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**WORKSHOP ON MATHEMATICAL FIRE MODELING  
MARCH 24-27, 1981**

FEDERAL AVIATION ADMINISTRATION

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FEDERAL AVIATION ADMINISTRATION  
TECHNICAL CENTER  
Atlantic City, N.J. 08405**

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FAA - TECHNICAL CENTER

Atlantic City Airport, New Jersey

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Figure 1

# MISSION

- AIRCRAFT SAFETY R&D
- NAS R&D SUPPORT
- NAS TEST & EVALUATION
- NAS FIELD SUPPORT
- FLIGHT INSPECTION AIRCRAFT SUPPORT

Figure 2

The Technical Center is located about 12 miles from Atlantic City and has approximately 1500 employees (Figure 3). The Center goes back to about 1958. Prior to 1958, there was a technical center in Indianapolis under the old Civil Aeronautics Administration. When the FAA Act was established in 1958, this Center was set up here in New Jersey in place of a former naval air station. The Center has 5,000 acres and about 1,000,000 square feet of building space. The new Technical and Administration Building has 500,000 square feet of floor space and houses close to 1,000 people.

The Center has the most modern airport in the United States with a 10,500 foot long runway. The newest most advanced aviation concepts are being tested here.

In order to test out new concepts in communication/navigation/aircraft safety and air traffic control, the Center has a complete cross section of aircraft from a helicopter and small propeller type airplane up to a large jet Boeing 727 shown in Figure 4. We are very well equipped here to perform our mission.

The Technical Center organization chart is shown in Figure 5. Mr. Joseph Del Balzo is the Director. There are four divisions which do the actual research/development and test/evaluation work. The Systems Test and Evaluation Division test and evaluate air traffic navigation and communications procedures and facilities. The Systems Simulation and Analysis Division simulates air traffic control pattern or configurations. They can simulate any air traffic control pattern or configuration in the world. They have simulated air traffic patterns of Chicago O'Hare Airport, one of the largest and busiest airports in the world. New procedures and new techniques for more efficiently handling the air traffic at large airports are being developed. The Aircraft Safety Development Division, which I will go into in more detail later, is where the fire modeling work is being done. The Airport Technology Division is looking at approach and runway configurations. The Center also has some tenant organizations. The Flight

LOCATION

12 Miles Inland - Atlantic City

ESTABLISHED

1958 - Airways Modernization Board,  
Then Federal Aviation Administration  
(Formerly Naval Air Station)

RESOURCES

5,000 Acres - 184 Buildings

u 1,000,000 Sq.Ft. Floor Space

MODERN AIRPORT

10,500 Ft. Runway and Instrument Landing Systems  
Control Tower - Public Use

MODERNIZATION

Hangar, Ramp, Fire/Crash Station - 1968  
Technical & Administrative Complex - Scheduled Occupancy 1979

Figure 3

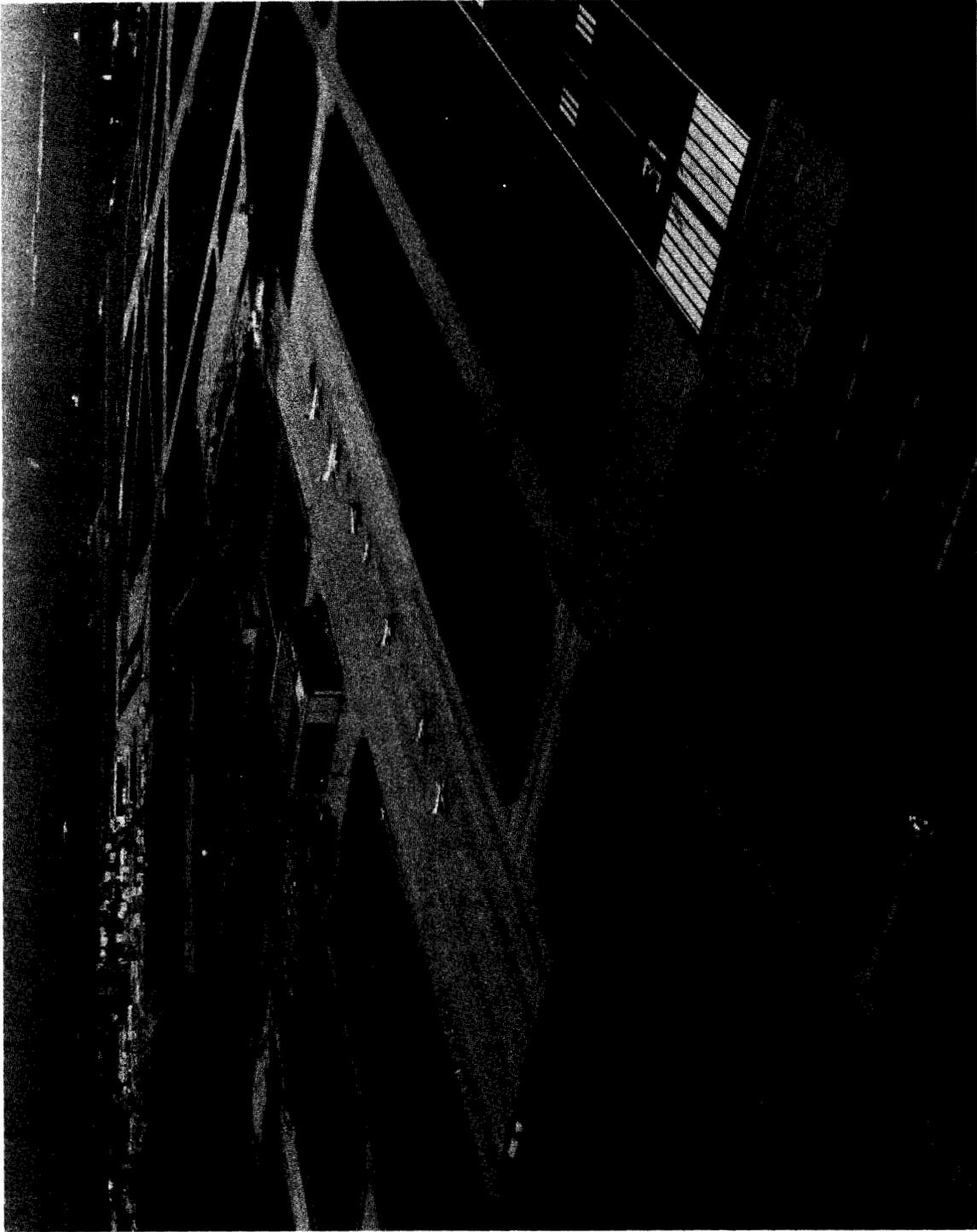


FIGURE 4. TEST BED AIRCRAFT - FAA TECHNICAL CENTER

# ORGANIZATION

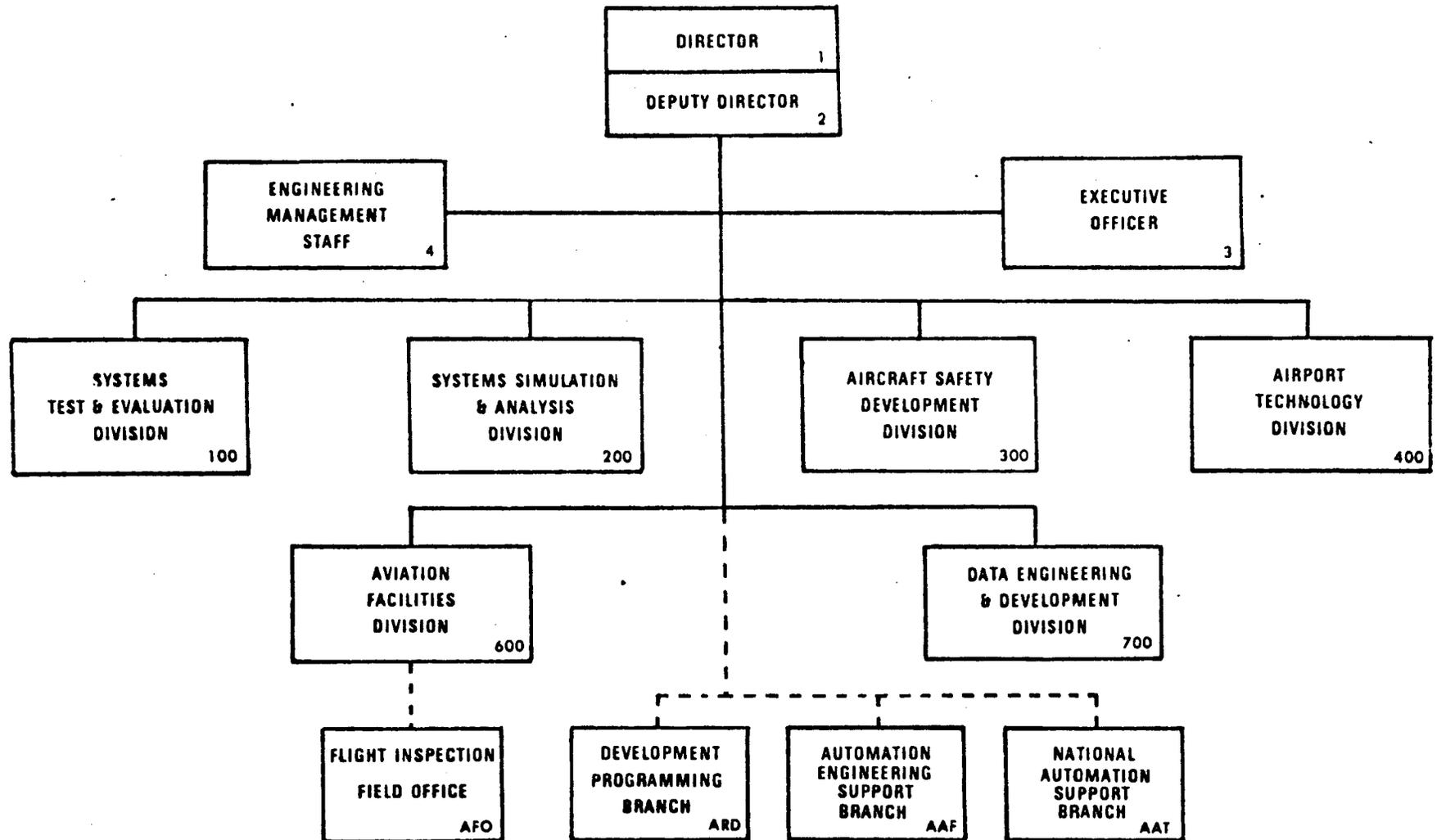


Figure 5

Inspection Division here at the Center has six or seven jet aircraft that flight inspect the communications and navigation facilities in the eastern part of the United States to determine if they are functioning properly and accurately.

Before the systems are implemented, they are tested and evaluated here at the Center, particularly in the air traffic control and communications/navigation areas. In the aircraft safety area, our chief product is technical criteria which are the basis for new regulations or revisions of current regulations.

The Aircraft Safety Development Division is the only division here at the Center which has the complete overall responsibilities for research, development, test, and evaluation. At this point, I would like to introduce Dr. Roy Reichenbach, the Division Chief. The Aircraft Safety R&D Program is shown in Figure 6. If you have any questions concerning this division's operations, Dr. Reichenbach is certainly available to answer those questions. The division consists of a Propulsion and Fuel Safety Branch, Crashworthiness Branch, Operations Branch, and Fire Safety Branch. The Fuel Safety Branch has R&D work going on in antimisting fuel, which is designed to reduce the post-crash fire hazard. Antimisting fuel is a fuel which has been modified by adding a polymer. In a crash situation, the fuel spills out of the fuel tank and atomizes to flammable, small droplets. The polymer added to the fuel prevents it from becoming small droplets and thereby reduces the fire hazard. Another way of trying to prevent a fire, of course, is to design the airplane to withstand a certain crash impact. The Crash Worthiness Branch's program is to develop and strengthen the fuselage and fuel tanks to withstand higher impacts. Under flight safety, the Operation's Branch is looking at the airplane itself, trying to design the airplane to be more compatible with the pilot to reduce pilot error.

The Aircraft Safety Development Division has approximately \$15,000,000 worth of facilities at the Center (Figure 7). These

FAA AIRCRAFT SAFETY R&D PROGRAM MANAGEMENT

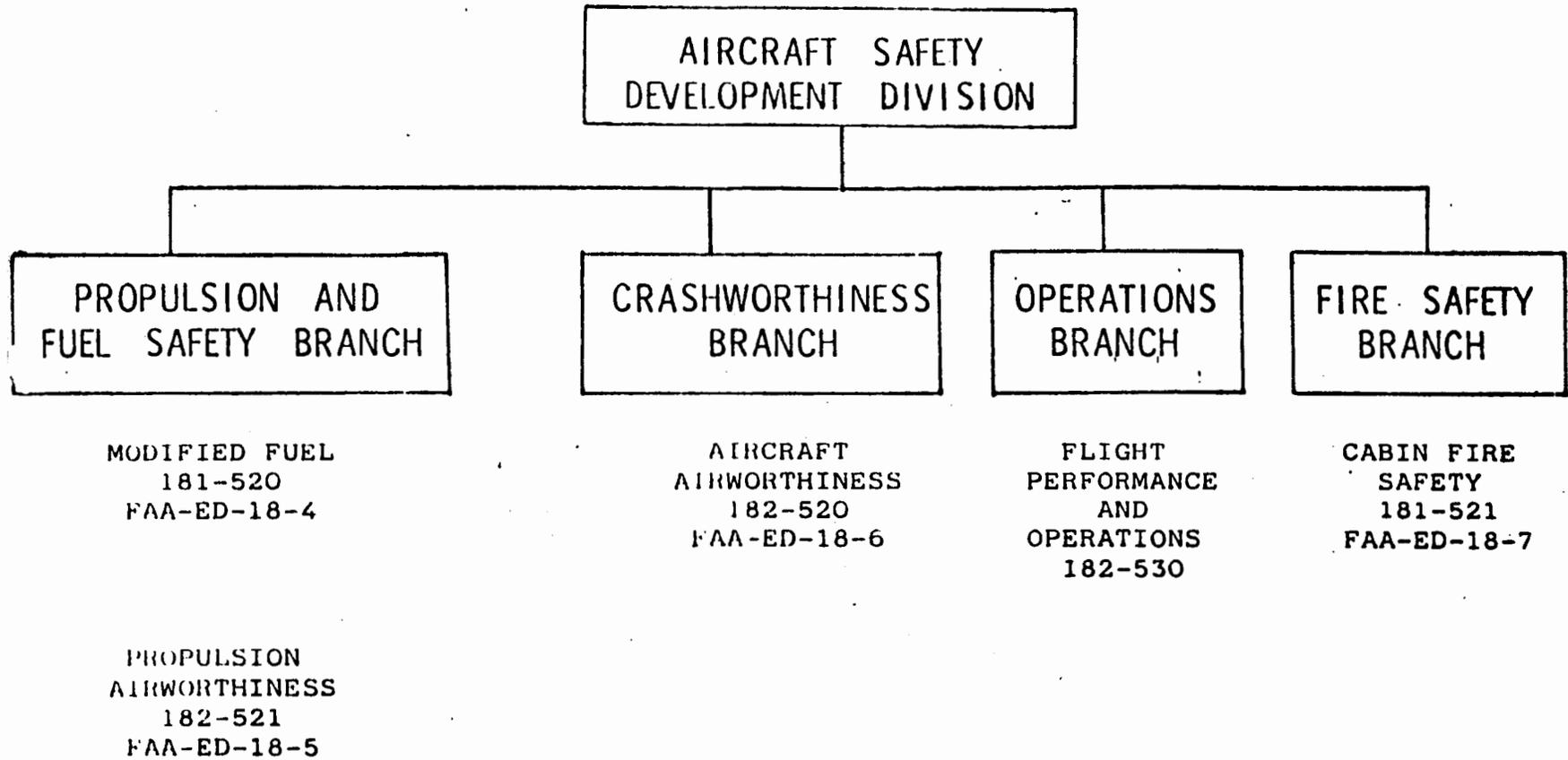


Figure 6



FIGURE 7. AIRCRAFT SAFETY DEVELOPMENT DIVISION TEST FACILITIES

facilities were designed to simulate environmental conditions like post-crash fire, in-flight fire, a crash situation or many of the kind of hazards we are trying to reduce or prevent. We have a five-foot wind tunnel in which we can run tests on small jet engines to determine the fire detection and extinguishing requirements for the engine. We have an engine test facility in which we are able to provide air into the cells to simulate flow through the engine cell itself which simulates airflow conditions while the airplane is in flight. We have a drop test rig in which we can determine ways and means of containing fuel in the wing. We have a catapult and track facility and several fire test facilities. We have a component laboratory in which we do laboratory fire tests.

The Fire Safety Branch's mission is illustrated in Figure 8. The major mission is to improve and develop fire safety standards for aircraft. In addition, the branch is developing fire protection systems for the Air Force.

The aircraft fire safety work covers propulsion systems, fuel systems, airframes, cabin related components, and airport fire fighting systems. I would like to point out the fact that we actually design our own unique fire test facilities. The engineers establish the specifications and work with the architect to insure that the unique requirements for fire testing are included.

A typical example is the full-scale fire test facility which was just completed (Figure 9). This is the largest in-door, full-scale fire facility operated by the federal government. It is 185 feet long, 75 feet wide and 45 feet high. It is capable of housing a wide body jet inside, with the wings and the upper tail cut off. Currently, we use a surplus C-133 fuselage and an 8'x10' pool fire outside the fuselage to simulate a wide body jet postcrash fire situation.

A new chemistry laboratory (Figure 10) is under construction which will be completed by September 1981 and it will be utilized to study

FIRE SAFETY BRANCH

MISSION

A. IMPROVE AND DEVELOP FIRE SAFETY STANDARDS:

PROPULSION SYSTEMS

FUEL SYSTEMS

AIRFRAMES

CABIN

RELATED COMPONENTS, MATERIALS, AND EQUIPMENT

AIRPORT FIREFIGHTING SYSTEMS

B. FUNCTIONAL DESIGN

SPECIAL/UNIQUE TEST FACILITIES

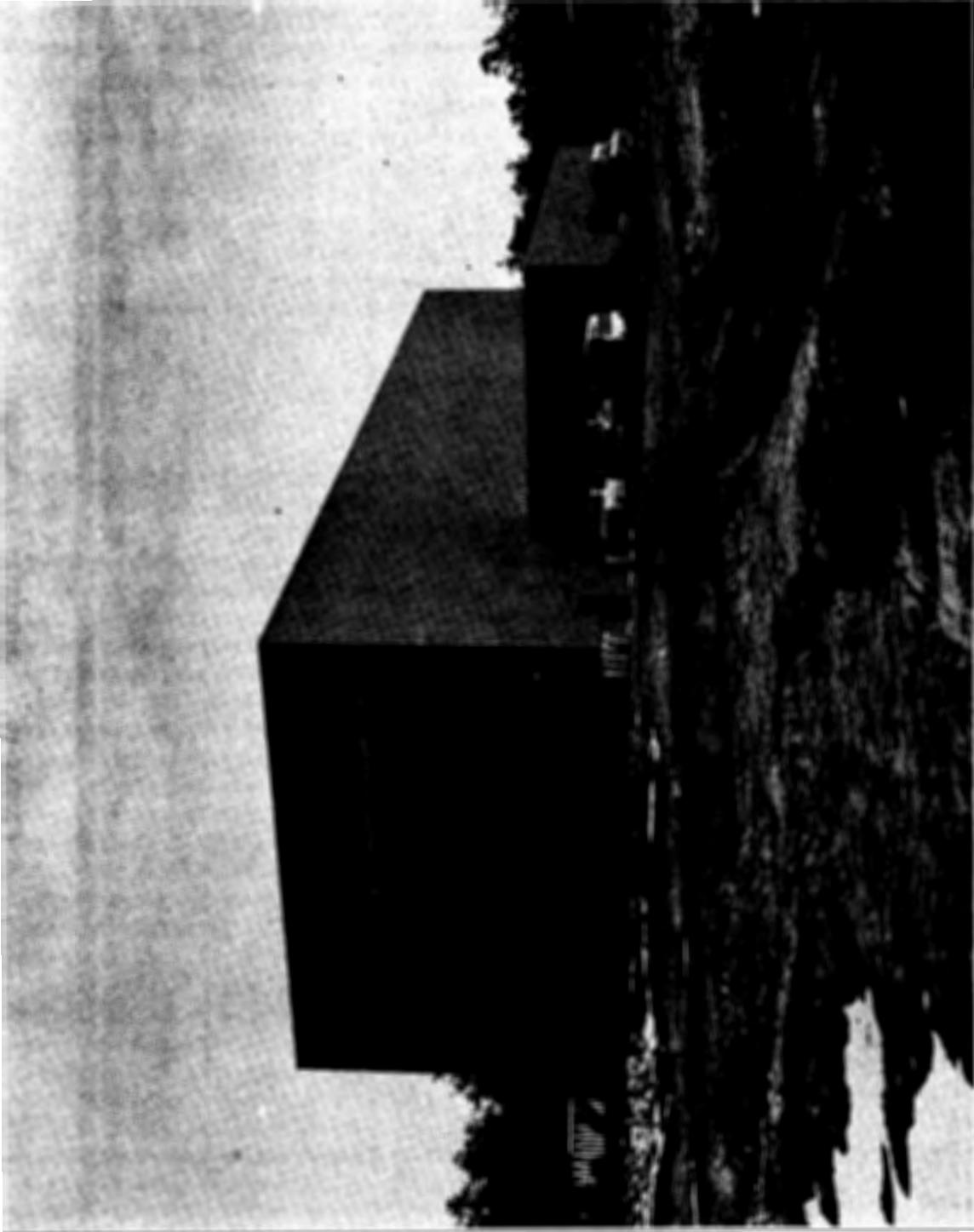


FIGURE 9. FULL-SCALE FIRE FACILITY



FIGURE 10. CHEMISTRY LABORATORY

## AIR FORCE FIRE PROTECTION PROGRAM

- FIRE RESISTANT FUEL LINES
- DYNAMIC ENGINE-BAY FIRE TESTS (F-111)
- ADVANCED FIRE EXTINGUISHER-HABITABLE COMPARTMENT
- AIR FORCE (GENERAL)
  - EXPERIMENTAL SIMULATION IN-FLIGHT
  - FIRE IGNITION SOURCE STUDIES
  - FUEL TANK FIRE/EXPLOSION SUPPRESSION
- ARMY
  - FULL SCALE COMPONENT FIRE TESTING
  - FIRE HARDENING/PROTECTION ENHANCEMENT
  - ROTARY/FIXED WING

Figure 11

toxicity aspects of the materials in a postcrash fire situation. In the middle of the airport, there is a 200 foot diameter burn pit in which we are able to dump 10,000 gallons of jet fuel, set fire to it and test the effectiveness of different extinguishing systems and foam agents. We have tested both dry chemical and wet foam to extinguish an aircraft fire. A dual agent rapid response system is very effective in putting out the fire in a very short time period and is affordable by small aviation airports.

The Technical Center has been recognized for its expertise and facility capabilities for approximately 35 years in the aircraft fire safety work. As a result of this expertise and facilities, the Aircraft Fire Safety Branch has an active fire protection program for the Air Force. We have solved a lot of fire protection problems in military aircraft. The major efforts are outlined in Figure 11.

The Air Force has lost about six F-111 aircrafts due to in-flight fires and has requested the FAA to investigate the cause. An F-111 fuselage is placed on a fire test pad without the wings and tail surfaces. The airflow supplied from a nearby jet engine compressor bleed air into the engine intake and simulates actual airflow conditions that the F-111 would have during in-flight conditions. A fire is set within the engine bay to test various new fire detection and extinguishing techniques to improve the fire worthiness of this particular aircraft.

The major thrust of the Aircraft Fire Safety Branch is the cabin fire safety program shown in Figure 12. It is a very comprehensive program. There are five different major areas. One major area is Survival and Evacuation, which includes management of people during evacuation and applying survival aids to assist people in getting out of the aircraft. The second major area is laboratory test methodology development. The objective is to use laboratory test methods for material selection. The material selected should be less flammable, produce less smoke and be less toxic. The third major area is fire

AIRCRAFT SYSTEMS FIRE SAFETY PROGRAM FUNCTIONAL RELATIONSHIPS AND WORKFLOW

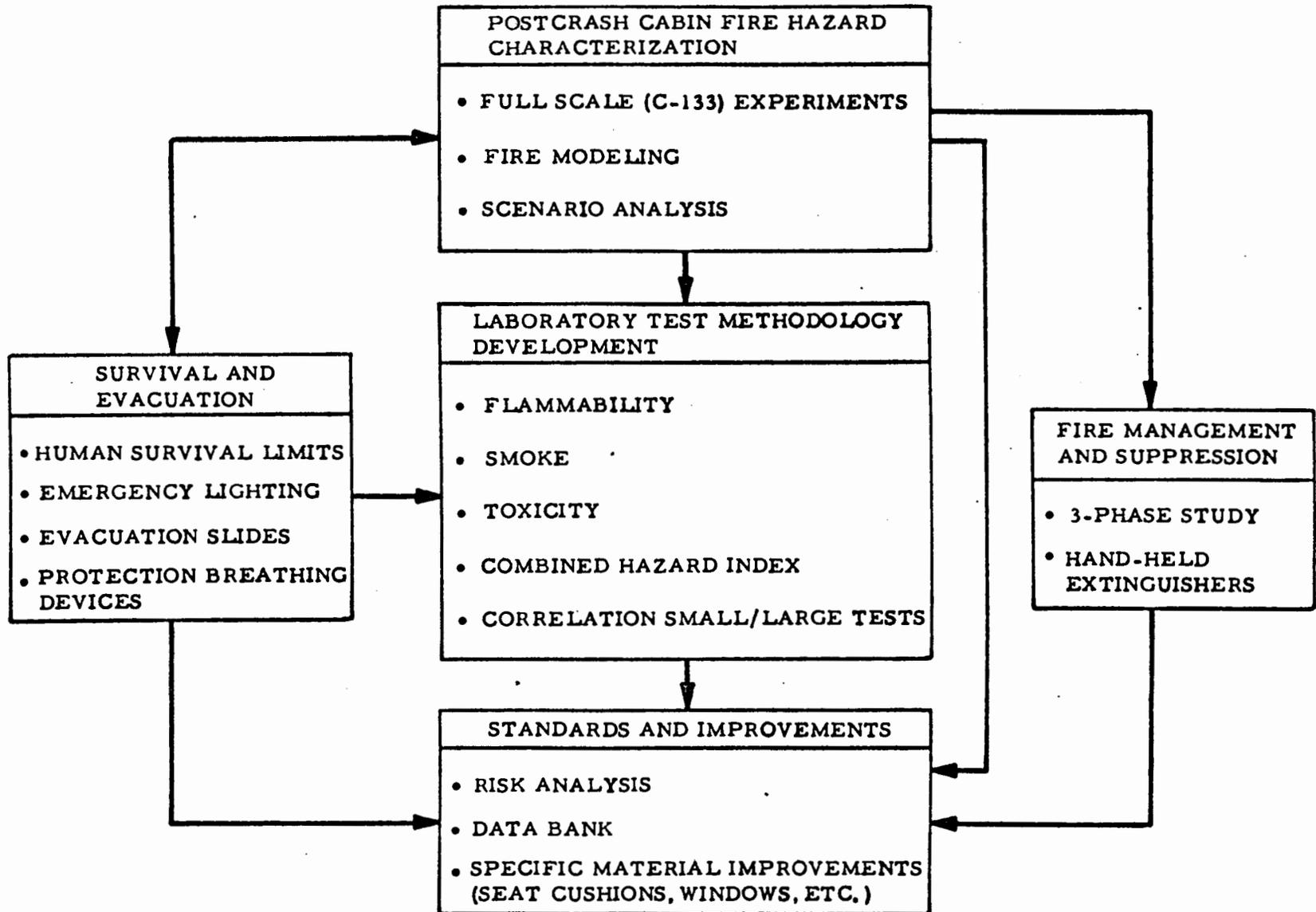


Figure 12

management and suppression which is to develop effective techniques of managing fire. The fourth major area is standards and improvements which includes risk analyses, data bank and specific material improvements. The fifth area is postcrash cabin fire hazard characterization where fire math modeling is being accomplished. It is important to characterize the postcrash fire. The main characteristics measured are fire progression, gas temperatures, radiation, and convective heat fluxes. Full-scale fire tests and math modeling are conducted in parallel to achieve maximum results.

The final recommendations from our fire program are expected to be formalized in August 1983. The standards, improvements, and acceptability criteria will be ready by that time. The aircraft fire safety program is moving fairly well and we hope this symposium today will accelerate it. That briefly gives you the scope and the relevance of the fire math modeling program.

I would like to make a few administrative announcements. Tomorrow morning we will have a tour of our facilities. We realize that some of you have already seen our facilities and probably will not be interested in joining the tour. For those who do not go on the tour, I have reserved two small conference rooms up on the fourth floor in which we can continue our discussions.

The Math Model Advisory Panel will meet in the tower room at Resorts International, Wednesday evening at 7:30-10:00 p.m. The minutes of this symposium will be summarized and there will be a proceedings published.

## AIRCRAFT FIRE SCENARIOS

### CONSTANTINE SARKOS

Program Manager, Cabin Fire Safety Program,  
Fire Safety Branch, FAA Technical Center;  
M.S. Mechanical Engineering, Rutgers. Gus  
worked for General Electric prior to joining  
the FAA in 1969.

## AIRCRAFT FIRE SCENARIOS

Constantine (Gus) Sarkos  
Fire Safety Branch  
FAA Technical Center

Thank you very much, Wayne. Good morning. The aircraft safety record has been relatively good over the years, especially compared to other modes of transportation. There have been major fluctuations in the statistical data. For example, last year there was only one fatal accident which resulted in fourteen fatalities, and the record was excellent. Yet several years ago, over 500 died at the Canary Islands during the collision of two 747s, and many of these fatalities were due to fire. The potential exists for fire in a commercial transport due, of course, to the large quantities of jet fuel carried on board and also due to the cabin interior materials which are of interest to the workshop on fire modeling.

The cabin interior of a modern jet transport, in this case a wide-body, is obviously far different from that of a residential room which has been the type of enclosure that has been most often modeled in the past. Typically, the carpet is of wool pile construction. Seats are constructed of a treated urethane foam and wool nylon upholstery fabric. Polycarbonate is used on window dust screens and on passenger service units. The sidewall panels, ceiling and partitions are of composite panel type construction. The length/width ratio of an airplane cabin is on the order of 10 versus one to three for a residential enclosure. The materials found within the home are relatively untreated whereas those used in airplanes are very thermally resistant and are compliant with the FAA flammability regulation which is basically a Bunsen burner type of test. Moreover, the materials are tested by the airplane manufacturers for low smoke emissions and also for fireworthiness on the basis of both small scale and large scale tests. Many of these panels have flame spread indices of less than ten.

The multilayer panels constitute most of the surface area within the cabin interior, especially in the upper levels of the cabin. From a fire safety viewpoint, panels are clearly the most important materials system. They are also very complex in terms of geometry and composition. A typical multiple layer panel construction is shown in Figure 1. It has 10 components of various thermal properties within the same panel construction. A composite panel used on the three types of wide body jets typically consists of a polyvinyl fluoride decorative film finish, fiber glass facings impregnated with either epoxy or phenolic resin and a Nomex paper honeycomb core. The behavior of a composite panel under fire almost defies description, especially compared with the type of materials that have been most often studied in the modeling work by many fire researchers. For example, plexiglass is slow burning and well behaved compared to composite panels. In the older airplanes, vinyl on aluminum was used on sidewall panels and vinyl on cloth was used for the upper cabin areas,

There are three types of aircraft cabin fire scenarios, as shown in Figure 2. They are ramp fires (fire occurs usually when the airplane is unattended), in-flight fires, and postcrash fires.

A ramp fire is a smoldering, long duration type of fire which is more like a residential fire. This problem is not addressed in the FAA modeling work.

The in-flight fire is also not of immediate interest to the current FAA mathematical fire modeling program. For in-flight fire safety, we are more concerned with developing an early fire detection system, and an effective extinguishing system to contain the fire.

The FAA mathematical fire modeling program focuses on the post-crash cabin fire, which accounts for all the fatalities attributable to fire in U.S. air carrier accidents.

The aircraft interior arrangement is designed for rapid evacuation. There is an FAA regulatory requirement that complete evacuation be

TYPICAL MULTIPLE LAYER PANEL COMPONENTS

THE MATERIAL DATA BANK FOR DECORATIVE WALL PANELS IN AIRCRAFT INCLUDES  
BASELINE AND ALTERNATIVE MATERIALS FOR EACH OF THE PANEL COMPONENTS SHOWN

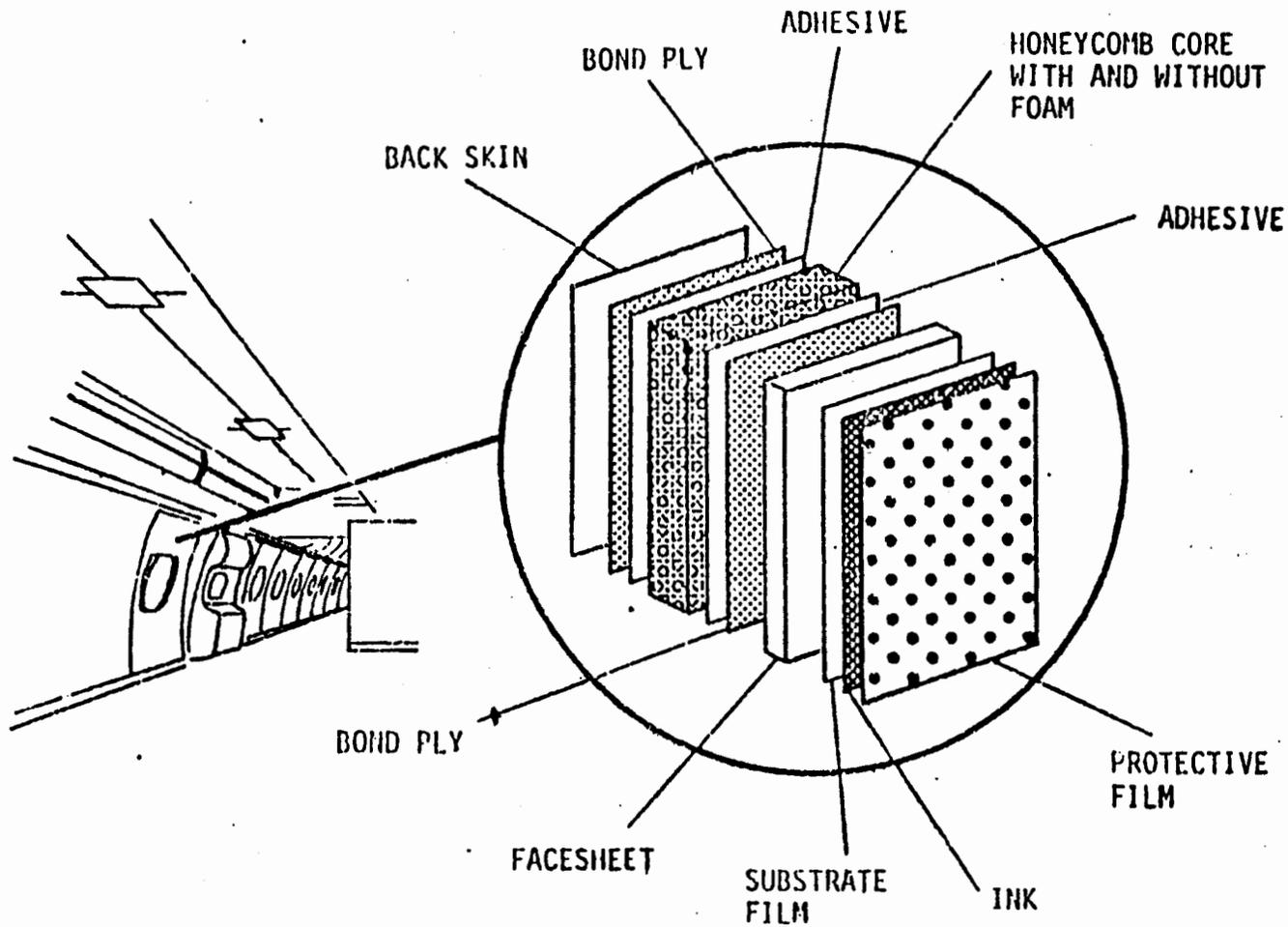


Figure 1

## TYPES OF AIRCRAFT CABIN FIRES

- RAMP FIRES
- IN-FLIGHT FIRES
- POSTCRASH FIRES

Figure 2

accomplished within a time period of 90 seconds or less with half of the exit doors open. This is a requirement which must be demonstrated by the airframe manufacturers and airlines during a live evacuation drill. Here exists another major difference between the residential and aircraft fire modeling work. The time of interest in aircraft fires is 0 to 5 minutes while in a residential fire, it is in the neighborhood of an hour or even longer.

I would like to show a sequence of slides which are perhaps the most detailed ever taken of an aircraft accident. The accident occurred several years ago, following tire blow-out and landing gear collapse. There was penetration of the fuel tank and a major fire erupted. The fire was on the left-hand side of the airplane. The wind which was blowing right to left had a very important bearing on the development of the fire. In this instance, the R-2 slide (evacuation slide) caught fire while the R-1 slide was still being used. The R-1 slide failed later due to radiant heat. This started us on a program to improve the heat resistance of slides. Now the airframe manufacturers are devoting attention to improving the heat resistance of aircraft evacuation slide materials. In this case, the firefighters became aware of the accident even before the airplane came to a halt and were at the accident site within 100 seconds after the initial ignition. It is surprising how severe this fire was yet there were only two fatalities probably caused by disorientation of two elderly passengers. The aircraft fire was extinguished in an estimated time period of about three minutes. The fire was attacked from the right-hand side while the larger fire was actually on the left. The orientation of the airplane and the final landing resulted in an open space beneath the airplane. The fire on the other side can be seen through the opening. From examination of past accidents, we can come up with three major characteristics of a survivable postcrash fire. The first is a large external fuel fire. Practically all crash accidents with fire involve spillage of jet fuel although there are a few

exceptions. If there is a major breakage of the fuselage or even a separation, the burning fuel rather than the involvement of interior materials becomes the predominant hazard. Consequently, in a realistic fire test, there should be an opening placed in the vicinity of the fire to allow flames and heat to penetrate and ignite the interior materials. In the experiments performed by the FAA, a typical door opening adjacent to a test fire is used.

The next question is how to treat this large fire adjacent to a long airplane fuselage. A lot of test work has been done on this subject area. One treatment to this problem is to study the fire penetration through one large opening and basically ignore any penetration through the remaining part of the fuselage. This treatment is valid for a short time interval in a wide-body jet which is constructed with highly fire resistant materials. The excellent fire resistance to burn-through penetration of the interior panel construction used in a wide-body jet was demonstrated in a fire accident. After three minutes or longer of exposure to a major fire, there was significant melting of the aluminum skin but no flame penetration to the interior.

Pool fires have been studied extensively over the years. The radiant heat flux is relatively invariant at about  $14 \text{ Btu ft}^2/\text{sec}$  for pool fires of three feet in diameter or greater.

The convective flux is much smaller at 1 to  $3 \text{ Btu ft}^2/\text{sec}$ , and is dependent on the size of the fire. A plot of the radiant flux by a fire plume is shown in Figure 3. Assuming the fire could be treated as a black body radiant sphere, the receiving heat flux at various distances are calculated. An inverse square relationship for the decrease in radiation versus distance is obtained. The practical deduction here is that in order to have any smoldering or flaming combustion on the cabin interior, the fire has to be adjacent to the fuselage. A fire adjacent to an opening will produce very intense radiant heat and ignite the cabin inside materials. The flame penetration through the opening depends on wind speed and direction and location of other openings.

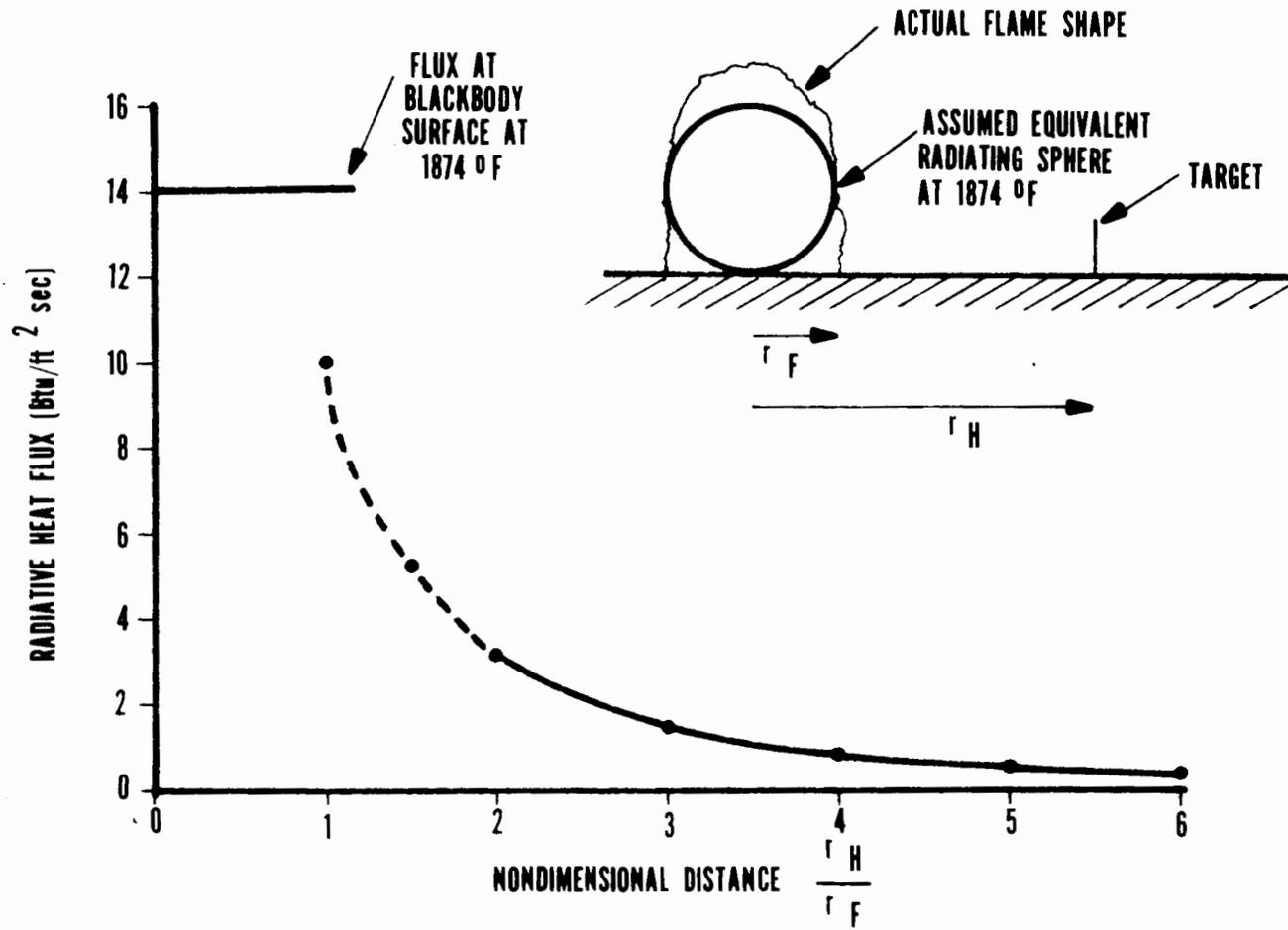


FIGURE 3. POOL FIRE HEAT FLUX VERSUS NONDIMENSIONAL DISTANCE

The FAA has studied the penetration of fire through fuselage openings using subscale models as well as surplus airplanes. A four-foot diameter fuselage model was made from an open-ended cylinder and an opening was placed on the side. A fuel pan was placed adjacent to the opening to simulate the postcrash fire scenario.

The FAA also studied fire penetration using a surplus DC-7 adjacent to a 20-foot square fuel fire. There was a fire penetrating through the opening. The amount of the penetration is dependent upon the wind velocity vector as well as the placement of openings away from the fire.

The ceiling temperatures inside the DC-7 fuselage versus time for a number of high wind cases are shown in Figure 4; fire was upstream of the fuselage. The worst condition (high temperature in a short time) occurred when the downwind door was open and the upstream door was closed. This apparently was due to the low pressure area created by the wind flow over the aircraft cylinder creating a draft which induced flame penetration into the cabin. Contrast this with a case where the upwind door was open and the downwind door was closed. A very moderate penetration of flame and resultant low build-up of heat inside the interior was measured.

Wind in the aircraft postcrash fire can be a detrimental factor to hazard development. Wind induced flame penetration will also increase radiant heat flux. This is illustrated in Figure 5. Radiant heat flux on the symmetry plane against time was measured for the calm wind and mild wind cases. A reasonable agreement on heat fluxes was achieved between the modeling and calm wind results with all doors closed. For a fluctuating wind, shown by the dashed curve, the radiant heat fluctuated above the calm wind pattern. As a result of flame penetration, the radiant and convective heat fluxes, smoke and gases inside the cabin increased as the fire penetrated further into the interior.

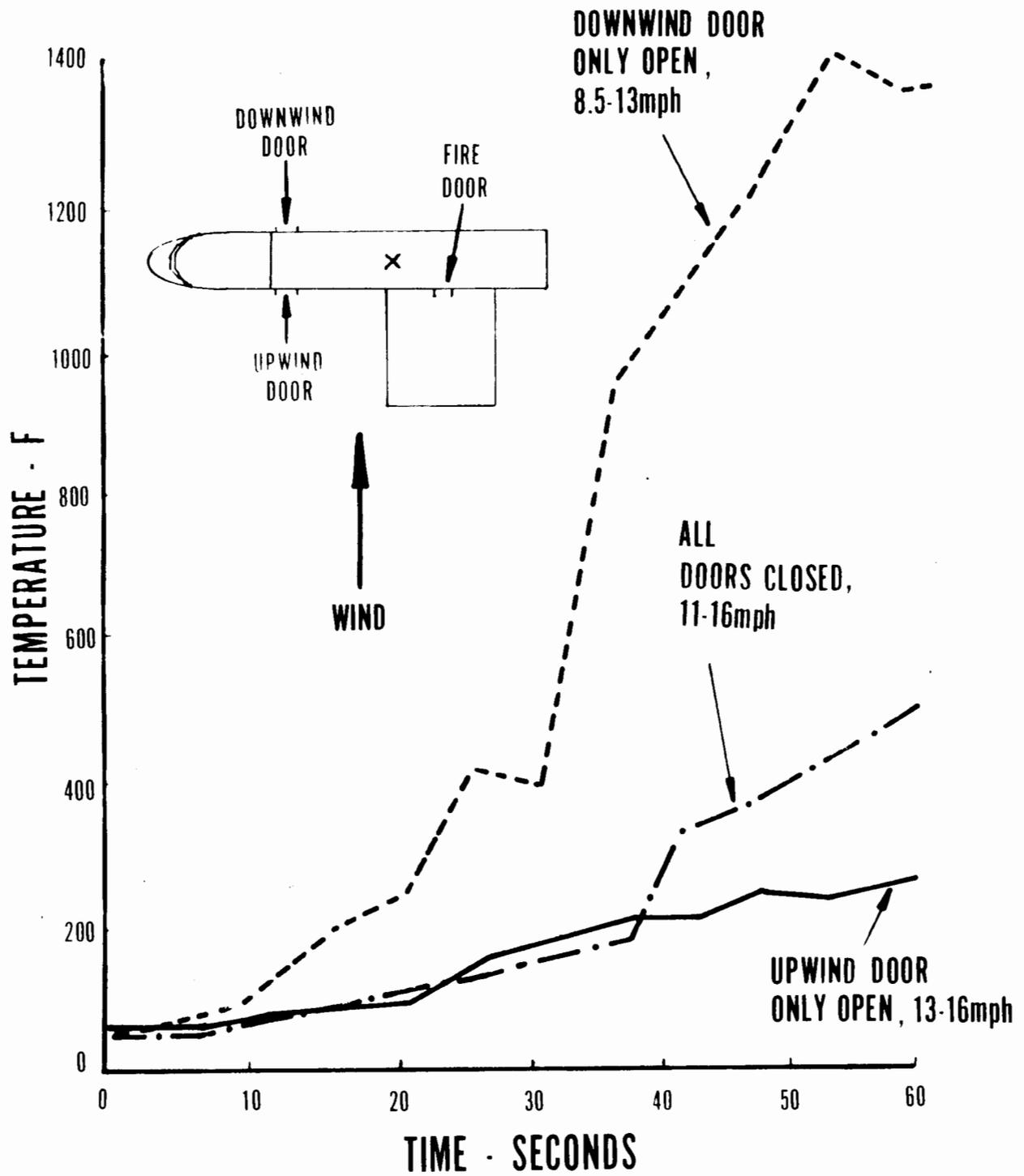


FIGURE 4. DC7 CEILING TEMPERATURE HISTORIES

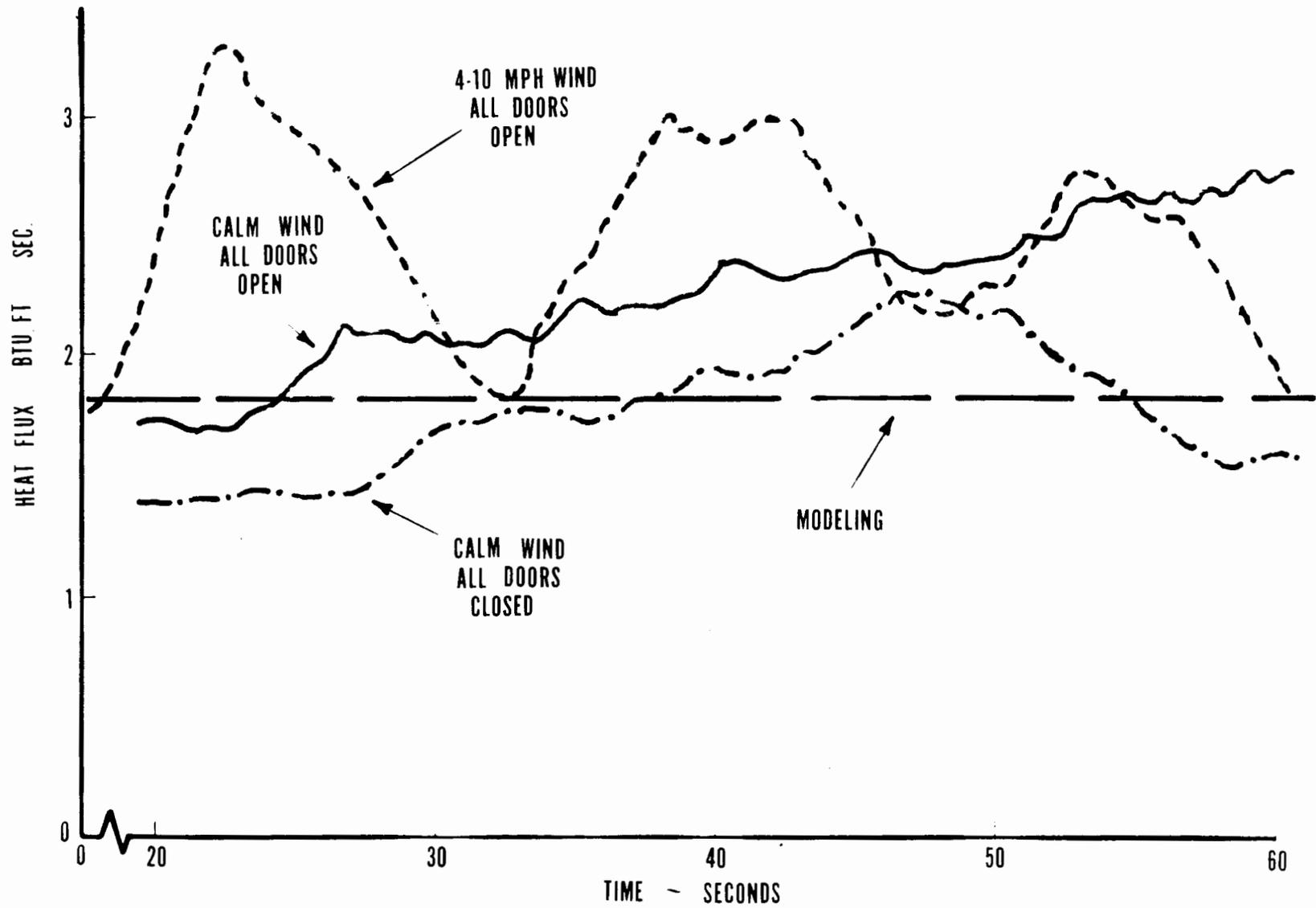


FIGURE 5. DC7 SYMMETRY PLANE HEAT FLUX

The bulk of the FAA full-scale test work is now conducted with a C-133 wide body test vehicle. An 8'x10' fuel pan which produces approximately 70 or 80 percent of the radiant heat from a very large pool fire is placed adjacent to a door opening. The initial tests in the C-133 were baseline tests to determine the hazards from the fuel fire alone. The cabin interior was bare. We found out that from an external fuel fire, heat and smoke were much more hazardous than carbon monoxide. We did not measure much carbon monoxide inside the airplane from a fuel fire.

