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(54) **VANE PLATFORM LEADING EDGE
RECESSED POCKET WITH COVER**

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See application file for complete search history.

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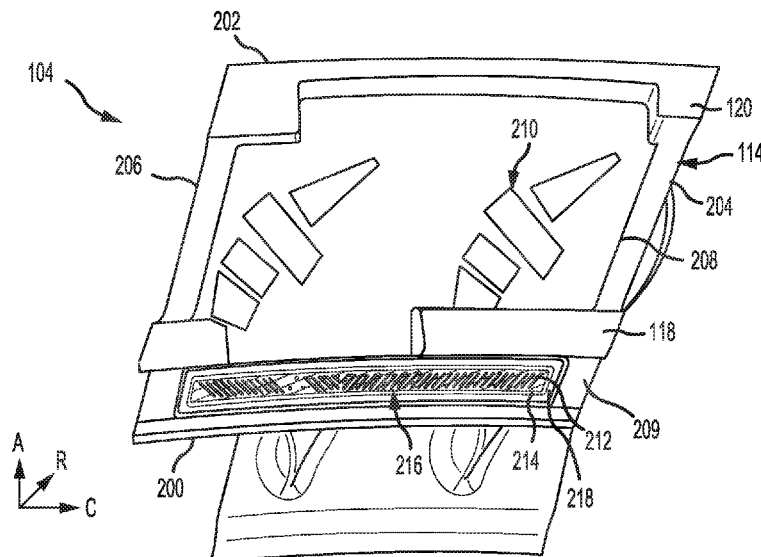
(57) **ABSTRACT**

A platform for an airfoil of a gas turbine engine having an axis extending from a front of the gas turbine engine to a rear of the gas turbine engine. The platform includes a leading edge configured to face towards the front of the gas turbine engine. The platform further includes a trailing edge opposite the leading edge. The platform further includes a radially outer surface that defines a pocket for receiving a cooling airflow. The platform further includes a cover coupled to the radially outer surface to at least partially enclose the pocket and defining a plurality of air inlet holes configured to port at least a portion of the cooling airflow into the pocket.

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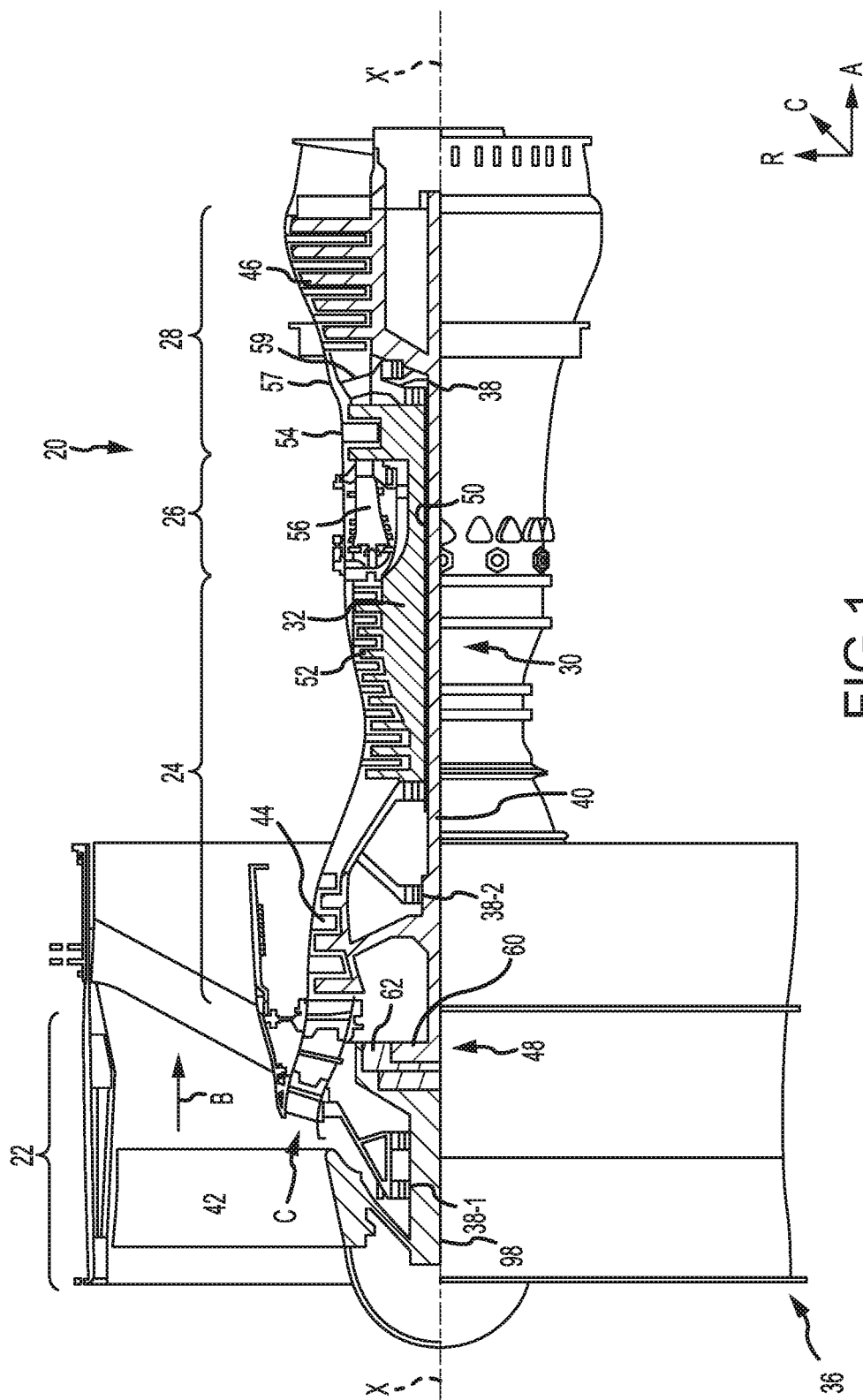
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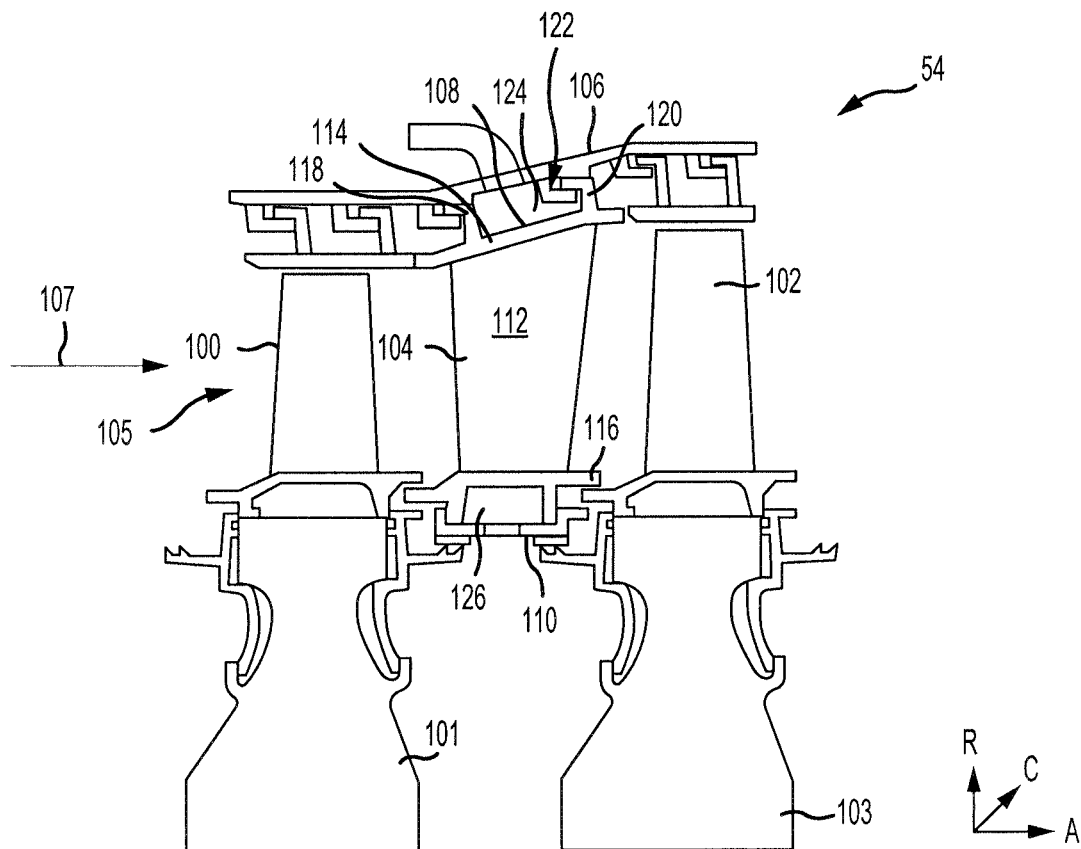


