COMPUTER PROGRAM
FOR DESIGN ANALYSIS
OF RADIAL-INFLOW TURBINES

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Technical Note

Input design requirements are power, mass flow rate, inlet temperature and pressure, and rotative speed. The design variables include stator-exit angle, rotor radius ratios, and rotor-exit tangential velocity distribution. Losses are determined by an internal loss model. The program output includes diameters, efficiencies, temperatures, pressures, velocities, and flow angles. Presented are the loss model, the analysis equations, a description of input and output, the FORTRAN program listing and variable list, and sample cases.

Radial-inflow turbine
Turbine design
COMPUTER PROGRAM FOR DESIGN ANALYSIS
OF RADIAL-INFLOW TURBINES

by Arthur J. Glassman

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SUMMARY

This report presents a computer program for the design analysis of radial-inflow turbines. Input design requirements are power, mass flow rate, inlet temperature and pressure, and rotative speed. The design variables include stator-exit angle, rotor-exit-tip to rotor-inlet radius ratio, rotor-exit-hub to tip radius ratio, and the magnitude and radial distribution of rotor-exit tangential velocity. The turbine losses, which are determined by an internal loss model, include those due to stator and rotor boundary layers, tip clearance, disk friction, and exit velocity. The program output includes diameters, total and static efficiencies, and all absolute and relative temperatures, pressures, velocities, and flow angles at stator inlet, stator exit, rotor inlet, and rotor exit. At the rotor exit, these values are presented at any number of radial positions up to a maximum of 17.

Presented in this report are the loss model, the analysis equations, an explanation of input and output, and the FORTRAN program listing and variable list. Sample cases are included to illustrate use of the program.

INTRODUCTION

The analysis of a power or propulsion system involves many repetitive calculations of component performance and geometry over a range of conditions. Such calculations are most easily and quickly done by a computer. One component of interest for small gas turbine systems is the radial-inflow turbine. Radial-inflow turbine geometries for achieving maximum static efficiency are presented as a function of specific speed in reference 1. However, there appeared to be no readily available computer program for performing the velocity-diagram analysis required for determining geometry and estimating performance.
A computer program for the design analysis of radial-inflow turbines was, therefore, developed. Input design requirements are power, mass flow rate, inlet temperature and pressure, and rotative speed. The design variables include stator-exit angle, rotor-exit-tip to rotor-inlet radius ratio, rotor-exit-hub to tip radius ratio, and the magnitude and radial distribution of rotor-exit tangential velocity. The turbine losses include those due to stator and rotor boundary layers, tip clearance, disk friction, and exit velocity. The program output includes diameters, total and static efficiencies, and all absolute and relative temperatures, pressures, velocities, and flow angles at stator inlet, stator exit, rotor inlet, and rotor exit. At the rotor exit, these values can be presented at any number of radial positions up to a maximum of 17.

This radial-inflow turbine design analysis computer program is described herein. Presented in this report are the loss model, the analysis method, an explanation of input and output, and the FORTRAN program listing and variable list. Sample cases are included to illustrate use of the program.

LOSS MODEL

An important part of any turbine design problem is the estimation of losses. The loss model used for this analysis is a modification and extension of the model used in reference 1. Accounted for by this model are the three-dimensional (profile plus end wall) viscous losses in the stator and the rotor, the disk-friction loss on the back side of the rotor, the loss due to the clearance between the rotor tip and the outer casing, and the exit velocity loss.

Viscous Loss

The stator and rotor viscous losses are each expressed in terms of a kinetic-energy loss coefficient, which is defined as the loss in kinetic energy as a fraction of the ideal kinetic energy of the blade row actual flow. In terms of boundary layer parameters (see ref. 2), the two-dimensional kinetic-energy loss coefficient is expressed as

$$
\frac{c_2D}{s \cos \Phi - \delta_{tot} - \tau} = \frac{c_{tot}}{s \cos \Phi - \delta_{tot} - \tau}
$$

where the flow angle $\Phi$ is equal to $\alpha_1$ for the stator and $\beta_2$ for the rotor. The symbols are defined in appendix A. The station designations are indicated on the
schematic cross section of a radial-inflow turbine shown in figure 1. An example velocity diagram indicating angle designations is shown in figure 2. Substituting

\[ \psi = E \theta \]  

(2)

and

\[ \delta = H \theta \]  

(3)

into equation (1), introducing the surface length \( l \), and dividing numerator and denominator by blade-row exit spacing \( s \) yield

\[ \bar{e}_{2D} = \frac{E \left( \frac{\theta_{\text{tot}}}{l} \right) \left( \frac{l}{s} \right)}{\cos \phi - \frac{t}{s} - H \left( \frac{\theta_{\text{tot}}}{l} \right) \left( \frac{l}{s} \right)} \]  

(4)

The momentum thickness per unit of surface length is assumed to be expressed as a function of Reynolds number as

\[ \frac{\theta_{\text{tot}}}{l} = C \left( \frac{\theta_{\text{tot}}}{l} \right)_{\text{ref}} \left( \frac{\text{Re}}{\text{Re}_{\text{ref}}} \right)^{-0.2} \]  

(5)

The factor \( C \) is introduced as a convenience for modifying the loss level if desired. It is further assumed that the ratio of three-dimensional loss to two-dimensional loss is equal to the ratio of three-dimensional (blade surface plus end wall) surface area to two-dimensional (blade wall) surface area (see ref. 2); that is,

\[ \bar{e}_{3D} = \bar{e}_{2D} \left( \frac{A_{3D}}{A_{2D}} \right) \]  

(6)

Combining equations (4), (5), and (6) yields
Equation (7) is used to determine the three-dimensional viscous losses in the stator and the rotor. Evaluation of the various terms in equation (7) is as follows.

**Flow angle.** - As mentioned previously,

\[ \phi_s = \alpha_1 \]  

and

\[ \phi_r = \beta_2 \]  

**Energy and form factors.** - The energy and form factors are obtained from equations (7-14) and (7-13), respectively, of reference 2 using a velocity profile exponent of 0.2. Sufficient numbers of terms are used for each series such that additional terms affect the series sum by less than 0.1 percent. The resultant equations are

\[
E = \frac{2 \left( \frac{1}{1.92} + \frac{Q}{3.2} + \frac{Q^2}{4.8} + \frac{Q^3}{6.72} \right)}{\frac{1}{1.68} + \frac{Q}{2.88} + \frac{Q^2}{4.4} + \frac{Q^3}{6.24}}
\]  

\[
H = \frac{\frac{1}{1.2} + \frac{3Q}{1.5} + \frac{5Q^2}{2.0} + \frac{7Q^3}{2.4} + \frac{9Q^4}{2.8}}{\frac{1}{1.68} + \frac{Q}{2.88} + \frac{Q^2}{4.4} + \frac{Q^3}{6.24}}
\]  

For the stator,
\[ Q_s = \frac{\gamma - 1}{\gamma + 1} \left( \frac{V}{V_{cr}} \right)^2 \]  
(12)

and for the rotor,
\[ Q_r = \frac{\gamma - 1}{\gamma + 1} \left( \frac{W}{W_{cr}} \right)^2 \]  
(13)

Reference loss coefficients. - The reference values of momentum thickness per unit length and Reynolds number were combined into reference loss coefficients, which were evaluated by matching the program results with the experimental values of stator loss coefficient \( e_{3D,s} = 0.064 \), which was obtained from unpublished data) and total efficiency \( \eta' = 0.88 \) for the turbine of reference 3. This is considered to be representative state-of-the-art performance for a carefully designed turbine. With the coefficients \( C_s \) and \( C_r \) equal to unity, the reference loss coefficients are
\[
\left( \frac{\theta_{tot}}{l \, Re^{-0.2}} \right)_{\text{ref}, s} = 0.03734
\]  
(14)

and
\[
\left( \frac{\theta_{tot}}{l \, Re^{-0.2}} \right)_{\text{ref}, r} = 0.11595
\]  
(15)

Reynolds number. - Blade-row chord is used as the characteristic length. For the stator,
\[ \text{Re}_s = \frac{\rho_1 V_1 c_s}{\mu} \]  
(16)

and for the rotor
\[ \text{Re}_r = \frac{\rho_2 W_2 c_r}{\mu} \]  
(17)
Expressing velocity in terms of its throughflow component, multiplying both numerator and denominator by annulus area, and applying the continuity equation yield

$$\text{Re}_s = \frac{w}{\pi \left( \frac{h}{c} \right)_s \mu D_1 \cos \alpha_1}$$

and

$$\text{Re}_r = \frac{w}{\pi \left( \frac{h}{c} \right)_r \mu D_2, m \cos \beta_2}$$

Length to spacing ratio. - For the stator, the surface length to exit spacing ratio is expressed as

$$\left( \frac{L}{s} \right)_s = \left( \frac{L}{c} \right) \left( \frac{c}{s} \right)_s$$

A stator solidity $(c/s)_s$ is input to the program and internally adjusted to correspond to an integral number of vanes. The stator surface length to chord ratio $(l/c)_s$ is unity for an uncambered vane and obtained from equation (B10) of appendix B for a cambered vane.

For the rotor, the surface length is obtained from equation (C2) of appendix C.

The mean spacing at the rotor exit is

$$s_{2,m} = \frac{2 \pi r_2, m}{n_r} = \frac{\pi (r_2, h + r_2, t)}{n_r}$$

Trailing-edge thickness to spacing ratio. - Trailing-edge thickness is specified as a fraction of blade height using existing turbines as a guide. For the stator, the trailing-edge thickness is 5 percent of the stator blade height; that is,

$$\left( \frac{t}{s} \right)_s = 0.05 \left( \frac{h}{s} \right)_s = 0.05 \left( \frac{h}{c} \right) \left( \frac{c}{s} \right)_s$$

The solidity $c/s$ is an input value, while the aspect ratio $h/c$ is either input or computed from the stator geometry model depending on the case.
For the rotor, the trailing-edge thickness is 4 percent of the rotor blade exit height; that is,

\[ t = 0.04(r_2 - r_2, h) \]  \hfill (23)

Dividing equation (23) by spacing as expressed by equation (21) yields

\[ \left( \frac{t}{s} \right)_r = \frac{0.04 n_r \left( 1 - \frac{r_2, h}{r_2, t} \right)}{\pi \left( 1 + \frac{r_2, h}{r_2, t} \right)} \] \hfill (24)

Three-dimensional- to two-dimensional-area ratio. - Stator vane surface area for one passage is

\[ A_{b, s} = 2l_s h_s = 2 \left( \frac{L}{c_s} \right) c_s h_s \] \hfill (25)

Stator end-wall surface area for one passage is

\[ A_{w, s} = \frac{2}{n_s} \pi \left( r_0^2 - r_1^2 \right) \] \hfill (26)

Expressing number of stator vanes as

\[ n_s = \frac{2\pi r_1}{s_s} \] \hfill (27)

and substituting equation (27) into equation (26) yield

\[ A_{w, s} = \frac{s_s}{r_1} \left( r_0^2 - r_1^2 \right) \] \hfill (28)

Since
\[
\frac{A_{3D}}{A_{2D}} = \frac{A_b + A_w}{A_b}
\] (29)

substitution of equations (25) and (28) into equation (29) yields

\[
\left(\frac{A_{3D}}{A_{2D}}\right) = 1 + \frac{r_0^2 - r_1^2}{2r_1 \left(\frac{L}{c} \frac{C}{s} \frac{c}{s} h_s\right)}
\] (30)

For the rotor,

\[
\left(\frac{A_{3D}}{A_{2D}}\right) = 1 + \frac{A_w, t, r + A_w, h, r}{A_b, r}
\] (31)

where \(A_b, r, A_w, t, r'\) and \(A_w, h, r\) are obtained from equations (C5), (C13), and (C17), respectively, of appendix C.

Disk-Friction Loss

The disk-friction loss is calculated using equations (8-7), (8-10), and (8-15) of reference 4 with the coefficient \(C_{IV} = 0.085\). For one side of a disk, the friction loss is,

\[
L_{df} = \frac{0.02125 \rho_{1a} U_{1a}^3 r_{1a}^2}{\sqrt{gJ \left(\frac{\rho U_r}{\mu}\right)^0.2 w}}
\] (32)

Tip Clearance Loss

In accordance with the tip clearance discussion in reference 5, it is assumed that the fractional loss due to clearance is equal to the ratio of clearance to passage height at the rotor exit. Clearance is input to the program as a fraction of diameter. The loss due to clearance is, therefore, computed from
Exit Velocity Loss

The kinetic-energy loss associated with the turbine exit velocity is

\[ L_{ex} = \frac{V_{ex}^2}{2gJ} \]  \hspace{1cm} (34)

ANALYSIS METHOD

The flow analysis is one dimensional at the stator inlet, stator exit, and rotor inlet, each of these calculation stations being at a constant radius. At the rotor exit, where there is a variation in flow-field radius, an axisymmetric two-dimensional analysis is made using constant height sectors. Simple radial equilibrium is used to establish the static pressure gradient at the rotor exit.

The fluid energy corresponding to the shaft power requirement is

\[ \Delta h'_{shft} = \frac{C_{PP}}{Jw} \]  \hspace{1cm} (35)

Disk friction and clearance losses, which are expressed by equations (32) and (33), respectively, are added to the shaft work to yield the average total fluid energy extraction; that is,

\[ \Delta h'_{VD, av} = \Delta h'_{shft} + L_{df} + L_c \]  \hspace{1cm} (36a)

which can also be expressed as

\[
\frac{L_c}{\Delta h'_{VD, av}} = \frac{h_c}{r_2, t - r_2, h} = \left( \frac{h_c}{D_{t/2}} \right) \frac{2r_2, t}{r_2, t - r_2, h} = \left( \frac{h_c}{D_{t/2}} \right) \left( \frac{2}{1 - \frac{r_2, h}{r_2, t}} \right)
\]  \hspace{1cm} (33)

where \( h_c/D_{t/2} \) is the input parameter.
The numerical values needed for evaluating $L_{df}$ are not immediately known, and an iteration is used starting with $L_{df} = 0$.