The impact of the external fuel fire on the cabin interior materials is of greatest concern to the FAA fire safety program. Seat materials are chosen as initial candidates for the study. We are studying seat fires resulting from ignition by a large pool fire penetrating through an opening. We are looking at improved cushion materials which will be a viable replacement for the currently treated urethane. However, about a year or more ago, we did run one test in the C-133 with a 20-foot section furnished and lined with seats and materials (used in a wide-body jet) that were provided by airframe manufacturers and various suppliers. Coincidentally, we are running a test similar to this today. It is our first test of this nature inside our new fire test facility. The seat cushions are protected by a fire blocking layer.

A test was set up to illustrate that a major fuel fire, external to the airplane, would ignite internal materials that in turn would affect the passengers survivability. Basically, information pertaining to the development of fire, the mechanisms of fire development inside the aircraft cabin, and the buildup of hazards were collected.

The results were quite obvious. There was extensive damage near the fire door. The fuel fire did ignite the interior materials. There was fire development which preceded very gradually in the beginning but then became much more intense. The estimated time for survivability in the cabin in this particular test was about three

minutes. There would have been virtually no hazards from the fuel fire alone. The hazards were strictly due to the involvement of the interior materials.

During the fire test, the seat next to the door ignited very early and burned rapidly. However, there was very little ignition of other materials in the airplane at that time. One minute later the seats immediately forward and aft of the seat in the opening ignited. These were the only materials which were burning for most of the test. The heat produced by the seat was rising and hot gas was building up at the ceiling. This caused the ceiling panels to pyrolyze and distort. When these distorted ceiling panels collapsed onto the remaining seats away from the door, a very rapid growth in the fire was observed. In Figure 6, temperature measurements versus time at 26 feet aft of the fire on the symmetry plane for a series of thermocouples one-foot apart from the floor to the ceiling were plotted.

It is very interesting and perhaps reassuring that there is a very pronounced two-zone environment based on temperature measurement. A hot zone up at the ceiling is two to three feet thick. The hot gases are recorded by the thermocouples at 8, 7 and 6 feet. Temperatures recorded by the remaining thermocouples in the lower portion of the cabin during the first three minutes deviated very little from the ambient temperature. When the fire developed rapidly due to the collapse of the panels which caused burning of the remaining seats, the two temperature zones were no longer apparent. However, there was still a large difference in temperatures between the floor and the ceiling. The temperature at one-foot and two-foot levels were less than 200 degrees, whereas the temperature at the ceiling approached 1000 degrees. This difference in temperature was reflected by the damage of the interior materials. The materials in the upper cabin were virtually destroyed, whereas those near the floor, especially the carpet, were practically undamaged. The carpet, except near the fire door opening, showed very little damage.

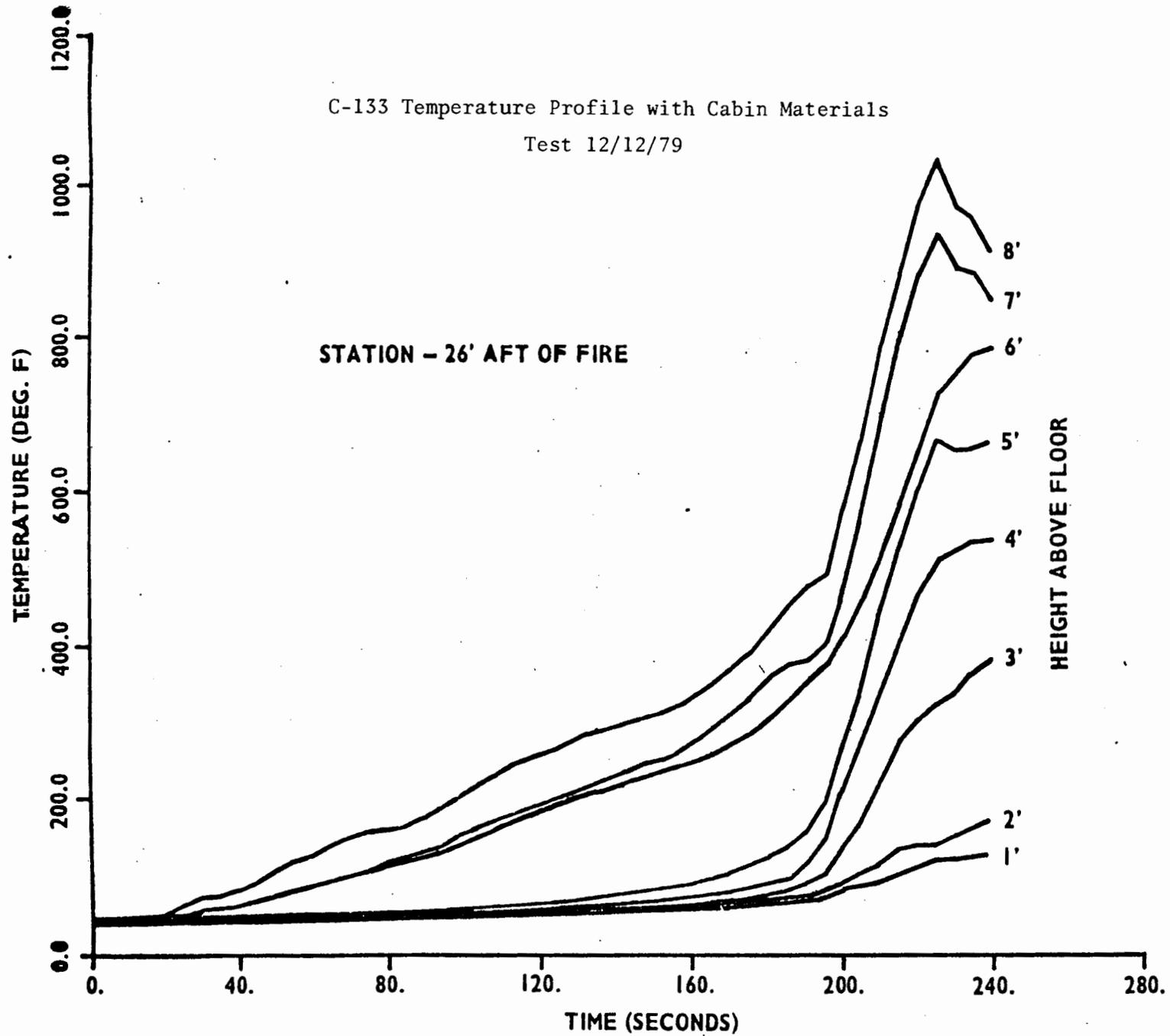


Figure 6

Figure 7 shows the hazard development. Instruments were installed inside the airplane for measuring various hazardous components, such as smoke, CO, HCN, temperature and O<sub>2</sub> depletion. Smoke increased early into the test; the oxygen depletion was small because it was a ventilated cabin. The predominant hazards were CO and high temperature. At three minutes, the CO level was at 3000 parts per million, HCN level was relatively low at 10 parts per million, and the gas temperature was about 250<sup>0</sup>F and rising.

This concludes my presentation. I hope I have been able to convey to you the major characteristics of a postcrash aircraft cabin fire and some of the contrasting features with residential fires which you are most familiar with.

QUESTION:

*Len Cooper, National Bureau of Standards.* You have very much downplayed the pool fire aspect of a hazard and I wonder if you could clarify that a little bit. During all this time, you saw the pool fire going. Earlier you showed that pool fire was a very great hazard in and of itself. Why is it downplayed in this scenario and what would the pool fire have done?

GUS SARKOS:

The ultimate goal of our program is improved test methods for cabin materials. Therefore, we are just trying to develop a realistic fire scenario which uses a pool fire but allows the interior materials to be the predominant factor. We are forcing the interior materials to be the predominate factor in hazard development because that is what we are interested in. We do not want to mask the results of the hazards developed by the interior materials by the fuel fire hazards.

QUESTION:

*Len Cooper, National Bureau of Standards.* Why do you believe this to be such a significant scenario?

GUS SARKOS:

We are focusing the scenario to come out that way because we are interested in the materials. The accident record provides very meager statistics to derive patterns in aircraft accidents. It is very difficult to come up with a typical fire scenario. You probably could not define a typical fire. We derived this particular scenario

# C-133 HAZARD LEVELS WITH CABIN MATERIALS TEST 12/12/79

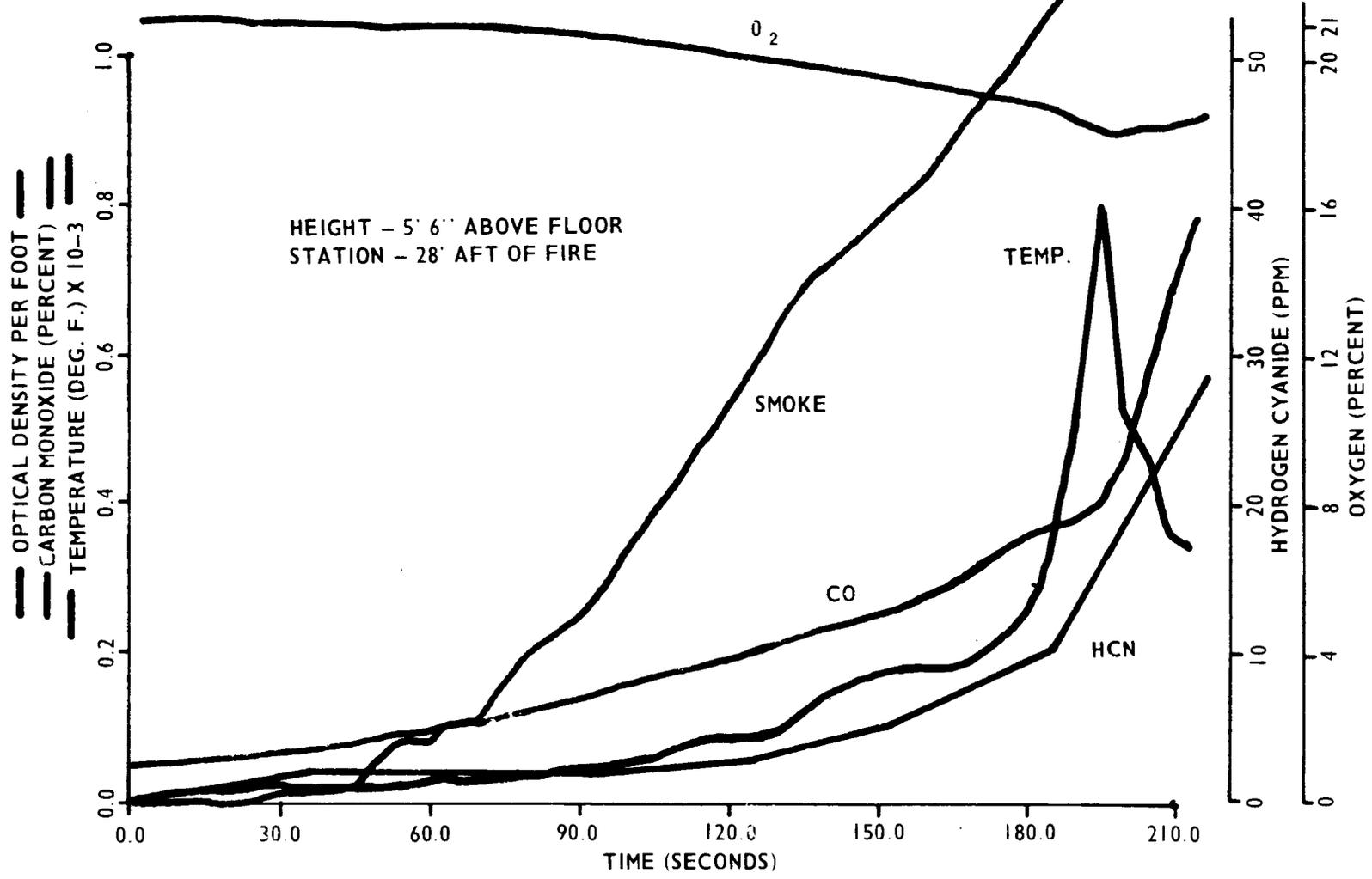


FIGURE 7. C-133 HAZARD LEVELS WITH CABIN MATERIALS TEST 12/12/79

which corroborated to a great degree the actual postcrash accident that I have just talked about. There was an intact fuselage with door openings adjacent to the fire. I am not sure I have answered your questions. Perhaps we can get together later on.

QUESTION:

*Charles Troha, Consultant.* I think it is a scenario which happens in a real aircraft fire. The question is what effect does the material have on the total involvement? In other words, you developed the scenario for a pool fire and were you able to subtract any of that affect to show the real affect of the material?

GUS SARKOS:

If I didn't mention it, I meant to say that under that particular test condition, there would have been virtually zero, if any, hazard at all from the fuel fire. When you have a zero wind case, with a large fuel fire next to the opening, you get very little accumulation of hazards from the fuel fire. It is hazardous only when you have flame penetration. That particular test was a zero wind test. The fuel fire hazards were minimal. The only hazard through that door opening was significant radiant heat. A flame licking in randomly would ignite the seat as it was being cooked, but there were virtually no hazards from the fuel fire in that particular test. We designed it that way. We did not want to mask the fuel fire hazards from those of the interior materials.

## FAA MODELING EFFORTS

### THOR EKLUND

Fire Safety Branch, FAA Technical Center.  
B.S. AeroEngineering, Princeton University;  
M.S. and Ph.D. in Fluid-Dynamics from Brown  
University. Thor worked for Esso Corpora-  
tion, Naval Air Propulsion Test Center in  
Philadelphia, and Arthur D. Little Company  
prior to joining the FAA in 1975.

## FAA MODELING EFFORTS

Thor Eklund  
Fire Safety Branch  
FAA Technical Center

First of all, I hope the weather turns out mild. For many of you it will be a long week here. Bob Levine and Oliver Foo felt that this would be a good way to combine a number of different efforts and would give people an opportunity to see this area and cover a number of topics. There will be ad hoc fire mathematical modeling meetings. We are also committed to have a workshop on the DACFIR model developed by Charles MacArthur under FAA contracts. Because our efforts in this area blossomed over the last year, we wanted very much to bring in the people who will be working under FAA sponsorship. It will give them an opportunity to learn the previous work, to know what a postcrash aircraft fire scenario is, and to distinguish an aircraft fire from a home or dwelling or even a corridor fire.

In 1973 the UDRI contract was started. This was the FAA pioneer effort in this fire modeling area. Over the years, the University of Dayton Research Institute (UDRI) people worked closely with Boeing, NASA-Houston, and us here at the FAA Technical Center. Until the fall of 1979, this was under sponsorship of the Systems Research and Development Services (SRDS) in FAA Headquarters in Washington. The project was moved under our sponsorship in 1979. We felt that the SRDS had been running a very good project and we wanted to continue their philosophy. It was really at the suggestion of Chuck Troha that we started an interagency agreement with the National Bureau of Standards (NBS) to further go into the field modeling as well as zone modeling. We also suggested redirecting the Dayton work more to a postcrash fire scenario, and Dick Kirsch requested our involvement in material burning at Jet Propulsion Laboratory (JPL) under Dr. Kumar Ramohalli. FAA math modeling is a continuous program going back to 1974. Our philosophy on modeling is very much the same. It just happens that as we learn more, we do things somewhat differently.

There are five tasks that concern us this year. First of all, we are interested in detailed input into a zone model like DACFIR. A zone model is like a bathtub upside down filling up. The aircraft cabin is like a long pipe and the hot layer spreads along the ceiling. There are considerable heat losses and changes as the hot layer from a fire moves along the cabin. We are interested in further development of smoke layer motion at the ceiling, and the gas dynamics in detail.

The second point we are very much interested in is thermal impact at openings. This has been fairly well described in what you saw earlier. The major threat from the external pool fire to an intact fuselage is through an opening. The equivalent surface temperature of fire is of the order of 1800 or 1900 degrees F and the radiative heat flux to any materials inside is spectacular. We want ultimately to get more understanding on what possibilities we would have of hardening the doorway. We also want to know at what rate the material fire is developed in that area from such huge heat fluxes.

The third point we are very much interested in, based on experimental work here at the Technical Center over the last three years, is the effect of wind on fire plume. Given an external pool fire, the wind and door opening configuration is the predominant factor regardless of the material involved. We have asked NBS to look into the pressure distribution around the fuselage next to a pool fire. If the wind is blowing over a fuselage with one door behind the fire and the other door facing the wind, the wind will drive through the aircraft and blow everything back out into the fire. We would like to get some quantitative analyses on this phenomenon. Clearly, when a fire burns at a door, the stagnation point there will be lost. We don't have any idea of the magnitude or why this is, but this controls the ventilation within the aircraft during the fire. We feel that this is a very important point.

Item number four that we are working closely with NBS on is correlation. We do a lot of small-scale testing and we do a lot of large-scale testing. Like everybody else, we have problems with correlating small-scale tests to large-scale tests. This is on our mind very much right now.

The fifth item that we are looking at and are very interested in is actually the mechanisms of burning and flame spreading over aircraft type materials. We are working through NASA and with NBS on this topic. It is hard enough to study the flame spread and burning mechanism with a simple and uniform material like plexiglass. The aircraft materials have fire retardants and are often laminated one way or another. The existing data and test methods are insufficient for aircraft materials. It is mandatory that we get some answers soon in this area.

Those are the five areas that we are interested in at this time in math modeling. I would like to reinforce some things that Gus Sarkos presented to you. We are spending something on the order of 15 to 20 percent of our cabin fire safety budget on math modeling because it is important. We have a lot of other high priority obligations. An aircraft cabin has the shape of a long tube and is packed with plastic materials (side walls, ceiling, carpet, and seats). Furthermore, it is densely populated with people. A huge heat source is an external pool fire. I will give you an example of how severe this pool fire can be. When we did small-scale tests, we ignited a pan with around five gallons of fuel. I could not get close to that pan. A 747 taking off with its total fuel has close to 50,000 gallons. I can't in my mind imagine what kind of fire you could make with that amount of fuel. That is something we want to hammer in. It is a very serious heat source. We do know wind and door openings are important but we are not too comfortable with our understanding of the relationships to fire.

There are two different aircraft fires. The in-flight fire problem is to put it out before it gets severe. But if it gets severe, nobody can get out. The postcrash fire is a very rapid developing fire and everybody has to get out very quickly.

I would also like to say a few things about the aircraft materials burning phenomena. The composite panels do not burn so well. They may cook out and disintegrate and fall. Other than the panel outer layer, the rest of the panel components do not burn heavily. The carpet, as long as the fire is not coming from underneath the aircraft or from the cargo area, is generally pretty flame resistant. The urethane seats with various coverings right now seem to be the big factor in a fire. The materials which are placed in different orientations suffer from different exposure conditions. Their behaviors are quite different even under the same overall test conditions.

There are two final remarks about the aircraft configuration. The cabin is a longitudinal one. Great buoyancy forces are difficult to be generated, as compared to that from an enclosure fire. Also, it is pressurized for the in-flight fire. These can have effects on an analysis.

I would like to say a few words now about what we are ultimately looking for. Like everybody else, we would like to have perfect math models which would predict everything. We really don't believe that will be the case. Right now we are interested in separately looking at gas dynamic development and material burning phenomena. In the future, we would like those to be bridged. That is, once you know what is happening within the fuselage, you can start saying what you know about materials behaviors under various exposures. That is a little further downstream.

We are interested now in whatever test models are available and use them in our test programs. We want to know that we are making the right measurements in the right places. The FAA wants to develop new standards, which have to be very defensible. Our C-133 test represents

only one scenario. One way or another the validity of that scenario has to be demonstrated either by mathematical solutions/small-scale tests or by logical arguments. We need mathematical modeling to give us a better handle on the type of situations that can occur and possibly what we can do about them.

We are interested in mechanical type countermeasures. For instance, in the case of the wind caused pressure distribution, we could have ventilation countermeasures. In the case of better elucidation of fire in the doorway, we might be able to give a rational basis for fire hardening procedures. If we can get a better handle on the mechanisms of burning, we might be able to design better material. There is one effort we are involved in now that might lead to such a solution.

In summary, we need the modeling to expand our scenarios, to find the key test parameters that we should be looking at, and to correlate small- and full-scale tests. I would like to say aircraft materials are very good now. It is the magnitude of the postcrash fuel fire and also the lack of egress capability in an in-flight situation that makes the aircraft fire still a terrifying situation to think about. Any kind of elucidation we can get theoretically or experimentally I hope we can put to good use.

DACFIR MODEL WORKSHOP

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## DACFIR MODEL WORKSHOP

Charles MacArthur  
University of Dayton Research Institute  
Dayton, Ohio

The DAFIR Model, Dayton Aircraft Fire Model, is in its third version. Even though this program has been going on for some time, this third and final version was just developed within the last three months. It still has some testing and perhaps debugging to be done, but the results to date are very encouraging. The handout packages contain equations, assumptions, results, etc., all pertaining to this third version.

The computer program at this point is in good condition and can be distributed for those who wish to get a copy of it. I believe that FAA will make these available in a very short time. The report on this third version of the program and the computer listing, in a tabular form, will be available within a month or a month and one-half after the FAA review is completed.

At the very start of this program, the specifications for a computer model on aircraft cabin fires were laid out in the statement of work. The objective of the model (Figure 1) was to assess the smoke and toxic gas accumulation in the cabin resulting from an exterior fire. As you have heard earlier, the situation has changed. The FAA is more interested in the exterior fire and its effect on the interior materials. When we started the program, the emissions scenario was an interior ignition which might be a ruptured fuel line through the floor or a spilled flammable liquid in the interior, and the effect of the interior material on survivability. We did not formulate the problems by starting with the first principles of thermodynamics. It was not possible then and still may not be possible now. We were looking for a practical first-cut engineering solution to predicting the survivability of the cabin. The emphasis was on the practical method and the method that could be used for safety decision making.

## OBJECTIVE OF THE CABIN FIRE MODEL

- Develop an Analytic/Numerical Technique to Assess the Smoke and Toxic Gas Accumulation within an Aircraft Cabin Resulting from an Interior Fire
  - Method Should be Practical in Terms of Computer Time and Storage Requirements and Amount of Input
  - Method Should Produce Results Directly Applicable to Safety Decision Making
  
- Starting Information (Input Data) is Obtained from Laboratory Scale Flammability and Toxicity Test Data on Cabin Interior Materials

A very important part of our model is that it uses the materials flammability behavior from the laboratory scale test data. It was not clear in the objective of the model which particular test result should be used so we had some leeway in choosing the test result. The model was a way of correlating mathematically the small-scale test with the large-scale test.

Figure 2 shows a sketchy overview of what the computer model does. The model takes input information about the cabin, about the materials, and about the particular ignition scenario as input and produces histories of the gas compositions and temperatures of the cabin atmosphere. It does predict in a simple fashion the regions of fire spread damage. The model consists of two main parts. A fire spread part which attempts to predict the amounts of materials that are affected by the fire burning as a function of time, i.e., the development of the interior fire. The other main part is gas dynamics simulating the cabin atmosphere motion and combustion products accumulation in the atmosphere as the fire progresses.

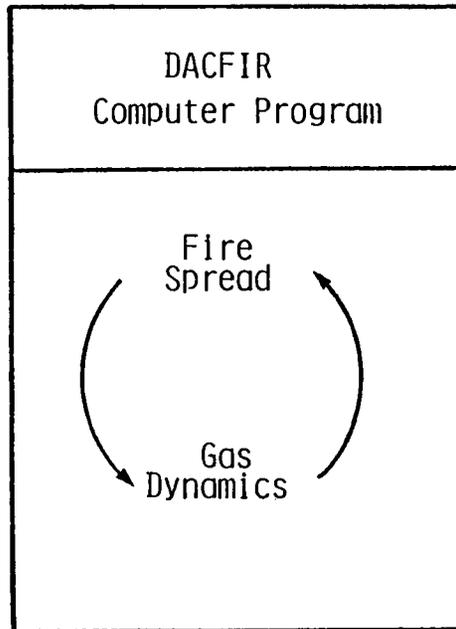
The cabin atmosphere model in version three is a zone model. As shown in Figure 3, the cabin is divided into two zones. The upper zone contains the accumulation of the combustion products. The lower zone is primarily uncontaminated air which gets pumped into the upper zone through the actions of flames and plumes, etc., in the cabin. The lower picture in Figure 3 shows a rough cross section of the cabin to emphasize that we compute temperatures and species mass fractions. We do computations on the temperature and composition for both zones. This is not really that important for the lower zone in this version, but the program is set up to handle any future development that might occur, in particular, mixing between the zones.

The fire spread part of the model, covers a section of the cabin. We do not attempt to predict the involvement of the materials over all of the interior surfaces. This is mainly to economize the computer

DAYTON AIRCRAFT CABIN FIRE MODEL

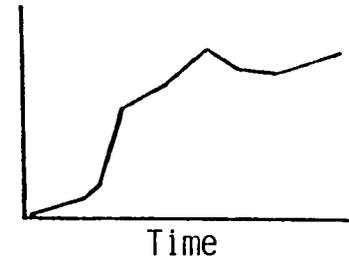
INPUT

- Cabin Geometry
  - Dimensions
  - Interior Surfaces
  - Size & Location
  - Materials ID
- Materials Data
  - Flame Spread Rates
  - Heat, Smoke, & Gas Release Rates
  - Transition Times
- Ignition Scenario
  - Initial Fire Size & Location
  - Ventilation



OUTPUT

- Histories of Composition and Temperature of the Cabin Atmosphere



- Regions of Fire Spread and Damage

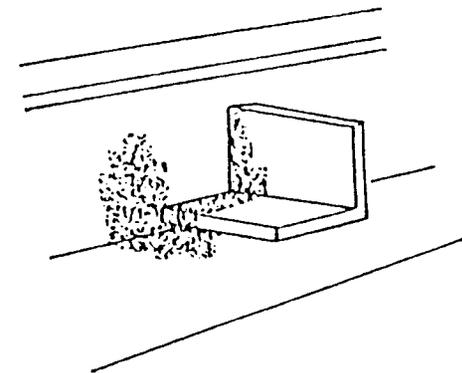
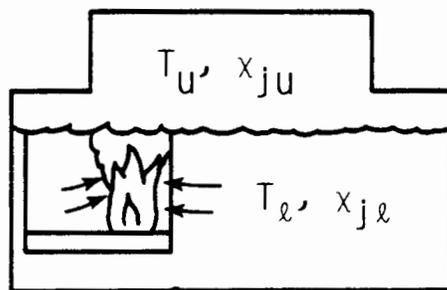
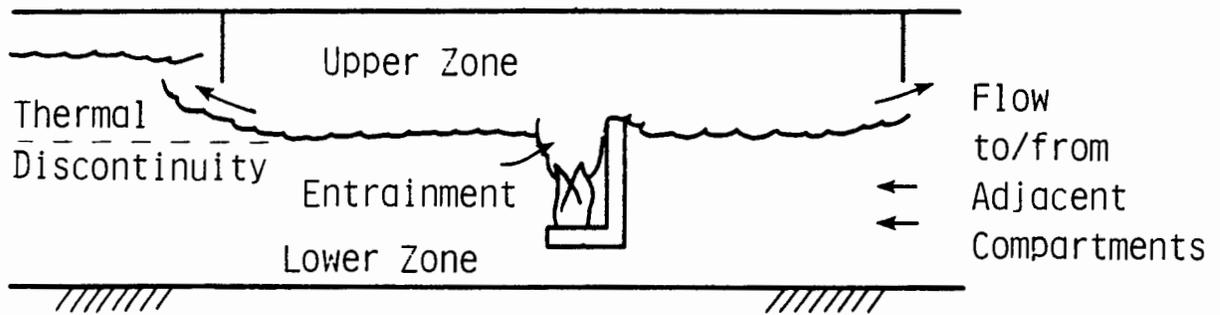


Figure 2



Zone Model of the Compartment Atmosphere

Figure 3

code and run time. Also, in most of the situations when the interior materials are involved, the flame will not spread over the materials beyond two or three seat row sections from the origin of the fire before the interior of the cabin is really not inhabitable at all. We are not trying to predict the development of the fire up to flash-over or a fully developed compartment fire, but only that first three, five or maybe ten minutes during which people may still be able to escape and conditions haven't become intolerable yet. It is the objective of the model to predict the time at which the cabin becomes unsurvivable.

Figure 4 shows a very crude, but effective, presentation of the cabin interior. The seats consist of horizontal and vertical planes in L-shape. The surface of these planes is divided into square regions which are named fuel elements. The method of computing fire spread in the program is through a method of tracking these elements from the undisturbed state into a flaming state or a smoldering state then into a burned out state, etc. It is a discrete step-by-step description of fire behavior from the materials. It is an oversimplification, but a good first cut, in handling the very complex geometry of a cabin interior with furnishings.

The cabin interior surfaces were divided into square regions. The dimension of these squares was one-half foot, mainly because it was a convenient length scale for the interior of the cabin and also it did not really create an excessive amount of computer storage. The program could be refined to have smaller element sizes to predict areas more precisely, but one-half foot is a good practical compromise right now.

Figure 5 shows how the development of the fire is tracked in the computer model by adding the shaded squares which are regarded as being on fire and being a source of heat and smoke and gas emissions. These elements (burning or burned out) are determined by the particular material data supplied to the program inputs. These geometric regions

DACFIR REPRESENTATION OF CABIN INTERIOR

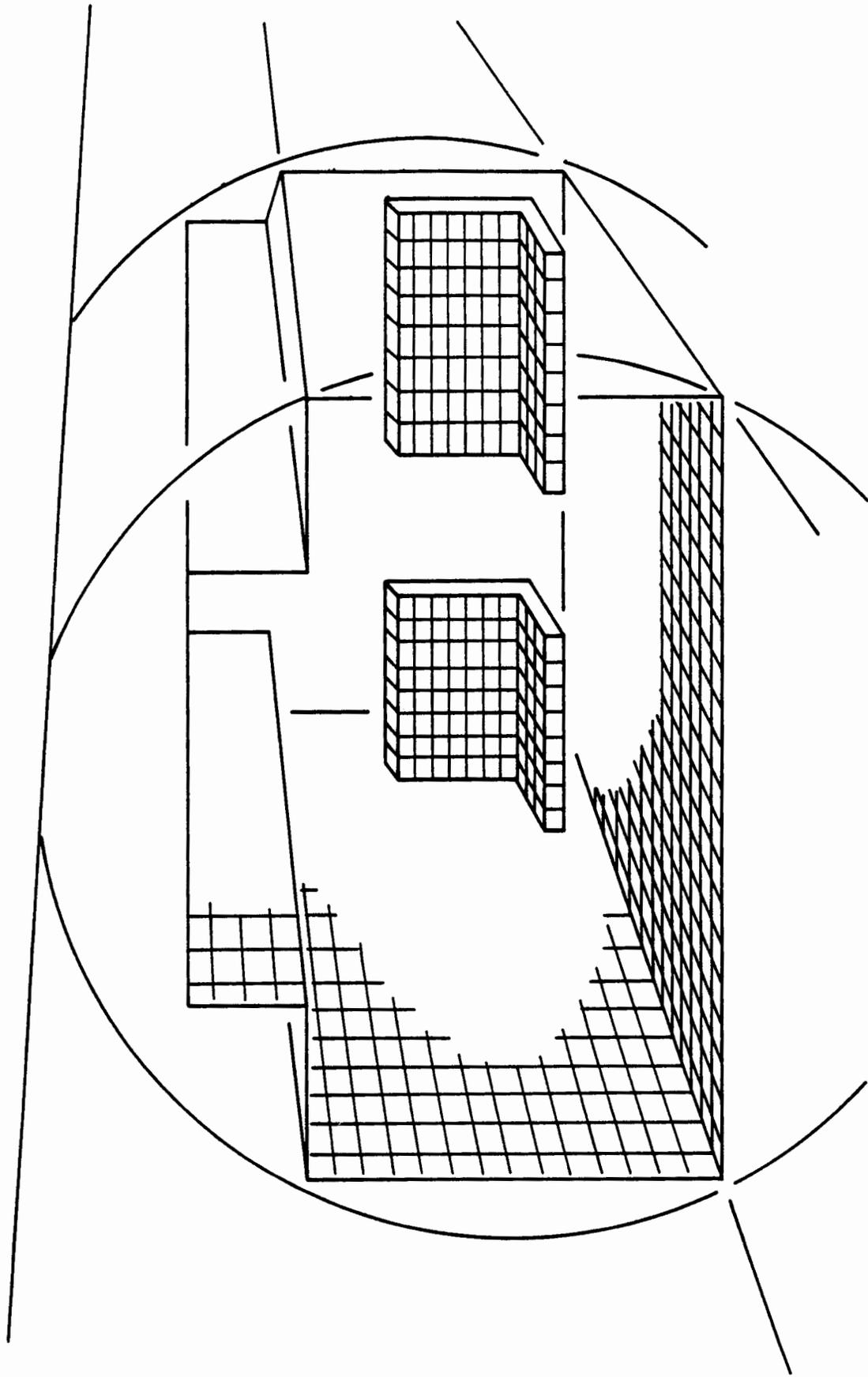


Figure 4

# TRACKING THE FIRE SPREAD

Groups of Flaming Elements form Fire Bases

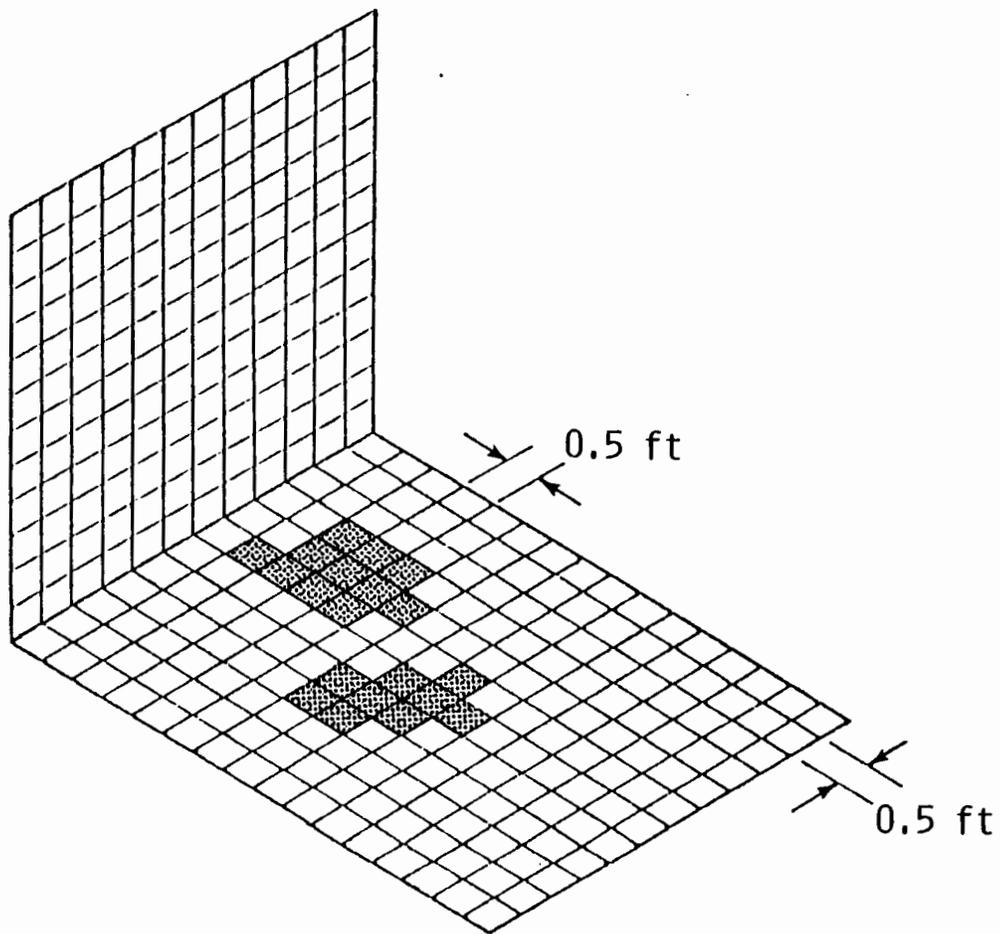


Figure 5

then are the sources of combustion that is fed into a subprogram cabin atmosphere to determine smoke development and gas compositions.

DACFIR Version 3 has a major refinement and improvement over the earlier versions. As shown in Figure 6, the model is designed to simulate fire in a cabin which has one to four compartments. Earlier versions just considered the cabin as one long room. In DACFIR-3, one room can be divided into four rooms attached linearly along the cabin and each of these compartments may have one to six vents or doors or escape hatches or openings to the exterior or through the dividers to one another. DACFIR-3 has retained the capability in DACFIR-2 of handling prescribed flows at doors. This was used to compare the model to test data in which one or more of the doors had a forced flow from the floor. The user is allowed to specify the temperature and composition of this inflow gas (at least one vent). This is a first step in being able to have the model simulate the effect of the exterior fire.

The computer program in DACFIR-3 is considerably different from the earlier versions (Figure 7). The earlier versions used a very primitive method of integrating the equations of the model cabin atmosphere. A very good technique which was used in the Harvard Computer Fire Code-3 is implicit (trapezoidal rule) integration of the atmosphere equation using the Newton-Raphson technique. I am really surprised at the stability and reasonable economy of this technique over the other integration methods. DACFIR-3 adopted a modular construction, at least in the cabin atmosphere part of the program. The model was designed along the lines of the Harvard code and other codes developed in the fire mathematical modeling workshop group. The subroutines that contain the modules can be independently removed and replaced if necessary. DACFIR-3 is a computer program that is easy to maintain, and will be easy to upgrade when future improvements in zone modeling are available.

An overall flow chart of the computer code is shown in Figure 8. Essentially, there are two parts, i.e., the flame spread part and the

### DACFIR VERSION 3

- Cabin may be divided into one to four compartments by partitions (class dividers)
- One to six vents (doors, emergency exits) may connect each compartment with others or the exterior
  - Flow rates, directions, and gas properties may be specified at each vent, or they may be computed as part of the cabin atmosphere model
  - As a special case, flow of fire gases in through a vent can be specified

## DACFIR VERSION 3 COMPUTER PROGRAM

- Implicit (trapezoidal rule) integration of cabin atmosphere governing equations using the Newton-Raphson method provides stability with reasonable economy
- Modular construction and internal documentation makes the code easy to understand, maintain, and upgrade

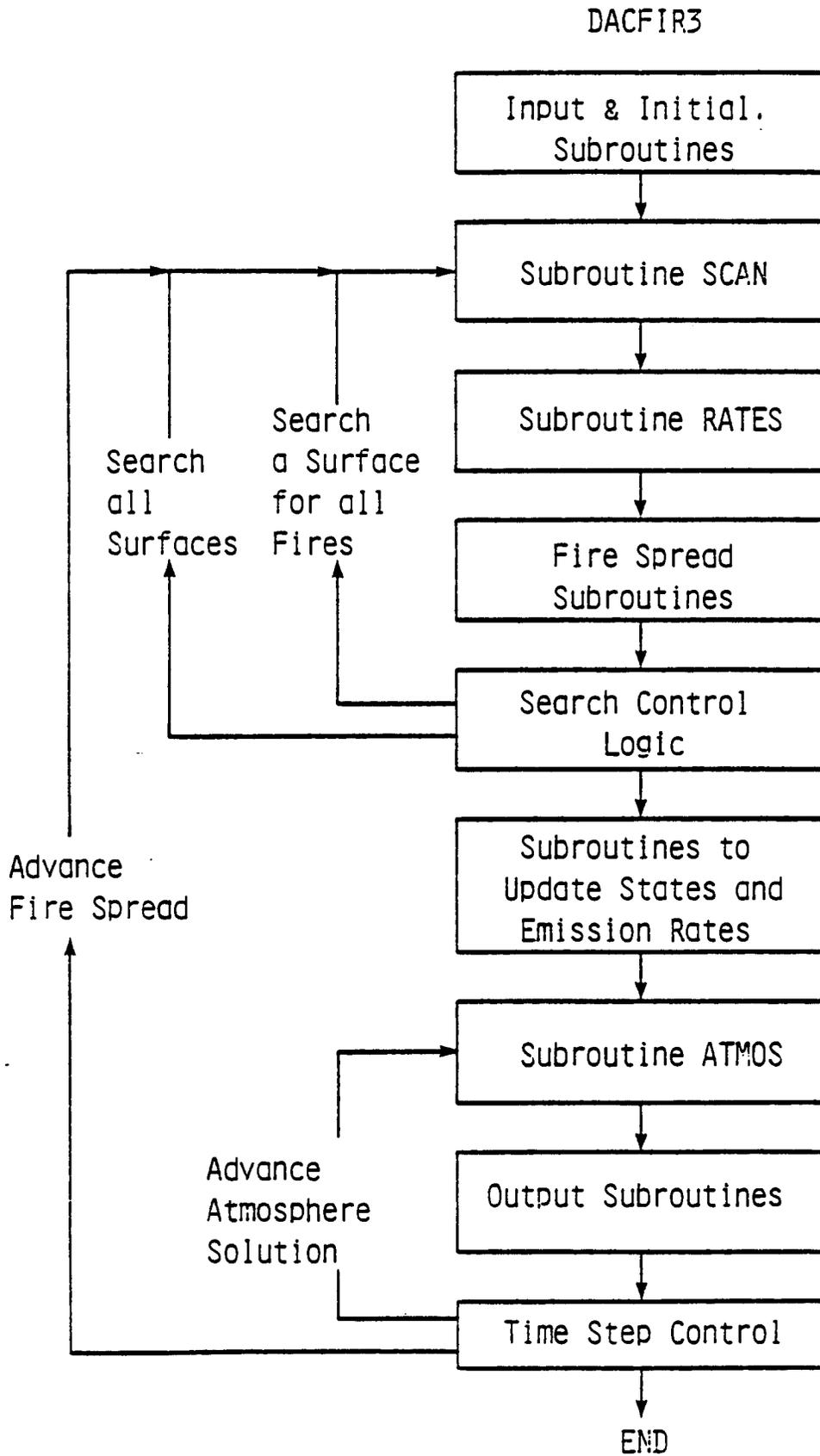


Figure 8

gas dynamics part. Subroutine "ATMOS" is the controlling part of the computer program for the cabin atmosphere model. The differential equations of fire physics were integrated at a relatively small time step. A cumulative structure for the program was used. The integration of fire physics equations can be advanced independently relative to the flame spread subroutines. The flame spread subroutines scan all elements and determine which elements are ignited and which elements are burned out, etc.

DACFIR-3 uses a zone model approach which is patterned after the model developed by Prof. Emmons and Dr. Mitler of Harvard and Dr. Quintiere's model at NBS. DACFIR-3 uses a two-zone concept to model fire enclosure. It deals with multiple compartments. Figure 9 shows two compartments in a cabin. Each compartment has an upper and a lower zone. The computer program will allow fires to exist within the lower zone or the upper zone. It is convenient that the upper zone was brought down through the plume to the fire base. Dr. Quintiere documented this idea. From a conceptual standpoint, it minimizes the problem about the interface between the plume and the zone. The variables for these gas zones are temperatures, density, and the compositions. Shown in Figure 9 is a particular case where a flow exists, not only between compartments on the right but also on the left through an open door to the exterior. A flow out of the door and return flow into the lower zone are also seen in the picture.

Figure 10 is a list of the variables of the atmospheric model. In particular, a pressure for the entire compartment is calculated and used as a single reference pressure. Conservation equations are shown in Figure 11.

