

PROPOSED EPR FLUX FLIGHT TEST PROGRAM
J-75 P-13B Engine

FLIGHT PROCEDURE

A. Normal Fuel Control Mode

1. During a typical climb, at B+15M ft. and 665°C EGT, change altitude to straight and level. Stabilize for two (2) minutes and record data for one-half ($\frac{1}{2}$) minute. Take note of audible sensations at all times and describe.
2. Reduce PLA to obtain 655°C EGT and record transient data. Stabilize engine for two (2) minutes and record data for one-half ($\frac{1}{2}$) minute.
3. If engine fluctuations continue, reduce PLA until the condition is eliminated and record data.
4. Repeat Para. A-1 to A-3 at 2000 ft. intervals to max altitude.

B. Manual Fuel Control Mode

1. At an altitude of B+10M ft., switch from normal to manual fuel control mode. Repeat Para. A-1 at 2000 ft. intervals.

The attached Table I presents the instrumentation required for the test program. All data recording should be done at approx. rate of one (1) inch per second oscillograph speed. All pressure measurements should include quick response close coupled transducers.

TABLE I
INSTRUMENTATION

<u>Parameter</u>	<u>Altitude Testing Range</u>	<u>Accuracy</u>	<u>Recording Device</u>
Altitude			Photopanel
Mn			
IAS			
TT2	°C		
FAT	°C		
N1	%	0-110	+ .2%
N2	%	0-110	+ .2%
Fuel Pump Inlet Temp		-65-200°F	+ 3°F
Fuel Control Inlet Temp		-65-200°F	+ 3°F
PT2	"Hg A	1.5-3.5	3%
PS3	PSIA	0-8	
Pb	PSIA	3-20	
PT7	"Hg A - Static Tap	0-20	
PS0	"Hg A - Located on outside of jet nozzle extension	1.0-3.5	
EPR		1.4-4.0	
EGT	°C	0-700	
Wf	PPH	500-2500	
Primary Fuel Pressure		0-300*	
Secondary Fuel Pressure		0-100*	
P&D Valve Dump Signal Pressure		0-400*	
Fuel Pump Inlet Pressure		0-50	
Fuel Pump Interstage Pressure		0-200	
Fuel Control Discharge Pressure		0-400*	
Fuel Control Throttle Valve ΔP		0-80*	
Fuel Control Shutoff Valve ΔP		0-250*	

* 1000 Psi Pickup Needed for Sea Level Protection