AUTOMATICALLY CALIBRATING ADMITTANCES IN KATE'S AUTONOMOUS LAUNCH OPERATIONS MODEL

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Thank you, Bob Merchant, for all the technical guidance this summer. Your knowledge of today's and tomorrow's KATE models made the automatic admittance calibrator the practical tool that it is today. Thank you, collaborators Carrie Parrish and Peter Engrand, for helping chart my course and clear the way this summer administratively. Thank you especially, Carol Valdez, Kari Stiles, and Loren Anderson, for operating the NASA/ASEE Summer Faculty Fellowship Program so flawlessly. I can't remember when I've enjoyed working more.

Abstract

This report documents a 1000-line Symbolics LISP program that automatically calibrates all 15 fluid admittances in KATE's Autonomous Launch Operations (ALO) model. (KATE is Kennedy Space Center's Knowledge-based Autonomous Test Engineer, a diagnosis and repair expert system created for use on the space shuttle's various fluid flow systems.) As a new KATE application, the calibrator described here breaks new ground for KSC's Artificial Intelligence Lab by allowing KATE to both control and measure the hardware she supervises. By automating a formerly manual process, the calibrator: 1) saves the ALO model builder untold amounts of labor, 2) enables quick repairs after workmen accidently adjust ALO's hand valves, and 3) frees the modeler to pursue new KATE applications that previously were too complicated. Also reported are suggestions for enhancing the program: 1) to calibrate ALO's TV cameras, pumps, and sensor tolerances, and 2) to calibrate devices in other KATE models, such as the shuttle's LOX and Environment Control System (ECS).

Summary

Last summer, this author gather several of KATE's model builders' tools into a Model Verification Toolkit. Coding the design of one of those tools, an automatic admittance calibrator for KATE's Autonomous Launch Operations (ALO) model, became the topic of this summer's project. A two-week survey of ALO's knowledge bases revealed the 15 admittances to be calibrated. During the next two weeks, the calibrator's designer manually adjusted valves and pump speeds of the ALO model, recorded its pressures with a pencil, and solved admittance equations off-line, until he discovered the best procedure for measuring every admittance. The ensuing four-week coding and testing effort produced the automated admittance calibrator program attached as Appendix A. Its typical output appears as Appendix B. This report is its documentation. The KATE modeler who first proposed this summer project claims he is pleased to have it.
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BACKGROUND

1.1 KATE

Kennedy Space Center's Knowledge-based Autonomous Test Engineer (KATE) is an artificially-intelligent diagnosis and repair expert system. KATE oversees the operation of fluid flow systems like that pictured in Figure 1-1. Guided by knowledge of admittances in the system hardware, KATE predicts flows from actual pressure measurements, and vice versa. When her predictions differ significantly from actual measurements, she uses something like fault tree analysis to isolate the error to a single failed device. KATE's Autonomous Launch Operations (ALO) model even swaps out the failed component for a redundant one to keep a simulated launch on schedule. Others of KATE's models include LOX, a very detailed model of the shuttle's liquid oxygen tanking operations, and the Environmental Control System (ECS), a model of the shuttle crew's breathing air processing.

1.2 KATE's ALO-H2O Model

A photograph of KATE's ALO-H2O hardware model appears in Figure 1-1. A hardware scale model of the shuttle's oxygen tanking operations, it substitutes cryogenic liquid oxygen with water and pressurized nitrogen gas for greater safety. A computer-aided design rendering of this hardware (see Figure 1-2) serves as KATE's ALO knowledge base. It shows connections of all significant devices along with their current operating conditions. Unfortunately, the fluid flow components' 15 admittances are hidden from view inside the model's software, since these do not correspond one-to-one to the 79 individual illustrated devices. Meaningless details such as pipe dimensions and tees are omitted entirely from the model for simplicity.

1.3 Building KATE's Models

KATE's model builders are busy people. Creating a KATE model like ALO is first an exercise in computer-aided design (CAD). But CAD models seldom include the functional detail that KATE requires for error diagnosis. Furthermore, KATE is written in LISP, and CAD information must be painstakingly reformatted as knowledge-base frames. These frames amount to upwards of 15,000 lines of LISP code even for the simple ALO model shown in Figure 1-2. Obscure interactions among knowledge base elements consume considerable debugging time during the never-ending development of ever more complicated expert systems.
Figure 1-1. KATE's ALO-H2O Model Hardware: a) ground level pump circuit, b) vehicle tank circuit 20-feet up.
Figure 1-2. ALO User's Terminal Overview Screen
1.4 KATE's Model Verification Tools

KATE's modelers frequently create little blocks of LISP code just to assist them in their efforts. In the summer of 1991, this author gathered several of these into a Model Verification Toolkit [1]. A linear regression algorithm, which fits straight lines to random model measurements in a least-squares sense, was one of the first model verification tools. Recently Boeing personnel have added a Knowledge Base Editor, which makes encoding CAD device data into KATE's frames much easier. Additional tools were proposed, including a program to automatically calibrate the ALO model's 15 admittances. That program became this summer's project. The toolkit is already saving modelers precious time and enabling them to apply KATE to more complicated and more powerful systems.
2.1 KATE's Fluid-Flow Admittance Equation

KATE's admittance equation evolves from the law of energy conservation, which equates the potential energy of a pressure head across a pipe to the kinetic energy lost by fluid flowing against pipe friction. (See Figure 2-1 below.)

\[
\frac{h_L}{V^2/2} = \frac{f l}{d g},
\]

where \( h_L \) is pressure head in feet, 
\( f \) is the dimensionless pipe friction factor, 
\( l \) and \( d \) are pipe length and diameter in feet, 
\( V \) is mean fluid velocity in feet/second, and the gravitation constant, \( g \), is 32.2 feet/sec².

Knowing that the specific weight of water is 62.37 pounds/foot³ at 60°F, we can convert the head, \( h_L \), to a pressure drop, \( \Delta P \), in psig:

\[
h_L = \Delta P \left( \frac{144 \text{ in}^2/\text{ft}^2}{62.37 \text{ pounds/foot}^3} \right) = 2.309 \Delta P.
\]

Recognizing that fluid flow rate, \( Q \), is the product of mean velocity, \( V \), and pipe area, \( \pi d^2 / 4 \), we can rewrite Darcy's formula as the ratio of flow rate and the square root of pressure drop:

\[
V / \sqrt{h_L} = \sqrt{2 fg} d / f l = Q \left( \frac{4}{\pi d^2} \right) / \sqrt{2.309} \Delta P.
\]
KATE lumps all of these pipe constants into one and calls them "admittance,">

$$A_i = \left(\frac{\pi d^2}{4}\right) \sqrt{\frac{2g}{4}} \frac{d}{2.309} \frac{Q}{\Delta P}$$

(2.1)

The dimensions of admittance are ft$^3$-inches/minute-$\sqrt{\text{pound}}$. Instead of obtaining the admittance of a complicated pipe circuit from many length and diameter measurements, KATE finds it more convenient to measure flow rate and pressure drop and to solve equation 2.1 above.

2.2 Statistical Averaging

Actually, pressures and flows are measured at many pump speeds, and the several admittances are statistically averaged to reduce measurement noise. The average value (i.e., mean) of a sampled population is their sum divided by the number of samples taken. A small standard deviation (i.e., the root-mean-square of the samples' distances from their mean) may be regarded as a figure of merit on the random sampling process. When sampling from a normal, Gaussian population, the user can be assured that 95% of his samples will fall within ±1 standard deviation (s.d.) of the mean. An excessive admittance s.d. (say 20% larger than the mean or more) warns of unreliable pressure or flow measurements. In such cases, the calibration should be done over.

2.3 ALO's "Readily Apparent" Admittances

Bob Merchant's April 1, 1992 Memo [3] details the proposal for ALO's automatic admittance calibrator. Only those "readily apparent" admittances carrying measurable flows and bracketed by measurable pressures are to be calibrated. Other admittances may be neglected, since they are of no use to KATE in predicting pressures and flows during failure diagnoses. The 15 admittances that meet this "readily apparent" definition are illustrated in an electronic analog of ALO in Figure 2-2. Those who are unfamiliar with the ALO model can easily locate traditional admittance values in ALO's knowledge base by referring to the right-hand two columns of Table 2-1.

2.4 Tank Pressurization

When the ALO model pressurizes (or depressurizes) the storage and vehicle water tanks, gas flow rate is not measured. But flow can be inferred from measured pressures of the tanks and their gas supplies (or vents) [3]. Tank pressures rise exponentially toward the supply pressure (or fall toward atmospheric pressure) asymptotically with time. According to the Gas Law, the amount of gas in a tank varies in proportion to its pressure. Thus, the time dependent amount of gas in either of ALO's tanks (in cubic feet) is:
Figure 2-2. ALO's "Readily Apparent" Fluid Flow Admittances:
a) ground level pump circuit, b) vehicle tank circuit 20-feet up.
### Table 2-1
ALO's "Readily Apparent" Admittances.

