

COMPUTER SIMULATION OF A PROPELLANT  
FEED SYSTEM FOR A LIQUID PROPELLANT GUN

Craig Richard Dampier

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## THESIS

COMPUTER SIMULATION OF A PROPELLANT  
FEED SYSTEM FOR A LIQUID PROPELLANT GUN

by

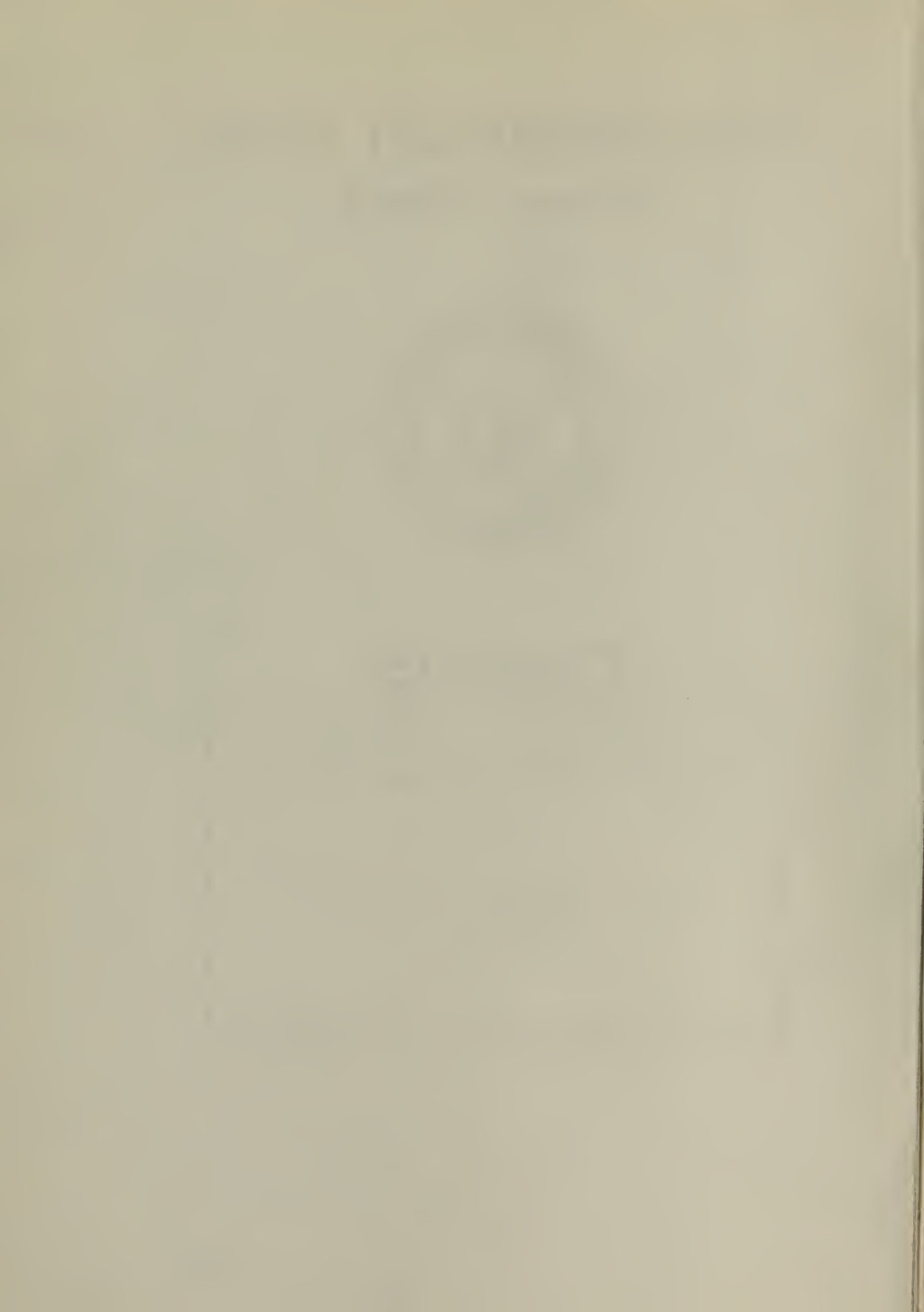
Craig Richard Dampier  
June 1976

Thesis Advisor:

T. M. Houlihan

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by

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Lieutenant, United States Navy  
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Submitted in partial fulfillment of the  
requirements for the degree of

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## ABSTRACT

A computer model was developed to simulate a projectile ram-propellant feed system for a Liquid Propellant Gun. Using a lumped parameter approach, a set of simultaneous differential equations was derived for the complex interaction of the propellant fluid, the driving injector and the projectile. The computer model was verified against a 20 mm experimental apparatus. Injector displacement, projectile displacement, and chamber pressure were compared for a nominal driving pressure of 140 psi. The important system parameters affecting projectile ram time and chamber pressure oscillations were investigated and potential problem areas for testing with actual propellant were identified.



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## I. INTRODUCTION

As the state of the art of weapons technology improves, more complex systems are continually being developed. To meet future needs these systems must have improved performance, less weight and volume, less complicated logistics, and at the same time be more cost effective than current systems. One candidate for these future weapon systems is the liquid propellant gun (LPG). Numerous investigations over the past thirty years have demonstrated its potential if the technology can be developed to utilize a liquid propellant in a large caliber gun.

One important area that needs investigation is the aspect of fluid propellant handling. The ordnance designer must know the necessary propellant flow rates and pressure regimes needed to achieve the desired system performance. These parameters must be within allowable safety margins for the handling and use of the explosive propellant. One possible design of an LPG which would allow a very high firing rate utilizes the propellant to ram the loaded projectile. Combining the normally separate propellant load and ram cycles decreases the required movement of mechanical parts. Thus, using this method, it is feasible that firing rates in excess of four to five times present rates could be achieved. This thesis was directed toward identifying the important fluid dynamic parameters involved with such a projectile ram feed system.



## II. BACKGROUND

During 1974 and early 1975, an investigation was conducted at the Naval Postgraduate School to study, both analytically and experimentally, the fluid dynamics of a liquid propellant under conditions similar to those which would exist in a rapid-fire LPG feed system. The results of this investigation were to be used to establish such LPG design and performance parameters as time-to-load, injection supply pressure, injection system configuration, ullage, charge-to-mass ratio, caliber size, and projectile mass. It was hoped that this investigation would identify any potential problem areas for further detailed research.

The basic objective of the experimental portion of the investigation was to identify what fluid dynamic characteristics of a liquid propellant feed system would limit loading times and hence rates of fire. A 20 mm experimental model of a basic propellant feed system was designed and built. Data on injector displacement, breech chamber pressure, and ram gas pressure (input driving pressure), were recorded for driving pressures between 50 and 220 psig in 10 psi increments. As reported in Ref. 1, it was found that the instantaneous behavior of the chamber pressure was the result of a complex interaction of inertia forces, viscous forces, and the unsteady motion of the fluid. The experiments demonstrated that frictional and inertial effects were significant during the movements of the injector and the projectile slug. Once the projectile slug stopped, the effect of entrapped gas in the fluid caused large breech chamber pressure oscillations. On several runs, sub-atmospheric pressures were experienced



which suggested the possibility of cavitation and hence vapor-phase ignition. Over all, it was found that the ram time had a quadratic dependence upon ram pressure.

The analytical portion of the investigation was directed toward predicting the pressure and flow rate of the propellant and the projectile slug motion during an LPG loading cycle. The mathematical model which was developed and programmed on an analog computer predicted the position, velocity, and acceleration of the projectile and the pressure at various points in the system as functions of time. The model was tested against experimental results and found to be adequate for the prediction of projectile ram time. An analysis was performed using the model to indicate the areas of system redesign likely to be most profitable and to obtain preliminary predictions of LPG loading system performance under a variety of design conditions. The results of the analytical study, as well as a summary of the experimental work is contained in Ref. 2.

The aforementioned model was the starting point for the present study. To better understand the derivations in the following sections, Figure (1) indicates the geometry of a basic projectile ram propellant feed system. An injector chamber is filled with propellant, which is then pumped into the gun breech by applying ram pressure to the ram side of the injector piston. This can be accomplished by using high pressure gas from an accumulator or by using an hydraulic drive system. The force exerted by the injector piston drives the fluid propellant through the connecting line into the gun breech. The rapidly accelerated propellant drives the already loaded projectile to its seated position ready for firing.





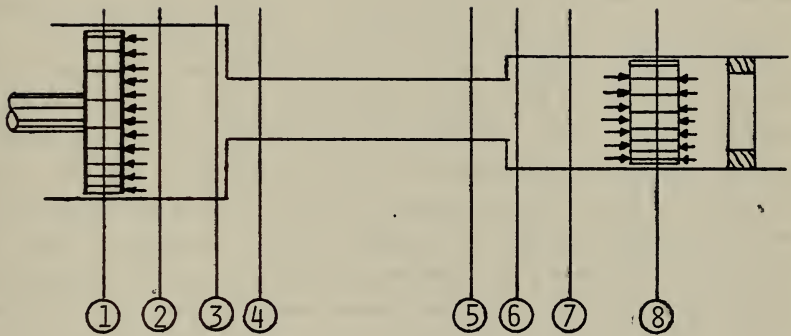


Figure 1 - BASIC GEOMETRY



The complex nature of this dynamic ram process is not easy to describe with mathematical equations. Many researchers have approached the problem using wave mechanics and partial differential equations. These equations were then modified according to the propagation characteristics of the system and the various boundary conditions encountered therein. This usually led to involved finite difference methods of solution on a digital computer.

Another possible approach considers the kinetic energy involved in the ram process. This is the approach that was used to derive the governing equations for the previously described analog computer model. Beginning with the input side, a force balance on the injector piston yielded an equation for the pressure in the injector chamber in terms of the injector motion. Writing Bernoulli's equations for head losses at the expansion to the breech chamber, the contraction to the connecting line, and an orifice in the connecting line resulted in an equation for the pressure drop in the connecting line in terms of the square of the fluid velocity and the fluid acceleration. A force balance on the projectile slug yielded a third equation which described the breech chamber pressure in terms of the slug motion. To solve these equations, some method of relating the motions in the injector, connecting line, and breech chamber had to be established. It was assumed that the fluid was incompressible and therefore these motions were identical. To facilitate the analog simulation it was also assumed that the input ram pressure was a step input. In the process of converting these equations to an integral form for wiring on an analog computer, all variables were normalized to permit scaling.

Despite these limiting assumptions, the analog computer model was able to predict the time to ram the projectile and



the chamber pressures which occur during the time that the injector is in motion. Due to the incompressibility assumption, the model was unable to account for the pressure transients or "water hammer" type pressure oscillations which occurred when the projectile was seated and the propellant fluid was being decelerated. These pressure oscillations are important to the system designer because the peak breech chamber load pressure is experienced during these oscillations. It is also possible that these oscillations could interfere with the uniformity of the ignition and subsequent combustion of the propellant.

A straight forward attempt was made to extend this analog model by first converting it to a digital computer program. This allowed an accurate representation of the input ram pressure and the use of unnormalized variables to be incorporated. These improvements increased the accuracy of the model but the effect of the compressibility of the propellant fluid still was not taken into account. Trying to add compressibility effects to this model by adding time derivatives of the pressure terms to the governing equations unlinked the motions of the injector, the connecting line fluid, and the projectile slug causing a problem with too many unknown variables for the number of equations involved.

It was decided that a new approach should be tried which would adequately describe the system pressure oscillations. The approach would feature an engineering model which would be easy to use, adaptable to any LPG feed system, and not obscure the interaction of system parameters by complicated mathematics.



### III. DERIVATION OF COMPUTER MODEL

#### A. LUMPED PARAMETER APPROACH

The approach that showed the greatest promise for modeling the LPG feed system was that of the fluid transmission line concept. This approach, which has become popular in the last five to ten years, is based on a pressure-voltage and flow velocity-current analogy with Electrical Engineering determinations. It is an outgrowth of the large amount of effort that has been devoted to investigating fluid line transients. Reference 3 is a good survey of this field.

For complex systems this approach is usually simplified by using the approximation of lumped parameters. The effects of fluid inertia, capacitance, and resistance are "lumped" and considered to act only in discreet areas of the system. This results in a reduction of the unknown parameters due to the assumed lack of interaction of the different fluid effects. This approximation, however, results in the necessity of using several empirical constants which must be determined by fitting experimental data. The ordinary differential equations that are derived from this method can be solved either by Laplace transformation or by computer integration.

To consider the effect of fluid inertia it is assumed that only pressure and inertia forces are present and that compressibility effects are negligible in the volume under





consideration. Then,

$$P_1 - P_2 = \rho L \frac{dV}{dT}$$

where  $\rho$  is the propellant fluid density,  $L$  is a characteristic length and  $V_1 = V_2 = V$  because the flow is considered incompressible for this building block (Fig. 2A).

To consider the effect of fluid capacitance, it is assumed that only compressibility effects are important, and that inertia and resistance effects may be neglected in the volume under consideration. Therefore,

$$V_1 - V_2 = \frac{L}{K} \frac{dP}{dT}$$

where  $K$  is the effective bulk modulus of the propellant fluid,  $L$  is a characteristic length and  $P_1 = P_2 = P$  (Fig. 2B).

Because fluid resistance can be affected by so many different parameters, it is impossible to write a general equation describing the pressure drop due to fluid resistance. It is best to treat it empirically using an experimentally derived figure. Thus, in the volume under consideration,

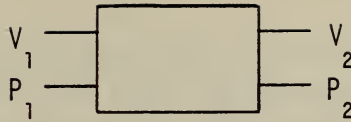
$$P_1 - P_2 = Rv V$$

where  $Rv$  is a function of fluid velocity and  $V_1 = V_2 = V$  (Fig. 2C). Changes in cross sectional area can be accounted for by using appropriate area ratios.

These results specify three building blocks which can be combined in any sequence to model the dynamic characteristics of a system. The complexity of the model can be increased to any degree necessary by including more and more combinations of these three basic building blocks.



A) INERTIA



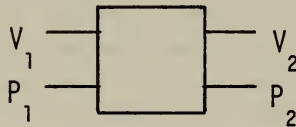
$$P_1 - P_2 = \rho L \frac{dV}{dT} \qquad V_1 = V_2 = V$$

B) CAPACITANCE



$$V_1 - V_2 = \frac{L}{K} \frac{dP}{dT} \qquad P_1 = P_2 = P$$

C) RESISTANCE



$$P_1 - P_2 = Rv V \qquad V_1 = V_2 = V$$

Figure 2 - LUMPED PARAMETER MODULES



## B. LPG SYSTEM GOVERNING EQUATIONS

Several different combinations of building blocks were tried in attempting to model the experimental LPG system. The experimental results showed that inertial and resistance blocks should be included in the model. The fact that pressure transients occurred in the breech chamber indicated that a capacitance block should also be included. To minimize the use of computer time, it was decided to start with the most simple model thought adequate and work toward more complex models as the quality of the computer results dictated.