The turbine energy transfer equation is

$$\Delta h_{VD, av} = \frac{\Delta h_{shift} + L_{df}}{1 - \frac{L_c}{\Delta h_{VD, av}}}$$  \hspace{1cm} (36b)

The average change in tangential momentum is

$$\Delta(\mathbf{rV_u})_{av} = \mathbf{r_{la}V_u, la} - \frac{1}{w} \sum_{i=1}^{k} w_i \mathbf{r_{2,i}V_u, 2,i}$$ \hspace{1cm} (39)

As discussed in reference 5, the rotor inlet gas tangential velocity and blade speed can be related as

$$\frac{V_{u, 1a}}{U_{1a}} = 1 - \frac{2}{n_r}$$ \hspace{1cm} (41)
Substituting equations (40) and (41) into equation (39) and solving for blade speed yield

\[
U_{1a} = \left[ \frac{g J \Delta h'_{VD, av}}{1 - \frac{2}{n_r}} \right]^{1/2} \left( \frac{r V_u}{r V_u}_{1a} \right)
\]

(42)

The \( r V_u \) ratio is specified as input, and \( n_r \) is determined from equation (C19) of appendix C. With \( U_{1a} \) known, equation (41) is used to determine \( V_u,1a \). Rotor inlet diameter is

\[
D_{1a} = C_N \frac{U_{1a}}{\pi N}
\]

(43)

**Stator Exit**

The conditions at the stator exit, station 1, are computed from the following equations. The radius ratio \( r_1/r_{1a} \) and the stator exit angle \( \alpha_1 \) are known input values. Stator loss coefficient \( e_s \) can be either input or computed from the previously presented loss model. If the loss model is used, the stator-exit calculation is iterative between equations (50) to (54).

\[
D_1 = \left( \frac{r_1}{r_{1a}} \right) D_{1a}
\]

(44)

\[
V_{u,1} = \left( \frac{r_{1a}}{r_1} \right) V_{u,1a}
\]

(45)

\[
V_1 = \frac{V_{u,1}}{\sin \alpha_1}
\]

(46)

\[
V_{rad,1} = \frac{V_{u,1}}{\tan \alpha_1}
\]

(47)
\[ T'_1 = T'_0 \] (48)

\[ T_1 = T'_1 - \frac{V_{1}^2}{2gJc_p} \] (49)

\[ V_{1, id}^2 = \frac{V_{1}^2}{1 - c_s} \] (50)

\[ p_1 = \left(1 - \frac{V_{1, id}^2}{2gJc_p T'_0}\right)^{\gamma/(\gamma-1)} p'_0 \] (51)

\[ p'_1 = p_1 \left(\frac{T'_1}{T_1}\right)^{\gamma/(\gamma-1)} \] (52)

\[ \rho_1 = \frac{p_1}{RT_1} \] (53)

\[ h_s = \frac{w}{\rho_1 V_{rad, 1} \pi D_1} \] (54)

\[ V_{cr, 1} = \sqrt{\frac{2\gamma}{\gamma + 1} gRT'_1} \] (55)

Stator Inlet

Stator-inlet diameter \( D_0 \) and flow angle \( \alpha_0 \) are either input or calculated from the stator geometry model, appendix B. Stator height \( h_s \) is assumed constant, and the following four equations are solved simultaneously for the stator-inlet, station 0, conditions \( V_0, T_0, p_0, \) and \( \rho_0 \):

\[ V_0 = \frac{w}{\pi D_0 h_s \rho_0 \cos \alpha_0} \] (56)
$T_0 = T'_0 - \frac{V^2_0}{2gJc_p}$

(57)

$p_0 = p'_0 \left( \frac{T'_0}{T_0} \right)^{\gamma/(\gamma-1)}$

(58)

$\rho_0 = \frac{p_0}{RT_0}$

(59)

Rotor Inlet

Assuming no change in total temperature or total pressure between stator exit and rotor inlet (i.e., $T'_{1a} = T'_1$ and $p'_{1a} = p'_1$), we can solve the following set of six equations for the variables indicated on the left sides:

$V_{1a} = \frac{V_{u,1a}}{\sin \alpha_{1a}}$

(60)

$T_{1a} = T'_1 - \frac{V^2_{1a}}{2gJc_p}$

(61)

$p_{1a} = p'_1 \left( \frac{T'_1}{T_{1a}} \right)^{\gamma/(\gamma-1)}$

(62)

$\rho_{1a} = \frac{p_{1a}}{RT_{1a}}$

(63)

$V_{\text{rad}, 1a} = V_{\text{rad}, 1} \frac{\rho^{D_1}_{1a}}{\rho_{1a}D_{1a}}$

(64)
\[ \alpha_{1a} = \tan^{-1} \frac{V_{u,1a}}{V_{rad,1a}} \]  

(65)

At this point there is sufficient information for evaluation of disk friction loss from equation (32), and the calculation cycles back to equation (36b) until a convergence is obtained.

The rotor-inlet conditions relative to the rotor are

\[ W_{u,1a} = V_{u,1a} - U_{1a} \]  

(66)

\[ \beta_{1a} = \tan^{-1} \frac{W_{u,1a}}{V_{rad,1a}} \]  

(67)

\[ W_{1a} = \frac{V_{rad,1a}}{\cos \beta_{1a}} \]  

(68)

\[ T''_{1a} = T_{1a} + \frac{W_{1a}^2}{2gJc_p} \]  

(69)

\[ p''_{1a} = p_{1a} \left( \frac{T''_{1a}}{T_{1a}} \right)^{\gamma/(\gamma-1)} \]  

(70)

\[ W_{cr,1a} = V_{cr,1} \sqrt{\frac{T''_{1a}}{T_{1a}}} \]  

(71)

Rotor Exit

At the rotor exit, station 2, the annulus is divided into equal-height sectors, with the sectors being related by simple radial equilibrium. The solution at the rotor exit has to satisfy two input requirements, average specific work and flow. This is done by means of two iteration loops. The outer-loop iteration is started by setting a value for the mean-sector tangential velocity \( V_{u,2,m} \). The inner loop is then cycled by varying
the mean-sector axial velocity $V_{x,2,m}$ until continuity is satisfied. The average specific work is then checked. If necessary, $V_{u,2,m}$ is adjusted and the iteration process repeated until both loops are simultaneously satisfied.

The rotor-exit hub and tip diameters are known from the calculated rotor-inlet diameter and input diameter ratios. For the $k$ sectors, therefore, the sector mean diameters $D_{2,i}$ are known. Without knowledge of the rotor-exit solution, we can then calculate for all $i$

$$U_{2,i} = \frac{\pi D_{2,i} N}{C_N}$$

$$T_{2,i}'' = T_{1a}'' + \frac{U_{2,i}^2 - U_{1a}^2}{2gJc \rho}$$

$$W_{cr,2,i} = W_{cr,1a} \sqrt{\frac{T_{2,i}''}{T_{1a}''}}$$

$$p_{2, id,i}'' = p_{1a}'' \left( \frac{T_{2,i}''}{T_{1a}''} \right)^{\gamma/(\gamma-1)}$$

The rotor loss coefficient $\bar{e}_r$ can be either input or computed from the previously presented loss model using mean-sector conditions. With the rotor-exit mean-sector tangential and axial absolute-velocity component values set by the iteration loops previously discussed, the rotor-exit calculation proceeds as follows, starting with the mean sector:

$$W_{u,2,m} = V_{u,2,m} - U_{2,m}$$

$$\beta_{2,m} = \tan^{-1} \frac{W_{u,2,m}}{V_{x,2,m}}$$

$$W_{2,m} = \frac{V_{x,2,m}}{\cos \beta_{2,m}}$$
For the other sectors, the rotor loss coefficient is assumed constant and equal to the mean-sector value. The angular momentum distribution \( \frac{(r V_u)_{2,i}}{(r V_u)_{2,m}} \) is specified as input. The calculation then proceeds from the mean sector into the hub and from the mean sector out to the tip; thus,

\[
V_{u,2,j} = V_{u,2,m} \left( \frac{(r V_u)_{2,i}}{(r V_u)_{2,m}} \right) \frac{D_{2,m}}{D_{2,j}},
\]

In the following, the subscript \( j \) refers to all values of \( i \) except \( i = m \):

\[
W_{u,2,j} = V_{u,2,j} - U_{2,j}
\]

\[
p_{2,j} = p_{2,j+1} + \rho_{2,j+1} \left( \frac{V^2_{u,2,j}}{D_{2,j}} + \frac{V^2_{u,2,j+1}}{D_{2,j+1}} \right) (D_{2,j} - D_{2,j+1})
\]

\[
W^2_{2, id,j} = 2 g J_c T'' \left[ 1 - \left( \frac{p_{2,j}}{p_{2, id,j}} \right)^{(\gamma-1)/\gamma} \right]
\]
After equations (83) to (91) are evaluated for all values of \( j \), the mass flow rate at the rotor exit is calculated as

\[
w_{2, j} = \sqrt{\frac{W_{2, id, j}^2}{(1 - e_R)}} (87)
\]

\[
\beta_{2, j} = \sin^{-1} \frac{W_{u, 2, j}}{W_{2, j}} (88)
\]

\[
V_{x, 2, j} = W_{2, j} \cos \beta_{2, j} (89)
\]

\[
T_{2, j} = T_{2, j}^t - \frac{W_{2, j}^2}{2gJc_p} (90)
\]

\[
\rho_{2, j} = \frac{p_{2, j}}{RT_{2, j}} (91)
\]

After equations (83) to (91) are evaluated for all values of \( j \), the mass flow rate at the rotor exit is calculated as

\[
w_{\text{calc}} = \pi \frac{D_{2, t} - D_{2, h}}{2k} \sum_{i=1}^{k} \rho_{2, i} V_{x, 2, i} D_{2, i} (92)
\]

If \( w_{\text{calc}} \neq w \), the value of \( V_{x, 2, m} \) is adjusted, and the calculation is cycled back to equation (77). When \( w_{\text{calc}} = w \), the energy transfer determined from equation (37) is compared with the work requirement from equation (36b) and, if necessary, the value of \( V_{u, 2, m} \) is adjusted and the calculation cycled back to equation (76). When the flow and work requirements are simultaneously satisfied, the rotor-exit solution is established. The following parameters are then calculated:

\[
\Delta h_{VD, i} = \frac{1}{g_j} (U_{1a} V_{u, 1a} - U_{2, i} V_{u, 2, i}) (93)
\]

\[
T_{2, i} = T_0 - \frac{\Delta h_{VD, i}}{c_p} (94)
\]
\[ V_{cr,2,i} = V_{cr,1a} \sqrt{\frac{T'_{2,i}}{T'_{1a}}} \]  

(95)

\[ \alpha_{2,i} = \tan^{-1} \frac{V_{u,2,i}}{V_{x,2,i}} \]  

(96)

\[ p_{2,i} = p_{2,i} \left( \frac{T'_{2,i}}{T_{2,i}} \right)^{\gamma/(\gamma-1)} \]  

(97)

\[ V_{2,i} = \frac{V_{x,2,i}}{\cos \alpha_{2,i}} \]  

(99)

**Performance**

There are five types of losses considered in this analysis. The disk-friction and clearance losses are obtained from equations (32) and (33), respectively. The stator, rotor, and leaving losses are

\[ L_s = \frac{V_{1, id}^2 - V_{1}^2}{2gJ} \]  

(100)

\[ L_{r, av} = \sum_{i=1}^{k} \frac{w_i}{w} \frac{w_{2, id, i}^2 - w_{2, i}^2}{2gJ} \]  

(101)

\[ L_{ex, av} = \sum_{i=1}^{k} \frac{w_i}{w} \frac{V_{2, i}^2}{2gJ} \]  

(102)

The sector ideal specific works are
The sector efficiencies based on velocity diagram work are

\[ \Delta h_{id, i} = c_p T_0 \left[ 1 - \left( \frac{p_{2, i}}{p_{0, i}} \right)^{\gamma-1}/\gamma \right] \]  \hspace{1cm} (103)

\[ \Delta h_{id, i} = c_p T_0 \left[ 1 - \left( \frac{p_{2, i}}{p_{0, i}} \right)^{\gamma-1}/\gamma \right] \]  \hspace{1cm} (104)

The sector efficiencies based on velocity diagram work are

\[ \eta_{VD, i}^t = \frac{\Delta h_{VD, i}^t}{\Delta h_{id, i}} \]  \hspace{1cm} (105)

\[ \eta_{VD, i}^t = \frac{\Delta h_{VD, i}^t}{\Delta h_{id, i}} \]  \hspace{1cm} (106)

The overall velocity diagram efficiencies are

\[ \eta_{VD, av}^t = \frac{\Delta h_{VD, av}^t}{\Delta h_{id, i}} \]  \hspace{1cm} (107)

\[ \eta_{VD, av} = \frac{\Delta h_{VD, av}^t}{\Delta h_{id, i}} \]  \hspace{1cm} (108)

while the net overall efficiencies are

\[ \eta_{shft}^t = \eta_{VD, av}^t \frac{\Delta h_{shft}^t}{\Delta h_{VD, av}^t} \]  \hspace{1cm} (109)
A design parameter that is computed by the program is specific speed

\[
\eta_{\text{shift}} = \eta_{VD, \text{av}} \frac{\Delta h'_{\text{shift}}}{\Delta h'_{VD, \text{av}}}
\]

(110)

\[
N_{\text{sp}} = \frac{N(w/\rho_2)^{1/2}}{(J \Delta h'_{id, \text{av}})^{3/4}}
\]

(111)

DESCRIPTION OF INPUT AND OUTPUT

This section presents a detailed description of the program input, normal output, and error messages. The input and corresponding printed output for an example problem are included for illustrative purposes.

Input

The program input consists of a title card and a data set in NAMELIST form for each case. The title, which is printed as a heading on the output listing, can be located anywhere in columns 1 to 78 on the title card. A title card, even if it is left blank, must be the first card for each case.

The data are input in data records having the NAMELIST name INPUT. The variables that comprise INPUT along with descriptions, units, and special remarks are presented in the list to follow. Either SI units or U.S. customary units may be used with this program. Values for some of the variables in the input list are internally preset by the program before reading the input. Thus, if a preset value (see input list for values) is appropriate, that particular variable does not have to be specified in the input.

<table>
<thead>
<tr>
<th>IU</th>
<th>units indicator (preset value = 2):</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SI units</td>
</tr>
<tr>
<td>2</td>
<td>U.S. customary units</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NSTAR</th>
<th>stator geometry indicator:</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>cambered vane with specified diameter ratio</td>
</tr>
<tr>
<td>1</td>
<td>cambered vane with specified aspect ratio</td>
</tr>
<tr>
<td>2</td>
<td>uncambered vane</td>
</tr>
</tbody>
</table>
ALPHA0  stator-inlet flow angle from radial direction, deg (input only for NSTAR = 0 or 1)

ALPHA1  stator-exit flow angle from radial direction, deg

CDT2   ratio of clearance gap to blade tip diameter at rotor exit (preset value = 0.)

CR     rotor loss-coefficient multiplier (preset value = 1.)

CS     stator loss-coefficient multiplier (preset value = 1.)

EBARR  rotor loss coefficient (input only if it is desired that internal loss model not be used for computing $\bar{e}_r$)

EBARS  stator loss coefficient (input only if it is desired that internal loss model not be used for computing $\bar{e}_s$)

GAM    specific heat ratio

K      number of radial sectors at rotor exit

MU     gas viscosity, (N)(sec)/m²; lb/(sec)(ft)

N      rotative speed, rad/sec; rev/min

POW    shaft power, kW; hp

PTIN   inlet total pressure, N/cm²; lb/in.²

R      gas constant, J/(kg)(K); (ft)(lbf)/(lbm)(°R)

RH2RT2  rotor-exit-hub - to tip-radius ratio

RT2R1A  rotor-exit-tip - to rotor-inlet-radius ratio

RV1AAV ratio of rotor-inlet angular momentum to average change in angular momentum (preset value = 1.)

