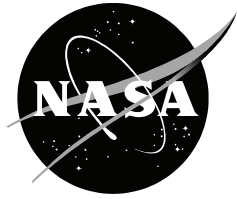


NASA/CR—2017–219485



A Reexamination of the Hover Performance of the XC-142A Tiltwing

(Including the U.S. Air Force Propeller Static Performance Test Data Bank)

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March 2017

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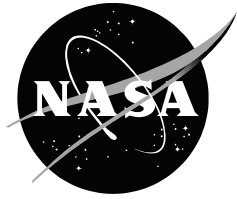
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March 2017

ACKNOWLEDGMENTS

Aeromechanics Branch interns at Ames Research Center were assigned the task of redigitizing the tabulated data in reference 3. This group of interns included Geoffrey Ament, Witold Koning, Cory Loob, Keith Pacheco, and Christina Wilson. They did a terrific job in less than a month. Their efforts are very much appreciated.

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A REEXAMINATION OF THE HOVER PERFORMANCE OF THE XC-142A TILTWING

(Including the U.S. Air Force Propeller Static Performance Test Data Bank)

Franklin D. Harris¹ and Michelle Dominguez²

Ames Research Center

SUMMARY

This reports reexamines the hover performance of the XC-142A tiltwing. Two reports, published nearly four decades ago, were used in this reexamination. The first report provided experimental thrust and power measurements for 28 propellers in the static condition (i.e., hover). This data has been redigitized into a Microsoft Excel workbook. Two of the 28 propellers were flight tested on the XC-142A, and the preferred propeller's performance was documented in the second report. Both tabulated and graphical data forms show that the four-bladed, 15.625-foot-diameter Hamilton Standard propeller (2FF16A1-4A) performed better on the aircraft in hovering flight than as an isolated propeller on a test stand. Static testing showed that data point repeatability at fixed blade pitch angle and constant shaft horsepower was no better than about 175 pounds thrust out of 9,000 pounds. Unfortunately, 175 pounds is just about the weight of 1 troop in an aircraft designed to carry 32 fully equipped combat troops.

At this time, no theoretical calculations paralleling this propeller performance comparison have been made.

INTRODUCTION

During the 1960s the U.S. Air Force funded development of the LTV XC-142A tiltwing transport/cargo aircraft, shown hovering here in Figure 1 (ref. 1). The propellers for this aircraft were designed and built by Hamilton Standard with features illustrated in Figure 2. This initial Hamilton Standard design was designated as the 2FE16A3-4A. Early hover testing of the aircraft in the late 1960s and early 1970s established a 12-percent shortfall in thrust at the design power with this initial propeller design. An immediate propeller redesign program was started to obtain a propeller that would ensure that the aircraft would meet its contractually specified hover performance.

A major contributor to the redesign program was the staff at the V/STOL Propulsion Branch, Directorate of Propulsion and Power Subsystems office. This group was part of the then Aeronautical Systems Division of the Air Force Systems Command located at Wright-Patterson Air Force Base (WPAFB) in Dayton, Ohio. At that time, the V/STOL Propulsion Branch had several whirl tower rigs used to statically test propellers and helicopter rotors. One key output of the Branch was testing of the initially designed propeller (2FE16A3-4A) and then the redesigned XC-142A propeller, which was designated as the 2FF16A1-4A. Both of these four-bladed propellers had diameters of 15.625 feet. The redesigned blade (primarily with an increase in chord) improved the hover performance of the XC-142A so that the thrust shortfall was quoted as being only about 1 percent. Then, a relatively small uprating of the General

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Electric T64-GE-1 turboshaft engine—from 2,850 shp to 3,080 shp—appeared to have removed hover performance as an issue with the aircraft. Additional tests—more in the research line—were made starting with a 0.832-scaled version of the 2FF16A1-4A redesigned propeller. This contribution established static performance for changes in twist, tip shape, activity factor per blade (i.e., power weighted solidity per blade), airfoil camber, inboard blade spar fairing with cuffs, and airfoil sections.

In January of 1970, Matthew H. Chopin authored a two-part report that documented some of the V/STOL Propulsion Branch's propeller research effort in support of the XC-142A program (refs. 2,3). Part II of this report was prepared by Gerald Cafarelli and contains 357 pages of tabulated static performance test data for 28 different propellers. The Part II tabulated test data has been redigitized into one Microsoft Excel file. This Excel file is identified as "*USAF Propeller Static Performance Data Bank from Chopin's ASD-TR-69-15*" and is attached to this report under separate cover.

Chopin's summary report (ref. 2) provides a key figure showing the difference between the initial Hamilton Standard propeller (2FE16A3-4A) and the redesigned propeller (2FF16A1-4A). This comparison is reproduced here as Figure 3. Furthermore, the following remarks were included in Chopin's introduction:

"This report presents the results of an extensive propeller test program conducted in support of the XC-142A System Program Office. The basic purpose of the testing was to obtain data necessary to improve propeller static performance of the XC-142A V/STOL cargo transport. The XC-142A is a prototype tilt-wing vertical takeoff cargo aircraft with four wing-mounted turboprop power plants, which provide thrust for both vertical and forward propulsion. A static thrust of approximately 10,000 pounds per propeller was required for the design takeoff gross weight of 37,470 pounds (plus control power) at sea level standard (S.L.S.) day conditions. This thrust corresponds to a propeller disc loading of approximately 50 pounds per square foot. Initial flight testing of the XC-142A indicated a need for additional propeller static thrust to provide the desired vertical takeoff capability for the aircraft. A program was initiated by the XC-42A System Program Office to increase the static thrust performance of the propeller system.

The XC-142A aircraft operational requirements that dictated the specific propeller design were the following:

- a. $V_{\max}$ – 37,474 lbs gross weight (G. W.) on a standard day at sea level, at military rated shaft power (not less than) --- 355 kts (409 mph).
- b. Vertical thrust to weight ratio – 37,474 lbs G. W. on a standard day at sea level, out of ground effect, at takeoff rated shaft power, not less than 1.15 lbs thrust/lb gross weight.

In general, the hover performance of V/STOL aircraft has been below expectation, due in part to the lack of an accurate propeller-performance prediction theory at zero airspeed. Developing a theory for calculating static performance requires good experimental data to check the accuracy of the theory. Very little experimental test data is available for propellers intended for high static thrust. Data which are available have been obtained on various commercial and government test devices, and results obtained from different devices make direct comparison difficult. Data in this report was obtained under controlled conditions from the same test facilities.

In the absence of accurate theoretical performance prediction methods, the empirical findings contained in this report are believed to be of vital significance to the performance of advanced propellers and to the early development of successful V/STOL aircraft. It is hoped that these tests will contribute to a better understanding of the factors affecting static thrust of propellers and may aid in the development of an accurate method of predicting the static performance of propellers for V/STOL aircraft application."



Figure 1. The XC-142A tiltwing was built by Ling-Temco-Vought and Hiller and Ryan after they won the U.S. Air Force Tri-Service competition for an assault transport. The 41,500-pound aircraft, with a weight empty of 24,700 pounds, first flew on September 29, 1964. The initial design gross weight was 37,474 pounds.

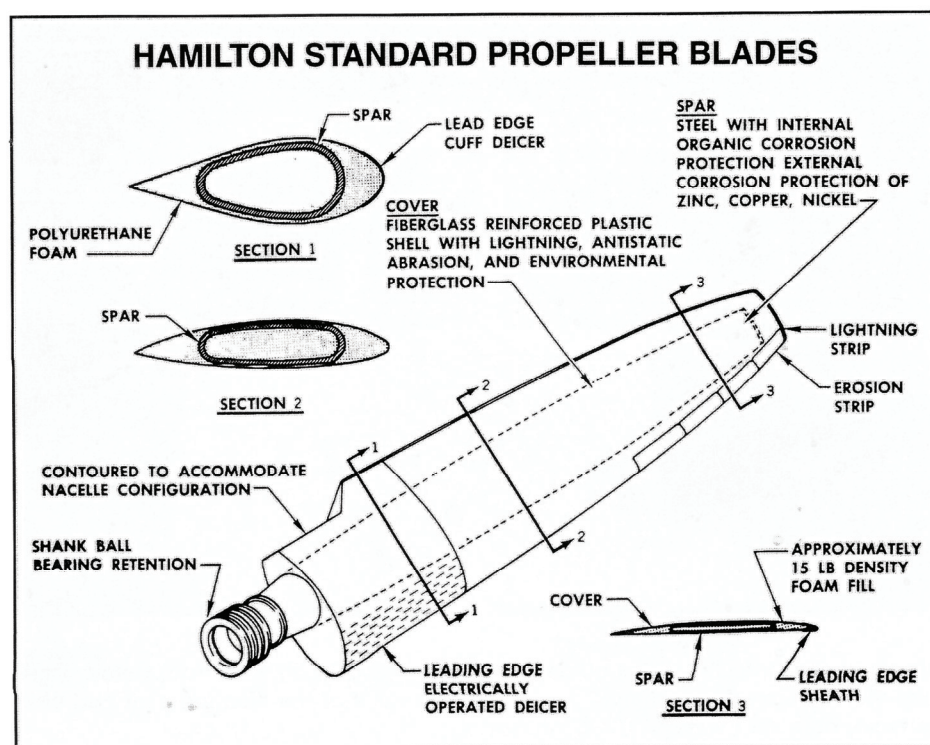


Figure 2. Basic design approach in support of V/STOL aircraft programs.

The performance comparison of the two propellers designed and statically tested on the whirl tower rig—and then in flight—is shown in Figure 3. Note that Figure of Merit (FM) is graphed against the propeller power coefficient (C_P). Propeller performance coefficients are not defined by the rotorcraft industry. Chopin's experimental data reduction process used

$$\begin{aligned} \text{Prop } C_P &= 0.5000 \frac{(\text{HP}/1,000)}{(\rho/\rho_0)(\text{RPM}/1,000)^3 (\text{Dia}/10)^5} = \frac{\pi^4}{4} \left(\text{Rotor } C_P = \frac{P}{\rho A V_t^3} \right) \\ \text{Prop } C_T &= 0.1515 \frac{(T/1,000)}{(\rho/\rho_0)(\text{RPM}/1,000)^2 (\text{Dia}/10)^4} = \frac{\pi^2}{4} \left(\text{Rotor } C_T = \frac{T}{\rho A V_t^2} \right) \\ \text{FM} &= 0.798 \frac{(\text{Prop } C_T)^{3/2}}{\text{Prop } C_P} = \frac{1}{\sqrt{2}} \frac{(\text{Rotor } C_T)^{3/2}}{\text{Rotor } C_P} \end{aligned}$$

Chopin stated in his summary report that the horsepower available would be a propeller power coefficient of $C_P = 0.0854$, and each of the four 15.625-foot-diameter propellers would be operating at 1,232 revolutions per minute (1,008 ft/sec tip speed or a tip Mach number of 0.903). A C_P of 0.0854 at sea level on a standard day was based on the General Electric T64-GE-1 turboshaft engine takeoff rating of 3,080 shp. The actual power to the propeller shaft is obtained by accounting for transmission efficiency (0.98) and accessory losses (44 hp) as

$$\text{Prop SHP} = \text{Engine SHP} \times \eta_{\text{transmission}} - \text{SHP}_{\text{accessory}}$$

Flight test factors such as engine residual jet thrust or wing/propeller interference were not considered. Entering Figure 3 at a C_P of 0.0854 leads to the following result:

Propellers	Prop No.	Prop SHP	Thrust (lbs)	RPM	Prop C_T	Prop C_P	FM
Initial Design	2FE16A3-4A	2,974	10,043	1,232	0.1682	0.0854	0.645
Redesigned	2FF16A1-4A	2,974	11,003	1,232	0.1842	0.0854	0.739

The propeller thrust required so that the XC-142A would meet its hover performance specification was quoted by Chopin as $37,474(1.15)/4$ equals 10,773 pounds per propeller.

Appendix I of Chopin's summary report provides blade characteristic sheets for the 28 propeller blades that were studied in the V/STOL Propulsion Branch propeller research effort supporting the XC-142A program (ref. 2). Sheet No. 2 gives characteristics for both the initial and the redesigned blades and is included here as Figure 4.

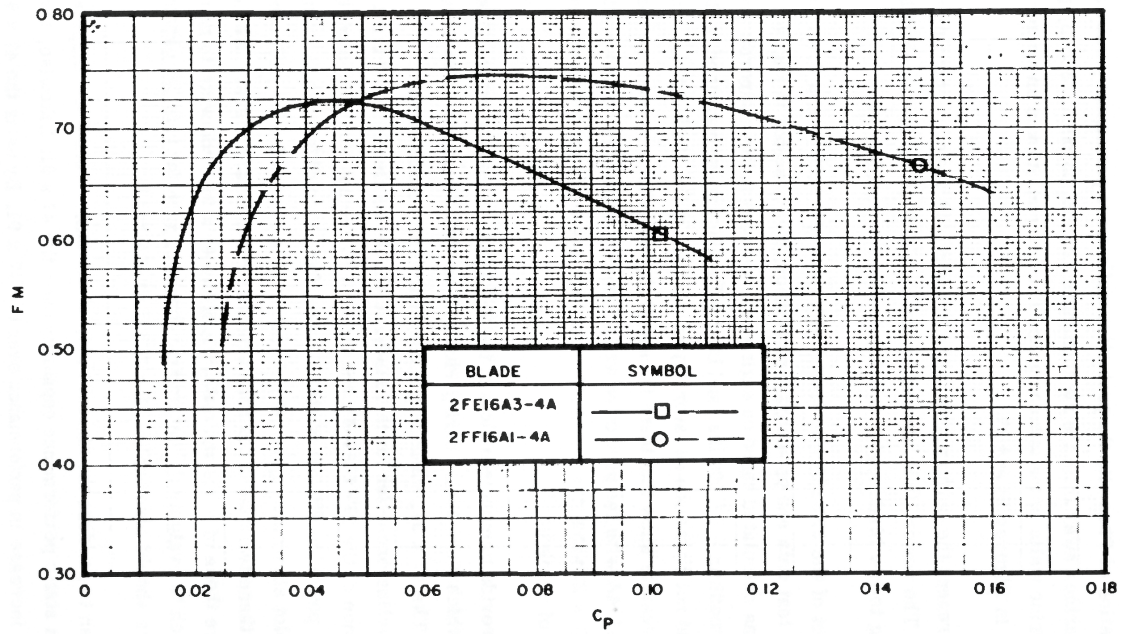


Figure 3. Hover performance of initial and redesigned propellers for the XC-142A (ref. 2).

