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THESIS

**TRANSONIC AXIAL COMPRESSOR DESIGN
CASE STUDY AND PREPARATIONS FOR
TESTING**

by

William D. Reid

September, 1995

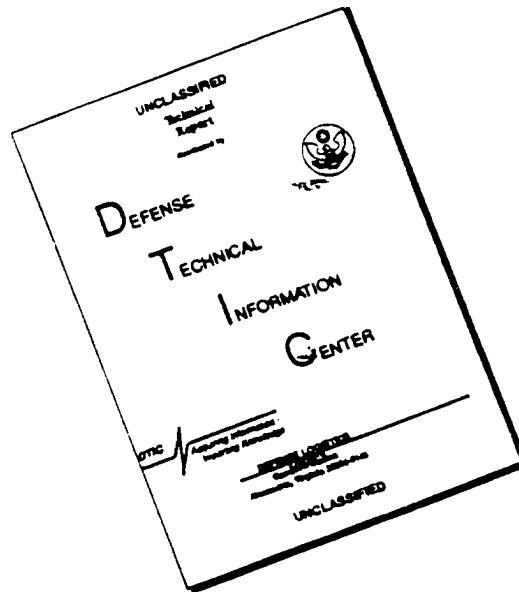
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Raymond P. Shreeve

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**TRANSONIC AXIAL COMPRESSOR DESIGN CASE STUDY AND
PREPARATIONS FOR TESTING**

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Lieutenant, United States Navy
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Submitted in partial fulfillment
of the requirements for the degree of

MASTER OF SCIENCE IN AERONAUTICAL ENGINEERING

from the

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ABSTRACT

Test runs of the transonic axial compressor test rig at the Naval Postgraduate School, Turbopropulsion Laboratory, were conducted in preparation for the installation of a new stage design. Modifications in the cooling air supply to the high speed bearings, and to the design of the torque measuring system were completed during subsequent overhaul.

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LIST OF SYMBOLS

Ψ	Specific Head Rise Parameter
C_p	Specific Heat at Constant Pressure
T_{01}	Inlet Total Temperature
PR	Pressure Ratio, Total-to-Total
γ	Ratio of Specific Heats
U_t	Rotor Wheel Speed at Tip

I. INTRODUCTION

The Naval Postgraduate School (NPS) transonic axial compressor design was completed by Dr. M.H. Vavra in July of 1968. All of the calculations and drawings required for the complete aerodynamic and mechanical design were done by Dr. Vavra alone, by hand. From 1968 until the mid 1980's the compressor served well as a test vehicle for the development of innovative flow measurement instrumentation as well as a means for graduate students to gain experience in the operation, test, and analysis of high speed compressors [Ref. 1-5]. The initial stage design was unique but no real technology advance was attained. This was due to two design inaccuracies, discovered after some period of testing. In addition to an incorrect assumption of constant through-flow velocity, an error was made in the calculations associated with the rotor blade setting angle, and this was subsequently built into the blading [Ref. 6]. Consideration was given to twisting the fabricated blades to correspond with the shape intended in the design. This was not attempted since the design itself had resulted from an inaccurate through-flow prediction. Following the completion of a study by Neuhoff [Ref. 7], to measure rotor losses, and to separately identify shock and viscous components, the compressor was not operated again until the present study was initiated.

A transonic axial compressor stage designed specifically for the existing NPS transonic test rig, shown in Figure 1, was completed at NASA Lewis in 1994, by Nelson L. Sanger [Ref. 8]. This new design was sought to perform the functions originally intended for the Vavra design, namely, to serve as a test vehicle for instructional purposes, and to provide a tool for meaningful research. However, the timing of the project, after a period of years in which advanced Computational Fluid Dynamics (CFD) methods for turbomachinery had evolved, provided a unique opportunity. The design would provide a test of a wholly CFD design approach. The experimental evaluation would provide both a validation of the design approach, and an experimental test case for CFD analysis codes. The manufactured blading is shown in Figure 2.

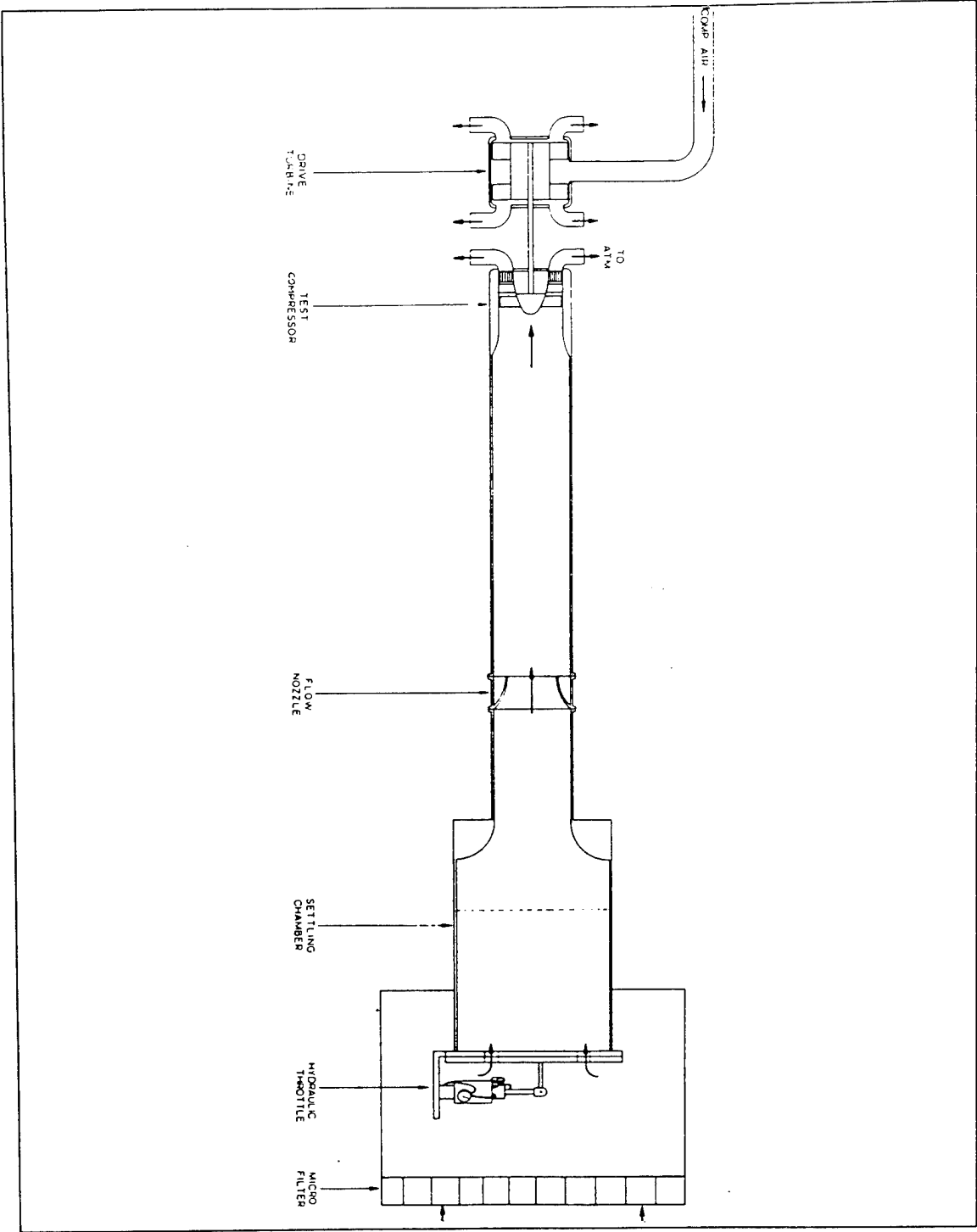


Figure 1. Transonic Compressor Test Rig.

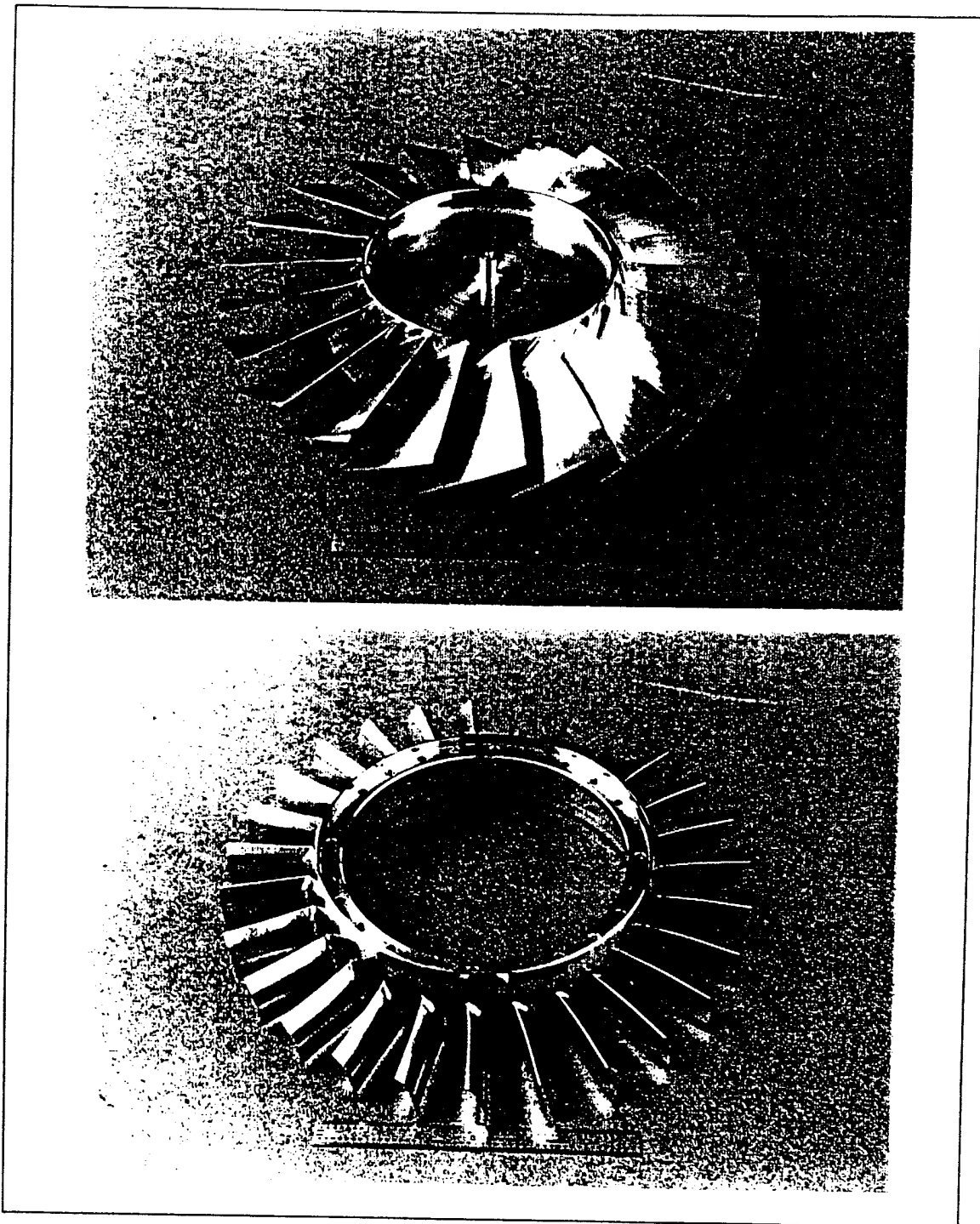


Figure 2. Manufactured Blading; Rotor (Top), Stator (Bottom).

This report is intended to document the effort to bring the NPS transonic compressor test rig back on line, in order to evaluate the newly designed axial stage, and to review, for the record, the procedure used in the stage design. The report has two main sections. The first section contains a review of the process used in the design of the new stage. This section also contains a comparison of the final blade design, resulting from CFD analysis, with a blade design using conventional streamline curvature and axisymmetric through-flow calculations. The second section is an account of the process that was conducted to return the test rig to working order. Appendix A contains a description of, AXIDES, a 2-D blade design code, written by Jim Crouse [Ref. 9], which was used in the preliminary design and in the production of final fabrication coordinates of the new stage. This code has been modified for use at the NPS, Department of Aeronautics and Astronautics, as a tool for advanced axial compressor design. Appendix C contains information regarding the test rig disassembly and reassembly, and the operating procedure.

II. NEW STAGE DESIGN

A. PROCEDURE

1. Design Intent

The object of the design was to produce a state-of-the-art transonic compressor stage, representative of a typical inlet stage, or fan stage. At the time the design was being contemplated, the use of CFD codes as analysis tools was increasing. However there was little work done using these codes for design. Given that the stage was to be used for research and was not intended as an actual aircraft component, the decision was made to use CFD as the principle tool in the aerodynamic design. Additional computer codes were used in the design including the AXIDES code, however these codes were used mainly in supporting roles. The complete package, including the design, testing and measurement of the stage constitutes, in the words of the designer, "the ultimate CFD validation experiment".

2. Preliminary Calculations

Although the design was intended to be derived from state-of-the-art technology, the decision to utilize the existing NPS Turbopropulsion Laboratory (TPL) transonic compressor test rig imposed several constraints that were unavoidable. The decision to use the existing test rig mechanical design was economic in nature. Retooling the rig to produce a desired flow path was determined to be unjustified in light of the cost, and effect on the final design. The constraints imposed on the design included a constant blade tip diameter dictated by the existing compressor shroud, a pre-determined blade chord set by restrictions in the flow path and the need to provide clearance for probe measurements. A further requirement was that the stator discharge angle be axial in order to accommodate the unique torque measuring system (see Chapter III, Section C2). An additional constraint of significant importance was the limitation that the turbine drive unit was capable of providing a maximum of 450 to 470 horsepower.

Within the confines of the physical constraints imposed by the existing compressor rig, the designer conducted a preliminary analysis of desired design parameters with the goal of producing a stage that achieved,

“ as high a loading and specific weight flow as was practical, while keeping rotor tip Mach number at a moderate level. “

Sanger '94

Using the specific head rise parameter,

$$\Psi = C_p T_{01} (PR^{(\gamma-1/\gamma)} - 1) / U_t^2$$

a parametric study was performed. The specific head rise was calculated over a range of tip speeds, and pressure ratios, using as a reference several previous designs, including the original Vavra design and the well known NASA Rotor 67. To produce a design that was state-of-the-art, the initial selection of design parameters was fairly optimistic. Subsequent calculations of the horsepower and inlet ramp angle required to support this selection of design parameters revealed that they were in fact too optimistic. The power required exceeded that available by nearly 200 hp, and the ramp angle on the spinner hub was calculated to be 42 Deg.

In order to reduce the power required by the stage to that constrained by the existing drive turbine, and lower the inlet ramp angle to a more reasonable figure, several compromises had to be made. Notable compromises were the reductions in specific weight flow and rotor and stage pressure ratio, to alleviate the power imbalance, and a reduction in the axial velocity ratio, to reduce the inlet-to-exit area ratio and therefore the inlet ramp angle. With these corrections, the required input power was reduced to 457 horsepower, and the ramp angle became 28.2 Deg. Selection of additional design parameters such as solidity and diffusion factor was primarily based on the designer's experience with similar machines. The results of the parametric study are shown in Figure 3.

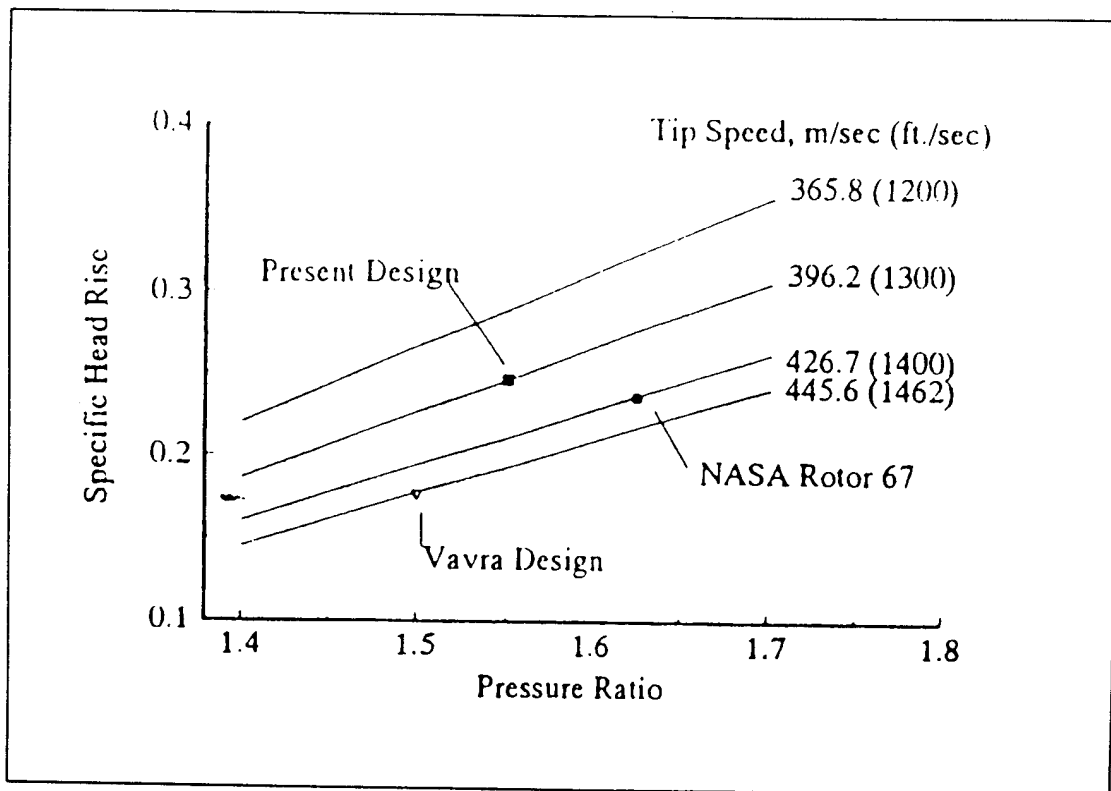


Figure 3. Results of parametric study [from Ref. 8].

3. Final Selection of Preliminary Design Parameters

Prior to this stage in the design the analysis was restricted to one-dimensional methods. To arrive at a detailed description of the flow path, and evaluate the performance of the preliminary design, the designer used the AXIDES code. The reasoning behind using this code was to reveal any obvious deficiencies in the preliminary design and to produce the flow field from which the blading would be derived. The AXIDES code provided the full 2-D radial equilibrium solution, where steady, axisymmetric flow is assumed, and produced distributions of the flow between blade rows at the specified design condition. At this point in the design process the flow-field estimation option of the code was used by setting the parameter OP, of the input data set, to APPROX (see Appendix A). Using this option, no blades are designed or specified. The

code simply estimated blade-edge locations from the stacking line, and produces velocity diagram and performance information based on these approximations.

The information that was specified in the input data set to the AXIDES code was RPM, mass flow rate, stage pressure ratio, inlet total pressure, inlet total temperature, tangential velocity, the flow path of the existing compressor rig, annular station locations, and estimated blockage. Although typically input in the form of loss-correlation tables, the losses across the blading were implicitly defined by entering the total pressure and total temperature distributions at the outlet of the rotor. A discussion of this option of the code can be found in Reference 9, page 12. The total-pressure distribution was essentially constant except for losses at the hub and tip. The total-temperature distribution was also nearly constant, however, higher temperatures were input near the tip to account for increased shock losses along the blades. The values used for estimated blockage and total-pressure and total-temperature distributions at the outlet of the rotor, were based on experience and on the values of successful stages in the same design range. Additional information specified in the input data set were the radial distributions of blade leading and trailing edge radii, chord length, and maximum thickness-to-chord ratio. All of these distributions were based on the designer's experience with transonic rotors. The input used to define the stator attributes were similar. A notable exception was the exit tangential velocity which was zero.

Several iterations through the AXIDES code were conducted, until output distributions of such parameters as diffusion factor and loss appeared reasonable. Modifications to the input data file consisted mainly of variations in pressure ratio and flow path geometry. There was initial concern about the low values of output loss distribution across the rotor. It was decided, however, that if an error in efficiency was to be made, to design for high efficiency and be wrong was better than designing for lower efficiency and be correct.

At the time of this report only a representative example of the final input data set of preliminary design parameters was available. Described as "one of the last" data sets

used during iterations through the AXIDES code, it was a very close approximation of the actual input. This input file was run on the version of the code installed at NPS. The output received was the designer's final preliminary design flow-field and the associated performance parameters. Reference 10 contains this input file in its raw form, and the associated output file. Appendix A gives a description of input and output file structure and parameters.

Once satisfied with the 2-D flow field and performance, the preliminary design parameters were fixed. A list of first cut, and final selection of design parameters is shown in Table 1.

Parameter	Initial Selection	Final Selection
Rotor Pressure Ratio	1.63	1.61
Stage Pressure Ratio	1.60	1.56
Tip Speed	1300 ft/sec	1300 ft/sec
Design Weight Flow	22.21 lb _m /sec	17.09 lb _m /sec
Specific Weight Flow	40 lb _m /sec-ft ²	35 lb _m /sec-ft ²
Specific Head Rise	0.265	0.246
Tip Inlet Relative Mach Number	1.30	1.28
Hub/Tip Radius Ratio	0.40	0.51
Rotor Inlet Ramp Angle	42.0 deg.	28.2 deg.
Power Required	638 HP	457 HP

Table 1. First cut, and final selection of design parameters.

The problem now consisted of blading design to produce the loss distribution, and flow angles, specified in the output of the AXIDES code.

4. Blade Shape Definition

The AXIDES code provided the designer with a picture of the desired flow field, between blade rows, on the meridional plane. The next step was to fit blade shapes to the velocity diagrams to produce this flow. From the conception of the design, it had been decided that CFD would be used to arrive at these blade shapes. The idea was to make an initial "guess" of blade shape, using output from the AXIDES code, run this blade through

the CFD analysis, and check the results. If the output seemed reasonable the design was complete. If not, blade shape modification was required. The designer created initial blade sections essentially by hand, guided by the flow angle distributions produced by the AXIDES code and experience with supersonic flow across blading. Iteration on blade shape, which turned out to be required, was performed using a NASA in-house blade element code, derived from the geometry portion of the AXIDES code.

The procedure used to screen the initial blade sections was modified over the course of the design. Initially, a quasi-three-dimensional code, written by John Denton [Ref. 11], was used. This code was coupled with an integral boundary layer code [Ref. 12], to check the surface boundary layer condition. The Denton code used was an Euler code containing a simple transpiration model to estimate the boundary layer blockage. Together these codes provided the designer with a quick tool for screening the blade shapes.

During the process of designing the blading, the full three-dimensional version of the Denton code (TIP3D), as reported in Denton 1986 [Ref. 13], became available. This code was simply an upgrade in the original Euler code, containing a simple approximation for viscous effects and an empirical equation defining the distribution of shear stress from the wall. Consideration was given to using a code with a more complex and possibly more accurate turbulence-modeling scheme, however, given the iterative nature of the design process, the increase in accuracy was deemed insignificant when compared with the increase in computational execution time.

Using the quasi-3D results as a "base design", the iteration on blade shape was continued in the same manner as previously described, using the updated version of the Denton code. The criteria used for acceptance of the blade included the requirements to minimize shock strength in the tip region and to prevent or delay boundary layer separation. The shock strength was reduced by minimizing the supersonic acceleration of the flow approaching the shock. This was accomplished by making the suction surface at the leading-edge portion of the blade wedge shaped, and curving it after the shock to

provide the required turning. To prevent separation, the attempt was made to control the diffusion towards the trailing edge of the blade. Final-design blade sections, used to generate the now-rotating shape for fabrication, labeled "Sanger Design", are shown in Figure 7, located in section B3 of this Chapter. Because these sections were used for fabrication, they represented elements of the blade on cylindrical planes, parallel to the axis of rotation of the rotor.

5. Fabrication

After all criteria had been met, to within certain acceptable tolerances, the aerodynamic portion of the design was complete. What remained was the mechanical analysis and fabrication of the blading. Historically, the Engineering Design Department at NASA-Lewis had used the same geometry specifications as prescribed in the AXIDES code, to perform their mechanical analysis. Therefore, the final blade parameters were input back into the streamline curvature code using the output option (OP), COORD (see Appendix A). This option created an output file containing blade coordinates for fabrication. A copy of the input file used to produce the final blade fabrication coordinates and the output file containing these coordinates can be found in Reference 10.

B. DESIGN COMPARISON

1. Overview

Streamline curvature methods have been used for the design of many successful machines. Historically, the flow-field between blade rows is calculated using these methods, a blade shape is arrived at, and the flow within the blade row, where any problems are likely to occur, is checked by a more detailed analysis code. The AXIDES code was written with the objective of integrating the design and analysis portions of the overall design process in a more efficient manner. It produces through-flow output that can be directly input into the blade-to-blade analysis codes T-SONIC [Ref. 14], and MERIDL [Ref. 15]. The code also provides input features which allow for corrections in

the blade shape, determined as necessary from the output of these analysis codes, to be easily made. The result is a composite through-flow code, capable of both aerodynamic and blade design, that can be interfaced with two codes that analyze the flow within the blade rows. Currently, the version of the AXIDES code at NPS, is not capable of interfacing with MERIDL. An update to the code should include this feature.

For the reasons mentioned previously, CFD techniques were used throughout for the design and analysis of the new Sanger stage. The AXIDES code was not used as a blade design tool. It was simply used to describe the flow-field which satisfied the requirements dictated by the preliminary design parameters. No blade shapes were input, nor specified by the code, and only velocity diagram and performance information was output. The initial "guess" of the blade shapes was generated by hand. Although iteration on blade definition was performed using a geometry routine extracted from the AXIDES code, the blade sections were stacked based on information produced by the CFD analysis, and not within the aerodynamic iterations of the streamline curvature method. This section contains a comparison between the final Sanger design and a design produced strictly with the use of the AXIDES code; that is, the blading specification and aerodynamic performance output by AXIDES, when used in a design capacity. The motivation for this comparison was two-fold. First, the Crouse 2-D code was to be used for instruction in compressor design at NPS. A comparison with the geometry arrived at using advanced analysis methods, was a useful exercise of the code. Second, no similar comparison was found between a design resulting from relatively simple, and computationally-efficient streamline curvature methods, and the geometry obtained using more detailed flow analysis routines, requiring significant investments in computational time.

2. Method Of Comparison

The performance of the Sanger design was taken from Sanger, 1994 [Ref. 8]. The blade definition parameters and performance distributions, as described previously, were set using the Denton TIP3D code. The AXIDES code was used strictly to provide the

initial flow-field estimate, and produced coordinates of the final blade design in a form that could be conveniently used in the mechanical analysis and the subsequent fabrication process. During the design review, when the picture of the procedure used in the design became clear, there was initial skepticism as to how the final blade design parameters could be input into the AXIDES code, simply to provide the desired form of the blade geometry in the output. The concern was that the program would modify the blade shape as it attempted to converge on a 2-D radial-equilibrium solution. A solution which would obviously be, at the least, slightly different than the results of full 3-D CFD calculations. This concern was reconciled by checking the blade geometry parameters in the final output of the AXIDES code, that was sent to the NASA-Lewis Engineering Design Department, against the results of the CFD design, as reported in Sanger '94 [Ref. 8]. Specifically, such blade parameters as, radial distribution of maximum thickness, and maximum thickness location, extracted from the AXIDES output, were reviewed for discrepancies; none were found. The blade shape produced by the AXIDES code was identical to the blade specified in the input. This appeared to have been accomplished by completely specifying all blade parameters in the input file. The aerodynamic output was of no interest to the designer. Aerodynamic input data were used simply to fill in the spaces of the input data set and did not represent the performance generated when the code was run. Again, the AXIDES code was used simply to reproduce the geometry of a blade designed using CFD in the form required by the NASA mechanical design system.

The design produced using the AXIDES code, and henceforth referred to as the "conventional design", was to represent what the Sanger design would have looked like if it had been sent for mechanical analysis directly after the initial design parameters were fixed. The blades were designed by taking the final form of these initial parameters, which Sanger used to build his "guess" of the blade shape, and inputting them back into the AXIDES code. In this case, however, the input file was modified to produce blade shapes for fabrication instead of merely calling for flow-field description, as had been done in the Sanger design. This was accomplished by changing the OP parameter to COORD and

using defaults for incidence angle and deviation angle by choosing 2-D for input parameters AA, and BB. The 2-D option resulted in the use of calculations specified in NASA SP-36 [Ref. 16], for these angles. Additional modifications to the input file included setting option CC to OPTIMUM, which assigned a value to the turning rate ratio of the blade element segments using an empirical function of inlet relative Mach number; setting option DD to shock, which placed the transition point at the location of the shock; and setting option EE to TRAN, which located the maximum thickness point at the transition point. A copy of the input file, and output file are located in Reference 10. A detailed description of the AXIDES code available input options, can be found in Appendix A, Section 2, and Reference 9.

3. Results Of Comparison

As previously noted, the intent of the Sanger design was to produce blading with increased loading at lower tip speeds. A plot of rotor diffusion factor, indicative of loading on the blade, is shown in Figure 4. It is clear from this plot that the loading on the Sanger rotor is larger over 90% of the blade than that of the "conventional" design. Using the detailed picture of the flow-field provided by the CFD code, the designer was able check for flow separation along the suction surface of the blade as he increased the amount of turning imparted to the flow. Figure 5 shows the amount of energy addition provided by the rotor in the form of total temperature ratio. Figure 6 illustrates the increase in total pressure ratio across the rotor. The plots indicate an increase in total pressure ratio and energy addition produced by careful analysis of the flow within the blade row. The blade sections for the conventional design and the Sanger design are shown in Figure 7. This figure displays the blade sections at 90%, 50%, and 20% span, from the hub. Looking closely at these sections, it can be seen that the curvature on the suction surface of the Sanger rotor, near the leading edge, is very small. This was done to minimize the supersonic acceleration of the flow as it approached the shock, and therefore reduce its strength. The AXIDES code used in the design of the conventional blade also attempted

to account for the effects of a large inlet relative Mach number. This was accomplished by activating the blade definition option OPTIMUM, located in the input data set. It can be seen, however, that the curvature in the leading-edge portion of the conventional blade, although modified, is still larger than on the Sanger blade. The turning of the flow was accomplished further aft on the blade, as can be seen in the distribution of blade maximum thickness location shown in Figure 8. The losses across the rotor were kept nearly the same as the conventional blade. A plot of the distribution of loss coefficient is shown in Figure 9.

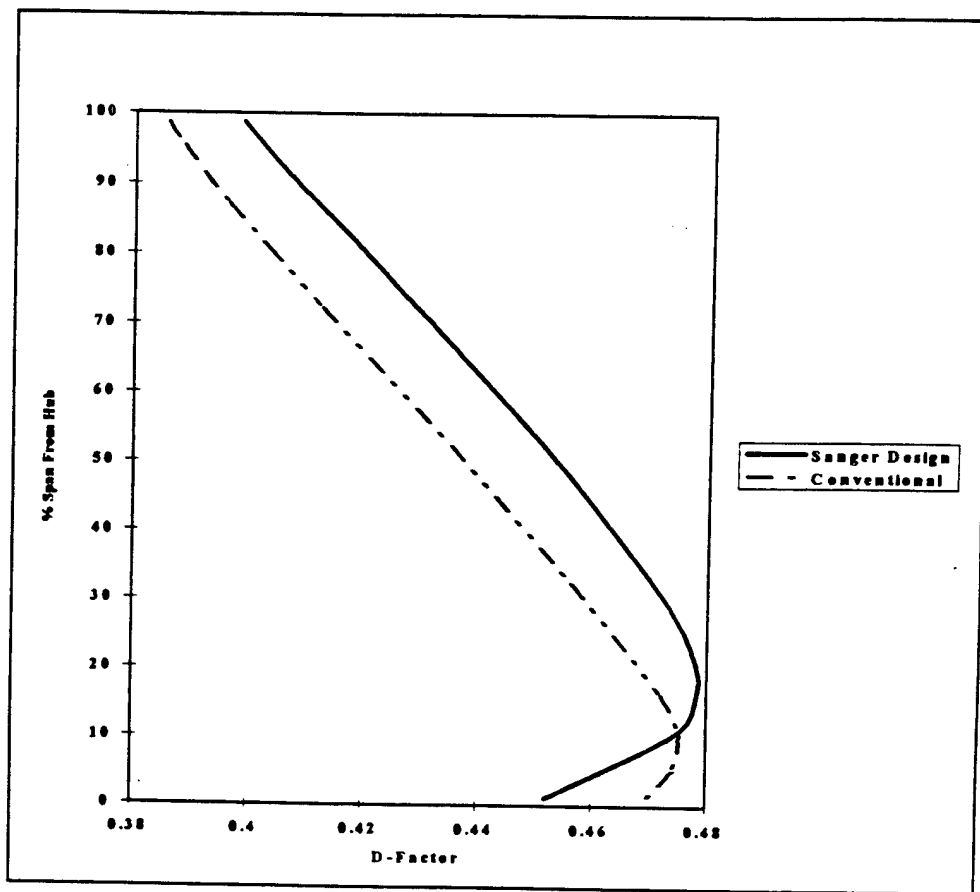


Figure 4. Rotor diffusion factor.

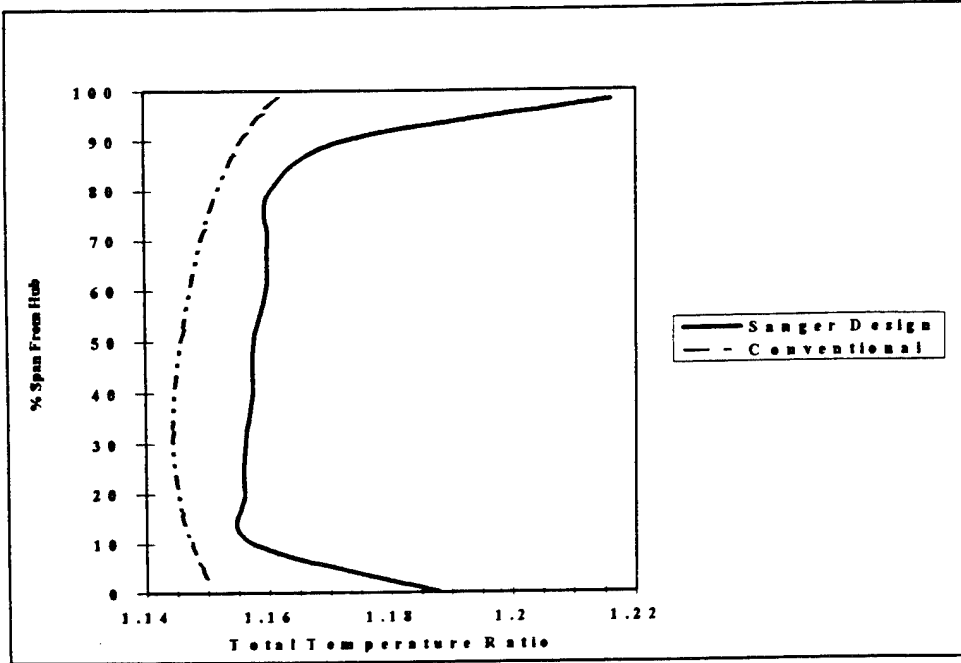


Figure 5. Total temperature ratio across the rotor.

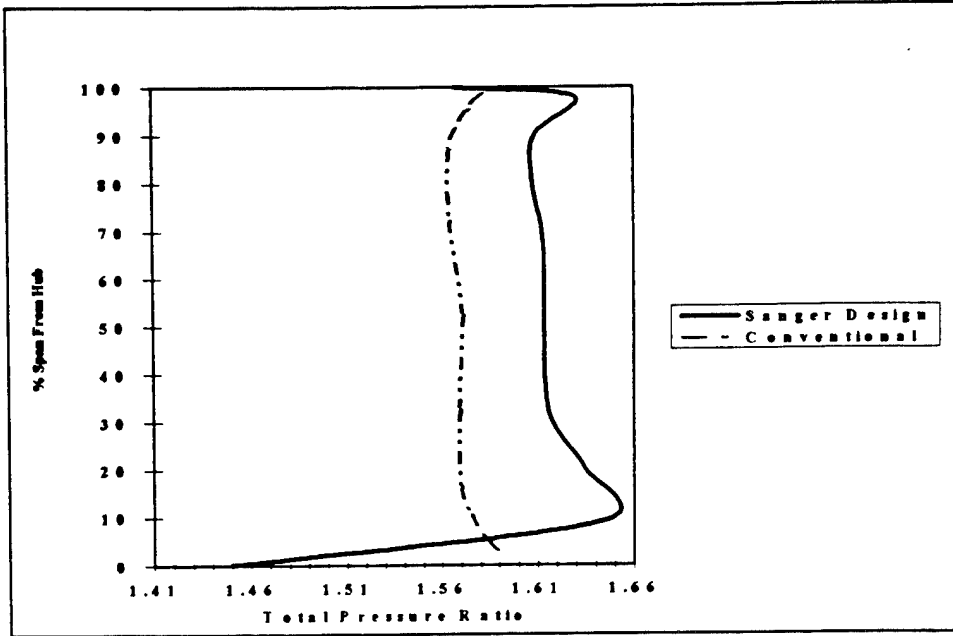


Figure 6. Total pressure ratio across the rotor.