RV2I2M(I), ratio of $i^{th}$ sector to mean-sector rotor-exit angular momentum (preset value = 1. for all I)

I = 1, K

R0R1A  stator-inlet- to rotor-inlet radius ratio (input only for NSTAR = 0)

R1R1A  stator-exit- to rotor-inlet radius ratio

SIGSIN  stator solidity based on exit spacing (preset value = 1.35)

STAR  stator aspect ratio (input only for NSTAR = 1 or 2)

TTIN  inlet total temperature, K; °R

W     mass flow rate, kg/sec; lb/sec
The program inputs for two sample cases are shown in table I. Both cases are for the same design requirements. The first case is with SI units and the second case is with U.S. customary units. The first card for each case is the previously described title card. After the title card is the NAMELIST data set containing all the variable values. For the second case, only those variables changing in value from the first case need be input. The output corresponding to this sample input is presented and described in the following section.

Output

The program output consists of title headings, the input variable values, and the computed results. This section presents normal output. Error message output is described in the next section.

Tables II and III present the output that corresponds to the sample input shown in table I. Table II is for the case with SI units. The top line of output is a program identification title that is automatically printed with the first case of each data package. The second line is the title card message. The next three lines indicate the units, SI in this case, used for the different variables.

The heading *INPUT* is followed by eight lines showing the input values used for this case. Identification of all the items on the output listing is self-explanatory. The zero value shown for stator aspect ratio indicates that this was not an input for this case. Values of 1.0000 are shown for the stator and rotor loss coefficients to indicate that the actual values are computed using the internal loss model.

The heading *OUTPUT* is followed by the computed results. Absolute temperatures, pressures, flow angles, velocities, and velocity ratios, along with diameter, are shown for each calculation station. At the rotor exit, these values are shown for the mean diameter of each sector as well as for the hub and the tip. Additional output for the rotor-exit sectors include flow rate, specific work, and total and static efficiencies. Also shown are the computed loss coefficients for the stator and rotor, the stator height, number of stator vanes, and number of rotor blades.

Under the heading *OVERALL PERFORMANCE* are the turbine total-to-total and total-to-static pressure ratios, diagram specific work, and both diagram and net total and static efficiencies. Also shown are the individual loss components as fractions of the turbine ideal work and the specific speed.

Table III is similar to table II except that U.S. customary units are used, as indicated by the title message as well as by the specified units themselves. Note that the values for all the dimensionless variables are the same in table III as in table II.
Error Messages

The program contains seven output messages indicating the nonexistence of a solution satisfying the specified input requirements. These messages are presented in this section, and their causes are discussed. In general, when one of these messages appear, the program input should be checked for errors.

1) NO SOLUTION FOUND AFTER 100 ITERATIONS FOR CONTINUITY AT ROTOR EXIT - This message is caused by the program making 100 iterations through subroutine CONTIN without a solution being found. There is no obvious reason for this situation except possibly for input error in the specification of rotor-exit angular momentum.

2) ROTOR EXIT CHOKES AT MAXIMUM MASS FLOW RATE = XXXX. XXXX - This message is caused by the choking mass flow rate for the rotor exit being less than the design flow rate specified as program input. If the input design requirements are correct, then possible corrective action includes reducing exit angular momentum, increasing rotor-exit-tip- to rotor-inlet-radius ratio, and decreasing rotor-exit-hub- to tip-radius ratio.

3) REQUIRED SPECIFIC WORK GREATER THAN ENERGY AVAILABLE IN GAS - See item (4).

4) SPECIFIC WORK REQUIRED IN SECTOR XX GREATER THAN ENERGY AVAILABLE IN GAS - These last two messages are caused by the turbine-exit total temperature, average value or any sector value, being less than zero. Possible corrective action includes increasing turbine inlet temperature, decreasing turbine power, or increasing mass flow rate.

5) REQUIRED STATOR IDEAL KINETIC ENERGY GREATER THAN ENERGY AVAILABLE IN GAS - See item (6).

6) ROTOR IDEAL RELATIVE KINETIC ENERGY REQUIRED IN SECTOR XX GREATER THAN ENERGY AVAILABLE IN GAS - These last two messages are caused by the computed ideal energy required by the stator or the rotor being greater than that available from an infinite expansion of the gas. The probable reason for this condition is an error in the computed or input loss coefficient.

7) THE PROGRAM CAN NOT FIND A SOLUTION SIMULTANEOUSLY SATISFYING CONTINUITY, RADIAL EQ., AND THE LOSS MODEL AT THE ROTOR EXIT - This message is caused by rotor-exit relative velocity, as determined by radial equilibrium and radial distribution of loss, being less than its tangential component, as determined primarily by blade speed. Corrective action includes decreasing rotor-exit tip radius and increasing rotor-exit-hub to tip radius ratio.
PROGRAM DESCRIPTION

This computer program consists of main program RIFTUD (Radial Inflow Turbine Design), blade loss coefficient subprograms EFFIC, SIMPS1, SHUB, and SHUB2, and rotor-exit continuity subprograms CONTIN and PABC. The entire program is written in FORTRAN IV language and has been run on both an IBM 7094 and a UNIVAC 1110. Running time on the UNIVAC 1110 is about 1 second per design case for a five-sector design. In this section, the functions of the main and subprograms are described, the program variables are defined, and the program listing is presented.

Main Program RIFTUD

Main program RIFTUD performs all input and output operations as well as all of the flow analysis as presented in the section ANALYSIS METHOD.

Program variables. - The variables used in RIFTUD are defined in terms of the following symbols, which are defined in appendix A:

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHAA</td>
<td>( \alpha_{la} ) (degrees)</td>
<td></td>
</tr>
<tr>
<td>ALPHA0</td>
<td>( \alpha_0 ) (degrees)</td>
<td></td>
</tr>
<tr>
<td>ALPHA1</td>
<td>( \alpha_1 ) (degrees)</td>
<td></td>
</tr>
<tr>
<td>ALPHA2(I)</td>
<td>( \alpha_{2,i} ) (degrees)</td>
<td></td>
</tr>
<tr>
<td>ALPH0</td>
<td>( \alpha_0 ) (radians)</td>
<td></td>
</tr>
<tr>
<td>ALPH1</td>
<td>( \alpha_1 ) (radians)</td>
<td></td>
</tr>
<tr>
<td>ALPH1A</td>
<td>( \alpha_{la} ) (radians)</td>
<td></td>
</tr>
<tr>
<td>ALPH2(I)</td>
<td>( \alpha_{2,i} ) (radians)</td>
<td></td>
</tr>
<tr>
<td>ALP0</td>
<td>( \alpha_0 ) (degrees)</td>
<td></td>
</tr>
<tr>
<td>ALP1A</td>
<td>previous value of ( \alpha_{la} )</td>
<td></td>
</tr>
<tr>
<td>ALSTG</td>
<td>( \varphi )</td>
<td></td>
</tr>
<tr>
<td>ALUNC</td>
<td>( \Theta_{cam} )</td>
<td></td>
</tr>
<tr>
<td>BET1A</td>
<td>( \beta_{1a} ) (radians)</td>
<td></td>
</tr>
<tr>
<td>BET2(I)</td>
<td>( \beta_{2,i} ) (radians)</td>
<td></td>
</tr>
<tr>
<td>BET2M</td>
<td>( \beta_{2,m} ) (radians)</td>
<td></td>
</tr>
<tr>
<td>CDT2</td>
<td>( \left( \frac{h}{D_t} \right)_2 )</td>
<td></td>
</tr>
<tr>
<td>CHRD</td>
<td>( c )</td>
<td></td>
</tr>
<tr>
<td>CN</td>
<td>( C_N/\pi )</td>
<td></td>
</tr>
<tr>
<td>CP</td>
<td>( c_p )</td>
<td></td>
</tr>
<tr>
<td>CPOW</td>
<td>( C_P )</td>
<td></td>
</tr>
<tr>
<td>CR</td>
<td>( C_r )</td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>( C_s )</td>
<td></td>
</tr>
<tr>
<td>DELVX</td>
<td>increment in ( \left( \frac{V_x}{V_{cr}} \right)_2, m )</td>
<td></td>
</tr>
<tr>
<td>Symbol</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>DHIDS(l)</td>
<td>$\Delta h_{id,i}$</td>
<td></td>
</tr>
<tr>
<td>DHIDSA</td>
<td>$\Delta h_{id,av}$</td>
<td></td>
</tr>
<tr>
<td>DHIDT(l)</td>
<td>$\Delta h'_{id,i}$</td>
<td></td>
</tr>
<tr>
<td>DHIDTA</td>
<td>$\Delta h'_{id,av}$</td>
<td></td>
</tr>
<tr>
<td>DHSHT</td>
<td>$\Delta h'_{shft}$</td>
<td></td>
</tr>
<tr>
<td>DHVD(l)</td>
<td>$\Delta h'_{VD,i}$</td>
<td></td>
</tr>
<tr>
<td>DHVDAV</td>
<td>$\Delta h'_{VD,av}$</td>
<td></td>
</tr>
<tr>
<td>DOR</td>
<td>$180/\pi$</td>
<td></td>
</tr>
<tr>
<td>DVUAVC</td>
<td>$(DV_u)_{2,av,\text{calc}}$</td>
<td></td>
</tr>
<tr>
<td>DVUTOT</td>
<td>$w(DV_u)_{2,av,\text{calc}}$</td>
<td></td>
</tr>
<tr>
<td>DVU2AV</td>
<td>$(DV_u)_{2,av,\text{required}}$</td>
<td></td>
</tr>
<tr>
<td>D0</td>
<td>$D_0$</td>
<td></td>
</tr>
<tr>
<td>D1</td>
<td>$D_1$</td>
<td></td>
</tr>
<tr>
<td>D1A</td>
<td>$D_{1a}$</td>
<td></td>
</tr>
<tr>
<td>D2(l)</td>
<td>$D_{2,i}$</td>
<td></td>
</tr>
<tr>
<td>D2M</td>
<td>$D_{2,m}$</td>
<td></td>
</tr>
<tr>
<td>EBARR</td>
<td>$\bar{e}_r$ input value</td>
<td></td>
</tr>
<tr>
<td>EBARS</td>
<td>$\bar{e}_s$ input value</td>
<td></td>
</tr>
<tr>
<td>EL</td>
<td>$h_{r,2/k}$</td>
<td></td>
</tr>
<tr>
<td>EN</td>
<td>$n_r$</td>
<td></td>
</tr>
<tr>
<td>ENS</td>
<td>$n_s$</td>
<td></td>
</tr>
<tr>
<td>ENST</td>
<td>truncated integer value of $n_s$ before roundoff</td>
<td></td>
</tr>
<tr>
<td>ENT</td>
<td>truncated integer value of $n_r$ before roundoff</td>
<td></td>
</tr>
<tr>
<td>ER</td>
<td>$\bar{e}_r$</td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>$\bar{e}_s$</td>
<td></td>
</tr>
<tr>
<td>ES1</td>
<td>previous value of $\bar{e}_s$</td>
<td></td>
</tr>
<tr>
<td>ETAS</td>
<td>$\eta_{shft}$</td>
<td></td>
</tr>
<tr>
<td>ETASV</td>
<td>$\eta_{VD,av}$</td>
<td></td>
</tr>
<tr>
<td>ETASVD(l)</td>
<td>$\eta_{VD,i}$</td>
<td></td>
</tr>
<tr>
<td>ETAT</td>
<td>$\eta'_{shft}$</td>
<td></td>
</tr>
<tr>
<td>ETATV</td>
<td>$\eta'_{VD,av}$</td>
<td></td>
</tr>
<tr>
<td>ETATVD(l)</td>
<td>$\eta'_{VD,i}$</td>
<td></td>
</tr>
<tr>
<td>EX</td>
<td>$\gamma/(\gamma - 1)$</td>
<td></td>
</tr>
<tr>
<td>F2(l)</td>
<td>$w_{2,i}$</td>
<td></td>
</tr>
<tr>
<td>G</td>
<td>$g$</td>
<td></td>
</tr>
<tr>
<td>GAM</td>
<td>$\gamma$</td>
<td></td>
</tr>
<tr>
<td>HR</td>
<td>$h_r$</td>
<td></td>
</tr>
<tr>
<td>HS</td>
<td>$h_s$</td>
<td></td>
</tr>
<tr>
<td>I</td>
<td>dummy index, usually referring to sector number</td>
<td></td>
</tr>
<tr>
<td>ID</td>
<td>sector number increment</td>
<td></td>
</tr>
<tr>
<td>II</td>
<td>sector number index for previous sector</td>
<td></td>
</tr>
<tr>
<td>IND</td>
<td>solution indicator for rotor-exit continuity calculation</td>
<td></td>
</tr>
<tr>
<td>IST</td>
<td>iteration counter for stator calculation</td>
<td></td>
</tr>
<tr>
<td>Symbol</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>ISTT</td>
<td>Iteration counter for stator calculation</td>
<td></td>
</tr>
<tr>
<td>ITER</td>
<td>Iteration counter for rotor-exit calculation</td>
<td></td>
</tr>
<tr>
<td>IU</td>
<td>Units indicator - see section Input</td>
<td></td>
</tr>
<tr>
<td>J</td>
<td>J</td>
<td></td>
</tr>
<tr>
<td>K</td>
<td>Number of sectors</td>
<td></td>
</tr>
<tr>
<td>KK</td>
<td>K + 2</td>
<td></td>
</tr>
<tr>
<td>KP1</td>
<td>K + 1</td>
<td></td>
</tr>
<tr>
<td>K1</td>
<td>Indicator for print control</td>
<td></td>
</tr>
<tr>
<td>LC</td>
<td>Lc</td>
<td></td>
</tr>
<tr>
<td>LCDH</td>
<td>(L_c/\Delta h_{VD}^{t}, av)</td>
<td></td>
</tr>
<tr>
<td>LCDHIS</td>
<td>(L_c/\Delta h_{id}^{t}, av)</td>
<td></td>
</tr>
<tr>
<td>LLDHIS</td>
<td>(L_{ex, av}/\Delta h_{id}^{t}, av)</td>
<td></td>
</tr>
<tr>
<td>LRDHIS</td>
<td>(L_r, av/\Delta h_{id}^{t}, av)</td>
<td></td>
</tr>
<tr>
<td>LSDHIS</td>
<td>(L_s/\Delta h_{id}^{t}, av)</td>
<td></td>
</tr>
<tr>
<td>LW</td>
<td>(L_{df})</td>
<td></td>
</tr>
<tr>
<td>LWDHIS</td>
<td>(L_{df}/\Delta h_{id}^{t}, av)</td>
<td></td>
</tr>
<tr>
<td>LWX</td>
<td>Previous value of (L_{df})</td>
<td></td>
</tr>
<tr>
<td>M</td>
<td>Mean sector index</td>
<td></td>
</tr>
<tr>
<td>MU</td>
<td>(\mu)</td>
<td></td>
</tr>
<tr>
<td>N</td>
<td>(N)</td>
<td></td>
</tr>
<tr>
<td>NSTAR</td>
<td>Stator geometry indicator - see section Input</td>
<td></td>
</tr>
<tr>
<td>PI</td>
<td>(\pi)</td>
<td></td>
</tr>
<tr>
<td>POW</td>
<td>(P)</td>
<td></td>
</tr>
<tr>
<td>PS0</td>
<td>(p_0)</td>
<td></td>
</tr>
<tr>
<td>PS1</td>
<td>(p_1)</td>
<td></td>
</tr>
<tr>
<td>PS1A</td>
<td>(p_{1a})</td>
<td></td>
</tr>
<tr>
<td>PS2(I)</td>
<td>(p_{2, i})</td>
<td></td>
</tr>
<tr>
<td>PTIN</td>
<td>(p_0)</td>
<td></td>
</tr>
<tr>
<td>PTR1A</td>
<td>(p_{1a}')</td>
<td></td>
</tr>
<tr>
<td>PTR2(I)</td>
<td>(p_{2, i}')</td>
<td></td>
</tr>
<tr>
<td>PTR2IX(I)</td>
<td>(p_{2, id, i}')</td>
<td></td>
</tr>
<tr>
<td>PT0</td>
<td>(p_0'')</td>
<td></td>
</tr>
<tr>
<td>PT1</td>
<td>(p_1'')</td>
<td></td>
</tr>
<tr>
<td>PT1A</td>
<td>(p_{1a}'')</td>
<td></td>
</tr>
<tr>
<td>PT2(I)</td>
<td>(p_{2, i}'')</td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>((w/\rho)_2, av)</td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>(R)</td>
<td></td>
</tr>
<tr>
<td>RHOT0</td>
<td>(\rho_0)</td>
<td></td>
</tr>
<tr>
<td>RHOX</td>
<td>Previous value of (\rho_0)</td>
<td></td>
</tr>
<tr>
<td>RHO0</td>
<td>(\rho_0)</td>
<td></td>
</tr>
<tr>
<td>RHO1</td>
<td>(\rho_1)</td>
<td></td>
</tr>
<tr>
<td>RHO1A</td>
<td>(\rho_{1a})</td>
<td></td>
</tr>
<tr>
<td>RHO2(I)</td>
<td>(\rho_{2, i})</td>
<td></td>
</tr>
<tr>
<td>RH2RT2</td>
<td>(\left(\frac{r_h}{r_l}\right)_2)</td>
<td></td>
</tr>
<tr>
<td>RLOSS</td>
<td>(L_{r, av})</td>
<td></td>
</tr>
<tr>
<td>RSTG</td>
<td>(r_{cm})</td>
<td></td>
</tr>
<tr>
<td>RT2R1A</td>
<td>(r_{2, t}/r_{1a})</td>
<td></td>
</tr>
</tbody>
</table>
RV1AAV \( (rV_u)_{1a} / \Delta (rV_u)_{av} \)