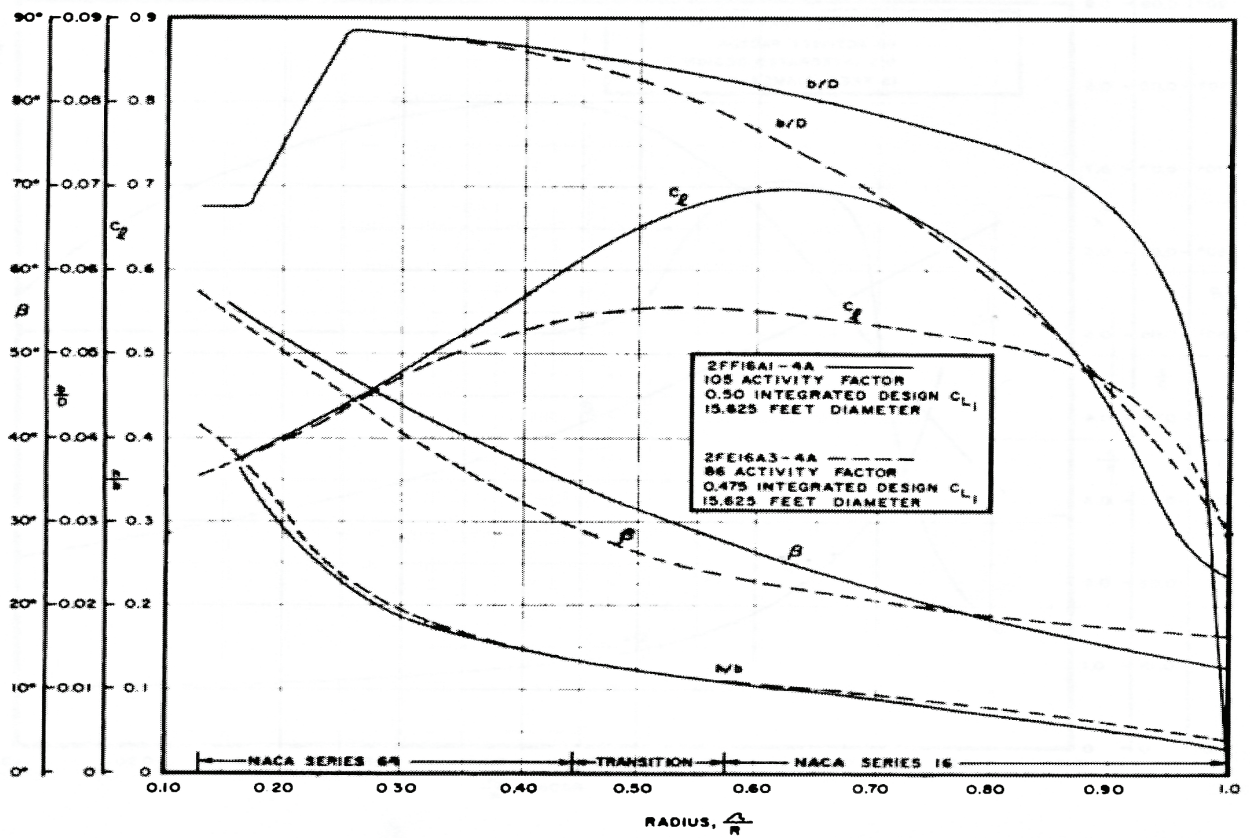


Figure 4. Blade characteristics of initial and redesigned propellers for the XC-142A (ref. 3).

DISCUSSION

Excel file titled U.S. Air Force Propeller Static Performance Test Data Bank

Part II of Chopin's report is titled Test Data (Appendix III); it was prepared by Gerald Cafarelli and contains 357 pages of tabulated static performance test data for 28 different propellers. This Part II tabulated test data has been redigitized as a single Microsoft Excel file. The Excel file is attached to this current report under separate cover. The first tab in the Excel file is a *Read Me* sheet that contains detailed information about the complete file.

Reexamination of the Hover Performance of the XC-142A Tiltwing

The redigitizing of the experimental static performance data of the initial and redesigned XC-142A propellers (2 of the 28 propellers tested) offers an opportunity to reexamine in more detail the conclusion Chopin arrived at with Figure 3. Furthermore, the Category II Performance Evaluation of the XC-142A published in October of 1968 (ref. 4) is historically significant because it allows a comparison of isolated propeller performance to propeller performance on the aircraft, which is always valuable research knowledge.

Consider the flight test data first. Appendix III of the flight test report (ref. 4) tabulates 15 data points of hover performance at a wheel height of 30 feet, which is assumed to be out of ground effect (OGE). A summary of this data is included here as Table 1.

**Table 1. XC-142A OGE Hover Performance With Redesigned Propeller Blades
(All Data Flown in 2 to 6 knots of Wind).**

Data Point	Gross Weight (lb)	Engine SHP	Prop SHP	Prop Thrust (lb)	RPM	Tip Mach No.	Prop C _T	Prop C _P	Figure of Merit
1	36,147	2,188	2,097	8,936	1166.7	0.8530	0.1669	0.07093	0.7674
2	35,798	2,142	2,051	8,852	1166.7	0.8527	0.1655	0.06943	0.7739
3	35,426	2,123	2,033	8,760	1169.2	0.8542	0.1632	0.06841	0.7690
4	34,914	2,097	2,006	8,633	1169.2	0.8538	0.1610	0.06760	0.7627
5	34,577	2,051	1,961	8,552	1167.9	0.8526	0.1599	0.06634	0.7695
6	34,220	2,028	1,938	8,464	1171.6	0.8550	0.1574	0.06498	0.7670
7	33,900	2,008	1,918	8,385	1171.6	0.8549	0.1560	0.06433	0.7642
8	39,995	2,569	2,475	9,872	1167.9	0.8559	0.1831	0.08303	0.7531
9	39,485	2,482	2,389	9,752	1169.2	0.8568	0.1805	0.07988	0.7661
10	38,881	2,424	2,332	9,605	1170.4	0.8569	0.1778	0.07788	0.7678
11	38,348	2,385	2,293	9,473	1164.2	0.8523	0.1773	0.07783	0.7651
12	37,920	2,359	2,267	9,368	1164.2	0.8521	0.1754	0.07698	0.7612
13	37,526	2,299	2,208	9,274	1164.2	0.8520	0.1737	0.07500	0.7701
14	37,121	2,268	2,176	9,174	1166.7	0.8535	0.1712	0.07352	0.7689
15	36,550	2,198	2,107	9,037	1166.7	0.8532	0.1688	0.07124	0.7766

Several key points related to Table 1 need to be observed. First and foremost, the test data was obtained not at the design propeller RPM of 1,232, but at 94 percent of the design RPM. Second, the data was acquired at Point Mugu, California, on June 4, 1966. The pressure altitude on that day was, on average, minus 113 feet, and the outside air temperature was, on average, 61.2°F. For practical purposes the test condition was a standard day at sea level, although the speed of sound was, on average, 1,119 feet per second. Of course, the “exact” density and speed of sound during the run were computed and used for each data point on Table 1. Third, the conversion from Engine SHP to propeller SHP followed as

$$\text{Prop SHP} = \text{Engine SHP} \times \eta_{\text{transmission}} - \text{SHP}_{\text{accessory}}$$

where the transmission efficiency varied with engine shaft horsepower and propeller RPM in accordance with the curve shown on page 63 of reference 4. The accessory power was fixed at 44 hp per engine.

Data analysis in this reexamination report includes two minor refinements to arrive at the propeller thrust for each data point. The first refinement was to include an estimate of residual engine jet thrust with

$$\text{Residual Jet Thrust } (T_j) \approx \frac{\text{Engine SHP}}{10} \text{ in pounds.}$$

The second was to include wing download. In contrast to tiltrotors such as the XV-15 and the MV-22B, tiltwing V/STOLs have a minor wing download. The download of the XC-142A was treated as a wing vertical drag following the approximation

$$\text{Wing Vertical Drag } (F_{\text{Wing}}) \approx q_{\text{slipstream}} A_{\text{SS}} C_{\text{Do}} \text{ in pounds.}$$

The slipstream dynamic pressure is on the order of the disc loading, the portion of the wing area in the propeller slipstream (A_{SS}) was taken as the propeller diameter (15.625 feet) times the wing’s mean aerodynamic chord (8.0 feet), and a drag coefficient (C_{Do}) of 0.02 was estimated. Based on these approximations, the summation of vertical forces must equal zero in hover and, therefore, the gross weight (GW) must be supported according to

$$\text{GW} = \text{No. of Props} \left(\frac{T_{\text{Prop}}}{\text{per Prop}} \right) + \text{No. of Engines} \left(\frac{T_{\text{Jet}}}{\text{per Eng}} \right) - \text{No. of Props} \left(\frac{F_{\text{Wing}}}{\text{per Prop}} \right),$$

and it follows that the thrust of each propeller is found from

$$\frac{T_{\text{Prop}}}{\text{per Prop}} = \frac{\text{GW}}{\text{No. of Props}} - \frac{\text{No. of Engines}}{\text{No. of Props}} \left(\frac{T_{\text{Jet}}}{\text{per Eng}} \right) + \left(\frac{F_{\text{Wing}}}{\text{per Prop}} \right).$$

For the XC-142A shown in Figure 1, the Prop Thrust given in the fifth column of Table 1 is calculated as

$$\frac{T_{\text{Prop}}}{\text{per Prop}} = \frac{\text{GW}}{4} - \frac{\text{SHP}_{\text{Engine}}}{10} + \frac{\text{GW}/4}{\pi/4(15.625)^2} (15.625 \times 8)(0.02).$$

Using point 1 on Table 1 as a numerical example, $T_{\text{Prop}} = 9,037 - 219 + 118 = 8,936$ pounds.

Now consider the Air Force’s measured static performance for the redesigned XC-142A propeller identified by Hamilton Standard as 2FF16A1-4A. This performance data is found from Data Sets #9, #10, and #23 in the Excel file attached under separate cover to this report. This data is summarized here in Table 2. Note that this propeller was tested with two configurations of the safety walls and with two different torque capacity drive shafts. Of course, this introduces test variables that slightly cloud the absolute accuracy, a subject to be discussed shortly.

Tables 1 and 2 provide experimental data that can be compared.

**Table 2. Redesigned XC-142A Propeller (2FF16A1-4A) Static Performance
(SHP and Thrust Corrected to Sea Level Standard Day Density of
0.0023769 slug/ft³ and RPM Adjusted to Give a Tip Mach Number of 0.85).**

Data Set	BETA_{3/4R} (deg)	Prop SHP	Prop Thrust (lb)	RPM	Prop C_T	Prop C_P	FM
Rig #4 - Phase II, Walls Down, 30,00 ft-lbs Shaft							
9	11.9	2,250	9,141	1,144	0.1775	0.08068	0.7398
9	14.0	2,863	10,532	1,133	0.2085	0.10568	0.7191
9	16.0	3,897	12,603	1,143	0.2452	0.14011	0.6915
9	18.6	4,837	13,349	1,133	0.2643	0.17855	0.6073
Rig #4 - Phase II, Walls Down, 15,000 ft-lbs Shaft							
10	0.0	526	2,182	1,126	0.0437	0.01978	0.3691
10	2.1	615	2,932	1,126	0.0588	0.02313	0.4917
10	4.1	763	3,870	1,130	0.0770	0.02839	0.6010
10	6.1	987	4,994	1,130	0.0994	0.03672	0.6811
10	7.4	1,153	5,697	1,124	0.1146	0.04359	0.7103
10	10.1	1,700	7,674	1,130	0.1528	0.06325	0.7532
10	12.1	2,262	9,243	1,121	0.1870	0.08621	0.7483
Rig #4 - Phase III, Walls Relocated, 30,000 ft-lbs Shaft							
23	-2.0	566	1,601	1,166	0.0299	0.01917	0.2156
23	0.0	596	2,465	1,164	0.0462	0.02029	0.3911
23	2.2	726	3,392	1,168	0.0632	0.02446	0.5183
23	8.0	1,525	6,989	1,174	0.1289	0.05060	0.7298
23	8.0	1,372	6,484	1,168	0.1208	0.04623	0.7248
23	10.0	2,003	8,532	1,178	0.1563	0.06578	0.7494
23	10.0	1,811	8,014	1,170	0.1488	0.06071	0.7545
23	10.4	1,972	8,388	1,180	0.1531	0.06444	0.7420
23	10.4	2,013	8,598	1,180	0.1570	0.06578	0.7544
23	10.4	1,998	8,589	1,176	0.1579	0.06595	0.7588
23	10.5	1,967	8,352	1,182	0.1519	0.06395	0.7391
23	10.5	1,985	8,554	1,183	0.1554	0.06437	0.7591
23	10.5	1,957	8,380	1,187	0.1512	0.06282	0.7466
23	10.5	1,983	8,492	1,180	0.1550	0.06480	0.7517
23	12.0	2,339	9,478	1,171	0.1757	0.07820	0.7514
23	13.0	3,013	10,991	1,168	0.2048	0.10152	0.7284
23	13.5	3,073	11,197	1,166	0.2093	0.10407	0.7344
23	14.0	3,278	11,864	1,178	0.2173	0.10766	0.7509
23	16.0	4,008	12,968	1,172	0.2400	0.13366	0.7018

Notes:

1. The test procedure was to set the blade collective pitch at the 3/4 radius to an angle beta. Then the propeller RPM was swept from as low as 550 up to as high as 1,200. The measured thrust and horsepower were then plotted versus RPM, and a curve fit with a second order polynomial was made. The polynomial was used to calculate thrust and power at each of several tip Mach numbers. Since the speed of sound was different for each RPM sweep, the propeller RPM (shown in column 5) varied slightly.
2. No information is currently available for the structural properties of the blade, hub, and pitch change hardware. This means that elastic twisting and blade bending during an RPM sweep are unknown variables.
3. No information is given about wind speed.

