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STUDY OF CONTROLLED DIFFUSION STATOR BLADING
I. AERODYNAMIC AND MECHANICAL DESIGN REPORT

by

E. Canal, B.C. Chisholm, D. Lee and D.A. Spear

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16. Abstract Pratt & Whitney Aircraft is conducting a test program for NASA under Contract NAS3-22008 in order to demonstrate that a controlled-diffusion stator provides low losses at high loadings and Mach numbers. The technology has shown great promise in wind tunnel tests. This report presents details of the design of the controlled diffusion stator vanes and the multiple-circular-arc rotor blades. The stage, including stator and rotor, was designed to be suitable for the first-stage of an advanced multistage, high-pressure compressor.					
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FOREWORD

The work described herein was performed under NASA Contract NAS3-22008 by the United Technologies Corporation, Pratt & Whitney Aircraft Group, Commercial Products Division, Hartford, Connecticut under the direction of Mr. N. T. Monsarrat, Program Manager. The NASA Project Manager was Mr. L. J. Herrig, NASA-Lewis Research Center, Fluid Mechanics and Acoustics Division.

TABLE OF CONTENTS

Section	Title	Page
1.0	SUMMARY	1
2.0	INTRODUCTION	2
3.0	AERODYNAMIC DESIGN	2
	3.1 Flowpath and Velocity Vector Diagram Design	2
	3.2 Rotor Blade Redesign	5
	3.3 Stator Vane Design	6
4.0	STRUCTURAL AND VIBRATIONAL ANALYSIS	8
	4.1 Blade Resonance Tuning	8
	4.2 Vane Resonance Tuning	9
	4.3 Rotor Blade and Stator Vane Flutter	9
	4.4 Rotor Blade and Disk Steady Stress	10
	4.5 Rig Critical Speed	12
	4.6 Probe Analysis	13
5.0	REFERENCES	13
APPENDICES		
A	FLOWFIELD CALCULATION PROCEDURE	41
B	LOSS SYSTEM	43
C	AERODYNAMIC SUMMARY	45
D	AIRFOIL GEOMETRY ON CONICAL SURFACES	51
E	AIRFOIL MANUFACTURING COORDINATES FOR SECTIONS NORMAL TO THE STACKING LINE	55
F	SYMBOLS AND DEFINITIONS	91
DISTRIBUTION LIST		97

LIST OF ILLUSTRATIONS

Figure	Title	Page
1	Flowpath of Controlled-Diffusion, Front Stage Rig	14
2	Inlet Guide Vane Absolute Exit Air Angle	15
3	Inlet and Exit Mach Numbers for the Rotor and Stator as a Function of Percent Span From the Hub	16
4	Radial Distribution of Rotor Loss Coefficient	17
5	Radial Distribution of Stator Loss Coefficient	18
6	Trailing Edge Blockage Distribution - Incorrect blockages resulted in an undercambered blade in original design	19
7	Inlet and Inlet-Guide-Vane Total Pressure Loss as a Function of Percent Span From the Hub	20
8	Design Diffusion Factor for Rotor and Stator as Functions of Percent Span From the Hub	21
9	Compressor Stage Flowpath	22
10	Meridional Velocity Profiles of Rotor and Stator Inlet and Exit	23
11	Design Air Angle for Rotor (relative) and Stator (absolute)	24
12	Multiple-Circular-Arc Airfoil Definitions and Cascade Relationship	25
13	Rotor Incidence Angle as a Function of Percent Span From the Hub	26
14	Rotor Deviation as a Function of Percent Span From the Hub	27
15	Inlet and Exit Rotor Metal Angle as a Function of Percent Span From the Hub	28
16	Comparison of Redesign With Original Design Trailing Edge Rotor Metal Angle	29
17	Design Criteria for Controlled-Diffusion Stator Airfoil	30
18	Typical Design Airfoil Section at 47 Percent Span From Hub	31

LIST OF ILLUSTRATIONS (Cont'd)

Figure	Title	Page
19	Airfoil Local Surface Mach Number Distribution at 100 Percent Design Speed at 16 Percent Span From Hub	32
20	Airfoil Local Surface Mach Number Distribution at 100 Percent Design Speed at 47 Percent Span From Hub	33
21	Airfoil Local Surface Mach Number Distribution at 100 Percent Design Speed at 76 Percent Span From Hub	34
22	Stator Incidence as a Function of Percent Span From Hub	35
23	Stator Deviation as a Function of Percent Span From Hub	35
24	Inlet and Exit Stator Metal Angle as a Function of Percent Span From Hub	36
25	Blade-Disk Frequency Analysis	37
26	Stator Vane Vibration Analysis	38
27	Modified Goodman Diagram	39
28	Probe Analysis	40

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Pratt & Whitney Aircraft Group

1.0 SUMMARY

Pratt & Whitney Aircraft is conducting a test program, Contract NAS3-22008, for the National Aeronautics and Space Administration; the purpose, to demonstrate that a controlled-diffusion compressor stator provides low losses at high loadings and high Mach numbers.

Two-dimensional wind tunnel tests have shown that the controlled-diffusion design method, a nascent technology for custom designing cascade airfoils, could significantly reduce compressor stator vane losses. This technology will be tested in a three-dimensional flowfield during the NAS3-22008 program. The stator, which was designed to be suitable for the first stage of an advanced multistage, high-pressure compressor, will be tested in a rig employing an inlet guide vane and a rotor designed and tested during an earlier NASA program, Contract NAS3-20809.

This report presents the details of the design of the controlled-diffusion stator airfoil and the modification of the multiple-circular-arc sections of the NAS3-20809 low aspect ratio rotor blade.

The design parameters are typical of an advanced high-pressure compressor front stage and are compatible with the hardware of the existing rig, which accurately simulates engine conditions. The hardware includes an offset inlet transition duct incorporating a preswirl vane that simulates the exit flow from a fan stator root or low-pressure compressor, engine type intermediate case struts, and a variable inlet guide vane.

The design pressure ratio is 1.81 at the goal adiabatic efficiency of 88.5 percent. The design flow per unit annulus area at the rotor inlet is 195.3 kg/sec-m² (40.0 lbm/sec-ft²) at the design tip speed of 442.0 m/sec (1450 ft/sec). The hub/tip ratio is 0.597; the tip diameter, 0.691 m (27.2 in.); and the rotor aspect ratio, 1.3.

The high tip speed and inlet specific flow of the rotor is required to achieve the 1.81 stage pressure ratio, which although aggressive is representative of front stages of advanced core compressors. The stator exit specific flow and the absolute air angle are realistic values chosen to match downstream high-pressure compressor stages. The spacing between rotor and stator has been reduced relative to the NAS3-20809 rig in order to make the spacing typical of the front end of high-pressure compressors.

The stator vane, its absolute Mach number varies from 0.88 at the hub to 0.69 at the tip, has been designed to a prescribed pressure distribution using controlled-diffusion technology. Both rotor and stator losses are estimates based on a combination of fan, high-pressure compressor, and Pratt & Whitney Aircraft controlled-diffusion airfoil experience.

2.0 INTRODUCTION

Commercial aircraft powerplants of the future in order to reduce fuel consumption will require compressors with higher pressure ratios and efficiencies than currently in use, implying higher tip speeds and higher stage loadings to achieve a higher stage pressure ratio. However, high speed fan and compressor stages designed for high flow capacity and high loading tend to have very high flow Mach numbers entering the stator, especially in the hub region. This results in a tendency for strong shocks in the stator channels, followed by boundary layer separation in the subsonic region behind the shock due to shock-boundary layer interaction. The result is excessive stator pressure loss, which reduces stage efficiency and operating range at a given speed.

An emerging theoretical design method has the potential to design stator channels that control diffusion in such a way as to eliminate shocks, or radically reduce shock strength, thus significantly reducing stator pressure loss to improve stage efficiency. Stator airfoil shapes designed by these methods have been subjected to limited testing in a two-dimensional cascade tunnel, with encouraging results (ref. 1).

The objective of this program is to evaluate the controlled-diffusion stator design technique in a three-dimensional flowfield. The effort covers the design, procurement, and testing of a controlled-diffusion stator. The inlet guide vane and rotor designed and tested under Contract NAS3-20809 (ref. 2) will be used to form a complete stage for testing under the current program. The original rotor blade from Contract NAS3-20809 will be modified to correct deficiencies that had been identified during testing (ref. 3).

3.0 AERODYNAMIC DESIGN

3.1 FLOWPATH AND VELOCITY VECTOR DIAGRAM DESIGN

The compressor flowpath was designed to utilize the existing inlet case with the exit ducting, which has been modified from the original NAS3-20809 configuration. This hardware includes inlet prerotation vanes that simulate flow from a fan stator or low-pressure compressor exit stator, intermediate case struts, and variable inlet guide vanes (IGV) located in a curved duct typical of an engine intermediate case (Figure 1). Contract requirements established the design parameters, listed in Table I, for rotor inlet hub-tip ratio, rotor tip speed, inlet specific flow, pressure ratio, and approximate blade and vane aspect ratios.

The original flowpath has been retained with the exception of the rotor-to-stator axial spacing and the annulus area downstream of the stator. Streamline analysis iterations were started using the existing flowpath shape, test flow blockages (ref. 3), and estimated efficiency profiles. The aerodynamics of the design are shown in Figures 2 through 24.

TABLE I
DESIGN PARAMETERS

Corrected Speed, rpm	12210
Rotor Tip Speed, m/sec (ft/sec)	442.0 (1450)
Inlet Corrected Flow, kg/sec (lbm/sec)	47.28 (104.24)
Rotor Inlet Corrected Weight Flow Per Unit	195.3 (40.0)
Annulus Area, kg/m ² -sec (lbm/ft ² -sec)	
Rotor Pressure Ratio	1.845
Stage Pressure Ratio	1.81
Rotor Adiabatic Efficiency, %	92.1
Stage Adiabatic Efficiency, %	88.5
Tip Diameter, meters (inches)	0.6901 (27.2)
Hub/Tip Ratio at Rotor Inlet	0.597
Rotor Tip Solidity	1.26
Rotor Aspect Ratio*	1.30
Stator Hub Solidity	1.429
Stator Aspect Ratio*	1.446
Stator Average Exit Flow Angle, Degrees	22.0
Number of Rotor Blades	24
Number of Stator Vanes	27

*Aspect Ratio = average-airfoil-length/midspan-chord.

With the required rotor tip speed of 442.0 m/sec (1450 ft/sec), the design speed corrected to standard inlet conditions is 12,210 rpm. Specific weight flow at the rotor inlet is 195.3 kg/m²-sec (40 lbm/ft²-sec), consistent with advanced high-pressure compressor front stage technology. This yields an inlet corrected flow of 47.28 kg/sec (104.24 lbm/sec) to the rotor and 46.53 kg/sec (102.6 lbm/sec) into the rig inlet case.

Flowpath convergence and wall curvatures were chosen to control blade and wall loadings and to be compatible with typical downstream high-pressure compressor stages. The stage average exit axial Mach number is 0.56, and the stator average exit flow angle is 22 degrees, which is representative of exit conditions of typical front stages of advanced technology high-pressure compressors. Mach number levels and blade loading balance are a result of reaction selection as controlled by the inlet-guide-vane exit air angle, Figure 2. A relatively high reaction level of 0.71 was chosen in order to keep stator inlet Mach number levels below 0.9 across the span. The resulting rotor loadings are within experience levels. Inlet and exit Mach number profiles for the rotor and stator are shown in Figure 3.

Rotor losses were estimated by extrapolating data from the previous test of this rig (ref. 3) to design flow and pressure ratio values at minimum loss. Controlled-diffusion stator losses were estimated from the previous test of this rig and Pratt & Whitney Aircraft's controlled-diffusion airfoil experience (ref. 1).

The radial distributions of rotor and stator loss coefficients are shown in Figures 4 and 5. Details of the rotor and stator loss system are provided in Appendix B.

Blockages were included in the aerodynamic design to account for boundary layer growth along casing walls and for airfoil wakes. The blockage distribution through the compressor was estimated from the data obtained during the previous test of this rig (ref. 3). The blockages for this design are summarized and compared with the previous design values in Table II and Figure 6.

TABLE II
AERODYNAMIC DESIGN ANNULUS BLOCKAGES

<u>Location</u>	<u>Redesign</u>	<u>Original Design</u>
	<u>Endwall Blockage, %</u>	<u>Endwall Blockage, %</u>
Rotor Leading Edge	3.0	4.5
Rotor Trailing Edge	6.5	2.5
Stator Leading Edge	6.5	1.5
Stator Trailing Edge	7.0	1.5

The total inlet pressure loss relative to the plenum, the diffusion factors for rotor and stator, and the final flowpath design are shown in Figures 7, 8, and 9, respectively. The close spacing between rotor and stator (Figure 9), which is less than in the original rig, is representative of first-stage spacing of typical high-pressure compressors. The exit duct has been opened up relative to the original (ref. 2) because the original duct is believed to have been choked as a result of instrumentation blockage. The rotor and stator inlet and exit meridional velocity profiles are shown in Figure 10, and the relative and absolute air angle for which the blades and vanes were designed are shown in Figure 11.

A complete summary of the design velocity vector data calculated along streamlines at the rotor and stator leading and trailing edges is tabulated in Appendix C.

3.2 ROTOR BLADE REDESIGN

The NAS3-20809 rotor, which was deficient, has been redesigned to achieve its original goals and will be used in the current test program. The redesign will be effected by modifying the original blades by a reforming process. Thus only the front and total camber and their location in space (and hence blade stagger) are being changed. The rotor, designed to provide a pressure ratio of 1.845 at a tip speed of 441.96 m/sec (1450 ft/sec), has 24 blades with a tip solidity of 1.26 and an aspect ratio of 1.3 based on average blade length and absolute chord length at midspan.

The rotor redesign employed actual measured blockages and recorrelated deviations. The modified rotor airfoil is specified by 21 multiple-circular-arc sections on conical surfaces that approximate stream surfaces of revolution at 0, 5, 10, 16, 21, 27, 32, 37, 42, 47, 52, 57, 62, 67, 72, 76, 81, 86, 91, 96, and 100 percent of span. Airfoil sections are defined by specifying total and front chord, total and front camber, stagger, maximum thickness and its chordwise location, and leading and trailing edge radii, as defined in Figure 12.

The front-to-total-camber ratio and stagger angle were changed to achieve the required incidence and critical channel area margin (A/A^* min.) established from multiple-circular-arc fan rotor and stator experience. Because many combinations of these parameters satisfy the incidence and area margin criteria, an additional analysis technique, a time-marching finite-area procedure (ref. 4), was used to ensure an optimized blade shape.

With this procedure a blade channel flowfield was calculated for streamlines at approximately 20, 50, and 80 percent of span, which yielded pressure distributions throughout the channel for each selected blade shape. The front camber level selected from the above criteria was shown to minimize the shock loss calculated by the time-marching finite area program and to achieve a smooth diffusion of pressure on the blade surfaces.

Rotor maximum-thickness-to-chord ratio (t/c), unchanged from the original design, is 0.085 at the hub and 0.035 at the tip. The chordwise location of maximum thickness varies linearly from 55 to 65 percent from root to tip.

Incidence angles for all supersonic inlet sections were chosen at a point (termed the a' point) on the suction surface halfway between the leading edge and the point from which a Mach wave emanates that meets the leading edge of the adjacent blade. This incidence, together with the entrance region and channel area considerations, determines the leading edge incidence. For the midsection the a' incidence was set at approximately 1.5 degrees based on fan experience. This incidence angle is intended to account for blockage at the blade leading edge, development of the suction surface boundary layer, and bow-wave loss. Near the tip the a' incidence was reduced to about one degree

in order to improve the pressure distribution predicted from the time-marching finite area program.

For sections near the root where the inlet Mach number was only slightly greater than one, higher values of incidence to the a' point were required to provide adequate flow area while maintaining a smooth distribution of leading edge incidence. Streamline 1 has a suction surface incidence of -5 degrees, which fairs smoothly with the rest of the span and is consistent with hub sections of similar high-pressure compressor rotors.

The resulting spanwise distribution of suction surface, mean camber line, and a' incidence is shown in Figure 13.

Deviation angles from 20 to 80 percent of span were calculated using Carter's rule plus adjustments based on the test of the original blade. The resulting design deviation versus span for the rotor is shown in Figure 14, and the rotor inlet and exit metal angles resulting from the incidence and deviation selection are shown in Figure 15. The ratio of front camber to total camber was chosen to provide a minimum channel flow critical area ratio of approximately 1.03 for most of the span. In the outer 15 percent span the area was larger in order to keep the front camber from becoming negative. These margins above choke have been shown to give good performance for many fans (ref. 5 to 7).

Rotor geometry on design conical surfaces is summarized in Appendix D. For manufacturing purposes the airfoil sections were redefined on planes normal to the stacking line, a radial line through the center of gravity of the root conical section. The resultant blade coordinates are presented in Appendix E.

Because of the method of modification, the root section of the blade (from zero to ten percent span) could not be changed; thus the redesign was confined to outboard of ten percent span. The modification was accomplished by adding approximately three degrees of total camber to the trailing edge (Figure 16), with minimal changes to front camber and none to the leading edge metal angle.

3.3 STATOR VANE DESIGN

The stator row has 27 vanes with controlled-diffusion airfoil sections designed on conical surfaces approximating stream surfaces of revolution. The original stator had 30 vanes and was located further downstream of the rotor trailing edge than in the current design in order to provide room for instrumentation not incorporated in the redesigned stage. The current spacing is more in keeping with engine practice. In order to provide a sound basis for comparing performance, the stator solidity, aspect ratio, thickness-to-chord ratio, and taper ratio were not changed.

The vanes have a constant chord of 0.748 meters (2.948 in.) and solidities of 1.455, 1.167, and 0.975 respectively at the root, mean, and tip. The aspect ratio based on average length and actual chord is 1.446 and is 1.58 based on average length and axially projected chord at the hub. Maximum-thickness-to-chord ratio (0.05 at the hub to 0.07 at the tip), midspan solidity, aspect ratio, and diffusion factor are the same as in the original design (ref. 2).

3.3.1 Controlled-Diffusion Airfoil Design Concept

In the controlled-diffusion concept the airfoil is contoured to yield an unseparated boundary layer at the airfoil trailing edge throughout the incidence and Mach number range of interest. The contoured airfoil produces a pressure distribution such as shown in Figure 17. The design criteria for a controlled-diffusion airfoil are:

- 1) Peak Mach number controlled to low supersonic levels to preclude formation of strong shock waves.
- 2) Suction surface leading edge region maintains a continuous acceleration up to peak Mach number in order to provide a favorable pressure gradient for maintaining a laminar boundary layer.
- 3) Diffusion from peak Mach number is controlled to provide a relatively constant boundary layer shape factor (skin friction) over the rear portion of the airfoil to ensure an unseparated boundary layer.
- 4) Pressure surface peak velocity controlled to ensure that the airfoil has choke margin and that the airfoil is not in negative stall.
- 5) Pressure distribution closes at the blade trailing edge.

These criteria provide blades with unseparated boundary layers, good incidence range, high Mach number capability, and low losses.

The controlled-diffusion design process relies on a "direct" solution technique in which airfoil surface curvatures are varied to provide sections on conical surfaces that satisfy the above criteria. The section properties are also developed to be smooth in the spanwise direction. Further details of the design process can be found in ref. 1.

A typical section of the designed airfoil is shown in Figure 18, and spanwise examples of resulting design pressure distributions are shown in Figures 19, 20, and 21.

Incidence angle and deviation were set by pressure distribution and Pratt & Whitney Aircraft controlled-diffusion airfoil experience. Incidence varies from -3 degrees to the leading edge mean camber line at 20 percent span to -5 degrees at 80 percent span as shown by Figure 22. Because controlled-diffusion airfoils have a low camber toward the rear and are designed to avoid separation, the airfoil deviations relative to the trailing edge mean camber line are low, as shown in Figure 23. These deviation levels, which vary from about 5 degrees at 20 percent span to about 4 degrees at 80 percent span, are consistent with Pratt & Whitney Aircraft controlled-diffusion airfoil experience. Root to tip stator leading and trailing edge metal angles are shown in Figure 24.

Figure 20 shows the design midspan pressure distribution. This section is well behaved and is operating unseparated. The stator is predicted to have a $+20^\circ$ incidence capability at design inlet Mach number, and $+0.02$ Mach number capability at design incidence from root to tip.

A complete summary of stator geometry on conical surfaces is presented in Appendix D. The airfoil sections were redefined on planes normal to the stacking line for manufacturing purposes. The resultant airfoil coordinates are presented in Appendix E.

4.0 STRUCTURAL AND VIBRATIONAL ANALYSIS

The structural, vibrational analysis involved tuning the blade and vane geometries to avoid undesirable resonant conditions, stability calculations to ensure stable and flutter-free operation of blades and vanes, and a steady-stress analysis to satisfy overspeed and low cycle fatigue criteria. A rotor frame critical-speed analysis was also performed to investigate the vibrational characteristics of the overall rig assembly.

No structural limitations are anticipated. The rig design is capable of operating to 110 percent of design speed (13,431 rpm). Strain gages will be placed on the blades and vanes and accelerometers on the case in order to ensure rig safety.

4.1 BLADE RESONANCE TUNING

Coupled blade-disk resonances that may be excited in the operating range are of major importance in the design of a compressor stage. Circumferential and radial distortion exist in the inlet airstream and normally contain strong components of first through fourth order harmonics. The airfoil hub/tip ratio, aspect ratio, and spanwise thickness distribution have been adjusted to avoid natural system modes at frequencies close to one, two, and three (1E, 2E, and 3E) excitations per revolution during high speed operation.

For stages behind major support structures--such as the nine inlet struts immediately upstream of the rotor stage--strut passing and twice strut passing frequency can be encountered in the first four coupled spanwise modes of vibration. Other major sources of excitation are the vanes immediately upstream (inlet guide vane) or downstream (stator) of the stage and such periodic obstructions in the flowpath as instrumentation probes.

All adjustments to the blade were made from the previous program (NAS3-20809) such that natural modes will not occur at frequencies close to one, two, and three (1E, 2E, and 3E) excitations. The standard rotor frequency and bending frequency analyses made during the earlier study are applicable to this test.

The redesigned blade was analyzed for natural frequencies and resonant crossings; the results are shown in Figure 25. A 2E first mode frequency margin of 15 percent exists at the 13,431 rpm maximum anticipated rotor speed, and a 3E first mode resonance is predicted at 8900 rpm. Second and third mode (coupled bending and first torsion modes, respectively) frequencies are adequately high to avoid low order resonances yet low enough to avoid vane or strut passing excitations at high rotor speeds. Vane passing and probe excited resonant conditions, which occur low in the operating range, are not expected to be a concern.

4.2 VANE RESONANCE TUNING

Both inlet guide vane and exit stators are variable. The stator vane frequencies were calculated assuming that the vanes are pinned at the inner and outer diameter bushings. Modeling of the circular end caps, extensions, and activating arms were included to accurately predict resonant frequencies. The stator were designed so that the first mode frequency is sufficiently high to avoid low order (2E and 3E) and blade passing (24E) resonance at high speed.

The inlet guide vane, which is the same as tested during the previous program, has been run to 13,000 rpm. No excessive vibratory stresses were observed during the previous test. Analysis indicates the first mode frequency is 28 percent greater than the 2E excitation frequency at redline speed. A 3E first mode resonance was calculated to occur at 11,500 rpm.

The exit stator, which has a controlled-diffusion design, is new for this study. It was structurally designed so that the first mode frequencies would be sufficiently high to avoid low order (2E and 3E) resonance, yet low enough to avoid blade passing (24E) resonance at high speed. Analysis of the stator showed a first mode 3E frequency margin of 16 percent at the maximum anticipated 13,431 rpm rotor speed and a 4E resonant crossing at 11,985 rpm. The results of the analysis are shown in Figure 26.

4.3 ROTOR BLADE AND STATOR VANE FLUTTER

A supersonic, unstalled flutter analysis was performed on the blade at 110 percent of the 13,431 rpm aerodynamic design point in order to ensure that flutter will not be a problem during operation. The minimum log decrement (a measure of the aerodynamic damping in the system) for each of the first three vibration modes is shown in Table III and compared with the previous test, NAS3-20809.

Each of these values being above the minimum allowable log decrement, the design is acceptable.

The stator vane bending flutter and torsional flutter parameters were calculated for both the inlet and exit stators. The calculated values are well within the range of successful experience.

TABLE III

ROTOR BLADE FLUTTER ANALYSIS

	<u>Mode</u>	<u>Minimum Log Decrement</u>	<u>Excitation Order</u>	<u>Allowable Log Decrement</u>
Forward Wave	1	0.02286 (0.02417)	2E (2E)	>0 (>0)
	2	0.01976 (0.01343)	2E (2E)	>0 (>0.002)
	3	0.01053 (0.01109)	3E (4E)	>0 (>0)
Backward Wave	1	0.0079 (0.0096)	2E (2E)	>0 (>0)
	2	0.0071 (0.00614)	4E (2E)	>0 (>0.002)
	3	0.0008 (0.00052)	6E (6E)	>0 (>0)

Speed = 12,210 rpm (Design Speed)

The parenthetic data are from the NAS3-20809 tests

4.4 ROTOR BLADE AND DISK STEADY STRESS

Rotor blade and disk steady stress analyses were not performed as part of the current program, because a complete analysis had been made during the earlier contract, NAS3-20809, and the blade and disk were used without problems. The previous-program analysis is included for completeness of the report.

Blade root stresses were minimized by circumferentially tilting the airfoil 0.889 mm (0.035 in.) at the tip in order to counteract the blade pressure loading. Combined centrifugal, untwist, gas bending, and counteracting tilt stresses were calculated at 13,431 rpm. Predicted airfoil root stresses are shown in Table IV together with the allowable stresses for AMS 4928 titanium alloy at 366K (200°F). The maximum stress in the airfoil of 226×10^6 N/m² (32,800 lbf/in.²) occurs near the trailing edge of the airfoil root and is well below the allowable stress of 448×10^6 N/m² (65,000 lbf/in.²).

Calculated blade attachment tension (P/A), contact surface bearing stress, and tooth bending and shear are also compared in Table IV with stress allowables.

The limiting stress in the blade attachment is the average bearing stress of $481 \times 10^6 \text{ N/m}^2$ (69,700 lbf/in.²). The bearing stress limit of $448 \times 10^6 \text{ N/m}^2$ (65,000 lbf/in.²) was established to minimize galling on the contact surface during long term service and is not a relevant limit for the intended rig testing. Minor broach refinement would be required to satisfy the service stress limit.

TABLE IV

	STATIC BLADE STRESSES	
	N/m ² (lbf/in. ²)	
	<u>Maximum</u>	<u>Allowable</u>
<u>Blade Root (0.035 Tilt)</u>		
Leading Edge	215 X 10 ⁶ (31,200)	448 X 10 ⁶ (65,000)
Trailing Edge	226 X 10 ⁶ (32,800)	448 X 10 ⁶ (65,000)
Maximum Thickness	225 X 10 ⁶ (32,600)	448 X 10 ⁶ (65,000)
<u>Blade Attachment</u>		
Tension	199 X 10 ⁶ (28,800)	276 X 10 ⁶ (40,000)
Bearing	481 X 10 ⁶ (69,700)	448 X 10 ⁶ * (65,000)
Bending	217 X 10 ⁶ (31,400)	276 X 10 ⁶ (40,000)
Shear	150 X 10 ⁶ (21,700)	276 X 10 ⁶ (40,000)

*Applied to long term service.

A modified Goodman Diagram (Figure 27) indicates that at the maximum steady state stress level in the blade root of $226 \times 10^6 \text{ N/m}^2$ (32,800 lbf/in.²), the maximum allowable vibratory stress is $103 \times 10^6 \text{ N/m}^2$ (15,000 lbf/in.²).

Maximum allowable vibratory stress limits for the stator vanes were established based upon test experience with similar stator vane and attachment design. For the entrance and exit stators, a vibratory stress limit of $69 \times 10^6 \text{ N/m}^2$ (10,000 lbf/in.²) was established.

4.5 RIG CRITICAL SPEED

A critical-speed analysis was not performed for this program because a complete study had been made during the previous contract, the rig configuration being the same and no critical-speed problems having been encountered. The NAS3-20809 analysis is included in this report for completeness.

Existing rig hardware--the rotor drive system, bearings, dampers, and primary rotor support structure--will be used in this program. This hardware has been employed without linear vibration problems in tests of a Pratt & Whitney Aircraft research fan to a speed of 12,400 rpm in the same test facility. Inner and outer cases downstream of the inlet guide vane will be new, but an existing inlet case from an advanced compressor will be used forward of the inlet guide vane.

An existing rotor-frame critical-speed analysis was modified to reflect the new blade, disk, and cases. Predicted rotor critical speeds and the total strain energy in the rotor system are shown in Table V. The first mode rotor critical speed at 8065 rpm is essentially a cantilevered rotor and number one bearing support structure mode pivoting about the exit strut case.

TABLE V
CRITICAL SPEED ANALYSIS
ROTOR MODES

<u>Critical Speed (rpm)</u>	<u>Rotor Strain Energy (%)</u>
8,065	10.7
12,477	9.8
15,274	67.1

Design Speed - 12,210 rpm
Running Range - 6,105 rpm to 13,431 rpm

Significant relative motion exists at the number one bearing location, but the viscous damper will suppress response in this mode. The second rotor critical speed of interest is a rotor pitch mode about the number two bearing. Again the viscous damper in the number one location will be effective in suppressing response in this mode. The third mode, predicted at fifteen percent above redline speed, is a fundamental drive shaft and coupling bending mode. Little case participation was noted, and no relative motion was present at the bearing. This mode is sufficiently beyond the intended operating speed to be of no concern.

4.6 PROBE ANALYSIS

A frequency analysis of the probes was made by means of a simple beam analysis. Each probe was assumed to be a cantilevered beam with a weight that included the probe and the kiel heads and tubing. This analysis (Figure 28) showed that three of the probe frequencies are well above the 2E excitation frequency at redline speed (13,341 rpm) and that the remaining probe has a 26 percent 2E margin at the redline speed. The difference in number of inlet guide vanes and blades creates a natural 4E excitation for the probe system but, as seen in Figure 28, the 4E resonant conditions were tuned to occur at a low speed and above the redline speed. Blade passing resonances (24E) were also avoided by tuning the first mode frequencies of each probe.

