

Jet Air Starter Trolley

CAPABILITY SHEET - GROUND AIR START UNITS - FLOW HELD AT PRESSURE, RATED HOT AND HIGH

THE SYSTEM

WHAT	A flight-line cart supplying large-volume compressed air to an aircraft's air turbine starter until the engine is self-sustaining.
OUR ROLE	Trolley and running gear, the whole air path, hose management and connector, controls and protection, enclosure, performance testing.
STATUS	Engineered to order; quoted across air starter, portable engine-starting unit and starting-trolley requirements. No delivered trolley is claimed.

THE GOVERNING IDEA

A FLOW SOURCE, NOT A COMPRESSOR	Pressure is high pressure at low flow. This is the opposite, so a cart quoted on pressure alone says nothing about what it can start.
THE RATING IS FLOW HELD AT PRESSURE	Stall pressure, measured ambient and field elevation, sustained for the whole crank, and measured at the coupling rather than the machine.
A STALLED START IS THE WORST OUTCOME	At mid-cycle the engine can hang below self-sustaining speed while fuel burns, or run hot. Both damage engines.

THE MACHINE

TURBINE OR DIESEL	A turbine and load compressor give high flow in a compact package; a diesel and screw compressor cost less to run and are simpler to maintain.
SIZED HOT AND HIGH	Both prime mover and compressor derate as ambient and elevation rise, which is exactly when the engine is hardest to start.
AIR QUALITY IS NOT OPTIONAL	As air passes through the starter and then the engine, so filtration and water separation are specified, not assumed.

DISTINCT & HONEST

ASK STARTS PER HOUR	One start proves little. A flight line launching a formation needs consecutive starts without a long cool-down.
THE HOSE EATS PERFORMANCE	Large-bore duct is heavy and hot, its volume fills before the aircraft sees flow, and pressure drop is real - so quote at the coupling.
ENGAGEMENT	Send the start-air demand, airfield elevation and design ambient, and sortie rate to sales@neometrixgroup.com for a compliance matrix in two days.

DEFENCE PROGRAMMES DESK

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