A MATHEMATICAL MODEL OF WATER ENTRY.

Technical note,

By

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A MATHEMATICAL MODEL OF WATER ENTRY. (U/U)

by

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<table>
<thead>
<tr>
<th>CONTENTS</th>
<th>Page No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duplicate Front Cover</td>
<td>(i)</td>
</tr>
<tr>
<td>Title Page</td>
<td>(ii)</td>
</tr>
<tr>
<td>Contents</td>
<td>(iii)</td>
</tr>
<tr>
<td>Distribution (Detachable)</td>
<td>(iv)</td>
</tr>
<tr>
<td>Précis</td>
<td>(v)</td>
</tr>
<tr>
<td>Conclusions</td>
<td>(vi)</td>
</tr>
<tr>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>The Mathematical Model</td>
<td>2</td>
</tr>
<tr>
<td>The Experimental Measurements</td>
<td>3</td>
</tr>
<tr>
<td>Model Validation</td>
<td>4</td>
</tr>
<tr>
<td>Acknowledgements</td>
<td>5</td>
</tr>
<tr>
<td>References</td>
<td>6</td>
</tr>
<tr>
<td>Appendix: FORTRAN listing of the water entry simulation</td>
<td>7</td>
</tr>
<tr>
<td>Document Control Sheet</td>
<td>8</td>
</tr>
<tr>
<td>Abstract Cards (Detachable)</td>
<td>9</td>
</tr>
</tbody>
</table>

**ILLUSTRATIONS**

1. The phases of water entry.
2. A typical light weight torpedo.
3. A typical air delivery parachute system.
4. A body segment.
5. The geometry of water entry.
6. The variation of pitch angle and axial velocity with time.
7. """"""""""""""""""""""
8. """"""""""""""""""""""
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PRÉCIS

1. A computer simulation of the water entry of an axisymmetric body with or without a cruciform tail and with or without a parachute delivery system is described. The predictions of the simulation are shown to agree with experimental observations of water entry motion. The Fortran program which implements this model is listed.

CONCLUSIONS

2. Over the range of impact velocities (20 to 40 m/sec) which were experimentally investigated using a full scale dummy torpedo, the simulation gave reasonable agreement with the measured water entry behaviour. In addition a limited comparison at higher impact velocities indicated that the possibility of applying the simulation to a wider range of entry velocities was promising.

3. The principal areas in which future work could be carried out are in improving the model of the splash, the cavity and the interaction of both the body and the parachute with the cavity flow field particularly at low Froude numbers.
INTRODUCTION

4. During the passage of a body from air into water a complex series of forces act upon the body. The experimentally observed phenomena associated with this water entry are described in detail by Waugh and Stubstad (Ref 1). These various phases of water entry are summarised in figure 1.

5. At initial impact and during the subsequent flow formation momentum is rapidly transferred from the body to the water in order to create a velocity field in the water. During initial impact very high local pressures are experienced, the amplitudes of which are dependent upon the physical properties, including compressibility, of the body, of the water, and of the air. However the actual force and moment impulses are comparatively independent of compressibility effects.

6. The flow field contains regions of low pressure and consequently cavitation occurs. Initially, figure 1b, the cavity is open to the atmosphere. During this open cavity phase the pressure in the cavity under the body may be significantly lower than the, near atmospheric, pressure in the upper part of the cavity. As the cavitation number increases the cavity closes, figure 1c, and progressively decreases in size.

7. Some of the air which was originally sucked into the cavity is lost by entrainment at the rear of the cavity. Depending upon the initial entry conditions of the body, the tail may momentarily, intermittently, or continuously contact the wall of the cavity, figure 1d. Finally the cavity collapses, the body slips out of any remaining air bubble, figure 1e, and becomes fully wet.

8. The work which is described here seeks to predict the forces which are applied to the body during these various phases and thus to predict the resulting motion of a body during water entry. Although the mathematical model is of an analytical nature many of the coefficients and functional relationships have been determined empirically by comparison with the work of other experimenters and by comparison with a series of measurements which were made specifically to assist in forming and validating this model.

9. It is intended that this mathematical model should be applicable to the water entry of any axisymmetric body, with or without an axisymmetric parachute. However the actual simulation was derived with particular reference to a lightweight torpedo. A torpedo may be launched from a surface ship using above water torpedo tubes and a typical torpedo is shown in figure 2. The torpedo may also be delivered by an aircraft using a parachute as shown in figure 3. In addition a torpedo may be fitted with a frangible nose cap which is designed to attenuate the initial shock at water impact.

THE MATHEMATICAL MODEL

Reference frames

10. The orientation of a body in space is usually defined by the three Euler angles, roll (\(\phi\)), pitch (\(\theta\)), and yaw (\(\psi\)), however this representation possesses a singularity when the body is pitched at ninety degrees. The quaternion four parameter system, first described by the Irish mathematician Sir W R Hamilton (Ref 2), which also may be used to define the attitude of a body in space overcomes this singularity.

11. If a moving set or right handed axes \((x, y, z)\), fixed in a body, are obtained from the \(n\) co-ordinate axes \((x_s, y_s, z_s)\), fixed in space, by
rotating the space frame of reference through the angle $\alpha$ about the unit vector $(\alpha_s, \beta_s, \gamma_s)$ then the quaternion parameters, $e$, describing the orientation of the body axes relative to the space axes are defined as:

$$
e_0 = \cos \frac{\mu}{2}
$$

$$
e_1 = \alpha_s \sin \frac{\mu}{2}
$$

$$
e_2 = \beta_s \sin \frac{\mu}{2}
$$

$$
e_3 = \gamma_s \sin \frac{\mu}{2}
$$

It may be seen that:

$$
\sum e_i^2 = 1
$$

12. In terms of the three Euler angles the quaternion parameters are given by:

$$
e_0 = \cos \frac{\phi}{2} \cos \frac{\theta}{2} \cos \frac{\psi}{2} + \sin \frac{\phi}{2} \sin \frac{\theta}{2} \sin \frac{\psi}{2}
$$

$$
e_1 = \sin \frac{\phi}{2} \cos \frac{\theta}{2} \cos \frac{\psi}{2} - \cos \frac{\phi}{2} \sin \frac{\theta}{2} \sin \frac{\psi}{2}
$$

$$
e_2 = \cos \frac{\phi}{2} \sin \frac{\theta}{2} \cos \frac{\psi}{2} + \sin \frac{\phi}{2} \cos \frac{\theta}{2} \sin \frac{\psi}{2}
$$

$$
e_3 = \cos \frac{\phi}{2} \cos \frac{\theta}{2} \sin \frac{\psi}{2} - \sin \frac{\phi}{2} \cos \frac{\theta}{2} \cos \frac{\psi}{2}
$$

13. The transformation matrix, which relates the body frame of reference to the space frame of reference, is:

$$
T = \begin{bmatrix}
e_0^2 + e_1^2 - e_2^2 - e_3^2 & 2e_1e_2 - 2e_0e_3 & 2e_0^2 + 2e_1^2 - 2e_3^2 \\
2e_0e_1 + 2e_2e_2 & e_0^2 - e_1^2 + e_2^2 - e_3^2 & 2e_1e_3 - 2e_2e_1 \\
2e_1e_3 - 2e_0e_2 & 2e_0e_2 + 2e_1e_3 & e_0^2 - e_1^2 - e_2^2 + e_3^2
\end{bmatrix}
$$

14. The terminology:

$$
T = \begin{bmatrix}L, X, Z\end{bmatrix} = \begin{bmatrix}X_1 & Y_1 & Z_1 \\
X_2 & Y_2 & Z_2 \\
X_3 & Y_3 & Z_3\end{bmatrix}
$$
will be used for convenience. In the space frame of reference the unit vector \( \mathbf{X} \) is the body \( x \) axis, the unit vector \( \mathbf{Y} \) is the body \( y \) axis and the unit vector \( \mathbf{Z} \) is the body \( z \) axis.

### The equations of motion

15. The origin of the body fixed axes is chosen so that the \( x \) axis is the axis of symmetry of the body and so that the co-ordinates of the position of the centre of gravity are \((0, y_g, z_g)\). If the body, of mass \( m \), axial moment of inertia \( I_x \) and transverse moment of inertia \( I_y \), is moving with linear velocity \((u, v, w)\) and angular velocity \((\dot{p}, \dot{q}, \dot{r})\) under the influence of external forces \((F_x, F_y, F_z)\) and moments \((L_x, L_y, L_z)\) in a gravitational field \(g\) then the equations of motion are:

\[
\begin{align*}
    m (\ddot{u} - vq + wq (pq - r) + zg (pr + q) - gX_3) &= F_x \\
    m (\ddot{v} - wp + ur - y_g (z^2 + p^2) + zg (qr - p) - gY_3) &= F_y \\
    m (\ddot{w} - uq + vp + y_g (r^2 + q^2) - zg (p^2 + q^2) - gZ_3) &= F_z \\
    I_x \ddot{p} + m (y_g (\ddot{w} - uq + vp) - zg (v - wp + ur) + g(zgY_3 - ygZ_3)) &= L_x \\
    I_y \ddot{q} + (I_x - I_y) rp + m zg (\ddot{u} - vr + wq - gX_3) &= L_y \\
    I_z \ddot{r} + (I_y - I_x) pq + m y_g (vr - \ddot{u} - wq + gX_3) &= L_z
\end{align*}
\]

### The geometry of water entry

16. In order to predict the external forces and moments applied to the body it is first necessary to determine which parts of the body are in contact with water.

17. The shape of the axially symmetric body is defined by a table of axial distances, \( x \), and the corresponding radii, \( R \), so that the body is divided into a number of segments, one of which is shown in figure 4. From this table of values the following segment parameters are defined:

\[
\begin{align*}
    \text{segment 'x' co-ordinate} &= x = (x_n + x_{n+1})/2 \\
    \text{segment radius} &= R = (R_n + R_{n+1})/2 \\
    \text{segment width} &= dx = x_n - x_{n+1} \\
    \text{segment angle} &= \alpha = \tan^{-1}((R_{n+1} - R_n)/dx)
\end{align*}
\]

18. The geometrical problem which must be solved in order to determine which areas of the body surface are wet is shown in figure 5. For an area of the body to be in contact with water it is necessary that the area be both beneath the sea surface and not in a region of cavitation.

### Sea surface condition

19. If the unit vector in space out of the sea surface is \( n_s \), then in the body co-ordinate system this is:

\[
n = n_s T
\]
The body segment, in body co-ordinates relative to the centre of the segment may be defined as \((0, R \cos \beta, R \sin \beta)\). Hence the intersection of the segment with the sea surface is defined by the two roots \(\beta_1, \beta_2\) of:

\[
(0, R \cos \beta, R \sin \beta) \cdot n = d
\]  

(9)

where \(d\) is the normal distance between the plane of the sea surface and the centre of the segment. Equation 9 has a solution if:

\[
\left| \frac{d}{R(n_y^2 + n_z^2)} \right| < 1
\]

(10)

When there is no solution the sign of \(d\) determines whether the segment is completely above or completely below the sea surface.

Cavitation condition

20. The pressure distribution, cavity detachment angles, and cavity shapes, described by Knapp, Daily and Hammitt (Ref 3), for a number of axisymmetric bodies were studied. The empirical conditions for cavity detachment are chosen to be that the cavitation number, \(\sigma\), is less than 0.3 and that the local angle of incidence, \(i\), of the body surface to the flow is:

\[
\sin(i) = 0.152 \sin(i_m) + 0.608 \sin^3(i_m) - 0.34 \exp(-R \cos \alpha \frac{d\alpha}{dx})
\]

\[\quad\quad\quad\quad\quad - 0.36\sigma + 0.28 \sin^2(i_b)\]

(11)

where \(i_m\) is the maximum local angle of incidence and \(i_b\) is the incidence of the whole body.

21. If the velocity is assumed to be constant over each segment of the body then the local incidence, \(i_{\beta}\), of a point at angular position \(\beta\) on a segment is:

\[
\sin(i_{\beta}) = \left(\frac{u_s \sin \alpha + (v_s \cos \alpha + w_s \sin \beta) \cos \alpha}{u_s^2 + v_s^2 + w_s^2}\right)^{\frac{1}{2}}
\]

(12)

where \((u_s, v_s, w_s)\) is the velocity of the centre of the segment. By equating \(i_{\beta}\) to \(i\) from equation (11) the cavitating sector is found in terms of \(\beta\). However if:

\[
u_s \sin \alpha - (v_s^2 + w_s^2)^{\frac{1}{2}} \cos \alpha > \sin(i) \left(\frac{u_s^2 + v_s^2 + w_s^2}{u_s^2 + v_s^2 + w_s^2}\right)^{\frac{1}{2}}\]

(13)

then there is no cavitation and if:

\[
u_s \sin \alpha + (v_s^2 + w_s^2)^{\frac{1}{2}} \cos \alpha < \sin(i) \left(\frac{u_s^2 + v_s^2 + w_s^2}{u_s^2 + v_s^2 + w_s^2}\right)^{\frac{1}{2}}\]

(14)

then the whole segment is cavitating and a cavity is assumed to be thrown off from the body at this segment.

