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TRADE-OFF ANALYSIS OF PROPULSION SYSTEMS FOR SUBMERSIBLES (TAPS--ETC(U)
JUL 78 R S PETERSON

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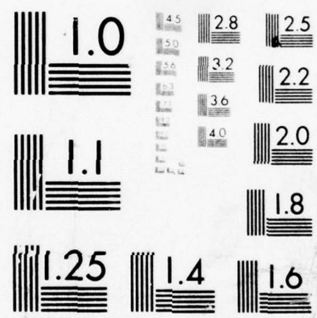

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TECHNICAL MEMORANDUM
NCSC TM232-78

JULY 1978

TRADE-OFF ANALYSIS OF PROPULSION SYSTEMS FOR SUBMERSIBLES (TAPSS)

R. S. PETERSON

NAVAL COASTAL SYSTEMS CENTER
NCSC
PANAMA CITY, FLORIDA 32407

NAVAL COASTAL SYSTEMS CENTER

PANAMA CITY, FLORIDA 32407

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Commanding Officer

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Technical Director

ADMINISTRATIVE INFORMATION

Investigation and computer program implementation were accomplished under Task Area Number SF 411 213, Program Element Number 62543N, Work Unit Number 20810, and Task Area Number SF 34 371 491, Program Element Number 62374, Work Unit Number 20298.

Released by
Douglas E. Humphreys, Head
Hydrodynamics Division
July 1978

Under Authority of
M. J. Wynn, Head
Coastal Technology Department

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18. SUPPLEMENTARY NOTES

19. KEY WORDS (Continue on reverse side if necessary and identify by block number)

Trade off analysis; Submersibles; Underwater vehicles; Propulsion system integration; Computerized simulation; Drag; Costs; Design

20. ABSTRACT (Continue on reverse side if necessary and identify by block number)

This report documents Trade-off Analysis of Propulsion Systems for Submersibles (TAPSS), a FORTRAN computer program designed to aid in optimizing the size, cost, and performance of a preprogrammed, dry, underwater vehicle by performing propulsion-related parameter trade-offs. The program calculates engine power, vehicle size, and approximate cost as a function of input speeds and endurance to facilitate the examination of vehicle configurations and their capability to fulfill mission requirements. The program will assist in the conceptual optimization of the system configuration.

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10.

Task Area No. SF 34 371 491
Program Element No. 62374
Work Unit No. 20298

19.

Identifiers:
TAPSS (Trade off Analysis of Propulsion System for Submersibles)

S/N 0102-LF-014-6601

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TABLE OF CONTENTS

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INTRODUCTION

Mines are one of the most severe and fastest growing threats to U.S. security. A program was initiated by the Navy to develop the mission requirements, system characteristics, and technology ncesssary for a remotely controlled or preprogrammed, self-propelled, submerged, mine countermeasures (MCM) vehicle. The exact vehicle mission has not yet been established. Thus, performance and mission parameters such as speed, endurance, vehicle configuration, payload, sensor, and neutralization capability are undefined. To define a reasonable range of mission requirements, the relative effect of many such parameters must be examined through a trade-off analysis. The analysis becomes iterative, because the resulting range of mission requirements are used as input to the trade-off analysis for additional refinement of system parameters.

Because of the large number of factors involved, computerized performance of the trade-off analysis is most effective. A FORTRAN computer program Trade-off Analysis of Propulsion Systems for Submersibles (TAPSS), was developed to examine a wide variety of vehicle propulsion systems. TAPSS supersedes an earlier program written in BASIC, which was documented in an NCSL unpublished document[1]. Although the two programs use a similar approach in performing the trade-off analysis, TAPSS has expanded capabilities, including (1) use of FORTRAN, a more universal and powerful language, (2) an accurate drag calculation to account for laminar and transition flow (in addition to turbulent), and surface roughness and protuberances, (3) cruise and dash mission speed input, (4) accurate, nonlinear relationships relating volume to performance and payload type, (5) complete versatility in combining types of engines and fuel systems, (6) a component weight calculation to check and correct for neutral buoyancy, and (7) an accurate hull structure algorithm which accounts for the strength and elastic stability of both the shell and rib stiffeners.

---

[1]Naval Coastal Systems Laboratory Technical Note TN396, *Computer-Aided Trade-off Analysis of Submerged Minehunting Vehicle Systems*, by R. S. Peterson, April 1977.

PROGRAM DESCRIPTION

TAPSS calculates vehicle power, size, and dollar cost as a function of mission (total endurance, dash speed, cruise speed, and percent cruise time), engine type, fuel system type, component densities, vehicle geometry, and numerous functions relating to cost, performance, and volume. The calculation scheme is iterative. The program assumes an initial estimate for vehicle size and calculates the corresponding drag coefficients and power required to propel the vehicle at the specified speeds. The program then calculates engine volume and fuel volume needed to meet the endurance requirement. The vehicle is scaled up or down to accommodate the resulting change in volume from the original assumed value. New drag coefficients are calculated, and the process is repeated until the volume change becomes small. When the calculation converges, the resulting power, size, and cost are printed out.

The basic layout for the MCM vehicle is presented in Figure 1. The position and sizes shown for the various subsystems are arbitrary and intended only to illustrate the volume build-up scheme.

INPUT AND OUTPUT

The following input is required for TAPSS:

1. A set of 40 volume functions.

2. A set of options to identify engine type, physical state and type of fuel, oxidizer state, type of battery, and technology time frame.

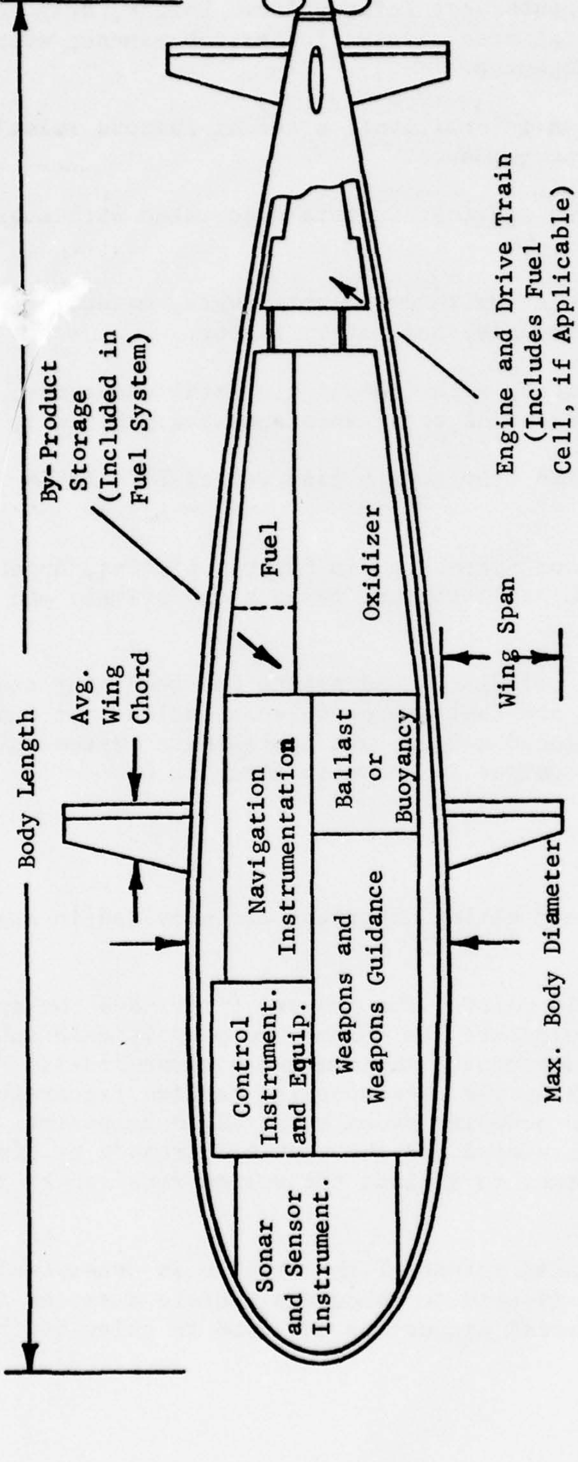
3. Miscellaneous information, including propeller efficiency, fuel/oxidizer mass ratios for hydrocarbon and hydrogen, instrumentation power requirements and seawater temperature.

4. Wing information: a number of equally sized control surfaces and, for each, a thickness to chord, chord to body length, and span to chord ratio.

5. Axisymmetric body information: prismatic coefficient, length to diameter ratio, nondimensional wetted area, and hull volume packing efficiency.

6. Volume information: a total internal volume estimate to initiate the calculation; fixed payload volumes for navigation, sensor, and mine neutralization instrumentation and equipment; and a control instrumentation sizing factor.

(Text Continued on Page 4)



Note: For vehicle shown, No. of wings = 8.

FIGURE 1. MCM VEHICLE BASIC LAYOUT, NTS

7. Roughness and protuberance information: height, drag coefficient, and fraction of total area covered for protuberances; average grain size in mils for roughness.

8. Weight calculation information: a set of factors relating component weight to size or performance.

9. A set of densities and cost factors associated with subsystem size and performance.

10. Hull weight calculation information: depth, material modulus of elasticity and yield strength, and safety factor.

11. A series of missions, each including a total endurance, cruise speed, dash speed, and percent of total endurance the vehicle is cruising.

These data are read by TAPSS from a data file called TAPSS/DATA (Appendix A).

The 40 sizing functions (presented in Program Listing, Appendix B) were derived from a search of literature in both the private and government sectors.

The computer program calculates and prints out resulting cruise power, dash power, engine and fuel system volumes, ballast or buoyancy, vehicle diameter and displaced weight, and approximate system unit construction cost. A sample output is shown in Appendix C.

CALCULATION SCHEME

The program listing and sizing algorithm are provided in Appendices B and D.

In determining vehicle volume, the program first uses the appropriate volume functions to calculate the volume occupied by each subsystem component (based on the component's maximum outer dimensions). Next, the volume is increased using the corresponding packing factor function to give the vehicle volume occupied by each installed component. The installed volumes are then summed and the result increased by dividing by the hull volume efficiency to include the volume required by the hull and other structures.

Once the total displaced volume of the vehicle is determined, vehicle shape information is used to calculate vehicle diameter and surface area. Depth and material properties are used to calculate hull thickness, weight, and spacing of stiffeners[2]. Next, mission speeds are used to establish the drag and horsepower values and, consequently, engine size. Horsepower and endurance are used in determining fuel system size. The resulting engine and fuel volumes are added to the original estimate, yielding a modified vehicle diameter. The drag calculation, and engine and fuel system sizing are repeated, and the iteration is continued until it converges.

There are several important assumptions involved in the sizing calculation. A volume-limited vehicle is initially assumed; that is, the size of the vehicle is determined by individual component volumes, not component weights. When the calculation converges on a final volume, the difference between the vehicle weight in air and the vehicle displaced weight is determined. Neutral buoyancy is achieved by adding the necessary ballast (which is not allowed to affect the volume) or the necessary air volume (which is not allowed to affect the weight). In the latter case, the vehicle sizing calculation must be reentered. The calculation quickly converges upon a vehicle meeting both volume and neutral buoyancy criteria.

DRAG CALCULATION

The drag of an underwater vehicle is a function of many variables, including velocity, temperature (viscosity), surface area, surface condition, protuberances, control surfaces, body fineness, and the type of flow (laminar, transition or turbulent). If the flow is fully turbulent and the body smooth, the drag coefficient may be calculated easily with a high degree of accuracy. At low speeds, however, there is a possibility of laminar or transition flow, particularly on the wings. In addition, roughness and protuberances are always present. Although not easily calculated, the contribution of such effects can be appreciable and should not be ignored in propulsion system-sizing calculations.

