SPACE SHUTTLE APS
PROPELLANT THERMAL CONDITIONER STUDY
FINAL REPORT

May 1973

ROCKETDYNE DIVISION
ROCKWELL INTERNATIONAL

prepared for

National Aeronautics and Space Administration
Manned Spacecraft Center
Houston, Texas 77058
Auxiliary Propulsion and Pyrotechnics Branch
This report summarizes the work accomplished under Contract NAS9-12046 for the Auxiliary Propulsion and Pyrotechnics Branch of the Manned Spacecraft Center, National Aeronautics and Space Administration. Work was performed by the Rocketdyne Division of Rockwell International.

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This report completes DRL Item 11 of NASA Form 1106A.
ABSTRACT

An analytical and experimental effort was completed to evaluate a baffle type thermal conditioner for superheating $O_2$ and $H_2$ at supercritical pressures. The thermal conditioner consisted of a heat exchanger and an integral reactor (gas generator) operating on $O_2/H_2$ propellants.

In compliance with the long life, fail safe requirements, the reactor mixture ratio was set at 1.0 with cold gaseous propellant and hot gas exhaust temperature was 750 R. Nominal operating conditions for the two conditioners were:

<table>
<thead>
<tr>
<th></th>
<th>$H_2$</th>
<th>$O_2$</th>
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<tbody>
<tr>
<td>Flowrate, lb/sec.</td>
<td>4.5</td>
<td>15.6</td>
</tr>
<tr>
<td>Inlet Conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperature, R</td>
<td>55</td>
<td>180</td>
</tr>
<tr>
<td>Pressure, psia</td>
<td>1600</td>
<td>1600</td>
</tr>
<tr>
<td>Outlet Conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperature, R</td>
<td>225</td>
<td>400</td>
</tr>
<tr>
<td>Pressure, psia</td>
<td>1500</td>
<td>1500</td>
</tr>
<tr>
<td>Heating Rate, Btu/sec.</td>
<td>2800</td>
<td>1800</td>
</tr>
</tbody>
</table>

Primary emphasis was placed on the hydrogen conditioner with some effort on the oxygen conditioner and a study completed of alternate concepts for use in conditioning oxygen.

A hydrogen conditioner was hot fire tested under a range of conditions to establish ignition, heat exchange and response parameters. A parallel technology task was completed to further evaluate the integral reactor and heat exchanger with the side mounted electrical spark igniter.
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INTRODUCTION

The National Aeronautics and Space Administration is currently engaged in the development of a recoverable and reusable space transportation system, commonly referred to as the space shuttle vehicle. As originally conceived, the vehicle consisted of two separate manned elements, a booster stage and an orbiter stage, each of which was individually recoverable. The space shuttle vehicle was launched vertically on rocket thrust alone, with the booster staging-off and flying back to the recovery site. The orbiter stage proceeded to orbit under main rocket propulsion and, in orbit, maneuvered as a true spacecraft. At the conclusion of its mission, the orbiter stage reentered and flew back like a conventional aircraft.

The hydrogen-oxygen propellant combination was chosen for use in the main propulsion systems of both the booster and orbiter stages because of its high performance, relatively low cost, and nontoxic, noncorrosive nature. These propellants were also selected for the auxiliary propulsion system (APS) for the same reasons plus additional benefits derived from commonality between the main and auxiliary propulsion storage and feed systems. These benefits include possible use of main engine boost residuals for auxiliary propulsion requirements and potential flexibility in distribution of orbital maneuvering propellant between the main engine and the APS to provide capability for a wide range of missions.

All of the requirements for auxiliary propulsion on the two stages were not fully determined. The booster stage required auxiliary propulsion principally for attitude control after staging and during the descent phase until the aerodynamic control surfaces take over. The auxiliary propulsion requirements for the orbiter stage were less clearly defined but included attitude control during all phases of the mission from staging until returning to lower altitudes and a variety of possible translation maneuvers. The space shuttle vehicle is to provide low cost transportation to earth orbit to support a variety of missions, including logistic resupply of a space station.
In order to achieve maximum cost effectiveness the space transportation system will be designed for up to 100 flights (reuses) over a 10-year operational lifetime and will be capable of relaunch within 2 weeks after landing. The system will be designed to minimize required postflight refurbishment, maintenance, and checkout. As a result the APS must provide long life, high reliability, high performance, reusability, minimum complexity, and minimal and easy system maintenance and refurbishment.

A variety of propellant feed systems were studied for the auxiliary propulsion system. These systems differed greatly in configuration and operating characteristics. One common characteristic, however, was the delivery of gaseous hydrogen and gaseous oxygen to the thrusters.

Thermal conditioners were required in the auxiliary propulsion system to convert (at a maximum required flowrate) cryogenically stored propellants to the gaseous state at a temperature high enough to minimize the possibility of a phase change during use in the rocket engines. These conditioners used hydrogen-oxygen as reactants to generate the hot gas required to heat and vaporize the propellants. Conditioners consisted of a reactor and a heat exchanger combined. The input cryogenic fluid was supplied by a pump, located just downstream of the cryogenic storage tank. The output gas flowed into an accumulator of sufficient size to store enough gas to operate the system between the times that the propellant conditioner (pump and thermal conditioner) are operating. A tradeoff is involved between accumulator size and cycles of operation of the conditioning system. Also, conditioning system response is a factor in the accumulator sizing.

The timing of the system sequence is a primary consideration because it affects the size of the accumulator. The accumulator required to hold enough gas to operate the system weighs nearly 1000 pounds per second of system operation. (Assuming four thrusters operating). Typical time delay between the instant the accumulator reaches its low pressure limit (about 500 psia) and the time that the pump is supplying fluid to the thermal conditioner is on the order of 1/2 to 1.5 seconds.
The thermal conditioning unit (hot gas generator and heat exchanger assembly) used the same "on-off" signal as the pump (i.e., the low or high pressure signal from the accumulator). This means that the thermal conditioning unit can anticipate the flow of cold fluid by only 1/2 to 1.5 seconds. Likewise, shutdown signal will provide warning of termination of the flow of cold fluid by no more than 1/2 to 1.5 seconds.

On occasion, the filling of the accumulator will occur with all engines "off", meaning that the conditioning systems will only operate for 2 to 3 seconds. Then, just as the accumulator fills and the conditioning system shuts down, four thrusters can come on steady (for a translation maneuver) emptying the accumulator within about 2 to 4 seconds at which time another run period of the conditioner system is required. Therefore, the demand intervals may be separated by as little as 2 seconds or as much as 24 hours.

Operation of the type described above is expected to be very demanding upon the hardware in terms of reliability. It is easy to visualize hundreds of cycles of operation in each mission. Failure of the control systems to initiate the hot gas flow should not cause damage to the conditioner unit. Likewise, failure of the control system to initiate cold fluid flow should not cause damage to the conditioner unit.

The environmental requirements for the propellant conditioner unit are those to be encountered in assembly, checkout, launch, space flight, reentry and landing of the shuttle orbiter stage. During all these situations, the outer surface of the propellant thermal conditioner unit must not exceed 600 F as required by other equipments installed nearby. This limit must be maintained even though the interior of the compartment in which the unit is installed may reach as much as 500 F. Essentially, this requires that the thermal conditioner unit outer surface operate at 600 F or below even though it is thermally isolated.
Cognizant of these very stringent requirements, NASA-MSC awarded Rocketdyne a contract to analytically and experimentally evaluate a baffle-type thermal conditioner designed to accomplish these requirements and to document the results. This effort was to establish a technology base for this type of thermal conditioner, eventually leading to a development and production program.

The results of this program are presented in this report.
The objective of this program was to establish a technology base for a highly efficient, compact baffle type thermal conditioner with an integral reactor and heat exchanger. This was accomplished through the analysis, design, fabrication and test of a heavily instrumental development type conditioner.

Criteria for the thermal conditioner were:

- Minimum weight - hardware plus reactants
- Long life - 100 missions over 10 years
- Standard materials and manufacturing processes where possible
- Simultaneous or individual operation
- Unlimited duty cycle
- 1/2 to 1-1/2 seconds precondition time
- Provide conditional fluid within 1/2 second after flow initiated
- Cease to produce conditional fluid within 1/2 second after flow terminated
- Hot gas flow only - unit could be safely shut down and could complete mission
- Cold propellant flow only - no damage or degradation
- Outer surface temperature 600 F maximum - even with double failure

Nominal operating parameters as specified in the work statement were:

<table>
<thead>
<tr>
<th>Cold Propellant Side</th>
<th>LH₂</th>
<th>LO₂</th>
</tr>
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<tbody>
<tr>
<td>Flowrate, lb/sec</td>
<td>4.5</td>
<td>15.6</td>
</tr>
<tr>
<td>Inlet Temperature, R</td>
<td>55</td>
<td>180</td>
</tr>
<tr>
<td>Outlet Temperature, R</td>
<td>225</td>
<td>400</td>
</tr>
<tr>
<td>Inlet Pressure, psia</td>
<td>1600</td>
<td>1600</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hot-Gas Side</th>
<th>As Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flowrate, lb/sec</td>
<td>As Required</td>
</tr>
<tr>
<td>Mixture Ratio</td>
<td></td>
</tr>
<tr>
<td>Inlet Temperature, R</td>
<td>275 to 600</td>
</tr>
<tr>
<td>H₂</td>
<td>375 to 600</td>
</tr>
<tr>
<td>O₂</td>
<td>375</td>
</tr>
<tr>
<td>Inlet Pressure, psia</td>
<td></td>
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</table>

The conditioner concept selected by NASA-MSFC to be evaluated on this program consists of the integral reactor and baffle-type heat exchanger shown in Fig. 1. Hot gases are generated at the forward end of the conditioner and then ducted through relatively small passages between the slotted and formed baffles through which the propellant to be conditioned flows. A baffle is
shown in more detail in Fig. 2. The heat exchanger and reactor shell used channel wall construction and standard material and fabrication techniques (Haynes-188 and stainless steel, electrical discharge machining, furnace brazing and electron beam welding). The injector incorporated a trislot injection pattern (where two fuel streams impinge on a central oxidizer stream). Ignition was accomplished using a NASA-LeRC developed torch igniter; valves are existing ball valves. Nominal operating parameters are listed in Table 1.

Initial analysis on the conditioners consisted of establishing heat input requirements to condition the hydrogen and oxygen to the specified value.

Results showed the hydrogen conditioner had a required heat input range of 1500 to 5000 Btu/sec with a nominal requirement of 2800 Btu/sec. Nominal requirement for the oxygen conditioner was 1800 Btu/sec.

The next step in the analysis was to establish nominal reactor mixture ratios such that, under all conditions and failure modes discussed previously, the conditioner would not be damaged should the reactor be on without flow of conditioned fluid (i.e., hardware run uncooled).

A study of hydrogen/oxygen combustion temperature as a function of mixture ratio and hydrogen inlet temperature (combustion temperature is virtually independent of oxygen inlet temperature) resulted in a selected of a mixture ratio of 1.0 o/f for the nominal case of 275 R as shown in the table below.

<table>
<thead>
<tr>
<th>Mixture Ratio</th>
<th>0.9</th>
<th>1.0</th>
<th>1.1</th>
</tr>
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<tbody>
<tr>
<td>H₂ Injection</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T = 275 R (nominal)</td>
<td>1890</td>
<td>2040</td>
<td>2200</td>
</tr>
<tr>
<td>T = 600 R (maximum)</td>
<td>2200</td>
<td>2360</td>
<td>2520</td>
</tr>
</tbody>
</table>
Figure 1. Hydrogen Conditioner (Development Configuration)
Figure 2. Baffle Assembly, Hydrogen Conditioner
TABLE 1. CONDITIONER OPERATIONAL PARAMETERS

<table>
<thead>
<tr>
<th>COLD SIDE</th>
<th>HYDROGEN CONDITIONER</th>
<th>OXYGEN CONDITIONER</th>
</tr>
</thead>
<tbody>
<tr>
<td>( \dot{W}, \text{LB/SEC} )</td>
<td>4.5</td>
<td>15.6</td>
</tr>
<tr>
<td>( P_{\text{IN}}, \text{PSIA} )</td>
<td>1600</td>
<td>1600</td>
</tr>
<tr>
<td>( T_{\text{IN}}, \text{R} )</td>
<td>55</td>
<td>180</td>
</tr>
<tr>
<td>( T_{\text{OUT}}, \text{R} )</td>
<td>225</td>
<td>400</td>
</tr>
<tr>
<td>( \Delta Q, \text{BTU/SEC} )</td>
<td>2800</td>
<td>1800</td>
</tr>
<tr>
<td>BYPASS, PERCENT</td>
<td>40</td>
<td>0</td>
</tr>
</tbody>
</table>

HOT GAS SIDE

<table>
<thead>
<tr>
<th></th>
<th>HYDROGEN CONDITIONER</th>
<th>OXYGEN CONDITIONER</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIXTURE RATIO</td>
<td>1.0</td>
<td>1.0</td>
</tr>
<tr>
<td>( \dot{W}, \text{LB/SEC} )</td>
<td>1.2</td>
<td>0.75</td>
</tr>
<tr>
<td>( P_C, \text{PSIA} )</td>
<td>240</td>
<td>150</td>
</tr>
<tr>
<td>( T_{\text{H2}}, \text{R} )</td>
<td>275</td>
<td>275</td>
</tr>
<tr>
<td>( T_{\text{O2}}, \text{R} )</td>
<td>375</td>
<td>375</td>
</tr>
</tbody>
</table>
A trade study was completed to determine what reactant exhaust gas temperature resulted in a minimum weight system. This was done for a system which conditions 5000 pounds of propellant at an MR of 3.5 to the values specified previously. Both reactor propellant flow and heat exchanger surface area were determined for the hydrogen and oxygen conditioners as a function of hot gas exhaust temperatures. These were then combined to determine a minimum weight system assuming three conditioners each for hydrogen and oxygen are used in the vehicle (as specified for the Space Shuttle). These data, presented in Fig. 3, show that the minimum weight system occurs at an exhaust temperature of 650 to 750 R. To minimize icing potential at the baffle exit plane and downstream of the conditioners, the exhaust temperature was set at 750 R.

![Figure 3: Conditioning System Total Weight vs Hot-Gas Exhaust Temperature](image)

One additional parametric study conducted was to evaluate the use of bypass on the conditioners. The advantages of using bypass are:

1. Higher wall temperature at exit end, minimizing potential icing problems.
2. Allow for flow control to compensate for hardware fabrication tolerances.
3. Smaller, lower ΔP manifolds and reduced cross-section channels to reduce conditioner weight.
An additional and very significant potential advantage is that by proper selection of bypass ratio it may be possible to use the same size conditioner for the hydrogen and oxygen conditioners with the attendant advantages in any application. After considerable analysis, a 40 percent bypass was selected for the hydrogen conditioner. This same conditioner can then be used to condition oxygen with a bypass of ~5 percent.

The effect of bypass on the total weight of the conditioner, and thus on the hot-gas exhaust temperature selection, must be considered in terms of reactant weight and conditioner hardware weight. For a parallel flow conditioner as selected, the exhaust gas temperature must be at least sufficiently high to prevent ice formation on the walls. In addition, the reactant exhaust temperature must be higher than the conditioned propellant exhaust temperature, and the latter increases as the amount of bypass increases. Up to a point, then, the amount of bypass has no effect on the reactant weight, but when the bypass increases to the point where it results in an increase in reactant outlet temperature, then the reactant weight must increase. Once this happens, increased bypass will shift the total weight curve upward and to the right, resulting in higher weight at a higher optimum reactant exhaust temperature. The second effect is that increased bypass results in smaller channels, and thus lighter weight, of the conditioner. This would result in slightly reducing the total weight and causing a somewhat lower optimum exhaust reactant temperature. However, since the weight represented by the lands between coolant passages is a small part of the overall weight, and this is the only weight affected by bypassing flow, the overall effect will be essentially negligible.

At this point, a detailed thermal analysis was completed on the hydrogen conditioner. Resulting nominal design point conditions for the hydrogen conditioner are given in Table 2 as typical.

The conditioner baffles were fabricated by electrical discharge machining the hydrogen flow passages into the Haynes-188 panels; furnace brazing the stainless steel closure in place; forming to shape; and furnace brazing the internal structure, closeouts, and manifolds in place (Fig. 4 and 5).
<table>
<thead>
<tr>
<th>HYDROGEN SIDE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>W, LB/SEC</td>
<td>4.5</td>
</tr>
<tr>
<td>P&lt;sub&gt;IN&lt;/sub&gt;, PSIA</td>
<td>1600</td>
</tr>
<tr>
<td>P&lt;sub&gt;OUT&lt;/sub&gt;, PSIA</td>
<td>1500</td>
</tr>
<tr>
<td>T&lt;sub&gt;IN&lt;/sub&gt;, R</td>
<td>55</td>
</tr>
<tr>
<td>T&lt;sub&gt;OUT&lt;/sub&gt;, R</td>
<td>225</td>
</tr>
<tr>
<td>ΔQ, BTU/SEC</td>
<td>2800</td>
</tr>
<tr>
<td>HOT GAS SIDE</td>
<td></td>
</tr>
<tr>
<td>MIXTURE RATIO, O/F</td>
<td>1.0</td>
</tr>
<tr>
<td>H&lt;sub&gt;2&lt;/sub&gt; INJECTION TEMPERATURE, R</td>
<td>275</td>
</tr>
<tr>
<td>O&lt;sub&gt;2&lt;/sub&gt; INJECTION TEMPERATURE, R</td>
<td>375</td>
</tr>
<tr>
<td>CHAMBER PRESSURE, PSIA</td>
<td>240</td>
</tr>
<tr>
<td>COMBUSTION TEMPERATURE, R</td>
<td>2060</td>
</tr>
<tr>
<td>EXHAUST TEMPERATURE, R</td>
<td>750</td>
</tr>
<tr>
<td>HOT GAS FLOWRATE, LB/SEC</td>
<td>1.2</td>
</tr>
</tbody>
</table>

Figure 4. Partially Formed Baffle

Figure 5. Completed Baffle and Details
The other components were fabricated in a comparable manner (Fig. 6) and then welded together (electron beam or TIG) to form the conditioner (Fig. 7). The tri-slit injector (two fuel streams injected into a central oxidizer stream) was also fabricated. A completed injector is shown in Fig. 8. The injector, conditioner subassembly, valves, igniter, and associated plumbing were then assembled to complete the conditioner (Fig. 9).

Figure 6. Conditioner Subassemblies and Details

Figure 7. Completed Conditioner

Figure 8. Trislot Injector

Figure 9. Conditioner Assembly
One complete hydrogen conditioner was fabricated along with details and subassemblies for two additional units.

The conditioner was heavily instrumented to allow for a detailed assessment of hot-gas distribution, heat exchange to each baffle, and baffle wall temperature and injector face temperatures.

After fabrication, the completed unit was pressure tested to verify structural integrity and hot-fire tested at Rocketdyne's Santa Susana Test Facility.

A total of 85 hot-firing tests were completed on this unit including 23 ignition only tests and 62 heat exchange, response, and cycling tests (duration of 0.5 to 30.0 seconds). In addition, a number of no-ignitions were experienced in which the torch igniter did not light the reactor propellants. Investigation showed this to occur at reactor mixture ratios below 0.70. It is noted that during the solid-wall conditioner test effort, the No. 1 injector ignited successfully on every test, even with reactor mixture ratios as low as 0.50. The primary difference between the two test series was the injector. The unit No. 2 injector used on the conditioner tests was a modified version of the unit No. 1 injector used in the solid-wall conditioner tests. This modification consisted of eliminating the injection elements adjacent to the side wall and replacing them with fuel film coolant slots. This change was apparently sufficient to preclude the igniter effluent from reaching an ignitable mixture on the lower mixture ratio tests.

The test program is summarized in Table 3 and the test matrix is shown in Table 4. Traces of typical tests are shown in Fig. 10 through 12.

<table>
<thead>
<tr>
<th>TABLE 3. LH₂ CONDITIONER TEST SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Total Number of Hot-Firing Tests</td>
</tr>
<tr>
<td>Ignition Only</td>
</tr>
<tr>
<td>Heat Exchange/Response Tests</td>
</tr>
<tr>
<td>• Accumulated Duration (reactor burn time), seconds</td>
</tr>
<tr>
<td>• Range of Test Conditions</td>
</tr>
<tr>
<td>Reactor Mixture Ratio</td>
</tr>
<tr>
<td>Reactor Flowrate, lb/sec</td>
</tr>
<tr>
<td>LH₂ Flowrate, lb/sec</td>
</tr>
<tr>
<td>Test Duration, seconds</td>
</tr>
</tbody>
</table>
TABLE 4. LH₂ CONDITIONER TEST MATRIX

<table>
<thead>
<tr>
<th>TEST MATRIX</th>
<th>DURATION</th>
<th>MIXTURE RATIO RANGE</th>
<th>LH₂ FLOWRATE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IGNITION/RESPONSE DATA</strong></td>
<td>0.5 sec</td>
<td>0.70 to 0.93 o/f</td>
<td>2.36 to 2.82 lb/sec</td>
</tr>
<tr>
<td><strong>BASIC HEAT EXCHANGE DATA</strong></td>
<td>2.0 to 5.0 sec</td>
<td>0.90 to 0.94 o/f</td>
<td>2.32 to 3.11 lb/sec</td>
</tr>
<tr>
<td><strong>&quot;WORST CASE&quot; PULSE DATA</strong></td>
<td>3 sec on/ 2 sec off</td>
<td>0.90 to 0.94 o/f</td>
<td>2.32 to 3.11 lb/sec (continuous)</td>
</tr>
<tr>
<td><strong>NOMINAL PULSE DATA</strong></td>
<td>3 sec on/ 2 sec off</td>
<td>0.93 to 0.95 o/f</td>
<td>2.92 to 3.79 lb/sec</td>
</tr>
<tr>
<td><strong>SIMULATED MISSION DUTY CYCLE</strong></td>
<td>3-5 sec on/ 5 sec-5 min off</td>
<td>0.90 to 0.95 o/f</td>
<td>3.19 to 4.08 lb/sec</td>
</tr>
<tr>
<td><strong>DURATION CAPABILITY DEMONSTRATION</strong></td>
<td>30 sec</td>
<td>0.87 o/f</td>
<td>3.40 lb/sec</td>
</tr>
</tbody>
</table>

62 TOTAL TESTS

Figure 10. Test 213-Nominal 5-Second Test
Figure 11. Test 219 - "Worst Case" Cycling With LH₂ Flowing Continuously

Figure 12. Test 227 - Cycle Test Data, 3 Seconds On/2 Seconds Off (LH₂ Flow Off Between Cycles)
Posttest evaluation of the hardware showed no signs of overheating; however, there was evidence of some baffle distortion.

Disassembly of the hardware showed the center baffle, which had been instrumented for the wall temperature measurement, had collapsed somewhat. The collapse occurred in the region where the internal honeycomb structure had been cut away to allow installation of the thermocouples. Review of the test data showed this collapse occurred during the worst-case cycling tests and has been attributed to a combination of pressure and nonsymmetrical thermal loads.

Posttest data analysis has shown the response of the conditioner to be quite good, as shown in Fig. 13. The experimental data verified the heat exchanger design values within 10 percent. This could be improved even more with a more efficient injector. A typical case illustrating these results is shown in Table 5.

The pressure drop of the LH$_2$ through the baffles was higher than calculated (due to lower-than-design channel cross-section dimensions and higher-than-design surface roughness in the channels). However, this had no apparent effect on determining the heat transfer rates. In addition, due to manufacturing tolerance buildup, the hot-gas passages were somewhat smaller than design, reducing the hot-gas flowrate at the design chamber pressure. The heat exchange results of the program were very satisfactory; however, experimental results did show the sensitivity of the concept to reactor mixture ratio and hot-gas flowrate.

An assessment of program accomplishment versus requirements is given in Table 6, showing that a strong technology base was established for the baffle type conditioner.
500 -400

TEST 219-1 (LH₂ ON 0.5 SEC AFTER REACTOR ON)

REQUIRED TEMPERATURE RANGE FOR 3.5 LB/SEC
(Δ Q = 2100 BTU/SEC)

TEST 219-5 (LH₂ ON PRIOR TO REACTOR ON)

NO IGNITION TEST

H₂ OUTLET TEMPERATURE, R

0 0.25 0.50 0.75 1.0

TIME FROM START, SECOND

Figure 13. Conditioner Response, Extreme Cases
TABLE 5. POSTTEST THERMAL ANALYSIS

TYPICAL HEAT EXCHANGE RESULTS (TEST NO. 213)

OPERATING CONDITIONS

\[
\begin{align*}
\text{DURATION} & = 5.0 \text{ SECONDS} \\
\hat{W}_{\text{HG}} & = 0.973 \text{ LB/SEC} \\
\text{MR} & = 0.910 \text{ o/f}
\end{align*}
\]

HEAT INPUT

\[
\begin{align*}
\Delta Q_{\text{DESIGN}} & = 2360 \text{ BTU/SEC} \quad (\eta_{c^*} = 100 \text{ PERCENT}) \\
& = 2130 \text{ BTU/SEC} \quad (\eta_{c^*} = 97 \text{ PERCENT}) \\
\Delta Q_{\text{MEASURED}} & = 2107 \text{ BTU/SEC} \quad (\text{SUM OF HEAT INPUT TO EACH BAFFLE})
\end{align*}
\]

HEAT EXCHANGE RESULTS

\[
\frac{\Delta Q_{\text{MEASURED}}}{\Delta Q_{\text{DESIGN}}} = 89.3 \text{ PERCENT} \quad (\eta_{c^*} = 100 \text{ PERCENT})
\]

\[
= 99.0 \text{ PERCENT} \quad (\eta_{c^*} = 97 \text{ PERCENT})
\]
### Table 6. Program Assessment

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analytically establish graph of total weight versus reactant exhaust temperature</td>
<td>Analysis completed and &quot;no R exhaust&quot; temperature selected for reactor mixture ratio equal to 1.0.</td>
</tr>
<tr>
<td>Provide conditioned fluid within 1/2 second after flow is started</td>
<td>Demonstrated on hot-firing tests, response &lt; 0.5 second.</td>
</tr>
<tr>
<td>Conditioner must be capable of steady-state operation and short intermittent runs (2 seconds) with off times of 2 seconds to 24 hours</td>
<td>Test durations of 0.5 to 30 seconds accomplished. Hardware also cycled: 3 seconds on/2 seconds off, 3 seconds on/5 seconds off, 5 seconds on/10 seconds, 2 minutes, 5 minutes off (*DC).</td>
</tr>
</tbody>
</table>

**Cold Fluid (LH₂ Side)**

<table>
<thead>
<tr>
<th>P₁̝₉, PSIA</th>
<th>1100 to 2100, 1600 (Nominal)</th>
<th>P₁̝₉, PSIA</th>
<th>1350 to 1880</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pₒ̝₉, PSIA</td>
<td>Range not specified, 1500 (Nominal)</td>
<td>Pₒ̝₉, PSIA</td>
<td>1308 to 1638</td>
</tr>
<tr>
<td>T₁̝₉, R</td>
<td>40 to 70</td>
<td>T₁̝₉, R</td>
<td>52 to 65</td>
</tr>
<tr>
<td>Tₒ̝₉, R</td>
<td>200 to 250</td>
<td>Tₒ̝₉, R</td>
<td>155 to 206*</td>
</tr>
</tbody>
</table>

*Adjusted to W = 4.5 LB/SEC

| ΔP, PSI | 100 (Nominal) | ΔP, PSI | 140 | ΔP higher than design due to reduced channel cross-section dimension and increased roughness in channel |

<table>
<thead>
<tr>
<th>W₁̝₂, LB/SEC through conditioner</th>
<th>1.8 to 3.57, 2.7 (Nominal)</th>
<th>W₁̝₂, LB/SEC through conditioner</th>
<th>2.3 to 4.2 LB/SEC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>5.0 to 7.55</td>
<td>Overall</td>
<td>2.32 to 4.2 LB/SEC (No bypass used)</td>
</tr>
</tbody>
</table>

**Reactor**

<table>
<thead>
<tr>
<th>Inlet pressure, PSIA</th>
<th>375</th>
<th>Inlet pressure, PSIA</th>
<th>520 (Typ)</th>
<th>Existing valve ΔP much greater than eventual flight valve. Also increased ΔP due to flow circuitry used to provide flow measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inlet temperature, R</td>
<td>H₂ = 275 to 600</td>
<td>inlet temperature, R</td>
<td>560 (Typ)</td>
<td>Ambient temperature at site</td>
</tr>
<tr>
<td>Mixture ratio</td>
<td>0.85 at 530 R (Nominal)</td>
<td>Mixture ratio</td>
<td>0.70 to 0.95 (Tests ≥ 2 seconds duration)</td>
<td></td>
</tr>
<tr>
<td>W₁̝₂, LB/SEC</td>
<td>As required, 1.05 LB/SEC at 530 R (Nominal)</td>
<td>W₁̝₂, LB/SEC</td>
<td>0.73 to 1.07 (Tests ≥ 2 seconds duration)</td>
<td></td>
</tr>
</tbody>
</table>

**Technology**

Determine serious problem areas

Solid wall conditioner tested 54 times to verify concept

**Life**

Must be capable of 100 flights over 10-year period. No degradation due to failure of reactor or cold fluids to flow

Low mixture ratio operation (< 1.0) allows conditioner to run uncooled. Ignition phase operation precludes reaching full combustion in reactor without cold fluid flow (demonstrated on solid wall conditioner).
DISCUSSION

The space shuttle vehicle as originally configured used oxygen/hydrogen propellants for the auxiliary propulsion system (APS). These propellants were to be stored as low pressure liquids in the main propellant tanks and then pumped to high pressure, gasified and stored in accumulators until used by the APS. This was accomplished by a propellant conditioning assembly (PCA) which consisted of a turbopump, a propellant thermal conditioner (gas generator and heat exchanger) and the associated valves and controls. As the quantity of gaseous propellants in these accumulators diminished the PCA was to be cycled on again to replenish the supply.

The PCA was required to operate many times during any one mission and as such demanded high efficiency to minimize system weight and volume.

Cognizant of this NASA-MSC awarded Rocketdyne a technology program to evaluate a compact highly efficient baffle type thermal conditioner for this application. Conditioner design and operating criteria are set forth in Tables 7 through 9.
TABLE 7. THERMAL CONDITIONER DESIGN REQUIREMENTS AND GOALS

- **MINIMUM WEIGHT - HARDWARE + REACTANT**
- **LONG LIFE - 100 MISSIONS OVER 10 YEARS**
- **STANDARD MATERIALS & MANUFACTURING PROCESSES WHERE POSSIBLE**
- **REALISTIC DESIGN SPECIFICATIONS**
- **SPECIAL OPERATING PROCEDURES &/OR SUPPORT HARDWARE DEFINED**

TABLE 8. THERMAL CONDITIONER OPERATING REQUIREMENTS

- **SIMULTANEOUS OR INDIVIDUAL OPERATION**
- **UNLIMITED DUTY CYCLE**
- **1/2 TO 1-1/2 SECONDS PRECONDITION TIME**
- **PROVIDE CONDITIONED FLUID WITHIN 1/2 SECOND AFTER FLOW STARTED**
- **CEASE TO PRODUCE CONDITIONED FLUID WITHIN 1/2 SECOND AFTER FLOW TERMINATED**
- **HOT GAS FLOW ONLY - NO DAMAGE OR LIFE DEGRADATION**
- **COLD PROPELLANT FLOW ONLY - NO DAMAGE OR LIFE DEGRADATION**
- **OUTER SURFACE TEMPERATURE 800°F MAXIMUM (even with double failure)**
<table>
<thead>
<tr>
<th>Cold Fluid Side</th>
<th>Hydrogen</th>
<th>Oxygen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flowrate, lb/sec</td>
<td>4.5 Nominal</td>
<td>15.6 Nominal</td>
</tr>
<tr>
<td></td>
<td>3.0 Minimum</td>
<td>11.5 Minimum</td>
</tr>
<tr>
<td></td>
<td>5.95 Maximum</td>
<td>21.0 Maximum</td>
</tr>
<tr>
<td>Inlet Temperature, R</td>
<td>40 to 70</td>
<td>160 to 200</td>
</tr>
<tr>
<td>Outlet Temperature, R</td>
<td>200 to 250</td>
<td>375 to 425</td>
</tr>
<tr>
<td>Inlet Pressure, psia</td>
<td>1600 (nominal)(at 4.5 lb/sec)</td>
<td>1600 (nominal)(at 15.6 lb/sec)</td>
</tr>
<tr>
<td></td>
<td>1100 (minimum)(at 5.95 lb/sec)</td>
<td>1100 (minimum)(at 21.0 lb/sec)</td>
</tr>
<tr>
<td></td>
<td>2100 (maximum)(at 3.0 lb/sec)</td>
<td>2100 (maximum)(at 11.5 lb/sec)</td>
</tr>
<tr>
<td>Outlet Pressure, psia</td>
<td>1500 (nominal)</td>
<td>1500 (nominal)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hot-Gas Side</th>
<th>Hydrogen</th>
<th>Oxygen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inlet Pressure, psia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steady State</td>
<td>375 ±10 percent</td>
<td>375 ±10 percent</td>
</tr>
<tr>
<td>Start-Up</td>
<td>375 ±20 percent</td>
<td>375 ±20 percent</td>
</tr>
<tr>
<td>Inlet Temperature, R</td>
<td>275 to 600</td>
<td>375 to 600</td>
</tr>
<tr>
<td>Mixture Ratio, o/f</td>
<td>As required</td>
<td>As required</td>
</tr>
<tr>
<td>Flowrate, lb/sec</td>
<td>As required</td>
<td>as required</td>
</tr>
</tbody>
</table>
SELECTED DESIGN CONCEPT

The thermal conditioner concept selected to meet these requirements consisted of the integral heat exchanger and reactor shown previously in Fig. 1.

Hot gases are generated at the forward end of the conditioner and then ducted through relatively small passages between the slotted and formed baffles through which the propellant to be conditioned flows. The heat exchanger and reactor shell uses channel wall construction and standard material and fabrication techniques (Haynes-188 and stainless steel, electrical discharge machining, furnace brazing and electron beam welding). The injector incorporates a tri-slot injection pattern (where two fuel streams impinge on a central oxidizer stream). Ignition is accomplished using a side mounted NASA-LeRC developed spark igniter, and the valves are existing ball valves.

The selected thermal conditioner design utilized a reactor supplying hot gas ($\text{MR} = 1$) to a baffle type heat exchanger fabricated of a high temperature alloy, Haynes 188, precluding hot gas leakage into the vehicle. An envelope temperature of less than 600 F is maintained by actively cooling the hot gas portions of the conditioner with the reactor hydrogen flow. With this design the thermal conditioner is not duty cycle restricted.

Propellant flow is sequenced by a flow ladder sequence (similar in concept to a pressure ladder sequence which ensures the capability of coping with the propellant (for conditioning) "no-flow" situation (Fig. 14). A venturi is placed in the propellant flow circuit and the pressure difference between the venturi inlet and throat is used to actuate a valve to supply to the reactor injector. With this valve closed, oxygen is supplied to the igniter and reduced flowrate to the reactor giving a low mixture ratio. A latch on the valve, actuated by igniter chamber pressure, precludes main oxidizer flow without igniter operation. Thus, the heat exchanger cannot be heated to a high temperature during a "no flow" condition, precluding a condition which will degrade life. Also, cold propellants are not normally introduced into a hot
Figure 14. Thermal Conditioner Control System
heat exchanger, thus minimizing the severity of thermal shock and cycling. The cold propellant-flow-only-condition was also analyzed and it was established that no life degradation will result.

The baffle type heat exchanger design allows a controlled heat transfer profile and a more efficient heat exchange. Also, local temperatures can be controlled to avoid icing. A square heat exchanger cross-section was selected over a round cross-section (cylindrical package), since it allows more efficient integration of the heat exchange surfaces into the pressure vessel and results in better heat transfer control. The plate (or baffle) is quite stiff, thus avoiding vortex generated flutter induced by the high velocity hot gas flow around and by the heat transfer surface. The baffle construction is based on standard techniques of high temperature brazing and forming. The baffles are restrained only at one end and free to expand over most of their length. Life analysis showed achievement of the specified life goals with a significant margin.

The reactor is close coupled to the heat exchanger to provide a compact package, simplifying the design by eliminating hot gas interconnects. A tri-slot injector design was selected for this low mixture ratio gas generator application. This injector type promotes recirculation, a desirable attribute for a low mixture ratio gas generator, and characteristically produces uniform mixing. The spark igniter is similar to the air gap igniter developed during the NASA-LeRC-sponsored ignition systems programs. The igniter is mounted on the side of the reactor, and its effluent is impinged and mixed with a row of elements to provide the proper mass flow and mixture ratio. Existing values were used for propellant flow control.
SUMMARY OF OPERATING PARAMETER SELECTION

Of all the operating requirements set forth for the thermal conditioner, the one which had the greatest single influence on the design was the requirement that no damage or life degradation would result with hot gas flow only. A brief summary of the individual requirements and their effect on the design is summarized below.

**No Damage or Degradation of Life with Hot Gas Flow Only**

Normally a design which minimized propellant consumption by operating at mixture ratios in the range of 3-8 would be considered for this application. As a result of this requirement Haynes 188, a high temperature conventional material was selected; in addition, the mixture ratio was limited so that the wall temperature would not exceed about 1800 F under this failure mode, with a 10 percent variation in mixture ratio. This resulted in a mixture ratio selection of 1.0 at the nominal hydrogen injection temperature of 275 R. In addition, the first 4 inches of the side walls were cooled with injector $GH_2$, so these walls would be cooled with or without the conditioned propellant flow.

**Life Requirements - 100 Flights over 10 Year Period**

For a given material and design, the life requirements indicated the maximum temperature gradient and thus the maximum heat flux level. This had a strong effect on the conditioner size (surface area requirements). This constraint in conjunction with the desire for low weight and fast response led to tapering the hot gas passage for the first 5 inches from the leading edge.
Avoid Icing on the Hot Gas Side

Requires the minimum hot wall temperature and gas exit temperature be above 32 F. This in conjunction with the selected low mixture ratio for a failsafe design limits the thermal effectiveness of the conditioner. Since icing is most likely to occur at the exit end, the hydrogen outlet manifold was located at this point so as to have the warmest possible hydrogen at this location. In addition, 40 percent of the hydrogen was bypassed to further increase the hydrogen temperature in order to avoid icing, with little sacrifice in pressure drop or surface area requirements. This, in conjunction with a required minimum total weight, resulted in a selected hot gas outlet temperature of 750 R at mixture ratio = 1; this temperature can be increased at higher mixture ratio.

Outer Shell Not to Exceed 600 F

All outer surfaces are cooled. The first 4 inches are cooled by injector \( \text{GH}_2 \); the rest by the conditioned propellant.

Separate Operation of the Hydrogen and Oxygen Conditioners

This requirement led to a selection of two separate conditioners, each with its own reactor.

Fluid Response Within 1/2 Second After Initiation of Flow

This led to use of thin wall construction on all heated surfaces, with the wall thickness determined by stress and manufacturing capability consistent with reliability. This also led to use of the maximum heat fluxes consistent with life requirements and available hot gas pressure.
Duty Cycle With Minimum 2 Seconds On, and 2 Seconds - 24 Hours Off

This along with a simultaneous start signal to the pump and conditioner negated use of a thermal bed in which hot gas is used to heat the bed, and conditioned fluid is run some time later. Without an advance signal, the bed may not be heated sufficiently by the time conditioned propellant is introduced; if on the other hand the bed is always maintained at temperature, this results in more propellant consumption with long off periods (or more insulation requirements).

The above gives a brief summary as to how the operational requirements affect the conditioner design. These are covered in greater detail in other sections of the report.

SELECTION OF OPERATING PARAMETERS

A number of parametric studies were conducted prior to the design of the hardware. The purpose of these studies was to aid in selecting the operating point of the conditioner and to determine the sensitivity of the design to various operational parameters.

The following section discusses in detail the selection of mixture ratio and hot gas outlet temperature.

Mixture Ratio Selection

Selection of the hot gas mixture ratio is based on the requirement that no damage or life degradation result if either hot gas or cold flow is not initiated. Superimposed on this is the requirement that the conditioner be capable of accommodating a situation where full hot gas flow is experienced.

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(1) It is noted that with the unique flow ladder sequence used in the design concept, this can only occur after a double failure (i.e., oxidizer flow control valve must fail open and pump system must fail to deliver cold propellant.)
tion temperature cannot exceed the maximum allowable uncooled steady-state wall temperature of the heat exchanger baffles. This maximum temperature for Haynes 188 (the selected heat exchanger material) is about 2100°F. A discussion of the rationale used to select Haynes 188 for the heat exchanger baffles is presented in a subsequent section. Combustion temperature as a function of mixture ratio and hydrogen injection temperature is shown in Fig. 15. At the low mixture ratios under investigation, the oxygen injection temperature has negligible effect on the combustion temperature. Another restraint initially placed on the mixture ratio selection is that the maximum combustion temperature should not be exceeded with a ±10 percent control tolerance on mixture ratio. Subsequent analysis also explored the system benefits of a tighter control on mixture ratio. For the analysis, a nominal mixture ratio of 1.0 was selected, giving the combustion temperature range shown below:

<table>
<thead>
<tr>
<th>Mixture Ratio</th>
<th>0.9</th>
<th>1.0</th>
<th>1.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>H₂ injection T = 275 R (nom.)</td>
<td>1430 F</td>
<td>1580 F</td>
<td>1740 F</td>
</tr>
<tr>
<td>T = 600 R (max.)</td>
<td>1740 F</td>
<td>1900 F</td>
<td>2060 F</td>
</tr>
</tbody>
</table>

Selection of a nominal mixture ratio of 1.0 resulted in a nominal combustion temperature of 1580°F and a maximum combustion temperature with maximum hydrogen inlet temperature of 2060°F. This was considered an acceptable design point.

The development conditioners to be tested on this program were to be tested with ambient temperature propellants. As is shown in Fig. 15, testing with hydrogen at 530 R results in a combustion temperature approximately 250 degrees higher than that experienced with 275 R hydrogen when operating at the same mixture ratio and chamber pressure.
Figure 15. $O_2/H_2$ Combustion Temperature vs Mixture Ratio and Injection Temperature

MATERIAL: HAYNES 188
($\eta_{C^2} = 100$ PERCENT)
Therefore, two possibilities existed for selecting the mixture ratio for the development conditioners - the same mixture ratio or the same nominal combustion temperature can be maintained. If the same nominal temperature is maintained, the resulting mixture ratio and combustion temperatures are:

<table>
<thead>
<tr>
<th>Mixture Ratio</th>
<th>0.75 F</th>
<th>0.83 F</th>
<th>0.91 F</th>
</tr>
</thead>
<tbody>
<tr>
<td>H₂ injection temperature</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>275 R</td>
<td>1150 F</td>
<td>1290 F</td>
<td>1420 F</td>
</tr>
<tr>
<td>530 R</td>
<td>1440 F</td>
<td>1530 F</td>
<td>1700 F</td>
</tr>
<tr>
<td>600 R</td>
<td>1490 F</td>
<td>1620 F</td>
<td>1750 F</td>
</tr>
</tbody>
</table>

The above numbers are based on a combustion efficiency of 100 percent. Lower combustion efficiencies will result in higher allowable mixture ratios. For example with a 96 percent efficiency and ambient hydrogen, the mixture ratio can be raised from 0.83 to 0.93 while maintaining the same combustion temperature. To be conservative, total combustion was assumed, resulting in the selection of MR = 1.0 for 275 R H₂ and MR = 0.83 with 530 R H₂. In order to minimize propellant consumption, it is desirable to operate at the highest combustion temperature which will satisfy the failsafe criteria; this indicates the desirability of reactor flow regulators which can compensate for the injection temperature of the reactants.

**Hot Gas Flow Requirements**

The hot gas flow requirements were determined by the conditioned propellant flowrate and enthalpy rise as well as by the hot gas injection temperature, mixture ratio, and outlet temperature. The hot gas enthalpy change as a function of temperature and mixture ratio is shown in Fig. 16 over the range of interest. Below 700 R, water condensation occurs, resulting in a steeper slope to the enthalpy curve. The effect of the hydrogen injection temperature on the hot gas flow requirements is shown in Fig. 17. For example, a hydrogen injection temperature of 100 R requires about 50 percent more flow than with 600 R hydrogen, whereas 275 R hydrogen only requires about 30 percent more
Figure 16. Hot-Gas Water Condensation, MR = 1
Figure 17. Effect of $GH_2$ Injection Temperature on Hot-Gas Flow Requirements - $H_2$ Conditioner.
hot gas flow. For a 750 R outlet temperature and a 275 R hydrogen injection temperature, the required hot gas flow is about 21 percent of the hydrogen flow, again assuming perfect combustion.

The effect of the hydrogen enthalpy band specified (40 R-70 R inlet, 200 R-250 R outlet) is shown in Fig. 18. The effect of hydrogen pressure is small; however, the difference between the minimum and maximum hydrogen temperature rise specified in Table 9 is about an additional 50 percent in hot gas flowrate. Due to the large differences involved, the heat input requirements were based on the nominal hydrogen flowrate of 4.5 lb/sec and the average enthalpy change of the hydrogen; the result is a required heating rate of 2800 Btu/sec. The total heat input for 1110 lb of hydrogen is 690,700 Btu. The resulting required total reactor propellant requirements are shown in Fig. 19 as a function of reactor discharge temperature, mixture ratio, and hydrogen injection temperature. The biggest gain in reactor propellant savings occurs around 700 R when condensation occurs. Around 700 R discharge temperature, an increase in mixture ratio of 0.1 results in a propellant savings of 30 pounds with 275 R hydrogen and 15 pounds with 600 R hydrogen. This is equivalent to dropping the discharge temperature from 800 R to 700 R. These weight savings are offset by the increase in conditioner weight as the discharge temperature decreases.