<table>
<thead>
<tr>
<th>Admittance</th>
<th>Bracketing Pressures</th>
<th>Flow Meas.</th>
<th>Reference (page-line)</th>
<th>Trad’l Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Tank Pressurization (Nitrogen Gas) Circuits....</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>st-up-admit</td>
<td>30psig supply to storage tank</td>
<td>Fcn</td>
<td>8-16[4]</td>
<td>23.</td>
</tr>
<tr>
<td>vt-up-admit</td>
<td>70psig supply to vehicle tank</td>
<td>of</td>
<td>8-6[4]</td>
<td>18.5</td>
</tr>
<tr>
<td>2. Pump Circuits....</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>suction-line-admit</td>
<td>From storage tank to PX115</td>
<td>FM103</td>
<td>2-67[5]</td>
<td>15.5</td>
</tr>
<tr>
<td>pump-to-4-way-admit</td>
<td>From PX115 to PX105</td>
<td>FM103</td>
<td>1-39[6]</td>
<td>10.58</td>
</tr>
<tr>
<td>px105-to-px106-admit</td>
<td>From PX105 to PX106</td>
<td>FM103</td>
<td>new</td>
<td>4.65</td>
</tr>
<tr>
<td>recirculation-admit</td>
<td>PX106 to storage tank, SV103 closed</td>
<td>FM103</td>
<td>3-71[5]</td>
<td>1.64</td>
</tr>
<tr>
<td>Ditto, but with SV103 open</td>
<td></td>
<td>FM103</td>
<td>3-71[5]</td>
<td>7</td>
</tr>
<tr>
<td>3. Vehicle Tank Circuits....</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ff107-admit</td>
<td>PX111 to PX107, only SV107 open</td>
<td>FM102</td>
<td>6-38[5]</td>
<td>6.47</td>
</tr>
<tr>
<td>ff108-admit</td>
<td>PX111 to PX107, only SV108 open</td>
<td>FM102</td>
<td>6-40[5]</td>
<td>6.47</td>
</tr>
<tr>
<td>fast-fill-circuit-admit</td>
<td>Two admits above in parallel</td>
<td>-</td>
<td>6-38[5]</td>
<td>6.47*</td>
</tr>
<tr>
<td>replenish-circuit-admit</td>
<td>MCV101 xfer function (e.g., 33%)</td>
<td>FM103</td>
<td>8-61[5]</td>
<td>0.02786x</td>
</tr>
<tr>
<td>skid-admit</td>
<td>Two admits above in parallel</td>
<td>-</td>
<td>9-24[5]</td>
<td>6.69*</td>
</tr>
<tr>
<td>final-fill-circuit-admit</td>
<td>From PX107 to vehicle tank</td>
<td>FM102</td>
<td>1-16[5]</td>
<td>7.3</td>
</tr>
<tr>
<td>upper-fill-circuit-admit</td>
<td>Two admits above in series</td>
<td>-</td>
<td>12-26[5]</td>
<td>4.93*</td>
</tr>
<tr>
<td>transfer-line-admit</td>
<td>From PX106 (up 20 ft) to PX111</td>
<td>FM102</td>
<td>5-25[5]</td>
<td>2.36</td>
</tr>
<tr>
<td>tank-fill-admit</td>
<td>Two admits above in series</td>
<td>-</td>
<td>13-27[5]</td>
<td>2.13*</td>
</tr>
<tr>
<td>4. Vehicle Tank Drain Circuits....</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>nozzle-admit</td>
<td>Vehicle tank to atm via SV110</td>
<td>FM102</td>
<td>14-21[5]</td>
<td>0.55</td>
</tr>
<tr>
<td>bleed-admit</td>
<td>Vehicle tank to atm via SV109</td>
<td>-flow_vt</td>
<td>14-9[5]</td>
<td>0.34</td>
</tr>
</tbody>
</table>

* Derived admittances are functions of measured ones (not constants) and they vary with valve positions.
\[ N_i = P_i \frac{N_0}{P_0} \]  

(2.2)

in which \( N_0 \) is the capacity of the empty tank, 
\( P_0 \) is absolute atmospheric pressure, and 
\( P_i \) is the measured tank pressure time function.

The ratio \( N_0 / P_0 \) must be measured when the tanks are empty, the only time 
ALO can accurately assess their ullage air-space volume.

2.5 Inferring Gas Flow Rate

Given the amount of gas in the tank as a function of time, it is a simple 
matter to compute gas flow rate as a function of time:

\[ Q_i = \frac{(N_i - N_{i-1})}{T_s} \] 

(2.3)

in which \( T_s \) is the sampling time interval in minutes. KATE’s 4-second (i.e., 1/15 
minute) “heart beat” interval is a convenient sampling time interval. The 
pressure drop across the tank pressurization (or depressurization) circuit is the 
difference in the tank pressure and the source (or vent) pressure, \( P_i - P_s \). 
Therefore, the circuit admittance time function is

\[ A_i = \frac{Q_i}{\sqrt{P_i - P_s}} \]  

\[ = \frac{(N_0/P_0)(P_i - P_{i-1})}{(T_s \sqrt{P_i - P_s})} \]  

(2.4)

For a given tank ullage, the ratio \( N_0/P_0T_s \) is constant. That is,

\[ N_0/P_0T_s = 32.75 \text{ cuft/psi-min} \]  

for the 32.75 cuft ullage of ALO’s empty storage tank, and

\[ N_0/P_0T_s = 13.77 \text{ cuft/psi-min} \]  

for the 13.77 cuft ullage of ALO’s empty vehicle tank. Thus,

\[ A_{i} = 32.75 \frac{(P_i - P_{i-1})}{\sqrt{P_i - 30psi}}, \text{ for pressurizing the storage tank,} \] 

\[ A_{i} = 32.75 \frac{(P_i - P_{i-1})}{\sqrt{P_i}}, \text{ for depressurizing the storage tank,} \] 

\[ A_{i} = 13.77 \frac{(P_i - P_{i-1})}{\sqrt{P_i - 70psi}}, \text{ for pressurizing the vehicle tank, and} \] 

\[ A_{i} = 13.77 \frac{(P_i - P_{i-1})}{\sqrt{P_i}}, \text{ for depressurizing the vehicle tank.} \]

As before, averaging the calculated admittances, \( A_i \), reduces measurement noise.
2.6 Motor Control Valve Transfer Function

KATE can set ALO's skid replenish valve MCV-101 to any desired position from fully closed to 100% open. Its variable admittance is characterized by the transfer function:

\[
\text{Admittance} = \%\text{open} \times \text{slope} + \text{admit}_0, \quad r = \ldots \%.
\]  \hspace{1cm} (2.5)

In this function, the slope, admittance intercept, and correlation coefficient, \(r\), are defined by the least-squared-error linear regression equations [7]:

\[
\text{slope} = \frac{n \sum xy - \sum x \sum y}{n \sum x^2 - (\sum x)^2}, \quad (2.6)
\]

\[
\text{admit}_0 = \frac{\sum y - \text{slope} \sum x}{n}, \quad \text{and} \hspace{1cm} (2.7)
\]

\[
\text{correlation}, \quad r = \frac{n \sum xy - \sum x \sum y}{\sqrt{(n \sum x^2 - (\sum x)^2)(n \sum y^2 - (\sum y)^2)}}. \hspace{1cm} (2.8)
\]

In which \(x\) and \(y\) represent the \%open variable (typical range: 0.30 to 0.40) and the valve's admittances at those \%open valve settings respectively. The correlation coefficient, \(r\), tells the modeler the linearity (a figure of merit) of the transfer function. Correlations of 99.9% are common for this valve. Correlations less than 95% should prompt the modeler to take a new set of measurements.

2.7 Coding The Admittance Calibrator

Pressures must be sampled from the ALO model before the equations above can yield the 15 desired admittances. These pressures arise from plausible flows induced in some fluid circuit by one of ALO's two pumps. Collecting pressure samples is a simple matter of calling the LISP function, GET-CURRENT-VALUE, every four seconds with a pressure transducer's CAD reference designator as the function argument [8]. For example,

\[
\text{(L (SETQ x (GET-CURRENT-VALUE 'PX-115)))}
\]

evaluates actual pump head pressure when called by a control procedure. The pumps respond to motor speed commands, such as:

\[
\text{(C RPM-101 (3600 rpm) "pump rapidly")},
\]
and ALO’s valves respond to control procedure calls like these:

(C SV-103 OPEN “quicken recirculation flow”)

(C SV-111 CLOSED “prevent fluid loss during tank pressurization”)

(C MCV-101 (0.40 _) “replenish vehicle tank boil off”).