The first attempt considered that compressibility effects would dominate in the injector chamber as the accelerating piston interacted with the propellant fluid. The resistance effects of changes in the feedline cross sectional diameter and associated orifices were modeled as one resistance block at the beginning of the connecting line. Inertial effects were thought to dominate in the connecting line. This would be particularly true in large scale models where the length of the connecting line would be very large. It was thought that compressibility effects should again dominate in the breech chamber as the accelerating propellant fluid drove the projectile down the breech chamber. Results in this case were governed by inertial effects because the calculated connecting line velocity was too great. This led to a decrease in the chamber pressure as the projectile accelerated until a large negative chamber pressure existed. In addition to this deficiency, the computed system pressure oscillations were not sufficiently damped.

To try to adjust the connecting line velocity, another



resistance block was added. As will be seen in the section discussing the parameters which affect the pressure oscillations, the value of this resistance coefficient is proportional to the amount of damping in the pressure oscillations. Even with a value which gave the proper damping, the breech chamber pressure was dominated by the pressure loss due to the accelerating fluid in the connecting line.

To reduce the dominance of the fluid inertia effects, it was decided to restructure the model. To model the injector chamber it was decided to consider the effect of fluid capacitance and inertia. The connecting line was modeled by two resistance blocks separated by a fluid capacitance block. The breech chamber was modeled using a fluid capacitance and a fluid inertia block, as was done for the injector chamber. This model gave the final results described in the section comparing computer and experimental data. By combining these building blocks, the governing equations became: (See Fig. (1) for notation)

For the injector:

$$1. P_R A_1 - P_1 \dot{A}_1 = M P \dot{V}_1 + K F S V_1 + P D I A_1$$

$$2. V_1 - V_2 = \frac{L_1}{K} \dot{P}_1$$

$$3. P_2 - P_3 = \rho L_1 \dot{V}_2$$

For the connecting line:





$$4. P_3 - P_4 = Rv_1 V_4$$

$$5. V_4 - V_5 = \frac{L_2}{K} \dot{P}_4$$

$$6. P_5 - P_6 = Rv_2 V_5$$

For the breech chamber:

$$7. P_6 - P_7 = \rho L_3 \dot{V}_6$$

$$8. V_7 - V_8 = \frac{L_3}{K} \dot{P}_8$$

$$9. P_8 A_3 - PDS A_3 = Ms \dot{V}_8 + KFS V_8$$

These equations were subsequently modified to account for changes in cross-sectional area and changing geometry as the injector chamber decreased in volume and the breech chamber increased. Once the projectile reached the end of the breech chamber, the force balance equation was no longer considered applicable. At this time, it was noted that the remaining equations for the connecting line and the breech chamber could be combined to form a second order differential equation for the breech chamber pressure which described the "water hammer" type pressure oscillations displayed by the experimental data. Thus,



$$10. \ddot{P}_8 + \frac{A_3}{A_2} \frac{Rv_2}{\rho L_3} \dot{P}_8 + \frac{K}{\rho L_3 L_3} P_8 = \frac{K}{\rho L_3 L_3} P_4$$

Once the injector piston reached the end of its travel, the injector chamber no longer existed and the governing equations were considered as no longer applicable. Ultimately, the injector chamber pressure was propagated down the connecting line as the propellant fluid came to rest. Throughout these analyses, input ram pressure was modeled using exponential terms to fit experimental data.

The equations from the lumped parameter approach for the propellant fluid were combined with the force balance equations for the injector piston and the projectile using State Variable methods. Subsequently, a computer program was constructed to solve these state variable relations using a fourth order Runge-Kutta integration routine for simultaneous first order differential equations which was developed at the Naval Postgraduate School. A brief description of the state variable method and a listing of the computer program can be found in Appendix A.

The following is a listing of the nomenclature and the values of constants used in the derivation of the governing equations and the computer program:

A1	Injector Cross-Sectional Area	1.77	in <sup>2</sup>	11.42	cm <sup>2</sup>
A2	Connecting Line Cross-Sectional Area	.255	in <sup>2</sup>	1.65	cm <sup>2</sup>
A3	Breech Chamber Cross-Sectional Area	.49	in <sup>2</sup>	3.16	cm <sup>2</sup>
AR	Ram Piston Cross-Sectional Area	1.77	in <sup>2</sup>	11.42	cm <sup>2</sup>
I1	Injector Length	1.60	in	4.22	cm



L2	Connecting Line Length	16.0	in	40.6	cm
L3	Breech Chamber Length	5.0	in	12.7	cm
MF	Injector Piston Mass	.0052	$\frac{\text{lb-sec}^2}{\text{in}}$	913.8	gm
MS	Projectile Mass	.00053	$\frac{\text{lb-sec}^2}{\text{in}}$	93.1	gm
KFP	Injector Friction Factor	.001	$\frac{\text{lb-sec}}{\text{in}}$	175.7	gm/sec
KFS	Projectile Friction Factor	.001	$\frac{\text{lb-sec}}{\text{in}}$	175.7	gm/sec
EDI	Injector Back Pressure	24.0	PSI	163.3	kPa
EDS	Projectile Back Pressure	.50	PSI	3.4	kPa
K	Effective Bulk Modulus	3200	PSI	6808	kPa
RHC	Propellant Density	.000093	$\frac{\text{lb-sec}^2}{\text{in}^4}$	.994	gm/cm <sup>3</sup>
PR	Ram Pressure			Computed	
P1	Injector Chamber Pressure			Computed	
V1	Injector Piston Velocity			Computed	
V2	Injector Chamber Exit Velocity			Computed	
P4	Connecting Line Pressure			Computed	
V6	Breech Chamber Entrance Velocity			Computed	
P8	Breech Chamber Pressure			Computed	
V8	Projectile Velocity			Computed	

The treatment of several areas of the computer model continually reappeared as requiring refinement. The governing differential equations worked well during the dynamic portion of the feed cycle but experienced difficulties during the initial and final static periods. The handling of static friction and back pressure as a constant value created the possibility of negative velocities until the driving ram pressure overcame the system back pressure. These negative values never occurred



in the real system due to the geometric restraints on the injector piston and projectile; therefore, the computer model had to be manipulated to maintain this condition. Unfortunately the need for simultaneous solution of the governing equations made it difficult to manipulate the initial conditions without greatly increasing the complexity of the computer model. After the projectile stopped, the transition from the force balance equation on the projectile to an equation describing the fluid velocity in response to the pressure transients was awkward. No simple differential equation describes the complexity of the wave mechanics involved with the reflection of the pressure waves in the system. In this regard several alternate approaches involving sequential alterations of the governing equations were tried with varying degrees of success.





#### IV. DESCRIPTION OF EXPERIMENTAL APPARATUS

In order that the comparison of the experimental and computer generated data can be fully understood, a brief description of the NPS experimental apparatus and the conduct of the associated experiments is included (See Ref. 1, pages 17-27).

The test chamber was fabricated from a three-inch O.D. Lucite cylinder, 18 inches long, bored to a 20 mm inside diameter and fitted with aluminum end caps. The chamber was loaded with a brass slug weighing 93 grams which rode on two graphite filled Teflon sealing rings. The brass slug, which simulated the projectile, was cycled from the breech end of the chamber to the barrel end and returned to the breech end, completing one hypothetical firing cycle.

Because of the desire to vary the charge to mass ratio, a variable chamber velocity was necessary. To accomplish this with one chamber, a volume control retaining rod was designed into the system. This brass rod, bored to allow gas to pass its length, was threaded through a plate which was attached to the barrel end cap holding the rod in the chamber. The rod, which has a Teflon disc on the end, not only established the volume of the test chamber, but provided a buffer stop for the slug at the end of its forward motion. Another Teflon buffer was affixed to the breech end cap to cushion the slug in return motion.

The IEG simulator started a simulated firing cycle with the slug at the breech end of the empty chamber, as shown in Fig. (3).



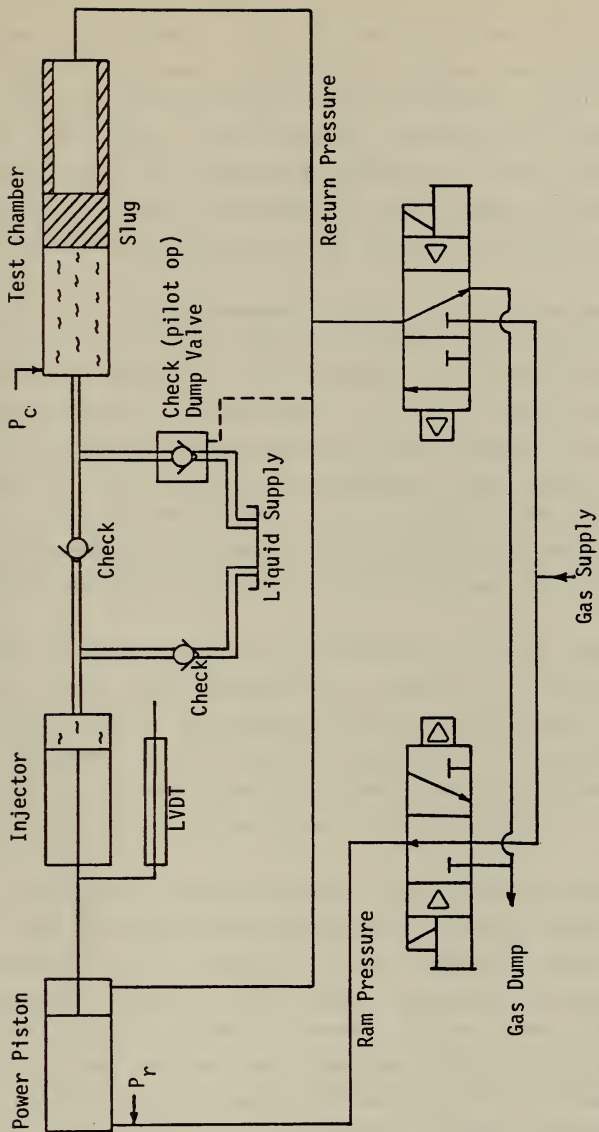


Figure 3 - PNEUMATIC CONTROL SYSTEM IN RAM POSITION



This is the ready-to-ram position. The simulated propellant, distilled water, was then introduced, ramming the slug to the opposite (barrel) end of the chamber as the chamber was filled. This was accomplished by applying gas pressure to a power piston which drove the injector piston. The injector piston forced the propellant past a flow check valve and into the chamber. This placed the slug in the ready-to-fire or in-battery position. In an actual gun, the propellant would be ignited at this time in the cycle. Due to laboratory constraints, an expulsion system was used.

An LVDT displacement transducer was manufactured and mounted next to the injector piston. The LVDT was attached to the connecting rod, between the power piston and the injector piston. The volume of the liquid being placed under pressure during each shot was measured by filling the system in the ready-to-ram position and then draining it into a graduated beaker. By measuring the displacement of the injector piston head with the LVDT, the volumetric rate of fluid injection during the ram stroke was obtained.

Two pressure taps were drilled in the test chamber. These taps were located as close to the breech end as possible, one at 20 degrees from top center and the other at 20 degrees from bottom center in a counterclockwise direction, as seen from the breech end of the chamber. Only the bottom location was used to record data.

A 4-channel Hewlett-Packard 3960 Magnetic Tape Recorder was used to FM record desired data during system operation. For each data run signals were recorded from two Kaman diaphragm type (1000 psi) pressure transducers, one connected to the breech pressure tap on the test chamber, and the other to the gas injection side of the power piston. The pressure signals were processed with a Kaman Digi-Vit Readout Unit which also provided a visual (digital) display.



Data from the LVDT displacement transducer was also recorded on the tape.

A Brush Recorder (Mark 280) was used to obtain a visual display of the recorded data. By transcribing the desired signals on the Magnetic Tape Recorder at a tape speed of 15 feet per minute and playing them back into the Brush Recorder at  $3\text{-}3/4$  feet per minute, the time scale of the output was expanded by a factor of four on the Brush recordings (viz., from a real-time maximum of 200 mm/sec to a delayed time maximum of 800 mm/sec.)





## V. COMPARISON OF COMPUTER AND EXPERIMENTAL DATA

As mentioned previously, experimental data was taken for raw gas pressures ranging from 50 to 220 psig. From this collection of data, one run at 140 psig was selected as representative of system performance. It was felt that any model which would adequately describe system operation at this intermediate pressure would be valid for the entire range of expected LPG driving pressures.

Figure (4) is a comparison of computed and recorded data for injector piston displacement. As can be seen, the agreement is very good. This is not very significant in that all models tried, as well as the original analog computer model, were able to correctly predict injector piston motion.

Figure (5) is a comparison of analytical results and experimental data for breech chamber pressure. The computer model follows the shape of the experimental curve for the duration of the time that the projectile is in motion (0-30 msec). It oscillates very rapidly but does not fall off to a zero value at the end of the projectile motion. The frequency of these initial oscillations is approximately 1.0 khz which is within the frequency range of the Kaman pressure transducers used in testing. However, the mounting of these transducers within a connecting cavity instead of flush with the chamber wall could have led to them experiencing a reduced, lagging frequency response. It is felt that some, if not all, of the computed pressure oscillations must exist as evidenced by the close correspondence of the first two peaks in Fig. (5). The



accuracy of the experimental pressure reading could also be considered as being reduced by the location of the pressure transducer in the test setup. It is possible that the monitoring pressure tap was too close to the end of the breech chamber and may not have sensed the full chamber pressure during the latter part of the projectile's travel when the fluid velocity is greatest. It is felt that to adequately describe the pressure decrease toward zero, it would be necessary to completely account for exact changes in system geometry. To do this would require using a distributed parameter approach featuring variable lengths for the injector chamber and breech chamber.

The pressure transients which occur after the projectile stops are complex interference phenomena which are not fully described by the model. However, the peak pressure and the natural frequency of oscillation of the computer model compare favorably with the experimental data. Unfortunately, the damping characteristics of the model do not follow the experimental data well. The system parameters which determine these values will be discussed in the next section.

It should be reiterated that the lumped parameter approach is an approximation. In a distributed parameter approach, pressure and velocity would vary continuously with distance within the system as well as with time. In the lumped parameter approach, these changes are assumed to occur only at the input and output of a building block; therefore, pressure and velocity are considered constant within the building block. This will always lead to some discrepancies when comparing model data to experimental data taken at at a fixed point.

