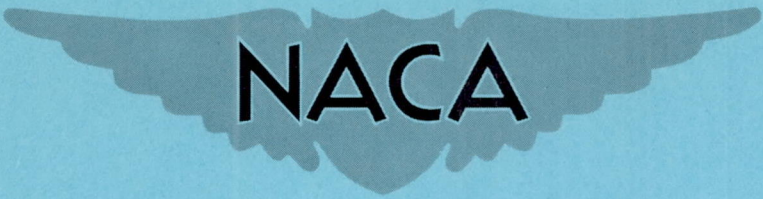


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RESEARCH MEMORANDUM

ALTITUDE PERFORMANCE OF PENTABORANE - JP-4 FUEL BLENDS
IN A MODIFIED J47 COMBUSTOR

By J. Robert Branstetter and Warner B. Kaufman

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NATIONAL ADVISORY COMMITTEE
FOR AERONAUTICS

WASHINGTON

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RESEARCH MEMORANDUMALTITUDE PERFORMANCE OF PENTABORANE - JP-4 FUEL BLENDS
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SUMMARY

The combustion characteristics of several pentaborane - JP-4 (MIL-F-5624A) fuel blends in a turbojet combustor were investigated at simulated flight conditions of 100-percent rated engine speed and altitudes of 44,000, 48,000, and 61,000 feet. The combustor consisted of a standard J47 combustor housing and liner, and was fitted with a dual-fuel injector that permitted variation of the fuel composition in the combustor. The combustion performance of JP-4 fuel and blends of 27 and 66.8 percent pentaborane by weight was examined.

Combustion efficiency with the blends was from 6 percent higher to 2 percent lower than for JP-4 alone.

Relatively large quantities of boron oxide were deposited on the combustor walls for the short test durations. These deposits did not appear to have reached an equilibrium thickness. Only small amounts of the deposits were removed by subsequent operation on JP-4 over periods of 30 minutes at combustor outlet temperatures of 1550° F.

Despite the performance deficiencies noted, the combustor appeared suitable for the purpose for which it was developed; namely, to permit a short-duration test of a J47 engine employing this type combustor and fuel of various pentaborane - JP-4 blends.

INTRODUCTION

Special fuels that show promise of extending the range, thrust, and operational limits of jet-propelled aircraft are being investigated at the NACA Lewis laboratory. Certain applications exist for turbojet-powered aircraft that can operate on both conventional and special high-energy fuels. Aircraft-carrier operation, for instance, may dictate the use of conventional fuel for takeoff and landing and special fuel for cruise and combat.

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Fuels of current interest include diborane, pentaborane, and pentaborane-hydrocarbon blends. These fuels possess desirable heating values and chemical reactivity; however, a special problem exists in preventing or controlling solid and liquid boron oxide in the combustion products from depositing on the combustor hardware. In addition, pentaborane introduces special handling problems because of its spontaneously inflammable nature at room temperatures (ref. 1).

Experimental investigations of the combustion characteristics of diborane, pentaborane, and pentaborane-hydrocarbon blends in modified turbojet combustors have been conducted at this laboratory at the request of the Bureau of Aeronautics, Department of the Navy, as part of Project Zip. Results of these single-combustor tests are presented in references 2 to 5.

A combustor liner 4 inches shorter than the standard J47 liner, with most of its area air-filmed through the employment of porous wire cloth, was developed (ref. 5) for use with pentaborane. This combustor liner was relatively free of oxide deposits for the limited test conditions and short durations investigated.

The decreased length, extensive air-filming, and reduced recirculation limited the wire-cloth combustor liner to high-flame-speed, highly reactive fuels such as pentaborane. A dual-fuel combustor that would permit efficient combustion of both petroleum fuels and boron-hydride-type fuels appeared desirable from the aforementioned tactical application and for full-scale-engine research purposes. More economical use of the presently limited production of boron hydride fuels can be achieved on full-scale-engine research by bringing the engine to test conditions with conventional fuel, then crossing over to operation on the special fuel for the brief test period. A further advantage with this method of operation exists with boron hydride fuels, inasmuch as the engine parts exposed to the molten oxide can be preheated above the melting point of the oxide and thereby prevent a rough layer of solid oxide from forming during the initial stages of warm-up. In addition, the ability of a full-scale research combustor to operate on various fractions of pentaborane - JP-4 fuel is desirable, since the influence of different concentrations of boron oxide on engine performance can be determined.

The best research design would then be a combustor that exhibited consistently high combustion efficiency, flat outlet temperature profile, and general freedom from combustion deposits over a range of pentaborane concentration in JP-4. Some hope for achieving this design was indicated in reference 4, where improved fuel atomization reduced oxide deposition in a standard type turbojet combustor.

The objective of this investigation was to develop a fuel injector and combustor that would meet the immediate requirements for full-scale-

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engine research and indicate the design features desirable for more general engine application. Data are presented on combustion efficiency, combustor outlet temperature profile, and oxide deposition for 0, 27, and 67 percent pentaborane - JP-4 fuel blends in a dual-fuel combustor at simulated altitudes of 44,000 and 61,000 feet, 100-percent rated engine speed, and flight Mach number of 0.6. Data are also presented for the simulated flight condition and fuel program typical of a full-scale engine test: altitude, 48,000 feet; engine speed, 95 percent; and flight Mach number, 0.8.

FUELS

Source. - The pentaborane used in this investigation was obtained through the cooperation of the Bureau of Aeronautics, Department of the Navy. The pentaborane component of the blend fuel was 99 percent pure. The hydrocarbon component was JP-4 (MIL-F-5624A) fuel.

Properties. - Values of some of the physical properties of the blends and the pentaborane component are as follows:

Physical property	Pentaborane ^a	27 Percent pentaborane and 73 percent JP-4 by weight	66.8 Percent pentaborane and 33.2 percent JP-4 by weight
Formula weight	63.17		
Melting point, °F	-52		
Boiling point, °F at 760 mm Hg	136		
Heat of combustion, Btu/lb	^{b,c} 29,127	^e 21,497	25,657
Heat of combustion, Btu/cu ft	^d 1,170,000	^e 997,500	^e 1,100,000
Stoichiometric fuel-air ratio	0.07365	0.06992	0.07327

^aPure.

^bBased on H₂O in gaseous phase.

^cValue used in this report. Most recent value is 29,100.

^dSpecific gravity of pentaborane taken as 0.644 at 0° C.

^eSpecific gravity of blend at 0° C.

The melting points of the two forms of boron oxide B₂O₃ are as follows:

Crystalline, °F	842
Vitreous, °F	1070

Values of some of the physical properties of the hydrocarbon component are given in table I.

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FUEL SYSTEM

The fuel system used for the two fuels is shown on figure 1. The blend fuel system was purged with helium for approximately 1 minute before the fuel-tank valves were opened. Both fuel tanks were pressurized with helium by means of remote-controlled pressure regulators. Helium from a separate source was supplied to that part of the blend fuel line entering the combustor immediately preceding and immediately following the use of blend fuel. Fuel flows were started and stopped by remote-controlled pressure-operated piston valves. The flow rates were controlled by remote-operated throttle valves. Atomizing air-flow rate was governed by a remote-controlled pressure regulator and a rotameter. The blend fuel system was flushed with dry JP-4 after each run.