Table 1 illustrates the TAPSS drag calculation method. Four Reynolds numbers, corresponding to the dash and cruise speed for the wing and body, are calculated. Drag due to lift is neglected. Each of the four cases is directed into laminar, transition, or turbulent flow drag calculations. If laminar, the theoretical Blasius solution[3] for smooth skin friction

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(2) Faires, V. M., *Design of Machine Elements,* The MacMillan Co., 1971, p. 523.

(3) Hoerner, S. F., *Fluid Dynamic Drag,* published by the author, 1965, pp. 2-4 and 5-3.

(Text Continued on Page 7)

TABLE 1

DRAG CALCULATION

Drag	Body (Cruise and Drag) Transition	Body (Cruise and Drag) Turbulent	Wing (Cruise and Drag) Laminar	Wing (Cruise and Drag) Transition	Wing (Cruise and Drag) Turbulent
CFBAS Smooth Skin Friction	Schlicting $0.455/(\log R)^{2.58} - A/R$		Blasius $1.328/\sqrt{R}$	Schlicting $0.455/(\log R)^{2.58} - A/R$	
CFRUF Roughness Contribution	Curve Fit to Hoerner (p. 5-1)		CFRUF = 0	Curve Fit to Hoerner (p. 5-1)	
CFPRT Protuberance Contribution	CFPRT = 0	Hoerner (p. 5-7) $1.32(FPRT)(CD)\left(\frac{h}{L}\right)^{1/3}(R)^{0.067}$	CFPRT = 0	Hoerner (p. 5-7) $1.32(FPRT)(CD)\left(\frac{h}{L}\right)^{1/3}(R)^{0.067}$	
CF Total Skin Friction	Sum for Relative Contribution (RPCB)	Sum for CF	CFBAS	Sum for Relative Contribution (RPCW)	Sum for CF
CD Total Drag Coefficient	Curve Fit Hoerner (p. 6-16) x RPCB	Hoerner Eqn. 28 (p. 6-17)	Hoerner Eqn. 2 (p. 6-5)	Curve Fit Hoerner (p. 6-2) x RPCW	Hoerner Eqn. 6 (p. 6-6)

is used. If the flow is turbulent or in the transition region, a modification of the empirical Schoenherr relation[4] is used to calculate smooth skin friction.

The contribution of roughness to the skin friction is established as a function of relative grain size (k/ℓ) where k is a representative sand grain diameter and ℓ is the body length or wing chord. A table relating relative grain size to typical surfaces is provided by Hoerner[3]. Hoerner constructed a set of experimental data showing the contribution of roughness to the modified Schoenherr smooth skin friction, as a function of Reynolds number and relative grain size (Hoerner, p. 5-1)[3]. An analytical expression was derived to reproduce the experimental data for use in TAPSS.

To establish the contribution of protuberances (such as rivets) to smooth skin friction, a technique presented by Hoerner (p. 5-7)[3] was modified. The resulting expression gives the contribution due to protuberances as a function of Reynolds number, specific drag coefficient, relative height of the protuberance, and fraction of total area covered by the protuberances. In each case, the total skin friction is calculated as the sum of its individual components. The combined skin friction value is used in the body/turbulent total drag calculation and in the wing/turbulent and wing/laminar calculation. For the body/transition and wing/transition total drag calculation, two factors are calculated which represent the ratio of total skin friction to the smooth skin friction (RPCB and RPCW, Roughness and Protuberance Contribution for Body and for Wing, respectively).

The total drag coefficient, based on wetted area, must account for shape form drag and thus is a function of the length to diameter ratio. As body flow is not likely to be laminar, this case is neglected. A rough curve fit to data given in Hoerner (p. 6-16)[3] was developed to calculate body total drag in transition. Since these data give the total drag coefficient for a smooth surface, it is necessary to multiply the drag by the factor (RPCB) determined in the skin friction calculation. For the body/turbulent case, Hoerner gives an equation relating the total drag to the skin friction (Hoerner, p. 6-17)[3]. The skin friction used in this expression is the sum of the individual contributions described previously.

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[3] ibid.

[4] Schlicting, F., *Boundary Layer Theory,* McGraw-Hill Book Company, 1968, p. 602.

The total drag coefficient for the wing is determined for any of the three types of flow. In cold water, a small wing at low speed would likely encounter laminar flow. In this case, Hoerner supplies an equation for the total drag as a function of skin friction (Hoerner, p. 6-5)(3). The skin friction value reflects the contribution of roughness and protuberances. Hoerner provides a similar expression for wing turbulent flow (Hoerner, p. 6-6)(3) which is used in a like manner. For the transition case, however, Hoerner presents only experimental data giving the total drag coefficient for smooth wings as a function of thickness to chord (Hoerner, p. 6-2)(3). An analytical expression was derived which fits these data. The resulting drag is multiplied by the factor RPCW, determined in the skin friction calculation.

The entire drag calculation is performed for both the cruise and the dash speeds. In each case the total drag coefficients calculated for the wing and body are multiplied by their respective wetted areas, summed, and multiplied by $\frac{1}{2} \rho V^2$ to yield the resulting drag force.

SUMMARY AND RECOMMENDATIONS

TAPSS, a FORTRAN computer program, was developed to calculate the power, size, and approximate cost of small, dry submersibles as a function of speed, endurance, and a group of input parameters and functions. This program enables the user to examine a wide range of vehicle configurations and missions.

The user should be aware of the simplifying assumptions used in the analysis. The three most important assumptions in the sizing algorithm involve the drag calculation accuracy, shape limitations, and volume function accuracy. In the case of the drag algorithm, it is impossible to predict precisely the transition from laminar to turbulent flow, and the drag contribution of protuberances and roughness. In the case of shapes, situations could exist where the specified component would not fit into the vehicle, even though the various volumes sum correctly. For instance, suppose the program determines that, for a given mission and set of input parameters, a 2-foot diameter vehicle requires 3 cubic feet of electric motor. This would pose a problem if the required off-the-shelf motor has a diameter approaching 2 feet. Finally, the accuracy of the results is limited by the accuracy of the volume functions. These functions should be updated with improving technology and additional information.

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(3) ibid.

The vehicle size predicted by TAPSS is only an estimate. The absolute size should therefore be used only in the preliminary design stage.

TAPSS should be used principally for two functions. First, the program can assist in defining a reasonable set of mission requirements, given cost, and technology limitations. Second, once the mission is narrowed, the program can expeditiously minimize cost and size or maximize performance by manipulating vehicle geometry, payload, and propulsion system parameters. Analysis of the resulting matrix of vehicles will lead to a preliminary, optimum configuration. TAPSS exhibits much greater accuracy in performing the latter function, because the relative effect of changes in subsystem parameters can be more reliably assessed than the absolute size corresponding to one set of subsystem parameters.

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APPENDIX A

TAPSS INPUT DATA RECORD DESCRIPTION

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FILE	RECORD	INPUT VARIABLE				
		NAME	VALUE	FORMAT	DESCRIPTION	REMARKS
TAPSS/ DATA	0	TITLE	As Input	18A4	72-character alphanumeric problem identifier	
	1	IENG	1	I10	DC motor and fuel cell	Records 1 and 2 specify a set of eight program options which identify engine type, fuel physical state and type, diluent, combustor type, oxidizer state, battery type, and technology time frame.
			2	I10	DC motor and battery	
			3	I10	Internal combustion engine, closed cycle	
			4	I10	Closed Brayton cycle engine	
		IFUEL	1	I10	Hydrocarbon	
			2	I10	Hydrogen, 3000 psi gaseous	
			3	I10	Hydrogen, liquid	
			4	I10	Hydrogen, metal matrix	
		IDILU	1	I10	Air diluted hydrocarbon	When an entry is not applicable, its value is arbitrary.
			2	I10	Helium diluted hydrocarbon	
		ICOMB	1	I10	LISF6 (lithium sulfurhexafluoride) combustor	
			2	I10	Carbon block combustor	
		IOXID	1	I10	Oxygen, 3000 psi gaseous	
			2	I10	Oxygen, liquid	
	2	IBATT	1	I10	Lithium inorganic battery	
			2	I10	Silver zinc battery	
		ITIME	1	I10	1980 technology	
			2	I10	1985 technology	
			3	I10	1990 technology	
		IEXT	1	I10	Standard program output	
			2	I10	Extended output for values of intermediate answers	
	3	EPROP	As Input	F10	Propeller efficiency	
		RHC	As Input	F10	Fuel to oxidizer weight ratio for hydrocarbon	
		RHD	As Input	F10	Fuel to oxidizer weight ratio for hydrogen	
		PINST	As Input	F10	Power for instrumentation and overhead; in kw	
		TEMPF	As Input	F10	Seawater temperature in °F	This value impacts vehicle drag.
	4	NEND	As Input	I10	Number of endurance values	The total number of missions examined will be NEND X NSPD.
		NSPD	As Input	I10	Number of speed profiles for each endurance	
	5	END	As Input	F10	NEND values for total mission endurance; in hours	
	6	CRUZ	As Input	F10	NSPD values for cruise speed for each mission; in knots	
	7	DASH	As Input	F10	NSPD values for dash speed for each mission; in knots	
	8	PCC	As Input	F10	NSPD values for percent of total endurance vehicle is cruising	
	9	NWING	As Input	I10	Number of identical control surfaces, including forward and rear	See Figure 1. When chord or span vary, use average value.
		WTOC	As Input	F10	Wing thickness to chord ratio	
		WCBL	As Input	F10	Wing chord to body length ratio	
		WSWC	As Input	F10	Wing span to wing chord ratio	
	10	PRCF	As Input	F10	Body prismatic coefficient	PRCF = hull displaced volume/[$\frac{1}{4}\pi (BD)^2 (BL)$] where BD = maximum vehicle diameter and BL = vehicle length. (See Figure 1.)
		BLOD	As Input	F10	Body length to diameter ratio	
		HVEFF	As Input	F10	Hull volume efficiency	HVEFF = (sum of component installed volumes)/(hull displaced volume)
		BNWET	As Input	F10	Body nondimensional wetted area	BNWET = (wetted area)/(vehicle diameter)^2
	11	VINIT	As Input	F10	Initial estimate of total installed component volume; in cubic feet	A reasonable estimate will increase speed of convergence.
		VNAV	As Input	F10	Volume of navigation equipment; in cubic feet	
		VSEN	As Input	F10	Volume of sensor equipment; in cubic feet	
		VNUT	As Input	F10	Volume of neutralization equipment, in cubic feet	
		VCD	As Input	F10	Ratio of control equipment volume to vehicle diameter	
	12	HTPRT	As Input	F10	Height of protuberances; in feet	
		CDPRT	As Input	F10	Individual drag coefficient of protuberance	See Hoerner, Fluid Dynamic Drag, 1965, p. 5-7.
		FPRT	As Input	F10	Fraction of total wetted area covered by protuberances	
		GSIZM	As Input	F10	Average sand grain size; in mils	See Hoerner, Fluid Dynamic Drag, 1965, p. 5-3
	13	DBRE	As Input	F10	Density of Brayton engine system	Enter values for Record 13 in lb/cu ft
		DICE	As Input	F10	Density of internal combustion engine	
		DEME	As Input	F10	Density of electric motor	
		DFCS	As Input	F10	Density of fuel cell	
		DLIC	As Input	F10	Density of LISF6 combustor	Density is based on maximum linear dimensions and not displaced volume
(Cont'd)		DCBC	As Input	F10	Density of carbon block combustor	