Figure (6) shows the simultaneous pressure history for several areas of the LPG feed system. The input ram

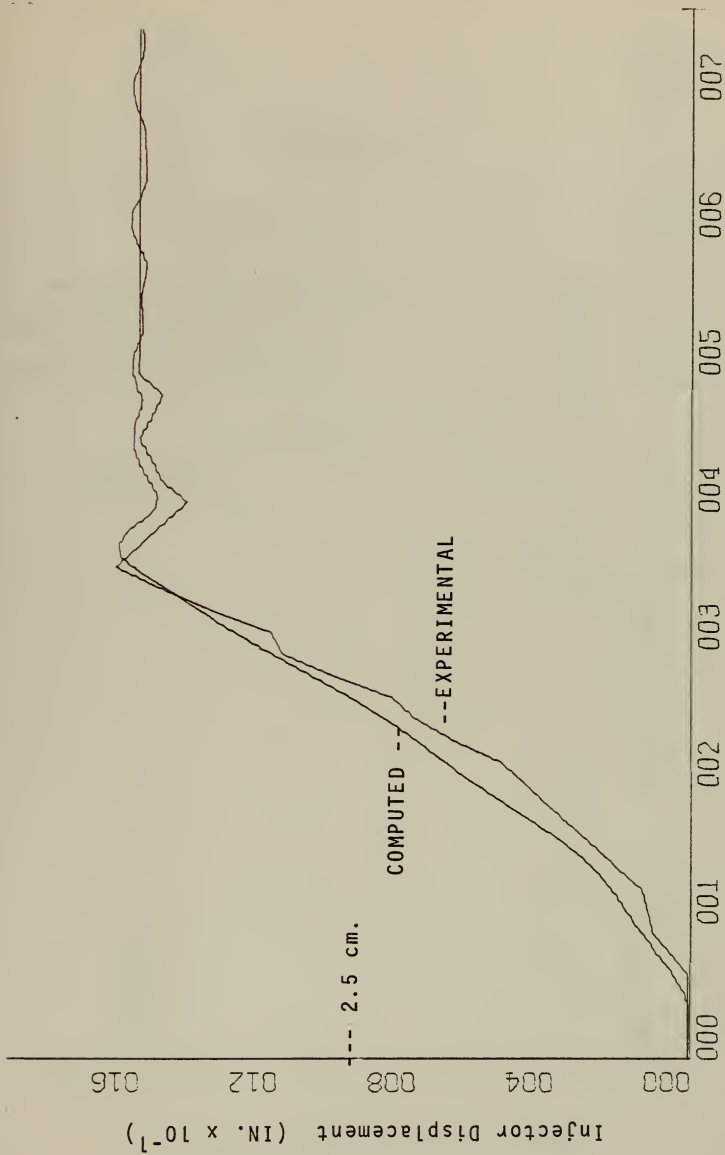


pressure, injector chamber pressure, connecting line pressure, and breech chamber pressure are graphed as functions of time.

Figures (7) and (8) show the simultaneous velocities at several points as predicted by the computer model. The injector piston velocity, fluid propellant velocities at the beginning and end of the connecting line, and projectile velocity are plotted as functions of time.

The injector and projectile displacements as functions of time are included as Figure (9). As can be seen from Figures (7), (8), and (9), the movement of the injector piston is much more rapid than that of the projectile. It is felt that this velocity difference is very much a function of system geometry and should not be considered as a generalization for all LPG feed systems. The NPS experimental apparatus being modeled had only small pressure drops between injector and breech chambers. In addition, the projectile slug was an order of magnitude lighter than the injector piston. In large scale systems, with significant pressure drops and very massive projectiles, it is quite possible that the injector piston's full stroke will occur significantly before the projectile has seated.





Time (Sec. x 10<sup>2</sup>)