RV2IM(I) \( (rV_u)_{2,i} / (rV_u)_{2,m} \)

RV212M(I) \( (rV_u)_{2,i} / (rV_u)_{2,a} \)

R0R1A \( r_0 / r_{1a} \)

R1R1A \( r_1 / r_{1a} \)

\[ \sum_{i=1}^{k} [(rV_u)_{2,i} / (rV_u)_{2,a}]^{1/k} \]

SIGR \( (c/s)_{S} \)

SIGSIN \( \) input value of \( (c/s)_{S} \)

SS \( s \)

SSPD \( N_{sp} \)

STAR \( (h/c)_S \)

TGJCP \( 2gJc_p \)

TITLE(I) \( \) input/output array for

TSPI \( p_0 / p_{2,i} \)

TS0 \( T_0 \)

TS1 \( T_1 \)

TS1A \( T_{1a} \)

TS2(I) \( T_{2,i} \)

TTIN \( T_0^i \)

TTPR \( p_0 / p_{1,i} \)

TTR1A \( T_{1a}^r \)

TTR2(I) \( T_{2,i}^r \)

TT0 \( T_0^r \)

TT1 \( T_1^r \)

TT1A \( T_{1a}^r \)

TT2(I) \( T_{2,i}^r \)

TT2AV \( T_{2,av}^r \)

U1A \( U_{1a} \)

U1ASQ \( U_{2a}^2 \)

U2(I) \( U_{2,i} \)

VCR1 \( V_{cr,1} \)

VCR1A \( V_{cr,1a} \)

VCR2(I) \( V_{cr,2,i} \)

VOVCRA \( (V/V_{cr})_1a \)

VOVCRO \( (V/V_{cr})_0 \)

VOVCR1 \( (V/V_{cr})_1 \)

VOVCR2(I) \( (V/V_{cr})_{2,i} \)

VR0 \( V_{rad,0} \)

VRI \( V_{rad,1} \)

VR1A \( V_{rad,1a} \)

VUOU1A \( (V_u/U)_{1a} \)

VU0 \( V_{u,0} \)

VU1 \( V_{u,1} \)
VU1A \( V_{u,1a} \)  
VU20 \( \text{previous value of } V_{u,2,m} \)  
VU2(I) \( V_{u,2,i} \)  
VXVCR \( \left( \frac{V_x}{V_{cr}} \right)_{2,m} \)  
VXVCRP \( \text{previous value of } \left( \frac{V_x}{V_{cr}} \right)_{2,m} \)  
VX2(I) \( V_{x,2,i} \)  
V0 \( V_0 \)  
V1 \( V_1 \)  
V1A \( V_{1a} \)  
V1IDSQ \( V^2_{1,\text{id}} \)  
V2(I) \( V_{2,i} \)  
V2LOSS \( L_{e,x,av} \)  
W \( w \)  
WCALC \( w_{\text{calc}} \)  
WCR1A \( W_{cr,1a} \)  
WCR2(I) \( W_{cr,2,i} \)  
WGIV \( \text{input value of } w \)  
WOWCRA \( \left( \frac{w}{W_{cr}} \right)_{1a} \)  
WOWCRM \( \left( \frac{w}{W_{cr}} \right)_{2,m} \)  
WOWCR2(I) \( \left( \frac{w}{W_{cr}} \right)_{2,i} \)  
WU1A \( W_{u,1a} \)  
WU2(I) \( W_{u,2,i} \)  
W1A \( W_{1a} \)  
W2(I) \( W_{2,i} \)  
W2IDSQ(I) \( W^2_{2,\text{id},i} \)  
W2TOT \( w_{\text{calc}} \)  
Z1 \( (T/T')_{1,\text{id}} \)  
Z2 \( (T/T'')_{2,\text{id},m} \)  
Z3 \( (T/T'')_{2,\text{id},j} \)

**Program listing.** - The FORTRAN listing for main program RIFTUD is as follows:

```fortran
REAL J,N,MU,LCDH,LW,LWX,LC,LCDHIS,LWDHIS,LDHIS,LSDHIS,LRDHS
DIMENSION D2(17),U2(17),TTR2(17),WC2R2(17),PTR2D(17),VU2(17),
1WU2(17),DHOSP(17),T2(17),VCR2(17),BET2(17),W2(17),TS2(17),PS2(17),
2W2IDSQ(17),RHO2(17),F2(17),RV2IM(17),VX2(17),ALPH2(17),V2(17),
3PT2(17),PTR2(17),VWCR2(17),WOWCR2(17),DHIDT(17),DHIDS(17),
4ETATVD(17),ETASVD(17),ALPHA2(17),BETA2(17)
DIMENSION RV2IM(17),TITLE(13)
COMMON/EFF/GAM,VVCR1,W,P1,STAR,MU,D1,ALPH1,NSTAR,ALPHO,ALUNC,SIGS
1,DO,HS,CS,WOWCRM,DIA,D2M,HR,BET2M,EN,RH2RT2,CR
NAMELIST/INPUT/R,GAM,ALPHAQ,ALPHA1,N,TIN,PTIN,W,POW,RV1AAV,R1R1A,
1R1R1A,R2R1A,RH2RT2,CDT2,MU,RV2IM,M1,IU,EBARS,EBARR,STAR,NSTAR
2,CS,CR,SIGSIN
EBARS=1.0
EBARR=1.0
CS=1.0
CR=1.0
SIGSIN= 1.35
ES=0.0
RV1AAV=1.0
CDT2=0.0
DO 1 I=1,17
```

28
RVZI2M(I)=1.0
IU=2
ITER=0
PI=3.14159
DOR=57.2958
ROR1A=0.0
ALPHAO=999.99
WRITE(6,100)
100 FORMAT(1H1,39X,54HRADIAL INFLOW TURBINE VELOCITY DIAGRAM DESIGN AN
ALYSIS)
2 READ (5,101) TITLE
101 FORMAT(13A6)
1011 FORMAT(1H1)
WRITE(6,102) TITLE
102 FORMAT(1H1,13A6)
READ (5,INPUT)
IF (NSTAR.EQ.0) STAR=0.0
IST=0
VXVCRP=0.0
DELVX=0.01
ALPHAO=ALPHAO/DOR
ALPH1=ALPH1/DOR
IF (NSTAR.EQ.2) ALSTG=(ALPHAO+ALPH1)/2.
EN=PI/30.*(110.-ALPH1)*TAN(ALPH1)
ENT=INT(EN)
IF (EN-ENT.GT.5) EN=ENT
IF (EN-ENT.LE.5) EN=ENT+1.
VUO1A=1.-2./EN
WIV=W
KPI=K+1
WRITE (6,103)
103 FORMAT(1H39HTHIS OUTPUT IS IN THE FOLLOWING UNITS./
1 129HTEMPERATURE PRESSURE GAS CONST ROT SPEED MASS
2FLOW POWER VISCOSITY VELOCITY SPFC WORK DIAMETER
3 ANGLE)
GO TO (3,4),IU
3 CPW0=1000.
J=1.
6=1.
CN=2.
PTO=PTIN*1000.
WRITE (6,104)
104 FORMAT(13X6HHELVING6X7HN/SQ CM4X8HJLS/KG-K5X7HRAD/SEC5X6HKG/SEC8X2HK
1W8X10HN-SEC/SO M5X5HM/SEC6X6HJLS/6M8X2HCM8X7HDEGREES)
GO TO 5
4 CPW0=550.
J=777.649
6=32.174
CN=60./PI
PTO=PTIN*144.
WRITE (6,105)
105 FORMAT(12H DEG RANKINE2X8HLB/S0 IN4X8HBTU/LB-R5X7HREV/MIN5X6HLB/SEC
1C8X2HP7X9HLB/FT-SEC4X6HFT/SEC6X6HBTU/LB8X2HIN8X7HDEGREES)
5 DSHMT=CPW0/J*POW/W
EX=GAM/(6AM-1.)
CP=EX*R/J
TGJCP=2.*6*J*CP
C
WRITE INPUT VALUES

C
WRITE (6,106) TTIN,ALPHAD,EBARS,R,PTIN,ALPHAl,EBARR,GAM,N,STAR,
1RV1AAV,MIN,WS,K,POW,ROTR1A
106 FORMAT(8H0*INPUT*/13H INLET TEMP =,F10.4,7X,18HSTATOR IN ANGLE =,
IF6.2,6X,19HSTATOR KE LOS COEF =,F6.4,5X,14H GAS CONSTANT =F8.4/13H I
2NLET PRESS =,F10.4,7X,18HSTATOR EX ANGLE =,F6.2,6X,19HROTOR KE LOS
35 COEF =,F6.4,5X,14H HSPEC HT RATIO =,F6.4/13H ROTAT SPEED =,F10.3,7X,1
48HSTATOR ASPECT RAT =,F6.4,
4 6X,19HROTOR IN/DEL RVU =,F6.4,5X,14H WISCOSIT
5 SY =,E10.4/13H MASS FLOW =,F10.4,7X,11H DIAM RATIOS,19X,19HROTOR
6 EX RAD SECTS =,I2/13H SHAFT POWER =,F10.3,8X,17H STAT IN/ROT IN =,F
76.4,6X,19HROTOR EX SECT/MN RVU =,F
K1=K
IF(K. GT. 10) K1=10
WRITE (6,107) (RV2I2M(I),I=1,K1)
107 FORMAT(1H+,78X,F4.2,9F5.2)
WRITE (6,108) R1R1A
108 FORMAT(31X,78X,STATOR EX/ROT IN =,F6.4)
IF(K. GT. 10) WRITE (6,109) (RV2I2M(I),I=11,K)
109 FORMAT(1H+,77X,5F5.2)
WRITE (6,110) RT2R1A,RH2RT2,CDT2
110 FORMAT(31X,17H ROT EX TP/ROT IN =,F6.4,31X,17H ROT EX HUB/TIP =F6.4,
16X,19H CL HT/ROT EX TIP D =,F6.4)
LCDH=CDT2*2o/(l.-LCDH)

6 DHVDAV=(DHSHT+LU)/(1.-LCDH)
ISTT=0
TT2AV=TTIN-DHVDAV/CP
IF(TT2AV.LT.0.0) GO TO 203
U1AS0=G*J/VUOU1A*DHVDAV*RV1AAV
U1A=SORT(U1AS0)
VU1A=U1A*VUOU1A
D1A=CN*U1A/N

C
C STATION 1 - STATOR EXIT
C
D1=R1R1A*D1A
VU1=VU1A/RIR1A
V1=VU1/SIN(ALPH1)
VR1=VU1/TAN(ALPH1)
TT1=TTIN
TS1=TT1-V1*V1/6GJCP
25 ES1=ES
ES=EBARS
IF(EBARS.EQ.1.0.AND.IST.EQ.0) ES=.05
IF(EBARS.EQ.1.0.AND.IST.GT.0) CALL EFFIC (ES,ER,1)
IST=IST+1
ISTT=ISTT+1
7 V11DS0=V1*V1/(1.-ES)
Z1=1.-V11DS0/66JCP/TT1
IF(Z1.LE.0.0) GO TO 204
PS1=PTO*Z1**EX
PT1=PS1*(TT1/TS1)**EX
RH01=PS1/R/TS1
HS=w/RH01/VR1/PI/D1
VCR1=SQRT(2.*GAM/(GAM+1.)*6*R*TT1)
V0VCR1=V1/VCR1