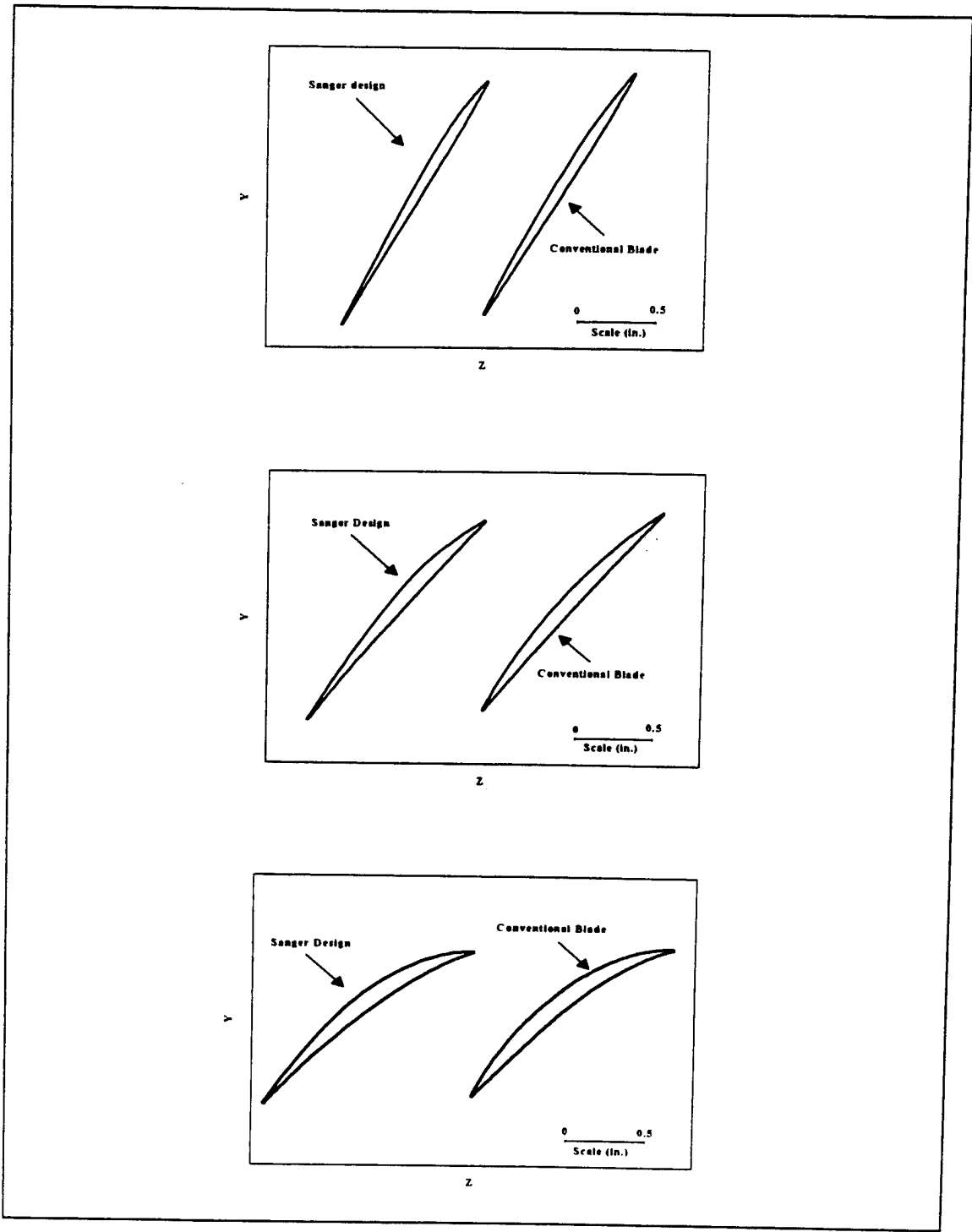


Figure 7. Tip, mean-line and hub blade sections (from top).

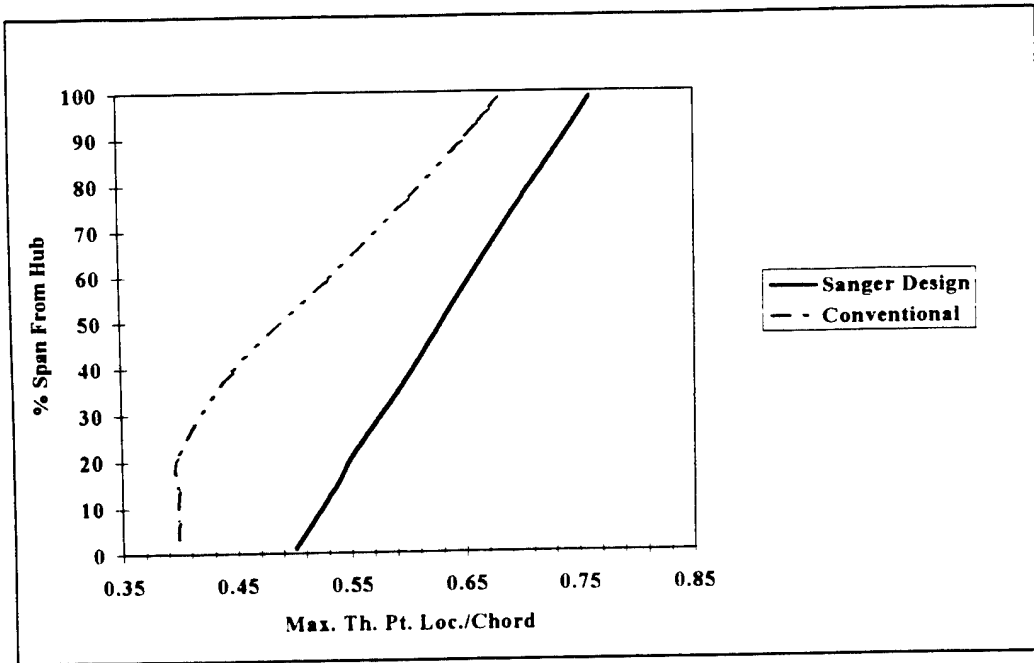


Figure 8. Rotor maximum thickness point location.

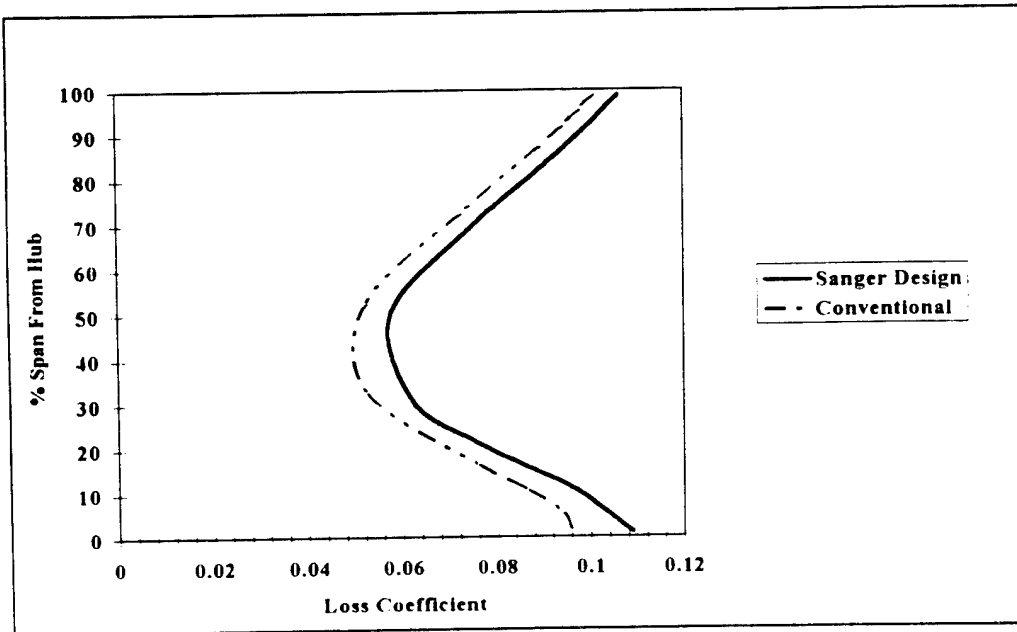


Figure 9. Rotor loss coefficient distribution.

The preceding comparisons show that the Sanger blading inputs a larger amount of work than blading designed using 2-D methods alone, while maintaining very similar through-flow and loss profiles. Assuming that the CFD code used in the design predicts the 3-D flow field accurately, the design represents a step forward toward optimizing the design of highly loaded, efficient, transonic blading.

III. PREPARATIONS FOR TESTING

A. OVERVIEW

The transonic stage designed at NASA-Lewis, was designed to be installed in the NPS/TPL transonic compressor test rig, which is shown schematically in Figure 1. Since the rig had not been operated since 1986, an evaluation of its condition, and overhaul of some its components was necessary. This section gives an account of the preliminary evaluation and subsequent overhaul, to date, required to prepare the machine to test the new design.

B. PRELIMINARY TEST RUNS

Preliminary test runs of the transonic compressor test rig were conducted in early 1995. The tests were run with the existing machine as it was left, with the initial rotor, designed Dr. Vavra, still installed. This testing was conducted to become familiar with the operation of the test rig and to determine the extent of overhaul necessary to return it to routine working order. The operating procedure is given in Appendix C.

A total of four tests were run over a period of two months. The first test was considered a basic operational check to make sure the machine would turn over with no major component failure. The rig was accelerated up to 5,000 RPM, un-throttled, with the inlet piping removed to prevent any deposits in the piping from being pulled into the blading. During this test the following mechanical aspects of the machine were monitored,

1. Pressure ratio across the laboratory 12 stage axial compressor supplying air to the drive turbine.
2. Balance air used to provide relief of the axial load on the high speed compressor bearings.
3. Test rig rotational speed.
4. Drive turbine and compressor bearing temperatures.

All of these indications were monitored at the test control panel. A photograph of the control panel is given in Appendix C.

The results of the operational check were encouraging. Although, the test rig had not been operated for many years, there was no appearance of malfunction or unusual operation. The tests that followed were conducted in the same manner, however the RPM was increased with each run, to a final value of 20,000 RPM. During the testing, the bearing temperatures were monitored and compared with values recorded from test runs conducted years earlier. These values remained nearly identical to those previously recorded until approximately 15,000 RPM (50% design speed). Above 15,000 RPM the bearing temperatures increased at a greater rate than previously documented. By adjusting the oil-mist cooling air and oil supply settings, the temperatures of the bearings supporting the turbine-drive shaft and the downstream end of the compressor shaft were controlled to within 2 degrees of earlier recorded values. This was accomplished by reducing the oil mist drop rate from approximately 80 drops per minute to 12 drops per minute, and increasing air supply pressure from 20 psi to 35 psi. The bearings supporting the upstream end of the compressor drive shaft, however, failed to respond to the changes in the cooling system. They remained approximately 25 degrees high and continued to increase at a rate of approximately 1 degree per hour.

The decision was made to tear down the compressor in an effort to resolve the problem with cooling of the compressor inlet bearings, and to check the bearings for any damage that might have occurred due to the high temperatures. Additionally, a decision was made to leave the turbine-drive unit intact since no problems in its operation had been revealed.

C. OVERHAUL

The transonic compressor test rig was a unique machine that had undergone several modifications over the years. Although some modifications were documented, the

overhaul that was conducted for the present project revealed that some of the changes made to had not been recorded. Additionally, the procedure involved in disassembling and reassembling the test rig was undocumented. The overhaul presented a significant challenge because of the mechanical complexity inherent in the arrangement of a high-speed air turbine driving a high speed research compressor. The goal was first to determine the method by which the rig was to be disassembled and then to carefully disassemble and reassemble without causing damage to any of the mostly non-standard components. During the course of the tear down and rebuild effort, video tape was taken to document the procedure.

1. Cooling Of The High Speed Bearings

The driving consideration behind the overhaul was the problem encountered with bearing cooling. Disassembly of the compressor hub revealed that, of the two cooling lines intended to provide oil-mist air to the compressor inlet bearings, one was completely disconnected. A second line which had not been indicated on the original design drawings, was bent so that no air could flow through it. Figure 10 shows a drawing of the compressor hub assembly. The bearings, notably the ones to the right, were not receiving the oil-mist air supply needed to cool them. To correct the problem the cooling lines were fitted with new tubing. As an indication of previous problems with bearing temperatures, a one-eighth inch copper water cooling line was found encircling the inner compressor hub. This water cooling device was not shown on the original drawings, nor recorded in any available test log.

2. Torque Measurement system

The torque acting on the test rig rotor drive shaft was measured by the deflection of a cantilever beam. The beam extended between the outer portion of the compressor hub, that rotated on bearings, and the inner hub annulus which was stationary (see Figure 10). The rotation of the outer hub was a result of the swirling air-flow exiting the rotor

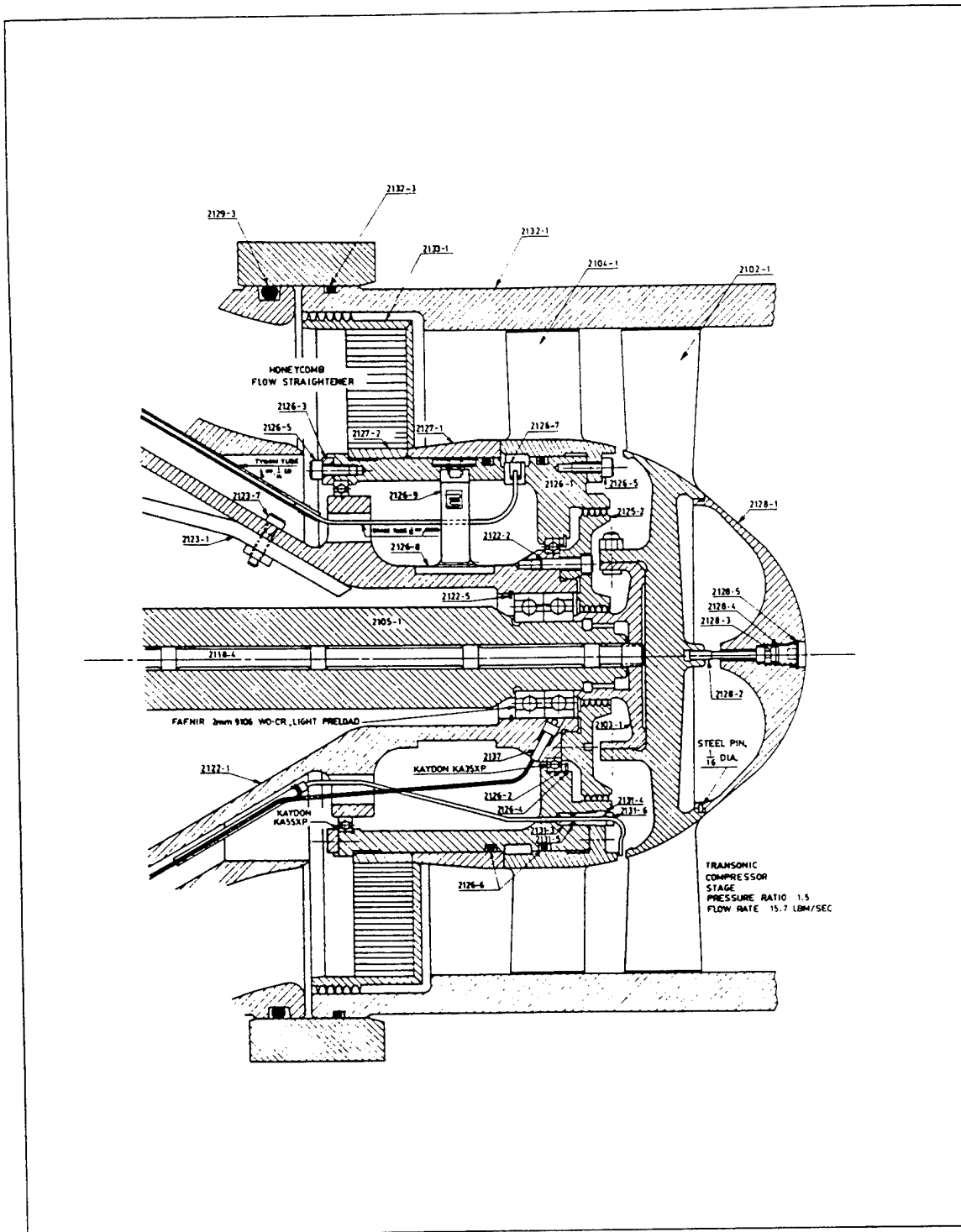


Figure 10. Compressor hub assembly.

and impinging on the stator. The stator removed most of the swirl component of the velocity, and a honeycomb flow straightener, removed the residual. The stator and flow straightener were both mounted on the outer hub which rotated on the outer hub bearings. The cantilever beam (torque balance), whose fixed end was attached to the outer hub and free end was constrained by a channel fixed to the inner stationary hub annulus, deflected as it tried to prevent relative rotation. Four strain gauges, mounted on the cantilever beam, provided the signal that was a measure of the torque imparted to the air-flow by the rotor.

A static calibration of the torque balance was conducted in preparation for the tests to follow overhaul. A significant drift in the strain gauge output was found. A plot of the calibration is shown in Figure 11. The calibration was performed using weights hung from a 20.01 inch moment arm which was mounted on the outer hub. The load was increased from zero to 35 pounds in five pound increments. A zero of -1.0 milli-volts was set on the output voltage display. This was done because the beam appeared to have some pre-load on it and the bridge output could not be set to zero. The plot clearly indicates repeatability, however, the measurements, conducted for two static load and unload cycles, were taken after the output settled down after a drift of approximately two milli-volts per second. This required waiting an average of 15 minutes from the time the load was changed until the time the readings were taken. The time dependent nature of the static load, as well as other difficulties with the torque measurement, were documented for an early compressor test program using the same rig, by R.P. Shreeve [Ref. 17].

After careful consideration of the problem, and the ramifications of possible changes to the system, modification of the torque balance assembly was made as shown in Figure 12. The first change was an attempt to insure the fixed end of the cantilever beam was firmly "encased" in the outer hub. Four set screws, mounted in the outer ring were installed to apply pressure to the top of the beam and secure it in place. They replaced the single (center) set screw in the original design. Additionally, the channel fixed to the inner hub annulus was modified. The side of the channel resisting the load was drilled and fitted

with a three-eighths inch ball bearing. This was done to insure a point load would be transmitted at the free end of the cantilever beam.

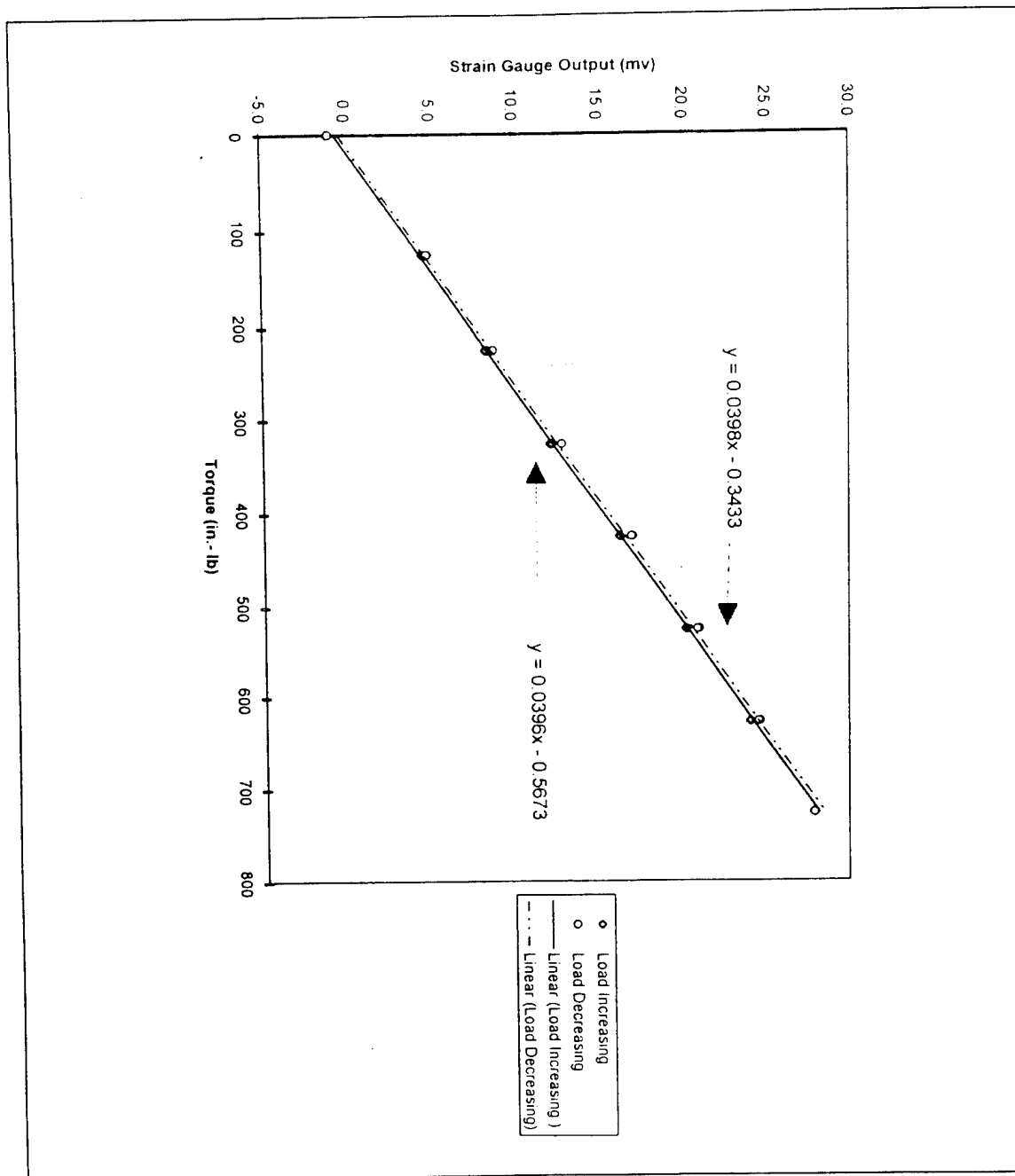


Figure 11. Torque balance calibration (first).

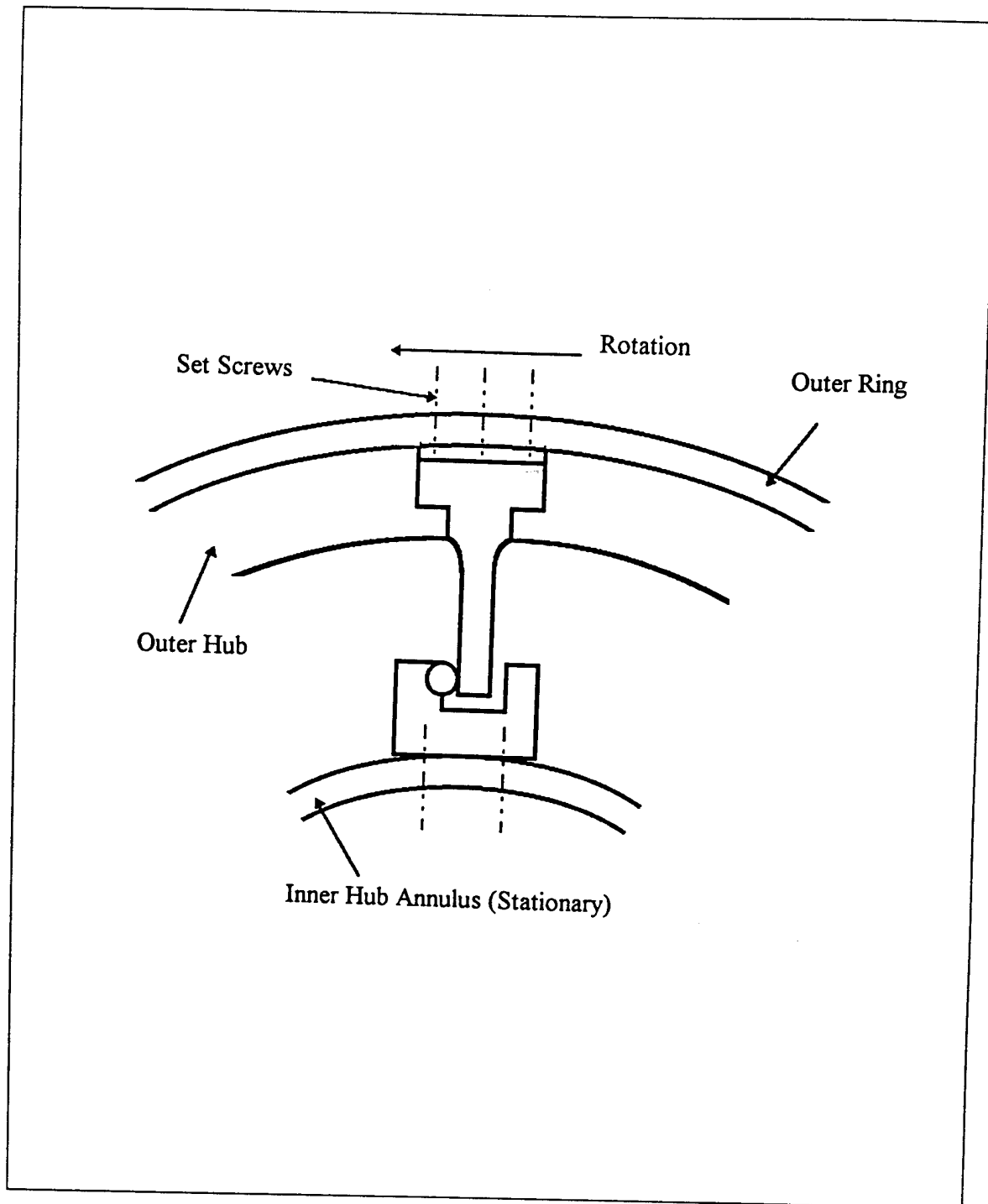


Figure 12. Torque balance modifications.

A second calibration of the torque balance was conducted in the same manner as the first with the exception that the zero-load output was set at 0.1 milli-volts. A plot of the calibration is shown in Figure 13. The results indicated that the drift in the output reading had disappeared. However, as can be seen clearly in Figure 13, there was a distinct lack of repeatability over the four load and unload cycles. The output seemed to settle out after the second cycle, however, the overall uncertainty for the four data sets was in the vicinity of 10%. Since the uncertainty in the torque measurement gives an equal uncertainty in the measurement of efficiency the lack of repeatability is unexceptionable. However, since the intent of the overhaul effort was to return the rig to stable mechanical operation, no further modifications were attempted. Recommendations for additional modifications to the torque assembly include,

1. Installing additional set screws to attach the outer ring firmly to the outer hub, to prevent movement of the parts constraining the fixed end of the cantilever beam.
2. Fitting the existing beam with new strain gauges.
3. Replacing the existing beam and strain-gauges with a new design having a larger, rectangular fixed end.

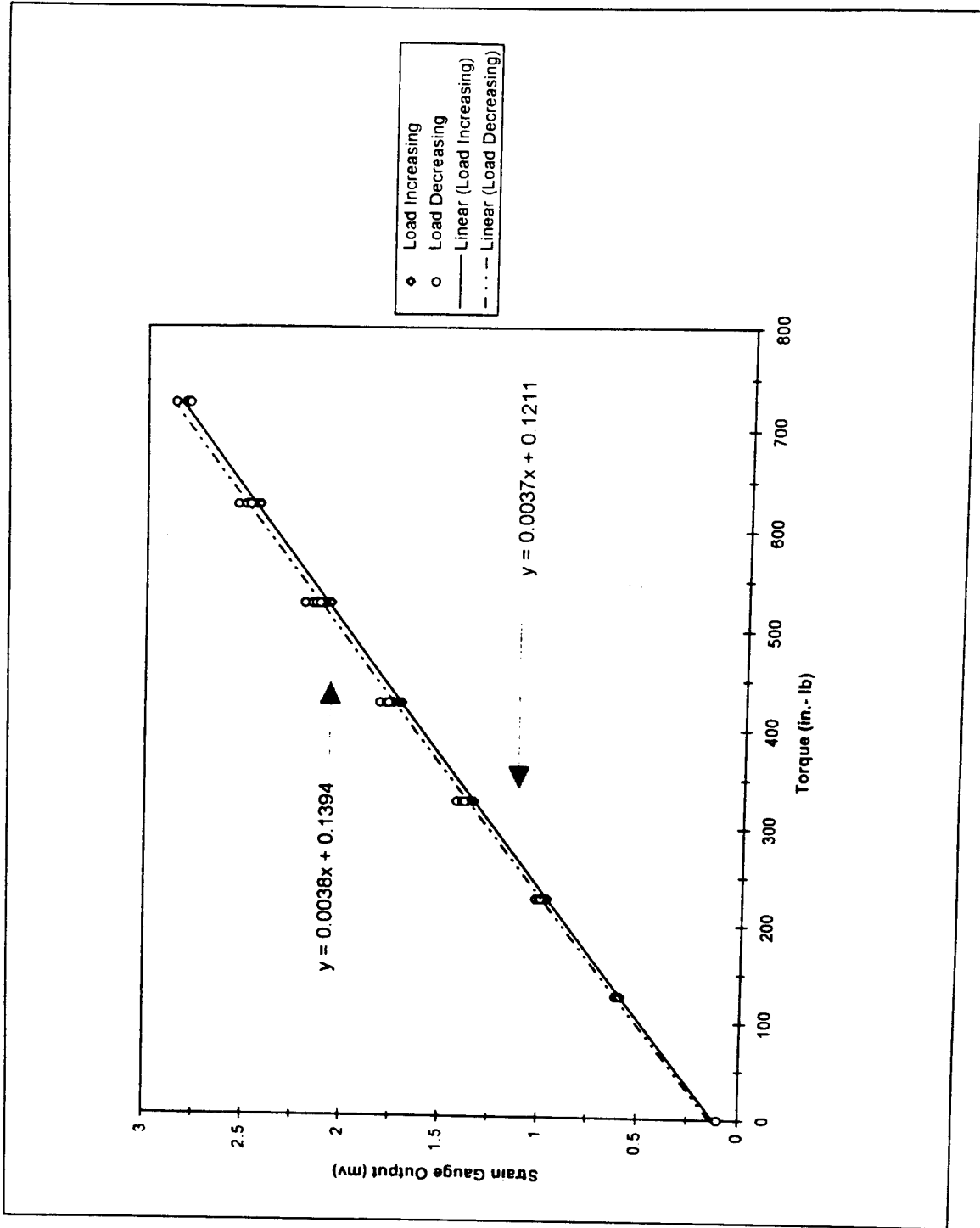


Figure 13. Torque balance calibration (second).

D. FINAL TEST RUN

A final test run of the transonic compressor was conducted up to a speed of 20,000 RPM. This testing was performed un-throttled, with the inlet piping removed. The test rig setup was similar to the preliminary test runs except for the addition of a honeycomb flow straightener and the original stator that were installed during overhaul. The duration of the test was two hours and twenty minutes. The objective of the test run was to check the mechanical operation of the rig, and in particular, the behavior of the bearing temperatures, following overhaul.

The test rig operated smoothly during the entire run, at no time indicating problems with balancing or vibration. At a speed of 15,000 RPM, the temperature of the bearings supporting the inlet end of the compressor drive shaft were stable, but reading approximately ten degrees high, relative to temperatures recorded during earlier test runs at the same RPM. As the rotational speed was increased from 15,000 RPM, to 20,000 RPM, the temperature of these bearings increased significantly. The temperature was recorded to be 143 Deg. F, and climbing at a rate of approximately five degrees per minute, when the RPM indicated 18,000. All other bearing temperatures were stable and within limits. The temperature limitations of these bearings require operating levels of less than 160 Deg. F. The RPM was reduced to 10,000 RPM and after temperatures stabilized the machine was shutdown.

IV. CONCLUSIONS AND RECOMMENDATIONS

A case study was initiated of the design of a new transonic compressor stage which is to be tested at the Turbopropulsion Laboratory at the Naval Postgraduate School. The stage was designed by Nelson Sanger of the NASA Lewis Research Center, using 3-D, CFD methods. The program of testing, scheduled to follow installation of the new stage, will provide data with which to validate those methods used in the design, and serve as a test case for still-emerging analysis codes.

The process followed by the designer was reviewed and a version of the code (AXIDES), which was used early in the design was installed and made operational at the School. The code was used successfully both to examine the design process for the new stage, and later to carry out the design of a multi-stage core compressor. In preparation for testing, the test rig was operated, partially overhauled, and operated again to 75% design speed. The following were concluded:

Stage Design

- The initial flow-field used by the designer was reproduced successfully using AXIDES, and the (conventional) blading associated with this flow-field was generated.
- More highly loaded blading was produced using CFD advanced design methods than could have resulted from the use of the AXIDES code alone.
- The differences in blade shape that enabled the higher loading were, visually, relatively subtle.
- The new stage was manufactured successfully and is ready to test after installation in the rig.

AXIDES Code

- The AXIDES code was made operational on NPS, AA Department workstations, and on the TPL PC.
- The code was run for several design cases, the input and output of which serve as examples of the varied uses of the code.

Test Rig

- Preliminary test runs were conducted up to 20,000 RPM (design speed is 30,000 RPM).
- The machine was overhauled to correct problems with cooling of the compressor inlet bearings. The bearings were in good condition and were re-installed. The cooling air supply system was checked and returned to working order.
- The torque measuring system was modified; however, a lack of repeatability remains.
- Following the reassembly, a test run was completed up to 20,000 RPM, and indicated continuing problems with the bearings at the inlet end of the compressor.
- The pressure at the rotor exit is greater when the machine is run without the inlet piping, than when the piping, screens and throttle are installed. Since the rotor exit is where the cooling air is exhausted after passing through the bearings, the higher pressure may be preventing the cooling air from circulating as intended.

The following recommendations are made:

- The “conventional” blading design should be put through CFD analysis, using a more recent 3-D code, and compared with the results of the Denton, TIP3D code.
- The tools for complete axial compressor design, including preliminary 1-D, 2-D, and 3-D CFD, codes, all now available at NPS, should be integrated.
- The AXIDES code should be upgraded to include a graphics package, and reliable interfacing with the off-design code AXIOFF.
- The transonic test-rig inlet pipe and housing should be installed, and the test rig operated, to determine if the reduced pressures at the rotor exit effect the compressor inlet bearing temperatures.
- The new stage testing program should move ahead without delay to prevent the recent experience from being lost.

APPENDIX A. AXIDES CODE

A. OVERVIEW

The AXIDES code written by Jim Crouse is a composite aerodynamic and blade design code. It uses the streamline curvature method to arrive at a full, 2-D, radial equilibrium solution of the flow between blade rows in the meridional plane, assuming steady, axisymmetric flow. The code can be used for either aerodynamic or blade design, or both. In the case where both design capabilities are required, the code performs four iterations of the aerodynamic solution, and then stacks the blades. This process is continued until the solution converges. The final blade shape is calculated after the aerodynamic solution is complete. The code can be used for either single or multistage axial compressors. A complete description of the AXIDES code can be found in Reference 9.

A version of the AXIDES code was purchased by the Naval Postgraduate School. The code is originally PC based and has been modified to run on the Department of Aeronautics and Astronautics workstations. The PC version was installed and operated on the Turbopropulsion laboratory's 486 machine. After overcoming initial difficulties with input and output assignments and initialization of variables, the code was used for the following,

1. To reproduce the initial flow-field solution used in the design of the new, NPS transonic compressor stage.
2. To reproduce the geometry of the final blade design, of the same stage, used in the mechanical analysis and fabrication of the hardware.
3. To design a stage using the strictly 2-D calculations of the code, for the comparison with the new stage, arrived at using 3-D CFD methods.
4. To design a multi-stage compressor for the AA Department Engine Design Course.

B. INPUT

Creating the input file to the AXIDES code is crucial to its successful use as a compressor design tool. Along with the need for a basic understanding of internal and turbo-machinery flows, a general understanding of the input file structure is required to produce realistic output. This section provides the tools necessary to build a working input file.