Figure 4 - COMPARISON OF INJECTOR PISTON DISPLACEMENT





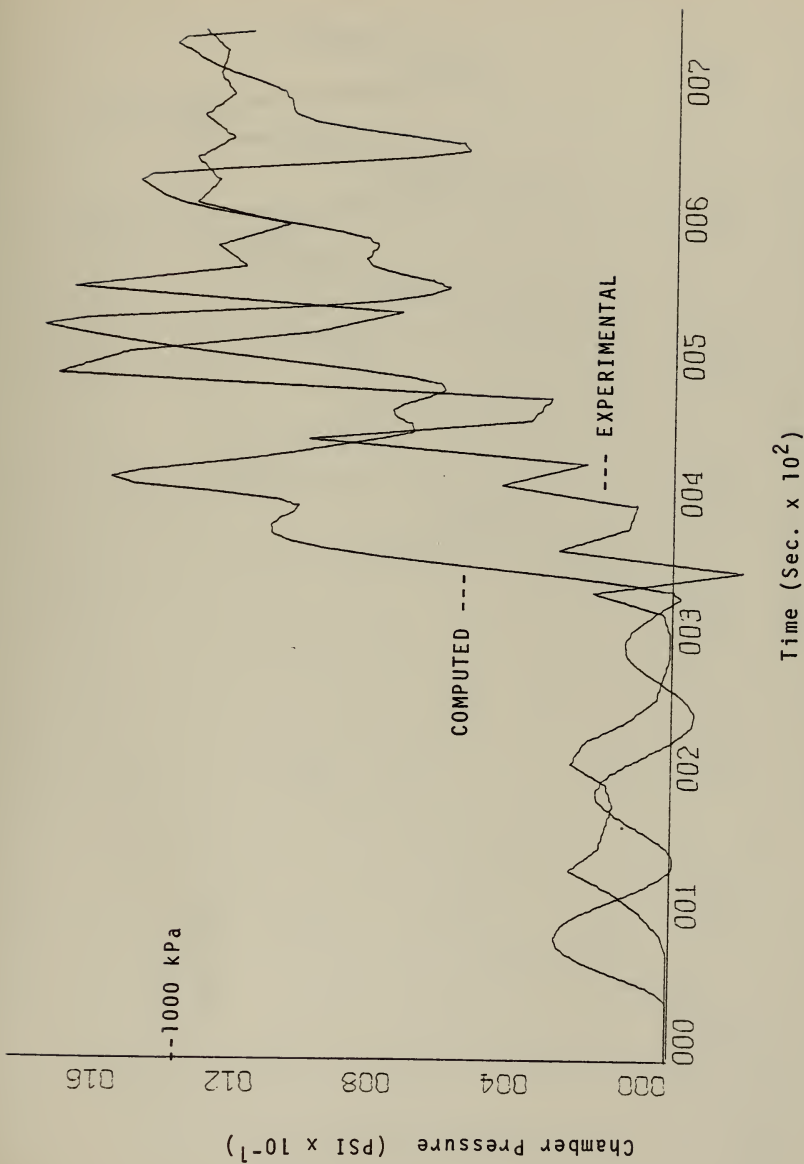


Figure 5 - COMPARISON OF BREECH CHAMBER PRESSURE



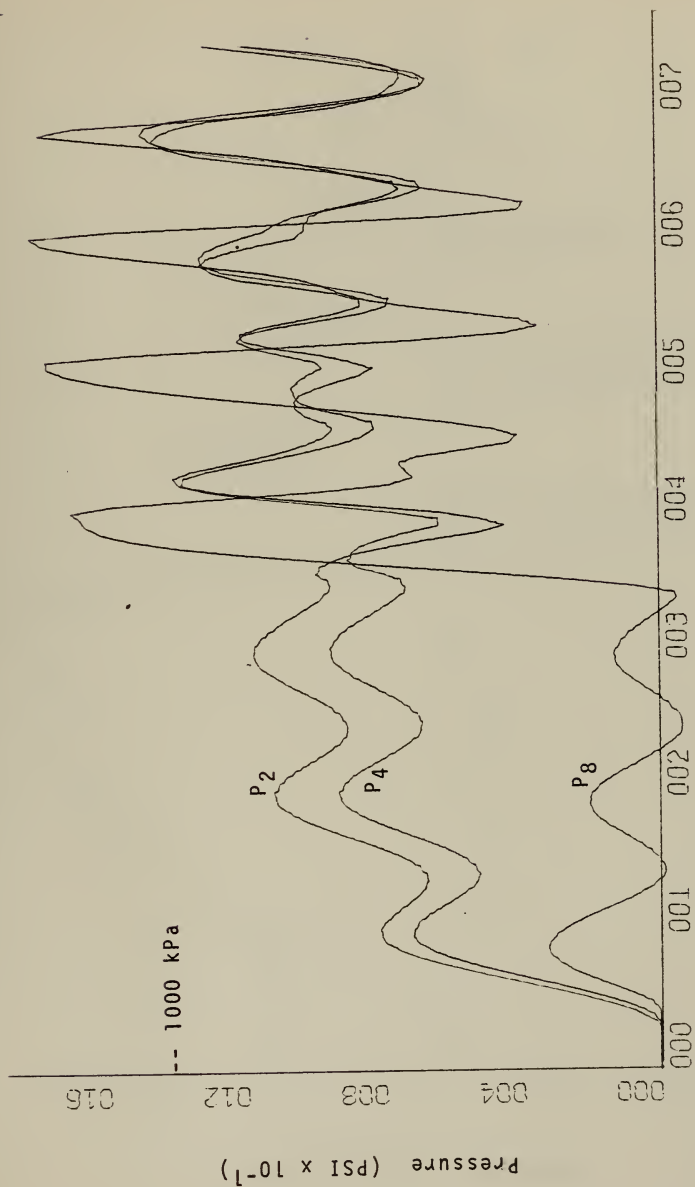


Figure 6 - SIMULTANEOUS PRESSURE HISTORIES



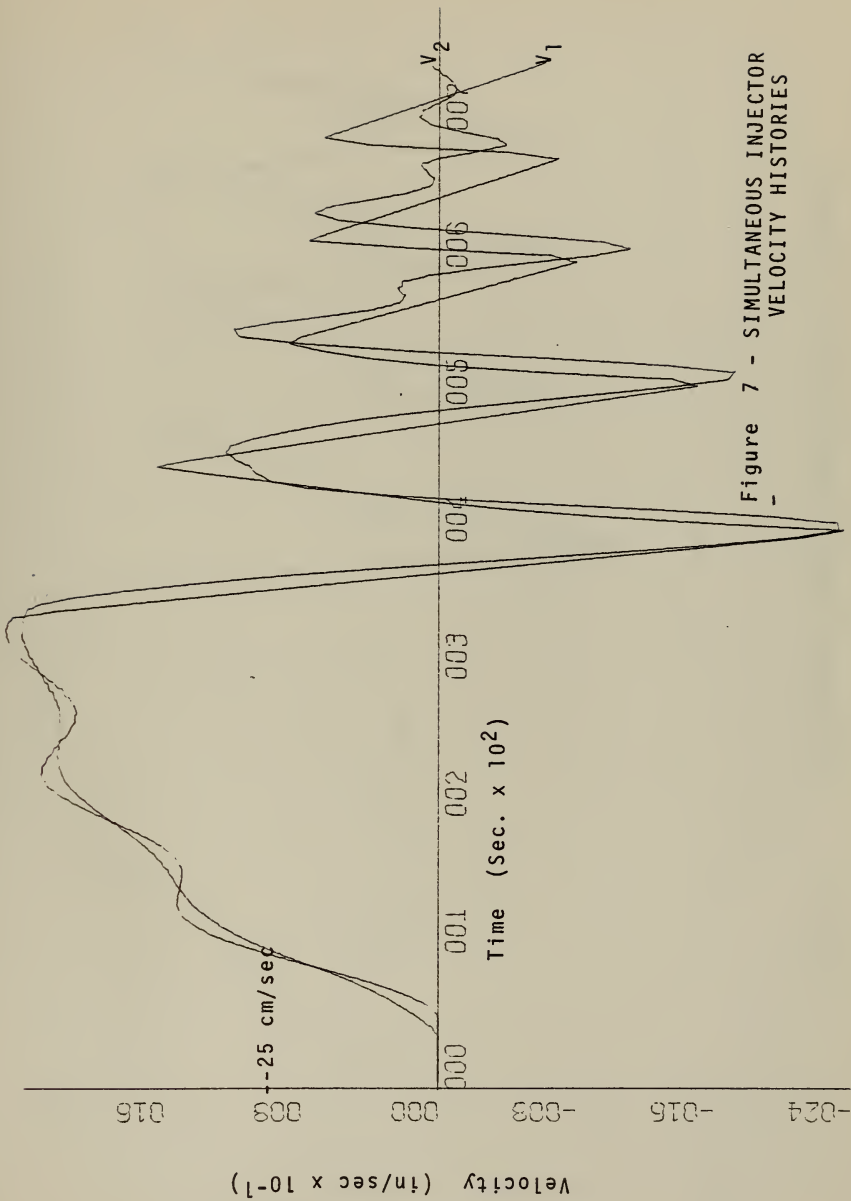


Figure 7 - SIMULTANEOUS INJECTOR VELOCITY HISTORIES



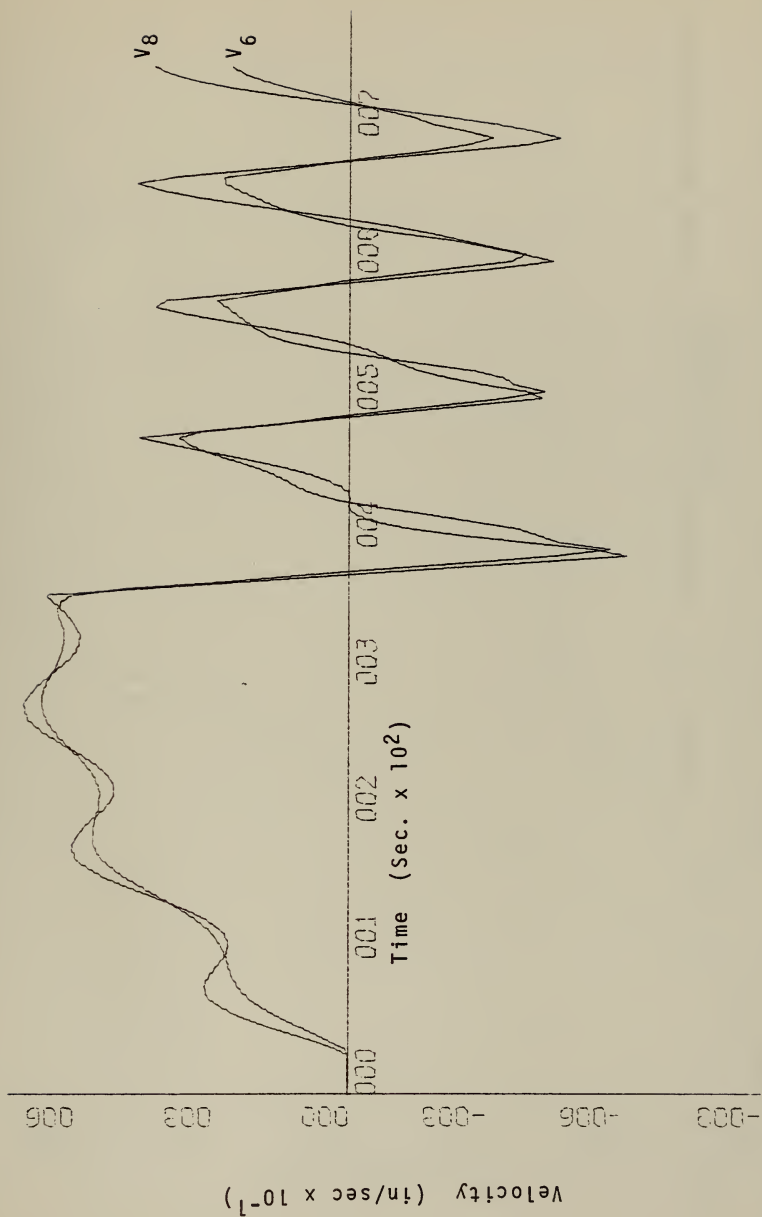


Figure 8 - SIMULTANEOUS BREECH CHAMBER VELOCITY HISTORIES





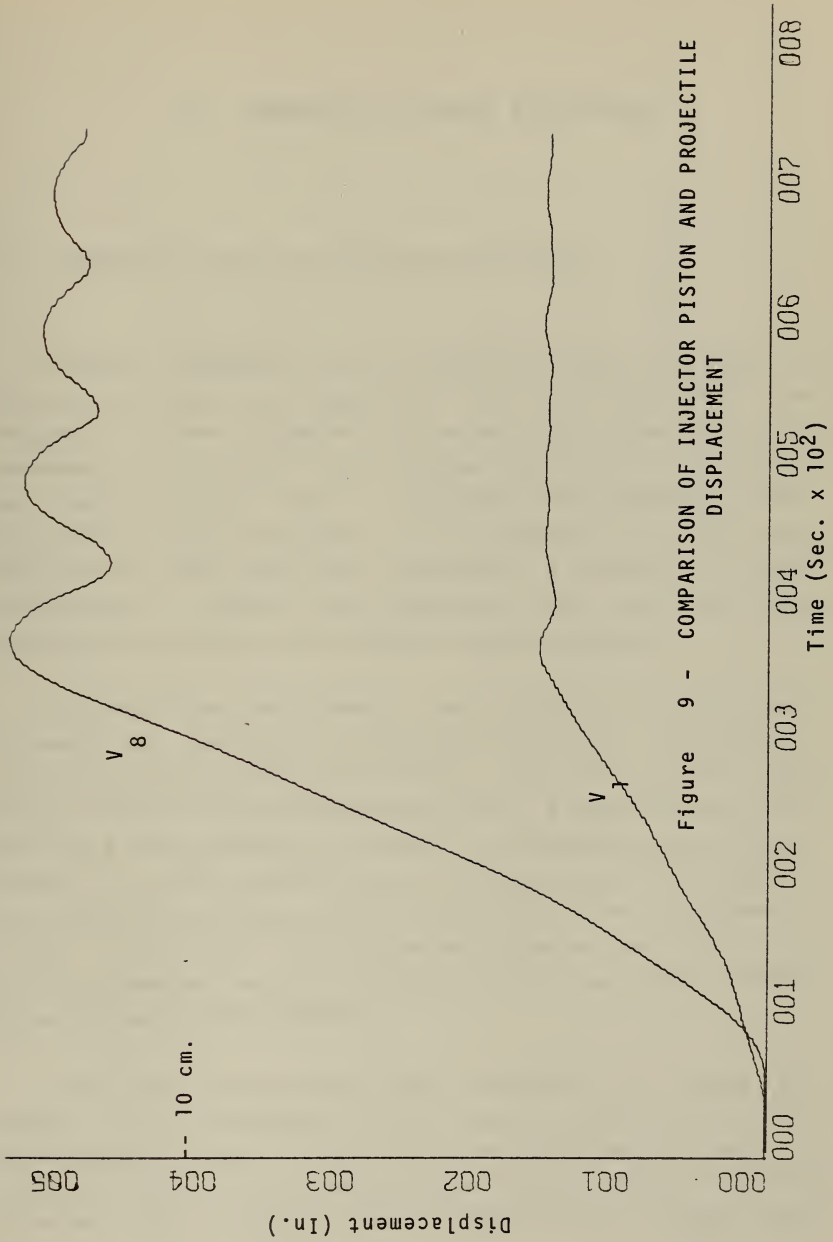


Figure 9 - COMPARISON OF INJECTOR PISTON AND PROJECTILE DISPLACEMENT



## VI. ANALYSIS OF SYSTEM PERFORMANCE

### A. PARAMETERS AFFECTING PROJECTILE RAM TIME

Several parameters can be varied to "tune" the model to correct ram time. In equations (1) and (9) (the force balances on the injector piston and projectile) empirical constants are included which account for any static friction and back pressure (PDI = injector back pressure, PDS = projectile back pressure). In equations (4) and (6), resistance coefficients are introduced to account for system resistances. Finally in equations (2), (5), and (8), propellant effective bulk modulus values appear.

The value for the injector and projectile total back pressure is difficult to determine precisely. Reference 1 cited an experimentally determined value of 24 psi. The analog computer model presented in Ref. 2 used a value of 46 psi for a ram pressure of 140 psi. The present model uses a value of 24 psi for PDI and 0.5 psi for PDS, or a total of 24.5 psi back pressure, which agrees with the experimental value. The value of system back pressure will vary with driving pressure and the configuration of each LPG system's injector and breech chambers.

Some basic research has been conducted to relate the value of the resistance coefficients to fluid properties. Unfortunately these studies which are described in Refs. 4 and 5, dealt with steady state fluid flow in constant diameter lines without flow restrictions, making their



results inapplicable to the present LPG feed system problem. The value of  $RV_2$  can be related to the damping ratio of the "water hammer" pressure oscillations. The value of  $RV_1$  was determined by an iterative process to obtain the best fit to experimental data. Figure (10) shows the dependence of ram-time on  $RV_1$  and  $RV_2$ , keeping all other variables constant. As expected intuitively, increasing the fluid resistance creates a larger system pressure drop, resulting in a lower pressure exerted on the face of the projectile and hence slower ram times. The slope of the two curves are almost identical so that no significant advantage would be achieved by system designs which try to minimize either  $RV_1$  or  $RV_2$  to the detriment of the other. It should be noted, however, that higher values for  $RV_2$  do tend to slow down the ram time more than high values for  $RV_1$ . Since the magnitude of  $RV_2$  would probably depend mostly on the pressure drop at the gun valve, which seals the breech chamber, its design should be closely watched to ensure rapid ram times. Likewise the system designer will have to pay close attention to the design of the piping and valves in a large scale LPG feed system to achieve optimum performance.

The value of the effective bulk modulus was determined from the undamped natural frequency of the "water hammer" pressure oscillations as will be discussed in the next section. The bulk modulus is a fluid parameter which characterizes the spring effect of a liquid. The bulk modulus can be substantially lowered by the elasticity of the chamber and connecting line walls and the amount of entrapped gas present in the propellant fluid. As can be



seen from Figure (11), the value of the bulk modulus has only a small effect on ram time. Between bulk modulus values of 10,000 and 100,000 psi (the expected operating region of an operational system) the ram time is almost constant, varying less than a quarter of a millisecond. This is an encouraging result since minimizing entrapped gas is a difficult and costly design constraint.





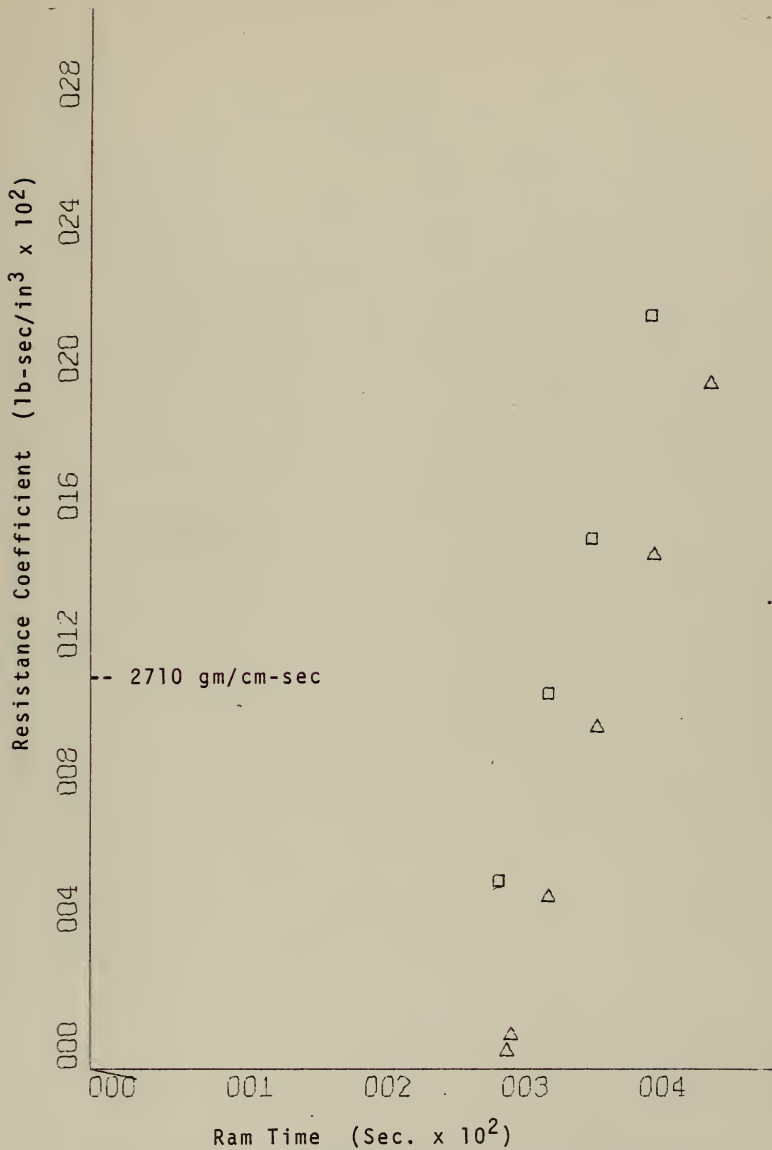


Figure 10 - RESISTANCE COEFFICIENTS VS RAM TIME



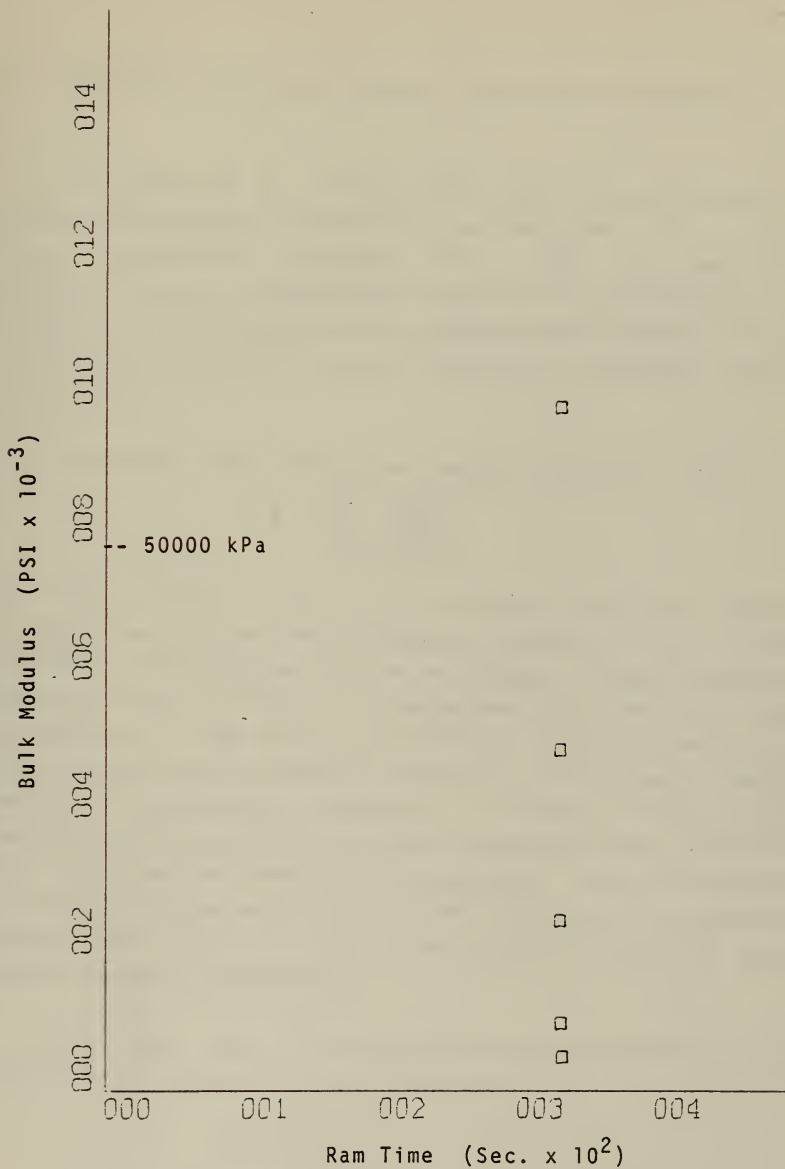


Figure 11 - BULK MODULUS VS RAM TIME



## E. PARAMETERS AFFECTING CHAMBER PRESSURE OSCILLATIONS

As explained in Section III, after the projectile has stopped the chamber pressure can be described by a second order differential equation (Eqn. 10). If the system described by this differential equation is underdamped, the solution to the equation is an exponentially damped sinusoid with a characteristic damping ratio and undamped natural frequency.

From Eqn. (10), the system damping ratio,  $\gamma$  is:

$$\gamma = \frac{A_3}{A_2} \frac{Rv_2}{2\sqrt{\rho K}}$$

If this damping ratio is increased, the peak chamber pressure as well as the dissipation period of the system pressure oscillations will be decreased. From a designer's point of view, it would be advantageous for both of these quantities to be as low as possible. Hence, it would seem that an increase in system resistance to enhance damping would be desirable. However, as shown in the previous section, an increase in the system resistance also increases the ram time- an undesirable occurrence. Thus, alterations in system configuration which affect resistance coefficient values will have to be accomplished carefully to insure optimal system performance.

From Eqn. (10), the undamped natural frequency of the pressure oscillations in the LEG system is:

$$\omega_N = \sqrt{\frac{K}{\rho L_3 L_3}}$$

The primary effect of ullage would be to decrease the value



of effective bulk modulus and consequently to decrease the natural frequency of pressure oscillations. Hence, should it be found in future tests that the actual liquid propellant is highly sensitive to pressure oscillations, changes in ullage may be effected to decrease system ringing. Fortunately, as shown in the previous section, the effect of ullage variations on ram time is minimal.





## VII. CONCLUSIONS

Several important conclusions can be drawn from the output of the LPG ram feed computer model. Thus, it is realized that serious design consideration must be given to the values of fluid resistances in the feed system in order to minimize ram time and peak pressures, and to optimize the damping of system pressure transients. Fortunately, concomitant model results also show that the effect of entrapped gas is minimal for the overall operation of a LPG feed system. The model was unable to account for any cavitation effects so this is an area that must be a subject of further studies.

The fact that large pressure transients occur during the projectile ramming cycle indicates the difficulties that might arise with proposed designs for liquid propellant guns with variable propellant volumes and projectile displacements. The pressure transients experienced in these systems will undoubtedly be very complex in nature.

If further improvements are desired in the modeling of LPG feed systems, the next step should be the inclusion of thermodynamic effects. For any real fluid, resultant feed system pressure and velocity changes will cause temperature changes which may substantially affect the propellant fluid density. Consequently, propellant ignition characteristics at high rates of fire will undoubtedly be affected.

The lumped parameter LPG feed system computer model has been shown to be in favorable agreement with experimental data. It is felt that this model has been sufficiently



validated to allow its use in more complicated LPG feed system designs. It is expected that this model will be used by the Naval Ordnance Station, Indian Head, Maryland to assist in studying the fluid dynamic characteristics of a 30 mm scale model LPG feed system becoming operational in June 1976. It will be necessary to make the obvious changes to describe the different geometry of the 30 mm scale model. The additional line lengths, and the larger pressure drops due to complex valve arrangements in the 30 mm system will require different values for model back pressure and resistance coefficients. The presence of an accumulator near the breech chamber will affect the value of the system damping ratio. It is possible that the different geometry and mass characteristics of the 30 mm model could result in the injector piston being slower than the projectile. However by incorporating all of these alterations, the manner in which each of the system parameters affect total system performance will be able to be predicted by the versatile lumped parameter computer model developed in this study.

