotational speed of the fan stage compared with the driving turbine stage(s).

The arrangements of the present disclosure may be particularly effective in addressing any operability issues presented by the use of such lower speed fans, such as those driven via a gearbox.

The input to such a gearbox may be directly from a core shaft that connects a turbine to a compressor, or indirectly from the core shaft, for example via a spur shaft and/or gear. The core shaft may rigidly connect the turbine and the compressor, such that the turbine and compressor rotate at the same speed (with the fan rotating at a lower speed).

Any number of fan stages may be provided to an engine. For example, a gas turbine engine may have a single fan stage, such that the next downstream rotor stage after the fan is a compressor rotor stage, for example a compressor rotor stage in the core of the engine.

The skilled person will appreciate that except where mutually exclusive, a feature described in relation to any one of the above aspects may be applied to any other aspect. Furthermore, except where mutually exclusive, any feature described herein may be applied to any aspect and/or combined with any other feature described herein.

#### BRIEF DESCRIPTION OF THE DRAWINGS

Embodiments will now be described by way of example only, with reference to the Figures, in which:

FIG. 1 is a sectional side view of a gas turbine engine on accordance with the present disclosure;

FIG. 2 is a side view of a fan blade according to an example of the present disclosure;

FIG. 3 is another side view of a fan blade according to an example of the present disclosure;

FIG. 4 is a cross-sectional view through a fan blade according to an example of the present disclosure;

FIG. 5 is another cross-sectional view through a fan blade according to an example of the present disclosure;

FIG. 6 is a schematic graph showing an example of the position of maximum thickness of a cross-section against position along the blade span for a fan blade according to an example of the present disclosure; and

FIG. 7 is a schematic graph showing an example of the ratio between the leading edge thickness at a particular position along the blade span and the leading edge thickness at the tip against the position along the blade span for a fan blade according to an example of the present disclosure.

#### DETAILED DESCRIPTION OF THE DISCLOSURE

With reference to FIG. 1, a gas turbine engine is generally indicated at **10**, having a principal and rotational axis **11**. The engine **10** comprises, in axial flow series, an air intake **12**, a propulsive fan **13**, an intermediate pressure compressor **14**, a high-pressure compressor **15**, combustion equipment **16**, a high-pressure turbine **17**, an intermediate pressure turbine **18**, a low-pressure turbine **19** and an exhaust nozzle **20**. A nacelle **21** generally surrounds the engine **10** and defines both the intake **12** and the exhaust nozzle **20**.

The gas turbine engine **10** works in the conventional manner so that air entering the intake **12** is accelerated by the fan **13** to produce two air flows: a first air flow into the intermediate pressure compressor **14** and a second air flow which passes through a bypass duct **22** to provide propulsive thrust. The intermediate pressure compressor **14** compresses the air flow directed into it before delivering that air to the high pressure compressor **15** where further compression takes place.

The compressed air exhausted from the high-pressure compressor **15** is directed into the combustion equipment **16** where it is mixed with fuel and the mixture combusted. The resultant hot combustion products then expand through, and thereby drive the high, intermediate and low-pressure turbines **17, 18, 19** before being exhausted through the nozzle **20** to provide additional propulsive thrust. The high **17**, intermediate **18** and low **19** pressure turbines drive respectively the high pressure compressor **15**, intermediate pressure compressor **14** and fan **13**, each by suitable interconnecting shaft.

The gas turbine engine **10** and/or the fan stage **13** and/or the fan blades **100** of the fan stage **13** shown in FIG. **1** may be in accordance with examples of the present disclosure, aspects of which are described by way of example only in relation to FIGS. **2** to **5**.

Any gas turbine engine in accordance with the present disclosure (such as the gas turbine engine **10** of FIG. **1**) may, for example, have a specific thrust in the ranges described herein (for example less than **10**) and/or a fan blade hub to tip ratio in the ranges described herein and/or a fan tip loading in the ranges described herein.