FIG.2

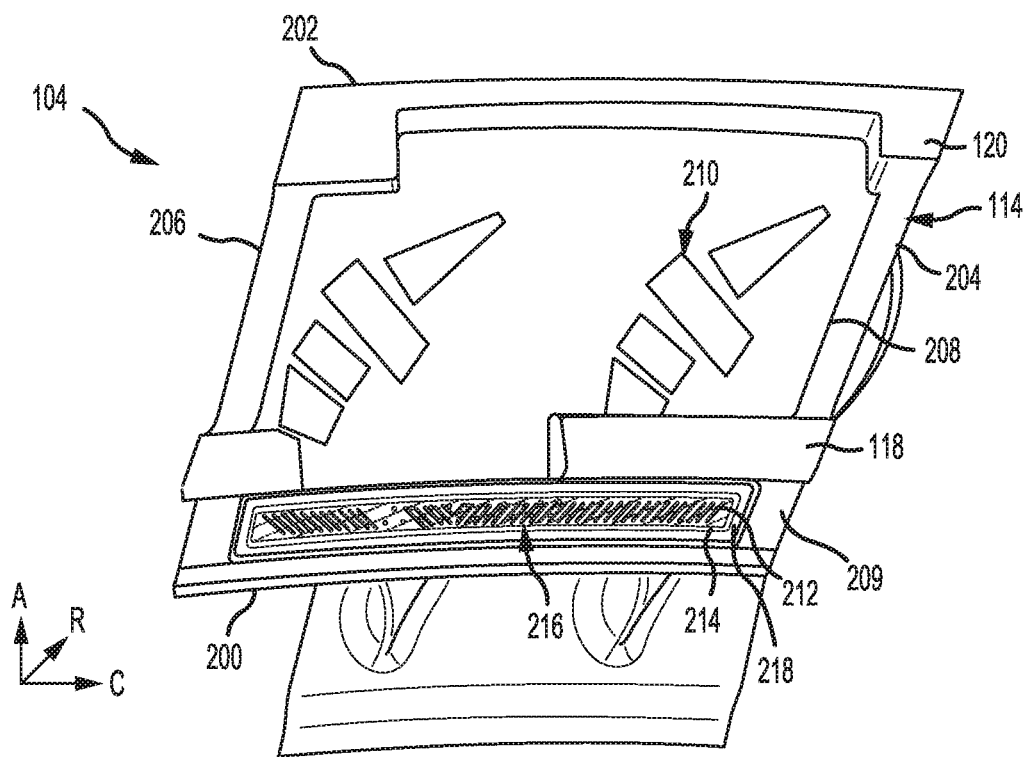


FIG.3

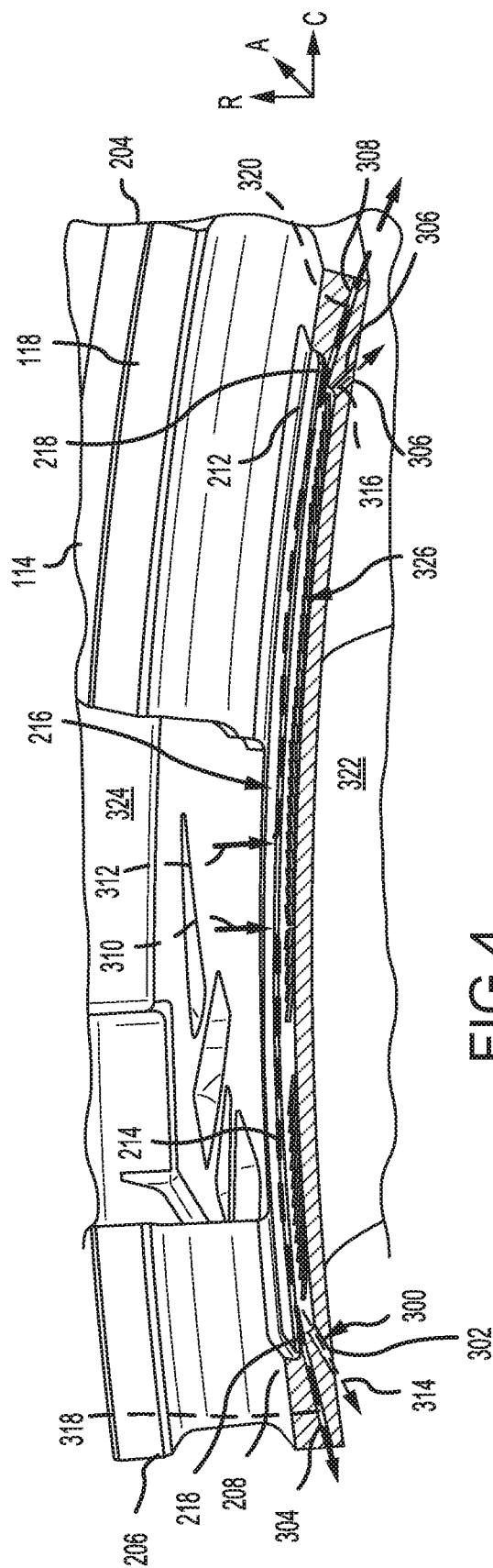


FIG. 4

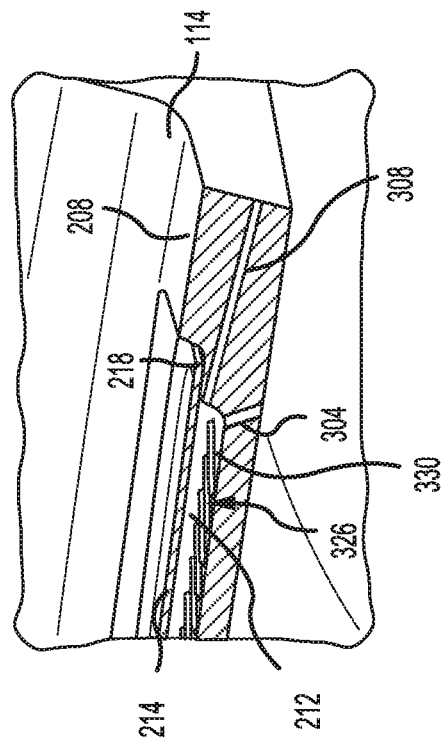


FIG. 5

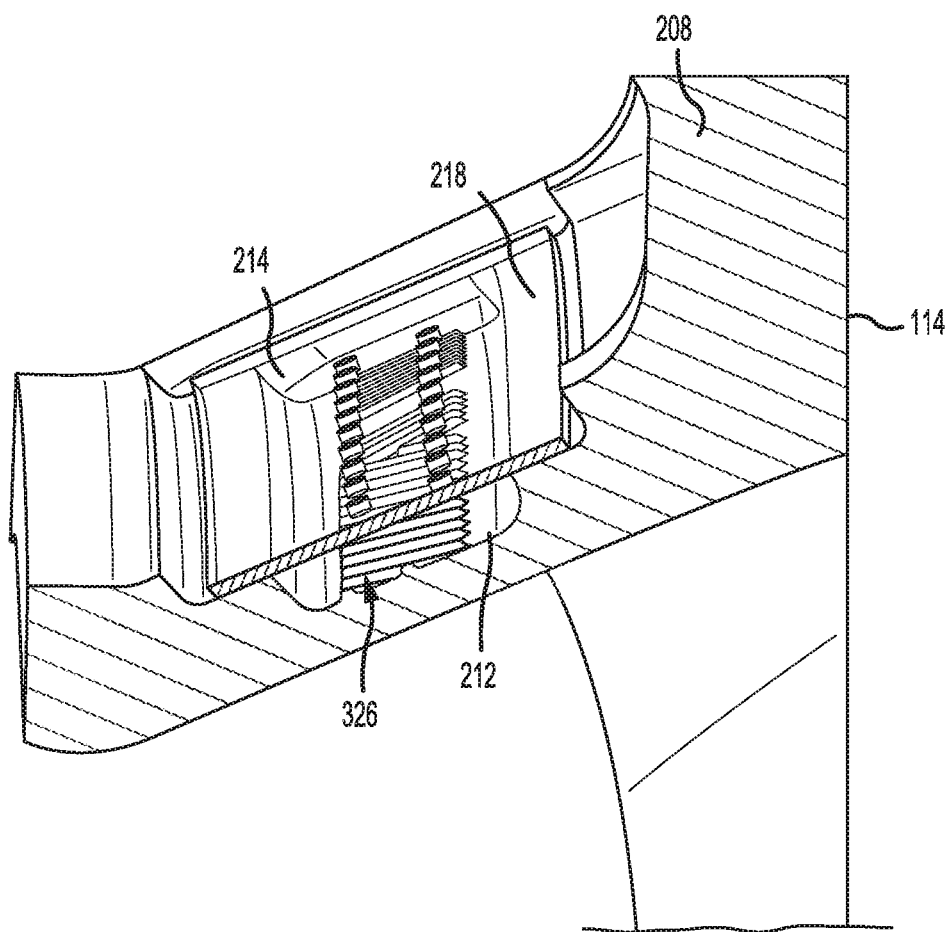


FIG.6

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**VANE PLATFORM LEADING EDGE
RECESSED POCKET WITH COVER****GOVERNMENT LICENSE RIGHTS**

This invention was made with Government support awarded by the United States. The Government has certain rights in this invention.

FIELD

The present disclosure relates generally to gas turbine engines and, more particularly, to platforms of vanes that are designed to include cooling features for reducing a temperature of a leading edge of the platforms.

BACKGROUND

Gas turbine engines include compressor sections to compress air, combustor sections that combine the airflow with fuel to facilitate combustion and generate exhaust, and turbine sections that convert the exhaust into torque to drive the compressor sections. The turbine sections may include rotating turbine blades and stationary vane assemblies. The vane assemblies include inner and outer diameter platforms and vanes between the platforms. The vanes may turn the exhaust in a desirable direction. Due to the turbine sections receiving the exhaust from the combustor sections, components in the turbine section may be exposed to relatively high temperatures. Therefore, it is desirable to control the temperature of components used in the turbine section, including the vane assemblies, in order to increase a lifespan of such components.

