

Jean-Baptiste Quélène, Rudy Desmarcheliers, Romain Cotillard, Stéphane Rougeault, Guillaume Laffont Université Paris Saclay CEA, List, F-91120 Palaiseau, France

Nassim Salhi, Minh-Chau Phan Huy, Didier Pohl Safran Tech, Safran Sensing Systems Applications and Research, Rue des Jeunes Bois, Châteaufort, 78114 Magny-Les-Hameaux, France



## FIBER BRAGG GRATING TEMPERATURE MONITORING OF HELICOPTER **ENGINE MECHANICAL PARTS ON AN ENGINE TEST BENCH**

Abstract: Fiber Bragg Grating temperature monitoring results of two mechanical parts located in the exhaust system of a helicopter engine test bench are reported and compared to thermocouple and SWIR camera measurements.

## **MONITORED PIECES OF THE EXHAUST SYSTEM**

**18 FBG temperature sensors disposed on two** mechanical parts





Schematic of monitored piece 1 front and back and disposal Schematic of monitored piece 2, disposal of of temperature sensors (a and b resp.). (c) photograph of temperature sensors (a) and photograph of piece 1 front (c). piece 2 (b).



Temperature measured during a test cycle vs time for different temperature sensors and different mechanical pieces.

**MEASURED TEMPERATURE COMPARED WITH SWIR PROFILES AND ANALYSIS OF 5-KHZ SIGNAL** OF SINGLE FBG SENSOR





freq (Hz)

Distance (mm) Distance (mm) Distance (mm)

Temperature at different instants on piece 1 front. **Red** dots: FBG sensors. Blue and green lines: profiles extracted from SWIR images on the glue and a few millimeters aside respectively.

## FBG signal acquired at 5 kHz during a test cycle. (a) Temperature of sensor, (b) FBG peak signal AC component obtained from difference between signal and signal convoluted by rectangular window (in pm), (c) short-time Fourier transform of this signal.

## **Conclusion:**

- Temperature measurement as high as 600°C and calculation of temperature gradients.
- Comparison of results obtained with FBGs, TC sensors and SWIR camera.
- Analysis of 5-kHz signal.

