Final Year Project Title

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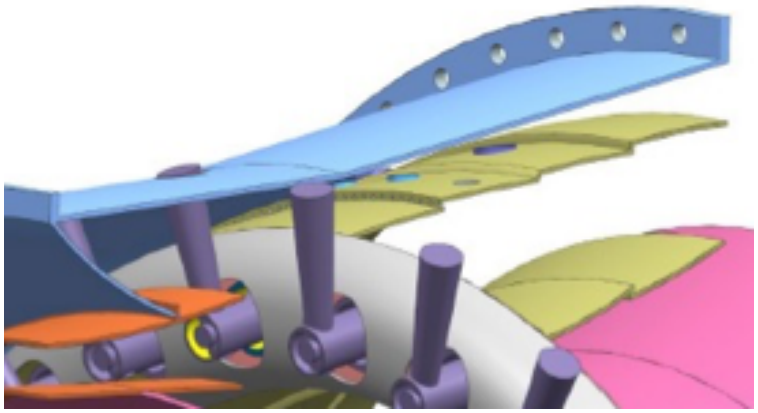

This is the single-page summary. The summary should allow readers to rapidly become acquainted with the material without reading it all. It should be concise and without fine detail, providing a commentary on the main points only, and following the same sequence as the report itself. Begin with an introduction and have a conclusion. Use language appropriate for an intelligent non-expert audience. Only include material present in the report. The summary must be readable separately from the main report.

For the main project report (in semester 2 only), include a 'graphical abstract' just above the summary in the location shown. Graphical abstracts are becoming increasingly common in scholarly papers. It is a single image that is the visual equivalent of a written abstract. It should clearly represent the work to help a reader to quickly gain an overview. A key figure from the work from the work can work well, but it should also ideally by eye-catching as part of its purpose is to encourage reading.

*Aeronautical Engineering MEng; Bxxxxxx; Project supervisor: Dr/Prof F. M. Last

1 Introduction

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1.1 Subsection example

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1.1.1 Subsubsection example

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This is an example of a table.

Table 1 Example table of values

	Probe Location	
Variable	$x = 0.812$m	$x = 1.066$m
δ(mm)	12.51	15.44
δ^*(mm)	2.05	2.53
θ(mm)	1.47	1.82
H	1.39	1.39

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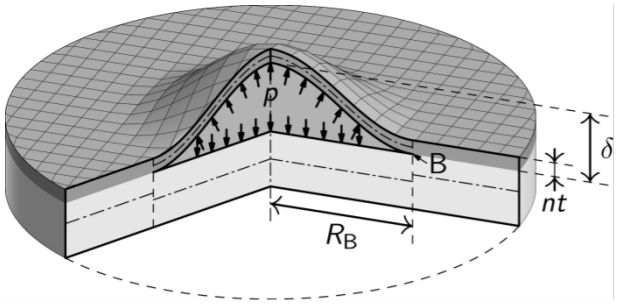

Fig. 1 Example figure of blister

[1] is a citation about something.
The non-dimensionalised displacement thickness is shown to be

$$\frac{\delta^*}{\delta} = \int_0^1 \left(1 - \frac{U}{U_e}\right) d\eta = \int_0^1 \left(1 - \eta^{\frac{1}{n}}\right) d\eta \tag{1}$$

which simplifies to $1 - \frac{n}{n+1}$.

References

[1] Carl D Meinhart, Steve T Wereley, and Juan G Santiago. “PIV measurements of a microchannel flow”. In: *Experiments in fluids* 27.5 (1999), pp. 414–419.

Appendix A Design point

Table 2 Engine design point

Design point	Value	Design point	Value
Cruise thrust	16klbs (71.17kN)	Cruise altitude	32kft (9753.6m)
Cruise Mach	0.82	Polytropic efficiency of fan at cruise	0.92
Max compressor delivery temperature (T3)	920K	Polytropic efficiency of compressors at cruise	0.90
Max turbine entry temperature (T41)	1725K	Polytropic efficiency of HP turbine at cruise	0.87
Bypass duct total pressure loss	1%	Polytropic efficiency of LP turbine at cruise	0.90
Transfer efficiency	0.8197		