C
C STATION 0 - STATOR INLET
C
30
IF (NSTAR.GT.0) GO TO 71
DO=DIA*ROR1A
CHRD=SQRT((D0**2+D1**2)-SQRT((D0**2+D1**2)**2-(D0**2-D1**2)**2)/
COS(ALSTG)**2))/2.
STAR=HS/CHRD
ALUNC=ALPH1-ALPHD-A*COS((D0**2+D1**2-4.*CHRD**2)/2./DO/D1)
70 CONTINUE
IF (ISTT.EQ.1) SIGS=SIGSIN
SS=CHRD/SIGS
ENS=PI*D1/SS
ENS=-INT(ENS)
IF (ENS-ENST.LT.-.5) ENS=ENST
IF (ENS-ENST.GE.5) ENS=ENST+1.
SS=PI*D1/ENS
SIGS=CHRD/SS
IF (EBAR>.NE.1.0) GO TO 126
IF (ISTT.EQ.1) GO TO 125
1F ABS(ES-ES1).GT.0.001) GO TO 125
126 TTN=TIN
RHOTO=PTO/R/TTO
RHOO=RHOTO
9 VO=W/PI/DO/HS/COS(ALPHD)/RHOO
TDO=TTO-VO**2/TGJCP
PSO=PTO*(TDO/TT0)**EX
RHOX=RHOO
RHOO=PSO/R/TDO
IF (ABS(RHOX-RHOO)/RHOO.GT.0.001) GO TO 9
LU=VO*SIN(ALPHD)
VR0=VO*COS(ALPHD)
VVCVD=VO/VCR1
C C STATION 1A - ROTOR INLET
C
ALPH1A=ALPH1
8 VR1A=VU1A/TAN(ALPH1A)
V1A=VU1A/SIN(ALPH1A)
TT1A=TT1
TS1A=TT1A-V1A*V1A/TGJCP
PS1A=PT1A*(TS1A/TT1A)**EX
RH01A=PS1A/R/TS1A
VR1A=VR1A*RHO1A/RHO1A*R11A
ALP1A=ALPH1A
ALPH1A=ATAN (VU1A/VR1A)
IF (ABS(ALPH1A-ALP1A).GT.01/DOR) GO TO 8
LWX=LW
LW=0D61/G/J*RH01A*U1A**3*D1A**2/W/(RH01A*U1A*D1A/MU)**.2
IF (ABS(LW-LWX)/LW*.GT..001) GO TO 6
PT1A=PT1
WU1A=VU1A-U1A
BET1A=ATAN(WU1A/VR1A)
W1A=VR1A/COS(BET1A)
TTR1A=TS1A+W1A**2/TGJCP
PTR1A=PS1A*(TTR1A/TS1A)**EX
VCR1A=VCR1
WCR1A=VCR1A*SQR((TTR1A/TT1A)
VVCRA=V1A/VCR1A
WVCRA=W1A/WCR1A
C C STATION 2 - ROTOR EXIT
C
M=(K+3)/2
KK=K+2
DZ(KK)=D1A+RT2R1A
DZ(I)=DZ(KK)+RH2RT2
HR=DZ(KK)-DZ(I)/2
EL=HR/FLOAT(K)
SIGVR=0.0
DO 12 I=1,KK
IF(I.EQ.1 .OR.I.EQ.KK) GO TO 11
DZ(I)=DZ(I)+(2.0*FLOAT(I)-3.0)*EL
RV2IM(I)=RV2IM(I)-1
SIGVR=SIGVR+RV2IM(I)/FLOAT(K)
11 U2(I)=DZ(I)*N/CN
TT2(I)=TTR1A+(U2(I)**2-U1ASQ)/TGJCP
WCR2(I)=WCR1A*SORT(TTR2(I)/TTR1A)
12 PTR2ID(I)=PTR1A*(TTR2(I)/TTR1A)**EX
RV2IM(I)=PV2IM(2)-(RV2IM(3)-RV2IM(2))/2.
RV2IM(KK)=RV2IM(K+1)-(RV2IM(K)-RV2IM(K+1))/2.
DVU2AV=D1A*VU1A*(1.-1./RV1AAV)
VU2(M)=DVU2AV/DZ(M)*RV2IM(M)/SIGVR
ITER=1
13 VU2(M)=VU2(M)-U2(M)
DHVD(M)=(U1A*VU1A-U2(M)*VU2(M))/G/J
TT2(M)=TT0-DHVD(M)/CP
IF(TT2(M).LT.0.0) GO TO 205
VCR2(M)=VCR1A*SORT(TT2(M)/TT1A)
IF(ITER.EQ.1) VXVCR=0.5
IND=1
14 VX2(M)=VXVCR*VCR2(M)
BET2(M)=ATAN(VU2(M)/VX2(M))
W2(M)=VX2(M)/COS(BET2(M))
TS2(M)=TTR2(M)-W2(M)**2/TGJCP
D2M=D2(M)
BET2M=BET2(M)
WOWCRM=W2(M)/WCR2(M)
ER=EBARR
IF(EBARR.EQ.1.0) CALL EFFIC(EA,EB,2)
15 W2IDSO(M)=W2(M)**2/(1.-ER)
Z2=1.-W2IDSO(M)/TGJCP/TTR2(M)
IF(Z2.LE.0.0) GO TO 206
PS2(M)=PTR2ID(M)*Z2**EX
RHO2(M)=PS2(M)/PS2(M)*F2(M)-PS2(M)*RH2RT2
PH2(M)=PI*D2(M)*EL*PH2(M)*VX2(M)
IF(ITER.EQ.1) WCALC=F2(M)*FLOAT(K)
IF(ITER.EQ.1) GO TO 51
16 I=M
17 I=I-1
VU2(I)=VU2(M)*RV2IM(I)*D2(M)/DZ(I)
W2(I)=VU2(I)-U2(I)
PS2(I)=PS2(I)+RHO2(I)*G*(VU2(I)**2/D2(I)+VU2(I)**2/DZ(I))/2.*
(1-DZ(I)-D2(I))
W2IDSO(I)=TGJCP*TTR2(I)**(1.-1.0*PS2(I)/PTR2ID(I)**(1.-EX))
Z3=1.-W2IDSO(I)/TGJCP/TTR2(I)
IF(Z3.LE.0.0) GO TO 207
W2(I)=SORT(W2IDSO(I)*(1.-ER))
IF(W2(I).LE.ABS(WU2(I))) GO TO 68
BET2(I)=A*SIN(WU2(I)/W2(I))
VX2(I)=W2(I)*COS(BET2(I))
\( TS2(I) = TTR2(I) - W2(I) \)**2/\( T6\)JP \)
\( RHO2(I) = PS2(I)/R/TS2(I) \)
IF(IoE=1) GO TO 17
IF(IoE=KK) GO TO 18
F2(I) = PI*D2(I)*EL*RHO2(I)*VX2(I)
GO TO 16

17 I=M
ID=1
GO TO 16

18 W2TOT=0.0
DO 19 I=2,KP1
W2TOT=W2TOT+F2(I)
WCALC=W2TOT
IF(IKsoG.I) GO TO 51

19 IF(DVU2AV_0.01GO TO 21
DVU2TOT=0.0
DO 20 I=2,KP1
DVU2TOT=DVU2TOT+F2(I)*G2(I)*VU2(I)
DVUAVC=DVU2TOT/W
IF(Abs(DVUAVC-DVU2AV)/DVU2AV.0.001) GO TO 21
V2U0=V2U(I)
V2U(M)=V2U0*DVU2AV/DVUAVC
GO TO 13

20 V2LOSS=0.0
DHIDTA=0.0
DHIDS=0.0
Q=0.0
RLOSS=0.0
DO 23 I=1,KK
DHVD(I)=(U1A*VU1A-U2(I)*VU2(I))/G/J
TT2(I)=TTO-DHVD(I)/CP
IF(TT2(I)<LT.0.0) GO TO 2G8
VCR2(I)=VCR1A*SORT(TT2(I)/TT1A)
ALPH2(I)=ATAN(VU2(I)/VX2(I))
V2(I)=VX2(I)/COS(ALPH2(I))
PT2(I)=PS2(I)*(TT2(I)/TS2(I))**EX
PTR2(I)=PS2(I)*(TTR2(I)/TS2(I))**EX
W0VCR2(I)=V2(I)/VCR2(I)
W0VCR2(I)=V2(I)/WCR2(I)

C
C SECTOR PERFORMANCE
C
DHIDT(I)=CP*TTO*(1.-(PT2(I)/PTO)**(1./EX))
DHIDS(I)=CP*TTO*(1.-(PS2(I)/PTO)**(1./EX))
IF(IoEQ.1.OR.IoEQ.KK) GO TO 22
V2LOSS=W2LOSS+F2(I)/W*V2(I)**2/2./G/J
RLOSS=RLOSS+F2(I)/W*W2IDSQ(I)-W2(I)**2)/2./G/J
Q=Q+F2(I)/RHO2(I)
DHIDTA=DHIDTA+F2(I)/W*DHIDT(I)
DHIDS=DHIDS+F2(I)/W*DHIDS(I)

22 ETAVD(I)=DHVD(I)/DHIDT(I)
23 ETASVD(I)=DHVD(I)/DHIDS(I)

C
C OVERALL PERFORMANCE
C
ETAIV=DHVDAV/DHIDTA
ETASV=DHVDAV/DHIDS
ETAT=DHSHFT/DHIDTA
ETAS=DHSHFT/DHIDS
SSPD=N*SRT(Q)/(J*DHIDTA)**.75
LC = LCDH*DHVDAV
LCDH = LC/DHIDSA
LWDMIS = LW/DHIDSA
L2DHIS = V2LOSS/DHIDSA
LSDHIS = (V11DSC - V1*V1)/2. /L/J/DHIDSA
L4DHIS = RLOSS/DHIDSA
GO TO (30,32),10

30 PTO = PTO/10000.
PSO = PSO/10000.
PT1 = PT1/10000.
PS1 = PS1/10000.
PT1A = PT1A/10000.
PS1A = PS1A/10000.
PTR1A = PTR1A/10000.
DO = DO/100.
D1 = D1/100.
D1A = D1A/100.
MS = MS/100.
DO 31 I = 1, KK
D2(I) = D2(I)*100.
PT2(I) = PT2(I)/10000.
PS2(I) = PS2(I)/10000.
PTR2(I) = PTR2(I)/10000.

31 DHVD(I) = DHVD(I)/1000.
DHVDAV = DHVDAV/1000.
GO TO 36

32 PTO = PTO/144.
PSO = PSO/144.
PT1 = PT1/144.
PS1 = PS1/144.
PT1A = PT1A/144.
PS1A = PS1A/144.
PTR1A = PTR1A/144.
DO = DO/12.
D1 = D1/12.
D1A = D1A/12.
MS = MS/12.
DO 33 I = 1, KK
D2(I) = D2(I)*12.
PT2(I) = PT2(I)/144.
PS2(I) = PS2(I)/144.
PTR2(I) = PTR2(I)/144.

33 WRITE (1,111)
111 FORMAT (9H*OUTPUT*/ 26X,2(3HABS,6X),17X,3(3HARS,5X),9X,4HREL,4(5X
1,3HREL)/17X,4HBLADE,2(4X,5HTOTAL),4X,2(6HSTATIC,3X),4HFLOW,3X,5VEL
20-,4X,4HCR1,3X,5HTOTAL,4X,4HFLOW,3X,5VELO-,4X,4HCR
D31/16X,5HMEAS,4X,4HTEMP,4X,5HPRESS),3X,5HANGLE,4X,4HCITY,9H VE
4L RATE,7H SPEED,5X,4HTEMP,4X,5HPRESS,8H ANGLE,4X,13HCITY VEL RA
57)
ALPD = ALPHD*DOR
ALPHA2 = ALPHA2*DOR
BETA1A = BETA1A*DOR
DO 34 I = 1, KK
ALPHA2(I) = ALPHA2(I)*DOR
BETA2(I) = BETA2(I)*DOR
WRITE (6,112)00, YTO, PTO, TSO, PSO, ALP 0, VO, VOVCRO

34
WRITE(6,1121) ES,HS,ENS
1121 FORMAT(I11H LOSS COEF=F6.4,67X,11HSTATOR HGT=F7.4,17H,NUMBER OF V
1ANES=F5.1)
WRITE (6,1131)DI1,PT1,TS1,PS1,ALPHA1,V1,VOVCR1
WRITE (6,1141)DI1,PT1,TS1,PS1,ALPHA1,V1,VOVCR1,U1A,TTR1A,
1PT1A,BETA1A,W1A,VOVCR1
1F9.3,F8.2,F9.2,F7.3)
WRITE(6,1141) ER
1141 FORMAT(I11H LOSS COEF=F6.4)
WRITE (6,1151)(D2(I),TT2(I),PT2(I),TS2(I),PS2(I),ALPHA2(I),V2(I),
1VOVCR2(I),U2(I),TTR2(I),PT2(I),BETA2(I),W2(I),VOVCR2(I),I=1,11)
F2(1)=0.0
F2(KK)=0.0
WRITE(6,1161)
1161 FORMAT(I1H )
WRITE(6,1161) EN
116 FORMAT(26X,4HMASS,5X,4HDIAG/17X,4HDIAG=,5X,4HFLOW,5X,4HSPEC,4X,5HTO
ITAL,3X,6HSTATIC/16X,SHMETER,5X,4HRATE,5X,4HWORK,24X,5HEFFIC),3X,
223HNUMBER OF ROTOR BLADES=F5.1)
WRITE (6,1171)(D2(I),F2(I),DHVD1(I),ETATVD1(I),ETASVD(I),I=1,11)
TPPR=PTO/PT2(M)
TSPR=PTO/PS2(M)
WRITE (6,1181)TPPR,LSDHI,ISPR,LDDHI,DHWDV,LWDDIS,ETATV,LDDHIS,
1ETASV,LDDHIS,ETAT,ETAS,SSPD
118 FORMAT(22H*OVERALL PERFORMANCE*/48X,20HLOSS/IDEAL T-S DEL H/6X,24
1HTOT-TOT PRESSURE RATIO =F8.4,13X,10HSTATOR =F6.4/6X,24HTOT-ST
2AT PRESSURE RATIO =F8.4,13X,10HROTOR =F6.4/6X,24HDIAG AVG SPEC
3IFIC WORK =F8.4,13X,10HINDAGE =F6.4/6X,24HDIAG TOTAL EFFICIEN
C4Y =F8.4,13X,10HINDAGE=F6.4/6X,24HDIAG STATICTEFFICIENCY =F8
5.4,13X,10HEXIT KE =F6.4/6X,24HNET TOTAL EFFICIENCY =F8.4/6X,
624HNET STATIC EFFICIENCY =F8.4,8X,15HSPECIFIC SPEED=F7.3)
GO TO 2
51 IF(IND.6E.6.AND.ABS(WGIV-WCALC)/WGIV.LE.0001) GO TO 65
CALL CONTIN(VXVCR,WCALC,IND,1,WGIV.05)
IF(IND=10)14,61,61
61 IF(ITER=1162,62,63
62 VXVCR=9
IF(K.EQ.1) GO TO 63
IND=1
ITER=ITER+1
GO TO 14
63 IF(IND=10)201,201,202
65 IF(ITER=166,66,69
66 ITER=ITER+1
IND=1
GO TO 67
68 IF(VXVCR.6E.VXVCRP) GO TO 72
VXVCR=VXVCRP-DELVX
DELVX=DELVX/10.
IF(DELVX.LE.00001) GO TO 209
72 VXVCR=VXVCR+DELVX
VXVCR=VXVCR
71 CHRD=HS/STAR
    IF (NSTA<>E0.2) GO TO 76
    RSTG=(CHRD*COS(ALSTG)+SORT(CHRD**2*(COS(2*ALSTG)+D1**2))/2.
    DO=(SORT(CHRD**2/2.**2.*RSTG**2-D1**2/4.))*2.
    ALUNC=ALPH1-ALPH0-A COS((DD**2+D1**2-4.*CHRD**2)/2./DC/D1)
    GO TO 70
76 ALPH0=ATAN(SIN(A1PH1)/(CHRD/D1+2.+COS(A1PH1)))
    ALSTG=(ALPH0+ALPH1)/2.
    DO=2.*SORT(CHRD**2+D1**2/4.)*CHRD*D1*COS(A1PH1)
    GO TO 70
201 WRITE(6,120) WCALC
120 FORMAT(48H0 ROTOR EXIT CHOKES AT MAXIMUM MASS FLOW RATE = ,F9.4)
    GO TO 2
202 WRITE(6,121)
121 FORMAT(69H0 NO SOLUTION FOUND AFTER 100 ITERATIONS FOR CONTINUITY AT ROTOR EXIT)
    GO TO 2
203 WRITE(6,122)
122 FORMAT(60H0 REQUIRED SPECIFIC WORK GREATER THAN ENERGY AVAILABLE IN 1 GAS)
    GO TO 2
204 WRITE(6,123)
123 FORMAT(74H0 REQUIRED STATOR IDEAL KINETIC ENERGY GREATER THAN ENERGY AVAILABLE IN GAS)
    GO TO 2
205 WRITE(6,124) M
124 FORMAT(13H0 SPECIFIC WORK REQUIRED IN SECTOR,13,37H GREATER THAN ENERGY AVAILABLE IN GAS)
    GO TO 2
206 WRITE(6,125) M
125 FORMAT(55H0 ROTOR IDEAL RELATIVE KINETIC ENERGY REQUIRED IN SECTOR,113,37H GREATER THAN ENERGY AVAILABLE IN GAS)
    GO TO 2
207 WRITE(6,125) I
GO TO 2
208 WRITE(6,124) I
GO TO 2
209 WRITE(6,128)
128 FORMAT(123H0 THE PROGRAM CAN NOT FIND A SOLUTION SIMULTANEOUSLY SATISFYING CONTINUITY, RADIAL EQ., AND THE LOSS MODEL AT THE ROTOR EXIT)
    GO TO 2
999 STOP
END

Blade-Row Loss Coefficient Subprograms

The stator and rotor loss-coefficient calculations, as described in the section LOSS MODEL, are performed by subroutine EFFIC. Function subprograms SIMPS1, SHUB, and SHUB2 are used for the numerical integration required to determine the rotor hub wall area (eq. (C17)). SIMPS1 uses a modification of Simpson's rule wherein more intervals are placed in those regions requiring greater accuracy. SHUB and SHUB2 are the functions being integrated.