Another new feature of the DACFIR model is the very simple global one-step model of combustion chemistry which is shown in Figure 12. One of the problems in testing is an understanding of what the mass fraction of water vapor might be in the gas. In certain situations,

Gas Zone Control Volumes and Mass Flows

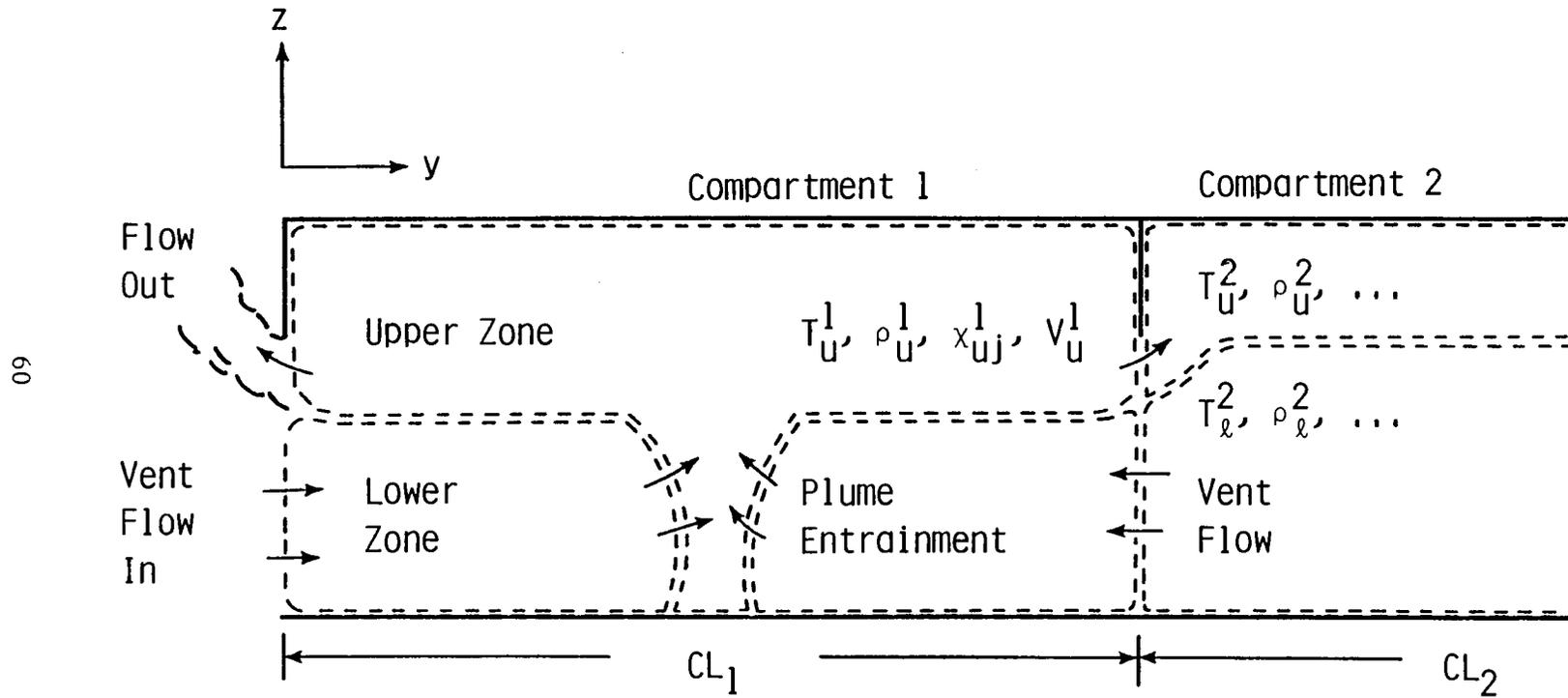


Figure 9

VARIABLES OF THE CABIN ATMOSPHERE MODEL

Variable	Symbol
Lower zone species mass fractions (j values)*	$x_{Lj}^i$
Upper zone species mass fractions (j values)	$x_{Uj}^i$
Pressure	$p_f^i$
Lower zone density	$\rho_L^i$
Upper zone density	$\rho_U^i$
Lower zone temperature	$T_L^i$
Upper zone temperature	$T_U^i$
Lower zone volume	$V_L^i$
Upper zone volume	$V_U^i$
Thermal discontinuity position	$Z_d^i$
Materials surface temperature**	$T_{sk}^i$

\* Minimum value of j is 5 and the maximum 11

\*\* Minimum value of k is 1 and the maximum 20 per compartment

Figure 10

## CONSERVATION EQUATIONS

### Conservation of Mass

$$\frac{d}{dt} M_u^i = \sum_{\text{vents}} G_{vu}^i + \sum_{\text{plumes}} G_p^i + \sum_{\text{fires}} G_f^i$$

$$\frac{d}{dt} M_\ell^i = \sum_{\text{vents}} G_{v\ell}^i - \sum_{\text{plumes}} G_p^i$$

### Conservation of Species

$$\frac{d}{dt} (x_{uj}^i M_u^i) = \sum_{\text{vents}} x_j G_{vu}^i + \sum_{\text{plumes}} x_{j\ell}^i G_p^i + \sum_{\text{fires}} W_{jf}^i + \sum_{\text{smldrs}} W_{js}^i$$

$$\frac{d}{dt} (x_{\ell j}^i M_\ell^i) = \sum_{\text{vents}} x_{j\ell}^i G_{v\ell}^i - \sum_{\text{plumes}} x_{j\ell}^i G_p^i$$

### Conservation of Energy

$$\begin{aligned} \frac{d}{dt} (M_u^i c_p T_u^i) &= \sum_{\text{vents}} E G_{vu}^i + \sum_{\text{plumes}} c_p T_\ell^i G_p^i + \sum_{\text{fires}} \dot{Q}_f^i \\ &+ \sum_{\text{surfaces}} \dot{Q}_{cvn}^i + \dot{Q}_{rin}^i - \dot{Q}_{rout}^i \end{aligned}$$

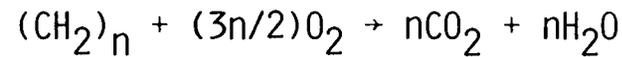
$$\begin{aligned} \frac{d}{dt} (M_\ell^i c_p T_\ell^i) &= \sum_{\text{vents}} E G_{v\ell}^i - \sum_{\text{plumes}} c_p T_\ell^i G_p^i \\ &+ \sum_{\text{surfaces}} \dot{Q}_{cvn}^i + \dot{Q}_{rin}^i - \dot{Q}_{rout}^i \end{aligned}$$

Figure 11

## OXYGEN CONSUMPTION AND PRODUCT EMISSION

### Assumptions

- All combustion is characterized by



- Negligible contribution to the total gas mass by the "trace" species: CO, HCN, HCl, smoke, ...
- Mass consumption rates of burning materials estimated from input rate of heat release and heat of combustion

$$\dot{M}_k'' \approx \dot{Q}_k / \Delta H_{ck} \quad (\text{kth material})$$

Source terms in the species equations (major species)

$$w_{\text{O}_2} = -\sum_k \gamma_k \dot{M}_k'', \quad w_{\text{CO}_2} = \sum_k (44/\omega_k) \dot{m}_k'', \quad w_{\text{H}_2\text{O}} = \sum_k (18/\omega_k) \dot{m}_k''$$

Figure 12

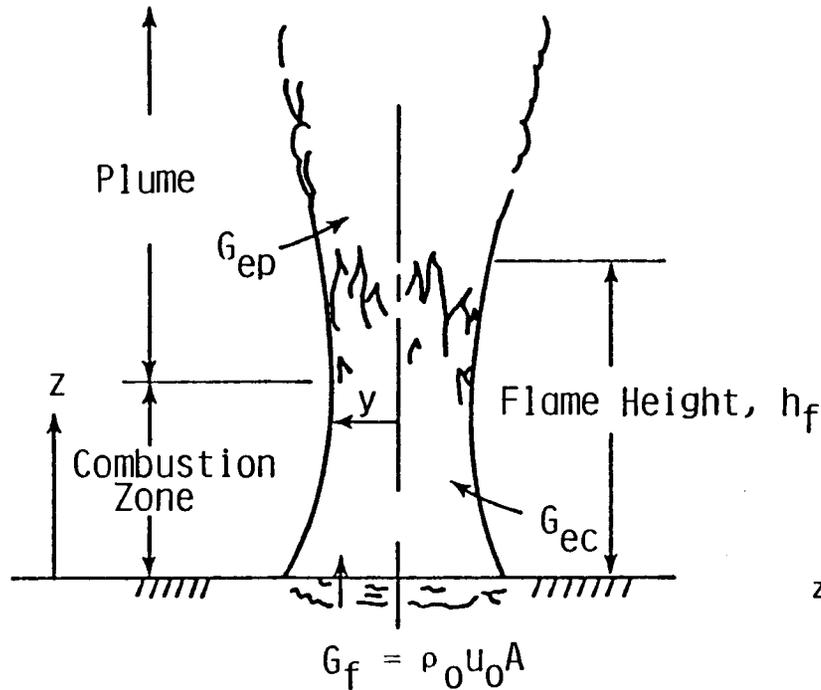
some acid gases might be scrubbed out by condensing water vapor. This inspired the idea of using a very simple combustion model for all fuels, even the polymers that contain constituents other than carbon and hydrogen. This reaction is the source term in the species conservation equations for oxygen, nitrogen,  $\text{CO}_2$ , and  $\text{H}_2\text{O}$ , and fuel vapor.

DACFIR-3 deals with only four species with the fuel vapor mass fraction set to zero. It is not assumed that there is any unburned fuel vapor existing in the plume or in the upper and lower zones. It is assumed that immediately as the fuel vapor touches the surface of the upper zone control line, it is completely reacted and the products are carried throughout the upper zone. The computer program is structured to have a non-zero fuel vapor mass fraction in the upper zone.

One of the unfortunate things we don't know about is a measure of mass burning rate as a function of anything. The test data that we use is a derivative of that fundamental quantity in terms of heat release rate and product release rate. We can estimate what that mass burning rate is and use that in the species terms by taking the heat release rate and dividing it by heat combustion for materials.

Flame and plume entrainment is a problem that has haunted zone modelers for a long time. At a lower zone, air is entrained into the plume. It travels in the upper zone and dilutes the combustion products. An air entrainment model first introduced by Prof. Steward in Combustion Science and Technology, 1970, and refined by Dr. Fang of NBS is used in DACFIR-3, shown in Figure 13. This model does differentiate between the combusting zone with heat generation and the plume without heat generation above combustion zone. There are two entrainment constraints. The mathematical formulations are also given in Figure 13. This is a classic example of a part of the model which can be removed easily as one subroutine and could be replaced with another.

## FLAME AND PLUME ENTRAINMENT



(Steward, Comb. Sci. and Tech., 1970)

(Fang, NBSIR 73-115, 1973)

Parameters  $\rho_0, u_0, \gamma, \Delta H_C$

$$y_0 = 2A/P$$

$$\omega = [\gamma c_p T_\ell^i / (\gamma c_p T_\ell^i + x_{\ell O_2}^i \Delta H_C)]$$

$$z_s = 1.49 E_c^{-4/5} [\omega / (1-\omega)]^{1/5}$$

$$\cdot (\omega \rho_\ell \rho_0 + \gamma / x_{\ell O_2})^{2/5} (\rho_0 u_0 / \rho_a \sqrt{g y_0})^{2/5}$$

$$G_{ec} = A u_0 \rho_\ell \omega [0.673 E_c^{4/5} \omega^{-3/5} (1-\omega)^{1/5} (g y_0 / u_0^2)^{1/5} z / y_0 + 1]^{5/2} - 1$$

$$G_{ep} = A_s u_s \rho_\ell \cdot [1.09 E_p^{4/5} (g y_s / u_s^2)^{1/5} (1-\rho_s / \rho_\ell)^{1/5} (z-z_s) / y_s + 1]^{5/3} - 1$$

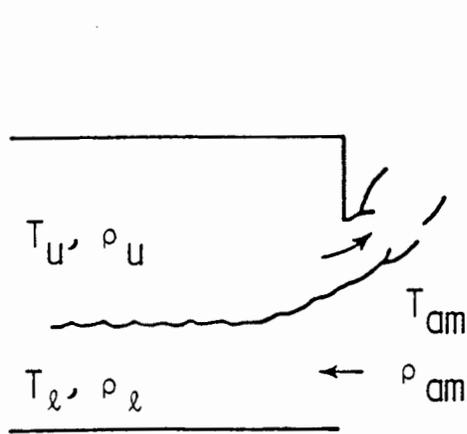
Figure 13

The other major new item in DACFIR-3 is a vastly improved method of calculating the pressure and buoyancy driven flows through compartment vents. This is a method that has been used by others, particularly Harvard researchers and Prof. Tanaka. The basic idea is to use the hydrostatic law to compute the pressure variation across from either side of the vent opening and then compute the flow through the opening from the orifice equation knowing the pressure difference. In earlier zone models, one fixed the pressure in the floor to be the ambient pressure and all of the flow or most of the plume was due to the difference of pressures due to buoyancy. In DACFIR-3, the pressure at the floor is a variable also. A pressure difference between two compartments at the floor could generate a pressure-driven flow. When there is a density difference between two zones and the rate of change of pressure with height differs, it leads to a situation where a neutral plane exists in the doors.

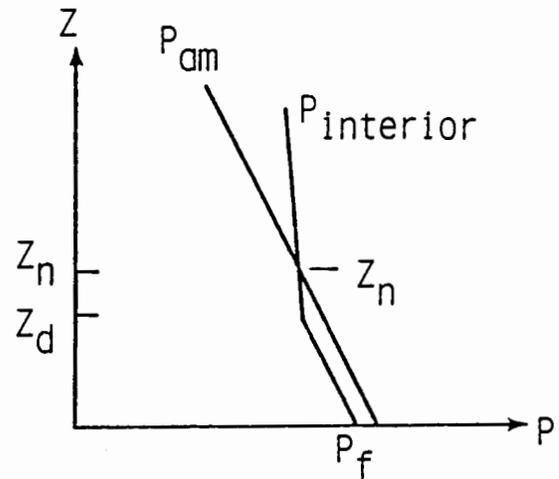
Figure 14, (a) and (b), shows flow from a single compartment to the exterior while (c) and (d) show flows between two compartments with the pressure profiles intersecting at several points. It means that there is a flow from compartment one to compartment two above a height and a reverse flow below. It is possible to have two flows between the upper zones. This is possible, but I can't say I have ever seen it in any of our test runs. I am not sure anyone ever will, but the program is set up to handle this very complicated situation.

Figure 15 shows vent flow computations. The formulation is no different from that presented by Prof. Emmons in 1978. Our method of solution is a little unique. Rather than a very complicated logic tree to select certain formulas, we have taken the hydrostatic law which is the pressure as a linear function of height, that breaks at the thermal discontinuity position in each compartment. Take  $P$  as a function of  $Z$  and find the intersections of the pressure profiles in each compartment. We solve those equations and then we decide whether those neutral planes are physically possible. For example, some

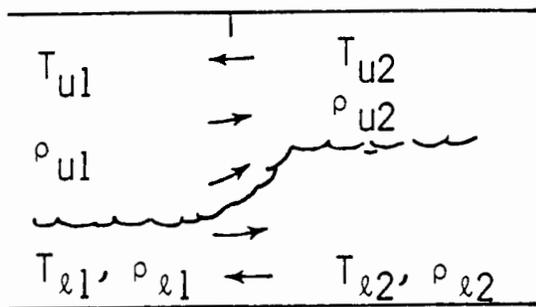
PRESSURE AND BUOYANCY DRIVEN FLOWS THROUGH COMPARTMENT VENTS



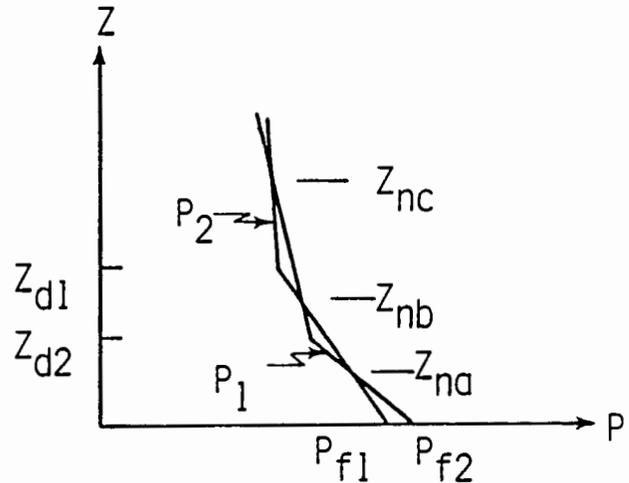
(a)  
Flow



(b)  
Pressure Profile



(c)  
Flow

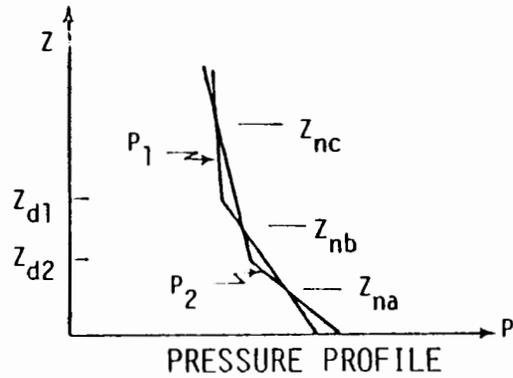


(d)  
Pressure Profile

(a) & (b) Single Compartment Flow to Exterior  
(c) & (d) Flow Between Two Compartments

Figure 14

VENT FLOW COMPUTATIONS



Hydrostatic Law -

$$P_1(z) = P_{f1} - \rho_{l1}gz \quad z \leq z_{d1}$$

$$P_1(z) = P_{f1} + g(\rho_{u1} - \rho_{l1})z_{d1} - \rho_{u1}gz \quad z > z_{d1}$$

$$P_2(z) = P_{f2} - \rho_{l2}gz \quad z \leq z_{d2}$$

$$P_2(z) = P_{f2} + g(\rho_{u2} - \rho_{l2})z_{d2} - \rho_{u2}gz \quad z > z_{d2}$$

Pressure Differences -

$$0 \leq Z < Z_{na} \quad , \quad \Delta P = \Delta P_1(Z)$$

$$Z_{na} \leq Z < Z_{d2} \quad , \quad \Delta P = \Delta P_2(Z)$$

⋮

Mass Flow Rates

$\Delta P$  Constant

$$G_k = \sqrt{2} C_{\Delta x} (\rho \Delta P)^{1/2} (z_k - z_{k-1})$$

$\Delta P =$  linear function of  $Z$

$$G_k = (2\sqrt{2}/3) C_{\Delta x} \rho^{1/2} (1/a) [(\Delta P(z_k))^{3/2} - (\Delta P(z_{k-1}))^{3/2}]$$

$$a \equiv [\Delta P(z_k) - \Delta P(z_{k-1})] / (z_k - z_{k-1})$$

Figure 15

intersections may occur below the floor level or may occur at very high values of  $Z$ --higher than the ceiling of the compartment. Once we have decided whether there are any neutral planes in the door then we also check for the position of the thermal discontinuity. The resultant pressure difference is a piecewise linear function of the heights across the vent, either between two compartments or from one compartment to the exterior.  $P$  is a function of  $Z$  and this function is either constant when the densities are the same on either side or is a linear function of  $Z$ . In either case, it can be integrated analytically to obtain two expressions for the mass flow rate which is  $G_k$  as a function of the pressure difference. In the tests we have run so far, it ran pretty well. The whole subroutine was programmed into 100 lines of FORTRAN code.

QUESTION:

*Dr. Michael A. Delichatsios, Factory Mutual Research Corporation.*  
How do you know the pressure distribution?

CHARLES MacARTHUR:

I know the pressure at the floor, and I know the density and so all I need is the hydrostatic law to predict the pressure.

QUESTION:

*Dr. Michael A. Delichatsios, Factory Mutual Research Corporation.*  
If such flows exist, there are a lot of eddies. Would this change the flow completely?

CHARLES MacARTHUR:

Yes.

QUESTION:

*Dr. Michael A. Delichatsios, Factory Mutual Research Corporation.*  
Would the hydrostatic flow equations apply?

CHARLES MacARTHUR:

No. The hydrostatic law does not apply in the case where there is any velocity at all in reality. This is an approximation that needs relatively low speed flows. We can approximate the true pressure distribution by the hydrostatic law.

QUESTION:

*Dr. Michael A. Delichatsios, Factory Mutual Research Corporation.* Can a zone model take into account something that is really the providence of a field model--that is a precise calculation of the pressure and velocity fields at each point.

CHARLES MacARTHUR:

The zone models can't do that, but you brought up an important fact that I might have missed. There is work now being done at NBS on the mixing at the door where two relatively high speed flows in opposite directions with a very high shear rate occur at the thermal end of the neutral plane. There are eddies which promote mixing. That is how some of the upper zone products--temperature and species get mixed down in the lower zone. DACFIR-3 does not have a model of that mixing because, as I understand, there isn't really a model available. One of the reasons we do mass species and energy balances on the lower zone is anticipation of having a mixing at the door parameterized in a formula available so we can predict species concentrations in the lower zone.

QUESTION:

*Dr. John de Ris, Factory Mutual Research Corporation.* I would just like to comment. Mike brings up a point that I suspect is not an issue, but I think it has to get settled by looking at the Richardson number of those flows. One may be able to estimate at least in some crude way what the Richardson numbers would be here and I wonder if anyone has done that?

CHARLES MacARTHUR:

We knew this was in the wind and that is why we structured the third version this way. This will be discussed at the workshop on Friday and we will give you experimental data.

Our models of the heat transfer from the upper zone are admittedly very simplified, shown in Figure 16, because we can't spend a lot of computing time and effort into developing individual parts. The convective flow of the heat zone is just a simple constant film coefficient multiplying the area of the surface to which the convection is taking place and difference in temperature. I think the assumed sign is incorrect in Figure 16. The gas temperature would be higher than surface temperature in most situations, at least in the upper zone, so  $Q$  would be negative. In the computer code, the signs are kept in the right fashion. A major refinement, even though

## CONVECTION AND RADIATION

Convective Flow into  
a Gas Zone

$$\dot{Q}_{cvn}^i = hA_s(T_s - T_g)$$

Assumptions -

- $h = 5 \times 10^{-4}$  Btu/ft<sup>2</sup>-sec
- Gray gas absorption/emission by each zone
- Mean beam length approximation valid

Radiation Absorbed by  
a Gas Zone

$$\dot{Q}_{rin} = \epsilon\sigma \left( \sum_{\text{surfaces}} A_{sm} T_s^4 + \epsilon_n A_{td} T_{nz}^4 \right)$$

Radiation Emitted by the Zone

$$\dot{Q}_{rout} = \epsilon A_{surf} \sigma T_g^4$$

$$\epsilon = 1 - \exp[-(\sigma_s \chi_{smk}^i \rho + k_g)L]$$

$$L = 3.6 (\text{Zone Volume}/A_{surf})$$

Figure 16

convective loss to the surfaces is not one of the major heat loss terms in the energy equation, would be to have some better estimate of what the convection coefficient is. We have adopted a typical value for turbulent flow over a flat surface used particularly by Harvard. It is up in the air as to whether it is any good. Fortunately, the model is not too sensitive to convective heat losses. If we want to do some very careful analysis of the temperatures of materials and use the temperature of surfaces to predict flame spread rate, then we have got to go back and look at this convective loss term a little closer.

Radiation loss is one of our larger terms in most scenarios. The radiation absorbed by the gas zone,  $Q_{rin}$ , takes into account surfaces lining the zone in the first term and radiation from neighboring zones in the second term. Radiation emitted by the zone was calculated by using grey gas approximation with a mean beam length approximation. This is an equation which first appeared in Dr. Quintiere's work in estimating emittance using the smoke density and also an absorption coefficient for gas species and gas band radiation. The  $Q_{rout}$  term which is the total radiated energy by the upper zone to everything with  $A_{surf}$  being the total upper zone surface area.

In Figure 17, the equation of state or the gas law for each specie is given in terms of partial pressure or density. The conservation of volume for each cell and the interface height at the discontinuity are also given. The foregoing physics equations are used to calculate the gas dynamics in the cabin.

The numerical procedures for solving these equations are outlined in Figure 18. Trapezoidal rule integration of ordinary differential equations are coupled with the Newton-Raphson iterative method for a set of algebraic equations. This technique follows the latest developments by the Harvard University Fire Research Group and is very successful in terms of numerical stability and computer time usage.

Gas Law

$$P_f^i = \frac{\rho^i \bar{R} T^i}{\sum_j x_j^i W_m}$$

$$\rho^i = \frac{M^i}{V^i}$$

Conservation of Volume

$$V_t^i = V_u^i + V_\ell^i = \text{constant}$$

Discontinuity Height

$$z_d^i = f(V_\ell^i)$$

for Rectangular Cross Section

$$z_d^i = \frac{V_\ell^i}{C_h C_w}$$

Figure 17

NUMERIC SOLUTION  
OF THE CABIN ATMOSPHERE EQUATIONS

- Equation set is of the form

$$\frac{d}{dt}X_i = f(\{X_i\})$$

- Trapezoidal Rule integration

$$X_i(t+\Delta t) \approx X_i(t) + \frac{1}{2}[f(t) + f(t+\Delta t)]$$

- Solution of the resulting algebraic equation set by the Newton-Raphson iterative method. Estimate k+1 of the value of  $\{X_i\}$  at  $t+\Delta t$  is obtained from the kth estimate by

$$\{X_i\}^{k+1} = \{X_i\}^k - [J]^{-1} \{F_i\}^k$$

$$F_i^k = X_i^k(t+\Delta t) - X_i^k(t) + \frac{1}{2}[f(t) + f(t+\Delta t)]^k, [J] = \begin{bmatrix} \partial F_i \\ \partial X_j \end{bmatrix}$$

Figure 18

In order to calculate the surface temperatures of materials, three assumptions were made, as shown in Figure 19. The material properties are assumed homogeneous and the surface temperatures are assumed constant during an integration step. A simple Euler integration scheme is used to integrate the energy balance equation at the material surface (Figure 20).

The gas temperature becomes high and gives out heat to materials ahead and in the lower zone. These equations are given in Figure 21. The view factors are given in cabin geometry dimensions which are indicated in Figure 22. A Cartesian coordinate system was used in the model for convenience. Three dimensional indices are used to label the cells.

The seven element states are defined in Figure 23. The allowable transitions from one element state to another element state are shown in Figure 24. The computer code has a subroutine to determine which element state each cell is in. An element's transition from one state to another is governed by the properties of the material associated with the element and by the element's relationship to the fire in the cabin. A fire is defined by a set of continuous elements in state 3.

The rate at which a flame front propagates depends upon several factors. The factors considered in this program are the type of material at the edge of a fire, the size of fire, orientation of the surface, and the background radiation level. The flame spread rates for a given material are input data to the computer program and are in a tabular form as functions of heat flux (Figure 25). The heat flux to elements adjacent to flaming elements is calculated based on the size of an adjacent fire and the overall background radiation level. Three flame spread rates are associated with a vertical surface: vertical up, vertical down, and horizontal. One flame spread rate is associated with horizontal surfaces. The rates and directions are shown in Figure 26.

## MATERIALS SURFACE TEMPERATURES

### Assumptions

- Interior materials are thin slabs of constant thickness, density, and heat capacity backed by a thick insulation layer or negligible heat capacity and constant thermal conductivity.
- Materials surface temperatures may be considered as constant during a cabin atmosphere integration step.
- Lateral heat conduction is negligible; separate surface temperatures can be used for the parts of a surface in contact with each gas zone.

Figure 19

## MATERIALS SURFACE TEMPERATURES

Governing Equation

$$C_{m\rho} S_m \frac{dT_s}{dt} = \dot{q}_{rin}'' - \dot{q}_{rout}'' + h(T_g - T_s) - \frac{k_{in}}{s_{in}}(T_s - T_\infty)$$

Solution by single step Euler integration after the integration of the cabin atmosphere equations

## UPPER ZONE RADIATION TO MATERIALS

- To materials in contact with the upper zone

$$q_{zu} = [1 - \exp(-k_u L_u)] \sigma T_u^4$$

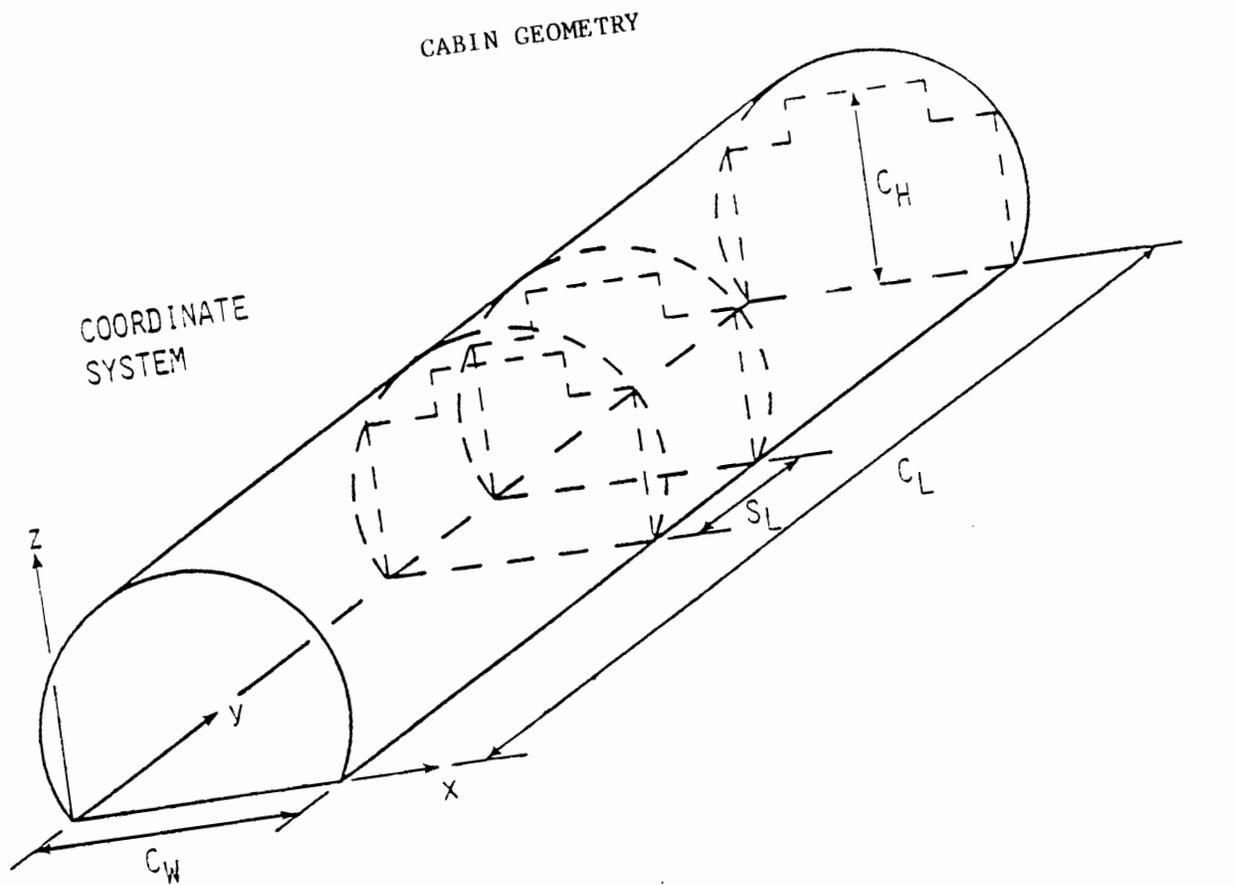
- To materials in contact with the lower zone

$$q_{zl} = \exp(-k_l L_l) F [1 - \exp(-k_u L_u)] \sigma T_u^4$$

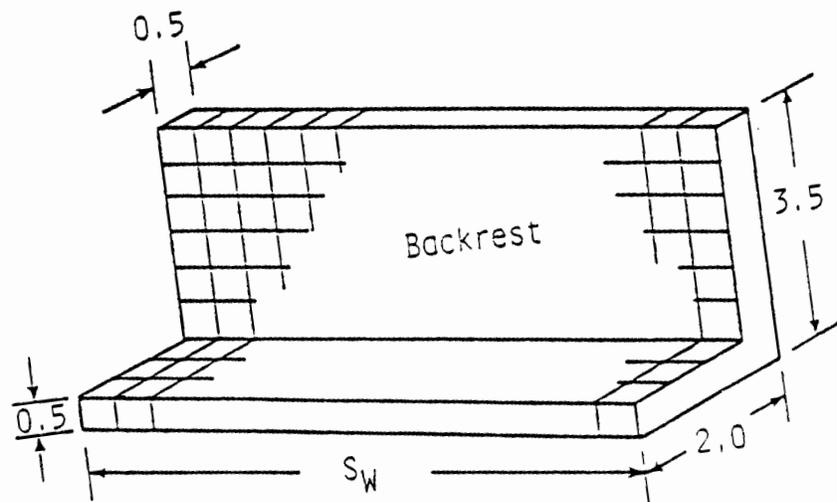
$$F = (2/\pi) [(a/A) \tan^{-1}(b/A) + (b/B) \tan^{-1}(a/B)]$$

$$A = C_w / 2Z_d, \quad b = C_l / 2Z_d, \quad A = (1 + a^2)^{1/2}, \quad B = (1 + b^2)^{1/2}$$

Figure 21



Forward



Seat Dimensions (ft.)

Figure 22

## ELEMENT STATES

### State 1 - VIRGIN

The element is in its virgin state; it has not been directly affected by the fire.

### State 2 - SMOLDERING

The element is undergoing nonflaming decomposition.

### State 3 - FLAMING

The element is undergoing self-sustaining combustion.

### State 4 - CHARRED

The element has burned out and will no longer smolder or burn.

### State 5 - HEATING, NO FLAME CONTACT

The element is receiving heat flux sufficient to cause it to smolder but smoldering has not yet begun.

### State 6 - HEATING, WITH FLAME CONTACT

The element is being touched by the flames of a fire but has not yet ignited.

### State 7 - SMOLDERING AND COOLING

The element began smoldering when the heat flux reached a specified level; the flux has now dropped below that level but the material is still smoldering.

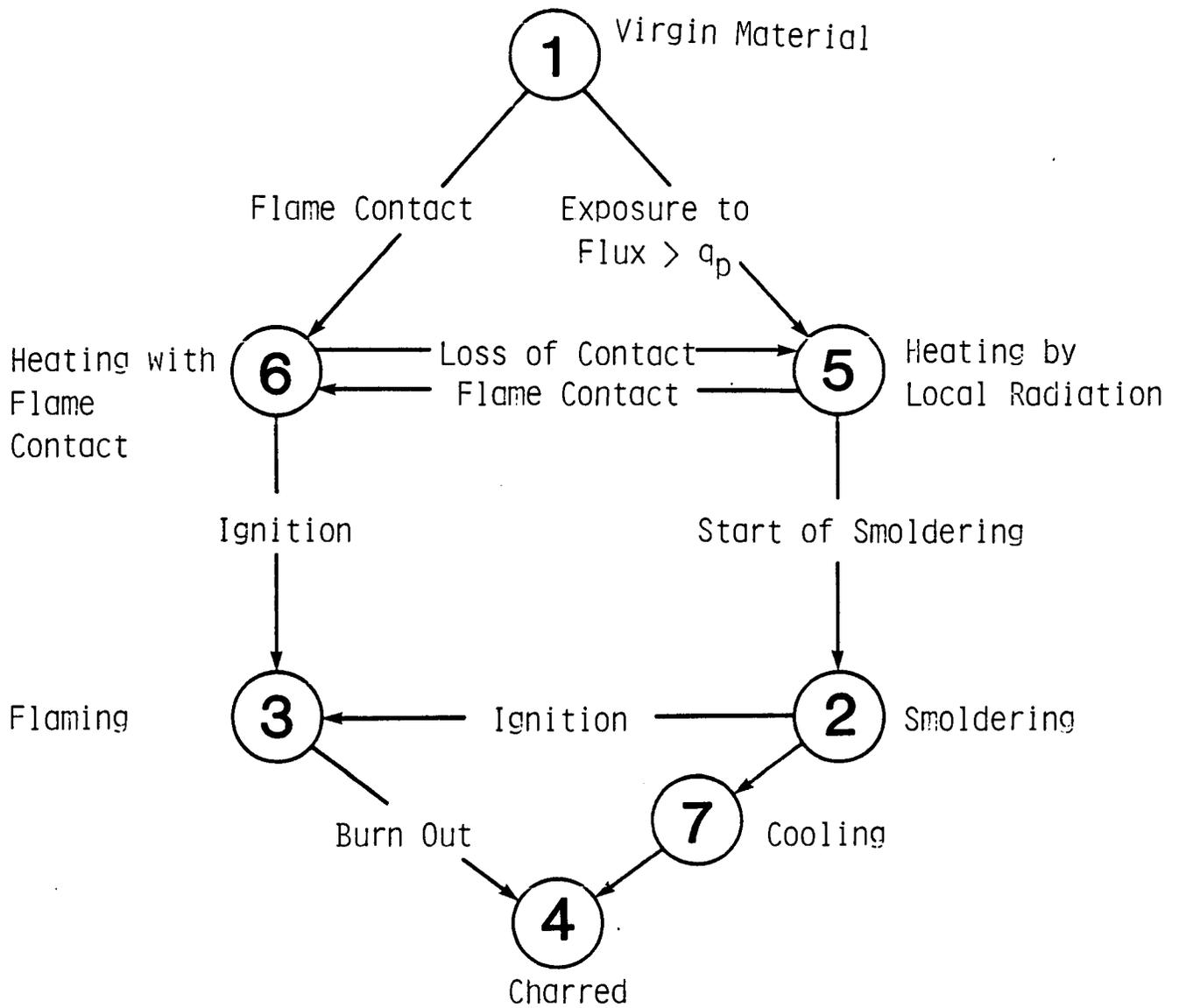


Figure 24

## INPUT DATA ON MATERIALS FIRE BEHAVIOR

### FLAMING PROPERTIES

All data given as tabular functions  
of applied heat flux for each material

- $f_h, f_u, f_d$  - Horizontal, Vertical  
Upward and Vertical  
Downward Flame Spread  
Rate (ft/sec)
- $r_h$  - Rate of heat release (Btu/ft<sup>2</sup>-sec)
- $r_{sf}$  - Rate of smoke release  
(Part/ft<sup>2</sup>-sec)
- $r_{fi}$  - Rate of release of the ith  
gas specie (lbm/ft<sup>2</sup>-sec)
- $t_f$  - Ignition delay with flame  
contact (sec)
- $t_{fc}$  - Time to burn out from  
flaming state (sec)

### SMOLDERING PROPERTIES

Single values for each material

- $q_p$  - Flux level to induce  
smoldering (Btu/ft<sup>2</sup>-sec)
- $r_{ss}$  - Rate of smoke release  
(Part/ft<sup>2</sup>-sec)
- $r_{si}$  - Rate of release of the ith  
gas specie (lbm/ft<sup>2</sup>-sec)
- $t_p$  - Smoldering initiation delay  
(sec)
- $t_{pc}$  - Time to smolder out (sec)
- $t_{pe}$  - Smoldering lag time (sec)

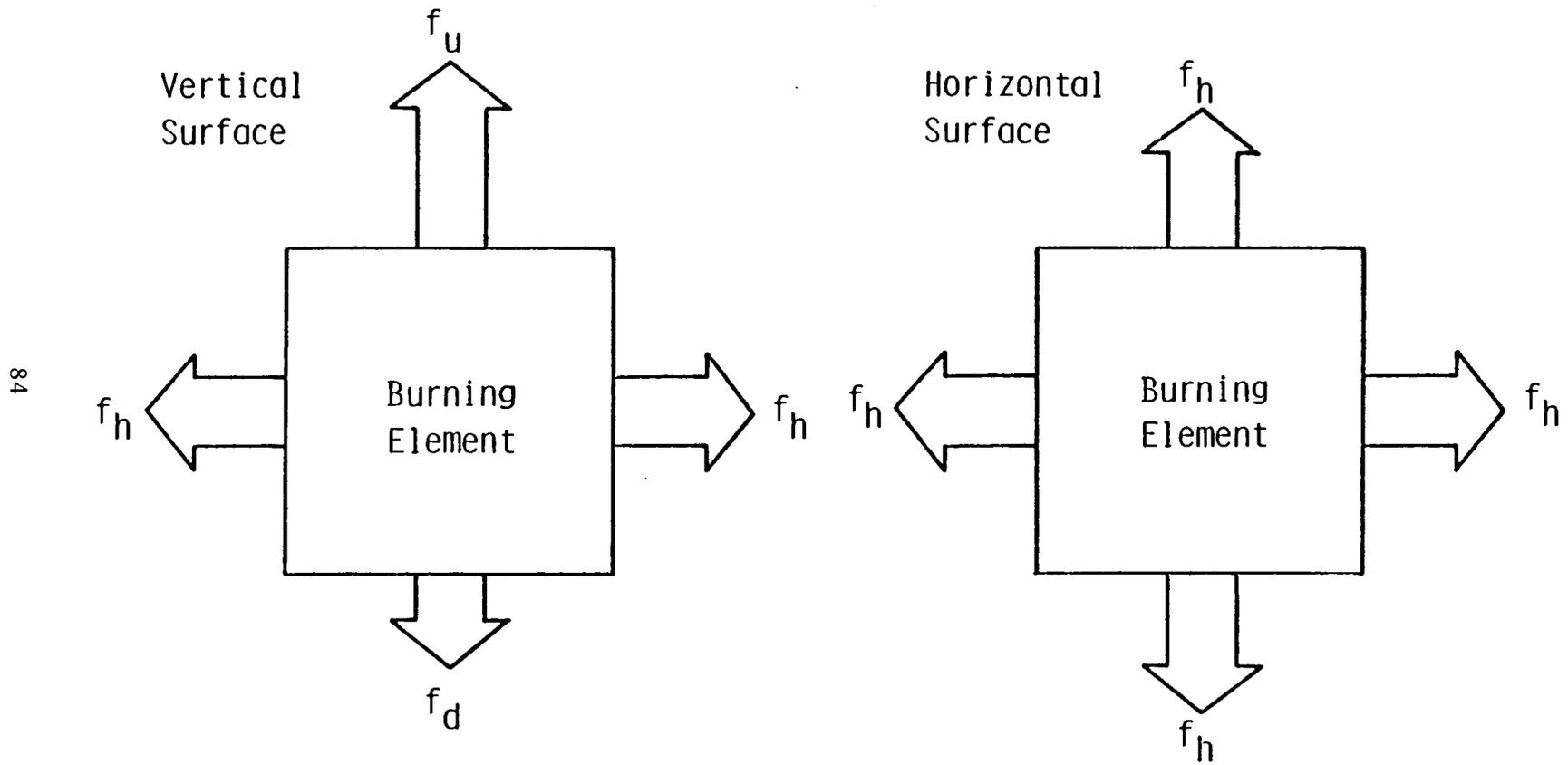
The flame radiation calculation is based on an equation derived by Dayan and Tien, Combustion Science and Technology, Vol. 9, 1974, pp. 41-47, for a cylindrically shaped fire on a horizontal surface facing upward. It is used in the present model to compute the radiation level at the edge of any fire base. These equations and the equations used for calculating flux levels are shown in Figure 27. The flame height is calculated with the equation derived by Steward and Fang and refined by Fang (NBSIR 73-115). The smoldering range is obtained from the model by Dayan and Tien, shown in Figure 28.

The statistics of computer program for DACFIR-3 are given in Figure 29. There are 4050 source statements with a required memory core of 326,000 bytes. The execution time on a DEC VAX-11/780 is 1500 seconds CPU time for a simulated time of 400 seconds. The sample outputs are given in Figures 30-32. The test cases to be simulated are three test runs performed in a 737 fuselage at Johnson Space Center/NASA. The test conditions are described in Figure 33.

The height of the thermal discontinuity is given in Figure 34. As time goes by, the thermal discontinuity descends down to a lower level as the upper layer becomes thicker. It becomes stabilized after 60 seconds. The calculated gas temperatures are compared with the measurements in Figure 35. The reasons for discrepancy in temperature measurements at the beginning of the test are not clear to us, We are going to look into this problem. Otherwise, the calculations agree reasonably well with the measurements. Gas temperature calculations for test runs 5A and 14A are compared with actual averaged temperature measurements in Figure 36 and 37. The model needs fine tuning to get a better agreement.

The gas concentrations of CO, HF and HCN are compared with actual measurements in Figures 38 and 39. The calculations show reasonable agreement with the test results at the early stage of testing. The disagreements become obvious after 180 seconds. This

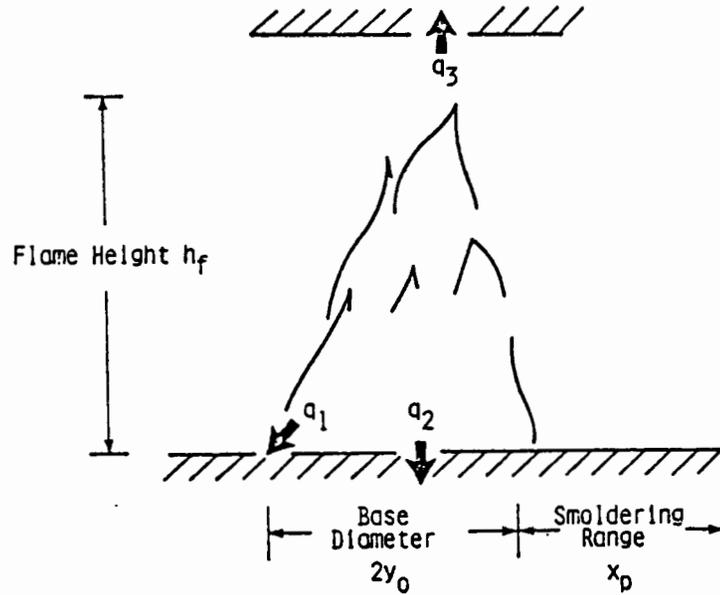
# FLAME SPREAD RATES AND DIRECTIONS



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Figure 26

## FLAME RADIATION



Assumptions -

- Cylindrical Flame volume; radius  $y_0$ , height,  $h_f$ .
- Uniform gray gas with absorption coefficient  $k_f$  and emissive power  $e_b$

(Dayan and Tien, Comb. Sci. and Tech. 1974)

$$k_f = 0.21 \dot{P}_S'' (h_f g)^{-1/2}, \quad \alpha_c = \alpha_c(k_f, h_f, y_0), \quad e_b = 16.3 \text{ (Btu/ft}^2\text{-sec)}$$

Flux Levels (Btu/ft<sup>2</sup>-sec)

$$\text{Flame foot: } q_1 = 0.5 \alpha_c e_b \quad \text{Avg. over base: } q_2 = 0.84 \alpha_c e_b$$

$$\text{Overhead: } q_3 = \frac{1}{2} \left[ 1 - (4\zeta^2 - 3) / \sqrt{(4\zeta^2 + 9)(4\zeta^2 + 1)} \right] \quad \zeta = Z/y_0$$

Figure 27

## FLAME HEIGHT

(Fang, NBSIR 73-115)

- Empirical correlation with plume temperature ( $2.25T_\infty$ )

$$h_f = (1.49 + 0.916 K_a^{1/5}) P_a^{1/5} N_b^{2/5} y_0$$

$$K_a = (E_c/E_p)^4 (1 - \omega) [2.25f_1 + \omega(\rho_0' T_0' - 1)/\rho_0']^3 / [1.95\omega^3 f_2^3 (1 - \rho_s')],$$

$$P_a = \omega f_2^2 / [E_p^4 (1 - \omega)], \quad f_1 = \omega(1 - \rho_0')/\rho_0' + \gamma/x_{O_2}^i,$$

$$N_b = \rho_0 u_0 / (\rho g y_0), \quad f_2 = \omega/\rho_0' + \gamma/x_{O_2}^i,$$

$$\rho_0' = \rho_0/\rho, \quad T_0' = T_0/T^i, \quad \text{and } \rho_s' = \rho_s/\rho.$$

## SMOLDERING RANGE

- Obtained from model of Dayan and Tien

$$x_p = x - y_0$$

$$\pi y_0 x^3 + (0.5h_f^2 - \pi y_0^2) x^2 = y_0^2 h_f^2 (e_b/q_p - 0.5)$$

Figure 28

## PROGRAM STATISTICS

DACFIR Version 3 (1 April 1981)

Language: FORTRAN IV (1966 ANSI Standard)  
Source Statements: 4050, (2250 additional comment lines)  
\*Memory Required: 326,000 bytes peak virtual size  
\*Typical Execution Time: 1500 seconds CPU time  
(Data case: single compartment, 5 trace gases,  
2 vents, 8 surfaces, 1 seat row, 4 materials, step  
size 2.0 sec, tolerance 0.0005, simulated time 400  
seconds.)

\*Statistics from implementation on a DEC VAX-11/780 which runs at  $\approx$  100,000 floating point operations per second. Data case shown consists of approximately 150 million f.p. operations.

TIME= 48.000 SECONDS

DACFIR3 TEST 148 21-MAR-1981 03:00:00

COMPARTMENT	ZONE	DEPTH (FT)	VOLUME (CU FT)	GAS TEMP (F)	GAS DENSITY (LBM/CU FT)	SMOKE CONC (OD/FT)	MASS FRACTIONS OF MAJOR GASES			PRESSURE (LBF/SQ FT)
							O2	CO2	H2O	
1	UPPER	2.424	1158.1	219.32	0.05640	0.253	0.20889	0.00150	0.00061	2120.26
	LOWER	4.576	2817.9	85.10	0.07285	0.000	0.23000	0.00000	0.00000	

ZONE	GAS CONCENTRATIONS (PPM)									
	N2	O2	FUEL	CO2	H2O	CO	HCL	HCN	HF	NO2
UPPER	803133.	194423.	0.	1016.	1016.	379.	10.	11.	11.	1.
LOWER	792793.	207207.	0.	0.	0.	0.	0.	0.	0.	0.

