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# MASS-ENERGY BALANCE FOR AN S-IC ROCKET EXHAUST CLOUD DURING STATIC FIRING 

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| 16. ABSTRACT <br> Many factors affect the rise rate, growth, and ultimate geometry of exhaust clouds produced by the static firing of space boosters. The mass, heat, and momentum inputs into the cloud along with the prevailing meteorological conditions significantly affect the cloud formation and dissipation process. An analytical approach to the cloud growth phenomenon must consider the coupled effects of conservation of mass, momentum, and energy, in addition to the equation of state and appropriate initial and boundary conditions. <br> A mass-energy balance has been determined for the exhaust cloud generated during the static firing of the S-IC rocket engine (first stage of the Apollo $V$ flight system) at the NASA Mississippi Test Facility. Measurements show that approximately 40,300 ib per second of cooling water are evaporated and entrained into the exhaust jet, which possesses a mass flux of $28,680 \mathrm{lb}$ per second. The total energy of the exhaust products was $1.321 \mathrm{x} 10^{10}$ calories per second; however, after evaporating the cooling water only $0.5293 \times 10^{10}$ calories per second was available as sensible heat and kinetic energy. The total energy flux of the mixture was $1.765 \times 10^{10}$ calories per second. <br> Thus, the available energy flux of the mixture as it was ejected into the atmosw phere was about $40 \%$ of the total energy flux of the exhaust products and about $30 \%$ of the total energy flux of the mixture of the cooling water and the exhaust products. |  |  |
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## I. INTRODUCTION

Many factors affect the rise rate, growth, and ultimate geometry of exhaust clouds produced by the static firing of space boosters. The mass, heat, and momentum inputs into the cloud along with the prevailing. meteorological conditions significantly affect the cloud formation and dissipation process. An analytical approach to the cloud growth phenomena must consider the coupled effects of conservation of mass, momentum, and energy, in addition to the equation of state and appropriate initial and boundary conditions.

Mass inputs into the exhaust cloud include the combustion products, entrainment of mass from the surrounding environment and water vapor introduced into the cloud from evaporation of cooling water in the exhaust deflector. During static firing of the S-IC at NASA's Mississippi Test Facility water is sprayed into the exhaust deflector at the rate of approximately $1.099 \times 10^{6}$ liters per minute. The heat output rate of the S-IC ( $1.34 \times 10^{10}$ calories per second) is adequate to completely evaporate this flow rate of water. The water spray and exhaust flame are well mixed in the exhaust deflector leading one to believe that a significant fraction of cooling water may be evaporated into the exhaust cloud during the static firing.

Many empirical relationships used to calculate cloud or plume growth include the heat rate $\left(Q_{H}\right)$ of the source. $Q_{H}$ for the S-IC exhaust cloud
may vary significantly depending on whether one chooses to include or neglect that fraction of the heat output used to evaporated the cooling water.

The evaporation of cooling water will not only affect the heat input to the cloud but the mass input as well. Complete evaporation of the cooling water would provide a mass input to the cloud exceeding the mass input of the combustion products.

The effect of cooling water evaporation on the heat and mass input to the cloud make it mandatory that the water evaporation rate be determined before proceeding with cloud geometry calculations.
II. DETERMINATION OF WATER EVAPORATION RATE

A drawing of the S -IC static test area is shown to scale in Figure 1. The S-IC test stand (Building 4220), is a massive steel and concrete structure designed to restrain the S-IC stage (first booster stage) of the Saturn $V$ vehicle during static test firings. The stand has two test positions, B 1 and B 2 . While this permits mounting and readying two boosters, only one would be fueled and fired at a time.

During the static firings $1.099 \times 10^{6}$ liters of water per minute are required to cool and wash the flame deflector. An alternate capacity of $4.43 \times 10^{5}$ liters per minute of deluge water is provided on the stand itself for fire protection, cooling and washdown. A flume from each test position directs cooling water to a discharge basin for collection and later burning of residual fuel.

The High Pressure Industrial Water, Emergency Power Generating and Heating Complex (building 4400), as its name indicates, serves a threefold
purpose implemented by the following facilities: (1) a pumping plant with a maximum capacity of $1.263 \times 10^{6}$ liters per minute to supply industrial water for deluge and fire fighting to the test stands, barge docks, and other hazardous areas; (2) a 7,500 KVA power generating plant and switchgear to supply standby power for the test complex; (3) a $1.137 \times 10^{10}$ calories/hr. water heating plant to supply circulating hot water for building and fuel tank heating and for operating absorption refrigerating units. These facilities are located in one main building; a small second floor area contains offices and the control room for the complex.

