

**Lean Combustion Characteristics of  
Hydrogen–Nitrous Oxide–Ammonia  
Mixtures in Air**

Thesis by  
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In Partial Fulfillment of the Requirements  
for the Degree of  
Mechanical Engineer

California Institute of Technology  
Pasadena, California

1997  
(Submitted July 24, 1996)

# Acknowledgements

The experimental facility and research described in this report were sponsored by the Los Alamos National Laboratory, group TSA-10, under subcontract number 929Q0015-3A, DOE W-7405-ENG-36. The program managers were Kemal Pasamehmetoglu and Jack Edwards of LANL, and Jerry Johnson at WHC Hanford.

The work was performed under the supervision of J. E. Shepherd at the Graduate Aeronautical Laboratories, California Institute of Technology, Pasadena, CA. C. Eckett assisted in design and construction of the control system and the preliminary thermodynamic calculations. The machining was carried out by Joe Haggerty and his staff at the Aeronautics Machine Shop. Pavel Svitek and Jerry Landry provided technical assistance in setting up the apparatus.

We would like to express our appreciation to LaRoche Industries, particularly Paul Frydrych, in providing the ammonia safety training. Joe Ennis (LaRoche Ind.), and Art Seiden (CIT), provided valuable advice on designing and operating a safe experiment. Ron Kibbe and Bob King of the CIT Physical Plant Engineering Section made it possible to complete the building rehabilitation and bottle farm modifications in a timely fashion. J. Chris Krok did a yeomanly job of initially setting up the Explosion Dynamics Laboratory. Jamie Guthrie very capably handled the administrative chores and editing.

# Abstract

We report experimental studies on the combustion of lean hydrogen-nitrous oxide-ammonia-air mixtures. This project is in support of the waste tank safety assessment for the storage facility at Hanford, WA. This study focuses on combustion limits, pressure histories, and flame speeds of flammable gas mixtures characteristic of this facility.

A facility was constructed to study the lean combustion characteristics of mixtures containing ammonia. This facility consists of a gas-handling system, a remotely-controlled 400-liter pressure vessel, a vacuum system capable of pumping and disposing of the unburned ammonia, and a data acquisition system.

A total of 208 experiments were conducted for this study. All experiments were performed using air as a primary oxidizer. Separate experiments were carried out for binary and ternary mixtures containing air, hydrogen, ammonia, hydrogen-nitrous oxide, ammonia-hydrogen, and ammonia-nitrous oxide. Other experiments examined quaternary mixtures of ammonia-nitrous oxide-hydrogen-air. Mixtures were burned under quiescent and turbulent conditions and, in some cases, with an inert substitute (nitrogen) for the nitrous oxide. The pressure and temperature were recorded in the tank throughout the combustion events. A schlieren video photography system was used to observe flame propagation and measure flame speeds. The final equilibrium pressures were also measured in the experiments.

The results demonstrate that nitrous oxide is inert in lean mixtures of hydrogen-air-nitrous oxide and reactive in lean mixtures of ammonia-air-nitrous oxide. For mixtures of hydrogen-nitrous oxide-ammonia-air, the reactivity of the nitrous oxide depends on the hydrogen-ammonia ratio. A correlation between the adiabatic, constant-pressure, flame temperature of the mixture and the reactivity threshold of the nitrous oxide is proposed. It was found that the nitrous oxide began reacting when the adiabatic flame temperature was between 1100 and 1300 K. It was found

that for flame temperatures above this threshold, presence of nitrous oxide affects the flammability limit, the pressure history, and the flame speed.

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# Chapter 1 Background

## 1.1 Lean Flammability Limits

The flammability limits of a combustible mixture are those limiting compositions that will just support flame propagation when stimulated by an external ignition source. Identifying these mixtures is of great interest to the chemical industry and safety engineers, and compilations of flammability limits have been published by the Bureau of Mines [Coward and Jones, 1952, Zebetakis, 1976]. Although there is no widely accepted theoretical method of predicting flammability limits, there are a number of empirical rules and simple models, the classical results are summarized in Lewis and Von Elbe [1961] and updated in the series of reports by Hertzberg [1976]. The fuel type, mixture properties and mass diffusion of the deficient reactant are all factors [Abbud-Madrid and Ronney, 1990] in defining the limiting composition.

The primary reason [Spalding, 1957] for the existence of a flammability limit is heat loss (thermal radiation and conduction) from the hot products to the cooler surroundings. When the rate of heat loss exceeds the rate of energy generated by the chemical reactions, a flame cannot be supported. The composition at which balance exists between loss and generation determines the flammability limit. Thermal radiation from infrared-active species such as  $\text{H}_2\text{O}$  and  $\text{CO}_2$  is one mechanism of energy loss from propagating flames. Thermal conduction to cold container walls is also a major loss mechanism in the standard flammability tests using the Bureau of Mines apparatus [Coward and Jones, 1952].

Mixtures that are either too rich or too lean are not flammable. In the present study, we are concerned with fuel-lean (excess oxidizer) mixtures, and therefore always mean lean flammability limit, known as LFL in the literature, when we refer to the flammability limit. Flammability limits are determined by a variety of techniques, each of which yields a slightly different value of the limiting composition.

Further complications are the effect of ignition energy and the buoyancy of the hot combustion products. If the ignition energy is too low, then although the gas may be flammable and a limited region will be ignited, a propagating flame will not result. In the present study, we have attempted to minimize the effect of ignition energy by using a high energy (10 J) spark of relatively long duration (100  $\mu$ s).

The effect of buoyancy is to cause the initially spherical flame kernel, created by the spark, to rise and become distorted as it propagates outward. As a consequence, if the burning velocity is too low (less than about 5 cm/s), the flame is observed only to propagate upward. The gradients in the gas velocity induced by the rising flame also affect the flammability limit. The gradients and spherical expansion of the flame surface result in *flame stretch* which enhances combustion if the Lewis number  $Le$  (ratio of thermal diffusivity to mass diffusivity of the deficient reactant) is less than one and tends to quench the flame if  $Le > 1$ .

The limiting composition at which upward propagation of the flame begins is referred to as the upward propagation limit in this report. The composition at which the transition from upward to downward propagation takes place is known as the downward propagation limit. We have determined both upward and downward propagation limits.

Determining the flammability limits of mixtures containing multiple fuels and oxidizers has been largely confined to empirical studies. In the late 1800's, Le Chatelier [Le Chatelier and Boudouard, 1898] proposed a rule for mixtures of fuels: The flammability limit of a mixture can be approximated by using the weighted average of individual components:

$$1.0 = \frac{X_1}{LFL_1} + \frac{X_2}{LFL_2} \quad (1.1)$$

where  $X_1$  is the mole fraction of component 1 and  $LFL_1$  is the known flammability limit of fuel 1. For many compounds mixed in air, this rule is a reasonable approximation. The physical reasoning behind this model is that the reactants are compatible in kinetic and transport properties, and independently compete for oxidizer within

the flame front.

## 1.2 Lean Flammability Limits of $H_2$ and $NH_3$

The mixtures of interest in the present study contain: hydrogen,  $H_2$ ; nitrous oxide,  $N_2O$ ; ammonia,  $NH_3$ ; air,  $.21O_2 + 0.79N_2$ ; and occasionally, methane,  $CH_4$ . The flammability limits of the individual components and some binary mixtures are well known, but more ternary and quaternary mixtures are not well characterized.

Hydrogen-air combustion has been extensively researched. The lean limits of flammability for  $H_2$ -air flames are 4.0% for upward propagation and 8.0% for downward propagation [Coward and Jones, 1952]. The stoichiometric concentration of  $H_2$  is 28%.

Because ammonia has been used extensively as a refrigerant, the combustion of ammonia-air mixtures has been well studied [Fenton, et al., 1995]. Accepted limits of flammability for ammonia-air are scattered around 15% for upward and 18% for the downward limit [Ronney, 1987]. As discussed subsequently,  $N_2O$  appears to dramatically lower the limits for  $NH_3$ , but  $H_2$  is relatively unaffected. Ammonia is stoichiometric in air at 22%.

## 1.3 $N_2O$ as an Oxidizer

Early researchers noticed [Danby, and Hinshelwood, 1940] that behavior of  $N_2O$  during combustion varies greatly. Depending on the mixture and ignition energy, the  $N_2O$  can behave as a diluent, or an oxidizer, or simply dissociate. Scott, Van Dolah, and Zebetakis [1954] experimentally determined that the upward propagation limit of  $H_2$  is 3.1% in pure  $N_2O$ . Jones and Kerr [1949] found that the upward propagation limit of  $NH_3$  in  $N_2O$  is 2.6%, considerably leaner than the upward propagation limit in air, which is 15%.

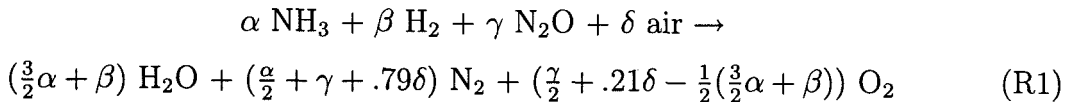
In their recent report, Cashdollar et al. [1992] found that in  $H_2$ - $N_2O$ -air mixtures, the  $N_2O$  begins dissociating in the mixture when the  $H_2$  concentration exceeds

10%. They noted the lack of participation of the  $N_2O$  in leaner mixtures. However, ammonia-rich samples of the mixtures were not investigated in this study, so the present report expands the range of mixtures tested to include ammonia rich mixtures.

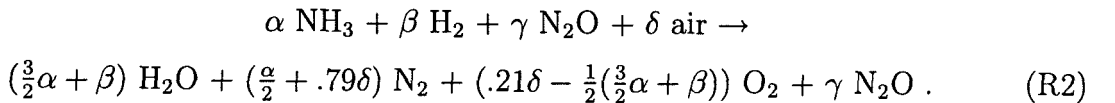
Apparently, the differences in the effect of  $N_2O$  on  $NH_3$  and  $H_2$  mixtures is due to several factors. The main factor is temperature. Lean  $H_2$ -air flames have a very low product temperature ( $< 1100$  K) and  $N_2O$  decomposes slowly under these conditions. The product temperature of lean  $NH_3$ -air flames is much higher and  $N_2O$  readily dissociates and reacts under these conditions. In addition, there appears to be some reactive intermediates characteristic of nitrogen chemistry that play a role in  $NH_3$ - $N_2O$  combustion which are not a factor for  $H_2$ - $N_2O$  combustion.

In the present study, we were not equipped to measure chemical composition. The combustion mechanism could only be evaluated indirectly by considering the overall reaction mechanism, considered next.

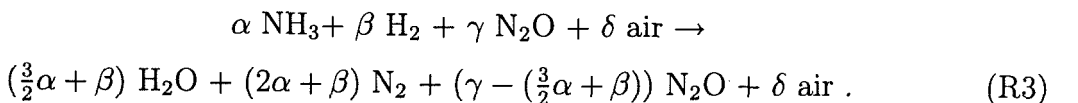
**Major Product Models** The major products for lean combustion of  $H_2$ - $NH_3$ - $N_2O$  mixtures are  $H_2O$  and  $N_2$ . If complete reaction of  $H_2$  and  $NH_3$  occurs and all the  $N_2O$  decomposes, the overall reaction is:



where one mole of air has been approximated as  $0.21 O_2 + 0.79 N_2$ . If the  $N_2O$  does not react or decompose in the combustion process, which is expected for some of the lean mixtures, the overall reaction will be



Finally, if the oxidation of the fuel occurs preferentially by  $N_2O$  rather than  $O_2$ , this reaction is modified to



The first overall reaction (full dissociation of  $\text{N}_2\text{O}$ ) corresponds to complete equilibrium and would be predicted by the usual equilibrium thermodynamic estimates by codes such as STANJAN [Reynolds, 1986], which is used for this study. A series of chemical equilibrium computations using a full set of product species and realistic thermodynamics has been performed using STANJAN. The constant volume, adiabatic combustion properties and the Chapman-Jouget detonation properties for a range of  $\text{H}_2\text{-NH}_3\text{-N}_2\text{O}$ -air compositions are given in Appendix E.

However, as discussed below, at low temperatures, the reaction rates are too slow and  $\text{N}_2\text{O}$  does not react. To simulate this, a series of equilibrium calculations were performed with the  $\text{N}_2\text{O}$  frozen, i.e., non-reacting. These computations, as well as experiments with  $\text{N}_2$  substituted for  $\text{N}_2\text{O}$ , sheds light on the fate of  $\text{N}_2\text{O}$  in the reactions. These overall reaction models can be used to estimate the final pressure in a constant volume combustion situation. The ideal gas relation,  $PV = NRT$  can be used to find the final pressure  $P_f$  in terms of  $N_f$ , the number of moles remaining in the system after combustion.

$$P_f = \frac{N_f \tilde{R}T}{V} \quad (1.2)$$

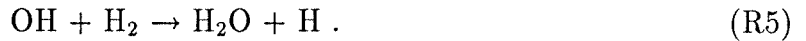
The number of moles,  $N_f$ , can be estimated by using the overall reaction balances discussed above, correcting for the condensation of water and resulting vapor pressure (26 mbar at 22 °C) at the measured temperature  $T_f$ . This method of analysis is a better method of determining the participation of  $\text{N}_2\text{O}$  than the comparing measured and predicted peak pressures because the result is not dependent on the heat transfer rate during the combustion process. However, it does depend on the combustion being complete in order to get reliable results.

Equilibrium models, though useful for estimating thermodynamic properties of combustion systems, cannot predict which oxidizer is preferred by the fuels in a multi-component system. Experimental measurements of the intermediate and product species are needed. Modeling based on detailed chemical kinetics considerations and known elementary reaction rates is a valuable alternative and supplement to experiments. A brief discussion of the issues is given below.

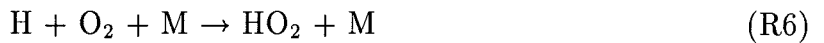


## 1.4 Chemical Kinetics

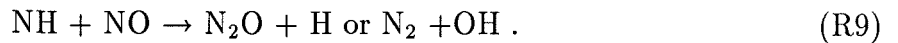
Radicals and reactive intermediates are key factors in determining flammability limits. Only a brief summary of previous results on flame chemistry is given here. A more detailed study of this aspect of flammability is currently being carried out at Los Alamos [Breshears, et al., 1996]. The differences in radicals and reactive intermediates are one obvious explanation for the differences in the lean flammability limit of  $\text{NH}_3$  in air and  $\text{N}_2\text{O}$ . At high temperatures ( $> 1300$  K), the primary reactions [Armitage, and Gray, 1971] responsible for the decomposition of  $\text{NH}_3$  and  $\text{H}_2$  are:



These reactions can proceed simultaneously without interfering with each other. It is known that at lower temperatures (less than 1100 K), the chain branching mechanism is not as important, but the following reaction



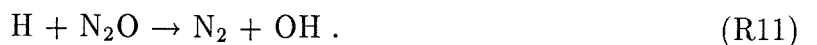
is the primary path for H atom reaction. The primary mechanism for  $\text{NH}_3$  consumption in lower temperature flames appears to be



The decrease in the LFL of  $\text{NH}_3$ , from 15% in air to an estimated 2.6% in  $\text{N}_2\text{O}$ , may be due to the decomposition of  $\text{N}_2\text{O}$  in the high temperature  $\text{NH}_3$  flames.



and



## 1.5 Flame Speeds

When predicting the combustion behavior of multiple component mixtures, the flame speed of the pure mixtures in oxidizer can give some insight into deviation from ideal behavior. For example, when  $H_2$  is mixed with  $CH_4$  and burned in air, the difference in flame speeds causes  $CH_4$  to act as a diluent for some stoichiometries. Flame speeds near the lean limit for these fuels are not very well known. Ronney [1987] performed flame speed measurements for lean  $NH_3$ -air mixtures in microgravity using the soap bubble method described in Andrews and Bradley [1978].

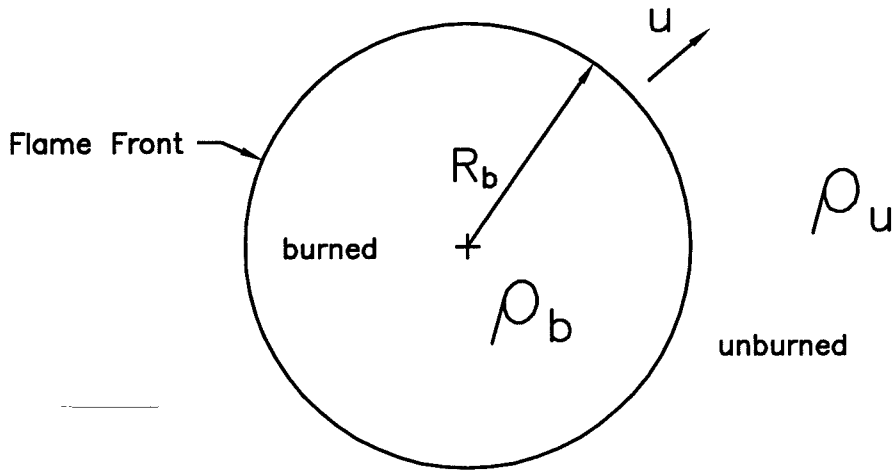


Figure 1.1: Radial expansion method for measuring flame velocity.

In the idealized “soap bubble” experiment, the pressure remains constant during combustion and the flame front is spherical. The flame front expands radially, and it is assumed that the burned gas inside the flame ball remains stationary. Therefore, the laminar burning velocity is the difference between the expansion rate of the flame front,  $V_f$ , and the velocity of the unburned reactants. The burning velocity  $S_b$  is therefore

$$S_b = V_f - u. \quad (1.3)$$

The continuity equation may be applied to obtain a relation between the burning velocity and the expansion rate of the bubble.

$$\rho_u S_b = \rho_b V_f, \quad (1.4)$$

where  $V_f$  is  $dR_b/dt$ . The final expression for the burning velocity is

$$S_b = \frac{dR_b}{dt} \frac{\rho_b}{\rho_u}. \quad (1.5)$$

The ratio  $\rho_b/\rho_u$  is the density of the burned material, evaluated by STANJAN [Reynolds, 1986] at constant pressure, over the density of the reactants at initial state. Normally this ratio is on the order of 0.2 for the mixtures studied in this report.

The uncertainty associated with measuring the burning velocity using this method is almost entirely due to the effect of buoyancy. The flame ball does not remain spherical, and initially the electrodes interfere with the flame front motion. As shown in Fig. 1.2 and video frames discussed subsequently, the flame moves upward as well as outward. The burning velocity was determined by measuring the horizontal growth of the flame in successive frames of the schlieren system video recording. Despite the effect of buoyancy, a very linear dependence of  $R_b(t)$  was observed. An example of the raw data is shown in Fig. 1.3. The growth data was fit to a linear function  $R_b = at + b$  and the slope was interpreted as the flame speed  $V_f$ . The slope can be determined quite accurately (the standard error is typically less than 5%) and the uncertainty in the flame speed is almost entirely due to unquantified effects of buoyancy. Comparisons with microgravity and two-kernel measurements are quite favorable.

Flame speed measurements provide a method of comparing reactivity of very lean mixtures which otherwise may not give much evidence of combustion. The flame velocity,  $V_f$ , is also useful for estimating the development of flames in explosion safety evaluations.

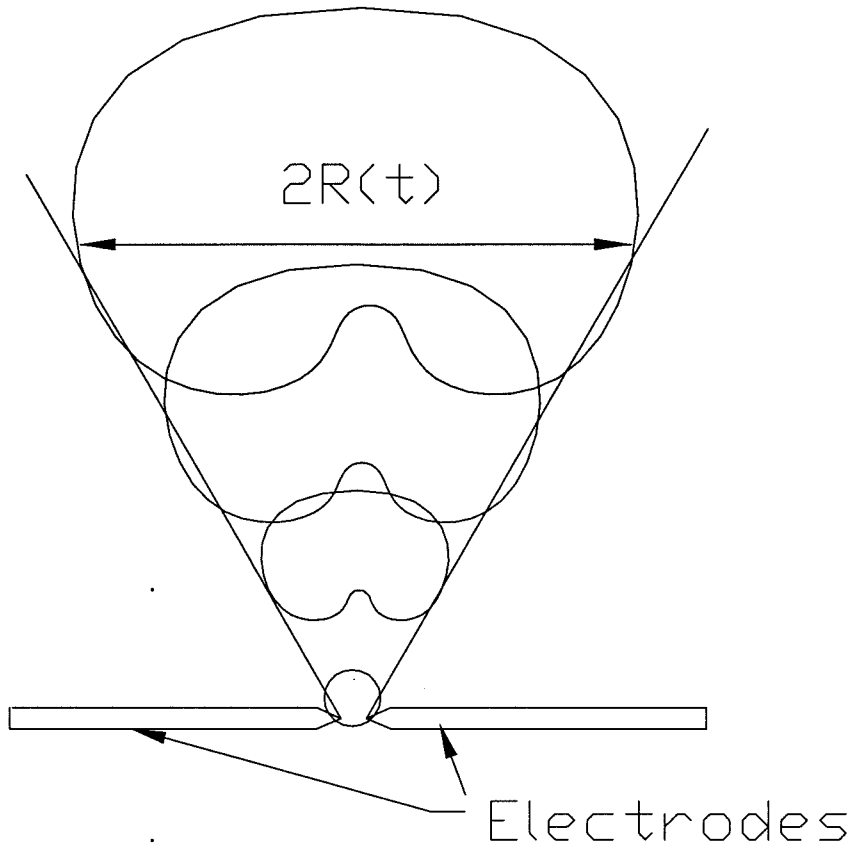


Figure 1.2: Experimentally observed flame development showing a typical buoyant flame near the flammability limit.

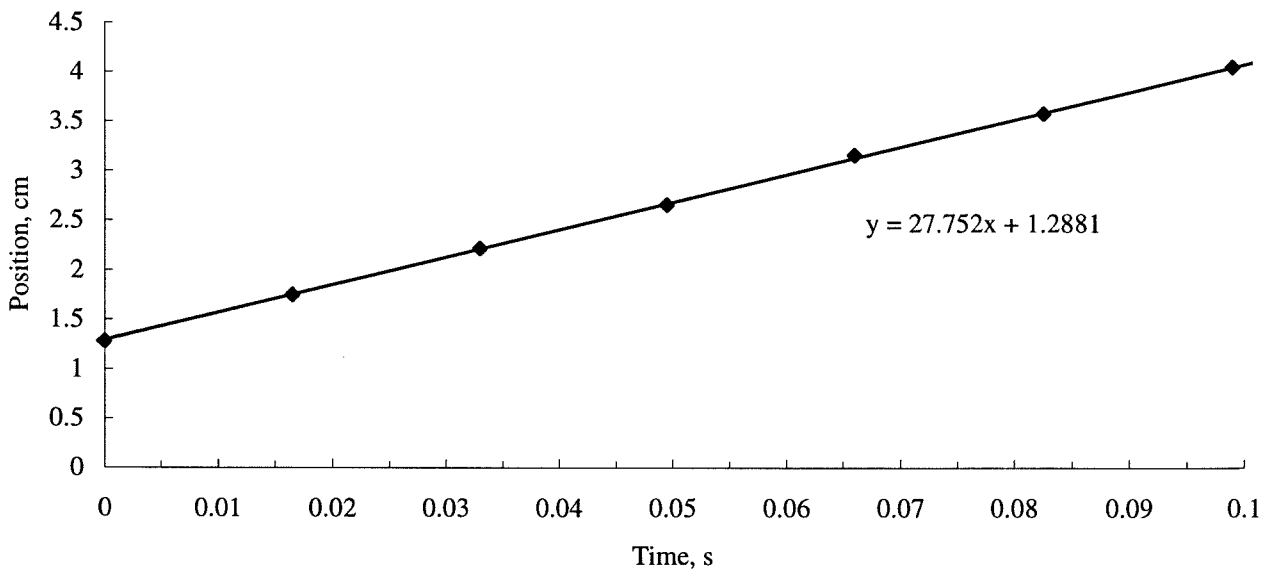


Figure 1.3: Experimentally measured flame horizontal growth and linear fit. Run 177.

## Chapter 2 Apparatus

The facility (known as CONVOL) uses as a combustion vessel a cylindrical tank with a volume of 400 liters. The vessel is designed to study the combustion characteristics of lean flames of various mixtures. It is equipped with a gas dispensing system designed for the safe handling of combustible and hazardous mixtures. An evacuation and disposal system is designed to remove combustion products and safely dispose of unburned fuel. A plan view of the system is shown in Fig. 2.1.

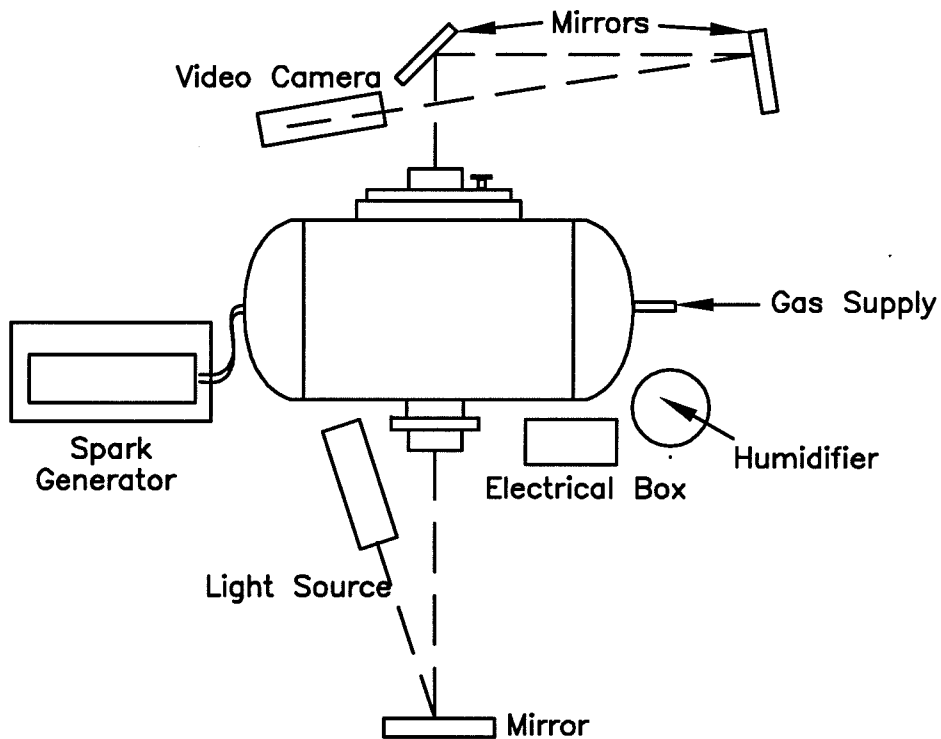


Figure 2.1: Caltech 400-liter combustion facility.

The system consists of three major parts: 1) the gas handling system; 2) the pressure vessel and instrumentation; 3) the exhaust system. The gas handling system consists of a bottle storage area (located outside) and the dispensing/metering system located in the control room. The pressure vessel and instrumentation includes the tank and associated control valves, the video system, the ignition systems, and the

mixing fan. The exhaust system includes the vacuum piping, the pump, and the sparging system. Instrumentation includes pressure and temperature transducers and also a data acquisition system.

## 2.1 Gas Handling System

The bottle farm was constructed with primary consideration given to operator safety and minimizing the risk to building occupants. The main issues were ignition of the fuels and operator (or passerby) exposure to ammonia vapor or liquid. The fuels stored in the area are methane, nitrous oxide, hydrogen, and ammonia. All bottles are secured with seismic restraints. All tubing is thick-wall stainless steel, connected by stainless steel Swagelok fittings. All bottles are fitted with two-stage regulators. To prevent accidental dispensing of these gases in the laboratory, each line is equipped with an electro-pneumatic valve actuated by a pushbutton switch. If the operator leaves the control panel, these valves remain closed.

The ammonia is particularly hazardous because it is flammable, corrosive, and toxic. The ammonia bottle has a special storage cabinet in which the bottle is kept locked at all times. There is an active exhaust vent in the top of this cabinet to remove fumes and provide ventilation in the event of an accidental release. A bottle of nitrogen is attached to the side of the ammonia cabinet which is used to purge the ammonia line after the end of each day of experimentation.

A plan view of the gas handling system is shown in Fig. 2.2. This figure shows several of the safety features present in the laboratory. The gas detectors ensure that the fuel concentration levels present in the room stay below 1/100 of the LFL. In the event of a release that sets off the detectors, the emergency ventilation system is automatically activated, and air is exhausted (1500 cfm) through the overhead gas evacuation vents, shown in Fig. 2.2.

The gas supply system is designed for safe metering of the gases into the pressure vessel. A schematic of the system is shown in Fig. 2.3. The supply lines are thick-walled stainless-steel tubing, again connected with Swagelok fittings. Each line is

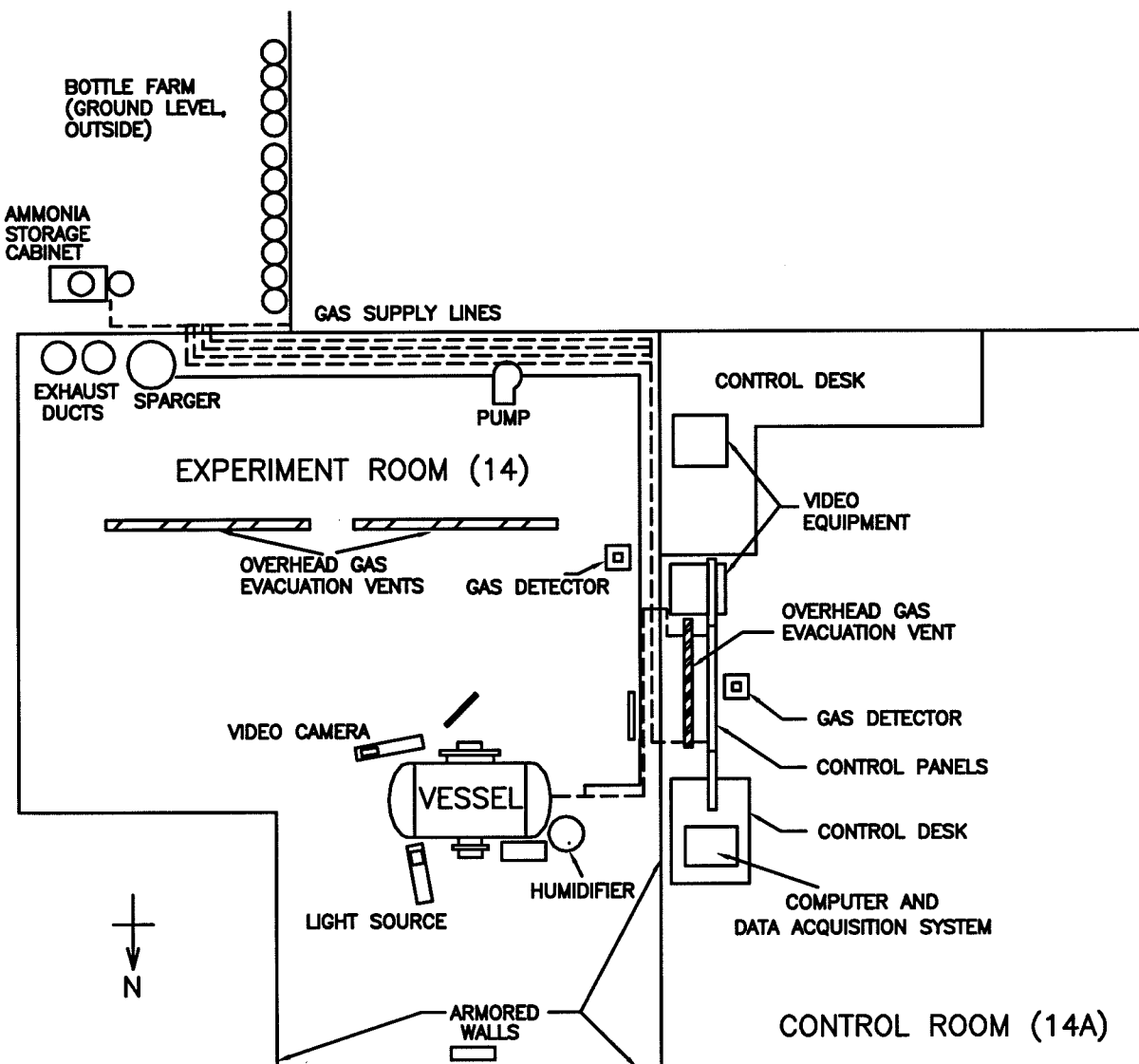


Figure 2.2: Explosion Dynamics Laboratory and CONVOL experimental facility.

protected by check valves, labeled “CV” on the schematic. All lines are opened and closed by stainless steel ball valves (SV1-6) mounted into the control panels. The lines converge after these valves, and pass through a needle valve (NV1), another stainless steel ball valve operated by a key switch (KS1), and into the tank through the tank isolation valve A1. Position indicators on the electro-pneumatic valves are interlocked through a logic control circuit to prevent accidental release of gas into the experimental area.

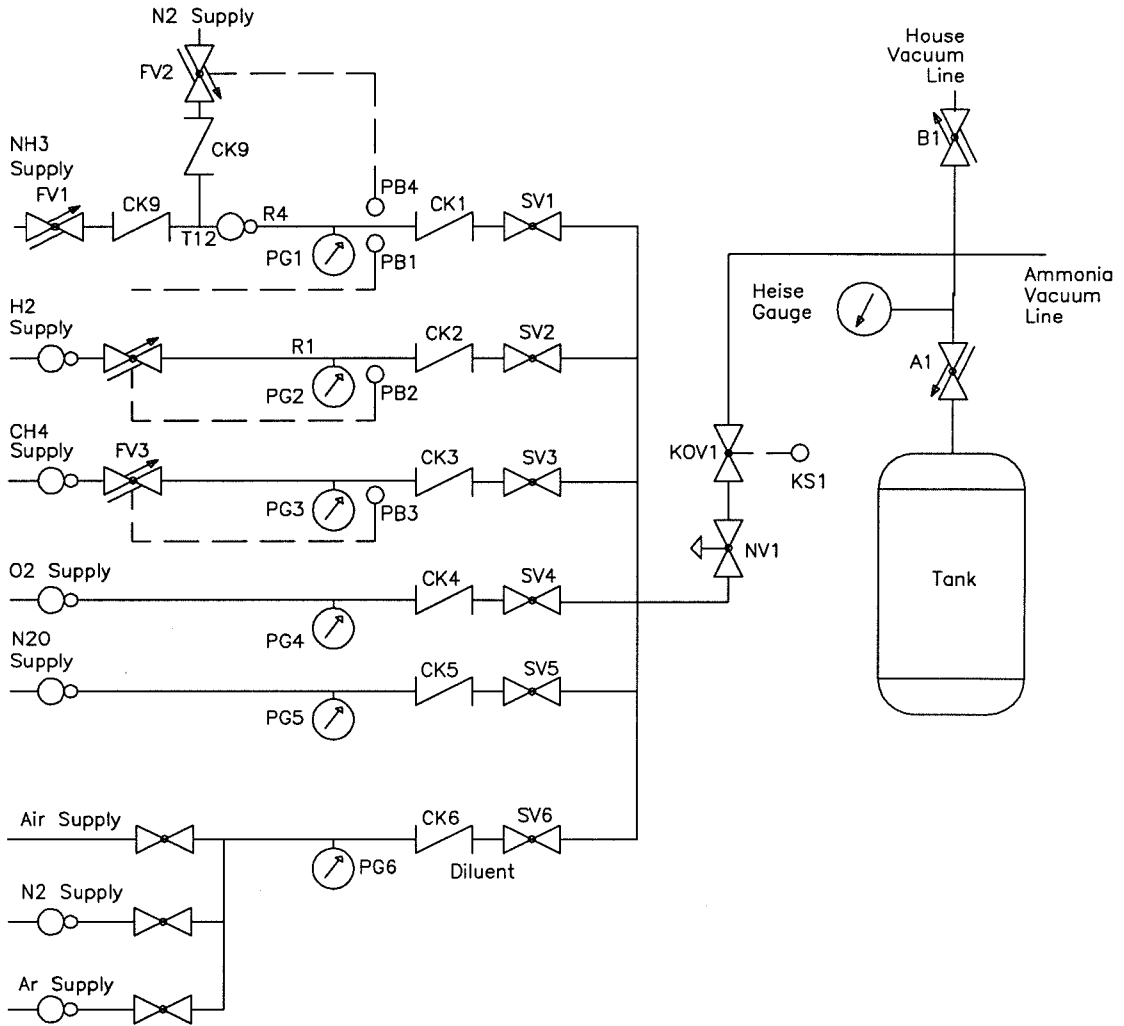


Figure 2.3: Schematic of the gas supply system.

## 2.2 Pressure Vessel

The pressure vessel was moved from Rensselaer Polytechnic Institute, Troy NY, after being used for experiments described in [Ross, 1993] and in [Krok, 1992]. The vessel (Fig. 2.4) is 1235-mm long and 711-mm in diameter, cylindrical with elliptical (2:1 aspect ratio) heads. The vessel is constructed of SA-212-B carbon steel, which has a tensile strength of 70,000 psi. The cylinder is 0.5-in thick and the heads are 0.614-in thick. The tank was constructed to ASME code rules for unfired pressure vessels and has a working pressure rating of 612 psi and has been hydrostatically tested to 920 psi.



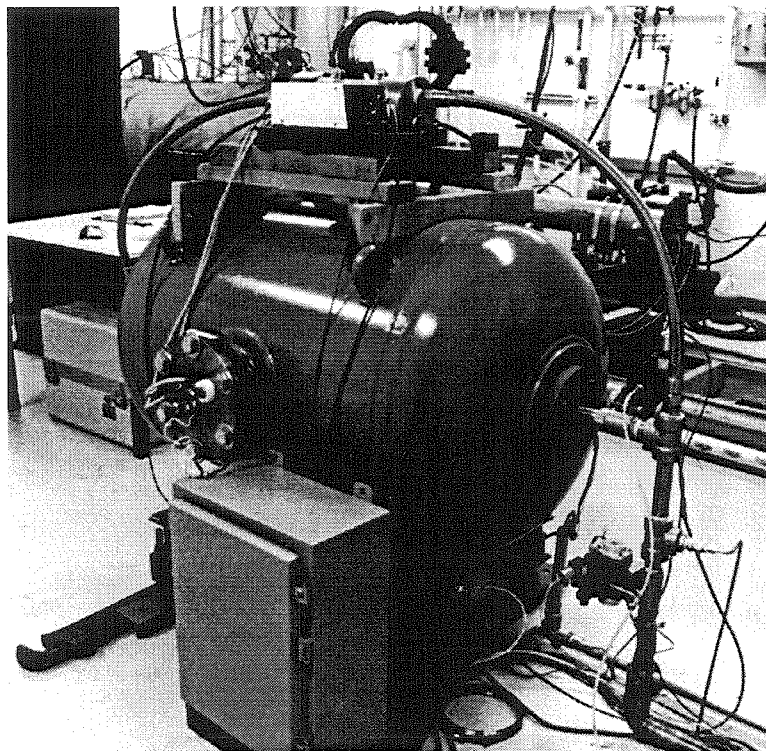


Figure 2.4: CONVOL pressure vessel.

There are 4 penetrations into the vessel. On the east and west ends, there is a 11-1/4-in OD, 6-1/2-in ID manhole closed with a flat plate and sealed by an O-ring. All seals used in the facility were made of buna-n, which is recommended for ammonia service. The plate on the west end of the tank is used for the gas-feed penetration. Here the gas-feed line, the ammonia vacuum line, and the main vacuum line are connected to the tank. The plate on the east end holds the support for the ignition source. There is a 10-3/4-in by 19-in manhole on the south side of the tank and a 6-in, Schedule 80 flange on the north side.

The electric spark generator is designed to store 10 J of energy, the amount delivered to the reactants is somewhat smaller. The spark gap is located near the tank center within the field of view of the video system. The electrodes are each 3.2 mm in diameter and 50-mm long, so the flame ball can expand with minimal interference from the electrode supports. The cathode of the spark source is a modified automotive spark plug which has the anode removed and a piece of steel rod welded onto the spark electrode. The spark plug is then threaded into a Teflon cap, which is sealed

on the end of a 50-cm section of schedule 80 stainless steel pipe. The opposite end of this pipe is threaded with 1-1/4 pipe thread and screwed into the end cap on the tank. This provides a sturdy support for the spark assembly. The anode is a 4-inch stainless steel, 6-32 threaded rod screwed to a frame constructed to keep the anode centered with the cathode. The electrode spacing or gap for these experiments is 6.35 mm. A schematic of the system is shown in Fig. 2.5.

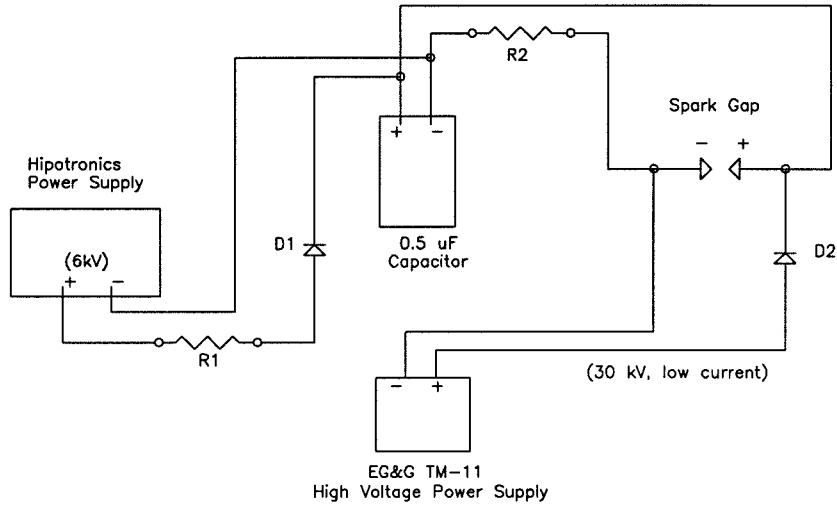


Figure 2.5: Ignition system for 10-J, 100  $\mu$ s spark generation.

The power for the spark is provided by a capacitor discharge system which consists of two parts, an EG&G TM-11A Trigger Module, and a 0.5- $\mu$ F capacitor charged by a Hipotronics 15 kV power supply. The circuit is similar to the design described in Ronney [1985]. When the system is turned on, the Hipotronics power supply charges the capacitor through charging resistor R1 and diode D1. Diode D2 prevents the charging current from being diverted through the TM-11 output transformer.

When the fire button on the control panel is depressed, the TM-11 is triggered producing a 30-kV pulse that passes through D2, but is blocked by D1. This pulse of about 10 mJ initiates the discharge across the gap. This provides a conduction path for the charge stored in the capacitor, and the main discharge occurs through R2 and the gap. Resistor R2 is chosen to give a time constant of about 100  $\mu$ s, since this has been found to be most effective in initiating flames. The diode D2 prevents the capacitor from discharging into the TM-11 after the spark gap ceases conducting.

After the capacitor is discharged, the power supply then recharges it after a time constant of 5 seconds.

The penetration on the north end of the tank is closed by flange attached with 6, 7/8" UNC bolts on a 9.0-inch diameter bolt circle. On this flange is mounted a 6-inch diameter, 1.0-inch thick, 4.5-inch clear aperture BK-7 glass window used for the schlieren system. The second window for the schlieren system is located at the center of the access cover on the south side of the tank. A penetration for the mixer fan is located to the left of the window, and a hole for the pressure transducer to the right. The mixer fan is constructed of a Parr model A1120HC magnetic drive driven by a universal motor. The motor was run at about 250 rpm for all of the experiments. The impeller is simply two 8-in. blades mounted at a pitch angle of 45 degrees. The magnetic drive is connected to the motor by a belt and pulley system. The motor speed can be adjusted by a light-dimmer control.

A small penetration on the lower south end of the tank was used to support a diesel engine glow plug near the spark source at the center of the tank. The plug is mounted in a fixture and supported by a 19-inch length of 1-inch diameter schedule-80 pipe. The glow plug is used in the event that the spark source fails and a flammable mixture remains inside the tank. The glow plug is powered by a DC power supply that can be activated from the control room.

## 2.3 Vacuum System

A special exhaust and vacuum system was constructed to contain the ammonia mixtures and prevent gas releases/operator exposure. A schematic of the system is shown in Fig. 2.6. An important feature is a sparger which scrubs the gases of the ammonia before venting to the atmosphere. The sparger is a 5-gallon stainless-steel tank with an O-ring-sealed cover. A bubbler, consisting of a 10-inch length of PVC pipe drilled with 36 3-mm diameter holes, was installed in the bottom of the tank. During operation, the exhaust gases from the experiment are pumped through the bubbler, the sparger, and out the main exhaust vent to the roof level. Each day, the sparger

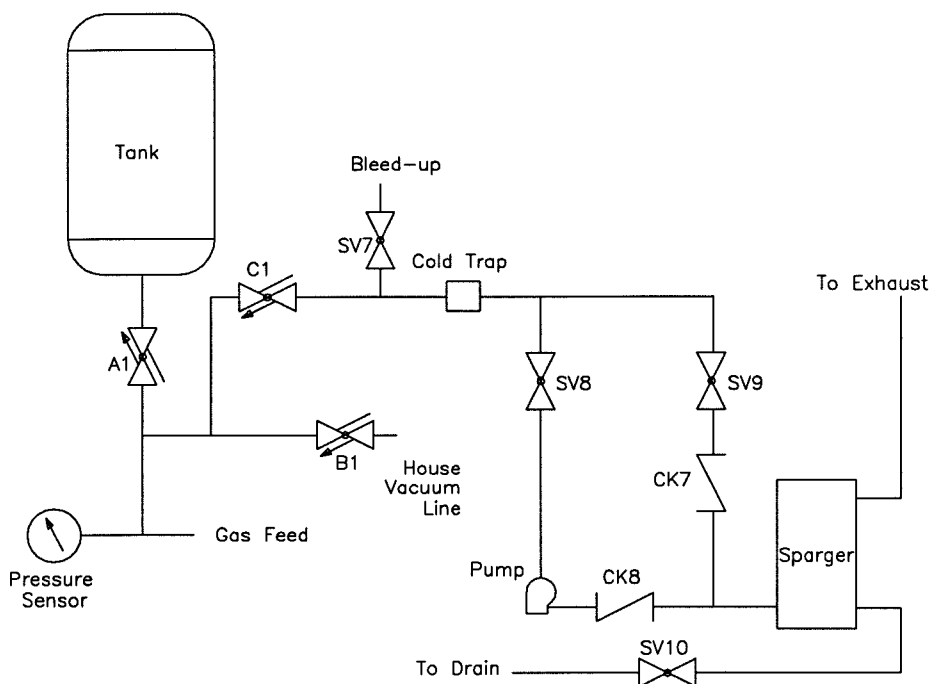


Figure 2.6: Ammonia exhaust system.

is inspected for pH level by an indicator strip. If the pH of the sparger solution is 10 or above, a weak acid (like vinegar) is added to neutralize the solution below to 9. The drain valve is then opened, and the mixture is then disposed of into the sewer. A stream of industrial water is injected into the drain with the sparger waste to dilute the mixture further.

All the plumbing used in the system is CPVC, except for the valves and nipples near the vacuum pump, which are stainless steel. The pump is a Sargent-Welch 1397 with a 17.7 cfm capacity, modified by sealing the exhaust and installing a water drain in the bottom. Since the condensates removed from the tank may contain ammonia, they were not trapped from the exhaust with the cold trap, and would become emulsified in the vacuum pump oil. Also, since the ammonia apparently chemically reacts with the pump oil, this necessitated changing the oil very frequently (every 10 tests when large concentrations of ammonia were used).

## 2.4 Instrumentation

The CONVOL combustion facility was instrumented with pressure and temperature sensors, as well as a schlieren video system for observing the flame initiation and measuring the flame motion. The location of the sensors is shown in Fig. 2.7. There are two pressure-measuring-devices in use, one static gauge for metering the reactants and measuring the final pressure of the products, and another dynamic gauge used to monitor the tank pressure during the combustion event. The metering gauge is a Heise model 901A digital pressure indicator with a 0-250 kPa range, and an accuracy of  $\pm 0.18$  kPa (absolute). The gauge used to measure the pressure during the combustion process is a Kulite model XTME-190-250A. This is a piezoresistive type transducer which has a combined nonlinearity, hysteresis, and repeatability of 2.5 kPa. Calibration information is attached in Appendix D. This transducer is protected by two porous metal frits, which are sufficient to shield the instrument from temperature but do not affect the pressure reading.

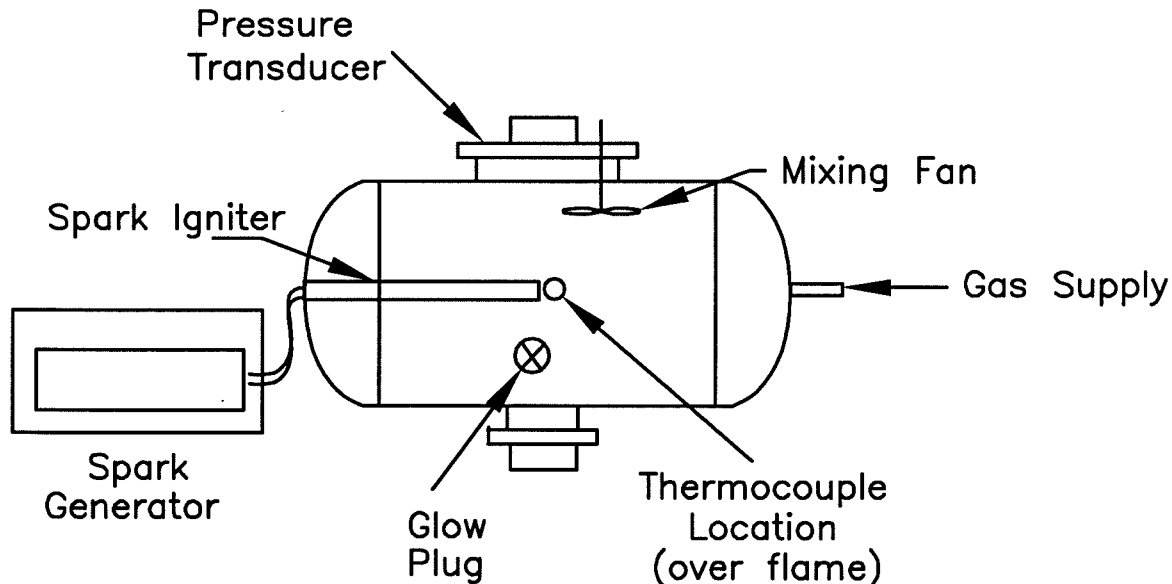


Figure 2.7: Pressure and temperature sensor location.

A thermocouple is installed 75 mm above the center of the spark source. This is an Omega K type thermocouple with a 0.125-in. metal sheath. Each wire is 24 AWG, and the weld bead size is approximately 1.5 mm. The thermocouple output is

used to detect the presence of the flame ball as it rises from the spark source. The thermocouple output is also used for measuring the initial and final temperature of the tank contents. An Omega Model DP462 electronic cold-junction and temperature readout was used to convert the thermocouple output to temperature.

The flame ball is observed with a CCD camera at the output of a schlieren system and recorded with a Panasonic Model 1970 VHS system. The optical system is shown in Fig. 2.8. The primary components are the light source, two focusing mirrors, a turning mirror, a knife edge, and the video camera. The light source is an Oriel continuous filament-lamp, with a focusing lens and a pin hole to make a spherically diverging beam. Mirror 1 is an 8-inch diameter, spherical collimating mirror with a focal length of 1.473 m. This is mounted to the north wall of the experimental room, and adjusted so that a collimated beam of light passes through the center line of the tank. Mirror 2 (flat) is located 20 inches from the south window of the tank, and rotates the beam 45 degrees, diverting it to the second focusing mirror, 3, located on the west wall. The beam is focused on the knife edge 78 in. from mirror 3, and the light is directed into the CCD camera. The lens on the camera is a Fujinon model C6X18G-1 television zoom lens with a 6 $\times$  zoom ratio and a 108-mm focal length. The camera is a Sony CCD model DXC-107A. The framing rate is a 2:1 interlace, 30 frames/sec, which translates into a frame every 16.67 ms. The camera is equipped with an electronic shutter, and the shutter speed of 1/10,000 s was used in the present study.

## 2.5 Data Acquisition

The pressure and temperature signals were recorded by Labview data acquisition software running on a Gateway P5-100 personal computer. Both the temperature and pressure signals were amplified by signal amplifiers. The thermocouple trace was amplified by a Trig-Tek model 205b, with gain of 100. The tank pressure signal is amplified by a Dynamics 7600A signal conditioner with a gain of 50. Signals are digitized by a National Instruments AT-MIO-64E-3 multi-purpose board sampling at

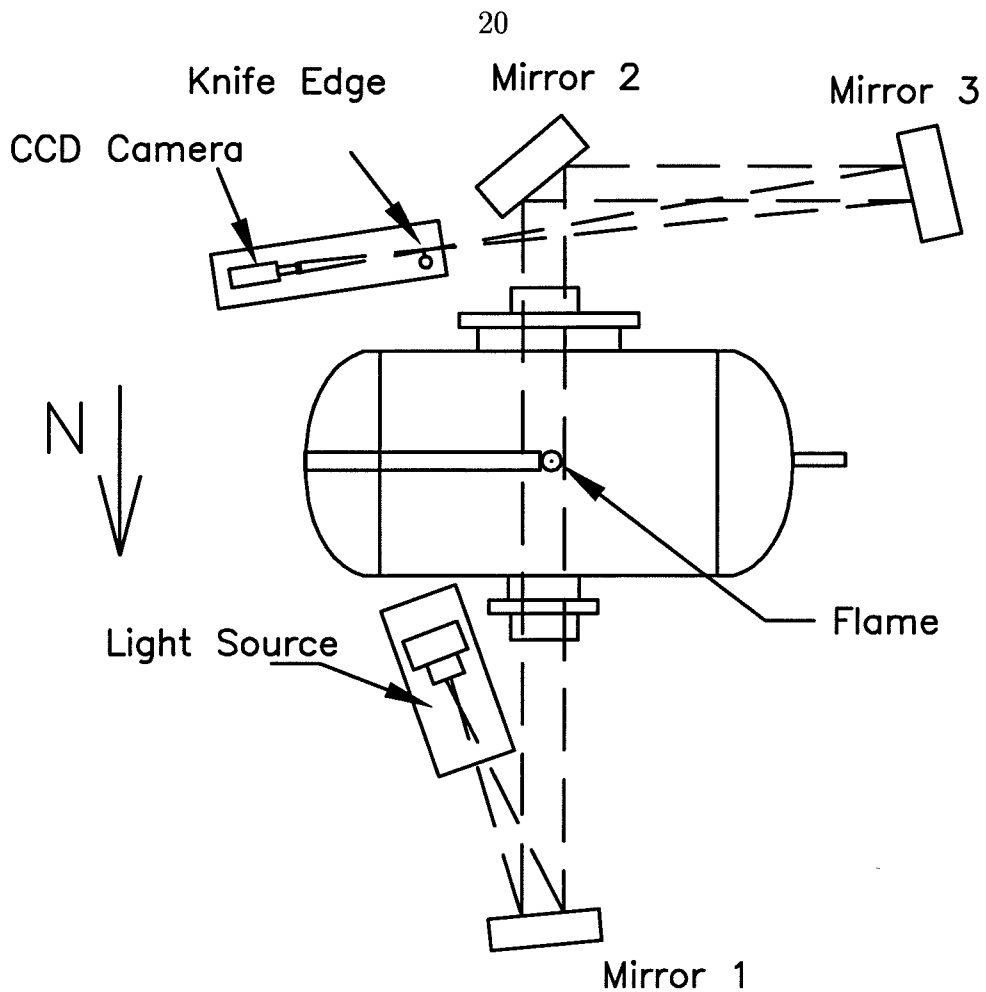


Figure 2.8: Layout of optical path and video equipment.

a rate of 1000 measurements per second. The data acquisition system was triggered by the fire control button for the spark source. The system records data for 16 seconds following the trigger command.

## Chapter 3 Experimental Procedure

Each test conducted in the CONVOL facility had an initial pressure of 100 kPa and an initial temperature close to ambient. The mixtures were prepared by metering the gases by method of partial pressures. Checklists were used to ensure that startup, operation, and shutdown tasks were completed. Since the experiment involves many valves, the use of lists ensured that they were opened and closed in specific order. The checklists used in the experiment are shown in Appendix C.

The operator first selects the composition of the mixture and computes the corresponding partial pressures of each component. In the present experiment, the mixtures contained  $\text{H}_2$ ,  $\text{N}_2$ ,  $\text{N}_2\text{O}$ ,  $\text{CH}_4$ ,  $\text{NH}_3$ , and the balance was air. The experiment begins by evacuation of the system and zeroing of the pressure transducer. First, the gas supply plumbing is evacuated and the Heise gauge is set to zero. Second, the tank is evacuated until the pressure approaches .03 to .05 kPa, and the dynamic pressure transducer is zeroed. The operator then isolates the tank from the vacuum pump, and opens the tank air-bleed-up valve. Air is introduced into the tank until the pressure is close to the partial pressure of the air required for the experiment. The bleed-up valve is then closed, and the mixer fan is run to bring the air to thermal equilibrium with the tank. The final increment of air is dispensed using the supply system controls and the house compressed air. The temperature of the room air is then recorded. For this series of experiments, the temperature was normally between  $21^\circ\text{C}$  and  $27^\circ\text{C}$ . The relative humidity of the room air is controlled between 40 and 50%.

Once the air has equilibrated and the tank pressure has stabilized, the remainder of the gases are dispensed into the tank. Each gas is metered in to 0.15 kPa less than the precalculated value to account for the gas trapped in the supply lines. It was determined that the volume of the gas feed lines is approximately 0.15% of the volume of the tank. The gases are introduced in this order: air,  $\text{N}_2\text{O}$ ,  $\text{NH}_3$ ,  $\text{CH}_4$ ,



and  $H_2$ . Once the the tank has been filled, the tank isolation valve A1 is closed and the mixer is run for two minutes. If the experiment is to attempt a quiescent burn, then the mixer is turned off and the reactants are allowed to settle for one minute. The gas motion can be observed with the schlieren system. If the experiment is to attempt a turbulent burn, then the mixer fan runs throughout the test.

Just prior to ignition, the initial tank temperature is recorded, and the spark system is armed. After arming the data acquisition system (which is triggered by the firing circuit), and starting the video recorder, the fire button is pressed to create the spark discharge. The operator observes the video to determine if ignition took place. If the reactants do not ignite, he waits 5 to 10 seconds and presses the fire button again. This is repeated 4 to 6 times. If no burn is observed, he opens the tank valve and measures the pressure with the Heise gauge and the temperature with the in-tank thermocouple. The tank is then closed off and the mixer turned on. After resetting the DAS and cuing the video, the ignition procedure is repeated. If the reactants do not burn turbulently, fuel is added (usually  $H_2$ ) and the ignition procedure is repeated. The mixing fan is allowed to run to cool the combustion products. Once the temperature decreases to  $\sim 30$  °C, the fan is stopped and the main tank valve opened. The final pressure is recorded on the metering gauge.

After the final temperature and pressure are recorded, the  $NH_3$  vacuum system is then opened and the products are removed from the tank and vented through the sparger. The video records the time interval from about 5 seconds before ignition to 10 seconds after.

### 3.1 Test Conditions

The mixtures chosen for the study were all relevant to the Hanford Waste Tank Storage Facility, so the basic constituents were  $H_2$ ,  $NH_3$ , and methane. The oxidizers used are air and  $N_2O$ , the diluent used is nitrogen. For a complete listing of test composition, refer to Appendix A. The tests were sequentially numbered starting with 1 and are referred to by this number, also known as the “run number.” In some

cases, several ignition trials were made for a given mixture and the designator for each trial consists of the run number and an alpha suffix.

Tests previously conducted at the Bureau of Mines [Cashdollar, et al., 1992] on similar mixtures indicate that the  $N_2O$  does not participate in the combustion process with lean mixtures. This motivated detailed consideration of the effect of  $N_2O$  on lean  $H_2$ -air mixtures. The tests carried out can be divided into the following series: 1)  $H_2$ - $N_2O$ -air, 2)  $NH_3$ -air, 3)  $H_2$ - $NH_3$ -air, and 4)  $H_2$ - $N_2O$ - $NH_3$ -air mixtures (four sets) with various proportions of air. In some cases, nitrogen was substituted for the  $N_2O$  to determine the participation of the  $N_2O$  in the combustion process. For the  $H_2$ - $N_2O$  series, the  $H_2$  concentrations were fixed at 8 and 9%, with amounts of  $N_2O$  varying from 0 to 32%. A total of 13 tests were conducted with these mixtures. The objective of this test series was to determine if the presence of the  $N_2O$  affects the downward lean flammability limit of  $H_2$ -air mixtures.

The  $H_2$ - $NH_3$ -air tests were used to determine the lean flammability limits of the binary mixture. Both the upward and downward propagation limits were determined. A total of 43 tests were performed. Tests 25-37 and 96-125 (see the tables in Appendix A) are designed to test the linear lean flammability rule of Le Chatelier. The flammability limit was bracketed by varying the  $H_2$  concentration in one percent increments. The  $NH_3$ - $N_2O$  test series examines lean  $NH_3$ -air mixtures with 4 and 8% added  $N_2O$ . Sixteen experiments were conducted with added  $N_2O$ . Peak pressures and flame speeds were measured to determine the lean limit for both upward and downward propagation.

Of particular interest were "fuel" blends comprised of  $H_2$ - $N_2O$ - $NH_3$  mixtures. A matrix of "fuel" compositions was chosen to cover a broad range of  $NH_3$ - $H_2$  ratios. Four mixtures, defined in Table 3.1, were selected from the cases initially examined in the parametric study of Appendix E. These mixtures are labeled A, B, C and D and the corresponding numeric identifiers of Appendix E are given in Table 3.1. In addition to experimentally determining the peak pressure and pressure history of these mixtures, the objective of these experiments is to determine thresholds of participation for the  $N_2O$  in the combustion process.

Table 3.1: Compositions for the H<sub>2</sub>-N<sub>2</sub>O-NH<sub>3</sub> tests. Designator in parentheses refers to Appendix E.

Mixture	% Hydrogen	% Nitrous Oxide	% Ammonia
A (26)	42	36	21
B (11)	35	35	30
C (12)	25	25	50
D (20)	16.7	33.3	50

note: Mixture A included 1% Methane

Forty-five experiments were performed for mixture A, the conservative estimate for the gas release in Tank 101-SY. The release gas simulant is composed of 42% H<sub>2</sub>, 36% N<sub>2</sub>O, 21% NH<sub>3</sub>, and 1% methane. In this experiment, turbulent combustion tests were performed from the point of no flame propagation up to 30% “fuel” in air. To determine the N<sub>2</sub>O participation threshold, nitrogen was substituted for the N<sub>2</sub>O for 12 of these tests. These experiments were used to locate the N<sub>2</sub>O participation threshold. Finally, seventeen quiescent tests performed on this mixture, which were used to estimate the propagation limits and the flame speed.

Fifteen experiments were executed for mixture B, which contains 35% H<sub>2</sub>, 35% N<sub>2</sub>O, and 30% NH<sub>3</sub>. Quiescent, turbulent, and nitrogen substitution tests were conducted for all of these compositions. Eighteen experiments were done on mixture C, composed of 25% H<sub>2</sub>, 25% N<sub>2</sub>O, and 50% NH<sub>3</sub>. Finally, seventeen tests were performed on mixture D, containing 16.7% H<sub>2</sub>, 33.3% N<sub>2</sub>O, and 50% NH<sub>3</sub>. The primary objective is to cover a range of H<sub>2</sub>-NH<sub>3</sub> ratios to adequately test the participation of the N<sub>2</sub>O in the combustion process. The mixtures studied can be represented by lines on a H<sub>2</sub>-NH<sub>3</sub> composition plane, shown in Fig. 3.1.

The above tests composed the majority of the experiments performed. There was also a humidity study which was done for selected H<sub>2</sub>-air cases, and two cases using mixture D. The air was saturated by use of a sparger (of similar design to the one used in the vacuum exhaust) containing water at 50 °C. The air was drawn through the sparger before entering the tank to ensure saturation. Eleven tests were conducted on the humidity experiment. Four on H<sub>2</sub>-air (dry), five on H<sub>2</sub>- air (saturated), and

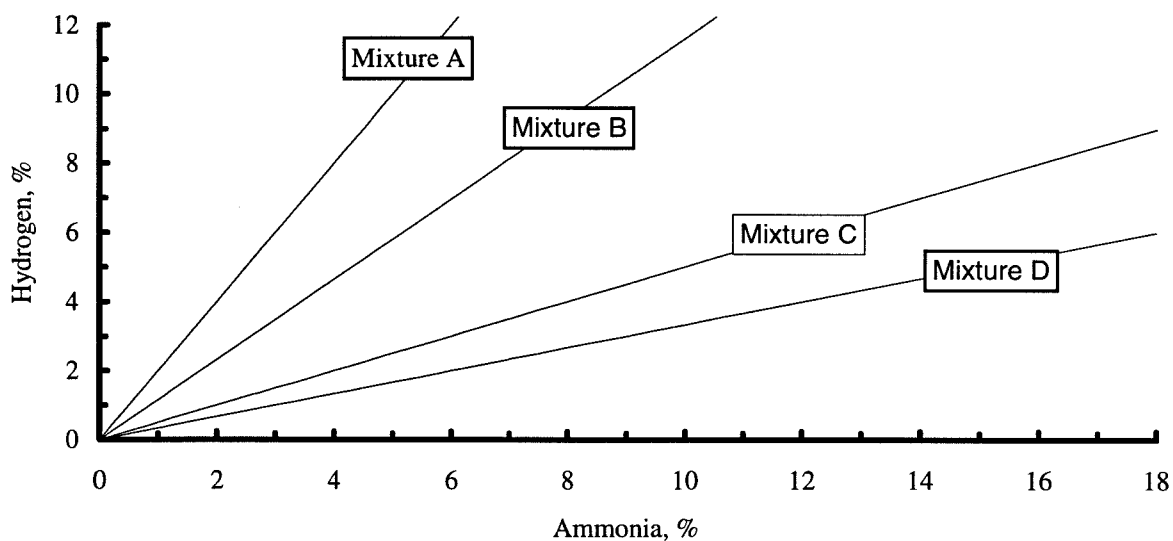


Figure 3.1: Mixtures examined in N<sub>2</sub>O reactivity test series.

two on mixture D.

Finally, other miscellaneous tests performed include CH<sub>4</sub>-air, and a mixture modeled after the retained gas sampler container [Shepherd and Ross, 1995]. For the CH<sub>4</sub>-air case, the upward flammability limit was verified as 5.5% CH<sub>4</sub>. The downward propagation limit was found for the retained gas sampler mixture, composed of 33% H<sub>2</sub>, 53% N<sub>2</sub>O, and 14% NH<sub>3</sub>. Runs 38 - 44 (seven total) were performed for the retained gas sampler study.

## Chapter 4 Results

The key results of the experiments are summarized in this chapter. A full listing of all experiments and key data are given in Appendix A. A complete set of data plots is given in Appendix F. The flame speed data are supplied in tabular format in Appendix B.

### 4.1 H<sub>2</sub>-N<sub>2</sub>O-Air

A series of tests were conducted to investigate the influence of N<sub>2</sub>O addition on H<sub>2</sub>-air mixtures near the downward propagation limit of H<sub>2</sub> (8 - 9%). The relevant run numbers are 11 - 24. The concentrations of N<sub>2</sub>O tested were 8, 12, 16, 24, and 32%, and the balance of the mixture was air and H<sub>2</sub>. Peak pressures as a function of N<sub>2</sub>O concentration are shown in Fig. 4.1 for the 8% H<sub>2</sub> tests. All of these cases were ignited in a quiescent mixture, but turbulent motion was needed to propagate the flame throughout the volume and consume all of the fuel. In a quiescent mixture, a rising flame "ball" of limited extent (see Fig. 1.2) was produced. The flame quenched when it reach the top of the vessel so that only a small portion of the mixture actually burned. The pressure rise in those cases was extremely low, usually on the order of 0.1 bar.

Figure 4.1 reports the results of burns in turbulent mixtures. The results are compared with equilibrium adiabatic pressure computed by STANJAN. Various assumptions were made about the reaction of N<sub>2</sub>O were made in these computations. The solid line represents a full dissociation of the N<sub>2</sub>O, the middle line the H<sub>2</sub> only reacting with N<sub>2</sub>O, and finally, the small dashed line with negative slope shows the pressure for no reaction with N<sub>2</sub>O or dissociation, only reaction with oxygen.

Figure 4.2 shows the pressure histories as a function of time for selected 8% H<sub>2</sub> cases. The pressure histories are independent of N<sub>2</sub>O concentration up to 32%. We

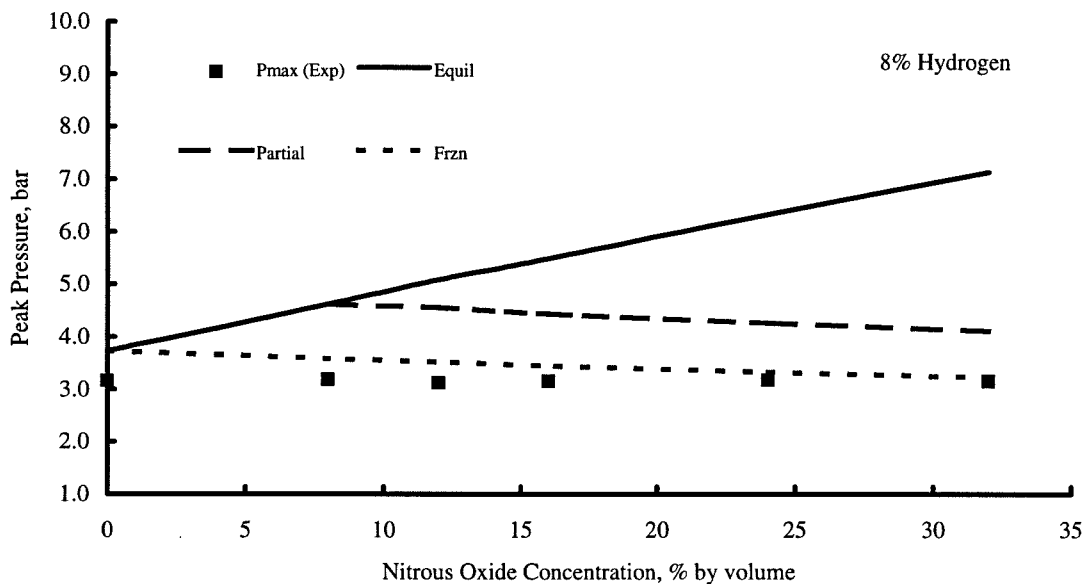


Figure 4.1: Peak pressure vs. N<sub>2</sub>O concentration of 8% H<sub>2</sub> mixtures. The trend indicates little or no participation of the N<sub>2</sub>O in the combustion process, especially no dissociation of the N<sub>2</sub>O.

conclude that the molecular O<sub>2</sub> is serving as the oxidizer rather than the oxygen in the N<sub>2</sub>O and that the N<sub>2</sub>O does not decompose. This is confirmed by the final pressure results shown in Fig. 4.3. The final pressures are essentially independent of the N<sub>2</sub>O concentration. The final pressures were estimated by constant volume equilibrium computations using the measured final temperature of about 30 °C. The three estimates shown correspond with full dissociation of the N<sub>2</sub>O, H<sub>2</sub> reacting with the N<sub>2</sub>O only, and H<sub>2</sub> reacting only with the O<sub>2</sub> molecules.

Similar tests with the H<sub>2</sub> concentration fixed at 9% were also performed using the same procedure. These cases, unlike the 8% cases, completely burned the tank contents under quiescent initial conditions. The measured peak pressures and computed adiabats are shown in Fig. 4.4. The adiabats were computed in the same manner as the 8% case. Here, a greater variation is observed with increasing N<sub>2</sub>O concentrations. The pressure histories, shown in Fig. 4.5, are not coincident as in the 8% case. The measured and estimated final pressures vs concentration plot is shown in (Fig. 4.6). indicate minimal participation of the N<sub>2</sub>O in the combustion process.

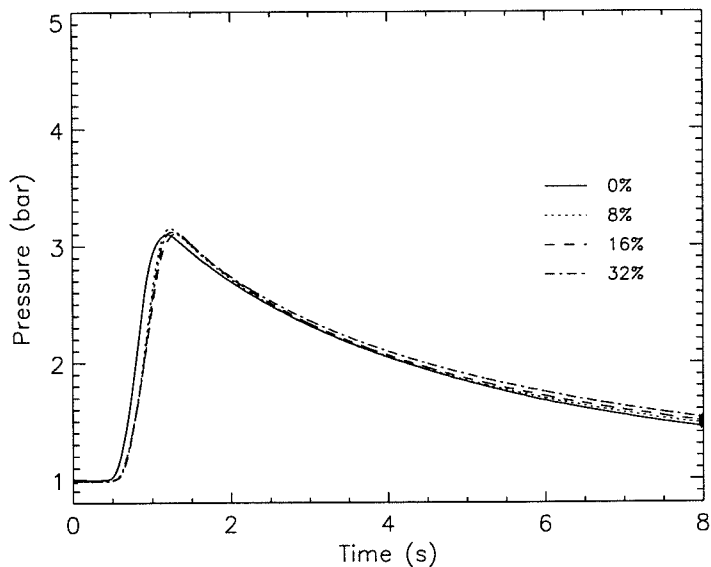


Figure 4.2: Pressure vs. time for the 8%  $\text{H}_2$  in  $\text{N}_2\text{O}$ -air mixture. The fact that the histories overlap indicates the inert character of the  $\text{N}_2\text{O}$  in these mixtures.

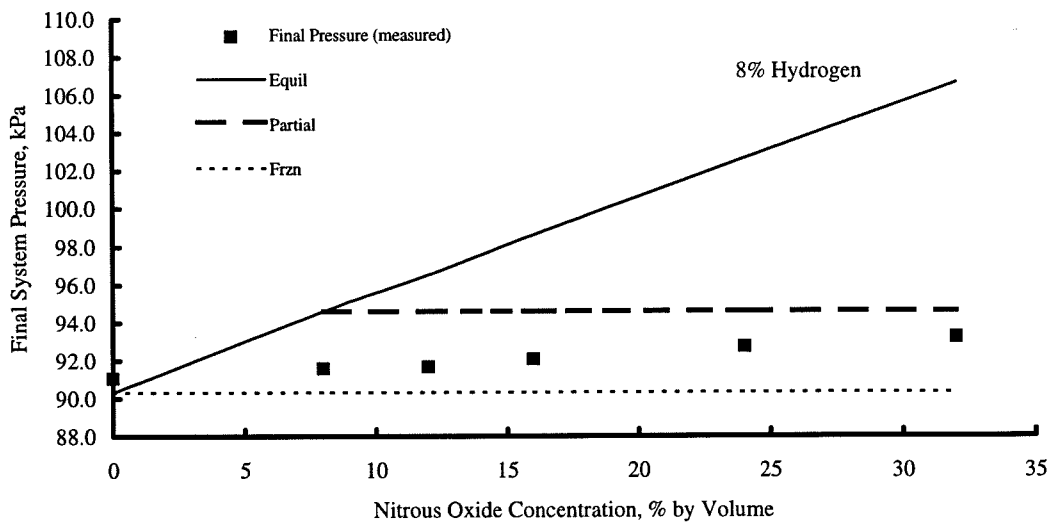


Figure 4.3: Final pressure vs. concentration of  $\text{N}_2\text{O}$  for 8%  $\text{H}_2$  in air. This affirms the hypothesis that minimal dissociation of the  $\text{N}_2\text{O}$  occurs.

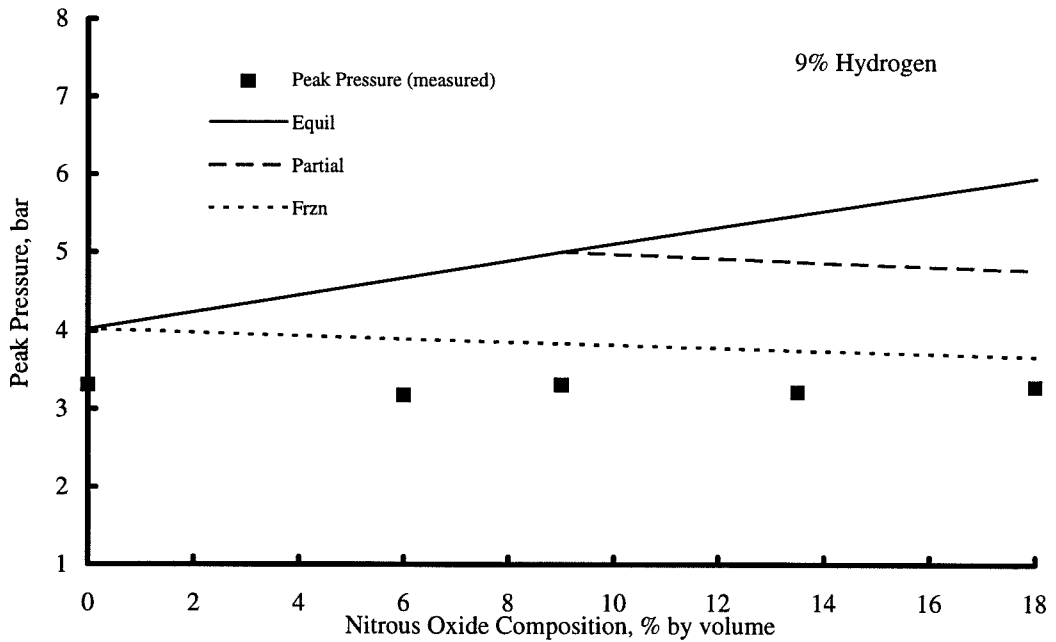


Figure 4.4: Peak pressure vs. concentration of N<sub>2</sub>O for 9% H<sub>2</sub> in air, quiescent combustion.

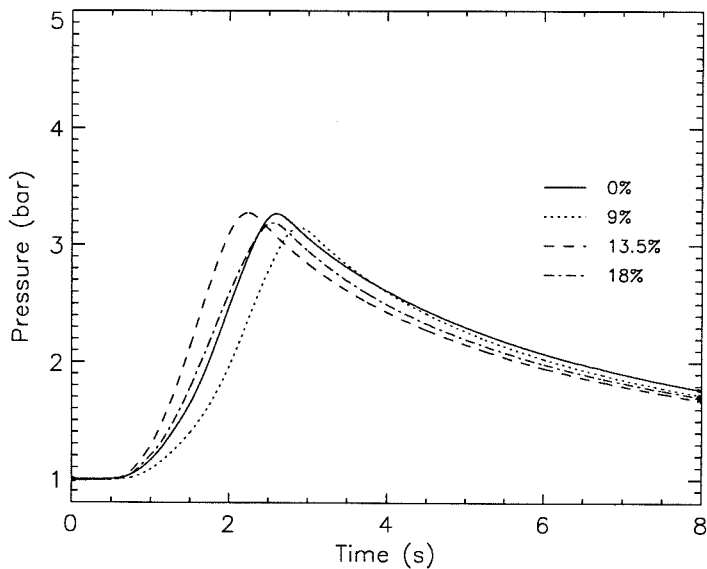


Figure 4.5: Pressure vs. time for 9% H<sub>2</sub> in N<sub>2</sub>O-air mixture, quiescent combustion. Results indicate consistent peak values, but more variation in the histories than was observed in the 8% H<sub>2</sub>, turbulent case.



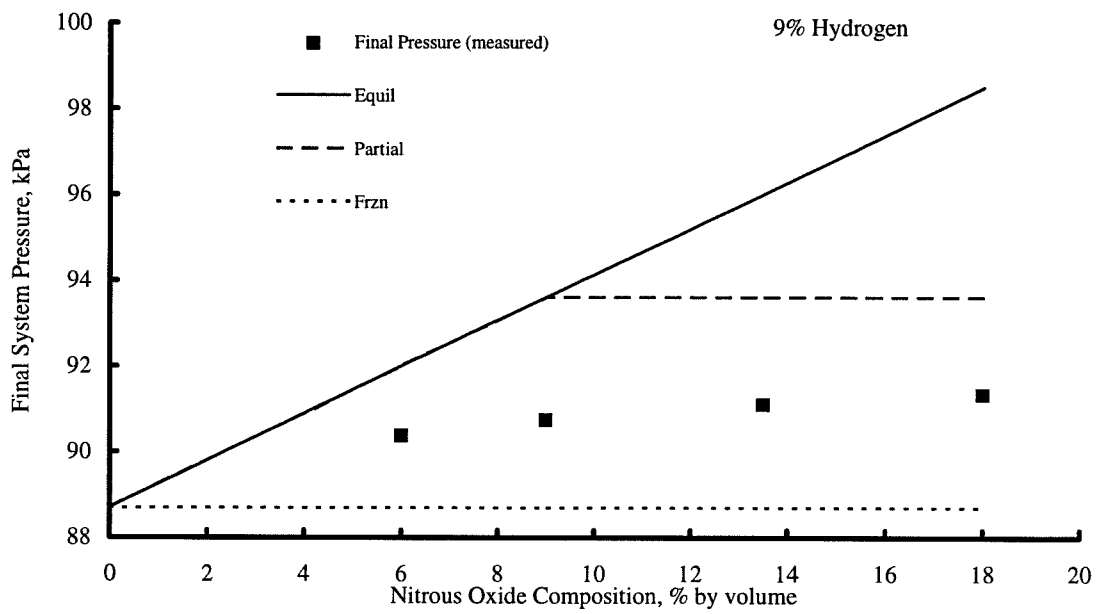


Figure 4.6: Final pressure vs. concentration of  $N_2O$  for 9%  $H_2$  in air, quiescent combustion.

## 4.2 NH<sub>3</sub>-H<sub>2</sub>-Air

A series of experiments were designed to compare the flammability limits in the Caltech CONVOL vessel with those published in earlier work [Coward and Jones, 1952, Fenton, et al., 1995]. Experiments 25 - 37 and 96 - 125 were conducted to test the applicability of Le Chatelier's principle for the NH<sub>3</sub>-H<sub>2</sub>-air mixture. Published NH<sub>3</sub>-air lean flammability limits were also verified. Measured peak pressures are shown in Fig. 4.7. The leanest mixture that would propagate throughout the vessel under quiescent conditions is 18%, which corresponds to the accepted value of the horizontal propagation limit (18.2%, [Coward and Jones, 1952]). The minimum NH<sub>3</sub>-air mixture concentration that would burn turbulently is 15%, which is close to the accepted value (16.1%, [Coward and Jones, 1952]) for the upward propagation limit. A propagating reaction was observed with the schlieren system at the 14% NH<sub>3</sub> level. This is below most accepted values of upward propagation of NH<sub>3</sub>-air listed in [Fenton, et al., 1995], but our schlieren system is substantially more sensitive than previous techniques used to establish limits. No reaction was detected at 13%.

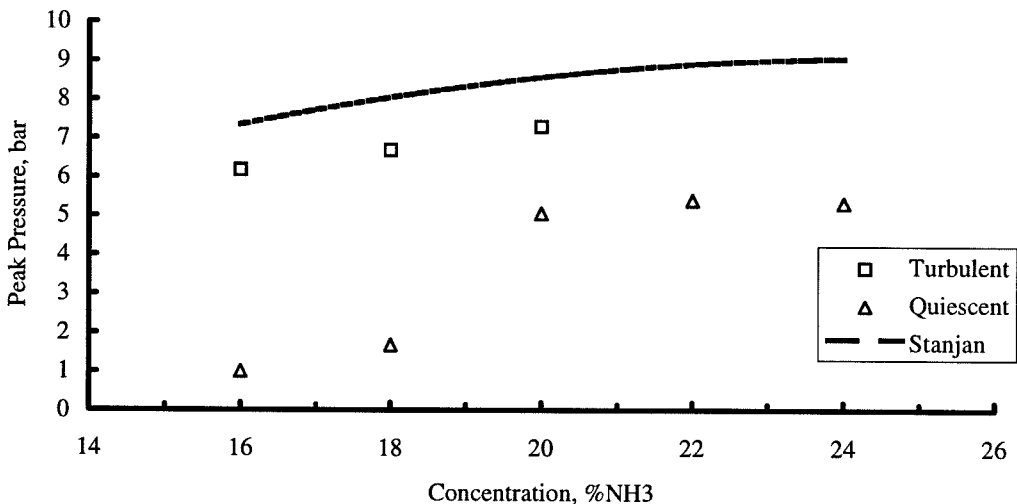


Figure 4.7: Peak pressure vs. concentration of NH<sub>3</sub> in air. Quiescent and turbulent cases.

Pressure histories are shown in Fig. 4.8 and flame speeds are shown in Fig. 4.9.