FILE	RECORD	INPUT VARIABLE				
		NAME	VALUE	FORMAT	DESCRIPTION	REMARKS
TAPASS/ DATA (Cont'd)	14	DCON	As Input	F10	Density of control instrumentation and equipment	Enter values for Records 14 and 15 in lb/cu ft
		DNAV	As Input	F10	Density of navigation instrumentation and equipment	
		DNUT	As Input	F10	Density of instrumentation and equipment for neutralizers	Density is based on maximum linear dimensions and not displaced volume.
		DSEN	As Input	F10	Density of instrumentation and equipment for sensors	
		DHMF	As Input	F10	Density of hydrogen metal matrix storage system	
		DHLF	As Input	F10	Density of hydrogen liquid storage	
	15	DHGF	As Input	F10	Density of gaseous hydrogen storage	
		DHCF	As Input	F10	Density of hydrocarbon storage	
		DOXGS	As Input	F10	Density of oxygen gas storage	
		DOXLS	As Input	F10	Density of oxygen liquid storage	
		DBTSZ	As Input	F10	Density of silver zinc battery	
		DBTLI	As Input	F10	Density of lithium inorganic battery	
	16	CNAV	As Input	F10	Cost of navigation equipment	All costs, except CHP, are in thousands of dollars.
		CSEN	As Input	F10	Cost of sensor equipment	
		CNUT	As Input	F10	Cost of neutralization equipment	
		CCD	As Input	F10	Cost per foot vehicle diameter for control equipment	
		CBRE	As Input	F10	Cost per shp for Brayton engine	
		CBRF	As Input	F10	Cost per shp for Brayton fuel system	
	17	CICE	As Input	F10	Cost per shp for IC engine	
		CSZB	As Input	F10	Cost per shp-hr of silver zinc battery	
		CLIB	As Input	F10	Cost per shp-hr of lithium battery	
		CFC	As Input	F10	Cost per shp for fuel cell	
		CEM	As Input	F10	Cost per shp for DC motor	
		CHCF	As Input	F10	Cost per cu ft of hydrocarbon fuel storage	
	18	CHDG	As Input	F10	Cost per cu ft of hydrogen gas storage system	
		CHDL	As Input	F10	Cost per cu ft of hydrogen liquid storage system	
		CHDM	As Input	F10	Cost per cu ft of hydrogen metal matrix storage system	
		COXG	As Input	F10	Cost per cu ft of oxygen gas storage system	
		COXL	As Input	F10	Cost per cu ft of oxygen liquid storage system	
		CHP	As Input	F10	Cost per 16 of hull material	Enter value in dollars.
	19	DEPF	As Input	F10	Vehicle operating depth, in feet	
		EPSI	As Input	F10	Hull material modulus of elasticity, psi	
		SPSI	As Input	F10	Hull material yield strength, psi	
		DPCF	As Input	F10	Hull material density, lb/cu ft	
		SF	As Input	F10	Hull failure safety factor, $\geq$ 1.0	SF accounts for depths in excess of operating depth, hull penetrations, and hull aberrations.