Program variables. - Variables transfer between main program RIFTUD and subroutine EFFIC by means of both the EFFIC(ES, ER, J) arguments and labeled common
block /EFF/. The arguments ES and ER are the stator and rotor loss coefficients, respectively, and J is the blade-row indicator (J = 1 for stator and J = 2 for rotor). The common block variables, which were defined in the RIFTUD variable list, are ALPH0, ALPH1, ALUNC, BET2M, CS, CR, D0, D1, D1A, D2M, EN, GAM, HR, HS, MU, NSTAR, PI, RH2RT2, SIGS, STAR, VOVCR1, W, and WOWCRM. The remaining variables in subroutine EFFIC are defined as follows:

A(X) arithmetic statement function for Q where argument
X = \left(\frac{V}{V_{cr}}\right)_1 or \left(\frac{W}{W_{cr}}\right)_2, m

AA a

AR Q_r

AS Q_s

A2 a/2

A3A2R \left(\frac{A_3D}{A_2D}\right)_r

A3A2S \left(\frac{A_3D}{A_2D}\right)_s

BB b

BWSR A_b, r

CHRDR c_r

D(Y) arithmetic statement function for denominator of equation (10) or (11)
where argument Y = Q_s or Q_r

E(Y) arithmetic statement function for E where argument Y = Q_s or Q_r

ELOCS (l/c)_s

ELOSR (l/s)_r

ELOSS (l/s)_s

EWSR A_w, t, r + A_w, h, r

H(Y) arithmetic statement function for H where argument Y = Q_s or Q_r

K error parameter for integration of function SHUB

K2 error parameter for integration of function SHUB2

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Variables transfer among EFFIC, SIMPS1, SHUB, and SHUB2 by means of the function arguments and the labelled common block /SH/. The function arguments are SIMPS1(X1, X2, FUNC, KSIG), SHUB(X), and SHUB2(Y) where

- **X1**: lower limit of integration
- **X2**: upper limit of integration
- **FUNC**: function being integrated, SHUB or SHUB2 in this case
- **KSIG**: error parameter, increases if integration is inaccurate
- **X** variable of integration
- **Y** variable of integration

The common block variables, which were defined in the EFFIC variable list, are AA, BB, and YC. These also are the only variables, aside from the arguments, used in SHUB and SHUB2.

A further description of SIMPS1 and definition of its internal variables can be obtained from reference 6. The function described is called SIMPS2, but it becomes exactly SIMPS1 upon deletion of the parameter J from the function arguments.
Program listing. - The FORTRAN listings for subroutine EFFIC and functions SIMPS1, SHUB, and SHUB2 are as follows:

```fortran
SUBROUTINE EFFIC (ES, ER, J)
REAL MU
COMMON/EFF/GAM, VOVCR1, W, PI, STAR, MU, D1, ALPH1, NSTAR, ALPHD, ALUNC, SIGS
1, D1, D2, HS, CS, WO, CR, DM, D2M, HR, BET2M, EN, RH2RT2, CR
COMMON/SH/AA, BB, YC
A(X) = (GAM - 1.) / (GAM + 1.) * X
D(Y) = 1. / (1.68 + Y / 2.88 + Y * Y / 4.4 + Y * Y / 6.24
H(Y) = (1. / (1. + 2. + 3. * Y / 1.6 + 5. * Y / Y / 2. + 7. * Y / Y / 3. / 2.4 + 9. * Y / Y / 6.24) / D(Y)
E(Y) = 2. / (1. / 1.92 + Y / 3.2 + Y / Y / 4.8 + Y / Y / 6.72) / D(Y)
GO TO (1, 2, J)
1 AS = A(WO, CRM)
REFS = D3734
RES = W / PI / STAR / MU / D1 / COS(ALPH1)
ELOCS = 1.
IF (NSTAR .NE. 2. OR ALUNC .NE. 0.0) ELOCS = ALUNC / SIN(ALUNC / 2.)
ELOSS = ELOCS * SIGS
A3A2S = 1. * (D1**2 - D1**2) / 4. * SIGS / HS / D1 / ELOCS
T0SS = 0.5 * SIGS * STAR
ES = CS * E(AS) * REFS / RES ** 2 * ELOSS * A3A2S / (COS(ALPH1) - CS * H(AS) * REFS / RES ** 2 * ELOSS - T0SS)
GO TO 3
2 AR = A(WO, CRM)
REFER = 11595
CHRDGR = 0.5 * SORT((D1A - D2M - HR + HS) / 2. * D1A - D2M) ** 2)
RE = W / PI / CHRDGR / HR / MU / D2M / COS(BET2M)
ELOSR = EN / CHRDGR / 2. / SORT(2.) / D2M
BWSR = PI / 8. * (D1A - D2M - HR + 2. * HS) * (D1A - D2M - HR) - (D1A - D2M - HR) ** 2)
SR = PI / 2. * (D1A - D2M - HR) * (PI / 2. - 1.) * D1A - D2M - HR
EXTERNAL SHUB, SHUB2
K = 0
K2 = 0
AA = (D1A - D2M - HR + 2. * HS) / 2.
BB = (D1A - D2M + HR) / 2.
YC = D1A / 2.
A2 = AA / 2.
Y2 = YC - BB / 2. * SORT(3.)
SRH1 = 2. * PI * SIMPS1(0.0, A2, SHUB, K)
IF (K .GT. 0.) WRITE(6, 10) K
10 FORMAT(3H K = , I2)
SRH2 = 2. * PI * SIMPS1(Y2, YC, SHUB2, K2)
IF (K2 .GT. 0.) WRITE(6, 11) K2
11 FORMAT(4H K2 = , I2)
SRH = SRH1 + SRH2
EWSR = (SRH + SRH) / EN
A3A2R = 1. * EWSR / BWSR
T0SR = 0.04 / PI / EN * (1. - RH2RT2) / (1. + RH2RT2)
ER = (CR - E(AR) * REFR / RER ** 2 * ELOSR * A3A2R / (COS(BET2M) - CR + H(AR) * REFR / RER ** 2 * ELOSR - T0SR)
3 RETURN
END
```
FUNCTION SIMPS1(X1,X2,FUNC,KSIG)
C.....THIS ROUTINE INTEGRATES FUNC(X) FROM X1 TO X2 USING A MULTIPLE
C.....INTERVAL SIMPSON#5 RULE TECHNIQUE.
LOGICAL SPILL
DOUBLE PRECISION ANSIQ
DIMENSION V(200),H(200),A(200),B(200),C(200),P(200),E(200)
DATA T,W,H,NAXINSIG/.OE-10,3,0,4,0,30,0,
DATA T,NMAX,NSIG/3,0.E-5,200,1/
C.....INITIALIZE FIRST ELEMENTS OF ARRAYS.
V(1)= X1
H(1)= (X2 - V(1))/TWO
A(1)= FUNC (V)
B(1)= FUNC (V(1)+H(1))
C(1)= FUNC (X2)
P(1)= H(1)*(A(1)+FOUR*B(1)+C(1))
E(1)= P(1)
ANS= P(1)
N=1
FRAC=T
SPILL=.FALSE.
1 TEST=ABS(FRAC*ANS)
   =N
   DO 3 I=1,K
C.....TEST MAGNITUDE OF 4TH ORDER ERROR IN THIS INTERVAL.
   IF (ABS(E(I)) .LE. TEST) GO TO 3
   IF (N.LT.NMAX) GO TO 2
C.....GO TO FINISH IF STORAGE IS FILLED UP.
   SPILL=.TRUE.
   KSIG=KSIG+NSIG
   GO TO 4
C.....SUBDIVIDE INTERVAL AGAIN TO REDUCE 4TH ORDER ERROR.
2 N=N+1
   V(N)=V(I)+H(I)
   H(N)=H(I)/TWO
   A(N)=B(I)
   B(N)=FUNC(V(N)+H(N))
   C(N)=C(I)
   P(N)=H(N)*(A(N)+FOUR*B(N)+C(N))
   H(I)=H(N)
   B(I)=FUNC(V(I)+H(I))
   C(I)=A(N)
   Q=P(I)
   P(I)=H(I)*(A(I)+FOUR*B(I)+C(I))
   Q=Q(I)+P(N)-Q
   ANS=ANS+Q
   E(I)=0
   E(N)=Q
3 CONTINUE
C.....TEST ALL INTERVALS AGAIN IF ANY WERE SUBDIVIDED THE LAST TIME.
   IF (N.NG.K) GO TO 1
4 Q=0.0
   DO 5 I=1,N
5 Q=Q+E(I)
C.....TIGHTEN ERROR LIMIT IF TOTAL ACCUMULATED ERROR TOO LARGE.
   IF (ABS(Q/T) .LE. ABS(ANS) .OR. SPILL) GO TO 6
   FRAC=FRAC/TWO
   GO TO 1
C.....FINISH OFF CALCULATION.
6 SIMPS1=(ANS+Q/THIRTY)/THREE
RETURN
C.....THIS ENTRY USED TO GET AT INTERNAL VARIABLES.
ENTRY SIMPSI (TT,NN,QQ)
T=TT
NN=N
QQ=Q
RETURN
END
Subroutines CONTIN and PABC provide the means for obtaining the rotor-exit continuity solution; that is, they yield the value of $\left(\frac{V_x}{V_{cr}}\right)_{x,m}$ that satisfies the input mass flow rate. CONTIN provides an estimate for the value of an independent variable $X$ that satisfies a given value of the dependent variable $Y$ by means of curve fitting. The curve is a parabola whose coefficients are calculated by PABC, which is called by CONTIN. The estimation continues until a solution is obtained within the desired tolerance. Subroutines CONTIN and PABC are described in detail in reference 7.

**Program variables.** - Variables transfer between main program RIFTUD and subroutine CONTIN by means of the CONTIN(XEST, YCALC, IND, JZ, YGIV, XDEL) arguments. Transfer of variables between CONTIN and PABC is by means of the PABC(X, Y, A, B, C) arguments. These arguments are defined as follows:

**FUNCTION SHUB1(X)**
COMMON/SH/AA, BB, YC
SHUB1=\((YC-BB/AA)*\text{SORT}(1+BB**2/AA**2*X**X/(AA**2-X**X))\)
RETURN
END

**FUNCTION SHUB2(Y)**
COMMON/SH/AA, BB, YC
SHUB2=Y*\text{SORT}(1+AA**2/BB**2*(Y-YC)**2/(BB**2-(Y-YC)**2))
RETURN
END

**Rotor-Exit Continuity Subprograms**

Subroutines CONTIN and PABC provide the means for obtaining the rotor-exit continuity solution; that is, they yield the value of $\left(\frac{V_x}{V_{cr}}\right)_{x,m}$ that satisfies the input mass flow rate. CONTIN provides an estimate for the value of an independent variable $X$ that satisfies a given value of the dependent variable $Y$ by means of curve fitting. The curve is a parabola whose coefficients are calculated by PABC, which is called by CONTIN. The estimation continues until a solution is obtained within the desired tolerance. Subroutines CONTIN and PABC are described in detail in reference 7.

**Program variables.** - Variables transfer between main program RIFTUD and subroutine CONTIN by means of the CONTIN(XEST, YCALC, IND, JZ, YGIV, XDEL) arguments. Transfer of variables between CONTIN and PABC is by means of the PABC(X, Y, A, B, C) arguments. These arguments are defined as follows:

- **XEST**
  - on call: value of $X$ used to calculate YCALC
  - on return: value of $X$ to be used to calculate next value of YCALC

- **YCALC**
  - value of $Y$ corresponding to XEST during call

- **IND**
  - on call: controls sequence of calculation in CONTIN
  - on return: indicates when a choked solution is found or when no solution can be found

- **JZ**
  - determines whether subsonic or supersonic solution will be obtained:
    - 1 - subsonic solution
    - 2 - supersonic solution
YGIV value of Y desired for solution
XDEL maximum permissible change in XEST between iterations
X independent variable
Y dependent variable
A coefficient A in \( y = Ax^2 + Bx + C \)
B coefficient B in \( y = Ax^2 + Bx + C \)
C coefficient C in \( y = Ax^2 + Bx + C \)

The internal variables for CONTIN are defined in reference 7.