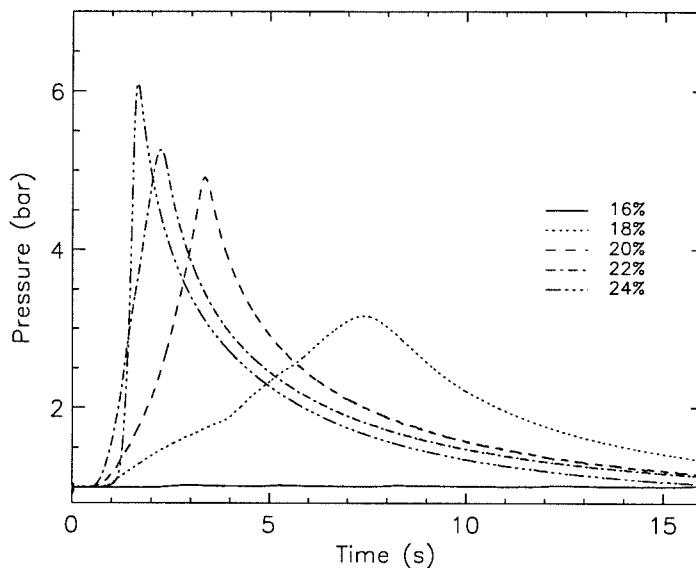


Figure 4.8: Pressure histories vs. time of  $\text{NH}_3$  in air. Quiescent combustion. Results show a marginal burn at 18%  $\text{NH}_3$ , which agrees with the downward limit published in the literature.

Data from Ronney's study (1988) of  $\text{NH}_3$ -air flames in microgravity are also shown. The uncertainty in the burning velocity using our technique has not been quantified, but this comparison shows that our values are within  $\pm 1$  cm/s of the microgravity measurements.

To complete this study, we examined the upward and downward propagation lean limits for the binary fuel  $\text{H}_2$ - $\text{NH}_3$ . The concentration of  $\text{H}_2$  was varied in 2% increments and the  $\text{NH}_3$  in 1% increments. Using Le Chatelier's rule as a guide, the upward and downward propagation limits were bracketed. Results are shown in Fig. 4.10. The data symbols in this graph indicate the experimental conditions closest to the lean combustion phenomenon. The linear  $\text{H}_2$ - $\text{NH}_3$  relationship for the limits indicate that Le Chatelier's rule for binary mixtures is appropriate for this system.

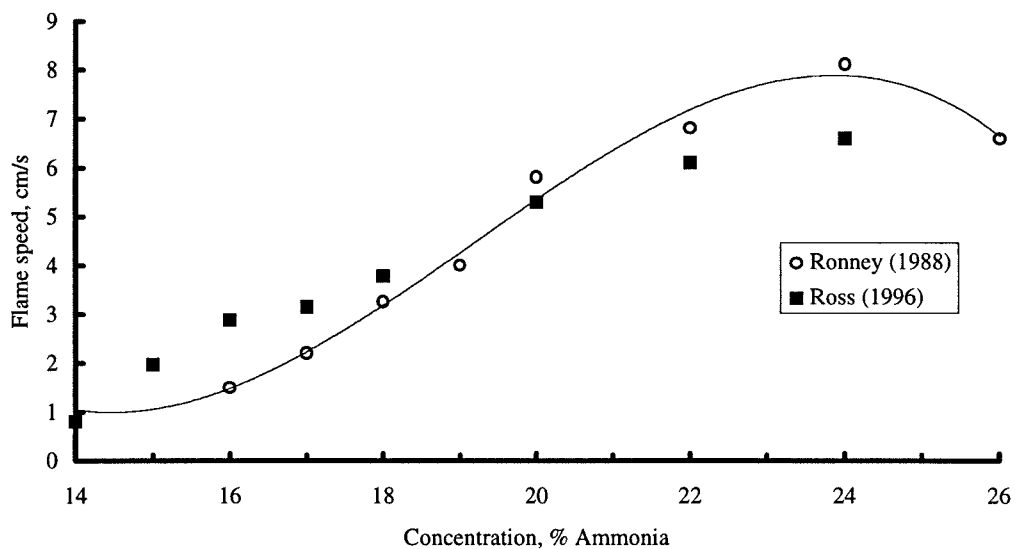


Figure 4.9: Burning velocity vs. concentration of  $\text{NH}_3$  in air. Data from Ronney's microgravity experiments are also plotted.

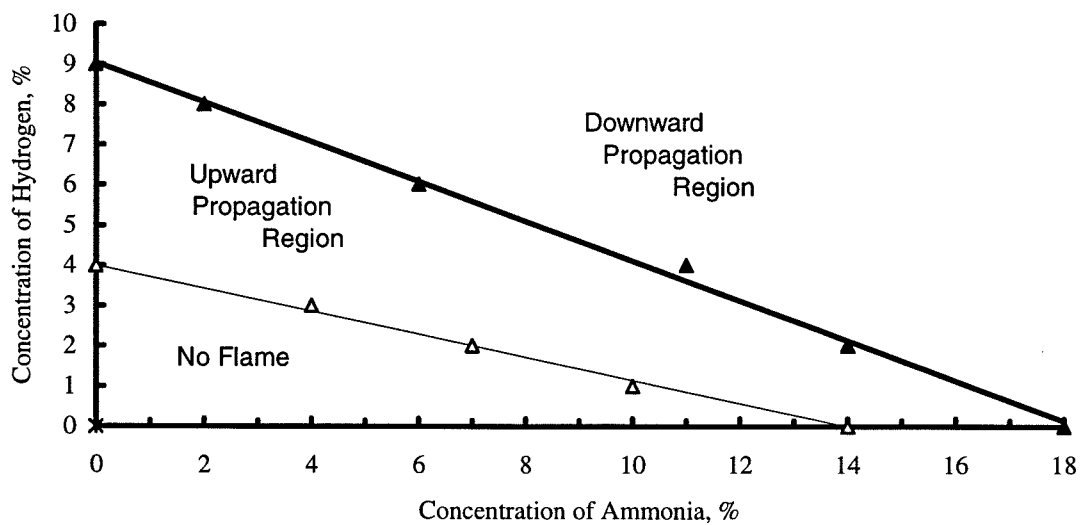


Figure 4.10: Upward and downward propagation limits for  $\text{NH}_3\text{-H}_2$ -air mixtures.

### 4.3 NH<sub>3</sub>-N<sub>2</sub>O-Air

NH<sub>3</sub>-air-N<sub>2</sub>O tests were conducted over the range of 12-18% NH<sub>3</sub>. Two N<sub>2</sub>O concentrations were used, 4% and 8%. All of these tests were carried out with quiescent initial conditions. Seventeen tests (175 - 179, and 186 - 197) were conducted. Peak pressure results are shown in Fig. 4.11. The peak pressure results for NH<sub>3</sub>-air are also shown. The results indicate that the downward propagation limit of NH<sub>3</sub> is decreased as N<sub>2</sub>O is added to the mixture.

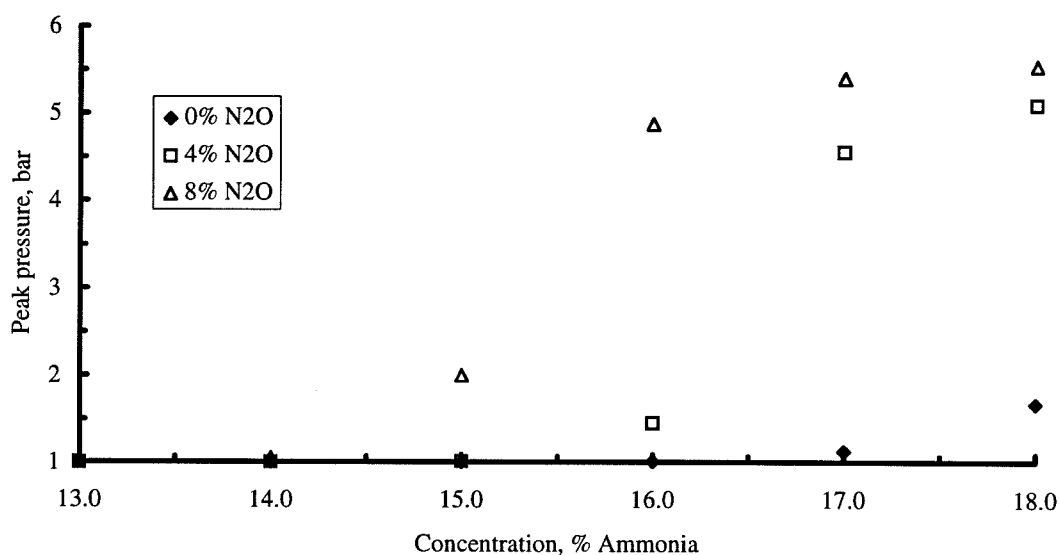


Figure 4.11: Peak pressure vs. NH<sub>3</sub> concentration for NH<sub>3</sub>-N<sub>2</sub>O-air mixtures.

Addition of N<sub>2</sub>O resulted in a significant increase in the peak pressures for a given NH<sub>3</sub> concentration. The downward propagation limit decreased from 18% NH<sub>3</sub> to 15% with the addition of 8% N<sub>2</sub>O. The peak pressures are still substantially lower (1-2 bars) than the computed adiabatic values, indicating that heat transfer and/or partial flame propagation through the volume occurred. We attribute the decrease in the downward limit as being due to an increase in the temperature of the combustion products as a result of N<sub>2</sub>O addition. Burning velocity and density ratio ( $\rho_u/\rho_b$ ) both increase with increasing flame temperature. This results in a higher value of apparent flame speed,  $dR/dt$ , and enhanced propagation. We expect that addition of larger

amounts of  $N_2O$  will have an even greater effect on the downward flammability limit of  $NH_3$ -air. This explanation is based on the result of Jones and Kerr [1949] who found a downward flammability limit of 7%  $NH_3$  in pure  $N_2O$ . Craven and Grieg (1968) were able to obtain a detonation in a 3-in. diameter, 100-foot-long pipe with 12%  $NH_3$  in  $N_2O$  mixture. On the other hand, there have been no reported detonations in stoichiometric  $NH_3$ -air mixtures. Extrapolation of  $O_2$ -enriched  $N_2$ - $O_2$ - $NH_3$  mixture data indicates a cell width of about 60 cm, comparable to stoichiometric  $CH_4$ -air mixtures, which are very difficult to detonate [Benz, 1988].

The pressure histories for 4 and 8%  $N_2O$  addition are shown in Figs. 4.12 and 4.13.

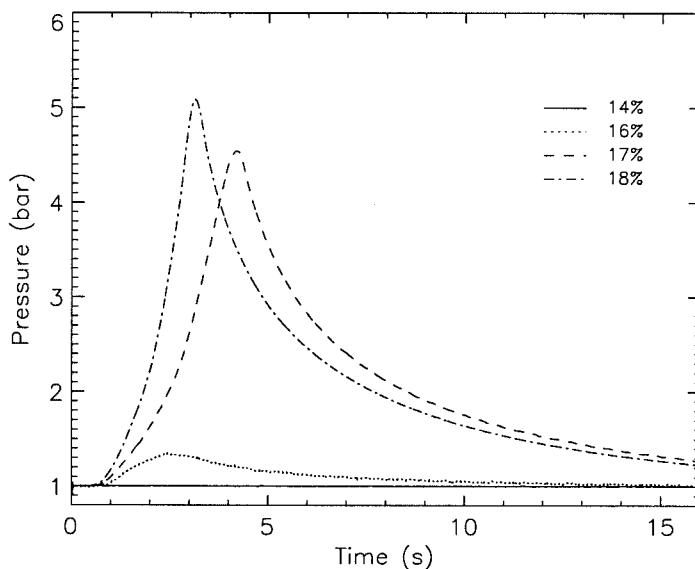


Figure 4.12: Pressure histories of  $NH_3$ - $N_2O$ -air, 4%  $N_2O$ .

The burning velocities are summarized in Fig. 4.14. The addition of the  $N_2O$  appears to increase the burning velocity by a factor of 2 with the 8%  $N_2O$  from the  $NH_3$ -air case. The burning velocity is approximately 4 cm/sec at the downward propagation limit for this mixture.

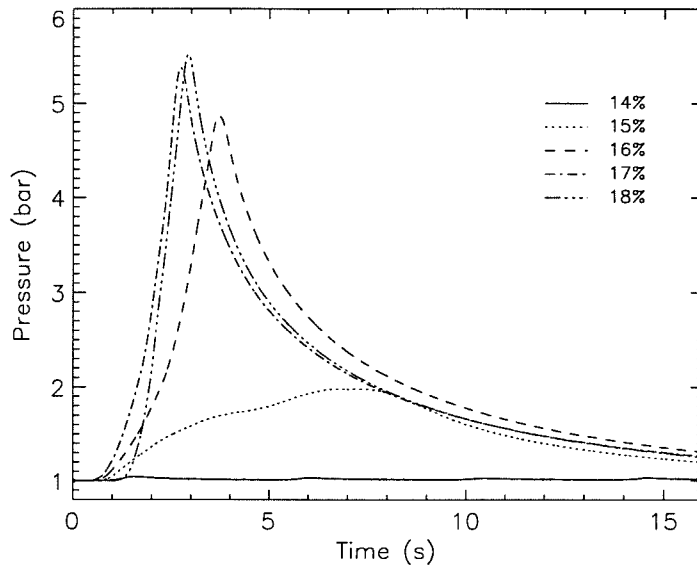


Figure 4.13: Pressure histories of  $\text{NH}_3\text{-N}_2\text{O-air}$ , 8%  $\text{N}_2\text{O}$ .

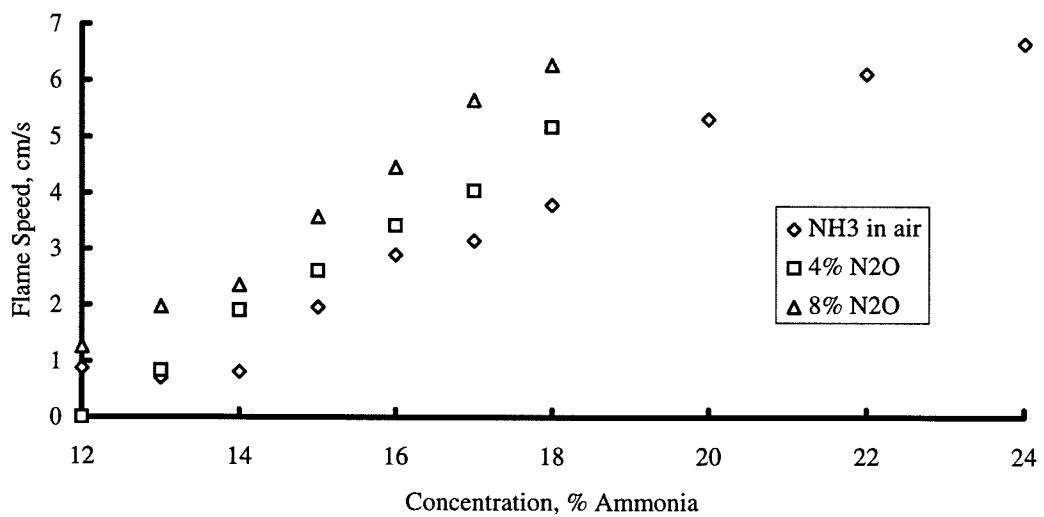


Figure 4.14: Burning velocity vs. concentration of  $\text{NH}_3$  for  $\text{NH}_3\text{-N}_2\text{O-air}$

## 4.4 H<sub>2</sub>-N<sub>2</sub>O-NH<sub>3</sub> Mixtures

In previous tests discussed in Section 4.1, it was shown that near the lean limit of H<sub>2</sub>(8-9%), replacing air with N<sub>2</sub>O had little effect. This is shown graphically in Fig. 4.15. However, near the lean limit of NH<sub>3</sub>, the N<sub>2</sub>O was found to participate readily in the reaction and substantially influences the lean limit, as shown in Fig. 4.16. Based on our results and data of previous investigations, a simple picture of the propagation limits emerges. In this approximate model the downward propagation limit for both the H<sub>2</sub> and the NH<sub>3</sub> decreases linearly with the N<sub>2</sub>O concentration:

$$X_{H_2,DPL} = 0.08 - 0.02X_{N_2O} \quad (4.1)$$

$$X_{NH_3,DPL} = 0.18 - 0.15X_{N_2O}. \quad (4.2)$$

These are the approximations to the experimentally measured limits [Scott, et al., 1954, Jones and Kerr, 1949].

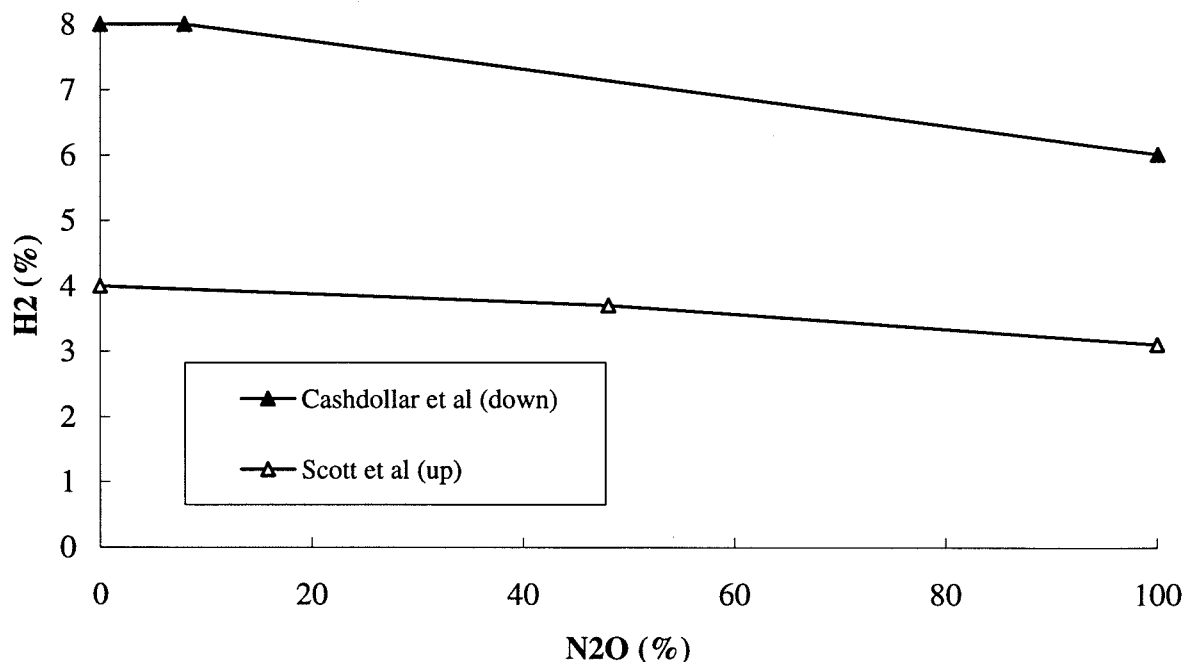


Figure 4.15: Propagation limits for lean H<sub>2</sub>-N<sub>2</sub>O-air mixtures



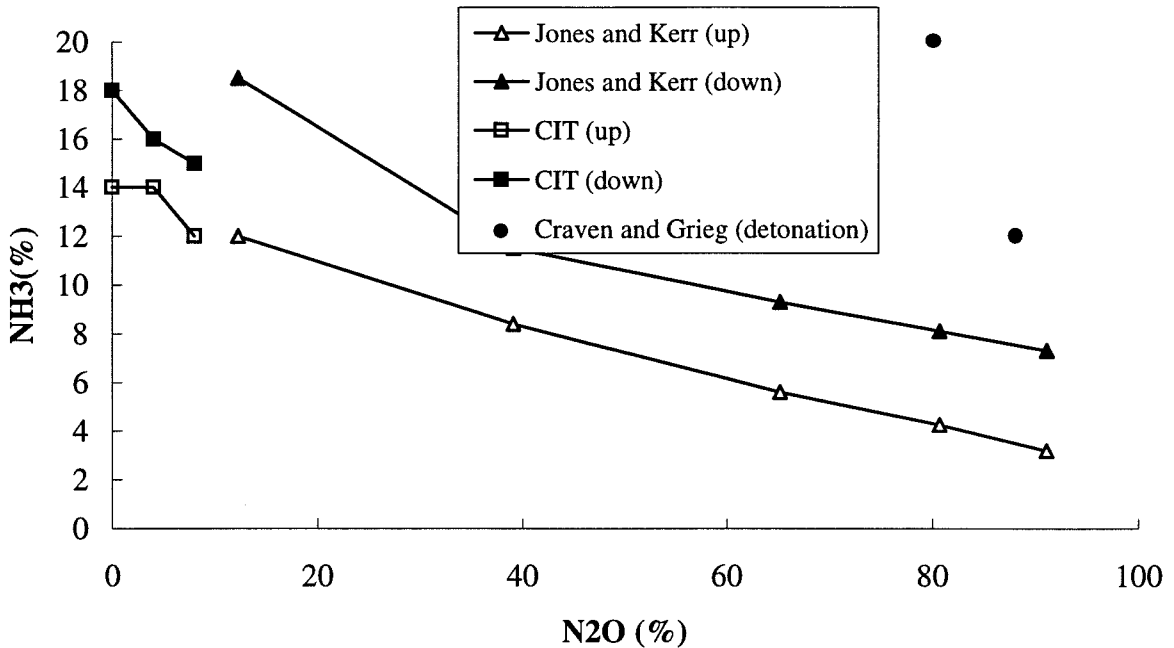


Figure 4.16: Propagation limits for lean  $\text{NH}_3\text{-N}_2\text{O}$ -air mixtures

In the absence of  $\text{N}_2\text{O}$  the present results imply that Le Chatelier's rule applies to the  $\text{H}_2\text{-NH}_3\text{-air}$  system. Making the admittedly crude approximation that this also applies to systems with added  $\text{N}_2\text{O}$ , the approximate limiting compositions for downward propagation can be estimated as shown in Fig. 4.17 and 4.18. Added  $\text{N}_2\text{O}$  clearly sensitizes all mixtures, but as observed in the experiments, has a much greater effect on the  $\text{NH}_3\text{-air}$  mixtures.

In order to examine the effect of  $\text{N}_2\text{O}$  addition systematically, four compositions were chosen for further study, described previously in Table 3.1. A series of tests were carried out to study the combination of each mixture with various amounts of air. The upward and downward propagation limits were measured for each mixture. Burning velocities were measured in quiescent mixtures. Peak and final pressures were measured for turbulent burns. Some tests are repeated with  $\text{N}_2$  substituted for the  $\text{N}_2\text{O}$  to identify the participation limit of the  $\text{N}_2\text{O}$ . These points are indicated by the open symbols on the peak and final pressure graphs.

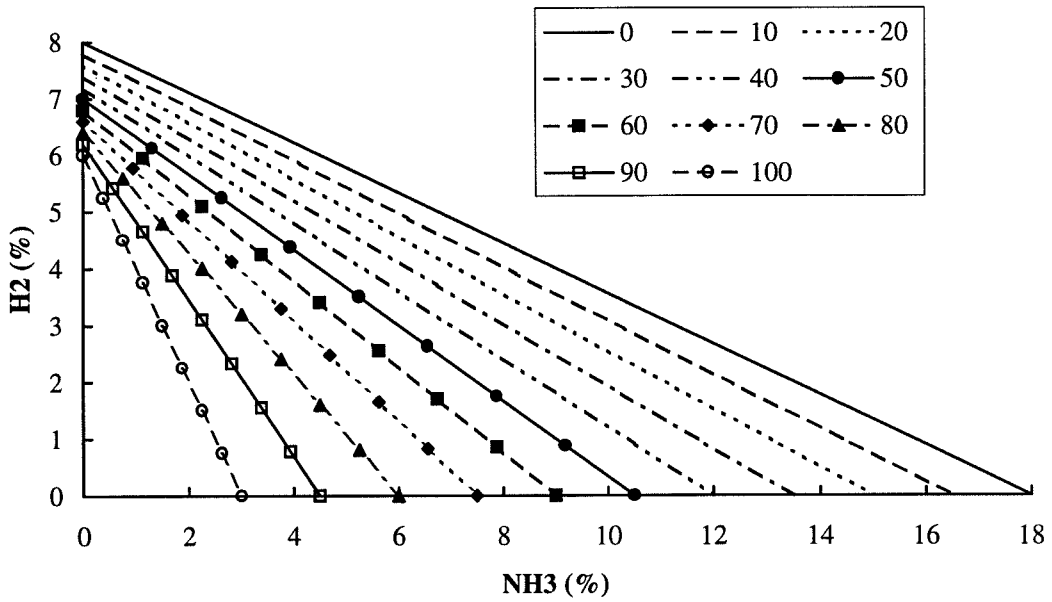


Figure 4.17: Downward propagation limit of  $H_2$ - $NH_3$ - $N_2O$  mixtures in air for 10% increments of  $N_2O$ .

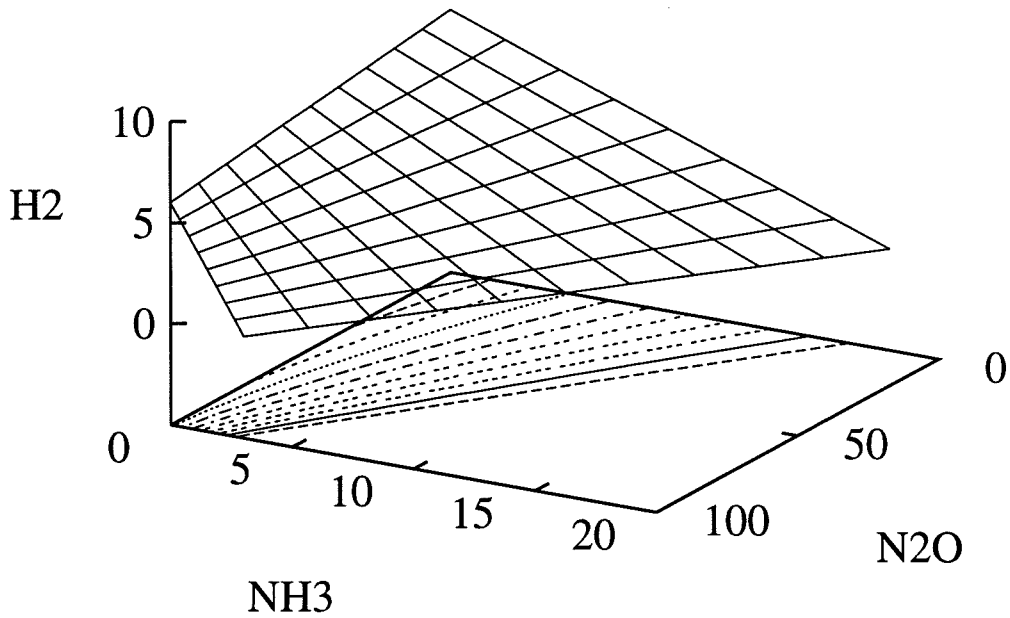


Figure 4.18: Three-dimensional surface of the downward propagation limit shown in Fig. 4.17.

## 4.5 Mixture A - 101-SY Estimate

Mixture A is a conservative estimate of the release gas composition from Tank 101-SY. The fuel composition is: 42% H<sub>2</sub>; 36% N<sub>2</sub>O; 21% NH<sub>3</sub>; and 1% CH<sub>4</sub>. Since this tank has been considered extensively in safety assessments, we have done a thorough study of the combustion behavior of this composition mixed with air. The mixture was burned under turbulent conditions in tests with between 7% to 30% mixture in air. Runs 51 - 95 were dedicated to studying mixture A. Nineteen experiments were conducted with the mixer fan on (turbulent burns). Seventeen experiments were quiescent and ten were turbulent conducted with N<sub>2</sub> substituted for the N<sub>2</sub>O. Results are plotted in Fig. 4.19.

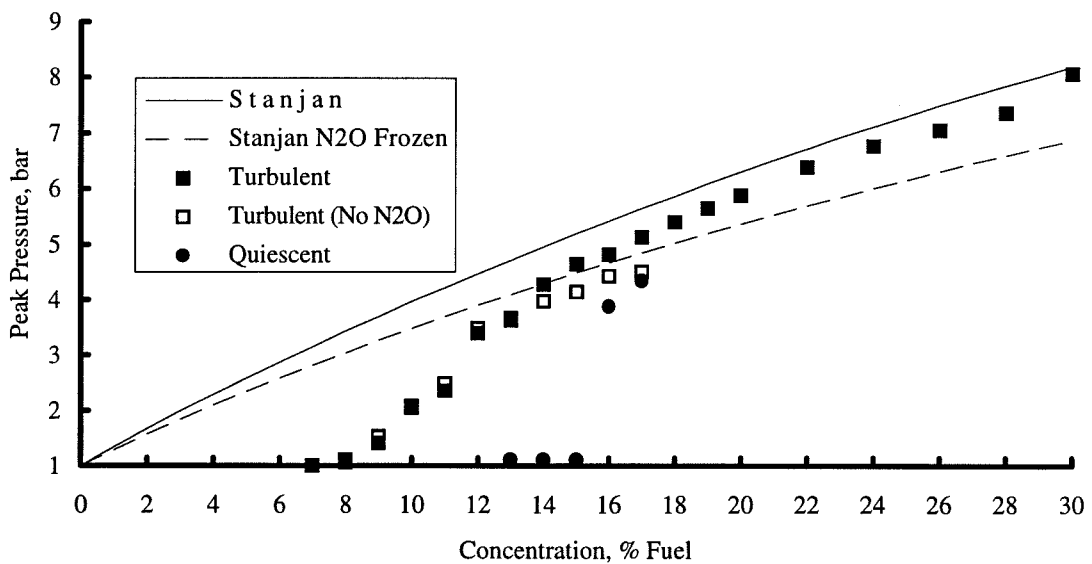


Figure 4.19: Mixture A. Peak pressure vs. concentration. Quiescent, turbulent, and turbulent with N<sub>2</sub> substituted for N<sub>2</sub>O results are shown.

This figure and the final pressure results in Fig. 4.23 clearly indicate at 13% fuel, the N<sub>2</sub>O begins participating in the combustion process. This is reflected in the pressure histories shown in Figs. 4.20-4.22. The dramatic change in pressure signal at the downward propagation limit is demonstrated in Fig. 4.20, where a complete burn is observed in the tank for 16% mixture. Further investigation showed the downward flammability limit to be closer to 15.25% (see runs 63, 64).

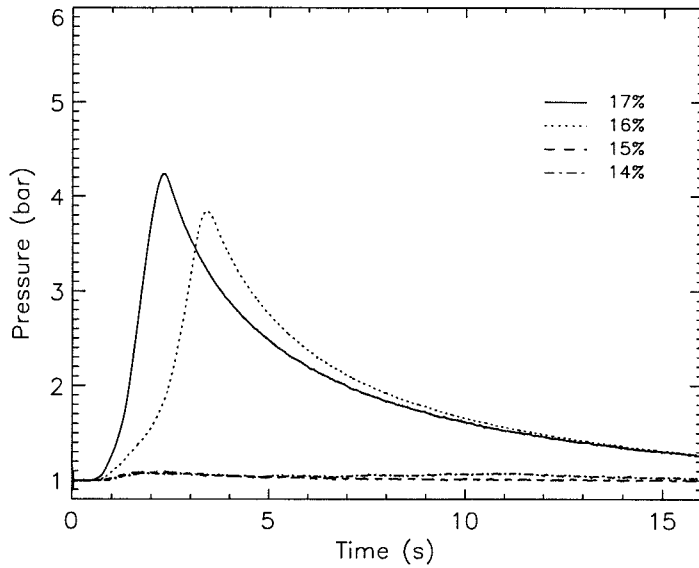


Figure 4.20: Mixture A. Pressure vs. time plots for quiescent cases. These include cases from 14 to 17% mixture, the lean flammability limit was determined to be near 15.25% for this mixture.

Figures 4.21 and 4.22 show a composite of pressure histories for mixture A, with fuel concentrations between 10% to 30% and the fan operating (turbulent burns).

The final pressure is shown as a function of concentration in Fig. 4.23. The dashed line is the value of the final equilibrium pressure predicted by STANJAN if the  $N_2O$  is inert, and the solid line corresponds with complete combustion. Only turbulent cases are plotted.

Figure 4.24 shows the burning velocity vs. concentration curve for mixture A. A burning velocity of 4 cm/s is measured at the downward propagation limit. For mixture A, the upward propagation limit is at 8%. No ignition was detected by the schlieren system at 7%. The downward propagation limit is 15.25%, where the flame propagated through the tank in a laminar fashion. Finally, the  $N_2O$  participation limit is near 13%, where peak and final pressure differences from the turbulent burns with and without  $N_2O$  are first observed.

Le Chatelier's rule based on the measured  $H_2-NH_3$ -air limits predicts the upward and downward limits reasonably well for this mixture. (see Fig. 4.34) The downward

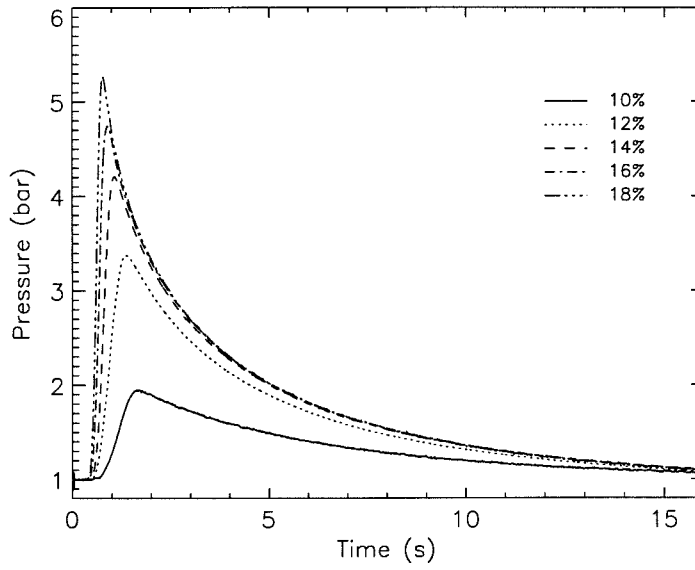


Figure 4.21: Mixture A. Pressure vs. time curves for lean turbulent cases (10 - 18%).

limit is slightly displaced from the limit line at 15.25% because  $N_2O$  is participating at this point and this affects the downward propagation limit.

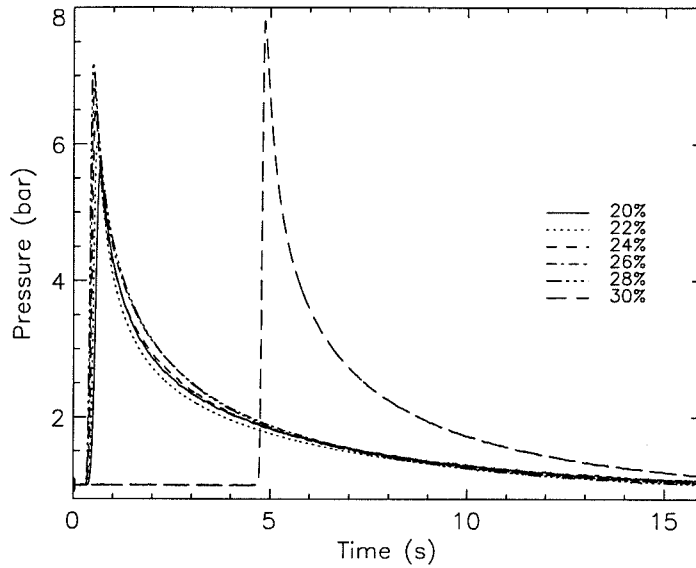


Figure 4.22: Mixture A. Pressure vs. time curves for richer turbulent cases (20 - 30%). The 30% case is offset because the spark generator did not ignite the mixture on the first attempt.

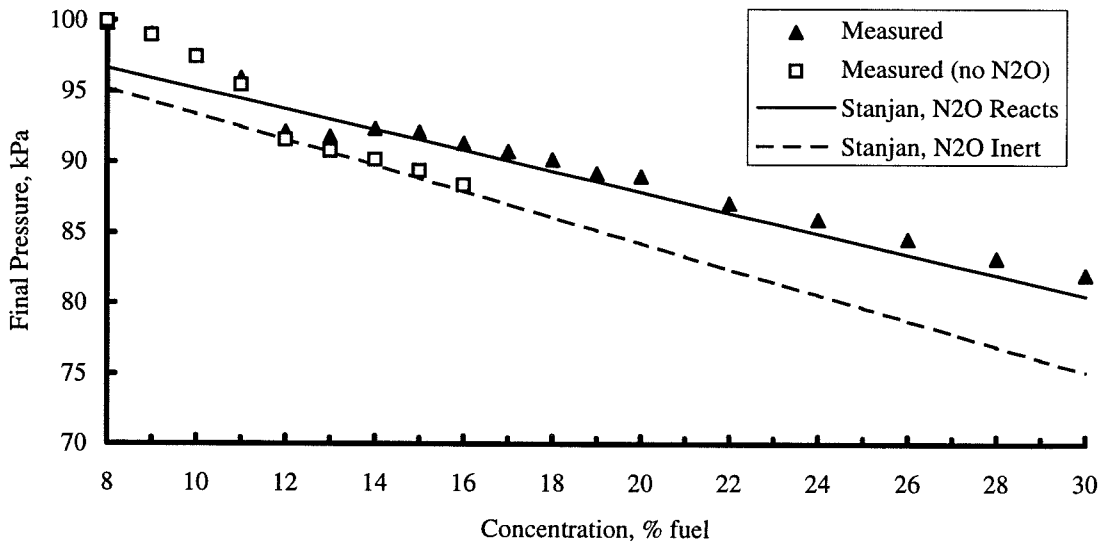


Figure 4.23: Mixture A. Final pressure vs. concentration for conservative estimate of release gas in tank 101-SY.

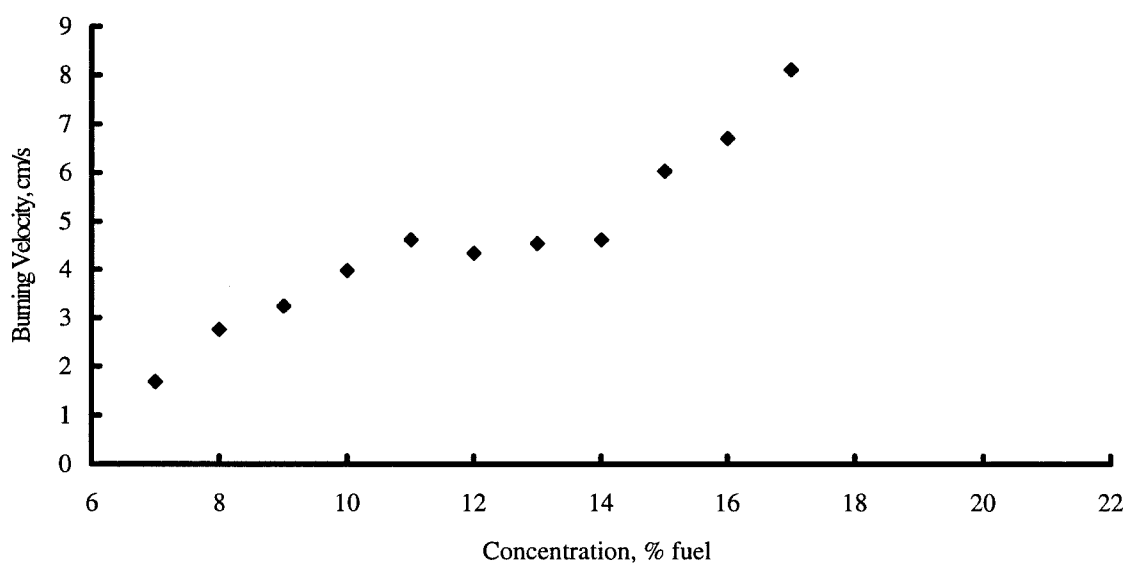


Figure 4.24: Mixture A. Burning velocity vs. concentration of fuel in air.

### 4.5.1 Mixtures B, C, and D

In order to more completely characterize the  $\text{H}_2\text{-N}_2\text{O-NH}_3$  compositions, three other mixtures were tested.

**Mixture B** The fuel composition of mixture B was 35%  $\text{H}_2$ , 35%  $\text{N}_2\text{O}$ , 30%  $\text{NH}_3$ . This mixture has a higher  $\text{NH}_3$  to  $\text{H}_2$  ratio (approximately 1:1) than mixture A. Sixteen experiments on mixture B were conducted. Four were turbulent, seven were quiescent, and five were turbulent with  $\text{N}_2$  substituted for the  $\text{N}_2\text{O}$ .

Peak pressure vs concentration is shown in Fig. 4.25 for turbulent and quiescent cases. These results indicate that the downward limit is near 15%, and the  $\text{N}_2\text{O}$  participation limit is also close to 15%. The upward propagation limit, determined by the schlieren system, was about 9%.

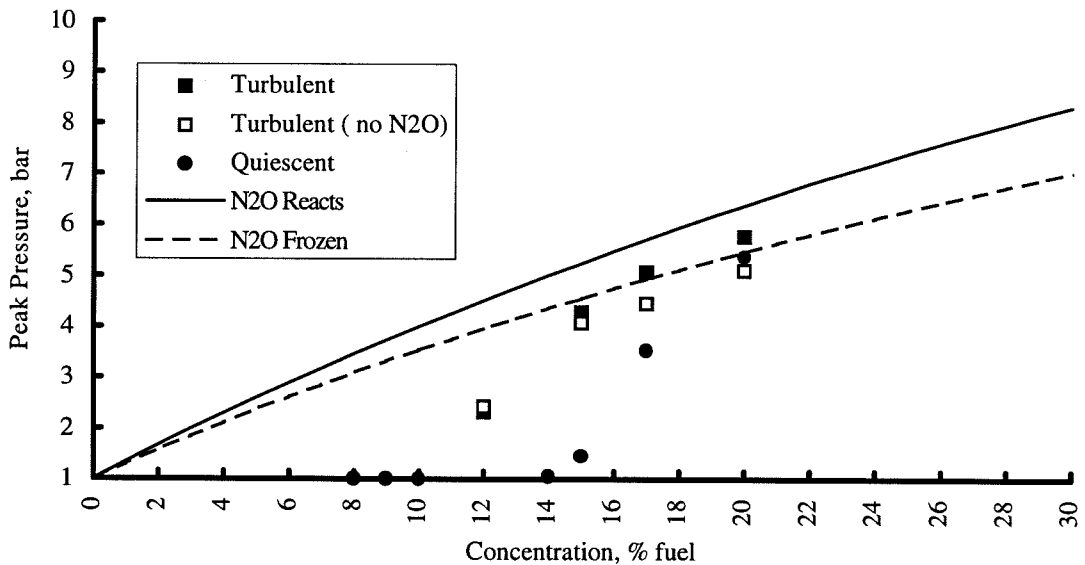


Figure 4.25: Mixture B. Peak pressure vs. composition. Fuel composition: 35%  $\text{H}_2$ , 35%  $\text{N}_2\text{O}$ , 30%  $\text{NH}_3$ .

Final pressures vs. concentrations for mixture B are shown in Fig. 4.26. Figure 4.27 shows the burning velocity vs. concentration curve for mixture B. The velocity corresponding to the downward propagation limit is about 4.5 cm/sec.



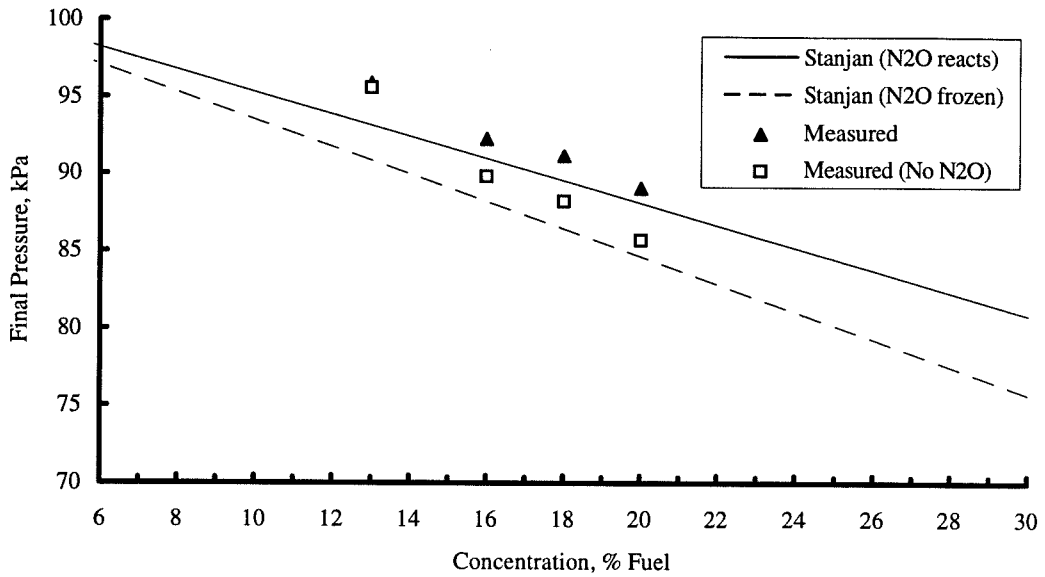


Figure 4.26: Mixture B. Final pressure vs. concentration. Fuel composition: 35% H<sub>2</sub>, 35% N<sub>2</sub>O, 30% NH<sub>3</sub>.

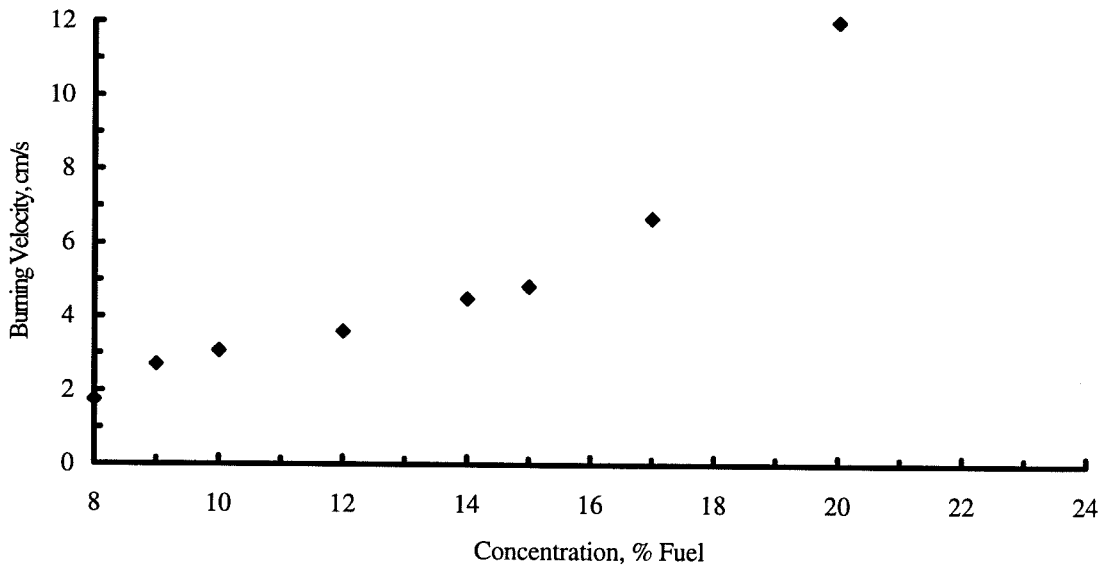


Figure 4.27: Mixture B: Burning velocity vs. composition. Fuel composition: 35% H<sub>2</sub>, 35% N<sub>2</sub>O, 30% NH<sub>3</sub>.

**Mixture C** Overall, 17 experiments were conducted with mixture C, composed of 25%  $H_2$ , 25%  $N_2O$ , and 50%  $NH_3$ . Six were turbulent burns, five were turbulent without  $N_2O$ , and six were quiescent.

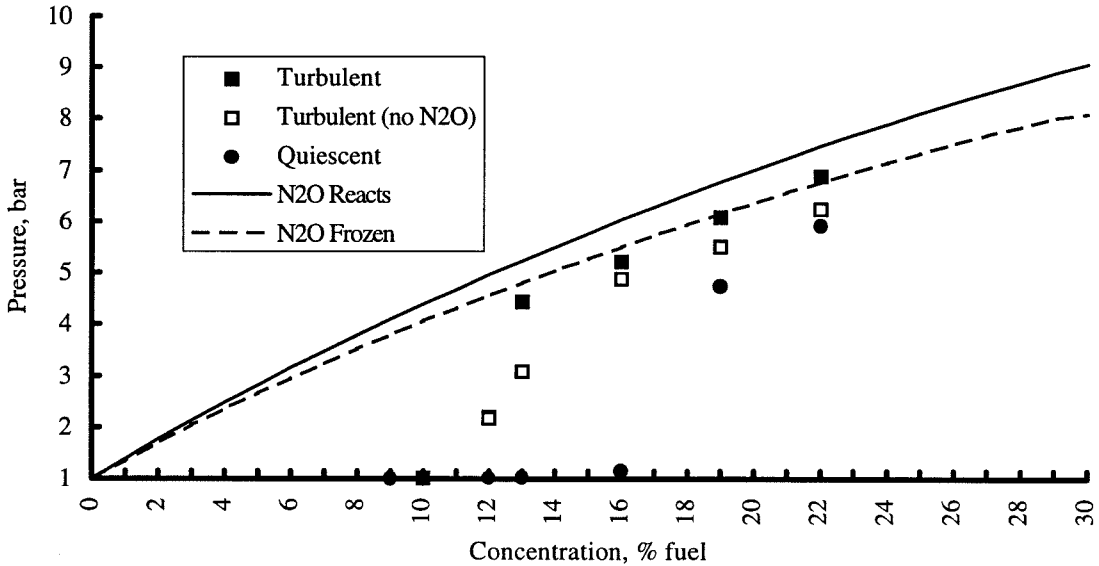


Figure 4.28: Mixture C. Peak pressure vs. composition. Fuel composition: 25%  $H_2$ , 25%  $N_2O$ , 50%  $NH_3$ .

Peak pressure vs. composition results for mixture C are shown in Fig. 4.28. The lean upward propagation limit is 10%, 9% and lower concentrations resulted in no flame detection by the schlieren system. The downward propagation limit is close to 16%. The mixture at which the  $N_2O$  participates is 13% fuel in air. This result is also supported by the final pressure vs. concentration graph for mixture C, shown in Fig. 4.29. The flame speed vs. concentration graph is shown in Fig. 4.30. The flame speed at the downward propagation limit for this mixture is about 5 cm/sec.

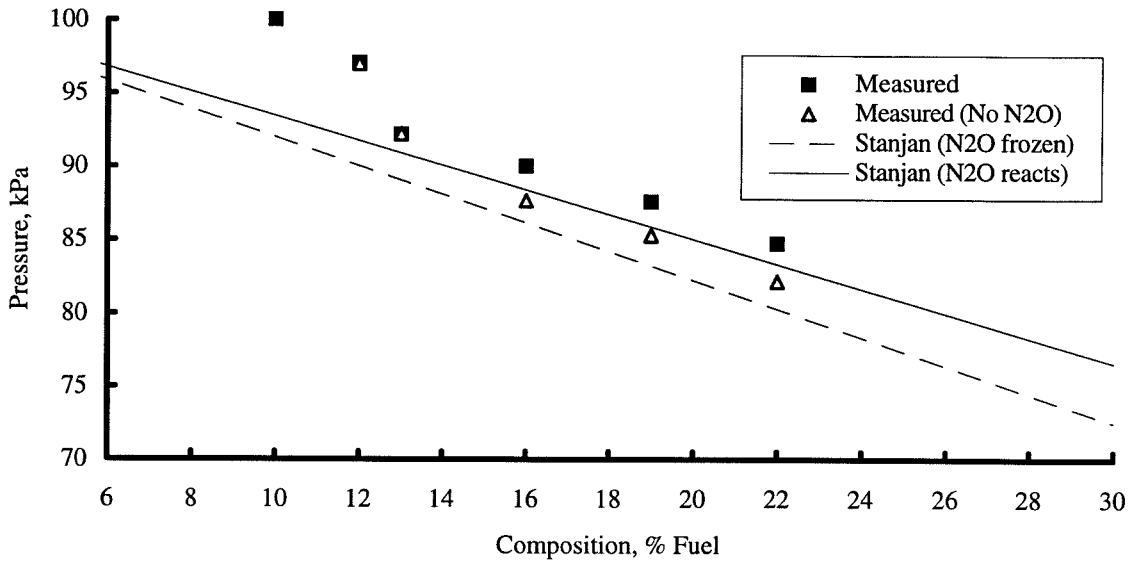


Figure 4.29: Mixture C. Final pressure vs. composition. Fuel composition: 25%  $H_2$ , 25%  $N_2O$ , 50%  $NH_3$ .

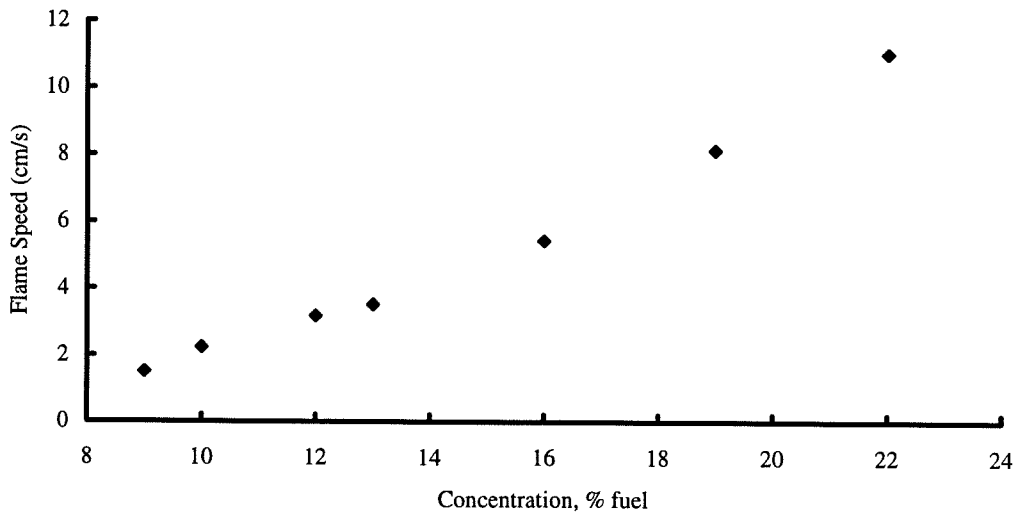


Figure 4.30: Mixture C. Burning velocity vs. composition. Fuel composition: 25%  $H_2$ , 25%  $N_2O$ , 50%  $NH_3$ .

**Mixture D** The final  $\text{H}_2\text{-N}_2\text{O-NH}_3$  mixture tested was mixture D, composed of 16.7%  $\text{H}_2$ , 33.3%  $\text{N}_2\text{O}$ , and 50%  $\text{NH}_3$ . This mixture contains an  $\text{NH}_3/\text{H}_2$  ratio of 3:1. The peak pressure plot is shown in Fig. 4.31. A total of 18 tests were run for this mixture, four turbulent, eight quiescent, four turbulent with  $\text{N}_2$  substituted for the  $\text{N}_2\text{O}$  and two quiescent runs made with humidified air.

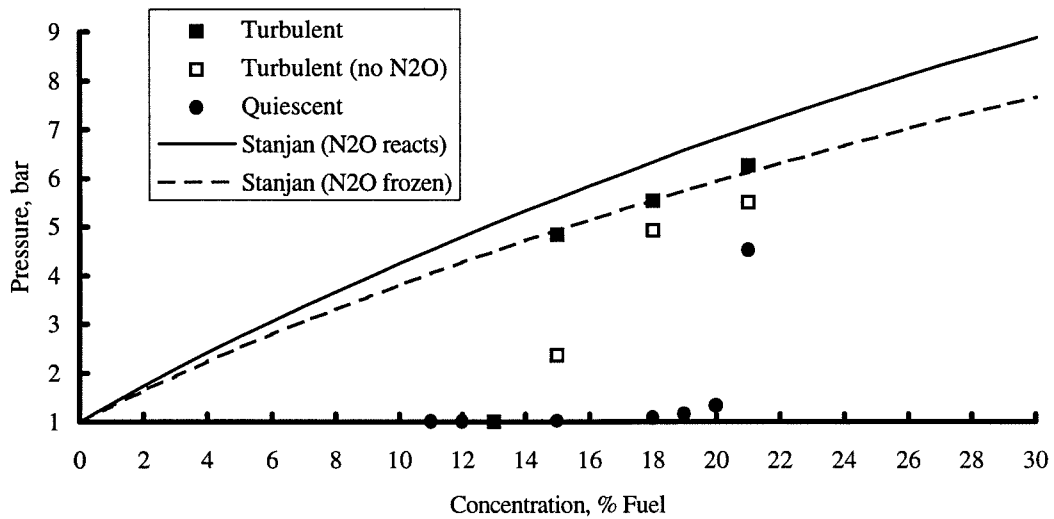


Figure 4.31: Mixture D. Peak pressure vs. composition. Fuel composition: 16.7%  $\text{H}_2$ , 33.3%  $\text{N}_2\text{O}$ , 50%  $\text{NH}_3$ .

The peak pressure results indicate a downward propagation limit of 20%. The  $\text{N}_2\text{O}$  participation limit is 15%, indicating that flames close to the upward limit are hot enough to dissociate the  $\text{N}_2\text{O}$ . Inspection of the schlieren photograph indicates that the upward propagation limit is 12%.

The corresponding final pressure vs. concentration graph for mixture D is shown in Fig. 4.32. The burning velocity vs. concentration graph is shown in Fig. 4.33. The downward propagation limit corresponds with a velocity of about 5 cm/sec.

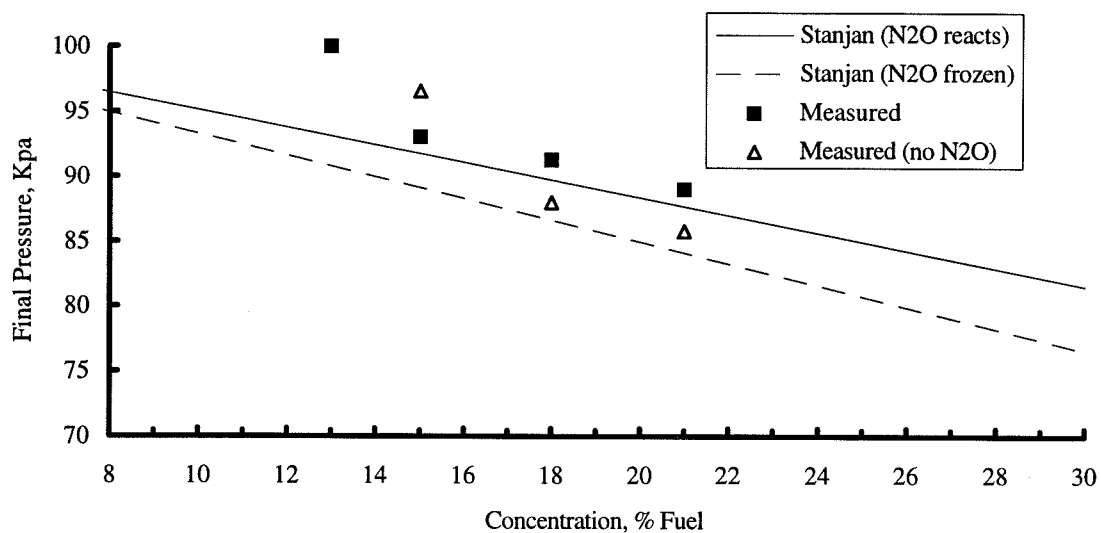


Figure 4.32: Mixture D. Final pressure vs. composition. Fuel composition: 16.7%  $H_2$ , 33.3%  $N_2O$ , 50%  $NH_3$ .

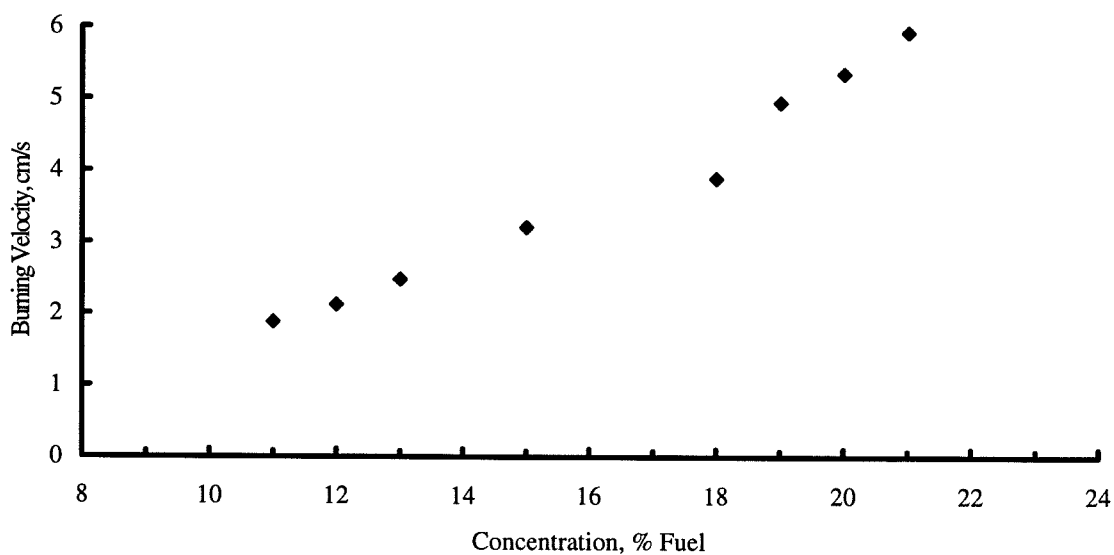


Figure 4.33: Mixture D. Burning velocity vs. composition. Fuel composition: 16.7%  $H_2$ , 33.3%  $N_2O$ , 50%  $NH_3$ .

## 4.6 N<sub>2</sub>O Participation

The study of the combustion characteristics of quaternary mixture of H<sub>2</sub>-N<sub>2</sub>O-NH<sub>3</sub> and air indicated that the N<sub>2</sub>O does not participate in the combustion process for all mixtures. Hydrogen-rich mixtures did not burn N<sub>2</sub>O below the downward lean limit, but the N<sub>2</sub>O participated in the combustion of NH<sub>3</sub>-rich mixtures. Figure 4.34 summarizes these results for both the flammability and the N<sub>2</sub>O participation limits based on the present experiments.

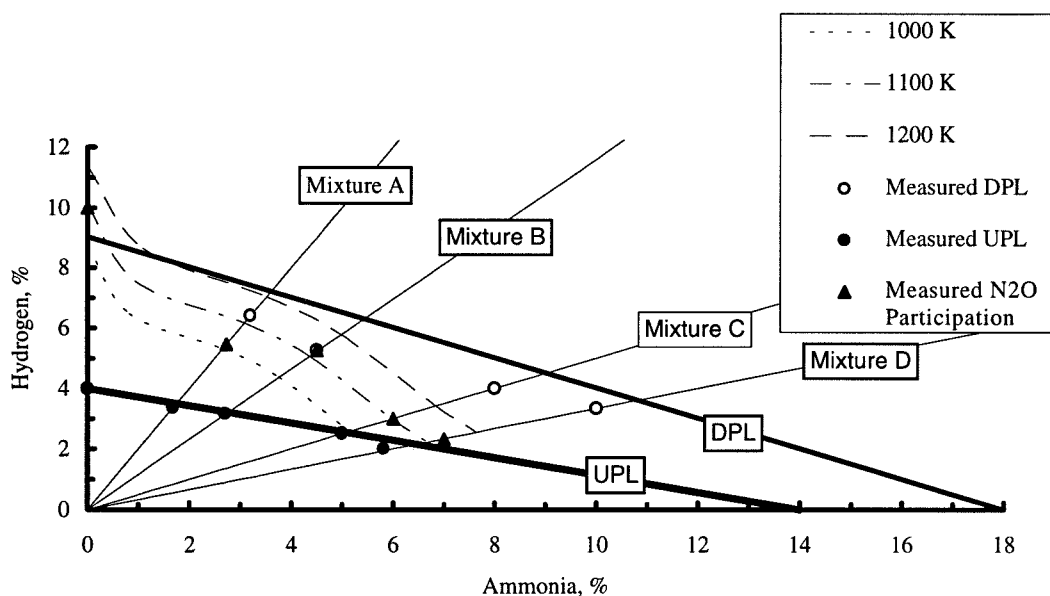


Figure 4.34: N<sub>2</sub>O participation and propagation limits for a quaternary mixture of H<sub>2</sub>, N<sub>2</sub>O, NH<sub>3</sub>, and air. The propagation limit lines shown are for the ternary mixtures of H<sub>2</sub>-NH<sub>3</sub>-air.

The straight lines radiating from the origin are lines of constant H<sub>2</sub>/NH<sub>3</sub> ratio associated with the quaternary mixtures studied in this report. The dashed lines are constant pressure isotherms calculated for the temperatures indicated in the legend. These isotherms are calculated using STANJAN with frozen (non-reactive) N<sub>2</sub>O. The triangles are observed N<sub>2</sub>O participation points interpreted from the data presented in this chapter.

This chart shows a correlation between the adiabatic flame temperature and the N<sub>2</sub>O participation points. For mixtures with a constant pressure adiabatic flame

temperature higher than 1300 K, the  $\text{N}_2\text{O}$  participates in the combustion process. Mixtures which have an adiabatic flame temperature nearer to 1000 K can be approximated by treating the  $\text{N}_2\text{O}$  as inert in the equilibrium calculation. The existence of a limiting flame temperature is consistent with the observations of Breshears [1996] as discussed in Chapter 2. The upward and downward propagation limits for  $\text{H}_2\text{-NH}_3$  mixtures are shown, and each of the four quaternary mixtures are also shown. As discussed previously, the predictions of Le Chatelier's rule are in reasonable agreement with the experimental data and the discrepancies can be explained by the participation of  $\text{N}_2\text{O}$  in the combustion process with increasing amounts of  $\text{NH}_3$ .

## 4.7 Effect of Humidity

Ten experiments were also conducted to determine the effect of the humidity on the lean combustion properties of these mixtures. Runs 197 - 206 were designed to obtain burning velocities for  $\text{H}_2$ -air mixtures. Four experiments were run at 45% humidity, 9, 8, 6, and 4%  $\text{H}_2$  in air. An additional four experiments were run with the same  $\text{H}_2$  concentration, only the air used in the reactants was saturated (100% humidity). The measured burning velocity is shown in Fig. 4.35 and compared with the previous results [Koroll, et al., 1993] obtained with a two-kernel method. Note that there is no observable effect of the humidity on the flame speed and our results are in good agreement with Koroll et al.'s data at 8% and 9%  $\text{H}_2$ .

Two runs were conducted with the composition of mixture D and saturated air. The saturated case took slightly longer (10%) to reach peak pressure than the 45% R.H. case (see Fig. 4.36).

There were no significant differences in peak pressure or burning velocity for these limited variations in humidity. Experiments by [Koroll, et al., 1993] on  $\text{H}_2$ -air mixtures indicate that in order to change the burning velocity by a substantial amount, much larger (20 to 30%) amounts of water vapor are needed. Extensive studies [Kumar, et al., 1983] on  $\text{H}_2$ -air-steam flammability have also shown a very slight effect of steam concentration on the flammability limit up to the inerting concentration

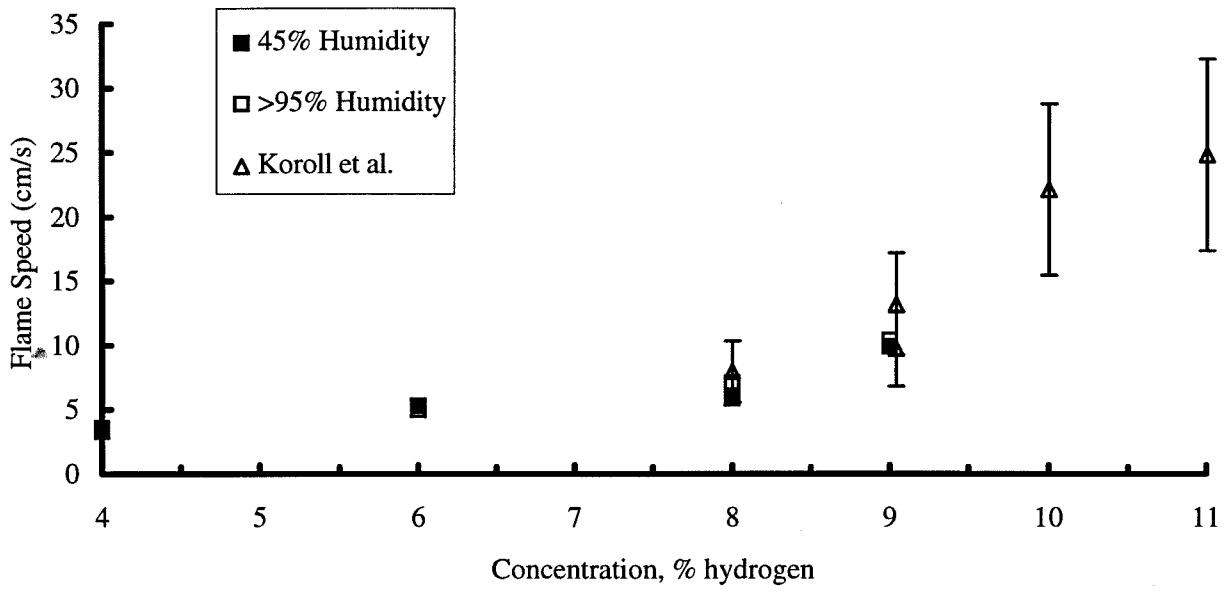


Figure 4.35: Burning velocity vs.  $H_2$  concentration. Humidity has no significant effect on burning velocity at room temperature.

of about 60%.



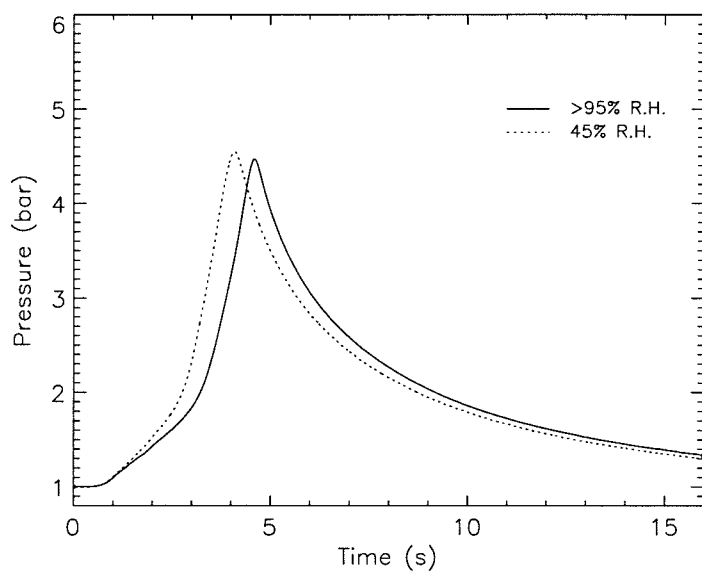


Figure 4.36: Pressure histories for mixture D, 18%, with humidity at two different values.

## 4.8 Video Observations

The schlieren system output was recorded by a Panasonic 1970 video recording system. Later, after the experiment was over, an Epix video digitizer board was used to grab a series of frames from the tape playback. We have chosen frames that illustrate the range of combustion phenomena observed in these experiments.

A typical laminar flame is shown in Fig. 4.37. This case is 20%  $\text{NH}_3$  in air. The flame front is smooth and spherical. A dimple produced by buoyancy is observed at the bottom of the flame in the last two frames. Turbulent motion induced by the mixing fan has the effect of distorting and rapidly convecting the flame away from the ignition point. Figure 4.38 shows a frame sequence for a mixture of 18%  $\text{NH}_3$  in air. A highly wrinkled flame front is seen in all frames.

For rich mixtures, the instability of the flame results in a cellular structure visible as bright lines on the flame surface. This is observed in Fig. 4.39 for a quiescent burn of 20% of Mixture B in air. An unusual case is seen in Fig. 4.40, 15.5% mixture A in air, close to the downward propagation limit. The flow produced by the buoyant rise of the flame results in a low-speed wake above the electrodes. The flame can be observed to propagate back down this wake and stabilize just above the electrodes. Therefore, in this case the electrodes are acting as a flame holder. Note that frame e is taken 2 s after frame d.

Figure 4.41 shows a sequence of frames for mixture C at 10%. This flame is slightly above the upward propagation limit and the distorting effects of buoyancy are clearly visible. Figure 4.42 shows a sequence of frames for mixture C at 9%. This flame is just below the upward propagating limit. In comparison with the 10% case, the flame has clearly stopped growing radially after the first three frames. The radial velocity is less than 1 cm/s in the last frame. The boundary between the products and the surroundings becomes indistinct, indicating that combustion has ceased. For comparison, a spark in an inert atmosphere is shown in Figure 4.43. The apparent decrease in size from frame a) to frame b) is an artifact resulting from the camera "blooming" when suddenly over-exposed by the luminosity of the electric discharge.

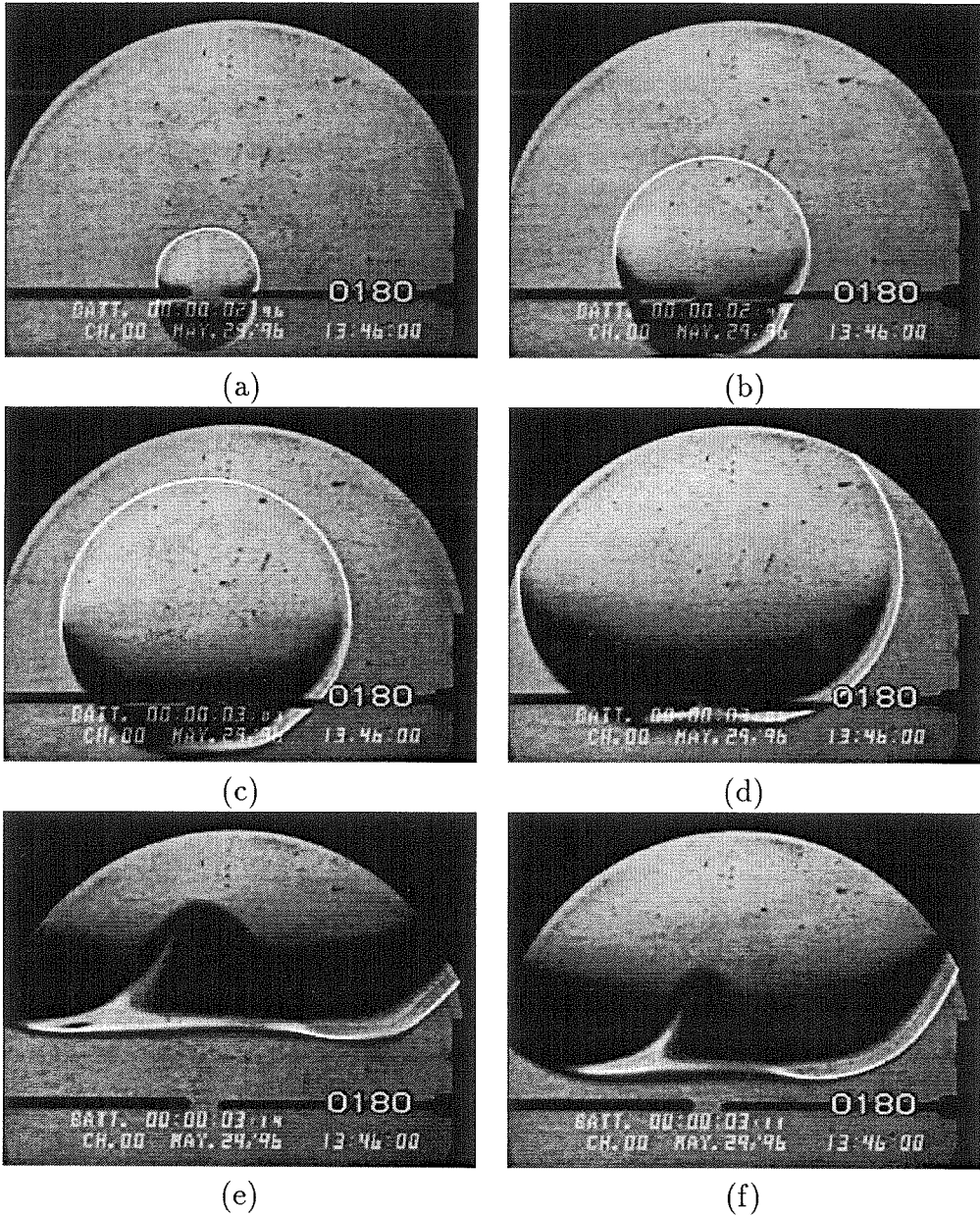


Figure 4.37: Sequence of video frames from experiment 180.

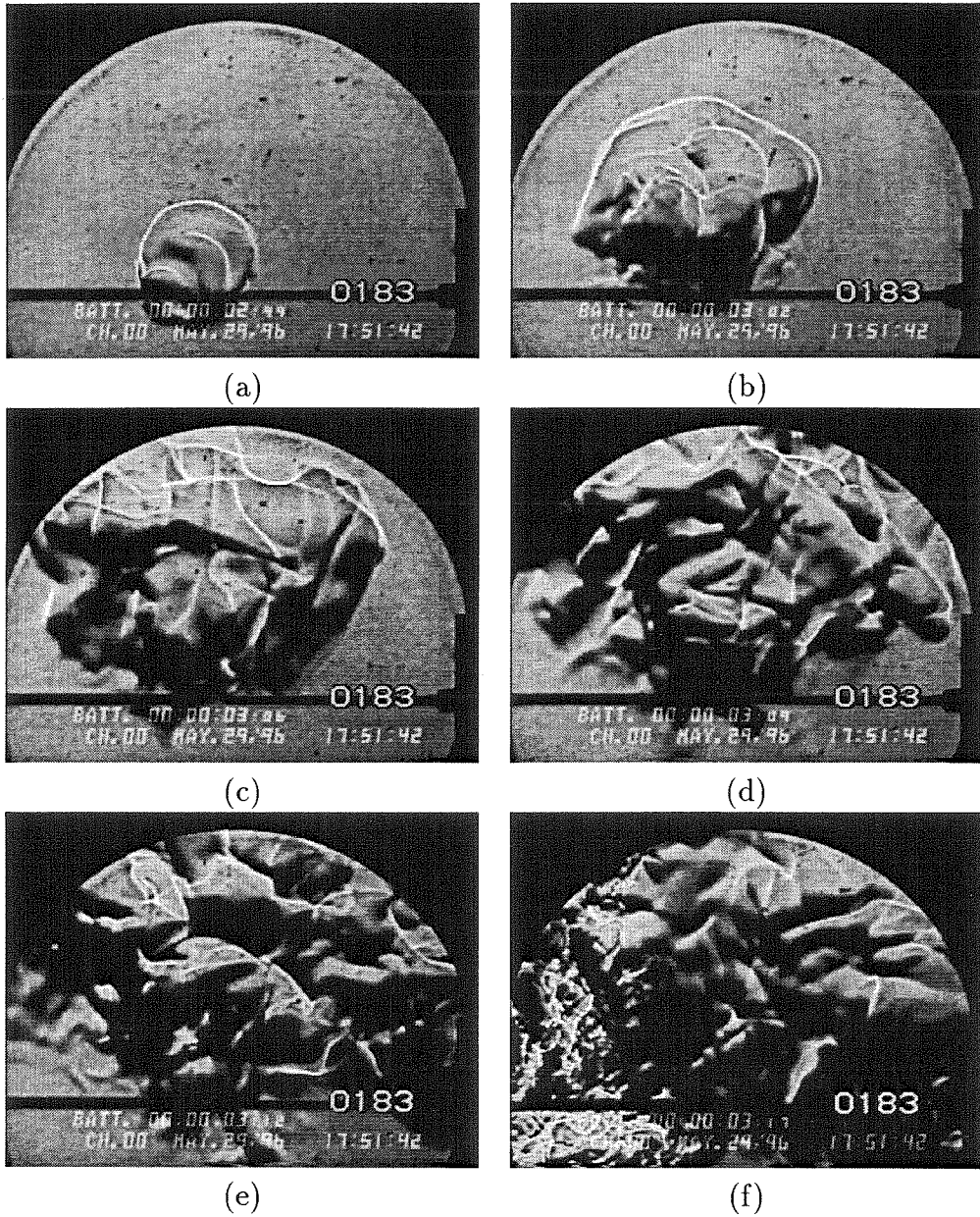


Figure 4.38: Sequence of video frames from experiment 183.

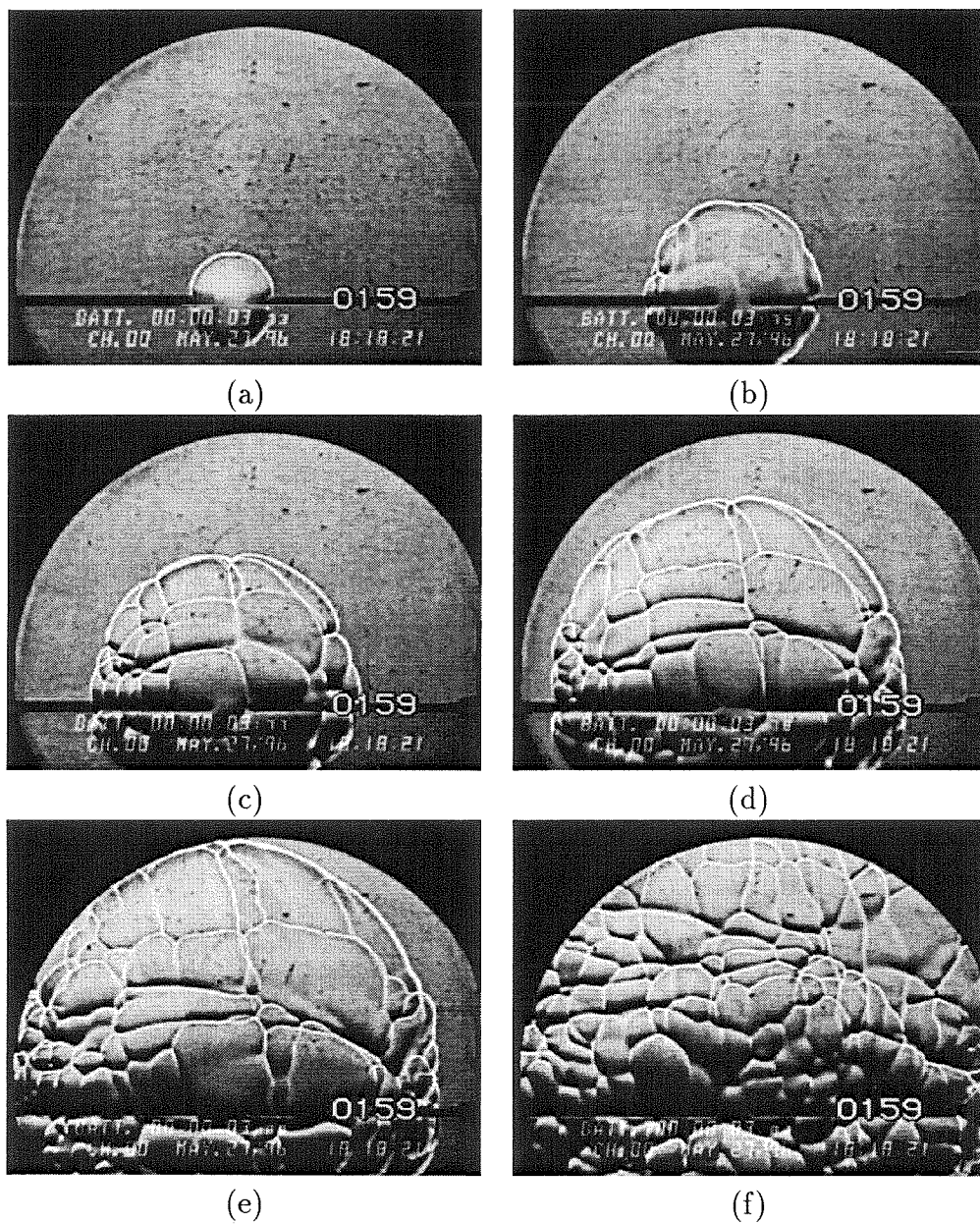


Figure 4.39: Sequence of video frames from experiment 159.