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APPENDIX B

PROGRAM LISTING

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TAPSS/MAR6
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CREATED: 03/22/78 LISTED: 1755 05/10/78
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FILE  3=TAPSS/PRINTER,UNIT=PRINTER,LOCK,RECORD=15
FILE  4=TAPSS/DATA,UNIT=DISK,SAVE=10,BLOCKING=3,RECORD=10
      DIMENSION SHPD(20,20),SHPC(20,20),END(20),DASH(20),CRUZ(20),
     *PCC(20),TITLE(18)
C
C
C  TAPSS--TRADE-OFF ANALYSIS OF PROPULSION SYSTEMS FOR SUBMERSIBLES
C                  R S PETERSON -- MARCH 6, 1978
C
C  PROGRAM WILL COMPUTE SHAFT HORSEPOWER, DIAMETER, COMPONENT VOLUMES,
C  BALLAST LB BUOYANCY, AIR WEIGHT, AND APPROXIMATE DOLLAR COST OF
C  A SERIES OF SMALL, DRY SUBMERSIBLES AS A FUNCTION OF PROPULSION
C  SYSTEM CHARACTERISTICS, VEHICLE GEOMETRY AND SKIN CONDITION,
C  PAYLOAD VOLUME, 40 COMPONENT VOLUME FUNCTIONS, 18 COMPONENT
C  DENSITIES, 15 COMPONENT COST FACTORS, AND A SERIES OF MISSION
C  PROFILES (CRUISE, DASH, PERCENT CRUISE, AND TOTAL ENDURANCE).
C
C
      COMMON RWD,RWC,RBD,RBC,CDWD,CDWC,CDBD,CDBC,CFWD,CFWC,CFBD,CFBC,
     $RPCWD,RPCWC,RPCBD,RPCBC,R,RL,KC,A,CFRAS,CKRUF,CFPRT,CF,
     $IEXT,IREY,DASH,CRUZ,WCHD,VISC,RL,GSIZM,RUF,
     $FPRT,HTPRT,CDPRT,BD,WTDC,WARA,WWFT,J
C
C
C  VOLUME FUNCTIONS
C     ALL VOLUMES IN CU FT.  WTF=WT OF FUEL, LB.  SHPD= SHP,DASH.
C
C     CLOSED CYCLE BRAYTON ENGINE AND DRIVE TRAIN -- 1980
      VBR1(I,J)=0.13*SHPD(I,J)+1.5
C     CLOSED CYCLE BRAYTON ENGINE AND DRIVE TRAIN -- 1985, 1990
      VBR2(I,J)=.08*SHPD(I,J)+1.5
C     CLOSED CYCLE INTERNAL COMBUSTION ENGINE AND DRIVE TRAIN
      VIC(I,J)=0.05*SHPD(I,J)+1.5
C     DC ELECTRIC MOTOR, CONTROLLER, AND DRIVE TRAIN
      VEM(I,J)=0.10*SHPD(I,J)+1.5
C     HYDROGEN LIQUID AND CONTAINMENT
      VHL(WTF)=6.0+0.3*WTF
C     HYDROGEN GAS (3,000 PSI) AND CONTAINMENT
      VHG(WTF)=3.0+0.94*WTF
C     HYDROGEN METAL MATRIX STORAGE SYSTEM
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      VHM(WTF)=3.0+.15*WTF
C     HYDROCARBON AND CONTAINMENT
      VHC(WTF)=3.0+.023*WTF
C     CARBON DIOXIDE SCRUBBER
      VSCRB(WTF)=1.0+0.1*WTF
C     BATTERY, LITHIUM INORGANIC
      VBTLI(SHPHR)=0.055*SHPHR
C     BATTERY, SILVER ZINC
      VBTSZ(SHPHR)=0.22*SHPHR
C     FUEL CELL SYSTEM, 1980
      VFC1(I,J)=.33*SHPD(I,J)
C     FUEL CELL SYSTEM, 1985
      VFC2(I,J)=.17*SHPD(I,J)
C     FUEL CELL SYSTEM, 1990
      VFC3(I,J)=.08*SHPD(I,J)
C     OXYGEN FUNCTIONS--SEE SUBROUTINE OXIDZR
C
C  PACKING FACTOR FUNCTIONS
C     PF=(VOL BASED ON MAX DIMENSIONS)/(VOL CONSUMED IN VEHICLE)
C     INDEPENDENT VARIABLES SIGNIFY THE VOL OF THE RESPECTIVE COMPONENT
C
C     BRAYTON ENGINE
      PFBR(VBRE)=0.9*(1.0-EXP(-.3*(VBRE+3.5)))
C     INTERNAL COMBUSTION ENGINE
      PFIC(VICE)=0.9*(1.0-EXP(-.3*(VICE+3.5)))
C     DC ELECTRIC MOTOR
      PFEM(VEME)=0.9*(1.0-EXP(-.3*(VEME+3.5)))
C     LISF6 COMBUSTOR
      PFLI(VLIC)=0.9
C     CARBON BLOCK COMBUSTOR
      PFCB(VCBC)=0.9
C     HYDROGEN LIQUID
      PFHL(VHLF)=.9
C     HYDROGEN GAS
      PFHG(VHGF)=.9
C     HYDROGEN METAL MATRIX
      PFHM(WHMF)=0.9
C     HYDROCARBON
      PFHC(VHCF)=.9
C     BATTERY
      PFBT(VBTS)=.9
C     FUEL CELL
      PFFC(VFSC)=0.9
C     OXYGEN PACKING FACTOR FUNCTIONS: SEE SUBROUTINE OXIDZR
C
C  FUEL CONSUMPTION FUNCTIONS
C     RCD=RATIO OF CRUISE TO DASH SHP
```

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C
C     WEIGHT (PER HR. TO ENG) OF DASH H2 CONSUMPTION
      WHICH(I,J)=.25*SHPD(I,J)
C     FRACTION (TO ENG, H2, CRUISE) OF DASH CONSUMPTION
      FICH(RCD)=1.0*RCD
C     WEIGHT (PER HR, TO ENG) OF DASH HC CONSUMPTION
      WHICHC(I,J)=0.77*SHPD(I,J)
C     FRACTION (TO ENG, HC, CRUISE) OF DASH CONSUMPTION
      FICHC(RCD)=1.0*RCD
C     WEIGHT OF H2 FOR 1980 FUEL CELL
      WHFC1(SHPHR)=0.11*SHPHR
C     WEIGHT OF H2 FOR 1985 FUEL CELL
      WHFC2(SHPHR)=0.13*SHPHR
C     WEIGHT OF H2 FOR 1990 FUEL CELL
      WHFC3(SHPHR)=0.17*SHPHR
C     VOLUME (PER HR, BRAYTON) OF DASH LISF6 CONSUMPTION
      VFLI(I,J)=.04*SHPD(I,J)
C     VOLUME (PER HR, BRAYTON) OF DASH CARBON BLOCK CONSUMPTI
      VFCB(I,J)=.0 *SHPD(I,J)
C     FRACTION (LISF6 COMBUSTOR, CRUISE) OF DASH CONSUMPTION
      FLI(RCD)=1.0*RCD
C     FRACTION (CB COMBUSTOR, CRUISE) OF DASH CONSUMPTION
      FCB(RCD)=1.0*RCD
C
C  TIME CALCULATION
C
      MDY=TIME(5)
      XTIME=TIME(1)/216000.0
      NHRS=XTIME
      THRS=XTIME-NHRS
      MIN=THRS*60.0
C
C  FORMAT STATEMENTS
C
22    FORMAT(8F10.  )
25    FORMAT("NO HYDROCARBON FOR FUEL CELL")
26    FORMAT (5X,I2,10F8.1,F7.1,F9.1,F6.1,F8.  )
27    FORMAT(10F8.1)
28    FORMAT (10F10.1)
29    FORMAT(1H1,/,2X,40H  MSHN  ENDUR   OF SPD  DSH  PD PER CT  ,
     $60H SH HP  SH HP ENG VOL FUEL VOL OX VOL  BALLAST  BODY  AIR WT,
     $14H  VEH DIA COST)
30    FORMAT(42H      NO.     HRS     KNOTS    KNOTS  CRUISE  ,
     $60H CRUISE DASH   CU FT    CU FT   CU FT     LBS    CU FT    LBS ,
     $14H     FT     $K ,/)
35    FORMAT(" DRAGC,DRAGD,SHPC,SHPD,RCD,SHPHR,SHPDH,SHPHRDH")
3     FORMAT (" VENGI,VFUELI,VOXIDI,VNEW,WNEW,COST,LPWI,VINCH")
```

```
41    FORMAT(I10,3F10.3)
44    FORMAT(" VINCH,VWCH,VHULL,BD,BL,WCHD,WSPN,WTHK")
45    FORMAT(//,1X,17HEND,PCC,CRUZ,DASH)
48    FORMAT (5I10)
49    FORMAT (10F10.3)
56    FORMAT (18A4)
59    FORMAT(" WNEW,VBUOY,WENG,WFUEL,WOXID,WCON,WNAV,WSEN,WNUT")
98    FORMAT(/,34X,"***TAPSS/MARK6 ***(",A6,")***",I2,1H/,I2,"***")
391   FORMAT(/////,41X,21HSPEEDS AND ENDURANCES)
392   FORMAT(/,18X,36HMISSION      END, HRS   CRUISE, KNOTS,
     $31H    DASH, KNOTS  PERCENT CRUISE,/)
393   FORMAT(8X,I14,3F14.1,I14)
394   FORMAT(1H1,///,24X,40HTRADE-OFF ANALYSIS OF PROPULSION SYSTEMS,
     $17H FOR SUBMERSIBLES)
401   FORMAT(/,22X,18A4)
402   FORMAT(1H1,/////,10X,29HPROPULSION SYSTEM INFORMATION,/)
403   FORMAT(/,15X,14HELECTRIC MOTOR)
404   FORMAT(15X,28HELECTRIC MOTOR AND FUEL CELL)
405   FORMAT(15X,22HCLOSED CYCLE IC ENGINE)
406   FORMAT(15X,27HCLOSED CYCLE BRAYTON ENGINE)
407   FORMAT(15X,18HHYDROCARBON FUELED)
408   FORMAT(15X,30HHYDROGEN GAS FUELED--3,000 PSI)
409   FORMAT(15X,22HHYDROGEN LIQUID FUELED)
410   FORMAT(15X,28HHYDROGEN METAL MATRIX FUELED)
411   FORMAT(15X,11HAIR DILUTED)
412   FORMAT(15X,14HHELIUM DILUTED)
413   FORMAT(15X,14HGASEOUS OXYGEN)
414   FORMAT(15X,13HLIQUID OXYGEN)
415   FORMAT(15X,15HLITHIUM BATTERY)
416   FORMAT(15X,19HSILVER ZINC BATTERY)
417   FORMAT(15X,15HLISF6 COMBUSTOR)
418   FORMAT(15X,22HCARBON BLOCK COMBUSTOR)
419   FORMAT(15X,16HTIME FRAME--1980)
420   FORMAT(15X,16HTIME FRAME--1985)
421   FORMAT(15X,16HTIME FRAME--1990)
422   FORMAT(/,10X,22HWING AND HULL GEOMETRY)
423   FORMAT(15X,4HNO.=,I2,3X,4HT/C=,F4.2,3X,5HC/BL=,F4.2,3X,4HS/C=,
     $F4.2)
424   FORMAT(15X,11HPRISM COEF=,F6.4,3X,4HL/D=,F5.2,3X,12HHV PACK EFF=,
     $F4.2,3X,12HND WET AREA=,F6.3)
425   FORMAT(/,10X,18HVOLUME INFORMATION)
426   FORMAT(15X,6HVINTT=,F5.1,3X,5HVNAV=,F5.1,3X,5HVSEN=,F5.1,3X,
     $5HVNUT=,F5.1,3X,12HVOL CON/DIA=,F4.1)
427   FORMAT(/,10X,21HROUGHNESS INFORMATION)
428   FORMAT(15X,26HHT, CD, AND FRACT FOR PROT,3F6.3,5X,
     $17HGRAIN SIZE, MILS=,F5.2)
429   FORMAT(/,10X,21HDENSITY OF COMPONENTS)
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430   FORMAT(15X,45HDBRE,DICE,DEMF,DFCS,DLIC,DCBC,DCON,DNAV,DNUT,
     $48HDSEN,DHMF,DHLF,DHGF,DHCF,DOXGS,DOXLS,DBTSZ,DBTLI)
431   FORMAT(15X,18F5.0)
432   FORMAT(/,10X,25HMISCELLANEOUS INFORMATION)
433   FORMAT(15X,10HPROP EFF= ,F4.2,3X,9HINST WTS=,F4.1,3X,
     $11HSW TEMP F= ,F3.0,3X,19HF/O RATIO- HC, H2: ,F4.3,1X,F4.3)
434   FORMAT(/,10X,18HCOST OF COMPONENTS)
435   FORMAT(15X,45HCNAV,CSEN,CNUT, CCD,CBRE,CPHF,CICE,CSZB,CLIB,
     $44H CFC, CEM,CHCF,CHDG,CHDL,CHDM,COXG,COXL, CHP)
436   FORMAT(15X,18F5.1)
437   FORMAT(1H )
438   FORMAT(/,10X,24HVEHICLE HULL INFORMATION)
439   FORMAT(15X,10HDEPTH, FT=,F6.0,3X,21HYOUNGS ELAS MOD, PSI=,
     $F10.0,3X,23HMATL YIELD STRESS, PSI=,F7.0)
440   FORMAT(15X,18HMATL DENSITY, PCF=,F5.0,3X,14HSAFETY FACTOR=,F4.1)
441   FORMAT(" HULT,RIBSP,WHULL,SMTI,NRIB")
442   FORMAT(" CENG,CFUEL,COXID,CCON,CHULL")
443   FORMAT(" AN UPDATE OF THE BUOYANCY IS REQUIRED")
C
C   INPUT DATA FROM TAPSS/DATA
C
      READ(4,56)(TITLE(I),I=1,18)
      READ(4,48)IENG,IFUEL,IDILU,ICOMB,IOXID
      READ(4,48)IBATT,ITIME,IEXT
      READ(4,49)EPROP,RHC,RHD,PINST,TEMPF
      READ(4,48)NEND,NSPD
      READ(4,49)(END(I),I=1,NEND)
      READ(4,49)(CRU7(I),I=1,NSPD)
      READ(4,49)(DASH(I),I=1,NSPD)
      READ(4,49)(PCC(I),I=1,NSPD)
      READ(4,41)NWING,WTCC,WCBL,WSWC
      READ(4,49)PRCF,BLCD,HVEFF,HNWET
      READ(4,49)VINIT,VNAV,VSEN,VNUT,VCD
      READ(4,49)HTPRT,CDPRT,FPRT,GSIZM
      READ(4,49)DBRE,DICE,DEME,DFCS,DLIC,DCBC
      READ(4,49)DCON,DNAV,DNUT,DSEN,DHMF,DHLF
      READ(4,49)DHGF,DHCF,DOXGS,DOXLS,DBTSZ,DBTLI
      READ(4,49)CNAV,CSEN,CNUT,CCD,CBRE,CBRF
      READ(4,49)CICE,CSZB,CLIB,CFC,CEM,CHCF
      READ(4,49)CHDG,CHDL,CHDM,COXG,COXL,CHP
      READ(4,49)DEPF,EPSI,SPSI,DPCF,SF
C
C   OUTPUT INPUT INFORMATION
C
      WRITE(3,394)
C   THE TIME AND TITLE
      WRITE(3,98) MDY,NHRS,MIN
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      WRITE(3,401) (TITLE(I),I=1,18)
C  THE VELOCITY AND ENDURANCE
      WRITE(3,391)
      WRITE(3,392)
      MSHN=0
      DO 601 I=1,NEND
      DO 602 J=1,NSPD
      MSHN=MSHN+1
      WRITE(3,393) MSHN, END(I),CRUZ(J),DASH(J),PCC(J)
602   CONTINUE
601   CONTINUE
C  THE INPUT OPTIONS AND CONSTANTS
      WRITE(3,402)
      GO TO (552,553,554,555), IENG
552   WRITE (3,404)
      IDILU=0
      GO TO 556
553   WRITE (3,403)
      IF (IBATT .EQ. 1) WRITE(3,415)
      IF (IBATT .EQ. 2) WRITE(3,416)
      GO TO 557
554   WRITE(3,405)
      GO TO 556
555   WRITE(3,406)
      IF (ICCMB .EQ. 1) WRITE(3,417)
      IF (ICCMB .EQ. 2) WRITE(3,418)
      GO TO 557
556   IF (IFUEL .EQ. 1) WRITE(3,407)
      IF (IFUEL .EQ. 2) WRITE(3,408)
      IF (IFUEL .EQ. 3) WRITE(3,409)
      IF (IFUEL .EQ. 4) WRITE(3,410)
      IF (IDILU .EQ. 1) WRITE(3,411)
      IF (IDILU .EQ. 2) WRITE(3,412)
      IF (ILXID .EQ. 1) WRITE(3,413)
      IF (ILXID .EQ. 2) WRITE(3,414)
557   IF(ITIME .EQ. 1) WRITE(3,419)
      IF(ITIME .EQ. 2) WRITE(3,420)
      IF(ITIME .EQ. 3) WRITE(3,421)
      WRITE(3,422)
      WRITE(3,423) NWING, WTCC,WCHI,WSWC
      WRITE(3,424) FRCF,FLCD,HVEFF,BNWFT
      WRITE(3,425)
      WRITE(3,426) VINIT,VNAV,VSEN,VNUT,VCD
      WRITE(3,427)
      WRITE(3,428) HTPRT,CDPRT,FFFT,GSIZM
      WRITE(3,429)
      WRITE(3,430)
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      WRITE(3,431) DBRF,DICF,DFMF,DFCS,DLIC,DCBC,DCUN,DNAV,DNUT,
     $DSEN,DHMF,DHLF,DHGF,DHCF,DOXGS,DOXLS,DPTSZ,DBTLI
      WRITE(3,432)
      WRITE(3,433)EPROP,PINST,TEMPF,RHC,RHD
      WRITE(3,434)
      WRITE(3,435)
      WRITE(3,436)CNAV,CSEN,CNUT,CCD,CPRE,CBRF,CICF,CSZB,CLIB,
     $CFC,CEM,CHCF,CHDG,CHDL,CHDM,COXG,COXL,CHP
      WRITE(3,438)
      WRITE(3,439)DEPF,EPSI,SPSI
      WRITE(3,440)DFCF,SF
C
C
C
C   PRELIMINARY CALCULATIONS
C
      VISC=2.6E-9*(TEMPF-100.)**2.+7.5E-6
      PPSI=64.2/144.0*DEPF
      WRITE(3,29)
      WRITE(3,30)
      MSHN=0
C
C   ITERATE ENDURANCE
C
      DO 210 I=1,NEND
C
C   ITERATE SPEED COMBINATION
C
      DO 205 J=1,NSPD
C
      VNEW=VINIT
      MSHN=MSHN+1
      VINCR=0.0
      VBUOY=0.0
C
C
C   UPDATE PROPULSION AND PAYLOAD VOLUME
C
C   CALCULATE BODY GEOMETRY
550   VWOHS=VWOH
      VWOH=VNEW+VBUOY
      IF(VINCR .LT. 0.0) VWOH=VWOH+(VNEW+VBUOY-VWOHS)/2.0
      VHULL=VWOH/HVEFF
      BD=(4.*VHULL/PRCF/PLOD/3.14159)**.333
      BWET=BNWET*BD**2.
      BL=BD*PLOD
C   CALCULATE HULL THICKNESS AND WEIGHT, FAIRES, P. 525
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```
C       SATISFIES BOTH STRENGTH AND INSTABILITY CRITERIA, BY INCLUDING
C       A NUMBER OF RIBS, EACH WITH A SECTIONAL MOMENT OF INERTIA, SMII
C       EXPRESSED IN INCHES**4
        HULT=SF*PPSI*BD/2.0/SPSI
        RIBSP=BD*(2.60*EPSI*(HULT/BD)**2.5/PPSI/SF+0.45*(HULT/BD)**0.5)
        SMII=0.035*BD**3.0*RIBSP*SF*PPSI/EPSI*12.0**4.0