5.0 REFERENCES

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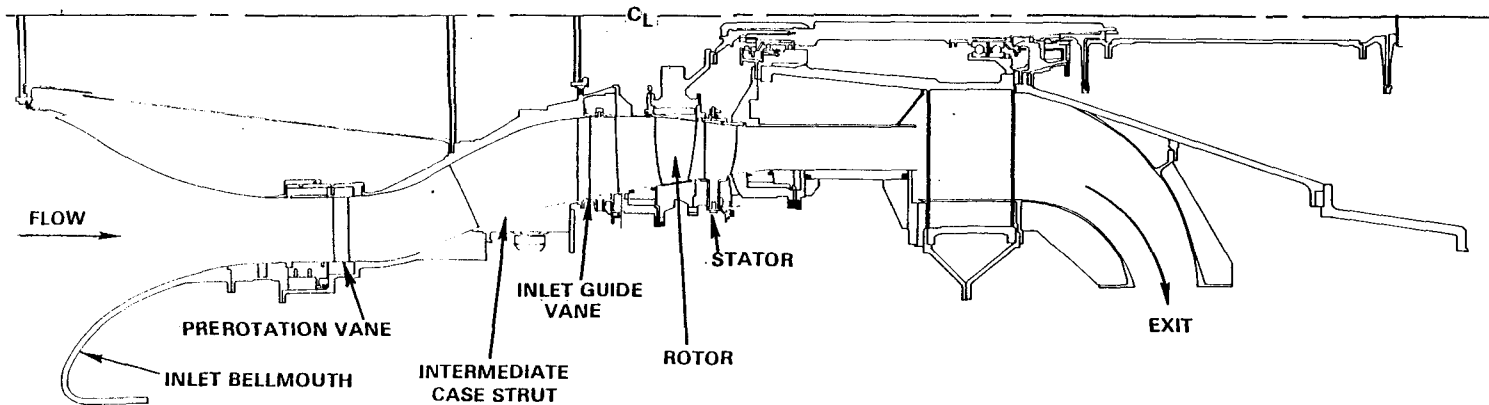


Figure 1 Flowpath of Controlled-Diffusion, Front Stage Rig

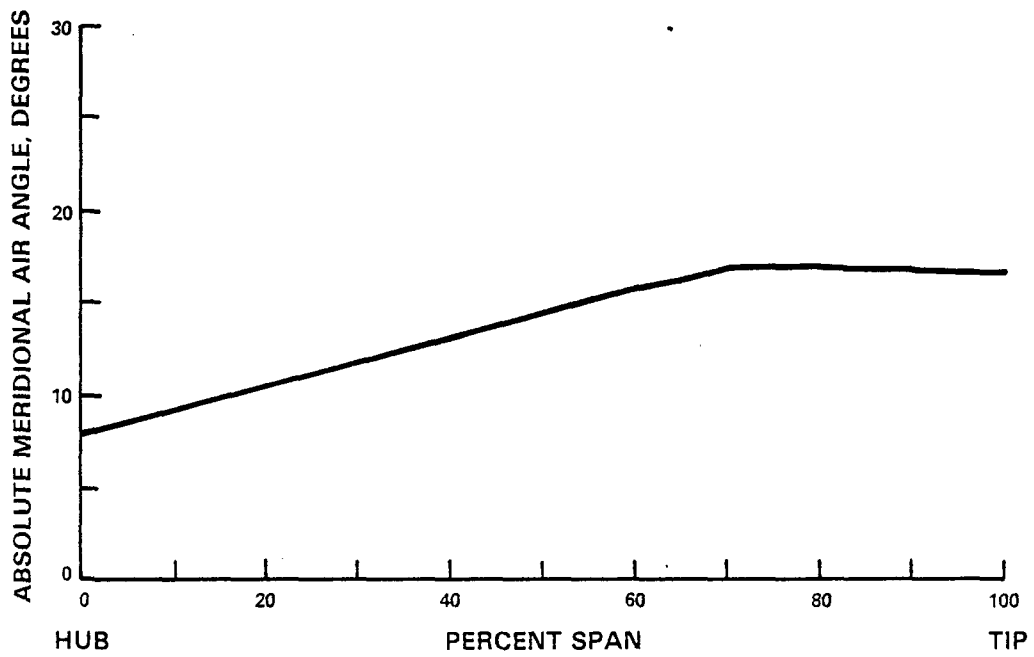


Figure 2 Inlet Guide Vane Absolute Exit Air Angle

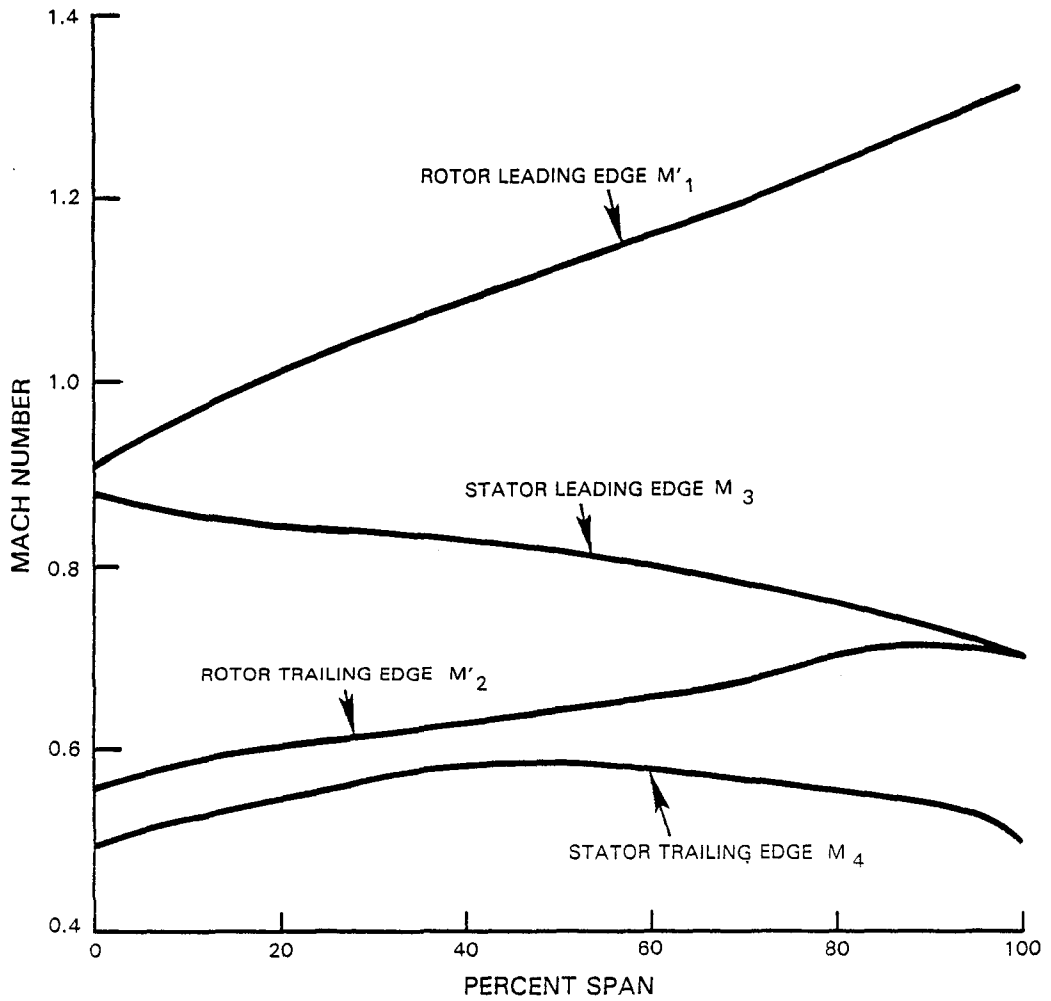


Figure 3 Inlet and Exit Mach Numbers for the Rotor and Stator as a Function of Percent Span From the Hub

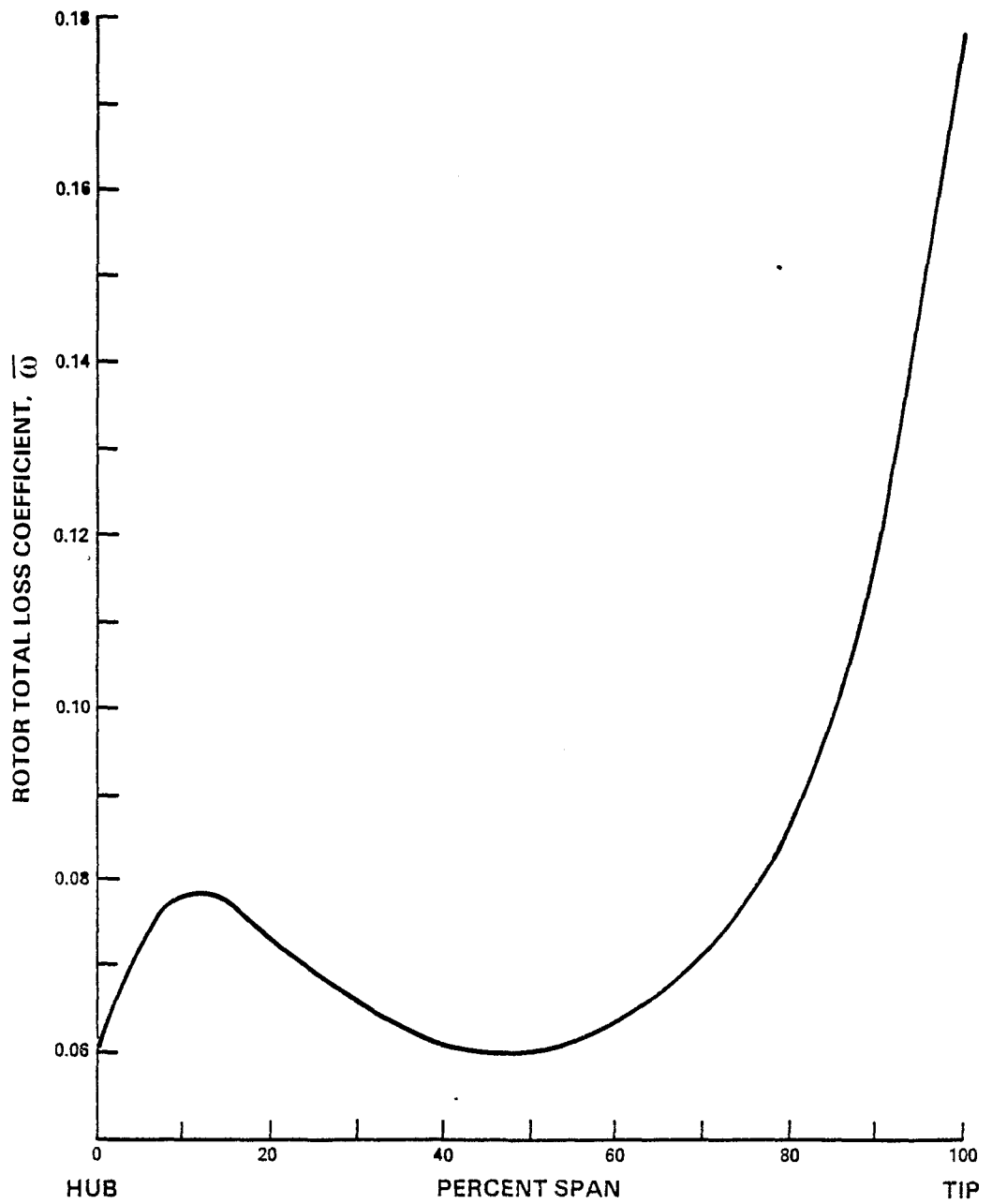


Figure 4 Radial Distribution of Rotor Loss Coefficient

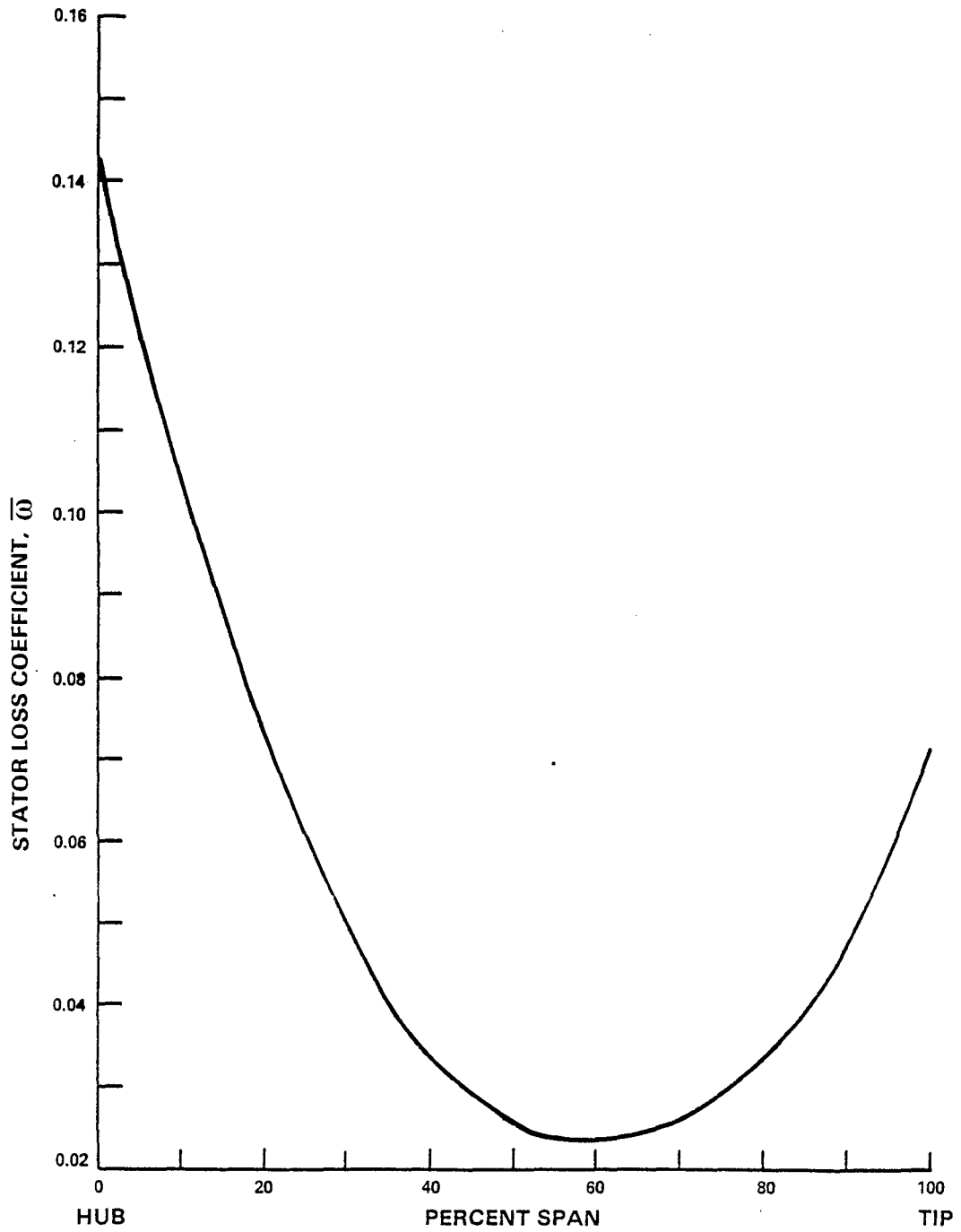


Figure 5 Radial Distribution of Stator Loss Coefficient

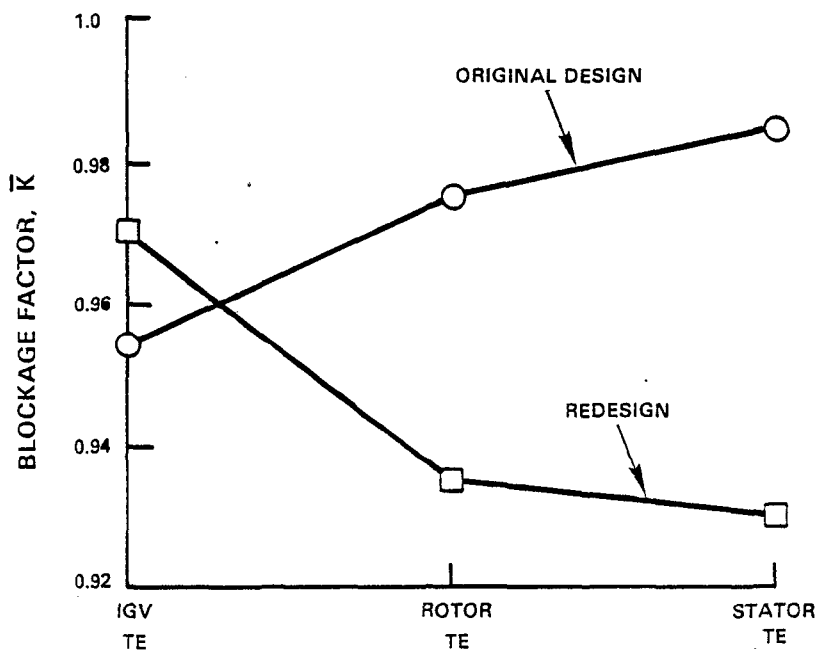


Figure 6 Trailing Edge Blockage Distribution - Incorrect blockages resulted in an undercambered blade in original design

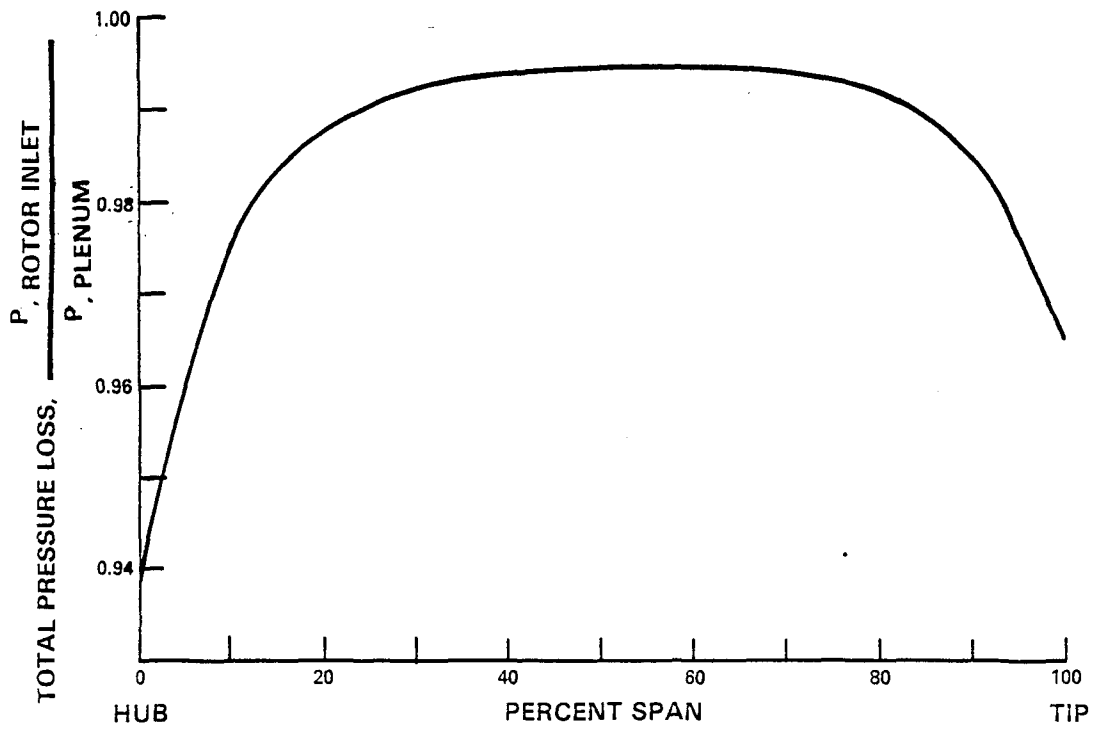


Figure 7 Inlet and Inlet-Guide-Vane Total Pressure Loss as a Function of Percent Span From the Hub

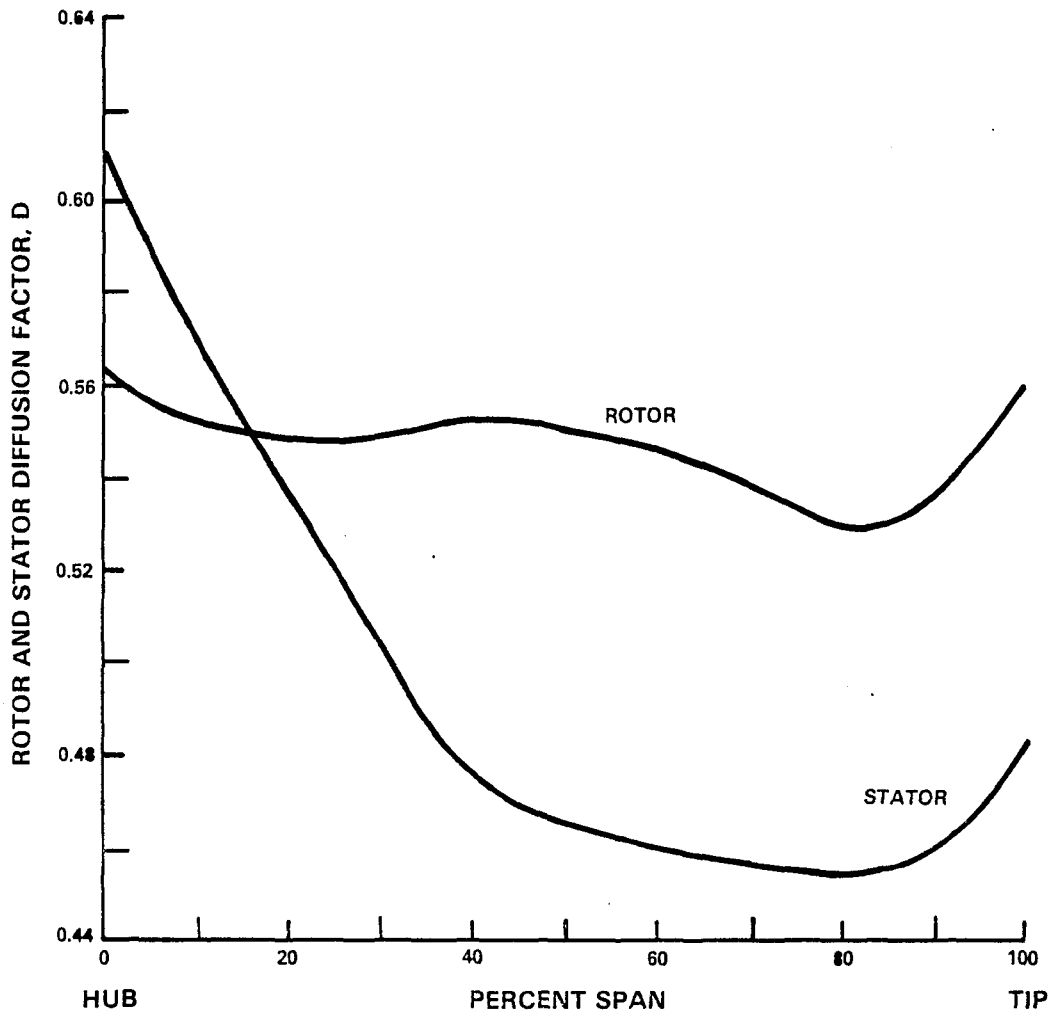


Figure 8 Design Diffusion Factor for Rotor and Stator as Functions of Percent Span From the Hub

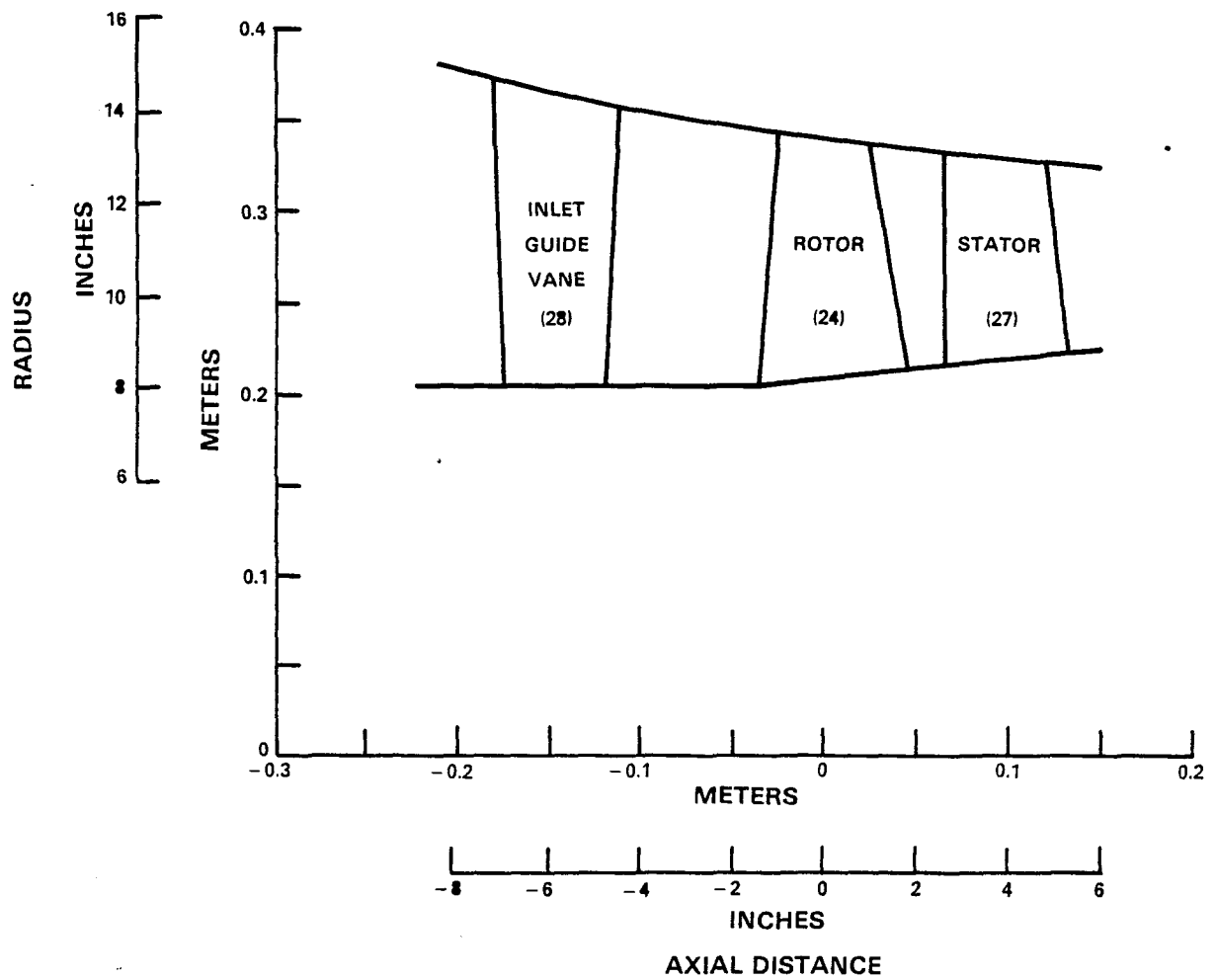


Figure 9 Compressor Stage Flowpath

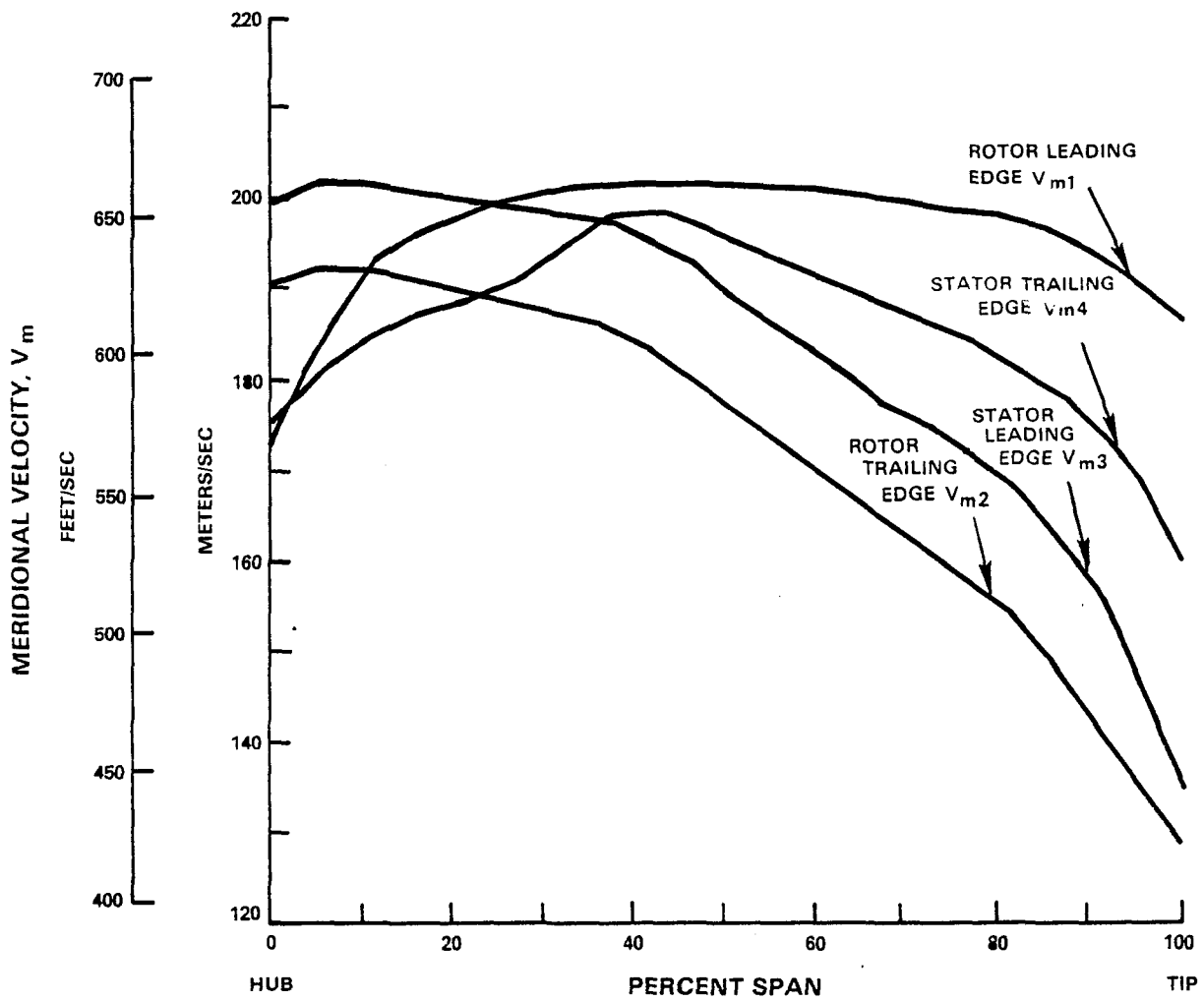


Figure 10 Meridional Velocity Profiles of Rotor and Stator Inlet and Exit

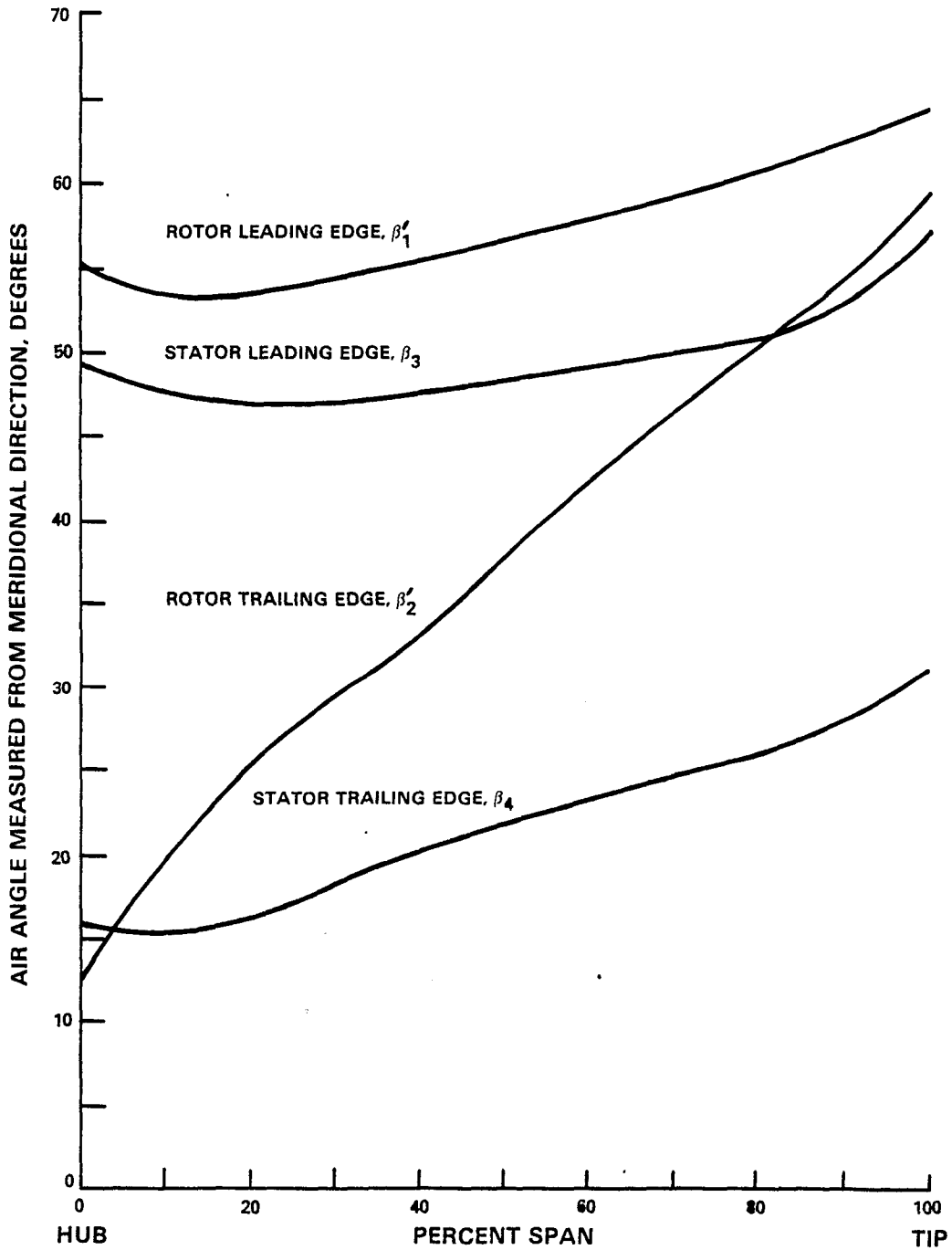


Figure 11 Design Air Angle for Rotor (relative) and Stator (absolute)