Table 2-2 shows the best valve and pump settings, as well as flows and pressures to be measured for every ALO admittance. This table and the equations above constitute the automated admittance calibrator’s software design. Its LISP code [9] and data output [10] are attached as Appendices A and B. Its operating instructions are:

1. Select CONTROL PROCEDURES on KATE’s overview menu.
2. Left-click on DO-IT-ALL.
<table>
<thead>
<tr>
<th>Admittance</th>
<th>Valves Open/Closed* SV-1xx</th>
<th>MCV</th>
<th>Pump Speed</th>
<th>Flow</th>
<th>Pressure Meas.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank Pressurization and Depression Procedures...</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>st-up-admit</td>
<td>O C C C C C C C C C O</td>
<td>.0</td>
<td>0</td>
<td>N_i-N_{i-1}</td>
<td>30psig-PX101+0&quot;</td>
</tr>
<tr>
<td>vt-up-admit</td>
<td>O C C C C C C C C O</td>
<td>.0</td>
<td>0</td>
<td>divided</td>
<td>70psig-PX109+0&quot;</td>
</tr>
<tr>
<td>st-vent-admit</td>
<td>C C C O C C C C C C O</td>
<td>.0</td>
<td>0</td>
<td>by</td>
<td>PX101-0psig+0&quot;</td>
</tr>
<tr>
<td>vt-vent-admit</td>
<td>C C C O C C C C C C O</td>
<td>.0</td>
<td>0</td>
<td>Ts</td>
<td>PX109-0psig+0&quot;</td>
</tr>
<tr>
<td>FastFlow Procedure....</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>suction-line-admit</td>
<td>C C O O O O C C C C C O O C</td>
<td>.0</td>
<td>2500-3500</td>
<td>3 PX101+DPX104-PX115-5&quot;</td>
<td></td>
</tr>
<tr>
<td>pump-to-4-way-admit</td>
<td>C C O O O O C C C C O O C</td>
<td>.0</td>
<td>2500-3500</td>
<td>3 PX105-PX115+19&quot;</td>
<td></td>
</tr>
<tr>
<td>PX105-to-PX106-admit</td>
<td>C C O O O O C C C O O C</td>
<td>.0</td>
<td>2500-3500</td>
<td>3 PX105-PX106+24&quot;</td>
<td></td>
</tr>
<tr>
<td>transfer-line-admit</td>
<td>C C O O O O C C C C O O C</td>
<td>.0</td>
<td>2500-3500</td>
<td>2 PX106-PX111-236&quot;</td>
<td></td>
</tr>
<tr>
<td>ff-107-admit</td>
<td>C C' O O O C C C C O O C</td>
<td>.0</td>
<td>2500-3500</td>
<td>2 PX111-PX107-1&quot;</td>
<td></td>
</tr>
<tr>
<td>final-fill-circuit-admit</td>
<td>C C O O O C C C C O O C</td>
<td>.0</td>
<td>2500-3500</td>
<td>2 PX107-DPX113-PX109-3&quot;</td>
<td></td>
</tr>
<tr>
<td>FF108 and MCV101 Procedures....</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ff-108-admit</td>
<td>C C O O C O C C C O O C</td>
<td>.0</td>
<td>3500-2500</td>
<td>2 PX111-PX107-1&quot;</td>
<td></td>
</tr>
<tr>
<td>replenish-circuit-admit</td>
<td>C O O O C C C C C O O C</td>
<td>.3-.4</td>
<td>3500</td>
<td>1 PX111-PX107-1&quot;</td>
<td></td>
</tr>
<tr>
<td>Nozzle and Bleed Procedures....</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>nozzle-admit</td>
<td>C C O O O O C C O O O C</td>
<td>.0</td>
<td>3500-2500</td>
<td>2-vtin</td>
<td>PX109+DPX113-0psig-0&quot;</td>
</tr>
<tr>
<td>bleed-admit</td>
<td>C C O O O O C C O O O C</td>
<td>.0</td>
<td>2500-3500</td>
<td>2-vtin</td>
<td>PX109+DPX113-0psig-0&quot;</td>
</tr>
<tr>
<td>Recirc Procedure....</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>recirculation-admit</td>
<td>C O/C O O C C C C C O O C</td>
<td>.0</td>
<td>3500-2500</td>
<td>3 PX106-PX101-0psig+0&quot;</td>
<td></td>
</tr>
</tbody>
</table>

* KATE initially closes all solenoid and motor control valves.
3.1 ALO’s Traditional (Standard) Vs. Automatically Calibrated Admittances

The first and last pages of the automatic admittance calibrator’s 25-page output file [10] appear here as Appendix B. Table 3-1 compares these 15 automatically calibrated admittances with the traditional ones, taken as standard values. The right-hand column (see “Meas. Error”) is the automatically calibrated admittance minus the traditional one, all divided by the traditional one. Significant measurement errors are discussed below.

3.2 Tank Pressurization And Depressurization Admittances

ALO calculates the storage and vehicle tank ullage pressure and vent admittances afresh every time they are used, because their equations include tank ullage-space variables. (Section 2.4 suggests that a better policy might be calibrating these constant admittances once and for all with both tanks empty.) Table 3-1 shows traditional (standard) values of 23, 18.5, 25.5, and 53 for these four admittances. Their automatically calibrated counterparts are about 1/10th of these amounts. Close inspection of ALO’s knowledge base equations [4] reveals assumed ullage spaces for both tanks that are about 10 times actual size. Though this knowledge base error has been in place since ALO’s beginning, it probably has not affected ALO’s performance much. Gas flow has little effect upon ALO’s (more important) modeled fluid flow. Standard deviations (sd’s) of all tank pressurization admittances are 29% of their means. These excessive sd’s probably result from the fact that only three samples were taken in calibrating each admittance.

3.3 Pump Circuit Admittances

Some large errors among ALO’s five pump circuit admittances demand explanation. Most striking is the -72% error in pump-to-4-way-admit. ALO’s knowledge base [6] traditionally defines this admittance as extending from the pump inlet, where there is no pressure transducer, to transducer PX-105. Consistent with the “readily apparent” principle advanced in section 2.2 above, its automated counterpart extends from pressure transducer PX-115 to PX-105. Hand valve HV-106 is excluded from the standard admittance but included in the automated one. Explaining that ALO is “still under development,” ALO’s modeler claims that he prefers the automated value over the traditional standard. Soon ALO’s knowledge base will change to reflect pump-to-4-way-admit’s new “readily apparent” definition instead. The greater accuracy of the composite pump-circuit-admit suggests that the other three component admittances in the pump circuit also may contradict our new “readily apparent”
III
RESULTS

3.1 ALO's Traditional (Standard) Vs. Automatically Calibrated Admittances

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Table 3-1
The Answers

<table>
<thead>
<tr>
<th>Admittance</th>
<th>Traditional</th>
<th>Auto Cal Admit (mean +/- _sd)</th>
<th>Meas. Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Admittance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Tank Pressurization (Nitrogen Gas) Circuits....</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>st-up-admit</td>
<td>23</td>
<td>2.280±.6677</td>
<td>10.1x</td>
</tr>
<tr>
<td>vt-up-admit</td>
<td>18.5</td>
<td>1.842±.5394</td>
<td>10.0x</td>
</tr>
<tr>
<td>st-vent-admit</td>
<td>25.5</td>
<td>2.485±.7279</td>
<td>10.3x</td>
</tr>
<tr>
<td>vt-vent-admit</td>
<td>53</td>
<td>5.077±1.487</td>
<td>10.4x</td>
</tr>
<tr>
<td>2. Pump Circuits....</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>suction-line-admit</td>
<td>15.5</td>
<td>14.62±6.179</td>
<td>-6%</td>
</tr>
<tr>
<td>pump-to-4-way-admit</td>
<td>10.58</td>
<td>2.922±1.235</td>
<td>-72%</td>
</tr>
<tr>
<td>px105-to-px106-admit</td>
<td>4.65</td>
<td>5.701±2.409</td>
<td>+23%</td>
</tr>
<tr>
<td>pump-circuit-admit</td>
<td>4.1*</td>
<td>2.560*</td>
<td>-38%</td>
</tr>
<tr>
<td>recirculation-admit, SV103 closed</td>
<td>1.64</td>
<td>1.696±7.166</td>
<td>+3%</td>
</tr>
<tr>
<td>ditto but with SV103 open</td>
<td>7</td>
<td>6.213±2.595</td>
<td>-11%</td>
</tr>
<tr>
<td>3. Vehicle Tank Circuits....</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ff107-admit</td>
<td>6.47</td>
<td>6.066±2.564</td>
<td>-6%</td>
</tr>
<tr>
<td>ff108-admit</td>
<td>6.47</td>
<td>6.353±2.685</td>
<td>-2%</td>
</tr>
<tr>
<td>fast-fill-circuit-admit</td>
<td>6.47*</td>
<td>6.066*</td>
<td>-6%</td>
</tr>
<tr>
<td>replenish-circuit-admit</td>
<td>0.02786x</td>
<td>0.02781x-0.7, 0%</td>
<td></td>
</tr>
<tr>
<td>(a transfer function)</td>
<td>-0.7013</td>
<td>r=1. @33%open</td>
<td></td>
</tr>
<tr>
<td>skid-admit</td>
<td>6.69*</td>
<td>5.375*</td>
<td>-20%</td>
</tr>
<tr>
<td>final-fill-circuit-admit</td>
<td>7.3</td>
<td>6.977±2.949</td>
<td>-4%</td>
</tr>
<tr>
<td>upper-fill-circuit-admit</td>
<td>4.93*</td>
<td>4.258*</td>
<td>-14%</td>
</tr>
<tr>
<td>transfer-line-admit</td>
<td>2.36</td>
<td>2.360±.9975</td>
<td>0%</td>
</tr>
<tr>
<td>tank-fill-admit</td>
<td>2.13*</td>
<td>2.064*</td>
<td>-3%</td>
</tr>
<tr>
<td>4. Vehicle Tank Drain Circuits....</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>nozzle-admit</td>
<td>0.55</td>
<td>0.02286±.02158</td>
<td>-96%</td>
</tr>
<tr>
<td>bleed-admit</td>
<td>0.34</td>
<td>0.06923±.02797</td>
<td>-80%</td>
</tr>
</tbody>
</table>

* Derived admittances are functions of measured ones (not constants), and they vary with valve positions.
principle. Sd's of the pump circuit admittances range from 42 to 44% of their means.

