AN EVALUATION OF A HUBLESS INDUCER AND A FULL FLOW HYDRAULIC TURBINE DRIVEN INDUCER BOOST PUMP

CASE FILE COPY

by

B. K. Lindley and A. R. Martinson

Aerojet Liquid Rocket Company
Sacramento, California 95812

prepared for

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

NASA Lewis Research Center
Contract NAS 3-11218
W. A. Rostafinski, Project Manager
NOTICE

This report was prepared as an account of Government-sponsored work. Neither the United States, nor the National Aeronautics and Space Administration (NASA), nor any person acting on behalf of NASA:

A.) Makes any warranty or representation, expressed or implied, with respect to the accuracy, completeness, or usefulness of the information contained in this report, or that the use of any information, apparatus, method, or process disclosed in this report may not infringe privately-owned rights; or

B.) Assumes any liabilities with respect to the use of, or for damages resulting from the use of, any information, apparatus, method or process disclosed in this report.

As used above, "person acting on behalf of NASA" includes any employee or contractor of NASA, or employee of such contractor, to the extent that such employee or contractor of NASA or employee of such contractor prepares, disseminates, or provides access to any information pursuant to his employment or contract with NASA, or his employment with such contractor.
**Abstract**

A study to investigate the characteristics of a hubless converging inducer was initiated in April 1968, redirected in September 1969, and completed in June 1971. The purpose of the study was to compare the performance of several configurations of hubless inducers with a hydrodynamically similar conventional inducer and to demonstrate the performance of a full flow hydraulic turbine driven inducer boost pump using these inducers. A boost pump of this type consists of a low speed inducer connected to a hydraulic turbine with a high speed rotor located in between. All the flow passes through the inducer, rotor, and hydraulic turbine, then into the main pump. The rotor, which is attached to the main pump shaft, provides the input power to drive the hydraulic turbine which, in turn, drives the inducer. The inducer, rotating at a lower speed, develops the necessary head to prevent rotor cavitation. The rotor speed is consistent with present main engine liquid hydrogen pump designs and the overall boost pump head rise is sufficient to provide adequate main pump suction head. This system would have the potential for operating at lower liquid hydrogen tank pressures.

**Key Words** (Suggested by Author(s))

- Inducers
- Hubless Converging Inducer
- Boost Pumps

**Distribution Statement**

Unclassified - unlimited
ABSTRACT

A study to investigate the characteristics of a hubless converging inducer was initiated in April 1968, redirected in September 1969, and completed in June 1971. The purpose of the study was to compare the performance of several configurations of hubless inducers with a hydrodynamically similar conventional inducer and to demonstrate the performance of a full flow hydraulic turbine driven inducer boost pump using these inducers. A boost pump of this type consists of an inducer connected to a hydraulic turbine with a high speed rotor located in between. All the flow passes through the inducer, rotor, and hydraulic turbine, then into the main pump. The rotor, which is attached to the main pump shaft, provides the input power to drive the hydraulic turbine which, in turn, drives the inducer. The inducer, rotating at a lower speed, develops the necessary head to prevent rotor cavitation. The rotor speed is consistent with present main engine liquid hydrogen pump designs and the overall boost pump head rise is sufficient to provide adequate main pump suction head. This system would have the potential for operating at lower liquid hydrogen tank pressures.
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreword</td>
<td>iii</td>
</tr>
<tr>
<td>Abstract</td>
<td>v</td>
</tr>
<tr>
<td>I. Summary</td>
<td>1</td>
</tr>
<tr>
<td>II. Introduction</td>
<td>1</td>
</tr>
<tr>
<td>III. Parametric Analysis</td>
<td>5</td>
</tr>
<tr>
<td>A. Design Point Specification</td>
<td>5</td>
</tr>
<tr>
<td>1. Flow and NPSH</td>
<td>5</td>
</tr>
<tr>
<td>2. Main Pump Shaft Speed</td>
<td>5</td>
</tr>
<tr>
<td>3. Overall Head Rise</td>
<td>6</td>
</tr>
<tr>
<td>B. Rotor Cavitation</td>
<td>7</td>
</tr>
<tr>
<td>1. Cavitation Model</td>
<td>7</td>
</tr>
<tr>
<td>2. Available Cavitation Data</td>
<td>14</td>
</tr>
<tr>
<td>C. Work Split and Annulus Geometry</td>
<td>14</td>
</tr>
<tr>
<td>1. Inducer</td>
<td>18</td>
</tr>
<tr>
<td>2. Rotor</td>
<td>18</td>
</tr>
<tr>
<td>3. Turbine</td>
<td>20</td>
</tr>
<tr>
<td>IV. Hydrodynamic Design</td>
<td>20</td>
</tr>
<tr>
<td>A. Inducer</td>
<td>20</td>
</tr>
<tr>
<td>1. Front Section</td>
<td>20</td>
</tr>
<tr>
<td>2. Aft Section</td>
<td>25</td>
</tr>
<tr>
<td>B. Rotor</td>
<td>27</td>
</tr>
<tr>
<td>C. Turbine</td>
<td>27</td>
</tr>
<tr>
<td>V. Detailed Design and Fabrication</td>
<td>33</td>
</tr>
<tr>
<td>A. Hardware Data</td>
<td>33</td>
</tr>
<tr>
<td>B. Description of Hardware</td>
<td>33</td>
</tr>
<tr>
<td>C. Hardware Dimensions</td>
<td>39</td>
</tr>
<tr>
<td>VI. Test Program</td>
<td>39</td>
</tr>
<tr>
<td>A. Test Instrumentation</td>
<td>39</td>
</tr>
<tr>
<td>B. Test Flow Facility</td>
<td>43</td>
</tr>
<tr>
<td>C. Test Number and Test Type</td>
<td>43</td>
</tr>
</tbody>
</table>

vii
Table of Contents (cont.)

VII. Test Results and Performance Evaluation  
   A. Steady State Non-Cavitating  
      1. Conventional Inducer  
      2. Hubless Inducers with 60° Inlet  
      3. Hubless Inducers with 45° Inlet  
      4. Inducer Comparison  
      5. Rotor  
      6. Turbine  
      7. Overall Performance  
   B. Steady-State Cavitating  
      1. Conventional Inducer  
      2. Hubless Inducers with 60° Inlet  
      3. Hubless Inducers with 45° Inlet  
      4. Inducer Comparison  
      5. Rotor  
      6. Overall Performance  
   C. Transient Performance  
      1. Conventional Inducer  
      2. Hubless Inducer  
      3. High Frequency Data  
   D. Modified Rotor  

VIII. Conclusions  

Appendices  
   A Symbols  
   B Equations  
   C Drawings  

References  

Page  
43  
47  
47  
52  
52  
52  
59  
59  
64  
64  
70  
70  
70  
70  
79  
79  
79  
79  
83  
92  
92  
96  
103  
107  
113  
127  

viii
FIGURE LIST

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Inducer Comparison, Hubless to Conventional</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>Full Flow Hydraulic Turbine Driven Inducer Boost Pump and a Typical Hydrogen Main Pump</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>Main Pump Speed vs. Boost Pump Head Rise</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>Rotor Cavitation Number vs. Speed Ratio for $\phi_R=0.116$, $\xi_R=0.8, R_{I2m}/R_{I1m}=1.1$</td>
<td>9</td>
</tr>
<tr>
<td>5</td>
<td>Rotor Cavitation Number vs. Speed Ratio for $\phi_R=0.071$, $\xi_R=0.7, R_{I2m}/R_{I1m}=1.1$</td>
<td>10</td>
</tr>
<tr>
<td>6</td>
<td>Rotor Cavitation Number vs. Speed Ratio for $\phi_R=0.155$, $\xi_R=0.8, R_{I2m}/R_{I1m}=1.0$</td>
<td>11</td>
</tr>
<tr>
<td>7</td>
<td>Rotor Cavitation Number vs. Speed Ratio for $\phi_R=0.095$, $\xi_R=0.7, R_{I2m}/R_{I1m}=1.0$</td>
<td>12</td>
</tr>
<tr>
<td>8</td>
<td>Rotor Cavitation Number vs. Speed Ratio for $\phi_R=0.066$, $\xi_R=0.6, R_{I2m}/R_{I1m}=1.0$</td>
<td>13</td>
</tr>
<tr>
<td>9</td>
<td>Required Cavitation Number vs. Flow Coefficient for Various Rotors</td>
<td>15</td>
</tr>
<tr>
<td>10</td>
<td>Incidence to Blade Angle Ratio vs. Flow Coefficient for Various Rotors</td>
<td>16</td>
</tr>
<tr>
<td>11</td>
<td>Stable Speed Ratio vs. Design Speed Ratio</td>
<td>17</td>
</tr>
<tr>
<td>12</td>
<td>Required Rotor Performance vs. Speed Ratio</td>
<td>19</td>
</tr>
<tr>
<td>13</td>
<td>Inducer Blade Performance vs. Passage Height</td>
<td>22</td>
</tr>
<tr>
<td>14</td>
<td>Inducer Blade Geometry vs. Passage Height</td>
<td>23</td>
</tr>
<tr>
<td>15</td>
<td>Calculated and Measured Head Coefficient and Flow Coefficient vs. Passage Height</td>
<td>24</td>
</tr>
<tr>
<td>16</td>
<td>Hubless Inducer Inlet Flow Coefficient vs. Passage Height</td>
<td>26</td>
</tr>
<tr>
<td>17</td>
<td>Transition Blade Performance vs. Passage Height</td>
<td>28</td>
</tr>
<tr>
<td>18</td>
<td>Transition Blade Geometry vs. Passage Height</td>
<td>29</td>
</tr>
<tr>
<td>19</td>
<td>Rotor Inlet Conditions vs. Passage Height</td>
<td>30</td>
</tr>
<tr>
<td>20</td>
<td>Rotor Blade Performance vs. Passage Height</td>
<td>31</td>
</tr>
<tr>
<td>21</td>
<td>Rotor Blade Geometry vs. Passage Height</td>
<td>32</td>
</tr>
<tr>
<td>22</td>
<td>Hydraulic Turbine Performance vs. Passage Height</td>
<td>34</td>
</tr>
<tr>
<td>23</td>
<td>Hubless Inducer, P/N 1158907</td>
<td>35</td>
</tr>
<tr>
<td>24</td>
<td>Conventional Inducer, P/N 1158905</td>
<td>36</td>
</tr>
</tbody>
</table>
## Figure List (cont.)

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>Transition Section, P/N 1158913</td>
<td>37</td>
</tr>
<tr>
<td>26</td>
<td>Rotor, P/N 1160008</td>
<td>38</td>
</tr>
<tr>
<td>27</td>
<td>Hydraulic Turbine, P/N 1160032</td>
<td>40</td>
</tr>
<tr>
<td>28</td>
<td>Kiel Probe Location and Pressure Measuring Capability</td>
<td>42</td>
</tr>
<tr>
<td>29</td>
<td>Test Facility Flow Schematic</td>
<td>44</td>
</tr>
<tr>
<td>30</td>
<td>Test Facility Zone D-3A</td>
<td>45</td>
</tr>
<tr>
<td>31</td>
<td>Conventional Inducer, Combined Inducer and Shroud Normalized Torque and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>48</td>
</tr>
<tr>
<td>32</td>
<td>Conventional Inducer, Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>49</td>
</tr>
<tr>
<td>33</td>
<td>Conventional Inducer, Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations (Non-Cavitating)</td>
<td>50</td>
</tr>
<tr>
<td>34</td>
<td>Conventional Inducer, Radial Head Coefficient Distribution at Design Flow Coefficient (Non-Cavitating)</td>
<td>51</td>
</tr>
<tr>
<td>35</td>
<td>Hubless Inducer (60°), Combined Inducer and Shroud Normalized Torque and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>53</td>
</tr>
<tr>
<td>36</td>
<td>Hubless Inducer (60°), Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>54</td>
</tr>
<tr>
<td>37</td>
<td>Hubless Inducer (60°), Head Coefficients vs. Flow Coefficients at Four Radial Measuring Stations (Non-Cavitating)</td>
<td>55</td>
</tr>
<tr>
<td>38</td>
<td>Hubless Inducer (45°), Combined Inducer and Shroud Normalized Torque and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>56</td>
</tr>
<tr>
<td>39</td>
<td>Hubless Inducer (45°), Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>57</td>
</tr>
<tr>
<td>40</td>
<td>Hubless Inducer (45°), Head Coefficients vs. Flow Coefficients at Four Radial Measuring Stations (Non-Cavitating)</td>
<td>58</td>
</tr>
<tr>
<td>41</td>
<td>Rotor, Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>60</td>
</tr>
<tr>
<td>42</td>
<td>Rotor, Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations (Non-Cavitating)</td>
<td>61</td>
</tr>
<tr>
<td>Figure</td>
<td>Description</td>
<td>Page</td>
</tr>
<tr>
<td>-------</td>
<td>------------------------------------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>43</td>
<td>Rotor, Radial Head Distribution Comparison with Hubless and Conventional Inducers (Non-Cavitating)</td>
<td>62</td>
</tr>
<tr>
<td>44</td>
<td>Rotor, Radial Head Coefficient Distribution at Design Flow Coefficient (Non-Cavitating)</td>
<td>63</td>
</tr>
<tr>
<td>45</td>
<td>Turbine, Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>65</td>
</tr>
<tr>
<td>46</td>
<td>Turbine, Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations (Non-Cavitating)</td>
<td>66</td>
</tr>
<tr>
<td>47</td>
<td>Boost Pump (with Conventional Inducer), Head Coefficients and Speed Ratio vs. Flow Coefficient (Non-Cavitating)</td>
<td>67</td>
</tr>
<tr>
<td>48</td>
<td>Boost Pump (with Conventional Inducer), Normalized Torque and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>68</td>
</tr>
<tr>
<td>49</td>
<td>Conventional Inducer, Head Coefficients vs. Suction Specific Speed (Cavitating)</td>
<td>69</td>
</tr>
<tr>
<td>50</td>
<td>Hubless Inducer (60°) with Long Spinner, Head Coefficients vs. Suction Specific Speed (Cavitating)</td>
<td>71</td>
</tr>
<tr>
<td>51</td>
<td>Hubless Inducer (60°) with Short Spinner, Head Coefficients vs. Suction Specific Speed (Cavitating)</td>
<td>72</td>
</tr>
<tr>
<td>52</td>
<td>Hubless Inducer (45°) with Long Spinner, Head Coefficients vs. Suction Specific Speed (Cavitating)</td>
<td>73</td>
</tr>
<tr>
<td>53</td>
<td>Hubless Inducer (45°) with Short Spinner, Head Coefficients vs. Suction Specific Speed (Cavitating)</td>
<td>74</td>
</tr>
<tr>
<td>54</td>
<td>Inducer Comparison, Head Coefficients vs. Suction Specific Speed (Cavitating)</td>
<td>75</td>
</tr>
<tr>
<td>55</td>
<td>Inducer Comparison, Suction Pressure Oscillation Coefficient vs. Cavitation Parameter (Cavitating)</td>
<td>77</td>
</tr>
<tr>
<td>56</td>
<td>Inducer Comparison, Discharge Pressure Oscillation Ratio vs. Cavitation Parameter (Cavitating)</td>
<td>78</td>
</tr>
<tr>
<td>57</td>
<td>Rotor, Head Coefficients vs. Suction Specific Speed (Cavitating)</td>
<td>80</td>
</tr>
<tr>
<td>58</td>
<td>Boost Pump (with Conventional Inducer), Head Coefficients vs. Suction Specific Speed (Cavitating)</td>
<td>81</td>
</tr>
<tr>
<td>59</td>
<td>Conventional Inducer, 1.5 sec Start Transient at 100% φ (Non-Cavitating)</td>
<td>82</td>
</tr>
<tr>
<td>60</td>
<td>Conventional Inducer, 2.5 sec Start Transient at 100% φ (Cavitating)</td>
<td>84</td>
</tr>
</tbody>
</table>
Figure List (cont.)