The input to the code is in the form of a formatted data field. Each piece of the data has a specific location in the data field and a specific length. If the input data is not in the correct location, the formatted READ statements in the code will not read the correct information and the program will run based on invalid input, or may not run at all.

Note :

An important note here is that a “dummy” editor, such as NotepadTM, on the PC, or *jot*, on the workstations should be used to create or modify the input file. Other editors including DOS and word processing editors have been found to change the formatted structure of the file, however slightly, enough to move the input data out of position and prevent the correct input from being read.

Figure 14, located on page 49, shows an example working input data file. This file was provided with the code in an effort to get the program up and running on the AA Department machines. To arrive at a successful input file it is recommended that an example file be run first, to become familiar with the operation of the code, and then modifications to that file be made to create an original design. Five input files were used to produce this report. Four of these, namely,

- Examp.dat : The example file provided when the code was purchased,
- Approx.dat : The file used to set final preliminary design parameters, and define the desired flow-field for the new Sanger stage,
- Conv.dat : The file used to produce the “conventional” stage for the design comparison,
- Multax.dat : The file used in the design of a four stage compressor,

are provided for use as a starting point to build an input data set. The input file Examp.dat is shown in Figure 14. A copy of the output associated with Examp.dat (Examp.out), is located in Appendix B. The last three files listed above can be found in Reference 10. The fifth input file, also located in Reference 10, titled Sanger.dat, was used simply to produce fabrication coordinates and the aerodynamic input is not representative of the blades that the code designed; See Chapter II, Section B2, paragraph 1, for a discussion of this.

The input file to the code is broken up into two main sections. The first section contains general information which includes the number of stages, the flow path or casing and hub geometric coordinates, the RPM, and the desired overall pressure ratio. The second section consists of annular calculation station and blade row data. This data includes axial locations of annular stations and blade rows, boundary layer blockage estimates, the number of blades on the rotor and stator, solidity, and blade definition parameters such as leading and trailing edge radii.

Figures 15-19, located on pages 50-54, provide another look at the example input data file mentioned previously (Examp.dat). This illustration is included as an aid in identifying the input file parameters used for this particular design. It must be emphasized that this figure is not a working file but is included only for parameter clarification. The corresponding working input file is shown in Figure 14. Also included is an illustration of the general form of the input (Figures 20, 21, and 22, pages 55, 56, and 57), taken from notes provided by the author of the code, with all possible input parameters and associated formatting. For a complete description of the code and its input see Reference 9.

The following is a description of the input parameters used in the example input file Examp.dat. It addresses each parameter in the file in the order shown in Figures 13-17. The information provided below was extracted entirely from Reference 9, and is included merely for the readers convenience.

Indices

- I Calculation station index
- IROTOR Rotor index.
- J Streamline index. Numbered from one at the tip.
- K Loss set index.

General Input

- Column Not an input parameter. The first three lines simply show the relationship of the data below to the 80 column FORTRAN data field.
- TITLE The title of the design.
- ITG Output blade fabrication coordinate specification. The output of the blade shapes produced by the code is in the form of suction and pressure surface coordinates on blade sections. These coordinates are located at uniform and round number increments of the chord-wise distance from the leading-edge. Included in the table of coordinates are the tangency points between the blade surfaces and the leading and trailing-edge ellipses. The locations of the point of tangency for the suction and pressure surfaces will be different. If the parameter ITG is set to 0, the program will insert an artificially high value of 99.9999, for the height of the surface

- ITG (cont'd) opposite the surface that is tangent at that chord-wise distance. This clearly identifies the junction point between that surfaces and the end ellipse. The leading and trailing-edge information is provided below the table of coordinates. If ITG is set to 1, the program simply outputs the actual height of the surface opposite the surface that is tangent at that point. The tangency points must then be determined by noting the change in the surface heights near the leading and trailing-edges.
- IBR Set equal to 0 to get error messages printed when running the code. Set equal to 1 to suppress the error message output. If set to a value greater than 1, the program will provide no error messages during the run, and stop after the performance summary is printed, printing neither radial distribution information, nor fabrication coordinates, even if specified in the input file.
- NSTRM Number of streamlines (11 max.).
- NROW Number of blade rows (20 max.).
- NA Number of annular stations. Fifty maximum, including leading and trailing edges of each blade. Must be at least four prior to first blade row and three after the last.
- NLOSS Number of loss sets input in the form of tables of correlation data.
- NTIP Number of outer case wall geometric coordinates.
- NHUB Number of hub geometric coordinates.
- ROT Compressor RPM.
- FLOW Mass flow rate (lb./sec).
- PRATIO Desired overall pressure ratio.
- MOLWT Molecular weight of air.

- SCALEF Scaling factor. If set to other than 1.0, the program will scale all linear dimensions and the weight-flow to a different size compressor, by the factor indicated.
- CP(K) Constants for specific heat polynomial.
- LUNITI Units of input. Set equal to 1 if SI and 2 if English.
- LUNITO Desired units of output. Set to 1 for SI and 2 for English.
- FLO(K) Cumulative flow fraction at streamlines, from the tip.
- TO(1,J) Inlet total temperature at streamlines from tip.
- PO(1,J) Inlet total pressure at streamlines from tip.
- VTH(1,J) Inlet tangential velocity at streamlines from tip.
- XTIP(I) Axial coordinate of casing wall points.
- RTIP(I) Radial coordinates of casing wall points.
- XHUB(I) Axial coordinates of hub wall points.
- RHUB(I) Radial coordinates of hub wall points.
- DLOSS(K,J,1) Array of loss parameter correlations (five sets max.).
- DFTAB(K,J,1) Array of diffusion factor correlations (five sets max.).

Calculation Station And Blade Row Data

- AA Type of axial station :
 : ANNULAR
 : ROTOR
 : STATOR

,or, depending on location in data set,

Incidence angle input

- : 2-D NASA SP-36 correlations performed internal to code.
- : 3-D NASA SP-36 correlations.

- AA (cont'd) : SUCTION Zero inc. to suction surface.
: TABLE Input in tabular form as INC(IROW,J), at the end of associated blade rows input data set.
- ZTIP(I) Tip axial coordinate of annular station or blade stacking line.
- ZHUB(I) Hub axial coordinate of annular station or blade stacking line.
- BT (I) Tip boundary layer blockage for annular station or blade LE or TE. Can be input as a fraction of annular area, or as the displacement from the wall in inches if preceded by a negative sign.
- BH(I) Hub boundary layer blockage (same as BT except applied at hub).
- BLEED(I) Fraction of weight flow bled off at annular station or blade row.
- DLIM(IROW) Diffusion factor limit. Applies to tip for rotors and hub for stators. If limit exceeded the program will reduce the energy addition across that particular blade row and try to make it up in others that have not exceeded their limit. If all blade rows are at there limit the overall pressure ratio will be reduced.
- ALIM(IROW) Minimum relative flow angle limit leaving rotor hub, or, maximum allowable Mach number entering the stator hub. Adjustments made to satisfy limitations are the same as for DLIM except applied to flow angle and Mach number.
- CRENGY Cumulative fraction of energy input across rotor to that input across stage. If greater than 2, interpreted as rotor tip exit total temperature in degrees Rankine, and is converted to energy addition internal to program using the total temperature profile input in the form of parameters PRA-PRE.
- BMATL(IROW) Material density of rotor (lb./in.³).
- NXCUT(IROW) Number of blade sections for which fabrication coordinates will be produced. If zero, the program will select this number based on

- **NXCUT (IROW)** aspect ratio. If negative, represents the number of sections desired, (cont'd) and program reads specific locations in a table input as parameter X CUT, at end of entire data file.
- **ILOSS** Loss set used for blade row. If less than or equal to 0 total pressure at the blade row exit is input instead of losses being computed internal to the program. See Reference 9 for a discussion of parameters PTT and PTC.
- **OP** Input option controlling amount and type of output information.
 - : **APPROX** Only velocity diagram output based on estimated blade edge locations.
 - : **VEL. DIA.** Only velocity diagram output based on blade edge locations that are input as ZTEMP, and RTEMP, at the end of the associated blade rows input data set.
 - : **DESIGN** Output consists of velocity diagram information only based on stacked blade edge locations computed internal to code.
 - : **COORD** Output includes velocity diagram and blade section fabrication coordinate information based on stacked blade edge locations.
- **AB** Part of incidence angle TABLE input option. If SS, the code will reference incidence angle input to the suction surface at the leading edge. Otherwise it will be referenced to the leading edge center-line.
- **BB** Deviation angle input.
 - : **2-D** NASA SP-36 correlations.
 - : **3-D** NASA SP-36 correlations.
 - : **TABLE** Input in tabular form as parameter DEV(IROW,J), at the end of associated blade rows input data set.

- BB (cont'd) : CARTER Deviation calculated internal to the code using Carter's rule.
- CC Blade element geometry input.
 - : CIRCULAR Code Designs circular arc blade sections.
 - : OPTIMUM Curvature at the leading edge set by an empirical function of inlet relative Mach number. Below M^*1 of 0.8 the shape will be circular arc. As the relative Mach Number increases, the ratio of turning rates of the front and rear blade segments is reduced to avoid large shock losses.
 - : TABLE Ratio of front to rear segment turning rates. Input in tabular form as PHI(IROW), at the end of associated blade rows input data set.
- DD Input location of transition point.
 - : CIRCULAR Transition point between front and rear segments put at mid-chord.
 - : SHOCK Transition point located at suction surface shock attachment point.
 - : TABLE Input as TRANS(IROW,J), in tabular form, at the end of the associated blade rows input data set.
- EE Maximum thickness location input.
 - : TRAN Locates the max. thickness point at the transition point.
 - : TABLE Maximum thickness location input as ZMAX(IROW,J), in tabular form, at the end of the associated blade rows input data set.

- EB Used with TABLE option of max. thickness location. If LE, the maximum thickness location is input as a fraction of blade chord from the leading edge. Otherwise it is input as a fraction of the chord from the transition point.
- CHOKE(IROW) Choke margin input. If greater than 0 the program will adjust incidence angle in an attempt to provide this margin. If 0 the code makes no adjustment.
- BLADES(IROW) Number of rotor or stator blades.
- SOLID(IROW) Input solidity.
- TILT(IROW) Stacking axis tilt angle.
- PRA-PRE(IROW) Coefficients of the input pressure or temperature profile polynomial at the exit of a rotor, or tangential velocity at the exit of a stator. The pressure profile is input here if stage energy addition is input using CRENGY. If the rotor tip exit total temperature profile is input as the parameter CRENGY, the total temperature profile polynomial coefficients are input here and the pressure profile is input using PTT and PTC.
- TALE-TDLE(IROW) Polynomial coefficients describing the distribution of the ratio of blade element leading-edge radius to chord.
- TATE-TDTE(IROW) Same as TALE-TDLE except applied to the trailing-edge.
- TAMAX-TDMAX(IROW) Polynomial coefficients describing the distribution of the ratio of blade element maximum thickness to chord.

- CHORDA-CHORDC(IROW) Polynomial coefficients describing the distribution of the ratio of blade element chord to tip chord on a projected plane.
- IDEF(IROW) Blade section definition parameter. If 0 the blade element surfaces and centerline are described by $dk/ds = \text{const}$. If not 0 they are defined by a fourth-degree polynomial input on the next line of the data set. See Reference 9, for a more complete discussion.
- INC(IROW,J) Incidence angle array on streamlines.
- DEV(IROW,J) Deviation angle array on streamlines.
- PHI(IROW,J) Inlet/outlet segment turning rates on streamlines.
- TRANS(IROW,J) Transition point location on streamlines.
- ZMAX(IROW,J) Maximum thickness point location on streamlines.

C. CODE EXECUTION

The name of the executable file running on the AA Department workstations, and a 486 PC at the Turbopropulsion laboratory is Stream. To run the code on the workstations simply type **stream** and **enter**. When running the code on the PC, you must first activate the extended memory by typing **os386** and **enter**, this is a requirement of the FORTRAN compiler, and then **up stream** and **enter**. At this point you will be prompted for the name of the input data file. This data file must be located in the same directory as the executable file. If you stick to a prefix of less than seven alpha-numeric positions, and a suffix of three letters, e.g. NASAR20.DAT, you will be O.K. After typing in the name of the input file press enter and you will immediately be prompted for the name of the output file. Use the same direction for the name of this file as was used for the input file. After typing in the output file name press enter again. If the code has any trouble reading the input file the program will stop at the point where the difficulty was encountered. By

checking the output file that, will be printed up until the time of the error, you should be able to find the source of the error in the input.

Reminder :

An important note here is that a “dummy” editor, such as NotepadTM, on the PC, or *jot*, on the workstations should be used to create or modify the input file. Other editors including DOS and word processing editors have been found to change the formatted structure of the file, however slightly, enough to move the input data out of position and prevent the correct input from being read.

Once the input is read the program will ask if you want an off design output file to be created. At the time of this report the off-design code that was written to interface with the design code was undergoing modifications. If yes or Y is selected the program will create an input data set to the off-design code, however, given that the off-design program is not up and running it would be prudent to type N. After the off-design prompt the program will enter its aerodynamic and blade design (if activated) iteration. It is recommended that the input parameter IBR be set to zero until the program is running to take advantage of any error messages displayed during these iterations. After the programs aerodynamic solution converges, you will be prompted to reset blade angles. This option has not been exercised. It is up to the reader to investigate this “uncharted territory”. If N is entered at this prompt, the program will continue by stacking the blades one final time and printing the coordinates. The output and, if selected, the off-design input file will be placed in the same directory as the executable and the input files.

D. OUTPUT

The output of the code is broken up into four sections, consisting of the following:

1. A summary of the input.
2. Velocity diagrams and flow-field information at annular and blade edge calculation stations.
3. Stage performance summary.
4. Fabrication coordinates if blade design option is activated.

Additionally, iteration output is provided, after the input summary, if the error message parameter IBR is set to zero. A copy of the output for the five runs of the code, as described in part A of this appendix, is located in Reference 10.

The output of the code is formatted in a landscape orientation. Because of the length of the file, up to more than eighty pages for a multistage compressor, the file must be printed from a word processor on a PC. The conversion process involved in transferring the file from DOS to the word processor tends to change the layout. Attempts to print the correct layout of the output on a PC were unsuccessful. However, using the following command,

```
>/usr/local/bin/a2ps.5.2 -p -nH -l -1 -ns -nP -F8.5 FILENAME | lp -dhp3si_1
```

on the AA Department workstations, it was possible to print the output. The current operation of the networking system requires this exact input to specify all the parameters needed for printing.

A final note concerning the output is that if the program is run using the PC version, the output is broken up into two parts. The first part uses the name defined by the user, and contains the performance information. The second part is located in a separate file, using the same prefix and .COO for the suffix, and contains the blade fabrication

coordinate data. The fabrication coordinates of the output blade design are given for the suction and pressure surfaces on planes parallel to the axis of rotation, relative to the chord, and relative to the axial direction ("turbomachinery orientation"). When running the program on the workstations these files are combined in the user defined output file. Recall that the fabrication-coordinate data are only output when the blade design option is activated.

E. CONCLUDING REMARKS

As noted previously, the AXIDES code is a 2-D code that produces the aerodynamic and blade design (if desired), of single or multistage axial compressors. The run time of the code is measured in seconds, and the output of the code is in a form that can be readily used in mechanical analysis routines and in the fabrication process. The AXIDES code is available commercially and can be conveniently used on a personal computer. Although the code is based on 2-dimensional flow theory, if the application for the compressor being designed does not require "cutting edge" design technology, the short run time and conveniently formatted output make the AXIDES code a powerful tool to use. It is understood that smaller companies that design compressors for use primarily in an industrial capacity, and not for high performance aircraft, currently use the AXIDES code as a final design tool. These companies can not make a major investment in the development of their own design system and "reverse engineering" data base as do the larger aircraft engine companies. Equally, they can not afford the engineering and computer costs of using sophisticated CFD analysis codes.

***** COLUMN *****
 11111111112222222222333333333344444444445555555555666666666677777777778
 1234567890123456789012345678901234567890123456789012345678901234567890

TITLE								ITG	IBR	
=====								===	===	
First Stage Redesign of NASA 2 Stage - AR = 1.52								1	0	
NSTRM	NROW	NA	NLOSS	NTIP	NHUB	ROT	FLOW	PRATIO	MOLWT	SCALEF
=====	=====	==	=====	=====	=====	=====	=====	=====	=====	=====
11	2	8	3	20	20	16100.0	29.484	1.574	28.9700	1.0000
CP(K), K=1, 3								LUNITI		
=====								=====		
.23762070E+00		.39556990E-04		-.28462996E-06				1		
CP(K), K=4, 6								LUNITI		
=====								=====		
.81650840E-09		-.81993708E-12		.28442579E-15				1		
CUMULATIVE FLOW FRACTION AT STREAMLINES										
=====										
.1257	.2457	.3600	.4686	.5714	.6686	.7600	.8457			
.9257	1.0000									
INLET TOTAL TEMPERATURE AT STREAMLINES										
=====										
288.17	288.17	288.17	288.17	288.17	288.17	288.17	288.17	288.17		
288.17	288.17	288.17								
INLET TOTAL PRESSURE AT STREAMLINES										
=====										
10130.0	10130.0	10130.0	10130.0	10130.0	10130.0	10130.0	10130.0	10130.0	10130.0	
10130.0	10130.0	10130.0								
INLET TANGENTIAL VELOCITY AT STREAMLINES										
=====										
.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	
.0000	.0000	.0000								
AXIAL COORDINATE OF CASING WALL POINTS										
=====										
-35.5600	-30.4800	-25.4000	-20.3200	-15.2400	-12.7000	-10.1600	-7.6200			
-5.0800	-2.5400	0.0000	4.0640	5.0800	7.6200	10.9730	12.7000			
15.2400	17.7800	20.3200	24.0000							

Figure 15. Examp.dat input data file (breakdown).

***** COLUMN *****
 1111111111222222222233333333334444444444555555555566666666667777777778
 12345678901234567890123456789012345678901234567890123456789012345678901234567890

RADIAL COORDINATE OF CASING WALL POINTS

```

=====
25.4000 25.4000 25.4000 25.4000 25.4000 25.4000 25.4000 25.4000
25.4000 25.4000 25.3900 25.1460 25.1460 25.1460 25.1460 25.1460
25.1460 25.1460 25.1460 25.1460

```

AXIAL COORDINATE OF HUB WALL POINTS

```

=====
-35.5600 -30.4800 -25.4000 -20.3200 -15.2400 -12.7000 -10.1600 -7.6200
-5.0800 -2.5400 0.0000 4.0640 5.0800 7.6200 10.9730 12.7000
15.2400 17.7800 20.3200 24.0000

```

RADIAL COORDINATE OF HUB WALL POINTS

```

=====
7.3020 7.3020 7.4930 8.2550 9.1440 9.5890 10.0960 10.5150
11.0490 11.7470 12.6680 13.9700 14.3360 14.7320 15.2400 15.2400
15.2400 15.2400 15.2400 15.2400

```

LOSS PARAMETER ARRAY

DIFFUSION FACTOR PARAMETER ARRAY

```

=====
                                SET #1
                                =====
.0167 .0199 .0243 .0312 .0406 .3000 .4000 .5000 .6000 .7000
.0123 .0143 .0176 .0222 .0289 .3000 .4000 .5000 .6000 .7000
.0100 .0113 .0132 .0163 .0210 .3000 .4000 .5000 .6000 .7000
.0080 .0089 .0103 .0130 .0165 .3000 .4000 .5000 .6000 .7000
.0080 .0089 .0103 .0130 .0165 .3000 .4000 .5000 .6000 .7000
.0080 .0089 .0103 .0130 .0165 .3000 .4000 .5000 .6000 .7000
.0080 .0089 .0103 .0130 .0165 .3000 .4000 .5000 .6000 .7000
.0090 .0103 .0122 .0153 .0200 .3000 .4000 .5000 .6000 .7000
.0092 .0110 .0140 .0182 .0243 .3000 .4000 .5000 .6000 .7000
.0104 .0127 .0168 .0221 .0296 .3000 .4000 .5000 .6000 .7000

```

```

                                SET #2
                                =====
.0309 .0336 .0373 .0430 .0508 .3000 .4000 .5000 .6000 .7000
.0272 .0290 .0320 .0362 .0423 .3000 .4000 .5000 .6000 .7000
.0250 .0263 .0282 .0313 .0360 .3000 .4000 .5000 .6000 .7000
.0230 .0239 .0253 .0280 .0310 .3000 .4000 .5000 .6000 .7000
.0211 .0220 .0234 .0261 .0296 .3000 .4000 .5000 .6000 .7000
.0212 .0222 .0236 .0264 .0299 .3000 .4000 .5000 .6000 .7000
.0214 .0226 .0241 .0269 .0306 .3000 .4000 .5000 .6000 .7000
.0218 .0231 .0248 .0278 .0317 .3000 .4000 .5000 .6000 .7000

```

Figure 16. Examp.dat input breakdown (cont'd).

***** COLUMN *****
 11111111112222222222333333333344444444445555555555666666666677777777778
 1234567890123456789012345678901234567890123456789012345678901234567890

SET #2 (CONT'D)

```

=====
.0233   .0248   .0270   .0303   .0347   .3000   .4000   .5000   .6000   .7000
.0272   .0290   .0320   .0362   .0423   .3000   .4000   .5000   .6000   .7000
.0294   .0317   .0358   .0441   .0486   .3000   .4000   .5000   .6000   .7000
  
```

SET #3

```

=====
.0                                             -2.0
.0                                             .05
.0                                             .03
.0
.0
.0
.0
.0
.0
.0
.0
.0
  
```

CALCULATION STATION AND BLADE ROW DATA

```

=====
AA      ZTIP      ZHUB      BT      BH      BLEED
==      ==      ==      ==      ==      ==
ANNULAR -32.0000 -32.0000 .0000   .0000   .0000
ANNULAR -21.0000 -21.0000 .0000   .0000   .0000
ANNULAR -13.0000 -13.0000 .0000   .0000   .0000
ANNULAR -7.0000  -7.0000 .0000   .0020   .0000
ANNULAR -3.0000  -3.0000 .0030   .0030   .0000
  
```

```

AA      ZTIP      ZHUB      BT(LE)  BH(LE)  BLEED(LE)
==      ==      ==      ==      ==      ==
ROTOR   2.0500   2.0500   .0070   .0070   .0000
  
```

```

DLIM    ALIM    BT(TE)  BH(TE)  BLEED(TE)  CRENGY  BMATL  NXCUT
=====
.4600  -20.0000  .0100  .0100  .0000  1.0000  7.823  0
  
```

```

ILOSS  OP      AA  AB  BB      CC      DD      EE  EB      CHOKE
=====
1      COORD  TABLE SS  TABLE  TABLE  TABLE  TABLE LE  .0000
  
```

Figure 17. Examp.dat input breakdown (cont'd).


```

***** COLUMN *****
11111111112222222222333333333344444444445555555555666666666677777777778
1234567890123456789012345678901234567890123456789012345678901234567890

# BLADES SOLIDITY TILT PRA PRB PRC PRD PRE
=====
44.0000 1.3000 .0000 .0000 .0000 .0000 .0000 .0000

TALE TBLE TCLE TDLE TATE TBTE TCTE TDTE
=====
.0055 .0000 .0000 0.0000 .0055 .0000 .0000 0.0000

TAMAX TBMAX TCMAX TDMAX CHORDA CHORDB CHORDC IDEF
=====
.0327 .0496 .0000 0.0000 .0000 .0000 .0000 0

INCIDENCE ANGLE ARRAY ON STREAMLINES
=====
.00 .00 .00 .00 .00 .00 .00 .00
.00 .00 .00

DEVIATION ANGLE ARRAY ON STREAMLINES
=====
5.40 4.40 2.90 2.60 2.80 2.90 2.90 3.00
3.60 6.20 7.80

INLET/OUTLET SEGMENT TURNING RATE ON STREAMLINES
=====
0.00 0.25 0.50 0.75 1.00 1.00 1.00 1.00
1.000 1.000 1.000

TRANSITION POINT LOCATION ON STREAMLINES
=====
0.700 0.680 0.660 0.640 0.620 0.600 0.540 0.480
0.420 0.360 0.300

MAXIMUM THICKNESS POINT LOCATION ON STREAMLINES
=====
0.500 0.500 0.500 0.500 0.500 0.500 0.500 0.500
0.5000 0.5000 0.5000

AA ZTIP ZHUB BT(LE) BH(LE) BLEED(LE)
==
STATOR 9.4000 9.4000 .0100 .0100 .0000

```

Figure 18. Examp.dat input breakdown (cont'd).

***** COLUMN *****
 11111111112222222222333333333344444444445555555555666666666677777777778
 1234567890123456789012345678901234567890123456789012345678901234567890

DLIM	ALIM	BT (TE)	BH (TE)	BLEED (TE)	NXCUT
====	====	=====	=====	=====	=====
.7000	1.0000	.0100	.0100	.0000	0

ILOSS	OP	AA	AB	BB	CC	DD	EE	EB	CHOKE
====	==	==	==	==	==	==	==	==	=====
2	COORD	TABLE	SS	TABLE	TABLE	SHOCK	TABLE	LE	.0000

# BLADES	SOLIDITY	TILT	PRA	PRB	PRC	PRD	PRE
====	=====	====	====	====	====	====	====
48.0000	1.2700	.0000	.0000	.0000	.0000	.0000	.0000

TALE	TBLE	TCLE	TDLE	TATE	TBTE	TCTE	TDTE
====	====	====	====	====	====	====	====
.0061	0.0080	.0000	.0000	.0061	0.0000	.0000	.0000

TAMAX	TBMAX	TCMAX	TDMAX	CHORDA	CHORDB	CHORDC	IDEF
====	====	====	====	=====	=====	=====	=====
.0667	0.0200	.0000	.0000	.0000	.0000	.0000	0

INCIDENCE ANGLE ARRAY ON STREAMLINES

0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	0.00	0.00					

DEVIATION ANGLE ARRAY ON STREAMLINES

14.20	11.10	9.40	8.90	8.80	8.80	8.80	8.70
8.70	8.80	9.10					

INLET/OUTLET SEGMENT TURNING RATE ON STREAMLINES

0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
0.50	0.50	0.50					

TRANSITION POINT LOCATION ON STREAMLINES

.50	.50	.50	.50	.50	.50	.50	.50
.50	.50	.50					

AA	ZTIP	ZHUB	BT	BH	BLEED
==	====	====	==	==	=====
ANNULAR	14.0000	14.0000	.0150	.0150	.0000
ANNULAR	18.0000	18.0000	.0150	.0150	.0000
ANNULAR	23.0000	23.0000	.0150	.0150	.0000

Figure 19. Examp.dat input breakdown (cont'd).

Input Data Field for the Program AXIDES
(General or Overall Data)

Option	Column	Format
	TITLE(K), K=1,18	ITG IBR 18A4, 214
	NSTRM NROW NA NLOSS NTIP NHUB ROT FLOW PRATIO MOLWT	SCALEF 615, 5F10.4
	(CP(K),K=1,3)	LUNIT1 3E20.8, 10X, I10
	(CP(K),K=4,6)	LUNITO 3E20.8, 10X, I10
IF NSTRM>9	(Cumulative Flow Frac. From Tip @ Streamlines)	(FLO(K),K=2,NSTRM) 8F10.4
		(FLO(K),K=10,NSTRM) 8F10.4
IF NSTRM>8	(Inlet Total Temp. @ Streamlines)	(TO(1,J),J=1,NSTRM) 8F10.4
		(TO(1,J),J=9,NSTRM) 8F10.4
IF NSTRM>8	(Inlet Total Press. @ Streamlines)	(PO(1,J),J=1,NSTRM) 8F10.4
		(PO(1,J),J=9,NSTRM) 8F10.4
IF NSTRM>8	(Inlet Tang. Vel. @ Streamlines)	(VTH(1,J),J=1,NSTRM) 8F10.4
		(VTH(1,J),J=9,NSTRM) 8F10.4
IF NTIP>8	(Axial Coord. of Casing Wall Pts.)	(XTIP(1),I=1,NTIP) 8F10.4
		(XTIP(1),I=9,NTIP) 8F10.4
IF NTIP>16		(XTIP(1),I=17,NTIP) 8F10.4
IF NTIP>24		(XTIP(1),I=25,NTIP) 8F10.4
IF NTIP>32		(XTIP(1),I=33,NTIP) 8F10.4
IF NTIP>8	(Radial Coord. of Casing Wall Pts.)	(RTIP(1),I=1,NTIP) 8F10.4
		(RTIP(1),I=9,NTIP) 8F10.4
IF NTIP>16		(RTIP(1),I=17,NTIP) 8F10.4
IF NTIP>24		(RTIP(1),I=25,NTIP) 8F10.4
IF NTIP>32		(RTIP(1),I=33,NTIP) 8F10.4
IF NHUB>8	(Axial Coord. of Hub Wall Pts.)	(XHUB(1),I=1,NTIP) 8F10.4
		(XHUB(1),I=9,NTIP) 8F10.4
IF NHUB>16		(XHUB(1),I=17,NTIP) 8F10.4
IF NHUB>24		(XHUB(1),I=25,NTIP) 8F10.4
IF NHUB>32		(XHUB(1),I=33,NTIP) 8F10.4
IF NHUB>8	(Radial Coord. of Hub Wall Pts.)	(RHUB(1),I=1,NTIP) 8F10.4
		(RHUB(1),I=9,NTIP) 8F10.4
IF NHUB>16		(RHUB(1),I=17,NTIP) 8F10.4
IF NHUB>24		(RHUB(1),I=25,NTIP) 8F10.4
IF NHUB>32		(RHUB(1),I=33,NTIP) 8F10.4
IF NLOSS>0, J=1	(Loss Parameter) (DLOS(K,J,1),K=1,5)	(Dfactor Array) (DFTAB(K,J,1),K=1,5) 10F8.4
	J=2	(DLOS(K,J,1),K=1,5) (DFTAB(K,J,1),K=1,5) 10F8.4
	-	(DLOS(K,J,1),K=1,5) (DFTAB(K,J,1),K=1,5) 10F8.4
	-	(DLOS(K,J,1),K=1,5) (DFTAB(K,J,1),K=1,5) 10F8.4
	J=NSTRM	(DLOS(K,J,1),K=1,5) (DFTAB(K,J,1),K=1,5) 10F8.4
IF NLOSS>1, J=1	(Loss Parameter) (DLOS(K,J,2),K=1,5)	(Dfactor Array) (DFTAB(K,J,2),K=1,5) 10F8.4
	J=2	(DLOS(K,J,2),K=1,5) (DFTAB(K,J,2),K=1,5) 10F8.4
	-	(DLOS(K,J,2),K=1,5) (DFTAB(K,J,2),K=1,5) 10F8.4
	-	(DLOS(K,J,2),K=1,5) (DFTAB(K,J,2),K=1,5) 10F8.4
	J=NSTRM	(DLOS(K,J,2),K=1,5) (DFTAB(K,J,2),K=1,5) 10F8.4
IF NLOSS>2, J=1	(Loss Parameter) (DLOS(K,J,3),K=1,5)	(Dfactor Array) (DFTAB(K,J,3),K=1,5) 10F8.4
	J=2	(DLOS(K,J,3),K=1,5) (DFTAB(K,J,3),K=1,5) 10F8.4
	-	(DLOS(K,J,3),K=1,5) (DFTAB(K,J,3),K=1,5) 10F8.4
	-	(DLOS(K,J,3),K=1,5) (DFTAB(K,J,3),K=1,5) 10F8.4
	J=NSTRM	(DLOS(K,J,3),K=1,5) (DFTAB(K,J,3),K=1,5) 10F8.4
IF NLOSS>3, J=1	(Loss Parameter) (DLOS(K,J,4),K=1,5)	(Dfactor Array) (DFTAB(K,J,4),K=1,5) 10F8.4
	J=2	(DLOS(K,J,4),K=1,5) (DFTAB(K,J,4),K=1,5) 10F8.4
	-	(DLOS(K,J,4),K=1,5) (DFTAB(K,J,4),K=1,5) 10F8.4
	-	(DLOS(K,J,4),K=1,5) (DFTAB(K,J,4),K=1,5) 10F8.4
	J=NSTRM	(DLOS(K,J,4),K=1,5) (DFTAB(K,J,4),K=1,5) 10F8.4
IF NLOSS>4, J=1	(Loss Parameter) (DLOS(K,J,5),K=1,5)	(Dfactor Array) (DFTAB(K,J,5),K=1,5) 10F8.4
	J=2	(DLOS(K,J,5),K=1,5) (DFTAB(K,J,5),K=1,5) 10F8.4
	-	(DLOS(K,J,5),K=1,5) (DFTAB(K,J,5),K=1,5) 10F8.4
	-	(DLOS(K,J,5),K=1,5) (DFTAB(K,J,5),K=1,5) 10F8.4
	J=NSTRM	(DLOS(K,J,5),K=1,5) (DFTAB(K,J,5),K=1,5) 10F8.4

Figure 20. General input data field format.

Input Data Field for the Program AXIDES
(Data for Annular Stations & Rotors)

Option	Column	Format
	11111111112222222222333333333344444444445555555555666666666677777777778	
	1234567890123456789012345678901234567890123456789012345678901234567890	
AA	ZTIP(1) ZHUB(1) BT(1) BH(1) BLEED(1)	A4,6X,5F10.4
AA	ZTIP(2) ZHUB(2) BT(2) BH(2) BLEED(2)	A4,6X,5F10.4
AA	ZTIP(3) ZHUB(3) BT(3) BH(3) BLEED(3)	A4,6X,5F10.4
AA	ZTIP(4) ZHUB(4) BT(4) BH(4) BLEED(4)	A4,6X,5F10.4
AA	ZTIP(INAB) ZHUB(INAB) BT(1) BH(1) BLEED(1)	A4,6X,5F10.4
DLIM(IRW)	ALIM(IRW) BT(1) BH(1) BLEED(1) CRENGY(IRW) BHATL(IR) NXCUT(IRW)	7F10.7,110
ILOSS OPM OP	OPD AA AB BB CC DD EE EB CHOKE(IRW)	15,1X,2A4,2X,3(A4,
BLADES(IRW)	SOLID(IRW) TILT(IRW) PRA(IRW) PRB(IRW) PRC(IRW) PRD(IRW) PRE(IRW)	8F10.4
IF ILOSS(IRW)>=0	PTT(IRW) (PTC(J,IRW),J=1,5)	6F10.4
	TALE(IRW) TBLE(IRW) TCLE(IRW) TDLE(IRW) TATE(IRW) TBTE(IRW) TCTE(IRW) TOTE(IRW)	8F10.4
	TAMAX() TBMAX() TCMAX() TDMAX() CHORDA() CHORDB() CHORDC() IDEF(IRW)	7F10.4,110
IF IDEF(IRW)#0	(ACF(J,IRW),J=1,4) (BCF(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	(CCF(J,IRW),J=1,4) (DCF(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	(ACR(J,IRW),J=1,4) (BCR(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	(CCR(J,IRW),J=1,4) (DCR(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	(ELE(J,IRW),J=1,4) (ETE(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	(ATF(J,IRW),J=1,4) (BTF(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	(CTF(J,IRW),J=1,4) (DTF(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	(ATR(J,IRW),J=1,4) (BTR(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	(CTR(J,IRW),J=1,4) (DTR(J,IRW),J=1,4)	8F10.6
IF AA=TABLE	(Incidence Angle Array on Streamlines) (INC(IRW,J),J=1,NSTRM)	8F10.4
IF BB=TABLE	(Deviation Angle Array on Streamlines) (DEV(IRW,J),J=1,NSTRM)	8F10.4
IF CC=TABLE	(Inlet/Outlet Segment Turning Rate) (PHI(IRW,J),J=1,NSTRM)	8F10.4
IF DD=TABLE	(Trans. Point Location) (TRANS(IRW,J),J=1,NSTRM)	8F10.4
IF EE=TABLE	(Max. Thickness Point Location) (ZMAX(IRW,J),J=1,NSTRM)	8F10.4
IF OP=VEL.DIA.	(ZTEMP(1-1,J),J=1,5) (RTEMP(1-1,J),J=1,5)	10FB.4
IF OP=VEL.DIA.	(ZTEMP(1,J),J=1,5) (RTEMP(1,J),J=1,5)	10FB.4

Figure 21. General input data field (cont'd).