The dual-fuel air-atomizing injector shown schematically on figure 2 permitted warm-up on JP-4 fuel and variation of the combustor blend composition during the runs. The center nozzle is identical to that of reference 5. A blend of 66.8 percent pentaborane was fed through the center passage to the nozzle and injected into the combustor in a solid cone. Air at room temperature from the central laboratory supply was conducted through a concentric passage to provide cooling and atomization of the blend fuel and also atomization of the JP-4 fuel. The JP-4 fuel was admitted to the outside passage and entered the combustor through the small holes aligned with the three holes drilled into the atomizing-air tube. The atomizing air had a pressure on the order of 15 pounds per square inch gage on entering the injector and a flow rate of about 0.007 pound per second for all runs. Approximately 25 percent of the atomizing air flow was distributed to atomize the JP-4 fuel.

A thermocouple imbedded in the outside surface of the blend fuel tube (fig. 2) for runs 2 and 5 indicated a wall temperature on the order of 500° F just prior to initiating the blend fuel flow.

APPARATUS

Combustor installation. - Figure 3 shows a diagram of the combustor installation. Combustion air from the central laboratory supply was controlled by a remote-operated valve. The combustor inlet-air temperature was regulated by a heat exchanger. Combustion products were discharged into an exhaust plenum, cooled and exhausted to a header that was valved to provide either 1-atmosphere or 1/2-atmosphere exhaust pressure.

A standard J47 combustor housing and liner were used. The cooling-air passage between housing and liner at the rear of the combustor was blocked to provide higher transition-section wall temperatures. The

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crossover ports on the liner were capped. The sparkplug electrodes were lengthened $3/4$ inch. Only one sparkplug was used. The combustor inlet and outlet transitions were segments of the corresponding sections of a complete engine. The outlet transition section was covered with a 2-inch blanket of insulation.

Instrumentation. - The combustion air flow was metered by an ASME orifice. The pressure upstream of the orifice and the fuel-tank pressures were indicated by calibrated gages. Orifice differential pressure and total-pressure drop across the combustor were measured by water-filled manometers. Combustor inlet, outlet, and exhaust pressures were read from mercury manometers. The outlet total-pressure probe was kept free of oxides by a continuous bleed of air through the tube. The bleed air-flow rate was sufficiently low that friction pressure losses within the tube were considered negligible.

The fuel-flow rate was recorded continuously by means of a rotating-vane flowmeter (fig. 1) and a self-balancing strip-chart potentiometer. The flowmeter measures volume flow rate and was calibrated with gasoline before each group of runs. The weight-flow rate of the test fuels was determined from the gasoline calibration and a density correction.

The location of the thermocouples at the combustor inlet and outlet is shown in figure 4. Two parallel couples indicated combustor inlet-air temperature; single couples indicated combustion-air temperature at the orifice, fuel temperature at the flowmeters, and the outlet transition wall temperature at station D. Closed-end thermocouples were used to measure outlet gas temperature. Twenty-three of the thermocouples at station D were wired individually, and the remaining twelve were wired parallel in groups of three. Nine thermocouples at station D' were wired parallel in groups of three to provide a check on the average combustor outlet gas temperature computed from the thermocouples at station D. All the temperatures measured by individual thermocouples were recorded at regular intervals on self-balancing strip-chart potentiometers. Temperatures averaged by the paralleled thermocouples were recorded manually from self-balancing indicating potentiometers.

PROCEDURE

Test conditions. - The following table lists the target test conditions. Conditions B and D are identical to those of reference 5.

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Test condition	Combustor inlet total pressure, in. Hg abs	Combustor inlet temperature, °F	Air flow ^a , lb/sec sq ft	Combustor temperature rise, °F	Simulated flight condition ^b	
					Altitude, ft	Percent rated speed
B	34	368	5.35	1182	44,000	100
D	15	368	2.38	1182	61,000	100
F	32	440	5.00	1200	48,000	95

^aAir flow per unit of maximum cross-sectional area of combustor housing, 0.48 sq ft.

^bSimulating a flight Mach number of 0.6 for conditions B and D and 0.8 for condition F, for a typical turbojet having a 5.2 compressor pressure ratio at sea-level rated rpm.

For each series of runs at conditions B and D, the combustor and outlet transition section were warmed up on JP-4 for a period of 15 minutes (runs 1, 4, 7, and 10 in table II). Then, while maintaining a constant combustor outlet temperature, JP-4 and blend fuel-flow rates were adjusted to obtain the desired blend compositions within the combustor (runs 2, 5, 8, and 11 in table II). The combustor was then photographed, reassembled, and subjected to a 30-minute run on JP-4 at a combustor outlet temperature of 1550° F (runs 3, 6, 9, and 12 in table II) in an attempt to remove the oxide deposits.

Run 13, condition F, had a similar warm-up period; however, for this run the pentaborane concentration was varied in steps from 0 to 36.8 percent, and the clean-up period on JP-4 fuel followed without cooling the combustor. Run 13 simulated the conditions planned for the full-scale-engine operation.

Calculations. - Time intervals of 1 minute on blend runs and 3 or 5 minutes on JP-4 runs were chosen for analysis. Combustion efficiencies were computed from the following relation:

$$\eta_b = \frac{\text{Equivalence ratio theoretically required for measured temperature rise}}{\text{Actual equivalence ratio}} \times 100$$

The theoretically required equivalence ratio for a measured temperature rise was determined from unpublished results by the methods and assumptions described in reference 6.

The average combustor outlet gas temperature was computed as the arithmetic mean of the 35 outlet thermocouple indications. This was achieved by assuming that each of the thermocouples in a paralleled

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group sensed a temperature equal to the temperature recorded for the paralleled group. No correction was made for velocity or radiation effects on the thermocouples.

The total-pressure loss through the combustor was computed as the dimensionless ratio of the measured total-pressure drop $P_A - P_C$ to the calculated reference dynamic pressure q_r . The value of q_r was computed from the combustor inlet density, the air-flow rate, and the maximum cross-sectional area of the combustor housing, 0.48 square foot.

RESULTS AND DISCUSSION

The results of all tests are presented in chronological order in table II. Because of similarity of results, some of the data points for the JP-4 runs have been omitted.

A synopsis of the data of table II is given below:

Test condition	Combustor inlet total pressure, in. Hg abs	Combustor inlet temperature, °F	Air flow, lb/(sec) (sq ft)	Combustor temperature rise, °F	Pentaborane concentration, percent	Combustion efficiency, percent
B	32.8	359	5.30	1204	0	94
B	32.7	352	5.33	1181	27	96
B	32.5	367	5.31	1291	67	96
D	14.2	382	2.41	1254	0	81
D	14.2	382	2.41	1217	26	80
D	14.1	372	2.39	1306	67	85
F	30.1	408	4.95	1267	18-37	95-100

Accuracy and reproducibility. - The accuracy of the combustion-efficiency data was affected by the deposition of solid products of combustion. The accuracy of the data was also limited to the accuracy of the temperature measurements and fuel-flow measurements. The combustion efficiencies are estimated to be within ± 3 percent for the conditions where the wall temperature at the outlet thermocouple station had approached equilibrium. Figure 5 shows the increase in combustion efficiency with increasing wall temperature. This effect is attributed to the decreasing thermocouple error associated with increasing wall temperature. The data for combustor operation with pentaborane blends were recorded at times in excess of 15 minutes, where wall temperatures had essentially reached equilibrium. Reproducibility of the data is illustrated (fig. 5) by the close agreement of combustion-efficiency data obtained with JP-4 at condition B at intervals during the program.

