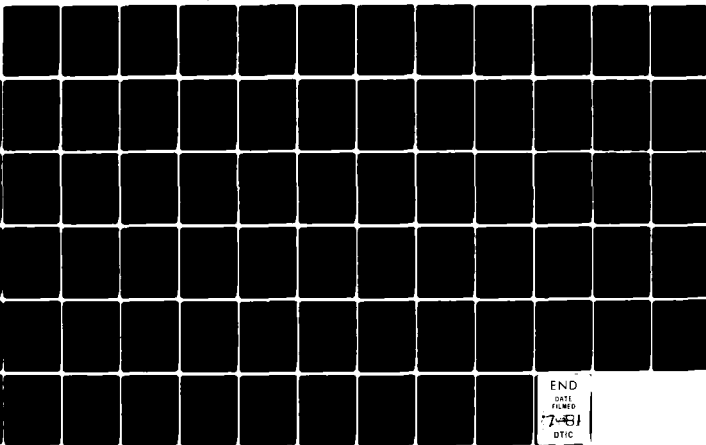


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APR 81 J C DAVIS, D W HARVEY F04611-79-C-0046  
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AFRPL-TR-81-05

**USER'S MANUAL  
EXTERNAL BURNING  
PROPULSION ANALYSIS (EBPA)**

J.C. Davis  
D.W. Harvey

McDonnell Douglas Astronautics Company  
5301 Bolsa Avenue  
Huntington Beach, CA 92647

April 1981

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**AIR FORCE ROCKET PROPULSION LABORATORY  
Director of Science and Technology  
Air Force Systems Command  
Edwards AFB, CA 93523**

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## NOTICES

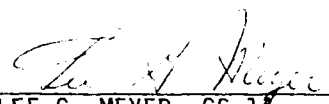
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## FOREWORD


This report was submitted by McDonnell Douglas Corporation, McDonnell Douglas Astronautics Company, 5301 Bolsa Avenue, Huntington Beach, California 92647 under Contract F04611-79-C-0046, Job Order No. 573005IS with the Air Force Rocket Propulsion Laboratory, Edwards AFB, California 93523.

This Technical Report is approved for release and distribution in accordance with the distribution statement on the cover and on the DD Form 1473.

  
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Propulsion Branch

FOR THE COMMANDER

  
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| 19. KEY WORDS (Continue on reverse side if necessary and identify by block number)<br>External burning<br>External burning propulsion<br>Base burning<br>Base pressure<br>Supersonic combustion<br>Near wake   |   |   |
| 20. ABSTRACT (Continue on reverse side if necessary and identify by block number)<br>This user's manual provides instructions to initiate, run, and terminate the External Burning Propulsion Analysis (EBPA) computer program. Details are given of inputs, processing flow, instructions for use, outputs (including loadsheets for sample case), operating messages, troubleshooting, and requisite hardware and support software. The program was developed for operation on the CDC 6400/7600 and CYBER 174 computing systems, but its machine dependency has been. |   |   |

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20 ABSTRACT (continued)

minimized. The EBPA program is self-contained and requires no communication with outside programs. In addition to the program tape, a single chemistry data tape is required for its operation.

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# NOMENCLATURE

|             |   |
|-------------|---|
| $A_1$       | Thruster nozzle throat area             |
| $A_{OB}$    | Total area of base bleed apertures      |
| $C_B$       | Outer flow expansion angle fraction     |
| $C_{crit}$  | Gaussian distribution fuel percentage   |
| $E_{ratio}$ | Nozzle area exit to throat ratio        |
| $I_{cg}$    | Vehicle center of gravity               |
| KINDF       | Selected type of fuel                   |
| KINDO       | Selected type of oxidizer               |
| LC          | Local or freestream conditions flag     |
| $M_L$       | Local Mach number                       |
| $\dot{m}_B$ | Base bleed flow rate                    |
| $M_\infty$  | Freestream Mach number                  |
| $N_{nozz}$  | Number of nozzles around base periphery |
| $N_z$       | Number of mixing zones                  |
| O/F         | Injectant oxidizer to fuel ratio        |
| $P_{B1}$    | Base pressure                           |
| $P_{B2}$    | Pressure at critical point              |
| $PCT_R$     | Upstream correlation weight             |
| $PF_A$      | FRJI subprogram print flag              |
| $PF_B$      | FRJI subprogram chemistry print flag    |
| $PF_p$      | BBMODL subprogram print flag            |
| PHI         | Roll angle or wind angle                |
| $P_j$       | Thruster chamber pressure               |
| $P_L$       | Local pressure                          |
| $P_N$       | Pressure at reattachment                |

# NOMENCLATURE (continued)

|                     |   |
|---------------------|---|
| $P_{\infty}$        | Freestream pressure                               |
| $\theta_B$          | Annulus streamline divergence angle of base plane |
| $R_N$               | Vehicle nose radius                               |
| $R_{wf}$            | Inner flow radius to base plane radius ratio      |
| $T_L$               | Local temperature                                 |
| $T_{\infty}$        | Freestream temperature                            |
| $V_B$               | Bleed flow velocity                               |
| $V_L$               | Local velocity                                    |
| $V_M$               | Inner shear layer velocity profile correlation    |
| $x_{body}$          | Overall vehicle length                            |
| $x_{cone}$          | Vehicle forebody length                           |
| $x_{jet}$           | Thruster site distance from vehicle base          |
| $\alpha$            | Angle of attack                                   |
| $\alpha_1$          | Forward inclination of jet                        |
| $\beta$             | Nozzle exit cone half-angle                       |
| $\gamma$            | Specific heat ratio of air                        |
| $\Delta P_B$        | Bleed flow pressure drop                          |
| $\delta_{\Delta_1}$ | Annulus 1 divergence angle increment              |
| $\delta_{\Delta_2}$ | Annulus 2 divergence angle increment              |
| $\delta_{f_1}$      | Annulus 1 divergence angle final table entry      |
| $\delta_{f_2}$      | Annulus 2 divergence angle final table entry      |
| $\delta_{0_1}$      | Annulus 1 divergence angle initial value          |
| $\delta_{0_2}$      | Annulus 2 divergence angle initial value          |

# NOMENCLATURE (continued)

|                      |   |
|----------------------|---|
| $\delta_R$           | Annulus 2 inner boundary radius increment         |
| $\delta_1$           | Annulus 1 divergence angle computation            |
| $\delta_2$           | Annulus 2 divergence angle computation            |
| $\epsilon_g$         | Inner flow half-angle error criteria              |
| $\epsilon_s$         | System performance error criteria                 |
| $\eta_R$             | Equilibrium flow fraction                         |
| $\sigma_B$           | Annulus streamline divergence angle at base plane |
| $\theta_j$           | Angular location of thruster                      |
| $\theta_{w\Delta_1}$ | Annulus 1 cavity half-angle increment             |
| $\theta_{w\Delta_2}$ | Reserved  |
| $\theta_{wf_1}$      | Annulus 1 cavity half-angle final table entry     |
| $\theta_{wf_2}$      | Reserved  |
| $\theta_{w0_1}$      | Annulus 1 cavity half-angle initial value         |
| $\theta_{w0_2}$      | Annulus 2 inner flow half-angle initial value     |
| $\theta_{w_1}$       | Annulus 1 cavity half-angle computation           |
| $\theta_{w_2}$       | Annulus 2 inner flow half-angle computation       |
| $\theta_1$           | Cone half-angle                                   |
| $\theta_2$           | Body half-angle                                   |

## Section 1

### INTRODUCTION

This user's manual provides instructions to initiate, run, and terminate the External Burning Propulsion Analysis (EBPA) computer program. This program was developed by the McDonnell Douglas Astronautics Company under sponsorship of the Air Force Rocket Propulsion Laboratory, Edwards Air Force Base, California. The program was developed for operation on the CDC 6400/7600 and CYBER 174 computing systems, but its machine dependency has been minimized. The EBPA program is self-contained and requires no communication with outside programs. In addition to the program tape, a single chemistry data tape is required for its operation.

## Section 2

### INPUTS

The EBPA program is essentially composed of two computational modules: a Fuel Rich Jet Interaction (FRJI) subprogram and the Base Burning Modeling (BBMODL) subprogram. The input data for the EBPA program will be described, first for those inputs required to execute the FRJI portion of the program, which will define the flow field at the base plane, and second, for the inputs exclusively required for the injectant annulus surrounding the base cavity.

#### 2.1 FRJI Subprogram Input

The input data for the FRJI subprogram consists of vehicle parameters, flight parameters, injector parameters, chemistry parameters, local conditions, and option flags. An example of the loadsheets is shown in Figure 1. The input glossary is provided in Table 1 which gives the name, symbol, location, and definition of each input variable.

Figure 2 shows a schematic of the biconic vehicle configuration. From the schematic, the usage of  $\theta_1$ ,  $\theta_2$ ,  $X_{\text{body}}$ ,  $X_{\text{cone}}$ ,  $I_{\text{cg}}$ , and  $Z_{\text{jet}}$  is straightforward. Since a conic vehicle is a special case of a biconic vehicle,  $\theta_1 = \theta_2$  for a conical vehicle. A boattailed vehicle can be approximated by setting  $\theta_2 < 0$ .

Flight parameters must be input when the local conditions at the injector are to be calculated by the computer program. When inputting free-stream conditions  $M_\infty$ ,  $T_\infty$ ,  $P_\infty$ , the local condition flag LC in location 068 must be set to 1.0 for the local flow subroutine to make the injector computations. The program defaults to LC = 1.0. When the free-stream conditions ( $M_\infty$ ,  $T_\infty$ , and  $P_\infty$ ) are input, the vehicle angle of attack  $\alpha$  and roll angle  $\psi$  must also be input. It is recommended here that zero be used for both values. The sign convention on  $\alpha$  and  $\psi$  is such that when looking forward with a base view of the vehicle a wind direction from a counterclockwise direction is positive. With the injector located on top ( $\theta_j = 0$ ), a positive  $\alpha$  will put the injector on the windward ray, and a negative  $\alpha$  with  $\theta_j = 0$  will put the injector on the leeward ray.

# EXTERNAL BURNING PROPULSION ANALYSIS

## LOADSHEET 1

MUST BE FILLED IN FOR  
PROPER PROCESSING

|    |    |      |      |      |    |    |    |
|----|----|------|------|------|----|----|----|
| 53 | 65 | 66   | 67   | 68   | 70 | 71 | 72 |
| BD | RR | CASE | PART | CASE |    |    |    |

JOB TITLE CARD

|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 00 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

KEYPUNCH:  
PUNCH IN ALL CARDS

| QUAN               | LOC | VALUE |
|--------------------|-----|-------|
| VEHICLE PARAMETERS |     |       |
| $\theta_1$         | 1   |       |
| $\theta_2$         | 2   |       |
| $X_{body}$         | 3   |       |
| $X_{cone}$         | 4   |       |
| $D_{NI}$           | 30  |       |
| $\theta_j$         | 65  |       |
| $R_E$              | 66  |       |
| $R_N$              | 67  |       |

| QUAN              | LOC | VALUE |     |
|-------------------|-----|-------|-----|
| FLIGHT PARAMETERS |     |       |     |
| $M_\infty$        | 5   |       |     |
| ALT               | 6   |       | FT  |
| $P_\infty$        | 7   |       | PSF |
| $T_\infty$        | 8   |       | °R  |
| $\alpha$          | 9   |       | DEG |
| PHI               | 10  |       | DEG |
| $I_{CG}$          | 11  |       | FT  |
| $\gamma$          | 12  |       |     |

| QUAN                | LOC | VALUE |                 |
|---------------------|-----|-------|-----------------|
| INJECTOR PARAMETERS |     |       |                 |
| $P_j$               | 13  |       | PSI             |
| $A_j$               | 14  |       | IN <sup>2</sup> |
| $E_{RATIO}$         | 15  |       |                 |
| $\alpha_j$          | 16  |       | DEG             |
| $Z_{JET}$           | 17  |       | IN              |
| $\beta$             | 18  |       | DEG             |

| QUAN                 | LOC | VALUE |
|----------------------|-----|-------|
| CHEMISTRY PARAMETERS |     |       |
| KINDP                | 19  |       |
| KINDO                | 20  |       |
| $\eta_R$             | 21  |       |
| $C_{crit}$           | 29  |       |
| $N_z$                | 32  |       |
| O/F                  | 64  |       |

| QUAN             | LOC | VALUE |        |
|------------------|-----|-------|--------|
| LOCAL CONDITIONS |     |       |        |
| $M_L$            | 24  |       |        |
| $P_L$            | 25  |       | PSF    |
| $T_L$            | 26  |       | °R     |
| $V_L$            | 27  |       | FT/SEC |

| QUAN         | LOC | VALUE |
|--------------|-----|-------|
| OPTION FLAGS |     |       |
| PFA          | 39  |       |
| PF3          | 40  |       |
| $P_c$        | 50  |       |
| LC           | 68  |       |

Figure 1 EBPA Sample Loadsheet 1

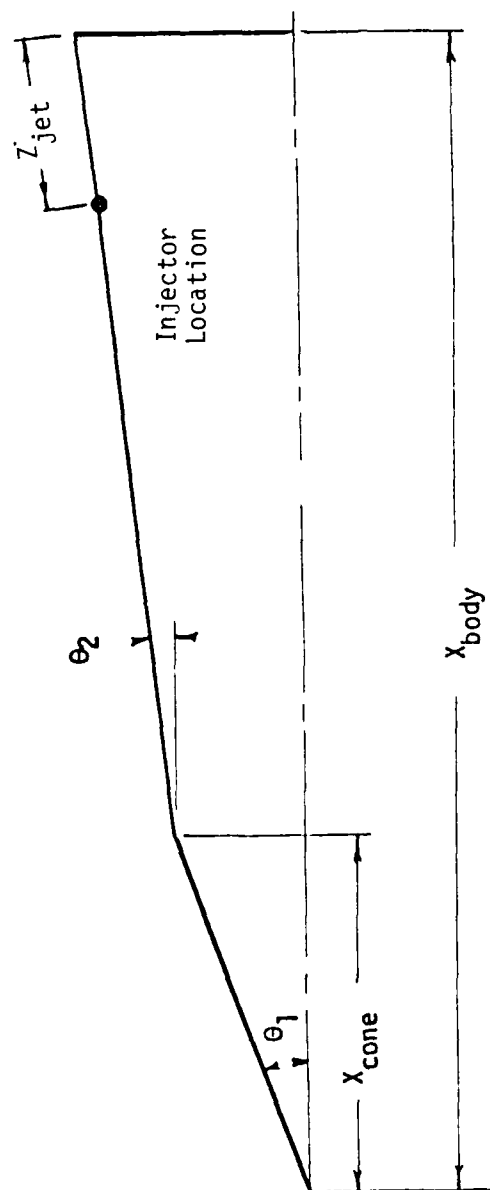


Figure 2 Vehicle Configuration and Nomenclature

If the local conditions on the vehicle are known, it is not necessary to input  $M_\infty$ ,  $T_\infty$ ,  $P_\infty$ ,  $\alpha$ , or  $\phi$ . Instead, the local conditions  $P_L$ ,  $T_L$ , and  $M_L$  are input, and flag LC set equal to 0.0. It is not necessary to input  $V_L$  as this is always calculated internally. Note that in either type input (free stream or local), the specific heat ratio for air  $\gamma$  must always be input.

The type of fuel KINDF and type of oxidizer KINDO in the chemistry parameters can be selected from the list of fuels in data block FRJIB, as shown in the Appendix. The parameters ETAR and CCRIT are determined from experimental data. The number of zones  $N_z$  can vary from 1 to 10, but 3 are generally sufficient. The oxidizer to fuel ratio O/F is the fractional ratio of oxidizer to fuel. In the event that the fuel type already contains the oxidizer as in some solid propellants, input the same fuel type number for both KINDF and KINDO and set O/F equal to 1.0.

The option flags consist of two print flags  $PF_A$  and  $PF_B$ , and the local condition flag LC. All are given in the input glossary in Table 1.

## 2.2 BBMODL Subprogram Inputs

These inputs consist of geometry parameters, annulus configuration control variables, and base bleed parameters. An example of the loadsheets is shown in Figure 3. The input glossary is included in Table 1.

Geometry inputs include the number of jet nozzles around the vehicle periphery, streamline divergence angle at the base, mixing angle, and inner flow to base plane radius ratio. Annulus configurations are determined by divergence streamline angles downstream of the base, cavity wake half angle and inner flow half angle. These inputs are used to indicate if system performance is to be determined or to provide results from tabulated values of the angular measurements. The table option can be used to make estimates of the region of convergence of base pressures. The print flag  $PF_p$  should be 1. or 2. if the table option is exercised. Base bleed inputs include flow rate, base bleed area, and either bleed flow pressure drop or bleed flow velocity, one of which must be input if base bleed is specified ( $>0$ ).