Table List

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>61</td>
<td>Conventional Inducer, 3 sec Start Transient at 80% ( \phi ) (Cavitating)</td>
<td>85</td>
</tr>
<tr>
<td>62</td>
<td>Conventional Inducer, 5 sec Start Transient at 80% ( \phi ) (Cavitating)</td>
<td>86</td>
</tr>
<tr>
<td>63</td>
<td>Conventional Inducer, Shutdown Transient at 100% ( \phi ) (Cavitating)</td>
<td>87</td>
</tr>
<tr>
<td>64</td>
<td>Hubless Inducer (45°), 2.5 sec Start Transient at 100% ( \phi ) (Non-Cavitating)</td>
<td>88</td>
</tr>
<tr>
<td>65</td>
<td>Hubless Inducer (45°), 1.5 sec Start Transient at 100% ( \phi ) (Cavitating)</td>
<td>89</td>
</tr>
<tr>
<td>66</td>
<td>Hubless Inducer (45°), 3 sec Start Transient at 80% ( \phi ) (Cavitating)</td>
<td>90</td>
</tr>
<tr>
<td>67</td>
<td>Hubless Inducer (45°), 6 sec Start Transient at 100% ( \phi ) (Cavitating)</td>
<td>91</td>
</tr>
<tr>
<td>68</td>
<td>Boost Pump (with Conventional Inducer), Transient Suction and Discharge Pressure Oscillations vs. Time (Cavitating)</td>
<td>93</td>
</tr>
<tr>
<td>69</td>
<td>Modified Rotor, Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitating)</td>
<td>94</td>
</tr>
<tr>
<td>70</td>
<td>Modified Rotor, Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations</td>
<td>95</td>
</tr>
<tr>
<td>71</td>
<td>Modified Rotor, Radial Head Coefficient Distribution at Design Flow Coefficient (Non-Cavitating)</td>
<td>97</td>
</tr>
<tr>
<td>72</td>
<td>Modified Rotor, Head Coefficients vs. Suction Specific Speed (Cavitating)</td>
<td>98</td>
</tr>
<tr>
<td>73</td>
<td>Suction Specific Speed (at 3% Head Loss) vs. Hub/Tip Diameter Ratio</td>
<td>100</td>
</tr>
<tr>
<td>74</td>
<td>Full Flow Hydraulic Turbine Driven Inducer Boost Pump and a Typical Hydrogen Main Pump</td>
<td>101</td>
</tr>
</tbody>
</table>

TABLE LIST

<table>
<thead>
<tr>
<th>Table</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Blade Dimensions and Design Parameters</td>
<td>41</td>
</tr>
<tr>
<td>II</td>
<td>Test Number and Test Type</td>
<td>46</td>
</tr>
</tbody>
</table>
I. SUMMARY

Pump cavitation in high speed turbomachinery is a major design consideration. Cavitation can be controlled by high suction performance inducers and/or by a boost pump located upstream of the main pump.

A hubless inducer was designed and tested and the performance compared to that of a similar conventional inducer. The suction performance of the hubless inducer was not significantly better than that of the conventional inducer after accounting for the larger inlet tip blade angle. Per established theory, inducers with larger inlet tip blade angles will have higher suction performance. The hubless inducer concept does, however, allow inducers with larger blade angles to be manufactured. Hubless inducers can best be used when the available drive power is at the outer shroud.

The full flow hydraulic turbine drive boost pump shows potential for use with high speed pumps. It has the ability to start very quickly and maintain an almost constant speed ratio over the entire flow speed range. The performance limiting component was the high speed rotor, which cavitated more than was expected. The rotor configuration is limited by overall boost pump requirements, but there are several possible design approaches to reduce rotor cavitation. During preliminary design selection of a pumping system, a boost pump of this type should be considered, if any of the following criteria must be met:

1. Fast starts
2. No additional gears
3. No recirculating flow
4. Comparable high efficiency
5. Constant speed ratio

II. INTRODUCTION

There are two major requisites to the high efficiency that will be required for pumping systems for future rocket engines: (1) high pump shaft speed to reduce turbopump weight, and (2) a low operating pump suction pressure to reduce propellant tank weights. In the design of a pump these two requirements have a direct effect on each other. That is, the lower the pump suction pressure, the lower the shaft speed must be to avoid cavitation and, conversely, the higher the pump speed, the higher the suction pressure must be to avoid cavitation. There are two ways that this design problem can be eliminated. The first is to develop high speed pump inducers that can operate at low inlet suction pressures. The second is to provide the main high speed pump with higher pressure delivered from a boost pump. Several boost pump concepts available to accomplish this objective are described in Ref 1.

The purpose of the work performed under this contract was to compare the performance of a hubless inducer with that of a conventional inducer in both cavitating and non-cavitating steady-state operation. Both inducers were then tested in a full-flow, hydraulic-turbine-driven inducer boost pump to demonstrate the performance of this concept for advanced boost pump application.
The hubless inducer concept is shown in Figure 1 and was first reported in Ref 2. Figure 1 also shows a conventional inducer for direct comparison. The full-flow, hydraulic-turbine-driven inducer boost pump concept is shown in Figure 2 and a working model was first reported in Ref 3. The inducer (hubless or conventional) is driven by a hydraulic turbine, the power being supplied through a rotor connected to the main pump shaft. The rotor is mounted between the inducer and turbine with all the delivered flow passing through each of the three units, then into the main pump. The inducer-turbine speed is approximately 1/2 to 1/3 that of the rotor, which results in a pumping system that can operate at low suction pressure and high main pump speed, satisfying both the design requirements.

The engineering drawings of the rotating components are presented as Appendix C and are referenced to their corresponding figures in the text.

Program tasks were as follows:

Original Work Program

Task I: Hydrodynamic Design, Mechanism Layout, and Fabrication of a Hubless Inducer;
Task II: Inducer Test to Determine Performance Characteristics.

The original work plan was terminated and the contract redirected during Task II because the original design specification resulted in inducer and rotor designs that were beyond the state-of-the-art. The revision in the work plan eliminated testing in liquid hydrogen and all subsequent testing was conducted in water, although the hardware was designed for hydrogen operation and could be tested in hydrogen with slight modifications.

Revised Work Program

Task III: Design, Fabrication and Test of a Conventional Inducer
Task IV: Design, Fabrication and Test of a Hubless Inducer
Task V: Design, Fabrication and Transient Test of a Hydraulic-Turbine-Driven Inducer Boost Pump
Task VI: Comparative Performance Evaluation and Final Report

The revised design specifications for the boost pump operating in liquid hydrogen are:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flow rate</td>
<td>4900 gpm (0.309 m³/s)</td>
</tr>
<tr>
<td>Boost pump head rise</td>
<td>2000 ft (610 m)</td>
</tr>
<tr>
<td>Main pump (rotor) shaft speed</td>
<td>30,000 rpm (3142 rad/sec)</td>
</tr>
<tr>
<td>Boost pump net positive suction head</td>
<td>25 ft (7.6 m)</td>
</tr>
</tbody>
</table>
Figure 1. - Inducer Comparison, Hubless to Conventional
Full Flow Hydraulic Turbine Driven Inducer Boost Pump and a Typical Hydrogen Main Pump
III. PARAMETRIC ANALYSIS

In order to determine the requirements of the inducers, rotor, and hydraulic turbine, a parametric analysis was conducted. This analysis set the overall requirements of the boost pump, as well as the individual requirements of each element of the boost pump. A survey was conducted of present and future pumping systems that require a boost pump. From this survey, it was possible to establish limits on main pump speed, flow, and operating net positive suction pressure.

A. DESIGN POINT SPECIFICATION

The design point specifications set the overall boost pump operating conditions. These specifications were determined after the contract revision and were used with the NASA project concurrence.

1. Flow and NPSH

The flow rate of 4900 gpm (0.309 m³/s) was selected from the original RFP which gave limits of 4900 (0.309) to 11,000 (0.694) gpm (m³/s). The 4900 gpm (0.309 m³/s) flow rate, when scaled to water, best fit the ALRC low head test flow loop. High flow rates would require higher head rise designs in order to 'pump' the flow loop.

The contractually specified NPSH of 25 ft (7.6 m) in hydrogen was used with an additional 80 ft (24.4 m) for thermodynamic head. This amount of thermodynamic head was used in designing the M-1 engine fuel pump (Ref 4) and is a conservative estimate compared to the value used on current hydrogen pump designs.

2. Main Pump Shaft Speed

There were four liquid hydrogen engine systems in which extensive studies have been made to determine the design requirement of the main pumps. In each of these the main pump speed was set at approximately 30,000 rpm (3142 rad/s). The speed-limiting parameters were bearing load/critical speed or blade stresses in either the pump or the turbine. All of the pumping systems used some type of boost pump to preclude main pump cavitation.

3. Overall Head Rise

The overall head rise required of the boost pump can be determined from the flow, speed, and operating suction specific speed of the main pump. Figure 3 shows the required boost pump head rise for a centrifugal main pump with an inducer and without an inducer. It was assumed that, with an inducer, the main pump could be designed to operate at 20,000 (7.3) suction specific speed and without an inducer at 7,000 (2.55) suction specific speed. Main pumps within this specific speed range can be designed with present technology. In either case, 2,000 ft (630 m) boost pump head rise will allow for considerable variance in the specified main pump flow and/or speed.
Q = 4900 gpm (309 m³/s)

Main Pump with Inducer
(20,000 (7.3) Suction
Specific Speed Capability)

Main Pump without Inducer
(7000 (2.55) Suction
Specific Speed Capability)

Figure 3. - Main Pump Speed vs. Boost Pump Head Rise
B. ROTOR CAVITATION

The boost pump rotor has two major design criteria: they are blade loading and blade cavitation. The blade loading was considered to be within normal design practice as outlined in Ref 5. The cavitation criteria of high setting angle, axial flow blading, however, has only recently been evaluated. Cavitation numbers for stationary cascade, high setting angle blades are given in Ref 6, but data for this type of blade under rotation and with inlet prewhirl were not available.

1. Cavitation Model

To evaluate the design parameters which influence rotor cavitation, an analytical model was developed. This model defines the available rotor cavitation constant as the dependent parameter. Cavitation constant \( K \) has long been used to evaluate cavitation performance and is defined as follows:

\[
K = \frac{\tau - \phi^2 - \psi_1^2}{(1 - \psi_1^2 + \phi^2)}
\]

The inlet NPSH of the rotor will be equal to the actual head rise of the inducer if it is assumed that the NPSH of the inducer equals the increase in fluid vapor head due to heating within the inducer. It is also assumed that there will be no contour change between the inducer exit and rotor inlet. (A similar, valid expression can, however, be derived with contour changes.)

\[
NPSH_R = \Delta H_I = \frac{\psi_1 U_I^2}{g}
\]

\[
\tau_R = \frac{\Delta H_I}{U_R^2} \times 2g
\]

\[
\tau_R = \frac{\psi_1 U_I^2}{g U_R^2} \times 2g
\]

\[
\tau_R = \frac{2 \psi_I}{S_R^2}
\]
The inlet prewhirl of the rotor \(\psi_{R_1}^*\) may be written in terms of the inducer head coefficient.

\[
V_{OR_1} = V_{OI2} = \frac{\psi_I U_I}{\eta_I}
\]

\[
\psi_{R_1}^* = \frac{V_{OR_1}}{U_R} = \frac{\psi_I U_I}{U_R \eta_I}
\]

\[
\psi_{R_1} = \frac{\psi_I}{SR \eta_I}
\]  

(3)

The available inlet rotor cavitation number can then be written in terms of the inducer actual head coefficient by substituting Equations (2) and (3) into (1).

\[
K = \frac{\frac{2 \psi_I}{SR^2} - \phi_R^2 - \frac{\psi_I^2}{SR^2 \eta_I^2}}{\left[1 - \frac{\psi_I}{SR \eta_I}\right]^2 + \phi_R^2}
\]

This available cavitation number is expressed graphically in Figures 4 through 8 as a function of speed ratio and inducer actual mean head coefficient. Also plotted on this figure are the D-3 flow loop head loss and the state-of-the-art in inducer design. Variations in the value of the fixed conditions are shown on these figures. Figure 4 best represents the conditions near the selected design. It can be seen that, for a given rotor blade cavitation number, high speed ratios can be obtained only with high head coefficient inducers. Designs to the left of the "inducer state-of-the-art" line would be considered conservative while those to the right represent involving greater risk designs. The inducer discharge flow coefficient varies along this line and is optimum at only one point, but there is a wide design range on flow coefficient.