3.4 Vehicle Tank Circuits

Component admittances in the vehicle tank circuit show smaller errors. A dead-level perfect overall tank circuit admittance (i.e., tank-fill-admit) suggests minor changes in admittance definitions again, as ALO’s modeler embraces the "readily apparent" concept. He dismisses these errors (all ≤ 20%) as "insignificant." One might argue that automated admittances reported here should agree exactly with traditional ones. All pressures and flows the calibrator measured were modeled values, arising from traditional admittances in ALO’s knowledge base. Actually, ALO adds a "realistic" offset [11] to every modeled pressure before displaying it on the user's overview screen and before delivering it to the user's program via GET-CURRENT-VALUE. In the range -0.72 to +0.34 psi, these small offsets add a fixed measurement error that the admittance calibrator’s statistical averaging cannot eliminate. A -0.72 psi offset on a 2.4 psi pressure measurement could account for a +20% error in admittance. Sd's of all four constant vehicle tank admittances are 42% of their means.

3.5 Nozzle And Bleed Admittances

Automatic calibration of nozzle and bleed valve admittances presents some interesting design problems. The space shuttle’s engine nozzle valve never opens during oxygen tanking, and the bleed valve only opens occasionally, when the tank has been overfilled. One might logically wonder why ALO models these valve admittances at all, since it is preoccupied with device failures during tanking. Evidently, these admittances lie at the edge of ALO’s knowledge domain -- bizarre errors lie waiting there for the unwary. For example, 10.13 gallons of water typically flows from the storage tank to the vehicle tank every minute during the fast-fill oxygen tanking procedure. When the nozzle valve opens, and an unmeasured portion (this path has no flowmeter) of that 10.13 gpm flows out the nozzle, the vehicle tank’s inlet flow rises to 10.30 gpm! Final-fill-admit, nozzle-admit, and bleed-admit all have solenoid valve SV-111 in common, so combining two or more of these admittances is meaningless. As the vehicle tank approaches half-full with the bleed valve open, its inlet flow typically approaches zero and then reverses, augmenting the bleed path’s pumped flow. The paradoxical negative admittances that arise at these times suggest confusion in the knowledge base. In the light of this discussion, maybe a 96% error is not so bad. Sd's of the nozzle and bleed admittances are 94 and 40% of their means.

3.6 Error Summary

Causes of calibrator errors range from ALO "realistically" offsetting modeled pressures to variant admittance definitions to errors in ALO’s evolving
knowledge base equations. ALO’s modeler claims to be better satisfied with the automatically calibrated admittances than with the traditional ones. And customer satisfaction is the ultimate test of any automated productivity aid. Statistics (sd’s) of all admittances will improve when procedure compiler enhancements (currently underway) permit looping a dozen times on a variable pumping speed.
IV
CONCLUSIONS

4.1 Enhanced Modeler Productivity

Perhaps it is stretching a point to compare the automated admittance calibrator's 8-minute run time with those 6 to 8 months ALO's modeler spent filling his 63-page notebook [13] with manual admittance calculations. (He also developed other parts of the model in that same time interval.) But there is no denying that automated admittance calibration does save ALO's modeler considerable time and effort. He is pleased to have it. It deserves to be included among the other modeler productivity aids in KATE's Model Verification Toolkit. Creating it has been an illuminating experience. This author has a deeper understanding of the problems KATE's modelers encounter and how to help them.

4.2 Clarified ALO Model

In the process of opening their minds to students, teachers often discover ways of improving their own reasoning processes. ALO's traditional admittances came from painstaking manual measurements of pumps, valves, pipes, tees, and elbows (and complicated combinations of these) on the space shuttle launch pad. ALO's modeler came up with the "readily apparent" admittance definition specifically to guide this newcomer in developing the automatic admittance calibrator. These 15 easily measured admittances (i.e., flow rates divided by square roots of pressure drops), plus a scant few of their series and parallel combinations, could replace the dozens of arbitrarily defined admittances that now litter ALO's knowledge base. His fresh look at ALO has clarified the model builder's task.

4.3 KATE's Philosophical Advancement

In the automated admittance calibrator, we have an novel application of KATE in which she changes hardware systems and then measures the effects of those changes. Two years ago, ALO's modeler broke new ground by enabling KATE to control environments she formerly observed passively. Now we have gone a step further toward making KATE a master of hardware environments. As her ALO model knowledge base measures its own admittances, KATE shows considerably more introspection than the average computer program. Could we speculate that KATE has achieved artificially intelligent "self-awareness"?
V
RECOMMENDATIONS

5.1 ALO’s Future

ALO’s automatic admittance calibrator has proved itself in a modeled environment. (Simulated by ALO’s software, the pressures and flows the calibrator measured did not come from real hardware.) Now it is ready to be attached to the real hardware model (see Figure 1-1) in KSC’s Large Equipment Test Facility (LETF). If a repeated Chapter 3 error analysis on real hardware is successful, ALO’s modeler should arrange for the calibrator to stuff its 15 admittances directly into the knowledge base. If automatically calibrating ALO’s admittances improves both model quality and modeler productivity, could calibrating other items be beneficial? Yes, indeed. ALO’s TV cameras, pumps, and sensor tolerances should be calibrated next, as described below. Later this portable tool can be installed in KATE’s LOX and ECS models to reap more productivity gains.

5.2 Automatically Calibrating ALO’s Cameras

Occasionally ALO’s two television cameras get bumped, and then they don’t aim at failed devices as they should. A user-interactive calibration procedure is needed to trim camera pan, tilt, and focus upon demand. The procedure is summarized in the software design of Table 5-1. Because it relies heavily upon hardware, this procedure should be coded and tested after ALO is reinstalled in KSC’s LETF area.

Table 5-1
TV Camera Calibration Procedure

1. Notice which device icon the mouse is pointing at.
2. Slew the camera to the coordinates already given in the device frame’s cam-coord slot.
3. Pause while the user bumps the camera servo joy stick to manually trim its direction and focus.
4. Automatically read the camera’s actual position from its servo hardware.
5. Write these new camera coordinates into the device frame’s slot.

5.3 Automatically Calibrating ALO’s Pumps

KATE needs to know how much head pressure to expect from ALO’s pumps for any given rpm command. Pumps age, so automating calibration of the pumps’ rpm-to-pressure transfer function can be expected to improve both
model performance and modeler productivity by permitting more frequent, and less time consuming updates. Table 5-2 summarizes a procedure for calibrating ALO’s pumps. A coded but untested control procedure for pump calibration appears in Appendix A (see “.pump-data”). This procedure illustrates some experimental code that the calibrator’s other procedures do not have. To improve portability to other KATE models, a disk file carries raw pressure measurements from a data-taking control procedure to a separate LISP analysis function. To simplify procedure coding, an improved looping macro (see “REPEAT”) allows a variable to control pump speed. Control procedure compiler enhancements that are underway now will make these calibrator improvements workable.

Table 5-2
Pump Calibration Procedure

1. Configure ALO’s valves the same as “pump-to-4-way” in Table 2-2.
2. Run pump from 1800 to 3600 rpm in 100 rpm steps.
3. Measure pump head pressure (PX105 minus PX115) in every step.
4. Use linear regression to obtain a straight line transfer function that relates commanded rpm values to measured pump head pressure.
5. If the linear regression algorithm reports a correlation poorer than 95%, check the pump and do it again.
6. Stuff the transfer function into the pump’s knowledge base frame.

5.4 Calibrating Sensor Tolerances

ALO’s modeler needs a sensor tolerance calibrator to tell him when tolerances get too sloppy. Device failures trigger KATE’s diagnoser when actual measurements differ from their modeled values by more than a prescribed tolerance. KATE’s modelers typically respond to false alarms (i.e., diagnoses triggered by out-of-tolerance sensors, not device failures) by arbitrarily widening sensor tolerances. Tolerances have been known to grow so large that device failure does not trigger the diagnoser. (Such growth admittedly is rare, because the catastrophic device failures that KATE is capable of diagnosing affect measurements dramatically.) The sensor tolerance calibration procedure in Table 5-3 below was inspired by conversation with Steve Beltz [13].

Table 5-3
Sensor Tolerance Calibration Procedure

1. Collect a complete set of measured-modeled differences for all sensors every 4-seconds (i.e., every KATE “heart beat”).
2. After collecting 100Kbytes or more of these, alarm the user every time a measured-modeled difference exceeds ±99 percentile.
3. After collecting 1Mbytes of these, display their histograms.
4. If the user approves, stuff each of the 99-percentile limits into its sensor tolerance slot in the model knowledge base.

5. Stop collecting measured-modeled differences:
   a. Anytime the user wants to.
   b. For 7 seconds after any abrupt control procedure change.
   c. While a sensor is "nuked" (i.e., the knowledge base's way of telling the diagnoser to ignore a temporarily dubious measurement).