SUMMARY

Described herein is a platform for an airfoil of a gas turbine engine having an axis extending from a front of the gas turbine engine to a rear of the gas turbine engine. The platform includes a leading edge configured to face towards the front of the gas turbine engine. The platform further includes a trailing edge opposite the leading edge. The platform further includes a radially outer surface that defines a pocket for receiving a cooling airflow. The platform further includes a cover coupled to the radially outer surface to at least partially enclose the pocket and defining a plurality of air inlet holes configured to port at least a portion of the cooling airflow into the pocket.

In any of the foregoing embodiments, the cover further defines a plurality of air exit holes configured to port the at least the portion of the cooling airflow out of the pocket.

Any of the foregoing embodiments may further include a first circumferential edge; and a second circumferential edge, wherein the cover extends in a direction from the first circumferential edge to the second circumferential edge.

In any of the foregoing embodiments, the plurality of air exit holes includes a first air exit hole and a second air exit hole that is located nearer to the first circumferential edge than the first air exit hole; and the plurality of air inlet holes are located between the first air exit hole and the second air exit hole.

In any of the foregoing embodiments, the cooling airflow is received by the plurality of air inlet holes and flows circumferentially through the pocket towards the first air exit hole and the second air exit hole.

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In any of the foregoing embodiments, the radially outer surface defines a recessed shelf configured to be coupled to the cover.

In any of the foregoing embodiments, a pocket portion of the radially outer surface that is located within the pocket defines cooling features to increase a surface area of the pocket portion and to augment turbulence in a near wall region in order to increase heat rejection by the radially outer surface.

In any of the foregoing embodiments, the cooling features include raised bars.

In any of the foregoing embodiments, the cover is welded to the recessed shelf of the radially outer surface.

Any of the foregoing embodiments may further include a forward hook and an aft hook that is located closer to the rear of the gas turbine engine than the forward hook, the forward hook and the aft hook configured to interface with case hooks of a case of the gas turbine engine, wherein the pocket is located forward of the forward hook.

In any of the foregoing embodiments, the platform is configured for use as an outer diameter platform of a vane of a turbine section of the gas turbine engine.

Also disclosed is a vane assembly for use in a gas turbine engine having an axis extending from a front of the gas turbine engine to a rear of the gas turbine engine. The vane assembly includes a vane. The vane assembly further includes a platform coupled to the vane and configured to support the vane. The platform includes a leading edge configured to face towards the front of the gas turbine engine. The platform further includes a trailing edge opposite the leading edge. The platform further includes a radially outer surface that defines a pocket for receiving a cooling airflow. The platform further includes a cover coupled to the radially outer surface to at least partially enclose the pocket and defining a plurality of air inlet holes configured to port at least a portion of the cooling airflow into the pocket.

In any of the foregoing embodiments, the platform further includes a first circumferential edge and a second circumferential edge opposite the first circumferential edge; the cover extends in a direction from the first circumferential edge to the second circumferential edge; and the cover further defines a plurality of air exit holes configured to port the at least the portion of the cooling airflow out of the pocket.

In any of the foregoing embodiments, the plurality of air exit holes includes a first air exit hole and a second air exit hole that is located nearer to the first circumferential edge than the first air exit hole; and the plurality of air inlet holes are located between the first air exit hole and the second air exit hole.

In any of the foregoing embodiments, the cooling airflow is received by the plurality of air inlet holes and flows circumferentially through the pocket towards the first air exit hole and the second air exit hole.

In any of the foregoing embodiments, the radially outer surface defines an outer surface and a recessed shelf extending radially inward from the outer surface and configured to be coupled to the cover.

In any of the foregoing embodiments, a pocket portion of the radially outer surface that is located within the pocket defines a plurality of cooling features to increase a surface area of the pocket portion and to augment turbulence in a near wall region in order to increase heat rejection by the radially outer surface.

In any of the foregoing embodiments, the platform further includes a forward hook and an aft hook that is located

closer to the rear of the gas turbine engine than the forward hook, the forward hook and the aft hook configured to interface with case hooks of a case of the gas turbine engine, wherein the pocket is located forward of the forward hook.

Also disclosed is a gas turbine engine having a front, a back, and an axis extending from the front to the back. The gas turbine engine includes a compressor section configured to output a compressed gas. The gas turbine engine further includes a combustor section configured to receive the compressed gas and fuel, mix the compressed gas and the fuel into a mixture, and to ignite the mixture to generate exhaust. The gas turbine engine further includes a turbine section configured to convert the exhaust into torque to drive the compressor section, the turbine section including a vane assembly. The vane assembly includes a vane. The vane assembly further includes a platform coupled to the vane and configured to support the vane. The platform includes a leading edge configured to face towards the front of the gas turbine engine. The platform further includes a trailing edge opposite the leading edge. The platform further includes a radially outer surface that defines a pocket for receiving a cooling airflow. The platform further includes a cover coupled to the radially outer surface to at least partially enclose the pocket and defining a plurality of air inlet holes configured to port at least a portion of the cooling airflow into the pocket.

In any of the foregoing embodiments, the platform further includes a first circumferential edge and a second circumferential edge opposite the first circumferential edge; the cover extends in a direction from the first circumferential edge to the second circumferential edge; the cover further defines a plurality of air exit holes configured to port the at least the portion of the cooling airflow out of the pocket; the plurality of air exit holes includes a first air exit hole and a second air exit hole that is located nearer to the first circumferential edge than the first air exit hole; and the plurality of air inlet holes are located between the first air exit hole and the second air exit hole.

The foregoing features and elements are to be combined in various combinations without exclusivity, unless expressly indicated otherwise. These features and elements as well as the operation thereof will become more apparent in light of the following description and the accompanying drawings. It should be understood, however, the following description and drawings are intended to be exemplary in nature and non-limiting.

BRIEF DESCRIPTION OF THE DRAWINGS

The subject matter of the present disclosure is particularly pointed out and distinctly claimed in the concluding portion of the specification. A more complete understanding of the present disclosure, however, is best obtained by referring to the detailed description and claims when considered in connection with the drawing figures, wherein like numerals denote like elements.

FIG. 1 is a cross-sectional view of an exemplary gas turbine engine, in accordance with various embodiments;

FIG. 2 is a cross-sectional view of a portion of a high pressure turbine section of the gas turbine engine of FIG. 1, in accordance with various embodiments;

FIG. 3 is a radial view of an outer diameter platform of a vane assembly of the high pressure turbine section of FIG. 2, in accordance with various embodiments;

FIG. 4 is a cross-sectional view of the outer diameter platform of FIG. 3, in accordance with various embodiments;

FIG. 5 is a perspective view of a portion of the outer diameter platform of FIG. 3, in accordance with various embodiments; and

FIG. 6 is a cutaway view of a portion of the outer diameter platform of FIG. 3, in accordance with various embodiments.