The present disclosure may relate to any suitable gas turbine engine. For example, other gas turbine engines to which the present disclosure may be applied may have related or alternative configurations. By way of example such engines may have an alternative number of interconnecting shafts (e.g. two) and/or an alternative number of compressors and/or turbines. Further the engine may comprise a gearbox provided in the drive train from a turbine to a compressor and/or fan. The gas turbine engine shown in FIG. **1** has a mixed flow nozzle **20**, meaning that the flow through the bypass duct **22** and the flow through the core **15, 16, 17, 18, 19** are mixed, or combined, before (or upstream of) the nozzle **20**). However, this is not limiting, and any aspect of the present disclosure may also, for example, relate to engines **10** having a split flow nozzle, which may mean that the flow through the bypass duct **22** has its own nozzle that is separate to and may be radially outside a core engine nozzle. One or both nozzles (whether mixed or split flow) may have a fixed or variable area. Whilst the described example relates to a turbofan engine, the disclosure may apply, for example, to any type of gas turbine engine, such as an open rotor (in which the fan stage is not surrounded by a nacelle) or turboprop engine, for example.

The geometry of the gas turbine engine **10**, and components thereof, is defined by a conventional axis system, comprising an axial direction **30** (which is aligned with the rotational axis **11**), a radial direction **40**, and a circumferential direction **50** (shown perpendicular to the page in the FIG. **1** view). The axial, radial and circumferential directions **30, 40, 50** are mutually perpendicular.

The fan stage **13** comprises a plurality of fan blades **100** extending from a hub **200**. The fan blades **100** may be defined with respect to the axial direction **30**, radial direction **40**, and circumferential direction **50** shown in FIG. **1** in relation to the gas turbine engine **10**.

FIG. **2** is a side view (that is, a view in the axial-radial plane) of the fan blade **100**. The fan blade **100** has an aerofoil portion **110**. The aerofoil portion **110** has a leading edge **120** and a trailing edge **130**. The aerofoil portion **110** extends from a root **140** to a tip **150** in a substantially radial spanwise direction. The leading edge **110** may be defined as the line defined by the axially forwardmost points of the aerofoil portion **110** from its root **140** to its tip **150**.

A radial span **145** is defined as the distance in the radial direction **40** between the leading edge **120** at the root **140**

and the leading edge **120** at the tip **150**. The radius of the leading edge **120** at the root **140** may be referred to as the root radius. The radius of the leading edge **120** at the tip **150** may be referred to as the tip radius. A trailing edge span **149** may be defined between the trailing edge **130** at the root **140** and the tip **150**.

A radial extent **146** is shown schematically in FIG. **2** representing the region between a point F at a radius of 20% of the blade span **145** from the root radius and a point D at a radius of 40% of the blade span **145** from the root radius.

A radial extent **147** is shown schematically in FIG. **2** representing the region at a radius greater than 70% of the blade span **145** from the root radius, with the point at a radius of 70% of the blade span **145** from the root radius being labelled as point E.

A radial extent **148** is shown schematically in FIG. **2** representing the region between a point G at a radius of 15% of the blade span **145** from the root radius and a point H at a radius of 25% of the blade span **145** from the root radius. The corresponding points at the same respective percentages along the trailing edge span **149** are marked as G' and H'. A cross section A-A through the aerofoil portion **110** within the radial extent labelled **148** is indicated by arrows A-A in FIG. **2**, and shown in FIG. **4**. The cross-section A-A passes through a point that is between 15% and 25% of the blade span **145** from the leading edge root and a point that is the same percentage of the trailing edge span **149** from the trailing edge root.

A radial extent **144** is shown schematically in FIG. **2** representing the region at a radius greater than 80% of the blade span **145** from the root radius, with the point at a radius of 80% of the blade span **145** from the root radius being labelled as point I. The corresponding point at a radius of 80% of the trailing edge span **149** from the trailing edge root radius is labelled as point I'. A cross section B-B through the aerofoil portion **110** within the radial extent labelled **144** is indicated by arrows B-B in FIG. **2**, and shown in FIG. **5**. The cross-section B-B passes through a point that is greater than 80% of the blade span **145** from the leading edge root and a point that is the same percentage of the trailing edge span **149** from the trailing edge root.

