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Career Objective:

To work in a challenging position for an esteemed organization that provides the best opportunities to utilize my talent and leadership skills for professional and personal development.

Summary

OPERATION REASEARCH ENGINEER

1.Problem sloving of Linear progarammimg problem

Fiaseable area
Simplex method
Dual simplex method
Big M method

2. Problem sloving of transportation method

North west corner Method
Vogel method

3 Problem sloving by assignement Method

Hugarain method

4. Network analysis
Cirtical path
Pert Method
C PROGRAMMiNG KNOWLEDGE

1 Addition and multification of number program
2 factorial of number program
3 even odd number progarm
4 area of circle area of rectangle area of sqaure area of triangle progarmming
5prime no progarmming
6 sorting bubble insertion seration heap sort quik sort
7adding mulitification subtraction division by array

ESTIMATOR OF ELECTRICAL BUSBAR :

THE DRAWING CAME FROM CLIENT RECIVED TO THE RR ENGINEERING AND

ALTERNATIVELY CAME TO ME FOR THE ESTIMATION OF BUSBAR ELECTRICAL

BUSBAR NO OF PROJECT DONE ARE FALLOWS

1.DAMAC TOWER

2 GARDENIA RESIDENCE

3GENERAL AOOR PLAN

4 APOLLO

5 DUBAI MALL

6 BUSSNIESS BAY

Signer Distinguished Name: SERIALNUMBER=2617[illegible], CN=Yunus Khawas, OU=UAE PASS, O=UAE Government, L=Dubai, C=AE
Signature date: 2022.12.31 14:15:32 +04:00

1.Engine Cycle Air craft :

Intake : First function of mechanical rotation of shaft by the compressor pressurized air this done on Compression cycle

Compression Cycle:the pressurized air from compressor is heated in combustion chamber to hot gas To form backwad force .

Combustion cycle : the hot air supplied to the turbine that produced heat energy to kinetic Energy Either vertical or horizontal motion jet

Expansion Cycle: at exhaust all energy converted into kinetic energy here point to be noted the Nozzle discharge of the hot gases is converted into velocity that is known as engine cycle

TRBUO JET ENGINE :

The cold air compress by compressor then pass through combustion chamber the hot air produced in Combustion chamber mixture both hot air and cold air known air mixture ratio that produce velocity and thrust

2. Enthalpy and EntorpyDiagarm :

Enathalpy is Quantity in which hot air change one state to other state

Entropy : this change one form state to mechanical works

Thrust: the nozzle generated opposite dirctionforce is known as thrust i.e Momentum= Mass x velocity

Generally Jet purpose is to increase the momentum as passes through air it

3. Conversion of Energy :

Internal Energy : it depends on the temp of gas

Pressure Energy : static pressure to the density

Kinetic energy : the sqaure gas velocity

Air craft Design

1. **Thrust**

T= m(c9-c0)+(p9A9-P0A0)

Discharging nozzle not expanding for atmospheric pressure

Exhaust nozzle and pressure force acting in direction of thrust

Thrust is Maximum when Exhust nozzle velocity is maximum

Highest effeciecy obtained were exhaust pressure equal to discharge pressure

2.Specific Fuel consumption

The amount of fuel used in one unit of thrust over finite period of time

Consumption of fuel given by thrust /hour

3.Specific Thrust

The amount of unit air flow to produced unit amount of thrust

4Thrust related fronted area

The Max is thrust when the cross section area of engine is max .

AIR INTAKE :

Air intake in which compressor,combustion,turbine, exhaust are most important

Supersonic movement is one air passes through engine the fornt part should quasi circuler cross section

The aircraft move speed of sound engine fornt end should elliptical or half circulerirrgeuler cross section

Incase thrust produced maximum when shape fornt either elliptical, circuler

Sharp elliptical bent at the fornt end can withstand great acceration is know as lip sharp bent

Due great acceration the rear end the condensation process is obtained

In produced condension at the run way, passenger Cabin

Lip can withstand speed of sound

Speed required exceed velocity must be 45km/hr

Velocity must suitable for compressor

Due to higher speed there must be contraction of fornt end lip

At compression face M=Density *velocity*area compression

At Contraction Face M = Density* Velocity*area Contraction

Diffuser is part at lip end which convert kinetic Energy in to pressure Energy

Distortion Parameter : In which rake arm 60 degree per arm

So total arm are six

Formula :

DC60= Pm- P60/q

Supersonic Flow is defined as body is moving with the more than speed of sound

March No is ratio of Air flow velocity to the speed of sound

March No Great than one Supersonic air craft. Normal airline March No Less than one

2. Axial Compressor

Modern Engine with Higher Thrust produced

Air Flow is uniform that withstand the turning flow

Smaller Cross section that reduced arodyanamic Drag

Part Axial Compressor:

1 Compressor Fornt Frame

2.Compressor Casing with Stator

3.Rotor With Rotor Blade

4.Compressor Rear Frame

1.Compressor Fornt Frame

Compressor Fornt Frame Made up of Al alloy Casing Ring attached with the Gear Box Connected

With shaft casing provided

2.Compressor Casing : The supporting rotor which have Air flow Throgh Series of (strut)

attached to form Casing this has been Bolted With rotor Inside it Vane Attached circuler Both

Compressor Fornt top and Bottom Frame

Compressor Casing tube like consurction typical split like after rotor installed in casing both

Longitudinal bolted Casing material will be Tataniumforging in Heat process occour in Casing

T section Blade Thermax Material is used the Ribs attached countering hole inside compressor Casing

Circumfercialy attached ribs inter attached with Vane in Circumfercialy inter attached with Blade

3.Rotor:

The Rotor Required several Thousand horse power to process compressor

Rotor is inform of drum type or disc type or combination of shaft and disc structure

Disc Mounted on drum inter connected with rotor Blade attached circumfercially

Rotor disc with rotor blade attached trasfering axial load and troque and blade produced velocity

Two shaft are interconnected one compressor produced troque the other shaft tubine shaft

Onother hand Blade produced Centerifugal force (force produced away from center)

4.Compressar rear frame:

The compressor rear end disc type which attached combustor

Compressor Operation:

a. Absoult Velocity: velocity seen next to the engine
b. Circumfercial Velocity : rotational speed and radial position
c. Realative velocity observe on rotational speed of blade

COMBUSION CHAMBER :

The air compression Gas go through combustion chamber were hot Gases intract with cold gas

Cold gas having velocity of 150m/sec when entering the combustion chamber were it will be reduced

To velocity of the 25m/sec The temperature is abt 2000k

TURBINE ENGINE :

The turbine derives compressor and it produced maximum horse power 50000 hp

And single blade produced horse power 250hp

Advangce large engine produced a of thrust 20 tones

The compressor convert whisrle into pressure energy

The pressure energy convert into mechanical works that is thrust

The axial flow turbine is higher mass flow rate produced

Radial Turbine consist of two main elements

1.Stationary rotatory Guide vanes

2.Set rotating type blade

Radial vanes nozzle are connected end cumbusion chamber were hot air passes through

Hot gas accelerate higher velocity of vanes

Turbine nozzle in which blade attached circumfercialy with stationary nozzle

Factor effecting turbine :

1.the no of compressor

2.the amount energy acquired from hot gas

3.the rotational velocity

4 maximum dia of turbine

Reaction Turbine :

The expansion of gas withstanding nozzle but also the rotor . the blade on rotor wheel

the hot gas passes through. The rotor wheel the temperature ,pressure decreases

At rotor wheel thedistatncebetn on blade to other blade is less . The acceleration of rotor more

The effecincy of turbine

η= Actual power of turbine/ideal power turbine

Value of turbine eff is between 0.72 to 0.92

Turbine power = u1*c1u- u2 *c2u

The power of turbine is the circumferencialvelocity blade1 to the circumferencial velocity of

Roto1 minus circumferencialvelocity of blade2 to the circumferencialvelocity of rotor2

Power

The turbine shaft power is equal to the horsepower to the specific mass

T= Hpower* m

T--- shaft power

Hpower- horse power

m- specific mass

1. N-12000rpm

2 Mean radius ----------**0.5m**

3. cv-----430m/sec

4 ----mass flow rate = 50m/sec

N == velocity rotor c1× velocity blade u1 ×mass flowrate

i.eanguler velocityu1 =12000×3.142/60

u1= .5×12000×3.142/60

u1=**628.3m/sec**

shaft thrust=50*628*430=13508kw

=13508*1.34**=18100hp**

Note for radius of turbine 500mm horse power required is 18100kw at velocity 628m/sec

Experience in handling projects of conveyors.

- ✓ Final inspection of conveyors such as belt and magnetic and scraper.
- ✓ Final inspection of valves such as ball,gate and globe .
- ✓ Drawing of enclosure of GE Drawing to actual drawing .
- ✓ Valves are rate of flow liquid either oil or water .
- ✓ Testing of valves in BS standard and API standard.
- ✓ Hydro and Pneumatic testing of valves .
- ✓ Take down the requisition form very department like of production, design and quality department
- ✓ Type of requisition: company is oil and gas sector material to be purchase will pipes , valves ,steel ,tank material etc (company name is steel construction llc)
- ✓ The enquiry will placed for the different companies taken down best quote price
- ✓ Best quotation then after enter in the system taken down the purchase order
- ✓ Purchase order will be signed authorised Management
- ✓ Placed purchased order to the supplier
- ✓ After receiving material particular purchase order that had been placed for supplier
- ✓ Check the invoice with purchase order placed to supplier