22. This cavity is assumed to be an ellipsoid of revolution with its major axis aligned to the flow direction and with:
semi major axis = a = 0.4 \sin(i) R_{ef} \left(1 + R \cos \alpha \frac{da}{dx}\right)/\sigma \quad (15)

semi minor axis = b = \frac{\text{Re} + 0.13a}{R_{ef}} \quad (16)

where the effective segment radius $R_{ef}$ is

$$R_{ef} = \frac{R(u_s^2 + v_s^2 + w_s^2)^{\frac{1}{2}}}{(u_s - (v_s^2 + w_s^2)^{\frac{1}{2}} \tan \alpha)} \quad (17)$$

The origin of this ellipsoid is found by fitting the radius of the cavity to the effective radius of the segment. Initially, after impact, the size of this cavity and the pressure of the air entrained within it are defined as empirical functions of the distance travelled in water.

23. If an ellipsoidal cavity is present then the wetted sectors of segments which are downstream of the inception of this cavity are determined by solving for the intersection of each body segment with the cavity.

The external forces and moments

24. The external forces on the body are divided into those forces resulting from quasi steady state pressures and those forces which are associated with 'added mass' effects.

Steady state pressure forces

25. The mass of water, of density $\rho$, displaced by each wetted sector is:

$$dm = \rho R^2 dx \left(\beta_2 - \beta_1 - \sin(\beta_2 - \beta_1)/2\right) \quad (18)$$

therefore, in the body frame of reference, the buoyancy force on each segment is:

$$dF = dm g (X_3, Y_3, Z_3) \quad (19)$$

26. The dynamic pressure on the surface of the body is defined to be proportional to the square of the normal component of the velocity of the surface. The normal component of velocity, $V_\beta$, at angular position $\beta$ on a segment is the scalar product of the velocity of the surface and the unit vector normal to the surface at that position ie:

$$V_\beta = ((u,v,w) + ((p,q,r) \times (x,R\cos \theta, R\sin \theta))) \cdot (\sin \alpha, \cos \beta \cos \alpha, \sin \beta \cos \alpha) \quad (20)$$

The magnitude of the pressure force, $dF$, on the elemental area, $Rd\beta$ $dx$/cos $\alpha$, is:

$$dF = \frac{1}{2} \rho \frac{V_\beta^2}{C_D} \frac{Rd\beta}{\cos \alpha} \quad (21)$$

where $C_D$ is the force coefficient.
8.

If a constant velocity, $V_\beta$, is chosen to be of the same order as $V_\beta$, then to a first approximation:

$$V_\beta^2 = V_{\beta_0}^2 (2V_\beta - V_{\beta_0})$$

(22)

Substituting this linear expression for $V_\beta^2$ into equation (21), resolving $dF$ into the body frame of reference and integrating over the whole segment yields:

$$dF_x = \frac{1}{2} \rho C_D V_{\beta_0} R \tan \alpha \int_{\beta_1}^{\beta_2} (2V_\beta - V_{\beta_0}) d\beta$$

$$dF_y = \frac{1}{2} \rho C_D V_{\beta_0} R \int_{\beta_1}^{\beta_2} (2V_\beta - V_{\beta_0}) \cos \beta d\beta$$

(23)

$$dF_z = \frac{1}{2} \rho C_D V_{\beta_0} R \int_{\beta_1}^{\beta_2} (2V_\beta - V_{\beta_0}) \sin \beta d\beta$$

The moment, $dL$, of $dF$ about the origin is:

$$dL = (x, R \cos \beta, R \sin \beta) \times dF$$

(24)

$$dL = (h \tan \alpha - x) (0, dF_z, -dF_y)$$

(25)

The external forces and moments applied to the body by quasi steady state pressures are obtained by summing $dF$ and $dL$ over all of the segments of the body.

Aided mass forces

28. The importance of forces associated with the momentum of the flow field surrounding the partially wet body during water entry was first emphasised by von Kármán (Ref 4). The linear momentum $M_\alpha$ and the angular momentum, $H$, of the flow field surrounding the body may be defined by:

$$
\begin{bmatrix}
M_x \\
M_y \\
M_z \\
H_x \\
H_y \\
H_z
\end{bmatrix}
=
\begin{bmatrix}
X_u \\
X_v \\
X_w \\
K_u \\
K_v \\
K_w
\end{bmatrix}
\begin{bmatrix}
u \\
v \\
w \\
p \\
p \\
p
\end{bmatrix}
=
\begin{bmatrix}
M_u \\
M_v \\
M_w \\
M_u \\
M_v \\
M_w
\end{bmatrix}
\begin{bmatrix}
u \\
v \\
w \\
p \\
p \\
p
\end{bmatrix}
$$

(26)
The six by six array is the added mass matrix which is discussed in detail by Imlay (Ref 5). The resulting forces and moments acting on a moving body are:

\[ \mathbf{F} = \frac{d\mathbf{M}}{dt} + ((p, q, r) \times \mathbf{M}) \]  

and \[ \mathbf{L} = \frac{d\mathbf{H}}{dt} + ((u, v, w) \times \mathbf{M}) + ((p, q, r) \times \mathbf{H}) \]  

29. In order to evaluate the added mass matrix it is assumed that associated with every element of area, \( Rd\beta dx/\cos \alpha \), is a volume of fluid, \( Rhd\beta dx/\cos \alpha \), so that \( h \) is a measure of the distribution of added mass upon the body. In addition it is assumed that only the component of velocity normal to the surface imparts momentum to the associated volume of water. The element of linear momentum normal to the surface at angular position \( \beta \) on a segment is therefore:

\[ d\mathbf{M} = V_\beta \rho R h d\beta dx/\cos \alpha \]  

where \( V_\beta \) is given by equation (20). Integrating over a whole segment gives the fluid linear momentum associated with the wetted sector of the segment expressed in the body frame of reference:

\[ d\mathbf{M}_x = \rho R h dx \tan \alpha \int_{\beta_1}^{\beta_2} V_\beta d\beta \]

\[ d\mathbf{M}_y = \rho R h dx \int_{\beta_1}^{\beta_2} V_\beta \cos \beta d\beta \]  

\[ d\mathbf{M}_z = \rho R h dx \int_{\beta_1}^{\beta_2} V_\beta \sin \beta d\beta \]  

Angular momentum about the body origin is:

\[ d\mathbf{H} = (x, R \cos \beta, R \sin \beta) \times d\mathbf{M} \]

ie \[ d\mathbf{H} = (R \tan \alpha - x) (0, d\mathbf{M}_z, -d\mathbf{M}_y) \]  

30. The coefficients of \( u, v, w, p, q, r \) in equations (30) and (32) are equated to the identical coefficients, comprising the added mass matrix, in equation (26) and hence the contributions of each wetted sector to all 36 of the added mass derivatives are obtained. The total added mass matrix is formed by summing the individual contributions from each segment of the body.

The solution of the equations of motion

31. Noting that \( \frac{d\mathbf{M}}{dt} \) and \( \frac{d\mathbf{H}}{dt} \) contain the rates of change of the added masses in addition to acceleration terms, the total forces and moments both due to the
added mass effects, equations (27) and (28), and due to the steady state pressures, equations (19), (23) and (25), are summed linearly and substituted into the equations of motion, equation (6), which may then be expressed in the form:

\[
\begin{bmatrix}
\frac{du}{dt} \\
\frac{dv}{dt} \\
\frac{dw}{dt} \\
\frac{dp}{dt} \\
\frac{dq}{dt} \\
\frac{d\theta}{dt}
\end{bmatrix} = \begin{bmatrix}
A
\end{bmatrix} dt + \begin{bmatrix}
B
\end{bmatrix} dt + \begin{bmatrix}
C
\end{bmatrix}
\]

(33)

where A is a six by six matrix defining the total inertias of the system, B is a six by one matrix defining the steady state external forces and C is a six by one matrix defining the changes of momentum which have occurred during the time interval, dt. The equations of motion are expressed with dt as a multiplicand in order that the stable numerical integration of these equations may be performed through the indeterminate accelerations associated with the wetting of an incompressible body by an incompressible liquid.

32. At each cycle of the numerical integration of the equations of motion the six simultaneous linear equations (33) are solved to yield the velocity increments from which the linear and angular velocities of the body are updated. In addition the orientation and position in space \((x, y, z)\) of the body are obtained by integrating the kinematic relationships:

\[
\begin{bmatrix}
x \\
y \\
z
\end{bmatrix} = \frac{1}{2} \begin{bmatrix}
c & -p & -q & -r & u \\
p & o & r & -q & v \\
q & -r & o & p & w
\end{bmatrix}
\]

(34)

and

\[
\begin{bmatrix}
x_o \\
y_o \\
z_o
\end{bmatrix} = \begin{bmatrix}
\mathbf{T}
\end{bmatrix}
\]

(35)

Discussion of the numerical simulation

33. A FORTRAN program which generates and integrates equations 33, 34 and 35 is listed in the appendix.

34. This program requires the shape of the body and the added mass distribution to be supplied as input data. The added mass distribution is somewhat subjective, however it is helpful to consider some examples which will assist in estimating the added mass distribution parameter, \(h\). Lamb (Ref 6, p 144) indicates that on each side of a flat disc the added mass distribution is given by:
where $R$ is the radius of the disc and $R_h$ is the radial position at which $h$ is defined. On p.155 of the same reference it is shown that:

$$ h = R/2 $$

for a sphere of radius $R$ and that

$$ h = R $$

for the sides of a long cylinder of radius $R$.

35. In addition to the basic model described in the previous paragraphs the simulation also includes the effects of a horizontal steady wind and a simple sea motion. It is assumed that the body is small compared to velocity gradients in the sea and that the sea velocity potential, $\phi$, may be represented by (Ref 6):

$$ \phi = ac \exp (-wz_0) \cos w(x_0 - ct) $$

where $a$ is the wave amplitude, $c$ is the wave celerity, and $w$ is the wave frequency. Typical values of $a$, $c$ and $w$ are tabulated by Lofft and Price (Ref 7).

36. The model allows the addition of cruciform tail fins and/or a shroud ring tail. These tail surfaces are assumed to have a linear relationship between force and incidence at small angles of incidence.

37. The underpressure effect which occurs during the initial period of oblique water entry is represented in the simulation by a local pressure reduction in the cavity on the underside of the nose of the body.

38. It was experimentally observed that the tail, when in contact with the cavity wall, experiences an upward force which is thought to be due to the gravity effect described by Knapp, Daily and Hammitt (Ref 3, p.251). This effect is represented in the simulation by an additional upward velocity field superimposed on the rear of the cavity at low Froude numbers.

39. When the body is fully surrounded by a single fluid, before impact or after deep cavity collapse, then the external forces on the body are represented by force derivatives in the usual way (eg Ref 8, p.196).

40. The simulation has a provision for the shape of the body to change after a prescribed amount of kinetic energy has been dissipated during water entry. This facility may be used to represent a frangible nose cap.

41. The simulation, as listed, will not be valid for body angles of incidence greater than about 135° as any axial cavity from the tail will not be modelled correctly.

42. The mathematical model described on the previous pages may be applied to an axisymmetric parachute. The simulation listed in the appendix allows a parachute to be attached to the body via elastic rigging lines.

43. The additional forces applied by the rigging lines to both the parachute and the body are obtained by deriving the strain and strain rate of each line.
from the known position and velocity of the body relative to the parachute. The equations of motion of the body and of the parachute are then evaluated independently.

44. In the previous paragraphs the principles of the water entry simulation were described. The reader who wishes to explore the detailed implementation of these principles may do so by studying the appendix.

THE EXPERIMENTAL MEASUREMENTS

45. The difficulties associated with scaling water entry behaviour are discussed by Knapp, Daily and Hammitt (Ref 3, p.548). In view of the many uncertainties associated with extrapolating small scale model measurements up to full scale the experimental measurements required to improve and validate the mathematical model were carried out at full scale.