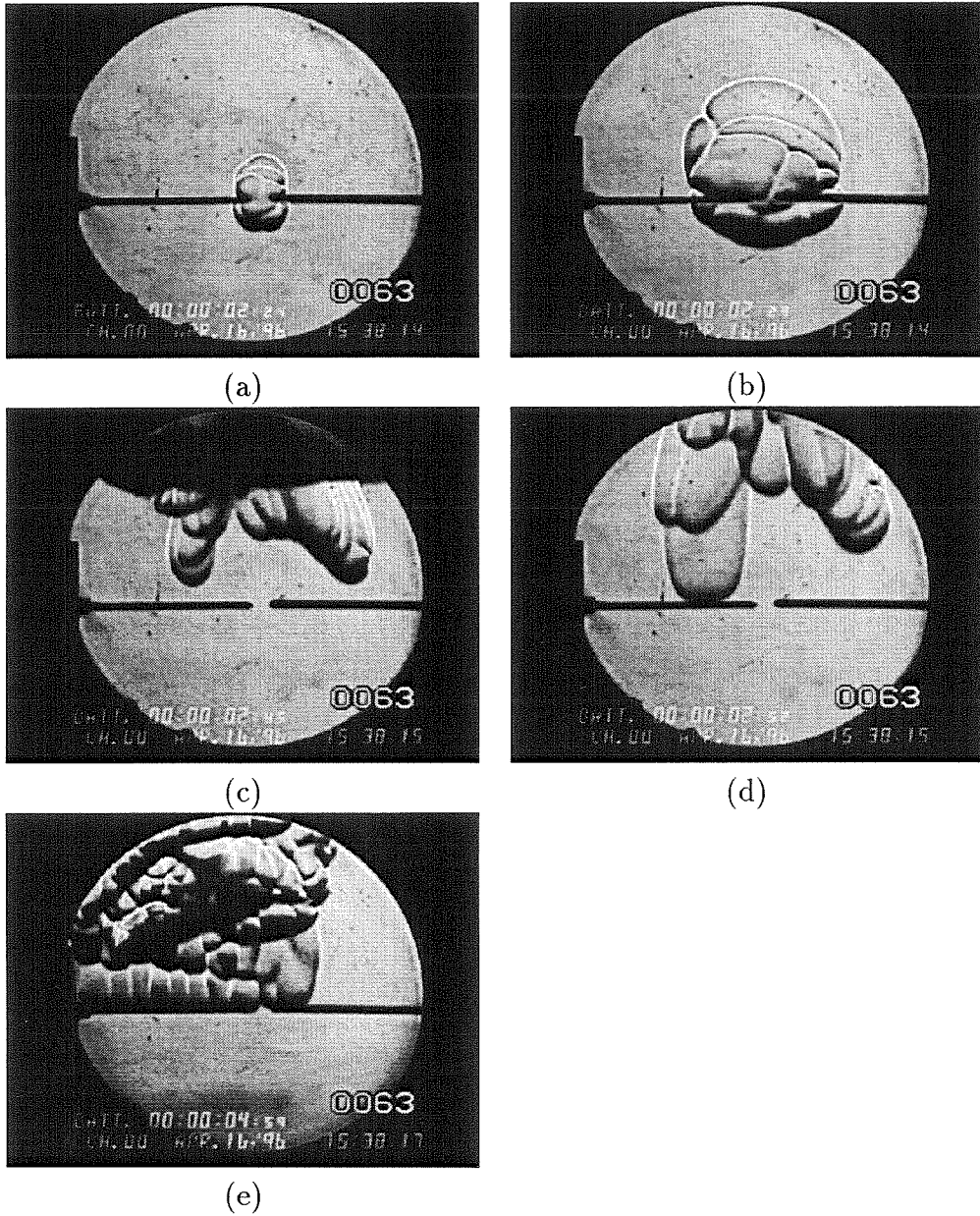


Figure 4.40: Sequence of video frames from experiment 63.

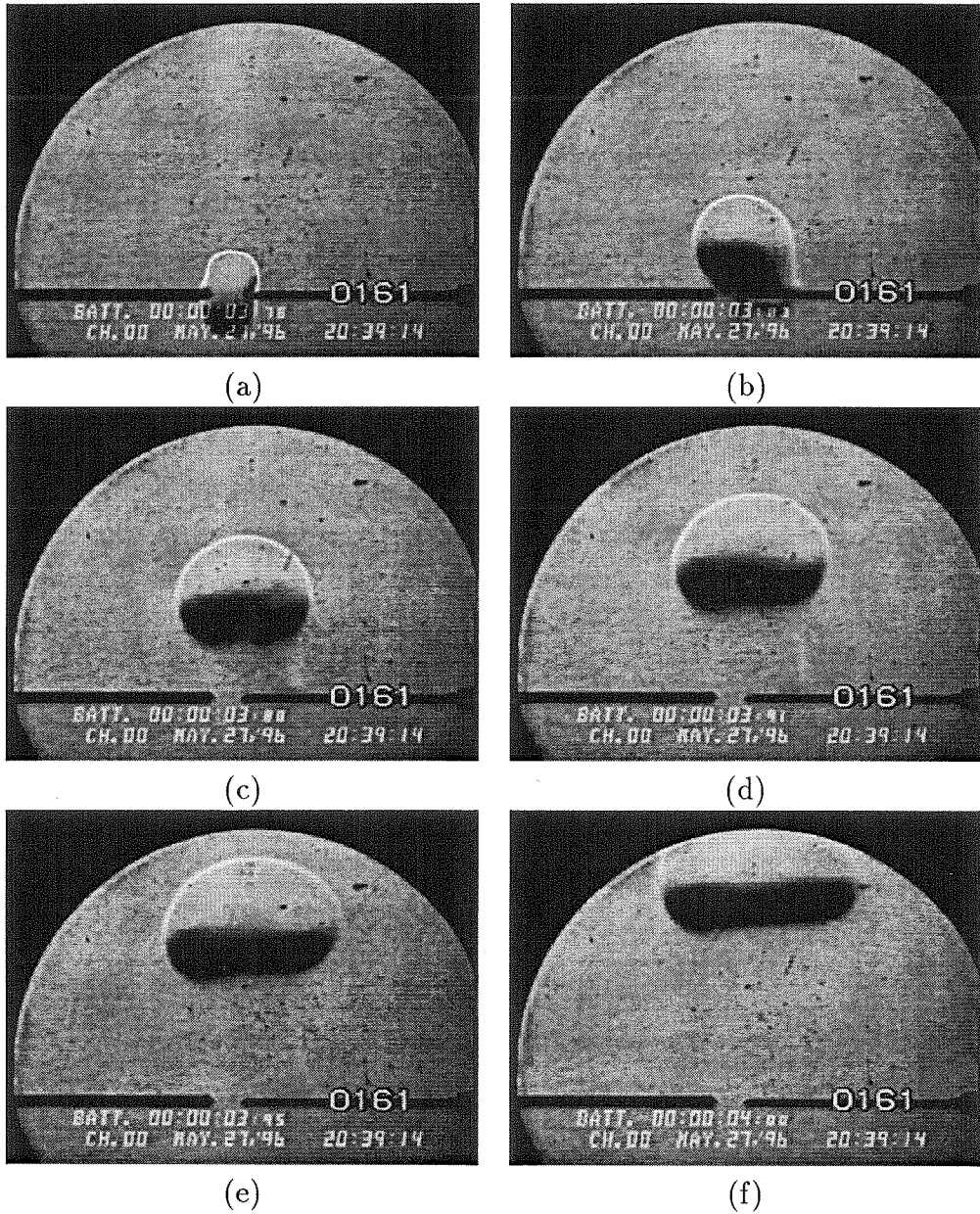


Figure 4.41: Sequence of video frames from experiment 161.

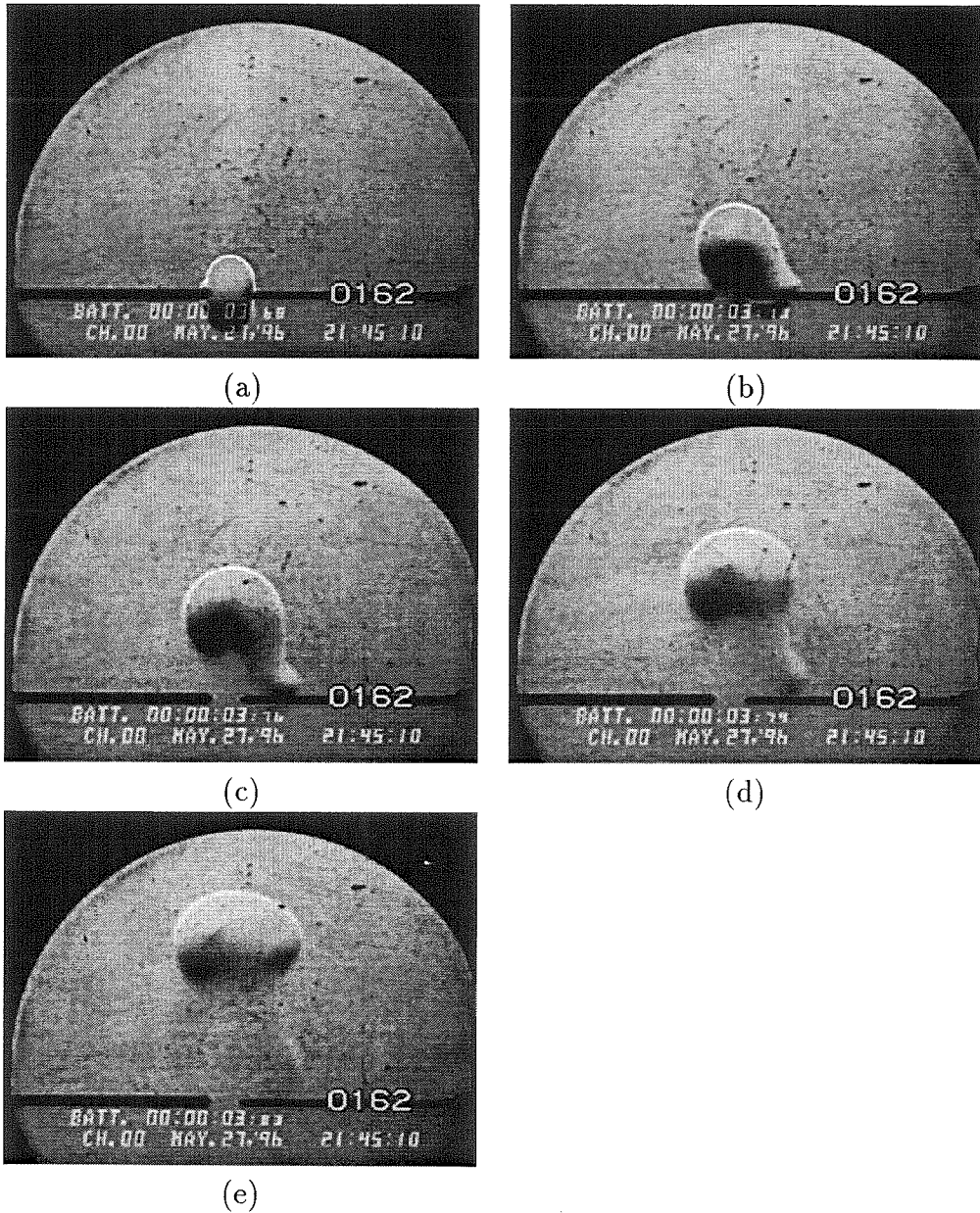


Figure 4.42: Sequence of video frames from experiment 162.



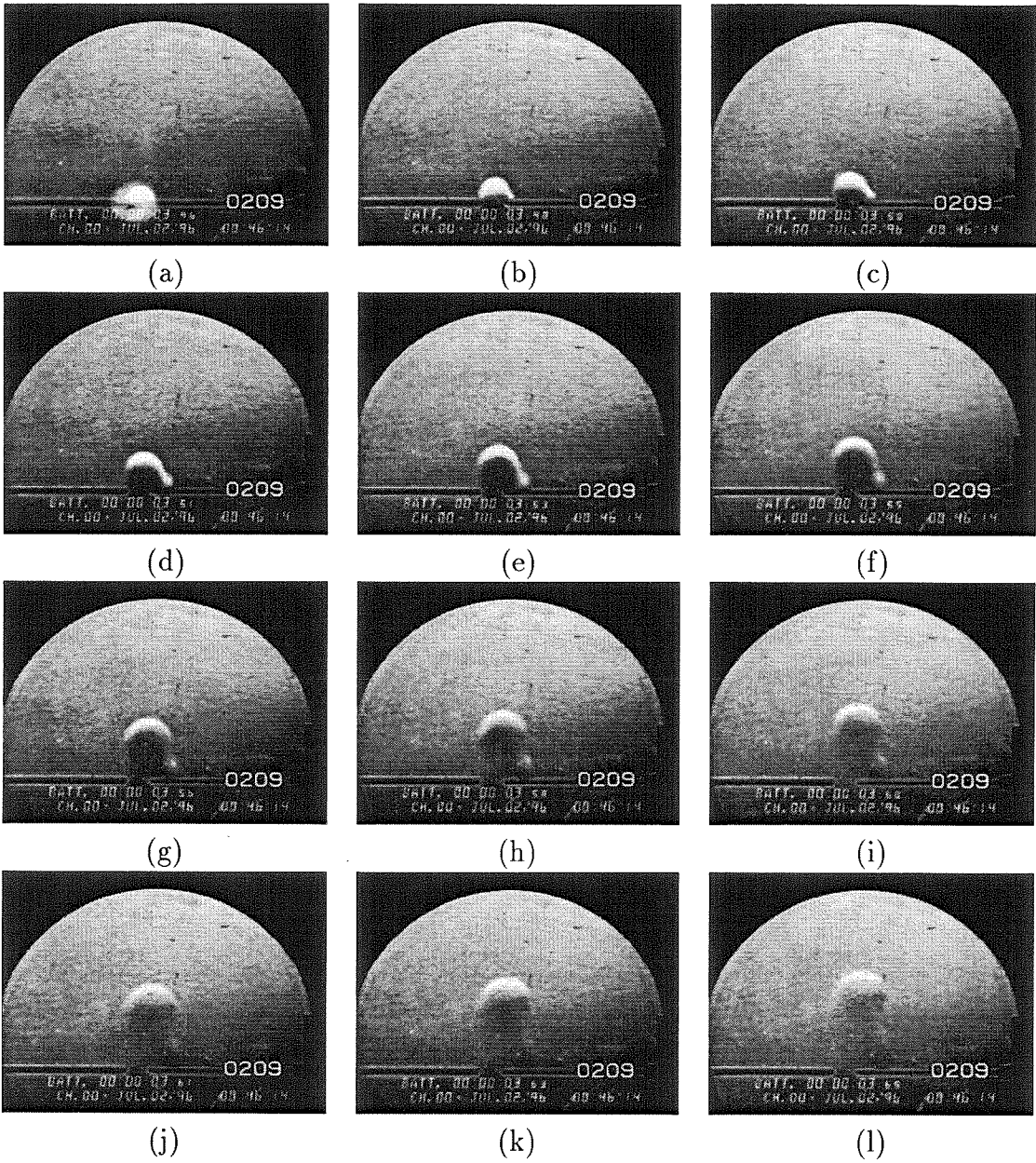


Figure 4.43: Sequence of video frames from experiment 209. Inert gas, 10 J spark only.

## Chapter 5 Summary and Conclusions

A facility was constructed to study the near-limit combustion characteristics of pre-mixed fuel-oxidizer system in a closed volume. Special precautions were taken with the gas handling system for ammonia and the combustible gases.

A series of experiments were carried out to explore the combustion behavior of hydrogen-ammonia-nitrous oxide mixtures in air. Mixtures of these compositions are of particular interest for safety assessments of operations at the Hanford waste tanks. These gases are the major constituents of release gases observed in some of the waste tanks at that site. Results from this study can be used to evaluate some of the combustion hazards associated with operations in the tanks.

Two hundred eight experiments were carried out for the present report. Studies of hydrogen-air, hydrogen-nitrous oxide, ammonia-air, and ammonia-nitrous oxide were conducted to compare results to previous literature. Pressure histories, final equilibrium pressures, and burning velocities were measured. The present results were in reasonable agreement with previous experiments, taking into consideration the differences in the facilities. We observed that the nitrous oxide does not always participate in the combustion of hydrogen-nitrous oxide-air mixtures, but participates in the combustion of ammonia-nitrous oxide-air mixtures.

A mixture based on the conservative estimate of the gas release from Tank 101-SY was studied to determine lean flammability and combustion characteristics. The upward propagation limit for the mixture is 8% and the downward propagation limit is 15.25%. The burning velocity is determined to vary from 1 cm/sec at the lean limit to 8 cm/sec at 18%.

The peak pressure for a burn of this mixture can be predicted by the constant volume equilibrium pressure for the mixture at values above 15% fuel. The nitrous oxide was found to begin dissociating in the reaction at 13% fuel; below that value the nitrous oxide can be treated as an inert diluent in the combustion process. The

final tank pressure could be predicted by equilibrium approximations for greater than 13% fuel.

Three other hydrogen-nitrous oxide-ammonia mixtures were examined to find the effect of the nitrous oxide on mixtures rich in ammonia. The nitrous oxide was found to begin participating in the combustion process when the constant pressure adiabatic flame temperature approached 1100 K. Using the present and previous data, an approximate flammability limit diagram for  $\text{H}_2$  -  $\text{NH}_3$  -  $\text{N}_2\text{O}$  -air mixtures can be constructed.

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## Appendix A Test Conditions

A total of 208 test conditions were studied. The principle features of these tests are summarized here and the details are given in the following tables. Low energy spark ignition (10 mJ) was used for tests 1-48, high energy (10 J) spark ignition was used for tests 49 and later.

Runs	Fuel	Comments
<b>1-13</b>	CH <sub>4</sub> , H <sub>2</sub>	Shakedown tests.
<b>14-24</b>	H <sub>2</sub>	8 and 9 % with N <sub>2</sub> O addition.
<b>25-37, 96 - 125</b>	H <sub>2</sub> -NH <sub>3</sub>	Le Chatelier's rule investigation.
<b>38 - 95</b>	Mixture A	Conservative estimate of 101SY release. Quiescent, turbulent (7 to 30%), and N <sub>2</sub> substituted for N <sub>2</sub> O.
<b>126-131, 143-147</b>	Mixture B	Quiescent, turbulent (7 to 30%), and N <sub>2</sub> substituted for N <sub>2</sub> O.
<b>132-142</b>	Mixture C	Quiescent, turbulent (7 to 30%), and N <sub>2</sub> substituted for N <sub>2</sub> O.
<b>148 - 155</b>	Mixture D	Quiescent, turbulent (7 to 30%), and N <sub>2</sub> substituted for N <sub>2</sub> O.
<b>156 - 159</b>	Mixture B	UPL
<b>160 - 166</b>	Mixture C	UPL
<b>167 - 174</b>	Mixture D	UPL
<b>175 - 197</b>	NH <sub>3</sub> , N <sub>2</sub> O	N <sub>2</sub> O reactivity
<b>198 - 208</b>	H <sub>2</sub> , Mix D	Humidity study.

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub>	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? <sup>?</sup> dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
1	9/20/95	10.10	0.00	0.00	0.00	89.90		10.1	OFF	1.00	23*	4.10	88.30	N/A	YES	N/A	4.32	N/A
2	9/28/95	0.00	0.00	0.00	7.00	93.00		7.0	OFF	1.00	23*	6.10	90.70	N/A	YES	N/A	7.66	N/A
3	9/30/95	0.00	0.00	0.00	6.00	94.00		6.0	OFF	1.00	23*	5.84	92.00	N/A	YES	N/A	6.89	N/A
4	9/30/95	0.00	0.00	0.00	8.00	92.00		8.0	OFF	1.00	23*	7.17	92.00	N/A	YES	N/A	8.24	N/A
5	10/1/95	0.00	5.00	0.00	6.50	88.50		11.5	OFF	1.00	23*	6.75	N/A	N/A	YES	N/A	7.73	N/A
6	10/1/95	0.00	5.00	0.00	6.00	89.00		11.0	OFF	1.00	23*	1.00	N/A	N/A	NO	N/A	7.36	N/A
6a	10/1/95	0.00	5.00	0.00	6.95	89.00			OFF	1.01	23*	6.43	N/A	N/A	YES	N/A	N/A	N/A
7	10/2/95	0.00	15.00	0.00	6.00	79.00		21.0	OFF	1.00	23*	1.00	N/A	N/A	NO	N/A	8.95	N/A
7a	10/2/95	0.00	15.00	0.00	6.33	79.00			OFF	1.00	23*	1.00	N/A	N/A	NO	N/A	N/A	N/A
7b	10/2/95	0.00	15.00	0.00	6.98	79.00			OFF	1.00	23*	7.80	N/A	N/A	YES	N/A	N/A	N/A
8	10/2/95	6.40	5.50	0.00	3.00	79.70	N2	20.3	OFF	1.00	23*	7.20	92.00	N/A	YES	N/A	6.57	N/A
9	10/2/95	6.40	5.50	0.00	3.00	79.70	N2	20.3	OFF	1.00	23*	7.20	N/A	N/A	YES	N/A	6.57	N/A
10	1/11/96	12.00	0.00	0.00	0.00	88.00		12.0	OFF	1.00	23*	3.70	N/A	N/A	YES	N/A	4.80	17:12:17 6:14:17
11	1/11/96	9.00	0.00	0.00	0.00	91.00		9.0	OFF	1.00	23*	3.30	N/A	N/A	YES	N/A	3.47	18:21:07 00:63
12	1/13/96	33.00	0.00	0.00	0.00	0.00	O2	33.0	OFF	0.50	23*	N/A	N/A	N/A	YES	N/A	4.73	13:17:40 06:30
13	1/13/96	8.00	0.00	0.00	0.00	92.00		8.0	OFF	1.00	23.2	1.10	99.30	22.8	UPF	0.00	3.71	17:08:48 06:86
13a	1/13/96	8.00	0.00	0.00	0.00	92.00			OFF	1.00	N/A	1.00	99.05	23.2	UPF	0.00		04:05
13b	1/13/96	8.00	0.00	0.00	0.00	92.00			ON	1.00	N/A	3.16	91.06	29.5	YES	3.90		03:77
14	1/13/96	9.00	6.00	0.00	0.00	85.00		15.0	OFF	1.00	24.4	3.17	90.38	33.7	YES	1.75	4.67	18:30:14 06:77
15	1/14/96	9.00	9.00	0.00	0.00	82.00		18.0	OFF	1.00	23.4	3.30	90.74	28.7	YES	2.25	4.99	13:54:53 05:17
16	1/14/96	9.00	13.50	0.00	0.00	77.50		22.5	OFF	1.00	22.6	3.21	91.10	30.0	YES	1.75	5.47	14:59:51 06:26
17	1/14/96	9.00	18.00	0.00	0.00	73.00		27.0	OFF	1.00	23.4	3.28	91.33	26.9	YES	1.80	5.94	16:00:42 03:24
18	1/15/96	8.00	8.00	0.00	0.00	84.00		16.0	OFF	1.00	21.4	1.10	99.60	23.2	UPF	0.09	4.61	1:57:26 07:94
18a	1/15/96	8.00	8.00	0.00	0.00	84.00			OFF	1.00	23.2	1.08	99.29	N/A	UPF	0.07		03:24
18b	1/15/96	8.00	8.00	0.00	0.00	84.00			ON	1.00	N/A	3.18	91.57	27.7	YES	5.50		03:56
19	1/15/96	8.00	12.00	0.00	0.00	80.00		20.0	OFF	1.00	22.5	1.08	99.46	24.1	UPF	0.00	5.05	3:04:55 09:30



Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>0</sub>	T <sub>0</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? UPF	dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
19a	1/15/96	8.00	12.00	0.00	0.00	80.00			OFF	1.00	24.1	1.05	99.22	24.3	UPF			04:82	
19b	1/15/96	8.00	12.00	0.00	0.00	80.00			ON	1.00	24.3	3.12	91.66	27.9	YES	4.25		02:21	
20	1/15/96	8.00	16.00	0.00	0.00	76.00		24.0	OFF	1.00	23.1	1.13	99.55	27.8	UPF		5.47	4:22:12	03:72
20a	1/15/96	8.00	16.00	0.00	0.00	76.00			OFF	1.00	27.8	1.08	99.35	25.3	UPF			03:19	
20b	1/15/96	8.00	16.00	0.00	0.00	76.00			ON	1.00	25.3	3.15	92.06	30.1	YES	4.60		02:47	
21	1/17/96	8.00	24.00	0.00	0.00	68.00		32.0	OFF	1.00	21.2	1.10	N/A	N/A	UPF		6.31	17:02:40	02:39
21a	1/17/96	8.00	24.00	0.00	0.00	68.00			OFF	1.00	N/A	1.10	99.67	23.5	UPF			02:71	
21b	1/17/96	8.00	24.00	0.00	0.00	68.00			ON	1.00	23.5	3.17	92.72	28.3	YES	5.00		01:72	
22	1/25/96	8.00	32.00	0.00	0.00	60.00		40.0	OFF	1.00	21.3	1.10	99.64	22.8	UPF		7.12	15:11	02:17
22a	1/25/96	8.00	32.00	0.00	0.00	60.00			OFF	1.00		1.05	99.43	22.9	UPF			02:15	
22b	1/25/96	8.00	32.00	0.00	0.00	60.00			ON	1.00		3.15	93.20	29.9	YES	5.00		06:88	
23	2/13/96	8.00	12.60	0.00	0.00	0.00	N2	20.6	OFF	1.04	20.4	1.17	103.46	20.3	UPF	0.02	5.17	19:14	N/A
23d	2/13/96	8.00	12.60	0.00	0.00	0.00	N2	79.00	ON	1.03	20.4	3.40	97.50	28.8	YES			06:03	
24	3/21/96	8.00	0.00	0.00	0.00	92.00		8.0	OFF	1.00	20.9	1.05	99.71	21.3	UPF	0.09	3.73	16:43	11:84
24A	3/21/96	8.00	0.00	0.00	0.00	92.00			ON	1.00	21.3	3.26	91.20	27.8	YES	5.56		06:52	
25	3/22/96	8.00	0.00	8.00	0.00	84.00		16.0	OFF	1.00	20.8	6.10	81.65	26.0	YES	10.41	6.57	N/A	N/A
26	3/26/96	8.00	0.00	2.00	0.00	90.00		10.0	OFF	1.00	20.5	3.49	88.57	23.9	YES	2.00	4.51	15:32:20	10:19
27	3/26/96	8.00	0.00	4.00	0.00	88.00		12.0	OFF	1.00	21.7	4.63	86.74	26.3	YES	10.30	5.24	16:45:02	10:67
28	3/27/96	6.00	0.00	5.00	0.00	89.00		11.0	OFF	1.00	20.4	1.22	98.16	23.6	UPF	0.18	5.07	11:17:23	08:01
28a	3/27/96	6.00	0.00	5.00	0.00	89.00			OFF	98.16	23.6	1.22	98.40	23.4	UPF	0.06		04:28	
28b	3/27/96	6.00	0.00	5.00	0.00	89.00			ON	98.40	23.4	3.84	88.36	27.8	YES	6.24		16:35	
29	3/27/96	6.00	0.00	6.00	0.00	88.00		12.0	OFF	1.00	20.9	3.96	87.21	27.1	YES	2.33	5.43	16:09:30	5:39
30	3/27/96	6.00	0.00	7.00	0.00	87.00		13.0	OFF	1.00	22.3	4.33	86.15	29.0	YES	3.57	5.77	17:20:40	5:98
31	3/28/96	4.00	0.00	9.00	0.00	87.00		13.0	OFF	1.00	20.7	1.18	99.15	23.7	UPF	0.32	5.96	10:54:35	02:93
31A	3/28/96	4.00	0.00	9.00	0.00	87.00			OFF	99.15	23.7	1.14	98.77	22.4	UPF	0.25		03:01	
31B	3/28/96	4.00	0.00	9.00	0.00	87.00			ON	98.77	22.4	4.65	86.42	25.7	YES	9.14		02:71	

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub>	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? UPF	dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
32	3/28/96	4.00	0.00	10.00	0.00	86.00		14.0	OFF	1.00	22.4	1.34	97.15	33.1	UPF	0.26	6.29	11:51:55	04:68
32A	3/28/96	4.00	0.00	10.00	0.00	86.00			OFF	1.00	23.1	1.05	97.59	26.0	UPF	0.11			03:62
32B	3/28/96	4.00	0.00	10.00	0.00	86.00			ON	0.98	26.0	4.56	85.33	26.4	YES	7.60			03:49
33	3/28/96	4.00	0.00	11.00	0.00	85.00		15.0	OFF	1.00	22.4	4.45	84.35	28.8	YES	2.93	6.61	13:39:41	02:95
34	3/29/96	2.00	0.00	12.00	0.00	86.00		14.0	OFF	1.00	20.4	1.00	99.95	20.4	UPF	0.00	6.47	12:33:20	3:20
34A	3/29/96	2.00	0.00	12.00	0.00	86.00			ON	99.95	20.4	5.50	86.05	27.3	UPF	13.30			3:06
35	3/29/96	2.00	0.00	14.00	0.00	84.00		16.0	OFF	1.00	22.3	1.00	99.95	22.3	UPF	0.00	7.10	14:04:48	03:90
35d	3/29/96	2.00	0.00	14.00	0.00	84.00			OFF	1.00	22.2	5.98	83.55	27.5	YES	17.30			05:50
36	3/29/96	2.00	0.00	16.00	0.00	82.00		18.0	OFF	1.00	23.8	1.00	99.91	23.8	UPF	0.00	7.70	15:38:19	N/A
36c	3/29/96	2.00	0.00	16.00	0.00	82.00			OFF	1.00	23.6	6.59	81.38	29.9	YES	25.60			09:66
37	3/29/96	2.00	0.00	18.00	0.00	80.00		20.0	OFF	1.00	24.9	1.00	99.90	24.8	UPF	0.17	8.26	16:49:15	02:03
37E	3/29/96	2.00	0.00	18.00	0.00	80.00			OFF	1.00	24.7	1.00	99.76	24.7	UPF	0.00			03:09
37F	3/29/96	3.00	0.00	18.00	0.00	80.00			ON	1.00	24.4	7.76	78.75	31.4	YES	12.99			19:47
38	4/1/96	8.25	13.25	3.50	0.00	75.00		25.0	OFF	1.00	20.4	6.08	92.39	26.3	YES	13.73	6.47	13:57:11	03:96
39	4/1/96	6.60	10.60	2.80	0.00	80.00		20.0	OFF	1.00	22.4	1.10	99.67	24.5	UPF	0.17	5.55	15:14:27	02:43
39A	4/1/96	6.60	10.60	2.80	0.00	80.00			OFF	99.67	24.5	1.10	99.45	24.2	UPF	0.09			02:77
39B	4/1/96	6.60	10.60	2.80	0.00	80.00			ON	99.45	24.2	4.49	94.35	28.3	YES	8.21			02:15
40	4/1/96	7.26	11.66	3.08	0.00	78.00		22.0	OFF	1.00	23.3	4.39	93.77	29.3	YES	3.21	5.92	16:22:43	04:71
41	4/1/96	7.59	12.19	3.22	0.00	77.00		23.0	OFF	1.00	24.4	4.87	93.60	30.1	YES	4.95	6.15	17:15:40	01:88
42	4/2/96	7.92	12.72	3.36	0.00	76.00		24.0	OFF	1.00	20.7	5.38	93.24	29.3	YES	9.98	6.29	9:45:18	01:99
43	4/2/96	6.93	11.13	2.94	0.00	79.00		21.0	OFF	1.00	20.9	1.61	94.78	24.3	YES	0.23	5.74	17:13:48	08:29
44	4/3/96	6.27	10.07	2.66	0.00	81.00		19.0	OFF	1.00	20.4	1.00	99.95	20.4	NO	0.02	5.36	10:17:49	N/A
44E	4/3/96	6.27	10.07	2.66	0.00	81.00			ON	1.01	20.4	5.04	94.46	25.7	YES	14.80			09:02
45	4/3/96	4.00	6.00	10.00	0.00	80.00		20.0	OFF	1.00	22.3	4.72	88.09	29.6	YES	3.36	6.88	11:26:55	02:05
46	4/3/96	3.00	6.00	18.00	0.00	73.00		27.0	OFF	1.00	23.2	7.05	80.55	30.6	YES	16.60	8.94	13:16:54	02:40
47	4/3/96	3.00	4.00	18.00	0.00	75.00		25.0	OFF	1.00	25.4	1.00	100.00	25.4	NO	0.02	8.77	14:44:59	N/A

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>0</sub>	T <sub>0</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? dP/dt <sub>max</sub> (bar/s)	P <sub>Aicc</sub> (bar)	Video Time	Tape timer
47a	4/3/96	3.00	4.00	18.00	0.00	75.00			ON	1.00	25.4	1.00	99.89	25.4	NO	0.00		N/A
47b	4/3/96	3.00	4.00	18.00	0.00	75.00			ON	99.89	25.4	8.04	79.64	32.0	YES	13.80	14:44:59	07:90
48	4/3/96	3.00	5.00	18.00	0.00	74.00		26.0	ON	1.00	26.4	N/A	78.85	33.3	UPF	N/A	16:22:27	
49	4/12/96	0.00	0.00	0.00	5.50	94.50		5.5	OFF	1.00	20.6	3.95	92.25	27.8	YES	1.25	13:38:25	07:49
50	4/12/96	0.00	0.00	0.00	5.00	95.00		5.0	OFF	1.00	22.6	1.05	99.86	22.8	UPF	0.10	14:47:44	03:30
50A	4/12/96	0.00	0.00	0.00	5.00	95.00			ON	99.86	22.8	5.27	93.08	28.8	YES	10.32		03:56
51	4/15/96	7.14	6.12	3.57	0.17	83.00		17.0	OFF	100.00	20.4	4.33	90.75	28.6	YES	3.37	9:24:06	01:66
52	4/15/96	6.72	5.76	3.36	0.16	84.00		16.0	OFF	100.00	22.2	3.87	91.00	29.0	YES	2.49	10:25:57	3:01
53	4/15/96	6.30	5.40	3.15	0.15	85.00		15.0	OFF	100.00	23.3	1.10	99.65	24.5	UPF	0.18	12:20:35	0:91
53a	4/15/96	6.30	5.40	3.15	0.15	85.00			OFF	99.65	24.5	1.10	98.64	32.0	UPF	0.22		02:56
53b	4/15/96	6.30	5.40	3.15	0.15	85.00			ON	98.64	32.0	3.89	90.56	29.7	YES	7.21		01:94
54	4/15/96	5.88	5.04	2.94	0.14	86.00		14.0	OFF	100.00	23.4	1.10	99.17	31.7	UPF	0.12	13:32:30	02:58
54A	4/15/96	5.88	5.04	2.94	0.14	86.00			ON	99.17	31.7	3.86	91.78	29.6	YES	7.93		02:98
55	4/15/96	5.46	4.68	2.73	0.13	87.00		13.0	OFF	100.00	24.1	1.10	99.64	30.9	UPF	0.13	14:26:52	01:53
55A	4/15/96	5.46	4.68	2.73	0.13	87.00			ON	99.64	30.9	3.62	91.73	29.0	YES	4.78		01:47
56	4/15/96	5.04	4.32	2.52	0.12	88.00		12.0	OFF	100.00	25.0	1.10	99.66	30.0	UPF	0.12	5:36:07	02:34
56A	4/15/96	5.04	4.32	2.52	0.12	88.00			ON	99.66	30.0	2.78	94.15	28.8	YES	2.90		02:45
57	4/15/96	4.62	3.96	2.31	0.11	89.00		11.0	OFF	100.00	25.3	1.10	99.80	28.7	UPF	0.09	16:23:30	02:15
57A	4/15/96	4.62	3.96	2.31	0.11	89.00			ON	99.80	28.7	2.35	96.20	29.4	YES	2.23		01:52
58	4/15/96	4.20	3.60	2.10	0.10	90.00		10.0	OFF	100.00	25.2	1.10	99.91	29.4	UPF	0.13	17:16:33	01:76
58A	4/15/96	4.20	3.60	2.10	0.10	90.00			ON	99.91	29.4	1.94	97.91	28.5	YES	1.31		01:55
59	4/16/96	3.78	3.24	1.89	0.09	91.00		9.0	OFF	100.00	23.2	1.10	100.02	26.3	UPF	0.08	10:44:40	01:55
59A	4/16/96	3.78	3.24	1.89	0.09	91.00			ON	100.02	26.3	1.48	99.06	27.0	YES	0.56		02:05
60	4/16/96	3.36	2.88	1.68	0.08	92.00		8.0	OFF	100.00	23.2	1.10	99.98	24.6	UPF	0.08	11:37:51	02:11
60A	4/16/96	3.36	2.88	1.68	0.08	92.00			ON	99.98	24.6	1.10	99.76	25.1	YES	0.08		11:40
61	4/16/96	2.94	2.52	1.47	0.07	93.00		7.0	OFF	100.00	23.6	1.00	99.99	23.5	NO	0.07	12:56:57	03:43

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub>	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? UPF	dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
61b	4/16/96	3.94	2.52	1.47	0.07	93.00			ON	101.00	23.9	1.53	100.05	28.7	YES	0.09			03:86
62	4/16/96	6.72	5.76	3.36	0.16	84.00		16.0	OFF	100.00	23.8	3.87	91.20	28.8	YES	2.56	5.35	14:36:07	02:17
63	4/16/96	6.51	5.58	3.26	0.16	84.50		15.5	OFF	100.00	25.1	3.52	90.92	29.2	YES	1.96	5.17	15:38:14	02:24
64	4/16/96	6.41	5.49	3.20	0.15	84.75		15.3	OFF	100.00	25.6	1.88	93.70	29.2	YES	0.186	5.11	16:43:54	02:03
65	4/17/96	3.36	2.88	1.68	0.08	92.00		8.0	OFF		23.4	1.00	99.96	23.1	NO	0.09	3.34	10:55:09	03:88
65C	4/17/96	3.36	2.88	1.68	0.08	92.00			ON	99.94	23.8	1.10	99.70	25.1	YES	0.00			02:50
65D	4/17/96	4.36	2.88	1.68	0.08	92.00			ON	100.70	25.1	1.95	98.59	29.6	YES	1.29			02:57
66	4/17/96	3.78	3.24	1.89	0.09	91.00		9.0	OFF	100.00	23.4	1.00	99.98	23.4	UPF	0.14	3.65	11:55:27	05:17
66A	4/17/96	3.78	3.24	1.89	0.09	91.00			OFF	99.98	23.4	1.00	99.82	24.5	UPF	0.10			01:86
66B	4/17/96	3.78	3.24	1.89	0.09	91.00			ON	99.82	24.5	1.55	98.92	25.4	YES	0.47			02:50
67	4/17/96	4.20	3.60	2.10	0.10	90.00		10.0	OFF	100.09	23.3	1.00	99.93	25.7	UPF	0.10	3.96	12:55:26	03:69
67A	4/17/96	4.20	3.60	2.10	0.10	90.00			OFF	99.93	25.7	1.00	99.82	24.1	UPF	0.11			02:21
67B	4/17/96	4.20	3.60	2.10	0.10	90.00			ON	99.82	24.1	1.83	97.98	28.7	YES	1.20			02:41
68	4/24/96	6.30	5.40	3.15	0.15	85.00		15.0	ON	100.00	21.2	4.63	92.05	26.9	YES	11.17	5.18	9:21:25	01:88
69	4/24/96	7.56	6.48	3.78	0.18	82.00		18.0	ON	100.00	23.7	5.39	90.12	29.3	YES	11.46	5.87	10:09:53	02:20
70	4/24/96	8.40	7.20	4.20	0.20	80.00		20.0	ON	100.00	25.5	5.87	88.95	30.8	YES	22.05	6.30	11:23:43	02:09
71	4/24/96	10.08	8.64	5.04	0.24	76.00		24.0	ON	100.00	26.3	6.75	85.94	32.1	YES	27.10	7.11		
72	4/24/96	10.92	9.36	5.46	0.26	74.00		26.0	ON	100.00	27.7	7.04	84.53	33.2	YES	13.77	7.49	13:59:45	01:73
73	4/24/96	11.76	10.08	5.88	0.28	72.00		28.0	ON	100.00	28.4	7.35	83.20	34.0	YES	3.86	7.85	15:01:54	01:56
74	4/24/96	12.60	10.80	6.30	0.30	70.00		30.0	ON	100.00	28.6	8.06	81.99	34.6	YES	9.62	8.19	16:29:32	06:71
75	4/25/96	5.88	5.04	2.94	0.14	86.00		14.0	ON	100.00	23.8	4.26	92.33	29.4	YES	7.75	4.95	11:12:06	02:13
76	4/25/96	6.72	5.76	3.36	0.16	84.00		16.0	ON	100.00	25.2	4.81	91.28	30.3	YES	14.27	5.41	12:04:59	01:09
77	4/25/96	7.14	6.12	3.57	0.17	83.00		17.0	ON	100.00	26.3	5.12	90.71	31.3	YES	14.26	5.78	13:00:30	01:86
78	4/25/96	7.98	6.84	3.99	0.19	81.00		19.0	ON	100.00	26.7	5.64	89.16	30.6	YES	12.02	6.09	14:11:52	02:27
79	4/25/96	9.24	7.92	4.62	0.22	78.00		22.0	ON	100.00	27.5	6.38	87.07	31.6	YES	36.50	6.72	15:50:16	01:63
80	4/30/96	6.30	0.00	3.15	0.15	85.00	N2	5.40	15.0	ON	100.00	4.13	89.36	27.9	YES	8.45	4.61	10:47:10	01:71

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub>	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer		
81	4/30/96	6.30	2.70	3.15	0.15	85.00	N2	2.70	15.0	ON	100.00	24.6	4.34	90.68	30.0	YES	9.97	4.90	12:11:54	04:97
82	4/30/96	6.30	1.35	3.15	0.15	85.00	N2	4.05	15.0	ON	100.00	25.8	4.23	90.01	29.6	YES	9.39	6.15	13:06:06	02:02
83	4/30/96	6.30	4.05	3.15	0.15	85.00	N2	1.35	15.0	ON	100.00	26.2	4.52	91.46	30.0	YES	11.62	5.04	14:18:04	02:62
84	4/30/96	5.88	0.00	2.94	0.14	86.00	N2	5.04	14.0	ON	100.00	25.6	3.96	90.15	29.9	YES	7.09	4.29	16:21:43	03:42
85	5/3/96	5.46	0.00	2.73	0.13	87.00	N2	4.68	13.0	ON	100.00	23.6	3.66	90.73	30.0	YES	6.74		10:28:43	03:38
86	5/3/96	5.04	0.00	2.52	0.12	88.00	N2	4.32	12.0		100.00	24.9	3.48	91.51	29.7	YES	4.13	4.09	11:34:36	02:47
87	5/3/96	4.20	0.00	2.10	0.10	90.00	N2	3.60	10.0	ON	100.00	24.7	2.07	97.43	27.8	YES	1.64	3.48	14:23:41	02:89
88	5/3/96	4.20	3.60	2.10	0.10	90.00			10.0	ON	100.00	24.8	2.04	97.46	28.5	YES	1.40	3.96	15:09:57	06:08
89	5/3/96	6.72	0.00	3.36	0.16	84.00	N2	5.76	16.0	ON	100.00	24.6	4.42	88.34	29.7	YES	12.28	4.66	16:17:13	01:92
90	5/6/96	4.62	3.96	2.31	0.11	89.00			11.0	ON	100.00	23.7	2.37	95.90	29.5	YES	2.56	4.21	11:52:59	03:29
91	5/6/96	5.04	4.32	2.52	0.12	88.00			12.0	ON	100.00	24.6	3.39	92.08	29.7	YES	4.46	4.35	12:49:44	01:30
92	5/6/96	4.62	0.00	2.31	0.11	89.00	N2	3.96	11.0	ON	100.00	25.5	2.41	95.42	27.9	YES	2.40	3.69	13:43:39	02:52
93	5/6/96	3.78	0.00	1.89	0.09	91.00		3.24	9.0	ON	100.00	25.6	1.52	98.95	29.5	YES	0.79	3.27	14:45:30	01:93
94	5/6/96	3.36	0.00	1.68	0.08	92.00	N2	2.88	8.0	ON	100.00	25.4	1.05	99.96	27.3	YES	0.08	3.04	15:45:42	07:95
95	5/6/96	7.14	0.00	3.57	0.17	83.00	N2	6.12	17.0	ON	100.00	25.4	4.50	87.76	30.4	YES	12.57	4.84	16:45:13	02:21
96	5/13/96	5.00	0.00	0.00	0.00	95.00			5.0	OFF	100.00	23.8	1.00	99.90	26.9	UPF	0.03	2.80	11:37:30	02:40
96a	5/13/96	5.00	0.00	0.00	0.00	95.00				ON	100.00	26.9	1.63	98.32	29.6	YES	0.88			02:63
97	5/13/96	4.00	0.00	0.00	0.00	96.00			4.0	OFF	100.00	24.3	1.00	100.00	24.3	UPF	0.03	2.45	14:03:03	02:11
97c	5/13/96	4.54	0.00	0.00	0.00	96.00				ON	100.00	24.3	1.40	99.67	29.1	YES	0.47			02:13
98	5/13/96	3.00	0.00	0.00	0.00	97.00			3.0	OFF	100.00	24.5	1.00	100.00	24.5	NO	0.03	2.12	15:33:07	02:63
98c	5/13/96	4.50	0.00	0.00	0.00	95.50				ON	101.50	24.8	1.33	100.72	27.2	YES	0.32			02:41
99	5/14/96	3.00	0.00	2.00	0.00	95.00			5.0	OFF	100.00	24.2	1.00	99.98	24.2	NO	0.02	3.02	15:22:34	03:77
99c	5/14/96	3.00	0.00	4.00	0.00	95.00				OFF	102.00	26.2	1.14	101.87	27.2	YES	0.07			02:01
100	5/14/96	2.00	0.00	6.00	0.00	92.00			8.0		100.00	24.3	1.00	99.98	24.3	NO	0.04	4.35		02:40
100a	5/14/96	2.00	0.00	10.00	0.00	92.00				ON	104.00	26.6	3.06	97.83	29.9	YES	3.73			02:45
101	5/14/96	2.00	0.00	10.00	0.00	88.00			12.0	OFF	100.00	25.4	1.00	99.85	30.0	NO	0.04	5.81		02:85

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub>	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? UPF	dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
101a	5/14/96	2.00	0.00	10.00	0.00	88.00			ON	99.85	30.0	1.00	88.35	30.7	YES	12.50			02:64
102	5/15/96	2.00	0.00	8.00	0.00	90.00		10.0	ON	100.00	24.0	1.00	99.92	25.6	UPF	0.03	5.10	10:31:55	04:22
102a	5/15/96	2.00	0.00	8.00	0.00	90.00				99.92	25.6	1.60	99.47	27.3	YES	0.02			01:43
103	5/15/96	2.00	0.00	7.00	0.00	91.00		9.0		100.00	N/A	N/A	N/A	N/A	N/A	N/A	4.79	N/A	N/A
104	5/16/96	2.00	0.00	7.00	0.00	91.00		9.0		100.00	N/A	N/A	N/A	N/A	N/A	N/A	4.79	N/A	N/A
105	5/16/96	2.00	0.00	7.00	0.00	91.00		9.0	OFF	100.00	24.2	1.00	99.97	24.2	NO	N/A	4.79	9:30:32	03:08
105a	5/16/96	2.00	0.00	7.50	0.00	91.00		OFF		100.50	24.2	1.01	100.45	26.0	UPF	N/A			02:91
105b	5/16/96	2.00	0.00	7.50	0.00	91.00			ON	100.45	26.0	1.00	100.36	25.7	NO	N/A			02:43
105c	5/16/96	4.00	0.00	7.50	0.00	91.00			ON	102.50	25.7	4.71	90.51	30.2	YES	N/A			04:09
106	5/16/96	2.00	0.00	7.00	0.00	91.00		9.0	OFF	100.00	25.8	1.00	99.95	27.0	UPF	N/A	4.74	10:57:32	02:05
106a	5/16/96	2.00	0.00	7.00	0.00	91.00			ON	99.94	27.0	1.00	99.94	26.2	NO	N/A			02:07
106b	5/16/96	4.50	0.00	7.00	0.00	91.00			ON	102.50	26.2	4.70	90.45	30.4	YES	N/A			06:02
107	5/16/96	0.00	0.00	15.00	0.00	85.00		15.0	OFF	100.00	29.0	1.00	99.98	29.0	UPF	N/A	7.06	12:00:40	02:31
107a	5/16/96	0.00	0.00	15.00	0.00	85.00			ON	100.00	29.0	1.00	99.90	27.2	NO	N/A			02:93
107b	5/16/96	2.00	0.00	15.00	0.00	85.00			ON	100.00	27.2	N/A	84.61	32.6	YES	N/A			03:14
108	5/16/96	0.00	0.00	14.00	0.00	86.00		14.0	OFF	100.00	28.6	1.00	99.90	28.6	UPF	N/A	6.66	13:11:53	03:13
108a	5/16/96	2.00	0.00	14.00	0.00	86.00			ON	102.00	28.6	6.10	86.02	33.8	YES	N/A			02:40
109	5/16/96	0.00	0.00	13.00	0.00	87.00		13.0	OFF	100.00	29.7	1.00	99.30	29.6	UPF	N/A	6.33	14:17:04	02:10
109a	5/16/96	2.00	0.00	13.00	0.00	87.00			ON	102.00	29.6	5.80	87.20	34.0	YES	N/A			02:03
110	5/16/96	0.00	0.00	12.00	0.00	88.00		12.0	OFF	100.00	30.1	1.00	99.90	29.9	NO	N/A	6.00	15:18:18	02:24
110a	5/16/96	2.00	0.00	12.00	0.00	88.00			ON	102.00	29.9	5.40	88.42	34.3	YES	N/A			03:13
111	5/16/96	1.00	0.00	12.00	0.00	87.00		13.0	OFF	100.00	30.0	1.00	99.92	31.4	UPF	N/A	6.24	16:27:54	04:30
111a	5/16/96	1.00	0.00	12.00	0.00	87.00			ON	99.92	34.9	5.06	88.04	34.9	YES	N/A			01:91
112	5/16/96	1.00	0.00	11.00	0.00	88.00		12.0	OFF	100.00	29.9	1.00	99.96	32.4	UPF	N/A	5.90	17:34:01	02:47
112a	5/16/96	1.00	0.00	11.00	0.00	88.00			ON	99.96	32.4	1.00	99.86	30.0	NO	N/A			02:17
112b	5/16/96	3.00	0.00	11.00	0.00	88.00			ON	99.86	30.0	5.46	87.99	34.2	YES	N/A			02:98

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub>	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? UPF	dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
113	5/18/96	1.00	0.00	10.00	0.00	89.00		11.0	OFF	100.05	24.1	1.00	100.00	24.1	UPF	N/A	2.03	14:05:27	02:86
114	5/18/96	1.00	0.00	9.00	0.00	90.00		10.0	OFF	100.00	24.1	1.00	99.98	24.1	NO	N/A	2.58	16:53:19	02:52
114a	5/18/96	3.00	0.00	9.00	0.00	90.00			ON	102.00	24.1	5.00	90.00	30.0	YES	N/A			02:55
115	5/18/96	0.00	0.00	16.00	0.00	84.00		16.0	OFF	100.00	26.1	1.01	99.90	40.6	UPF	N/A	7.28	17:58:27	05:04
115a	5/18/96	0.00	0.00	16.00	0.00	84.00			ON	100.00	40.6	5.55	84.39	30.8	YES	N/A			07:39
116	5/19/96	0.00	0.00	17.00	0.00	83.00		17.0	OFF	100.00	23.8	1.12	99.08	30.8	UPF	N/A	7.58	13:47:44	02:49
116a	5/19/96	0.00	0.00	17.00	0.00	83.00			ON	99.08	30.8	1.00	99.02	24.3	NO	N/A			N/A
116b	5/19/96	0.00	0.00	17.00	0.00	83.00			ON	99.02	24.3	1.00	98.82	24.8	NO	N/A			N/A
116c	5/19/96	2.00	0.00	17.00	0.00	83.00			ON	100.80	24.8	6.65	82.62	32.5	YES	N/A			03:42
117	5/19/96	0.00	0.00	18.00	0.00	82.00		18.0	OFF	100.00	26.3	1.67	95.09	32.4	YES	N/A	7.87	15:30:52	02:33
117a	5/19/96	2.00	0.00	18.00	0.00	82.00			ON	97.00	32.4	5.41	82.17	32.7	YES	N/A			02:71
118	5/19/96	2.00	0.00	15.00	0.00	83.00		17.0	OFF	100.00	28.3	4.39	82.81	34.0	YES	N/A	7.40	16:42:57	02:90
119	5/19/96	2.00	0.00	14.00	0.00	84.00		16.0	OFF	100.00	28.2	1.63	95.11	34.6	YES	N/A	7.10	17:58:25	03:42
119a	5/19/96	5.00	0.00	14.00	0.00	84.00			ON	98.10	34.6	5.14	83.35	35.0	YES	N/A			02:47
120	5/20/96	0.00	0.00	16.00	0.00	84.00		16.0	OFF	100.00	24.1	1.05	99.78	32.2	UPF	0.06	7.28	16:25:48	03:75
120a	5/20/96	0.00	0.00	16.00	0.00	84.00			ON	99.78	32.2	1.00	99.60	26.4	NO	0.00			02:70
120b	5/20/96	2.00	0.00	16.00	0.00	84.00			ON	101.60	26.4	6.49	83.75	33.5	YES	23.47			03:42
121	5/20/96	0.00	0.00	18.00	0.00	82.00		18.0	OFF	100.00	26.7	3.18	83.43	33.0	YES	0.49	7.10	17:42:16	03:16
122	5/19/96	2.00	0.00	15.00	0.00	83.00		17.0	OFF	100.00	28.1	4.36	82.94	34.0	YES	1.87	7.04	18:53:44	02:37
123	5/21/96	2.00	0.00	14.00	0.00	84.00		16.0	OFF	100.00	24.1	1.48	97.28	30.0	YES	0.36	7.10	10:56:40	02:35
123a	5/21/96	4.00	0.00	14.00	0.00	84.00			ON	97.28	30.0	5.67	83.35	32.7	YES	18.75			02:57
124	5/21/96	2.00	0.00	13.00	0.00	85.00		15.0	OFF	100.05	26.7	1.20	99.02	34.5	UPF	0.35	6.79	12:11:35	02:84
124a	5/21/96	4.00	0.00	13.00	0.00	85.00			ON	101.02	34.5	5.94	84.26	32.0	YES	20.00			02:63
125	5/21/96	2.00	0.00	12.00	0.00	86.00		14.0	OFF	100.00	28.1	1.10	99.70	30.7	UPF	0.16	6.47	13:22:51	03:09
125a	5/21/96	2.00	0.00	12.00	0.00	86.00		14.0	ON	99.70	30.7	5.32	86.31	32.3	YES	12.83			02:04
126	5/21/96	4.20	4.20	3.60	0.00	88.00		12.0	OFF	100.00	28.0	1.01	100.07	33.0	UPF	0.03	4.51	14:55:12	04:13

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub>	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer	
126a	5/21/96	4.20	4.20	3.60	0.00	88.00			ON	100.07	33.0	2.32	96.11	30.3	YES	2.12		02:60	
127	5/21/96	5.25	5.25	4.50	0.00	85.00		15.0	OFF	100.00	27.5	1.45	99.52	34.2	UPF	0.12	5.22	15:50:00	02:85
127a	5/21/96	5.25	5.25	4.50	0.00	85.00			ON	99.52	34.2	4.28	92.33	31.7	YES	4.28			02:86
128	5/21/96	5.95	5.95	5.10	0.00	83.00			OFF	100.00	28.1	3.53	91.01	33.0	YES	1.57	5.71	16:53:25	02:64
129	5/22/96	5.95	5.95	5.10	0.00	83.00		17.0	ON	100.00	24.2	5.07	91.12	29.9	YES	16.03	5.71	11:12:44	02:54
130	5/22/96	5.25	5.25	4.50	0.00	85.00		15.0	ON	100.00	26.4	4.56	92.25	30.1	YES	8.59	5.24	12:00:44	03:25
131	5/22/96	4.20	4.20	3.60	0.00	88.00		12.0	ON	100.00	26.7	2.48	95.83	30.0	YES	2.63	4.51	13:21:26	02:51
132	5/22/96	4.00	4.00	8.00	0.00	84.00		16.0	ON	100.00	26.6	5.20	89.98	31.7	YES	15.40	6.10	14:26:55	03:90
133	5/22/96	3.25	3.25	6.50	0.00	87.00		13.0	ON	100.00	27.7	4.43	92.16	31.8	YES	5.88	5.23	15:22:13	02:70
134	5/22/96	4.75	4.75	9.50	0.00	81.00		19.0	ON	100.00	28.2	6.07	87.58	33.4	YES	16.84	6.77	16:15:27	02:99
135	5/22/96	4.75	0.00	9.50	0.00	81.00	N2	4.75	ON	100.00	28.8	5.49	85.32	33.5	YES	16.30	6.15	17:24:31	02:46
136	5/23/96	4.00	0.00	8.00	0.00	84.00	N2	4.00	ON	100.00	24.3	4.87	87.64	29.6	YES	11.40	4.80	11:03:45	03:59
137	5/23/96	3.25	0.00	6.50	0.00	87.00	N2	3.25	ON	100.00	25.9	3.08	92.24	30.2	YES	3.86	4.80		03:45
138	5/23/96	2.50	2.50	5.00	0.00	90.00		10.0	ON	100.00	26.0	1.05	100.00	28.5	NO	0.03	4.39	13:34:30	08:18
138a	5/23/96	2.50	2.50	5.00	0.00	90.00			ON	100.00	28.5	1.00	99.85	26.6	NO	0.02			03:53
138b	5/23/96	4.50	2.50	5.00	0.00	90.00			ON	101.85	26.6	4.20	93.37	31.0	YES	7.80			02:36
139	5/23/96	3.00	3.00	6.00	0.00	88.00		12.0	ON	100.00	26.9	2.19	97.06	29.8	YES	2.23	4.96	14:32:28	03:36
140	5/23/96	3.00	0.00	6.00	0.00	88.00	N2	3.00	ON	100.00	26.6	2.16	97.00	30.0	YES	2.09	4.56	15:29:41	04:69
141	5/23/96	5.50	5.50	11.00	0.00	78.00		22.0	ON	100.00	27.5	6.86	84.73	32.0	YES	26.84	7.46	16:23:19	03:10
142	5/23/96	5.50	0.00	11.00	0.00	78.00	N2	5.50	ON	100.00	28.8	6.23	82.18	33.2	YES	18.00	6.75	17:21:42	04:47
143	5/23/96	5.25	0.00	4.50	0.00	85.00	N2	5.25	ON	100.00	26.3	4.07	89.80	30.1	YES	8.06	4.55	21:56:11	03:27
144	5/23/96	5.95	0.00	5.10	0.00	83.00	N2	5.95	ON	100.08	26.9	4.45	88.20	32.0	YES	11.92	4.93	23:04:39	02:68
145	5/23/96	4.20	0.00	3.60	0.00	88.00	N2	4.20	ON	100.00	27.5	2.42	95.56	29.7	YES	2.43	3.96	23:58:04	03:08
146	5/24/96	7.00	7.00	6.00	0.00	80.00		20.0	ON	100.00	25.5	5.76	89.06	30.3	YES	13.71	6.37	12:02:55	02:70
147	5/24/96	7.00	0.00	6.00	0.00	80.00	N2	7.00	ON	100.00	26.7	5.09	85.68	30.8	YES	11.59	5.46	13:13:13	03:61
148	5/24/96	3.00	6.00	9.00	0.00	82.00		18.0	ON	100.00	27.1	5.52	91.20	31.4	YES	13.05	6.32	14:41:19	03:65



Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub>	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? <sup>?</sup> dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
149	5/24/96	2.50	5.00	7.50	0.00	85.00		15.0	ON	100.10	28.4	4.83	92.98	31.7	YES	5.57	15:41:13	08:35
150	5/24/96	2.17	4.33	6.50	0.00	87.00		13.0	ON	100.00	28.7	1.00	99.95	28.6	NO	5.06	16:40:40	07:24
150a	5/24/96	2.17	4.33	6.50	0.00	87.00			OFF	100.00	28.6	1.00	99.88	29.7	UPF	0.02		03:94
150b	5/24/96	4.17	4.33	6.50	0.00	87.00			ON	101.98	29.7	4.88	93.11	31.3	YES	9.88		03:01
151	5/24/96	2.50	0.00	7.50	0.00	85.00	N2	5.00	ON	100.00	28.3	2.36	96.50	29.9	YES	2.56	18:03:06	02:69
152	5/26/96	3.00	0.00	9.00	0.00	82.00	N2	6.00	ON	100.00	24.8	4.91	87.95	29.8	YES	11.57	15:32:22	02:86
153	5/26/96	3.50	7.00	10.50	0.00	79.00			ON	100.00	26.1	6.24	88.93	31.0	YES	25.40	16:52:55	05:47
154	5/26/96	3.50	0.00	10.50	0.00	79.00	N2	7.00	ON	100.00	25.7	5.48	85.72	30.3	YES	16.22	20:32:20	06:70
155	5/26/96	3.50	3.50	3.00	0.00	90.00			OFF	100.00	26.6	1.00	100.00	28.1	UPF	0.03	22:15:11	03:22
155a	5/26/96	7.50	3.50	3.00	0.00	90.00			ON	104.00	28.1	4.40	94.08	32.1	YES	11.68		02:09
156	5/26/96	3.15	3.15	2.70	0.00	91.00			OFF	100.00	27.5	1.00	99.90	27.4	UPF	0.02	23:15:46	04:89
156a	5/26/96	3.15	3.15	2.70	0.00	91.00			ON	99.90	27.4	1.01	100.25	29.5	UPF	0.04		02:67
156b	5/26/96	6.15	3.15	2.70	0.00	91.00			ON	100.25	29.5	3.78	93.83	31.1	YES	6.39		03:05
157	5/27/96	2.80	2.80	2.40	0.00	92.00			OFF	100.00	27.6	1.00	100.00	27.9	NO	0.02	0:26:51	05:32
157a	5/27/96	6.80	2.80	2.40	0.00	92.00			ON	104.00	27.9	3.98	94.32	29.9	YES	7.78		02:42
158	5/27/96	4.90	4.90	4.20	0.00	86.00			OFF	100.00	25.2	1.05	99.80	31.3	UPF	0.10	17:22:08	03:44
158a	5/27/96	4.90	4.90	4.20	0.00	86.00			ON	99.80	31.3	3.83	91.70	30.4	YES	5.63		02:83
159	5/27/96	7.00	7.00	6.00	0.00	80.00			OFF	100.00	26.3	5.36	89.61	32.2	YES	10.82	18:18:21	03:73
160	5/27/96	3.00	3.00	6.00	0.00	88.00			OFF	100.00	27.1	1.01	100.00	30.0	UPF	0.08	19:50:56	03:15
160a	5/27/96	3.00	3.00	6.00	0.00	88.00			ON	100.00	30.0	1.97	97.52	28.7	YES	1.53		03:23
161	5/27/96	2.50	2.50	5.00	0.00	90.00			OFF	100.00	27.5	1.00	99.97	27.5	UPF	0.06	20:39:14	03:78
161a	5/27/96	2.50	2.50	5.00	0.00	90.00			ON	99.97	27.5	1.00	99.90	26.7	NO	0.03		03:11
161b	5/27/96	5.00	2.50	5.00	0.00	90.00			ON	102.40	26.7	4.47	93.13	30.1	YES	8.14		02:91
162	5/27/96	2.25	2.25	4.50	0.00	91.00			OFF	100.00	27.6	1.00	99.95	27.6	NO	N/A	21:45:10	03:68
162a	5/27/96	5.25	2.25	4.50	0.00	91.00			ON	102.95	27.6	4.19	93.55	30.1	YES	8.61		02:58
163	5/27/96	3.25	3.25	6.50	0.00	87.00			OFF	100.10	27.9	1.02	99.93	33.2	UPF	0.05	22:45:57	03:23

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub> (C)	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
163a	5/27/96	3.25	3.25	6.50	0.00	87.00			ON	99.93	33.2	4.06	91.76	31.5	YES	4.71		02:62
164	5/27/96	4.00	4.00	8.00	0.00	84.00		16.0	OFF	100.00	28.6	1.14	99.42	37.8	UPF	0.15	6.03	23:41:24 02:45
164a	5/27/96	4.00	4.00	8.00	0.00	84.00			ON	99.42	37.8	4.97	89.81	32.3	YES	10.46		03:08
165	5/28/96	4.75	4.75	9.50	0.00	81.00		19.0	OFF	100.00	28.8	4.72	87.28	33.3	YES	3.75	6.77	0:49:11 04:46
166	5/28/96	5.50	5.50	11.00	0.00	78.00		22.0	OFF	100.00	29.3	5.90	84.91	34.5	YES	14.87	7.46	1:56:52 03:06
167	5/28/96	2.50	5.00	7.50	0.00	85.00		15.0	OFF	100.00	29.9	1.01	99.97	32.5	UPF	0.03	5.57	3:03:37 03:81
167a	5/28/96	2.50	5.00	7.50	0.00	85.00		15.0	ON	99.97	32.5	2.66	95.71	32.1	YES	3.41		03:19
168	5/28/96	2.17	4.33	6.50	0.00	87.00		13.0	OFF	100.16	25.6	1.00	100.13	27.4	UPF	0.02	5.06	11:35:48 03:75
168a	5/28/96	5.17	4.33	6.50	0.00	87.00			ON	100.13	27.4	5.18	92.92	32.6	YES	14.76		03:79
169	5/28/96	2.00	4.00	6.00	0.00	88.00		12.0	OFF	100.00	26.8	1.00	100.00	27.2	UPF?	0.02	4.79	12:32:29 03:42
169a	5/28/96	5.00	4.00	6.00	0.00	88.00			ON	103.00	27.2	4.93	93.40	31.0	YES	11.80		03:62
170	5/28/96	1.83	3.67	5.50	0.00	89.00		11.0	OFF	100.00	28.2	1.00	99.92	27.8	NO	0.03	4.52	13:30:02 04:53
170a	5/28/96	4.83	3.67	5.50	0.00	89.00			ON	102.92	27.8	4.60	94.08	31.9	YES	9.86		02:38
171	5/28/96	3.00	6.00	9.00	0.00	82.00		18.0	OFF	100.00	28.2	1.08	99.72	31.5	UPF	0.14	6.32	14:30:15 06:46
171a	5/28/96	3.00	6.00	9.00	0.00	82.00			ON	99.72	31.5	5.22	91.11	32.3	YES	13.49		03:12
172	5/28/96	3.50	7.00	10.50	0.00	79.00		21.0	OFF	100.00	28.8	4.50	89.42	34.8	YES	2.53	7.01	15:36:04 04:28
173	5/28/96	3.17	6.33	9.50	0.00	81.00		19.0	OFF	100.00	28.6	1.15	99.44	37.7	UPF	0.22	6.56	17:31:57 05:15
173a	5/28/96	3.17	6.33	9.50	0.00	81.00			ON	99.68	28.6	5.36	90.80	33.7	YES	10.63		03:54
174	5/28/96	3.33	6.67	10.00	0.00	80.00		20.0	OFF	100.00	28.6	1.32	99.07	31.4	UPF	0.26	6.79	18:44:04 04:05
174a	5/28/96	3.33	6.67	10.00	0.00	80.00			ON	99.07	31.4	N/A	90.17	33.4	YES	N/A		03:42
175	5/28/96	0.00	4.00	14.00	0.00	82.00		18.0	OFF	100.00	29.4	1.00	99.97	35.0	UPF	0.03	7.14	19:45:07 05:02
175a	5/28/96	0.00	4.00	14.00	0.00	82.00			ON	99.97	35.0	1.00	99.83	29.3	NO	0.03		02:40
175b	5/28/96	2.00	4.00	14.00	0.00	82.00			ON	101.93	29.3	6.53	87.89	34.6	YES	24.76		03:08
176	5/28/96	0.00	4.00	18.00	0.00	78.00		22.0	OFF	100.00	26.9	5.10	84.10	32.8	YES	3.61	8.23	23:10:01 04:07
177	5/29/96	0.00	4.00	17.00	0.00	79.00		21.0	OFF	100.00	28.4	4.56	85.54	34.9	YES	1.95	7.95	0:32:03 04:70
178	5/29/96	0.00	5.00	15.00	0.00	80.00		20.0	OFF	100.00	29.4	1.10	99.66	31.8	UPF	0.17	7.50	1:50:04 02:87

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>0</sub>	T <sub>0</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? <sup>?</sup> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
178a	5/29/96	0.00	5.00	15.00	0.00	80.00			ON	99.66	31.8	1.10	99.53	30.2	NO	0.13		04:40
178b	5/29/96	2.00	5.00	15.00	0.00	80.00			ON	101.53	30.2	6.71	87.41	35.6	YES	27.31		05:09
179	5/29/96	0.00	4.00	16.00	0.00	80.00		20.0	OFF	100.00	25.6	1.45	98.45	30.8	YES	0.33	7.28	12:06:08 03:25
179a	5/29/96	0.00	4.00	16.00	0.00	80.00			ON	98.45	30.8	1.00	98.72	25.8	NO	0.00		02:56
179b	5/29/96	2.00	4.00	16.00	0.00	80.00			ON	101.72	25.8	6.59	85.24	32.7	YES	24.95		02:42
180	5/29/96	0.00	0.00	20.00	0.00	80.00		20.0	OFF	100.00	26.9	5.05	80.14	34.2	YES	2.86	8.43	13:46:00 02:96
181	5/29/96	0.00	0.00	22.00	0.00	78.00		22.0	OFF	100.00	28.4	5.40	79.69	35.0	YES	3.61	8.86	14:54:33 03:30
182	5/29/96	0.00	0.00	24.00	0.00	76.00		24.0	OFF	100.00	29.8	5.31	82.61	35.6	YES	3.81	8.88	15:56:31 06:26
183	5/29/96	0.00	0.00	18.00	0.00	82.00		18.0	ON	100.00	28.3	6.67	82.52	34.1	YES	17.15	7.87	17:51:42 02:99
184	5/30/96	0.00	0.00	16.00	0.00	84.00		16.0	ON	100.00	24.7	6.16	84.21	29.8	YES	18.91	7.28	0:13:29 02:44
185	5/30/96	0.00	0.00	20.00	0.00	80.00		20.0	ON	100.00	26.3	7.28	80.01	32.6	YES	28.84	8.43	1:54:41 02:48
186	5/30/96	0.00	8.00	14.00	0.00	78.00		22.0	OFF	100.00	25.1	1.05	99.97	32.8	UPF	0.11	7.42	22:06:45 02:63
186a	5/30/96	0.00	8.00	14.00	0.00	78.00			ON	99.97	32.8	1.00	99.81	25.2	NO	0.00		02:78
186b	5/30/96	2.00	8.00	14.00	0.00	78.00			ON	101.81	25.2	6.96	90.12	33.5	YES	29.56		04:30
187	5/30/96	1.00	0.00	12.00	0.00	87.00		13.0	OFF	100.00	26.8	1.01	99.93	30.4	UPF	0.03	6.24	23:35:24 03:09
187a	5/30/96	1.00	0.00	12.00	0.00	87.00			ON	99.83	30.4	5.08	87.76	31.5	YES	17.59		04:91
188	5/31/96	1.00	4.00	12.00	0.00	83.00		17.0	OFF	100.00	27.1	1.02	99.94	28.7	UPF	0.04	6.64	0:40:57 03:31
188a	5/31/96	1.00	4.00	12.00	0.00	83.00		17.0	ON	101.94	28.7	5.65	89.71	32.7	YES	13.78		02:75
189	5/31/96	1.00	8.00	10.00	0.00	81.00		19.0	OFF	100.00	28.3	1.00	99.98	29.0	UPF	0.04	6.37	1:43:39 04:15
189a	5/31/96	1.00	8.00	10.00	0.00	81.00			ON	99.98	29.0	1.00	99.94	28.3	NO	0.00		03:49
189b	5/31/96	3.00	8.00	10.00	0.00	81.00			OFF	101.94	28.3	6.08	93.03	33.5	YES	22.03		03:31
190	5/31/96	0.00	8.00	16.00	0.00	76.00		24.0	OFF	100.00	28.9	4.88	88.14	33.5	YES	2.52	8.02	2:59:16 03:26
191	5/31/96	0.00	8.00	15.00	0.00	77.00		23.0	OFF	100.00	25.6	2.00	94.83	29.0	YES	0.35	7.73	12:01:11 03:63
192	5/31/96	0.00	8.00	13.00	0.00	79.00		21.0	OFF	100.00	26.3	1.00	99.90	28.3	UPF	0.09	7.12	13:01:22 03:70
192a	5/31/96	2.00	8.00	13.00	0.00	79.00			ON	101.90	28.3	6.82	91.00	32.8	YES	14.28		02:92
193	5/31/96	0.00	4.00	15.00	0.00	81.00		19.0	OFF	100.00	27.9	1.02	99.74	30.0	UPF	0.09	7.36	14:11:34 03:86

Run No.	Date	H <sub>2</sub> (kPa)	N <sub>2</sub> O (kPa)	NH <sub>3</sub> (kPa)	CH <sub>4</sub> (kPa)	Air (kPa)	Other (gas) (kPa)	Mix (%)	Fan	P <sub>o</sub>	T <sub>o</sub> (C)	P <sub>max</sub> (bar)	P <sub>final</sub> (kPa)	T <sub>final</sub> (C)	Burn? dP/dt <sub>max</sub> (bar/s)	P <sub>AICC</sub> (bar)	Video Time	Tape timer
193a	5/31/96	0.00	4.00	15.00	0.00	81.00		ON	99.74	30.0	5.98	87.83	33.6	YES	14.20	6.73	04:28	04:28
194	5/31/96	0.00	4.00	13.00	0.00	83.00		17.0 OFF	100.00	28.6	1.00	99.88	28.6	NO	0.09	6.73	15:24:33	05:65
194a	5/31/96	2.00	4.00	13.00	0.00	83.00		ON	101.88	28.6	6.33	89.11	33.9	YES	22.02	8.31	04:41	04:41
195	5/31/96	0.00	8.00	17.00	0.00	75.00		25.0 OFF	100.00	29.0	5.40	87.30	35.0	YES	4.88	8.31	16:34:28	02:79
196	5/31/96	0.00	8.00	18.00	0.00	74.00		26.0 OFF	100.00	30.3	5.54	85.68	34.7	YES	4.31	8.60	17:38	04:29
197	5/31/96	0.00	8.00	12.00	0.00	80.00		20.0 OFF	100.00	25.2	1.00	99.98	25.2	UPF	22.99	6.80	0:02:40	02:85
197a	5/31/96	2.10	8.00	12.00	0.00	80.00		ON	102.88	25.2	6.46	92.14	30.9	YES	1.84		02:81	02:81
198	6/11/96	9.00	0.00	0.00	0.00	91.00		9.0 OFF	100.15	23.6	3.29	88.93	29.2	YES	2.16	4.02	10:40:02	03:57
199	6/11/96	9.00	0.00	0.00	0.00	91.00	H2O SAT	9.0 OFF	100.00	25.2	3.31	87.99	29.7	YES	0.12	4.02	11:28:29	03:11
200	6/11/96	8.00	0.00	0.00	0.00	92.00	H2O SAT	8.0 OFF	100.00	25.9	1.10	98.45	36.9	UPF	4.63	3.73	12:18:54	04:89
200a	6/11/96	8.00	0.00	0.00	0.00	92.00	H2O SAT	ON	98.45	36.9	3.13	89.58	30.0	YES	0.12		04:14	04:14
201	6/11/96	8.00	0.00	0.00	0.00	92.00		8.0 OFF	100.00	26.5	1.09	99.01	32.7	YES	0.11	3.73	13:08:12	03:47
201a	6/11/96	8.00	0.00	0.00	0.00	92.00		ON	99.01	26.5	3.13	90.23	29.3	YES	4.82		03:46	03:46
202	6/11/96	6.00	0.00	0.00	0.00	94.00		6.0 OFF	100.00	26.4	1.02	99.93	30.9	UPF	0.08	3.12	14:33:39	02:70
202a	6/11/96	6.00	0.00	0.00	0.00	94.00		ON	99.93	30.9	2.21	95.81	29.4	YES	2.19		02:95	02:95
203	6/11/96	6.00	0.00	0.00	0.00	94.00	H2O SAT	6.0 OFF	100.00	26.8	1.02	99.73	28.2	UPF	0.03	3.12	15:19:12	03:55
203a	6/11/96	6.00	0.00	0.00	0.00	94.00	H2O SAT	ON	99.73	28.2	2.18	94.84	29.8	YES	2.02		03:92	03:92
204	6/11/96	6.00	0.00	0.00	0.00	94.00	H2O SAT	6.0 OFF	100.00	27.0	1.07	99.75	28.3	UPF	0.02	3.12	16:05:14	05:89
204a	6/11/96	6.00	0.00	0.00	0.00	94.00	H2O SAT	ON	99.75	28.3	2.19	94.84	29.4	YES	2.08		03:33	03:33
205	6/11/96	4.00	0.00	0.00	0.00	96.00	H2O SAT	4.0 OFF	100.00	26.5	1.00	100.00	28.0	UPF	0.17	2.46	16:54:54	00:15
205a	6/11/96	7.00	0.00	0.00	0.00	96.00	H2O SAT	ON	103.00	28.0	2.83	94.91	28.1	YES	3.57		04:13	04:13
206	6/11/96	4.00	0.00	0.00	0.00	96.00		4.0 OFF	100.00	26.5	1.00	99.96	26.9	UPF	0.17	2.46	17:51:43	03:46
206a	6/11/96	7.00	0.00	0.00	0.00	96.00		ON	102.96	26.9	2.94	95.50	29.7	YES	4.38		03:58	03:58
207	6/12/96	3.50	7.00	10.50	0.00	79.00	H2O SAT	21.0 OFF	100.00	25.1	4.56	88.05	31.3	YES	2.47	7.01	11:38:54	02:97
208	6/12/96	3.17	6.33	9.50	0.00	81.00	H2O SAT	19.0 OFF	100.00	26.4	1.19	29.00	29.0	UPF	0.25	6.52	13:18:02	03:45
208a	6/12/96	3.17	6.33	9.50	0.00	81.00	H2O SAT	ON	99.03	29.0	5.36	89.74	32.9	YES	10.62		02:42	02:42

## Appendix B Burning Velocity

The measured radial flame velocity  $dr/dt$  (cm/s), density ratio  $\rho_b/\rho_u$ , and laminar burning velocity  $S_u$  (cm/s) are given here in tabular form.

Table B.1: Hydrogen-Air. Laminar burning velocity.

% Mix	4	6	8	9
$dr/dt$	7.43	13.61	17.90	32.17
$\rho_b/\rho_u$	.482	.388	.326	.308
$S_u$	3.58	5.28	5.84	9.89

Table B.2: Ammonia-Air. Laminar burning velocity.

% Mix	12	13	14	15	16	17	18	20	22	24
$dr/dt$	4.27	3.64	4.42	11.21	17.37	19.71	24.62	37.16	45.8	48.7
$\rho_b/\rho_u$	.204	.193	.183	.174	.167	.160	.154	.143	.134	.136
$S_u$	.871	.702	.809	1.96	2.89	3.15	3.77	5.30	6.10	6.64

Table B.3: Ammonia-Air-4% N<sub>2</sub>O. Laminar burning velocity.

% Mix	13	14	15	16	17	18
$dr/dt$	5.10	11.62	16.56	22.6	27.75	36.75
$\rho_b/\rho_u$	.181	.164	.157	.150	.145	.140
$S_u$	.923	1.90	2.60	3.41	4.03	5.16

Table B.4: Ammonia - Air - 8% N<sub>2</sub>O. Laminar burning velocity.

% Mix	12	13	14	15	16	17	18
$dr/dt$	6.98	11.54	14.38	22.7	29.5	38.8	44.7
$\rho_b/\rho_u$	.179	.171	.164	.157	.151	.145	.140
$S_u$	1.25	1.97	2.35	3.57	4.44	5.64	6.27

Table B.5: Mixture A. Laminar burning velocity.

% Mix	7	8	9	10	11	12	13	14	15	16	17
$dr/dt$	4.38	7.78	9.84	12.92	15.31	15.82	17.43	18.62	25.50	29.56	37.30
$\rho_b/\rho_u$	.38	.35	.33	.31	.301	.274	.260	.248	.236	.226	.217
$S_u$	1.68	2.76	3.25	3.98	4.62	4.34	4.54	4.61	6.03	6.70	8.10

Table B.6: Mixture B. Laminar burning velocity.

% Mix	8	9	10	12	14	15	17	20
$dr/dt$	4.96	8.24	10.02	13.45	18.36	20.64	31.09	62.38
$\rho_b/\rho_u$	.352	.327	.3061	.267	.245	.233	.215	.192
$S_u$	1.75	2.69	3.07	3.60	4.50	4.82	6.67	11.99

Table B.7: Mixture C. Laminar burning velocity.

% Mix	9	10	12	13	16	19	22
$dr/dt$	6.12	8.0	12.84	14.48	26.55	45.12	67.8
$\rho_b/\rho_u$	.299	.279	.247	.243	0.205	.180	.162
$S_u$	1.83	2.23	3.17	3.51	5.43	8.12	11.01

Table B.8: Mixture D. Laminar burning velocity.

% Mix	11	12	13	15	18	19	20	21
$dr/dt$	6.94	8.28	10.21	14.55	20.02	26.45	29.78	34.09
$\rho_b/\rho_u$	0.271	0.256	0.243	0.220	0.193	0.186	0.179	0.174
$S_u$	1.88	2.12	2.48	3.19	3.87	4.92	5.33	5.92

## Appendix C Checklists

A series of checklists were used to carry out the operations needed to startup, run and shut down the experiment. These checklists implemented the safety procedures that were developed in the course of constructing the experiment and carrying out a safety assessment.

There are five checklists:

1. Bottle installation/change
2. Start of day/end of day
3. Burns with ammonia
4. Failed burn (NOGO) procedure
5. Burns without ammonia

## C.1 Bottle Installation/Change

### Ammonia Storage/Dispensing System - Checklist

#### Bottle change/New bottle installation

1. Check exhaust, sparger *Guggenheim basement*
  - (a) \_\_\_\_ Check that all valves in system are closed (use list)
  - (b) \_\_\_\_ Verify exhaust vent operation  
Read the Magnehelic gauges in room 14
    - i. \_\_\_\_ EF3, high-velocity vent: ( $\sim$  0.4-in. H<sub>2</sub>O)
    - ii. \_\_\_\_ EF1, emergency purge, Rm 14: ( $\sim$  0.4-in. H<sub>2</sub>)  
actuate Manual purge to test.
  - (c) \_\_\_\_ Lock out/Tag Main Vacuum valve (B1)
  - (d) \_\_\_\_ Check sparger
    - i. \_\_\_\_ Water level (2-3-in. below line)
    - ii. \_\_\_\_ Ph less than 9  
If Ph is too high, drain tank (SV10) and refill. Run H<sub>2</sub>O into floor drain while draining tank.

*Skip e) and f) if no bottle is present*
  - (e) Suit up with appropriate equipment
    - i. \_\_\_\_ Chemical goggles and faceshield
    - ii. \_\_\_\_ Rubber gloves
    - iii. \_\_\_\_ Respirator available
  - (f) \_\_\_\_ Through access port, check bottle valve is tightly closed.
  - (g) Purge Ammonia supply line if needed (see “end of day” procedure)
    - i. Check that all valves in system are closed, see list.
    - ii. \_\_\_\_ Open Ammonia Vacuum valve (SV8)



(h) Evacuate Ammonia Line *Control Room*

- i. \_\_\_\_\_ Switch selector to "NH<sub>3</sub>" on front panel
- ii. \_\_\_\_\_ Open NH<sub>3</sub> vacuum valve (C1)
- iii. \_\_\_\_\_ Open the "key switch" valve (KS1)
- iv. \_\_\_\_\_ Open Ammonia valve on control panel (SV1)
- v. \_\_\_\_\_ Open the needle valve (NV1)
- vi. \_\_\_\_\_ Press the red NH<sub>3</sub> button.
- vii. \_\_\_\_\_ Release the button when vacuum drops below 5 kPa
- viii. \_\_\_\_\_ Close Ammonia feed valve (SV1)

(i) Purge pump exhaust line *Experiment Room*

- i. \_\_\_\_\_ Close Ammonia Vacuum valve (SV8)
- ii. \_\_\_\_\_ Open Bleed up valve (SV7), bleed system up to 1 bar, close bleed up valve.
- iii. \_\_\_\_\_ Open Purge Valve (SV9)

(j) Using Nitrogen to Purge pump exhaust line *Control Room*

- i. \_\_\_\_\_ Open nitrogen valve on diluent rack
- ii. \_\_\_\_\_ Open Diluent valve (SV5)
- iii. \_\_\_\_\_ Allow system to purge for 30 sec.
- iv. \_\_\_\_\_ Close Diluent Valve (SV5)
- v. \_\_\_\_\_ Close the "key switch" valve (KS1)
- vi. \_\_\_\_\_ Return to bottle farm

Bottle Change Procedure *Two operators in bottle farm*

## (k) Remove Old Bottle (if needed)

- i. \_\_\_\_\_ Operator 1 suits up with chemical goggles, faceshield, Apron, and respirator is available. Operator 2 at eyewash.
- ii. \_\_\_\_\_ Open cabinet
- iii. \_\_\_\_\_ Unthread the yoke securing nut

- iv. \_\_\_\_ Remove yoke from bottle, air will leak into hose
- v. \_\_\_\_ Secure a cap on the bottle
- vi. \_\_\_\_ Release the securing strap
- vii. \_\_\_\_ Remove the empty bottle

(l) Regulator adjustment *if required*

- i. \_\_\_\_ Open pump bypass circuit (SV1, NV1, KS1, C1, SV9)
- ii. \_\_\_\_ N<sub>2</sub> purge bottle open, regulator set to 150 kPa
- iii. \_\_\_\_ Manually actuate FV2 (N<sub>2</sub> Purge)
- iv. \_\_\_\_ Adjust regulator to 20 psi (150 kPa)
- v. \_\_\_\_ Close SV1, NV1, KS1, C1, SV9
- vi. \_\_\_\_ Close SV8
- vii. \_\_\_\_ Evacuate Ammonia Line if needed *Control Room* Repeat steps g) to j)

(m) Install New Bottle

- i. \_\_\_\_ Place the new bottle in the cabinet, secure the strap
- ii. \_\_\_\_ Remove the cap from the bottle.
- iii. \_\_\_\_ Remove the plastic insert from the bottle nozzle
- iv. \_\_\_\_ Place a new rubber gasket on the sealing surface of the yoke
- v. \_\_\_\_ Place the yoke over the bottle, secure the sealing surface in place.
- vi. \_\_\_\_ Tighten the yoke.
- vii. \_\_\_\_ Open the valve on the bottle.