Table 1 (Page 1 of 5)

## EBPA INPUT GLOSSARY

| Name   | Symbol       | Location | Definition  |
|--------|--------------|----------|---|
| THETA1 | $\theta_1$   | 001      | Cone half-angle. When the vehicle is an elliptic cone, it is the half-angle along the minor axis. For a biconic vehicle it is the forebody half-angle (deg).  |
| THETA2 | $\theta_2$   | 002      | Body half-angle. When the vehicle is a cone this angle should be input equal to THETA1. For a biconic vehicle it represents the aft body half angle along the major axis (deg).                     |
| XBODY  | $X_{body}$   | 003      | Overall vehicle length. In the case of a cone or elliptic cone vehicle, the overall length is also equal to XCONE (ft).   |
| XCONE  | $X_{cone}$   | 004      | The vehicle forebody length. The length of the conic section for a biconic vehicle. In the case of a cone or elliptic cone shaped vehicle this is also equal to the overall body length XBODY (ft). |
| MINF   | $M_{\infty}$ | 005      | Free-stream Mach number.  |
| ALT    | ALT          | 006      | Flight altitude. This variable is not used in any computations. It is for printout only (ft).   |
| PINF   | $P_{\infty}$ | 007      | Free-stream pressure (psf).   |
| TINF   | $T_{\infty}$ | 008      | Free-stream temperature ( $^{\circ}$ R).  |
| ALFA   | $\alpha$     | 009      | Angle of attack (deg).  |
| PHI    | PHI          | 010      | Wind angle or roll angle (deg).   |
| ICG    | $I_{cg}$     | 011      | Vehicle center of gravity (ft).   |
| GAMA   | $\gamma$     | 012      | Specific heat ratio of air.   |
| POJET  | $P_j$        | 013      | Thruster chamber pressure (psi).  |
| AOJET  | $A_j$        | 014      | Thruster nozzle throat area ( $\text{in}^2$ ).  |
| ERATIO | $E_{ratio}$  | 015      | Ratio of nozzle exit area to nozzle throat area.  |

Table 1 (Page 2 of 5)

## EBPA INPUT GLOSSARY

| Name   | Symbol     | Location | Definition   |
|--------|------------|----------|--|
| ALFJ   | $\alpha_j$ | 016      | Forward inclination of jet, measured from the normal to the vehicle surface (deg).   |
| ZJET   | $Z_{jet}$  | 017      | Thruster site distance measured from the vehicle base (in).  |
| BETA   | $\beta$    | 018      | Half-angle of nozzle exit cone.  |
| KINDF  | KINDF      | 019      | Type of fuel. Select from one of the compositions listed in data block FRJIB.  |
| KINDO  | KINDO      | 020      | Type of oxidizer. Select from one of the compositions listed in the data block FRJIB.  |
| ETAR   | $\eta_R$   | 021      | Indicates frozen or equilibrium flow.<br>0-Frozen flow<br>1-Equilibrium flow<br>ETAR may also be a fraction of equilibrium.        |
| PCTR   | $PCT_R$    | 022      | Modifies the expression correlating the upstream part of the jet shock. Optimum values range between .7 and .9. The default is .8. |
| MO     | $M_L$      | 024      | Local Mach number.   |
| PP0    | $P_L$      | 025      | Local pressure (psf).  |
| PT0    | $T_L$      | 026      | Local temperature ( $^{\circ}R$ ).   |
| PV0    | $V_L$      | 027      | Local velocity (ft/sec).   |
| CCRIT  | $C_{crit}$ | 029      | The percentage of fuel to be considered in the Gaussian distribution.  |
| DNI    | DNI        | 030      | Input not required.  |
| NZONES | $N_z$      | 032      | Number of mixing zones.  |
| IPNT   | $PF_A$     | 039      | Print flag<br>0-Level one printout<br>1-Level two printout<br>2-Level three printout   |

Table 1 (Page 3 of 5)

## EBPA INPUT GLOSSARY

| Name   | Symbol     | Location | Definition   |
|--------|------------|----------|--|
| IPNT   | $PF_B$     | 040      | Chemistry print flag<br>0-No chemistry output<br>1-Chemistry printout at each computational station  |
| PROG   | $P_C$      | 050      | Input not required.  |
| OOVERF | O/F        | 064      | Oxidizer over fuel ratio of the injectant.   |
| THETAJ | $\theta_j$ | 065      | Angular location of the thruster relative to the vehicle centerline as viewed from the rear looking forward. A positive direction is counterclockwise (deg). |
| REFRAD | RE         | 066      | Input not required.  |
| RN     | RN         | 067      | Vehicle nose radius (ft). Defaults to 0.001 ft if not input.   |
| LOCFLG | LC         | 068      | Local condition flag<br>0-Local conditions are input<br>1-Free-stream conditions are input and local conditions are computed in subroutine LOCAL             |
| NNOZZ  | $N_{nozz}$ | 096      | The number of individual nozzles around the vehicle periphery, near the base.  |
| PHIBD  | $\phi_B$   | 097      | The divergence angle, measured with respect to the body surface, of streamline entering the annulus external boundary at the base plane (deg).               |
| SIGBD  | $\sigma_B$ | 098      | Mixing maximum-slope half angle for air and fuel injectant (deg).  |
| CI     | $C_B$      | 099      | Fractional outer flow expansion angle from base. If zero or not input, no expansion occurs; full expansion if 1.0 is input.                                  |
| PRTFLG | $PF_p$     | 101      | Print flag for base flow computations.<br>0., Summary Report only<br>= 1., Intermediate iterations, report.<br>2., All iterations, report.                   |
| RWF    | $RW_f$     | 102      | Ratio of experimental reattachment radius to base plane radius. If not input, the value is computed by an equation in the code.                              |

Table 1 (Page 4 of 5)

## EBPA INPUT GLOSSARY

| Name                | Symbol              | Location | Definition  |
|---------------------|---------------------|----------|---|
| DELTAO <sub>1</sub> | $\delta_{o_1}$      | 103      | Initial estimate of the divergence angle, measured with respect to the body surface, of streamline entering the annulus external boundary at the turning point for annulus 1. The estimate is used to start the streamline divergence interactions. The default value is 0. Optimally, a table of equi-distant intervals can be generated (see DELTNC <sub>1</sub> below) using DELTAO <sub>1</sub> as the first table entry (deg). |
| DELTAO <sub>2</sub> | $\delta_{o_2}$      | 104      | Same as $\delta_{o_1}$ for annulus 2.   |
| DELTAf <sub>1</sub> | $\delta_{f_1}$      | 105      | Final table entry for the streamline divergence angle for annulus 1 if the table option is used (deg).  |
| DELTAf <sub>2</sub> | $\delta_{f_2}$      | 106      | Same as $\delta_{f_1}$ for annulus 2.   |
| DELINC <sub>1</sub> | $\delta_{\Delta_1}$ | 107      | Increment for streamline divergence angle for annulus 1 if the table option is used. The table option is invoked if DELINC <sub>1</sub> is input non-zero. The equi-distant table entries will consist of DELTAO <sub>1</sub> , incremented in steps of DELINC <sub>1</sub> , up to but not exceeding DELTAf <sub>1</sub> .   |
| DELINC <sub>2</sub> | $\delta_{\Delta_2}$ | 108      | Same as $\delta_{\Delta_1}$ for annulus 2.  |
| THETWO <sub>1</sub> | $\theta_{w_{o_1}}$  | 109      | Initial estimate of the cavity half angle, measured with respect to the vehicle axis for annulus 1. The estimate is used to start the solution process of determining system performance. A value greater than zero should be input. Optionally, a table of equi-distant intervals can be generated (see THWINC <sub>1</sub> , below) using THETWO <sub>1</sub> as the first table entry (deg).                                     |
| THETWO <sub>2</sub> | $\theta_{w_{o_2}}$  | 110      | Initial estimate of the innerflow half angle, measured with respect to the vehicle axis, for annulus 2; used to start iterations for the inner flow calculations. Its value must not be zero if flow for the 2nd annulus is to be generated (deg).  |

Table 1 (Page 5 of 5)

## EBPA INPUT GLOSSARY

| Name                | Symbol               | Location | Definition  |
|---------------------|----------------------|----------|---|
| THETWF <sub>1</sub> | $\theta_{wf_1}$      | 111      | Final table entry for cavity half angle for annulus 1 if the table option is used (deg).  |
| THETWF <sub>2</sub> | $\theta_{wf_2}$      | 112      | Reserved.   |
| THWINC <sub>1</sub> | $\theta_{w\Delta_1}$ | 113      | Increment for cavity half angle for annulus 1 if the table option is used. The table option is invoked if THWINC <sub>1</sub> is input non-zero. The equi-distant table entries will consist of THETWO <sub>1</sub> , incremented in steps of THWINC <sub>1</sub> , up to but not exceeding THETWF <sub>1</sub> . The default for THWINC <sub>1</sub> is 0. |
| THWINC <sub>2</sub> | $\theta_{w\Delta_2}$ | 114      | Reserved.   |
| DELTAR              | $\delta R$           | 115      | Step in annulus inner boundary radius at inner flow geometry transition; allows non-zero inner flowrate in annulus 2 when base bleed is zero (ft).  |
| MDOTB               | $\dot{m}_B$          | 116      | Base bleed flow rate (lb/sec).  |
| VMATCH              | $V_M$                | 117      | Defines the point on the inner shear layer at which the recirculation velocity profile is matched in velocity and gradient. Input presently not required.   |
| AOB                 | $A_{OB}$             | 118      | Total area of base bleed apertures (ft <sup>2</sup> ).  |
| DELPBI              | $\Delta P_B$         | 119      | Bleed flow pressure drop. If specified (>0), bleed flow velocity, $V_B$ , is calculated (lb/ft <sup>2</sup> ).  |
| VBI                 | $V_B$                | 120      | Bleed flow velocity. If specified (>0), bleed flow pressure drop, $\Delta P_B$ , is calculated (ft/sec).  |

# EXTERNAL BURNING PROPULSION ANALYSIS

## LOADSHEET 2

**E** KEYPUNCH:  
PUNCH IN ALL CARDS

MUST BE FILLED IN FOR  
PROPER PROCESSING

|    |    |      |      |      |    |    |    |
|----|----|------|------|------|----|----|----|
| 63 | 65 | 66   | 67   | 68   | 70 | 71 | 72 |
| BD | RR | CASE | PART | CASE |    |    |    |

| QUAN | LOC | VALUE |
|------|-----|-------|
|------|-----|-------|

### BASE GEOMETRY

|                   |      |  |
|-------------------|------|--|
| N <sub>NOZZ</sub> | 9.6  |  |
| T <sub>B</sub>    | 9.7  |  |
| U <sub>B</sub>    | 9.8  |  |
| Z <sub>B</sub>    | 9.9  |  |
| R <sub>W2</sub>   | 1.02 |  |

### ANNULUS GEOMETRY

|                 |      |  |
|-----------------|------|--|
| δ <sub>01</sub> | 1.03 |  |
| δ <sub>01</sub> | 1.05 |  |
| δ <sub>01</sub> | 1.07 |  |
| δ <sub>01</sub> | 1.09 |  |
| δ <sub>01</sub> | 1.11 |  |
| δ <sub>01</sub> | 1.13 |  |
| δ <sub>02</sub> | 1.04 |  |
| δ <sub>02</sub> | 1.06 |  |
| δ <sub>02</sub> | 1.08 |  |
| δ <sub>02</sub> | 1.10 |  |
| δ <sub>02</sub> | 1.12 |  |
| δ <sub>02</sub> | 1.14 |  |

| QUAN | LOC | VALUE |
|------|-----|-------|
|------|-----|-------|

### BASE BLEED PARAMETERS

|                 |      |  |
|-----------------|------|--|
| ΔR              | 1.15 |  |
| n <sub>B</sub>  | 1.16 |  |
| V <sub>M</sub>  | 1.17 |  |
| A <sub>0B</sub> | 1.18 |  |
| ΔC <sub>B</sub> | 1.19 |  |
| V <sub>B</sub>  | 1.20 |  |

### PRINT FLAG

|     |      |  |
|-----|------|--|
| PFP | 1.01 |  |
|-----|------|--|

KEYPUNCH: INPUT A-2

Figure 3 EBPA Sample Loadsheets 2

### Section 3

#### PROCESSING FLOW

##### 3.1 Executive Routine EBPA

The EBPA computer program uses an executive routine to control two individual subprograms FRJI and BBMODL as shown in Figure 4. In each subprogram, control is maintained by a driver routine which establishes the proper sequencing and calling logic for subordinate subroutines. An input data editing subroutine (INPUTA) is first called which reviews the data and sets up the data in terms of cases, reference runs, and basic decks and stores the edited data on disc. A single case is then input to core, and the two subprograms are sequentially executed based on the input data. When the computations are complete, control is returned to the INPUT routine for the next case of data. If there is none, program execution is terminated.

##### 3.2 Fuel Rich Jet Interaction Subprogram FRJI

A flow diagram for the FRJI subprogram is given in Figure 5. The subprogram is activated by the executive control routine. The input data are listed, subprogram constants are computed, and variables are initialized. The local flow conditions immediately upstream of the injection nozzle are calculated by subroutine LOCOND for given free-stream conditions, angle of attack and bank angle. The conservation equations for energy, mass, and momentum in the upstream region are solved in the subroutine UPCON.

If the solutions of the equations converge, a summary of the upstream region is printed; otherwise, subprogram control is returned to the executive routine for new input data.

With the computations for the upstream region completed, the program proceeds to compute the downstream region. The subroutine controlling the downstream calculations is DNCON. A test is first made to determine if the downstream interval being calculated is the final one. The outer flow field is then calculated and also the cross-sectional area of the inner flow. At this point, the conservation equations for the downstream region are solved by iteration

