

## **SPECIFICATION**

### **QUIET PROPELLER**

#### **TECHNICAL FIELD**

**[0001]**

The present invention relates to a quiet propeller, and in particular to a quiet propeller comprising a plurality of propeller blades, the blade having a pitch angle to increase pressure into the center of the propeller during high speed rotation not to produce voids, bubbles or cavitation, thereby allowing high-speed rotation with a small motor and pushing back a lot of fluid.

#### **BACKGROUND OF THE INVENTION**

**[0002]**

In a conventional screw propeller for underwater thrust, a blade is tilted with respect to a main shaft at the part close to the center of the propeller and the blade twists from the center to the periphery.

JP8-72794A discloses a high-speed thrust machine in which a blade tilts rearward.

**[0003]**

In a conventional screw propeller for ships, a pitch angle is large at parts close to the center of the propeller, so that the propeller is thick and water flow twists with rotation of the propeller.

**[0004]**

When rotational speed increases, water flow does not circulate along the pitch angle. Fluid leaves the blade surface to produce cavitation to cause noises and bubbles.

**[0005]**

Twisting of water flow and cavitation cause loss in rotational energy.

#### **SUMMARY OF THE INVENTION**

[0006]

It is an object of the present invention to provide a quiet propeller in which central part of the propeller is not twisted, a pitch angle being formed at a peripheral part of the blade to increase internal pressure, rotating faster without cavitation or noise, the propeller being usable for an air-conditioning fan, a ventilating fan, a pump and a windmill.

#### **BRIEF DESCRIPTION OF THE DRAWINGS:**

[0007]

Fig. 1 is a rear elevational view of the first embodiment of a quiet propeller according to the present invention.

[0008]

Fig. 2 is a top plan view thereof.

[0009]

Fig. 3 is a rear elevational view of the second embodiment of a quiet propeller according to the present invention.

[0010]

Fig. 4 is a top plan view thereof.

[0011]

Fig. 5 is a rear elevational view of the third embodiment of a quiet propeller according to the present invention.

[0012]

Fig. 6 is a top plan view thereof.

[0013]

**Fig. 7 is a rear elevational view of the fourth embodiment of a quiet propeller according to the present invention.**

**[0014]**

**Fig. 8 is a top plan view thereof.**

**[0015]**

**Fig. 9 is a rear elevational view of the fifth embodiment of a quiet propeller according to the present invention.**

**[0016]**

**Fig. 10 is a top plan view thereof.**

**[0017]**

**Fig. 11 is a front elevational view of the sixth embodiment of a quiet propeller according to the present invention.**

**[0018]**

**Fig. 12 is a front elevational view of the seventh embodiment of a quiet propeller according to the present invention.**

**[0019]**

**Fig. 13 is a rear elevational view of the eighth embodiment of a quiet propeller according to the present invention.**

**[0020]**

**Fig. 14 is a side view thereof.**

**[0021]**

**Fig. 15 is a side view of a propeller blade.**

**[0022]**

**Fig. 16 is a side view of a propeller blade.**

**[0023]**

**Fig. 17 is a side view of a propeller blade.**

**[0024]**

**Fig. 18 is a side view of a propeller blade.**

**[0025]**

**Fig. 19 is a sectional view taken along the line A-A in Fig. 13.**

**[0026]**

**Fig. 20 is a sectional view taken along the line B-B in Fig. 13.**

**[0027]**

**Fig. 21 is a sectional view taken along the line C-C in Fig. 13.**

**[0028]**

**Fig. 22 is a side view of a quiet propeller used as a screw propeller.**

**[0029]**

**Fig. 23 is a rear elevational view of the ninth embodiment.**

**[0030]**

**Fig. 24 is a side view of the quiet propeller in Fig. 13.**

**[0031]**

**Fig. 25 is a side view of a boat including a propeller according to the present invention.**

**[0032]**

**Fig. 26 is a front view of a flying boat including a propeller according to the present invention.**

#### **BEST MODE FOR CARRYING OUT THE INVENTION**

**[0033]**

##### **Embodiment 1**

**Embodiments of the invention will be described. Fig. 1 is a rear elevational view of a quiet propeller according to the present invention, and Fig. 2 is a top plan view. The propeller 1 comprises four propeller blades 2 equally spaced around a boss 1a. The**

number of the propeller blades 2 is not limited to four.