2. The system state is:

air in ammonia bottle hookup line

ammonia line under vacuum

vacuum lines filled with N<sub>2</sub>, 1 bar

Line from SV to KS1 filled with N<sub>2</sub>, 1 bar  
tank - unchanged

## C.2 Start/End of Day

### Ammonia Storage/Dispensing System - Checklist

#### Start of Day

1. Check all valves are closed (see list)
2. Start NH<sub>3</sub> Vacuum pump, check oil level
3. Check exhaust, sparger *Guggenheim basement*
  - (a) \_\_\_\_ Verify exhaust vent operation  
Read the Magnehelic gauges in room 14
    - i. \_\_\_\_ EF3, high-velocity vent: ( $\sim 0.42$ -in. H<sub>2</sub>O)
    - ii. \_\_\_\_ EF1, emergency purge, Rm 14: ( $\sim 0.42$ -in. H<sub>2</sub>)  
actuate Manual purge to test.
  - (b) \_\_\_\_ Verify Main Vacuum valve (B1) is locked out
  - (c) \_\_\_\_ Fill sparger
    - i. \_\_\_\_ Fill with Water up to line
    - ii. \_\_\_\_ Measure in acid
  - (d) \_\_\_\_ Equipment bag
  - (e) \_\_\_\_ Keys to cabinet
4. Opening ammonia bottle *bottle farm*  
One operator is required.
  - (a) \_\_\_\_ Suit up with appropriate equipment
    - i. \_\_\_\_ Faceshield
    - ii. \_\_\_\_ Rubber gloves
    - iii. \_\_\_\_ Respirator available
  - (b) \_\_\_\_ Open access door on cabinet

- (c) \_\_\_\_ Open Ammonia bottle valve
- (d) \_\_\_\_ Close and lock access door
- (e) \_\_\_\_ Open N<sub>2</sub> purge bottle
- (f) \_\_\_\_ N<sub>2</sub> purge regulator at 20 psi
- (g) \_\_\_\_ Open other gas bottles as needed
- (h) \_\_\_\_ Lock Bottle farm

5. Charging the Ammonia system *Control room*

- (a) \_\_\_\_ Switch selector on panel to "NH<sub>3</sub>"
- (b) \_\_\_\_ Insert key in "key switch" valve (KS1)
- (c) \_\_\_\_ Press "NH<sub>3</sub>" button (red) on gas panel (FV1) to fill line
- (d) \_\_\_\_ NH<sub>3</sub> line pressurized to 15 psig (PG1)  
Adjust NH<sub>3</sub> regulator pressure to 15 psig if needed *bottle farm*
- (e) \_\_\_\_ Open tank valve (ISO 1)
- (f) \_\_\_\_ Switch KS1 on
- (g) \_\_\_\_ Open Ammonia feed valve (SV1)
- (h) \_\_\_\_ Fill 4 kPa above start pressure, release the NH<sub>3</sub> button (FV1)
- (i) \_\_\_\_ Close Ammonia feed valve (SV1),
- (j) \_\_\_\_ Open Diluent feed valve (air, SV5)
- (k) \_\_\_\_ Fill 2 kPa of air release the NH<sub>3</sub> button (FV1)
- (l) \_\_\_\_ Hang "Warning: Line Loaded with Ammonia" placard over Ammonia feed valve handle

6. \_\_\_\_ Disposal of Tank contents *control and exp. room*

- (a) \_\_\_\_ Switch KS1 off
- (b) \_\_\_\_ Close Ammonia vacuum pump valve (SV8)

- (c) \_\_\_\_\_Open NH<sub>3</sub> Vacuum system valve (C1)
- (d) \_\_\_\_\_Bleed up tank with air (SV7) until 90 kPa, close valve
- (e) \_\_\_\_\_Turn on mixer, wait 1 minute
- (f) \_\_\_\_\_Open ammonia pump valve (SV8)
- (g) \_\_\_\_\_Allow vacuum to pull on tank

7. System is ready for use, state:

- (a) Ammonia bottle open, line at 15 psig
- (b) Tank under vacuum
- (c) N<sub>2</sub> in line from SV manifold to KS1
- (d) Vacuum pump on, SV8 open

### End of Day (Shutdown) Operations

1. Turning off ammonia bottle *Bottle farm*

- (a) \_\_\_\_\_Bring Equipment bag to bottle farm
- (b) \_\_\_\_\_Suit up with gloves, faceshield
- (c) \_\_\_\_\_Open access door
- (d) \_\_\_\_\_Close Ammonia bottle valve
- (e) \_\_\_\_\_Close and lock access door

2. Purge Preparation *Guggenheim basement*

- (a) \_\_\_\_\_All valves closed (See list)
- (b) \_\_\_\_\_Open air bleed up valve (SV7), bleed system to 1 bar, close bleed up valve (SV7)
- (c) \_\_\_\_\_Open NH<sub>3</sub> Purge valve (SV9)

3. Purging the Ammonia Line *control room*

- (a) \_\_\_\_\_ Before disposing of products from the last shot
  - (b) \_\_\_\_\_ Switch  $\text{NH}_3$  control selector to "purge"
  - (c) \_\_\_\_\_ Open tank isolation valve (ISO1)
  - (d) \_\_\_\_\_ Open ammonia feed valve (SV1)
  - (e) \_\_\_\_\_ Switch KS1 on
  - (f) \_\_\_\_\_ Open needle valve (NV1)
  - (g) \_\_\_\_\_ Depress "Purge" Button on control panel
  - (h) \_\_\_\_\_ Allow system to purge for 20 seconds
  - (i) \_\_\_\_\_ Release "Purge" button
4. Evacuate Ammonia Line (Return to Control room)
- (a) \_\_\_\_\_ Wait for pressure to approach 0.1 kPa
  - (b) \_\_\_\_\_ Close Ammonia system valve (C1)
  - (c) \_\_\_\_\_ Close Ammonia line valve (SV1)
  - (d) \_\_\_\_\_ Change Ammonia line placard to "System Safe: Line Under Vacuum"
5. Final Purge (In control room)
- (a) \_\_\_\_\_ Close key switch valve (KS1)
  - (b) \_\_\_\_\_ Crack open Bleed up Valve (SV7)
  - (c) \_\_\_\_\_ Allow purge to flow for 20 sec
  - (d) \_\_\_\_\_ Close bleed up valve (SV7)
6. \_\_\_\_\_ Shut down video and instruments (see list)
7. \_\_\_\_\_ Adjust Ph of Sparger and dump (SV10)
8. \_\_\_\_\_ Turn off pump, bleed up line
9. Final state of system

- (a) Tank: under vacuum
- (b) Ammonia line: Under vacuum
- (c) Gas handling line: Nitrogen from SV1 to C1
- (d) Ammonia Vacuum line: Nitrogen from C1 to SV9 to Sparger,  
Air from SV8 to pump



**Valve List**1. Mimic Panels *control room*

- (a) ISO-1, tank isolation
- (b) VAC-1, house vacuum line (NO NH<sub>3</sub>!)
- (c) C-1, NH<sub>3</sub> vacuum line
- (d) KS1, key switch authority valve
- (e) NV1, needle vavle for gas supply manifold
- (f) SV1-6 gas supply feed valves
- (g) Diluent supply valves (Air, N<sub>2</sub> Ar)
- (h) NH<sub>3</sub> control system (purge or NH<sub>3</sub>)
  - i. FV1 NH<sub>3</sub> bottle farm block valve (PB)
  - ii. FV2 N<sub>2</sub> purge bottle farm block valve (PB)
- (i) FV3 CH<sub>4</sub> bottle farm block valve (PB)
- (j) H<sub>2</sub> bottle farm block valve (PB)

2. Manual valves *Experiment room*

- (a) SV7, air bleed-up for vacuum lines
- (b) SV8, NH<sub>3</sub> vacuum pump isolation valve
- (c) SV9, NH<sub>3</sub> vacuum pump bypass valve
- (d) SV10, sparger drain valve

## 3. Bottle farm (not included in valve shut down list)

- (a) NH<sub>3</sub> bottle valve
- (b) NH<sub>3</sub> regulator outlet valve (Leave open at all times)
- (c) N<sub>2</sub> purge bottle valve

- (d) N<sub>2</sub> purge regulator outlet valve (Leave open at all times)
- (e) Air supply for air-operated valves (Leave open at all times)
- (f) CH<sub>4</sub> bottle (leave regulator exit valve open at all times)
- (g) N<sub>2</sub>O bottle (leave regulator exit valve open at all times)
- (h) Other bottles in farm (N<sub>2</sub>, O<sub>2</sub>, H<sub>2</sub>, Ar)

## C.3 Burns with $\text{NH}_3$

### Burn Procedure for Caltech Constant Volume Combustion Facility Ammonia Compositions

1. \_\_\_\_\_ “Ammonia Start of Day” checklist complete
2. \_\_\_\_\_ Complete “Incomplete burn procedure” checklist item 1
3. \_\_\_\_\_ All valves closed (see list)
4. \_\_\_\_\_ Kinney Vacuum switch tagged out
5. Tank pump down
  - (a) \_\_\_\_\_ Open Pump valve (SV8)
  - (b) \_\_\_\_\_ Open ammonia vacuum line valve (C1)
  - (c) \_\_\_\_\_ Open tank isolation valve (ISO-1)
6. \_\_\_\_\_ Evacuate tank (P min determined by evacuating line)
7. \_\_\_\_\_ Balance Transducer
8. \_\_\_\_\_ Close ammonia vacuum line valve (C1)
9. If 1st shot of day: Turn on instruments
10. If pressure in vessel exceeds 0.1 kPa, abort test
11. \_\_\_\_\_ Charge tank with air
  - (a) Close ammonia vacuum pump valve (SV8)
  - (b) Balance Dynamics Amplifier
  - (c) Open bleed up valve (SV7)
  - (d) Bleed up to desired pressure
  - (e) Close ammonia vacuum line valve (C1)

(f) Turn on mixer fan to cool air

(g) Close bleed up valve (SV7)

12. \_\_\_\_\_ Close and lock door to room 14

13. \_\_\_\_\_ Turn on warning lights

**Room 14 to be isolated beyond this point**

14. \_\_\_\_\_ Open key switch valve (KS1)

15. \_\_\_\_\_ Add gases to vessel by partial pressures, mixer on

(a) Air/Diluent

(b) Nitrous Oxide

(c) Ammonia

(d) Methane

(e) Hydrogen

(f) Oxygen

16. \_\_\_\_\_ Gas feed valves (SV1-6) closed

17. \_\_\_\_\_ Close key switch valve (KS1)

18. \_\_\_\_\_ Close isolation valve (ISO-1)

19. \_\_\_\_\_ Run mixer for 2 minutes

20. \_\_\_\_\_ Turn off mixer, wait 1 minute

21. \_\_\_\_\_ Record temperature

22. \_\_\_\_\_ Turn on ignition power, arm

23. \_\_\_\_\_ Arm DAS

24. \_\_\_\_ Start video record
25. \_\_\_\_ Start timer
26. \_\_\_\_ Press fire button
27. \_\_\_\_ Check DAS results, video for burn
28. If complete burn:
  - (a) \_\_\_\_ Turn on mixer
  - (b) \_\_\_\_ Record information from video, cue for next shot
  - (c) \_\_\_\_ Open ISO-1 when  $T \sim 30\text{ C}$
  - (d) \_\_\_\_ Record pressure and temperature
  - (e) \_\_\_\_ Turn off mixer
29. If incomplete/no burn, follow "Incomplete burn" checklist

**Room 14 safe to enter beyond this point**

30. \_\_\_\_ Turn off warning lights
31. \_\_\_\_ Open ammonia pump valve (SV8) *if closed*
32. \_\_\_\_ Open ammonia vacuum system valve (C1)
33. \_\_\_\_ Open key switch valve (KS1)
34. \_\_\_\_ Open Diluent Valve (SV5), dispense air for ten seconds
35. \_\_\_\_ Close Diluent Valve (SV5)
36. \_\_\_\_ When pressure drops to 10 kPa, drain water from pump oil
37. \_\_\_\_ Evacuate vessel to evacuated state (0.1 kPa)
38. \_\_\_\_ Go to Step 11 for next shot
39. \_\_\_\_ If last shot of day, see "end of day procedure"

## C.4 Failed Combustion

### Incomplete Burn Procedure - Checklist

#### 1. Prior to running experiment

- (a) \_\_\_\_\_ Calculate lean limit estimate of mixture
- (b) \_\_\_\_\_ Determine corrective action for spark failing to ignite mixture

#### 2. During Experiment

##### (a) Spark fails to ignite mixture

- i. \_\_\_\_\_ Reset video tape
- ii. \_\_\_\_\_ Type in Information in DAS, label Run ()a
- iii. \_\_\_\_\_ Arm DAS
- iv. \_\_\_\_\_ Start video, timer
- v. \_\_\_\_\_ Arm and fire
- vi. \_\_\_\_\_ Disarm spark
- vii. \_\_\_\_\_ Determine if spark ignited mixture
- viii. \_\_\_\_\_ Open tank isolation valve (ISO 1) and record pressure
- ix. \_\_\_\_\_ Close isolation valve (ISO 1)
- x. \_\_\_\_\_ Turn mixer fan on
- xi. \_\_\_\_\_ Type in information in DAS, label Run ()b
- xii. \_\_\_\_\_ Arm DAS
- xiii. \_\_\_\_\_ Start video, timer
- xiv. \_\_\_\_\_ Arm and fire
- xv. \_\_\_\_\_ Disarm spark
- xvi. \_\_\_\_\_ Determine if spark ignited mixture
- xvii. \_\_\_\_\_ Open tank isolation valve (ISO 1) and record pressure
- xviii. \_\_\_\_\_ If mixture did not ignite

- A. \_\_\_\_ Open key switch valve (KS1)
  - B. \_\_\_\_ Add necessary hydrogen to ignite mixture
  - C. \_\_\_\_ Close Valves (SV2, KS1, ISO 1)
  - D. \_\_\_\_ Turn on Mixer for 5 min.
  - E. \_\_\_\_ Arm and fire
  - F. \_\_\_\_ Disarm spark
- xix. \_\_\_\_ If mixture ignited, dispose of products according to main checklist

(b) Spark failure and test abort

- i. \_\_\_\_ If glow plug is available
  - A. \_\_\_\_ turn on glow plug power and arm
  - B. \_\_\_\_ Turn on ignition switch
  - C. \_\_\_\_ Observe system for combustion via video
- ii. \_\_\_\_ If glow plug is not available, mixture must be inerted and disposed of
  - A. \_\_\_\_ Add diluent to tank to reduce fuel concentration according to calculations from above
  - B. \_\_\_\_ Open diluent valve (SV5)
  - C. \_\_\_\_ Open Nitrogen valve on diluent rack
  - D. \_\_\_\_ Open key switch valve (KS1)
  - E. \_\_\_\_ Allow pressure to reach predetermined value (less than 250 kPa) and turn off diluent valve (SV5)
  - F. \_\_\_\_ Close key switch valve
  - G. \_\_\_\_ Close isolation valve (ISO-1)
  - H. \_\_\_\_ Allow mixer to run for 5 minutes
  - I. \_\_\_\_ If P exceeds 100 kPa, bleed excess through sparger
  - J. \_\_\_\_ Open pump bypass valve (SV9)

- K. \_\_\_\_\_ Open Vacuum system valve (C1), allow pressure to bleed through sparger.
- L. \_\_\_\_\_ Close pump bypass valve (SV9), open ammonia vacuum pump valve (SV8)
- M. \_\_\_\_\_ Allow system to evacuate to less than 0.1 kPa

System is safe, return to main checklist



## C.5 Burns without $\text{NH}_3$

### Procedure for Burns in Caltech Constant Volume Combustion Facility

(Mixtures NOT containing ammonia)

1. \_\_\_\_ Complete Start of Day Checklist if necessary
2. \_\_\_\_ Determine corrective action for mixture in the case it does not burn.
3. Turn on
  - (a) \_\_\_\_ HYJET power strip
  - (b) \_\_\_\_ Mimic panel main power switch
  - (c) \_\_\_\_ T/C manifold vacuum gage
  - (d) \_\_\_\_ Valve actuators air supply valve
4. \_\_\_\_ Close valves to vacuum lines (VAC-1 thru VAC-6)
5. \_\_\_\_ Turn on Kinney pump (see Kinney Pump Operating Instructions)
6. Open
  - (a) \_\_\_\_ Vacuum valve (VAC-1)
  - (b) \_\_\_\_ Tank isolation valve 1 (ISO-1)
  - (c) \_\_\_\_ Valve to Kinney pump (VAC-2)
7. \_\_\_\_ Evacuate until vacuum  $\sim 75$  mTorr
8. \_\_\_\_ Record evacuated pressure
9. \_\_\_\_ Close Vacuum valve (VAC-1)
10. \_\_\_\_ Turn off T/C vacuum gage
11. \_\_\_\_ Wait 15 minutes, while waiting
12. \_\_\_\_ Turn on

- (a) \_\_\_\_\_ Camera
  - (b) \_\_\_\_\_ Light source and Fan
  - (c) \_\_\_\_\_ VCR
  - (d) \_\_\_\_\_ Timer (set on line 2)
  - (e) \_\_\_\_\_ Monitor
  - (f) \_\_\_\_\_ DAS, enter data
  - (g) \_\_\_\_\_ Trigtek amplifier
  - (h) \_\_\_\_\_ Dynamics amplifier and balance
  - (i) \_\_\_\_\_ Glow plug power supply, if necessary
13. If pressure in vessel exceeds 0.1 kPa, abort test
14. \_\_\_\_\_ If desirable, bleed up air to near required pressure by opening the ammonia vacuum system (ISO-2) and opening the bleed up valve (SV7)
15. \_\_\_\_\_ Close door to room 14
16. \_\_\_\_\_ Turn on warning light

**Room 14 to be isolated beyond this point**

17. \_\_\_\_\_ Open key switch valve (KS1)
18. \_\_\_\_\_ Add gases to vessel by partial pressures. Use mixer to expedite gas settling, use needle valve (NV1) to meter gases.
- (a) Air/Diluent
  - (b) Hydrogen
  - (c) Methane
  - (d) Nitrous Oxide
  - (e) Oxygen

19. \_\_\_\_\_ Gas feed valves (SV1-6) closed
20. \_\_\_\_\_ Close key switch valve (KS1)
21. \_\_\_\_\_ Close tank isolation valve (ISO-1)
22. \_\_\_\_\_ Run mixer for 10 minutes
23. \_\_\_\_\_ Record temperature
24. \_\_\_\_\_ Turn on ignition power
25. \_\_\_\_\_ Arm DAS
26. \_\_\_\_\_ Start video "record"
27. \_\_\_\_\_ Start timer
28. \_\_\_\_\_ Arm and fire
29. \_\_\_\_\_ Check DAS and video for burn
30. If complete burn:
  - (a) \_\_\_\_\_ Turn on mixer
  - (b) \_\_\_\_\_ Open tank isolation (ISO-1) when  $T \sim 30$  C.
  - (c) \_\_\_\_\_ Record temperature and pressure
  - (d) \_\_\_\_\_ Turn off mixer
31. If incomplete/no burn, follow "Incomplete burn" checklist

**Room 14 safe to enter beyond this point**

32. \_\_\_\_\_ Turn off warning lights
33. \_\_\_\_\_ Unlock and open doors
34. \_\_\_\_\_ Open main vacuum valve (VAC1)

35. \_\_\_\_\_ Open Liquid Ring vacuum valve (VAC3)
36. \_\_\_\_\_ Start liquid ring pump
37. \_\_\_\_\_ Wait until pressure is below 10 kPa
38. \_\_\_\_\_ Stop liquid ring pump
39. \_\_\_\_\_ Close liquid ring vacuum valve (VAC3)
40. \_\_\_\_\_ Open Kinney vacuum pump valve (VAC2)
41. \_\_\_\_\_ Evacuate vessel to evacuated state
42. \_\_\_\_\_ Close all valves (VAC-1,3,5; ISO-1, C1)
43. \_\_\_\_\_ If last shot of day, turn off:
  - (a) \_\_\_\_\_ Instruments
  - (b) \_\_\_\_\_ Camera, cover mirrors, lens
  - (c) \_\_\_\_\_ Electronic Heise Gauge
  - (d) \_\_\_\_\_ Light source, let fan run for 15 min.
  - (e) \_\_\_\_\_ Monitor, VCR
  - (f) \_\_\_\_\_ Main Power switch on Mimic Panel
  - (g) \_\_\_\_\_ Kinney pump (see procedure)
  - (h) \_\_\_\_\_ Necessary bottles in bottle farm, lock farm

## Appendix D Instrument Data

In this appendix, we reproduce the data sheets and calibrations for the two pressure instruments.


**KULITE SEMICONDUCTOR**

**PRESSURE TRANSDUCER TEST REPORT**

MODEL NO. XTME-190-250 A

SERIAL NO. 4797-6-296

CUSTOMER RENSSELAER POLYTECHN

ALPHA CODE: Y21-20

P.O. P0006894

STANDARD ELECTRICAL CONNECTIONS: (Per ISA 37.1)  SPECIAL CONNECTIONS: 
**RED** +Input  
**BLACK** -Input

**GREEN** +Output  
**WHITE** -Output

**TEST CONDITIONS:**

Rated pressure	<u>250 PSI A</u>	Operational Mode	<u>ABSOLUTE</u>
Maximum Pressure	<u>500 PSI A</u>		
Maximum Reference Pressure	<u>N.A.</u>		
Tested At	<u>10.00</u> VDC Excitation	Maximum Excitation	<u>15.00</u> VDC

**SPECIFICATIONS:**

Sensitivity:	<u>0.316</u> Mw/PSI A		
Zero Pressure Output:	<u>&lt; +/- 3% F.S.</u>		
Compensated Temperature Range:	<u>80</u> °F to <u>50</u> °F		
Output Impedance	<u>611</u> Ω	Input Impedance	<u>1177</u> Ω

\*See Bulletin \_\_\_\_\_ for external compensation method.

**REMARKS:**

O-RING SUPPLIED  
 HEX TO TIP .437"

**QUALITY ASSURANCE: CALIBRATION TRACEABLE TO NATIONAL BUREAU OF STANDARDS.**

TESTED BY A. SAAD

INSPECTED BY

DATE 06/25/93

DATE



JUN 25 1993

KULITE SEMICONDUCTOR PRODUCTS INC. • One Willow Tree Road • Lodi, New Jersey 07605 • Tel: 201 461-0900 • Cable: Kuliteng • Telex: 685 3296 • Fax: 201 461-0990  
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**NEWTOWN OPERATIONS**

153 South Main Street  
 Newtown, Connecticut 06470  
 Phone: (203) 426-3115 FAX: (203) 426-4349



**Calibration Certification Report**

Customer: California Institute of Technology		Certification I.D. #: 26077 - 34997	Model: 901A
Customer PO#: 178833-52		Customer Control #: N/A	Accuracy: 0.07 %
House Order #: 406866		Pressure Range: 0 / 250 KPA ABS	Serial #: 26077

Readings: <input checked="" type="checkbox"/> Initial	Temp. Comp: <input checked="" type="checkbox"/> 45.96 F	Comments:
<input type="checkbox"/> As Rec'd	<input type="checkbox"/> 20-120 F	
<input type="checkbox"/> As Left		

% of Span	Applied Pressure KPA ABS	Target Reading KPA ABS	Upscale Reading	% of Span Error	Downscale Reading	% of Span Error	Analog Output VDC
0	0	0.00	0.00	0.000	0.00	0.000	0.000
10	25	25.00	24.99	-0.004	24.99	-0.004	0.497
20	50	50.00	50.00	0.000	50.00	0.000	0.997
30	75	75.00	75.00	0.000	75.00	0.000	1.496
40	100	100.00	100.01	0.004	100.01	0.004	1.997
50	125	125.00	124.99	-0.004	124.99	-0.004	2.494
60	150	150.00	149.99	-0.004	149.99	-0.004	3.008
70	175	175.00	175.01	0.004	175.01	0.004	3.506
80	200	200.00	200.00	0.000	200.00	0.000	4.005
90	225	225.00	225.00	0.000	225.01	0.004	4.502
100	250	250.00	250.00	0.000	250.00	0.000	5.000

Accuracy Tolerance: +/- 0.18 KPA ABS

Calibrated by: <u>Fred Moore</u>	Accepted by: <u>[Signature]</u>	Environmental Conditions: Temperature = 72 +/- 3 Degree F
Date: <u>10/11/95</u>	Date: <u>10/25/95</u>	Relative Humidity = 0 - 60%
		Calibration Procedure: 822A049

**Linearity Errors as a Percent of Full Scale**

This instrument has been calibrated with measurement standards whose accuracy is traceable to National Institute of Standards and Technology test numbers:

<b>Pressure:</b> Mass: 737/202491-60	<b>Electrical:</b> DC Volts: 252769
Piston and Cylinder: 215451	AC Volts: 251625
	Resistance: 600263
	Frequency: VLF WVVVB

Calibration Standard I.D. #: QAID 1094	Accuracy of standard is +/- 0.019% of reading*	Last Calibrated: 05/94	Calibration Due Date: 01/97
Calibration Standard I.D. #: QAID 1267	Accuracy of standard is +/- 0.006%+3D of reading*	Last Calibrated: 07/20/95	Calibration Due Date: 01/20/96

\* The stated accuracy is obtained at reference conditions

All standards used in this calibration are maintained in accordance with the latest revisions of MIL-STD-45662 and ISO-10012

## Appendix E Combustion Properties of Mixtures

For reference, we have computed the properties of selected H<sub>2</sub>-NH<sub>3</sub>-N<sub>2</sub>-air mixtures as a function of the concentration of the fuel blend in air. Properties computed include:

1. Constant-volume pressure and temperature.
2. Detonation Chapman-Jouguet (CJ) velocity
3. Detonation CJ pressure and temperature
4. Pressure behind reflected CJ detonations
5. Detonation reaction zone lengths (ZND model)

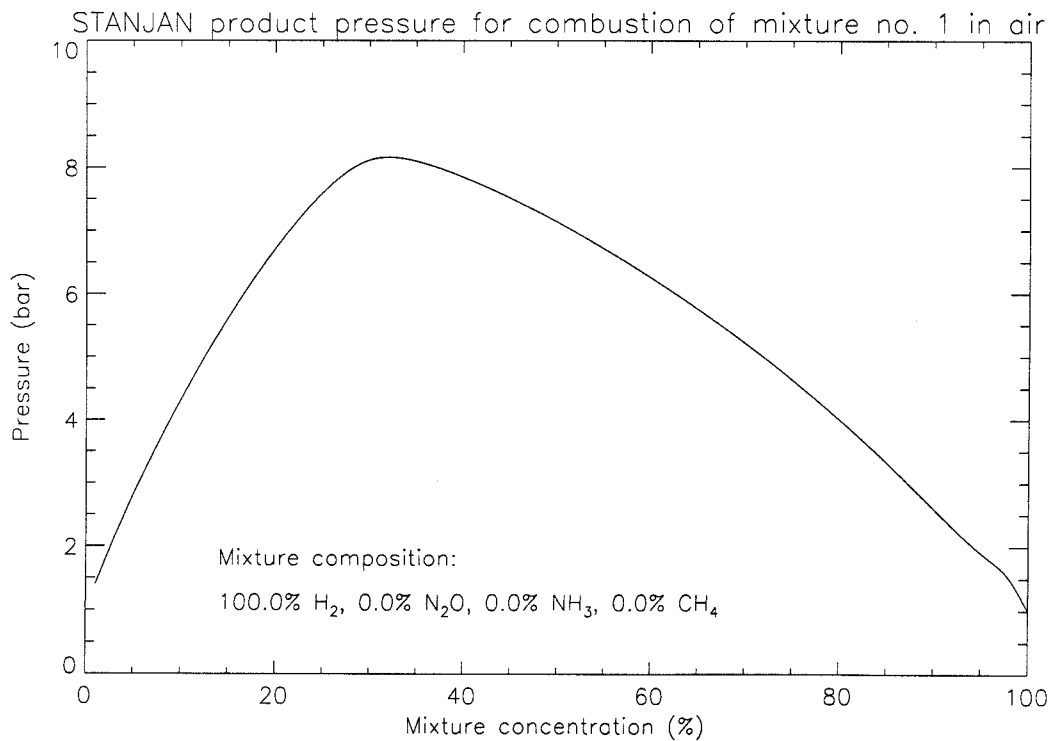
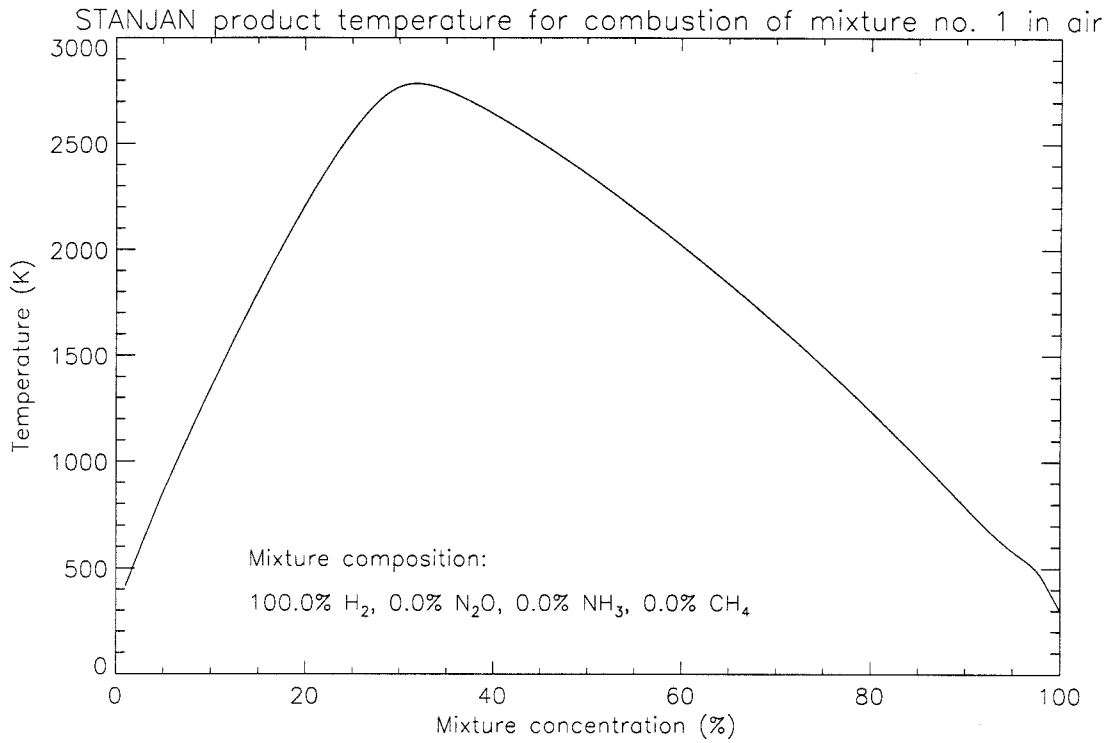
The thermochemical properties were computed using the STANJAN thermochemical equilibrium code, a full set of atomic and molecular species and realistic thermodynamic properties. The reaction zone length were computed using the ZND code, which is based on the CHEMKIN subroutines, and a detailed chemical reaction model. The initial conditions for all of these computations was a temperature of 300 K and a pressure of 1 atm.

The mixtures used in these computations are given in Table E.1.

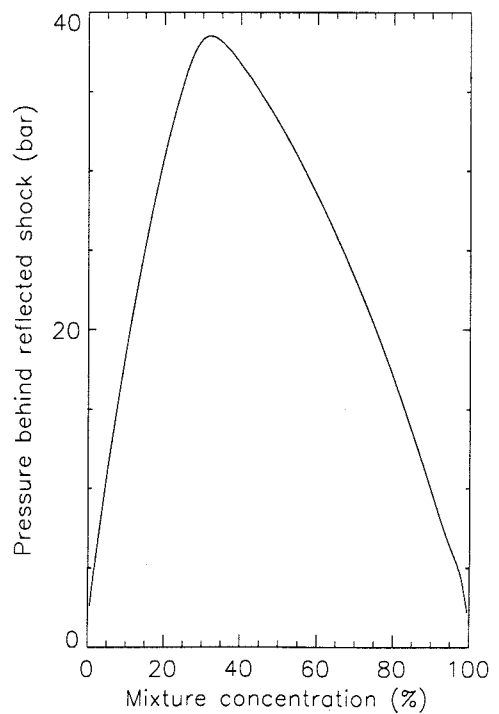
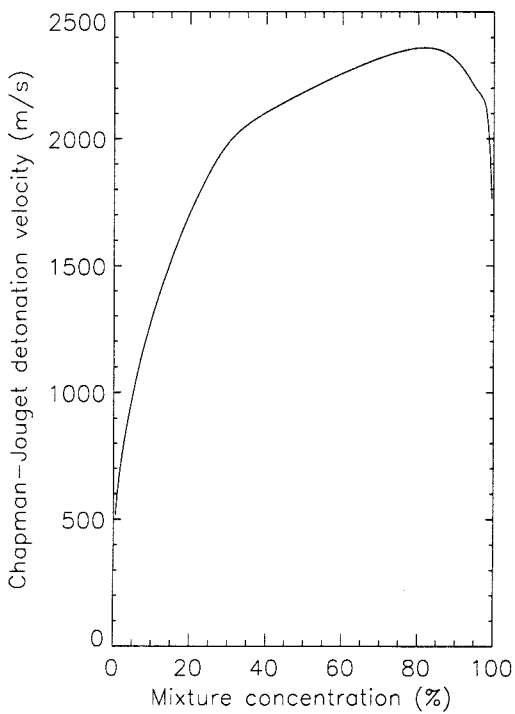
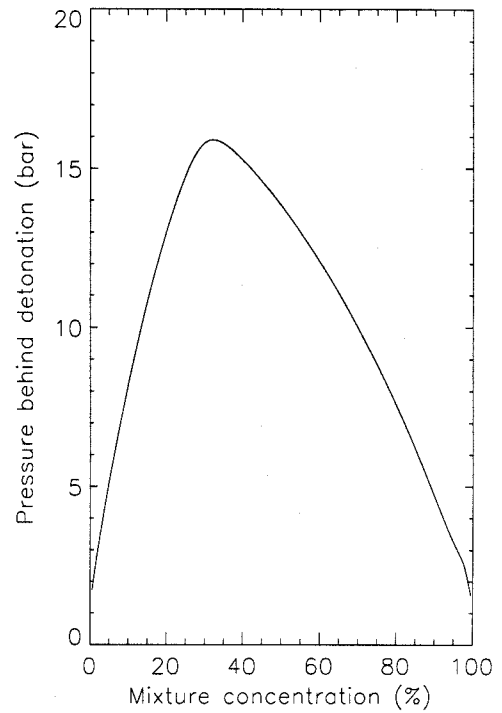
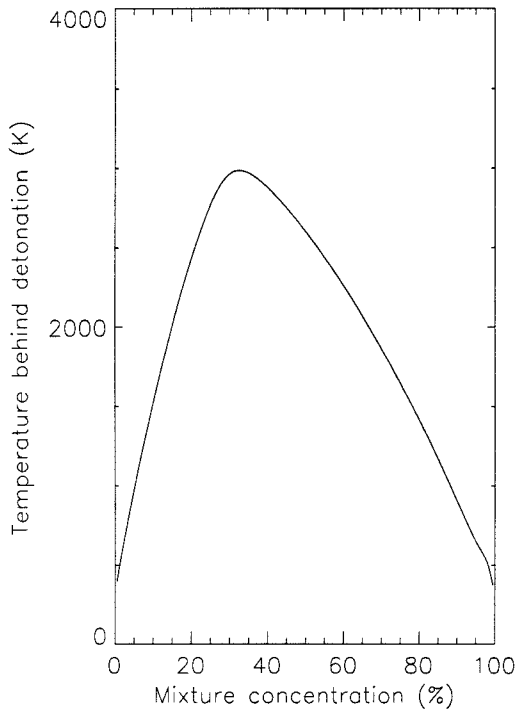


Table E.1: Gas mixtures of interest to the flammable gas project at the Hanford site.

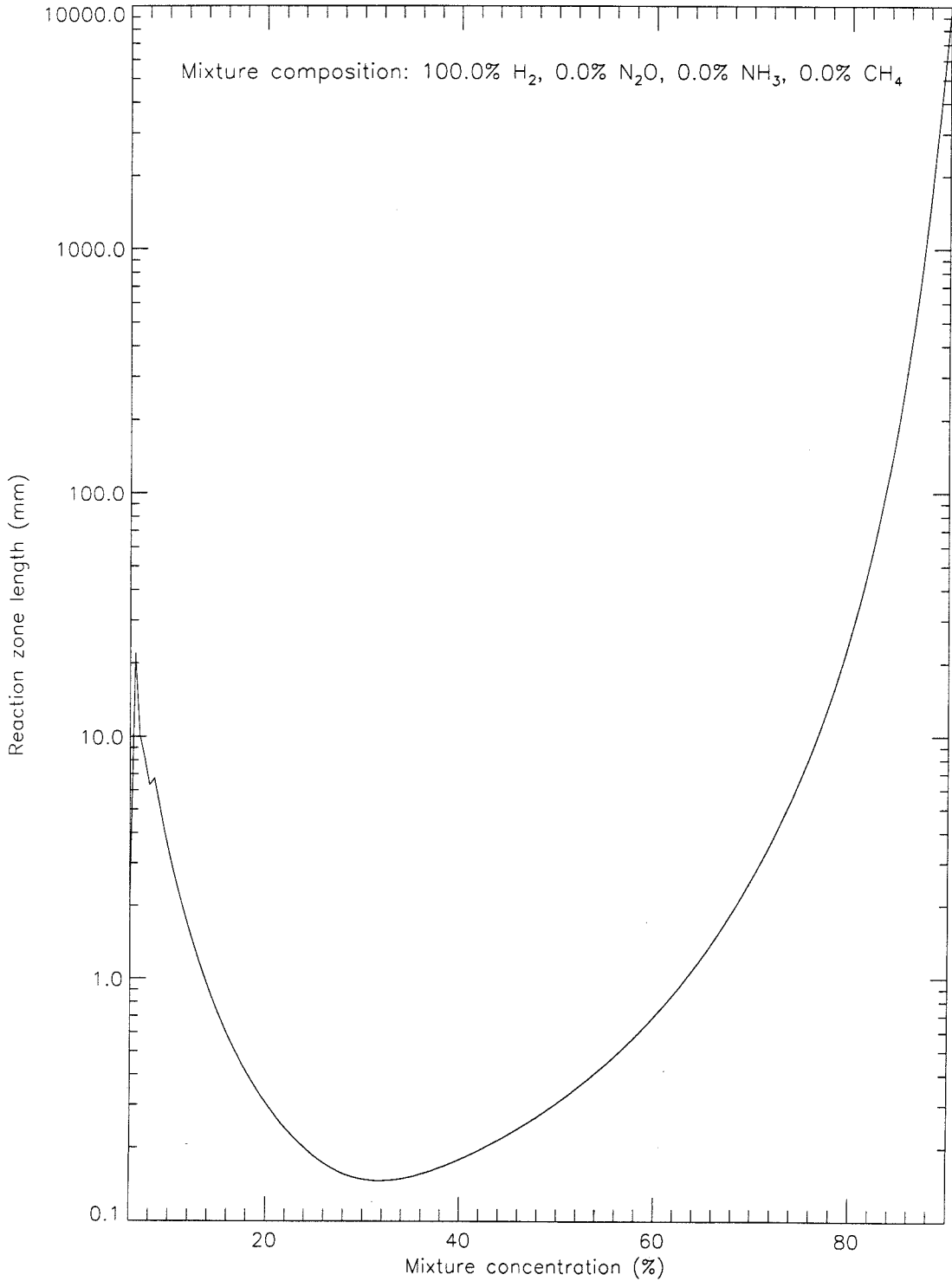
No.	H <sub>2</sub> (%)	N <sub>2</sub> O (%)	NH <sub>3</sub> (%)	CH <sub>4</sub> (%)
1	100	0	0	0
2	85	0	15	0
3	70	0	30	0
4	50	0	50	0
5	95	0	0	5
6	80	0	15	5
7	65	0	30	5
8	45	0	50	5
9	50	50	0	0
10	42.5	42.5	15	0
11	35	35	30	0
12	25	25	50	0
13	47.5	47.5	0	0
14	40	40	15	5
15	32.5	32.5	30	5
16	22.5	22.5	50	5
17	33.3	66.7	0	0
18	28.3	56.7	15	0
19	23.3	46.7	30	0
20	16.7	33.3	50	0
21	31.7	63.3	0	5
22	26.7	53.3	15	5
23	21.7	43.3	30	5
24	15	30	50	5
25	33	53	14	0
26	42	36	21	1

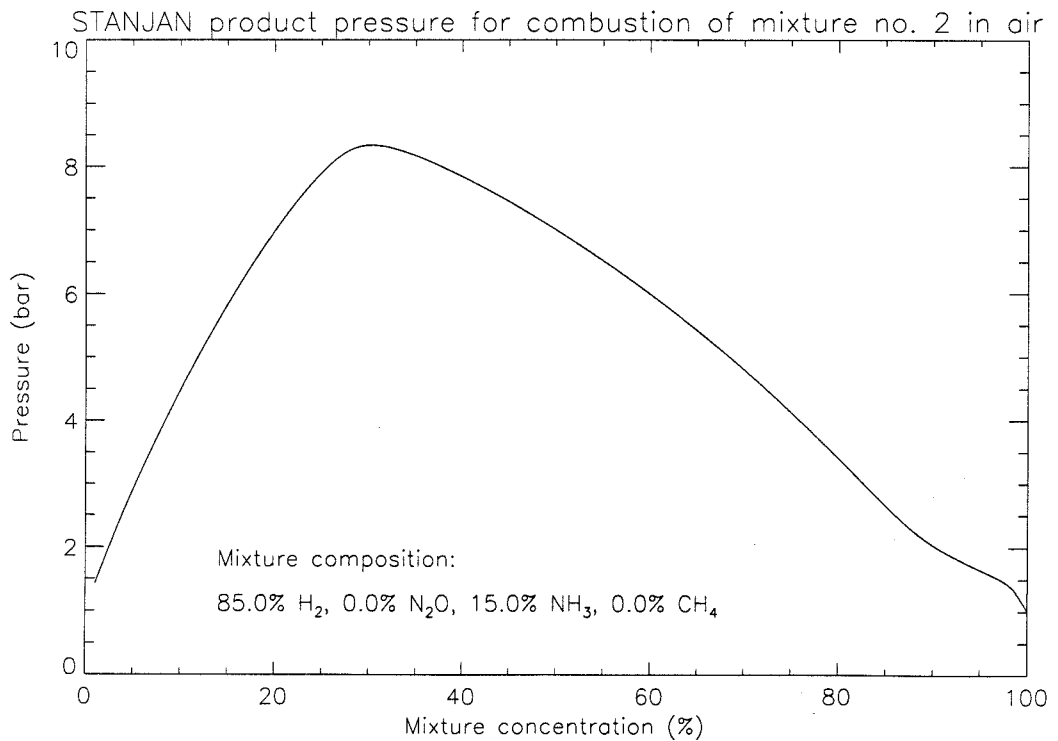
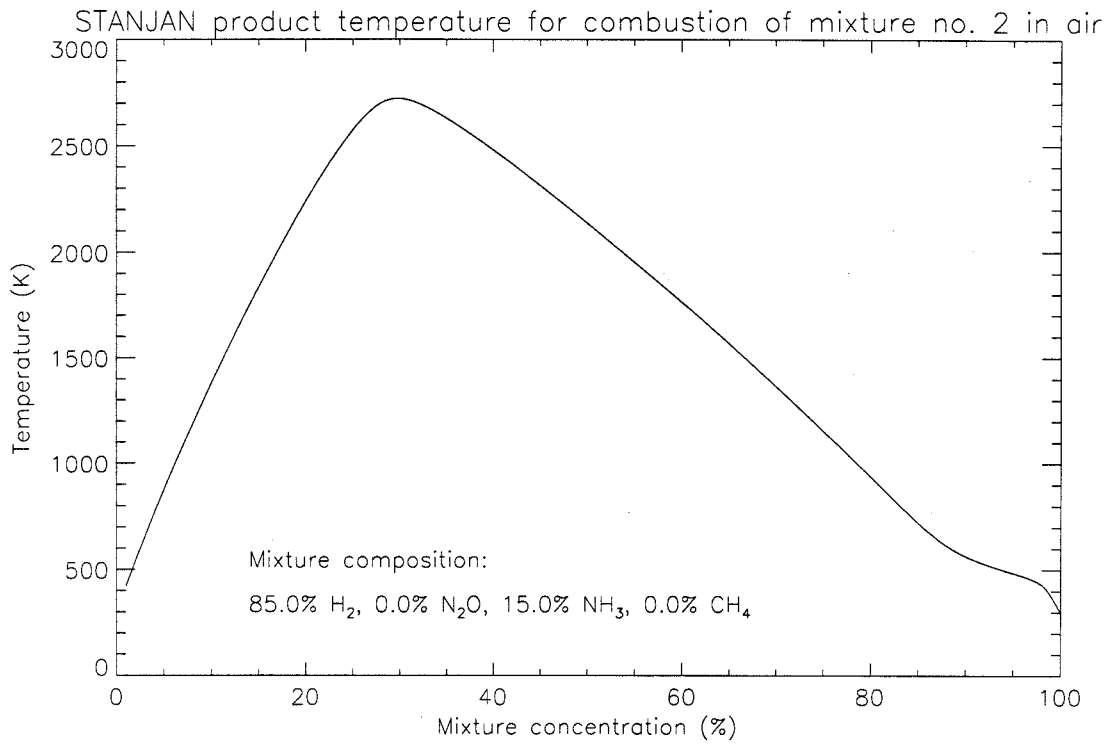


STANJAN calculations for detonation of mixture no. 1 in air  
Mixture composition: 100.0% H<sub>2</sub>, 0.0% N<sub>2</sub>O, 0.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>

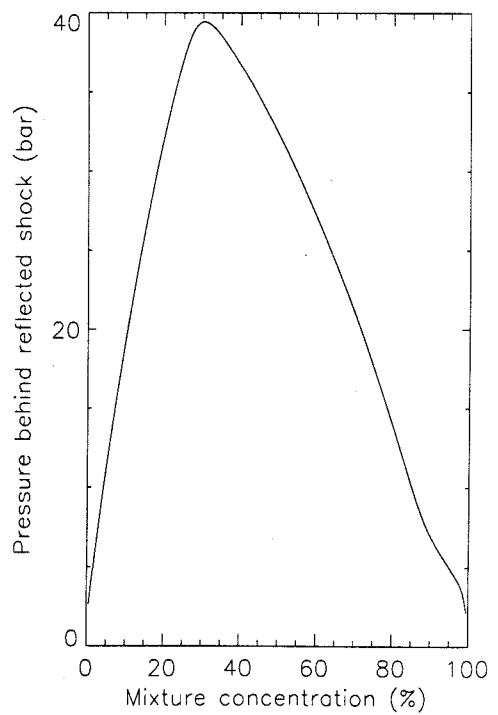
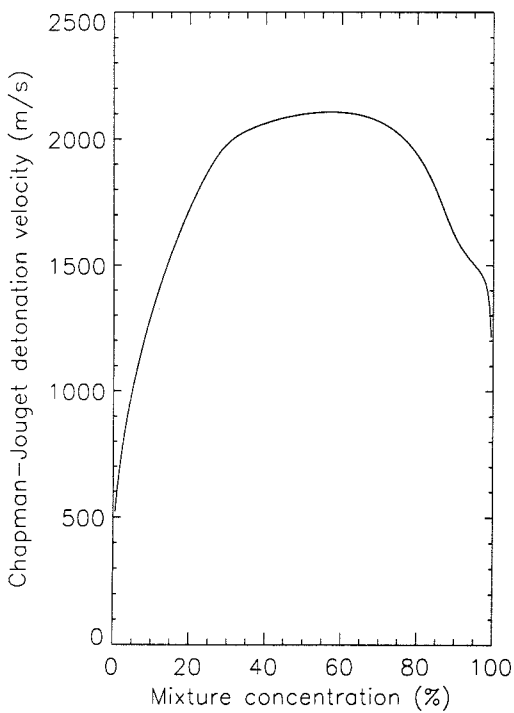
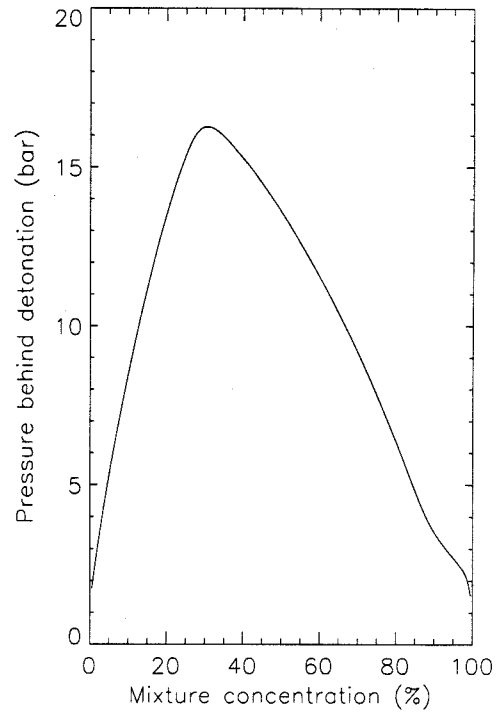
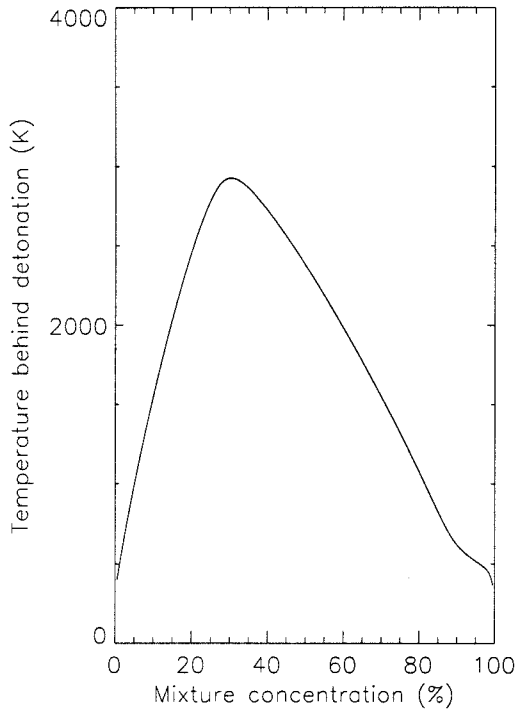


ZND calculations for detonation of mixture no. 1 in air

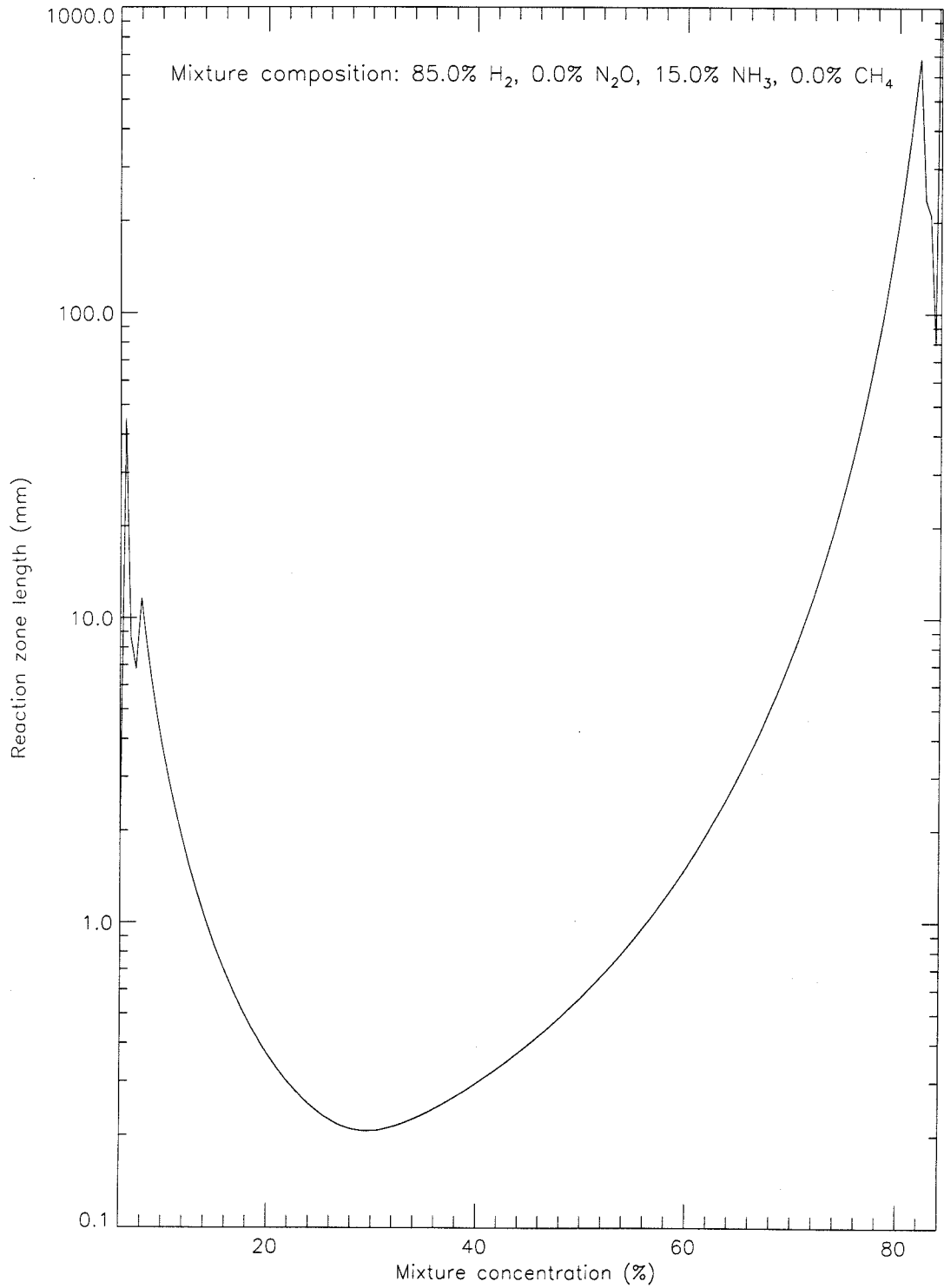


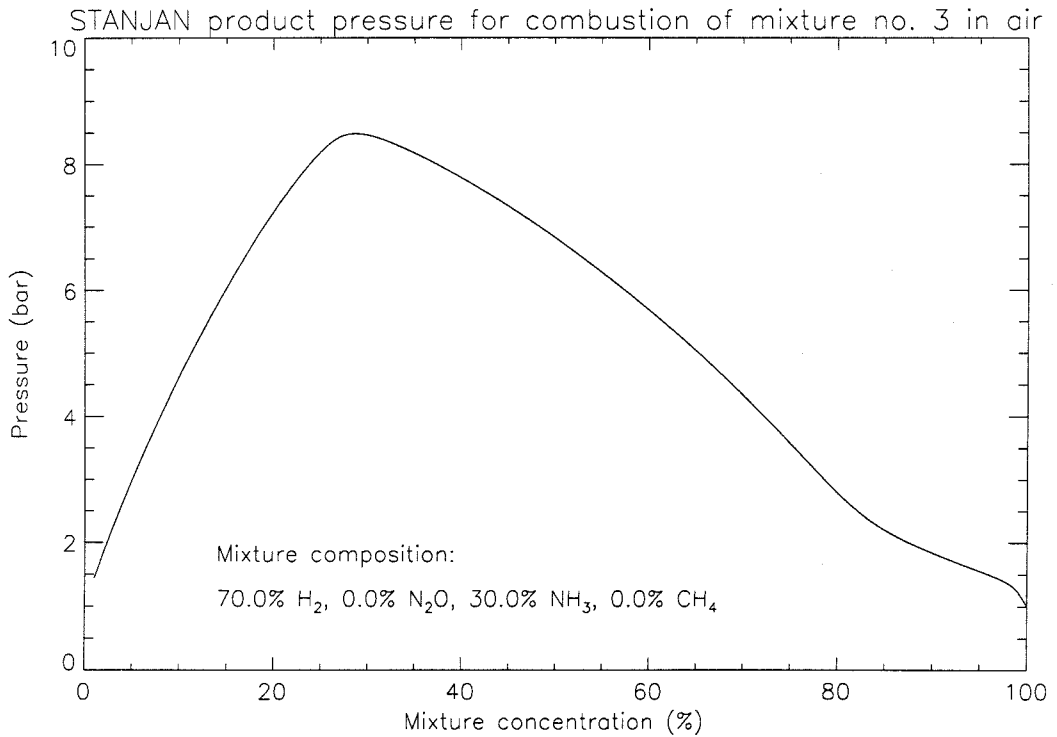
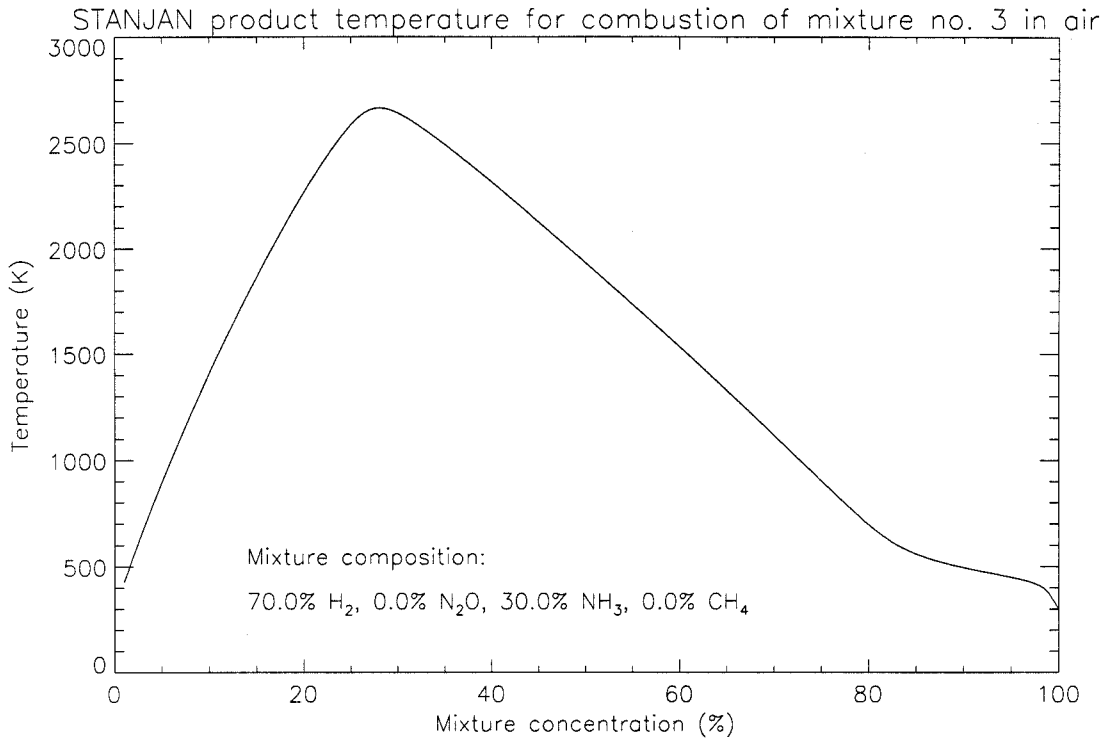


STANJAN calculations for detonation of mixture no. 2 in air  
Mixture composition: 85.0% H<sub>2</sub>, 0.0% N<sub>2</sub>O, 15.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>



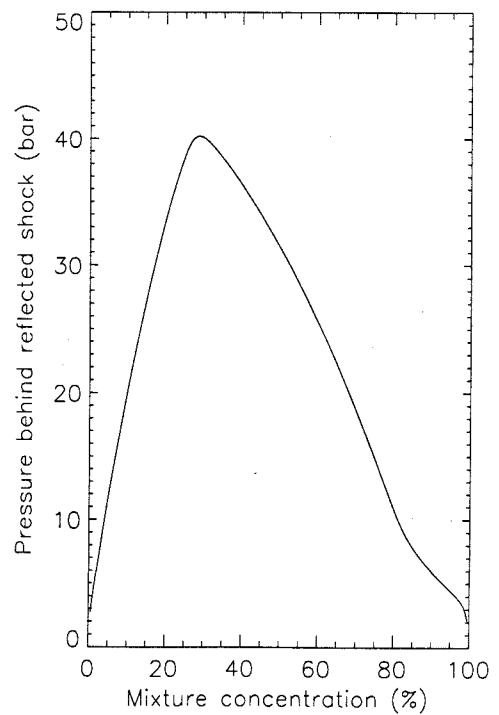
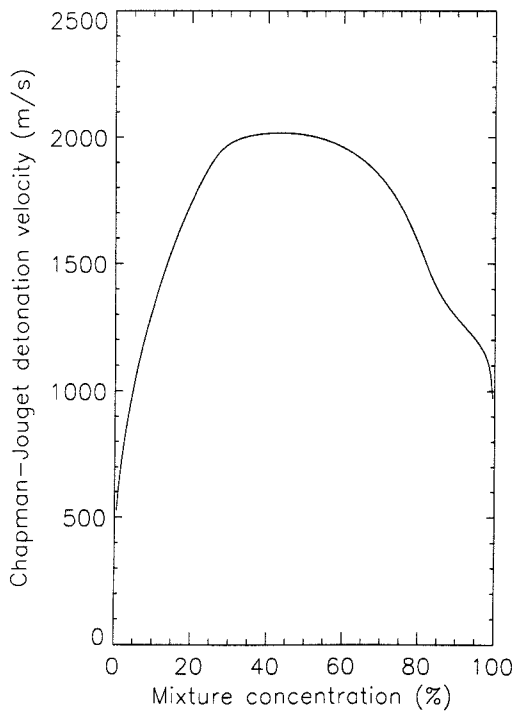
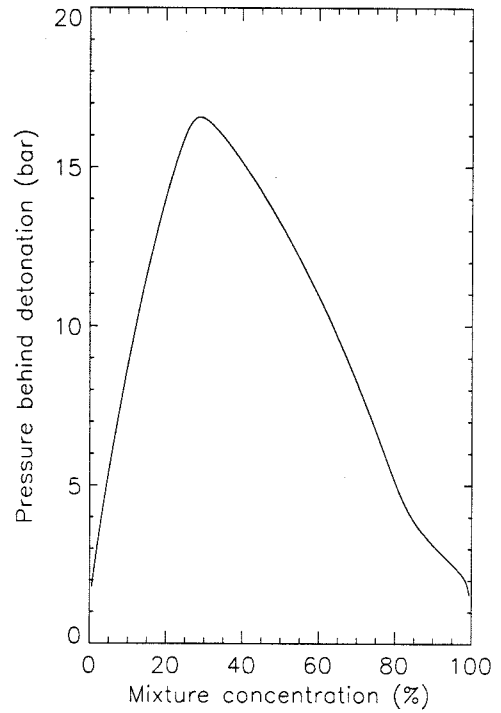
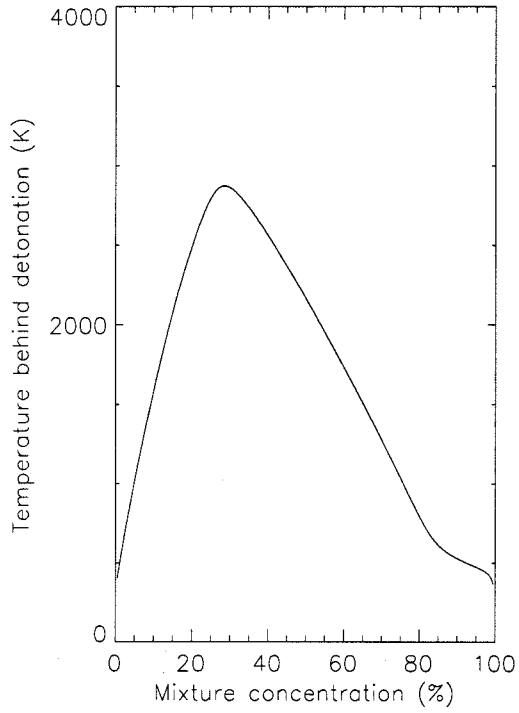
ZND calculations for detonation of mixture no. 2 in air



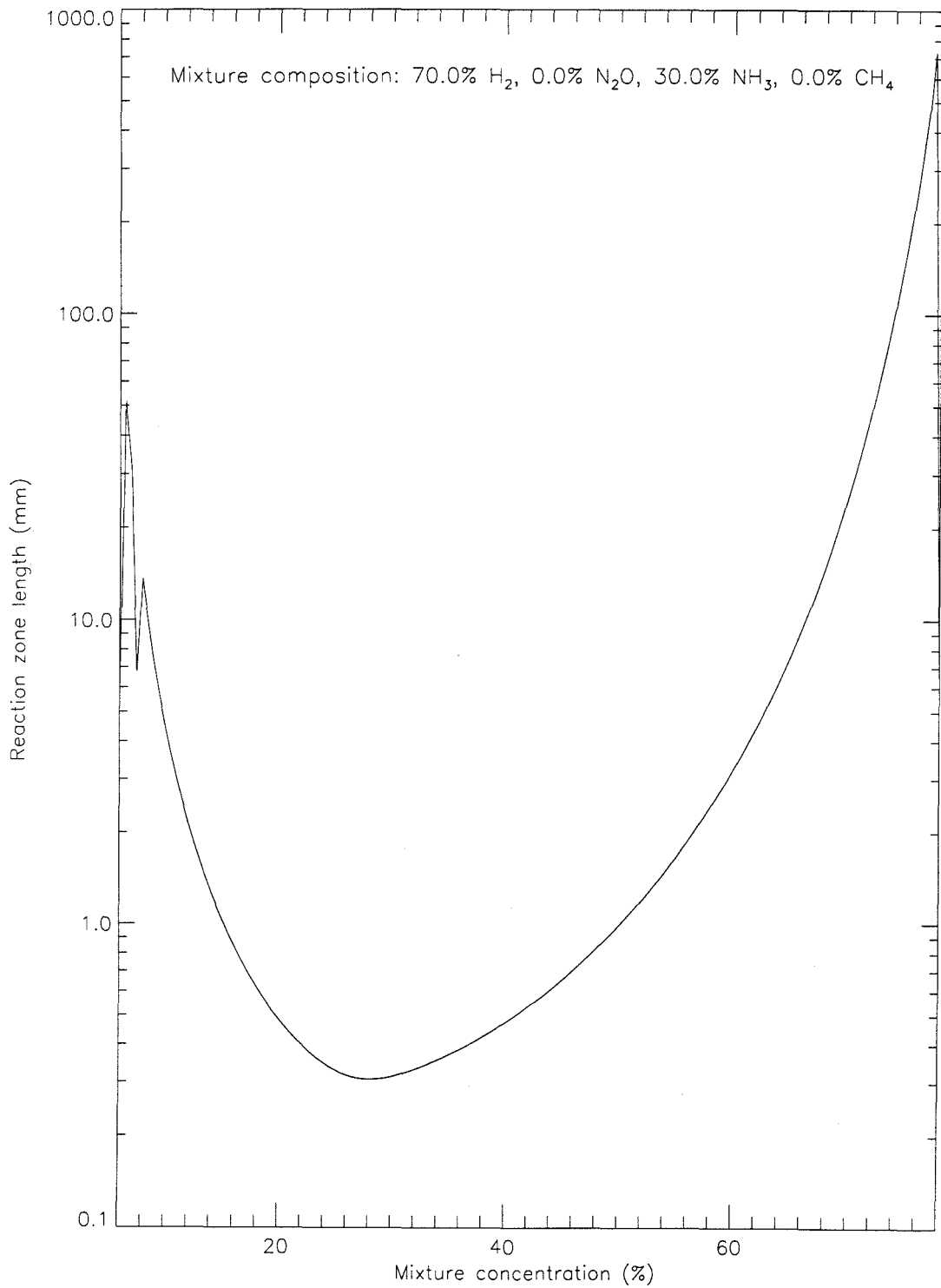


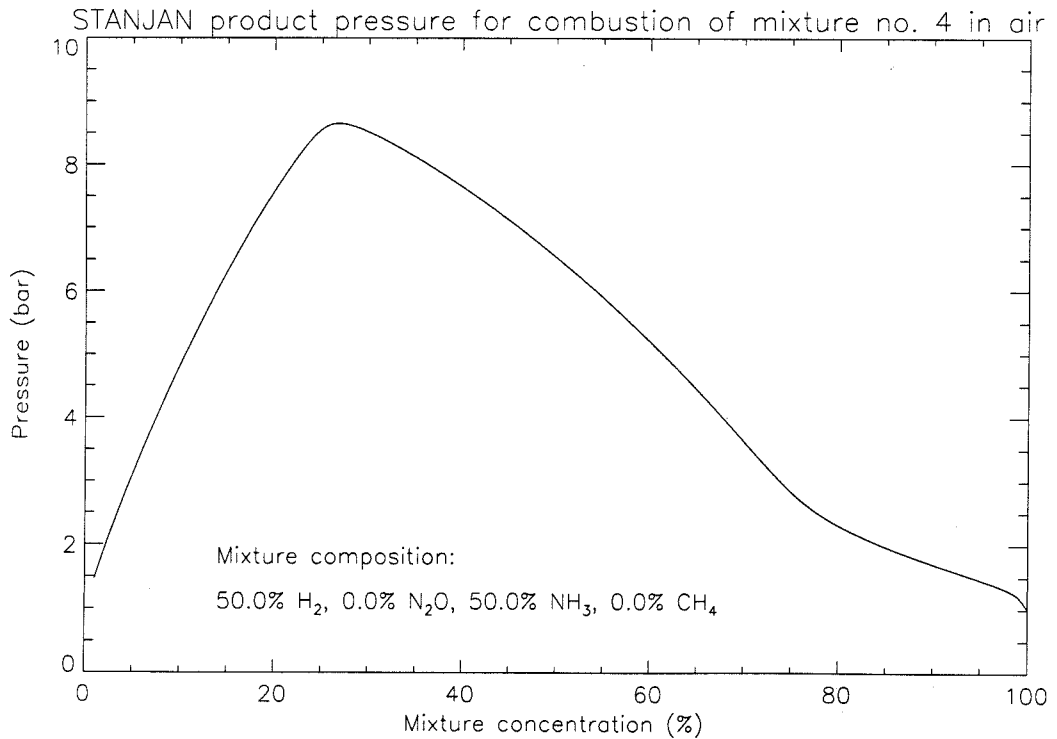
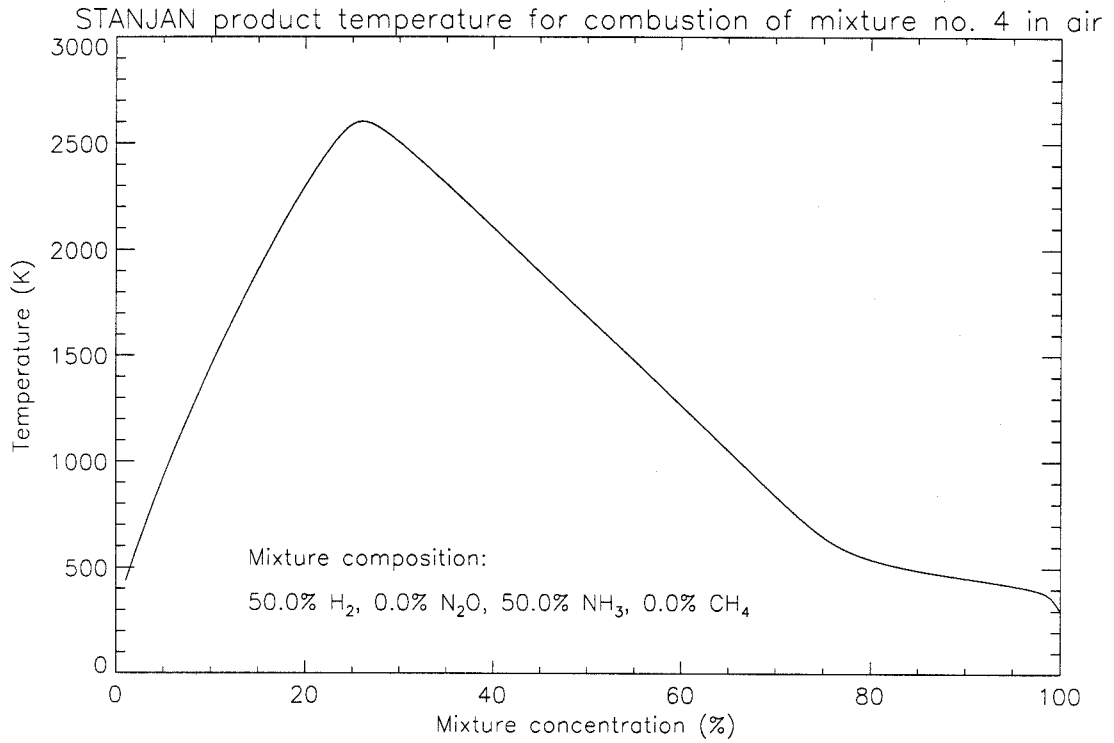


STANJAN calculations for detonation of mixture no. 3 in air  
Mixture composition: 70.0% H<sub>2</sub>, 0.0% N<sub>2</sub>O, 30.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>



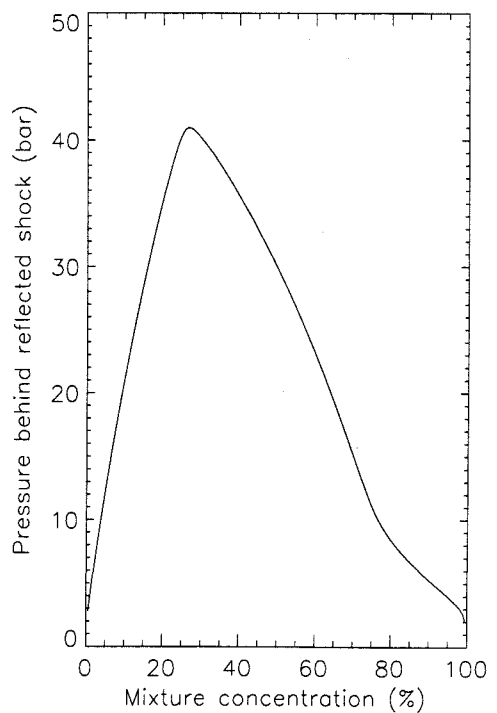
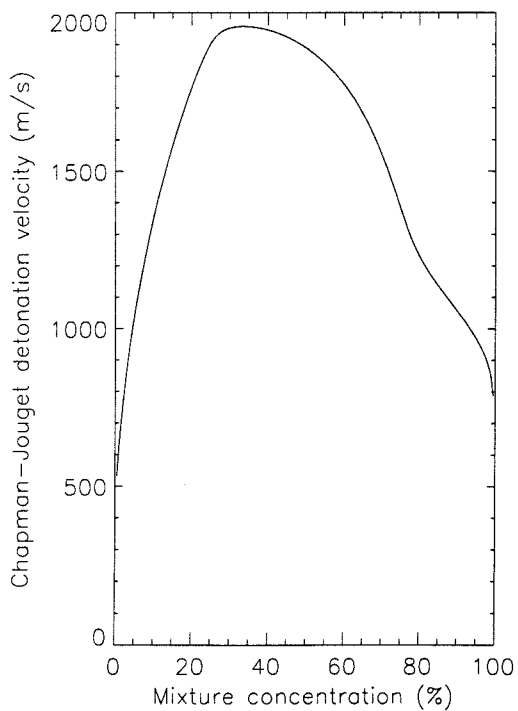
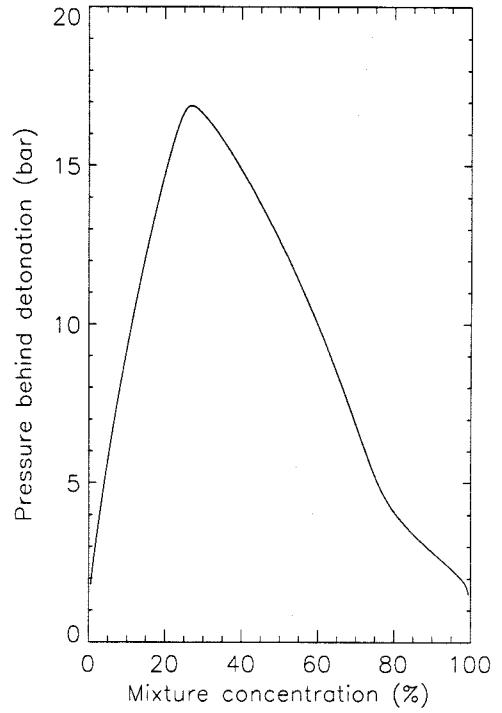
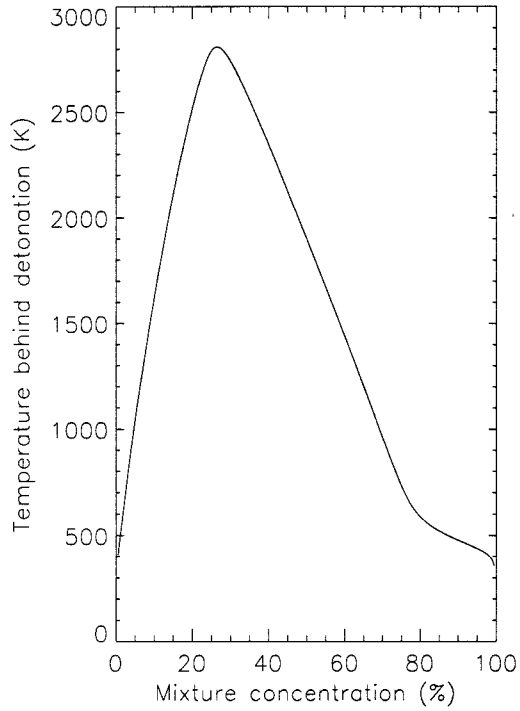
ZND calculations for detonation of mixture no. 3 in air



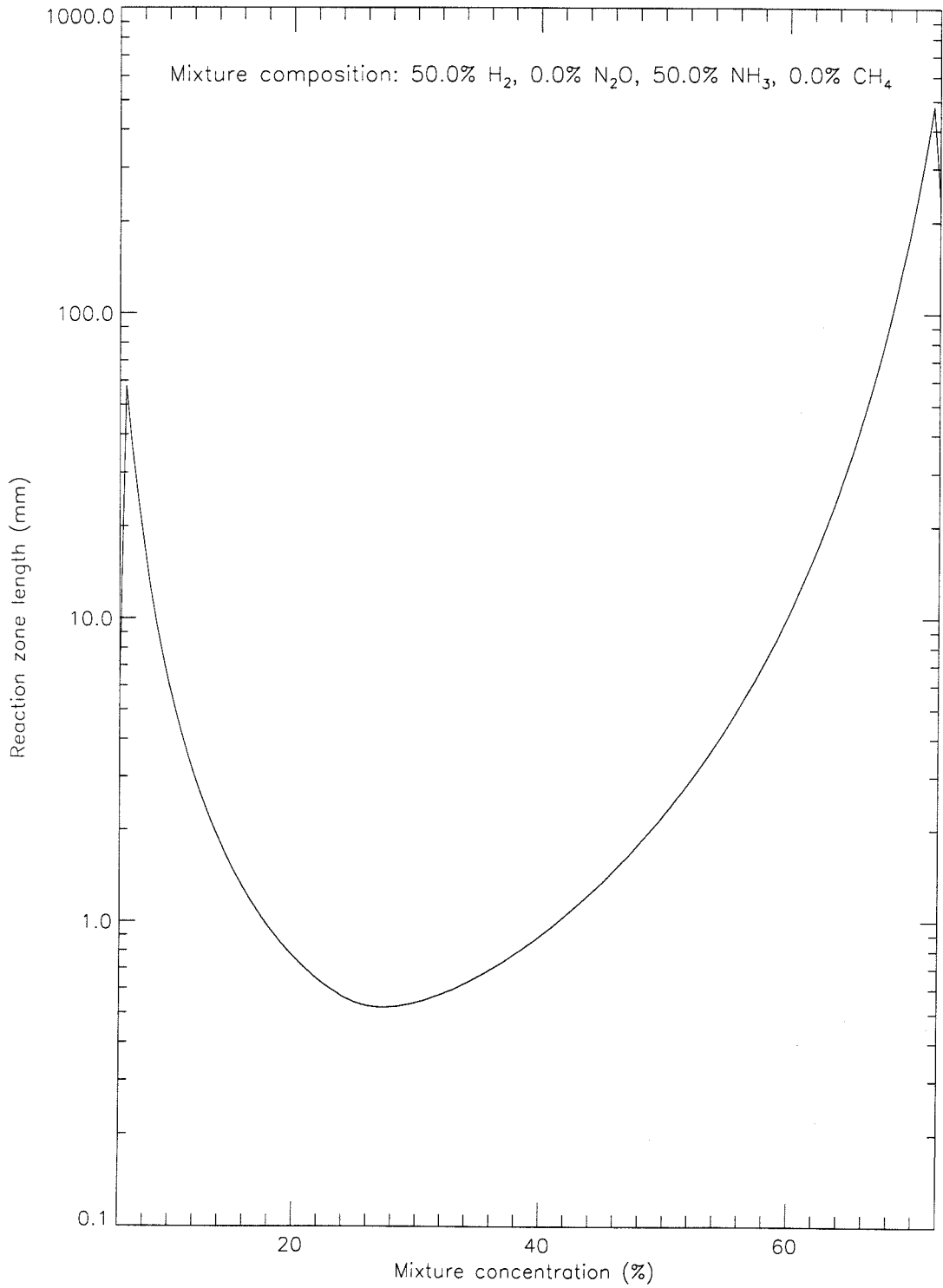


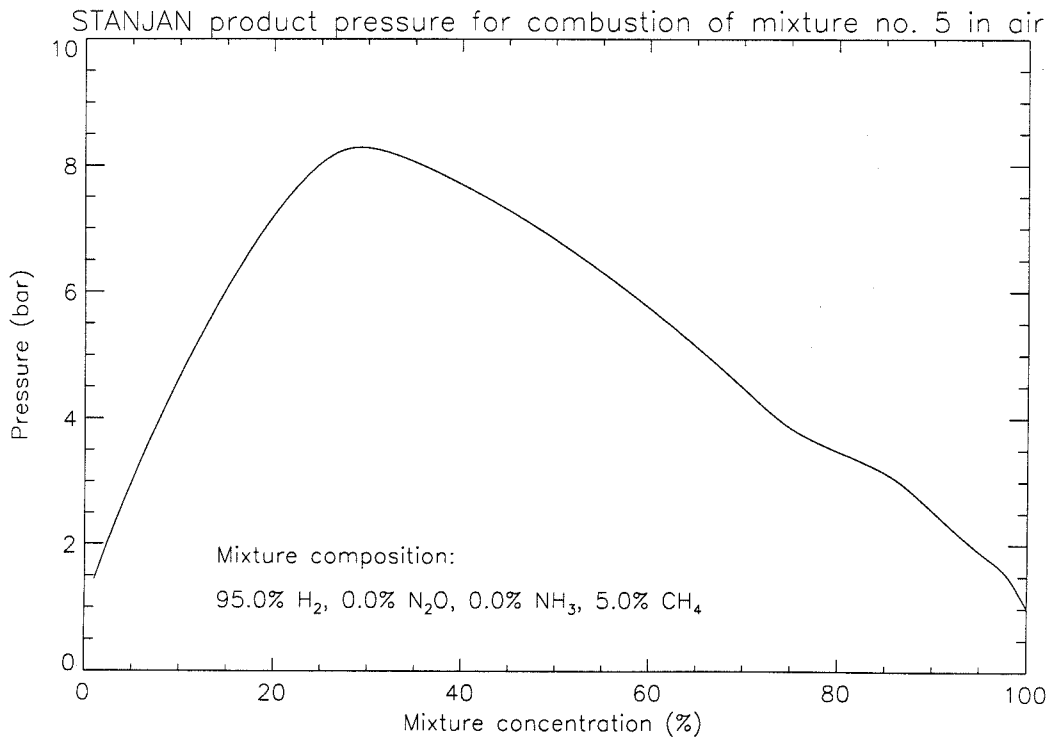
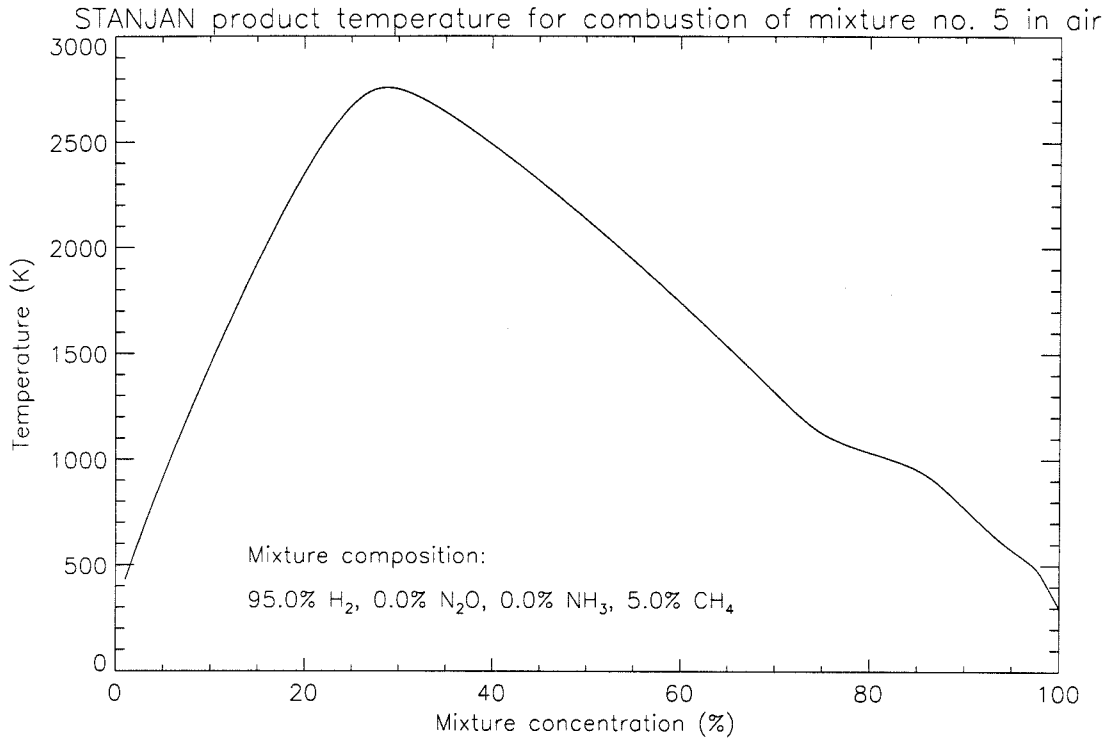
STANJAN calculations for detonation of mixture no. 4 in air