        NRIB=BL/RIBSP
        WHULL=BWET*HULT*DFCF
C   CALCULATE WING (CONTROL SURFACE) GEOMETRY
        WCHD=WCBL*BL
        WSPN=WSWC*WCHD
        WTHK=WTOC*WCHD
        WARA=WSPN*WCHD
        WWET=2.*WARA
C       **EXTEND**
        IF (IEXT .EQ. 1) GO TO 551
        WRITE(3,45)
        WRITE(3,28)END(I),PCC(J),CRUZ(J),DASH(J)
        WRITE (3,44)
        WRITE(3,22) VINCR, VWDH,VHULL,BD,BL,WCHD,WSPN,WTHK
        WRITE(3,441)
        WRITE(3,22)HULT,RIBSP,WHULL,SMII,NRIB
C       **EXTEND**
551     CONTINUE
C
C
C   CALCULATE DRAG COEFFICIENTS FOR WING AND BODY, FOR BOTH
C       CRUISE AND DASH SPEEDS
C
        CALL DRAG
C
C   PROPULSION SYSTEM SIZING CALCULATION
C
C   DRAG AND POWER REQUIREMENTS
        DRAGC=1.9905/2.*(CRUZ(J)*1.688)**2.*(CDWC*WWET*NWING+CDBC*BWET)
        DRAGD=1.9905/2.*(DASH(J)*1.688)**2.*(CDWD*WWET*NWING+CDBD*BWET)
C       INSTRUMENTATION POWER CALCULATION
        IF(IENG .EQ. 1 .OR. IENG .EQ. 2) GO TO 271
        IF(IENG .EQ. 3 .OR. IENG .EQ. 4) GO TO 272
271     SHPDH=0.0
        SHPHRDH=0.0
        GO TO 273
272     SHPDH=2.0*(PINST*1.341)
        SHPHRDH=SHPDH*END(I)
273     SHPC(I,J)=DRAGC*CRUZ(J)*1.688/550.0/EPROP+SHPDH
        SHPD(I,J)=DRAGD*DASH(J)*1.688/550.0/EPROP+SHPDH
        RCD=SHPC(I,J)/SHPD(I,J)
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```
      SHPHR=END(I)*(SHPC(I,J)*PCC(J)/100.+SHPL(I,J)*(1.-PCC(J)/100.))
     $+SHPHCH
C     **EXTEND**
      IF (IEXT .EQ. 1) GO TO 389
      WRITE(3,35)
      WRITE (3,28) DRAGC,DRAGD,SHPC(I,J),SHPD(I,J),HCD,SHPHR,SHPDH,
     $SHPHRCH
C     **EXTEND**
389   GO TO (110,110,120,130),IENG
C  BRAYTON ENGINE VOLUME CALCULATION
130   GO TO (131,132,132), ITIME
131   VBRE=VBR1(I,J)
      GO TO 133
132   VBRE=VBR2(I,J)
133   WENG=DBRE*VBRE
      CENG=CBRE*SHPD(I,J)
      VENGI=VBRE/PFBR(VBRE)
      GO TO 140
C  IC ENGINE VOLUME CALCULATION
120   VICE=VIC(I,J)
      WENG=DICE*VICE
      CENG=CICE*SHPD(I,J)
      VENGI=VICE/PFIC(VICE)
      GO TO 140
C  ELECTRIC MOTOR VOLUME CALCULATION
110   VEME=VEM(I,J)
      WENG=DEME*VEME
      CENG=CEM*SHPD(I,J)
      VENGI=VEME/PFEM(VEME)
C  FUEL SYSTEM CALCULATION
140   GO TO (141,142,143,144), IENG
C  BRAYTON FUEL SYSTEM
144   VOXIDI=0.0
      WOXID=0.0
      COXID=0.0
      GO TO (145,146), ICOMB
C  LITHIUM COMBUSTOR
145   VLIC=END(I)*VFLI(I,J)*((1.-PCC(J)/100.)+
     *FLI(RCD)*PCC(J)/100.)
      WFUEL=DLIC*VLIC
      CFUEL=CBRF*SHPD(I,J)
      VFUELI=VLIC/PFLI(VLIC)
      GO TO 200
C  CARBON BLOCK COMBUSTOR
146   VCBC=END(I)*VFCB(I,J)*((1.-PCC(J)/100.)+
     *FCB(RCD)*PCC(J)/100.)
      WFUEL=DCBC*VCBC
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      CFUEL=CHRF*SHFD(I,J)
      VFUEL1=VCBC/PFCB(VCBC)
      GO TO 200
C  IC FUEL AND OXIDIZER VOLUME CALCULATION
143   GO TO (251,252), IDILU
251   DILFAC=1.0
      GO TO 215
252   DILFAC=0.8
215   GO TO (151,152,153,154), IFUEL
C  IC--HYDROGEN METAL MATRIX AND OXIDIZER (LIQ OR GAS)
154   WTF=WHICH(I,J)*END(I)*((1.-PCC(J)/100.)+
     *FICH(HCD)*PCC(J)/100.)
      WTF=WTF*DILFAC
      VHMF=VHM(WTF)
      WFUEL=DHMF*VHMF
      CFUEL=CHDM*VHMF
      VFUEL1=VHMF/PFHM(VHMF)
      CALL OXIDZR (HHC,HHD,WTF,VOXTOT,TFUEL,TOXID,DOXLS,DOXGS,WOXID,
     $COXID,COXL,COXG)
      GO TO 200
C  IC--HYDROGEN LIQUID AND OXIDIZER (LIQ OR GAS)
153   WTF=WHICH(I,J)*END(I)*((1.-PCC(J)/100.)+
     *FICH(HCD)*PCC(J)/100.)
      WTF=WTF*DILFAC
      VHLF=VHL(WTF)
      WFUEL=DHLF*VHLF
      CFUEL=CHDL*VHLF
      VFUEL1=VHLF/PFHL(VHLF)
      CALL OXIDZR (HHC,HHD,WTF,VOXTOT,TFUEL,TOXID,DOXLS,DOXGS,WOXID,
     $COXID,COXL,COXG)
      GO TO 200
C  IC--HYDROGEN GAS AND OXIDIZER (LIQ OR GAS)
152   WTF=WHICH(I,J)*END(I)*((1.-PCC(J)/100.)+
     *FICH(HCD)*PCC(J)/100.)
      WTF=WTF*DILFAC
      VHGF=VHG(WTF)
      WFUEL=DHGF*VHGF
      CFUEL=CHDG*VHGF
      VFUEL1=VHGF/PFHG(VHGF)
      CALL  OXIDZR(HHC,HHD,WTF,VOXTOT,TFUEL,TOXID,DOXLS,DOXGS,WOXID,
     $COXID,COXL,COXG)
      GO TO 200
C  IC--HYDROCARBON AND OXIDIZER (LIQ OR GAS)
151   WTF=WHICHC(I,J)*END(I)*((1.-PCC(J)/100.)+
     *FICHC(RCD)*PCC(J)/100.)
      WTF=WTF*DILFAC
      VHCF=VHC(WTF)
```

```
      WFUEL=DHCF*VHCF
      CFUEL=CHCF*VHCF
      VFUELI=VHCF/PFFC(VHCF)+VSCRB(WTF)
      CALL OXIDZR(RHC,RHC,WTF,VOXIDI,IFUEL,IOXID,DOXLS,DOXGS,WOXID,
     $COXID,COXL,COXG)
      GO TO 200
C   BATTERY VOLUME, WEIGHT, AND COST (FOR ELECTRIC MOTOR)
142   VOXIDI=0.0
      WOXID=0.0
      COXID=0.0
      SHPHR=SHPHR+FND(I)*PINST*1.341
      GO TO (258,259), IBATT
258   VBTS=VBTLI(SHPHR)
      WFUEL=DBTLI*VBTLI(SHPHR)
      CFUEL=CLIB*SHPHR
      GO TO 257
259   VBTS=VBTSZ(SHPHR)
      WFUEL=DBTSZ*VBTSZ(SHPHR)
      CFUEL=CSZB*SHPHR
257   VFUELI=VBTS/PFBT(VBTS)
      GO TO 200
C   FUEL CELL VOLUME, WEIGHT, AND COST (FOR ELECTRIC MOTOR)
141   SHPD(I,J)=SHPD(I,J)+(PINST*1.341)
      SHPHR=SHPHR+FND(I)*(PINST*1.341)
      GO TO (191,192,193), ITIME
191   VFCS=VFC1(I,J)
      VENGI=VFCS/PFFC(VFCS)+VENGI
      WENG=WENG+DFCS*VFCS
      CENG=CENG+CFC*SHPD(I,J)
      WTF=WHFC1(SHPHR)
      GO TO 194
192   VFCS=VFC2(I,J)
      VENGI=VFCS/PFFC(VFCS)+VENGI
      WENG=WENG+DFCS*VFCS
      CENG=CENG+CFC*SHPD(I,J)
      WTF=WHFC2(SHPHR)
      GO TO 194
193   VFCS=VFC3(I,J)
      VENGI=VFCS/PFFC(VFCS)+VENGI
      WENG=WENG+DFCS*VFCS
      CENG=CENG+CFC*SHPD(I,J)
      WTF=WHFC3(SHPHR)
C   FUEL CELL FUEL VOLUME, WEIGHT, AND COST
194   GO TO (195,196,197,198), IFUEL
195   WRITE (3,25)
      STOP
196   VHGF=VHG(WTF)
```

```
      WFUEL=DHGF*VHGF
      CFUEL=CHDG*VHGF
      VFUEL1=VHGF/PFHG(VHGF)
      CALL OXIDZR (RHC,RHD,WTF,VOXID1,IFUEL,IOXID,DOXLS,DOXGS,WOXID,
     $COXID,COXL,COXG)
      GO TO 200
197   VHLF=VHL(WTF)
      WFUEL=DHLF*VHLF
      CFUEL=CHDL*VHLF
      VFUEL1=VHLF/PFHL(VHLF)
      CALL OXIDZR(RHC,RHD,WTF,VOXID1,IFUEL,IOXID,DOXLS,DOXGS,WOXID,
     $COXID,COXL,COXG)
      GO TO 200
198   VHMF=VHM(WTF)
      WFUEL=DHMF*VHMF
      CFUEL=CHDM*VHMF
      VFUEL1=VHMF/PFHM(VHMF)
      CALL OXIDZR (RHC,RHD,WTF,VOXID1,IFUEL,IOXID,DOXLS,DOXGS,WOXID,
     $COXID,COXL,COXG)
C
C  SUM VOLUMES, WEIGHTS, AND COSTS
C  INCLUDING PROP, CON, SEN, NEUT, AND NAV
C
200   VPROP1=VENG1+VFUEL1+VOXID1
      VCON=HD*VCD
      VNEW=VCON+VNAV+VSEN+VNUT+VPROP1
      WCON=DCON*VCON
      CCON=CCD*HD
      CHULL=CHP*WHULL/1000.0
      WNAV=DNAV*VNAV
      WSEN=DSEN*VSEN
      WNUT=DNUT*VNUT
      WNEW=WENG+WFUEL+WOXID+WCON+WNAV+WSEN+WNUT+WHULL
      COST=CENG+CFUEL+COXID+CCON+CNAV+CSEN+CNUT+CHULL
      DFWT=VHULL*64.2
C
C  CALCULATE VOLUME INCREASE REQUIRED
C
C  IF LARGE, RECALCULATE
C  IF SMALL, CHECK AND ADJUST FOR NEUTRAL BUOYANCY
C  IF NEGATIVE (FROM PREVIOUS CALCULATION), CHECK FOR NEUTRAL
C     BUOYANCY (VWOH=AVG OF LAST TWO CALCULATIONS)
C
      IF(VINCR .LT. 0.0) GO TO 851
      VINCR=(VNEW+VBUOY)-VWOH
C     **EXTEND**
      IF(IEXT .EQ. 1) GO TO 201
```

```
      WRITE(3,442)
      WRITE(3,22)CENG,CFUEL,COXID,CCON,CHULL
      WRITE(3,38)
      WRITE(3,22) VENGI,VFUELI,VOXIDI,VNEW,WNEW,COST,DPWT,VINCR
C     **EXTEND**
201   IF (ABS(VINCR) .GT. (VHULL/100.0)) GO TO 550
C  CHECK FOR NEUTRAL BUOYANCY
851   VHOLD=VBUOY
      VINCR=0.0
      VBUOY=WNEW/64.2-VNEW/HVEFF
      IF(VBUOY .LT. 0.0) GO TO 51
      IF ((VBUOY-VHOLD) .LT. (VHULL/100.0)) GO TO 51
C     **EXTEND**
      IF(IEXT .EQ. 1) GO TO 57
      WRITE(3,443)
      WRITE(3,59)
      WRITE(3,27) WNEW,VBUOY,WENG,WFUEL,WOXID,WCON,WNAV,WSEN,WNUT
C     **EXTEND**
57    GO TO 550
C ADJUST FOR NEUTRAL BUOYANCY
51    IF(VBUOY) 91,92,93
91    PLEAD=-(VBUOY*64.2)
      VAIR=0.0
      GO TO 94
92    PLEAD=0.0
      VAIR=0.0
      GO TO 94
93    PLEAD=0.0
      VAIR=VBUOY
C
C  OUTPUT RESULTS
C
94    WRITE (3,26) WSHN,END(I),CHIZ(J),DASH(J),FCC(J),SHPC(I,J),
     $SHPD(I,J),VENGI,VFUELI,VOXIDI,PLEAD,VAIR,DPWT,BD,COST
C
C  NEW SPEED
205   CONTINUE
C  NEW ENDURANCE
      WRITE(3,437)
210   CONTINUE
      STOP
      END
C
C
      SUBROUTINE OXIDZR (RHC,RHO,WTF,VOXIDI,TFUEL,TOXID,DOXLS,
     $DOXGS,WOXID,COXID,COXL,COXG)
C
```

```
C  SUBROUTINE CALCULATES INSTALLED VOLUME OF LIQ OR GAS
C  OXIDIZER FOR EACH TYPE OF FUEL
C
C      OXYGEN GAS (3,000 PSI) AND CONTAINMENT
       VOXG(WOX)=3.0+0.067*WOX
C      OXYGEN LIQUID AND CONTAINMENT
       VOXL(WOX)=3.0+0.0179*WOX
C      OXYGEN GAS
       PFOXG(VOXGS)=0.95
C      OXYGEN LIQUID
       PFOXL(VOXLS)=0.95
       GO TO (161,162,162,162), IFUEL
161    WOX=WTF/RHC
       GO TO 170
162    WOX=WTF/RHD
170    GO TO (171,172), IOXID
171    VOXGS=VOXG(WOX)
       WOXID=DOXGS*VOXGS
       COXID=COXG*VOXGS
       VOXID1=VOXGS/PFOXG(VOXGS)
       RETURN
172    VOXLS=VOXL(WOX)
       WOXID=DOXLS*VOXLS
       COXID=COXL*VOXLS
       VOXID1=VOXLS/PFOXL(VOXLS)
       RETURN
       END
C
C
       SUBROUTINE DRAG
C
C  DRAG CALCULATION
C  ALL FINAL COEFFICIENTS CALCULATED WRT/ WETTED AREA
C
       COMMON RWD,RWC,RBD,RBC,CDWD,CDWC,CDBD,CDBC,CFWD,CFWC,CFBD,CFBC,
      $RPCWD,RPCWC,RPCBD,RPCBC,R,RL,RC,A,CFBAS,CFRUF,CFPRT,CF,
      $IEXT,IREY,DASH,CRUZ,WCHD,VISC,BL,GSIZM,RUF,
      $FPRT,HTPRT,CDPRT,BD,WTDC,WARA,WWFT,J
801    FORMAT(12X,4F10.4,F10.2,4F10.5)
802    FORMAT(" REYNO NO. FOR BODY IS LAMINAR")
803    FORMAT(1X,45HWD/WC/BD/BC--REYNO       RUF         CFRUF       RC,
      $50H            A            CFBAS      CFRUF       CFPRT       CF)
804    FORMAT(4F11.5)
805    FORMAT(" CFWD,CFWC,CFBD,CFBC")
806    FORMAT(" CDWD,CDWC,CDBD,CDBC")
807    FORMAT(" ERROR--K/L GT 5.E-4")
       DIMENSION CRUZ(20),DASH(20)
```

```
C
C  CALCULATE WING AND BODY REYNO
C
      RWD=DASH(J)*1.688*WCHD/VISC
      RWC=CRUZ(J)*1.688*WCHD/VISC
      RBD=DASH(J)*1.688*FL/VISC
      RBC=CRUZ(J)*1.688*FL/VISC
C
C  CALCULATE BODY AND WING CF FOR EACH SPEED
C
C     **EXTEND**
      IF (IEXT .EQ. 1) GO TO 358
      WRITE (3,883)
C     **EXTEND**
358   DO 380 IREY=1,4
      GO TO (351,352,353,354),IREY
351   R=RWD
      RL=WCHD
      GO TO 370
352   R=RWC
      RL=WCHD
      GO TO 370
353   R=RBD
      RL=FL
      GO TO 370
354   R=RBC
      RL=FL
C
C  BASE SKIN FRICTION
C
370   RUF=GSIZM/1.2E4/RL
      IF(RUF .LT. 1.0E-6) RUF=1.0E-6
      IF(RUF .GT. 1.0E-4) WRITE (3,887)
      IF(RUF .GT. 1.0E-4) RUF=1.0E-4
      CFRUFF=1.667E-4*(ALOG10(RUF)+6.0)**2.0+0.0017
      RC=1.0E6-RUF*6.0E9
      IF(R .LT. RC) GO TO 371
      IF(R .LT. 1.0E7) GO TO 372
      GO TO 373
C  LAMINAR:  REYNO .LT. RC -- HOERNER, P. 2-4, 2-6
371   CFBAS=1.328/R**.5
      CFRUF=0.0
      CFPRT=0.0
      GO TO 390
C  TRANSITION:  RC .LT. REYNO .LT. 1E7 -- HOERNER, P. 5-1, SCH, P. 21.2
372   A=3594.0*ALOG10(RC)-18415.0
      CFBAS=.455/(ALOG10(R))**2.58-A/R
```

```
      CFPRT=0.0
      IF(CFRUFM .GT. (.455/(ALOG10(R)**2.58))) CFRUF=CFRUFM-CFBAS
      IF(CFRUFM .LE. CFBAS) CFRUF=0.0
      GO TO 390
C  TURBULENT (ABOVE 1.0E7): INCLUDE PROTUB -- HOERNER, P. 5-1, 5-7
373   CFBAS=.455/(ALOG10(R))**2.58
      IF(CFRUFM .GT. CFBAS) CFRUF=CFRUFM-CFBAS
      IF(CFRUFM .LE. CFBAS) CFRUF=0.0
      CFPRT=1.32*FPRT*CDPRT*(HTPRT/RL)**.333*R**.067
390   CF=CFBAS+CFRUF+CFPRT
C     **EXTEND**
      IF (IEXT .EQ. 1) GO TO 400
      WRITE(3,881)R,RUF,CFRUFM,RC,A,CFBAS,CFRUF,CFPRT,CF
C     **EXTEND**
400   GO TO (361,362,363,364), IREY
C
361   CFWD=CFBAS
C  SAVE CONTRIBUTION OF R & P FOR WING TRANSITION DASH CD CALCULATION
      RPCWD=CF/CFBAS
      GO TO 380
C
362   CFWC=CFBAS
C  SAVE CONTRIBUTION OF R & P FOR WING TRANSITION CRUISE CD CALCULATION
      RPCWC=CF/CFBAS
      GO TO 380
C
363   CFBD=CF
C  SAVE CONTRIBUTION OF R & P FOR BODY TRANSITION DASH CD CALCULATION
      RPCBD=CF/CFBAS
      GO TO 380
C
364   CFBC=CF
C  SAVE CONTRIBUTION OF R & P FOR BODY TRANSITION CRUISE CD CALCULATION
      RPCBC=CF/CFBAS
380   CONTINUE
C
C
C  CALCULATE BODY TOTAL DRAG COEFFICIENTS, GIVEN CFBD AND CFBC,
C  HOERNER, 6-16, 6-17
C
C  CRUISE BODY, TRANS + TURB
      IF (RBC-1.E7) 366,366,365
365   CDBC=CFBC*(1.+1.5*(BD/BL)**1.5+7.*(BD/BL)**3.)
      GO TO 368
366   IF(RBC .LT. 1.E6) WRITE(3,882)
      CDBC=(.001*(ALOG10(RBC)-6.)+.002)*RPCBC
C  DASH BODY, TRANS & TURB
```