Input Data Field for the Program AXIDES
(Data for Stators & Annular Stations)

Option	Column	Format
	11111111112222222222333333333344444444445555555555666666666677777777778	
	1234567890123456789012345678901234567890123456789012345678901234567890	
	[S] AA ZTIP(INAB) ZHUB(INAB) BT(I) BH(I) BLEED(I)	A4,6X,5F10.4
	[S] DLIM(IRW) ALIM(IRW) BT(I) BH(I) BLEED(I) NXCUR(IRW)	7F10.7,110
	[S] ILOSS OPH OP OPO AA AB BB CC DD EE EB CHOKE(IRW)	15,1X,2A4,2x,3(A4,
	[S] BLADES(IRW) SOLID(IRW) TILT(IRW) PRA(IRW) PRB(IRW) PRC(IRW) PRD(IRW) PRE(IRW)	8F10.3
IF ILOSS(IRW)>=0	[S] PTT(IRW) (PTC(J,IRW),J=1,5)	6F10.4
	[S] TALE(IRW) TBLE(IRW) TCLE(IRW) TDLE(IRW) TATE(IRW) TBTE(IRW) TCTE(IRW) TDTE(IRW)	8F10.4
	[S] TAMAX() TBMAX() TCMAX() TDMAX() CHORDA() CHORDB() CHORDC() IDEF(IRW)	7F10.4,110
IF IDEF(IRW)#0	[S] (ACF(J,IRW),J=1,4) (BCF(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	[S] (CCF(J,IRW),J=1,4) (DCF(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	[S] (ACR(J,IRW),J=1,4) (BCR(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	[S] (CCR(J,IRW),J=1,4) (DCR(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	[S] (ELE(J,IRW),J=1,4) (ETE(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	[S] (ATF(J,IRW),J=1,4) (BTF(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	[S] (CTF(J,IRW),J=1,4) (DTF(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	[S] (ATR(J,IRW),J=1,4) (BTR(J,IRW),J=1,4)	8F10.6
IF IDEF(IRW)#0	[S] (CTR(J,IRW),J=1,4) (DTR(J,IRW),J=1,4)	8F10.6
IF AA=TABLE	[S] (Incidence Angle Array on Streamlines) (INC(IRW,J),J=1,NSTRM)	8F10.4
IF NSTRM>8	[S] (INC(IRW,J),J=9,NSTRM)	8F10.4
IF BB=TABLE	[S] (Deviation Angle Array on Streamlines) (DEV(IRW,J),J=1,NSTRM)	8F10.4
IF NSTRM>8	[S] (DEV(IRW,J),J=9,NSTRM)	8F10.4
IF CC=TABLE	[S] (Inlet/Outlet Segment Turning Rate) (PHI(IRW,J),J=1,NSTRM)	8F10.4
IF NSTRM>8	[S] (PHI(IRW,J),J=9,NSTRM)	8F10.4
IF DD=TABLE	[S] (Trans. Point Location) (TRANS(IRW,J),J=1,NSTRM)	8F10.4
IF NSTRM>8	[S] (TRANS(IRW,J),J=9,NSTRM)	8F10.4
IF EE=TABLE	[S] (Max. Thickness Point Location) (ZMAX(IRW,J),J=1,NSTRM)	8F10.4
IF NSTRM>8	[S] (ZMAX(IRW,J),J=9,NSTRM)	8F10.4
IF OP=VEL.DIA.	[S] (ZTEMP(I-1,J),J=1,5) (RTEMP(I-1,J),J=1,5)	10F8.4
IF OP=VEL.DIA.	[S] (ZTEMP(1,J),J=1,5) (RTEMP(1,J),J=1,5)	10F8.4
	[A] AA ZTIP(I) ZHUB(I) BT(I) BH(I) BLEED(I)	A4,6X,5F10.4
	[A] AA ZTIP(I) ZHUB(I) BT(I) BH(I) BLEED(I)	A4,6X,5F10.4
	[A] AA ZTIP(I) ZHUB(I) BT(I) BH(I) BLEED(I)	A4,6X,5F10.4
IF NXCUR(IRW)<0	[C] (Radial Location of Blade Sections) (XCUT(J),J=1,NC)	8F10.4
IF NC>8	[C] (XCUT(J),J=9,NC)	8F10.4
IF NC>16	[C] (XCUT(J),J=17,NC)	8F10.4

Figure 22. General input data field (cont'd).

APPENDIX B. AXIDES OUTPUT

This appendix contains the output file Examp.out, associated with input file Examp.dat. The input file is the example provided with the code when it was purchased and was the first to be successfully run on the AA Department workstations.

... INPUT DATA FOR COMPRESSOR DESIGN PROGRAM ...

First Stage Redesign of NASA 2 Stage - AR = 1.52

Scale Factor is 1.0000

The Compressor Rotational Speed is 16100.0 Rpm.

The Inlet Flow Rate is 29.484 (Kg/Sec)

The Desired Compressor Pressure Ratio is 1.574

The Molecular Weight is 28.97

Calculations Will be Performed on 11 Streamlines.

The Compressor Has 2 Blade Rows.

Calculations Will Be Made at The Blade Edges And at 8 Annular Stations.

The Specific Heat Polynomial is in The Following Form

$$C_p = 0.23762E+00 + 0.39557E-04 \cdot T + -0.28463E-06 \cdot T^2 + 0.81651E-09 \cdot T^3 + -0.81994E-12 \cdot T^4 + 0.28443E-15 \cdot T^5$$

INPUT DISTRIBUTIONS BY STREAMLINE OR STREAMTUBE

Streamline No.	Inlet Total Temperature (Deg. K.)	Inlet Total Pressure (Kg/sq M)	Inlet Whirl Velocity (M/Sec)	Streamtube No.	Streamtube Flow Fraction
1	288.170	10130.0	0.000	1	0.1257
2	288.170	10130.0	0.000	2	0.2457
3	288.170	10130.0	0.000	3	0.3600
4	288.170	10130.0	0.000	4	0.4686
5	288.170	10130.0	0.000	5	0.5714
6	288.170	10130.0	0.000	6	0.6686
7	288.170	10130.0	0.000	7	0.7600
8	288.170	10130.0	0.000	8	0.8457
9	288.170	10130.0	0.000	9	0.9257
10	288.170	10130.0	0.000	10	1.0000
11	288.170	10130.0	0.000		

INPUT DATA POINTS FOR TIP AND HUB CONTOURS

Streamline No.	Tip Axial Coordinate (Cm)	Tip Radius (Cm)	Hub Axial Coordinate (Cm)	Hub Radius (Cm)
1	-35.560	25.400	-35.560	7.302
2	-30.480	25.400	-30.480	7.302
3	-25.400	25.400	-25.400	7.493


```

... PRINTOUT OF INPUT STATION DATA ...

.. INPUT SET NO. 1 IS AN ANNULAR STATION ..
TIP AXIAL LOCATION          HUB AXIAL LOCATION    TIP BLOCKAGE FACTOR    HUB BLOCKAGE FACTOR    MASS BLEED FRACTION
(Cm)                        (Cm)
-32.0000                   -32.0000          0.0000                0.0000                0.0000

TIP AXIAL LOCATION          HUB AXIAL LOCATION    TIP BLOCKAGE FACTOR    HUB BLOCKAGE FACTOR    MASS BLEED FRACTION
(Cm)                        (Cm)
-21.0000                   -21.0000          0.0000                0.0000                0.0000

.. INPUT SET NO. 2 IS AN ANNULAR STATION ..
TIP AXIAL LOCATION          HUB AXIAL LOCATION    TIP BLOCKAGE FACTOR    HUB BLOCKAGE FACTOR    MASS BLEED FRACTION
(Cm)                        (Cm)
-13.0000                   -13.0000          0.0000                0.0000                0.0000

.. INPUT SET NO. 3 IS AN ANNULAR STATION ..
TIP AXIAL LOCATION          HUB AXIAL LOCATION    TIP BLOCKAGE FACTOR    HUB BLOCKAGE FACTOR    MASS BLEED FRACTION
(Cm)                        (Cm)
-7.0000                    -7.0000           0.0000                0.0000                0.0000

.. INPUT SET NO. 4 IS AN ANNULAR STATION ..
TIP AXIAL LOCATION          HUB AXIAL LOCATION    TIP BLOCKAGE FACTOR    HUB BLOCKAGE FACTOR    MASS BLEED FRACTION
(Cm)                        (Cm)
-3.0000                    -3.0000           0.0010                0.0030                0.0000

.. INPUT SET NO. 5 IS AN ANNULAR STATION ..
TIP AXIAL LOCATION          HUB AXIAL LOCATION    TIP BLOCKAGE FACTOR    HUB BLOCKAGE FACTOR    MASS BLEED FRACTION
(Cm)                        (Cm)
2.0500                     2.0500           0.0070                0.0070                0.0000

```

LOSS SET USED 1
 BLADE TILT ANGLE (Degrees) 0.0000
 HUB FLOW ANGLE LIMIT (Degrees) -20.0000
 TIP D FACTOR LIMIT 0.4600
 OUTLET TIP BLOCKAGE 0.0100
 TIP SOLIDITY 1.3000
 OUTLET HUB BLOCKAGE 0.0100
 NUMBER OF BLADES 44
 CUM ENERGY ADD FRACT. 1.0000
 INLET MASS BLEED 0.0000

* POLYNOMIAL COEFS. FOR RADIAL PROFILES OF A BLADE AERO. PARAMETER AND BASIC BLADE ELEMENT GEOMETRY PARAMETERS *

COEF.	ROTOR OUTLET PRESSURE	L. E. RADIUS/CHORD	T. E. RADIUS/CHORD	MAX. THICKNESS CHORD	CHORD/TIP CHORD
CONSTANT	0.0055	0.0055	0.0127	0.0127	
LINEAR	0.0000	0.0000	0.0496	0.0496	0.0000
QUADRATIC	0.0000	0.0000	0.0000	0.0000	0.0000
CUBIC	0.0000	0.0000	0.0000	0.0000	0.0000
QUARTIC	0.0000	0.0000	0.0000	0.0000	0.0000
QUINTIC	0.0000	0.0000	0.0000	0.0000	0.0000

* INPUT BLADE ELEMENT DEFINITION OPTIONS *

INCIDENCE ANGLE	DEVIATION ANGLE	TURNING RATE	TRANSITION POINT	MAX. THICKNESS POINT	CHOKED MARGIN	BLADE MATERIAL DENSITY (Gm/Cm ³)
TABLE (S.S. REF.)	TABLE	TABLE	TABLE (L. E. REF.)	NONE		7.82100

(VARIABLES CONTROLLED BY OTHER OPTIONS WILL APPEAR AS ZEROS IN THE TABLE.)

STREAMLINE NUMBER	SUCTION SURFACE INCIDENCE ANGLE (DEGREES)	DEVIATION ANGLE (DEGREES)	INLET/OUTLET TURNING RATE RATIO	TRANSITION/CHOPD LOCATION	MAX. THICKNESS LOCATION CHORD
1	0.0000	5.4000	0.0000	0.7000	0.5000
2	0.0000	4.4000	0.2500	0.6800	0.5000
3	0.0000	2.9000	0.5000	0.6600	0.5000
4	0.0000	2.6000	0.7500	0.6400	0.5000
5	0.0000	2.8000	1.0000	0.6200	0.5000
6	0.0000	2.9000	1.0000	0.6000	0.5000
7	0.0000	2.9000	1.0000	0.5400	0.5000
8	0.0000	3.0000	1.0000	0.4800	0.5000
9	0.0000	3.6000	1.0000	0.4200	0.5000
10	0.0000	6.2000	1.0000	0.3600	0.5000
11	0.0000	7.8000	1.0000	0.3000	0.5000

*** PRINTOUT OF INPUT STATION DATA ***

** INPUT SET NO. 7 IS A GUIDE VANE OR STATOR **

* FOR THIS BLADE ROW THE INPUT OPTION IS COORD.

TIP C.G. AXIAL LOCATION (Cm)	HUB C.G. AXIAL LOCATION (Cm)	INLET TIP BLOCKAGE	INLET HUB BLOCKAGE	INLET MASS BLEED
9.4000	9.4000	0.0100	0.0100	0.0000

LOSS SET USED	BLADE TILT ANGLE (Degrees)	OUTLET TIP BLOCKAGE	CUTLET HUB BLOCKAGE	CUTLET MASS BLEED
2	0.0000	0.0100	0.0100	0.0000

HUB D FACTOR LIMIT 5.7000 INLET HUB MACH LIMIT 1.0000 TIP SOLIDITY 1.2795 NUMBER OF BLADES 43
 POLYNOMIAL COEFS. FOR RADIAL PROFILES OF A BLADE AERO. PARAMETER AND BASIC BLADE ELEMENT GEOMETRY PARAMETERS *
 STATOR OUTLET V(0) 0.00 L. E. RADIUS/CHORD 0.0061 T. E. RADIUS/CHORD 0.0061 MAX. THICKNESS CHORD 0.0205 HORN TIP DRIBEL 0.0000
 COEF. INVERSE CONSTANT LINEAR QUADRATIC CUBIC

INCIDENCE ANGLE 0.00 DEVIATION ANGLE 0.0061 TURNING RATE RATIO 0.0080 S.S. SHOCK TABLE (L.E. REF.) NONE CHOKE MARGIN NONE
 TABLE (S.S. REF.) 0.0000 0.0000 0.0000 0.0000
 * INPUT BLADE ELEMENT DEFINITION OPTIONS *

(VARIABLES CONTROLLED BY OTHER OPTIONS WILL APPEAR AS ZEROS IN THE TABLE)
 SUCTION SURFACE INCIDENCE ANGLE (DEGREES) 0.0000 DEVIATION ANGLE (DEGREES) 14.2000 INLET/OUTLET TURNING RATE RATIO 0.5000 TRANSITION/CHORD LOCATION 0.9000 MAX. THICKNESS LOCATION/CHORD 0.5000
 1 0.0000 11.1000 0.5000 0.0000 0.5000
 2 0.0000 9.4000 0.5000 0.0000 0.5000
 3 0.0000 8.9000 0.5000 0.0000 0.5000
 4 0.0000 8.8000 0.5000 0.0000 0.5000
 5 0.0000 8.8000 0.5000 0.0000 0.5000
 6 0.0000 8.8000 0.5000 0.0000 0.5000
 7 0.0000 8.7000 0.5000 0.0000 0.5000
 8 0.0000 8.7000 0.5000 0.0000 0.5000
 9 0.0000 8.8000 0.5000 0.0000 0.5000
 10 0.0000 9.1000 0.5000 0.0000 0.5000
 11

*** PRINTOUT OF INPUT STATION DATA ***

** INPUT SET NO. 8 IS AN ANNULAR STATION **
 TIP AXIAL LOCATION (Cm) 14.0000 HUB AXIAL LOCATION (Cm) 14.0000 TIP BLOCKAGE FACTOR 0.0150 HUB BLOCKAGE FACTOR 0.0150 MASS BLEED FRACTION 0.0000
 ** INPUT SET NO. 9 IS AN ANNULAR STATION **
 TIP AXIAL LOCATION (Cm) 18.0000 HUB AXIAL LOCATION (Cm) 18.0000 TIP BLOCKAGE FACTOR 0.0150 HUB BLOCKAGE FACTOR 0.0150 MASS BLEED FRACTION 0.0000

** INPUT SET NO. 10 IS AN AIRMULAR STATION **

TIP AXIAL LOCATION (Cm)	HUB AXIAL LOCATION (Cm)	TIP BLOCCAGE FACTOR	HUB BLOCCAGE FACTOR	MASS BLEED FRACTION
23.0000	23.0000	0.0150	0.0150	0.0000

I	Ift	Z(Ift, JM) (Cm)	AR	I	Z(I, J) (Cm)	AR
1	1	-32.0000	0.0000	1	-32.0000	0.0000
2	2	-21.0000	1.5696	2	-21.0000	1.5696
3	3	-13.0000	1.9835	3	-13.0000	1.9835
4	4	-7.0000	2.4531	4	-7.0000	2.4531
5	5	-3.0000	3.4246	5	-3.0000	3.4246
6	6	0.4150	3.6378	6	0.4150	3.6378
7	7	3.9247	3.1056	7	3.9247	3.1056
8	8	7.7701	2.6431	8	7.7701	2.6431
9	9	11.3647	2.6931	9	11.3647	2.6931
10	10	14.0000	3.6421	10	14.0000	3.6421
11	11	18.0000	2.3978	11	18.0000	2.3978
12	12	23.0000	1.9181	12	23.0000	1.9181

Fact1 = 2.3777 Fact2 = 4.5924

ITER	CP	GAMMA	DHI	PSUN	DHCI	DHC	CPR	PR
1	0.23968	1.40064	0.000	0.0	17.2239	19.303	0.0000	1.5740

** VZ ARRAY - (Ft/sec) **

STATION	STREAMLINE NUMBER					
	1	2	3	4	5	6
1	479.82	479.75	479.40	478.76	477.77	476.37
2	495.98	495.83	495.20	494.13	492.57	490.41
3	523.16	522.80	522.45	521.60	520.18	518.15
4	559.69	560.93	560.16	558.33	555.27	550.76
5	605.66	605.77	607.55	606.42	602.11	594.38
6	651.59	667.70	669.66	668.55	664.57	657.92
7	496.91	499.39	507.17	513.08	516.82	524.45
8	493.37	497.41	506.09	512.38	516.30	524.47
9	511.04	526.39	535.59	543.14	549.04	554.97
10	527.70	531.05	533.65	537.14	540.89	544.14
11	554.42	551.54	550.77	550.74	550.82	549.88
12	559.56	559.51	558.27	557.10	555.38	551.97
13	555.71	556.01	555.86	555.72	554.98	552.50
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ITER CP GAMMA DHI PSUM DHCI DHC CPR PR
 2 0.24010 1.40064 16.629 3218.0 17.2239 19.994 1.5510 1.5740

** VZ ARRAY - (Ft/sec) **

STATION	STREAMLINE NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
1	479.69	479.62	479.31	478.71	477.78	476.46	474.65	472.22	469.99	464.15	456.72
2	496.16	496.02	495.43	494.41	492.87	490.73	487.80	483.97	479.51	470.92	456.90
3	523.78	523.34	522.80	521.74	520.15	517.97	515.12	511.40	506.96	500.92	494.99
4	560.52	561.87	561.34	559.61	556.45	551.63	544.94	536.16	525.19	511.61	499.84
5	608.28	607.80	608.45	606.59	602.15	594.88	584.35	569.98	556.75	525.95	479.84
6	637.36	654.78	661.15	664.79	665.33	662.64	656.57	646.92	631.58	616.34	599.48
7	495.81	498.90	505.40	509.54	511.56	513.57	517.22	521.03	523.82	527.04	534.85
8	496.51	499.25	505.51	509.51	511.47	513.42	517.03	520.80	523.53	526.63	534.15
9	506.28	523.09	533.26	541.11	546.71	551.86	558.00	563.69	567.90	571.56	569.14
10	517.93	521.70	524.73	528.43	532.32	535.56	538.95	542.90	544.53	541.73	544.52
11	547.08	544.24	543.34	543.22	543.17	542.06	540.35	538.14	532.16	519.75	499.66
12	549.82	550.09	549.30	548.56	547.22	544.23	540.05	534.97	525.16	508.74	487.99
	547.33	547.80	547.78	547.73	547.02	544.60	540.06	536.27	527.24	511.17	491.45

ITER CP GAMMA DHI PSUM DHCI DHC CPR PR
 3 0.24013 1.40064 17.289 3271.0 17.2239 19.918 1.5765 1.5740

** VZ ARRAY - (Ft/sec) **

STATION	STREAMLINE NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
1	479.55	479.49	479.18	478.60	477.71	476.44	474.69	472.32	469.97	464.41	457.07
2	496.24	496.11	495.53	494.52	492.99	490.84	487.91	483.93	479.46	470.63	456.39
3	523.98	523.50	522.87	521.74	520.06	517.79	514.86	511.18	506.62	500.82	495.05
4	561.48	562.85	562.27	560.31	556.84	551.61	544.47	535.29	523.98	510.70	499.92
5	604.83	604.28	605.07	603.94	600.68	594.88	585.96	573.09	554.91	529.32	483.12
6	634.66	652.95	660.68	665.16	666.08	663.43	657.17	647.05	632.93	614.39	594.61
7	498.37	500.29	505.42	508.90	510.70	512.74	516.66	520.95	524.44	528.51	536.97
8	498.43	500.25	505.34	508.80	510.60	512.66	516.59	520.90	524.45	528.61	537.21
9	508.36	524.91	534.92	542.54	547.78	552.39	557.87	562.79	565.99	568.65	565.61
10	518.64	522.66	525.92	529.60	533.24	536.17	539.28	543.09	544.96	543.08	547.05
11	546.92	544.19	543.43	543.55	543.79	543.05	541.71	539.83	534.11	521.90	502.36
12	549.70	550.19	549.70	549.16	547.96	545.12	541.11	536.09	526.85	510.68	490.67
	547.79	548.40	548.51	548.53	547.82	545.42	541.81	537.15	528.26	512.47	492.50

ITER CP GAMMA DHI PSUM DHCI DHC CPR PR
 4 0.24012 1.40064 17.220 3265.4 17.2239 19.922 1.5739 1.5740

** VZ ARRAY - (Ft/sec) **

STREAMLINE NUMBER

STATION	1	2	3	4	5	6	7	8	9	10	11
1	479.41	479.35	479.06	478.50	477.64	476.41	474.72	472.42	469.24	464.67	457.39
2	496.23	496.10	495.54	494.55	493.05	490.93	488.01	484.03	479.51	470.51	456.69
3	524.57	524.04	523.32	522.05	520.20	517.74	514.62	510.70	506.17	500.42	494.80
4	560.99	562.41	561.93	560.10	556.73	551.63	544.91	535.59	524.44	511.44	501.25
5	603.99	603.34	604.08	603.16	600.26	594.88	586.37	573.94	555.85	529.94	483.36
6	632.17	650.96	659.63	668.73	666.07	663.80	657.99	648.07	634.07	615.25	593.96
7	499.99	501.26	505.57	508.58	510.16	512.11	516.02	520.37	524.02	528.41	537.34
8	508.92	525.44	535.44	542.95	548.01	552.40	557.61	562.19	564.95	566.37	563.42
9	518.75	522.86	526.17	529.76	533.20	535.85	538.67	542.27	544.15	542.66	547.90
10	546.35	543.60	542.81	543.01	543.40	542.84	541.71	540.03	534.44	522.39	503.54
11	548.97	549.54	549.17	548.74	547.66	544.93	541.04	536.14	527.04	511.23	492.19
12	547.60	548.22	548.34	548.35	547.65	545.25	541.65	537.02	529.18	512.65	493.57

ITER	CP	GAMMA	DHI	PSUM	DHCI	DHC	CPR	PR	AF
5	0.24012	1.40064	17.229	3266.1	17.2239	19.916	1.5742	1.5740	

Fact1 = 2.3777 Fact2 = 4.5924

** VZ ARRAY - (Ft/sec) **

STATION	1	2	3	4	5	6	7	8	9	10	11
1	479.31	479.25	478.97	478.42	477.58	476.38	474.73	472.48	469.36	464.85	457.62
2	496.23	496.11	495.56	494.57	493.08	490.96	488.05	484.06	479.50	470.37	456.84
3	524.88	524.32	523.54	522.19	520.25	517.68	514.44	510.52	505.89	500.30	494.56
4	560.64	562.09	561.66	559.90	556.60	551.60	544.70	535.75	524.69	511.93	502.63
5	603.21	602.57	603.40	602.73	600.17	595.15	586.97	574.67	556.75	530.40	481.54
6	638.38	657.69	666.14	670.79	671.32	668.18	661.36	650.35	634.57	612.93	586.93
7	497.55	497.92	502.01	505.32	507.39	510.63	516.22	522.45	528.50	536.61	548.76
8	513.26	497.58	501.76	505.14	507.59	510.52	516.20	522.53	528.81	537.42	550.30
9	523.33	527.38	531.01	534.40	539.34	544.04	548.03	553.53	559.47	573.69	574.71
10	551.40	548.62	547.78	547.96	548.39	549.92	543.52	546.95	548.85	548.16	552.88
11	553.39	554.26	554.01	553.66	552.66	549.97	546.08	545.04	539.45	527.37	509.03
								541.20	532.17	516.60	497.61

12 552.38 553.22 553.37 553.37 552.66 550.21 546.52 441.52 432.57 517.50 408.57

ITER CP GAMMA DHI PSUM DHCI DHC CPR PR
 6 0.24010 1.40064 16.932 3242.2 17.2239 20.259 1.5627 1.5740

** VZ ARRAY - (Ft/sec) **

STATION	STREAMLINE NUMBER					
	1	2	3	4	5	6
1	479.23	479.17	478.89	478.36	477.53	476.36
2	496.25	496.13	495.58	494.60	493.11	490.99
3	525.04	524.46	523.63	522.23	520.22	517.57
4	560.27	561.75	561.40	559.71	556.50	551.62
5	603.19	602.48	603.24	602.64	600.19	595.28
6	635.66	635.36	634.59	633.82	631.16	626.83
7	496.15	496.35	500.36	501.59	505.62	508.49
8	496.23	496.38	500.36	501.58	505.60	508.49
9	510.15	524.79	534.83	542.36	547.26	551.90
10	520.24	524.77	528.24	531.76	534.96	537.16
11	547.49	544.71	543.82	544.01	544.50	544.01
12	549.50	550.40	550.19	549.87	548.88	546.17
	548.78	549.62	549.72	549.68	548.92	546.38

ITER CP GAMMA DHI PSUM DHCI DHC CPR PR
 7 0.24012 1.40064 17.252 3268.0 17.2239 20.226 1.5751 1.5740

** VZ ARRAY - (Ft/sec) **

STATION	STREAMLINE NUMBER					
	1	2	3	4	5	6
1	479.17	479.11	478.83	478.31	477.50	476.34
2	496.28	496.17	495.61	494.63	493.13	491.01
3	525.14	524.55	523.70	522.28	520.24	517.55
4	560.20	561.70	561.37	559.69	556.51	551.64
5	602.51	601.77	602.59	602.20	600.04	595.44
6	634.66	634.68	634.34	633.69	631.16	626.83
7	497.18	496.94	500.55	503.64	505.63	508.48
8	497.22	496.93	500.52	503.60	505.60	508.48
9	511.07	525.60	535.51	542.87	547.58	552.00
10	520.53	525.14	528.71	532.27	535.45	537.60
11	547.76	544.98	544.10	544.33	544.86	544.62
12	549.62	550.59	550.48	550.25	549.33	546.69
	549.18	550.06	550.20	550.18	549.42	546.89

ITER CP GAMMA DHI PSUM DHCI DHC CPR PR
 8 0.24012 1.40064 17.219 3265.3 17.2239 20.231 1.5738 1.5740

** VZ ARRAY - (Ft./sec) **

STATION	STREAMLINE NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
1	479.12	479.06	478.78	478.26	477.45	476.32	474.75	472.60	469.60	465.23	459.10
2	496.31	496.19	495.64	494.65	493.15	491.03	489.10	484.08	479.42	470.52	455.25
3	525.23	524.62	523.75	522.31	520.24	517.53	514.15	510.13	505.53	500.20	494.54
4	560.07	561.59	561.29	559.64	556.50	551.68	544.95	536.13	525.15	512.67	504.09
5	602.01	601.24	602.11	601.89	599.94	595.56	587.92	576.00	558.15	531.07	481.83
6	634.02	654.28	664.23	669.62	670.62	668.07	662.07	651.99	636.91	615.32	587.32
7	497.72	497.17	500.49	503.49	505.47	508.36	513.73	519.68	525.60	534.18	547.09
8	497.75	497.16	500.48	503.47	505.45	508.34	513.71	519.66	525.58	534.16	547.08
9	511.47	525.96	535.82	543.06	547.61	551.87	557.44	562.52	565.90	569.34	570.08
10	520.53	525.18	528.80	532.36	535.52	537.62	539.69	542.31	543.82	542.53	545.57
11	547.76	544.90	544.00	544.24	544.80	544.41	543.41	541.81	536.16	523.49	503.79
12	549.39	550.40	550.34	550.16	549.30	546.71	542.88	537.96	528.76	512.65	492.37
	549.11	549.99	550.13	550.11	549.36	546.83	543.03	538.13	528.96	512.92	492.52

ITER CP GAMMA DHI PSUM DHCI DHC CPR PR
 9 0.24012 1.40064 17.226 3265.8 17.2239 20.229 1.5741 1.5740

** VZ ARRAY - (Ft./sec) **

STATION	STREAMLINE NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
1	479.07	479.01	478.74	478.23	477.43	476.30	474.75	472.63	469.67	465.33	459.23
2	496.33	496.22	495.67	494.68	493.17	491.05	489.12	484.08	479.40	469.95	455.11
3	525.29	524.68	523.80	522.33	520.25	517.50	514.10	510.07	505.47	500.21	494.59
4	559.91	561.45	561.18	559.57	556.47	551.71	545.04	536.26	525.28	512.85	504.32
5	601.63	600.84	601.74	601.64	599.86	595.64	588.14	576.34	558.52	531.30	482.28
6	633.42	653.80	663.96	669.34	670.25	667.66	661.69	651.74	636.94	615.83	588.55
7	498.26	497.45	500.54	503.47	505.43	508.32	513.69	519.67	525.75	534.49	547.13
8	498.26	497.44	500.52	503.44	505.41	508.30	513.67	519.65	525.75	534.50	547.11
9	511.95	526.42	536.23	543.36	547.78	551.89	557.34	562.35	565.78	569.19	569.70
10	520.65	525.33	528.97	532.54	535.68	537.73	539.74	542.47	543.73	542.49	545.58
11	547.76	544.94	544.01	544.27	544.85	544.49	543.54	541.97	536.36	523.70	504.05
12	549.29	550.33	550.32	550.18	549.37	546.83	543.05	538.16	528.99	512.94	492.72
	549.19	550.07	550.21	550.19	549.44	546.92	543.12	538.22	529.05	513.02	492.66

ITER CP GAMMA DHI PSUM DHCI DHC CPR PR
 10 0.24012 1.40064 17.218 3265.2 17.2239 20.237 1.5738 1.5740

** VZ ARRAY - (Ft./sec) **

STATION	STREAMLINE NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
1	479.03	478.97	478.70	478.19	477.41	476.29	474.75	472.65	469.72	465.42	458.34

STAGE BLADE NO. TYPE	FLOW COEF.	HEAD COEF.	ID. HEAD COEF.	TOTAL PRESS. RATIO	TOTAL TEMP. RATIO	ADIA. EFF.	POLY. EFF.	ASPECT RATIO	FOR. AX. SHAFT THRUST (Kg)	GAS BENDING MOMENTS FOR EACH BLADE FOR. AX. TARG. (M-Kg)	TORQUE (M-Kg)	POWER (KW)
2	496.35	496.24	495.69	494.69	493.19	491.06	489.13	484.09	478.39	468.88	455.00	
3	525.34	524.73	523.83	522.35	520.25	517.49	514.06	510.02	505.44	500.23	494.83	
4	559.75	561.30	561.06	559.49	556.44	551.73	545.11	536.36	525.40	513.00	504.58	
5	601.32	600.52	601.45	599.80	595.71	588.33	576.63	576.63	558.64	531.50	482.38	
6	633.08	653.62	663.95	669.31	670.15	667.52	661.58	651.74	637.07	616.04	598.48	
7	498.57	497.60	500.50	503.37	505.32	508.21	513.55	519.49	526.55	534.33	546.97	
8	498.59	497.60	500.49	503.36	505.31	508.20	513.54	519.48	525.94	534.31	546.95	
9	512.09	526.55	536.33	543.38	547.71	551.73	557.09	562.02	568.66	589.14	604.00	
10	520.64	525.33	529.01	532.58	535.69	539.64	543.40	542.30	542.29	545.40	546.95	
11	549.08	550.14	550.16	549.28	548.17	544.42	543.49	541.94	536.35	533.70	504.00	
12	549.14	550.02	550.16	549.38	548.17	544.42	543.49	538.17	529.03	513.00	492.81	
								538.15	528.97	512.94	492.60	
								538.15	528.97	512.94	492.60	

*** COMPUTED COMPRESSOR DESIGN PARAMETERS FOR A ROTATIONAL SPEED OF 16100.0 RPM ***

** THE CORRECTED WEIGHTFLOW PER UNIT OF CASING ANNUAL AREA AT THE INLET FACE OF THE FIRST BLADE ROW IS 1.95 TS KG SEC M² **

** MASS AVERAGED ROTOR AND STAGE AERODYNAMIC PARAMETERS **

STAGE BLADE NO. TYPE	WEIGHT FLOW (KG/SEC)	TOTAL PRESS. (KG/M ²)	TOTAL TEMP. (Deg K.)	TOTAL PRESS. RATIO	TOTAL TEMP. RATIO	ADIA. EFF.	POLY. EFF.	ASPECT RATIO	FOR. AX. SHAFT THRUST (Kg)	GAS BENDING MOMENTS FOR EACH BLADE FOR. AX. TARG. (M-Kg)	TORQUE (M-Kg)	POWER (KW)
1 ROTOR	0.4654	0.2298	0.2579	1.6056	1.1626	0.8910	0.8980	2.54	448.11	0.862	-0.586	93.93
1 STATOR	0.3906	0.2195	0.2579	1.5740	1.1626	0.8512	0.8604	2.43	-133.37	0.152	0.427	

** CUMULATIVE SUMS OF MASS AVERAGED ROTOR AND STAGE AERODYNAMIC PARAMETERS **

STAGE BLADE NO. TYPE	WEIGHT FLOW (KG/SEC)	TOTAL PRESS. (KG/M ²)	TOTAL TEMP. (Deg K.)	TOTAL PRESS. RATIO	TOTAL TEMP. RATIO	ADIA. EFF.	POLY. EFF.	ABS. FLOW ANGLE (Deg)	ABS. FLOW STREAM. SLOPE (Deg)	STREAM. CURV. (1/Cm.)	TOTAL PRESS. (Kg m ²)	TOTAL TEMP. (Deg K.)	STATIC PRESS. (Kg/m ²)	STATIC TEMP. (Deg K.)
1 INLET	29.48	10130.0	288.17	1.6056	1.1626	0.2298	0.2579	0.8910	0.8910	0.8980	136.58	288.17	8885.6	277.56
1 ROTOR	29.48	16264.7	335.02	1.6056	1.1626	0.2195	0.2579	0.8512	0.8604	0.8604	95.93	288.17	8883.5	277.56
1 STATOR	29.48	15945.0	335.02	1.5740	1.1626	0.2195	0.2579	0.8512	0.8604	0.8604	95.93	288.17	8884.8	277.56

** VALUES OF PARAMETERS ON STREAMLINES AT STATION 1, WHICH IS AN ANNULUS **

STREAMLINE NO. RADIUS (Cm.)	AXIAL VEL. (M/sec)	MERID. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	ABS. FLOW STREAM. SLOPE (Deg)	STREAM. CURV. (1/Cm.)	TOTAL PRESS. (Kg m ²)	TOTAL TEMP. (Deg K.)	STATIC PRESS. (Kg/m ²)	STATIC TEMP. (Deg K.)
TIP 25.400	-32.000	146.01	0.00	146.01	0.4371	0.00	0.03	0.000	10130.0	288.17	8885.6	277.56
1 25.400	-32.000	145.99	0.00	145.99	0.4370	0.00	0.14	0.000	10130.0	288.17	8883.5	277.56
2 23.901	-32.000	145.91	0.00	145.91	0.4368	0.00	0.26	0.001	10130.0	288.17	8884.8	277.56
3 22.377	-32.000	145.75	0.00	145.75	0.4363	0.00	0.40	0.001	10130.0	288.17	8887.3	277.58
4 20.820	-32.000	145.51	0.00	145.52	0.4356	0.00	0.55	0.001	10130.0	288.17	8891.2	277.61
5 19.223	-32.000	145.51	0.00	145.52	0.4356	0.00	0.70	0.002	10130.0	288.17	8896.6	277.66
6 17.575	-32.000	144.71	0.00	144.72	0.4331	0.00	0.86	0.002	10130.0	288.17	8904.1	277.73
7 15.855	-32.000	144.07	0.00	144.09	0.4311	0.00	1.01	0.003	10130.0	288.17	8914.3	277.82
8 14.042	-32.000	144.07	0.00	144.09	0.4311	0.00	1.01	0.003	10130.0	288.17	8914.3	277.82

Printed by reid from intruder

9	12.089	-32.000	143.17	143.20	0.00	143.20	0.4284	0.00	1.16	0.004	10130.0	288.17	8925.5	275.76
10	9.910	-32.000	141.86	141.90	0.00	141.90	0.4243	0.00	1.29	0.005	10130.0	288.17	8948.1	275.76
11	7.296	-32.000	139.70	139.75	0.00	139.75	0.4177	0.00	1.46	0.007	10130.0	288.17	8993.4	275.76
HUB	7.296	-32.000												