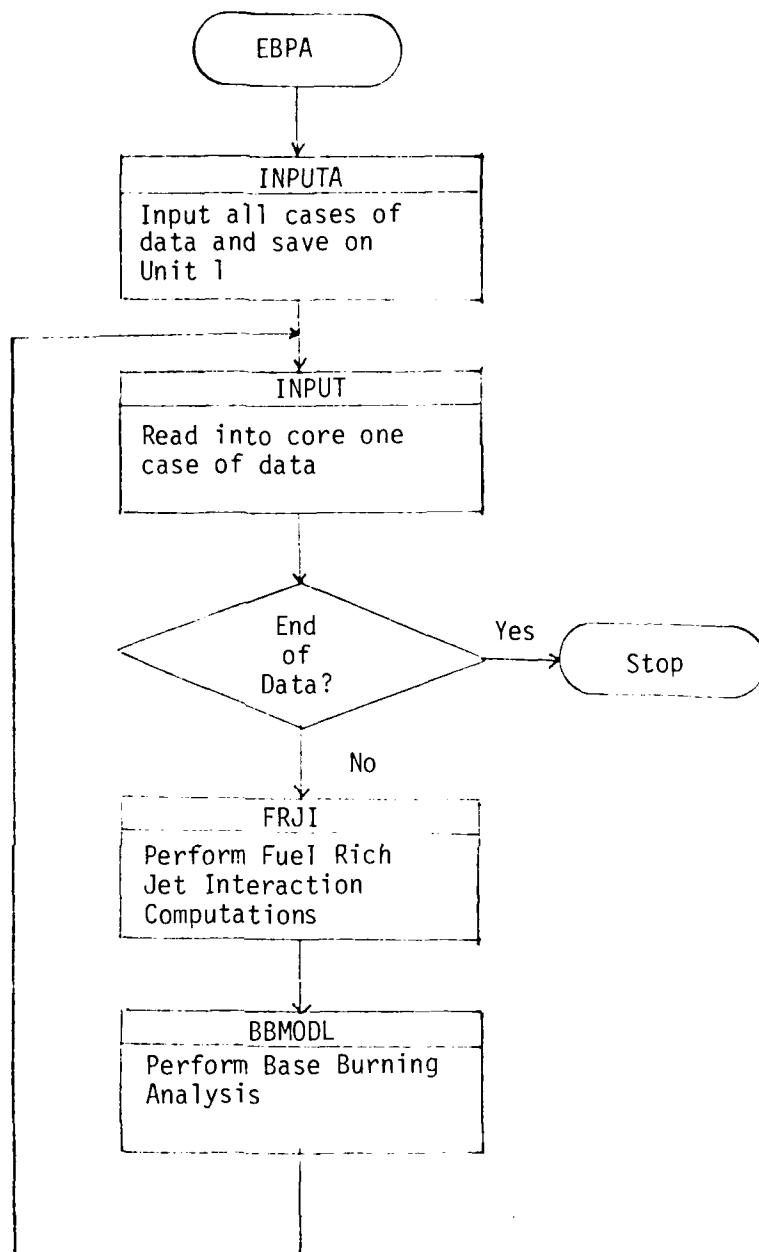


Figure 4 Flow Diagram of Executive Control Subroutine EBPA

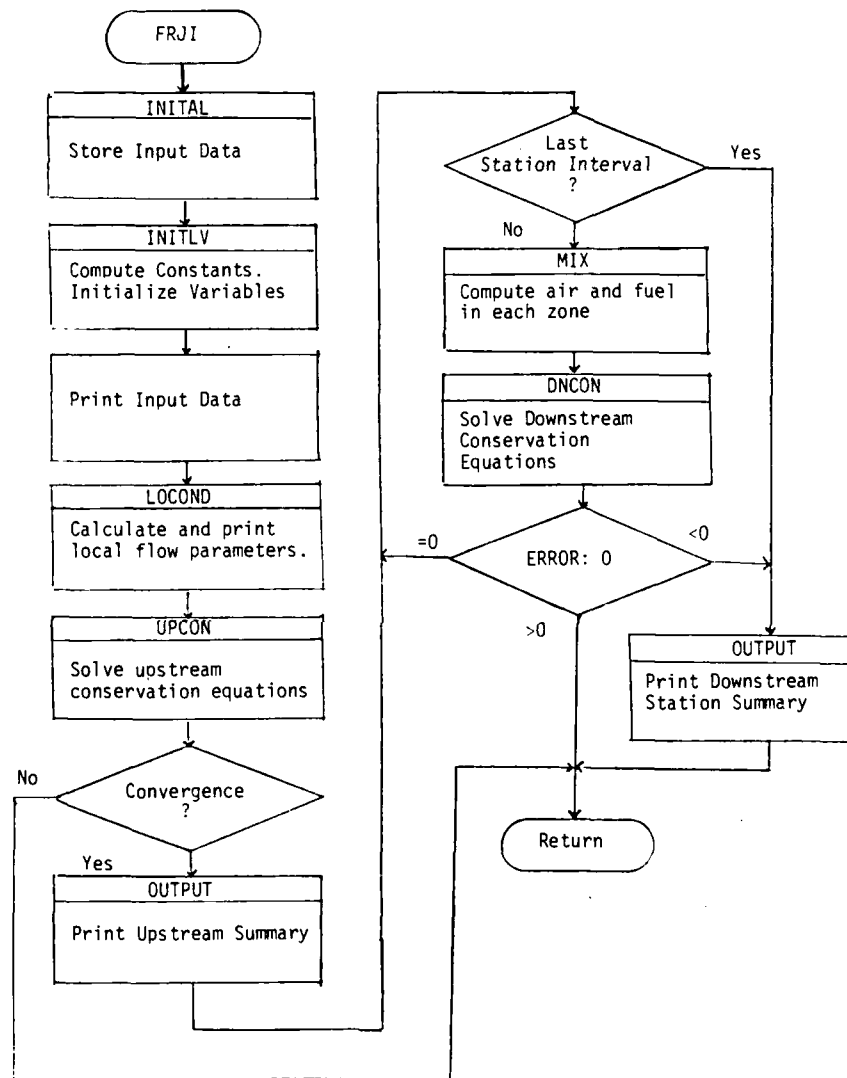


Figure 5 Flow Diagram for Subprogram FRJI

with chemistry. When convergence of the equations for the inner flow is achieved, a comparison is made of the pressures at the combustion boundary. If the pressures across the boundary are not equal, an adjustment is made in the boundary slope and the process of computing the outer flow field and the inner region is repeated. When convergence in the outer loop is achieved, a comparison is made of the pressures at the combustion boundary. If the pressures across the boundary are not equal, an adjustment is made in the boundary slope and the process of computing the outer flow field and the inner region is repeated. When convergence in the outer loop is achieved, control is returned to the subprogram FRJI, and the subroutine OUTER is entered at OUTERS and the variables in the outer flow field are dimensionalized. Forces are computed for the downstream segment and a summary printout is made. If the downstream segment is not the last one on the vehicle, the above process, starting with solution of the downstream conservation equations, is repeated. After the final segment has been processed, a tabulation of the flow field summary is produced. The subprogram is then returned to the executive control routine.

### 3.3 Base Burning Modeling Subprogram BBMODL

This subprogram computes the flow in the separated region behind the vehicle base plane. The flow conditions generated at the base by the FRJI subprogram, and user inputs, constitute the inputs to the subprogram. A flow diagram of BBMODL is given in Figure 6.

The inputs from loadsheets 2 are printed and, if no case termination error has occurred upstream of the base, processed to determine the method of flow generation. A case termination error causes control to return to the executive routine. Inner and outer flow, flow rates and thermochemistry at the base plane are then saved, and working variables initialized.

A value of the cavity half-angle for the first annulus is calculated. A value for the streamline divergence angle at the turn for the first annulus is then computed. The annulus number is set, initial and constant flow parameters, constant geometry, and outer flow expansion computations are made for the annulus and, if requested, printed. Chemistry parameters are also retrieved, if required, for the first annulus.

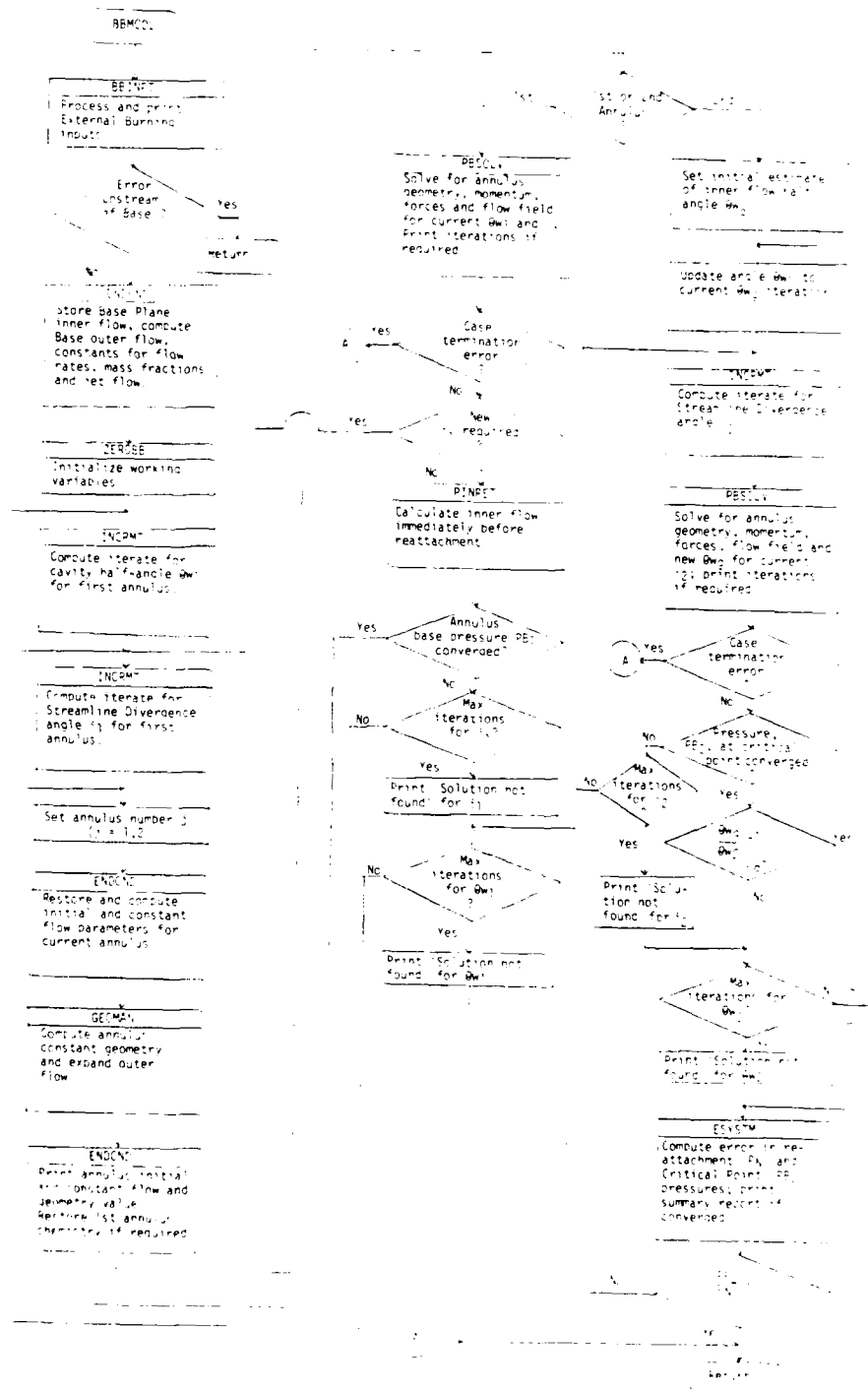


Figure 6 Flow Diagram for Subprogram BBMODL

A test is then made to determine if flow calculations are to be made for annulus 1 or 2. If computations are for the first annulus, annulus geometry, momentum, forces, base pressure, and the flow field for the current cavity half angle  $\Theta w_1$  and streamline divergence angle  $\delta_1$  are generated and, if requested, printed. If no case termination error occurred or a new  $\delta_1$  is not required as a result of low temperature or geometry inconsistency, the inner flow just before reattachment is calculated. If a case termination error occurs, the subprogram is returned to the executive control routine for a new case of data. If a new  $\delta_1$  is required,  $\delta_1$  is advanced and computations repeated using the new  $\delta_1$ . If the calculated base pressure  $P_{B1}$  (or  $P_{i+1}$ ) differs relatively from the outer bounding pressure  $P_{out_d}$  downstream of the turn in flow by less than a pre-assigned tolerance,  $P_{B1}$  is considered converged for the current  $\Theta w_1$  and  $\delta_1$ . Calculations then proceed to the second annulus.

If a pressure solution does not yet exist, and the maximum number of attempts advancing  $\delta_1$  has not been used, a new  $\delta_1$  is computed and the flow calculations repeated. If the maximum number of attempts in  $\delta_1$  has occurred, a diagnostic is printed, a new  $\Theta w_1$  is determined and all calculations for the annulus are then repeated. If the maximum number of computations for a  $\Theta w_1$  occurs, a diagnostic is printed and control is returned to the executive routine for a new case of input data.

The second annulus is entered on convergence of  $P_{B1}$  (annulus 1). Chemistry parameters of annulus 1 are saved. Initial and constant flow parameters, constant geometry, and outer flow constants for annulus 2 are generated and, if required, printed. An inner flow half angle  $\Theta w_2$  for the annulus is estimated. A value for the streamline divergence angle  $\delta_2$  at the flow turn is then computed. The annulus geometry, conservation, flow field and a new  $\Theta w_2$  from the geometry are computed. Output is printed if requested. If no case termination error occurred, the pressure  $P_{B2}$  at the critical point is tested for convergence. A case termination error causes control to return to the executive routine for a new case of input data. If there is  $P_{B2}$  convergence, a test is made to determine the change in the previous and present  $\Theta w_2$  at the  $P_{B2}$  convergence. If the change is within tolerance, the relative system error between the inner flow pressure  $P_N$  at reattachment and  $P_{B2}$  is computed and

tested. If the error is within tolerance, the system solution has been achieved, a Summary Report of the results is output, and return is then made to the executive routine for a new case of input data.

If  $P_{B2}$  has not converged for the current  $\Theta w_2$  and  $\delta_2$ , a new  $\delta_2$  is found and flow computations repeated. If the maximum number of computations for  $\delta_2$  has occurred, a diagnostic is printed,  $\Theta w_2$  is updated from the latest computation and the annulus 2 computation process is repeated with the current  $\Theta w_2$ . If there is  $P_{B2}$  convergence but change in the previous and present  $\Theta w_2$  at the  $P_{B2}$  convergence is not within tolerance,  $\Theta w_2$  is updated to the present value and annulus computations repeated. When the maximum number of  $\Theta w_2$  updates occurs, a diagnostic is printed and the system error calculated. If the relative system error in  $P_{B2}$  and  $P_N$  is not within tolerance, control is returned to annulus 1, a new  $\Theta w_1$  for the first annulus is determined from the system error, and the entire process of the above calculations is repeated. The repetitions continue until the system error is within tolerance or the maximum number of computations for  $\Theta w_1$  has occurred.

Section 4  
INSTRUCTIONS FOR USE

4.1 Program Activation and Control

The following is an example of the control card sequence of instructions and deck setup required for activation and execution of the EBPA program.

To execute the program on the CDC 6600 from tape with source card images:

CC1

|  |  |
|--|--|
| JOB,T400,P2,MT2. (Accounting)          |  |
| LABEL,EBPA,R,D=HY,L=EBPAPS,VSN=Reel #. | Source Card images file                              |
| REQUEST,TAPEW,HY,VSN=Reel #.           | Chemistry Tape                                       |
| REWIND(EBPA,TAPEW)                     |  |
| FTN(I=EBPA,R=3,PL=50000)               | Compile with full cross<br>reference and page limit. |
| RETURN(EBPA).                          |  |
| MAP,ON.                                | Prints full loader map.                              |
| SEGLOAD.                               | Invoke program segmentation.                         |
| LDSET,PRESET=NGING.                    | Set core to negative<br>infinities.                  |
| LGO.                                   | Execute program.                                     |
| 7-9-8 Card                             | Multi-punch end of record<br>card.                   |
| SEGLOADER directives                   |  |
| See below                              |  |
| 7-8-9 Card                             |  |
| Data Cards                             |  |
| 7-8-9 Card                             |  |
| 6-7-8-9 Card                           | Multi-punch end of job card.                         |

The default file names for the input, output and chemistry tape files are, respectively, INPUT, OUTPUT, and TAPEW. If the program input data resided on file INPDAT, the program output written on file OUTDAT, and file CDAT contained the chemistry tape, the LGO card would become:  
LGO(INPDAT,OUTDAT,CDAT).

The SEGLOADER directives for the CDC 7600, CYBER 174 and CDC 6600 are listed below. For the CYBER and 6600, XTOI = and IOCON. are not required.

CC1 CC11 CC21

|       |         |   |
|-------|---------|---|
| EBPAT | TREE    | EBPA=(FRUIT,BBMODL,INPUTA)                              |
| EBPA  | INCLUDE | DEF10,DEF11,DEPTREACT,SETUP,FRUITB,RFJIA,INITLV         |
| EBPA  | INCLUDE | DECODE,ENCODE,FLTOUT,ENDFIL,EOF,XT01,                   |
| EBPA  | INCLUDE | FLTIME,INCOM,INPC,KRAKER,OUTB                           |
| EBPA  | GLOBAL  | BILL,BODY   |
| EBPA  | GLOBAL  | CHEM1,CHEM2,CHEM3,CHEM4,CHEM5,CHEM6,CONST2              |
| EBPA  | GLOBAL  | DVCON1,DVCON2,DSUATA,ERREX                              |
| EBPA  | GLOBAL  | FACTOR,FLIGHT,FLOW,FMDOTS,FUEL                          |
| EBPA  | GLOBAL  | GIRLP,HEAD,INPUT,JET,JPEN,LOCAL1                        |
| EBPA  | GLOBAL  | MAIN,MAIN1,MAIN2,MAS1,MAS2,MAS3,MAS4,MAS5               |
| EBPA  | GLOBAL  | MIX1,MIX2,MIX3,MARKAB,MOCON,MIXE92,OUTER9               |
| EBPA  | GLOBAL  | OUTER1,OUTER2,OUTER3,OUTER4,OUTER5,OUTER6,OUTER7,OUTER8 |
| EBPA  | GLOBAL  | QZERO,SBODY,SDATA,SUMSAP,TEMPTE,TRASH,UPCON1            |
| EBPA  | GLOBAL  | ZERO,ZROUT  |
| EBPA  | GLOBAL  | CONE,DCOSNE,FRSTRM,THRDEE                               |
| EBPA  | GLOBAL  | Q8,IO,IOCON,IO,BUF,ALLIN,MLIST,JIFLAG                   |
|       | END     | EBPA  |

## 4.2 Preparation of Input Data

The EBPA program includes a general purpose data input editor subroutine which converts data from punched cards to machine-internal formats acceptable to the program. The subroutine provides a method of loading numeric and alphabetic information into core, of partitioning the data into groupings, and of minimizing the high rate of redundancy in data that has to be read into the program. This Basic Deck-Reference Run-Case hierarchy of data groupings is discussed below. The following material discusses the data card formats permitted by the program.

### 4.2.1 Card Formats

#### Format 1 - Job Title Cards

This input format is used for loading alphameric data, Figure 7. Column 1 contains an 8-3 ("=") punch. Columns 2-5 contain the location within the array in which the first data word is to be stored. Columns 6-53 are used for loading alphameric information, eight words per card. These eight words in columns 6-11, 12-17, 18-23, 24-29, 30-35, 36-41, 42-47, and 48-53 will be stored in the relative locations LOC through LOC+7, respectively. Columns 54-62 should not be used.

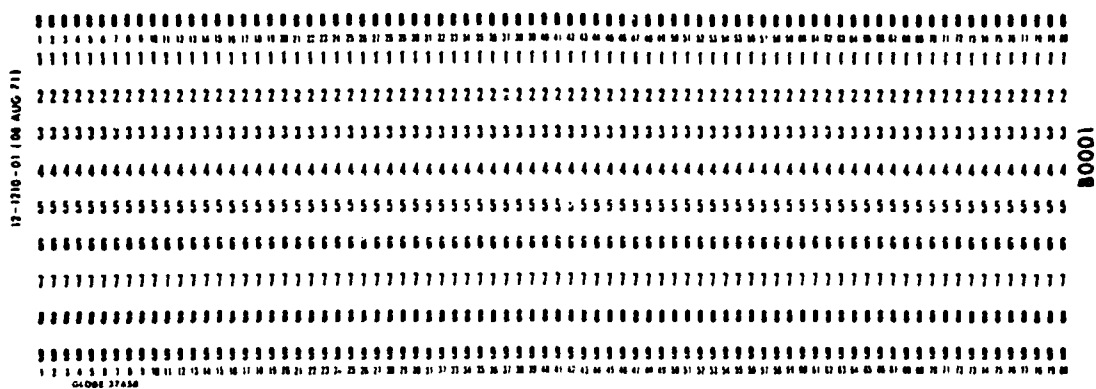


Figure 7. Job Title Card

The standard 80-column FORTRAN coding sheet may be used in lieu of a load-sheet. Column 1 must contain an equal sign ("="); columns 2-5 contain the location within the data array of the first word on the card; columns 6-53 contain the eight six-character words to be loaded; and columns 63-72 carry the BD, RR, and CASE numbers. Columns 54-62 should not be used.