The facility flow loop requirement (D-3A system) does not influence the design criteria, but any design tested at the D-3A test bay must lie above this limit in order to 'pump' the flow loop.
Figure 4. - Rotor Cavitation Number vs. Speed Ratio for $\phi_R = 0.116$, $\xi_R = 0.8$, $R_{12m}/R_{11m} = 1.1$
Figure 5. - Rotor Cavitation Number vs. Speed Ratio for $\phi_R = 0.071$, $\xi_R = 0.7$, $R_{12m}/R_{11m} = 1.1$.
Figure 6. Rotor Cavitation Number vs. Speed Ratio for $\phi_R = 0.155$, $\xi_R = 0.8$, $R_{12m}/R_{11m} = 1.0$.
Figure 7. - Rotor Cavitation Number vs. Speed Ratio for $\phi_R = .095$, $\xi_R = .7$, $R_{12m}/R_{11m} = 1.0$. 

Conditions

$\eta_I = 85\%$  \hspace{1cm} $\phi_R = .095$

$\xi_I = \xi_R = .7$  \hspace{1cm} $R_{12m}/R_{11m} = 1.0$
Figure 8. - Rotor Cavitation Number vs. Speed Ratio for $\phi_R = 0.66$, $\xi_R = 0.6$, $R_{12m}/R_{11m} = 1.0$
2. Available Cavitation Data

Figure 9 shows the required 3% head loss cavitation number of several axial flow blades (Ref 7 through Ref 12) at various flow coefficients. There is a considerable amount of "scatter" in these data and only one of the blade rows shown was tested with inlet fluid prewhirl. The two solid lines in this figure were taken from two-dimensional flow theory. The upper line represents an incidence to blade angle ratio of 0.425, which is typical of flat plate inducers. The lower line represents an incidence to blade angle ratio that is a function of actual design flow coefficient, as shown in Figure 10. Both of these "theoretical" lines are shown to indicate the relationship between cavitation number and flow coefficient at complete cavitation head breakdown. The cross-hatched data represents pumps produced and tested by ALRC.

The required cavitation number of the design rotor obtained from Figure 7 must be less than the available cavitation number selected from Figure 4 at the design conditions in order to ensure cavitation-free rotor operation.

The significance of these figures can best be illustrated by an example: Select an operating speed ratio of 2.14 at the conditions shown at the top of Figure 4. A reasonable value of the required cavitation number, from Figure 9 at the inlet flow coefficient of 0.116, is 0.1. From Figure 4 (at the selected speed ratio of 2.14) the inducer head coefficient must be 0.35 to produce an available cavitation number of (0.12) that is greater than the required cavitation number (0.1). This operating point will also satisfy the limits shown on Figure 4 (i.e., less than the 'inducer state-of-the-art', and will produce enough head to pump the D-3A system).

If a speed ratio of 2.75 had been selected, the limits of available cavitation number and minimum head to pump the flow loop could be satisfied only by an inducer which exceeded the inducer state-of-the-art.

The final condition that must be satisfied is the stable speed ratio criteria developed in Ref 3. This is shown graphically in Figure 11 where all designs up to approximately 2.5 would be stable. This criteria is considered conservative since it was developed from a theoretical model that does not consider actual losses to determine the slope of the torque-flow curve. Design speed ratios of 3 most likely could be used before instability occurs. The test data in the following sections will verify the torque stability characteristics of this concept.

C. WORK SPLIT AND ANNULAR GEOMETRY SELECTION

Based on the previously established design specifications and the cavitation model for the high speed rotor, a pitch or mean line one-dimensional work split analysis was made. The inducer - turbine speed, head, and flow coefficients were selected.
Figure 9. - Required Cavitation Number vs. Flow Coefficient for Various Rotors
Figure 10. - Incidence to Blade Angle Ratio vs. Flow Coefficient for Various Rotors
Figure 11: Stable Speed Ratio vs. Design Speed Ratio

Conditions

\[ \eta_I = 85\% \quad \sigma_R = 0.116 \]

\[ \xi_I = \xi_R = 0.8 \quad R_{12m}/R_{11m} = 1.1 \]
1. **Inducer**

The inducer speed was set to be consistent with the cavitation model of the high speed rotor. A speed ratio of 2.14 and an inducer discharge mean line head co-efficient of approximately 0.35 were selected. This results in a speed of 14,000 rpm (1470 rad/s) and head rise of 1700 ft (518 m).

Since the inducer inlet geometry was fixed by the pump test fixture at a diameter of 7.72 in. (0.196 m), the inlet flow coefficient was 0.085 (0.071 for hubless). The following inducer parameters were set by the inducer work split analysis and are consistent with those of Ref 13.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Conventional</th>
<th>Hubless</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inlet Tip Diameter</td>
<td>7.72 in (0.196 m)</td>
<td>7.72 in (0.196 m)</td>
</tr>
<tr>
<td>Inlet Hub Diameter</td>
<td>3.09 in (0.0784 m)</td>
<td>0</td>
</tr>
<tr>
<td>Discharge Tip Diameter</td>
<td>7.142 in (0.181 m)</td>
<td>7.142 in (0.181 m)</td>
</tr>
<tr>
<td>Discharge Hub Diameter</td>
<td>5.714 in (0.143 m)</td>
<td>5.714 in (0.143 m)</td>
</tr>
<tr>
<td>Inlet Tip Flow Coefficient</td>
<td>0.085</td>
<td>0.071</td>
</tr>
<tr>
<td>Discharge Tip Flow Coefficient</td>
<td>0.250</td>
<td>0.250</td>
</tr>
<tr>
<td>Discharge Mean Head Coefficient</td>
<td>0.288</td>
<td>0.288</td>
</tr>
<tr>
<td>Speed</td>
<td>14,000 rpm (1470 rad/s)</td>
<td>14,000 rpm (1470 rad/s)</td>
</tr>
<tr>
<td>Flow</td>
<td>4,900 gpm (0.309 m³/s)</td>
<td>4,900 gpm (0.309 m³/s)</td>
</tr>
</tbody>
</table>

2. **Rotor**

The rotor inlet and discharge flow annulus was maintained the same as the inducer discharge. The flow discharging for the inducer was assumed to have the same properties at the rotor inlet since there were no radii change. This annulus had previously been sized to prevent rotor cavitation and, therefore, only blade loading needed consideration. Figure 12 shows the one-dimensional rotor diffusion factor as a function of speed ratio and inducer head coefficient. Also shown is rotor mean head rise coefficient as a function of the same variable. At the selected operating point, the rotor diffuser factor will be 0.27 and the head rise coefficient 0.16. These values are consistent with those given in Ref 5. The design parameters based on the one-dimensional analysis for the high speed rotor are given below but were subject to change based on test results from the inducer.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tip Diameter</td>
<td>7.142 in (0.181 m)</td>
</tr>
<tr>
<td>Hub Diameter</td>
<td>5.714 in (0.143 m)</td>
</tr>
<tr>
<td>Tip Flow Coefficient</td>
<td>0.117</td>
</tr>
<tr>
<td>Mean Head Coefficient Rise</td>
<td>0.16</td>
</tr>
<tr>
<td>Speed</td>
<td>30,000 rpm (3142 rad/s)</td>
</tr>
<tr>
<td>Flow</td>
<td>4,900 gpm (0.309 m³/s)</td>
</tr>
</tbody>
</table>
Figure 12. - Required Rotor Performance vs. Speed Ratio

Conditions

- $\eta_I = 85\%$  
- $\varphi_R = 0.116$
- $\xi_I = \xi_R = 0.8$  
- $R_{I2m}/R_{Im} = 1.1$
- $\eta_T = 90\%$  
- $\Delta H_{BP} = 2000$ ft (610 m)
- $N_R = 30,000$ RPM (3142 rad/s)
- Shroud Torque = 95 lb-ft (129 N-m)
3. **Turbine**

The hydraulic turbine must supply power to drive the inducer and shroud. Since the shroud consists of both the radial and axial hydrostatic bearings, the drag torque in water will be higher than if this system were tested in liquid hydrogen. For this reason, some modification to the turbine would be necessary in order to maintain a constant 2.14 speed ratio in liquid hydrogen. Again the flow annulus of the turbine was maintained the same as the rotor; this was done for ease in manufacturing of the turbine and adjacent components. On an actual pumping system the turbine discharge annulus would be designed to match the inlet of the downstream main pump. The design specifications for the turbine are as follows, again subject to change based on inducer testing.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tip Diameter</td>
<td>7.142 in (0.181 m)</td>
</tr>
<tr>
<td>Hub Diameter</td>
<td>5.714 in (0.143 m)</td>
</tr>
<tr>
<td>Flow Coefficient</td>
<td>0.117</td>
</tr>
<tr>
<td>Head Coefficient Drop</td>
<td>0.75</td>
</tr>
<tr>
<td>Speed</td>
<td>14,000 rpm (1470 rad/s)</td>
</tr>
<tr>
<td>Flow</td>
<td>4,900 gpm (0.309 m³/s)</td>
</tr>
</tbody>
</table>

IV. **HYDRODYNAMIC DESIGN**

With the nondimensional parameters of head and flow coefficient set from the parametric mean line analysis, a detailed hydrodynamic design was done on each of the blade rows, the end result of this design phase being blade coordinates for manufacturing. Since the resulting boost pump was a low head machine, the change in the hydrogen fluid properties was not considered. The nondimensional liquid hydrogen design data is therefore the same as the incompressible water test data.

A. **INDUCER**

An inducer head coefficient of 0.35 at the mean represents a moderately heavily loaded blade row. Since it was desirable to design for uniform discharge inducer flow and head, the inducer was divided into a tandem design with a separate forward and aft section. The aft section, or transition, would be exactly the same component for each inducer, hubless or conventional. This resulted in an inducer concept similar to that of Ref 14. The head rise in each section is approximately one-half of the total.

1. **Forward Section**

The forward section of the inducer provides the basic cavitation performance of the pumping machine.
a. Conventional Inducer

The design was consistent with a normal high suction performance inducer. It was decided to have a three-bladed inlet to minimize the blockage and still obtain the required solidity in a reasonable axial length. The inlet geometry to the inducer was based on the theory of Ref 12. The tip blade angle was calculated to be 81.5° by this method. All other radial blade angles satisfy the condition for a right helix. The leading edge radii of the vane from hub to tip were constant over the trim. A nominal value of 0.010 in (0.00025 m) was used for the radius of the leading edge. Sharpness is not only an aid to cavitation performance but also affects the discharge head, as shown in Ref 15. Figures 13 and 14 show the blade element design performance prediction for the conventional inducer; these predictions are based on simple radial equilibrium. The loss coefficient and the deviation angles were taken from Ref 14, 16, 17, and 18. The validity of this type of analysis is shown in Figure 15, where the calculated and measured parameters are shown for the design of Ref 19. The only inputs necessary for this analysis are the streamline blade deviation angles and loss coefficients. The discharge flow coefficient of the forward inducer section was increased to obtain a value midway between the inlet and transition discharge. In order to maintain the constantly increasing head, the blade angles were decreased along the mean streamline by the relationship

\[ \psi = 1 - \frac{\phi}{\cot \beta} \]

The blade thickness at the root was designed for minimum blockage, consistent with stress requirements. Stress levels were computed from 'worst case' conditions accounting for both fluid and centrifugal loading.

b. Hubless Inducer

In order to determine some design criteria for the inlet geometry of the hubless inducer, a computer program was developed which had four options for the type of flow which existed radially across the inducer inlet. The analysis obtained from this model, while qualitative, gave some insight to the flow conditions.

The four flow options in the inducer inlet were free vortex, forced vortex, power vortex, and zero angular fluid velocity. The flow within the inducer blade passage was assumed to follow the blade after the blade had reached a solidity of 1.0 along any given streamline. In all cases, it was also assumed that the total head within the inducer eye was equal to that of the free stream inlet pressure.

With these assumptions it was found that only the fourth type of flow field, zero angular velocity, could exist at the inducer inlet and support simple radial equilibrium. Secondly, it also became apparent that the smaller the inlet angle was the larger the inlet blade tip angle must be. This is caused by the limit in the rate of head increase, in the axial direction, generated by the blade above the free fluid. Large head increases along the tip streamline caused the flow to shift to the tip and the axial velocity of the free fluid to go to zero. Large inlet angles permit faster head increases along the streamlines within the blade.
Figure 13. - Inducer Blade Performance vs. Passage Height
Figure 14. - Inducer Blade Geometry vs. Passage Height
Figure 15. - Calculated and Measured Head Coefficient and Flow Coefficient vs. Passage Height
The final design was a selection of inlet geometry that could be modified between tests to observe the characteristics of various inlet angle changes. Figure 16 shows the predicted axial velocity profile at two stations for a 60° inlet angle. As the flow passes through the inducer, the axial velocity at the tip becomes more uniform. When the blade extends to the hub and the fluid is completely 'captured' between blade passages and the contour, the blade angle can be decreased more rapidly. Until this axial station is reached, the blade angle can be decreased only to the point where the inducer-free fluid pressure can support the flow field at the larger radii.

To maintain hydrodynamic similarity between the hubless inducer and the conventional inducer, the solidity at the mean radius was made identical. This resulted in higher tip and lower hub solidities when compared to the conventional inducer. The blade angles of the hubless inducer are equal to those of the conventional inducer from approximately 70% of axial length to the discharge.

The tip contour is converging from the inlet to the discharge along a conical line. The convergence ratio, discharge to inlet, is 0.946. The hub contour from the connection of the blade to the discharge is also a conical section. This conical hub contour approximates the contour of the conventional inducer over that portion of the inducer. This design concept made the discharge of the hubless inducer nearly identical to that of the conventional so that both would provide similar flow into the transition (aft) section.