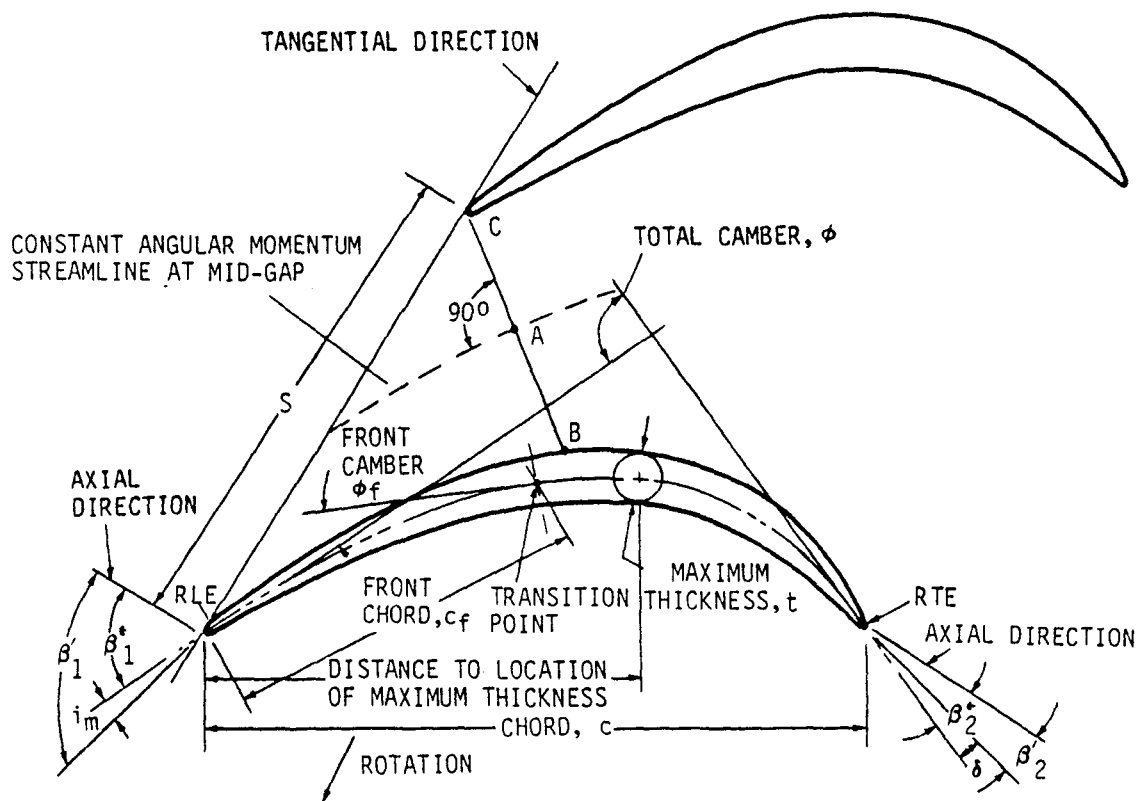


Figure 12 Multiple-Circular-Arc Airfoil Definitions and Cascade Relationship

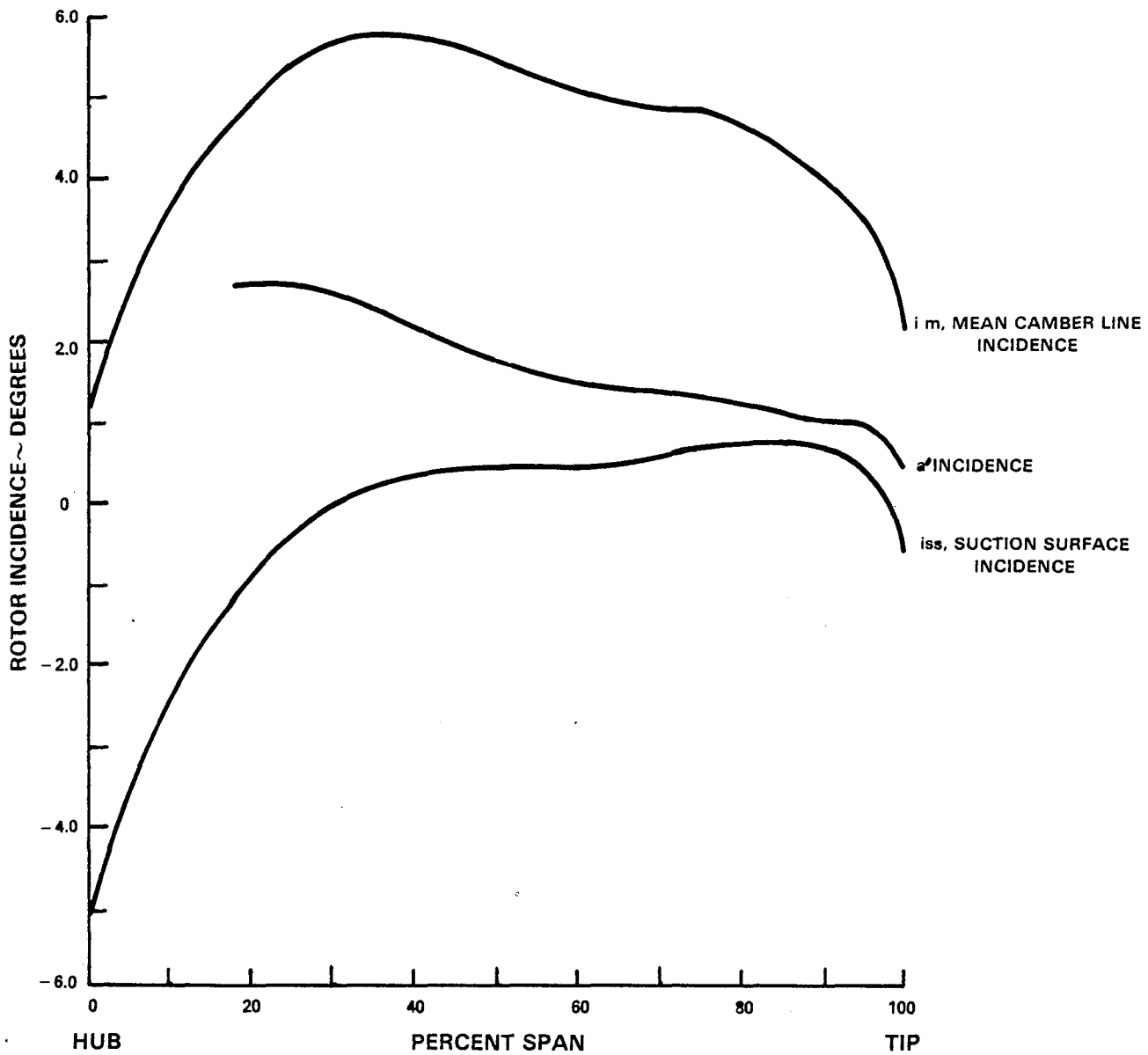


Figure 13 Rotor Incidence Angle as a Function of Percent Span From the Hub

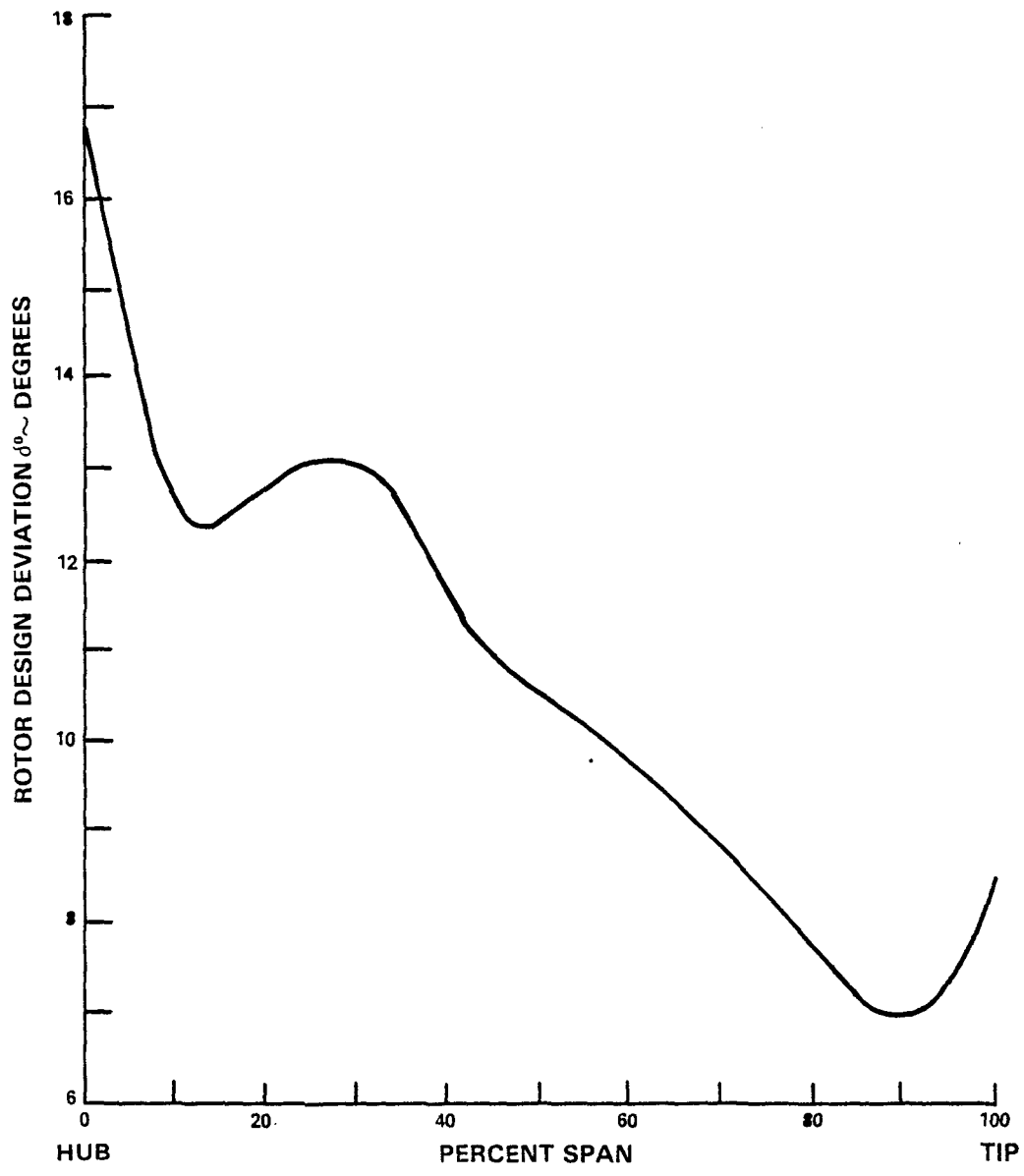


Figure 14 Rotor Deviation as a Function of Percent Span From the Hub

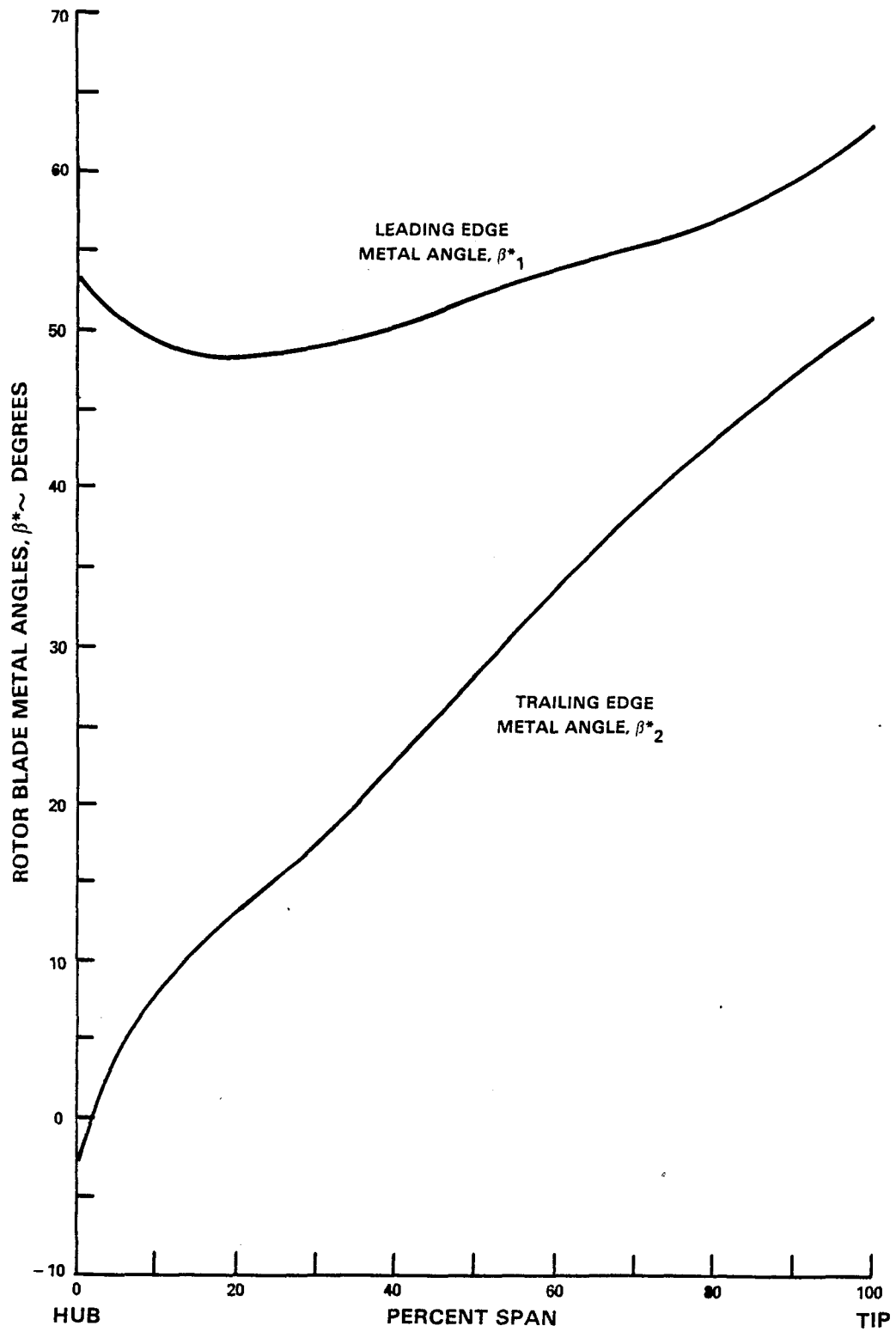


Figure 15 Inlet and Exit Rotor Metal Angle as a Function of Percent Span From the Hub

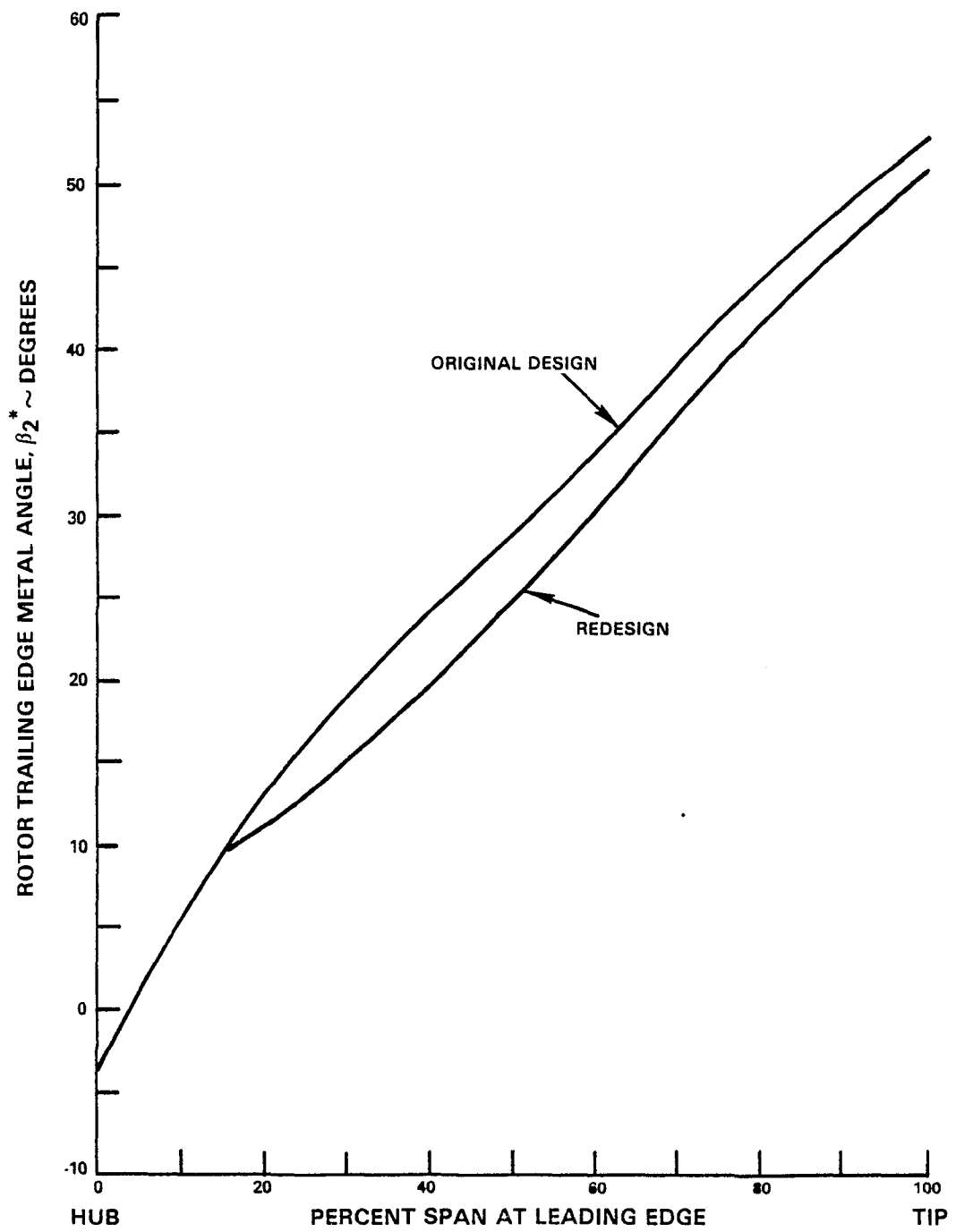


Figure 16 Comparison of Redesign With Original Design Trailing Edge Rotor Metal Angle

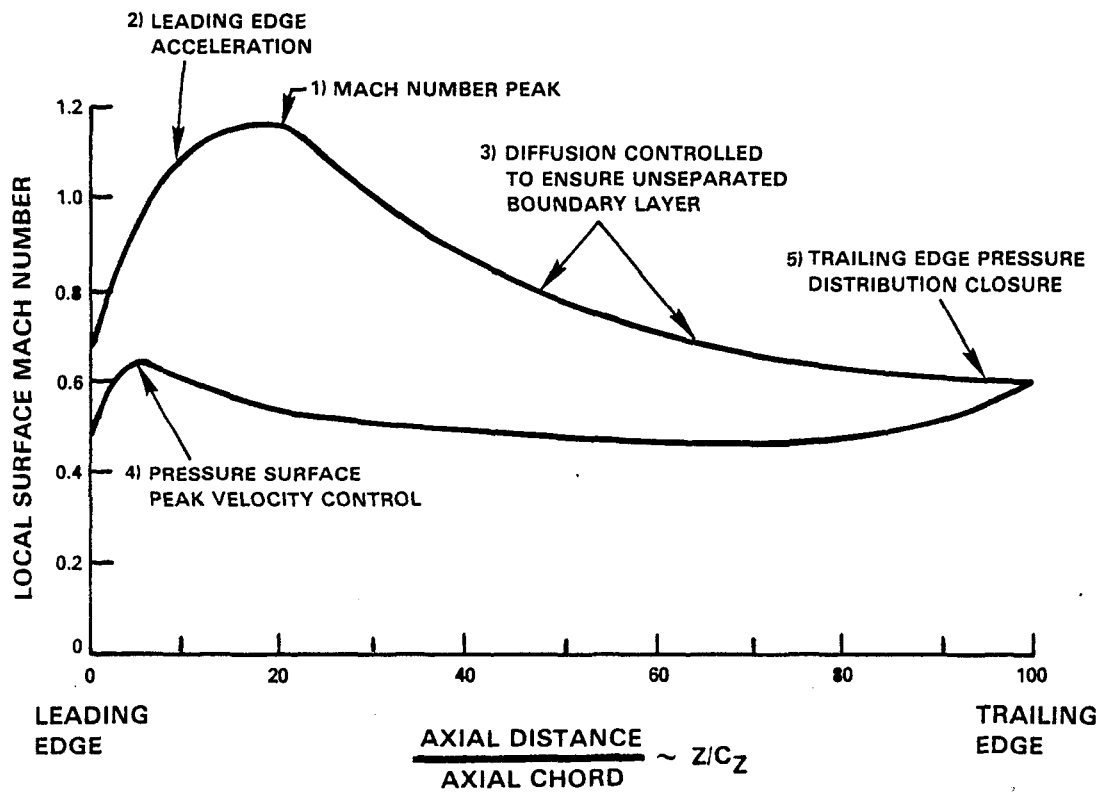


Figure 17 Design Criteria for Controlled-Diffusion Stator Airfoil

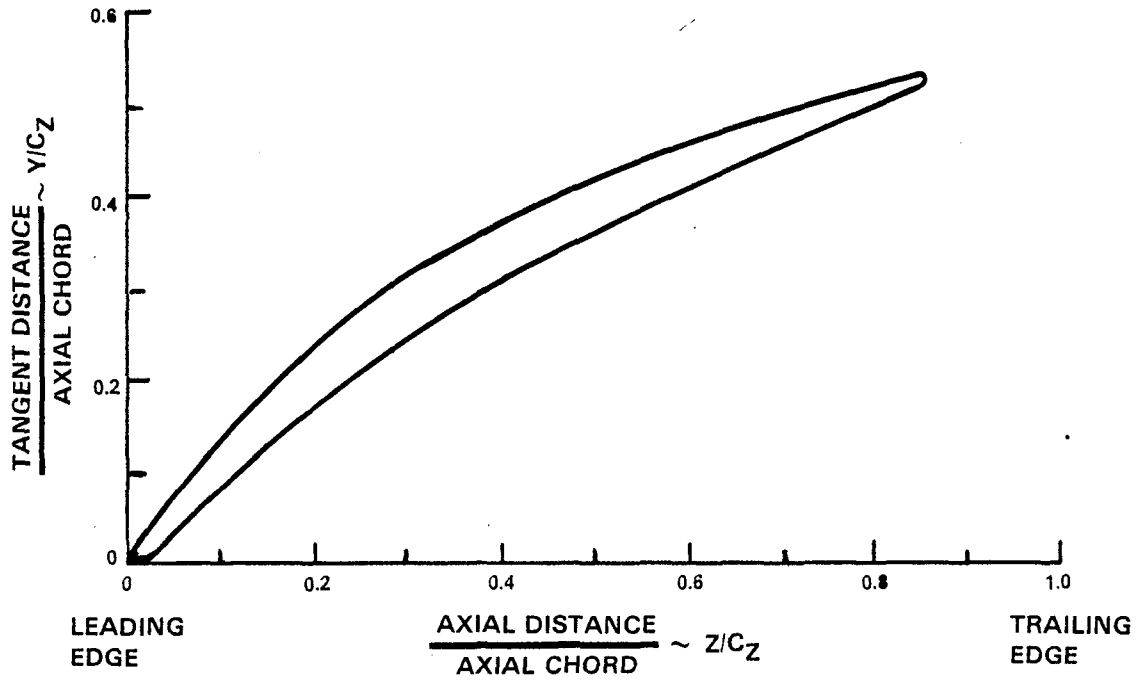


Figure 18 Typical Design Airfoil Section at 47 Percent Span From Hub

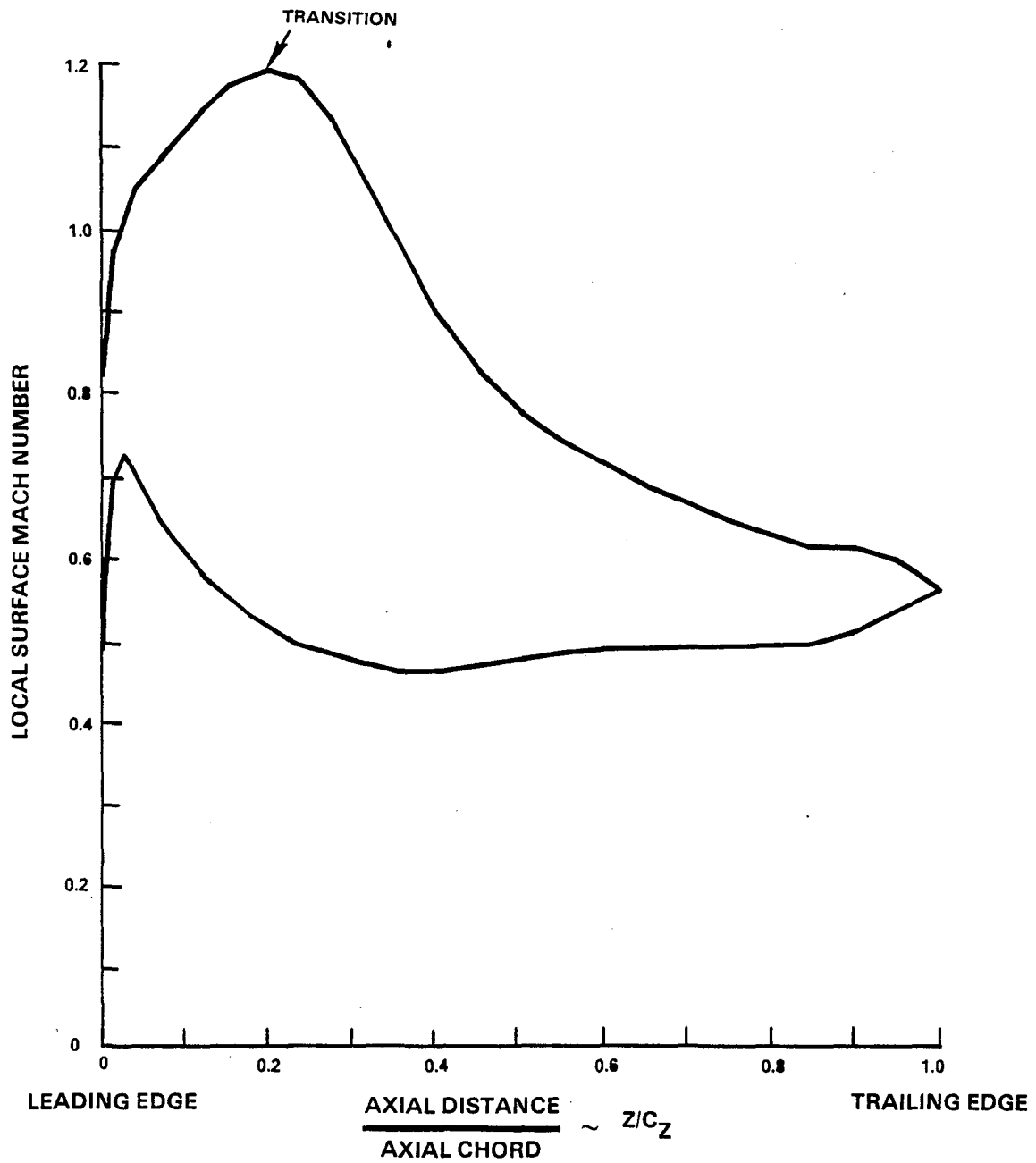


Figure 19 Airfoil Local Surface Mach Number Distribution at 100 Percent Design Speed at 16 Percent Span From Hub

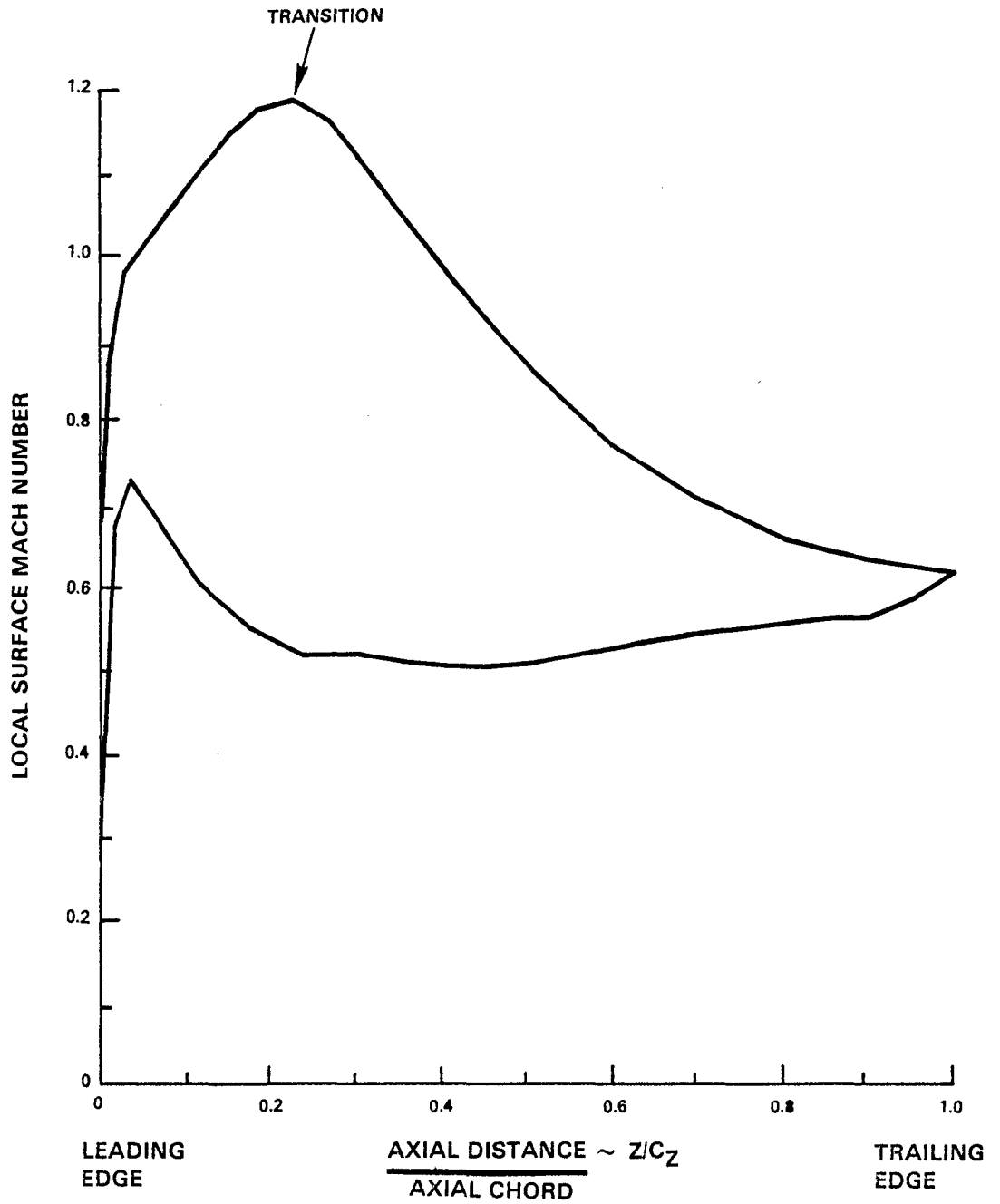


Figure 20 Airfoil Local Surface Mach Number Distribution at 100 Percent Design Speed at 47 Percent Span From Hub

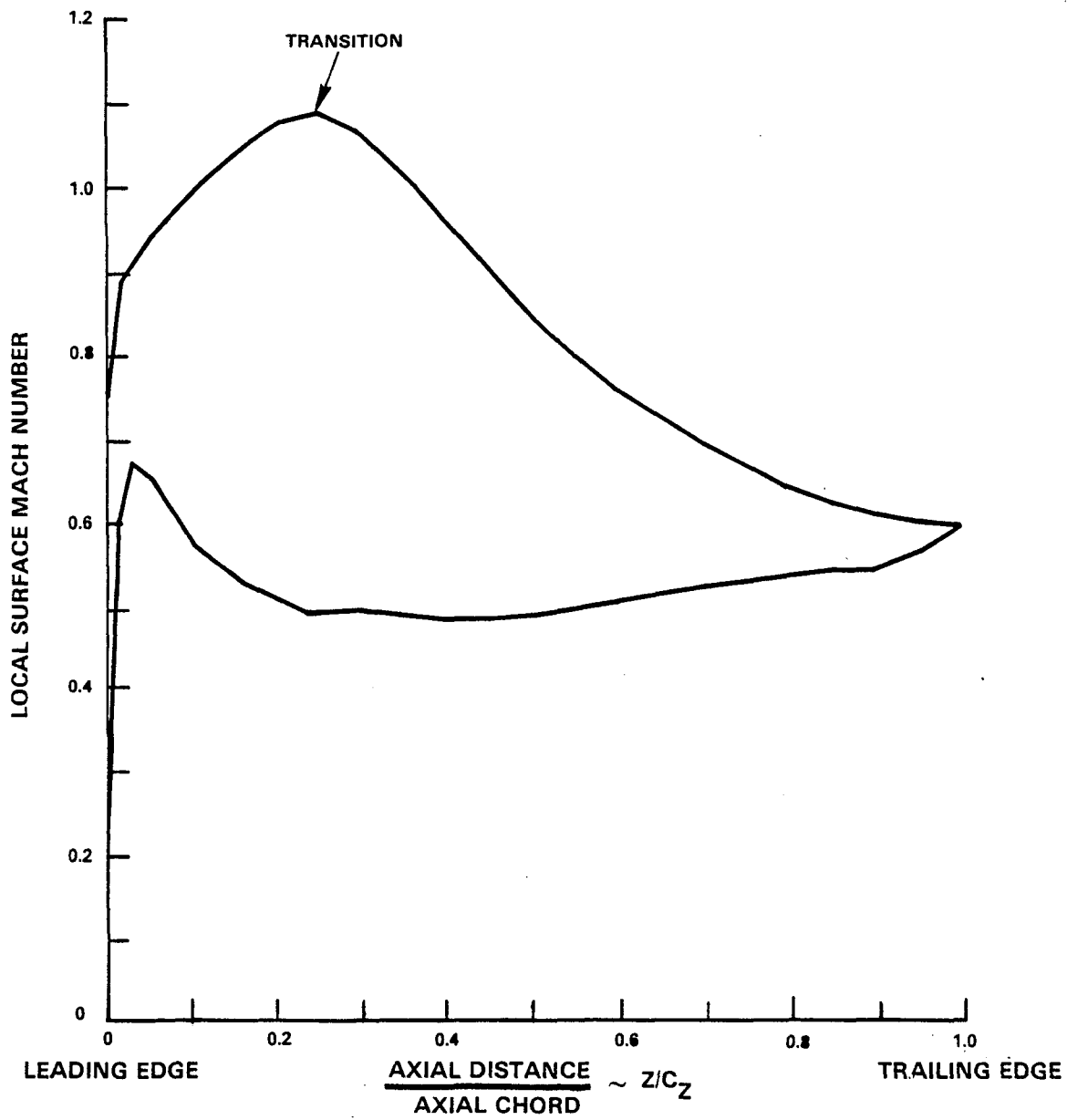


Figure 21 Airfoil Local Surface Mach Number Distribution at 100 Percent Design Speed at 76 Percent Span From Hub