As such, computer simulation is a useful design tool. However, to remain useful, it must be viewed in its proper perspective. Full scale prototype testing is the only conclusive method of demonstrating ordnance system performance. Unfortunately, testing is both costly and time consuming. Thus, computer simulation, no matter how simple or complex, can be used to designate critical testing instances and to identify those areas where design efforts will be most productive. In this way, the time involved in optimizing system performance as well as subsequent production costs can be reduced. In explosives research and ordnance design, which is still an empirical and necessarily hazardous science, computer simulation can be particularly useful in specifying the correct approach for design testing practices. In this respect, such models as the lumped



parameter model developed in this study can be considered as critical signposts at some of the many crossroads in systems development. However, it must be realized that as such they only point the way. The vehicle for arriving at an operational system can only be diligent research and engineering based on a measured progression of system demonstrations overseen by dedicated project managers aware of the many pitfalls along the way.



## APPENDIX A

### COMPUTER PROGRAM LISTING

The basis of the state variable method of systems analysis is the interpretation that the energy state of the components of a system completely describes the condition of a system. As defined in Ref. 6, the state of a system is the set of variables, the "state variables", which contain sufficient information about the present condition of the system to permit the determination of all future time history of the system - provided that all future inputs to the system are known. Therefore the energy state of those elements which store energy completely describes the system. In the case of the lumped parameter model, these elements are the fluid inertia and capacitance and the inertia of the injector piston and projectile. The energy state of these storage elements can be described as a function of time in terms of the state variables - pressure, velocity, and the system input pressure. Only those variables required to completely specify the state of the system need to be included.

The first step in arriving at the computer program was to take equations (1) through (9) and normalize, or solve them for the highest derivative. The state variables then become the pressure or velocity associated with these first derivatives. The computer program was developed by combining equations and defining new variables as follows:

$$X(1) = v_1$$





$$\begin{aligned}
 X(2) &= F_1 \\
 X(3) &= v_2 \\
 X(4) &= F_4 \\
 X(5) &= v_6 \\
 X(8) &= F_\epsilon \\
 X(9) &= v_\epsilon
 \end{aligned}$$

Equation (1) becomes:

$$\text{XDOT}(1) = \frac{-K_{FP}}{M_P} X(1) - \frac{A_1}{M_P} X(2) + \frac{A_R}{M_P} P_R - \frac{A_1}{M_P} P_{DI}$$

In the computer program,  $P_R$  is represented by  $X(30)$  and  $K_{FP}$  and  $P_{DI}$  become program constants,  $C(7)$  and  $C(2)$ , respectively. The value of  $C(2)$  and  $C(7)$  are input on data cards. Using the fact that  $P_1 = P_2$ , equation (2) becomes:

$$\text{XDOT}(2) = \frac{K}{L_1} X(1) - \frac{K}{L_1} X(3)$$

where  $K$  is input to the computer program as  $C(3)$ . By combining equations (3) and (4) and using the incompressible flow assumption  $A_1 v_1 = A_2 v_2$ , the next equation is derived:

$$\text{XDOT}(3) = \frac{1}{\rho L_1} (X(2) - Rv_1 \frac{A_1}{A_2} X(3) - X(4))$$

where  $Rv_1$  becomes  $C(4)$ . Next equation (5) and the incompressible flow assumptions  $A_1 v_1 = A_2 v_2$  and  $A_2 v_2 = A_3 v_3$  yield:

$$\text{XDOT}(4) = \frac{A_1 K}{A_2 L_2} X(3) - \frac{A_3 K}{A_2 L_2} X(4)$$

and as before,  $C(3) = K$ . Equations (6) and (7) combine with the flow velocity equation  $A_2 v_2 = A_3 v_3$  to yield:

$$\text{XDOT}(5) = \frac{1}{\rho L_3} (X(4) - Rv_2 \frac{A_3}{A_2} X(5) - X(8))$$

where  $Rv_2$  becomes  $C(5)$ . Since  $v_6 = v_7$ , equation (8) becomes:

$$\text{XDOT}(8) = \frac{K}{L_3} X(5) - \frac{K}{L_3} X(9)$$



where K again becomes C(3). Finally, equation (9) becomes:

$$\dot{X}(9) = \frac{-KFS}{M_s} X(9) + \frac{A_3}{M_s} X(8) - \frac{A_3}{M_s} PDS$$

where KFS and PDS become C(8) and C(9) respectively. The auxiliary equations:

$$\dot{X}(6) = X(1)$$

$$\dot{X}(7) = X(9)$$

are used to calculate injector piston displacement, X(6), and projectile displacement, X(7).



LPG00010  
LPG00011  
LPG00012  
LPG00013  
LPG00014  
LPG00015  
LPG00016  
LPG00017  
LPG00018  
LPG00019  
LPG00020  
LPG00021  
LPG00022  
LPG00023  
LPG00024  
LPG00025  
LPG00026  
LPG00027  
LPG00028  
LPG00029  
LPG00030  
LPG00031  
LPG00032  
LPG00033  
LPG00034  
LPG00035  
LPG00036  
LPG00037  
LPG00038  
LPG00039  
LPG00040  
LPG00041  
LPG00042  
LPG00043  
LPG00044  
LPG00045  
LPG00046  
LPG00047  
LPG00048

```
DIMENSION X(30),XCCT(30),C(15)
REAL MS,MP,LL,L2,L3
C(10)=1.0
IFLAG=0
1 CALL CAPPL(T,X,XDOT,C)

C THE FOLLOWING CONSTANTS DESCRIBE SYSTEM GEOMETRY AND FLUID PROPERTIES
C
AR=1.77
AL=1.77
AAZ=0.255
AAZ2=0.25
AAZ3=5.20E-04
AAZ4=5.20E-04
MFC=5.30E-05
LI=1.60
LL3=5.00

X(30) DESCRIBES THE RAM PRESSURE INPUT AS A FUNCTION OF TIME.
THIS IS DERIVED FROM FITTING CURVES TO EXPERIMENTAL DATA.
IF(T.LE.0.00625) X(30)=C(1)*((1.-EXP(-125.*T))
IF(T.GT.0.00625) X(30)=C(1)*((1.-EXP(-125.*T))-EXP(75.0*(T-.00625))
IF(T.GT.0.0375) X(30)=C(1)

C THIS SECTION DESCRIBES THE INJECTOR MOTION
C
IF(X(6).GE.L1) GO TO 20
IF(FLAG.EQ.NE.0) C(2)=0.0
XCCT(1)=(C(7)/MP)*X(1)-(AR/MP)*X(30)-(AL/MP)*C(2)
IF(T.LE.0.010) X(1)=AMAX1(0.0,X(1))
)IM=X(1)
GO TO 25
20 XCCT(1)=-XIM/1.7625E-03
IFLAG=1
C
25 XCCT(2)=(C(3)/L1)*X(1)-(C(3)/L1)*X(3)
IF(X(2).EQ.0.0) X(4)=0.0
XCCT(3)=1.0/(RHO*L1)*X(2)-(C(4)*(AL/A2)*X(3))-X(4)
XCCT(4)=(C(1)/A2)*((C(3)/L2)*X(3)-(A3/A2)*((C(3)/L2)*X(5)
IF(X(4).EQ.0.0) X(8)=0.0
XCCT(5)=(1.0/(RHO*L3))*X(4)-(C(5)*((A3/A2)*X(5))-X(8))
XCCT(6)=X(1)
IF(X(5).EQ.0.0) X(9)=0.0
IF(T.LE.0.010) X(9)=AMAX1(0.0,X(9))
XCCT(8)=(C(3)/L3)*X(5)-X(5)
IF(X(7).GE.L3) GO TO 50
```



XUCT(5) = (-C(8)/MS)\*X(9) + (A3/MS)\*X(8) - C(6)\*A3/MS

XSM = X(9)

GC TO 100

XUCT(9) = XSM/3.8530E-03

XUCT(7) = X(5)

C(11) = 100.0

C(12) = 50.0

GC TO 1

ENC

SERCUTINE CAMP1(/TC,/XC,/DX,/C/)  
REPL#8 ITITLE(12),JITILE(8),KITILE(8),IBLANK/,  
DIMENSION X(30),XC(30),C(12),IP(10),PR(10),GR(10),  
1TX(5),TY(5),X1(900),Y1(900),X2(500),Y2(500),Y3(500),  
2XREAL LABEL,RUN(2),  
1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14  
3EQUIVALENCE (ITITLE(7),RUN(1))  
INDIC = C(10)+0.0000001  
GC TO (1, 2000, 50, 52, 88, 88),INDIC

REAC DATA AND PRINT RECCD.

1 REAL(5, 100) (ITITLE(I), I=1,6)

100 FCFORMAT (10A8)

101 FCFORMAT (11)1NR

102 FCFORMAT (5)1021NR

IF(MN.LE.30) GO TO 1000

WRITE(6, 200)

FCFORMAT (//,48H ERROR IN ORDER OF EQUATION. MUST NOT EXCEED 30.)

STOP

1000 NRC = NRC + 1 (ITITLE(I), I=1,6)

WRITE (6,201) (ITITLE(I), I=1,6)

FCFORMAT (1H1,///,3EX,6A8)

IF(NRC.EQ.1.AND.NR.EQ.1) GO TO 5

WRITE(6, 202)1NR

FCFORMAT (//,37X,11,20H RUNS ARE CALLED FOR )

GC TO 6

5 WRITE(6, 203)

FCFORMAT (//,37X,21HCNE RUN IS CALLED FOR ,///,16H INPUT DATA RECORD)

GC TO 7

6 WRITE(6, 204)1NR

LP000490  
LP000500  
LP000510  
LP000520  
LP000530  
LP000540  
LP000550  
LP000560  
LP000570  
LP000580

LP000590  
LP000600  
LP000610  
LP000620  
LP000630  
LP000640  
LP000650  
LP000660  
LP000670  
LP000680  
LP000690  
LP000700  
LP000710  
LP000720  
LP000730  
LP000740  
LP000750  
LP000760  
LP000770  
LP000780  
LP000790  
LP000800  
LP000810  
LP000820  
LP000830  
LP000840  
LP000850  
LP000860  
LP000870  
LP000880  
LP000890  
LP000900  
LP000910  
LP000920  
LP000930





```

204 FCRMAT (/,34H INPUT DATA RECCRE FOR RUN NUMBER ,I1)
205 WRITE(6,205)NN
206 FCRMAT (/,22H ORDER OF EQUATIONS =,I2)
103 READ(5,103)I1,DT,TF1,DT2,TF2,DT3,TF3
103 FCRMAT (5,103)I1,DT,TF1,DT2,TF2,DT3,TF3
TF = TF1
IF (DT2.E.0.) GO TO 9
206 WRITE(6,206)I1,TF
WRITE(6,22H INITIAL TIME =,E10.4,/)
WRITE(6,22H FINAL TIME =,E10.4,/)
1 WRITE(6,207)DI
207 FCRMAT (22H STEP SIZE =,E10.4)
FCRMAT (22H STEP SIZE =,E10.4)
5 GC TO 12
IF (DT3.NE.0.) GO TO 11
WRITE(6,206) I1,TF
208 WRITE(6,208)DT,I1,TF1,DT2,TF1,TF
FCRMAT (22H STEP SIZE =,E10.4,13H BETWEEN T =,E10.4,
1 GC TO 12
11 TF = TF3
12 READ(5,103) (C(I),I=1,8)
REAL (5,103) (X(I),I=1,NN)
J = 0
14 CC 14 I=1,8
IF (C(I).NE.0.) J=J+1
CCNTINUE
K = 0
16 CC 16 I=1,NN
IF (X(I).NE.0.) K=K+1
CCNTINUE
17 IF (J = 17,18,19)
205 FCRMAT (/,34H ALL THE CCNSTANTS, C(I), ARE ZERG )
GC TO 423
18 WRITE (6,210)
FCRMAT (/,30H THE ONLY NON-ZERO CCNSTANT IS )
CC TO 420
19 WRITE (6,211)
FCRMAT (/,35H THE NON-ZERO CCNSTANTS, C(I), ARE )
420 IF (C(1).NE.0.) I=1,8
212 IF (C(I).NE.0.) WRITE(6,212) I,C(I)
421 FCRMAT (14X,2HC(,I2,4H) =,E10.4)
422 CCNTINUE
423 IF (K = 1) 424,425,426
424 WRITE (6,1209)
425 FCRMAT (/,36H ALL THE INITIAL CCNSTANTS ARE ZERG )
1209

```

```

LPG00540
LPG00550
LPG00560
LPG00570
LPG00580
LPG00590
LPG01000
LPG01010
LPG01020
LPG01030
LPG01040
LPG01050
LPG01060
LPG01070
LPG01080
LPG01090
LPG01100
LPG01110
LPG01120
LPG01130
LPG01140
LPG01150
LPG01160
LPG01170
LPG01180
LPG01190
LPG01200
LPG01210
LPG01220
LPG01230
LPG01240
LPG01250
LPG01260
LPG01270
LPG01280
LPG01290
LPG01300
LPG01310
LPG01320
LPG01330
LPG01340
LPG01350
LPG01360
LPG01370
LPG01380
LPG01390
LPG01400
LPG01410

```



LPGO1420  
 LPGO1430  
 LPGO1440  
 LPGO1450  
 LPGO1460  
 LPGO1470  
 LPGO1480  
 LPGO1490  
 LPGO1500  
 LPGO1510  
 LPGO1520  
 LPGO1530  
 LPGO1540  
 LPGO1550  
 LPGO1560  
 LPGO1570  
 LPGO1580  
 LPGO1590  
 LPGO1600  
 LPGO1610  
 LPGO1620  
 LPGO1630  
 LPGO1640  
 LPGO1650  
 LPGO1660  
 LPGO1670  
 LPGO1680  
 LPGO1690  
 LPGO1700  
 LPGO1710  
 LPGO1720  
 LPGO1730  
 LPGO1740  
 LPGO1750  
 LPGO1760  
 LPGO1770  
 LPGO1780  
 LPGO1790  
 LPGO1800  
 LPGO1810  
 LPGO1820  
 LPGO1830  
 LPGO1840  
 LPGO1850  
 LPGO1860  
 LPGO1870  
 LPGO1880  
 LPGO1890

```

GC TO 20
425 WRITE (6,1210)
1210 FCRMAT (7,39) THE ONLY NON-ZERO INITIAL CCACITION IS )
GC TO 427
426 WRITE (6,1211)
1211 FCRMAT (7,36) THE NON-ZERO INITIAL CONDITIONS ARE )
427 CC 429 I=1,NN
1212 FCRMAT (14X,0.4) WRITE(6,1212) I,X(I)
428 IF(X(I).NE.0.)HX(I,2,4H) = ,E10.4)
429 CCNTINUE
20 REAC (5,104) (JTITLE(I),IP(I),I=1,8)
104 FCFMAT(8(A8,I2))

C CHECK FOR THE NUMBER OF COLUMNS CALLED FOR BY LOCATING FIRST
C BLANK COLUMN HEADING
C
CC 21 J=18
IF(JTITLE(J).EQ.IBLANK) GO TO 22
21 CCNTINUE
J = 9
22 J = J - 1

C JJ IS NOW THE NUMBER OF COLUMNS. REPEAT WITH THE GRAPHS.
C
C
10E REAC (5,105)(KTITLE(I),KTITLE(I+1),IG(I),IG(I+1),I=1,7,2)
FCRMT (4(2A8,2I2))
CC 24 K=1,7,2
IF(KTITL(K).EQ.IBLANK.AND.KTITL(K+1).EQ.IBLANK) GO TO 25
24 CCNTINUE
K = 8
25 KK = K/2
KKK = KK*2
MULTIP = 0
IF(KK.NE.1) GO TO 306
IF(IG(3) + IG(4).EQ.0) GO TO 306
IF(IG(5) + IG(6).NE.0) GO TO 306
MULTIP = 2
KKK = 4
GC TO 306
IF(IG(7) + IG(8).NE.0) GO TO 305
MULTIP = 3
KKK = 6
GC TO 306
MULTIP = 4
KKK = 8

C IF MULTIP = 0, KK IS THE NUMBER OF SINGLE CURVE GRAPHS. OTHERWISE
C MULTIP IS THE NUMBER OF CURVES ON A SINGLE GRAPH.