The high pressure water provided to the test stand is drawn from the circular reservoir (4335) which is approximately 244 meters in diameter. The water flows through a 2.44 meter inside diameter pipe to the test stand. Water from three deep wells $(4320,4321,4322)$ is used to replenish the reservoir at approximately $5.30 \times 10^{4}$ liters per minute and $300^{\circ} \mathrm{K}$. The discharge basin (north-east of test stand) provides a holding area for any cooling water which is not evaporated as well as catching and retaining spillage of RP-1 fuel.

One may easily determine the quantities of water evaporated if the quantity of water supplied to the test stand and the run-off to the discharge basin are known. The water evaporated is simply the difference of these two quantities.

The quantity of water provided to the test stand during the S-IC-11R static firing was detemined by two methods. The first method consisted of using a float type level indicator in the circular reservoir where the float position was indicated by the voltage drop across a precision potentiometer. From the known geometry of the circular reservoir, the water drawn
out between successive levels could be calculated. The second method of detemnining the water pumped to the test stand used the pump discharge curves provided by the pump manufacturers. Using the pump speed and discharge pressure one may enter the pump curve and detemine the water discharge rate per pump. This rate is multiplied by the number of pumps operating to yield the total flow rate provided to the test stand. A comparison of the flow calculated by both methods for the S-IC-11R static firing (and for the previous test) indicates a good agreement between the two methods. Flow rates used in the following calculations are based on the pump discharge data.

The first attempt to measure the water run-off from the S-IC test stand employed a stage of water level recorder (Stevens Type-F) mounted in the discharge basin. The stage recorder was modified to change the 8 -day time interval to a 3 -hour interval. The stage recorder was installed in the S-IC discharge basin approximately 76.2 meters north and 122 meters east of the exhaust deflector (Figure 1).

The stage recorder was activated through use of a remote release cable which was actuated by the LOX barge personnel when they cleared the S-IC test complex. Actuation of the stage recorder occurred at approximately $T_{0}-60$ minutes, such that if a countdown hold of several hours was encountered a time-history record of the water level could not be obtained. In addition, the accuracy of the water level measurements resulted in water quantity errors on the order of $5-10 \%$ of the total water pumped to the test stand during the static firing.

On the S-IC-12 static firing (Nov. 3, 1969) and on the S-IC-14 static
firing (April 16, 1970) countdown holds in excess of three hours were encountered and no useful water level data were obtained. On the S-IC-13 static firing (Feb. 6, 1970) the barge personnel neglected to actuate the stage recorder. In each test a 16 mm movie camera was employed to record the water level by photographing a water level rod attached to the stage recorder housing. On the S-IC-12 and S-IC-14 static firing the extended hold periods resulted in light conditions which were insufficient for photographing the water level. On the S-IC-13 static firing, photographic records were made of the water level. In view of the lack of accuracy and reliability in the preceeding method of measuring the water level change in the discharge basin, an improved method was developed for use on the S-IC-11R (June 25,1970 ) and subsequent static firings.

The second method of measuring the water discharge from the S-IC test stand employed a water level indicator and water velocity rake mounted in the B-2 discharge flume on the S-IC test stand (Figure 1). The water level indicator was composed of a slide-wire potiometer mounted to a balanced float (Figure 2). The slide wire and float were mounted in a 15.24 cm . diameter pipe which was attached to a 1.270 cm . steel plate. The plate was attached to the flume with four .952 cm . studs and anchor nuts. The water velocity rake was constructed with eight (8) logarithmically spaced total pressure tubes and a static pressure port at the bottom of the discharge flume (Figure 2). The total head tubes were attached to a staff, which in turn was attached to a 1.270 cm . steel plate. The static port was installed 12.70 cm . from the leading edge of the plate and the leading edge of the plate was rounded to minimize turbulence. The-installation of the velocity rake and water level indicator is shown in Figure 3.

The total head tubes and the static port were connected to $0-6.89$ newtons/ $\mathrm{cm}^{2}$ pressure transducers and the signals were routed to an R-BOX on the S-IC test stand. The data were recorded on a Beckman System in the Data Acquisition Facility (DAF) at the NASA-MTF. The water level signal was recorded in a similar manner. The water flow data were recorded from $T_{0}-5$ minutes at a rate of 25 samples per second. The data were time-averaged on 1.0 second intervals and presented in both graphical and tabular form. From these data it was possible to estimate the water quantity discharge from the S-IC test stand.
III. RESULTS OF WATER FLOW TESTS

The results of tests to determine the water flow rate supplied to the test stand during the static firing indicate that the flow rate can be accurately determined from the pump pressure and R.P.M. data, and the manufacturer's pump curves. The nominal water flow rate supplied to the test stand during at S-IC static firing was determined to be $1.099 \times 10^{6}$ 1iters per minute.