#### Format 2 - Numeric Data

This format is designed for entry of real number values. A card guide for entering the values is shown in Figure 8. Column 1 must contain a 12-5 ("E") punch. Columns 2-61 are used for entering real number data, five fields per card. Columns 2-4, 14-16, 26-28, 38-40, and 50-52 contain the location within the array in which the data is to be stored. Columns 5-13, 17-25, 29-37, 41-49, and 53-61 contain the values of the elements.

In the loadsheet entry for this format, the Column 1 space must contain an "E". The QUAN column is for the programmer's reference only, and is not to be punched. The LOC column is used to identify the location of the data within the one-dimensional data array. The values of the elements are entered in the VALUE column, up to nine characters, including the sign, decimal point, and E type exponent, if used.

FORTRAN INPUT A-2

| LOC  | FIELD 1<br>NUMBER | LOC  | FIELD 2<br>NUMBER | LOC  | FIELD 3<br>NUMBER |
|------|-------------------|------|-------------------|------|-------------------|
| 1    | 2                 | 3    | 4                 | 5    | 6                 |
| 7    | 8                 | 9    | 10                | 11   | 12                |
| 13   | 14                | 15   | 16                | 17   | 18                |
| 19   | 20                | 21   | 22                | 23   | 24                |
| 25   | 26                | 27   | 28                | 29   | 30                |
| 31   | 32                | 33   | 34                | 35   | 36                |
| 37   | 38                | 39   | 40                | 41   | 42                |
| 43   | 44                | 45   | 46                | 47   | 48                |
| 49   | 50                | 51   | 52                | 53   | 54                |
| 55   | 56                | 57   | 58                | 59   | 60                |
| 61   | 62                | 63   | 64                | 65   | 66                |
| 67   | 68                | 69   | 70                | 71   | 72                |
| 73   | 74                | 75   | 76                | 77   | 78                |
| 79   | 80                | 81   | 82                | 83   | 84                |
| 85   | 86                | 87   | 88                | 89   | 90                |
| 91   | 92                | 93   | 94                | 95   | 96                |
| 97   | 98                | 99   | 100               | 101  | 102               |
| 103  | 104               | 105  | 106               | 107  | 108               |
| 109  | 110               | 111  | 112               | 113  | 114               |
| 115  | 116               | 117  | 118               | 119  | 120               |
| 121  | 122               | 123  | 124               | 125  | 126               |
| 127  | 128               | 129  | 130               | 131  | 132               |
| 133  | 134               | 135  | 136               | 137  | 138               |
| 139  | 140               | 141  | 142               | 143  | 144               |
| 145  | 146               | 147  | 148               | 149  | 150               |
| 151  | 152               | 153  | 154               | 155  | 156               |
| 157  | 158               | 159  | 160               | 161  | 162               |
| 163  | 164               | 165  | 166               | 167  | 168               |
| 169  | 170               | 171  | 172               | 173  | 174               |
| 175  | 176               | 177  | 178               | 179  | 180               |
| 181  | 182               | 183  | 184               | 185  | 186               |
| 187  | 188               | 189  | 190               | 191  | 192               |
| 193  | 194               | 195  | 196               | 197  | 198               |
| 199  | 200               | 201  | 202               | 203  | 204               |
| 205  | 206               | 207  | 208               | 209  | 210               |
| 211  | 212               | 213  | 214               | 215  | 216               |
| 217  | 218               | 219  | 220               | 221  | 222               |
| 223  | 224               | 225  | 226               | 227  | 228               |
| 229  | 230               | 231  | 232               | 233  | 234               |
| 235  | 236               | 237  | 238               | 239  | 240               |
| 241  | 242               | 243  | 244               | 245  | 246               |
| 247  | 248               | 249  | 250               | 251  | 252               |
| 253  | 254               | 255  | 256               | 257  | 258               |
| 259  | 260               | 261  | 262               | 263  | 264               |
| 265  | 266               | 267  | 268               | 269  | 270               |
| 271  | 272               | 273  | 274               | 275  | 276               |
| 277  | 278               | 279  | 280               | 281  | 282               |
| 283  | 284               | 285  | 286               | 287  | 288               |
| 289  | 290               | 291  | 292               | 293  | 294               |
| 295  | 296               | 297  | 298               | 299  | 300               |
| 301  | 302               | 303  | 304               | 305  | 306               |
| 307  | 308               | 309  | 310               | 311  | 312               |
| 313  | 314               | 315  | 316               | 317  | 318               |
| 319  | 320               | 321  | 322               | 323  | 324               |
| 325  | 326               | 327  | 328               | 329  | 330               |
| 331  | 332               | 333  | 334               | 335  | 336               |
| 337  | 338               | 339  | 340               | 341  | 342               |
| 343  | 344               | 345  | 346               | 347  | 348               |
| 349  | 350               | 351  | 352               | 353  | 354               |
| 355  | 356               | 357  | 358               | 359  | 360               |
| 361  | 362               | 363  | 364               | 365  | 366               |
| 367  | 368               | 369  | 370               | 371  | 372               |
| 373  | 374               | 375  | 376               | 377  | 378               |
| 379  | 380               | 381  | 382               | 383  | 384               |
| 385  | 386               | 387  | 388               | 389  | 390               |
| 391  | 392               | 393  | 394               | 395  | 396               |
| 397  | 398               | 399  | 400               | 401  | 402               |
| 403  | 404               | 405  | 406               | 407  | 408               |
| 409  | 410               | 411  | 412               | 413  | 414               |
| 415  | 416               | 417  | 418               | 419  | 420               |
| 421  | 422               | 423  | 424               | 425  | 426               |
| 427  | 428               | 429  | 430               | 431  | 432               |
| 433  | 434               | 435  | 436               | 437  | 438               |
| 439  | 440               | 441  | 442               | 443  | 444               |
| 445  | 446               | 447  | 448               | 449  | 450               |
| 451  | 452               | 453  | 454               | 455  | 456               |
| 457  | 458               | 459  | 460               | 461  | 462               |
| 463  | 464               | 465  | 466               | 467  | 468               |
| 469  | 470               | 471  | 472               | 473  | 474               |
| 475  | 476               | 477  | 478               | 479  | 480               |
| 481  | 482               | 483  | 484               | 485  | 486               |
| 487  | 488               | 489  | 490               | 491  | 492               |
| 493  | 494               | 495  | 496               | 497  | 498               |
| 499  | 500               | 501  | 502               | 503  | 504               |
| 505  | 506               | 507  | 508               | 509  | 510               |
| 511  | 512               | 513  | 514               | 515  | 516               |
| 517  | 518               | 519  | 520               | 521  | 522               |
| 523  | 524               | 525  | 526               | 527  | 528               |
| 529  | 530               | 531  | 532               | 533  | 534               |
| 535  | 536               | 537  | 538               | 539  | 540               |
| 541  | 542               | 543  | 544               | 545  | 546               |
| 547  | 548               | 549  | 550               | 551  | 552               |
| 553  | 554               | 555  | 556               | 557  | 558               |
| 559  | 560               | 561  | 562               | 563  | 564               |
| 565  | 566               | 567  | 568               | 569  | 570               |
| 571  | 572               | 573  | 574               | 575  | 576               |
| 577  | 578               | 579  | 580               | 581  | 582               |
| 583  | 584               | 585  | 586               | 587  | 588               |
| 589  | 590               | 591  | 592               | 593  | 594               |
| 595  | 596               | 597  | 598               | 599  | 600               |
| 601  | 602               | 603  | 604               | 605  | 606               |
| 607  | 608               | 609  | 610               | 611  | 612               |
| 613  | 614               | 615  | 616               | 617  | 618               |
| 619  | 620               | 621  | 622               | 623  | 624               |
| 625  | 626               | 627  | 628               | 629  | 630               |
| 631  | 632               | 633  | 634               | 635  | 636               |
| 637  | 638               | 639  | 640               | 641  | 642               |
| 643  | 644               | 645  | 646               | 647  | 648               |
| 649  | 650               | 651  | 652               | 653  | 654               |
| 655  | 656               | 657  | 658               | 659  | 660               |
| 661  | 662               | 663  | 664               | 665  | 666               |
| 667  | 668               | 669  | 670               | 671  | 672               |
| 673  | 674               | 675  | 676               | 677  | 678               |
| 679  | 680               | 681  | 682               | 683  | 684               |
| 685  | 686               | 687  | 688               | 689  | 690               |
| 691  | 692               | 693  | 694               | 695  | 696               |
| 697  | 698               | 699  | 700               | 701  | 702               |
| 703  | 704               | 705  | 706               | 707  | 708               |
| 709  | 710               | 711  | 712               | 713  | 714               |
| 715  | 716               | 717  | 718               | 719  | 720               |
| 721  | 722               | 723  | 724               | 725  | 726               |
| 727  | 728               | 729  | 730               | 731  | 732               |
| 733  | 734               | 735  | 736               | 737  | 738               |
| 739  | 740               | 741  | 742               | 743  | 744               |
| 745  | 746               | 747  | 748               | 749  | 750               |
| 751  | 752               | 753  | 754               | 755  | 756               |
| 757  | 758               | 759  | 760               | 761  | 762               |
| 763  | 764               | 765  | 766               | 767  | 768               |
| 769  | 770               | 771  | 772               | 773  | 774               |
| 775  | 776               | 777  | 778               | 779  | 780               |
| 781  | 782               | 783  | 784               | 785  | 786               |
| 787  | 788               | 789  | 790               | 791  | 792               |
| 793  | 794               | 795  | 796               | 797  | 798               |
| 799  | 800               | 801  | 802               | 803  | 804               |
| 805  | 806               | 807  | 808               | 809  | 810               |
| 811  | 812               | 813  | 814               | 815  | 816               |
| 817  | 818               | 819  | 820               | 821  | 822               |
| 823  | 824               | 825  | 826               | 827  | 828               |
| 829  | 830               | 831  | 832               | 833  | 834               |
| 835  | 836               | 837  | 838               | 839  | 840               |
| 841  | 842               | 843  | 844               | 845  | 846               |
| 847  | 848               | 849  | 850               | 851  | 852               |
| 853  | 854               | 855  | 856               | 857  | 858               |
| 859  | 860               | 861  | 862               | 863  | 864               |
| 865  | 866               | 867  | 868               | 869  | 870               |
| 871  | 872               | 873  | 874               | 875  | 876               |
| 877  | 878               | 879  | 880               | 881  | 882               |
| 883  | 884               | 885  | 886               | 887  | 888               |
| 889  | 890               | 891  | 892               | 893  | 894               |
| 895  | 896               | 897  | 898               | 899  | 900               |
| 901  | 902               | 903  | 904               | 905  | 906               |
| 907  | 908               | 909  | 910               | 911  | 912               |
| 913  | 914               | 915  | 916               | 917  | 918               |
| 919  | 920               | 921  | 922               | 923  | 924               |
| 925  | 926               | 927  | 928               | 929  | 930               |
| 931  | 932               | 933  | 934               | 935  | 936               |
| 937  | 938               | 939  | 940               | 941  | 942               |
| 943  | 944               | 945  | 946               | 947  | 948               |
| 949  | 950               | 951  | 952               | 953  | 954               |
| 955  | 956               | 957  | 958               | 959  | 960               |
| 961  | 962               | 963  | 964               | 965  | 966               |
| 967  | 968               | 969  | 970               | 971  | 972               |
| 973  | 974               | 975  | 976               | 977  | 978               |
| 979  | 980               | 981  | 982               | 983  | 984               |
| 985  | 986               | 987  | 988               | 989  | 990               |
| 991  | 992               | 993  | 994               | 995  | 996               |
| 997  | 998               | 999  | 1000              | 1001 | 1002              |
| 1003 | 1004              | 1005 | 1006              | 1007 | 1008              |
| 1009 | 1010              | 1011 | 1012              | 1013 | 1014              |
| 1015 | 1016              | 1017 | 1018              | 1019 | 1020              |
| 1021 | 1022              | 1023 | 1024              | 1025 | 1026              |
| 1027 | 1028              | 1029 | 1030              | 1031 | 1032              |
| 1033 | 1034              | 1035 | 1036              | 1037 | 1038              |
| 1039 | 1040              | 1041 | 1042              | 1043 | 1044              |
| 1045 | 1046              | 1047 | 1048              | 1049 | 1050              |
| 1051 | 1052              | 1053 | 1054              | 1055 | 1056              |
| 1057 | 1058              | 1059 | 1060              | 1061 | 1062              |
| 1063 | 1064              | 1065 | 1066              | 1067 | 1068              |
| 1069 | 1070              | 1071 | 1072              | 1073 | 1074              |
| 1075 | 1076              | 1077 | 1078              | 1079 | 1080              |
| 1081 | 1082              | 1083 | 1084              | 1085 | 1086              |
| 1087 | 1088              | 1089 | 1090              | 1091 | 1092              |
| 1093 | 1094              | 1095 | 1096              | 1097 | 1098              |
| 1099 | 1100              | 1101 | 1102              | 1103 | 1104              |
| 1105 | 1106              | 1107 | 1108              | 1109 | 1110              |
| 1111 | 1112              | 1113 | 1114              | 1115 | 1116              |
| 1117 | 1118              | 1119 | 1120              | 1121 | 1122              |
| 1123 | 1124              | 1125 | 1126              | 1127 | 1128              |
| 1129 | 1130              | 1131 | 1132              | 1133 | 1134              |
| 1135 | 1136              | 1137 | 1138              | 1139 | 1140              |
| 1141 | 1142              | 1143 | 1144              | 1145 | 1146              |
| 1147 | 1148              | 1149 | 1150              | 1151 | 1152              |
| 1153 | 1154              | 1155 | 1156              | 1157 | 1158              |
| 1159 | 1160              | 1161 | 1162              | 1163 | 1164              |
| 1165 | 1166              | 1167 | 1168              | 1169 | 1170              |
| 1171 | 1172              | 1173 | 1174              | 1175 | 1176              |
| 1177 | 1178              | 1179 | 1180              | 1181 | 1182              |
| 1183 | 1184              | 1185 | 1186              | 1187 | 1188              |
| 1189 | 1190              | 1191 | 1192              | 1193 | 1194              |
| 1195 | 1196              | 1197 | 1198              |      |                   |

#### 4.2.2 Basic Deck-Reference Run-Case Data Input Capabilities

A proper definition of terminology is essential to a discussion of data input editor capabilities. Many misconceptions on this subject are the result of using terminology which is loosely defined. To avoid such confusion, the terminology for this discussion is defined below. The user is advised to refer to this list of basic definitions from time to time.

Case Study - A computerized simulation of some process for a defined set of parameters.

Run - The groups of data required for one or more case studies, and which are collectively submitted at one time to be processed by a computer program.

Set of Data - The data that are required for a case study.

Data Element - One of the items of data in a set of data.

BASIC DECK - REFERENCE RUN - CASE Hierarchy - The hierarchical organization of data elements used in a case study. This hierarchy is based on the degree of constancy each particular data element exhibits from one case study to the next.

Data Level of a data element - The place in the BASIC DECK - REFERENCE RUN - CASE hierarchy at which that data element is defined for a particular case study. If a data element is defined in a BASIC DECK (BD), a REFERENCE RUN (RR), or a CASE, its data level is respectively the BD-level, the RR-level, or the CASE-level.

BD Data - The collection of data elements which is defined at the BD-level, and which contributes to the typical set of data being discussed (versus all data elements in the run which are defined at the BD-level). The term is sometimes shortened to "BD." BD data have the highest degree of constancy from one case study to the next.

RR Data - The collection of data elements which is defined at the RR-level, and which contributes to the typical set of data being discussed (versus all data elements in the run which are defined at the RR-level). The term is sometimes shortened to "RR." RR data have some lesser (than BD) degree of constancy from one case study to the next.

CASE Data - The collection of data elements which is defined at the CASE-level, and which contributes to the typical set of data being discussed (versus all data elements in the run which are defined at the CASE-level). The term is sometimes shortened to "CASE" or "CS." CASE data are unique to a case study.

Data Origin - The location in computer memory where the first element of a group of related data elements is stored.

Part Case Data - The collection of data elements which results when a set of data is partitioned into several smaller groups. This term is sometimes shortened to "PC." PC data can occur at any level of the BD-RR-CASE hierarchy.

Domain of an RR - Consists of the grouping of CASE data for all case studies which use that RR to define data elements.

Domain of a BD - Consists of the groupings of RR data and CASE data for all case studies which use the BD to define data elements.

#### Basic Deck, Reference Run, and Case

BD, RR, and CASE capability is designed to facilitate handling of data input from punched cards where there is a high degree of redundancy.