The fan blade **100** comprises a platform **160**. The aerofoil portion **110** may extend directly from the platform **160**, as in the FIG. **2** example. Alternatively, as shown by way of example in FIG. **3**, a fan blade **100** may have a root portion **170**. The root portion **170** may be said to extend between the platform **160** and the root **140** of the aerofoil portion **110**. The radial extent of the root portion **170** may be no more than 7%, for example no more than 5%, of the span of the aerofoil portion **110**.

Also as shown by way of example in FIG. **3**, the fan blade **100** may comprise a tip portion **180**. The tip portion **180** may be said to extend from the tip **150** of the aerofoil portion **110**. The radial extent of the tip portion **180** may be no more than 5% of the span of the aerofoil portion **110**.

As shown in FIG. **3**, regardless of the whether the fan blade **100** comprises a root portion **170** and/or a tip portion **180**, the blade span **145** (and the trailing edge blade span **149**) is defined between the root **140** and the tip **150** of the aerofoil. Similarly, the regions **144, 146, 147, 148** described above in relation to FIG. **2** are also defined in relation to the blade span **145** defined between the root **140** and the tip **150**, regardless of whether the blade **100** comprises a root portion **170** and/or a tip portion **180**. The cross-sectional locations A-A in the region **146** and B-B in the region **147** are also shown in FIG. **3**.

As noted above, FIG. 4 shows the cross-section A-A defined herein, and FIG. 5 shows the cross-section B-B also defined herein. Both cross-sections have a camber line C (which may alternatively be referred to as a mean line). The camber line C may be defined as a line formed by the points equidistant from the pressure surface 124 and the suction surface 126. The distance along the camber line C from the leading edge 120 is indicated by the letter x in FIGS. 4 and 5. The total length of the camber line C is the length of the dashed line between the leading edge 120 and the trailing edge 130.

The thickness T at a given position x along the camber line C may be defined as the length of a line that is perpendicular to the camber line C at the location x and extends from the pressure surface 124 to the suction surface 126.

In the cross-section A-A (defined elsewhere herein), the position  $x_{max}$  of maximum thickness  $T_{max}$  along the camber line C may be in the range of from 35% to 50%, for example 40% to 45%, for example less than 45%, for example on the order of 42%, of the total length of the camber line C from the leading edge 120, as illustrated schematically in FIG. 4. These values may refer to the average position  $x_{max}$  of maximum thickness  $T_{max}$  in the region 146 between points G and D and/or to the position  $x_{max}$  of maximum thickness  $T_{max}$  for all cross sections in the region 146 between points G and D.

In the cross-section B-B (defined elsewhere herein), the position  $x_{max}$  of maximum thickness  $T_{max}$  along the camber line C may be greater than 55%, for example in the range of from 55% to 80%, for example 60% to 70%, for example on the order of 65% of the total length of the camber line C from the leading edge 120, as illustrated schematically in FIG. 5. These values may refer to the average position  $x_{max}$  of maximum thickness  $T_{max}$  in the region 147 between point E and the tip 150 and/or to the position  $x_{max}$  of maximum thickness  $T_{max}$  for all cross sections in the region 147 between point E and the tip 150.

FIG. 6 is a graph showing an example of the position  $x_{max}$  of maximum thickness  $T_{max}$  along the camber line C (with "C" as used on the y-axis representing the total length of the camber line). In the FIG. 6 example, for the region between points F and D (i.e. for radii between 20% and 40% of blade span 145 from the root), the location (for all cross-sections and/or as an average) of the position of maximum thickness along the camber line is less than about 0.42 (or 42%) of the total length of the camber line. Also in the FIG. 6 example, for the region radially outside point E (i.e. for radii greater than 70% of blade span 145 from the root), the location (for all cross-sections and/or as an average) of the position of maximum thickness along the camber line is greater than about 0.55 (or 55%) of the total length of the camber line. It will be appreciated that the geometry represented by the graph in FIG. 6 is exemplary only, and a great many other geometries are possible in accordance with the present disclosure. Indeed, the geometry of some examples in accordance with the present disclosure may not be in accordance with positions of maximum thickness shown and described in relation to FIGS. 4, 5 and 6, which only represent exemplary, optional, positions of maximum thickness.