46. An instrumentation system, designed to record the motion of the body and described by Coman (Ref 9), was fully contained within the dummy torpedo and comprised, three rate gyroscopes to measure the angular velocity vector, three accelerometers to measure the linear acceleration vector, and a solid state digital recorder. The trajectory of the body was obtained by integrating the recorded angular velocity and linear acceleration as described by Coman (Ref 10). The sensor signals were also recorded for a ten second period before release and this data was filtered to provide the attitude of the body at release for the initial conditions of the attitude integration. The initial conditions for the velocity integration were measured optically.

47. In order to isolate the influence of the parachute and determine the characteristics of the body alone the first set of measurements were carried out by projecting the dummy torpedo alone, without any parachute, into the sea. A second series of measurements were then made with parachutes, the torpedo and parachute being released from a helicopter. It was interesting to note that by commencing with the buoyant dummy torpedo, assumed stationary, on the sea surface at the end of a drop and then integrating the measured motion backwards through water entry and through the flight in air it was possible to determine the velocity of the delivery aircraft and that this value agreed within 1 m/sec with the optically measured aircraft velocity.

MODEL VALIDATION

48. Some typical results of the experimental measurements along with the predictions of the simulation are shown in figures 6, 7 and 8. The body's pitch angle, $\theta$, in degrees and axial component of velocity, $u$, in metres per second are both plotted against time in these figures.

49. Figure 6 shows the water entry behaviour of the bare torpedo projected into a calm sea at approximately 30 m/sec, at a trajectory angle of $20^\circ$ below the horizontal, and with zero incidence to this trajectory. Water impact occurs at approximately 0.3 seconds and during the initial phases of water entry a nose down rate of turn is imparted to the body by the reduced pressure region under the nose. At approximately 0.6 seconds the tail hits the top of the cavity, in this region the simulation diverges a little from the measurements however this particular tail slapping behaviour was found to be not experimentally repeatable in detail.

50. In the drops described in figures 7 and 8 the torpedo was fitted with a parachute. In figure 7 a conical ribbon parachute of approximately 2 metres flying diameter fitted with 7.0 metres long rigging lines was employed, the
torpedo was released at a height of 225 metres above sea level, water impact occurred approximately 9.5 seconds after release, and the pitch angle at impact is almost vertical. In figure 8 a ringshot parachute of 2 metres flying diameter fitted with 3.5 metres long rigging lines was used, the torpedo was released at a height of 60 metres, water impact occurred approximately 4 seconds after release and the pitch angle at impact is about 55 degrees.

51. In figures 7 and 8 and, indeed, in all of the parachute drops which were made it was found that the simulation predicted higher frequencies of oscillation of the body in air then were observed. It was not possible to offer a satisfactory explanation for this inaccuracy of the simulation.

52. All of the measurements which were carried out in support of the mathematical model described in this note where at impact velocities of between 20 and 40 m/sec, however a limited amount of work was carried out to compare the simulation with the 150 m/sec entry velocity full scale measurements described by Waugh and Stubstad (Ref 1, chap 5). At this higher impact velocity it is to be expected that the influence of the underpressure effect will be reduced. Head shapes 'a', 'g', 'l' and 'n' were simulated and good agreement with the water entry whip (Ref 1, fig 5.9) and with the zero cavitation number drag coefficient (Ref 1, fig 5.11) were obtained indicating that this simulation may be applicable to a wide range of impact velocities.

ACKNOWLEDGEMENTS

53. Grateful acknowledgement is made to the staff of AUWE, Helston, and of AMTE, Glen Fruin, who assisted in carrying out the measurements.

REFERENCES

Reference


   AUWE Tech Note 584/78.

10. A Coman. "Missile trajectory reconstruction using internal instrumentation"
    AUWE Tech Note 468/72.
APPENDIX

FORTRAN LISTING OF WATER ENTRY SIMULATION

S.I. UNITS ARE USED
LENGTH IN METRES
TIME IN SECONDS
FORCE IN NEWTONS
MASS IN KILOGRAMS
ANGLE IN RADIANS

THE PRINCIPAL VARIABLES IN THIS PROGRAMME ARE:-

<table>
<thead>
<tr>
<th>NAME OF VARIABLE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BODY PARACHUTE</td>
<td></td>
</tr>
<tr>
<td>VBOD(1)</td>
<td>U</td>
</tr>
<tr>
<td>VBOD(2)</td>
<td>V</td>
</tr>
<tr>
<td>VBOD(3)</td>
<td>W</td>
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<tr>
<td>VBOD(4)</td>
<td>P</td>
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<tr>
<td>VBOD(5)</td>
<td>Q</td>
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<tr>
<td>VBOD(6)</td>
<td>R</td>
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<tr>
<td>VBOD(7)</td>
<td>E0</td>
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<tr>
<td>VBOD(8)</td>
<td>E1</td>
</tr>
<tr>
<td>VBOD(9)</td>
<td>E2</td>
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<tr>
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<td>X/UDOT</td>
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<td>Y/VDOT</td>
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<td>Y/V2</td>
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<tr>
<td>PWBOD(11)</td>
<td>Y/RV</td>
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<tr>
<td>PWBOD(12)</td>
<td>M/W2</td>
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<tr>
<td>PWBOD(13)</td>
<td>M/QW</td>
</tr>
<tr>
<td>PWBOD(14)</td>
<td>M/QW</td>
</tr>
<tr>
<td>PWBOD(15)</td>
<td>(DISPLACED MASS)*(X CO-ORD OF C.B.)</td>
</tr>
<tr>
<td>PWBOD(16)</td>
<td>K/P</td>
</tr>
<tr>
<td>PABOD</td>
<td>PAPAR</td>
</tr>
<tr>
<td>PABOD</td>
<td>PAPAR</td>
</tr>
<tr>
<td>PWPBFR</td>
<td>FULLY DEPLOYED VALUES OF PABOD</td>
</tr>
<tr>
<td>PWPBFR</td>
<td>FULLY DEPLOYED VALUES OF PABOD</td>
</tr>
</tbody>
</table>

*NOTE**

PERFECT FLUID MOMENT WHICH IS CALCULATED IN SUBROUTINE ENERT
I.E.P(4)=M/W(TOTAL)+X/UDOT-Y/VDOT

---

**NOTE**

PWBOD(7) PWPAR(7) Y/VDOT)

M/W EXCLUDES PERFECT
C
RBOD                      RPAR RELATIVE MOTION FIELD
C
XAXBOD                     XAXPAR X-CO-ORD
C
RADBOD                     RADPAR RADIUS
C
DAXBOD                     DAXPAR DX EXTERNAL SHAPE
C
SINBOD                     SINPAR SIN(SLOPE)
C
COSBOD                     COSPAR COS(SLOPE)
C
HTTBOD                     HTPAR EQUIVALENT HEIGHT OF ADDED MASS
C
ISW1BO                      ) DEFINES TYPE OF SEGMENT
C
ISW2BO                      )
C
ISHD                       COUNTS BROKEN SHROUD LINES
C
DIMENSION ADMBOD(6,7), BDMBOD(6,6), VBOD(13), FABOD(16), FWBOD(16),
1REBD(6), RBOT(6), XBOD(3), YBOD(3), ZBOD(3), WATER(6),
2XAXBOD(50), RADBOD(50), DAXBOD(50), SINBOD(50), COSBOD(50),
3ISW1BO(50), ISW2BO(50), HTTBOD(50)
DIMENSION ADMPAR(6,7), BDMPAR(6,6), VPAR(13), FAPAR(16), FWPAR(16),
1RPAR(6), DPAR(6), XPAR(3), YPAR(3), ZPAR(3), FAPBR(16), FWBR(16),
2XAXPAR(10), RADPAR(10), DAXPAR(10), SINPAR(10), COSPAR(10),
3ISHD(30)
COMMON/BLOCK1/ T, SEAA, SEAW, SEAC, COMX, COMY, WDEF, SURMY, SURMZ,
1STGTM1, ATSYSZ, SURECG, SURECG, BET1D, BET2D, C3OR, XAXOR, CAVA, CAVB,
2SGVYVZ, ATUVZ, BET1C, BET2C, BOFU, BOFW, BOUFF, PCAV, XAX, RAD, DAX, SINA,
3COSA, ISW1, ISW2, ITEX, ICROS, IDEF, IBRY, BODU, BODU, BODW, PROT
C
SY:WEIB.DAT CONTAINS INITIAL CONDITIONS
C
CALL ASSIGN(1,'SY:WEIB.DAT',0,'OLD','NC',1)
C
SY:WEPB.DAT CONTAINS THE DESCRIPTION OF THE BODY
C
CALL ASSIGN(2,'SY:WEPB.DAT',0,'OLD','NC',1)
C
SY:OUT.DAT WILL CONTAIN THE OUTPUT
C
CALL ASSIGN(3,'SY:OUT.DAT',0,'NEW','NC',1)
C
LENGTH IN TIME OF SIMULATION
C
READ(1,20) TMAX
C
TIME OF RELEASE OF PARACHUTE (TREL>TMAX=NO PARACHUTE)
C
READ(1,20) TREL
C
TIME OF COMMENCEMENT OF INITIAL DEPLOYMENT OF PARACHUTE
C
READ(1,20) TREL1
C
TIME OF COMMENCEMENT OF DEREEFING OF PARACHUTE
C
READ(1,20) TREL2
C
TORQUE APPLIED TO STORE BY RELEASE LANYARD
C
READ(1,20) TORL
C
TIME OF ACTION OF TORLAN
C
READ(1,20) TRELN
C
INITIAL TWIST IN SHROUD LINES
C
READ(1,20) TWA
C
NUMBER OF OUTPUT RECORDS REQUIRED
C
READ(1,20) POINUM
D010I=1,13
C
BODY INITIAL CONDITIONS
C
READ(1,20) VBOD(I)
C
WIND VELOCITY COMPONENTS IN SPACE
C
READ(1,20) WINDX
READ(1,20) WINDY
C
SEA WAVE AMPLITUDE(METRES)
READ(1,20)SEAA
C SEA WAVE FREQUENCY(1/METRES)
READ(1,20)SEAW
C SEA WAVE CELERITY(M./SEC)
READ(1,20)SEAC
C UNIT VECTOR IN DIRECTION OF SEAC
READ(1,20)COMX
READ(1,20)COMY
20 FORMAT(F13.5)
21 FORMAT(2F13.5)
DO30 I=1,16
C BODY FORCE DERIVATIVES
30 READ(2,21)PBABO(I),PBWBO(I)
C (TAIL IN CAVITY LIFT COEFFICIENT)*0.5
READ(2,20)CLBOD
C (BODY IN CAVITY DRAG COEFFICIENT)*0.5
READ(2,20)CDIBOD
C MASS OF BODY
READ(2,20)PMBOD
C Y CO-ORD OF BODY C.G.
READ(2,20)PYBOD
C Z CO-ORD OF BODY C.G.
READ(2,20)PZBOD
C BODY AXIAL MOMENT OF INERTIA
READ(2,20)PIXBOD
C BODY TRANSVERSE MOMENT OF INERTIA
READ(2,20)PIYBOD
C MAXIMUM BODY RADIUS
READ(2,20)BDIRAD
C X CO-ORD OF POINT OF ATTACHMENT OF PARACHUTE
READ(2,20)BDTL
C MEASURE OF ENERGY TO DESTROY NOSE CAP
READ(2,20)PIMP
TRAV=0.0
IFIMP=1
T=0.0
POIDT=TMAX/POINUM
IFIRST=1
ISECON=1
D075I=1,6
D075J=1,6
BDMPAR(I,J)=0.0
75 BMBOD(I,J)=0.0
58 NBOD=0
C BODY GEOMETRY TEM2=X CO-ORD, TEM4=RADIUS,
C TEM8=ADDED MASS HEIGHT
C I1=0 AND J1=1 ORDINARY BUOYANT SECTION
C I1=1 AND J1=1 FLOODED SECTION E8 PARACHUTE CONTAINER
C I1=1 AND J1=0 CRUCIFORM TAIL
C I1=0 AND J1=0 SHROUD RING TAIL
C SET TEM4=-1.0 AT END OF COMPLETE BODY DATA BLOCK
C TWO DATA BLOCKS ARE REQUIRED FIRST WITH NOSE CAP
C SECOND WITHOUT NOSE CAP
C IF PIMP<=0.0 THE FIRST BLOCK IS IRRELEVANT
60 READ(2,62)TEM2,TEM4,TEM8,I1,J1
FORMAT(3F13.5,2I2)