The propeller blades 2 are substantially equal to each other in length from the base to the end. Between a first side edge 2c and a second side edge 2d, there is a bent line 2a.

From the bent line 2a, a tilted end portion 2b which tapers is formed.

The tilted end portion 2b is tilted from the bent line 2a.

An angle of the tilted end portion 2b is variable from 15 to 45 degrees depending on the length of the blade 2b.

In Fig. 2, the tilted end portion 2b is 15% of the blade length, but may range 15-60 %.

[0034]

In Fig. 1, from the end of the first side edge 2c of the blade 2 to the second side edge 2d, a diagonal line 2e extends.

From the diagonal line 2e, a tilted back surface 2f rises toward the second side edge 2d having a pitch angle. The diagonal line 2e in Fig. 1 is straight, but may be curved.

[0035]

In Fig. 2 in which the propeller blade 2 is seen horizontally, the first side edge 2d becomes thinner gradually from the center to the distal end of the blade 2.

In the tilted back surface 2f, a pitch angle P ranges from 7 to 25 degrees.

There is no pitch angle on the rear surface of the blade 2 close to the center of the propeller 1. The surface tilts up from the diagonal line 2e to form the tilted back surface 2f at the pitch angle P with respect to a rotational direction.

If required, the pitch angle  $P$  at the part close to the boss 1a may be 0 to four degrees.

[0036]

To propel a ship, when the propeller 1 turns clockwise in Fig. 1, water flow is prohibited by the tilted end 2b from diffusing centrifugally, but pushed rearward by the tilted end portion 2b and the tilted back surface 2f.

In a conventional screw propeller, there is a greater pitch angle close to the boss of the blade 2. So water flows along the surface of a pitch angle at low speed rotation. But water leaves the surface at high speed rotation to produce voids which causes decrease in internal pressure to make bubbles and noises. The propeller 1 in this invention does not cause such phenomena.

With rotation of the propeller 1, the blade 2 at the boss 1a does not have a pitch angle with respect to turning flow. Thus, at high speed rotation, fluid is pushed toward the center, so that internal pressure increases. Cavitation for producing voids, vortexes and bubbles are not produced to keep quiet rotation without noise.

[0037]

The pitch angle  $P$  of the peripheral end of the blade reduces water resistance during rotation, increasing rotational speed of the propeller 1. High speed rotation increases rotational speed of the periphery of the blade 2 to push more water to increase a thrust. In this invention, the blades 2 have nearly equal and narrow width. There is no pitch angle close to the boss of the propeller and the pitch angle  $P$  is gentle closer to the periphery of the propeller 1.

The shape of the propeller 1 causes neither vortex nor

cavitation. The blade 2 is narrow and a pitch angle at the periphery is gentle thereby reducing resistance during rotation to enable high speed rotation. The tilted end 2b prevents water flow from diffusing to gather water flow toward the center of the back surface to realize efficient thrust.

[0038]

The propeller can be used as a blowing fan for an air conditioner or a ventilator. A small motor enables the propeller to turn at high speed without noise.

[0039]

#### Embodiment 2

Fig. 3 is a rear elevational view of the second embodiment of a propeller according to the present invention, and Fig. 4 is a top plan view thereof.

In the second embodiment, a bent line 2a of a propeller blade 2 is set to be positioned at 40 % of a radius of the propeller 1 from the peripheral end. A tilted end portion 2b has a length of 40 % of that of the blade 2 or radius of the propeller. But it is not limited thereto.

A tilted back surface 2f and the tilted portion 2b having a pitch angle P are broader than those in the first embodiment to enable water pushing amount to increase. The length of the tilted end portion 2b is set to be 15-60 % of the length of the blade 2. If the tilted end portion 2b is longer, a tilting angle of the tilted end portion 2b may be smaller.

[0040]

#### Embodiment 3

Fig. 5 is a rear elevational view of the third embodiment of a propeller and Fig. 6 is a top plan view. The same numerals are

allotted to the same members as those in the former embodiments, and description thereof is omitted.

