

US010385710B2

(12) **United States Patent**
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(10) **Patent No.:** **US 10,385,710 B2**
(45) **Date of Patent:** **Aug. 20, 2019**

(54) **MULTIWALL TUBE AND FITTING FOR BEARING OIL SUPPLY**

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(*) Notice: Subject to any disclaimer, the term of this
patent is extended or adjusted under 35
U.S.C. 154(b) by 209 days.

(21) Appl. No.: **15/425,337**

(22) Filed: **Feb. 6, 2017**

(65) **Prior Publication Data**

US 2018/0223682 A1 Aug. 9, 2018

(51) **Int. Cl.**

F01D 9/06 (2006.01)

F01D 25/18 (2006.01)

F02C 7/06 (2006.01)

F16N 7/00 (2006.01)

(52) **U.S. Cl.**

CPC **F01D 9/065** (2013.01); **F01D 25/18**
(2013.01); **F02C 7/06** (2013.01); **F16N 7/00**
(2013.01); **F05D 2250/311** (2013.01); **F05D**
2260/98 (2013.01); **F16N 2210/02** (2013.01);
F16N 2210/14 (2013.01)

(58) **Field of Classification Search**

CPC . F01D 9/065; F01D 25/18; F02D 7/06; F16N
7/00; F16N 2210/02; F16N 2210/14;
F16L 19/005

See application file for complete search history.

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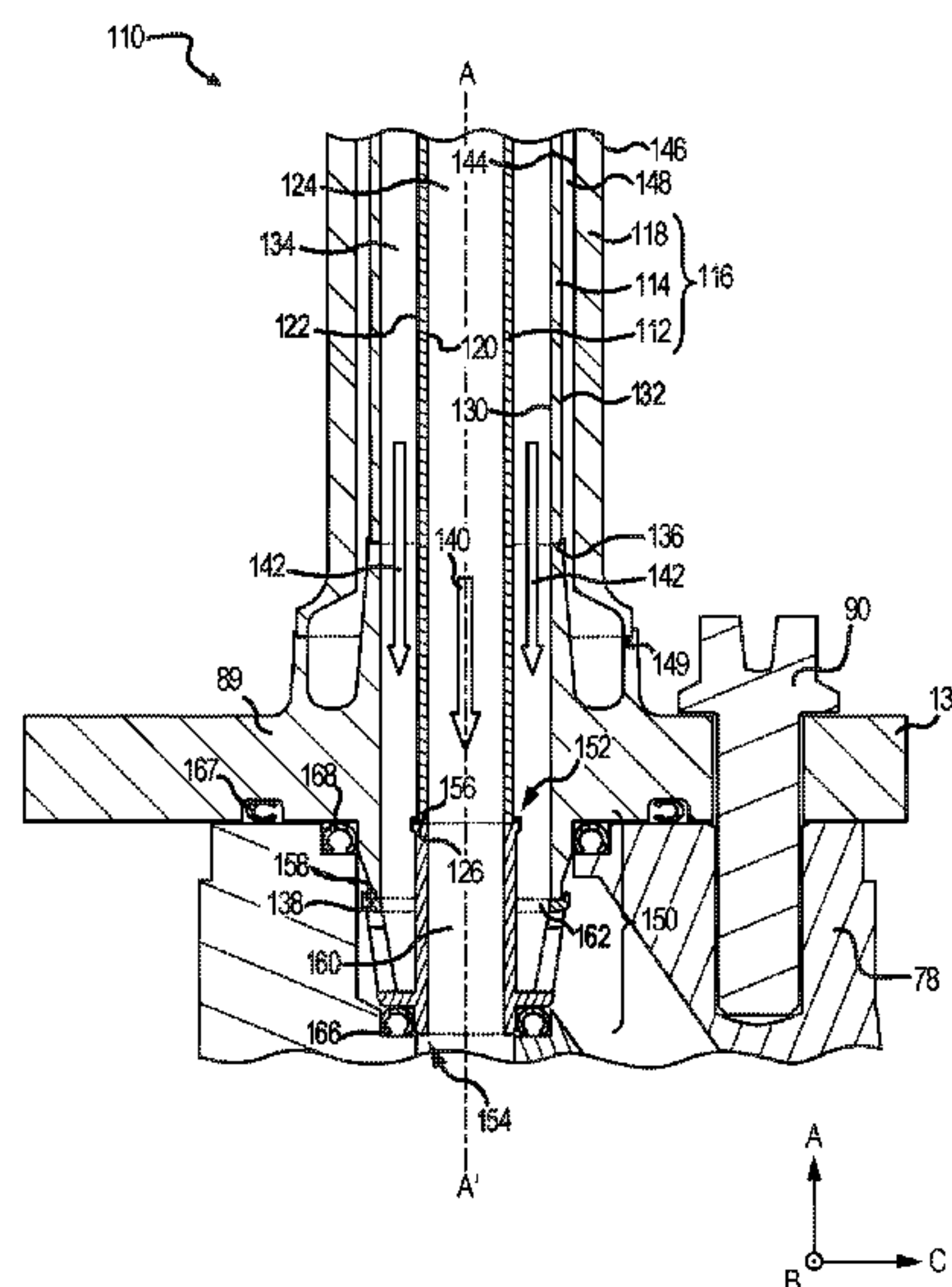
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(57) **ABSTRACT**

A multiwall tubing assembly for fluid delivery to a bearing system may comprise a first tube defining an inner fluid passage configured to carry a first fluid. A second tube may be disposed around the first tube and may define an outer fluid passage between the first tube and the second tube. The outer fluid passage may be configured to carry a second fluid. A fitting may be coupled to the first tube and the second tube. The fitting may comprise an inner portion fluidly coupled to the inner fluid passage and configured to carry the first fluid. An outer portion may be disposed around the inner portion and fluidly coupled to the outer fluid passage. The outer portion may be configured to carry the second fluid. The fitting may be configured to fluidly isolate the first fluid from the second fluid.

17 Claims, 10 Drawing Sheets



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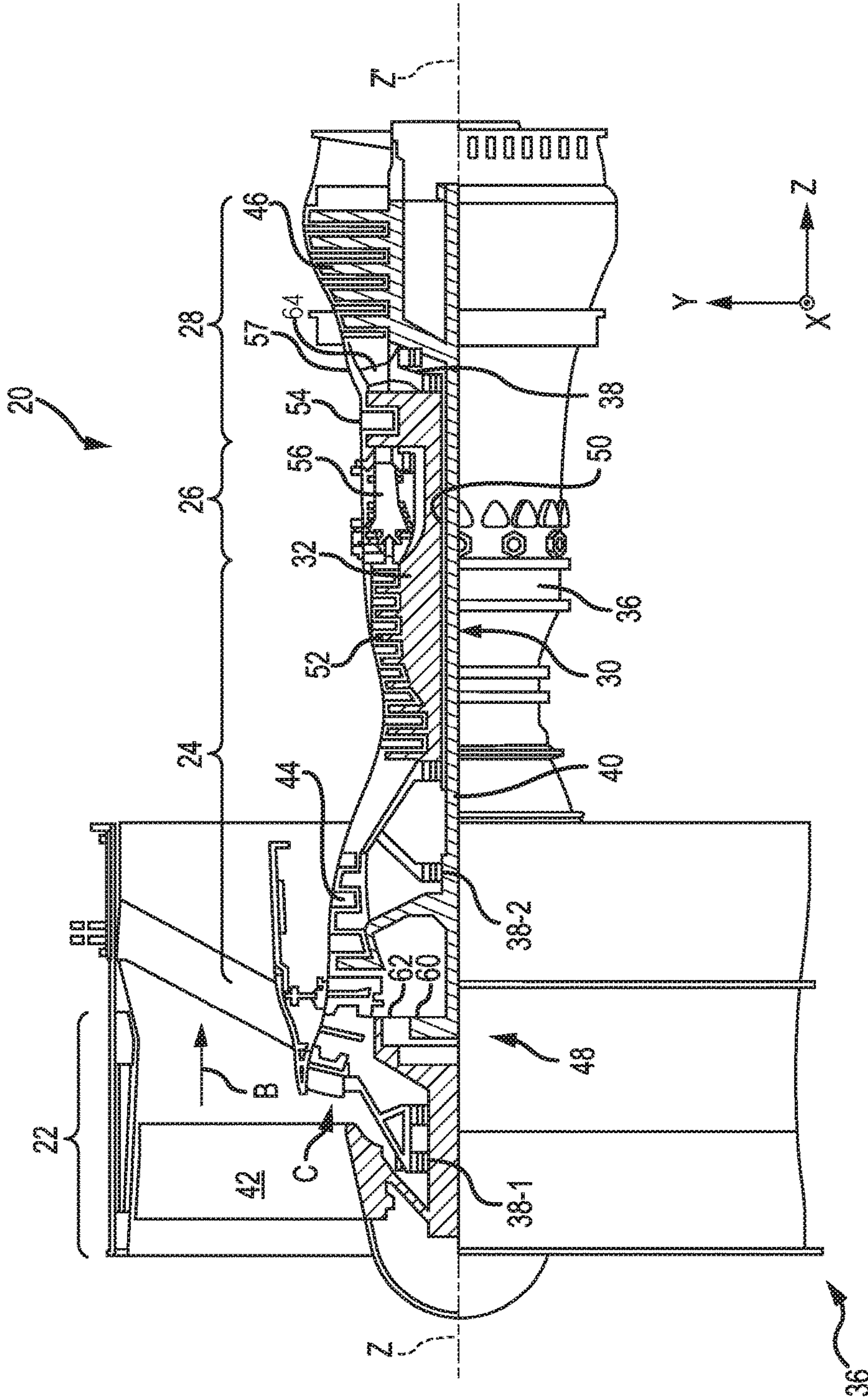