INTERIOR FIRES										
FIRE	BASE AREA (SQ FT)	VAPOR GEN RATE (CU FT/SEC)	HEAT GEN RATE (BTU/SEC)	PLUME ENTRMNT (CU FT/SEC)	FLAME LENGTH (FT)	ABSN COEFF (1/FT)	SMOKE GEN RATE (PART/SEC)	OXY CNSPTN RATE (LBM/SEC)		
1	4.00	0.400000E+00	0.207200E+03	0.176585E+02	5.19	0.698700E+00	0.172000E+03	0.384160E-01		
2	1.50	0.150000E+00	0.475750E+01	0.177093E+02	3.77	0.331662E+00	0.478500E+02	0.203893E-02		
3	0.75	0.750000E-01	0.360933E+01	0.292482E+02	2.59	0.146279E+01	0.476926E+02	0.154686E-02		
4	2.25	0.219375E+00	0.163256E+02	0.396667E+02	3.98	0.280375E+00	0.680073E+02	0.358570E-02		
5	0.75	0.731250E-01	0.166663E+01	0.455738E+02	2.29	0.213923E+00	0.655406E+01	0.366053E-03		

TRACE GAS GENERATION RATES (LBM/SEC)					
FIRE	CO	HCL	HCN	HF	NO2
1	0.136400E-03	0.000000E+00	0.000000E+00	0.000000E+00	0.000000E+00
2	0.294250E-03	0.412500E-04	0.610500E-06	0.338250E-04	0.000000E+00
3	0.471634E-04	0.657794E-05	0.000000E+00	0.000000E+00	0.000000E+00
4	0.922028E-03	0.155121E-04	0.399064E-04	0.000000E+00	0.313219E-05
5	0.105297E-03	0.000000E+00	0.332876E-05	0.000000E+00	0.000000E+00

SURFACE CONDITIONS									
SURFACE	CONTACT AREA (SQ FT)		CONVECTIVE FLOW (BTU/SEC)		RADIATIVE FLOW (BTU/SEC)		TEMPERATURE (F)		
	UPPER ZONE	LOWER ZONE	UPPER ZONE	LOWER ZONE	UPPER ZONE	LOWER ZONE	UPPER PART	LOWER PART	
1	0.000	616.000	0.000	-6.892	0.000	56.444	106.085	106.085	
2	79.746	256.254	3.366	-2.867	7.954	23.480	144.162	106.085	
3	168.000	0.000	11.280	0.000	16.756	0.000	97.835	97.835	
4	56.000	0.000	2.217	0.000	5.585	0.000	148.750	148.750	
5	280.000	0.000	11.086	0.000	27.927	0.000	148.750	148.750	
6	56.000	0.000	2.217	0.000	5.585	0.000	148.750	148.750	
7	168.000	0.000	11.280	0.000	16.756	0.000	97.835	97.835	
8	79.746	256.254	3.366	-2.867	7.954	23.480	144.162	106.085	
PARTN									
1	20.664	50.336	0.818	-0.435	2.061	4.612	148.750	101.130	
2	20.664	50.336	0.818	-0.435	2.061	4.612	148.750	101.130	
TOTAL	928.821	1229.179	46.447	-13.496	92.639	112.629			

VOLUME AND ENERGY FLOW RATES THRU VENTS (CU FT/SEC), (BTU/SEC)

VENT CONNECTS	1		2	
	1 TO 5		1 TO 5	
NET UPR-UPR				
VOLUME	0.000000E+00	0.551926E+02		
ENERGY	0.000000E+00	0.507242E+03		
NET LWR-LWR				
VOLUME	0.500000E+03	0.461298E+03		
ENERGY	0.475364E+04	0.439392E+04		

SOLUTION DATA - TIME STEPS IN MILLISECONDS  
STEP 2000. ITR 3. STEP 2000. ITR 6. STEP

SAMPLE OUTPUT -  
CABIN ATMOSPHERE DATA

Figure 30



TIME\* 48.000 SECONDS

DACFIR3 TEST 14B 21-MAR-1981 03:00:00

FOR SEAT GROUPS---J= 1- 4 CUSHION,BOTTOM  
J= 5- 7 BACKREST,LWR REAR  
J= 8-11 BACKREST,UPR REAR  
J=12 BACKREST, TOP  
J=13-18 BACKREST,FRONT  
J=19-21 CUSHION, TOP  
J=22 CUSHION,FRONT

SEAT GROUP NO 1

```
-----22 111111333
-----
CUSHION,FRONT 21 111111113
                20 111111113
CUSHION, TOP   19 111111113
-----18 111111111
                17 111111111
                16 111111111
BACKREST,FRONT 15 111111111
                14 111111111
                13 111111111
-----12 111111111
-----
BACKREST, TOP  11 111111111
                10 111111111
BACKREST,UPR REAR 9 111111111
                8 111111111
-----7 111111111
                6 111111111
BACKREST,LWR REAR 5 111111111
-----4 111111333
                3 111113333
CUSHION,BOTTOM  2 111113333
                1 111113333
-----
```

SAMPLE OUTPUT -  
FIRE SPREAD DATA

06

Figure 32

## TEST CASES\*

(Preliminary Results)

- Test 3B - 56 ft long, 11 ft wide, 7 ft high 737 fuselage section; 2 5×2.5 ft doors open to exterior; 2×2 ft pan of Jet A at floor level and cabin center; no materials.
  - Test 5A - As in 3B except cabin is 20 ft long, and one door has a forced 500 cfm flow into the cabin.
  - Test 14A - 56×11×7 cabin; 2 5×2.5 doors, one with forced 500 cfm flow; 1×1 ft pan of Jet A beneath the outboard seat of a 3 seat row (surplus A/C seat); 4 ft wide simulated wall panel of Tedlar/epoxy-fiberglass/Nomex homeycomb; 4 ft simulated polycarbonate PSU; 20 ft of simulated ceiling panel of same construction as wall panel.
- \* Test report in preparation by NASA-JSC

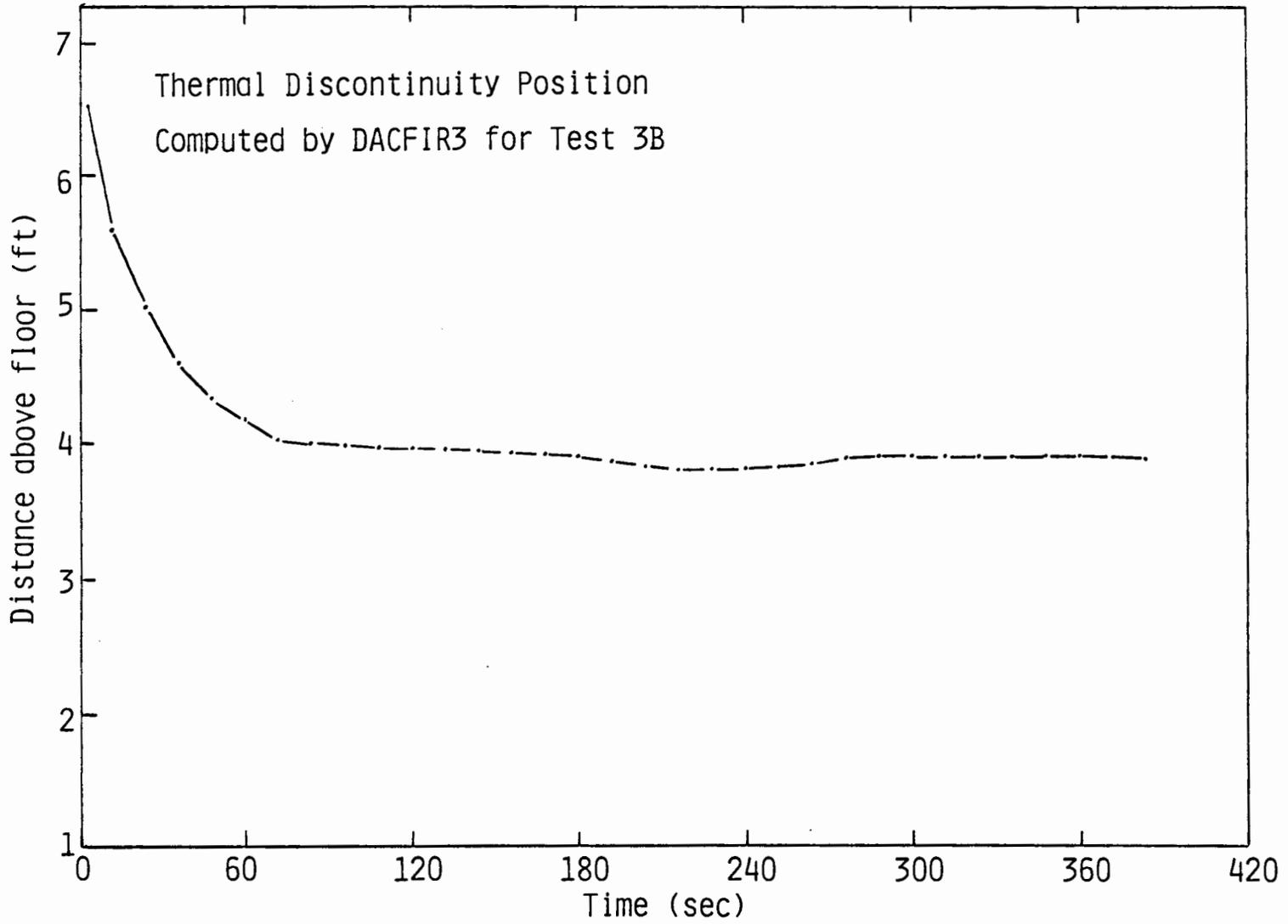


Figure 34

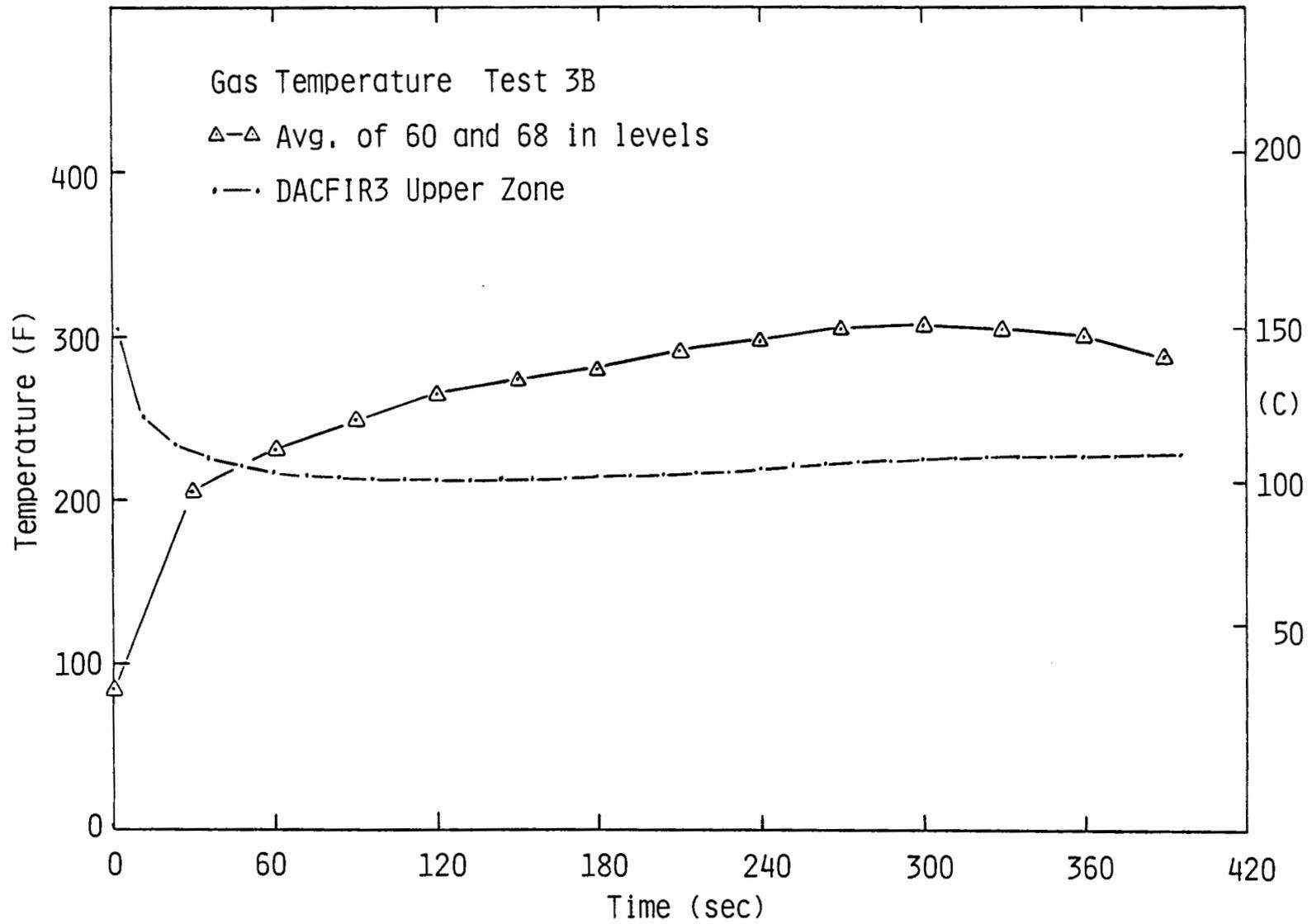


Figure 35

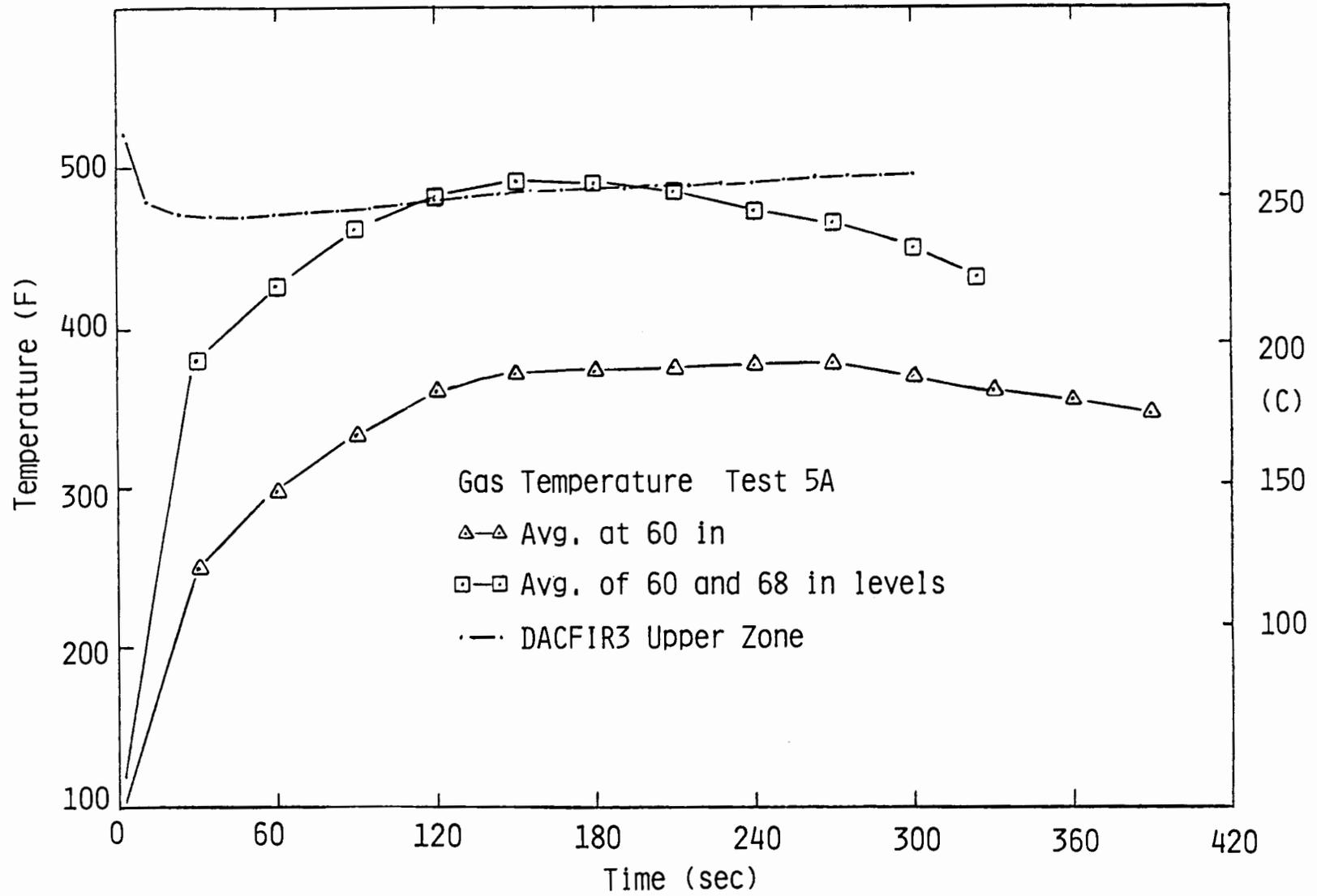


Figure 36

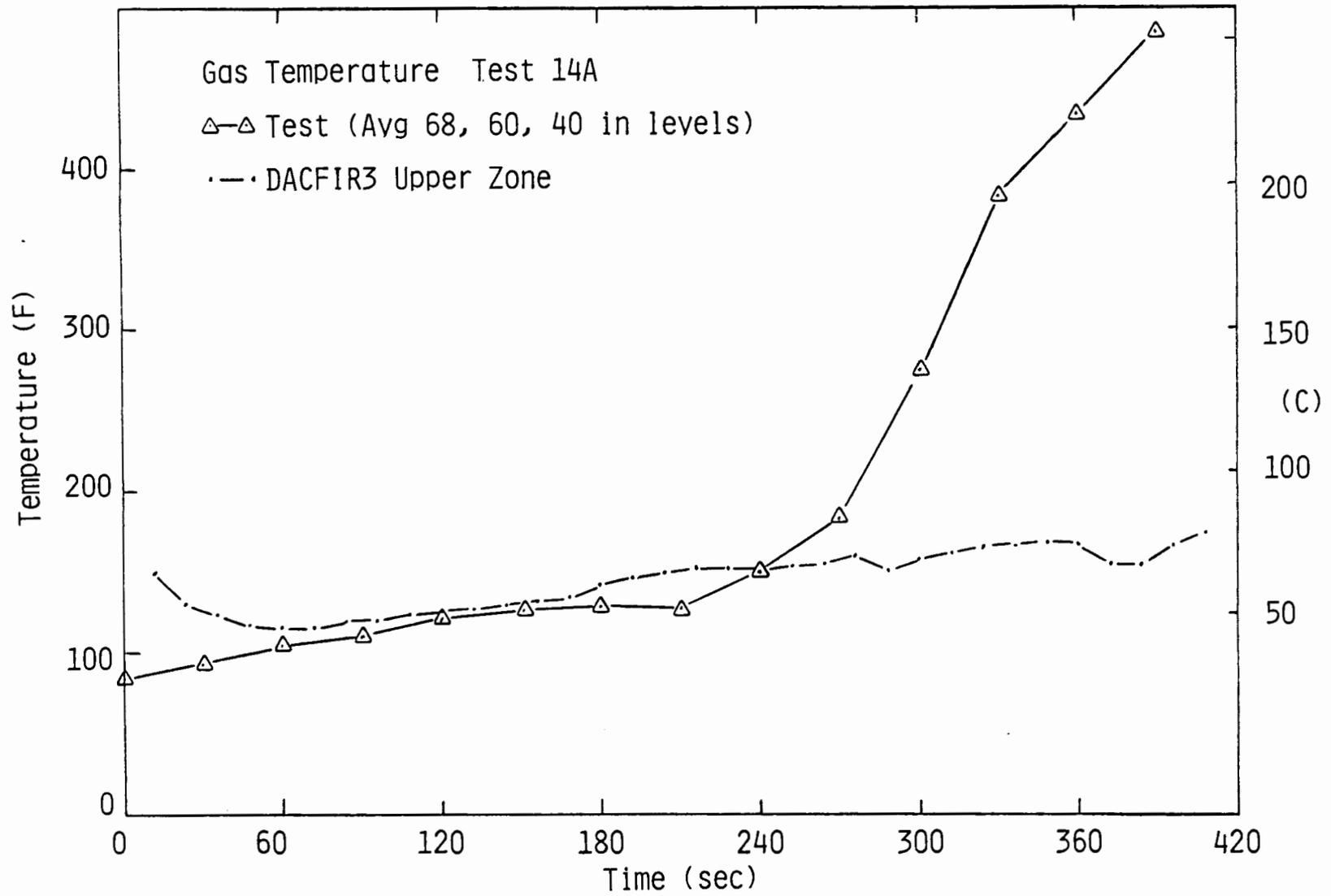


Figure 37

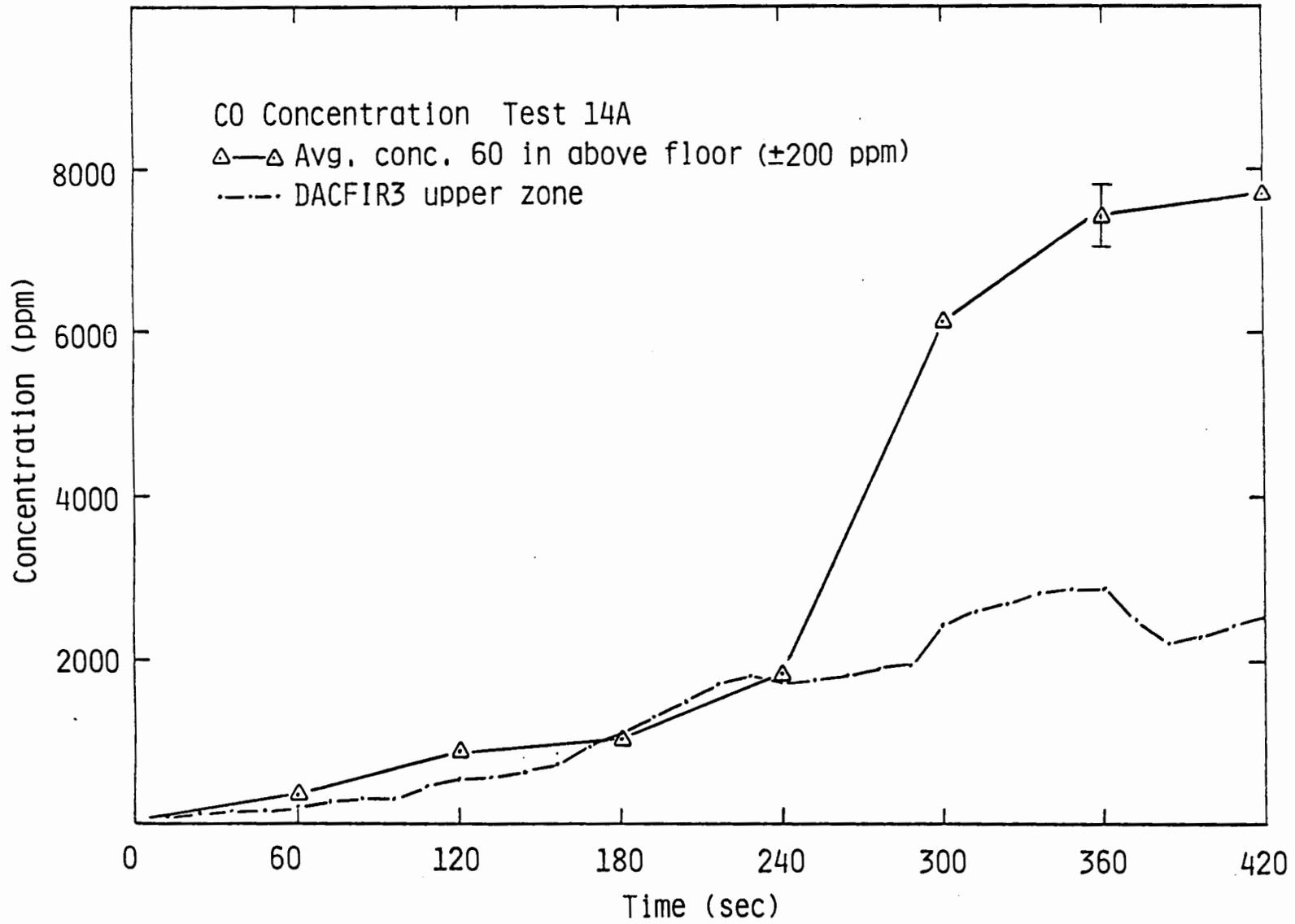


Figure 38

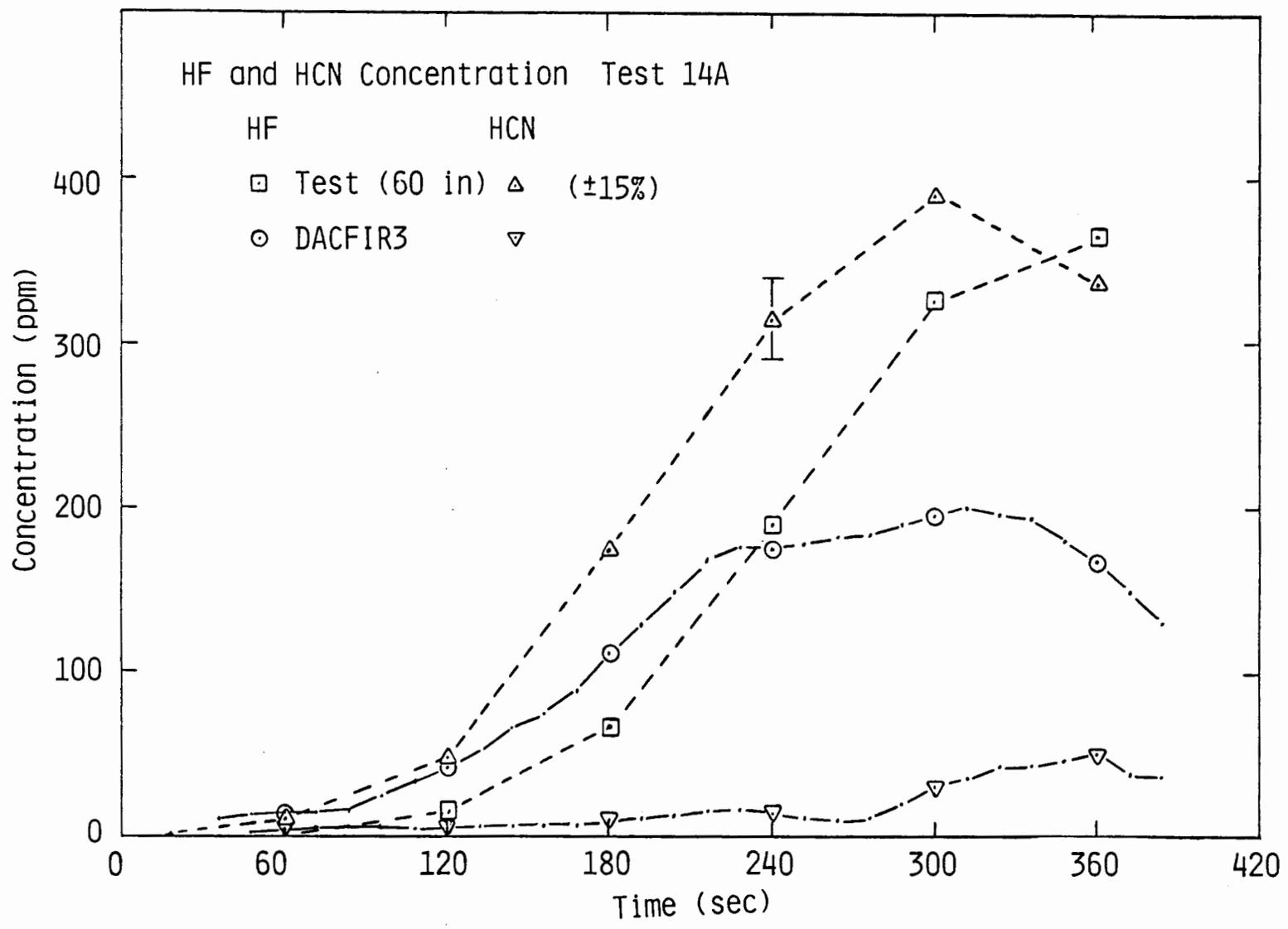


Figure 39

is possibly due to the input material data which gives constant species release rate during the test period,

The current version of DACFIR-3 needs further refinements and fine tuning. The model is physically sound and the numerical procedures are proven workable and economical. The major shortcomings of the model validation are the reliability and availability of material properties as input data. In particular, the autoignition data and the flame spread rate data were obtained in a laboratory scale apparatus and may not be directly applicable to a real full-scale fire. There is a need to correlate the laboratory data to a full-scale test. The species release rates, which were obtained from a laboratory-scale apparatus, require further examination. The effects of reduced oxygen concentration on spread and emission rates need to be incorporated into the model once the data becomes available (Figure 40).

The additional refinements are shown in Figure 41. The computer code needs improvements and rearrangement to streamline its computations. In order to account for the radiation on vertical and ceiling surfaces, the circular cylindrical flame model may not be adequate.

A final draft report will be completed and forwarded to the FAA for review in two months. The computer code and the listing are available through the FAA.

## POTENTIAL REFINEMENTS AND PROBLEM AREAS

- Auto-ignition of materials by radiation.
  - Auto-ignition data is not available.
  - Practical method of computing "non-local" radiation flux to individual elements is needed.
  
- Flame spread rate data is questionable.
  - OSU Apparatus is not appropriate for flame spread measurements.
  
- Known variation of rate of release with cumulative release not now incorporated.
  - Increases quantity of input data substantially.
  
- Effects of reduced oxygen concentration on spread and emission rates not incorporated.
  - Data not available.

## ADDITIONAL REFINEMENTS

- Improvements to the computer code
  - Better detailed cabin geometry; improved seat modeling, larger coverage by the element grid, inclined or curved surfaces, ...
  - Remove word packing for state data to increase speed; remove State 7 (cooling).
  - Generalize spread algorithms to handle arbitrary shapes.
- Flame radiation models for fires on vertical and ceiling surfaces.
  - Circular cylinder model is probably not adequate.
- \*\* Simple, practical models of the combustion of cabin materials and composite structures are needed to interpret and supplement lab test results (input data). Validation of the lab tests has not received sufficient attention.

CORRELATION WORK AND FLAME SPREAD

JAMES QUINTIERE

Head of the Math Modeling Group, Center  
for Fire Research, National Bureau of  
Standards (NBS). Ph.D. Mechanical  
Engineering, New York University.

## CORRELATION WORK AND FLAME SPREAD

James Quintiere  
Center for Fire Research  
National Bureau of Standards

We have two projects for which we are responsible to the FAA, as shown in Figure 1. One is entitled, "Correlation between Laboratory-scale/subscale/full-scale Fire Tests." We are a half year into that project. The second is a project on the development of some new concepts in flame spread methods. I will try to outline what we are up to in these two projects in the following slides.

The output of the correlation work will be presented to the FAA at the end of the year. We are in the midst of it right now, and both myself and Bill Parker are involved in this. We are focusing on three elements in looking at the relationship between test methods, scale modeling and full-scale fire results. Those elements might be composed of flammability, burning rate, flame spread, smoke, and toxicity (Figures 2 and 3). The correlation work consists of literature reviews in two major areas, shown in Figure 4. We want to find out what has been done; specifically, how do test methods correlate with full-scale results, what analyses has there been of fire test methods in the past, and the same goes with regard to scale modeling. We are excluding pressure modeling in the scale modeling review. We are just looking at atmospheric modeling techniques and how well they have performed. We are approaching this beyond detail and routine features of a literature review. We want to see if we can understand the underlying features of some of these test methods.

The analyses (Figure 5) may call for some generic mathematical modeling in simple terms of what the test method is trying to do. We need to get at what the significant outputs of these test methods are. In this process, we might be able to identify what are the more important things that are being measured and have relevance as compared

# **PROJECTS**

- 1. CORRELATION BETWEEN LABORATORY SCALE, SUB-SCALE, AND FULL-SCALE FIRE TESTS**

**Fy 81: Oct. 1980 - Sept. 1981**

- 2. FLAME SPREAD TEST METHODS DEVELOPMENT**

**April 1981 - March 1983**

**CFR  
NBS**

Figure 1

# "CORRELATION"

Figure 2

# ELEMENTS

■ "FLAMMABILITY" IE. BURN RATE,  
SPREAD RATE,...

■ SMOKE

■ TOXICITY

Figure 3

## **LITERATURE REVIEWS**

- **TEST METHOD DATA WITH  
FULL-SCALE FIRES**
- **PHYSICAL SCALING METHODS  
WITH FULL-SCALE FIRES**

Figure 4

## **ANALYSES**

- **MODELS OF GENERIC TEST METHODS**
- **SIGNIFICANCE OF TEST DATA**
- **RELATIONSHIP TO POST CRASH FIRE SCENARIO**

Figure 5

to maybe what is just empirical to provide a ranking order of materials in this testing apparatus.

The objective (Figure 6) is to relate this to the FAA's fire scenario that they are studying; i.e., the postcrash fire. This is the focus of the output of this review and basically that is the objective. Through this literature review, through some analyses of test methods and an understanding of what the FAA is up to in their full-scale postcrash fire tests, we hope to develop a strategy for making recommendations on what kinds of test methods, what kinds of data, what kind of approach should go into unravelling this and come up with a risk assessment for this particular scenario. This is the objective. We are in the midst of this work which will be reported at the end of the project in September or October of this year.

The second project, the flame spread test method development, is about to commence. We have already done developmental work for materials in a room fire which will be used as guidelines to the approach to this project. We are preparing to start testing some concepts. Now, we are putting together an apparatus to get this project underway.

What is this project all about? We are attempting to develop two concepts that will allow us to predict mathematical relationships for rate of flame spread in terms of measured quantities from small-scale test apparatuses. We view flame spread in a very simple two-element mode. One is so-called creeping spread, which is spread against the flow of gases, against the wind if you prefer, shown in Figure 7. This is like spreading downward on a wall or spreading laterally on a wall. The other mode of flame spread is wind-aided flame spread, also shown in Figure 7. This could be flame spreading up a wall or spreading under a ceiling and the wind can be generated by the fire itself. In this sense, we are trying to separate the two extreme modes of flame spread and develop some test method strategy for this.

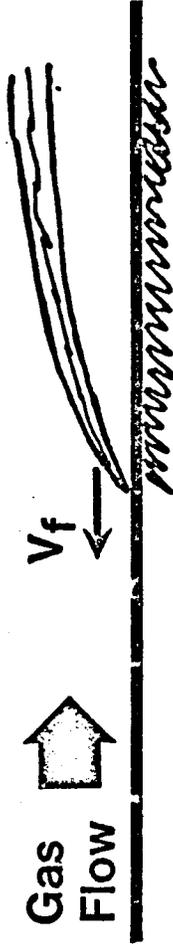
## **OBJECTIVES**

- **APPLICATION AND INTERPRETATION OF TEST METHODS AND SCALING TO MEASURE THE HAZARD DUE TO AIRCRAFT MATERIALS IN POST CRASH FIRES.**

Figure 6

# FLAME SPREAD TESTS

"CREEPING"



"WIND-AIDED"

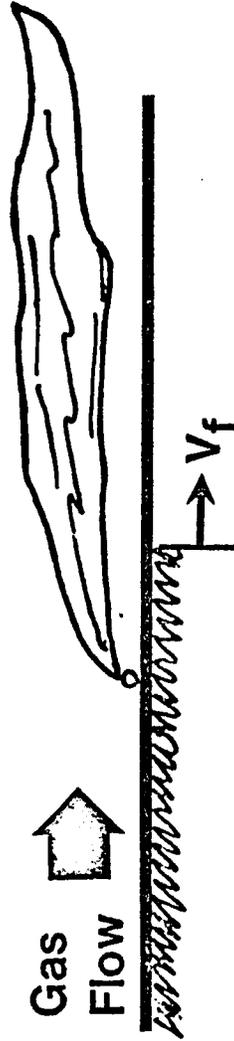


Figure 7

In order to do this, we would like to explore materials that are distinctly different to cover all aspects of fire properties and flame spread. The list of materials is shown in Figure 8. We would choose at NBS three materials that tend to represent what people look at in the building side of fire spread. The FAA would select three materials that are more relevant to the aircraft fire problem. In this way, we would come up with a wide range of materials. Tentatively, we have selected wood, which may be a particle board or a fiberboard, and PMMA which is a favorite specimen for a lot of people. We would like to produce some data consistent with those from former studies. Low density polyurethane foam has the unique property of being very low density and has interesting flame spread characteristics. Panel material from an aircraft is a very complex multilayered material. Seat cushion and perhaps a carpet will also be the candidate materials. This is a tentative set of materials for flame spread studies.

The approach to the creeping spread problem will be outlined here (Figure 9). We have two test apparatuses. One would be operated to study flame spread downward. The other will be operated to study flame spread laterally. Both are radiant panel type apparatuses. A distributed amount of radiation shines on the sample such that the high radiation flux is at the end of the sample ignited; the low radiation end of it is the direction toward which the flame is spreading. By appropriate operation and analyses of the data, we hope to derive a relationship that would yield flame spread as a function of some material properties. The apparatus that we have been operating at the present time is in the lateral mode. The radiant panel is inclined. In that orientation, it shines radiation of about 5 watts per square centimeter at the igniting end to about a couple of tenths of a watt down at the far end. The sample is about 8" tall and about 2-1/2' in length in this lateral direction. The flame spread can be seen moving on this sample. This apparatus was designed by Alex Robertson of NBS. It has been tested up to now for possible use by the International

**MATERIALS**

**WOOD**

**PMMA**

**PU FOAM**

**PANEL**

**SEAT CUSHION**

**?**

Figure 8

**APPROACH: "CREEPING"**

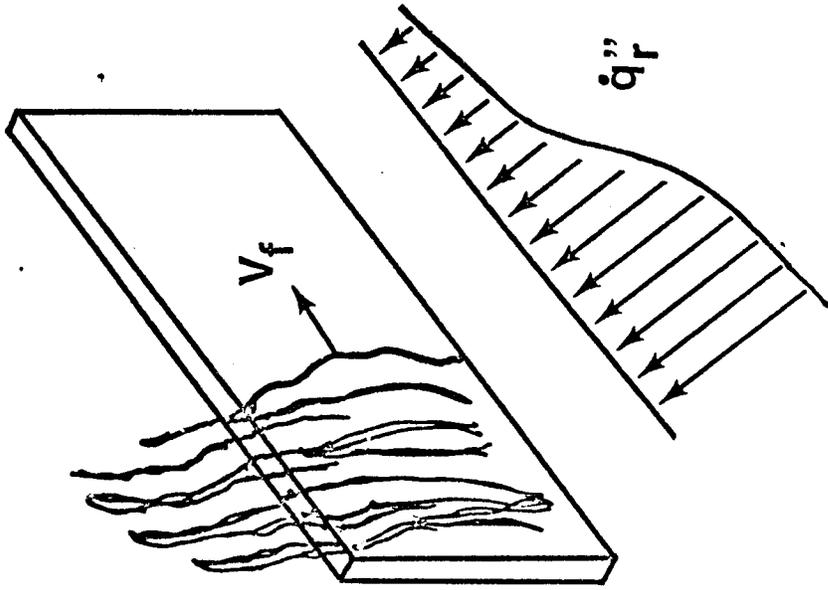
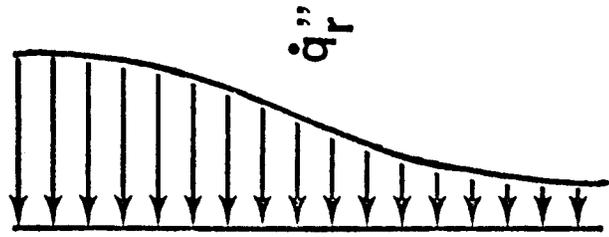
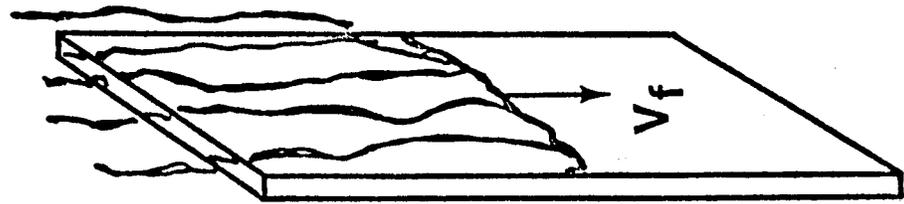


Figure 9

Standards Organization. They are considering such an apparatus, but they are not using it in the same way that we are planning for this work. Work with this apparatus has also been supported under Coast Guard sponsorship. We are preparing to initiate work here.

Questions of whether we need to extrapolate in some fashion to a turbulent flame are unclear to us right now. I think you will agree that if we are considering flame spread down at the leading edge, the flame is going to look the same whether it is 6' tall or 6" tall. Flame spread in the lateral direction may be another question. We can do such things as treat the boundary layer and make it turbulent and look for differences in the apparatus. Testing a larger sample with this apparatus is not too practical at the present time. This is a convenient way of getting a relationship by testing one material at one time. It will yield flame velocity as a function of flux or more important as a function of surface temperatures. This is what we are trying to achieve.

What we are seeking is, by using this apparatus and by using some specific way of operating it and interpreting the data, a relationship shown in Figure 10. The results of testing the material will be this parameter  $C_f$  and  $T_{ig}$ , so-called ignition temperature for this mode of flame spread. We have studied this and a paper on this subject that will be coming out in Fire and Materials. Some flame spread data are shown in Figures 11 and 12.

The approach for deriving wind-aided flame spread rate is outlined as follows. Flame spread upward or under a ceiling is very rapid. Current techniques that are used to judge the flammability of materials in that mode are not scientifically based. The challenge then is how can we make some measurements for materials to obtain an expression for this rapid spread upward or under ceiling. We don't believe that we can achieve that by making a measurement where we watch the flame moving. We can achieve that by making measurements

**RESULT**

$$V_f = C_f (T_{ig} - T_s)^{-2}$$

**DETERMINE  $C_f$ ,  $T_{ig}$**

Figure 10

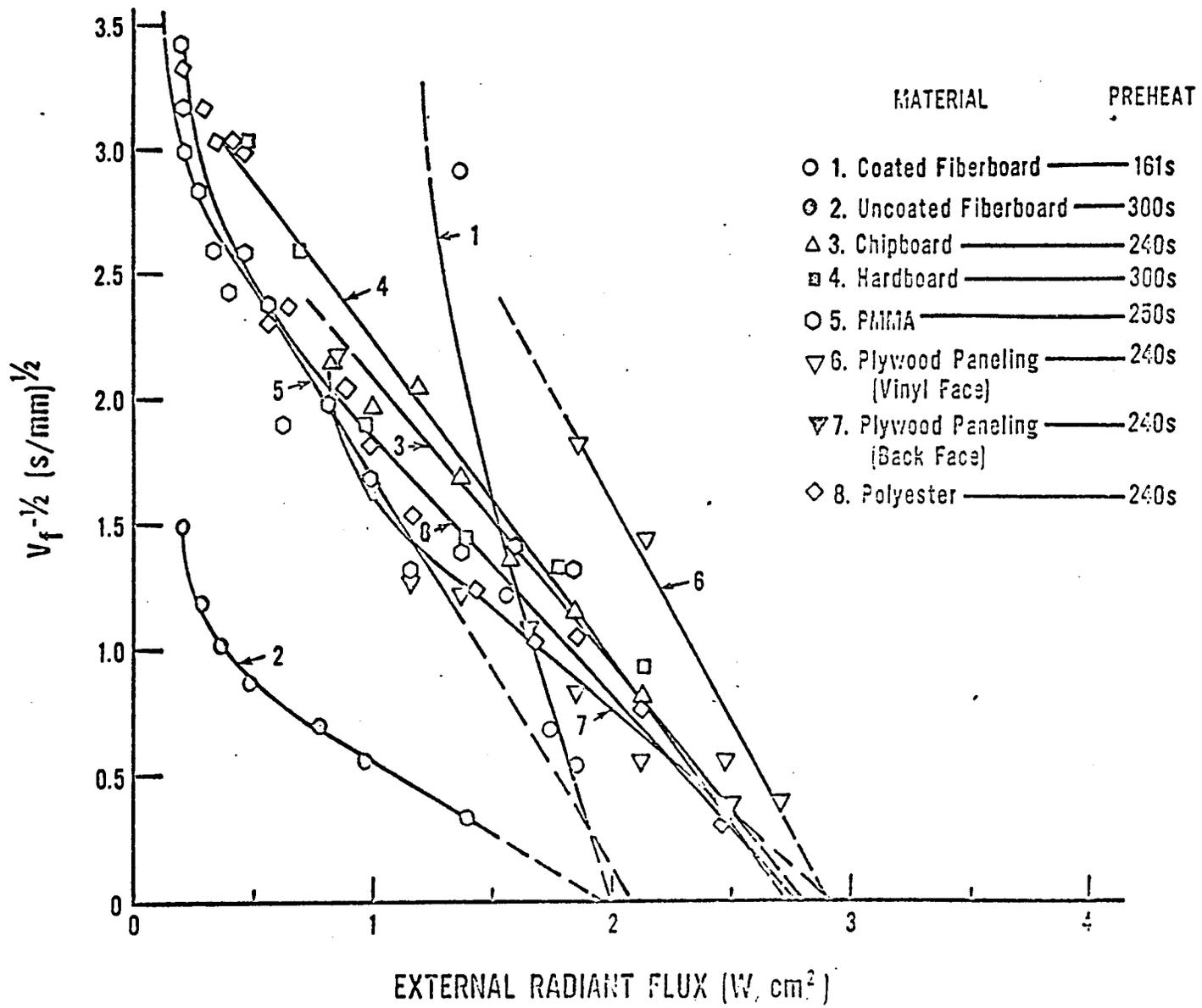


Figure 11

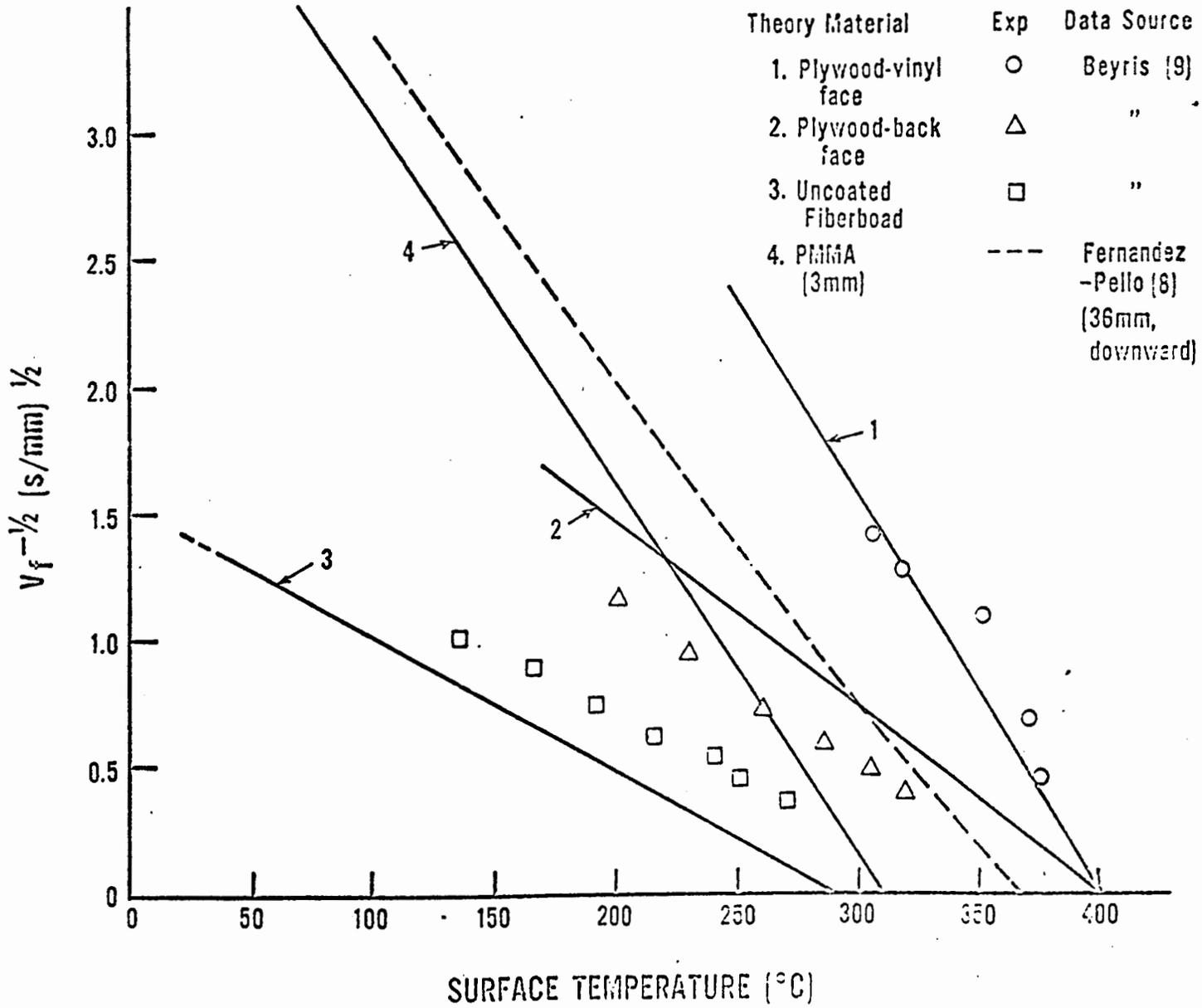


Figure 12

for a fixed amount of material burning in a so-called steady fashion. The flame is not spreading, but it is burning and its burning rate may be changing with time. We need to expose it to radiation. The heat transfer characteristics of that flame above the burning part of the sample is important, shown in Figure 13. Eventually in the course of this work, we expect to develop an apparatus in which we have radiation shining on the material. At an inert place above the material, we will measure flame height and flame heat flux. We are not quite sure how to put all this together in a convenient test method package yet. This is the goal of this work.

In the meantime, before we build a test apparatus, we would look at measurement parameters (Figure 14) which are effective parameters for real materials--heat of vaporization, heat of reaction, effective air--fuel ratio, and maybe flame length and heat transfer. Bill Parker is working on some techniques to measure at least the first three quantities. We will measure them in an apparatus which is known as the NBS Rate of Heat Release Colormeter. It has a number of radiant panels and can be operated with a sample vertically or horizontally. We will look at the sample vertically. We will operate it in a mode in which we are using the oxygen consumption technique to measure energy release rate. The sample will be on a load cell so we will measure the weight loss continuously. We will measure the energy release rate by oxygen consumption. From that, we hope to be able to deduce these properties.

The analyses on the test data are shown in Figure 15. What we seek is to look at the effect of heat flux. We need to couple into any flame spread results the effect of time. Obviously, a thick material will burn a longer time than a thin material and these differences have to be accounted for ultimately. Hopefully, we can develop a flame spread relationship that will functionally be written down as opposed to just symbolically written down. We don't feel that we at NBS have the ability to generate all of this work and we

# APPROACH: "WIND-AIDED"

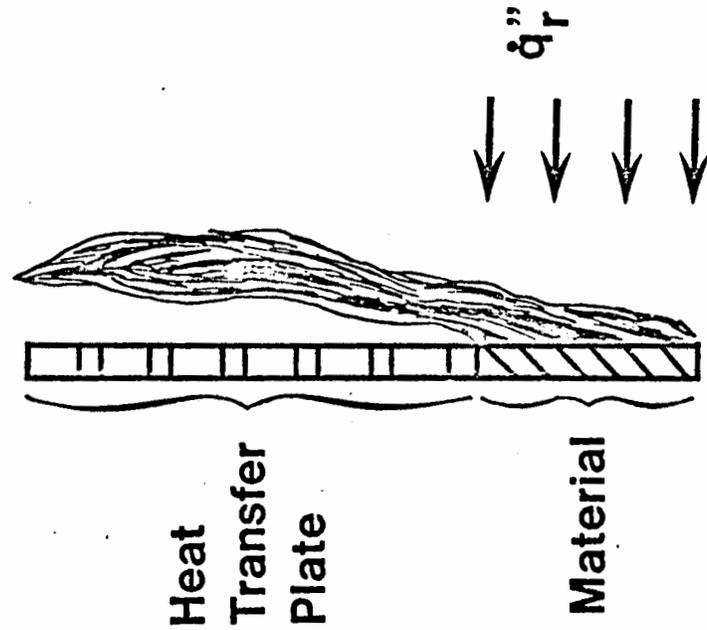


Figure 13

## RESULT

- EFFECTIVE HEAT OF VAPORIZATION,  $L$
- EFFECTIVE HEAT OF REACTION,  $\Delta H$
- EFFECTIVE AIR-FUEL RATIO,  $r$
- FLAME LENGTH ( $l_f$ ) AND HEAT TRANSFER,  $(\dot{q}_f'')$

## ANALYSIS

■ EFFECT OF HEAT FLUX

■ EFFECT OF TIME

■ DEVELOP PREDICTIVE MODEL

$V_f = \text{FUNCTION}(L, \Delta H, r, \dot{q}_f, \dots)$

Figure 15

are getting some special analytical support that will assist us to develop a relationship. It may not be a unique situation, but it will be a step in the direction that the modelers need. On the other side of this, it will still be a way in which people can rank materials--even if they don't want to use the results of this equation. Hopefully, we will have done it with a better scientific basis than people had the resources to do 20 to 30 years ago when some of the current flame spread test methods, that are currently in existence, were developed.

QUESTION:

What is the  $C_f$  factor?

JAMES QUINTIERE:

The  $C_f$  factor has things like thermal conductivity, and heat transfer from the flame in it. What would be interesting is, if we develop some techniques for the upward flame spread and have some techniques for the downward flame spread, to see if some of these parameters are consistent between the two techniques. For example, will ignition temperature, if derived from downward flame spread by data analysis, be the same as ignition temperature for upward flame spread that we fit in the model like this? The same goes for these other things, the constants like thermal conductivity,

QUESTION:

When oxygen consumption technique is used, do you consider reactions as stoichiometric?

JAMES QUINTIERE:

The only thing you can say about oxygen consumption is that you could find a lot of examples where it looks like it was a sound technique. There may be some that chemists can turn up that don't work so well. It seems that from what is in the literature that you can't say the technique is going to work, but works for enough of the cases that it looks like it is OK.

QUESTION:

Is preheat level included in the test matrix?

JAMES QUINTIERE:

Yes, the work on the radiant panel test for the lateral spread--preheating is an important consideration in assuring that we made the proper analyses from the results. The reason is that the rate of flame

spread is not a unique function of heat flux. It is only a unique function of the heat flux if the sample that you are heating has equilibrated as a result of that external radiant heat flux. That time for equilibration is the preheat time that we need. It is different for each material. It is something that we have to fix; otherwise to use such a technique as a test method, the operator of the test would always have to know what that preheat time is for the material.

QUESTION:

How do you measure heat of vaporization?

JAMES QUINTIERE:

To measure the heat of vaporization, it probably would be best to do it in some inert atmosphere. It is not practical though with the apparatus that we are considering to use right now. We don't know if we measure heat of vaporization with char oxidation whether that is the same one you would measure in an inert atmosphere or what the differences are.