** VALUES OF PARAMETERS ON STREAMLINES AT STATION. 2. WHICH IS AN ANNULUS **

STREAMLINE NO.	RADIUS (Cm.)	AXIAL COORD. (Cm.)	AXIAL VEL. (M/sec)	HERD. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	STREAM. SLOPE (Deg)	STREAM. CURV. (1./Cm.)	TOTAL PRESS. (Kg/m ²)	TOTAL TEMP. (Deg. K.)	STATIC PRESS. (Kg/m ²)	STATIC TEMP. (Deg. K.)
TIP	25.400	-21.000	151.29	151.29	0.00	151.29	0.4535	0.00	-0.04	0.000	10130.0	288.17	8796.0	275.76
1	25.400	-21.000	151.25	151.26	0.00	151.26	0.4534	0.00	0.32	0.000	10130.0	288.17	8796.5	275.76
2	23.945	-21.000	151.09	151.10	0.00	151.10	0.4529	0.00	0.70	0.001	10130.0	288.17	8799.2	276.79
3	22.467	-21.000	150.78	150.81	0.00	150.81	0.4520	0.00	1.10	0.001	10130.0	288.17	8804.0	276.83
4	20.961	-21.000	150.32	150.38	0.00	150.38	0.4507	0.00	1.55	0.002	10130.0	288.17	8811.2	276.90
5	19.418	-21.000	149.68	149.77	0.00	149.77	0.4488	0.00	2.05	0.003	10130.0	288.17	8821.3	276.99
6	17.831	-21.000	148.78	148.94	0.00	148.94	0.4462	0.00	2.64	0.004	10130.0	288.17	8835.1	277.11
7	16.180	-21.000	147.55	147.81	0.00	147.81	0.4427	0.00	3.37	0.005	10130.0	288.17	8853.8	277.28
8	14.447	-21.000	145.81	146.23	0.00	146.23	0.4378	0.00	4.32	0.006	10130.0	288.17	8879.6	277.51
9	12.590	-21.000	143.22	143.93	0.00	143.93	0.4306	0.00	5.69	0.008	10130.0	288.17	8916.9	277.94
10	10.540	-21.000	138.68	140.03	0.00	140.03	0.4185	0.00	7.95	0.013	10130.0	288.17	8979.0	278.40
11	8.134	-21.000												
HUB	8.134	-21.000												

** VALUES OF PARAMETERS ON STREAMLINES AT STATION. 3. WHICH IS AN ANNULUS **

STREAMLINE NO.	RADIUS (Cm.)	AXIAL COORD. (Cm.)	AXIAL VEL. (M/sec)	HERD. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	STREAM. SLOPE (Deg)	STREAM. CURV. (1./Cm.)	TOTAL PRESS. (Kg/m ²)	TOTAL TEMP. (Deg. K.)	STATIC PRESS. (Kg/m ²)	STATIC TEMP. (Deg. K.)
TIP	25.400	-13.000	160.12	160.13	0.00	160.13	0.4812	0.00	0.11	0.001	10130.0	288.17	8644.8	275.39
1	25.400	-13.000	159.94	159.95	0.00	159.95	0.4806	0.00	0.63	0.001	10130.0	288.17	8647.9	275.42
2	24.009	-13.000	159.66	159.70	0.00	159.70	0.4799	0.00	1.24	0.001	10130.0	288.17	8652.3	275.45
3	22.600	-13.000	159.21	159.30	0.00	159.30	0.4786	0.00	1.90	0.002	10130.0	288.17	8659.2	275.52
4	21.168	-13.000	158.57	158.74	0.00	158.74	0.4768	0.00	2.62	0.002	10130.0	288.17	8669.0	275.61
5	19.708	-13.000	157.73	158.01	0.00	158.01	0.4746	0.00	3.42	0.003	10130.0	288.17	8681.6	275.73
6	18.212	-13.000	156.69	157.13	0.00	157.13	0.4718	0.00	4.30	0.003	10130.0	288.17	8696.9	275.86
7	16.666	-13.000	155.45	156.12	0.00	156.12	0.4686	0.00	5.31	0.003	10130.0	288.17	8714.2	276.02
8	15.060	-13.000	154.06	155.06	0.00	155.06	0.4653	0.00	6.52	0.003	10130.0	288.17	8732.1	276.18
9	13.366	-13.000	152.47	154.01	0.00	154.01	0.4620	0.00	8.12	0.002	10130.0	288.17	8749.9	276.34
10	11.547	-13.000	150.76	153.44	0.00	153.44	0.4602	0.00	10.72	-0.001	10130.0	288.17	8759.7	276.43
11	9.532	-13.000												
HUB	9.532	-13.000												

** VALUES OF PARAMETERS ON STREAMLINES AT STATION. 4. WHICH IS AN ANNULUS **

STREAMLINE NO.	RADIUS (Cm.)	AXIAL COORD. (Cm.)	AXIAL VEL. (M/sec)	MERID. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	STREAM. SLOPE (Deg)	STREAM. CURV. (1./Cm.)	TOTAL PRESS. Kg m ⁻²	TOTAL TEMP. (Deg K.)	STATIC PRESS. Kg m ⁻²	STATIC TEMP. (Deg K.)
TIP	25.400	-7.000	170.62	170.62	0.00	170.62	0.5143	0.00	-0.35	-0.003	10130.0	288.17	8456.6	273.66
1	25.400	-7.000	171.09	171.09	0.00	171.09	0.5159	0.00	0.58	-0.001	10130.0	288.17	8447.2	273.58
2	24.078	-7.000	171.01	171.01	0.00	171.07	0.5158	0.00	1.50	0.000	10130.0	288.17	8448.2	273.58
3	22.746	-7.000	170.69	170.69	0.00	170.69	0.5146	0.00	2.48	0.002	10130.0	288.17	8455.2	273.65
4	21.398	-7.000	169.93	169.93	0.00	169.93	0.5121	0.00	3.53	0.003	10130.0	288.17	8469.2	273.78
5	20.028	-7.000	168.73	168.73	0.00	168.73	0.5084	0.00	4.68	0.005	10130.0	288.17	8491.1	273.98
6	18.632	-7.000	167.04	167.04	0.00	167.04	0.5030	0.00	5.93	0.007	10130.0	288.17	8521.7	274.26
7	17.195	-7.000	164.81	164.81	0.00	164.81	0.4960	0.00	7.28	0.009	10130.0	288.17	8561.8	274.63
8	15.708	-7.000	162.02	162.02	0.00	162.02	0.4872	0.00	8.73	0.010	10130.0	288.17	8611.5	275.09
9	14.149	-7.000	158.87	158.87	0.00	158.87	0.4773	0.00	10.20	0.012	10130.0	288.17	8666.7	275.59
10	12.487	-7.000	156.85	156.85	0.00	156.85	0.4709	0.00	11.32	0.005	10130.0	288.17	8701.9	276.01
11	10.681	-7.000	156.85	156.85	0.00	156.85	0.4709	0.00	11.32	0.005	10130.0	288.17	8701.9	276.01
HUB	10.631	-7.000	156.85	156.85	0.00	156.85	0.4709	0.00	11.32	0.005	10130.0	288.17	8701.9	276.01

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** VALUES OF PARAMETERS ON STREAMLINES AT STATION 5, WHICH IS AN AIRLUS **

STREAMLINE NO.	RADIUS (Cm.)	AXIAL COORD. (Cm.)	AXIAL VEL. (M/sec)	MERID. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	STREAM. SLOPE (Deg)	STREAM. CURV. (1./Cm.)	TOTAL PRESS. Kg m ⁻²	TOTAL TEMP. (Deg K.)	STATIC PRESS. Kg m ⁻²	STATIC TEMP. (Deg K.)
TIP	25.398	-3.000	183.28	183.29	0.00	183.29	0.5548	0.00	-0.31	0.004	10130.0	288.17	8212.6	271.42
1	25.368	-3.000	183.04	183.04	0.00	183.04	0.5540	0.00	0.36	0.002	10130.0	288.17	8232.3	271.47
2	24.109	-3.000	183.32	183.37	0.00	183.37	0.5551	0.00	1.31	-0.002	10130.0	288.17	8216.0	271.41
3	22.843	-3.000	183.32	183.49	0.00	183.49	0.5555	0.00	2.45	-0.001	10130.0	288.17	8213.7	271.39
4	21.570	-3.000	182.82	183.22	0.00	183.22	0.5546	0.00	3.79	0.001	10130.0	288.17	8218.9	271.44
5	20.284	-3.000	181.57	182.36	0.00	182.36	0.5518	0.00	5.34	0.003	10130.0	288.17	8235.4	271.59
6	18.982	-3.000	179.32	180.72	0.00	180.72	0.5466	0.00	7.12	0.005	10130.0	288.17	8267.0	271.89
7	17.652	-3.000	175.76	178.03	0.00	178.03	0.5380	0.00	9.18	0.009	10130.0	288.17	8318.1	272.37
8	16.285	-3.000	170.34	173.88	0.00	173.88	0.5247	0.00	11.59	0.014	10130.0	288.17	8396.2	273.10
9	14.861	-3.000	162.00	167.36	0.00	167.36	0.5040	0.00	14.54	0.023	10130.0	288.17	8516.0	274.21
10	13.347	-3.000	147.03	154.84	0.00	154.84	0.4646	0.00	18.27	0.051	10130.0	288.17	8735.3	276.22
11	11.669	-3.000	147.03	154.84	0.00	154.84	0.4646	0.00	18.27	0.051	10130.0	288.17	8735.3	276.22
HUB	11.600	-3.000	147.03	154.84	0.00	154.84	0.4646	0.00	18.27	0.051	10130.0	288.17	8735.3	276.22

PAGE NO 11

** VALUES OF PARAMETERS ON STREAMLINES AT STATION 6, WHICH IS THE INLET OF FAVOR DUREE. 1 **

STREAMLINE NO.	RADIUS (Cm.)	AXIAL COORD. (Cm.)	AXIAL VEL. (M/sec)	MERID. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	STREAM. SLOPE (Deg)	STREAM. CURV. (1./Cm.)	TOTAL PRESS. Kg m ⁻²	TOTAL TEMP. (Deg K.)	STATIC PRESS. Kg m ⁻²	STATIC TEMP. (Deg K.)
TIP	25.338	0.949	192.96	193.43	0.00	193.43	0.5876	0.00	-3.99	-0.036	10130.0	288.17	8017.8	269.52
1	25.272	0.943	199.22	199.35	0.00	199.35	0.6069	0.00	-2.08	-0.017	10130.0	288.17	7897.9	268.36
2	24.072	0.840	202.37	202.38	0.00	202.38	0.6167	0.00	-0.39	-0.012	10130.0	288.17	7835.8	267.75
3	22.883	0.774	204.01	204.06	0.00	204.06	0.6223	0.00	1.38	-0.008	10130.0	288.17	7800.9	267.41
4	21.697	0.704	204.26	204.58	0.00	204.58	0.6240	0.00	3.21	-0.005	10130.0	288.17	7790.1	267.31
5	20.507	0.626	203.46	204.28	0.00	204.28	0.6230	0.00	5.13	-0.004	10130.0	288.17	7796.4	267.37
6	19.308	0.548	201.65	203.28	0.00	203.28	0.6197	0.00	7.26	-0.003	10130.0	288.17	7797.1	267.57
7	18.092	0.463	198.65	201.54	0.00	201.54	0.6140	0.00	9.71	-0.002	10130.0	288.17	7853.0	268.92
8	16.852	0.371	194.18	198.99	0.00	198.99	0.6057	0.00	12.63	-0.003	10130.0	288.17	7905.3	268.43
9	15.573	0.262	187.77	195.55	0.00	195.55	0.5945	0.00	16.22	-0.006	10130.0	288.17	7975.1	269.11
10	14.235	0.129	187.77	195.55	0.00	195.55	0.5945	0.00	16.22	-0.006	10130.0	288.17	7975.1	269.11

STREAMLINE NO.	R/R/TIP	REL. FLOW ANGLE (Deg)	REL. TANG. VEL. (M/sec)	REL. VEL. (M/sec)	REL. MACH NUMBER	WHEEL SPEED (M/sec)	FLOW COEFF.	L.E. RAD. /CHORD	MAX. TH. CHORD	MAX. TH. CHORD	TRAN. PT. LOCATION CHORD	SERHENT IN/OUT TURN RATE	LAYOUT CONE ANG (Deg)
TIP	1.0000												
1	0.9974	65.58	426.08	467.93	1.4214	427.20	0.4517	0.0055	0.0310	0.5060	0.7000	0.0000	-4.63
2	0.9500	63.84	405.86	452.18	1.3765	426.08	0.4663	0.0055	0.0377	0.5000	0.6800	0.2500	-2.44
3	0.9031	62.32	385.81	435.67	1.3277	405.86	0.4737	0.0055	0.0423	0.5000	0.6600	0.5000	-0.59
4	0.8563	60.85	365.81	418.88	1.2774	385.81	0.4775	0.0055	0.0470	0.5000	0.6400	0.7500	1.26
5	0.8093	59.39	345.74	401.74	1.2253	365.81	0.4781	0.0055	0.0516	0.5000	0.6200	1.0000	3.07
6	0.7620	57.89	325.53	384.32	1.1721	345.74	0.4763	0.0055	0.0563	0.5000	0.6000	1.0000	4.85
7	0.7140	56.32	305.03	366.56	1.1175	325.53	0.4720	0.0055	0.0611	0.5000	0.5800	1.0000	6.54
8	0.6651	54.65	284.13	348.35	1.0613	305.03	0.4650	0.0055	0.0659	0.5000	0.5600	1.0000	8.04
9	0.6146	52.84	262.56	329.45	1.0027	284.13	0.4545	0.0055	0.0709	0.5000	0.5400	1.0000	9.57
10	0.5618	50.83	240.00	309.58	0.9411	262.56	0.4395	0.0055	0.0762	0.5000	0.5200	1.0000	11.57
11	0.5056	48.31	216.00	289.26	0.8783	240.00	0.4199	0.0055	0.0817	0.5000	0.5000	1.0000	14.49
HUB	0.4999												18.17

STREAMLINE NO.	PCT. PASS.	INC. ANGLE (Deg)	S.S. INC. ANGLE (Deg)	IN. BLADE ANGLE (Deg)	TRAN. PT. BL. ANGLE (Deg)	BL. SET ANGLE (Deg)	1st SEG. S.S. CAM. (Deg)	LAYOUT CONE AT SHOCK LOCATION	SH. LOC. AS FRACT OF S.S.	MIN. CHK. AREA MARGIN	COV. CHAN. AS FRACT OF S.S.	MIR. CHK. PT. LOC. IN CIR. CENT	L.E. EDGE R/D/ DR
1	0.53	2.55	0.00	63.03	63.03	62.20	3.58	1.4807	0.6809	0.3191	0.0543	1.0000	-0.1621
2	9.99	3.09	0.00	60.75	59.48	59.54	5.48	1.4632	0.6298	0.3702	0.0665	1.0000	-0.0772
3	19.37	3.63	0.00	58.69	57.70	57.86	5.79	1.4166	0.5859	0.4181	0.0448	1.0000	0.0409
4	28.74	4.16	0.00	56.69	55.54	55.73	6.48	1.3738	0.5417	0.4583	0.0398	1.0000	-0.0459
5	38.13	4.69	0.00	54.70	54.71	55.13	7.78	1.3372	0.4967	0.5033	0.0500	1.0000	-0.0473
6	47.59	5.21	0.00	52.68	52.69	53.30	9.14	1.2994	0.4523	0.5477	0.0534	0.0000	-0.0479
7	57.19	5.74	0.00	50.58	48.77	47.07	10.05	1.2630	0.4077	0.5923	0.0493	0.0000	-0.0539
8	66.97	6.25	0.00	48.40	48.48	43.30	10.98	1.2289	0.3629	0.6311	0.0471	0.0000	-0.0677
9	77.07	6.71	0.00	46.13	46.30	39.77	12.10	1.2018	0.3174	0.6826	0.0474	0.0000	-0.0944
10	87.63	7.07	0.00	43.76	44.09	32.27	13.51	1.1834	0.2705	0.7295	0.0528	0.0000	-0.1012
11	98.85	7.24	0.00	41.07	41.76	25.75	13.68	1.0636	0.2252	0.7748	0.0525	0.0000	-0.0825

*** INLET STREAMLINE ***

*** VALUES OF PARAMETERS ON STREAMLINES AT STATION, 7, WHICH IS THE OUTLET OF POTOR NUMBER, 1 ***

STREAMLINE NO.	RADIUS (Cm.)	AXIAL COORD. (Cm.)	AXIAL VEL. (M/sec)	MERID. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	STREAM. CURV. (1./Cm.)	TOTAL PRESS. (Kg m ⁻²)	TOTAL TEMP. (Deg K.)	STATIC PRESS. (Kg m ⁻²)	STATIC TEMP. (Deg K.)
TIP	25.181												
1	25.093	3.142	151.97	152.27	124.64	196.78	0.5476	39.30	0.042	16264.7	340.65	13265.3	321.40
2	23.970	3.240	151.67	151.74	124.10	196.02	0.5476	39.28	0.020	16264.7	338.08	13265.8	318.98
3	22.858	3.291	152.55	152.55	125.38	197.46	0.5534	39.42	0.013	16264.7	336.26	13209.5	316.87
4	21.755	3.363	153.42	153.47	127.86	199.75	0.5615	39.80	0.007	16264.7	334.85	13131.5	315.01
5	20.659	3.456	154.02	154.22	133.28	203.83	0.5741	40.83	0.001	16264.7	334.37	13007.9	313.71
6	19.565	3.552	154.90	155.38	139.33	208.70	0.5892	41.88	-0.003	16264.7	333.92	12859.1	312.25
7	18.475	3.658	156.53	157.46	146.17	214.84	0.6082	42.87	-0.008	16264.7	333.49	12669.3	310.53
8	17.393	3.772	158.34	159.91	153.96	221.98	0.6304	43.91	-0.013	16264.7	333.21	12445.1	308.60
9	16.318	3.901	160.18	162.66	164.46	231.31	0.6590	45.32	-0.019	16264.7	333.12	12151.6	306.59
10	15.248	4.050	162.86	166.54	175.68	242.08	0.6926	46.53	-0.026	16264.7	333.12	11802.4	303.97
11	14.178	4.174	166.71	172.00	189.10	255.62	0.7354	47.71	-0.039	16264.7	333.16	11353.1	300.65
HUB	14.018	4.192											

STREAMLINE	REL. FLOW	REL. VEL.	REL. MACH	WHEEL FLOW	HEAD	IDEAL HEAD	ADITAB. DIFFUSION	LOSS	SHOCK	DEGREE
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NO. R/RTIP	ANGLE (Deg)	TANG. VEL. (M/sec)	VEL. (M/sec)	NUMBER	SPEED (M/sec)	COEF.	COEF.	EFF	PACT-IP	COEF.	LOSS COEF.	REACTION
TIP 1-0000	62.97	298.43	335.03	0.9324	423.07	0.3557	0.2298	0.7953	0.3859	0.1508	0.0421	0.9554
1 0.9965	61.55	280.04	318.51	0.8897	404.13	0.3550	0.2298	0.8362	0.3958	0.1208	0.0408	0.9750
2 0.9519	59.60	260.00	301.45	0.8449	385.38	0.3571	0.2298	0.8680	0.4083	0.0987	0.0351	0.9759
3 0.9077	57.29	238.93	283.97	0.7982	366.79	0.3591	0.2298	0.8943	0.4232	0.0809	0.0300	0.8689
4 0.8639	54.35	215.02	264.61	0.7453	348.30	0.3605	0.2298	0.9034	0.4457	0.0771	0.0277	0.8505
5 0.8204	50.80	190.53	245.86	0.6941	329.86	0.3626	0.2298	0.9125	0.4682	0.0732	0.0212	0.8253
6 0.7770	46.40	165.32	228.30	0.6463	311.49	0.3664	0.2298	0.9211	0.4891	0.0697	0.0171	0.7909
7 0.7337	41.06	139.29	212.07	0.6022	293.25	0.3706	0.2298	0.9289	0.5077	0.0670	0.0134	0.7465
8 0.6907	34.23	110.66	196.73	0.5605	275.12	0.3750	0.2298	0.9269	0.5256	0.0748	0.0108	0.6922
9 0.6480	26.04	81.39	185.37	0.5303	257.07	0.3812	0.2298	0.9286	0.5305	0.0802	0.0051	0.6239
10 0.6055	16.19	49.94	179.11	0.5152	239.05	0.3902	0.2298	0.9277	0.5170	0.0905	0.0000	0.5493
HUB 0.5567												

STREAMLINE NO.	PCT. SPAN	TEMP. RATIO	AERO. CHORD (Cm.)	ELEMENT SOLIDITY	LOCAL BLADE FORCES RADIUS (Cm.)	TANG. (Kg/cm)	COEF.	COEF.	EFF	PACT-IP	COEF.	LOSS COEF.	REACTION
1	0.79	1.1821	4.6864	1.1032	25.183	1.5869	-0.9218	0.0055	5.40	57.57	0.7449	0.1343	T.E.EDGE
2	10.85	1.1732	4.6873	1.3665	24.021	1.4978	-0.9010	0.0055	4.40	57.15	0.6507	0.0556	CIP.HEIGHT
3	20.82	1.1669	4.6864	1.4350	22.871	1.4079	-0.8746	0.0055	2.90	56.70	0.5567	0.0384	R*D0 DR
4	30.69	1.1603	4.6867	1.5106	21.726	1.3161	-0.8512	0.0055	2.60	54.69	0.5209	0.0331	
5	40.52	1.1587	4.6884	1.5951	20.584	1.2138	-0.8282	0.0055	2.80	51.55	0.4994	0.0285	
6	50.31	1.1573	4.6921	1.6905	19.437	1.1112	-0.8143	0.0055	2.90	47.90	0.4989	0.0253	
7	60.08	1.1573	4.6994	1.7999	18.284	1.0069	-0.8143	0.0055	2.90	43.50	0.4983	0.1100	
8	69.77	1.1560	4.7126	1.9273	17.123	0.8999	-0.7971	0.0055	3.00	38.06	0.4974	0.1400	
9	79.40	1.1563	4.7367	2.0802	15.946	0.7828	-0.7822	0.0055	3.60	30.63	0.4961	0.1994	
10	88.99	1.1560	4.7790	2.2703	14.741	0.6615	-0.7565	0.0055	6.20	19.84	0.4942	0.2346	
11	98.57	1.1561	4.8583	2.5211	13.495	0.5272	-0.7703	0.0055	7.80	8.39	0.4913	0.2441	

*** OUTLET STREAMLINE *** ** LAYOUT CONE ***
T.E. RAD. DEV. OUT BLADE MAX. CAMB. T.E. EDGE
/CHORD ANGLE ANGLE PT. LOC. CIP. HEIGHT
(Kg/cm) (Deg) (Deg) (Deg) CHORD R*D0 DR

STREAMLINE NO.	RADIUS (Cm.)	AXIAL VEL. (M/sec)	MERID. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	STREAM. CURV. (1./Cm.)	TOTAL PRESS. (Kg m ⁻²)	TOTAL TEMP. (Deg K.)	STATIC PRESS. (Kg m ⁻²)	STATIC TEMP. (Deg K.)
TIP 25.146	7.429	156.09	156.10	124.79	199.85	0.5567	38.64	0.006	16264.7	340.65	13179.0	320.79
1 25.064	7.429	160.49	160.53	124.03	202.86	0.5679	37.69	0.000	16264.7	338.08	13069.3	317.62
2 23.983	7.439	163.47	163.55	124.98	205.84	0.5784	37.39	0.000	16264.7	336.26	12965.9	315.19
3 22.930	7.449	165.62	165.76	127.04	208.84	0.5887	37.47	-0.002	16264.7	334.85	12863.7	313.16
4 21.895	7.456	166.94	167.17	131.92	212.95	0.6016	38.28	0.003	16264.7	334.37	12735.4	311.82
5 20.872	7.469	168.17	168.55	137.29	217.39	0.6155	39.16	-0.005	16264.7	333.92	12595.6	310.41
6 19.857	7.481	169.80	170.41	143.28	222.84	0.6320	40.06	0.007	16264.7	333.49	12428.5	308.83
7 18.848	7.494	171.31	172.22	150.05	228.41	0.6501	41.06	-0.009	16264.7	333.11	12242.9	307.16
8 17.848	7.509	172.33	173.65	159.24	235.61	0.6723	42.52	0.010	16264.7	333.21	12013.7	305.59
9 16.853	7.528	173.33	175.20	168.90	243.36	0.6966	43.95	-0.011	16264.7	333.12	11760.5	303.66
10 15.860	7.547	173.48	176.06	180.34	252.03	0.7239	45.69	-0.005	16264.7	333.16	11473.6	301.56
11 14.867	7.569											
HUB 14.726	7.572											

STREAMLINE NO.	R/RTIP	FLOW COEF.	REL. FLOW ANGLE (Deg)	L.E. RAD. /CHORD	MAX. TH. /CHORD	TRAN. PT. LOCATION /CHORD	SEGMENT IN/OUT TURN. RATE	LAYOUT CONE ANG. (DEG)
TIP 1-0000		0.3654	62.34	0.0062	0.0669	0.4000	0.5000	0.04
1 0.9967		0.3757	60.20	0.0070	0.0689	0.4000	0.5000	0.78
2 0.9537								

*** VALUES OF PARAMETERS ON STREAMLINES AT STATION, 8, WHICH IS THE INLET OF STATOR NUMBER, 1, OF STAGE NUMBER, 1 ***

STREAMLINE NO.	PCT. PASS.	INC. ANGLE (Deg)	S.S. INC. ANGLE (Deg)	IN. BLADE ANGLE (Deg)	TRAN. PT. BLD. SET ANGLE (Deg)	1st SEG. S.S. CAM. AT SHOCK (Deg)	LAYOUT CONE LOCATION	SH. LOC. AS FRACT. OF S.S.	CO/ CHAN. AS FRACT. OF S.S.	MIN. CHK. AREA MARGIN	MIN. CHK. FT. LOC. IN COV. CHAN.	L. E. EDGE CIR. CEIT R*DO DR
3	0.9119	0.3827	57.99	0.0078	0.0710	0.5000	0.4000	0.5000	1.38			
4	0.8707	0.3877	55.60	0.0086	0.0729	0.5000	0.4000	0.5000	1.93			
5	0.8300	0.3908	52.77	0.0094	0.0749	0.5000	0.4000	0.5000	2.52			
6	0.7896	0.3936	49.52	0.0102	0.0768	0.5000	0.4000	0.5000	3.17			
7	0.7495	0.3975	45.68	0.0109	0.0788	0.5000	0.4000	0.5000	3.88			
8	0.7098	0.4010	41.22	0.0117	0.0807	0.5000	0.4000	0.5000	4.64			
9	0.6702	0.4034	35.73	0.0125	0.0826	0.5000	0.4000	0.5000	5.51			
10	0.6307	0.4057	29.35	0.0132	0.0845	0.5000	0.4000	0.5000	6.45			
11	0.5912	0.4061	21.77	0.0140	0.0864	0.5000	0.4000	0.5000	7.51			
HUB 0.5856												

STREAMLINE NO.	AXIAL VEL. (M/sec)	MERID. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	STREAM. SLOPE (Deg)	STREAM. CURV. (1./Cm.)	TOTAL PRESS. (Kg/m ²)	TOTAL TEMP. (Deg. K.)	STATIC PRESS. (Kg/m ²)	STATIC TEMP. (Deg. K.)
1	0.79	6.09	32.55	20.86	12.70	16.56	0.7137	0.3298	0.5417	0.3247	0.0000	0.0280
2	11.16	6.13	31.56	20.92	13.50	15.50	0.7140	0.3148	0.5853	0.2916	0.0000	0.0369
3	21.27	6.16	31.23	21.12	14.09	14.95	0.7188	0.3032	0.6140	0.2669	0.0000	0.0425
4	31.20	6.17	31.20	21.32	14.39	14.79	0.7268	0.2932	0.6309	0.2457	0.0000	0.0550
5	41.02	6.17	31.30	21.96	14.95	14.91	0.7418	0.2879	0.6400	0.2255	0.0000	0.0681
6	50.76	6.17	32.99	22.64	15.51	15.07	0.7581	0.2824	0.6485	0.2046	0.0000	0.0725
7	60.44	6.16	33.89	23.33	16.08	15.23	0.7773	0.2762	0.6576	0.1812	0.0000	0.0792
8	70.04	6.16	34.91	24.13	16.75	15.39	0.7985	0.2701	0.6673	0.1570	0.0000	0.0939
9	79.58	6.14	36.38	25.26	17.66	15.69	0.8263	0.2657	0.6746	0.1317	0.0000	0.1061
10	89.11	6.12	37.81	26.34	18.51	16.00	0.8560	0.2598	0.6828	0.1047	0.0000	0.1171
11	98.65	6.09	39.60	27.62	19.47	16.43	0.8903	0.2540	0.6898	0.0782	0.0000	0.1333

*** INLET STREAMLINE --- ** VALUES OF PARAMETERS ON STREAMLINES AT STATION, 9, WHICH IS THE OUTLET OF STATOR NUMBER, 1. OF STAGE NUMBER, 1 ***

STREAMLINE NO.	R/R/TIP	FLOW COEFF.	HEAD COEFF.	IDEAL HEAD COEFF.	STATOR PO. RATIO	STAGE PO. RATIO	STAGE AD. EFF.	DIFFUSION FACTOR	STATOR LOSS COEFF.	SHOCK LOSS COEFF.	ELEMENT SOLIDITY	AERO. CHORD (Cm.)	DEGREE REACTION
TIP	1.0000												
1	0.9968	0.3715	0.2210	0.2889	0.9832	1.5785	0.7648	0.4509	0.0888	0.0000	1.2741	4.1804	0.1372
2	0.9559	0.3748	0.2217	0.2748	0.9845	1.5807	0.8068	0.4402	0.0790	0.0000	1.3302	4.1807	0.1508
3	0.9157	0.3774	0.2220	0.2647	0.9851	1.5816	0.8386	0.4345	0.0735	0.0000	1.3902	4.1815	0.1628
4	0.8762	0.3800	0.2222	0.2570	0.9855	1.5822	0.8647	0.4309	0.0696	0.0000	1.4548	4.1825	0.1746
5	0.8371	0.3822	0.2221	0.2544	0.9852	1.5818	0.8731	0.4351	0.0682	0.0000	1.5249	4.1840	0.1904
6	0.7985	0.3836	0.2212	0.2518	0.9836	1.5793	0.8786	0.4416	0.0726	0.0000	1.6015	4.1861	0.2065
7	0.7604	0.3850	0.2201	0.2495	0.9815	1.5759	0.8824	0.4459	0.0784	0.0000	1.6856	4.1888	0.2259

STREAMLINE NO.	RADIUS (Cm.)	AXIAL COORD. (Cm.)	AXIAL VEL. (M/sec)	MERID. VEL. (M/sec)	TANG. VEL. (M/sec)	ABS. VEL. (M/sec)	ABS. MACH NO.	ABS. FLOW ANGLE (Deg)	STREAM. CURV. (1./Cm.)	TOTAL PRESS. (Kg/m ²)	TOTAL TEMP. (Deg. K.)	STATIC PRESS. (Kg/m ²)	STATIC TEMP. (Deg. K.)
1	25.026	18.000	167.36	167.36	0.00	167.36	0.4621	0.00	0.22	-0.002	15990.6	340.55	13812.7
2	24.037	18.000	167.68	167.68	0.00	167.68	0.4648	0.00	0.14	-0.001	16012.3	339.55	13809.2
3	23.060	18.000	167.69	167.69	0.00	167.69	0.4661	0.00	0.13	-0.001	16022.1	336.26	13806.2
4	22.095	18.000	167.66	167.66	0.00	167.66	0.4670	0.00	0.14	-0.001	16028.1	334.86	13804.2
5	21.138	18.000	167.42	167.42	0.00	167.42	0.4666	0.00	0.16	-0.001	16023.9	334.39	13803.5
6	20.189	18.000	166.66	166.66	0.00	166.66	0.4647	0.00	0.18	-0.001	15998.3	333.91	13796.8
7	19.243	18.000	165.52	165.52	0.00	165.52	0.4617	0.00	0.18	-0.001	15964.1	333.51	13793.1
8	18.303	18.000	164.03	164.03	0.00	164.03	0.4577	0.00	0.17	-0.001	15920.9	333.14	13790.2
9	17.362	18.000	161.25	161.25	0.00	161.25	0.4495	0.00	0.14	-0.001	15844.2	333.23	13792.1
10	16.411	18.000	156.36	156.36	0.00	156.36	0.4354	0.00	0.12	-0.001	15700.8	333.14	13782.6
11	15.435	18.000	150.21	150.21	0.00	150.21	0.4177	0.00	0.16	-0.001	15337.1	333.19	13779.4
HUB	15.240	18.000											321.96

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** VALUES OF PARAMETERS ON STREAMLINES AT STATION, 12, WHICH IS AN ANNULUS **

STAGE BLADE NO.	TYPE	FLOW COEF.	HEAD COEF.	ID. HEAD COEF.	ADIA. EFF.	POLY. EFF.	ASPECT RATIO	FOR. AX. SHAFT THRUST (Kg)	GAS BENDING MOMENTS FOR EACH BLADE (M-Kg)	TANG. (M-Kg)	TORQUE (M-Kg)	POWER (Kw)	FRACT. ENERGY
1	ROTOR	0.4654	0.2298	0.2579	0.8910	0.8980	2.54	448.10	0.862	-0.586	33.93	1387.77	
1	STATOR	0.3906	0.2195	0.2579	0.8512	0.8604	2.43	-133.32	0.152	0.427			

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*** COMPUTED COMPRESSOR DESIGN PARAMETERS FOR A ROTATIONAL SPEED OF, 16100.0, RPM ***

** THE CORRECTED WEIGHTFLOW PER UNIT OF CASING ANNULAR AREA AT THE INLET FACE OF THE FIRST BLADE ROW IS 1.9 79 KG/SEC/M² **

** MASS AVERAGED ROTOR AND STAGE AERODYNAMIC PARAMETERS **

STAGE BLADE NO.	TYPE	FLOW COEF.	HEAD COEF.	ID. HEAD COEF.	ADIA. EFF.	POLY. EFF.	ASPECT RATIO	FOR. AX. SHAFT THRUST (Kg)	GAS BENDING MOMENTS FOR EACH BLADE (M-Kg)	TANG. (M-Kg)	TORQUE (M-Kg)	POWER (Kw)	FRACT. ENERGY
1	ROTOR	0.4654	0.2298	0.2579	0.8910	0.8980	2.54	448.10	0.862	-0.586	33.93	1387.77	
1	STATOR	0.3906	0.2195	0.2579	0.8512	0.8604	2.43	-133.32	0.152	0.427			

** CUMULATIVE SUMS OF MASS AVERAGED ROTOR AND STAGE AERODYNAMIC PARAMETERS **

STAGE BLADE NO.	TYPE	WEIGHT FLOW (KG/SEC)	TOTAL PRESS. (KG/M ²)	TOTAL TEMP. (Deg K.)	HEAD COEF.	ADIA. EFF.	POLY. EFF.	ASPECT RATIO	FOR. AX. SHAFT THRUST (Kg)	GAS BENDING MOMENTS FOR EACH BLADE (M-Kg)	TANG. (M-Kg)	TORQUE (M-Kg)	POWER (Kw)	FRACT. ENERGY
1	ROTOR	0.4654	0.2298	0.2579	0.8910	0.8980	2.54	448.10	0.862	-0.586	33.93	1387.77		
1	STATOR	0.3906	0.2195	0.2579	0.8512	0.8604	2.43	-133.32	0.152	0.427				

1 INLET 29.48 10130.0 288.17 1.6056 1.1626 0.2298 0.2579 0.8910 0.8980 136.58 1387.77 1.0660
 1 ROTOR 29.48 16264.7 335.02 1.5740 1.1626 0.2195 0.2579 0.8512 0.8604 95.94
 1 STATOR 29.48 15945.0 335.02

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First Stage Redesign of NASA 2 Stage - AR = 1.52

** BLADE SECTION PROPERTIES OF ROTOR NO. 1 **

NUMBER OF BLADES = 44.0 AXIAL LOCATION OF STACKING LINE IN COMPRESSOR = 2.950 Cm.