FIG. 1

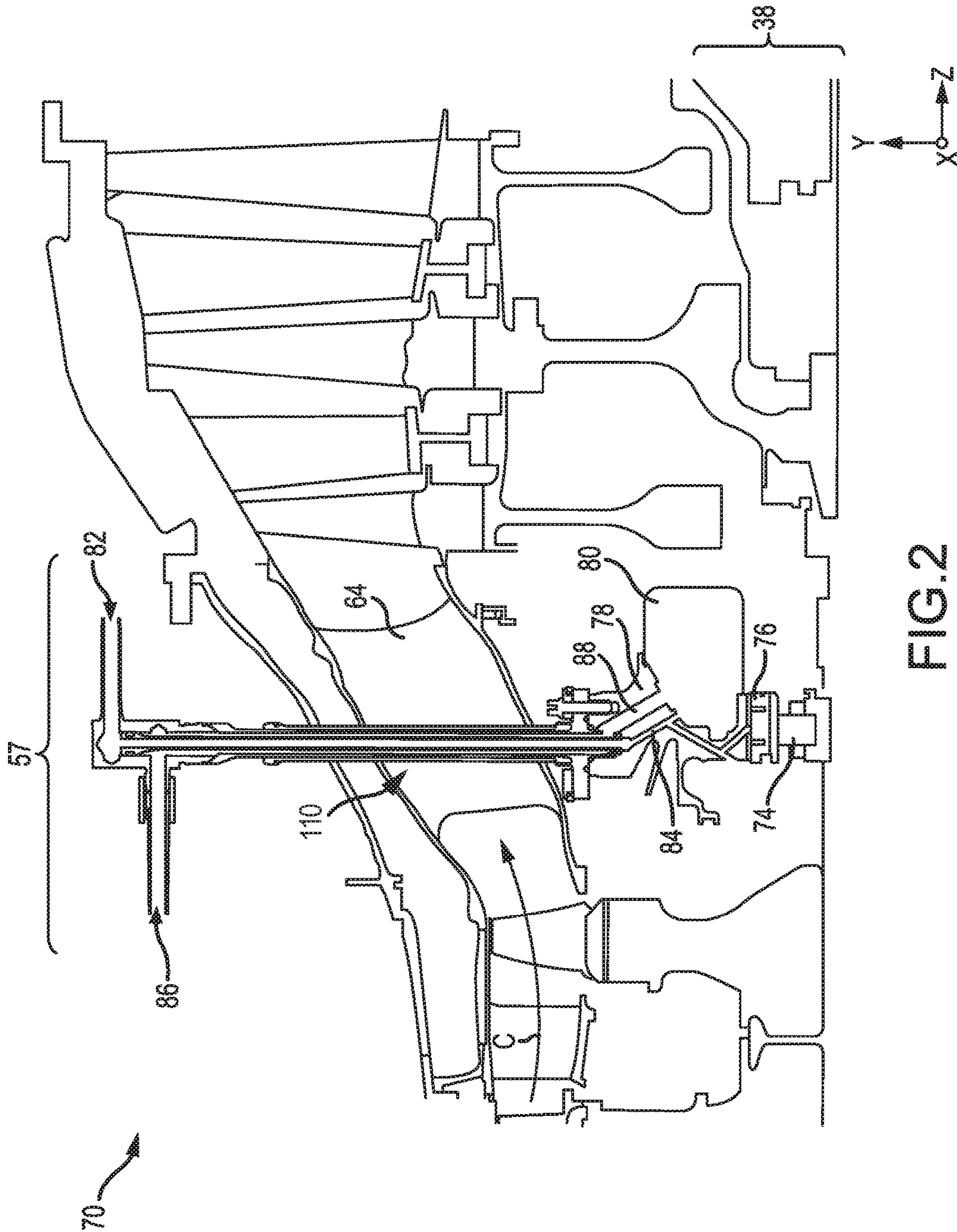


FIG. 2

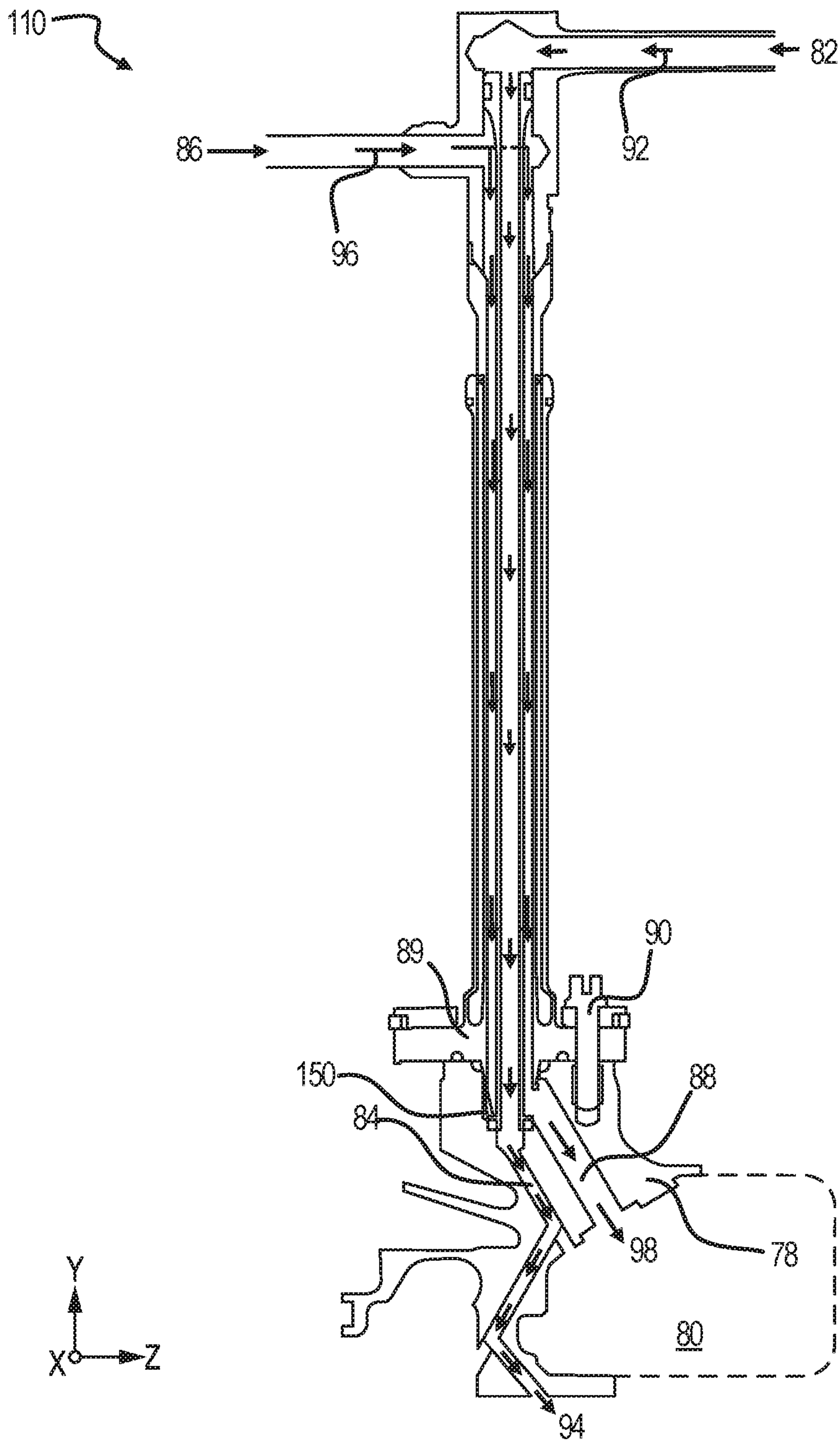


FIG. 3

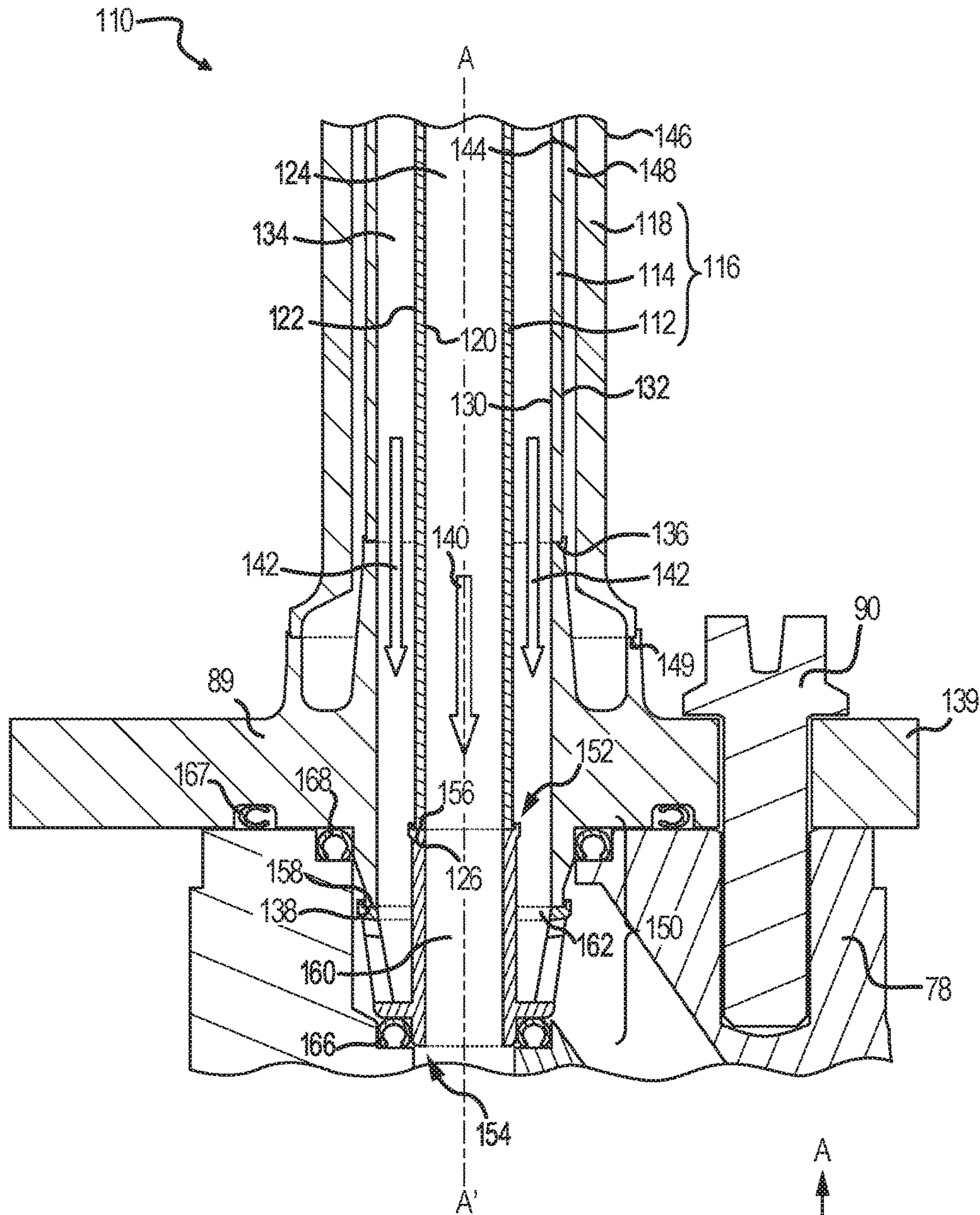
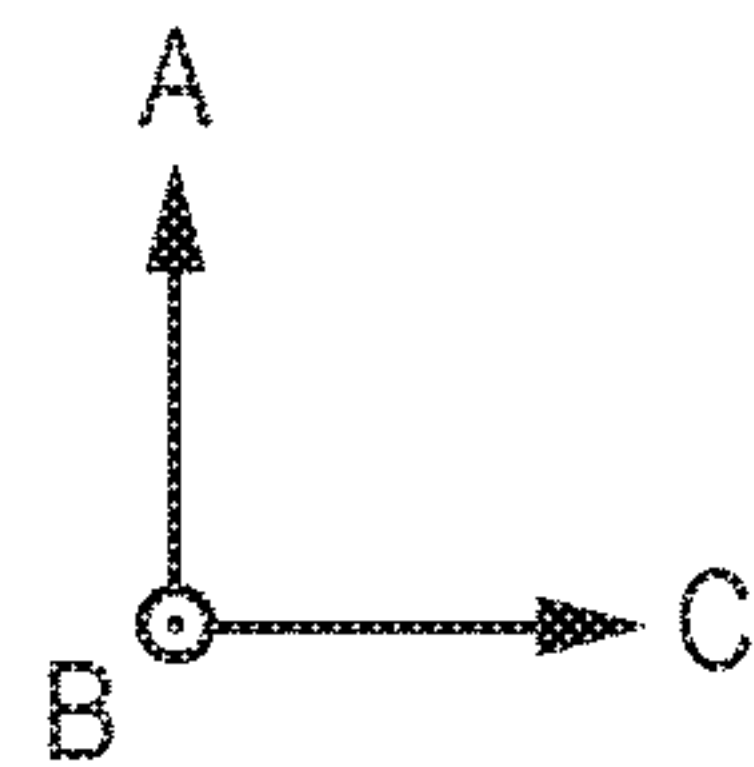