UNSAFE CODE APPLIED TO  
AIRCRAFT CABIN FIRE MODELING

K.T. YANG

Professor, Aerospace and Mechanical  
Engineering Department, University of  
Notre Dame. Ph.D. in Heat Transfer,  
Illinois Institute of Technology.  
Senior Technical Editor of The Journal  
of Heat Transfer.



UNSAFE CODE APPLIED TO AIRCRAFT  
CABIN FIRE MODELING

K.T. Yang  
University of Notre Dame

We have heard quite a bit about the relationship between room fire and aircraft cabin fire. It should be quite clear that despite the differences in the scenarios and also material characterizations, there may still be basic fire modeling techniques applicable to both situations. Our project at Notre Dame is also part of the FAA math modeling effort through the Interagency Agreement between FAA and NBS. The principal investigators and their associates are listed in Figure 1.

The objective of our project, shown in Figure 2, is to use a two-dimensional field model (UNSAFE) that we have developed in the last several years and apply it to an aircraft cabin fire problem. The specific things we would like to look at are effects of fire source strength and location. There are several different places in a fuselage where a fire could be initiated. We would also like to take a look at the effect of doorway configuration. UNSAFE is a two-dimensional model, The only change we can make is the height of a doorway opening. We would also like to take a look at the effects of seating, if seats would actually burn. Finally, we would like to take a look at the effect of vertical venting. We have done some preliminary work in this particular area. It is a very effective way of venting the combustion products out of a room. We would like to take a look at that for aircraft cabin fire venting problems.

UNSAFE code was developed for room fires and we have since made some modifications on the basic code to simulate aircraft cabin fire. Major modifications and current progress are shown in Figure 3. The heat losses along the ceiling to the outside vent become important factors. On the basis of some very crude modeling, we can also take into account the additional heat release given off by

COMPUTER MODELING OF AIRCRAFT CABIN FIRE PHENOMENA

GRANT NB81NADA 2000  
CENTER FOR FIRE RESEARCH  
NATIONAL BUREAU OF STANDARDS

TO  
DEPARTMENT OF AEROSPACE AND MECHANICAL ENGINEERING  
UNIVERSITY OF NOTRE DAME

INVESTIGATORS:	RESEARCH ASSOCIATE	GRADUATE ASSISTANTS
DR. JOHN R. LLOYD	K. SATOH	X. Y. ZHONG
DR. A. MURTY KANURY		H. S. KOU
DR. K. T. YANG		

Figure 1

OBJECTIVES: TWO-DIMENSIONAL FIELD MODEL (UNSAFE)  
SIMULATION OF LONGITUDINAL SPREAD OF HOT  
GASES IN A FUSELAGE

EFFECTS OF FIRE SOURCE STRENGTH AND LOCATION

EFFECTS OF DOORWAY CONFIGURATION

EFFECTS OF SEATING AND BURNING SEATS

EFFECT OF VERTICAL VENTING

Figure 2

UNSAFE MODIFICATION:

CEILING HEAT LOSS

SEATING

SEAT HEAT SOURCE

PASSIVE SMOKE CONCENTRATION

CURRENT PROGRESS

SIMULATION OF FULL-SCALE EXPERIMENT

SIMULATION OF CABINS WITH SEATS

Figure 3

the seat when seat surface temperature reaches a pre-set level. Finally, we include an additional equation for smoke concentration, assuming the heat source is also a smoke source. Smoke will be propagated throughout the cabin. Currently we are working on two separate problems. One is a simulation of a full-scale cabin fire experiment. The second one is a simulation of fire in a cabin with seats.

A decision was made last September in Dayton to use both a zone model by C. MacArthur and a field model by Notre Dame to simulate a full-scale fire experiment at NASA/Johnson Space Center. Test 3B, which was a fire inside a 737 fuselage with seats and two openings was chosen to be modeled (Figure 4). We are going to make a comparison at the 60-second point into the fire. During the test, data indicated that fuel weight loss rate was almost constant, as shown in Figure 5. This simplifies the situation, even though the actual code can actually incorporate that into the computation.

The second one takes into consideration the heat losses through the ceiling. There is a heat transfer coefficient for the fuselage. Obviously, it takes some time before the heat loss effect becomes important. At the 60-second point, we did not feel that the problem was so serious that you had to include heat loss through a ceiling. The dimensions of a 737 test article and instrument locations are shown in Figures 6, 7, 8, and 9.

Figure 6 shows the fuselage configurations of a 737. It is almost symmetrical and looks like a two-dimensional configuration, other than the fact that two doors are in the aft. In order to use a two-dimensional code, we have to make some modification to accommodate that.

When you talk about a simulation of this type, you really have to stop and think about what you are doing. Because of the many parameters in this model and also because we use a two-dimensional

SIMULATION OF FULL-SCALE EXPERIMENT

SOURCE OF EXPERIMENT

NASA/FAA/UDRI CABIN MOCK-UP FIRE TEST (B-737)

TEST 3B

COMPARISON AT 60 SECONDS

CONSTANT FUEL WEIGHT LOSS

NEGLECTIBLE CEILING HEAT LOSS

Figure 4

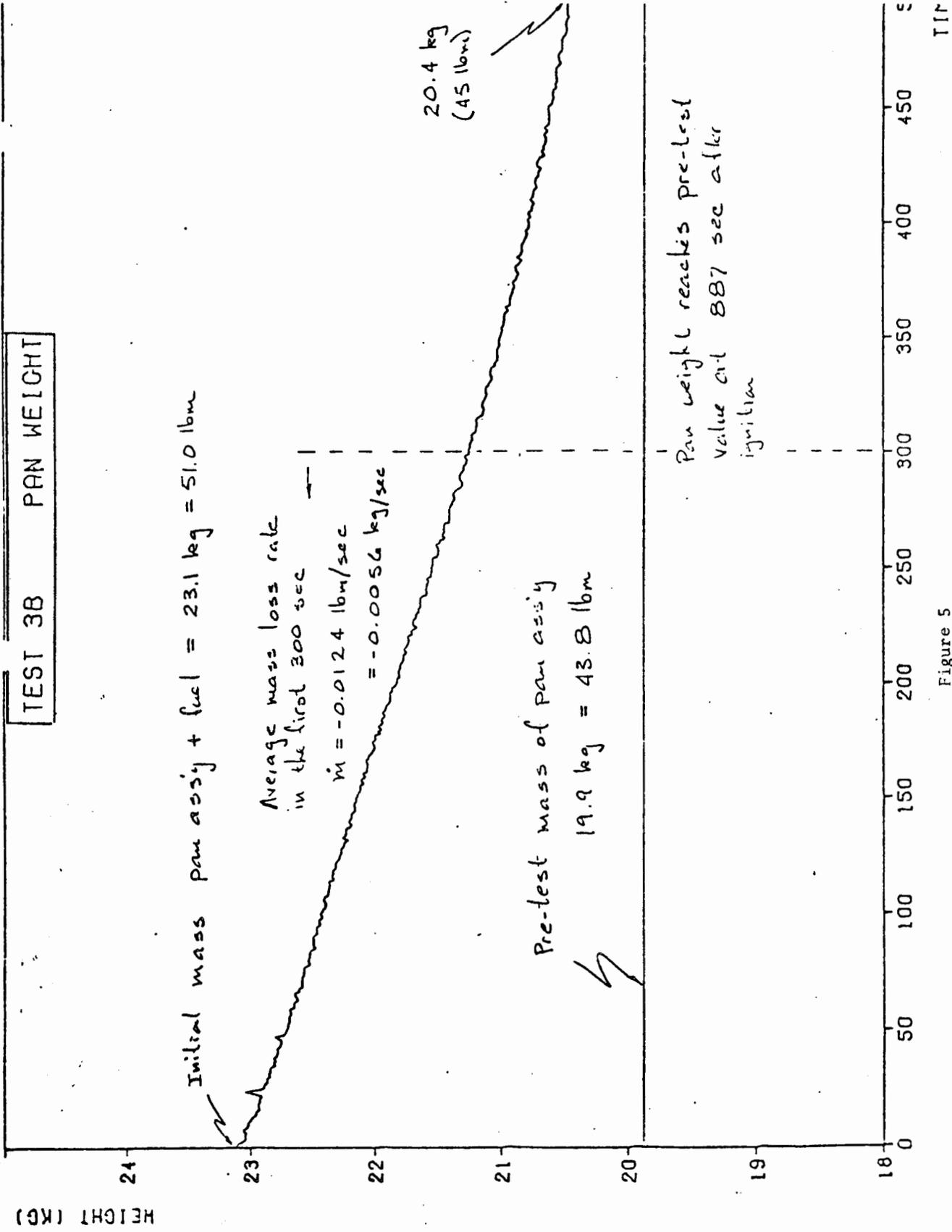


Figure 5

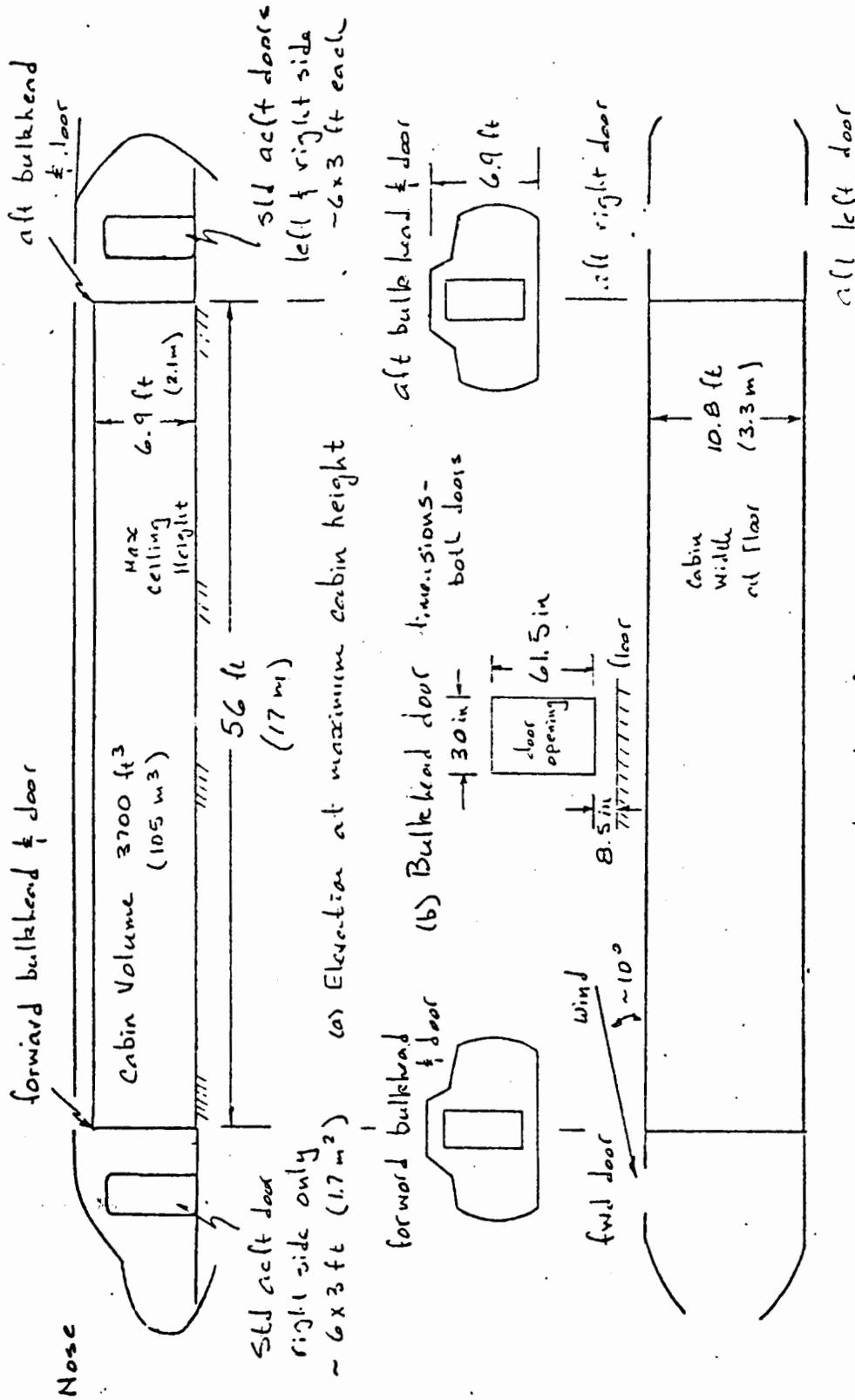
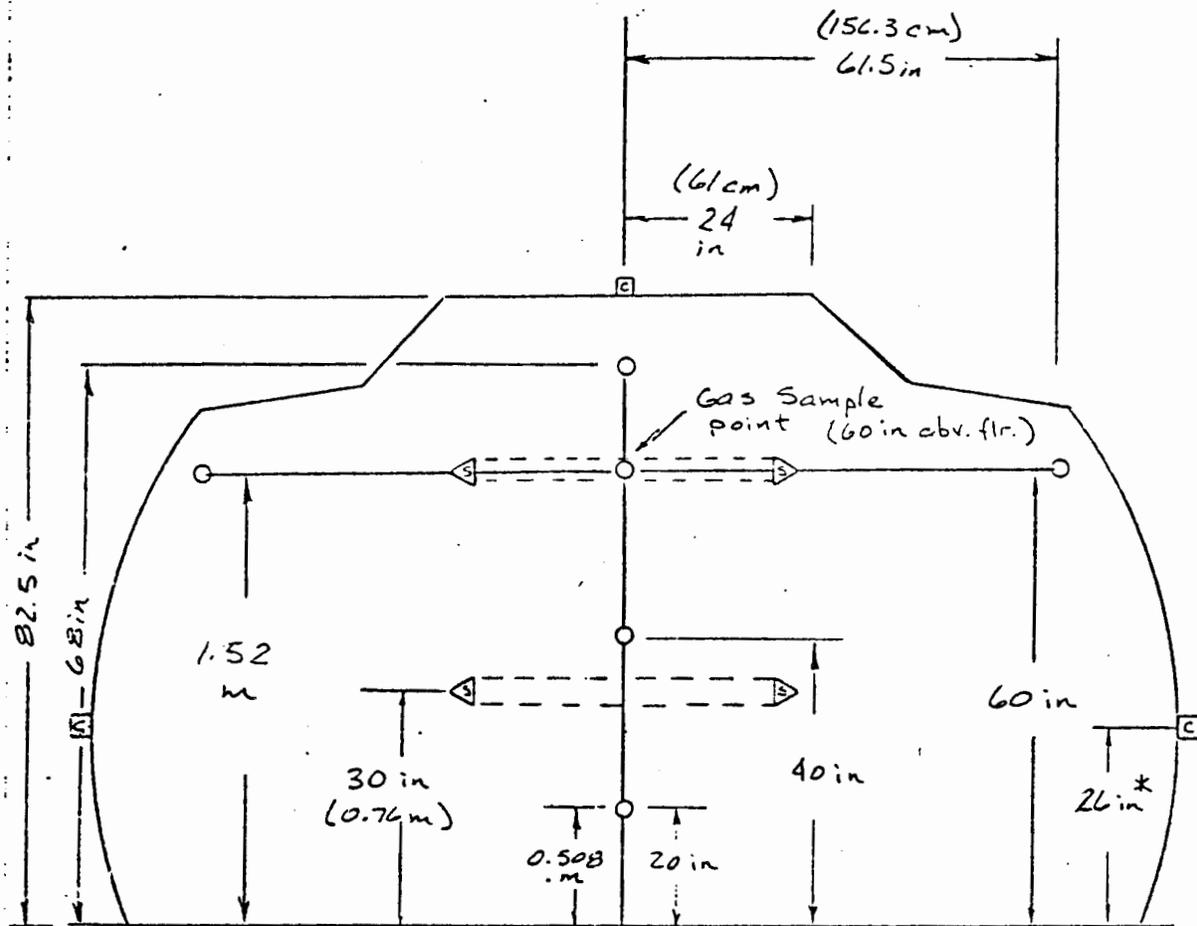


Figure 6

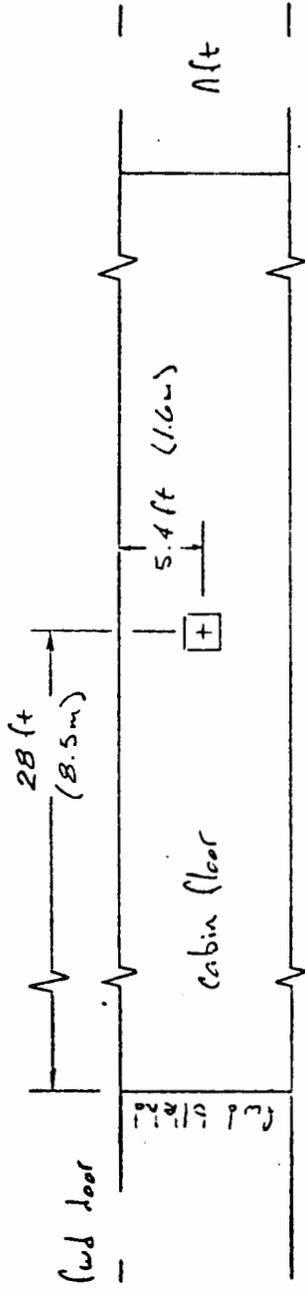


- - Thermocouples (.26 AWG chromel/Alumel bare welded junction, unshielded)
  - ◄---► - Smoke Meters 1 meter light path centered on cabin & end ⊥ to left-right symmetry plane
  - ⊠ - Colorimeters Medtherm Corp 64 Series, water cooled total flux transducers
- (\* Elevation of sidewall colorimeters uncertain) at this time, 26 in is best guess

Figure 7

FUEL PAN LOCATION AND DETAILS — TEST 3B

These dimensions are accurate to  $\pm 1$  ft



Pan Detail, dimensions approximate

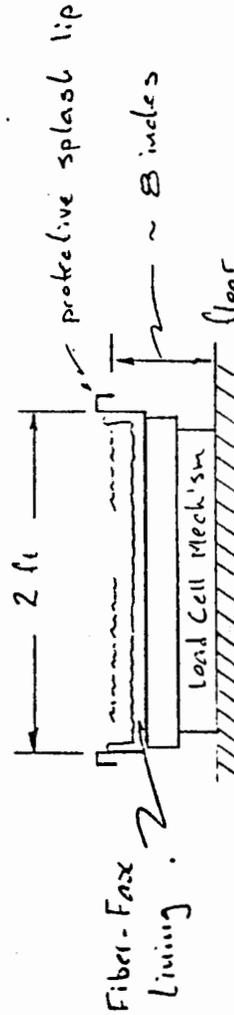
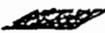


Figure 8

INSTRUMENT POSITIONS 56 FT FUSELAGE SECTION

T/C tree's not to scale - see next page.

- - thermocouples
- ⊙ - calorimeters (numbered as shown)
- ⊕ - velocity probes, ~~gas sample ports~~
- ⊖ - smoke meters (numbered as shown)
-  - fuel pan locations TEST 3B

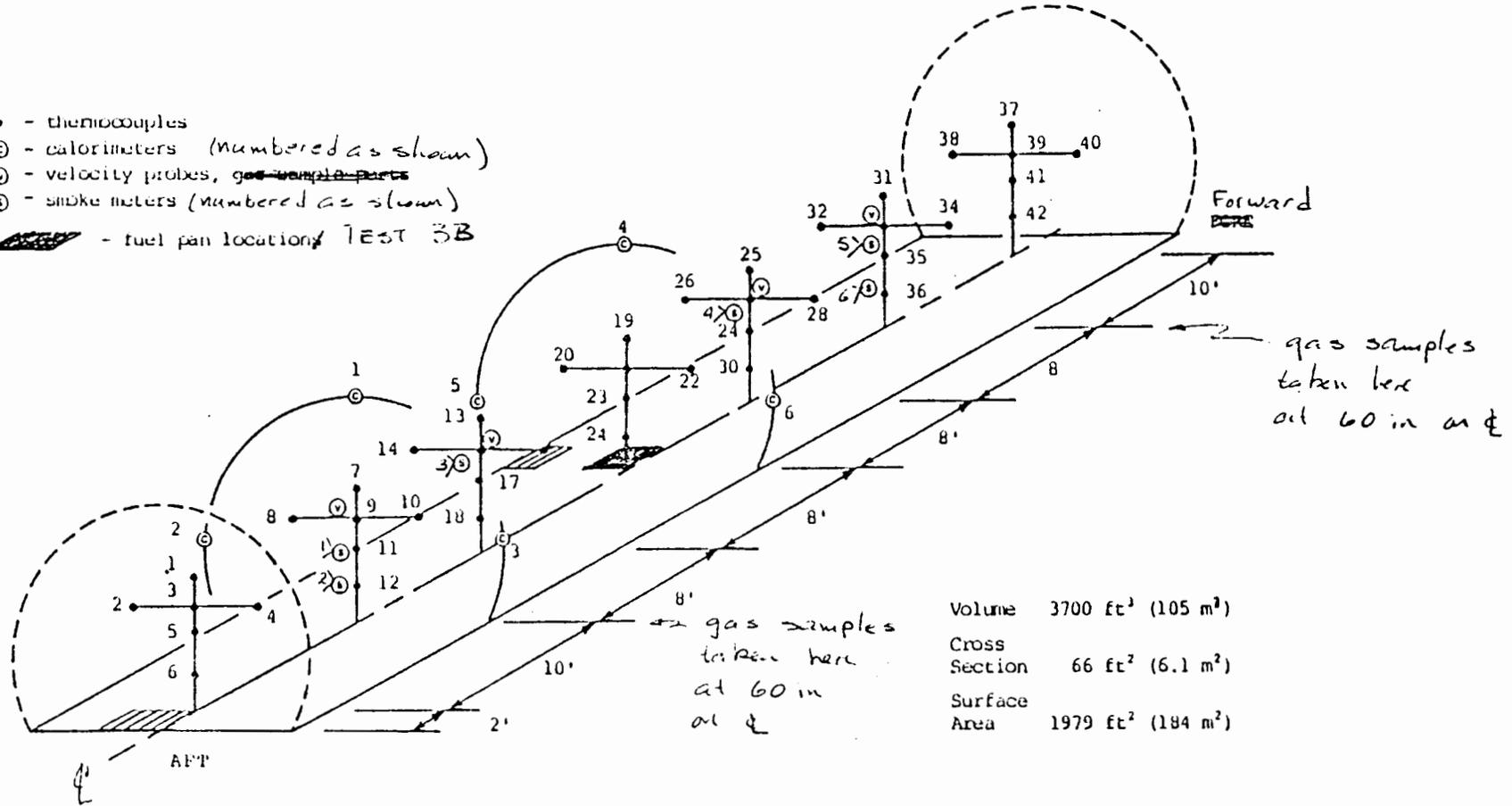


Figure 9

code, only the two-dimensional equivalents of three-dimensional phenomena are simulated. We hope that we will be able to do this because the basic configuration is very close to two-dimensional, but there are places in the geometry where three-dimensional effects become quite important. We vary these parameters to get a reasonable agreement with the experimental data. The basic equivalents are heat load, fire shape, and doorway heights, shown in Figure 10. We do have a loose constant in a turbulence model which would enable us to employ different mixing levels to see how that would affect the result.

We do not anticipate that a perfect agreement between simulation and experimental data will be obtained. Besides, there were also uncertainties in experimental measurements, as indicated in Figure 11. The numerical values of two-dimensional equivalent quantities for heat loss, door height and fire shape are listed in Figure 12. The two-dimensional equivalent heat load feels hotter (349 KW) than the actual experimental value (235 KW). The door height is 1.05 meters compared to 1.56 meters. This is understandable because in a three-dimensional case, an additional chocking effect occurring at the doorway cannot be modeled by a two-dimensional code. We have a 4 x 4 cell of a fire source at the bottom and 2 x 8 cells on the top to generate heat. This arrangement will give a ratio of height and base of a fire to obtain a desirable fire shape.

Figure 13 shows a comparison of calculations with experimental data. The top portion of the simulation is quite good throughout the length of the fuselage.

Figure 14 gives the appearance that width is very large compared to fuselage length. This is actually not the case, We plotted it this way simply because this is the way that data were obtained. The width is small compared to the length of a fuselage. Figure 15 shows calculated temperatures at four different heights for a heat source

RATIONALE FOR THE SIMULATION STUDY

TWO-DIMENSIONAL SIMULATION MODEL

2D vs. 3D

DOORWAY HEIGHT

DETERMINATION OF 2-D EQUIVALENT OF

HEAT LOAD

FIRE SHAPE

DOORWAY HEIGHT

CONSTANT IN TURBULENCE MODEL

Figure 10

FULL-SCALE EXPERIMENT SIMULATION EXPECTATIONS

UNCERTAINTIES IN EXPERIMENTAL MEASUREMENTS

TEMPERATURE MEASUREMENTS CLOSE TO FIRE

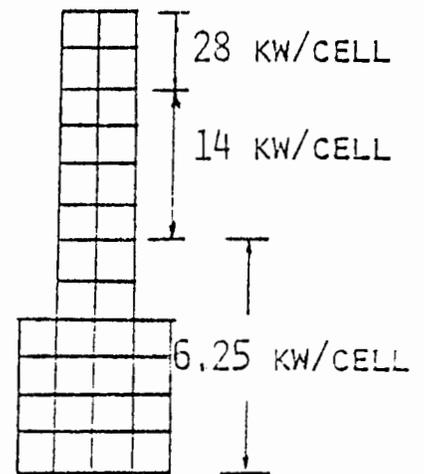
EXTENT OF FIRE PLUME

NO ATTEMPT TO OBTAIN PERFECT AGREEMENT

Figure 11

## DETERMINATION OF 2-D EQUIVALENCE

	EXPERIMENTS	2-D EQUIVALENT
HEAT LOAD	235 KW	349 KW
DOOR HEIGHT	1.56 M	1.05 M
FIRE SHAPE	-	

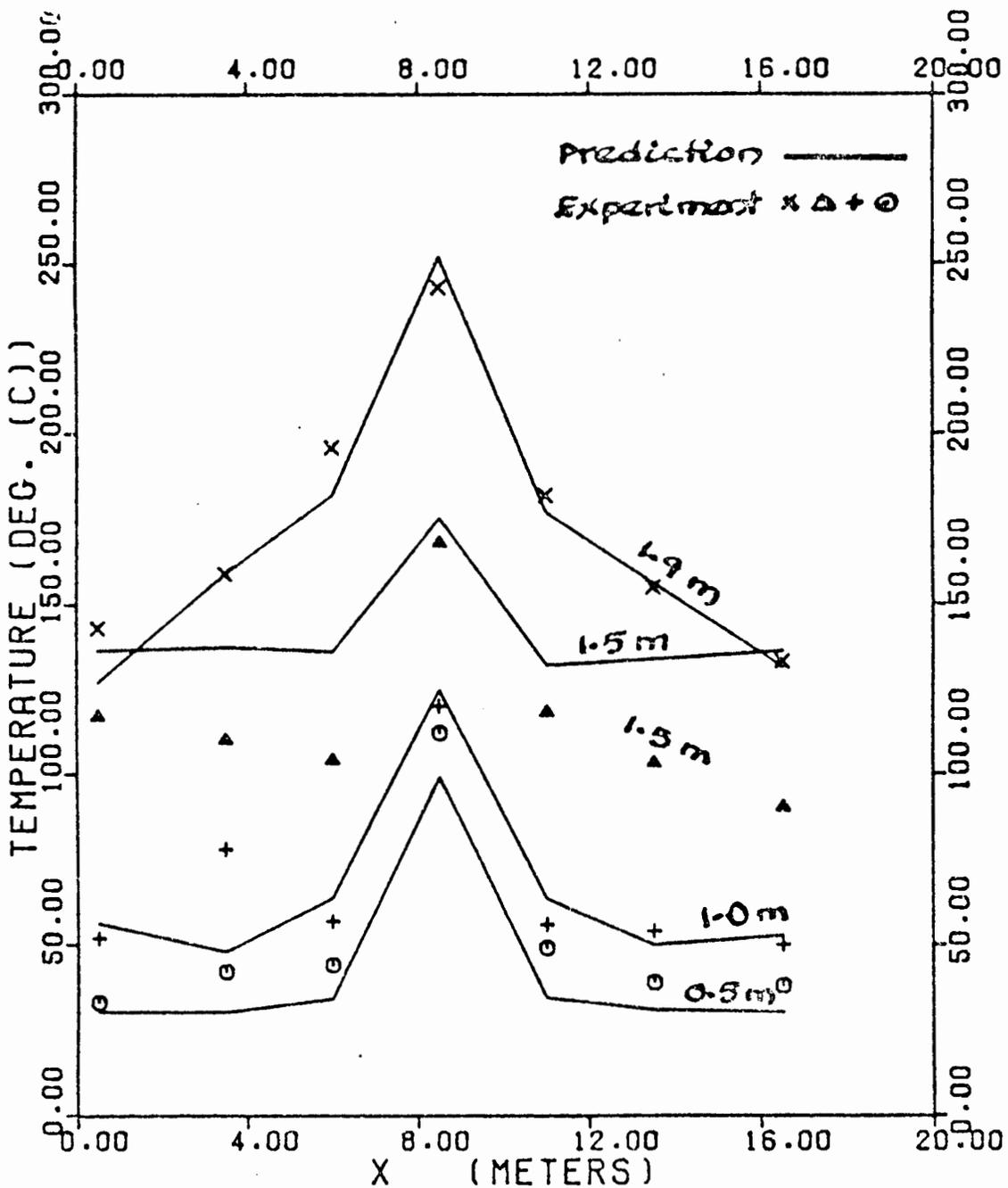


CONSTANT IN TURBULENCE  
MODEL

0.2

Figure 12

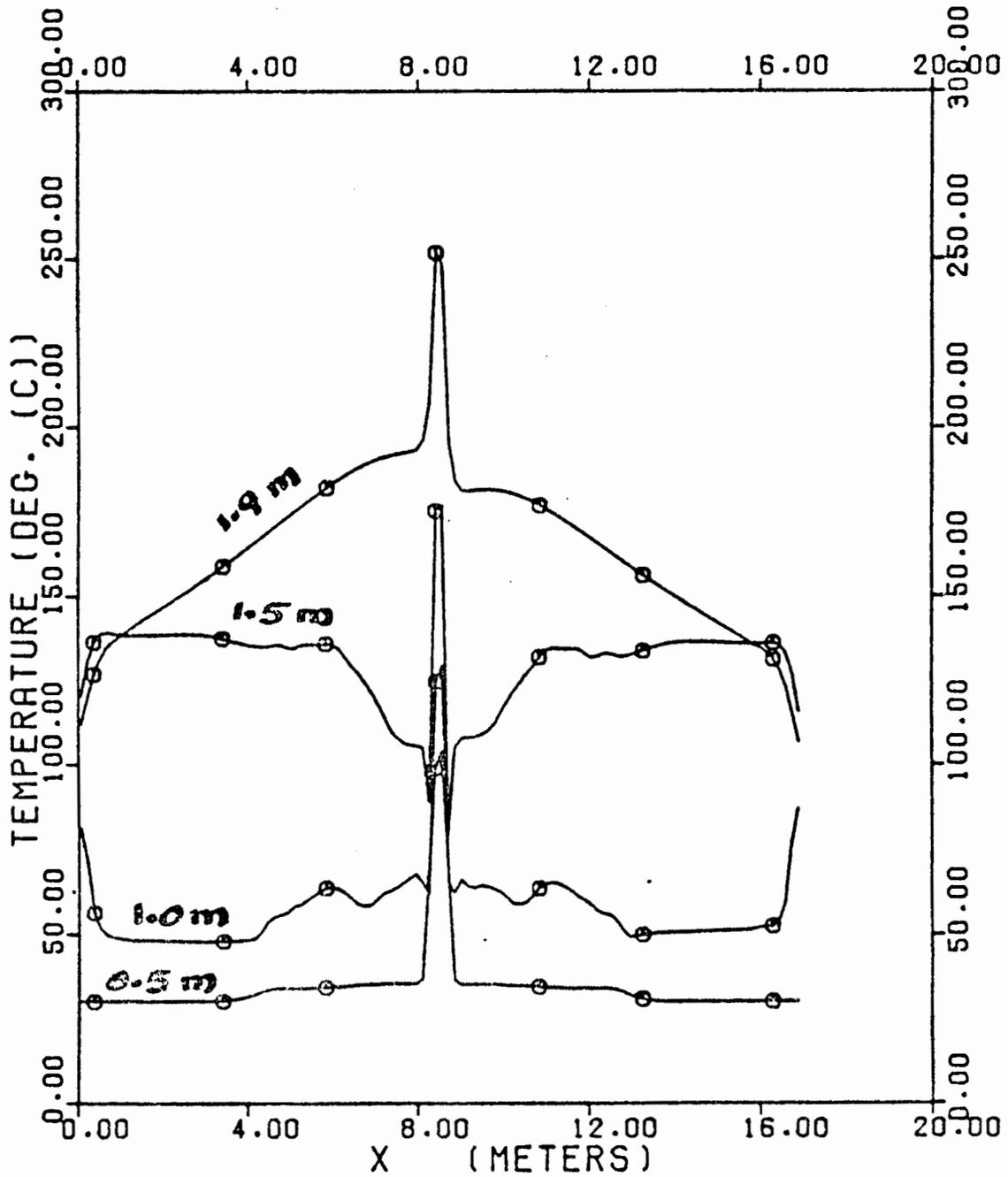
2. COMPARISON OF 6XPT WITH UNSAFE PREDICTION  
 (EXPERIMENT 235 KW ; PREDICTION 349 KW)



TIME=60.00 SEC (HEAT=235. KW)

Figure 13

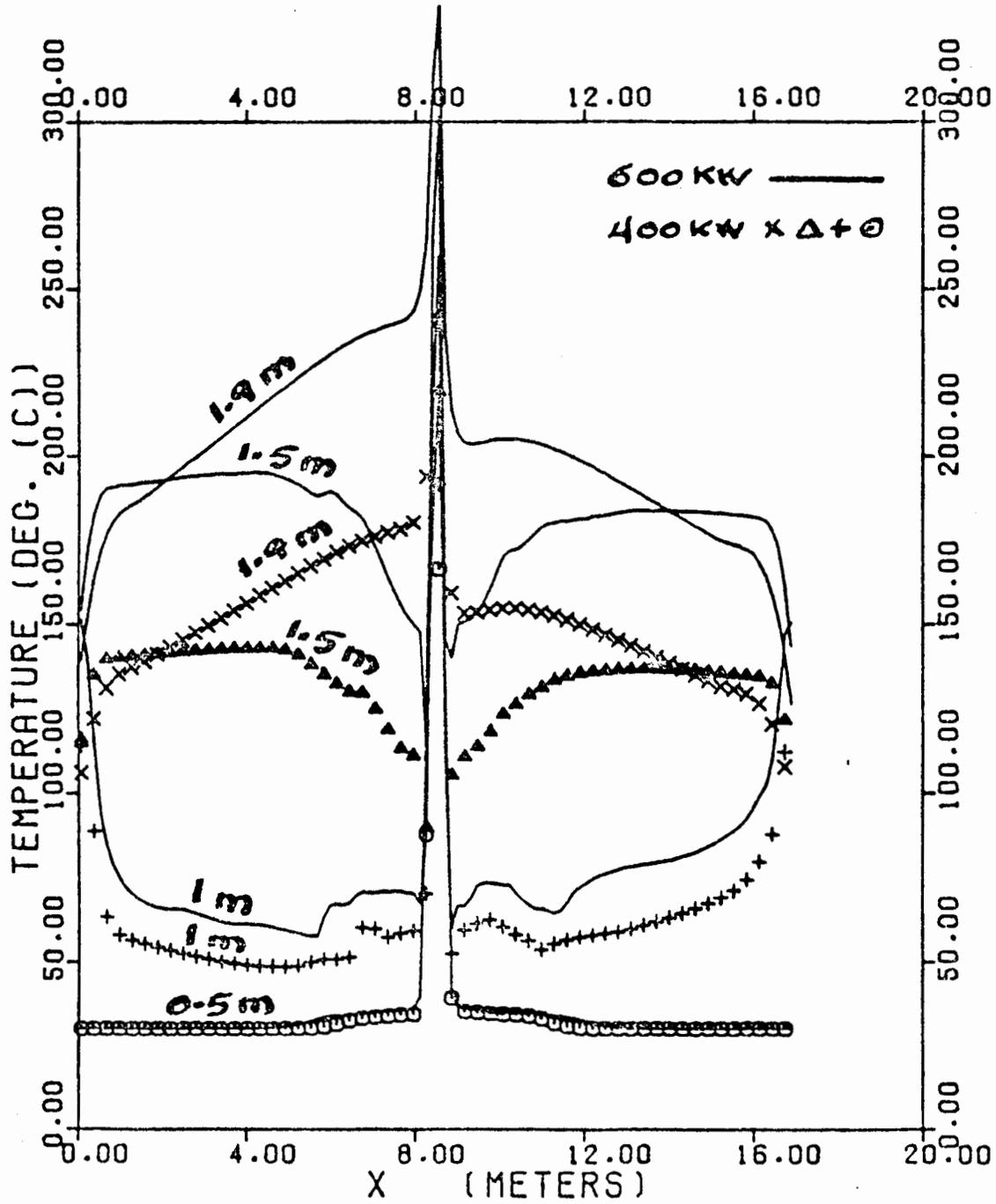
3. IMPORTANCE OF RAKE-SPACING



TIME=59.35 SEC (HEAT=349. KW)  
CNT=0.2 SF=8

Figure 14

4. EFFECT OF HEAT INPUT RATE



TIME=59.8 SEC (HEAT=400 & 600 KW)  
 CNT=0.2 SF=0

Figure 15

of 349 KW. The effects of heat input rates (400 KW and 600 KW) on temperature profiles are shown in Figure 16. The effect of energy distribution is shown in Figure 17.

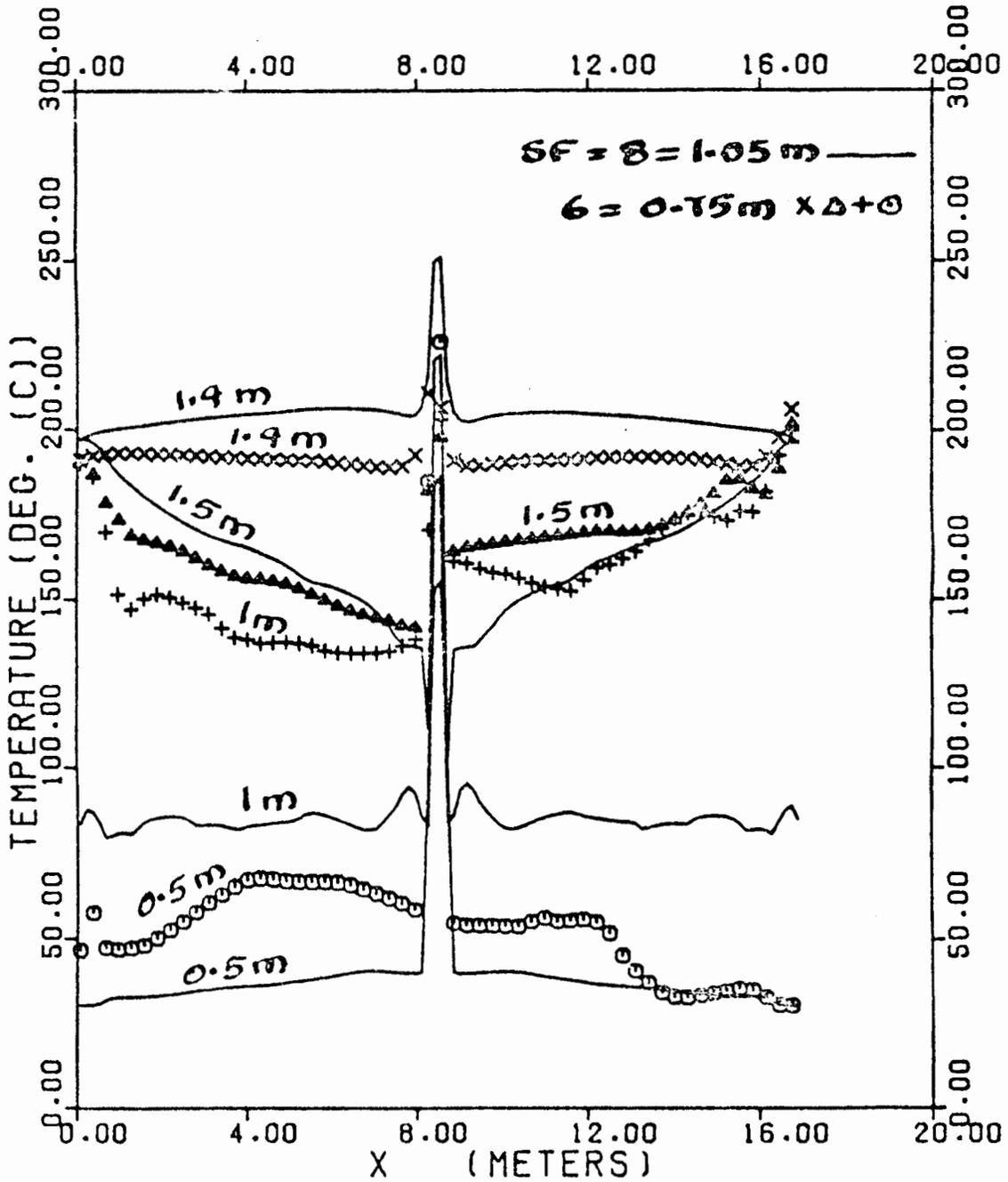
The next ten figures have to do with the second exercise that we have gone through. We are going to simulate fires in a wide-body cabin with seats. The geometrical arrangement of seating is modeled by a two-dimensional equivalent. In this model, six seats are set along the same line with a heat source taking place between the third and fourth seats from the left. Figure 18 shows the temperature profiles in a cabin without seats. The two-zone effect is clearly demonstrated.

Two distinct seat configurations were used in the model. The first seat configuration has a solid seat bottom, and the second seat configuration has an opening under a seat cushion.

The total input for this particular computation was 700 KW and also when temperatures exceed about 1000<sup>o</sup>F, each cell will generate an additional 5 KW. A sequence of fire spread from an early fire at 0.96 second to a fully developed fire at 32.15 seconds is shown in Figures 19 to 27.

A fire was first confined in between the seats (Figures 19 and 20). Hot gases rising from the fire reach the ceiling and start to move along the ceiling (Figures 21 to 25). At 5.76 seconds into the fire, the hot gases reach the two openings at both ends. Due to different soffit heights, the flow patterns are different (Figure 26). A two layer effect is clearly indicated. At 32.15 seconds, the fire becomes fully developed. The neighboring seats are heated and the hot gases at the top become thicker and descend down to the lower layer (Figure 27). UNSAFE code also calculated velocity vectors and species concentrations inside an aircraft cabin. The gas recirculations near the openings are clearly demonstrated by the changing of vector directions at the corners. This effect has not been simulated by a zone model calculation.