2. Aft Section

The aft section is common to both inducers and is aptly called the transition section. The function of the transition section is to 'straighten' the flow coming from the front section and provide more nearly uniform axial flow and radial head to the rotor. By dividing the inducer into two sections, the blading of the rear portion could be twisted enough to accomplish these favorable conditions. An inducer with a continuous blade with comparable twist would not only be difficult to manufacture but would have higher centrifugal stresses because of its forward lean.

The selected blade form of the transition section was double circular arcs because of their characteristic sharp leading edges (which is necessary for good cavitation performance), and abundance of cascade data.

The incidence angles were set at near-zero values after accounting for the flow deviation from the forward section. This was done to account for any uncertainties in relative flow angles. The deviation angles were established from data in Ref 6 and corrected to account for rotation effects, tip leakage and radial flow shifts, based on correlations of this data and existing axial flow pump blade element performance data.
Figure 16. - Hubless Inducer Inlet Flow Coefficient vs. Passage Height
Figures 17 and 18 show the predicted performance of the transition section at the design flow. The inlet flow coefficient and mean radius was obtained by assuming constant angular momentum at each streamline discharging from the forward section. The discharge flow coefficient and mean radius had previously been selected during the one-dimensional analysis (Section III,C).

B. ROTOR

The detailed design of the rotor was initiated after the inducer testing had been completed. Therefore, some adjustments were made to the design specification of the rotor based on the test data. The only parameter in which there was a significant variation was the required torque to drive the inducer-shroud combination. Torque was measured at 30% greater than that estimated during the parametric analysis (Section III). This discrepancy will be discussed in later sections, but its only effect on the rotor was to require a higher head rise due to additional turbine head drop necessary to produce the required torque. The required head coefficient increased from 0.16 to 0.195 at the mean; this was still within the design limitations given in Ref 5.

Since the inducer average head and head distribution from test data was as predicted, the rotor inlet absolute fluid flow was assumed to be the same as the predicted inducer discharge, adjusted for the speed difference, Figure 19. The same design methods used to design the transition section of the inducer were followed for the rotor. The mass average head rise of the rotor was determined from the overall required system head rise, the inducer head rise, and the head drop through the turbine. There were several design iterations between the rotor and turbine to determine the best combined system, based on the design specification and blade geometry.

The predicted blade element performance of the rotor is shown in Figures 20 and 21. The blade inlet angles were set to give positive incidence at all radial sections for improved cavitation performance, and were greater than minimum loss incidence. The blade turning was then adjusted to obtain the required average head rise with nearly uniform discharge axial velocity. The maximum diffusion factor of 0.525 occurs at the tip stream line.

C. TURBINE

Both the turbine and rotor were designed after the inducers were tested; therefore, the power required to drive the inducer-shroud was known through direct measurement.

Two types of turbine blading were considered, constant section and twisted section. Since the relative inlet flow angle and a very wide variation hub to tip and because a wide operating range was desired, a constant section blunt leading edge blade was selected. This type blade,
Figure 17 - Transition Blade Performance vs. Passage Height

Head Coefficients - \( \psi_{IT1} \) & \( \psi_{IT2} \)
Loss Coefficient - \( \dot{m}_{IT} \), Flow Coefficient - \( \varphi_{IT1} \) & \( \varphi_{IT2} \), Diffusion Factor - \( D_{IT} \)
Figure 18. - Transition Blade Geometry vs. Passage Height
Figure 19. - Rotor Inlet Conditions vs. Passage Height
Figure 20. - Rotor Blade Performance vs. Passage Height
Figure 2L - Rotor Blade Geometry vs. Passage Height
although less efficient, was far more tolerant of fluid mismatch, as described in Ref 20. A constant section blade with blunt leading edge also provided a larger surface area to which the outer shroud could be attached.

Figure 22 shows the predicted blade element performance with most of the work being done at the blade tip. The discharge flow is nearly uniform, a condition most desirable for the downstream main pump. The magnitude of the discharge fluid whirl distribution is relatively small. In most design configurations, zero fluid whirl at the turbine discharge would be desirable, although the main stage blade velocity will be the speed ratio times the turbine blade velocity so that fluid whirl becomes less significant.

V. DETAILED HARDWARE AND FABRICATION

A. HARDWARE DATA

Upon completion of the hydrodynamic design, a master layout was made. This layout, Drawing No. 1158734, included all linear dimensions, blade profile dimensions, materials, specifications, tolerance stackups, concentricity and other necessary fabrication information. The drive assembly, P/N 1154352, was obtained from the program described in Ref 3. This drive unit can be either directly coupled to an electric motor through a torque meter and eddy current variable speed clutch or driven by a gas turbine. The first setup was used for steady-state cavitation and non-cavitation testing, while the latter was used for transient testing.

B. DESCRIPTION OF MAJOR HARDWARE

The hubless inducer shown in Figure 23 is in the unmodified condition which is the 60° inlet angle. The inducer was machined on a center hub, then brazed into an outer shroud, and finally machined to remove the center hub.

Figure 24 shows the front view of the conventional inducer. This inducer is contained within the shroud as shown in Figure 2. The blade contours at the discharge are identical to those of the hubless inducer.

The conventional inducer and transition (aft) section are shown in Figure 25. The transition section will mate with either the conventional or hubless inducer. This component was also made by machining the blade contour on the hub then brazing the shroud to the blade tips.

Figure 26 shows the rotor which is powered by the main shaft and is located between the inducer and hydraulic turbine. The rotor configuration is not unlike a high solidity axial flow airfoil blade. The condition shown is after the modification, during which approximately one-half the blade thickness was removed from the suction side. This modification resulted in a "flat-plate" blade with a slight amount of camber at the discharge.
Figure 22. - Hydraulic Turbine Performance vs. Passage Height
The final blade row, the hydraulic turbine, is shown in Figure 27. All the flow from the rotor passes through the turbine. A labyrinth at the base of the hub shroud prevented excessive leakage around the turbine.

C. HARDWARE DIMENSIONS

A tabulation of the dimension and other pertinent design parameters for each blade row is given in Table I.

VI. TEST PROGRAM

The test program consisted of two series conducted at different time periods. During the first test series, a conventional inducer, a 60° hubless inducer with both long and short spinners, and a 45° hubless inducer with both long and short spinners were each driven directly by an electric motor. A total of 28 cavitating and noncavitating tests were made, and the performance of each inducer was obtained. The second test series was conducted using either the conventional inducer or the 45° hubless inducer with the long spinner. The inducers were powered by a full flow hydraulic turbine drive system. The rotor, which supplies power to the hydraulic turbine, was in turn driven by either the electric motor for steady-state or a GN₂ gas turbine for transient operation. A total of 23 tests was conducted; 16 at steady-state and 7 in transient.

A. TEST INSTRUMENTATION

The performance of each component (inducers, rotor, and hydraulic turbine) was obtained by using Keil probes at the discharge of each row, as shown in Figure 28. The angle at which the probes were set was determined by the performance prediction. These probes have a wide operating range so that even the off-design flow coefficient measured data are valid. The probes were placed at three radial locations (20%, 50%, 80% of hub to tip radial distance) and the pressure measured external to the pump through drilled passages which connected to the probes. When the inducers were tested separately (top of Figure 28) the probes were located directly downstream. During the later test series, these probes were removed (middle of Figure 28) and the performance of the downstream was rotor calculated by assuming that the inducer head rise was unchanged. This assumption appears valid since the measured rotor performance was unchanged with the two different performing inducers. Overall performance of all components was determined by averaging the measured pressure from the three probes.

The following types of sensors were incorporated into the measuring systems:

<table>
<thead>
<tr>
<th>Flows</th>
<th>Turbine type flowmeter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pressures</td>
<td>Strain gage pressure transducer</td>
</tr>
<tr>
<td>Temperatures</td>
<td>Resistance temperature transmitters</td>
</tr>
<tr>
<td>Torque</td>
<td>Strain gage with slip rings</td>
</tr>
<tr>
<td>Speeds</td>
<td>Magnetic coil type</td>
</tr>
</tbody>
</table>

39
<table>
<thead>
<tr>
<th></th>
<th>Inducer Hubless</th>
<th>Conventional</th>
<th>Transition</th>
<th>Rotor</th>
<th>Hydraulic Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inlet Flow Coefficient</strong></td>
<td>.071</td>
<td>.085</td>
<td>.179</td>
<td>.119</td>
<td>.250</td>
</tr>
<tr>
<td><strong>Exit Flow Coefficient</strong></td>
<td>.146</td>
<td>.146</td>
<td>.250</td>
<td>.119</td>
<td>.250</td>
</tr>
<tr>
<td><strong>Head Coefficient (1)</strong></td>
<td>.146</td>
<td>.146</td>
<td>.146</td>
<td>.162</td>
<td>.674</td>
</tr>
<tr>
<td><strong>Tip Diameter Inlet</strong></td>
<td>7.720 in (.196m)</td>
<td>7.720 in (.196m)</td>
<td>7.142 in (.181m)</td>
<td>7.116 in (.180m)</td>
<td>7.144 in (.181m)</td>
</tr>
<tr>
<td><strong>Tip Diameter, Exit</strong></td>
<td>7.314 in (.186m)</td>
<td>7.314 in (.186m)</td>
<td>7.142 in (.181m)</td>
<td>7.116 in (.180m)</td>
<td>7.144 in (.181m)</td>
</tr>
<tr>
<td><strong>Hub/Tip Ratio, Inlet</strong></td>
<td>0</td>
<td>.4</td>
<td>.705</td>
<td>.8</td>
<td>.8</td>
</tr>
<tr>
<td><strong>Hub/Tip Ratio Exit</strong></td>
<td>.65</td>
<td>.65</td>
<td>.8</td>
<td>.8</td>
<td>.8</td>
</tr>
<tr>
<td><strong>Number of Blades</strong></td>
<td>3</td>
<td>3</td>
<td>15</td>
<td>11</td>
<td>24</td>
</tr>
<tr>
<td><strong>Blade Tip Clearance</strong></td>
<td>-</td>
<td>.035 in (.00089m)</td>
<td>-</td>
<td>.012 in (.00030m)</td>
<td>-</td>
</tr>
<tr>
<td><strong>Leading Edge Thickness</strong></td>
<td>.020 in (.00051m)</td>
<td>.020 in (.00051m)</td>
<td>.020 in (.00051m)</td>
<td>.030 in (.00076m)</td>
<td>-</td>
</tr>
</tbody>
</table>

**TIP**

- **Solidity**: 4.06, 2.05, 1.54, 1.57, 1.4
- **Cord Length**: 30.87 in (.835m), 16.6 in (.422m), 2.300 in (.0585m), 3.184 in (.0810m), 1.3 in (.0330m)
- **Maximum Thickness/Cord**: - , - , .06, .06, .33
- **Inlet Blade Angle**: 85.0°, 81.57°, 73.0°, 78.5°, -
- **Exit Blade Angle**: 80.5°, 80.5°, 51.2°, 63.0°, 69.7°

**HUB**

- **Solidity (2)**: 2.2/1.6, 3.03, 2.04, 1.99, 1.4
- **Cord Length**: 5.0/4.5 in (.127/.114m), 9.80 in (.249m), 2.300 in (.0585m), 3.250 in (.0825m), 1.3 in (.0330m)
- **Maximum Thickness/Cord**: - , - , .06, .10, .33
- **Inlet Blade Angle**: - , 69.7°, 70.5°, 76.0°, -
- **Exit Blade Angle**: 60.0°, 60.0°, 50.5°, 66.3°, 69.7°

---

(1) Based on tip discharge diameter of indicated component
(2) 60° hubless/45° hubless
Figure 28. - Kiel Probe Location and Pressure Measuring Capability
The output from these sensors was fed through an analog-to-digital system, Aerojet's Automatic Data Control System. Each parameter or channel is "swept" 30 times per second and the data is recorded on magnetic tapes. Three-second time sweeps were used during steady-state testing, while continuous sweeps were utilized during transient operation. The steady-state data for each function were averaged and statistically analyzed over the 3-second time interval. This statistical analysis of each function included the standard deviation and the maximum difference from the mean. Then the data were examined and considered to be acceptable if the two-sigma deviation was less than 1% of the mean.

The above described average values were computed using Job No. 3001. The output from this computer program, which has identical printed and punch card output, was then used as input to a data reduction program. The test data were utilized in this data reduction program to produce normalized pump performance.

Visual gage and strip charts were used to record critical or "redline" parameters, as well as aids in the setup of a test. The strip charts also provided "quick-look" information and served as backup for the digital recordings.

High frequency data was recorded for the purpose of determining pressure oscillation during cavitation and transient conditions. These sensors were flush mounted at the pump suction and discharge. The output was recorded on magnetic tape which served as input to a spectral density computer program (Job No. 2901).

B. TEST FLOW FACILITY

Figure 29 shows a flow schematic of the test loop and the relative position of the necessary components. The hydrostatic bearing flow was supplied by a facility pump and was directly coupled to the loop so that there was no net gain or loss in fluid. Figure 30 is a photo of the test bay showing the associated valves and piping.

C. TEST NUMBER AND TEST TYPE

Table II shows the test number and type of test for the two test series. Also shown are the speed and flow range for each test as well as the type of components tested.

