

(2) A 20-hour run consisting of alternate periods of 1½ hours at rated maximum continuous power with maximum continuous speed, and ½ hour at 75 percent rated maximum continuous power and 91 percent maximum continuous speed.

(3) A 20-hour run consisting of alternate periods of 1½ hours at rated maximum continuous power with maximum continuous speed, and ½ hour at 70 percent rated maximum continuous power and 89 percent maximum continuous speed.

(4) A 20-hour run consisting of alternate periods of 1½ hours at rated maximum continuous power with maximum continuous speed, and ½ hour at 65 percent rated maximum continuous power and 87 percent maximum continuous speed.

(5) A 20-hour run consisting of alternate periods of 1½ hours at rated maximum continuous power with maximum continuous speed, and ½ hour at 60 percent rated maximum continuous power and 84.5 percent maximum continuous speed.

(6) A 20-hour run consisting of alternate periods of 1½ hours at rated maximum continuous power with maximum continuous speed, and ½ hour at 50 percent rated maximum continuous power and 79.5 percent maximum continuous speed.

(7) A 20-hour run consisting of alternate periods of 2½ hours at rated maximum continuous power with maximum continuous speed, and 2½ hours at maximum best economy cruising power or at maximum recommended cruising power.

(c) *Engines incorporating a gear-driven two-speed supercharger.* For engines incorporating a gear-driven two-speed supercharger the applicant must conduct the following runs:

(1) A 30-hour run consisting of alternate periods in the lower gear ratio of 5 minutes at rated takeoff power with takeoff speed, and 5 minutes at maximum best economy cruising power or at maximum recommended cruising power. If a takeoff power rating is desired in the higher gear ratio, 15 hours of the 30-hour run must be made in the higher gear ratio in alternate periods of 5 minutes at the observed horsepower obtainable with the takeoff crit-

ical altitude manifold pressure and takeoff speed, and 5 minutes at 70 percent high ratio rated maximum continuous power and 89 percent high ratio maximum continuous speed.

(2) A 15-hour run consisting of alternate periods in the lower gear ratio of 1 hour at rated maximum continuous power with maximum continuous speed, and ½ hour at 75 percent rated maximum continuous power and 91 percent maximum continuous speed.

(3) A 15-hour run consisting of alternate periods in the lower gear ratio of 1 hour at rated maximum continuous power with maximum continuous speed, and ½ hour at 70 percent rated maximum continuous power and 89 percent maximum continuous speed.

(4) A 30-hour run in the higher gear ratio at rated maximum continuous power with maximum continuous speed.

(5) A 5-hour run consisting of alternate periods of 5 minutes in each of the supercharger gear ratios. The first 5 minutes of the test must be made at maximum continuous speed in the higher gear ratio and the observed horsepower obtainable with 90 percent of maximum continuous manifold pressure in the higher gear ratio under sea level conditions. The condition for operation for the alternate 5 minutes in the lower gear ratio must be that obtained by shifting to the lower gear ratio at constant speed.

(6) A 10-hour run consisting of alternate periods in the lower gear ratio of 1 hour at rated maximum continuous power with maximum continuous speed, and 1 hour at 65 percent rated maximum continuous power and 87 percent maximum continuous speed.

(7) A 10-hour run consisting of alternate periods in the lower gear ratio of 1 hour at rated maximum continuous power with maximum continuous speed, and 1 hour at 60 percent rated maximum continuous power and 84.5 percent maximum continuous speed.

(8) A 10-hour run consisting of alternate periods in the lower gear ratio of 1 hour at rated maximum continuous power with maximum continuous speed, and 1 hour at 50 percent rated maximum continuous power and 79.5 percent maximum continuous speed.