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Combustion efficiency. - Combustion-efficiency values with JP-4 taken just prior to throttling in the blend fuel were 94 percent for condition B and 80 to 83 percent for condition D. Corresponding values for combustor fuel blends of approximately 27 and 66.8 percent pentaborane at condition B were 95 to 97 percent. Combustion efficiencies for the blends at condition D were 80 percent for a blend of approximately 27 percent pentaborane and 85 percent for the 66.8 percent pentaborane blend. Run 13 gave combustion-efficiency values generally in agreement with those at condition B. Because of a limited fuel quantity, some difficulty was encountered in varying the combustor blend composition rapidly between data points on run 13. Thermocouple values appeared to lag changes in fuel flow by 10 to 15 seconds, which accounts for the variation of combustion efficiency for the 31 and 30 percent pentaborane data for this run.

Figure 6 shows values of combustion efficiency obtained with JP-4 fuel and with blends of 27 and 66.8 percent pentaborane. Also included in figure 6 are curves from reference 5 showing the performance of the combustor employing a liner of porous wire cloth. For comparable fuel blends the combustion efficiencies of the combustor of reference 5 are 4 or 5 percent higher than the combustion efficiencies obtained with the standard combustor liner. The combustor of reference 5 employed the same fuel nozzle as that used herein for injection of the blend fuel, but the recirculatory flow in the upstream end of the porous wire-cloth liner was considerably less than that obtained with the standard liner. This recirculatory flow may account for the lower combustion efficiencies obtained with the standard liner as follows: It is hypothesized that the pentaborane component of the blend fuel may react with oxygen of the air in the recirculatory region within the combustor where the overall fuel-air ratio is much too high to permit complete oxidation of the fuel. This rich oxidation may result in relatively unreactive products that do not burn completely in passing through the combustor. Such a process would be somewhat analogous to the formation of smoke in turbojet combustors using petroleum fuels (ref. 7). This phenomenon would also account for the fact that the combustion efficiency of the 27 percent pentaborane blend is lower than that obtained with JP-4 fuel.

Temperature profiles. - With JP-4 fuel, the temperature spread at the combustor outlet was approximately 280° F at condition B and increased to about 360° F for the reduced combustor pressure at condition D (based on JP-4 reference runs 1, 4, 7, and 10). Temperature spread was increased when blend fuel was injected through the center nozzle. A maximum spread of 550° F (fig. 7) resulted at condition D from injecting all the fuel through the blend nozzle. Reference 5 reports a spread of 650° F for approximately the same blend in the shortened wire-cloth combustor at condition D for an outlet temperature of 1540° F. However, at condition B, with all the fuel injected through the center nozzle, the temperature spread was on the order of 850° F for the wire-cloth combustor liner compared with 400° F for the standard combustor liner. The temperature spread of 550° F obtained with the high pentaborane concentration would be considered marginal in many current

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engines; however, this temperature profile seems satisfactory for the intended application of this combustor in a short-duration test of an engine.

Oxide deposition. - Since the combustor outlet temperature was on the order of 1600° F for all runs, the oxide was a thin film of the brittle, transparent, glassy type in the liner and transition section. The dome deposits, however, were a thin layer of the white powder type. The material was thickest at the bottom of the liner and indicated that the oxide flowed downward as well as axially through the liner. The downstream side of the liner thimbles collected a large portion of the deposit. The ratio of the weight of boron oxide deposited on the liner walls to the weight of boron oxide formed in the combustion products (assuming 100 percent combustion efficiency) was 0.0096 for both runs at condition B and 0.015 for both runs at condition D. The additional weight of deposit for the longer duration of run 13 indicates that deposition did not reach an equilibrium condition during the short runs. At condition B, this ratio was only 0.0033 for the wire-cloth liner (ref. 5), and 90 percent of this deposit was on the metal tailpiece of the liner. Furthermore, deposition appeared to have reached an equilibrium thickness for the wire-cloth liner.

Deposits in the liner and transition before and after a "clean-up" run on JP-4 fuel are shown on figures 8 and 9. Only 9 grams of the oxide were removed from the liner walls during 30 minutes operation on JP-4 at outlet temperatures of 1500° to 1600° F. Removal of deposits by continuing operation on petroleum fuel would appear to require a long duration and very high outlet temperatures.

SUMMARY OF RESULTS

The results obtained in this investigation of the combustion of pentaborane - JP-4 fuel blends in a modified J47 turbojet combustor are summarized as follows:

1. Combustion efficiencies of 94 percent with JP-4 and 95 to 100 percent with the blends were obtained at a combustor pressure of 1 atmosphere. At a combustor pressure of 1/2 atmosphere efficiency values were 80 to 82 percent for both JP-4 and 27 percent pentaborane blend and 85 percent for the 66.8 percent pentaborane blend.

2. The combustion efficiencies obtained with the standard combustor liner were 4 to 5 percent below those reported in reference 5 for the combustor using a porous wire-cloth liner. It is hypothesized that the somewhat lower combustion efficiencies may be the result of rich

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oxidation of the pentaborane into relatively unreactive products due to the strong recirculation in the primary zone of this combustor.

3. The combustor outlet temperature profile was satisfactory for the intended application of the combustor. The difference between the maximum and the minimum temperature at the combustor outlet was from 100° to 450° F less than that for the combustor of reference 5 employing a liner of porous wire cloth.

4. Deposition of boron oxide did not appear to have reached equilibrium thickness for the short durations of the tests. More than twice as much oxide was collected on the liner walls than was collected for the same test duration on the wire-cloth liner of the combustor of reference 5, where deposit thickness did reach equilibrium.

5. Removal of all deposits from the combustor-liner walls by continuing operation on conventional fuel does not appear promising at normal combustor outlet temperatures.

6. Despite the performance deficiencies noted, the combustor appeared suitable for the purpose for which it was developed; namely, to permit a short-duration test of a J47 engine employing this type combustor and fuel of various pentaborane - JP-4 blends.