VII. TEST RESULTS AND PERFORMANCE EVALUATION

All the test results discussed in this section were obtained from water-loop testing, which was completed in two test series. The three basic type of tests conducted were non-cavitating steady-state, cavitating steady-state, and cavitating transient.
Figure 29. - Test Facility Flow Schematic
<table>
<thead>
<tr>
<th>Test Number</th>
<th>Test Type</th>
<th>Speed, Flow/Speed</th>
<th>Components</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Hubless</td>
</tr>
<tr>
<td>1225-D02-0P-001</td>
<td>Head Flow</td>
<td>40 18-130</td>
<td>X</td>
</tr>
<tr>
<td>-002</td>
<td>Head Flow</td>
<td>60 24-130</td>
<td>X</td>
</tr>
<tr>
<td>-003</td>
<td>Head Flow</td>
<td>80 60-130</td>
<td>X</td>
</tr>
<tr>
<td>-004</td>
<td>Head Flow</td>
<td>40 18-120</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-005</td>
<td>Head Flow</td>
<td>60 25-122</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-006</td>
<td>Head Flow</td>
<td>80 63-123</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-007</td>
<td>Head Flow</td>
<td>100 65-140</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-008</td>
<td>Cavitation</td>
<td>100 100</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-009</td>
<td>Cavitation</td>
<td>100 100</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-010</td>
<td>Cavitation</td>
<td>100 80</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-011</td>
<td>Cavitation</td>
<td>100 80</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-012</td>
<td>Cavitation</td>
<td>100 100</td>
<td>60° Short Spinner</td>
</tr>
<tr>
<td>-013</td>
<td>Cavitation</td>
<td>100 110</td>
<td>60° Short Spinner</td>
</tr>
<tr>
<td>-014</td>
<td>Cavitation</td>
<td>100 80</td>
<td>60° Short Spinner</td>
</tr>
<tr>
<td>-015</td>
<td>Cavitation</td>
<td>100 100</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-016</td>
<td>Cavitation</td>
<td>100 100</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-017</td>
<td>Cavitation</td>
<td>100 80</td>
<td>60° Long Spinner</td>
</tr>
<tr>
<td>-018</td>
<td>Cavitation</td>
<td>100 110</td>
<td>60° Short Spinner</td>
</tr>
<tr>
<td>-019</td>
<td>Cavitation</td>
<td>100 110</td>
<td>60° Short Spinner</td>
</tr>
<tr>
<td>-020</td>
<td>Cavitation</td>
<td>100 110</td>
<td>60° Short Spinner</td>
</tr>
<tr>
<td>-021</td>
<td>Head Flow</td>
<td>100 65-123</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-022</td>
<td>Head Flow</td>
<td>60 12-123</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-023</td>
<td>Cavitation</td>
<td>100 104</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-024</td>
<td>Cavitation</td>
<td>100 82</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-025</td>
<td>Cavitation</td>
<td>100 115</td>
<td>45° Short Spinner</td>
</tr>
<tr>
<td>-026</td>
<td>Cavitation</td>
<td>100 115</td>
<td>45° Short Spinner</td>
</tr>
<tr>
<td>-027</td>
<td>Cavitation</td>
<td>100 82</td>
<td>45° Short Spinner</td>
</tr>
<tr>
<td>-028</td>
<td>Cavitation</td>
<td>100 115</td>
<td>45° Short Spinner</td>
</tr>
<tr>
<td>1225-D03-0P-001</td>
<td>Head Flow</td>
<td>40 17-116</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-002</td>
<td>Head Flow</td>
<td>60 11-118</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-003</td>
<td>Head Flow</td>
<td>80 65-117</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-004</td>
<td>Head Flow</td>
<td>100 70-118</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-005</td>
<td>Cavitation</td>
<td>100 100</td>
<td>45° Short Spinner</td>
</tr>
<tr>
<td>-006</td>
<td>Cavitation</td>
<td>100 100</td>
<td>45° Short Spinner</td>
</tr>
<tr>
<td>-007</td>
<td>Cavitation</td>
<td>100 100</td>
<td>45° Short Spinner</td>
</tr>
<tr>
<td>-008</td>
<td>Cavitation</td>
<td>100 110</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-009</td>
<td>Cavitation</td>
<td>100 80</td>
<td>45° Long Spinner</td>
</tr>
<tr>
<td>-010</td>
<td>Head Flow</td>
<td>40 0-118</td>
<td>X</td>
</tr>
<tr>
<td>-011</td>
<td>Head Flow</td>
<td>60 0-120</td>
<td>X</td>
</tr>
<tr>
<td>-012</td>
<td>Head Flow</td>
<td>80 63-123</td>
<td>X</td>
</tr>
<tr>
<td>-013</td>
<td>Head Flow</td>
<td>100 65-120</td>
<td>X</td>
</tr>
<tr>
<td>-014</td>
<td>Cavitation</td>
<td>100 100</td>
<td>X</td>
</tr>
<tr>
<td>-015</td>
<td>Cavitation</td>
<td>100 110</td>
<td>X</td>
</tr>
<tr>
<td>-016</td>
<td>Cavitation</td>
<td>100 80</td>
<td>X</td>
</tr>
<tr>
<td>-017</td>
<td>Transient</td>
<td>0-100</td>
<td>X</td>
</tr>
<tr>
<td>-018</td>
<td>Transient</td>
<td>0-100</td>
<td>X</td>
</tr>
<tr>
<td>-019</td>
<td>Transient</td>
<td>0-100</td>
<td>X</td>
</tr>
<tr>
<td>-020</td>
<td>Transient</td>
<td>0-100</td>
<td>X</td>
</tr>
</tbody>
</table>
| -021        | Head Flow & Cavitation | 100 65-127 & 45° Long Spinner | X  
| -022        | Cavitation | 100 80 | X          |
| -023        | Cavitation | 100 110 | X          |
The test results presented for each blade row are based upon the average of the three Kiel probe readings, unless otherwise noted.

A. STEADY STATE NON-CAVITATING

The steady state non-cavitating tests were conducted with suction pressure sufficiently high to preclude any cavitation. The drive mode was an electric motor capable of maintaining constant speed to within ± 0.1%.

1. Conventional Inducer

Figure 31 shows the inducer efficiency and normalized input torque for several speeds over a flow range of 15 to 130% of the discharge flow coefficient. The measured input torque (and, consequently, the efficiency) includes the inducer torque plus the shroud torque. The shroud torque was calculated to be 38.8 lb-ft (52.6N·m) at the design speed. Since there was no direct measurement to verify the calculated shroud drag torque, a value was obtained by subtracting the inducer torque at design flow from the measured input torque; this resulted in a shroud torque value 30% higher than calculated. This value was then normalized with speed and was used at all other speeds and flow coefficients.

The inducer head coefficient and efficiency as a function of flow coefficient are shown in Figure 32. Again, it is noted that the inducer efficiency at the design flow was set to the design value. This is justified by the fact that the measured head coefficient has the same value as the design predicted value, therefore, the efficiency at the design point should be near the predicted value. Since the shroud drag at off-design flow coefficient was constant (at constant speed), the off-design efficiency will be true relative to the design point. There appears to be little or no speed effect imposed on the normal data scatter. The inducer shows some stall at approximately 45% of the design flow coefficient. The maximum flow coefficient was determined by the facility flow loop resistance with a fully open valve.

The head rise coefficients at four radial stations are shown as a function of discharge flow coefficient in Figure 33. The upper three are total head coefficients measured with total Kiel probes, while the lower one is a static head coefficient measured with a wall tap. Over the flow range shown there is no evidence of inducer stall at the low flow, or inducer choking at the high flow. It appears that zero slope or stall will occur first at the 80% streamline; some stall did occur at slightly lower flow coefficient, as indicated by Figure 32. Figure 34 shows the measured head coefficient at the various radial stations; also shown is the design prediction. The mass-averaged design-predicted head coefficient and the head coefficient determined by average of the three probes agreed within 1%. At the 80% radial station, the measured head coefficient was 13% higher than the predicted value. An average was used to determine blade row performance since the velocity and mass flow distribution can not be obtained from Kiel probe readings.
Figure 31. - Conventional Inducer, Combined Inducer and Shroud Normalized Torque and Efficiency vs. Flow Coefficient (Non-Cavitating)
Figure 32 - Conventional Inducer, Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitation)
Figure 33. - Conventional Inducer, Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations (Non-Cavitating)
Figure 34. - Conventional Inducer, Radial Head Coefficient Distribution at Design Flow Coefficient (Non-Cavitating)
2. Hubless Inducer with 60° Inlet

Figure 35 shows the normalized input torque and efficiency for several speeds over a flow coefficient range of 25% to 125% of the design flow coefficient. The input torque appears flat and continuous while the efficiency has a double peak. The head coefficient shown on Figure 36 has an inflection at the same flow coefficients. Also shown is the inducer efficiency without the shroud drag torque. The shroud drag torque used to calculated efficiency was exactly the same as that determined from the conventional inducer testing. The inflection in the head flow and efficiency flow curves can most likely be attributed to flow shifts within the inducer. Most of the head is generated near the tip of the inducer as shown in Figure 37. The head values at radial stations 20% and 50% are almost the same and are approximately 60% of the head at the 80% radial station.

3. Hubless Inducer with 45° Inlet

Figure 38 shows the normalized torque and efficiency vs. flow coefficient for two different speeds over a flow coefficient range of 12 to 125% of the design. Again the efficiency shown is based on input torque, which includes both inducer torque and shroud drag torque. The head coefficient and efficiency vs. flow coefficient curves shown on Figure 39 have inflections which are most likely caused by the radial flow shifts within the inducer. Figure 40 shows the head coefficient at four radial stations. This curve also shows that flow shifts are occurring at two flow coefficients: 0.16 and 0.25.

4. Inducer Comparison

By juxtapositioning Figures 31, 35 and 38, Figures 32, 36 and 39, and Figures 33, 37 and 40, the non-cavitating performance comparison of the conventional, 60° hubless, and 45° hubless inducers can be made. For the first set of figures it can be seen that the normalized input torque is the same for all inducers above a 80% design flow (0.2 flow coefficient). The efficiencies at the design flow are 52%, 42% and 41%, respectively. The second set of figures shows that the inducer efficiency excluding shroud drag is 85% (design value), 69% and 68%, respectively. The head rise coefficients are displaced by the same relative amount as the efficiencies. The final set of figures shows that head coefficients at each radial station for both hubless inducers is considerably less than that of the conventional inducer; this implies that the losses through hubless inducers are greater than those for the conventional inducer, since the discharge blade angles are the same for all three inducers. The tip head coefficient for both hubless inducers should be the same since no modification to the inducer was made at the tip. The solidity at the tip is much greater for the hubless inducers, which could account for the higher losses due to form drag. It appears that the head - flow relationship of a hubless inducer could be 'tailored' by modification of the inlet angle, although the performance would most likely not exceed that of a conventional inducer.
Figure 35. - Hubless Inducer (60°), Combined Inducer and Shroud Normalized Torque and Efficiency vs. Flow Coefficient (Non-Cavitating)
Figure 36. - Hubless Inducer (60°), Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitation)
Figure 37. - Hubless Inducer (60°), Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations (Non-Cavitating)
Figure 38 - Hubless Inducer (45°), Combined Inducer and Shroud Normalized Torque and Efficiency vs. Flow Coefficient (Non-Cavitating)
Figure 39. - Hubless Inducer (45°), Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitating)
Figure 40. - Hubless Inducer (45°), Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations (Non-Cavitating)
5. Rotor

The rotor efficiency and head coefficient vs. flow coefficient for several speeds over a flow range of 0 to 120% of design is shown in Figure 41. There does not appear to be a speed effect, although the data scatter is greater than normal. Part of the data scatter could be attributed to the calculated rotor inlet pressure, which was obtained from curve fits of the data taken from Figures 33, 37, and 40. The rotor efficiency was approximately four points lower than design, although the maximum did occur near the design flow coefficient. The input torque used in the efficiency calculation includes the torque from bearing and seal, which are located between rotor and torque meter; this could account for the four percentage points in efficiency.

The head coefficient at design flow agrees with the design prediction within 1%. It appears that the rotor has two inflections, one at 0.104 and the other at 0.055. The first is rotor stall, which occurs at 85% design flow. The second, at flow coefficient 0.055, is most likely caused by inducer stall. From this point to zero flow coefficient, the peak-to-peak discharge pressure oscillations increased slightly (zero flow testing was conducted only at reduced speed, 60% of design).

The head coefficient at each of the four radial measuring stations is shown in Figure 42. It appears that the station nearest the hub stalls first and that the stall progresses toward the tip as the flow is decreased. The data shown is over a flow range of 65 to 120% of design and was taken when the conventional inducer was in the buildup.

Figure 43 again shows the rotor head coefficient, with the solid line representing the results from Figure 42 and the symbol data taken from tests with the hubless inducer in the buildup. Since each of these inducers had significantly different head - flow coefficient relationships, the agreement indicated by this plot verifies the validity of the method of determining rotor performance.

The actual measured radial head coefficients at the design flow are shown in Figure 44, where the line represents the predicted method and, again, shows reasonable agreement.

6. Hydraulic Turbine

Turbine parameters are normally shown vs. blade velocity/gas velocity, but, for this report, the independent abscissa is flow coefficient: fluid axial velocity/blade velocity. The method was used so that the reader may relate from a pump figure to a turbine figure without changing the flow reference.
Figure 41. - Rotor, Head Coefficient (Non-Cavitating) vs. Flow Coefficient.
Figure 42. - Rotor, Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations (Non-Cavitating)
Figure 43.- Rotor, Radial Head Distribution Comparison with Hubless and Conventional Inducers (Non-Cavitating)
Figure 44. - Rotor, Radial Head Coefficient Distribution at Design Flow Coefficient (Non-Cavitating)
The performance of the hydraulic turbine is shown in Figures 45 and 46. The first figure shows the overall head drop coefficient and efficiency vs. flow coefficient. The torque was calculated from the inducer and shroud torque shown on Figures 31, 35, and 38. The head drop coefficients on Figure 46 show large variations between hub and tip. Almost all of this variation is caused by the turbine inlet head distribution since the turbine head distribution was nearly constant from hub to tip. The design head drop was less than that actually measured by 14%, most likely due to the non-uniform inlet condition, which caused higher turbine inlet losses. The efficiency shown appears to be invalid below a flow coefficient of 0.25. This is most likely caused by the Kiel probe measurements at off-design flow, as discussed previously.

7. **Overall Performance**

The overall performance is defined as the head rise from inducer suction to hydraulic turbine discharge, since this represents the available head to the downstream main stage (see Figure 2 for component location). Figure 47 shows the speed ratio and discharge head coefficients (from suction) for each blade row, inducer, rotor, and hydraulic turbine, based on the rotor tip velocity. The design values are also shown for comparison with the test data. The speed ratio is constant within 6% of the design value over the entire flow range tested. The efficiency and normalized input torque for the overall machine is shown in Figure 48. The overall efficiency of 40% at the design compares to 30% predicted overall efficiency of a part flow hydraulic turbine driven inducer which was designed for nearly the same operating conditions. The input torque represents the torque necessary to drive the boost pump, and would be added to the main pump torque in determining the total pump drive requirements.