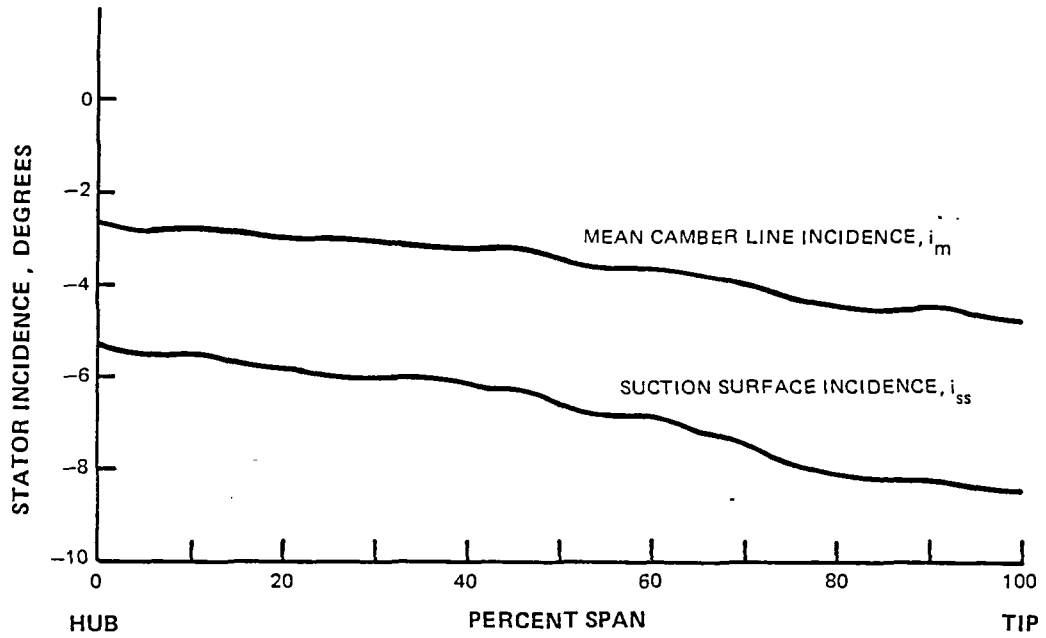


Figure 22 Stator Incidence as a Function of Percent Span From Hub

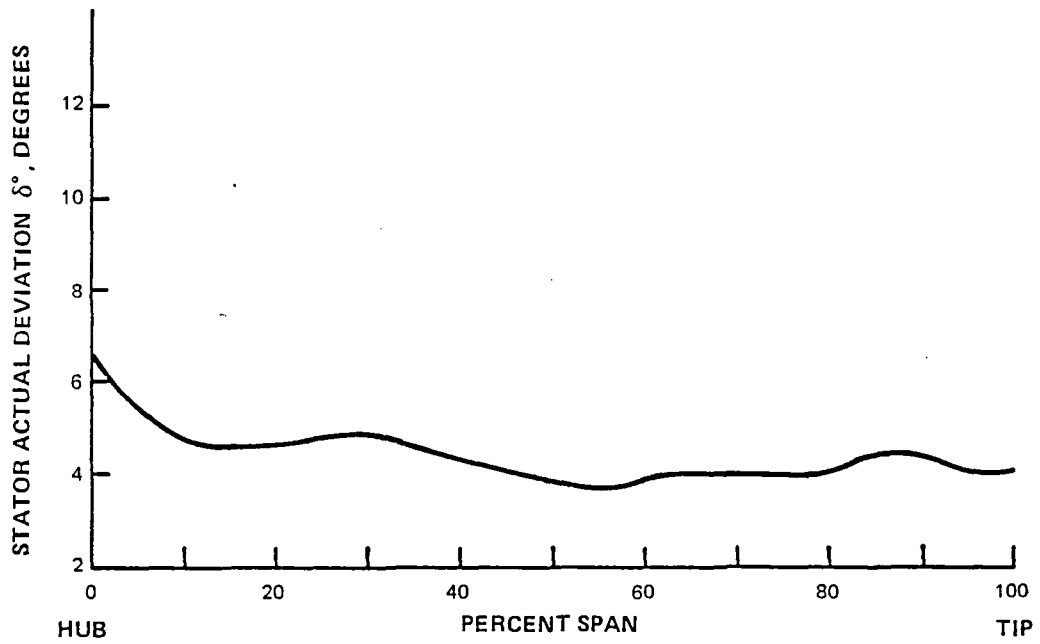


Figure 23 Stator Deviation as a Function of Percent Span From Hub

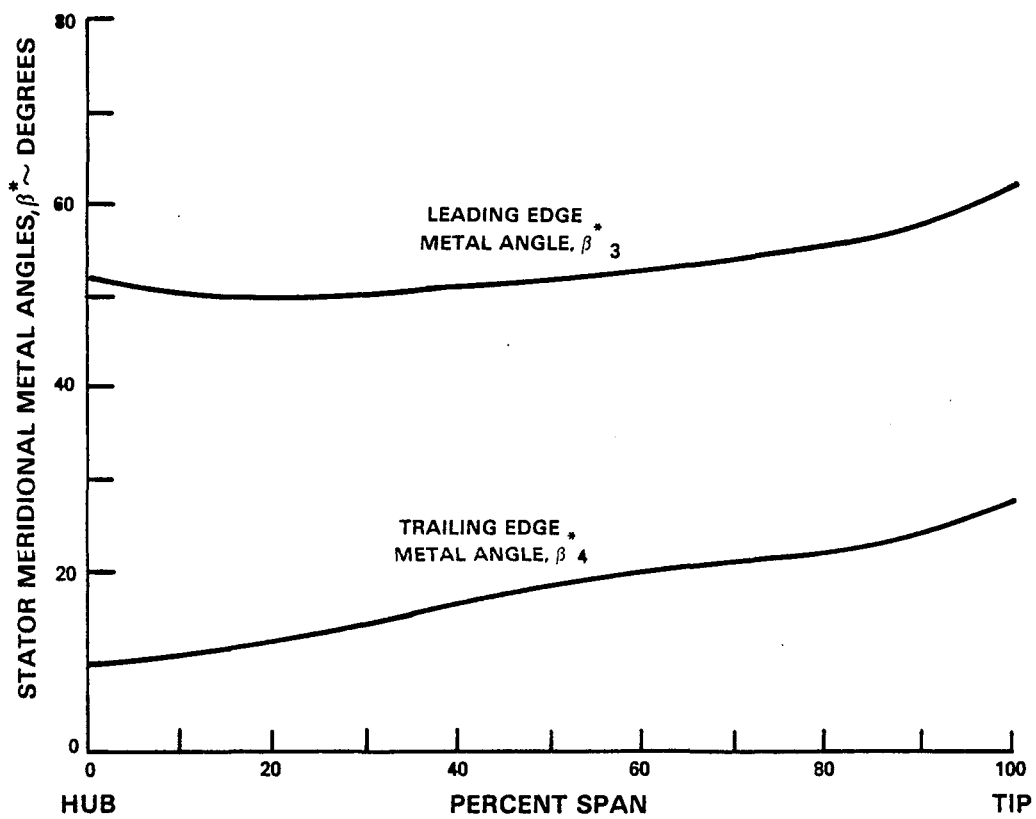


Figure 24 Inlet and Exit Stator Metal Angle as a Function of Percent Span From Hub

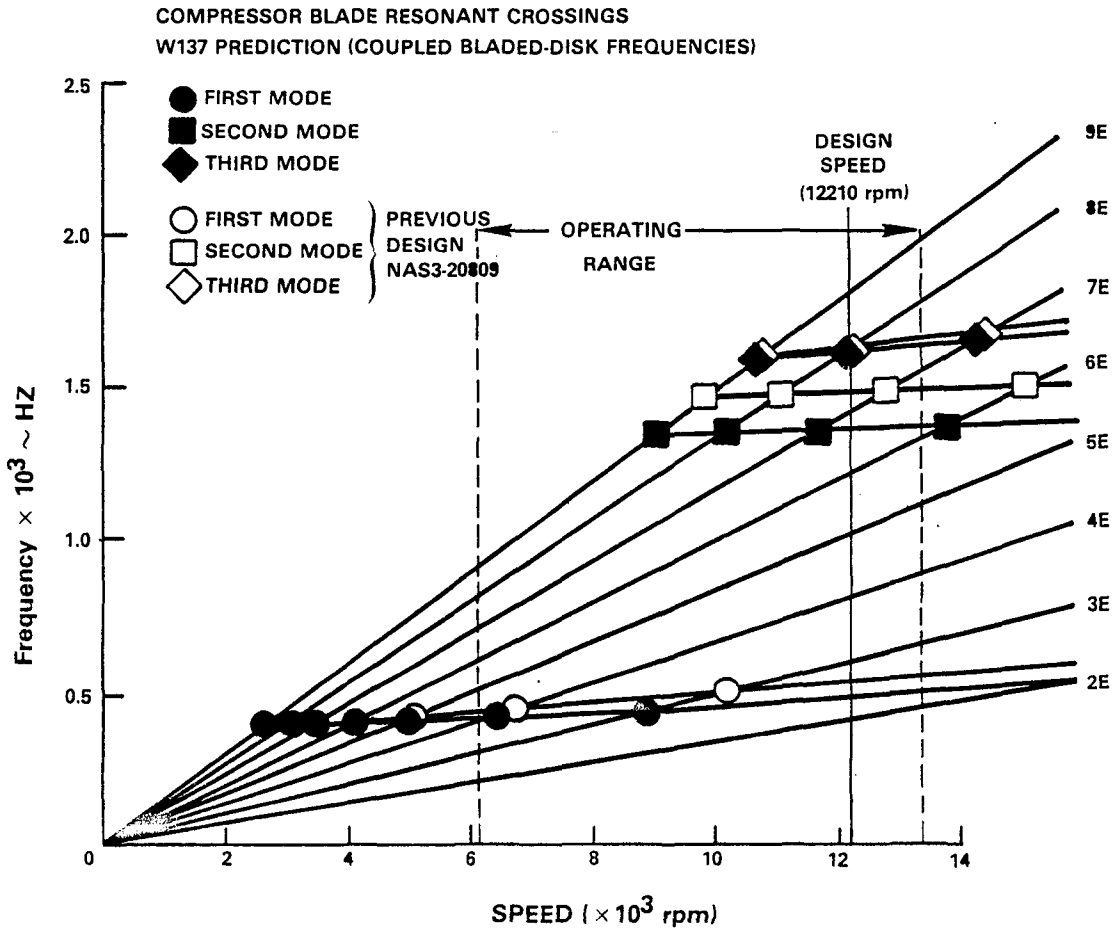


Figure 25 Blade-Disk Frequency Analysis

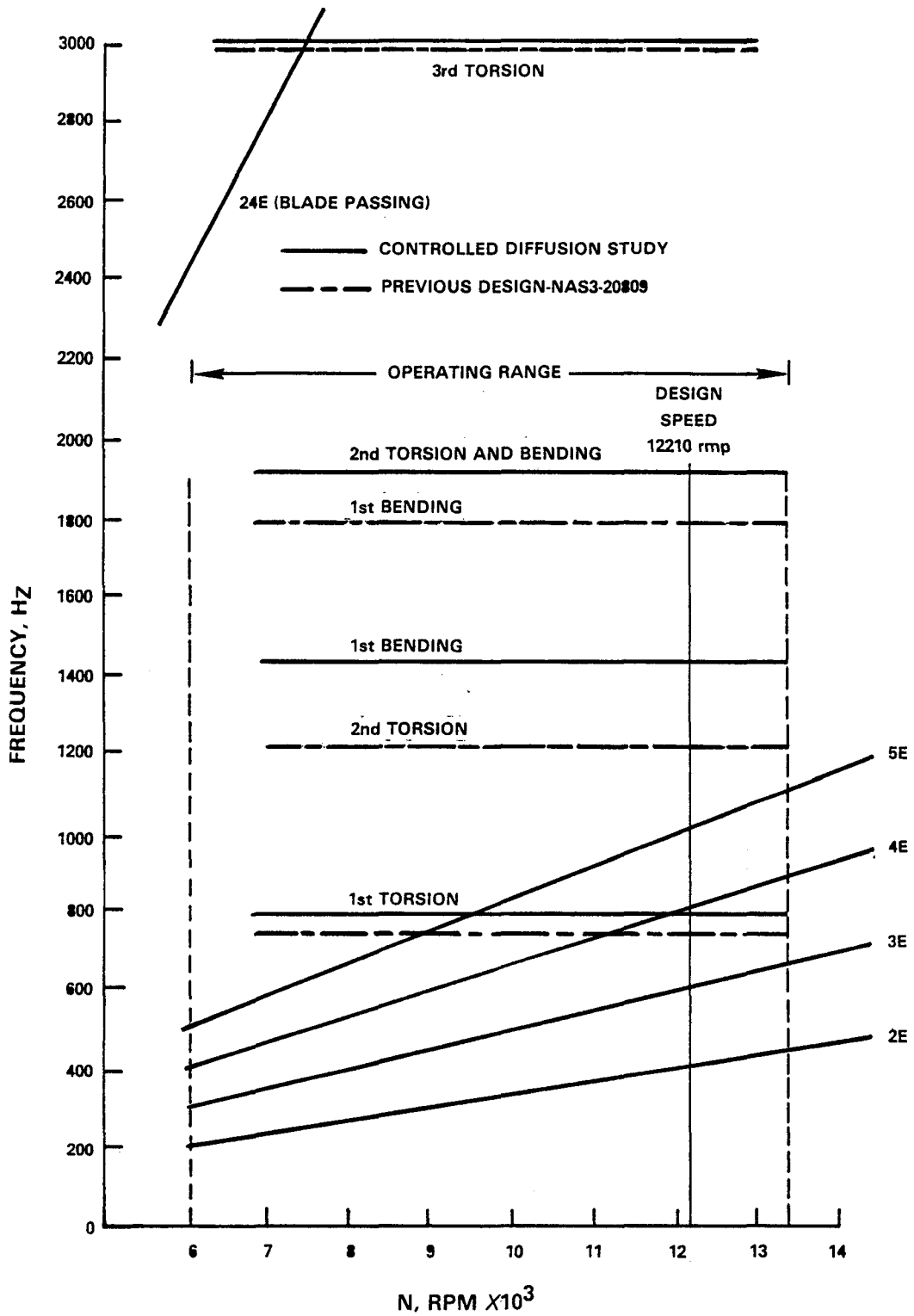


Figure 26 Stator Vane Vibration Analysis

MODIFIED GOODMAN DIAGRAM
 AMS 4928 at 93°C
 (200°F)

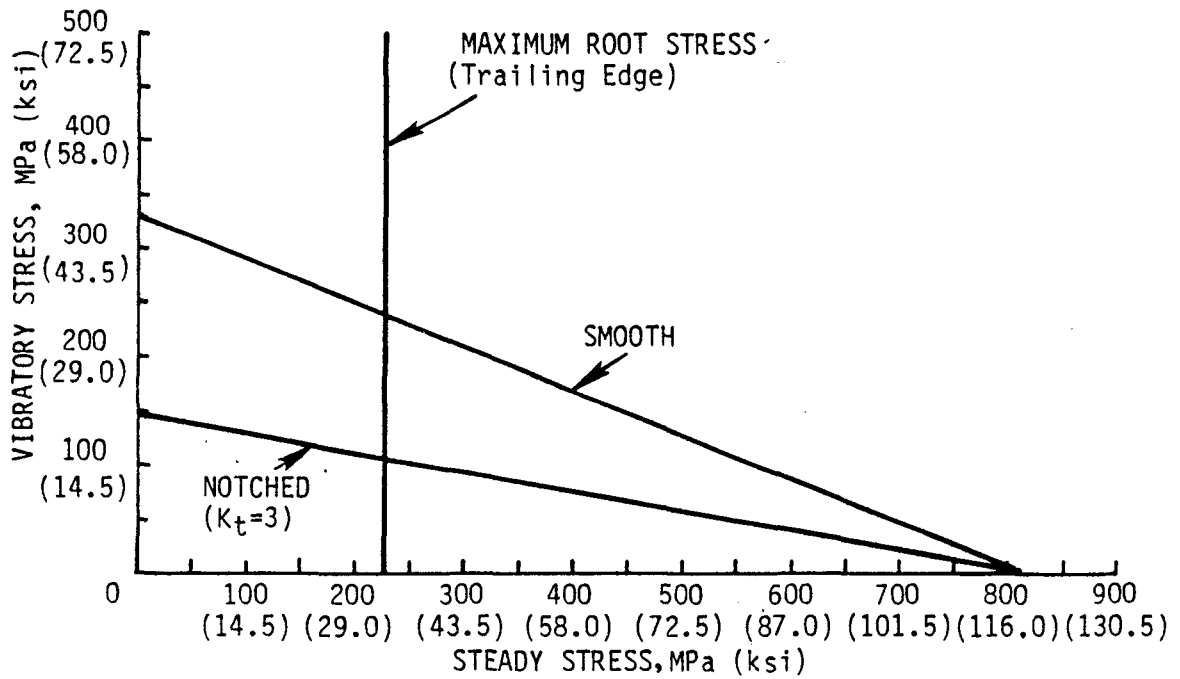


Figure 27 Modified Goodman Diagram

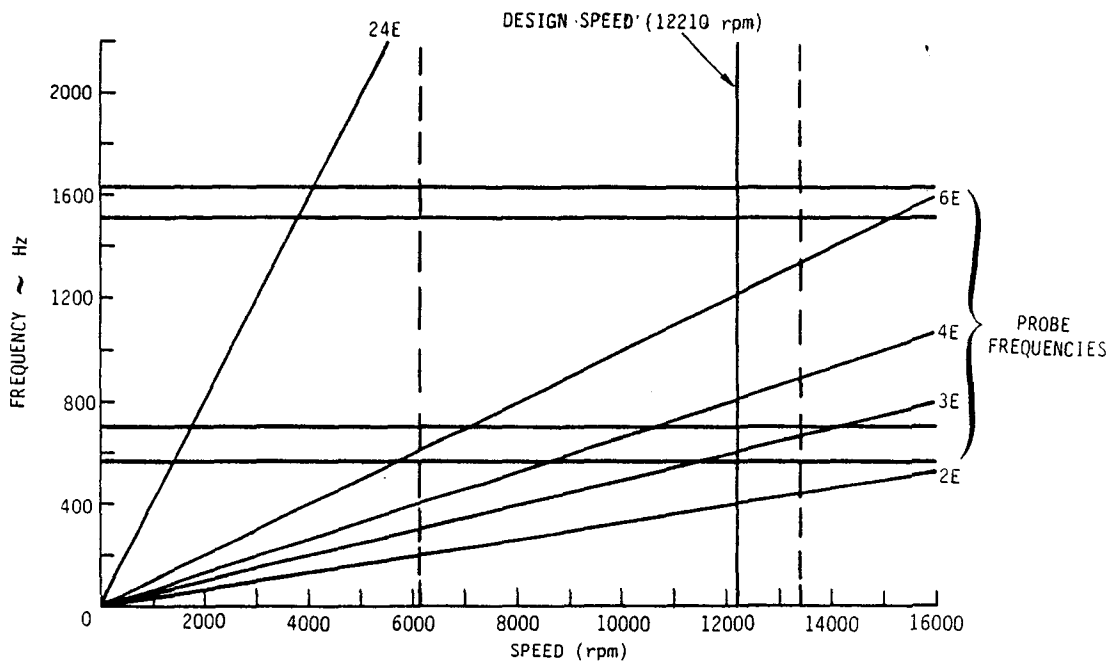


Figure 28 Probe Analysis

APPENDIX A

FLOWFIELD CALCULATION PROCEDURES

The aerodynamic flowfield calculation used in this design assumes axisymmetric flow and uses solutions of continuity, energy, and radial equilibrium equations. These equations account for streamline curvature and radial gradients of enthalpy and entropy but neglect viscous terms. Calculations were performed on stations oriented at an angle with respect to the axial direction.

$$\frac{1}{2} \frac{\partial V_m^2}{\partial m} \cos(\lambda - \epsilon) - \frac{V_m^2}{R_C} \sin(\lambda - \epsilon) \frac{V_\theta^2}{r} + \frac{1}{\rho} \frac{\partial p}{\partial r} = 0$$

$$R_C = \frac{\partial \epsilon}{\partial m} = \text{streamline radius of curvature}$$

Enthalpy rise across a rotor for a streamline, ψ , is given by the Euler relationship:

$$H_{\text{Rotor}} = (U_2 V_{\theta 2}) - (U_1 V_{\theta 1}) \psi$$

Weight flow is calculated by the continuity equation:

$$W = 2\pi \int_{y \text{ root}}^{y \text{ tip}} \frac{y}{\bar{K}} \rho V_m \frac{\sin(\lambda - \epsilon)}{\sin \lambda} y \, dy$$

where \bar{K} is the local blockage factor and y is the length along the calculation station from the centerline to the point of interest. Values of K are determined from the continuity equation and experimentally determined values of an endwall blockage parameter, \bar{XK} defined as:

$$\bar{XK} = \frac{W}{\int_{\text{root}}^{\text{tip}} \bar{\rho}_{C_m} \, dA}$$

where $\bar{\rho}_{C_m}$ is the mass average value in the free stream flow.

APPENDIX B

LOSS SYSTEM

Rotor

The redesigned rotor loss was estimated using the data from the NAS3-20809 test (ref. 3) and extrapolating incidence and loss data to the desired operating incidence from the root to the tip. Figure 4 shows the resulting spanwise total loss.

Stator

Stator loss was estimated using the data from the NAS3-20809 test (ref. 3) for multiple-circular-arc airfoil adjusted to minimum loss incidence. This in turn was compared with multiple-circular-arc sections versus controlled-diffusion cascade results (ref. 1). The root-to-tip loss value was adjusted from approximately midspan to tip in order to account for the controlled-diffusion cascade benefit. Figure 5 shows the resulting spanwise total loss.

APPENDIX C

AERODYNAMIC SUMMARY

ROTOR AIRFOIL AERODYNAMIC SUMMARY PRINT

RUN NO 0 SPEED CODE 0 POINT NO 0

46

SL	V-1 M/SEC	V-2 M/SEC	VM-1 M/SEC	VM-2 M/SEC	VO-1 M/SEC	VO-2 M/SEC	U-1 M/SEC	U-2 M/SEC	V'-1 M/SEC	V'-2 M/SEC	VO'-1 M/SEC	VO'-2 M/SEC	RHOVM-1 KG/M2 SEC	RHOVM-2 KG/M2 SEC	EPSI-1 RADIAN	EPSI-2 RADIAN	PO/PO INLET
1	172.5	300.9	171.5	190.4	18.7	233.0	263.7	274.9	299.0	195.0	-245.0	-41.9	172.15	239.38	0.0567	0.1118	1.7727
2	183.5	297.0	182.2	192.4	22.2	226.2	272.6	282.7	309.7	200.5	-250.5	-56.5	183.67	245.92	0.0408	0.0958	1.7806
3	192.0	293.3	190.3	192.2	25.7	221.6	281.6	290.5	318.8	204.2	-255.8	-68.9	192.43	249.23	0.0266	0.0812	1.7868
4	200.3	287.7	197.8	190.1	31.4	216.0	299.3	306.1	333.0	210.4	-267.9	-90.1	200.17	251.97	0.0016	0.0536	1.8007
5	203.6	285.6	200.4	187.9	35.7	215.1	317.1	321.7	345.5	216.0	-281.4	-106.6	202.39	253.52	-0.0217	0.0270	1.8277
6	205.5	284.7	201.5	184.6	40.5	216.7	334.8	337.3	356.7	220.5	-294.3	-120.6	203.02	253.31	-0.0443	0.0011	1.8593
7	206.6	279.1	201.6	178.3	45.2	214.7	352.7	352.8	367.7	225.5	-307.5	-138.1	202.82	248.15	-0.0665	-0.0242	1.8638
8	206.8	273.0	200.9	171.3	48.9	212.6	370.5	368.6	379.3	231.7	-321.7	-156.0	202.06	241.46	-0.0882	-0.0487	1.8638
9	206.4	267.3	199.6	164.8	52.4	210.4	388.2	384.2	390.7	239.5	-335.9	-173.7	200.82	234.83	-0.1085	-0.0714	1.8636
10	204.9	261.8	198.1	159.4	52.3	207.6	407.2	399.8	406.4	249.7	-354.9	-192.1	199.38	228.95	-0.1289	-0.0922	1.8616
11	201.5	256.3	194.9	149.8	51.4	208.0	423.8	415.4	420.3	255.8	-372.4	-207.3	195.97	215.35	-0.1452	-0.1100	1.8553
12	197.6	252.9	191.2	141.2	50.1	209.9	432.7	423.2	427.7	255.8	-382.6	-213.3	191.86	202.30	-0.1520	-0.1169	1.8469
13	193.1	247.3	186.9	129.0	48.6	211.0	441.7	431.0	435.3	255.0	-393.1	-219.9	187.01	184.15	-0.1556	-0.1215	1.8292

SL	B-1 DEGREE	B-2 DEGREE	B'-1 DEGREE	B'-2 DEGREE	M-1	M-2	M'-1	M'-2	INCS DEGREE	INCM DEGREE	DEV DEGREE	TURN DEGREE	D FAC	OMEGA-B TOTAL	LOSS-P TOTAL	PO2/ PO1	%EFF-A TOTAL	%EFF-P TOTAL
1	6.2	50.8	54.90	12.41	0.5203	0.8640	0.9021	0.5598	-5.47	0.89	16.61	42.49	0.5648	0.0593	0.0	1.8717	96.01	96.34
2	6.9	49.6	53.87	16.36	0.5556	0.8529	0.9376	0.5758	-3.84	2.45	13.81	37.51	0.5571	0.0723	0.0	1.8317	94.65	95.08
3	7.7	49.0	53.27	19.72	0.5831	0.8423	0.9681	0.5864	-2.62	3.54	12.33	33.55	0.5535	0.0800	0.0	1.8044	93.66	94.16
4	9.0	48.6	53.49	25.34	0.6100	0.8247	1.0141	0.6030	-1.11	4.76	13.01	28.16	0.5493	0.0735	0.0	1.7964	93.70	94.20
5	10.1	48.9	54.51	29.55	0.6208	0.8165	1.0534	0.6174	-0.07	5.62	12.85	24.97	0.5493	0.0660	0.0	1.8170	94.09	94.56
6	11.4	49.6	55.63	33.14	0.6271	0.8116	1.0884	0.6287	0.37	5.80	11.22	22.49	0.5522	0.0613	0.0	1.8460	94.34	94.81
7	12.7	50.3	56.81	37.77	0.6307	0.7932	1.1225	0.6409	0.51	5.55	10.45	19.04	0.5505	0.0604	0.0	1.8502	94.18	94.66
8	13.7	51.2	58.11	42.36	0.6312	0.7733	1.1578	0.6563	0.59	5.25	9.70	15.75	0.5462	0.0641	0.0	1.8502	93.57	94.10
9	14.8	52.0	59.39	46.55	0.6299	0.7544	1.1926	0.6759	0.66	5.00	8.72	12.84	0.5397	0.0718	0.0	1.8520	92.56	93.18
10	14.9	52.5	60.93	50.31	0.6250	0.7356	1.2399	0.7016	0.77	4.65	7.66	10.62	0.5311	0.0870	0.0	1.8544	90.74	91.50
11	14.8	54.2	62.47	54.14	0.6141	0.7153	1.2807	0.7137	0.68	4.02	7.24	8.33	0.5361	0.1194	0.0	1.8645	87.26	88.32
12	14.7	56.0	63.50	56.44	0.6013	0.7020	1.3013	0.7100	0.46	3.51	7.51	7.06	0.5474	0.1461	0.0	1.8720	84.58	85.87
13	14.6	58.4	64.56	59.48	0.5864	0.6826	1.3221	0.7038	-0.50	2.23	8.56	5.09	0.5596	0.1755	0.0	1.8706	81.63	83.17

SL	V-1 FT/SEC	V-2 FT/SEC	VM-1 FT/SEC	VM-2 FT/SEC	VO-1 FT/SEC	VO-2 FT/SEC	U-1 FT/SEC	U-2 FT/SEC	V'-1 FT/SEC	V'-2 FT/SEC	VO'-1 FT/SEC	VO'-2 FT/SEC	RHOVM-1 LBM/FT2SEC	RHOVM-2 LBM/FT2SEC	EPSI-1 DEGREE	EPSI-2 DEGREE	PCT SPAN	TE
1	565.9	987.4	562.6	624.8	61.4	764.5	865.2	902.0	981.2	639.7	-803.8	-137.4	35.26	49.03	3.250	6.407	0.0000	
2	602.1	974.4	597.7	631.2	72.8	742.3	894.5	927.5	1016.1	657.8	-821.8	-185.3	37.62	50.37	2.336	5.491	0.0498	
3	630.0	962.5	624.3	630.8	84.5	727.0	923.8	953.1	1046.1	670.1	-839.3	-226.2	39.41	51.05	1.522	4.650	0.0997	
4	657.2	944.1	649.1	623.8	103.0	708.7	981.9	1004.3	1092.5	690.3	-878.8	-295.6	41.00	51.61	0.094	3.074	0.1994	
5	668.0	937.0	657.7	616.3	117.3	705.8	1040.5	1055.4	1133.5	708.6	-923.2	-349.6	41.45	51.92	-1.243	1.549	0.2991	
6	674.2	934.1	661.0	605.8	132.8	711.0	1098.6	1106.5	1170.3	723.6	-965.8	-395.6	41.58	51.88	-2.536	0.062	0.3988	
7	677.8	915.8	661.4	584.9	148.2	704.6	1157.2	1157.7	1206.4	739.9	-1009.0	-453.1	41.54	50.82	-3.812	-1.386	0.4984	
8	678.4	895.7	659.2	561.9	160.4	697.5	1215.8	1209.4	1244.3	760.1	-1055.4	-511.9	41.38	49.45	-5.055	-2.791	0.5992	
9	677.1	877.0	654.9	540.7	171.9	690.5	1273.8	1260.5	1281.9	785.7	-1102.0	-570.0	41.13	48.10	-6.215	-4.093	0.6989	
10	672.2	858.9	649.9	523.1	171.7	681.3	1336.2	1311.7	1333.5	819.2	-1164.5	-630.4	40.83	46.89	-7.387	-5.280	0.7985	
11	661.2	841.1	639.4	491.5	168.6	682.5	1390.5	1362.8	1379.1	839.2	-1221.9	-680.3	40.14	44.11	-8.317	-6.301	0.8982	
12	648.4	829.8	627.2	463.1	164.4	688.5	1419.8	1388.4	1403.4	839.2	-1255.4	-699.9	39.29	41.43	-8.708	-6.696	0.9481	
13	633.4	811.4	613.1	423.2	159.3	692.3	1449.1	1413.9	1428.1	836.6	-1289.8	-721.6	38.30	37.72	-8.913	-6.959	0.9979	

WC1/A1 LBM/SEC SOFT	WC1/A1 KG/SEC SQM	TO/TO INLET	PO/PO INLET	EFF-AD INLET %	EFF-P INLET %	T02/T01	PO2/PO1	EFF-AD ROTOR %	EFF-P ROTOR %
40.19	196.10	1.2068	1.8412	92.09	92.74	1.2068	1.8412	92.09	92.74

ROTOR AIRFOIL AERODYNAMIC SUMMARY PRINT

RUN NO 0 SPEED CODE 0 POINT NO 0

SL	V-1 M/SEC	V-2 M/SEC	VM-1 M/SEC	VM-2 M/SEC	VO-1 M/SEC	VO-2 M/SEC	U-1 M/SEC	U-2 M/SEC	V'-1 M/SEC	V'-2 M/SEC	VO'-1 M/SEC	VO'-2 M/SEC	RHOVM-1 KG/M2 SEC	RHOVM-2 KG/M2 SEC	EPSI-1 RADIAN	EPSI-2 RADIAN	PO/PO INLET
1																	
2																	
3																	
4																	
5																	
6	V ₁	V ₂	V _{m1}	V _{m2}	V _{θ1}	V _{θ2}	U ₁	U ₂	V' ₁	V' ₂	V' _{θ1}	V' _{θ2}	ρ ₁ V _{m1}	ρ ₂ V _{m2}	ε ₁	ε ₂	P ₂ /P _{in}
7																	
8																	
9																	
10																	
11																	
12																	
13																	

SL	B-1 DEGREE	B-2 DEGREE	B'-1 DEGREE	B'-2 DEGREE	M-1	M-2	M'-1	M'-2	INCS DEGREE	INCM DEGREE	DEV DEGREE	TURN DEGREE	D FAC	OMEGA-B TOTAL	LOSS-P TOTAL	PO2/ PO1	%EFF-A TOTAL	%EFF-P TOTAL
1																		
2																		
3																		
4																		
5																		
6	β ₁	β ₂	β' ₁	β' ₂	M ₁	M ₂	M' ₁	M' ₂	i _{ss1}	i _{m1}	δ ₂	Δβ'	D	ω	$\frac{\bar{\omega} \cos \beta'_2}{2\sigma}$	P ₂ /P ₁	η _{ad2/1}	η _{p2/1}
7																		
8																		
9																		
10																		
11																		
12																		
13																		

SL	V-1 FT/SEC	V-2 FT/SEC	VM-1 FT/SEC	VM-2 FT/SEC	VO-1 FT/SEC	VO-2 FT/SEC	U-1 FT/SEC	U-2 FT/SEC	V'-1 FT/SEC	V'-2 FT/SEC	VO'-1 FT/SEC	VO'-2 FT/SEC	RHOVM-1 LBM/FT2SEC	RHOVM-2 LBM/FT2SEC	EPSI-1 DEGREE	EPSI-2 DEGREE	PCT TE SPAN
1																	
2																	
3																	
4																	
5																	
6	V ₁	V ₂	V _{m1}	V _{m2}	V _{θ1}	V _{θ2}	U ₁	U ₂	V' ₁	V' ₂	V' _{θ1}	V' _{θ2}	ρ ₁ V _{m1}	ρ ₂ V _{m2}	ε ₁	ε ₂	% SPAN ₂
7																	
8																	
9																	
10																	
11																	
12																	
13																	

spanwise mass average	WC1/A1 LBM/SEC	WC1/A1 KG/SEC	T0/T0 INLET	PO/PO INLET	EFF-AD INLET	EFF-P INLET	T02/T01	PO2/PO1	EFF-AD ROTOR	EFF-P ROTOR
	SOFT	SQM	$\frac{T_2}{T_{in}}$	$\frac{P_2}{P_{in}}$	η _{ad2/1}	η _{p2/1}	$\frac{T_2}{T_1}$	$\frac{P_2}{P_1}$	η _{ad1/2}	η _{p2/1}
	$\frac{W_1}{\theta_1}$	δ ₁ A ₁								