It is noted that for the oxygen conditioner the propellant weight is only about 62 percent of that for the hydrogen conditioner.

Surface Area Determination

The weight of the conditioner is a function of the conditioner surface area. For an initial surface area determination, a maximum heat flux of 4.4 Btu/in.² -sec was used to meet life requirements. A maximum hot gas mass velocity of 0.88 lb/in.² -sec was assumed, based on a chamber pressure of 240 psia, a 750 R discharge temperature, and a mixture ratio of 1. In addition, a minimum wall gas side surface temperature of 525 R was assumed. The resultant surface area is based on the nominal heat input of 2800 Btu/sec. A typical curve of surface
Figure 18. Effect of LH, Inlet and Outlet Temperature Range on Hot-Gas Flow Requirements
Figure 19. $H_2$ Conditioner Propellant Weight vs Exhaust Temperature and Mixture Ratio
area vs hot gas exhaust temperature is shown in Fig. 20. This curve is applicable for mixture ratios of 0.9 to 1.1. For hot gas exhaust temperatures in excess of 1500 R, the surface area is essentially independent of exhaust temperature since the heat flux can be maintained at a constant value by tapering the hot gas passage appropriately. For exhaust temperatures below 700 R, the hot gas temperature approaches the minimum wall temperature (525 R assumed) with the result that the conditioner size is increasing very rapidly. For example, if the exhaust temperature is dropped from 700 R to 650 R, the size of the conditioner must be increased about 30 percent. This increase in size shows up principally as an increase in conditioner length.

**Hot Gas Outlet Temperature Determination**

The hot gas (reactor) outlet temperature was based on minimizing total conditioner weight (sum of hardware and propellant weights). Results of this investigation are shown in Fig. 21 to 23 for mixture ratios of 0.9, 1.0 and 1.1, respectively. The analysis indicates that the minimum weight with one conditioner and 275 R hydrogen injection temperature occurs at a hot gas exhaust temperature of about 600 R. However, if the weight is optimized based on three conditioners, the minimum weight occurs at hot gas exhaust temperatures of 650 R to 750 R. This is the case with or without a reactor tank weight factor of 0.3 lb/lb of reactant included. In order to keep the conditioner size as small as possible, 750 R was selected for the nominal hot gas exhaust temperature. This also has the added benefits of minimizing potential freezing problems and faster response times.

The oxygen conditioner is required to transfer only 1800 Btu/sec compared to the 2800 Btu/sec for the hydrogen conditioner. Since both the surface area (and baffle weight) and the reactant flow requirements are proportional to the heating requirements, it would be expected that the oxygen weight versus outlet temperature curves would be proportionally lower than those for the hydrogen conditioner. The only consideration which might change the shape of the curves at the lower reactant exhaust temperature is that oxygen has poorer heat transfer characteristics and its outlet temperature is nominally higher than
Figure 20. H₂ Conditioner Surface Area

- \( Q = 2800 \text{ BTU/SEC} \)
- MR = 0.9 - 1.1
- \( G_{HG, MAX} = 0.88 \text{ LB/IN}^2\text{-SEC} \)
- \( Q/A, MAX = 4.4 \text{ LB/IN}^2\text{-SEC} \)
- \( T_{WG, MIN} = 65 \text{ F} \)
Figure 21. $H_2$ Conditioner, Total Weight Versus Outlet Temperature
MR = 1, P = 240 PSIA, ΔQ = 2800 BTU/SEC
G_{HG,max} = 0.88 LB/IN^2-SEC, Q/A_{max} = 4.4 BTU/IN.^2-SEC

T_{H_2} \text{ INJECTION} = 275 R
CONDITIONER WEIGHT = 20 + 0.031 A_s

Figure 22. H_2 Conditioner, Total Weight Optimization
Figure 23. \( H_2 \) Conditioner, Total Weight Versus Outlet Temperature
for the hydrogen; this would indicate that the oxygen conditioner may optimize at somewhat higher reactant exhaust temperatures. In addition, because of the higher nominal oxygen outlet temperature, the weight optimization will be more sensitive to bypass on the oxygen conditioner.

A similar conclusion would be expected from the oxidizer conditioner at the same mixture ratios since both the conditioner size and the reactor propellant requirements are proportional to the amount of heat transferred.

CONFIGURATION ANALYSIS

This section covers the selection of the heat flux level, methods to prevent icing including bypassing some of the conditioned propellant, selection of the coolant circuit and channel geometry, and finally the design complete with the operating conditions.

Many parameters affect the design of the hydrogen conditioner. On the gas side, these include mixture ratio, combustion temperature, outlet temperature and chamber pressure. On the conditioned propellant side, this includes flowrate, inlet and outlet temperature, inlet pressure, and allowable pressure drop. In addition, of major importance is the selection of material and the limitations imposed by the failsafe requirement, the life requirement, and the requirement that the gas side be ice free. The finished conditioner must also meet the thermal response requirement. A further consideration in the design is both the manufacturing and the mixture ratio control tolerances.

The total heating rate is important since the required surface area of the conditioner is directly proportional to this parameter. A nominal value of 2800 Btu/sec was selected based on a nominal hydrogen flowrate of 4.5 lb/sec, a nominal inlet temperature of 55 R, and a nominal outlet temperature of 225 R.
The next most important parameters are the selection of the mixture ratio and combustion temperature. In the previous section a mixture ratio of 1.0 was selected based on the fail-safe requirement, using Haynes 188 baffles and assuming a ±10 percent tolerance on mixture ratio control. The nominal combustion temperature used in the design is 2060 R (1600 F), based on a hydrogen injection temperature of 275 R and an oxygen injection temperature of 375 R. It is noted that at this mixture ratio, the oxygen injection temperature has a very small effect on combustion temperature.

The hot gas outlet temperature of 750 R (290 F) was also selected based on a minimum weight (reactor plus hardware weight for three conditioners). Using the selected hot gas outlet temperature, a hot gas flowrate of 1.2 lb/sec was determined.

**Maximum Heat Flux**

The maximum heat flux to which the baffles are designed is potentially a function of three variables: chamber pressure affect the maximum heat flux obtainable (not limiting); coolant pressure drop affects the maximum mass velocity and determines the wall temperature for a given wall material as a function of heat flux (not limiting); and the life requirement determines the maximum thermal gradients for a given constraint and a given material (limiting). Using the heat transfer correlations presented in subsequent sections, wall temperature gradients were analyzed for a Haynes 188 baffle with a 0.015 in. gas wall thickness, an assumed hydrogen temperature of -300 F (typical of the baffle leading edge), and using a hydrogen mass velocity of 3 lb/in$^2$-sec (near the upper limit for a 100 psi pressure drop if no bypass is utilized). The resulting temperature gradients are shown in Fig. 24; the closeout temperatures (not shown) are within 5 F of the hydrogen bulk temperature. This figure also shows the heat flux as a function of the hot gas mass velocity under various mixture ratio and hydrogen injection temperatures. Results show that the injection temperature shift has a greater effect on heat
Figure 24. Effect of Injector End Hot Gas Mass Velocity on Heat Flux and Wall Temperature Distribution ($H_2$ Conditioner)
Figure 25. Minimum $H_2$ Temperature vs Heat Flux Life Requirements for Haynes-188 Baffles ($H_2$ Conditioner)
flux than the selected mixture ratio shift. These heat fluxes vs hot gas mass velocity were determined using the Bartz equation, as discussed in Appendix D. The wall temperatures as a function of heat flux were determined using the DEAP program (Appendix C) with thermal conductivity varying with temperature and with hydrogen heat transfer coefficients as a function of coolant wall temperature. As will be shown later, these wall temperatures are insensitive to the hydrogen bulk temperature and to the channel geometry, mainly because of the low thermal conductivity of Haynes 188.

Using the data generated in Fig. 24 and the specified life requirements, a resultant curve of minimum hydrogen temperature (back wall temperature) as a function of heat flux was generated (Fig. 25). For hydrogen temperatures typical of those found in the leading edge region for bypass ratios up to 50 percent (-300 F to -250 F) the maximum heat flux is 4.5 Btu/in\(^2\)-sec. This was reduced slightly to a value of 4.2 Btu/in\(^2\)-sec in the design. The design value is predicated on the control system being able to maintain the constant heat flux as injection conditions change. If this is not possible, then the peak heat flux at nominal conditions must be reduced to about 3.5 Btu/in\(^2\)-sec (Fig. 24) so that the peak heat flux (predicated by the life requirements) is not exceeded under the most adverse injection temperature and mixture ratio conditions. The effect of decreasing the peak heat flux from about 4.2 to 3.5 Btu/in\(^2\)-sec is to increase the surface area requirement approximately 6 percent.

**Coolant Bypass**

One of the next tasks was to select the amount of hydrogen to run through the conditioner, and how much to bypass around it. First, two-dimensional wall temperatures were determined using the DEAP program for both the case of no bypass and also 50 percent bypass, using a heat flux of about 4 Btu/in\(^2\)-sec. The resulting temperatures are shown as a function of hydrogen mass velocity in Fig. 26 and 27, respectively. It is seen by comparing these two figures that the effect of bypass on wall temperature is negligible. In
MR = 1, \( T_c = 1560 \text{F} \), \( h_g = 0.0035 \text{ B/IN}^2 \text{- SEC-F} \)
HAYNES-188 GAS WALL THICKNESS = 0.015 INCH
CHANNEL WIDTH = 0.07-0.08 INCH, LAND WIDTH = 1/2 CHANNEL WIDTH
\( H_2 T_B = -299 \text{F}, \) NO CURVATURE

Figure 26. Temperature Gradients Near Baffle Leading Edge, No \( H_2 \) Bypass
$H_2$ OUTLET AT BAFFLE EXIT, $H_2$ INLET AT 2/3 FROM LEADING EDGE

MR = 1

$T_c < 1560 \, ^\circ F$

$h = 0.0035 \, \text{BTU/IN}^2\text{-SEC}^-\circ \text{F}$

HAYNES-188 GAS WALL THICKNESS = 0.015 IN

LAND WIDTH = 0.040 IN

50 PERCENT BYPASS

Figure 27. Temperature Gradients Near Baffle Leading Edge ($H_2$ Conditioner)
addition, the effect of the hydrogen mass velocity is not particularly strong; the effect of decreasing the hydrogen mass velocity from 3 to 2 lb/in$^2$-sec is to increase the mid-channel wall temperature about 70 F, while the mid-land temperature only changes about 20 F. Consequently the hydrogen mass velocity selected will have little bearing on the maximum allowable heat flux nor on the overall conditioner size. It does, however, have a strong effect on channel size (primarily channel height), as does the amount of coolant bypass, as shown in Fig. 26 and 27. This will affect conditioner weight and thermal response. It is noted that a further advantage of the insensitivity of wall temperature to hydrogen mass velocity is that the wall temperature, and thus the life, will be insensitive to variations in the hydrogen flowrate. Thus the lowest flowrate case of 3 lb/sec will have nearly the same life and the same heat input as the highest flowrate case of 5.95 lb/sec.

Next, the effect of hydrogen temperature on the wall temperature at both the maximum and minimum heat flux locations was studied. Using the nominal peak heat flux and a hydrogen mass velocity of 3 lb/in$^2$-sec, the appropriate two-dimensional wall temperatures were determined; these are shown in Fig. 28. The wall temperatures are not very sensitive to the hydrogen temperature, with a 100 F change in the hydrogen temperature resulting in about a 30 F change in wall temperature. Consequently the amount of hydrogen bypass will have little effect on the life or wall temperature in the peak heat flux range of the baffle.

In the low heat flux region at the baffle exit, the wall temperature is not highly sensitive either to hydrogen mass velocity or hydrogen bulk temperature, as seen in Fig. 29. The difficulty arises, however, in maintaining a wall temperature above 32 F—the freezing point of water. If no bypass is used, the hydrogen mass velocity would have to be less than 1 lb/in$^2$-sec to meet this condition. With a mass velocity of 0.5 lb/in$^2$-sec, the wall temperature would be about 70 F whether the hydrogen inlet or exit manifold were located at this point (due to the relatively poor cooling capability of hydrogen at low temperatures).
Figure 28. Leading Edge Wall Temperature vs $H_2$ Bulk Temperature ($H_2$ Conditioner)
50 percent Bypass, $T_{H_{2}} = 290^\circ F$, $h_g = 0.0049 \text{ B/IN}^2 - \text{ SEC - F}$

$T_{H_{2}} = 70^\circ R$

Figure 29. Exit End Wall Temperature ($H_2$ Conditioner)
Although a hydrogen mass velocity of 0.5 lb/in²-sec would provide a theoretically satisfactory design, a manufacturing requirement was introduced at this point. This requirement specified that the combined gas wall thickness and channel height should be held constant over the full length of the baffle. This meant that the only way in which the hydrogen mass velocity could be reduced was by either widening the channel or by branching the number of channels (illustrated in Fig. 30). The latter is possible between the inlet and outlet manifolds since normally only half the number of total channels exist in this region. This would make possible a 2/1 decrease in mass velocity. This latter method is more complex in manufacturing than changing the channel width, and consequently was discarded in favor of the former (channel widening) technique. At this point a stress restriction was introduced, requiring that the ratio of channel width to hot wall thickness not exceed approximately 6; this meant that the maximum allowable channel width for a 0.015 wall was about 0.090 in. An additional manufacturing requirement indicated that the land widths should not be less than 0.040 in, for ease in making the EDM tooling. The channel width and land width could be split 50-50 to a value of 0.045 in. each upstream of the hydrogen inlet manifold. However, the channel width was increased to 0.050 in., holding the land to 0.040 in order to minimize channel height.

As a result, the hydrogen mass velocity change is held by geometry restrictions to approximately 2:1. Thus selecting an injector-end hydrogen baffle mass velocity of about 2 lb/in²-sec would result in a minimum mass velocity of about 1 lb/in²-sec. Returning to Fig. 29, it is seen that for a minimum mid-channel temperature of about 70 F, a hydrogen bulk temperature of approximately -140 F (320 R) is required. Referring to Fig. 31, where hydrogen
Figure 30. Techniques for Varying Channel Flow Area
Figure 31. Effect of Coolant Bypass on Outlet Temperature (H₂ Conditioner)
outlet temperature is shown as a function of the hydrogen flow through the conditioner and as a function of the hydrogen temperature range, an outlet temperature of 320 R would correspond to 40 percent bypass (60 percent of the flow passing through the conditioner heat exchange baffles at the nominal design point).

Theoretically, from a freezing point, the higher the bypass the better. However, the higher the bypass, the higher the wall temperature and the lower the heat flux at the exit. Since the lowest heat flux is at the exit, reduction of the heat flux has a larger adverse effect on the surface area than a proportional reduction at the injector end, where the heat flux is about 4 times as high. Consequently to minimize surface area and weight, it is desirable to maintain the maximum heat flux and the lowest wall temperature while maintaining an acceptable margin of safety above the freezing point of water. In addition, as the amount of bypass goes up, the coolant pressure drop increases due to the decreased hydraulic diameter of the coolant passages. This is shown in Fig. 32, where pressure drop is shown as a function of the hydrogen mass velocity and the amount of hydrogen bypass. To stay within the hydrogen pressure drop limit of 100 psi at the 4.5 lb/sec flow condition, the maximum mass velocity for 50 percent bypass is 2.3 lb/in$^2$-sec (Fig. 33). By comparison, a mass velocity of about 2.6 is possible with 40 percent bypass, resulting in less critical tolerance control of the coolant passage in order to meet the pressure drop limitation. In the other extreme, reducing the percentage of bypass reduced the exit wall temperature and increased channel height (Fig. 33), resulting in a weight penalty with no immediate advantage. As a result, a coolant bypass of 40 percent was selected for the hydrogen conditioner. At the same time, the hydrogen outlet manifold was located at the baffle exit, in order to take full advantage of the bypass design.

Channel Dimension Selection

To keep the channel height down below 0.085 in. with 40 percent bypass, a minimum mass velocity of 2.1 lb/in$^2$-sec was required, with a land width of 0.040 in. and a channel width of 0.05 in. While the channel height could be
$w_{H_2} = 4.5 \text{ LB/SEC, } T_{in} = 55^\circ R, T_{out} = 225^\circ R, P_{in} = 1600 \text{ psia}$

Figure 32. Conditioned Hydrogen Drop vs Mass Velocity and Bypass
$GH_2 = 2 \text{ lb/in}^2\text{-sec}$
Land = 0.040 in.
$\delta_{HG} = 0.050 \text{ in.}$
$W_{HG} = 1.2 \text{ lb/sec}$
$Q_{\text{MAX}_{HG}} = 0.88 \text{ lb/in}^2\text{-sec}$
$W_{H_2} (\text{no bypass}) = 4.5 \text{ lb/sec}$

Figure 33. Channel Geometry and Hot-Gas Gap as a Function of Station
reduced further by increasing the channel width, this was not desirable since this made the low velocity region between the inlet and outlet manifolds difficult to design (to obtain a 2:1 change in areas the wall thickness would have to be increased in order to safely handle a wider channel). While this is possible, it seemed preferable to avoid doing so. The final selected mass velocity was 2.2 lb/in.$^2$-sec at the forward end, and a value of 1.25 at the exit end, with a 0.090-inch-wide channel resulting in acceptable wall temperatures along the baffle.

The selected design required a surface area of 1010 in.$^2$ (ignoring possible heat transfer enhancement from condensation along the wall) and a baffle length of 17.2 inches, identical to that previously tested on the company-funded program. Selecting a maximum hot-gas mass velocity of about 0.88 lb/in.$^2$-sec commensurate with a design chamber pressure of 240 psia, the hot-gas passage width was 0.046 inch (neglecting the baffle guide rails). For a baffle height of about 5 inches and with two center guide rails 0.060 inch high and two edge guide rails 0.040 inch high, this was modified to a 0.048-inch gap in order to maintain the hot-gas cross-sectional area. This results in a hydrogen passage channel height of 0.076 inch, and a combined channel height and hot-wall thickness of 0.091 inch.

The hot-gas gap was maintained at a constant value from the aft end of the baffle forward to where the heat flux reached the maximum design value of 4.2 Btu/in.$^2$-sec. From this point forward, the hot-gas width was increased to maintain this heat flux at a constant value. As a result, the hot-gas passage width at the forward end of the baffle is 0.096 inch--twice the downstream value.

The effect of the tolerance on the hot-gas gap must be considered in terms of the effect on a particular gap and, also, the effect of variations between the hot-gas gaps in a given conditioner. Assuming first that all of the gaps in a given conditioner are identical, a smaller gap at the leading edge will result in an increased heat flux and somewhat reduced life; this is not a particular problem as the baffles readily meet the life requirement. An increase in the leading edge gap results in somewhat reduced heat fluxes but, again, the leading edge heat flux has a small effect on total heat input, as discussed previously. At the exit end of the baffle, a smaller gap will result in higher chamber pressure, whereas a larger gap will result in reduced heat fluxes, with reduced wall temperatures and
somewhat reduced heat inputs. If insufficient margin is left in the design, icing may occur on the wall with a larger gap.

The effect of the gap-to-gap tolerance is more complex. In this case, a smaller than nominal gap (compared to the others) will carry less gas flow, with a resultant reduced heat flux to the wall, a reduced exit temperature (both due to a reduced flowrate capability and both of which can lead to icing in that passage), and an increased conditioned propellant flow through that baffle due to the higher average density (unless compensated for by an adjacent gap--one of the advantages of the U-baffle configuration). Consequently, it is highly desirable to minimize the gap-to-gap variations within a conditioner assembly.

The location of the inlet manifold is not critical. A point about 5 inches upstream of the outlet manifold was selected in order to keep the thermal stresses and hydrogen pressure drops down. In general, the closer together the inlet and outlet manifolds, the higher the hydrogen temperature at the baffle leading edge, which helps reduce thermal strain. However, the same condition also increases pressure drop, particularly where the hydrogen is warm and thus at low density. If the manifold is too far forward, the hydrogen at the leading edge is too cold and thus not as good or as predictable a coolant; in addition, the baffle thermal strains will be higher.

Operating Characteristics

The hot gas and coolant geometry are shown in Fig. 34. The design point operating characteristics are shown in Fig. 35 and 36. Figure 35 depicts the hot-gas heat flux and temperature profiles along the baffle. The heat flux is seen to be nearly constant for the first 4.6 inches from the leading edge, in which range the hot-gas gap tapers 2:1 (as was shown in Fig. 34). From this point aft, the heat flux decreases steadily until the hydrogen inlet manifold, at which point the heat flux drops due to the presence of fewer coolant passages and larger lands between channels, resulting in a higher average wall temperature (Fig. 36).

The hydrogen bulk temperature and the wall temperature profiles are shown in Fig. 37. Assuming the hydrogen enters at its mean temperature of 55 R (-405 F), the predicted hydrogen temperature at the baffle leading edge is about 180 R (-280 F), and the
Figure 34. Channel Geometry and Hot-Gas Gap as a Function of Station
Figure 35. Heat Flux and Gas Temperature as a Function of Station
Figure 36. Wall and Hydrogen Temperatures as a Function of Station
exhaust temperature is 330 R (-130 F), with 2.7 lb/sec of hydrogen flowing through the conditioner. Predicted maximum wall temperature at the forward end is 400 F above the center of the channel and about 440 F midway between channels. This drops to about 110 and 130 F, respectively, at the hydrogen inlet manifold. Downstream of the manifold, where half the number of channels exist and where the channel width has been increased to 0.090 inch, the temperature rises to about 150 and 240 F at mid-channel and mid-land, respectively. This drops to 65 and 130 F, respectively, at the hydrogen exit manifold. It is concluded that the wall temperature is sufficiently high at all points to prevent ice formation.

The pressure drop and Mach number profiles on both the hot-gas side and the conditioned propellant side are shown in Fig. 37. On the hot-gas side, the exit is choked at nominal conditions, and the chamber pressure is running approximately twice as high as the exit total pressure (220 psia). While this chamber pressure is about 10 percent lower than the design value of 240 psia, this gives some margin in terms of tolerance control of the hot-gas gap as well as in control of the hot-gas flowrate. It is noted that the allowable design chamber pressure (for a given mixture ratio and outlet temperature) determines the maximum achievable hot-gas mass velocity, and thus the maximum exit heat flux attainable. This exit heat flux value has the greatest effect on the conditioner size.

The hydrogen pressure drop at nominal conditions is seen to be 75 psi (25 psi less than the 100-psi limit). This gives some margin for tolerance during manufacturing. It also leaves some extra pressure drop for mixing the conditioned hydrogen and the bypass hydrogen downstream of the conditioner.

Flowrate Variation—Conditioned Propellant

Three steady state analyses were conducted over the specified range of hydrogen flowrates (3.0 to 5.95 lb/sec), while maintaining a constant bypass of 40 percent. The hot gas was held at the nominal mixture ratio and flowrate for each case. The resultant numbers given below are conservative, for although the computer program, as currently structured, predicts the correct local heat flux, it appears to underestimate the average heat flux. The result is that the heat input appears to be slightly low. The results are summarized in Table 10.
Figure 37. Hot Gas and Conditioned Propellant Pressure Profiles
### TABLE 10. $\text{H}_2$ BAFFLE OPERATING CHARACTERISTICS, STEADY STATE

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Reduced $\eta_c^*$</th>
<th>Nominal Design</th>
<th>Maximum Flow</th>
<th>Minimum Flow</th>
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<tr>
<td><strong>Hot Gas Side</strong></td>
<td></td>
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<tr>
<td>MR</td>
<td>1.0</td>
<td>1.0</td>
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<tr>
<td>$\dot{w}$, lb/sec</td>
<td>1.2</td>
<td>1.2</td>
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<tr>
<td>$\eta_c^*$</td>
<td>98</td>
<td>100</td>
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<tr>
<td>$T_c$, R</td>
<td>1980</td>
<td>2060</td>
<td>2060</td>
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<tr>
<td>$T_{\text{exit}}$, R</td>
<td>770</td>
<td>797</td>
<td>757</td>
<td>871</td>
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<td>$\Delta Q$, Btu/sec</td>
<td>2590</td>
<td>2710</td>
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<td><strong>Cold Side</strong></td>
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<tr>
<td>$\dot{W}_{\text{H}_2}$ (total), lb/sec</td>
<td>4.5</td>
<td>4.5</td>
<td>5.95</td>
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<td>$T_{\text{inlet}}$, R</td>
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<td>$T_{\text{out}}$, R</td>
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<td>Mixed $T$, R</td>
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<td>278</td>
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<tr>
<td><strong>Maximum Wall Temp, F</strong></td>
<td>390</td>
<td>420</td>
<td>380</td>
<td>490</td>
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<tr>
<td><strong>Minimum Wall Temp, F</strong></td>
<td>75</td>
<td>90</td>
<td>40</td>
<td>190</td>
</tr>
</tbody>
</table>

The range of hydrogen flowrates has some effect on wall temperature. These range from a minimum of 380 F to a maximum of 490 F (420 F nominal) at the forward end of the baffle. At the baffle exit, these temperatures range from an average value of 40 F at the high flow to 190 F at the low flow (90 F nominal). While the wall temperature at the highest flowrate condition is approaching the freezing point of water, it still remains about 8 F above it. The lower flowrate case may have a slight reduction in life, though this should be minor since the higher wall temperature is nearly offset by the higher hydrogen bulk temperature. While hydrogen pressure drops will exceed 100 psi at the highest flowrate case, this has not been considered limiting from a design or operational standpoint since this is the condition of minimum pump discharge pressure. The important conclusion is that the wall temperature and the total heat transferred is not very sensitive to the hydrogen flowrate and that all temperatures appear acceptable. In addition, there is additional freedom with the bypass design, where the amount of hydrogen bypassed around the conditioner could be varied as a function of the hydrogen flowrate, or even from the unit to unit to account for tolerance differences.
The preceding analysis assumed a combustion efficiency of 100 percent which should be attainable with the trislot injector and the high contraction ratio (~7.3) used on the hydrogen conditioner. However, a nominal design point was evaluated to determine the effect on conditioned hydrogen outlet temperature for a reduced combustion efficiency. Results shown in Table 10 indicate that for a 98-percent combustion efficiency, the outlet temperature of the conditioned hydrogen is reduced approximately 4 percent, well within the specified range.

**Baffle Edge Heat Transfer**

A two-dimensional steady-state heat transfer analysis of the top and bottom edge of the baffle was conducted to determine the effect of the larger land between the edge channel and the top/bottom of the baffle. Neglecting possible edge effects, and neglecting the top/bottom baffle guide rail, which does not exist in the highest heat flux region of the baffle, maximum baffle wall temperatures were determined as a function of the spacing between the channel and the baffle edge at nominal operating conditions. The results are shown in Fig. 38. It is noted that the lowest distance shown, 0.02 inch, is essentially the same as that between the other channels, since it represents half a land width. While the mid-channel temperature is not particularly sensitive to the distance from the channel to the edge, the maximum temperature at the edge is quite sensitive (assuming that the baffle does not have thermal contact with the outer walls of the conditioner). Maintaining a minimum edge distance at the downstream end of the baffle of 0.040 inch for reliable brazing, and accounting for the 0.020-inch change in this dimension as a result of the channel narrowing from 0.090 inch to 0.050 inch, the resultant distance from the channel edge to the edge of the baffle is 0.060 inch. The corresponding maximum predicted wall temperature is seen to be 720 F. As shown in Fig. 38, these maximum temperatures decay toward the downstream end of the baffle due to reduced heat fluxes. In actual practice they may decay even faster due to the presence of the guide rails.

**Reactor Shell Cooling**

The 2-1/2 inches between the injector face and the upstream end of the baffles is cooled by the reactor hydrogen. The inlet manifold is located just upstream of the baffles, and the hydrogen flows in a single pass toward the
Figure 38. Baffle Edge Temperatures
injector face. Since all of the injector hydrogen is used to cool the four walls in this area, the hydrogen injection temperature should be uniform across the injector face. At a mixture ratio of 1.0 and nominal operating flowrates, the predicted hydrogen temperature rise is 12 R. The cooling passages are designed for a hydrogen mass velocity of 0.5 lb/in$^2$-sec with a resulting pressure drop in the cooling jacket of about 5.5 psi (Fig. 39).

There are 19 channels in each side wall and 14 channels in each of the other two walls, for a total of 66 channels. A channel width of 0.156 inch (5/32 inch) results in a channel height of 0.117 inch (Fig. 40).

Between the baffle leading and trailing edges, the side walls of the reactor are cooled in exactly the same manner as the U-baffles, while the top and bottom walls are cooled by hydrogen flowing from the inlet manifold to the leading edge through channels located above each baffle, while the hydrogen flowing toward the exit manifold passes through channels located directly over the hot-gas gap between baffles. This region is cooled entirely by conditioned hydrogen flowing in parallel to the baffles. This coolant flow is in addition to the 2.7 lb/sec utilized by the U-baffles and side walls (at the nominal 4.5 lb/sec flowrate).

**Baffle Closeout - Reactor Shell Interface**

Several configurations for the top and bottom cooling passages were studied in an attempt to keep temperatures within reasonable operating limits and also prevent ice formation on both the baffle and the top/bottom surfaces, which could in time result in deforming the hardware. Two heating conditions were analyzed for each geometry and location. The first assumed no hot gas between the baffle and the top/bottom surface (insulated case); the second assumed the same heating conditions here as on the adjacent baffle side (heated case). Four locations were analyzed as being representative of the most critical regions: (1) just upstream of the exit manifold, (2) just upstream of the hydrogen inlet manifold, (3) baffle leading edge at the
Figure 39. Reactor H₂ Pressure Drop in Shell
Figure 40. Shell Cooling, Reactor Hydrogen Channel Geometry
tangent point of the hot-gas ramp and, (4) the downstream end of the hot
gas ramp (about 5 inches from the baffle leading edge—also referred to as
the D/S taper point).

The four geometries are shown in Fig. 41 and 42, and the results of the
analysis are shown in Table 11. Since the results were analyzed using the
HEATING program, they are only approximate, as this program is not capable
of handling variable thermal conductivity versus wall temperature or variable
hydrogen heat transfer coefficients versus wall temperature. In addition,
the hydrogen temperatures in the top/bottom walls are only approximate,
and require a hand integration along the length. The hot gas and the baffle
coolant boundary conditions are based on the more exact baffle analysis. In
spite of the approximations involved, the analysis is useful for determining
problem areas and for selecting a design configuration.

By studying the comparative results for the four configurations in Table 11,
it is seen that configuration 1 has the least icing problems of any; however,
it has high maximum baffle surface temperatures (at the heated corner
farthest from the hydrogen coolant passages) because of the 0.180 inch
distance to the closest coolant passage. Configuration 2 has no advantage
since its minimum temperatures are lower (more icing) and the maximum
temperatures are higher.

Configurations 3 and 4 are nearly identical except for the location of the
uppass H₂ coolant passage in the top/bottom wall. As a result, the tempera-
ture limits are almost the same for each. The principal difference between
the first two configurations and the last two are (1) in 1 and 2, the baffle
is in thermal contact with the top plate at the baffle center, while in 3
and 4, the baffle is only in contact with the baffle spacer lip from the D/S
taper point to the baffle exit; and (2) the maximum edge distance from the
nearest coolant passage to the heated corner is 0.180 inch for configuration
1, 0.210 inch for configuration 2, and 0.070 inch for configurations 3 and 4.
Figure 41. Baffle and Top/Bottom Wall Geometry
(Cross-Section Through Baffle and Wall)
Figure 42. Baffle and Top/Bottom Wall Geometry (cross section through baffle and wall)
### Table 11. Top Wall/Baffle Interface Temperatures*

<table>
<thead>
<tr>
<th>Configuration</th>
<th>Location</th>
<th>1 - Insulated</th>
<th>1 - Heated</th>
<th>2 - Insulated</th>
<th>2 - Heated</th>
<th>3 - Insulated</th>
<th>3 - Heated</th>
<th>4 - Insulated</th>
<th>4 - Heated</th>
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<td>Baffle Interface</td>
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<td>Top Interface</td>
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</table>

*Minimum for insulated case, maximum for heated case; all temperatures in degrees Fahrenheit
As a result, the maximum surface temperatures of the baffle are considerably less for the last two configurations, which was the reason for their selection. However, the insulated temperatures at all locations along the baffle will result in ice formation. To avoid this, the baffle is designed to permit the hot-gas to freely pass between the baffle and the top/bottom wall in the region between the inlet and outlet manifolds. Upstream of the inlet manifold, transverse ribs will be used to limit the gas flow and thus the heat flux to the wall, thereby maintaining a reasonable balance between avoiding ice formation and avoiding overheating. It is noted that even if the full hot gas heat flux is assumed to exist in the interface region, that the exterior temperature of the shell meets the design requirements of 600 F or less, and even then the average exterior temperature is lower. The fourth and final configuration consisted of a 3/16 inch nickel closeout. This closeout design is theoretically capable of operating satisfactorily at a MR=3.

High Mixture Ratio Operation--Hydrogen Conditioner

Hot gas flowrates were determined as a function of mixture ratio and hot gas outlet temperature, using ambient propellants and based on a fixed heat rejection rate of 2800 Btu/sec (constant conditioned hydrogen discharge temperature). The results are shown in Fig. 43, along with the combustion temperature as a function of mixture ratio. It is noted that with ambient propellants, the required hot gas flow at a MR=3 is about 60 percent of that required at the design mixture ratio of 1.0. An additional savings of ~10 percent can be realized by going to a mixture ratio of 8.0. It is noted that the hot gas discharge temperature becomes sensitive to the hot gas flowrate; this not only determines the gas temperature in the overboard dump system but also determines whether ice formation will occur at the exit of the conditioner.

In terms of control requirements, this means that higher mixture ratio operation requires good control of the overall flowrate; the exact mixture
Figure 43. Hydrogen Conditioner Hot Gas Flow vs Mixture Ratio
ratio and propellant injection temperature are not critical since neither has a strong effect on heat rejection, maximum gas temperature, or wall temperature at mixture ratios of 3-8. On the other hand, the overall hot gas flowrate affects not only the exit conditions but also the local heat flux, and thus the wall temperatures and life as well as hydrogen exit temperature.

Using the required hot gas flowrates as a function of mixture ratio as shown in Fig. 43, the maximum baffle heat flux as well as minimum and maximum hot wall temperatures and conditioned fluid exit temperatures are shown in Fig. 44. The peak heat flux is seen to increase from 4.1 to 6.5 Btu/in²-sec going from a mixture ratio of 1.0 to 3.0. Very little increase in heat flux occurs as the mixture ratio increases, since the higher combustion temperature is offset by both the hot gas specific heat reduction and the reduced hot gas flow requirements at higher mixture ratio. This is reflected in the maximum gas wall temperature, which increases from 880 R at a mixture ratio of 1.0 to about 1220 R at a mixture ratio of 3. This range of temperatures is well within the operating capability of the baffle. The minimum wall temperature at the baffle exit decreases with increasing mixture ratio, for an approximately constant hot gas exit temperature, due to the reduced exit heat flux resulting from both reduced flowrates and specific heats. This would indicate that a thin layer of ice may start forming on the baffles at mixture ratios in excess of 2; this can easily be remedied by an increase in hot gas flowrate, which would increase both the exit hot gas temperature and the exit heat transfer coefficient.

Transient Response - Failure Mode

A transient start analysis was performed at mixture ratios of 1, 3, and 5. This analysis assumed that the hot gas flow was initiated at time 0, and the hydrogen flow was uniformly ramped starting 1 sec later and reaching full flow in the next half second (1-1/2 sec after hot gas initiation). This is a double failure mode operation, since the system as presently conceived cannot operate
\[ W_{H_2} = 2.7 \text{ LB/SEC} \text{ THROUGH CONDITIONER; } \Delta Q \approx 2800 \text{ BTU/SEC} \]

Figure 44. Hydrogen Conditioner Thermal Characteristics vs Mixture Ratio
at high mixture ratio with no coolant flow unless the flow control valve fails open. The results for mixture ratios of 1 and 3 are shown in Fig. 45 and 46 respectively. The transients for a mixture ratio of 5 are nearly identical to those at a mixture ratio of 3, as is to be expected from the similarity in the steady state results. At a mixture ratio of 1, there is no problem in this failure mode, since the maximum wall temperature is 1700 R at the leading edge after 1 sec of uncooled operation. The hot gas temperature at the exit is only 1400 R, so that there is no problem in terms of the exit end of the conditioner nor in the overboard dump system. In addition, it is seen that the conditioned hydrogen exit temperature reaches its design value half a second after the flow reaches its nominal value, so that the thermal transient requirements are easily met, even in a failure mode situation. At a mixture ratio of 3, the Haynes would start to melt in approximately 3/4 seconds of uncooled operation. Again, the flow control valve would prevent this situation from ever happening. It is noted that even after 1 second of uncooled operation, the hot gas exit temperature is only 1500 R, which is still compatible with the heat exchanger exit and probably also with the dump system. In this case because of the resultant higher hardware temperatures, it takes the hydrogen slightly longer to reach equilibrium exit temperature once the hydrogen flow has been established—about 0.7 sec; this would be faster with a 'normal' start. It is noted that if the baffle were to be designed to withstand this type of transient at high mixture ratio, several design changes could be made. These could include the use of a higher thermal conductivity material to prevent the hot wall from heating at such a fast rate, and/or reducing the peak heat flux, which will slow the wall temperature transient. In addition, it is noted that this analysis was performed with the assumption that there was no hydrogen in the coolant passages at the start; under most conditions there would be hydrogen at about 200 R in the channels at the start, and this would absorb some of the heat, resulting again in a slower hot wall temperature response.
**H₂ Conditioner Thermal Transients**

\( \text{MR} = 1, \ T_c = 2060R, \text{ Failure Mode} \)

**DRY START**

*Figure 45. H₂ Conditioner Thermal Transients*
HYDROGEN VIŁJI____

HOT GAS

TIME, SECONDS

MELTING POINT, HAYNES 188
DESIGN MAXIMUM

GAS WALL, LEADING EDGE
HOT GAS OUTLET
HYDROGEN OUTLET
MIXED H₂ OUTLET
ACCEPT RANGE

TIME FROM HOT GAS INITIATION, SECONDS

Figure 46. H₂ Conditioner Thermal Transients

H₂ CONDITIONER
THERMAL TRANSIENTS

MR=3, Tc=4810R, FAILURE MODE
DRY START
Thermal Start Transients

Study of the start transients of the hydrogen conditioner was conducted to determine baffle maximum wall temperatures and conditioned propellant temperatures as a function of time. Four cases were run using the nominal mixture ratio (1.0) at a combustion temperature of 1600 F in addition to the nominal conditioned propellant flowrate of 4.5 lb/sec $H_2$, with 40 percent bypass. The study assumed that the hardware initial temperature was equal to the average conditioned propellant temperature of 200 R, and that the hot-gas flow was initiated at the nominal value at time $\tau=0$. The conditioned propellant flow was assumed to increase at a linear rate from 0 at time $\tau=0$ until the full value was reached. The coolant transient times were assumed to be 0, 0.5, 1.0, and 1.5 seconds. The resulting transients are shown in Fig. 47.

For a simultaneous hot-gas and coolant start on the $H_2$ conditioner, the conditioned propellant reaches an acceptable temperature in 0.4 second (200 R mixed temperature), whereas the maximum wall temperature reaches the steady-state value in about 0.1 second. For the other start transients, the conditioned propellant temperature exceeds the nominal target value during the transient, reaching a maximum mixed temperature for the 1.5 second start of about 370 R (580 R out of the conditioner, 370 R out of the mixer), with an associated maximum wall temperature of 1210 R (750 F).

Oxygen Conditioner

The analysis for the oxygen conditioner consisted of determining the heat input requirements, the hot gas outlet temperature, nominal operating characteristics using the hydrogen conditioner, high mixture ratio operation, and transient operation. The same analytical techniques were used for both the hydrogen and oxygen conditioner. No analysis was performed on a separate optimum oxygen conditioner. It is noted that one of the advantages of having designed the hydrogen conditioner to bypass some of the flow around
Figure 47. H₂ Conditioner Thermal Transient. \( \dot{m}_{H₂} \) Thermal Transient = 4.5 lb/sec, 40 Percent Bypass, MR = 1, \( P_C \sim 240 \) psia
the conditioner is that the design is better suited for use as a common oxygen or hydrogen conditioner, with no bypass used with the oxygen. This is possible since (1) freezing is not as severe a problem with oxygen since the average exit temperature is 400 R and oxygen has poorer heat transfer characteristics; and (2) the oxygen pressure drop can be held to approximately the nominal 100 psi level. The main effect of using a common conditioner is that the oxygen is not capable of handling as high a heat flux as the hydrogen, resulting in higher wall temperatures when the hydrogen design is operated with oxygen. A study of alternate oxygen conditioner concepts was also performed. Results are presented in Appendix B.

Selection of Operating Conditions. The specified operating range of the oxygen flowrate and inlet and outlet temperatures is given in Table 9. As shown in Fig. 48, this covers a range in the required heat input from 1000 to 2900 Btu/sec, with a nominal value of about 1750 Btu/sec. The nominal value was used as the design point. Also, as in the case of the hydrogen conditioner, the nominal pressure drop was assumed to exist at the nominal operating point, with the result that lower pressure drops would result at higher inlet pressure and lower pressure, while the reverse would also be true.

A mixture ratio of 1.0 was selected as the nominal operating point, for the same safety oriented reasons as for the hydrogen conditioner. A high mixture ratio may have been safer with oxygen, since no combustion could occur in the event of a leak; however, a high mixture ratio of the same combustion temperature results in much higher hot gas flowrates. Furthermore this would require an injector redesign due to the tremendous difference in oxidizer and fuel flowrates at a mixture ratio of about 1.1, as shown in Fig. 49.

An analysis of the minimum weight requirements (exclusive of tankage) indicates that the minimum weight with one conditioner occurs with an outlet hot gas temperature of 600-650 R. With three conditioners, the optimum outlet
Figure 48. Oxygen Conditioner Heat Input
Figure 49. High Mixture Ratio Gas Requirements for O₂ Conditioner
temperature is 700-800 R, as shown in Fig. 50. As in the case of the hydrogen conditioner, 750 R was selected for the nominal operating point.

**Thermal Analysis - Common Conditioner.** Results with a mixture ratio of 1.0 indicate that the conditioner should work satisfactorily and still be able to condition the oxygen to the desired 400 R outlet temperature. The resulting fluid and hot wall temperature profiles are shown in Fig. 51, along with the heat flux. The maximum predicted wall temperature is 995 R, corresponding to a heat flux of about 2.5 Btu/in$^2$-sec (about 20 percent higher than would have been designed for if a separate design had been generated). Exit wall temperatures are about 600 R—well above the freezing point.

**Stability Analysis.** A stability analysis of the conditioned fluid was performed for both the hydrogen conditioner and for the oxygen conditioner. The analysis was performed at the nominal flow and temperature conditions, using Friedly’s criteria (Ref. 1). The results of the analysis indicate that both designs should be stable (Fig. 52).

The pressure drop ratio ($\psi$) in Fig. 52 represents the ratio of stabilizing to destabilizing pressure drops. The abscissa represents the Nyquist loop size parameter ($\sigma$).

The requirement for stability is that $\psi > \sigma$. It is noted that this stability criteria has been successfully applied to heat exchangers on the J-2 and other heat exchangers with considerable success (Ref. 2).

**High Mixture Ratio Operation.** Due to the interest in exploring the possibilities of higher mixture ratio operation with its higher performance potential, an analysis was conducted using a reactor mixture ratio of 3.0, maintaining a fixed oxygen flowrate at the 15.6 lb/sec nominal value and varying the hot gas flowrate to determine what operating point, if any,
Figure 50. Oxygen Conditioner Total Weight Versus Hot-Gas Exhaust Temperature

MR = 1, ΔQ = 1800 BTU/in^2-sec, Q/A \text{MAX} \sim 2 \text{ BTU/in}^2\text{-sec},
4890 \text{ POUNDS OXYGEN CONDITIONED}
Figure 51. Oxygen Conditioned in H₂ Conditioner Baffles
Figure 52. Predicted Stability at Nominal Conditions (Friedly Method)
appears attractive. The effect of reducing the hot gas flowrate is principally to reduce the leading edge heat transfer, and thus reduce the maximum wall temperature. Additional effects include reducing the conditioned oxygen outlet temperature and reducing the wall temperature at the conditioner exit. These are shown in Fig. 53.

From the standpoint of keeping the maximum hot wall temperature as low as possible, it would be desirable to test with a hot gas flowrate of about 0.25 lb/sec (at MR=3.0) resulting in maximum wall temperatures of approximately 700 F. At this point the conditioned oxygen outlet temperature would be 320 R and the hot gas outlet temperature would be 620 R. However, the minimum wall temperature predicted at the trailing edge of the baffle would be about 380 R, indicating that ice formation on the rear part of the baffle could be expected. A better compromise at a mixture ratio of 3.0 is a hot gas flowrate in the range of 0.32 to 0.35 lb/sec, resulting in a maximum wall temperature at the leading edge of 900 - 1000 F, and a minimum exit wall temperature of about 440 - 475 R--probably close enough to the freezing point that any layer of ice formed would be thin enough to have little effect on the overall operation of the conditioner. The resultant conditioned oxygen outlet temperature is 360-380 R--in the range of the lower specified oxygen discharge temperature of 375 R.