Both FIGS. 4 and 5 have the thickness of the leading edge indicated as  $T_{LE}$ .  $T_{LE}$  is the thickness of an aerofoil section at a given radius at a position along the camber line that is 8% of the total length of the camber from the leading edge. This definition is used in order to be sufficiently far from the

leading edge 120 itself to avoid the influence of the leading edge curvature (which may be, for example, an ellipse shape) on the thickness.

FIG. 7 is a graph showing an example of the ratio of the leading edge thickness ( $T_{LE}$ ) at a given radial position to the leading edge thickness ( $T_{LE}$ ) at the tip, where the leading edge thickness at the tip is defined as the average leading thickness for all cross-sections through the aerofoil portion at radii greater than 80% of the blade span 145. In the FIG. 7 example, the leading edge thickness ( $T_{LE}$ ) at radii between about 15% (indicated by letter G in FIGS. 2, 3 and 7) and about 25% (indicated by letter H in FIGS. 2, 3 and 7) of the blade span 145 from the root radius is greater than the leading edge thickness ( $T_{LE}$ ) at the tip (as defined elsewhere herein). Indeed, in the FIG. 7 example, the leading edge thickness ( $T_{LE}$ ) at radii between about 15% (indicated by letter G in FIGS. 2, 3 and 7) and about 25% (indicated by letter H in FIGS. 2, 3 and 7) of the blade span 145 from the root radius is at least 1.5 times, and indeed at least 2 times, the leading edge thickness ( $T_{LE}$ ) at the tip. It will be appreciated that the geometry represented by the graph in FIG. 7 is exemplary only, and a great many other geometries are possible in accordance with the present disclosure.

As explained elsewhere herein, the blade geometry described and/or claimed herein may reduce the susceptibility of the blades to flutter.

The fan blade 100 may be attached to the hub 200 in any desired manner. For example, the fan blade 100 may comprise a fixture 190 such as that shown by way of example in FIG. 3 which may engage a corresponding slot in the hub (or disc). Purely by way of example, such a fixture may be in the form of a dovetail that may slot into and/or engage a corresponding slot in the hub/disc in order to fix the fan blade to the hub/disc.

Alternatively, the fan blade 100 and the hub 200 may be formed as a unitary part, with no mechanical and/or releasable connections, so as to form a unitary fan stage 13. Such a unitary fan stage 13 may be referred to as a "blik". Such a unitary fan stage 13 may be manufactured in any suitable manner, for example by machining and/or by linear friction welding the fan blades 100 to the hub 200, or at least linear friction welding the aerofoil portions 110 to a hub 200 that includes radially inner stub portions of the fan blades 100.

The hub to tip ratio, which may have a value as indicated elsewhere herein, may be defined as the radius of the leading edge 120 at the root 140 (which may itself be referred to as a hub) of the aerofoil 110 divided by the radius of the leading edge 120 at the tip 150 of the aerofoil 110.

It will be understood that the invention is not limited to the embodiments above-described and various modifications and improvements can be made without departing from the concepts described herein. Except where mutually exclusive, any of the features may be employed separately or in combination with any other features and the disclosure extends to and includes all combinations and sub-combinations of one or more features described herein.