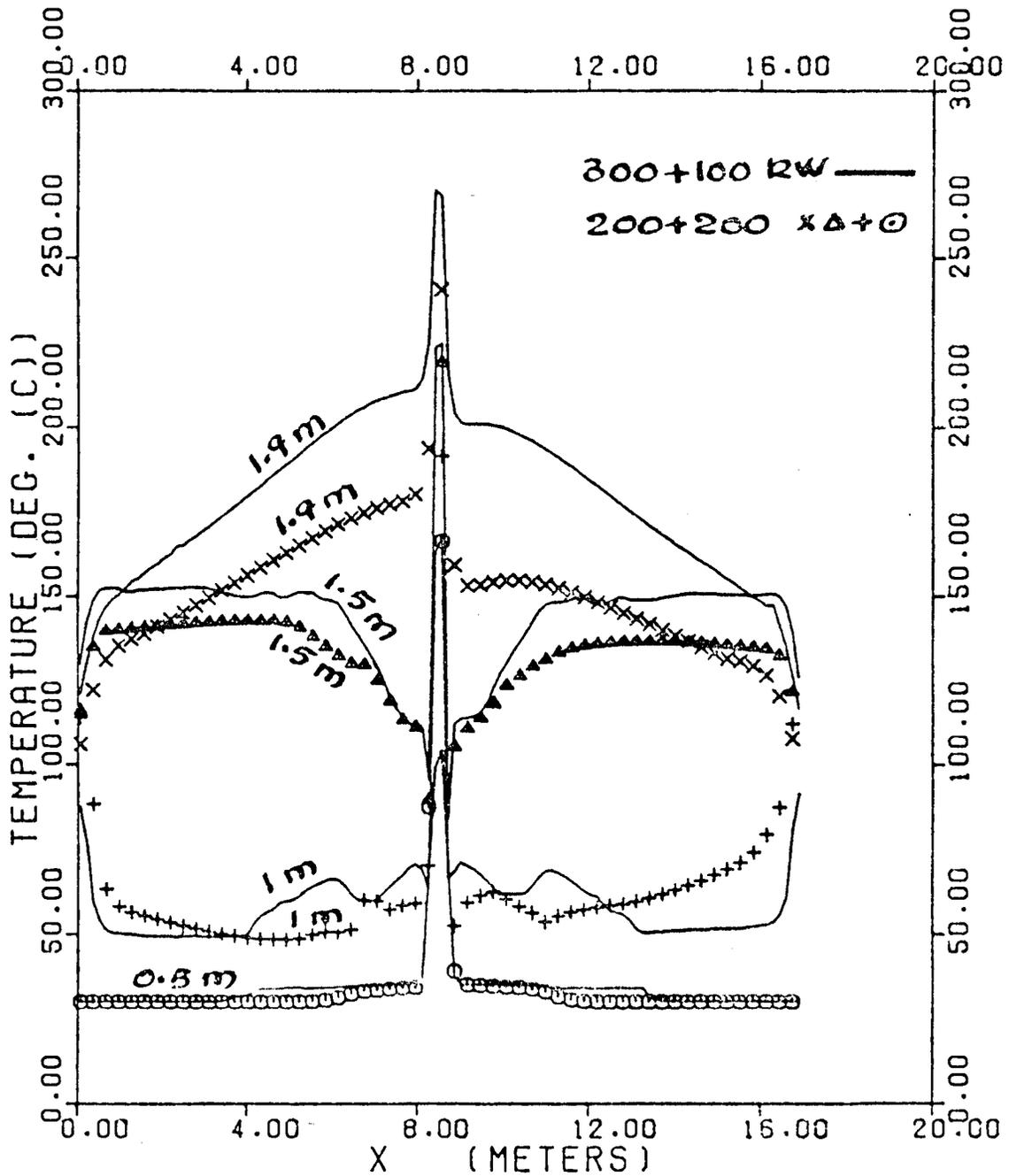
5. EFFECT OF SOFFIT HEIGHT SF



TIME=59.7 SEC (HEAT=400 KW)  
 CNT=0.08 SF= 6 & 8

Figure 16

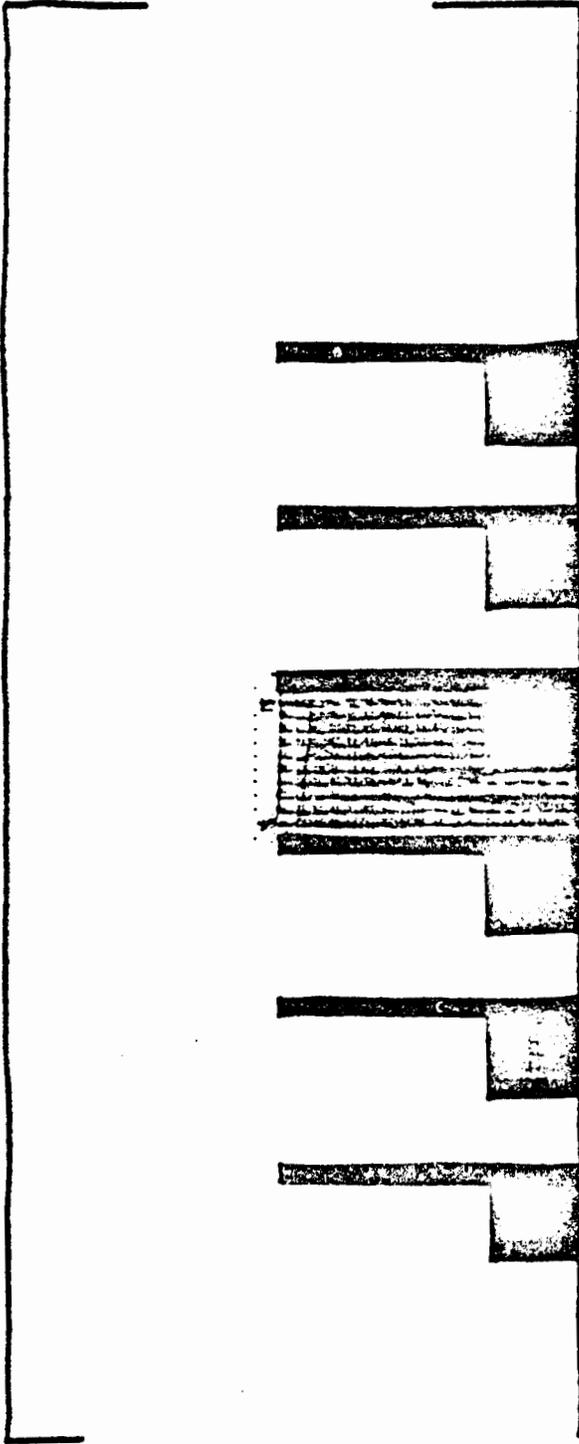
6. EFFECT OF ENERGY DISTRIBUTION



TIME=59.8 SEC (HEAT=400 KW)  
 CNT=0.2 SF=8

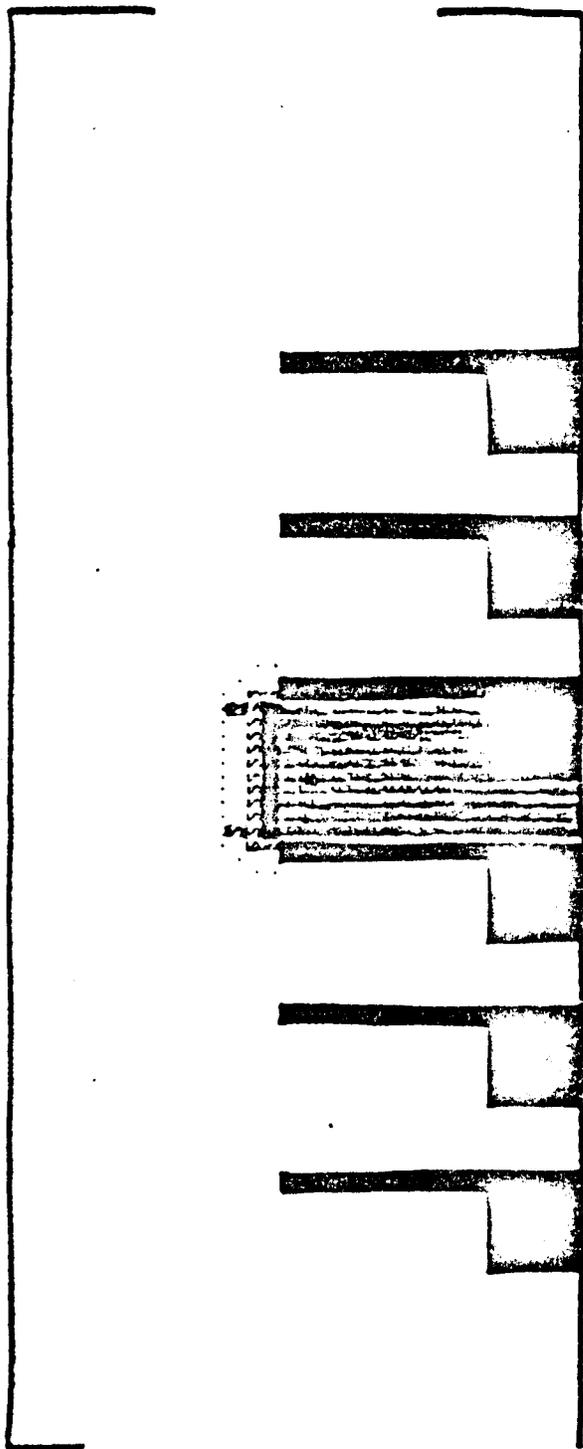
Figure 17





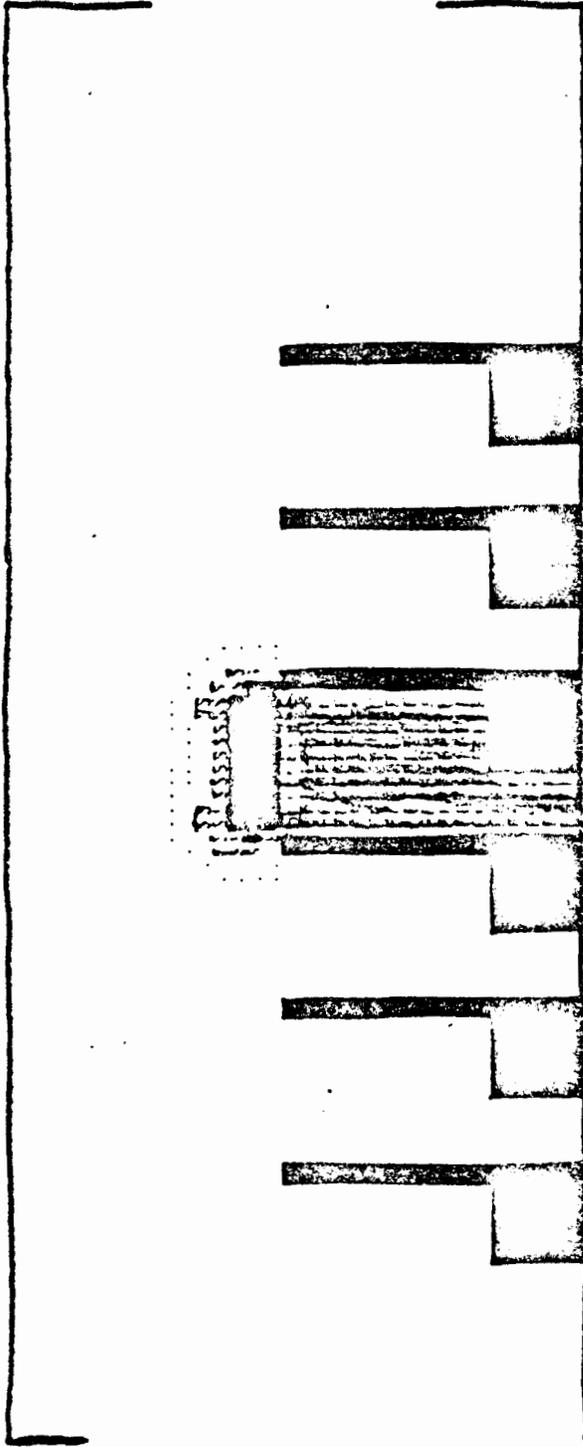
TIME = 0.96 SEC

Figure 19



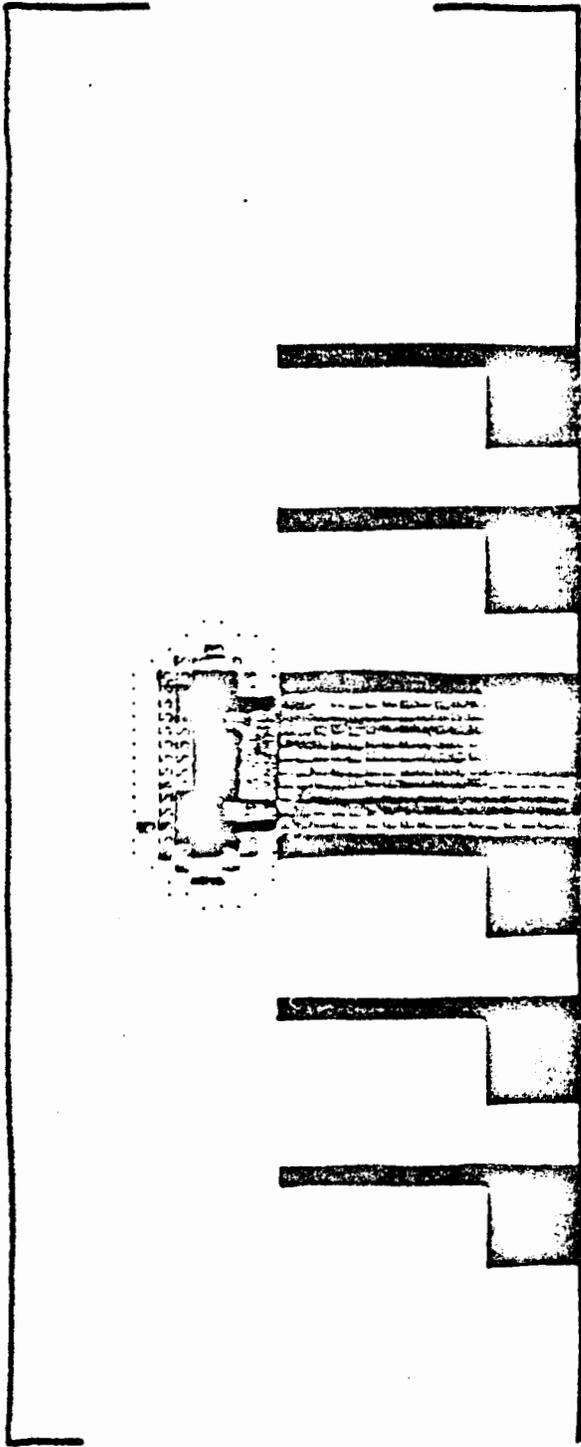
TIME = 1.44 SEC

Figure 20



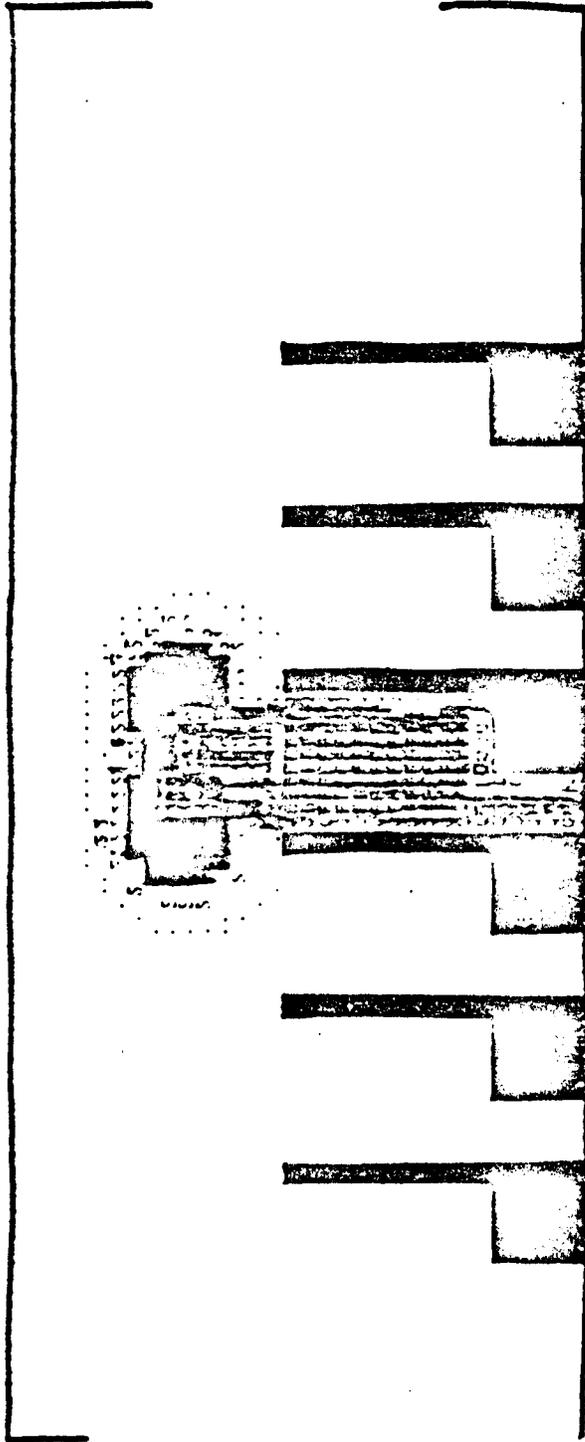
TIME = 1.92 SEC

Figure 21



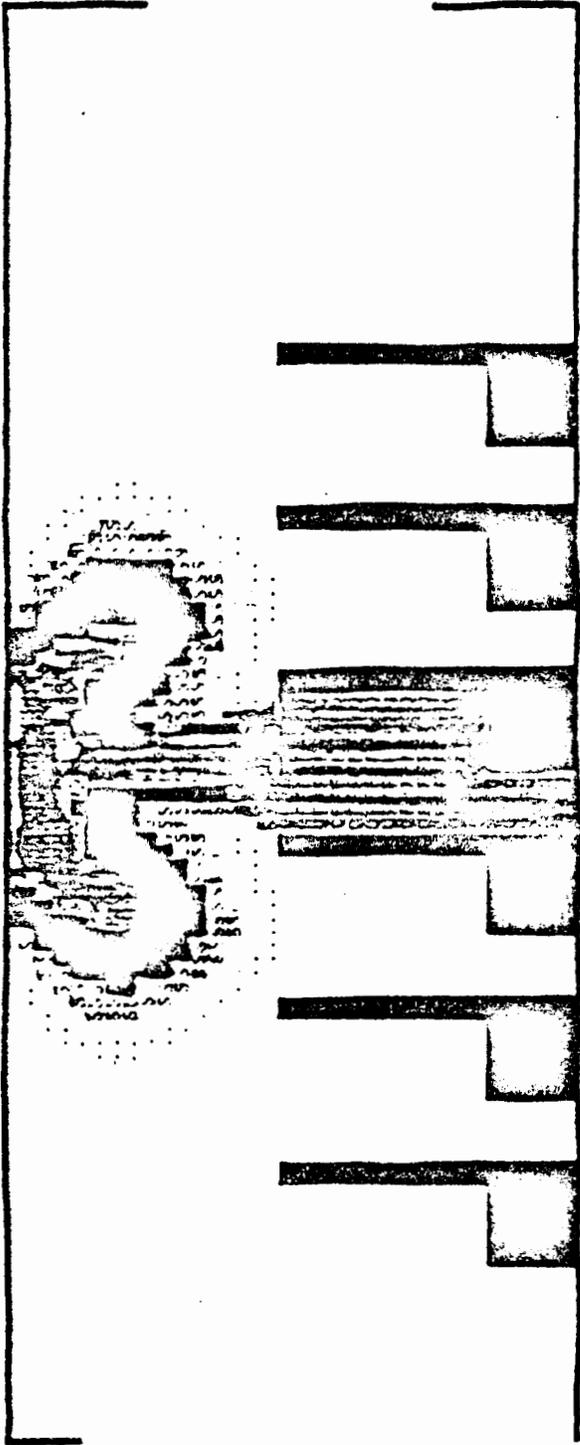
TIME = 2.40 SEC

Figure 22



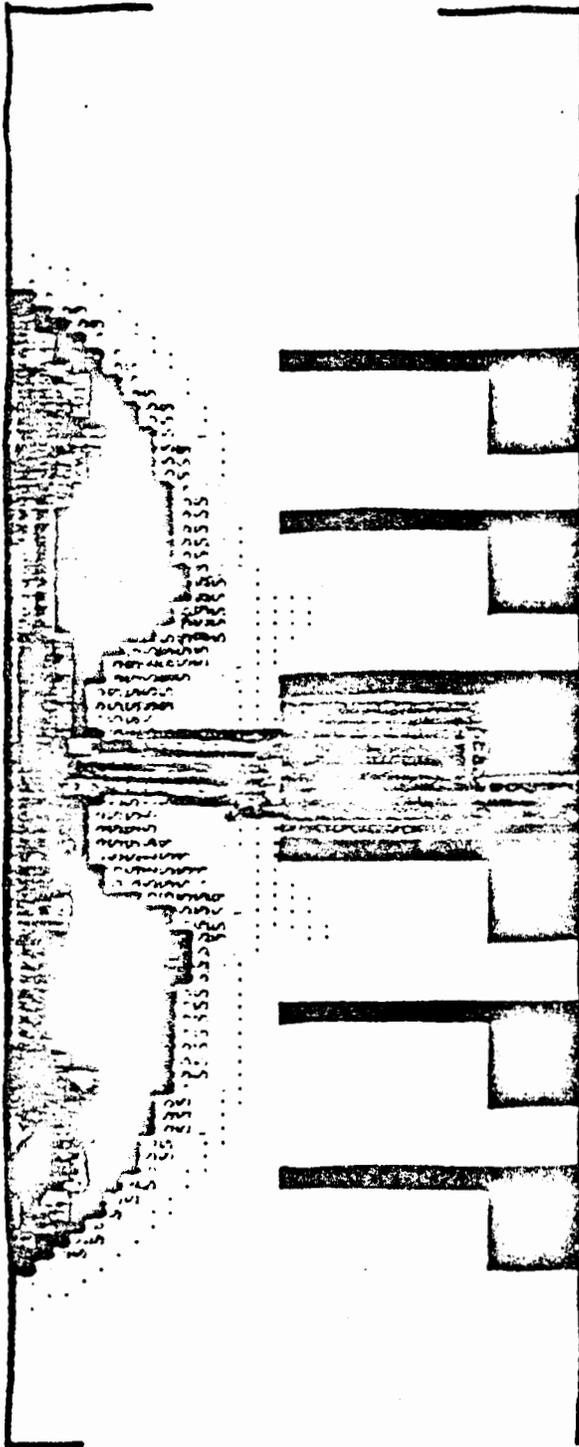
TIME = 2.88 SEC

Figure 23



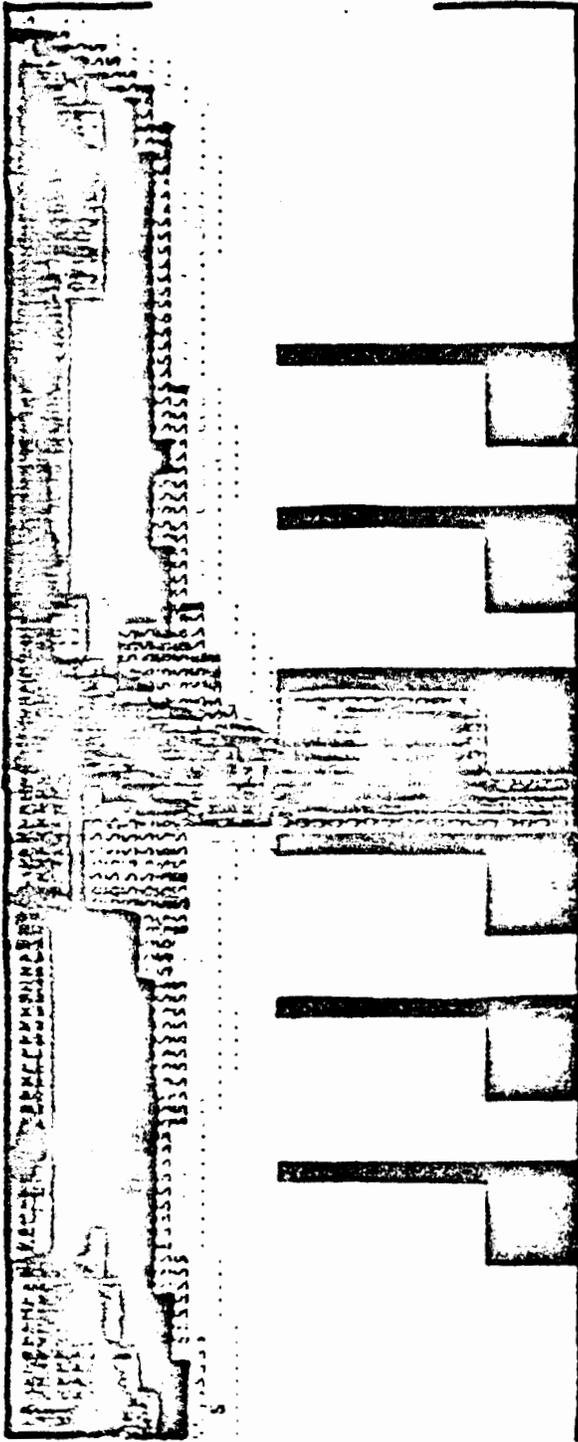
TIME = 3.84 SEC

Figure 24



TIME = 4.80 SEC

Figure 25



TIME = 5.76 SEC

Figure 26



We have made a different set of calculations with seats having openings underneath. The calculations show that some hot gases rising from a fire are redirected to other seats because the cool air circulates through openings under the seats. We have additional burning of seats and additional heat is generated in that particular area. This is an interesting comparison between two sets of calculations. It implies that fire spread can be limited if air circulation is limited. This favors a blocking or partition concept in an aircraft design. From a safety viewpoint this is not very conclusive. It implies that a higher seat back would have a beneficial effect as far as fire safety is concerned. Another interesting point is that with an open bottom, temperatures are much lower than at surrounding areas away from the heat source because circulating air cools the flame temperature. There is a trade-off. Further studies are required to clear this interesting problem.

QUESTION:

Where is the fire located?

K.T. YANG:

The fire is located at the center of the fuselage.

QUESTION:

The temperatures are low compared to that in a fire, less than 200°C?

K.T. YANG:

Yes, the temperatures are low. We were concerned about this. That is the reason why a flame is shaping up like this in the model.

QUESTION:

Everything shown in Figure 14 is calculated?

K.T. YANG:

Yes, everything is calculation. If you connect all the points with a straight line you will get a curve. If you connect the experimental points by straight lines, you get a different curve, which indicates what actually is going in the main fuselage.

QUESTION:

Those calculations say that the plume is about 20 or 30 centimeters wide?

K.T. YANG:

Yes.

QUESTION:

Is this because you are forcing it into two dimensions?

K.T. YANG:

No, I don't think this is the case. Don't forget, this scale is misleading. The fuselage is something like 56 feet.

QUESTION:

All right, maybe it is 40 centimeters in width. For a two-dimensional model maybe that is some justification. But for a radial model, it is clearly going to be maybe a foot wide or more.

K.T. YANG:

Additional data will be needed to determine that.

QUESTION:

The maximum temperature is only 250°C over the plume where combustion is located. There is no combustion?

K.T. YANG:

No, the combustion occurs in the plane.

QUESTION:

How do you define the plane? The lowest level of the temperature should be much higher.

K.T. YANG:

I think what you are getting at is some skepticism on the part of people who have run fire tests and made measurements inside planes, and the skeptical position is with regard to the possibility that you might measure the temperatures which are not higher than 250°C in a place where there is burning going on.

We have often thought about how really accurate measurements are and we can get the temperatures much lower than they are if you take into account the radiation factors. You have to be very careful about exactly the measurement conditions.

The problem might be that there was a very coarse thermocouple grid in the experiment. Instead of having the thermocouples on the axis of a fire, it may be one foot off. If you are trying to match the numerical values of two temperatures, then you are way off.

This is the best data we have. We have to have some way to make some comparison just to see what kind of equipment and data we are talking about.

MODELING HEAT FLUXES FOR AIRCRAFT

RONALD ALPERT

Assistant Manager, Basic Research Department,  
Factory Mutual Research and Engineering  
Corporation. Ph.D. in Mechanical Engineering,  
Massachusetts Institute of Technology, 1970.  
Joined Factory Mutual in 1969,

## MODELING HEAT FLUXES FOR AIRCRAFT

Ronald Alpert  
Factory Mutual Research  
and Engineering Corporation

The title of this project is computer modeling of aircraft cabin fire phenomena.

We are going to formulate a few efficient computer subroutines that could be used in a comprehensive zone model. I am going to describe the plans for this project.

The first task, shown in Figure 1, is to develop integral models of fire spread under corridor ceilings. The integral models can be very efficient on computer time and yet reasonably accurate. The geometry in Figure 1 is this one where a flow exists along the wall and the ceiling. The wall will be combustibile, but the ceiling may or may not be combustibile. The side walls are to confine the flow at the wall and the ceiling. The plane view on top shows what might happen if the ceiling is combustibile.

A flame occurs and the flame front progresses down the ceiling. That is the general view of what we are looking at.

Factory Mutual is under an FAA contract to conduct an experimental study on physical modeling. We have run intermediate-scale and small-scale experiments on ceiling burning. A good deal of data exists from these experiments which could be used as a comparison with theoretical prediction calculated from integral models.

Figure 2 delineates the specific objectives of Task 1 work. During the first year, we will be looking at the first two topics. First, we will want to validate existing integral models of combustion in fire plumes. Second, we will also develop and validate integral models for wall fires.

There are several different types of integral models that we have developed at Factory Mutual for fire plume combustion. The

# TASK 1: INTEGRAL MODELS OF FIRE SPREAD UNDER CORRIDOR CEILINGS

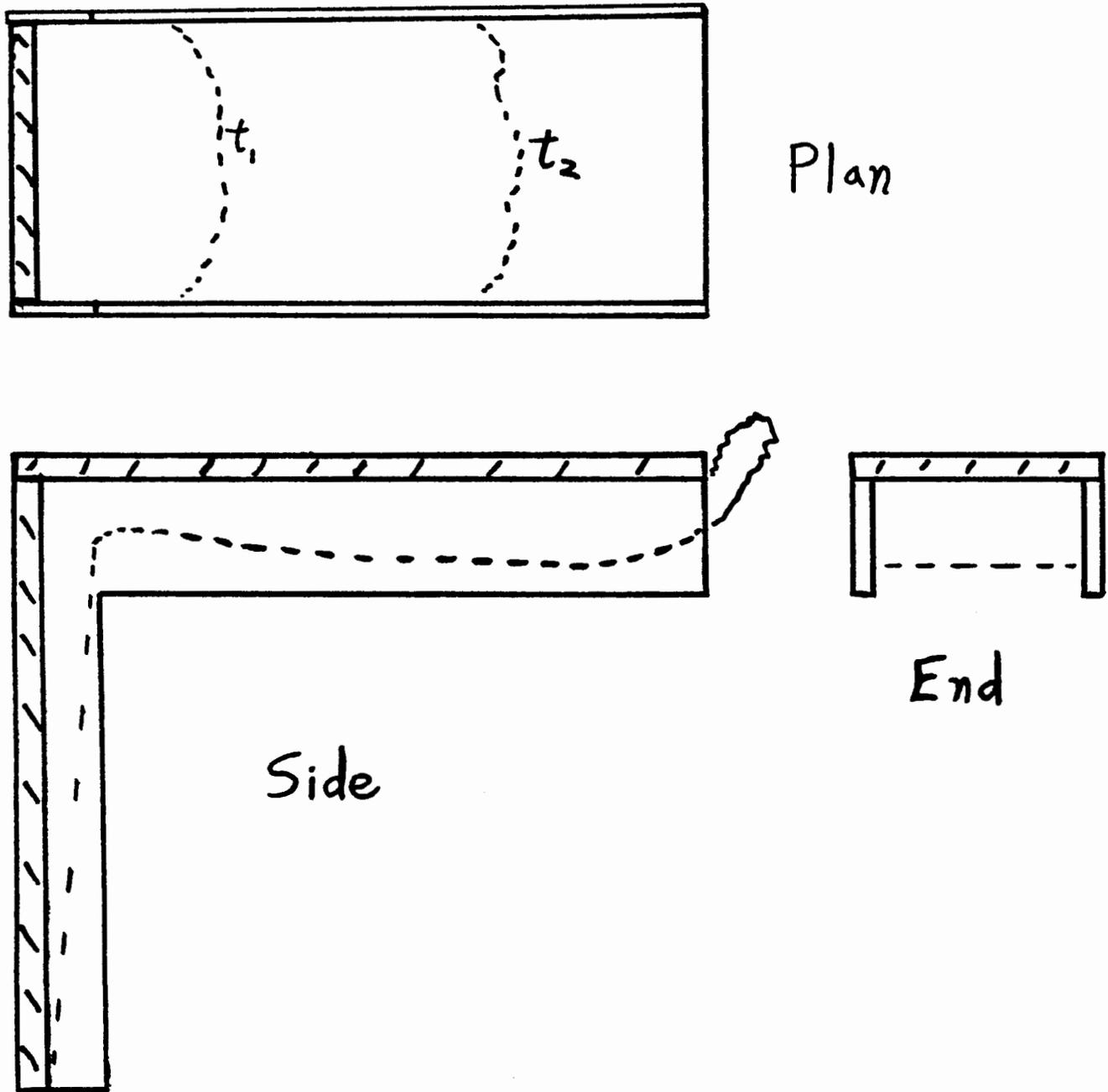


Figure 1

# TASK 1: INTEGRAL MODELS OF FIRE SPREAD UNDER CORRIDOR CEILINGS

Validation of Integral Combustion  
Models for Turbulent Fire Plumes  
and Wall Fires

Formulation of an Integral Model  
for Reacting, Turbulent Wall-  
Ceiling Flows

Solution of the Ceiling Flow  
Combustion Model with Comparison  
to FMRC-FAA Experiments

Formulation of Transient, Under-  
Ceiling Fire Spread for  
Incorporation into Zone Models

Figure 2

first model was developed by Dr. Francesco Tamanini. His integral model is a modification of the numerical techniques for reaction in a buoyant turbulent plume. He makes assumptions in order to simplify his model and develop a rather efficient integral model for buoyant turbulent combustion in a fire plume. This is one model that is quite promising for use with fire plumes. This integral model will allow low cost predictions on the rate of burning in fire plumes. We need experimental data for verification of this model.

Another model of buoyant combustion in the plume is Dr. John de Ris' stochastic mixing model, involving the evolution of probability density function in the plume. Again, we have a simplified model which requires comparison. Optimization from experiments in this process is actively being pursued right now.

An experimental apparatus developed by Dr. F. Tamanini was used to verify the integral models of plume combustion. It has a water-cooled chamber with gas burners. By raising the burner up, various levels of a plume can be experimentally studied. The flame enters a duct with gas analyses instruments downstream. We can determine the chemical composition of the products and degree of reaction at that level in the plume. In addition, a radiometer is mounted in the side of the chamber so we can look at a thin slice of flame. The radiant output from the slice of flame can be compared with the heat release at that same level. A typical result is that the energy release rate integrated in the plume is a function of height above the burner. It can determine the fraction of the fuel converted to carbon monoxide. For the first time, we have some hard data on where in the fire plume the chemical reaction is occurring. This same apparatus will be used by Mike Delichatsios to obtain measurements of air entrained in the plume--a technique very similar to that used by Professor Ed Zukoski from California Institute of Technology. This one apparatus will allow us to make these critical comparisons between theory and experiment, to validate models of plume combustion. Once this validation

has taken place, we can go on to looking at the problem of the wall fire and developing integral models for wall fires.

The remainder of the first year we will be looking at formulating integral models for the wall/ceiling combustion configuration and extending the wall fire integral model to combustion under the ceiling. In the second year of the program, we hope to solve the ceiling flow combustion model and compare predictions from the theory with the experimental data. Finally, once we have the steady solution, we will formulate a transient under ceiling fire spread model by considering the transient case to be just a succession of steady burning situations. The integral solution could then be incorporated in existing zone models.

Task 2 of this NBS grant deals with the three-dimensional solution of fire heat transfer in an aircraft cabin. The situations we will be looking at are the radiant heat transfer from a pool fire outside the aircraft to the interior of the cabin where some penetration occurs (Figure 3). This is under quiescent wind conditions. With the outside pool fire and entrained air from the cabin, the flame has been drawn into the upper part of the cabin. The flame penetrates down the cabin and forms a hot ceiling layer going down the length of the cabin. We will be looking at the situation where we have flame penetration into a cabin, looking at the radiant flux and convective flux to arbitrary targets within the cabin.

Figure 4 shows the specific objectives of Task 2. In the first year, we do the first two subtasks and in the second year the last two subtasks. The first subtask is to calculate radiant heat transfer from external pool fires to arbitrary targets within the aircraft. We will develop both numerical solutions and approximate analytical solutions so that we can judge the accuracy of the approximate solution. These solutions will be in terms of parametric properties of the outside pool fires. In the remainder of the first year, we will be estimating heat transfer due to flame penetration.

# TASK 2: THREE DIMENSIONAL SOLUTION FOR FIRE HEAT TRANSFER IN AN AIRCRAFT CABIN

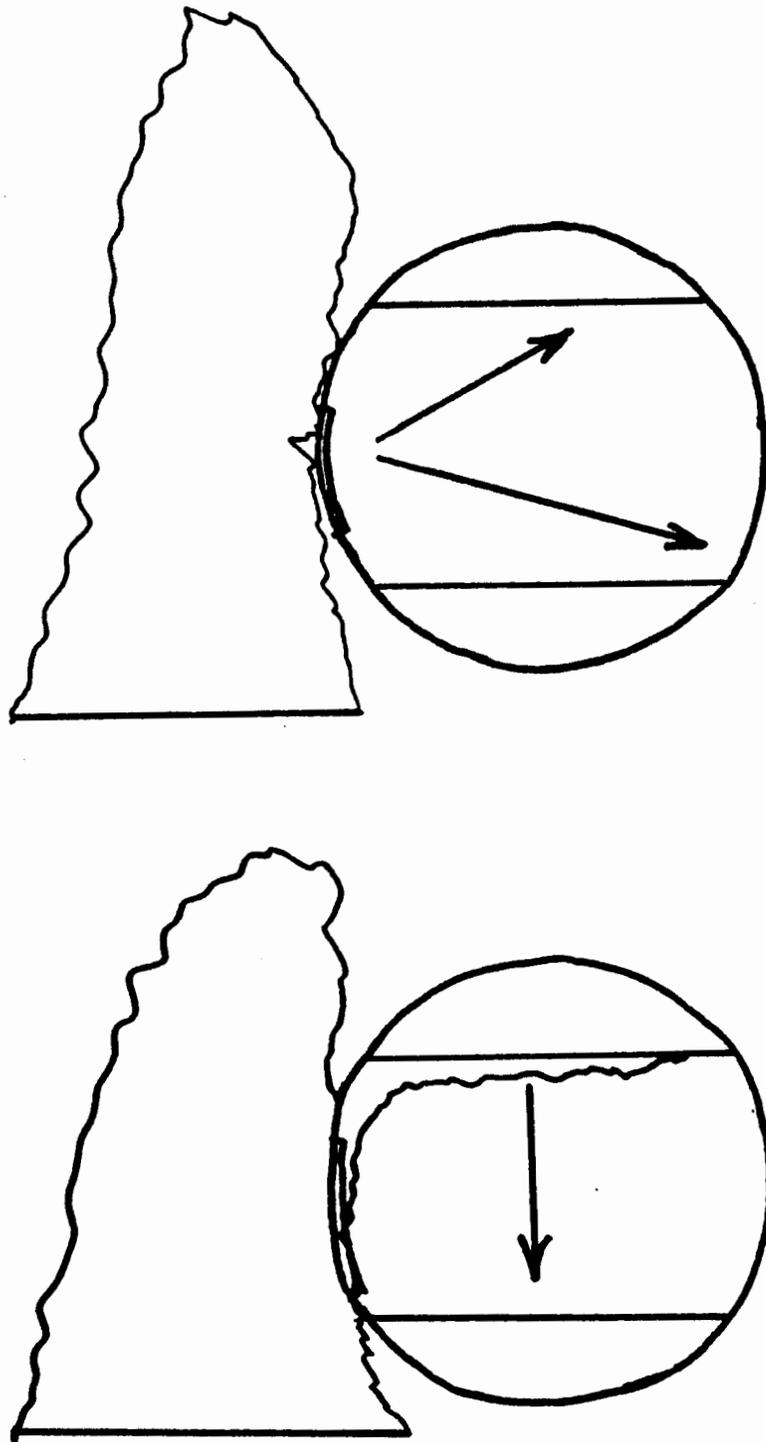


Figure 3

## TASK 2: THREE DIMENSIONAL SOLUTION FOR FIRE HEAT TRANSFER IN AN AIRCRAFT CABIN

Radiant Heat Transfer from an  
External Pool Fire to an Arbitrary  
Target inside an Aircraft

Estimation of Heat Transfer  
due to Flame Penetration

Improved Calculation of  
Penetrating Flame Heat Transfer  
with Results from TASK 1

Computer Subprogram for Efficient  
Calculation of Heat Transfer  
Rates from Reacting Wall-Ceiling  
or Plume-Ceiling Flows to an  
Arbitrary Target within the Aircraft

Figure 4

The assumed geometries or thicknesses of the penetrating flame and the properties of the penetrating flame will be used to calculate the convective and radiant heat transfers to the ceiling and arbitrary targets in the aircraft. In the second year, based on calculations made in Task 1, we will be looking at ceiling layer combustion. We will predict properties of the layer, i.e., thicknesses of the layer and temperatures. We will use that information for improving the calculation of heat transfer to targets within the aircraft.

Finally, in the remainder of the second year, we will try to develop efficient subroutines for the calculation of heat transfer from either the penetrating flame or the ceiling layer flame or combustion products in the aircraft cabin to arbitrary products within the aircraft. This is our plan for this project.

We are just beginning and Mike Delichatsios has started work on the wall fire combustion problem and has made some real progress there.

QUESTION:

Are you going to attempt to work out a method of inserting the results that you get into a zone model?

RONALD ALPERT:

It would be very nice if we could do that. It depends on timing. If we have something developed on time during the contract period, I think we would look at it. We have the capability, for instance, for running the Harvard program at Factory Mutual.

QUESTION:

Why did you pick this particular geometry for the hull? You left out all the return flow problems. I realize that it makes life easier, but in a real hull, it might not be totally unimportant. There is some data that has been obtained that shows that you can actually get local air built up near the fire which would cause a couple of lengths of the hull to be completely afoul with smoke. There are problems of that sort that are associated with returning flow. Are you only interested in the very thin layer on the top?

RONALD ALPERT:

We wanted to tackle a problem and solve to a degree that we really believe the answer. We don't want to go out further than we think we can catch. We had enough problems with getting a combustion model working correctly. We had enough challenges with this one without taking on further challenges at this time.

QUESTION:

It seems to me you would want to address the problem of a pool fire outside the doorway. You are working on a piece of that. I wonder if you are going to address or consider, even when there is no wind acting on the fire plume, there is some sporadic intermittent penetration of that plume into the cabins. Have you made any consideration or will you address in your work or will you hope others will address some work on how to describe that phenomena--how do you see that related to your problem.

RONALD ALPERT:

I hope someone will describe that phenomena. I don't see that we are going to predict a random penetration of the plume. We may simulate it by saying we have a wall fire and a respectively black body source there or a wall fire on one side and then have a ceiling flow generated by that wall fire or have some assumed type of plume being a fraction of the pool fire.

ENCLOSURE MODELS APPLIED TO AIRCRAFT

HENRI MITLER

Research Associate, Division of Applied  
Science, Harvard University. Ph.D. in  
Nuclear Physics from Princeton University,  
1960. Professor H. Emmons' coworker in  
designing computer fire code.

## ENCLOSURE MODELS APPLIED TO AIRCRAFT

Henri Mitler  
Harvard University

My discussion is going to very briefly explain the current status of the Harvard Computer Fire Code and how this is applicable to the ceiling jet problems of the FAA effort in general.

The Harvard Computer Fire Code is a deterministic model of fires burning in enclosures. At the moment, the enclosures that we are considering are rectangular (i.e., a room) which has a number of vents (limited to five). We can also handle the behaviors of up to five objects, at least one of which is burning and the rest are to be considered targets. The floor will be considered an object.

The math model is deterministic. The computer program is modular so that we can remove a subroutine if we wish and substitute an even simpler one or a better one or a more complicated one. This includes not only physical subroutines but also numerical subroutines. We have basically two numerical subroutines. One is a successive substitution method of solving an enormous set of simultaneous equations. Another is, as C. MacArthur pointed out, a Newton-Raphson technique.

The fires we are looking at are pre-flashover fires. Harvard Computer Fire Code Version Five of this model is about to come off the drawing board. A tape of version five should be made soon and if anyone is interested in obtaining that tape, please see me. This model can handle several types of fires. One is a growing fire, such as igniting a piece of polyurethane foam or a mattress or anything else and watching this thing grow. Moreover, a fire can be set initially and can be ignited at some point down the road either by autoignition due to the charring surface of the flammable target reaching an ignition temperature or by contact with the flame. We model flames, vent flow rates, plume, species production, the spread rate for a growing fire, convective heat transfer, etc.

Figure 1 shows a schematic of the enclosure fire. A flame is modeled by a cone of hot gas which is assumed to be a grey emitter with uniform properties. The flame temperature is chosen by the user. We modeled it with an optical absorption coefficient of 1.55 reciprocal meter. We also have a plume model for the hot gases rising from the flame. We used the Morton-Taylor-Turner point source plume model shown in Figure 2. A virtual point source is located below the fire surface and the plume itself will assume either a top hat model, which is actually what I use now, or a Gaussian profile. It makes very little difference. The radius of the plume is in effect the radius of the fire at the burning base. A virtual part of the plume is below the fire base and the real part of the plume has an air entrainment coefficient which is assumed constant. Nevertheless, in spite of the simplicity, the plume model has worked quite adequately.

The flow rate of hot gas and air are shown in Figure 1. The flame and plume go up to the ceiling and form a hot layer which gets deep in time; then buoyancy carries it out. We solved the ventilation equation effectively the same way as C. MacArthur pointed out to you. In fact, we have drawn independently exactly the same basic equations.

We model the species concentration by assuming that any particular object gives rise to a constant mass fraction of carbon monoxide, carbon dioxide and smoke which consists of mostly soot and possibly hydrocarbon. One source of these mass fraction data is burning polyurethane foam by Tewarson. I used the numbers that he developed. It is a very simple approximation with single numbers. Nevertheless, the results are reasonable for all the species except carbon monoxide.

We have to use experimental results for the flame spread rates. We could not get the spread rate from first principles. It is possible to have an expression which gets the correct spread rate for the open flame, but then corrects for the effect of the feedback radiation from the hot layer, hot ceiling, the walls, etc. Again, we get quite reasonable results by doing that.

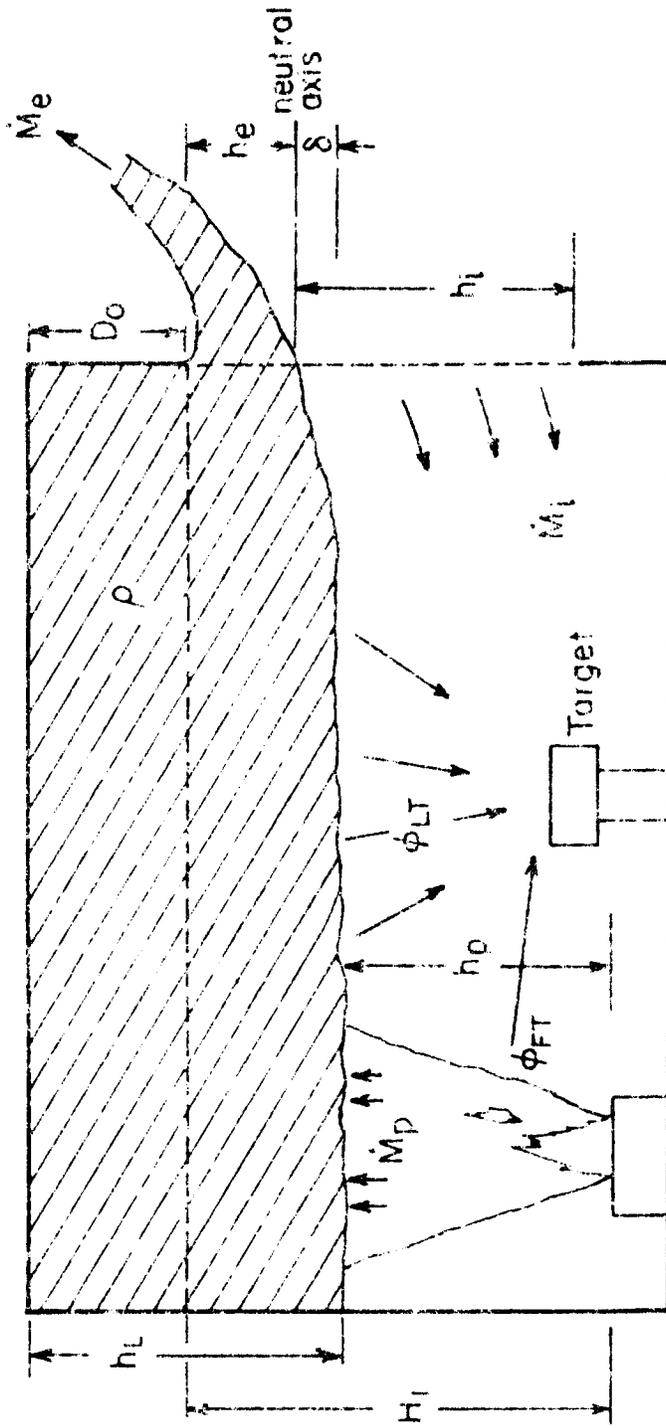
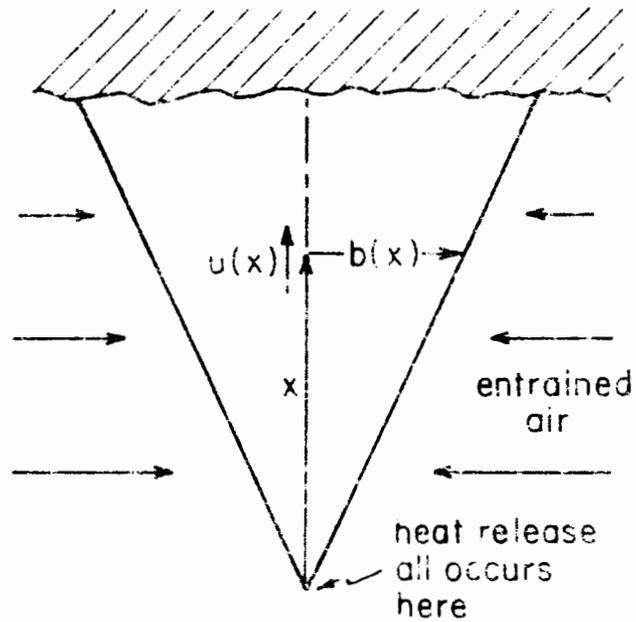
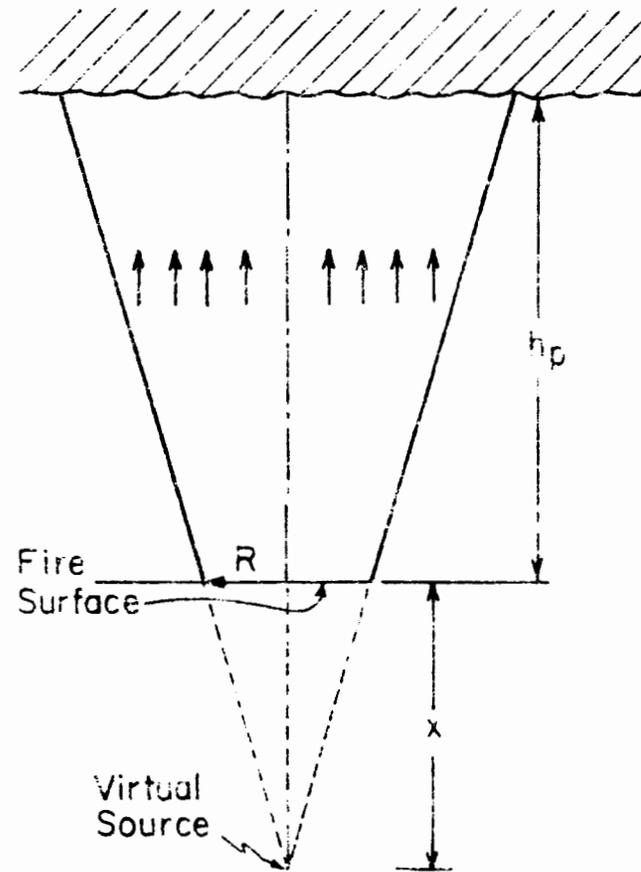


Fig. 1. Schematic of the enclosure, showing mass fluxes in and out of the room, and radiative fluxes to the target from layer and frame.



Schematic of point-source plume. At any height  $x$  above the source, the plume radius is  $b(x)$  and the upward fluid-flow velocity on the axis is  $u(x)$ . The horizontal arrows indicate the flow of air which will be entrained. The shaded region is the hot layer.



Schematic of area-source plume. Plume height is given by  $h_p$ , and  $R$  is the radius of the fire base. The geometry is as in fig. 4.

Figure 2

We also deal with all the radiation exchanges between surfaces of hot gases and plume. The radiative transfer calculations are fairly reasonable. Convective heating and convective cooling are calculated by using a heat transfer coefficient.

The standard room, which is a room used by Factory Mutual Research Corporation, is 8' x 12' x 8'. The burning rate is a function of time and is very well predicted. The radius of the fire is a function of time. The calculated and experimental data are compared and shown in Figure 3. The surface temperature stays almost constant until approximately 2-1/2 to 3 minutes into the burn. The calculation results and the experimental data are shown in Figures 4 and 5. The temperature of the gas layer reaches a peak of about 900<sup>o</sup>F and then goes off. I have not yet worked with a model that has any kind of extinguisher.

QUESTION:

What is the oxygen concentration?

H. MITLER:

The minimum that I find is on the order of 6 percent. It is bounded by a fraction of 4 from ambient oxygen and for carbon dioxide; the experiment does something like this--it goes up expeditiously, throws some heat and falls off.

The oxygen fraction measured data is compared with calculated results and both curves are shown in Figure 6. The calculated value starts at the ambient value and follows the same pattern as the experimental data.

The calculated and experimental results on CO, CO<sub>2</sub> and smoke production are shown in Figure 7. The calculated CO does not match the measurement. The measured CO starts out at a much lower value and increases to a factor of 5 or more higher than what is calculated. It may well be that this is the different nature of the burning of vitiated air or non-vitiated air. Very likely it is because of the distribution of flaming combustion products, particularly carbon



K·E 10 X 10 TO THE CENTIMETER 18 X 25 CM  
NEUFEL & ESSER CO. MADE IN U.S.A.

46 1512 Red curve; calculated surface temp  
of target ( $T_s$ ). Black curve = experiment  
Ignition occurs at  $t(\text{calc}) = 308.1$   
 $t(\text{exp}) = 310$   
sec.