It is noted that when operating at higher mixture ratio, it is necessary to reduce the hot gas flowrate; otherwise the conditioned propellant will be heated more than is desirable, and furthermore it causes an unnecessarily high heat flux at the forward end of the conditioner, resulting in higher temperatures and reduced life. The required flowrates for the required heat rejection rate of 1800 Btu/sec are shown in Fig. 54 for ambient hydrogen and oxygen injection conditions. It is seen that the hot gas requirements at a mixture ratio of 2 is about 2/3 that at a mixture ratio of 1, for an outlet temperature of 750 R.
Figure 53. Oxygen Conditioner Temperatures Versus Hot Gas Flowrate, MR = 3

\[ W_{\text{ox}} = 15.6 \text{ LB/SEC, NO BYPASS, } T_{\text{IN}} = 180 \text{ R} \]
INJECTION TEMPERATURE = 540 R
\( \Delta Q = 1800 \text{ BTU/SEC} \)

Figure 54. Oxidizer Conditioner Hot Gas Flow Requirements Versus Mixture Ratio
Thermal Start Transients. To determine the effect of a delayed oxygen flowrate on the transient baffle hot wall temperatures, a series of transient solutions were generated assuming that the oxygen flow ramped up in a linear manner over a 0, 1/4, 1/2, and 3/4 second period. The resulting oxygen outlet temperature and baffle hot wall maximum predicted temperature is shown in Fig. 55 at the nominal MR=1 design point. The initial hardware temperature was assumed equal to the average conditioned oxygen temperature of 290 R.

Results of the analysis indicate (1) that conditioned oxygen at the required operating temperature can be supplied with the required 1/2 second; and (2) that the hardware can easily sustain a condition where the oxygen ramps over 3/4 second period with the hot gas running at nominal mixture ratio.

The oxygen conditioner attains an acceptable conditioned outlet temperature in 0.2 to 0.4 second, depending on the start transient. The instant LO₂ flow response results in the longest time to reach the minimum outlet temperature of 375 R. The maximum overshoot at the 0.75 second transient is only 490 R, and the value for the 0.5 second start is only just above the upper limit (450 R versus the limit of 425 R).

STRUCTURAL AND CYCLIC LIFE ANALYSIS

Effort on this task was concerned with:

1. Establishing design criteria,
2. Evaluating candidate materials,
3. Generating parametric cyclic life data for use in the thermal analysis,
4. Structurally analyzing the design, and
5. Predicting the cyclic life capability of the selected design.
INITIAL HARDWARE TEMPERATURE = 290°R = AV O₂ TEMPERATURE
\( W_{O₂} = 15.6 \text{ LB/SEC}, \ MR = 1, \ P_c = 240 \text{ PSIA} \)
HOT GAS STARTS AT \( \tau = 0 \)

Figure 55. Oxygen Conditioner Thermal Transients
Design Criteria

The structural criteria set forth for each component included a yield safety factor of 1.1 and an ultimate safety factor of 1.4, using minimum guaranteed material properties.

Rocketdyne's approach to evaluating the cyclic life capability of long life components is predicted on the fundamental theory that failure depends on the accumulation of creep damage and fatigue damage.

The life analysis is based on a definition of the stress-strain-time-temperature history during each operating cycle. Creep damage is evaluated from the stress-time-temperature cycle and fatigue damage from the strain-time-temperature cycle.

The increment of creep damage, $\Delta \phi_c$, is determined by the ratio of time spent at a particular stress level, $t$, to the time-to-rupture at that stress level, $t_r$

$$\Delta \phi_c = \sum \left( \frac{t}{t_r} \right) \sigma$$

$\Delta \phi_c$ = creep rupture damage

$t$ = time at stress, $\sigma$

$t_r$ = time to rupture at the stress, $\sigma$

The total creep damage, $\phi_c$, is given by:

$$\phi_c = \sum \Delta \phi_c$$

Fatigue damage, $\phi_f$, is determined by the ratio of the actual number of cycles (starts and stops) applied at a particular strain range to the number of cycles which would cause failure at that strain range.

$$\phi_f = \sum \frac{n}{N_f}$$
In the absence of experimental fatigue data on the material of interest, the Method of Universal Slopes is used to obtain isothermal fatigue design values for cycles to failure.

The method is given by:

$$
\varepsilon_t = e.t \left( \frac{F_{tu}}{E} \right) N_f^{-0.12} + D \cdot N_f^{-0.6}
$$

where

- \( \varepsilon_t \) = total calculated strain range
- \( F_{tu} \) = material ultimate strength
- \( E \) = Young's Modulus
- \( D \) = Fracture Ductility, \( \ln \left( \frac{100}{100-RA} \right) \)
- \( RA \) = percent reduction-in-area

The basic properties are used at the temperature of interest while the straining process with varying temperature is considered incrementally. Cyclic life for the strain range is based on values for \( F_{tu} / E \) and RA obtained over the temperature range of the strain cycle.

Ultimately this is replaced by isothermal fatigue data generated on the material(s) of construction over the predicted temperature and strain range. A plot of fatigue life vs. temperature for the specific strain range of interest is the key element in the incremental technique. The number of allowable cycles, \( N_f \), for the strain range, \( \varepsilon_t \), is determined by graphically averaging the value of \( N_f \) over the operating temperature range.

A generalized life equation is used to consider the total damage caused by the interaction of low and high cycle fatigue and creep rupture.

The equation takes the following form:

$$
4\phi_{fL} + 4\phi_c + 10\phi_{fH} = 1.0
$$
where

\[ \phi_{fL} = \text{low cycle fatigue damage} \]
\[ \phi_C = \text{creep rupture damage} \]
\[ \phi_{fH} = \text{high cycle fatigue damage} \]

Safety Factor = 4 on low cycle fatigue and creep rupture
= 10 (on high cycle fatigue)

Evaluation of Candidate Materials

To maximize cyclic life capability of the conditioner heat exchanger baffles, it was desirable to evenly distribute the thermal strains in the hot gas wall and the closure. Since the hot gas wall will operate at a temperature level of several hundred degrees while the closure operates at a temperature nearly equivalent to the propellant bulk temperature, it is appropriate to use dissimilar materials on the two surfaces with the weaker material used as the closure. Analysis showed that use of Haynes 188 or the Armco alloys 21-6-9 or 22-13-5 on the hot gas wall in conjunction with 304L or 347 stainless steel on the closure offers a good combination from a cyclic life standpoint (Table 12). The allowable strains are relatively close and can be made nearly equal by selective variation of the appropriate wall thickness as operating temperatures become finalized. Evaluation of these material combinations from a fabrication and processing standpoint (discussed in a later section) led to the selection of Haynes 188 for the hot gas wall and 304L stainless steel for the closure. Additional discussion is included in the DESIGN AND FABRICATION section.

Parametric Cyclic Life Data

With the selection of the Haynes 188 stainless steel material combination, an analysis was completed to determine allowable temperatures for use in the thermal analysis. This data, shown in Fig. 56 for a life capability of 42,000 cycles, is predicted on the cyclic life ground rules and procedures summarized earlier.
TABLE 12. EVALUATION OF CANDIDATE MATERIAL COMBINATIONS

<table>
<thead>
<tr>
<th>HOT GAS WALL MATERIAL</th>
<th>CLOSURE MATERIAL</th>
<th>TEMP °F</th>
<th>ULTIMATE STRENGTH KSI</th>
<th>YIELD STRENGTH KSI</th>
<th>REDUCTION OF AREA PERCENT</th>
<th>ALLOWABLE STRAIN RANGE IN/IN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haynes 188</td>
<td>-</td>
<td>400</td>
<td>123</td>
<td>53</td>
<td>57</td>
<td>.0054</td>
</tr>
<tr>
<td></td>
<td></td>
<td>600</td>
<td>117</td>
<td>48</td>
<td>55</td>
<td></td>
</tr>
<tr>
<td>Armco 21-6-9</td>
<td>-</td>
<td>400</td>
<td>90</td>
<td>42</td>
<td>65</td>
<td>.0048</td>
</tr>
<tr>
<td></td>
<td></td>
<td>600</td>
<td>86</td>
<td>38</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Armco 22-13-5</td>
<td>-</td>
<td>400</td>
<td>101</td>
<td>49</td>
<td>64</td>
<td>.0053</td>
</tr>
<tr>
<td></td>
<td></td>
<td>600</td>
<td>98</td>
<td>46</td>
<td>63</td>
<td></td>
</tr>
<tr>
<td>304L SS</td>
<td>-</td>
<td>-300</td>
<td>180</td>
<td>45</td>
<td>53</td>
<td>.0069</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-200</td>
<td>154</td>
<td>44</td>
<td>56</td>
<td></td>
</tr>
<tr>
<td>347 SS</td>
<td>-</td>
<td>-300</td>
<td>190</td>
<td>51</td>
<td>65</td>
<td>.0075</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-200</td>
<td>160</td>
<td>49</td>
<td>67</td>
<td></td>
</tr>
</tbody>
</table>

1. Typical material properties.
2. Based on Universal Slopes equation, a required cyclic capability of 42,000 cycles, and a thickness of 0.015 inches.
Figure 56. Estimated Allowable Temperatures for Haynes 188 Baffles
Cyclic Life Capability of Selected Design

Thermal cycle capability of the hot face of conditioned hydrogen channels was evaluated and is presented in Table 13 below. Creep damage is negligible since hydraulic stresses are very low for nominal operating conditions.

<table>
<thead>
<tr>
<th>Location</th>
<th>Station*</th>
<th>( N_f ) Cycles**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baffle</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0.0***</td>
<td>35,000</td>
</tr>
<tr>
<td></td>
<td>5.0***</td>
<td>35,000</td>
</tr>
<tr>
<td></td>
<td>12.0****</td>
<td>58,000</td>
</tr>
<tr>
<td>Side Wall</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0.0****</td>
<td>7,400</td>
</tr>
<tr>
<td></td>
<td>5.0****</td>
<td>7,500</td>
</tr>
<tr>
<td></td>
<td>12.0****</td>
<td>58,000</td>
</tr>
</tbody>
</table>

*Inches from baffle leading edge
**Cycles to initiation of cracking
***50-percent thermal restraint
****100-percent thermal restraint

SYSTEM BALANCE ANALYSIS

A system balance analysis was undertaken to establish regulator requirements for controlling reactor propellants flowate over the specified range of inlet temperatures.

Results, presented in detail in Appendix A, showed that regulating gaseous hydrogen inlet pressure on the basis of inlet temperature provided acceptable control with a regulation accuracy of ± 3 percent. However, the oxygen should be regulated on the basis of hydrogen and oxygen inlet temperatures to assure satisfactory reactor operation.
To eliminate the need for this complex oxygen regulator, study was also done on a system which incorporated thermal equalizer upstream of the regulator such that the gaseous hydrogen and gaseous oxygen propellant are supplied at the same temperature. The results showed that regulating inlet pressure on the basis of inlet temperature and assuming a $\pm 3$ percent regulator accuracy produced satisfactory reactor conditions. Nominal values (add 2800 Btu/sec to $\text{LH}_2$) for reactor operation as a function of reactor propellant inlet temperatures are tabulated below.

<table>
<thead>
<tr>
<th>Inlet Temp. R</th>
<th>Inlet Pressure, psia</th>
<th>Flowrate Lb/sec</th>
<th>MR (°F)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$\text{GO}_2$</td>
<td>$\text{GH}_2$</td>
<td></td>
</tr>
<tr>
<td>275</td>
<td>306</td>
<td>292</td>
<td>245</td>
</tr>
<tr>
<td>450</td>
<td>325</td>
<td>306</td>
<td>236</td>
</tr>
<tr>
<td>600</td>
<td>324</td>
<td>310</td>
<td>222</td>
</tr>
</tbody>
</table>
DESIGN AND FABRICATION

The basic conditioner design approach and some of the major design features and operating conditions were based on the overall goal of obtaining long life, high reliability with high performance, and minimum weight. These goals, with the exception of minimum weight, which was compromised for ease of manufacture and reduction of cost, were maintained throughout the program.

The requirements and operational parameters for the hydrogen propellant conditioner as set forth in the Work Statement were presented previously in Tables 7 through 9. Nominal design parameters are shown in Table 14.

BAFFLE MATERIAL SELECTION

The early heat transfer analysis and the requirement that no damage or life degradation would result if either hot gas or cold flow is not initiated dictated a need for a material which could:

1. Afford high resistance to oxidation and hydrogen embrittlement at variable temperatures.
2. Have high strength and ductility at elevated temperatures.
4. Be readily fabricated, brazed and welded.

Some of the materials evaluated to meet the above requirements included:

<table>
<thead>
<tr>
<th>Material</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haynes 188</td>
<td>Armco 22-13-5</td>
</tr>
<tr>
<td>Haynes 25</td>
<td>Armco 22-13-5</td>
</tr>
<tr>
<td>Hastelloy X</td>
<td>304L stainless</td>
</tr>
<tr>
<td>Armco 21-6-9</td>
<td>OFHC copper</td>
</tr>
</tbody>
</table>

A comparison of some material properties is shown in Table 15. As can be noted from Table 15, several of the materials, such as copper and the stainless steels are not recommended for high temperature service and therefore
TABLE 14. NOMINAL DESIGN POINT--H₂ CONDITIONER

**H₂ SIDE**

- \( \dot{W} = 4.5 \text{ LB/SEC} \)
- \( \text{Pin} = 1600 \text{ PSIA} \)
- \( \text{Pout} = 1500 \text{ PSIA} \)
- \( \text{Tin} = 55 \text{ R} \)
- \( \text{Tout} = 225 \text{ R} \)
- \( \Delta \dot{Q} = 2800 \text{ BTU/SEC} \)

40 PERCENT BYPASS

**HOT GAS SIDE**

- MIXTURE RATIO = 1.0
- H₂ INJECTION TEMPERATURE = 275 R
- CHAMBER PRESSURE = 240 PSIA
- COMBUSTION TEMPERATURE = 2060 R
- EXHAUST TEMPERATURE = 750 R
- COMBUSTION EFFICIENCY = 100 PERCENT
- HOT GAS FLOWRATE = 1.2 LB/SEC
- DESIGN MIXTURE RATIO TOLERANCE = \( \pm 10 \text{ PERCENT} \)
- MAXIMUM HEAT FLUX = \( \sim 4 \text{ BTU/IN.}^2 \text{-SEC} \)
- MIN. GAS SIDE WALL SURFACE TEMP. = 530 R
- MIN. HOT GAS PASSAGE WIDTH = 0.050 IN.

**WALL MATERIAL**

- HAYNES 188 - HOT GAS WALL AND LANDS
- STAINLESS STEEL - CLOSEOUT
- MIN. LAND WIDTH 0.035 - 0.040 IN.
- CONSTANT PLATE THICKNESS (GAS WALL + LAND)
- CONSTANT CHANNEL WIDTH (WITH STEP CHANGES)
<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>TEMPERATURE</th>
<th>ULTIMATE STRENGTH</th>
<th>YIELD STRENGTH</th>
<th>ELONGATION</th>
<th>MELTING TEMP</th>
<th>RECOMMENDED</th>
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<tbody>
<tr>
<td></td>
<td>F</td>
<td>hsi</td>
<td>hsi</td>
<td>%</td>
<td>F</td>
<td>MAX. SERVICE</td>
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<tr>
<td>Haynes 188</td>
<td>R.T.</td>
<td>135</td>
<td>65</td>
<td>60</td>
<td>2375</td>
<td>2000</td>
</tr>
<tr>
<td></td>
<td>600</td>
<td>120</td>
<td>45</td>
<td>75</td>
<td>2000</td>
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<tr>
<td></td>
<td>1700</td>
<td>35</td>
<td>30</td>
<td>80</td>
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<tr>
<td>Haynes 25</td>
<td>R.T.</td>
<td>140</td>
<td>70</td>
<td>50</td>
<td>2350</td>
<td>2000</td>
</tr>
<tr>
<td></td>
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<td>25</td>
<td>25</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hasteloy X</td>
<td>R.T.</td>
<td>110</td>
<td>50</td>
<td>40</td>
<td>2350</td>
<td>2000</td>
</tr>
<tr>
<td></td>
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<td>50</td>
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</tr>
<tr>
<td>Aimco 21-6-9</td>
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<td>40</td>
<td>2350</td>
<td>2000</td>
</tr>
<tr>
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<td>20</td>
<td>50</td>
<td></td>
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</tr>
<tr>
<td>ARMCO 22-13-5</td>
<td>R.T.</td>
<td>120</td>
<td>65</td>
<td>45</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>600</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1700</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>A-286</td>
<td>R.T.</td>
<td>145</td>
<td>100</td>
<td>25</td>
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</tr>
<tr>
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<td></td>
<td>1700</td>
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</tr>
<tr>
<td>304L Stainless</td>
<td>R.T.</td>
<td>85</td>
<td>30</td>
<td>40</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>600</td>
<td>55</td>
<td>25</td>
<td>40</td>
<td>2650</td>
<td>1600</td>
</tr>
<tr>
<td></td>
<td>1700</td>
<td>10</td>
<td>--</td>
<td>45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>347 Stainless</td>
<td>R.T.</td>
<td>90</td>
<td>35</td>
<td>40</td>
<td>2650</td>
<td>1600</td>
</tr>
<tr>
<td></td>
<td>600</td>
<td>60</td>
<td>30</td>
<td>35</td>
<td>2650</td>
<td>1600</td>
</tr>
<tr>
<td></td>
<td>1700</td>
<td>10</td>
<td>--</td>
<td>45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OFHC Copper</td>
<td>R.T.</td>
<td>30</td>
<td>10</td>
<td>45</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>600</td>
<td>20</td>
<td>5</td>
<td>50</td>
<td>1980</td>
<td>1200</td>
</tr>
<tr>
<td></td>
<td>1700</td>
<td>5</td>
<td>--</td>
<td>90</td>
<td></td>
<td></td>
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</tbody>
</table>

TABLE 15. MATERIAL PROPERTIES - CANDIDATE CONDITIONER MATERIALS
eliminated for consideration. Of the remaining materials evaluated, Haynes 188 and A-286 showed the greatest promise as a candidate material. The A-286 material has very good resistance to hydrogen embrittlement and shows good strength properties; however, it has some undesirable features which eliminated it from consideration for this application. These features are:

- Plating is required in a brazed structure.
- The alloy is difficult to weld without cracking.
- Being a precipitation hardened alloy, optimum natural properties cannot be obtained when processed through a braze cycle.
- The alloy is not stable at elevated temperatures.

Haynes 188 is a non-hardenable cobalt base alloy which exhibits a metallurgically stable structure over a wide temperature range and for prolonged exposure time at temperature. The material was evaluated for propellant compatibility, welding and brazing characteristics, fabricability, and has established guaranteed tensile property design values. Haynes 188 is compatible with both hydrogen and oxygen within the temperature range of the conditioner. The material has exhibited a high degree of resistance to high-pressure hydrogen embrittlement in both notch bar testing and low cycle fatigue testing. Haynes 188 is weldable and brazeable to itself and to other alloys. To assure the feasibility of manufacture and guarantee the laboratory properties, several sample baffle assemblies were designed and manufactured.

SAMPLE BAFFLE ASSEMBLY

Several sample baffle assemblies as shown in Fig. 57 were fabricated and laboratory tested. The manufacturing sequence as shown in Fig. 58 and the techniques used in the manufacture of this panel assembly were identical to those eventually used in the manufacture of the full scale baffle assembly.

The Haynes 188 material as received from the supplier was solution annealed plate, 0.125 inches thick. Several techniques for machining the slots in the
Figure 57. Sample Baffle Assembly
Figure 58. Manufacturing Sequence for Panel Assembly
Haynes 188 were evaluated and the following results obtained:

The material is very difficult to mill.

The material tends to distort during normal machining, such as milling or grinding.

Haynes 188 is readily EDM (electrically discharge machined), and will not distort during this process.

Double disc grinding Haynes 188 is a good technique for machining this material to a desired thickness.

In the manufacture of the sample panel assembly, the 0.125 thickness Haynes material was double-disc ground to the desired 0.095 thickness, then EDM machined to the desired 3.0 x 6.0 inch shape, followed by machining of the 0.080 x 0.080 slots using the EDM process. Alternate slots were machined at the same time using a small carbon electrode. Subsequent to the machining of the slots, the panel was cleaned, degreased, cleaned with acetone, and soaked in a hydrogen atmosphere furnace at 1800 F. The slotted panel and the Haynes 188 cover sheet were then brazed using 0.002 thick Palniro #1 braze foil at 2100 F. To assure a good braze joint, a differential pressure technique developed at Rocketdyne was used. With this technique, high and uniform loads can be applied to the part during the brazing process. A sketch of this technique and the arrangement in the furnace are shown in Fig. 59.

In addition to several samples brazed with 0.002 thick braze foil, several sample panels were brazed with 0.001 thick Palniro braze foil. These samples exhibited strength properties equal to those of the 0.002 thick foil and minimizes the possibility of channel blocking by excess braze alloy, and it was decided to use the 0.001 thick foil for all other panel assemblies.

Subsequent to the brazing operation, panel assemblies were successfully pressure and leak tested at 2000 psig and then formed to the desired 0.25 and 0.375 radii. Forming of a panel to the 0.375 radius showed no evidence of material cracking or braze joint damage in the formed region as shown in Fig. 60. Conversely, the sample formed to the smaller 0.25 inch radius showed
Figure 59. Furnace Arrangement for Test Panel
(A) Leading Edge of Baffle Sample With 0.375 Forming Radius

(B) Section Through Baffle Leading Edge

Figure 60. Baffle Sample Formed to 0.375 Radius
visible evidence of cracking on the outer surface, Fig. 61, indicating severe straining of the Haynes 188 alloy during the forming operation. Calculated strains in the material for the 0.25 radius bend were approximately 35% and approximately 15% for the 0.375 radius bend. An instrumented panel assembly recorded a strain level of 16.5% during the 0.375 radius bend operation. This value is well within the recommended 25% strain value for Haynes 188. As a result of this test, it was decided that the baffle width would be 0.75 inches at the nose.

A trade study was performed to determine the effect on conditioner cross section and weight of varying baffle width the total number of baffles. These results (shown below) combined with the sample fabrication effort discussed earlier, led to the decision to use five baffles in the conditioner. The surface area of these five baffles combined with the reactor wall heat exchanger area met the required 950 square inches of surface area.

<table>
<thead>
<tr>
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</tr>
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<tr>
<td>3</td>
<td>17.3</td>
<td>4.25</td>
<td>1.30</td>
<td>6.60</td>
<td>+2</td>
</tr>
<tr>
<td>4</td>
<td>17.3</td>
<td>4.25</td>
<td>.95</td>
<td>5.34</td>
<td>+1</td>
</tr>
<tr>
<td>5</td>
<td>17.3</td>
<td>4.25</td>
<td>.74</td>
<td>4.47</td>
<td>0</td>
</tr>
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<td>17.3</td>
<td>4.25</td>
<td>.50</td>
<td>3.37</td>
<td>-2</td>
</tr>
</tbody>
</table>

Several panel assemblies which were formed to the 0.375 radius were subsequently brazed to a manifold assembly as shown in Fig. 57 using 0.001 inch thickness of Palniro #7 foil at 1950 F and with the same differential pressure technique as discussed previously. The assembly was then pressure tested first to 10,000 psi at ambient temperature and then burst pressure tested at 1500 F. Rupturing occurred at 4500 psi and was the result of a braze joint separation between the sample baffle panel and the manifold (second
Figure 61. Baffle Sample Formed to 0.25 Radius Showing Resulting Surface Cracks
braze cycle), Fig. 62. In addition, four other specimens were tested to failure at a temperature of 1700 F. Results of these four tests were as follows:

<table>
<thead>
<tr>
<th>Specimen</th>
<th>Temp, F</th>
<th>Burst Pressure, psig</th>
<th>Joint Stress, psi</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1720</td>
<td>6,900</td>
<td>23,000</td>
</tr>
<tr>
<td>2</td>
<td>1700</td>
<td>10,400</td>
<td>34,600</td>
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<tr>
<td>3</td>
<td>1695</td>
<td>7,300</td>
<td>24,300</td>
</tr>
<tr>
<td>4</td>
<td>1700</td>
<td>8,800</td>
<td>29,300</td>
</tr>
</tbody>
</table>

These results showed exceptional strength in the braze joint and the technique of brazing and braze alloy selection was fixed.

FINAL EVALUATION OF CANDIDATE MATERIALS FOR THE BAFFLE ASSEMBLY

To maximize cyclic life capability of the conditioner heat exchanger baffles, it was desirable to evenly distribute the thermal strains in the hot gas wall and the closure. Since the hot gas wall operates at a temperature level of several hundred degrees while the closure operates at a temperature nearly equivalent to the propellant bulk temperature, it is appropriate to use dissimilar materials on the two surfaces with the weaker material used as the closure. Analysis showed that the use of Haynes 188 on the hot gas wall and 304L stainless steel on the closure offered a good combination from a cyclic life standpoint.

CONDITIONER DETAIL DESIGN AND FABRICATION

As a result of the sample fabrication and studies discussed previously the detail design and fabrication effort on the hydrogen conditioner components and assembly was initiated.
1. Tested to 10,000 psi at ambient temperature - No Failure
2. Tested to 4,500 psi at 1500 F - Failed as Shown

Figure 62. Prototype Baffle Fabrication
Final Baffle Design

A baffle assembly consisted of a slotted wall for passage of the coolant, a close-out, manifolds to feed and return the coolant, top and bottom closures, and honeycomb within the baffle for structural support.

Four of the five baffles (as shown isometrically in Fig. 63) were identical while the center baffle was different in that all of the needed baffle thermocouples were located in this assembly. The baffle details are shown in Fig. 64 and 65 while the baffle assembly is shown in Fig. 66.

The slotted wall portion of the baffle assembly is made of Haynes 188 and manufactured in the same method as the small 3.0 x 6.0 sample panel assemblies. The slots were EDMed simultaneously using a Speer carbon electrode (shown mounted in the EDM machine in Fig. 67). As shown, the electrode was mounted on the upper platen and the work mounted on the work table portion of the EDM machine. This technique permitted easy flushing of the electrode and the physical part, and was instrumental in obtaining a good surface finish. Like other good machining processes, the part was rough machined to within a few thousands of the final dimensions, then the electrode was redressed for the final machining.

The holes or slots in the 304L stainless closure sheet were also EDM machined in a manner similar to the Haynes material. EDM machining caused no distortion in the material, eliminated the need for any deburring after machining, and once the electrode was machined produced identical parts.

Subsequent to the machining of the slotted Haynes 188 panel and the 304L stainless closure sheet, these parts were cleaned and brazed in a similar manner to that perfected on the small samples.
Figure 63. Baffle Assembly Hydrogen Conditioner
Page intentionally left blank
Figure 65. Baffle Detailing
Figure 67. EDM Setup
Figure 68 depicts the brazed assembly after the initial or partial forming operation, and Fig. 69 shows the partially formed panel assembly in the bending fixture. Following this operation, the panel assembly was solution-annealed in a hydrogen atmosphere furnace to relieve any strains induced during the initial forming operation.

The manifolds, top and bottom closures, and the honeycomb support structure together with a fully formed panel assembly and a completed baffle assembly are shown in Fig. 66 and 70. The 304L stainless steel manifolds and the nickel 200 closures were welded together before the second braze cycle. The stainless steel honeycomb pieces as shown were used in the instrumented baffle assembly; the cutouts shown are grooves for routing the thermocouple wires. Each cell of the honeycomb structure was notched to eliminate any dead pockets and assure a good hydrogen purge to all areas during the brazing cycle. The small bellows shown in the lower nickel closure served as the outlet for the sixteen thermocouple wires and the fitting shown was used for purging during the brazing operation. This fitting was subsequently removed and the hole welded shut. The baffle assembly after the second braze cycle was pressure and leak checked to 2000 psig in the coolant passages and to 50 psi in the internal structure region.

The top and bottom of the baffles were closed out with a brazed-in-place Nickel 200 plate, as shown in Fig. 66, to prevent reactor gases from getting in behind the baffles.

Verification of the integrity of these closures in preventing hot-gas leakage to the back side of the baffles was made by monitoring baffle cavity pressures. This was done using the baffle vent ports (needed during the braze operation) shown in Fig. 66.

The above procedure for manufacturing a baffle assembly is summarized in Table 16.
Figure 69. Partially Formed Baffle
Figure 69. Baffle in Forming Fixture
Figure 70. Completed Baffle and Details
TABLE 16. BAFFLE FABRICATION, RS 00 5578X

Panel Assembly

- RS 00 5551X

Material

- Panel - Haynes 188
- Closure - 304L Stainless

Haynes 188
1. Good high temp. properties
2. High cyclic life
3. Good for brazing & welding

- EDM channels

304L Stainless
1. Close match to Haynes 188 for thermal expansion
2. Good match to equalize thermal strains

Cut Stock to Size

- EDM techniques to prevent distortion
- Double disc grind to required thickness
- Anneal to relieve internal stresses

EDM Channels

- In Haynes 188
- EDM slots in 304L

- EDM alternate channels in one operation

Braze Panel & Closure

- Palniro #1 alloy
- Braze @ 2100 F
- Pressure bag technique (8 PSI)
- Monitor cooling rate to prevent decarburization

Form Panel

- Radius established consistent with low stress policy

To Baffle Assembly
TABLE 16 (Continued)

1. MILL OUTER
   CONTOUR
2. EDM INTERNAL
   PASSAGES

MANIFOLD ASSY.

MATERIAL
304L STAINLESS

HONEYCOMB
STRUCTURE

EDM TO DESIRED SHAPE AND
THICKNESS
EDM SLOTS TO VENT EACH CELL
FOR SUBSEQUENT BRAZING

MILL TO DESIRED SHAPES

TO BAFFLE
ASSEMBLY

MISCELLANEOUS
CLOSURES
TABLE 16. (Concluded)

BAFFLE ASSEMBLY
RS 00 5578X

BRAZE PANEL ASSY, MANIFOLDS,
HONEYCOMB STRUCTURE, AND
MISCELLANEOUS CLOSURES

1. PALNIRO #7 ALLOY
2. BRAZE @ 1925 F
   a. HYDROGEN PURGE THROUGH
      HONEYCOMB STRUCTURE
3. PRESSURE BAG TECHNIQUE
   (70 PSI)

FINAL MACHINE
1. MANIFOLDS
2. HEIGHT TO 4.950

INSPECTION
1. X-RAY
2. FLOW CHECK
3. PRESSURE TEST
   2100 PSI
The instrumented baffle assembly is identical to the other baffles, with the exception of the thermocouples. This completed baffle assembly is shown in Fig. 71 and 72. The small dark spots on the face of the baffle in Fig. 71 indicate the location of some of the hot-gas wall thermocouples; a total of sixteen thermocouples were installed. A typical thermocouple installation is shown in Fig. 73.

As shown, the inlet and outlet manifolds are located near the aft end of the baffle assembly because in this area the hot-gas temperature, the baffle wall, and the conditioner walls' temperature more closely approach each other, thereby reducing the amount of differential growth between components. In the frontal areas and high differential temperatures, the baffle assembly is free to grow axially, thereby eliminating any strain caused by differential temperatures between the baffle and the outer walls.

Conditioner Walls

As in the case of the baffle assembly, the material exposed to the hot reactor combustion gases was Haynes 188, and the backup or structural material was 304L stainless steel. As mentioned before, 304L stainless and Haynes 188 are closely matched in thermal growth, are readily brazed, and 304L stainless is one of the most easily electron beam welded materials. A completed side wall assembly and its individual details of the slotted Haynes wall and the 304L stainless wall structure are shown in Fig. 74, and 75. The slotted Haynes 188 wall was EDM machined in a manner similar to the baffle assembly. Most of the 304L stainless wall material was removed by milling, but the final rectangular shaped manifolds were EDM machined. Brazing was accomplished in a manner similar to the baffle assembly. The top and bottom walls (bottom wall shown in Fig. 76 and 77) are very similar in design and in their method of construction as the conditioner wide walls. Of significance are the guide rails, which were EDM machined into the Haynes 188 material to form tracks for locating the baffles in their proper location and maintaining a predetermined hot gas gap.
Figure 71. Completed Instrumented Baffle Assembly
Figure 72. Instrumented Baffle Assembly (RS 00 5591X)
Figure 73. Baffle Thermocouple Installation
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Figure 75. Conditioner Side Wall Details
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Figure 77. Conditioner Bottom Wall Detail
Miscellaneous Components

Miscellaneous pieces of hardware such as the inlet and outlet manifolds for the coolant, reactor interface flange, and associated cover plates were all machined from 304L stainless steel and are shown in Fig. 78.

Hydrogen Conditioner Assembly

A drawing of the conditioner assembly is shown in Fig. 79, an exploded view of some of the major components for the conditioners is shown in Fig. 80 and a subassembly of the five baffle assemblies electron beam welded into the top wall assembly is shown in Fig. 81. As shown, the bottom wall assembly with guide rails was used as a locating fixture during the weld operation; and it also can be noted that the baffle thermocouple wires protrude from the bottom of the assembly. This is better shown in Fig. 82, which is a view of the bottom of the conditioner. Fig. 83 shows the assembly of the side walls to the conditioner just prior to the weld operation, and shows the side wall thermocouples installed.

A complete assembly of the conditioner is shown in Fig. 84. The slotted passages in the reactor interface flange provide the path for the reactor hydrogen flow into the reactor injector. The flange on the right front is used for attaching the reactor igniter. The small ports on the side of the coolant outlet are used to measure the outlet temperature of each baffle. A physical drawing of the thermocouple installation is shown in Fig. 85. Also shown in this drawing are static and pressure ports, which protrude into each baffle assembly outlet.

REACTOR (INJECTOR) CONFIGURATION

Based on company funded studies completed prior to the start of this program the injector selected for this effort incorporated trislot injection elements (where two hydrogen streams impinge on a centrally located oxygen stream). The elements were arranged in a rectangular pattern and oriented in such a manner that they are aligned with the hot gas passages between the heat exchanger baffles.
Figure 78. Miscellaneous Details for Hydrogen Conditioner
Figure 79. Hydrogen Conditioner Assembly
Figure 80. Hydrogen Conditioner Details and Partial Assemblies
Figure 81. Hydrogen Conditioner Partially Assembled
(Top wall shown)
Figure 82. Hydrogen Conditioner Partially Assembled
(Bottom wall shown)
Figure 83. Hydrogen Conditioner Assembly
Figure 84. Hydrogen Conditioner Assembly
Figure 85. Instrumentation-Conditioned Hydrogen Outlet
The original configuration incorporated 24 elements arranged in a 4 by 6 pattern as shown in Fig. 86 and 87. This injector was hot-fire tested on the solid wall conditioner as a part of the related technology effort (discussed later). Test results showed a tendency for localized hot spots on the conditioner side walls, attributed to the close proximity of the elements with the wall. As a result, the injector was redesigned into a 4 by 4 pattern, eliminating the outer row of elements on the side walls as shown in Fig. 86. Fuel film coolant slots were added along these side walls to further reduce side-wall heat flux.

The detail design of the injector is shown in Fig. 88. Hydrogen enters the injector through manifolds or passages from a collection manifold located on the solid wall chamber or heat exchanger assembly. Oxygen enters the injector through the back side of the injector.

The injector was designed as a furnace brazed assembly with an OFHC copper face and stainless steel manifolds and backup structure. In this design, there are no weld or braze joints between the propellants and the copper face is free floating in any direction as a result of thermal growth. The trislot elements were EDM machined, as shown in Fig. 89.

IGNITER CONFIGURATION

Based upon previous NASA funded and Rocketdyne IR&D studies of various types of igniters including the electric spark, resonance, and catalytic the air-gap electric spark igniter configuration was selected for use in the conditioner program. This igniter is shown in Fig. 90. It operates with a flowrate of 0.06 lbs/sec, an overall mixture ratio of 0.85:1, and a core mixture ratio of 40:1. Oxidizer flows past an annular gap between the spark electrode and combustor wall. A spark discharge occurs across the gap and oxidizer flow. Fuel is injected immediately downstream of the gap in a 40:1 mixture ratio. Ignition occurs and produces a high-temperature (about 4200 R) core. The core body is dump cooled by additional hydrogen flow which brings the overall mixture ratio to 0.85:1. All of the component head end parts are machined from Nickel 200, and the combustion chamber was made from OFHC copper.
Figure 86. Injector Element Arrangement
Figure 87. Trislot Injector (Unit No. 1)
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Figure 89. EDM of Injector Elements
Figure 90. Air Gap Igniter
REACTOR PROPELLANT FLOW CONTROL VALVES

All of the reactor and igniter propellant flow control valves were pneumatically operated bi-propellant ball valves originally designed and used for the Atlas vernier engine system. The valves were modified slightly by increasing the inside diameter of the ball to accommodate the required gaseous oxygen and hydrogen flow rates and the valves were refurbished with new seals and flow checked.

Each bi-propellant ball valve required two Marotta on-off solenoid valves to control the pneumatic flow into the bi-propellant valve actuator.

HYDROGEN CONDITIONER ASSEMBLY CONFIGURATION

The completed conditioner as shown in Fig. 91 and 92 consists of the conditioner subassembly, the injector, the igniter, injector flow control valves, the coolant by-pass valve, the associated plumbing, and instrumentation which consisted of thermocouples, static and velocity pressure ports. The entire assembly was mounted on two steel channels for ease of handling and ease of mounting in the test stand.

A total of 50 thermocouples, were installed, and a total of 36 pressure ports were located at critical locations on the conditioner. A list of the thermocouples and their locations is shown below:

16 thermocouples in the center baffle.
6 thermocouples in the hot gas exit passages.
7 thermocouples to monitor the coolant exit temperature from each baffle.
10 thermocouples in the conditioner side walls.
3 at the injector face.
1 to measure coolant inlet temperature.
1 to measure total coolant outlet temperature.
1 to measure gaseous hydrogen inlet temperature at the valves.
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Figure 92. Completed Hydrogen Conditioner Assembly
1 to measure gaseous oxygen.

1 on the igniter.

2 to measure injector hydrogen inlet temperature.

1 combustion gas temperature.

After assembly the unit was proof pressure tested to verify structural integrity and leak tightness. The liquid hydrogen side of the conditioner was proof pressure tested at ambient conditions and cryogenic conditions (using liquid nitrogen) to 2000 psig. The hot gas side was pneumatically pressure tested to 450 psig.
CONDITIONER TEST EFFORT

The hydrogen conditioner was hot fire tested over a range of operating conditions. The primary goal of the test effort was to verify that the concept was not duty cycle limited and to establish a strong technology base for the concept.

A review of the test effort, post test data analysis and post test hardware evaluation is presented in the following sections.

FACILITY
The thermal conditioner was tested at CTL-IV, Cell 29B area of the Santa Susana Field Laboratory. This facility was specifically designed for gaseous oxygen/gaseous hydrogen test firings with ambient temperature and temperature conditioned propellants. Presented is a description of the propellant systems, system controls, and measurement systems.

Propellant Systems
The conditioner was delivered to the test facility as an assembly unit which consisted of the reactor gaseous propellant valves, propellant lines from the reactor valves to the conditioner, liquid propellant bypass mixer, and temperature measurements and orificing on these systems. This unit is shown in Fig. 92 and represented by the simplified schematic in Fig. 93. Figure 94 shows the unit installed in the test facility, and the completed propellant schematic is shown in Fig. 95.

The reactor propellant feed systems consisted of servo controlled liquid propellant, servo controlled gaseous propellant, and mixer systems. These systems were capable of supplying propellant over the full range of propellant temperatures (275 R fuel and 375 R oxidizer to 600 R fuel and oxidizer) at any specified pressure up to 1000 psig. Subsonic
Figure 93. Conditioner Flow Circuits
Figure 94. Thermal Conditioner Installed in Test Facility
Figure 95. Propellant Schematic - Facility Setup
venturis were used to measure the total reactor gaseous oxygen and hydrogen flowrates. These venturis had been designed to cover the expected range of operation including mixture ratio variations, temperature variations, and partial flowrates (orificed blowdowns). During propellant blowdowns, the individual circuits were calibrated to define their characteristic resistance. This resistance was used during hot fire tests to determine the flow splits. Flows through the three igniter circuits were determined from previously established igniter characteristics. The air gap torch igniter had been extensively tested during a company-funded program, and its flow characteristics were well established. During a typical operation the flowrate through the igniter was 4 percent of the total reactor flowrate.

The gaseous hydrogen reactor feed system consisted of a single pneumatically actuated ball valve. Downstream of the valve, the fuel was divided into the reactor injector feed, and two air gap igniter feeds. Orifices were placed in the igniter circuits to control flowrate to the igniter injector (igniter core flow) and flowrate to dump cool the igniter body.

The gaseous oxygen reactor feed system consisted of a main valve, and downstream of this valve the flow was split into three circuits as shown in the schematics of Figs. 93 and 95. One circuit fed the igniter and was orificed to obtain the desired igniter core mixture ratio. The remaining two circuits were a parallel feed to the reactor injector which allowed the reactor to operate in low mixture ratio ignition phase and a design mixture ratio mainstage phase. During the ignition phase, all flow went through one leg of the parallel injector feed which was orificed to obtain a partial oxygen flow for low mixture ratio operation. A valve in the remaining leg was closed. At a specified time, this valve was opened, and the full oxygen flow
was developed for mainstage operation. During the actual test program, the ignition phase operation was deleted, and the feed system was modified by removing the parallel leg with the valve and redesigning the orifice in the remaining leg for the full mainstage flowrate.

The facility was designed to initially supply liquid hydrogen as the conditioned propellant, and then the facility was to be converted to supply liquid oxygen. Liquid hydrogen was supplied through a 2" line from a 2000 psig, 1000 gallon run tank. Liquid oxygen was available from a 2" line from a 2000 psig, 600 gallon tank. The propellant system upstream of the conditioner consisted of a subsonic venturi for total flowrate measurement, a redundant turbine flowmeter, and a facility main valve. The assembly contained a bypass mixer section where 60 percent of the liquid flow went through the conditioner baffles and 40 percent of the flow was bypassed. The bypass circuit contained provisions to orifice the flow. The parallel flows were rejoined in a mixer section designed for uniform mixing within the bypass mixer section. The downstream propellant system consisted of a critical flow nozzle to control the total flowrate, a facility valve to be used for propellant pressure lockup tests, and an orificed bypass valve and line to control overpressure during propellant pressure lockup tests. During the initial phases of the test program, the bypass flow was deleted to simplify the test operation by placing a blank orifice in the bypass mixer and the critical flow nozzle was changed for the conditioner baffle flow only (2.7 lb/sec nominal). Most of the tests were conducted with no bypass flow.

Purges were located immediately downstream of the reactor valves and facility liquid propellant valves. These low pressure purges were turned on prior to testing and locked off automatically during hot fire as the propellant pressures rise. The purges prevented ambient air from entering the conditioner and causing icing post test.
System Control
The sequencing capability is shown schematically in Fig. 96. The start sequence was designed for flexibility of the ignition phase and start of conditioned propellant flow. A safety circuit terminated the test if the targeted reactor chamber pressure was not achieved after a specified time. This served as a check that ignition successfully occurred and that the facility propellant systems were operating satisfactorily and as expected. Another circuit automatically verified that conditioned propellant was flowing and terminated the test if a minimum propellant flowrate was not indicated after a specified time. Both circuits terminated the test any time during mainstage if chamber pressure decreased or propellant flowrate decreased below a specified value. The cutoff allowed the reactor fuel valve to delay while the oxidizer was purged, and this feature prevented an oxidizer rich cutoff due to the trapped volumes downstream of the propellant valves. (An oxidizer rich cutoff would occur whenever the fuel to oxidizer volume ratio downstream of the main valves was less than 16:1). The emergency cutoff was the same as the normal cutoff. The conditioned propellant valve could also be delayed as a precaution during initial checkout tests and/or to simulate any expected propellant conditioning assembly operational mode.

Conditioner Instrumentation
The conditioner was heavily instrumented to allow measurement of sufficient parameters so that a close comparison to predicted operating conditions could be made. This instrumentation was planned to allow for measurement of conditions within the conditioner as well as overall response and heat exchange data. An instrumentation list is presented in Table 17 and includes the feed system parameters reflected in the propellant schematic of Fig. 95. All recorded parameters were recorded on the digital data system. The facility had less recording channels than there was instrumentation on the hardware; therefore, all parameters were not recorded on each test. Parameters required for facility setup were also recorded on Foxboro recorders (DIGR), parameters required for monitoring the conditioner operation during testing were recorded on Brush recorders, and critical response parameters were recorded on the oscillograph.
Figure 96. Sequencing Schematic

Times (X) to be specified for each test depending on test objectives. System purges to be on during test at specified pressures.
<table>
<thead>
<tr>
<th>SYSTEM</th>
<th>RECORD</th>
<th>PARAMETER</th>
<th>PURPOSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOT GAS</td>
<td>x</td>
<td>( P_c )</td>
<td>Injector resistance: effective hot gas flow data</td>
</tr>
<tr>
<td></td>
<td>x</td>
<td>( T_c )</td>
<td>Local MR; verification of combustion; ( \eta_C ).</td>
</tr>
<tr>
<td></td>
<td>x</td>
<td>Baffle L-1 gap exit P</td>
<td>HOT GAS FLOW AND MR DISTRIBUTION</td>
</tr>
<tr>
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<td>x</td>
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TABLE 17. (Continued)

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GAS T PROFILE;  
H₂O CONDENSATION;  
GAS P PROFILE
To determine the operating characteristics of the thermal conditioner, various instrumentation was installed to monitor hot fluid, cold fluid, and wall parameters. A hot gas thermocouple was installed at the downstream end of each hot gas passage, together with a static pressure tap. This information in conjunction with the combustion temperature and pressure measurements upstream of the baffle was used to determine the hot gas heat loss and pressure drop in each of the six hot gas passages. In addition, hot gas temperature and pressure was measured just downstream of the coolant inlet manifold, to help verify the predicted heat flux distribution. The hot gas thermocouple located in the combustor upstream of the baffles served as a backup check on the injector mixture ratio, although it should be remembered that this is only an approximation since small mixture ratio differences across the injector face can result in the thermocouple indicating a mixture ratio other than the average value, depending on the thermocouple location and injector characteristics.