#### Concept of Reference Run and Case

Because of the nature of computer applications often encountered, experience has shown that a typical program's user will read a quantity of data which describes a basic model; the user will then change the values of a few parameters and generate "case studies" for different variations from that basic model. The purpose of the RR and CASE concept is to provide such a user the facility to refer back to a particular data set used earlier (the basic model) and to instruct the computer to use that data set again, with certain specified changes. The typical data set will thus contain data elements from two sources: RR data consist of those data elements of a set of data which stay the same (i.e., which are referenced) from one case study of a basic model to the next; CASE data consist of those data elements of a set of data which are unique to a particular case study.

#### Example of Reference Run and Case

Suppose one wanted to simulate the flight of a missile over a given trajectory, varying several parameters which define the missile's shape and calculating the resultant effect on the missile's surface temperatures. In this instance, the trajectory data would ideally be defined as the RR data; the missile shape parameters would constitute CASE data. One set of data representing one simulated flight of the missile over the trajectory would be defined by the RR data and a particular CASE; a second set of data representing a simulated flight of a modified missile over the same trajectory would be defined by the RR data, but with a different CASE. The collection of the RR data and the individual CASEs (which comprise that RR's domain) might constitute the run.

#### Use of Reference Run and Case Data

When using the INPUTA subroutine, the user specifies which data items are RR data and which are CASE data. By careful selection as to what he includes in the RR category, the user can minimize the chore of data transcription onto loadsheets. The user must follow certain conventions when using RR and CASE capability. Failure to follow these conventions or failure to have a clear understanding of the process may result in the computer program either indicating a data error or interpreting the data in an undesired manner.

- A. Both RR and CASE data are identified by numbers. These numbers are assigned by the user and are physically punched in the cards which contain the corresponding data elements.
  1. The user defines a set of RR data by assigning a two-digit nonzero RR number (e.g., "01," "27," "83"). The CASE number field for that RR data must be defined as "000." These two numbers will be punched in all data cards which define that RR.
  2. The user defines CASE data by assigning a three-digit, nonzero CASE number (e.g., "001," "270," "508"). He must also specify the applicable RR number. These two numbers will be punched in all data cards containing the data elements which define that CASE.

- B. If the user wants to study more than one basic model in a run, he can define as many as 99 sets of RR data, such that each set has a unique RR number. CASE number assignments need be unique only within the domain of a given RR. Thus, one run could contain the two unrelated sets of data identified as "RR 1 CASE 5" and "RR CASE 5).
- C. An RR number of "00" exists, but cannot be used to define RR data. Such a designation is punched on CASE data cards when a run (or part of a run) is being made which does not require RR capability, or in instances when BD is being used (to be discussed later).
- D. Both the RR and CASE fields on the punched data cards must be completely punched with numerics (the digits 0 through 9). When computer operations keypunches the data, blanks are replaced by zeros.
- E. The load sheet forms define the RR number (occupying two card columns for its two digits) and the CASE number (occupying three card columns for its three digits) in two adjacent fields; the RR number field is to the left of, and hence higher-ordered than, the CASE number field.
- F. The data cards for a run must be ordered so that successive cards present RR and CASE numbers which, if read together as one number, define a monotonically increasing sequence. RR data must be defined in the sequence of data cards prior to any CASE data in its domain. All CASE data cards that refer to a given RR number must be contiguous and ordered, and must adjoin those data cards which define the RR.
- G. The computer program will not accept RR data by itself. Program execution using a set of data is initiated by the reading of CASE data. The minimum CASE consist of one punched card with at least one data item punched on that card in the left-most data field.
- H. When the user is assigning his data to the RR and CASE categories, he should remember that a set of data is effectively generated by reading the RR data into memory, then overlaying it with those data items defined in the CASE data. By this overlay process, data items not defined in the RR data are assigned a value if defined in the CASE data; data items defined in the RR data are assigned

the substitute value as (and if) redefined in the CASE data; data items not defined in either the RR or CASE data are assigned a value of zero. Successive sets of data in that RR's domain are generated in the same manner, the CASE data always overlaying the original RR data.

- I. As a corollary to item G, it is seen that in a given RR's domain, one CASE is independent of another. A given CASE in that domain can temporarily (i.e., for that set of data) change items defined in the RR.

#### Concept of Basic Deck

The purpose of BD capability is to provide the RR-CASE user with an extension of that facility. BD data has a relationship to RR data that is similar to the relationship of RR data to CASE data. The BD-RR-CASE concept is useful for programs whose data structure is complicated in the degree of its relative constancy from one case study to the next. In such instances, a typical set of data will contain data elements from three sources: BD data, RR data, and CASE data. As a general rule, BD data consist of those data elements of a set of data which have the highest degree of constancy from one case study to the next. RR data consist of those data elements of a set of data which have some lesser degree of constancy from one case study to the next.

#### Example of Basic Deck

Suppose one wanted to simulate the flight of three different missiles over a given trajectory, varying several parameters defining each missile's shape, and calculating the resultant effect on each missile's surface temperature. In this instance, the trajectory data would ideally be defined as the BD data; each missile's basic shape parameters would constitute an RR. Variations in these shape parameters would constitute CASE data. One set of data representing one simulated flight of the first basic missile shape over the trajectory would be defined by the BD data, the RR data for that missile shape, and the CASE data defining one variant of the shape parameters. A second set of data representing a simulated flight of that same basic missile, but with slight modifications, over that same trajectory, would be defined by

the BD data, the same RR data, but with a different CASE. A third set of data representing a simulated flight of the second basic missile shape over the same trajectory would be defined by the same BD data, but with a second set of RR data, and one of the CASEs in that second RR's domain. The collection of BD, RR's and CASE's might constitute the run.

#### Use of Basic Deck Data

When INPUTA is used to provide a BD capability, the following rules apply. The rules defined for RR and CASE remain applicable, unless specifically noted otherwise. The user must follow certain conventions when using BD capability. These conventions are simply extensions of those defined in the RR and CASE discussion, with similar consequences if not practiced.

- A. BD data are identified by number. BD numbers are assigned by the user and are physically punched into the cards which contain the corresponding data elements.
  1. The user defines a set of BD data by assigning a three-digit BD number (e.g., "021," "146," "938"). The RR and CASE number fields for that BD data must be respectively defined "00" and "000." These three numbers will be punched in all data cards which define the BD.
  2. In defining RR data, the user must specify the applicable BD number. That BD number will be punched in all data cards which define that RR. Similarly, in defining CASE data, the applicable BD and RR numbers must be punched in all data cards which define that CASE.
- B. As many as 999 unique sets of BD data can be defined in one run. RR number assignments need be unique only within the domain of a BD. Thus, one run could contain the two unreleased sets of data identified as "BD 1 RR 5 CASE 6" and "BD 2 RR 5 CASE 6."
- C. A BD number of "000" exists but cannot be used to define BD data. Such a designation is punched on RR and CASE data cards when a run (or part of a run) is being made which does not require BD capability. Similarly, an RR number of "00" can be used when a CASE need only refer to a BD.

- D. The BD field on punched data cards must be completely punched with numerics. When computer operations keypunches the data, blanks are replaced by zeros.
- E. The loadsheets which allow the BD capability define the BD number field (occupying three columns for its three digits) to the left of and adjacent to the RR number field.
- F. The data cards for a run must be ordered so that successive cards present BD, RR, and CASE numbers which, if read together as one number, define a monotonically increasing sequence. BD data must be defined in the sequence of data cards prior to any RR or CASE data in the BD domain. RR and CASE data cards that refer to a given BD number must be contiguous and ordered, and must adjoin those data cards which define the BD.
- G. The computer program will not accept BD or BD/RR data by itself. Program execution using a set of data is initiated by the reading of CASE data. The minimum CASE consists of one punched card with at least one data item punched on that card in the left-most data field.
- H. When the user is assigning his data to the BD, RR and CASE categories, he should remember that a set of data is effectively generated by: (1) reading the BD data into memory, (2) overlaying it with those data items defined in the RR data (if any), and (3) overlaying this "intermediate result" with those data items defined in the CASE data. (The overlaying process is the logical extension of that described in RR and CASE. RR has the same relationship to BD that CASE has to RR.) Successive sets of data in that BD's domain are generated in the same manner, the RR and CASE data always successively overlaying the original BD data.
- I. As a corollary to item G, it is seen that RR's in a given BD's domain are independent of each other. A given RR in a BD's domain can temporarily (i.e., for all CASE's in its domain) change items defined in the BD. A given CASE in an RR's domain can temporarily (i.e., for that set of data) change items defined in its associated RR or BD.

#### Examples of BD-RR-CASE

Some examples of BD-RR-CASE number sequencing of data cards are as follows:

| BD  | RR | CASE |  |
|-----|----|------|--|
| 000 | 00 | 001  | 1 set of case data only                  |
| 000 | 00 | 001  |  |
| 000 | 00 | 004  | 2 sets of case data only                 |
| 000 | 00 | 006  |  |
| 000 | 01 | 000  | 1 RR with 2 data cases                   |
| 000 | 01 | 002  |  |
| 000 | 01 | 003  |  |
| 001 | 00 | 000  | 1 BD with 2 data cases                   |
| 001 | 00 | 003  |  |
| 001 | 00 | 005  |  |
| 002 | 00 | 000  | 1 BD with 1 RR and 1 Case                |
| 002 | 04 | 000  |  |
| 002 | 04 | 005  |  |
| 005 | 00 | 000  | 1 BD with 2 RR's and 2 cases for each RR |
| 005 | 03 | 000  |  |
| 005 | 03 | 008  |  |
| 005 | 03 | 009  |  |
| 005 | 04 | 000  |  |
| 005 | 04 | 010  |  |
| 005 | 04 | 011  |  |

#### 4.2.3 Chemistry Tape Format

The chemistry tape contains, primarily, coefficients for computations of enthalpy, entropy, and specific heat for each of the atomic species utilized by the program. The data are read in subroutine SEARCH and the coefficients are used in subroutine GIBBS. The tape is written in binary (unformatted) mode and tape density (bits per inch) is set at generation.

Three records of information are provided for each species. The record formats and contents are described as follows.

|                               | <u>Variable(s)</u>                         | <u>Definition/Usage</u>  |
|-------------------------------|--|--|
| Record 1                      |  |  |
| Word 1                        | LEVEL                                      | INTEGER indicating coefficient data to read if $\geq 0$ ; end of data if $< 0$ .                                     |
| Word 2                        | JAN  | INTEGER specifying record length for coefficient data:<br>= 1, 8 words<br>= 2, 16 words                              |
| Word 3                        | KHASE                                      | = 0, flags specific counter  |
| Word 4                        | SPECIE:                                    | Alphanumeric atomic symbol for its species.  |
| Record 2                      |  |  |
| Words 1-14                    | $IE_{i,j}$<br>$i=1,\dots,7$<br>$j=1,2$     | Atomic description INTEGER array providing for 7 atomic elements<br>$j=1$ : number of atoms<br>$j=2$ : atomic number |
| Record 3                      |  |  |
| Words 1-8<br>or<br>Words 1-16 | RA,RB,RC,RD<br>RA,RB,RC,RD,<br>RE,RF,TL,TU | Arrays of floating point coefficient data. Record length $\leq 10$ if JAN=1 or 16 if JAN=2.                          |

The record formats are repeated for each species.

## Section 5

### OUTPUT

Three levels of printed output have been provided for the EBPA program. The level selection of printout is specified by the  $PF_A$  and  $PF_B$  input flags in locations 039 and 040 of loadsheets 1 (Figure 1) and  $PF_p$  at location 101 of loadsheet 2 (Figure 3). The input values for these flags are discussed in Section 2. Flags  $PF_A$  and  $PF_B$  pertain to output generated upstream of the base plane by the FRJI portion of the program, and  $PF_p$  to output generated in the annulus regions by the BBMODL Subprogram.

#### 5.1 Summary Level Output

Tables 2 through 6 provide the normal or basic mode of output for the program. This level of output is obtained by a zero or blank for the values  $PF_A$  in location 039 of loadsheet 1 and  $PF_p$  in location 101 of loadsheet 2. Table 2 lists the user inputs from loadsheet 1 and consists of vehicle, flight and injector parameters, propellant and chemical flow parameters, the determined local and jet conditions, jet thermochemistry, and the propellant's chemical composition. Table 3 is a summary of upstream region results generated at the completion of the upstream solution. Station data tabulations are generated after all computations for each station have been made. A flow field summary, Table 4, tabulates station distance, inner shock layer radius, shock cross-sectional area, and chemical/physical properties for each station. The tabulations in this table include the last upstream station and all downstream stations. The location of the interface between the upstream and downstream regions is defined by the penetration height of the jet.

Table 5 consists of the inputs from loadsheet 2. These inputs are used with inputs from loadsheet 1 and results of the base plane for calculations in the base control region. Table 6 is abbreviated output of the final iteration in  $\theta_{w1}$  for the system solution. Included are the half angles, divergence angles, pressures, and the relative error in the system solution. Table 7 represents a Summary Report of the EBPA program.

Table 2 - JI Inputs

EXTERNAL BURNING PROPELLSION ANALYSIS  
 BASIC DATA 20 REFERENCE RUN 2 CASE 601

PAGE 1

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|                              |   |
|------------------------------|---|
| PROGRAM INPUTS               |   |
| VEHICLE PARAMETERS:          |   |
| FIRST HALF CONE ANGLE        | THETA1 = 30.00 DEGREES                          |
| SECOND HALF CONE ANGLE       | THETA2 = 101 DEGREES                            |
| LENGTH OF VEHICLE            | XDIST = 95.00 FEET                              |
| LENGTH OF CONE               | XDIST = 100 FEET                                |
| THRUSTOR ANGLE               | THETA1 = 101 DEGREES                            |
| FLIGHT PARAMETERS:           |   |
| MACH NUMBER                  | MACH = 0.00 (DIMENSIONLESS)                     |
| ALTITUDE                     | ALT = 0.00 FEET                                 |
| TEMPERATURE                  | TEMP = 1000.00 DEGREES PER SQUARE FOOT          |
| ANGLE OF ATTACK              | ALFA = 0.00 DEGREES                             |
| DRIFT ANGLE                  | PHI = 0.00 DEGREES                              |
| VEHICLE CENTER OF GRAVITY    | CG = 0.00 FEET (MEASURED FROM NOSE)             |
| RATIO OF SPECIFIC HEAT       | GAMMA = 1.00 (DIMENSIONLESS)                    |
| INJECTOR PARAMETERS:         |   |
| CHAMBER PRESSURE             | PCHEM = 10.00 POUNDS PER SQUARE INCH ABSOLUTE   |
| THROAT AREA                  | ACHT = 0.0000 SQUARE INCHES                     |
| EXPANSION RATIO              | EXPRAT = 1.00 (DIMENSIONLESS)                   |
| INJECTION OF JET             | ALFAJ = 0.00 DEGREES                            |
| INJECTOR SITE DISTANCE       | XJET = 1.00 INCHES (MEASURED FROM VEHICLE BASE) |
| WALL ANGLE OF NOZZLE EXIT    | WALL = 0.00 DEGREES                             |
| PROPELLANT                   |   |
| FUEL                         | NUMBER = 0 ALUMINIZED COMPOSITE                 |
| OXIDIZER                     | NUMBER = 0 ALUMINIZED COMPOSITE                 |
| OXIDIZER-FUEL RATIO          | COEFF = 1.00 (DIMENSIONLESS)                    |
| PROGRAM FLOW PARAMETERS      |   |
| PROGEN/EQUILIBRIUM CHEMISTRY | STAN = 0.00 (DIMENSIONLESS)                     |
| NOSE RADIUS MULTIPLIER       | PCN = 0.7000 (DIMENSIONLESS)                    |

Table 2 JI Inputs (continued)

EXTERNAL BURNING PROPELLANT ANALYSIS  
 BASIC DECK 20 REFERENCE RUN 1 CASE 801  
 DONADON AND ORTIZ RESULTS REPORT APRIL-74-75-80, APRIL 1979

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UNCLASSIFIED AND CONTROLLED DOCUMENT REPORT APRIL-1967-10, APRIL 1999

LOCAL CONDITIONS

MACH NUMBER M0 = 2.0000 (DIMENSIONLESS)  
PRESSURE P00 = 1744.00 POUNDS/SQUARE FOOT  
TEMPERATURE T00 = 90.01 DEGREES RANKINE  
VELOCITY V00 = 827.88 FEET/SECOND  
DENSITY R00C = 1.000000 POUNDS/CUBIC FOOT  
DYNAMIC PRESSURE Q00C = 948.00 POUNDS/SQUARE FOOT  
LOCAL FLUX LOOFLR = 1

JET CONDITIONS

MACH NUMBER MJET = 1.0043 (DIMENSIONLESS)  
EXIT TEMPERATURE TJET = 2133.03 DEGREES RANKINE  
EXIT VELOCITY VJET = 2878.13 FEET/SECOND  
EXIT DENSITY RJET = 10010037 POUNDS/CUBIC FOOT  
MOLECULAR WEIGHT MOLEWT = 30.456 (DIMENSIONLESS)  
PAIRS OF SPECIFIC HEATS WAAWJ = 1.1291 (DIMENSIONLESS)  
JET THRUST FR = 2.02 POUNDS  
JET MASS FLOW RATE MOOYJ = 10.470 POUNDS/ SECOND