DETAILED DESCRIPTION

The detailed description of exemplary embodiments herein makes reference to the accompanying drawings, which show exemplary embodiments by way of illustration and their best mode. While these exemplary embodiments are described in sufficient detail to enable those skilled in the art to practice the inventions, it should be understood that other embodiments may be realized and that logical, chemical and mechanical changes may be made without departing from the spirit and scope of the inventions. Thus, the detailed description herein is presented for purposes of illustration only and not of limitation. For example, the steps recited in any of the method or process descriptions may be executed in any order and are not necessarily limited to the order presented. Furthermore, any reference to singular includes plural embodiments, and any reference to more than one component or step may include a singular embodiment or step. Also, any reference to attached, fixed, connected or the like may include permanent, removable, temporary, partial, full and/or any other possible attachment option. Additionally, any reference to without contact (or similar phrases) may also include reduced contact or minimal contact. Where used herein, the phrase "at least one of A or B" can include any of "A" only, "B" only, or "A and B."

With reference to FIG. 1, a gas turbine engine 20 is provided. As used herein, "aft" refers to the direction associated with the tail (e.g., the back end) of an aircraft, or generally, to the direction of exhaust of the gas turbine engine. As used herein, "forward" refers to the direction associated with the nose (e.g., the front end) of an aircraft, or generally, to the direction of flight or motion. As utilized herein, radially inward refers to the negative R direction and radially outward refers to the R direction. An A-R-C axis is shown throughout the drawings to illustrate the relative position of various components.

The gas turbine engine 20 may be a two-spool turbopfan that generally incorporates a fan section 22, a compressor section 24, a combustor section 26 and a turbine section 28. In operation, the fan section 22 drives air along a bypass flow-path B while the compressor section 24 drives air along a core flow-path C for compression and communication into the combustor section 26 then expansion through the turbine section 28. Although depicted as a turbopfan gas turbine engine 20 herein, it should be understood that the concepts described herein are not limited to use with turbopfans as the teachings may be applied to other types of turbine engines including three-spool architectures and turboshaft or industrial gas turbines with one or more spools.

The gas turbine engine 20 generally comprises a low speed spool 30 and a high speed spool 32 mounted for rotation about an engine central longitudinal axis X-X' relative to an engine static structure 36 via several bearing systems 38, 38-1, and 38-2. It should be understood that various bearing systems 38 at various locations may alternatively or additionally be provided, including for example, the bearing system 38, the bearing system 38-1, and the bearing system 38-2.

The low speed spool **30** generally includes an inner shaft **40** that interconnects a fan **42**, a low pressure (or first) compressor section **44** and a low pressure (or second) turbine section **46**. The inner shaft **40** is connected to the fan **42** through a geared architecture **48** that can drive the fan shaft **98**, and thus the fan **42**, at a lower speed than the low speed spool **30**. The geared architecture **48** includes a gear assembly **60** enclosed within a gear housing **62**. The gear assembly **60** couples the inner shaft **40** to a rotating fan structure.

The high speed spool **32** includes an outer shaft **50** that interconnects a high pressure (or second) compressor section **52** and the high pressure (or first) turbine section **54**. A combustor **56** is located between the high pressure compressor **52** and the high pressure turbine **54**. A mid-turbine frame **57** of the engine static structure **36** is located generally between the high pressure turbine **54** and the low pressure turbine **46**. The mid-turbine frame **57** supports one or more bearing systems **38** in the turbine section **28**. The inner shaft **40** and the outer shaft **50** are concentric and rotate via the bearing systems **38** about the engine central longitudinal axis X-X', which is collinear with their longitudinal axes. As used herein, a "high pressure" compressor or turbine experiences a higher pressure than a corresponding "low pressure" compressor or turbine.

The core airflow C is compressed by the low pressure compressor section **44** then the high pressure compressor **52**, mixed and burned with fuel in the combustor **56**, then expanded over the high pressure turbine **54** and the low pressure turbine **46**. The mid-turbine frame **57** includes airfoils **59** which are in the core airflow path. The turbines **46**, **54** rotationally drive the respective low speed spool **30** and high speed spool **32** in response to the expansion.

The gas turbine engine **20** is a high-bypass ratio geared aircraft engine. The bypass ratio of the gas turbine engine **20** may be greater than about six (6:1). The bypass ratio of the gas turbine engine **20** may also be greater than ten (10:1). The geared architecture **48** may be an epicyclic gear train, such as a star gear system (sun gear in meshing engagement with a plurality of star gears supported by a carrier and in meshing engagement with a ring gear) or other gear system. The geared architecture **48** may have a gear reduction ratio of greater than about 2.3 and the low pressure turbine **46** may have a pressure ratio that is greater than about five (5). The diameter of the fan **42** may be significantly larger than that of the low pressure compressor section **44**, and the low pressure turbine **46** may have a pressure ratio that is greater than about five (5:1). The pressure ratio of the low pressure turbine **46** is measured prior to an inlet of the low pressure turbine **46** as related to the pressure at the outlet of the low pressure turbine **46**. It should be understood, however, that the above parameters are exemplary of various embodiments of a suitable geared architecture engine and that the present disclosure contemplates other turbine engines including direct drive turbofans.

The next generation turbofan engines are designed for higher efficiency and use higher pressure ratios and higher temperatures in the high pressure compressor **52** than are conventionally experienced. These higher operating temperatures and pressure ratios create operating environments that cause thermal loads that are higher than the thermal loads conventionally experienced, which may shorten the operational life of current components.

Referring now to FIGS. 1 and 2, the high pressure turbine section **54** may include multiple airfoils **105** including multiple rows, or stages, of blades including a first blade **100** and a second blade **102**, along with rows, or stages, of vane

assemblies located therebetween including a vane assembly **104**. The blades **100**, **102** may be coupled to discs **101**, **103** respectively which facilitate rotation of the blades **100**, **102** about the axis X-X' in response to receiving exhaust from the combustor section **56**. This exhaust may be referred to as the gas path and may travel aftward, as shown by an arrow **107**. The vane assembly **104** may be coupled to a case **106** and may remain stationary relative to the axis X-X' (i.e., the vane assembly **104** may fail to rotate about the axis X-X'). The vane assembly **104** may turn the exhaust so that it has a desirable orientation in response to the exhaust being received by the blade **102**.