In the third embodiment in Fig. 5, the distal end of a second side edge 2d of a propeller blade 2 contacts a bent line 2a. A diagonal line 2e extends from the connecting point to the proximal end of a first side edge 2c.

[0041]

In Fig. 6, the first side edge 2c becomes thinner from the boss 1a to the periphery of the propeller 1. With respect to the diagonal line 2e, a propeller blade 2 tilts forward to form a pitch angle P. In Fig. 6, the pitch angle P ranges from 7 to 25 degrees.

In the third embodiment, a pitch angle is not formed close to the center of the propeller 1. Thus, during high speed rotation, there is neither void nor vortex. So bubbles, noise or cavitation does not occur.

At the boss 1a of the propeller 1, part behind the diagonal line 2e is broader, providing high rigidity. So the blade can be made thinner to allow resistance to decrease during rotation.

With rotation of the blade 2, the blade 2 pushes back water close to the bent line 2a using a tilted back surface 2f of the pitch angle P, so that its reaction thrusts a ship.

During rotation, water does not diffuse centrifugally of the blade 2, but is pushed back to allow the ship to go forward by the reaction.

At the same time, with water flowing through the blades 2, the blade 2 turns naturally, thereby reducing driving force of a motor. This is because the blade 2 turns by force coming to the front of the

blade 2 as well as a propeller blade which rotates by wind.

[0042]

In a conventional screw propeller, water twists and goes rearward of the screw propeller. So force for twisting water is excessive and causes loss in power. Water which flows from front does not smoothly go through twisted water which goes rearward, resulting in bubbles and cavitation.

In contrast, the propeller blade 2 according to the present invention has no pitch angle close to the boss of the propeller. So water which does not twist reduces water resistance during the rotation of the blade 2. Flowing back of water with a gentle pitch angle close to the periphery is unlikely to twist, but provides more smooth flow to enable noise and bubbles to decrease with less power loss.

[0043]

The propeller 1 according to the present invention rotates faster than conventional screw propellers. A motor with less driving power can be used.

With the maximum length bent line 2a, the pitch angles P of the tilted back surface 2f and tilted end portion 2b improve fluid-transferring efficiency.

At the same time, water which flows along the front surface of the blade 2 to the rear surface flows rearward with negative pressure on the front surface of the blade 2. Water on the rear surface of the blade 2 is pressed by the tilted back surface 2f repeatedly.

Water which flows through the blade 2 smoothly and strongly speeds up the rotation of the propeller 2.

The propeller 1 which is small in size but produces a higher thrust is suitable for ships. It is also used as a steering wheel for ships.

By changing its radius, the blade 2 may be employed as a fan for an air conditioner and a ventilator.

The propeller 1 produces a thrust by water or wind which flows across the blades. For blowing wind, the blade 2 may be made thinner without noise with greater blowing amount.

A motor for driving the propeller can be made smaller and the propeller can be used widely as a fan of an air conditioner, a ventilating fan in a tunnel or pump.

[0044]

Fig. 7 is a rear elevational view of the fourth embodiment of a propeller according to the present invention, and Fig. 8 is a top plan view thereof. The same numerals are allotted to the same members and description thereof is omitted.

In the fourth embodiment, a first side edge 2c of a propeller blade 2 is provided with respect to a second side edge 2d at a greater angle therebetween.

So a tilted back surface 2f has a greater area. In Fig. 8, a pitch angle of the tilted back surface 2f with respect to oncoming flow is gentle such as 15 degrees since the surface 2f is longer along a turning direction of the blade 2.

A bent line 2a is like an arc, and a tilted end portion 2b is gently tilted from the bent line 2. The tilted end portion 2b has a pitch angle with respect to oncoming flow since the side edge highly tilts.

Thus, when the propeller 1 rotates, the surface with the pitch

angle of the tilted back surface 2f and tilted end portion 2b pushes water flow. The area with the pitch angle is away from the propeller shaft 4 to make its thrust greater.

[0045]

Fig. 9 is a rear elevational view of the fifth embodiment of a propeller according to the present invention□Fig. 10 is a top plan view thereof. The same numerals are allotted to the same members and description thereof is omitted.