IF(TEM4.LT.-0.1)GOTO200
IF(I1.NE.I.OR.J1.NE.J)GOTO67
TEM5=TEM1-TEM2
TEM6=TEM4-TEM3
TEM7=SGRT((TEM5*TEM5+TEM6*TEM6))
IF((TEM5/TEM7).GT.0.002)GOTO65
TEM5=0.002*ABS(TEM6)
TEM7=SGRT((TEM5*TEM5+TEM6*TEM6))
65
NBOD=NBOD+1
XAXBOD(NBOD)=(TEM1+TEM2)/2.0
RADBOD(NBOD)=(TEM3+TEM4)/2.0
HTTBOD(NBOD)=(TEM5+TEM9)/2.0
DAXBOD(NBOD)=TEM5
SINBOD(NBOD)=TEM6/TEM7
COSBOD(NBOD)=TEM5/TEM7
ISW1BO(NBOD)=I1
ISW2BO(NBOD)=J1
67
I=11
J=J1
TEM1=TEM2
TEM3=TEM4
TEM9=TEM8
GOTO60
6000
ISECON=0

C PARACHUTE INITIAL CONDITIONS
VPAR(1)=VBOD(1)
VPAR(2)=VBOD(2)+BODTL*VBOD(6)
VPAR(3)=VBOD(3)-BODTL*VBOD(5)
D6050I=4,10
6050
VPAR(1)=VBOD(1)
VPAR(11)=VBOD(11)+BODTL*XBOD(1)
VPAR(12)=VBOD(12)+BODTL*XBOD(2)
VPAR(13)=VBOD(13)+BODTL*XBOD(3)

C SY:WEPP.DAT CONTAINS THE DESCRIPTION OF THE PARACHUTE
CALL ASSIGN(4,‘SY:WEPP.DAT’,0,’OLD’,’NC’,1)

C NUMBER OF SHROUD LINES
READ(4,50)NSHD
50
FORMAT(I2)

C TORSIONAL STIFFNESS OF SHROUD LINE SYSTEM
READ(4,20)TWIST
C LENGTH OF EACH SHROUD LINE
READ(4,20)TLFL
C TEAR STRIP YIELD LOAD
READ(4,20)TLFT
C TEAR STRIP EXPIRED LENGTH + TLFL
READ(4,20)TLTFL
C TEAR STRIP BREAKING LOAD
READ(4,20)TLFF
C TLFA,TLFB,TLFC,TLFP DESCRIBE SHROUD LINE STRESS/STRAIN
C CHARACTERISTIC SEE 7000
READ(4,20)TLFA
READ(4,20)TLFB
READ(4,20)TLFC
READ(4,20)TLFP
C IN WATER VALUE OF TLFC
READ(4,20)TLCWET
C IN WATER VALUE OF TLFP
READ(4,20)TLPWET
C SHROUD LINE BREAKING LOAD
READ(4,20)TLFBR
C RATE OF DEPLOYMENT PARAMETER
READ(4,20)SDLIPAR
DO2030I=1,16
C PARACHUTE FORCE DERIVATIVES
2030 READ(4,21)FAPBR(I),PWFB(I)
C PARACHUTE ADDERVED MASS HEIGHT
READ(4,20)HTPAR
C PARACHUTE PARTIALLY WET DRAG COEFFICIENT*0.5
READ(4,20)CDPAR
C MASS OF PARACHUTE
READ(4,20)PMFPAR
C PARACHUTE AXIAL MOMENT OF INERTIA
READ(4,20)PIXPAR
C PARACHUTE TRANSVERSE MOMENT OF INERTIA
READ(4,20)PIYPAR
C MAXIMUM RADIUS OF FULLY DEPLOYED PARACHUTE
READ(4,20)PBRRAD
C X CO-ORD OF POINT OF ATTACHMENT OF SHROUD LINES TO CANOPY
READ(4,20)PARTL
C RADIUS OF PARACHUTE AT RELEASE AS FRACTION OF PBRRAD
READ(4,20)SCLMIN
C RADIUS OF DROGUE AS FRACTION OF PBRRAD
READ(4,20)SCLMAX
C RADIUS OF REEDED PARACHUTE AS FRACTION OF PBRRAD
READ(4,20)SCL2
NPAR=0
C FULLY DEPLOYED PARACHUTE GEOMETRY TEM1=X CO-ORD, TEM3=RADIUS
READ(4,2002)TEM1,TEM3
2000 READ(4,2002)TEM2,TEM4
2002 FORMAT(2F13.5)
IF(TEM4.LT.-0.1)G0T02060
TEM5=TEM1-TEM2
TEM6=TEM4-TEM3
TEM7=SQRT(TEM5*TEM5+TEM6*TEM6)
IF((TEM5/TEM7).GT.0.002)GOT02005
TEM5=0.002*ABS(TEM6)
TEM7=SQRT(TEM5*TEM5+TEM6*TEM6)
2005 NPAR=NPAR+1
XTAXPAR(NPAR)=(TEM1+TEM2)/2.0
XAXPAR(NPAR)=(TEM3+TEM4)/2.0
DAXPAR(NPAR)=TEM5
SINPAR(NPAR)=TEM6/TEM7
COSPAR(NPAR)=TEM5/TEM7
TEM1=TEM2
TEM3=TEM4
GOT02000
2060 SHIAN6=6.283185/FLOAT(NSHD)
DO2065I=1,NSHD
2065 ISHD(I)=0
SCLFAR=SCLMIN
DT=0.0
GOTO5005
C FROM 200 TO 1500 IS FORCES ON BODY
C TEST FOR PRESENCE OF NOSE CAP
200 IF(IPIMP.EQ.0)GOTO202
IF((TRAUV*VEL2,LT,PIMP)GOTO202
IPIMP=0
GOTO508
202 DO205I=1,6
DO205J=1,7
ADMPAR(I,J)=0.0
205 ADMBOD(I,J)=0.0
CALL XYZ(VBOD, XBOD, YBOD, ZBOD)
CALL SEA(WATER, XBOD, YBOD, ZBOD, VBOD(11), VBOD(12), VBOD(13))
C DEPTH OF EXTREMITIES OF BODY
DEP=SURECG-XAXEIOD(1)*FURECG
TEM2=SURECG-XAXEIOD(NBOD)*DURECG
DEPME=(DEP+TEM2)/2.0
TEM7=BODYRAD*SQTEM1
TEM3=DEP-TEM7
TEM4=TEM2-TEM7
TEM1=DEP+TEM7+BODYRAD
TEM2=TEM2+TEM7+BODYRAD
C FIRST ESTIMATE OF TIME INCREMENT
DT=BODYRAD/SORT(VBOD(1)*VBOD(1)+VBOD(2)*VBOD(2)+VBOD(3)*VBOD(3))
IF(DT,GT.0.02)DT=0.02
IF(DEPME,GT,0.0)GOTO208
C RELATIVE MOTION FIELD IN AIR
RBOD(1)=VBOD(1)-WINDX*XBOD(1)-WINDY*XBOD(2)
RBOD(2)=VBOD(2)-WINDX*XBOD(1)-WINDY*XBOD(2)
RBOD(3)=VBOD(3)-WINDX*XBOD(1)-WINDY*XBOD(2)
RBOD(4)=9.81*XBOD(3)
RBOD(5)=9.81*YBOD(3)
RBOD(6)=-9.81*ZBOD(3)
CALL HYDRD(ADMBOD, PABOD, VBOD, RBOD)
IF(T.LT.TRELAN)ADMBOD(5,7)=ADMBOD(5,7)+TORLAN
IF(TEM1,GT,0.0,OR,TEM2,GT,0.0)GOTO210
C BODY IS FULLY IN AIR
PCAV=101000.0
TRAUV=0.0
IIM=0
GOTO400
208 IIM=1
C RELATIVE MOTION FIELD IN WATER
210 RBOD(1)=VBOD(1)-WATER(1)*XBOD(1)-WATER(2)*XBOD(2)-WATER(3)*XBOD(3)
RBOD(2)=VBOD(2)-WATER(1)*YBOD(1)-WATER(2)*YBOD(2)-WATER(3)*YBOD(3)
RBOD(3)=VBOD(3)-WATER(1)*ZBOD(1)-WATER(2)*ZBOD(2)-WATER(3)*ZBOD(3)
RBOD(4)=WATER(4)*XBOD(1)+WATER(5)*XBOD(2)+(WATER(6)-9.81)*XBOD(3)
RBOD(5)=WATER(4)*YBOD(1)+WATER(5)*YBOD(2)+(WATER(6)-9.81)*YBOD(3)
RBOD(6)=WATER(4)*ZBOD(1)+WATER(5)*ZBOD(2)+(WATER(6)-9.81)*ZBOD(3)
C OBTAIN CAVITATION NUMBER
V2W2=RBOD(2)*RBOD(2)+RBOD(3)*RBOD(3)
VEL2=V2W2+RBOD(1)*RBOD(1)
PAMB=10100.0*WDEF
IF(PCA\text{V}.EQ.0.0)\text{G}O\text{T}0216

PCA\text{V}=\text{PAM}\text{B}-\text{TRAV}*300.0/\text{BODRAD}

IF(PCA\text{V}.LT.0.0)PCA\text{V}=0.0

PAM\text{B}=PAM\text{B}-PCA\text{V}

\text{CAV}=PAM\text{B}/(515.0*\text{VEL2})

IF(TEM3.LT.0.0.OR.TEM4.LT.0.0)\text{G}O\text{T}0240

\text{C} \quad \text{BODY IS FULLY IMMERSED IN WATER}

\text{IF(PCA\text{V}.LT.0.3)\text{G}O\text{T}0250}

\text{C} \quad \text{THERE IS NO CAVITY}

\text{C} \quad \text{CALL HYDRO(ADMBOI',PBODI',VBODI',RBODI')}

\text{TRAV}=9999.0

PCA\text{V}=0.0

\text{G}O\text{T}0400

\text{C} \quad \text{BODY IS PARTIALLY WET}

DT=DT/5.0

\text{ICROS}=1

\text{ICS}=0

\text{IUP}=0

\text{SINMAX}=\text{SQR}(V2W2/VEL2)

\text{IF(DPME.GT.0.0)CALL HYDRO(ADMBOI',PBODI',VBODI',RBODI')}

\text{IF(TIM.EQ.0.0.OR.PCAV.EQ.0.0)GOTO256}

\text{C} \quad \text{TRA}V=\text{DISTANCE TRAVELLED AFTER IMPACT}

\text{TEM8}=\text{VBOD}(11)-\text{TORX}

\text{TEM9}=\text{VBOD}(12)-\text{TORY}

\text{TEM10}=\text{VBOD}(13)-\text{TORZ}

\text{TRA}V=\text{SQR}(\text{TEM8}\times\text{TEM8}+\text{TEM9}\times\text{TEM9}+\text{TEM10}\times\text{TEM10})

\text{C} \quad \text{CALCULATE UNDERPRESSURE}

\text{DUNPE}=101000.0*(1.0-(0.2-0.07*XZ4OE1(3))*\text{TRA}V/\text{BODRAD})

\text{C} \quad \text{CALCULATE FORCES AND ADDED MASSES FOR EACH BODY SEGMENT}

\text{DO}1500 \text{J}=1,NBOD

\text{ITES}=0

\text{XAX}=\text{XAXBOD}(\text{J})

\text{RAD}=\text{RAXBOD}(\text{J})

\text{DAX}=\text{DAXBOD}(\text{J})

\text{SINA}=\text{SINBOD}(\text{J})

\text{COSA}=\text{COSBOD}(\text{J})

\text{ISW1}=\text{ISW1BOD}(\text{J})

\text{ISW2}=\text{ISW2BOD}(\text{J})

\text{FROT}=\text{VBOD}(4)

\text{BODUS}=\text{RBOD}(1)

\text{BODV}=\text{RBOD}(2)+\text{XAX}\times\text{VBOD}(6)

\text{BODW}=\text{RBOD}(3)-\text{XAX}\times\text{VBOD}(5)