```



```

C 306 IF(JJ,EG,0) GO TO 27
WRITE(6,214) (JTITLE(I),IP(I),I=1,JJ)
FCFMAT(//,56H THE COLUMN HEADINGS AND THE CCRRESPONDING VARIABLES
214 IS ARE //,10X,A8,4X,2HX(,I2,1H))
GO TO 28
WRITE(6,215)
FCFMAT(//,25H NO PRINTOUT IS RECIRED )
215 IF(KK,EC,0) GO TO 308
IF(MULTIP,NE,0) GO TO 309
IF(KK,NE,1) GO TO 307
WRITE(6,216) (KTITLE(1),KTITLE(2),IG(1),IG(2)
216 E, //,10X,2A8,4X,2FX(I2,8H) VS. X(I2,1F))
GO TO 31
WRITE(6,217) (KTITLE(I),KTITLE(I+1),IG(I),IG(I+1),I=1,KK,2)
307 FCFMAT(//,64H THE INDIVIDUAL GRAPH TITLES AND THE CCRRESPONDING
217 IVARIABLES ARE //,(10X,2A8,4X,2FX(I2,8H) VS. X(I2,1H))
GO TO 31
WRITE(6,1217)
1217 FCFMAT(//,24H NC GRAPHS ARE RECIRED )
GO TO 31
WRITE(6,1220)
308 FCFMAT(//,1220)
1220 FCFMAT(//,52H THE GRAPH TITLE AND THE CCRRESPONDING VARIABLES ARE
1E //)
WRITE(6,1221) (KTITLE(1),KTITLE(2),IG(1),IG(I+1),I=1,KK,2)
1221 FCFMAT(10X,2A8,4X,2FX(I2,8H) VS. X(I2,1F),/, (30X,2FX(I2,
8H) VS. X(I2,1F)))
C THIS ENCS THE BOOK-KEEPING. INITIALIZE BEFCFE ENTERING MAIN LCCF.
C
C 31 IFACE = 0
ACPTS = 0
NCPTS = 0
ITITLE(8) = IBLANK
ITITLE(11) = IBLANK
ITITLE(12) = IBLANK
RVAL(2) = ET(ARC)
C(11) = 20.
C(12) = 57.
C(13) = 07 NA
CC(13,42) = X(I1)
42 CC(11) = X(I1)
TC = T
C(10) = 2.
C RETURN

```

```

LP601500
LP601510
LP601520
LP601530
LP601540
LP601550
LP601560
LP601570
LP601580
LP601590
LP602000
LP602010
LP602020
LP602030
LP602040
LP602050
LP602060
LP602070
LP602080
LP602090
LP602100
LP602110
LP602120
LP602130
LP602140
LP602150
LP602160
LP602170
LP602180
LP602190
LP602200
LP602210
LP602220
LP602230
LP602240
LP602250
LP602260
LP602270
LP602280
LP602290
LP602300
LP602310
LP602320
LP602330
LP602340
LP602350
LP602360
LP602370

```



```

C 2000 IF (JJ.EC.0) GO TO 54
      IACPR = C(11)+0.0000001
      C(11) = 20.
      IF (MCD (NCPTS,50*INCPR).EQ.0) GC TC 46
      IF (MOD (NCPTS,10*INCPR).EQ.0) GC TC 47
      IF (MCD (NCPTS,10*INCPR))54,48,54
      46 IPAGE = IPAGE + 1
      IF (MCD (NCPTS,10*INCPR).EQ.0) GO TO 1047
      WRITE (6,218) (JTITLE(I),I=1,6), IPAGE, JTITLE(7), (JTITLE(I),I=1,8)
      GC TO 47
      1047 WRITE (6,218) (ITITLE(I),I=1,6), IPAGE, (JTITLE(I),I=1,8)
      GC TO 47
      47 WRITE (6,219)
      218 FCFMAT (11,1,8,1047)
      1218 FCFMAT (11,1,8,20X,6A8,10X,5HPAGE,11,14H CF OUTPUT FOR,48,////,
      219 FCFMAT (11,1,8,1047)
      48 FCFMAT (11,1,8,20X,6A8,30X,5HPAGE,11,1,8,11X,8(AE,5X))
      45 TC = T
      C(10) = 3.
      RETURN
C 50 LC 53 I=1,JJ
C
      PR(I) = T
      IF (IP(I).NE.0) PR(I)=XC(IP(I))
      CONTINUE
      53 WRITE (6,220)(PR(I),I=1,JJ)
      220 FCFMAT (11,1,8E13.5)
      54 IF (KKK.EC.0) GO TO 62
      IACGR = C(12)+0.0000001
      C(12) = 5
      IF (MCD (NCPTS, INCGR).NE.0) GO TC 62
      LC 57 I=1,N
      C(11) = X(I)
      57 TC = T
      RETURN
C 58 LC 61 I=1, KKK
C
      GR(I) = T
      IF (IG(I).NE.0) GR(I)=XC(IG(I))
      CONTINUE
      61 IF (KKK.GE.8) GO TO 1610

```





```

KKK + 1
1612 I=KPI,8
1616 GR(I) = 0
NUMPTS + 1
Y1(NUMPTS) = GR(1)
Y2(NUMPTS) = GR(2)
Y3(NUMPTS) = GR(3)
Y4(NUMPTS) = GR(4)
Y5(NUMPTS) = GR(5)
Y6(NUMPTS) = GR(6)
Y7(NUMPTS) = GR(7)
Y8(NUMPTS) = GR(8)
XCFPTS = MPTS + 1
221 IF(NUMPTS.LI.900) GO TO 64
FCR MAT (6,221) //,25H STOP AT 900 GRAPH POINTS )
64 IF(NOPTS.LI.450000) GO TO 66
222 FCR MAT (6,222) //,31H STCPT AT 4500 INTEGRATION STEPS )
66 IF(6/PAGE - 9)69,67,68
67 IF(MOD(MPTS,50)INCR).NE.0) GO TO 65
69 FCR MAT (6,223) //,50H INCR)
223 FCR MAT (6,223) //,27H STOP AT 5 PAGES OF OUTPUT )
65 CC TO I=1,NN
70 IF(CNT INU)
71 WRITE (6,224) //,76H STOP WITH THE ABSOLUTE VALUE OF A DEPENDENT VARIABLE.
224 IF(LENG MAT GEATER THAN 10E+12, //,57H INTEGRATION PROCABLY UNSTABLE.)
2 IF(LENG MAT GEATER THAN 10E+12, //,2CHND GRAPHS WILL BE PLCTED.)
CC TO I=330
72 CC TO C(12)
73 IF(TI.GT.TF) GO TO 80
74 IF(TI.LT.TF) GO TO 75
225 FCR MAT (6,225) //,26H NORMAL STOP AT FINAL TIME )
75 CC TO C(1)
76 IF(C(1).GE.DT)
77 IF(C(1).GE.DT) = 87
78 IF(TI.GE.TF2) GO TO 79
79 CC TO E7
80 IF(TI.GE.DT) = DT3

```

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LPG028870
LPG028880
LPG028900
LPG028920
LPG028940
LPG028960
LPG028980
LPG029000
LPG030010
LPG030020
LPG030030
LPG030040
LPG030050
LPG030060
LPG030070
LPG030080
LPG030090
LPG030100
LPG030110
LPG030120
LPG030130
LPG030140
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LPG030160
LPG030170
LPG030180
LPG030190
LPG030200
LPG030210
LPG030220
LPG030230
LPG030240
LPG030250
LPG030260
LPG030270
LPG030280
LPG030290
LPG030300
LPG030310
LPG030320

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```

C      87  GC TO 87
C      88  IF (TF.CE.T) GO TO 74
C      89  IF (TF.LT.T) GO TO 76
C      90  IF (TF2 - T) 78,79,75
C      91  C (10) = 5.
C      92  EE CALL RKLTTA (NN,I,X,DT,C,TC,XC,DX)
C      93
C      94  IF (C(10).EQ.6.) RETURN
C      95  T = T + DT
C      96  GC TO 200
C      97  IF (KK.EC.0) GO TO 330
C      98  IF (MULTIP.NE.0) GO TO 57
C      99
C      100 PRINT PLOT UP TO 4 INDIVIDUAL CURVES
C      101
C      102 NUMPTS=-NUMPTS
C      103 CCRTM(6,I,I,KK
C      104 WCFRMAT(6,I,I)
C      105 I TITLE(5)=KTITLE(2*I-1).
C      106 I TITLE(10)=KTITLE(2*I),I
C      107 CALL FLCTP(X1,Y1,NUMPTS,0)
C      108 GC TO 310
C      109 CALL FLCTP(X2,Y2,NUMPTS,0)
C      110 GC TO 310
C      111 CALL FLCTP(X3,Y3,NUMPTS,0)
C      112 GC TO 310
C      113 CALL FLCTP(X4,Y4,NUMPTS,0)
C      114 WCFRMAT(6,SSS) I TITLE
C      115 WCFRMAT(1,0,6X,12A8)
C      116 GC TO 320
C      117
C      118 PLOT DUMMY CURVE ALCNG AXES TO SET SCALES FCR MULTIPLE PLCT
C      119
C      120 BIGX = 0.
C      121 BIGY = 0.
C      122 SMLX = C.
C      123 SMLY = C.
C      124 SCL = 1.5708
C      125 I = 1, NUMPTS
C      126 XMAX = AMAX1 ( X1(I), X2(I), X3(I), X4(I),
C      127 YMAX = AMAX1 ( Y1(I), Y2(I), Y3(I), Y4(I) )
C      128 XMIN = AMIN1 ( X1(I), X2(I), X3(I), X4(I) )
C      129 YMIN = AMIN1 ( Y1(I), Y2(I), Y3(I), Y4(I) )
C      130 IF (BIGX.LT.XMAX) BIGX=XMAX
C      131 IF (BIGY.LT.YMAX) BIGY=YMAX
C      132 IF (SMLX.GT.XMIN) SMLX=XMIN
C      133
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C      399
C      400

```



```

157C
IF(SMLY.GT.YMIN) SMLY=YMIN
CCONTINUE
TX(1) = 0.
TX(2) = 0.
TX(3) = 0.
TX(4) = SMLX
TX(5) = BIGX
TX(6) = BIGY
TY(1) = 0.
TY(2) = 0.
TY(3) = 0.
TY(4) = 0.
TY(5) = 0.
WRITE(6,9598)
ITITLE(1) = KIITILE(1)
ITITLE(2) = KIITILE(2)
N=1-5
FLCTP(TX,TY,NT,1)
MODCUR = 2
CALL 410 II=1,MULTIF
IF(II.EC.MULTIP) MODCUR=3
GC TO (411,412,413,414), II
CALL FLCTP(X1,Y1,NUMPTS,MODCUR)
411 GC TO 410
CALL FLCTP(X2,Y2,NUMPTS,MODCUR)
412 GC TO 410
CALL FLCTP(X3,Y3,NUMPTS,MODCUR)
413 GC TO 410
CALL FLCTP(X4,Y4,NUMPTS,MODCUR)
414 CCNTINUE
410 WRITE(6,9599) ITITLE
C
330 IF(NRC.NE.NR) GO TO 1000
IF(NR.GT.1) GO TO 333
WRITE(1,226)
FORMAT(//,43# THE ONE RUN CALLED FCR HAS BEEN COMPLETED. //)
226 STOP
333 WRITE(6,227)NR
227 FORMAT(//,5H THE ,I1,37H RUNS CALLED FOR HAVE BEEN COMPLETED.//)
ENL

```

```

LP003820
LP003830
LP003840
LP003850
LP003860
LP003870
LP003880
LP003890
LP003900
LP003910
LP003920
LP003930
LP003940
LP003950
LP003960
LP003970
LP003980
LP003990
LP004000
LP004010
LP004020
LP004030
LP004040
LP004050
LP004060
LP004070
LP004080
LP004090
LP004100
LP004110
LP004120
LP004130
LP004140
LP004150
LP004160
LP004170
LP004180
LP004190
LP004200
LP004210

```

```

SUBROUTINE RKUTTA(/NW/,T{/X/,/ET/,/C/,/TC/,/XC/,/CX/,
DIMENSION X(30), C(15), XC(30), CX(30), CT(4), AK(4,30)
PARAMETER AK,CT
REALIC = C(10) - 4.0+0.0000001
IF(INDIC.GT.1) GO TO 3

```

```

LP004220
LP004230
LP004240
LP004250
LP004260

```



PG042780  
 LPG042800  
 LPG042900  
 LPG043000  
 LPG043100  
 LPG043200  
 LPG043300  
 LPG043400  
 LPG043500  
 LPG043600  
 LPG043700  
 LPG043800  
 LPG043900  
 LPG044000  
 LPG044100  
 LPG044200  
 LPG044300  
 LPG044400  
 LPG044500

PLCP1650  
 PLCP1660  
 PLCP1670  
 PLCP1680  
 PLCP1690  
 PLCP1700  
 PLCP1710  
 PLCP1720  
 PLCP1730  
 PLCP1740  
 PLCP1750  
 PLCP1760  
 PLCP1770  
 PLCP1780  
 PLCP1790  
 PLCP1800  
 PLCP1810  
 PLCP1820  
 PLCP1830  
 PLCP1840  
 PLCP1850  
 PLCP1860  
 PLCP1870  
 PLCP1880

```

CT(1) = 0.0D0
CT(2) = 0.5D0
CT(3) = 0.5D0
CT(4) = 1.0D0
II=0
7 IC=II+1 + CT(II)*DT
  IC = I + NN
  J=1,NN
  XC(J) = X(J) + CT(II)*AK(II-1, J)
  C(10) = 6.0
  RETURN
  IIC=II+1, NN
  NN = DT*DX(J)
  IF (II.LI.4) GO TO 7
  IIC=II+1, NN
  J=1,NN
  XC(J) = X(J) + (AK(1, J) + 2.0*(AK(2, J) + AK(3, J)) + AK(4, J)) / C.C
  C(10) = 7.0
  RETURN
  ENK
  
```