The vane assembly **104** may include an outer diameter edge **108** and an inner diameter edge **110**. Due to relatively high temperatures within the high pressure turbine section **54**, it may be desirable for the blade **102** (and the vane assembly **104**) to receive a flow of cooling air. Where used in this context, cooling air may include any gas having a temperature less than that of ambient air or gas in the specific environment. In that regard, the vane assembly **104** may receive a cooling airflow from the outer diameter edge **108** or the inner diameter edge **110**. The vane assembly **104** may define air passages that transport the cooling airflow through the vane assembly **104** to the other of the outer diameter edge **108** or the inner diameter edge **110**. For example, the cooling airflow may be received by an outer diameter cavity **124**, travel through the outer diameter platform **114**, the vane **112**, and the inner diameter platform **116** to an inner diameter cavity **126**.

The vane assembly **104** may include a vane **112** (i.e., an airfoil designed to turn a gas) and platforms **114**, **116**. The platforms **114**, **116** may include an outer diameter platform **114** and an inner diameter platform **116**. The vane assembly **104** may further include a forward hook **118** and an aft hook **120** located aft of the forward hook **118**. The hooks **118**, **120** of the vane assembly **104** may interface with case hooks **122** of the case **106** to couple the outer diameter platform **114** to the case **106**.

Referring now to FIG. 3, the outer diameter platform **114** may have a leading edge **200** that faces towards a front of the gas turbine engine **20** of FIG. 1 and a trailing edge **202** opposite the leading edge **200** (and that faces towards a rear of the gas turbine engine **20** of FIG. 1). The outer diameter platform **114** may further include a first circumferential edge **204** and a second circumferential edge **206**. The leading edge **200** and the trailing edge **202** extend from the first circumferential edge **204** to the second circumferential edge **206**. Furthermore, the circumferential edges **204**, **206** may be facing a circumferential direction relative to the axis X-X' of FIG. 1. The outer diameter platform **114** may further include a radially outer surface **208** that faces radially outward.

In various embodiments and with brief reference to FIGS. 2 and 3, the inner diameter platform **116** may have similar features as the outer diameter platform **114**. For example, the inner diameter platform **116** may include a leading edge, a trailing edge, two circumferential edges, and a radially inner surface that acts in a similar manner as the radially outer surface **208** of the outer diameter platform **114**. Although the present disclosure describes cooling features implemented in an outer diameter platform of a vane of a turbine section of a gas turbine engine, one skilled in the art will realize that the contents of the present disclosure are equally applicable to any inner diameter or outer diameter platform that supports an airfoil.

The radially outer surface **208** may define one or more vane internal cavity **210**. The vane internal cavities **210** may

receive a cooling airflow (which may be directed into a volume radially outward from the radially outer surface 208). The cooling airflow may travel through the outer diameter platform 114, through cooling channels of the vane 112, and through the inner diameter platform 116. In various embodiments, cooling airflow may instead travel first through the inner diameter platform 116, then through the vane 112, and finally through the outer diameter platform 114. The contents of the present disclosure are equally applicable to either configuration.

In various embodiments, the vane assembly 104 may be exposed to relatively high temperatures. In that regard, it is desirable to cool the components of the vane assembly 104. For example, the leading edge 200 of the outer diameter platform 114 may be exposed to relatively great temperatures. This exposure may be undesirable as it may result in degradation, wear and tear, or the like on the components of the vane assembly 104. In that regard, the outer diameter platform 114 is designed with features to cool a general region near the leading edge 200. In various embodiments, the inner diameter platform 116 may include similar features as the outer diameter platform 114.

Returning reference to FIG. 3, the radially outer surface 208 of the outer diameter platform 114 may define a pocket 212. The pocket 212 may be designed to receive cooling air from the volume radially outward from the radially outer surface 208 of the outer diameter platform 114 and to port the cooling air through the pocket 212. The pocket 212 may be located towards a front of the outer diameter platform 114 (i.e., proximate to the leading edge 200). The pocket 212 may be formed by an outer surface 209 of the radially outer surface 208 extending radially inward at the pocket 212. Additionally, the radially outer surface 208 may define a recessed shelf 218 that extends radially inward from the outer surface 209. In various embodiments, the recessed shelf 218 may extend radially inward by a lesser amount than the pocket 212.

The vane assembly 104 may include a cover 214 that encloses the pocket 212. The cover 214 may define or include a plurality of air inlet holes 216. The air inlet holes 216 may be located towards a center of the cover 214 (i.e., the center being a longitudinal center with the longitudinal direction extending from the first circumferential edge 204 to the second circumferential edge 206). In various embodiments, the air inlet holes 216 may include any quantity of holes that extend through the cover 214. For example, the air inlet holes 216 may include a single row of one to twenty or more holes, two rows of one to twenty or more holes each, two rows with ten holes (as shown), or the like.

The pocket 212 may be located axially forward of the forward hook 118 to provide cooling near the front end, or leading edge 200, of the outer diameter platform 114 where cooling may be most beneficial. The orientation of the pocket 212 may be desirable, with the pocket 212 extending a majority of the distance between the first circumferential edge 204 and the second circumferential edge 206. For example, the pocket 212 may extend for a distance that is 75 percent (75%) of the total distance from the first circumferential edge 204 to the second circumferential edge 206, 85% of the total distance from the first circumferential edge 204 to the second circumferential edge 206, or 95% of the total distance from the first circumferential edge 204 to the second circumferential edge 206.

Referring to FIGS. 3 and 4, the outer diameter platform 114 may define one or more air exit holes 300 configured to port the at least the portion of the cooling airflow out of the pocket. In various embodiments, the air exit holes 300 may

port the cooling airflow back into the core airflow of the gas turbine engine 20 of FIG. 1. The air exit holes 300 may be located radially inward from the air inlet holes 216. For example, the air exit holes 300 may be located on edges of the pocket 212 that are nearest the first circumferential edge 204 and the second circumferential edge 206.

The pressure of the cooling air (which may be received from an area 324 radially outward from the radially outer surface 208) may be greater than the pressure of air in the core airflow (which may be located in an area 322 radially inward from the outer diameter platform 114). Due to this pressure differential, the cooling air from the area 324 may be forced into the pocket 212 via the air inlet holes 216. The cooling air may then flow through the pocket 212 towards the air exit holes 300. Due to the placement of the air exit holes 300 near the circumferential edges 204, 206 of the outer diameter platform, the cooling air may travel circumferentially outward from the center of the pocket 212 (where the air inlet holes 216 are located).

