WARTIME REPORT

ORIGINALLY ISSUED
December 1944 as
Advance Confidential Report L4L07

CLIMB AND HIGH-SPEED TESTS OF A CURTISS NO. 714-102-12
FOUR-BLADE PROPELLER ON THE REPUBLIC P-47C AIRPLANE

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FLIGHT tests were made of a Curtiss No. 714-102-12 four-blade propeller on a Republic F-17C airplane in climb and at high speed. The loss in efficiency when power was increased from normal to military was found to be from 5 to 8 percent in climbs at an indicated airspeed of 165 miles per hour. This loss was attributed primarily to reductions in section lift-drag ratios resulting from increased operating lift coefficients.

In high-speed flight at military power, losses in efficiency due to compressibility started at an airplane Mach number less than 0.4 and increased steadily to 10 or 11 percent at an airplane Mach number of 0.7. These losses were encountered whenever the propeller-tip Mach number exceeded 0.83 and the propeller efficiency decreased at a rate of about 7 percent for an increase of 0.1 in tip Mach number. At an airplane Mach number of 0.7 and constant propeller rotational speed the propeller efficiency decreased with a decrease in power below military power. In comparison with the efficiencies of low-speed flight tests (a Mach number of approximately 0.3) at the same advance-diameter ratio, however, the compressibility loss was relatively independent of power.

The tests indicated that, by suitably increasing the solidity and reducing the rotational speed, it may be possible to improve the propeller efficiency in both climb and high-speed operation.
INTRODUCTION

As part of a program of flight tests of several propellers on the Republic P-47C airplane for the purpose of determining climb and high-speed characteristics, tests have been made of a Curtiss No. 714-102-12 four-blade propeller. Results of these tests and a brief analysis are presented herein.

The climb tests consisted of runs at normal rated power, indicated airspeeds of 160 and 165 miles per hour, and altitudes from sea level to about 30,000 feet and runs at military power, at indicated airspeed of 165 miles per hour, and altitudes from sea level to about 27,000 feet. High-speed tests consisted of a series of runs covering a Mach number range from 0.4 to 0.7 at approximately constant engine and rotational speed and a series of runs at a Mach number of 0.7 at constant rotational speed with varying power. In order to determine the effects of compressibility, the efficiencies measured in the high-speed runs were compared with those measured in runs made at the same power coefficient and advance-diameter ratio but at a Mach number of about 0.5.

STAGES

\[ \begin{align*}
V & \quad \text{true airspeed} \\
N & \quad \text{propeller rotational speed, revolutions per second} \\
D & \quad \text{propeller diameter} \\
J & \quad \text{advance-diameter ratio (V/nD)} \\
p & \quad \text{section blade angle at 0.75R} \\
\alpha & \quad \text{blade angle at any section} \\
R & \quad \text{propeller-tip radius} \\
r & \quad \text{propeller-section radius} \\
b & \quad \text{blade-section chord}
\end{align*} \]
h blade-section thickness
r_s radial distance from thrust axis to survey point

\[ r_s = \frac{h}{y} \]

P \_p free-stream static pressure
P \_T \_p free-stream total pressure
\Delta P \_p difference between slinstream total pressure and free-stream total pressure
T propeller thrust
\tau propeller torque
C_p propeller thrust coefficient
C_o propeller power coefficient
\eta propeller efficiency
\sigma ratio of density of free air to density of air at sea level
\rho density of free air
M airplane Mach number
\text{M}_t propeller-tip Mach number

**PROPELLER AND TEST EQUIPMENT**

General specifications of the propeller and power plant are as follows:

Number of blades .............................................. Four
Propeller design ........................................... Curtiss No. 714-102-12
Blade sections ............................................... Clark Y
Propeller diameter ........................................... 12 feet, 2 inches
Propeller gear ratio ........................................ 2:1
Engine ....................................................... Pratt & Whitney R-2800-21
Military-power rating of engine:
- Engine speed, rpm: 2700
- Manifold pressure, inches of mercury: 52
- Horsepower: 2000
- Critical altitude, feet: 27,000

Normal-power rating of engine:
- Engine speed, rpm: 2550
- Manifold pressure, inches of mercury: 42
- Horsepower: 1625
- Critical altitude, feet: 29,000

The propeller, as tested, was equipped with the standard production cooling cuffs. Blade-form curves are presented in figure 1.

Propeller thrust was measured by the slipstream total-pressure survey method. For this purpose two survey rakes, connected to NACA recording multiple manometers, were mounted horizontally on either side of the fuselage at the rear of the engine cooling, as shown in figure 2. A photograph of the airplanes, propeller, and survey rakes is presented as figure 3.