We claim:

1. A fan blade for a gas turbine engine, the gas turbine engine defining axial, radial and circumferential directions, the fan blade comprising:

an aerofoil portion having a leading edge extending from a root to a tip, the radial distance between the leading edge at the root and the leading edge at the tip defining a blade span, wherein:

a leading edge thickness (TLE) is defined as the thickness of a cross-section at a given radius at a location along

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- a camber line that is 8% of the total length of the camber line from the leading edge; and
- for cross-sections through the aerofoil portion at radii between 15% and 25% of the blade span from a root radius, an average leading edge thickness is greater than 1.5 times the leading edge thickness at the tip, where:
- the leading edge thickness at the tip is defined as the average leading edge thickness for all cross-sections through the aerofoil portion at radii greater than 80% of the blade span.
2. The fan blade according to claim 1, wherein for all cross-sections through the aerofoil portion at radii between 15% and 25% of the blade span from the root radius, the leading edge thickness (TLE) is greater than 1.5 times the leading edge thickness at the tip.
3. The fan blade according to claim 1, wherein:
- for cross-sections through the aerofoil portion at radii between 20% and 40% of the blade span from the root radius, the average of the location of the position of maximum thickness (Tmax) along the camber line of each section is at less than 45% of the total length of the camber line from the leading edge; and
- for cross-sections through the aerofoil portion at radii greater than 70% of the blade span from the root radius, the average of the location of the position of maximum thickness (Tmax) along the camber line for each section is at more than 50% of the total length of the camber line from the leading edge.
4. The fan blade according to claim 3, wherein:
- for cross-sections through the aerofoil portion at radii between 20% and 40% of the blade span from the root radius, the average of the location of the position of maximum thickness (Tmax) along the camber line of each section is at less than 42% of the total length of the camber line from the leading edge.
5. The fan blade according to claim 3, wherein:
- for cross-sections through the aerofoil portion at radii greater than 70% of the blade span from the root radius, the average of the location of the position of maximum thickness (Tmax) along the camber line for each section is at more than 55% of the total length of the camber line from the leading edge.
6. The fan blade according to claim 3, wherein for all cross-sections through the aerofoil portion at radii between 20% and 40% of the blade span from the root radius, the location of the position of maximum thickness (Tmax) along the camber line is at less than 45% of the total length of the camber line from the leading edge.

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7. The fan blade according to claim 3, wherein for all cross-sections through the aerofoil portion at radii greater than 70% of the blade span from the root radius, the location of the position of maximum thickness (Tmax) along the camber line is at more than 50% of the total length of the camber line from the leading edge.
8. The fan blade for a gas turbine engine according to claim 1, wherein the fan blade comprises:
- a platform; and
- a root portion, wherein
- the root portion extends between the platform and the root of the aerofoil portion.
9. The fan blade for a gas turbine engine according to claim 8, wherein the radial extent of the root portion is no more than 7% of the span of the aerofoil portion.
10. The fan blade for a gas turbine engine according to claim 1, wherein the fan blade comprises a tip portion that extends at least radially away from the tip of the aerofoil portion.
11. The fan blade for a gas turbine engine according to claim 10, wherein the radial extent of the tip portion is no more than 7% of the span of the aerofoil portion.
12. A fan stage for a gas turbine engine comprising:
- a hub; and
- a plurality of fan blades according to claim 1, wherein: the fan blades extend radially from the hub.
13. The fan stage for a gas turbine engine according to claim 12, wherein:
- the ratio of the radius of the position where the leading edge of one of the fan blades meets the hub to the outermost radial extent of the leading edge of the fan blade is less than 0.33.
14. The gas turbine engine comprising a fan blade according to claim 1.
15. A gas turbine engine comprising The fan stage according to claim 12.
16. A gas turbine engine comprising:
- a fan having a plurality of fan blades according to claim 1;
- a turbine; and
- a gearbox, wherein:
- the fan is driven from the turbine via the gearbox, in order to reduce the rotational speed of the fan stage compared with the driving turbine stage.
17. The gas turbine engine according to claim 14 with a specific thrust of less than 100 N/Kg/s.
18. The gas turbine engine according to claim 15 with a specific thrust of less than 100 N/Kg/s.

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