6. Display histograms and flush the accumulated measured-modeled differences prematurely, if the user demands.
(setf *admit-file* "G:\MORGAN\ANSWERS.LISP")

;;; KATE-ALO's Initial State:
;;; Hand valves, HV-104, -105, -106, -107, CV-104 all open.
;;; Flow-control hand valves, FCV-101 = 30%, FCV-103 = 25%, FCV-102 = 100%.
;;; All solenoid and motor control valves closed.

(defun format2 (arg)
  (setf *admit-file* "G:\MORGAN\ANSWERS.LISP")
  (write-to-editor-stream (buffer-name *admit-file*)
    (format admit-stream "-A-" arg))
)

(defun format2 (arg) ;; replace PRINTs with format2 to redirect output to the ANSWERS file
  (format *print* "-A-")
)

(defun format2 (arg)
  (print arg)
)

(defvar *ST-Ullage* nil "volume of storage tank air space: 0.0 to 245.8/7.481 cu.ft.")
(defvar *VT-Ullage* nil "volume of vehicle tank air space: 0.0 to 100.0/7.481 cu.ft.")
(defvar *rpm* nil "current pump speed command: 1800 - 3600 rpm")
(defvar *opencmd* nil "current control valve position command: 0.0 to 1.0")
(defvar *valve* nil "current control valve of interest: MCV-101 or FCV-101")
(defvar *st-up-admit* nil "storage tank ullage pressurizing admittance")
(defvar *vt-up-admit* nil "vehicle tank ullage pressurizing admittance")
(defvar *st-vent-admit* nil "storage tank ullage venting admittance")
(defvar *vt-vent-admit* nil "vehicle tank ullage venting admittance")
(defvar *suction-line-admit* nil "storage tank to pump circuit admittance")
(defvar *pump-to-4-way-admit* nil "pump to PX-105 admittance")
(defvar *PX105-to-PX106-admit* nil "PX-105 to PX-106 admittance")
(defvar *transfer-line-admit* nil "PX-106 to skid admittance")
(defvar *ff-107-admit* nil "fast fill valve SV-107 admittance")
(defvar *ff-108-admit* nil "fast fill valve SV-108 admittance")
(defvar *final-fill-circuit-admit* nil "PX-107 to vehicle tank admittance")
(defvar *replenish-circuit-admit* nil "skid's slow fill admittance")
(defvar *nozzle-admit* nil "vehicle tank to nozzle admittance")
(defvar *bleed-admit* nil "vehicle tank to bleed outlet admittance")
(defvar *recirculation-admit* nil "PX-106 to storage tank backflow admittance")
(defvar *fast-fill-circuit-admit* nil "FF-107-admit and FF-108-admit")
(defvar *skid-admit* nil "replenish-circuit-admit and fast-fill-circuit-admit in parallel")
(defvar *upper-fill-circuit-admit* nil "skid-admit and final-fill-circuit-admit in series")
(defvar *tank-fill-admit* nil "upper-fill-circuit-admit and transfer-line-admit in series")
(defvar *FM-103i* nil "list of 30 FM-103 samples taken with SV-103 closed")
(defvar *FM-103fastlo* nil "list of 30 FM-103 samples taken with SV-103 open")
(defvar *FM-102* nil "list of 30 FM-102 samples taken in 2 minutes")
(defvar *FM-101* nil "list of 30 FM-101 samples taken in 2 minutes")
(defvar *open* nil "list of 10 control valve open samples taken in 2 minutes")
(defvar *PX101* nil "list of 30 PX-101 samples taken in 2 minutes")
(defvar *PX109* nil "list of 30 PX-109 samples taken in 2 minutes")
(defvar *DPX-104* nil "list of 30 DPX-104 samples taken in 2 minutes")
(defvar *PX115* nil "list of 30 PX-115 samples taken in 2 minutes")
(defvar *PX105* nil "list of 30 PX-105 samples taken in 2 minutes")
(defvar *PX106* nil "list of 30 PX-106 samples taken in 2 minutes")
(defvar *PX106fastlo* nil "list of 30 PX-106 samples taken with SV-103 closed")
(defvar *PX106fastlo* nil "list of 30 PX-106 samples taken with SV-103 open")
(defvar *PX111* nil "list of 30 PX-111 samples taken in 2 minutes")
(defvar *PX107* nil "list of 30 PX-107 samples taken in 2 minutes")
(defvar *DPX-113* nil "list of 30 DPX-113 samples taken in 2 minutes")
(defvar *ad* nil "temp space in FastFlow")
(defvar *b* nil "temp space in FastFlow")
(defvar *c* nil "temp space in FastFlow")
(defvar *d* nil "temp space in FastFlow")
(defvar *e* nil "temp space in FastFlow")
(defvar *g* nil "temp space in FastFlow")
(defvar *f* nil "temp space in FastFlow")
(defvar *h* nil "temp space in FastFlow")
(defvar *i* nil "temp space in FastFlow")
(defvar *j* nil "temp space in FastFlow")
(defvar *k* nil "temp space in FastFlow")
(defvar *l* nil "temp space in FastFlow")
(defvar *m* nil "temp space in FastFlow")
(defvar *n* nil "temp space in FastFlow")
(defvar *o* nil "temp space in FastFlow")
(defvar *p* nil "temp space in FastFlow")
(defvar *q* nil "temp space in FastFlow")
(defvar *r* nil "temp space in FastFlow")
(defvar *s* nil "temp space in FastFlow")
(defvar *t* nil "temp space in FastFlow")
(defvar *u* nil "temp space in FastFlow")
(defvar *v* nil "temp space in FastFlow")
(defvar *w* nil "temp space in FastFlow")
(defvar *x* nil "temp space in FastFlow")
(defvar *y* nil "temp space in FastFlow")
(defvar *z* nil "temp space in FastFlow")

;; Original page is of poor quality
(defvar *a1* nil "temp space in FastFlow")
(defvar *a2* nil "temp space in FastFlow")
(defvar *a3* nil "temp space in FastFlow")
(defvar *f1* nil "temp space in FastFlow")
(defvar *f2* nil "temp space in FastFlow")
(defvar *f3* nil "temp space in FastFlow")
(defvar *g1* nil "temp space in FastFlow")
(defvar *g2* nil "temp space in FastFlow")
(defvar *g3* nil "temp space in FastFlow")
(defvar *h1* nil "temp space in FastFlow")
(defvar *h2* nil "temp space in FastFlow")
(defvar *h3* nil "temp space in FastFlow")
(defvar *i1* nil "temp space in FastFlow")
(defvar *i2* nil "temp space in FastFlow")
(defvar *i3* nil "temp space in FastFlow")
(defvar *j1* nil "temp space in FastFlow")
(defvar *j2* nil "temp space in FastFlow")
(defvar *j3* nil "temp space in FastFlow")
(defvar *k1* nil "temp space in FastFlow")
(defvar *k2* nil "temp space in FastFlow")
(defvar *k3* nil "temp space in FastFlow")
(defvar *low-recirc* nil "recirculation line admittance with SV-103 closed")
(defvar *fast-recirc* nil "recirculation line admittance with SV-103 open")
(defvar *pump-speed* nil "current pump speed during calibration")
(defvar *pump-speed-list* nil "all 19 pump speeds during calibration")
(defvar *FM103admit* 3.75 "admittance of FM103 flow meter venturi")
(defvar *FM102admit* 3.63 "admittance of FM102 flow meter venturi")
(defvar *FM101admit* 0.667 "admittance of FM101 flow meter venturi")
(defvar *in-to-psi* 27.7 "divide by this to convert inches of H2O to psi")
(defvar *gal-to-cuft* 7.481 "divide by this to convert gallons to cubic feet")
(defvar *VT-cap* 30 "storage tank's GN2 supply pressure")
(defvar *VT-supl* 70 "vehicle tank's GN2 supply pressure")
(defvar *atm* 0 "atmospheric pressure in psig")

;; Look for these on KATE's mouseable Control Procedures menu....
(setf *SYSTEM-PROCEDURES* ".pressurize .depressurize .fastflow .ffl08 .mcvl01 .nozzle .bleed .recirc .derived .done .do-it-all bob)

;;; Bob's ALO-KB Caller....
(defun GET-TANK-ULLAGE (tank-capacity amt)
"Input is tank-capacity (in gal) and amt of fluid in tank (in gal), output is ullage space in ft3"
(\(- tank-capacity amt\) 7.481))

***************************************************************************************************
• Scott's Regression Line Drawing Package
***************************************************************************************************

(defflavor graph-pane (mxx mnx mxy mny scale)
 (tv::window)
 :settable-instance-variables
 :readable-instance-variables)

(defvar *graph-pane* nil)

(setq *graph-pane*
 (tv::make-window 'graph-pane
 :size '(500 500)
 :blinker-p nil
 :save-bits t
 :label nil))