\text{IF(IUP.EQ.0.0.OR.XAX.GT.CGOUF)GOTO1110}

\text{C} \quad \text{UPWARD VELOCITY ON REAR OF CAVITY}

\text{TEM1}=(\text{CGOUF}-\text{XAX})/\text{CAVUP}

\text{IF(TEM1.GT.1.0)TEM1=1.0}

\text{BODU}=\text{BODU}+\text{TEM1}\times\text{UPVEL}

\text{BODW}=\text{BODW}+\text{TEM1}\times\text{UPWEL}

\text{IF(\text{IDRY.EQ.1})GOTO1500}

\text{IF(TIM.EQ.1)GOTO1120}

\text{C} \quad \text{SET UP IMPACT POSITION}
IIM=1
TORX=VBOD(11)
TORY=VBOD(12)
TORZ=VBOD(13)
C IF ICROS=1 AXIAL ELLIPSOID CAVITY NOT FORMED
C IF ICROS=0 AXIAL ELLIPSOID CAVITY EXISTS
1120 IF(ICROS.EQ.0)GOTO1170
IF(ISM2.EQ.0)GOTO1150
C TEST SEGMENT FOR CAVITATION
C BETIC TO BET2C WILL BE THE WETTED SECTOR OF THE SEGMENT
1130 TEM7=BO1*V*B0DV+8*ODV+BODW
U2V2W2=TEM7+B0DU+BODU
IF(PCA.V.GT.0)GOTO1132
PAMB=101000.0*(WDEF-XAXX*RB0D(4)/9.81)
1132 CAVSEG=PAMB/(515.0*U2V2W2)
IF(CAVSEG.GT.1.0)GOTO1150
IF(CAVSEG.LT.0.001)CAVSEG=0.001
TEM6=SQRT(U2V2W2)
TEM27=SQRT(TEM7)
TEM1=COSA*TEM27
TEM4=(BOFU+TEM1)/TEM6
IF(SINMAX.LT.0.0)CAVSEG=0.0
J1=J-1
IF(J.EQ.1)J1=1
C CALCULATE INCIDENCE CONDITION FOR CAVITATION
TEM28=RAD*(SINBOII(J1)*COSA-COSBII(J1)*SINA)
TEM28=TEM28*(COSBII(J1)+COSA)/(DAXBOD(J1)+DAX)
TEM2=0.25*TRAV/RAD
IF(TEM2.GT.0.76)TEM2=0.76
TEM2=TEM2*(0.24+0.8*SINMAX*SINMAX)
CONINC=TEM2*SINMAX-0.34*EXP(-TEM2)-0.36*CAVSEG+0.28*TEM7/U2V2W2
TEM2=CONINC*TEM6
IF((BOFU+TEM1).LT.GT.TEM2)GOTO1140
C SEGMENT IS ALL DRY
C CALCULATE GEOMETRY OF AXIAL CAVITY IF PRESENT
TEM2=TEM27/TEM6
TEM3=ABS(BODU)/TEM6
TEM4=TEM3-ABS(TEM2*SINA/COSA)
IF(TEM4.LT.0.0)GOTO1400
TEM1=RAD/TEM4
CAVA=0.4*SINMAX*(1.0+TEM28)*TEM1/CAVSEG
CAVB=TEM1+0.13*CAVA
TEM9=1.5*TEM1+0.09*TRAV
IF(TEM9.LT.CAVB)CAVB=TEM9
ICS=0
IF((CAVA+CAVA).LT.TEM9)CAVA=0.84*TRAV
CAVB=0.21*TRAV
ICS=1
1135 IF(CAVA.LT.0.0)GOTO1400
C FIT CAVITY TO NOSE
TEM4=TEM1/CAVB
CXOR=CAVA*SQRT(1.0-TEM4*TEM4)
TEM4=TEM4*CAVA/CAVA/CAVB
TEM5=CXOR/SQRT(CXOR*CXOR+TEM4*TEM4)
TEM4=TEM2*COSA+ABS(TEM3*SINA)

IF(TEM5.LE.TEM4)GOTO1400
CAVY=-BODV/TEM6
CAVZ=-BODW/TEM6
CGOR=CXOR-XAX
XAXOR=XAX
SQUYZ=SQR((CAVY*CAVY+CAVZ*CAVZ)
ATUVY=ATAN2(CAVZ,CAVY)
ICROS=0
IF(XAX.LT.0.0.OR.ICR.EQ.1)GOTO1400

C   UPWARD VELOCITY ON REAR OF CAVITY
CGOUP=CGOR
CAVUF=CAVA
IUF=1
UPVEL=-TEM6*(0.005*BOD(5)+SIGN(0.025,BOD(5)))
UPWEL=-TEM6*(0.005*BOD(6)+SIGN(0.025,BOD(6)))
IF(ABS(XBOD(3)).LT.0.96)GOTO1400
UPVEL=-TEM6*SIGN(0.025,VBOD(6))
UPWEL=-TEM6*SIGN(0.025,VBOD(5))
GOTO1400

1140 IF((BOFU-TEM1).GE.TEM2)GOTO1150

C   SEGMENT IS PARTIALLY WET BY CAVITATION CONDITION
TEM2=(TEM2-BOFU)/TEM1
TEM1=ATAN2(BODV,BODW)
TEM3=SQR(1.0-TEM2*TEM2)
TEM4=ATAN2(TEM2,TEM3)
BET1C=TEM4-TEM1
BET2C=3.1416-TEM4-TEM1
GOTO1200

C   SEGMENT IS COMPLETELY WET BY CAVITATION CONDITION
1150 BET1C=0.0
BET2C=6.2831
ITES=1
GOTO1200

C   TEST FOR INTERSECTION WITH CAVITY
1170 TEM1=CGOR+XAX
TEM8=CAVA
IF(TEM1.GT.0.0.OR.ICR.EQ.0)GOTO1175
TEM8=CAVA

1175 TEM1=TEM1/TEM8
TEM1=TEM1*TEM1
IF(TEM1.GE.1.0)GOTO1180
CAVR=CAVR*SQR(1.0-TEM1)
CAVD=ABS(XAXOR-XAX)*SQUYZ
TEM1=CAVR+RAD
IF(CAVD.GE.TEM1)GOTO1180
TEM1=CAVR-RAD
IF(CAVD.LE.TEM1)GOTO1400
TEM1=-TEM1
IF(CAVD.LE.TEM1)GOTO1180
TEM1=(CAVD*CAVD+RAD*RAD-CAVR*CAVR)/(2.0*CAVD*RAD)
TEM2=SQR(1.0-TEM1*TEM1)
TEM3=ATAN2(TEM2,TEM1)
BET1C=ATUVY+TEM3
BET2C=ATUVY-TEM3
24.

GOTO 1200

1180 IF(ISW, EQ, 0) GOTO 1150
ICROS=1
SINMAX=SQR(V2W2/VEL2)
GOTO 1130

1200 CALL FORCES(ADMBOD,RBOD,HTTBOD(J),CLBOD,CDBOD)
IF(ICROS.EQ.1.AND.ICS.EQ.0)GOTO 1000

1400 IF(IDEP.EQ.1.OR.DUNFE.LT.0.OR.ISW.EQ.0)GOTO 1500
C UNDREPRESURE FORCE
TEM4=DUNFE*XAX**RAD
TEM1=TEM4*(COS(BET1ID)-COS(BET2D))
TEM2=TEM4*(SIN(BET1ID)-SIN(BET2D))
TEM3=XAX*RAD*SINA/COSA
ADMBOD(2,7)=ADMBOD(2,7)+TEM2
ADMBOD(3,7)=ADMBOD(3,7)+TEM1
ADMBOD(5,7)=ADMBOD(5,7)-TEM3*TEM1
ADMBOD(6,7)=ADMBOD(6,7)+TEM3*TEM2
CONTINUE

1500 CONTINUE

400 IF(ISEXON.EQ.1) GOTO 4500
C UP TO 4500 IS FORCES ON PARACHUTE
CALL XYZ(VPAR,XPAR,YPAR,ZPAR)
CALL SEA(WATER,XPAR,YPAR,ZPAR,VPAR(11),VPAR(12),VPAR(13))

C DEPTH OF EXTREMITIES OF PARACHUTE
DEP=SURECG-XAXPAR(1)*DURECG
TEM2=SURECG-XAXPAR(1)*DURECG
TEM7=PARRAD*STPME1
TEM1=DEP+TEM7
TEM3=DEP-TEM7
TEM14=TEM2-TEM7
DEPM=(TEM1+TEM14)/2.0
IF(DEPM.GT.0.0) GOTO 3210

C RELATIVE MOTION FIELD IN AIR
RPAR(1)=PAR(1)-WINDX*XPAR(1)-WINDY*XPAR(2)
RPAR(2)=PAR(2)-WINDX*XPAR(1)-WINDY*XPAR(2)
RPAR(3)=PAR(3)-WINDX*XPAR(1)-WINDY*XPAR(2)
RPAR(4)=-9.81*XPAR(3)
RPAR(5)=-9.81*YPAR(3)
RPAR(6)=-9.81*ZPAR(3)
CALL HYDRA(ADMPAR,PAPAR,DPAR,VPAR,RPAR)
IF(TEM1.LT.0.0) GOTO 3240

C PARACHUTE COULD BE WET
C RELATIVE MOTION FIELD IN WATER
3210 RPAR(1)=PAR(1)-WATERX*XPAR(1)-WATERY*XPAR(2)
RPAR(2)=PAR(2)-WATERX*XPAR(1)+WATERZ*XPAR(2)
RPAR(3)=PAR(3)-WATERX*XPAR(1)+WATERZ*XPAR(2)
RPAR(4)=WATER(4)*XPAR(1)+WATER(5)*XPAR(2)+(WATER(6)-9.81)*XPAR(3)
RPAR(5)=WATER(4)*YPAR(1)+WATER(5)*YPAR(2)+(WATER(6)-9.81)*YPAR(3)
RPAR(6)=WATER(4)*ZPAR(1)+WATER(5)*ZPAR(2)+(WATER(6)-9.81)*ZPAR(3)
IF(TEM13.GT.0.0.AND.TEMP14.GT.0.0.AND.CAV.GT.0.3) GOTO 3240

C PARACHUTE COULD BE PART WET
C SET UP TEST FOR INTERSECTION WITH CAVITY FROM BODY
IF(ICROS.EQ.0) GOTO 3220
IF(CAV.LT.0.001)CAV=0.001
CAVA=2.0*BDRAD/CAV
CAVB=BDRAD+0.13*CAVA
3220  TEM1=TORX-VBOD(11)
    TEM2=TORY-VBOD(12)
    TEM3=TORZ-VBOD(13)
    TEM15=TEM1*XPAR(1)+TEM2*XPAR(2)+TEM3*XPAR(3)
    IF(TEM15.EQ.0.0)GOT03230
    TEM4=VBOD(11)-UPAR(11)
    TEM5=VBOD(12)-UPAR(12)
    TEM6=VBOD(13)-UPAR(13)
    TEM16=TEM4*XPAR(1)+TEM5*XPAR(2)+TEM6*XPAR(3)
    TEM17=-TEM16/TEM1
    IF(TEM17.LE.0.0)GOT03230
    TEM18=SQRT(TEM1*TEM1+TEM2*TEM2+TEM3*TEM3)
    TEM1=TEM4+TEM1*TEM17
    TEM2=TEM5+TEM2*TEM17
    TEM3=TEM6+TEM3*TEM17
    CAVY=TEM1*YPAR(1)+TEM2*YPAR(2)+TEM3*YPAR(3)
    CAVZ=TEM1*ZPAR(1)+TEM2*ZPAR(2)+TEM3*ZPAR(3)
    CAVD=SQRT(CAVY*CAVY+CAVZ*CAVZ)
    TEM1=1.0-TEM1*TEM18/CAVA
    TEM1=TEM1/TEM1
    IF(TEM1.GE.1.0)GOT03230
    CAVR=CAVB*SQRT(1.0-TEM1)
    TEM1=CAVR+FARRAD
    IF(CAVD.GE.TEM1)GOT03230
    TEM1=CAVR-FARRAD
    IF(CAVD.LE.EME)GOT03225
    ATUVY=ATAN2(CAVY,C''Y)
    ICAV=1
    GOT03250
3225  IF(EPME.GT.0.0)CALL HYDRO(ADMPAR,FAPAR,VAPAR,RPAR)
    GOT03400
3230  ICAV=0
    IF(TEM13.LT.0.0.OR.TEM14.LT.0.0)GOT03250
    PARACHUTE IS FULLY WET
3240  CALL HYDRO(ADMPAR,PWPAR,VAPAR,RPAR)
    GOT03400
3250  IF(EPME.GT.0.0)CALL HYDRO(ADMPAR,FAPAR,VAPAR,RPAR)
    CALL DEPTH
    IF(IDRY.EQ.1)GOT04500
    IF(ICA.terminate)GOT04350
TEM1 = CAUR + RAD
IF (CAUR.D,GE,TEM1) GOT0 4350
TEM1 = CAUR - RAD
IF (CAUR.LE,TEM1) GOT0 4500
TEM1 = -TEM1
IF (CAUR.LE,TEM1) GOT0 4350
TEM1 = (CAUR*CAUR + RAD*RAY - CAUR*CAUR) / (2.0*CAUR*RAY)
TEM2 = SQRT (1.0 - TEM1*TEM1)
TEM3 = ATAN2 (TEM2,TEM1)
BET1C = ATVZVY + TEM3
BET2C = ATVZVY - TEM3
GOT0 4400