Propeller Static Performance Comparison

The static performance data provided in Tables 1 and 2 is shown graphically in Figure 5 and with the enlargement, Figure 6. Figure 5 presents the experimental static (i.e., hover) performance comparison at a scale frequently used in technical reports and papers by the research community. Here it would appear that the propeller performance on the XC-142A (i.e., the solid brown circles) is in virtual agreement with that measured with an isolated propeller. Perhaps one might say “It’s a little high, but agreement is quite satisfactory.” However, the closer look provided by Figure 6 suggests that the faired curve fit with regression analysis (i.e., the red line) represents the “true” static performance to no better than ± 100 pounds thrust and/or ± 50 horsepower. The XC-142A flight test data appears to have less “scatter” of points about its regression analysis curve fit. When the two curve fit lines are taken together, it appears that the flight test results show that the propeller performance on the aircraft provided about 175 pounds more thrust at a given power than when the propeller was tested statically on the whirl test stand.

One might suggest that a difference of 175 pounds out of, say, 9,000 pounds is quite remarkable—all things considered—since this is just under a 2-percent difference. However, 175 pounds is just about the weight of 1 troop in an aircraft designed to carry 32 fully equipped combat troops. Therefore the difference observed on Figure 6 amounts to a 3-percent inaccuracy factor. Helicopter and V/STOL advocates have been forced to work around this technology inaccuracy for decades.

Finally, Chopin included a comparison of the redesigned XC-142A propeller performance as figure 27a and 27b in his summary report. These two figures are reproduced here as Figure 7a and 7b. His summary report provides insufficient basic data to pursue the three flight test points in more depth. However, in the conclusion of his summary report, Chopin wrote:

“b. The redesigned XC-142A propeller (2FF16A1-4A) provided a significant increase in static thrust over the original propeller (2FE16A3-4A). Approximately 90 percent of the original thrust deficiency was eliminated. (F. M. = 0. 745 at $C_p = 0.085$ and $M = 0.90$ test conditions).”

Since his conclusion was reached before the complete Category II Report (ref. 4) was published (and detailed data such as that provided here in Table 1 became available), and in view of the fact that the XC-142A program came to an end November 1967, it may be that Chopin was somewhat premature.

CLOSING REMARKS

At this time, no theoretical calculations paralleling this propeller performance comparison have been made. Furthermore, the influence on performance when isolated propeller results are used to predict on-aircraft results is not well understood. Currently, one should expect that even today’s theoreticians will not be able to reduce the inaccuracy established above. Therefore, no less than a 3-percent thrust–power margin of error must be included during design and marketing efforts.

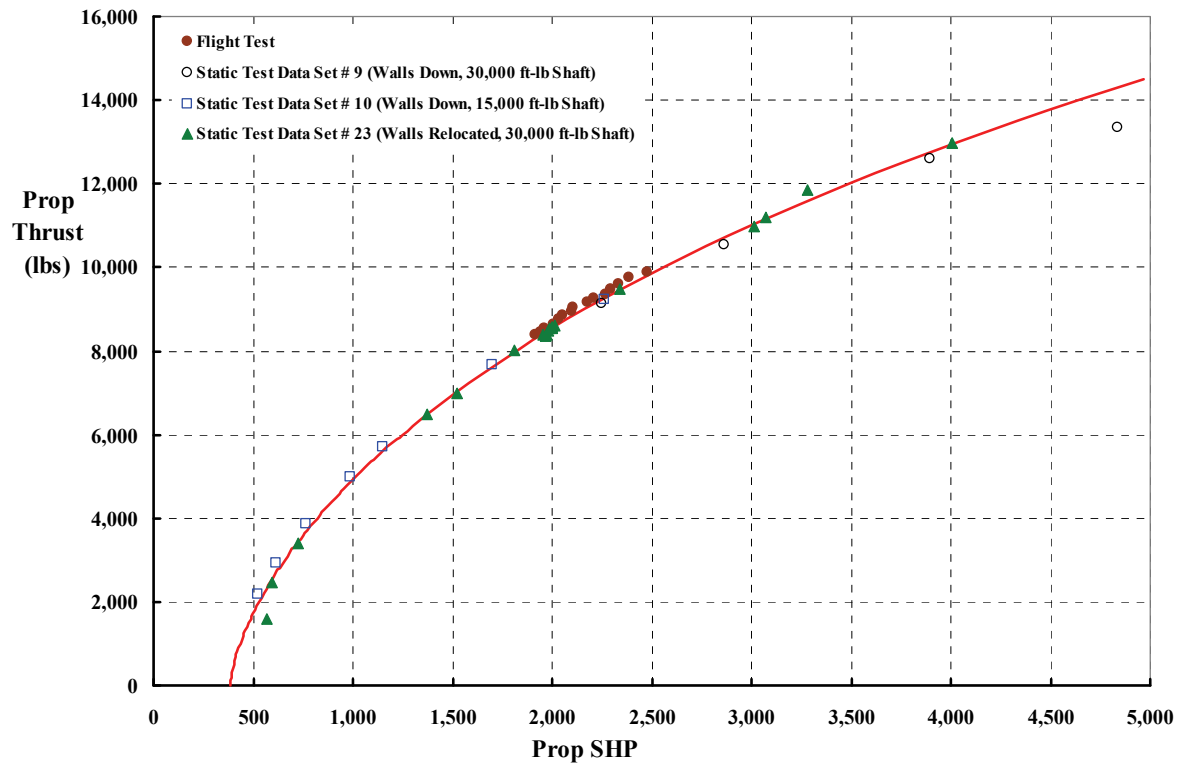


Figure 5. Comparison of isolated 2FF16A1-4A propeller static performance to on-aircraft performance.

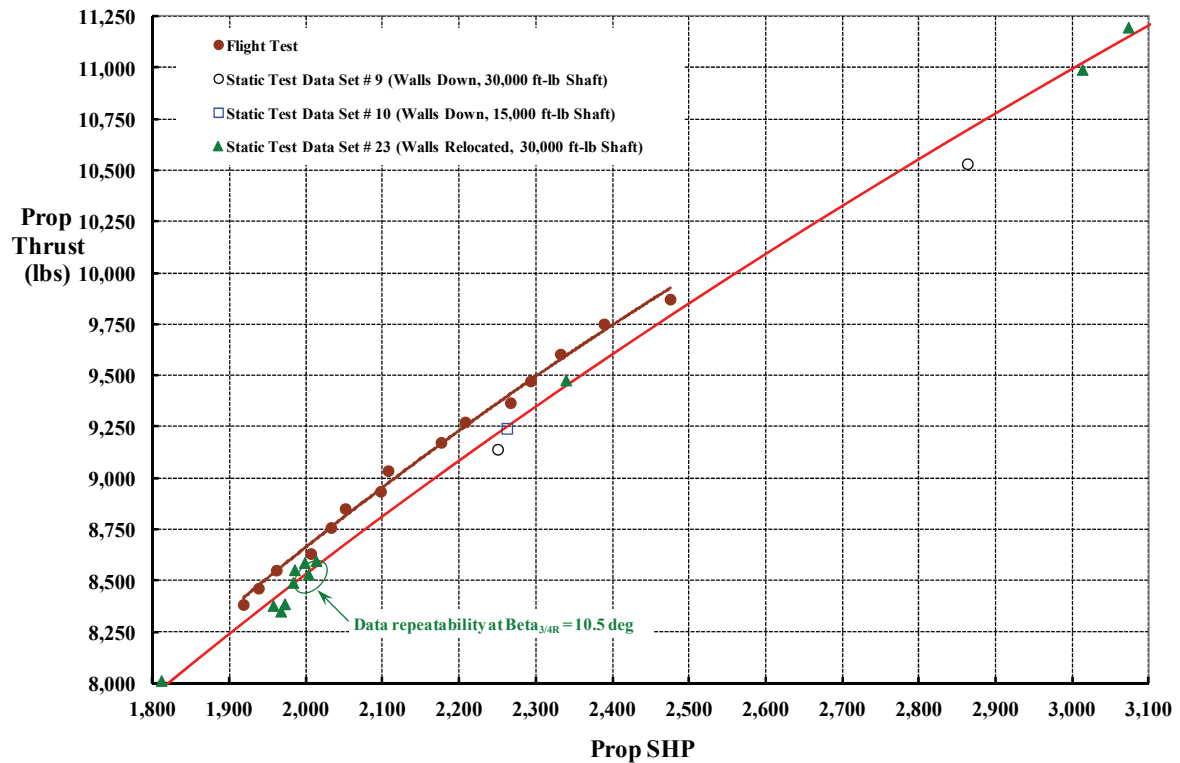


Figure 6. Comparison of isolated 2FF16A1-4A propeller static performance to on-aircraft performance.

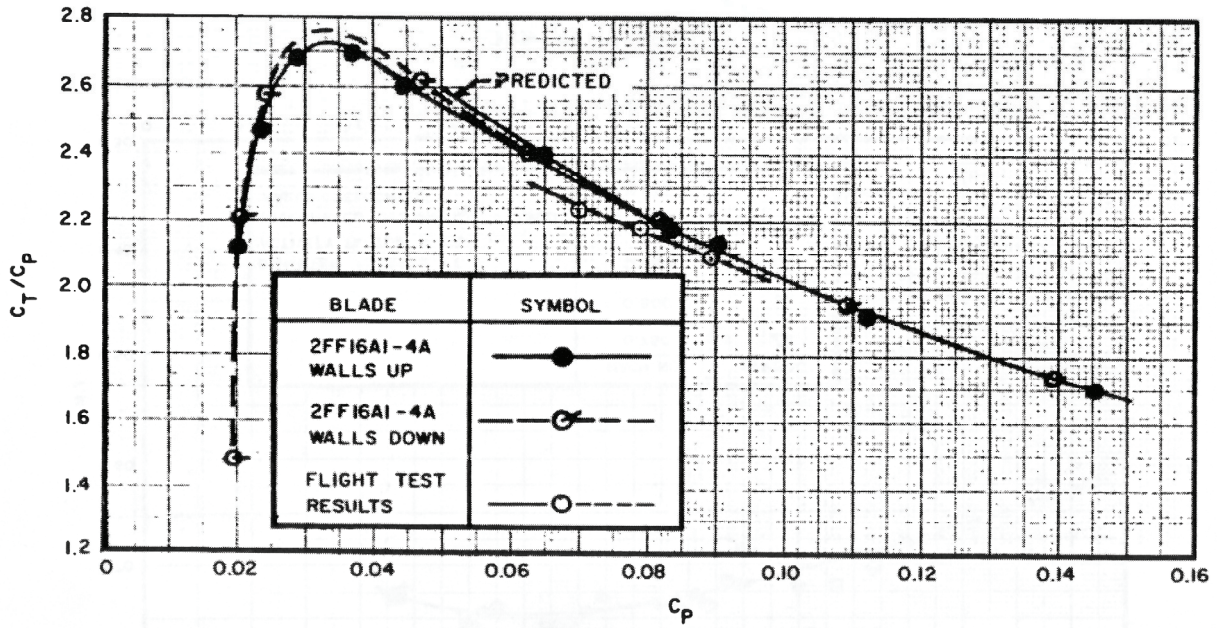


Figure 27. Test Correlation for the 2FF16A-1-4A at Tip Mach Number = 0.900;
Walls Down, Walls Relocated, Predicted, and Flight Test Performances
a. C_T/C_P vs C_P plot

Figure 7a.

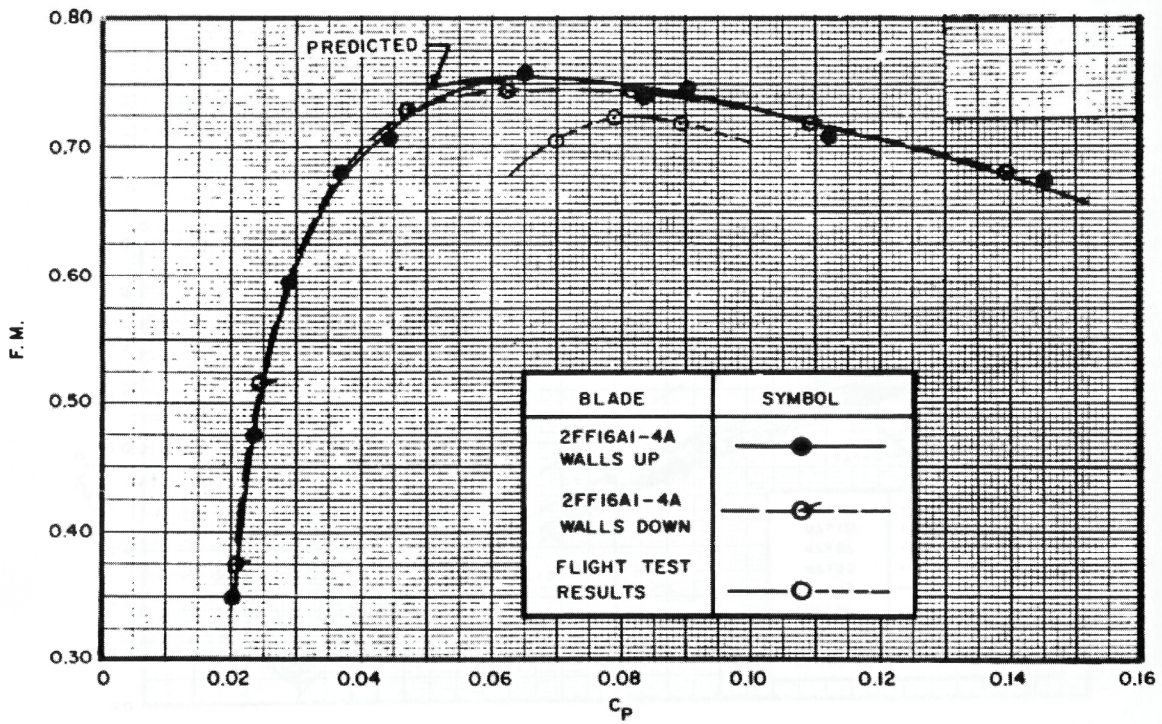


Figure 27. Continued
b. F.M. vs C_P plot

Figure 7b.