BLADE SECTION NO.	RAD. LOC. (Cm.)	STACKING POINT COORDINATES		SECTION SETTING ANGLE (DEG.)	BLADE SECTION C.G. COORDINATES		SECTION AREA (Cm.) ²	MOMENTS OF INERTIA THROUGH C.G.		IMAX SETTING ANGLE (DEG.)	SECTION TORSION CONSTANT (Cm.) ⁴	SECTION TWIST STIFFNESS (Cm.) ⁶
		L (Cm.)	H (Cm.)		L (Cm.)	H (Cm.)		IMIN (Cm.) ⁴	IMAX (Cm.) ⁴			
1	25.350	2.3153	-0.0056	63.157	2.3297	0.0445	0.5467	0.00076	0.7648	63.566	0.00296	1.11284
2	25.150	2.3176	-0.0025	62.449	2.3311	0.0470	0.5886	0.00082	0.7774	62.798	0.00318	1.12892
3	24.400	2.3249	0.0028	60.416	2.3360	0.0496	0.6035	0.00105	0.8261	60.590	0.00408	1.19271
4	23.650	2.3298	0.0018	59.065	2.3391	0.0456	0.6477	0.00131	0.8742	59.133	0.00511	1.25585

SECTION NO.	1 COORDINATES		2 COORDINATES		3 COORDINATES		4 COORDINATES	
	L (Cm.)	HP (Cm.)	L (Cm.)	HP (Cm.)	L (Cm.)	HP (Cm.)	L (Cm.)	HP (Cm.)
0.0000	0.0260	0.0260	0.0260	0.0259	0.0000	0.0259	0.0000	0.0259
0.0246	0.0000	0.0519	0.0519	0.0517	0.0240	0.0001	0.0238	0.0501
0.0251	0.0000	0.0520	0.0519	0.0518	0.0252	0.0000	0.0249	0.0000
0.2000	-0.0057	0.0609	0.0619	0.0618	0.2000	-0.0047	0.2000	-0.0059
0.4000	-0.0116	0.0703	0.0724	0.0724	0.4000	-0.0097	0.4000	-0.0122
0.6000	-0.0170	0.0788	0.0819	0.0819	0.6000	-0.0142	0.6000	-0.0179
0.8000	-0.0216	0.0864	0.0904	0.0904	0.8000	-0.0182	0.8000	-0.0230
1.0000	-0.0256	0.0932	0.0979	0.0979	1.0000	-0.0217	1.0000	-0.0276
1.2000	-0.0288	0.0992	0.1045	0.1045	1.2000	-0.0246	1.2000	-0.0315
1.4000	-0.0312	0.1044	0.1102	0.1102	1.4000	-0.0270	1.4000	-0.0343
1.6000	-0.0329	0.1088	0.1150	0.1150	1.6000	-0.0288	1.6000	-0.0363
1.8000	-0.0337	0.1126	0.1190	0.1190	1.8000	-0.0300	1.8000	-0.0380
2.0000	-0.0336	0.1157	0.1222	0.1222	2.0000	-0.0305	2.0000	-0.0395
2.2000	-0.0326	0.1183	0.1246	0.1246	2.2000	-0.0295	2.2000	-0.0407
2.4000	-0.0305	0.1203	0.1264	0.1264	2.4000	-0.0279	2.4000	-0.0389
2.6000	-0.0274	0.1219	0.1276	0.1276	2.6000	-0.0252	2.6000	-0.0354
2.8000	-0.0232	0.1231	0.1282	0.1282	2.8000	-0.0233	2.8000	-0.0321
3.0000	-0.0175	0.1243	0.1284	0.1284	3.0000	-0.0179	3.0000	-0.0283
3.2000	-0.0111	0.1248	0.1272	0.1272	3.2000	-0.0146	3.2000	-0.0243
3.4000	-0.0038	0.1247	0.1234	0.1234	3.4000	-0.0102	3.4000	-0.0201
3.6000	0.0033	0.1228	0.1165	0.1165	3.6000	-0.0072	3.6000	-0.0157
3.8000	0.0068	0.1164	0.1066	0.1066	3.8000	-0.0044	3.8000	-0.0110
4.0000	0.0090	0.1071	0.0935	0.0935	4.0000	-0.0023	4.0000	-0.0063
4.2000	0.0089	0.0942	0.0772	0.0772	4.2000	-0.0008	4.2000	-0.0014
4.4000	0.0065	0.0778	0.0575	0.0575	4.4000	-0.0001	4.4000	0.0000
4.6000	0.0018	0.0577	0.0316	0.0316	4.6000	0.0000	4.6000	0.0000
4.6545	0.0000	0.0516	0.0511	0.0511	4.6545	0.0002	4.6545	0.0001
4.6595	0.0002	0.0510	0.0511	0.0511	4.6587	0.0002	4.6587	0.0001
4.6815	0.0256	0.0256	0.0257	0.0257	4.6817	0.0259	4.6817	0.0258

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** BLADE SECTION PROPERTIES OF ROTOR NO. 1 **

NUMBER OF BLADES = 44.0 AXIAL LOCATION OF STACKING LINE IN COMPRESSOR = 2.950 Cm.

BLADE SECTION NO.	RAD. LOC. (Cm.)	STACKING POINT COORDINATES		SECTION SETTING ANGLE (DEG.)	BLADE SECTION C.G. COORDINATES		SECTION AREA (Cm.) ²	MOMENTS OF INERTIA THROUGH C.G.		IMAX SETTING ANGLE (DEG.)	SECTION TORSION CONSTANT (Cm.) ⁴	SECTION TWIST STIFFNESS (Cm.) ⁶
		L (Cm.)	H (Cm.)		L (Cm.)	H (Cm.)		IMIN (Cm.) ⁴	IMAX (Cm.) ⁴			
5	22.900	2.3326	-0.0007	57.994	2.3404	0.0401	0.5918	0.00160	0.9214	58.000	0.00632	1.31619
6	22.150	2.3355	0.0017	56.717	2.3419	0.0394	0.7361	0.00194	0.9693	56.681	0.00770	1.37726

SECTION NO. 5 COORDINATES		SECTION NO. 6 COORDINATES		SECTION NO. 7 COORDINATES		SECTION NO. 8 COORDINATES						
L	HP	L	HP	L	HP	L	HP					
7	21.400	2.3384	0.0092	55.198	2.3433	0.0439	0.7804	0.00235	1.0173	55.142	0.00928	1.43791
8	20.650	2.3413	0.0204	53.464	2.3448	0.0520	0.8248	0.00283	1.0652	53.399	0.01105	1.49429

SECTION NO. 9 COORDINATES		SECTION NO. 10 COORDINATES		SECTION NO. 11 COORDINATES		SECTION NO. 12 COORDINATES						
L	HP	L	HP	L	HP	L	HP					
9	19.900	2.3440	0.0330	51.670	2.3463	0.0615	0.8688	0.00339	1.1130	51.611	0.01303	1.55794
10	19.150	2.3464	0.0484	49.760	2.3476	0.0737	0.9138	0.00406	1.1613	49.711	0.01528	1.61819
11	18.400	2.3486	0.0673	47.671	2.3488	0.0893	0.9587	0.00486	1.2096	47.641	0.01777	1.67866
12	17.650	2.3509	0.0902	45.385	2.3503	0.1090	1.0043	0.00587	1.2589	45.387	0.02055	1.73826

SECTION NO. 13 COORDINATES		SECTION NO. 14 COORDINATES		SECTION NO. 15 COORDINATES		SECTION NO. 16 COORDINATES						
L	HP	L	HP	L	HP	L	HP					
13	16.900	2.3531	0.1181	43.100	2.3531	0.1371	1.0500	0.00687	1.3181	43.051	0.02342	1.80821
14	16.150	2.3553	0.1371	40.820	2.3553	0.1561	1.0900	0.00776	1.3771	40.772	0.02431	1.86726
15	15.400	2.3575	0.1561	38.540	2.3575	0.1751	1.1300	0.00865	1.4361	38.473	0.02520	1.92631
16	14.650	2.3597	0.1751	36.260	2.3597	0.1941	1.1700	0.00954	1.4951	36.224	0.02609	1.98536

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AXIAL LOCATION OF STACKING LINE IN COMPRESSOR = 2.950 Cm.

NUMBER OF BLADES = 44.0

** BLADE SECTION PROPERTIES OF ROTOR NO. 1

BLADE SECTION NO.	STACKING POINT COORDINATES		SECTION SETTING (DEG.)	BLADE SECTION C.G. COORDINATES		SECTION AREA (Cm.) ²	MOMENTS OF INERTIA THROUGH C.G.		IMAX SETTING ANGLE (DEG.)	SECTION TORSION CONSTANT (Cm.) ⁴	SECTION TWIST STIFFNESS (Cm.) ⁶
	L	HS		L	H		IMIN	IMAX			
9	19.900	2.3440	51.670	2.3463	0.0615	0.8688	0.00339	1.1130	51.611	0.01303	1.55794
10	19.150	2.3464	49.760	2.3476	0.0737	0.9138	0.00406	1.1613	49.711	0.01528	1.61819
11	18.400	2.3486	47.671	2.3488	0.0893	0.9587	0.00486	1.2096	47.641	0.01777	1.67866
12	17.650	2.3509	45.385	2.3503	0.1090	1.0043	0.00587	1.2589	45.387	0.02055	1.73826

SECTION NO. 9 COORDINATES		SECTION NO. 10 COORDINATES		SECTION NO. 11 COORDINATES		SECTION NO. 12 COORDINATES						
L	HP	L	HP	L	HP	L	HP					
9	19.900	2.3440	0.0330	51.670	2.3463	0.0615	0.8688	0.00339	1.1130	51.611	0.01303	1.55794
10	19.150	2.3464	0.0484	49.760	2.3476	0.0737	0.9138	0.00406	1.1613	49.711	0.01528	1.61819
11	18.400	2.3486	0.0673	47.671	2.3488	0.0893	0.9587	0.00486	1.2096	47.641	0.01777	1.67866
12	17.650	2.3509	0.0902	45.385	2.3503	0.1090	1.0043	0.00587	1.2589	45.387	0.02055	1.73826

BLADE SECTION NO.	RAD. LOC. (Cm.)	STAKING POINT COORDINATES		SECTION SETTING ANGLE (DEG.)	BLADE SECTION C.G. COORDINATES		SECTION AREA (Cm.) ²	MOMENTS OF INERTIA THROUGH C.G.		IMAX (Cm.) ⁴	IMIN (Cm.) ⁴	SECTION TORSION CONSTANT (Cm.) ⁴	SECTION TWIST (Cm.) ²	SECTION STIFFNESS (Cm.) ²
		L (Cm.)	H (Cm.)		L (Cm.)	H (Cm.)		IMAX (Cm.) ⁴	IMIN (Cm.) ⁴					
1.8000	-0.0503	0.1927	0.2141	1.8000	-0.0422	0.2141	1.8000	-0.0301	0.2396	1.8000	0.0134	0.2697		
2.0000	-0.0525	0.1874	0.2195	2.0000	-0.0441	0.2195	2.0000	-0.0315	0.2462	2.0000	0.0142	0.2776		
2.2000	-0.0539	0.1897	0.2226	2.2000	-0.0453	0.2226	2.2000	-0.0326	0.2497	2.2000	-0.0145	0.2822		
2.4000	-0.0549	0.1901	0.2229	2.4000	-0.0462	0.2229	2.4000	-0.0330	0.2506	2.4000	0.0149	0.2831		
2.6000	-0.0547	0.1980	0.2208	2.6000	-0.0461	0.2208	2.6000	-0.0330	0.2482	2.6000	-0.0150	0.2909		
2.8000	-0.0531	0.1925	0.2166	2.8000	-0.0447	0.2166	2.8000	-0.0328	0.2428	2.8000	-0.0148	0.2751		
3.0000	-0.0496	0.1883	0.2087	3.0000	-0.0442	0.2087	3.0000	-0.0316	0.2348	3.0000	-0.0145	0.2658		
3.2000	-0.0496	0.1786	0.1991	3.2000	-0.0417	0.1991	3.2000	-0.0302	0.2236	3.2000	-0.0139	0.2531		
3.4000	-0.0459	0.1679	0.1868	3.4000	-0.0387	0.1868	3.4000	-0.0281	0.2094	3.4000	-0.0131	0.2369		
3.6000	-0.0410	0.1551	0.1720	3.6000	-0.0350	0.1720	3.6000	-0.0254	0.1923	3.6000	-0.0119	0.2170		
3.8000	-0.0357	0.1400	0.1546	3.8000	-0.0303	0.1546	3.8000	-0.0221	0.1722	3.8000	-0.0104	0.1936		
4.0000	-0.0291	0.1229	0.1347	4.0000	-0.0248	0.1347	4.0000	-0.0181	0.1491	4.0000	-0.0086	0.1665		
4.2000	-0.0215	0.1036	0.1124	4.2000	-0.0183	0.1124	4.2000	-0.0134	0.1229	4.2000	-0.0064	0.1514		
4.4000	-0.0128	0.0823	0.0875	4.4000	-0.0109	0.0875	4.4000	-0.0080	0.0937	4.4000	-0.0038	0.1014		
4.6000	-0.0029	0.0589	0.0602	4.6000	-0.0025	0.0602	4.6000	-0.0018	0.0615	4.6000	-0.0008	0.0631		
4.6565	0.0000	0.0520	0.0522	4.6529	0.0000	0.0522	4.6529	0.0000	0.0525	4.6497	0.0000	0.0530		
4.6583	0.0002	0.0517	0.0518	4.6577	0.0003	0.0518	4.6565	0.0004	0.0519	4.6546	0.0005	0.0520		
4.6810	0.0260	0.0260	0.0260	4.6800	0.0260	0.0260	4.6782	0.0261	0.0261	4.6755	0.0263	0.0263		

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NUMBER OF BLADES = 44.0 AXIAL LOCATION OF STACKING LINE IN COMPRESSOR = 2.059 Cm

BLADE SECTION NO.	RAD. LOC. (Cm.)	STAKING POINT COORDINATES		SECTION SETTING ANGLE (DEG.)	BLADE SECTION C.G. COORDINATES		SECTION AREA (Cm.) ²	MOMENTS OF INERTIA THROUGH C.G.		IMAX (Cm.) ⁴	IMIN (Cm.) ⁴	SECTION TORSION CONSTANT (Cm.) ⁴	SECTION TWIST (Cm.) ²	SECTION STIFFNESS (Cm.) ²
		L (Cm.)	H (Cm.)		L (Cm.)	H (Cm.)		IMAX (Cm.) ⁴	IMIN (Cm.) ⁴					
1.8000	-0.0503	0.1927	0.2141	1.8000	-0.0422	0.2141	1.8000	-0.0301	0.2396	1.8000	0.0134	0.2697		
2.0000	-0.0525	0.1874	0.2195	2.0000	-0.0441	0.2195	2.0000	-0.0315	0.2462	2.0000	0.0142	0.2776		
2.2000	-0.0539	0.1897	0.2226	2.2000	-0.0453	0.2226	2.2000	-0.0326	0.2497	2.2000	-0.0145	0.2822		
2.4000	-0.0549	0.1901	0.2229	2.4000	-0.0462	0.2229	2.4000	-0.0330	0.2506	2.4000	0.0149	0.2831		
2.6000	-0.0547	0.1980	0.2208	2.6000	-0.0461	0.2208	2.6000	-0.0330	0.2482	2.6000	-0.0150	0.2909		
2.8000	-0.0531	0.1925	0.2166	2.8000	-0.0447	0.2166	2.8000	-0.0328	0.2428	2.8000	-0.0148	0.2751		
3.0000	-0.0496	0.1883	0.2087	3.0000	-0.0442	0.2087	3.0000	-0.0316	0.2348	3.0000	-0.0145	0.2658		
3.2000	-0.0496	0.1786	0.1991	3.2000	-0.0417	0.1991	3.2000	-0.0302	0.2236	3.2000	-0.0139	0.2531		
3.4000	-0.0459	0.1679	0.1868	3.4000	-0.0387	0.1868	3.4000	-0.0281	0.2094	3.4000	-0.0131	0.2369		
3.6000	-0.0410	0.1551	0.1720	3.6000	-0.0350	0.1720	3.6000	-0.0254	0.1923	3.6000	-0.0119	0.2170		
3.8000	-0.0357	0.1400	0.1546	3.8000	-0.0303	0.1546	3.8000	-0.0221	0.1722	3.8000	-0.0104	0.1936		
4.0000	-0.0291	0.1229	0.1347	4.0000	-0.0248	0.1347	4.0000	-0.0181	0.1491	4.0000	-0.0086	0.1665		
4.2000	-0.0215	0.1036	0.1124	4.2000	-0.0183	0.1124	4.2000	-0.0134	0.1229	4.2000	-0.0064	0.1514		
4.4000	-0.0128	0.0823	0.0875	4.4000	-0.0109	0.0875	4.4000	-0.0080	0.0937	4.4000	-0.0038	0.1014		
4.6000	-0.0029	0.0589	0.0602	4.6000	-0.0025	0.0602	4.6000	-0.0018	0.0615	4.6000	-0.0008	0.0631		
4.6565	0.0000	0.0520	0.0522	4.6529	0.0000	0.0522	4.6529	0.0000	0.0525	4.6497	0.0000	0.0530		
4.6583	0.0002	0.0517	0.0518	4.6577	0.0003	0.0518	4.6565	0.0004	0.0519	4.6546	0.0005	0.0520		
4.6810	0.0260	0.0260	0.0260	4.6800	0.0260	0.0260	4.6782	0.0261	0.0261	4.6755	0.0263	0.0263		

PAGE NO. 22

FRACT. OF SURF.	SECTION 4 FOR XCUT OF 23.6500 Cm.	SECTION 5 FOR XCUT OF 22.9000 Cm.	SECTION 6 FOR XCUT OF 22.1500 Cm.
	SUCTION SURFACE	SUCTION SURFACE	SUCTION SURFACE
	Z (Cm.)	Z (Cm.)	Z (Cm.)
0.38	-0.3430	-0.4155	-0.2141
0.44	-0.2210	-0.1659	-0.0924
0.50	-0.0980	0.0349	0.0346
0.56	0.0258	0.3338	0.1600
0.62	0.1502	0.5830	0.2835
0.68	0.2748	0.8320	0.4052
0.74	0.4006	1.0803	0.5079
0.80	0.5315	1.3256	0.6079
0.86	0.6680	1.5675	0.7040
0.91	0.7859	1.7663	0.7978
0.95	0.8831	1.9234	0.8742
0.98	0.9576	2.0400	0.9397
1.00	1.0081	2.1172	1.0077
			1.1531
			1.1551
			1.1308
			2.0384
			1.9879
			2.0394
			2.0535
			1.1099
			2.0535
			1.9778
			1.8638
			1.7106
			1.5175
			1.2834
			1.0469
			0.7563
			0.4507
			0.1673
			0.0282
			0.0109
			-0.1093
			-0.2449
			-0.3788
			-0.4038
			-0.4038
			-0.4846
			-0.2379
			-0.2377
			-0.5999
			-0.2432
			-0.6011
			0.2418
			0.3065
			0.4853
			0.7295
			0.9739
			1.2178
			1.4610
			1.7046
			1.9496
			2.1945
			2.4255
			1.1531
			1.1551
			1.1308
			2.0384
			1.9879
			2.0394
			2.0535
			1.1099
			2.0535
			1.9778
			1.8638
			1.7106
			1.5175
			1.2834
			1.0469
			0.7563
			0.4507
			0.1673
			0.0282
			0.0109
			-0.1093
			-0.2449
			-0.3788
			-0.4038
			-0.4038
			-0.4846
			-0.2379
			-0.2377
			-0.5999
			-0.2432
			-0.6011
			0.2418
			0.3065
			0.4853
			0.7295
			0.9739
			1.2178
			1.4610
			1.7046
			1.9496
			2.1945
			2.4255
			1.1531
			1.1551
			1.1308
			2.0384
			1.9879
			2.0394
			2.0535
			1.1099
			2.0535
			1.9778
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			1.7106
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			1.2834
			1.0469
			0.7563
			0.4507
			0.1673
			0.0282
			0.0109
			-0.1093
			-0.2449
			-0.3788
			-0.4038
			-0.4038
			-0.4846
			-0.2379
			-0.2377
			-0.5999
			-0.2432
			-0.6011
			0.2418
			0.3065
			0.4853
			0.7295
			0.9739
			1.2178
			1.4610
			1.7046
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			2.1945
			2.4255
			1.1531
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			2.0394
			2.0535
			1.1099
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			1.2834
			1.0469
			0.7563
			0.4507
			0.1673
			0.0282
			0.0109
			-0.1093
			-0.2449
			-0.3788
			-0.4038
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			-0.4846
			-0.2379
			-0.2377
			-0.5999
			-0.2432
			-0.6011
			0.2418
			0.3065
			0.4853
			0.7295
			0.9739
			1.2178
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			2.1945
			2.4255
			1.1531
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			1.1308
			2.0384
			1.9879
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			2.0535
			1.1099
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			1.9778
			1.8638
			1.7106
			1.5175
			1.2834
			1.0469
			0.7563
			0.4507
			0.1673
			0.0282
			0.0109
			-0.1093
			-0.2449
			-0.3788
			-0.4038
			-0.4038
			-0.4846
			-0.2379
			-0.2377
			-0.5999
			-0.2432
			-0.6011
			0.2418
			0.3065
			0.4853
			0.7295
			0.9739
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			1.1531
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			1.1308
			2.0384
			1.9879
			2.0394
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			1.1099
			2.0535
			1.9778
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			1.5175
			1.2834
			1.0469
			0.7563
			0.4507
			0.1673
			0.0282
			0.0109
			-0.1093
			-0.2449
			-0.3788
			-0.4038
			-0.4038
			-0.4846
			-0.2379
			-0.2377
			-0.5999
			-0.2432
			-0.6011
			0.2418
			0.3065
			0.4853
			0.7295
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			1.1531
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			1.1308
			2.0384
			1.9879
			2.0394
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			1.1099
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			1.8638
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			1.5175
			1.2834
			1.0469
			0.7563
			0.4507
			0.1673
			0.0282
			0.0109
			-0.1093
			-0.2449
			-0.3788
			-0.4038
			-0.4038
			-0.4846
			-0.2379
			-0.2377
			-0.5999
			-0.2432
			-0.6011
			0.2418
			0.3065
			0.4853
			0.7295
			0.9739
			1.2178
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			1.1531
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			1.1308
			2.0384
			1.9879
			2.0394
			2.0535
			1.1099
			2.0535
			1.9778
			1.8638
			1.7106
			1.5175
			1.2834
			1.0469
			0.7563
			0.4507
			0.1673
			0.0282
			0.0109
			-0.1093
			-0.2449
			-0.3788
			-0.4038
			-0.4038
			-0.4846
			-0.2379
			-0.2377
			-0.5999
			-0.2432
			-0.6011
			0.2418
			0.3065
			0.4853
			0.7295
			0.9739
			1.2178
			1.4610
			1.7046
			1.9496
			2.1945
			2.4255

FRACT. OF SURF.	SECTION 10 FOR XCUT OF 19.1500 Cm.			SECTION 11 FOR XCUT OF 18.4000 Cm.			SECTION 12 FOR XCUT OF 17.6500 Cm.					
	SUCTION SURFACE Z (Cm.)	Y (Cm.)	PRESSURE SURFACE Z (Cm.)	SUCTION SURFACE Z (Cm.)	Y (Cm.)	PRESSURE SURFACE Z (Cm.)	SUCTION SURFACE Z (Cm.)	Y (Cm.)	PRESSURE SURFACE Z (Cm.)			
0.14	-1.0321	-1.3148	-0.9205	-1.3907	-1.0717	-1.2879	-0.9568	-1.3795	1.1111	1.2592	-0.9932	1.3437
0.20	-0.8982	-1.0767	-0.7540	-1.1585	-0.9230	-1.0527	-0.7843	-1.1532	0.9577	1.9269	-0.8149	1.1366
0.26	-0.7414	-0.8401	-0.5887	-0.9451	-0.7711	-0.8194	-0.6128	-0.9348	-0.8005	0.7970	-0.6372	0.9234
0.32	-0.5916	-0.6053	-0.4246	-0.7207	-0.6157	-0.5881	-0.4423	-0.7154	-0.6396	-0.5694	-0.4605	0.7092
0.38	-0.4390	-0.3722	-0.2617	-0.4953	-0.4572	-0.3589	-0.2730	-0.4949	-0.4751	-0.3443	-0.2848	0.4941
0.44	-0.2835	-0.1409	-0.1002	-0.2687	-0.1318	-0.1048	-0.0234	-0.2734	-0.3070	-0.1217	-0.1190	0.2779
0.50	-0.1254	0.0887	0.0599	-0.0411	-0.1305	0.0931	-0.0622	-0.0598	-0.1354	0.0983	0.0637	0.0606
0.56	0.0354	0.3164	0.2186	0.1877	0.0375	0.3158	0.2278	0.1729	0.0397	0.3157	0.2363	0.1577
0.62	0.1988	0.5423	0.3757	0.4176	0.2084	0.5363	0.3921	0.3977	0.2181	0.5305	0.4077	0.3771
0.68	0.3647	0.7664	0.5312	0.6486	0.3822	0.7546	0.5550	0.6236	0.3998	0.7426	0.5779	0.5976
0.74	0.5331	0.9885	0.6851	0.8807	0.5588	0.9706	0.7163	0.8597	0.5847	0.9519	0.7463	0.8192
0.80	0.7038	1.2088	0.8373	1.1139	0.7381	1.1843	0.8759	1.0790	0.7727	1.1585	0.9146	1.0420
0.86	0.8769	1.4272	0.9876	1.3482	0.9201	1.3958	1.0338	1.3985	0.9637	1.3623	1.0799	1.2661
0.91	1.0229	1.6077	1.1115	1.5442	1.0736	1.5702	1.1640	1.5056	1.1251	1.5301	1.2167	1.4537
0.95	1.1407	1.7512	1.2097	1.7017	1.1977	1.7087	1.2673	1.6549	1.2557	1.6628	1.3253	1.6044
0.98	1.2297	1.8582	1.2827	1.8201	1.2915	1.8119	1.3441	1.7710	1.3544	1.7616	1.4063	1.7178
1.00	1.2893	1.9294	1.3311	1.8991	1.3543	1.8804	1.3950	1.8486	1.4206	1.9271	1.4606	1.7936

L.E. CIRCLE CENTER (Cm.) -1.3336 -1.8894
T.E. CIRCLE CENTER (Cm.) 1.3091 1.9127

** BLADE SECTION COORDINATES OF ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

FRACT. OF SURF.	SECTION 10 FOR XCUT OF 19.1500 Cm.			SECTION 11 FOR XCUT OF 18.4000 Cm.			SECTION 12 FOR XCUT OF 17.6500 Cm.					
	SUCTION SURFACE Z (Cm.)	Y (Cm.)	PRESSURE SURFACE Z (Cm.)	SUCTION SURFACE Z (Cm.)	Y (Cm.)	PRESSURE SURFACE Z (Cm.)	SUCTION SURFACE Z (Cm.)	Y (Cm.)	PRESSURE SURFACE Z (Cm.)			
0.00	-1.5036	-1.7722	-1.4630	-1.8036	-1.5550	-1.7310	-1.5152	-1.7633	-1.6093	-1.6858	-1.5694	-1.7191
0.02	-1.4547	-1.6936	-1.4010	-1.7355	-1.5049	-1.6531	-1.4516	-1.6970	-1.5570	-1.6086	-1.5042	-1.6545
0.05	-1.3804	-1.5762	-1.3081	-1.6331	-1.4287	-1.5368	-1.3563	-1.5972	-1.4789	-1.4934	-1.4064	-1.5575
0.09	-1.2797	-1.4205	-1.1848	-1.4962	-1.3253	-1.3829	-1.2293	-1.4640	-1.3727	-1.3412	-1.2760	-1.4280
0.14	-1.1511	-1.2277	-1.0309	-1.3246	-1.1930	-1.1923	-1.0708	-1.2970	-1.2367	-1.1531	-1.1131	-1.2659
0.20	-0.9929	-0.9985	-0.8467	-1.1178	-1.0299	-0.9665	-0.8809	-1.0959	-1.0685	-0.9307	-0.9176	-1.0709
0.26	-0.8306	-0.7721	-0.6631	-0.9101	-0.8621	-0.7438	-0.6914	-0.8941	-0.8952	-0.7120	-0.7222	-0.9754
0.32	-0.6640	-0.5485	-0.4802	-0.7016	-0.6897	-0.5244	-0.5023	-0.4885	-0.7166	-0.4972	-0.5268	-0.6795
0.38	-0.4934	-0.3278	-0.2980	-0.4921	-0.3127	-0.0961	-0.1252	-0.2846	-0.5330	-0.2865	-0.3314	-0.4832
0.44	-0.3188	-0.1100	-0.1166	-0.2817	-0.3312	-0.0961	-0.0626	-0.0799	-0.3443	-0.0800	-0.1360	-0.2865
0.50	-0.1402	0.1047	0.0640	-0.0704	-0.1453	0.1127	0.0526	0.0799	-0.1506	0.1221	0.0593	-0.0894
0.56	0.0422	0.3163	0.2438	0.1419	0.0449	0.3176	0.2500	0.1255	0.0479	0.3196	0.2545	0.1082
0.62	0.2284	0.5247	0.4227	0.3552	0.2395	0.5187	0.4368	0.3317	0.2512	0.5124	0.4496	0.3062
0.68	0.4183	0.7298	0.6005	0.5695	0.4383	0.7158	0.6229	0.5387	0.4593	0.7003	0.6445	0.5047
0.74	0.6119	0.9316	0.7773	0.7848	0.6411	0.9088	0.8082	0.7466	0.6721	0.8831	0.8392	0.7038
0.80	0.8090	1.1300	0.9528	1.0013	0.8480	1.0977	0.9928	0.9553	0.8894	1.0607	1.0336	0.9034
0.86	1.0096	1.3250	1.2171	1.2188	1.0589	1.2822	1.1766	1.1650	1.1111	1.2330	1.2276	1.1035
0.91	1.1793	1.4849	1.2713	1.4010	1.2375	1.4327	1.3290	1.3405	1.1811	1.3723	1.3891	1.2705
0.95	1.3167	1.6110	1.3860	1.5474	1.3822	1.5509	1.4504	1.4815	1.4518	1.4809	1.5180	1.4049
0.98	1.4207	1.7046	1.4715	1.6575	1.4919	1.6382	1.5411	1.5875	1.5675	1.5606	1.6145	1.5057
1.00	1.4905	1.7665	1.5284	1.7311	1.5655	1.6958	1.6014	1.6593	1.6452	1.6130	1.6789	1.5771

L.E. CIRCLE CENTER (Cm.) -1.4818 -1.7861
T.E. CIRCLE CENTER (Cm.) 1.5077 1.7470

** BLADE SECTION COORDINATES OF ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

FRACT. OF SURF.	SECTION 13 FOR XCUT OF 16.9000 Cm.			SECTION 14 FOR XCUT OF 16.1500 Cm.			SECTION 15 FOR XCUT OF 15.4500 Cm.					
	SUCTION SURFACE Z (Cm.)	Y (Cm.)	PRESSURE SURFACE Z (Cm.)	SUCTION SURFACE Z (Cm.)	Y (Cm.)	PRESSURE SURFACE Z (Cm.)	SUCTION SURFACE Z (Cm.)	Y (Cm.)	PRESSURE SURFACE Z (Cm.)			
0.00	-1.5036	-1.7722	-1.4630	-1.8036	-1.5550	-1.7310	-1.5152	-1.7633	-1.6093	-1.6858	-1.5694	-1.7191
0.02	-1.4547	-1.6936	-1.4010	-1.7355	-1.5049	-1.6531	-1.4516	-1.6970	-1.5570	-1.6086	-1.5042	-1.6545
0.05	-1.3804	-1.5762	-1.3081	-1.6331	-1.4287	-1.5368	-1.3563	-1.5972	-1.4789	-1.4934	-1.4064	-1.5575
0.09	-1.2797	-1.4205	-1.1848	-1.4962	-1.3253	-1.3829	-1.2293	-1.4640	-1.3727	-1.3412	-1.2760	-1.4280
0.14	-1.1511	-1.2277	-1.0309	-1.3246	-1.1930	-1.1923	-1.0708	-1.2970	-1.2367	-1.1531	-1.1131	-1.2659
0.20	-0.9929	-0.9985	-0.8467	-1.1178	-1.0299	-0.9665	-0.8809	-1.0959	-1.0685	-0.9307	-0.9176	-1.0709
0.26	-0.8306	-0.7721	-0.6631	-0.9101	-0.8621	-0.7438	-0.6914	-0.8941	-0.8952	-0.7120	-0.7222	-0.9754
0.32	-0.6640	-0.5485	-0.4802	-0.7016	-0.6897	-0.5244	-0.5023	-0.4885	-0.7166	-0.4972	-0.5268	-0.6795
0.38	-0.4934	-0.3278	-0.2980	-0.4921	-0.3127	-0.0961	-0.1252	-0.2846	-0.5330	-0.2865	-0.3314	-0.4832
0.44	-0.3188	-0.1100	-0.1166	-0.2817	-0.3312	-0.0961	-0.0626	-0.0799	-0.3443	-0.0800	-0.1360	-0.2865
0.50	-0.1402	0.1047	0.0640	-0.0704	-0.1453	0.1127	0.0526	0.0799	-0.1506	0.1221	0.0593	-0.0894
0.56	0.0422	0.3163	0.2438	0.1419	0.0449	0.3176	0.2500	0.1255	0.0479	0.3196	0.2545	0.1082
0.62	0.2284	0.5247	0.4227	0.3552	0.2395	0.5187	0.4368	0.3317	0.2512	0.5124	0.4496	0.3062
0.68	0.4183	0.7298	0.6005	0.5695	0.4383	0.7158	0.6229	0.5387	0.4593	0.7003	0.6445	0.5047
0.74	0.6119	0.9316	0.7773	0.7848	0.6411	0.9088	0.8082	0.7466	0.6721	0.8831	0.8392	0.7038
0.80	0.8090	1.1300	0.9528	1.0013	0.8480	1.0977	0.9928	0.9553	0.8894	1.0607	1.0336	0.9034
0.86	1.0096	1.3250	1.2171	1.2188	1.0589	1.2822	1.1766	1.1650	1.1111	1.2330	1.2276	1.1035
0.91	1.1793	1.4849	1.2713	1.4010	1.2375	1.4327	1.3290	1.3405	1.1811	1.3723	1.3891	1.2705
0.95	1.3167	1.6110	1.3860	1.5474	1.3822	1.5509	1.4504	1.4815	1.4518	1.4809	1.5180	1.4049
0.98	1.4207	1.7046	1.4715	1.6575	1.4919	1.6382	1.5411	1.5875	1.5675	1.5606	1.6145	1.5057
1.00	1.4905	1.7665	1.5284	1.7311	1.5655	1.6958	1.6014	1.6593	1.6452	1.6130	1.6789	1.5771

L.E. CIRCLE CENTER (Cm.) -1.5871 -1.7004
T.E. CIRCLE CENTER (Cm.) 1.6598 1.5912

L. E. CIRCLE CENTER (Cm.)		-1.6436 -1.6507		-1.7050 -1.5945		-1.6885 1.6142		-1.5929 1.5122		-1.5517 1.5542	
T. E. CIRCLE CENTER (Cm.)		1.7449 1.4871		1.8398 1.3495		-1.5220 -1.5030		-1.7333 1.4135		-1.6922 1.4944	
0.00	-1.6645	-1.6356	-1.6264	-1.6639	-1.7256	-1.5790	-1.6885	1.6142	-1.5929	1.5122	-1.5517
0.02	-1.5120	-1.5591	-1.5598	-1.6071	-1.6720	-1.5902	-1.6206	1.5522	-1.7333	1.4135	-1.6922
0.05	-1.4231	-1.4450	-1.4597	-1.5129	-1.5902	-1.5899	-1.5185	-1.4616	-1.6409	-1.3509	-1.4053
0.09	-1.2832	-1.2944	-1.3262	-1.3872	-1.4785	-1.2408	-1.3821	-1.3397	-1.5357	-1.1816	-1.4404
0.14	-1.1099	-1.1087	-1.1591	-1.2300	-1.3348	-1.0574	-1.2111	-1.1875	-1.3882	-1.0001	-1.2662
0.20	-0.9308	-0.8898	-0.9583	-1.0413	-1.1561	-0.8419	-1.0051	-0.9238	-1.2043	-0.7876	-1.0557
0.26	-0.7459	-0.6752	-0.7551	-0.8525	-0.9791	-0.6317	-0.7992	-0.8238	-1.0129	-0.5914	-0.8435
0.32	-0.5553	-0.4653	-0.5534	-0.6752	-0.7791	-0.4271	-0.5902	-0.6429	-0.8140	-0.3821	-0.6295
0.38	-0.3590	-0.2603	-0.3534	-0.4752	-0.5808	-0.2284	-0.3811	-0.4629	-0.6078	-0.1820	-0.4135
0.44	-0.1571	-0.0604	-0.1508	-0.2866	-0.3761	-0.0360	-0.1708	-0.2839	-0.3942	-0.0568	-0.1948
0.50	0.0504	0.1320	0.0524	0.0901	-0.1651	0.1497	0.0407	0.1056	-0.1733	0.1699	-0.0246
0.56	0.2633	0.5060	0.2559	0.2784	0.0522	0.3283	0.2533	0.3163	0.0545	0.2466	0.3340
0.62	0.4815	0.6828	0.4665	0.4665	0.2758	0.4994	0.4673	0.4929	0.2900	0.4711	0.2151
0.68	0.7050	0.8532	0.6695	0.6544	0.5055	0.6625	0.6825	0.4224	0.5321	0.6390	0.3132
0.74	0.9337	1.0169	0.8243	0.8423	0.7411	0.8172	0.8991	0.5960	0.7810	0.7727	0.9271
0.80	1.1675	1.1737	1.2808	1.3000	0.9827	0.9629	1.1172	0.7681	1.0364	0.8962	1.1581
0.86	1.3661	1.2987	1.4527	1.4863	1.4406	1.2044	1.5211	0.9383	1.2982	1.0555	1.3938
0.91	1.5275	1.3950	1.6119	1.5113	1.6119	1.2832	1.6695	1.0787	1.5211	1.0457	1.5916
0.95	1.6499	1.4649	1.6938	1.4051	1.7420	1.4839	1.7812	1.2730	1.7023	1.1421	1.7514
0.98	1.7322	1.5104	1.7627	1.4676	1.8296	1.3743	1.8560	1.3280	1.8399	1.1799	1.8722
1.00					1.8296	1.3743	1.8560	1.3280	1.9324	1.2505	1.9532