The water level indicator failed to function on the S-IC-11R static firing; however, the water velocity rake provided data adequate for detemining both water discharge velocity and water depth. Plots of the pressure data from the water velocity rake are given in Figure 4. The pressure data for the total head tube at the position 40.6 cm . above the discharge flume (H16.0) indicated that waves were occassionally covering the tube when the water flow was at $100 \%$ of rated flow (1.099 $\times 10^{6}$ 1iters $/ \mathrm{min}$ ). Previous observation of the water discharge in the flume during water flow tests prior to the actual static firing
indicated that the waves usually possessed an estimated height of $5-8 \mathrm{~cm}$. with an occasional maximum estimated height of $10-15 \mathrm{~cm}$. Thus if the H16.0 total head tube was frequently covered at any time prior to the static firing, the water level should have been within $5-8 \mathrm{~cm}$. of the 40.6 cm . position. Calculation of the water flow depth from the static pressure data at $100 \%$ water flow prior to static firing indicated a water flow depth (d) of 37.15 cm . Calculation of the water flow depth based on rated quantity flow at $100 \%$ flow ( $1.099 \times 10^{6}$ liters $/ \mathrm{min}$ ), the average water velocity from the measured velocity profile, and the cross sectioned area of the flume discharge indicated a flow depth of 37.42 cm . The close agreement of the above water flow depth values, indicated that for all practical purposes the water flow depth can be determined from the static pressure reading. The water velocity profile in the discharge flume at $100 \%$ flow ( $1.099 \times 10^{6}$ liters $/ \mathrm{min}$ ) is presented in Figure 5. Analysis of the tabulated data (Appendix) indicates that the water flow depth decreased progressively from $d=25.4 \mathrm{~cm}$. at $T_{O}+10$ seconds to $\mathrm{d}=2.54 \mathrm{~cm}$. at $\mathrm{T}_{0}+71.5$ seconds. The static pressure reading dropped to a minimum at $T_{0}+76.5$ seconds. The static firing was terminated prematurely at $T_{0}+78$ seconds and the water depth increased abruptly at approximately $\mathrm{T}_{\mathrm{O}}+80$ seconds.

From observation of the water flow test prior to the S-IC-11R static firing it was noted that it took about a minute for the water flow depth to decrease to approximately zero if the water flow was abruptly stopped while at about $80 \%$ flow. In the pressure plots (Figure 4) it can be observed that the water level was reduced to zero in approximately seventy-five
seconds; and it is anticipated that this was residual water which was in the flume at the point of ignition. The fact that the water level dropped to less than 1.27 cm . indicated that very little, if any, water is added to the discharge flow during the static firing. A water flow depth of 1.27 cm . Would be less than $2 \%$ of the total $1.099 \times 10^{6} 1 \mathrm{i}$ ters $/ \mathrm{min}$. pumped to the test stand. Water flow measurements recorded with the velocity rake for static firing S-IC-15 on 30 September 1970 essentially duplicated those obtained during firing S-IC-11R. The water depth again decreased progressively from approximately 37.1 cm . at $T_{0}$ to less than 1.27 cm . to $T_{0}+70$ seconds. Therefore, it is concluded that for purposes of establishing a mass-energy balance for the S-IC rocket engine exhaust cloud, it is appropriate to assume that all of the water pumped to the test stand deflector is atomized or vaporized.
IV. DETERMINATION OF MASS-ENERGY BALANCE

Water at approximately $300^{\circ} \mathrm{K}$ is pumped to the test stand at a rate of $1.099 \times 10^{6}$ liters per minute ( 18,280 kilograms $/ \mathrm{sec}$ ). The measurements of water discharge from the test stand indicate that essentially $100 \%$ of this water is evaporated and is entrained into the cloud in vapor form. There was contention by some test stand personnel that part of the water was atomized and did not enter the exhaust cloud. Observation of the spray particle size during pre-static-firing water flow tests indicated that the droplets were of the order of 100 microns in mean diameter. In an environment of $300^{\circ} \mathrm{K}$ and $50 \%$ humidity, a 100 micron droplet will evaporate before it falls 3.048 meters. Temperatures at 152.4 meters from the test stand have been measured and found to range about $311^{\circ} \mathrm{K}$ near the ground to over $400^{\circ} \mathrm{K}$ at 18-25
meters above the ground. The estimated average temperature of the exhaust products at the flame bucket is about $1875^{\circ} \mathrm{K}$. In this type of environment it is anticipated that any atomized water would be vaporized instantaneously. In addition the affect of the exhaust jet impingement on the cooling water would be to atomize the water into smaller droplets than those produced on the pre-static-firing water flow test. Consequently, it is concluded that $18,280 \mathrm{~kg}$. of water is vaporized each second and that this mass is entrained into the exhaust jet.