Propeller torque was measured with a standard Pratt & Whitney torque meter, to which was connected a standard NACA pressure recorder. An indicating pressure gage was mounted in the cockpit for use by the pilot. Standard NACA recording instruments were used to record engine speed, impact pressure, static pressure, and free-air temperature. Propeller blade angle was measured with a special NACA spark-type blade-angle recorder.

TEST PROCEDURES

Climb tests:- With engine speed, manifold pressure, and indicated airspeed adjusted to the desired values, short records on all instruments were taken at intervals of 2000 feet as the airplane climbed from sea level to altitude.

Climbs were made under the following conditions:

1. Military power at normal climbing indicated airspeed of 165 miles per hour
(2) Normal power at indicated airspeed of 160 miles per hour

(3) Normal power at indicated airspeed of 165 miles per hour

The climb at military power was terminated at the relatively low altitude of 25,000 feet because of insufficient engine cooling indicated by high cylinder-head temperature.

High-speed tests. - Each high-speed run was made at values of engine speed, torque, indicated airspeed, and pressure altitude selected to produce a desired combination of values of airplane Mach number, propeller advance-diameter ratio, and power coefficient. Because the airplane was usually either climbing or diving during a run, only engine speed, torque, and airspeed could be fixed. These values were therefore held constant as the airplane passed through the desired altitude, when a short record was taken.

The low-speed runs (M = 0.5), used as a basis for determining the effects of compressibility, were made in the same manner as the high-speed runs.

REDUCTION OF DATA

True airspeed, airplane Mach number, and air density were obtained by standard reduction methods from the recorded values of impact pressure, static pressure, and indicated free-air temperature. Engine speed, torque, and propeller blade angle were recorded directly.

Propeller power coefficient was calculated by the formula

\[ C_p = \frac{2 \pi n \Delta P}{\rho n^2 D^5} \]

Propeller-tip Mach number was obtained from the equation

\[ M_t = M \sqrt{1 + \left(\frac{\pi}{n}\right)^2} \]
Propeller thrust coefficient was evaluated from the measurements of slipstream total pressure by the method described in reference 1, which gives

\[
\frac{\Delta T}{\pi d(r_s^2)} = \left( \frac{P_o}{\rho_o} \right)^{5/7} \Delta P_T
\]  

(1)

In order to obtain the nondimensional quantities used in the present report, equation (1) was reduced as follows:

\[
\frac{dC_T}{d(x_s^2)} = \frac{dT}{d(r_s^2)} \frac{\pi}{\pi d(r_s^2)^{1/4} \rho_o^{1/2} d^2}
\]

The areas under the curves of \( dC_T/d(x_s^2) \) against \( x_s^2 \) are equal to the thrust coefficients.

RESULTS AND DISCUSSION

Climb tests.- The variations of blade angle, advance-diameter ratio, power and thrust coefficients, efficiency, and propeller-tip and airplane Mach numbers with density altitude for the climbs are presented in figures 2 to 6. These flight data are also given in table 1.

In each of the climbs, changes in propeller efficiency with altitude appear to be small. Except for a slight initial increase, efficiency tends to decrease with altitude. This decrease is to be expected, since the operating lift coefficients of the blade sections increase with increasing altitude and approach the stall region; the final result is to reduce the section lift-drag ratios and to lower the efficiency.

Compressibility effects become evident in each of the climbs whenever the propeller-tip Mach number exceeds about 0.86. Thrust-grading curves for climb at normal power and an indicated airspeed of 160 miles per hour are presented in figure 7 to show these effects of compressibility at high propeller-tip Mach numbers. The effects of compressibility are not evident in runs 20-1 to 20-11, in which tip Mach numbers are below 0.55 (figs. 7(a) to 7(f)). The first effects are evident on
the right side of the propeller disk for run 20-12 (fig. 7(g)), in which the tip Mach number has reached 0.86. These effects continue to increase with tip Mach number. Little or no evidence of compressibility loss exists on the left side of the propeller disk, probably because the left side is less heavily loaded than the right side owing to inclination of the thrust axis to the air stream. To the extent, therefore, that the disk load distribution is affected, the tip Mach number at which compressibility effects first become evident is influenced by the airplane attitude with respect to the flight path.

The term "compressibility effects" as used herein means the effects shown by changes in the general shape of the thrust-grading curves, for example, the dip in the curve between \( x_s^2 = 0.6 \) and \( x_s^2 = 0.9 \) as measured with the right survey rake in run 20-15 (fig. 7(h)). The term does not include the effect that causes the grading curves for both the right and left surveys to approach zero at the tip at different values of \( x_s^2 \). This effect is directly attributable to an unintentional yawed attitude of the airplane held during the run, which causes the slipstream to be displaced laterally at the survey rakes.