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1. Norton, W. J.: Vought/Hiller/Ryan XC-142A Tiltwing VSTOL Transport (Air Force Legends No. 213). Simi Valley, Calif.: Steve Ginter Books, 2006.
2. Chopin, M. H.: Propeller Static Performance Tests for V/STOL Aircraft—Part I, Summary Report. ASD-TR-69-15 (DTIC AD708501), Jan. 1970.
3. Chopin, M. H.: Propeller Static Performance Tests for V/STOL Aircraft—Part II, Test Data (Appendix III). ASD-TR-69-15 (DTIC AD 708742), Jan. 1970.
4. Hendrickson, C. L.; and Jones, G. E.: XC-142A VSTOL Transport Category II Performance Evaluation. AFFTC FTC-TR-68-21, Air Force Flight Test Center, Edwards Air Force Base, Calif., Oct. 1968.

APPENDICES

A. Read Me

U.S. Air Force Propeller Static Performance Testing
in Support of the NCADA Program

During the 1960s the U.S. Air Force funded development of the LTV XC-142A tilt rotor transport/cargo aircraft. The propellers for this aircraft were designed and built by Hamilton Standard with features borrowed by the aircraft's *Logan*. Early hover testing of the aircraft in the 1960s and early 1970s established a 12 percent shortfall in thrust of the design power with the initial design. This initial shortfall was addressed by the EPT10A2-20-A, an immediate propeller redesign program now assumed to exhibit a propeller that would increase the aircraft weight meet the hover performance specs.

A single contributor to the redesign program was the staff at the Vought Propulsion Plant, a consortium of independent and former Voughts office. This group was part of the newly reorganized Systems Division of the Air Force Systems Command located on Witherington Avenue, Fort Worth, Texas. The Vought Propulsion branch had several solid state microchips made in extremely low production and nonvacuum form. It was key element of the program was testing the initial design (DPA) of the propeller unit. When the redesigned SSC 124 propeller, which was made by the Vought Propulsion Plant, was tested, it showed that the propeller had improved the SSC-124's best performance to such that the latest aircraft was only about 1 percent slower than the previous design. The propeller was also lighter, and the aircraft was able to fly up to 3,000 mph - removed lower performance to an issue with the aircraft's Additional tests - were in the research that - were made starting with a DPA model version of the RFFH-10A. The propeller was tested in a wind tunnel, and the results showed that the propeller had a shape, surface texture and blade (a) - a more weighted solid-state blade, several sources, instead shape now facing with solid and solid sections.

In January of 1980, a Mr. Clifford H. Cooper, authored a two part report that documented some of the VOTROL Population Branch's pro-peller research effort. The report's Part II was prepared by a Mr. Gerald Caffarella and contains 359 pages of tabulated data, performance test data for 24 different propellers, some with comments taken from various sources (and my comments) describing the testing for Hull Number, based on the information furnished by SARA Ames. We have redigitized the Part II tabulated test data in to this single Microsoft EXCEL file.

There are many sites included in the SCUL file. Thirty-four sites are given over to tabulated data for the 20 species as shown on the second tab (reading left to right at the bottom of the file) which is labeled Table of Contents. The reason there are more data tabs than species is because a few specimens were removed with a different configuration of entry walls around the nest site, including walls completely removed.

The third data sheet, **PROPEL**, labels **Propeller Configurations**, summarizes key reference data about each of the 28 **Propellers**. Note that on the second column of this worksheet we have numbered the Data Set number we gave for each of the 24 tests that were conducted. Here we defined the **Propeller** as the **Propeller Configuration** that was used for the test. The first column of the **PROPEL** sheet, **PROPEL ID**, shows the **Propeller Configuration** label chosen here to group the Data Sets with a color coding so we could more easily find our way along all the subsequent tabs on this EXCEL file.

The thrust and submersible tube provide the static performance data for each propeller size set. The data are gathered together in groups and color coded to follow the last column of the Propeller Configuration tab. We have included three graphs at the end of each color coded group with labels of:

Graph 1: T over HP versus DL . Throat/Hotspot power versus Disc Loading where disc loading is $\text{cal cm}^{-2} \text{s}^{-1}$ as $\left(\frac{P}{\rho A} \right) \left(\frac{\rho}{T} \right) (r^*)^2$

[illegible]

These coefficients may be converted in half-square form as follows:

$$\text{Robot } C_p = (4/\pi^2) \text{Pencilless } C_p \quad \text{Robot } C_p = (4/\pi^4) \text{Pencilless } C_p$$

Graph 3. FM vs. DL.

These graphs were used to double-check our redigitizing effort and to provide a quick look at performance trends of each propeller. A selection of any one propeller data point plus a reformatting step of the data series to include a line will show a clear picture of that propeller's performance. We used this technique to create our data series that seeded a table check.

The Data Kit for each propeller contains two major parts of software, Columns A through and including D provides the basic test data in both dimensional and non-dimensional forms. The reversed data is shown in black in Columns A through H. This direct and homogeneous data has been converted to sea level, standard density, *note that the test approach was to cut blades with angle (Data in degrees) of the 1/2 B radius station and then sweep propeller RPM. The non-dimensional form of data shown in Columns I and J is in propeller coefficient form as calculated with the above equations. A column is provided for secondary interest.*

The second major set of information is shared with Columns W through and including Ad. These columns are an interesting result of curve fitting. The FORTRAN program ADAPTOR uses a variation of RSP3 using a second order polynomial. The data analysis effort was done by a Dr. Harold Schutte of the Population Branch using an IBM 7604 computer. Mr. Schutte's analysis allowed interpretation of the age-birth numbers and helped establish the NC-142A's population sample performance at this design point for both modes (N_{AGE} of 0.004).

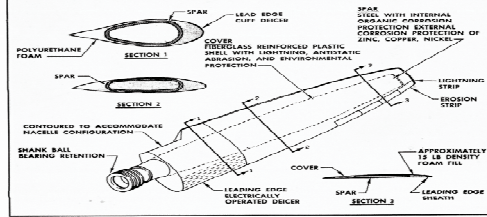
This ENGEL file provides a valuable set of experimental data, which, along with Clencie's own test reports, should help us better understand and more accurately estimate hover performance of falconer, falconing and other types of VTCOL aircraft.

Abstract should be written *after* the manuscript is accepted, contact David Harris at profharris@earthlink.net

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7. See *W. L. T. 10,000,000, Unpublished Value Information* (which has 1/1/11 as the effective date of its Summary Report, which is available on the SEC's EDGAR website at www.sec.gov/edgar/secinfo/efiling/efiling.htm).

HAMILTON STANDARD PROPELLER BLADES



B. Data Set Numbers

ASD-TR-69-15 (See DTIC AD0708742)

Part II-Test Data (Appendix III)

(Note: Harris edited version of page 3.)

Data is presented for the following propeller configurations tested as indicated below:

Prop Count	RELATED AIRCRAFT	PROPELLER	Rig 4 Phase I Walls Up	Rig 4 Phase II Walls Down	Rig 4 Phase III Walls Relocated	Rig 1 Walls Up
1	XC-142A	2FE16A3-4A	DS#1	DS#6		
2	XC-142A	2FE16A3-4A (with Tabs)		DS#7		
3	Fairchild Flying Boxcar (C-119)	2J17C3-26R	DS#2	DS#8		
4	XC-142A	Curtis (156109A2P3)	DS#3	DS#9	DS#23	
5	XC-142A	2FF16A1-4A (30,000 ft-lb shaft)		DS#10		
6	XC-142A	2FF16A1-4A (15,000 ft-lb shaft)		DS#11		
7	XC-142A	SK59868-0	DS#4	DS#12		
8	XC-142A	SK59868-0R (Round Tip)		DS#13		
9	XC-142A	SK59868-12 (Cut Down, Square Tip)		DS#14		
10	XC-142A	SK59868-12R (Round Tip)		DS#15		
11	XC-142A	SK59868-18 (Cut Down Square Tip)		DS#16		
12	XC-142A	SK59868-18R (Round Tip)		DS#17		
13	Lockheed Constellation (C-121)	6903A-0 (34E60 Hub)		DS#18		
14	Lockheed Constellation (C-121)	6903A-0T (34E60 Hub New Twist)		DS#19		
15	Lockheed Constellation (C-121)	6903A-0 (43E60 Hub)		DS#20		
16	Canadair CL-84	1498A2P3		DS#21		
17	Research	47 x 75 (Re-Twisted SK59868-0)		DS#24		
18	Research	47 x 91 (0.832-Scale of 2FF16A1-4A)		DS#25		
19	Research	47 x 92		DS#26		
20	Research	47 x 93		DS#27		
21	Research	47 x 94		DS#28		
22	Research	47 x 95		DS#29		
23	Research	47 x 96		DS#30		
24	Research	47 x 97		DS#31		
25	Research	47 x 121		DS#32		
26	Research	47 x 138				
27	Curtis NC-19	13166A10P3				DS#34
28	Whirl Stand	Calibrator	DS#5	DS#22	DS#33	No Data
Note: The blade geometric shape for each of these blades is included in Appendix I of ASD-TR-69-15 Part I. The graphs are in the standard format of the time. The graphs give blade chord and airfoil thickness non-dimensionalized by propeller diameter versus blade radius station (r/R). Additionally, twist (i.e., beta) and the airfoil design C _t following NACA airfoil shape standards are provided versus radius station. See Abbott and von Doenhoff's book "Theory of Wing Sections."						