4350 BET1C = 0.0
BET2C = 6.2831
ITES = 1
GOT0 4400

C ALL WET BY CAVITY INTERSECTION

4400 CALL FORCES (ADMPAR, RPAR, HTPAR, 0.0, CDIPAR)
TLFC = TLCWET
TLPF = TLPWET
GOT0 4500

4500 CONTINUE

C CALCULATE FORCES IN SHROUD LINES
C FIRST OBTAIN BODY TO PARACHUTE TRANSFORMATION MATRIX
3400 S1 = XBOD(1)*XPAR(1) + XBOD(2)*XPAR(2) + XBOD(3)*XPAR(3)
S2 = YBOD(1)*XPAR(1) + YBOD(2)*XPAR(2) + YBOD(3)*XPAR(3)
S3 = ZBOD(1)*XPAR(1) + ZBOD(2)*XPAR(2) + ZBOD(3)*XPAR(3)
S4 = XBOD(1)*YPAR(1) + XBOD(2)*YPAR(2) + XBOD(3)*YPAR(3)
S5 = YBOD(1)*YPAR(1) + YBOD(2)*YPAR(2) + YBOD(3)*YPAR(3)
S6 = ZBOD(1)*YPAR(1) + ZBOD(2)*YPAR(2) + ZBOD(3)*YPAR(3)
S7 = XBOD(1)*ZPAR(1) + XBOD(2)*ZPAR(2) + XBOD(3)*ZPAR(3)
S8 = YBOD(1)*ZPAR(1) + YBOD(2)*ZPAR(2) + YBOD(3)*ZPAR(3)
S9 = ZBOD(1)*ZPAR(1) + ZBOD(2)*ZPAR(2) + ZBOD(3)*ZPAR(3)

C RELATIVE VELOCITY AND POSITION OF BODY W.R.T. PARACHUTE
TEM1 = VBOD(2) + VBOD(6)*BODTL
TEM2 = VBOD(3) + VBOD(5)*BODTL
BODU = VBOD(1)*S1 + TEM1*S2 + TEM2*S3
BODV = VBOD(1)*S4 + TEM1*S5 + TEM2*S6
BODW = VBOD(1)*S7 + TEM1*S8 + TEM2*S9
TEM1 = VBOD(11) - VPAR(11)
TEM2 = VBOD(12) - VPAR(12)
TEM3 = VBOD(13) - VPAR(13)
TLX = TEM1*XPAR(1) + TEM2*XPAR(2) + TEM3*XPAR(3) + BODTL*S1
TLY = TEM1*YPAR(1) + TEM2*YPAR(2) + TEM3*YPAR(3) + BODTL*S4
TLZ = TEM1*ZPAR(1) + TEM2*ZPAR(2) + TEM3*ZPAR(3) + BODTL*S7

C CALCULATE AND SUM TENSIONS IN SHROUD LINES
7000 TPX = 0.0
TPY = 0.0
TPZ = 0.0
TEM12 = -SHDANG
DO7500I = 1, NSHD
TEM12 = TEM12 + SHDANG
IF (ISHD(I), EQ, 1) GOT0 7450

C EXTENSION OF LINE
TEM1 = TLX - PARTL
TEM6 = PARRAD*COS(TEM12)
TEM2 = TLY - TEM6
TEM7=F'ARRAD*SIN(TEM12)
TEM3=TLZ-TEM7
TEM4=SQRT(TEM1*TEM1+TEM2*TEM2+TEM3*TEM3)
TEM5=TEM4-TLFL
IF(TEM5.LE.0.0)GOTO7500

C RATE OF EXTENSION OF LINE
TEM8=BODU-(VPAR(1)+VPAR(5)*TEM7-VPAR(6)*TEM6)
TEM9=BODU-(VPAR(2)+VPAR(6)*PARTL-VPAR(4)*TEM7)
TEM10=BODW-(VPAR(3)+VPAR(4)*TEM6-VPAR(5)*PARTL)
TEM1=TEM1/TEM4
TEM2=TEM2/TEM4
TEM3=TEM3/TEM4

C TENSION IN LINE
TEM4=(TEM8*TEM1+TEM9*TEM2+TEM10*TEM3)*TLFC
TEM8=(TLFA+TLFB*TEM5)*TEM5
TEM9=TEM8*TLFP
IF(TEM4.GT.TEM9)TEM4=TEM9
IF(TEM4.LT.-TEM9)TEM4=-TEM9
TEM8=TEM8+TEM4
IF(TEM8.GT.TLFP)ISHD(I)=1
TFX=TFX+TEM8*TEM1
TFY=TFY+TEM8*TEM2
TPZ=TPZ+TEM8*TEM3
GOTO7500

7450 ITEM=0
C AT LEAST ONE SHROUD LINE IS BROKEN
DO7455J=1,NSH
7455 ITEM=ITEM+ISHD(J)
IF(ITEM.EQ.NSH)GOTO7550
7500 CONTINUE

C TEAR STRIP BEHAVIOUR
TEM1=SQRT(TFX*TFX+TPY*TPY+TPZ*TPZ)
IF(TEM1.LT.TLFT)GOTO7600
IF(TLFL.GT.TLFTL)GOTO7530

C TEAR STRIP YIELDS
TLFL=1.001*TLFL
GOTO7000

7530 IF(TEM1.LT.TLFF)GOTO7600
C PARACHUTE HAS BROKEN FREE FROM BODY
7550 TREL=10000.0
ISECON=1
GOTO5500

C TORSIONAL TORQUE
7600 TEM2=TWA
IF(TEM2.GT.3.0)TEM2=3.0
IF(TEM2.LT.-3.0)TEM2=-3.0
TEM1=TEM1*TEM2*TWIST*SCLPAR*SCLPAR

C ADD SHROUD LINE FORCES TO PARACHUTE AND BODY
ADMPAR(1,7)=ADMPAR(1,7)+TPX
ADMPAR(2,7)=ADMPAR(2,7)+TPY
ADMPAR(3,7)=ADMPAR(3,7)+TPZ
ADMPAR(4,7)=ADMPAR(4,7)+TEM1
ADMPAR(5,7)=ADMPAR(5,7)-TPZ*TLX+TPZ*TLZ
ADMPAR(6,7)=ADMPAR(6,7)+TPY*TLX-TFY*TLY
TBX=-TPX*S1-TPY*S4-TPZ*S7
TBY=TPX*S2-TPY*S5-TPZ*S8
TBZ=TPX*S3-TPY*S6-TPZ*S9
ADMBOD(1,7)=ADMBOD(1,7)+TRX
ADMBOD(2,7)=ADMBOD(2,7)+TBY
ADMBOD(3,7)=ADMBOD(3,7)+TBZ
ADMBOD(4,7)=ADMBOD(4,7)-TEM1*S1
ADMBOD(5,7)=ADMBOD(5,7)-TBZ*BODTL-TEM1*S2
ADMBOD(6,7)=ADMBOD(6,7)+TBY*BODTL-TEM1*S3
CALL ENERT(ADMBOD, BDMBOD, RBOD, VBOD, DBOD, XBOD, YBOD, ZBOD, PMBOD, 1PYBOD, PZBOD, PXBOD, PYBOD, DT)
CALL ENERT(ADMPAR, BDMPAR, RPAR, VPAR, XPAR, XPAR, YPAR, XPAR, XPAR, XPAR, DT)
CALL DERIV(ADMPAR, XPAR, XPAR, XPAR, XPAR, XPAR, XPAR, XPAR)
ADMBOD(l1 7)=ADMEIOI(l1 7)+TE4X
ADMBOD(2,7)=ADMEIOI(2,7)+TBY
ADMBED(3,7)=ADMEIOI(3,7)+TBZ
ADMBED(4,7)=ADMEIOI(4,7)-TEM1*S1
ADMBED(5,7)=ADMEIOI(5,7)-TBZ*BODTL-TEM1*S2
ADMBED(6,7)=ADMEIOI(6,7)+TBY*BODTL-TEM1*S3
CALL ENERT(ADMBED, BDMBED, RBED, VBED, DBED, XBED, YBED, ZBED, PMBED, 1PYBED, PZBED, PXBED, PYBED, DT)
CALL ENERT(ADMPAR, BDMPAR, RPAR, VPAR, XPAR, XPAR, XPAR, XPAR, XPAR, XPAR, DT)
CALL DERIV(ADMPAR, XPAR, XPAR, XPAR, XPAR, XPAR, XPAR, XPAR)

PARACHUTE DEPLOYMENT
SCLPAR=SCLPAR+SDILPAR*(RPAR(1)-ABS(RPAR(2))-ABS(RPAR(3)))*DT
TWA=TWA+(VBOD(4)-VPAR(4))*DT
IF(SCLPAR.GT.SCLMAX)SCLPAR=SCLMAX
IF(SCLPAR.LT.SCLMIN)SCLPAR=SCLMIN
IF(SCLOLD.EQ.SCLMAX.AND. SCLPAR.EQ.SCLMAX)GOTO5700
6605 TEM2=SCLPAR*SCLPAR
DO6100I=1,16
FAFAR(I)=PAPER(I)*TEM2
6100 PWFAR(I)=PWFAR(I)*TEM2
SCLOLD=SCLPAR
PARRAD=SCLPAR*FBRRAD
GOTO5700

BODY ALONE
5500 CALL ENERT(ADMBOD, BDMBOD, RBOD, VBOD, DBOD, XBOD, YBOD, ZBOD, PMBOD, 1PYBOD, PZBOD, PXBOD, PYBOD, DT)
IF(IFIRST.EQ.0)GOTO5505
C FIRST PASS THROUGH PROGRAMME TO SET UP BDME40 ETC.
C INCREMENT TIME
5700 T=T+DT
C CHECK PARACHUTE STATUS
IF(T.GT.TRE1.AND.ISECON.EQ.1)GOTO6000
IF(T.GT.TREL)SCLMAX=SCL2
IF(T.GT.TREL2)SCLMAX=1.0
IF(T.LT.POIT)GOTO200
C OUTPUT A RECORD
C THE WRITE STATEMENTS AND NEED TO CALL EULER SHOULD BE
C VARIED AS REQUIRED
5705 POIT=T+DT
CALL EULER(TEM1, TEM2, TEM3, XBOD, YBOD, ZBOD)
IF(ISECON.EQ.1)GOTO5900
CALL EULER(TEM4, TEM5, TEM6, XPAR, XPAR, XPAR)
WRITE(3,199)T,VBOD(1),VPAR(1),TEM2,TEM5,VBOD(11),VBOD(12),VBOD(13)
WRITE(7,199)T,VBOD(1),VPAR(1),TEM2,TEM5,VBOD(11),VBOD(12),VBOD(13)
GOTO5950
5900 WRITE(3,199)T,VBOD(1),0.0,TEM2,0.0,VBOD(11),VBOD(12),VBOD(13)
WRITE(7,199)T,VBOD(1),0.0,TEM2,0.0,VBOD(11),VBOD(12),VBOD(13)
199 FORMAT(F9.4,F10.3)
5950 IF(T.LT.TMAX)GOTO200
C         RUN COMPLETE
           WRITE(3,199)-1.0,0,0,0,0,0,0,0,0,0,0,0,0
           STOP
END
SUBROUTINE XYZ(V,X,Y,Z)
C         GENERATES THE TRANSFORMATION MATRIX X,Y,Z FROM QUATERNIONS
DIMENSION V(13),X(3),Y(3),Z(3)
X(1)=1.0-2.0*(V(9)*V(9)+V(10)*V(10))
X(2)=2.0*(V(10)*V(7)+V(8)*V(9))
X(3)=2.0*(V(8)*V(9)-V(7)*V(10))
Y(1)=2.0*(V(8)*V(9)-V(7)*V(10))
Y(2)=1.0-2.0*(V(8)*V(8)+V(10)*V(10))
Y(3)=2.0*(V(7)*V(9)+V(8)*V(10))
Z(1)=2.0*(V(7)*V(9)+V(8)*V(10))
Z(2)=2.0*(V(10)*V(7)-V(7)*V(10))
Z(3)=1.0-2.0*(V(8)*V(8)+V(9)*V(9))
RETURN
SUBROUTINE SEA(W,X,Y,Z,XPOS,YPOS,ZPOS)
C         MOTION AND GEOMETRY OF THE SEA
DIMENSION W(6),X(3),Y(3),Z(3)
COMMON/BLOCK1/ T,SEA,SEAC,COMX,COMY,WDEF,SURMY,SURMZ,
1SOTEM1,ATSYZ,SURECG,DURECG,BET1D,BET2D,CGOR,XAXOR,CAVA,CAVB,
2SQVYVZ,ATUXY,ETEC,BET2C,BOFU,BOFV,CAVX,RAD,DA(X,Z,TEXT)
3COSA,ISW1,ISW2,ITES,ICROS,IDEF,IDRY,BODV,BODW,PROT
ANG=SEA* ( XPOS*COMX+YPOS*COMY-SEAC*T)
S=SIN(ANG)
C=COS(ANG)
ZEXP=SEAA*S
IF(ZPOS.GT.ZEXP)ZEXP=ZPOS
E=EXP(-SEAW*ZEXP)
A1=SEAA*SEAC*SEAW
A2=A1*SEAC*SEAW
C         SEA MOTION AT XPOS,YPOS,ZPOS
U=-A1*E*S
W(1)=U*COMX
W(2)=U*COMY
W(3)=-A1*E*C
UDDOT=A2*E*C
W(4)=UDDOT*COMX
W(5)=UDDOT*COMY
W(6)=-A2*E*S
WDEF=10.0+ZPOS-SEAA*E*S
C         SEA SURFACE GEOMETRY
DZDX=SEAA*SEAW*C
A1=SQR(1.0+DZDX*DZDX)
A2=DZDX/A1
XN=A2*COMX
YN=A2*COMY
ZN=-1.0/A1
SURMY=XN*Y(1)+YN*Y(2)+ZN*Y(3)
SURMZ=XN*Z(1)+YN*Z(2)+ZN*Z(3)
TEM1=SURMY*SURMY+SURMZ*SURMZ
IF(TEM1.LT.0.00001)TEM1=0.00001
30.