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```
378   IF(RBL-1.E7) 450,450,449
449   CDBD=CFBD*(1.+1.5*(BD/BL)**1.5+7.*(BD/BL)**3.)
      GO TO 451
450   IF(RBL .LT. 1.E6) WRITE(3,882)
      CDBD=(.001*(ALOG10(RBD)-6.)+.002)*RPCBD
C
C  CALCULATE WING TOTAL DRAG COEFFICIENTS
C
C  CALCULATE WING TOTAL CRUISE DRAG, GIVEN CFWC
451   IF (RWC .LT. 1.E5) GO TO 382
      IF (RWC .LT. 1.E6) GO TO 381
C  TURBULENT--HOERNER, 6-6
      CDWC=WARA/WWET*2.*CFWC*(1.+2.*WTOC+60.*WTOC**4.)
      GO TO 383
C  TRANSITION--CURVE FIT TO HOERNER, 6-2
C  INCLUDE RUF AND FROT FROM CFWC CALCULATION
381   CDWC=WARA/WWET*10.**((.16+2.67*WTOC)*(ALOG10(RWC)-6.)**2.+
     *ALOG10(.0034+.0227*WTOC))*RPCWC
      GO TO 383
C  LAMINAR--HOERNER, 6-5
382   CDWC=WARA/WWET*(2.*CFWC*(1.0+WTOC)+WTOC**2.0)
C  CALCULATE WING TOTAL DASH DRAG, GIVEN  CFWD
383   IF (RWD .LT. 1.E5) GO TO 385
      IF (RWD .LT. 1.E6) GO TO 386
      CDWD=WARA/WWET*2.0*CFWD*(1.0+2.0*WTOC+60.0*WTOC**4.0)
      GO TO 387
386   CDWD=WARA/WWET*10.**((.16+2.67*WTOC)*(ALOG10(RWD)-6.)**2.+
     *ALOG10(.0034+.0227*WTOC))*RPCWC
      GO TO 387
385   CDWD=WARA/WWET*(2.0*CFWD*(1.0+WTOC)+WTOC**2.0)
387   CONTINUE
C     **EXTEND**
      IF (IEXT .EQ. 1) GO TO 388
      WRITE(3,885)
      WRITE(3,884)CFWD,CFWC,CFBD,CFBC
      WRITE(3,886)
      WRITE(3,884)CDWD,CDWC,CDBD,CDBC
C     **EXTEND**
388   CONTINUE
      RETURN
      END
```

APPENDIX C

SAMPLE EXECUTION

TRADE-OFF ANALYSIS OF PROPULSION SYSTEMS FOR SUBMERSIBLES

TAPSS/MAR6 ***(041278)15:59***

IC ENGINE, LIQUID FUELED 3 APR 78

SPEEDS AND ENDURANCES

MISSION	END, HRS	CRUISE, KNOTS	DASH, KNOTS	PERCENT CRUISE
1	6.0	2.0	4.0	0
2	6.0	3.0	6.0	0
3	6.0	4.0	8.0	0
4	6.0	5.0	10.0	0
5	6.0	6.0	12.0	0
6	6.0	7.0	14.0	0
7	8.0	2.0	4.0	0
8	8.0	3.0	6.0	0
9	8.0	4.0	8.0	0
10	8.0	5.0	10.0	0
11	8.0	6.0	12.0	0
12	8.0	7.0	14.0	0
13	10.0	2.0	4.0	0
14	10.0	3.0	6.0	0
15	10.0	4.0	8.0	0
16	10.0	5.0	10.0	0
17	10.0	6.0	12.0	0
18	10.0	7.0	14.0	0
19	12.0	2.0	4.0	0
20	12.0	3.0	6.0	0
21	12.0	4.0	8.0	0
22	12.0	5.0	10.0	0
23	12.0	6.0	12.0	0
24	12.0	7.0	14.0	0
25	14.0	2.0	4.0	0
26	14.0	3.0	6.0	0
27	14.0	4.0	8.0	0
28	14.0	5.0	10.0	0
29	14.0	6.0	12.0	0
30	14.0	7.0	14.0	0