C. Propeller Configurations

ASD-TR-69-15 (See DTIC AD8708742)													
Part II-Test Data (Appendix III)													
(Note: Harris edited version of pages 4 and 5. Formatted in order of test data page tabulations.)													
LIST OF PROPELLER CONFIGURATIONS TESTED													
Harris Grouping	Harris Data Set Number	Pages	Test Categories	Diameter (in)	Number of Blades	Activity Factor per Blade	Integrated Lift Coeff. C _{Li}	NACA Airfoil Section	Twist 22% R Tip (deg)	Blade Construction Details	Propeller Configuration Comments	Blade/craft Power Weighted Satisfactoriness $P_{wts} = \left(\frac{12200 \text{ blade} \cdot P}{100,000} \right) \left(\frac{1}{A} \right) \text{ per Blade}$	Power Weighted Chord (in) $C_{wts} = \frac{W_{wts}}{\text{blade} \cdot Z}$
Big H - Phase I, Walk Up													
Group # 1	1	10 Data 18	2ZF16A1-4A	15.625	4	86	0.475	16.64	29.0	Fiberglass*	Original XC-142A Prop by Hamilton Standard	0.14016	0.86000
Group # 1	2	19 Data 32	2U17G2-20R	14.917	4	122	0.459	16.64	35.2	Steel/Cut & Shell	C-119 Production Prop	0.19883	1.16472
Group # 1	3	34 Data 39	15A00A2P1	15.500	4	100	0.482	na	37.0	Fiberglass	Designed for XC-142A (by Curtiss?)	0.17764	1.08128
Group # 1	4	40 Data 49	SK59068-0	16.600	4	98	0.407	16.64	35.0	Fiberglass*	Basic XC-142A SK59068-0 Blade	0.15972	1.04115
Group # 1	5	52 Data 66	C-Calibrator (Curtiss 636-14C-2-10R1)(15,000 B-b-shaft)	13.000	4	98	0.500	na	32.0	Hydrow Steel	Standard Rig Calibrator (Low Torque Shaft)	0.15972	0.81556
Big H - Phase II, Walk Down													
Group # 2 Part 1	6	60 Data 79	2ZF16A1-4A	15.625	4	86	0.475	16.64	29.0	Fiberglass*	Original XC-142A Prop by Hamilton Standard	0.14016	0.86000
Group # 2 Part 1	7	101 Data 83	2ZF16A1-4A (with tabs)	15.625	4	86	0.475	16.64	29.0	Fiberglass*	(See Note 2 Below)	0.14016	0.86000
Group # 2 Part 1	8	84 Data 93	2U17G2-20R	14.917	4	122	0.459	16.64	35.2	Steel/Cut & Shell	C-119 Production Prop	0.19883	1.16472
Group # 2 Part 1	9	94 Data 98	2ZF16A1-4A (10,000 B-b-shaft)	15.625	4	105	0.500	16.64	35.5	Fiberglass*	Redesigned XC-142A Prop by Hamilton Standard	0.17112	1.05900
Group # 2 Part 1	10	99 Data 107	2ZF16A1-4A (15,000 B-b-shaft)	15.625	4	105	0.500	16.64	35.5	Fiberglass*	Redesigned XC-142A Prop by Hamilton Standard	0.17112	1.05900
Group # 2 Part 1	11	100 Data 117	SK59068-0	16.600	4	98	0.407	16.64	35.0	Fiberglass*	Alternate XC-142A SK59068-0 Blade Square Tip	0.15972	1.04115
Group # 2 Part 1	12	110 Data 126	SK59068-0Round	16.600	4	98	0.407	16.64	35.0	Fiberglass*	Round Tip SK59068-0	0.14505	0.94554
Group # 2 Part 1	13	127 Data 135	SK59068-12.22	15.625	4	100	0.476	16.64	30.0	Fiberglass*	Cut Down SK59068-12.22 Square Tip	0.17764	1.09000
Group # 2 Part 1	14	136 Data 144	SK59068-12.22Round	15.625	4	99	0.476	16.64	30.0	Fiberglass*	Round Tip SK59068-12.22	0.16134	0.99800
Group # 2 Part 1	15	145 Data 153	SK59068-17.22	15.208	4	115	0.497	16.64	28.5	Fiberglass*	Cut Down SK59068-17.22 Square Tip	0.18742	1.11051
Group # 2 Part 1	16	154 Data 162	SK59068-17.22Round	15.208	4	105	0.497	16.64	28.5	Fiberglass*	Round Tip SK59068-17.22	0.17112	1.02706
Group # 2 Part 1	17	163 Data 167	0003A-0 (S4E60 hub 4-way)	15.160	4	99	0.500	16	33.7	Solid Dural	Lockheed Condition (C-121) Production Blade - 4-Way Hub	0.16134	0.96054
Group # 2 Part 1	18	160 Data 175	0003A-0T (S4E60 hub 4-way)	15.160	4	99	0.500	16	38.5	Solid Dural	Twisted 0003A Blade w 4-Way Hub	0.16134	0.96054
Group # 2 Part 1	19	174 Data 177	0003A-0 (S4E60 hub 5-way)	15.160	Three	99	0.500	16	33.7	Solid Dural	Lockheed Condition (C-121) Production Propeller (5-Way Hub)	0.12101	0.96054
Group # 2 Part 1	20	170 Data 183	1A001A2P1	14.000	4	90	0.488	65	39.0	Fiberglass**	C-14A Propeller	0.14648	0.80400
Group # 2 Part 1	21	182 Data 190	47 x 75	16.602	4	98	0.407	16.64	28.4	Fiberglass*	Twisted SK59068-0	0.15972	1.04128
Group # 2 Part 1	22	191 Data 220	C-Calibrator (15,000 B-b-shaft PLUS 10,000 B-b-shaft)	13.000	4	98	0.500	na	32.0	Hydrow Steel	Standard Rig Calibrator (Low & High Torque Shafts)	0.15972	0.81556
Big H - Phase III, Walks Reheated													
Group # 3	23	222 Data 241	2ZF16A1-4A plus some data locked at Root ~ 10.6 deg	15.625	4	100	0.500	16.64	35.5	Fiberglass*	Redesigned XC-142A Prop by Hamilton Standard	0.17112	1.05900
Group # 3	24	224 Data 253	47 x 91	13.000	4	105	0.500	16.64	35.5	Solid Dural	0.835-Scale of 2ZF16A1-4A	0.17112	0.87500
Group # 3	25	254 Data 262	47 x 92	13.000	4	103	0.500	16	35.5	Solid Dural	47 x 91 Without Cuff	0.16786	0.85096
Group # 3	26	261 Data 273	47 x 93	13.000	4	117	0.500	16.64	35.5	Solid Dural	117 Activity Factor 2ZF16A1-4A	0.19608	0.87504
Group # 3	27	274 Data 280	47 x 94	13.000	4	115	0.500	16	35.5	Solid Dural	47 x 91 Without Cuff	0.18742	0.95000
Group # 3	28	281 Data 292	47 x 95	13.000	4	105	0.500	16.64	38.5	Solid Dural	Twisted 47 x 91 0.835-Scale of 2ZF16A1-4A	0.17112	0.87500
Group # 3	29	283 Data 300	47 x 96	13.000	4	103	0.500	16	38.5	Solid Dural	47 x 95 Without Cuff	0.16786	0.85096
Group # 3	30	301 Data 310	47 x 97	13.000	4	115	0.558	16	35.5	Solid Dural	Reconstrued 47 x 94	0.18742	0.95000
Group # 3	31	311 Data 323	47 x 121	13.000	4	117	0.600	65	35.5	Solid Dural with Fiberglass	47 x 93 with NACA Series G5 Section for full radius	0.19608	0.87504
Group # 3	32	327 Data 332	47 x 138	13.000	4	103	0.500	16	38.5	Solid Dural	Revised 47 x 92	0.16786	0.85096
Group # 3	33	333 Data 338	C-Calibrator (30,000 B-b-shaft)	13.000	4	98	0.500	na	32.0	Hydrow Steel	Standard Rig Calibrator (High Torque Shaft)	0.15972	0.81556
Big H - Walks Up													
Group # 4	34	340 Data 357	1310A610P3	13.000	Three	106	0.055	64	33.6	Fiberglass**	Curtiss X-19 Propeller	0.20290	1.28112
Group # 5	35	No Data	C-Calibrator	13.000	4	98	0.500	na	32.0	Hydrow Steel	Standard Rig Calibrator	0.15972	0.81556
* Fiberglass shell over steel core, from Bldg													
** Fiberglass monocoque with steel disk													
NOTE 1: The NACA Series 64 airfoil entered from R/R = 0.13 to R/R = 0.66. Transition line runs to the NACA Series 16 airfoil starting at R/R = 0.575 and going to the tip. See Abbott and VonDoenhoff's Theory of Wing Sections, Chapter 6, starting on page 113.													
NOTE 2: Original 2ZF16A1-4A Prop with Bldg Wedge cut Face 7.6 (79 In. Dia ~ 12.6 deg, 1.54 in. dia. with a Tip-12.0 deg, 0.816 in. dia. with a. There were 1 do not understand this description.													

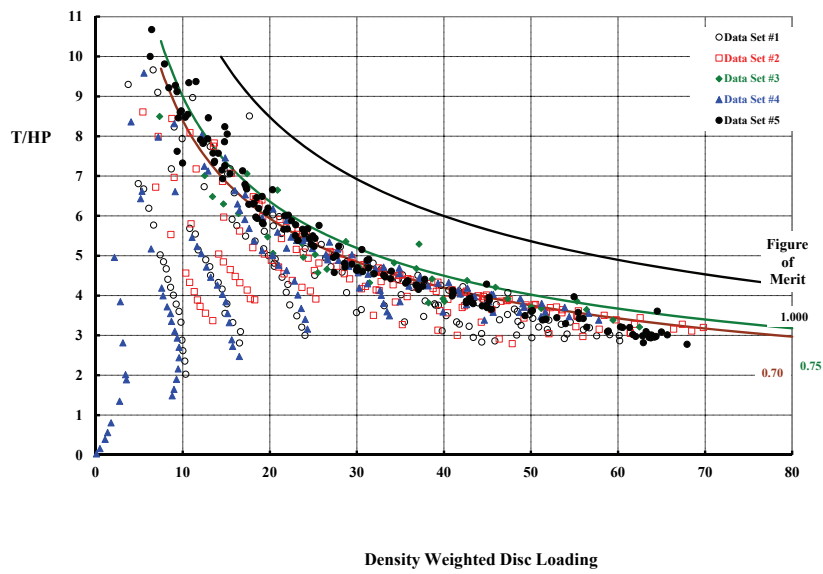
E. Data Set # 2

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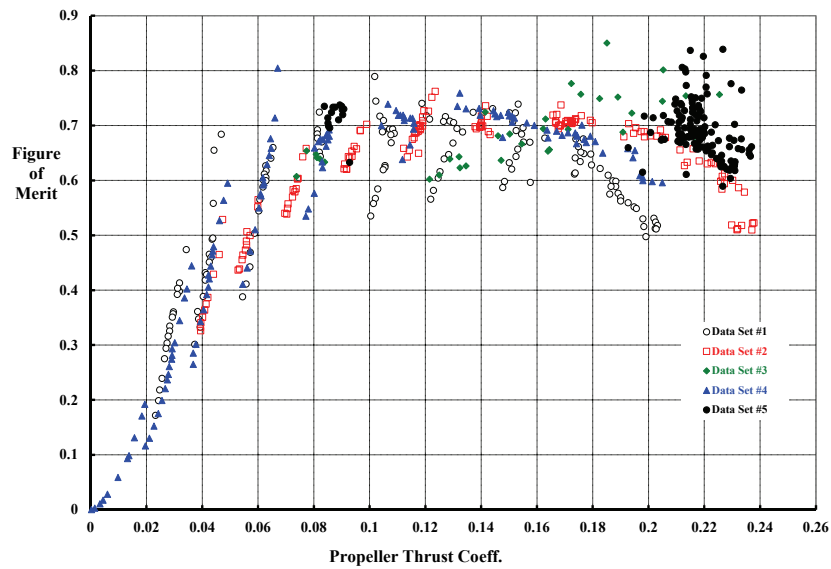
H. Data Set # 5

[illegible]

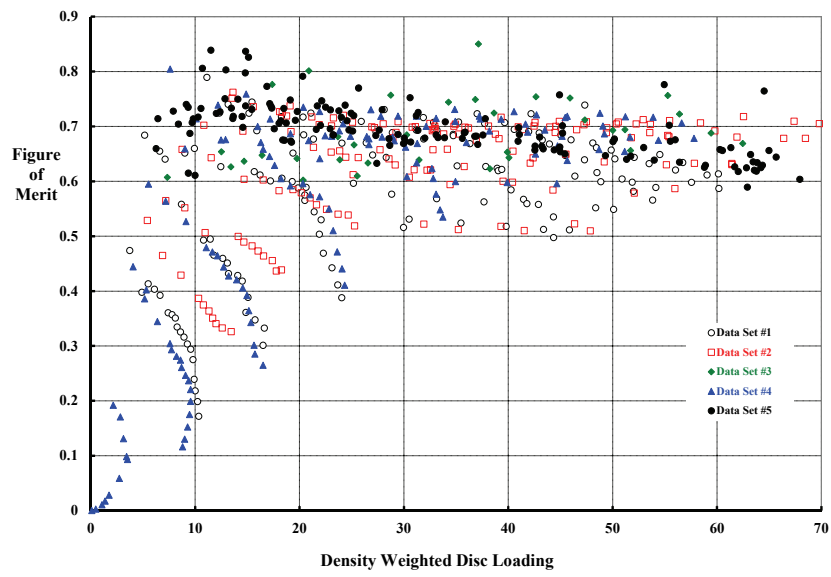
I. T over HP vs DL-Walls Up



J. FM vs CT-Walls Up

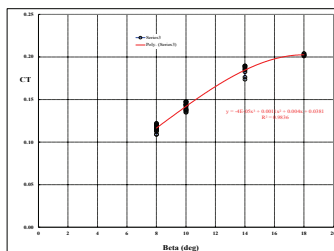
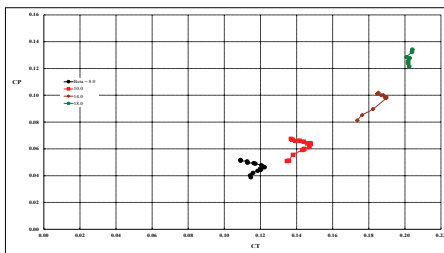


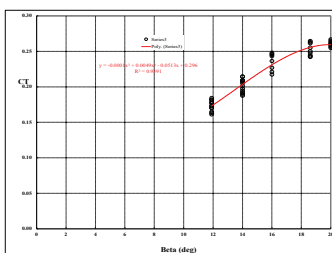
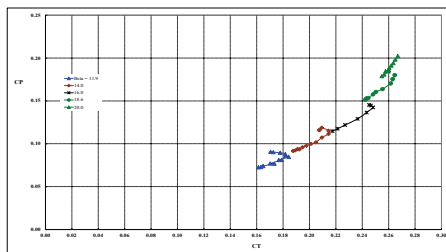
K. FM vs DL-Walls Up



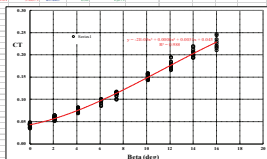
M. Data Set # 7

NATA SET Number 7										NATA SET Number 7									
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Active Factor Parameters					Passive Factor Parameters					Active Factor Parameters					Passive Factor Parameters				
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D7B14A					D7B14A					D7B14A					D7B14A				
D7B14A					D7B14A					D7B14A					D7B14A				
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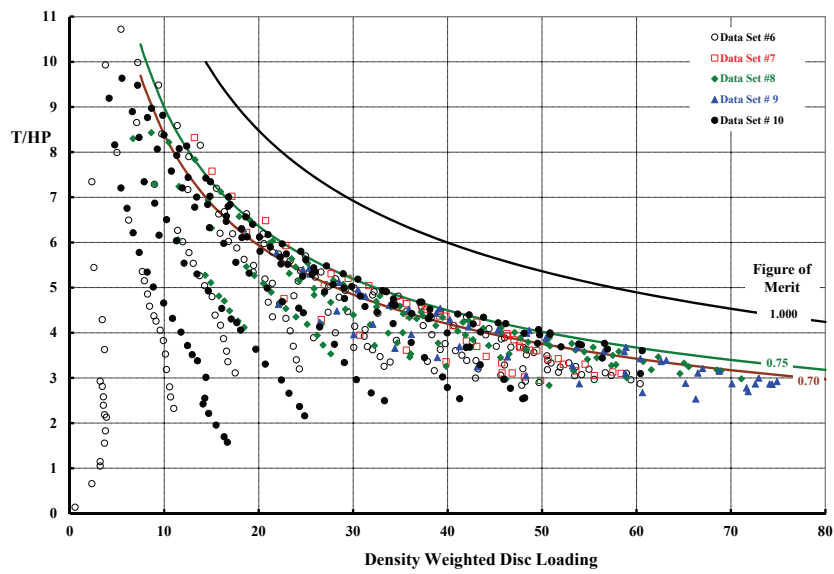