Lewis Flight Propulsion Laboratory
National Advisory Committee for Aeronautics
Cleveland, Ohio, August 16, 1954

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TABLE I. - ANALYSIS OF HYDROCARBON COMPONENT OF BLEND

FUEL, MIL-F-5624A GRADE JP-4

Initial boiling point, °F	136
Percent evaporated	
5	180
10	243
20	292
30	316
40	331
50	341
60	355
70	371
80	390
90	421
95	447
Final boiling point, °F	480
Residue, percent	1.0
Loss, percent	1.0
Reid vapor pressure, lb/sq in.	2.4
Specific gravity, 60° F/60° F	0.778
Hydrogen-carbon ratio	0.168
Net heat of combustion, Btu/lb	18,675

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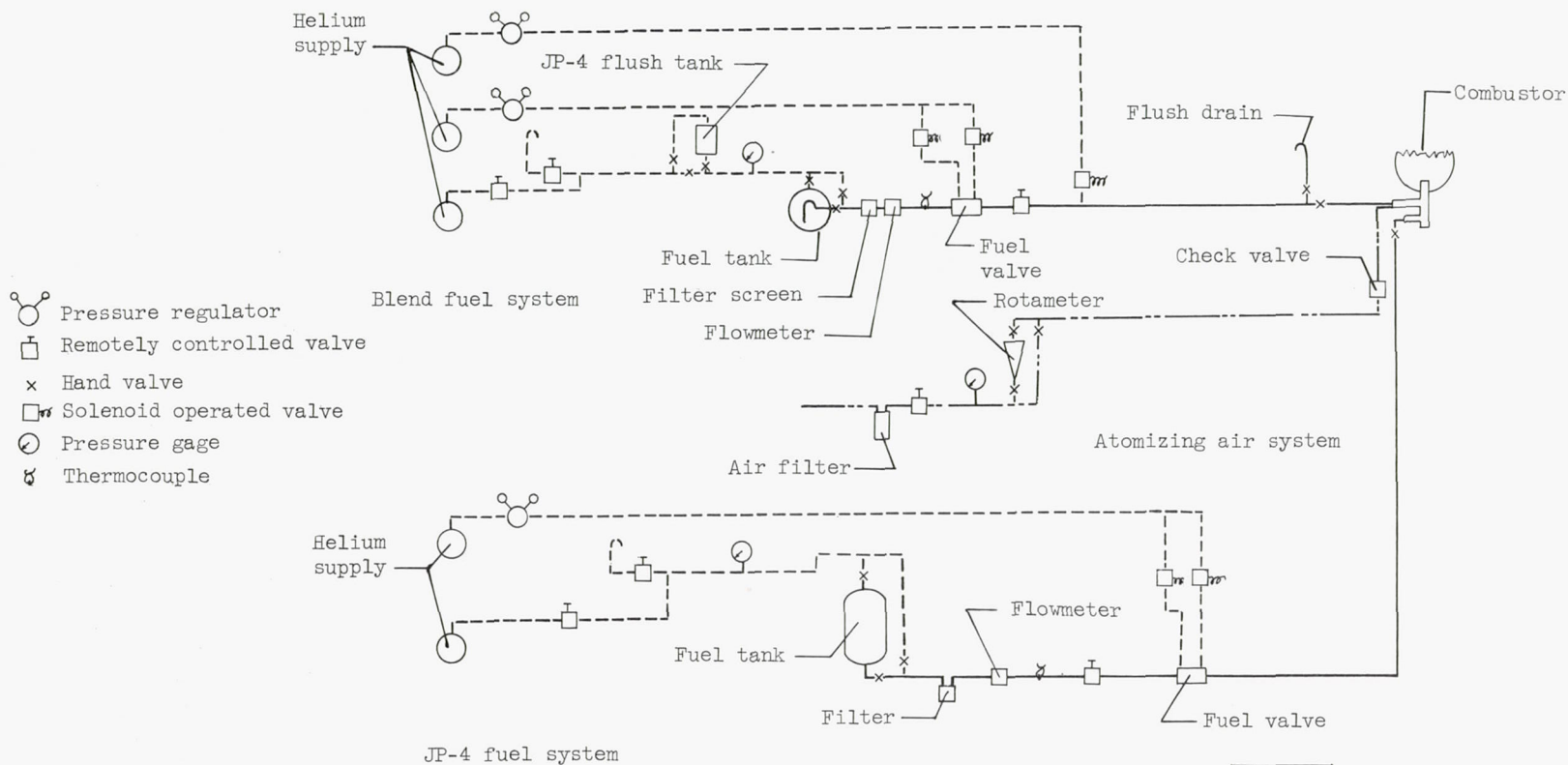
TABLE II. - OPERATING CONDITIONS AND RESULTS