The rate of production of combustion products for a typical S-IC static firing is approximately 12,970 kilograms per second. The average temperature and velocity of the exhaust products at the exit of the engine at 1875 K and 2287 meters $/ \mathrm{sec}$, respectively at atmospheric pressure (Ref. 1). The exhaust products are approximately $69 \%$ carbon dioxide and $31 \%$ water with a weighted specific heat of 0.437 calories per gram per Kelvin (Ref. 3). The total energy of the exhaust gases was computed to be:

Enthalpy $\quad=8.50 \times 10^{9}$ calories $/$ second (Ref. $373^{\circ} \mathrm{K}$ )
$\underline{\text { Kinetic Energy }}=8.15 \times 10^{9}$ calories $/$ second
Total Energy $=1.665 \times 10^{10}$ calories $/$ second
The above total energy value of $1.665 \times 10^{10}$ calories per second under actual test conditions compared favorably with the value of $1.34 \times 10^{10}$ calories/second quoted for standard atmospheric conditons (Ref. 2).

In order to determine the mass and energy released into the atmosphere, it is necessary to consider how these values will be used.

For instance, if one is interested in only the mass and energy flux at the test stand deflector, these values could be determined as the sum of the mass and energy of both the water and exhaust gases. However, if one is interested in the energy flux into the atmosphere which is available to produce free and forced convection of the exhaust cloud, the energy required to vaporize the water and raise it to some final temperature must be considered. Since the mass of the vaporized water is approximately $130 \%$ of the mass of the exhaust gases, the flux of available energy into the atmosphere will be an order of magnitude smaller than the total flux of the rocket engines. Obviously this difference will significantly affect the rate of growth and maximum cloud height. Also as the water vapor condenses, the latent heat will be released and this energy will be available to drive the cloud to greater altitudes.

Assuming that negligible entrainment of atmospheric air occurs in the vicinity of the deflector and neglecting compressibility, the properties of the exhaust jet may be computed downstream of the deflector bucket at a point where mixing of the exhaust products and the water vapor is complete. Employing the conservation of momentum principle and assuming that the initial velocity of the water vapor is zero, the velocity of the gas-water vapor mixture at the downstream location can be computed as follows:

$$
\begin{align*}
& \text { MV (at deflector) }=M V \text { (after complete mixing) } \\
& M_{g} V_{g}+M_{W} V_{W}=\left(M_{g}+M_{W}\right) V_{m} \tag{1}
\end{align*}
$$

where

$$
\begin{aligned}
& M=\text { mass } \\
& V=\text { velocity of mass } \\
& g=\text { gas } \\
& w=\text { water vapor } \\
& m=\text { gas-water vapor mixture }
\end{aligned}
$$

Substituting into equation (1):

$$
\begin{aligned}
& (12970)(2287)=(12970+18280) V_{m} \\
& V_{m}=950 \text { meters } / \mathrm{sec} .
\end{aligned}
$$

The final temperature and available energy content of the mixture of gas products and water vapor may be estimated by determining the energy required to vaporize the water, raise the water vapor to the final temperature, and accelerate the mixture to the mixture velocity calcualted above. The energy required to evaporate the water and to raise the water vapor and combustion gases mixture to the final tenperature is computed as follows:

To raise the water from initial temperature to boiling point:

$$
\begin{aligned}
& \dot{Q}_{1}=18,280 \mathrm{Kg} / \mathrm{sec} \cdot(1.0)\left(\mathrm{cal} / \mathrm{g}^{\mathrm{O}_{\mathrm{K}}}\right)(373-300)^{\mathrm{o}_{\mathrm{K}}} \\
& \dot{Q}_{1}=1.332 \times 10^{9} \mathrm{cal} / \mathrm{sec} .
\end{aligned}
$$

To vaporize the water:

$$
\begin{aligned}
& \dot{Q}_{2}=18,280 \mathrm{Kg} / \mathrm{sec} \cdot(541 . \mathrm{cal} / \mathrm{gm})(1000 \cdot \mathrm{gm} / \mathrm{Kg}) \\
& \dot{Q}_{2}=9.86 \times 10^{9} \mathrm{cal} / \mathrm{sec} .
\end{aligned}
$$