(defmethod (scale graph-pane) (xl yl)
 (setq mxx (apply #\'max xl)
       mnx (apply #\'min xl)
       mxy (apply #\'max yl)
       mny (apply #\'min yl))
 (cond ((> (- mxx mnx) (- mxy mny))
        (setq scale (/ 450 (- mxx mnx))))
        (t (setq scale (/ 450 (- mxy mny)))))
(defmethod (plot graph-pane)(x1 y1)
  (do* ((xw x1 (cdr xw))
        (yw y1 (cdr yw))
        (x (car xw) (car xw))
        (y (car yw) (car yw)))
    (null x))
  (graphics:draw-circle (+ 25 (round (* (- x mnx) scale)))
                       (- 475 (round (* (- y mny) scale)))
    4 :stream self)))

(defmethod (draw-fit graph-pane)(x1 y1)
  (let* ((e-b (CDR (.regress x1 y1)))
          (a (car e-b))
          (b (cadr a-b))
          (pt1-y (+ a (* b mnx)))
          (pt2-y (+ a (* b mxx))))
    (graphios::drew-line (+ 25)
                         (- 475 (round (* (-pt1-y rmy) scale)))
                         (+ 25 (round (* (- mxx mnx) scale))
                                348)
                         (- 475 (round (* (-pt2-y any) scale)))
                         :thickness 2 :stream self)))

(defun test-fit (x y)
  (send *graph-pane* :expose)
  (send *graph-pane* :clear-window)
  (scale *graph-pane* x y)
  (plot *graph-pane* x y)
  (draw-fit *graph-pane* x y))

;;; ***************************************************************

;;; ***************************************************************

;;; AL0-H20 Admittance Calibration Equation Verifier

;;; ***************************************************************

;;; The pressure and flow rate data below were manually recorded by Steve Morgan in July 1992 for use in testing candidate admittance equations during the automatic admittance calibrator design phase.

(defun .test-press () 
  (setq *.)

(defun .test-depress ()
  (setq *.)

(defun .test-Fast-Flow ()
  (setq *.)

Original Page is OF POOR QUALITY
ALO-H2O Admittance Calibration Test Procedures

1. Measure admittances of tank pressurization and depressurization lines with both tanks EMPTY.
Find differences
Subtract

(de fprocedure . FastFlow
(de fun .admittances (flows pressures)
(de fun .del (p}
(de fun

Pressurizing
Pressure
Gas

(de fprocedure .depressurlze ;l;
(mapcsr #'/
(mapcar
(mapcar #' (lawOoda
(C
(C
.*.vt-up-admit* (.tankadmit *.VT-ULLAGE* (LIST *.b1* *.b2* *.b3*) *.VT-supl*)
.*.dummy* 1) ))) Humor the balky "L" function
(C SV-101 CLOSED "Reinitialize.")
(C SV-114 CLOSED "Reinitialize."))

(defprocedure .depressurize ;;; Warning: PX-101.2 not accurate above 25 psig !
:pretty-name "Calibrating st- & vt-vent-admit...."
:actions
(((L (format2 ' [Calibrating st- & vt-vent-admit....]))
(L SETQ *.VT-ULLAGE* / (- *.VT-cap* (GET-MODEL-VALUE 'VT-101 'level-out)) *.gal-to-cuft*))
;; Closed final-fill line (SV-111) prevents water loss.
(C SV-106 OPEN "Open storage tank vent.*")
(C SV-113 OPEN "Open vehicle tank vent.*")
(WT 4)
(L SETQ *.a1* (GET-CURRENT-VALUE 'PX-101-M)
*.b1* (GET-CURRENT-VALUE 'PX-109-M))
(WT 4)
(L SETQ *.a2* (GET-CURRENT-VALUE 'PX-101-M)
*.b2* (GET-CURRENT-VALUE 'PX-109-M))
(WT 4)
(L setf *.a3* (GET-CURRENT-VALUE 'PX-101-M)
*.b3* (GET-CURRENT-VALUE 'PX-109-M)))
(REPEAT 30 349
;; sample tank pressures every 4 seconds for 2 minutes
;; sample 30 samples in minutes. Admittance, Ai = Qi / SQRT(Pi - Ps), where Ps is gas source pressure while
;; pressurizing or atm while depressurizing. In other words,...
;; Ai = Q - Pi-1
;; Ai = ----------- , and P0 and Ts usually cancel out.
;; P0 Ts SQRT(Pi - Ps)
(defun .tankadmit (ullage p Psource)
(CAR (.stat (.admittances .mul ullage (mapcar #'abs (.del (format2 p)))) ; flows
(mapcar #'abs (.drop p Psource))))))
;; Replace any zero pressures with 1 micro-psi to humor the divide function.
(defun .humor (p)
(mapcar #'(lambda (x) (max x 1.e-6) p))
;; Subtract source pressure from every pressure sample.
(defun .drop (p Psource)
(mapcar #'(lambda (x) (- x Psource)) p))
;; Find differences in consecutive pressure sample pairs.
(defun .del (p)
(mapcar #'- p (cdr p)))
;; Get list of admittances = flows / SQRT (pressure drops).
(defun .admittances (flows pressures)
(mapcar #'/ (format2 flows) (.humor (mapcar #'sqrt (format2 pressures))))
;; 2. Calibrate Admittances Along the Fast Flow Path....
(defprocedure .FastFlow
(L (format2 "Calibrating 6 fast-fill path admits..."))
sections
{(L (format2 "Calibrating 6 fast-fill path admits..."))}
(C SV-106 OPEN "Open storage tank vent.")
(C SV-113 OPEN "Open vehicle tank vent.")
(C SV-104 OPEN "Open pump circuit.")
(C SV-107 OPEN "Open main skid valve.")
(C SV-111 OPEN "Open final fill circuit.")
(C RPM-101 (2500 rpm) "Pump slowly.")
(MT 12)
(L (SETQ *.a1* (GET-CURRENT-VALUE 'DPX-102-M) *.b1* (GET-CURRENT-VALUE 'PX-101-M)
*.*.c1* (GET-CURRENT-VALUE 'DPX-104-M) *.d1* (GET-CURRENT-VALUE 'PX-115-M)
*.*.e1* (GET-CURRENT-VALUE 'PX-105-M) *.f1* (GET-CURRENT-VALUE 'PX-106-M)
*.*.g1* (GET-CURRENT-VALUE 'PX-111-M) *.h1* (GET-CURRENT-VALUE 'PX-107-M)
*.*.i1* (GET-CURRENT-VALUE 'DPX-113-M) *.j1* (GET-CURRENT-VALUE 'PX-109-M)
*.*.k1* (GET-CURRENT-VALUE 'DPX-103-M)))
(C RPM-101 (3000 rpm) "Pump moderately.")
(MT 4)
*.*.c2* (GET-CURRENT-VALUE 'DPX-104-M) *.d2* (GET-CURRENT-VALUE 'PX-115-M)
*.*.e2* (GET-CURRENT-VALUE 'PX-105-M) *.f2* (GET-CURRENT-VALUE 'PX-106-M)
*.*.g2* (GET-CURRENT-VALUE 'PX-111-M) *.h2* (GET-CURRENT-VALUE 'PX-107-M)
*.*.k2* (GET-CURRENT-VALUE 'DPX-103-M)))
(C RPM-101 (3500 rpm) "Pump rapidly.")
(MT 4)
(L (SETQ *.a3* (GET-CURRENT-VALUE 'DPX-102-M) *.b3* (GET-CURRENT-VALUE 'PX-101-M)
*.*.c3* (GET-CURRENT-VALUE 'DPX-104-M) *.d3* (GET-CURRENT-VALUE 'PX-115-M)
*.*.e3* (GET-CURRENT-VALUE 'PX-105-M) *.f3* (GET-CURRENT-VALUE 'PX-106-M)
*.*.g3* (GET-CURRENT-VALUE 'PX-111-M) *.h3* (GET-CURRENT-VALUE 'PX-107-M)
*.*.i3* (GET-CURRENT-VALUE 'DPX-113-M) *.j3* (GET-CURRENT-VALUE 'PX-109-M)
*.*.k3* (GET-CURRENT-VALUE 'DPX-103-M)))
:: suction-line-admit's pressure drop = PX101 + DPX104 - PX115 - 5*
(L (SETQ *.suction-line-admit* (CAR (.stat (.admittances
(.mul *.FM103admit* (mapcar #'+ (mapcar #'sqrt (LIST *.a1* *.a2* *.a3*)))) ; FM-103 flows
(ad (/ -5 *in-to-psi*) (mapcar #'+ (LIST *.cl* *.c2* *.c3*)))
(LIST *.d1* *.d2* *.d3*))))) ; PX101 + DPX104 - 5*
*.pump-to-4-way-admit* (CAR (.stat (.admittances
(.mul *.FM103admit* (mapcar #'+ (mapcar #'sqrt (LIST *.k1* *.k2* *.k3*)))) ; FM-103 flows
(ad (/ -19 *in-to-psi*) (mapcar #'+ (LIST *.e1* *.e2* *.e3*)))
(LIST *.f1* *.f2* *.f3*)))) ; PX105 - PX115 + 19*
*.PX105-to-PX106-admit* (CAR (.stat (.admittances
(.mul *.FM103admit* (mapcar #'+ (mapcar #'sqrt (LIST *.k1* *.k2* *.k3*)))) ; FM-103 flows
(ad (/ -24 *in-to-psi*) (mapcar #'+ (LIST *.e1* *.e2* *.e3*)))
(LIST *.f1* *.f2* *.f3*))))) ; PX105 - PX106 + 24*
*.transfer-line-admit* (CAR (.stat (.admittances
(.mul *.FM102admit* (mapcar #'+ (mapcar #'sqrt (LIST *.a1* *.a2* *.a3*)))) ; FM-102 flows
(ad (/ -236 *in-to-psi*) (L (mapcar #'- (MAPCAR #'sqrt (LIST *.f1* *.f2* *.f3*)))
(LIST *.g1* *.g2* *.g3*)))) ; PX106 - PX111 - 236*
*.ff-107-admit* (CAR (.stat (.admittances
(.mul *.FM102admit* (mapcar #'+ (mapcar #'sqrt (LIST *.a1* *.a2* *.a3*)))) ; FM-102 flows
(ad (/ -1 *in-to-psi*) (L (mapcar #'- (MAPCAR #'sqrt (LIST *.f1* *.f2* *.f3*)))
(LIST *.h1* *.h2* *.h3*)))))) ; PX111 - PX107 - 1"
*.final-fill-circuit-admit* (CAR (.stat (.admittances
(.mul *.FM102admit* (mapcar #'+ (mapcar #'sqrt (LIST *.a1* *.a2* *.a3*)))) ; FM-102 flows
(ad (/ -3 *in-to-psi*) (mapcar #'- (MAPCAR #'sqrt (LIST *.h1* *.h2* *.h3*)))
(LIST *.i1* *.i2* *.i3*)))))) ; PX107 - DPX113 - PX109 - 3-
*.dummy* 11) ; fake out the L-function
(C RPM-101 (0 rpm) "Stop pumping.")
(C SV-106 CLOSED "Reinitialize.")
(C SV-113 CLOSED "Reinitialize.")
(C SV-104 CLOSED "Reinitialize.")
(C SV-111 CLOSED "Reinitialize.")