Run	Test condition	Duration of combustion, min	Time data recorded, min	Combus- tor inlet temper- ature, °F	Combus- tor inlet total pres- sure, in. Hg abs	Air flow, ^a lb (sec)(sq ft)	Total fuel flow, lb/sec	Penta- borane in com- bustor blend, percent	Equiv- alence ratio	Combus- tion effi- ciency, percent	Atomiz- ing air flow, lb/sec	Combus- tor ve- locity, ft/sec	Average combus- tor outlet temper- ature, °F	Maximum indi- vidual outlet temper- ature, °F	Minimum indi- vidual outlet temper- ature, °F	Wall temper- ature at sta- tion D, °F	Pressure loss across combus- tor, $P_A - P_C$ in. Hg	Deposit remain- ing after run, g
1	B	17	0 3.0 6.0 9.0 12.0 15.0 17.0	357 363 355 362 368 359	30.8 32.7 32.8 32.8 32.8 32.8	5.33 5.27 5.38 5.33 5.27 5.30	0.0495 0.0478 0.0480 0.0478 0.0478 0.0478	0 0 0 0 0 0	0.286 .271 .276 .277 .276	90.5 91.4 92.1 93.4 95.6	0.0083 0.0083 0.0083 0.0083 0.0083	103 100 101 101 100 100	1566 1566 1566 1548 1572 1563	1722 1666 1694 1712 1695	1418 1365 1392 1410 1402	----- ----- ----- ----- ----- -----	10.2 11.2 11.2 11.1 11.1 11.2	None
				Throttled in blend fuel														
2	B	4	18.0 19.0 20.0 21.0	352 354 356	32.7 32.8 32.8	5.33 5.32 5.31	0.0401 .0414 .0405	27.0 28.4 28.0	0.223 .250 .226	96.3 94.5 95.7	0.0083 0.0083 0.0083	100 100 100	1533 1556 1552	1683 1710 1751	1300 1352 1316	----- ----- -----	11.5 11.5 11.4	32
				Weighed deposit														
3	B	31	6.0 30.0 31.0	365 357	32.4 32.6	5.32 5.52	0.0472 .0479	0 0	0.271 .266	91.4 96.0	0.0081 0.0081	102 105	1527 1548	1725 1745	1345 1363	1205 1375	12.5 12.3	23
				Weighed deposit														
4	B	14	3.0 9.0 14.0	373 363	32.3 32.3	5.23 5.34	0.0495 .0483	0 0	0.289 .277	89.9 92.7	0.0074 0.0074	102 102	1582 1562	1721 1692	1469 1433	1270	12.3 12.1	None
				Throttled in blend fuel														
5	B	4	15.0 16.0 17.0 18.0	368 367 367 367	32.6 32.5 32.4 32.4	5.44 5.31 5.27	0.0368 .0376 .0380	66.8 66.8 66.8	0.191 .200 .205	97.1 96.0 95.6	0.0074 0.0074 0.0074	104 102 101	1628 1658 1676	1845 1889 1888	1405 1567 1477	----- ----- -----	13.9 14.0 13.4	71
				Weighed deposit														
6	B	31	5.0 10.0 15.0 20.0 25.0 30.0 31.0	370 370 373 378 372 367	32.2 32.2 32.2 32.2 32.3 32.3	5.37 5.48 5.33 5.37 5.54 5.46	0.0501 .0495 .0494 .0493 .0493 .0493	0 0 0 0 0 0	0.285 .276 .284 .281 .272 .276	90.5 92.7 92.8 94.5 95.9 95.2	0.0069 .0069 .0069 .0069 .0069 .0069	104 106 104 105 108 105	1569 1567 1592 1706 1582 1590	1716 1704 1708 1758 1732 1724	1378 1389 1392 1440 1411 1409	1216 1310 1327 1405 1400 1399	11.2 11.0 11.1 10.9 10.9 11.0	62
				Weighed deposit														
7	D	15.7	0 3.0 6.0 9.0 12.0 15.0 15.7	349 366 375 380 381 382	13.6 14.3 14.2 14.2 14.1 14.2	2.43 2.41 2.36 2.34 2.34 2.41	0.0286 .0286 .0286 .0256 .0256 .0285	0 0 0 0 0 0	0.364 .344 .344 .344 .336	73.1 76.7 76.7 78.2 80.9	0.0070 .0070 .0070 .0070 .0070	109 105 105 105 108	1599 1599 1596 1649 1592 1636	1810 1704 1768 1827 1773 1602	1424 1389 1446 1494 1459 1490	1047 1174 1235 1280 1308	----- ----- ----- ----- ----- -----	None
				Throttled in blend fuel														
8	D	3.5	18.5 17.5 18.5 19.2	382 379 378	14.2 14.2 14.2	2.41 2.41 2.43	0.0229 .0219 .0229	25.9 25.3 27.4	0.283 .271 .280	80.0 81.3 79.3	0.0070 .0070 .0070	108 108 108	1599 1565 1562	1788 1764 1788	1364 1328 1338	1353 1345 1349	----- ----- -----	29
				Weighed deposit														
9	D	31	5.0 30.0 31.0	384 369	13.9 14.1	2.39 2.39	0.0251 .0259	0 0	0.322 .332	78.0 82.0	0.0068 0.0068	107 106	1535 1629	1728 1811	1360 1419	1072 1330	----- -----	19
				Weighed deposit														
10	D	16	3.0 15.0 16.0	368 369	14.0 14.0	2.41 2.41	0.0255 .0249	0 0	0.324 .317	78.3 82.6	0.0069 0.0069	108 108	1551 1590	1765 1793	1359 1388	990 1225	----- -----	None
				Throttled in blend fuel														
11	D	3.6	17.0 18.0 19.0 19.6	372 372 372	14.1 14.1 14.1	2.39 2.39 2.39	0.0195 .0191 .0192	66.8 66.8 66.8	0.232 .226 .228	84.5 85.8 84.2	0.0059 .0059 .0059	106 106 106	1678 1682 1680	1900 1879 1872	1348 1338 1320	1369 1410 1426	----- ----- -----	56
				Weighed deposit														
12	D	31	5.0 30.0 31.0	374 368	14.4 14.3	2.41 2.43	0.0253 .0242	0 0	0.322 .305	77.4 82.3	0.0078 0.0076	105 105	1537 1541	1689 1684	1425 1437	1085 1246	----- -----	53
				Weighed deposit														
13	F	56	0 3.0 15.0 15.8 17.5 19.0 21.1 22.7 24.0 33.0 47.0 56.0	410 405 402 401 408 408 409 408 404 409 354	31.2 32.1 30.1 30.1 30.1 30.1 30.1 32.2 32.2 32.1 32.3	5.01 5.03 4.95 4.97 4.94 4.95 4.96 4.95 4.98 5.08 5.27	0.0476 .0485 .0428 .0425 .0376 .0385 .0416 .0414 .0440 .0472	0 0 18.2 24.8 31.3 36.8 30.3 25.8 0 0	0.289 .288 .259 .256 .224 .226 .248 .247 .285 .274	89.6 93.4 95.5 95.5 100.0 98.3 94.6 97.6 98.0 95.5	0.0061 .0061 .0061 .0061 .0061 .0061 .0061 .0061 .0061 .0061	106 102 107 107 108 108 101 101 104 100	1606 1735 1690 1668 1686 1650 1676 1696 1684 1582 1575	1755 1856 1800 1823 1770 1819 1850 1800 1721 1730	1491 1574 1455 1480 1436 1467 1471 1495 1461 1412 1400	1212 1222 1240 1240 1240 1240 1240 1240 1240 1240 1240	11.3 12.2 11.5 12.0 11.8 11.9 12.0 13.0 12.8 12.2 12.9	None
				Weighed deposit														93

^aAir flow per unit maximum cross-sectional area of combustor housing, 0.46 sq ft.

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Figure 1. - Fuel system.

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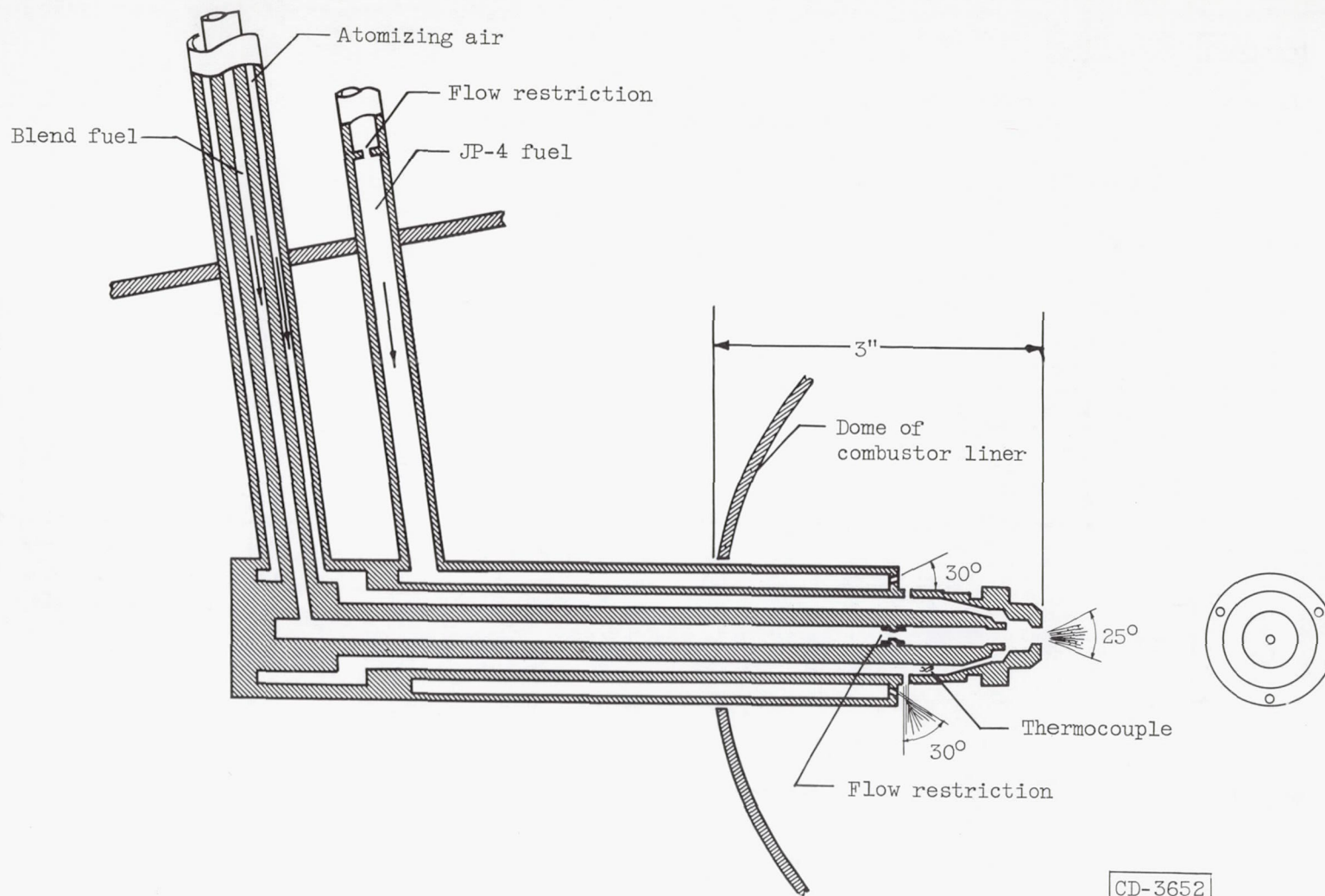


Figure 2. - Schematic diagram of dual-fuel injector.