A tip of a blade in the fifth embodiment is narrower than that in the fourth embodiment. The blade is thinner and relatively flat thereby speeding up the rotation compared with the former embodiments.

[0046]

Fig. 11 is a front elevational view of the sixth embodiment according to the present invention. In this embodiment, the rear surface in Fig. 1 is deemed as front view. The left side of a diagonal line 2e tilts downward and the propeller is used as a windmill.

A tilted front surface 2g is formed between a diagonal line 2e and a second side edge 2d, and has a pitch angle. Wind is received by the tilted front surface 2g of the blade 2, so that the blade 2 rotates.

The flat part close to a boss of a propeller 1 is wider, but wind diffuses centrifugally with rotation, so that load is not given to rotation.

Wind flow which diffuses centrifugally of the blade 2 is prohibited by a tilted end portion 2b and gathered into the tilted front surface 2g with the pitch angle thereby increasing pressure and rotational force of the propeller 1.

The tilted front surface 2g is tilted rearward at the second side

edge 2d. Oncoming wind flows along the tilted front surface 2g and becomes high speed, lower air density or lower pressure than surrounding thereby gathering onto the tilted front surface and improving rotational force.

With the rotation, wind which flows along a bent line 2a rearward pushes the blade 2. The bent line 2a is close to the periphery of the propeller 1 providing high torque. Rotational resistance and noise are low. So the propeller is suitable for a wind mill for generating electric power and a waterwheel.

[0047]

#### Embodiment 7

Fig. 12 is a front elevational view of the seventh embodiment of a propeller according to the present invention. The same numerals are allotted to the same members, and description thereof is omitted. The embodiment 7 has a front elevational view corresponding to the rear surface of Fig. 3. A tilted front surface 2g is tilted between a diagonal line 2e and a first side edge 2c such that the first side edge 2c projects forward, and the propeller is used as windmill.

Oncoming wind is received by the tilted front surface 2g with a pitch angle and a blade 2 rotates clockwise as shown by an arrow in Fig. 12.

A flat part is wider close to the boss 1 of the propeller 1, but with rotation, wind flowing onto the part diffuses centrifugally. So it does not resist the rotation.

With the rotation, wind which diffuses centrifugally of the blade 2 is prohibited by a tilted end portion 2b and gathered into a tilt front surface 2g having a pitch angle thereby increasing rotational force of

the propeller 1.

The tilted front surface 2g is tilted such that the first side edge 2c projects forward from the diagonal line 2e. Oncoming wind increases air density over the tilted front surface 2g to push the blade 2 clockwise.

With the rotation of the blade 2, air goes toward the distal end of the diagonal line 2e to push the blade 2 clockwise. The bent line 2a is away from the center of the propeller 1 to provide high torque. Low rotational resistance causes low noise and the blade is suitable as a windmill for a wind power generator and a waterwheel.

This invention is not limited to the embodiments and variable depending on its use. The bent line 2a and the diagonal line 2e need not be a corner, but may be a gentle slope. The circumferential part of the blade 2 may be wider than the central part.

[0048]

Fig. 13 is a rear elevational view of the eighth embodiment of a fluid-collecting propeller and Fig. 14 is a side view.

In a small propeller 1, a plurality of blades 3 extends from a boss 1a at regular intervals around a propeller shaft 4.

The propeller 1 is integrally molded with the boss 1a and the blade 3. If required, the boss 1a and blade 3 may be separately molded and joined together.

The propeller 1 may be made of metal or by plastic molding. In plastic molding, the shaft 2 is made of metal and the blade 3 is made of plastics. They are combined together.

In Fig. 13, S denotes a basic radial line. At the boss 1a, a distance between a first side edge 3a and the basic radial line S is

equal to that between the basic radial line S and a second side edge 3b.

At the periphery of the blade 3, a distance between the second side edge 3b and the basic radial line S is much wider than that between the radial line S and the first side edge 3a to form broader surface 3c.

The maximum chord length of the flowing surface is set to about 50 % of a radius of the propeller 1, but is not limited thereto. The total area of the rear surface of the blade 3 may preferably be less than a half of the area of a circle with the radius of rotation of the blade 2.