Mixture composition: 50.0% H<sub>2</sub>, 0.0% N<sub>2</sub>O, 50.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>

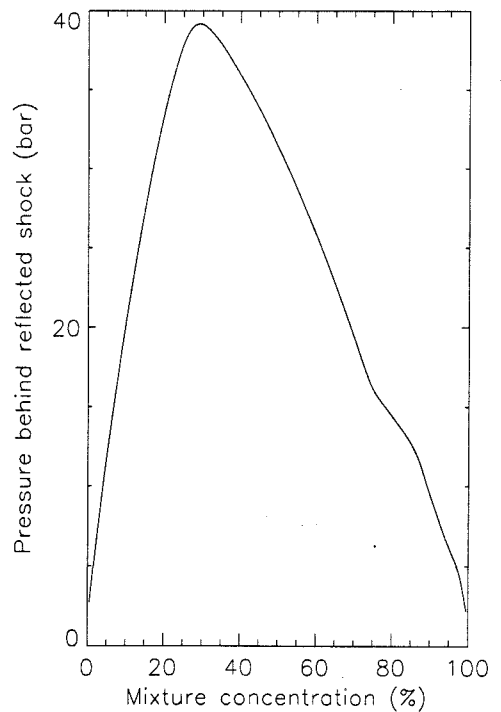
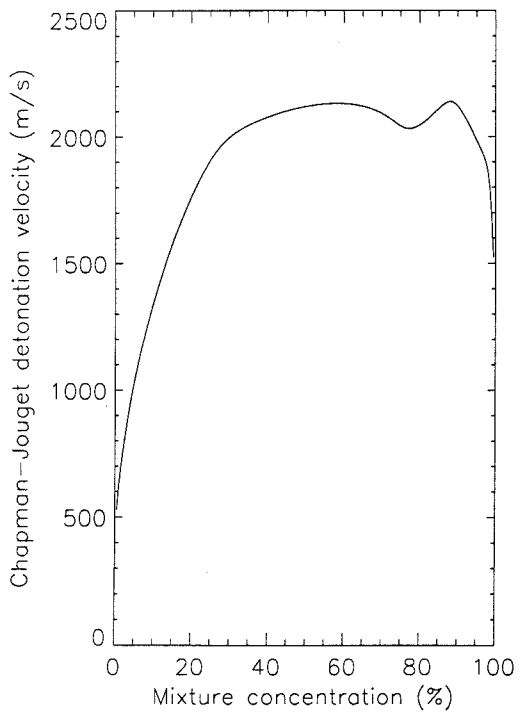
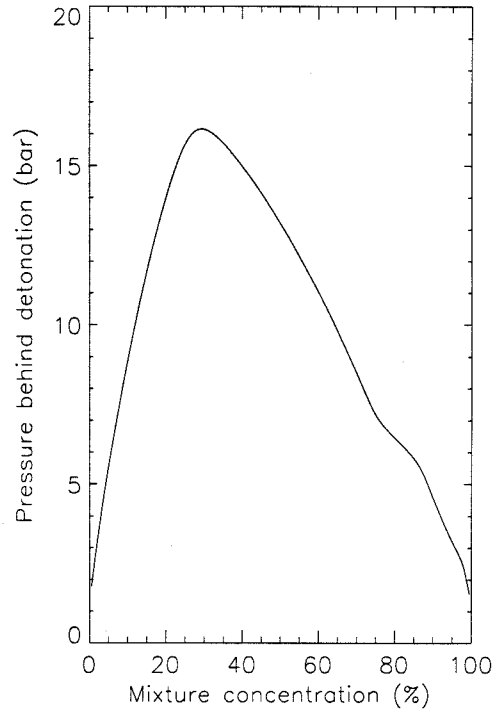
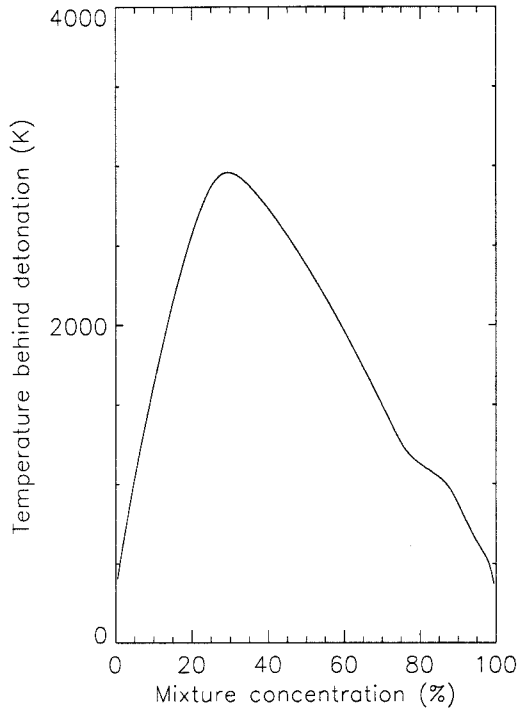


ZND calculations for detonation of mixture no. 4 in air

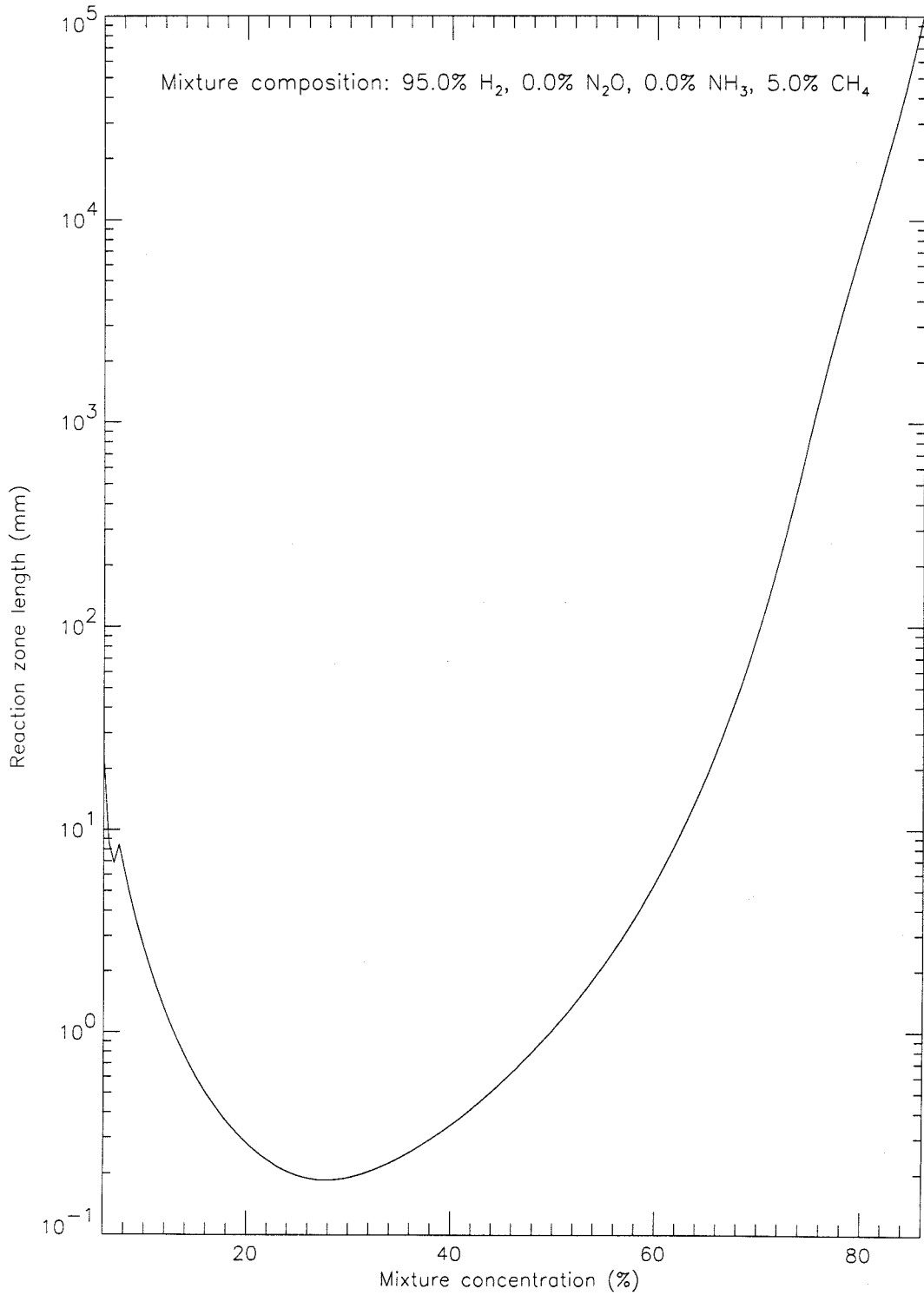




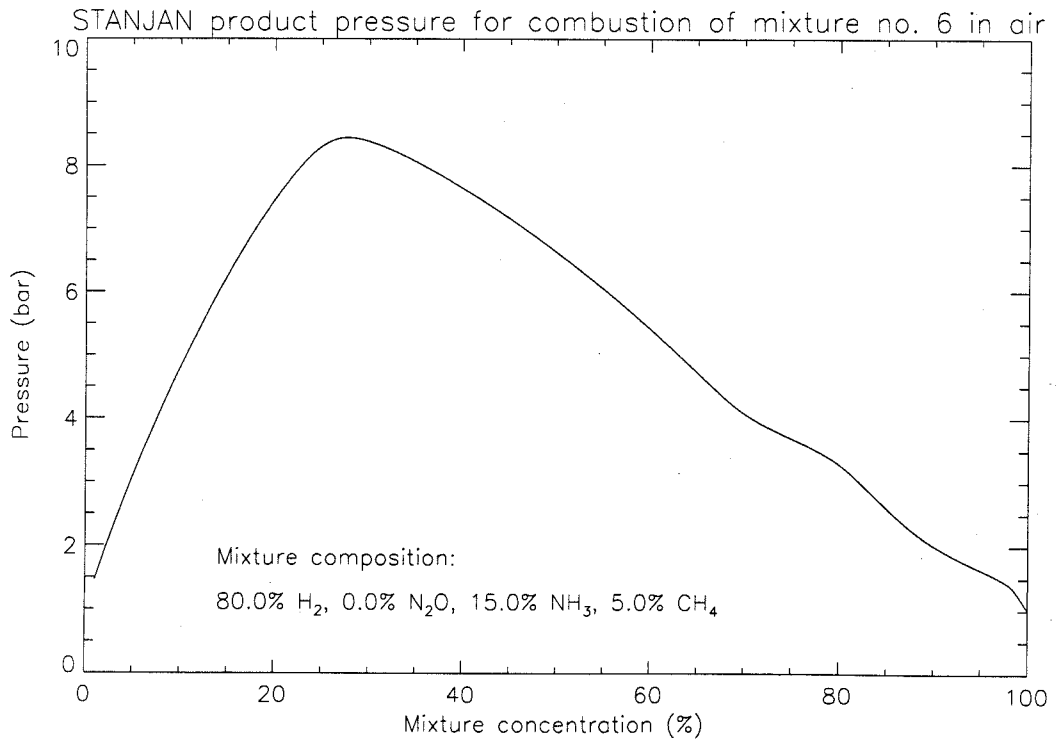
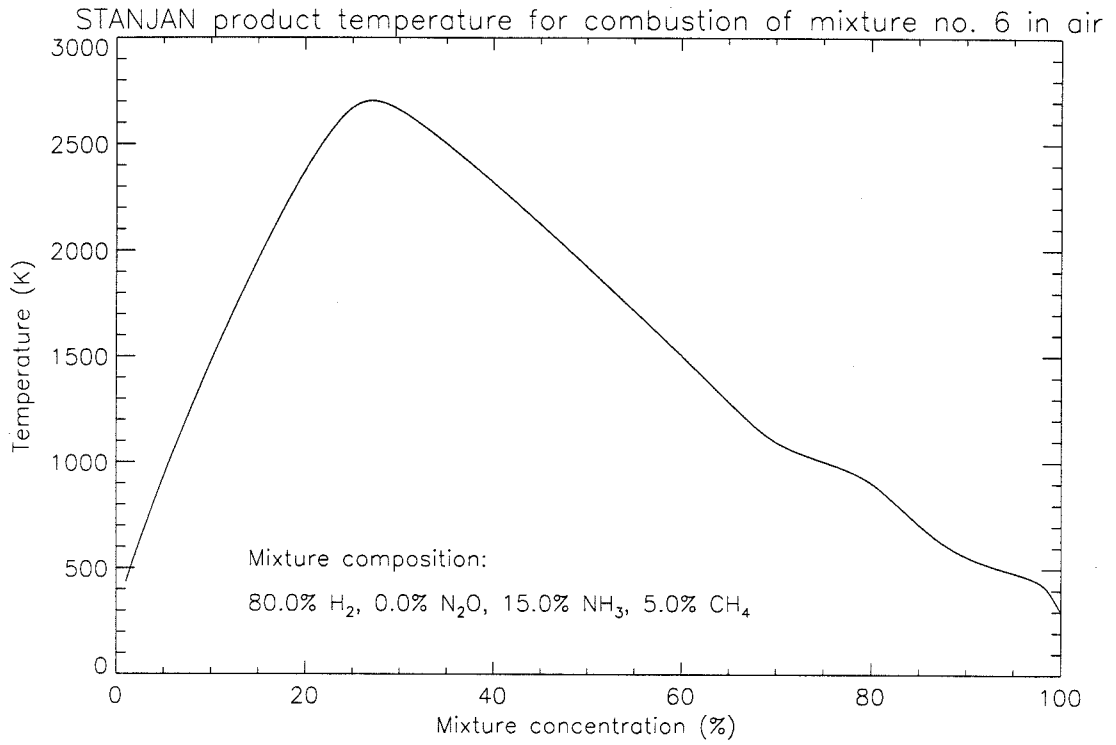
STANJAN calculations for detonation of mixture no. 5 in air  
Mixture composition: 95.0% H<sub>2</sub>, 0.0% N<sub>2</sub>O, 0.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>



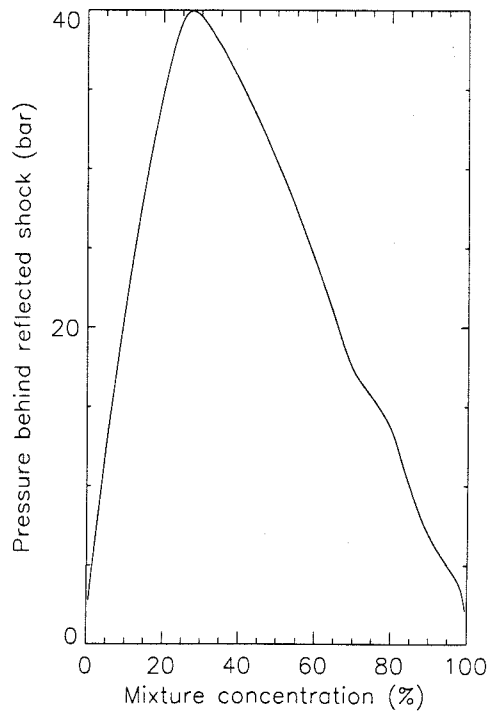
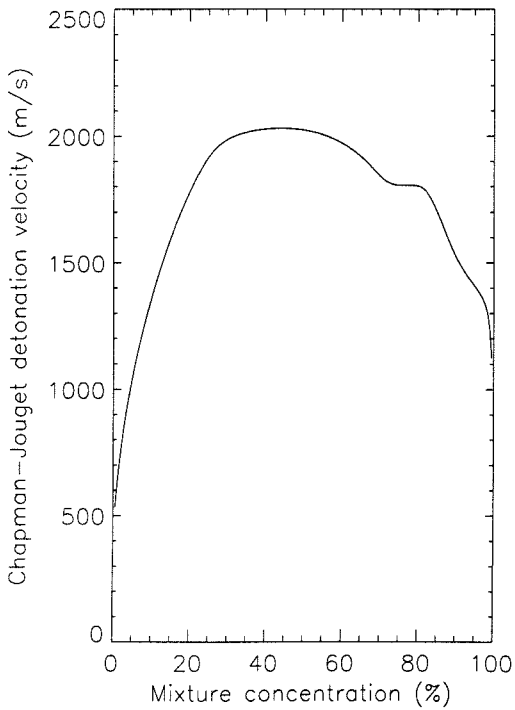
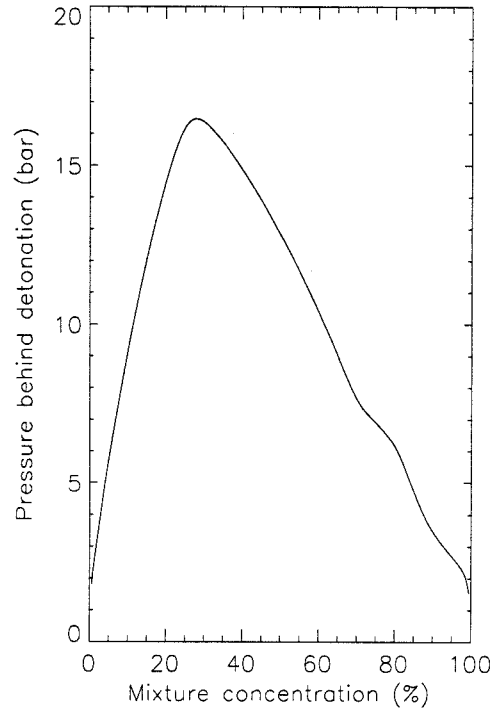
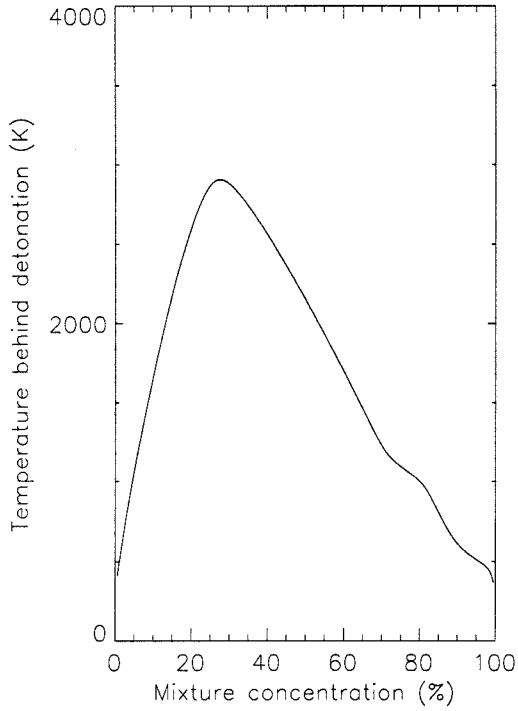
ZND calculations for detonation of mixture no. 5 in air

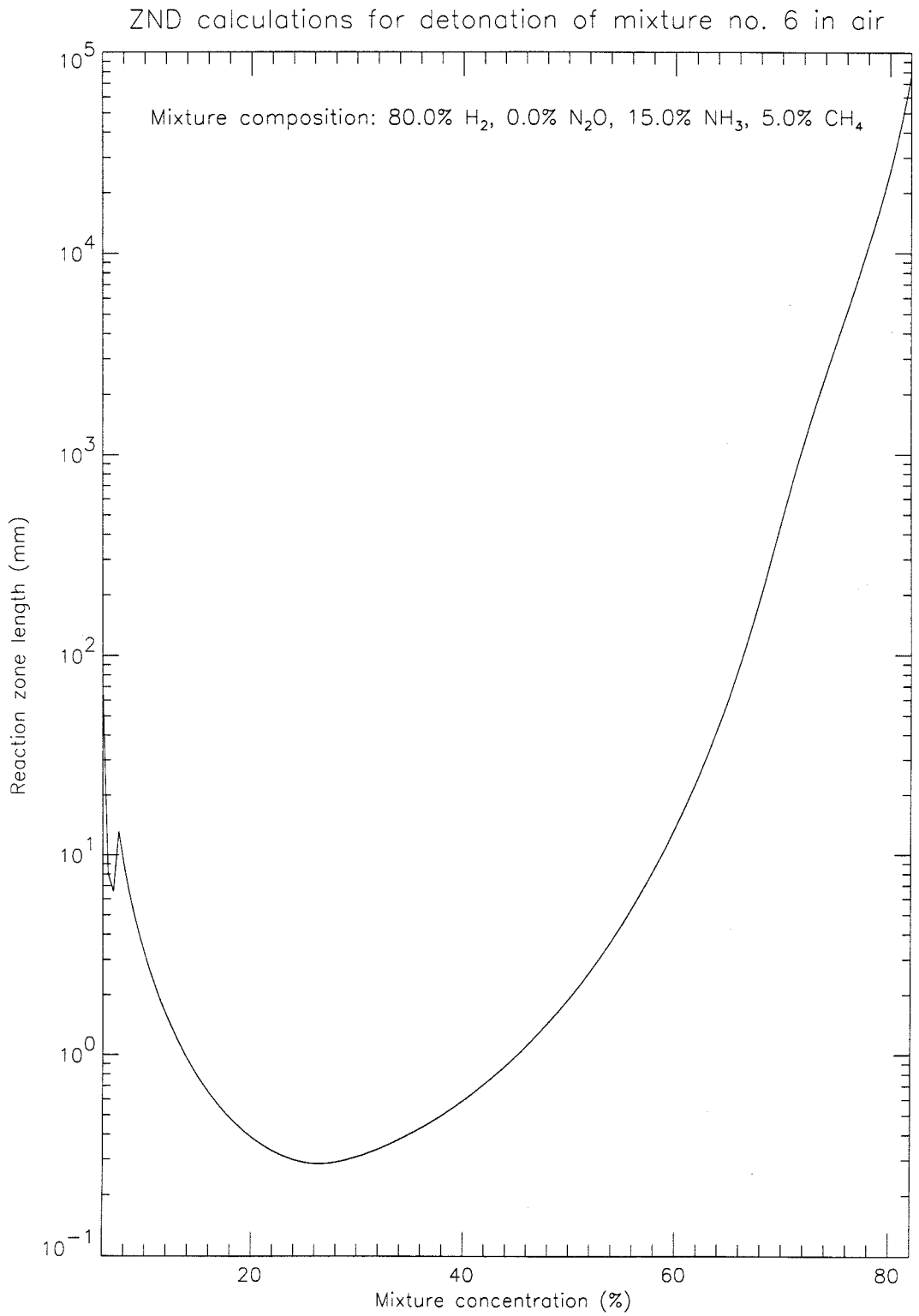


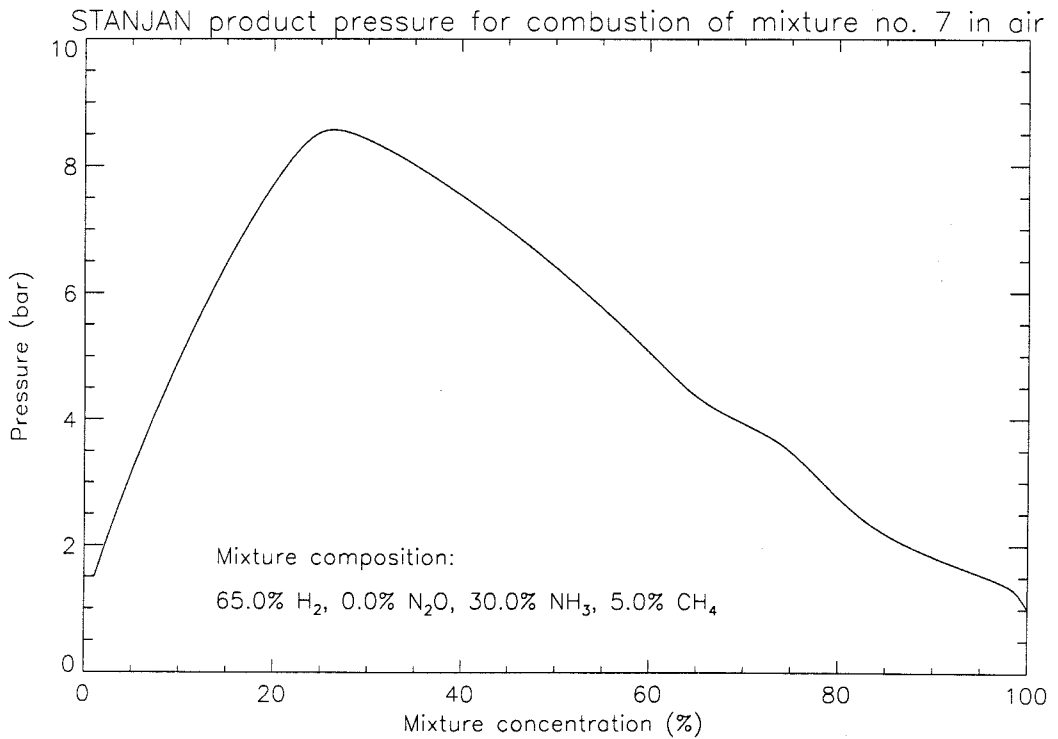
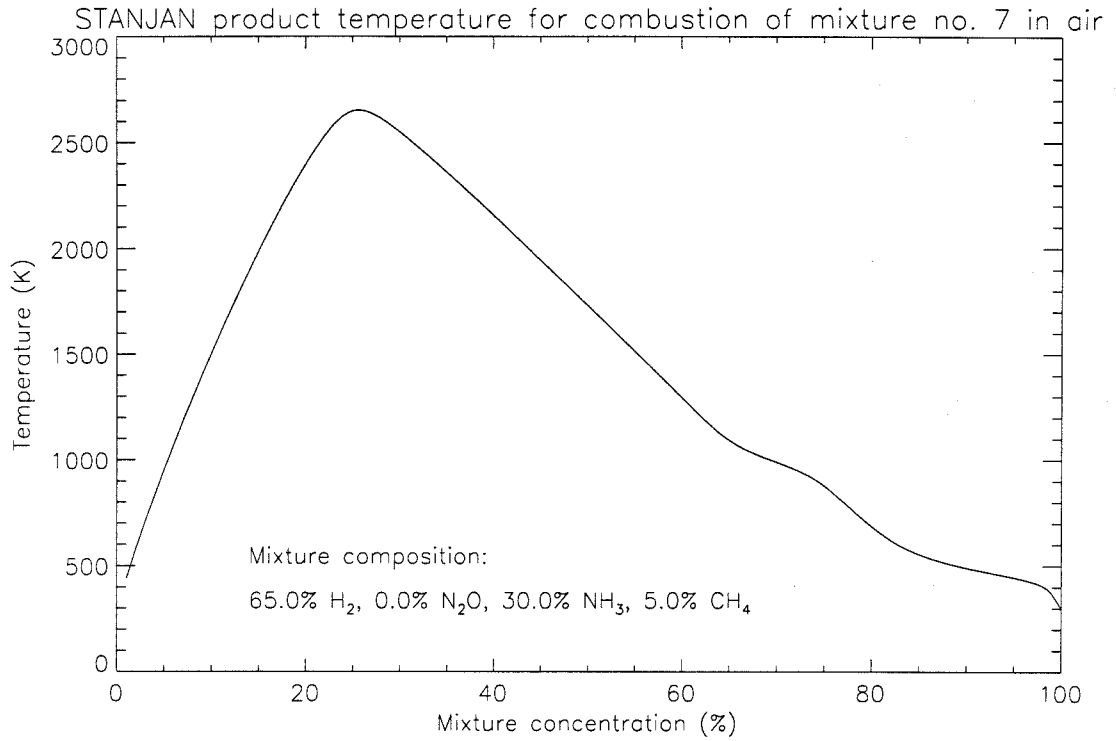




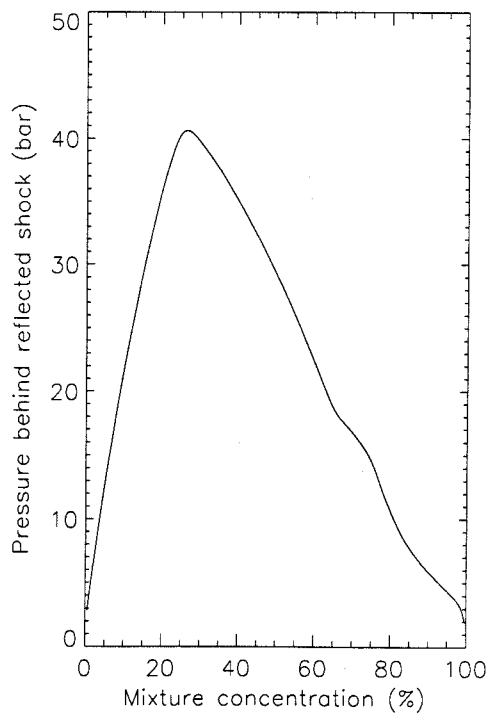
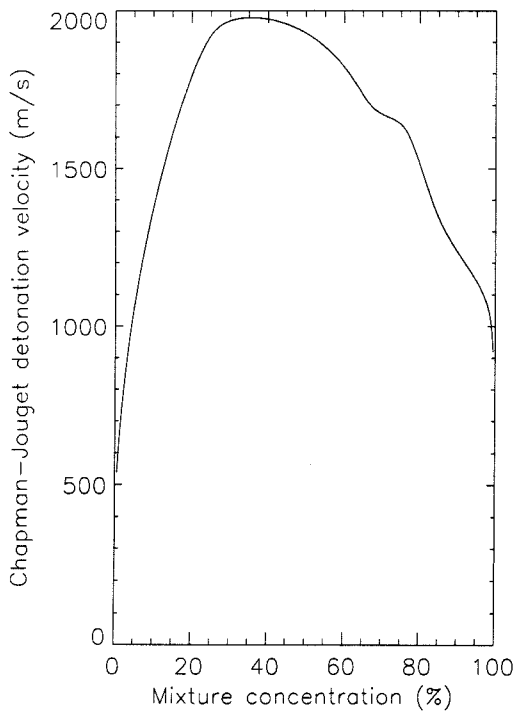
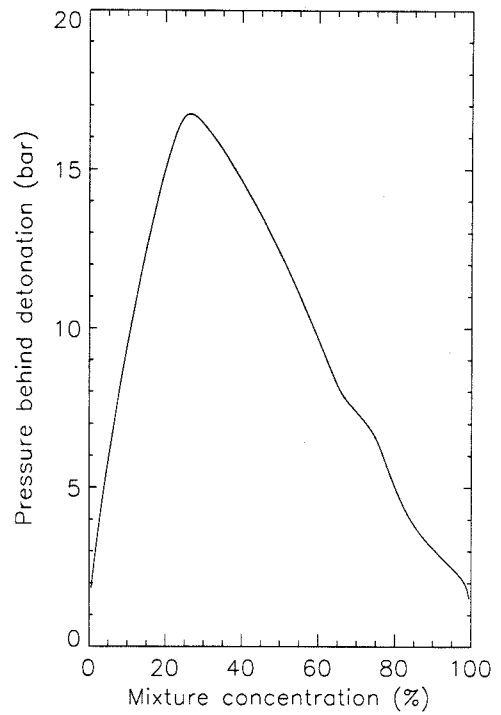
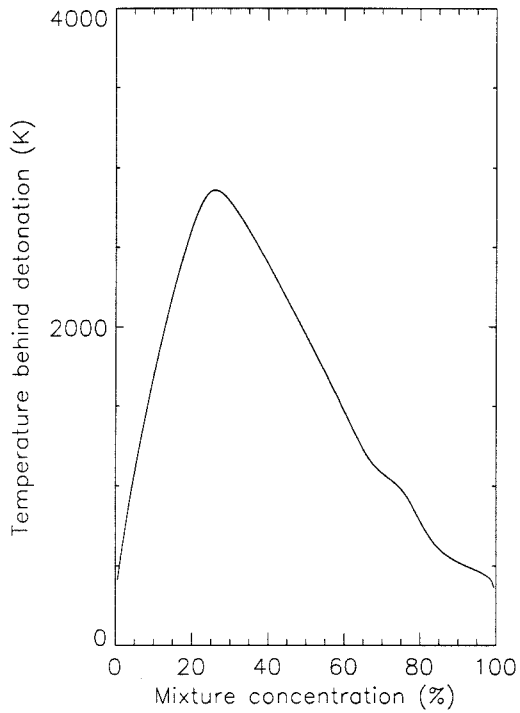
STANJAN calculations for detonation of mixture no. 6 in air  
Mixture composition: 80.0% H<sub>2</sub>, 0.0% N<sub>2</sub>O, 15.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>



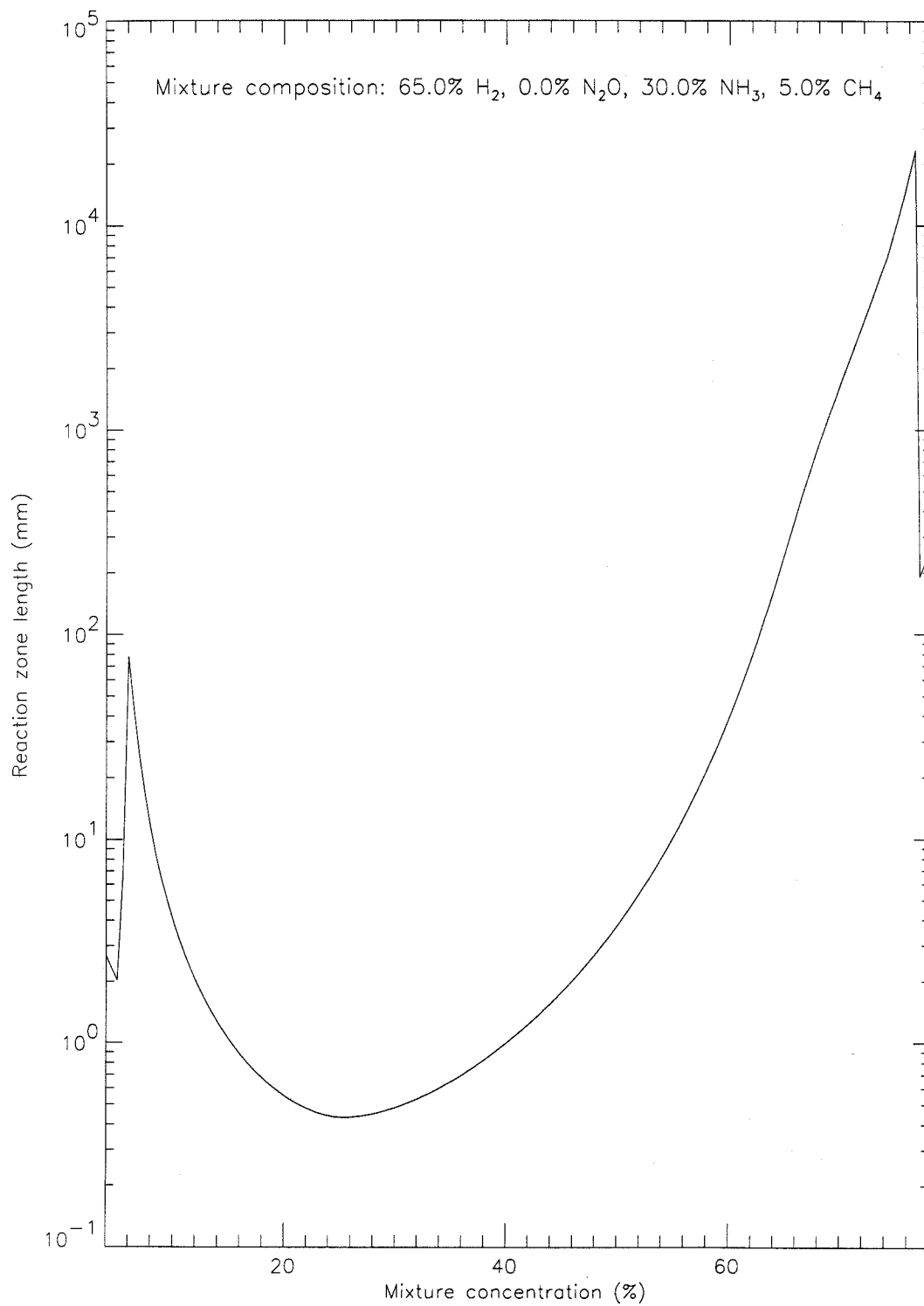


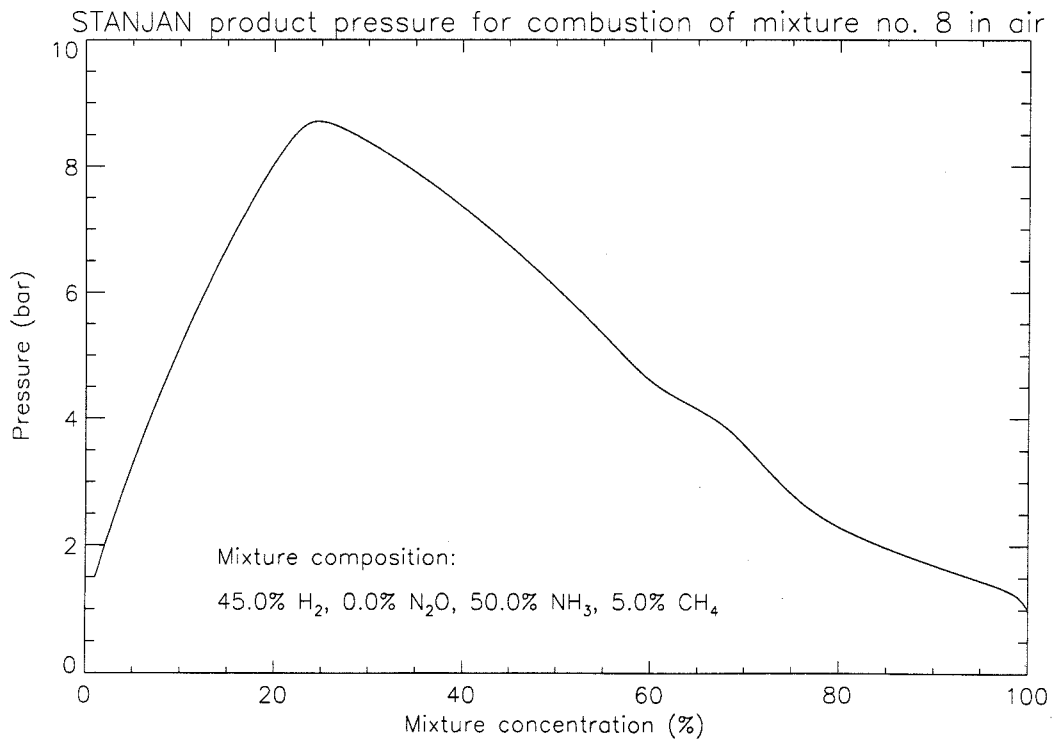
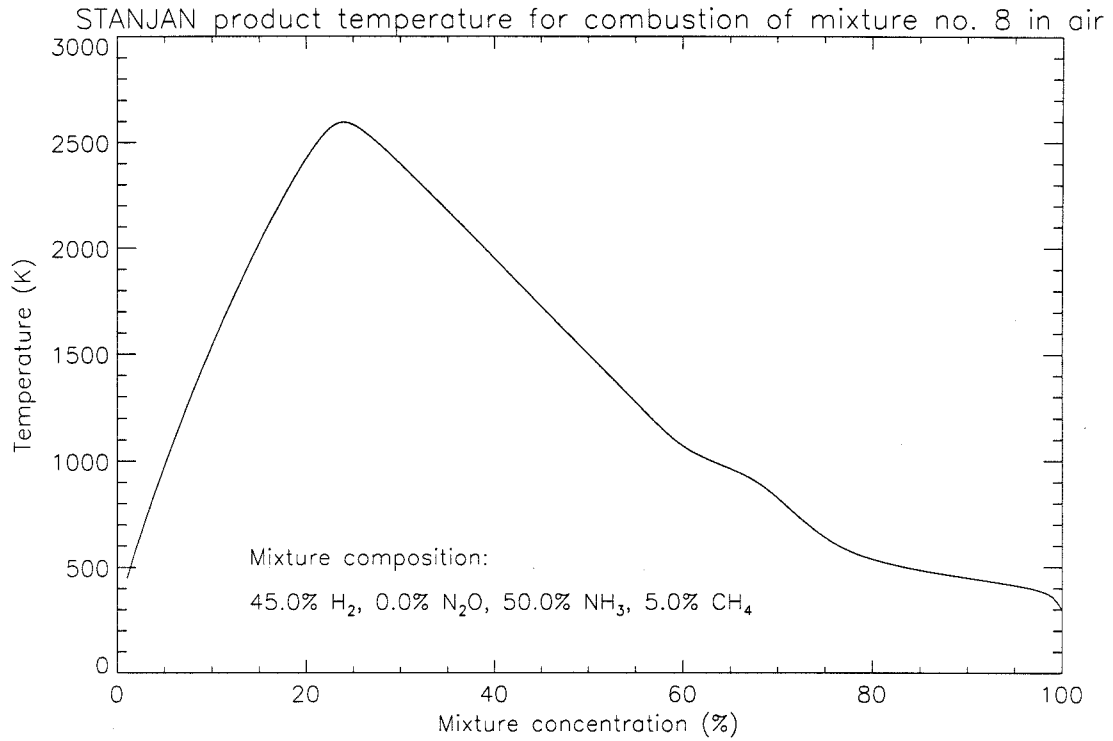


STANJAN calculations for detonation of mixture no. 7 in air  
Mixture composition: 65.0% H<sub>2</sub>, 0.0% N<sub>2</sub>O, 30.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>

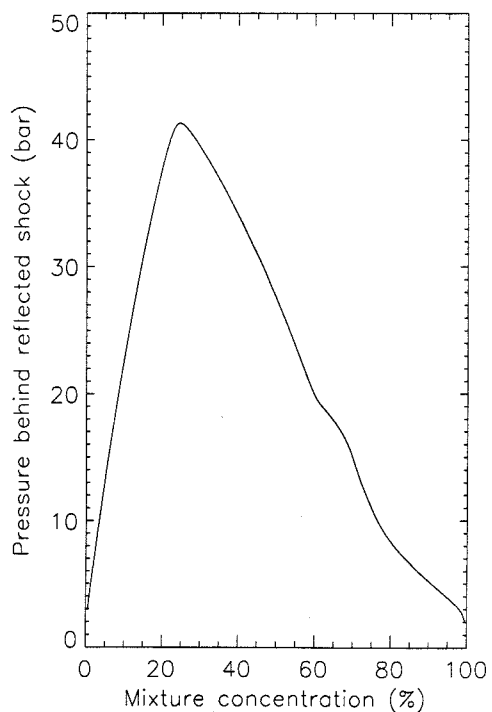
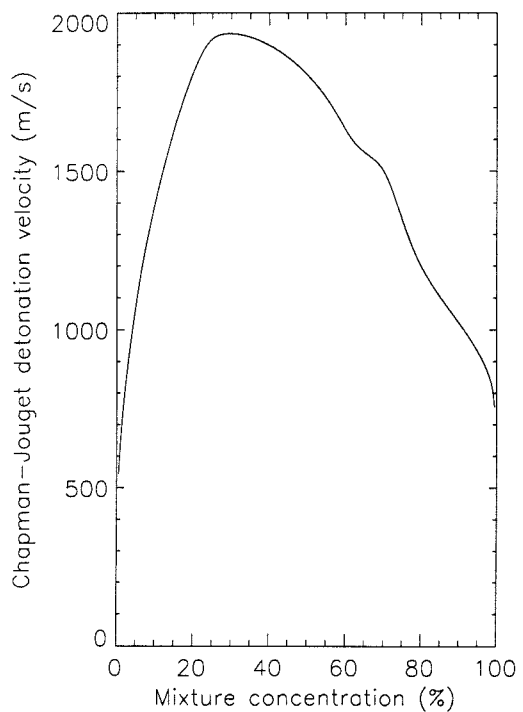
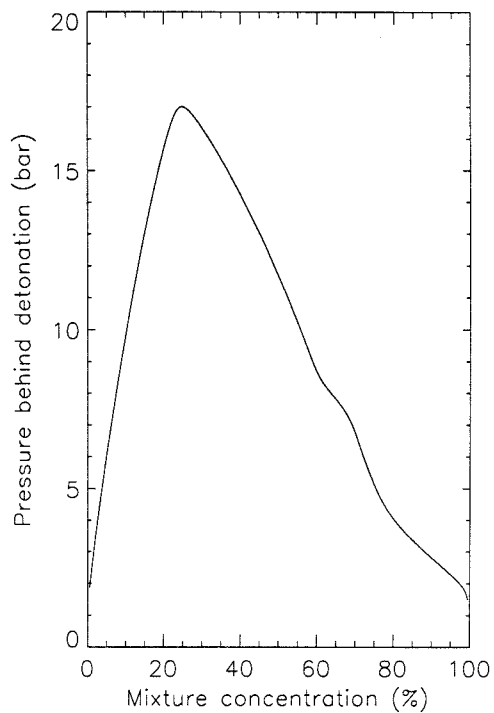
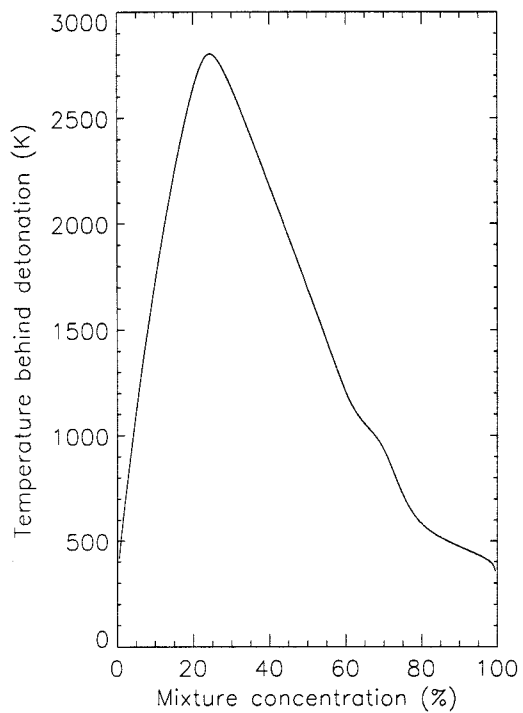


ZND calculations for detonation of mixture no. 7 in air



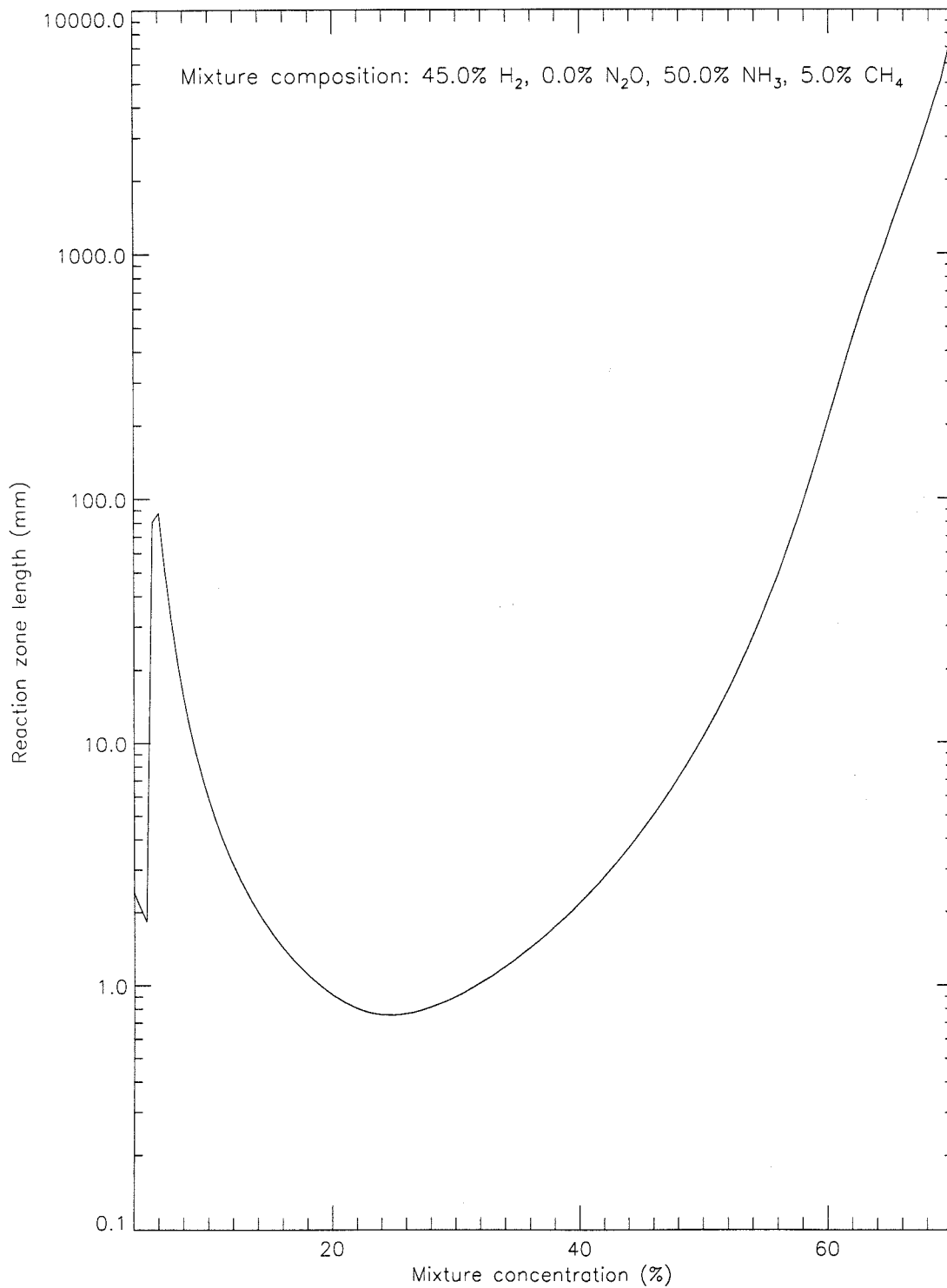


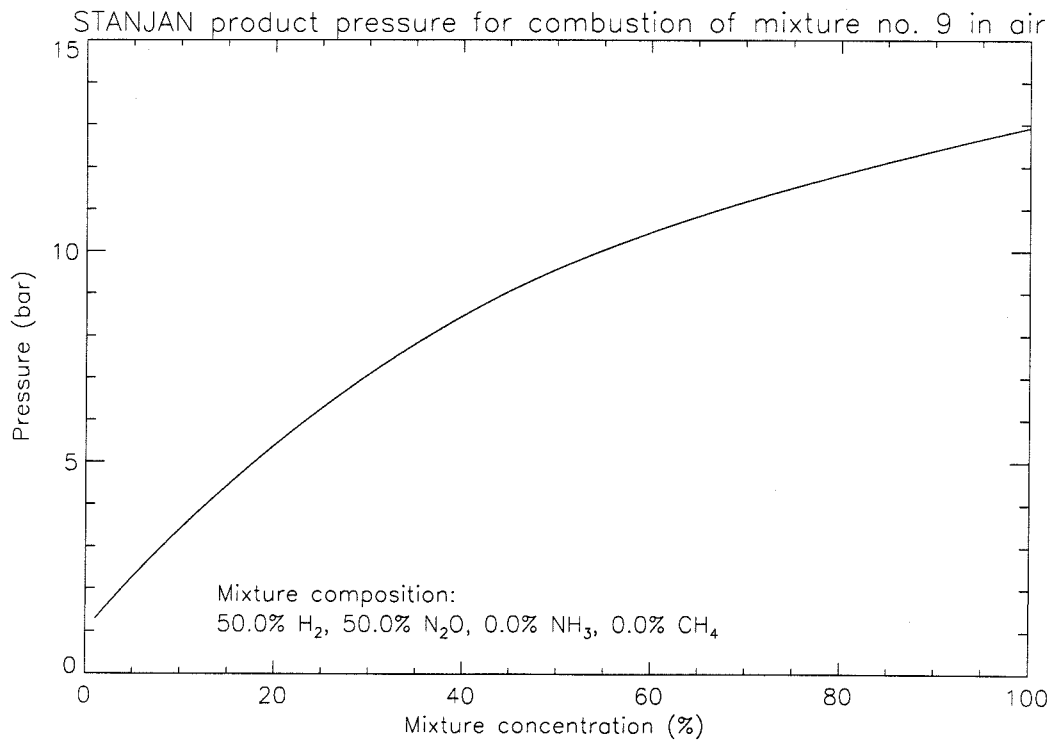
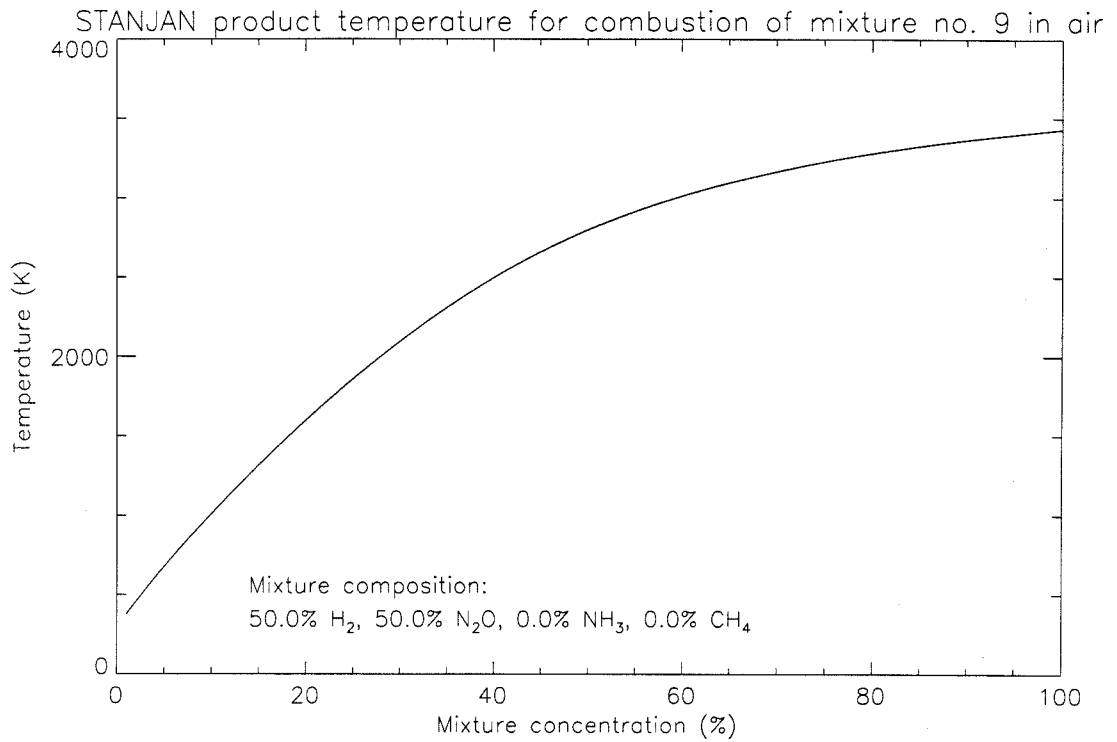
STANJAN calculations for detonation of mixture no. 8 in air  
Mixture composition: 45.0% H<sub>2</sub>, 0.0% N<sub>2</sub>O, 50.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>



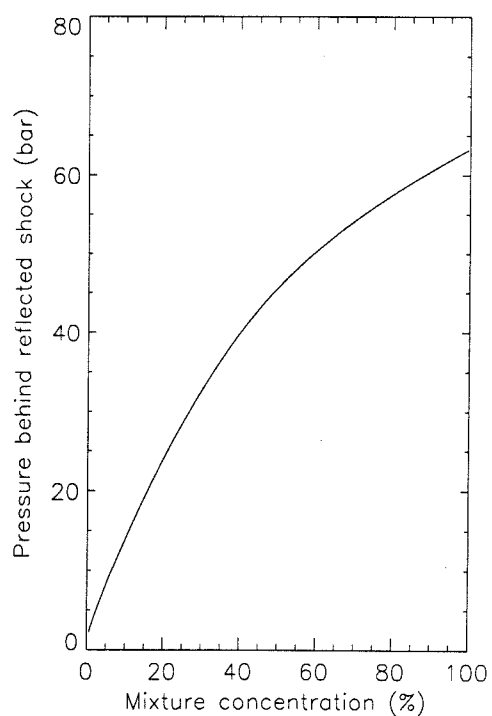
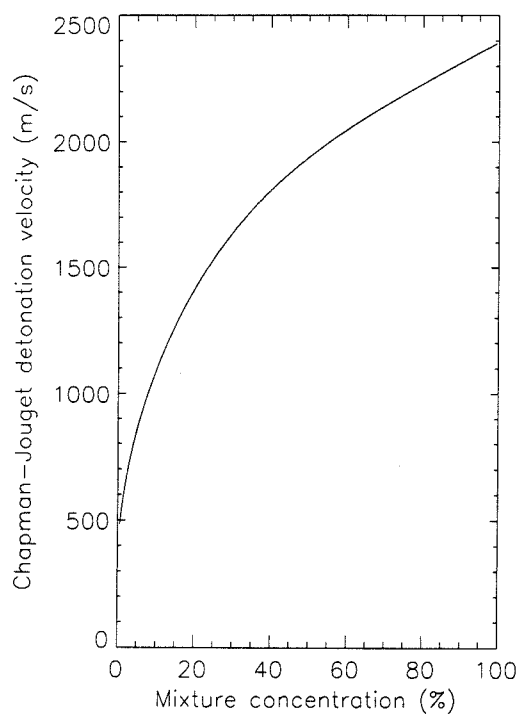
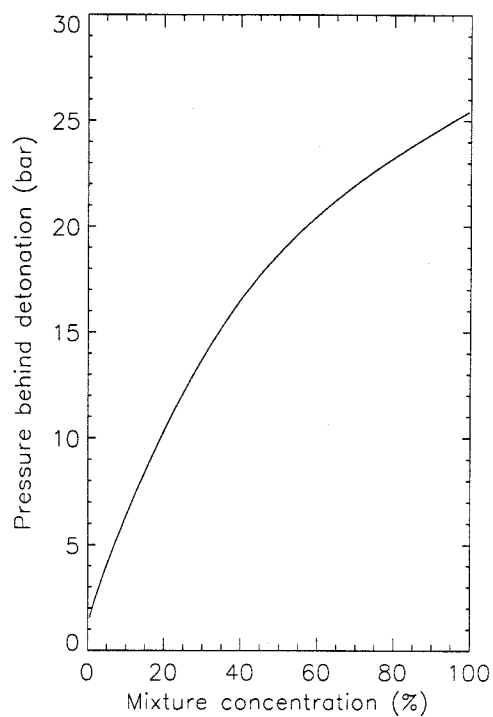
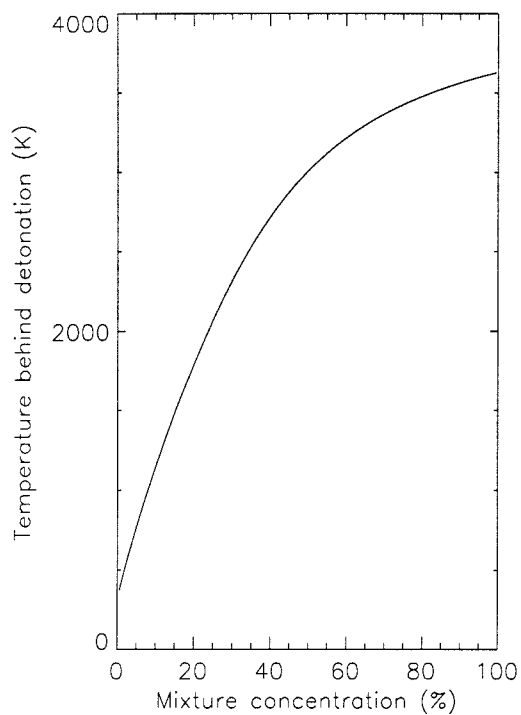


ZND calculations for detonation of mixture no. 8 in air

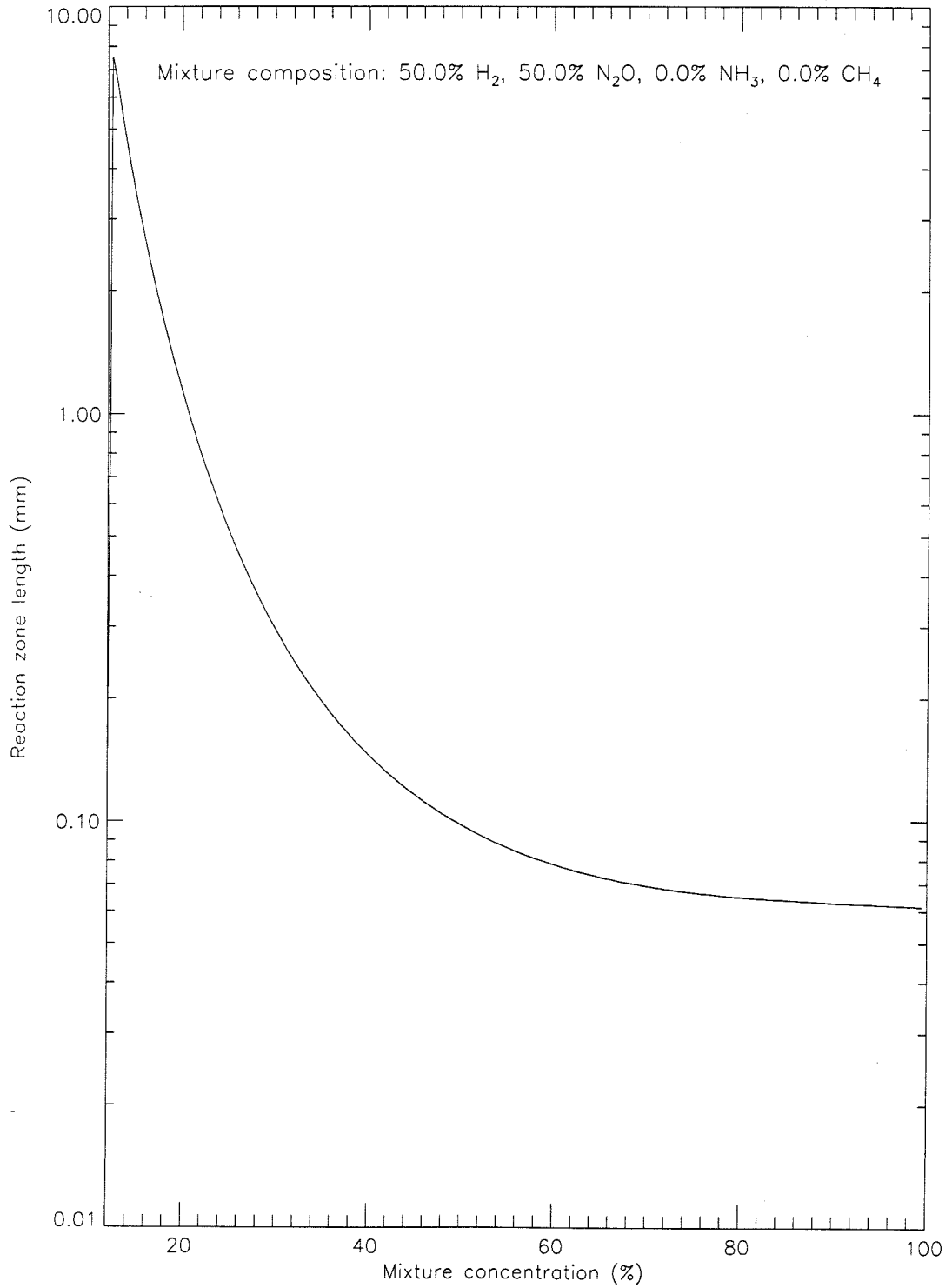


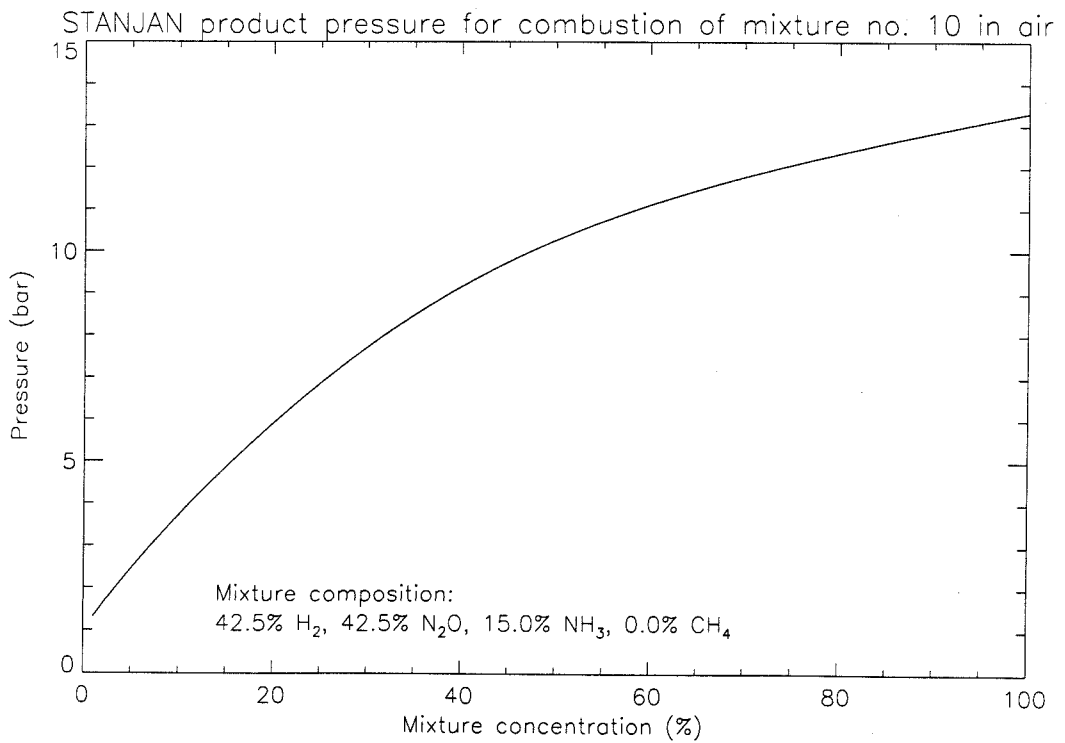
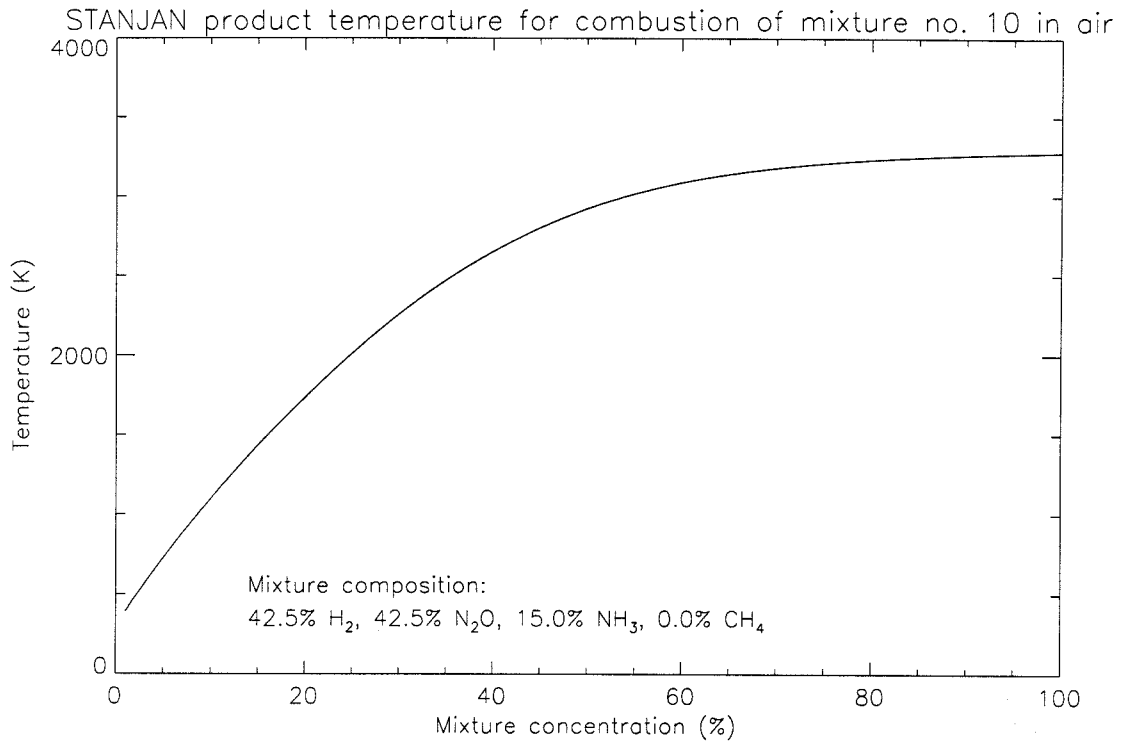


STANJAN calculations for detonation of mixture no. 9 in air  
Mixture composition: 50.0% H<sub>2</sub>, 50.0% N<sub>2</sub>O, 0.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>

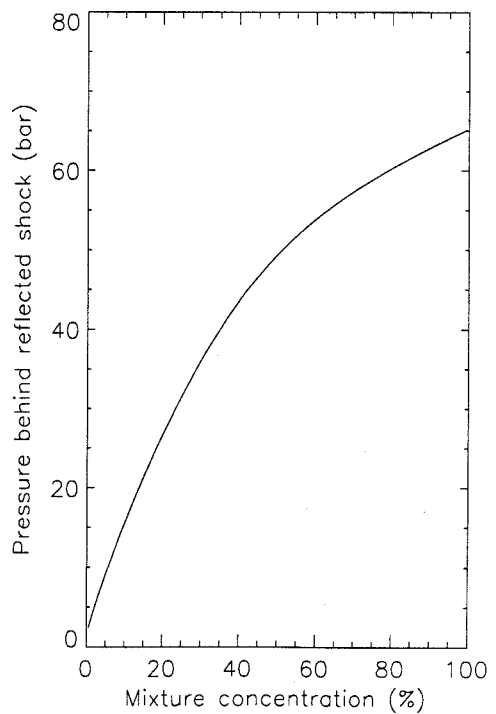
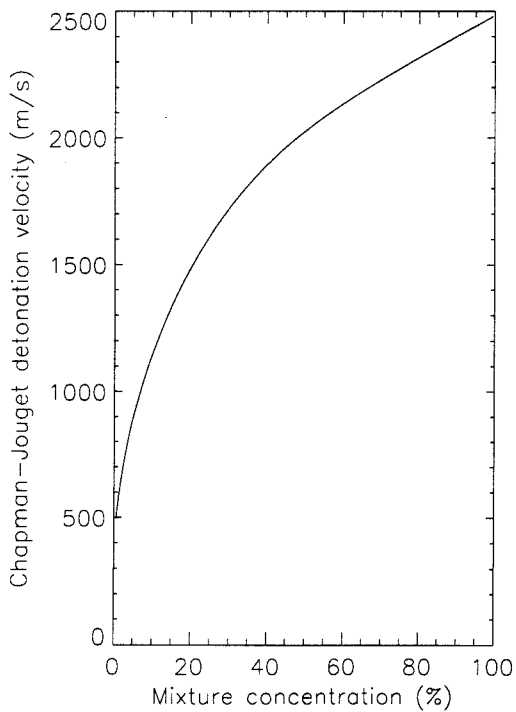
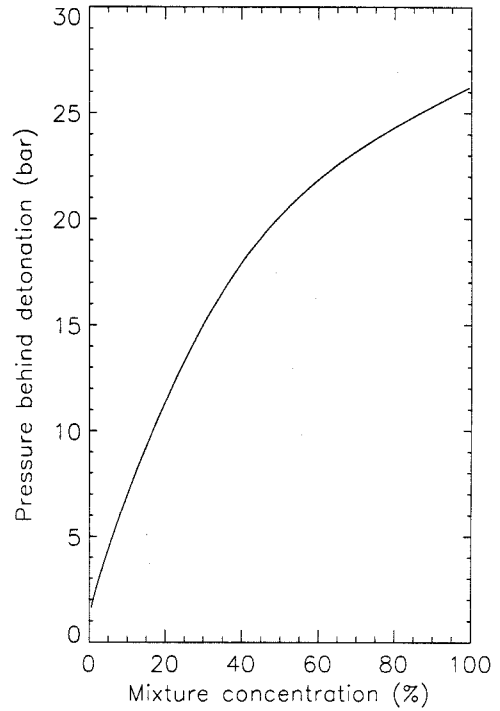
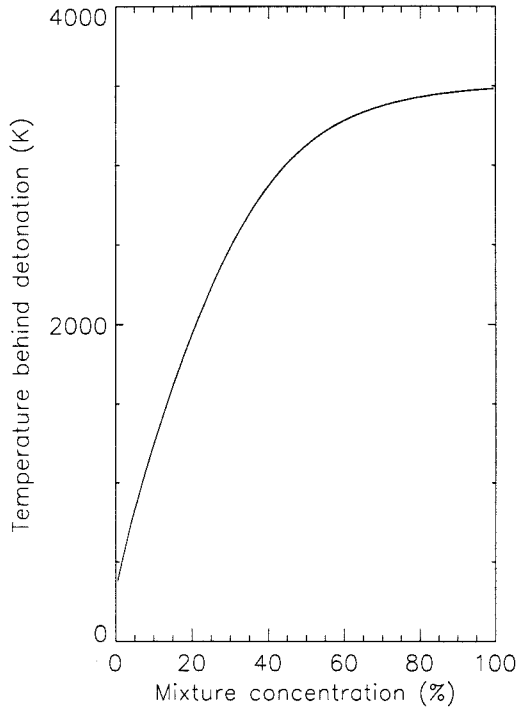


ZND calculations for detonation of mixture no. 9 in air

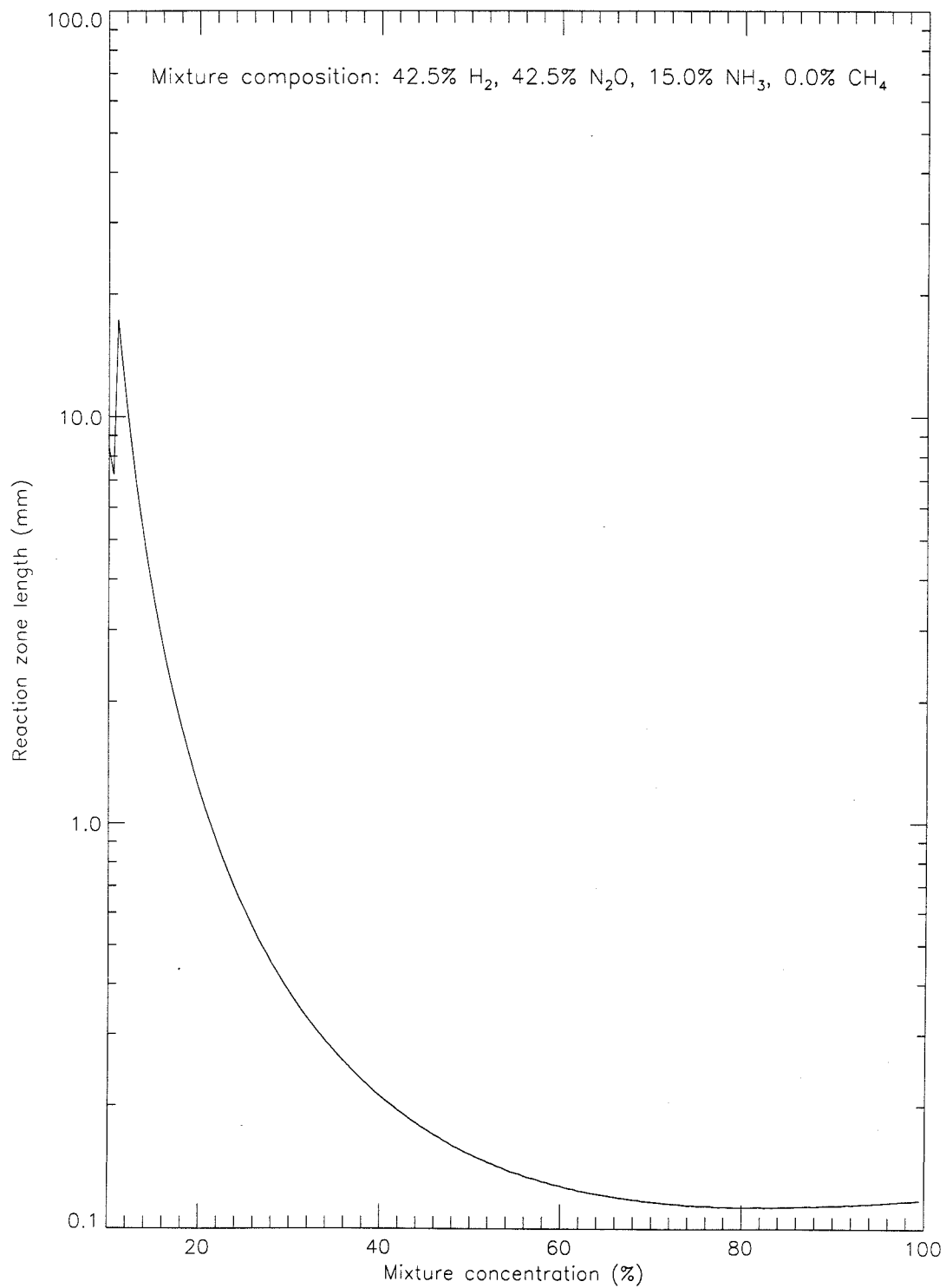


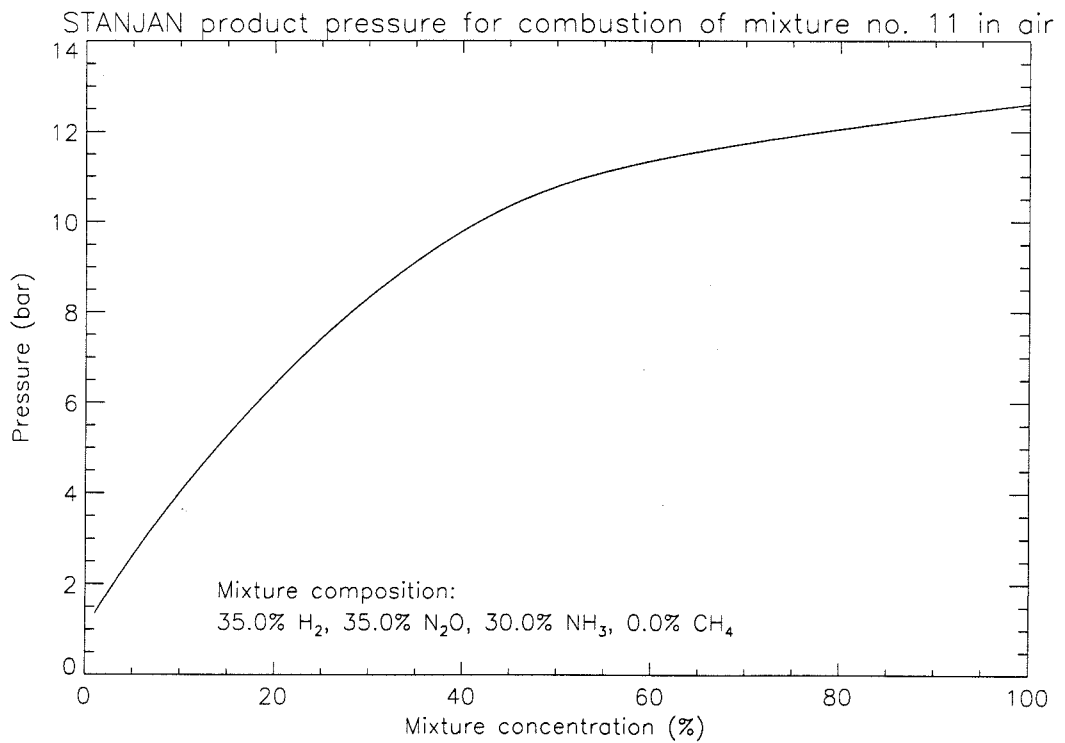
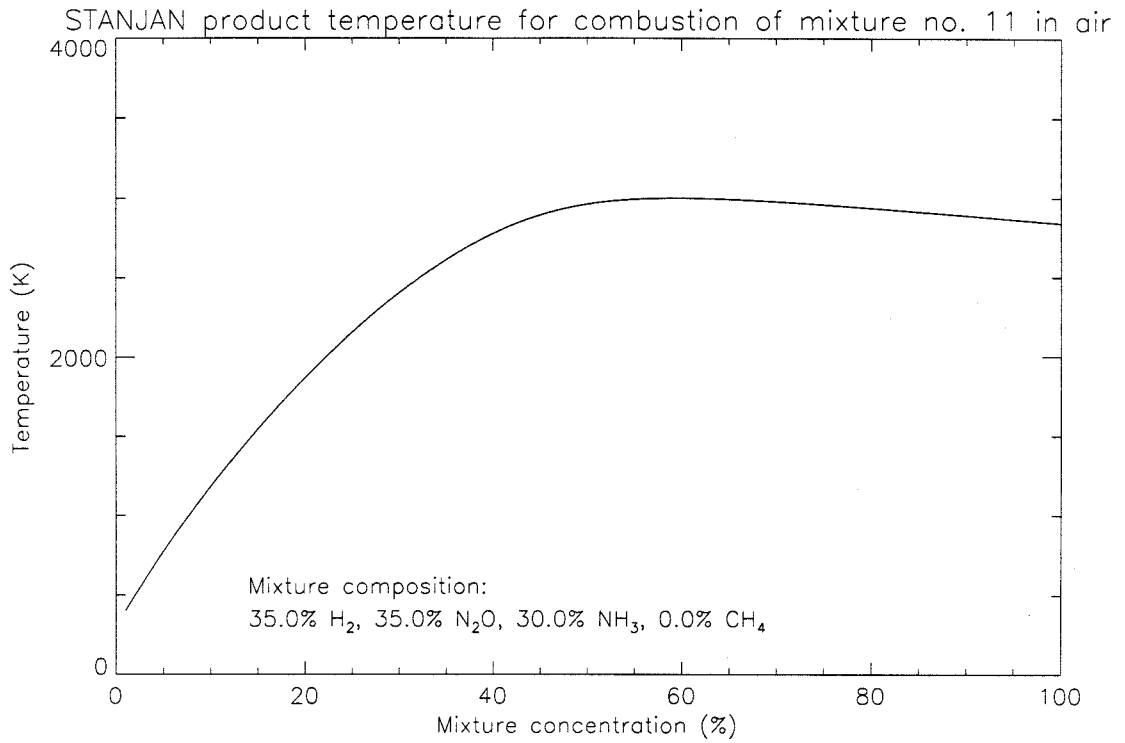