::: 3. Redirect skid flow and calibrate the other two skid admittances.
(deffunction .ff108
:pretty-name "Calibrating SV-108's admittance..."
:sections
{(L (format2 "Calibrating SV-108's admittance..."))}
(C SV-106 OPEN "Open storage tank vent.")
(C SV-113 OPEN "Open vehicle tank vent.")
(C SV-104 OPEN "Open pump circuit.")
(C SV-108 OPEN "Open other skid valve.")
(C SV-111 OPEN "Open final fill circuit.")
(C RPM-101 (3500 rpm) "Pump rapidly.")
(WT 12)
(L (SETQ *.a1* (GET-CURRENT-VALUE 'DPX-102-M) *.g1* (GET-CURRENT-VALUE 'PX-111-M) *.h1* (GET-CURRENT-VALUE 'PX-107-M)))
(C RPM-101 (3000 rpm) "Pump moderately.")
(WT 4)
(C RPM-101 (2500 rpm) "Pump slowly.")
(WT 4)
(L (SETQ *.a3* (GET-CURRENT-VALUE 'DPX-102-M) *.g3* (GET-CURRENT-VALUE 'PX-111-M) *.h3* (GET-CURRENT-VALUE 'PX-107-M)))
(C RPM-101 (0 rpm) "Stop pumping.")
(C SV-106 CLOSED "Reinitialize.")
(C SV-113 CLOSED "Reinitialize.")
(C SV-104 CLOSED "Reinitialize.")
(C SV-111 CLOSED "Reinitialize.")

(defprocedure .mcvl01
:pretty-name "Calibrating MCV-101's admittance transfer function...."
:actions
((L (format2
  (Callbrating MCV-101's admittance transfer function....)
))
(C SV-106 OPEN "Open storage tank vent.")
(C SV-113 OPEN "Open vehicle tank vent.")
(C SV-104 OPEN "Open pump circuit.")
(C SV-103 OPEN "Speed up recirculation.")
(C MCV-101 (.30 %) "Open replenish valve to 30%")
(C SV-111 OPEN "Open final fill circuit.")
(C RPM-101 (3500 rpm) "Pump rapidly.")
(WT 25)
(L (SETQ *.a1* (GET-CURRENT-VALUE 'DPX-102-M) *.g1* (GET-CURRENT-VALUE 'PX-111-M) *.h1* (GET-CURRENT-VALUE 'PX-107-M)))
(C MCV-101 (.35 %) "Open replenish valve to 35%")
(WT 25)
(C MCV-101 (.40 %) "Open replenish valve to 40%")
(WT 25)
(L (SETQ *.a3* (GET-CURRENT-VALUE 'DPX-101-M) *.g3* (GET-CURRENT-VALUE 'PX-111-M) *.h3* (GET-CURRENT-VALUE 'PX-107-M)))
(L (setqf admit (.admittances (.mul *.FM10admit* (mapcar #'sqrt (LIST *.a1* *.a2* *.a3*)))))
  (.ad (/ -1 *.in-to-psi*) (mapcar #'- (LIST *.g1* *.g2* *.g3*) (LIST *.h1* *.h2* *.h3*))))
(C RPM-101 (0 rpm) "Stop pumping.")
(C SV-106 CLOSED "Reinitialize.")
(C SV-113 CLOSED "Reinitialize.")
(C SV-104 CLOSED "Reinitialize.")
(C SV-111 CLOSED "Reinitialize.")
(C MCV-101 (0. %) "Reinitialize.")

(defprocedure .nozzle
:pretty-name "Calibrating nozzle admittance ...."
:actions
((L (format2 "Calibrating nozzle admittance ....")
))
(C SV-106 OPEN "Open storage tank vent.")
(C SV-113 OPEN "Open vehicle tank vent.")
(C SV-104 OPEN "Open pump circuit.")
(C SV-103 OPEN "Speed up recirculation.")
(C SV-111 OPEN "Open final fill circuit.")
(C SV-110 OPEN "Open nozzle valve.")
(C RPM-101 (3500 rpm) "Pump rapidly.")
(WT 12)
(C RPM-101 (3000 rpm) "Pump moderately.")
(WT 4)
(L (SETQ *.a2* (GET-CURRENT-VALUE 'DPX-102-M) *.h2* (GET-CURRENT-VALUE 'PX-107-M))

### 4. Calibrate nozzle and bleed valves.

(defprocedure .nozzle
:pretty-name "Calibrating nozzle admittance...."
:actions
((L (format2 "Calibrating nozzle admittance....")
))
(C SV-106 OPEN "Open storage tank vent.")
(C SV-113 OPEN "Open vehicle tank vent.")
(C SV-104 OPEN "Open pump circuit.")
(C SV-107 OPEN "Open main skid valve.")
(C SV-111 OPEN "Open final fill circuit.")
(C SV-110 OPEN "Open nozzle valve.")
(C RPM-101 (3500 rpm) "Pump rapidly.")
(WT 12)
(C RPM-101 (3000 rpm) "Pump moderately.")
(WT 4)
(L (SETQ *.a2* (GET-CURRENT-VALUE 'DPX-102-M) *.h2* (GET-CURRENT-VALUE 'PX-107-M)
(C RPM-101 (2500 rpm) "Pump slowly.")
(WT 4)

;; Nozzle flow = FM102 - vt_inlet_flow, and
;; nozzle pressure drop = vt_inlet_pressure (i.e., the nozzle vents to the atmosphere).
(L (SETQ *nozzle-admlt* (CAR (.stat (.admittances (mapcar #'- (.mul *.FM102admlt* (mapcar #'sqrt (format2 (LIST *.el* *.a2* *.a3*))))) (.vt-lnlet-flow))))

;; Vt_Inlet3pressure - PX109 + DPXII3.
(defun .vt-lnlet-pressure ()
(mapcar %'+ (LIST *.J1* *.J2* *.j3*) (LIST *.if* *.i2* *.i3*))

;; Vt_inlet_flow = final_fill_circuit_admlt * SORT (PX107 - 3* - vt_inlet_pressure).
(defun .mul *.final-fill-circuit-admlt* (mapcar #'sqrt (.ad (/ -3 *.In-to-psi*) (mapcar #'- (LIST *.hl* *.h2* *.h3*) (.vt-inlet-pressure))))

;; Multiply every element of a list by a scalar.
(defun .mul (multiplier x)
(mapcar #'(lambda (x) (* x multiplier)) x)

;; Add a scalar to every element of a list.
(defun .ad (augend x)
(mapcar #'(lambda (x) (+ x augend)) x)

(defprocedure .bleed
:pretty-name "Calibrating bleed admittance...."
:actions
((L (format2 ' (Calibrating bleed admittance....)))
(C SV-106 OPEN "Open storage tank vent.")
(C SV-113 OPEN "Open vehicle tank vent.")
(C SV-104 OPEN "Open pump circuit.")
(C SV-107 OPEN "Open main skid valve.")
(C SV-111 OPEN "Open final fill circuit.")
(C SV-109 OPEN "Open bleed valve.")
(C RPM-101 (3500 rpm) "Pump rapidly.")
(WT 12)
(C RPM-101 (3000 rpm) "Pump moderately.")
(WT 4)
(C RPM-101 (2500 rpm) "Pump slowly.")
(WT 4)

;; Bleed flow = FM102 - vt_inlet_flow, and
;; bleed pressure drop = vt_inlet_pressure (i.e., the bleed valve vents to the atmosphere).
(L (SETQ *bleed-admit* (CAR (.stat (.admittances (mapcar #'- (.mul *.FM102admit* (mapcar #'sqrt (format2 (LIST *.a1* *.a2* *.a3*))))))) (.vt-inlet-flow))))

;; Redirect pump flow, and calculate recirculation-admit.
(defprocedure .recirc
:pretty-name "Calibrating recirculation path admittance...."
Calibrating all derived admittances.