```
PROPULSION SYSTEM INFORMATION

     CLOSED CYCLE IC ENGINE
     HYDROGEN LIQUID FUELED
     AIR DILUTED
     LIQUID OXYGEN
     TIME FRAME--1985

WING AND HULL GEOMETRY
     NO.= 8   T/C=0.20     B/BL=0.10     S/C=1.00
     PRISM COFF=0.6835     L/D= 5.27     HV PACK EFF=0.90    ND WET AREA=13.174

VOLUME INFORMATION
     VINIT= 30.0    VNAV=  3.0    VSEN= 13.0    VNUT=  0.0    VOL CON/DIA= 0.5

ROUGHNESS INFORMATION
     HT, CD, AND FRACT FOR PROT 0.003 0.500 0.005       GRAIN SIZE, MILS= 0.10

DENSITY OF COMPONENTS
     DBRE,DICF,DEME,DFCS,DLIC,DCBC,DCDN,DNAV,DNUT,DSEN,DHMF,DHLF,DHGF,DHCF,DOXGS,DOXLS,C
       53.  64. 100.  80.  70.  70.  50.  40.  60.  40.  94.  23.  47.  60.  50.  60. 11

MISCELLANEOUS INFORMATION
     PROP EFF= 0.80    INST WIS= 2.5    SW TEMP F= 50.    F/O RATIO- HC, H2: .280 .125

COST OF COMPONENTS
     CNAV,CSEN,CNUT, CCD,CBRE,CBRF,CICE,CSZB,CLIB, CFC, CEM,CHCF,CHDG,CHDL,CHDM,COXG,COX
     150.0300.0 75.0  6.0  0.5  0.5  0.5  0.7  0.3 27.0  0.2  1.0  2.0  3.0  3.0  2.0