In particular, the air exit holes 300 may include a first air exit hole 302 that is located proximate to the second circumferential edge 206, extends through the outer diameter platform 114, and ports the air into the area 322 of the gas path. The air exit holes 300 may further include a second air exit hole 304 that is located proximate to the second circumferential edge 206, extends through the outer diameter platform 114, and ports the cooling air to a location circumferentially between adjacent outer diameter platforms.

The air exit holes 300 may further include a third air exit hole 306 that is located proximate to the first circumferential edge 204, extends through the outer diameter platform 114, and ports the cooling air to the area 322 in the gas path. The air exit holes 300 may further include a fourth air exit hole 308 that is located proximate to the first circumferential edge 204, extends through the outer diameter platform 114, and ports the cooling air to a location circumferentially between adjacent outer diameter platforms.

In various embodiments, air exit holes may be located inline with air inlet holes, and be located equidistant from the circumferential edges 204, 206.

In particular, cooling air or gas may enter the pocket 212 via the air inlet holes 216, as shown by arrows 310, 312. The cooling air or gas may flow circumferentially through the pocket 212 from the air inlet holes 216 towards the air exit holes 300. The cooling air may then flow out of the pocket 212 via the air exit holes 300 as shown by arrows 314, 316, 318, 320. In particular, some of the cooling air may flow out of the first air exit hole 302 as shown by an arrow 314. More mass per unit time of the cooling air may flow out of the second air exit hole 304 as shown by an arrow 318. More mass per unit time of the cooling air may flow out of the third air exit hole 306 as shown by an arrow 316. More of the cooling air may flow out of the fourth air exit hole 308 as shown by an arrow 320.

A pocket portion 330 of the radially outer surface 208 of the outer diameter platform 114 (the pocket portion being located in the pocket 212) may include cooling features 326 within the pocket 212. For example and as shown, the cooling features 326 may include raised bars extending into the pocket 212 from the pocket portion 330 of the radially outer surface 208, thus increasing surface area of the radially outer surface 208 within the pocket 212 and promoting turbulence to augment heat transfer. This increased surface area and turbulence allows for more heat to be transferred away from the outer diameter platform 114 to the cooling airflow that flows through the pocket 212, decreasing the operating temperature of the leading edge 200 of the outer

diameter platform **114**. In various embodiments, the cooling features **326** may include any other shape that increases the convective heat transfer rate from the wall to the fluid of the radially outer surface **208** within the pocket **212**. For example, the cooling features **326** may each have a raised chevron shape, a raised triangle shape, a raised circle shape, a raised wart shape, or the like.

The cooling features **326** may be formed from the same material as the outer diameter platform **114**.

The cover **214** may be formed, for example, from sheet metal and may include any material that is capable of bonding to the material of the outer diameter platform **114**.

The cover **214** may be welded to the outer diameter platform **114** at the recessed shelf **218**. Thus, it may be desirable for the material of the cover **214** to be weldable to the recessed shelf **218**. In that regard, the material of the cover **214** may be selected to be a material that bonds relatively easily or relatively well to whichever material is selected for the outer diameter platform **114**. Additionally, inclusion of the recessed shelf **218** may improve the ease of assembly of the outer diameter platform **114** because it facilitates alignment of the cover **214** at the desired location on the outer diameter platform **114**.

Turning now to FIG. 6, a cutaway view of the outer diameter platform **114** illustrates the interface of the cover **214** and the recessed shelf **218**. In FIG. 6, the cover **214** is shown to be transparent to illustrate its interface with the recessed shelf **218**, and a portion of the cover **214** is not shown to better illustrate the cooling features **326**. As shown in FIG. 6, the perimeter of the cover **214** sits on the recessed shelf **218**. The perimeter of the cover **214** may then be welded or otherwise coupled to the outer diameter platform **114** at the recessed shelf **218**. For example, an adhesive may be used at the recessed shelf **218** to couple the cover **214** to the recessed shelf **218**. The cover **214** may enclose the pocket **212** when coupled to the recessed shelf **218**.

FIG. 6 also provides an alternative view of the cooling features **326**. As shown, the cooling features **326** have a shape similar to a radiator. In that regard, the cooling features **326** increase the surface area of the radially outer surface **208** within the pocket **212**, thus increasing an amount of potential heat transfer from the radially outer surface **208** to the cooling air that flows through the pocket **212**. They are also oriented at a particular angle relative to the bulk flow direction to induce desirable vortices in the cavity formed by the cover **214** and the pocket **212**.

Benefits, other advantages, and solutions to problems have been described herein with regard to specific embodiments. Furthermore, the connecting lines shown in the various figures contained herein are intended to represent exemplary functional relationships and/or physical couplings between the various elements. It should be noted that many alternative or additional functional relationships or physical connections may be present in a practical system. However, the benefits, advantages, solutions to problems, and any elements that may cause any benefit, advantage, or solution to occur or become more pronounced are not to be construed as critical, required, or essential features or elements of the inventions. The scope of the invention is accordingly to be limited by nothing other than the appended claims, in which reference to an element in the singular is not intended to mean "one and only one" unless explicitly so stated, but rather "one or more." Moreover, where a phrase similar to "at least one of A, B, or C" is used in the claims, it is intended that the phrase be interpreted to mean that A alone may be present in an embodiment, B alone may be present in an embodiment, C alone may be present in an

embodiment, or that any combination of the elements A, B and C may be present in a single embodiment; for example, A and B, A and C, B and C, or A and B and C. Different cross-hatching is used throughout the figures to denote different parts but not necessarily to denote the same or different materials.

Systems, methods and apparatus are provided herein. In the detailed description herein, references to "one embodiment", "an embodiment", "various embodiments", etc., indicate that the embodiment described may include a particular feature, structure, or characteristic, but every embodiment may not necessarily include the particular feature, structure, or characteristic. Moreover, such phrases are not necessarily referring to the same embodiment. Further, when a particular feature, structure, or characteristic is described in connection with an embodiment, it is submitted that it is within the knowledge of one skilled in the art to affect such feature, structure, or characteristic in connection with other embodiments whether or not explicitly described. After reading the description, it will be apparent to one skilled in the relevant art(s) how to implement the disclosure in alternative embodiments.