Cold fluid inlet conditions were determined with upstream pressure, temperature and flowrate readings. Downstream measurements included thermocouples, and both static and total pressure measurements at the exit of each baffle. A number of baffle outlet pressure instrumentation lines on the conditioner assembly had become plugged during a braze operation. Baffle outlet total pressures were limited to three baffles, and baffle outlet static pressures (individual baffle flowrate) were limited to two baffles. The purpose of these measurements was to obtain a coolant pressure drop through the conditioner as well as the flowrate through each baffle; the flowrate plus the temperature rise of the hydrogen in each baffle then gave the heat input distribution from baffle to baffle. Instrumentation downstream of the conditioned propellant mixer measured both the overall pressure drop and the overall conditioned propellant discharge temperature.
Both hot wall and cold wall temperature measurements were made. The cold wall temperatures were monitored at several locations behind a downpass channel, with one set of measurements on a U-baffle and another set on a wall baffle. These were located three or four channels in from the edge; far enough to avoid edge effects while still facilitating installation of the thermocouples. Based on theoretical considerations, the channel closeout temperature at steady-state is very close to the coolant bulk temperature at that point. The purpose of these measurements, then, was to obtain a coolant temperature profile, and thereby deduce the hot gas heat flux profile. A downpass channel was preferred since it is more indicative of the heat input (the uppass channel transfers heat to the downpass channel as a result of the temperature difference of the fluid in adjacent channels flowing in opposite directions). Both the U-baffle and wall baffle were instrumented since the hot gas gap, and thus the heat flux, will be different at the leading edge (there is no taper to the side plate, as there is in the forward part of the U-baffles).

Hot wall temperature measurements were monitored on the U-baffles and wall baffle surface (flush mounting) to obtain local heat flux data (to verify backwall temperature measurements) and to verify predicted operating thermal characteristics. Between the coolant inlet and outlet manifolds, this instrumentation also indicated the effect of condensation on the wall, give an indication of the range over which it is occurring, and the resulting heat flux.

Other areas of interest in the conditioner which were monitored are as follows: one area to be monitored is the U-baffle cover plate (at the top and bottom of each baffle). Temperature readings at the forward end gave an indication of the heat flux to which the baffle cover plate was exposed; instrumentation at the back end indicated whether an icing problem exists between the baffle and the outer wall. In addition, temperature measurements were made on the injector face to verify that no heating problem exists here.
TEST PLAN

The planned test effort was initiated with liquid hydrogen as the conditioned propellant, and the proposed test matrix is presented in Table 18. The facility/hardware was then to be converted for liquid oxygen as the conditioned propellant, and a similar test effort was to be conducted. These test series would characterize the conditioner thermal operation and response as a function of mixture ratio, reactor flowrate, reactor inlet temperature, and propellant sequencing.

Each matrix consisted of (1) propellant blowdowns, (2) ignition phase only tests (3) mainstage tests with ambient temperature propellants, and (4) mainstage tests with 375 R oxygen and 275 R hydrogen. These matrices reflected a step-by-step approach to achieve the desired data with a minimum of risk. Initial tests were to be conducted with ambient temperature reactor propellant for simpler facility operation. Testing was to progress toward the desired operation of cold reactor propellants and the conditioned propellant sequenced on with mainstage.

A comprehensive propellant blowdown series was required because of the complex flow circuits of the igniter/conditioner. Individual circuits of the conditioner were to be calibrated by alternately placing blank orifice fittings in the lines.

Initial checkout tests (Series II) were to be conducted by establishing and verifying liquid hydrogen flow prior to ignition phases. During these ignition phases only tests, initial thermal characteristics will be assessed at the ignition phase mixture ratio of 0.5 o/f.
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<th>Duration - Secs</th>
<th>LH2 Sequence - ms</th>
<th>Results</th>
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<td>Calibrate flow circuits, Facility/hardware response</td>
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<td>Effect of reactor ( W ) &amp; MR Repeat Tests with ( b ) instrumentation</td>
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<tr>
<td></td>
<td>Nominal Flows</td>
<td></td>
<td>5</td>
<td>On</td>
<td>Effect of Residual Heat</td>
</tr>
<tr>
<td></td>
<td>Cutoff with System</td>
<td>3</td>
<td>0.5</td>
<td>Off</td>
<td>50 ms Load</td>
</tr>
<tr>
<td></td>
<td>Pressure Locked up</td>
<td></td>
<td>5</td>
<td>On</td>
<td>Effect of Residual Pressure Locked up</td>
</tr>
<tr>
<td></td>
<td>Nominal Flow and MR</td>
<td></td>
<td></td>
<td>Off</td>
<td>Demonstrate vacuum start</td>
</tr>
<tr>
<td>IV</td>
<td>Mainstage Duration (2)</td>
<td>2</td>
<td>0.5</td>
<td>On</td>
<td>Checkout Test</td>
</tr>
<tr>
<td>Conditioner</td>
<td>Nominal Flows</td>
<td></td>
<td>0-1</td>
<td>On</td>
<td>Verify Facility operation</td>
</tr>
<tr>
<td>Operation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>with 275R ( \text{H}_2 ) and 375R ( \text{CO}_2 )</td>
<td>Mixture Ratio (3)</td>
<td>3</td>
<td>1.5</td>
<td>On</td>
<td>Effect of reactor MR and inlet temperature</td>
</tr>
<tr>
<td></td>
<td>Nominal Flows</td>
<td></td>
<td>5</td>
<td>On</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ignition Phase (3)</td>
<td>3</td>
<td>0.5 to 1.5</td>
<td>Off</td>
<td>50 ms Load</td>
</tr>
<tr>
<td></td>
<td>Mixture Ratio (3)</td>
<td>3</td>
<td>1.5</td>
<td>On</td>
<td>Conditioner response</td>
</tr>
<tr>
<td></td>
<td>Nominal Flows</td>
<td></td>
<td>5</td>
<td>On</td>
<td>Effect of sequence</td>
</tr>
<tr>
<td></td>
<td>High (TBD) Mixture Ratio (3)</td>
<td>3</td>
<td>1.5</td>
<td>On</td>
<td>Repeat mixture ratio tests</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5</td>
<td>On</td>
<td>High MR operation Planned Inspection</td>
</tr>
</tbody>
</table>
Test series III was to be conducted with ambient temperature reactor propellants. The first test was a short duration checkout test at the nominal flow condition followed by a visual inspection to verify hardware integrity. Initial tests were to obtain steady-state data with a minimum risk sequence where the conditioned propellant is on to provide cooling during the ignition phase. The conditioner was to be orificed for the nominal conditions with an ignition phase mixture ratio of 0.5:1 o/f when the mainstage mixture ratio is 0.85:1 o/f. Steady-state data was to be obtained for ignition phase and mainstage as a function of reactor mixture ratio, and reactor flow. These parameters were to be varied by approximately 10 percent from nominal. Cycle tests were to be conducted to determine conditioner response as a function of off-times. Off-times were to be varied from 2 to 10 seconds. These tests included "worst case" thermal cycle conditions where the liquid propellant flow remained on during the off-period. Tests were to be conducted to determine thermal soakback and effect of residual heat on trapped conditioned propellant. The hydrogen downstream back pressure valve was to be sequenced closed at cutoff, and the propellant trapped at its nominal pressure. A bypass valve could be used to prevent the trapped propellant pressure from becoming excessive.

Series IV was to be conducted with the reactor propellants conditioned to 375 R oxygen and 275 R hydrogen. Checkout tests would be conducted to verify the operation using the facility propellant condition systems. The effects of reactor mixture ratio and propellants sequencing would be ascertained in test series similar to ambient temperature series. The test matrices for these variables have been abbreviated since the basic trends will have been established during ambient temperature tests. Based on the results, an upper limit of mixture ratio would be selected, and a high mixture ratio test series would be conducted.
TEST PROGRAM

The test program generally followed the test plan as previously outlined. Test series which were conducted using liquid hydrogen as the conditioned propellant included (1) propellant blowdowns and system calibrations, (2) ignition phase only tests, and (3) mainstage tests with ambient temperature reactor propellants. During the course of conducting these series, additional tests were conducted with objectives related to ignition of the reactor propellants, and variables investigated included the air gap igniter mixture ratios (core and overall) and flow-rate and injector pattern. Testing was terminated at this point in the planned program due to distortion of the baffle leading sections with a resulting reduction in the effective baffle gap hot gas flow area. No tests were conducted using temperature conditioned reactor propellants, and no tests were conducted using liquid oxygen as the conditioned propellant. A summary of the test program is shown in Tables 19 and 20. A total of 85 tests were conducted with an accumulated reactor burn time of 197 seconds. This summary does not include no-ignition tests or cold flow calibration tests.

Summary of Tests
Test results are presented in Table 21 in chronological order. The initial effort was a comprehensive series of propellant blowdowns. Individual circuits were calibrated by alternately placing blank orifices in parallel circuits. Characteristic flow resistances were determined for each section of the flow circuits such as propellant valves, valve to injector feed system, injector, and total conditioner baffle section.
TABLE 19. \( \text{LH}_2 \) CONDITIONER TEST SUMMARY

- **TOTAL NUMBER OF TESTS**
  - IGNITION ONLY 23
  - HEAT EXCHANGE/RESPONSE TESTS 62

- **ACCUMULATED DURATION** (Reactor Burn Time), sec 197

- **RANGE OF TEST CONDITIONS**
  - REACTOR MIXTURE RATIO, o/f 0.70 - 0.95
  - REACTOR FLOWRATE, lb/sec 0.73 - 1.07
  - \( \text{LH}_2 \) FLOWRATE, lb/sec 2.32 - 4.08
  - TEST DURATION, sec 0.5 - 30.0
<table>
<thead>
<tr>
<th>TABLE 20. LH₂ CONDITIONER TEST MATRIX</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IGNITION/RESPONSE DATA</strong> __________ 13 TESTS</td>
</tr>
<tr>
<td>DURATION</td>
</tr>
<tr>
<td>MIXTURE RATIO RANGE</td>
</tr>
<tr>
<td>LH₂ FLOWRATE</td>
</tr>
<tr>
<td><strong>BASIC HEAT EXCHANGE DATA</strong> __________ 9 TESTS</td>
</tr>
<tr>
<td>DURATION</td>
</tr>
<tr>
<td>MIXTURE RATIO RANGE</td>
</tr>
<tr>
<td>LH₂ FLOWRATE</td>
</tr>
<tr>
<td><strong>&quot;WORST CASE&quot; PULSE DATA</strong> __________ 9 TESTS</td>
</tr>
<tr>
<td>DURATION</td>
</tr>
<tr>
<td>MIXTURE RATIO RANGE</td>
</tr>
<tr>
<td>LH₂ FLOWRATE</td>
</tr>
<tr>
<td><strong>NOMINAL PULSE DATA</strong> __________ 19 TESTS</td>
</tr>
<tr>
<td>DURATION</td>
</tr>
<tr>
<td>MIXTURE RATIO RANGE</td>
</tr>
<tr>
<td>LH₂ FLOWRATE</td>
</tr>
<tr>
<td><strong>SIMULATED MISSION DUTY CYCLE</strong> __________ 11 TESTS</td>
</tr>
<tr>
<td>DURATION</td>
</tr>
<tr>
<td>MIXTURE RATIO</td>
</tr>
<tr>
<td>LH₂ FLOWRATE</td>
</tr>
<tr>
<td><strong>DURATION CAPABILITY DEMONSTRATION</strong> __________ 1 TEST</td>
</tr>
<tr>
<td>DURATION</td>
</tr>
<tr>
<td>MIXTURE RATIO</td>
</tr>
<tr>
<td>LH₂ FLOWRATE</td>
</tr>
</tbody>
</table>

62 TOTAL TESTS
<table>
<thead>
<tr>
<th>Test</th>
<th>Test Objective</th>
<th>W_LB/SEC</th>
<th>M.R.</th>
<th>P_o_PSIA</th>
<th>W_LB/SEC</th>
<th>T_OUT_SEC</th>
<th>Δ_Q_BTU/SEC</th>
<th>No. of Tests</th>
<th>Duration_SEC</th>
<th>Remarks</th>
</tr>
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<tbody>
<tr>
<td>II</td>
<td>Cold Flow Calibration</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>20</td>
<td>- -</td>
<td>All circuits calibrated</td>
</tr>
<tr>
<td>III</td>
<td>Ignition Test</td>
<td>0.89</td>
<td>0.53</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>8</td>
<td>0.3 to 3.6</td>
<td>Igniter lit no reactor ignition</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IV</td>
<td>Ignition Test</td>
<td>1.06</td>
<td>0.85</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>14</td>
<td>0.5</td>
<td>Igniter did not light</td>
</tr>
<tr>
<td>V</td>
<td>Ignition Test</td>
<td>0.89</td>
<td>0.53</td>
<td>198</td>
<td>2.80</td>
<td>285</td>
<td>2220</td>
<td>10</td>
<td>0.5</td>
<td>Sporadic ignition of igniter and reactor igniter lit on 4 tests</td>
</tr>
<tr>
<td>VI</td>
<td>Ignition &amp; Response</td>
<td>0.80</td>
<td>0.56</td>
<td>164</td>
<td>2.36</td>
<td>266</td>
<td>2120</td>
<td>11</td>
<td>0.5</td>
<td>On 2 tests reactor did not light</td>
</tr>
</tbody>
</table>

Evaluate No. 1 Injector

No. 1 Injector unsuitable - incompatible with conditioner walls - use No. 2 Injector
### TABLE 21. (Continued)

<table>
<thead>
<tr>
<th>TEST OBJECTIVE</th>
<th>TEST</th>
<th>W</th>
<th>M.R.</th>
<th>Pc</th>
<th>TOUT</th>
<th>AQ</th>
<th>NO. OF TESTS</th>
<th>DURATION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEAT EXCHANGE DATA</td>
<td>VII-A</td>
<td>0.79</td>
<td>0.79</td>
<td>197</td>
<td>2.44</td>
<td>281</td>
<td>2220</td>
<td>9</td>
<td>2.0</td>
</tr>
<tr>
<td>TO</td>
<td>1.07</td>
<td>TO</td>
<td>250</td>
<td>TO</td>
<td>594</td>
<td>TO</td>
<td>2540</td>
<td>TO</td>
<td>5.0</td>
</tr>
<tr>
<td>KORST CASE PULSING</td>
<td>VII-B</td>
<td>0.80</td>
<td>0.70</td>
<td>224</td>
<td>2.68</td>
<td>296</td>
<td>1641</td>
<td>12</td>
<td>3.0 ON</td>
</tr>
<tr>
<td>TO</td>
<td>0.97</td>
<td>TO</td>
<td>320</td>
<td>TO</td>
<td>3.23</td>
<td>TO</td>
<td>2270</td>
<td>TO</td>
<td>2.0 OFF</td>
</tr>
<tr>
<td>HEAT EXCHANGE DATA</td>
<td>VIII-A</td>
<td>0.89</td>
<td>0.90</td>
<td>238</td>
<td>2.32</td>
<td>230</td>
<td>1890</td>
<td>5</td>
<td>0.5</td>
</tr>
<tr>
<td>TO</td>
<td>0.92</td>
<td>TO</td>
<td>297</td>
<td>TO</td>
<td>3.11</td>
<td>TO</td>
<td>3090</td>
<td>TO</td>
<td>5.0</td>
</tr>
<tr>
<td>PULSE DATA</td>
<td>VIII-B</td>
<td>0.84</td>
<td>0.92</td>
<td>266</td>
<td>2.95</td>
<td>234</td>
<td>1940</td>
<td>19</td>
<td>3.0 ON</td>
</tr>
<tr>
<td>TO</td>
<td>0.90</td>
<td>TO</td>
<td>310</td>
<td>TO</td>
<td>3.79</td>
<td>TO</td>
<td>2260</td>
<td>TO</td>
<td>2.5 &amp; 10</td>
</tr>
<tr>
<td>OFF PULSING. LH₂</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cycled on and off with reactor CO₂ flow</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IGNITION CHECK</td>
<td>IX-A</td>
<td>0.88</td>
<td>0.79</td>
<td>343</td>
<td>5.51</td>
<td>97</td>
<td>740</td>
<td>1</td>
<td>1.0</td>
</tr>
<tr>
<td>HEAT EXCHANGE DATA</td>
<td>IX-B</td>
<td>0.85</td>
<td>0.95</td>
<td>316</td>
<td>2.64</td>
<td>241</td>
<td>1820</td>
<td>1</td>
<td>5.0</td>
</tr>
<tr>
<td>TEST</td>
<td>TEST OBJECTIVE</td>
<td>T</td>
<td>M.R.</td>
<td>P</td>
<td>W</td>
<td>OUT</td>
<td>Q</td>
<td>NO. OF TESTS</td>
<td>DURATION SEC</td>
</tr>
<tr>
<td>------</td>
<td>----------------</td>
<td>---</td>
<td>------</td>
<td>---</td>
<td>---</td>
<td>-----</td>
<td>---</td>
<td>-------------</td>
<td>--------------</td>
</tr>
<tr>
<td>X-A</td>
<td>SIMULATED MISSION DUTY CYCLE</td>
<td>0.75</td>
<td>0.90</td>
<td>308</td>
<td>3.19</td>
<td>176</td>
<td>1670</td>
<td>5</td>
<td>5.0 ON 10 SEC TO 5 MIN OFF</td>
</tr>
<tr>
<td>X-B</td>
<td>DURATION TEST</td>
<td>0.73</td>
<td>0.87</td>
<td>382</td>
<td>3.40</td>
<td>219</td>
<td>1570</td>
<td>1</td>
<td>30</td>
</tr>
<tr>
<td>X-C</td>
<td>HEAT EXCHANGE DATA</td>
<td>0.81</td>
<td>0.92</td>
<td>342</td>
<td>2.87</td>
<td>227</td>
<td>1820</td>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>
These characteristic resistances were monitored throughout the test effort, and as expected, there was no change in the flow characteristics of the individual components and feed systems including the conditioned propellant/baffle section. The only resistance which varied during testing was the effective baffle hot gas flow area.

During the initial test effort, the igniter failed to ignite the reactor propellants. During test series I and II, as shown in Table 21, the igniter operated successfully on each test as indicated by the igniter internal chamber pressure and by a temperature rise indicated by the reactor combustion temperature thermocouple located near the path of the igniter flow. This igniter assembly had been used during the solid wall conditioner checkout test series with complete success, and the reactor propellants ignited on every test during this series. A major difference in the igniter/reactor configuration between the solid wall and conditioner tests was the injector pattern. The injector unit #2 used on the conditioner tests was a modified version of unit #1 which was used on the solid wall hardware. During the solid wall test program, localized erosion of the reactor side walls was experienced and therefore, unit #2 injector was fabricated where the tri-slot elements adjacent to the side walls was deleted and replaced with fuel film coolant slots.

The injector (unit #2) was modified by plugging the two fuel film coolant slots immediately adjacent to the side wall mounted igniter since there was a possibility that the film coolant was mixing with the igniter flow. This would lower the temperature of the igniter flow below that required for ignition. Series III and IV were conducted in which the igniter operated on 5 tests but the reactor again failed to ignite. During many of the tests, the igniter failed due to a faulty spark cable connection which was difficult to detect.
Failure to ignite the reactor propellants was a perplexing problem since the igniter was the same unit used successfully during the solid wall test program and the injector was similar to unit #1. The difference in the injector patterns was shown previously. As a reference test series, the solid wall configuration was duplicated by installing unit #1 injector on the conditioner assembly and orificing the air gap igniter to duplicate the same igniter flowrate, core mixture ratio, and overall mixture ratio that was used during the solid wall test effort. One difference which could not be rectified was that the cooled conditioner assembly has a higher unignited backpressure (chamber pressure) than the heat sink solid wall hardware due to the presence of cooled baffles. The reactor ignited on one test of four. This test was of 0.5 seconds duration. During the other tests conducted during this series, the igniter failed due to the faulty spark cable connector. The faulty connector was discovered and repaired for subsequent testing, and no further igniter failures were experienced. Post test inspection of the conditioner indicated heated areas on the reactor side walls which was the result of the single 0.5 second test with unit #1 injector. The pattern of the heated areas was remarkably similar to the erosion pattern which occurred on the solid wall assembly. Thus, injector unit #1 was unsuitable for further testing due to potential overheating of the reactor side walls, and injector #2 was reinstalled for all subsequent test effort.

The results of these tests indicated that ignition of the reactor propellants was sensitive to distribution of the igniter high temperature core flow, the intermixing of the core flow and the igniter dump coolant flow, and the proximity of the injector elements to the igniter flow. In the next test series VI, the initial ignition phase mixture ratio was successively increased to higher and more ignitable mixture ratios. The results showed that a reactor mixture ratio of 0.9:1 o/f or higher was required for repeated ignitions. The ignition phase concept was eliminated since these test results show that a low mixture ratio start was not required or desired for the conditioner assembly.
Test series VII obtained heat exchange data as a function of reactor mixture ratio and flowrate. Seven data tests were conducted plus three tests where the reactor did not ignite at relatively low reactor mixture ratios (less than 0.9:1 o/f). A "worst case" pulse duty cycle test series was also conducted where the liquid hydrogen flow remained on during the 2 second off period. The first attempt at this pulse series was terminated at the end of two cycles due to a facility sequence malfunction. The planned series of ten pulses was then conducted during which there were three pulses in which the reactor did not ignite.

Test series VIII obtained conditioner thermal data as a function of liquid hydrogen flowrate. Pulsing data was obtained where the conditioned propellant was shutoff during the reactor off periods. Pulsing capability was demonstrated with an on time of 3 seconds and off times of 2, 5, and 10 seconds.

As a cross check on ignition parameters, series IX was conducted at a low reactor mixture ratio, and ignition did not occur. When the reactor mixture ratio was increased above 0.9:1 o/f, successful ignition occurred. This was the same results experienced on past testing.

Series X was a simulated mission duty cycle where the on-time was 5 seconds and the off-time was varied from 10 seconds to 5 minutes. This series was concluded with a 30 second duration test which demonstrated extended duration capability.

Series XI objective was to evaluate conditioner thermal soakback by locking up the conditioned hydrogen propellant when the reactor main-stage was terminated. Thermal soakback data was to be monitored for several minutes after cutoff of the reactor. However, several seconds after reactor cutoff, a facility fire occurred, and the test was aborted; therefore, lockup capability was not demonstrated.
Reactor and conditioned propellant flow conditions on each test as well as test results and objectives are listed in Table 22.

During the cold conditioner test program, 85 tests were conducted, and 197 seconds of hot-fire duration was accumulated. Thermal and response data was obtained which established a technology base for a highly efficient, baffle type propellant heat exchanger with integral reactor. Data obtained over a range of conditioned propellant and reactor flow conditions verified the analytical design techniques used for designing baffle type conditioners.

Data was obtained on the ignition and operation of the reactor over a range of reactor and igniter operating conditions including mixture ratios, flowrates, and propellant sequencing. Ignition of the reactor was smooth and rapid, and the data indicated that there were no detonations or over-pressures during the ignition process. Further effort is required to evaluate conditions required for reliable ignition. This effort should further evaluate distribution of the igniter effluent relative to the injector face and elements and igniter/injector operating conditions at ignition including igniter mixture ratios and flowrate, and injector mixture ratio.

The reactor operated stably and the data showed that there were no chugging or indication of acoustic instabilities. During the early phases of testing, the reactor operated predictably, and the reactor chamber pressure and combustion temperature obtained the expected values during both unignited and ignited conditions. As testing progressed, anomalies occurred in the reactor operation. The reactor chamber pressure became
increasingly higher indicating a decrease in the effective hot gas flow area. This anomaly first became evidenced during the "worst case" cycle testing and became more prevalent as testing progressed. Typically chamber pressure would step up in value randomly during a test and sometimes occurred several times in a test. Reactor total flowrate would decrease as the chamber pressure increased. On some tests, the effective hot gas flow area decreased to less than one half of its nominal value. The major cause of the phenomenon is attributed to the distortion of the baffle leading section due to thermal stresses. Further effort should be directed toward improving the injector distribution to avoid thermal imbalance while maintaining capability with the reactor side walls.
POST TEST THERMAL ANALYSIS

The test hardware was primarily designed to condition hydrogen at the nominal mixture ratio over a range of reactant hydrogen inlet temperature. The hardware was expected, however, to be capable of conditioning either hydrogen or oxygen over a range of mixture ratios well above the nominal design value, based on the theoretical pre-test analysis. The primary goal of the test program was to verify the theoretical results and to be able to account for all the heat within 5%. The test program was expected to verify the amount of heat transferred, indicating whether the conditioner was sufficiently long to extract the required heat; to verify reactant and conditioned propellant be achieved within 1/2 second after initiation of flow; that the conditioner could operate on any duty cycle; that the conditioner could satisfactorily operate at off-design conditions; to verify the feasibility of the overall design concept; to verify the planned control method and control requirements; to determine the best start sequences; and to verify the injector pattern design in terms of performance and heat distribution.

Most of the goals were met. The thermal response met or exceeded specifications; the instrumentation was sufficient to determine the heat distribution and account for the total heat distribution within 5%; the conditioner was operated over a wide range of duty cycles; pressure drops were measured and variations from the theoretical were accounted for; except for a partial collapse of one baffle and a small amount of bending at the forward end of the baffles-- where they are unsupported-- the baffles showed no damage and no overheating. Because of damage to one of the baffles (which was determined to be minor after the hardware was disassembled and inspected) and because of faulty hot gas wall thermocouples on the instrumented baffle which read much higher than expected temperatures (later analysis showed them to be reading the hot gas temperature) many of the off-design conditions were not run. This was the reason that higher mixture ratios were not attempted. It was also the reason no oxygen conditioner tests were attempted, since the oxygen tests would run with higher wall temperatures and it was undesirable to risk the chance of oxygen leaking to the hot gas through the damaged baffle, which could cause even more local damage.
Overall Results

This section covers the overall thermal balance and the upstream hot gas chamber pressure results. In addition, the thermal efficiency is related to combustion efficiency.

Of the two fluids in the conditioner, the conditioned hydrogen is the only one which measures an overall outlet temperature; the hot gas has six individual outlet temperatures, and in order to obtain the heat released from the hot gas it is first necessary to determine the hot gas flow distribution and mixture ratio distribution. Consequently all of the heat exchange rates are based on the conditioned hydrogen flowrate, inlet temperature, and outlet temperature at the mixer. This is shown in Figure as a function of hot gas flow rate. Since mixture ratio varied little from test to test, this is not shown as a parameter. The solid points are the early tests with durations of about 0.5 seconds; they tend to show somewhat higher heat exchange rates due to the mixer not having cooled down to steady state operation within the test duration. As would be expected, a good correlation exists between the total heat input and the reactor flowrate. However, the nominal heat input was never achieved because of 1) only one test was run at the nominal hot gas flowrate (100% combustion), and none were run over this value; and 2) reduced combustion efficiency, which will be discussed shortly. The actual duty cycle seemed to have little effect on the heat input.

In order to determine the thermal efficiency of the conditioner, and noting from Figure 97 that the heat input is approximately proportional to the reactor flowrate, a parameter was calculated which represents the heat input to the hydrogen divided by the reactor flowrate (or hot gas enthalpy drop) for a particular test divided by the same quantity determined based on the theoretical predictions of 2800 Btu/sec transferred with a reactor flowrate of 1.08 lb/sec. This is shown as a function of test number in Figure 98; it is noted that many of the early ignition tests between tests 157 and 199 are omitted. As in the previous figure, the early short duration tests had not reached steady state and thus showed high values of heat input compared to the later longer duration tests. The later tests showed heat exchange efficiencies between 80 and 100 percent, again with no apparent effect of duty cycle.
Figure 97. Heat Input to Conditioned Hydrogen Versus Hot Gas Flowrate, Tests 201-236, O₂/H₂, Ambient Propellants
Figure 98. APS Thermal Conditioner Heat Input Parameter Versus Test Number, Q Based on LH$_2$ Flowrate and Mixer Outlet Temperature Propellants Injected at Ambient Temperature
The experimental combustion efficiency was determined from the experimental combustion temperature, using the relation:

\[ \eta_{c^*} = \left( \frac{T_{\text{experimental}}}{T_{\text{theoretical}}} \right)^{0.5} \]

where the theoretical combustion temperature is based on the experimental mixture ratio and reactor hydrogen injection temperature. This may not be the most ideal way to measure combustion efficiency, but it was the most practical. Since the combustion temperature is probably not uniform across the face of the injector, this measurement may be somewhat sensitive to the actual location of the hot gas thermocouple. The resulting combustion efficiency is shown in Figure 99 as a function of core mixture ratio. The core mixture ratio differs from the overall mixture ratio in that the injector has edge film cooling slots, and in addition the igniter is normally running at a different mixture ratio than the injector. The core mixture ratio is thus 19/16 times the overall injector mixture ratio. The core mixture ratio is the desired value since this is where the hot gas thermocouple is located. As shown in Figure 99, the experimental combustion efficiency is between 90 and 100 percent, with most of the data between 93 and 97 percent. The solid points are the early short duration tests of approximately 0.5 second duration; as would be expected, these show similar values to the longer duration tests.

In order to relate the combustion efficiency to reduced thermal efficiency, the combustion efficiency was selected, and the combustion temperature determined using the correlation above. This reduced combustion temperature was then used to determine the available energy for a particular mixture ratio and outlet temperature. The result is shown in Figure 100 as a ratio of available energy to that available with 100 percent combustion efficiency. The analysis was performed for three conditions: (1) an outlet temperature of 750R at a mixture ratio of 110; (2) 750R at a mixture ratio of 0.85, and (3) 1000R at a mixture ratio of 1.0. In this case, the mixture ratio represents the overall hot gas mixture ratio. The first two cases represent nominal conditions with cold and warm reactor hydrogen respectively; the last case is to show the sensitivity of the hot gas outlet temperature. Within the range of interest there is little difference between the three cases. Superimposed
Figure 99. Experimental Combustion Efficiency Versus Mixture Ratio $O_2/H_2$, Injector Number 2
Figure 100. Fraction of Available Energy Versus Combustion Efficiency $O_2/H_2$, 600 R Injection Temperature
on Figure 100 is the experimental fraction of available energy efficiency from Figure 99. It is seen that this fraction as measured by the heat input to the hydrogen for a given reactor flowrate and the average combustion efficiency as measured by the combustion temperature compare very well. They indicate a combustion efficiency of 95-96 percent with a corresponding reduction in available energy to 85-89 percent of theoretical. It would thus appear that the method for determining combustion efficiency is reasonable, and furthermore that the reduced heat input can be accounted for completely by the reduced combustion efficiency.

The range of conditioner operation compared to the required range of operation is shown in Figure 101. In this figure, the conditioned hydrogen outlet temperature is shown as a function of heat input for five different cases: 1) 3 lb/sec flow, 70R inlet temperature; 2) 4.5 lb/sec., 70R; 3) 4.5 lb/sec, 55R (nominal case); 4) 4.5 lb/sec, 40R; and 5) 5.95 lb/sec, 40R inlet temperature (maximum heat input). Superimposed on this figure is the range of experimental heat inputs. The experimental heat input is capable of conditioning from 3 to 4.5 lb/sec to the required outlet temperature. The upper heat input range, as indicated earlier, would have required higher reactor flowrates and/or mixture ratios, and these were not run as a result of faulty hot wall thermocouple measurements. However, over half of the required heat input band was covered experimentally.

Chamber Pressure
The measured hot gas chamber pressure is a function of the flow area, flowrate, mixture ratio, and exit temperature. Since everything is experimentally measured except for the flow area, this parameter can be determined experimentally. Assuming that the minimum flow area occurs at the conditioner exit - either due to thermal distortion or icing - it is necessary to calculate the total pressure at the conditioner exit. It is noted that the experimental exit pressures are static pressures, and that their readings are sensitive to local and upstream obstructions so that they are not necessarily a good indication of the local total pressure. The method of determining the ratio of upstream to downstream total pressure is covered in Appendix D. For a given geometry, it is seen that the pressure ratio is basically a function of the total temperature ratio. The numerical constant involved is based on the theoretical pressure profile determined for the nominal operating condition.
Figure 101. Liquid Hydrogen Outlet Temperature Versus Heat Input, LH$_2$ Flowrate and Inlet Temperature, $P_{OUT} = 1500$ psia
The resulting pressure ratio is shown in Figure 102 as a function of the hot gas exit temperature and mixture ratio; the latter determines the upstream total temperature. In this manner the effective hot gas flow area can be determined. The nominal flow area is based on the measured hot gas gaps at the exit plane.

The ratio of the effective flow area to the nominal flow area is shown in Figure 103 as a function of the ratio of the reactor flow to the conditioned hydrogen flow. It is noted that this ratio of flowrates is the primary factor which controls the local wall temperature, and thus it is this factor which should determine if icing is going to occur. Consequently if the area reduction is due to ice formation, one would expect a good correlation between flow area reduction and the ratio of flowrates. However, in studying Figure 103 it appears that the principal variable influencing the reduction in flow area is the test number. It is seen that tests 201-217 have essentially the nominal flow area; it is also seen that tests 221-229 have about a uniform flow area about 65% of the nominal area. The only points which may have an area reduction due to icing are the bottom left hand three points, which have the lowest reactor flowrates.

The same effect is shown as a function of test number in Figure 104. It is again seen that the first tests through test 216 have a calculated area equal to the measured flow area; this is not just due to short duration runs, since all tests after test 210 have durations in excess of 2 seconds. The first reduction in hot gas flow area occurs at test 218, where two cycles were run with the conditioned propellant on throughout the test. The major reduction in flow area occurred at test 219, which consisted of 10 cycles, again with the liquid hydrogen flow on both with and without the reactor flow, for the full test duration. This was the last test series in which the liquid hydrogen was flowed without any reactor flow. As a result very minor changes in effective hot gas area occurred from tests 220 to 232, in spite of several different duty cycles being run. Tests 233-235 had lower hot gas flow areas, and this could have been due to icing since the hot gas flowrates were lower. This apparently was not a "permanent" change since the flow area came back from 60% to about 70% of nominal value. It is noted that when the area reduction occurred at test 219, that test 220 started a new test day; yet the flow area remained unchanged between tests 219 and 220.
Figure 102. Predicted Total Hot Gas Pressure Ratio Versus Hot Gas Exhaust Temperature and Mixture Ratio with a Sonic Exit $O_2/H_2$ Propellants
Figure 103. Relative Hot Gas Flow Area Versus Ratio Hot Gas Flow to LH$_2$ Flow
Figure 104. APS Thermal Conditioner Effective Hot Gas Flow Area Versus Test Number
Consequently, it is concluded that while the conditioner withstood a wide range of operational duty cycles, the reduction in area is due to the very severe cycling tests where the liquid hydrogen was left on throughout the test duration, resulting in very rapid changes to the wall temperatures. Had these tests not been run, it is believed that the chamber pressure would have been close to nominal. Incidentally, the method in which the calculated hot gas flow area depends on the experimental chamber pressure and theoretical hot gas pressure profile is a good indication that the predicted pressure drop was experimentally verified, since the calculated flow areas match the measured areas for the early tests.

The overall operational conclusions are that: 1) the injector has a 95-96 percent combustion efficiency, which is sufficient to completely account for the 85-89 percent thermal efficiency; 2) the heat exchange efficiency is not a function of duty cycle and is not affected by apparent baffle distortion; and 3) that the apparent baffle distortion occurred only during the most severe cycling tests where the liquid hydrogen was run for the full test duration. It is also concluded that the observed reduction in area is not due to icing primarily, except for maybe three tests at the end, so that ice formation is not a problem at normal operating conditions.

**Thermal Response**

The contract requirement was that conditioned propellants must be supplied within 0.5 seconds after the initiation of flow. Following are a number of figures showing thermal response under a range of conditions including with no ignitor, and response from both ambient temperature and liquid hydrogen temperatures. Cycling tests are also shown to indicate the repeatability of the data.

The thermal transient for one of the early tests is shown in Figure 105. Test 164 was run at a mixture ratio of 0.8 with no ignition. Consequently, it is useful for studying how rapidly the hardware chills. The liquid hydrogen was introduced approximately 0.4 seconds after the hot gas flow, and the mixer outlet temperature reached a nominal 230R with 5 lb/sec conditioned propellant approximately 0.4 seconds later. This indicates that the hardware will meet the required thermal response. It is also seen that the baffle outlet temperature responded faster than the mixer, because of
Figure 105. Test 164 Thermal Response
additional thermal mass in the latter. In addition, the baffle responded somewhat faster than the sidewalls due to the large mass of the backup structure in the sidewalls.

A comparison of the theoretical and experimental thermal transients are shown in Figure 106 for test 213. It is seen that steady state conditions were reached in about 0.5 seconds. It is also seen that the hydrogen outlet temperature transient can be predicted very well. A comparison of the baffle hot wall temperature 5 inches from the leading edge indicates that the experimental temperature was about 400R higher than the theoretical value. The probable reason for this is the thermocouple was reading essentially the hot-gas temperature rather than the wall temperature, as shown in the temperature profiles presented in Fig. 114 through 118. Here it can be seen that many of the experimental hot wall thermocouple measurements compare very well with the predicted and experimental hot-gas temperatures. This can occur if the thermocouple is projecting into the hot-gas stream rather than mounted flush with the baffle surface.

The thermal response for test 221 is shown in Figure 107. Again, the conditioned hydrogen outlet temperature easily reached the required operating temperature in 0.5 seconds, even though it took longer to attain steady state conditions. The injector face took 3-4 seconds to reach steady state due to its copper wall construction; its slower response did not influence the response of the conditioned propellant. The two baffle hot wall temperatures appear to read approximately hot gas temperatures; one had a very fast response, indicating it was probably projecting into the gas stream from the beginning of the test. The other thermocouple had a very slow response, indicating it was probably not fastened securely to the wall but was reading hot gas temperature by the end of the test.

The thermal response for test 222 is shown in Figure 108. The baffle hot wall and injector face temperatures show the same trend as in the previous test. In addition, the heat input to the conditioned hydrogen took about 1½ seconds to stabilize, mostly due to mixer response; again, it was not necessary to reach steady state in 0.5 seconds, it was only required to
Figure 106. Test 213 Thermal Transients
Figure 107. Test 221 Thermal Response
Figure 108. Test 222 Thermal Response
enter the required operating range at this time. It is also seen that the liquid hydrogen inlet pressure decayed slowly throughout the test (due to the tank pressurization system) but that the pressure drop through the conditioner was constant.

The thermal transient for the long-duration test, test 235, is shown in Fig. 109 in order to show that various parameters are stable during the test. Between 1 and 2 seconds into the test, the liquid hydrogen flow increased; this caused a drop in the mixer outlet temperature and may have caused an increase in chamber pressure due to icing. Icing would be expected since less than 75% of the nominal hot gas flow was present with nearly 50% excess liquid hydrogen flow within the conditioner. After this time most of the parameters are essentially constant for the remainder of the test, with the exception of the liquid hydrogen flow which started to decrease halfway through the run, due to the tank pressurization system.

Thermal transients for two of the cycling tests are shown in Figures 110 and 111. The first figure shows the first half of the ten cycles in test 219; it will be remembered that this test had liquid hydrogen flowing for the full test duration. It is seen that: (1) the initial cycle starts from ambient conditions; (2) no ignition occurred in the fourth cycle; (3) the thermal response satisfied the requirements for each cycle, including the one following the no ignition cycle; (4) the baffle outlet temperature consistently responded faster than did the mixer outlet temperature, as previously observed in test 164; (5) the liquid hydrogen flowrate was consistent from cycle to cycle, being controlled by the hot gas heat input (hot gas flowrate and mixture ratio). The remaining four cycles (not shown) are essentially the same as the first six, except that ignition did not occur on cycles 9 and 10.

The second cycling test for which thermal transients are shown is test 229, Figure 111. This test consisted of 5 cycles, with 3 seconds on and 10 seconds off. The reactor and conditioned propellants came on
Figure 109. Test 235 Transient Response
Figure 110. Test 219 LH₂ Exit Temperature and Flowrate Response [MR = 0.91 O₂/H₂ (Ambient Temperature), First 6 of 10 Cycles (3 Seconds On, 2 Seconds Off); Remainder of Cycles Identical]
Figure 111. Test 229 LH\textsubscript{2} Outlet Temperature and Flowrate Response [MR = 0.95 O\textsubscript{2}/H\textsubscript{2} (Ambient Temperature), 5 Cycles (3 Seconds On, 10 Seconds Off)]
together; the reactor oxygen and conditioned hydrogen were turned off 3 seconds later, and the reactor hydrogen was shut off 1 second after the other two. All cycles ignited properly. As in test 219, the hot gas flow was the same for each cycle, resulting in the same heat input for each cycle, the same conditioned hydrogen flowrate for each cycle, and the same conditioned propellant outlet temperature for each cycle; in other words, the conditioned propellant flow conditions were repeatable from cycle to cycle, being controlled by the heat input to the conditioner.

A cursory look at the effect of wall thickness increase in thermal response increase using one-dimensional tables gave the following results. Two extreme cases were considered. The first considered nominal liquid hydrogen flow at a temperature of 60 R, with no hot gas flow and initially ambient hardware. The time it took to heat the wall temperature adjacent to the conditioned propellant to about 300 R was essentially independent of wall thickness. The second case considered the nominal hot gas flow with no conditioned hydrogen, with an initial wall temperature of 60 R. The time it took to heat the wall surface adjacent to the conditioned propellant was proportional to the wall thickness. Consequently it is concluded that with both reactor and conditioned propellants flowing, the wall response will be less than proportionally sensitive to wall thickness, and that small variations in wall thickness should have no appreciable effect on conditioner response.

In summary, it can be concluded that: (1) the conditioned propellant temperature came into its operating range within 0.5 seconds, as required; (2) there was a rapid buildup in flowrate and pressure; (3) the experimental response compared favorably with the predicted response; (4) the side plate response was slower than the baffle response due to the heavy backup structure; (5) the mixer response was slower than the baffle response due to heavy instrumented
exit manifolds and partial optimization of the mixer for response; (6) the response would be faster with the nominal hot gas flowrate; (7) the injector face required about 3 seconds to reach steady state; (8) the conditioner flows were stable; and (9) the liquid hydrogen flow was repeatably controlled by the hot gas flowrate and mixture ratio for a given liquid hydrogen inlet pressure and temperature.

**Detailed Baffle Heat Transfer Analysis**

The previous section covered the overall transient and steady state operation of the thermal conditioner. The first part of this section will discuss the hot gas mixture ratio and flowrate distribution within the conditioner, as well as the distribution of the conditioned propellant flow and the heat input distribution. The second part will use this flow distribution to analyze the baffle temperature distribution and to determine if the experimental results can be predicted.

The basic variables to be determined are the hot gas flow distribution, mixture ratio distribution, and combustion efficiency distribution for each of the hot gas passages. In addition the conditioned propellant distribution for each baffle and side plate must be determined. To determine the validity of the analysis, a number of checks are employed. The first four conditions are that the appropriate individual components must add up to (1) the total conditioned propellant flow; (2) the total heat input; (3) the total reactor hydrogen flow; and (4) the total reactor oxygen flow. In addition, (5) the overall hot gas flow area should match the individual areas; (6) the calculated individual hot gas flow areas should correspond to the measured individual hot gas gaps; and (7) there should be a reasonable match between the heat input to a given baffle and the heat rejected from the adjacent hot gas passages. If all of these conditions can be satisfied, it is felt that the various distributions have been determined with sufficient accuracy.

A major part of the conditioner instrumentation was utilized to determine the various flow distributions, as seen in Table 23. Because of the complexity of the analysis, consideration was given to writing a computer program to determine the required parameters. However, due to the shortness of time
<table>
<thead>
<tr>
<th>Instrumentation Used to Determine Flow Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LH₂ FLOWRATE (overall)</strong></td>
</tr>
<tr>
<td>Venturi U/S Temperature</td>
</tr>
<tr>
<td>Venturi U/S Pressure</td>
</tr>
<tr>
<td>Venturi ΔP</td>
</tr>
<tr>
<td><strong>LH₂ FLOWRATE (individual)</strong></td>
</tr>
<tr>
<td>7 LH₂ Baffle Outlet Temperatures</td>
</tr>
<tr>
<td>1 LH₂ Inlet Temperature</td>
</tr>
<tr>
<td>1 Inlet Pressure</td>
</tr>
<tr>
<td>1 Outlet Pressure</td>
</tr>
<tr>
<td><strong>LH₂ HEAT INPUT (overall)</strong></td>
</tr>
<tr>
<td>Overall LH₂ Flow</td>
</tr>
<tr>
<td>Mixer Outlet Temperature</td>
</tr>
<tr>
<td>Mixer Outlet Pressure</td>
</tr>
<tr>
<td>Inlet Temperature</td>
</tr>
<tr>
<td>Inlet Pressure</td>
</tr>
<tr>
<td><strong>LH₂ HEAT INPUT (individual)</strong></td>
</tr>
<tr>
<td>7 Individual Flowrates:</td>
</tr>
<tr>
<td>1 LH₂ Baffle Outlet Temp.</td>
</tr>
<tr>
<td>1 LH₂ Inlet Temp.</td>
</tr>
<tr>
<td><strong>HOT GAS:</strong></td>
</tr>
<tr>
<td>Total GH₂ Flow:</td>
</tr>
<tr>
<td>U/S Venturi Temperature</td>
</tr>
<tr>
<td>U/S Venturi Pressure</td>
</tr>
<tr>
<td>Venturi ΔP</td>
</tr>
<tr>
<td>Total GO₂ Flow:</td>
</tr>
<tr>
<td>U/S Venturi Temperature</td>
</tr>
<tr>
<td>U/S Venturi Pressure</td>
</tr>
<tr>
<td>Venturi ΔP</td>
</tr>
<tr>
<td><strong>Total Mixture Ratio</strong></td>
</tr>
<tr>
<td><strong>Core Mixture Ratio</strong></td>
</tr>
<tr>
<td>Igniter Fuel Core Inlet Pressure</td>
</tr>
<tr>
<td>Igniter Contour Inlet Pressure</td>
</tr>
<tr>
<td>Igniter Fuel Injection Temperature</td>
</tr>
<tr>
<td>Film Cool Slots on Injector Face</td>
</tr>
<tr>
<td><strong>Chamber Pressure</strong></td>
</tr>
<tr>
<td>6 Gas Outlet Temperatures</td>
</tr>
<tr>
<td>6 Gas Outlet Static Pressures</td>
</tr>
</tbody>
</table>
available, and because it was not yet known which instrumentation was good and which could not be relied on, it was decided to do the analysis by hand.