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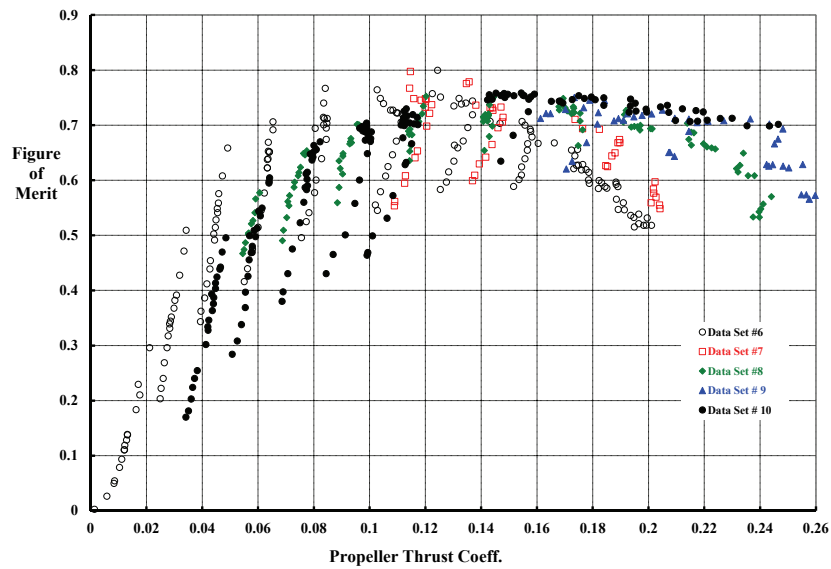
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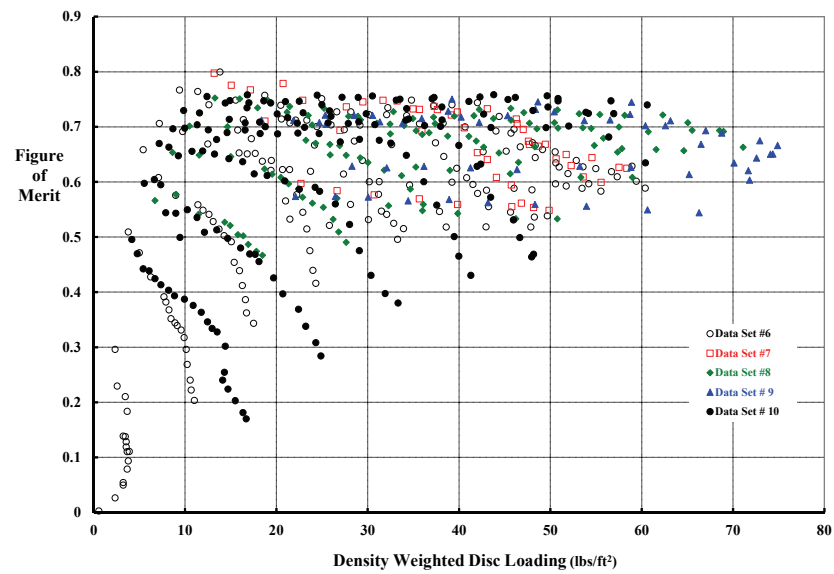
Q. T over HP vs DL-Walls Dn PT 1



R. FM vs CT-Walls Dn PT 1



S. FM vs DL-Walls Dn PT 1



T. Data Set # 11

DATA SET Number 11

NC-142A (AK-1000-0)

Fig. 1

Note: Test results are corrected to sea level standard air (i.e., density ratio = 1.0).

REPRODUCED FROM THE

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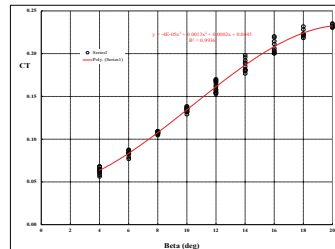
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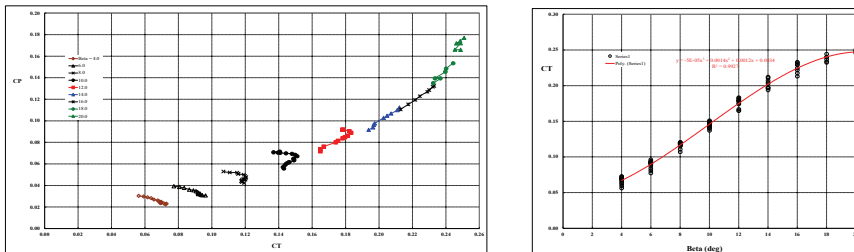
333

$$C_1 = 0.5525 \frac{(1/1,000)}{(1/9)(1/2,000)(1/10,000)} \quad C_2 = 0.5500 \frac{(1/1,000)}{(1/9)(1/2,000)(1/10,000)} \quad \text{FNE} = 0.790 \frac{C_1^{1/3}}{C_2}$$

Figure 1 is a scatter plot showing the relationship between CT (Cervical Torque) on the y-axis and Beta (deg) on the x-axis. The y-axis ranges from 0.00 to 0.25, and the x-axis ranges from 0 to 16. Data points are shown for 'Normal' (black circles) and 'Healthy' (open circles). A linear regression line is fitted to the data with the equation $y = 0.0145x + 0.0023x^2 - 0.0023x + 0.0345$, $R^2 = 0.9999$.



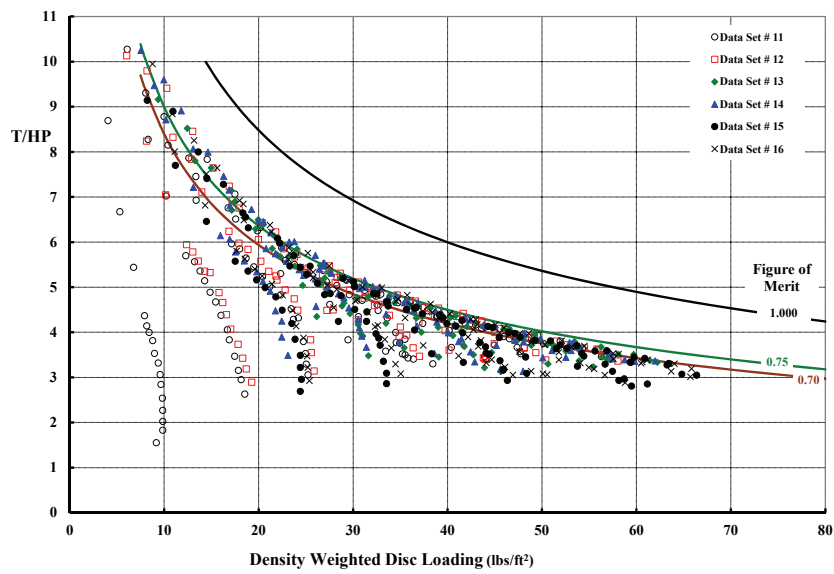
X. Data Set # 15

[illegible]

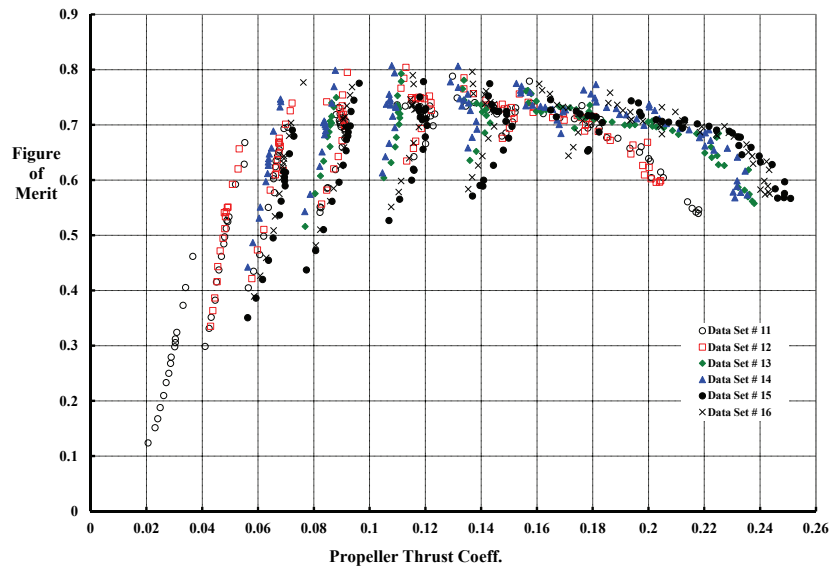
$$C_1 = \frac{(1/p_1, 0.00)}{(p/p_1)(RP3/p_1, 0.00)(0.5a/p_1)} \quad C_2 = \frac{(1/p_2, 0.00)}{(p/p_2)(RP3/p_2, 0.00)(0.5a/p_2)} \quad F30 = \frac{C_2^*}{C_1}$$

Figure 10 consists of two plots. The left plot shows the dependence of CT on beta (deg) for various temperatures (T = 0.05, 0.10, 0.15, 0.20, 0.25, 0.30, 0.35, 0.40, 0.45, 0.50). The right plot shows CT vs beta (deg) for T = 0.50, with data points and a fitted curve.

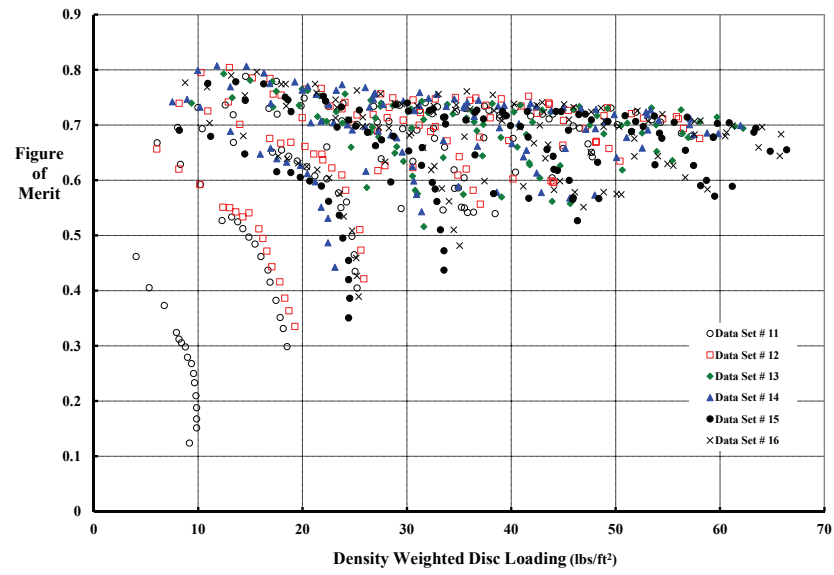
Z. T over HP vs DL-Walls Dn PT 2



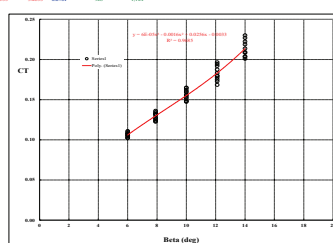
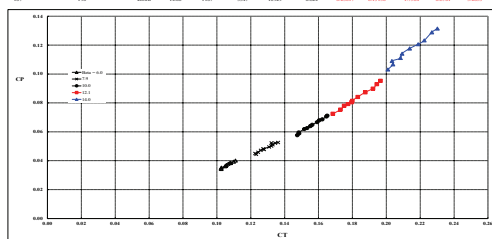
AA. FM vs CT-Walls Dn PT 2



AB. FM vs DL-Walls Dn PT 2



AC. Data Set # 17

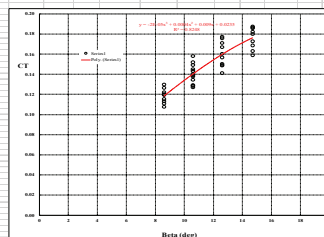
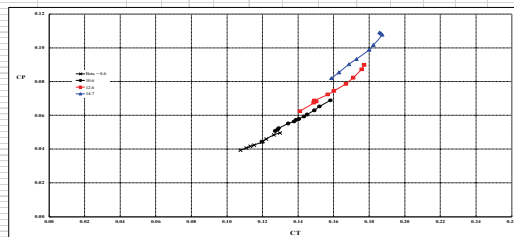
[illegible]

DATA SET Number 18						
Constellation 6903A-0T (34E60 Inub 4-way)	Activity Factor	Diameter	# Blades	Nominal Temp Deg C	Nominal Temp Deg R	Nominal Density Ratio
New Field	99.0	13.140	4	8.3	300.990	0.995

Potential weighted stability = 0.5413
 Tweak (0.208 - Tip in deg) = 23.5



AE. Data Set # 19

[illegible]