Program listing. - The FORTRAN listings for subroutines CONTIN and PABC are as follows:

```fortran
SUBROUTINE CONTIN(XEST,YCALC,IND,JZ,YGIV,XDEL)
C
C--CONTIN CALCULATES AN ESTIMATE OF THE RELATIVE FLOW VELOCITY
C--FOR USE IN THE VELOCITY GRADIENT EQUATION
C
DIMENSION X(3), Y(3)
NCALL = NCALL + 1
IF (IND.NE.1.AND.NCALL.GT.100) GO TO 160
GO TO (10,30,40,50,60,110,150), IND
C--FIRST CALL
10 NCALL = 1
XORIG = XEST
IF (YCALC.GT.YGIV.AND.JZ.EQ.1) GO TO 20
IND = 2
Y(1) = YCALC
X(1) = 0.
XEST = XEST+XDEL
RETURN
20 IND = 3
Y(3) = YCALC
X(3) = 0.
XEST = XEST-XDEL
RETURN
C--SECOND CALL
30 IND = 4
Y(2) = YCALC
X(2) = XEST-XORIG
XEST = XEST+XDEL
RETURN
40 IND = 5
Y(2) = YCALC
X(2) = XEST-XORIG
XEST = XEST-XDEL
RETURN
C--THIRD OR LATER CALL - FIND SUBSONIC OR SUPERSONIC SOLUTION
50 Y(3) = YCALC
X(3) = XEST-XORIG
GO TO 70
```

42
60 Y(1) = YCALC
   X(1) = XEST-XORIG
70 IF (Y(1).LT.AMIN1(Y(1), Y(2), Y(3))) GO TO (120, 130), JZ
80 IND = 6
   CALL PABC(X,Y,APA,BPB,CPC)
   DISCR = BPB**2-4.*APA*(CPC-YGIV)
   IF (DISCR.LT.0.) GO TO 140
   IF (ABS(YCALC-YGIV).LE.BPB**2) GO TO 90
   XEST = -BPB-SIGN(SORT(DISCR),APA)
   IF (JZ.EQ.1.AND.APA.GT.0.AND.Y(3).GT.Y(1)) XEST = -BPB+
      1SORT(DISCR)
   IF (JZ.EQ.2.AND.APA.LT.0.) XEST = -BPB-SORT(DISCR)
   XEST = XEST/2./APA
   GO TO 100
90 IF (JZ.EQ.2.AND.BPB.GT.0.) GO TO 130
   ACB2 = APA/BPB*(CPC-YGIV)/BPB
   IF (ABS(ACB2).LE.1.E-8) ACB2 = 0.
   XEST = -(CPC-YGIV)/BPB*(1.+ACB2+2.*ACB2**2)
100 IF (XEST.GT.X(3))) GO TO 130
   IF (XEST.LT.X(1))) GO TO 120
   XEST = XEST+XORIG
   RETURN
C--FOURTH OR LATER CALL - NOT CHOKED
110 IF (XEST-XORIG.GT.X(3))) GO TO 130
   IF (XEST-XORIG.LT.X(1))) GO TO 120
   Y(2) = YCALC
   X(2) = XEST-XORIG
   GO TO 70
C--THIRD OR LATER CALL - SOLUTION EXISTS,
C--BUT RIGHT OR LEFT SHIFT REQUIRED
120 IND = 5
C--LEFT SHIFT
   XEST = X(1)-XDEL*XORIG
   XOSHFT = XEST-XORIG
   XORIG = XEST
   Y(3) = Y(2)
   X(3) = X(2)-XOSHFT
   Y(2) = Y(1)
   X(2) = X(1)-XOSHFT
   RETURN
130 IND = 4
C--RIGHT SHIFT
   XEST = X(3)+XDEL*XORIG
   XOSHFT = XEST-XORIG
   XORIG = XEST
   Y(1) = Y(2)
   X(1) = X(2)-XOSHFT
   Y(2) = Y(3)
   X(2) = X(3)-XOSHFT
   RETURN
C--THIRD OR LATER CALL - APPEARS TO BE CHOKED
14G XEST = -BPB/2./APA
   IND = 7
   IF (XEST.LT.X(1))) GO TO 120
   IF (XEST.GT.X(3))) GO TO 13G
   XEST = XEST+XORIG
   RETURN
C--FOURTH OR LATER CALL - PROBABLY CHOKED
15G IF (YCALC.GE.YGIV) GO TO 110
   IND = 10
   RETURN
C--NO SOLUTION FOUND IN 100 ITERATIONS
160 IND = 11
RETURN
END

SUBROUTINE PABC(X,Y,A,B,C)
C
C--PABC CALCULATES COEFFICIENTS A,B,C OF THE PARABOLA
C--Y=A*X**2+B*X+C, PASSING THROUGH THE GIVEN X,Y POINTS
C
DIMENSION X(3),Y(3)
C1 = X(3)-X(1)
C2 = (Y(2)-Y(1))/(X(2)-X(1))
A = (C1*C2+Y(1))/C1/(X(2)-X(3))
B = C2-(X(1)*X(2))*A
C = Y(1)-X(1)*B-X(1)**2*A
RETURN
END

Lewis Research Center,
National Aeronautics and Space Administration,
Cleveland, Ohio, October 23, 1975,
505-04.
APPENDIX A

SYMBOLS

A area, \(m^2; \text{ft}^2\)
a semiaxis of ellipse in \(x\)-direction, \(m; \text{ft}\)
b semiaxis of ellipse in \(y\)-direction, \(m; \text{ft}\)
C loss coefficient multiplier
\(C_e\) circumference of ellipse, \(m; \text{ft}\)
\(C_N\) dimensional constant, \(2\pi \ \text{rad/rev}; \ 60 \ \text{sec/min}\)
\(C_p\) dimensional constant, \(1000 \ \text{W/kW}; \ 550 \ (\text{ft})(\text{lb})/(\text{sec})(\text{hp})\)
c chord, \(m; \text{ft}\)
\(c_p\) specific heat at constant pressure, \(J/(kg)(K); \ \text{Btu/(lb)}(\text{O'R})\)
D diameter, \(m; \text{ft}\)
E energy factor
\(\bar{e}\) blade-row loss coefficient
g dimensional constant, \(1; \ 32.17 \ \text{(lbm)}(\text{ft})/(\text{lbf})(\text{sec}^2)\)
H form factor
h blade or clearance height, \(m; \text{ft}\)
\(\Delta h\) specific enthalpy difference, \(J/kg; \ \text{Btu/lb}\)
J dimensional constant, \(1; \ 778 \ (\text{ft})(\text{lb})/\text{Btu}\)
k number of sectors
L loss, \(J/kg; \ \text{Btu/lb}\)
\(l\) surface length (leading edge to trailing edge), \(m; \text{ft}\)
N rotative speed, \(\text{rad/sec}; \ \text{rev/min}\)
\(N_{sp}\) specific speed, dimensionless; \((\text{ft}^{3/4})(\text{lbm}^{3/4})/(\text{min})(\text{sec}^{1/2})(\text{lbf}^{3/4})\)
n number of blades
P shaft power, \(\text{kW}; \ \text{hp}\)
p absolute pressure, \(N/m^2; \ \text{lb/ft}^2\)
Q parameter defined by equation (12) or (13)
R  gas constant, \( J/(kg)(K) \); \((ft)(lbf)/(lbm)(^oR)\)
Re  Reynolds number
r  radius, m; ft
s  blade spacing at blade-row exit, m; ft
T  absolute temperature, K; \(^oR\)
t  trailing-edge thickness, m; ft
U  blade speed, m/sec; ft/sec
V  absolute velocity, m/sec; ft/sec
W  relative velocity, m/sec; ft/sec
w  mass flow rate, kg/sec; lb/sec
x  x coordinate, m; ft
y  y coordinate, m; ft
\(\alpha\)  fluid absolute angle measured from radial direction at stations 0, 1, and 1a and from axial direction at station 2, deg
\(\beta\)  fluid relative angle measured from radial direction at stations 0, 1, and 1a and from axial direction at station 2, deg
\(\gamma\)  specific heat ratio
\(\delta\)  displacement thickness, m; ft
\(\eta\)  efficiency
\(\Theta\)  sector angle, deg
\(\Theta_{cam}\)  camber angle, deg
\(\theta\)  momentum thickness, m; ft
\(\mu\)  viscosity, \((N)(sec)/m^2\); \(lb/(ft)(sec)\)
\(\rho\)  density, \(kg/m^3\); \(lb/ft^3\)
\(\Phi\)  flow angle from throughflow direction, deg
\(\phi\)  stator vane stagger angle from radial direction, deg
\(\Psi\)  angle defined in figure 3, deg
\(\psi\)  energy thickness, m; ft
Subscripts:

av    average
b     blade surface
c     clearance
calc  calculated
cm    chord mean
cr    critical condition
df    disk friction
ex    exit
h     hub
i     sector number
id    ideal
j     sector number other than mean sector
m     mean sector
r     rotor
rad   radial direction
ref   reference
s     stator
shft  shaft
sr    surface of revolution
t     tip
tot   total
u     tangential direction
VD    velocity diagram
w     wall
x     axial direction
0     stator inlet
1     stator exit
la    rotor inlet
2 rotor exit
2D two dimensional
3D three dimensional

Superscripts:
'
absolute total value
"
relative total value
APPENDIX B

STATOR GEOMETRY MODEL

The purpose of the stator vane geometry model is to interrelate the stator inlet and exit radii, inlet and exit flow angles, chord, and surface length to chord ratio in a consistent manner. The basic geometry model is shown in figure 3. There are three specific cases considered herein: (1) an uncambered vane with known chord length, (2) a cambered vane with known chord length and inlet flow angle, and (3) a cambered vane with known inlet radius and flow angle. In all cases, the exit radius and flow angle are known.

Uncambered Vane

For this case, the vane surface length is assumed equal to the chord; that is, \((l/c)_s = 1\). The remaining unknowns are inlet flow angle and inlet radius. From the geometry of figure 3(a),

\[
\tan \varphi_0 = \frac{r_1 \sin \varphi_1}{c + r_1 \cos \varphi_1} \quad (B1)
\]

Since the vane is uncambered, \(\alpha_0 = \varphi_0\) and \(\alpha_1 = \varphi_1\). Therefore, equation (B1) becomes

\[
\tan \alpha_0 = \frac{\sin \alpha_1}{\frac{c}{r_1} + \cos \alpha_1} \quad (B2)
\]

The inlet radius is found by using the law of cosines; that is,

\[
r_0^2 = c^2 + r_1^2 - 2cr_1 \cos (180 - \alpha_1) \quad (B3)
\]

Since \(\cos \alpha_1 = -\cos (180 - \alpha_1)\), we get

\[
r_0 = \sqrt{c^2 + r_1^2 + 2cr_1 \cos \alpha_1} \quad (B4)
\]
Cambered Vane

It is assumed that the surface length is a circular arc, as shown in figure 3(b). The arc length to chord ratio can be related to the sector angle \( \Theta \). Arc length is

\[
l = \frac{\pi r \Theta}{180}
\]

Chord is

\[
c = 2r \sin\left(\frac{\Theta}{2}\right)
\]

Dividing equation (B5) by equation (B6) then yields

\[
\frac{l}{c} = \frac{\pi \Theta}{360 \sin\left(\frac{\Theta}{2}\right)}
\]

The sector angle \( \Theta \) can be related to the camber angle \( \Theta_{\text{cam}} \). Remembering that a tangent is perpendicular to the radius at the point of tangency, referring to figure 3(b), we can write

\[
(180 - \Theta_{\text{cam}}) + \Theta = 180
\]

Therefore,

\[
\Theta = \Theta_{\text{cam}}
\]

and equation (B7) becomes

\[
\left(\frac{l}{c}\right) = \frac{\pi \Theta_{\text{cam}}}{360 \sin\left(\frac{\Theta_{\text{cam}}}{2}\right)}
\]

Referring to figure 3(a), the camber angle can be expressed as

\[
\Theta_{\text{cam}} = 180 - \alpha_0 - (180 - \alpha_1) - \Psi = \alpha_1 - \alpha_0 - \Psi
\]
From the law of cosines,

\[ \cos \psi = \frac{r_0^2 + r_1^2 - c^2}{2r_0r_1} \]  

(B12)

Substituting equation (B12) into equation (B11) yields

\[ \Theta_{\text{cam}} = \alpha_1 - \alpha_0 - \cos^{-1}\left(\frac{r_0^2 + r_1^2 - c^2}{2r_0r_1}\right) \]  

(B13)

Equations (B13) and (B10) are used to determine surface length to chord ratio once the inlet radius and chord are known.

To determine inlet radius or chord for the two cambered vane cases being considered, it is assumed that the stagger angle at the chord midpoint is equal to average flow angle; that is,

\[ \varphi_{\text{cm}} = \frac{\alpha_0 + \alpha_1}{2} \]  

(B14)

Referring again to figure 3(a), the law of cosines yields

\[ r_1^2 = r_{\text{cm}}^2 + \left(\frac{c}{2}\right)^2 - 2r_{\text{cm}}\left(\frac{c}{2}\right)\cos \varphi_{\text{cm}} \]  

(B15)

and, since \( \cos \varphi_{\text{cm}} = -\cos (180 - \varphi_{\text{cm}}) \), also

\[ r_0^2 = r_{\text{cm}}^2 + \left(\frac{c}{2}\right)^2 + 2r_{\text{cm}}\left(\frac{c}{2}\right)\cos \varphi_{\text{cm}} \]  

(B16)

Adding equations (B15) and (B16) gives

\[ r_0^2 + r_1^2 = 2r_{\text{cm}}^2 + 2\left(\frac{c}{2}\right)^2 \]  

(B17)
**Known chord.** - In this case, we are trying to find the inlet radius. With the chord known, equation (B15) is solved for \( r_{cm} \) using the quadratic formula

\[
 r_{cm} = \frac{1}{2} \left[ \frac{c \cos \phi_{cm} + \sqrt{(c \cos \phi_{cm})^2 + (4r_1^2 - c^2)}}{2} \right] \tag{B18}
\]

With \( r_{cm} \) evaluated thusly, equation (B17) yields the inlet radius

\[
 r_0 = \sqrt{2r_{cm}^2 + \frac{c^2}{2} - r_1^2} \tag{B19}
\]

**Known inlet radius.** - In this case, we are trying to find the chord. Subtracting equation (B15) from equation (B16) and solving for \( r_{cm} \) result in

\[
 r_{cm} = \frac{r_0^2 - r_1^2}{2c \cos \phi_{cm}} \tag{B20}
\]

Substituting equation (B20) into equation (B17) yields

\[
 c^4 - 2c^2 \left( \frac{r_0^2 + r_1^2}{2} \right) + \left( \frac{r_0^2 - r_1^2}{\cos \phi_{cm}} \right)^2 = 0 \tag{B21}
\]

Using the quadratic formula and taking the positive root finally give

\[
 c = \sqrt{r_0^2 + r_1^2 - \sqrt{\left( \frac{r_0^2 + r_1^2}{2} \right)^2 - \left( \frac{r_0^2 - r_1^2}{\cos \phi_{cm}} \right)^2}} \tag{B22}
\]
APPENDIX C

ROTOR GEOMETRY MODEL

The purpose of the rotor geometry model is to provide a consistent basis for evaluating mean surface length, chord length, blade-surface and end-wall surface areas, and number of blades. Shown in figure 4 is the rotor geometry with dimensions expressed in terms of various radii and the stator blade height. The model is based on the meridional-plane projection of the rotor. The tip contour is assumed to be circular and the hub contour is assumed to be elliptical, each being a 90° arc. It is further assumed that the rotor consists of full blades only.