```

SUBROUTINE PLOT(X, Y, NN, MDCUR, )
DIMENSION X( 1), Y( 1), RANGE(4)
EQUIVALENCE (RANGE(1), XMAX), (RANGE(2), XMIN), (RANGE(3), YMAX),
1 (RANGE(4), YMIN)
1 DATA JERR/0/
KKZ=1
CC TO 20
ENTRY DPLTP(X, Y, NN, MDCUR)
KKZ=2
20 KN=IABS(NN)
  KCATA=KN*KKZ
  MNC=MCC(MDCUR, 4)
  IF(MNC.GT.1.AND.JERR.GT.0) GO TO 885
  ISCT=MDCUR/4+1
  IF(NN.LI.0) ISCT=2
  IF(MNC.GT.1) GO TO 5
  FIND MAX & MIN FOR SCALE COMPUTATIONS
  JERR=0
  XMAX=-1.E20
  XMIN=1.E20
  YMAX=-1.E20
  YMIN=1.E20
  DO I=1, KCATA, KKZ
  
```









8E4 FCFMAMI(' GRID NOT SETUP WHEN PLCT INITIALIZED.     NC PLCT UNTIL GRP  
 1) PROPERLY SETUP,')  
 RETURN  
 END  
 PLCP2370  
 PLCP2380  
 PLCP2390  
 PLCP2400

3 SUBROUTINE PSCALE(XMAX,XMIN,IDIV,ISCT)  
 IDIV=IDIV  
 ROUNDMAXIMUM TO NEXT HIGHEST 2 SIG FIGS  
 IF(ISCT.LT.3) XMAX=DMAXI(0.,XMAX)  
 IFCALL ROUNDC(XMAX,IMX,FMX)  
 IF(ABS(XMX).LE.1.E-7) XMX=0.0  
 IMX=IMX-1  
 FMX=FMX\*10.\*\*IMX  
 IFCXMX GE.XMAX) GO TO 2  
 FMX=FMX  
 IMX=IMX  
 FMAX=FMX  
 GO TO 3  
 C ROUNDMINIMUM TO NEXT LOWEST 2 SIG FIGS  
 IFCALL ROUNDC(XMIN,IMA,FMA)  
 IF(ABS(IMN).LE.1.E-7) IMN=0.0  
 IMN=IMN-1  
 FMA=FMA\*10.\*\*IMN  
 IFCXMIN GE.XMN) GO TO 11  
 FMA=FMA  
 IMN=IMN  
 FMIN=FMA  
 GO TO 14  
 C ROUNDMAX & MIN TO 1. OR .1 IF RANGE LARGE  
 IFCXMX LE.1.E-7) XMX=0.  
 IFCXCG=XPX-XMN  
 IFCXCG LE.1  
 SM=1-XSC/CIV.LE.SM) GC TO 12  
 IF(ABS(XMN).LT.SM.AND.ABS(XMN).GT.0.) XMN=SIGN(SM,XMN)  
 IF(ABS(XMX).LT.SM.AND.ABS(XMX).GT.0.) XMX=SIGN(SM,XMX)  
 IFCIM.GT.0) GO TO 19  
 SM=1  
 IM=IM+1  
 GO TO 9  
 C ROUNDRANGE (MAX-MIN) TO 2 SIG FIGS  
 XSC=XMX-XMN  
 IFCALL ROUNDC(XSC,ISI,FACTX)  
 C FINE FACTOR WHICH IS MULTIPLE OF IDIV  
 C  
 PLCP2410  
 PLCP2420  
 PLCP2430  
 PLCP2440  
 PLCP2450  
 PLCP2460  
 PLCP2470  
 PLCP2480  
 PLCP2490  
 PLCP2500  
 PLCP2510  
 PLCP2520  
 PLCP2530  
 PLCP2540  
 PLCP2550  
 PLCP2560  
 PLCP2570  
 PLCP2580  
 PLCP2590  
 PLCP2600  
 PLCP2610  
 PLCP2620  
 PLCP2630  
 PLCP2640  
 PLCP2650  
 PLCP2660  
 PLCP2670  
 PLCP2680  
 PLCP2690  
 PLCP2700  
 PLCP2710  
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 PLCP2780  
 PLCP2790  
 PLCP2800  
 PLCP2810



PLCP22820  
 PLCP22830  
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 PLCP22930  
 PLCP22940  
 PLCP22950  
 PLCP22960  
 PLCP22970  
 PLCP22980  
 PLCP22990  
 PLCP30000  
 PLCP30010  
 PLCP30020  
 PLCP30030  
 PLCP30040  
 PLCP30050  
 PLCP30060

PLCP30070  
 PLCP30080  
 PLCP30090  
 PLCP30100  
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 PLCP30160  
 PLCP30170  
 PLCP30180  
 PLCP30190  
 PLCP30200  
 PLCP30210  
 PLCP30220  
 PLCP30230  
 PLCP30240  
 PLCP30250  
 PLCP30260

```

FACTX=FACTX*10.
CFAC=FACTX
I1S10=I1S10-1
IFX=FACTX
IFACTX=FFX
IFACTX=IFX+1
FACTX=IFX
GC TC 10
20 IF (MOD(IFX, IDIV).EQ.0.AND.FACTX.GE.OFAC) GC TC 10
IFX=IFX+1
FACTX=IFX
GC TC 20
10 IF (ICIV.GT.4) GO TC 15
IF (X SCALE BETWEEN 8. AND 10., RCLND TO 10.
FFX=X/ABS(FACTX/10.)
IF (FFX.GT.8.AND.FFX.LI.10.) FFX=10.
IF (FACTX.LT.0.) FFX=-10.
FACTX=FFX*10.**I1S10
XSCALE=FACTX*10.**I1S10
C COMPUTE NEW MAX & MIN FROM RCUNDEC SCALE
IF (XM N*XM X.NE.0.) GO TO 4
IF (XM N.LT.0.) XMIN=-XSC
IF (XM X.GT.0.) XMAX=XSC
RETURN
4 XMAX=XSC+XMN
XMIN=XMN
RETURN

```

```

SLEROUTINE ROUND(ANUM, IS, FACT)
EXPRESS ANUM IN SCIENTIFIC NOTATION WHERE
ANUM=FACT*10.**IS WHERE FACT IS BETWEEN 1. AND 9.5
IF (ANUM.EQ.0.) GO TC 15
BNUM=ANUM
IF (ENUM.LT.0.) BNUM=-BNUM
I1S=ALOG(BNUM)*.43429448
FACT=BNUM/10.**I1S
FINC POWER OF 10
FY1CC=-3
RY2=0
I1=1,5
I1CC=1,DC+1
IR1=R2
IR2=10.** (ICD+1)
IF (FACT.GE.R1.AND.FACT.LT.R2) GC TC 8
CONTINUE
10 FACT=FACT*10.** (-ICD)

```



PLCP3270  
 PLCP3280  
 PLCP3290  
 PLCP3300  
 PLCP3310  
 PLCP3320  
 PLCP3330  
 PLCP3340  
 PLCP3350  
 PLCP3360  
 PLCP3370  
 PLCP3380  
 PLCP3390  
 PLCP3400  
 PLCP3410  
 PLCP3420  
 PLCP3430

```

C IS=IS+ILD
  RCUND MANTISSA TO 2 SIG FIGS
  IFACT=FACT*10+.05
  FACT=FACT/10.
  IF (FACT .LT. 10.) GO TO 20
  SET TIC 1 IF LESS THAN 10.
  FACT=1.
C IS=IS+I
  IF INPUT NEGATIVE, SET MANTISSA NEGATIVE
  20 IF (ANUM .LT. 0.) FACT=-FACT
  RETURN
C SET TO C. IF 0.
  FACT=0.
  IS=0
  RETURN
  END
  
```

CAMFIER,CR LPG SIMULATION