**Conditioned Hydrogen Flow Distribution**

The easiest flow distribution to determine is the conditioned hydrogen flow. The various baffle and side plate resistances were determined by individual water flow calibration; this is shown in Figure 112. The top and bottom plates, which account for about 5% of the flow are not included in the figure.

The individual conditioned hydrogen flowrates could then be determined from the baffle resistance, the baffle pressure drop, and the average density based on the average temperature and pressure within the baffle or side plate.

\[
W_{H_2} = \frac{\sqrt{\rho_{AV} \Delta P}}{K}
\]

Where \( W_{H_2} \) = Venturi \( LH_2 \) Flowrate, lb/sec

\( \rho_{AV} \) = Average Density, Based on Average Temperature and Pressure, lb/ft

\( \Delta P \) = \( LH_2 \) Pressure Drop, psi

\( K \) = Determined From Water Calibration Tests, in Consistent Units

Upstream Pressure = \( LH_2 \) Venturi Upstream Pressure (except prior to test 220 had bad Transducer, so \( LH_2 \) F/M Pressure Used)

Downstream Pressure = Mixer Inlet Pressure

Upstream Temperature = \( LH_2 \) F/M Temperature

Downstream Temperature = Baffle Exit Temperature

The individual values of \( K \) used were:

<table>
<thead>
<tr>
<th>Location</th>
<th>Left Wall</th>
<th>Baffle 1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Right Wall</th>
</tr>
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<tbody>
<tr>
<td>K</td>
<td>72.0</td>
<td>34.1</td>
<td>34.1</td>
<td>34.7</td>
<td>35.2</td>
<td>34.1</td>
<td>72.0</td>
</tr>
</tbody>
</table>

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Figure 112. Water Calibration of APS Thermal Conditioner Baffles
Having determined the conditioned hydrogen flow for each side plate and baffle, the heat input for each can be evaluated using the flowrate, and the individual inlet and outlet temperatures. The resulting heat input distribution is shown in Table 24 for a number of tests; the proportional heat input for the same tests is shown in Table 25. It is noted that each side wall should have only half the heat input of each baffle since the baffle has twice the surface area. For the early tests through test 219, baffles 1-4 have a nearly uniform heat input. The heat input to baffle No. 5 was somewhat lower, and the heat input to the right side wall was very low; by comparison the heat input to the left side wall (away from the igniter) was much higher than expected, considering the amount of film cooling present at that edge of the injector.

Following the liquid hydrogen cycling tests (Test 219), a change in the heat distribution occurred. The left side wall had a somewhat reduced heat input, whereas the heat input to the right side wall was increased considerably.

Since the No. 5 baffle also showed some increase in heat input, it would indicate a considerable change in the heat input from the hot gas passage closest to the igniter. A later discussion of the data presents evidence that no combustion occurred in this passage on the early tests; why this should occur is not known, but it indicates further development work is required in connection with the injector. The heat input to baffle No. 1 is quite consistent throughout the test series; baffles 2 and 3 show some decrease in heat input following test 219, and baffle No. 4 in general shows no change with the exception of about three tests where higher heat inputs were measured.

In studying the results it is noted that there are four film cooling slots on the left side of the injector, while the right side only has two slots to improve the ignition characteristics. In studying test 230, in which no ignition occurred, it is noted that the reason why the heat input determined from the calculated flow distribution is only 49% of the overall heat input as measured at the mixer exit is that the mixer has not reached steady state conditions within the test duration; since the liquid hydrogen temperature rise is relatively small, this results in a large error. It is also interesting to note that except for the side plates, the heat input distribution with or
TABLE 24. TYPICAL HEAT INPUT DISTRIBUTIONS

<table>
<thead>
<tr>
<th>TEST</th>
<th>M.R.</th>
<th>WgAS</th>
<th>WlH₂</th>
<th>Q₁</th>
<th>Q₂</th>
<th>Q₃</th>
<th>Q₄</th>
<th>Q₅</th>
<th>Qᵦ</th>
<th>QᵤCALC</th>
<th>QᵤCALC</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LB/SEC</td>
<td>LB/SEC</td>
<td>BTU/SEC</td>
<td>/</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>202</td>
<td>.847</td>
<td>.809</td>
<td>2.626</td>
<td>194</td>
<td>379</td>
<td>383</td>
<td>396</td>
<td>483*</td>
<td>305</td>
<td>131</td>
<td>2271</td>
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<tr>
<td>213</td>
<td>.910</td>
<td>.973</td>
<td>2.767</td>
<td>169</td>
<td>377</td>
<td>405</td>
<td>436</td>
<td>405*</td>
<td>270</td>
<td>45</td>
<td>2107</td>
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<tr>
<td>217</td>
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<td>1.072</td>
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<td>187</td>
<td>409</td>
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<td>469</td>
<td>440*</td>
<td>352</td>
<td>94</td>
<td>2391</td>
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<tr>
<td>219(2)</td>
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<td>.968</td>
<td>2.699</td>
<td>158</td>
<td>369</td>
<td>297</td>
<td>424</td>
<td>391*</td>
<td>297</td>
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<td>273</td>
<td>279</td>
<td>308</td>
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<td>423</td>
<td>217</td>
<td>1964</td>
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<td>224</td>
<td>.935</td>
<td>.887</td>
<td>2.324</td>
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<td>276</td>
<td>270</td>
<td>290</td>
<td>460</td>
<td>346</td>
<td>89</td>
<td>1817</td>
</tr>
<tr>
<td>226(1)</td>
<td>.947</td>
<td>.887</td>
<td>3.017</td>
<td>95</td>
<td>290</td>
<td>250</td>
<td>271</td>
<td>491</td>
<td>377</td>
<td>100</td>
<td>1875</td>
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<tr>
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<td>.940</td>
<td>.887</td>
<td>3.184</td>
<td>106</td>
<td>303</td>
<td>266</td>
<td>277</td>
<td>338</td>
<td>371</td>
<td>237</td>
<td>1898</td>
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<tr>
<td>227(8)</td>
<td>.941</td>
<td>.885</td>
<td>3.391</td>
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<td>380</td>
<td>276</td>
<td>297</td>
<td>359</td>
<td>399</td>
<td>219</td>
<td>2084</td>
</tr>
<tr>
<td>228(1)</td>
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<td>.870</td>
<td>3.393</td>
<td>107</td>
<td>312</td>
<td>266</td>
<td>280</td>
<td>331</td>
<td>370</td>
<td>239</td>
<td>1904</td>
</tr>
<tr>
<td>228(5)</td>
<td>.935</td>
<td>.848</td>
<td>3.782</td>
<td>47</td>
<td>268</td>
<td>267</td>
<td>292</td>
<td>337</td>
<td>370</td>
<td>221</td>
<td>1803</td>
</tr>
<tr>
<td>229(1)</td>
<td>.942</td>
<td>.870</td>
<td>3.311</td>
<td>108</td>
<td>302</td>
<td>254</td>
<td>274</td>
<td>327</td>
<td>366</td>
<td>234</td>
<td>1863</td>
</tr>
<tr>
<td>229(3)</td>
<td>.950</td>
<td>.870</td>
<td>3.462</td>
<td>77</td>
<td>280</td>
<td>244</td>
<td>269</td>
<td>501</td>
<td>390</td>
<td>112</td>
<td>1872</td>
</tr>
<tr>
<td>229(5)</td>
<td>.949</td>
<td>.849</td>
<td>3.606</td>
<td>69</td>
<td>277</td>
<td>282</td>
<td>302</td>
<td>339</td>
<td>367</td>
<td>218</td>
<td>1854</td>
</tr>
<tr>
<td>235</td>
<td>.884</td>
<td>.725</td>
<td>3.566</td>
<td>27</td>
<td>250</td>
<td>229</td>
<td>260</td>
<td>376</td>
<td>228</td>
<td>72</td>
<td>1494</td>
</tr>
<tr>
<td>236</td>
<td>.916</td>
<td>.810</td>
<td>2.872</td>
<td>96</td>
<td>303</td>
<td>259</td>
<td>272</td>
<td>331</td>
<td>227</td>
<td>126</td>
<td>1614</td>
</tr>
<tr>
<td>No Ignition Test</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>230</td>
<td>.786</td>
<td>.884</td>
<td>5.507</td>
<td>40</td>
<td>59</td>
<td>47</td>
<td>52</td>
<td>70</td>
<td>47</td>
<td>41</td>
<td>355</td>
</tr>
</tbody>
</table>

* Best Estimate; Baffle No. 4 thermocouple connected backwards through Test 219.
TABLE 25. PROPORTIONAL HEAT INPUT DISTRIBUTION TO BAFFLES

<table>
<thead>
<tr>
<th>TEST</th>
<th>$Q_1/Q_{\text{TOTAL}}$</th>
<th>$Q_2/Q_{\text{TOTAL}}$</th>
<th>$Q_3/Q_{\text{TOTAL}}$</th>
<th>$Q_4/Q_{\text{TOTAL}}$</th>
<th>$Q_5/Q_{\text{TOTAL}}$</th>
<th>$Q_R/Q_{\text{TOTAL}}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>202</td>
<td>8.5 16.7 16.9 17.4 21.3* 13.4 5.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>213</td>
<td>8.0 17.9 19.2 20.6 19.2* 12.8 2.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>217</td>
<td>7.6 17.7 19.0 20.3 18.7* 14.2 3.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>219(2)</td>
<td>7.6 17.1 18.4 19.6 18.4* 14.7 3.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>221</td>
<td>4.2 14.1 12.9 14.1 20.6 22.8 11.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>222</td>
<td>3.1 13.9 14.2 15.7 20.0 21.6 11.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>224</td>
<td>4.8 15.2 14.9 16.0 25.3 19.0 4.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>226(1)</td>
<td>5.1 15.5 13.3 14.5 26.1 20.1 5.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>227(1)</td>
<td>5.6 16.0 14.0 14.6 17.8 19.5 12.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>227(8)</td>
<td>7.4 18.2 13.2 14.2 17.2 19.1 10.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>228(1)</td>
<td>5.6 16.4 14.0 14.7 17.4 19.4 12.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>228(5)</td>
<td>2.6 14.9 14.8 16.2 18.7 20.5 12.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>229(1)</td>
<td>5.8 16.2 13.6 14.7 17.5 19.6 12.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>229(3)</td>
<td>4.1 15.0 13.0 14.4 26.8 20.8 6.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>229(5)</td>
<td>3.7 14.9 15.2 16.3 18.3 19.8 11.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>235</td>
<td>1.8 16.7 15.3 17.4 25.1 15.2 4.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>236</td>
<td>5.9 18.8 16.0 16.8 20.5 14.0 7.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Ignition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>230</td>
<td>11.1 16.5 13.1 14.6 19.7 13.2 11.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ideal</td>
<td>8.3 16.7 16.7 16.7 16.7 16.7 8.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Best Estimate; Baffle No. 4 thermocouple connected backwards through Test 219
without ignition is about the same; the side plates have somewhat more heat input probably because they have additional thermal mass and thus take longer to reach steady state.

In summary, it would appear that the heat input distribution for baffles 1-4 is fairly uniform throughout the test series. The inconsistencies tend to show up primarily in the side plates and the 5th baffle. These inconsistencies are partly a result of the film cooling distribution from the injector face and partly due to apparently inconsistent ignition characteristics whereby not all injector elements light off for each test. This undoubtedly affects the measured combustion efficiency and thermal efficiency of the conditioner. In addition, it is interesting to note that for the later tests the same heat input distribution is observed as was seen on the solid wall tests -- namely, that more heat is input to the two baffles adjacent to the igniter than to the others. This was true on the solid wall tests with or without the igniter on. This may indicate further work is required with the injector pattern to obtain more uniform heating rates; in addition further work is required to attempt to eliminate the film cooling slots on the injector in order to achieve more uniform heating without overheating the side walls near the injector.

Additional work definitely appears needed to improve the ignition characteristics of the injector. Finally, it appears that the severe liquid hydrogen cycling tests (Tests 218-219) resulted in some permanent change which changed the heat balance within the conditioner; this was minor except at the two side plates.

**Hot Gas Distribution**

The determination of the hot gas flow distribution is considerably more difficult than for the conditioned propellant flow distribution. Not only must the flow distribution be determined, but because of the non-uniform mixture ratio distribution across the injector face, the mixture ratio distribution and combustion efficiency distribution must also be determined. This amounts to 18 unknowns. Several methods of solution were attempted. The method finally selected was based on assuming that the center hot gas passages were at the injector core mixture ratio, with the right hand passage being reduced somewhat by injector film cooling while also being affected by the igniter. In order to achieve the required heat input to the left hand hot gas passage for the early tests, it was necessary to assume a
mixture ratio for the first two left hand passages equal to an average value (4 oxygen elements, 12 hydrogen elements). In addition it was assumed that each injector slot for a given propellant had equal flow.

The combustion efficiency was determined based on that required to yield a heat balance between the heat given up by the gas and that absorbed by the liquid hydrogen. This resulted in selecting a value of 94% for the center passages. It is noted that for 100% film cooling, it would be reasonable to assume a combustion efficiency of 100%; in this manner a value of 97% was arrived at for the two left hand passages, where the one next to the wall would be 100% and the next 94%, these being assumed to be fully mixed together prior to contact with the baffles. A slightly higher combustion efficiency was assumed for the right wall for several reasons: (1) less film cooling (results in a decrease); (2) presence of the igniter (assumed high efficiency); and (3) this was required to achieve the required heat input to the right wall for several tests. A summary of the mixture ratio and combustion efficiency distribution used for the analysis is given below:

<table>
<thead>
<tr>
<th>Baffle</th>
<th>Left -</th>
<th>1</th>
<th>1-2</th>
<th>2-3</th>
<th>3-4</th>
<th>4-5</th>
<th>5</th>
<th>Right</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixture Ratio</td>
<td>0.8</td>
<td>0.8</td>
<td>1.05</td>
<td>1.05</td>
<td>1.05</td>
<td>0.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C* Efficiency</td>
<td>.97</td>
<td>.97</td>
<td>.94</td>
<td>.94</td>
<td>.94</td>
<td>.98</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Slight modifications to the mixture ratio and combustion efficiency distribution were made to achieve the best balance for each test examined.

To determine the hot gas flow distribution, it is necessary to know the gas inlet temperature, outlet temperature, and heat input in addition to the mixture ratio. The hydrogen injection temperature, in conjunction with the mixture ratio and combustion efficiency determine the combustion temperature. Each hot gas outlet temperature is measured, and these were assumed to be correct. The exit enthalpy is a function of the mixture ratio, exit temperature, and exit pressure (if condensation occurs). A first estimate of the heat input to each hot gas passage was made by assuming that each of the 4 center passages had a heat input equal to an average of the heat input for the two adjacent baffles; the two side gas passages were assumed to have a heat input equal to twice that for the adjacent side plate. Again this was used for a first cut, but gave remarkably good results.
By using the heat input as determined above, and by determining the hot gas enthalpy decrease along the baffle by using data such as presented in Figure 113, the hot gas flow for each passage is readily determined.

To determine if the solution is valid, the separate liquid hydrogen flowrates are added up and compared to the venturi flowrate (remembering that about 4-5% goes through the top and bottom plates of the conditioner); the total reactor hydrogen flowrate measured at the venturi is compared to the total from the calculated flow distribution; the same is done for the oxygen flow through the reactor; and the total heat input based on the liquid hydrogen flowrate, inlet temperature, and mixer outlet temperature is compared to that determined from the calculated liquid hydrogen flow distribution, and hot gas distribution. Minor modifications in mixture ratio or combustion efficiency may be required to improve the balance, although little modification was found necessary using the above assumptions.

As a final check on the hot gas flow distribution, the individual hot gas gaps were calculated based on the calculated hot gas flowrate distribution, and determining the exit hot gas mass velocity from the calculated mixture ratio distribution, the calculated total pressure at the exit of each passage based on the experimental chamber pressure, and using the experimental hot gas exit temperature. The flowrate and the mass velocity determine the gas flow area for each passage, and knowing the height of the passage, the effective hot gas passage width is determined. These calculated values are compared to the total calculated gas flow area discussed in an earlier section, and they were also compared to the measured exit gas gaps. If the solution meets all of these stringent conditions, it is probably valid. In some cases, the calculated gas gaps are less than the experimental measurements. This could be due to calculational errors (use of wrong total pressure) but probably not since the sum of the individual areas compares well with the overall calculated area. This difference is probably due to either thermal distortion reducing the gas area or due to icing.

These principles were applied to test 213 as being representative of the early tests and test 222 for the later tests. These are summarized in Tables 26 and 27 respectively. Studying test 213, the heat input distribution to the baffles indicates very low heat input to the right side wall. The total
Figure 113. $O_2/H_2$ Enthalpy Versus Temperature
OPERATING CONDITIONS

- \( W_{\text{LH}_2} = 2.767 \) lb/sec
- \( W_{\text{GH}_2} = 0.509 \) lb/sec
- \( W_{\text{GO}_2} = 0.464 \) lb/sec
- \( \Delta Q_{\text{mixer}} = 2216 \) Btu/sec
- \( P_c = 227 \) psia

INJECTOR CORE ELEMENT MR = 1.08

<table>
<thead>
<tr>
<th>BAFFLE</th>
<th>Left</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4 (calc)</th>
<th>5</th>
<th>Right</th>
</tr>
</thead>
<tbody>
<tr>
<td>( LH_2 ) T(_{out}), °R</td>
<td>269</td>
<td>286</td>
<td>308</td>
<td>339</td>
<td>(320)</td>
<td>206</td>
<td>102</td>
</tr>
<tr>
<td>( W_{LH_2} ), lb/sec</td>
<td>.212</td>
<td>.435</td>
<td>.422</td>
<td>.399</td>
<td>(.402)</td>
<td>.497</td>
<td>.303</td>
</tr>
<tr>
<td>( \Delta H ), Btu/lb</td>
<td>797</td>
<td>866</td>
<td>958</td>
<td>1094</td>
<td>(1006)</td>
<td>543</td>
<td>149</td>
</tr>
<tr>
<td>( LH_2 \Delta Q ), Btu/sec</td>
<td>169</td>
<td>377</td>
<td>405</td>
<td>436</td>
<td>(405)</td>
<td>270</td>
<td>45</td>
</tr>
</tbody>
</table>

Calculated \( W_{LH_2} / W_{LH_2} \) venturi = 0.96 (leaves 4% for top & bottom plate)

Calculated \( \Delta Q / \text{Mixer} \Delta Q \) = 0.952 (within 5%)

- \( \eta_C^* \)
- Measured \( T_{\text{exit}} \), °R | 650 | 646 | 800 | 1018 | 694 | 324 |
- \( \Delta H \), Btu/lb | 2490 | 2490 | 2460 | 2090 | 2640 | 559 |
- \( \Delta Q^* \), Btu/sec | 338 | 418 | 442 | 360 | 450 | 90 |
- \( W_{\text{gas}} \), lb/sec | .136 | .168 | .180 | .172 | .170 | .181 |
- \( D/S P_{\text{exptl}} \) psia | 123 | 112 | 14 | 128 | 0 | 17 |
- \( D/S P_{\text{total,calc}} \) psia | 109 | 109 | 109 | 118 | 105 | 126 |
- \( G^* \), lb/in. -sec | .805 | .805 | .780 | .749 | .807 | .988 |
- \( A_x \) calc \( \) in. | .169 | .219 | .231 | .230 | .210 | .153 |
- \( \delta \) gap calc \( \) in. | .033 | .043 | .045 | .045 | .041 | .032 |
- \( \delta \) measured \( \) in. | .028 | .042 | .045 | .038 | .045 | .038 |
- \( \delta \) calc/\( \delta \) measured | 1.18 | 1.02 | 1.0 | 1.18 | .91 | .84 |

\[ \Delta Q^*/\text{Mixer} = .95; W_{\text{GH}_2} \text{calc}/W_{\text{GH}_2} \text{exptl} = .99; W_{\text{GO}_2} \text{calc}/W_{\text{GO}_2} \text{exptl} = 1.04 \]

\[ A_x \text{calc}/A_x \text{ from } P_c = 1.22/1.24 \text{ in.}^2 = .985 \]

The above balance indicates:

1) A good estimate can be made for the heat input to baffle #4.
2) Apparently no combusted gases passed between baffle #5 & right wall.
3) Principal reason for flow & heat input distribution is effective flow area variation resulting from baffle thermal distortion.
4) All heat input & flowrates satisfactorily accounted for.
### OPERATING CONDITIONS

<table>
<thead>
<tr>
<th>W(\text{LH}_2)</th>
<th>(\text{LH}_2) INLET Pr</th>
<th>(\text{LH}_2) INLET T</th>
<th>(\text{LH}_2) INLET T</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.110 lb/sec</td>
<td>1651 psia</td>
<td>52°C</td>
<td>230°C</td>
</tr>
<tr>
<td>(\text{WGO}_2)</td>
<td>(\text{MIXER}) Pr</td>
<td>(\text{MIXER}) T</td>
<td>(\text{MIXER}) T</td>
</tr>
<tr>
<td>0.429 lb/sec</td>
<td>1509 psia</td>
<td>2013 Btu/sec</td>
<td>2170 Btu/sec</td>
</tr>
<tr>
<td>(\text{WGH}_2)</td>
<td>1.103 lb/sec</td>
<td>2013 Btu/sec</td>
<td>2170 Btu/sec</td>
</tr>
<tr>
<td>(\Delta Q)</td>
<td>2013 Btu/sec</td>
<td>2013 Btu/sec</td>
<td>2170 Btu/sec</td>
</tr>
</tbody>
</table>

**INJECTOR CORE MR = 1.06**

<table>
<thead>
<tr>
<th>BAFFLE</th>
<th>Left</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Right</th>
</tr>
</thead>
<tbody>
<tr>
<td>(\text{LH}<em>2) (T</em>{out})</td>
<td>110</td>
<td>190</td>
<td>200</td>
<td>218</td>
<td>292</td>
<td>313</td>
<td>348</td>
</tr>
<tr>
<td>(\text{W}_{\text{LH}_2})</td>
<td>0.321</td>
<td>0.554</td>
<td>0.542</td>
<td>0.510</td>
<td>0.435</td>
<td>0.429</td>
<td>0.193</td>
</tr>
<tr>
<td>(\Delta H), Btu/lb</td>
<td>191</td>
<td>493</td>
<td>533</td>
<td>604</td>
<td>900</td>
<td>986</td>
<td>1128</td>
</tr>
<tr>
<td>(\Delta Q), Btu/sec</td>
<td>61</td>
<td>273</td>
<td>289</td>
<td>306</td>
<td>392</td>
<td>423</td>
<td>217</td>
</tr>
</tbody>
</table>

**CALCULATED \(\text{LH}_2\) FLOW FROM BAFFLE RESISTANCE = 2.985 lb/sec (96%)**

**TOTAL CALCULATED** \(Q\) = 1964 Btu/sec (97.5%) accounted for within 5%

| HOT GAS MR | = 0.8 | 0.8 | 1.05 | 1.05 | 1.05 | 0.9 |
| \(\gamma'_{\text{C}}\) | = 0.97 | 0.97 | 0.94 | 0.94 | 0.94 | 0.98 |
|EXIT TEMP, °R | = 708 | 765 | 600 | 1193 | 607 | 973 |
| \(\Delta \text{H},\) Btu/lb | = 2380 | 2300 | 2660 | 1780 | 2660 | 2200 |
| \(\Delta Q\), Btu/sec | = 270 | 281 | 299 | 350 | 408 | 428 |
| \(\text{W}_{\text{gas}}\), lb/sec | = 0.113 | 0.122 | 0.112 | 0.197 | 0.153 | 0.194 |
| D/S P \(\text{exp}t\), psia | = 153 | 116 | 41 | 148 | 57 | 163 |
| D/S P \(\text{calc}\), psia | = 144 | 143 | 131 | 159 | 131 | 153 |
| Molecular Weight | = 3.83 | 3.83 | 4.13 | 4.13 | 4.13 | 3.83 |
| \(\text{G},\) lb/in²/sec | = 1.02 | 0.973 | 1.02 | 0.924 | 1.02 | 0.948 |
| Gas \(A_{\text{x}}\), in² | = 0.111 | 0.125 | 0.110 | 0.213 | 0.151 | 0.205 |
| \(\delta_{\text{cal}}\) (gas gap), in | = 0.0217 | 0.0246 | 0.0216 | 0.0413 | 0.0295 | 0.0401 |
| \(\delta_{\text{measured}}\) in | = 0.028 | 0.042 | 0.045 | 0.038 | 0.045 | 0.038 |
| \(\delta_{\text{cal}}/\text{measured}\) | = 0.78 | 0.59 | 0.48 | 1.1 | 0.86 | 1.06 |

\(\Delta Q'/\Delta Q_{\text{mixer}} = 0.993;\) \(\text{W}^\text{cal}_{\text{LH}_2}/\text{W}^\text{exptl}_{\text{LH}_2} = 0.99;\) \(\text{W}^\text{cal}_{\text{WGO}_2}/\text{W}^\text{exptl}_{\text{WGO}_2} = 1.01\)

Hot gas calc. area/ calc. area from \(P_c = 0.915\) in.²/ 0.892 in.² = 1.02

The only discrepancy is in the very low heat input to the left wall. Probable cause of small effective flow areas in passages 1, 2, 3, & 5 is thermal distortion of baffle.
of the calculated hydrogen flowrates compares within 4% of the measured venturi flowrate, leaving about 4% for the top and bottom plates as expected. The calculated heat input from the calculated hydrogen flow distribution compares within 5% with the heat input to the conditioned hydrogen as measured at the mixer outlet. While determining the hot gas enthalpy drop of the hot gas, it was noticed that a very low temperature was measured at the exit of the right hand hot gas passage. This would indicate either a very large enthalpy drop with corresponding large heat input or very low flow through this passage with considerable icing, or else no combustion in this passage with little icing. With the former assumption no reasonable heat balance could be achieved that would satisfy all of the propellant flowrates as well. By comparison, the assumption of no combustion satisfied the total heat input and the individual propellant flowrate totals, and gave results consistent with the low heat input to the right wall. In addition, although the calculated hot gas gaps do not exactly match the measured values, they are fairly good, and the sum of the individual areas is very close to that calculated from the overall flowrate and chamber pressure. It can be concluded, then, that the hot gas flow distribution does meet all of the required checks; that all of the heat input and the various flowrates are satisfactorily accounted for; that the heat input distribution to the baffles is accounted for by injector mixture ratio distribution variations in hot gas gap between baffles, and the lack of combustion in the right hand hot gas passage.

Applying the same analysis to Test 222, it is seen that the heat input is accounted for within 3% and all of the flowrates are accounted for within 1%. In addition the total hot gas flow area is accounted for within 2%. The right hand baffles are receiving more heat input than the left hand baffles (same as on the solid wall tests), and combustion is occurring in all gas passages. As in all the other tests, the hot gas temperature from the center passage is considerably higher than most; by the time this was discovered it was too late to determine if the correct thermocouple had been installed. A look at the hot gas passage widths shows that those for gaps 1-2, 2-3, and 4-5 are considerably less than the measured exit gaps. The first reaction is that this is due to severe icing. Some icing would be expected, since 15% more liquid hydrogen flow and only 85% of the hot gas flow is present (compared to nominal). Some of the reduction in area, however, is probably due to baffle distortion, resulting in a reduced area at some point upstream of the exit. As discussed earlier, this is suspected due to the
consistently high chamber pressure measurements on all tests following test 219, indicating a more permanent change than icing would indicate.

A summary of the hot gas outlet temperatures is tabulated in Table 28 for each cycle of each test. Several no ignition tests (based on the combustion thermocouple measurement) such as tests 204, 209, 210, 214, and some cycles of test 219 are tabulated to show the experimental values under such conditions and to show the consistency of the measurements. The measurements for the first four tests listed above indicated the temperatures lie between 370-500R with about a 70R difference between the left and right passages.

For these same tests the left side consistently reads the higher temperature, with a fairly consistent decrease toward the right-hand side. For the last two cycles in test 219, the two hot gas passages adjacent to the side walls had very low exit temperatures in the range of 220-250R. In fact these very low temperatures in the right hand gas passage were measured for the last six cycles of test 219, indicating that no combusted gas was flowing through this passage. Even for many of the earlier tests, this gas passage registered much lower exit temperatures than the others, and this is confirmed by the conditioned hydrogen enthalpy rise in the right hand side plate as further indication of the lack of combusted gases in this passage. This is no longer the case following test 219, however.

With nearly no exceptions, the hot gas passage between baffles 3 and 4 registered considerably higher temperatures at the exit than did the other passages (except for the no ignition tests). The first reason to be suspected is that the wrong type of thermocouple was installed in this particular passage. However, agreement of the thermocouples in the tests without ignition coupled with a few high temperature measurements in adjacent passages (Tests 219-1, 220, 223, and 224) tended to imply this temperature reading may be real. This type of condition would be expected if this passage had (1) higher mixture ratios than nominal; (2) a greater than nominal hot gas flowrate with a corresponding decrease in the enthalpy change; (3) a larger hot gas gap with an appreciably reduced hot gas mass velocity and heat transfer coefficient, resulting in less heat removed from the gas. The first two explanations are more feasible than the third, since an analysis with the computer model indicated that the high exit temperature could not be achieved theoretically even using
TABLE 28. HOT-GAS OUTLET TEMPERATURE DISTRIBUTION*

<table>
<thead>
<tr>
<th>Test</th>
<th>Gap 1-2</th>
<th>Gap 2-3</th>
<th>Gap 3-4</th>
<th>Gap 4-5</th>
<th>Gap 5-R (Igniter)</th>
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*All measurements in degrees Rankine
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238
appreciably reduced values of the heat transfer coefficient. Because the thermocouples had been removed by the time this phenomenon had been noticed, there was no way to verify whether the correct thermocouple had been installed.

For the later tests the thermocouple adjacent to the right side wall registered temperatures equal to or exceeding the average value, whereas that adjacent to the left side wall (away from the igniter) read either near nominal or much lower than nominal, indicating that possibly only film coolant or uncombusted gases were flowing through this passage at times.

One phenomenon of considerable interest is that on certain tests the right hand passage read a higher exit temperature than the adjacent passage, while in some tests this situation was reversed. This occurred in tests 220, 224, 226-1, 227-2, 228-3, 229-3, 232-2, and 236. Since the highest exit temperature would normally be associated with the higher flowrate and the larger gas gap, this would tend to indicate that either the number 5 baffle was moving from side to side (not during a test, but between tests or cycles) or else either the 4th or 5th baffle is bending to a greater or lesser extent or in an inconsistent manner to cause the relative dimensions of the two hot gas passages to change. This would also tend to indicate that at least one of the baffles was bent at the forward end as early as test 220 or 221, implying that the damage was done either during the severe cycling tests of 218-219, or due to the lack of uniform ignition of the injector.

In studying the hydrogen outlet temperature from baffle no. 3 during the cycling tests of test 219, it was noticed that a higher outlet temperature was achieved for the first two tests than for the next four tests shown in Figure 110. In order to explain this occurrence, the hot gas flow areas were calculated and tabulated along with the individual hydrogen enthalpy rises in each baffle (except in the 4th baffle with its improperly connected exit thermocouple) and the propellant flowrates and flow ratios; these are presented in Table 29.
### TABLE 29. CORRELATION BETWEEN GAS FLOW AREA AND LH₂ ENTHALPY RISE, TEST 219

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</tr>
<tr>
<td>$\dot{w}<em>{gas}/\dot{w}</em>{LH_2}$</td>
<td>0.330</td>
<td>0.358</td>
<td>0.334</td>
<td>0.167</td>
<td>0.320</td>
<td>0.270</td>
<td>0.333</td>
<td>0.278</td>
</tr>
</tbody>
</table>

*No ignition*
It is seen that the highest flow areas appear to exist in the second and seventh cycle; the highest heat inputs to baffles 2 and 3 occur on these cycles. Cycles 6 and 8 have the smallest reactor flow area; these two cycles also have the smallest reactor flow relative to the conditioned hydrogen flow, indicating icing is more likely to occur and furthermore less enthalpy gain of the conditioned hydrogen is to be expected. Ignoring the fourth cycle, which failed to ignite, the sixth cycle has the lowest heat inputs in all baffles except the right hand side plate (which consistently ran with a very low heat input probably due to lack of ignition in this passage). During the eighth cycle, the baffles show anywhere from appreciably lower heat input than normal (baffle 1 and the left side wall) to very little decrease (baffles 2, 3, 5, and the right wall).

Due to the reduced heat input in the left hand baffles associated with the reduced reactor flowrate, it would appear that icing occurred in this area since this has the effect of reducing both flow area and surface area. The region next to the right side wall may not be affected due to the lack of combustion and thus the lack of water formation.

It is also interesting to note that the total reactor flow area changed considerably from cycle to cycle, varying from almost the 1.33 in\(^2\) value of the early tests to less than the 0.956 in\(^2\) representative of test 221. This change must be due to either a variable
ice formation pattern or else due to bending of the baffles. Cycles 6 and 8 probably have a combination of both. It is at least apparent that the reduction in area for cycles 6 and 8 is not permanent as a recovery is made after each of these cycles. However, due to the persistence of reactor flow area in the range of 0.9 to 1.0 in$^2$ which is within 10% of that typical of the later tests, and due to the apparent lack of either flow area reduction or surface area reduction due to icing on the earlier tests, it would appear that either baffle distortion occurred early in the test (or possibly in test 218, which was also a cycling test) and/or more ice formation occurred on shutdown due to the liquid hydrogen being flowed for the full test duration.

Comparison of Theoretical and Experimental Parameters

In order to verify the capabilities of the computer model to predict what was occurring inside of the conditioner, several tests were selected for analysis. Heat transfer coefficients were determined the same way as in the earlier theoretical studies, and the same baffle geometries were used. The computer model for the baffles was modified, however, in order to analyze two counterflow liquid hydrogen passages with different hot gas boundary conditions on each side of the baffle (the previous model assumed identical hot gas conditions on each side of the baffle).

A comparison of the predicted and experimental conditioned hydrogen outlet temperature, hot gas outlet temperature, and heat input is presented for tests 213, 222, and 236 in Tables 30 to 32, respectively.
TABLE 30. COMPARISON OF PREDICTED AND EXPERIMENTAL PARAMETERS - TEST 213

OPERATING CONDITIONS:
MIXTURE RATIO = 0.911
GAS FLOW = 0.972 LB/SEC
\( \text{LH}_2 \) FLOW = 2.776 LB/SEC
HEAT INPUT = 2198 BTU/SEC
TEST DURATION = 5 SECONDS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>LEFT WALL</th>
<th>BAFFLE NO. 1</th>
<th>BAFFLE NO. 3</th>
<th>BAFFLE NO. 5</th>
<th>RIGHT WALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>( \text{LH}_2 ) OUTLET T, R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEORETICAL</td>
<td>271</td>
<td>261</td>
<td>340</td>
<td>209</td>
<td>120</td>
</tr>
<tr>
<td>EXPERIMENTAL</td>
<td>269</td>
<td>285</td>
<td>339</td>
<td>206</td>
<td>102</td>
</tr>
<tr>
<td>HOT GAS OUTLET T, R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEORETICAL</td>
<td>704</td>
<td>650</td>
<td>690</td>
<td>836</td>
<td>741</td>
</tr>
<tr>
<td>EXPERIMENTAL</td>
<td>650</td>
<td>650</td>
<td>647</td>
<td>800</td>
<td>694</td>
</tr>
<tr>
<td>HEAT INPUT, BTU/SEC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEORETICAL</td>
<td>164</td>
<td>340</td>
<td>432</td>
<td>268</td>
<td>59</td>
</tr>
<tr>
<td>EXPERIMENTAL</td>
<td>169</td>
<td>377</td>
<td>436</td>
<td>270</td>
<td>45</td>
</tr>
<tr>
<td>( \frac{Q_{\text{EXPER}}}{Q_{\text{THEOR}}} )</td>
<td>1.03</td>
<td>1.11</td>
<td>1.01</td>
<td>1.01</td>
<td>0.77</td>
</tr>
<tr>
<td>( \frac{\delta_{\text{CALC}}}{\delta_{\text{MEASURED}}} )</td>
<td>1.18</td>
<td>1.18</td>
<td>1.02</td>
<td>1.0</td>
<td>0.91</td>
</tr>
</tbody>
</table>
TABLE 31. COMPARISON OF PREDICTED AND EXPERIMENTAL PARAMETERS - TEST 222

OPERATING CONDITIONS:
- MIXTURE RATIO = 0.925
- GAS FLOW = 0.892 LB/SEC
- $\text{LH}_2$ FLOW = 3.110 LB/SEC
- HEAT INPUT = 2013 BTU/SEC
- TEST DURATION = 5 SECONDS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>LEFT WALL</th>
<th>BAFFLE NO. 1</th>
<th>BAFFLE NO. 3</th>
<th>BAFFLE NO. 5</th>
<th>RIGHT WALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>$\text{LH}_2$ OUTLET T, R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEORETICAL</td>
<td>194</td>
<td>212</td>
<td>267</td>
<td>316</td>
<td>359</td>
</tr>
<tr>
<td>EXPERIMENTAL</td>
<td>110</td>
<td>190</td>
<td>218</td>
<td>313</td>
<td>348</td>
</tr>
<tr>
<td>HOT GAS OUTLET T, R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEORETICAL</td>
<td>561</td>
<td>600</td>
<td>627</td>
<td>660</td>
<td>796</td>
</tr>
<tr>
<td>EXPERIMENTAL</td>
<td>620</td>
<td>708</td>
<td>765</td>
<td>607</td>
<td>973</td>
</tr>
<tr>
<td>HEAT INPUT, BTU/SEC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEORETICAL</td>
<td>161</td>
<td>334</td>
<td>410</td>
<td>430</td>
<td>227</td>
</tr>
<tr>
<td>EXPERIMENTAL</td>
<td>61</td>
<td>273</td>
<td>308</td>
<td>423</td>
<td>217</td>
</tr>
<tr>
<td>$Q_{\text{EXPTL}}/Q_{\text{THEOR}}$</td>
<td>0.38</td>
<td>0.82</td>
<td>0.75</td>
<td>0.98</td>
<td>0.96</td>
</tr>
<tr>
<td>$\delta_{\text{CALC}}/\delta_{\text{MEASURED}}$</td>
<td>0.78</td>
<td>0.78</td>
<td>0.59</td>
<td>0.48</td>
<td>1.10</td>
</tr>
</tbody>
</table>
TABLE 32. COMPARISON OF PREDICTED AND EXPERIMENTAL PARAMETERS - TEST 236

OPERATING CONDITIONS:
MIXTURE RATIO = 0.916
GAS FLOW = 0.810 LB/SEC
LH₂ FLOW = 2.872 LB/SEC
HEAT INPUT = 1808 BTU/SEC
TEST DURATION = 5 SECONDS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>LEFT WALL</th>
<th>BAFFLE NO. 1</th>
<th>BAFFLE NO. 3</th>
<th>BAFFLE NO. 5</th>
<th>RIGHT WALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>LH₂ OUTLET T, R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEORETICAL</td>
<td>219</td>
<td>245</td>
<td>300</td>
<td>247</td>
<td>258</td>
</tr>
<tr>
<td>EXPERIMENTAL</td>
<td>171</td>
<td>247</td>
<td>226</td>
<td>187</td>
<td>218</td>
</tr>
<tr>
<td>HOT GAS OUTLET T, R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEORETICAL</td>
<td>406</td>
<td>485</td>
<td>635</td>
<td>585</td>
<td>608</td>
</tr>
<tr>
<td>EXPERIMENTAL</td>
<td>597</td>
<td>597</td>
<td>953</td>
<td>660</td>
<td>546</td>
</tr>
<tr>
<td>HEAT INPUT, BTU/SEC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEORETICAL</td>
<td>135</td>
<td>320</td>
<td>436</td>
<td>356</td>
<td>158</td>
</tr>
<tr>
<td>EXPERIMENTAL</td>
<td>102</td>
<td>321</td>
<td>289</td>
<td>227</td>
<td>133</td>
</tr>
<tr>
<td>Q_EXP/QTHER</td>
<td>0.76</td>
<td>1.0</td>
<td>0.66</td>
<td>0.64</td>
<td>0.84</td>
</tr>
<tr>
<td>δCALC/δMEASURED</td>
<td>0.50</td>
<td>0.50</td>
<td>0.64</td>
<td>0.38</td>
<td>1.18</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.45</td>
<td>0.42</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.42</td>
<td></td>
</tr>
</tbody>
</table>
Test 213 was selected as the first 5 second test. This is before the severe cycling tests, when the theoretical and experimental chamber pressures were consistent. For clarity, only the results for the odd-numbered baffles are presented, along with the side plates. The results indicate for Test 213 that the liquid hydrogen outlet temperature can be predicted within a few degrees, and that the heat input can be predicted within 1-10% except for the right side plate, where no apparent combustion occurred. For this side plate the heat input was over-predicted by 15 Btu/sec. In addition, the hot gas outlet temperatures match quite well, the error being mostly due to difficulty of the computer program in iterating for the outlet temperature in a region where the water is condensing on the hot gas side. The really important parameter of the three, however, is the heat input, since this is the job the baffles are designed to perform; the outlet temperatures can be readily verified by hand if the heat input is known. The excellent comparison between the experimental and theoretical results also indicates the validity of the method by which the hot gas flowrate, mixture ratio, and combustion efficiency distribution were determined.

Tests 222 and 236 are representative of tests run after the severe liquid hydrogen cycles of test 219, following which an apparently permanent rise in chamber pressure was noted. The result is that the heat input can no longer consistently be predicted within 10% for each baffle. Some of this may be due to loss of surface area resulting from icing. It is noted, however, that the reduction in heat input is much less than the reduction in the apparent hot gas flow area or gas gap. If the gas area blockage was due only to icing, this would result in a proportionate decrease in surface area and a nearly proportionate decrease in heat input. Since this is not the case, it must be concluded that the primary reduction in gas flow area is due to thermal distortion resulting from the severe cycling tests, with icing being a possible secondary phenomenon.

To determine the validity of the third baffle hot wall and back wall thermocouple measurements, the experimental values were compared to the theoretically predicted ones (from the computer model). This has been done for Test 213 in Fig. 114 and 115. It is seen that all except the first hot wall thermocouple is very close to the predicted hot gas temperature, and within 200F of the interpolated experimental hot gas temperature based on the combustion
Figure 114. Baffle No. 3 Temperature Profiles, Test 213
LH₂ FLOW = 2.358 LB/SEC
HOT GAS FLOW = 0.798 LB/SEC
MR = 0.863
DURATION = 0.5 SECOND

Figure 115. Experimental Temperature Profiles, Test 201, Baffle No. 3
temperature and the measured exit temperature. These temperatures are about 400°F higher than the predicted value, leading to the conclusion that the thermocouples probably are measuring the hot gas temperature, or close to it. On the other hand, the back wall thermocouples, which should measure the downpass liquid hydrogen temperature, read approximately ambient temperature, thereby raising the question of whether they are attached to the back wall or even if the thermocouples are intact or possibly shorted out at another location. The same results appear to be true for the last test, Test 236, shown in Figure 116. At this point it was decided to look at Test 201, one of the early tests. The results are somewhat inconclusive for the center three thermocouples, but the first and last hot wall thermocouples appear to be reading the hot wall temperature. The one recorded back wall temperature also appears to be reading the conditioned hydrogen temperature as expected. Unfortunately there were insufficient data channels to record more of the thermocouple data from the early tests. As a result it is questionable whether it is worthwhile instrumenting the baffles themselves, considering the expense, the doubtful data, and noting that it was the instrumented baffle which partially collapsed. It is possible that valid data could be obtained by relocating the thermocouples, using heavier thermocouple wire, a different type of thermocouple, or some other means. It should be remembered that having to put the thermocouples through a braze cycle did not improve their life capability. Furthermore, the large number of unplanned ignition tests run prior to obtaining heat transfer data did not help the thermocouples either.

The results of a similar analysis of the side plates is presented in Figures 117 and 118 for tests 201 and 213 respectively. For test 201, the hot wall thermocouples on the left side plate appear to be reading the hot gas temperature, whereas those on the right are probably reading the hot wall temperature. These results seem to be verified in test 213, except that the one functioning thermocouple may be reading the hot gas temperature since there was no apparent ignition in the right hand gas passage. By the end of the test program, none of the side plate thermocouples were functioning correctly.