SQRTM1 = SQRT(TEM1)
ATSYSZ = ATAN2(SURMY, SURMZ)
SURECG = ZN * (SEAX * S - ZPOS)
DURECG = XN * X(1) + YN * X(2) + ZN * X(3)
RETURN
END

SUBROUTINE HYDRO(A, P, V, R)

C FULLY IMMERSED FORCES AND ADDED MASSES

DIMENSION F(16), A(6, 7), V(13), R(6)
U = ABS(R(1))
U2 = R(1) * U
UP = V(4) * U
UQ = U * V(5)
UR = U * V(6)
UV = U * R(2)
UW = U * R(3)

VWAB = SQRT(R(2) * R(2) + R(3) * R(3))
V2 = R(2) * VWAB
W2 = R(3) * VWAB
QA2 = V(5) * VWAB
RA2 = V(6) * VWAB

C FORCES

A(1, 1) = P(1) * U2 + P(14) * R(4)
A(4, 1) = P(16) * UP

C ADDED MASSES

A(1, 1) = P(6)
A(2, 2) = P(7)
A(2, 6) = P(8)
A(3, 3) = P(7)
A(3, 5) = -P(8)
A(5, 5) = P(9)
A(6, 6) = P(9)
RETURN
END

SUBROUTINE DEPTH

CALCULATES THE INTERSECTION OF A SEGMENT WITH THE SEA SURFACE

BET1D TO BET2D IS THE INTERSECTION SECTOR

COMMON / BLOCK1 / T, SEAM, SEAW, SEAC, CMX, WDEP, SURMY, SURMZ,
1SOTEM1, ATSYSZ, SURECG, DURECG, BET1D, BET2D, CGOR, XAXOR, CAVA, CAVB,
2SQTVVZ, ATUZVY, BET1C, BET2C, BOFU, BOFY, PCAV, XAX, RAD, DAX, SINA,
3COSA, ISW1, ISW2, ITES, ICROS, IDEP, IDRY, BODU, BODV, BODW, PROT

IDEF = 0
IDRY = 0
SURE = SURECG - XAX * DURECG
SURE = SURE / SQRTM1
IF(SURE .LE. RAD) GOTO 120
IDEF = 1
RETURN

120 IF(SURE .LE. -RAD) GOTO 500
SURE = SURE / RAD
TEM1 = SQRT(1.0 - SURE * SURE)
TEM2 = ATAN2(SURE, TEM1)
BET1D = TEM2 - ATSYSZ
BET2D = 3.1416 - TEM2 - ATSYSZ
TEM1 = (BET1D + BET2D) / 2.0
TEM2 = COS(TEM1) * SURMY + SIN(TEM1) * SURMZ
IF (TEM2.LT.0.0) RETURN
TEM1 = BET1D
BET1D = BET2D
BET2D = TEM1
RETURN

SUBROUTINE FORCES(A, R, HT, CLIFT, CDARAG)

! FORCES AND ADDED MASSES FOR EACH WET SECTOR
DIMENSION A(697), PR(6)
COMMON/ BLOCK1/ TSEA, ESEA, SEAP, COMX, COMY, WDEF, SURMY, SURMZ,
1SRETEM1, ATSYSZ, SURECG, DURECG, BET1D, BET2D, CGOR, XAXOR, CAVX, CAVY,
2SQQVY, ATQVY, BET1C, BET2C, BOFU, BOFY, PCAV, XAX, RAX, DAX, SINA,
3COSA, ISW1, ISW2, ITES, ICROS, IDEP, IDRY, BOD, BODV, BODW, PROT
C SORT OUT ACTUAL WETTED SECTOR FROM DEPTH AND CAVITATION DATA
ISEG = 0
IF (IDES.EQ.1) GOTO 300
IF (ITES.EQ.0) GOTO 205
BET1C = BET1D
BET2C = BET2D
GOTO 300
205 TEM2 = SCALE(BET2D - BET1D)
TEM3 = SCALE(BET1C - BET1D)
TEM4 = SCALE(BET2C - BET1D)
220 IF (TEM4.LT.0.0) GOTO 205
IF (TEM3.GT.0.0) GOTO 240
BET1C = TEM3 + BET1D
IF (TEM4.GT.0.0) GOTO 230
225 BET2C = TEM4 + BET1D
GOTO 300
230 BET2C = TEM2 + BET1D
GOTO 300
240 BET1C = BET1D
IF (TEM4.GT.0.0) GOTO 230
IF (TEM3.GT.0.0) GOTO 225
BET2C = TEM4 + BET1D
ISEG = 1
BET3C = TEM3 + BET1D
BET4C = TEM2 + BET1D
C CALCULATE FORCES AND ADDED MASSES
300 BET1C = SCALE(BET1C)
BET2C = SCALE(BET2C)
IF (BET2C.LT.BET1C) BET2C = BET2C + 6.283185
SINB1 = SIN(BET1C)
SINB2 = SIN(BET2C)
COSB1 = COS(BET1C)
COSB2 = COS(BET2C)
IF (ISW1.EQ.1 .AND. ISW2.EQ.0) GOTO 500
C AI TO FI INTEGRALS USED FOR FORCES AND MASSES
AI = BET2C - BET1C
BI = SINB2 - SINB1
CI = COSB1 - COSB2

TEM3 = (SIN(BET2C + BET2C) - SIN(BET1C + BET1C)) / 4.0
TEM4 = AI / 2.0

IF(AI.GT.3, 142) TEM? = 140

EI = (SIN(B2 * SINB2 - SINB1 * SINB1)) / 2.0
FI = TEM4 - TEM3

TEM1 = RAD * DAX
TEM2 = 1030.0 * TEM1

TEM7 = TEM2 * HT * TEM7

TEM9 = TEM7 * TEM4

TEM10 = TEM8 * COSA

TEM11 = TEM8 * TEM6

TEM12 = TEM7 * TEM5

TEM13 = TEM12 * COSA

TEM14 = TEM12 * TEM6

TEM15 = TEM7 * TEM6 * TEM6 / TEM3

C ADDED MASSES
A(1,1) = A(1,1) + TEM9 * AI
A(1,2) = A(1,2) + TEM10 * BI
A(1,3) = A(1,3) + TEM10 * CI
A(1,5) = A(1,5) + TEM11 * CI
A(1,6) = A(1,6) - TEM11 * BI
A(2,2) = A(2,2) + TEM13 * DI
A(2,3) = A(2,3) + TEM13 * EI
A(2,5) = A(2,5) + TEM14 * EI
A(2,6) = A(2,6) - TEM14 * DI
A(3,3) = A(3,3) + TEM13 * FI
A(3,5) = A(3,5) + TEM14 * FI
A(5,5) = A(5,5) + TEM15 * FI
A(5,6) = A(5,6) - TEM15 * EI
A(6,6) = A(6,6) + TEM15 * EI

TEM8 = (BET1C + BET2C) * 0.5

TEM7 = COS(TEM8)

TEM8 = SIN(TEM8)

TEM7 = BOFU + 0.25 * (BOFW * (COSB1 + COSB2 + TEM7 + TEM7) + BOFW *
1 (SINB1 + SINB2 + TEM8 + TEM8))

TEM8 = CDRA6 * TEM2 * ABS(TEM7)

TEM9 = TEM8 * TEM5

TEM10 = BOFU * AI + BOFW * EI + BOFW * CI

TEM11 = BOFU * BI + BOFW * DI + BOFW * EI

TEM12 = BOFU * CI + BOFW * EI + BOFW * FI

IF(ISW2.EQ.0) 00T0350

C NON LINEAR FORCE

DAFX = TEM8 * TEM4 * (TEM10 + TEM10 - TEM7 * AI)

DAFY = TEM9 * (TEM11 + TEM11 - TEM7 * BI)

DAFZ = TEM9 * (TEM12 + TEM12 - TEM7 * CI)
IF(ISW1.EQ.1)GOTO400

C BUOYANCY FORCE
TEM11=0.5*TEM2*RAEI*(AI-SIN(AI))
DAFX=DAFX-R(4)*TEM11
DAFY=DAFY-R(5)*TEM11
DAFZ=DAFZ-R(6)*TEM11
GOTO400

C LINEAR FORCE
350 TEM7=CLIFT*TEM2*SQR((BODU*BODU+BODV*BODV+BODW*BODW)
TEM8=TEM7*TEM5
DAFX=TEM7*TEM4*TEM10
DAFY=TEM8*TEM11
DAFZ=TEM8*TEM12

400 A(1,7)=A(1,7)-DAFX
A(2,7)=A(2,7)-DAFY
A(3,7)=A(3,7)-DAFZ
TEM14=TEM6/COSA
A(5,7)=A(5,7)-DAFZ*TEM14
A(6,7)=A(6,7)+DAFY*TEM14
GOTO400

C CRUCIFORM TAIL
500 TEM6=1030.0*TAX
TEM10=TEM6*CLIFT*SQR((BODU*BODU+BODV*BODV+BODW*BODW)
TEM1=RAD*RAD*0.5
TEM2=T-0.5-FLOAT(IFIX(T))
TEM3=TEM1*0.01
TEM4=0.3/RAD
TEM5=0.4/RAD
Y1=-RAD
Y2=RAD
Z1=-RAD
Z2=RAD
IF(SINB1*SINB2.GE.0.0)GOTO520
TEM5=RAD*(SINB1*COSB2-COSB1*SINB2)/(SINB1-SINB2)
IF(SINB1.GT.0.0)GOTO510
Y1=TEM5
GOTO540

510 Y2=TEM5
GOTO540

520 IF((SINB1+SINB2).GT.0.0)GOTO530
IF((BET2C-BET1C).GT.3.14159)GOTO540
GOTO700

530 IF(COSB1.GT.COSB2)GOTO700
540 AI=Y2-Y1
BI=AI*(Y2+Y1)/2.0
CI=(Y2*Y2*Y2-Y1*Y1*Y1)/3.0
TEM7=TEM6*HT*AI/(RAD+RAD)
TEM8=TEM7*XAX

C ADDED MASSES AND FORCES 'HORIZONTAL FIN'
A(3,3)=A(3,3)+TEM7*AI
A(3,4)=A(3,4)+TEM7*BI
A(3,5)=A(3,5)-TEM8*AI
A(4,4)=A(4,4)+TEM7*CI
A(4,5)=A(4,5)-TEM8*BI
A(5,5)=A(5,5)+TEM8*XAX*AI
EAFZ = TEM10 *(BODW * AI + PROT * BI)
A(3, 7) = A(3, 7) - DAFZ
A(4, 7) = A(4, 7) - TEM10 *(BODW * BI + PROT * CI)
IF(ABS(BI) .LT. TEM3) A(4, 7) = A(4, 7) +
1(SIGN(TEM2, TEM2) - PROT) * ABS(DAFZ) * TEM1
A(5, 7) = A(5, 7) + XAX*DAFZ