In Fig. 14, the first side edge 3a of the blade 3 extends along the front end line F by a half of the radius from the center of the propeller 1, and the remaining of the first side edge 3a is a curved portion 3d.

[0049]

In Fig. 14, an axis L is at right angles to the front end line F. An end line T is in parallel with the axis X, and the distance P-O is equal to the radius O-Q.

The distance V-Q is a depth of the propeller 1. The distance U-Q is equal to the distance V-Q. A diagonal line W between P and Q crosses a line passing through V in parallel with the front end line F at a point R and also crosses a line passing through U. The curved portion 3d is an arc of a circle around the point R. Depending on the rotational radius of the blade 3 or depth of the blade 3, the curved portion 3d is variable in size. If the distance P-O is longer than the distance O-Q, the arc surface of the curved portion 3d varies. The

arc may be part of an ellipse.

The curved portion 3d prevents fluid from diffusing during rotation. The arc of the curved portion 3d may be part of a circle or ellipse, but an arc line G of 10 % may be an angle close to the end line T.

For example, in Fig. 15, the distance Q-G is 10 % of the distance O-Q or rotational radius. The 10 % arc line G is tilted at about 22 degrees with respect to the end line T. The end of the curved portion 3d is nearly in parallel with the end line T, so that fluid which flows centrifugally is prohibited by the curved portion 3d and directly to the center of the propeller 1.

In Fig. 16, the depth of a curved portion 3d is smaller. In Figs. 17 and 18, the distance Q-U is larger than the distance V-Q. When the curved portion 3d is part of a circle, an angle of the arc line G with respect to the end line T can be made smaller.

Fig. 19 is a sectional view taken along the line A-A in Fig. 13; Fig. 20 is a sectional view taken along the line B-B; and Fig. 21 is a sectional view taken along the line C-C.

As shown in Fig. 21, the bottom of the first side edge 3a lowers by thickness, while the bottom of the second side edge 3b is curved downward.

In Fig. 19, the first side edge 3a extends along the front end line F. The rear end edge 3a is away from the line F and the tilted surface 3e is formed.

The tilted surface 3e changes a direction of fluid and is tilted at 30-50 degrees with respect to the axis L.

Therefore, when the propeller 1 rotates right in Fig. 13, fluid

which comes across the first side edge 3a is directed into the center of the propeller 1 by the tilted surface 3e in Fig. 19.

[0050]

Fig. 22 is a side view in which the propeller 1 is used as a screw propeller 5a for a motorboat. The numeral 5b denotes a motorboat, 5c denotes an engine, and 5d denotes a handle. When the propeller 1 rotates, water flows centripetally. Conventionally, water diffuses centrifugally. But in this invention, the curved portion 3d is formed near the periphery and water is surrounded by the curved portion 3d and flows centripetally.

Water passing across the first side edge 3a is directed by the tilted surface 3e centripetally, strongly pushed out through behind the propeller 1 and gathered like a cone.

The closer water gets to the vertex of the cone, the higher water pressure becomes. So a stronger thrust can be produced than a water-diffusing propeller. A lower displacement of the engine can realize a smaller size to allow the engine to provide higher performance.

The propeller does not produce noise for stirring water because water surrounded by the tilted portion 3d is pushed out through like a cone. In a conventional screw propeller, water which diffuses centrifugally collides with water which flows back. The propeller 1 is suitable in use for a submarine requiring soft sounds.

Even if the propeller blade 3 is above the water in half, rpm will rise, so that the motorboat will run faster. A conventional screw propeller is affected by air, but the propeller of this invention is not affected.

**[0051]**

**Embodiment 9**

Fig. 23 is a rear elevational view of the ninth embodiment of a propeller according to the present invention, and Fig. 24 is a side view. The same numerals are allotted to the same elements, and description thereof is omitted.

In the ninth embodiment, four propeller blades 3 are provided. Three blades are more efficient than four blades according to tests as a screw propeller because of water resistance. But with an engine torque, four blades will be preferable.

In the ninth embodiment, a tilted surface 3e is set to be longer horizontally. So stronger flow comes centripetally. A tilted portion 3d is narrower than that in Fig. 13 to allow the tilted surface 2e to become gentler.