Losses in thrust due to compressibility are present at the higher tip Mach numbers but no marked decrease in efficiency attributable to this cause is apparent. With further increases in altitude that result in higher section lift coefficients and Mach numbers, however, it is expected that the losses would extend over an increasing part of the disk area and that the effect on efficiency would become significant. Compressibility losses can be delayed by reducing the tip blade angles. This reduction would result in a transfer of load to the inboard sections, which operate at lower Mach numbers and can therefore absorb the additional load without serious compressibility effects. The inboard shift of load would also tend to bring the blade loading into closer agreement with the theoretically ideal load distribution for a propeller operating at low advance-diameter ratios; thus the possibility of a reduction in induced losses exists. The use of this method is suggested only if particular emphasis is put on climb performance, since large losses in efficiency at high speed may result.

Since in the range of advance-diameter ratio for climb the propeller operates at power coefficients greater...
than the values for maximum efficiency, it is generally recognized that either a reduction in power coefficient or an increase in advance-diameter ratio is necessary to increase efficiency. These methods are illustrated by comparing the efficiency levels (at tip Mach numbers below 0.35) of the clients (fig. 4 to 6).

The effect of loading on the propeller efficiency at high speed was investigated by making a series of runs at an airplane Mach number of about 0.7 and constant propeller speed with varying power. The results of these tests are compared in figure 13 with the results taken from figure 9 of low-speed tests at the same advance-diameter ratio and power coefficients. The extrapolated point in figure 13 was determined by first extending the curve for the high-speed tests \( C_p = 0.35 \) in figure 9 to an airplane Mach number of 0.7 and an advance-diameter ratio of 2.6. The value of efficiency obtained was then corrected to an advance-diameter ratio of 2.7 by using the curve for the low-speed tests \( C_p = 0.35 \) of figure 9. As the power is reduced the propeller efficiency decreases at both low and high speeds. The compressibility loss at high speed, as measured by the difference in high-speed and low-speed efficiency, appears to be relatively independent of power and is about 10 to 14 percent throughout the range investigated.

The effect of compressibility is to reduce the lift coefficient for maximum section efficiency as the critical Mach number is exceeded. A decrease in power would, consequently, be expected to cause a reduction in compressibility loss. In this case, however, some sections of the propeller are apparently operating at approximately maximum efficiency and some, at lift coefficients above those for maximum efficiency. Under such circumstances a reduction in power would result in a decrease in efficiency of some sections and an improvement in efficiency in others; the over-all effect would be only a small change in compressibility loss. Figure 14 shows that the tip sections are operating at highest efficiency at high power, since as the power is reduced the tip sections produce a decreasing amount of thrust in comparison with the inboard sections. Some gain in high-speed efficiency could probably be obtained by an adjustment in load distribution.
CONCLUSIONS

Flight tests of the Curtiss No. 714-122-12 four-blade propeller on a Republic P-47C airplane indicated the following conclusions:

1. In climb at an indicated airspeed of 165 miles per hour, from 5 to 8 percent was lost in efficiency by increasing from normal to military power, primarily because of the reductions in section lift-drag ratio that resulted from increased operating lift coefficients.

2. With military power, losses in efficiency due to compressibility started at an airplane Mach number less than 0.6, increased steadily, and reached 10 to 11 percent at an airplane Mach number of 0.7. Compressibility losses became evident whenever the propeller-tip Mach number exceeded about 0.85, and the propeller efficiency decreased at a rate of about 7 percent for an increase of 0.1 in tip Mach number.

3. At an airplane Mach number of 0.7, a reduction in engine power below military power resulted in a lower propeller efficiency, but the loss in efficiency due to compressibility (based on low-speed tests at a corresponding advance-diameter ratio) was relatively independent of power.

4. By suitably increasing the solidity and reducing the rotational speed, an improvement in the propeller efficiency in both climb and high-speed operation may be possible.

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National Advisory Committee for Aeronautics
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<td>.405</td>
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<td>.420</td>
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### TABLE II