STATOR AIRFOIL AERODYNAMIC SUMMARY PRINT

RUN NO 0 SPEED CODE 0 POINT NO 0

48

SL	V-1 M/SEC	V-2 M/SEC	VM-1 M/SEC	VM-2 M/SEC	VO-1 M/SEC	VO-2 M/SEC	RHOVM-1 KG/M2 SEC	RHOVM-2 KG/M2 SEC	PO/PO INLET	TO/TO INLET	%EFF-A TOT-INLET	%EFF-P TOT-INLET	EPSI-1 RADIAN	EPSI-2 RADIAN
1	305.3	182.0	200.0	174.9	230.7	50.3	248.66	259.63	1.6705	1.2048	77.07	78.65	0.1152	0.0677
2	301.9	186.4	202.0	179.7	224.3	49.5	255.13	269.59	1.6924	1.2001	81.06	82.40	0.1028	0.0608
3	298.7	190.3	202.1	183.7	220.0	49.9	258.60	277.99	1.7129	1.1966	84.52	85.64	0.0909	0.0538
4	294.1	196.3	200.7	188.4	214.9	55.2	261.92	288.86	1.7479	1.1943	88.99	89.81	0.0675	0.0394
5	292.6	203.7	199.1	193.2	214.4	64.5	264.19	299.28	1.7892	1.1969	91.78	92.42	0.0442	0.0239
6	292.4	211.8	196.6	198.5	216.4	73.8	264.79	310.02	1.8345	1.2025	93.43	93.96	0.0207	0.0075
7	287.4	211.5	190.7	196.2	215.0	79.0	260.39	308.24	1.8467	1.2039	93.89	94.39	-0.0024	-0.0099
8	281.5	209.1	183.7	191.6	213.3	83.7	254.13	302.30	1.8485	1.2052	93.46	94.00	-0.0254	-0.0284
9	275.5	206.5	176.5	187.3	211.6	86.8	247.06	296.06	1.8473	1.2078	92.21	92.85	-0.0481	-0.0478
10	269.5	203.2	169.9	182.3	209.1	89.6	240.10	287.77	1.8416	1.2125	89.63	90.48	-0.0697	-0.0684
11	263.1	198.6	158.5	175.2	209.9	93.6	224.85	274.18	1.8279	1.2236	84.07	85.35	-0.0904	-0.0903
12	259.0	194.5	148.8	168.8	212.0	96.7	210.64	261.94	1.8135	1.2329	79.55	81.17	-0.1013	-0.1025
13	252.7	187.3	135.4	159.1	213.4	98.8	191.22	244.60	1.7885	1.2414	74.76	76.72	-0.1130	-0.1162

SL	B-1 DEGREE	B-2 DEGREE	M-1	M-2	INCS DEGREE	INCM DEGREE	DEV DEGREE	TURN DEGREE	D-FAC	OMEGA-B TOTAL	LOSS-P TOTAL	PO2/ PO1	PO/PO STAGE	TO/TO STAGE	%EFF-A TOT-STG	%EFF-P TOT-STG
1	49.1	16.0	0.8785	0.4993	-5.23	-2.62	6.56	33.10	0.6129	0.1444	0.0	0.9429	1.7693	1.2048	86.44	87.47
2	48.0	15.3	0.8691	0.5133	-5.50	-2.88	5.49	32.64	0.5913	0.1253	0.0	0.9511	1.7480	1.2001	86.42	87.43
3	47.4	15.2	0.8600	0.5254	-5.59	-2.89	4.71	32.25	0.5719	0.1061	0.0	0.9592	1.7354	1.1966	86.72	87.71
4	47.0	16.3	0.8453	0.5434	-5.86	-3.01	4.45	30.66	0.5390	0.0758	0.0	0.9716	1.7449	1.1943	88.69	89.53
5	47.1	18.4	0.8393	0.5644	-6.14	-3.16	4.67	28.67	0.5045	0.0503	0.0	0.9814	1.7792	1.1969	90.82	91.53
6	47.7	20.4	0.8366	0.5869	-6.26	-3.16	4.41	27.36	0.4750	0.0337	0.0	0.9876	1.8216	1.2025	92.24	92.87
7	48.4	21.9	0.8198	0.5857	-6.59	-3.37	3.88	26.49	0.4651	0.0257	0.0	0.9908	1.8331	1.2039	92.66	93.26
8	49.3	23.6	0.8003	0.5783	-6.89	-3.55	3.96	25.68	0.4599	0.0239	0.0	0.9918	1.8349	1.2052	92.24	92.88
9	50.2	24.9	0.7805	0.5699	-7.29	-3.82	3.93	25.31	0.4573	0.0264	0.0	0.9913	1.8357	1.2077	91.17	91.89
10	50.9	26.2	0.7596	0.5591	-8.02	-4.44	3.97	24.73	0.4554	0.0340	0.0	0.9892	1.8344	1.2125	89.01	89.90
11	52.9	28.1	0.7360	0.5431	-8.19	-4.48	4.13	24.83	0.4610	0.0485	0.0	0.9854	1.8377	1.2236	84.88	86.11
12	54.9	29.8	0.7206	0.5293	-8.36	-4.61	3.91	25.11	0.4699	0.0602	0.0	0.9825	1.8400	1.2329	81.66	83.15
13	57.6	31.8	0.6989	0.5067	-8.46	-4.74	3.69	25.75	0.4867	0.0728	0.0	0.9799	1.8324	1.2414	78.16	79.93

SL	V-1 FT/SEC	V-2 FT/SEC	VM-1 FT/SEC	VM-2 FT/SEC	VO-1 FT/SEC	VO-2 FT/SEC	RHOVM-1 LBM/FT2SEC	RHOVM-2 LBM/FT2SEC	PCT TE SPAN	TO/TO INLET	%EFF-A TOT-INLET	%EFF-P TOT-INLET	EPSI-1 DEGREE	EPSI-2 DEGREE
1	1001.8	597.0	656.2	573.7	756.9	165.0	50.93	53.17	-0.0063	1.2048	77.07	78.65	6.598	3.879
2	990.4	611.7	662.9	589.7	735.9	162.5	52.25	55.21	0.0444	1.2001	81.06	82.40	5.889	3.484
3	980.1	624.5	663.1	602.7	721.7	163.8	52.96	56.93	0.0952	1.1966	84.52	85.64	5.206	3.084
4	964.8	644.0	658.4	618.1	705.2	181.0	53.64	59.16	0.1967	1.1943	88.99	89.81	3.869	2.255
5	960.0	668.3	653.3	633.9	703.4	211.5	54.11	61.30	0.2982	1.1969	91.78	92.42	2.532	1.371
6	959.4	694.9	645.0	651.3	710.1	242.1	54.23	63.49	0.3997	1.2025	93.43	93.96	1.189	0.429
7	942.9	693.9	625.6	643.6	705.5	259.3	53.33	63.13	0.5013	1.2039	93.89	94.39	-0.136	-0.567
8	923.5	686.0	602.7	628.7	699.7	274.5	52.05	61.91	0.6028	1.2052	93.46	94.00	-1.456	-1.626
9	904.1	677.4	579.1	614.6	694.2	284.8	50.60	60.63	0.7030	1.2078	92.21	92.85	-2.755	-2.737
10	884.1	666.6	557.5	598.2	686.2	294.1	49.17	58.94	0.8046	1.2125	89.63	90.48	-3.994	-3.916
11	863.1	651.5	520.2	574.7	688.7	307.0	46.05	56.15	0.9061	1.2236	84.07	85.35	-5.181	-5.172
12	849.7	638.2	488.1	553.7	695.5	317.4	43.14	53.65	0.9569	1.2329	79.55	81.17	-5.804	-5.870
13	829.2	614.5	444.3	522.0	700.1	324.2	39.16	50.10	1.0076	1.2414	74.76	76.72	-6.472	-6.660

NCORR INLET RPM	WCORR INLET LBM/SEC	WCORR INLET KG/SEC	TO/TO INLET	PO/PO INLET	EFF-AD INLET %	EFF-P INLET %	TO/TO STAGE	PO2/PO1	PO/PO STAGE	EFF-AD STAGE %	EFF-P STAGE %
12210.00	102.90	46.67	1.2068	1.8095	89.24	90.09	1.2068	0.9828	1.8095	89.24	90.09

STATOR AIRFOIL AERODYNAMIC SUMMARY PRINT

RUN NO 0 SPEED CODE 0 POINT NO 0

SL	V-1 M/SEC	V-2 M/SEC	VM-1 M/SEC	VM-2 M/SEC	VO-1 M/SEC	VO-2 M/SEC	RHOVM-1 KG/M2 SEC	RHOVM-2 KG/M2 SEC	PO/PO INLET	TO/TO INLET	%EFF-A TOT-INLET	%EFF-P TOT-INLET	EPSI-1 RADIAN	EPSI-2 RADIAN
1														
2														
3														
4														
5														
6	V ₃	V ₄	V _{m3}	V _{m4}	V _{θ3}	V _{θ4}	ρ ₃ V _{m3}	ρ ₄ V _{m4}	P ₄ /P _{in}	T ₄ /T _{in}	η _{ad4/1n}	η _{p4/in}	ε ₃	ε ₄
7														
8														
9														
10														
11														
12														
13														

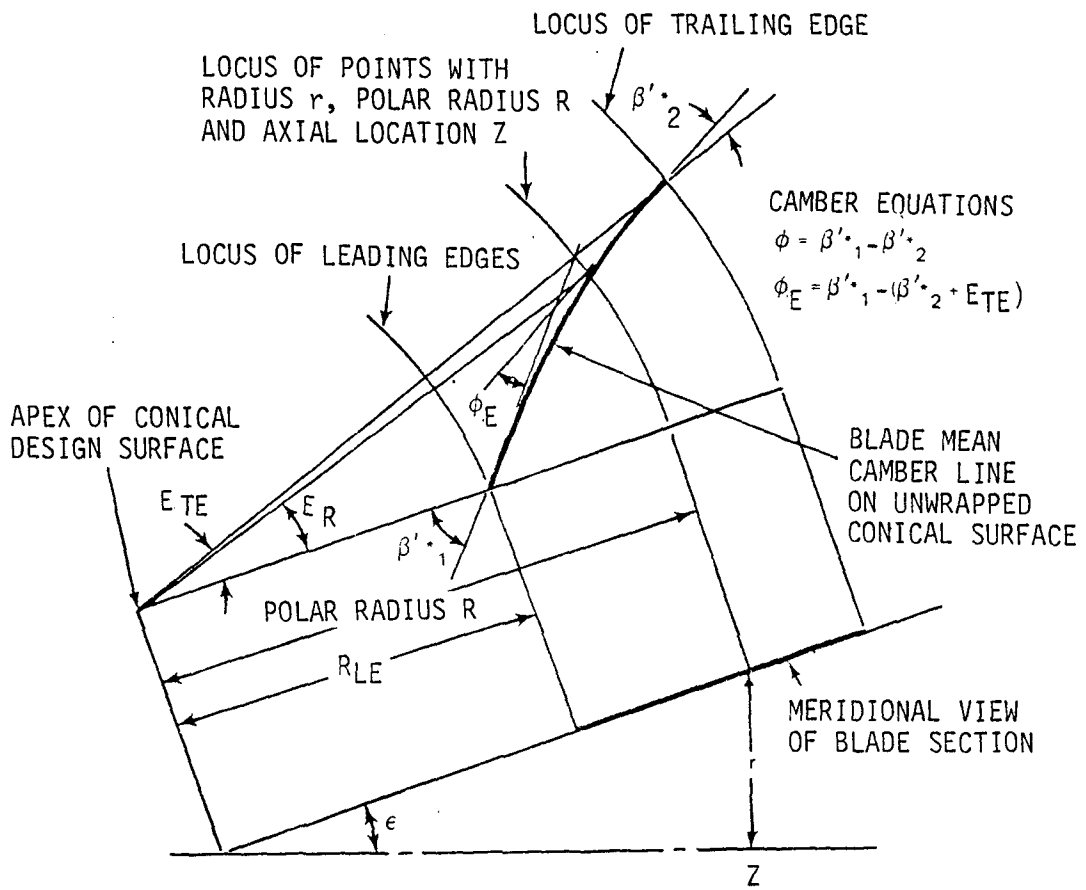
SL	B-1 DEGREE	B-2 DEGREE	M-1	M-2	INCS DEGREE	INCM DEGREE	DEV DEGREE	TURN DEGREE	D-FAC	OMEGA-B TOTAL	LOSS-P TOTAL	PO2/ PO1	PO/PO STAGE	TO/TO STAGE	%EFF-A TOT-STG	%EFF-P TOT-STG
1																
2																
3																
4																
5																
6	β ₃	β ₄	M ₃	M ₄	i _{ss3}	i _{m3}	δ ⁰ ₄	Δβ	D	ω	$\frac{\omega \cos \beta_4}{2\sigma}$	P ₄ /P ₃	P ₄ /P ₁	T ₄ /T ₁	η _{ad4/1}	η _{p4/1}
7																
8																
9																
10																
11																
12																
13																

SL	V-1 FT/SEC	V-2 FT/SEC	VM-1 FT/SEC	VM-2 FT/SEC	VO-1 FT/SEC	VO-2 FT/SEC	RHOVM-1 LBM/FT2SEC	RHOVM-2 LBM/FT2SEC	PCT TE SPAN	TO/TO INLET	%EFF-A TOT-INLET	%EFF-P TOT-INLET	EPSI-1 DEGREE	EPSI-2 DEGREE
1														
2														
3														
4														
5														
6	V ₃	V ₄	V _{m3}	V _{m4}	V _{θ3}	V _{θ4}	ρ ₃ V _{m3}	ρ ₄ V _{m4}	% SPAN ₄	T ₄ /T _{in}	η _{ad4/in}	η _{p4/in}	ε ₃	ε ₄
7														
8														
9														
10														
11														
12														
13														

spanwise mass average	NCORR INLET RPM	WCORR INLET LBM/SEC	WCORR INLET KG/SEC	TO/TO INLET	PO/PO INLET	EFF-AD INLET %	EFF-P INLET %	TO/TO STAGE	PO2/PO1	PO/PO STAGE	EFF-AD STAGE %	EFF-P STAGE %
	N/θ _{in}	W/θ _{in}	W/θ _{in} / δ _{in}	T ₄ /T _{in}	P ₄ /P _{in}	ρ _{ad4/in}	ρ _{p4/in}	T ₄ /T ₃	P ₄ /P ₃	P ₄ /P ₁	ρ _{ad4/1}	ρ _{p4/1}

APPENDIX D

AIRFOIL GEOMETRY ON CONICAL SURFACES



MERIDIONAL VIEW AND POLAR REPRESENTATION OF BLADE MEAN-CAMBER-LINE

ROTOR BLADE GEOMETRY ON CONICAL SURFACES
24 BLADES

52

S.I. UNITS: METERS (m) AND RADIANs (rad)

D ₁ (m)	D ₂ (m)	%SPAN LE	c (m)	c _f (m)	LER (mm)	TER (mm)	β ₁ (rad)	β ₂ (rad)	φ _E (rad)	φ _{Ef} (rad)	ε̄ (rad)	W.A. (rad)	A/c	σ	t/c MAX	LOC tMAX % c
0.4125	0.4300	0.0	0.0934	0.0389	0.2896	0.2769	0.9426	-0.0733	0.9927	0.2461	0.1074	0.22794	0.5436	1.6935	0.0850	55.0047
0.4300	0.4430	6.3	0.0946	0.0406	0.2718	0.2616	0.8860	0.0518	0.8164	0.2033	0.0800	0.22310	0.5495	1.6551	0.0832	55.6518
0.4466	0.4560	12.3	0.0957	0.0423	0.2540	0.2438	0.8587	0.1410	0.7047	0.1835	0.0578	0.21606	0.5525	1.6202	0.0815	56.2635
0.4627	0.4689	18.1	0.0968	0.0440	0.2438	0.2362	0.8511	0.1887	0.6536	0.1639	0.0384	0.20955	0.5602	1.5863	0.0799	56.8544
0.4785	0.4818	23.7	0.0979	0.0458	0.2337	0.2286	0.8483	0.2265	0.6171	0.1489	0.0204	0.20361	0.5687	1.5550	0.0783	57.4350
0.4939	0.4944	29.3	0.0990	0.0478	0.2311	0.2286	0.8523	0.2603	0.5912	0.1371	0.0033	0.20159	0.5788	1.5253	0.0767	58.0026
0.5090	0.5070	34.7	0.1000	0.0500	0.2286	0.2286	0.8588	0.3041	0.5579	0.1267	-0.0132	0.19771	0.5881	1.4990	0.0751	58.5490
0.5238	0.5193	40.0	0.1010	0.0520	0.2286	0.2286	0.8694	0.3498	0.5268	0.1153	-0.0292	0.19064	0.5980	1.4745	0.0722	59.0815
0.5383	0.5315	45.2	0.1020	0.0540	0.2286	0.2286	0.8814	0.3975	0.4950	0.1067	-0.0446	0.18340	0.6065	1.4518	0.0690	59.6062
0.5526	0.5436	50.4	0.1029	0.0559	0.2286	0.2286	0.8954	0.4433	0.4672	0.0980	-0.0593	0.17532	0.6144	1.4306	0.0660	60.1164
0.5666	0.5558	55.4	0.1039	0.0577	0.2286	0.2286	0.9097	0.4918	0.4369	0.0903	-0.0732	0.16851	0.6226	1.4104	0.0629	60.6204
0.5804	0.5678	60.4	0.1048	0.0599	0.2286	0.2286	0.9233	0.5400	0.4060	0.0844	-0.0862	0.16249	0.6315	1.3912	0.0599	61.1142
0.5939	0.5799	65.2	0.1057	0.0621	0.2286	0.2286	0.9366	0.5825	0.3802	0.0771	-0.0986	0.15710	0.6419	1.3731	0.0569	61.6011
0.6073	0.5920	70.0	0.1066	0.0643	0.2286	0.2286	0.9492	0.6282	0.3505	0.0694	-0.1099	0.15171	0.6522	1.3555	0.0539	62.0797
0.6203	0.6040	74.7	0.1075	0.0665	0.2286	0.2286	0.9621	0.6719	0.3228	0.0626	-0.1203	0.14654	0.6632	1.3389	0.0509	62.5517
0.6331	0.6159	79.3	0.1083	0.0688	0.2286	0.2286	0.9776	0.7102	0.3029	0.0571	-0.1301	0.13997	0.6754	1.3228	0.0480	63.0116
0.6456	0.6276	83.8	0.1092	0.0711	0.2286	0.2286	0.9934	0.7539	0.2780	0.0521	-0.1395	0.13004	0.6862	1.3079	0.0452	63.4570
0.6577	0.6393	88.2	0.1100	0.0732	0.2286	0.2286	1.0122	0.7903	0.2629	0.0476	-0.1476	0.12084	0.6976	1.2933	0.0424	63.8864
0.6694	0.6509	92.4	0.1107	0.0752	0.2286	0.2286	1.0318	0.8236	0.2510	0.0421	-0.1533	0.11178	0.7088	1.2794	0.0398	64.2978
0.6805	0.6625	96.4	0.1114	0.0771	0.2286	0.2286	1.0566	0.8572	0.2433	0.0376	-0.1556	0.10317	0.7199	1.2660	0.0372	64.6758
0.6906	0.6739	100.0	0.1120	0.0790	0.2286	0.2286	1.0878	0.8888	0.2425	0.0348	-0.1525	0.09531	0.7312	1.2536	0.0350	65.0004

U.S. CUSTOMARY UNITS: INCHES (in.) AND DEGREEs (deg)

D ₁ (in.)	D ₂ (in.)	%SPAN TE	c (in.)	c _f (in.)	LER (in.)	TER (in.)	β ₁ (deg)	β ₂ (deg)	φ _E (deg)	φ _{Ef} (deg)	ε̄ (deg)	W.A. (deg)
16.24	16.93	0.0	3.676	1.530	0.0114	0.0109	54.01	-4.20	56.88	14.10	6.15	13.060
16.93	17.44	5.3	3.724	1.599	0.0107	0.0103	50.76	2.97	46.77	11.65	4.58	12.782
17.58	17.95	10.7	3.769	1.665	0.0100	0.0096	49.20	8.08	40.38	10.51	3.31	12.379
18.22	18.46	16.0	3.812	1.733	0.0096	0.0093	48.77	10.81	37.45	9.39	2.20	12.007
18.84	18.97	21.2	3.855	1.802	0.0092	0.0090	48.61	12.98	35.36	8.53	1.17	11.666
19.45	19.47	26.4	3.897	1.883	0.0091	0.0090	48.83	14.91	33.88	7.86	0.19	11.547
20.04	19.96	31.6	3.937	1.967	0.0090	0.0090	49.20	17.42	31.96	7.26	-0.75	11.328
20.62	20.44	36.6	3.976	2.049	0.0090	0.0090	49.82	20.04	30.18	6.61	-1.67	10.923
21.19	20.92	41.6	4.015	2.128	0.0090	0.0090	50.50	22.78	28.36	6.11	-2.55	10.509
21.76	21.40	46.6	4.052	2.202	0.0090	0.0090	51.30	25.40	26.77	5.62	-3.40	10.095
22.31	21.88	51.6	4.089	2.274	0.0090	0.0090	52.12	28.18	25.03	5.17	-4.19	9.655
22.85	22.36	56.5	4.125	2.359	0.0090	0.0090	52.90	30.94	23.26	4.84	-4.94	9.310
23.38	22.83	61.5	4.161	2.444	0.0090	0.0090	53.66	33.38	21.79	4.42	-5.65	9.001
23.91	23.31	66.4	4.196	2.531	0.0090	0.0090	54.39	35.99	20.08	3.98	-6.30	8.692
24.42	23.78	71.4	4.231	2.616	0.0090	0.0090	55.12	38.50	18.49	3.59	-6.89	8.396
24.93	24.25	76.2	4.265	2.709	0.0090	0.0090	56.01	40.69	17.36	3.27	-7.45	8.020
25.42	24.71	81.0	4.298	2.798	0.0090	0.0090	56.92	43.19	15.93	2.99	-8.00	7.451
25.89	25.17	85.8	4.329	2.881	0.0090	0.0090	57.99	45.28	15.06	2.73	-8.46	6.924
26.35	25.63	90.6	4.359	2.960	0.0090	0.0090	59.12	47.19	14.38	2.41	-8.78	6.410
26.79	26.08	95.3	4.387	3.034	0.0090	0.0090	60.54	49.11	13.94	2.15	-8.91	5.911
27.19	26.53	100.0	4.411	3.110	0.0090	0.0090	62.33	50.92	13.90	2.00	-8.74	5.461

STATOR VANE GEOMETRY ON CONICAL SURFACES
27 VANES

S.I. UNITS: METERS (m) AND RADIANs (rad)

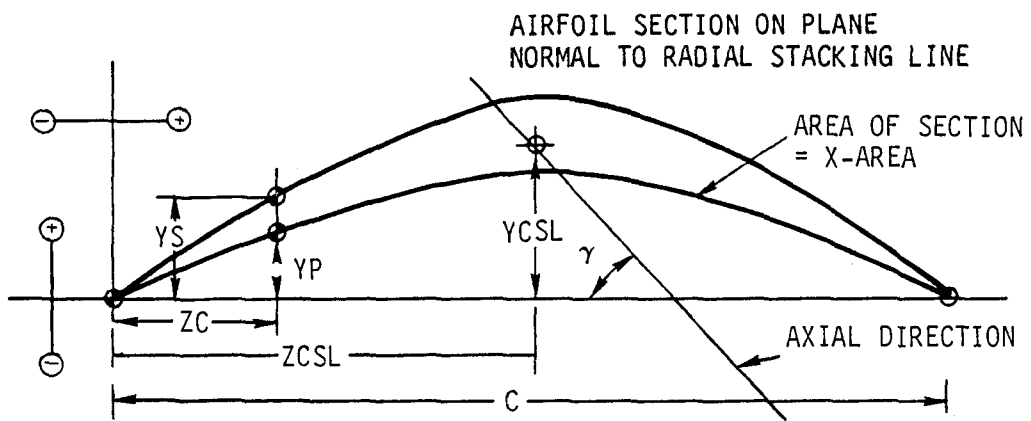
D ₃ (m)	D ₄ (m)	%SPAN LE	c (m)	LER (mm)	TER (mm)	β ₃ [*] (rad)	β ₄ [*] (rad)	φ _E (rad)	ε̄ (rad)	A/c	σ	t/c MAX	LOC tMAX % c
0.4343	0.4501	0.0	0.0749	0.6934	0.4140	0.9055	0.1644	0.7195	0.1234	0.5053	1.4552	0.0500	50.0000
0.4469	0.4616	5.4	0.0749	0.6985	0.4216	0.8868	0.1731	0.6943	0.1151	0.5034	1.4166	0.0501	50.0000
0.4593	0.4730	10.7	0.0749	0.7061	0.4293	0.8767	0.1849	0.6745	0.1059	0.5017	1.3806	0.0511	50.0000
0.4718	0.4841	16.1	0.0749	0.7214	0.4369	0.8727	0.1977	0.6597	0.0957	0.5004	1.3466	0.0523	50.0000
0.4841	0.4950	21.4	0.0749	0.7341	0.4470	0.8713	0.2119	0.6461	0.0849	0.4990	1.3146	0.0534	50.0000
0.4962	0.5056	26.6	0.0749	0.7518	0.4547	0.8732	0.2286	0.6332	0.0735	0.4977	1.2847	0.0546	50.0000
0.5083	0.5161	31.8	0.0749	0.7696	0.4623	0.8784	0.2490	0.6198	0.0614	0.4962	1.2564	0.0558	50.0000
0.5201	0.5263	36.8	0.0749	0.7874	0.4724	0.8845	0.2699	0.6071	0.0487	0.4948	1.2300	0.0569	50.0000
0.5319	0.5363	41.9	0.0749	0.8026	0.4801	0.8906	0.2888	0.5964	0.0356	0.4934	1.2050	0.0580	50.0000
0.5435	0.5463	46.9	0.0749	0.8179	0.4877	0.8983	0.3069	0.5880	0.0223	0.4924	1.1809	0.0592	50.0000
0.5551	0.5562	51.9	0.0749	0.8331	0.4953	0.9075	0.3232	0.5829	0.0089	0.4917	1.1581	0.0603	50.0000
0.5667	0.5661	56.8	0.0749	0.8509	0.5029	0.9174	0.3379	0.5802	-0.0046	0.4913	1.1361	0.0614	50.0000
0.5783	0.5760	61.8	0.0749	0.8661	0.5105	0.9253	0.3476	0.5804	-0.0183	0.4913	1.1151	0.0625	50.0000
0.5898	0.5859	66.7	0.0749	0.8839	0.5207	0.9366	0.3604	0.5811	-0.0323	0.4914	1.0948	0.0636	50.0000
0.6012	0.5957	71.7	0.0749	0.8966	0.5283	0.9457	0.3694	0.5834	-0.0464	0.4917	1.0754	0.0647	50.0000
0.6126	0.6055	76.5	0.0749	0.9119	0.5359	0.9573	0.3805	0.5859	-0.0604	0.4921	1.0566	0.0658	50.0000
0.6238	0.6151	81.4	0.0749	0.9296	0.5436	0.9689	0.3905	0.5895	-0.0741	0.4926	1.0389	0.0669	50.0000
0.6349	0.6247	86.1	0.0749	0.9423	0.5512	0.9832	0.4014	0.5950	-0.0879	0.4933	1.0218	0.0680	50.0000
0.6460	0.6343	90.9	0.0749	0.9576	0.5588	1.0053	0.4208	0.6000	-0.1023	0.4939	1.0053	0.0690	50.0000
0.6568	0.6439	95.5	0.0749	0.9703	0.5639	1.0434	0.4557	0.6059	-0.1176	0.4946	0.9896	0.0699	50.0000
0.6673	0.6531	100.0	0.0749	0.9830	0.5715	1.0877	0.4911	0.6179	-0.1340	0.4960	0.9748	0.0700	50.0000

U.S. CUSTOMARY UNITS: INCHES (in.) AND DEGREEs (deg)

D ₃ (in.)	D ₄ (in.)	%SPAN TE	c (in.)	LER (in.)	TER (in.)	β ₃ [*] (deg)	β ₄ [*] (deg)	φ _E (deg)	ε̄ (deg)
17.10	17.72	0.0	2.948	0.0273	0.0163	51.88	9.42	41.23	7.07
17.59	18.17	5.7	2.948	0.0275	0.0166	50.81	9.92	39.78	6.59
18.08	18.62	11.3	2.948	0.0278	0.0169	50.23	10.60	38.65	6.07
18.57	19.06	16.7	2.948	0.0284	0.0172	50.00	11.32	37.80	5.49
19.06	19.49	22.1	2.948	0.0289	0.0176	49.92	12.14	37.02	4.86
19.54	19.91	27.4	2.948	0.0296	0.0179	50.03	13.10	36.28	4.21
20.01	20.32	32.5	2.948	0.0303	0.0182	50.33	14.27	35.51	3.52
20.48	20.72	37.5	2.948	0.0310	0.0186	50.68	15.46	34.78	2.79
20.94	21.12	42.5	2.948	0.0316	0.0189	51.03	16.54	34.17	2.04
21.40	21.51	47.4	2.948	0.0322	0.0192	51.47	17.58	33.69	1.28
21.86	21.90	52.3	2.948	0.0328	0.0195	51.99	18.52	33.40	0.51
22.31	22.29	57.2	2.948	0.0335	0.0198	52.56	19.36	33.24	-0.26
22.77	22.68	62.0	2.948	0.0341	0.0201	53.01	19.92	33.26	-1.05
23.22	23.07	66.9	2.948	0.0348	0.0205	53.67	20.65	33.29	-1.85
23.67	23.45	71.7	2.948	0.0353	0.0208	54.19	21.16	33.42	-2.66
24.12	23.84	76.5	2.948	0.0359	0.0211	54.85	21.80	33.57	-3.46
24.56	24.22	81.3	2.948	0.0366	0.0214	55.52	22.38	33.78	-4.25
25.00	24.60	86.0	2.948	0.0371	0.0217	56.33	23.00	34.09	-5.04
25.43	24.97	90.7	2.948	0.0377	0.0220	57.60	24.11	34.38	-5.86
25.86	25.35	95.4	2.948	0.0382	0.0222	59.78	26.11	34.71	-6.74
26.27	25.71	100.0	2.948	0.0387	0.0225	62.32	28.14	35.40	-7.68