VEHICLE HULL INFORMATION
     DEPTH, FT= 1000.    YOUNGS ELAS MOD, PSI= 30000000.    MATL YIELD STRESS, PSI= 80000.
     MATL DENSITY, PCF= 490.    SAFETY FACTOR= 1.5
```

MSHN NO.	ENDUR HRS	CR SPD KNOTS	DSH SPD KNOTS	PER CT CRUISE	SH HP CRUISE	SH HP DASH	ENG VOL CU FT	FUEL VOL CU FT	OX VOL CU FT	BALLAST LBS	BUOY CU FT	AI
1	6.0	2.0	4.0	0.0	6.7	6.9	2.6	10.1	4.7	807.3	0.0	2
2	6.0	3.0	6.0	0.0	6.8	7.5	2.6	10.4	4.8	819.4	0.0	2
3	6.0	4.0	8.0	0.0	6.9	8.9	2.7	11.1	5.2	850.6	0.0	2
4	6.0	5.0	10.0	0.0	7.2	11.1	2.8	12.2	5.7	896.5	0.0	2
5	6.0	6.0	12.0	0.0	7.6	14.7	3.0	14.0	6.5	973.9	0.0	2
6	6.0	7.0	14.0	0.0	8.4	20.2	3.3	16.8	7.7	1093.2	0.0	3
7	8.0	2.0	4.0	0.0	6.7	6.9	2.6	11.3	5.2	856.2	0.0	2
8	8.0	3.0	6.0	0.0	6.8	7.5	2.6	11.7	5.4	873.0	0.0	2
9	8.0	4.0	8.0	0.0	6.9	9.0	2.7	12.6	5.9	912.9	0.0	2
10	8.0	5.0	10.0	0.0	7.2	11.3	2.8	14.2	6.6	980.8	0.0	2
11	8.0	6.0	12.0	0.0	7.6	15.2	3.1	16.8	7.7	1092.2	0.0	3
12	8.0	7.0	14.0	0.0	8.5	21.4	3.4	20.9	9.6	1266.3	0.0	3
13	10.0	2.0	4.0	0.0	6.7	6.9	2.6	12.4	5.8	905.3	0.0	2
14	10.0	3.0	6.0	0.0	6.8	7.5	2.6	12.9	6.0	927.2	0.0	2
15	10.0	4.0	8.0	0.0	7.0	9.0	2.7	14.2	6.6	978.8	0.0	2
16	10.0	5.0	10.0	0.0	7.2	11.6	2.8	16.3	7.5	1066.4	0.0	3
17	10.0	6.0	12.0	0.0	7.8	15.7	3.1	19.8	9.1	1218.3	0.0	3
18	10.0	7.0	14.0	0.0	8.7	22.6	3.5	25.5	11.7	1459.2	0.0	4
19	12.0	2.0	4.0	0.0	6.7	6.9	2.6	13.6	6.3	954.5	0.0	2
20	12.0	3.0	6.0	0.0	6.8	7.5	2.6	14.2	6.6	981.8	0.0	2
21	12.0	4.0	8.0	0.0	7.0	9.1	2.7	15.8	7.3	1046.0	0.0	3
22	12.0	5.0	10.0	0.0	7.2	11.8	2.9	18.4	6.5	1159.4	0.0	3
23	12.0	6.0	12.0	0.0	7.9	16.3	3.1	23.0	10.5	1349.7	0.0	3
24	12.0	7.0	14.0	0.0	8.6	23.8	3.5	30.5	13.9	1671.5	0.0	4
25	14.0	2.0	4.0	0.0	6.7	7.0	2.6	14.8	6.8	1003.8	0.0	2
26	14.0	3.0	6.0	0.0	6.8	7.6	2.6	15.5	7.2	1036.9	0.0	3
27	14.0	4.0	8.0	0.0	7.0	9.2	2.7	17.4	6.0	1114.5	0.0	3
28	14.0	5.0	10.0	0.0	7.3	12.0	2.9	20.7	9.5	1253.7	0.0	3
29	14.0	6.0	12.0	0.0	7.9	15.8	3.1	26.3	12.0	1491.6	0.0	4
30	14.0	7.0	14.0	0.0	9.0	25.2	3.6	36.1	16.5	1904.5	0.0	5

TAPSS/DICL
RECORD =10 WORDS. BLOCK =30 WORDS.
CREATED: 03/22/78 LISTED: 1756 05/10/78
THE FILE CONTAINS 20 RECORDS.

IC ENGINE, LIQUID FUELED 3 APR 78						00000000
3	3	1	2	2		00000010
2	2	1				00000020
0.80	0.26	0.125	2.5	50.0		00000030
5	6					00000040
6.0	8.0	10.0	12.0	14.0		00000050
2.0	3.0	4.0	5.0	6.0	7.0	00000060
4.0	6.0	8.0	10.0	12.0	14.0	00000070
0.0	0.0	0.0	0.0	0.0	0.0	00000080
8	0.2	0.1	1.0			00000090
.6835	5.27	0.9	13.174			00000100
30.0	3.0	13.0	0.0	0.5		00000110
0.003	0.5	0.005	0.1			00000120
53.0	64.0	100.0	80.0	70.0	70.0	00000130
50.0	40.0	60.0	40.0	94.0	23.0	00000140
47.0	60.0	50.0	60.0	110.0	112.0	00000150
150.0	300.0	75.0	6.0	0.5	0.5	00000160
0.5	0.7	0.3	27.0	0.2	1.0	00000170
2.0	3.0	3.0	2.0	3.0	20.0	00000180
1000.0	30000000.0	80000.0	490.0	1.5		00000190

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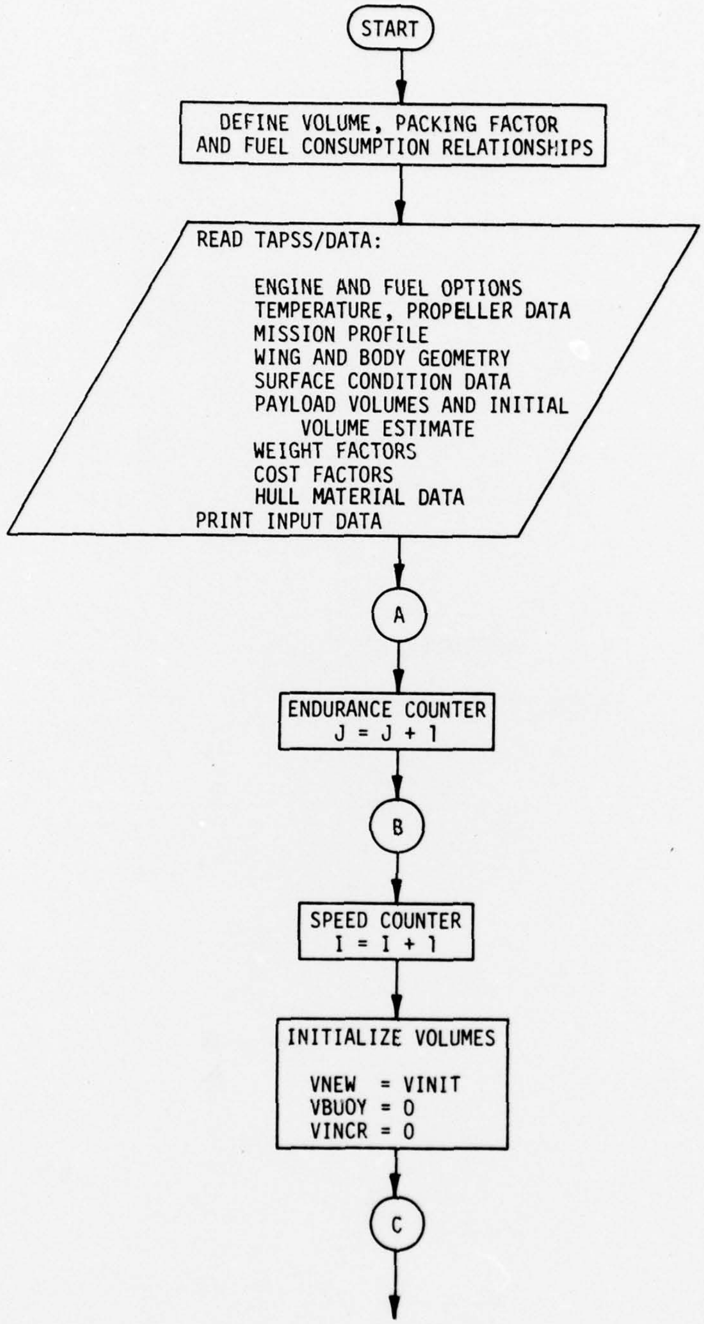
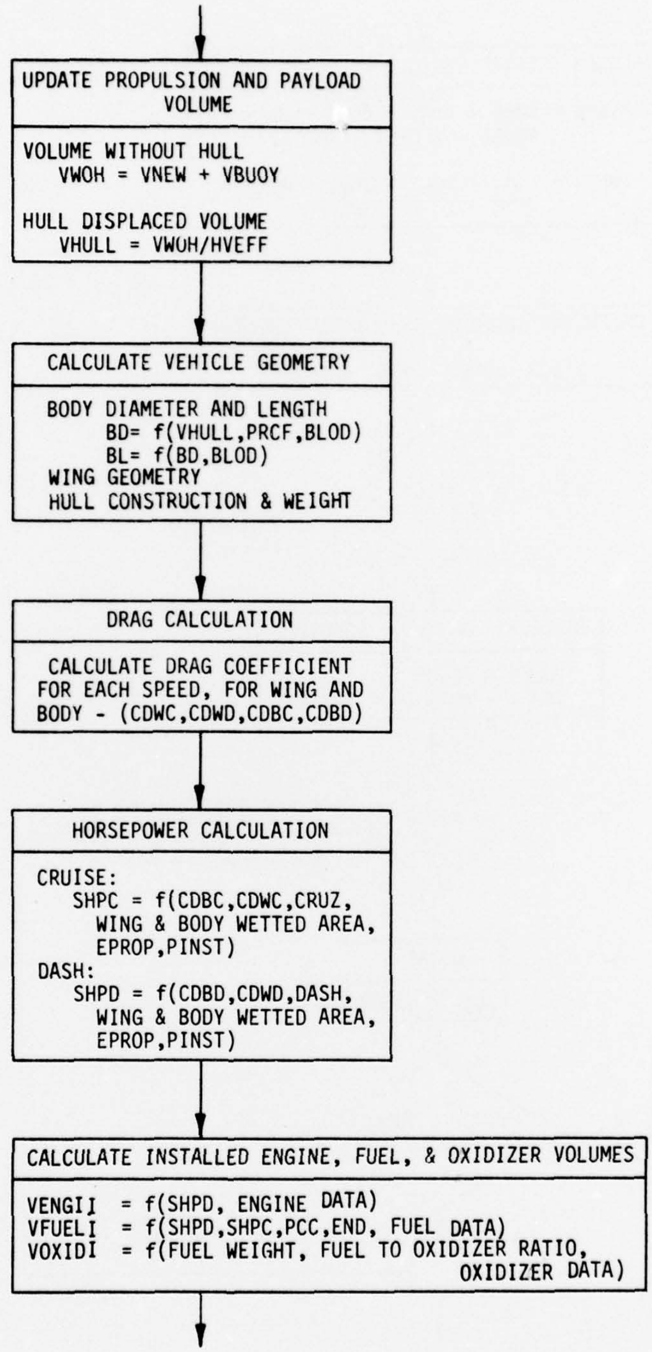
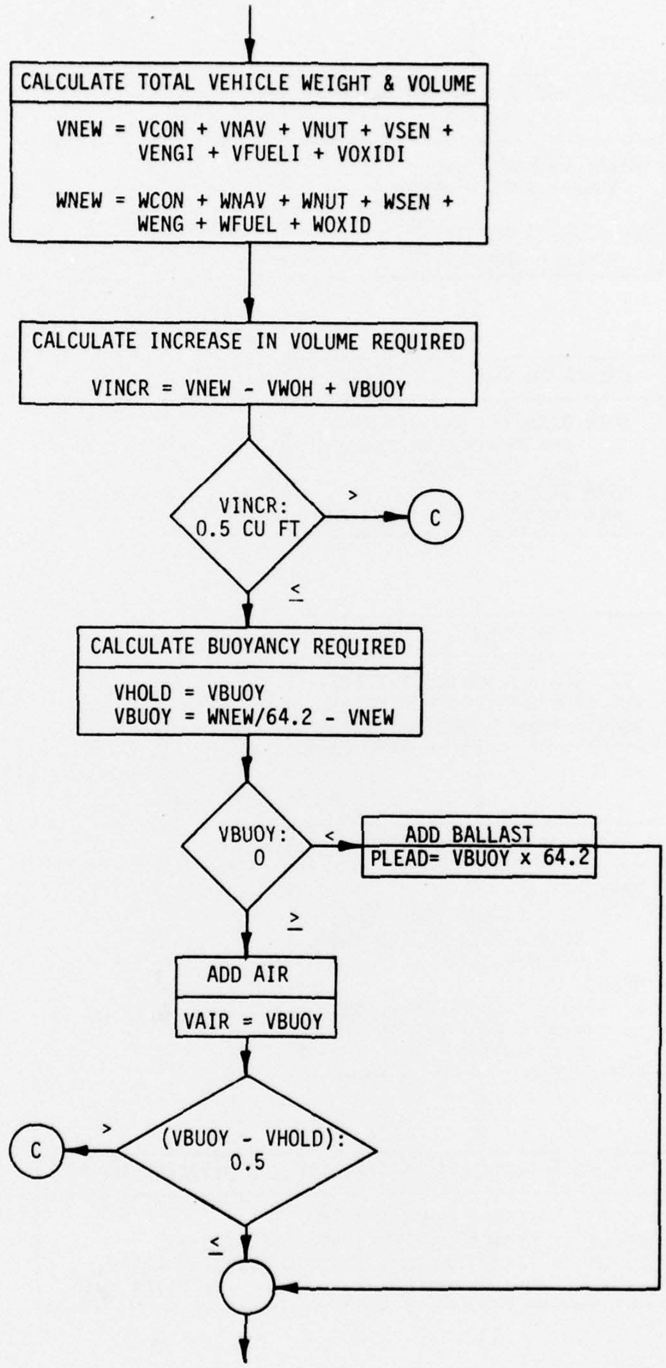
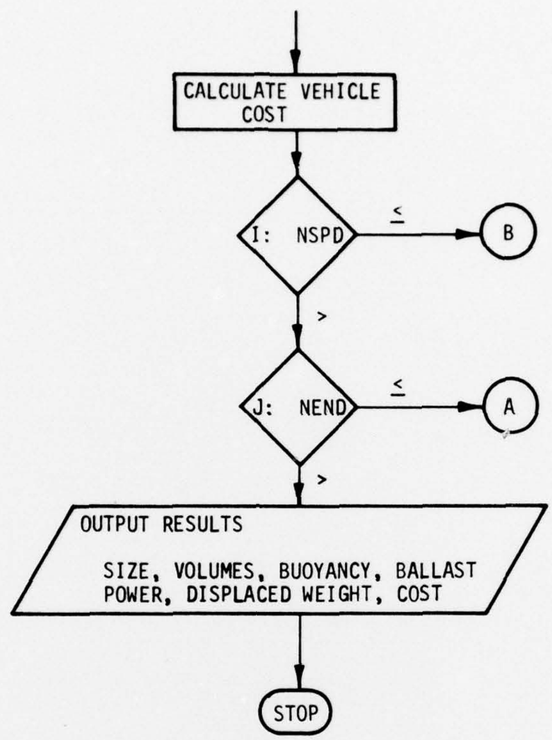
APPENDIX D

TAPSS PROGRAM FLOW CHART


START
DEFINE VOLUME, PACKING FACTOR AND FUEL CONSUMPTION RELATIONSHIPS
READ TAPSS/DATA:
ENGINE AND FUEL OPTIONS
TEMPERATURE, PROPELLER DATA
MISSION PROFILE
WING AND BODY GEOMETRY
SURFACE CONDITION DATA
PAYLOAD VOLUMES AND INITIAL VOLUME ESTIMATE
WEIGHT FACTORS
COST FACTORS
HULL MATERIAL DATA
PRINT INPUT DATA
A
ENDURANCE COUNTER
J = J + 1
B
SPEED COUNTER
I = I + 1
INITIALIZE VOLUMES
VNEW = VINIT
VBUOY = 0
VINCR = 0
C


UPDATE PROPULSION AND PAYLOAD VOLUME
VOLUME WITHOUT HULL
VWOH = VNEW + VBUOY
HULL DISPLACED VOLUME
VHULL = VWOH/HVEFF
CALCULATE VEHICLE GEOMETRY
BODY DIAMETER AND LENGTH
BD= f(VHULL,PRCF,BLOD)
BL= f(BD,BLOD)
WING GEOMETRY
HULL CONSTRUCTION & WEIGHT
DRAG CALCULATION
CALCULATE DRAG COEFFICIENT FOR EACH SPEED, FOR WING AND BODY - (CDWC,CDWD,CDBC,CDBD)
HORSEPOWER CALCULATION
CRUISE:
SHPC = f(CDBC,CDWC,CRUZ, WING & BODY WETTED AREA, EPROP,PINST)
DASH:
SHPD = f(CDBD,CDWD,DASH, WING & BODY WETTED AREA, EPROP,PINST)
CALCULATE INSTALLED ENGINE, FUEL, & OXIDIZER VOLUMES
VENGII = f(SHPD, ENGINE DATA)
VFUELI = f(SHPD,SHPC,PCC,END, FUEL DATA)
VOXIDI = f(FUEL WEIGHT, FUEL TO OXIDIZER RATIO, OXIDIZER DATA)


CALCULATE TOTAL VEHICLE WEIGHT & VOLUME
VNEW = VCON + VNAV + VNUT + VSEN + VENGI + VFUELI + VOXIDI
WNEW = WCON + WNAV + WNUT + WSEN + WENG + WFUEL + WOXID
CALCULATE INCREASE IN VOLUME REQUIRED
VINCR = VNEW - VWOH + VBUOY
VINCR: 0.5 CU FT
>
C
≤
CALCULATE BUOYANCY REQUIRED
VHOLD = VBUOY
VBUOY = WNEW/64.2 - VNEW
VBUOY: 0
<
ADD BALLAST
PLEAD= VBUOY x 64.2
≥
ADD AIR
VAIR = VBUOY
(VBUOY - VHOLD): 0.5
>
C
≤


CALCULATE VEHICLE COST
I: NSPD
≤
B
>
J: NEND
≤
A
>
OUTPUT RESULTS
SIZE, VOLUMES, BUOYANCY, BALLAST
POWER, DISPLACED WEIGHT, COST
STOP

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