One of the questions raised upon examination of the hardware after test 236 was: what caused the 4th baffle to bend? One theory was that if a difference in hot wall temperatures between adjacent sides of the baffle exceeded about 300°F
Figure 116. Experimental Temperature Profiles, Test 236, Baffle No. 3
Figure 117. Experimental Side Plate Temperature Profiles, Test 201
Figure 118. Experimental Side Plate Temperature Distributions, Test 213
a permanent deformation could result. To determine if this was possible, the theoretical computer baffle model was utilized to predict the temperature gradients around the odd-numbered baffles for tests 213, 222, and 236. The resulting hot wall temperature profiles are shown in Figures 119 to 121, respectively. For test 213, symmetrical heating conditions exist on the 3rd baffle. The first baffle has a maximum difference in hot wall temperature of about 70 F. The maximum predicted temperature gradient occurs on baffle No. 5 because of the apparent lack of combustion in the gas passage next to the side plate. In this case a maximum difference in the hot wall temperature on opposite sides of the baffle is 500-600 F, more than enough to cause bending of the baffle. By comparison, the other two tests studied show temperature differences up to 200 F, but none as severe as the 500-600 F discussed above. As a result it is quite possible that the failure to light the injector properly in the early tests resulted in the bending of the baffles.

Based on the solid wall heat flux distribution discussed in the next section, the maximum differential heat flux between adjacent baffles is in the range of 0.5 to 1.0 Btu/in²-sec. This can also be considered the difference in heat flux between one side of the baffle and the other. This difference in heat flux results in a difference in baffle hot wall temperature of 80-160 R based on Figure 122, which is theoretically insufficient to cause the baffle leading edge to bend with a permanent set.
Figure 119. Predicted Baffle Temperature Profiles, Test 213
Figure 120. Predicted Baffle Hot Wall and LH₂ Temperature Profiles, Test 222
Figure 121. Predicted Baffle Hot-Wall Temperature Profiles, Test 236
Figure 122. Predicted Effect of Differential Heat Flux on Both Sides of the Baffle on the Differential Hot-Wall Temperature
Liquid Hydrogen Pressure Drop

The contract specified a conditioned propellant pressure drop of 100 psi at nominal conditions. The hardware was designed for 75 psi pressure drop at nominal conditions, with 2.7 lb/sec of hydrogen through the conditioner. This was to leave some pressure drop for the mixer with some leeway for tolerance effects. The actual experimental pressure drops came out appreciably higher. To verify the results, the baffles were water flowed following the test series to determine the individual baffle resistances. Using this information, a detailed water pressure drop calculation through the baffle was made. Two roughnesses were assumed: 75 and 200 microinches. The result is shown in Table 33. The experimental pressure drop with 3 lb/sec per baffle was 170 psi; the theoretical pressure drops were 106 and 119 psi for 75 and 200 microinches respectively. This represents an error of 60% and 43% respectively; this is approximately the same error observed while flowing hydrogen during the test program. It is very unusual for pressure drop predictions to be in error by this much, especially for water. The most probable explanation is that the passages have either a larger roughness and/or the passages have a smaller cross-sectional area than nominal. For example, decreasing the channel height and width 10% will result in a 60% increase in pressure drop. Doubling the roughness only results in approximately a 15% increase in pressure drop.
### Table 33: Preliminary Baffle ΔP Analysis

<table>
<thead>
<tr>
<th>Description</th>
<th>Dimension</th>
<th>Calculated Pressure, psi</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WATER FLOW</strong> = 3 lb/sec/BAFFLE</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MAX. INLET MANIFOLD</strong> (flow thru full length)</td>
<td>.92&quot; x .42&quot; x 5.1&quot;</td>
<td>0.76 psi</td>
</tr>
<tr>
<td><strong>INLET ORIFICE</strong> (manifold→baffle)</td>
<td>52 x .050&quot; x .400&quot; vel. hd.</td>
<td>0.30 psi</td>
</tr>
<tr>
<td><strong>FRICTION LOSS</strong> 52 - .050&quot; x .076&quot; PASSAGES</td>
<td>75 μin. 200 μin.</td>
<td>92.1 104.0</td>
</tr>
<tr>
<td><strong>TRANSITION LOSS</strong> .050&quot;→.090&quot; PASSAGES (1 V.H.)</td>
<td></td>
<td>5.7 5.7</td>
</tr>
<tr>
<td><strong>FRICTION LOSS</strong> 52 - .090&quot; x .076&quot; PASSAGES</td>
<td></td>
<td>4.2 4.7</td>
</tr>
<tr>
<td><strong>EXIT VEL. HD.</strong> 52 - .090&quot; x .076&quot; PASSAGES</td>
<td></td>
<td>2.6 2.6</td>
</tr>
<tr>
<td><strong>OUTLET ORIFICE</strong> (baffle-man.) VEL. HD. - 52 x .090&quot; x .400&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MAX. OUT MANIFOLD = 1.20&quot; x .42&quot; x 5.1&quot; high</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calc. Baffle ΔP, psi</td>
<td>104.6 117.0</td>
<td></td>
</tr>
<tr>
<td>Calc. ΔP with manifolds, psi</td>
<td>1.6 1.6</td>
<td>1.65 psi</td>
</tr>
<tr>
<td><strong>EXPERIMENTAL ΔP = 170 psi</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Post-test hardware inspection indicated that the coolant passages were within 0.002 in. of the nominal dimension where checked. This amounts to approximately a 4% error in the dimension, which can result in approximately a 22% error in pressure drop. This does not take into account possible rounding in the corners of the passage, nor does it take into account the possibility of the few locations checked being representative of the whole baffle. Measurements of the channel roughness were not made, but they appear to be in the neighborhood of 300 microinches. This is higher than normal because of the EDM machining method used. Assuming this roughness, this would represent another 22% increase in pressure drop over the original design. Together, this represents an increase of 50% over the original design analysis; this would account for the large difference between theoretical and experimental results.

In a future design, the large roughness value can readily be taken into account when designing the baffle channel geometry. Now that the type of tolerances to be expected is known, they can also be taken into account in the next design.

**Thermal Efficiency of Conditioner**

The theoretical thermodynamic efficiency of the conditioner is equal to the hot gas enthalpy loss to the nominal exit temperature divided by the enthalpy loss to the minimum available exit temperature. This minimum temperature would be the liquid hydrogen inlet temperature (for the hydrogen conditioner) for a counterflow heat exchanger, or the hydrogen outlet temperature (225R with no bypass) for a parallel flow heat exchanger. The selected heat exchanger is basically of the latter design. However, the operating requirements for the heat exchanger is that the hot gas temperature cannot drop below the freezing temperature of the water trapped within the combustion products in order to avoid bulk icing. This limits the minimum available hot gas temperature for the design to 32F (492R). Using the hot gas enthalpy as a function of temperature as shown in Figure 113 for a mixture ratio of 1.0, with the nominal reactor hydrogen injection temperature of 275R results in a theoretical combustion temperature of 2060R. The resultant enthalpy loss to the nominal gas exit temperature of 750R is 2360 Btu/lb. The available enthalpy going down to 492R exit temperature is about 3380 Btu/lb, resulting in a thermodynamic efficiency of about 70%. This was deemed satisfactory for this
design since the requirement was that the system weight be minimized. The thermal efficiency can readily be increased by increasing the operating mixture ratio (combustion temperature). For example, at a mixture ratio of 3 with a combustion temperature of about 4460 R, the efficiency increases to 89% for a design outlet temperature of 750 R, or 74% for an outlet temperature of 1000 R.

Experimental Thermal Efficiency
The experimental thermal efficiency compares the heat transferred in the as-built hardware to the theoretically available heat for transfer. Due to tolerance effects the hardware was not built to exactly nominal dimensions. Also, the injector did not produce 100% combustion or a uniform flow and mixture ratio distribution. These will be discussed in terms of how they relate to the experimental efficiency.

Based on the early tests, the calculated hot gas flow area (based on chamber pressure, mixture ratio, and total gas flow) was very close to the measured area, indicating that the calculated pressure drops are correct and that the gas flow area was close to nominal. As a result this should have no effect on the as manufactured thermal efficiency.

The slightly smaller conditioned hydrogen channel dimensions and increased surface roughness had little influence on the surface area but did increase the coolant side heat transfer coefficient, resulting in cooler walls and more heat transferred for a given flowrate. Based on the theoretical results presented previously, showing the effect of conditioned hydrogen flowrate on heat input, increasing the hydrogen flow from 4.5 to 5.95 lb/sec results in only a 3% change in the heat input. This change in flow represents a 32% change in mass velocity, whereas the increased pressure drop can be accounted for by approximately an 8% increase in mass velocity with about the same equivalent increase due to roughness. With half the increase in mass velocity, the 50% increase in pressure drop could produce about a 1½% increase in efficiency. Even this is too high, since an increased hydrogen flow used in the analysis reduces the hydrogen outlet temperature and increases the temperature potential and heat input; this does not occur in a system where nothing has changed except for the pressure drop. Consequently it is concluded that the large increase in the conditioned hydrogen pressure...
drop over the design value causes about a 1% increase in thermal efficiency in the as-built hardware. This result is not too surprising, as previous parametric studies showed that the wall temperatures are not very sensitive to variations in hydrogen mass velocity. Another aspect of having a high conditioned hydrogen pressure drop is that it would stabilize the hydrogen flow system, so that instabilities would be less likely to show up. This is true for a given hydrogen flowrate. However, if the as-built design were operated with a reduced flow in order to achieve the correct pressure drop, the hydrogen system would be less stable due to the higher hydrogen outlet temperature and thus reduced exit density. This could easily have been checked by increasing the hydrogen bypass for one or two tests. This was not done, however, as indicated earlier, because of high erroneous hot wall temperature readings from the baffle thermocouples.

The injector mixture ratio distribution as well as the completeness of combustion affected the measured conditioner efficiency. Based on earlier discussions, the experimental data indicated a combustion efficiency of 95-96%; this resulted in reducing the thermal efficiency 11-15% based on theoretical considerations.

The effect of a few thousandths variation in the various hot gas gaps appeared to have little effect on the heat transferred to a baffle, based on data for the early tests (prior to Test 218). The two side passages were measured to be 0.010-0.020 less than the center hot gas passage widths; yet for the early tests the left side wall had nearly the same heat input as the baffles (considering that the side wall only has half the area). On the later tests the right side wall had some very appreciable heat inputs on several tests. This appears to strengthen the argument that the hot gas gap distribution has little effect on the conditioner performance. This is at least partly accounted for by the design, where each baffle is exposed to two hot gas passages, thereby averaging out differences in the gas gaps. The narrower gaps will carry less hot gas flow, and will thus tend to ice sooner. However, near the nominal operating point icing does not seem to be an operational problem, based on the test results; this was shown both by the insensitivity of gas flow area to the ratio of hot gas to conditioned hydrogen flowrates, and by comparing the calculated hot gas flow area for the early tests to the directly measured dimensions of the gas flow passages.
The experimental thermal efficiency compares the heat transferred for a given hot gas flowrate in the as-built hardware to the heat which should theoretically have been transferred for that flowrate. This represents the amount the theoretical efficiency presented above is reduced from the design value. The experimental efficiency can be represented as a hot gas enthalpy ratio:

$$\eta_{\text{experimental}} = \frac{\Delta H_{\text{measured}}}{\Delta H_{\text{design}}}$$

This parameter is presented as a function of test number in Fig. 98. The experimental range is between 0.8 and 1.0, with an average of about 0.89. This can be accounted for completely by the measured combustion efficiency of about 95-96%, as shown in Fig. 100.

In reviewing the hot gas outlet temperature data, it is noted that several of the thermocouples measure temperatures appreciably less than the nominal 750 R for many of the tests. The hot gas passage between baffles 3 and 4 is the only one that consistently reads appreciably greater than the design value. This again indicates that the lower than expected heat input to the baffles is not due to the baffle design or due to tolerances built into the hardware. It indicates that the baffles are trying to extract the available heat, but that a reduced heat was available because of the reduced injector efficiency (100% combustion efficiency was assumed for the original design analysis). While the assumption of 100% combustion may not have been entirely realistic, the net effect on the design would have been minor. It would have been compensated for by increased gas flow and/or increased mixture ratio, which could also have been accomplished after the hardware had been built. The only effect on the hardware itself may have been small adjustments to the injector orifices to accommodate the different reactor flow, and slightly larger hot gas flow area in order to maintain the same chamber pressure. These can be considered as refinements to the basic design.
POSTTEST HARDWARE EVALUATION

Following the first series of igniter only tests, the injector assembly was removed from the conditioner for visual inspection of the baffle assemblies and the conditioner walls. There was no evidence of any overheating or hot spots in the conditioner assembly. The injector assembly was reinstalled to the conditioner and no further internal inspection of the conditioner assembly was performed until completion of all hot fire tests planned for hydrogen.

Upon disassembly of the injector assembly from the conditioner subsequent to all hot fire tests, it was again noted there was no evidence of baffle or conditioner wall overheating, but it was noted that the leading or forward ends of the baffles had deflected from their initial position, causing a pronounced variation in hot gas gaps, and that the center or instrumented baffle collapsed in the region where the baffle honeycomb had been removed for thermocouple installation. Fig.123 is a sketch of the baffle position and location of the baffle collapse after test; Fig.124 shows the actual hot gas gap dimensions before and after test; and Fig.125 denotes the region of baffle collapse.

Subsequent to removal of each baffle assembly from the conditioner, each baffle was water-flow calibrated to ascertain any variation in coolant channel geometry. All five baffle assemblies flowed within +2% of each other at several pressure drop measurements.

The collapsed or center baffle was sectioned at the forward edge, as shown in Fig. 126. The coolant channels showed no evidence of distortion and the channel dimensions were well within the drawing tolerances. A chart of the channel cross-section dimensions per drawing, as fabricated, and posttest is shown on the next page.
1. POSSIBLE CAUSE OF DAMAGE
   A. THERMAL
   B. PRESSURE

2. TO CAUSE PERMANENT DAMAGE
   A. $\Delta t$ ACROSS THE BAFFLE MUST BE GREATER THAN 350 DEGREES
   B. $\Delta p$ ACROSS THE BAFFLE MUST BE 100 psi @ AMBIENT CONDITIONS TO 65 psi @ 800 F

Figure 123. Hydrogen Conditioner, Unit No. 1, Baffle Deflection
Figure 124. Hot-Gas Gap Dimensions
1. Based on honeycomb core buckling, pressure required for buckling = 400 PSI.

Figure 125. Sketch of Honeycomb Cutout
Figure 126. Sections of Instrumented Baffle
The sectioned portion of the baffle assembly verified the brazing technique used for the braze joint of the Haynes 188 to the 304L stainless indicated an exceptionally good bond with good braze fillets in the channels. The 347 stainless honeycomb to the 304L stainless closure was also well brazed with a very clean and shiny surface, indicating that the hydrogen purging technique used was well adapted to this configuration.

Each of the conditioner side walls as well as the top and bottom wall showed no evidence of overheating or distortion as evidenced by the fact that the post-test internal box dimensions of the conditioner were within .005 inch of their original value.

An analysis of the buckled baffle assembly indicated the possible cause of failure to be either temperature variation from one side to the other or excessively high pressure in the combustion portion of the conditioners. To determine an absolute value and the variation in pressure to collapse a baffle with some honeycomb structure removed in comparison to a baffle without any honeycomb removed, two sample panel assemblies as shown in Fig. 127 through 129, were fabricated in a manner similar to that used in the conditioner baffle construction. After fabrication of the two samples, each sample was hydraulically crushed to failure as shown in Fig. 130 and 131. The -003 specimen (without cutout) failed at 1450 psi and the -005 specimen (with a .250 cutout) failed at 1250 psi. These high values strongly indicate that pressure alone was not the cause of the conditioner baffle failure.
Figure 127. Baffle-Buckling Test Specimen (-003 Specimen Without Cutout) and (-005 Specimen With 0.250 Cutout)
Figure 128. As Fabricated -003 Sample Baffle (No Cutout in Honeycomb)
Figure 129. As Fabricated -005 Sample Baffle (With Cutout in Honeycomb)
Figure 131. -005 Sample Baffle After Collapse at 1250 psig
TECHNOLOGY DEVELOPMENT

A technology task was conducted to determine the injector mixture ratio and heat flux distribution, and to determine the effect of the igniter on the combustor and baffle heat fluxes. For this purpose an uncooled piece of hardware was designed, built and tested using the injector and igniter that was planned for the full size hardware. The nose section of each of the five baffles was simulated, with the nominal hot gas gap. Baffle instrumentation included hot wall thermocouples at the stagnation point and within the gap on each baffle to give an indication of the heat flux distribution from left to right and from top to bottom. An additional hot wall thermocouple was located in the side wall across from the igniter to determine the effects of the injector and igniter on the local heat flux. In addition, the injector face itself had three face thermocouples to verify that it was operating at a satisfactory temperature. A schematic of the hardware and associated instrumentation is shown in Fig. 132 and 133 while a photograph of the solid wall conditions is shown in Fig. 134. Another purpose of the solid wall chamber was to verify the ignition and start characteristics of the side-mounted igniter.

This effort was concentrated on experimentally verifying the compatibility of the trislot reactor injector and the side mounted igniter. This was accomplished through a series of hot firing tests of the injector and igniter assembly in a solid wall chamber.

The injector shown previously in Fig. 88, incorporated trislot injection elements with elements arranged in a rectangular pattern and aligned in such a manner that they are aligned with the hot gas passages between the simulated heat exchange baffles.

INJECTOR THERMAL ANALYSIS

A steady state thermal analysis of the trislot injector face was performed at nominal operating conditions \((MR = 1, T_c = 1600F, T_{H_2} = 275R, T_{O_2} = 375R)\). For this purpose an area consisting of 1/2 injector element in width and 1/2 the
Figure 132. Solid Wall Chamber
Figure 133. Uncooled Dummy Baffle Thermocouple Locations
Figure 134. Solid Wall Conditioner
injector face in length, and the depth of the copper face plate was programmed for the HEATING program. Two hot gas heat transfer coefficients were analyzed: one represents the value in the combustor upstream of the baffle, and the second one represents twice this heating rate. These represent heat fluxes of about 0.8 and 1.6 Btu/in$^2$-sec respectively. Furthermore, both of these values are expected to be conservative, the maximum heat flux analyzed being 40 percent of the maximum heat flux in the conditioner. For the same combustor mass velocities, data from Ref. 3 indicated lower heat fluxes than assumed here. Results are shown in Fig.135 and 136 for the low and high heat flux cases respectively. At the lower heat flux, heated face temperatures range from a predicted low of 3F to a high of about 180F. The temperature drop across the copper from the heated surface to the hydrogen feed passage is only about 20F. At the higher heat flux condition, the face temperatures ranged from a low of 100F to a high of about 440F. These temperatures are acceptable for OFHC copper, and no overheating problems are foreseen. As expected, highest temperatures occur at the injector centerline, since because of the symmetrical hydrogen feed system there is presumably no hydrogen flowing in the feed passages in this region. It is noted that while there tends to be relatively strong temperature gradients in the direction of hydrogen flow through the feed passage, there is a much smaller temperature gradient in the other direction (midway between elements to the element centerline).

Somewhat higher face temperatures can be expected with higher propellant injection temperatures. Verification of these predicted temperatures were obtained during the test program through direct temperature measurements on the injector face.
Figure 135. H₂ Conditioner - Injector Face Temperature (Nominal Heat Flux) (Injector End Combustor Heat Flux)

\[ Q/A \sim 0.8 \text{ Btu/in.}^2\text{-sec, MR} = 1, W_{HG} = 1.2 \text{ lb/sec} \]
Figure 136. H$_2$ Conditioner Injector Face Temperatures (Peak Heat Flux)
TEST RESULTS

A total of 54 tests was conducted on the solid wall conditioner, including 42 mainstage tests and 12 ignition only tests for an accumulated duration of 126 seconds. These tests were conducted over a range of propellant temperatures, chamber pressures and mixture ratios as summarized below.

Solid Wall Conditioner Tested 54 Times
   12 - Ignition Only Tests
   42 - Mainstage Tests

Range of Conditions Tested
   Chamber Pressure, Psia          71 - 301
   Reactor Mixture Ratio
      Ignition Phase                 0.43 to 2.26
      Mainstage                      0.73 to 3.28
   Igniter Mixture Ratio(at Ignition) 0.2 to 1.0
   Hydrogen Temperature, R          530 - 184
   Oxygen Temperature, R            530 - 234
   Duration, Sec
      Ignition Phase                 0 to 1.5
      Mainstage                      0 to 8.4

Accumulated Duration, Sec        126

A compilation of test parameters is presented in Table 34.

Ignition was achieved on all tests except one very low (0.4) mixture ratio test. The wide ranges of flowrates and propellant temperatures over which the torch igniter is operable were thus demonstrated. The igniter was in excellent condition after the test series.
<table>
<thead>
<tr>
<th>Test No.</th>
<th>Duration, Seconds</th>
<th>Flowrate, lb/sec</th>
<th>Mixture Ratio</th>
<th>Total Injector</th>
<th>Igniter</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (Ign)</td>
<td>1.0</td>
<td>0.71</td>
<td>0.55</td>
<td>0.56</td>
<td>0.32</td>
<td>Ignition Only Test</td>
</tr>
<tr>
<td>2 (Ign)</td>
<td>1.0</td>
<td>0.79</td>
<td>0.58</td>
<td>0.59</td>
<td>0.35</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>3 (Ign)</td>
<td>2.0</td>
<td>0.87</td>
<td>0.75</td>
<td>0.78</td>
<td>0.14</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>4 (Ign)</td>
<td>1.0</td>
<td>0.88</td>
<td>0.67</td>
<td>0.69</td>
<td>0.25</td>
<td>Shuttoff During Mainstage</td>
</tr>
<tr>
<td>5 (Ign)</td>
<td>2.0</td>
<td>1.16</td>
<td>0.86</td>
<td>0.93</td>
<td>0.20</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>6 (Ign)</td>
<td>1.0</td>
<td>1.04</td>
<td>0.60</td>
<td>0.61</td>
<td>0.37</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>7 (MS)</td>
<td>0.8</td>
<td>1.0</td>
<td>0.69</td>
<td>0.71</td>
<td>0.40</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>8 (Ign)</td>
<td>1.9</td>
<td>1.17</td>
<td>0.72</td>
<td>0.76</td>
<td>0.11</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>9 (Ign)</td>
<td>0.9</td>
<td>0.78</td>
<td>0.66</td>
<td>0.67</td>
<td>0.39</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>10 (MS)</td>
<td>0.9</td>
<td>0.7</td>
<td>0.83</td>
<td>0.85</td>
<td>0.43</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>11 (MS)</td>
<td>1.8</td>
<td>2.18</td>
<td>1.07</td>
<td>1.05</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>12 (MS)</td>
<td>1.4</td>
<td>0.89</td>
<td>0.89</td>
<td>0.91</td>
<td>0.19</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>13 (MS)</td>
<td>1.8</td>
<td>0.85</td>
<td>0.55</td>
<td>0.55</td>
<td>0.38</td>
<td>Ignition/Mainstage Tests</td>
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<tr>
<td>14 (MS)</td>
<td>0.3</td>
<td>0.69</td>
<td>0.73</td>
<td>0.74</td>
<td>0.48</td>
<td>Ignition/Mainstage Tests</td>
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<tr>
<td>15 (MS)</td>
<td>3.0</td>
<td>0.85</td>
<td>0.75</td>
<td>0.85</td>
<td>0.48</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>16 (MS)</td>
<td>2.0</td>
<td>1.17</td>
<td>1.08</td>
<td>1.13</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>17 (MS)</td>
<td>0.3</td>
<td>0.45</td>
<td>0.55</td>
<td>0.66</td>
<td>0.46</td>
<td>Ignition/Mainstage Tests</td>
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<tr>
<td>18 (MS)</td>
<td>3.0</td>
<td>0.78</td>
<td>1.03</td>
<td>1.05</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>19 (MS)</td>
<td>0.3</td>
<td>0.73</td>
<td>1.09</td>
<td>1.11</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>20 (MS)</td>
<td>3.0</td>
<td>0.48</td>
<td>0.69</td>
<td>0.69</td>
<td>0.49</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>21 (MS)</td>
<td>1.0</td>
<td>0.88</td>
<td>1.29</td>
<td>1.35</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>22 (MS)</td>
<td>0.3</td>
<td>0.70</td>
<td>1.04</td>
<td>1.09</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>23 (MS)</td>
<td>5.0</td>
<td>0.44</td>
<td>0.72</td>
<td>0.85</td>
<td>0.38</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>24 (MS)</td>
<td>1.0</td>
<td>0.77</td>
<td>1.27</td>
<td>1.34</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>25 (MS)</td>
<td>0.3</td>
<td>0.65</td>
<td>0.86</td>
<td>0.86</td>
<td>0.48</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>26 (MS)</td>
<td>1.0</td>
<td>0.77</td>
<td>1.13</td>
<td>1.24</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>27 (MS)</td>
<td>0.3</td>
<td>0.34</td>
<td>2.02</td>
<td>2.22</td>
<td>0.54</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>28 (MS)</td>
<td>2.0</td>
<td>0.91</td>
<td>0.69</td>
<td>0.70</td>
<td>0.49</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>29 (MS)</td>
<td>2.2</td>
<td>1.06</td>
<td>0.74</td>
<td>0.75</td>
<td>0.46</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>30 (MS)</td>
<td>0.3</td>
<td>0.49</td>
<td>0.75</td>
<td>0.75</td>
<td>0.60</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>31 (MS)</td>
<td>2.0</td>
<td>0.80</td>
<td>1.28</td>
<td>1.30</td>
<td>0.59</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>32 (MS)</td>
<td>0.3</td>
<td>0.73</td>
<td>0.76</td>
<td>0.76</td>
<td>0.60</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>33 (MS)</td>
<td>2.0</td>
<td>1.20</td>
<td>1.37</td>
<td>1.40</td>
<td>0.59</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>34 (MS)</td>
<td>0.3</td>
<td>0.49</td>
<td>0.73</td>
<td>0.73</td>
<td>0.74</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>35 (MS)</td>
<td>2.0</td>
<td>0.80</td>
<td>1.70</td>
<td>1.73</td>
<td>0.77</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>36 (MS)</td>
<td>0.3</td>
<td>0.52</td>
<td>0.50</td>
<td>0.50</td>
<td>0.50</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>37 (MS)</td>
<td>2.0</td>
<td>1.08</td>
<td>1.00</td>
<td>1.05</td>
<td>0.48</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>38 (MS)</td>
<td>0.2</td>
<td>1.16</td>
<td>1.11</td>
<td>1.13</td>
<td>0.49</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>39 (MS)</td>
<td>0.3</td>
<td>0.52</td>
<td>0.55</td>
<td>0.55</td>
<td>0.55</td>
<td>Ignition/Mainstage Tests</td>
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<td>40 (MS)</td>
<td>2.0</td>
<td>1.85</td>
<td>1.05</td>
<td>1.08</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
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<td>41 (MS)</td>
<td>0.3</td>
<td>0.29</td>
<td>1.19</td>
<td>1.21</td>
<td>0.38</td>
<td>Ignition/Mainstage Tests</td>
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<tr>
<td>42 (MS)</td>
<td>0.5</td>
<td>0.44</td>
<td>1.75</td>
<td>1.80</td>
<td>0.73</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>43 (MS)</td>
<td>0.2</td>
<td>0.22</td>
<td>2.19</td>
<td>2.26</td>
<td>1.02</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>44 (MS)</td>
<td>0.6</td>
<td>0.36</td>
<td>3.15</td>
<td>3.28</td>
<td>1.12</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>45 (MS)</td>
<td>0.3</td>
<td>0.75</td>
<td>0.51</td>
<td>0.52</td>
<td>0.41</td>
<td>Ignition/Mainstage Tests</td>
</tr>
<tr>
<td>46 (MS)</td>
<td>8.4</td>
<td>2.27</td>
<td>0.99</td>
<td>1.02</td>
<td>-</td>
<td>Ignition/Mainstage Tests</td>
</tr>
</tbody>
</table>

* No ignition phase
** Test number start with 1 commencing with the start of each calendar year
Combustion was acceptably stable during all conditions. Only during tests with the coldest propellants did occasional low amplitude +15 psi oscillations occur at approximately 11 khz for periods of a few tenths of a second. These oscillations would not be damaging to the cooled conditioner and occurred in the configuration of the solid wall conditioner which had no acoustic cavities. It was thus concluded that the cooled conditioner would not require acoustic cavities.

SOLID WALL BAFFLE DATA ANALYSIS

Heat transfer data on the solid wall chamber was obtained from one Chromel-Alumel (C/A) thermocouple in the combustor opposite the igniter, nine Iron-Constantan (I/C) thermocouples located at the baffle stagnation point, and five C/A thermocouples located on the baffle near the hot gas gap (Fig. 133). All thermocouples were attached to the hot gas surface. Heat flux data was determined from the transient temperature-time data, comparing the experimental results with theoretical values. If the chamber were run sufficiently long to attain steady state, the thermocouples would register the local combustion temperature and thus give an indication of the local mixture ratio and/or combustion efficiency. This was not done, however, as it was undesirable to jeopardize the hardware before obtaining the required data.

To obtain experimental heat transfer coefficients, it was first necessary to perform a theoretical analysis using the hardware geometry and material in order to obtain theoretical temperature-time plots over a range of heat transfer coefficients. For convenience, a standard dimensionless temperature parameter was used; the numerator of which is the temperature rise of the wall surface at any given time, while the denominator is the difference between the hot gas temperature and the initial wall temperature. Time is measured from the start of ignition. The required temperature-time data is obtained from the Astrodata system used to record test data, with the reference time at which ignition occurs being determined from synchronized Brush recorder traces. For the dimensionless temperature parameter, the initial hardware temperature is
determined from the temperature trace on the Brush recorder, and the combustion gas temperature is based on the mainstage total mixture ratio (igniter plus injector). While this does not give quite the correct heat transfer coefficient during the ignition phase, the error in heat flux is small.

Typical plots of the temperature-time traces from which the heat transfer rates were determined are shown in Figures 137 and 138. Due to the sensitivity of the results at small values of time, these values usually differ somewhat from those at later times due to small errors in initial hardware temperature and initial time. Similarly, errors can occur at high values of time, since the correspondence of experimental and theoretical curves depends on the value of the combustion temperature used in reducing the data.

Examination of the transient temperature data indicated that ignition heat fluxes could be obtained in one second of transient operation, and mainstage heat fluxes were obtained in another 1-1/2 - 2 seconds of operation. Also, mainstage data could be obtained in a shorter duration if the ignition phase was reduced in duration.

The experimental baffle stagnation heat flux is shown as a function of hot gas flowrate in Fig. 139 for tests 556 and 567-570 (ignition MR=0.52, mainstage MR=0.72). For clarity, the last two tests at higher mixture ratio were omitted from this figure. It is noted that thermocouple 3 was not functioning, and thermocouple 2 is probably not reading correctly. Of the remaining thermocouples, those at locations 1, 4, 5, and 8 have the same ignition heat flux, and those at 1, 4, 5, 8 and 9 have the same mainstage heat flux. The heat flux at thermocouple 6 (2nd baffle from the igniter) has stagnation point heat fluxes approximately 50 percent higher than the "nominal" experimental value, although lower than the design value. Thermocouples 7 and 14 show somewhat different behavior than the rest, although the peak values measured do not differ much from those at 6 and 13, respectively. This may be due to the proximity of the igniter.
Figure 137. Uncooled Workhorse Dummy Baffle Hot Wall Thermal Response (347 CRES, $K \approx 0.26 \times 10^{-5}$ Btu/in.-sec-F, $\alpha \approx 0.009$ in.$^2$/sec)
Figure 138. Uncooled Workhorse Dummy Baffle Hot Wall Thermal Response (347 CRES, $K \sim 0.26 \times 10^{-3}$ Btu/in.-sec.-F, $\alpha \sim 0.009$ in.$^2$/sec)
Figure 139. Experimental Baffle Stagnation Point Heat Flux Versus Flowrate (GOX/\textit{GH}_2, T = 530 \text{ R}, MR = 0.52 \text{ Ign.}, MR = 0.73 M/S, T_{Wall} = 200 \text{ F})
Results for the baffle thermocouples located near the hot gas gap are shown in Fig. 140, in terms of heat flux vs. gas flowrate. It is noted that thermocouple 14 is located in the gap adjacent to the igniter, that the gap in which thermocouple 10 is located was somewhat restricted by the seal used between the space and the baffles (resulting in possibly low readings), and that both of these thermocouples are located closer to the minimum hot gas gap than thermocouples 11, 12 and 13. As a result lower heat flux measurements from 11, 12 and 13 would be expected. In addition, thermocouple 11 ceased operating after test 568. The results indicate that thermocouples 10 and 11 read the lowest heat flux, with the heat flux steadily increasing as the igniter is approached. This trend occurs during both ignition and mainstage.

In comparing the stagnation point and the hot gas gap heat flux trends, it is noted that the stagnation heat flux is lower than that in the gap (by about 20 percent). Furthermore, both indicate a heat flux dependence on flowrate to the 0.8 power, typical of turbulent flow.

The reason for this at the stagnation point, where laminar flow usually exists, is that the diameter Reynolds number is high at this point - about 10,000; as a result the flow turns turbulent near the baffle leading edge, and with the higher conductivity braze spots covering the thermocouples, the thermocouples cannot distinguish the small area of laminar flow from the much greater area of turbulent flow.

Using a mixture ratio range of .86, a curve of heat flux vs mixture ratio was developed for a constant flowrate of 1.0 lb/sec. The results are shown in Fig. 141. It is noted that mixture ratios of 0.53 and 0.63 are during ignition, and the two higher mixture ratios are at mainstage. The theoretical value for thermocouple 11, 12, and 13 falls between the experimental values for 12 and 13, with thermocouple 11 being somewhat lower. The theoretical value for thermocouple 10 and 15 is about 50 percent higher than the experimental values at the lowest mixture ratios, but only about 15 percent higher than thermocouple 15 at the highest mixture ratio. As indicated earlier, thermocouple 10 was probably reading low due to a blockage of that hot gas gap.
Figure 140. Experimental Dummy Baffle Heat Flux in Gap vs Flowrate
(GOX/\text{GH}_2, T = 530 \text{ R}, \text{MR} = 0.52 \text{ Ignition, MR} = 0.73 \text{ M/S, T}_{\text{wall}} = 200 \text{ F})
Figure 141. Experimental Dummy Baffle Heat Flux vs Mixture Ratio
(GOX/\text{GH}_2 (540 \text{ R}), \ W_{\text{gas}} = 1.0 \text{ lb/sec}, T_{\text{wall}} = 200 \text{ F})
In conclusion, considering the difficulty in obtaining transient temperature data at the hot gas surface and the considerable number of variables which affect the results, the agreement between theoretical and experimental values is sufficiently close to indicate that the baffle should operate about as designed, with no problems at the stagnation point or in the hot gas gap.

Several items were corrected and/or changed in the next series of tests (Tests 002-036). Aside from removing the restriction to the hot gas gap in which thermocouple 10 was located, the spacer between the baffle and the injector was removed, to give an indication of whether the spacer is required or not. In addition, tests were run with the igniter turned off during mainstage, to determine its effect on the operation of the baffles. Also, tests were run over a wider range of mixture ratio, to indicate what can be expected with the cooled hardware at higher mixture operation.

Experimental heat flux is shown in Figures 142 and 143 as a function of the total hot gas flowrate for the baffles. Figure 142 is for tests 007-011, where the igniter was shutoff during mainstage operation. By comparison, Fig. 143 shows the results for some of the cold propellant injection conditions (with the igniter on during mainstage). A comparison of these two figures indicate that the measured heat fluxes as a function of flowrate are about the same, although the mixture ratios are different. The data shows higher heat fluxes at higher mixture ratio and lower heat fluxes with lower combustion temperature, as expected.
Figure 142. Baffle Heat Flux Values
Figure 143. Baffle Heat Flux Values (Ignition on During Mainstage)
Starting with test 018, thermocouple 10 (side mounted baffle thermocouple farthest from the igniter) began to indicate higher heat fluxes than normal. Since this test was not at severe conditions (total flow-rate of 1.17 lb/sec, mixture ratio of 1.09), and the previous test was at even less severe conditions, it is uncertain what caused this change. It is noted that it was expected that thermocouples 10 and 14 would register a higher heat flux due to being mounted closer to the smallest part of the hot gas gap. It is not known whether anything changed to increase the heat flux at this point, or whether enough braze was eroded from the thermocouple over the previous tests so that the thermocouple tip was no longer attached to the wall, allowing a faster thermal response and thus indicating a higher heat flux. In any case, the peak heat fluxes as measured by T/C 10 after test 018 are slightly less than the predicted peak heat fluxes at the forward end of the baffle, and thus no problems are foreseen with the cooled conditioner.

EXPERIMENTAL COMBUSTOR HEAT FLUX

A thermocouple was attached to the hot gas wall in the combustor opposite the igniter. Typical transient temperature curves for tests 556 and 567-572 are shown in Fig. 144. The resulting heat transfer coefficients are in the range of .002-.004 Btu/in\(^2\)-sec-F. This results in roughly a factor of 4 higher heat transfer coefficient in this region at the nominal operating point with ambient temperature propellants than was predicted with the Bartz simplified equation.

Data are shown in Fig. 145 for tests 002-014 with ambient temperature propellants, and in Fig. 146 for tests 014-024 for colder temperature propellants. Variations in flowrate, mixture ratio, and injection temperature seem to have little effect on the heat transfer coefficient in this region. The igniter also has little effect. Whether this is real or due to a faulty thermocouple installation is not definitely known. However, the heat fluxes are higher than theoretically predicted with the simplified Bartz pipe flow equation, and are being used in the analysis of the cooled hardware.
Figure 144. Uncooled Workhorse Combustor Thermal Transients 0.5-Inch Thick, 347 CRES
Figure 145. Combustor Wall Thermocouple, Tests 002 Through 014, Theoretical Combustion Temperature
Figure 146. Combustor Wall Thermocouple, Tests 015 Through 025, Theoretical Combustion Temperature
The result of the higher heat flux is to increase the predicted mid-channel gas wall temperature of 660 F, and a mid-land value of 1070 F at a MR=1 with ambient propellants. This is based on the channel height being reduced from .117 inch to .077 inch (this adds more margin to the mid-channel, although it has little effect on the mid-land temperature). In spite of the increased heat flux measured, the combustor can easily operate at the design condition.

It is noted that the side walls tend to run at a higher temperature than do the top and bottom walls due to the difference in land width - 0.2 inch vs 0.1 inch, even though both have the same hot gas wall thickness, channel width and channel height.

INJECTOR THERMAL RESPONSE
The thermal response of the injector as measured by the thermocouple located at the injector center are shown in Figures 147 through 150. Results for the first series of tests (567-572) are shown in Fig. 147. Results indicate that it takes 2-3 seconds for the copper face to reach steady-state temperatures. The peak measured temperature was about 600 F, and it occurred with the maximum injector flowrate. Figure 148 shows the same results for tests 006-011 with the igniter off during mainstage. As in the previous test series, both ambient oxygen and hydrogen were used, and the results are about the same. Tests 015 to 025 results are shown in Fig. 149. In this case, the response time has been reduced to 1-2 seconds, and the steady-state injector face temperatures are lower due to the lower injection temperatures. A cross-plot of the data for these last tests is presented in Fig. 150. This figure has three separate plots; injector face temperature as a function of total flowrate, the difference between injector face temperature and hydrogen injection temperature vs flowrate, and also as a function of mixture ratio.
Figure 147. Injector Center Thermocouple Transients, Tests 567 Through 572
Figure 148. Injector Center Thermocouple Transients, Tests 006 Through 011, Igniter Off During Mainstage
Figure 149. Injector Center Thermocouple Transients, Tests 015 Through 025
Figure 150. Injector Center Face Temperatures, Steady-State Mainstage, Tests 015 Through 024
The last correlation was also the best, and indicated for this series of tests that the injector face temperature went up in proportion to the hydrogen injection temperature increase, and that the face temperature was independent of hot gas flowrate and a very weak function of mixture ratio. The data actually indicates a slight decrease in temperature with increasing mixture ratio, which may be indicative of reduced recirculation on the injector face due to the decreasing hydrogen injection velocity.

Inspection of the hardware after the last test (036) indicated localized erosion patterns in the combustor; these did not cover the combustor wall thermocouple. It is not known exactly when this happened, but it is strongly suspected of having occurred in the last test. Although the duration was 8-1/2 seconds, the overall mixture ratio was only 1.0, with a combustion temperature under 1800 F. This condition alone would not indicate that erosion could take place. However for the first 3.5 seconds of the test, the oxygen flow was oscillating, due to two-phase flow passing through the upstream oxidizer control venturi. At this point the oxygen temperature dropped and the oxidizer flow stabilized; in the meantime the hydrogen flow was slowly decreasing due to a rise in hydrogen temperature, resulting in an increasing mixture ratio. It is suspected that the oscillating oxygen flow during the two-phase operation could have resulted in abnormal mixture ratio distributions, with the subsequent erosion. The last part of the test also probably had two-phase flow in the upstream venturi, but the flow was stable.

Typical distribution of the heat flux across the baffles is shown in Fig. 151. The results showed that with the igniter either on or off during mainstage, the heat flux reaches a peak on the second baffle from the igniter. This is true both at the stagnation point and in the hot gas gap. The reason for this was not finalized; however, it was undoubtedly caused by a non uniform distribution of the hot gases.
Figure 151. Typical Heat Flux Distribution on the Baffles (Mainstage)
CONCLUSIONS

Review of the test data and subsequent thermal analysis has resulted in formulation of the following conclusions relative to the technology task and its impact on the cooled conditioner design and test efforts.

1. The concept of using a tri-slot injector and side mounted torch igniter close coupled to the heat exchanger baffles is feasible. The effluent from the side mounted torch igniter mixes well with the main flow and does not impinge on the opposite wall. Also, the use of the oxygen flow control valve to maintain low mixture ratios during the ignition phase of operation is valid.

2. Separate ignition valves are not required; all flow can be controlled by the main propellant valves.

3. Reliable ignition and stable combustion can be expected over the entire range of expected operating conditions.

4. Peak heat flux values on the baffles are quite close to predicted, and should present no problem on the cooled conditioner.

5. Combustion zone heat flux is somewhat higher than predicted on the side walls; however well within the capability of the cooled conditioner.

6. Some tests were conducted where the igniter was shut off during mainstage, with no significant effect on combustion zone temperatures.

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7. On the last test there was some localized erosion of the side walls of the conditioner, which has been attributed to two phase oxygen flow and reducing hydrogen flow during the test, resulting in erratic injection and localized very high heat fluxes. To alleviate this condition on the cooled conditioner tests with chilled propellants, a larger pre-fire bleed will be used to stabilize temperatures.

8. Since the localized erosion occurred only on the side walls where the injector elements are quite close to the conditioner wall a revision to the second injector was decided upon. The outer row of elements on the side walls were eliminated, leaving a greater gap between elements and conditioner wall. This will reduce localized heat flux in this region while having no detrimental effect on the heat exchange efficiency of the conditioner.
CONCLUSIONS AND RECOMMENDATIONS

The program met its basic objective of establishing a technology base for the baffle type propellant thermal conditioner that was evaluated. The test effort showed that the conditioner was not mission duty cycle limited and is capable of operation over a wide mixture ratio. Use of the flow control valve (demonstrated on the solid wall conditioner) whereby the reactor starts at a low mixture ratio and is automatically sequenced into mainstage conditions by the cold fluid precludes damage to the hardware if the system fails to flow cold fluid on demand. This concept also allows for safe operation of the conditioner at a higher mixture ratio, if desired, to reduce system weight and envelope. Ignition of the reactor propellants over a wide range of propellant temperatures and mixture ratio extremes was demonstrated with the side mounted spark igniter. Operation at high mixture ratio was demonstrated on the IR&D hardware and on the solid wall conditioner. One very attractive feature incorporated into the concept was the use of bypass on the hydrogen to be conditioned. This not only improved the margin against icing but yielded a common conditioner capable of being used to condition either hydrogen (with a 40 percent bypass) or oxygen with 0 to 5 percent bypass.

The thermal characteristics of the conditioner were quite good; demonstrating the capability to deliver conditioned fluid within 1/2 second after start of cold fluid flow.

The experimental efficiency (ratio of measured heat input to hydrogen gas to calculated heat input for these operating conditions) of the conditioner was approximately 90 percent.

Baffle distortion which was experienced during the test program is well understood and requires minor design modifications on any future hardware. These modifications include (1) relocating the guide rails to a plane directly underneath the baffle and extending for the full length of the baffles, and (2) better internal support (honeycomb) especially in any cutout areas such as where instrumentation is located.
It is recommended that additional technology be acquired on this concept to prepare it for development. These additional technology areas are associated with the injector and the ignition system.

Injector technology is required in refining the injector pattern to improve distribution and wall compatibility. This would include, more elements and/or alternate element types.

Ignition technology is required to more thoroughly evaluate the side mounted igniter with the refined injector from above to characterize ignition parameters. Parameters needing characterization include (1) igniter mixture ratio, (2) igniter flow rate, (3) reactor mixture ratio and (4) sequencing.

Exploration is also required to determine the optimum location of the side mounted igniter with respect to the injector face plane.
REFERENCES


3. R. D. Paster; Hydrogen Oxygen APS Engines NASA CR 120805 (unpublished to date)
A non-linear system balance program was written to evaluate reactor (hot gas) flow requirements for the hydrogen thermal conditioner. The purpose of this program was to establish reactor flow requirements over the specified range of inlet temperature (275°F to 600°F for hydrogen and 375°F to 600°F for oxygen) such that a near constant heat input to the conditioned hydrogen (2800 Btu/sec) was maintained.

PROGRAM DESCRIPTION

The schematic of the thermal conditioner used in the off-design balance program is shown in Figure A-1. Node numbers are for reference to the output format - a sample of which is included as Figure A-2. Position and path numbers are used internally by the program.