APPENDIX E

AIRFOIL MANUFACTURING COORDINATES FOR
SECTIONS NORMAL TO THE STACKING LINE



AIRFOIL COORDINATE DEFINITIONS FOR MANUFACTURING SECTIONS

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0003	0.0003	0.0	-0.0100	0.0115
0.0030	0.0006	0.0019	0.1176	0.0235	0.0750
0.0060	0.0014	0.0035	0.2351	0.0566	0.1372
0.0090	0.0023	0.0050	0.3527	0.0887	0.1964
0.0119	0.0030	0.0064	0.4702	0.1197	0.2531
0.0149	0.0038	0.0078	0.5878	0.1497	0.3069
0.0179	0.0045	0.0091	0.7054	0.1783	0.3579
0.0209	0.0052	0.0103	0.8229	0.2058	0.4059
0.0239	0.0059	0.0115	0.9405	0.2318	0.4510
0.0269	0.0065	0.0125	1.0580	0.2565	0.4931
0.0299	0.0071	0.0135	1.1756	0.2797	0.5324
0.0328	0.0077	0.0145	1.2932	0.3014	0.5690
0.0358	0.0082	0.0153	1.4107	0.3215	0.6021
0.0388	0.0086	0.0160	1.5283	0.3396	0.6310
0.0418	0.0090	0.0166	1.6458	0.3548	0.6545
0.0448	0.0093	0.0171	1.7634	0.3666	0.6721
0.0478	0.0095	0.0174	1.8810	0.3750	0.6839
0.0508	0.0096	0.0175	1.9985	0.3797	0.6899
0.0537	0.0097	0.0175	2.1161	0.3807	0.6901
0.0567	0.0096	0.0174	2.2336	0.3781	0.6844
0.0597	0.0094	0.0171	2.3512	0.3717	0.6728
0.0627	0.0092	0.0166	2.4688	0.3614	0.6551
0.0657	0.0088	0.0160	2.5863	0.3470	0.6309
0.0687	0.0083	0.0152	2.7039	0.3284	0.6001
0.0717	0.0078	0.0143	2.8214	0.3054	0.5623
0.0747	0.0071	0.0131	2.9390	0.2776	0.5167
0.0776	0.0062	0.0118	3.0566	0.2448	0.4627
0.0806	0.0053	0.0101	3.1741	0.2068	0.3992
0.0836	0.0041	0.0083	3.2917	0.1628	0.3249
0.0866	0.0029	0.0060	3.4092	0.1123	0.2380
0.0896	0.0014	0.0035	3.5268	0.0545	0.1359
0.0926	-0.0003	0.0004	3.6444	-0.0110	0.0148
RADIUS (METERS) = 0.2103			RADIUS (INCHES) = 8.2788		
CHORD (METERS) = 0.0926			CHORD (INCHES) = 3.6444		
ZCSL (METERS) = 0.0487			ZCSL (INCHES) = 1.9164		
YCSL (METERS) = 0.0105			YCSL (INCHES) = 0.4143		
RLE (METERS) = 0.000281			RLE (INCHES) = 0.0111		
RTE (METERS) = 0.000295			RTE (INCHES) = 0.0116		
X-AREA(SQ.METERS)=0.000513			X-AREA (SQ. IN.) = 0.7947		
GAMMA-CHORD(RAD.)= 0.4672			GAMMA-CHORD(DEG.)= 26.77		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0093	0.0102
0.0030	0.0004	0.0016	0.1198	0.0164	0.0641
0.0061	0.0011	0.0030	0.2396	0.0414	0.1163
0.0091	0.0017	0.0042	0.3594	0.0653	0.1660
0.0122	0.0022	0.0054	0.4792	0.0881	0.2132
0.0152	0.0028	0.0066	0.5990	0.1099	0.2580
0.0183	0.0033	0.0076	0.7188	0.1305	0.3003
0.0213	0.0038	0.0086	0.8386	0.1500	0.3401
0.0243	0.0043	0.0096	0.9584	0.1684	0.3774
0.0274	0.0047	0.0105	1.0782	0.1857	0.4122
0.0304	0.0051	0.0113	1.1980	0.2017	0.4446
0.0335	0.0055	0.0121	1.3178	0.2165	0.4745
0.0365	0.0058	0.0128	1.4376	0.2302	0.5023
0.0396	0.0062	0.0134	1.5574	0.2426	0.5270
0.0426	0.0064	0.0139	1.6772	0.2531	0.5474
0.0456	0.0066	0.0143	1.7970	0.2613	0.5630
0.0487	0.0068	0.0146	1.9168	0.2669	0.5733
0.0517	0.0069	0.0147	2.0366	0.2699	0.5784
0.0548	0.0069	0.0147	2.1564	0.2702	0.5782
0.0578	0.0068	0.0145	2.2762	0.2678	0.5728
0.0609	0.0067	0.0143	2.3960	0.2625	0.5622
0.0639	0.0065	0.0139	2.5158	0.2544	0.5462
0.0669	0.0062	0.0133	2.6356	0.2433	0.5245
0.0700	0.0058	0.0126	2.7554	0.2293	0.4971
0.0730	0.0054	0.0118	2.8752	0.2120	0.4636
0.0761	0.0049	0.0108	2.9950	0.1915	0.4237
0.0791	0.0043	0.0096	3.1148	0.1676	0.3770
0.0822	0.0036	0.0082	3.2346	0.1401	0.3228
0.0852	0.0028	0.0066	3.3544	0.1089	0.2605
0.0882	0.0019	0.0048	3.4742	0.0737	0.1888
0.0913	0.0009	0.0027	3.5940	0.0342	0.1065
0.0943	-0.0002	0.0003	3.7138	-0.0094	0.0122
RADIUS (METERS) = 0.2188			RADIUS (INCHES) = 8.6132		
CHORD (METERS) = 0.0943			CHORD (INCHES) = 3.7138		
ZCSL (METERS) = 0.0497			ZCSL (INCHES) = 1.9569		
YCSL (METERS) = 0.0084			YCSL (INCHES) = 0.3294		
RLE (METERS) = 0.000262			RLE (INCHES) = 0.0103		
RTE (METERS) = 0.000278			RTE (INCHES) = 0.0109		
X-AREA(SQ.METERS)=0.000507			X-AREA (SQ. IN.) = 0.7858		
GAMMA-CHORD(RAD.)= 0.5266			GAMMA-CHORD(DEG.)= 30.17		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0088	0.0095
0.0031	0.0003	0.0015	0.1217	0.0133	0.0589
0.0062	0.0009	0.0027	0.2435	0.0346	0.1064
0.0093	0.0014	0.0038	0.3652	0.0548	0.1515
0.0124	0.0019	0.0049	0.4869	0.0740	0.1942
0.0155	0.0023	0.0060	0.6087	0.0920	0.2346
0.0186	0.0028	0.0069	0.7304	0.1090	0.2726
0.0216	0.0032	0.0078	0.8521	0.1248	0.3082
0.0247	0.0035	0.0087	0.9738	0.1394	0.3414
0.0278	0.0039	0.0095	1.0956	0.1529	0.3723
0.0309	0.0042	0.0102	1.2173	0.1653	0.4009
0.0340	0.0045	0.0108	1.3390	0.1764	0.4271
0.0371	0.0047	0.0115	1.4607	0.1864	0.4513
0.0402	0.0050	0.0120	1.5825	0.1952	0.4728
0.0433	0.0051	0.0125	1.7042	0.2026	0.4914
0.0464	0.0053	0.0128	1.8259	0.2081	0.5055
0.0495	0.0054	0.0131	1.9477	0.2114	0.5145
0.0526	0.0054	0.0132	2.0694	0.2126	0.5186
0.0557	0.0054	0.0132	2.1911	0.2115	0.5179
0.0587	0.0053	0.0130	2.3128	0.2082	0.5121
0.0618	0.0052	0.0127	2.4346	0.2028	0.5014
0.0649	0.0050	0.0123	2.5563	0.1951	0.4857
0.0680	0.0047	0.0118	2.6780	0.1852	0.4649
0.0711	0.0044	0.0111	2.7998	0.1731	0.4388
0.0742	0.0040	0.0103	2.9215	0.1587	0.4074
0.0773	0.0036	0.0094	3.0432	0.1421	0.3704
0.0804	0.0031	0.0083	3.1650	0.1231	0.3275
0.0835	0.0026	0.0071	3.2867	0.1018	0.2784
0.0866	0.0020	0.0057	3.4084	0.0779	0.2228
0.0897	0.0013	0.0041	3.5301	0.0516	0.1599
0.0928	0.0006	0.0023	3.6519	0.0228	0.0892
0.0958	-0.0002	0.0003	3.7736	-0.0084	0.0100
RADIUS (METERS) = 0.2266			RADIUS (INCHES) = 8.9212		
CHORD (METERS) = 0.0958			CHORD (INCHES) = 3.7736		
ZCSL (METERS) = 0.0506			ZCSL (INCHES) = 1.9917		
YCSL (METERS) = 0.0072			YCSL (INCHES) = 0.2841		
RLE (METERS) = 0.000247			RLE (INCHES) = 0.0097		
RTE (METERS) = 0.000250			RTE (INCHES) = 0.0098		
X-AREA(SQ.METERS)=0.000504			X-AREA (SQ. IN.) = 0.7815		
GAMMA-CHORD(RAD.)= 0.5607			GAMMA-CHORD(DEG.)= 32.13		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0084	0.0090
0.0032	0.0002	0.0013	0.1244	0.0091	0.0526
0.0063	0.0007	0.0024	0.2489	0.0259	0.0945
0.0095	0.0011	0.0034	0.3733	0.0418	0.1344
0.0126	0.0014	0.0044	0.4977	0.0570	0.1722
0.0158	0.0018	0.0053	0.6222	0.0713	0.2079
0.0190	0.0022	0.0061	0.7466	0.0847	0.2416
0.0221	0.0025	0.0069	0.8710	0.0972	0.2732
0.0253	0.0028	0.0077	0.9955	0.1089	0.3028
0.0284	0.0030	0.0084	1.1199	0.1196	0.3305
0.0316	0.0033	0.0090	1.2443	0.1295	0.3561
0.0348	0.0035	0.0096	1.3687	0.1384	0.3798
0.0379	0.0037	0.0102	1.4932	0.1465	0.4017
0.0411	0.0039	0.0107	1.6176	0.1537	0.4215
0.0442	0.0041	0.0112	1.7421	0.1603	0.4400
0.0474	0.0042	0.0116	1.8665	0.1654	0.4548
0.0506	0.0043	0.0118	1.9909	0.1689	0.4653
0.0537	0.0043	0.0120	2.1153	0.1704	0.4710
0.0569	0.0043	0.0120	2.2398	0.1701	0.4718
0.0601	0.0043	0.0119	2.3642	0.1678	0.4677
0.0632	0.0042	0.0117	2.4886	0.1635	0.4588
0.0664	0.0040	0.0113	2.6131	0.1573	0.4450
0.0695	0.0038	0.0108	2.7375	0.1493	0.4263
0.0727	0.0035	0.0102	2.8619	0.1394	0.4026
0.0759	0.0032	0.0095	2.9864	0.1275	0.3737
0.0790	0.0029	0.0086	3.1108	0.1138	0.3395
0.0822	0.0025	0.0076	3.2352	0.0983	0.2998
0.0853	0.0021	0.0065	3.3597	0.0808	0.2544
0.0885	0.0016	0.0052	3.4841	0.0615	0.2030
0.0917	0.0010	0.0037	3.6085	0.0403	0.1452
0.0948	0.0004	0.0020	3.7330	0.0172	0.0806
0.0980	-0.0002	0.0002	3.8574	-0.0076	0.0090
RADIUS (METERS) = 0.2411			RADIUS (INCHES) = 9.4916		
CHORD (METERS) = 0.0980			CHORD (INCHES) = 3.8574		
ZCSL (METERS) = 0.0519			ZCSL (INCHES) = 2.0447		
YCSL (METERS) = 0.0063			YCSL (INCHES) = 0.2485		
RLE (METERS) = 0.000236			RLE (INCHES) = 0.0093		
RTE (METERS) = 0.000232			RTE (INCHES) = 0.0091		
X-AREA(SQ.METERS)=0.000503			X-AREA (SQ. IN.) = 0.7789		
GAMMA-CHORD(RAD.)= 0.6110			GAMMA-CHORD(DEG.)= 35.01		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0085	0.0088
0.0032	0.0001	0.0012	0.1270	0.0051	0.0476
0.0064	0.0005	0.0022	0.2539	0.0180	0.0849
0.0097	0.0008	0.0031	0.3809	0.0302	0.1203
0.0129	0.0011	0.0039	0.5078	0.0418	0.1538
0.0161	0.0013	0.0047	0.6348	0.0526	0.1855
0.0193	0.0016	0.0055	0.7618	0.0628	0.2154
0.0226	0.0018	0.0062	0.8887	0.0723	0.2435
0.0258	0.0021	0.0069	1.0157	0.0812	0.2698
0.0290	0.0023	0.0075	1.1427	0.0895	0.2944
0.0322	0.0025	0.0081	1.2696	0.0971	0.3171
0.0355	0.0026	0.0086	1.3966	0.1041	0.3382
0.0387	0.0028	0.0091	1.5235	0.1105	0.3576
0.0419	0.0030	0.0095	1.6505	0.1163	0.3753
0.0451	0.0031	0.0099	1.7775	0.1216	0.3915
0.0484	0.0032	0.0103	1.9044	0.1264	0.4062
0.0516	0.0033	0.0106	2.0314	0.1303	0.4182
0.0548	0.0034	0.0108	2.1583	0.1327	0.4257
0.0580	0.0034	0.0109	2.2853	0.1333	0.4284
0.0613	0.0034	0.0108	2.4123	0.1321	0.4263
0.0645	0.0033	0.0107	2.5392	0.1293	0.4194
0.0677	0.0032	0.0104	2.6662	0.1248	0.4078
0.0709	0.0030	0.0099	2.7932	0.1186	0.3914
0.0742	0.0028	0.0094	2.9201	0.1108	0.3702
0.0774	0.0026	0.0087	3.0471	0.1014	0.3440
0.0806	0.0023	0.0079	3.1740	0.0903	0.3128
0.0838	0.0020	0.0070	3.3010	0.0778	0.2764
0.0871	0.0016	0.0060	3.4280	0.0636	0.2346
0.0903	0.0012	0.0048	3.5549	0.0480	0.1872
0.0935	0.0008	0.0034	3.6819	0.0308	0.1340
0.0967	0.0003	0.0019	3.8089	0.0122	0.0746
0.1000	-0.0002	0.0002	3.9358	-0.0077	0.0087
RADIUS (METERS) = 0.2547			RADIUS (INCHES) = 10.0288		
CHORD (METERS) = 0.1000			CHORD (INCHES) = 3.9358		
ZCSL (METERS) = 0.0531			ZCSL (INCHES) = 2.0911		
YCSL (METERS) = 0.0055			YCSL (INCHES) = 0.2162		
RLE (METERS) = 0.000237			RLE (INCHES) = 0.0093		
RTE (METERS) = 0.000232			RTE (INCHES) = 0.0091		
X-AREA(SQ.METERS)=0.000501			X-AREA (SQ. IN.) = 0.7761		
GAMMA-CHORD(RAD.)= 0.6670			GAMMA-CHORD(DEG.)= 38.21		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0085	0.0087
0.0033	0.0000	0.0011	0.1295	0.0012	0.0421
0.0066	0.0003	0.0019	0.2589	0.0103	0.0741
0.0099	0.0005	0.0027	0.3883	0.0189	0.1045
0.0132	0.0007	0.0034	0.5178	0.0271	0.1333
0.0164	0.0009	0.0041	0.6472	0.0348	0.1604
0.0197	0.0011	0.0047	0.7767	0.0420	0.1860
0.0230	0.0012	0.0053	0.9061	0.0487	0.2100
0.0263	0.0014	0.0059	1.0356	0.0551	0.2324
0.0296	0.0015	0.0064	1.1650	0.0610	0.2534
0.0329	0.0017	0.0069	1.2945	0.0665	0.2728
0.0362	0.0018	0.0074	1.4239	0.0716	0.2908
0.0395	0.0019	0.0078	1.5534	0.0764	0.3074
0.0427	0.0021	0.0082	1.6828	0.0809	0.3225
0.0460	0.0022	0.0085	1.8123	0.0850	0.3363
0.0493	0.0023	0.0089	1.9417	0.0891	0.3492
0.0526	0.0024	0.0092	2.0712	0.0928	0.3603
0.0559	0.0024	0.0094	2.2006	0.0959	0.3689
0.0592	0.0025	0.0095	2.3301	0.0976	0.3735
0.0625	0.0025	0.0095	2.4595	0.0979	0.3735
0.0658	0.0025	0.0094	2.5890	0.0965	0.3689
0.0690	0.0024	0.0091	2.7184	0.0936	0.3597
0.0723	0.0023	0.0088	2.8479	0.0893	0.3461
0.0756	0.0021	0.0083	2.9773	0.0836	0.3277
0.0789	0.0019	0.0077	3.1067	0.0766	0.3049
0.0822	0.0017	0.0070	3.2362	0.0682	0.2774
0.0855	0.0015	0.0062	3.3657	0.0584	0.2451
0.0888	0.0012	0.0053	3.4951	0.0475	0.2081
0.0921	0.0009	0.0042	3.6245	0.0353	0.1661
0.0954	0.0006	0.0030	3.7540	0.0221	0.1189
0.0986	0.0002	0.0017	3.8834	0.0076	0.0665
0.1019	-0.0002	0.0002	4.0129	-0.0077	0.0087
RADIUS (METERS) = 0.2678			RADIUS (INCHES) = 10.5436		
CHORD (METERS) = 0.1019			CHORD (INCHES) = 4.0129		
ZCSL (METERS) = 0.0541			ZCSL (INCHES) = 2.1311		
YCSL (METERS) = 0.0046			YCSL (INCHES) = 0.1805		
RLE (METERS) = 0.000235			RLE (INCHES) = 0.0093		
RTE (METERS) = 0.000233			RTE (INCHES) = 0.0092		
X-AREA(SQ.METERS)=0.000479			X-AREA (SQ. IN.) = 0.7424		
GAMMA-CHORD(RAD.)= 0.7291			GAMMA-CHORD(DEG.)= 41.77		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0085	0.0086
0.0033	-0.0001	0.0009	0.1319	-0.0024	0.0369
0.0067	0.0001	0.0016	0.2637	0.0034	0.0641
0.0100	0.0002	0.0023	0.3956	0.0088	0.0897
0.0134	0.0004	0.0029	0.5275	0.0139	0.1140
0.0167	0.0005	0.0035	0.6593	0.0188	0.1370
0.0201	0.0006	0.0040	0.7912	0.0233	0.1585
0.0234	0.0007	0.0045	0.9231	0.0276	0.1787
0.0268	0.0008	0.0050	1.0549	0.0316	0.1977
0.0301	0.0009	0.0055	1.1868	0.0354	0.2153
0.0335	0.0010	0.0059	1.3187	0.0390	0.2316
0.0368	0.0011	0.0063	1.4505	0.0424	0.2468
0.0402	0.0012	0.0066	1.5824	0.0457	0.2607
0.0435	0.0012	0.0069	1.7142	0.0488	0.2735
0.0469	0.0013	0.0072	1.8461	0.0518	0.2851
0.0502	0.0014	0.0075	1.9780	0.0547	0.2957
0.0536	0.0015	0.0078	2.1098	0.0578	0.3052
0.0569	0.0015	0.0080	2.2417	0.0609	0.3138
0.0603	0.0016	0.0081	2.3736	0.0632	0.3193
0.0636	0.0016	0.0082	2.5054	0.0643	0.3209
0.0670	0.0016	0.0081	2.6373	0.0642	0.3181
0.0703	0.0016	0.0079	2.7692	0.0627	0.3111
0.0737	0.0015	0.0076	2.9010	0.0601	0.2999
0.0770	0.0014	0.0072	3.0329	0.0564	0.2844
0.0804	0.0013	0.0067	3.1648	0.0515	0.2648
0.0837	0.0012	0.0061	3.2966	0.0456	0.2410
0.0871	0.0010	0.0054	3.4285	0.0388	0.2130
0.0904	0.0008	0.0046	3.5604	0.0310	0.1808
0.0938	0.0006	0.0037	3.6922	0.0224	0.1442
0.0971	0.0003	0.0026	3.8241	0.0130	0.1034
0.1005	0.0001	0.0015	3.9559	0.0030	0.0582
0.1038	-0.0002	0.0002	4.0878	-0.0076	0.0086
RADIUS (METERS) = 0.2804			RADIUS (INCHES) = 11.0406		
CHORD (METERS) = 0.1038			CHORD (INCHES) = 4.0878		
ZCSL (METERS) = 0.0551			ZCSL (INCHES) = 2.1688		
YCSL (METERS) = 0.0037			YCSL (INCHES) = 0.1462		
RLE (METERS) = 0.000234			RLE (INCHES) = 0.0092		
RTE (METERS) = 0.000231			RTE (INCHES) = 0.0091		
X-AREA (SQ. METERS) = 0.000455			X-AREA (SQ. IN.) = 0.7056		
GAMMA-CHORD (RAD.) = 0.7901			GAMMA-CHORD (DEG.) = 45.27		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0087	0.0086
0.0034	-0.0001	0.0008	0.1341	-0.0058	0.0325
0.0068	-0.0001	0.0014	0.2682	-0.0032	0.0554
0.0102	-0.0000	0.0020	0.4024	-0.0007	0.0770
0.0136	0.0000	0.0025	0.5365	0.0018	0.0974
0.0170	0.0001	0.0030	0.6706	0.0040	0.1166
0.0204	0.0002	0.0034	0.8047	0.0061	0.1346
0.0238	0.0002	0.0038	0.9389	0.0081	0.1514
0.0273	0.0003	0.0042	1.0730	0.0101	0.1671
0.0307	0.0003	0.0046	1.2071	0.0120	0.1816
0.0341	0.0004	0.0050	1.3412	0.0138	0.1951
0.0375	0.0004	0.0053	1.4754	0.0157	0.2074
0.0409	0.0004	0.0056	1.6095	0.0175	0.2188
0.0443	0.0005	0.0058	1.7436	0.0195	0.2292
0.0477	0.0005	0.0061	1.8777	0.0215	0.2385
0.0511	0.0006	0.0063	2.0118	0.0236	0.2469
0.0545	0.0007	0.0065	2.1460	0.0260	0.2546
0.0579	0.0007	0.0066	2.2801	0.0285	0.2613
0.0613	0.0008	0.0068	2.4142	0.0315	0.2671
0.0647	0.0009	0.0069	2.5483	0.0340	0.2705
0.0681	0.0009	0.0069	2.6825	0.0353	0.2700
0.0715	0.0009	0.0067	2.8166	0.0356	0.2655
0.0749	0.0009	0.0065	2.9507	0.0349	0.2569
0.0784	0.0008	0.0062	3.0848	0.0331	0.2445
0.0818	0.0008	0.0058	3.2189	0.0305	0.2282
0.0852	0.0007	0.0053	3.3531	0.0269	0.2081
0.0886	0.0006	0.0047	3.4872	0.0227	0.1842
0.0920	0.0005	0.0040	3.6213	0.0177	0.1565
0.0954	0.0003	0.0032	3.7554	0.0122	0.1251
0.0988	0.0002	0.0023	3.8896	0.0060	0.0900
0.1022	-0.0000	0.0013	4.0237	-0.0007	0.0511
0.1056	-0.0002	0.0002	4.1578	-0.0075	0.0086
RADIUS (METERS) = 0.2927			RADIUS (INCHES) = 11.5232		
CHORD (METERS) = 0.1056			CHORD (INCHES) = 4.1578		
ZCSL (METERS) = 0.0558			ZCSL (INCHES) = 2.1970		
YCSL (METERS) = 0.0029			YCSL (INCHES) = 0.1150		
RLE (METERS) = 0.000237			RLE (INCHES) = 0.0093		
RTE (METERS) = 0.000229			RTE (INCHES) = 0.0090		
X-AREA (SQ. METERS) = 0.000432			X-AREA (SQ. IN.) = 0.6691		
GAMMA-CHORD (RAD.) = 0.8451			GAMMA-CHORD (DEG.) = 48.42		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0087	0.0087
0.0035	-0.0002	0.0007	0.1362	-0.0089	0.0284
0.0069	-0.0002	0.0012	0.2724	-0.0092	0.0471
0.0104	-0.0002	0.0016	0.4087	-0.0095	0.0648
0.0138	-0.0003	0.0021	0.5449	-0.0099	0.0814
0.0173	-0.0003	0.0025	0.6811	-0.0101	0.0970
0.0208	-0.0003	0.0028	0.8174	-0.0104	0.1115
0.0242	-0.0003	0.0032	0.9536	-0.0107	0.1250
0.0277	-0.0003	0.0035	1.0898	-0.0108	0.1375
0.0311	-0.0003	0.0038	1.2261	-0.0108	0.1491
0.0346	-0.0003	0.0041	1.3623	-0.0107	0.1597
0.0381	-0.0003	0.0043	1.4985	-0.0103	0.1694
0.0415	-0.0002	0.0045	1.6347	-0.0098	0.1783
0.0450	-0.0002	0.0047	1.7710	-0.0090	0.1863
0.0484	-0.0002	0.0049	1.9072	-0.0080	0.1935
0.0519	-0.0002	0.0051	2.0434	-0.0066	0.2000
0.0554	-0.0001	0.0052	2.1796	-0.0049	0.2057
0.0588	-0.0001	0.0054	2.3159	-0.0027	0.2107
0.0623	-0.0000	0.0055	2.4521	-0.0001	0.2155
0.0657	0.0001	0.0056	2.5883	0.0030	0.2191
0.0692	0.0001	0.0056	2.7246	0.0059	0.2206
0.0727	0.0002	0.0056	2.8608	0.0080	0.2187
0.0761	0.0002	0.0054	2.9970	0.0093	0.2132
0.0796	0.0002	0.0052	3.1332	0.0097	0.2041
0.0830	0.0002	0.0049	3.2695	0.0095	0.1916
0.0865	0.0002	0.0045	3.4057	0.0085	0.1755
0.0900	0.0002	0.0040	3.5419	0.0069	0.1561
0.0934	0.0001	0.0034	3.6781	0.0047	0.1332
0.0969	0.0001	0.0027	3.8144	0.0021	0.1070
0.1003	-0.0000	0.0020	3.9506	-0.0010	0.0774
0.1038	-0.0001	0.0011	4.0868	-0.0044	0.0445
0.1073	-0.0002	0.0002	4.2231	-0.0078	0.0085
RADIUS (METERS) = 0.3046			RADIUS (INCHES) = 11.9938		
CHORD (METERS) = 0.1073			CHORD (INCHES) = 4.2231		
ZCSL (METERS) = 0.0564			ZCSL (INCHES) = 2.2212		
YCSL (METERS) = 0.0021			YCSL (INCHES) = 0.0844		
RLE (METERS) = 0.000236			RLE (INCHES) = 0.0093		
RTE (METERS) = 0.000230			RTE (INCHES) = 0.0091		
X-AREA(SQ.METERS)=0.000407			X-AREA (SQ. IN.) = 0.6314		
GAMMA-CHORD(RAD.)= 0.8968			GAMMA-CHORD(DEG.)= 51.38		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0086	0.0086
0.0035	-0.0003	0.0006	0.1378	-0.0110	0.0245
0.0070	-0.0003	0.0010	0.2757	-0.0135	0.0395
0.0105	-0.0004	0.0014	0.4135	-0.0160	0.0536
0.0140	-0.0005	0.0017	0.5514	-0.0183	0.0667
0.0175	-0.0005	0.0020	0.6892	-0.0206	0.0789
0.0210	-0.0006	0.0023	0.8271	-0.0227	0.0902
0.0245	-0.0006	0.0026	0.9649	-0.0247	0.1007
0.0280	-0.0007	0.0028	1.1028	-0.0265	0.1103
0.0315	-0.0007	0.0030	1.2406	-0.0281	0.1192
0.0350	-0.0007	0.0032	1.3785	-0.0294	0.1272
0.0385	-0.0008	0.0034	1.5163	-0.0304	0.1346
0.0420	-0.0008	0.0036	1.6542	-0.0311	0.1411
0.0455	-0.0008	0.0037	1.7920	-0.0314	0.1471
0.0490	-0.0008	0.0039	1.9298	-0.0314	0.1524
0.0525	-0.0008	0.0040	2.0677	-0.0309	0.1572
0.0560	-0.0008	0.0041	2.2055	-0.0299	0.1614
0.0595	-0.0007	0.0042	2.3434	-0.0284	0.1652
0.0630	-0.0007	0.0043	2.4812	-0.0264	0.1685
0.0665	-0.0006	0.0044	2.6191	-0.0236	0.1715
0.0700	-0.0005	0.0044	2.7569	-0.0203	0.1745
0.0735	-0.0004	0.0044	2.8948	-0.0170	0.1752
0.0770	-0.0004	0.0044	3.0326	-0.0142	0.1729
0.0805	-0.0003	0.0042	3.1705	-0.0120	0.1673
0.0840	-0.0003	0.0040	3.3083	-0.0103	0.1583
0.0875	-0.0002	0.0037	3.4462	-0.0092	0.1463
0.0910	-0.0002	0.0033	3.5840	-0.0083	0.1311
0.0945	-0.0002	0.0029	3.7219	-0.0078	0.1127
0.0980	-0.0002	0.0023	3.8597	-0.0076	0.0912
0.1015	-0.0002	0.0017	3.9976	-0.0075	0.0666
0.1050	-0.0002	0.0010	4.1354	-0.0076	0.0389
0.1085	-0.0002	0.0002	4.2732	-0.0077	0.0085
RADIUS (METERS) = 0.3164			RADIUS (INCHES) =12.4572		
CHORD (METERS) = 0.1085			CHORD (INCHES) = 4.2732		
ZCSL (METERS) = 0.0571			ZCSL (INCHES) = 2.2488		
YCSL (METERS) = 0.0015			YCSL (INCHES) = 0.0576		
RLE (METERS) =0.000234			RLE (INCHES) = 0.0092		
RTE (METERS) =0.000228			RTE (INCHES) = 0.0090		
X-AREA(SQ.METERS)=0.000379			X-AREA (SQ. IN.) = 0.5878		
GAMMA-CHORD(RAD.)= 0.9487			GAMMA-CHORD(DEG.)= 54.35		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0089	0.0088
0.0036	-0.0003	0.0005	0.1399	-0.0124	0.0215
0.0071	-0.0004	0.0008	0.2799	-0.0160	0.0333
0.0107	-0.0005	0.0011	0.4198	-0.0197	0.0442
0.0142	-0.0006	0.0014	0.5597	-0.0232	0.0542
0.0178	-0.0007	0.0016	0.6997	-0.0267	0.0635
0.0213	-0.0008	0.0018	0.8396	-0.0301	0.0720
0.0249	-0.0008	0.0020	0.9796	-0.0333	0.0797
0.0284	-0.0009	0.0022	1.1195	-0.0362	0.0867
0.0320	-0.0010	0.0024	1.2594	-0.0389	0.0931
0.0355	-0.0011	0.0025	1.3994	-0.0415	0.0988
0.0391	-0.0011	0.0026	1.5393	-0.0436	0.1040
0.0427	-0.0012	0.0028	1.6792	-0.0453	0.1086
0.0462	-0.0012	0.0029	1.8192	-0.0466	0.1128
0.0498	-0.0012	0.0030	1.9591	-0.0475	0.1166
0.0533	-0.0012	0.0030	2.0990	-0.0478	0.1199
0.0569	-0.0012	0.0031	2.2390	-0.0476	0.1230
0.0604	-0.0012	0.0032	2.3789	-0.0467	0.1259
0.0640	-0.0011	0.0033	2.5188	-0.0451	0.1285
0.0675	-0.0011	0.0033	2.6588	-0.0428	0.1311
0.0711	-0.0010	0.0034	2.7987	-0.0396	0.1338
0.0746	-0.0009	0.0035	2.9386	-0.0356	0.1363
0.0782	-0.0008	0.0035	3.0786	-0.0318	0.1371
0.0818	-0.0007	0.0034	3.2185	-0.0283	0.1346
0.0853	-0.0006	0.0033	3.3584	-0.0252	0.1290
0.0889	-0.0006	0.0031	3.4984	-0.0223	0.1203
0.0924	-0.0005	0.0028	3.6383	-0.0197	0.1088
0.0960	-0.0004	0.0024	3.7782	-0.0173	0.0944
0.0995	-0.0004	0.0020	3.9182	-0.0149	0.0771
0.1031	-0.0003	0.0014	4.0581	-0.0125	0.0571
0.1066	-0.0003	0.0009	4.1981	-0.0102	0.0342
0.1102	-0.0002	0.0002	4.3380	-0.0077	0.0087
RADIUS (METERS) = 0.3283			RADIUS (INCHES) =12.9242		
CHORD (METERS) = 0.1102			CHORD (INCHES) = 4.3380		
ZCSL (METERS) = 0.0581			ZCSL (INCHES) = 2.2879		
YCSL (METERS) = 0.0009			YCSL (INCHES) = 0.0360		
RLE (METERS) =0.000237			RLE (INCHES) = 0.0094		
RTE (METERS) =0.000229			RTE (INCHES) = 0.0090		
X-AREA(SQ.METERS)=0.000348			X-AREA (SQ. IN.) = 0.5389		
GAMMA-CHORD(RAD.)= 1.0035			GAMMA-CHORD(DEG.)= 57.50		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0091	0.0091
0.0036	-0.0003	0.0005	0.1407	-0.0129	0.0202
0.0071	-0.0004	0.0008	0.2815	-0.0170	0.0305
0.0107	-0.0005	0.0010	0.4222	-0.0211	0.0399
0.0143	-0.0006	0.0012	0.5630	-0.0253	0.0484
0.0179	-0.0007	0.0014	0.7037	-0.0294	0.0561
0.0214	-0.0009	0.0016	0.8444	-0.0335	0.0630
0.0250	-0.0010	0.0018	0.9852	-0.0374	0.0692
0.0286	-0.0010	0.0019	1.1259	-0.0412	0.0748
0.0322	-0.0011	0.0020	1.2666	-0.0447	0.0797
0.0357	-0.0012	0.0021	1.4074	-0.0479	0.0840
0.0393	-0.0013	0.0022	1.5481	-0.0507	0.0879
0.0429	-0.0014	0.0023	1.6888	-0.0531	0.0913
0.0465	-0.0014	0.0024	1.8296	-0.0551	0.0944
0.0500	-0.0014	0.0025	1.9703	-0.0566	0.0971
0.0536	-0.0015	0.0025	2.1110	-0.0575	0.0996
0.0572	-0.0015	0.0026	2.2518	-0.0577	0.1019
0.0608	-0.0015	0.0026	2.3925	-0.0573	0.1042
0.0643	-0.0014	0.0027	2.5333	-0.0560	0.1064
0.0679	-0.0014	0.0028	2.6740	-0.0538	0.1088
0.0715	-0.0013	0.0028	2.8147	-0.0507	0.1113
0.0751	-0.0012	0.0029	2.9555	-0.0464	0.1146
0.0786	-0.0011	0.0030	3.0962	-0.0417	0.1166
0.0822	-0.0009	0.0030	3.2369	-0.0369	0.1165
0.0858	-0.0008	0.0029	3.3777	-0.0325	0.1133
0.0894	-0.0007	0.0027	3.5184	-0.0283	0.1072
0.0929	-0.0006	0.0025	3.6592	-0.0245	0.0981
0.0965	-0.0005	0.0022	3.7999	-0.0207	0.0862
0.1001	-0.0004	0.0018	3.9406	-0.0172	0.0713
0.1037	-0.0003	0.0014	4.0814	-0.0138	0.0534
0.1072	-0.0003	0.0008	4.2221	-0.0105	0.0326
0.1108	-0.0002	0.0002	4.3628	-0.0077	0.0087
RADIUS (METERS) = 0.3343			RADIUS (INCHES) =13.1632		
CHORD (METERS) = 0.1108			CHORD (INCHES) = 4.3628		
ZCSL (METERS) = 0.0585			ZCSL (INCHES) = 2.3021		
YCSL (METERS) = 0.0006			YCSL (INCHES) = 0.0245		
RLE (METERS) =0.000243			RLE (INCHES) = 0.0096		
RTE (METERS) =0.000228			RTE (INCHES) = 0.0090		
X-AREA(SQ.METERS)=0.000330			X-AREA (SQ. IN.) = 0.5113		
GAMMA-CHORD(RAD.)= 1.0375			GAMMA-CHORD(DEG.)= 59.44		