AF. Data Set # 20

DATA SET Number 20										C. L. 0.1 (1000000)										C. L. 0.1 (1000000)										C. L. 0.1 (1000000)									
Activity Period										Activity Period										Activity Period										Activity Period									
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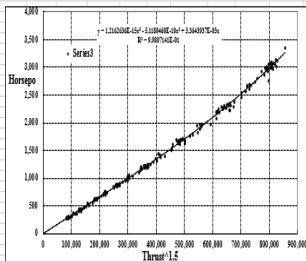
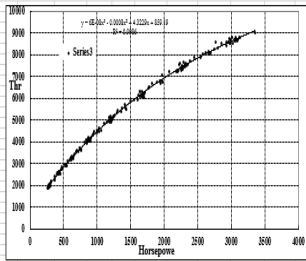
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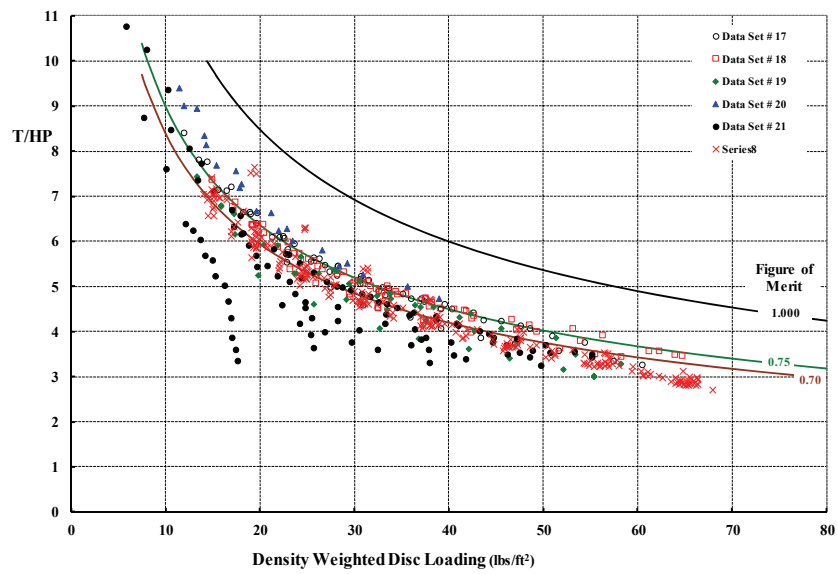
AH. Data Set # 22

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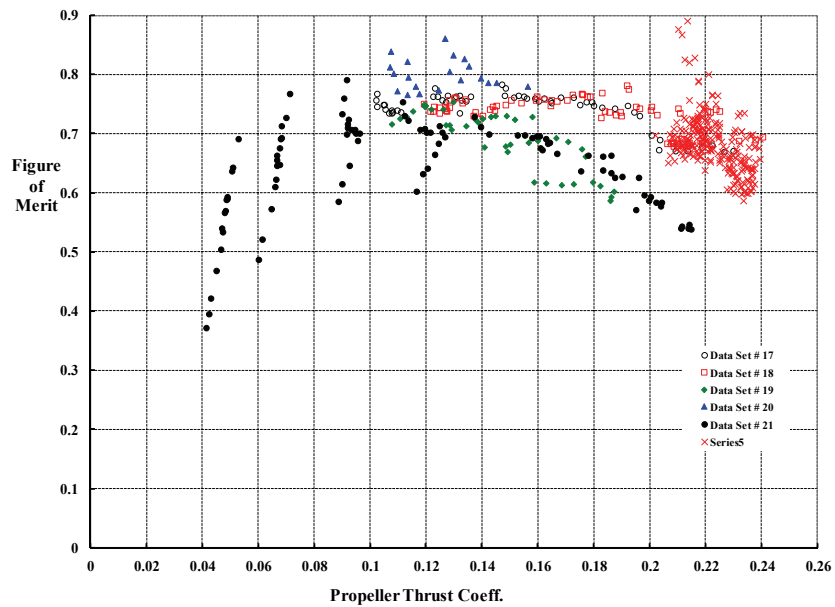
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220	279	Donut	21.19	725	735	2104	0.454	0.29408	0.99251	0.97935	0.7596	0.9958	9.45	0.4954	0.7394	494	1.033	102.445		
220	279	Donut	21.19	827	404	2762	0.937	0.29402	0.99047	0.99191	0.7962	0.99291	24.81	0.9452	0.7962	937	1.039	105.95		
220	279	Donut	21.19	829	790	2642	0.930	0.22191	0.99787	0.99844	0.7999	0.9943	17.467	0.7999	0.7999	1322	1.039	109.932		
220	279	Donut	21.19	1027	985	4476	0.942	0.22291	0.99818	0.99808	0.7991	0.9959	33.72	0.4329	0.7991	1499	1.039	219.457		
220	279	Donut	21.19	1051	1019	8465	0.799	0.22004	0.99932	0.99932	0.7996	0.99791	41.07	0.4799	0.7996	793	1.039	404.04		
220	279	Donut	21.19	1023	930	4499	0.794	0.22197	0.99946	0.99932	0.6997	0.9997	36.47	0.6997	0.6997	1322	1.039	162.296		
220	279	Donut	21.19	1023	2401	7994	0.937	0.22197	0.99932	0.99932	0.69964	0.99932	36.47	0.69964	0.69964	901	1.039	792.791		
220	279	Donut	21.19	1094	2817	8179	0.937	0.22197	0.99932	0.99932	0.69964	0.99932	36.47	0.69964	0.69964	901	1.039	101.496		
220	251		0.525	400	2299	572	0.40	0.2079	0.9991	0.9991	0.744	0.999	6.04	0.2104	0.744	400	1.039	10.445		
220	251		0.500	540	3199	599	0.40	0.2091	0.9997	0.9997	0.739	0.999	5.99	0.2091	0.739	571	1.039	5.999		
220	251		0.519	654	3599	624	0.40	0.2109	0.9997	0.9997	0.739	0.999	5.99	0.2109	0.739	571	1.039	5.999		
220	251		0.480	762	3844	654	0.40	0.2124	0.9994	0.9994	0.732	0.999	5.974	0.2124	0.732	571	1.039	5.974		
220	251		0.625	833	4231	681	0.40	0.2144	0.9991	0.9991	0.734	0.999	5.974	0.2144	0.734	571	1.039	5.974		
220	251		0.610	999	4643	700	0.40	0.2177	0.9991	0.9991	0.734	0.999	5.974	0.2177	0.734	571	1.039	5.974		
220	251		0.675	1092	5091	735	0.40	0.2207	0.9991	0.9991	0.735	0.999	5.974	0.2207	0.735	571	1.039	5.974		
220	251		0.700	1211	5479	763	0.40	0.2239	0.9991	0.9991	0.735	0.999	5.974	0.2239	0.735	571	1.039	5.974		
220	251		0.725	1400	5939	790	0.40	0.2264	0.9991	0.9991	0.735	0.999	5.974	0.2264	0.735	571	1.039	5.974		
220	251		0.750	1646	6396	817	0.40	0.2292	0.9991	0.9991	0.735	0.999	5.974	0.2292	0.735	571	1.039	5.974		
220	251		0.775	1923	6847	844	0.40	0.2322	0.9991	0.9991	0.735	0.999	5.974	0.2322	0.735	571	1.039	5.974		
220	251		0.800	2179	7228	872	0.40	0.2350	0.9991	0.9991	0.735	0.999	5.974	0.2350	0.735	571	1.039	5.974		
220	251		0.825	2437	7597	899	0.40	0.2377	0.9991	0.9991	0.735	0.999	5.974	0.2377	0.735	571	1.039	5.974		
220	251		0.850	2724	8046	926	0.40	0.2405	0.9991	0.9991	0.735	0.999	5.974	0.2405	0.735	571	1.039	5.974		



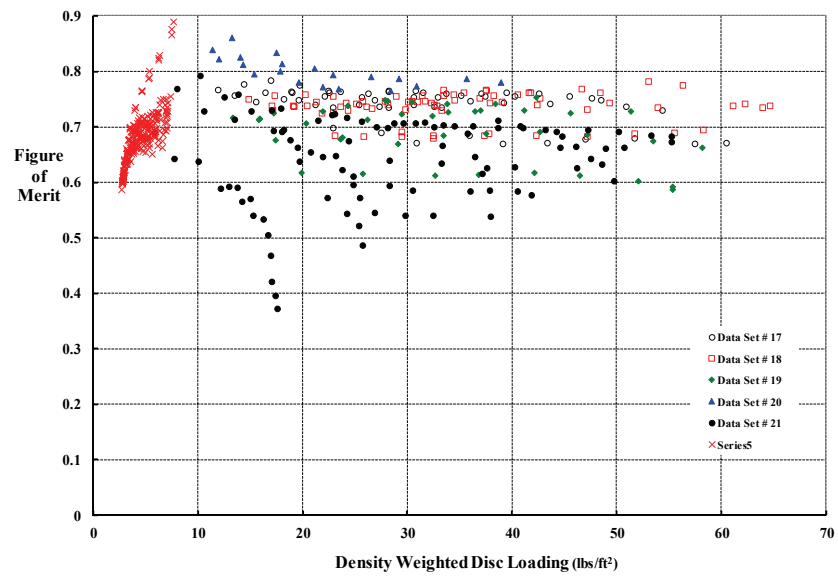
AI. T over HP vs DL-Walls Dn PT 3



AJ. FM vs CT-Walls Dn PT 3



AK. FM vs DL-Walls Dn PT 3



AL. Data Set # 23

DATA SET Number: 23

M-112A (OFF-HAL-1-A)

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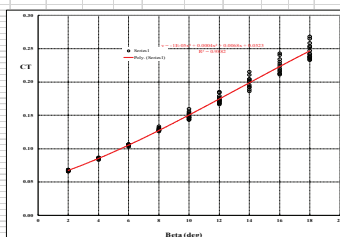
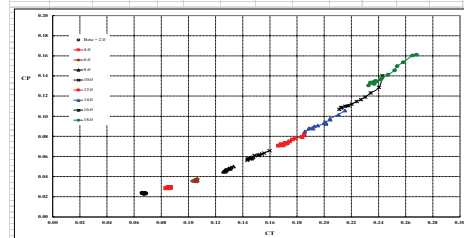
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Figure 1 consists of two plots. The left plot shows the evolution of the CMB temperature T_{CMB} as a function of the scale factor a . The x-axis is labeled a and ranges from 0.00 to 0.20. The y-axis is labeled T_{CMB} and ranges from 0.00 to 0.10. Data points for different redshifts z are shown: $z=1100$ (black), $z=1000$ (red), $z=900$ (blue), $z=800$ (green), $z=700$ (orange), $z=600$ (purple), $z=500$ (brown), $z=400$ (pink), $z=300$ (grey), $z=200$ (light blue), $z=100$ (light green), $z=50$ (light orange), $z=20$ (light purple), $z=10$ (light brown), $z=5$ (light pink), $z=2$ (light grey), $z=1$ (light blue), $z=0$ (light green). A red curve represents the fitted model. The right plot shows the evolution of the CMB temperature T_{CMB} as a function of the scale factor a . The x-axis is labeled a and ranges from 0.00 to 0.20. The y-axis is labeled T_{CMB} and ranges from 0.00 to 0.10. Data points for different redshifts z are shown: $z=1100$ (black), $z=1000$ (red), $z=900$ (blue), $z=800$ (green), $z=700$ (orange), $z=600$ (purple), $z=500$ (brown), $z=400$ (pink), $z=300$ (grey), $z=200$ (light blue), $z=100$ (light green), $z=50$ (light orange), $z=20$ (light purple), $z=10$ (light brown), $z=5$ (light pink), $z=2$ (light grey), $z=1$ (light blue), $z=0$ (light green). A red curve represents the fitted model. The legend indicates $z=1100$ to $z=0$ and $a=0.00$ to $a=0.20$.

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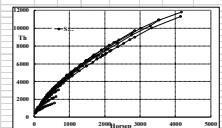
AN. Data Set # 25

[illegible]

AO. Data Set # 26

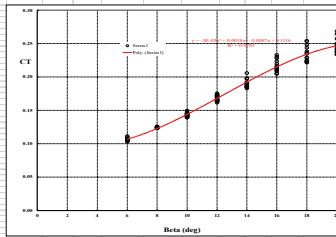
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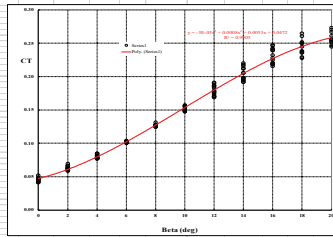
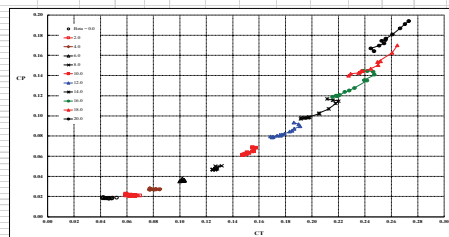
AR. Data Set # 29

Figure 10 consists of two plots. The left plot shows the dependence of CT on CT for various beta values. The x-axis is labeled 'CT' and ranges from 0.00 to 0.30. The y-axis is labeled 'CT' and ranges from 0.00 to 0.20. The legend indicates different beta values: 0.0, 0.2, 0.4, 0.6, 0.8, 1.0, 1.2, 1.4, 1.6, 1.8, 2.0. The data points are colored and follow a linear trend. The right plot shows the dependence of CT on Beta for various beta values. The x-axis is labeled 'Beta (deg)' and ranges from 0 to 180. The y-axis is labeled 'CT' and ranges from 0.00 to 0.20. The legend indicates different beta values: 0.0, 0.2, 0.4, 0.6, 0.8, 1.0, 1.2, 1.4, 1.6, 1.8, 2.0. The data points are colored and follow a linear trend. A red line represents the linear fit: $y = 0.0011x + 0.0009$, $R^2 = 0.9999$.