L. E. CIRCLE CENTER (Cm.) -1.6436 -1.6507 -1.7050 -1.5945
 T. E. CIRCLE CENTER (Cm.) 1.7449 1.4871 1.8398 1.3495

** BLADE SECTION COORDINATES OF ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

FRACT. OF SURF.	SECTION 16 FOR XCUT OF 14.7500 Cm.		SECTION 17 FOR XCUT OF 14.0500 Cm.		SECTION 18 FOR XCUT OF 12.9500 Cm.	
	SUCTION SURFACE	PRESSURE SURFACE	SUCTION SURFACE	PRESSURE SURFACE	SUCTION SURFACE	PRESSURE SURFACE
	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)
0.00	-1.8574	-1.4462	-1.8221	-1.4830	-1.9262	-1.3694
0.02	-1.8016	-1.3706	-1.7522	-1.4247	-1.8690	-1.2941
0.05	-1.7162	-1.2585	-1.6468	-1.3376	-1.7812	-1.1825
0.09	-1.5989	-1.1114	-1.5055	-1.2223	-1.6603	-1.0365
0.14	-1.4469	-0.9318	-1.3276	-1.0795	-1.5032	-0.8590
0.20	-1.2566	-0.7227	-1.1119	-0.9104	-1.3058	-0.6536
0.26	-1.0579	-0.5213	-0.8937	-0.7440	-1.0991	-0.4572
0.32	-0.8507	-0.3282	-0.6729	-0.5807	-0.8833	-0.2705
0.38	-0.6353	-0.1439	-0.4492	-0.4209	-0.6583	-0.0945
0.44	-0.4117	0.0305	-0.2228	-0.2646	-0.4243	0.0696
0.50	-0.1799	0.1943	0.0064	-0.1121	-0.1816	0.2209
0.56	0.0599	0.3466	0.2387	0.0364	0.0695	0.3583
0.62	0.3073	0.4865	0.4739	0.1804	0.3285	0.4807
0.68	0.5622	0.6130	0.7124	0.3196	0.5950	0.5867
0.74	0.8241	0.7250	0.9543	0.4534	0.8681	0.6750
0.80	1.0927	0.8213	1.1996	0.5813	1.1473	0.7440
0.86	1.3676	0.9004	1.4484	0.7028	1.4315	0.7921
0.91	1.6009	0.9522	1.6587	0.7987	1.6713	0.8148
0.95	1.7901	0.9837	1.8287	0.8715	1.8645	0.8208
0.98	1.9334	1.0011	1.9574	0.9238	2.0099	0.8179
1.00	2.0294	1.0096	2.0437	0.9574	2.1069	0.8122

L. E. CIRCLE CENTER (Cm.) -1.8375 -1.4624 -1.9066 1.3861
 T. E. CIRCLE CENTER (Cm.) 2.0328 0.9825 2.1066 0.7948

** BLADE SECTION COORDINATES OF ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

FRACT. OF SURF.	SECTION 19 FOR XCUT OF 12.6000 Cm.		SECTION 20 FOR XCUT OF 13.3100 Cm.	
	SUCTION SURFACE	PRESSURE SURFACE	SUCTION SURFACE	PRESSURE SURFACE
	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)
0.00	-1.9887	-1.2242	-1.9887	-1.2242
0.02	-1.9298	-1.2172	-1.9298	-1.2172
0.05	-1.8392	-1.1963	-1.8392	-1.1963
0.09	-1.7142	-0.9615	-1.7142	-0.9615
0.14	-1.5514	-0.7982	-1.5514	-0.7982
0.20	-1.3465	-0.5945	-1.3465	-0.5945
0.26	-1.1315	-0.3931	-1.1315	-0.3931
0.32	-0.9069	-0.2177	-0.9069	-0.2177
0.38	-0.6794	-0.0447	-0.6794	-0.0447
0.44	-0.4494	0.1244	-0.4494	0.1244
0.50	-0.2195	0.2941	-0.2195	0.2941
0.56	0.0144	0.4638	0.0144	0.4638
0.62	0.2444	0.6335	0.2444	0.6335
0.68	0.4743	0.8032	0.4743	0.8032
0.74	0.7042	0.9729	0.7042	0.9729
0.80	0.9341	1.1426	0.9341	1.1426
0.86	1.1640	1.3123	1.1640	1.3123
0.91	1.3939	1.4820	1.3939	1.4820
0.95	1.6238	1.6517	1.6238	1.6517
0.98	1.8537	1.8214	1.8537	1.8214
1.00	2.0836	1.9911	2.0836	1.9911

L. E. CIRCLE CENTER (Cm.) -1.9929 -1.3396 -1.9929 -1.3396
 T. E. CIRCLE CENTER (Cm.) 2.1477 0.5937 2.1477 0.5937

OF SURF.	SUCTION SURFACE		PRESSURE SURFACE		SUCTION SURFACE		PRESSURE SURFACE	
	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)
0.00	-2.0423	-1.2142	-2.0094	-1.2543	-1.9920	-1.2880	-1.9584	-1.3269
0.02	-1.9811	-1.1395	-1.9354	-1.2002	-1.9329	-1.2129	-1.8859	-1.2714
0.05	-1.8870	-1.0294	-1.8234	-1.1202	-1.8421	-1.1020	-1.7764	-1.1890
0.09	-1.7571	-0.8861	-1.6724	-1.0157	-1.7169	-0.9573	-1.6290	-1.0810
0.14	-1.5876	-0.7132	-1.4809	-0.8888	-1.5537	-0.7821	-1.4424	-0.9488
0.20	-1.3742	-0.5154	-1.2470	-0.7423	-1.3484	-0.5806	-1.2149	-0.7948
0.26	-1.1504	-0.3289	-1.0085	-0.6028	-1.1330	-0.3895	-0.9833	-0.6465
0.32	-0.9167	-0.1547	-0.7656	-0.4708	-0.9078	-0.2095	-0.7476	-0.5043
0.38	-0.6726	0.0049	-0.5191	-0.3454	-0.6728	-0.0421	-0.5081	-0.3661
0.44	-0.4192	0.1489	-0.2692	-0.2272	-0.4283	0.1113	-0.2650	-0.2380
0.50	-0.1572	0.2758	-0.0160	-0.1167	-0.1749	0.2496	-0.0182	-0.1146
0.56	0.1124	0.3843	0.2401	-0.0144	0.0868	0.3716	0.2321	0.0016
0.62	0.3882	0.4728	0.4987	0.0789	0.3561	0.4758	0.4858	0.1100
0.68	0.6688	0.5397	0.7593	0.1627	0.6319	0.5607	0.7428	0.2099
0.74	0.9524	0.5832	1.0211	0.2360	0.9131	0.8248	1.0029	0.3005
0.80	1.2366	0.6015	1.2833	0.2980	1.1984	0.8662	1.2656	0.3811
0.86	1.5185	0.5929	1.5447	0.3476	1.4859	0.6831	1.5305	0.4506
0.91	1.7491	0.5638	1.7608	0.3787	1.7257	0.6771	1.7526	0.4993
0.95	1.9290	0.5256	1.9317	0.3964	1.9165	0.6583	1.9307	0.5317
0.98	2.0601	0.4882	2.0584	0.4051	2.0584	0.6357	2.0644	0.5519
1.00	2.1454	0.4589	2.1418	0.4087	2.1522	0.6165	2.1535	0.5634
			-2.0232	-1.2321			-1.9727	-1.3053
			2.1388	0.4342			2.1483	0.5898

L.E. CIRCLE CENTER (Cm.) -2.0232 -1.2321
T.E. CIRCLE CENTER (Cm.) 2.1388 0.4342
** BLADE SECTION PROPERTIES OF STATOR NO. 1 FOLLOWING: ROTOP NO. 1 **
NUMBER OF BLADES = 48.0 AXIAL LOCATION OF STACKING LURE IN COMPRESSOR = 9.499 Cm.

BLADE SECTION NO.	STAKING POINT COORDINATES		SECTION SETTING ANGLE (DEG.)	C.G. COORDINATES		SECTION AREA (Cm.) ²	MOMENTS OF INERTIA THROUGH C.G.		IMAX SETTING ANGLE (DEG.)	SECTION TORSION CONSTANT (Cm.) ⁴	SECTION TWIST (Cm.) ⁶	SECTION STIFFNESS (Cm.) ⁴
	L (Cm.)	HS (Cm.)		L (Cm.)	H (Cm.)		IMIN (Cm.) ⁴	IMAX (Cm.) ⁴				
1	25.150	2.0964	0.3669	2.0964	0.3669	0.8648	0.01519	0.8930	13.744	0.01545	1.00902	0.01545
2	24.550	2.0924	0.3469	2.0924	0.3469	0.8780	0.01423	0.9055	14.183	0.01624	1.02201	0.01624
3	23.950	2.0887	0.3324	2.0887	0.3324	0.8919	0.01367	0.9196	14.581	0.01707	1.03721	0.01707
4	23.350	2.0853	0.3229	2.0853	0.3229	0.9066	0.01344	0.9349	14.921	0.01795	1.05427	0.01795

SECTION NO. 1	COORDINATES		SECTION NO. 2	COORDINATES		SECTION NO. 3	COORDINATES		SECTION NO. 4	COORDINATES	
	L (Cm.)	HS (Cm.)		L (Cm.)	HS (Cm.)		L (Cm.)	HS (Cm.)		L (Cm.)	HS (Cm.)
0.0000	0.0254	0.0254	0.0000	0.0274	0.0274	0.0000	0.0293	0.0293	0.0000	0.0312	0.0312
0.0142	0.0026	0.0483	0.0158	0.0026	0.0522	0.0173	0.0026	0.0560	0.0187	0.0026	0.0599
0.0315	0.0007	0.0567	0.0334	0.0007	0.0603	0.0353	0.0006	0.0640	0.0373	0.0006	0.0679
0.2000	0.0413	0.1354	0.2000	0.0372	0.1343	0.2000	0.0341	0.1343	0.2000	0.0318	0.1354
0.4000	0.0866	0.2206	0.4000	0.0784	0.2154	0.4000	0.0723	0.2124	0.4000	0.0681	0.2115
0.6000	0.1288	0.2974	0.6000	0.1170	0.2885	0.6000	0.1081	0.2828	0.6000	0.1020	0.2801
0.8000	0.1680	0.3660	0.8000	0.1528	0.3539	0.8000	0.1414	0.3459	0.8000	0.1336	0.3416
1.0000	0.2042	0.4268	1.0000	0.1859	0.4118	1.0000	0.1723	0.4018	1.0000	0.1628	0.3961
1.2000	0.2374	0.4801	1.2000	0.2164	0.4626	1.2000	0.2007	0.4507	1.2000	0.1898	0.4438
1.4000	0.2677	0.5259	1.4000	0.2441	0.5063	1.4000	0.2266	0.4928	1.4000	0.2145	0.4849
1.6000	0.2950	0.5646	1.6000	0.2693	0.5431	1.6000	0.2502	0.5283	1.6000	0.2369	0.5195
1.8000	0.3187	0.5949	1.8000	0.2911	0.5720	1.8000	0.2706	0.5561	1.8000	0.2564	0.5466
2.0000	0.3349	0.6139	2.0000	0.3061	0.5969	2.0000	0.2847	0.5733	2.0000	0.2698	0.5634
2.2000	0.3432	0.6214	2.2000	0.3138	0.5969	2.2000	0.2919	0.5800	2.2000	0.2767	0.5697
2.4000	0.3436	0.6177	2.4000	0.3142	0.5931	2.4000	0.2923	0.5761	2.4000	0.2772	0.5658
2.6000	0.3362	0.6026	2.6000	0.3074	0.5784	2.6000	0.2860	0.5616	2.6000	0.2712	0.5515
2.8000	0.3208	0.5761	2.8000	0.2933	0.5527	2.8000	0.2728	0.5365	2.8000	0.2588	0.5267
3.0000	0.2975	0.5378	3.0000	0.2719	0.5158	3.0000	0.2529	0.5005	3.0000	0.2398	0.4913

BLADE SECTION NO.	RAD. LOC.	STACKING POINT COORDINATES L, H	SECTION SETTING ANGLE (DEG.)	BLADE SECTION C.G. COORDINATES L, H	SECTION AREA (CM.) ²	MOMENTS OF INERTIA THROUGH C.G. IMIN, IMAX	IMAX SETTING ANGLE (DEG.)	SECTION TORSION CONSTANT	SECTION TWIST STIFFNESS (CM.) ⁴
3.2000	0.2661	0.4874	3.2000	0.2430	0.4672	3.2000	0.2260	0.4533	3.2000
3.4000	0.2264	0.4243	3.4000	0.2067	0.4066	3.4000	0.1921	0.3945	3.4000
3.6000	0.1783	0.3477	3.6000	0.1626	0.3333	3.6000	0.1511	0.3234	3.6000
3.8000	0.1214	0.2568	3.8000	0.1107	0.2465	3.8000	0.1029	0.2394	3.8000
4.0000	0.0556	0.1503	4.0000	0.0508	0.1451	4.0000	0.0472	0.1415	4.0000
4.1458	0.0017	0.0618	4.1467	0.0014	0.0606	4.1474	0.0013	0.0597	4.1478
4.1689	0.0041	0.0468	4.1686	0.0038	0.0472	4.1683	0.0036	0.0474	4.1681
4.1804	0.0255	0.0255	4.1807	0.0255	0.0255	4.1808	0.0255	0.0255	4.1809

AXIAL LOCATION OF STACKING LINE IN COMPRESSOR = 9.400 CM.

NUMBER OF BLADES = 48.0

** BLADE SECTION PROPERTIES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 **									
BLADE SECTION NO.	RAD. LOC.	STACKING POINT COORDINATES L, H	SECTION SETTING ANGLE (DEG.)	BLADE SECTION C.G. COORDINATES L, H	SECTION AREA (CM.) ²	MOMENTS OF INERTIA THROUGH C.G. IMIN, IMAX	IMAX SETTING ANGLE (DEG.)	SECTION TORSION CONSTANT	SECTION TWIST STIFFNESS (CM.) ⁴
5	22.750	2.0821	0.3182	2.0821	0.3182	0.9218	0.01350	0.9514	1.01886
6	22.150	2.0791	0.3170	2.0791	0.3170	0.9374	0.01378	0.9687	1.09301
7	21.575	2.0765	0.3183	2.0765	0.3183	0.9528	0.01423	0.9862	1.11333
8	21.000	2.0741	0.3220	2.0741	0.3220	0.9686	0.01484	1.0042	1.13459

** BLADE SECTION PROPERTIES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 **									
BLADE SECTION NO.	RAD. LOC.	STACKING POINT COORDINATES L, H	SECTION SETTING ANGLE (DEG.)	BLADE SECTION C.G. COORDINATES L, H	SECTION AREA (CM.) ²	MOMENTS OF INERTIA THROUGH C.G. IMIN, IMAX	IMAX SETTING ANGLE (DEG.)	SECTION TORSION CONSTANT	SECTION TWIST STIFFNESS (CM.) ⁴
9	20.425	2.0718	0.3261	2.0718	0.3261	0.9845	0.01549	1.0225	1.15597
10	19.850	2.0697	0.3303	2.0697	0.3303	1.0005	0.01617	1.0408	1.17741
11	19.275	2.0676	0.3343	2.0676	0.3343	1.0165	0.01687	1.0593	1.19887
12	18.700	2.0657	0.3381	2.0657	0.3381	1.0327	0.01756	1.0777	1.22035

AXIAL LOCATION OF STACKING LINE IN COMPRESSOR = 9.400 CM.

NUMBER OF BLADES = 48.0

** BLADE SECTION PROPERTIES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 **									
BLADE SECTION NO.	RAD. LOC.	STACKING POINT COORDINATES L, H	SECTION SETTING ANGLE (DEG.)	BLADE SECTION C.G. COORDINATES L, H	SECTION AREA (CM.) ²	MOMENTS OF INERTIA THROUGH C.G. IMIN, IMAX	IMAX SETTING ANGLE (DEG.)	SECTION TORSION CONSTANT	SECTION TWIST STIFFNESS (CM.) ⁴
13	18.125	2.0637	0.3416	2.0637	0.3416	1.0490	0.01834	1.1042	1.24381
14	17.550	2.0616	0.3454	2.0616	0.3454	1.0650	0.01912	1.1225	1.26325
15	16.975	2.0595	0.3492	2.0595	0.3492	1.0810	0.01990	1.1408	1.28270
16	16.400	2.0574	0.3530	2.0574	0.3530	1.0970	0.02068	1.1591	1.30215
17	15.825	2.0553	0.3568	2.0553	0.3568	1.1130	0.02146	1.1774	1.32160
18	15.250	2.0532	0.3606	2.0532	0.3606	1.1290	0.02224	1.1957	1.34105
19	14.675	2.0511	0.3644	2.0511	0.3644	1.1450	0.02302	1.2140	1.36050
20	14.100	2.0490	0.3682	2.0490	0.3682	1.1610	0.02380	1.2323	1.37995
21	13.525	2.0469	0.3720	2.0469	0.3720	1.1770	0.02458	1.2506	1.39940
22	12.950	2.0448	0.3758	2.0448	0.3758	1.1930	0.02536	1.2689	1.41885
23	12.375	2.0427	0.3796	2.0427	0.3796	1.2090	0.02614	1.2872	1.43830
24	11.800	2.0406	0.3834	2.0406	0.3834	1.2250	0.02692	1.3055	1.45775
25	11.225	2.0385	0.3872	2.0385	0.3872	1.2410	0.02770	1.3238	1.47720
26	10.650	2.0364	0.3910	2.0364	0.3910	1.2570	0.02848	1.3421	1.49665
27	10.075	2.0343	0.3948	2.0343	0.3948	1.2730	0.02926	1.3604	1.51610
28	9.500	2.0322	0.3986	2.0322	0.3986	1.2890	0.03004	1.3787	1.53555
29	8.925	2.0301	0.4024	2.0301	0.4024	1.3050	0.03082	1.3970	1.55500
30	8.350	2.0280	0.4062	2.0280	0.4062	1.3210	0.03160	1.4153	1.57445
31	7.775	2.0259	0.4100	2.0259	0.4100	1.3370	0.03238	1.4336	1.59390
32	7.200	2.0238	0.4138	2.0238	0.4138	1.3530	0.03316	1.4519	1.61335
33	6.625	2.0217	0.4176	2.0217	0.4176	1.3690	0.03394	1.4702	1.63280
34	6.050	2.0196	0.4214	2.0196	0.4214	1.3850	0.03472	1.4885	1.65225
35	5.475	2.0175	0.4252	2.0175	0.4252	1.4010	0.03550	1.5068	1.67170
36	4.900	2.0154	0.4290	2.0154	0.4290	1.4170	0.03628	1.5251	1.69115
37	4.325	2.0133	0.4328	2.0133	0.4328	1.4330	0.03706	1.5434	1.71060
38	3.750	2.0112	0.4366	2.0112	0.4366	1.4490	0.03784	1.5617	1.73005
39	3.175	2.0091	0.4404	2.0091	0.4404	1.4650	0.03862	1.5800	1.74950
40	2.600	2.0070	0.4442	2.0070	0.4442	1.4810	0.03940	1.5983	1.76895
41	2.025	2.0049	0.4480	2.0049	0.4480	1.4970	0.04018	1.6166	1.78840
42	1.450	2.0028	0.4518	2.0028	0.4518	1.5130	0.04096	1.6349	1.80785
43	0.875	2.0007	0.4556	2.0007	0.4556	1.5290	0.04174	1.6532	1.82730
44	0.300	1.9986	0.4594	1.9986	0.4594	1.5450	0.04252	1.6715	1.84675
45	-0.275	1.9965	0.4632	1.9965	0.4632	1.5610	0.04330	1.6898	1.86620
46	-0.850	1.9944	0.4670	1.9944	0.4670	1.5770	0.04408	1.7081	1.88565
47	-1.425	1.9923	0.4708	1.9923	0.4708	1.5930	0.04486	1.7264	1.90510
48	-2.000	1.9902	0.4746	1.9902	0.4746	1.6090	0.04564	1.7447	1.92455

AXIAL LOCATION OF STACKING LINE IN COMPRESSOR = 9.400 CM.

NUMBER OF BLADES = 48.0

** BLADE SECTION PROPERTIES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 **									
BLADE SECTION NO.	RAD. LOC.	STACKING POINT COORDINATES L, H	SECTION SETTING ANGLE (DEG.)	BLADE SECTION C.G. COORDINATES L, H	SECTION AREA (CM.) ²	MOMENTS OF INERTIA THROUGH C.G. IMIN, IMAX	IMAX SETTING ANGLE (DEG.)	SECTION TORSION CONSTANT	SECTION TWIST STIFFNESS (CM.) ⁴
49	-2.575	1.9881	0.4784	1.9881	0.4784	1.6250	0.04642	1.7630	1.94400
50	-3.150	1.9860	0.4822	1.9860	0.4822	1.6410	0.04720	1.7813	1.96345
51	-3.725	1.9839	0.4860	1.9839	0.4860	1.6570	0.04798	1.7996	1.98290
52	-4.300	1.9818	0.4898	1.9818	0.4898	1.6730	0.04876	1.8179	2.00235
53	-4.875	1.9797	0.4936	1.9797	0.4936	1.6890	0.04954	1.8362	2.02180
54	-5.450	1.9776	0.4974	1.9776	0.4974	1.7050	0.05032	1.8545	2.04125
55	-6.025	1.9755	0.5012	1.9755	0.5012	1.7210	0.05110	1.8728	2.06070
56	-6.600	1.9734	0.5050	1.9734	0.5050	1.7370	0.05188	1.8911	2.08015
57	-7.175	1.9713	0.5088	1.9713	0.5088	1.7530	0.05266	1.9094	2.09960
58	-7.750	1.9692	0.5126	1.9692	0.5126	1.7690	0.05344	1.9277	2.11905
59	-8.325	1.9671	0.5164	1.9671	0.5164	1.7850	0.05422	1.9460	2.13850
60	-8.900	1.9650	0.5202	1.9650	0.5202	1.8010	0.05500	1.9643	2.15795
61	-9.475	1.9629	0.5240	1.9629	0.5240	1.8170	0.05578	1.9826	2.17740
62	-10.050	1.9608	0.5278	1.9608	0.5278	1.8330	0.05656	2.0009	2.19685
63	-10.625	1.9587	0.5316	1.9587	0.5316	1.8490	0.05734	2.0192	2.21630
64	-11.200	1.9566	0.5354	1.9566	0.5354	1.8650	0.05812	2.0375	2.23575
65	-11.775	1.9545	0.5392	1.9545	0.5392	1.8810	0.05890	2.0558	2.25520
66	-12.350	1.9524	0.5430	1.9524	0.5430	1.8970	0.05968	2.0741	2.27465
67	-12.925	1.9503	0.5468	1.9503	0.5468	1.9130	0.06046	2.0924	2.29410
68	-13.500	1.9482	0.5506	1.9482	0.5506	1.9290	0.06124	2.1107	2.31355
69	-14.075	1.9461	0.5544	1.9461	0.5544	1.9450	0.06202	2.1290	2.33300
70	-14.650	1.9440	0.5582	1.9440	0.5582	1.9610	0.06280	2.1473	2.35245
71	-15.225	1.9419	0.5620	1.9419	0.5620	1.9770	0.06358	2.1656	2.37190
72	-15.800	1.9398	0.5658	1.9398	0.5658	1.9930	0.06436	2.1839	2.39135
73	-16.375	1.9377	0.5696	1.9377	0.5696	2.0090	0.06514	2.2022	2.41080
74	-16.950	1.9356	0.5734	1.9356	0.5734	2.0250	0.06592	2.2205	2.43025
75	-17.525	1.9335	0.5772	1.9335	0.5772	2.0410	0.06670	2.2388	2.44970
76	-18.100	1.9314	0.5810	1.9314	0.5810	2.0570	0.06748	2.2571	2.46915
77	-18.675	1.9293	0.5848	1.9293	0.5848	2.0730	0.06826	2.2754	2.48860
78	-19.250	1.9272	0.5886	1.9272	0.5886	2.0890	0.06904	2.2937	2.50805
79	-19.825	1.9251	0.5924	1.9251	0.5924	2.1050	0.06982	2.3120	2.52750
80	-20.400	1.9230	0.5962	1.9230	0.5962	2.1210	0.07060	2.3303	2.54695
81	-20.975	1.9209	0.6000	1.9209	0.6000	2.1370	0.07138	2.3486	2.56640
82	-21.550	1.9188	0.6038	1.9188	0.6038	2.1530	0.07216	2.3669	2.58585
83	-22.125	1.9167	0.6076	1.9167	0.6076	2.1690	0.07294	2.3852	2.60530
84	-22.700	1.9146	0.6114	1.9146	0.6114	2.1850	0.07372	2.4035	2.62475
85	-23.275	1.9125	0.6152	1.9125	0.6152	2.2010	0.07450	2.4218	2.64420
86	-23.850	1.9104	0.6190	1.9104	0.6190	2.2170	0.07528	2.4401	2.66365
87	-24.425	1.9083	0.6228	1.9083	0.6228	2.2330	0.07606	2.4584	2.68310
88	-25.000	1.9062	0.6266	1.9062	0.6266	2.2490	0.07684	2.4767	2.70255
89	-25.575	1.9041	0.6304	1.9041	0.6304	2.2650	0.07762	2.4950	2.72200
90	-26.150	1.9020	0.6342	1.9020	0.6342	2.2810	0.07840	2.5133	2.74145
91	-26.725	1.9000	0.6380	1.9000	0.6380	2.2970	0.07918	2.5316	2.76090
92	-27.300	1.8979	0.6418	1.8979	0.6418	2.3130			

SECTION NO. 9 COORDINATES				SECTION NO. 10 COORDINATES				SECTION NO. 11 COORDINATES				SECTION NO. 12 COORDINATES			
L	HP	HS		L	HP	HS		L	HP	HS		L	HP	HS	
(Cm.)	(Cm.)	(Cm.)		(Cm.)	(Cm.)	(Cm.)		(Cm.)	(Cm.)	(Cm.)		(Cm.)	(Cm.)	(Cm.)	
0.0000	0.0406	0.0406		0.0000	0.0425	0.0425		0.0000	0.0444	0.0444		0.0000	0.0462	0.0462	
0.0245	0.0033	0.0779		0.0255	0.0815	0.0815		0.0265	0.0038	0.0850		0.0275	0.0040	0.0885	
0.0484	0.0007	0.0882		0.0507	0.0008	0.0923		0.0531	0.0009	0.0965		0.0554	0.0009	0.1007	
0.2000	0.0291	0.1506		0.2000	0.0292	0.1543		0.2000	0.0292	0.1580		0.2000	0.0292	0.1616	
0.4000	0.0646	0.2263		0.4000	0.0652	0.2307		0.4000	0.0658	0.2350		0.4000	0.0662	0.2392	
0.6000	0.0978	0.2948		0.6000	0.0989	0.2998		0.6000	0.0999	0.3047		0.6000	0.1006	0.3094	
0.8000	0.1287	0.3562		0.8000	0.1303	0.3617		0.8000	0.1317	0.3672		0.8000	0.1329	0.3724	
1.0000	0.1573	0.4108		1.0000	0.1593	0.4168		1.0000	0.1611	0.4228		1.0000	0.1627	0.4285	
1.2000	0.1837	0.4587		1.2000	0.1860	0.4652		1.2000	0.1881	0.4716		1.2000	0.1900	0.4777	
1.4000	0.2078	0.5000		1.4000	0.2104	0.5070		1.4000	0.2128	0.5138		1.4000	0.2148	0.5203	
1.6000	0.2296	0.5350		1.6000	0.2324	0.5424		1.6000	0.2350	0.5496		1.6000	0.2373	0.5564	
1.8000	0.2486	0.5624		1.8000	0.2516	0.5701		1.8000	0.2543	0.5776		1.8000	0.2567	0.5848	
2.0000	0.2617	0.5793		2.0000	0.2648	0.5872		2.0000	0.2677	0.5949		2.0000	0.2702	0.6023	
2.2000	0.2685	0.5857		2.2000	0.2716	0.5936		2.2000	0.2751	0.6014		2.2000	0.2771	0.6098	
2.4000	0.2691	0.5815		2.4000	0.2722	0.5894		2.4000	0.2783	0.6091		2.4000	0.2797	0.6186	
2.6000	0.2633	0.5668		2.6000	0.2664	0.5745		2.6000	0.2693	0.5820		2.6000	0.2717	0.5892	
2.8000	0.2513	0.5413		2.8000	0.2543	0.5487		2.8000	0.2570	0.5560		2.8000	0.2593	0.5629	
3.0000	0.2330	0.5050		3.0000	0.2357	0.5119		3.0000	0.2383	0.5187		3.0000	0.2404	0.5252	
3.2000	0.2083	0.4574		3.2000	0.2107	0.4637		3.2000	0.2130	0.4699		3.2000	0.2150	0.4758	
3.4000	0.1771	0.3981		3.4000	0.1792	0.4036		3.4000	0.1811	0.4090		3.4000	0.1828	0.4141	
3.6000	0.1394	0.3264		3.6000	0.1410	0.3309		3.6000	0.1425	0.3353		3.6000	0.1438	0.3395	
3.8000	0.0949	0.2416		3.8000	0.0960	0.2448		3.8000	0.0971	0.2480		3.8000	0.0980	0.2510	
4.0000	0.0436	0.1427		4.0000	0.0441	0.1443		4.0000	0.0445	0.1459		4.0000	0.0450	0.1475	
4.1480	0.0011	0.0596		4.1478	0.0011	0.0599		4.1477	0.0011	0.0602		4.1476	0.0012	0.0605	
4.1685	0.0037	0.0474		4.1686	0.0038	0.0473		4.1687	0.0039	0.0472		4.1686	0.0040	0.0471	
4.1809	0.0255	0.0255		4.1808	0.0255	0.0255		4.1808	0.0255	0.0255		4.1808	0.0256	0.0256	

NUMBER OF BLADES = 48.0 AXIAL LOCATION OF STACKING LINE IN COMPRESSOR = 9.400 Cm.