STANJAN calculations for detonation of mixture no. 10 in air  
Mixture composition: 42.5% H<sub>2</sub>, 42.5% N<sub>2</sub>O, 15.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>



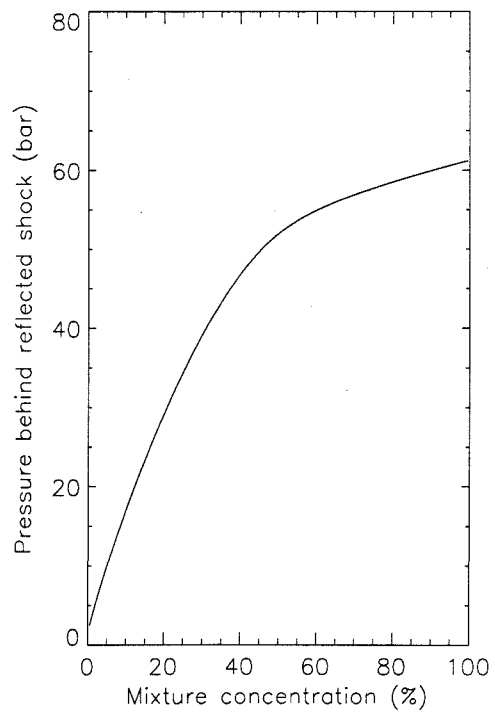
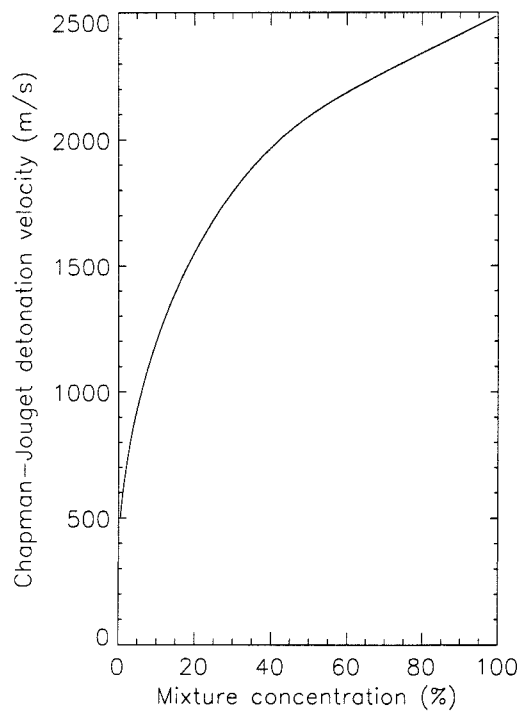
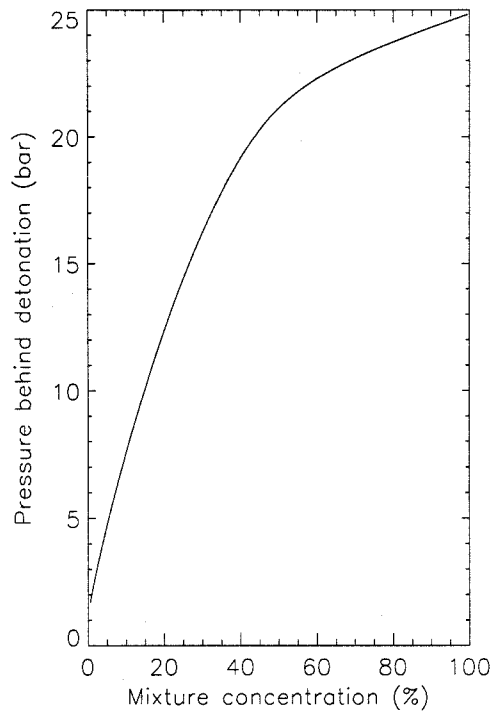
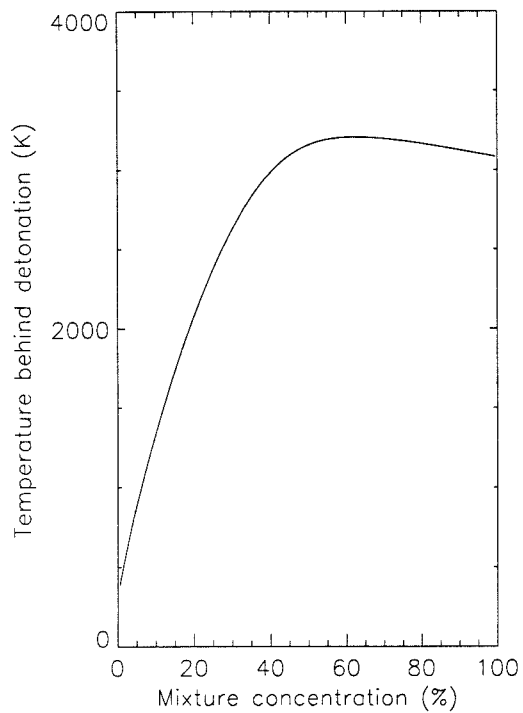
ZND calculations for detonation of mixture no. 10 in air



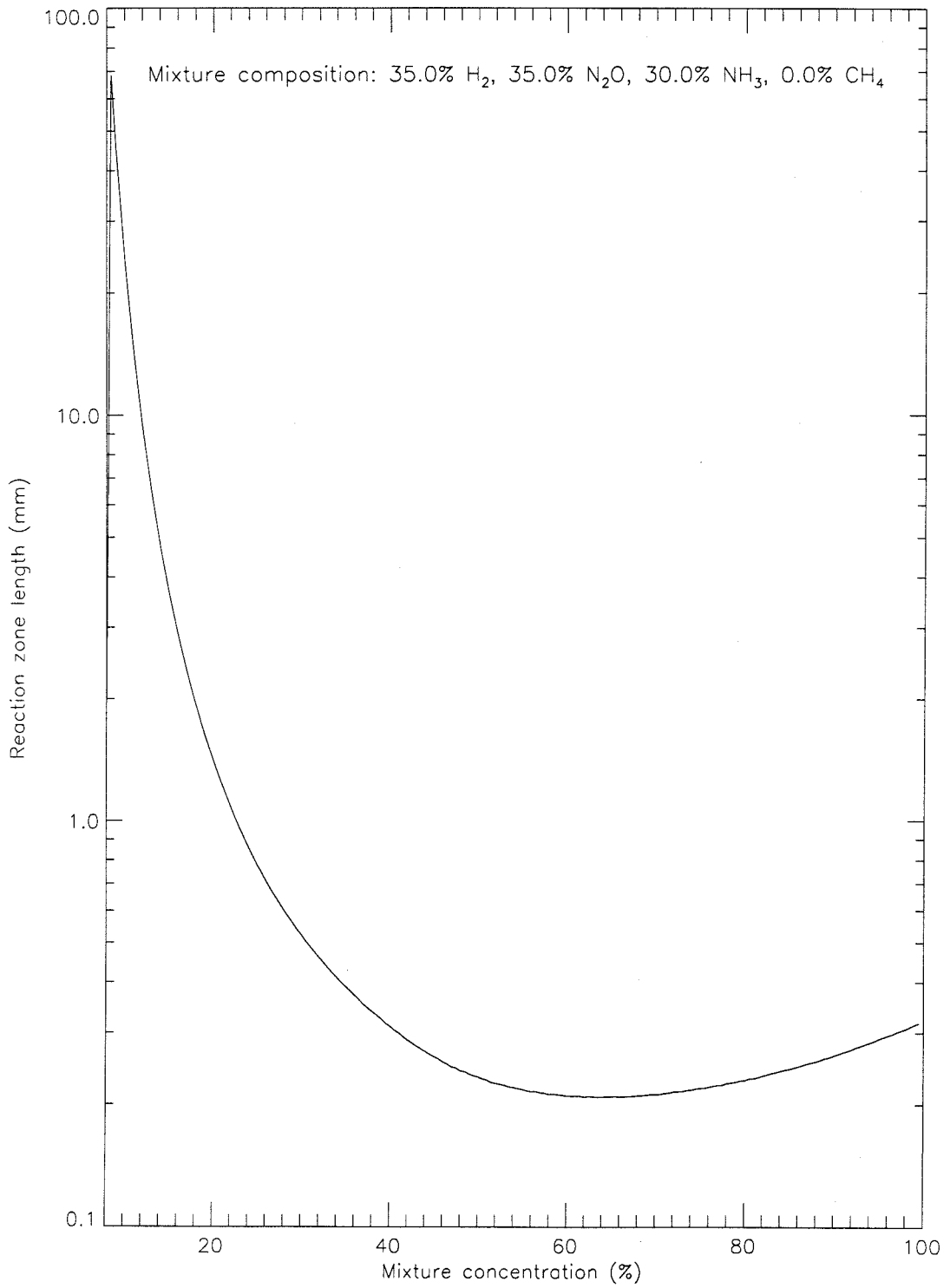


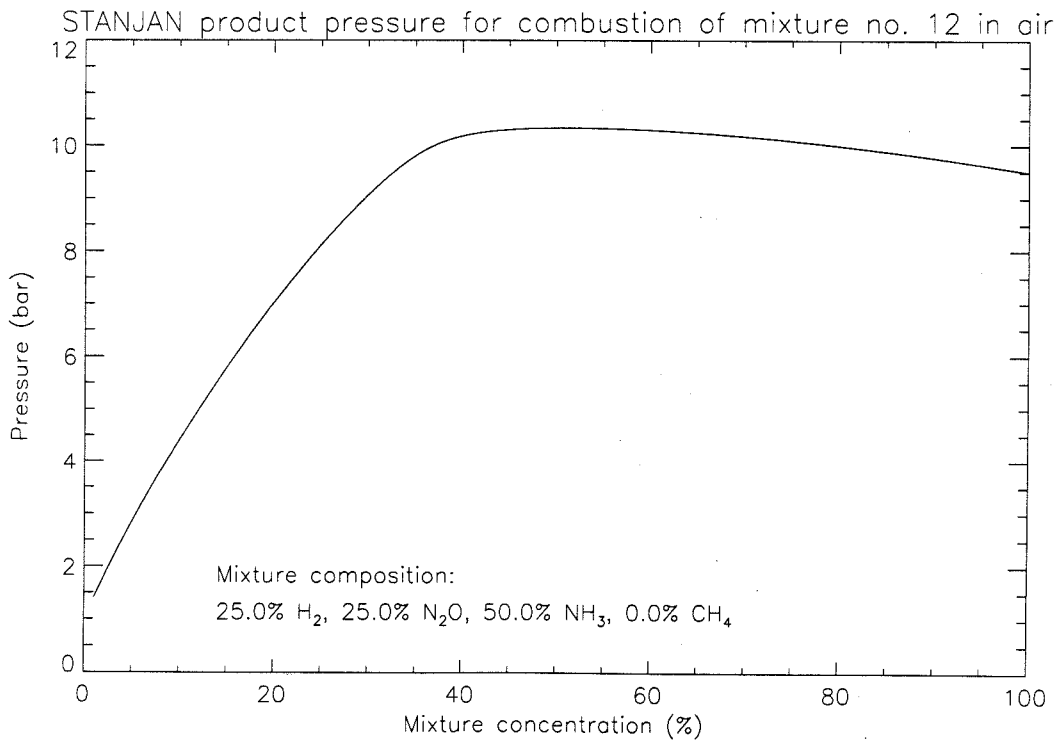
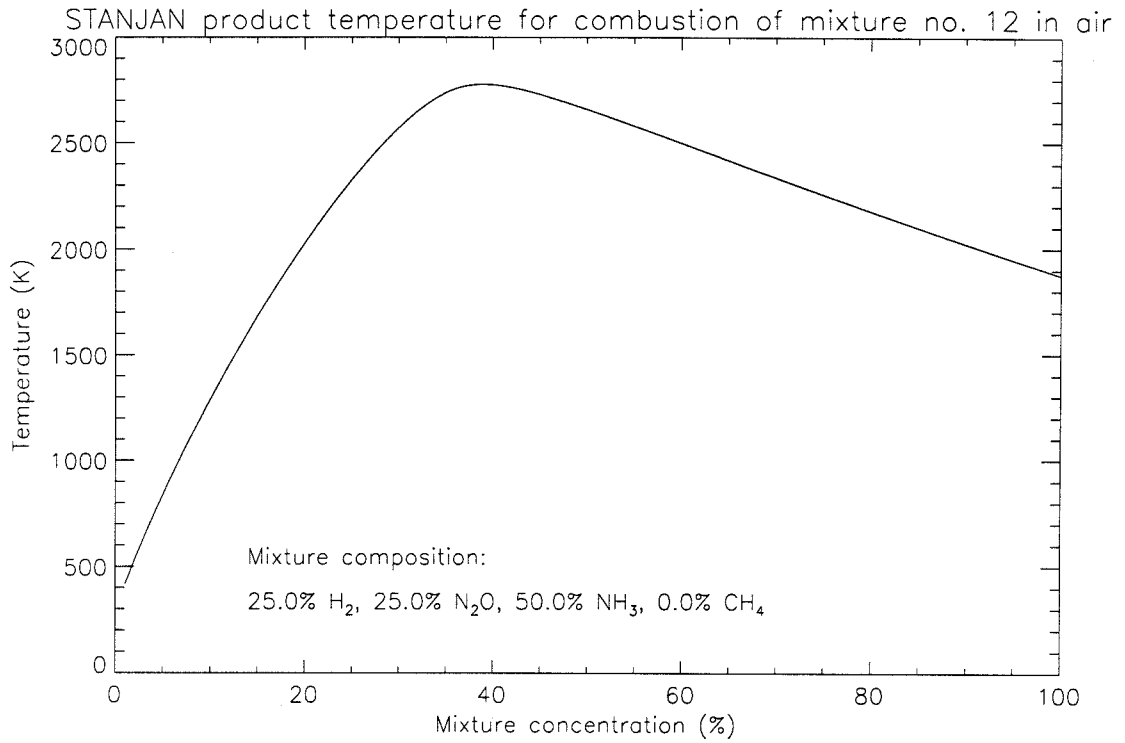


STANJAN calculations for detonation of mixture no. 11 in air  
Mixture composition: 35.0% H<sub>2</sub>, 35.0% N<sub>2</sub>O, 30.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>

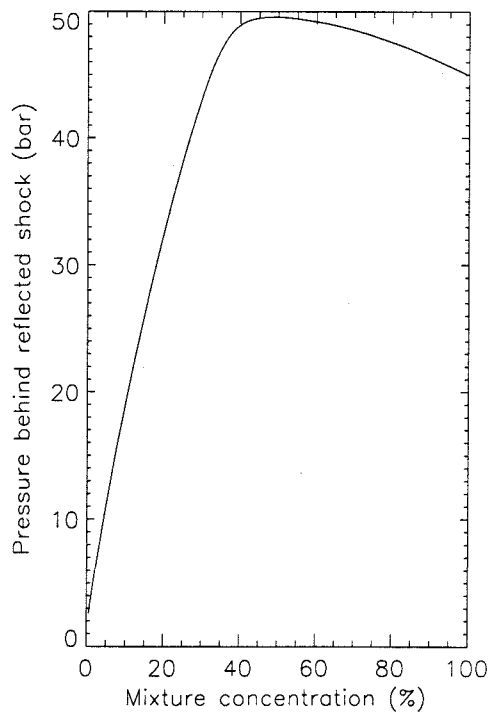
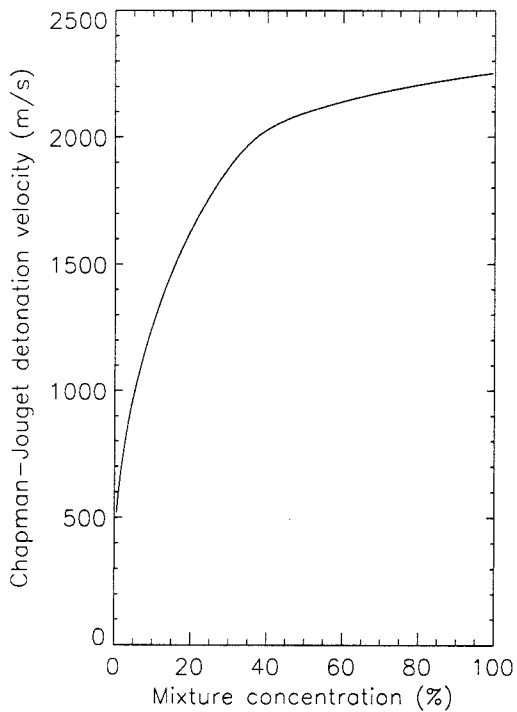
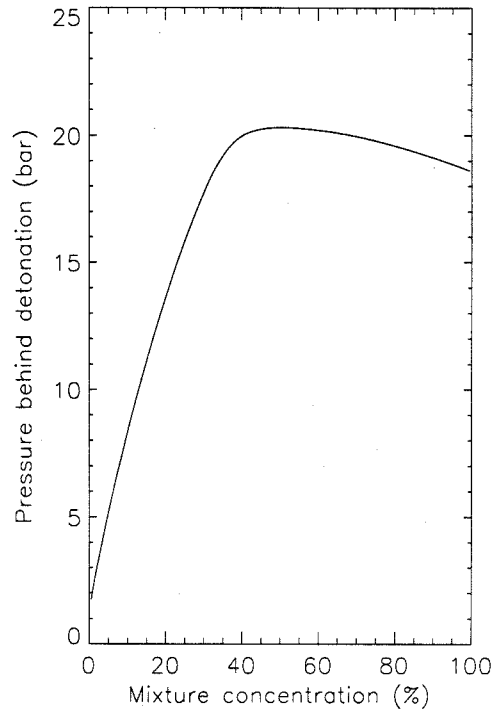
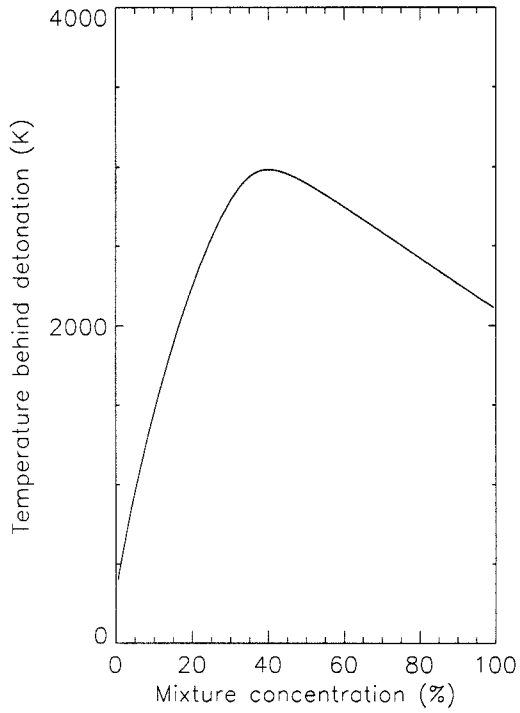


ZND calculations for detonation of mixture no. 11 in air

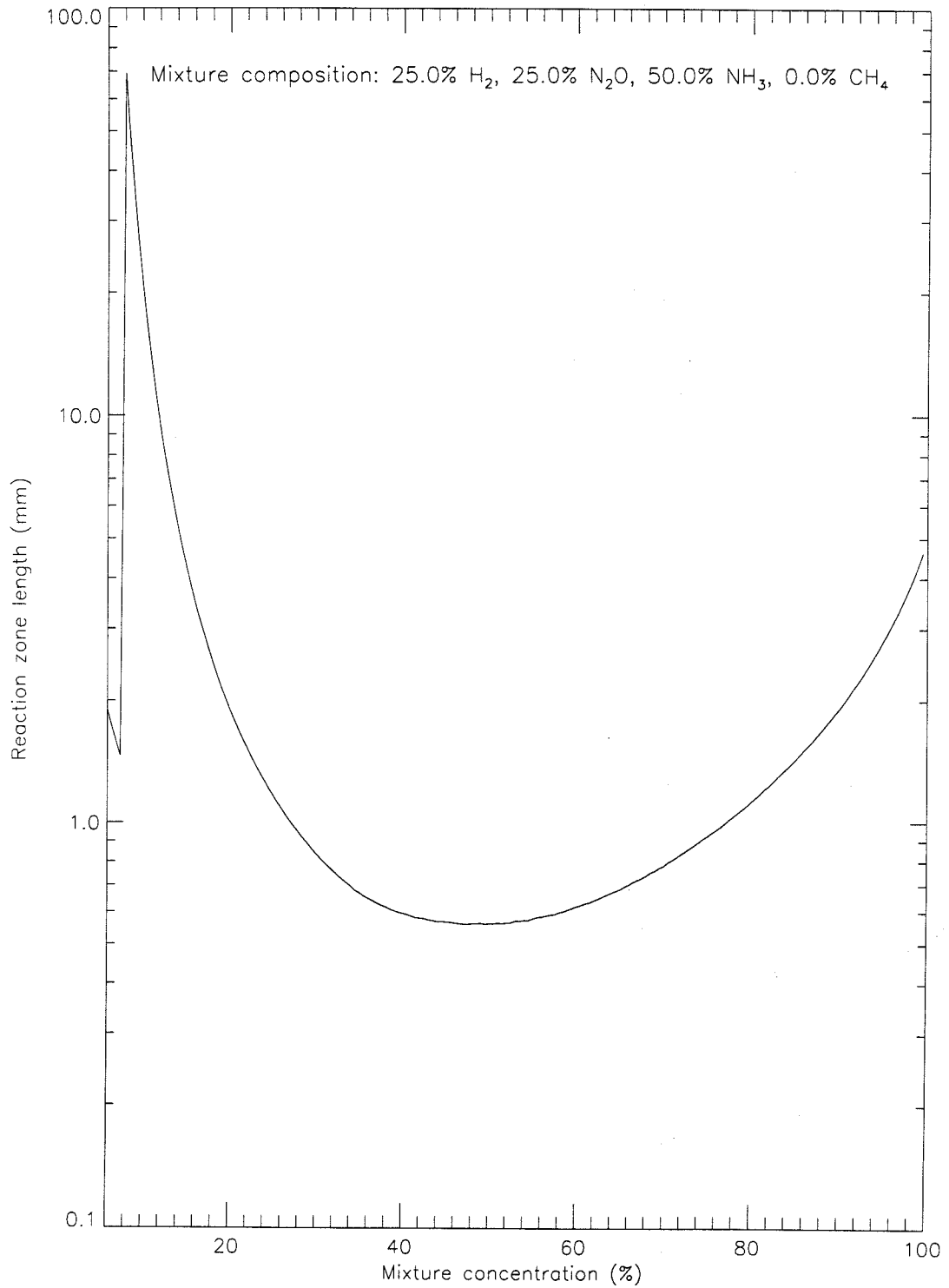


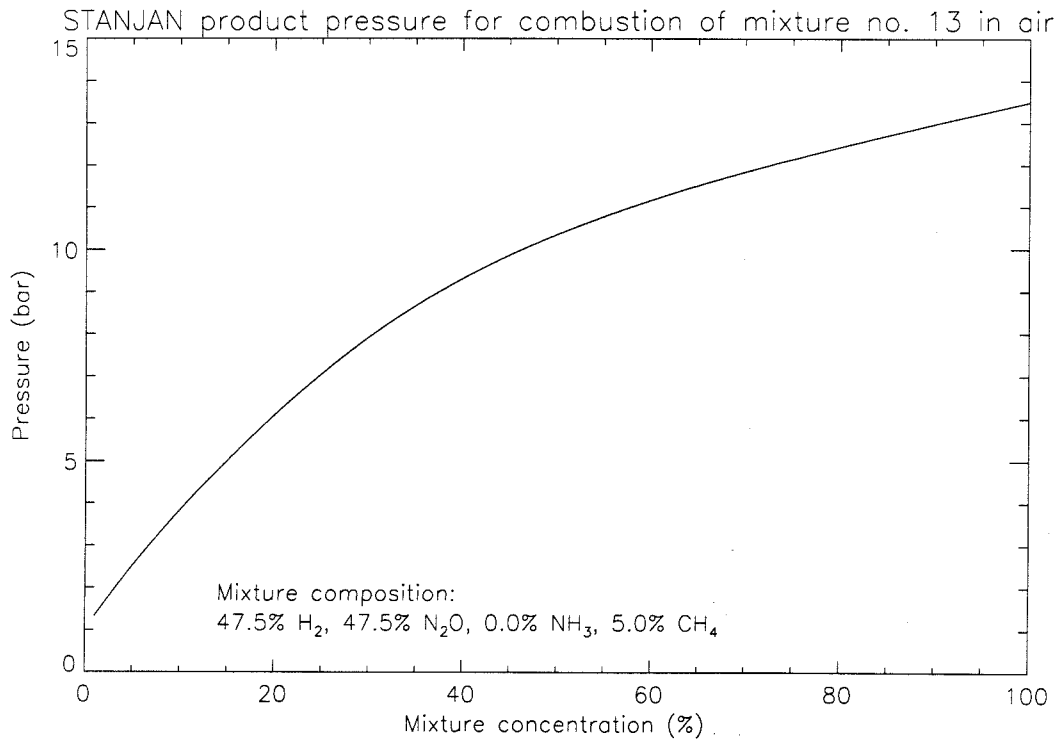
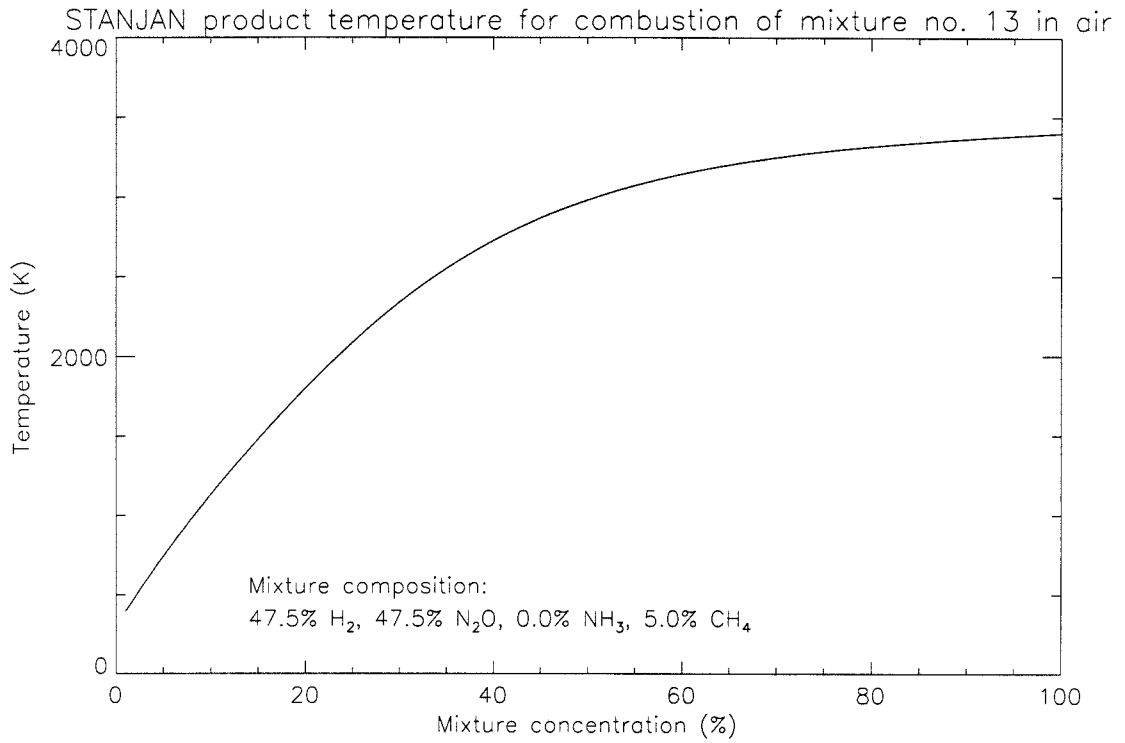


STANJAN calculations for detonation of mixture no. 12 in air  
Mixture composition: 25.0% H<sub>2</sub>, 25.0% N<sub>2</sub>O, 50.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>

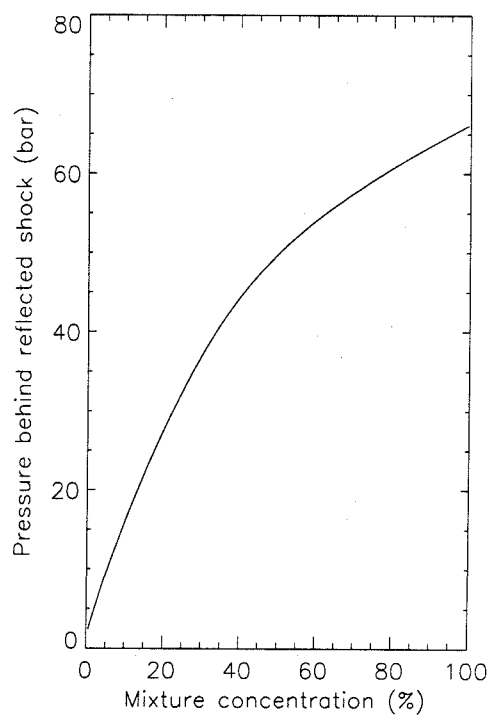
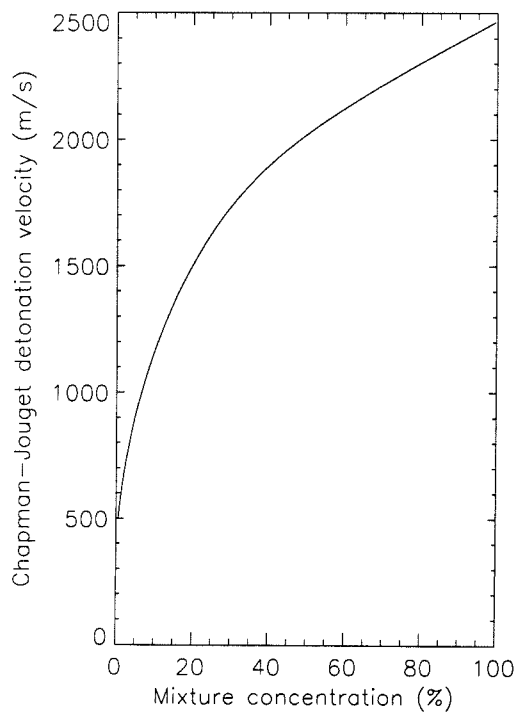
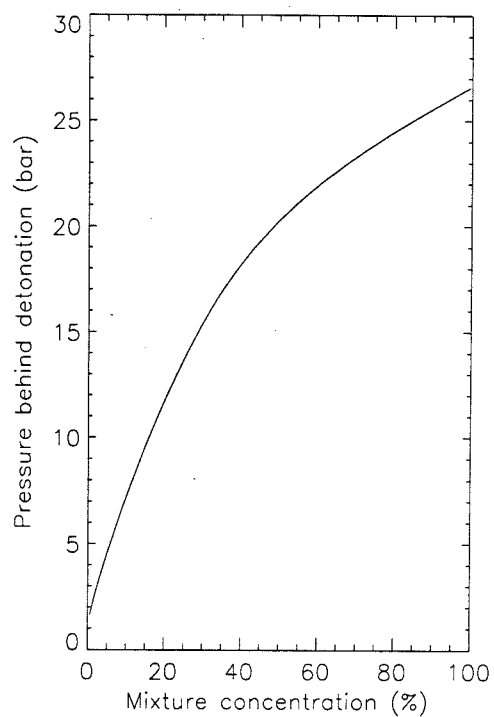
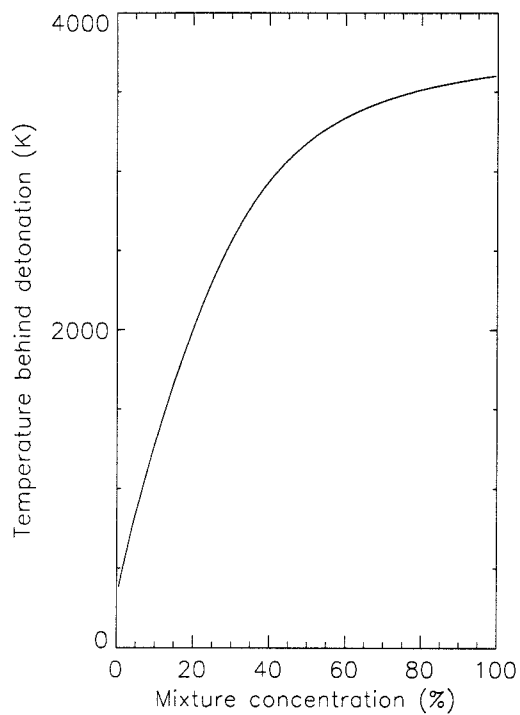


ZND calculations for detonation of mixture no. 12 in air

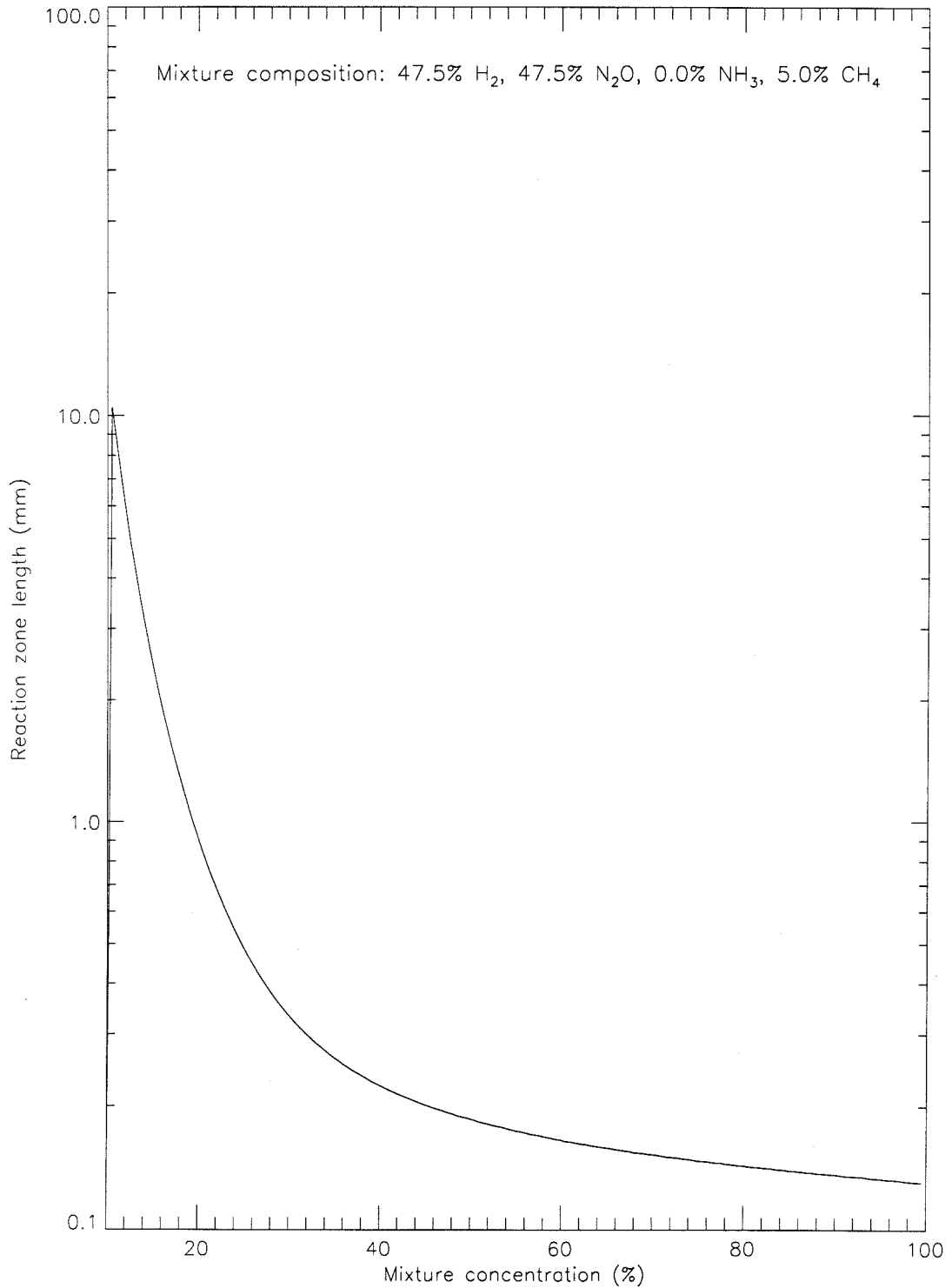




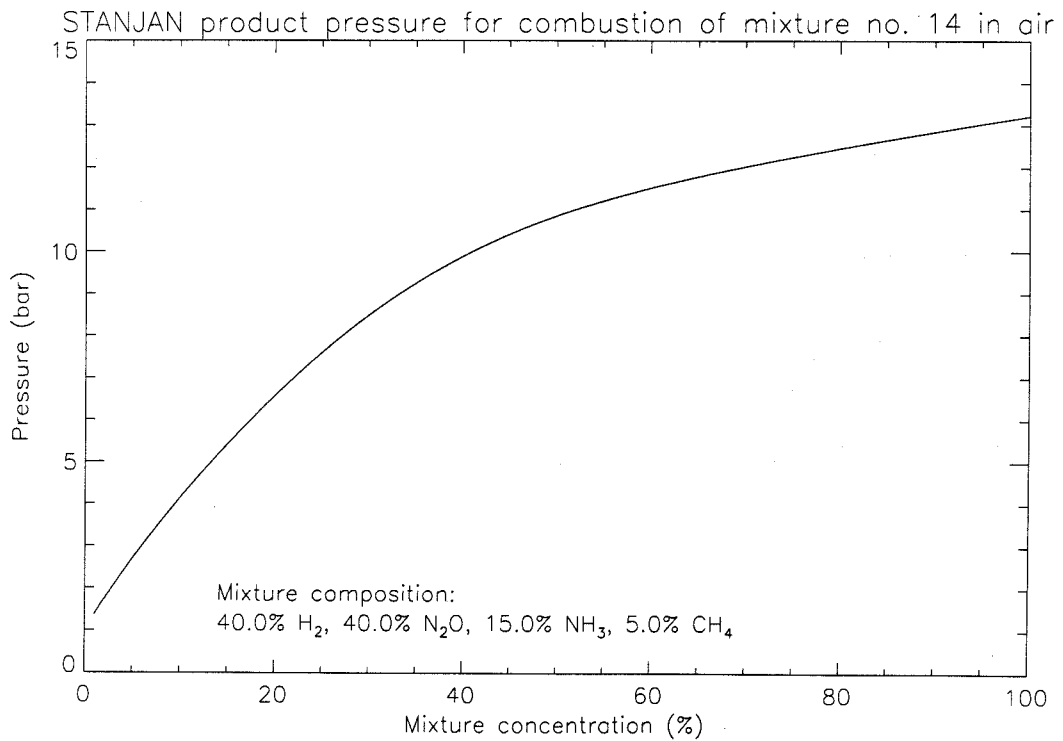
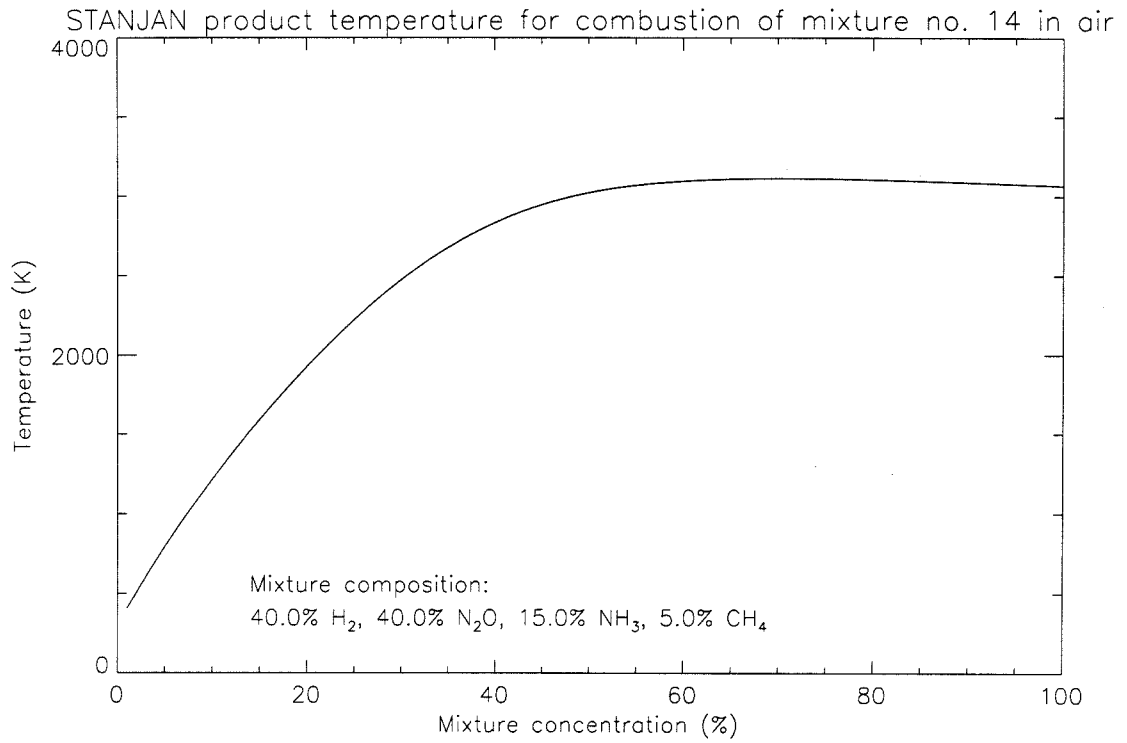
STANJAN calculations for detonation of mixture no. 13 in air  
Mixture composition: 47.5% H<sub>2</sub>, 47.5% N<sub>2</sub>O, 0.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>



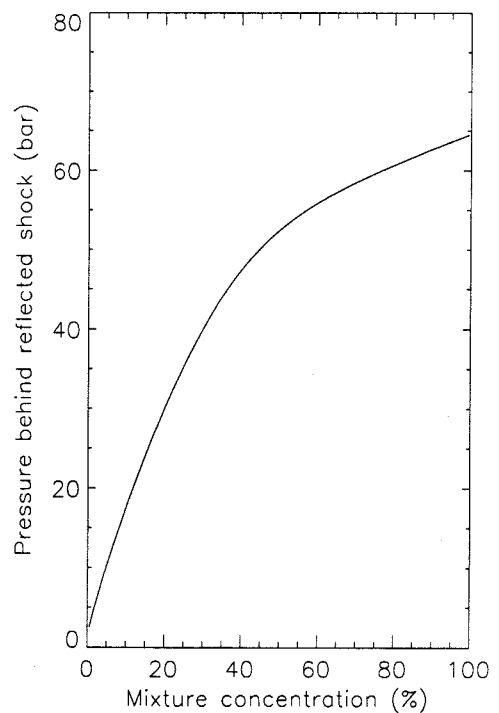
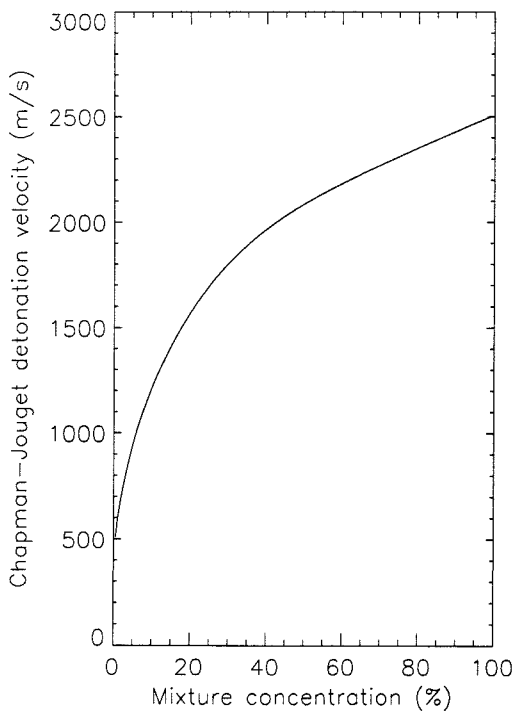
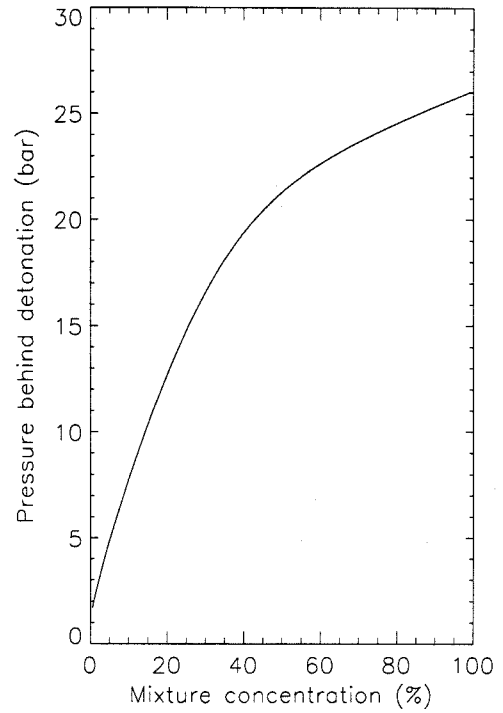
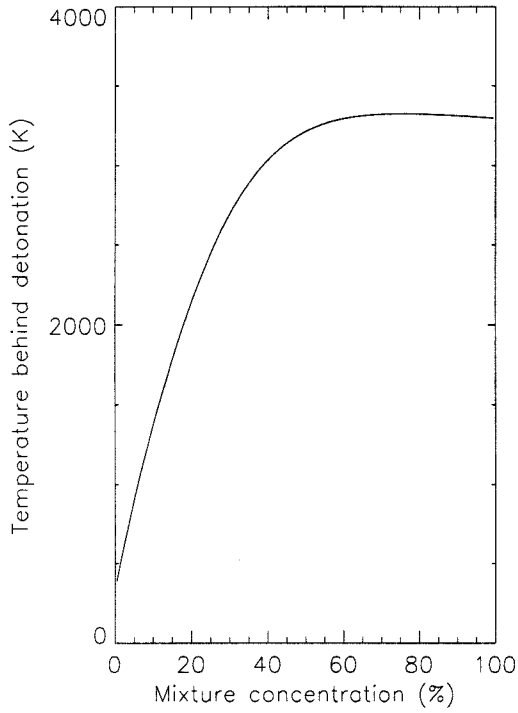
ZND calculations for detonation of mixture no. 13 in air



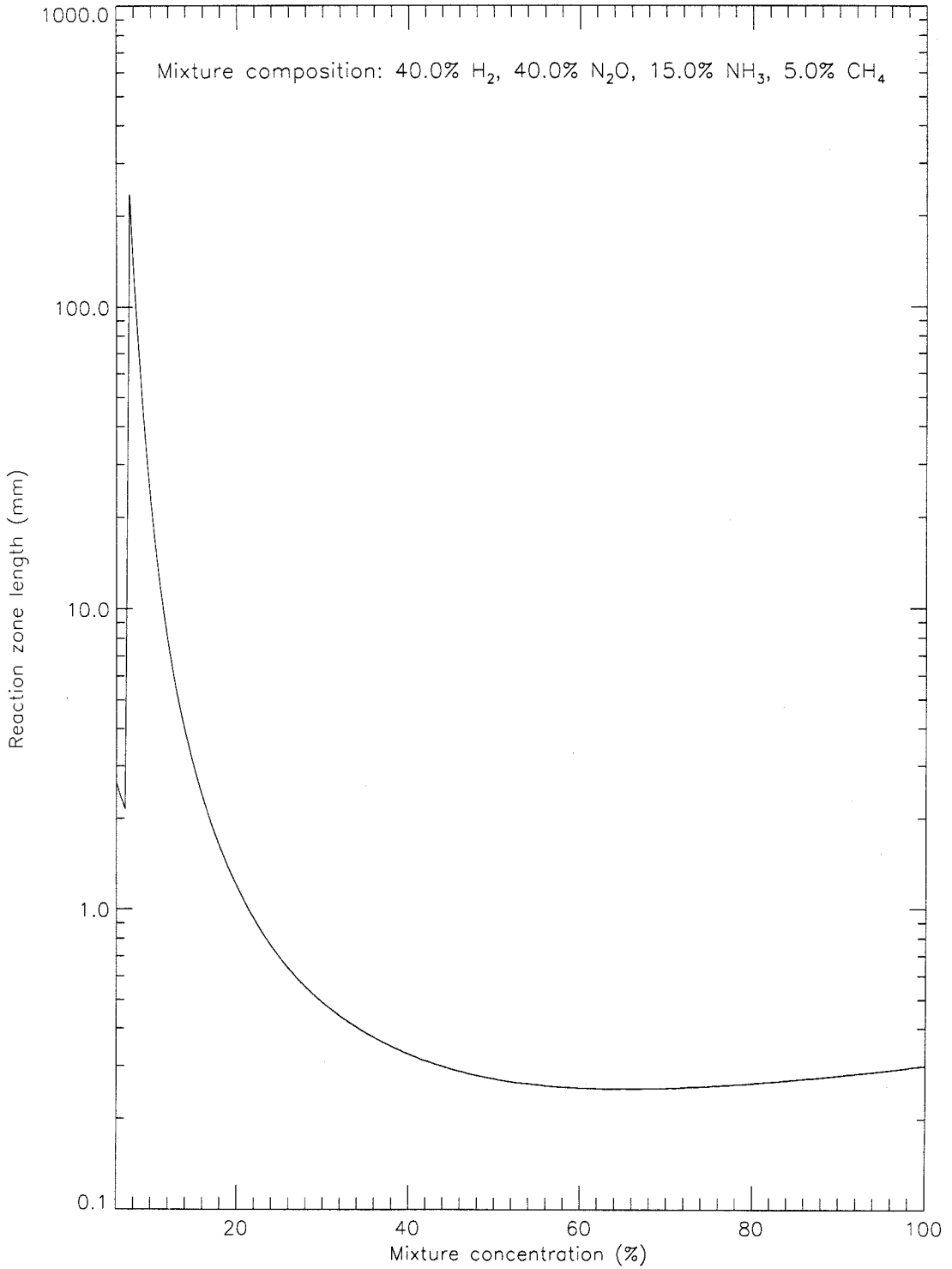


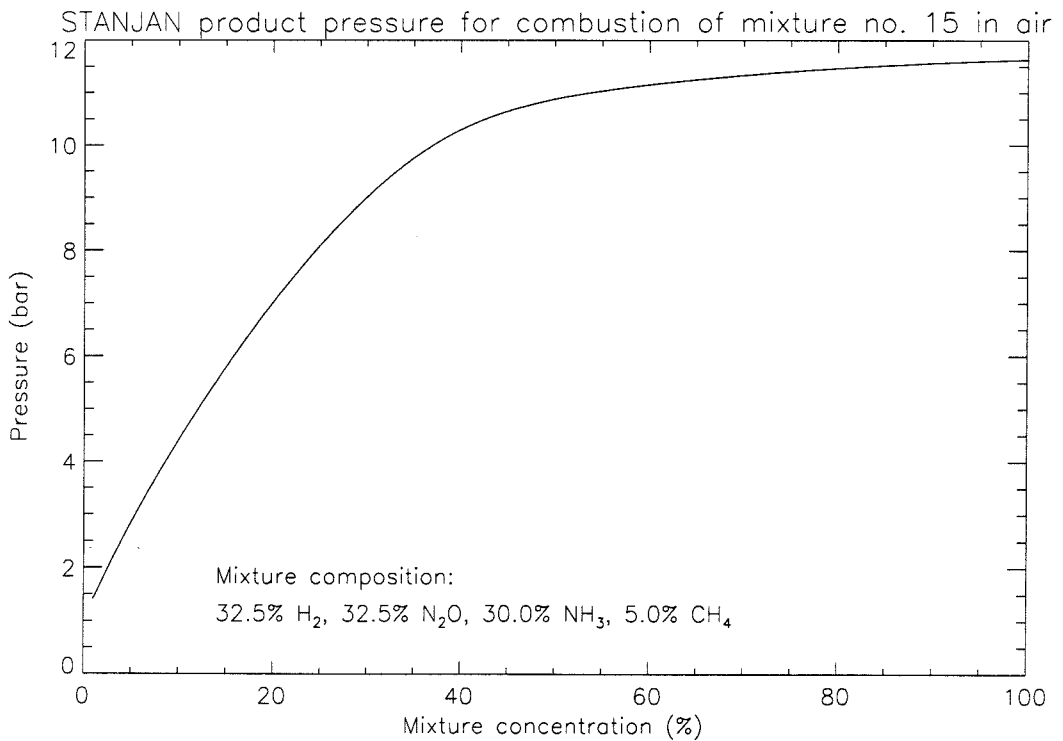
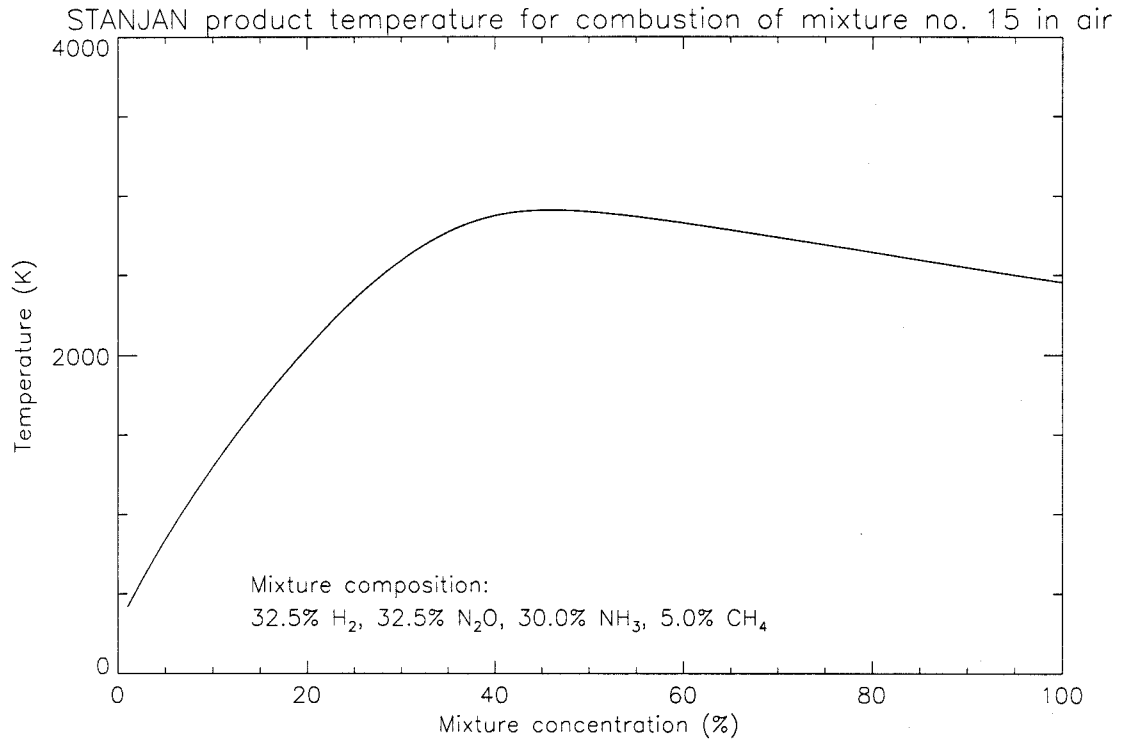


STANJAN calculations for detonation of mixture no. 14 in air  
Mixture composition: 40.0% H<sub>2</sub>, 40.0% N<sub>2</sub>O, 15.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>

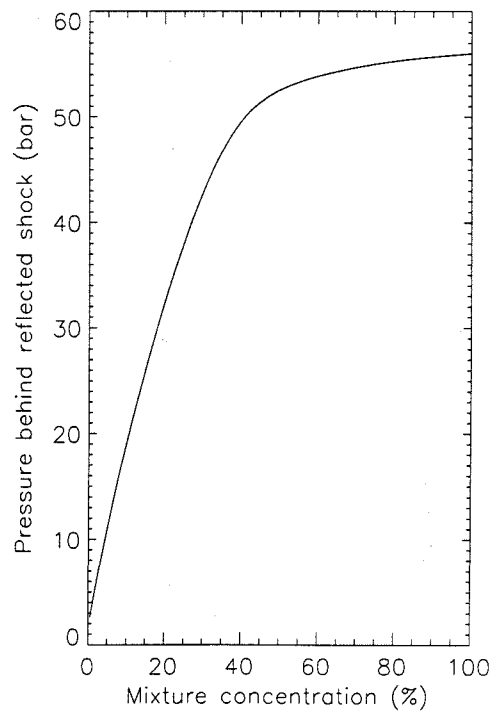
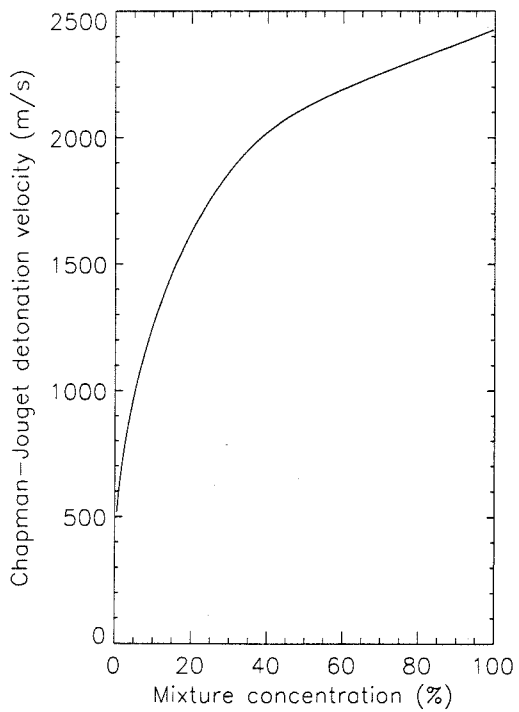
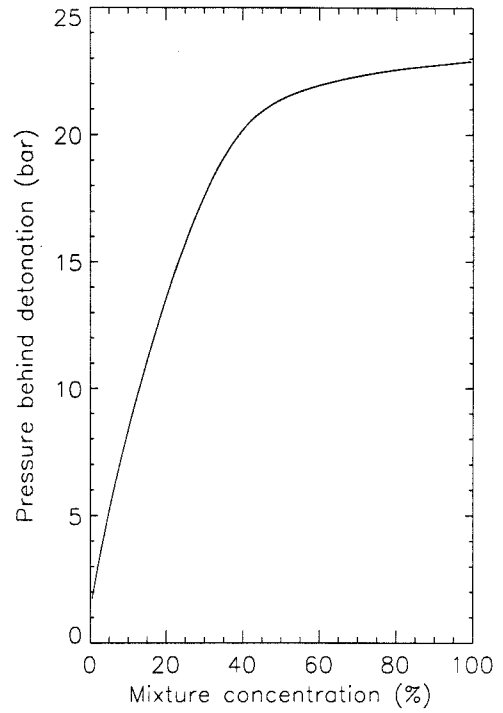
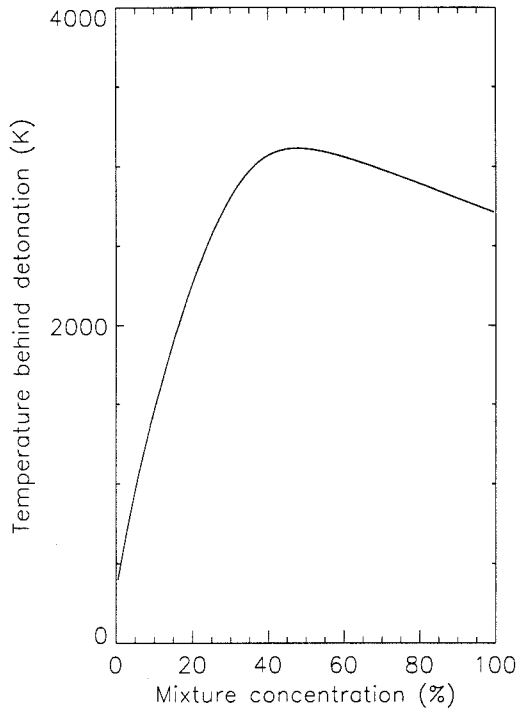


ZND calculations for detonation of mixture no. 14 in air

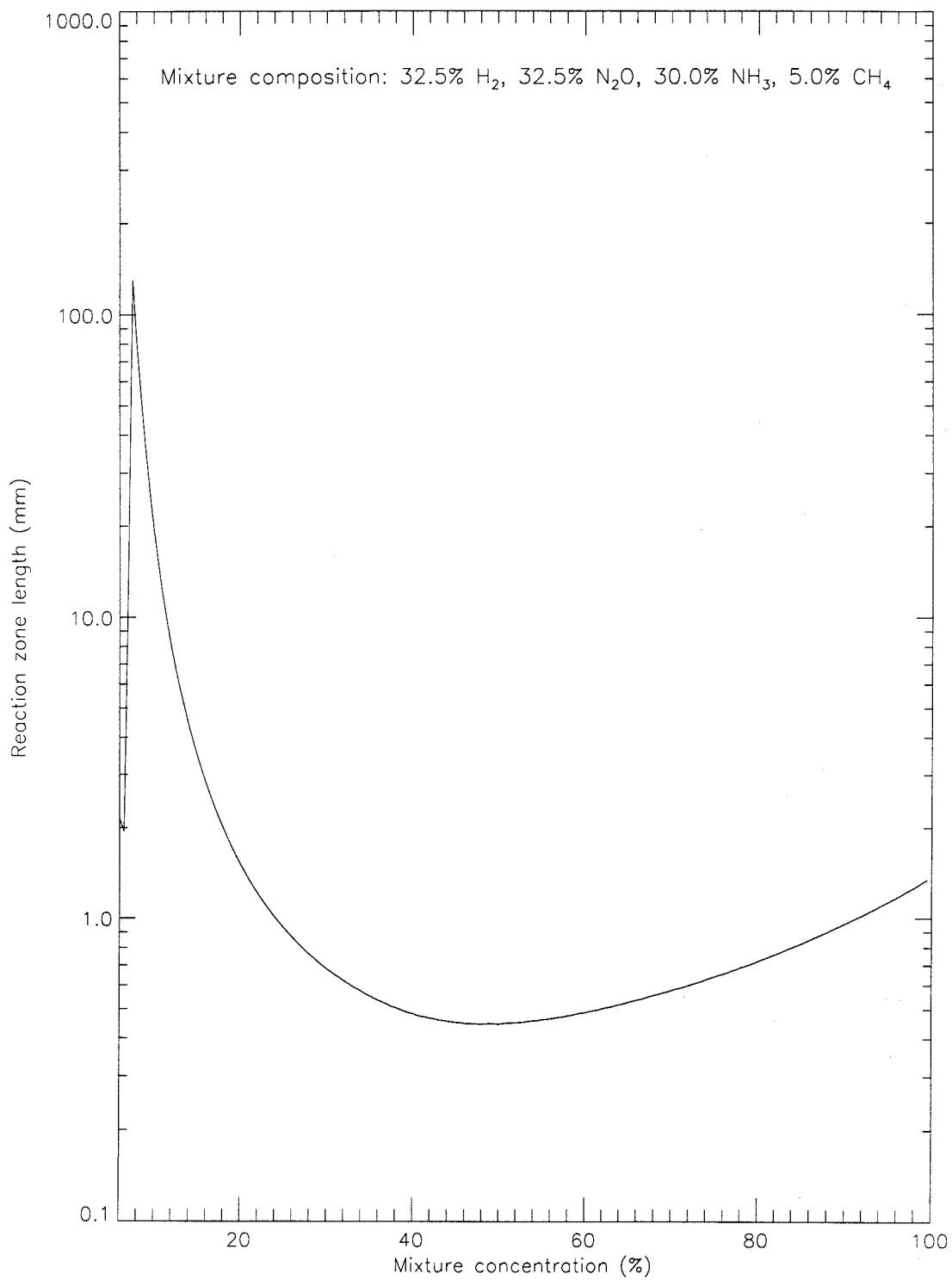


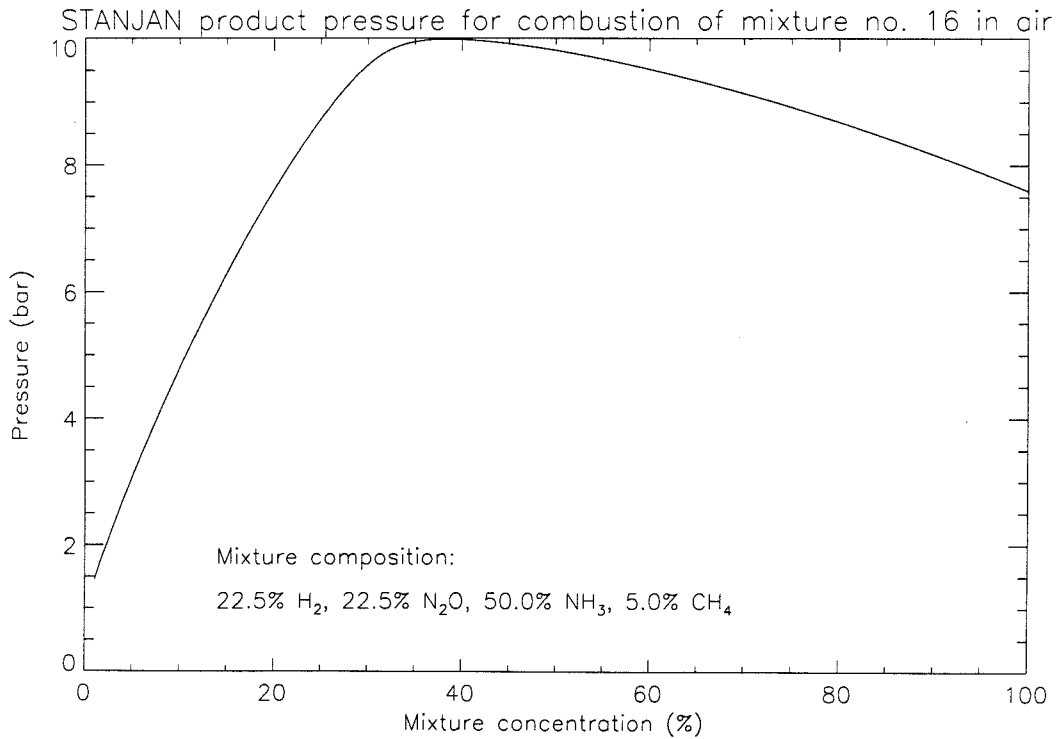
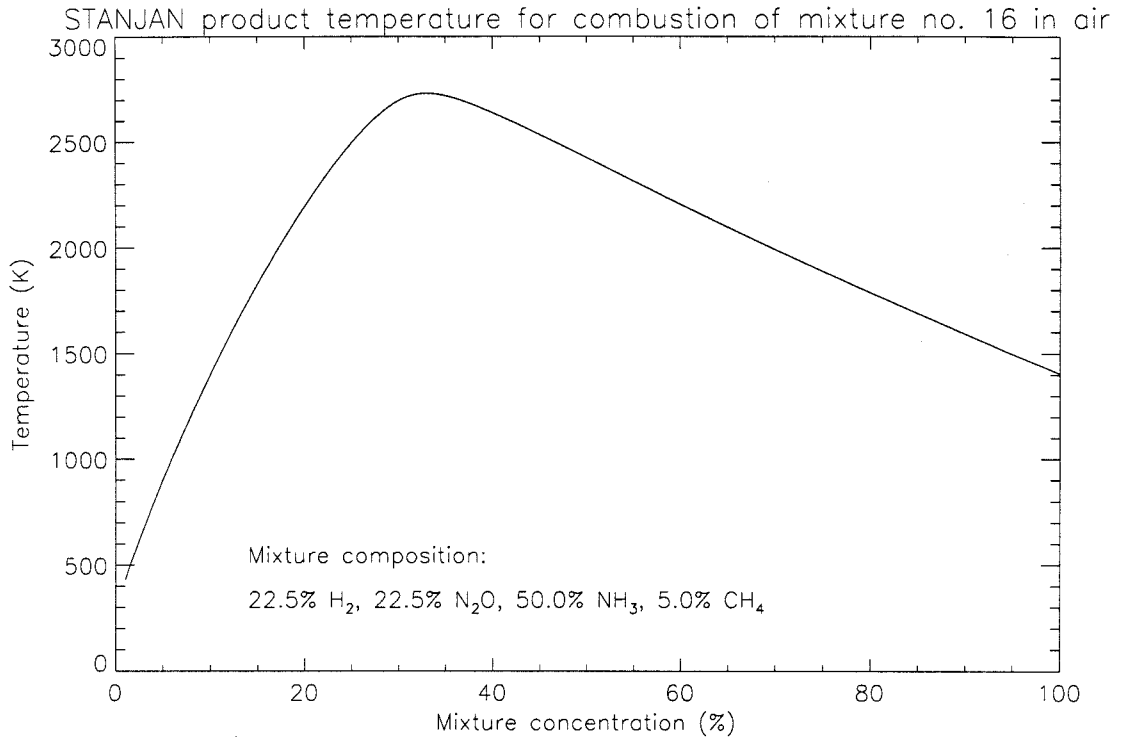


STANJAN calculations for detonation of mixture no. 15 in air  
Mixture composition: 32.5% H<sub>2</sub>, 32.5% N<sub>2</sub>O, 30.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>

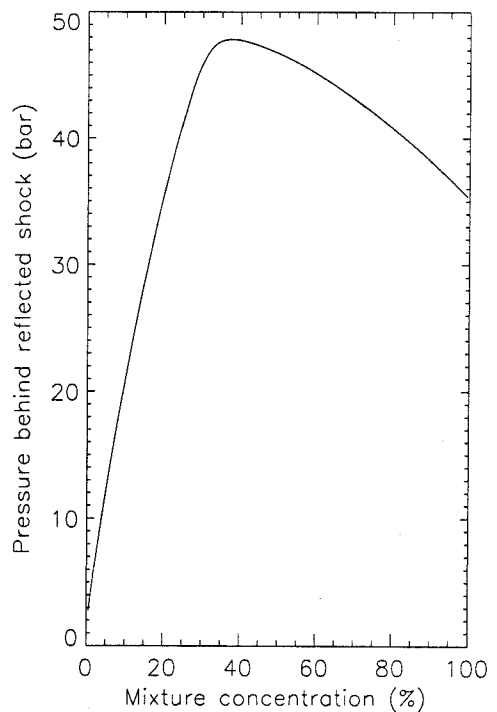
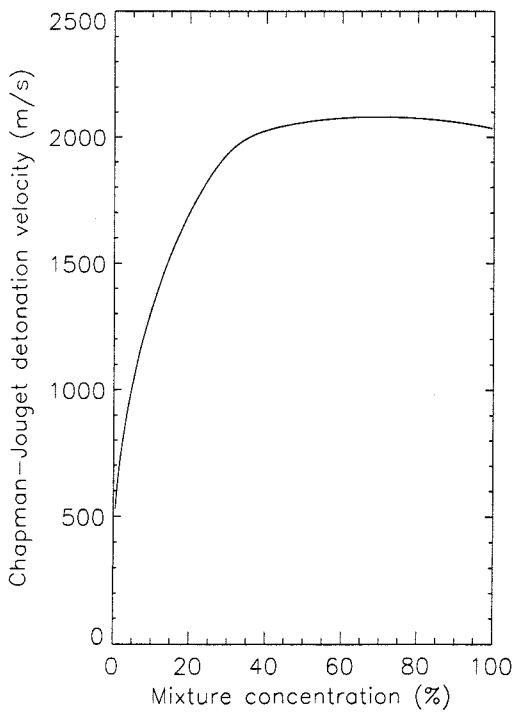
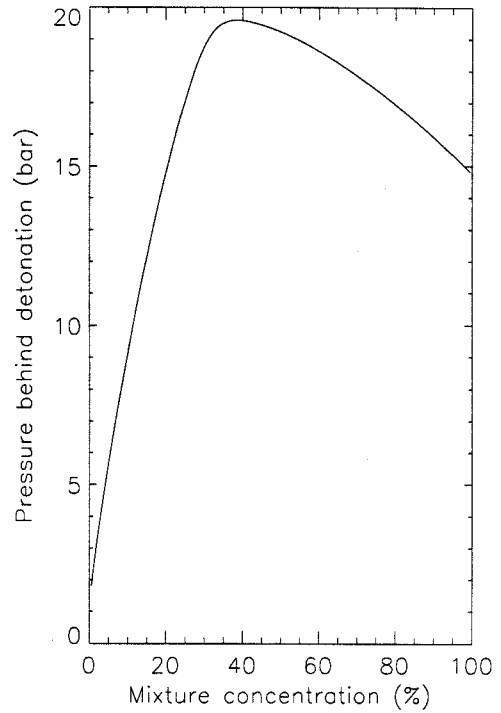
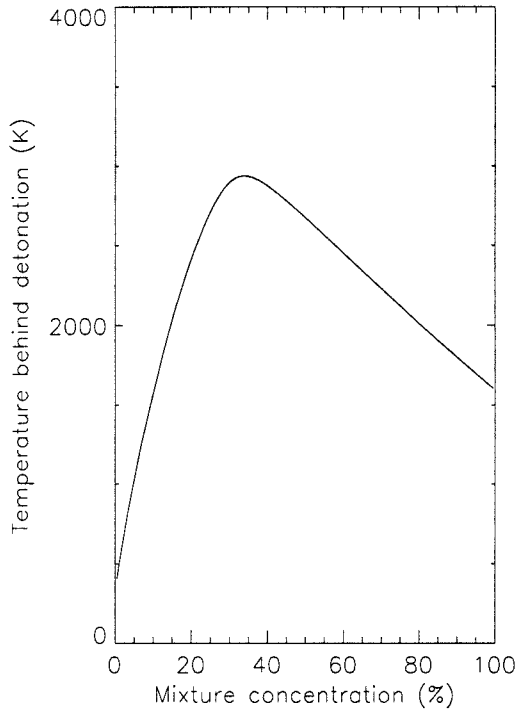


ZND calculations for detonation of mixture no. 15 in air



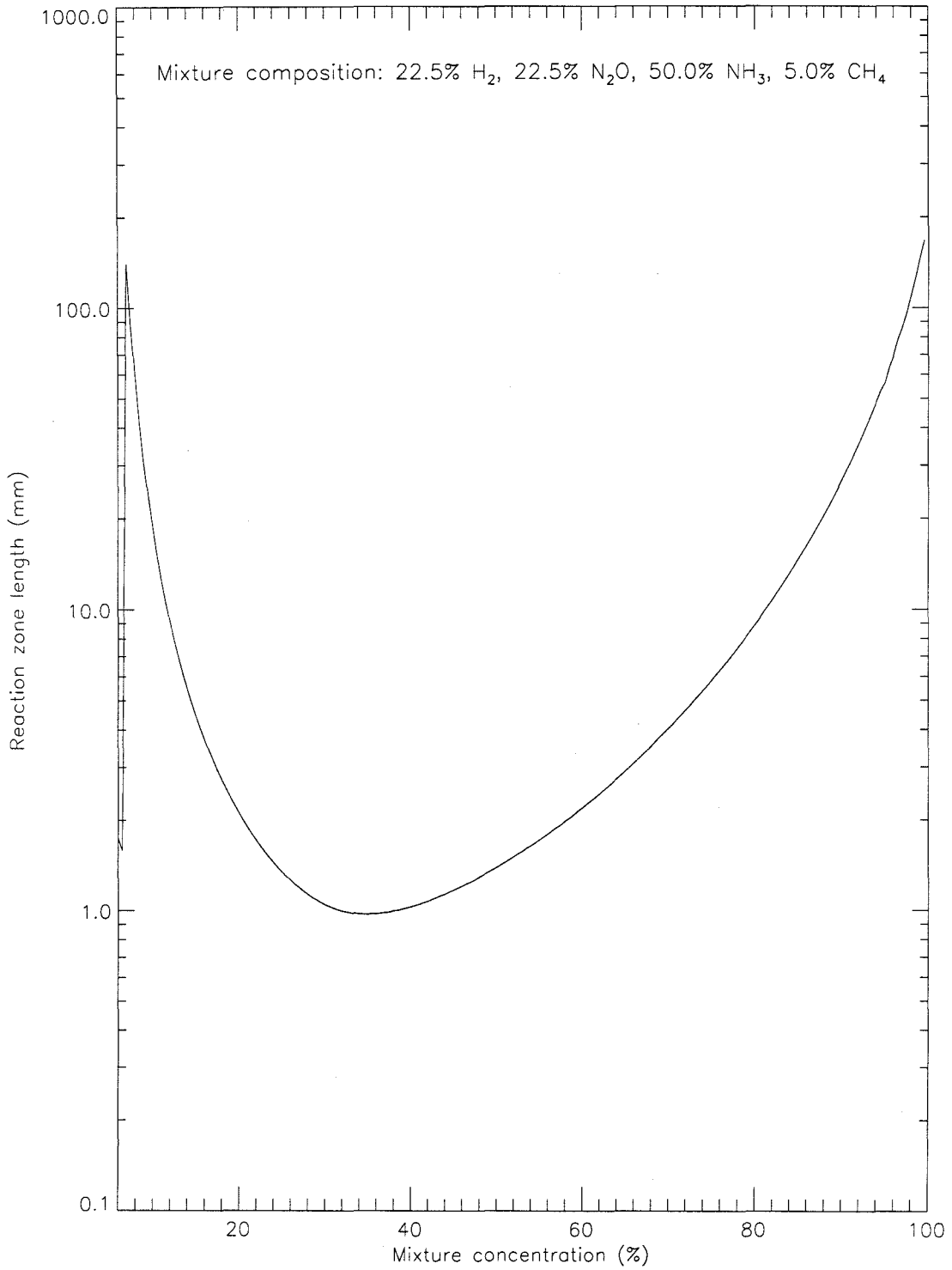


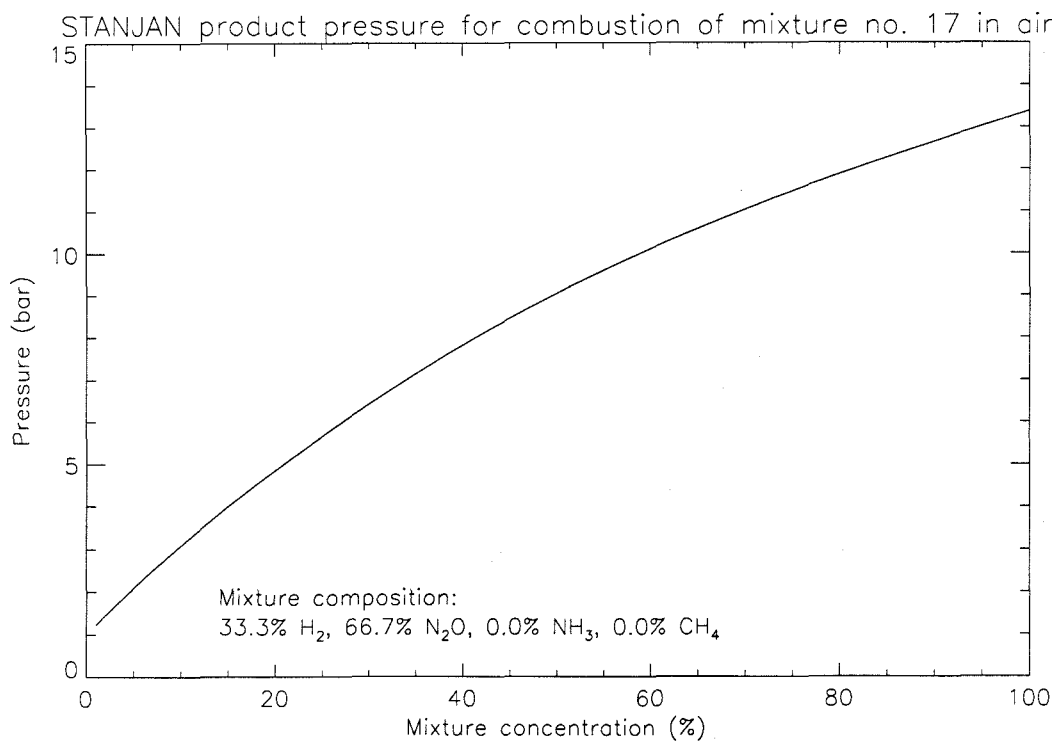
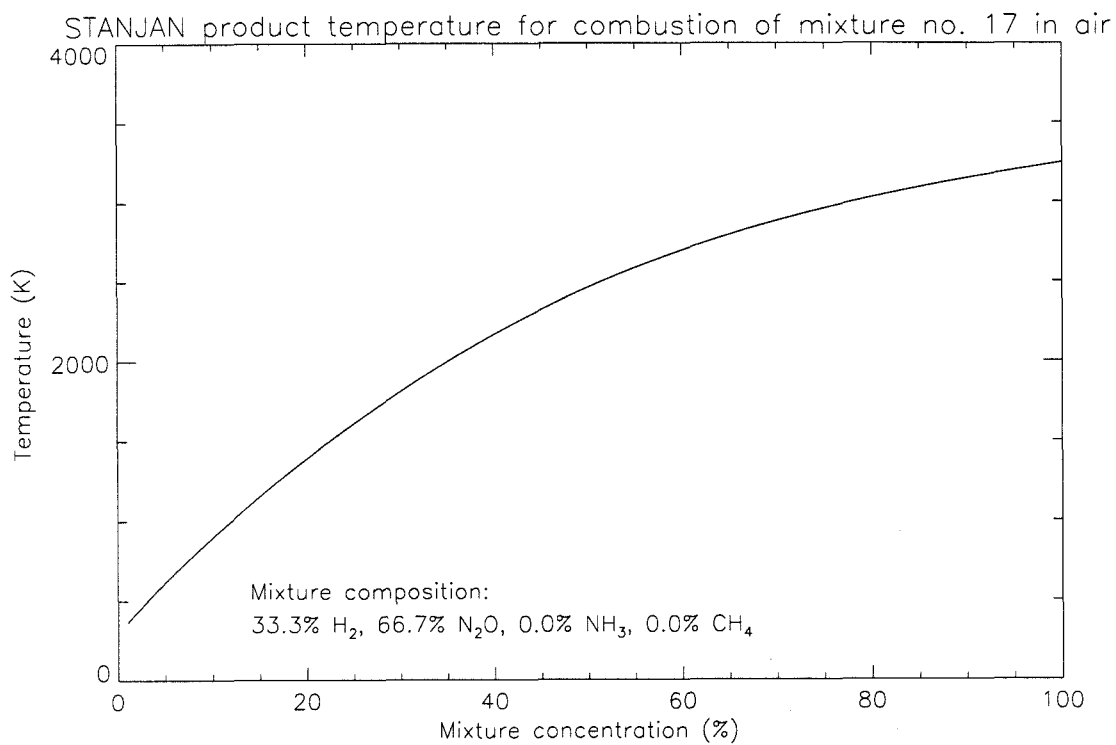
STANJAN calculations for detonation of mixture no. 16 in air  
Mixture composition: 22.5% H<sub>2</sub>, 22.5% N<sub>2</sub>O, 50.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>