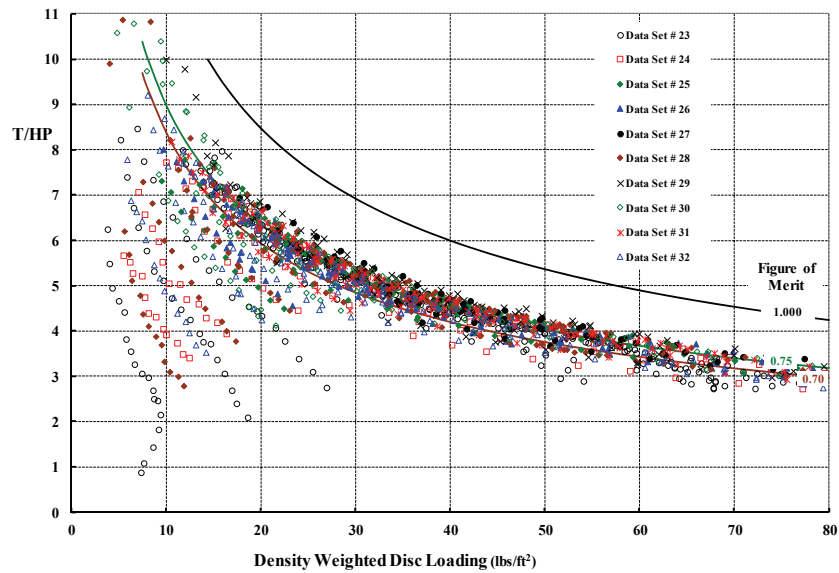


57

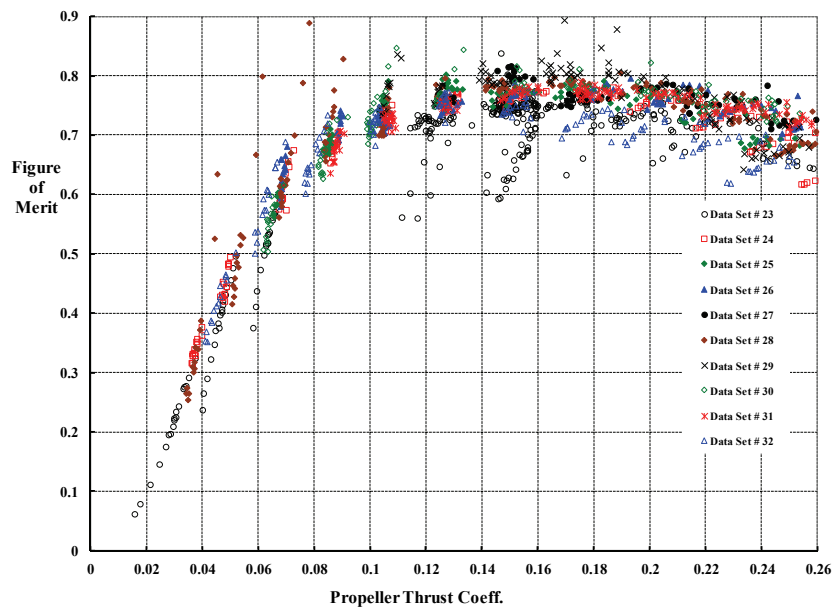
AU. Data Set # 32

[illegible]

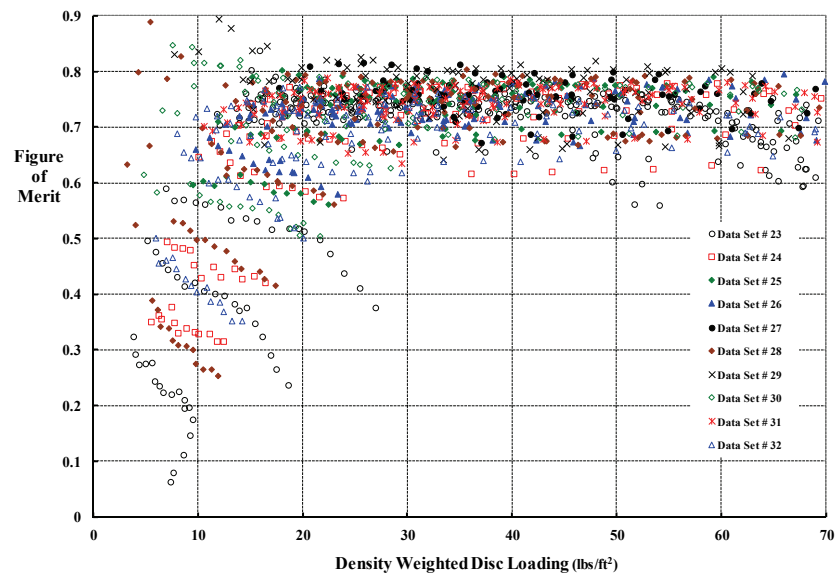
AW. T over HP vs DL-Walls Relocated



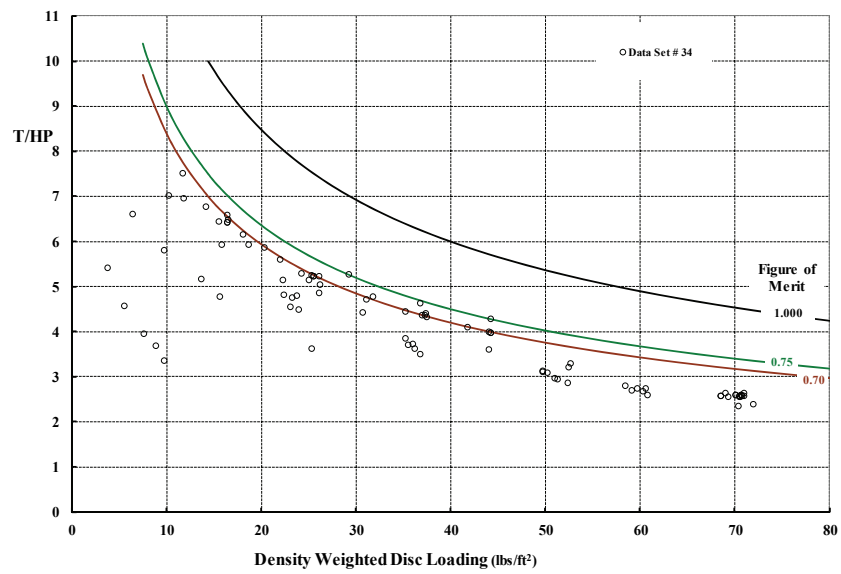
AX. FM vs CT-Walls Relocated



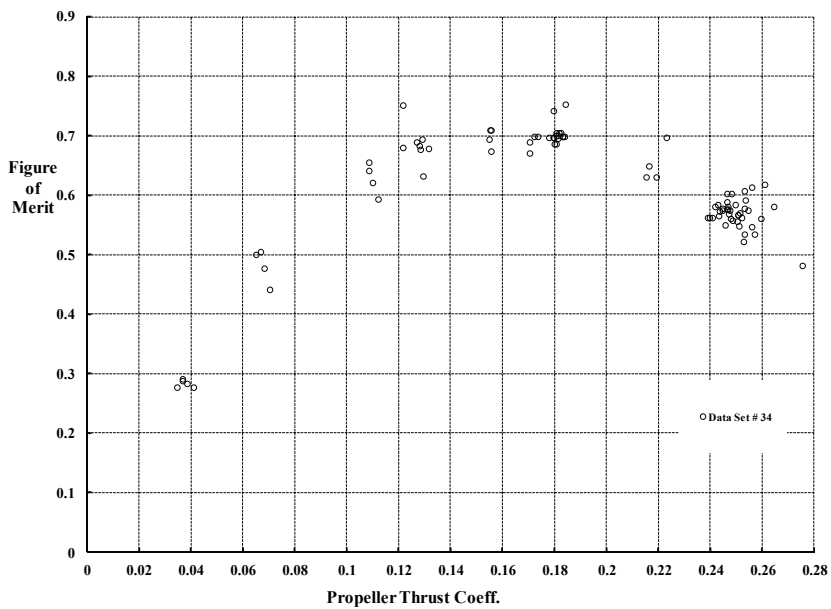
AY. FM vs DL-Walls Relocated



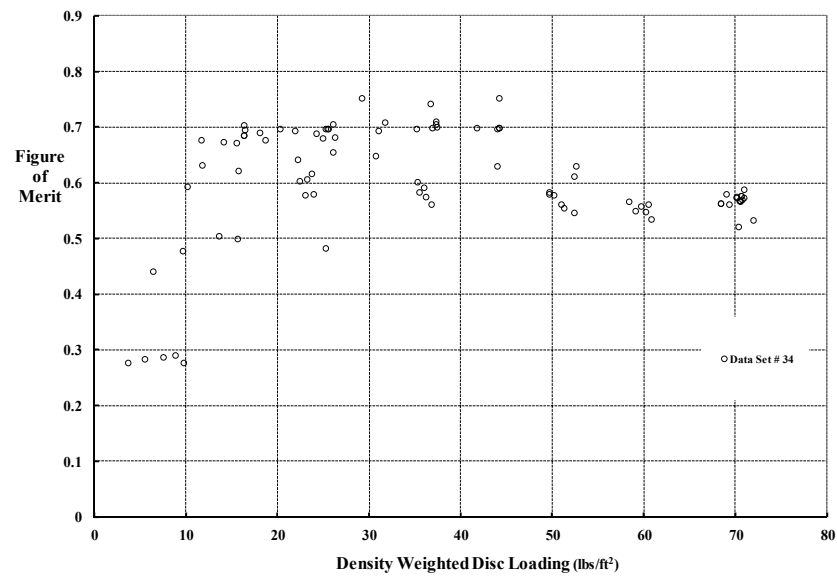
BA. T over HP vs DL-Walls Up Rig. 1



BB. FM vs CT-Walls Up Rig. 1



BC. FM vs DL-Walls Up Rig. 1



Accel Gravity	9.80665	m / sec^2	32.174049	ft / sec^2	UPDATED
Units Conversion	0.3048	m / ft	3.2808399	ft / m	
Units Conversion	0.45359237	kg / lb	2.2046226	lb / kg	
Units Conversion	4.4482216	newton / lb	0.2248089	lb / newton	
Units Conversion	1.0	n-m / joule	0.7375621	ft-lb / joule	
Units Conversion	1.8	deg (R / K)	6076.115	ft / mm	
Temp (absolute zero)	-273.15	deg C	-459.67	deg F	
Temperature (SLS)	15.0	deg C	59.0	deg F	
Temperature (SLS)	288.15	deg K	518.67	deg R	
Lapse Rate	-6.50	(deg K) / km	-3.566160	(deg F) / k	
Lapse Rate	-1.9812	(deg C) / k			
Mean Molecular Wt	28.9644				
Universal Gas Const	8314.32	joule / K-mol	1545.32	ft-lb / R-mol	
Gas Constant for Air	287.0531	joule / K-kg	53.3524	ft-lb / R-lb	
Pressure Exponent	5.255876				
Altitude Factor	-0.02255770	(1 / km)	-0.00687559	(1 / k)	
Pressure (SLS)	101325	newton / m^2	2116.2166	lb / ft^2	
Ratio Specific Heat	1.40				
Density Factor	352.983507	(kg / m^3) / K	1.2328219	(slug / ft^3) / R	
Speed of Sound Factor	401.8743	(m / sec)^2 / K	2403.1883	(ft / sec)^2 / R	
Speed of Sound (SLS)	340.2941	m / sec	1116.4505	ft / sec	
Speed of Sound (SLS)	661.4789	kt			
Viscosity Factor	1.458E-06	kg / (m-sec-K	2.270E-08	slug / (ft-sec-F^0.5)	
Sutherland's Constant	110.40	deg K	198.72	deg R	
Altitude, 1000 ft	0.0	25.0		0.682	
Temperature, deg F	59.0	-30.154		75.2	
Std Temperature, deg F	59.000	-30.154		56.566	
Temperature, deg R	518.67	429.52		534.89	
Delta (absolute temp ratio)	1.0000	0.8281		1.0313	
Delta (absolute press ratio)	1.0000	0.3711		0.9756	
Delta %cp(Theta)	1.0000	0.3377		0.9907	
Density Ratio	1.0000	0.4481		0.9460	
Pressure (psi)	14.6960	5.4536		14.3372	
Density, slug / cuft	0.0023769	0.0010651		0.0022485	
Viscosity, slug / (ft-sec)	3.737E-07	3.216E-07		3.827E-07	
Kinematic Viscosity, ft^2 / sec	1.5723E-04	3.0193E-04		1.7021E-04	
Speed of Sound, kt	661.48	601.95		671.74	
Speed of Sound, ft / sec	1116.45	1015.98		1133.77	
Density, kg / m^3	1.2250	0.5489		1.1588	
Speed of Sound, m / sec	340.29	309.67		345.57	
REFERENCE: U. S. Standard Atmosphere, 1962					

BE. T over HP vs DL Calculs

$\frac{T}{RHP} = \frac{550\sqrt{2\rho_0} (FM)}{\sqrt{\frac{T}{(\rho/\rho_0) A}}} = 37.921 \frac{FM}{\sqrt{\frac{T}{\sigma A}}}$			
Std. day Density –	0.002376891		
Constant –	37.9212217		
Density Weighted Disc Loading	FM 1	FM 0.7	FM 0.75
2	26.814	18.770	20.111
4	18.961	13.272	14.220
7.5	13.847	9.693	10.385
8	13.407	9.385	10.055
10	11.992	8.394	8.994
12	10.947	7.663	8.210
14.4	9.993	6.995	7.495
16	9.480	6.636	7.110
18	8.938	6.257	6.704
20	8.479	5.936	6.360
22	8.085	5.659	6.064
24	7.741	5.418	5.805
26	7.437	5.206	5.578
28	7.166	5.017	5.375
30	6.923	4.846	5.193
32	6.704	4.693	5.028
34	6.503	4.552	4.878
36	6.320	4.424	4.740
38	6.152	4.306	4.614
40	5.996	4.197	4.497
42	5.851	4.096	4.389
44	5.717	4.002	4.288
46	5.591	3.914	4.193
48	5.473	3.831	4.105
50	5.363	3.754	4.022
52	5.259	3.681	3.944
54	5.160	3.612	3.870
56	5.067	3.547	3.801
58	4.979	3.486	3.734
60	4.896	3.427	3.672
62	4.816	3.371	3.612
64	4.740	3.318	3.555
66	4.668	3.267	3.501
68	4.599	3.219	3.449
70	4.532	3.173	3.399
72	4.469	3.128	3.352
74	4.408	3.086	3.306
76	4.350	3.045	3.262
78	4.294	3.006	3.220
80	4.240	2.968	3.180