Surface and Chord Lengths

The mean surface length and mean chord are the elliptical arc and straight line, respectively, joining the midpoints (see fig. 4) of the rotor leading and trailing edges. The general formula for the circumference of an ellipse with semiaxes $a$ and $b$ is

$$C_e \approx 2\pi \sqrt{\frac{a^2 + b^2}{2}} \quad (C1)$$

Therefore, the mean surface length of the rotor is

$$l_r = \frac{\pi}{2} \sqrt{\frac{1}{2} \left[ \left( r_{1a} - r_{2t} + \frac{h_s}{2} \right)^2 + \left( r_{1a} - r_{2m} \right)^2 \right]} \quad (C2)$$

From the Pythagorean theorem, the chord length is

$$c_r = \sqrt{\left( r_{1a} - r_{2} + \frac{h_s}{2} \right)^2 + \left( r_{1a} - r_{2m} \right)^2} \quad (C3)$$
Wall Areas

The blade surface area is the area between the elliptical hub and the circular tip. The general formula for the area within an ellipse is

\[ A = \pi ab \quad (C4) \]

Therefore, the blade surface area for one passage (i.e., two sides) is

\[ A_{b, r} = \frac{\pi}{2} \left[ (r_{1a} - r_2, t + h_s)(r_{1a} - r_2, h) - \left( r_{1a} - r_2, t \right)^2 \right] \quad (C5) \]

The tip and hub wall areas are determined as the surfaces of revolution of the tip and hub curves around the turbine axis. The general formula for the surface of revolution of a curve \( y = f(x) \) between \((x_1, y_1)\) and \((x_2, y_2)\) is

\[
A_{sr} = 2\pi \int_{x_1}^{x_2} y \sqrt{1 + \left( \frac{dy}{dx} \right)^2} \, dx = 2\pi \int_{y_1}^{y_2} y \sqrt{1 + \left( \frac{dx}{dy} \right)^2} \, dy \quad (C6)
\]

With the turbine axis taken as \( y = 0 \), the centers of the tip and hub curves are at \( x = 0 \) and \( y = r_{1a} \). Therefore, the equation of the circular tip is

\[ x^2 + (y - r_{1a})^2 = (r_{1a} - r_2, t)^2 \quad (C7) \]

while that of the elliptical hub is

\[
\frac{x^2}{a^2} + \frac{(y - r_{1a})^2}{b^2} = 1 \quad (C8)
\]

where the semiaxes \( a \) and \( b \) are

\[ a = r_{1a} - r_2, t + h_s \quad (C9) \]

and

54
For the circular tip, differentiation of equation (C7) yields

$$\frac{dy}{dx} = -\frac{x}{y - r_{1a}}$$  \hspace{1cm} (C11)

Substitution of equations (C11) and (C7) into equation (C6) results in

$$A_{sr, t} = 2\pi (r_{1a} - r_2, t) \int_0^{r_{1a} - r_2, t} \left[ \frac{r_{1a}}{\sqrt{(r_{1a} - r_2, t)^2 - x^2}} - 1 \right] dx$$  \hspace{1cm} (C12)

Integrating equation (C12) and dividing by the number of rotor passages then gives the tip wall area for one passage

$$A_{w, t, r} = \frac{2\pi}{n_r} (r_{1a} - r_2, t) \left[ \left( \frac{r_2}{2} - 1 \right) r_{1a} + r_2, t \right]$$  \hspace{1cm} (C13)

For the elliptical hub, the area of the surface of revolution cannot be analytically expressed because equation (C6) cannot be integrated analytically. Further, neither form of equation (C6) can be integrated numerically over its entire range because of an infinite slope at one limit. However, if we break the curve into two pieces, we can write

$$A_{sr, h} = 2\pi \int_0^{a/2} y \sqrt{1 + \left( \frac{dy}{dx} \right)^2} \, dx + 2\pi \int_{r_{1a} - b}^{r_{1a}} y \sqrt{1 + \left( \frac{dx}{dy} \right)^2} \, dy$$  \hspace{1cm} (C14)

From equation (C8), the two derivatives can be determined as
Substituting equations (C8), (C15), and (C16) into equation (C14) and dividing by the number of rotor passages then give the following hub wall area for one passage:

\[
A_{w, h, r} = \frac{2\pi}{n_r} \left\{ \int_0^{a/2} \left( r_{1a} - \frac{b}{a} \sqrt{a^2 - x^2} \right) \sqrt{1 + \frac{b^2 x^2}{a^2 (a^2 - x^2)}} \, dx 
+ \int_{r_{1a} - b \sqrt{\frac{3}{2}}}^{r_{1a}} y \sqrt{1 + \frac{a^2 (y - r_{1a})^2}{b^2 \left[ b^2 - (y - r_{1a})^2 \right]}} \, dy \right\}
\]

Equation (C17) can be integrated numerically. In the program, each of the integrals is evaluated by Simpson's rule.

**Blade Number**

From the approach of reference 8 along with the additional assumption that \( V_{u, 1a} = U_{1a} \), a number of blades can be computed as

\[
n_r = 2\pi \tan \alpha_{1a}
\]

(C18)
This number of blades is based on not permitting the velocity to fall below zero anywhere within the rotor channel; the limiting condition, therefore, is zero velocity on the pressure surface at the rotor inlet. Equation (C18) yields a rather large number of blades, especially at the higher flow angles. Studies such as the one reported in reference 5 have shown that the number of blades can be reduced significantly from these high values without significant degradation in performance. Therefore, a reduction factor is used in equation (C18). Also, the small difference between $\alpha_{1a}$ and $\alpha_1$ is neglected. With these changes, the number of rotor blades is computed herein as

$$\frac{n_r}{30} = \frac{\pi}{(110 - \alpha_1)} \tan \alpha_1$$

(C19)
REFERENCES


### TABLE I. - INPUT FORM WITH SAMPLE DATA

<table>
<thead>
<tr>
<th>STATEMENT NUMBER</th>
<th>FORTRAN STATEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>THIS IS A SAMPLE CASE USING SI UNITS</td>
</tr>
<tr>
<td>2</td>
<td>$INPUT R=208.1, GAM=1.667, ALPHAO=55.8, ALPHAI=72.0, N=4031.7, TTIN=1083.33,</td>
</tr>
<tr>
<td>3</td>
<td>PTIN=9.101, W=.2771, PW=22.371, RIR1A=1.0216, RIR1A=1.2561, RT2R1A=0.7133,</td>
</tr>
<tr>
<td>4</td>
<td>RH2RT2=0.3493, CDT2=.0023, MU=.5804E-04, K=5, IU=1, NSTAR=0 $</td>
</tr>
<tr>
<td>5</td>
<td>THIS IS THE SAME CASE USING U.S. CUSTOMARY UNITS</td>
</tr>
<tr>
<td>6</td>
<td>$INPUT R=38.68, N=38500., TTIN=1350., PTIN=13.2, W=.611, PW=.30, MU=.39E-04, IU=2 $</td>
</tr>
</tbody>
</table>

**NASAC-856 (REV. 9–14–50)**
TABLE II. - OUTPUT FOR SAMPLE CASE USING SI UNITS

**RADIAL INFLOW TURBINE VELOCITY DIAGRAM DESIGN ANALYSIS**

**THIS OUTPUT IS IN THE FOLLOWING UNITS.**

<table>
<thead>
<tr>
<th>TEMPERATURE</th>
<th>PRESSURE</th>
<th>GAS CONST</th>
<th>ROT SPEED</th>
<th>MASS FLOW</th>
<th>POWER</th>
<th>VISCOSITY</th>
<th>VELOCITY</th>
<th>SPEC HTRATIO</th>
<th>DIAMETER</th>
<th>ANGLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELN</td>
<td>K</td>
<td>N/SEC</td>
<td>KG/SEC</td>
<td>KG/SEC</td>
<td>KW</td>
<td>N-SEC/SQ M</td>
<td>M/S</td>
<td>JLS/SG</td>
<td>CM</td>
<td></td>
</tr>
</tbody>
</table>

**INPUT**

<table>
<thead>
<tr>
<th>INLET TEMP:</th>
<th>1083.33</th>
<th>STATOR IN ANGLE:</th>
<th>55.60</th>
<th>STATOR KE LOSS COEF:</th>
<th>1.0000</th>
<th>GAS CONSTANT:</th>
<th>208.1110</th>
</tr>
</thead>
<tbody>
<tr>
<td>INLET PRESS:</td>
<td>9.1011</td>
<td>STATOR EX ANGLE:</td>
<td>72.00</td>
<td>ROTOR KE LOSS COEF:</td>
<td>1.0000</td>
<td>SPEC HTRATIO:</td>
<td>1.6670</td>
</tr>
<tr>
<td>ROTAT SPEED:</td>
<td>301.710</td>
<td>ROTAT ASPECT RATIO:</td>
<td>.0000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MASS FLOW:</td>
<td>22.371</td>
<td>DIAM RATIOS:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHAFT POWER:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**OUTPUT**

<table>
<thead>
<tr>
<th>DIA- TEMP</th>
<th>TOTAL TEMP</th>
<th>STATIC TEMP</th>
<th>STATIC PRESS</th>
<th>STATIC FLOW</th>
<th>VELO- CRIT</th>
<th>BLADE</th>
<th>TOTAL TEMP</th>
<th>TOTAL PRESS</th>
<th>TOTAL FLOW</th>
<th>VELO- CRIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEIER</td>
<td>PRESS</td>
<td>PRESS</td>
<td>ANGLE</td>
<td>CITY VEL</td>
<td>RATE</td>
<td>SPEED</td>
<td>MEIER</td>
<td>PRESS</td>
<td>ANGLE</td>
<td>CITY VEL</td>
</tr>
</tbody>
</table>

| STATOR INLET | 19.650 | 1083.33 | 9.101 | 1072.02 | 8.865 | 55.60 | 108.49 | .204 |
| STATOR EXIT | 15.875 | 1083.33 | 8.995 | 1013.94 | 7.623 | 72.00 | 268.67 | .506 |
| ROTOR INLET | 15.539 | 1083.33 | 8.995 | 1010.85 | 7.565 | 71.92 | 274.59 | .517 |
| ROTOR EXIT | | | | | | | | |

<table>
<thead>
<tr>
<th>DIA- FLOW</th>
<th>SPEC</th>
<th>TOTAL</th>
<th>STATIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEIER</td>
<td>RATE</td>
<td>WORK</td>
<td>EFFIC</td>
</tr>
<tr>
<td>NUMBER OF ROTOR BLADES:</td>
<td>12.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MASS</th>
<th>DIA-16</th>
<th>FLOW</th>
<th>SPEC</th>
<th>TOTAL</th>
<th>STATIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEIER</td>
<td>RATE</td>
<td>WORK</td>
<td>EFFIC</td>
<td>EFFIC</td>
<td></td>
</tr>
<tr>
<td>3.872</td>
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<td>81.76</td>
<td>.919</td>
<td>.834</td>
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</tr>
<tr>
<td>4.593</td>
<td>.0514</td>
<td>81.76</td>
<td>.916</td>
<td>.834</td>
<td></td>
</tr>
<tr>
<td>6.035</td>
<td>.0516</td>
<td>81.76</td>
<td>.907</td>
<td>.834</td>
<td></td>
</tr>
<tr>
<td>7.478</td>
<td>.0592</td>
<td>81.76</td>
<td>.896</td>
<td>.834</td>
<td></td>
</tr>
<tr>
<td>8.920</td>
<td>.0631</td>
<td>81.76</td>
<td>.883</td>
<td>.834</td>
<td></td>
</tr>
<tr>
<td>10.363</td>
<td>.0617</td>
<td>81.76</td>
<td>.860</td>
<td>.834</td>
<td></td>
</tr>
<tr>
<td>11.808</td>
<td>.0000</td>
<td>81.76</td>
<td>.860</td>
<td>.834</td>
<td></td>
</tr>
</tbody>
</table>

**OVERALL PERFORMANCE**

| TOT-TOT PRESSURE RATIO: | 1.5553 |
| TOT-STAT PRESSURE RATIO: | 1.6125 |
| DIAG AVG SPECIFIC WORK: | 81.766 |
| DIAG TOTAL EFFICIENCY: | .8915 |
| DIAG STATIC EFFICIENCY: | .8339 |
| NET TOTAL EFFICIENCY: | .8800 |
| NET STATIC EFFICIENCY: | .8232 |

| STATOR | .0252 |
| ROTOR | .0779 |
| WINDAGE | .0048 |
| CLEARANCE | .0059 |
| EXIT KE | .0658 |
| SPECIFIC SPEED | .739 |
### Table III - Output for Sample Case Using U.S. Customary Units

This is the same case using U.S. Customary Units

This output is in the following units:

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Pressure</th>
<th>Gas Constant</th>
<th>Rot Speed</th>
<th>Mass Flow</th>
<th>Power</th>
<th>Viscosity</th>
<th>Velocity</th>
<th>Spec Work</th>
<th>Diameter</th>
<th>Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>(deg Rankine)</td>
<td>(lb/500 in)</td>
<td>(BTU/lb-r)</td>
<td>(rpm)</td>
<td>(lb/sec)</td>
<td>(hp)</td>
<td>(lb/ft-sec)</td>
<td>(ft/sec)</td>
<td>(Btu/lb)</td>
<td>(in)</td>
<td>(deg)</td>
</tr>
</tbody>
</table>

**Input**

- **Inlet Temp:** 1950,000
- **Inlet Pressure:** 13,000
- **Rot Speed:** 3850,000
- **Ass Flow:** .6110
- **Shaft Power:** 30,000

**Output**

<table>
<thead>
<tr>
<th>DIA-METER</th>
<th>TEMP</th>
<th>PRESS</th>
<th>TEMP</th>
<th>PRESS</th>
<th>ANGLE</th>
<th>CITY</th>
<th>VEL</th>
<th>BLADE</th>
<th>TOTAL</th>
<th>TOTAL</th>
<th>FLOW</th>
<th>VELO- CRIT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stator Inlet</strong></td>
<td>7.697</td>
<td>1950.00</td>
<td>13.046</td>
<td>1929.63</td>
<td>12.058</td>
<td>55.60</td>
<td>355.93</td>
<td>.204</td>
<td>STATOR HGt= .7294, NUMBER OF VANES= 16.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Stator Exit</strong></td>
<td>6.250</td>
<td>1950.00</td>
<td>13.046</td>
<td>1825.10</td>
<td>11.057</td>
<td>72.00</td>
<td>881.46</td>
<td>.506</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rotor Inlet</strong></td>
<td>6.118</td>
<td>1950.00</td>
<td>13.046</td>
<td>1819.53</td>
<td>10.973</td>
<td>90.00</td>
<td>808.88</td>
<td>.517</td>
<td>1027.71</td>
<td>1836.81</td>
<td>11.235</td>
<td>-31.50</td>
</tr>
<tr>
<td><strong>Rotor Exit</strong></td>
<td>8.080</td>
<td>1667.02</td>
<td>8.357</td>
<td>1653.30</td>
<td>8.186</td>
<td>292.19</td>
<td>181.00</td>
<td>685.36</td>
<td>1742.53</td>
<td>9.335</td>
<td>-66.91</td>
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</tr>
<tr>
<td><strong>Mass DIA-METER</strong></td>
<td>8.364</td>
<td>1667.02</td>
<td>8.318</td>
<td>1656.37</td>
<td>8.186</td>
<td>257.47</td>
<td>180.00</td>
<td>733.06</td>
<td>1753.41</td>
<td>9.438</td>
<td>-70.65</td>
<td></td>
</tr>
</tbody>
</table>

**Overall Performance**

- **Total TOT Pressure Ratio:** 1.5553
- **TOT-STAT Pressure Ratio:** 1.6125
- **Diag Avg Specific Work:** 35.178
- **Diag Total Efficiency:** .8915
- **Diag Static Efficiency:** .8339
- **Net Total Efficiency:** .8800
- **Net Static Efficiency:** .8232

**Losses/ideal T-S Del H**

- **Stator:** .0252
- **Rotor:** .0779
- **Windage:** .0048
- **Clearance:** .0059
- **Exit Ke:** .0658

**Specific Speed:** 95.355
Figure 1. - Schematic cross section of radial-inflow turbine.

Figure 2. - Velocity diagram.
Figure 3. - Stator geometry model.
Figure 4. - Rotor geometry model.