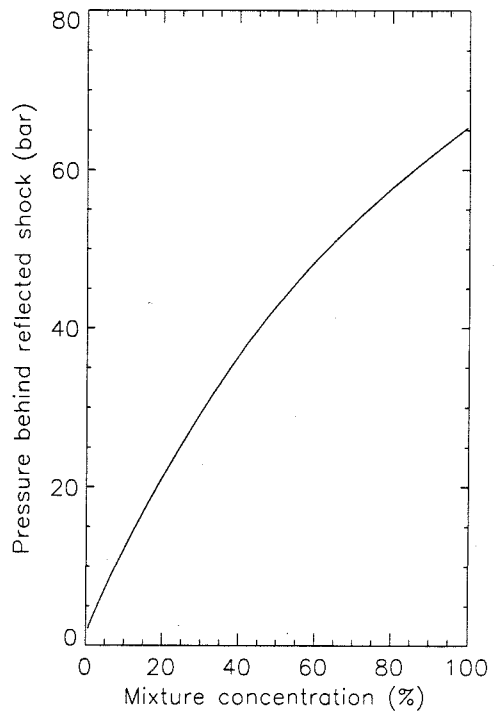
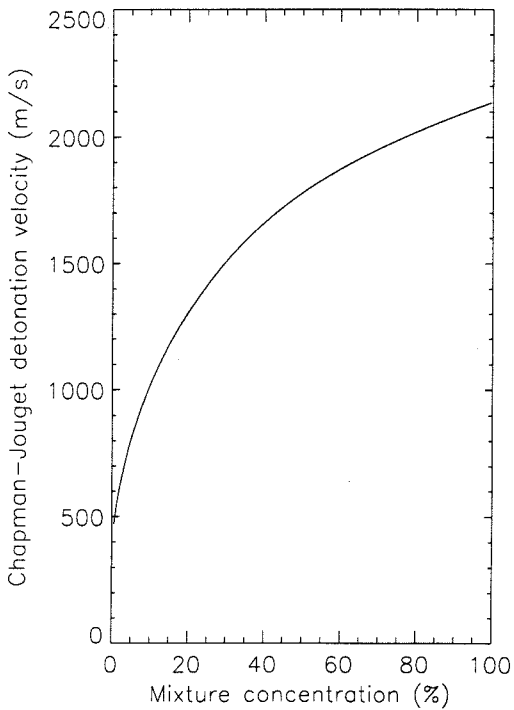
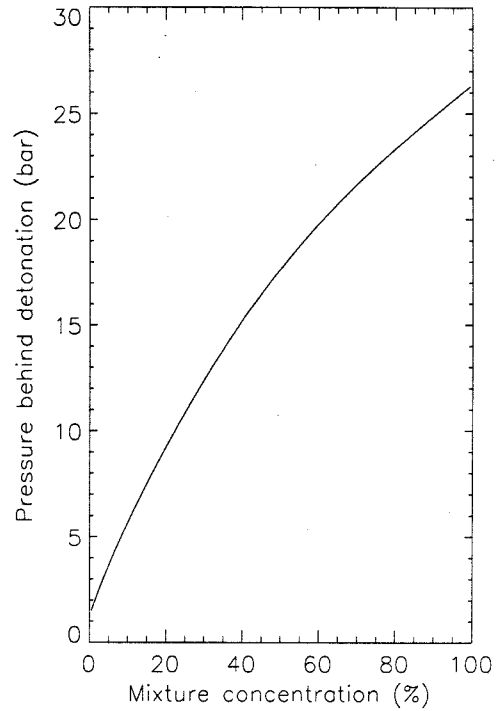
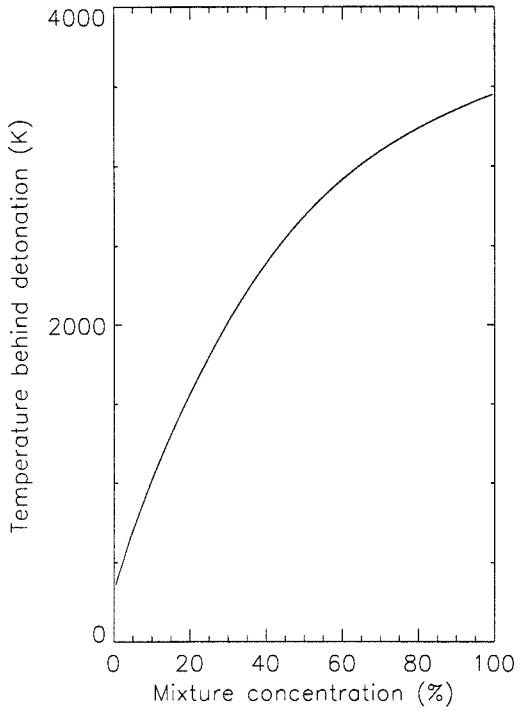


ZND calculations for detonation of mixture no. 16 in air

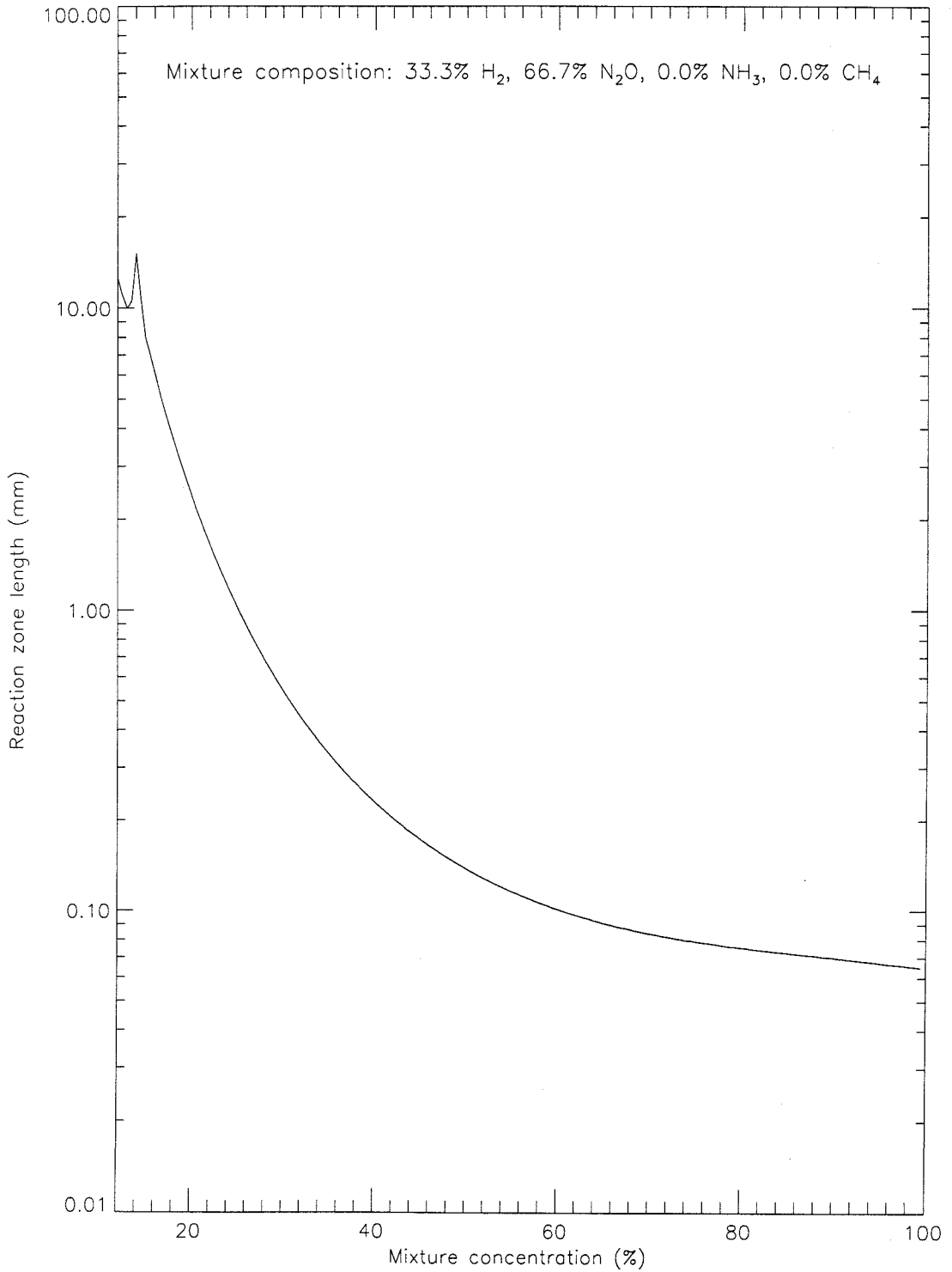


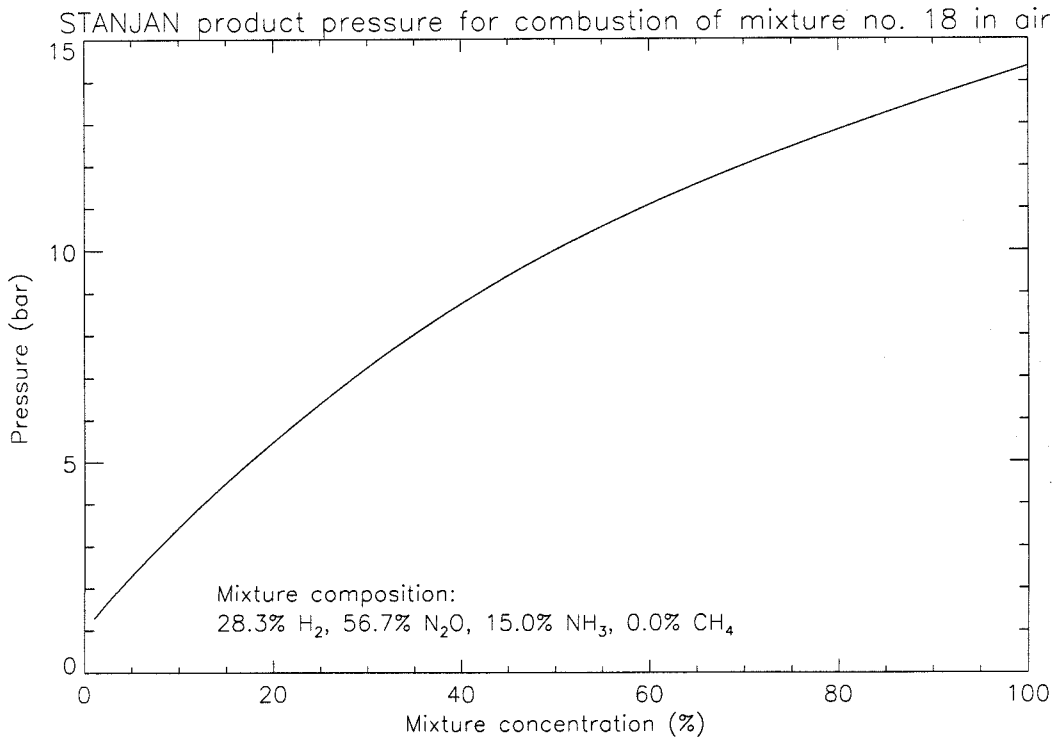
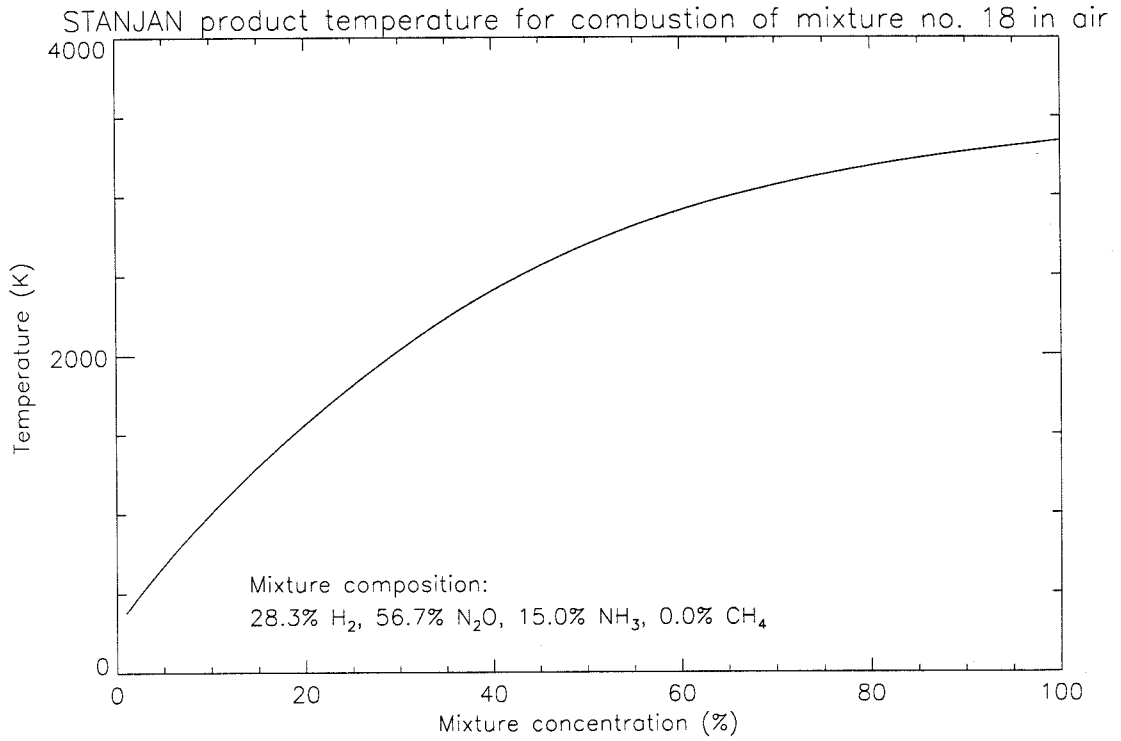


STANJAN calculations for detonation of mixture no. 17 in air  
Mixture composition: 33.3% H<sub>2</sub>, 66.7% N<sub>2</sub>O, 0.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>

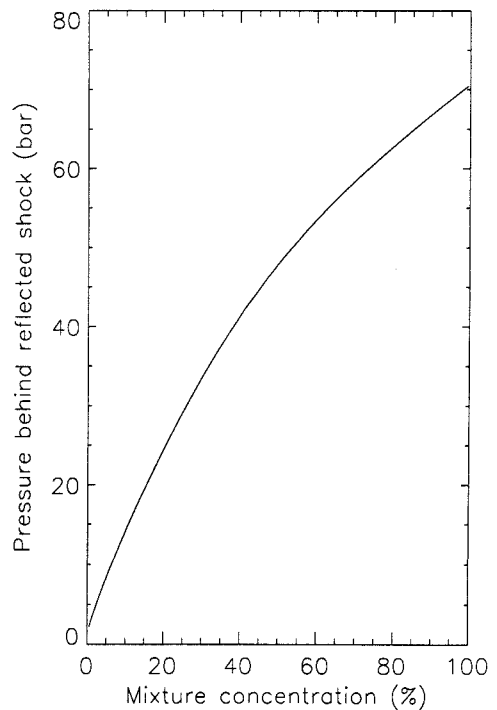
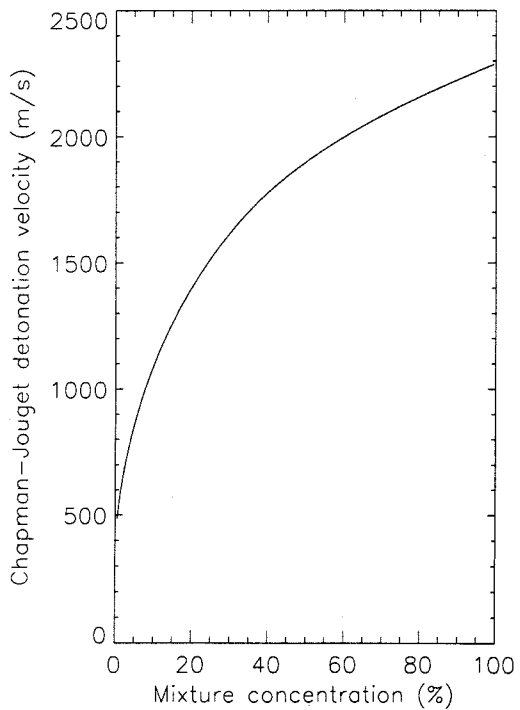
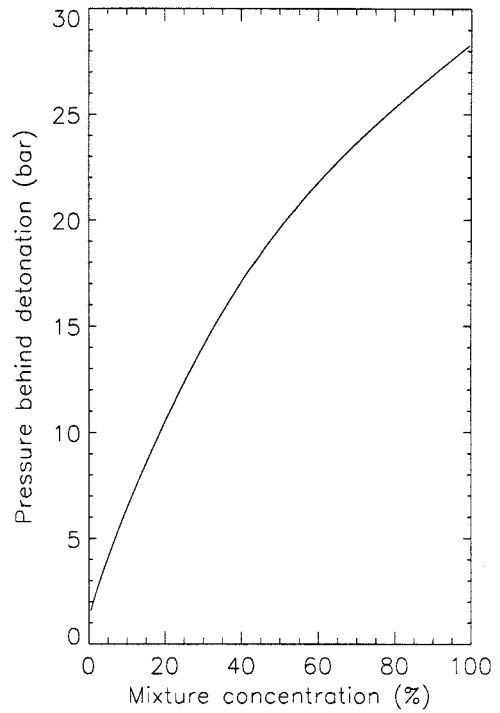
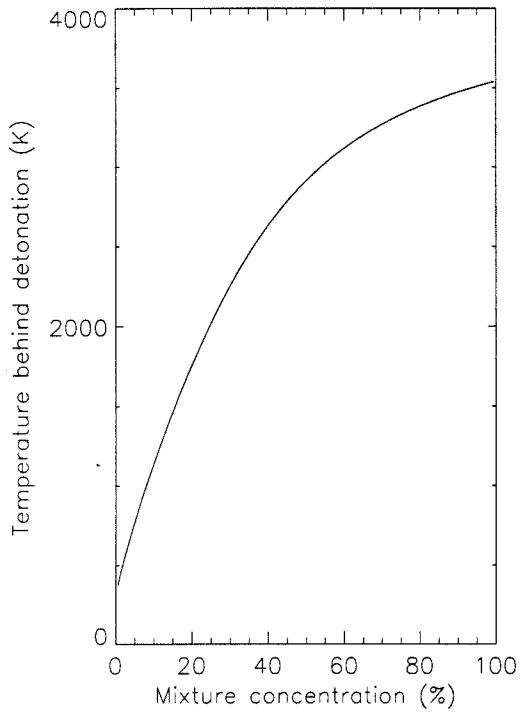


ZND calculations for detonation of mixture no. 17 in air

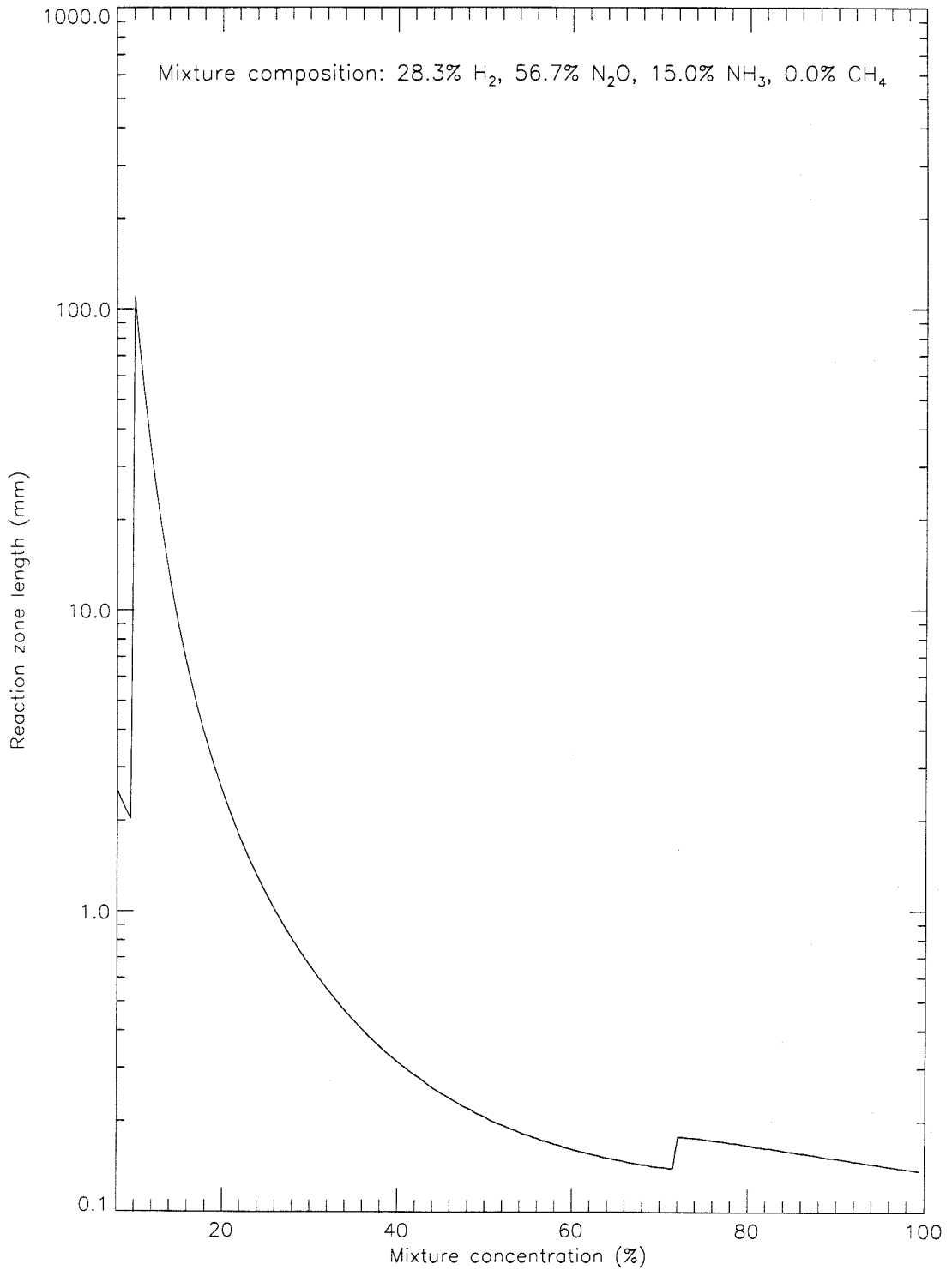


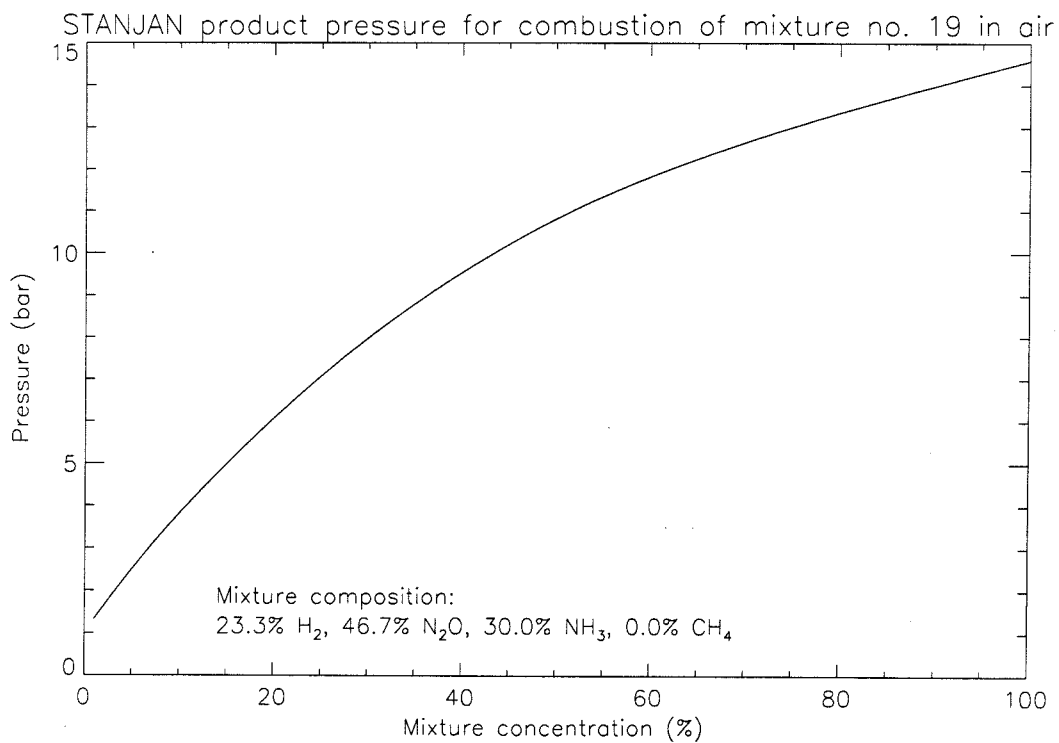
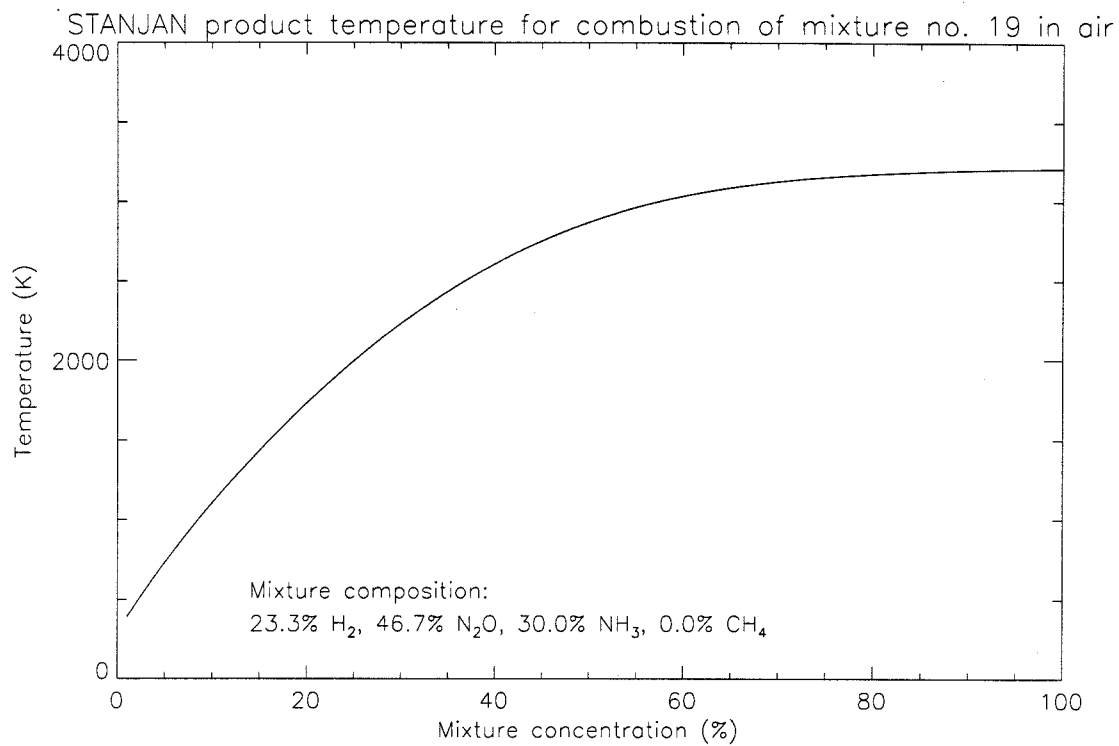


STANJAN calculations for detonation of mixture no. 18 in air  
Mixture composition: 28.3% H<sub>2</sub>, 56.7% N<sub>2</sub>O, 15.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>



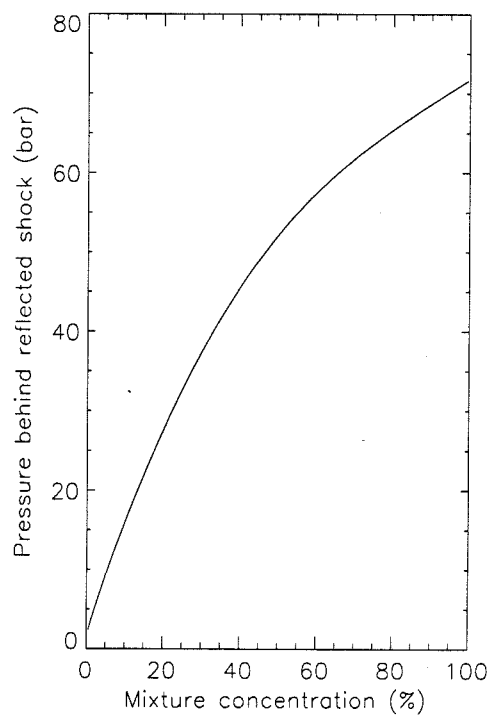
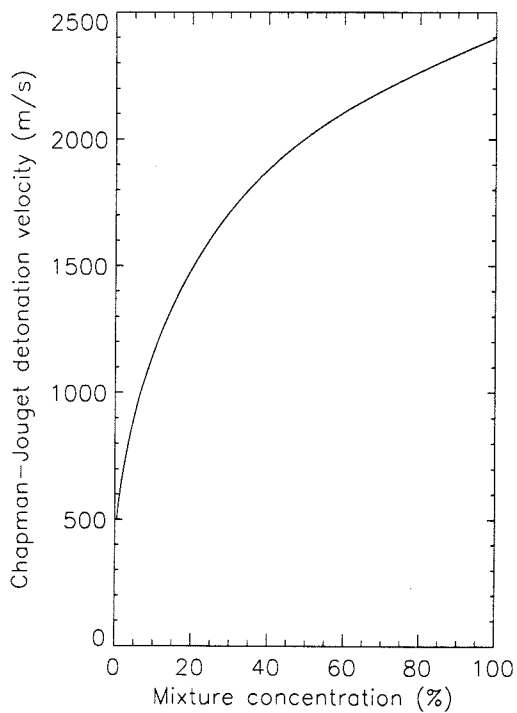
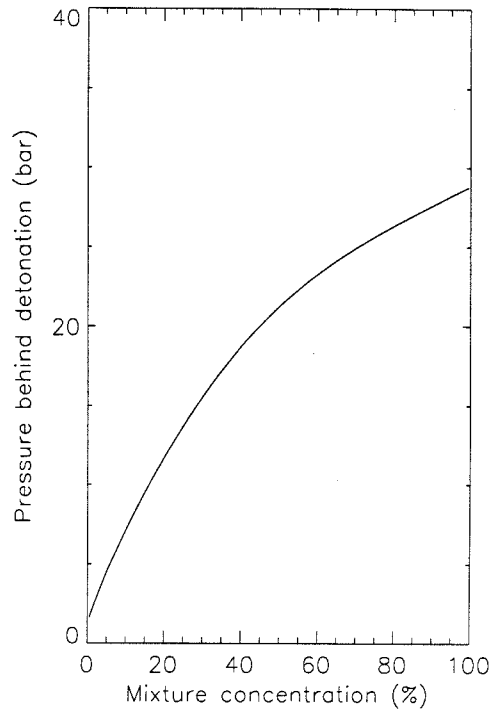
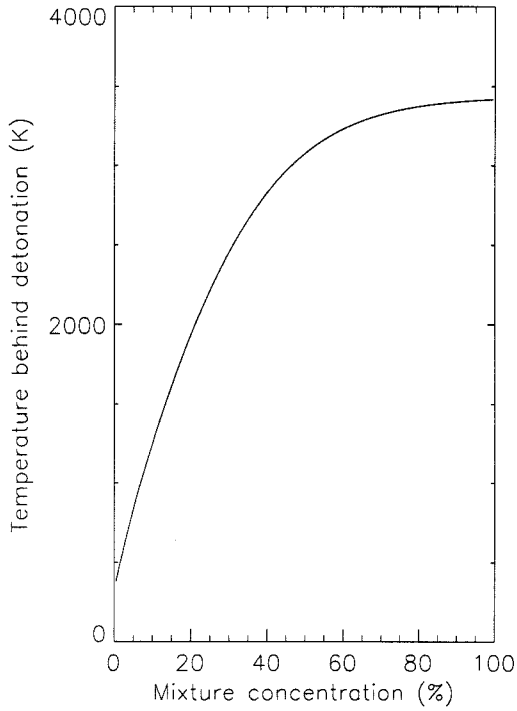
ZND calculations for detonation of mixture no. 18 in air



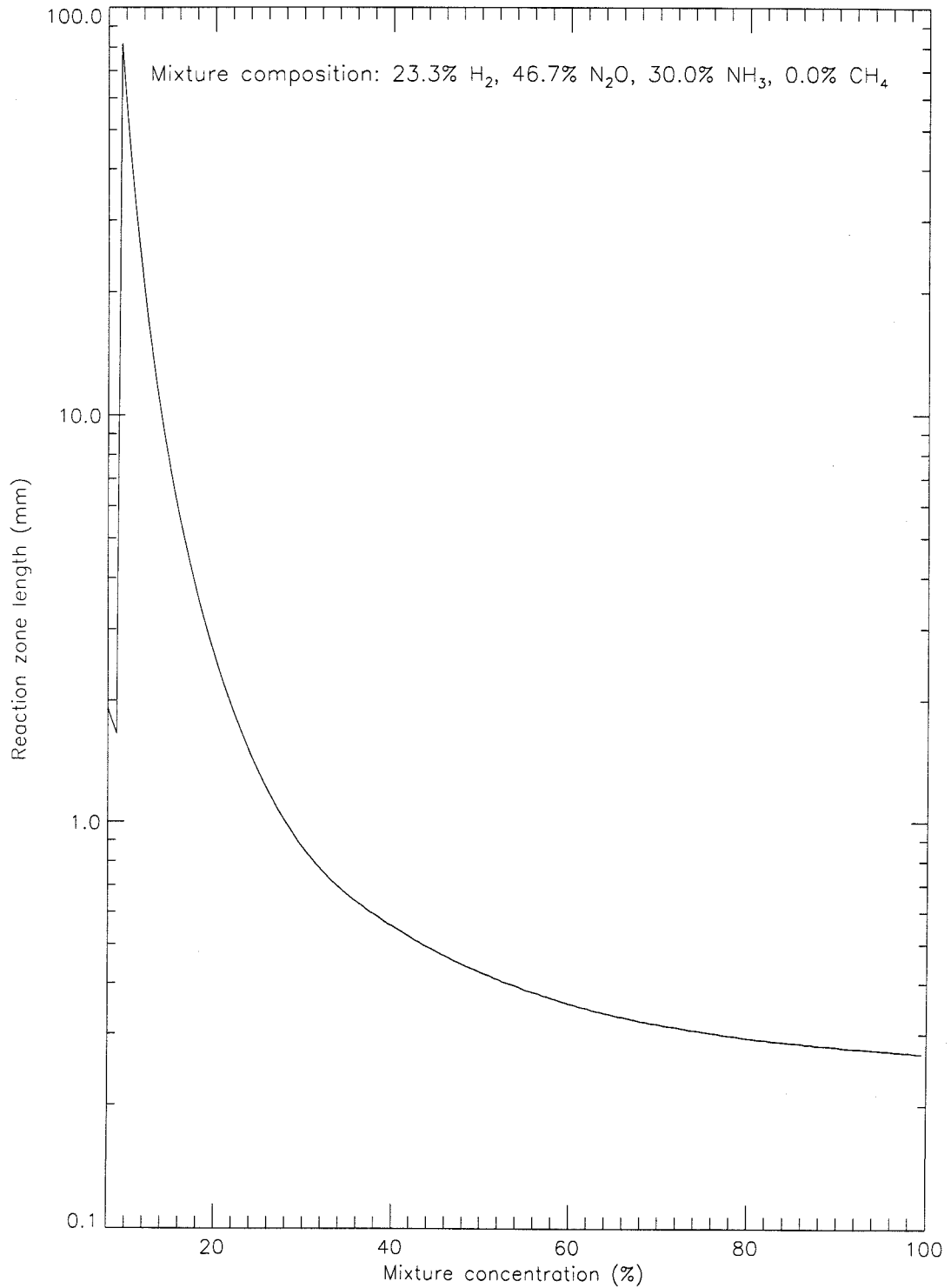


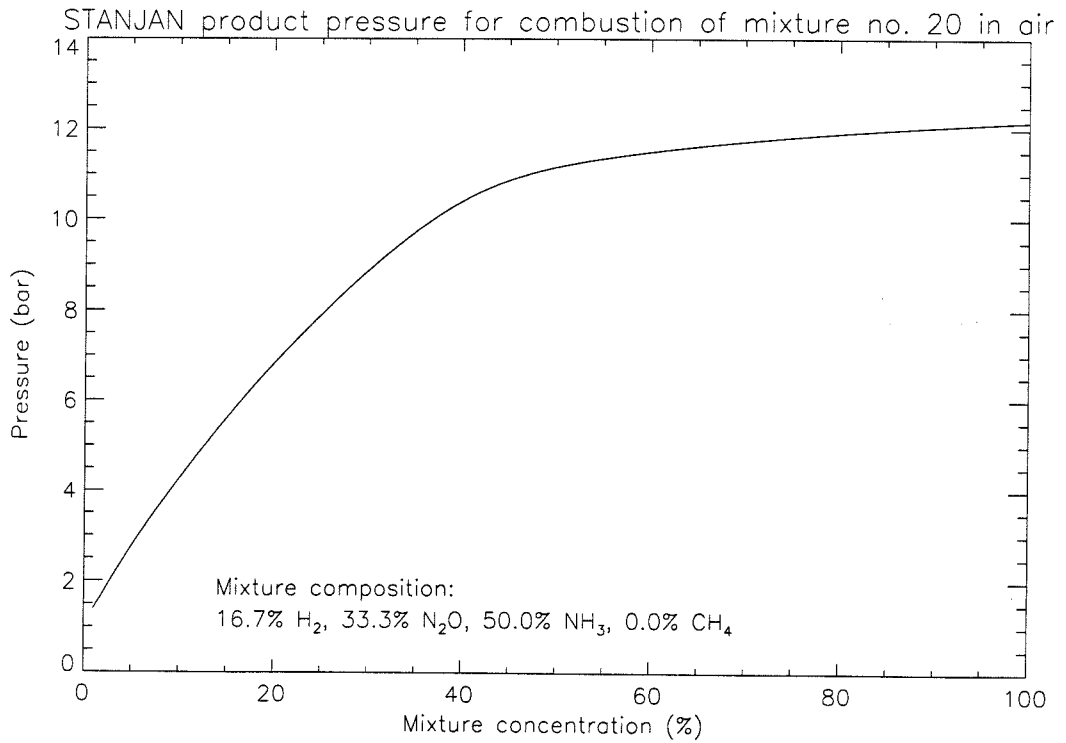
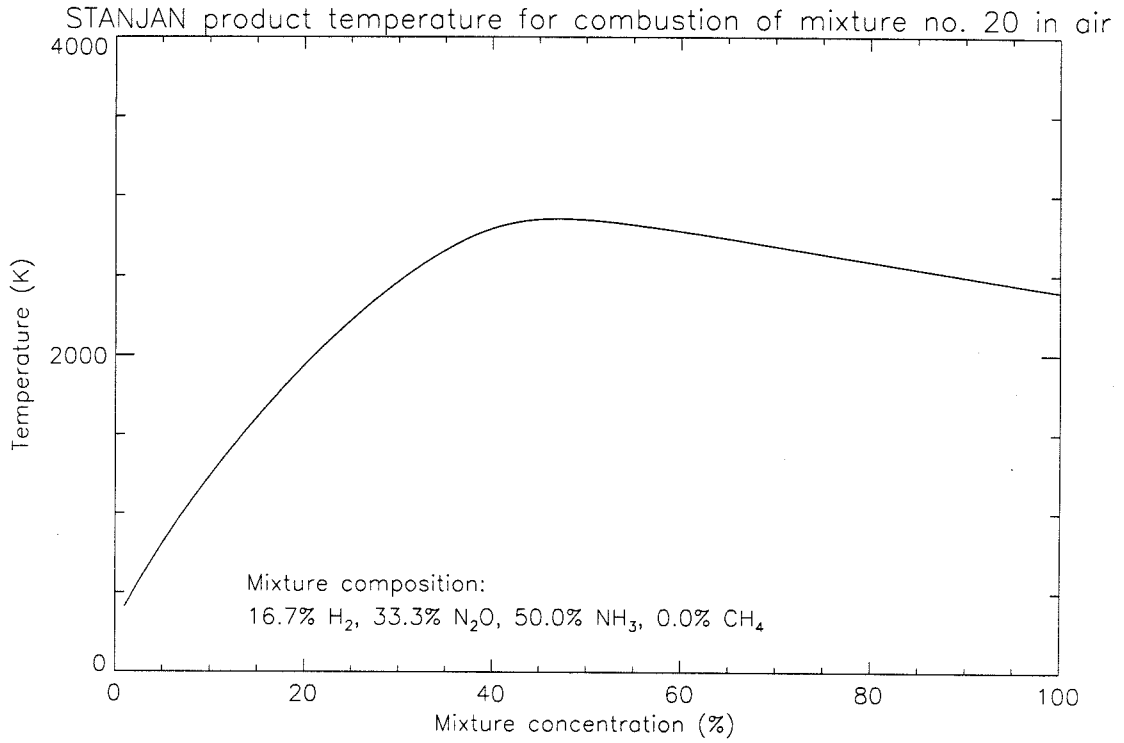


STANJAN calculations for detonation of mixture no. 19 in air  
Mixture composition: 23.3% H<sub>2</sub>, 46.7% N<sub>2</sub>O, 30.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>

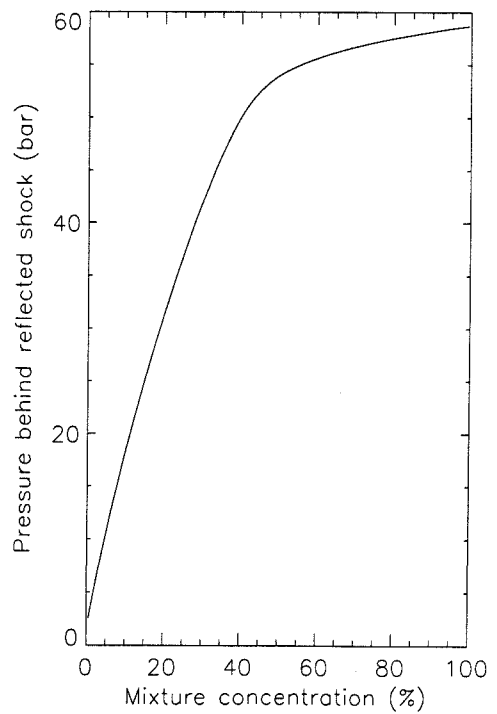
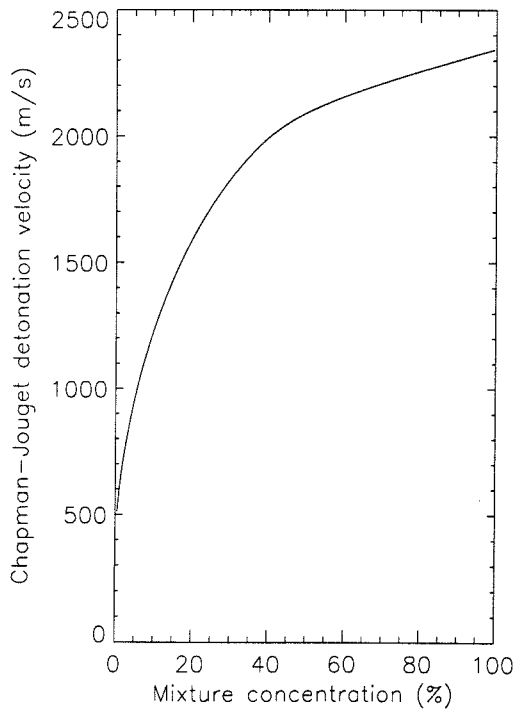
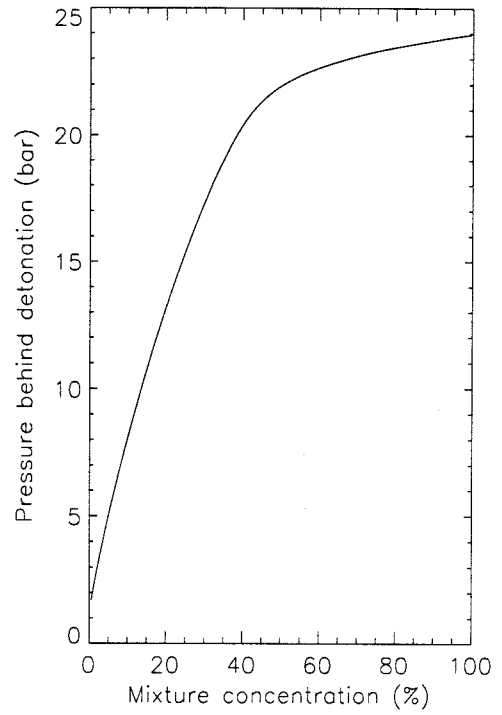
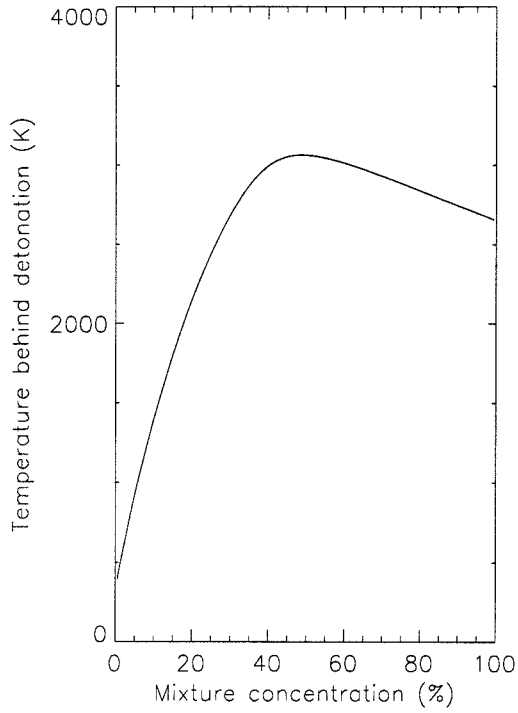


ZND calculations for detonation of mixture no. 19 in air

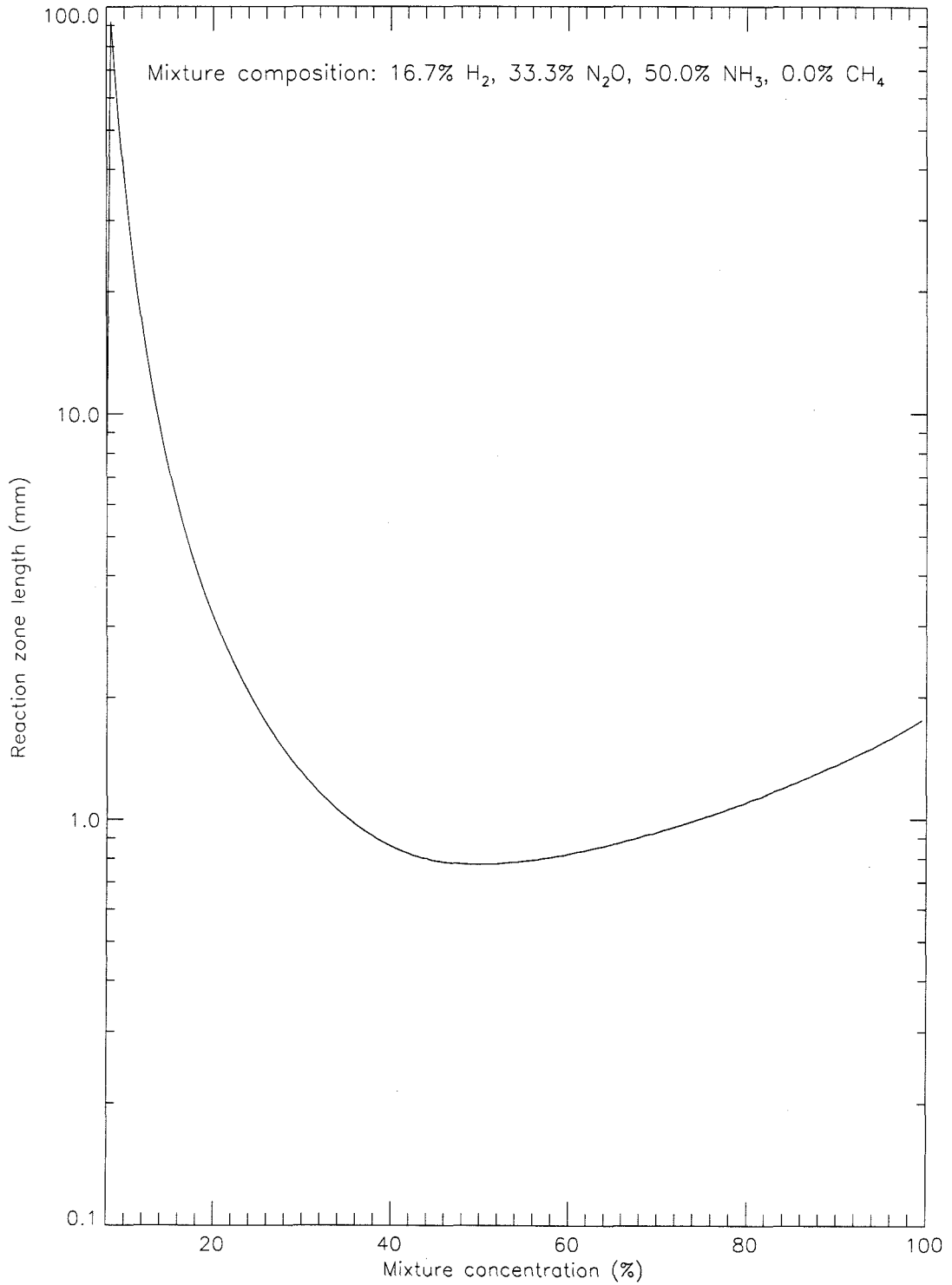


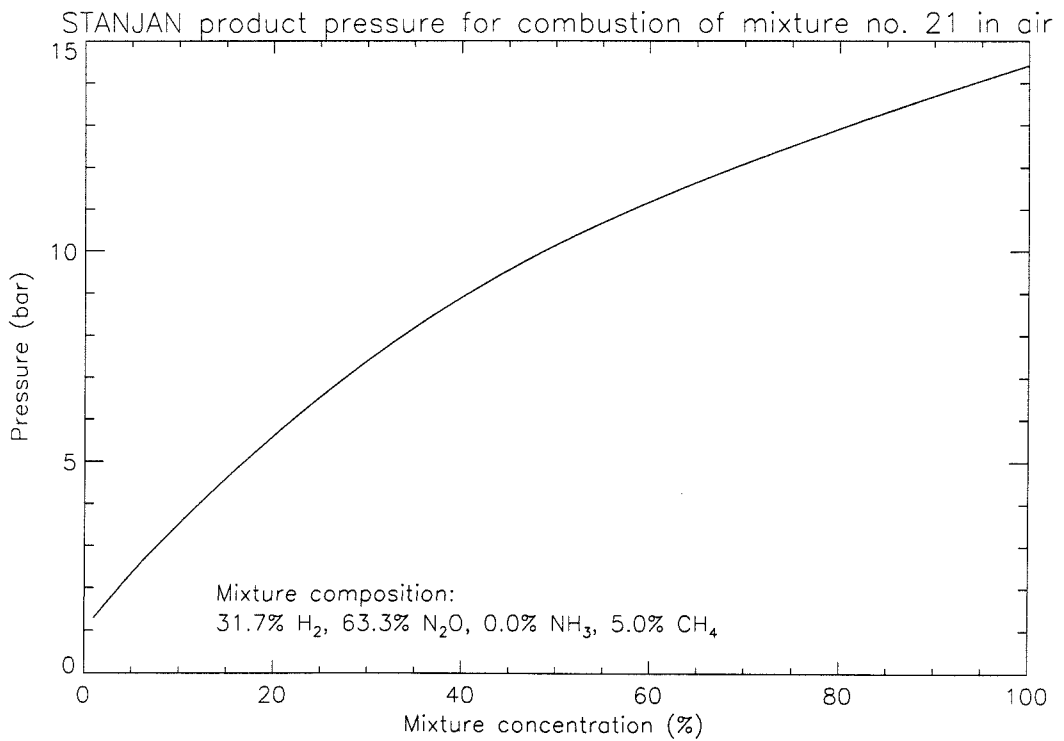
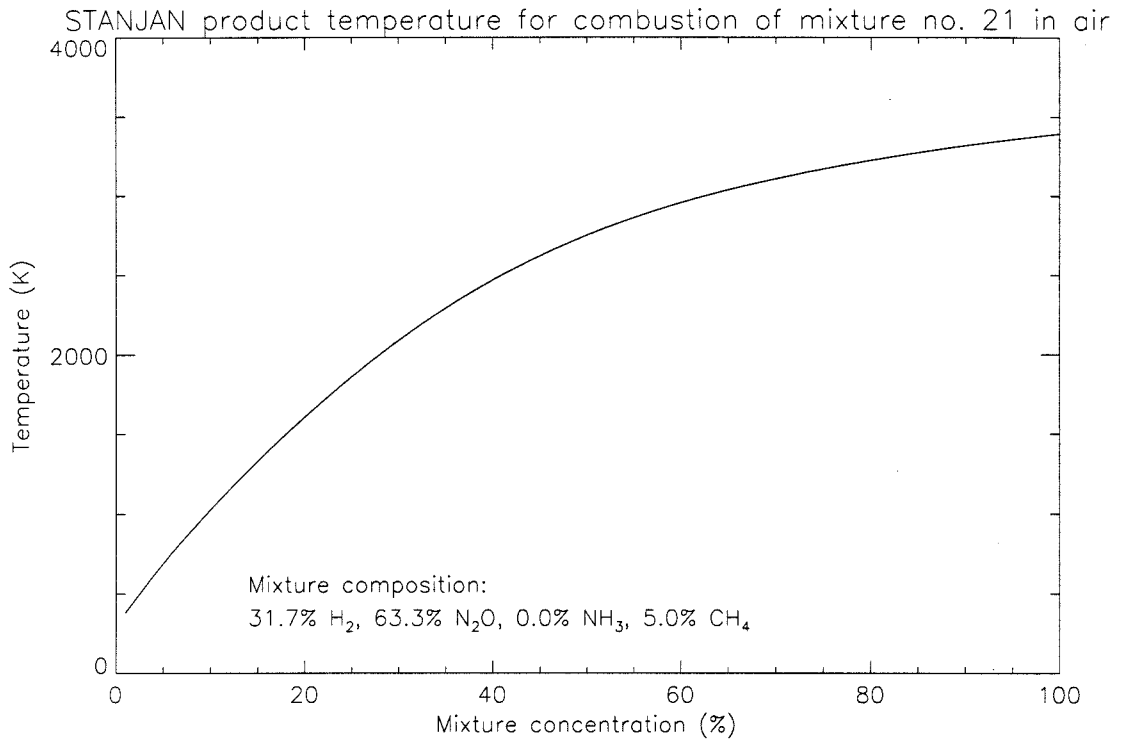


STANJAN calculations for detonation of mixture no. 20 in air  
Mixture composition: 16.7% H<sub>2</sub>, 33.3% N<sub>2</sub>O, 50.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>

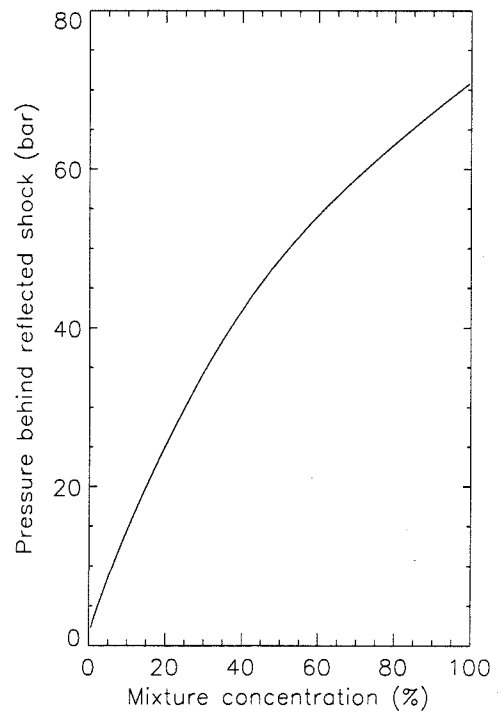
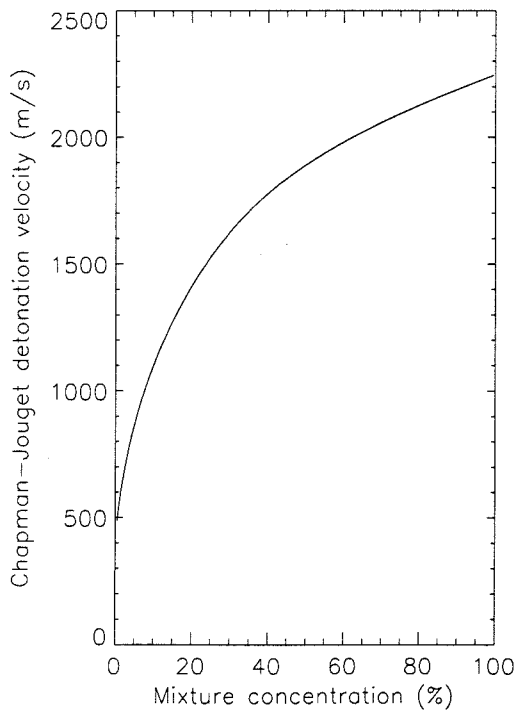
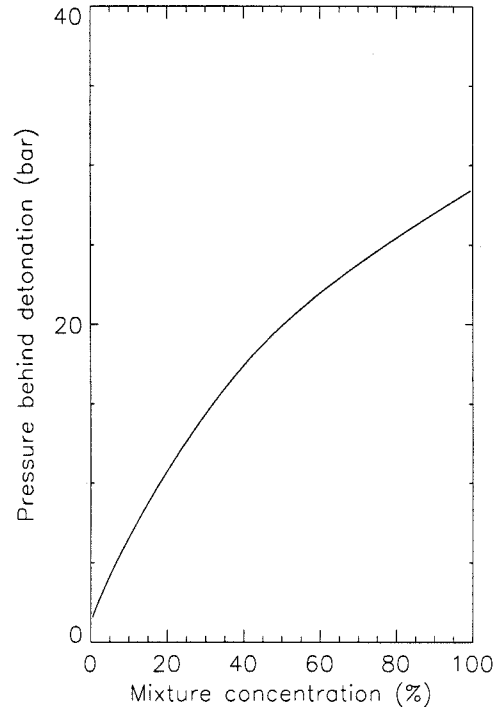
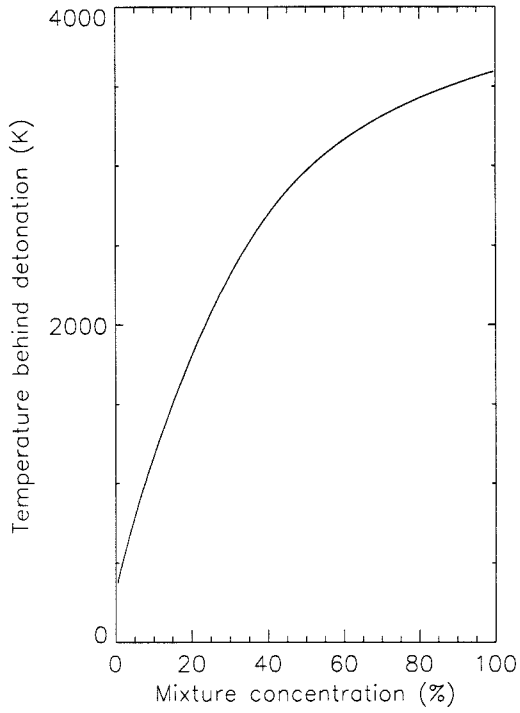


ZND calculations for detonation of mixture no. 20 in air

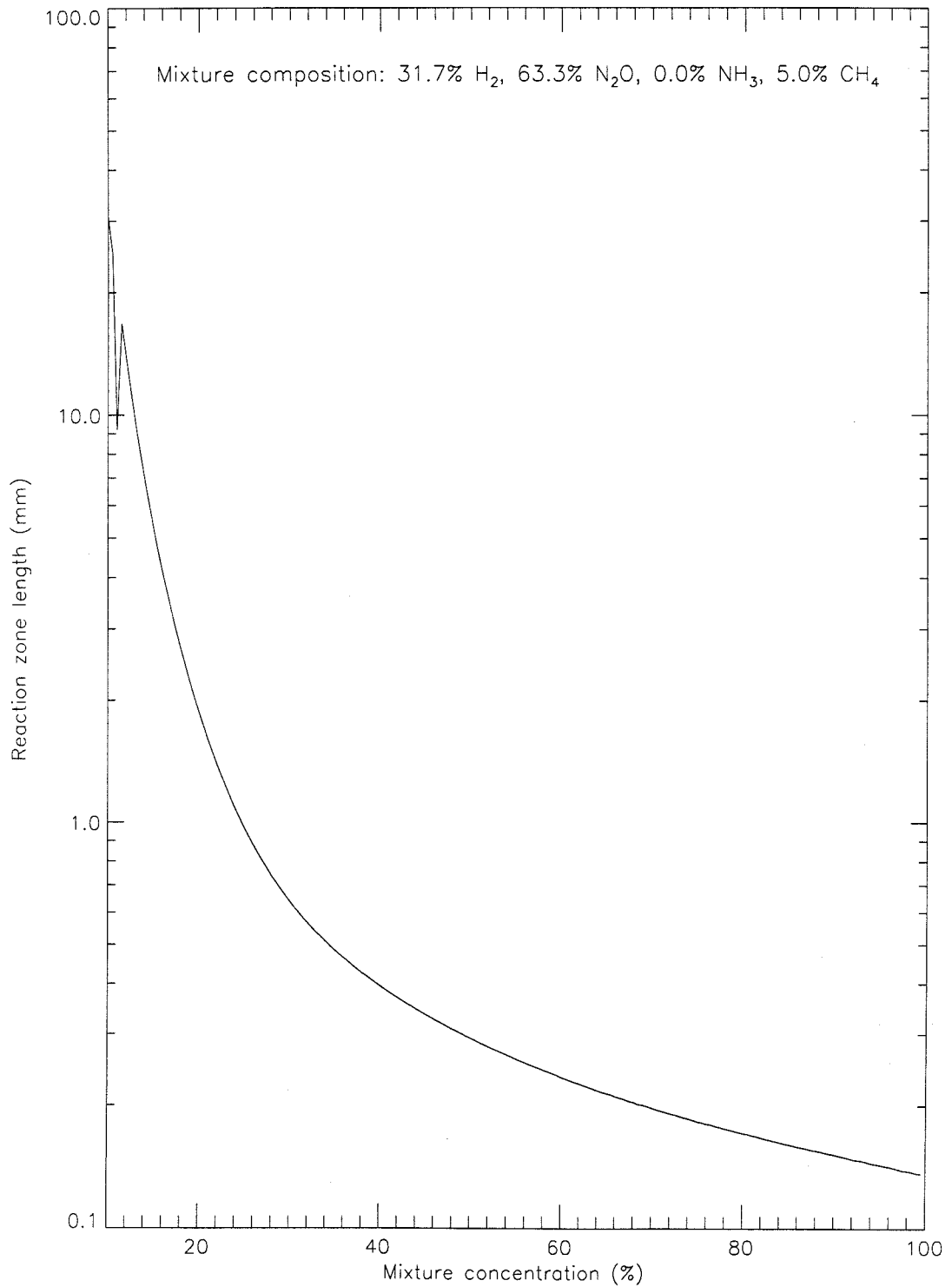




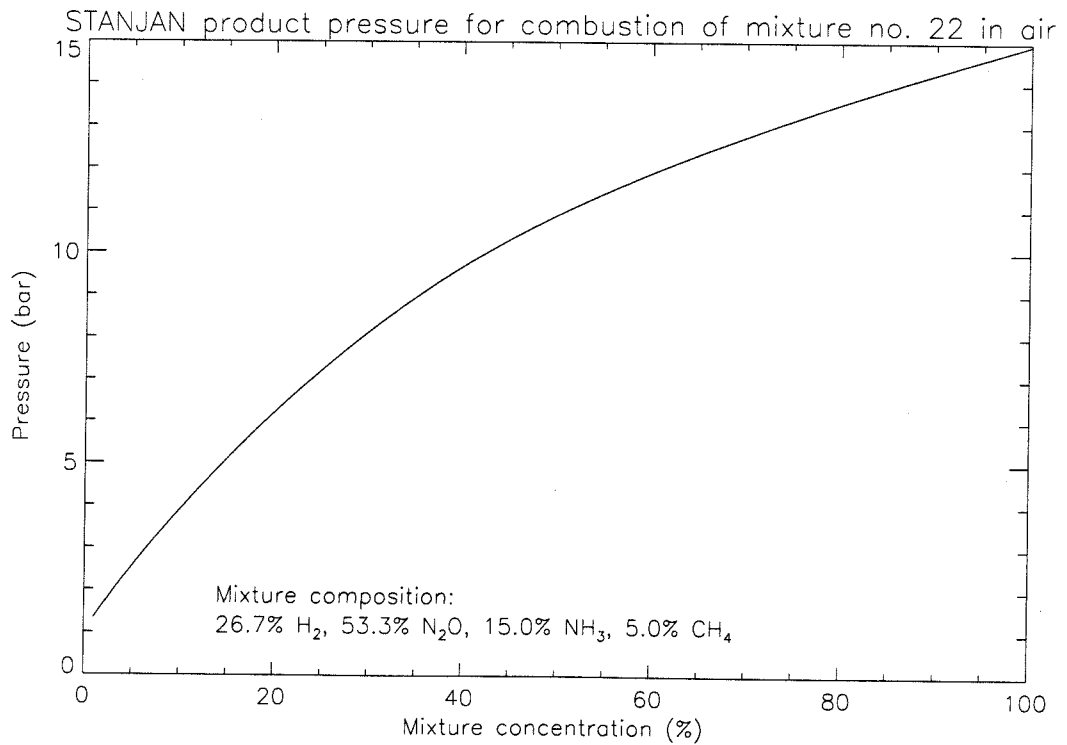
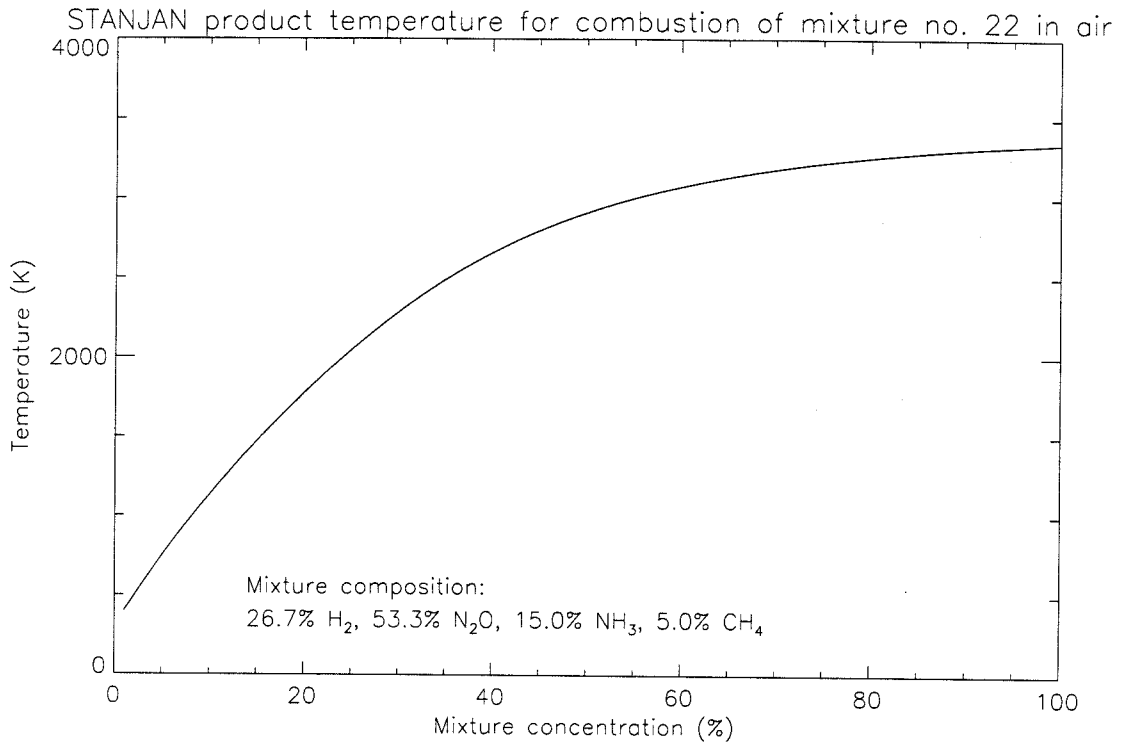
STANJAN calculations for detonation of mixture no. 21 in air  
Mixture composition: 31.7% H<sub>2</sub>, 63.3% N<sub>2</sub>O, 0.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>



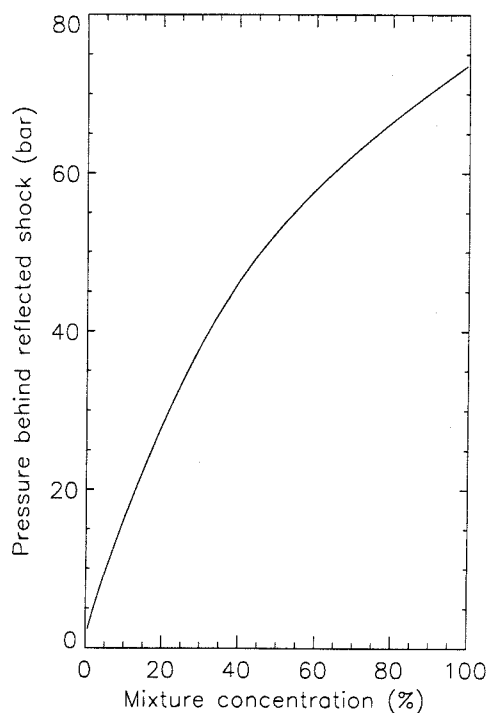
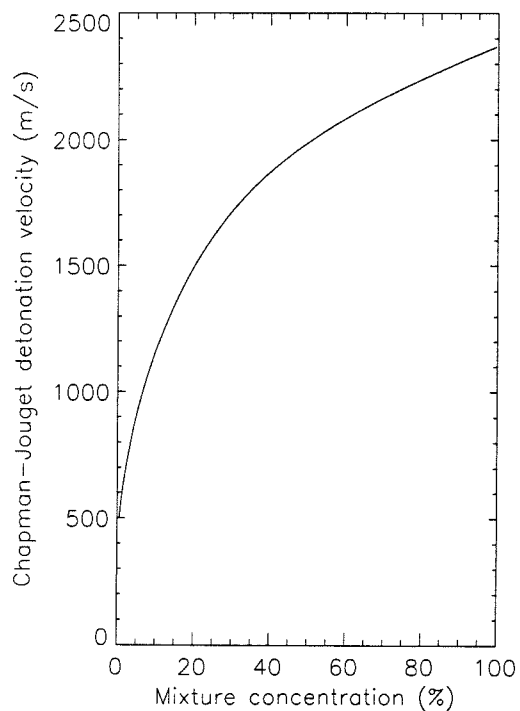
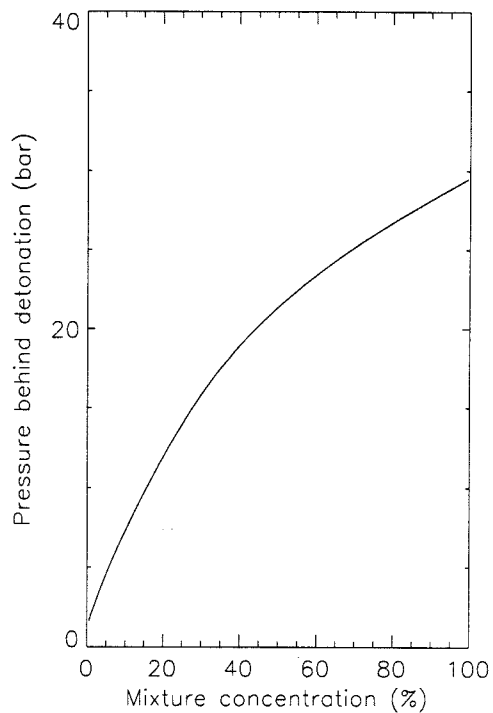
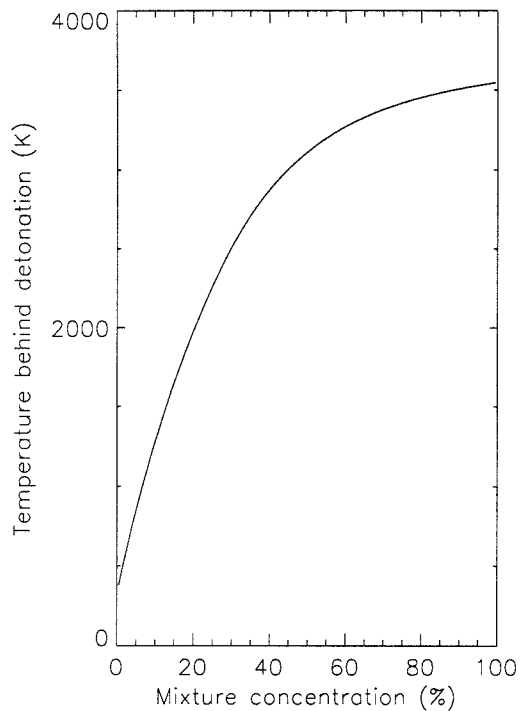
ZND calculations for detonation of mixture no. 21 in air



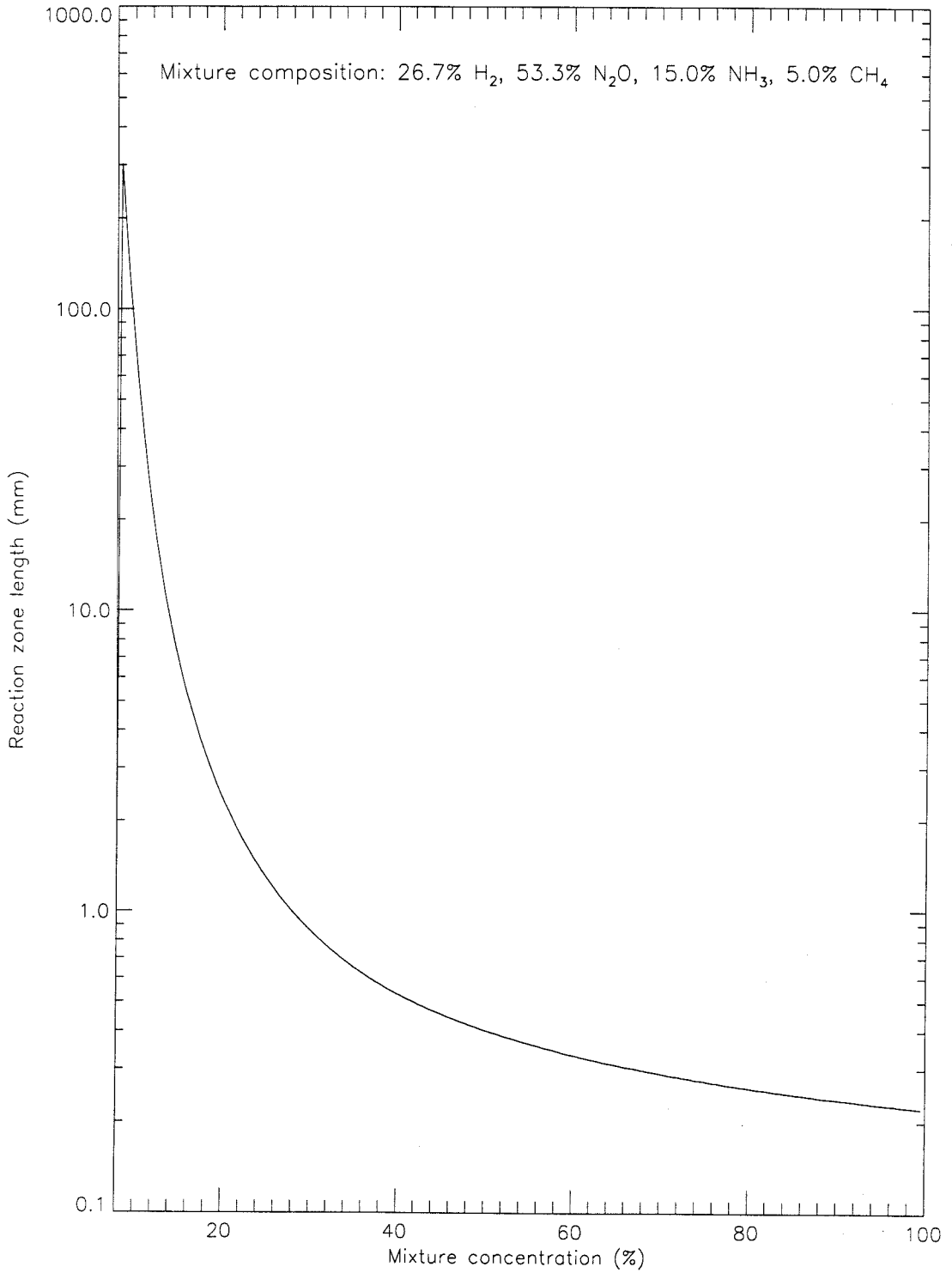


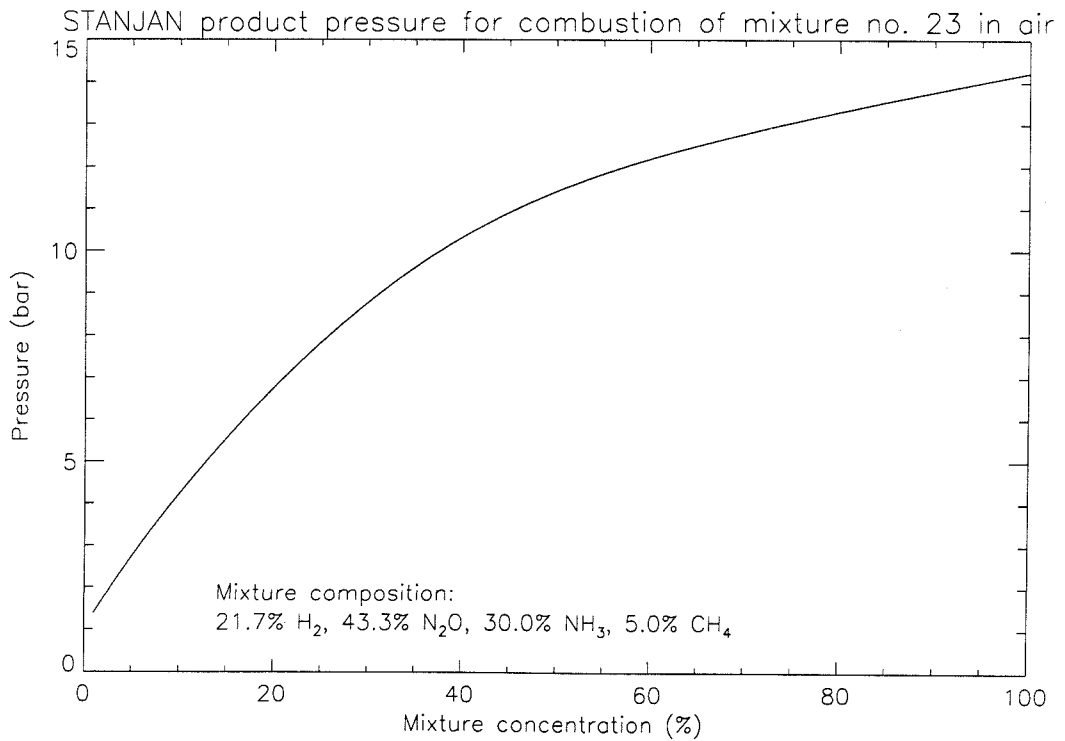
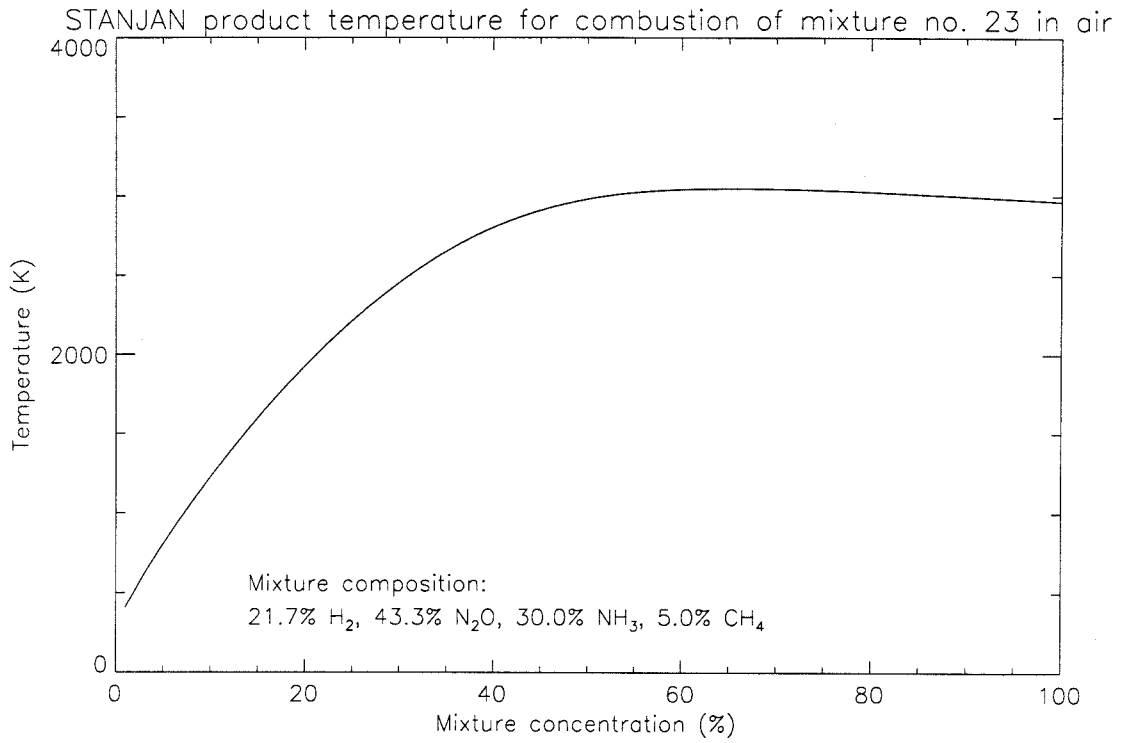


STANJAN calculations for detonation of mixture no. 22 in air  
Mixture composition: 26.7% H<sub>2</sub>, 53.3% N<sub>2</sub>O, 15.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>

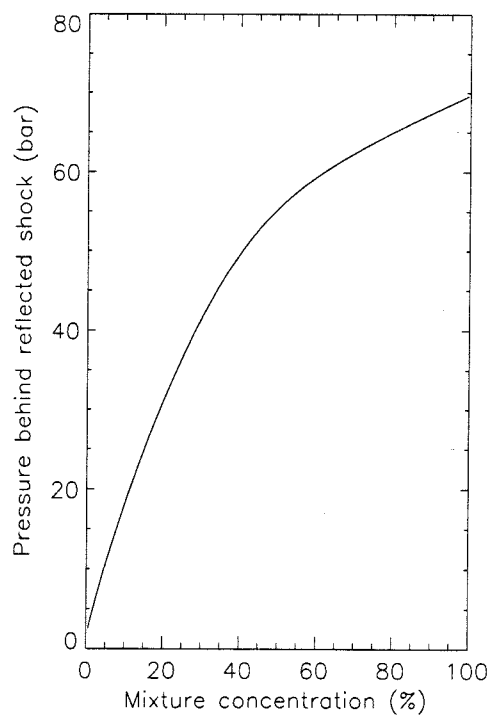
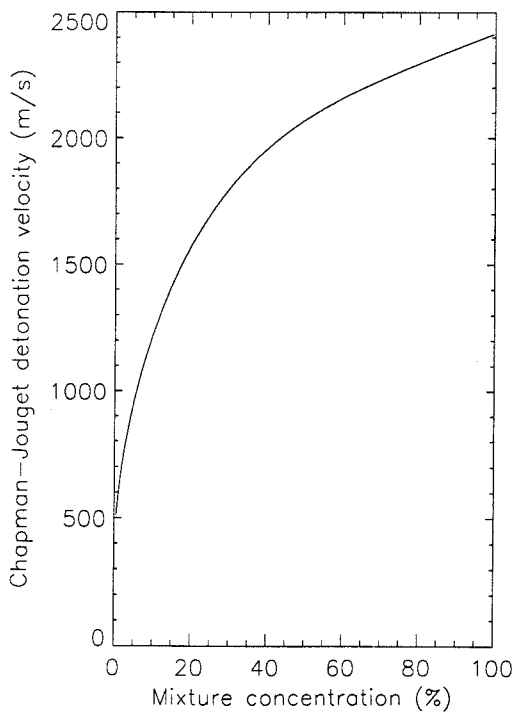
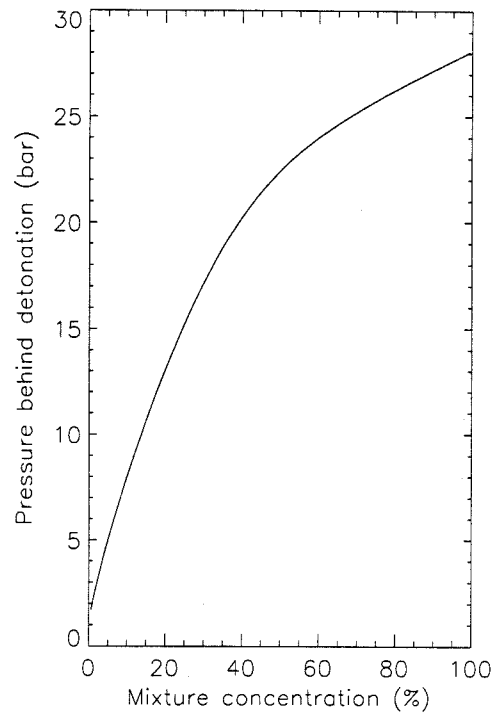
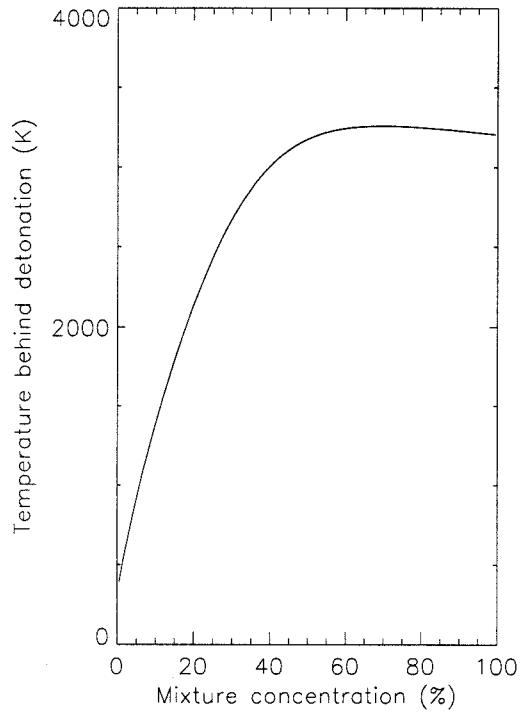