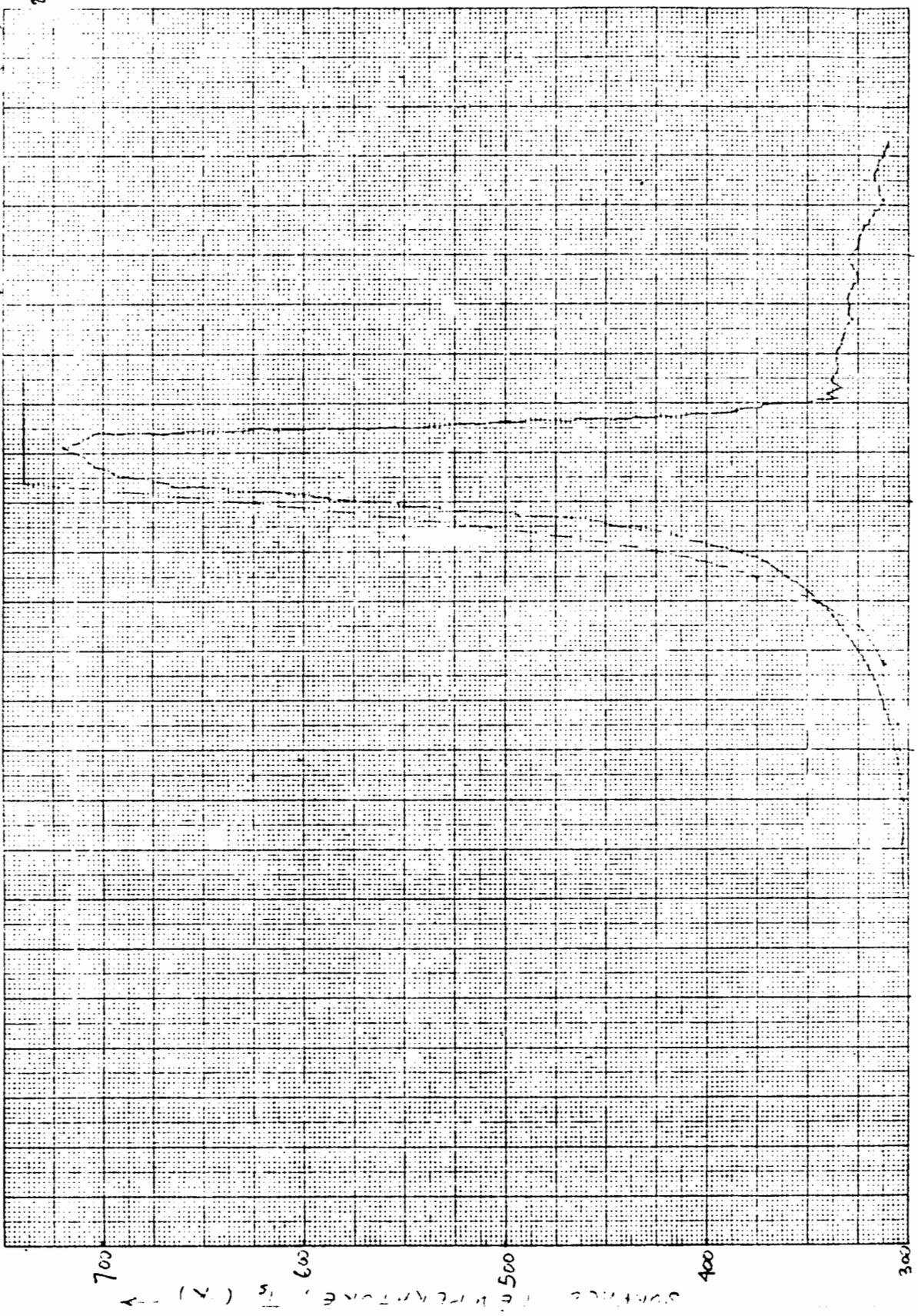
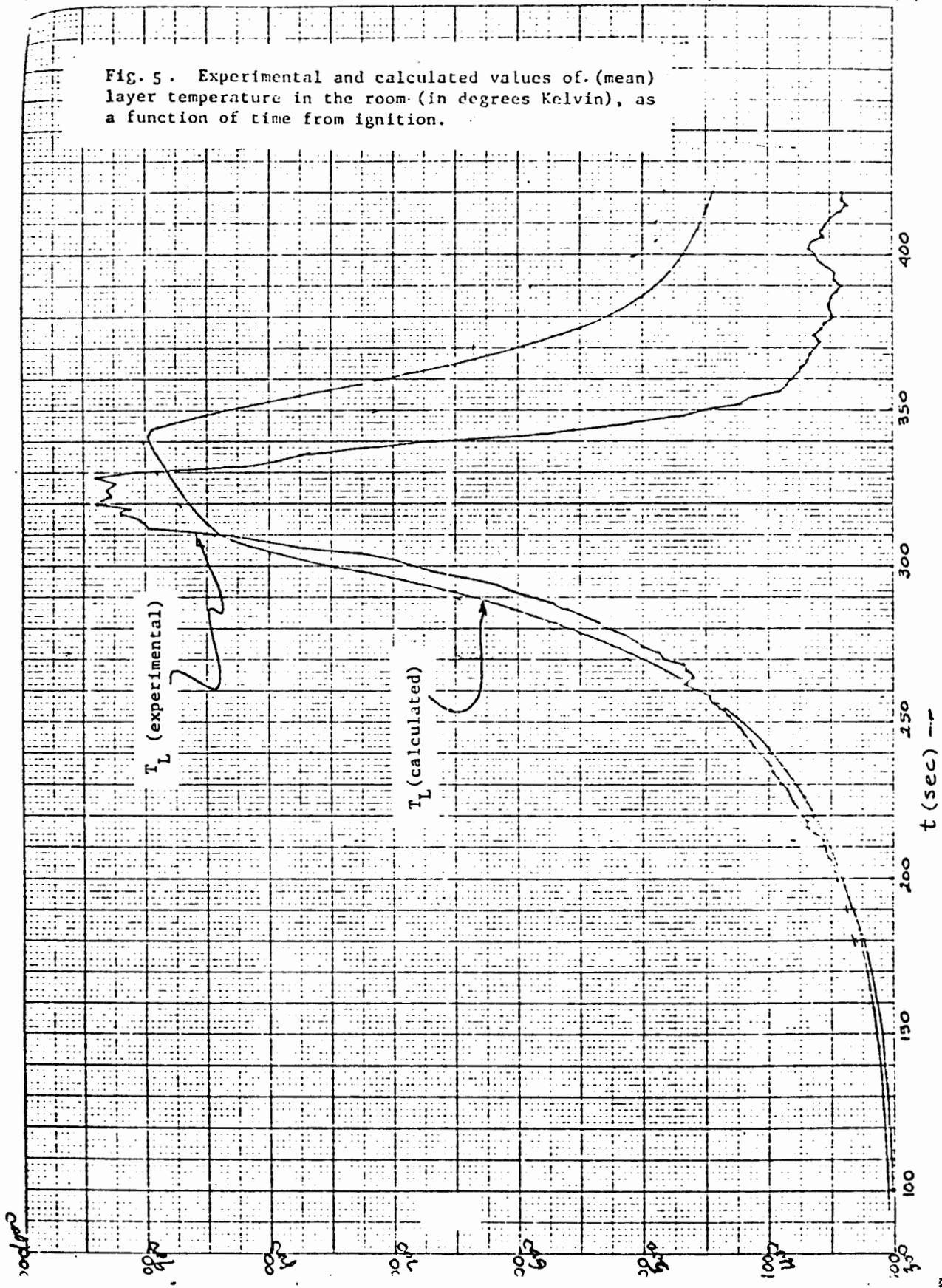


Figure 4

Fig. 5. Experimental and calculated values of (mean) layer temperature in the room (in degrees Kelvin), as a function of time from ignition.



28 April, 1981

46 132L

Calculation:  
Run M24b,  
of 4 March, 1981. (MARKS)

1.0000

0.8000

0.6000

0.4000

0.2000

0.0000

Oxygen Concentration  
- by mass

CO<sub>2</sub> output

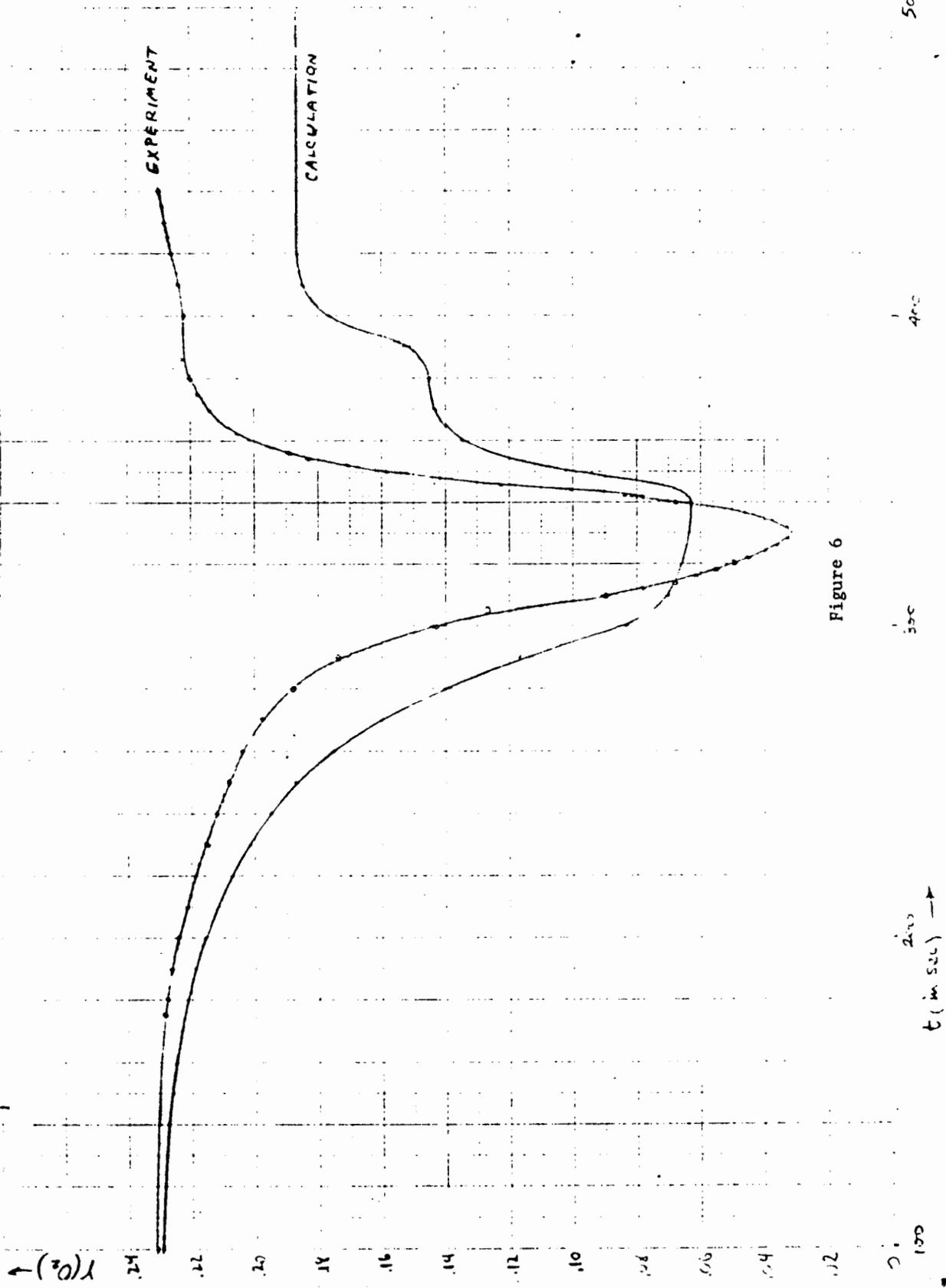
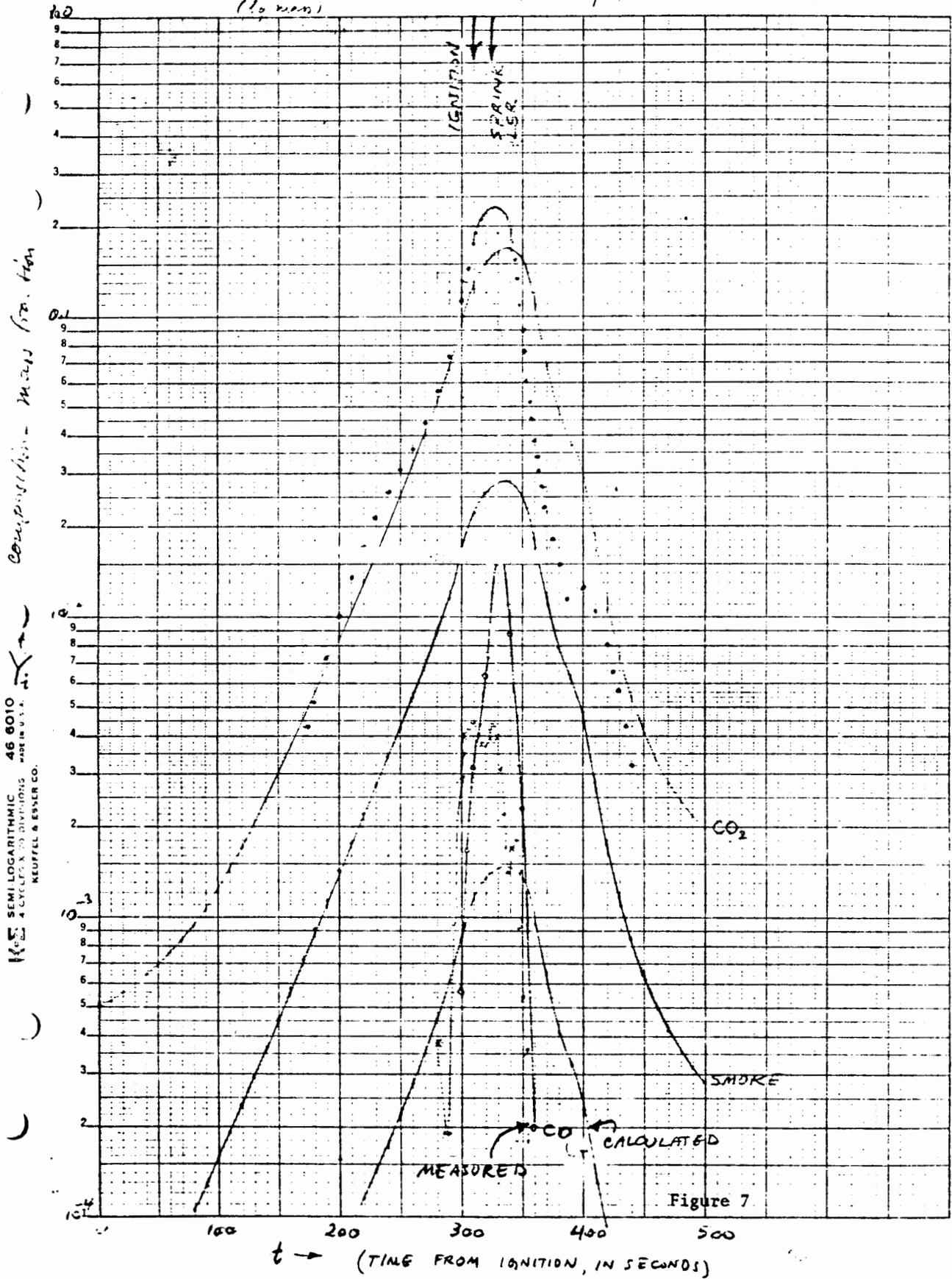


Figure 6

8/6/77

CO, CO<sub>2</sub>, and Smoke concentrations, July 6, 1977 test @ FIVEC  
(10 man)

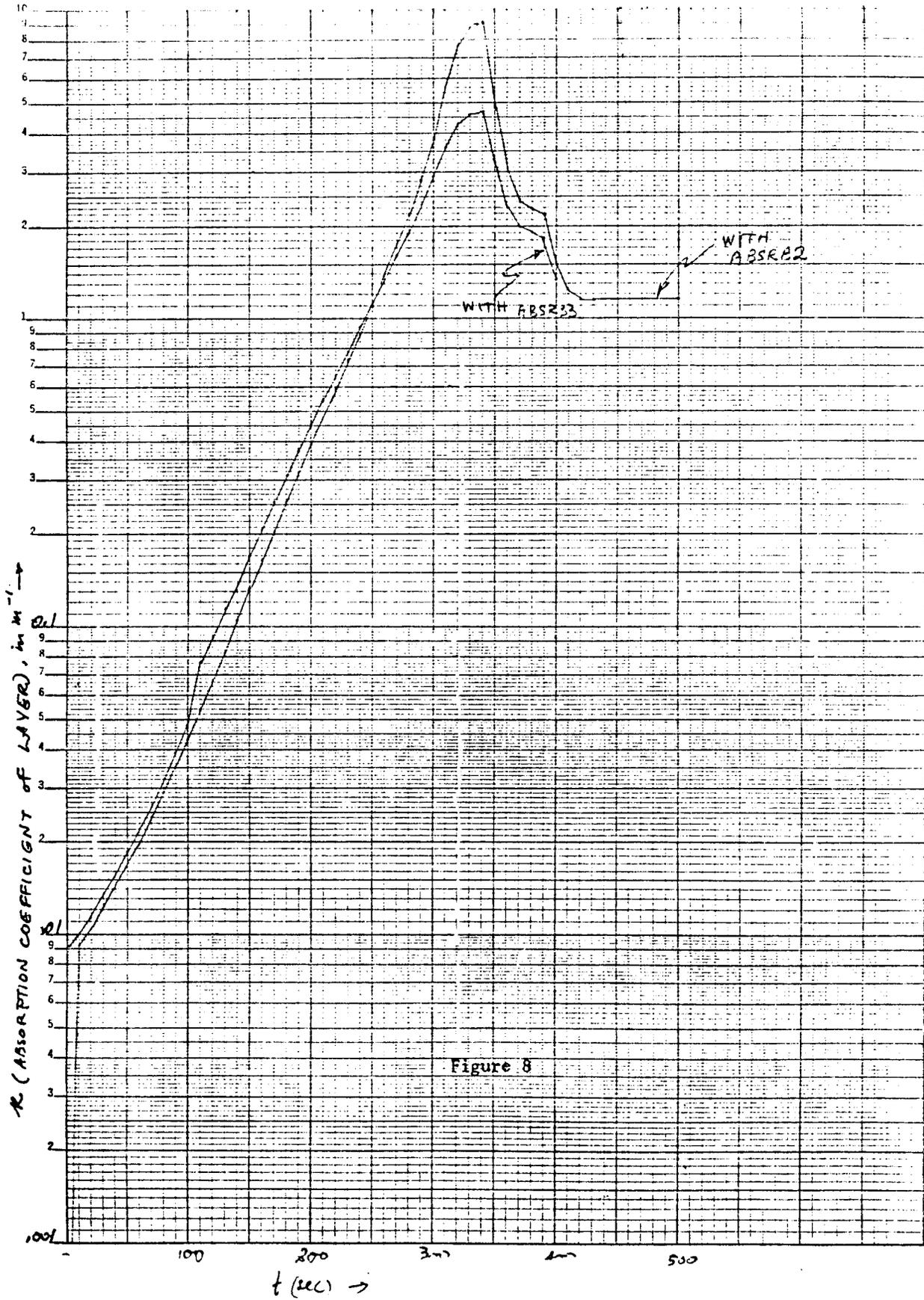


monoxide in the flame itself. At the moment, I have not made any attempts to "correct" the model for that because it is a less serious thing. The CO at the moment is the worst predictor we have made so far.

Absorption calculations are shown in Figure 8. Two curves of infrared absorption coefficient for the layer are obtained by using two different subroutines. One is extremely simple by assuming that the absorption coefficient is proportional to the soot concentration. The curve ABSRB-2 starts low, reaches a peak and then falls off. The other curve, ABSRB-3, which is practically on top of ABSRB-2, comes from a subroutine which is rather more elaborate and takes into account the carbon dioxide, H<sub>2</sub>O, and soot concentrations. Both curves can be fitted equally well to experimental data. It also indicates, but is not obvious from these curves, that you cannot use the soot concentration in the layer to get this result unless you specifically take into account the soot deposition on the ceiling and walls. Fifteen to 20 percent of the soot must be lost by deposition. The absorption coefficient would be too large by that amount all the way through.

I have estimated the computer CPU time required for a run of 1,000 seconds of fire time. The CPU time for the version four of this computer code which would be 1 - 1-1/2 years old is 220 seconds on a PDP-VAX machine, a large mini-computer. This was done about eight months ago, April 1980. Thirty percent computer time could be saved by changing the numerical algorithms and the logical flow of the numerics but maintaining the same physics. What I did here was to make a substantive substitution algorithm more robust. At least for the standard run, it never has invoked the Newton-Raphson method. One iteration of this algorithm takes 20 milliseconds, but one iteration of the Newton algorithm takes 600 milliseconds. The present version has improved and expanded physics. Last summer and fall we improved the logical flow of the program and made it completely

3/6/81.  $K$  in a standard run



sound. The trimmed computer program economizes the calculations and CPU time.

The computer program is quite flexible and has been designed for the convenience of the user. We have run various kinds of cases. We have calculated fire behaviors in a very long corridor quite successfully. We have run a case where gasoline was spilled on a carpet. In the computer program, the gasoline vapor was treated as one object, the saturated carpet was treated as a second object, and the unsaturated carpet as a third object. Again, we had quite reasonable results. We have run a variety of other carpet fire cases, and the numerical results occasionally ran into a snag. However, in version six we have had to try several new algorithms, one of which is by Dr. de Ris. We eventually hope to have a set of numerical programs which are sufficiently powerful that practically any problem could be solved.

We intend in this version six to expand major actions. We do not yet have wall fires, the effect of fire extinguishers, and multiple fires.

As far as the applications to the FAA efforts, we are going to expand the model capabilities. Professor Emmons has already written down some equations to model the ceiling jet and this will most likely be incorporated into the model.

QUESTION:

What are the details of your new successive substitution? The old one seemed to give you a lot of problems.

H. MITLER:

There are essentially two changes I made. The original successive substitution mode was a Jacobian technique where we used the old value to calculate all the new values. The first change, we went to a Gauss-Seidel method which means that any time we calculate the variable, we use that updated value instead of the previous iteration value. The second part which made it much more robust is that after re-alternating Gauss-Seidel iterations, I then took the mean value of the last iteration and the current iteration and that seemed to

make it much more robust and it works very well. Another part of the numerical package is that I try to avoid using the Newton technique as much as I can because of the large amount of work involved in solving the Jacobian. I use the Newton technique when necessary and then I immediately shift out of that to a grid-size where I don't change the Jacobian.

QUESTION:

Have you used double precision on the VAX?

H. MITLER:

Yes and no. I have not. John Randall, a graduate student working with us, has used double precision. He finds that sometimes double precision is needed in solving the Jacobians and has to go with double precision.

QUESTION:

You make some comparisons between the computed upper layer temperature and the experimental upper layer temperatures that should be interfaced. How do you compute this from your experimental data?

H. MITLER:

There are three racks of thermocouples (front, middle and rear). Each rack has a dozen or more thermocouples. We weighed the numbers in some reasonable way for all those temperatures and took an average of those numbers. We are also working on a couple of equations which tie them together.

THERMOCHEMICAL MODELING OF  
BURNING AIRCRAFT MATERIALS

KUMAR RAMOHALLI

Group Supervisor, Jet Propulsion Laboratory.  
Ph.D. in Propulsion from Massachusetts  
Institute of Technology. Joined JPL in 1976.

## THERMOCHEMICAL MODELING OF BURNING AIRCRAFT MATERIALS

Kumar Ramohalli  
Jet Propulsion Laboratory

This is quite a different kind of work from what you have heard until now. I have decided to spend a little time explaining what we have done so far in proper perspective.

A plan for this presentation is outlined in Figure 1. I will show the basic approach and objectives that we are taking. I would also like to give some background information on what we have done so far, since many of you have not seen our work before. Next, I shall talk about our work with the FAA Technical Center during FY'80. Finally, our future plan for FY'81 and beyond on thermochemical modeling.

The objectives (Figure 2) of thermochemical modeling are as follows:

- Predict fire and smoke behavior using only the ingredient thermochemical property values and the geometry employed, preferably in a non-empirical fashion.
- Suggest economical methods for better materials and transfer these methods to industry.
- Progressive steps in complexity.

Figure 3 shows the relationship between thermochemical modeling, fire modeling, and material research. The fire modeling covers all reactions, heat and mass transfers in the gas phase. The interface between fire modeling and thermochemical modeling occurs at the boundary layer of the material surface where char reradiation, oxidative degradation, porosity and heterogenous effects are accounted for. For the condensed phase, subsurface degradation, polymer fragmentation, radicals diffusion, charring, outgasing, and layered structural members are modeled. It is assumed that one gram of condensed material becomes one gram of vapor phase material without



## THERMOCHEMICAL MODELING OF AIRCRAFT INTERIOR POLYMERIC MATERIALS

### PLAN OF THIS PRESENTATION

1. OBJECTIVES AND BASIC APPROACH
2. BACKGROUND AND INFORMATION AND REPRESENTATIVE RESULTS
3. SPECIFIC TASKS IN FY'80 FOR THE FAA
4. SYNERGISM AND COOPERATION WITH OTHER EFFORTS (EX: NASA ARC)
5. FUTURE PLANS (FY'81 AND BEYOND)

NECESSARILY BRIEF  
MORE INFORMATION AVAILABLE

Figure 1



# THERMOCHEMICAL MODELING

- AIMS
    - PREDICT FIRE AND SMOKE BEHAVIOR USING ONLY
      - INGREDIENT THERMOCHEMICAL PROPERTIES
      - GEOMETRY AND FLOW
  - SUGGEST ECONOMICAL METHODS FOR BETTER MATERIALS
  - TRANSFER TO INDUSTRY
- } NON-EMPERICAL
- PROGRESSIVE STEPS IN COMPLEXITY

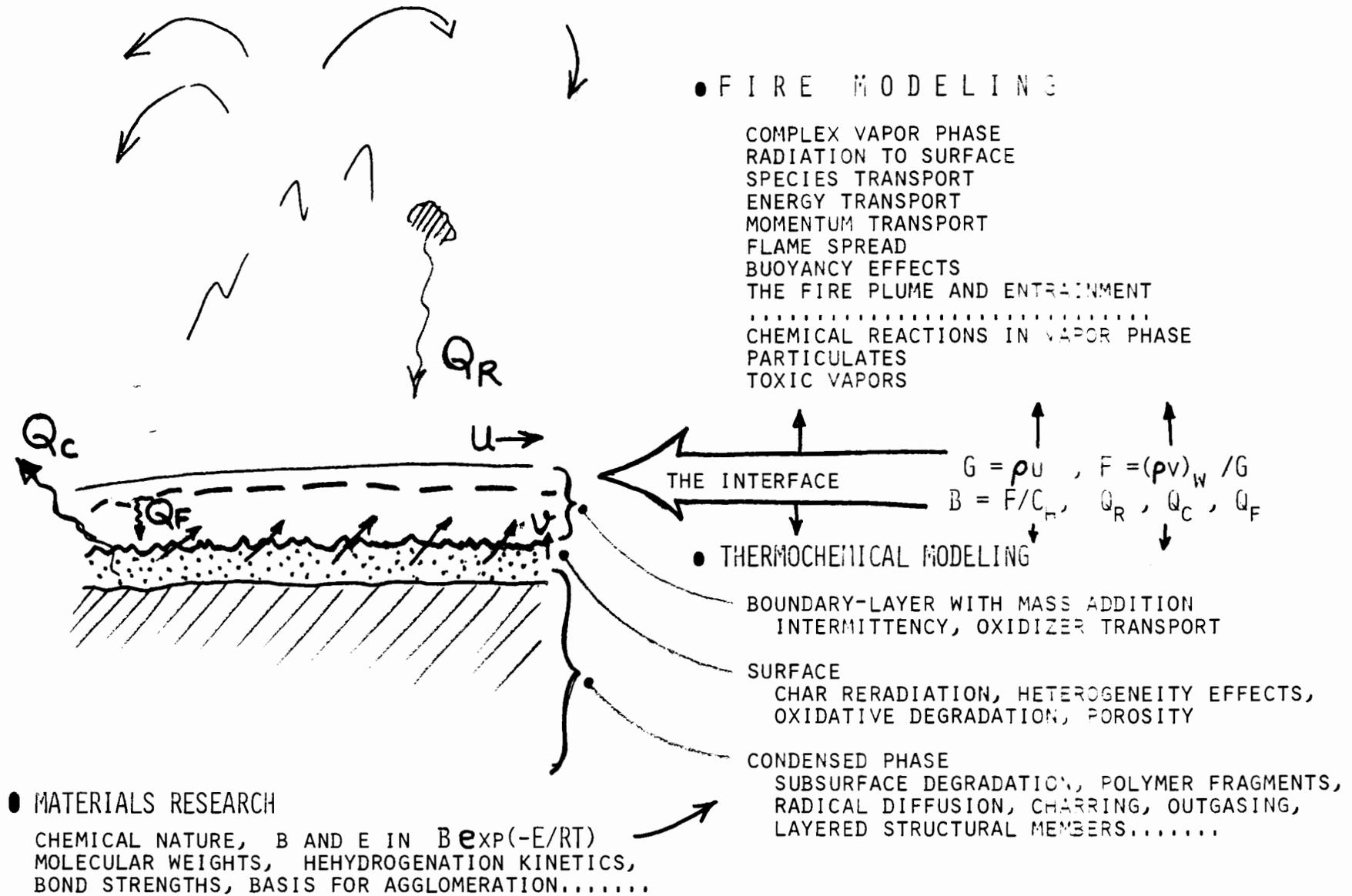


Figure 3

any drastic change during the phase transition. For the material research, we model chemical reaction in simple terms of Arrhenius factor and activation energy. The hydrogenation kinetics, bond strength, agglomeration and nucleation kinetics are also considered. The actual species concentrations at the material surface play an important role in the modeling.

The oxidative degradation process and fragment size vaporizing are shown in Figure 4. The undisturbed polymer has very large molecular weights, which is sometimes in the range of several million. As the distance to the surface decreases, the temperature is increased and the polymer starts to break down. It finally leaves the surface but the vaporizing surface-fragment size is not clearly known. There is rarely any analytical treatment on surface-fragment size vaporizing (FSV) and the assumptions of monomers, dimers, and trimers have yet to be experimentally verified. It is modeled that FSV is related to surface temperature and vapor pressure and a Clausius-Clapeyron type of vapor pressure equilibrium is used. Data on vapor pressure from the American Petroleum Institute on hydrocarbons are shown in Figure 5 and Figure 6. It is shown that the vapor pressure is a function of temperature for various hydrocarbon species and there is a definite trend that vapor pressure increases with surface temperature for a given hydrocarbon molecular weight.

The equations for subsurface degradation are shown in Figure 7. The first equation is a one-dimensional energy balance equation near the surface. The second equation is the polymer degradation equation. The boundary conditions are specified for temperatures and molecular weights at the surface where a fire exists and at a location far away from the fire. The equations are highly nonlinear but an analytical solution is possible because the exponential factor is greater than 30. Some details of solution for charring materials are shown in Figure 8. The energy equation is defined for both char and solid regions with matched heat flux boundary conditions. A second order

FRAGMENT SIZE VAPORIZING

COMBUSTION IN FLAME  
MIXING WITH AIR; BREAKDOWN

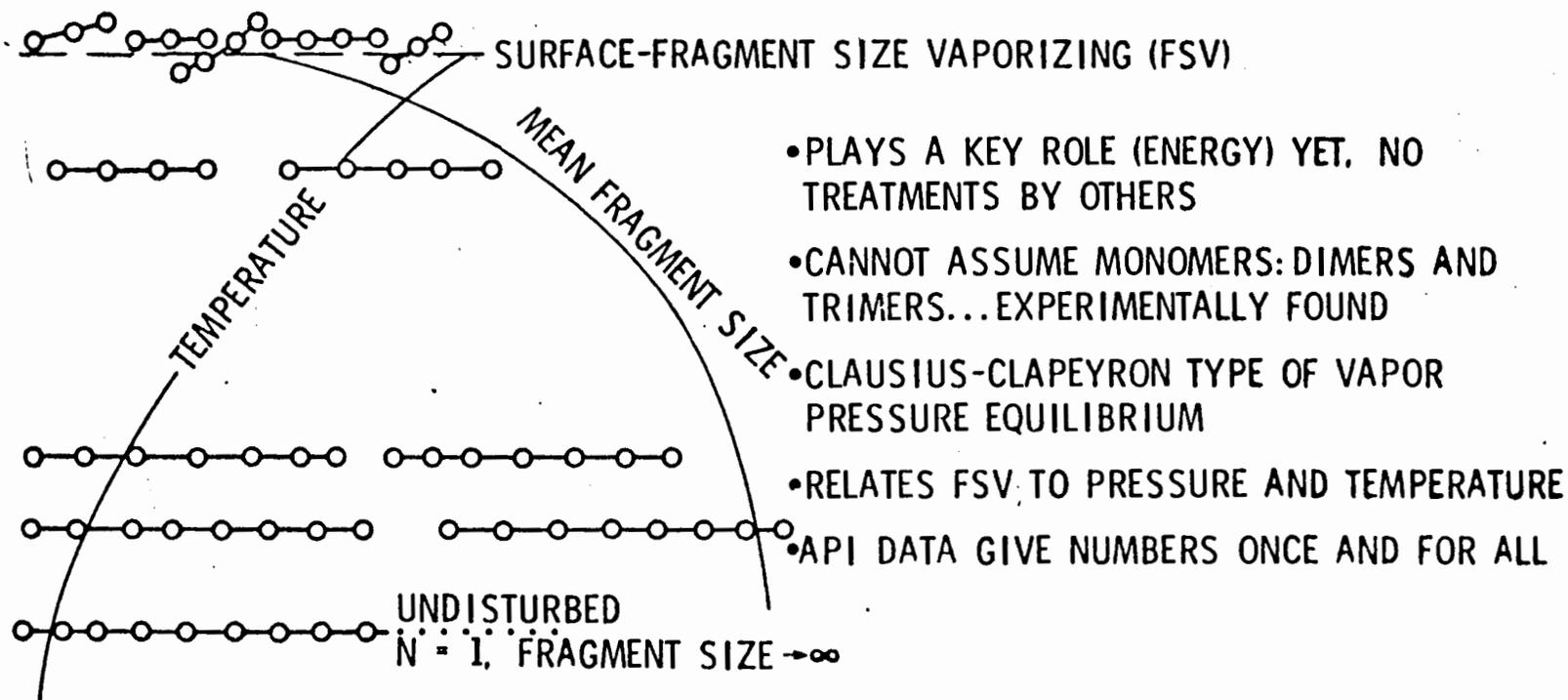
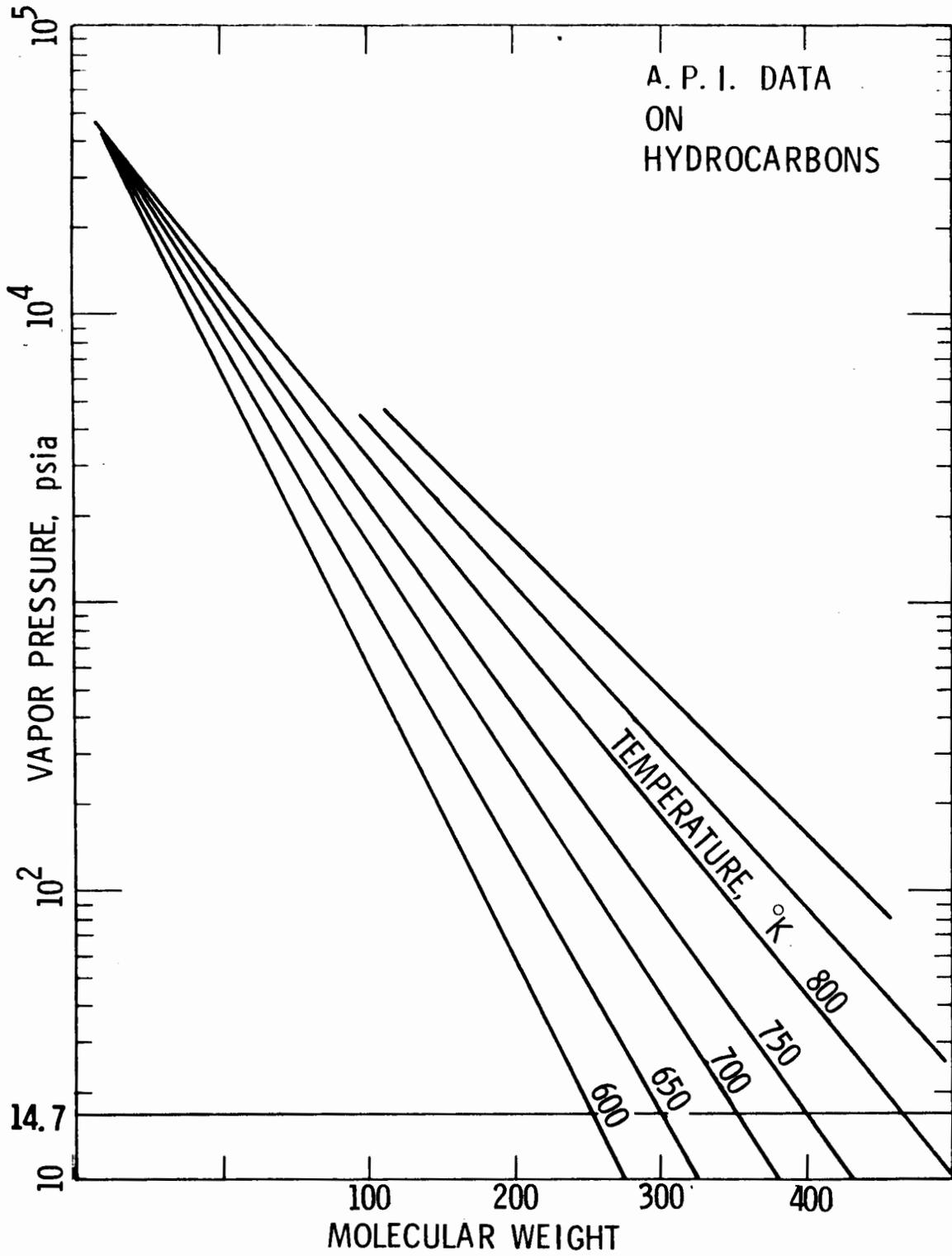


Figure 4

VAPOR PRESSURE OF HYDROCARBONS



API DATA

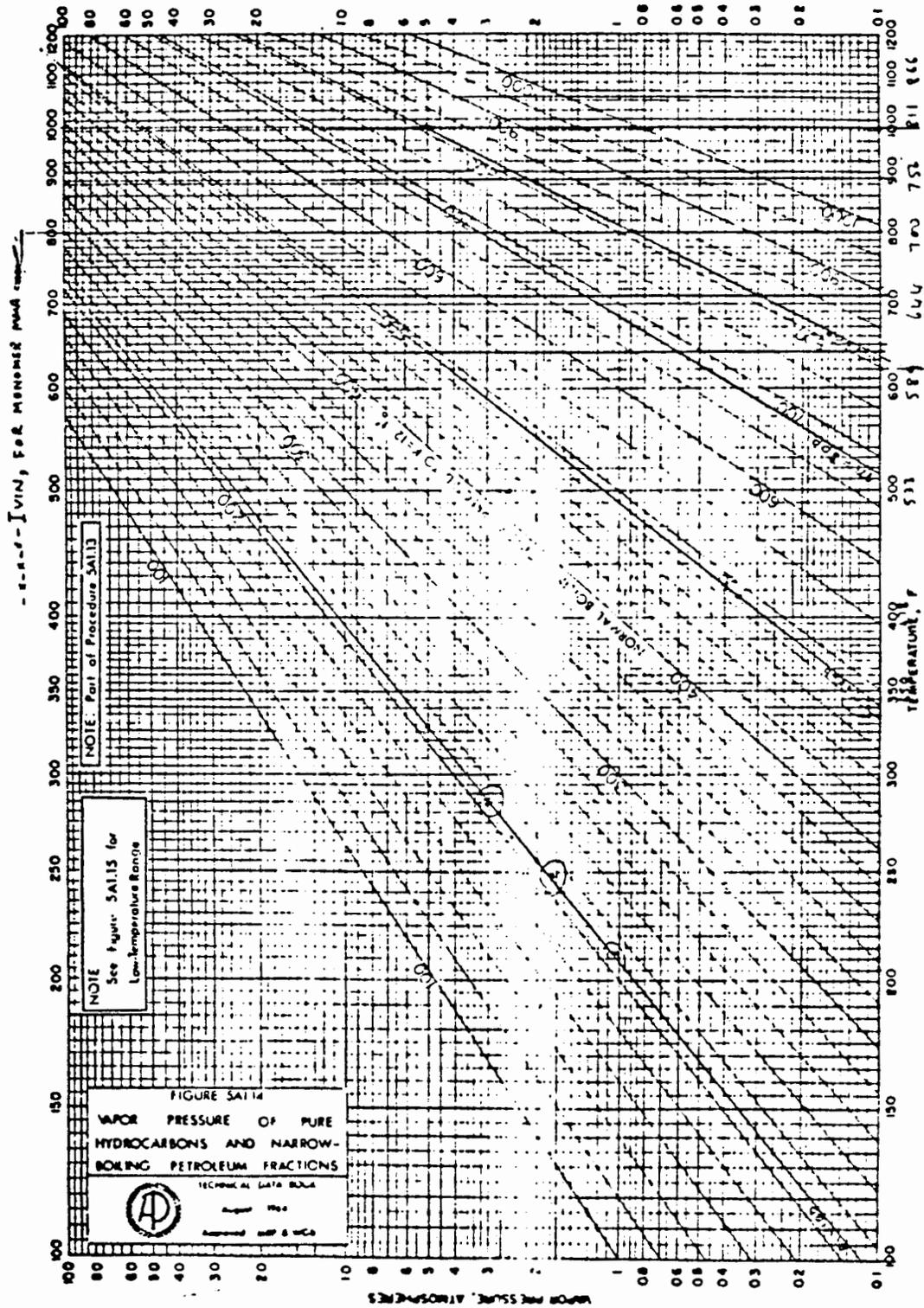
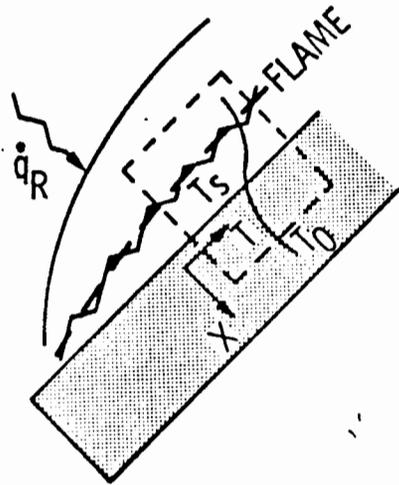


Figure 6

THEMOCHEMICAL MODELING



● SUBSURFACE DEGRADATION IN DETAIL

$$\frac{\partial}{\partial x} \left( k \frac{\partial T}{\partial x} \right) + \rho c r \frac{\partial T}{\partial x} - \rho c \frac{\partial T}{\partial t} = \underbrace{D \rho N B \exp(-E/RT)}_{\text{Handwritten}} + \dot{q}_R$$

$$- \frac{dN}{dt} = NB \exp(-E/RT)$$

$T = T_s$  FROM (GAS PHASE) AT  $x = 0$ ;  $N = N_s$   
 $T = T_0$  AT  $x \rightarrow \infty$  ;  $N \rightarrow \infty$

- HIGHLY NONLINEAR
- ANALYTICAL SOLUTION POSSIBLE BECAUSE  $(E/RT_s) > 30$

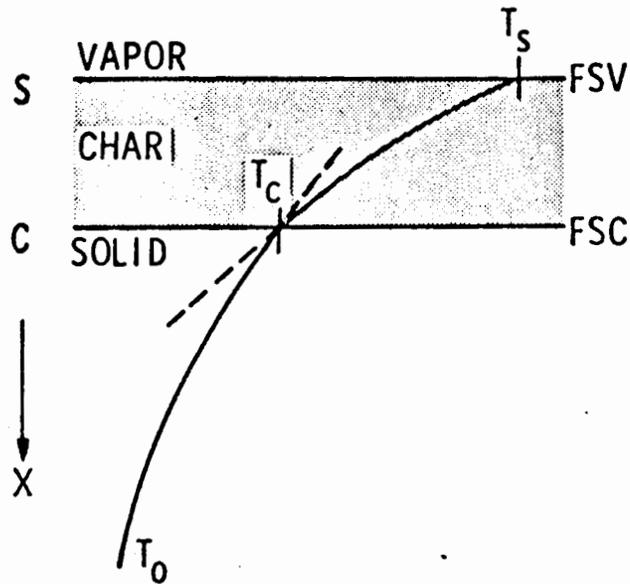
$$\dot{m} \cdot \rho r = \rho \sqrt{\frac{(k/\rho c) B \exp(-E/RT_s)}{\left( \frac{E}{RT_s} \right) \frac{T_s - T_0}{T_s} \left[ \left\{ 1 + \frac{D}{C(T_s - T_0)} \right\} \ln \frac{FSV}{FSV-1} - \frac{D}{C(T_s - T_0) FSV} \right]}}$$

- SMOKE FRACTION  $\Gamma$  ESTIMATED
- GASEOUS DIFFUSION INCLUDED

(PUBLICATION: WSS/CI 76-21)

Figure 7

SOME DETAILS OF SOLUTION



- ENERGY EQUATION IN TWO REGIONS

- HEAT FLUX MATCH:  $k_l \left(\frac{dT}{dX}\right)^- = k_h \left(\frac{dT}{dX}\right)^+$

- $k \frac{d^2T}{dX^2} + \rho c r \frac{dT}{dX} = DB \rho e^{-E/RT}$

- NON DIMENSIONALIZE:

$$P \frac{dP}{d\tau} + P = (h + P + \tau) \Lambda e^{-\theta_a [1 + \chi (1 - \tau)]}$$

- SOLUTION: SIMULTANEOUS IN BURN RATE OF MATERIAL FRAGMENT SIZE AT CHAR LAYER

- $T_s$  DETERMINED FROM HEAT FLUX

- ITERATE ECONOMICALLY ON ALGEBRAIC EQUATIONS

Figure 8

ordinary differential equation is non-dimensionalized. Simultaneous solutions for burning rate of material and fragment size at char layer are obtained by iterative techniques. The temperature at the condensed phase is determined from heat flux. The effect of temperature of the material on burning rate is clearly indicated by the solution. The solution also indicates that there is a temperature gradient inside the char and the material undergoes a drastic change in chemical composition.

The specific tasks in FY'80 for the FAA are listed in Figure 9. Carpet and aircraft seat cushion are the test materials. The objectives are to predict burning behavior of these materials under the following conditions:

1. Incident radiation
2. Self-sustained flame
3. Treatment with flame retardant
4. Thermal/physical thickness
5. Spalding "B" number
6. Ambient pressure

In this presentation, I have time for only one of the tasks. The burning rate, or the reaction rate, of a seat cushion with flame retardant is shown in Figure 10. A thermal gravimetric analysis (TGA) technique was used to measure the temperatures. In a burning case, the actual hydrocarbon concentration at the surface can be quite small but still measurable. It is in the order of one or two percent. The reaction rate is higher in a nitrogen-filled environment than that in an air-filled environment. Figure 11 shows the reaction rates of carpet which is used on an aircraft floor deduced from TGA technique.