**[0052]**

In Fig. 25, the propeller 1 in the ninth embodiment I is employed as an air thrust machine. The numeral 5 denotes a boat; 6 denotes an underwater blade; 7 denotes a lifting blade; and 8 denotes a rudder.

When the propeller 1 rotates, wind does not diffuse, but is strongly pushed back like a cone as straight airflow to achieve higher thrust in Fig. 24.

The rudder 8 for the boat 5 in Fig. 25 is amphibious. Wind which is pushed out of the propeller 1 is concentrated, thereby providing excellent control in the rudder 8.

When the boat 5 runs, the boat 5 rises to the surface with the underwater blade 6 and the lifting blade 7. Water resistance under

the boat becomes smaller to speed up the boat. The higher engine for the propeller 1 can fly above the water.

Fig. 26 is a front elevational view where the propeller 1 is employed for a flying boat. A small engine enables sliding over the water, and higher torque engine enables flying through the air. The propeller 1 is used for leisure, marine farm transportation and island interconnection.

This invention is not limited to the foregoing embodiments, but variable depending on its use.

The propeller does not diffuse fluid, but gathers it centripetally. It is used as a screw propeller and an air thrust machine.

**CLAIMS:**

1. A quiet propeller driven by a motor, comprising:
  - a boss at a center of the propeller; and
  - a plurality of blades extending from the boss, each of said plurality of blades having a first side edge and a second side edge, a line F extending along the blade perpendicular to an axis of the propeller, a first pitch angle of the blade close to the boss with respect to the line F being defined from 0 to four degrees, the first side edge being gradually thinner from the boss to a distal end of the blade, a tilted portion rising centrifugally at a rear surface toward the distal end of the blade from a bent line connecting a distal end of the first side edge to a distal end of the second side edge, a tilted back surface rising toward the second side edge between the first side edge and the second side edge, a second pitch angle of the second side edge to the line F ranging from 7 to 25 degrees, whereby fluid from the first side edge is gathered centripetally of the propeller by the tilted portion and the tilted back surface during rotation of the propeller.
2. The quiet propeller of claim 1 wherein the first pitch angle of the blade is 0.
3. A quiet propeller driven by a motor, comprising:
  - a boss at a center of the propeller; and
  - a plurality of blades extending from the boss, each of said plurality of blades having a first side edge and a second side edge, a line F extending along the blade perpendicular to an axis of the

propeller, a first pitch angle of the blade close to the boss with respect to the line F being defined from 0 to four degrees, the first side edge being gradually thinner from the boss to a distal end of the blade, a tilted portion rising centrifugally at a rear surface toward the distal end of the blade from a bent line connecting a distal end of the first side edge to a distal end of the second side edge, a diagonal line being defined from an intersection of the first side edge with the bent line to the second side edge, a tilted back surface rising from the diagonal line to the second side edge, a second pitch angle of the second side edge to the line F ranging from 7 to 25 degrees, whereby fluid from the first side edge is gathered centripetally of the propeller by the tilted portion and the tilted back surface during rotation of the propeller.

4. The quiet propeller of claim 3 wherein the first pitch angle of the blade is 0.

5. A quiet propeller driven by a motor, comprising:

a boss at a center of the propeller; and

a plurality of blades extending from the boss, each of said plurality of blades having a first side edge and a second side edge, a line F extending along the blade perpendicular to an axis of the propeller, a first pitch angle of the blade close to the boss with respect to the line F being defined from 0 to four degrees, the first side edge being gradually thinner from the boss to a distal end of the blade, a tilted portion rising centrifugally at a rear surface toward the distal end of the blade from a bent line connecting a distal end of the first side edge to a distal end of the second side edge, a diagonal line being

defined from an intersection of the second side edge with the bent line to the second side edge, a tilted back surface rising from the diagonal line to the first side edge, a second pitch angle of the second side edge to the line F ranging from 7 to 25 degrees, whereby fluid from the first side edge is gathered centripetally of the propeller by the tilted portion and the tilted back surface during rotation of the propeller.

6. The quiet propeller of claim 5 wherein the first pitch angle of the blade is 0.