The program basically consisted of:

(1) two routines to calculate pressure drops (forward or backward) as functions of resistance, pressure, temperature and average density (linear average) for either oxygen or hydrogen using direct substitution iteration and real gas property tables,

(2) a heat transfer routine containing the equations and empirical relations required to represent the hot gas side heat transfer (easily modified as more knowledge and/or sophistication dictate),
FIGURE A-1.
THERMAL CONDITIONER BALANCE

Nodes ($\#$)
Flow Positions ($\#$)
Flow Paths ($\#$)
**FIGURE A-2. TYPICAL OUTPUT FORMAT**

**CONTROL REQUIREMENTS**

**HYDROGEN THERMAL CONDITIONER**

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<tr>
<th>RUN</th>
<th>H2 (PSIA)</th>
<th>R2 (PSIA)</th>
<th>DEG R</th>
<th>LBM/SEC</th>
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**COMBUSTION TEMPERATURE= 2034° DEG R**

**IGNITOR: MR= 1.000 O/F FLOW= 0.240 LBM/SEC**

**INJECTOR HYDROGEN FLOW**

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<th>R0-IN</th>
<th>R0-OUT</th>
<th>RESISTANCE</th>
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**INJECTOR OXYGEN FLOW**

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**IGNITOR OXYGEN FLOW**

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</table>
(3) a general iteration routine, and

(4) an output routine.

These parts can be arranged in various ways depending upon the results desired. For example, in generating the regulator pressure requirements (for constant heat output) presented in the main body of this report, the system must be analyzed backwards - from the combustion chamber to the inlets. However, in analyzing the effect of regulator pressure keeping tolerance, the system must be stepped through from inlet to chamber with the choked exit providing the necessary constraint. This variety of logic patterns needed is the reason no "hard" (i.e., permanent IBM) version of the program exists. Instead, a number of modified versions are stored on the GE-440 Timeshare System.

An example of the logic and backup equations of the version of the program used to generate the regulator pressure vs inlet temperature requirements presented earlier is given as Table A-1.

The program is given a set of inlet temperatures, assumed flowrates, and assumed inlet pressures. The inlet pressures are then perturbed (equal percentage amounts and in opposite directions as this represents the worst case), and pressure drops and flow splits are calculated to determine the chamber pressure. Real gas properties are used. Combustion temperature and reactor exit temperatures are then determined by use of various heat transfer relations and the assumption of a choked exit. Reiteration of the feed system flow splits is performed at this point to account for changes in the heat input (and consequently, the pressure drop) to the reactor.
TABLE A-1

LOGIC SEQUENCE FOR GENERATING CONTROL REQUIREMENTS

1. Set: combustion temperature, outlet temperature, total heat output, total conditioner exit area, jacket temperature rise per pound/second of H₂ in jacket, Y .
2. Assume: MR, P_c, flows in O₂ and H₂ igniter and injector lines.
3. Input: inlet temperatures
4. Calculate injection enthalpy accounting for H₂ jacket and igniter flows and O₂ flows.
5. Calculate mixture ratio needed to yield fixed combustion temperature with calculated injection enthalpy.
6. Does calculated MR agree (within ± 0.0001) with assumed MR?
   If "No" then use calculated MR as assumed MR,
   Recalculate flows and go to "4"
   If "Yes" go on
7. Calculate C_p as function of MR
8. Calculate flow required to maintain total Q at design level
9. Does calculated total flow agree (within 0.000001) with assumed flow?
   If "No" then use calculated flow as assumed flow, recalculate jacket flow split, and go to "4"
   If "Yes" go on
10. Calculate total pressure at exit with fixed exit temperature, Y , and area and known total flow and molecular weight
11. Calculate exit static pressure and temperature from Mach relations at fixed Y and M = 1.
12. Find static density at exit from perfect gas law
13. Using fixed ratio of static to total temperature at start of converging tubes find static temperature there
14. Assume static density at "13" is same as at exit
15. Calculate ΔP in tubes to exit using linear average of static densities
16. Find P_c from P_c = P_{exit\,total} + ΔP
17. Assume static pressure at start of convergence is 0.9 P_c
18. Find static density at "13" from perfect gas laws
19. Does static density calculated agree with (within 0.0001) static density assumed?
   If "No" then use calculated density as assumed density and go to "15"
   If "Yes" go on

20. Does calculated $P_c$ agree with (within 0.02) assumed $P_c$?
   If "No" then use calculated $P_c$ as assumed $P_c$ and go to "4"
   If "Yes" go on

21. Assign exit pressure from all lines as $P_c$

22. Assign exit temperatures of $O_2$ liner and $H_2$ igniter line as inlet temperatures

23. Assign exit temperature of $H_2$ injector line as inlet temperature plus $\Delta T$ in jacket

24. Find exit densities for the four lines from real gas property tables

25. Back calculate pressure drops and find pressure just downstream of $H_2$
inlet valve
   a) through injector line
   b) through igniter line

26. Do pressures from 25a and 25b agree (within 0.05)?
   If "No" then adjust flow split and go to "4"
   If "Yes" go on

27. Back calculate pressure drops and find pressures just downstream of $O_2$
inlet valve
   a) through injector line
   b) through igniter line

28. Do pressures from 27a and 27b agree (within 0.05)?
   If "No" then adjust flow split and go to "27"
   If "Yes" go on

29. Calculate pressure drops across inlet valves and find required inlet
    pressures for $O_2$ and $H_2$ lines

30. Print results

31. GO TO "3"
Equations used in various steps:

4. \( h_{1c} = -1.18 + \left( \frac{1.44}{350} \right) (T_{1,arb} - 250) + k_{foa} \)

5. \( h_{2c} = \left[ \left( \frac{h_{foa} T_{1c}}{T_{1c} - T_{10}} \right) - (h_{foa})_{10} \right] \frac{\omega_{oa}}{\omega_{oa} \left( 0.9828 \right)} \)

6. \( MA = -0.27636 + 5.13854 \times 10^{-6} (T_{e}) + 2.96261 \times 10^{-8} (T_{e})^2 \)
   \(- 0.144405 h_{foa} - 2.76646 \times 10^{-9} (h_{foa})^2 \)

7. \( C_p = 0.1 T_{e} + \left[ 2.2182 + 3.41855 MA - 9.72166 MA^2 + 255 MA^3 \right] - (8.333 MA^4) \)
   \( = C_1 T_{e} + C_2 \)

8. \( Q = \omega \int \frac{C_p}{T_{oa}} \, dT \)

9. \( \omega_{int} = \frac{Q \text{ design}}{\int_{T_{oa}}^{T_{max}} \frac{C_p}{T_{oa}} \, dT} \)

10. \( \omega_{int} = - \frac{Q_{oa}}{\left[ (C_1/2) (T_{e} - T_{int})^2 + C_2 (T_{e} - T_{int}) \right]} \)

11. \( MW = 2.026 (1 + MA) \)

12. \( P_{oa} = \left( \frac{\omega \text{ max}}{1.2} \right) \left[ \frac{1.542}{5.7174} \frac{P_{oa} \text{ max}}{MW} \right]^{0.5} \left[ \frac{1}{(r)^{5/2} (\frac{2}{r})^{(r-5/2)/2}} \right] \)
   \( r = 1.28 \)

13. \( P_{int} = \frac{P_{oa} \text{ max}}{\left[ 1 + \frac{V_0}{L} M^2 \right]^{n/2(n-1)}} \)

14. \( T_{oa} \text{ max} = \frac{T_{oa}}{\left[ 1 + \frac{V_0}{L} M^2 \right]} \)

A-7
TABLE A-1 (CONT)

12. \[ P_{exit} = \left( \frac{144}{1545} \right) MW \left( \frac{P_{exit}}{T_{exit}} \right) \]

13. \[ T_{exit, air} = 0.976 T_c \]

15. \[ \Delta P = \Delta P_{design} \left( \frac{\dot{V}}{\dot{V}_{design}} \right)^2 \left[ \frac{P_{exit}}{(p_{exit} + p_{chamber air})/2} \right] \]

16. \[ P_{cy} = P_{exit} + \Delta P \]

17. \[ P_3 = 0.9 P_{cy} \]

18. \[ P_{chamber and} = \left( \frac{144}{1545} \right) MW \left( \frac{P_3}{T_{chamber and}} \right) \]

25, 27, 29. \[ \Delta P = \frac{\Delta \dot{V}^2}{(P_{in} + P_{out})/2} \]
TABLE A-2

PROGRAM LISTING

TOBAY 21:04 NR. T/S 4 OCT, 1971

100 LIB H2HS.S B072
200 LIB XYHSS S B072
300 DIMENSION XI(15), DP(15), DT(15)
400 DIMENSION DX(15), DOR(15), RO(15), F(15)
500 DIMENSION JC(15)
600 COMMON R(20), W(10), PH(20), PE(15), TH(20), TO(15), RH(15), R(15), CN(17)
700 CALL OPENF(1, "BALIN2", 2, "G291")
800 CALL OPENF(5, "TC0N2", 7)
900 CS = 119.65
1000 CON = 3.963353E-4
1100 NI = 0
1200 TC = 2023.3
1300 QD = 2776.379518
1400 QD = QD * ((0.11/2000.)*(TC**2 - 750.**2) + 1.67574*(TC - 750.))
1500 & = ((0.11/2000.)*(2026.9**2 - 750.**2) + 1.67574*(1276.9))
1600 XT01 = 750.
1700 C3 = 1.67574
1800 WX3 = 0.0
1900 WX1 = 0.02
2000 VX2 = 0.0
2100 VX4 = 0.02
2200 UB 5 I = 1, 15
2300 5 J(I) = I
2400 READ (1, ) (R(I), I = 1, 20)
2500 10 READ (1, ) (XI(I), I = 1, 11)
2600 PRINT "T"
2700 PEL = 240.
2800 DELTAT = 13.
2900 FC = 240.
3000 WC(1) = 0.595
3100 WC(4) = 0.595
3200 WC(2) = 0.5657
3300 WC(6) = 0.5657
3400 WC(3) = 0.0293
3500 WC(5) = 0.0293
3600 CALL OXYHS(14.7, 162., 0., XH01, S1, N1, D1)
3700 12 DO 15 I = 1, 15.
3800 PH(I) = 0
3900 TH(I) = 0
4000 PO(I) = 0
4100.15 TO(I) = 0
4200 TG(I) = XI(I)
4300 XMR = 1.0
4400 WC = 1.19.
4500 DO 370 J1 = 2, 9
4600 TH(I) = XI(J1)
4700 IF (TH(I) .EQ. 0) GO TO 370
4800 PRINT "A"
4900 1405 CALL OXYHS(PO, TO(1), 0., XH02, S1, N1, D1)
5000 300 CONTINUE
5100 XH03 = (WC(4)*(XH02 - XH01) + 892.86)*WT(1)
5200 XMT = 2.016*(1+XMR)
11200   TH(13)=TH(1)
11300   1437 CALL PH(13),PH(13),TH(13),0.,R(13),0.,R(13),0.,PV,CN)
11400   IF (ABS(R(12)-R(13))) .LT. 1E-6 G0 T0 1439
11500   PH(13)=PH(3)+R(2)*W(2)**2/((R(13)+R(13))/2)
11600   X2=R(13)
11700   G0 T0 1437
11800   1439 CALL PH(13,2,13,13,2,13,2,13,2)
11900   CALL HP(13,14,13,14,3,14,14,14)
12000   IF (PH(2) .LT. PH(14)) G0 T0 320
12100   PH(2)=PH(14)
12200   W(2)=W(2)-W(2)*X
12300   W(3)=W(3)-W(3)
12400   G0 T0 1410
12500   320 W(2)=W(2)+W(2)
12600   W(3)=W(3)+W(6)
12700   330 CALL HP(2,1,2,1,2,1,2,1,2,1)
12800   W(6)=W(6)*W(4)**2/0.9569
12900   W(5)=W(4)**2-W(6)
13000   340 CALL OP(4,12,4,7,6,4,12,4,12,1)
13100   CALL OP(12,3,12,12,6,3,12,3,1)
13200   CALL OP(3,2,3,6,3,2,3,2,3,2)
13300   CALL OP(5,11,5,8,5,5,11,5,5,1)
13400   CALL OP(11,1,14,1,11,5,14,11,1,4,1)
13500   IF (ABS(OP(2)-OP(14))) .LT. 0.05 G0 T0 360
13600   CALL XITER(OP(2),OP(14),W(2),W(4),W(6))
13700   360 IF (OP(2) .LT. OP(14)) G0 T0 350
13800   W(6)=W(6)-W(6)
13900   W(5)=W(5)-W(5)
14000   350 W(6)=W(6)+W(6)
14100   W(5)=W(5)-W(5)
14200   340 G0 T0 340
14300   360 CALL OP(2,1,2,5,4,2,1,2,1,2,1)
14400   WIGN=W(5)+W(3)
14500   XMR=W(5)+W(3)
14600   350 G0 1630 I=1.5
14700   1630 WRITE (5,2300)
14800   WRITE (5,2370)
14900   WRITE (5,2300)
15000   1600 IF (XI(10) .EQ. 1) G0 T0 1600
15100   WRITE (5,2000)
15200   1600 G0 T0 1700
15300   1600 WRITE (5,2100)
15400   1700 IF (XI(11) .EQ. 1) WRITE (5,2600)
15500   WRITE (5,2300)
15600   WRITE (5,2200) PH(1), TH(1), W(1)
15700   WRITE (5,2210) PH(1), TH(1), W(4)
15800   WRITE (5,2220) PH(1), TH(1), W(4)
15900   WRITE (5,2700) TC
16000   WRITE (5,2800) XMRL, WIGN
16100   WRITE (5,2300)
16200   DR(1)=RH(1)
16300   DX(2)=RH(13)
16400   DQ(3)=RH(9)
16500   DQ(4)=RH(10)
16600   DQ(5)=RH(11)
16700   DQ(6)=RH(12)
16800   DQ(7)=RH(18)
16900   DQ(8)=RH(11)
17000   DQR(1)=RH(2)
17100   DQR(2)=RH(3)
17200   DQR(3)=RH(4)
17300   DQR(4)=RH(5)
A-12

TABLE A-2 (CONT)

16400  DO R(5)=R(2)
16500  DO R(6)=R(3)
16600  DO R(7)=R(4)
16700  DO R(8)=R(5)
16800  F(1)=W(1)
16900  F(2)=F(3)=W(2)
19000  F(4)=W(3)
19100  F(5)=W(4)
19200  F(6)=F(7)=W(6)
19300  F(8)=W(5)
19400  DO 1610 I=1,15
19500  1610 R(1)=R(1)
19600  IF X(6).NE.1 GO TO 1620
19700  DP(6)=DP(7)=DT(6)=DT(7)=DR(6)=DR(7)=0.0
19800  DO R(6)=DO R(7)=R(6)=R(7)=F(6)=F(7)=0.0
19900  DO (12)=DT(12)=DO R(12)=R(12)=R(12)=F(12)=0.0
20000  1620 DP(9)=F(3)=W(3)
20100  DO (10)=F(2)=W(10)
20200  DP(11)=P(2)=P(11)
20300  DP(12)=R(2)=P(12)
20400  DP(13)=F(3)=W(3)
20500  DT(9)=DT(10)=DT(11)=DT(12)=0.0
20600  DT(13)=TH(13)-TH(2)
20700  DR(9)=RH(3)
20800  DR(10)=RH(2)
20900  DR(11)=RH(2)
21000  DR(12)=RH(2)
21100  DR(13)=RH(2)
21200  DO R(9)=RH(9)
21300  DO R(10)=RH(10)
21400  DO R(11)=RH(11)
21500  DO R(12)=RH(12)
21600  DO R(13)=RH(13)
21700  F(9)=W(2)
21800  F(10)=W(3)
21900  F(11)=W(5)
22000  F(12)=W(6)
22100  F(13)=W(2)
22200  DP(1)=F(1)=W(2)
22300  DP(2)=F(2)=W(3)
22400  DP(3)=F(3)=W(4)
22500  DP(4)=F(4)=W(5)
22600  DT(1)=TH(2)-TH(1)
22700  DT(2)=TH(3)-TH(1)
22800  DT(3)=TH(4)-TH(9)
22900  DT(4)=TH(5)-TH(10)
23000  DP(5)=P(1)=P(2)
23100  DP(6)=P(1)=P(3)
23200  DP(7)=P(1)=P(4)
23300  DP(8)=P(1)=P(5)
23400  DP(9)=P(2)-T0(1)
23500  DP(10)=T0(2)-T0(2)
23600  DP(11)=T0(3)-T0(12)
23700  DT(5)=T0(3)-T0(11)
23800  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),DR(1),R(1),R(1),F(1)
23900  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),R(1),R(1),F(1)
24000  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),R(1),R(1),F(1)
24100  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),R(1),R(1),F(1)
24200  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),R(1),R(1),F(1)
24300  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),R(1),R(1),F(1)
24400  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),R(1),R(1),F(1)
24500  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),R(1),R(1),F(1)
24600  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),R(1),R(1),F(1)
24700  WRITE (5,2500)J(1),DP(1),DT(1),DR(1),R(1),R(1),F(1)
24800  IF X(6).LE.1 GO TO 1800
24900  WRITE (5,2820)
### Table A-2 (Cont)

<table>
<thead>
<tr>
<th>Line</th>
<th>Code</th>
<th>Description</th>
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<td>25000</td>
<td>WRITE (5, 2300)</td>
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<td>25100</td>
<td>WRITE (5, 2400)</td>
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<tr>
<td>25300</td>
<td>WRITE (5, 2500) J(6), DP(6), DT(6), DR(6), DOR(6), ROR(6), F(6)</td>
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<tr>
<td>25400</td>
<td>WRITE (5, 2500) J(12), DP(12), DT(12), DR(12), DOR(12), ROR(12)</td>
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<tr>
<td>25500</td>
<td>WRITE (5, 2500) J(7), DP(7), DT(7), DR(7), DOR(7), ROR(7)</td>
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<td>25600</td>
<td>WRITE (5, 2650) PO(1), TO(1)</td>
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<tr>
<td>25700</td>
<td>WRITE (5, 2300)</td>
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</tr>
<tr>
<td>25800</td>
<td>WRITE (5, 2830)</td>
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<tr>
<td>25900</td>
<td>WRITE (5, 2300)</td>
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<tr>
<td>26000</td>
<td>WRITE (5, 2400)</td>
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<tr>
<td>26100</td>
<td>WRITE (5, 2500) J(1), DP(1), DT(1), DR(1), DOR(1), ROR(1), F(1)</td>
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<tr>
<td>26200</td>
<td>WRITE (5, 2500) J(10), DP(10), DT(10), DR(10), DOR(10), ROR(10), F(10)</td>
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<tr>
<td>26300</td>
<td>WRITE (5, 2500) J(4), DP(4), DT(4), DR(4), DOR(4), ROR(4)</td>
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<tr>
<td>26400</td>
<td>WRITE (5, 2300)</td>
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<td>26500</td>
<td>WRITE (5, 2640)</td>
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<tr>
<td>26600</td>
<td>WRITE (5, 2300)</td>
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<tr>
<td>26700</td>
<td>WRITE (5, 2400)</td>
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</tr>
<tr>
<td>26900</td>
<td>WRITE (5, 2500) J(11), DP(11), DT(11), DR(11), DOR(11), ROR(11), F(11)</td>
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<tr>
<td>27000</td>
<td>WRITE (5, 2500) J(8), DP(8), DT(8), DR(8), DOR(8), ROR(8)</td>
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<tr>
<td>27100</td>
<td>WRITE (5, 2300)</td>
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</tr>
<tr>
<td>27200</td>
<td>WRITE (5, 2880) XT0</td>
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</tr>
<tr>
<td>27300</td>
<td>WRITE (5, 2690) REL</td>
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</tr>
<tr>
<td>27400</td>
<td>WRITE (5, 2300)</td>
<td></td>
</tr>
<tr>
<td>27500</td>
<td>PRINT,&quot;DP-3&quot;,&quot;DP(3)&quot;,&quot;DP-4&quot;,&quot;DP(4)&quot;</td>
<td></td>
</tr>
<tr>
<td>27600</td>
<td>PRINT,&quot;DP-7&quot;,&quot;DP(7)&quot;,&quot;DP-8&quot;,&quot;DP(8)&quot;</td>
<td></td>
</tr>
<tr>
<td>27700</td>
<td>PRINT,&quot;W-H2-1&quot;,&quot;W(2)&quot;,&quot;W-H2-2&quot;,&quot;W(3)&quot;</td>
<td></td>
</tr>
<tr>
<td>27800</td>
<td>PRINT,&quot;W-C2-1&quot;,&quot;W(6)&quot;,&quot;W-C2-2&quot;,&quot;W(7)&quot;</td>
<td></td>
</tr>
<tr>
<td>27900</td>
<td>PRINT,&quot;PC=&quot;&quot;,&quot;PC&quot;,&quot;TC=&quot;&quot;,&quot;TC&quot;</td>
<td></td>
</tr>
<tr>
<td>28000</td>
<td>WRITE (1, 1), (4)</td>
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</tr>
<tr>
<td>28100</td>
<td>PRINT,&quot;W-DOT=&quot;&quot;,&quot;W(DOT)&quot;</td>
<td></td>
</tr>
<tr>
<td>28200</td>
<td>PRINT,&quot;P1-H2&quot;,&quot;PH(1)&quot;,&quot;T1-H2&quot;,&quot;TH(1)&quot;</td>
<td></td>
</tr>
<tr>
<td>28300</td>
<td>PRINT,&quot;P1-02&quot;,&quot;P0(1)&quot;,&quot;T1-02&quot;,&quot;T0(1)&quot;</td>
<td></td>
</tr>
<tr>
<td>28400</td>
<td>PRINT,&quot;C1=&quot;&quot;,&quot;C1&quot;,&quot;C2=&quot;&quot;,&quot;C2&quot;</td>
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</tr>
<tr>
<td>28500</td>
<td>PRINT,&quot;W-H2-1&quot;,&quot;W(1)&quot;,&quot;W-H2-2&quot;,&quot;W(2)&quot;</td>
<td></td>
</tr>
<tr>
<td>28600</td>
<td>PRINT,&quot;T-EXIT=&quot;&quot;,&quot;XT0&quot;</td>
<td></td>
</tr>
<tr>
<td>28700</td>
<td>PRINT,&quot;JACKET RELATIVE O/A&quot;,&quot;QREL&quot;</td>
<td></td>
</tr>
<tr>
<td>28800</td>
<td>IF CX(11), EQ(1) GO TO 1820</td>
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</tr>
<tr>
<td>28900</td>
<td>DO 1610 I = 1, 14</td>
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</tr>
<tr>
<td>29000</td>
<td>1610 WRITE (5, 2300)</td>
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</tr>
<tr>
<td>29100</td>
<td>G3 TO 1640</td>
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</tr>
<tr>
<td>29200</td>
<td>1620 D0 1630 I = 1, 22</td>
<td></td>
</tr>
<tr>
<td>29300</td>
<td>1630 WRITE (5, 2300)</td>
<td></td>
</tr>
<tr>
<td>29400</td>
<td>1640 WRITE (5, 2860)</td>
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</tr>
<tr>
<td>29500</td>
<td>370 CONTINUE</td>
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</tr>
<tr>
<td>29600</td>
<td>GO TO 10</td>
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<tr>
<td>29700</td>
<td>2000 FORMAT(19X,&quot;HYDROGEN THERMAL CONDITIONER&quot;)</td>
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<tr>
<td>29800</td>
<td>2100 FORMAT(19X,&quot;OXYGEN THERMAL CONDITIONER&quot;)</td>
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<tr>
<td>29900</td>
<td>2200 FORMAT(5X,&quot;H2-&quot;*,1X,F5.1,1X,&quot;PSIA&quot;,2X,F5.1,1X,&quot;DEG R&quot;)</td>
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<tr>
<td>30000 &amp;</td>
<td>2X,F6.3,1X,&quot;LBM/SEC&quot;)</td>
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<tr>
<td>30100</td>
<td>2210 FORMAT(5X,&quot;02-&quot;*,1X,F5.1,1X,&quot;PSIA&quot;,2X,F5.1,1X,&quot;DEG R&quot;)</td>
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<tr>
<td>30200 &amp;</td>
<td>2X,F6.3,1X,&quot;LBM/SEC&quot;)</td>
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<tr>
<td>30300</td>
<td>2220 FORMAT(5X,&quot;PC=&quot;&quot;,F6.1,1X,&quot;PSIA&quot;,2X,&quot;MR=&quot;&quot;,F6.3,1X,&quot;O/F&quot;)</td>
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<tr>
<td>30400 &amp;</td>
<td>2X,&quot;CHAMBER FLOW=&quot;&quot;,F6.3,1X,&quot;LBM/SEC&quot;)</td>
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<tr>
<td>30500</td>
<td>2300 FORMAT(1X)</td>
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<tr>
<td>30700 &amp;</td>
<td>5X,&quot;K=&quot;,1X,&quot;RESISTANCE&quot;,&quot;4X,&quot;FLOW&quot;)</td>
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<tr>
<td>30800</td>
<td>2500 FORMAT(6X,12.3X,F6.2,2X,F6.2,1X,1PE9.3,1X,1PE9.3)</td>
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<tr>
<td>30900 &amp;</td>
<td>3X,DPF12-4,3X,F7.4)</td>
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<tr>
<td>31000</td>
<td>2810 FORMAT(22X,&quot;INJECTOR HYDROGEN FLOW&quot;)</td>
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<tr>
<td>31100</td>
<td>2820 FORMAT(22X,&quot;INJECTOR OXYGEN FLOW&quot;)</td>
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</tr>
<tr>
<td>31200</td>
<td>2830 FORMAT(22X,&quot;IGNITOR HYDROGEN FLOW&quot;)</td>
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<tr>
<td>31300</td>
<td>2840 FORMAT(22X,&quot;IGNITOR OXYGEN FLOW&quot;)</td>
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<tr>
<td>31400</td>
<td>2850 FORMAT(5X,&quot;INLET PRESSURE=&quot;&quot;,F5.1,2X,&quot;INLET TEMPERATURE=&quot;&quot;,F5.1)</td>
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</table>
31500 FORMAT(F5.1)
31600 2860 FORMAT(1X,’’---’’)
31700 2870 FORMAT(23X,’’CONTROL REQUIREMENTS’’)
31800 2880 FORMAT(5X,’’EXIT TEMPERATURE’’,F7.1)
31900 2890 FORMAT(5X,’’JACKET RELATIVE Q/A’’,F7.4)
32000 2900 FORMAT(5X,’’IGNITER FLOW ONLY’’)
32100 2910 FORMAT(5X,’’COMBUSTION TEMPERATURE’’,F7.1,
32200 2920 FORMAT(5X,’’DEG R’’)
32300 2930 FORMAT(5X,’’EXIT TEMPERATURE’’,F7.1)
32400 2940 FORMAT(5X,’’JACKET RELATIVE Q/A’’,F7.4)
32500 2950 FORMAT(5X,’’IGNITER FLOW ONLY’’)
32600 2960 FORMAT(5X,’’CONTROL REQUIREMENTS’’)
32700 2970 FORMAT(5X,’’EXIT TEMPERATURE’’,F7.1)
32800 2980 FORMAT(5X,’’JACKET RELATIVE Q/A’’,F7.4)
32900 2990 FORMAT(5X,’’IGNITER FLOW ONLY’’)

TABLE A-2 (CONT)

33000 19 END
33100 SUBROUTINE HP(I1, I2, I3, I4, I5, I6, I7, I8, I9)
33200 COMMON R20, W10, PH20, PO15, TH20, T0(15), RH15, R015, CN17
33300 10 PH(I2) = PH(I3) + R(I4) * W(I5)**2 / RH(I6)
33400 20 CALL PHRO(PH(I7), TH(I8), 0, RH(I7), 0, PV, CN)
33500 IF (ABS(X-RH(I7)) > 1E-8) GO TO 30
33600 PH(I2) = PH(I3) + R(I4) * W(I5)**2 / (RH(I7) + RH(I1))**2
33700 X = RH(I7)
33800 30 TH(I9) = TH(I8).
33900 RETURN
34000 END
34100 SUBROUTINE OP(I1, I2, I3, I4, I5, I6, I7, I8, I9, I0)
34200 COMMON R20, W10, PH20, PO15, TH20, T0(15), RH15, R015, CN17
34300 IF (I0.EQ.0) GO TO 10
34400 PO(I2) = PO(I3) + R(I4) * W(I5)**2 / R0(I6)
34500 10 CALL OXYDEN(PO(I7), TO(I8), 0, PO(I7), PO)
34600 IF (ABS(X-R0(I7)) > 1E-8) GO TO 30
34700 IF (I0.EQ.0) GO TO 40
34800 PO(I2) = PO(I3) + R(I4) * W(I5)**2 / (R0(I7) + R0(I1))**2
34900 X = R0(I7)
35000 40 GO TO 50
35100 T0(I9) = T0(I8).
35200 RETURN
35300 END
35400 SUBROUTINE XITER(P1, P2, DEL1, X1, X2)
35500 DEL2 = P1 - P2
35600 20 X2 = ABS(X1 * DEL2 / (DEL2 - DEL1))
35700 30 X1 = X2
35800 DEL1 = DEL2
35900 RETURN
36000 END

READY
cooling jacket. The fixed area of the choked exit and the now-known exit temperature are used to predict the chamber pressure required to pass the assumed feed system flowrate. If the two calculated chamber pressures do not agree, the flowrate is changed and the entire analysis is repeated. This procedure continues until the pressures are matched, resulting in a balanced system. The final combustion temperature or exit temperature is compared to a preset limit and, if not matched, the inlet pressures are again perturbated, and the entire procedure is repeated until the limit is reached. A listing of the program is included as Table A-2.

Limits used were a maximum combustion temperature of 2830R (melting point of the material) and a minimum exit temperature of 660R to prevent condensation of water in the exit.

RESULTS

Figure A-3 shows the limits on hydrogen inlet pressure vs hydrogen inlet temperature. The effect of oxygen inlet temperature changes the limits approximately 1 psia; thus, the more stringent limit was taken and oxygen inlet temperature effect on hydrogen pressure requirements was dropped from further consideration. In fact, Figure A-3 shows that a small pressure band exists in which no temperature compensation at all is needed - 296.25 ± 4.25 psia. This would require extremely tight pressure regulation (1.43 percent); however, it totally eliminates any temperature compensation requirements on the hydrogen inlet side.
Figure A-3. Hydrogen Thermal Conditioner Control Requirements
However, an examination of Figure A-4 shows that no such possibility exists on the oxygen side—actually, the oxygen inlet pressure should be regulated on both oxygen and hydrogen inlet temperature.

Examination of both Figures A-3 and A-4 indicates that the system can be operated satisfactorily with a nominal operating line centered between limits (and thus temperature compensated) and a pressure regulation of \( \pm 3 \) percent (Figures A-5 and A-6).

The double temperature compensation for the oxygen inlet can be avoided, by the use of a thermal equalizer located upstream of the pressure regulators. Figures A-7 and A-8 show the inlet pressure vs common inlet temperature requirements for the hydrogen and oxygen inlets, respectively. The hydrogen side is virtually identical with the previous case. The oxygen side is changed appreciably, however. It now even presents a small band in which no temperature compensation at all is required—\( 303 \pm 3.25 \) psia. Examination of these two figures shows that when a thermal equalizer is used, the system will operate satisfactorily with a centered operating line—with temperature compensation based on only one common temperature for both inlets—\( \pm 3 \) percent pressure regulation (Figures A-9 and A-10).

Figures A-11 through A-14 show the range of various operational parameters which result if pressure regulation was maintained within the limits shown in Figures A-3 through A-6. Reactor mixture ratio is shown in Figure A-11, chamber pressure in Figure A-12, flowrate in Figure A-13, and reactor heat output in Figure A-14.
Figure A-4. Hydrogen Thermal Conditioner Control Requirements
Figure A-5. Hydrogen Thermal Conditioner Control Requirements
Figure A-6. Hydrogen Thermal Conditioner Control Requirements
Figure A-7. Hydrogen Thermal Conditioner Control Requirements
Figure A-8. Hydrogen Thermal Conditioner Control Requirements
Figure A-9. Hydrogen Thermal Conditioner Control Requirements
Figure A-10. Hydrogen Thermal Conditioner Control Requirements
Figure A-11. Hydrogen Thermal Conditioner Control Requirements
Figure A-12. Hydrogen Thermal Conditioner Control Requirements
Figure A-13. Hydrogen Thermal Conditioner Control Requirements
APPENDIX B

EVALUATION OF ALTERNATE OXYGEN CONDITIONER CONCEPTS

The baseline oxygen thermal conditioner concept evaluated in this program consisted of a reactor operating at an oxidizer/fuel mixture ratio of 1.0 and a baffle type heat exchanger to transfer the energy from the reactor hot gas to the input cryogenic oxygen. Major factors considered in arriving at the baseline design included:

- Low wall temperature for reliability
- Low coolant pressure loss
- Weight
- Fail-safe operation
- Transient response
- Freezing potential
- Hot gas flow choking limitations
- Oxygen heat flux absorption ability

By far the most critical consideration was for fail safe operation. To ensure this end, alternate cycles for the oxygen conditioner may offer a potentially safer system at a minimum of added system weight. This study was undertaken to consider several alternate cycles for the oxygen conditioner and established a weight for each cycle.

System weights were established for fourteen alternate oxygen conditioner cycles. Weights varied from a high of 5.4 times the baseline weight to half the baseline weight. Weights of the various cycles evaluated are summarized in Table B-1.
Table B-1. Alternate Oxygen Conditioner Cycle Weight Comparison

<table>
<thead>
<tr>
<th>Cycle</th>
<th>Total Weight* lb</th>
<th>Percent of Baseline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline Cycle o/f 1</td>
<td></td>
<td>Reference</td>
</tr>
<tr>
<td>Tridyne O₂/H₂/He</td>
<td>1987</td>
<td>540</td>
</tr>
<tr>
<td>Tridyne O₂/H₂/N₂</td>
<td>1704</td>
<td>463</td>
</tr>
<tr>
<td>Dilution N₂</td>
<td>1768</td>
<td>480</td>
</tr>
<tr>
<td>Dilution H₂O</td>
<td>954</td>
<td>259</td>
</tr>
<tr>
<td>Dilution He</td>
<td>706</td>
<td>192</td>
</tr>
<tr>
<td>Oxidizer Rich o/f 20:1</td>
<td>1611</td>
<td>438</td>
</tr>
<tr>
<td>Heat Sink Cu</td>
<td>1594</td>
<td>433</td>
</tr>
<tr>
<td>Heat Sink Al</td>
<td>1351</td>
<td>370</td>
</tr>
<tr>
<td>Heat Sink Ni</td>
<td>1197</td>
<td>325</td>
</tr>
<tr>
<td>Heat Sink Be</td>
<td>635</td>
<td>173</td>
</tr>
<tr>
<td>Intermediate Fluid He</td>
<td>617</td>
<td>168</td>
</tr>
<tr>
<td>Heat Pipe H₂O</td>
<td>515</td>
<td>140</td>
</tr>
<tr>
<td>Recirculation H₂O</td>
<td>235</td>
<td>64</td>
</tr>
<tr>
<td>Stoichiometric o/f 8:1</td>
<td>186</td>
<td>51</td>
</tr>
</tbody>
</table>

* Total weight includes (1) propellant required to condition 4000 lb of oxygen, (2) tank weight required for the propellant and (3) hardware weight of three conditioners (triple redundant systems)
A detailed discussion of these concepts is given in the following paragraphs.

The baseline oxygen conditioner concept and various alternate methods of generating and transferring energy into the oxygen were evaluated to determine feasibility and system weights. The various approaches to generating energy and transferring the energy into the oxygen were first categorized and tabulated (Table B-2). Some of the obviously "too heavy" methods were eliminated. For example, advanced fuel cells that weigh 21 lbs per kilowatt were eliminated as an energy source since it would require over 39,800 lbs of fuel cells to supply the 1898 kilowatts of power to condition the oxygen. Eight basic alternate cycles were selected out of the remaining concepts. These eight basic cycles were expanded to 14 by considering more than one fluid (or material in the case of the heat sink cycles) in some of the basic cycles.

Weights of the system components were determined after energy balances were made for each cycle. Reactor and heat exchanger weights were scaled from the required surface areas, propellant weights were determined from the required flow to condition 4000 lbs of oxygen at an oxygen flow rate of 15.6 lbs and the propellant using the exchange factors listed in Table B-3. Other component weight factors (such as turbocompressors) were obtained from Ref. B-1.

**BASELINE OXYGEN CONDITIONER CYCLE**

The baseline oxygen conditioner and associated weight is shown in Fig. B-1. It consists of a reactor operating at a mixture ratio of 1.0 a heat exchanger where the hot gas generated by the reactor is used to heat the oxygen, and propellant and propellant tanks that supply the reactor. The baseline conditioner is designed to condition 4000 lbs of oxygen at a rate of 1800 Btu/sec and at an oxygen flow rate of 15.6 lb/sec. The total system weight of 308 lbs includes the weight of 3 reactors and heat exchangers (triple redundant).


B-3
### TABLE B-2

**APS ALTERNATE CONCEPTS EVALUATION**

#### BASELINE

(REMOVE THE RISK)

- **BY DESIGN**
  - EXTRUDED HEAT EXCHANGER
  - HEAT EXCHANGER TYPE
- **BY ADDED SAFETY FEATURES**
  - $H_2O$ DILUTION
  - BYPASS
  - INTERMEDIATE STORAGE

#### ENERGY GENERATION

- MIXTURE RATIO 1 (FUEL)
- MIXTURE RATIO 120 (OXIDIZER)
- STOICHIOMETRIC MR
  - $H_2O$, $He$, $N_2$ DILUTION
  - RECYCLED FLUID
- ELECTRICAL
  - TURBINE POWERED GENERATOR
- MECHANICAL
  - LOW EFFICIENCY PUMP (RECYCLE)
  - PADDLES
  - COMPRESSION
- CATALYTIC REACTORS
  - $O_2$
  - HYDRAZINE
  - PEROXIDE
- HEATED CATALYTIC CONVERSION
- THRUSTER HEAT EXCHANGE
- AUTO IGNITION
- TRIDYNE
  - PREMIXED $O_2/H_2/N_2$, $O_2/H_2/He$
- LATENT HEAT UTILIZATION
- COMBINATIONS OF ABOVE

#### ENERGY TRANSFER

- ELECTRICAL HEATERS
- HEAT SINK
  - ACCUMULATOR WALL
  - VEHICLE SKIN
  - SOLID BAR
  - FLUID
- HEAT PIPE
  - INTERMEDIATE FLUID
<table>
<thead>
<tr>
<th>Substance</th>
<th>Weight Factor</th>
<th>Unit</th>
<th>Substance</th>
<th>Weight Factor</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>$O_2$ tank</td>
<td>0.1</td>
<td>lb/lb</td>
<td>$O_2$ tank</td>
<td>0.1</td>
<td>lb/lb</td>
</tr>
<tr>
<td>$H_2$ tank</td>
<td>0.5</td>
<td>lb/lb</td>
<td>$H_2$ tank</td>
<td>0.5</td>
<td>lb/lb</td>
</tr>
<tr>
<td>$H_2O$ tank</td>
<td>0.15</td>
<td>lb/lb</td>
<td>water</td>
<td>0.15</td>
<td>lb/lb</td>
</tr>
<tr>
<td>$LN_2$ (-300 F)</td>
<td>0.3</td>
<td>lb/lb</td>
<td>$LN_2$ (-300 F)</td>
<td>0.3</td>
<td>lb/lb</td>
</tr>
<tr>
<td>$GHe$ (ambient)</td>
<td>9.5</td>
<td>lb/lb</td>
<td>$GHe$ (ambient)</td>
<td>9.5</td>
<td>lb/lb</td>
</tr>
<tr>
<td>$GHe$ cold (-420 F)</td>
<td>1.0</td>
<td>lb/lb</td>
<td>$GHe$ cold (-420 F)</td>
<td>1.0</td>
<td>lb/lb</td>
</tr>
<tr>
<td>$O_2/H_2/He$ (-77 F)</td>
<td>5.7</td>
<td>lb/lb</td>
<td>$O_2/H_2/He$ (-77 F)</td>
<td>5.7</td>
<td>lb/lb</td>
</tr>
<tr>
<td>$O_2/H_2/N_2$ (-77 F)</td>
<td>0.7</td>
<td>lb/lb</td>
<td>$O_2/H_2/N_2$ (-77 F)</td>
<td>0.7</td>
<td>lb/lb</td>
</tr>
</tbody>
</table>
Figure B-1. Baseline Oxidizer Conditioner

- **O₂ FLOWRATE**: 15.6 LB/SEC
- **CONDITIONED O₂**: 4000 LB
- **Q INTO O₂**: 1800 BTU/SEC
- **GAS TEMPERATURE**: 1500 F
- **GAS MIXTURE RATIO**: 1:1
The reactor temperature of the baseline conditioner was parametrically varied to determine weight trend with temperature. These trends are shown in Fig. B-2. Weight decreases with increasing temperature due primarily to the reduced propellant and tank weights. Heat exchanger weights decrease only slightly with increased temperature. The baseline conditioner was found to have a sensitivity exchange factor* of -0.08 lb/F.

**ALTERNATE OXYGEN CONDITIONER CYCLES**

Eight basic conditioner cycles were selected for comparison to the baseline. These were

1. Tridyne Cycle
2. Dilution Cycle
3. Oxidizer Rich Reactor Cycle
4. Heat Sink Cycle
5. Intermediate Fluid Cycle
6. Heat Pipe Cycle
7. Recirculation Cycle
8. Stoichiometric Reactor Cycle

Figure B-3 summarizes the basic cycles considered as alternates for the baseline oxygen conditioner. Each cycle is designed to condition 4000 lb of oxygen at a rate of 1800 Btu/sec and at an oxygen flowrate of 15.6 lb/sec.

**Tridyne Cycle (Fig. B-3A)**

The tridyne cycle uses a premixed stoichiometric mixture of oxygen and hydrogen, with inert diluent in a reactor. The gases generated in the reactor are used to heat the oxygen in a heat exchanger. Two diluents - He and N$_2$ were evaluated. The tridyne cycle using O$_2$/H$_2$/He weighs 1987 lb while the tridyne cycle using O$_2$/H$_2$/N$_2$ weighs 1740 lb. Component weight breakdown of the tridyne He and tridyne N$_2$ cycles are shown in Fig. B-4 and B-5, respectively. Parametric variation of the reactor temperature is shown in Fig. B-6 for the two cycles. Weight sensitivity to temperature variation is -1.10 lb/F for the He system and -1.30 lb/F for the N$_2$ system.

* Sensitivity - $\Delta$ weight/$\Delta$ reactor temperature
Figure B-2.

Weight includes:
- Tanks
- Propellants
- Reactors (X)
- Heat Exchangers (X)

X = Number of Systems
Figure B-3. Alternate Oxidizer Conditioner Cycle
Figure B-4. $O_2/H_2/He$ Tridyne Conditioner

- **O$_2$ Flowrate**: 15.6 LB/SEC
- **Conditioned O$_2$**: 4000 LB
- **Q into O$_2$**: 1800 BTU/SEC
- **Gas Temperature**: 1960 F
- **$O_2/H_2$**: 8:1
- **He**: 89.3% by weight
- **O$_2$ + H$_2$**: 10.7% by weight

Diagram showing:
- Tank
- 3 Heat Exchangers
- 3 Reactors
- Propellant
- 1987 lb
- 280 lb
- 1586 lb
- Vent
- Liquid $O_2$
- Conditioned $O_2$
O₂ FLOWRATE 15.6 LB/SEC
CONDITIONED O₂ 4000 LB
Q INTO O₂ 1800 BTU/SEC
GAS TEMPERATURE 1960 F
O₂/H₂ 8:1
N₂ 84.9% BY WEIGHT
O₂ + H₂ 15.1% BY WEIGHT

Figure B-5. O₂/H₂/N₂ Tridyne Conditioner
Figure B-6
Since the propellants are premixed and stored in a single propellant tank the exact mixture ratio of the propellants will be known. This would allow for a higher temperature control limit since the combustion temperature will be known exactly (based on the premixed propellant mixture). Thus for the same maximum reactor temperature the nominal reactor temperature can be higher for the tridyne cycles.

**Dilution Cycle** (Fig. B-3B)

The dilution cycle uses a stoichiometric mixture of oxygen/hydrogen diluted by a third fluid in the reactor to generate gases to condition the oxygen flow. Three fluids were evaluated as diluents - \( N_2 \), He and \( H_2O \). Component weights for the \( H_2O \) and He dilution cycles are shown in Fig. B-7 and B-8, respectively. Total weight for the \( N_2 \), \( H_2O \) and He dilution cycles were 1768, 954, 706 lb, respectively. Parametric weight trends with reactor temperature are shown in Fig. B-9 for the three dilution cycles. A control temperature limit of 1550 F was established for the cycles since mixture ratios of the propellants must be controlled.

**Oxidizer Rich Reactor Cycle** (Fig. B-3C)

The oxidizer rich reactor cycle uses the same components as the baseline cycle except the reactor is run oxidizer rich (o/f = 120:1). Weight of this cycle was found to be considerably higher (1611 lb) than the baseline due to the large amount of propellant required for the reactor. This was due to the low specific heat \( (C_p) \) of the oxidizer rich gases. Component weights of the oxidizer rich reactor cycle are shown in Fig. B-10. Parametric variation of weight with reactor temperature is shown in Fig. B-11.

