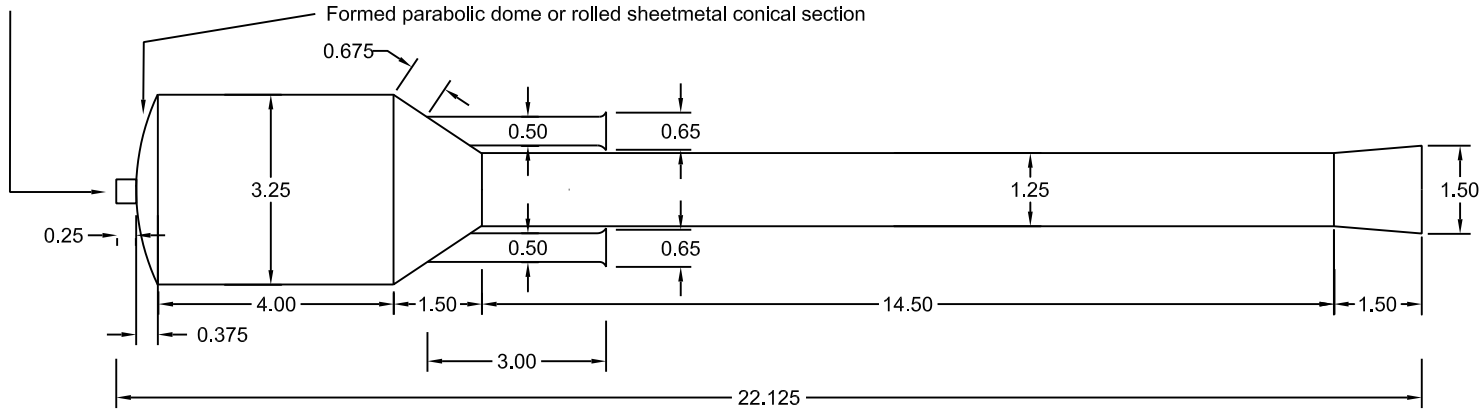
Spark Plug Nut. Drill and tap round bar to fit spark plug of your choice.

M10 - 1 Threaded NGK CM-6 Spark plug used on proven engine

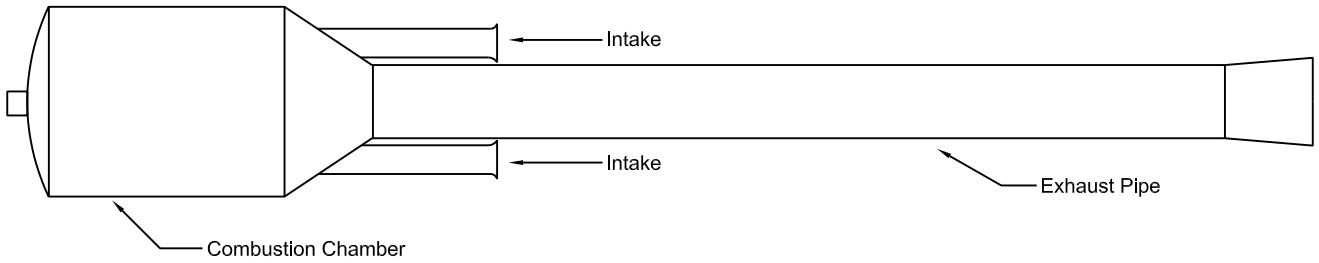


This engine is a small Thermojet style valveless pulsejet engine. It has two intakes, which allows each to be shorter in length than if a single intake were used. Fuel must be injected into both intakes and because of this propane is easiest to use. This engine will produce about 2-3 pounds thrust.

The engine should be constructed of stainless steel, no thinner than 26 gauge sheet metal should be used. The fuel injector assembly should be made from stainless steel tubing and have an inside diameter approximately 1/8" for propane. It is important to use proper fittings, regulators, and to make sure all connections are leak free when using propane.

With this small of an engine the best position for the propane fuel injector seems to be right at the front of the intake. This allows the propane to mix with the air over longer distances. The injector may be flush with the intake or be situated up to an inch into the intake.

The end of the fuel probe should have a proper propane fitting, and any propane line near the engine should be metal, and the rest of the propane line should be shielded from direct radiant heat. Extreme heat given off by the engine can melt the fuel line if it is situated too close to the engine.



All dimensions in inches

Pulsejet Design CD

Thermojet Style Valveless Pulsejet

By using these plans you acknowledge that building and operating jet engines is inherently dangerous, and that running a jet engine could cause severe bodily harm, fire, property destruction, and even death; the author is not responsible for anything that may result from the use of these plans.

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No gaurentees are given to actual thrust performance. Engine performance will vary from quality of construction and fuel system properties. Thrust values are from prototype and experimentally proven engines.