Professional Experience:

Company	**Work Span**	**Designation**
MivenMayfran Conveyor Hubli	2003 to 2005	Trainee Engineer
Malisco Switch Gear LLC Dubai	2005 to 2007	Mechanical engineer
MKT Valves Hubli	2007 to 2009	Final inspection engineer
Anjuman Polytechnic Hubli	2009 to 2015	Lecturer
Steel Construction LLC Abu Dhabi	2016	Procument engineer

Experience:

- **Ref : Mr. DESAI 2003 to 2005**

Role : Trainee Engineer

Contribution:

- ✓ To handle final inspection of conveyor.
- ✓ Co-ordinate with the sale department for despatch.
- ✓ Preparations all documents for despatch .
- ✓ Requisition placed press shop of cutting sheet
- ✓ Placed requisition for belt conveyor horizontal sheet, inclined sheet, base sheet
- ✓ In bending machine bend the inclined, horizontal, base sheet as per the drawing
- ✓ Fabrication shop welding done on structure of belt conveyor
- ✓ Chain ready in chain assembly shop and particular ratio gear box ready.
- ✓ Shaft and both gear ready in machine shop
- ✓ Final assembly of belt conveyor ready in assembly shop

- **Ref : Mr. MOHAMMED ALI 2005 to 2007**

Role: Mechanical Engineer

Contribution:

- ✓ Assigning and preparing work schedule for my team.
- ✓ Supervision of invoicing.
- ✓ Coordinate with customer for despatch.

Contribution:

the enquiry place bythe customer for particular dbs ,smdbs, mdbs and capacitor bankFor the sales department and estimation taken from estimation department placed for the sales department From the customer taken down the approval of estimated cost and the drawing of the items and placed the approval drawing to the production dept for manufacturing of items

Project as a production engineer

1. Arab tech hasan khan
2. Sedcoramze
3. Alhuralshaheenkhalid
4. Gantoot engineering khaleed
5. seco

All project had done on the basis of purchase order that had been placed
The fallow up of payment of the placed invoice of the projects of particular industry

- **Ref: Mr.Takkur 2007 to 2009**

Role: Mechanical engineer

Contribution:

- ✓ Assigning and preparing work schedule for team of machineshop. Supervision of valves assembly.
- ✓ Hydro and Pneumatic testing of valves .
- ✓ Making report .
- ✓ Coordinate with customer for despatch.
- ✓ Process layout of valves inward store machine shop ,assembly shop, testing despatch
- ✓ Manufacturing of gate, globe ,lift check , swing check , butterfly valves, ball valve (two way , three way)
- ✓ Process control of each valves for gate
- ✓ Body ,bonnet , stem ,wedge seatring ,yoke seelve , flanges, oil seal depends on class

800,2500,1500, manufactured as size of 25 to 2500mm(forging and casting body)

- ✓ Lapping done on wedge to required leak proof
- ✓ Testing done of valve gate pneumatic and hydraulic testing done depends on chart bs standard and api standard
- ✓ Globe valves in parts are body ,bonnet , stem , yoke seelve , flanges , disc same as above of gate
- ✓ Ball two way male and female stem , ball, flanges , buffing done on balls to be accuracy
- ✓ Swing check valve in which body , with swing check arm, with flange to be testing same as gate
- ✓ Butterfly as two body and butter fly bonnet as tested same as gate

Duties :
estimation can easily done
Final inspector of valves testing done as per bs and api standard
Valves inspection as done pneumatic 7 kg/m2 and other hydraulic depends on api and bs standard
Final inspection depend total dia of flange and sertiondia and pcd no of holes
Making of report each valves
Concern to production the requirement is given by the company with the purchase order(planning dept)
Placed production for manufacturing of valves
Then put for inspection and despatch

- ➢ **Ref : Mr. SHAIKH SIR** **2009 to 2015**

Role: Lecturer
Contribution:

- ✓ Assigning and preparing work schedule for subjects to be taught.
- ✓ Conducting practical.
- ✓ Preparation and conducting test.
- ✓ Announcing result after checking .

- ➢ **Ref: Mr.abudan2016**

Role:ProcumentEngg
Contribution:

- ✓ Taking the requisition from production dept.
- ✓ Placing enquiries to different companies.
- ✓ Collect best Quotation and Place order

Qualification Summary:

Degree	Institute	Year	Percentage (%)
BE(I &P)	BVB College Of Engg Technologies ,Hubli	1998-2003	58
XII (PCM)	Nehru Arts Science and Commerce College Hubli	1996-1998	55
X Std.	Govt Urdu High School Hubli	1995-1996	70