B. **STEADY-STATE CAVITATING**

The steady-state cavitating tests were conducted at constant flow coefficient, with the suction pressure decreased from the non-cavitating condition, until at least 10% head loss was measured. The drive mode was an electric motor capable of maintaining constant speed to within ± 0.1%.

All cavitation testing was conducted with water temperature at 160°F (345°K) except for one test on the hubless inducer. The difference in available thermodynamic head between ambient temperature water and water at 160°F (345°K) is insignificant, per Ref 21; therefore, no attempt was made to normalize the data to standard water temperature.

The head coefficient for the inducer cavitation performance was obtained from the Kiel probes rather than from static taps in the discharge line. During cavitation the Kiel probes gave erratic readings and were therefore not used. Consequently, the head coefficients obtained from the cavitation curves will not agree with the head coefficients previously shown. The relative head coefficient value, however, is adequate to determine the percentage head loss.
Figure 45. - Turbine, Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitating)
Figure 46. - Turbine, Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations (Non-Cavitation)
Figure 47. - Boost Pump (with Conventional Inducer), Head Coefficients and Speed Ratio vs. Flow Coefficient (Non-Cavitating)
Figure 48. - Boost Pump (with Conventional Inducer), Normalized Torque and Efficiency vs. Flow Coefficient (Non-Cavitating)
Figure 49

Conventional Inducer, Head Coefficients vs. Suction Specific Speed (Cavitating)
1. **Conventional Inducer**

Figure 49 shows the cavitation performance of the conventional inducer at three different flow coefficients. The highest suction specific speed values shown are very near complete breakdown since further decreases in suction head were not possible at constant flow coefficient. At the design flow coefficient, head breakdown occurs at 43,000 (15.7) which is equivalent to \( \tau/s^2 = 2.67 \), the minimum value per Ref 12. Both the 80% and 110% flow show less margin than the design.

2. **Hubless Inducer (60°)**

Figure 50 shows the 60° long spinner hubless inducer cavitation performance at two flow coefficients. At the 80% flow coefficient, the water temperature exceeded 190°F. At this flow, 10% head loss could not be obtained because of the facility flow limit. It appears, however, that the value would exceed 50,000 (18.2).

The data for the 60° short spinner hubless inducer is shown on Figure 51 at three flow coefficients. At 80% flow the inducer pumped without excessive loss up to a suction specific speed of 59,000 (21.5). This is reasonably close to the predicted value (by Ref 12) for an inducer with this inlet blade tip angle. The incidence to blade angle ratio for optimum performance is near the 80% flow since the hubless inducer does not have hub blockage (16%).

3. **Hubless Inducer (45°)**

Figure 52 and 53 show the 45° hubless inducers, with the long spinner and short spinner, respectively, at three different flow coefficients. These flow coefficients were chosen (see Figure 39), so as to not fall on a discontinuing portion of the head flow curve. The maximum suction specific speed was approximately the same for both spinners. Again the maximum suction specific speed value shown represents the near breakdown point since any decrease in suction pressure caused the head to drop below that required to pump the test flow loop.

4. **Inducer Comparison**

a. **Comparison of Previous Data**

Figure 54 shows the cavitation performance of all the inducers at the design flow coefficient. The difference in head coefficient at low suction specific speed (non-cavitating) is indicative of the head - flow relationship discussed in previous sections. The conventional inducer shows the typical drop in head, usually less than 5%, at about 15,000 (5.5) suction specific speed and then a slight increase until breakdown. The 60° hubless, however, showed an almost continuous increase in head until breakdown occurred. The 45° hubless had a continual decrease in head as the suction specific speed was increased. Both the conventional inducer and the 60° short spinner hubless inducer obtained approximately the maximum suction specific speed possible for
Figure 50

Hubless Inducer (60°) with Long Spinner, Head Coefficients vs. Suction Specific Speed (Cavitating)
Figure 51

Hubless Inducer (60°) with Short Spinner, Head Coefficients vs. Suction Specific Speed (Cavitation)
their respective inlet blade tip angles (per Ref 12). It appears that decreasing the inlet angle from 60° to 45°, which makes the inducer more 'hubless', has adverse effect on the cavitation performance. This is most likely caused by absence of head which can be generated at the inducer inlet eye.

The large variation in breakdown suction specific speed between the long and short spinner for the 60° hubless inducer is not apparent but could possibly be the result of providing a cavity where vapor can collapse before passing into the inducer.

b. Comparison of High Frequency Data

Figures 55 and 56 show a comparison of the high frequency pressure oscillations at the suction and discharge, respectively. All the data shown was in a frequency range of between 5 and 30 Hertz, with the predominant frequency being 20 Hertz. Any data recorded outside this range was either exactly 60 Hertz, which was undoubtedly electrical noise, or had an insignificant peak-to-peak pressure magnitude. The ordinate value on Figure 55 represents the peak-to-peak normalized head coefficient; a value of 0.03 would be approximately 10% of the discharge head coefficient. The ordinate value on Figure 56 is a ratio of the peak-to-peak pressure to the discharge pressure. The abscissa value for both figures is the normalized suction pressure parameter. The conventional inducer shows smooth suction operation at the design flow over the total suction pressure range. At the 80% flow the $\psi_{pp}$ has increased, but returns to approximately the same value as the design when complete cavitation is approached. The 110% flow pressure oscillations, in general, fall between the design and 80% flow but has a resonance at $\tau = 0.1$.

The 60° hubless inducer has suction pressure oscillations slightly higher than the conventional with little difference between the long and short spinner. Peak-to-peak pressure oscillations were largest for the 45° hubless inducer, occurring over the entire suction pressure range. There was no difference in pressure magnitude between short and long spinner. In almost every case the design flow pressure oscillations were less than the 80% and 110% flow conditions.

The discharge peak-to-peak pressure oscillations (Figure 56) were less than 10% of the discharge pressure for all inducers down to a $\tau$ value of 0.2. From $\tau = 0.2$ to $\tau = 0.075$, the conventional inducer and both the short and long spinner versions of the 60° hubless decreased in pressure oscillation to approximately 2%. The 45° hubless inducer, short and long spinner, increase in pressure oscillation over the same range. From $\tau = 0.075$ to minimum, all inducers show an increase in discharge pressure oscillation, with the 45° hubless having the highest value of 25%.
Figure 55. - Inducer Comparison, Suction Pressure Oscillation Coefficient vs. Cavitation Parameter (Cavitating)
Figure 56. - Inducer Comparison, Discharge Pressure Oscillation Ratio vs. Cavitation Parameter (Cavitating)
5. Rotor

The rotor cavitation performance at three flow coefficients is shown in Figure 57. The NPSH at the rotor was computed by adding the NPSH of the inducer to the total head rise of the inducer and does not account for fluid temperature increase in the inducer or fluid prewhirl at the rotor inlet. The maximum suction specific speed at 2% head loss was 6600 (2.4) at the design flow coefficient. This compares with the design point value of 7420 (2.7) at 2% head loss. The off-design cavitation performance was 6000 (2.2) for the 78% flow and 5200 (1.9) for the 108% flow at 2% head loss. In all cases the head loss increased uniformly as the suction specific speed was increased over the test range. Data was taken until approximately 10% head loss occurred, which was equivalent to 30% loss in the overall boost pump head rise.

6. Overall Performance

The overall boost pump cavitation performance is shown in Figure 58 at three different flows. Essentially all the head loss shown is due to the rotor cavitation. The inducer is operating at a maximum of 20,000 (7.3) which, as can be seen on Figure 49, represents negligible head loss. If the rotor would have had less than 2% head loss at 7420 (2.7) suction specific speed then the boost pump would have operated with negligible loss to 92,000 (33.6). This represents a 12% increase in the suction specific speed performance of the rotor. The value of the 92,000 (33.6) is equal to 43,000 (15.7) inducer suction specific speed times the shaft speed ratio and is the maximum obtainable boost pump suction performance.

C. TRANSIENT PERFORMANCE

The transient tests were conducted in both cavitating and non-cavitating conditions, using a GN2 powered turbine to drive the boost pump. The flow loop flow control valve was preset to the desired steady-state flow coefficient and the manually operated GN2 power valve was opened to the desired rate. This method produced start transients with a minimum of 1.5 sec elapsed time from zero to design speed; there was no limit to the maximum start time. The shutdowns were not controlled and were accomplished simply by closing the GN2 power valve through the emergency override system.

1. Conventional Inducer

Figure 59 shows the start transient of the boost pump with the conventional inducer at the design steady-state flow and non-cavitation conditions. This transient acceleration represents the 'fastest' start possible within drive limitations. The suction pressure was set to a level which precluded cavitation within the boost pump. As indicated by Curve 7, the inducer - turbine are essentially locked to the rotor after 1.5 sec of elapsed time. The boost pump does not operate along a specific speed line as it would if the start was infinitely long. This can be seen by Curves 8 and 9, which are directly proportional to their respective flow coefficients. Curve 8 shows that the
Rotor, Head Coefficients vs. Suction Specific Speed (Cavitating)
Figure 58

Boost Pump Head Coefficient \( \psi_{BP} \) vs. Boost Pump Suction Specific Speed Coefficient \( \chi_{BP} \)

Boost Pump (with Conventional Inducer), Head Coefficients vs. Suction Specific Speed (Cavitating)
Figure 59. - Conventional Inducer, 1.5 sec Start Transient at 100% (Non-Cavitating)
speed leads the flow, which is caused by fluid inertia in the entire flow loop system. The fluid inertia in the flow loop is most likely more than would be found in a rocket engine. Curve 9 shows that the flow is being 'pulled' through the inducer because the speed ratio is greater than the steady-state value.

The discharge heads, Curves 2 and 3, are consistent with the speed and flow at any given point. This indicates that a start transient model can use a quasi steady-state technique as described in Ref 3.

Figures 60 through 62 show the conventional inducer during cavitating start transients at different flows and times. For the 3-sec starts, the rotor has reached 100% speed before the inducer starts to rotate. The flow rate is almost zero until this time. This means that the rotor is completely cavitated out (maximum speed with near zero inlet head) and one could expect that flow would not start. Apparently there is enough fluid shear drag between the rotor and the inducer - hydraulic turbine that rotation is initiated. When the inducer does rotate and generates NPSH for the rotor, rotor begins to generate head which, in turn, initiates flow.

The NPSH shown on Figure 61 is reduced to 4.5 ft (1.7 m) at 5.25 sec. This is equivalent to a boost pump suction specific speed of 85,000 (31.0) which approaches the maximum capability of 92,000 (33.6) as discussed in the previous section. As indicated by Figure 58, this would be at considerable head loss but recovery was possible, as can be seen by Figure 61, Curve 3.

A typical shutdown is shown in Figure 63. This particular shutdown occurred at nearly constant specific speed, as indicated in Curve 8. The inducer speed returns to zero faster than the rotor, causing both the speed ratio and the flow/speed parameter, Curves 7 and 9, respectively, to go to an infinite value.

2. Hubless Inducer

The boost pump, with the 45° hubless inducer, transient non-cavitating performance at the design flow coefficient is shown in Figure 64. The inlet NPSH was set high enough to preclude cavitation (see Curve 1). There is little or no difference between the non-cavitating transient performance of the boost pump with the hubless inducer and that of the conventional inducer. Since the shroud drag torque was approximately 40% of the total torque delivered by the hydraulic turbine, the effect of difference in inducer torques was minimized. Locked speed ratio therefore occurred in the same time regardless of inducer configuration.

Figures 65 through 67 show the cavitating transient performance of the hubless inducer at different flow coefficients and elapsed times. The inlet NPSH had to be increased from 10 ft (3.05 m), the minimum value used on the conventional inducer, to 26 ft (7.95 m) at design flow and 16 ft (4.88 m) at 80% flow because the hubless inducer would not start at the lower NPSH value.
### Nomenclature

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Parameter</th>
<th>U.S. Units</th>
<th>SI Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>INLET NPSH</td>
<td>FEET X .1</td>
<td>METER + 3.048</td>
</tr>
<tr>
<td>2</td>
<td>ROTOR DISCHARGE HEAD</td>
<td>FEET X .01</td>
<td>METER + 30.48</td>
</tr>
<tr>
<td>3</td>
<td>TURBINE DISCHARGE HEAD</td>
<td>FEET X .01</td>
<td>METER + 30.48</td>
</tr>
<tr>
<td>4</td>
<td>ROTOR SPEED</td>
<td>RPM X .001</td>
<td>RAD/SEC + 104.72</td>
</tr>
<tr>
<td>5</td>
<td>INDUCER SPEED</td>
<td>RPM X .001</td>
<td>RAD/SEC + 104.72</td>
</tr>
<tr>
<td>6</td>
<td>TOTAL FLOW RATE</td>
<td>GPM X .001</td>
<td>METER³/SEC + .00308</td>
</tr>
<tr>
<td>7</td>
<td>SPEED RATIO</td>
<td>RPM/RPM X 1</td>
<td>METER³/RAD/RAD/SEC + .006</td>
</tr>
<tr>
<td>8</td>
<td>FLOW/ROTOR SPEED</td>
<td>GPM/RPM X 10</td>
<td>METER³/RAD + .0006025</td>
</tr>
<tr>
<td>9</td>
<td>FLOW/INDUCER SPEED</td>
<td>GPM/RPM X 1</td>
<td>METER³/RAD + .0006025</td>
</tr>
</tbody>
</table>

**Figure 1:** Conventional Inducer, 3 sec Start Transient at 80% φ (Cavitation)
Conventional Inducer, 5 sec Start Transient at 80% \( \omega \) (Cavitating)
Figure 63

![Graph showing a conventional inducer, shutdown transient at 100% φ (Cavitating)]