**Heat Sink Cycle** (Fig. B-3D)

Heat sink cycle consists of a metallic heat sink and a reactor to heat the heat sink. Once the heat sink is heated the reactor is turned off and the oxygen is allowed to flow through the heat sink to pick up heat. Four
Figure B-7. Stoichiometric O/F with Water Dilution

O₂ FLOWRATE 15.6 LB/SEC
CONDITIONED O₂ 4000 LB
Q INTO O₂ 1800 BTU/SEC
GAS TEMPERATURE 1550 F
GAS MIXTURE RATIO 8:1
\( \dot{\psi}_{\text{GAS}} / (\dot{\psi}_{\text{GAS}} + \dot{\psi}_{\text{WATER}}) \) 0.26
**Figure B-8. Stoichiometric O/F with Helium Dilution**

- **$\dot{O}_2$ FLOWRATE**: 15.6 LB/SEC
- **CONDITIONED $O_2$**: 4000 LB
- **$q$ INTO $O_2$**: 1800 BTU/SEC
- **GAS TEMPERATURE**: 1550 F
- **GAS MIXTURE RATIO 8:1**
- **$\dot{w}_{\text{GAS}}/(\dot{w}_G + \dot{w}_{\text{He}})$**: 0.387

![Diagram showing the stoichiometric O/F process with helium dilution](image-url)
Figure B-9
**Figure B-10. Oxidizer Rich Reactor**

- **O₂ FLOWRATE**: 15.6 LB/SEC
- **CONDITIONED O₂**: 4000 LB
- **Q INTO O₂**: 1800 BTU/SEC
- **GAS TEMPERATURE**: 1500 F
- **O₂/H₂**: 120:1

Diagram:
- 1611 lb
- 1364 lb
- 136 lb
- 42 lb
- 69 lb
- 3 HEAT EXCHANGERS
- 3 REACTORS
- TANKS
- PROPELLANTS
- O₂
- H₂
- Reactor
- Heat Exchanger
- Conditioned O₂
- Functioning as a flow diagram.
WEIGHT INCLUDES:
- TANKS
- PROPELLANTS
- REACTORS (X)
- HEAT EXCHANGERS (X)

\( x = \text{NUMBER OF SYSTEMS} \)

**Oxidizer Rich Reactor**

**Figure B-11**
materials were evaluated as heat sinks; copper, aluminum, nickel, and beryllium. Heat sinks were sized to provide heat storage for 25.6 seconds of operation 
\[ 25.6 \text{ sec} \times 1800 \text{ Btu/sec} = 0.46 \times 10^5 \text{ Btu} \]. Weights of the Cu, Al, Ni and Be heat sink cycles are 1594, 1361, 1197, and 635 lb, respectively. These weights can be reduced considerably if only one heat sink is required instead of 3. Component weights for the Cu, Al, Ni and Be heat sink cycles are shown in Fig. B-12, B-13, B-14 and B-15, respectively. Parametric variation of initial heat sink temperatures are shown in Fig. B-16 through B-19.

**Intermediate Fluid Cycle (Fig. B-3F)**

Helium was evaluated as an intermediate fluid between the hot combustion gas and the cold oxygen. The helium is circulated via a turbocompressor which compresses the helium after it has conditioned the oxygen. After compression the helium is circulated through the hot gas heat exchanger where it is heated. The compressor is driven by exhaust gases from the gas/helium heat exchanger. Component weights are summarized in Fig. B-20. Parametric weight variations with reactor temperature variations are shown in Fig. B-31.

**Heat Pipe Cycle (Fig. B-3F)**

The heat pipe cycle utilizes a hollow metallic pipe lined with a metallic wick material saturated with a fluid to transfer the heat generated in the reactor to the oxygen flowing in a heat exchanger. Water was evaluated as the heat pipe fluid although other fluids such as liquid metals, helium, etc. can be used. One end of the heat pipe constitutes the evaporator where heat is introduced, the other end constitutes the condenser where heat is removed. The heat introduced through the evaporator wall evaporates the fluid in the wick. The vapor travels to the condenser under the pressure differential between evaporator and condenser. Heat removed at the condenser end causes the vapor to condense. The fluid then returns to the evaporator by means of the capillary action of the wick. Because the evaporation and condensation occur at a constant temperature the heat is conducted from one end of the pipe to the other at a very low temperature differential. This represents an effective thermal conductivity many times that of the metallic pipe.
Figure B-12. Copper Heat Sink Conditioner

- **O₂ FLOWRATE**: 15.6 LB/SEC
- **CONDITIONED O₂**: 4000 LB
- **Q INTO O₂**: 1800 BTU/SEC
- **GAS TEMPERATURE**: 1980 F
- **GAS MIXTURE RATIO**: 1.17:1
- **HEAT STORAGE (25.6 SEC)**: 0.46 x 10⁵ BTU
- **HEAT SINK INITIAL TEMPERATURE**: 1300 F

Diagram details:
- **WEIGHT, LB**:
  - 1594 lb
  - 963 lb
  - 69 lb
  - 432 lb
  - 130 lb

- **3 HEAT SINKS**
- **3 REACTORS**
- **PROPELLANTS**
- **TANKS**
- **O₂**
- **H₂**
- **Reactor**
- **Vent**
- **Conditioned O₂**
- **Liquid O₂**

- **GAS TEMPERATURE**: 1980 F
- **GAS MIXTURE RATIO**: 1.17:1
- **HEAT STORAGE (25.6 SEC)**: 0.46 x 10⁵ BTU
- **HEAT SINK INITIAL TEMPERATURE**: 1300 F
Figure B-13. Aluminum Heat Sink Conditioner

- O₂ FLOWRATE 15.6 LB/SEC
- CONDITIONED O₂ 4000 LB
- Q INTO O₂ 1800 BTU/SEC
- GAS TEMPERATURE 1220 F
- GAS MIXTURE RATIO 0.75:1
- HEAT STORAGE (25.6 SEC) 0.46 x 10⁵ BTU
- HEAT SINK INITIAL TEMPERATURE 1000 F
O₂ FLOWRATE 15.6 LB/SEC
CONDITIONED O₂ 4000 LB
Q INTO O₂ 1800 BTU/SEC
GAS TEMPERATURE 2650 F
GAS MIXTURE RATIO 1.6:1
HEAT STORAGE (25.6 SEC) 0.46 x 10⁵ BTU
HEAT SINK INITIAL TEMPERATURE 2000 F

Figure B-14. Nickel Heat Sink Conditioner
O₂ FLOWRATE 15.6 LB/SEC
CONDICTIONED O₂ 4000 LB
Q INTO O₂ 1800 BTU/SEC
GAS TEMPERATURE 2800 F
GAS MIXTURE RATIO 1.4:1
HEAT STORAGE (25.6 SEC) 0.46 x 10⁵ BTU
HEAT SINK INITIAL TEMPERATURE 1000 F

Figure B-15. Beryllium Heat Sink
Figure B-16. Copper Heat Sink
Figure B-17. Aluminum Heat Sink
Figure B-18. Nickel Heat Sink
Figure B-19: Beryllium Heat Sink
Figure B-20. Intermediate Fluid (Recycled He)
Figure B-21. Intermediate Fluid Conditioner (Helium)
Component weights of the heat pipe conditioner are shown in Fig. B-22. Parametric variation of weight with reactor temperature variation is shown in Fig. B-23.

Recirculation Cycle (Fig. B-36)

The recirculation cycle utilizes a stoichiometric mixture of oxygen and hydrogen in a reactor. The gases are then diluted with water that has been recycled from the heat exchanger exhaust via a compressor. Since the stoichiometric combustion of oxygen and hydrogen generates water, no auxiliary water supply is required. Component weight of the recirculation cycle is shown in Fig. B-24. The cycle utilizes considerable less propellant since combustion takes place at a mixture ratio of 8:1 where the heat capacity is much greater than at the baseline mixture ratio of 1:1. Conditioner weight variation with reactor temperature is shown in Fig. B-25. Weight variation of this cycle with reactor temperature is minimal since the reactor temperature depends only on the amount of water that is recycled.

Stoichiometric Reactor Cycle (Fig. B-3H)

The stoichiometric reactor cycle utilizes the baseline cycle with a reactor that combusts oxygen and hydrogen stoichiometrically. Component weights of the cycle are shown in Fig. B-26 where they are also compared with the baseline cycle weights. The stoichiometric cycle weight is half that of the baseline due mostly to the reduced propellant requirements. Variation of the conditioner weight with mixture ratio is shown in Fig. B-27.

CYCLE COMPARISONS

Weight comparison of the 14 cycles evaluated are shown in Fig. B-29. All cycles with the exception of the recirculation cycle and the stoichiometric reactor cycle weigh considerable more than the baseline cycle. The lightest weight cycle is the stoichiometric reactor cycle (186 lb) while the heaviest cycle is the helium tridyne cycle (1987 lb).
Figure B-22. Heat Pipe (H₂O) Conditioner

**Flowrate** 15.6 LB/SEC
**Conditioned O₂** 4000 LB
**Q INTO O₂** 1800 BTU/SEC
**Gas Temperature** 1500 F
**Gas Mixture Ratio** 1:1
**Intermediate Fluid** H₂O
Figure B-23. Heat Pipe (H₂O) Conditioner
O₂ FLOWRATE 15.6 LB/SEC
CONDITIONED O₂ 4000 LB
Q INTO O₂ 1800 BTU/SEC
GAS TEMPERATURE 1500 F
O₂/H₂ 8:1
\[ \frac{\dot{w}_{\text{GAS}}}{\dot{w}_{\text{GAS}} + \dot{w}_{\text{WATER}}} \] 10.8% BY WEIGHT

Figure B-24. Stoichiometric O₂/H₂ with H₂O Recirculation
Figure B-25. Stoichiometric $O_2/H_2$ With $H_2O$ Recirculation
Figure B-26. Baseline Oxidizer Conditioner
Figure B-27. Oxidizer Conditioner Weight Versus Mixture Ratio

WEIGHT INCLUDES:
- TANKS
- PROPELLANTS
- REACTORS (X)
- HEAT EXCHANGER (X)

X = NUMBER SYSTEMS
Figure B-28. System Weight Comparison

WEIGHT INCLUDES:
- TANKS
- PROPELLANTS
- 3 REACTORS
- 3 HEAT EXCHANGERS
- 3 MISCELLANEOUS COMPONENTS

- O$_2$/H$_2$/He: 1704 lb
- N$_2$: 954 lb
- O$_2$/H$_2$/N$_2$: 706 lb
- He: 1768 lb
- H$_2$O: 635 lb
- Cu: 1361 lb
- Al: 1197 lb
- Ni: 1400 lb
- Cu/Ni/O/N: 800 lb
- H$_2$O: 515 lb
- He: 617 lb
- He: 515 lb
- H$_2$O: 235 lb
- Be: 186 lb
- O/F = 120
- O/F = 8
- O/F = 1

TRIDYNE DILUTION O/F = 120 HEAT SINK INTERMEDIATE FLUID HEAT Pipe RECIRCULATION O/F = 8 O/F = 1
Table B4 tabulates the cycle weights and weight sensitivities to reactor temperature.

Table B-4. Alternate Oxidizer Conditioner Cycle Weight and Sensitivity* Comparison

<table>
<thead>
<tr>
<th>Cycle</th>
<th>Total Weight** 1b</th>
<th>Sensitivity 1b/F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline Cycle o/f = 1</td>
<td>368</td>
<td>-0.08</td>
</tr>
<tr>
<td>Tridyne O₂/H₂/He</td>
<td>1987</td>
<td>-1.10</td>
</tr>
<tr>
<td>Tridyne O₂/H₂/N₂</td>
<td>1704</td>
<td>-1.30</td>
</tr>
<tr>
<td>Dilution N₂</td>
<td>1768</td>
<td>-1.17</td>
</tr>
<tr>
<td>Dilution H₂O</td>
<td>954</td>
<td>-1.37</td>
</tr>
<tr>
<td>Dilution He</td>
<td>706</td>
<td>-0.33</td>
</tr>
<tr>
<td>Oxidizer Rich o/f = 120:1</td>
<td>1611</td>
<td>-1.10</td>
</tr>
<tr>
<td>Heat Sink Cu</td>
<td>1594</td>
<td>***</td>
</tr>
<tr>
<td>Heat Sink Al</td>
<td>1361</td>
<td>***</td>
</tr>
<tr>
<td>Heat Sink Ni</td>
<td>1197</td>
<td>***</td>
</tr>
<tr>
<td>Heat Sink Be</td>
<td>635</td>
<td>***</td>
</tr>
<tr>
<td>Intermediate Fluid He</td>
<td>617</td>
<td>-0.10</td>
</tr>
<tr>
<td>Heat Pipe H₂O</td>
<td>515</td>
<td>-0.18</td>
</tr>
<tr>
<td>Recirculation H₂O</td>
<td>235</td>
<td>-0.03</td>
</tr>
<tr>
<td>Stoichiometric o/f = 8:1</td>
<td>186</td>
<td>-0.10</td>
</tr>
</tbody>
</table>

* Sensitivity = ΔWeight/ΔReactor Temperature

** Total weight includes (1) propellant required to condition 4000 lb of oxygen, (2) tank weight required for the propellant and, (3) hardware weight of three conditioners (triple redundant system)

*** Reactor temperature not varied
CONCLUSIONS AND RECOMMENDATIONS

The 14 alternate cycles evaluated were considered to be independent systems for conditioning the oxidizer propellant. Further evaluation of the alternate cycles should be made considering the entire APS as well as vehicle system effects. For example, a heat sink cycle could eventually be lighter if only 1 heat sink was used instead of 3, or if the heat sink was part of the vehicle structure. Thus, the overall system weight could be lower by the integration of components of the cycle with some other part of the APS or vehicle.

Further consideration should be given to the reliability and safety aspects of the alternate cycles. The reliability of some cycle components could be so high that only 1 instead of 3 components would be required for the system.

The most attractive cycles, based on weight, appear to be the stoichiometric reactor cycle and the recirculation cycle. Another potentially attractive cycle appears to be the heat sink cycle using beryllium provided the heat sink is integrated with the vehicle structure.
APPENDIX C

DEAP COMPUTER PROGRAM

PURPOSE

This computer program is intended to provide a basic tool for the solution of second-order partial differential equations. Parabolic, hyperbolic, and elliptic problems in one, two, or three spatial dimensions can all be solved through use of the Differential Equation Analyzer Program (DEAP). The general hyperbolic differential equation solved by the program can be represented as:

$$\nabla \cdot (K \nabla \varphi) + \nabla \cdot \varphi + s \varphi + q = \lambda \frac{\partial^2 \varphi}{\partial t^2} + \rho c \frac{\partial \varphi}{\partial t}$$  \hspace{1cm} (1)

Normally, several of the coefficients in Eq. 1 will be zero, resulting in the specialization of the equation to a parabolic equation ($\lambda = 0$) or to an elliptic equation ($\lambda = 0$ and $\rho c = 0$). This equation is useful for solution of physical problems relating to mechanical, thermal, mass diffusion, acoustic, magnetic, and electrical physical systems. The DEAP computer program has the capability of solving distributed network problems representing any of these physical systems.

The DEAP computer program solves problems related to the behavior of a continuous physical system through the analogy of a lumped parameter (or nodal) representation that is solved by difference methods. The difference solution method used is a three-time-level method which is a modification of the DuFort Frankel Method that is stable for any computational time increment and is
well suited for non-linear problems (where the coefficients of Eq. 1 are functions of the dependent variable).

PROGRAM DESCRIPTION

The DEAP computer program described in this manual is a descendant of the Lockheed Thermal Analyzer Program through the TAP computer program which was obtained from AI. The TAP computer program logic was revised and the program capabilities enlarged at Rocketdyne to produce the DEAP computer program. This program has retained the capability to solve any existing TAP problem with only minor changes to the data deck.

The DEAP computer program can solve problems with up to 999 discrete nodes and 2999 connectors allowing for source terms that can either be constant or variable with the dependent variable value at each node. This manual is divided into two major sections. The first section is ENGINEERING ANALYSIS, where the mathematical model is defined and the difference equations used by the computer program to represent this model are stated. The accuracy and limitations of the solution methods are discussed and a discussion of the stability of the equations is presented. The derivation of several special-purpose boundary-condition treatments is also given, followed by a discussion of program logic. The second section gives USAGE INFORMATION and defines the data input requirements first in general terms and then in detail where each of the 11 input sections is described in terms of its requirements and limitations. The program output is described and a sample problem discussed to illustrate the program features.
With relationship to evaluating thermal conditioners, the DEAP program is currently being employed to determine two-dimensional temperature profiles around the coolant channels. For a given gas temperature, gas-side heat transfer coefficient, coolant bulk temperatures (usually different in adjacent passages) and coolant side film coefficients, as well as channel geometry and thermal conductivity (as a function of temperature), the program determines wall temperature profiles, either steady-state or as a function of time (Fig. C-1).

The program has the capability to utilize the geometry directly to determine thermal resistances and capacitances; in this case, specific instructions are included as part of the input to tell the computer how to determine these variables. The program also has the capability of correcting heat transfer coefficients for all temperature. The output is principally the temperature distribution through the wall. This temperature distribution is used directly in the design in numerous ways. It is used to determine if the life criteria will be met, the average heat flux, the distribution of the heat input between adjacent channels, whether the wall surface temperature is too cold and what the best way is to get around this potential problem, whether the coolant mass velocity can be reduced (thereby saving pressure drop), the effect of geometry tolerances, the effect of coolant bypass, selection of coolant circuit, and other variables associated with the design of the conditioner.

In addition, a more sophisticated geometry is being programmed for the DEAP program which would simulate a full baffle. This is a useful tool for analyzing a given design, as it would be capable of analyzing flow transients and would
Life
Freezing
Transient Response
Design Variables
Geometry Effects
Cool. Mass Velocity Effect
Hot Gas Inlet Variation
Hot Gas Outlet Variation
Coolant Circuit
Bypass

Coolant Circuit
Bypass

MR, $P_c$
Inlet

Material
Stress
Manufacturing

Coolant $T_B$, $hc$
Each Channel

Hot Gas $T_C$, $hg$

Channel Geometry

DEAP Program

2-D Channel Analysis

Transient

Steady State

2-D Wall Temps

Transient, Steady State Wall and Fluid Temps. Distributions

3-D Analysis Channels and Flow DEAP Program

Tentative Design

DEAP Program
Regen. Cool. Program
Hand Calculations

Verify System Response
Mixture Ratio Variation
Flow Variation
Inlet T, P Variation
Sequencing Effects

Verify $\Delta P$

Tolerance Effects
Flow Change
Inlet T, P

Final Design

Operating Characteristics

Analysis of "As Manufactured" Hardware

Simulated Experimental Runs

Figure C-1. Thermal Analysis Logic Network for Thermal Conditions
be used to insure that the thermal transient requirement would be satisfied. It is also a handy tool for analyzing the effect of flow or mixture ratio changes. The program is even capable of integrating the rest of the APS system to obtain data on the integrated system. This program is a very versatile tool; it does, however, require a fair amount of time to set up the initial geometry of the problem. Once this is done, it is a simple matter to change lengths, heat transfer coefficients, initial conditions, etc.
The appendix covers the methods used to determine the heat input requirements, the hot gas flow requirements, the gas side heat transfer, and the hot gas passage geometry. Discussion of some of the design limitations are also included. In addition, the relationship of the conditioned propellant passage geometry parameters are covered, with the appropriate design limitations. Also, the method used to obtain the hot gas and conditioned propellant temperature and pressure profiles are discussed. Finally, the two thermal networks used to determine the two-dimensional baffle temperature profiles and the overall baffle heat transfer are shown.
Hydrogen Baffle—Preliminary Design. The first step in determining the hot gas and coolant passage geometry, assuming that the hydrogen flowrate and heat input requirements have been determined, as well as the hot gas mixture ratio, inlet and outlet temperatures is to analyze two dimensional cross sections of the conditioner to determine conditions which will meet the life requirement and which will avoid ice formation on the wall while minimizing weight and pressure drop. The hot gas heat transfer coefficients were based on the Bartz simplified pipe flow equation:

\[ N_{NU} = 0.025 \, N_{RE}^{0.8} \, N_{PR}^{-0.4} \, \sigma \]

where

\[ \sigma = \left[ 0.5 \, \frac{T_{WG}}{T_{AW}} \left( 1 + \frac{\gamma - 1}{2} M^2 \right) + 0.5 \right]^{-0.68} \left[ 1 + \frac{\gamma - 1}{2} M^2 \right]^{-0.12} \]

The hydrogen heat transfer coefficients were based on a Rocketdyne-modified form of the Dipprey-Sabersky equation:

\[ C_H = \frac{h(T_W/T_B)^{0.55}}{G \, C_p} = \frac{C_{f/2}}{0.92 + (C_{f/2})^{0.5} \left[ g(\epsilon^*) - 8.48 \right]} \]

where

\[ g(\epsilon^*) = 4.7 (\epsilon^*)^2 \quad (\epsilon^* > 7) \]
\[ g(\epsilon^*) = 4.5 + 0.57 (\epsilon^*)^{75} \quad (\epsilon^* \leq 7) \]
\[ \epsilon^* = (\epsilon/D)N_{RE} \left( C_{f/2} \right)^{0.5} \]
Both of the above correlations gave good agreement with experimental data obtained from the single baffle hydrogen conditioner recently tested.

The analysis was based on a Haynes 188 baffle with a stainless steel closeout. The hot gas wall thickness of 0.015 inch was assumed reasonable to manufacture while permitting reasonable channel geometries. Based on the fail-safe requirements, the channel width (coolant channel) was limited to no greater than 5.3 times the gas wall thickness, taking into account the high temperature capability of Haynes 188. Since the thermal conductivity of Haynes 188 is a strong function of temperature, the temperature variation is included in the analysis.
HEAT INPUT REQUIREMENTS:

PUMP DISCHARGE \( P_{psia} \):

\[ W_{H_2}, \text{lb/sec} = 5.95 \quad 4.5 \quad 3.0 \]

A) MAX \( Q \): \( T_{in} = 40R \)
\( T_{out} = 250R \)
\( \Delta H, \text{BTU/lb} = 779 \quad 759 \quad 743 \)
\( \Delta Q, \text{BTU/sec} = 4640 \quad 3410 \quad 2229 \)

B) MIN \( Q \): \( T_{in} = 70R \)
\( T_{out} = 200R \)
\( \Delta H, \text{BTU/lb} = 503 \quad 485 \quad 470 \)
\( \Delta Q, \text{BTU/sec} = 3000 \quad 2180 \quad 1410 \)
\( \Delta Q \text{ average, BTU/sec} = 3820 \quad [2795] \quad 1820 \)

DUE TO THE LARGE RANGE OF POSSIBLE HEAT INPUT REQUIREMENTS REPRESENTED BY THE SPECIFIED RANGE OF \( H_2 \) FLOWRATES, INLET AND OUTLET TEMPERATURES (OVER 2:1 DUE TO FLOW VARIATIONS ALONE), A MEAN VALUE OF 2800 BTU/SEC WAS SELECTED FOR SIZING THE CONDITIONER. THIS REPRESENTS A NOMINAL FLOW OF 4.5 LB/SEC @ 1600 PSIA, A NOMINAL \( T_{in} = 55R, \) & \( T_{out} = 225R \).

ABOVE BASED ON NBS \( H_2 \) PROPERTIES
Figure D-5. Hydrogen Conditioner Heat Input
DESIGN $\Delta Q = 2800 \text{ Btu/Sec}$

\[
\begin{align*}
T(\text{H}_2 \text{ Injection}) &= 275^\circ R \\
T(\text{O}_2 \text{ Injection}) &= 375^\circ R \\
MR &= 1
\end{align*}
\]

For a selected hot gas $T_{\text{out}} = 750^\circ R$,

\[
\begin{align*}
H_{\text{in}} &= 520 \text{ B/LB} \\
H_{\text{out}} &= 2880 \text{ B/LB} \\
\Delta H &= 2360 \text{ B/LB}
\end{align*}
\]

\[
\dot{W}_{\text{H.G.}} = \frac{\Delta Q}{\Delta H} = \frac{2800}{2360} = 1.19 \text{ LB/SEC}
\]

$\therefore$ Nominal $\dot{W}_{\text{H.G.}}/\dot{W}_{\text{H}_2} = 1.19/4.5 = 0.265$

\[
\sum \dot{W}_{\text{H}_2} \quad (5000 \text{ LBS}, MR=3.5) = \frac{5000}{1+3.5} = 1110 \text{ LBS}
\]

$\therefore \sum (\dot{W}_{\text{H.G}})_{\text{H}_2 \text{ Conditioner}} = 1110 \text{ LBS} \times 0.265 = 295 \text{ LBS}$

(see p.22, July Monthly)
At any point along the conditioner, x,

\[ (Q/A)_x = (h_g)_x \left[ (T_{gas})_x - (T_{wg})_x \right] \]

= local heat flux

where the wall temp., Twg, is determined from a steady state 2-dimensional analysis

\[ T_{wg} \] - the local hot gas temperature, is a function of mixture ratio, hot gas flowrate, combustion temperature, and the amount of heat lost to point x.

\[ h_g \] - the hot gas heat transfer coefficient, is based on the simplified Bartz turbulent pipe flow correlation:

\[ Nu = 0.025 \cdot 10^{-8} \cdot Pr^{0.4} \sigma \]

or \[ h_g = 0.025 \cdot \mu^2 \cdot C_p \cdot G^{0.8} \cdot \sigma / (\sigma_h^2 \cdot Pr^6) \]

where \[ \sigma = [0.5 \cdot T_{wg} / T_{gas} \cdot (1 + \frac{C_p}{2} M^2) + 5]^{0.8} \cdot [1 + \frac{\mu}{2} \cdot M^2]^{-1.2} \]

(T in deg. R)

\[ G = \text{mass velocity} = \dot{W} / A_x \]

\[ A_x = \text{passage ht.} \cdot H / \text{passage width} \cdot S \cdot \text{no. passages} \cdot N \]

\[ \mu, \ C_p, \ Pr \] - based on hot gas properties vs MR, T

\[ \sigma_h \] - hydraulic dia. = 4Ax/weighted perimeter = 2S

The Bartz correlation, while for pipe flow, is appropriate also for large L/D passages typical of the conditioner. This is used over most of the conditioner. It under-estimates Q/A if condensation occurs. It also does not properly represent the stagnation value at the baffle nose. Stagnation heat fluxes should be less than max. baffle Q/A due to low upstream mass velocities.
GEOMETRY CONSISTS OF PASSAGE LENGTH, WIDTH, HEIGHT, AND TAPER.

PASSAGE HEIGHT:

There is no heat transfer requirement specifically governing height. This may be chosen on the basis of other design, stress, or weight considerations. The only requirement is that

\[ A_s = 2NH \]
\[ A_x = \frac{W}{G} = NHs \]

where
- \( W \) = hot gas flow rate
- \( G \) = hot gas mass velocity
- \( N \) = no. hot gas passages
- \( H \) = passage height
- \( S \) = passage width (no guide rails)

Assumes: Each side plate is equivalent to \( \frac{1}{2} \) baffle

No heat input top or bottom

PASSAGE LENGTH

From above two equations

\[ \frac{L}{S} = \frac{A_s}{2A_x} \]

where \( S \) and \( A_x \) evaluated at same point
PASSAGE WIDTH

HOT GAS PASSAGE WIDTH SELECTION REQUIRES CARE, AS IT AFFECTS CONDITIONER LENGTH (WEIGHT); COOLANT PASSAGE HEIGHT (WEIGHT, BAFFLE BEND RADIUS). THE SMALLER THE GAP, THE MORE COMPACT AND LIGHTER THE CONDITIONER. MINIMUM PASSAGE WIDTH IS BASED ON MANUFACTURING ABILITY AND TOLERANCE REQUIREMENTS. FOR OPTIMUM RESULTS, A TIGHT TOLERANCE AT THE BACK HALF OF THE CONDITIONER IS HIGHLY DESIRABLE. TOO LARGE A WIDTH RESULTS IN REDUCED HEAT TRANSFER; TOO SMALL A VALUE RESULTS IN EXCESSIVE CHAMBER PRESSURE REQUIREMENTS (LIMITED BY 3750 psia ± 10% REGULATORS). IN ADDITION, SMALL GAPS MAY BE MORE PRONE TO ICING, THOUGH MORE DATA REQ'D TO SET MINIMUM GAP TO MEET THIS POSSIBILITY.

CONSIDERING ABOVE ITEMS, A MINIMUM GAP (WIDTH) OF ABOUT .050 IN. HAS BEEN SOMEWHAT ARBITRARILY SELECTED. THIS MAY BE DECREASED IN A LATER, ADVANCED DESIGN. IT IS NOTED THE 1RD H2 BAFFLE OPERATED SATISFACTORILY WITH APPROX. .033 IN. MIN. GAP.

PASSAGE TAPER

THE PASSAGE WIDTH AT THE FORWARD END OF THE BAFFLE IS TAPERED IN ORDER TO RESTRICT MAXIMUM Q/VA - LIMITED BY LIFE CONSIDERATIONS TO ABOUT 4.2 BR/IN²-SEC. AT M R<1, THIS HAS RELATIVELY MINOR EFFECT ON SURFACE AREA REQUIREMENTS.
LIMITING HOT GAS MASS VELOCITY - G

MAXIMUM VALUE OF G IS CONSIDERED TO BE SONIC CONDITIONS (M = 1). THIS LIMITATION CAN OCCUR AT EITHER THE UPSTREAM OR DOWNSTREAM END OF THE CONDITIONER, DEPENDING ON MIXTURE RATIO & EXIT TEMPERATURE.

FOR PERFECT GAS:

\[ \alpha = \sqrt{\frac{y R T}{P}} \]
\[ R = \frac{R}{M} \]
\[ T = T_0 / \left(1 + \frac{R}{y} \right) \]  \hspace{1cm} (MACH NO. = 1)
\[ P = \frac{P}{\alpha R T} \]
\[ G_{\text{max}} = \frac{P}{\alpha R T} \]
\[ P_0 = \frac{P}{(1 + \frac{R}{y})^{\frac{y}{y-1}}} \]  \hspace{1cm} (M = 1)

WHERE

\( \alpha \) = ACoustic VELOCITY
\( y \) = SHIFTING SPECIFIC HEAT RATIO = \( f(MR) \)
\( T \) = STATIC TEMPERATURE
\( g \) = GRAVITATIONAL CONSTANT (386 \( \text{f} \text{s}^2 / \text{m} \approx 32.2 \text{f} / \text{s}^2) \)
\( R \) = GAS CONSTANT
\( R \) = UNIVERSAL GAS CONSTANT
\( M \) = MOLECULAR WEIGHT = \( f(\text{MIXTURE RATIO}) \)
\( P \) = STATIC PRESSURE
\( P_0 \) = TOTAL PRESSURE

PRESSURE DROPS ARE SUCH THAT UPSTREAM \( P_0 \)

\[ (P_0)_{\text{UPST}} = 2(P_0)_{\text{DST}} \]

TYPICAL RESULTS ARE SHOWN IN FOLLOWING FIGURE.

RESULTS INDICATE MAX. EXIT MASS VELOCITY
@ 2400 psiA UPSTREAM & EXIT T = 750R results in
\( G_{\text{max}} \approx .88 \text{ lb/s in}^2 / \text{sec} \)
SURFACE AREA REQUIREMENTS - $A_s$

To obtain surface area, the following equation is solved:

$$ Q = \int_{x=0}^{L} dQ = \int_{x=0}^{L} \frac{Q}{A} dA_s $$

or

$$ A_s = \int_{x=0}^{L} \frac{dQ}{Q/A} = \sum_{0 < x < L} \frac{\Delta Q}{Q/A} $$

This can be approximated in finite difference form, noting that

$$ \Delta Q = W_H \cdot C_{P_{AV}} \cdot (T_{H1} - T_{H2}) = W_H \cdot \Delta H_{T1 \rightarrow T2} $$

$$ \frac{Q}{A} = h_{AV} \cdot (T_{H1} - T_{H2})_{AV} $$

The wall surface temperatures are based on steady state, two-dimensional analyses at a particular gas temperature and heat transfer coefficient (with appropriate values for $h$ and $T$ for the conditioned propellant, and appropriate channel geometry and thermal conductivity).

Consequently between any two given hot gas temperatures, the average $C_p$ (or enthalpy change directly) will give $\Delta Q$, and the 2-D analysis gives an average $Q/A$; this yields a surface area req'd between the two temperatures. The total surface area is then the sum of the incremental values. This also gives the relative heat flux and hot gas temperature profiles ($T, Q/A$ vs $x/L$).
THE CONDITIONED H₂ TEMPERATURE PROFILE IS DETERMINED AT THE SAME TIME AS THE HOT GAS TEMPERATURE PROFILE:

\[ \Delta Q = (W \Delta H)_{H₂} = (W \Delta H)_{\text{hot gas}} \]

For a selected H₂ bypass (40%), H₂ inlet and exit locations, H₂ and hot gas flowrates and inlet conditions, the hydrogen temp. profile is readily determined using the above equation.

For a first guess, the heat input was assumed to split equally between uppass and downpass channels. This does not result in an error in surface area as heat flux is quite insensitive to H₂ temp. in actual practice, even though the heated wall temp. profile is not very sensitive to uppass or downpass channel location, a larger fraction of heat goes to colder (uppass) channel, due to heat transfer from warmer downpass channel to uppass channel. As a result, the actual temp. distribution is obtained thru an iterative procedure. The baffle analysis program described later solves this distribution directly, thereby dispensing with iteration procedure.
CONDITIONED PROPELLENT CHANNEL HEIGHT:

\[ A_x = \frac{\dot{W}_{(H_2)}}{G_{(H_2)}} = N_C \alpha h \]

WHERE \( N_C = N_B N_H \)

AND \( N_H = \frac{H - \lambda}{\alpha} \)

WHERE \( A_x = \) TOTAL CROSS-SECTION AREA

\( \dot{W}_{(H_2)} = \) CONDITIONED PROPELLENT FLOWRATE

\( G_{(H_2)} = \) MASS VELOCITY

\( \alpha = \) CHANNEL WIDTH

\( h = \) CHANNEL HEIGHT

\( N_C = \) TOTAL NO. CHANNELS (EACH DIRECTION)

\( N_B = \Sigma \) NO. BAFFLES = NO. BAFFLES + 1 [SIDE PLATES]

\( N_H = \) NO. CHANNELS / BAFFLE, ONE DIRECTION

\( l = \) LAND WIDTH

\( H = \) BAFFLE HEIGHT

\( \lambda = \) DIFFERENCE BETWEEN EDGE DISTANCE AND \( \frac{1}{2} \) LAND (EACH EDGE)

\[ \frac{\dot{W}_{(H_2)}}{G_{(H_2)}} = (N_B H - N_B \lambda) \left( \frac{\dot{W}_{(H_2)}}{G_{(H_2)}} \right) h \]

OR \( h = \left( \frac{\dot{W}_{(H_2)}}{G_{(H_2)}} \right) \left( 1 + \frac{\dot{W}_{(H_2)}}{G_{(H_2)}} \right) \left( N_B H - N_B \lambda \right) \)

FROM HOT GAS GEOMETRY:

\[ A_{X_{HG}} = \frac{\dot{W}_{HG}}{G_{HG}} = N_B S \] (NO BLOCKAGE ASSUMED)

\( S = \) HOT GAS PASSAGE WIDTH @ \( G_{HG} \)

\[ h = \left( \frac{\dot{W}_{HG}}{G_{HG}} \right) \left( \frac{G_{HG}}{\dot{W}_{HG}} \right) \left( 1 + \frac{\dot{W}_{HG}}{G_{HG}} \right) S \]

IF \( \lambda = 0 \)

ASSUMPTION OF \( \lambda = 0 \) GOOD SINCE \( H \sim S \), \( 2 \lambda = 0.12 - 0.04 = 0.08 \)

\( \lambda \sim H \sim \frac{.08}{S} = .016 \) NEGLIGIBLE FOR ANALYSIS
2-D TEMPERATURE PROFILES

CONDITIONED PROPELLANT

STEEL CLOSEOUT

HAYNES 188

BAFFLE 2

HOT GAS

HAYNES 188

BAFFLE 1

STEEL

INSULATED BACK SURFACE

PROGRAM: DEAD (IBM 360) [OUTPUT = TEMPERATURES]

NETWORK: AS SHOWN ABOVE

INPUT:

GEOMETRY:
- \( \alpha \) - CHANNEL WIDTH
- \( L \) - LAND WIDTH
- \( t \) - GAS WALL THICKNESS
- \( H \) - CHANNEL HEIGHT
- \( t_{BW} \) - BACK WALL (CLOSEOUT) THICKNESS

MAT'L:
- TABLES - THERMAL CONDUCTIVITY VS TEMP.

BOUNDARY:
- HOT GAS \( h_g \), TEMPERATURE
- UPPASS \( H \) (O2) \( \bar{T}_i \), \( h_{c1} \), \( h_c \), \( h_{c2} \)
- DOWNPASS \( H \) (O2) \( \bar{T}_o \), \( h_{c4} \), \( h_{c5} \), \( h_{c6} \)

DIFFERENT \( h_c \) INPUTS ACCOUNT FOR DIFFERENT CURVATURE AND ROUGHNESS VALUES ON EACH CHANNEL SURFACE. INPUT \( h_c \) AT \( T_{bulk} = T_{wall} \). PERMITS \( h_c = f(T_b/T_w)^n \), \( n \) = INPUT.
To obtain the H₂ pressure profile, requires
1) Channel geometry (length, hydraulic dia)
2) Mass velocity
3) Roughness, Reynolds no. => f = friction factor
4) Temperature profile

Because of low Mach no., total temp ~ static temp.
Total temps. used throughout.

Hydraulic diameter \( d_H = \frac{4A}{P} = \frac{4h_0}{2(0+h)} = \frac{2a}{h+1} \)

\[ d_H = \frac{2 \times 0.05}{0.05 + 1} = 0.060'' \quad (G_{H_2} = 2.2 \text{ lb/s/ft}^2) \]

\( G_{H_2} = 1.25 \text{ lb/min/ft}^2 \text{sec}, \quad d_H = \frac{2 \times 0.090}{0.09 + 1} = 0.082'' \)

For \( Re = \frac{Gd}{\rho} = \frac{(2.2 \text{ lb/s/ft}^2) 0.060}{3 \times 10^{-6} \text{ lb/ft}^2 \text{ sec}} = 440,000 \)

\[ \frac{E}{d_h} = \frac{100 \text{ min}}{0.060''} = 0.0167 \]

\[ f = 0.022 \]

\[ \Delta P = 2K \left( \frac{G^2}{2gP_H} \right) \]

where \( K = \frac{f}{d_h} = \text{friction loss} \)

@ inlet, \( K = .5 \text{ head loss} \)

@ exit, \( K = 1 \text{ head loss} \)

\( P_H \) from NBS property tables = \( f(P, T) \)

Design \( \Delta P \) based on
\[ T_n = 550^\circ R \]
\[ P_n = 1600 \text{ psia} \]

\( P \) is static pressure = \( P_0 - \frac{G^2}{2gP} \)
HOT GAS PRESSURE PROFILE BASED ON
1) INLET CONDITIONS & FLOWRATE
2) MASS VELOCITY PROFILE
3) TEMPERATURE PROFILE

BECAUSE OF HIGH HOT GAS MACH NO = 1, IT IS
NECESSARY TO DETERMINE STATIC TEMPERATURE AND
PRESSURE ITERATIVELY AT EACH POINT:

\[ d_H = 2 \times \text{HOT GAS GAP} \]

WITH NO GAS GUIDE RAILS, \( 0.04" < \text{GAS WIDTH} < 0.09" \)

GAS MASS VELOCITY \( 0.88 > G_{vc} > 0.44 \text{ lb/in}^2\text{sec} \)

HYDRAULIC DIA = \( 0.092 < d_H < 0.184" \)

FRICTION FACTOR \( \approx 0.020 \)

\[ \Delta P = K \frac{G^2}{2g} \]

\[ K = f L/L \quad \text{FRICTION LOSS} \]

\( = 0.5 \quad \text{INLET LOSS} \]

\( = 1.0 \quad \text{OUTLET LOSS} \]

SONIC EXIT:

\[ \alpha_E = \frac{G_{vc}}{\alpha_{vc}} = \frac{\text{EXIT MASS VELOCITY}}{\text{EXIT SONIC VELOCITY}} \]

\[ \alpha_{vc} = \frac{\sqrt{T_E (R/M) T_E}}{P_E} \]

\[ T_E = T_{vc} \left( 1 + \frac{4}{5} M^2 \right) = 750 R \left( 1 + \frac{4}{5} \right) \text{ [SONIC]} \]

EXIT STATIC PRESSURE = \( P_E = P_{vc} \left( \frac{R}{M} \right) T_E \)

EXIT TOTAL PRESSURE = \( P_{vc} = P_E \left( 1 + \frac{4}{5} \right)^{\frac{1}{2}} \text{ [SONIC]} \)

IT IS NOTED HERE THAT IT IS THE EXIT CONDITION WHICH DETERMINES INJECTOR-END PRESSURE. THIS
IS SENSITIVE TO FLOWRATE, TEMPERATURE, MIXTURE
RATIO, AND HOT GAS EXIT X-SECTION AREA.
THE TOTAL PRESSURE AT EACH POINT WAS DETERMINED BY:

TOTAL \( P_{ts} = P_{as} + \left( f \frac{L}{d_m} \right) \frac{G^2}{2g} \rho P_{av} \)

STATIC \( P_{as} = \text{(TOTAL } P_{ts}) - \quad G^2 \quad \rho \quad P_{as} \)

WHERE \( P_{as} = \left[ P_{as}(\frac{R}{M}) T_{as} \right]_{\text{static}} \)

\( V = \frac{G}{\rho} \)

\( T_s = T_{\text{Total}} - \frac{V^2}{2gJc_p} \)

\( \alpha = \frac{V(\frac{R}{M}) T_{\text{static}}}{g} \)

WHERE \( V = \text{LOCAL GAS VELOCITY} \)

\( \alpha = \text{SONIC VELOCITY} \)

\( M = \text{MACH NO.} \)

\( M = \text{MOLECULAR WEIGHT} \)

\( \gamma = \text{SPECIFIC HEAT RATIO} \)

\( c_p = \text{SPECIFIC HEAT @ CONSTANT PRESSURE} \)

\( g = \text{GRAVITATIONAL CONSTANT (386 in/sec^2)} \)

\( J = \text{ENERGY CONVERSION: 778 ft-lb/Btu} \)

IT IS REA LiLY SEEN THE ABOVE REQUIRES AN ITERATIVE PROCEDURE TO SOLVE OVER EACH INTERVAL.
BAFFLE TRAILING EDGE
HEAT TRANSFER COEF. (TYP), \( h_A \)

\( H_2 \) INLET TEMP.

\((W_C P)\) HYDROGEN

TYP. NODE \((T, P_C P, \Delta X, \Delta Y, \Delta Z)\)

TYP. WALL RESISTANCE \((K A / \Delta X)\)

BAFFLE LEADING EDGE

(\(W_C P\)) HOT GAS

HOT GAS INLET TEMP.
INPUT

GEOMETRY
ΔX BETWEEN NODES (9)
CHANNEL WIDTH (10)
LAND WIDTH (10)
GAS WALL THICK. (10)
CHANNEL HEIGHT (10)
1-Z PASS LOCATION (10)

HOT GAS
INLET TEMPERATURE (1)
h_g - HEAT TRANSFER COEF. (10)
FLOW CAPACITY W_CP/CHANNEL (1)
h_g MULTIPLIER (1)

CONDITIONED PROPELLANT
INLET TEMPERATURE (1)
h_c1 - HEAT TRANSFER COEF. UP-PASS (10)
h_c2 - HEAT TRANSFER COEF. DOWN-PASS (10)
FLOW CAPACITY W_CP/CHANNEL (1)
h_c MULTIPLIER (1)

PROPERTIES
WALL THERMAL CONDUCTIVITY VS TEMPERATURE (TABLES)

INITIAL CONDITIONS
INITIAL WALL TEMP. DISTRIBUTION

NOTE: ALL LOCATION PARAMETERS (GEOMETRY, h_g, h_c1, h_c2) ARE INPUT IN ORDER FROM LEADING EDGE TO TRAILING EDGE.
METHOD FOR DETERMINING HOT GAS FLOW AREA

\[ A_x = \frac{W}{G^*} = \frac{W}{P_0} \left[ \frac{\gamma g}{RT_0} \left( \frac{2}{\gamma + 1} \right) \frac{\gamma + 1}{\gamma - 1} \right]^{-0.5} \]

WHERE THE PRESSURE & TEMPERATURE ARE EVALUATED AT THE SAME POINT

1) UPSTREAM ANALYSIS: USE COMBUSTION TEMPERATURE & U/S PRESSURE

2) DOWNSTREAM ANALYSIS: USE EXIT TEMPERATURE & EXIT TOTAL PRESSURE

TO DETERMINE EXIT TOTAL PRESSURE:

FRICITION LOSS:
\[ \Delta P = P_{01} - P_{02} = f \frac{L}{D} \frac{G^2}{2g \rho_{AV}} \]

SONIC EXIT:
\[ G^* = \frac{P_{02}}{P_{RT_02}} \left[ \frac{\gamma g}{RT_02} \left( \frac{2}{\gamma + 1} \right) \frac{\gamma + 1}{\gamma - 1} \right]^{0.5} \]

\[ \therefore \frac{P_{01}}{P_{02}} = \left[ 1 + \alpha \left( \frac{T_{01}}{T_{02}} + 1 \right) \frac{\gamma}{2} \left( \frac{2}{\gamma + 1} \right) \frac{\gamma + 1}{\gamma - 1} \right]^{0.5} \]

WHERE \( \alpha \) IS DETERMINED FROM THE THEORETICAL PRESSURE PROFILE