FIG.4A



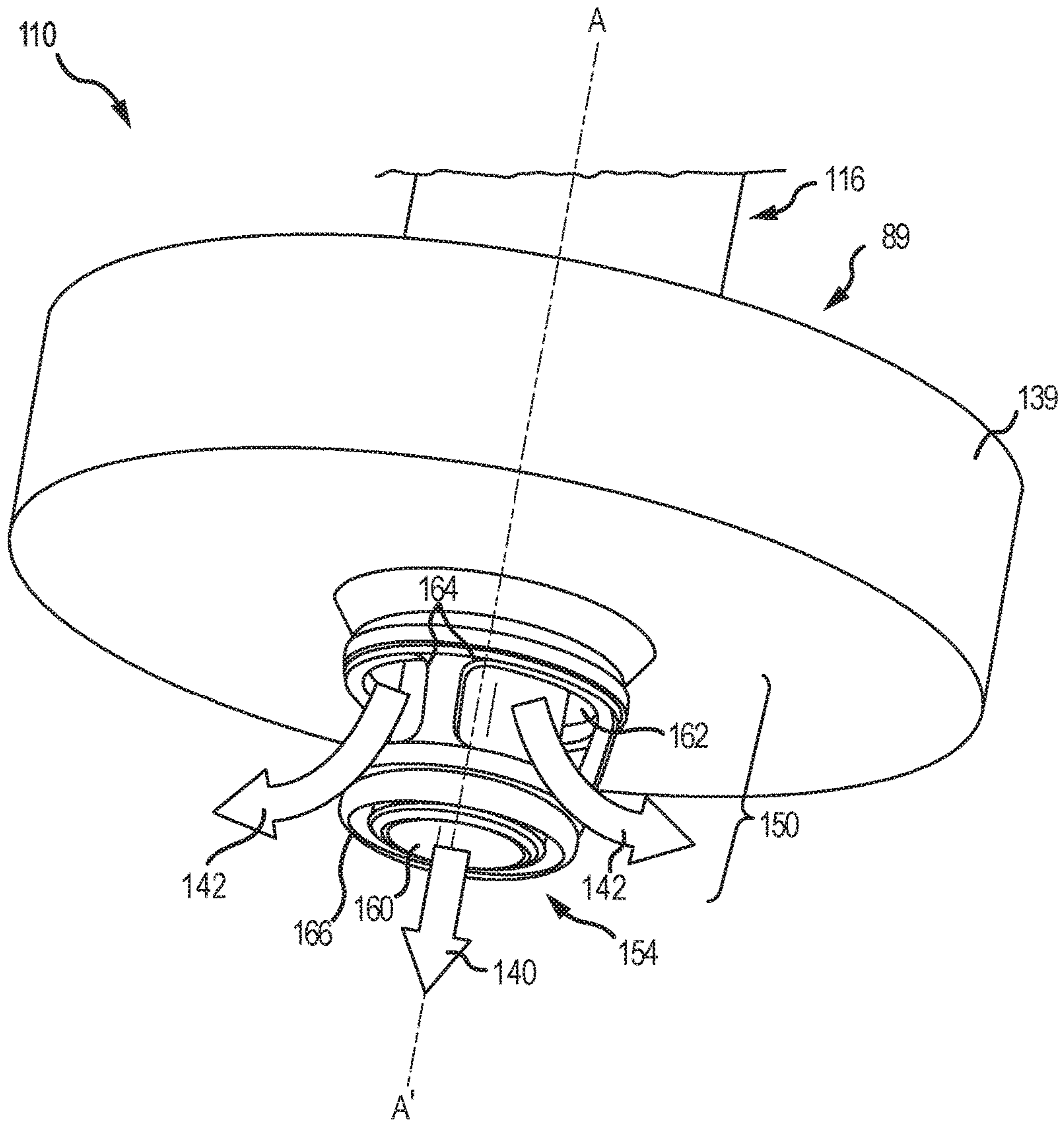
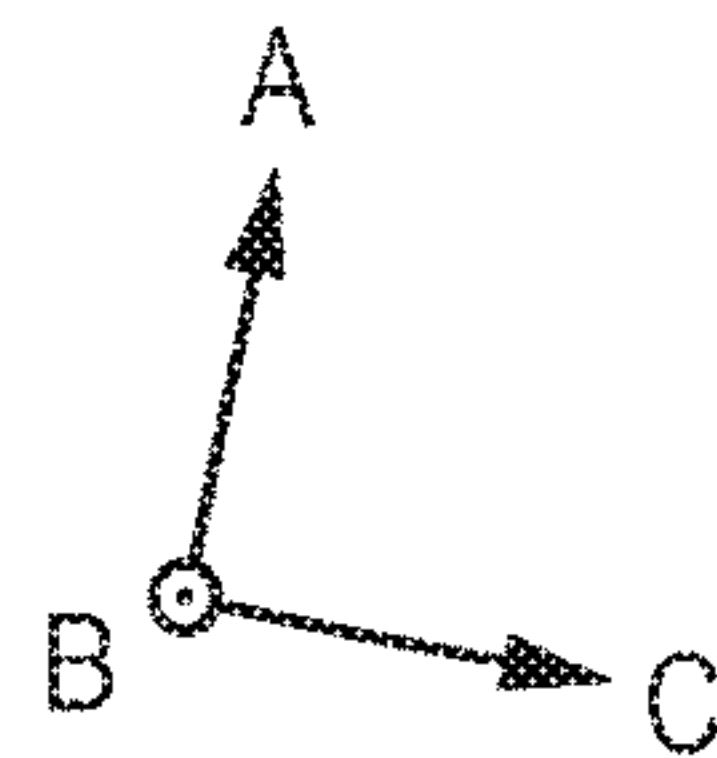
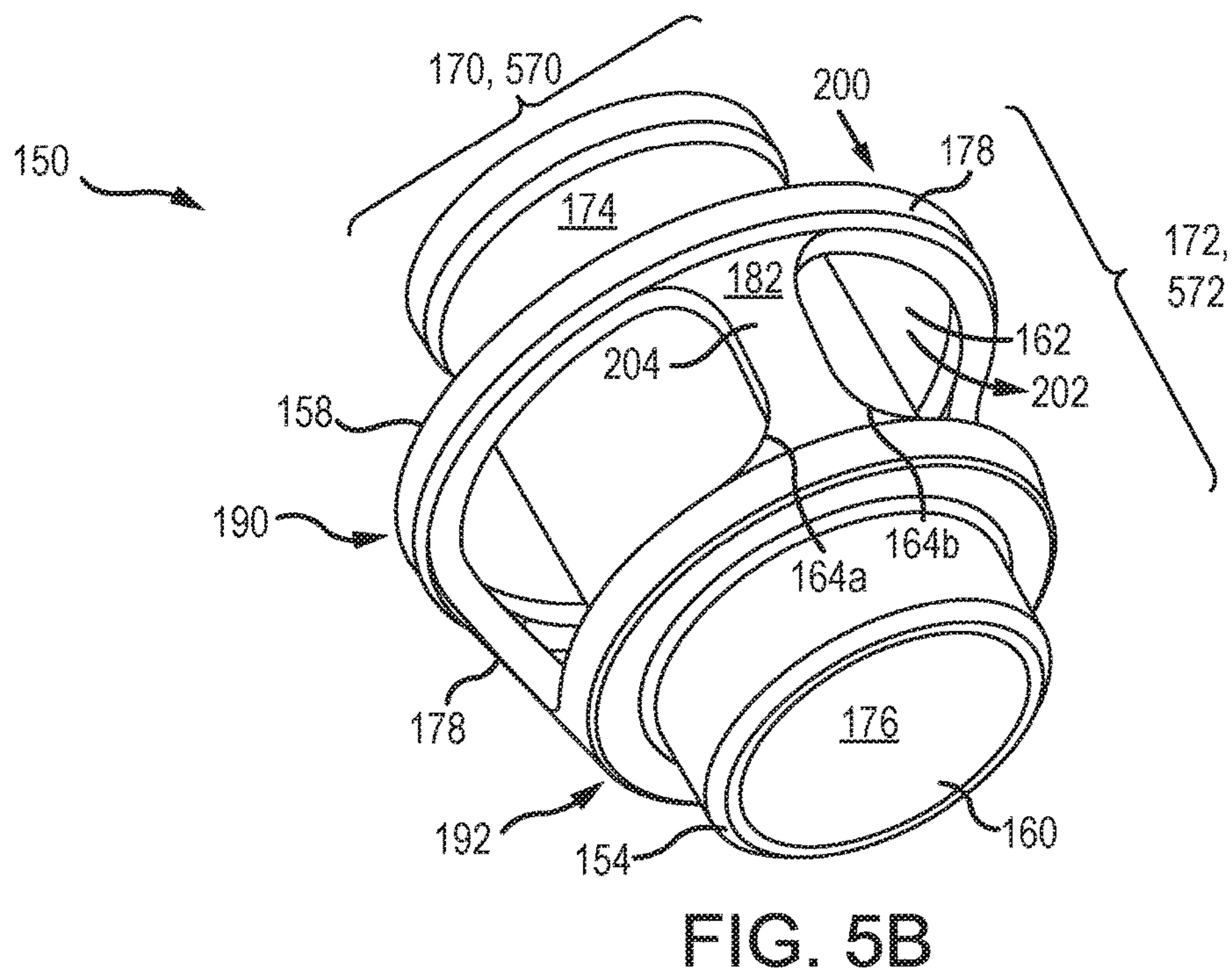
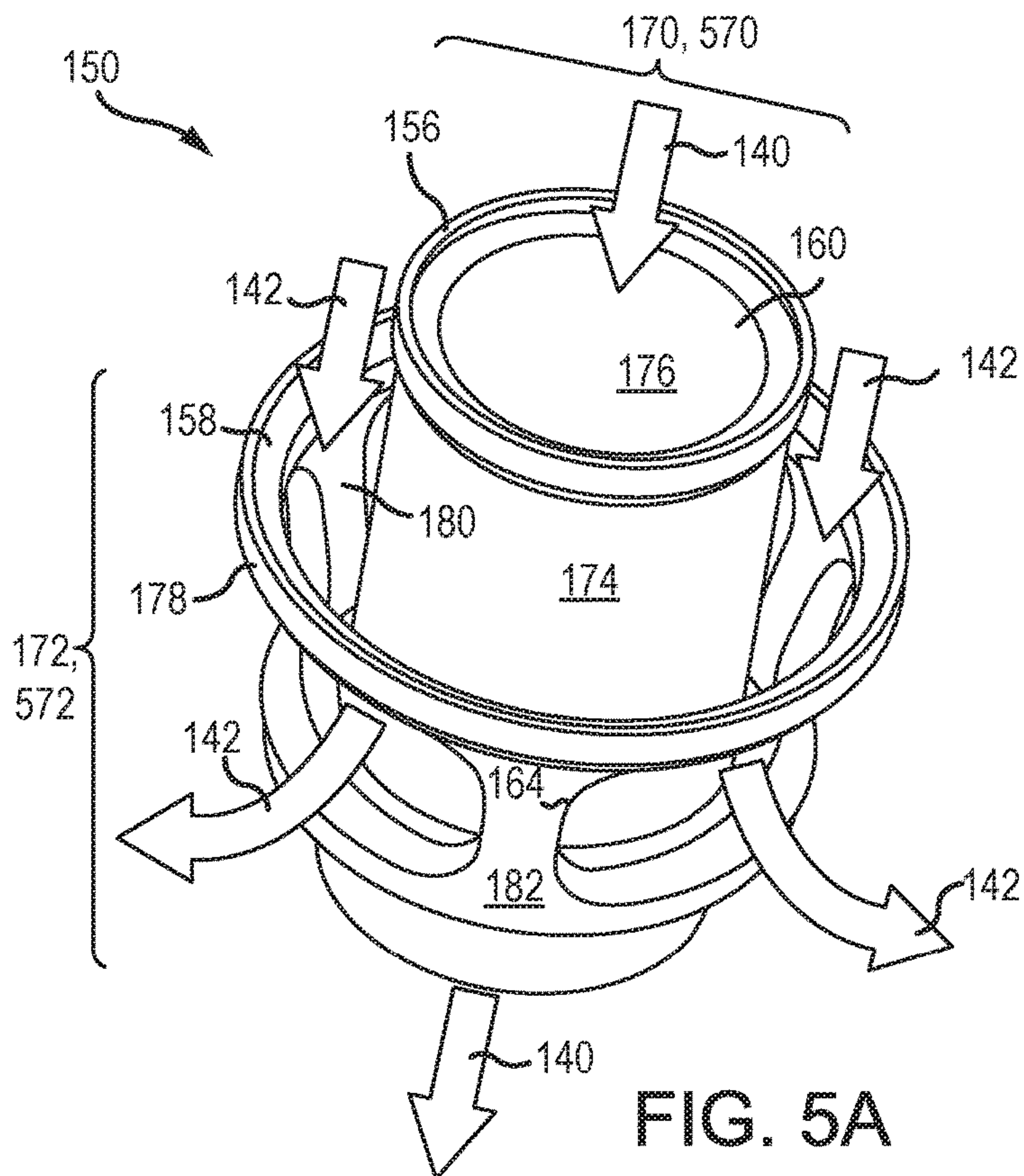