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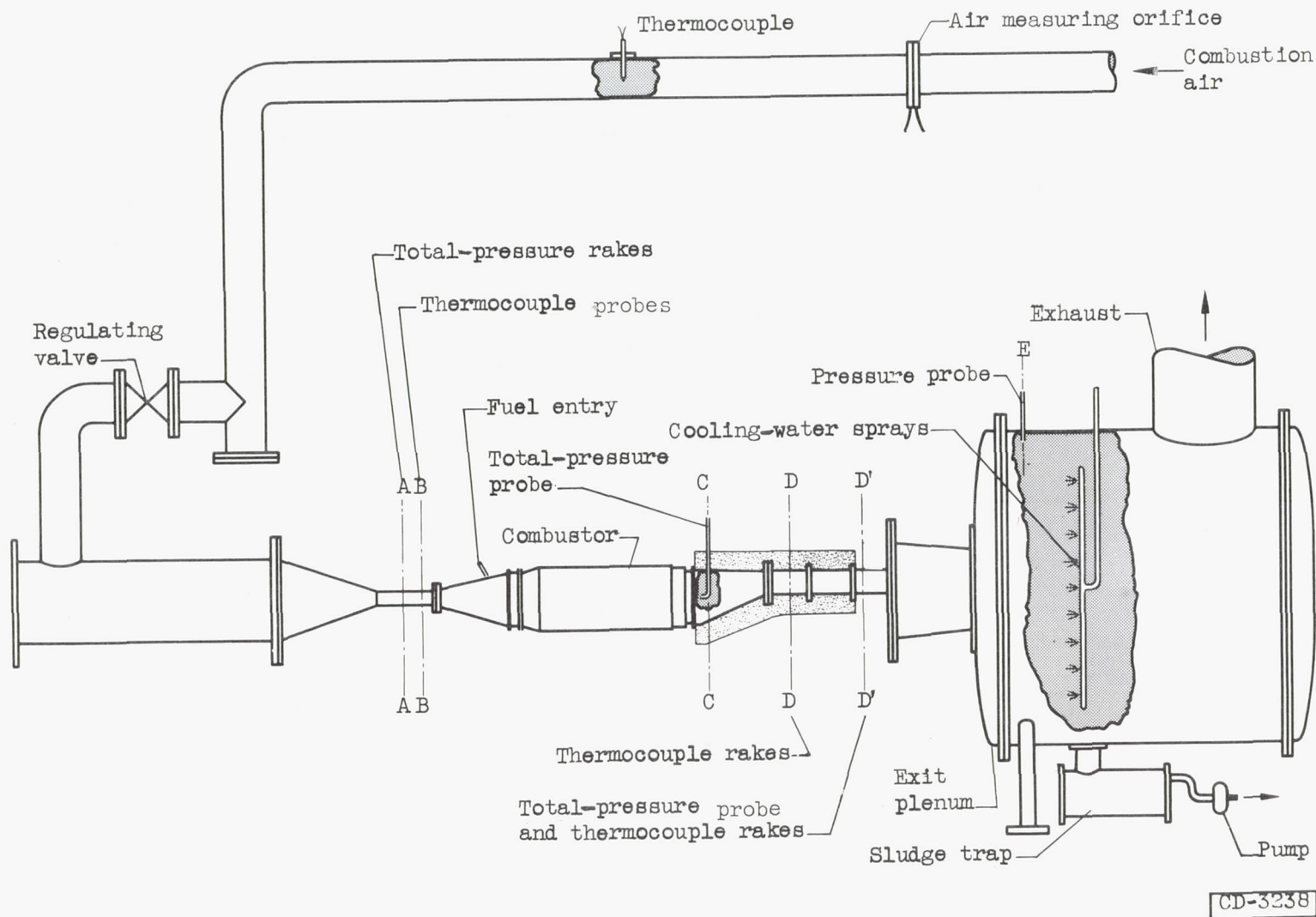


Figure 3. - J47 Combustor installation.

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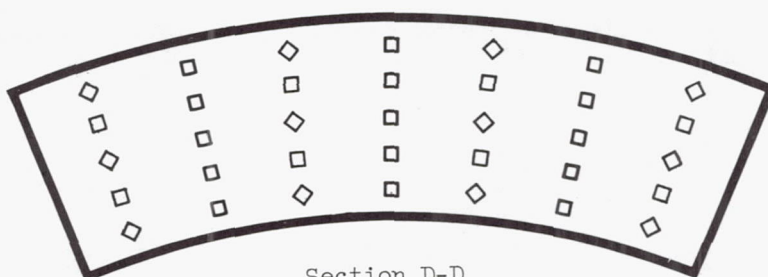
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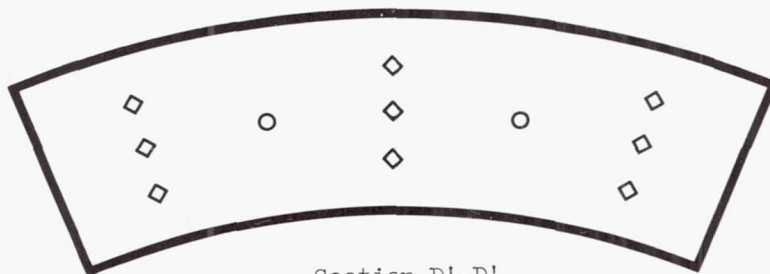
Section A-A



Section B-B



Section D-D



Section D'-D'

○ Total-pressure tubes

□ Thermocouples (wired individually)

◇ Thermocouples (wired in parallel)

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Figure 4. - Instrumentation sections.