Furthermore, no element, component, or method step in the present disclosure is intended to be dedicated to the public regardless of whether the element, component, or method step is explicitly recited in the claims unless or until the patent application or patent becomes abandoned or expires. No claim element herein is to be construed under the provisions of 35 U.S.C. 112(f), unless the element is expressly recited using the phrase "means for." As used herein, the terms "comprises", "comprising", or any other variation thereof, are intended to cover a non-exclusive inclusion, such that a process, method, article, or apparatus that comprises a list of elements does not include only those elements but may include other elements not expressly listed or inherent to such process, method, article, or apparatus.

The invention claimed is:

1. A platform for an airfoil of a gas turbine engine having an axis extending from a front of the gas turbine engine to a rear of the gas turbine engine, the platform comprising:
 - a leading edge configured to face towards the front of the gas turbine engine;
 - a trailing edge opposite the leading edge;
 - a radially outer surface that defines a pocket for receiving a cooling airflow;
 - a cover coupled to the radially outer surface to at least partially enclose the pocket and defining a plurality of air inlet holes configured to port at least a portion of the cooling airflow into the pocket; and
 - a forward hook and an aft hook that is located closer to the rear of the gas turbine engine than the forward hook, the forward hook and the aft hook configured to interface with case hooks of a case of the gas turbine engine, wherein the pocket is located forward of the forward hook.
2. The platform of claim 1, wherein the platform further defines a plurality of air exit holes configured to port the at least the portion of the cooling airflow out of the pocket.
3. The platform of claim 2, further comprising:
 - a first circumferential edge; and
 - a second circumferential edge,
 wherein the cover extends in a direction from the first circumferential edge to the second circumferential edge.

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4. The platform of claim 3, wherein:
the plurality of air exit holes includes a first air exit hole
and a second air exit hole that is located nearer to the
first circumferential edge than the first air exit hole; and
the plurality of air inlet holes are located between the first
air exit hole and the second air exit hole.

5. The platform of claim 4, wherein the cooling airflow is
received by the plurality of air inlet holes and flows circum-
ferentially through the pocket towards the first air exit hole
and the second air exit hole.

6. The platform of claim 1, wherein the radially outer
surface defines a recessed shelf configured to be coupled to
the cover.

7. The platform of claim 6, wherein a pocket portion of the
radially outer surface that is located within the pocket
defines cooling features to increase a surface area of the
pocket portion and to augment turbulence in a near wall
region in order to increase heat rejection by the radially outer
surface.

8. The platform of claim 7, wherein the cooling features
include raised bars.

9. The platform of claim 6, wherein the cover is welded
to the recessed shelf of the radially outer surface.

10. The platform of claim 1, wherein the platform is
configured for use as an outer diameter platform of a vane
of a turbine section of the gas turbine engine.

11. A vane assembly for use in a gas turbine engine having
an axis extending from a front of the gas turbine engine to
a rear of the gas turbine engine, the vane assembly com-
prising:

a vane; and

a platform coupled to the vane, configured to support the
vane, and having:

a leading edge configured to face towards the front of
the gas turbine engine,

a trailing edge opposite the leading edge,

a radially outer surface that defines a pocket for receiv-
ing a cooling airflow,

a cover coupled to the radially outer surface to at least
partially enclose the pocket and defining a plurality
of air inlet holes configured to port at least a portion
of the cooling airflow into the pocket, and

a forward hook and an aft hook that is located closer to
the rear of the gas turbine engine than the forward
hook, the forward hook and the aft hook configured
to interface with case hooks of a case of the gas
turbine engine, wherein the pocket is located forward
of the forward hook.

12. The vane assembly of claim 11, wherein:

the platform further includes a first circumferential edge
and a second circumferential edge opposite the first
circumferential edge;

the cover extends in a direction from the first circumfer-
ential edge to the second circumferential edge; and
the platform further defines a plurality of air exit holes
configured to port the at least the portion of the cooling
airflow out of the pocket.

13. The vane assembly of claim 12, wherein:

the plurality of air exit holes includes a first air exit hole
and a second air exit hole that is located nearer to the
first circumferential edge than the first air exit hole; and

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the plurality of air inlet holes are located between the first air
exit hole and the second air exit hole.

14. The vane assembly of claim 13, wherein the cooling
airflow is received by the plurality of air inlet holes and
flows circumferentially through the pocket towards the first
air exit hole and the second air exit hole.

15. The vane assembly of claim 11, wherein the radially
outer surface defines an outer surface and a recessed shelf
extending radially inward from the outer surface and con-
figured to be coupled to the cover.

16. The vane assembly of claim 15, wherein a pocket
portion of the radially outer surface that is located within the
pocket defines a plurality of cooling features to increase a
surface area of the pocket portion and to augment turbulence
in a near wall region in order to increase heat rejection by the
radially outer surface.

17. A gas turbine engine having a front, a back, and an
axis extending from the front to the back, the gas turbine
engine comprising:

a compressor section configured to output a compressed
gas;

a combustor section configured to receive the compressed
gas and fuel, mix the compressed gas and the fuel into
a mixture, and to ignite the mixture to generate exhaust;
and

a turbine section configured to convert the exhaust into
torque to drive the compressor section, the turbine
section including a vane assembly having:

a vane, and

a platform coupled to the vane, configured to support
the vane, and having:

a leading edge configured to face towards the front of
the gas turbine engine,

a trailing edge opposite the leading edge,

a radially outer surface that defines a pocket for
receiving a cooling airflow,

a cover coupled to the radially outer surface to at
least partially enclose the pocket and defining a
plurality of air inlet holes configured to port at
least a portion of the cooling airflow into the
pocket, and

a forward hook and an aft hook that is located closer
to the back of the gas turbine engine than the
forward hook, the forward hook and the aft hook
configured to interface with case hooks of a case
of the gas turbine engine, wherein the pocket is
located forward of the forward hook.

18. The gas turbine engine of claim 17, wherein:

the platform further includes a first circumferential edge
and a second circumferential edge opposite the first
circumferential edge;

the cover extends in a direction from the first circumfer-
ential edge to the second circumferential edge;

the platform further defines a plurality of air exit holes
configured to port the at least the portion of the cooling
airflow out of the pocket;

the plurality of air exit holes includes a first air exit hole
and a second air exit hole that is located nearer to the
first circumferential edge than the first air exit hole; and
the plurality of air inlet holes are located between the first
air exit hole and the second air exit hole.

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