FIG. 4B





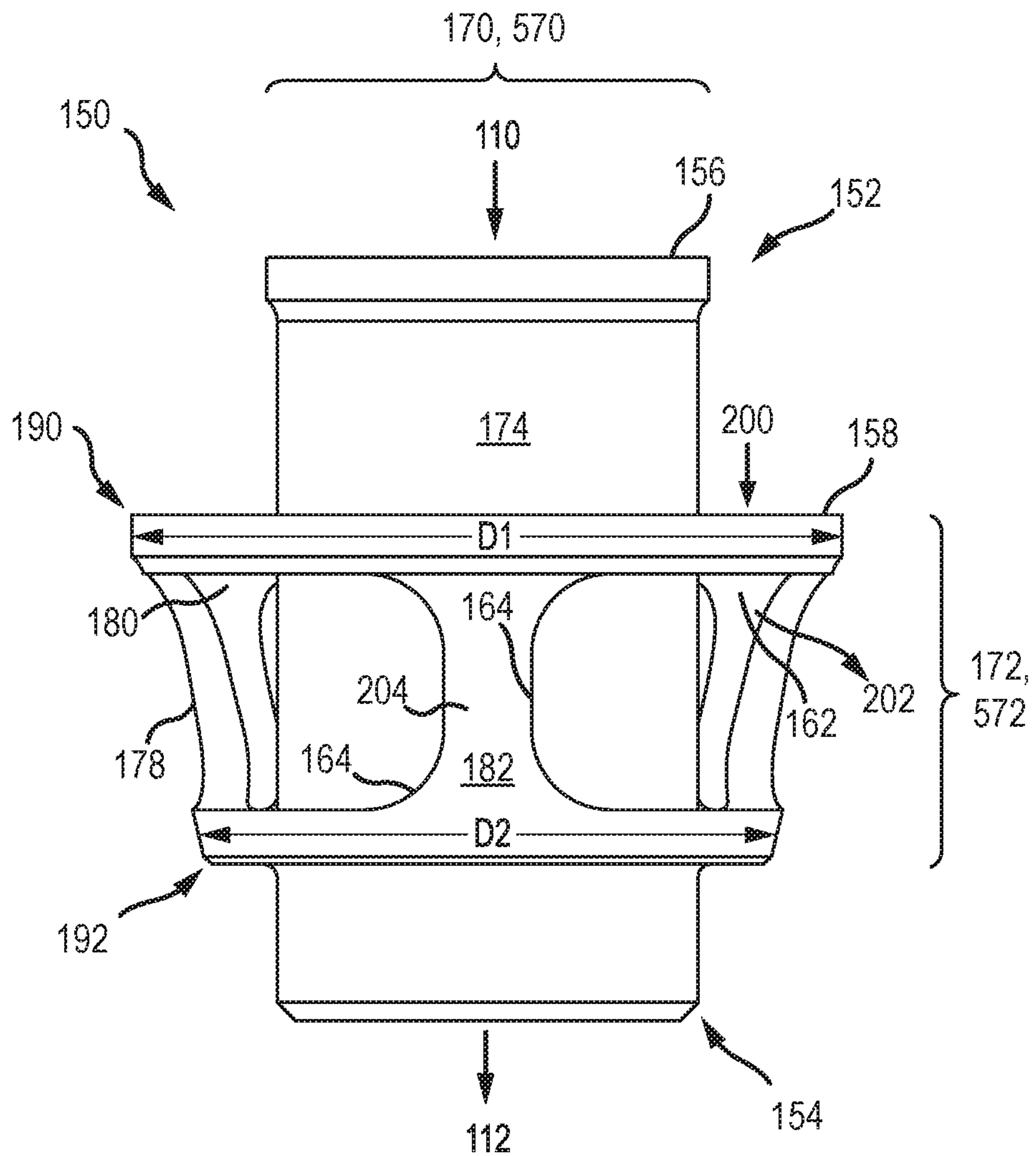
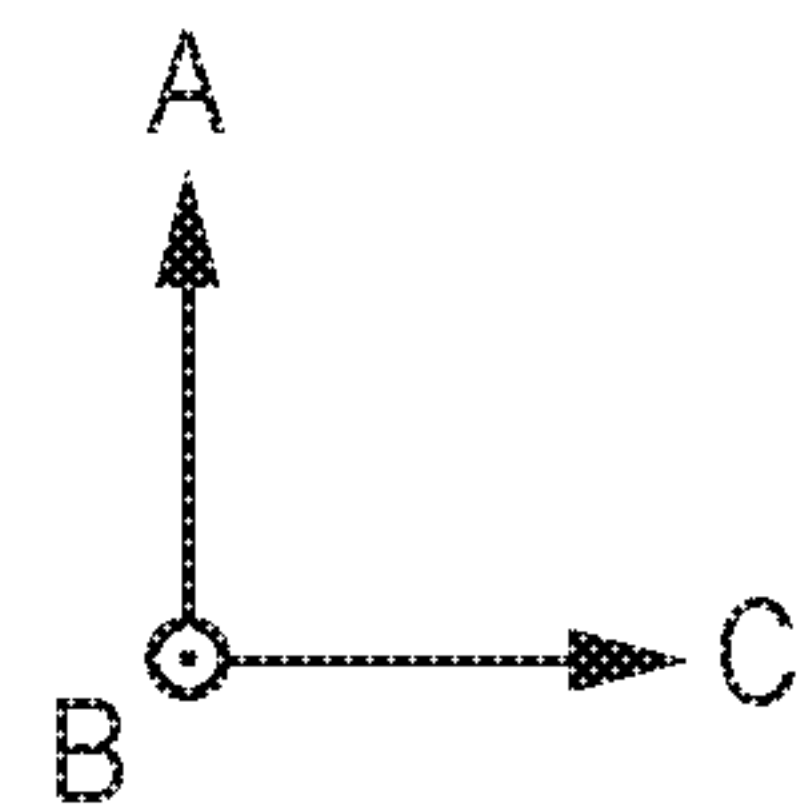


FIG. 6



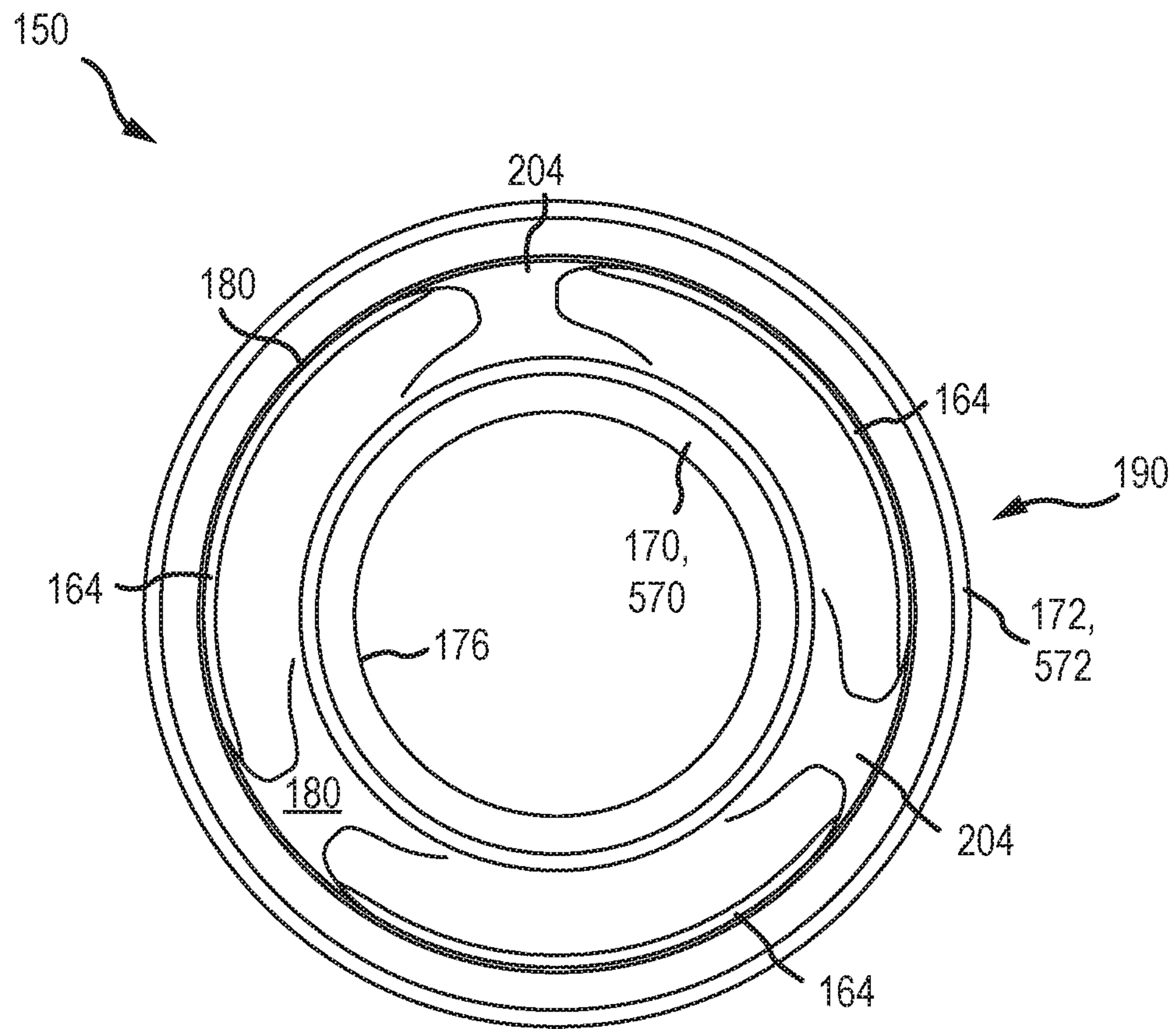
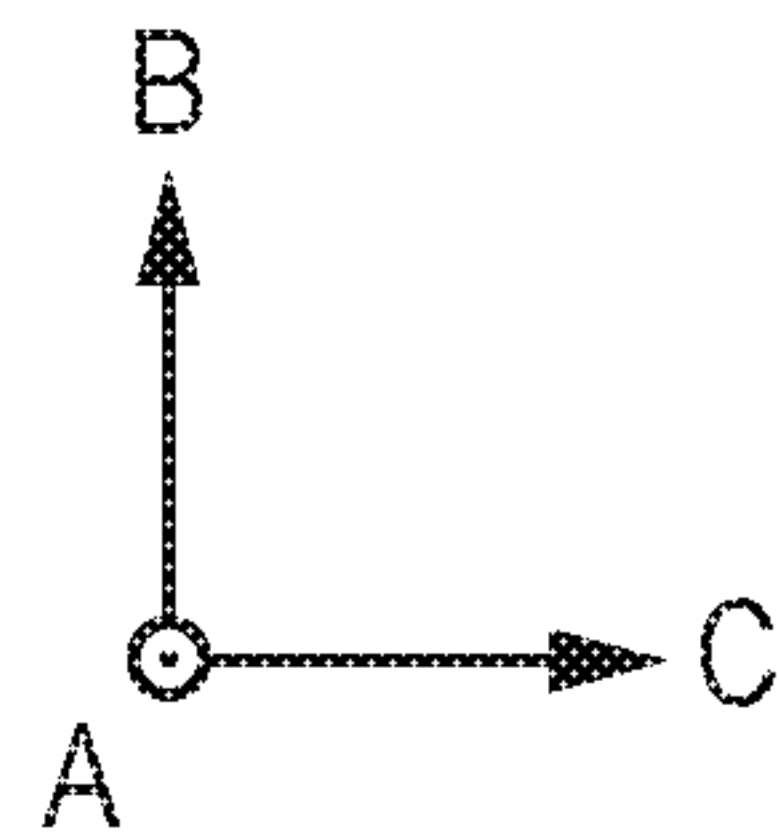
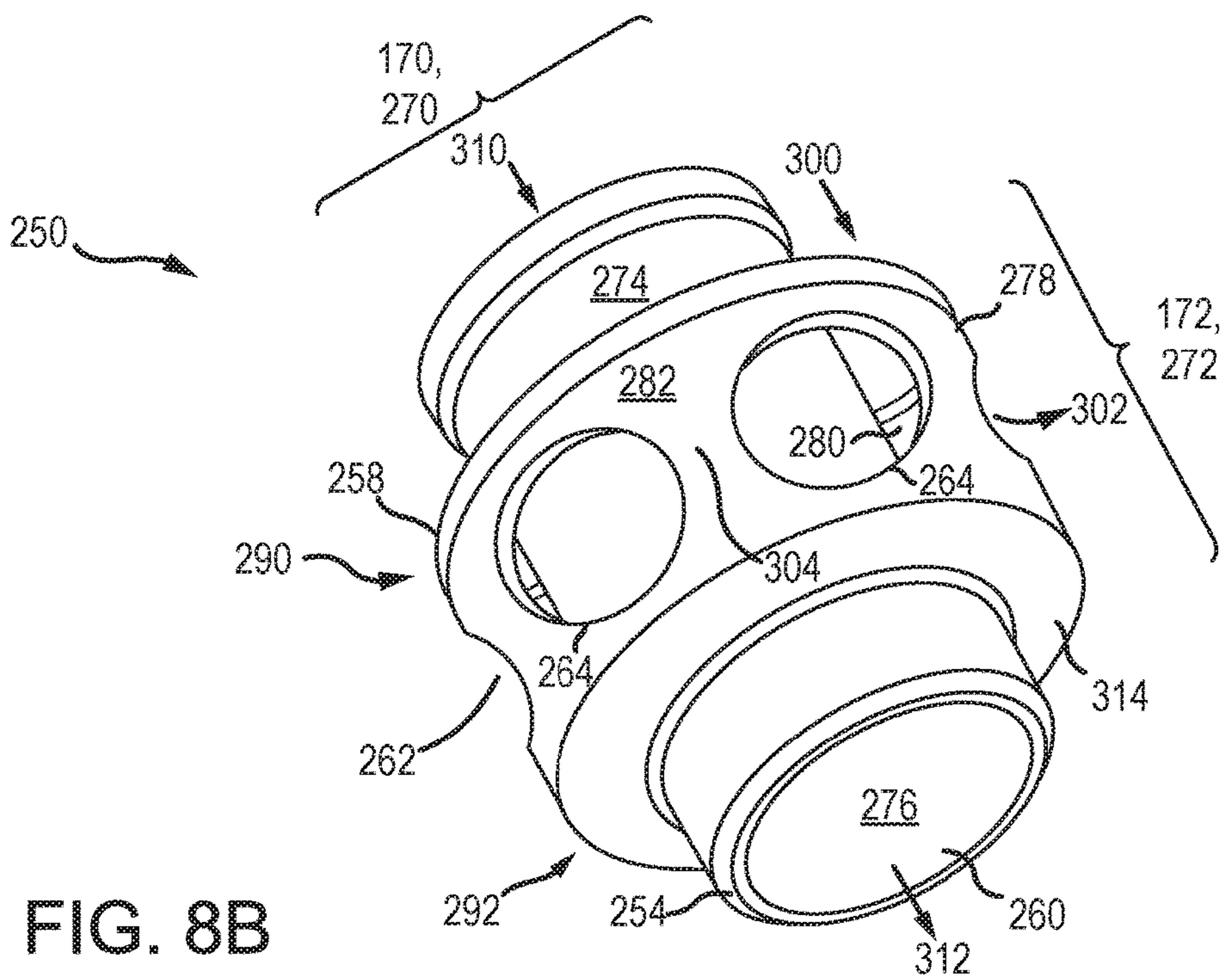
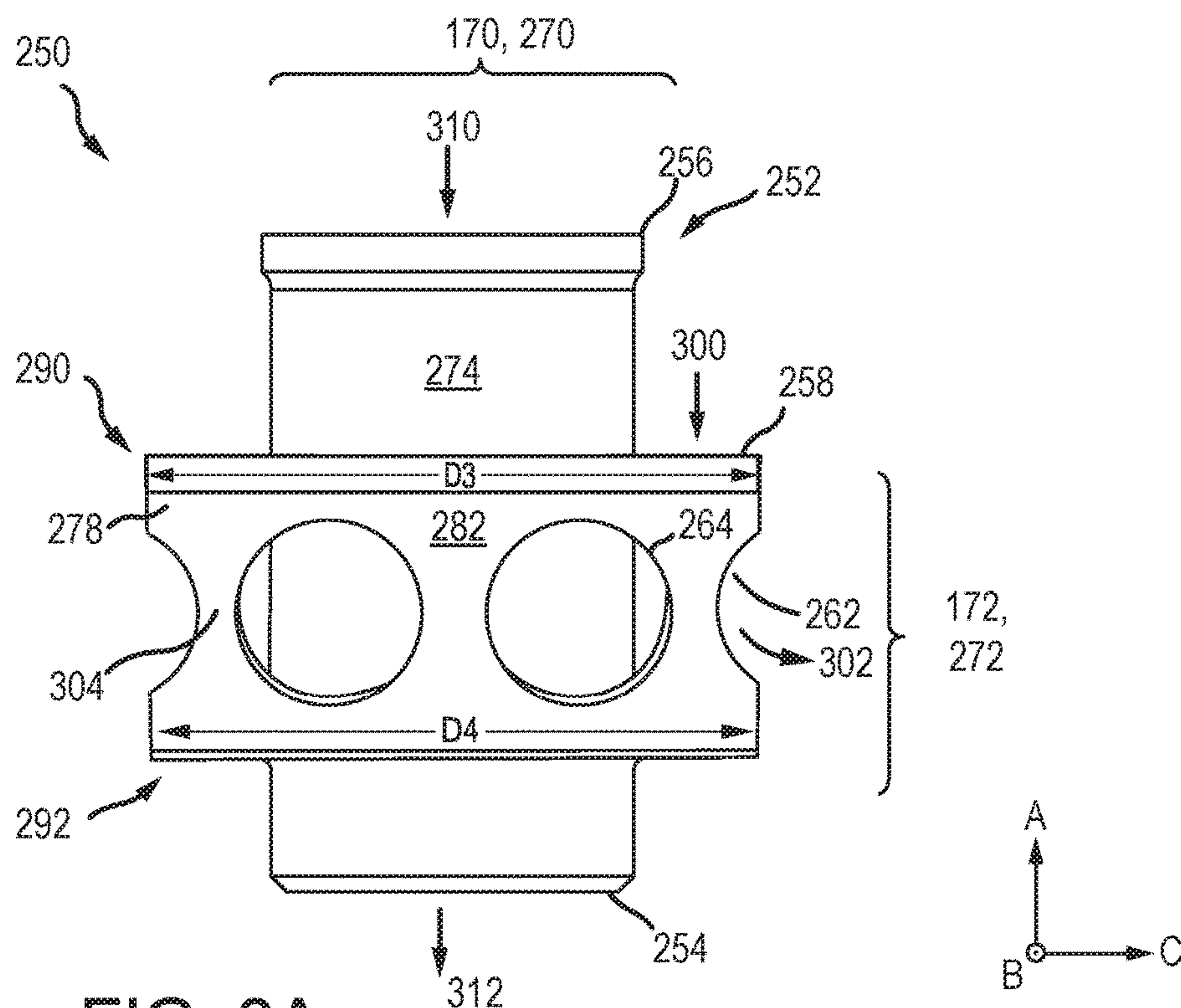