JET THERMOCHEMISTRY

TOTAL ENTHALPY -196.040 CAL/GRAM  
PROPELLANT -1810.035 CAL/GRAM  
PRODUCTS 1810.035 CAL/GRAM  
HEAT RELEASE 2082.000 CAL/GRAM  
EXIT ENTHALPY 2082.000 CAL/GRAM  
SPECIFIC HEAT .37038 CAL/GRAM/DEG K

CHEMICAL COMPOSITION OF PRODUCTS

SPECIE MOLE PERCENT HEIGHT PERCENT

|        |             |             |
|--------|-------------|-------------|
| DS     | 86.1332     | 93.1088     |
| H2     | 89.7149     | 9.6734      |
| ALNS   | 7.9807      | 10.1208     |
| AL2O3S | 7.0983      | 23.8147     |
| CO     | 0.0977      | 6.3867      |
| ALCL   | 0.0582      | 11.9966     |
| ALC6H8 | 1.2084      | 8.0787      |
| AL     | .289734E+00 | .287368E+00 |
| AL2O   | .273334E+00 | .267854E+00 |
| ALCLY  | .295313E+00 | .281234E+00 |
| 4      | .164928E+00 | .417234E+02 |
| C2H2   | .169048E+00 | .125823E+00 |
| HCL    | .157008E+00 | .120823E+00 |
| AL4    | .910188E+00 | .182348E+01 |
| CH4    | .181178E+01 | .140483E+01 |
| CH4    | .294001E+01 | .134866E+01 |
| V2     | .199138E+01 | .128024E+01 |
| C-1    | .334257E+02 | .131008E+02 |

Table 2 JI Inputs (continued)

|       |             |              |
|-------|-------------|--------------|
| CL    | .007745E-03 | .00612E-02   |
| ALOCU | .007163E-03 | .007816E-03  |
| CMO   | .003305E-03 | .00433E-03   |
| CHN   | .004045E-04 | .003148E-04  |
| VNS   | .003085E-04 | .002118E-04  |
| COZ   | .001605E-04 | .001278E-04  |
| CM20  | .000248E-04 | .000748E-04  |
| ALO   | .000535E-03 | .001120E-03  |
| CM2   | .002165E-03 | .003888E-03  |
| CM3CU | .00748E-04  | .001178E-03  |
| BN    | .000888E-03 | .001377E-03  |
| WNS   | .001778E-03 | .002877E-03  |
| JO    | .00248E-03  | .003748E-03  |
| IL20F | .001278E-03 | .0023748E-03 |
| ALC   | .001945E-03 | .003688E-03  |
| WV    | .002165E-03 | .0030107E-03 |
| BN    | .000216E-07 | .0019310E-07 |
| CM2   | .000788E-07 | .0010818E-07 |
| ALMO  | .000788E-07 | .0011887E-06 |
| ALY   | .001034E-07 | .0033552E-06 |
| DS    | .000888E-07 | .002760E-07  |
| B     | .002130E-07 | .006335E-07  |
|       | .000180E-07 | .000178E-08  |

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Table 4 Flow Field Summary  
 EXTERNAL BURNING PROPULSION ANALYSIS  
 BASIC DECK 20 REFERENCE RUN 1 CASE 401  
 SCHADOW AND CHIEFS RESULTS REPORT 17MPL-77-0610, APRIL 1979

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| FLOWFIELD SUMMARY |          |              |               |                  |               |                      |                    |                     |                     |                  |
|-------------------|----------|--------------|---------------|------------------|---------------|----------------------|--------------------|---------------------|---------------------|------------------|
| STATION           | ZI<br>IN | RADIUS<br>IN | AREA<br>SQ IN | PRESSURE<br>PSIA | TEMP<br>DEG R | DENSITY<br>GM/CCU FT | VELOCITY<br>FT/SEC | HEAT REL<br>BTU/SEC | ENTHALPY<br>BTU/CCU | SHAWA<br>MOL/SEC |
| 3                 | .194     | .892         | .103          | 4.37             | 1888.76       | .004869              | 8226.88            | -.00                | 498.10              | 1.281            |
| 4                 | .099     | .804         | .148          | 14.88            | 1868.27       | .004378              | 8048.35            | -.00                | 409.81              | 1.287            |
| 5                 | .010     | .818         | .189          | 17.13            | 1761.07       | .004668              | 8248.07            | -.00                | 364.84              | 1.171            |
| 6                 | .677     | .836         | .179          | 19.36            | 1897.84       | .006109              | 8328.16            | -.00                | 307.17              | 1.284            |
| 7                 | .837     | .891         | .134          | 19.38            | 1888.27       | .007889              | 8288.46            | -.00                | 275.18              | 1.288            |
| 8                 | 1.000    | .864         | .208          | 14.93            | 1429.89       | .008808              | 8288.00            | -.00                | 290.81              | 1.181            |
| 9                 | 1.161    | .875         | .208          | 14.99            | 1434.63       | .008349              | 8288.16            | -.00                | 230.96              | 1.181            |

Table 5 BBLIP Inputs  
 EXTERNAL BURNING PROPELLION ANALYSIS  
 BASIC DEC 20 REFERENCE RUN 1 CASE 601  
 UCHADON AND CHISEL RESULTS REPORT APRIL-PROV-60, APRIL 1970-

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BBLIP INPUTS

KNOXZ 6.  
 PHSED 8.00  
 SISED 1.00  
 CI 0.000  
 TYPE 0.  
 PRIFG 0.  
 RW 0.400  
 DELTAO 8.00 9.00  
 DELTAP 8.00 0.00  
 DELINE 8.00 0.00  
 THETNO 18.00 10.00  
 THETNP 8.00 0.00  
 THETNE 8.00 0.00  
 DELTAS 8.00  
 MOOTB 0.000  
 VMATCH 0.00  
 AOB 0.000  
 DELPB1 0.00  
 VBI 0.00

DELPB 0.00  
 VB 0.00

\*\*\* MENTON RAMHORN LOOP FAILED. WILL TRY AGAIN... VOB .0201

Table 6 Solution Variables  
ANNULUS 2

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| SOLUTION VARIABLES<br>(ITERATION 5) |                   |
|-------------------------------------|-------------------|
| ANNULUS                             | 1 2               |
| PHETAU                              | 13.050 8.548      |
| DELTA                               | 0.054 3.058       |
| PIPJ                                | 1331.994 2499.273 |
| PIPIN                               | 2463.050          |
| EPBYM                               | 0.001934          |

Table 7 Performance Summary  
EXTERNAL BURNING PROPULSION ANALYSIS  
BASIC DECK 20 REFERENCE RUN 1 CASE 601

| SCALDOW AND CHIEFS RESULTS REPORT APRIL-78-79-80, APRIL 1979 |       |          |                    |  |           |  |  |  |  |
|--|-------|----------|--------------------|--|-----------|--|--|--|--|
| PAGE 4   |       |          |                    |  |           |  |  |  |  |
| FLOW AT BASE PLANE   |       |          |                    |  |           |  |  |  |  |
| JET SHOCK LAYER  |       |          |                    |  |           |  |  |  |  |
| PRESSURE   | P1    | 2130.024 | LB/FT <sup>2</sup> |  |           |  |  |  |  |
| MACH NUMBER  | M1    | 3.03     | DIMENSIONLESS      |  |           |  |  |  |  |
| VELOCITY   | V1    | 1987.88  | FT/SEC             |  |           |  |  |  |  |
| INJECTANT ANNULUS  |       |          |                    |  |           |  |  |  |  |
| PRESSURE   | P1    | 2130.793 | LB/FT <sup>2</sup> |  |           |  |  |  |  |
| MACH NUMBER  | M1    | 3.03     | DIMENSIONLESS      |  |           |  |  |  |  |
| VELOCITY   | V1    | 1987.88  | FT/SEC             |  |           |  |  |  |  |
| FLOW IMMEDIATELY BEFORE REATTACHMENT                         |       |          |                    |  |           |  |  |  |  |
| FLOW AT CRITICAL POINT                                       |       |          |                    |  |           |  |  |  |  |
| PRESSURE   | P2    | 1131.994 | LB/FT <sup>2</sup> |  |           |  |  |  |  |
| MACH NUMBER  | M2    | 2.04     | DIMENSIONLESS      |  |           |  |  |  |  |
| VELOCITY   | V2    | 1341.17  | FT/SEC             |  |           |  |  |  |  |
| TEMPERATURE  | TCHM  | 787.13   | DEG R              |  |           |  |  |  |  |
| CAVITY GEOMETRY  |       |          |                    |  |           |  |  |  |  |
| ANNULUS 1  |       |          |                    |  | ANNULUS 2 |  |  |  |  |
| BASE RADIUS  | R0    | 12801    | FT                 |  |           |  |  |  |  |
| ANNULUS THICKNESS  | R1    | 10108    | FT                 |  |           |  |  |  |  |
| AT BASE PLANE  |       |          |                    |  |           |  |  |  |  |
| ANNULUS RADIUS AT  | RTURN | 11390    | FT                 |  |           |  |  |  |  |
| TURNING POINT  |       |          |                    |  |           |  |  |  |  |
| DISTANCE FROM BASE   | LYORN | 10178    | FT                 |  |           |  |  |  |  |
| TO TURNING POINT   |       |          |                    |  |           |  |  |  |  |
| ANNULUS RADIUS AT  | R3    | 10899    | FT                 |  |           |  |  |  |  |
| REATTACHMENT   |       |          |                    |  |           |  |  |  |  |
| DISTANCE TO  | ML    | 13373    | FT                 |  |           |  |  |  |  |
| REATTACHMENT   |       |          |                    |  |           |  |  |  |  |
| CAVITY HALF-ANGLE  | THETA | 13.98    | DEG                |  |           |  |  |  |  |
| ANNULUS STRAHLING  | DELTA | 0.64     | DEG                |  |           |  |  |  |  |
| DIVERGENCE   |       |          |                    |  |           |  |  |  |  |
| MIXING MIXTURE-SLOPE   | SIGMA | 1.00     | DEG                |  |           |  |  |  |  |
| HALF ANGLE   |       |          |                    |  |           |  |  |  |  |
| GAP WIDTH  | GAPW  | 0.03     | FT                 |  |           |  |  |  |  |
| BASE WIDTH/BASE  | GAPWD | 0.071    | DIMENSIONLESS      |  |           |  |  |  |  |
| CIRCUMFERENCE  |       |          |                    |  |           |  |  |  |  |
| GAP CORRECTION   | COAP  | 0.991    | DIMENSIONLESS      |  |           |  |  |  |  |
| FACTOR   |       |          |                    |  |           |  |  |  |  |

Table 7 Performance Summary (continued)

EXTERNAL BURNING PROPELLION ANALYSIS  
BASIC DECK 20 REFERENCE RUN 1 CASE 601

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| FLOW RATES                          |        |          |           |  |  |
|-------------------------------------|--------|----------|-----------|--|--|
| INJECTANT FLOW                      |        |          |           |  |  |
| MASS                                | MOJUV  | .0001    | LB/SEC    |  |  |
| MOMENTUM                            | MOJUV  | 293.47   | LB/FT/SEC |  |  |
| BASE BLEED                          |        |          |           |  |  |
| MASS                                | MOBTS  | 0.00000  | LB/SEC    |  |  |
| MOMENTUM                            | MOBTS  | 0.00     | LB/FT/SEC |  |  |
| ANNULUS MASS FLOW AT                |        |          |           |  |  |
| BASE PLANE                          | MOBTA  | .96179   | LB/SEC    |  |  |
| ANNULUS 2                           |        |          |           |  |  |
| ENTRAINED MASS FLOW                 |        |          |           |  |  |
| UPSTREAM OF TURNING POINT           | DMOTUP | .0380    | LB/SEC    |  |  |
| DOWNSTREAM OF TURNING POINT         | DMOTDN | .1982    | LB/SEC    |  |  |
| TOTAL FLOW AT REATTACHMENT          |        |          |           |  |  |
| MASS                                | MOBTPS | .1798    | LB/SEC    |  |  |
| MOMENTUM                            | MOBTPS | 2678.46  | LB/FT/SEC |  |  |
| ANNULUS 2                           |        |          |           |  |  |
| ENTRAINED MASS FLOW                 |        |          |           |  |  |
| UPSTREAM OF WAKE SHOCK              | DMOTUP | .0407    | LB/SEC    |  |  |
| DOWNSTREAM OF WAKE SHOCK            | DMOTDN | .0486    | LB/SEC    |  |  |
| TOTAL FLOW AT CRITICAL POINT        |        |          |           |  |  |
| MASS                                | MOBTPS | .11363   | LB/SEC    |  |  |
| MOMENTUM                            | MOBTPS | 2099.89  | LB/FT/SEC |  |  |
| PERFORMANCE                         |        |          |           |  |  |
| BASE PRESSURE                       |        |          |           |  |  |
| PP/PP                               | PP/PP  | 1131.594 | LB/FT/SEC |  |  |
| REATTACHMENT PRESSURE               | PP/PP  | 2483.090 | LB/FT/SEC |  |  |
| PP/PP                               | PP/PP  | 1.26700  | LB/FT/SEC |  |  |
| ADJUSTED BASE PRESSURE              | PP/PP  | 994.282  | LB/FT/SEC |  |  |
| MASS FLOW RATIO                     | PP/PP  | .00949   | LB/FT/SEC |  |  |
| (INJECTED/INTERCEPTED)              | PP/PP  | .0117    | LB/FT/SEC |  |  |
| MASS FLOW RATIO                     | PP/PP  | .0382    | LB/FT/SEC |  |  |
| (INJECTED/INTERCEPTED)              | PP/PP  | .0382    | LB/FT/SEC |  |  |
| SPECIFIC IMPULSE                    |        |          |           |  |  |
| BASE PRESSURE RISE                  | PP/PP  | 121.002  | SEC/SEC   |  |  |
| SPECIFIC IMPULSE LOSS DUE TO        | PP/PP  | 89.488   | SEC/SEC   |  |  |
| NOZZLE CHYT                         | PP/PP  | 121.002  | SEC/SEC   |  |  |
| SPECIFIC IMPULSE                    | PP/PP  | 121.002  | SEC/SEC   |  |  |
| TOTAL TIMES VMAX EXCEEDED           |        | 0        |           |  |  |
| TOTAL TIMES LOW TO-HIGH ENCOUNTERED |        | 0        |           |  |  |

## 5.2 Intermediate Level Output

### 5.2.1 Station Output

This level output is produced upstream of the base and is obtained by setting flag  $PF_A$  equal to 1. It includes all output contained in Level 1 plus additional tables of expanded information of station data. The tables appear for each station in the downstream region to the base plane.

The downstream station summary is shown in Table 8. It includes station location, current summary flow field data, and a station flow field for the computational ray measured from the body normal to the shock. This flow field contains for each point along the ray, its Z-distance and radius measured in penetration heights, velocity normalized to freestream velocity, pressure, density normalized to freestream density, local velocity, temperature, stream function (PSI) value, and a measure of constant enthalpy at the PSI value. The first flow field line of output is on the shock, and the last is at the body. The force computations indicated in the upper left corner are deleted.

### 5.2.2 Annulus Output

This level of output is produced at and downstream of the base plane and is obtained by setting  $PF_p$  equal to 1. Table 9 lists flow parameters and geometry at the base when computations are entered for annulus 1 and conditions of the annulus 2 entrance when computations are entered for the 2nd annulus.

For annulus 1, AI, PI, MI, VI, MDOTI, MOMI, and FI denote the area, pressure, Mach number, velocity, mass flow rate, momentum and force, respectively, of the annulus flow from each nozzle at the base plane. The PIP1 and MDTIPI are pressure and flow rate at reattachment and are initialized to the values at the base. The MOLWT, ROCHEM, TCHEM, and GAMMA denote molecular weight, density, temperature and specific heat from thermochemistry. The outer flow parameters are indicated by M1, P1, T1, RH01, V1, M1P, P1P, RH01P, and V1P, with the P- appended variables representing a Prandtl-Meyer expansion of flow around the base. The MDOTNI, MODTNA and MDOTNJ are the total mass, air and jet flow rates from the nozzles around the base cavity. The mass fractions of fuel and oxidizer are XMF and XMO. The AREAB, RB and RI denote the base area, base radius and annulus thickness at the base plane.