AIRFOIL MANUFACTURING COORDINATES

ROTOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0092	0.0091
0.0036	-0.0003	0.0005	0.1416	-0.0112	0.0208
0.0072	-0.0004	0.0008	0.2833	-0.0139	0.0313
0.0108	-0.0004	0.0010	0.4249	-0.0169	0.0406
0.0144	-0.0005	0.0012	0.5666	-0.0202	0.0489
0.0180	-0.0006	0.0014	0.7082	-0.0236	0.0562
0.0216	-0.0007	0.0016	0.8499	-0.0272	0.0627
0.0252	-0.0008	0.0017	0.9915	-0.0307	0.0684
0.0288	-0.0009	0.0019	1.1332	-0.0342	0.0734
0.0324	-0.0010	0.0020	1.2748	-0.0375	0.0777
0.0360	-0.0010	0.0021	1.4164	-0.0405	0.0815
0.0396	-0.0011	0.0022	1.5581	-0.0433	0.0848
0.0432	-0.0012	0.0022	1.6997	-0.0457	0.0879
0.0468	-0.0012	0.0023	1.8414	-0.0476	0.0905
0.0504	-0.0012	0.0024	1.9830	-0.0489	0.0930
0.0540	-0.0013	0.0024	2.1247	-0.0497	0.0954
0.0576	-0.0013	0.0025	2.2663	-0.0497	0.0977
0.0612	-0.0012	0.0025	2.4080	-0.0491	0.1000
0.0648	-0.0012	0.0026	2.5496	-0.0476	0.1025
0.0684	-0.0012	0.0027	2.6912	-0.0455	0.1051
0.0720	-0.0011	0.0027	2.8329	-0.0425	0.1077
0.0756	-0.0010	0.0028	2.9745	-0.0382	0.1113
0.0792	-0.0008	0.0029	3.1162	-0.0332	0.1145
0.0827	-0.0007	0.0029	3.2578	-0.0282	0.1158
0.0863	-0.0006	0.0029	3.3995	-0.0237	0.1143
0.0899	-0.0005	0.0028	3.5411	-0.0198	0.1094
0.0935	-0.0004	0.0026	3.6827	-0.0165	0.1014
0.0971	-0.0004	0.0023	3.8244	-0.0139	0.0898
0.1007	-0.0003	0.0019	3.9660	-0.0117	0.0751
0.1043	-0.0003	0.0014	4.1077	-0.0101	0.0570
0.1079	-0.0002	0.0009	4.2493	-0.0092	0.0353
0.1115	-0.0002	0.0003	4.3910	-0.0090	0.0100
RADIUS (METERS) = 0.3411			RADIUS (INCHES) =13.4290		
CHORD (METERS) = 0.1115			CHORD (INCHES) = 4.3910		
ZCSL (METERS) = 0.0592			ZCSL (INCHES) = 2.3294		
YCSL (METERS) = 0.0007			YCSL (INCHES) = 0.0274		
RLE (METERS) =0.000244			RLE (INCHES) = 0.0096		
RTE (METERS) =0.000262			RTE (INCHES) = 0.0103		
X-AREA(SQ.METERS)=0.000311			X-AREA (SQ. IN.) = 0.4821		
GAMMA-CHORD(RAD.)= 1.0794			GAMMA-CHORD(DEG.)= 61.84		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0001	0.0002	0.0	-0.0056	0.0088
0.0024	0.0001	0.0018	0.0948	0.0057	0.0709
0.0048	0.0009	0.0028	0.1897	0.0352	0.1108
0.0072	0.0016	0.0038	0.2845	0.0633	0.1480
0.0096	0.0023	0.0046	0.3794	0.0896	0.1826
0.0120	0.0029	0.0055	0.4742	0.1139	0.2147
0.0145	0.0035	0.0062	0.5691	0.1362	0.2442
0.0169	0.0040	0.0069	0.6639	0.1567	0.2714
0.0193	0.0045	0.0075	0.7587	0.1754	0.2964
0.0217	0.0049	0.0081	0.8536	0.1924	0.3186
0.0241	0.0052	0.0086	0.9484	0.2062	0.3372
0.0265	0.0055	0.0089	1.0433	0.2166	0.3515
0.0289	0.0057	0.0092	1.1381	0.2234	0.3613
0.0313	0.0057	0.0093	1.2329	0.2256	0.3658
0.0337	0.0057	0.0093	1.3278	0.2245	0.3664
0.0361	0.0056	0.0092	1.4226	0.2213	0.3641
0.0385	0.0055	0.0091	1.5175	0.2154	0.3585
0.0410	0.0053	0.0089	1.6123	0.2076	0.3500
0.0434	0.0051	0.0086	1.7071	0.1988	0.3395
0.0458	0.0048	0.0083	1.8020	0.1890	0.3269
0.0482	0.0045	0.0079	1.8968	0.1782	0.3124
0.0506	0.0042	0.0075	1.9917	0.1662	0.2959
0.0530	0.0039	0.0070	2.0865	0.1532	0.2774
0.0554	0.0035	0.0065	2.1813	0.1392	0.2569
0.0578	0.0031	0.0060	2.2762	0.1240	0.2343
0.0602	0.0027	0.0053	2.3710	0.1077	0.2096
0.0626	0.0023	0.0046	2.4659	0.0903	0.1829
0.0650	0.0018	0.0039	2.5607	0.0718	0.1540
0.0675	0.0013	0.0031	2.6556	0.0521	0.1228
0.0699	0.0008	0.0023	2.7504	0.0310	0.0893
0.0723	0.0002	0.0014	2.8452	0.0088	0.0535
0.0747	-0.0004	0.0004	2.9401	-0.0146	0.0154
RADIUS (METERS) = 0.2196			RADIUS (INCHES) = 8.6469		
CHORD (METERS) = 0.0747			CHORD (INCHES) = 2.9401		
ZCSL (METERS) = 0.0365			ZCSL (INCHES) = 1.4382		
YCSL (METERS) = 0.0055			YCSL (INCHES) = 0.2149		
RLE (METERS) = 0.000213			RLE (INCHES) = 0.0084		
RTE (METERS) = 0.000389			RTE (INCHES) = 0.0153		
X-AREA(SQ.METERS)=0.000207			X-AREA (SQ. IN.) = 0.3213		
GAMMA-CHORD(RAD.)= 0.5144			GAMMA-CHORD(DEG.)= 29.47		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0001	0.0002	0.0	-0.0058	0.0088
0.0024	0.0001	0.0018	0.0949	0.0049	0.0707
0.0048	0.0009	0.0028	0.1897	0.0338	0.1101
0.0072	0.0016	0.0037	0.2846	0.0613	0.1468
0.0096	0.0022	0.0046	0.3795	0.0869	0.1809
0.0120	0.0028	0.0054	0.4743	0.1105	0.2124
0.0145	0.0034	0.0061	0.5692	0.1322	0.2414
0.0169	0.0039	0.0068	0.6641	0.1520	0.2679
0.0193	0.0043	0.0074	0.7589	0.1699	0.2923
0.0217	0.0047	0.0080	0.8538	0.1861	0.3140
0.0241	0.0051	0.0084	0.9487	0.1993	0.3319
0.0265	0.0053	0.0088	1.0435	0.2091	0.3457
0.0289	0.0055	0.0090	1.1384	0.2153	0.3551
0.0313	0.0055	0.0091	1.2333	0.2169	0.3591
0.0337	0.0055	0.0091	1.3281	0.2154	0.3593
0.0361	0.0054	0.0091	1.4230	0.2118	0.3566
0.0386	0.0052	0.0089	1.5179	0.2057	0.3507
0.0410	0.0050	0.0087	1.6127	0.1978	0.3418
0.0434	0.0048	0.0084	1.7076	0.1890	0.3310
0.0458	0.0046	0.0081	1.8025	0.1792	0.3184
0.0482	0.0043	0.0077	1.8973	0.1685	0.3040
0.0506	0.0040	0.0073	1.9922	0.1569	0.2876
0.0530	0.0037	0.0068	2.0871	0.1443	0.2693
0.0554	0.0033	0.0063	2.1819	0.1307	0.2492
0.0578	0.0029	0.0058	2.2768	0.1161	0.2272
0.0602	0.0026	0.0052	2.3717	0.1005	0.2031
0.0626	0.0021	0.0045	2.4665	0.0840	0.1771
0.0651	0.0017	0.0038	2.5614	0.0664	0.1491
0.0675	0.0012	0.0030	2.6563	0.0477	0.1190
0.0699	0.0007	0.0022	2.7511	0.0279	0.0867
0.0723	0.0002	0.0013	2.8460	0.0071	0.0524
0.0747	-0.0004	0.0004	2.9409	-0.0148	0.0157
RADIUS (METERS) = 0.2258			RADIUS (INCHES) = 8.8881		
CHORD (METERS) = 0.0747			CHORD (INCHES) = 2.9409		
ZCSL (METERS) = 0.0365			ZCSL (INCHES) = 1.4377		
YCSL (METERS) = 0.0053			YCSL (INCHES) = 0.2086		
RLE (METERS) =0.000216			RLE (INCHES) = 0.0085		
RTE (METERS) =0.000398			RTE (INCHES) = 0.0157		
X-AREA(SQ.METERS)=0.000210			X-AREA (SQ. IN.) = 0.3247		
GAMMA-CHORD(RAD.)= 0.5036			GAMMA-CHORD(DEG.)= 28.85		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0060	0.0090
0.0024	0.0001	0.0018	0.0949	0.0042	0.0710
0.0048	0.0008	0.0028	0.1898	0.0327	0.1103
0.0072	0.0015	0.0037	0.2847	0.0598	0.1469
0.0096	0.0022	0.0046	0.3796	0.0848	0.1808
0.0121	0.0027	0.0054	0.4745	0.1080	0.2121
0.0145	0.0033	0.0061	0.5694	0.1292	0.2409
0.0169	0.0038	0.0068	0.6643	0.1485	0.2672
0.0193	0.0042	0.0074	0.7592	0.1660	0.2914
0.0217	0.0046	0.0079	0.8541	0.1816	0.3126
0.0241	0.0049	0.0084	0.9491	0.1944	0.3304
0.0265	0.0052	0.0087	1.0440	0.2038	0.3439
0.0289	0.0053	0.0090	1.1389	0.2096	0.3531
0.0313	0.0054	0.0091	1.2338	0.2109	0.3569
0.0337	0.0053	0.0091	1.3287	0.2092	0.3570
0.0362	0.0052	0.0090	1.4236	0.2055	0.3543
0.0386	0.0051	0.0088	1.5185	0.1992	0.3482
0.0410	0.0049	0.0086	1.6134	0.1912	0.3392
0.0434	0.0046	0.0083	1.7083	0.1824	0.3284
0.0458	0.0044	0.0080	1.8032	0.1727	0.3158
0.0482	0.0041	0.0077	1.8981	0.1621	0.3014
0.0506	0.0038	0.0072	1.9930	0.1506	0.2852
0.0530	0.0035	0.0068	2.0879	0.1382	0.2671
0.0554	0.0032	0.0063	2.1828	0.1250	0.2470
0.0579	0.0028	0.0057	2.2777	0.1108	0.2251
0.0603	0.0024	0.0051	2.3726	0.0957	0.2013
0.0627	0.0020	0.0045	2.4675	0.0797	0.1756
0.0651	0.0016	0.0038	2.5624	0.0626	0.1478
0.0675	0.0011	0.0030	2.6573	0.0446	0.1180
0.0699	0.0007	0.0022	2.7522	0.0256	0.0862
0.0723	0.0001	0.0013	2.8472	0.0056	0.0523
0.0747	-0.0004	0.0004	2.9421	-0.0154	0.0162
RADIUS (METERS) = 0.2318			RADIUS (INCHES) = 9.1251		
CHORD (METERS) = 0.0747			CHORD (INCHES) = 2.9421		
ZCSL (METERS) = 0.0366			ZCSL (INCHES) = 1.4407		
YCSL (METERS) = 0.0052			YCSL (INCHES) = 0.2055		
RLE (METERS) = 0.000224			RLE (INCHES) = 0.0088		
RTE (METERS) = 0.000414			RTE (INCHES) = 0.0163		
X-AREA(SQ.METERS)=0.000215			X-AREA (SQ. IN.) = 0.3335		
GAMMA-CHORD(RAD.)= 0.4980			GAMMA-CHORD(DEG.)= 28.54		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0060	0.0093
0.0024	0.0001	0.0018	0.0950	0.0033	0.0713
0.0048	0.0008	0.0028	0.1899	0.0312	0.1103
0.0072	0.0015	0.0037	0.2849	0.0578	0.1467
0.0096	0.0021	0.0046	0.3798	0.0824	0.1803
0.0121	0.0027	0.0054	0.4747	0.1051	0.2114
0.0145	0.0032	0.0061	0.5697	0.1258	0.2400
0.0169	0.0037	0.0068	0.6647	0.1446	0.2660
0.0193	0.0041	0.0074	0.7596	0.1617	0.2899
0.0217	0.0045	0.0079	0.8546	0.1769	0.3109
0.0241	0.0048	0.0083	0.9495	0.1893	0.3285
0.0265	0.0050	0.0087	1.0444	0.1983	0.3418
0.0289	0.0052	0.0089	1.1394	0.2039	0.3510
0.0314	0.0052	0.0090	1.2344	0.2050	0.3548
0.0338	0.0052	0.0090	1.3293	0.2032	0.3550
0.0362	0.0051	0.0089	1.4242	0.1994	0.3523
0.0386	0.0049	0.0088	1.5192	0.1930	0.3461
0.0410	0.0047	0.0086	1.6142	0.1849	0.3371
0.0434	0.0045	0.0083	1.7091	0.1760	0.3262
0.0458	0.0042	0.0080	1.8041	0.1663	0.3136
0.0482	0.0040	0.0076	1.8990	0.1558	0.2993
0.0506	0.0037	0.0072	1.9939	0.1445	0.2831
0.0531	0.0034	0.0067	2.0889	0.1324	0.2650
0.0555	0.0030	0.0062	2.1838	0.1194	0.2452
0.0579	0.0027	0.0057	2.2788	0.1057	0.2235
0.0603	0.0023	0.0051	2.3737	0.0910	0.1998
0.0627	0.0019	0.0044	2.4687	0.0755	0.1743
0.0651	0.0015	0.0037	2.5636	0.0591	0.1469
0.0675	0.0011	0.0030	2.6586	0.0417	0.1174
0.0699	0.0006	0.0022	2.7535	0.0235	0.0859
0.0724	0.0001	0.0013	2.8485	0.0043	0.0524
0.0748	-0.0004	0.0004	2.9434	-0.0158	0.0167
RADIUS (METERS) = 0.2377			RADIUS (INCHES) = 9.3592		
CHORD (METERS) = 0.0748			CHORD (INCHES) = 2.9434		
ZCSL (METERS) = 0.0367			ZCSL (INCHES) = 1.4439		
YCSL (METERS) = 0.0051			YCSL (INCHES) = 0.2024		
RLE (METERS) = 0.000228			RLE (INCHES) = 0.0090		
RTE (METERS) = 0.000427			RTE (INCHES) = 0.0168		
X-AREA(SQ.METERS)=0.000221			X-AREA (SQ. IN.) = 0.3424		
GAMMA-CHORD(RAD.)= 0.4979			GAMMA-CHORD(DEG.)= 28.53		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0060	0.0094
0.0024	0.0001	0.0018	0.0950	0.0023	0.0715
0.0048	0.0008	0.0028	0.1900	0.0297	0.1103
0.0072	0.0014	0.0037	0.2850	0.0557	0.1464
0.0097	0.0020	0.0046	0.3800	0.0799	0.1798
0.0121	0.0026	0.0053	0.4750	0.1020	0.2105
0.0145	0.0031	0.0061	0.5700	0.1222	0.2388
0.0169	0.0036	0.0067	0.6650	0.1405	0.2646
0.0193	0.0040	0.0073	0.7599	0.1571	0.2882
0.0217	0.0044	0.0078	0.8550	0.1718	0.3089
0.0241	0.0047	0.0083	0.9499	0.1837	0.3263
0.0265	0.0049	0.0086	1.0449	0.1926	0.3396
0.0290	0.0050	0.0089	1.1399	0.1982	0.3489
0.0314	0.0051	0.0090	1.2349	0.1998	0.3533
0.0338	0.0050	0.0090	1.3299	0.1985	0.3541
0.0362	0.0050	0.0089	1.4249	0.1951	0.3518
0.0386	0.0048	0.0088	1.5199	0.1884	0.3456
0.0410	0.0046	0.0085	1.6149	0.1800	0.3363
0.0434	0.0043	0.0083	1.7099	0.1709	0.3252
0.0458	0.0041	0.0079	1.8049	0.1610	0.3124
0.0483	0.0038	0.0076	1.8999	0.1504	0.2979
0.0507	0.0035	0.0072	1.9949	0.1392	0.2815
0.0531	0.0032	0.0067	2.0899	0.1271	0.2635
0.0555	0.0029	0.0062	2.1849	0.1144	0.2436
0.0579	0.0026	0.0056	2.2799	0.1008	0.2219
0.0603	0.0022	0.0050	2.3749	0.0865	0.1984
0.0627	0.0018	0.0044	2.4698	0.0714	0.1730
0.0651	0.0014	0.0037	2.5648	0.0555	0.1457
0.0676	0.0010	0.0030	2.6598	0.0388	0.1165
0.0700	0.0005	0.0022	2.7548	0.0214	0.0854
0.0724	0.0001	0.0013	2.8498	0.0030	0.0523
0.0748	-0.0004	0.0004	2.9448	-0.0161	0.0171
RADIUS (METERS) = 0.2436			RADIUS (INCHES) = 9.5895		
CHORD (METERS) = 0.0748			CHORD (INCHES) = 2.9448		
ZCSL (METERS) = 0.0367			ZCSL (INCHES) = 1.4463		
YCSL (METERS) = 0.0051			YCSL (INCHES) = 0.1996		
RLE (METERS) =0.000231			RLE (INCHES) = 0.0091		
RTE (METERS) =0.000438			RTE (INCHES) = 0.0173		
X-AREA(SQ.METERS)=0.000227			X-AREA (SQ. IN.) = 0.3511		
GAMMA-CHORD(RAD.)= 0.5007			GAMMA-CHORD(DEG.)= 28.69		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0061	0.0095
0.0024	0.0000	0.0018	0.0950	0.0011	0.0717
0.0048	0.0007	0.0028	0.1901	0.0279	0.1101
0.0072	0.0014	0.0037	0.2851	0.0533	0.1458
0.0097	0.0020	0.0045	0.3801	0.0769	0.1789
0.0121	0.0025	0.0053	0.4752	0.0984	0.2092
0.0145	0.0030	0.0060	0.5702	0.1180	0.2371
0.0169	0.0034	0.0067	0.6652	0.1358	0.2625
0.0193	0.0039	0.0073	0.7603	0.1517	0.2857
0.0217	0.0042	0.0078	0.8553	0.1658	0.3061
0.0241	0.0045	0.0082	0.9503	0.1773	0.3232
0.0266	0.0047	0.0085	1.0454	0.1859	0.3366
0.0290	0.0049	0.0088	1.1404	0.1915	0.3461
0.0314	0.0049	0.0089	1.2354	0.1936	0.3512
0.0338	0.0049	0.0090	1.3305	0.1929	0.3527
0.0362	0.0048	0.0089	1.4255	0.1898	0.3509
0.0386	0.0047	0.0088	1.5205	0.1833	0.3448
0.0410	0.0044	0.0085	1.6156	0.1748	0.3355
0.0434	0.0042	0.0082	1.7106	0.1657	0.3244
0.0459	0.0040	0.0079	1.8056	0.1558	0.3115
0.0483	0.0037	0.0075	1.9007	0.1452	0.2968
0.0507	0.0034	0.0071	1.9957	0.1340	0.2804
0.0531	0.0031	0.0067	2.0907	0.1220	0.2623
0.0555	0.0028	0.0062	2.1858	0.1094	0.2424
0.0579	0.0024	0.0056	2.2808	0.0961	0.2207
0.0603	0.0021	0.0050	2.3758	0.0821	0.1973
0.0628	0.0017	0.0044	2.4709	0.0675	0.1721
0.0652	0.0013	0.0037	2.5659	0.0522	0.1449
0.0676	0.0009	0.0029	2.6609	0.0361	0.1160
0.0700	0.0005	0.0022	2.7560	0.0192	0.0851
0.0724	0.0000	0.0013	2.8510	0.0016	0.0522
0.0748	-0.0004	0.0004	2.9460	-0.0167	0.0174
RADIUS (METERS) = 0.2493			RADIUS (INCHES) = 9.8157		
CHORD (METERS) = 0.0748			CHORD (INCHES) = 2.9460		
ZCSL (METERS) = 0.0368			ZCSL (INCHES) = 1.4491		
YCSL (METERS) = 0.0050			YCSL (INCHES) = 0.1966		
RLE (METERS) = 0.000238			RLE (INCHES) = 0.0094		
RTE (METERS) = 0.000452			RTE (INCHES) = 0.0178		
X-AREA(SQ.METERS)=0.000233			X-AREA (SQ. IN.) = 0.3604		
GAMMA-CHORD(RAD.)= 0.5078			GAMMA-CHORD(DEG.)= 29.10		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0002	0.0	-0.0062	0.0098
0.0024	-0.0000	0.0018	0.0951	-0.0003	0.0716
0.0048	0.0006	0.0028	0.1901	0.0256	0.1093
0.0072	0.0013	0.0037	0.2852	0.0502	0.1444
0.0097	0.0019	0.0045	0.3802	0.0728	0.1768
0.0121	0.0024	0.0052	0.4753	0.0936	0.2066
0.0145	0.0029	0.0059	0.5704	0.1125	0.2339
0.0169	0.0033	0.0066	0.6654	0.1295	0.2586
0.0193	0.0037	0.0071	0.7605	0.1446	0.2812
0.0217	0.0040	0.0076	0.8555	0.1579	0.3011
0.0241	0.0043	0.0081	0.9506	0.1688	0.3179
0.0266	0.0045	0.0084	1.0456	0.1772	0.3312
0.0290	0.0046	0.0087	1.1407	0.1828	0.3408
0.0314	0.0047	0.0088	1.2358	0.1855	0.3466
0.0338	0.0047	0.0089	1.3308	0.1857	0.3490
0.0362	0.0047	0.0088	1.4259	0.1834	0.3479
0.0386	0.0045	0.0087	1.5210	0.1775	0.3425
0.0410	0.0043	0.0085	1.6160	0.1695	0.3338
0.0435	0.0041	0.0082	1.7111	0.1606	0.3231
0.0459	0.0038	0.0079	1.8061	0.1507	0.3103
0.0483	0.0036	0.0075	1.9012	0.1399	0.2954
0.0507	0.0033	0.0071	1.9963	0.1286	0.2789
0.0531	0.0030	0.0066	2.0913	0.1166	0.2606
0.0555	0.0026	0.0061	2.1864	0.1041	0.2407
0.0579	0.0023	0.0056	2.2814	0.0911	0.2191
0.0604	0.0020	0.0050	2.3765	0.0775	0.1957
0.0628	0.0016	0.0043	2.4715	0.0633	0.1707
0.0652	0.0012	0.0037	2.5666	0.0485	0.1438
0.0676	0.0008	0.0029	2.6617	0.0330	0.1151
0.0700	0.0004	0.0021	2.7567	0.0169	0.0846
0.0724	0.0000	0.0013	2.8518	0.0003	0.0522
0.0748	-0.0004	0.0005	2.9468	-0.0171	0.0178
RADIUS (METERS) = 0.2550			RADIUS (INCHES) = 10.0379		
CHORD (METERS) = 0.0748			CHORD (INCHES) = 2.9468		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4514		
YCSL (METERS) = 0.0049			YCSL (INCHES) = 0.1925		
RLE (METERS) = 0.000245			RLE (INCHES) = 0.0097		
RTE (METERS) = 0.000465			RTE (INCHES) = 0.0183		
X-AREA(SQ.METERS)=0.000238			X-AREA (SQ. IN.) = 0.3688		
GAMMA-CHORD(RAD.)= 0.5199			GAMMA-CHORD(DEG.)= 29.79		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0062	0.0100
0.0024	-0.0000	0.0018	0.0951	-0.0018	0.0713
0.0048	0.0006	0.0027	0.1902	0.0231	0.1082
0.0072	0.0012	0.0036	0.2852	0.0467	0.1425
0.0097	0.0017	0.0044	0.3803	0.0684	0.1741
0.0121	0.0022	0.0052	0.4754	0.0882	0.2032
0.0145	0.0027	0.0058	0.5705	0.1062	0.2297
0.0169	0.0031	0.0064	0.6655	0.1223	0.2539
0.0193	0.0035	0.0070	0.7606	0.1366	0.2757
0.0217	0.0038	0.0075	0.8557	0.1490	0.2949
0.0241	0.0040	0.0079	0.9507	0.1593	0.3113
0.0266	0.0042	0.0082	1.0458	0.1672	0.3242
0.0290	0.0044	0.0085	1.1409	0.1726	0.3337
0.0314	0.0045	0.0086	1.2360	0.1755	0.3397
0.0338	0.0045	0.0087	1.3310	0.1760	0.3425
0.0362	0.0044	0.0087	1.4261	0.1741	0.3419
0.0386	0.0043	0.0086	1.5212	0.1689	0.3372
0.0411	0.0041	0.0084	1.6163	0.1616	0.3292
0.0435	0.0039	0.0081	1.7114	0.1533	0.3191
0.0459	0.0036	0.0078	1.8064	0.1436	0.3066
0.0483	0.0034	0.0074	1.9015	0.1330	0.2917
0.0507	0.0031	0.0070	1.9966	0.1218	0.2752
0.0531	0.0028	0.0065	2.0917	0.1101	0.2571
0.0555	0.0025	0.0060	2.1867	0.0980	0.2374
0.0580	0.0022	0.0055	2.2818	0.0854	0.2160
0.0604	0.0018	0.0049	2.3769	0.0723	0.1930
0.0628	0.0015	0.0043	2.4719	0.0587	0.1683
0.0652	0.0011	0.0036	2.5670	0.0444	0.1418
0.0676	0.0008	0.0029	2.6621	0.0298	0.1135
0.0700	0.0004	0.0021	2.7572	0.0146	0.0835
0.0724	-0.0000	0.0013	2.8523	-0.0011	0.0518
0.0749	-0.0004	0.0005	2.9473	-0.0174	0.0181
RADIUS (METERS) = 0.2605			RADIUS (INCHES) = 10.2555		
CHORD (METERS) = 0.0749			CHORD (INCHES) = 2.9473		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4524		
YCSL (METERS) = 0.0047			YCSL (INCHES) = 0.1870		
RLE (METERS) = 0.000251			RLE (INCHES) = 0.0099		
RTE (METERS) = 0.000475			RTE (INCHES) = 0.0187		
X-AREA(SQ.METERS)=0.000243			X-AREA (SQ. IN.) = 0.3760		
GAMMA-CHORD(RAD.)= 0.5341			GAMMA-CHORD(DEG.)= 30.60		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0064	0.0100
0.0024	-0.0001	0.0018	0.0951	-0.0032	0.0710
0.0048	0.0005	0.0027	0.1901	0.0208	0.1073
0.0072	0.0011	0.0036	0.2852	0.0436	0.1408
0.0097	0.0016	0.0044	0.3803	0.0644	0.1718
0.0121	0.0021	0.0051	0.4754	0.0833	0.2002
0.0145	0.0026	0.0057	0.5704	0.1004	0.2261
0.0169	0.0029	0.0063	0.6655	0.1158	0.2496
0.0193	0.0033	0.0069	0.7606	0.1293	0.2708
0.0217	0.0036	0.0074	0.8556	0.1409	0.2895
0.0241	0.0038	0.0078	0.9507	0.1505	0.3054
0.0266	0.0040	0.0081	1.0458	0.1579	0.3181
0.0290	0.0041	0.0083	1.1409	0.1630	0.3275
0.0314	0.0042	0.0085	1.2359	0.1659	0.3337
0.0338	0.0042	0.0086	1.3310	0.1666	0.3366
0.0362	0.0042	0.0085	1.4261	0.1651	0.3364
0.0386	0.0041	0.0084	1.5211	0.1607	0.3324
0.0411	0.0039	0.0083	1.6162	0.1543	0.3251
0.0435	0.0037	0.0080	1.7113	0.1466	0.3156
0.0459	0.0035	0.0077	1.8063	0.1372	0.3034
0.0483	0.0032	0.0073	1.9014	0.1267	0.2886
0.0507	0.0029	0.0069	1.9965	0.1157	0.2722
0.0531	0.0026	0.0065	2.0916	0.1043	0.2542
0.0555	0.0023	0.0060	2.1866	0.0925	0.2347
0.0580	0.0020	0.0054	2.2817	0.0802	0.2135
0.0604	0.0017	0.0048	2.3768	0.0675	0.1907
0.0628	0.0014	0.0042	2.4718	0.0544	0.1662
0.0652	0.0010	0.0036	2.5669	0.0409	0.1402
0.0676	0.0007	0.0029	2.6620	0.0269	0.1124
0.0700	0.0003	0.0021	2.7570	0.0126	0.0828
0.0724	-0.0001	0.0013	2.8521	-0.0023	0.0516
0.0749	-0.0004	0.0005	2.9472	-0.0176	0.0185
RADIUS (METERS) = 0.2660			RADIUS (INCHES) = 10.4709		
CHORD (METERS) = 0.0749			CHORD (INCHES) = 2.9472		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4531		
YCSL (METERS) = 0.0046			YCSL (INCHES) = 0.1820		
RLE (METERS) = 0.000255			RLE (INCHES) = 0.0100		
RTE (METERS) = 0.000484			RTE (INCHES) = 0.0190		
X-AREA(SQ.METERS)=0.000247			X-AREA (SQ. IN.) = 0.3832		
GAMMA-CHORD(RAD.)= 0.5476			GAMMA-CHORD(DEG.)= 31.37		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0067	0.0101
0.0024	-0.0001	0.0018	0.0950	-0.0045	0.0709
0.0048	0.0005	0.0027	0.1901	0.0187	0.1065
0.0072	0.0010	0.0035	0.2851	0.0408	0.1395
0.0097	0.0015	0.0043	0.3802	0.0609	0.1700
0.0121	0.0020	0.0050	0.4753	0.0791	0.1979
0.0145	0.0024	0.0057	0.5703	0.0956	0.2234
0.0169	0.0028	0.0063	0.6653	0.1101	0.2464
0.0193	0.0031	0.0068	0.7604	0.1230	0.2671
0.0217	0.0034	0.0072	0.8554	0.1341	0.2854
0.0241	0.0036	0.0076	0.9505	0.1431	0.3009
0.0266	0.0038	0.0080	1.0455	0.1500	0.3133
0.0290	0.0039	0.0082	1.1406	0.1548	0.3224
0.0314	0.0040	0.0083	1.2356	0.1575	0.3285
0.0338	0.0040	0.0084	1.3307	0.1580	0.3314
0.0362	0.0040	0.0084	1.4257	0.1565	0.3311
0.0386	0.0039	0.0083	1.5208	0.1522	0.3273
0.0410	0.0037	0.0081	1.6158	0.1460	0.3202
0.0435	0.0035	0.0079	1.7109	0.1386	0.3109
0.0459	0.0033	0.0076	1.8059	0.1295	0.2990
0.0483	0.0030	0.0072	1.9010	0.1193	0.2845
0.0507	0.0028	0.0068	1.9960	0.1087	0.2685
0.0531	0.0025	0.0064	2.0911	0.0979	0.2508
0.0555	0.0022	0.0059	2.1861	0.0866	0.2316
0.0579	0.0019	0.0054	2.2812	0.0749	0.2109
0.0604	0.0016	0.0048	2.3762	0.0628	0.1884
0.0628	0.0013	0.0042	2.4713	0.0503	0.1643
0.0652	0.0010	0.0035	2.5663	0.0375	0.1386
0.0676	0.0006	0.0028	2.6614	0.0242	0.1112
0.0700	0.0003	0.0021	2.7564	0.0106	0.0821
0.0724	-0.0001	0.0013	2.8515	-0.0034	0.0513
0.0748	-0.0005	0.0005	2.9465	-0.0178	0.0187
RADIUS (METERS) = 0.2714			RADIUS (INCHES) = 10.6851		
CHORD (METERS) = 0.0748			CHORD (INCHES) = 2.9465		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4535		
YCSL (METERS) = 0.0045			YCSL (INCHES) = 0.1772		
RLE (METERS) = 0.000263			RLE (INCHES) = 0.0104		
RTE (METERS) = 0.000493			RTE (INCHES) = 0.0194		
X-AREA(SQ.METERS)=0.000252			X-AREA (SQ. IN.) = 0.3904		
GAMMA-CHORD(RAD.)= 0.5612			GAMMA-CHORD(DEG.)= 32.15		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0067	0.0102
0.0024	-0.0001	0.0018	0.0950	-0.0055	0.0709
0.0048	0.0004	0.0027	0.1900	0.0169	0.1061
0.0072	0.0010	0.0035	0.2850	0.0383	0.1387
0.0097	0.0015	0.0043	0.3800	0.0578	0.1686
0.0121	0.0019	0.0050	0.4750	0.0755	0.1962
0.0145	0.0023	0.0056	0.5701	0.0913	0.2213
0.0169	0.0027	0.0062	0.6651	0.1053	0.2439
0.0193	0.0030	0.0067	0.7601	0.1176	0.2643
0.0217	0.0033	0.0072	0.8551	0.1283	0.2824
0.0241	0.0035	0.0076	0.9501	0.1368	0.2976
0.0265	0.0036	0.0079	1.0451	0.1433	0.3097
0.0290	0.0038	0.0081	1.1401	0.1479	0.3187
0.0314	0.0038	0.0082	1.2351	0.1503	0.3247
0.0338	0.0038	0.0083	1.3301	0.1507	0.3276
0.0362	0.0038	0.0083	1.4251	0.1491	0.3274
0.0386	0.0037	0.0082	1.5202	0.1449	0.3236
0.0410	0.0035	0.0080	1.6152	0.1388	0.3167
0.0434	0.0033	0.0078	1.7102	0.1316	0.3075
0.0459	0.0031	0.0075	1.8052	0.1228	0.2958
0.0483	0.0029	0.0072	1.9002	0.1130	0.2816
0.0507	0.0026	0.0068	1.9952	0.1028	0.2658
0.0531	0.0023	0.0063	2.0902	0.0922	0.2484
0.0555	0.0021	0.0058	2.1852	0.0814	0.2295
0.0579	0.0018	0.0053	2.2802	0.0702	0.2090
0.0603	0.0015	0.0047	2.3752	0.0586	0.1869
0.0627	0.0012	0.0041	2.4703	0.0467	0.1631
0.0652	0.0009	0.0035	2.5653	0.0344	0.1377
0.0676	0.0006	0.0028	2.6603	0.0218	0.1106
0.0700	0.0002	0.0021	2.7553	0.0089	0.0817
0.0724	-0.0001	0.0013	2.8503	-0.0045	0.0513
0.0748	-0.0005	0.0005	2.9453	-0.0181	0.0190
RADIUS (METERS) = 0.2768			RADIUS (INCHES) = 10.8978		
CHORD (METERS) = 0.0748			CHORD (INCHES) = 2.9453		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4539		
YCSL (METERS) = 0.0044			YCSL (INCHES) = 0.1734		
RLE (METERS) = 0.000269			RLE (INCHES) = 0.0106		
RTE (METERS) = 0.000502			RTE (INCHES) = 0.0198		
X-AREA(SQ.METERS)=0.000257			X-AREA (SQ. IN.) = 0.3978		
GAMMA-CHORD(RAD.)= 0.5750			GAMMA-CHORD(DEG.)= 32.95		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0068	0.0106
0.0024	-0.0002	0.0018	0.0950	-0.0063	0.0713
0.0048	0.0004	0.0027	0.1899	0.0158	0.1064
0.0072	0.0009	0.0035	0.2849	0.0369	0.1389
0.0096	0.0014	0.0043	0.3798	0.0562	0.1689
0.0121	0.0019	0.0050	0.4748	0.0736	0.1964
0.0145	0.0023	0.0056	0.5697	0.0893	0.2214
0.0169	0.0026	0.0062	0.6647	0.1031	0.2440
0.0193	0.0029	0.0067	0.7597	0.1152	0.2644
0.0217	0.0032	0.0072	0.8546	0.1256	0.2824
0.0241	0.0034	0.0076	0.9496	0.1341	0.2976
0.0265	0.0036	0.0079	1.0445	0.1405	0.3099
0.0289	0.0037	0.0081	1.1395	0.1450	0.3190
0.0314	0.0037	0.0083	1.2344	0.1476	0.3250
0.0338	0.0038	0.0083	1.3294	0.1481	0.3279
0.0362	0.0037	0.0083	1.4244	0.1467	0.3278
0.0386	0.0036	0.0082	1.5193	0.1426	0.3241
0.0410	0.0035	0.0081	1.6143	0.1367	0.3174
0.0434	0.0033	0.0078	1.7092	0.1297	0.3083
0.0458	0.0031	0.0075	1.8042	0.1211	0.2967
0.0482	0.0028	0.0072	1.8991	0.1115	0.2826
0.0507	0.0026	0.0068	1.9941	0.1015	0.2668
0.0531	0.0023	0.0063	2.0891	0.0911	0.2495
0.0555	0.0020	0.0059	2.1840	0.0804	0.2306
0.0579	0.0018	0.0053	2.2790	0.0694	0.2100
0.0603	0.0015	0.0048	2.3739	0.0580	0.1878
0.0627	0.0012	0.0042	2.4689	0.0462	0.1640
0.0651	0.0009	0.0035	2.5638	0.0341	0.1385
0.0675	0.0005	0.0028	2.6588	0.0215	0.1112
0.0699	0.0002	0.0021	2.7538	0.0086	0.0823
0.0724	-0.0001	0.0013	2.8487	-0.0047	0.0516
0.0748	-0.0005	0.0005	2.9437	-0.0182	0.0191
RADIUS (METERS) = 0.2822			RADIUS (INCHES) = 11.1103		
CHORD (METERS) = 0.0748			CHORD (INCHES) = 2.9437		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4518		
YCSL (METERS) = 0.0044			YCSL (INCHES) = 0.1728		
RLE (METERS) = 0.000278			RLE (INCHES) = 0.0109		
RTE (METERS) = 0.000506			RTE (INCHES) = 0.0199		
X-AREA(SQ.METERS)=0.000260			X-AREA (SQ. IN.) = 0.4037		
GAMMA-CHORD(RAD.)= 0.5862			GAMMA-CHORD(DEG.)= 33.59		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0069	0.0108
0.0024	-0.0002	0.0018	0.0949	-0.0075	0.0714
0.0048	0.0004	0.0027	0.1898	0.0141	0.1061
0.0072	0.0009	0.0035	0.2847	0.0346	0.1382
0.0096	0.0014	0.0043	0.3795	0.0532	0.1678
0.0121	0.0018	0.0050	0.4744	0.0702	0.1949
0.0145	0.0022	0.0056	0.5693	0.0854	0.2196
0.0169	0.0025	0.0061	0.6642	0.0987	0.2419
0.0193	0.0028	0.0067	0.7591	0.1104	0.2620
0.0217	0.0031	0.0071	0.8540	0.1203	0.2796
0.0241	0.0033	0.0075	0.9488	0.1284	0.2946
0.0265	0.0034	0.0078	1.0437	0.1345	0.3066
0.0289	0.0035	0.0080	1.1386	0.1386	0.3156
0.0313	0.0036	0.0082	1.2335	0.1408	0.3215
0.0337	0.0036	0.0082	1.3284	0.1410	0.3244
0.0362	0.0035	0.0082	1.4233	0.1395	0.3244
0.0386	0.0034	0.0081	1.5182	0.1355	0.3209
0.0410	0.0033	0.0080	1.6131	0.1297	0.3143
0.0434	0.0031	0.0078	1.7079	0.1229	0.3055
0.0458	0.0029	0.0075	1.8028	0.1145	0.2941
0.0482	0.0027	0.0071	1.8977	0.1052	0.2802
0.0506	0.0024	0.0067	1.9926	0.0956	0.2647
0.0530	0.0022	0.0063	2.0875	0.0856	0.2476
0.0554	0.0019	0.0058	2.1824	0.0753	0.2290
0.0578	0.0016	0.0053	2.2772	0.0647	0.2087
0.0603	0.0014	0.0047	2.3721	0.0538	0.1868
0.0627	0.0011	0.0041	2.4670	0.0426	0.1632
0.0651	0.0008	0.0035	2.5619	0.0310	0.1380
0.0675	0.0005	0.0028	2.6568	0.0191	0.1110
0.0699	0.0002	0.0021	2.7517	0.0069	0.0823
0.0723	-0.0001	0.0013	2.8465	-0.0057	0.0518
0.0747	-0.0005	0.0005	2.9414	-0.0186	0.0196
RADIUS (METERS) = 0.2876			RADIUS (INCHES) = 11.3222		
CHORD (METERS) = 0.0747			CHORD (INCHES) = 2.9414		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4529		
YCSL (METERS) = 0.0043			YCSL (INCHES) = 0.1692		
RLE (METERS) = 0.000283			RLE (INCHES) = 0.0111		
RTE (METERS) = 0.000519			RTE (INCHES) = 0.0204		
X-AREA(SQ.METERS) = 0.000265			X-AREA (SQ. IN.) = 0.4114		
GAMMA-CHORD(RAD.) = 0.5985			GAMMA-CHORD(DEG.) = 34.29		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0069	0.0109
0.0024	-0.0002	0.0018	0.0948	-0.0081	0.0720
0.0048	0.0003	0.0027	0.1896	0.0133	0.1067
0.0072	0.0009	0.0035	0.2844	0.0337	0.1389
0.0096	0.0013	0.0043	0.3792	0.0523	0.1686
0.0120	0.0018	0.0050	0.4740	0.0691	0.1958
0.0144	0.0021	0.0056	0.5688	0.0842	0.2207
0.0169	0.0025	0.0062	0.6636	0.0976	0.2432
0.0193	0.0028	0.0067	0.7584	0.1093	0.2635
0.0217	0.0030	0.0071	0.8532	0.1192	0.2813
0.0241	0.0032	0.0075	0.9480	0.1274	0.2965
0.0265	0.0034	0.0078	1.0428	0.1336	0.3088
0.0289	0.0035	0.0081	1.1376	0.1378	0.3179
0.0313	0.0036	0.0082	1.2324	0.1403	0.3241
0.0337	0.0036	0.0083	1.3272	0.1408	0.3272
0.0361	0.0035	0.0083	1.4220	0.1394	0.3272
0.0385	0.0034	0.0082	1.5168	0.1355	0.3238
0.0409	0.0033	0.0081	1.6116	0.1298	0.3172
0.0433	0.0031	0.0078	1.7064	0.1230	0.3084
0.0458	0.0029	0.0075	1.8012	0.1147	0.2970
0.0482	0.0027	0.0072	1.8960	0.1054	0.2831
0.0506	0.0024	0.0068	1.9908	0.0958	0.2675
0.0530	0.0022	0.0064	2.0856	0.0858	0.2503
0.0554	0.0019	0.0059	2.1804	0.0755	0.2315
0.0578	0.0016	0.0054	2.2752	0.0649	0.2110
0.0602	0.0014	0.0048	2.3700	0.0539	0.1889
0.0626	0.0011	0.0042	2.4648	0.0426	0.1651
0.0650	0.0008	0.0035	2.5596	0.0310	0.1395
0.0674	0.0005	0.0029	2.6544	0.0191	0.1122
0.0698	0.0002	0.0021	2.7492	0.0068	0.0832
0.0722	-0.0001	0.0013	2.8440	-0.0058	0.0524
0.0746	-0.0005	0.0005	2.9388	-0.0188	0.0197
RADIUS (METERS) = 0.2930			RADIUS (INCHES) = 11.5338		
CHORD (METERS) = 0.0746			CHORD (INCHES) = 2.9388		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4510		
YCSL (METERS) = 0.0043			YCSL (INCHES) = 0.1701		
RLE (METERS) = 0.000286			RLE (INCHES) = 0.0113		
RTE (METERS) = 0.000526			RTE (INCHES) = 0.0207		
X-AREA(SQ.METERS)=0.000269			X-AREA (SQ. IN.) = 0.4175		
GAMMA-CHORD(RAD.)= 0.6092			GAMMA-CHORD(DEG.)= 34.91		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0069	0.0111
0.0024	-0.0002	0.0018	0.0947	-0.0090	0.0722
0.0048	0.0003	0.0027	0.1894	0.0119	0.1067
0.0072	0.0008	0.0035	0.2841	0.0319	0.1387
0.0096	0.0013	0.0043	0.3788	0.0501	0.1681
0.0120	0.0017	0.0050	0.4735	0.0666	0.1951
0.0144	0.0021	0.0056	0.5682	0.0813	0.2197
0.0168	0.0024	0.0061	0.6629	0.0943	0.2420
0.0192	0.0027	0.0067	0.7576	0.1056	0.2621
0.0216	0.0029	0.0071	0.8523	0.1152	0.2798
0.0241	0.0031	0.0075	0.9470	0.1231	0.2949
0.0265	0.0033	0.0078	1.0417	0.1290	0.3069
0.0289	0.0034	0.0080	1.1364	0.1331	0.3160
0.0313	0.0034	0.0082	1.2311	0.1352	0.3221
0.0337	0.0034	0.0083	1.3258	0.1355	0.3251
0.0361	0.0034	0.0083	1.4205	0.1339	0.3252
0.0385	0.0033	0.0082	1.5152	0.1300	0.3218
0.0409	0.0032	0.0080	1.6099	0.1243	0.3153
0.0433	0.0030	0.0078	1.7046	0.1177	0.3066
0.0457	0.0028	0.0075	1.7992	0.1095	0.2954
0.0481	0.0026	0.0072	1.8940	0.1005	0.2816
0.0505	0.0023	0.0068	1.9887	0.0911	0.2662
0.0529	0.0021	0.0063	2.0834	0.0814	0.2492
0.0553	0.0018	0.0059	2.1780	0.0714	0.2305
0.0577	0.0016	0.0053	2.2727	0.0611	0.2103
0.0601	0.0013	0.0048	2.3674	0.0505	0.1883
0.0625	0.0010	0.0042	2.4621	0.0397	0.1646
0.0649	0.0007	0.0035	2.5568	0.0286	0.1392
0.0673	0.0004	0.0028	2.6515	0.0171	0.1121
0.0698	0.0001	0.0021	2.7462	0.0053	0.0833
0.0722	-0.0002	0.0013	2.8409	-0.0067	0.0526
0.0746	-0.0005	0.0005	2.9356	-0.0192	0.0201
RADIUS (METERS) = 0.2983			RADIUS (INCHES) = 11.7441		
CHORD (METERS) = 0.0746			CHORD (INCHES) = 2.9356		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4510		
YCSL (METERS) = 0.0043			YCSL (INCHES) = 0.1675		
RLE (METERS) = 0.000290			RLE (INCHES) = 0.0114		
RTE (METERS) = 0.000536			RTE (INCHES) = 0.0211		
X-AREA (SQ. METERS) = 0.000274			X-AREA (SQ. IN.) = 0.4244		
GAMMA-CHORD (RAD.) = 0.6215			GAMMA-CHORD (DEG.) = 35.61		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0070	0.0112
0.0024	-0.0002	0.0018	0.0946	-0.0097	0.0725
0.0048	0.0003	0.0027	0.1892	0.0108	0.1069
0.0072	0.0008	0.0035	0.2838	0.0305	0.1388
0.0096	0.0012	0.0043	0.3783	0.0485	0.1681
0.0120	0.0016	0.0050	0.4729	0.0647	0.1951
0.0144	0.0020	0.0056	0.5675	0.0792	0.2197
0.0168	0.0023	0.0061	0.6621	0.0921	0.2420
0.0192	0.0026	0.0067	0.7567	0.1033	0.2621
0.0216	0.0029	0.0071	0.8513	0.1129	0.2799
0.0240	0.0031	0.0075	0.9459	0.1206	0.2951
0.0264	0.0032	0.0078	1.0404	0.1265	0.3073
0.0288	0.0033	0.0080	1.1350	0.1305	0.3165
0.0312	0.0034	0.0082	1.2296	0.1328	0.3227
0.0336	0.0034	0.0083	1.3242	0.1331	0.3258
0.0360	0.0033	0.0083	1.4188	0.1317	0.3260
0.0384	0.0032	0.0082	1.5134	0.1278	0.3227
0.0408	0.0031	0.0080	1.6080	0.1221	0.3162
0.0432	0.0029	0.0078	1.7025	0.1155	0.3075
0.0456	0.0027	0.0075	1.7971	0.1074	0.2963
0.0480	0.0025	0.0072	1.8917	0.0983	0.2825
0.0505	0.0023	0.0068	1.9863	0.0890	0.2671
0.0529	0.0020	0.0064	2.0809	0.0794	0.2500
0.0553	0.0018	0.0059	2.1755	0.0695	0.2314
0.0577	0.0015	0.0054	2.2701	0.0593	0.2110
0.0601	0.0012	0.0048	2.3646	0.0489	0.1890
0.0625	0.0010	0.0042	2.4592	0.0382	0.1653
0.0649	0.0007	0.0036	2.5538	0.0272	0.1399
0.0673	0.0004	0.0029	2.6484	0.0160	0.1127
0.0697	0.0001	0.0021	2.7430	0.0045	0.0837
0.0721	-0.0002	0.0013	2.8376	-0.0073	0.0530
0.0745	-0.0005	0.0005	2.9321	-0.0194	0.0204
RADIUS (METERS) = 0.3036			RADIUS (INCHES) =11.9534		
CHORD (METERS) = 0.0745			CHORD (INCHES) = 2.9322		
ZCSL (METERS) = 0.0368			ZCSL (INCHES) = 1.4501		
YCSL (METERS) = 0.0042			YCSL (INCHES) = 0.1668		
RLE (METERS) =0.000296			RLE (INCHES) = 0.0117		
RTE (METERS) =0.000545			RTE (INCHES) = 0.0215		
X-AREA(SQ.METERS)=0.000278			X-AREA (SQ. IN.) = 0.4307		
GAMMA-CHORD(RAD.)= 0.6340			GAMMA-CHORD(DEG.)= 36.32		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0072	0.0114
0.0024	-0.0003	0.0018	0.0945	-0.0107	0.0727
0.0048	0.0002	0.0027	0.1889	0.0094	0.1066
0.0072	0.0007	0.0035	0.2834	0.0287	0.1382
0.0096	0.0012	0.0043	0.3778	0.0462	0.1674
0.0120	0.0016	0.0049	0.4723	0.0620	0.1941
0.0144	0.0019	0.0055	0.5667	0.0762	0.2185
0.0168	0.0023	0.0061	0.6612	0.0886	0.2406
0.0192	0.0025	0.0066	0.7557	0.0995	0.2606
0.0216	0.0028	0.0071	0.8501	0.1088	0.2783
0.0240	0.0030	0.0075	0.9446	0.1164	0.2933
0.0264	0.0031	0.0078	1.0390	0.1221	0.3054
0.0288	0.0032	0.0080	1.1335	0.1259	0.3146
0.0312	0.0033	0.0081	1.2280	0.1280	0.3207
0.0336	0.0033	0.0082	1.3224	0.1283	0.3238
0.0360	0.0032	0.0082	1.4169	0.1267	0.3239
0.0384	0.0031	0.0081	1.5113	0.1227	0.3206
0.0408	0.0030	0.0080	1.6058	0.1168	0.3141
0.0432	0.0028	0.0078	1.7003	0.1100	0.3053
0.0456	0.0026	0.0075	1.7947	0.1019	0.2940
0.0480	0.0024	0.0071	1.8892	0.0928	0.2802
0.0504	0.0021	0.0067	1.9836	0.0835	0.2648
0.0528	0.0019	0.0063	2.0781	0.0740	0.2477
0.0552	0.0016	0.0058	2.1726	0.0642	0.2291
0.0576	0.0014	0.0053	2.2670	0.0543	0.2089
0.0600	0.0011	0.0047	2.3615	0.0442	0.1870
0.0624	0.0009	0.0042	2.4559	0.0339	0.1635
0.0648	0.0006	0.0035	2.5504	0.0234	0.1383
0.0672	0.0003	0.0028	2.6448	0.0128	0.1115
0.0696	0.0001	0.0021	2.7393	0.0021	0.0830
0.0720	-0.0002	0.0013	2.8338	-0.0087	0.0527
0.0744	-0.0005	0.0005	2.9282	-0.0197	0.0208
RADIUS (METERS) = 0.3089			RADIUS (INCHES) = 12.1601		
CHORD (METERS) = 0.0744			CHORD (INCHES) = 2.9282		
ZCSL (METERS) = 0.0368			ZCSL (INCHES) = 1.4497		
YCSL (METERS) = 0.0042			YCSL (INCHES) = 0.1638		
RLE (METERS) = 0.000303			RLE (INCHES) = 0.0119		
RTE (METERS) = 0.000557			RTE (INCHES) = 0.0219		
X-AREA(SQ.METERS)=0.000282			X-AREA (SQ. IN.) = 0.4370		
GAMMA-CHORD(RAD.)= 0.6486			GAMMA-CHORD(DEG.)= 37.16		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0073	0.0115
0.0024	-0.0003	0.0018	0.0943	-0.0125	0.0716
0.0048	0.0002	0.0026	0.1886	0.0061	0.1043
0.0072	0.0006	0.0034	0.2829	0.0240	0.1346
0.0096	0.0010	0.0041	0.3772	0.0402	0.1625
0.0120	0.0014	0.0048	0.4715	0.0548	0.1881
0.0144	0.0017	0.0054	0.5658	0.0677	0.2115
0.0168	0.0020	0.0059	0.6601	0.0791	0.2326
0.0192	0.0023	0.0064	0.7544	0.0889	0.2516
0.0216	0.0025	0.0068	0.8487	0.0972	0.2684
0.0240	0.0026	0.0072	0.9431	0.1037	0.2827
0.0263	0.0028	0.0075	1.0374	0.1084	0.2942
0.0287	0.0028	0.0077	1.1317	0.1115	0.3027
0.0311	0.0029	0.0078	1.2260	0.1128	0.3083
0.0335	0.0029	0.0079	1.3203	0.1125	0.3110
0.0359	0.0028	0.0079	1.4146	0.1103	0.3107
0.0383	0.0027	0.0078	1.5089	0.1058	0.3071
0.0407	0.0025	0.0076	1.6032	0.0996	0.3002
0.0431	0.0023	0.0074	1.6975	0.0925	0.2912
0.0455	0.0021	0.0071	1.7918	0.0841	0.2799
0.0479	0.0019	0.0068	1.8861	0.0748	0.2659
0.0503	0.0017	0.0064	1.9804	0.0655	0.2505
0.0527	0.0014	0.0059	2.0747	0.0562	0.2336
0.0551	0.0012	0.0055	2.1690	0.0470	0.2153
0.0575	0.0010	0.0050	2.2633	0.0376	0.1956
0.0599	0.0007	0.0044	2.3576	0.0284	0.1745
0.0623	0.0005	0.0039	2.4519	0.0194	0.1520
0.0647	0.0003	0.0033	2.5462	0.0106	0.1282
0.0671	0.0001	0.0026	2.6405	0.0020	0.1031
0.0695	-0.0002	0.0019	2.7348	-0.0064	0.0766
0.0719	-0.0004	0.0013	2.8292	-0.0140	0.0493
0.0743	-0.0005	0.0005	2.9235	-0.0201	0.0214
RADIUS (METERS) = 0.3141			RADIUS (INCHES) = 12.3648		
CHORD (METERS) = 0.0743			CHORD (INCHES) = 2.9235		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4512		
YCSL (METERS) = 0.0039			YCSL (INCHES) = 0.1516		
RLE (METERS) = 0.000310			RLE (INCHES) = 0.0122		
RTE (METERS) = 0.000580			RTE (INCHES) = 0.0228		
X-AREA(SQ.METERS)=0.000286			X-AREA (SQ. IN.) = 0.4434		
GAMMA-CHORD(RAD.)= 0.6737			GAMMA-CHORD(DEG.)= 38.60		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0074	0.0112
0.0024	-0.0004	0.0017	0.0941	-0.0156	0.0687
0.0048	0.0000	0.0025	0.1882	0.0002	0.0987
0.0072	0.0004	0.0032	0.2823	0.0154	0.1263
0.0096	0.0007	0.0039	0.3765	0.0290	0.1517
0.0120	0.0010	0.0044	0.4706	0.0411	0.1750
0.0143	0.0013	0.0050	0.5647	0.0516	0.1960
0.0167	0.0015	0.0055	0.6588	0.0606	0.2150
0.0191	0.0017	0.0059	0.7529	0.0683	0.2321
0.0215	0.0019	0.0063	0.8470	0.0746	0.2470
0.0239	0.0020	0.0066	0.9411	0.0792	0.2598
0.0263	0.0021	0.0069	1.0352	0.0823	0.2698
0.0287	0.0021	0.0070	1.1293	0.0838	0.2770
0.0311	0.0021	0.0071	1.2234	0.0837	0.2814
0.0335	0.0021	0.0072	1.3176	0.0821	0.2832
0.0359	0.0020	0.0072	1.4117	0.0790	0.2822
0.0382	0.0019	0.0071	1.5058	0.0741	0.2784
0.0406	0.0017	0.0069	1.5999	0.0676	0.2715
0.0430	0.0015	0.0067	1.6940	0.0606	0.2628
0.0454	0.0013	0.0064	1.7881	0.0529	0.2521
0.0478	0.0011	0.0061	1.8822	0.0446	0.2392
0.0502	0.0009	0.0057	1.9763	0.0366	0.2250
0.0526	0.0007	0.0053	2.0704	0.0290	0.2098
0.0550	0.0006	0.0049	2.1646	0.0218	0.1933
0.0574	0.0004	0.0045	2.2587	0.0149	0.1758
0.0598	0.0002	0.0040	2.3528	0.0083	0.1571
0.0622	0.0001	0.0035	2.4469	0.0023	0.1373
0.0645	-0.0001	0.0030	2.5410	-0.0033	0.1164
0.0669	-0.0002	0.0024	2.6351	-0.0083	0.0944
0.0693	-0.0003	0.0018	2.7292	-0.0129	0.0713
0.0717	-0.0004	0.0012	2.8233	-0.0169	0.0470
0.0741	-0.0005	0.0005	2.9175	-0.0203	0.0215
RADIUS (METERS) = 0.3192			RADIUS (INCHES) =12.5673		
CHORD (METERS) = 0.0741			CHORD (INCHES) = 2.9175		
ZCSL (METERS) = 0.0369			ZCSL (INCHES) = 1.4516		
YCSL (METERS) = 0.0033			YCSL (INCHES) = 0.1298		
RLE (METERS) =0.000312			RLE (INCHES) = 0.0123		
RTE (METERS) =0.000589			RTE (INCHES) = 0.0232		
X-AREA(SQ.METERS)=0.000289			X-AREA (SQ. IN.) = 0.4480		
GAMMA-CHORD(RAD.)= 0.7173			GAMMA-CHORD(DEG.)= 41.10		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0075	0.0109
0.0024	-0.0005	0.0017	0.0939	-0.0181	0.0664
0.0048	-0.0001	0.0024	0.1879	-0.0045	0.0944
0.0072	0.0002	0.0031	0.2818	0.0087	0.1201
0.0095	0.0005	0.0037	0.3758	0.0205	0.1438
0.0119	0.0008	0.0042	0.4698	0.0309	0.1654
0.0143	0.0010	0.0047	0.5637	0.0400	0.1851
0.0167	0.0012	0.0052	0.6577	0.0478	0.2030
0.0191	0.0014	0.0056	0.7516	0.0544	0.2191
0.0215	0.0015	0.0059	0.8456	0.0598	0.2333
0.0239	0.0016	0.0062	0.9395	0.0638	0.2455
0.0263	0.0017	0.0065	1.0335	0.0663	0.2551
0.0286	0.0017	0.0067	1.1274	0.0673	0.2619
0.0310	0.0017	0.0068	1.2214	0.0667	0.2660
0.0334	0.0016	0.0068	1.3153	0.0645	0.2673
0.0358	0.0015	0.0068	1.4093	0.0610	0.2660
0.0382	0.0014	0.0066	1.5032	0.0554	0.2617
0.0406	0.0012	0.0065	1.5972	0.0482	0.2539
0.0430	0.0010	0.0062	1.6911	0.0411	0.2449
0.0453	0.0009	0.0060	1.7851	0.0340	0.2344
0.0477	0.0007	0.0056	1.8790	0.0269	0.2224
0.0501	0.0005	0.0053	1.9730	0.0202	0.2093
0.0525	0.0004	0.0050	2.0669	0.0140	0.1953
0.0549	0.0002	0.0046	2.1609	0.0084	0.1802
0.0573	0.0001	0.0042	2.2548	0.0032	0.1642
0.0597	-0.0000	0.0037	2.3488	-0.0013	0.1473
0.0620	-0.0001	0.0033	2.4427	-0.0054	0.1295
0.0644	-0.0002	0.0028	2.5367	-0.0089	0.1104
0.0668	-0.0003	0.0023	2.6306	-0.0124	0.0900
0.0692	-0.0004	0.0017	2.7246	-0.0156	0.0684
0.0716	-0.0005	0.0012	2.8186	-0.0182	0.0455
0.0740	-0.0005	0.0005	2.9125	-0.0204	0.0215
RADIUS (METERS) = 0.3243			RADIUS (INCHES) = 12.7674		
CHORD (METERS) = 0.0740			CHORD (INCHES) = 2.9125		
ZCSL (METERS) = 0.0368			ZCSL (INCHES) = 1.4479		
YCSL (METERS) = 0.0030			YCSL (INCHES) = 0.1168		
RLE (METERS) = 0.000313			RLE (INCHES) = 0.0123		
RTE (METERS) = 0.000591			RTE (INCHES) = 0.0233		
X-AREA(SQ.METERS)=0.000290			X-AREA (SQ. IN.) = 0.4493		
GAMMA-CHORD(RAD.)= 0.7662			GAMMA-CHORD(DEG.)= 43.90		