IF(COSB1 * COSB2 .GE. 0.0) GOTO 720
TEM5 = RAD * (SINB2 * COSB1 - COSB2 * SINB1) / (COSB1 - COSB2)
IF((COSB2 .GT. 0.0) GOTO 710
Z1 = TEM5
GOTO 720

Z2 = TEM5
GOTO 730

IF((COSB1 + COSB2) .GT. 0.0) GOTO 730
IF((BET2C - BET1C), GT, 3.14159) GOTO 740
GOTO 900

AI = Z2 - Z1
BI = AI * (Z2 + Z1) / 2.0
CI = (Z2 * Z2 - Z1 * Z1) / 3.0
TEM7 = TEM6 * HT * AI / (RAD + RAD)
TEM8 = TEM7 * XAX

C 'ADDED MASSES AND FORCES 'VERTICAL FIN'
A(2, 2) = A(2, 2) + TEM7 * AI
A(2, 4) = A(2, 4) - TEM7 * BI
A(2, 6) = A(2, 6) + TEM8 * AI
A(4, 4) = A(4, 4) + TEM7 * CI
A(4, 6) = A(4, 6) - TEM8 * BI
A(6, 6) = A(6, 6) + TEM8 * XAX * AI
DAFY = TEM10 *(BODW * AI - PROT * BI)
A(2, 7) = A(2, 7) - DAFY
A(4, 7) = A(4, 7) + TEM10 *(BODW * BI - PROT * CI)
IF(ABS(BI) .LT. TEM3) A(4, 7) = A(4, 7) +
1(SIGN(TEM5, TEM2) - PROT) * ABS(DAFY) * TEM1
A(6, 7) = A(6, 7) - XAX * DAFY

IF(ISEG .EQ. 0) RETURN
BET1C = BET3C
BET2C = BET4C
ISEG = 0
GOTO 3000

END

SUBROUTINE ENERT(A, B, R, V, D, X, Y, Z, PM, FY, PZ, PIX, PIY, DT)
C FORCES DUE TO GRAVITATIONAL AND INERTIAL SOURCES BUT
C EXCLUDING TERMS CONTAINING DU/DT, DV/DT, ..., DR/DT
DIMENSION V(13), X(3), Y(3), Z(3), D(6), S(6), R(6), A(6, 7), B(6, 6)
F2 = V(4) * V(4)
PQ = V(4) * V(5)
PR = V(4) * V(6)
Q2 = V(5) * V(5)
R2 = V(6) * V(6)
QR = V(5) * V(6)
UQ = V(1) * V(5)
UR = V(6) * V(1)
VP = V(4) * V(2)
VR = V(2) * V(6)
WF = V(3) * V(4)
WG = V(3) * V(5)
YM = FM * PY
ZM = FM * PZ
X3 = X(3) * 9.81
Y3 = Y(3) * 9.81
Z3 = Z(3) * 9.81

MOTION FORCES
A(1,7) = A(1,7) - FM * (WG - VR + PY * PQ + PZ * PR - X3)
A(2,7) = A(2,7) - FM * (UR - WP - PY * (R2 + F2) + PZ * QR - Y3)
A(3,7) = A(3,7) - FM * (VP - UQ + PY * QR - PZ * (F2 + Q2) - Z3)
A(4,7) = A(4,7) - ZM * (WP - UR + Y3) - YM * (VP - UQ - Z3)
A(5,7) = A(5,7) - (PIX - PIY) * PR - ZM * (WG - VR - X3)
A(6,7) = A(6,7) - (PIY - PIX) * PQ - YM * (VR - WG + X3)

ADDED MASS EQUALITIES
A(2,1) = A(1,2)
A(3,1) = A(1,3)
A(3,2) = A(2,3)
A(3,6) = -A(2,5)
A(4,2) = A(2,4)
A(4,3) = A(3,4)
A(5,1) = A(1,5)
A(5,2) = A(2,5)
A(5,3) = A(3,5)
A(5,4) = A(4,5)
A(6,1) = A(1,6)
A(6,2) = A(2,6)
A(6,3) = A(3,6)
A(6,4) = A(4,6)
A(6,5) = A(5,6)
S(1) = R(4) + X3
S(2) = R(5) + Y3
S(3) = R(6) + Z3
D03I = 4, 6
S(I) = 0, 0

3
R(I ) = V(I )

TEM1 = A(1,1) + A(2,2) + A(3,3)
TEM2 = B(1,1) + B(2,2) + B(3,3)

IF(TEM1 .GE. TEM2) GOTO A

SHEDDING MASS
D0100I = 1, 6
D0100J = 1, 6

100 A(I, J) = B(I, J) + 0.2 * (A(I, J) - B(I, J))

4
D05I = 1, 6
5
D(I) = 0, 0
D010I = 1, 6

ADDED MASS FORCES
A(1,7) = A(1,7) - R(I) * (A(3, I) * R(5) - A(2, I) * R(6)) + A(I, I) * S(I)
A(2,7) = A(1,7) - R(I) * (A(3, I) * R(6) - A(2, I) * R(5)) + A(I, I) * S(I)
A(3,7) = A(3,7) - R(I) * (A(2, I) * R(4) - A(3, I) * R(5)) + A(3, I) * S(I)
1 - A(5, I) * R(6) + A(4, I) * S(I)
1 - A(6, I) * R(4) + A(5, I) * S(I)
A(6,7) = A(6,7) - R(I) * (A(2, I) * R(1) - A(1, I) * R(2)) + A(5, I) * R(4)
1-A(4,I)*R(5))+A(6,I)*S(I)

D010J=1,6
IF(TEM1.LT.TEM2)GOTO10
C   RATE OF CHANGE OF MASS
D(J)=D(J)-R(I)*A(J,I)-B(J,I))
C   OLD ADDED MASSES
10 B(J,I)=A(J,I)
C   TOTAL MASS MATRIX
  A(1,1)=A(1,1)+PM
  A(1,5)=A(1,5)+ZM
  A(1,6)=A(1,6)-YM
  A(2,2)=A(2,2)+PM
  A(2,4)=A(2,4)-ZM
  A(3,3)=A(3,3)+PM
  A(3,4)=A(3,4)+YM
  A(4,2)=A(4,2)-ZM
  A(4,3)=A(4,3)+YM
  A(4,4)=A(4,4)+PIX
  A(5,5)=A(5,5)+PM
  A(6,1)=A(6,1)-YM
  A(6,6)=A(6,6)+PM
  C   ADJUST TIME INCREMENT TO SUIT NATURE OF MOTION
  TEM1=ABS(D(1)/A(1,1))ABS(D(2)/A(2,2))ABS(D(3)/A(3,3))
  1+50.0*(ABS(D(4)/A(4,4))+ABS(D(5)/A(5,5))+ABS(D(6)/A(6,6)))
C   SET DT=0 FOR IMPULSIVE VELOCITY CHANGE
  IF(TEM1.GT.10)DT=0.0
  TEM1=ABS(A(1,7)/A(1,1))+ABS(A(2,7)/A(2,2))+ABS(A(3,7)/A(3,3))
  1+50.0*(ABS(A(4,7)/A(4,4))+ABS(A(5,7)/A(5,5))+ABS(A(6,7)/A(6,6)))
  TEM1=.05/SQRT(TEM1)
C   REDUCE DT IF ACCELERATION IS LARGE
  IF(DT.GT.TEM1)DT=TEM1
  RETURN
END
SUBROUTINE DERIV(A,V,D,X,Y,Z,DT)
C   SOLVE AND INTEGRATE THE EQUATIONS OF MOTION
DIMENSION A(6,7),V(13),D(6),X(3),Y(3),Z(3),DV(6)
D05I=1,6
C   EVALUATE HALF TOTAL EXTERNAL FORCE IMPULSE
  5 A(I,7)=0.5*(A(I,7)*DT+D(I))
C   SOLVE EQUATIONS OF MOTION BY FORCING THE LOWER L.H. OF
C   THE MASS MATRIX TO ZERO AND THE DIAGONAL TO UNITY
D020J=1,5
  TEM=A(J,J)
D010K=J,7
10 A(J,K)=A(J,K)/TEM
  I=J+1
D020L=I,6
D020K=I,7
20 A(L,K)=A(L,K)-A(L,J)*A(J,K)
  DV(6)=A(6,7)/A(6,6)
  DV(5)=A(5,7)-A(5,6)*DV(6)
  DV(4)=A(4,7)-A(4,6)*DV(6)-A(4,5)*DV(5)
  DV(3)=A(3,7)-A(3,6)*DV(6)-A(3,5)*DV(5)-A(3,4)*DV(4)
  DV(2)=A(2,7)-A(2,6)*DV(6)-A(2,5)*DV(5)-A(2,4)*DV(4)-A(2,3)*DV(3)
\[ D V(1) = A(1,7) - A(1,6) + D V(6) - A(1,5) + D V(5) - A(1,4) + D V(4) - A(1,3) + D V(3) - A(1,2) + D V(2) \]

\[ \text{C INCREMENT VELOCITIES BY HALF TOTAL INCREMENT} \]

5850 \( V(I) = V(I) + D V(I) \)

\[ \text{DT2} = 0.5 \]

\[ \text{C INCREMENT QUATERNIONS} \]

5860 \( V(7) = V(7) - (V(8) \times V(4) + V(9) \times V(5) + V(10) \times V(6)) \times DT2 \)

\[ V(8) = V(8) + (V(7) \times V(4) - V(10) \times V(5) + V(9) \times V(6)) \times DT2 \]

\[ V(9) = V(9) + (V(7) \times V(4) + V(8) \times V(5) - V(10) \times V(6)) \times DT2 \]

\[ V(10) = V(10) - (V(9) \times V(4) - V(8) \times V(5) - V(7) \times V(6)) \times DT2 \]

\[ V(11) = V(11) + (X(1) \times V(1) + Y(1) \times V(2) + Z(1) \times V(3)) \times DT \]

\[ V(12) = V(12) + (X(2) \times V(1) + Y(2) \times V(2) + Z(2) \times V(3)) \times DT \]

\[ V(13) = V(13) + (X(3) \times V(1) + Y(3) \times V(2) + Z(3) \times V(3)) \times DT \]

5860 \( V(I) = V(I) + i V(U(I)) \)

5870 \( \text{NORMALISE QUATERNIONS} \)

\[ \text{SCALE} = X \]

RETURN

FUNCTION SCALE(X)

MAKE ANGLE X IN RANGE 0 TO 2*PI

IF(X.GE.0.0)GOTO20

X=X+6.283185
GOTO10

IF(X.LT.6.283185)GOTO30

X=X-6.283185
GOTO20

SCALE=X
RETURN

END

SUBROUTINE EULER(S,T,P,X,Y,Z)

EXTRACT ROLL(F), PITCH(T), AZIMUTH(S) IN DEGREES FROM THE TRANSFORMATION MATRIX

DIMENSION X(3), Y(3), Z(3)

T1=X(3)**X(3)

T2=0.0

IF(T1.LT.1.0)T2=SQR(1.0-T1)

T=57.3*ATAN2(X(3), T2)

F=57.3*ATAN2(Y(3), Z(3))

S=57.3*ATAN2(X(2), X(1))

RETURN

END
FIG. 1. THE PHASES OF WATER ENTRY

a) FLOW FORMATION

b) OPEN CAVITY

c) CLOSED CAVITY
FIG. 1. THE PHASES OF WATER ENTRY
FIG. 2. A TYPICAL LIGHT WEIGHT TORPEDO

RELATIVE DENSITY = 1.0
SCALE = 1/20
FIG. 3. A TYPICAL AIR DELIVERY PARACHUTE SYSTEM
FIG. 4. A BODY SEGMENT
FIG. 5. THE GEOMETRY OF WATER ENTRY

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FIG. 6. THE VARIATION OF PITCH ANGLE AND AXIAL VELOCITY WITH TIME

UNCLASSIFIED/UNLIMITED
FIG. 7. THE VARIATION OF PITCH ANGLE AND AXIAL VELOCITY WITH TIME.
FIG. 8
THE VARIATION OF PITCH ANGLE AND AXIAL VELOCITY WITH TIME
UNCLASSIFIED/UNLIMITED
A computer simulation of the water entry of an axisymmetric body with or without a cruciform tail and with or without a parachute delivery system is described. The predictions of the simulation are shown to agree with experimental observations of water entry motion. The FORTRAN program which implements this model is listed.
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