Table 8 Downstream Station Summary  
 EXTERNAL BURNING PROPULSION ANALYSIS  
 BASIC BACK 20 REFERENCE RUN 1 CASE 601  
 SCHEDULE AND CHARGE RESULTS REPORT APRIL 10-19, APRIL 1979

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DOWNSTREAM STATION 9 SUMMARY

2 0 .106 PSBT

| OUTER<br>INNER<br>TOTAL<br>BASE<br>TOTAL FORCE | Z/M | R/M | U | P.PSF | STATION 8 PLOWZ/200<br>RHO/ROINP | VEL.FT/SEC | TEMP.R | PSI | TOTAL HEAT RELEASE<br>STA HEAT RELEASE<br>ENTHALPY<br>SP. HEAT RATIO<br>MOLECULAR WEIGHT | -0.009 BTU/SEC<br>-0.000 BTU/SEC<br>350.964 BTU/LBM<br>1.301<br>89.088 |
|--|-----|-----|---|-------|----------------------------------|------------|--------|-----|--|--|
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |
| 0.000 LBS                                      |     |     |   |       |                                  |            |        |     |  |  |

Table 9 Base End Conditions  
ANNJUL8 1

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```

AI .1442741E-02 PI .2187938E-04 HOLI .1879425E-01 VI .2885182E-04 MDTI .2810099E-02
PIPI .2587938E-04 MDTI .1 .1879425E-04 MDTI .1879425E-04 MDTI .1879425E-04
QIAMA .1300078E-01 M1 .1832407E-01 M1 .1832407E-01 M1 .1832407E-01 M1 .1832407E-01
WDATNA .1443140E-01 MDTM .1279348E-02 XPI .1369748E-02 XPI .1369748E-02 XPI .1369748E-02
RG .1250039E-02 M1 .1084821E-01 ATN .1429243E-01 MDTI .1369748E-02 MDTI .1369748E-02
HOMI .1390044E-02 M1 .1832407E-01 PIP .1832407E-01 PIP .1832407E-01 PIP .1832407E-01
THRTAB .1388481E-01 THRTAB .1832407E-01 THRTAB .1832407E-01 THRTAB .1832407E-01
*** NEWTON ALPHAEM LOOP FAILED. WILL TRY AGAIN... VCS .1281

```

AIN measures the cross sectional area between the base and reattachment circumferences. The angles THETAB and THETAW are the body angles measured with respect to the vehicle surface and the cavity half angle. THETAC is the input angle THETA2 discussed in the section "EBPA Inputs". MVRINL is to be ignored.

At the entrance to annulus 2, AI, PI, MI, VI, MDOTI, MOMI and FI are updated to contain the values at reattachment. MOLWT, ROCHEM, TCHEM and GAMMA are initially the last results computed in annulus 1. M1, P1, T1, RH01, V1, M1P, P1P, RH01P, and V1P become the outer flow parameters for annulus 2. MDOTNI is also updated. MDOTNA, MDOTNJ, XMF and XMO remain constant throughout iterations. AREAB, RB, RI and THETAB become values at the reattachment cross sectional entrance to annulus 2. AIN is the initial value of the cross sectional area between the circumferences at reattachment and the critical point. The THETAW is the inner flow half-angle and THETAC contains the current value of the cavity half-angle of annulus 1.

All of the above tabulations are printed, *if requested*, for each new computation of the streamline divergence angle of annulus 1 and at the entrance of computations for annulus 2.

Tables 10 and 11 are samples of compact iteration output for annulus 1 and annulus 2 respectively.

The output for annulus 1 is printed at convergence of the base pressure from iterations of the streamline divergence angle DELTA and at the current iterated cavity half angle THETAW. For this option, STEP is the number of iterations in DELTA required for convergence. R3 is the annulus radius at reattachment, AL and HL distances from the base center and along the centerline to reattachment. LTURN is the distance to and RTURN the annulus radius at the turning point. TURANG is the turning angle of flow. ALPHA is the angle between an equivalent single ray and streamline upstream. DAREA is the area for mass flow entrained in the outer sheet layer. PIP1 is the converged base pressure at reattachment. POUTU, POUTD and PIN are pressures on the annulus outer --upstream and downstream of the turning point-- and inner



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boundaries. PIPM and PMI are the pressure and Mach number obtained after the flow is turned at the base plane. EPSP is the relative error between PIP1 and POUTD and satisfies the criterion for convergence. AIP1 is the cross sectional area of the flow at reattachment. FIN, FOUT, and FTOTAL are inner, outer, and total forces; MDIPI1 is mass flowrate at reattachment, DMTOTA is the amount of added air, TOTMOM is conservation momentum, and DMOMI is the change in mass flow up and downstream of the turn in flow. DMDTUP and DMDTDN are the mass flow rates. MIP1, TCHEM, VIP1, VMAX, RCHEM and ROCHEM are reattachment Mach number, temperature, velocities, perfect gas law constant, and density of the flow. M2, P2, V2, and RHO2 are the outer flow parameters at reattachment. RHOVUP, RHOVDN, VOUTUP, and VOUTDN are the  $\rho V$  products and velocities up- and downstream of the turning point. PDREL gives a relative error for successive iterates in PIP1. THETWG, EPSG, RSTAR, HLREL, which have no meaning for annulus 1, MDIENT and MREAT, not computed at this point, are all set to zero. The variables PINR, PAROU, MUROU, PAROD, MVREX, PARIN and RMOMCK are irrelevant.

In annulus 2, the output is printed at each convergence of pressure at the critical point, and until there is convergence in the inner flow half angle. The variables are similarly defined as in annulus 1. Those values defined relative to the base plane in annulus 1 are now defined relative to the cross sectional entrance to annulus 2; and the values defined at reattachment are now defined at the critical point. THETAW and THETWG are the inner flow half angle iterates. The EPSG is the relative error satisfying angle convergence. MDIENT and MREAT are entrained mass flow rate and Mach number of the inner flow at reattachment. RSTAR is the annulus thickness at the critical point. HLREL gives a relative error for successive iterates in HL.

Table 12 lists computations for the 1st annulus inner flow at reattachment. If  $PF_p = 1$ , the output is printed on convergence of the divergence angle DELTA at the current cavity half-angle THETAW. If  $PF_p = 2$ , output is printed at each DELTA iteration. The first line of values are reprinted from Table 10. UOXR is centerline flow velocity of the recirculation region, positive downstream. RCAV is annulus inner flow radius, XMDTSL and MDTDLS are the incremental and total momentum flux across the dividing streamline.

Table 12 Inner Flow  
ANNJULUS 1

PAGE 3 A

| INNER FLOW AT REATTACHMENT |            |        |           |           |        |          |           |          |  |
|----------------------------|------------|--------|-----------|-----------|--------|----------|-----------|----------|--|
| DELTA                      | INBYAM     | MI     | PIPE      | VIP       | MIPI   | YCHEN    | ROCHEN    | ROCHEN   |  |
| -12486                     | 10.0000    | 4309   | 3486.2018 | 3310.9979 | 8.2883 | 799.4288 | 1714.8449 | 18810823 |  |
| HLK                        | UOKR       | RGAV   | XMDTBC    | MDYDBL    |        |          |           |          |  |
| 10639                      | -1912.8908 | 1137   | 4.7836    | 6.7558    |        |          |           |          |  |
| 11279                      | -1932.6489 | 1125   | 6.1288    | 12.1926   |        |          |           |          |  |
| 11818                      | -1959.4227 | 1012   | 9.1848    | 16.4176   |        |          |           |          |  |
| 12588                      | -1993.2390 | 1079   | 4.9114    | 23.3282   |        |          |           |          |  |
| 13107                      | -2038.2569 | 8684   | 4.2892    | 27.6274   |        |          |           |          |  |
| PIPSH                      | MDYDBL     | MDOTO  | MDOTHC    | MDYBNT    | MDYBNT |          |           |          |  |
| 3873.4259                  | 27.6274    | 0.8088 | 8.8888    | 1.880733  | 1.0321 |          |           |          |  |
|                            |            |        |           |           | 8.0000 |          |           |          |  |

These values are tabulated at distances HLX along the centerline from the base plane to reattachment. PIPIN is the pressure at reattachment, MDOTO base bleed momentum, MDOTHL momentum flux out of the inner flow at the downstream end, MDTENT entrained mass flow rate, MRE and MREAT the reattachment Mach numbers averaged over the exit flow of annulus 1 and the entrance flow to annulus 2, respectively.

### 5.3 Detail Level Output

#### 5.3.1 Diagnostic/Trace Output

This level of output is called by setting  $PF_A$  equal to 2. This level of output includes all the printout of the other two levels plus the intermediate computations of variables and arrays during the interaction processes for the conservation equations in the upstream, downstream, and annulus regions, the thermochemical computations, mixing calculations, and calculations for the beginning of the downstream region. This level of output is primarily for debugging and maintenance operations and examples are not included in this manual because of the large quantity of output.

#### 5.3.2 Chemistry Data Printout

Additional chemistry data may be obtained for each station by setting  $PF_B$  equal to 1. The output consists of the chemical composition of products for each combustion zone at each upstream, downstream, and annulus station.

#### 5.3.3 Extended Annulus Output

This output is an extension of the iteration output discussed in the section "Annulus Output" and is obtained by setting  $PF_P$  equal to 2. A sample of the output is shown in Tables 13 and 14. In annulus 1, the STEP value in this option identifies a computation step. STEP 0 is a first computation for a given THETA and DELTA. The 1 and 2 STEP's are generated to update thermochemistry to be consistent with the PIP1. In annulus 2, the above looping is repeated to achieve a consistent HL as reflected in the value HLREL. All other variables have the meanings described in the section "Annulus Output."

### 5.4 Sample Case Loadsheet

Figures 9, 10 and 11 represent loadsheets data entries to produce the sample case run.

**PAGE 1**

### • ITERATIONS FOR DELTA 3 •

PAGE 397A

**SOLUTION: TEMPERATURE LOOPS**

## LOADSHEET 1

|     |    |      |      |    |    |    |    |
|-----|----|------|------|----|----|----|----|
| 63  | 65 | 66   | 67   | 68 | 70 | 71 | 72 |
| 002 | 00 | 00   |      |    |    |    |    |
| BD  | RR | CASE | PAR  |    |    |    |    |
|     |    |      | CASE |    |    |    |    |

| JOB TITLE CARD               |   |   |   |   |   |   |   |   |    | BD      |   |   |   |   |   |   |   |   |    | HW                 |   |   |   |   |   |   |   |   |    | CASE |   |   |   |   |   |   |   |   |    | CASE |   |   |   |   |   |   |   |   |    |
|------------------------------|---|---|---|---|---|---|---|---|----|---------|---|---|---|---|---|---|---|---|----|--------------------|---|---|---|---|---|---|---|---|----|------|---|---|---|---|---|---|---|---|----|------|---|---|---|---|---|---|---|---|----|
| 10                           |   |   |   |   |   |   |   |   |    | 20      |   |   |   |   |   |   |   |   |    | 30                 |   |   |   |   |   |   |   |   |    | 40   |   |   |   |   |   |   |   |   |    | 50   |   |   |   |   |   |   |   |   |    |
| 1                            | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1       | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1                  | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| FOOT'S SCHAFFNER AND CHIFFRE |   |   |   |   |   |   |   |   |    | RESULTS |   |   |   |   |   |   |   |   |    | REPORT AFRPL-TR-70 |   |   |   |   |   |   |   |   |    |      |   |   |   |   |   |   |   |   |    |      |   |   |   |   |   |   |   |   |    |
| FOOT'S-10, APRIL 1979        |   |   |   |   |   |   |   |   |    |         |   |   |   |   |   |   |   |   |    |                    |   |   |   |   |   |   |   |   |    |      |   |   |   |   |   |   |   |   |    |      |   |   |   |   |   |   |   |   |    |

| QUAN               | LOC | VALUE |
|--------------------|-----|-------|
| VEHICLE PARAMETERS |     |       |
| 01                 | 1   | 12    |

|            |     |       |     |
|------------|-----|-------|-----|
| $\theta_1$ | 1   | 12.   | DEG |
| $\theta_2$ | 2   | 0.1   | DEG |
| $X_{body}$ | 3   | 5.584 | FT  |
| $X_{cone}$ | 4   | 0.584 | FT  |
| $D_1$      | 30  |       |     |
| $\theta_j$ | 65  | 0.    | DEG |
| $R_E$      | 66  |       | FT  |
| $R_N$      | 6.7 |       | FT  |

| FLIGHT PARAMETERS |    |       |     |
|-------------------|----|-------|-----|
| M <sub>∞</sub>    | 5  | 2.    |     |
| ALT               | 6  |       | FT  |
| P <sub>∞</sub>    | 7  | 1944. | PSF |
| T <sub>∞</sub>    | 8  | 540.  | °R  |
| α                 | 9  |       | DEG |
| PHI               | 10 |       | DEG |
| I <sub>CG</sub>   | 11 | 1.83  | FT  |
| Y                 | 12 | 1.4   |     |

|             |    |        |     |
|-------------|----|--------|-----|
| $P_i$       | 13 | 81.7   | PSI |
| $A_j$       | 14 | 6.2030 | IN2 |
| $E_{ratio}$ | 15 | 0.01   |     |
| $\alpha_j$  | 16 | 0.     | DEG |
| $Z_{jet}$   | 17 | 1.     | IN  |
| $\beta$     | 18 | 15.    | DEG |

| CHEMISTRY PARAMETERS |    |     |
|----------------------|----|-----|
| KINDF                | 19 | 7.  |
| KINDO                | 20 | 9.  |
| NR                   | 21 | 0.  |
| Ccrit                | 29 | 94. |
| Nz                   | 32 | 1.  |
| O/F                  | 64 | 1.  |

|       |    |
|-------|----|
| $M_L$ | 24 |
| $P_L$ | 25 |
| $T_L$ | 26 |
| $V_L$ | 27 |

|                 |    |  |  |  |  |
|-----------------|----|--|--|--|--|
| PF <sub>A</sub> | 39 |  |  |  |  |
| PF <sub>B</sub> | 40 |  |  |  |  |
| P <sub>c</sub>  | 50 |  |  |  |  |
| LC              | 68 |  |  |  |  |

|     |    |   |
|-----|----|---|
| 197 | 25 | 7 |
|-----|----|---|

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# EXTERNAL BURNING PROPULSION ANALYSIS

## LOADSHEET 2

KEYPUNCH:  
PUNCH IN ALL CARDS

MUST BE FILLED IN FOR  
PROPER PROCESSING

|    |    |      |      |      |    |    |    |
|----|----|------|------|------|----|----|----|
| 63 | 65 | 66   | 67   | 68   | 70 | 71 | 72 |
| 00 | 00 | 01   | 00   | 00   |    |    |    |
| BD | RR | CASE | PART | CASE |    |    |    |

| QUAN             | LOC  | VALUE |
|------------------|------|-------|
| BASE GEOMETRY    |      |       |
| N <sub>noz</sub> | 9.6  | 6.0   |
| $\phi_B$         | 9.7  |       |
| $\phi_D$         | 9.8  | 1.0   |
| $C_B$            | 9.9  |       |
| R <sub>Wc</sub>  | 1.02 |       |
| ANNULUS GEOMETRY |      |       |
| $\delta_{01}$    | 1.03 | 0.0   |
| $\delta_{c1}$    | 1.05 |       |
| $\delta_{01}$    | 1.07 |       |
| $\theta_{w01}$   | 1.09 | 1.0   |
| $\theta_{w1}$    | 1.11 |       |
| $\theta_{w21}$   | 1.13 |       |
| $\delta_{02}$    | 1.04 | 5.0   |
| $\delta_{c2}$    | 1.06 |       |
| $\delta_{02}$    | 1.08 |       |
| $\theta_{w02}$   | 1.10 | 1.0   |
| $\theta_{w12}$   | 1.12 |       |
| $\theta_{w22}$   | 1.14 |       |

| QUAN                  | LOC  | VALUE |
|-----------------------|------|-------|
| BASE BLEED PARAMETERS |      |       |
| $\Delta R$            | 1.15 | 2.01  |
| $m_b$                 | 1.16 | 0.0   |
| $V_m$                 | 1.17 | 0.5   |
| $A_{06}$              | 1.18 | 0.0   |
| $\Delta P_6$          | 1.19 | 0.0   |
| $V_0$                 | 1.20 | 0.0   |
| PRINT FLAG            |      |       |
| P <sub>FP</sub>       | 1.01 | 0.0   |

KEYPUNCH: INPUT A-2

Figure 10 Sample Case Loadsheets RR Entries

## EXTERNAL BURNING PROPULSION ANALYSIS

## LOADSHEET 1

MUST BE FILLED IN FOR  
PROPER PROCESSING

63 65 66 67 68 70 71 72  
02 01 05 1

JOB TITLE CARD

60 RR CASE PART  
CASE

|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 00 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

☒ KEYPUNCH:  
PUNCH IN ALL CARDS

| QUAN               | LOC | VALUE |     |
|--------------------|-----|-------|-----|
| VEHICLE PARAMETERS |     |       |     |
| $\theta_1$         | 1   |       | DEG |
| $\theta_2$         | 2   |       | DEG |
| Xbody              | 3   |       | FT  |
| Xcone              | 4   |       | FT  |
| DNE                | 30  |       |     |
| $\theta_j$         | 65  |       | DEG |
| RE                 | 66  |       | FT  |
| RN                 | 67  |       | FT  |

|                   |    |  |     |
|-------------------|----|--|-----|
| FLIGHT PARAMETERS |    |  |     |
| M <sub>∞</sub>    | 5  |  |     |
| ALT               | 6  |  | FT  |
| P <sub>∞</sub>    | 7  |  | PSF |
| T <sub>∞</sub>    | 8  |  | °R  |
| $\alpha$          | 9  |  | DEG |
| PHI               | 10 |  | DEG |
| I <sub>cg</sub>   | 11 |  | FT  |
| Y                 | 12 |  |     |

|                     |    |        |                 |
|---------------------|----|--------|-----------------|
| INJECTOR PARAMETERS |    |        |                 |