To raise the water vapor and combustion gases mixture to final temperature:

$$
\dot{Q}_{3}=31,250 \mathrm{Kg} / \mathrm{sec} .\left(.400 \mathrm{cal} / \mathrm{g}^{\mathrm{o}^{K}}\right)\left(\mathrm{T}_{\mathrm{m}}-373 \mathrm{~K}\right) .
$$

The specific heat of the water vapor - combustion gas mixture used in the equation for $\dot{Q}_{3}$ was determined by trial and error. A value was assumed for $T_{m}$ which allowed $C_{p}$ to be calculated since the composition of the mixture is known. This procedure was repeated until the assumed value of Tm satisfied the energy equation.

Conducting an energy balance for the mixture, it can be shown that the total available energy of the mixture ( $\mathrm{TE}_{\mathrm{m}}$ ) is equal to:

$$
T E_{m}=K E_{m}+\dot{Q}_{w}
$$

where:

$$
\begin{equation*}
\dot{Q}_{W}=\dot{Q}_{1}+\dot{Q}_{2}+\dot{Q}_{3} \tag{2}
\end{equation*}
$$

and $K E_{\mathrm{m}}$ represents the kinetic energy of the mixture.
Now:

$$
\begin{equation*}
\mathrm{KF}_{\mathrm{m}}=\frac{(31,250)(950)^{2}}{2}=3.38 \times 10^{9} \mathrm{cal} / \mathrm{sec} \tag{3}
\end{equation*}
$$

Combining equations (2) and (3);

$$
\begin{equation*}
\dot{Q}_{3}=T E_{m}-K E_{m}-\dot{Q}_{1}-\dot{Q}_{2} \tag{4}
\end{equation*}
$$

Substituting into equation (4) the following relationship is obtained:

$$
\begin{align*}
1.25\left(10^{7}\right)\left(\mathrm{T}_{\mathrm{m}}-373\right)= & 1.665\left(10^{10}\right)-3.38\left(10^{10}\right)- \\
& .1332\left(10^{10}\right)-.986\left(10^{10}\right) \tag{5}
\end{align*}
$$

The final mixture temperature as obtained from equation (5) is;

$$
T_{\mathrm{m}}=539 \mathrm{KELVIN}
$$

Thus the mixture of combustion products and water vapor has a velocity of 950 meters $/ \mathrm{sec}$. and a temperature of $539^{\circ} \mathrm{K}$. The properties of the exhaust gases, cooling water, and the mixture are summarized in Table I.

| TABLE I. PROPERTIES OF COMBUSTION PRODUCTS AND COOLING WATER FOR TYPICAL S-IC STATIC FIRING |  |  |  |
| :---: | :---: | :---: | :---: |
|  | Combustion Products | Cooling Water | Mixture |
| mass flow rate | $12,970 \mathrm{Kg} / \mathrm{sec}$. | $18,280 \mathrm{Kg} / \mathrm{sec}$. | $31,250 \mathrm{Kg} / \mathrm{sec}$ 。 |
| mass velocity | 2,287 meters/sec. | 0 | 950 meters/sec. |
| temperature | $1875{ }^{\circ} \mathrm{K}$ | $300^{\circ} \mathrm{K}$ | 5390 K |
| specific heat | 0.437 calories/g ${ }^{\text {O }}$ K | 1.0 calories/g ${ }^{\text {OK }}$ | 0.400 calories/g CK |

## V. SUMMARY

A mass-energy balance has been determined for the exhaust-cloud generated during the static firing of the S-IC rocket engine (first stage of the Apollo $V$ flight system) at the NASA Mississippi Test Facility. Measurements show that approximately $18,280 \mathrm{Kg} / \mathrm{sec}$. of cooling water are evaporated and entrained into the exhaust jet which possesses a mass flux of $12,970 \mathrm{Kg} / \mathrm{sec}$. The total energy of the exhaust products was $1.665 \times 10^{10}$ calories per sccond; however, after evaporating the cooling water only $0.546 \times 10^{10}$ calories per second was available as sensible heat and kinetic energy.

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FIGURE 1: SCHEMATIC OF S-IC TEXT COMPLEX AT THE NASA MISSISSIPPI TEST FACILITY


Figure 2-A. Water Level Indicator.


Figure 2-B. Water Yelocity Fake



FIGURE 4: TIME HISTORY OF STATIC \& TOTAL PRESSURE ON WATER VELOCITY RAKE.


APPENDIX I