```

105 C 0.0 0.0001 0.075 0.180 0.5 0.001 0.001
    140.0 24.0 3200. 0.040 0.040 0.040 0.040 0.040 0.040 0.040
TIME 00 XI 06 XS 07 PS 08 PI 02 VS 09 PL 04 V6 05
XI VS TIME 0600 V6 VS TIME 0500 XS VS TIME 0700 PS VS TIME 0800
  
```





INT110020  
 INT110050  
 INT110060  
 INT110070  
 INT110080  
 INT110090  
 INT110100  
 INT110110  
 INT110120  
 INT110130  
 INT110140  
 INT110150  
 INT110160  
 INT110170  
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 INT110340  
 INT110350  
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 INT110380  
 INT110390  
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 INT110410  
 INT110420  
 INT110430  
 INT110440  
 INT110450  
 INT110460  
 INT110470  
 INT110480  
 INT110490  
 INT110500

SLERCUITINE DAMPI

DESCRIPTION OF PARAMETERS AND DATA CARDS

EQUATION STATEMENTS

THE NUMBER OF X0CT EQUATIONS IS N, WHICH MUST NOT EXCEED 30. THESE EQUATIONS ARE SUPPLIED BY THE USER, WHO DEFINES EACH X0CT IN TERMS OF THE DEPENDENT VARIABLES, X(I), THROUGH X(N), AND THE INDEPENDENT VARIABLE 'T'. IN WRITING THESE EQUATIONS THE USER MAY INTRODUCE AT HIS CONVENIENCE:

- A) ANY UNSUBSCRIPTED VARIABLES
- B) THE SUBSCRIPTED VARIABLES X(I), (N.LT.I.LE.30).
- C) THE CCNSTANTS C(I), (I .LE. 8, TO BE ENTERED AS DATA)
- D) ANY NORMAL FORTRAN TECHNIQUE OR FUNCTION
- E) ROUTINES FROM ANY SOURCE LIBRARY OR USER-SUPPLIED SUBROUTINES

NOTE 1: THE USE OF 'AUXILIARY' X(I) (WHEN I .GT. NUMBER OF EQUATIONS) TO BE INTEGRATED) DOES NOT ALTER THE VALUE OF N, THE ORDER OF THE EQUATIONS.

NOTE 2: LOOPS, EITHER WITH OR WITHOUT A DO STATEMENT ARE BEST AVOIDED.

NOTE 3: 'IF' STATEMENTS, PROVIDED THAT THEY DO NOT CREATE A LOOP, CAN BE USED TO TRANSFER CONTROL WITHIN THE USER'S EQUATIONS. FOR EXAMPLE, THE STATEMENT  
 IF (T .GT. 10) C(3) = 0  
 WOULD CAUSE C(3) TO TAKE THE VALUE ZERO FOR ALL T GREATER THAN 10.

CONSTANTS

THE CCNSTANTS C(I) THROUGH C(8) MAY BE USED AS DESCRIBED IN THE ABOVE EXAMPLES, AND ARE REAC IN FRM A DATA CARD. C(10) MUST NEVER BE USED, EXCEPT AS INDICATED IN THE STANCARD CS/360. CHECK ABOVE. C(11) AND C(12) CONTROL THE OUTPUT. FOR EXAMPLE, IF THE STATEMENTS



C(11) = 10.  
C(12) = 2.

ARE ADDED TO THE USERS FORTRAN EQUATIONS, EVERY TENTH INTEGRATION STEP WILL BE PRINTED OUT, AND EVERY SECOND STEP WILL BE PLOTTED. (IF NOT SET BY THE USER, DEFAULT VALUES OF 20 AND 5 APPLY.) C(13) CAN BE SIMILARLY USED TO MODIFY THE STEP SIZE OF THE NUMERICAL INTEGRATION WHICH IS MORE USUALLY DEFINED ON A DATA CARD.

#### OUTPUT

ALTHOUGH X(30) CAN BE OUTPUT, THEREFORE, TO OUTPUT A QUANTITY WHICH IS NOT ONE OF THE 'N' INDEPENDENT VARIABLES, THE USER MUST INTRODUCE AN 'AUXILIARY' VARIABLE X(I), IN .LT. I .LE. 30). FOR EXAMPLE, BY ADDING THE FORTRAN EQUATION

X(27) = X(13)\*X(3)

THE SQUARE OF X(3) CAN BE OUTPUT BY THE PROGRAM AS X(27). INSTEAD OF PRINTING OUT ONE GRAPH POINT (PER CURVE) AFTER EVERY INTEGRATION STEP, AND ONE GRAPH POINT (PER CURVE) AFTER EVERY 5 INTEGRATION STEPS, THESE VALUES CAN BE MODIFIED AS INDICATED IN THE PREVIOUS SECTION. A RUN IS TERMINATED IF THE RUN EXCEEDS 450 LINES, OR IF MORE THAN 900 GRAPH POINTS ARE GENERATED (PER CURVE).

#### DATA CARDS

FIRST: USER'S JOB IDENTIFICATION LABEL IN COLUMNS 1-48.

NOTE: THIS PROVIDES THE ONLY IDENTIFICATION OF GRAPHS OUTPUT

SECOND: NUMBER OF RUNS TO BE PROCESSED (.LE. 9) IN COLUMN 1. THE RUN NUMBER TOGETHER WITH THE USER'S JOB IDENTIFICATION LABEL IS PLACED ON ALL OUTPUT.

THIRD: THE ORDER OF THE DIFFERENTIAL EQUATIONS; N (.LE. 30) IS PUNCHED WITH TWO DIGITS IN COLUMNS 1 AND 2. FOR EXAMPLE, '03'.

FOURTH: INITIAL AND FINAL VALUES OF THE INDEPENDENT VARIABLE (I1 AND F1) AND THE STEP SIZE (C1) APPEAR IN TITLE ORDER (I1 - D1 - F1 AND C1) PUNCHED, WITH DECIMAL POINTS, IN COLUMNS 1-10, 11-20 AND 21-30.

IT IS ALSO POSSIBLE TO PROCESS THE INTEGRATION IN EITHER TWO

11  
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CF THREE SEGMENTS OF DIFFERING STEP SIZE. THE DATA, IN COLUMNS  
 I C AS ABOVE, THEN TAKES THE FORM  
 T1 - D11 - TFI - D12 - TF2 - D13 - TF

FIFTH: THE VALUES OF THE CONSTANTS C(1), C(2) I...; C(8) ARE  
 PUNCHED, WITH DECIMAL POINTS, IN COLUMNS 1-10, 11-20, ...; 71-80.  
 IF BLANK COLUMNS MAY BE USED FOR A ZERO OR UNLSECC CONSTANT.  
 IF NO CONSTANTS ARE USED, THIS ENTIRE CARD WILL BE BLANK ---  
 BUT IT MUST NOT BE OMITTED.

SIXTH: THE INITIAL VALUES OF X(1), X(2), ..., X(N) ARE PUNCHED,  
 WITH DECIMAL POINTS, IN COLUMNS 1-10, 11-20, ...; ADDITIONAL  
 CARC (S) ARE REQUIRED IF N.GT.8. TEN BLANK COLUMNS MAY BE USEC  
 FOR A ZERO INITIAL VALUE.

NEXT TO LAST: THIS CARD CONTROLS THE CHOICE OF VARIABLES  
 FOR PRINTOUT: EACH GROUP OF 10 COLUMNS, 1-10, 11-20, ... UP TO  
 71-80 MAY BE USED TO SPECIFY A COLUMN HEADING (8 CHARACTERS)  
 AND A 2 DIGIT, RIGHT JUSTIFIED SUBSCRIPT IDENTIFYING THE CARC-  
 RESPONDING VARIABLE.

FOR EXAMPLE:

TIME 00 AND 11-20 WOULD CAUSE THE INDECP-  
 SPENT 03 IN COLUMNS 1-10 AND 11-20. THE SUBSCRIPT  
 VARIABLE 1, REPRESENTED ON THIS CARD BY THE  
 END TO BE PRINTED OUT UNDER THE COLUMN HEADING 1, TIME, AND THE  
 VARIABLE X(3) TO BE PRINTED OUT UNDER THE COLUMN HEADING 3, SPEED.  
 MORE THAN 8 VARIABLES CAN BE OUTPUT DURING ONE RUN. IF NO  
 PRINTOUT IS DESIRED, THIS CARD MUST BE BLANK.

LAST: THIS CARD CONTROLS THE CHOICE OF VARIABLES FOR GRAPH  
 CUPPLS T. UP TO 4 CURVES CAN BE PLOTTED, EITHER ALL ON SEPARATE  
 GRAPHS OR ALL ON A SINGLE GRAPH. EACH GROUP OF 20 COLUMNS 1-20,  
 21-40, ... SPECIFIES A CURVE. EXAMPLE: GROUP 1-20, CURVE 1, TO BE  
 PLOTTED VS. TIME 0.300 AGAINST THE INDEPENDENT VARIABLE X(2).  
 PLOTTED VERTICALLY AGAINST THE INDEPENDENT VARIABLE X(1).  
 ANIMATE. (AGAIN THE SUBSCRIPT 00 REPRESENTS THE PERCENTAGE  
 VARIABLE.) THE GRAPH OUTPUT WILL BE LABELED 'SPEED VS. TIME'.  
 NOTE THAT THE FIRST 16 COLUMNS OF EACH GROUP ARE USEC FOR THE  
 LABEL, THE 17TH AND 18TH FOR THE 'Y' ORDINATE, AND THE LAST  
 TWO FOR THE 'X' ORDINATE.

IF THE CURVES ARE TO BE ON SEPARATE GRAPHS, EACH GRAPH MUST  
 HAVE A LABEL. IF THE CURVES ARE TO BE ALL ON ONE GRAPH, CALLY  
 THE FIRST LABEL MUST BE PROVIDED (IN COLUMNS 1-16). THE OTHER

IN111770  
 IN111780  
 IN111790  
 IN111800  
 IN111810  
 IN111820  
 IN111830  
 IN111840  
 IN111850  
 IN111860  
 IN111870  
 IN111880  
 IN111890  
 IN111900  
 IN111910  
 IN111920  
 IN111930  
 IN111940  
 IN111950  
 IN111960  
 IN111970  
 IN111980  
 IN111990  
 IN112000  
 IN112010  
 IN112020  
 IN112030  
 IN112040  
 IN112050  
 IN112060  
 IN112070  
 IN112080  
 IN112090  
 IN112100  
 IN112110  
 IN112120  
 IN112130  
 IN112140  
 IN112150  
 IN112160  
 IN112170  
 IN112180  
 IN112190  
 IN112200  
 IN112210  
 IN112220  
 IN112230  
 IN112240

CC



LABELS MUST BE BLANK. THE ENTIRE CARD MUST BE BLANK IF NC GRAPH-  
 OUTPUT IS REQUIRED.

MULTIPLE RUNS

IF SEVERAL SOLUTIONS OF THE SAME EQUATIONS (WITH DIFFERENT  
 CONSTANTS OR INITIAL CONDITIONS) ARE REQUIRED, THE NUMBER OF  
 RUNS IS SPECIFIED ON THE SECOND DATA CARD. FOR ALL RUNS AFTER  
 THE FIRST, ONLY THE FOURTH THROUGH THE LAST DATA CARDS ARE TO  
 BE SUPPLIED. EXCEPT FOR THE DATA ON THE FIRST THREE CARDS, AND  
 THE EQUATIONS THEMSELVES, NO INFORMATION IS RETAINED BETWEEN  
 RUNS.

SLROUTINE PLOTP/DPLTP

CALLING SEQUENCE

CALL PLOTP(X,Y,N,MCCUR)

CALL DPLTP(X,Y,N,MCCUR)

DESCRIPTION OF ARGUMENTS

X VECTOR OF ABSCISSAE (REAL\*4 WHEN CALLING FLCTP AND REAL\*8  
 WHEN CALLING DPLTP)

Y VECTOR OF ASSOCIATED ORDINATES (REAL\*4 WHEN CALLING FLCTP  
 AND REAL\*8 WHEN CALLING DPLTP)

N NUMBER OF (X,Y) PAIRS

MCCUR CONTROLS THE NUMBER OF CURVES ON ONE GRAPH. SEE BELOW  
 FOR EXPLANATION OF MULTIPLE VALUES OF MCCUR.

- =0, 4, OR 8 THERE IS ONLY ONE CURVE ON THIS GRAPH
- =1, 5, OR 9 THIS IS THE FIRST OF TWO OR MORE CURVES ON  
 THIS GRAPH.
- =2, 6, OR 10 THIS IS AN INTERMEDIATE CURVE ON THIS GRAPH.
- =3, 7, OR 11 THIS IS THE LAST CURVE ON THIS GRAPH.

SCALING

SCALING IS PERFORMED ONLY ON THE FIRST SET OF POINTS (WHEN  
 MCCUR IS 0, 1, 4, 5, 8 OR 9.) FOR A MULTIPLE CURVE GRAPH,  
 THE USER SHOULD CALL THE SUBROUTINE INITIALLY WITH THE LARGEST  
 CURVE TO INSURE OPTIMUM SCALING.

INT12250  
 INT12260  
 INT12270  
 INT12280  
 INT12290  
 INT12300  
 INT12310  
 INT12320  
 INT12330  
 INT12340  
 INT12350  
 INT12370  
 PLCP0020  
 PLCP0030  
 PLCP0040  
 PLCP0120  
 PLCP0130  
 PLCP0140  
 PLCP0150  
 PLCP0160  
 PLCP0170  
 PLCP0180  
 PLCP0190  
 PLCP0200  
 PLCP0210  
 PLCP0220  
 PLCP0230  
 PLCP0240  
 PLCP0250  
 PLCP0260  
 PLCP0270  
 PLCP0280  
 PLCP0290  
 PLCP0300  
 PLCP0310  
 PLCP0320  
 PLCP0330  
 PLCP0340  
 PLCP0350  
 PLCP0360  
 PLCP0370  
 PLCP0380  
 PLCP0390  
 PLCP0400  
 PLCP0410  
 PLCP0420  
 PLCP0430

CC





FLOTP/DPLTP USES ONE OF THREE OPTIONAL MET-PCCS FOR DETERMINING THE APPROPRIATE SCALE FACTORS.

METHOD 1: PLOTP SCANS THE X AND Y ARRAYS TO DETERMINE THE MAXIMUM AND MINIMUM X AND Y VALUES. SCALE FACTORS ARE CHOSEN SUCH THAT MAXIMUM X AND Y ARE POSITIVELY Slightly WITHIN THE LEFT AND RIGHT, AND SIMILARLY, THAT MIN Y ARE SLIGHTLY BELOW AND ABOVE, RESPECTIVELY, THE GRAPH BOUNDARIES. UTPLOT IS THEN CALLED TO PLOT THE GRAPH.

METHOD 1 IS USED WHEN MODCUR = 0, 1, 2, OR 3

METHOD 2: PLOTP DETERMINES THE MAXIMUM AND MINIMUM VALUES OF X AND Y AS IN METHOD 1. IF THE MINIMUM IS GREATER THAN ZERO, IT IS SET TO ZERO, AND IF THE MAXIMUM IS LESS THAN ZERO, IT IS SET TO ZERO. SIGNIFICANT FIGURES AND ROUNDING UP TO THE NEXT HIGHER VALUE ARE OBTAINED FROM THE NEXT LOWEST VALUE WHICH IS NOT A RANGE. THE RANGE IS THEN COMPLETED BY MINIMUM, IT IS ADJUSTED UNTIL THE MAXIMUM AND MINIMUMS ARE ROUNDED TO THE SAME NUMBER OF DECIMALS. IN THE Y-DIRECTION, IT IS ADJUSTED TO CALL SUBROUTINE UTPLOT WHICH PLOTS THE GRAPH. THIS ALGORITHM IS USED TO "RATIONALIZE" THE AXES AND SCALE FACTORS.

METHOD 2 IS USED WHEN MODCUR = 4, 5, 6, OR 7

METHOD 3: THIS IS THE SAME AS METHOD 2 EXCEPT WHEN ALL VALUES OF X OR Y ARE POSITIVE OR NEGATIVE (NC-ZERO), THE ORIGIN OF X OR Y (RESPECTIVELY) DOES NOT APPEAR ON THE GRAPH.

METHOD 3 IS USED WHEN MODCUR = 8, 9, 10, OR 11

IN EITHER METHOD, EACH PRINT POSITION IN THE X-DIRECTION WILL BE EQUAL TO (X\*MAX/80), AND EACH PRINT POSITION IN THE Y-DIRECTION WILL BE EQUAL TO (Y\*MAX-YMIN)/60.

GRID LABELLING

THE DATA TO BE GRAPHED WILL BE LABELLED AS FOLLOWS:  
BY 6C ROW GRID. THE GRID WILL BE LABELLED AS FOLLOWS:

PLCP0440  
PLCP0450  
PLCP0460  
PLCP0470  
PLCP0480  
PLCP0490  
PLCP0500  
PLCP0510  
PLCP0520  
PLCP0530  
PLCP0540  
PLCP0550  
PLCP0560  
PLCP0570  
PLCP0580  
PLCP0590  
PLCP0600  
PLCP0610  
PLCP0620  
PLCP0630  
PLCP0640  
PLCP0650  
PLCP0660  
PLCP0670  
PLCP0680  
PLCP0690  
PLCP0700  
PLCP0710  
PLCP0720  
PLCP0730  
PLCP0740  
PLCP0750  
PLCP0760  
PLCP0770  
PLCP0780  
PLCP0790  
PLCP0800  
PLCP0810  
PLCP0820  
PLCP0830  
PLCP0840  
PLCP0850  
PLCP0860  
PLCP0870  
PLCP0880  
PLCP0890  
PLCP0900  
PLCP0910



PLCPO920  
 PLCPO930  
 PLCPO940  
 PLCPO950  
 PLCPO960  
 PLCPO970  
 PLCPO980  
 PLCPO990  
 PLCPI000  
 PLCPI010  
 PLCPI020  
 PLCPI030  
 PLCPI040  
 PLCPI050  
 PLCPI060  
 PLCPI070  
 PLCPI080  
 PLCPI090  
 PLCPI100  
 PLCPI110  
 PLCPI120

IN THE X DIRECTION (COLUMN-WISE), THERE WILL BE 5 VALUES: THE MAXIMUM, THE MINIMUM, AND 3 INTERMEDIATE EQUALLY SPACED VALUES.

IN THE Y DIRECTION (ROW-WISE), THERE WILL BE 7 VALUES: THE MAXIMUM, THE MINIMUM, AND 5 INTERMEDIATE EQUALLY SPACED VALUES.

IF THE LABELS HAVE A VALUE BETWEEN 1. AND 10\*\*8, THEY WILL BE PRINTED IN AN F11.2 FORMAT, OTHERWISE THEY WILL BE PRINTED IN IPE1C.3 FORMAT.

PLOTTING

FOUR CHARACTERS ARE USED FOR PLOTTING CURVES, "X", "+", "\*", AND "O". WHEN MORE THAN ONE CURVE APPEARS ON A GRAPH, EACH IS USED IN TURN IN THE ABOVE ORDER. IF MORE THAN 4 CURVES ARE PLOTTED IN THE ABOVE CYCLE OF CHARACTERS IS REPEATED. IF A NEW CURVE IS TO BE PLACED IN THE PLOTTING GRID WHERE AN OLD CURVE EXISTS, THE NEW CURVE CHARACTER REPLACES THE OLD ONE. IF IDENTICAL CURVES ARE PLOTTED, THEY WILL APPEAR AS ONE CURVE COMPOSED OF "\*"S.

CCCCCCCCCCCCCCCCCCCC



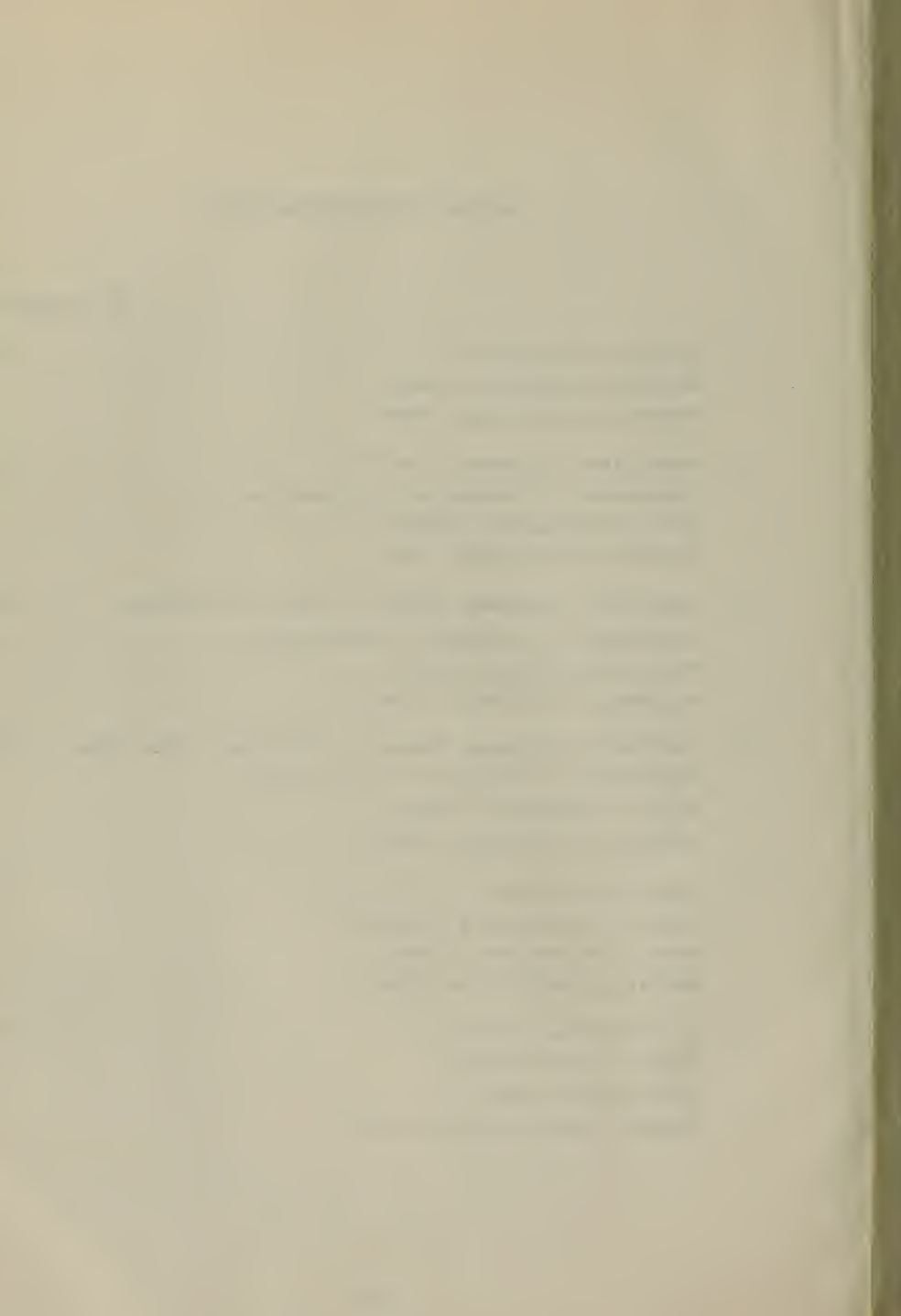
## LIST OF REFERENCES

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of a propellant feed  
system for a liquid  
propellant gun.

Thesis

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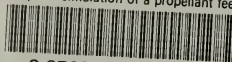
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