| P <sub>j</sub>      | 13 | 81.7   | PSI             |
| A <sub>j</sub>      | 14 | 0.2087 | IN <sup>2</sup> |
| E <sub>RATIO</sub>  | 15 |        |                 |
| $\alpha_j$          | 16 |        | DEG             |
| Z <sub>jet</sub>    | 17 |        | IN              |
| $\beta$             | 18 |        | DEG             |

| QUAN                 | LOC | VALUE |
|----------------------|-----|-------|
| CHEMISTRY PARAMETERS |     |       |
| KINDF                | 19  |       |
| KINDO                | 20  |       |
| $\eta_R$             | 21  |       |
| C <sub>crit</sub>    | 29  |       |
| N <sub>z</sub>       | 32  |       |
| O/F                  | 64  |       |

|                  |    |        |
|------------------|----|--------|
| LOCAL CONDITIONS |    |        |
| M <sub>L</sub>   | 24 |        |
| P <sub>L</sub>   | 25 | PSF    |
| T <sub>L</sub>   | 26 | °R     |
| V <sub>L</sub>   | 27 | FT/SEC |

|                 |    |  |
|-----------------|----|--|
| OPTION FLAGS    |    |  |
| PFA             | 39 |  |
| PF <sub>B</sub> | 40 |  |
| P <sub>c</sub>  | 50 |  |
| LC              | 68 |  |

|                  |    |  |
|------------------|----|--|
| PST <sub>z</sub> | 22 |  |
|------------------|----|--|

Figure 11 Sample Case Loadsheets CASE Entries

## Section 6

### OPERATING MESSAGES

This section lists messages that are for the user's information. The messages indicate that although the program terminates in normal fashion, the expected results have been influenced by corrective actions within the program. The messages are listed under the name of the subroutine in which they occur.

#### Subroutine AMTURN

##### AMTURN NON-CONVERGENT IN 20 ITERATIONS

Local conditions computed for biconic vehicle may be in error, or Mach expansion angle in the annulus region is excessive. Program continues execution.

#### Subroutine BBMODL

1. SOLUTION NOT FOUND FOR THETA  $\theta_n$
2. SOLUTION NOT FOUND FOR DELTA  $\delta_n$ .

The maximum number of iterations for the half angles or the divergence angles in the annulus region has occurred. The  $n$  is the annulus number. The program continues execution until the message occurs for the THETA 1. At that point, execution proceeds to the control routine for a new case of input data.

#### Subroutine GENTRY

1. \*\*\*HL = XXX LTURN = XXX AT DELTA = XXX AND THETA = XXX\*\*\*  
TRY NEXT DELTA

The distance HL to the reattachment (or critical point) is less than the distance LTURN from the base (or reattachment) to the turning point for annulus 1 (or 2). Program will adjust values and continue execution.

2. INITIAL THETA TOO LARGE - TRY NEW GUESS

The cavity half angle of annulus 1 will be reduced and execution continued.

3. \*\*\*TRY NEW THETA THETA DELTA R3 RTURN HL L TURN RSTAR API  
XXX XXX XXX XXX XXX XXX XXX XXX

The current cavity half angle of either annulus has caused the annulus radius and/or cross section area at reattachment or critical points to

become negative. The XXX's represent the values listed. The program will continue execution.

#### SUBROUTINE INCRMT

1. \*\*\* DELTA RESET FROM XXXX
2. \*\*\* THETAW RESET FROM XXXX

The Newton-Raphson method has produced an increment of undesirable magnitude. The value is reset from that indicated and execution continues. The message(s) are printed only if the  $PF_p$  flag of Loadsheet 2 is set equal to 2.

#### Subroutine OUTER

1. MAXIMUM ITERATIONS IN OUTER  
AT DOWNSTREAM STATION XXX  
SUMMARY PRINTOUTS FOLLOW

Inner and outer solutions upstream of the base have not converged. Summary printouts and totals will be printed up to the indicated station and execution will proceed to the next data case.

2. PRESSURE PERTURBATIONS BECOME INSIGNIFICANT  
AT DOWNSTREAM STATION XXX  
SUMMARY PRINTOUTS FOLLOW

Expansion process is such that flow Mach angle has been achieved and no further expansion can occur. Summaries and totals are printed and the program execution proceeds to the next data case.

#### Subroutine PBSOLV

\*\*\* MAX LOOPS FOR HLREL XXXX - WILL TRY NEW DATA

This message applies to the annulus 2 region and indicates inner loop iterations have not produced a satisfactory computation for the reattachment to critical point distance. Execution continues with the existing value of HL.

#### Subroutine PMOMNT

\*\*\*TCHEM = XXXX - TRY NEXT DELTA

Temperature computations in the annulus region have fallen below that permitted by the program. A new divergence angle is determined and execution continues. The message is printed only when  $PF_p = 2$ .

## Section 7

### TROUBLESHOOTING

This section provides information necessary for the user to troubleshoot the subprograms to the degree needed to isolate and correct user errors. All diagnostic messages and their explanations are listed under the name of the subroutine in which they are printed.

#### Subroutine DEFIOJ

CANT FIND BASIS

FATAL ERROR IN H099, EXECUTION TERMINATED

An improper chemistry tape has been mounted. Check for correct reel number. Program terminates execution.

#### Subroutine DNCON

1. NEWTON RAPHSON LOOP FAILED, WILL TRY AGAIN VC=XXX.XXXX  
Program is attempting to estimate velocity in downstream region. The message is information only and the program continues.
2. EST VIP1 CONVG FAIL, VG, VC, VCDR, VIP1, VMAX, CONV  
(Printed values for each variable)  
Program is attempting to estimate for velocity in downstream region.  
A new guess is made and the program continues.
3. ROCHEM CONVG FAILURE, ROCHEM, ROBB, VIP1, VIP1C  
(Printed values for each variable)  
Convergence failure in computation of velocity from continuity. A new guess is made and the program continues.
4. OVER 40 ITERATIONS IN DOWNSTREAM  
Iteration with chemistry to solve conservation equations in density, velocity and pressure have exceeded 40. Program proceeds to next data case.
5. CHOKED FLOW  
No solution exists at this point of downstream iteration. Program assumes sonic flow and continues.

#### Subroutine MIX

MIX WILL NOT CONVERGE

Output from routine unobtainable in 30 iterations. Program requires modification for rectification. Discard data. Program will proceed to next case of data.

#### Subroutine PERFRM

FATAL ERROR IN PERFRM

Message follows indication of error in fuel ingredient table. Program proceeds to next case.

#### Subroutine SEARCH

HARK, NO COMBUSTION SPECIES FOR (NAME) REVISE PEPAUX

Combustion species indicated could not be found on the chemistry input tape. Program proceeds to next case.

#### Subroutine SIBODY

1. THIS NOTE IS FROM THE RADIUS SUBPROGRAM, AND INDICATES THE EXISTENCE OF AN ERROR CONDITION

Applies to the following messages:

2. THIS SUBROUTINE CONCLUDES THAT THE SOLUTION RAIR IS LESS (GREATER) THAN THE MINIMUM (MAXIMUM) PERMISSIBLE VALUE OF RMIN (RMAX). THE MINIMUM (MAXIMUM) PERMISSIBLE VALUE WILL BE RETURNED AS THE SOLUTION VALUE.

Information message in the computation of  $\psi$  values at the body. RAIR is radius of curvature parameter.

#### Subroutine STREAF

1. BODY STREAMLINE ABOVE JET SHOCK
2. STREAMLINE INTERSECTS SHOCK BEYOND Z=1

For either message there is no solution for outer conditions with given inner conditions. Program proceeds to next data case.

#### Subroutine UPCON

1. VI CONVERGENCE INCOMPLETE

Information only. The Newton-Raphson solution for upstream velocity has not been achieved. A new guess is made and another solution is attempted.

## 2. CHOKE FLOW

No solution exists at this point of upstream iterations. Program assumes sonic flow and continues.

### Subroutine INPUTA

The following error messages will be printed if any of these conditions occur when input data cards are loaded.

#### 1. CARD IGNORED

Printout of card; execution will continue

Either card column 1 contains a zero or blank, or card column 62 contains any punch other than a zero or blank.

If any one of the following errors occur, these error messages will be printed, and execution will be terminated.

#### 2. PROGRAM NUMBER ON DATA CARD INCONSISTENT WITH ACTUAL PROGRAM NUMBER XXXX

Printout of card

The program number has been punched in the data cards, and it does not agree exactly with the program number referenced in the CALL INPUTA statement. Leave columns 73 - 76 blank.

#### 3. INVALID CARD COLUMN 1 PUNCH

Printout of card

Column 1 contains a punch other than zero, blank, 5, 6, 7, D, E, I, N, or =. EBPA data cards require the E or =.

#### 4. INCORRECT CASE IDENTIFICATION FIRST CARD

Printout of card

First card contains either a non-zero RR and a non-zero CASE, or a zero RR and a zero CASE.

#### 5. CARDS NOT IN SEQUENCE.

Printout of card

RR or CASE numbers on data cards are not in monotonically increasing order.

#### 6. REFERENCE RUN NUMBER CHANGE BEFORE NONZERO CASE.

Printout of card

RR number has changed before a CASE data card has been read.

8. NO CASE DATA  
Printout of card.  
All data cards were read, without encountering a non-zero CASE number.
9. LOCATION LESS THAN OR EQUAL TO ZERO  
Printout of card  
LOC entry on a data card was  $\leq 0$ .
10. LOCATION GREATER THAN MAXD - XXXXX.  
Printout of card  
LOC entry on data card is greater than maximum size specified in the CALL INPUTA statement.
11. MAXD LESS THAN 4.  
Maximum size specified in the CALL INPUTA statement is  $< 4$ .
12. BASIC DECK NUMBER CHANGE BEFORE NON-ZERO CASE.  
Printout of card.  
BD number has changed before a CASE data card has been read.
13. NO BASIC DECK DATA  
Printout of card  
BD number had changed, and a non-zero CASE number appears on the same card.

If any of the following messages occur, the user should check card column 1 for an "E" on numeric data cards and for an "=" on title heading cards:

PART CASE PREVIOUSLY DEFINED FOR MATRIX INPUT  
PART CASE PREVIOUSLY DEFINED FOR NON-MATRIX INPUT  
DIMENSIONS OF MATRIX HAVE NOT BEEN DEFINED  
NUMBER OF ROWS OR COLUMNS LESS THAN OR EQUAL TO ZERO  
ROW OR COLUMN INDEX IS ZERO  
MAXIMUM DIMENSIONS OF MATRIX (XXXX.XXXX) EXCEEDED.

#### Subroutine INPUT

1. BD = XXX, RR = XX, CASE = XXX, PC = XX  
DATA ARRAY SIZE TOO SMALL - XXXXX, NECESSARY SIZE = XXXXX  
The storage space reserved by the CALL INPUT statement is not large enough to accommodate the referenced array. The maximum input array size allowed by EBPA is 600. No LOC entry should exceed this value.

2. NO ZERO PART CASE DATA

Columns 71-72 contain a non-zero value. Part case capability is not provided by the program.

#### Subroutine EQUIL

ITER STOP

Indicates all 20 iterations in equilibrium computations were used.  
Program continues.

#### Subroutine GEMTRY

FAILED TO RECOMPUTE THETAW - CASE TERMINATED\*\*\*

The maximum number of attempts to reduce the current cavity half angle to achieve positive annulus radius and/or cross sectional area has been reached. Control is returned to the executive routine for a new case of data. This problem occurs usually from too large an input value for the base bleed rate.

#### Subroutine GEOM

DZ TOO LARGE

Projections of computational element along the plate are changed from the ZY to the ZX plane. Execution continues.

#### Subroutine HBAL

HBAL FAILURE I, HLP, W1(4), HUP, ETU FTL

(Printed values for each variable)

Chemistry could not converge on current temperature for given enthalpy. Program continues with generated value. The value may be out of range for a particular zone but not for the whole mix. If so, nonconvergence could cause case failure.

#### Subroutine JETPEN

\*PENETRATION HEIGHT LARGER THAN 3/4 OF INJECTION SITE DISTANCE.

HTE=XXX.XXXXXX FEET\*

Shock disturbance exceeds distance from jet to base. Program proceeds to next case. Lower penetration height or enlarge body length and resubmit case.

## Section 8

### ENVIRONMENT

This section identifies the hardware and support software required for execution of the External Burning Propulsion Analysis Program.

#### PROGRAM LANGUAGE

The External Burning program is written primarily in the FORTRAN extended programming language. Less than 2 percent of the program includes the assembler programming language COMPASS.

#### FORTRAN Compiler

The FORTRAN Extended (FTN) compiler must be used for the EBPA program. This compiler has the capability to optimize program execution speed and to reduce the size of object module.

#### COMPASS Assembler

The COMPASS Assembler is the symbolic programming language for the Control Data 6000, 7000 and CYBER 170 Series control and peripheral processors.

#### EXISTENT UTILITIES

Object modules generated by the FORTRAN and COMPASS compilers are loaded, edited and updated by existent utilities.

#### LOADER

The loader provides editing and loading of object modules generated by the compilers. In addition to normal load functions, the loader provides facilities to create overlay and segmentation load modules.

#### OPERATING ENVIRONMENTS

The EBPA program has been enabled, with minimal modification of segmentation directives, to operate under the following systems:

| COMPUTER              | COMPILER    | ASSEMBLER       | OPERATING<br>SYSTEM |
|-----------------------|-------------|-----------------|---------------------|
| 1. CYBER 170/CDC 7600 | FTN 4.1+69  | COMPASS 3.0-069 | NOS 1.4             |
| 2. CYBER 174          | FTN 4.7+485 | COMPASS 3.6-485 | NOS 1.3             |
| 3. CDC 6600           | FTN 4.7+476 | COMPASS 3.5-476 | NOS/BE 1.3          |

Appendix  
PROPELLANT FORMULATIONS CONTAINED IN PROGRAM DATA BLOCK

Data on a variety of propellants and fuels are stored in data block FRJIB and can be called by user input for the EBPA program. The propellants can be selected from a list which includes bipropellants, momopropellants and solid propellants. Air and hydrogen may also be selected in addition to mixtures of hydrogen and nitrogen at two different temperature levels. The desired propellants can be called by number from the following list:

|                           |  |        |       |
|---------------------------|--|--------|-------|
| 1. Air                    |  |        |       |
|                           | $N_{79}O_{21}$                                       |        |       |
|                           | Heat of formation                                    | 0.0    | cal/g |
| 2. Monomethylhydrazine    |  |        |       |
|                           | $H_6 C_1 N_2$  |        |       |
|                           | Heat of formation                                    | 276.0  | cal/g |
| 3. Nitrogen tetroxide     |  |        |       |
|                           | $N_2 O_4$  |        |       |
|                           | Heat of formation                                    | -47.0  | cal/g |
| 4. Hydrazine              |  |        |       |
|                           | $N_2 H_4$  |        |       |
|                           | Heat of formation                                    | 377.0  | cal/g |
| 5. Chlorine pentafluoride |  |        |       |
|                           | $Cl F_5$   |        |       |
|                           | Heat of formation                                    | -464.0 | cal/g |
| 6. Pentaborane            |  |        |       |
|                           | $B_5 H_9$  |        |       |
|                           | Heat of formation                                    | 122.5  | cal/g |
| 7. ARP Solid Propellant   |  |        |       |
|                           | $C_{2.130} H_{2.850} O_{3.541} N_{0.943} Pb_{0.008}$ |        |       |
|                           | Heat of formation                                    | -566.2 | cal/g |

8. AGJ Solid Propellant  
 $C_{2.712} H_{4.030} O_{3.200} Pb_{0.003}$   
 Heat of formation -632.1 cal/g
9. Aluminized Composite Solid Propellant  
 $H_{0.0566} C_{0.03196} N_{0.00249} O_{0.00929} Al_{0.01112} Cl_{0.00213}$   
 Heat of formation -196.0 cal/g
10. Boronized Composite Solid Propellant  
 $H_{0.07804} B_{0.00924} C_{0.04617} N_{0.00265} O_{0.009636} Cl_{0.002128}$   
 Heat of formation -216.3 cal/g
11. ARC UpSTAGE JIC Solid Propellant  
 $H_{0.4799} C_{0.1873} N_{0.05843} O_{0.2208} Cl_{0.05348}$   
 Heat of formation -424.5 cal/g
12.  $H_2$  at 1500 F  
 $H_2$   
 Heat of formation 2767.6 cal/g
13.  $H_2/N_2$  at 1500 F  $X(H_2) = 0.30$   
 $H_{3.0} N_{7.0}$   
 Heat of formation 286.0 cal/g
14.  $H_2/N_2$  at 1500 F  $X(H_2) = 0.667$   
 $H_{2.0} N_{1.0}$   
 Heat of formation 531.0 cal/g
15.  $H_2/N_2$  at 1000 F  $X(H_2) = 0.667$   
 $H_{2.0} N_{1.0}$   
 Heat of formation 338.7 cal/g
16. UpSTAGE EB Gas Generator Solid Propellant  
 $C_{2.599} H_{3.867} O_{3.391} N_{0.758}$   
 Heat of formation -741.1 cal/g
17. Triethylaluminum  
 $H_{6.0} C_{15.0} Al_{1.0}$   
 Heat of formation -291.7 cal/g
18. Aluminum borohydride  
 $Al B_{3.0} H_{12.0}$   
 Heat of formation -300.0 cal/g

19. ARC Solid Propellant Arcadene 168

C.7969 H<sub>3.1561</sub> N.4576 Cl.4511 Al<sub>1.2973</sub>

Heat of formation -362.62 cal/g