FIG. 7





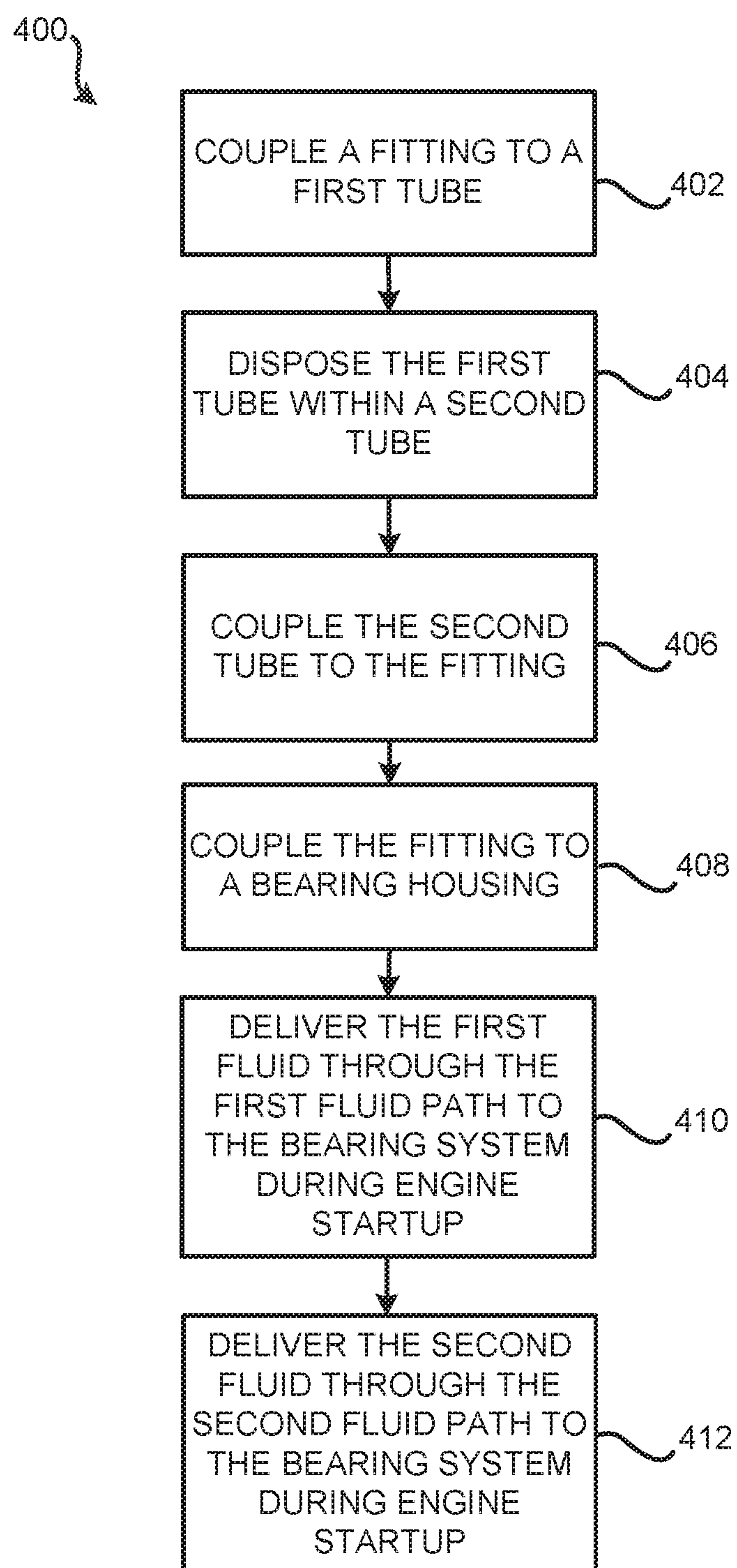


FIG. 9

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**MULTIWALL TUBE AND FITTING FOR
BEARING OIL SUPPLY**

FIELD

The present disclosure relates to gas turbine engines and, more particularly, to lubricant transport for bearing systems of gas turbine engine.

BACKGROUND

Gas turbine engines typically include a fan section, a compressor section, a combustor section and a turbine section. A fan section may drive air along a bypass flowpath while a compressor section may drive air along a core flowpath. In general, during operation, air is pressurized in the compressor section and is mixed with fuel and burned in the combustor section to generate hot combustion gases. The hot combustion gases flow through the turbine section, which extracts energy from the hot combustion gases to power the compressor section and other gas turbine engine loads. The compressor section typically includes low pressure and high pressure compressors, and the turbine section includes low pressure and high pressure turbines.

Gas turbine engines generally include one or more bearing systems that support rotation of various components relative to an engine static structure or engine case. Gas turbine engines may use oil for cooling and lubrication of the bearing systems. Lubrication systems, such as those used in aircraft gas turbine engines, supply lubricant to bearings, gears and other engine components that use lubrication. The lubricant, typically oil, cools the components and protects them from wear. A typical oil lubrication system includes conventional components such as an oil tank, pump, filter and oil supply conduits. Tubing and conduits of various types can be used to route fluids throughout an engine, for example. Various double wall tubes may be used for delivery and transport of fluids, such as oil. A double wall tube may have an outer passage formed between an inner tube and an outer tube. The inner tube and the outer tube may each carry a fluid, and it may be difficult to maintain separation of the fluids at the exit of a double wall tube. Further, engine oil tubes and fittings may be subjected to relatively high temperatures. Once subjected to excessive heating, oil may undergo coking. Oil coking may cause solid oil deposits to form within oil tubes, causing undesirable effects such as blocked passageways and filters.

SUMMARY

A multiwall tubing assembly is described herein, in accordance with various embodiments. A multiwall tubing assembly for fluid delivery to a bearing system may comprise a first tube defining an inner fluid passage configured to carry a first fluid. A second tube may be disposed around the first tube and may define an outer fluid passage between the first tube and the second tube. The outer fluid passage may be configured to carry a second fluid. A fitting may be coupled to the first tube and the second tube. The fitting may comprise an inner portion fluidly coupled to the inner fluid passage and configured to carry the first fluid. An outer portion may be disposed around the inner portion and fluidly coupled to the outer fluid passage. The outer portion may be configured to carry the second fluid. The fitting may be configured to fluidly isolate the first fluid from the second fluid.