The predicted burning rates of carpet are shown in Figure 12. It is predicted that the heat flux supplied by the flame to the surface is not sufficient to sustain the flame at high burning rates. Heat flux from other sources are required to supplement the radiative flux

SPECIFIC TASKS IN FY'80 FOR THE FAA

MATERIAL: AIRCRAFT CARPET AND SEAT CUSHION

BURNING BEHAVIOR WITH:

1. INCIDENT RADIATION
2. SELF-SUSTAINING FLAME
3. TREATMENT WITH FLAME RETARDANT
4. THERMAL/PHYSICAL THICKNESS
5. SPALDING "B" NUMBER
6. AMBIENT PRESSURE

REACTION RATES OF SEAT CUSHION FROM TGA

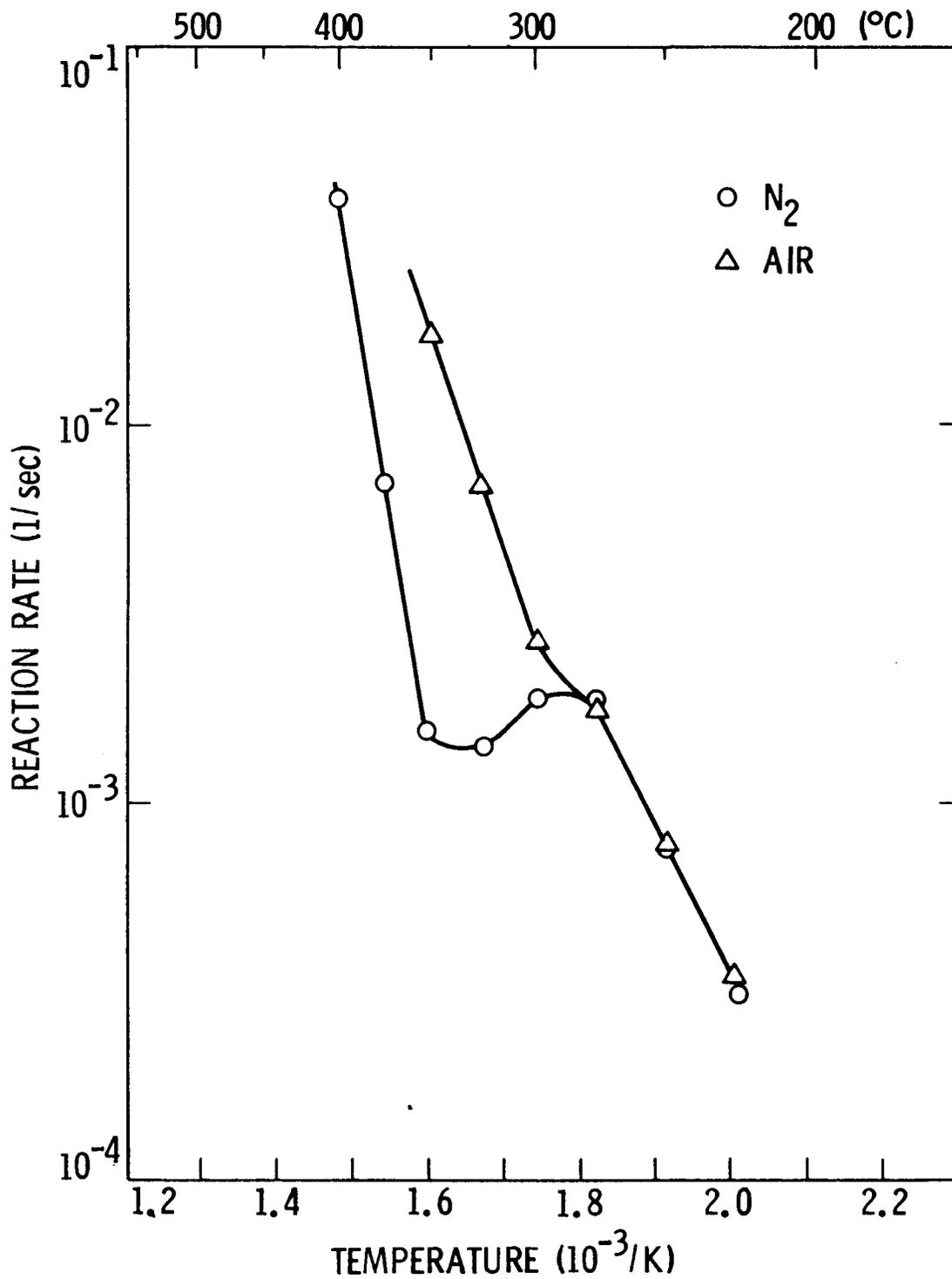


Figure 10

REACTION RATES OF CARPET DEDUCED FROM TGA

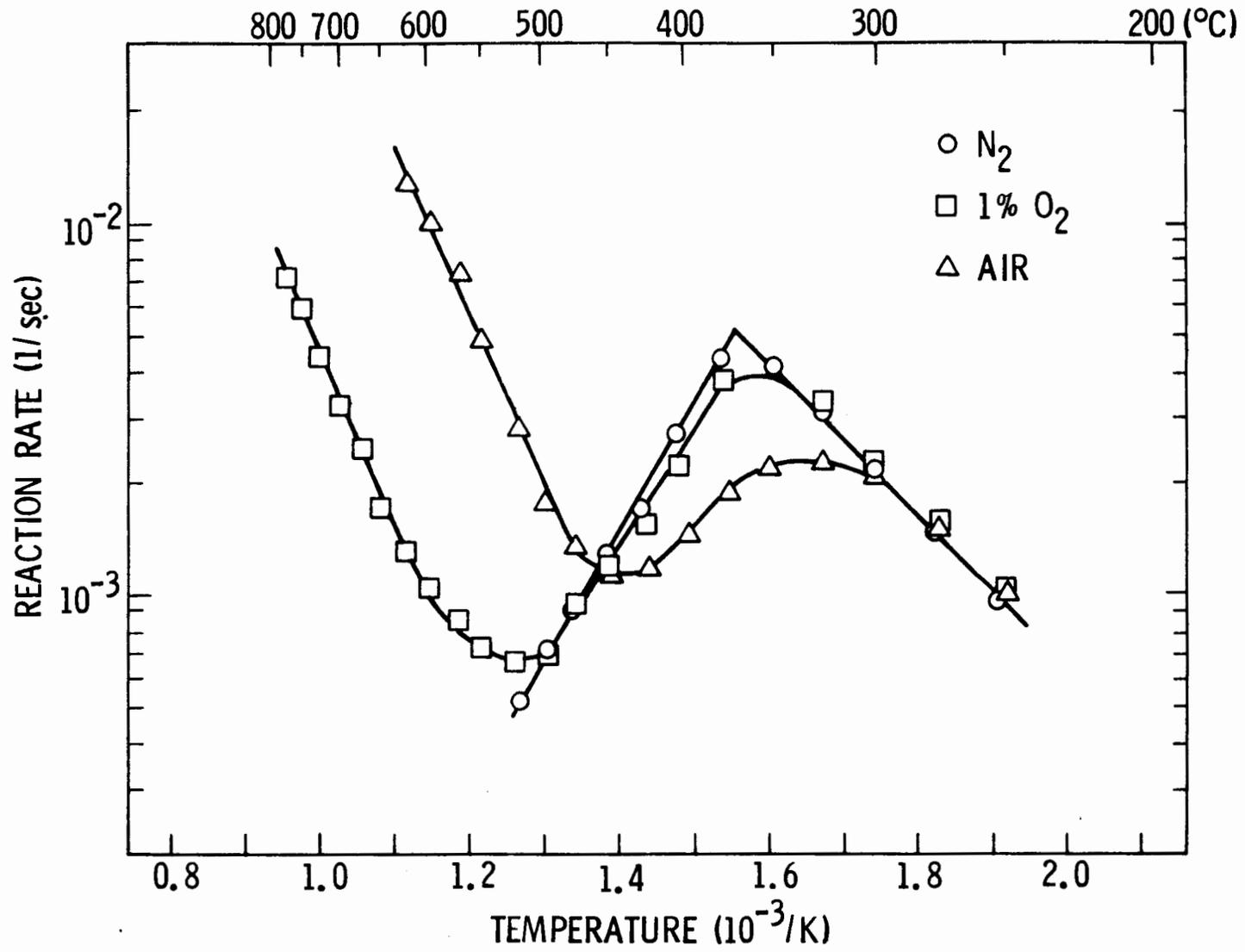


Figure 11

PREDICTED BURNING RATES OF CARPET

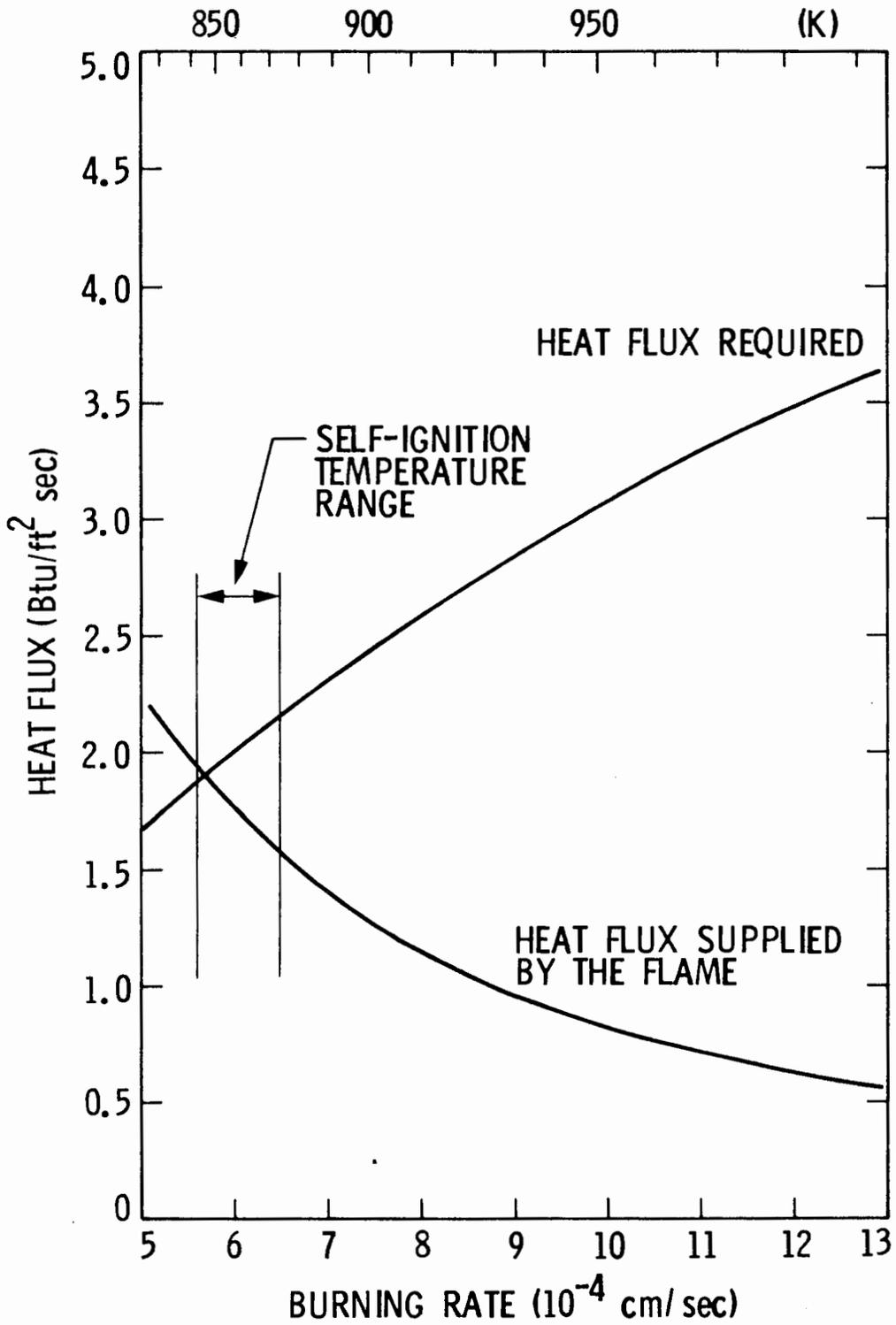


Figure 12

from the material flame for sustaining the combustion. The material surface under radiative flux could raise the surface temperature and become self-ignited. The burning rate for self-ignition is low. The flame actually starts moving farther and farther out as the burning rate goes up and heat flux from the flame decreases. If no outside heat flux is supplied, the burning rate will be diminished and extinguished.

The specific tasks in FY'81 for the FAA are summarized in Figure 13. The material to be tested is multilayered polymer such as honey-combed panels, polyurethane foam-neoprene blocking layer with wool and nylon as seat covers. We plan to extend the analytical thermochemical model to a multilayered system to predict burning behavior under various heat flux conditions. Different sizes of layer thickness will be tested to obtain an optimum combination of multiple layers. More experimental work is also planned. A NBS smoke density test chamber will be used to compare the model predictions. The material samples will be tested under varying incident radiative flux and the weight loss and temperature profile in the sample material will be recorded. The experimental data will be compared with data from NASA/ARC. It is expected that cooperation with other fire researchers will produce satisfactory results.

SPECIFIC TASKS IN FY'81 FOR THE FAA

MATERIAL: SYSTEM OF MULTI-LAYERED POLYMERS  
(PU FOAM-NEOPRENE-WOOL/NYLON)

1. ANALYTICAL

- EXTEND THERMOCHEMICAL MODEL OF FY'80 FOR MULTI-LAYERED SYSTEM
- PREDICT BURNING BEHAVIOR
- VARIABLE HEAT FLUX AND LAYER THICKNESSES

2. EXPERIMENTAL

- NBS SMOKE DENSITY CHAMBER TESTS
  - VARYING INCIDENT RADIATION (2-10 BTU/FT<sup>2</sup>.SEC)
  - WEIGHT LOSS OF
  - TEMPERATURE PROFILE IN
- COMPARISON WITH MODEL PREDICTION

} THE MATERIAL

3. COOPERATION WITH OTHERS (FOR EXAMPLE: ARC)

ENCLOSURE FIRE DYNAMICS MODEL  
FOR INTERIOR CABIN FIRES

JOSETTE BELLAN

Member of Technical Staff, Jet Propulsion  
Laboratory. Ph.D. Aerospace and Mechanical  
Science, Princeton University, 1974. Joined  
Energy and Mass Transport Group of JPL in  
1978.

ENCLOSURE FIRE DYNAMICS MODEL  
FOR INTERIOR CABIN FIRES

Josette Bellan  
Jet Propulsion Laboratory

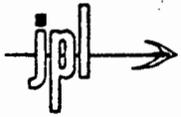
First of all, I would like to say that we are not sponsored by the FAA or the NSF. Our sponsor is NASA Headquarters. I would like to talk about our Enclosure Fire Dynamics Model for Cabin Fire and Combustion Modeling. The staff on this project is shown in Figure 1.

Why are we studying this problem? Our motivation is listed in Figure 2. We want a long-term development of a mathematical tool to predict the progress of burning, temperature, and gas species distributions. Our objectives are to build a model for the predictability of aircraft fire characteristics and a dynamic response of materials in an accidental fire environment.

The plan of the presentation is outlined in Figure 3. First of all, I am going to give you some background in the formulation, progress, status and finite elements numerical procedures requirements.

The physical picture is shown in Figure 4. It is a section of the aircraft cabin and fireproof floors with an entrance and an exit. Our approximations of the practical situation are shown in the lower part of Figure 4.

Even with these approximations, we have some difficulties in modeling them. The difficulties encountered in establishing a detailed fire model enclosure are listed in Figure 5. We realize that there is an inefficiency in trying to approximate both wall and core phenomena because of constraints of money, time, and computer time and also the lack of thermophysical and thermochemical constants for various aircraft materials. Our equations are the unsteady-state conservation equations, the field equations, which are similar to those used in the Notre Dame math model. The general form consists of mass, momentum, energy, and species equations shown in Figures 6



# ENCLOSURE FIRE DYNAMICS MODEL FOR INTERIOR CABIN FIRES

J. BELLAN - Combustion modeling and numerical formulation

L.H. BACK - Group leader

C.P. BANKSTON - Experimental and analytical

K.G. HARSTAD - Computer program

J.R. RADBILL - Numerical techniques

C.S. WONG - Computer programming

Jet Propulsion Laboratory

March 1981

Figure 1



## MOTIVATION AND OBJECTIVES

- MOTIVATION:

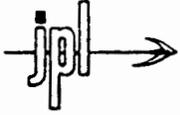
- CONCLUSIONS OF THE SAFER R&D SUBCOMMITTEE:

- LONG TERM DEVELOPMENT OF MATHEMATICAL TOOLS TO PREDICT THE PROGRESS OF BURNING, TEMPERATURE, AND GAS SPECIES DISTRIBUTIONS IN A DEFINED GEOMETRY.

- OBJECTIVES:

- IN RESPONSE TO THE ABOVE:

- DEVELOP AN ENCLOSURE FIRE MODELING METHODOLOGY FOR THE PREDICTION OF AIRCRAFT-FIRE CHARACTERISTICS AND THE ASSOCIATED DYNAMIC RESPONSE OF MATERIALS IN AN ACCIDENTAL FIRE ENVIRONMENT. MATHEMATICAL MODELING IS USED TO DESCRIBE PHYSICAL PROCESSES.

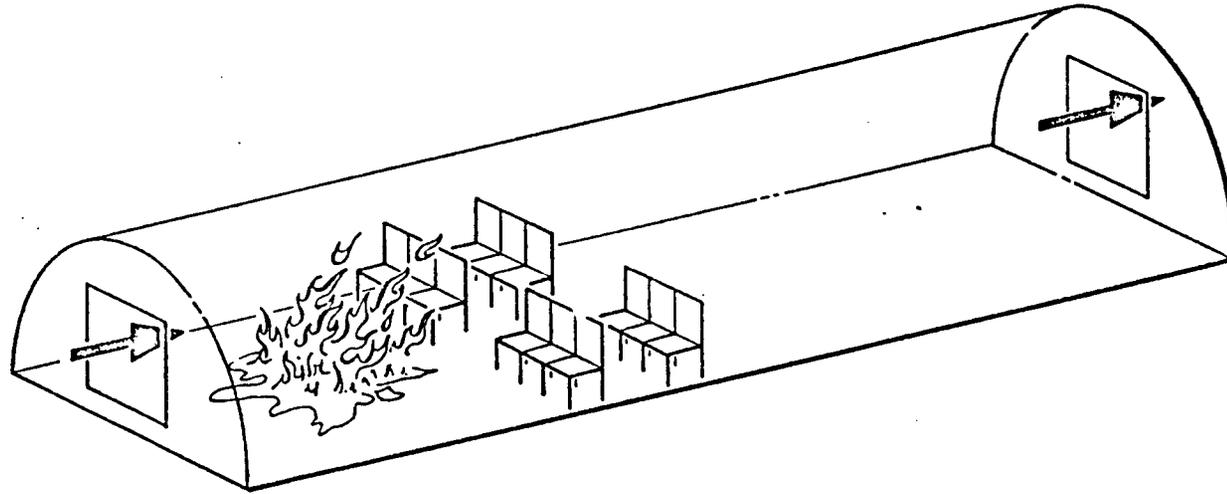


# PLAN OF PRESENTATION

1. BACKGROUND AND FORMULATION
2. PROGRESS AND STATUS
3. FUTURE PLANS

PHYSICAL PICTURE AND OUR APPROXIMATION

PRACTICAL SITUATION



OUR APPROXIMATION OF THE PRACTICAL SITUATION

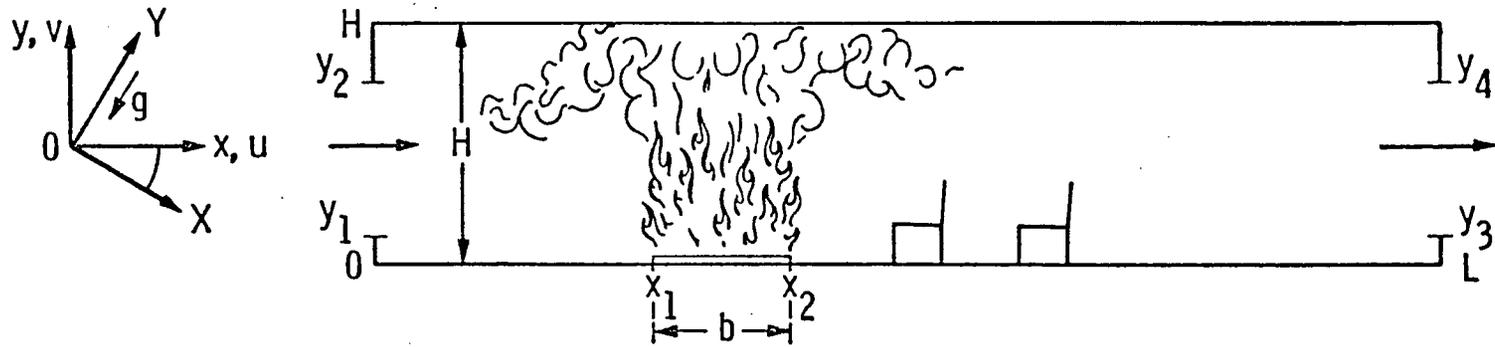


Figure 4

DIFFICULTIES IN ESTABLISHING A DETAILED ENCLOSURE FIRE MODEL

1. GEOMETRICAL ASPECTS
2. TURBULENT ASPECTS  
LACK OF TURBULENT TRANSPORT DATA
3. COMBUSTION ASPECTS  
LACK OF KNOWLEDGE ON DETAILED, OR EVEN OVERALL CHEMICAL MECHANISMS
4. DESCRIPTION OF THE COUPLING BETWEEN COMBUSTION AND TURBULENCE
5. RADIATION ASPECTS  
VIEW FACTORS, GAS PHASE ABSORPTION AND TRANSMISSION
6. BOUNDARY CONDITIONS AND WALL EFFECTS  
DIFFICULTY TO CORRECTLY APPROXIMATE BOTH WALL AND CORE PHENOMENA  
WITHIN REASONABLE CONSTRAINTS OF MONEY, TIME AND COMPUTER TIME
7. LACK OF THERMOPHYSICAL AND THERMOCHEMICAL CONSTANTS FOR VARIOUS  
AIRCRAFT MATERIALS

Figure 5

CONSERVATION EQUATIONS

1) GENERAL FORM

MASS

$$\frac{\partial \rho}{\partial t} + \sum_{i=1}^3 \frac{\partial (\rho u_i)}{\partial x_i} = 0$$

transient      convection

MOMENTUM -  $i^{\text{th}}$  COMPONENT

$$\rho \frac{\partial u_i}{\partial t} + \sum_{j=1}^3 \rho u_j \frac{\partial u_i}{\partial x_j} = - \frac{\partial p}{\partial x_i} - g \rho l_i + \frac{\partial \tau_{ij}}{\partial x_j}$$

transient      convection      pressure gradient      buoyancy      viscous stresses

SPECIES

$$\rho \frac{\partial Y_i}{\partial t} + \sum_{j=1}^3 \rho u_j \frac{\partial Y_i}{\partial x_j} = \sum_{j=1}^3 \frac{\partial}{\partial x_j} \left( D_{x_j} \frac{\partial Y_i}{\partial x_j} \right) + \dot{\omega}_i$$

transient      convection      diffusion      source or sink term

$i = F, O_2, N_2, H_2O, CO_2$

Figure 6

and 7. We assume that Lewis number and Prandtl number equal to one, and one-step chemical reactions represent the complex fire chemistry. With these approximations, we can eliminate from all but one equation the reaction term so that our equations are simple to solve.

The boundary conditions are listed in Figure 8. The inert wall conditions determine the species and the energy counts at the surface. At the entrance we have forced ventilation and all the species and temperatures are prescribed. At the exit we are going to compute temperatures and species by forward extrapolation. Finally, we are assuming in the first stage of the model that the pool fire is burning and wind velocity is zero in axial direction. The fuel evaporates in the pool. I want to point out that the equation we are using here has a transient operation. It has an evaporation equation rather than equilibrium equation. It has been found that there are important discrepancies between models that use conventional thermodynamic equilibrium and this type of equation for this time duration.

Finally we have here a boundary equation that gives us the energy balance and the surface of a pool fire. Again, we make a thin wall approximation that relates to latency of the evaporation and enthalpy that evolve from the surface in the gas flow.

The turbulent transport modeling term is shown in Figure 9. The equations that I have given you previously are correct equations; however, they don't isolate turbulent transport. In order to isolate turbulent transport, it is a well-known procedure that all the dependent variables are expressed as a sum of mean gradients plus turbulence. A solution for the mean values is sought and the correlation terms are modeled. These are practical eddy-diffusion types of models with all the density variations neglected. The laminar transport variations are increased by turbulent contributions. The Lewis and Prandtl numbers are assumed equal to one. It is sufficient to specify only one of the transport terms. We chose to do it for the diffusivity because we do have an analogy of a turbulent jet.

CONSERVATION EQUATIONS (Cont'd)

ENERGY

$$\begin{aligned}
 & \rho c_p \frac{\partial T}{\partial t} + \sum_{i=1}^3 \rho u_i c_p \frac{\partial T}{\partial x_i} - \frac{\partial p}{\partial t} + \sum_{i=1}^3 \frac{\partial}{\partial x_i} \left( k_{x_i} \frac{\partial T}{\partial x_i} \right) \\
 & \text{transient} \qquad \text{convection} \qquad \text{unsteady} \qquad \text{heat conduction} \\
 & \qquad \qquad \qquad \qquad \qquad \qquad \text{pressure} \\
 & - \sum_{i=1}^3 \rho g_i u_i + \dot{Q} \rho - \sum_{i=1}^3 \frac{\partial q_{r_i}}{\partial x_i} \\
 & \text{work done} \qquad \text{source} \qquad \text{radiation} \\
 & \text{by} \qquad \text{due to} \\
 & \text{buoyant} \qquad \text{combustion} \\
 & \text{forces}
 \end{aligned}$$

EQUATION OF STATE

$$p = \rho RT \text{ WITH } R = R_u \sum_i \frac{Y_i}{W_i}$$

2) SCVAB - ZELDOVICH FORM

( $Le = 1$ ,  $Le_T = 1$ ,  $Pr = 1$ ,  $Pr_T = 1$ ,  $D_{ij} = D$ , one step reaction)

$$\Gamma_{O_i} = Y_{O_2} - \frac{Y_i}{c_i} \qquad i = F, CO_2, H_2O, c_F > 0, c_{CO_2}, c_{H_2O} < 0$$

$$\Gamma_{O_T} = Y_{O_2} + \frac{c_p T}{\Delta H} \qquad \Delta H = \sum_i h_i^0 c_i$$

Figure 7



# BOUNDARY CONDITIONS

## WALLS (INERT)

$$u = 0, v = 0$$

$\vec{n}$  is the direction perpendicular to the wall

$$\rho u_n Y_i - \rho D_n \frac{\partial Y_i}{\partial n} = 0; \quad u_n \text{ is the velocity perpendicular to the wall}$$

thin wall assumption

$$\delta_w \rho_w C_w \frac{\partial T_w}{\partial t} = \epsilon_w (T_g - T_w) + \dot{q}_{\text{net rad}} + \delta_w \frac{\partial}{\partial s} \left( k_{s_w} \frac{\partial T_w}{\partial s} \right); \quad s \text{ is the direction along the wall}$$

## ENTRANCE ( $x = 0$ ; $y_1 < y < y_2$ )

$$A \bar{\rho} \bar{u} = \dot{m}_{\text{air}} \text{ (forced ventilation)}$$

$$v = 0$$

$$\rho, T, Y_F, Y_{O_2}, Y_{N_2}, Y_{CO_2}, Y_{H_2O} \text{ given}$$

## EXIT ( $x = L$ ; $y_3 < y < y_4$ )

$$\rho, u, v, Y_F, Y_{O_2}, Y_{N_2}, Y_{CO_2}, Y_{H_2O}, T \text{ are found by forward extrapolation}$$

## POOL SURFACE ( $y = 0$ , $x_1 < x < x_2$ )

$$u = 0$$

$$\rho v Y_F - \rho D \frac{\partial Y_F}{\partial y} = \dot{M}_F$$

$$\rho v Y_i - \rho D \frac{\partial Y_i}{\partial y} = 0 \quad i = O_2, N_2, CO_2, H_2O$$

$$\dot{M}_F = \alpha P_{\text{atm}} \left\{ e^{\frac{L_g}{R_u} \left( \frac{1}{T_b} - \frac{1}{T_l} \right)} - \frac{Y_F}{w_F} \frac{1}{\sum \frac{Y_i}{w_i}} \right\} \left( \frac{w_F}{2\pi \tilde{R} T_l} \right)^{1/2}$$

thin wall assumption

$$\delta_l \rho_l C_l \frac{\partial T_l}{\partial t} = \epsilon_l (T_g - T_l) + \dot{q}_{\text{net rad}} - \frac{\dot{M}_F}{w_F} L_g + \delta_l \frac{\partial}{\partial x} \left( k_{x_l} \frac{\partial T_l}{\partial x} \right) - \rho Y_F v C_p (T_g - T_{\text{ref}})$$

Figure 8



# TURBULENT TRANSPORT - MODELING

## • PROCEDURE

- a. ALL DEPENDENT VARIABLES  $\Gamma_i$  ARE EXPRESSED AS  $\Gamma_i = \bar{\Gamma}_i + \Gamma_i'$
- b. SOLUTIONS FOR  $\bar{\Gamma}_i$  ARE SOUGHT
- c. MODELING OF CORRELATION TERMS IS NEEDED

## • SPECIFICS

- a.  $\rho'$  CORRELATIONS ARE NEGLECTED - CONSISTENT WITH PRESENT STATE OF TURBULENCE MODELING
- b. IMPORTANT TURBULENT CONVECTION TERMS RELATED TO MEAN GRADIENTS

$$\overline{\rho u_j' \Gamma_i'} = -\mu_{Tj} \frac{\partial \bar{\Gamma}_i}{\partial x_j}$$

LAMINAR TRANSPORT INCREASED BY TURBULENT CONTRIBUTION

$$\mu_{x_j} + \mu_{Tx_j} ; D_{x_j} + D_{Tx_j} ; K_{x_j} + K_{Tx_j}$$

- c. WE MAKE THE ASSUMPTION THAT  $Pr = 1, Pr_T = 1, Le = 1, Le_T = 1$ .  
AS A CONSEQUENCE IT IS SUFFICIENT TO SPECIFY ONLY ONE OF THE TRANSPORT QUANTITIES

BY ANALOGY WITH A TURBULENT JET WE SPECIFY

$$D_{Tx} = \left| v - v^0 \right| \frac{b}{n} \quad n, m \text{ ARE CONSTANTS}$$

$$D_{Ty} = \left| u - u^0 \right| \frac{H}{m} \quad b - \text{WIDTH OF THE POOL}$$

H - HEIGHT OF ENCLOSURE

Figure 9

Now, we are coming to a very important part which is the turbulence combustion shown in Figure 10. It is a very controversial subject and that is why we decided that in our model we are not going to specify whether combustion rate is either controlled by kinetics or by diffusion alone. We are going to have to choose one of two processes depending on which one is a slower process.

For the kinetic one we have a practical one-step reaction model and for the diffusion one we have a reaction proportional to the quantities that are defined here. They are the mean square of fuel, pure oxygen mass and enthalpy. Our definition of diffusivity and length scale are also defined for the diffusion controlled process. Going back to our computation equations we can write the equations for the  $g$ 's. The problem can be solved and in order to solve it we need additional modeling. In order to find an easy way, we are making the assumption of local equilibrium of the flow which means that transient convection and diffusion terms are going to be small in respect to the production and dissipation. We can then solve the equation in the right form. I don't want to go any further than that except to point out that contributions of different terms are involved.

For the quantities that are related to the mass fraction, we have production due to turbulence transport which is divided by the dissipation due to turbulence and sink due to combustion. I would like to point out that the combustion terms have not been modeled before and we are going to compare the calculations with data. The enthalpy equation has in the numerator terms for turbulence transport and buoyancy, and in the denominator terms for turbulence, combustion, radiation and pressure effect.

The description of radiation model is shown in Figure 11. Radiation in a turbulent flow is a very important thing. In order to model radiation, we find the solution of the intensity equation and assume

TURBULENT COMBUSTION

- MODELING OF  $\bar{\omega}_{O_2}$  APPEARING IN THE EQUATION FOR  $\bar{Y}_{O_2}$

$$\bar{\omega}_{O_2} = \left\{ \begin{array}{l} -\frac{1}{W_F} A e^{-E/R_U T} Y_F Y_{O_2} \rho^2 \leftarrow \text{combustion is kinetics controlled} \\ -\frac{1}{2} g_F^{1/2} g_{O_2}^{1/2} g_H^{1/2} \rho \frac{D_T}{l^2} \leftarrow \text{combustion is diffusion controlled} \end{array} \right\} \text{whichever is smallest}$$

WHERE

$$g_F = \bar{Y}_F^2 \cdot g_{O_2} = \bar{Y}_{O_2}^2 \cdot g_H = \left( \frac{C_p \bar{T}'}{\Delta H} \right)^2$$

$$D_T = (D_{x_T}^2 + D_{y_T}^2)^{1/2} \cdot l^2 = \left( \frac{b}{n} \right)^2 + \left( \frac{H}{m} \right)^2$$

- UNDER THE ASSUMPTION OF LOCAL EQUILIBRIUM IN THE FLOW, THE EQUATIONS FOR  $g_j$  YIELD

$$g_k = \left\{ c_{g_1} \sum_{i=1}^2 D_{T x_i} \left( \frac{\partial \bar{Y}_k}{\partial x_i} \right)^2 \right\} / \left\{ c_{g_2} \frac{D_T}{l^2} + 2 \frac{\bar{p}}{W_F} A e^{-E/R_U \bar{T}} Y_j \right\} \quad \left\{ \begin{array}{l} k = O_2, j = F \\ k = F, j = O_2 \end{array} \right.$$

production due to turbulent transport
dissipation due to turbulence
sink due to combustion

$$g_H = \frac{\mathcal{P}}{\mathcal{D}} \text{ WHERE}$$

$$\mathcal{P} = c_{g_1} \bar{p} \left\{ \sum_{i=1}^2 D_{T x_i} \left[ \frac{\partial}{\partial x_i} \left( \frac{C_p \bar{T}}{\Delta H} \right) \right]^2 \right\} + \frac{g}{\Delta H} \left[ D_{T x} \sin \theta \frac{\partial}{\partial x} \left( \frac{C_p \bar{T}}{\Delta H} \right) + D_{T y} \cos \theta \frac{\partial}{\partial y} \left( \frac{C_p \bar{T}}{\Delta H} \right) \right]$$

Turbulent Transport

Buoyancy

$$\mathcal{D} = c_{g_2} \bar{p} \frac{D_T}{l^2} + 2 \frac{\Delta H}{C_p \bar{T}} \frac{\bar{p}^2}{W_F} \bar{Y}_F \bar{Y}_{O_2} A \left( -\frac{E}{R_U \bar{T}} \right) e^{-E/R_U \bar{T}} - 32 \text{ ac} C_p \bar{T}^3 - \frac{2}{\Delta H} \frac{\partial}{\partial t} \left( \frac{\bar{p}}{C_p \bar{T}} \right)$$

Turbulence
Combustion
Radiation
Pressure effect

Figure 10

RADIATION IN A TURBULENT FLOW

RADIATION IN THE GAS - PROCEDURE TO FIND  $\nabla \cdot \vec{q}_r$

- FIND THE SOLUTION OF THE INTENSITY EQUATION
- ASSUME THAT ATTENUATION OF RADIATION BY GASES IS SMALL
- ASSUME THAT THE EMISSIVE POWER OF THE ENCLOSURE SURFACES IS NEGLIGIBLE WITH RESPECT TO THAT OF THE GASES, PARTICULARLY THE FLAME

THEN

$$-\nabla \cdot \vec{q}_r = -4a\sigma T^4$$

RADIATION IN A TURBULENT FLOW

$$-\nabla \cdot \vec{q}_r = -4a\sigma \bar{T}^4 - 24a\sigma \bar{T}^2 g_H \left( \frac{\Delta H}{C_p} \right) \quad (\bar{T}^3 \bar{T}^4 \ll \bar{T}^2)$$

WHERE  $a$  IS FOUND FROM MODAK'S PROGRAM BY INVERTING  $a = 1 - e^{-a\ell}$

RADIATION TO SURFACES

FOR AN OPAQUE SURFACE  $i$

$$\dot{q}^i = \frac{e_b^i - B^i}{(1-\epsilon)/\epsilon} \quad \text{WHERE} \quad e_b^i = \sigma(T^i)^4$$

FOR NONISOTHERMAL SURFACES, NEGLECTING THE EMISSIVE POWER OF THE SURFACES WITH RESPECT TO THAT OF THE GASES

$$B^i = \epsilon^i e_b^i + \tilde{\rho}^i \pi \sum_{n=1}^N \left[ \left( \sum_{in=1}^m \frac{1}{\tau_{gin}} \frac{1}{a_{in}} \right) F_{i-n} \right]$$

Figure 11

attenuation of radiation by gas is small. It is also assumed that the emissive power of the enclosure surface is negligible with respect to that of the gases, particularly the flame. A classical radiation equation of  $T^4$  is used. For radiation in a turbulent flow, this classical equation is modified by an additional quantity which is proportional to the mean square temperature. We expect this quantity to be very important. Radiation to surfaces for an opaque surface is a practical relationship. But in order to find the radiancy for nonisothermal surfaces, the emissive power of the surfaces is neglected. We have rays and in each ray we have segments. Each segment has a constant temperature and these segments are summed to give the total radiation to the surfaces. Therefore, we have a nonisothermal radiation model,

The uncoupling and quasi linearization of the equations are shown in Figure 12. A general type non-linear operator is defined for the differential equations. It is very difficult to solve a set of non-linear partial differential equations. A two-step approach is used to reduce these equations in a solvable form. The first step is to uncouple the dependent variables. All the values of dependent variables from the previous time-step are considered known quantities. The second step is to linearize the equations around these last time-step quantities.

A finite element method that we are using for solving the equations is outlined in Figures 13 and 14. There is a misconception about the linear finite element method. It is not a finite difference method, because it does not need the approximation at every single point on the grid. A finite element method is not a zone model which deals with an extremely large amount of space. The finite element method which we are using is not a finite element method which has been applied to the structural problems. However, there are a number of publications which have been published during the last decade on

UNCOUPLING AND QUASILINEARIZATION OF THE EQUATIONS

• GENERAL TYPE OF SYSTEM OF DIFFERENTIAL EQUATIONS

$$\mathcal{L}_i(x, y, Z_j, t) = \frac{\partial Z_i}{\partial t} + \sum_{k=1,2} A_k(x, y, Z_j, t) \left( \frac{\partial^2 Z_i}{\partial x_k^2} \right)^{n_k} + B(x, y, Z_j, t) \left( \frac{\partial^2 Z_i}{\partial x \partial y} \right)^p + \sum_{k=1,2} C_k(x, y, Z_j, t) \left( \frac{\partial Z_i}{\partial x_k} \right)^{m_k} + D(x, y, Z_j, t) = 0$$

WHERE

$$Z_i = \rho, u, v, \Gamma_{0i}, \Gamma_{0T}, Y_{02} ; x_1 = x, x_2 = y$$

AND FOR EACH  $Z_i, Z_j = \rho, u, v, \Gamma_{0i}, \Gamma_{0T}, Y_{02}$

• DESIRED FORM OF THE SYSTEM OF DIFFERENTIAL EQUATIONS

$$L_i(x, y, Z_j, t) = \frac{\partial Z_i}{\partial t} + \sum_{k=1,2} A_k(x, y, t) \frac{\partial^2 Z_i}{\partial x_k^2} + B(x, y, t) \frac{\partial^2 Z_i}{\partial x \partial y} + \sum_{k=1,2} C_k(x, y, t) \frac{\partial Z_i}{\partial x_k} + D(x, y, t) Z_i + E(x, y, t) = 0$$

• TWO-STEP APPROACH

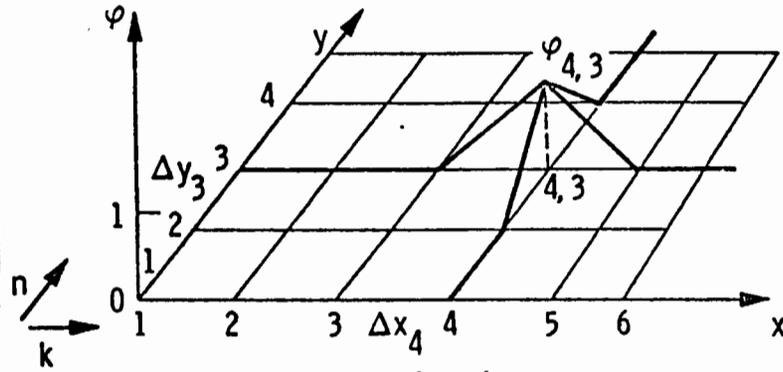
- 1) UNCOUPLING OF THE EQUATIONS FOR DIFFERENT VARIABLES
- 2) QUASILINEARIZATION

$$\mathcal{F}(Z_i) = \mathcal{F}(Z_i^0) + \sum_{i=1}^1 (Z_i - Z_i^0) \frac{\partial \mathcal{F}}{\partial Z_i}(Z_i^0) + o(|Z_i - Z_i^0|^2)$$

WHERE  $\mathcal{F}$  IS ANY FUNCTION OF  $Z_i$

Figure 12

(LINEAR) FINITE ELEMENT METHOD



$\varphi_{ij}(x, y) = \varphi_i(x) \varphi_j(y)$   
 FOR  $i \in \{1, II\}, j \in \{1, J\}$   
 ARE CALLED A SET OF BASE FUNCTIONS

$$Z_r^*(x, y, t) = \sum_{i=1}^I \sum_{j=1}^J Z_{ij}^r(t) \varphi_{ij}(x, y)$$

$$A_k(x, y, t) = \sum_{i=1}^I \sum_{j=1}^J A_{ij}^k(t) \varphi_{ij}(x, y), \text{ etc. } \dots$$

FOR EACH EQUATION THE RESIDUAL IS FORMED USING GALERKIN'S METHOD

$$\mathcal{R}_r(Z_r^*) \equiv L_r(x, y, Z_r^*, t) - \mathcal{E}_r (\neq 0 \text{ in general})$$

MINIMIZE  $\mathcal{E}_r$  BY REQUESTING THAT

$$\langle \mathcal{R}_r, \varphi_{kn} \rangle = 0 \quad \forall k \in \{1, II\}, \quad \forall n \in \{1, J\}$$

THIS PROCEDURE YIELDS  $(I \times J)$  ALGEBRAIC EQUATIONS FOR THE UNKNOWN  $Z_{ij}^r$ , FOR EVERY  $Z_r$

Figure 13

(LINEAR) FINITE ELEMENT METHOD  
 APPLIED TO A SECOND ORDER  
 PARTIAL DIFFERENTIAL EQUATION

- GENERAL FORM OF THE MINIMIZATION STATEMENT FOR A SECOND ORDER P. D. E.

$$\begin{aligned}
 \langle \mathcal{R}_r, \varphi_{kn} \rangle &= \sum_{i=1}^{I,J} \sum_{j=1}^{I,J} \frac{d_{ij}}{dt} \langle \varphi_{ij}, \varphi_{kn} \rangle + \sum_{s=1,2} \sum_{p=1}^{I,J} \sum_{q=1}^{I,J} A_{pq}^s \langle \varphi_{ij}, \varphi_{pq} \frac{\partial^2 \varphi_{ij}}{\partial x_s^2}, \varphi_{kn} \rangle \\
 &+ \sum_{p=1}^{I,J} \sum_{q=1}^{I,J} B_{pq} Z_{ij}^r \langle \varphi_{pq} \frac{\partial^2 \varphi_{ij}}{\partial x \partial y}, \varphi_{kn} \rangle \\
 &+ \sum_{s=1,2} \sum_{p=1}^{I,J} \sum_{q=1}^{I,J} C_{pq}^s Z_{ij}^r \langle \varphi_{pq} \frac{\partial \varphi_{ij}}{\partial x_s}, \varphi_{kn} \rangle \\
 &+ \sum_{p=1}^{I,J} \sum_{q=1}^{I,J} D_{pq} Z_{ij}^r \langle \varphi_{pq} \varphi_{ij}, \varphi_{kn} \rangle \\
 &+ \sum_{p=1}^{I,J} \sum_{q=1}^{I,J} E_{pq} \langle \varphi_{pq}, \varphi_{kn} \rangle
 \end{aligned}$$

- CHOOSE  $\langle, \rangle$  TO BE THE SCALAR PRODUCT IN (X, Y) SPACE, NAMELY THE INTEGRAL
- NOTE THAT, FOR EXAMPLE,  $\langle \varphi_{ij}, \varphi_{kn} \rangle = \langle \varphi_i, \varphi_k \rangle \langle \varphi_j, \varphi_n \rangle$
- TYPE OF INTEGRALS TO BE EVALUATED ARE

$$\phi_{00}(i, k) = \int_0^1 \varphi_i(s) \varphi_k(s) ds$$

$$\phi_{0n0}(p, i, k) = \int_0^1 \varphi_p(s) \frac{d^n \varphi_i}{dx^n}(s) \varphi_k(s) ds \quad , \quad n = 0, 1, 2$$

WHERE  $s$  is either  $x$  or  $y$

Figure 14

the finite element method. I would like to explain to you really what it means.

A two dimensional cabin with "x" and "y" coordinates is shown in Figure 13. A vertical axis is called function " $\phi$ ". For each point on a grid, I define a function that looks like a pyramid with two segments both in the "x" and "y" directions. (I define a variable in such a manner that it is the sum of terms that is a function of time only multiplied by a set of base functions " $\phi_i$ ", " $\phi_j$ " that are functions of "x" and "y" only.) Now, for each equation I found what I called the residual by using a well documented Galerkin's method. The way I got the residual is as follows:

The expression for the coefficients was plugged back into the uncoupled quasi linearized equations. What you find is that this function is not an exact measurement of the equation. What you obtain is something that I call  $R_r$  which is an error function. It is required that the error vector be perpendicular to the vector " $\phi$ " to minimize the error. There are more details on finite elements method in Figures 14 and 15.

This finite element method was tested with a simple heat conduction equation and the results are shown in Figure 16. Finally, this method is quite a bit more obvious than the finite difference method. There have been comparisons done on that simply by solving a convection-diffusion equation. The second reason is that this method is very easily amendable to a variable mesh (variable in space, variable in time as well), which may save computer space and time.

The future plan for the JPL fire math modeling effort is presented in Figure 17. The finite elements method will be further tested with a non-combustion flow problem. The program has to be coded and the criterion for convergence needs to be determined. It is necessary to have access to a very fast computer at NASA Langley Research Center to test the program.

(LINEAR) FINITE ELEMENT METHOD  
 APPLIED TO A SECOND ORDER  
 PARTIAL DIFFERENTIAL EQUATION  
 (Cont'd)

$$\phi_{00}(i, k) = \begin{cases} \frac{\Delta s_k + \Delta s_{k+1}}{3} & \text{if } i = k \\ \frac{\Delta s_k}{6} & \text{if } i = k-1 \\ \frac{\Delta s_{k+1}}{6} & \text{if } i = k+1 \\ 0 & \text{otherwise} \end{cases}$$

$$\phi_{000}(p, i, k) = \begin{cases} \frac{\Delta s_k + \Delta s_{k+1}}{4} & \text{if } p = i = k \\ \frac{\Delta s_k}{12} & \text{if } p = k, i = k-1 \text{ or } p = k-1, i = k \\ \frac{\Delta s_{k+1}}{12} & \text{if } p = k, i = k+1 \text{ or } p = k+1, i = k \\ 0 & \text{otherwise} \end{cases}$$

$$\phi_{010}(p, i, k) = \begin{cases} 0 & \text{if } |i-k| \geq 2 \text{ or } |p-k| \geq 2 \text{ or } |p-i| \geq 2 \\ \frac{1}{6} (2i-p-k) & \text{otherwise} \end{cases}$$

$$\phi_{020}(p, i, k) = \begin{cases} 0 & \text{if } |i-k| \geq 2 \text{ or } |p-k| \geq 2 \text{ or } |p-i| \geq 2 \\ 0 & \text{if } i \neq k \\ -\frac{1}{\Delta s_{k+1}} - \frac{1}{\Delta s_k} & \text{if } p = i = k \\ \frac{1}{\Delta s_k} & \text{if } p = k-1, i = k \\ \frac{1}{\Delta s_{k+1}} & \text{if } p = k+1, i = k \end{cases}$$

Figure 15

APPLICATION OF THE FINITE ELEMENT METHOD  
TO A HEAT CONDUCTION EQUATION

EQ:  $\frac{\partial T}{\partial t} = D \left( \frac{\partial^2 T}{\partial x^2} + \frac{\partial^2 T}{\partial y^2} \right)$  ;

$D = \frac{k}{\rho c}$  thermal diffusivity

BC:  $\frac{\partial T}{\partial \vec{n}} + \frac{h}{k} (T - T_a) = 0$  ;

$\left\{ \begin{array}{l} h - \text{heat transfer coefficient} \\ \vec{n} - \text{normal to the surface in the outward direction} \end{array} \right.$

IC:  $T_0 = 1$

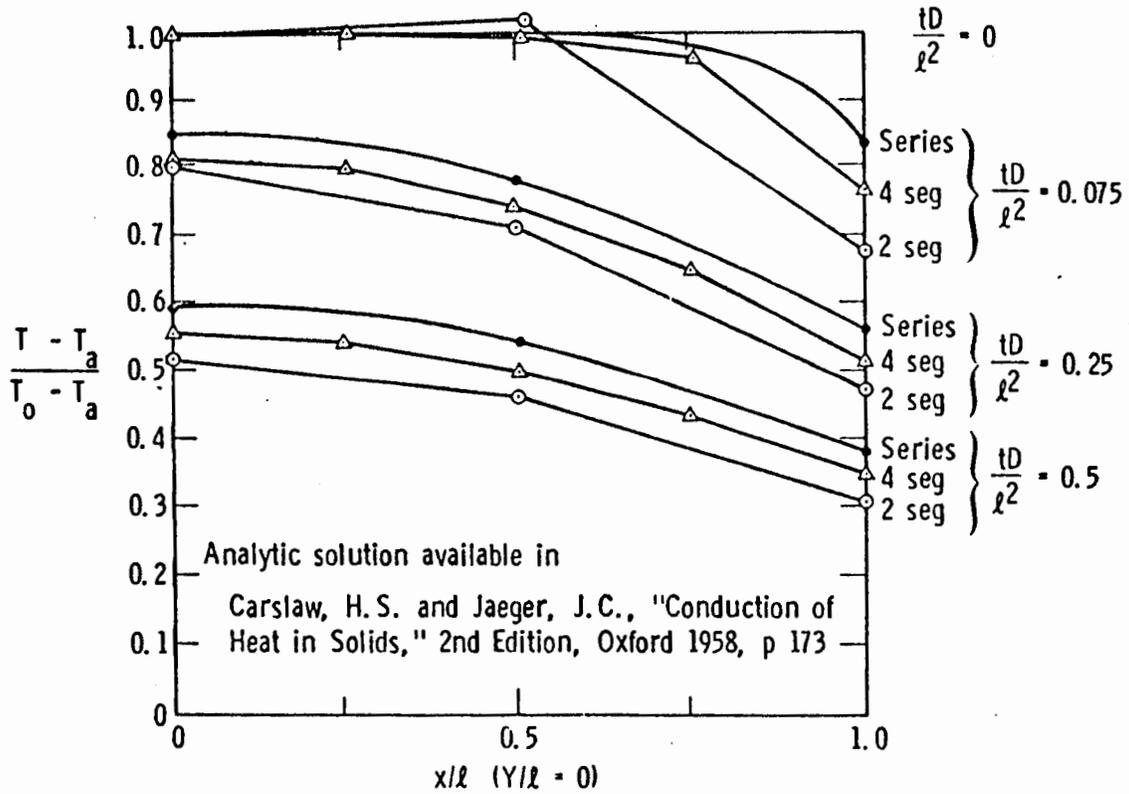
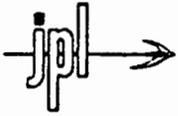


Figure 16



## FUTURE PLANS

- 1) APPLICATION OF MODEL AND SOLUTION TECHNIQUE TO A NO-COMBUSTION PROBLEM THAT HAS ENERGY AND MASS ADDITION ONLY

NEEDED FOR SOLVING ABOVE

- CODING THE GLOBAL BALANCE EQUATIONS
- THERMOCHEMICAL, THERMOPHYSICAL, AND TURBULENCE RELATED PARAMETERS
- CRITERION FOR CONVERGENCE
- ACCESS TO A VERY FAST COMPUTER

CDC-CYBER 203 FROM LANGLEY RESEARCH CENTER

- PIPELINE VECTOR MACHINE
- HIGH SPEED COMPUTER
- LARGE VIRTUAL MEMORY
- ACCESSIBLE AT ANY TIME DURING THE DAY THROUGH A REMOTE JOB ENTRY TERMINAL AT JPL OVER MODERATE SPEED PHONE LINES

APPENDIX A

FAA/NBS WORKSHOP ON MATHEMATICAL FIRE MODELING

March 24-27, 1981

AGENDA

<u>March 24, 1981</u>	Technical Building Auditorium
8:30 - 8:45	Opening Remarks Wayne Howell, Chief of Fire Safety Branch FAA Technical Center
8:45 - 9:00	Aircraft Fire Scenarios Gus Sarkos, Fire Safety Branch FAA Technical Center
9:00 - 9:30	FAA Modeling Efforts Thor Eklund, Fire Safety Branch FAA Technical Center
9:30 - 12:00	DACFIR Model Workshop Charles MacArthur, University of Dayton Research Institute Dayton, Ohio  Coffee Break
12:00 - 12:30	Discussion
12:30 - 1:30	Lunch
1:30 - 1:50	Correlation Work and Flame Spread James Quintiere, National Bureau of Standards Washington, D.C.
2:00 - 2:20	UNSAFE Applied to Aircraft K.T. Yang, Notre Dame University South Bend, Indiana
2:30 - 2:50	Modeling Heat Fluxes for Aircraft Ronald Alpert, Factory Mutual Research Corporation Norwood, Massachusetts
3:00 - 3:30	Coffee Break

APPENDIX A  
(Concluded)

3:30 - 3:50	Enclosure Models Applied to Aircraft Henri Mitler, Harvard University Cambridge, Massachusetts
4:00 - 4:20	Thermochemical Modeling of Burning Aircraft Materials Kumar Ramohalli, Jet Propulsion Laboratory Pasadena, California
4:30 - 5:00	Enclosure Fire Dynamics Model for Interior Cabin Fires Josette Bellan, Jet Propulsion Laboratory Pasadena, California
5:00 - 5:30	Discussion
<u>March 25, 1981</u>	Director's Conference Room 4th Floor Technical Building
9:00 - 12:30	Tours of FAA Fire Test Facilities
12:30 - 1:30	Lunch
1:30 - 5:00	Ad Hoc Committee (Plumes)
<u>March 26, 1981</u>	Director's Conference Room 4th Floor Technical Building
9:00 - 5:00	Ad Hoc Committee (Plumes)
<u>March 27, 1981</u>	Director's Conference Room 4th Floor Technical Building
9:00 - 5:00	Ad Hoc Committee (Smoke Movement)

APPENDIX B

CONFERENCE ATTENDEES

FAA/NBS WORKSHOP ON MATHEMATICAL FIRE MODELING

March 25-27, 1981

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