**FLIGHT DATA OBTAINED FROM HIGH-SPEED TESTS OF CURTISS NO. 714-1C2-12 FOUR-BLADE PROPELLER**

<table>
<thead>
<tr>
<th>Fig.</th>
<th>Run</th>
<th>J</th>
<th>$C_p$</th>
<th>$C_t$</th>
<th>$\eta$</th>
<th>$n$ (rps)</th>
<th>$M$</th>
<th>$M_t$</th>
<th>$\sigma$</th>
<th>$\beta$ (deg)</th>
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</thead>
<tbody>
<tr>
<td>11(a)</td>
<td>24-6</td>
<td>1.59</td>
<td>0.3143</td>
<td>0.171</td>
<td>0.792</td>
<td>22.62</td>
<td>0.431</td>
<td>0.952</td>
<td>0.416</td>
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<tr>
<td>11(b)</td>
<td>24-5</td>
<td>1.84</td>
<td>0.347</td>
<td>0.151</td>
<td>0.801</td>
<td>22.47</td>
<td>0.495</td>
<td>0.979</td>
<td>0.416</td>
<td>41.4</td>
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<td>11(c)</td>
<td>24-1</td>
<td>2.08</td>
<td>0.352</td>
<td>0.134</td>
<td>0.786</td>
<td>22.44</td>
<td>0.557</td>
<td>1.009</td>
<td>0.418</td>
<td>44.1</td>
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<tr>
<td>11(d)</td>
<td>24-2</td>
<td>2.21</td>
<td>0.351</td>
<td>0.121</td>
<td>0.759</td>
<td>22.46</td>
<td>0.594</td>
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<td>0.422</td>
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<td>11(e)</td>
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<td>0.107</td>
<td>0.735</td>
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<td>0.655</td>
<td>1.064</td>
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<td>0.708</td>
<td>22.48</td>
<td>0.666</td>
<td>1.077</td>
<td>0.432</td>
<td>47.9</td>
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<tr>
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<td>0.144</td>
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<td>0.395</td>
<td>22.62</td>
<td>0.711</td>
<td>1.092</td>
<td>0.576</td>
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<tr>
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<td>17-2</td>
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<td>0.151</td>
<td>0.026</td>
<td>0.482</td>
<td>22.08</td>
<td>0.712</td>
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<td>0.030</td>
<td>0.500</td>
<td>22.32</td>
<td>0.702</td>
<td>1.079</td>
<td>0.575</td>
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<tr>
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<td>0.176</td>
<td>0.031</td>
<td>0.476</td>
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<td>0.706</td>
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<td>0.040</td>
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<td>0.109</td>
<td>0.842</td>
<td>17.81</td>
<td>0.505</td>
<td>0.803</td>
<td>0.716</td>
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</tbody>
</table>

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Figure 1 - Blade-form curves for Curtiss No 714-1C2-12 four-blade propeller.
Figure 2.- Location of propeller and survey rakes on a Republic P-47C airplane.
Figure 3.— Republic P-47C airplane equipped with a Curtiss No. 714-1C2-12 four-blade propeller and survey rakes.
Figure 4.—Military-power climb at an indicated airspeed of 165 miles per hour. Curtiss No. 714-1C2-12 four-blade propeller on Republic P-47C airplane.
Figure 5.- Normal-power climb at an indicated airspeed of 160 miles per hour. Curtiss No. 7/4-1C2-12 four-blade propeller on Republic P-47C airplane.
Figure 6.- Normal-power climb at an indicated airspeed of 165 miles per hour. Curtiss No. 714-1C2-12 four-blade propeller on Republic P-47C airplane.
Figure 7.- Thrust-grading curves for climb at normal power. Indicated airspeed, 160 miles per hour.
Figure 7. - Continued.
Figure 7.- Continued.
Figure 7 - Concluded.
Figure 8.- Effect of compressibility on propeller efficiency for constant power coefficient. $C_p \approx 0.29$ and $C_p \approx 0.35$. 
Figure 9.- Characteristics of a Curtiss No. 714-1C2-12 four-blade propeller on a Republic P-47C airplane, $M \approx 0.3$. (Measured values of efficiency are given for each point.)
Figure 10. - Effect of propeller-tip Mach number on propeller efficiency at constant rotational speed.
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Figs. 11a, b

(a) Run 24-6.

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Figure 11. - Thrust-gradation curves for $C_p \approx 0.35$. 

(b) Run 24-5.
Figure 11c – Continued.

Figure 11d – Continued.
Figure 11. - Concluded.
Figure 12 - Thrust-graduating curve for run 12-1.
Propeller efficiency, n, percent

Power coefficient, C_p

100
80
60
40
20
0

0 . 04 . 08 . 12 . 16 . 20 . 24 . 28 . 32 . 36

Flight tests at M ≈ 0.3,
taken from fig. 9

Flight tests at M ≈ 0.7

This point extrapolated from
data of Fig. 8

Figure 13. Effect of blade loading on propeller efficiency at high speed. J ≈ 2.70.
Figure 14. Thrust-grading curves for runs at $J \approx 2.70$ and $M \approx 0.7$. 

(a) Run 17-1.

- $J = 2.69$
- $C_P = 0.141$
- $C_T = 0.021$
- $\eta = 0.395$
- $M = 0.711$
- $M_t = 1.092$

(b) Run 17-4.

- $J = 2.73$
- $C_P = 0.176$
- $C_T = 0.031$
- $\eta = 0.476$
- $M = 0.706$
- $M_t = 1.077$
Figure 14c, d

Figure 14.— Concluded.