(defun .inseries (x y)
  (format2 (/ 1.0 (sqrt (+ (/ 1.0 (* x x)) (/ 1.0 (* y y)))))))

(defun .inparallel (x y)
  (format2 (+ x y)))

(defcombination .xferfcn (equation percent) ;; equation of the form (y=+*x+_er=___)
 (+ (* percent (Car equation)) (Cadr equation))) ;; percent ranges from 0. to 1.00

(defun .inparallel (x y))

(defun .prtem ()
  (format2 (list "at-up-admit" "st-up-admit"))

(defun .prtem ()
  (format2 (list "at-up-admit" "st-up-admit"))
(defun bob ()
  (actions
   (L (setf aaaaa nil))
   (REPEAT 5
    (L (scfl:beep))
    (wr 2)
    (L (serf aaaaa (cons 'ff aaaaa)))))
  ;; 8. Calibrate pump transfer function
  (defprocedure .pump-data
    :PRETTY-NAME "Calibrate pump transfer function."
    :ACTIONS
    ((L (format2 "Calibrating pump transfer function..."))
     (C SV-106 OPEN "Open storage tank vent.")
     (C SV-113 OPEN "Open vehicle tank vent.")
     (C SV-104 OPEN "Open pump circuit.")
     (C SV-107 OPEN "Open main skid valve.")
     (L (SETQ *.PX-I15* nil *.pump-speed* 1800 *.PX-I15* rill *.pmp-apd-list* nil))
     (C SV-111 OPEN "Open final fill circuit.")
     (REPEAT 19
      (C RPN-101 *.pump-speed* "Ramp it up.") ;; can't vary speed in a REPEAT yet.
      (WT 4) ;; Steve Morgan, 15 July 1992
      (L (SETQ *.PX-105* (CONS (GET-CURRENT-VALUE 'PX-105-M) *.PX-105*)
         *.PX-115* (CONS (GET-CURRENT-VALUE 'PX-115-M) *.PX-115*)
         *.pmp-spd-list* (CONS *.pump-speed* *.pmp-spd-list* nil)
         *.pump-speed* (+ 100 *.pump-speed*)
         *.dummy* 0))))

  (defun .pump-analysis ()
    ; Add file access functions to save *.PX-115*, *.PX-115*, and *.pmp-spd-list* later.
    (C RPM-101 (0 rpm) "Stop pumping.")
    (C SV-106 CLOSED "Close storage tank vent.")
    (C SV-113 CLOSED "Close vehicle tank vent.")
    (C SV-104 CLOSED "Shut down pump circuit.")
    (C SV-107 CLOSED "Close main skid valve.")
    (C SV-111 CLOSED "Close final fill circuit.")
    (defun .pump-analysis ()
      ; Add file access functions to obtain *.PX-115*, *.PX-115*, and *.pmp-spd-list* later.
      (test-fit (format2 *.pmp-spd-list*) (format2 (/ 19 *.in-to-psi*) (mapcar '*- *.PX-105* *.PX-115*)))
    )
)
;; see it

(defun .done
  ;; PRETTY-NAME "All done, thanks."
  ACTIONS
  ((L .ptem)))

(defun .test-it-all ()
  (PROGN
    (test-fit '(1 2.5 3) '(2 3 4))
    (.test-press)
    (.test-depress)
    (.test-Fast-Flow)
    (.test-ffl08)
    (.test-mcv101)
    (.test-nozzle)
    (.test-bleed)
    (.test-recirc)))

(defun .do-it-all
  ACTIONS
  ((proc .pressurize)
    (L (.see-press))
    (proc .depressurize)
    (L (.see-press))
    (proc .fastflow)
    (L (.see-press))
    (proc .ffl08)
    (L (.see-press))
    (proc .mcv101)
    (L (.see-press))
    (proc .nozzle)
    (L (.see-press))
    (proc .bleed)
    (L (.see-press))
    (proc .recirc)
    (L (.see-press))
    (proc .derived)
    (L (.see-press))
    (proc .done)))

;; Optionally change to log (base e) or log-log graph...
(defun .logem (x)
  (mapcar *log x))

(defun .regres (x y)
  (format2 (1let (.slope (length x) (.sum x) (.sum y) (.sumsqr x) (.sumxy x y))
                (.y-intcpt (length x) (.sum x) (.sum y) (.soma x) (.sumsqr y)
                (.sumxy x y))
                (.correl (length x) (.sum x) (.sum y) (.sumsqr x) (.sumsqr y) (.sumxy x y))
                `(Y-~X+ &R=))))

(defun .slope (n sx sy sx2 sxy)
  (/ (- (* n sy) (* sx sy))
    (- (* n sx2) (* sx sx))))

(defun .y-intcpt (n sx sy b)
  (/ (- sy (* b sx))
    n))

(defun .correl (n sx sy sx2 sy2 sx sy)
  (/ (- (* n sy) (* sx sy))
    (sqrt (* (- (* n sx2) (* sx sx))
              (- (* n sy2) (* sy sy))))))
;;; Mean * n...
(defun .sum (x)
  (cond ((null x) 0.0)
        ((atom x) x)
        (t (apply '+ (mapcar '.sum x))))

;;; Variance * n...
(defun .sumsqr (x)
  (cond ((null x) 0.0)
        ((atom x) (* x x))
        (t (apply '+ (mapcar '.sumsqr x))))

;;; Covariance...
(defun .sumxy (x y)
  (cond ((null x) 0.0)
        ((atom x) (* x y))
        (t (apply '+ (mapcar '.sumxy x y))))

;;; True Mean...
(defun .mean (x)
  (/ .sum x (length x)))

;;; Standard Deviation...
(defun .sd (x)
  (- (/ (sqrt .sumsqr x) (length x)) .mean x))

;;; Print elementary statistics....
(defun .stat (x)
  (format2 (list .mean x)
            (.sd x)
            '(mean= & s.d.=)))

APPENDIX B

CALIBRATOR OUTPUT LISTING
(CALIBRATING ST- & VT-UP-ADMIT....)
(CALIBRATING ST- & VT-UP-ADMIT....)
(CALIBRATING ST- & VT-UP-ADMIT....)
(CALIBRATING ST- & VT-UP-ADMIT....)

(1.3197069 2.6098394 3.8703947)
(12.209784 11.929865)
(28.60294 27.39016 26.129604)
(2.2796974 -0.6677079 (MEAN- & S.D.-))

1.2394838 2.4679117 3.6652846)
(15.271193 15.133762)
(68.76051 67.53209 66.31471)
(1.6416097 -0.539395 (MEAN- & S.D.-))

CALIBRATING ST- & VT-VENT-ADMIT....
CALIBRATING ST- & VT-VENT-ADMIT....
CALIBRATING ST- & VT-VENT-ADMIT....
(CALIBRATING 6 FAST-FILL PATH ADMITS....)

(3.7532854 3.441072 2.771594)
(6.84409 8.534298)
(9.68409 8.534298)
(5.073726 -1.45871159 (MEAN- & S.D.-))

(4.850721 -0.7278601 (MEAN- & S.D.-))
(3.619034 2.8400812 2.153575)
(9.841034 2.8400812 2.153575)
(3.619034 2.8400812 2.153575)
(5.073726 -1.45871159 (MEAN- & S.D.-))

(13.699469 16.86502 19.976784)
(0.91344094 1.2903118 1.8511173)
(14.62123 -6.178755 (MEAN- & S.D.-))

(13.699469 16.86502 19.976784)
(23.071518 33.07944 44.906635)
(9.841034 -2.4586721 (MEAN- & S.D.-))

(13.699469 16.86502 19.976784)
(5.7749076 8.752077 12.279726)
(5.700743 -2.4094164 (MEAN- & S.D.-))

(6.6288023 8.447623 10.216957)
(7.8893814 12.0127365 18.742004)
(2.360085 -0.9974568 (MEAN- & S.D.-))

(6.6288023 8.447623 10.216957)
(1.1949272 1.9406204 2.8330002)
(0.8841263 1.4795318 2.1696858)
(6.976916 -2.9486609 (MEAN- & S.D.-))

(13.699469 16.86502 19.976784)
(0.91344094 1.2903118 1.8511173)
(14.62123 -6.178755 (MEAN- & S.D.-))

(13.699469 16.86502 19.976784)
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(13.699469 16.86502 19.976784)
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**Note:** The table continues with additional parameters and values.
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CALIBRATING 5 DERIVED ADMITTANCES....

CALIBRATING 5 DERIVED ADMITTANCES....

CALIBRATING 5 DERIVED ADMITTANCES....

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5.31131

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REFERENCES