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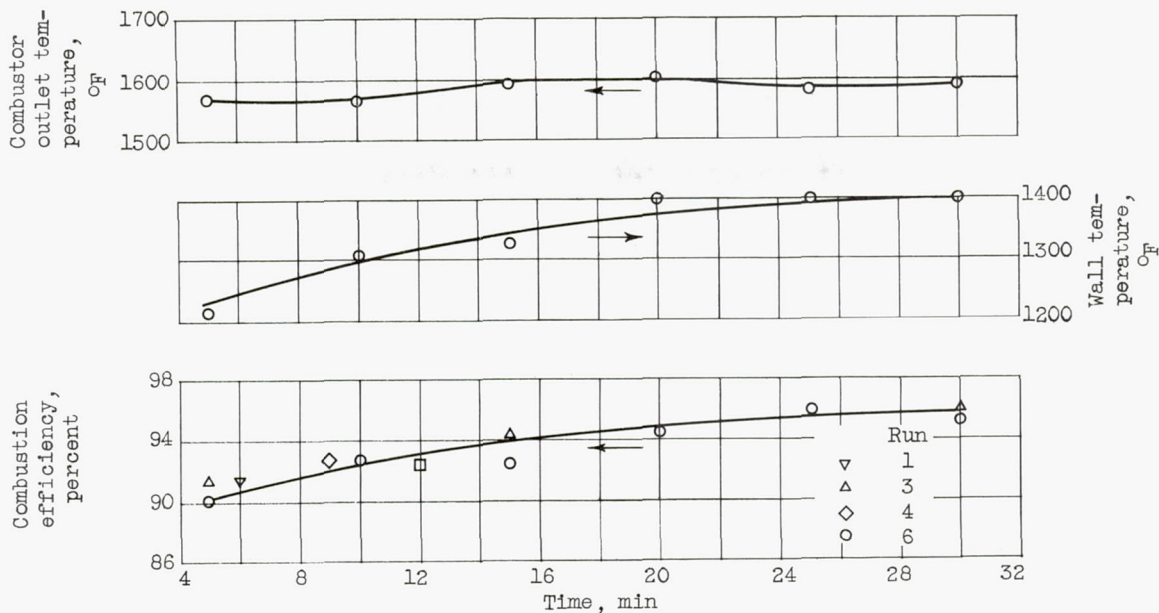


Figure 5. - Effect of thermocouple losses on computed combustion-efficiency values at condition B with JP-4, MIL-F-5624A, fuel.

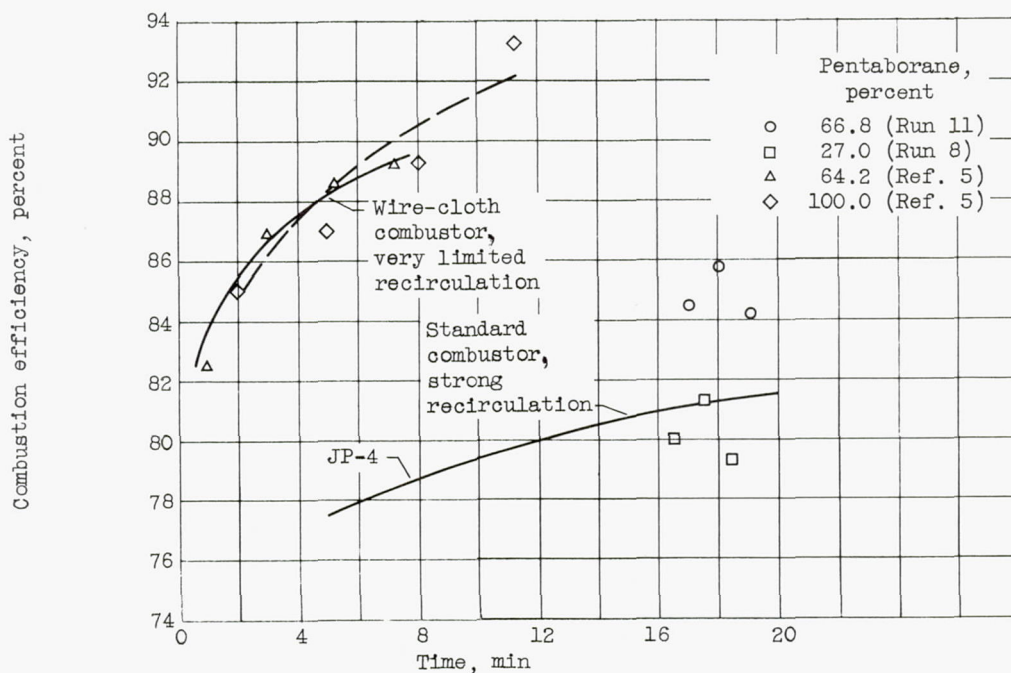
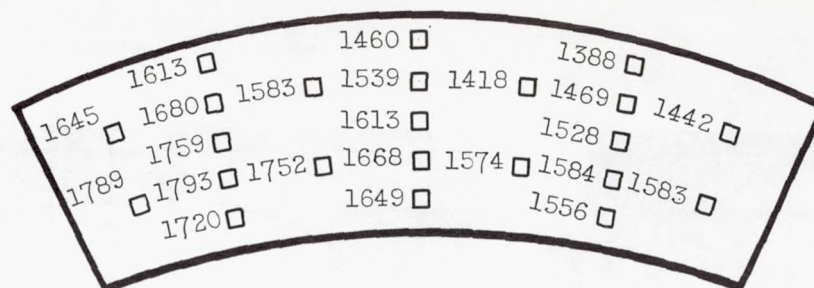


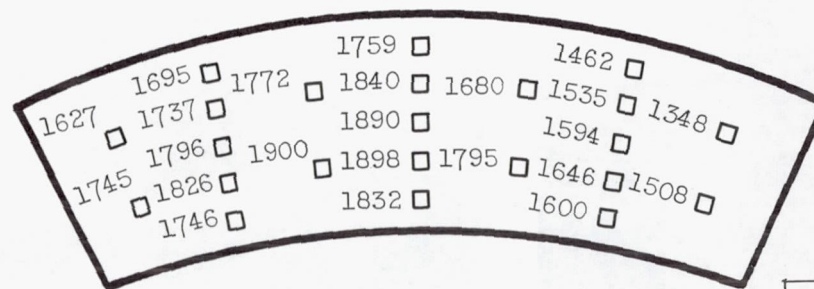
Figure 6. - Comparison of combustion efficiency of pentaborane and pentaborane blends at condition D with and without recirculation in combustion zone.

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(a) Run 10; condition D; JP-4 fuel; outlet temperature, 1590° F; spread, 405° F.



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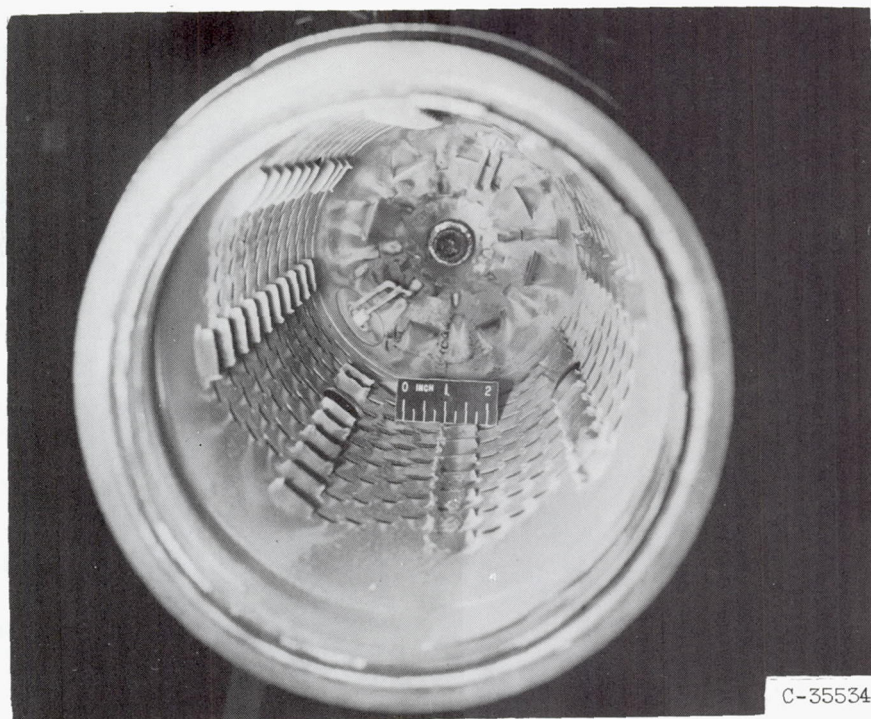
(b) Run 11; condition D; 66.8 percent pentaborane; outlet temperature, 1678° F; spread, 552° F.