AIRFOIL MANUFACTURING COORDINATES

STATOR

METERS			INCHES		
ZC	YP	YS	ZC	YP	YS
0.0	-0.0002	0.0003	0.0	-0.0076	0.0109
0.0024	-0.0005	0.0017	0.0940	-0.0193	0.0657
0.0048	-0.0002	0.0024	0.1880	-0.0066	0.0928
0.0072	0.0001	0.0030	0.2821	0.0058	0.1176
0.0096	0.0004	0.0036	0.3761	0.0168	0.1405
0.0119	0.0007	0.0041	0.4701	0.0267	0.1616
0.0143	0.0009	0.0046	0.5641	0.0353	0.1807
0.0167	0.0011	0.0050	0.6582	0.0428	0.1982
0.0191	0.0012	0.0054	0.7522	0.0491	0.2139
0.0215	0.0014	0.0058	0.8462	0.0545	0.2281
0.0239	0.0015	0.0061	0.9402	0.0585	0.2401
0.0263	0.0015	0.0063	1.0342	0.0610	0.2495
0.0287	0.0016	0.0065	1.1283	0.0619	0.2562
0.0310	0.0015	0.0066	1.2223	0.0609	0.2598
0.0334	0.0015	0.0066	1.3163	0.0582	0.2605
0.0358	0.0014	0.0066	1.4103	0.0543	0.2587
0.0382	0.0012	0.0065	1.5043	0.0484	0.2541
0.0406	0.0010	0.0062	1.5984	0.0412	0.2461
0.0430	0.0009	0.0060	1.6924	0.0343	0.2370
0.0454	0.0007	0.0058	1.7864	0.0277	0.2268
0.0478	0.0005	0.0055	1.8804	0.0214	0.2155
0.0502	0.0004	0.0052	1.9744	0.0154	0.2031
0.0525	0.0002	0.0048	2.0685	0.0098	0.1897
0.0549	0.0001	0.0045	2.1625	0.0046	0.1753
0.0573	0.0000	0.0041	2.2565	0.0000	0.1599
0.0597	-0.0001	0.0036	2.3505	-0.0042	0.1434
0.0621	-0.0002	0.0032	2.4445	-0.0081	0.1258
0.0645	-0.0003	0.0027	2.5386	-0.0115	0.1071
0.0669	-0.0004	0.0022	2.6326	-0.0146	0.0873
0.0693	-0.0004	0.0017	2.7266	-0.0171	0.0665
0.0716	-0.0005	0.0011	2.8206	-0.0190	0.0446
0.0740	-0.0005	0.0005	2.9146	-0.0205	0.0215
RADIUS (METERS) = 0.3292			RADIUS (INCHES) =12.9608		
CHORD (METERS) = 0.0740			CHORD (INCHES) = 2.9147		
ZCSL (METERS) = 0.0367			ZCSL (INCHES) = 1.4465		
YCSL (METERS) = 0.0028			YCSL (INCHES) = 0.1118		
RLE (METERS) =0.000318			RLE (INCHES) = 0.0125		
RTE (METERS) =0.000592			RTE (INCHES) = 0.0233		
X-AREA(SQ.METERS)=0.000289			X-AREA (SQ. IN.) = 0.4484		
GAMMA-CHORD(RAD.)= 0.8131			GAMMA-CHORD(DEG.)= 46.59		

APPENDIX F

SYMBOLS AND DEFINITIONS

- A - area - meters² (inches²) or location of maximum camber, measured from leading edge
- A/A* - ratio of actual area to critical area (where local Mach number is 1.0)
- a' - a point on the suction surface of a blade halfway between the leading edge and the point from which a Mach wave emanates that meets the leading edge of the following blade
- b - rotor semi-chord at 75 percent of span from root
- c - aerodynamic chord along the flow surface - meters (inches)
- CDA - controlled diffusion airfoil
- D - diffusion factor

for rotor:

$$= 1 - \frac{V'_2}{V'_1} + \frac{r_2 V_{\theta 2} - r_1 V_{\theta 1}}{(r_1 + r_2) \sigma V'_1}$$

for stator:

$$= 1 - \frac{V_4}{V_3} + \frac{r_3 V_{\theta 3} - r_4 V_{\theta 4}}{(r_3 + r_4) \sigma V_3}$$

- D - diameter - meters (inches)
- E - excitations per rotor revolution
- E - angle between rays drawn to a conical design surface: one ray to the leading edge of an airfoil, the second to some points on the airfoil (see Appendix D)
- H - stagnation enthalpy
- i_m - incidence angle between inlet air direction and line tangent to blade mean camber line at leading edge, degrees

APPENDIX F (Cont'd)

i_{ss}	- incidence angle between inlet air direction and line tangent to blade suction surface at leading edge, degrees
IGV	- inlet guide vane
R	- blockage factor, effective/actual flow area
LE	- leading edge
LER	- leading edge airfoil radius - meters (inches)
m	- unit length along meridional projection of streamline
M	- Mach number
MCA	- multiple-circular-arc blade
N	- rotor speed, rpm
p	- static pressure, N/m^2 (lbf/ft ²)
P	- total or stagnation pressure, N/m^2 (lbf/ft ²)
R	- distance from apex of design conical surface to point on blade - meters (inches)
R _C	- streamline radius of curvature - meters (inches)
r	- radius - meters (inches)
s	- blade spacing
T	- temperature, K (°R)
t	- blade maximum thickness, meters (inches)
TE	- trailing edge
TER	- trailing edge airfoil radius - meters (inches)
U	- rotor tangential speed, m/sec (ft/sec)
V	- air velocity, m/sec (ft/sec)
W	- weight flow, kg/sec (lbfm/sec)
WA	- leading edge wedge angle

APPENDIX F (Cont'd)

x conical	- distance in unwrapped conical plane
Y _p	- airfoil coordinate of pressure surface normal to chord line
Y _s	- airfoil coordinate of suction surface normal to chord line
Y _{ccg}	- vertical distance to airfoil center of gravity from chord line
Y	- length along calculation station or tangential distance
Y _{conical}	- distance normal to x conical
Z	- axial distance
Z*ratio	- shroud modulus/airfoil modulus
Z _c	- airfoil coordinate parallel to chord line
Z _{ccg}	- horizontal distance to airfoil center of gravity from leading edge along chord line
β	absolute air angle = $\text{COT}^{-1} (V_m/V_\theta)$
β'	relative air angle = $\text{COT}^{-1} (V'_m/V'_\theta)$
β*	- metal angle, angle between tangent to mean camber line and meridional direction
γ	- blade chord angle, angle between chord and axial direction, or ratio of specific heats
δ°	- deviation angle - exit air angle minus metal angle at trailing edge
ε	- angle between tangent to streamline projected on meridional plane and axial direction
ε	cone angle = $\text{TAN}^{-1} \frac{(r_{TE} - r_{LE})}{(z_{TE} - z_{LE})}$

APPENDIX F (Cont'd)

- η_{ad} - adiabatic efficiency
- θ - circumferential direction
- λ - angle of calculation station measured from axial direction
- ρ - mass density, kg/m^3 (lbm/ft^3)
- σ - solidity: ratio of aerodynamic chord to gap between blades; or stress, N/m^2 (lbf/in^2)
- ϕ - camber angle, difference between blade angles at leading and trailing edges on conical surface
- ϕ_E - camber angle, difference between blade angles at leading and trailing edges on the unwrapped conical surface
- ϕ_f - front camber angle, difference between blade angles at leading edge and MCA transition point on the unwrapped conical surface
- ψ - total amount of chord line twist displacement, degrees (radians)
- $\bar{\omega}$ - total pressure loss coefficient,

$$\frac{P'_1 \left[\frac{T'_2}{T'_1} \right]^{\frac{\gamma}{\gamma-1}} - P'_2 \text{ (rotors)}}{P'_1 - p_1}$$

$$\frac{P_3 - P_4}{P_3 - p_3} \text{ (stators)}$$

Subscripts

- av - average
- ad - adiabatic
- E - refers to camber definition which includes angle E

APPENDIX F (Cont'd)

- Ef - refers to front camber definitions which include epsilon angle E
- f - front
- in - inlet
- LE - leading edge
- m - meridional (velocity); mean camber line (angle)
- o - out
- p - profile (loss); polytropic (efficiency)
- ss - suction surface
- sh - shock
- t - transition
- TE - trailing edge
- z - axial component
- 1 - station into rotor along leading edge
- 2 - station out of rotor along trailing edge
- 3 - station into stator along leading edge
- 4 - station out of stator along trailing edge

Superscripts

- ' - relative to rotor
- * - designates blade metal angle
- 0 - degrees of arc or temperature

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