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In various embodiments, a third tube may be disposed around the second tube and may define a chamber between the second tube and the third tube. The outer fluid passage may be concentric with the inner fluid passage. The fitting may be configured to couple to a bearing housing of the bearing system with the inner fluid passage in fluid communication with a bearing damper path defined by the bearing housing, and with the outer fluid passage in fluid communication with a bearing compartment path defined by the bearing housing. A pressure of the first fluid may be greater than a pressure of the second fluid. The outer portion of the fitting may define a first aperture disposed through a sidewall of the outer portion. The outer portion of the fitting may comprise a frustoconical portion. The inner portion of the fitting may comprise a tubular portion.

A mid-turbine frame for a gas turbine engine is also provided. The mid-turbine frame may comprise a bearing system including a bearing housing. A first tube may define an inner fluid passage configured to carry a first fluid to the bearing system. A second tube may be disposed around the first tube and define an outer fluid passage between the first tube and the second tube. The outer fluid passage may be configured to carry a second fluid to the bearing system. A fitting may be coupled to the bearing housing and to the first tube and the second tube. The fitting may comprise an inner portion fluidly coupled to the inner fluid passage and configured to carry the first fluid to the bearing system. The fitting may comprise an outer portion disposed around the inner portion and fluidly coupled to the outer fluid passage. The outer portion may be configured to carry the second fluid to the bearing system. The fitting may be configured to fluidly isolate the first fluid from the second fluid.

In various embodiments, a third tube may be disposed around the second tube and define a chamber between the second tube and the third tube. The outer fluid passage may be concentric with the inner fluid passage. The bearing system may further comprise a bearing damper and a bearing chamber. The bearing housing may define a bearing damper path and a bearing chamber path. The inner fluid passage may be in fluid communication with the bearing damper path. The outer fluid passage may be in fluid communication with the bearing chamber path. The outer portion of the fitting may define an aperture disposed through a sidewall of the outer portion. The outer portion of the fitting may comprise a frustoconical portion. The inner portion of the fitting may comprise a tubular portion. A seal may be disposed between the bearing housing and the fitting. The seal may be configured to maintain fluid isolation of the first fluid from the second fluid.

A method of delivering lubricant to a bearing system is also provided. The method may comprise the step of coupling a fitting to a first tube. The first tube may define a first fluid path. The method may comprise the step of disposing the first tube within a second tube. The first tube and the second tube may define a second fluid path between the first tube and the second tube. The method may comprise the step of coupling the second tube to the fitting. The fitting may be configured to fluidly isolate a second fluid in the second fluid path from a first fluid in the first fluid path. The method may comprise the step of delivering the first fluid through the first fluid path to the bearing system during engine startup.

In various embodiments, the method may further comprise the step of delivering the second fluid through the second fluid path to the bearing system during engine startup. A pressure of the first fluid during engine startup may be greater than a pressure of the second fluid during engine startup. The method may further comprise the step of

coupling the fitting to a bearing housing. The first fluid path may be in fluid communication with a bearing damper path defined by the bearing housing. The second fluid path may be in fluid communication with a bearing compartment path defined by the bearing housing. The step of delivering the first fluid may further comprise delivering the first fluid to a bearing damper. The step of delivering the second fluid may further comprise delivering the second fluid to a bearing compartment.

The foregoing features and elements may 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, may best be obtained by referring to the detailed description and claims when considered in connection with the figures, wherein like numerals denote like elements.

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

FIG. 2 illustrates a cross-sectional view of a turbine section with a mid-turbine frame and an oil supply tube, in accordance with various embodiments;

FIG. 3 illustrates a cross-sectional view of a multiwall tubing assembly and bearing compartment, in accordance with various embodiments;

FIGS. 4A and 4B illustrate a cross-sectional view and a perspective view, respectively, of a multiwall tubing assembly, in accordance with various embodiments;

FIGS. 5A and 5B illustrate perspective views of a fitting for a multiwall tube, in accordance with various embodiments;

FIG. 6 illustrates a side view of a fitting for a multiwall tube, in accordance with various embodiments;

FIG. 7 illustrates a top view of a fitting for a multiwall tube, in accordance with various embodiments;

FIGS. 8A and 8B illustrate a side view and a perspective view of a fitting for a multiwall tube, in accordance with various embodiments; and

FIG. 9 illustrates a method for delivering lubricant to a bearing system, in accordance with various embodiments.

DETAILED DESCRIPTION

All ranges and ratio limits disclosed herein may be combined. It is to be understood that unless specifically stated otherwise, references to “a,” “an,” and/or “the” may include one or more than one and that reference to an item in the singular may also include the item in the plural.

The detailed description of various embodiments herein makes reference to the accompanying drawings, which show various embodiments by way of illustration. While these various embodiments are described in sufficient detail to enable those skilled in the art to practice the disclosure, 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

disclosure. 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. Cross hatching lines may be used throughout the figures to denote different parts but not necessarily to denote the same or different materials.

As used herein, “aft” refers to the direction associated with the exhaust (e.g., the back end) of a gas turbine engine. As used herein, “forward” refers to the direction associated with the intake (e.g., the front end) of a gas turbine engine.

The present disclosure relates to fittings for double wall tubes and multiwall tubes. A multiwall tube may define two or more concentric fluid paths. For example, an inner tube may define a first fluid path. A second fluid path may be defined between the inner tube and an outer tube. It may be desirable to fluidly isolate the first fluid path from the second fluid path. A fitting may join an end of an inner tube with an end of an outer tube, while maintaining separation of the fluid paths.

In various embodiments and with reference to FIG. 1, a gas turbine engine 20 is provided. Gas turbine engine 20 may be a two-spool turbofan that generally incorporates a fan section 22, a compressor section 24, a combustor section 26 and a turbine section 28. Alternative engines may include, for example, an augmentor section among other systems or features. In operation, fan section 22 can drive coolant (e.g., air) along a bypass flow path B while compressor section 24 can drive coolant along a core flow path C for compression and communication into combustor section 26 then expansion through turbine section 28. Although depicted as a turbofan gas turbine engine 20 herein, it should be understood that the concepts described herein are not limited to use with turbofans as the teachings may be applied to other types of turbine engines including three-spool architectures.

Gas turbine engine 20 may generally comprise a low speed spool 30 and a high speed spool 32 mounted for rotation about an engine central longitudinal axis Z-Z' relative to an engine static structure 36 or engine case via several bearing systems 38, 38-1, and 38-2. Engine central longitudinal axis Z-Z' is oriented in the z direction on the provided xyz axes. It should be understood that various bearing systems 38 at various locations may alternatively or additionally be provided, including for example, bearing system 38, bearing system 38-1, and bearing system 38-2.

Low speed spool 30 may generally comprise an inner shaft 40 that interconnects a fan 42, a low pressure compressor 44 and a low pressure turbine 46. Inner shaft 40 may be connected to fan 42 through a geared architecture 48 that can drive fan 42 at a lower speed than low speed spool 30. Geared architecture 48 may comprise a gear assembly 60 enclosed within a gear housing 62. Gear assembly 60 couples inner shaft 40 to a rotating fan structure. High speed spool 32 may comprise an outer shaft 50 that interconnects a high pressure compressor 52 and high pressure turbine 54. A combustor 56 may be located between high pressure compressor 52 and high pressure turbine 54. A mid-turbine frame 57 of engine static structure 36 may be located

generally between high pressure turbine **54** and low pressure turbine **46**. Mid-turbine frame **57** may support one or more bearing systems **38** in turbine section **28**. Inner shaft **40** and outer shaft **50** may be concentric and rotate via bearing systems **38** about the engine central longitudinal axis Z-Z', 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 airflow of core flow path C may be compressed by low pressure compressor **44** then high pressure compressor **52**, mixed and burned with fuel in combustor **56**, then expanded over high pressure turbine **54** and low pressure turbine **46**. Mid-turbine frame **57** may include airfoils **64**, which are in core flow path C. Turbines **46**, **54** rotationally drive the respective low speed spool **30** and high speed spool **32** in response to the expansion.

Gas turbine engine **20** may be, for example, a high-bypass ratio geared engine. In various embodiments, the bypass ratio of gas turbine engine **20** may be greater than about six (6). In various embodiments, the bypass ratio of gas turbine engine **20** may be greater than ten (10). In various embodiments, 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. Geared architecture **48** may have a gear reduction ratio of greater than about 2.3 and low pressure turbine **46** may have a pressure ratio that is greater than about five (5). In various embodiments, the bypass ratio of gas turbine engine **20** is greater than about ten (10:1). In various embodiments, the diameter of fan **42** may be significantly larger than that of the low pressure compressor **44**, and the low pressure turbine **46** may have a pressure ratio that is greater than about five (5:1). Low pressure turbine **46** pressure ratio may be measured prior to inlet of low pressure turbine **46** as related to the pressure at the outlet of low pressure turbine **46** prior to an exhaust nozzle. 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 gas turbine engines including direct drive turbofans. A gas turbine engine may comprise an industrial gas turbine (IGT) or a geared engine, such as a geared turbofan, or non-geared engine, such as a turbofan, a turboshaft, or may comprise any gas turbine engine as desired.

With reference now to FIG. 2 and still to FIG. 1, a portion of an engine section **70** is shown, in accordance with various embodiments. Although engine section **70** is illustrated in FIG. 2, for example, as a turbine section, it will be understood that the tubing assemblies in the present disclosure are not limited to the turbine section, and could extend to other sections of the gas turbine engine **20** and to other bearing assemblies. In various embodiments, engine section **70** may include mid-turbine frame **57** of gas turbine engine **20**. Mid-turbine frame **57** may be located aft of high pressure turbine **54** and forward of low pressure turbine **46** and may be mechanically coupled to bearing system **38**.

In various embodiments, mid-turbine frame **57** may include a bearing **74**, a bearing damper **76**, and a bearing housing **78**, which may define a bearing compartment **80**. Mid-turbine frame **57** may include a multiwall tubing assembly **110** for fluid delivery to bearing system **38**. Multiwall tubing assembly **110** may be coupled to bearing housing **78** and may be configured to transport fluid to and/or from bearing compartment **80** and bearing damper **76**. For example, multiwall tubing assembly **110** may deliver

a first fluid from a first fluid source **82** to bearing damper **76** through a bearing damper path **84** defined by bearing housing **78**. The first fluid may be used to lubricate bearing damper **76**. Multiwall tubing assembly **110** may deliver a second fluid from a second fluid source **86** to bearing compartment **80** through a bearing compartment path **88** defined by bearing housing **78**. The second fluid may be used to lubricate at least a portion of bearing compartment **80**.

Multiwall tubing assembly **110** may extend through airfoil **64**. Hot exhaust gas in core flow path C may impinge on airfoil **64** which may cause airfoil **64** to increase in temperature due to convective heat transfer from the hot exhaust. In various embodiments, heat may radiate to other nearby components which may cause the nearby components to increase in temperature. In return, the nearby components may transfer heat to other adjacent components and/or fluids. For example, heat may radiate from airfoil **64** to multiwall tubing assembly **110** and may convectively transfer heat from airfoil **64** to multiwall tubing assembly **110**. Multiwall tubing assembly **110** may be configured to limit heat transfer to the fluids within multiwall tubing assembly **110**.

Referring to FIG. 3, a multiwall tubing assembly **110** and bearing housing **78** is shown, in accordance with various embodiments. Multiwall tubing assembly **110** may be coupled to bearing housing **78** by one or more fittings **89** and/or fasteners **90** configured to secure multiwall tubing assembly **110** to bearing housing **78**. Multiwall tubing assembly **110** may further include a fitting **150** coupled to bearing housing **78** and to fitting **89**. Multiwall tubing assembly **110** with fitting **150** may be configured to deliver a first fluid **92** from first fluid source **82** to bearing damper path **84**. First fluid **92** flows through multiwall tubing assembly **110**, fitting **150** and bearing damper path **84** and to bearing damper **76** (FIG. 2) through a first outlet **94** in bearing housing **78**. Multiwall tubing assembly **110** and fittings **89**, **150** may further be configured to deliver a second fluid **96** from second fluid source **86** to bearing compartment path **88**. Second fluid **96** flows through multiwall tubing assembly **110**, fitting **89**, fitting **150** and bearing compartment path **88** and to bearing compartment **80** through a second outlet **98** in bearing housing **78**. Multiwall tubing assembly **110** with fitting **150** may be configured to maintain first fluid **92** separated from second fluid **96**. First fluid **92** and second fluid **96** may contain similar or different fluids, which may have similar or different temperatures and/or pressures.