### NOMENCLATURE

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>PARAMETER</th>
<th>U.S. UNITS</th>
<th>SI UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>INLET NP SH</td>
<td>FEET X .1</td>
<td>METER + 3.048</td>
</tr>
<tr>
<td>2</td>
<td>ROTOR DISCHARGE HEAD</td>
<td>FEET X .01</td>
<td>METER + 30.48</td>
</tr>
<tr>
<td>3</td>
<td>TURBINE DISCHARGE HEAD</td>
<td>FEET X .01</td>
<td>METER + 30.48</td>
</tr>
<tr>
<td>4</td>
<td>ROTOR SPEED</td>
<td>RPM X .001</td>
<td>RAD/SEC + 104.72</td>
</tr>
<tr>
<td>5</td>
<td>INDUCER SPEED</td>
<td>RPM X .001</td>
<td>RAD/SEC + 104.72</td>
</tr>
<tr>
<td>6</td>
<td>TOTAL FLOW RATE</td>
<td>GPM X .001</td>
<td>METER³/SEC + .00006025</td>
</tr>
<tr>
<td>7</td>
<td>SPEED RATIO</td>
<td>RPM/RPM X 1</td>
<td>RAD/SEC/RAD/SEC + 1</td>
</tr>
<tr>
<td>8</td>
<td>FLOW/ROTOR SPEED</td>
<td>GPM/RPM X 10</td>
<td>METER³/RAD + .00006025</td>
</tr>
<tr>
<td>9</td>
<td>FLOW/INDUCER SPEED</td>
<td>GPM/RPM X 1</td>
<td>METER³/RAD + .00006025</td>
</tr>
</tbody>
</table>
Hubless Inducer (45°), 2.5 sec Start Transient at 100% φ (Non-Cavitating)
Hubless Inducer (45°), 1.5 sec Start Transient at 100% ω (Cavitating)
Figure 66

Hubless Inducer (45°), 3 sec Start Transient at 80% \omega_c (Cavitating)
Hubless Inducer (45°), 6 sec Start Transient at 100% ϕ (Cavitating)
This was caused by the decrease in head produced by the hubless inducer compared to the conventional. This has the effect of decreasing the available NPSH to the rotor causing complete cavitation breakdown and consequently zero delivered head.

3. High Frequency

A comparison of the boost pump suction and discharge pressure oscillations with the conventional and with the 45° hubless inducer during transient operation is shown on Figure 68. The 45° hubless inducer had the highest peak-to-peak pressure oscillations during steady-state operation (Section VII.B.3.b.). In most cases there appeared to be some resonance between 1 and 3 seconds. This could have been caused by 'ringing' of the flow loop. All frequencies with significant peak-to-peak pressure magnitude were between 5 and 30 Hertz with 20 being the predominant frequency. In all cases except one, hubless inducer discharge pressure at 80% flow coefficient, peak-to-peak pressure returned to the minimal steady-state value after 4 seconds. The suction peak-to-peak oscillations in transient are approximately three times those measured in steady-state (see Figure 55 for comparison). The discharge peak-to-peak pressure oscillations, however, are approximately the same during transient and steady-state (see Figure 56 for comparison).

D. MODIFIED ROTOR

 Upon completion of the contract-required test program, the rotor was modified in an attempt to improve its cavitation performance. The modification consisted of reducing the maximum blade thickness by approximately one-half at mid cord from hub to tip on the suction side. From mid cord to 20% and 80% cord the material removal was reduced to zero. Since the blade was a double circular arc with little camber, the radius of curvature on the pressure side was extremely large, consequently the modification had the effect of making suction and pressure surfaces parallel from 20% cord to 80% cord. In addition the leading edge was reduced from 0.030 in. (0.00076 m) to 0.007 in. (0.00018 m). The thickness increased from the leading edge linearly to the 20% cord station.

Figure 69 shows the head coefficient and efficiency vs. flow coefficient for the maximum test speed. The head coefficient is less than the design but 16% higher than the original head coefficient. The efficiency appears to peak at a higher than design flow coefficient and is 13 percentage points less than design and 7 percentage points less than the original. Stall is not evident down to 70% flow coefficient. The original rotor stalled at approximately 85% flow coefficient. At 120% flow coefficient the modified rotor has a 23% higher head coefficient, indicating that decreasing the thickness kept the rotor from choking at the higher flow.

The modified rotor head coefficient at four radial stations vs. flow coefficient is shown in Figure 70. This should be compared to Figure 42, which is the same data for the original rotor. The stall at the hub in the
Figure 68. - Boost Pump (with Conventional Inducer), Transient Suction and Discharge Pressure Oscillations vs. Time (Cavitating)
Figure 69. - Modified Rotor, Head Coefficient and Efficiency vs. Flow Coefficient (Non-Cavitating)
Figure 70. - Modified Rotor, Head Coefficients vs. Flow Coefficient at Four Radial Measuring Stations (Non-Cavitating)
original rotor is completely absent in the modified rotor. The head coefficient is higher at each radial station over the entire flow range for the modified rotor.

To determine what the expected or predicted performance of the modified rotor would be, the design analysis method discussed previously was used with the new deviation angles produced by the change in thickness-to-cord ratio. The results of this prediction can be seen in Figure 71 where the test data is overlaid on the design-predicted values. The mass average of the design-predicted value is the same as was shown on Figure 69.

The suction performance of the modified rotor is shown in Figure 72. There is no significant difference in performance between the modified and the original rotor (Figure 57). The 80% flow is somewhat less, while the 110% flow is slightly better. Since the head coefficient of the modified rotor was higher at a given flow coefficient, the blade loading would likewise be higher. In general, the more highly loaded blades will have lower cavitation performance, as was shown in Ref 3. This could account for the unchanged suction performance; that is, any gain realized by sharpening the lead edge was offset by the higher blade loading.

VIII. CONCLUSIONS

1. The hubless inducer concept allows the inlet blade tip angle to be increased from the present manufacturing limit of 83° to 86°. This is accomplished by attaching the blade to a shroud after machining the fluid passages. After attachment the hub is removed and blade leading edge is faired to the desired sharpness.

2. The suction performance of a hubless inducer is limited to that value predicted by Ref 12 for the corresponding inlet blade tip angle. That is, larger blade angles have smaller flow coefficients which, in turn, produce the highest suction specific speed performance.

3. The head coefficient of a hubless inducer is lower than that of a conventional inducer with the same discharge flow coefficient and blade angle. A hubless inducer therefore must be used in an application requiring low head rise inducer, or a downstream stage must be used to produce additional head.

4. Hubless inducers mechanically couple best in shroud driven applications, i.e., with a shrouded pump impeller or a hydraulic turbine driven inducer concept similar to Figure 2.

5. The design method used to predict inducer, rotor, and hydraulic turbine head performance at design flow proved to be very accurate. This accuracy is shown by Figures 31, 34, 41, 44, 45, 47, 69, and 71.
Figure 71. - Modified Rotor, Radial Head Coefficient Distribution at Design Flow Coefficient (Non-Cavitation)
Figure 72

Modified Rotor, Head Coefficients vs. Suction Specific Speed (Cavitating)
6. The full flow hydraulic turbine driven inducer boost pump in the configuration shown in Figure 2 has the following characteristics:

- Maximum speed ratio of 2.5 limited by the cavitation performance of the rotor.
- The speed ratio has nearly the same value as the design from 0 to 120% of the design flow coefficient.
- The boost pump has the capability of start transient times less than 1 second.
- Successful start transients can be realized even through a high degree of rotor cavitation exists at some point during the transient. These transients, however, require a longer elapsed time.

7. Rotor cavitation performance appears to be somewhat a function of hub/tip diameter ratio as shown by Figure 73. If this indication is correct, cavitation performance is limited and can be improved to the required 7420 (2.7) suction specific speed only by decreasing the hub/tip diameter ratio. This of course affects the complete design of the boost pump and may impose other restrictions.

8. Blade row head rise performance across the discharge passage can be successfully measured by the use of fixed-position Kiel probes. Care must be taken to set probes so that the required flow range can be met.

9. Shroud drag calculated by standard disk friction procedures was in error by 25% to 40%. This could be partially caused by larger than normal clearances or by pumping action through the radial thrust bearings.

10. Full flow hydraulic turbine driven inducer boost pumps similar to the concept shown in Figure 74 are not speed ratio limited at 2.5 but can be designed for speed ratios as high as 4. The disadvantages are a high speed shroud coupling and return flow into the inlet of the high speed inducer. All hydraulic components are within the state-of-the-art.
Figure 73. - Suction Specific Speed (at 3% Head Loss) vs. Hub/Tip Diameter Ratio
Figure 74
APPENDIX A

Symbols

D  blade diffusion factor
\(g\)  acceleration due to gravity, 32.17 ft/sec\(^2\) (9.8 m/s\(^2\))
H  total head, ft (m)
\(\Delta H\)  blade head rise, ft (m)
i  incidence angle, deg
K  cavitation number
N  rotating speed, RPM (rad/s)
NPSH  net positive suction head, ft (m)
Q  flow rate, gal/min (m\(^3\)/s)
R  radius, ft (m)
S  suction specific speed, RPM (gpm\(^{1/2}\)/(ft\(^{3/4}\))
SR  speed ratio
U  blade velocity, ft/sec (m/s)
V  fluid velocity, ft/sec (m/s)

\(\alpha\)  blade setting angle with respect to axial direction, deg
\(\beta\)  blade angle with respect to axial direction, deg
\(\beta^*\)  fluid angle with respect to axial direction, deg
\(\delta\)  deviation angle, deg
\(\eta\)  efficiency
\(\xi\)  hub/tip radius ratio
\(\sigma\)  blade solidity, ratio of blade cord length to blade tangential spacing
\(\tau\)  cavitation parameter
\(\phi\)  flow coefficient
\(\phi\)  blade camber angle, deg
\(\chi\)  suction specific speed coefficient
\(\psi\)  head coefficient
\(\psi^*\)  head coefficient ideal
\(\omega\)  loss coefficient
Symbols (cont.)

Subscripts

BP  boost pump (inducer inlet to hydraulic turbine exit)
D  design point
h  hub
I  inducer
IC  conventional inducer (forward section)
IH  hubless inducer (forward section)
IT  transition inducer (aft section)
m  mean
pp  peak-to-peak pressure oscillations
R  rotor
t  tip
T  turbine
θ  tangential direction
Z  axial direction
1  inlet
2  outlet

Superscripts

relative to rotor
APPENDIX B

Equations

Diffusion Factor

\[ D = 1 - \frac{V_2}{V_1} + \frac{R_2 V_\theta 2 - R_1 V_\theta 1}{(R_2 + R_1) \sigma V_1} \]

Incidence Angle

\[ i = \beta 1 - \beta 1 \]

Cavitation Number

\[ K = \frac{NPSH \times 2g}{(V_1')}^2 - \left[ \frac{V Z_1}{V_1} \right]^2 \]

Speed Ratio

\[ SR = N_R / N_1 \]

Deviation Angle

\[ \delta = \beta 2 - \beta 2 \]

Efficiency

\[ \eta = \frac{\psi}{\psi^*} \]
Appendix B (cont.)

Cavitation Parameter

\[ \tau = \frac{NPSH \cdot 2g}{(U_t)^2} \]

Suction Specific Speed

\[ S = N \left( \frac{Q}{1/2} \right)^{1/2} \left( \frac{Q}{NPSH} \right)^{3/4} \]

Flow Coefficient

\[ \phi = \frac{V_Z}{U_t} \]

Camber Angle

\[ \phi = \beta_1 - \beta_2 \]

Head Coefficient

\[ \psi = \frac{\Delta H \cdot g}{(U_t)^2} \]

Head Coefficient Ideal

\[ \psi^* = \frac{V_{\theta}}{U_t} \]
Appendix B (cont.)

Loss Coefficient

\[ \omega = 2 \left( \psi - \psi_1 \right) \left( \frac{\nu}{V_1^2} \right)^2 \]

Head Rise

\[ \Delta H = H_2 - H_1 \]

Hub Tip Diameter Ratio

\[ \xi = \frac{R_h}{R_t} \]

Suction Specific Speed

\[ \chi = \frac{N (Q)^{1/2}}{(NPSH \cdot g)^{3/4}} \text{ (unitless)} \]
A SECTION A - A THRU H - M SHOWING M-the FOR EACH SECTION
RECEIVING FILET RASH AT VALVE ROOT AND VALVE INTERSECTION

<table>
<thead>
<tr>
<th>Section A - A</th>
<th>Section B - C</th>
<th>Section C - D</th>
<th>Section D - E</th>
<th>Section E - F</th>
<th>Section F - G</th>
<th>Section G - H</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>Y</td>
<td>Z</td>
<td>X</td>
<td>Y</td>
<td>Z</td>
<td>X</td>
</tr>
<tr>
<td>10</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
</tr>
<tr>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
</tr>
<tr>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>110</td>
</tr>
<tr>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>110</td>
<td>120</td>
</tr>
<tr>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>110</td>
<td>120</td>
<td>130</td>
</tr>
<tr>
<td>80</td>
<td>90</td>
<td>100</td>
<td>110</td>
<td>120</td>
<td>130</td>
<td>140</td>
</tr>
<tr>
<td>90</td>
<td>100</td>
<td>110</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>150</td>
</tr>
</tbody>
</table>

Diagram:
- **Diagram 1**: Section A - A showing valve details.
- **Diagram 2**: Section B - C, C - D, D - E, E - F, F - G, G - H showing valve intersections.