Figure 7. - Combustor outlet temperature profiles.

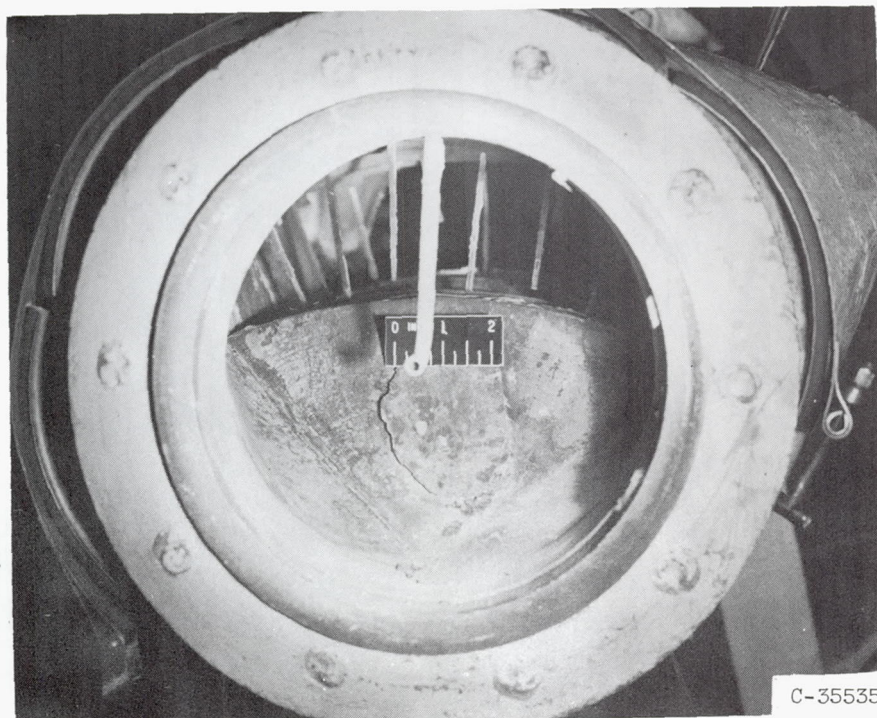
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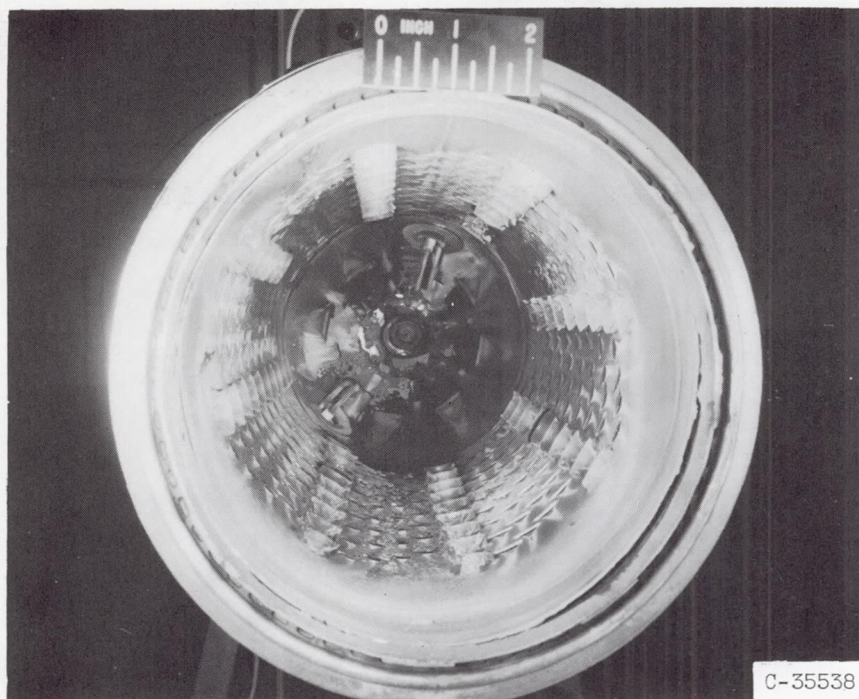
(a) Combustor.



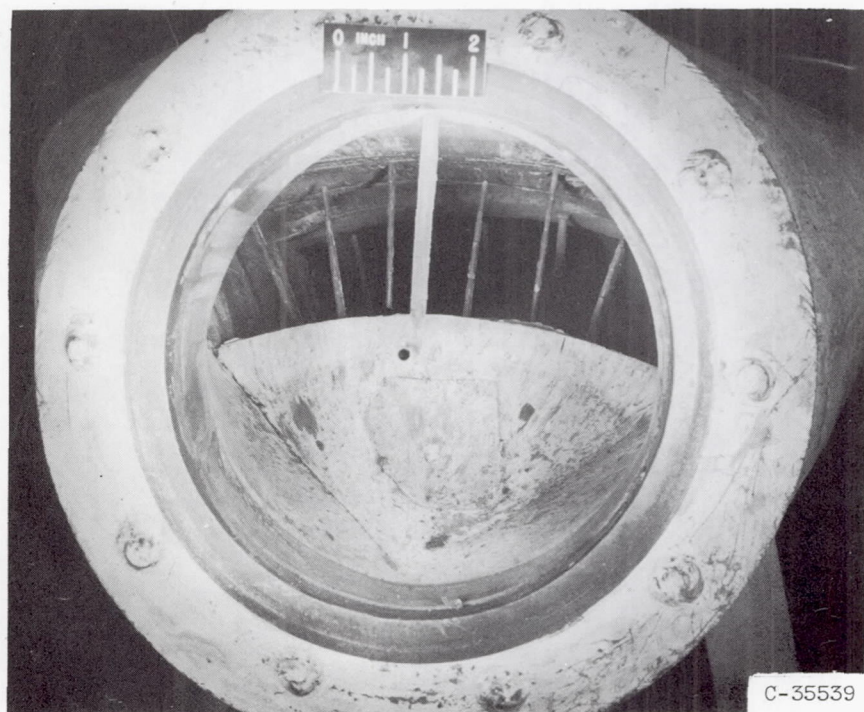
(b) Transition section.

Figure 8. - Deposits from combustion of a blend containing 66.8 percent pentaborane in JP-4. Condition B; run 5; test duration, 4 minutes; deposit weight, 71 grams.

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(a) Combustor.



(b) Transition section.

Figure 9. - Deposits remaining after 30 minutes of operation with JP-4.
Condition B; run 6; deposit weight, 62 grams.

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