Referring to FIGS. 4A and 4B, a multiwall tubing assembly **110** is shown, in accordance with various embodiments. Multiwall tubing assembly **110** may include a first tube **112** disposed within a second tube **114**. Second tube **114** may be disposed around first tube **112** in a concentric and/or coaxial arrangement. First tube **112** and second tube **114** together may form at least a portion of a multiwall tube **116**. Multiwall tube **116** may further include third tube **118**. First tube **112** and second tube **114** may be disposed within third tube **118**. In various embodiments, third tube **118** may comprise an outer sleeve that encases at least a portion of second tube **114**. Third tube **118** may be configured to prevent heat transfer from surrounding hot air to second tube **114** and/or first tube **112**.

In various embodiments, first tube **112**, second tube **114** and third tube **118** may be concentric about a longitudinal axis A-A', which is collinear with the longitudinal axes of first tube **112**, second tube **114** and third tube **118** and which is parallel to the A-direction on the provided ABC axes. First tube **112** may include an inner surface **120** and an outer

surface 122. First tube 112 may include an inner fluid passage 124 defined by inner surface 120. Second tube 114 may include an inner surface 130 and an outer surface 132. An outer fluid passage 134 may be defined between first tube 112 and second tube 114. Outer fluid passage 134 may have a generally annular cross section. Each of inner fluid passage 124 and outer fluid passage 134 may contain a fluid, such as lubricant, oil, fuel, air or other fluid. Inner fluid passage 124 and outer fluid passage 134 may contain similar or different fluids, which may have similar or different temperatures and/or pressures.

An inner surface 120 of first tube 112 may define a first fluid path 140 through inner fluid passage 124. Outer surface 122 of first tube 112 and an inner surface 130 of second tube 114 may define a second fluid path 142 through outer fluid passage 134. First fluid path 140 and second fluid path 142 are each illustrated as flowing in the negative A-direction on the provided ABC axes. It is further contemplated and understood that first fluid path 140 and/or second fluid path 142 may flow in various directions, including the positive A-direction, in accordance with various embodiments. As used herein, “distal” refers to the direction toward the negative A-direction on the provided ABC axes relative to the multiwall tubing assembly 110. As used herein, “proximal” refers to a direction toward the positive A-direction on the provided ABC axes relative to the multiwall tubing assembly 110.

Third tube 118 may include an inner surface 144 and an outer surface 146. An inner surface 144 of third tube 118 and outer surface 132 of second tube 114 may define a gap or a chamber 148. Chamber 148 may be occupied by air, thereby providing a thermal shield for first tube 112 and second tube 114 to reduce heat transfer from surrounding hot air to first fluid path 140 and second fluid path 142. Chamber 148 may further be configured to contain oil or other fluid within third tube 118 in the event that there is a fluid leak from first tube 112 and/or second tube 114.

In various embodiments, multiwall tubing assembly 110 may comprise fitting 89 configured to couple to second tube 114 and third tube 118 to bearing housing 78. More specifically, fitting 89 may be configured to couple to a distal end 136 of second tube 114 and to a distal end 149 of third tube 118. Distal end 136 of second tube 114 and distal end 149 of third tube 118 may be mechanically fastened, welded, brazed, adhered and/or otherwise attached to fitting 89. Fitting 89 may be coupled to or integral with second tube 114 and/or third tube 118. As used herein, the term “integrated” or “integral” may include being formed as one, single continuous piece. Fitting 89 may further include a flange 139 extending radially outward from longitudinal axis A-A'. One or more fasteners 90 may extend through flange 139 to secure fitting 89 to bearing housing 78. Fitting 89 may further be configured to couple second tube 114 to fitting 150.

Fitting 150 may be configured to couple to both first tube 112 and fitting 89 of multiwall tubing assembly 110. More specifically, fitting 150 may be configured to couple to a distal end 126 of first tube 112 and to a distal end 138 of fitting 89. Fitting 150 may comprise a proximal end 152 and a distal end 154 opposite to the proximal end 152. Proximal end 152 of fitting 150 may further include an inner proximal end 156 and an outer proximal end 158. Inner proximal end 156 of fitting 150 may be configured to couple to distal end 126 of first tube 112, and may form a seal between inner proximal end 156 of fitting 150 and first tube 112. Distal end 126 of first tube 112 may be mechanically fastened, welded, brazed, adhered and/or otherwise attached to inner proximal

end 156 of fitting 150. Fitting 150 may define an inner fluid passage 160, which forms a continuous fluid path with inner fluid passage 124 of first tube 112. Distal end 154 of fitting 150 may be configured to couple to bearing housing 78 configured to receive fluid from first fluid path 140.

In various embodiments, a first seal 166 may be disposed between distal end 154 of fitting 150 and bearing housing 78. First seal 166 may be configured to provide a fluid-tight seal between fitting 150 and bearing housing 78. First seal 166 may be disposed at an outlet of fitting 150 and may be disposed between the first fluid path 140 and the second fluid path 142. First seal 166 may include, for example, a C-seal, brush seal, carbon seal, O-ring seal or other seal type. In this regard, a C-seal may have a cross-sectional shape that is partially circular. First seal 166 may provide sealing around a circumference of distal end 154 of fitting 150.

Outer proximal end 158 of fitting 150 may be configured to couple to distal end 138 of fitting 89, and may form a seal between fitting 150 and fitting 89. Outer proximal end 158 of fitting 150 may be mechanically fastened, welded, brazed, adhered and/or otherwise attached to distal end 138 of fitting 89. In various embodiments, outer proximal end 158 of fitting 150 may be configured to couple to distal end 136 of second tube 114. Fitting 150 may define an outer fluid passage 162, which forms a continuous fluid path with outer fluid passage 134 of second tube 114. First seal 166 between fitting 150 and bearing housing 78 may help maintain fluid isolation of inner fluid passage 160 relative to outer fluid passage 162. Fitting 150 may further be configured to maintain a position of first tube 112 with respect to fitting 89 and/or second tube 114, for example, to hold first tube 112 in a fixed position relative to fitting 89 and/or second tube 114. Thus, fitting 150 may provide structural support for the first tube 112, fitting 89 and/or second tube 114.

In various embodiments, additional seals, such as second seal 167 and third seal 168, may be disposed between fitting 89 and bearing housing 78. Second seal 167 and third seal 168 may be configured to provide a fluid-tight seal between fitting 89 and bearing housing 78. Second seal 167 and third seal 168 may each include, for example, a C-seal, brush seal, carbon seal, O-ring seal or other seal type.

Referring to FIG. 4B, a portion of a multiwall tubing assembly 110 is shown, in accordance with various embodiments. As discussed above, fitting 150 may be configured to couple to first tube 112 and second tube 114 to receive fluid from each fluid passage of the first tube 112 and second tube 114. Fitting 150 may maintain first fluid path 140 separate and fluidly isolated from second fluid path 142. As discussed, distal end 154 of fitting 150 may be configured to couple to additional tubing configured to receive fluid from inner fluid passage 160. Fitting 150 may define an outer fluid passage 162 through which second fluid path 142 flows and exits fitting 150 through one or more apertures 164 in fitting 150. Fitting 150 may further couple to additional fittings, tubing or components configured to receive fluid from outer fluid passage 162. Thus, fitting 150 operates as a coupling for a multiwall tube 116 and maintains two separate flow paths, such as first fluid path 140 and second fluid path 142.

Referring to FIGS. 5A and 5B, a fitting 150 for a multiwall tubing assembly is shown, in accordance with various embodiments. In various embodiments, fitting 150 may include an inner portion 170 and an outer portion 172. Inner portion 170 may comprise a tubular portion 570, and outer portion 172 may comprise a frustoconical portion 572. The outer portion 172 may be disposed around an outer surface 174 of the inner portion 170 and may be concentrically oriented relative to the inner portion 170. Inner portion 170

may include an inner surface 176 and an outer surface 174. Inner fluid passage 160 may be defined by an inner surface 176 of inner portion 170. Outer portion 172 may include an inner surface 180 and an outer surface 182. Outer fluid passage 162 may be defined between the outer portion 172 and the inner portion 170, and more specifically, outer fluid passage 162 may be defined by outer surface 174 of inner portion 170 and inner surface 180 of outer portion 172. Outer fluid passage 162 may be concentric with inner fluid passage 160 and may be fluidly isolated from inner fluid passage 160.

Outer portion 172 further includes a first axial end 190 and a second axial end 192. The second axial end 192 of outer portion 172 may be coupled to outer surface 174 of inner portion 170. Second axial end 192 may be integral with outer surface 174 such that outer portion 172 and inner portion 170 are integrally formed. The first axial end 190 of outer portion 172 may be radially offset from inner portion 170 so as to form an inlet 200 of outer fluid passage 162. Inlet 200 may be an annular inlet.

In various embodiments, outer portion 172 may define one or more apertures 164 formed through a sidewall 178 of outer portion 172. One or more apertures 164 disposed through a sidewall 178 of outer portion 172 extend from inner surface 180 to outer surface 182 of outer portion 172. The apertures 164 may form an outlet 202 of outer fluid passage 162 allowing second fluid path 142 to exit fitting 150 without mixing with first fluid path 140. Apertures 164 may have a trapezoidal shape, a partial annular shape, a circular shape, an oval shape or any suitable shape. FIG. 5B shows fitting 150 with outer portion 172 as frustoconical portion 572 having a first aperture 164a and a second aperture 164b separated by a prong 204 of sidewall 178. Prong 204 of sidewall 178 may be disposed between first aperture 164a and second aperture 164b and may be coupled to the first axial end 190 and the second axial end 192 of outer portion 172.

Referring again to FIGS. 2 and 4A and still to FIGS. 5A and 5B, fitting 150 may be used to couple to a multiwall tube 116 and to a bearing system 38 for delivering fluid to the bearing system 38, in accordance with various embodiments. Fitting 150 may be coupled to bearing housing 78 and to first tube 112 and second tube 114. Inner portion 170 of fitting 150 may be fluidly coupled to the inner fluid passage 124 of multiwall tube 116 and may be configured to carry the first fluid 92 to bearing system 38. Outer portion 172 of fitting 150 may be disposed around inner portion 170 and fluidly coupled to the outer fluid passage 134 of multiwall tube 116. Outer portion 172 may be configured to carry the second fluid 96 to bearing system 38. Fitting 150 may be configured to couple to bearing housing 78 of the bearing system 38 with the inner fluid passage 124 in fluid communication with bearing damper path 84 defined by the bearing housing 78. The outer fluid passage 162 may be in fluid communication with bearing compartment path 88 defined by the bearing housing 78.

Referring now to FIG. 3 and still to FIGS. 5A and 5B, fitting 150 may receive the first fluid 92 from first fluid path 140 and the second fluid 96 from second fluid path 142. The first fluid 92 may have similar or different characteristics from the second fluid 96. For example, the first fluid 92 of first fluid path 140 may have a higher pressure than the second fluid 96 of second fluid path 142. The first fluid 92 of first fluid path 140 may also have a higher temperature than the second fluid 96 of second fluid path 142. Fitting 150 may be any suitable material for the thermal environment

encountered by the fitting 150, including for example a metallic and/or non-metallic material.

In various embodiments, fitting 150 may also be configured to minimize thermal load transfer between first tube 112 and second tube 114. Prongs 204 of outer portion 172 may be configured to reduce conductive heat transfer between first tube 112 and second tube 114. For example, a width of prongs 204 may be less than a width of apertures 164 in order to minimize the material that couples second tube 114 to inner portion 170. By forming prongs 204 with a relatively thin shape, the heat transfer between first axial end 190 and second axial end 192 of outer portion 172, and thus the heat transfer between first tube 112 and second tube 114, may be reduced.