SECTION NO. 13 COORDINATES				SECTION NO. 14 COORDINATES				SECTION NO. 15 COORDINATES				SECTION NO. 16 COORDINATES			
L	HP	HS		L	HP	HS		L	HP	HS		L	HP	HS	
(Cm.)	(Cm.)	(Cm.)		(Cm.)	(Cm.)	(Cm.)		(Cm.)	(Cm.)	(Cm.)		(Cm.)	(Cm.)	(Cm.)	
0.0000	0.0481	0.0481		0.0000	0.0500	0.0500		0.0000	0.0519	0.0519		0.0000	0.0538	0.0538	
0.0285	0.0042	0.0921		0.0295	0.0044	0.0956		0.0303	0.0047	0.0991		0.0312	0.0050	0.1026	
0.0578	0.0010	0.1049		0.0602	0.0011	0.1092		0.0627	0.0011	0.1137		0.0653	0.0012	0.1181	
0.2000	0.0291	0.1652		0.2000	0.0291	0.1689		0.2000	0.0294	0.1730		0.2000	0.0297	0.1773	
0.4000	0.0665	0.2433		0.4000	0.0671	0.2477		0.4000	0.0684	0.2530		0.4000	0.0698	0.2584	
0.6000	0.1015	0.3140		0.6000	0.1026	0.3191		0.6000	0.1048	0.3254		0.6000	0.1072	0.3319	
0.8000	0.1340	0.3775		0.8000	0.1356	0.3832		0.8000	0.1387	0.3905		0.8000	0.1420	0.3980	
1.0000	0.1640	0.4340		1.0000	0.1662	0.4404		1.0000	0.1700	0.4485		1.0000	0.1741	0.4569	
1.2000	0.1916	0.4837		1.2000	0.1942	0.4907		1.2000	0.1988	0.4997		1.2000	0.2036	0.5089	
1.4000	0.2167	0.5267		1.4000	0.2198	0.5343		1.4000	0.2250	0.5441		1.4000	0.2303	0.5540	
1.6000	0.2394	0.5632		1.6000	0.2429	0.5713		1.6000	0.2486	0.5818		1.6000	0.2545	0.5924	
1.8000	0.2591	0.5919		1.8000	0.2629	0.6005		1.8000	0.2691	0.6116		1.8000	0.2753	0.6227	
2.0000	0.2726	0.6096		2.0000	0.2767	0.6186		2.0000	0.2832	0.6300		2.0000	0.2898	0.6415	
2.2000	0.2797	0.6162		2.2000	0.2840	0.6254		2.2000	0.2907	0.6371		2.2000	0.2973	0.6487	
2.4000	0.2802	0.6119		2.4000	0.2846	0.6211		2.4000	0.2914	0.6328		2.4000	0.2980	0.6445	
2.6000	0.2743	0.5965		2.6000	0.2787	0.6057		2.6000	0.2853	0.6172		2.6000	0.2918	0.6286	

FRACT. OF SURF.	SECTION 4 FOR XCUT OF 23.3500 Cm.			SECTION 5 FOR XCUT OF 22.7500 Cm.			SECTION 6 FOR XCUT OF 22.1500 Cm.					
	Z (Cm.)	Y (Cm.)	PRESSURE SURFACE	Z (Cm.)	Y (Cm.)	PRESSURE SURFACE	Z (Cm.)	Y (Cm.)	PRESSURE SURFACE			
0.02	-1.8937	-0.7120	-1.8598	-0.7715	-1.8869	-0.7052	-1.8515	-0.7683	-1.8802	-0.7015	-1.8432	-0.7691
0.05	-1.7997	-0.6329	-1.7468	-0.7166	-1.7925	-0.6275	-1.7382	-0.7149	-1.7756	-0.6248	-1.7299	-0.7156
0.09	-1.6483	-0.5309	-1.5953	-0.6450	-1.6408	-0.5273	-1.5865	-0.6451	-1.6338	-0.5258	-1.5790	-0.6471
0.14	-1.4674	-0.4094	-1.4049	-0.5580	-1.4597	-0.4079	-1.4058	-0.5601	-1.4538	-0.4076	-1.3872	-0.5634
0.20	-1.2447	-0.2725	-1.1747	-0.4574	-1.2371	-0.2730	-1.1655	-0.4616	-1.2304	-0.2739	-1.1570	-0.4662
0.26	-1.0162	-0.1455	-0.9427	-0.3610	-1.0090	-0.1477	-0.9337	-0.3669	-1.0028	-0.1495	-0.9253	-0.3724
0.32	-0.7823	-0.0287	-0.7091	-0.2687	-0.7759	-0.0321	-0.7003	-0.2758	-0.7702	-0.0345	-0.6923	-0.2821
0.38	-0.5636	0.0777	-0.4738	-0.1806	-0.5380	0.0736	-0.4655	-0.1886	-0.5332	0.0709	-0.4580	-0.1952
0.44	-0.2996	0.1715	-0.2365	-0.0981	-0.2952	0.1672	-0.2289	-0.1064	-0.2914	0.1648	-0.2220	-0.1130
0.50	-0.0495	0.2474	0.0043	0.0268	-0.0465	0.2438	0.0110	0.0346	-0.0438	0.2422	0.0171	0.0405
0.56	0.2055	0.3046	0.2484	0.0325	0.2069	0.3027	0.2519	0.0263	0.2084	0.3025	0.2591	0.0729
0.62	0.4641	0.3429	0.4952	0.0796	0.4639	0.3435	0.4994	0.0760	0.4642	0.3455	0.5035	0.0729
0.68	0.7248	0.3620	0.7439	0.1145	0.7231	0.3661	0.7468	0.1146	0.7223	0.3710	0.7499	0.1155
0.74	0.9862	0.3618	0.9941	0.1371	0.9833	0.3704	0.9957	0.1420	0.9815	0.3788	0.9978	0.1466
0.80	1.2468	0.3424	1.2451	0.1472	1.2431	0.3565	1.2456	0.1580	1.2407	0.3690	1.2468	0.1673
0.86	1.5053	0.3038	1.4962	0.1450	1.5012	0.3242	1.4960	0.1627	1.4985	0.3416	1.4964	0.1775
0.91	1.7181	0.2572	1.7053	0.1337	1.7142	0.2836	1.7046	0.1580	1.7116	0.3054	1.7047	0.1779
0.95	1.8860	0.2105	1.8721	0.1184	1.8826	0.2421	1.8713	0.1486	1.8803	0.2678	1.8711	0.1730
0.98	2.0104	0.1701	1.9968	0.1034	2.0075	0.2058	1.9961	0.1382	2.0056	0.2346	1.9959	0.1663
1.00	2.0924	0.1407	2.0797	0.0916	2.0900	0.1792	2.0791	0.1297	2.0885	0.2101	2.0790	0.1603
L.E. CIRCLE CENTER	(Cm.)		-1.9462	-0.7859	-1.9387	-0.7798	-1.9387	-0.7778	-1.9312	-0.7778	-1.9312	-0.7778
T.E. CIRCLE CENTER	(Cm.)		2.0835	0.1168	2.0819	0.1551	2.0819	0.1551	2.0810	0.1857	2.0810	0.1857

** BLADE SECTION COORDINATES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

FRACT. OF SURF.	SECTION 7 FOR XCUT OF 21.5750 Cm.			SECTION 8 FOR XCUT OF 21.0000 Cm.			SECTION 9 FOR XCUT OF 20.4250 Cm.					
	Z (Cm.)	Y (Cm.)	PRESSURE SURFACE	Z (Cm.)	Y (Cm.)	PRESSURE SURFACE	Z (Cm.)	Y (Cm.)	PRESSURE SURFACE			
0.00	-1.9428	-0.7520	-1.9106	-0.8050	-1.9371	-0.7510	-1.9030	-0.8074	-1.9322	-0.7505	-1.8961	-0.8102
0.05	-1.7839	-0.7000	-1.8351	-0.7700	-1.8683	-0.6992	-1.8276	-0.7726	-1.8634	-0.6987	-1.8208	-0.7754
0.09	-1.6275	-0.6255	-1.7217	-0.7181	-1.7637	-0.6233	-1.7142	-0.7210	-1.7589	-0.6228	-1.7075	-0.7238
0.14	-1.4466	-0.4079	-1.5698	-0.6502	-1.6220	-0.5252	-1.5625	-0.6534	-1.6173	-0.5246	-1.5559	-0.6563
0.20	-1.2245	-0.2749	-1.3792	-0.5673	-1.4413	-0.4078	-1.3720	-0.5708	-1.4369	-0.4072	-1.3656	-0.5737
0.26	-0.9973	-0.1508	-1.1491	-0.4708	-1.2195	-0.2749	-1.1422	-0.4745	-1.2154	-0.2741	-1.1360	-0.4773
0.32	-0.7654	-0.0359	-0.9178	-0.3774	-0.9927	-0.1508	-0.9111	-0.3812	-0.9888	-0.1498	-0.9052	-0.3840
0.38	-0.5290	0.0697	-0.6851	-0.2873	-0.7612	-0.0357	-0.6787	-0.2911	-0.7576	-0.0343	-0.6731	-0.2938
0.44	-0.2890	0.1640	-0.4512	-0.2004	-0.5253	0.0702	-0.4452	-0.2041	-0.5220	0.0720	-0.4399	-0.2066
0.50	-0.0412	0.2422	-0.2157	-0.1181	-0.2847	0.1649	-0.2101	-0.1215	-0.2818	0.1672	-0.2051	-0.1237
0.56	0.2102	0.3038	0.2640	0.0188	-0.0385	0.2438	0.0279	0.0478	-0.0358	0.2466	0.0326	-0.03495
0.62	0.4651	0.3485	0.5076	0.0726	0.2123	0.3062	0.2686	0.0167	0.2148	0.3096	0.2729	0.0155
0.68	0.7224	0.3761	0.7531	0.1166	0.4668	0.3520	0.5116	0.0717	0.4690	0.3559	0.5156	0.0712
0.74	0.9810	0.3865	1.0003	0.1507	0.7237	0.3808	0.7566	0.1172	0.7257	0.3854	0.7602	0.1177
0.80	1.2397	0.3796	1.2485	0.1748	0.9819	0.3827	1.0032	0.1795	0.9838	0.3978	1.0064	0.1547
0.86	1.4973	0.3555	1.4976	0.1890	1.2403	0.3874	1.2509	0.1962	1.2422	0.3932	1.2538	0.1822
0.91	1.7104	0.3224	1.7054	0.1932	1.4978	0.3652	1.4996	0.1962	1.4996	0.3716	1.5021	0.2003
0.95	1.8793	0.2874	1.8717	0.1915	1.7109	0.3336	1.7071	0.2027	1.7127	0.3406	1.7095	0.2080
0.98	2.0049	0.2563	1.9964	0.1874	1.8799	0.3000	1.8732	0.2031	1.8817	0.3073	1.8754	0.2094
1.00	2.0880	0.2332	2.0794	0.1832	2.0055	0.2699	1.9977	0.2006	2.0074	0.2775	1.9999	0.2077
L.E. CIRCLE CENTER	(Cm.)		-1.9238	-0.7767	-1.9170	-0.7774	-1.9170	-0.7774	-1.9109	-0.7784	-1.9109	-0.7784
T.E. CIRCLE CENTER	(Cm.)		2.0809	0.2087	2.0818	0.2230	2.0818	0.2230	2.0838	0.2308	2.0838	0.2308

** BLADE SECTION COORDINATES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

FRACT. OF SURF.	SECTION 4 FOR XCUT OF 23.3500 Cm.			SECTION 5 FOR XCUT OF 22.7500 Cm.			SECTION 6 FOR XCUT OF 22.1500 Cm.					
	Z (Cm.)	Y (Cm.)	PRESSURE SURFACE	Z (Cm.)	Y (Cm.)	PRESSURE SURFACE	Z (Cm.)	Y (Cm.)	PRESSURE SURFACE			
0.02	-1.8937	-0.7120	-1.8598	-0.7715	-1.8869	-0.7052	-1.8515	-0.7683	-1.8802	-0.7015	-1.8432	-0.7691
0.05	-1.7997	-0.6329	-1.7468	-0.7166	-1.7925	-0.6275	-1.7382	-0.7149	-1.7756	-0.6248	-1.7299	-0.7156
0.09	-1.6483	-0.5309	-1.5953	-0.6450	-1.6408	-0.5273	-1.5865	-0.6451	-1.6338	-0.5258	-1.5790	-0.6471
0.14	-1.4674	-0.4094	-1.4049	-0.5580	-1.4597	-0.4079	-1.4058	-0.5601	-1.4538	-0.4076	-1.3872	-0.5634
0.20	-1.2447	-0.2725	-1.1747	-0.4574	-1.2371	-0.2730	-1.1655	-0.4616	-1.2304	-0.2739	-1.1570	-0.4662
0.26	-1.0162	-0.1455	-0.9427	-0.3610	-1.0090	-0.1477	-0.9337	-0.3669	-1.0028	-0.1495	-0.9253	-0.3724
0.32	-0.7823	-0.0287	-0.7091	-0.2687	-0.7759	-0.0321	-0.7003	-0.2758	-0.7702	-0.0345	-0.6923	-0.2821
0.38	-0.5636	0.0777	-0.4738	-0.1806	-0.5380	0.0736	-0.4655	-0.1886	-0.5332	0.0709	-0.4580	-0.1952
0.44	-0.2996	0.1715	-0.2365	-0.0981	-0.2952	0.1672	-0.2289	-0.1064	-0.2914	0.1648	-0.2220	-0.1130
0.50	-0.0495	0.2474	0.0043	0.0268	-0.0465	0.2438	0.0110	0.0346	-0.0438	0.2422	0.0171	0.0405
0.56	0.2055	0.3046	0.2484	0.0325	0.2069	0.3027	0.2519	0.0263	0.2084	0.3025	0.2591	0.0729
0.62	0.4641	0.3429	0.4952	0.0796	0.4639	0.3435	0.4994	0.0760	0.4642	0.3455	0.5035	0.0729
0.68	0.7248	0.3620	0.7439	0.1145	0.7231	0.3661	0.7468	0.1146	0.7223	0.3710	0.7499	0.1155
0.74	0.9862	0.3618	0.9941	0.1371	0.9833	0.3704	0.9957	0.1420	0.9815	0.3788	0.9978	0.1466
0.80	1.2468	0.3424	1.2451	0.1472	1.2431	0.3565	1.2456	0.1580	1.2407	0.3690	1.2468	0.1673
0.86	1.5053	0.3038	1.4962	0.1450	1.5012	0.3242	1.4960	0.1627	1.4985	0.3416	1.4964	0.1775
0.91	1.7181	0.2572	1.7053	0.1337	1.7142	0.2836	1.7046	0.1580	1.7116	0.3054	1.7047	0.1779
0.95	1.8860	0.2105	1.8721	0.1184	1.8826	0.2421	1.8713	0.1486	1.8803	0.2678	1.8711	0.1730
0.98	2.0104	0.1701	1.9968	0.1034	2.0075	0.2058	1.9961	0.1382	2.0056	0.2346	1.9959	0.1663
1.00	2.0924	0.1407	2.0797	0.0916	2.0900	0.1792	2.0791	0.1297	2.0885	0.2101	2.0790	0.1603
L.E. CIRCLE CENTER	(Cm.)		-1.9462	-0.7859	-1.9387	-0.7798	-1.9387	-0.7778	-1.9312	-0.7778	-1.9312	-0.7778
T.E. CIRCLE CENTER	(Cm.)		2.0835	0.1168	2.0819	0.1551	2.0819	0.1551	2.0810	0.1857	2.0810	0.1857

** BLADE SECTION COORDINATES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

SURF.	SECTION 10 FOR XCUT OF 19.8500 Cm.			SECTION 11 FOR XCUT OF 19.2750 Cm.			SECTION 12 FOR XCUT OF 18.7000 Cm.		
	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)	Z (Cm.)
0.00	-1.9260	-0.7556	-1.8877	-0.8182	-1.9183	-0.7658	-1.8776	-0.8313	-1.9106
0.02	-1.8574	-0.7036	-1.8126	-0.7832	-1.8501	-0.7132	-1.8027	-0.7957	-1.8428
0.05	-1.7533	-0.6272	-1.6995	-0.7313	-1.7465	-0.6360	-1.6902	-0.7429	-1.7398
0.09	-1.6121	-0.5285	-1.5483	-0.6631	-1.6061	-0.5361	-1.5395	-0.6736	-1.6001
0.14	-1.4321	-0.4102	-1.3584	-0.5798	-1.4270	-0.4164	-1.3504	-0.5890	-1.4219
0.20	-1.2112	-0.2761	-1.1294	-0.4826	-1.2070	-0.2805	-1.1221	-0.4901	-1.2028
0.26	-0.9853	-0.1507	-0.8991	-0.3884	-0.9818	-0.1533	-0.8926	-0.3943	-0.9785
0.32	-0.7545	-0.0341	-0.6675	-0.2973	-0.7518	-0.0349	-0.6617	-0.3016	-0.7492
0.38	-0.5195	0.0734	-0.4348	-0.2092	-0.5173	0.0743	-0.4296	-0.2126	-0.5154
0.44	-0.2796	0.1697	-0.2005	-0.1254	-0.2780	0.1724	-0.1959	-0.1268	-0.2765
0.50	-0.0339	0.2502	0.0368	-0.0502	-0.0327	0.2544	0.0408	-0.0503	-0.0315
0.56	0.2165	0.3142	0.2767	0.0158	0.2176	0.3198	0.2803	0.0171	0.2186
0.62	0.4706	0.3615	0.5190	0.0726	0.4717	0.3682	0.5222	0.0751	0.4727
0.68	0.7273	0.3917	0.7633	0.1201	0.7284	0.3994	0.7662	0.1238	0.7295
0.74	0.9854	0.4049	1.0092	0.1582	0.9867	0.4133	1.0118	0.1631	0.9879
0.80	1.2438	0.4008	1.2564	0.1868	1.2453	0.4097	1.2588	0.1928	1.2467
0.86	1.5014	0.3795	1.5045	0.2060	1.5030	0.3887	1.5067	0.2129	1.5046
0.91	1.7145	0.3488	1.7117	0.2146	1.7163	0.3580	1.7138	0.2223	1.7180
0.95	1.8836	0.3156	1.8775	0.2168	1.8855	0.3247	1.8796	0.2250	1.8873
0.98	2.0093	0.2858	2.0020	0.2157	2.0113	0.2948	2.0040	0.2242	2.0131
1.00	2.0926	0.2636	2.0849	0.2136	2.0945	0.2725	2.0869	0.2224	2.0964
L.E. CIRCLE CENTER	(Cm.)		-1.9035	-0.7848	-1.8944	-0.7963	-1.8853	-0.8081	-1.8777
T.E. CIRCLE CENTER	(Cm.)		2.0857	0.2391	2.0876	0.2479	2.0894	0.2563	2.0977

** BLADE SECTION COORDINATES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

SURF.	SECTION 10 FOR XCUT OF 19.8500 Cm.			SECTION 11 FOR XCUT OF 19.2750 Cm.			SECTION 12 FOR XCUT OF 18.7000 Cm.		
	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)	Z (Cm.)	Y (Cm.)	Z (Cm.)
0.00	-1.9030	-0.7869	-1.8571	-0.8578	-1.8954	-0.7973	-1.8469	-0.8710	-1.8876
0.02	-1.8156	-0.7330	-1.7829	-0.8210	-1.8285	-0.7429	-1.7731	-0.8335	-1.8210
0.05	-1.7332	-0.6539	-1.6713	-0.7664	-1.7267	-0.6628	-1.6620	-0.7780	-1.7199
0.09	-1.5943	-0.5516	-1.5220	-0.6948	-1.5885	-0.5593	-1.5132	-0.7052	-1.5825
0.14	-1.4169	-0.4288	-1.3343	-0.6072	-1.4120	-0.4350	-1.3264	-0.6162	-1.4069
0.20	-1.1988	-0.2892	-1.1078	-0.5049	-1.1948	-0.2935	-1.1007	-0.5123	-1.1908
0.26	-0.9753	-0.1582	-0.8798	-0.4059	-0.9722	-0.1608	-0.8735	-0.4116	-0.9691
0.32	-0.7468	-0.0362	-0.6504	-0.3100	-0.7444	-0.0369	-0.6449	-0.3142	-0.7422
0.38	-0.5136	0.0767	-0.4197	-0.2174	-0.5119	0.0778	-0.4149	-0.2201	-0.5103
0.44	-0.2752	0.1782	-0.1872	-0.1293	-0.2740	0.1810	-0.1830	-0.1306	-0.2730
0.50	-0.0305	0.2632	0.0484	-0.0501	-0.0297	0.2676	0.0521	-0.0499	-0.0290
0.56	0.2195	0.3312	0.2870	0.0199	0.2202	0.3370	0.2902	0.0213	0.2206
0.62	0.4735	0.3819	0.5281	0.0804	0.4742	0.3888	0.5309	0.0830	0.4746
0.68	0.7304	0.4149	0.7715	0.1314	0.7312	0.4227	0.7740	0.1352	0.7316
0.74	0.9890	0.4301	1.0166	0.1727	0.9899	0.4386	1.0188	0.1776	0.9904
0.80	1.2479	0.4273	1.2632	0.2044	1.2490	0.4362	1.2652	0.2102	1.2497
0.86	1.5061	0.4066	1.5108	0.2262	1.5073	0.4157	1.5126	0.2330	1.5082
0.91	1.7196	0.3757	1.7177	0.2370	1.7211	0.3848	1.7194	0.2444	1.7221
0.95	1.8890	0.3421	1.8834	0.2406	1.8905	0.3510	1.8850	0.2486	1.8916
0.98	2.0148	0.3118	2.0076	0.2405	2.0164	0.3205	2.0092	0.2488	2.0176
1.00	2.0981	0.2891	2.0905	0.2390	2.0997	0.2976	2.0920	0.2475	2.1009
L.E. CIRCLE CENTER	(Cm.)		-1.8762	-0.8198	-1.8671	-0.8315	-1.8578	-0.8438	-1.8496
T.E. CIRCLE CENTER	(Cm.)		2.0911	0.2646	2.0926	0.2731	2.0936	0.2829	2.0936

** BLADE SECTION COORDINATES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

FRACT. OF SURF.	SECTION 13 FOR XCUT OF 18.1250 Cm.			SECTION 14 FOR XCUT OF 17.5500 Cm.			SECTION 15 FOR XCUT OF 16.9750 Cm.		
	Z	Y	(Cm.)	Z	Y	(Cm.)	Z	Y	(Cm.)
0.00	-1.8792	-0.8210	-1.8251	-1.8693	-0.8375	-1.8121	-0.9188	-1.8580	-0.8576
0.02	-1.8131	-0.7653	-1.7520	-1.8038	-0.7810	-1.7395	-0.8793	-1.7933	-0.8001
0.05	-1.7126	-0.6834	-1.6420	-1.7042	-0.7020	-1.6302	-0.8208	-1.6948	-0.7155
0.09	-1.5761	-0.5773	-1.4947	-1.5688	-0.5902	-1.4838	-0.7439	-1.5608	-0.6058
0.14	-1.4016	-0.4497	-1.3095	-1.3956	-0.4606	-1.2997	-0.6499	-1.3892	-0.4736
0.20	-1.1866	-0.3043	-1.1821	-1.1821	-0.3126	-1.0772	-0.5400	-1.1775	-0.3225
0.26	-0.9660	-0.1676	-0.8604	-0.9628	-0.1733	-0.8530	-0.4434	-0.9597	-0.1801
0.32	-0.7399	-0.0398	-0.6334	-0.7380	-0.0428	-0.6272	-0.3301	-0.7363	-0.0464
0.38	-0.5090	0.0789	-0.4050	-0.5081	0.0786	-0.3999	-0.2303	-0.5076	0.0781
0.44	-0.2723	0.1860	-0.1746	-0.2723	0.1883	-0.1705	-0.1352	-0.2728	0.1907
0.50	-0.0288	0.2761	0.0592	-0.0294	0.2809	0.0625	-0.0492	-0.0304	0.2860
0.56	0.2206	0.3486	0.2963	0.2196	0.3556	0.2988	0.0272	0.2183	0.3631
0.62	0.4744	0.4032	0.5361	0.4734	0.4122	0.5381	0.0939	0.4719	0.4217
0.68	0.7315	0.4395	0.7783	0.7305	0.4501	0.7798	0.1507	0.7292	0.4614
0.74	0.9904	0.4573	1.0225	0.9896	0.4693	1.0237	0.1976	0.9886	0.4819
0.80	1.2499	0.4564	1.2684	1.2494	0.4694	1.2693	0.2343	1.2487	0.4829
0.86	1.5086	0.4368	1.5154	1.5085	0.4505	1.5161	0.2507	1.5081	0.4644
0.91	1.7227	0.4063	1.7219	1.7228	0.4202	1.7225	0.2749	1.7227	0.4342
0.95	1.8923	0.3726	1.8873	1.8926	0.3864	1.8878	0.2811	1.8927	0.4003
0.98	2.0183	0.3419	2.0114	2.0188	0.3556	2.0119	0.2827	2.0190	0.3692
1.00	2.1017	0.3189	2.0941	2.1022	0.3325	2.0946	0.2824	2.1025	0.3459

L.E. CIRCLE CENTER (Cm.) -1.8478 -0.8575
T.E. CIRCLE CENTER (Cm.) 2.0946 0.2944

1

** BLADE SECTION COORDINATES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

FRACT. OF SURF.	SECTION 16 FOR XCUT OF 16.4000 Cm.			SECTION 17 FOR XCUT OF 15.8250 Cm.			SECTION 18 FOR XCUT OF 15.2500 Cm.		
	Z	Y	(Cm.)	Z	Y	(Cm.)	Z	Y	(Cm.)
0.00	-1.8471	-0.8766	-1.7832	-1.8361	-0.8959	-1.7686	-0.9317	-1.8240	-0.9178
0.02	-1.7832	-0.8181	-1.7118	-1.7729	-0.8365	-1.6978	-0.8412	-1.7616	-0.8573
0.05	-1.6858	-0.7320	-1.6043	-1.6766	-0.7489	-1.5912	-0.7882	-1.6666	-0.7681
0.09	-1.5531	-0.6202	-1.4602	-1.5453	-0.6352	-1.4483	-0.7954	-1.5369	-0.6522
0.14	-1.3831	-0.4855	-1.2788	-1.3769	-0.4980	-1.2683	-0.6940	-1.3703	-0.5123
0.20	-1.1731	-0.3315	-1.0593	-1.1687	-0.3409	-1.0504	-0.5755	-1.1641	-0.3518
0.26	-0.9568	-0.1860	-0.8380	-0.9540	-0.1923	-0.8106	-0.4605	-0.9513	-0.1998
0.32	-0.7347	-0.0494	-0.6149	-0.7334	-0.0527	-0.6088	-0.3491	-0.7322	-0.0567
0.38	-0.5072	0.0780	-0.3899	-0.5070	0.0778	-0.3852	-0.2413	-0.5073	0.0772
0.44	-0.2733	0.1934	-0.1627	-0.2741	0.1962	-0.1591	-0.1387	-0.2754	0.1989
0.50	-0.0315	0.2912	0.0685	-0.0329	0.2966	0.0712	-0.0456	-0.0349	0.3023
0.56	0.2169	0.3706	0.3033	0.2152	0.3784	0.3052	0.0374	0.2129	0.3867
0.62	0.4705	0.4311	0.5414	0.4688	0.4409	0.5427	0.1101	0.4665	0.4515
0.68	0.7279	0.4723	0.7822	0.7263	0.4838	0.7830	0.1723	0.7242	0.4962
0.74	0.9875	0.4940	1.0254	0.9863	0.5066	1.0259	0.2238	0.9846	0.5203
0.80	1.2480	0.4958	1.2705	1.2471	0.5092	1.2708	0.2645	1.2460	0.5236
0.86	1.5078	0.4777	1.5170	1.5073	0.4913	1.5171	0.2942	1.5067	0.5059
0.91	1.7227	0.4474	1.7232	1.7225	0.4608	1.7233	0.3105	1.7222	0.4751
0.95	1.8929	0.4132	1.8884	1.8929	0.4263	1.8885	0.3180	1.8929	0.4398
0.98	2.0192	0.3819	2.0124	2.0194	0.3944	2.0125	0.3203	2.0194	0.4073
1.00	2.1028	0.3582	2.0951	2.1029	0.3704	2.0951	0.3202	2.1030	0.3828

0.9411
0.9056
0.8406
0.7617
0.6651
0.5523
0.4428
0.3368
0.2342
0.1365
0.0481
0.0306
0.5398
0.5993
0.1580
0.2065
0.2446
0.2723
1.5166
1.7229
0.2873
0.2940
2.0122
2.2959
2.0949

-1.8362 -0.8750
2.0950 0.3080

-1.7686 -0.9317
-1.6978 -0.8412
-1.5912 -0.7882
-1.4483 -0.7954
-1.2683 -0.6940
-1.0504 -0.5755
-0.8106 -0.4605
-0.6088 -0.3491
-0.3852 -0.2413
-0.1591 -0.1387
0.0712 -0.0456
0.3052 0.0374
0.5427 0.1101
0.7830 0.1723
1.0259 0.2238
1.2708 0.2645
1.5171 0.2942
1.7233 0.3105
1.8885 0.3180
2.0125 0.3203
2.0951 0.3202

-1.8478 -0.8575
2.0946 0.2944

-1.8240 -0.9178
-1.7616 -0.8573
-1.6666 -0.7681
-1.5369 -0.6522
-1.3703 -0.5123
-1.2511 -0.3518
-1.0410 -0.3686
-0.8229 -0.4755
-0.6027 -0.3560
-0.3805 -0.2453
-0.1556 -0.1397
0.0735 -0.0440
0.3068 0.0415
0.5436 0.1164
0.7835 0.1806
1.0260 0.2337
1.2707 0.2757
1.5170 0.3063
1.7231 0.3230
1.8883 0.3305
2.0123 0.3327
2.0950 0.3326

-1.8361 -0.8959
-1.7729 -0.8365
-1.6766 -0.7489
-1.5453 -0.6352
-1.3769 -0.4980
-1.1687 -0.3409
-0.9540 -0.1923
-0.7334 -0.0527
-0.5070 0.0778
-0.2741 0.1962
-0.0329 0.2966
0.2152 0.3784
0.4688 0.4409
0.7263 0.4838
0.9863 0.5066
1.2471 0.5092
1.5073 0.4913
1.7225 0.4608
1.8929 0.4263
2.0194 0.3944
2.1029 0.3704

-1.8478 -0.8575
2.0946 0.2944

** BLADE SECTION COORDINATES OF STATOR NO. 1 FOLLOWING ROTOR NO. 1 IN THE TURBOMACHINE ORIENTATION **

FRACT OF SUPP	SECTION 19 FOR XCUT OF 14.6750 Cm.			SECTION 20 FOR XCUT OF 25.1451 Cm.		
	SUCTION SURFACE (Cm.)	Y (Cm.)	Z (Cm.)	SUCTION SURFACE (Cm.)	Y (Cm.)	Z (Cm.)
0.00	-1.8102	-0.9439	-1.7349	-1.9620	-0.7660	-1.9348
0.02	-1.7489	-0.8822	-1.6657	-1.8937	-0.7120	-1.8597
0.05	-1.6553	-0.7912	-1.5613	-1.7896	-0.6328	-1.7467
0.09	-1.5275	-0.6728	-1.4212	-1.6482	-0.5309	-1.5953
0.14	-1.3631	-0.5296	-1.2447	-1.4674	-0.4094	-1.4048
0.20	-1.1593	-0.3652	-1.0308	-1.2447	-0.2725	-1.1746
0.26	-0.9486	-0.2093	-0.8146	-1.0162	-0.1455	-0.9426
0.32	-0.7314	-0.0621	-0.5962	-0.7823	0.0287	-0.7090
0.38	-0.5081	0.0759	-0.3757	-0.5435	0.0776	-0.4737
0.44	-0.2775	0.2014	-0.1524	-0.2996	0.1715	-0.2365
0.50	-0.0377	0.3084	0.0756	-0.0495	0.2473	0.0044
0.56	0.2098	0.3959	0.3079	0.2056	0.3046	0.2485
0.62	0.4634	0.4633	0.5440	0.4641	0.3429	0.4952
0.68	0.7215	0.5101	0.7834	0.7248	0.3620	0.7439
0.74	0.9824	0.5356	1.0257	0.9861	0.3619	0.9941
0.80	1.2445	0.5397	1.2703	1.2468	0.3425	1.2451
0.86	1.5058	0.5220	1.5166	1.5053	0.3040	1.4962
0.91	1.7218	0.4905	1.7227	1.7181	0.2574	1.7053
0.95	1.8927	0.4544	1.8880	1.8860	0.2108	1.8720
0.98	2.0194	0.4210	2.0120	2.0103	0.1705	1.9968
1.00	2.1030	0.3957	2.0947	2.0924	0.1410	2.0797

L.E. CIRCLE CENTER (Cm.)	-1.7676	-0.9855
T.E. CIRCLE CENTER (Cm.)	2.0951	0.3712
	-1.9461	-0.7859
	2.0834	0.1172

APPENDIX C. TEST RIG

This appendix contains information pertaining to the transonic axial compressor test rig located at the NPS TPL. Included is the general procedure involved in operating the test rig, and its disassembly and reassembly. This information is provided to fill the void that currently exists in the documentation associated with maintenance and operation of the test rig.

A. OPERATING PROCEDURE

A photograph of the control panel, from which the operation of the test rig is controlled and monitored, is located in Figure 23. The panel is used to control the supply of air from the laboratory's 12 stage compressor to the test-rig drive turbine, to relieve the axial load on the drive shaft bearings by porting low pressure air to a balance piston inside the compressor hub, and to remotely operate the hydraulic throttle located in the compressor-intake housing. It is also used to monitor the operating temperatures of the drive-shaft bearings, the RPM, and levels of vibrations. The following is a description of the operating procedure.

1. The technician starts and warms up the laboratory air-supply compressor (1 hour), with the bypass (dump) valves in the open position.
2. Turn on the control-panel activation switch (located beneath the control-panel counter-top).
3. Ensure that air is being supplied to the balance piston, and bearing oil-mist cooling lines. This air is supplied through the shop air lines, by the Elliot compressor.
4. Set the oil-mist cooling, air-oil regulators, to 35 psi, and 12 drops of oil per minute (count the number of drips over a three minute interval and average).
5. Check that the bearing temperature readings are indicating test-cell ambient values (not wandering).

6. Close supply-air dump valves (2 ea.), until a two-to-one pressure ratio across the laboratory air supply compressor is indicated (on gauge to the right of control panel), and the noise level in the control room is acceptable (some combinations of valve settings are noisy).
7. Open air supply valve and close dump valves partially until desired RPM is indicated, while maintaining the two-to-one pressure ratio across the air supply compressor.
8. As the RPM increases, the air supplied to the balance piston must be increased to compensate for the axial load on the bearings. If the value displayed on the analogue readout is maintained at the level indicated before start-up (with no air supplied to the balance piston), the axial load produced by the spinning rotor will be negated by the pressure on the balance piston. This will result in approximately zero axial load on the high speed bearings.
9. Set throttle valve as required, and correct air-supply valve to maintain RPM.

During operation of the test rig, RPM, bearing temperature, balance piston, and vibration indications must be monitored continuously. Additionally, periodic checks of the oil-mist regulators is recommended.

B. DISASSEMBLY AND REASSEMBLY

The disassembly and reassembly performed in association with this report was documented on video tape. This tape will be maintained with the records of the test rig for guidance in future overhaul efforts. A few notes, however, concerning the disassembly and reassembly of the machine should be emphasized.

Disassembly

- The removal of the inlet nozzle bell from the hub housing is tricky. Extreme care must be taken to prevent the shroud (attached to, and removed with, the nozzle bell), from coming into contact with the rotor blade tips. To remove the nozzle bell and shroud assembly without incident, pull out the positioning pins, and un-screw the bolts securing the assembly to its support structure. Then attach the test-cell overhead crane to the eye bolt on the top of the nozzle and raise the crane until there is a slight tension on the chain. Attach a winch to the nozzle-inlet face, and the piping from the inlet housing (outside the test cell), and gently pull it axially away from the hub housing. If the winch cables are evenly distributed around the nozzle face the assembly should slide along the channels fastened to the nozzle-bell support structure that ensure clearance of the rotor blade tips. The overhead crane will prevent the assembly from dropping as it clears the edge of the nozzle base.

Reassembly

- Ensure that markings on splines are located during disassembly and aligned during reassembly. These markings line up the high speed rotational components as they were when the machine was originally balanced.
- The pre-load on the high speed bearings is defined as "light". A mere 2-3 in.-lb. torque, on the rotor mounting bolt, is all that is desired to keep the bearings, rotor and rotor shaft in place.
- Perform a new calibration of the torque balance each time the machine is reassembled.
- Check bearing oil-mist cooling lines, bearing temperatures, and internal instrumentation lines for proper operation/indications prior to reassembling.

C. INSTRUMENTATION

The test runs and overhaul of the test rig, as described in this report, have been primarily driven by the desire to return the machine to routine operation. The myriad of instrumentation, that was added in a piece-meal fashion over the fifteen years of operation of the rig, is in need of overhaul. Currently the data-acquisition system at the TPL is in transition. The Hewlett-Packard Basic workstation and programs that have been used for data acquisition are being augmented and possibly replaced with a PC data acquisition controller using LabviewTM. A VXI-Bus mainframe has been purchased, and obsolete scanners are to be replaced. All instrumentation lines from the test-cell to the data acquisition area must yet be verified or replaced before performance mapping of the new stage can begin.

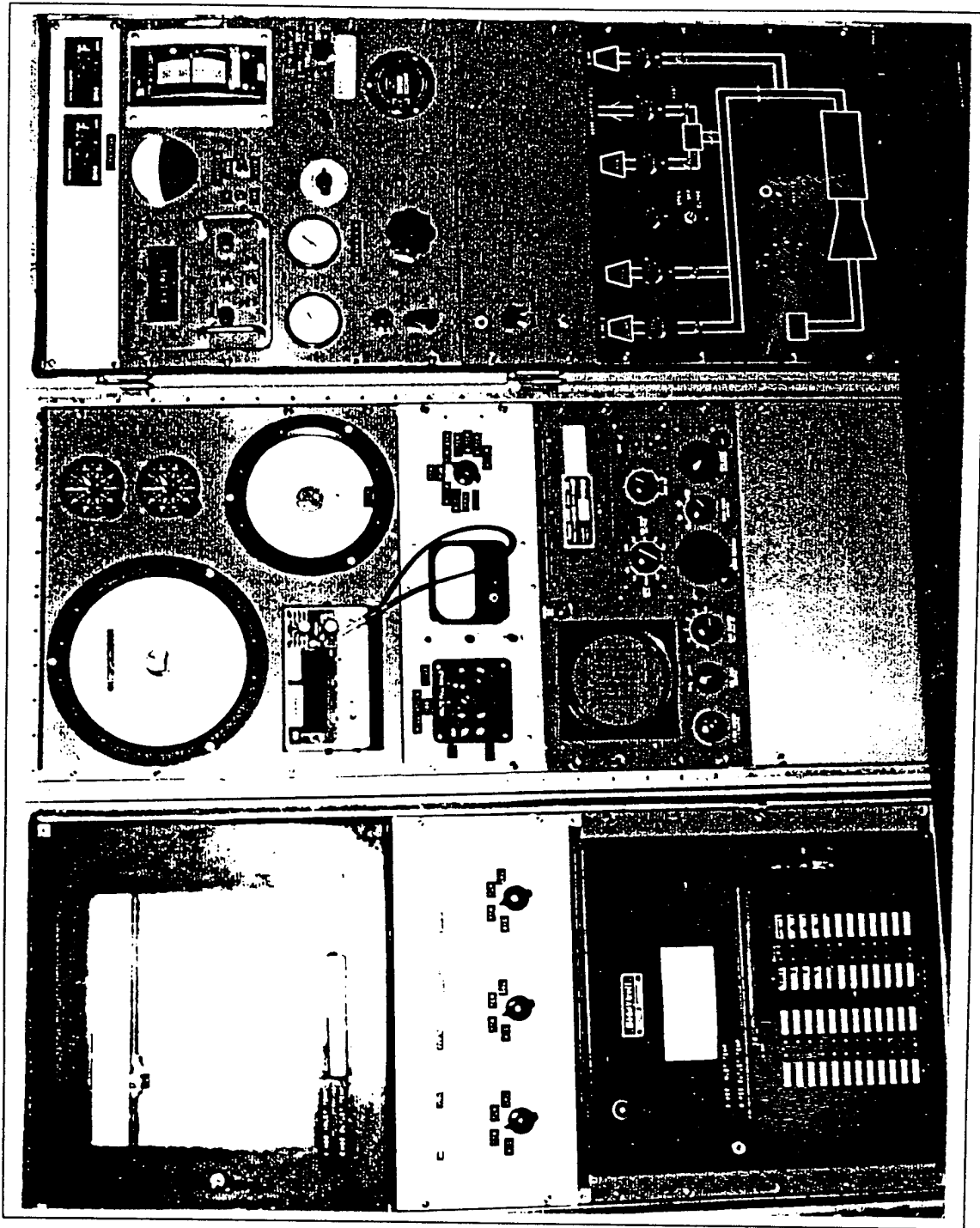


Figure 23. Transonic Compressor Test Rig Control Panel.

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