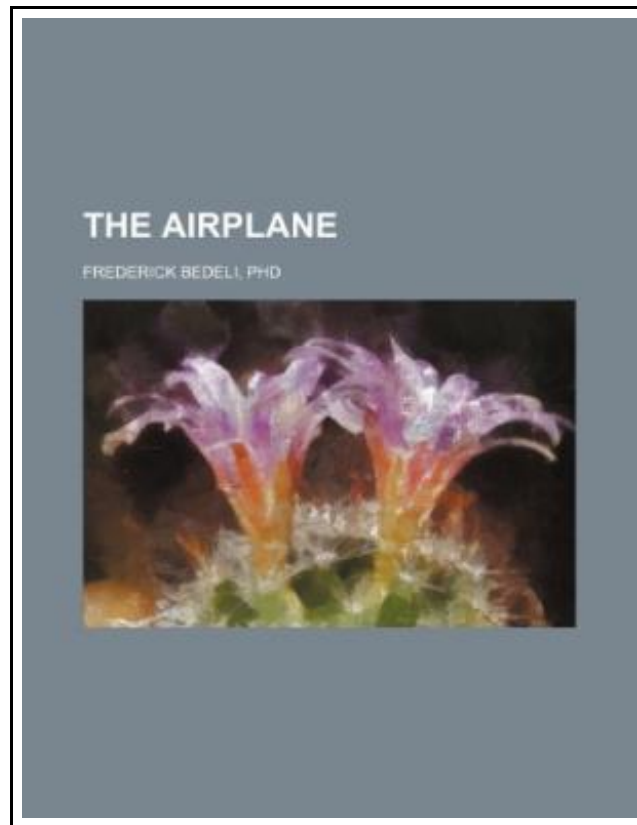


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1920 Excerpt: .not shown in this figure, where $V = 0$; see Fig. 43a, page 78.) The minimum thrust t is always at a higher velocity than the minimum power p . No general statement can be made as to the velocity for maximum surplus power; it may be at a higher velocity than t or at a lower velocity than p , depending upon the relation between P_j and P_t , or at a velocity between p and as in Fig. 66. See also Fig. 69. Power relations for different R.P.M. and for different amounts of throttle. The relation between power required and power available is more completely shown in Figs. 67 and 68. In each of these figures a curve is given for the power required for horizontal flight at different velocities by a particular assumed airplane. The point of minimum velocity, indicated by a_0 in each figure, is the absolute minimum velocity and this depends upon the aerodynamic characteristics of the airplane, irrespective of engine and propeller. The curves for power available are drawn for different R. P. M. in Fig. 67 and for different amounts of throttle in Fig. 68, these curves being determined in the manner described in the preceding chapter. In Fig. 67, the limits of velocity are at a and b when the propeller has a speed of 1300 R. P. M., and at a and b when the propeller has a speed of 1200 R. P. M. At these limits the power available is...



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