Referring to FIG. 6, a side view of fitting 150 is shown, in accordance with various embodiments. As discussed, fitting 150 may include an outer portion 172 formed concentrically around outer surface 174 of inner portion 170. Inner portion 170 and outer portion 172 may be integrally formed. A diameter D1 of the first axial end 190 of outer portion 172 may be greater than a diameter D2 of the second axial end 192 of outer portion 172. The first axial end 190 of outer portion 172 may be radially offset from outer surface 174 of inner portion 170. The second axial end 192 of outer portion 172 may be coupled to or formed integrally with the outer surface 174 of inner portion 170. A difference between the diameter D1 of the first axial end 190 and the diameter D2 of the second axial end 192 may determine the sidewall angle of outer portion 172. The sidewall angle of outer portion 172 and size of apertures 164 may be configured to minimize pressure loss in the fluid within outer fluid passage 162.

With continued reference to FIG. 6 and with reference to FIG. 4A, outer fluid passage 162 of fitting 150 may comprise inlet 200 and outlet 202. Inlet 200 may be in fluid communication with the second fluid path 142. The inlet 200 of outer fluid passage 162 formed between inner portion 170 and first axial end 190 of outer portion 172 may be similar in size and shape to outer fluid passage 134 of multiwall tube 116. Fitting 150 may define a plurality of apertures 164 disposed through a sidewall 178 of the fitting 150. Apertures 164 may form outlet 202 for the second fluid path 142 to exit fitting 150. The shape and size of apertures 164 may be configured to provide a large cross sectional surface area at outlet 202 of outer fluid passage 162. The shape of outer portion 172 and apertures 164 may allow fluid to flow from outer fluid passage 134 of multiwall tube 116 and through outer fluid passage 162 of fitting 150 with minimal fluid pressure loss. As fluid flows from inlet 200 and in the negative A-direction through outer fluid passage 162, the frustoconical shape allows fluid to exit through apertures 164 with reduced impingement of the fluid on inner surface 180 of outer portion 172. By minimizing impingement of fluid flow on outer portion 172, pressure loss is reduced.

Inner portion 170 may comprise an inlet 210 and an outlet 212. Inlet 210 may be in fluid communication with the first fluid path 140. Inlet 210 may have a similar cross-sectional size and shape as inner fluid passage 124 of multiwall tube 116. Second fluid path 142 may be concentric with the first fluid path 140, and inlet 200 may be concentric with inlet 210. Outlet 212 at distal end 154 of fitting 150 may be configured according to the component to be coupled to distal end 154 of fitting 150.

Referring to FIG. 7, a top view of fitting 150 is shown, in accordance with various embodiments. As discussed above, the shape of outer portion 172 as frustoconical portion 572 may reduce impingement of fluid on inner surface 180 of

outer portion 172. Apertures 164 are separated by prongs 204, which are shown having a relatively smaller surface area than an area of apertures 164. By minimizing the surface area of inner surface 180, fluid pressure loss due to fluid impingement on inner surface 180 may be reduced and conductive heat transfer between first axial end 190 of outer portion 172 and inner portion 170 may be reduced.

Referring to FIGS. 8A and 8B, a fitting 250 for a multi-wall tube is shown, in accordance with various embodiments. Fitting 250 may comprise a proximal end 252 and a distal end 254. Proximal end 252 of fitting 250 may further include an inner proximal end 256 and an outer proximal end 258. Similar to fitting 150 (FIG. 5A), fitting 250 may be used to couple to a multiwall tube 116 (FIG. 4A). In various embodiments, fitting 250 may include an inner portion 170 and an outer portion 172. Inner portion 170 may comprise a first tubular portion 270, and outer portion 172 may comprise a second tubular portion 272. The outer portion 172 may be disposed around an outer surface 274 of the inner portion 170 and may be concentrically oriented relative to the inner portion 170. Fitting 250 may define an inner fluid passage 260 and an outer fluid passage 262. Inner fluid passage 260 may be defined by an inner surface 276 of inner portion 170. Inner portion 170 may comprise an inlet 310 and an outlet 312 for inner fluid passage 260. Distal end 254 of fitting 250 may be configured to couple to additional tubing configured to receive fluid from inner fluid passage 260.

Outer portion 172 may include an inner surface 280 and an outer surface 282. Outer fluid passage 262 may be defined between the outer portion 172 and the inner portion 170, and more specifically, outer fluid passage 262 may be defined by outer surface 274 of inner portion 170 and inner surface 280 of outer portion 172. Outer fluid passage 262 may be concentric with inner fluid passage 260 and may be fluidly isolated from inner fluid passage 260. Outer portion 172 further includes a first axial end 290 and a second axial end 292. Second axial end 292 of outer portion 172 may be coupled to outer surface 274 of inner portion 170. Second axial end 292 may be integral with outer surface 274 such that outer portion 172 and inner portion 170 are integrally formed. First axial end 290 of outer portion 172 may be radially offset from outer surface 274 of inner portion 170 so as to form an inlet 300 of outer fluid passage 262. Inlet 300 may be an annular inlet and concentric with inlet 310. Second axial end 292 may be radially offset from outer surface 274 of inner portion 170, and may be coupled to outer surface 274 by a base wall 314. A diameter D3 of first axial end 290 of outer portion 172 may be the same or similar to a diameter D4 of second axial end 292 of outer portion 172, such that a sidewall 278 of outer portion 172 is parallel to inner portion 170.

In various embodiments, outer portion 172 may define one or more apertures 264 formed through sidewall 278 of outer portion 172. One or more apertures 264 disposed through sidewall 278 of outer portion 172 extend from inner surface 280 to outer surface 282 of outer portion 172. The apertures 264 may form an outlet 302 of outer fluid passage 262 allowing fluid to exit fitting 250 without mixing with fluid flowing through outlet 312. Apertures 264 may have a trapezoidal shape, a partial annular shape, a circular shape, an oval shape or any suitable shape. Apertures 264 may be separated by a prong 304 of sidewall 278.

In various embodiments, fitting 250 may also be configured to minimize thermal load transfer between inner portion 170 and outer portion 172. Prongs 304 of outer portion 172 may be configured to reduce conductive heat transfer

between inner portion 170 and outer portion 172. For example, a width of prongs 304 may be less than a width of apertures 264 in order to minimize the material of outer portion 172. By forming prongs 304 with a relatively thin shape, the heat transfer between inner portion 170 and outer portion 172 may be reduced. The shape and size of apertures 264 may be configured to provide a large cross sectional surface area at outlet 302 of outer fluid passage 362. Apertures 264 may allow fluid to flow through outer fluid passage 262 of fitting 250 with minimal fluid pressure loss.

With reference to FIG. 9, a method 400 of delivering lubricant to a bearing system is shown, in accordance with various embodiments. Method 400 may comprise the step of coupling a fitting to a first tube (step 402). The first tube may define a first fluid path. Method 400 may comprise the step of disposing the first tube within a second tube (step 404). The first tube and the second tube may define a second fluid path between the first tube and the second tube. Method 400 may comprise the step of coupling the second tube to the fitting (step 406). The fitting may be configured to fluidly isolate a second fluid in the second fluid path from a first fluid in the first fluid path. Method 400 may comprise the steps of coupling the fitting to a bearing housing (step 408), delivering the first fluid through the first fluid path to the bearing system during engine startup (step 410), and delivering the second fluid through the second fluid path to the bearing system during engine startup (step 412). The first fluid path may be in fluid communication with a bearing damper path defined by the bearing housing. A pressure of the first fluid during engine startup may be greater than a pressure of the second fluid during engine startup. A pressure of the first fluid and a pressure of the second fluid may be substantially the same after engine startup. Step 410 may further comprise delivering the first fluid to a bearing damper. Step 412 may further comprise delivering the second fluid to a bearing compartment.

Benefits and other advantages 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, and any elements that may cause any benefit or advantage to occur or become more pronounced are not to be construed as critical, required, or essential features or elements of the disclosure. The scope of the disclosure 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.

Systems, methods and apparatus are provided herein. In the detailed description herein, references to "various embodiments", "one embodiment", "an embodiment", "an example embodiment", 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

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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. No claim element is intended to invoke 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.

What is claimed is:

1. A multiwall tubing assembly for fluid delivery to a bearing system, comprising:

a first tube defining an inner fluid passage configured to carry a first fluid;

a second tube disposed around the first tube and defining an outer fluid passage between the first tube and the second tube, the outer fluid passage configured to carry a second fluid;

a third tube disposed around the second tube and defining a chamber between the second tube and the third tube, the chamber being fluidly isolated from the outer fluid passage; and

a fitting coupled to the first tube and the second tube, the fitting comprising: an inner portion fluidly coupled to the inner fluid passage and configured to carry the first fluid, and

an outer portion disposed around the inner portion and fluidly coupled to the outer fluid passage, the outer portion configured to carry the second fluid,

wherein the fitting is configured to fluidly isolate the first fluid from the second fluid.

2. The multiwall tubing assembly of claim 1, wherein the outer fluid passage is concentric with the inner fluid passage.

3. The multiwall tubing assembly of claim 1, wherein the fitting is configured to couple to a bearing housing of the bearing system with the inner fluid passage in fluid communication with a bearing damper path defined by the bearing housing, and with the outer fluid passage in fluid communication with a bearing compartment path defined by the bearing housing.

4. The multiwall tubing assembly of claim 3, wherein a pressure of the first fluid is greater than a pressure of the second fluid.

5. The multiwall tubing assembly of claim 1, wherein the outer portion of the fitting defines a first aperture disposed through a sidewall of the outer portion.

6. The multiwall tubing assembly of claim 1, wherein the outer portion of the fitting comprises a frustoconical portion, and wherein the inner portion of the fitting comprises a tubular portion.

7. A mid-turbine frame for a gas turbine engine, comprising:

a bearing system including a bearing housing;

a first tube defining an inner fluid passage configured to carry a first fluid to the bearing system;

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a second tube disposed around the first tube and defining an outer fluid passage between the first tube and the second tube, the outer fluid passage configured to carry a second fluid to the bearing system;

a third tube disposed around the second tube and defining a chamber between the second tube and the third tube, the chamber being fluidly isolated from the outer fluid passage; and

a fitting coupled to the bearing housing and to the first tube and the second tube, the fitting comprising:

an inner portion fluidly coupled to the inner fluid passage and configured to carry the first fluid to the bearing system, and

an outer portion disposed around the inner portion and fluidly coupled to the outer fluid passage, the outer portion configured to carry the second fluid to the bearing system,

wherein the fitting is configured to fluidly isolate the first fluid from the second fluid.

8. The mid-turbine frame of claim 7, wherein the outer fluid passage is concentric with the inner fluid passage.

9. The mid-turbine frame of claim 7, wherein the bearing system further comprises a bearing damper and a bearing chamber, and wherein the bearing housing defines a bearing damper path and a bearing chamber path.

10. The mid-turbine frame of claim 9, wherein the inner fluid passage is in fluid communication with the bearing damper path, and wherein the outer fluid passage is in fluid communication with the bearing chamber path.

11. The mid-turbine frame of claim 7, wherein the outer portion of the fitting defines an aperture disposed through a sidewall of the outer portion.

12. The mid-turbine frame of claim 7, wherein the outer portion of the fitting comprises a frustoconical portion, and wherein the inner portion of the fitting comprises a tubular portion.

13. The mid-turbine frame of claim 7, further comprising a seal disposed between the bearing housing and the fitting, the seal configured to maintain fluid isolation of the first fluid from the second fluid.

14. A method of delivering lubricant to a bearing system, comprising:

coupling a fitting to a first tube, wherein the first tube defines a first fluid path;

disposing the first tube within a second tube, wherein the first tube and the second tube define a second fluid path between the first tube and the second tube;

coupling the second tube to the fitting, wherein the fitting is configured to fluidly isolate a second fluid in the second fluid path from a first fluid in the first fluid path; delivering the first fluid through the first fluid path to the bearing system during engine startup; and

coupling the fitting to a bearing housing, wherein the first fluid path is in fluid communication with a bearing damper path defined by the bearing housing, and wherein the second fluid path is in fluid communication with a bearing compartment path defined by the bearing housing.

15. The method of claim 14, further comprising delivering the second fluid through the second fluid path to the bearing system during engine startup, wherein a pressure of the first fluid during engine startup is greater than a pressure of the second fluid during engine startup.

16. The method of claim 14, wherein the delivering the first fluid further comprises delivering the first fluid to a bearing damper.

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17. The method of claim 16, wherein the delivering the second fluid further comprises delivering the second fluid to a bearing compartment.

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