**Note**: The diagrams and table are placeholders and should be filled with actual data or details relevant to the document's context.
<table>
<thead>
<tr>
<th>Address</th>
<th>Copies</th>
</tr>
</thead>
</table>
| National Aeronautics and Space Administration  
Lewis Research Center  
21000 Brookpark Road  
Cleveland, Ohio 44135 | 15 |
| Attention: Contracting Officer, MS 500-313  
Project Manager, MS 5-9  
Technical Report Control Office, MS 5-5  
Technology Utilization Office, MS 3-16  
AFSC Liaison Office, MS 4-1  
Library  
I.A. Johnsen, MS 500-205  
Fluid Systems Components Division, MS 5-3  
W. R. Britsch, MS 5-9 | 1 |
| | |
| National Aeronautics and Space Administration  
Washington, D.C. 20546 | 6 |
| Attention: Code MT  
RPX  
RPL  
SV | 1 |
| | |
| Scientific and Technical Information Facility  
P.O. Box 33  
College Park, Maryland 20740 | 2 |
| Attention: NASA Representative  
Code CRT | 6 |
| | |
| National Aeronautics and Space Administration  
Ames Research Center  
Moffett Field, California 94035 | 1 |
| Attention: Library  
C. A. Syvertson | 1 |
| | |
| National Aeronautics and Space Administration  
Flight Research Center  
P.O. Box 273  
Edwards, California 93523 | 1 |
| Attention: Library | 1 |
| | |
| National Technical Information Service  
Springfield, Virginia 22151 | 20 |
| | |
National Aeronautics and Space Administration
Goddard Space Flight Center
Greenbelt, Maryland 20771
Attention: Library

National Aeronautics and Space Administration
John F. Kennedy Space Center
Cocoa Beach, Florida 32931
Attention: Library

National Aeronautics and Space Administration
Langley Research Center
Langley Station
Hampton, Virginia 23365
Attention: Library

National Aeronautics and Space Administration
Manned Spacecraft Center
Houston, Texas 77001
Attention: Library

National Aeronautics and Space Administration
George C. Marshall Space Flight Center
Huntsville, Alabama 35812
Attention: Library
Keith Chandler, R-P & VE-PA
Loren Gross, R-P & VE-PAC

Jet Propulsion Laboratory
4800 Oak Grove Drive
Pasadena, California 91103
Attention: Library
Henry Burlage

Office of the Director of Defense Research & Engineering
Washington, D.C. 20301
Attention: Office of Assistant Director
REFERENCES


127
References (cont.)


### DISTRIBUTION LIST

**National Aeronautics and Space Administration**

**Lewis Research Center**
21000 Brookpark Road
Cleveland, Ohio 44135

**Attention:** Contracting Officer, MS 500-313  
Project Manager, MS 5-9  
Technical Report Control Office, MS 5-5  
Technology Utilization Office, MS 3-16  
AFSC Liaison Office, MS 4-1  
Library  
I.A. Johnsen, MS 500-205  
Fluid Systems Components Division, MS 5-3  
W. R. Britsch, MS 5-9

National Aeronautics and Space Administration  
Washington, D.C. 20546

**Attention:** Code MT  
RPX  
RPL  
SV

**Scientific and Technical Information Facility**
P.O. Box 33  
College Park, Maryland 20740

**Attention:** NASA Representative  
Code CRT

**National Aeronautics and Space Administration**

**Ames Research Center**
Moffett Field, California 94035

**Attention:** Library  
C. A. Syvertson

**National Aeronautics and Space Administration**

**Flight Research Center**
P.O. Box 273  
Edwards, California 93523

**Attention:** Library

**National Technical Information Service**

**Springfield, Virginia 22151**

<table>
<thead>
<tr>
<th>Copies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>15</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td>20</td>
</tr>
</tbody>
</table>
DISTRIBUTION LIST (cont.)

National Aeronautics and Space Administration
Goddard Space Flight Center
Greenbelt, Maryland 20771
Attention: Library

National Aeronautics and Space Administration
John F. Kennedy Space Center
Cocoa Beach, Florida 32931
Attention: Library

National Aeronautics and Space Administration
Langley Research Center
Langley Station
Hampton, Virginia 23365
Attention: Library

National Aeronautics and Space Administration
Manned Spacecraft Center
Houston, Texas 77001
Attention: Library

National Aeronautics and Space Administration
George C. Marshall Space Flight Center
Huntsville, Alabama 35812
Attention: Library
Keith Chandler, R-P & VE-PA
Loren Gross, R-P & VE-PAC

Jet Propulsion Laboratory
4800 Oak Grove Drive
Pasadena, California 91103
Attention: Library
Henry Burlage

Office of the Director of Defense Research & Engineering
Washington, D.C. 20301
Attention: Office of Assistant Director

Copies

1
1
1
1
1
1
1
<table>
<thead>
<tr>
<th>Distribution List (cont.)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Defense Documentation Center</strong></td>
</tr>
<tr>
<td>Cameron Station</td>
</tr>
<tr>
<td>Alexandria, Virginia 22314</td>
</tr>
<tr>
<td><strong>RTD(RTNP)</strong></td>
</tr>
<tr>
<td>Bolling Air Force Base</td>
</tr>
<tr>
<td>Washington, D.C. 20332</td>
</tr>
<tr>
<td><strong>Arnold Engineering Development Center</strong></td>
</tr>
<tr>
<td>Air Force Systems Command</td>
</tr>
<tr>
<td>Tullahoma, Tennessee 37389</td>
</tr>
<tr>
<td><strong>Attention:</strong> AEOIM</td>
</tr>
<tr>
<td><strong>Advanced Research Projects Agency</strong></td>
</tr>
<tr>
<td>Washington, D.C. 20525</td>
</tr>
<tr>
<td><strong>Attention:</strong> D. E. Mock</td>
</tr>
<tr>
<td><strong>Aeronautical Systems Division</strong></td>
</tr>
<tr>
<td>Air Force Systems Command</td>
</tr>
<tr>
<td>Wright-Patterson Air Force Base, Dayton, Ohio 45433</td>
</tr>
<tr>
<td><strong>Attention:</strong> D. L. Schmidt, Code ASRCNC-2</td>
</tr>
<tr>
<td><strong>Air Force Missile Test Center</strong></td>
</tr>
<tr>
<td>Patrick Air Force Base, Florida 32925</td>
</tr>
<tr>
<td><strong>Attention:</strong> L. J. Ullian</td>
</tr>
<tr>
<td><strong>Air Force Systems Command (SCLT/Capt. S. W. Bowen)</strong></td>
</tr>
<tr>
<td>Andrews Air Force Base</td>
</tr>
<tr>
<td>Washington, D.C. 20332</td>
</tr>
<tr>
<td><strong>Air Force Rocket Propulsion Laboratory (RPR)</strong></td>
</tr>
<tr>
<td>Edwards, California 93523</td>
</tr>
<tr>
<td><strong>Air Force FTC (FTAT-2)</strong></td>
</tr>
<tr>
<td>Edwards Air Force Base, California 93523</td>
</tr>
</tbody>
</table>
DISTRIBUTION LIST (cont.)

Air Force Office of Scientific Research
Washington, D.C. 20333

Attention: SREP, Dr. J. F. Masi 1

Office of Research Analyses (OAR)
Holloman Air Force Base, New Mexico 88330

Attention: RRRT
Major R. E. Brocken, Code MDGRT 1

Commanding Officer
U.S. Army Research Office (Durham)
Box CM, Duke Station
Durham, North Carolina 27706 1

U.S. Army Missile Command
Redstone Scientific Information Center
Redstone Arsenal, Alabama 35808

Attention: Chief, Document Section
Dr. W. Wharton 1

Bureau of Naval Weapons
Department of the Navy
Washington, D.C. 20360

Attention: J. Kay, Code RTMS-41 1

Commander
U.S. Naval Missile Center
Point Mugu, California 93041

Attention: Technical Library 1

Commander
U.S. Naval Ordnance Test Station
China Lake, California 93557

Attention: Code 45
Code 753 1
DISTRIBUTION LIST (cont.)

Commanding Officer
Office of Naval Research
1030 E. Green Street
Pasadena, California 91101

1

Director (Code 6180)
U.S. Naval Research Laboratory
Washington, D.C. 20390

1

Attention: H. W. Carhart

Picatinny Arsenal
Dover, New Jersey 07801

1

Attention: I. Forsten, Chief
Liquid Propulsion Laboratory

Air Force Aero Propulsion Laboratory
Research & Technology Division
Air Force Systems Command
United States Air Force
Wright-Patterson AFB, Ohio 45433

1

Attention: APRP (C. M. Donaldson)

Aerojet-General Corporation
P.O. Box 296
Azusa, California 91703

1

Attention: Librarian

Aerojet-General Corporation
11711 South Woodruff Avenue
Downey, California 90241

1

Attention: F. M. West, Chief Librarian

Aerojet-General Corporation
P.O. Box 1947
Sacramento, California 95809

1

Attention: Technical Library 2484-2015A
DISTRIBUTION LIST (cont.)

Aeronutronic Division of Philco Corporation  
Ford Road  
Newport Beach, California 92600  
Attention: Dr. L. H. Linder, Manager  
Technical Information Department  

Aerospace Corporation  
P.O. Box 95085  
Los Angeles, California 90045  
Attention: Library-Documents  

Arthur D. Little, Inc.  
Acorn Park  
Cambridge, Massachusetts 02140  
Attention: A. C. Tobey  

ARO, Incorporated  
Arnold Engineering Development Center  
Arnold AF Station, Tennessee 37389  
Attention: Dr. B. H. Goethert  
Chief Scientist  

Battelle Memorial Institute  
505 King Avenue  
Columbus, Ohio 43201  
Attention: Report Library, Room 6A  

Bell Aerosystems, Inc.  
Box 1  
Buffalo, New York 14205  
Attention: Library  

The Boeing Company  
Aero Space Division  
P.O. Box 3707  
Seattle, Washington 98124  
Attention: Ruth E. Peerenboom (1190)  

Copies
Chemical Propulsion Information Agency
Applied Physics Laboratory
8621 Georgia Avenue
Silver Spring, Maryland 20910

Chrysler Corporation
Space Division
New Orleans, Louisiana 70150
Attention: Librarian

Curtiss-Wright Corporation
Wright Aeronautical Division
Woodridge, New Jersey 07075
Attention: G. Kelley

University of Denver
Denver Research Institute
P.O. Box 10127
Denver, Colorado 80210
Attention: Security Office

Douglas Aircraft Company, Inc.
Santa Monica Division
3000 Ocean Park Blvd.
Santa Monica, California 90405
Attention: Library

Fairchild Stratos Corporation
Aircraft Missiles Division
Hagerstown, Maryland 20740
Attention: J. S. Kerr

General Dynamics/Astronautics
P.O. Box 1128
San Diego, California 92112
Attention: Library & Information Services (128-00)
Convair Division
General Dynamics Corporation
P.O. Box 1128
San Diego, California 92112

Attention: Mr. W. Fenning
Centaur Resident Project Office

General Electric Company
Flight Propulsion Lab. Department
Cincinnati, Ohio 45215

Attention: D. Suichu

Grumman Aircraft Engineering Corporation
Bethpage, Long Island
New York 11714

Attention: Joseph Gavin

IIT Research Institute
Technology Center
Chicago, Illinois 60616

Attention: Library

Kidde Aero Space Division
Walter Kidde & Company, Inc.
675 Main Street
Belleville, New Jersey 07109

Attention: R. J. Hanville,
Director of Research Engineering

Lockheed Missiles & Space Company
P.O. Box 504
Sunnyvale, California 94088

Attention: Technical Information Center

Lockheed Propulsion Company
P.O. Box 111
Redlands, California 92374

Attention: Miss Belle Berlad, Librarian
Lockheed Missiles & Space Company
Propulsion Engineering Division (D. 55-II)
Lockheed Way
Sunnyvale, California 94087

Marquardt Corporation
16555 Saticoy Street
Box 2013 - South Annex
Van Nuys, California 91404

Purdue University
Lafayette, Indiana 47907

Rocketdyne, A Division of North American Rockwell Corporation
6633 Canoga Avenue
Canoga Park, California 91304

Stanford Research Institute
333 Ravenswood Avenue
Menlo Park, California 94025

TRW Systems, Incorporated
One Space Park
Canoga Park, California 91304

TRW, Incorporated
2355 Euclid Avenue
Cleveland, Ohio 44117

P. T. Angell
ATTENTION: Technical Librarian

G. W. Elverum
ATTENTION: J. A. King, Dept. 596-115

Thor Smith
ATTENTION: Library, Department 596-306

C. W. Elverum
ATTENTION: Librarian, STL Tech. Lib. Doc. Acquisitions
<table>
<thead>
<tr>
<th>Address</th>
<th>Attention</th>
<th>Copies</th>
</tr>
</thead>
<tbody>
<tr>
<td>United Aircraft Corporation</td>
<td>Library</td>
<td>1</td>
</tr>
<tr>
<td>Corporation Library</td>
<td>Frank Owen</td>
<td>1</td>
</tr>
<tr>
<td>400 Main Street</td>
<td>W. E. Taylor</td>
<td>1</td>
</tr>
<tr>
<td>East Hartford, Connecticut 06118</td>
<td></td>
<td></td>
</tr>
<tr>
<td>United Aircraft Corporation</td>
<td>Library</td>
<td>1</td>
</tr>
<tr>
<td>Pratt and Whitney Division</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florida Research and Development Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.O. Box 2691</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Palm Beach, Florida 33402</td>
<td></td>
<td></td>
</tr>
<tr>
<td>California Institute of Technology</td>
<td>Dr. A. Acosta</td>
<td>1</td>
</tr>
<tr>
<td>Pasadena, California 91109</td>
<td>Prof. M. S. Plesset</td>
<td>1</td>
</tr>
<tr>
<td>The Pennsylvania State University</td>
<td>Prof. G. F. Wislicenus</td>
<td>1</td>
</tr>
<tr>
<td>Ordnance Research Laboratory</td>
<td>Dr. J. W. Holl</td>
<td>1</td>
</tr>
<tr>
<td>P.O. Box 30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State College, Pennsylvania 16801</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydronautics, Incorporated</td>
<td>Dr. Philip Eisenberg</td>
<td></td>
</tr>
<tr>
<td>Pendell School Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Howard County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laurel, Maryland 20810</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DISTRIBUTION LIST (cont.)

Pesco Products
24700 N. Miles Road
Bedford, Ohio 44014

Attention: Mr. J. F. DiStefano

TRW Systems, Incorporated
Bldg. 01, Room 1070F
One Space Park
Redondo Beach, California 90278

Copies

1

1
HI I ,