ZND calculations for detonation of mixture no. 22 in air

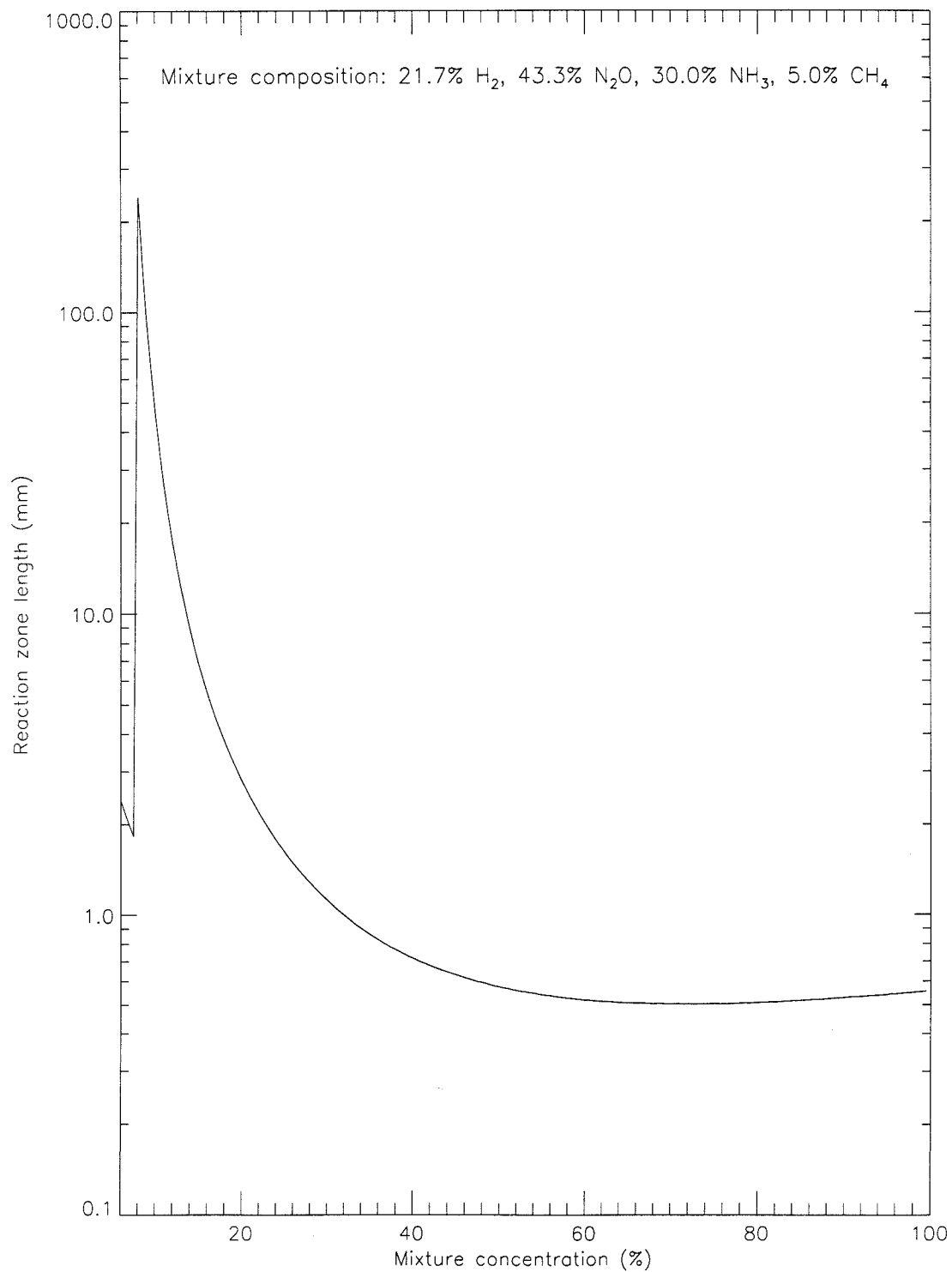


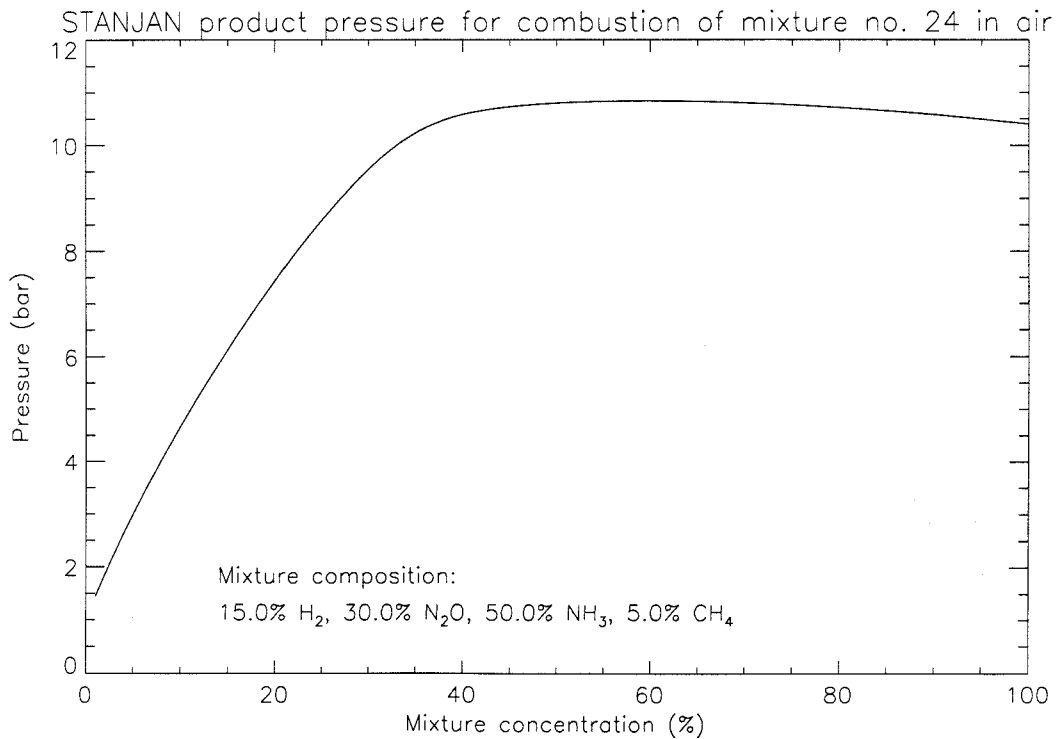
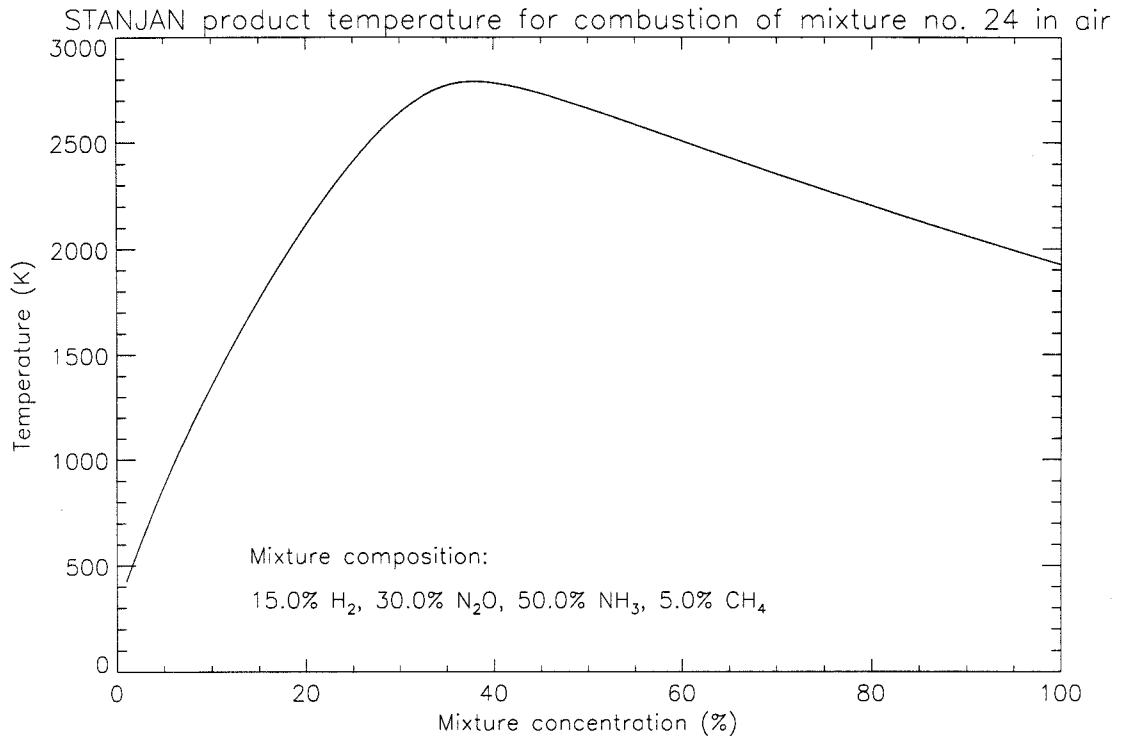


STANJAN calculations for detonation of mixture no. 23 in air  
Mixture composition: 21.7% H<sub>2</sub>, 43.3% N<sub>2</sub>O, 30.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>

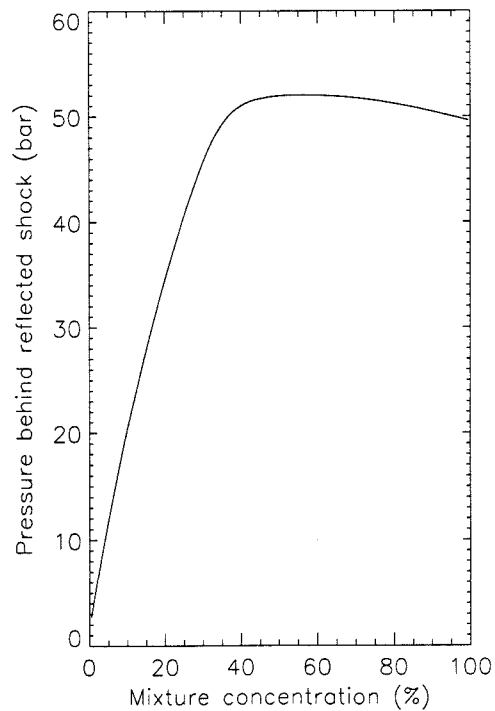
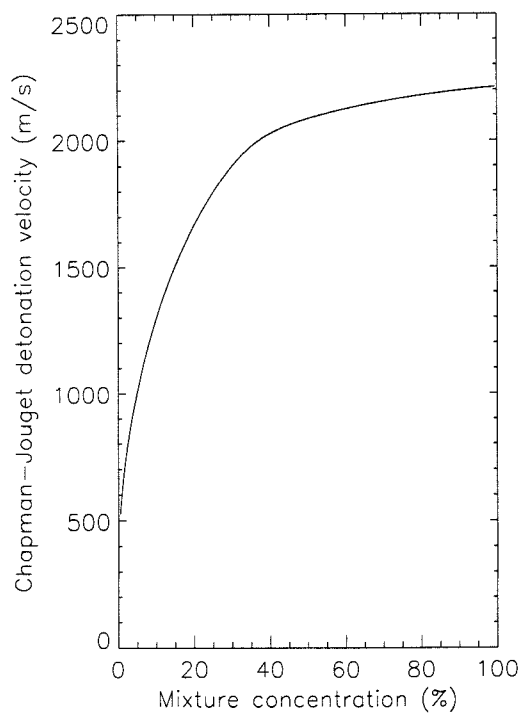
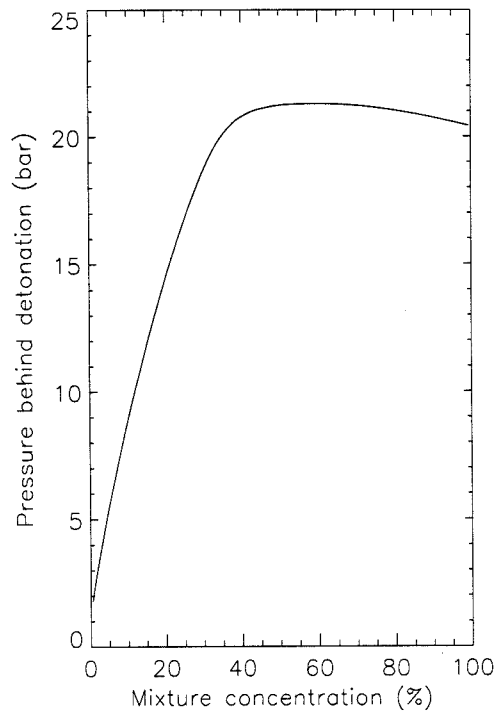
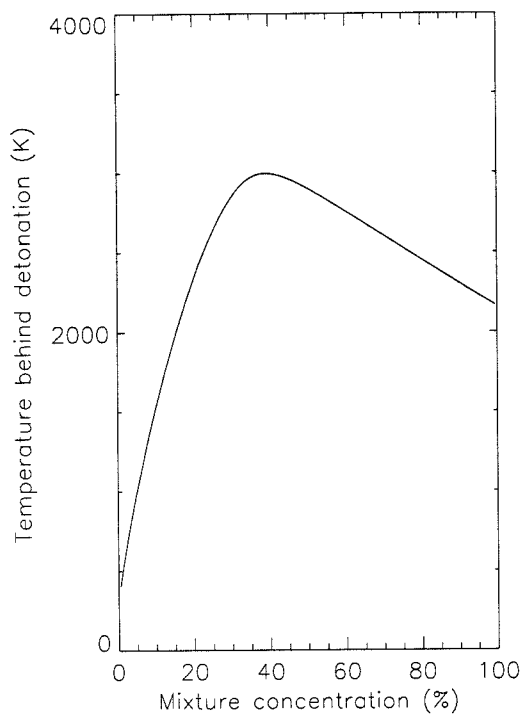


ZND calculations for detonation of mixture no. 23 in air



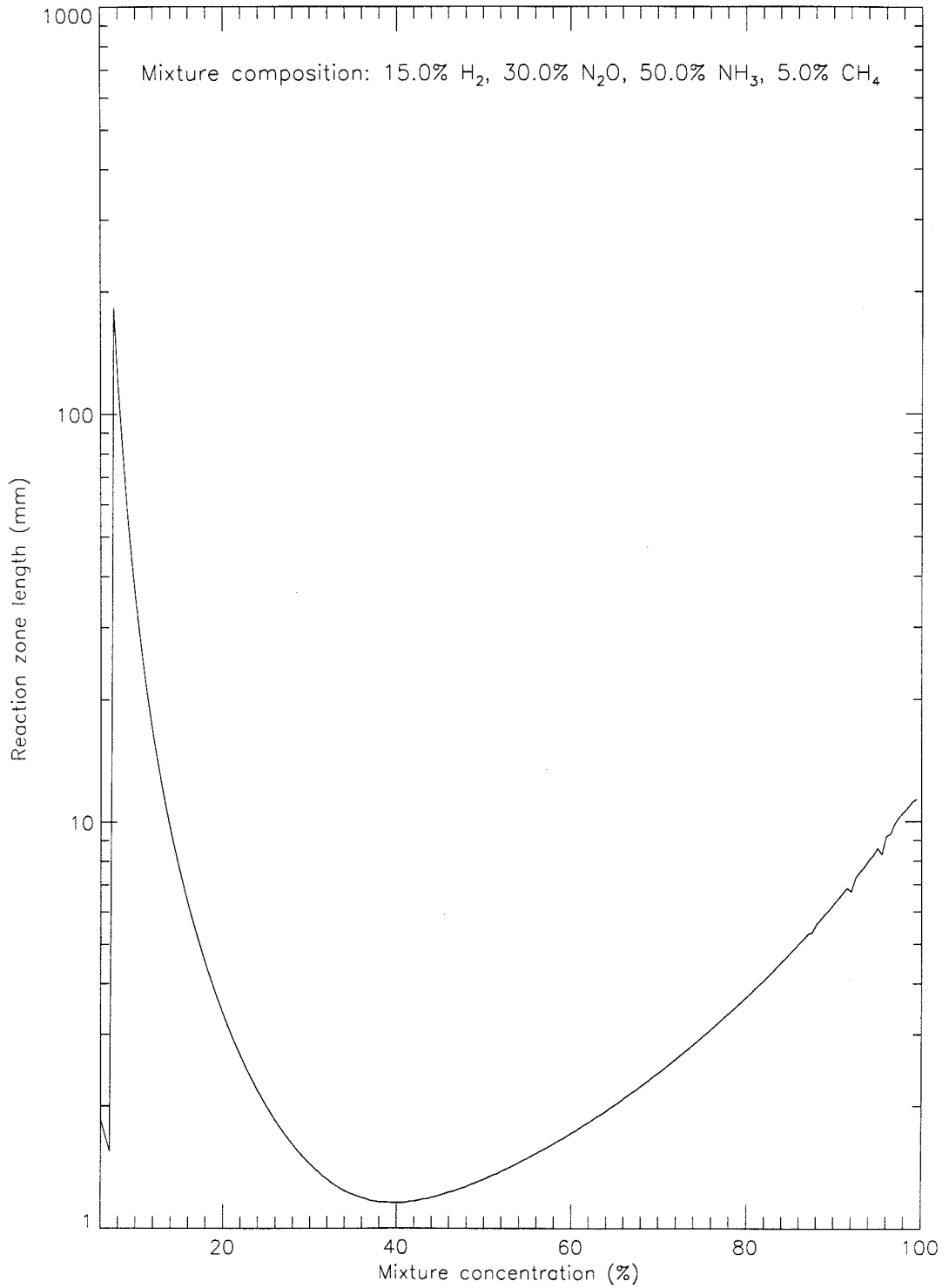


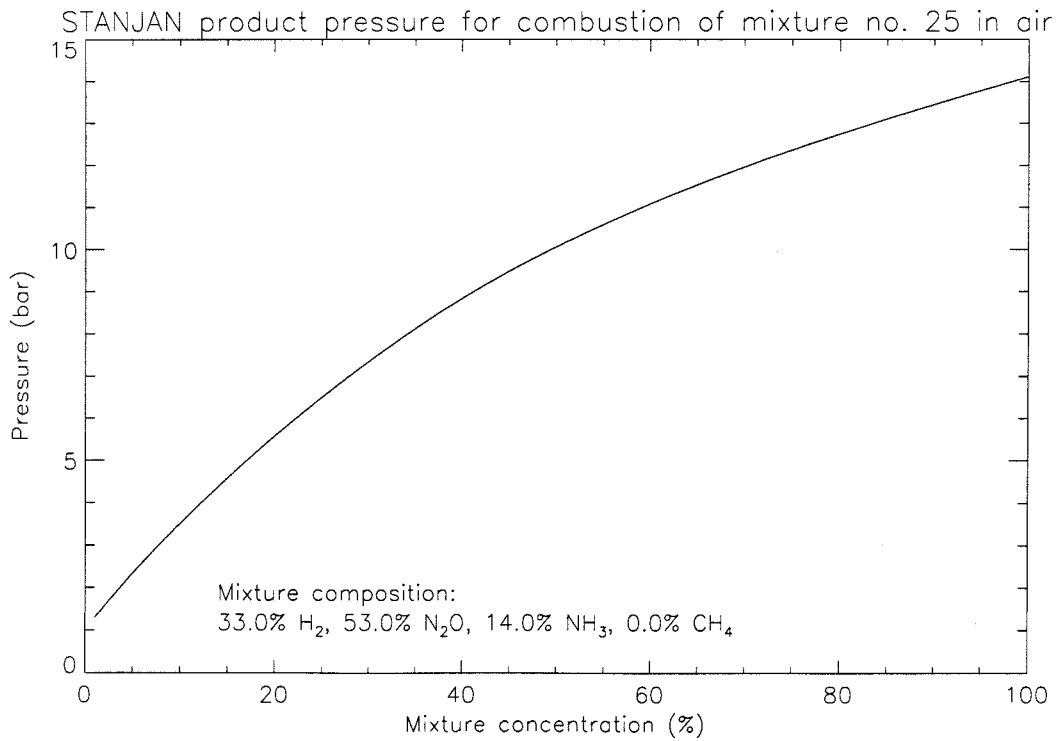
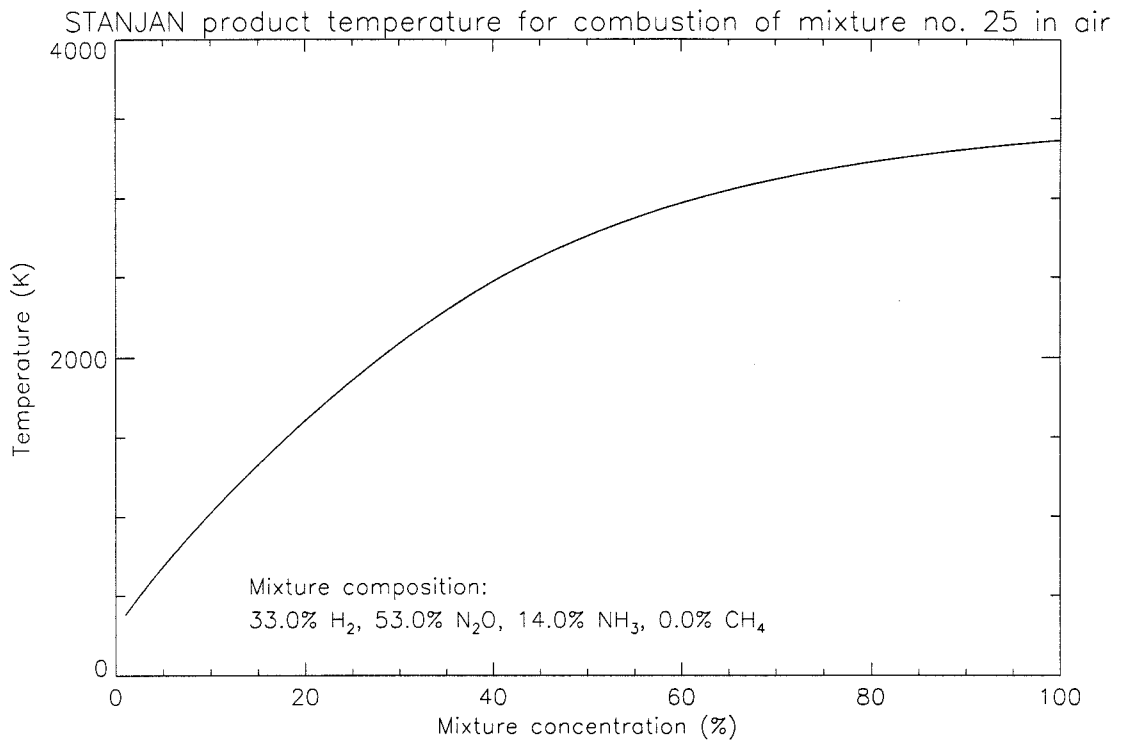
STANJAN calculations for detonation of mixture no. 24 in air  
Mixture composition: 15.0% H<sub>2</sub>, 30.0% N<sub>2</sub>O, 50.0% NH<sub>3</sub>, 5.0% CH<sub>4</sub>



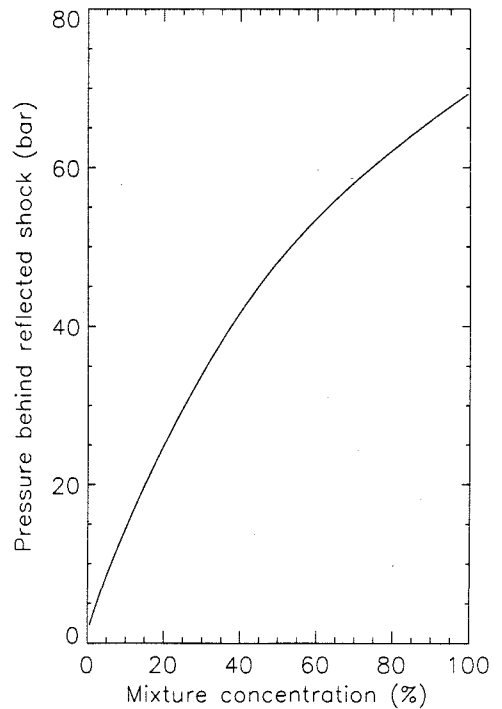
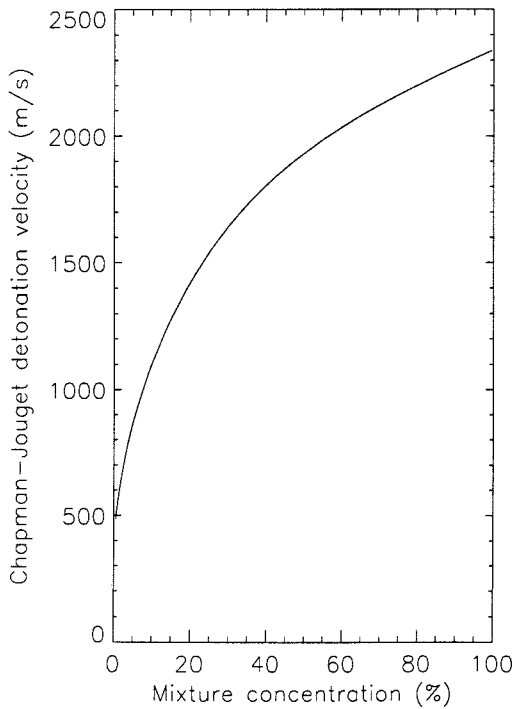
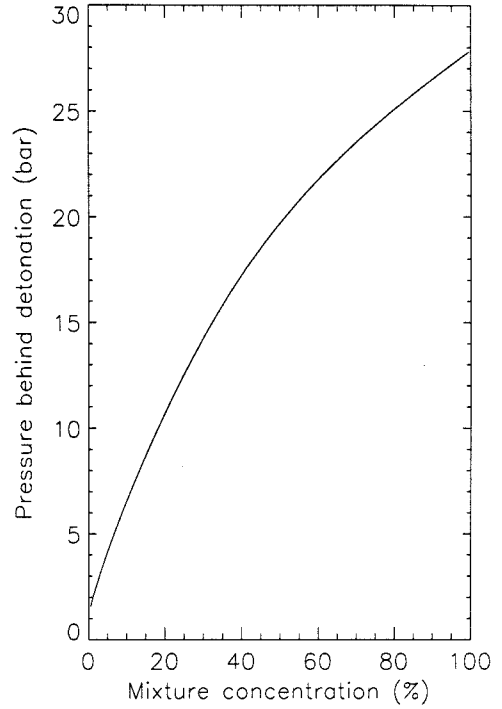
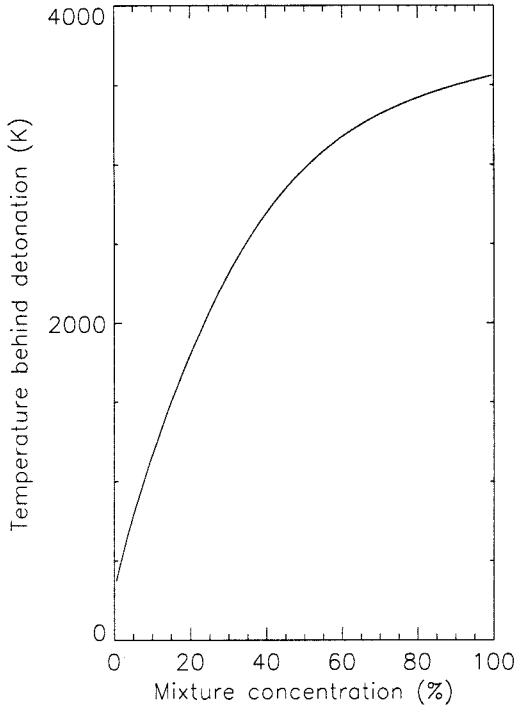


ZND calculations for detonation of mixture no. 24 in air

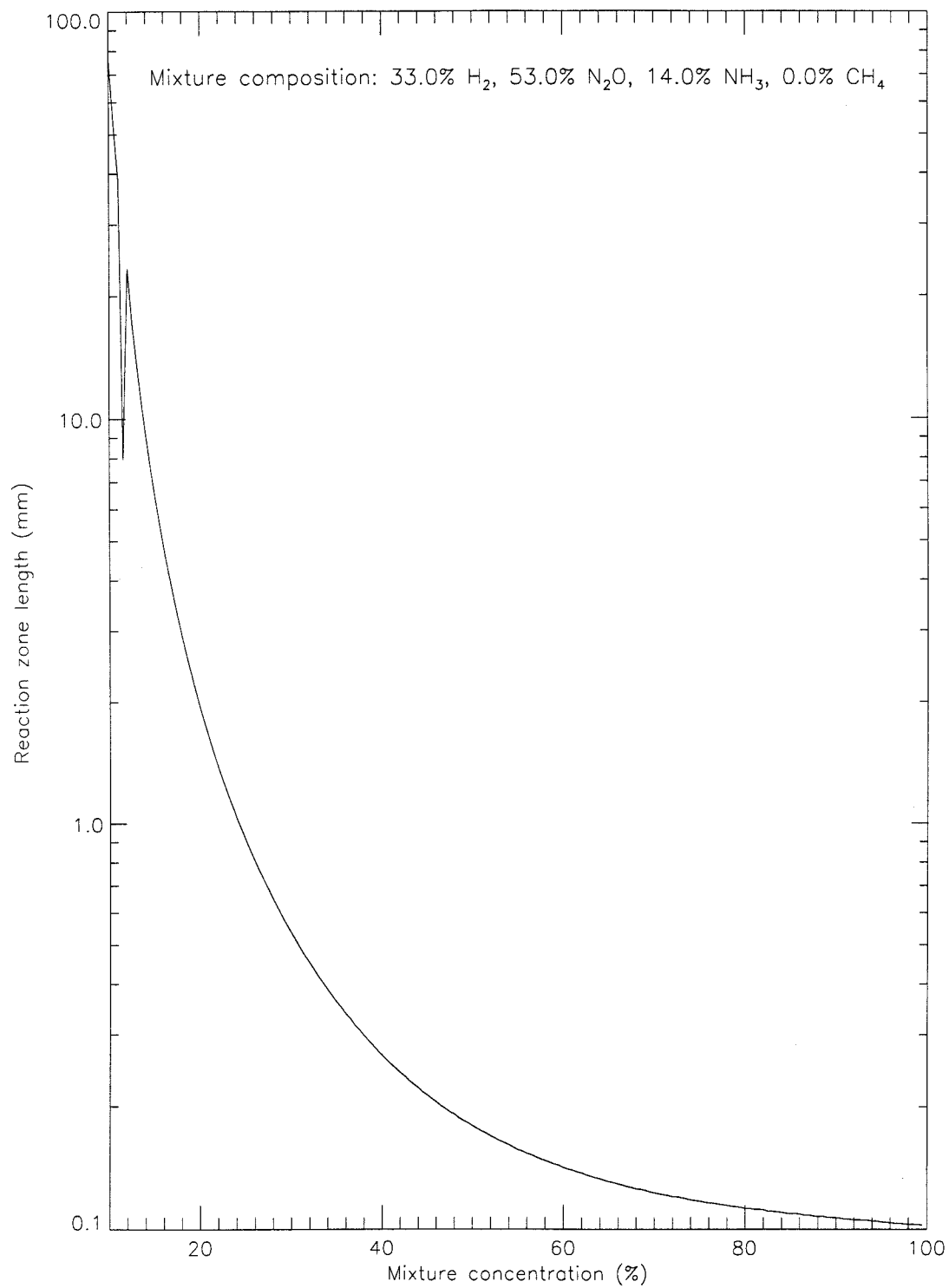


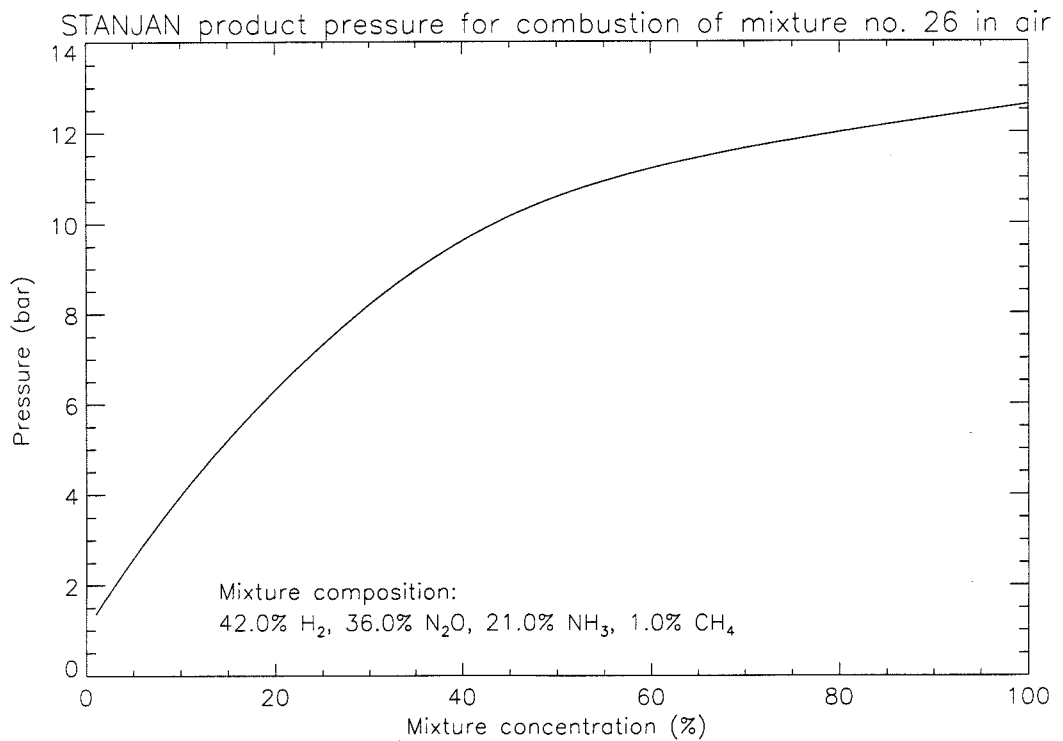
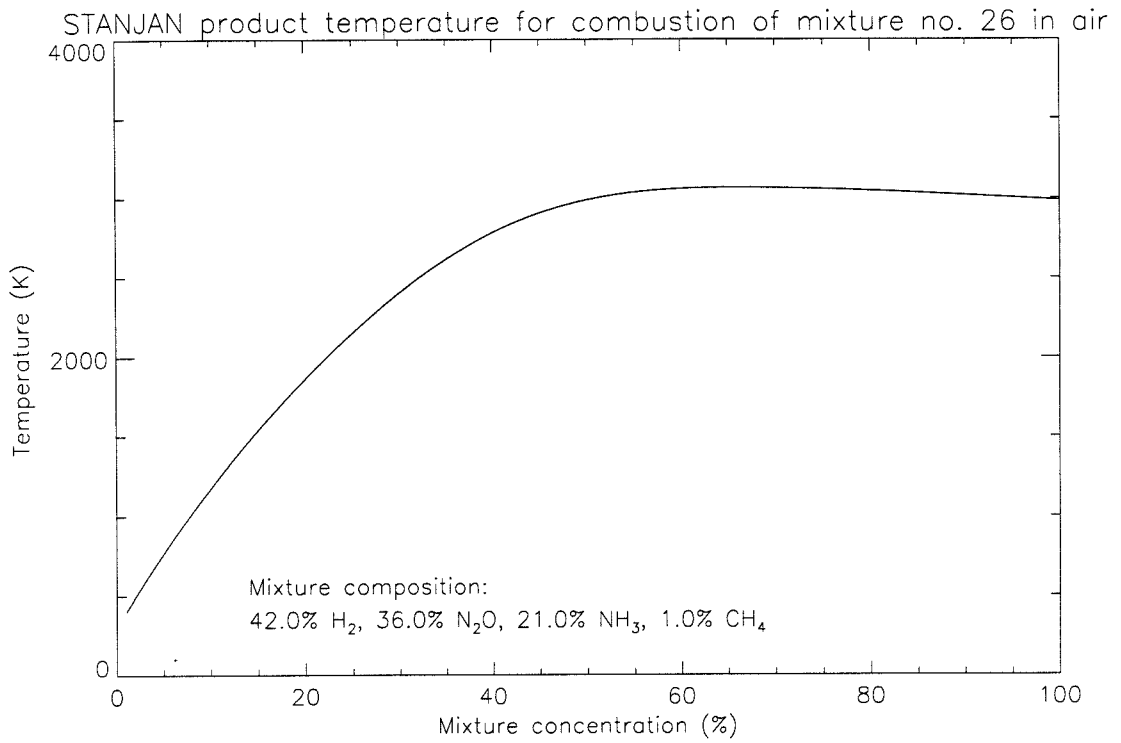


STANJAN calculations for detonation of mixture no. 25 in air  
Mixture composition: 33.0% H<sub>2</sub>, 53.0% N<sub>2</sub>O, 14.0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>

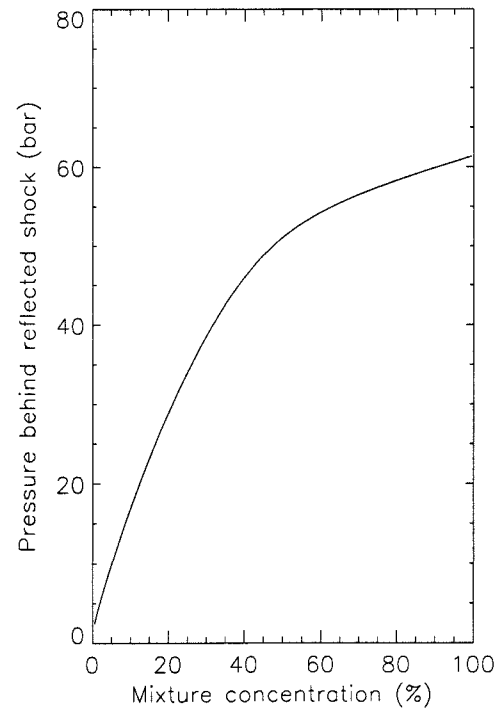
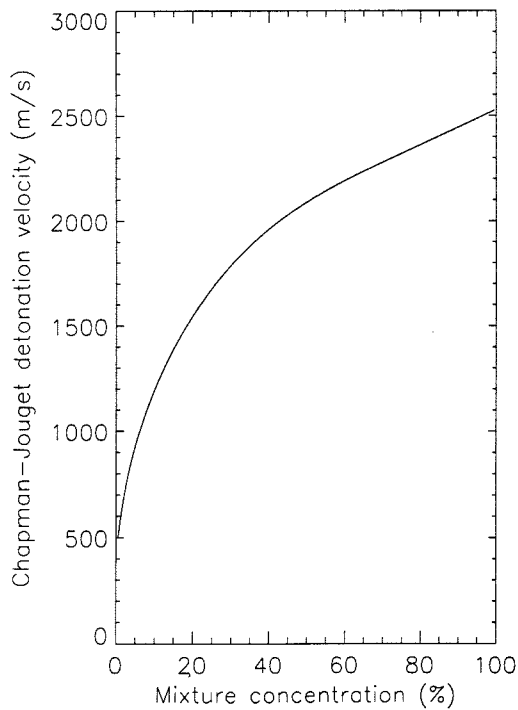
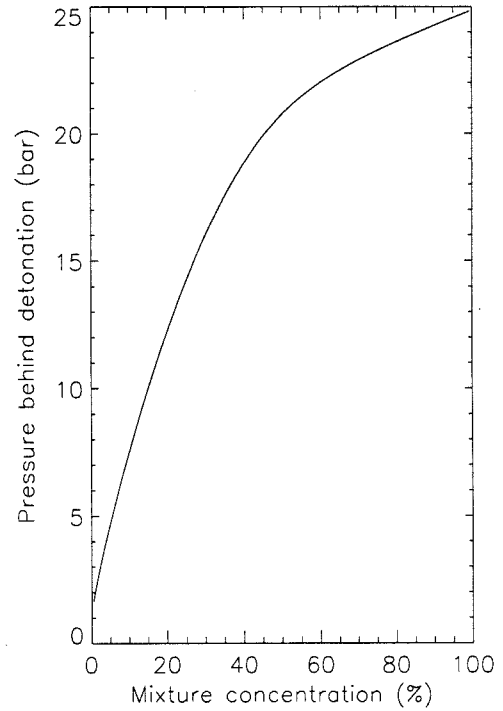
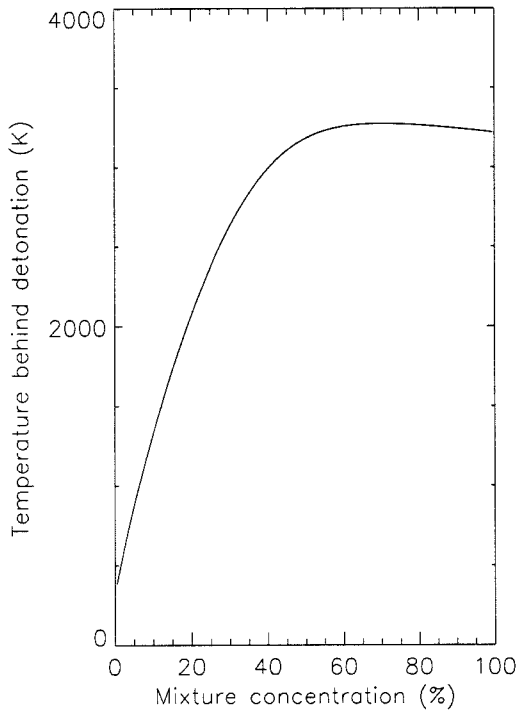


ZND calculations for detonation of mixture no. 25 in air

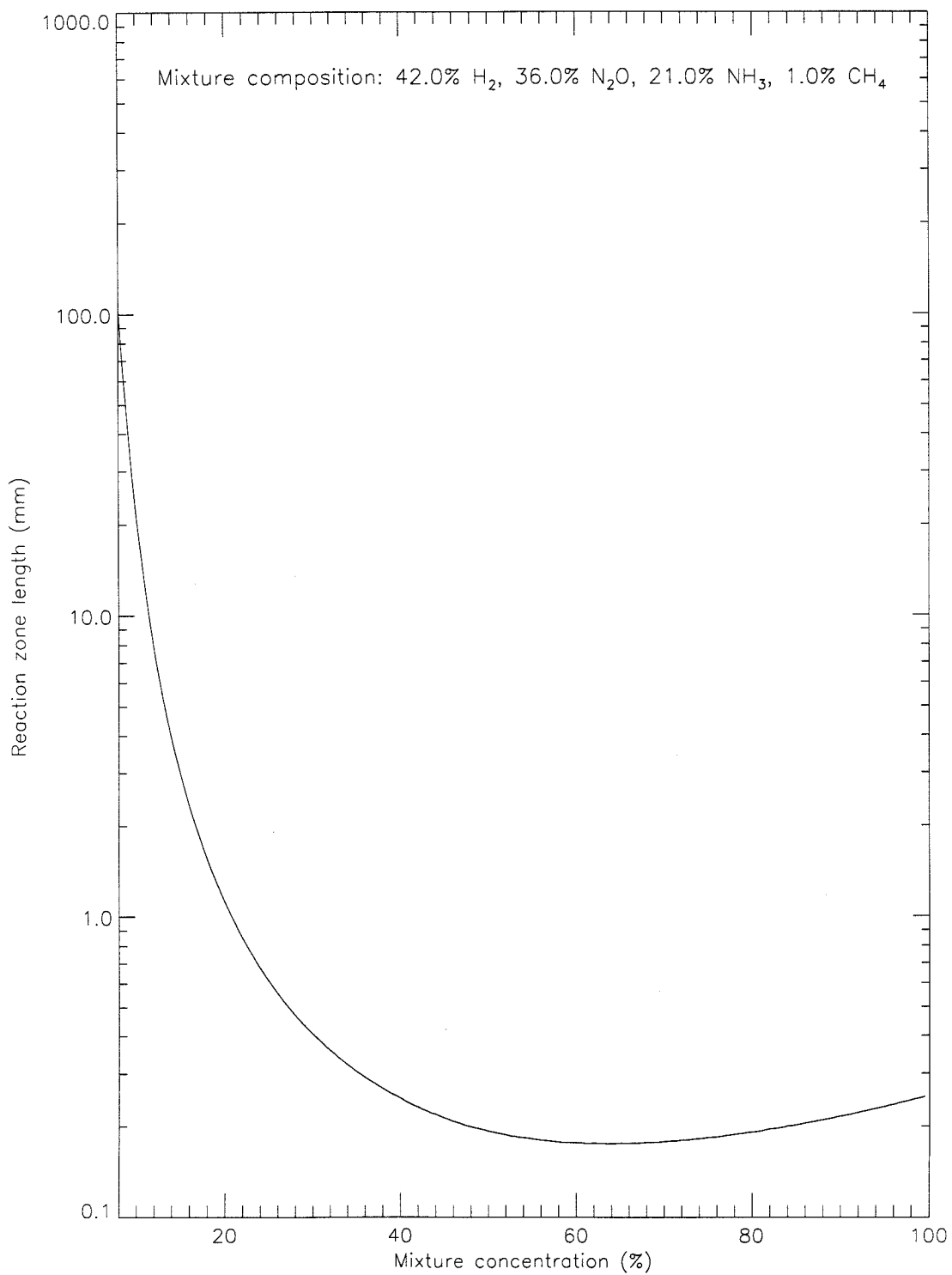




STANJAN calculations for detonation of mixture no. 26 in air  
Mixture composition: 42.0% H<sub>2</sub>, 36.0% N<sub>2</sub>O, 21.0% NH<sub>3</sub>, 1.0% CH<sub>4</sub>

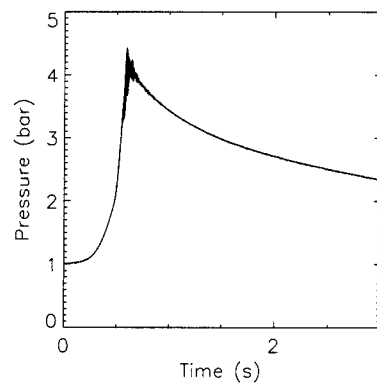
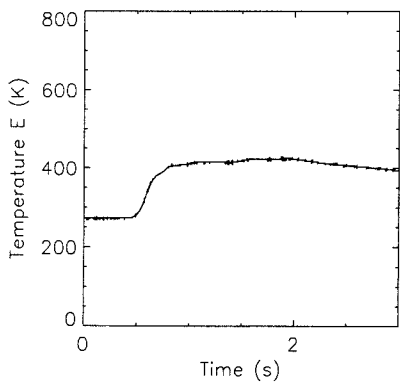
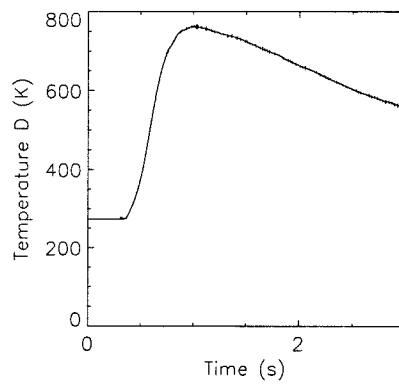
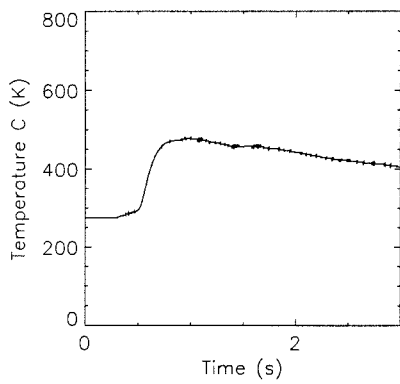
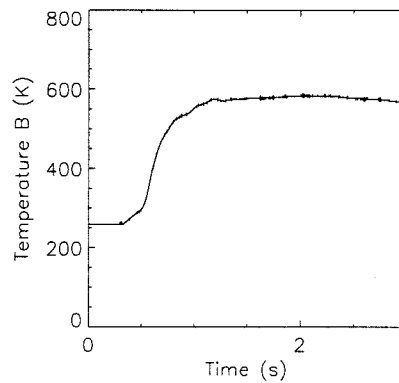
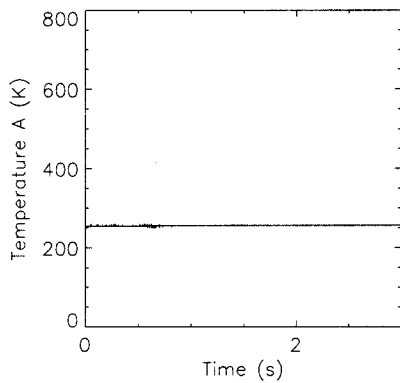


ZND calculations for detonation of mixture no. 26 in air



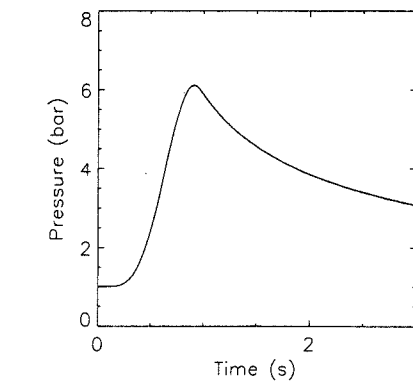
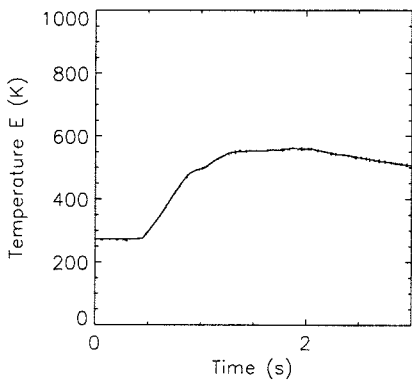
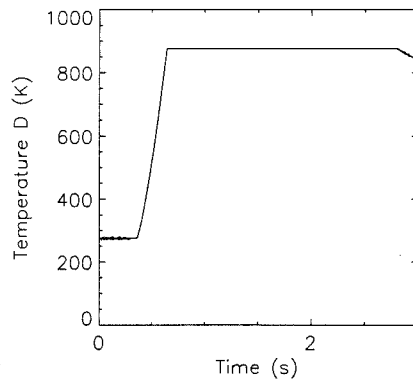
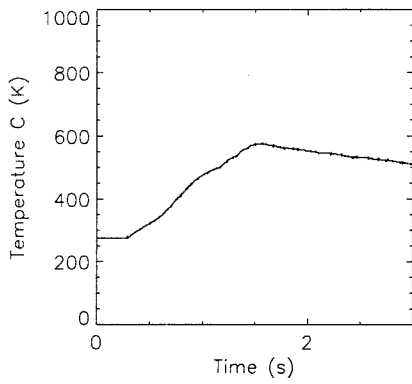
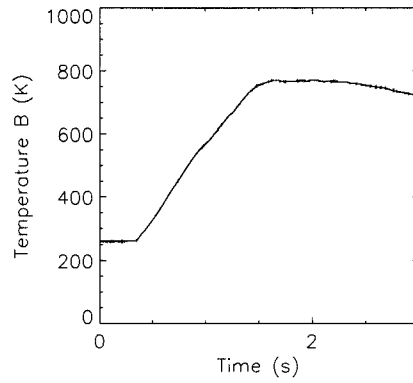
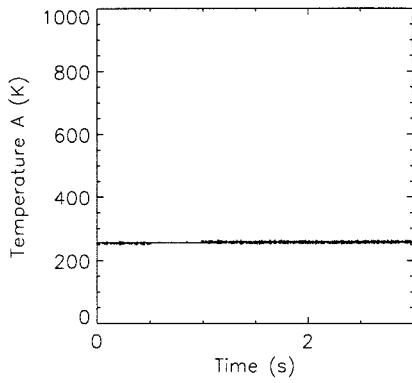
# Appendix F Data Plots

Run no. 1  
10.1% H<sub>2</sub>, 89.9% Air, 1 bar, spark plug

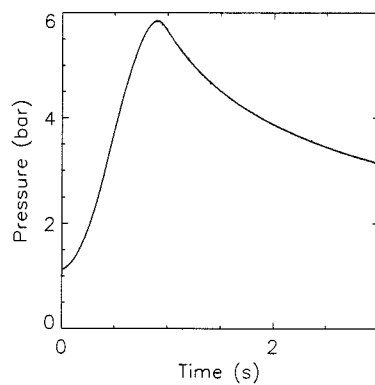
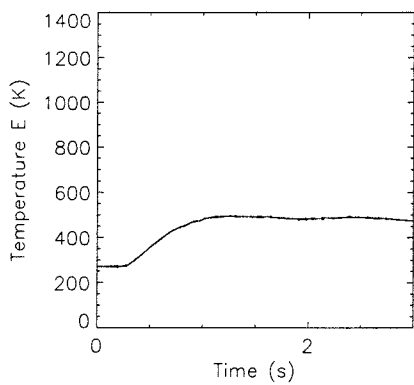
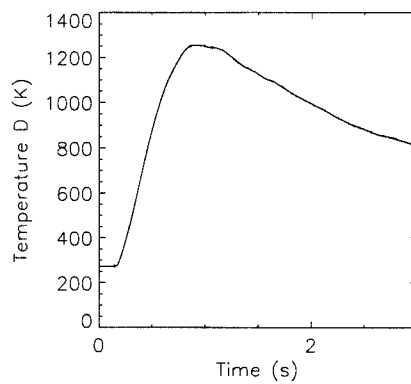
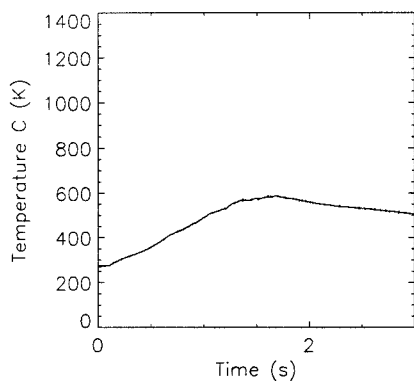
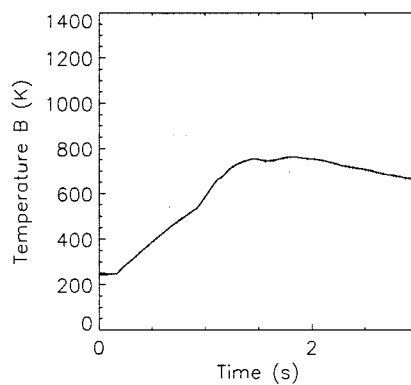
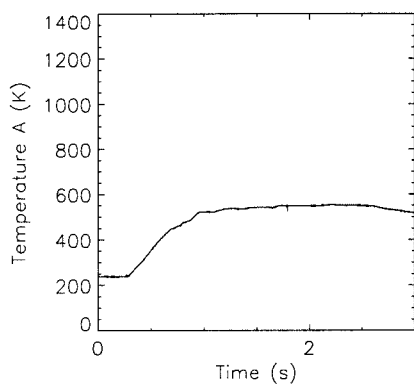




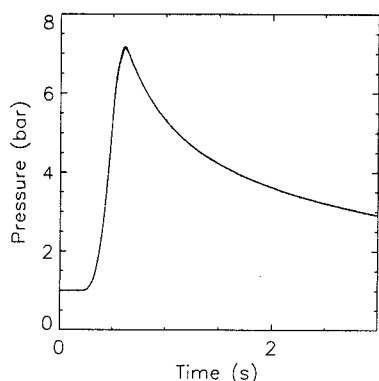
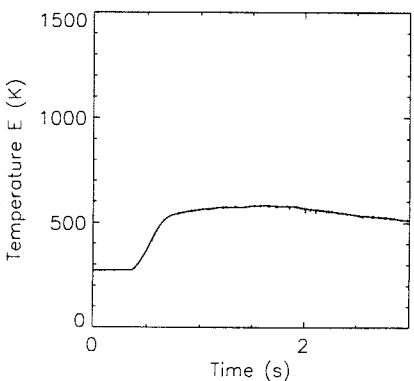
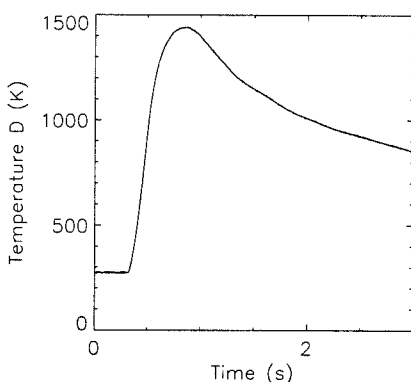
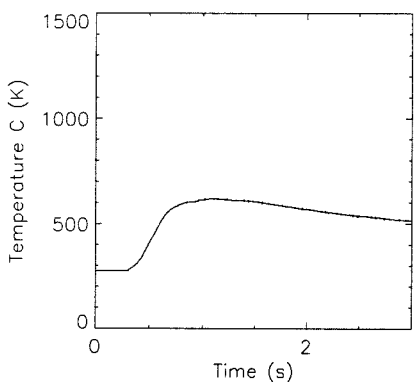
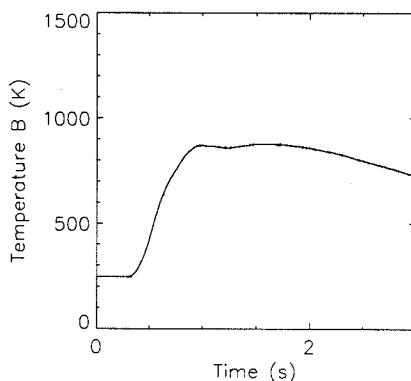
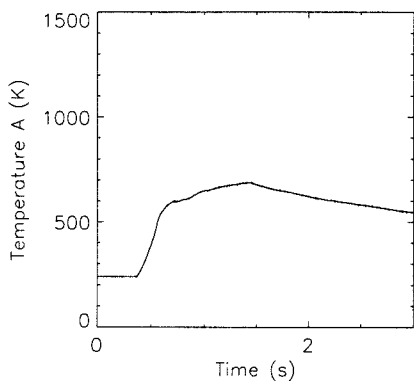
Run no. 2  
7% CH<sub>4</sub>, 93% air, 1bar, spark plug



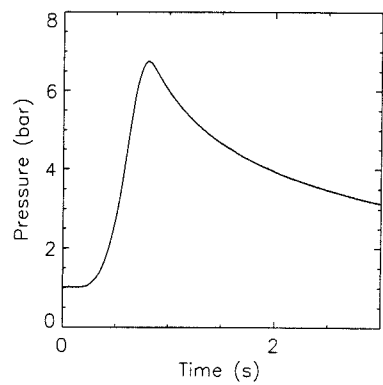
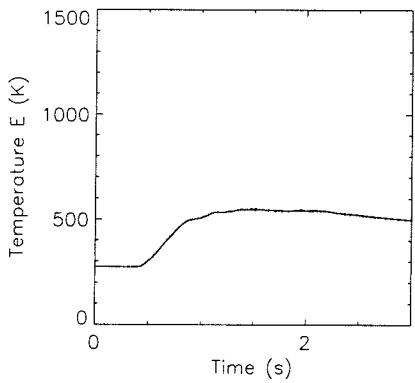
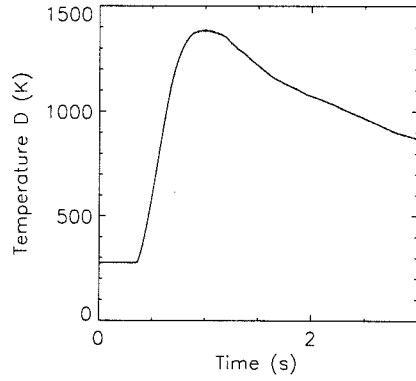
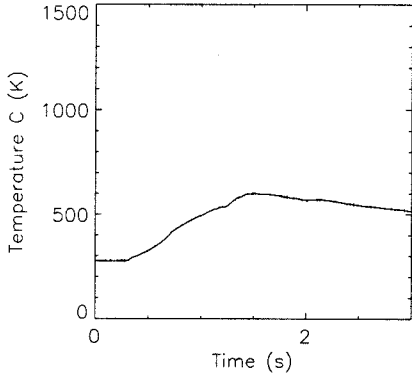
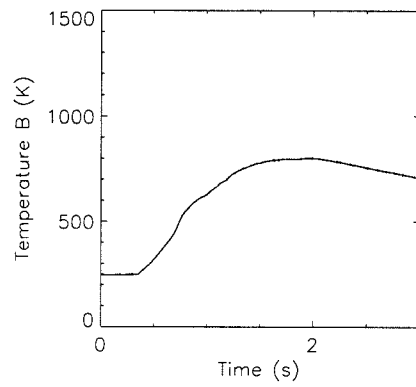
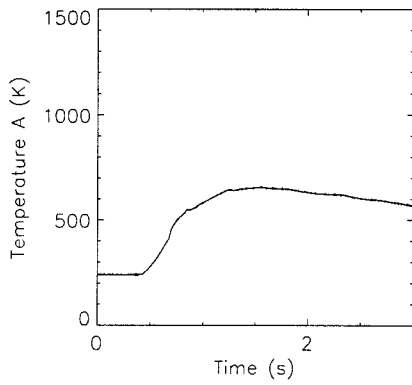
## Run no. 3

7% CH<sub>4</sub>, 93% air, 1.01075 bar, spark plug

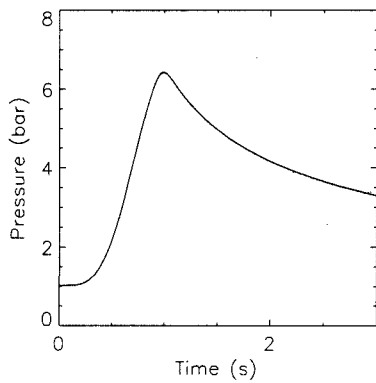
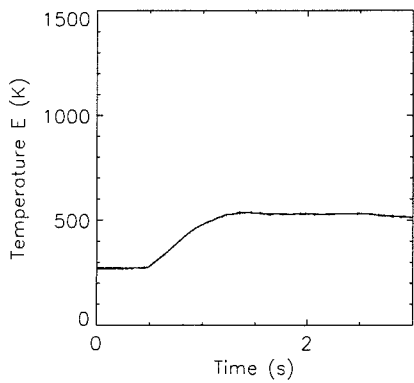
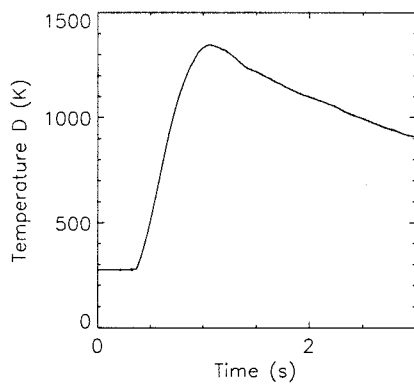
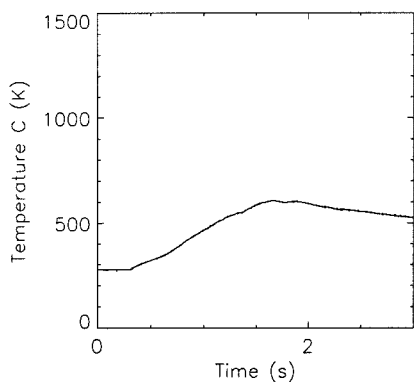
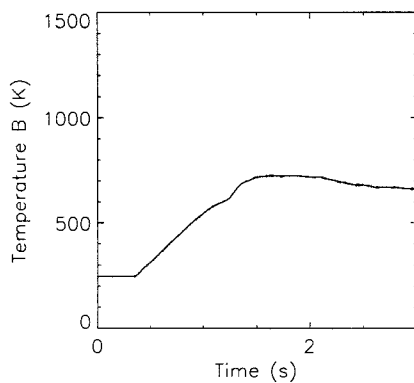
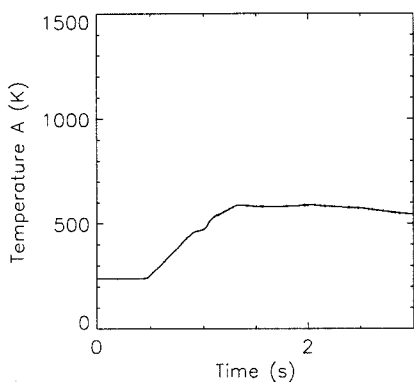
Run no. 4  
8% CH<sub>4</sub>, 92% air, 1 bar, spark plug



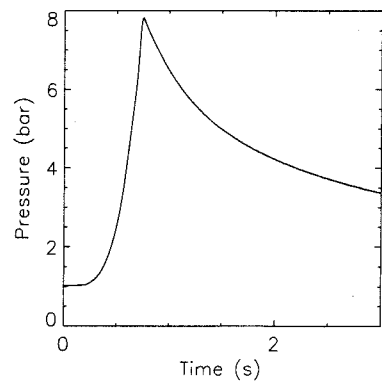
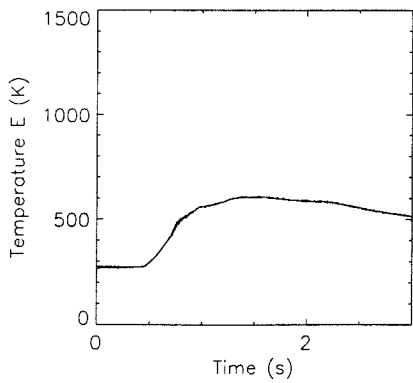
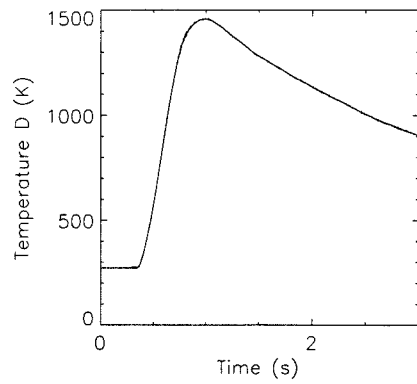
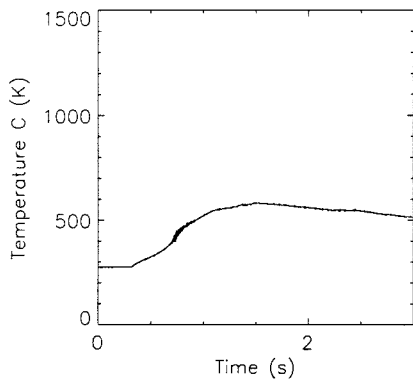
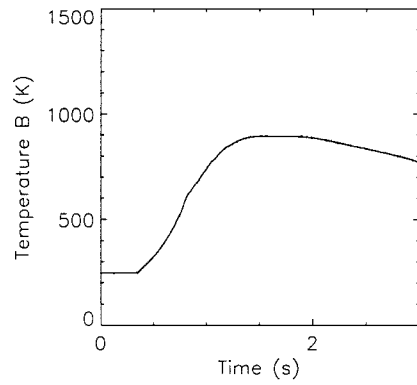
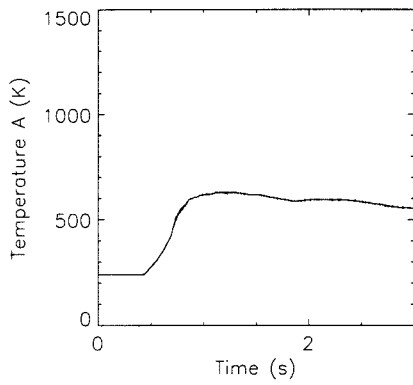
Run no. 5  
5% N<sub>2</sub>O, 6.5% CH<sub>4</sub>, 88.5% air, 1 bar, spark plug



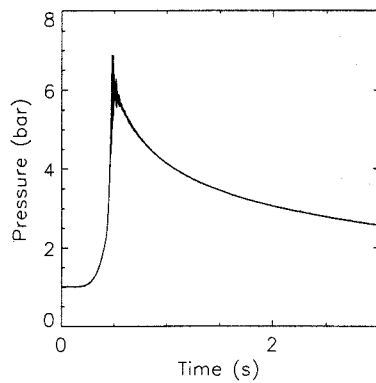
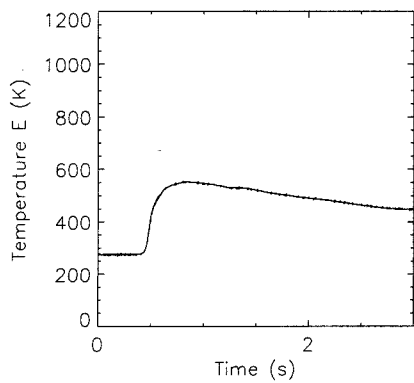
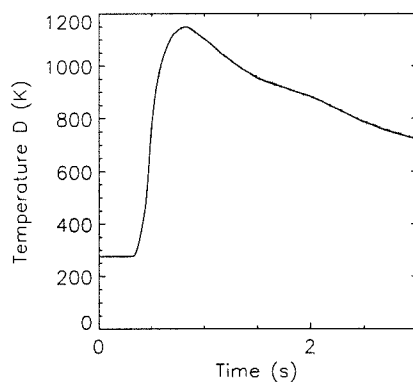
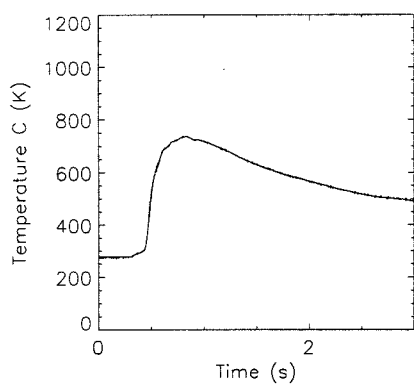
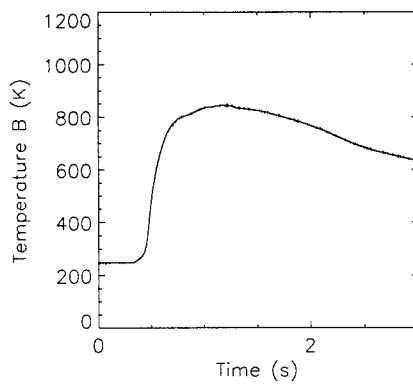
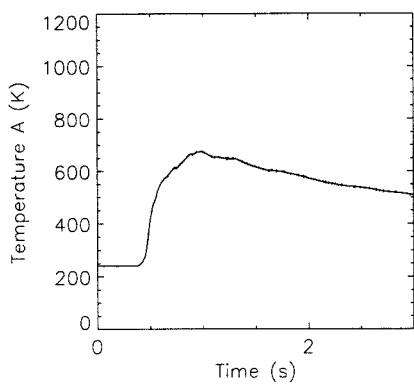
Run no. 6  
4.95% N2O, 6.88% CH4, 88.16% air, 1.01 bar, spark plug



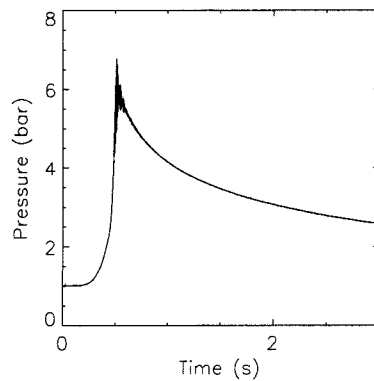
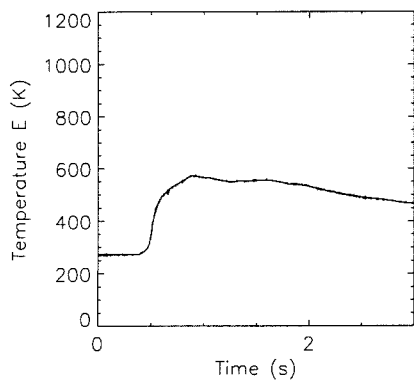
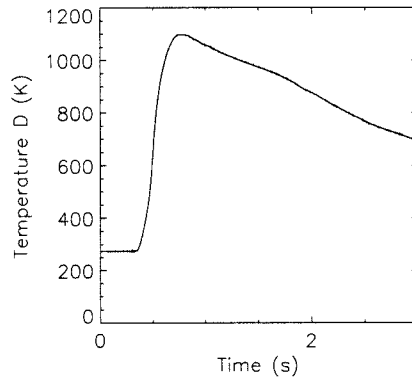
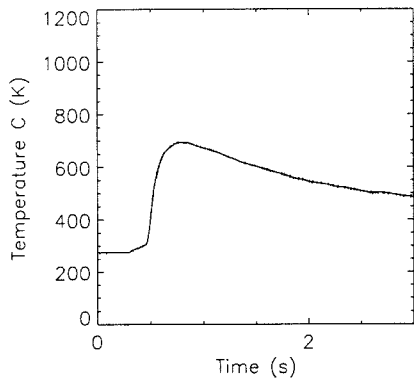
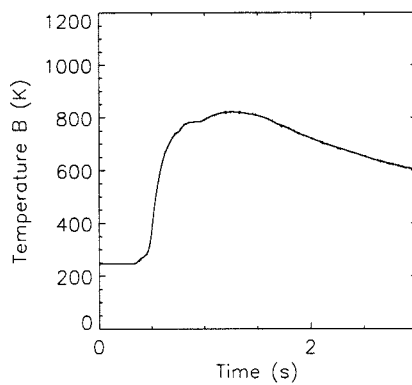
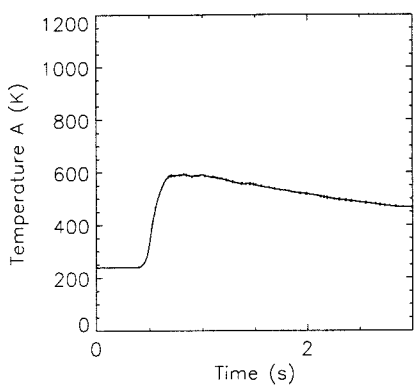
Run no. 7

14.84% N<sub>2</sub>O, 6.98% CH<sub>4</sub>, 78.18% air, 1.0105 bar, spark plug

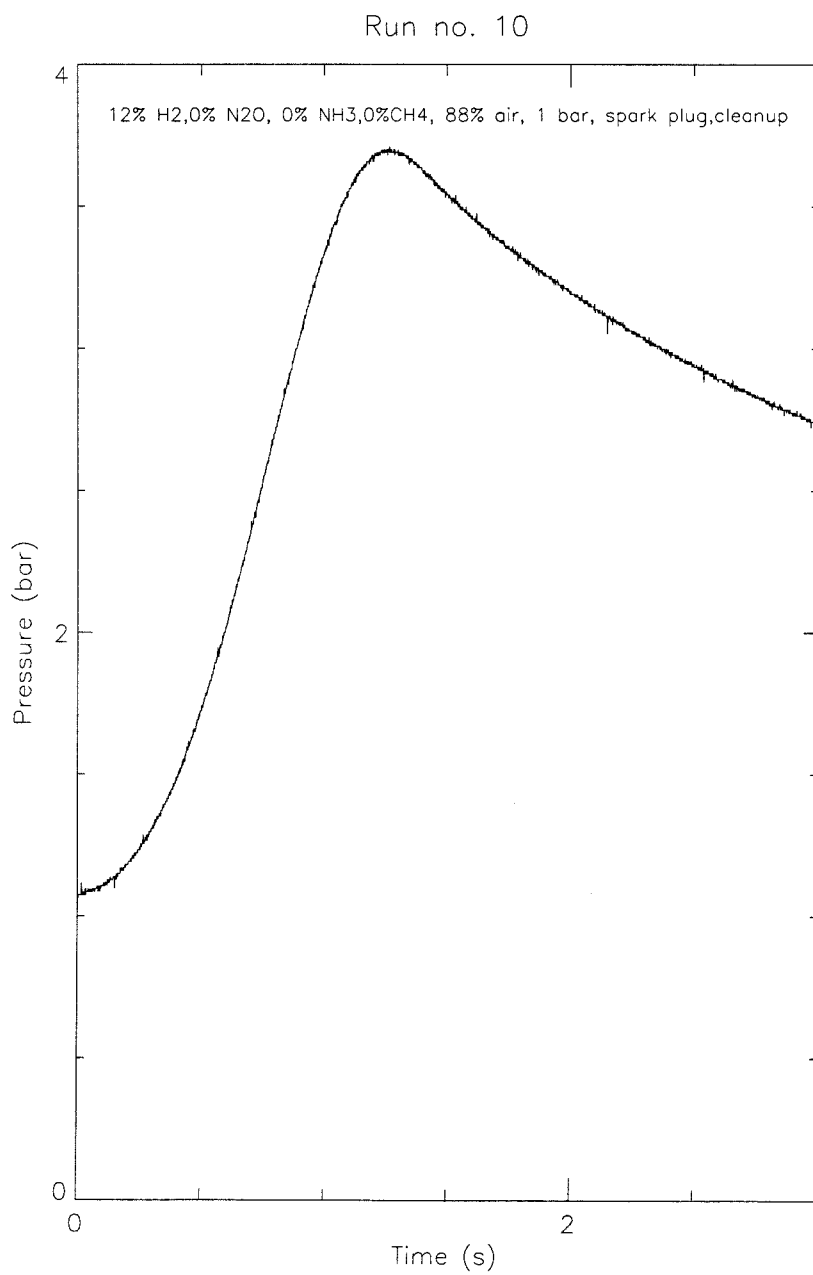
Run no. 8

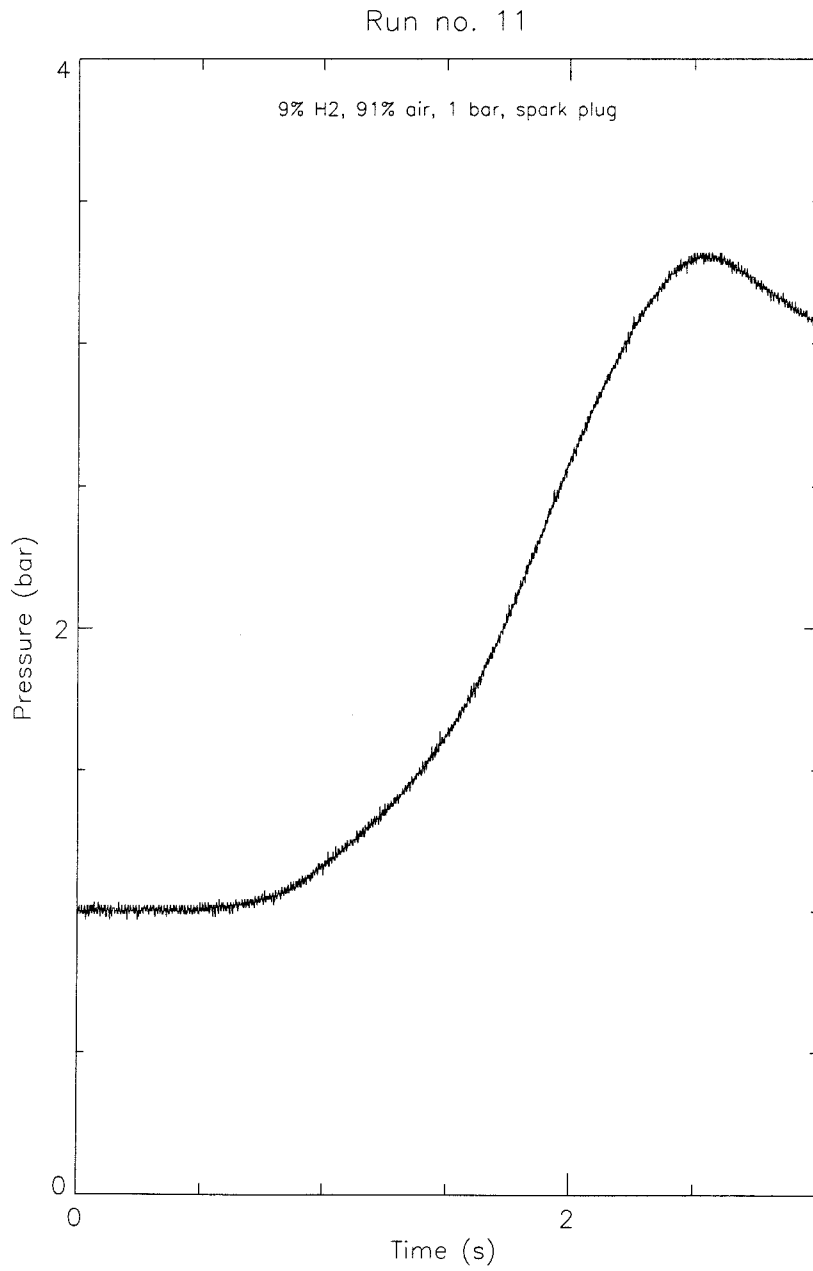
6.4% H<sub>2</sub>, 5.5% N<sub>2</sub>O, 3.0% CH<sub>4</sub>, 5.4% N<sub>2</sub>, 79.7% air, 1 bar, spark plug

Run no. 9

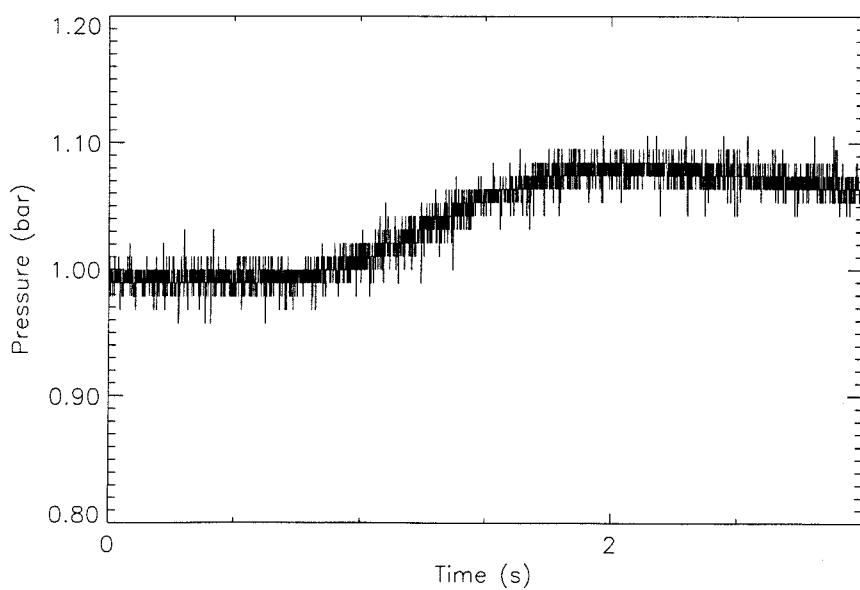
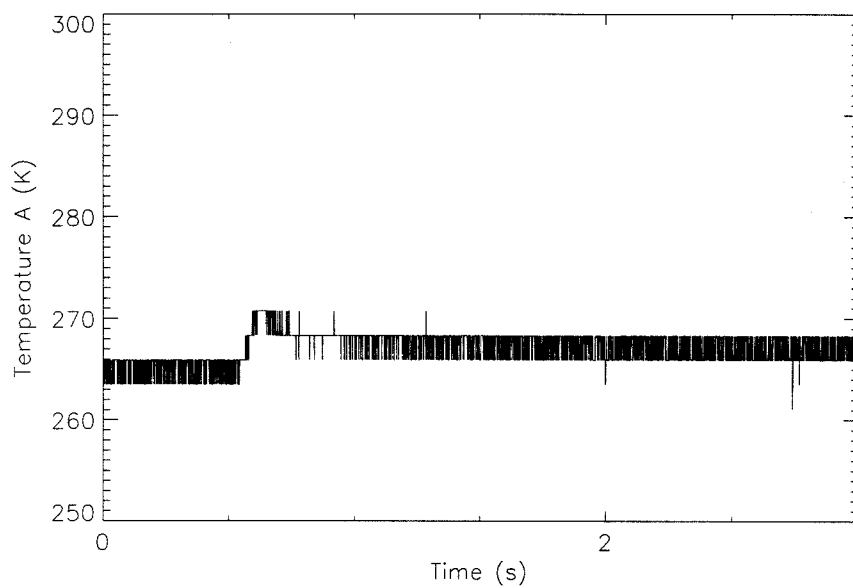
6.4% H<sub>2</sub>, 5.5% N<sub>2</sub>O, 3.0% CH<sub>4</sub>, 5.4% N<sub>2</sub>, 79.7% air, 1 bar, spark plug



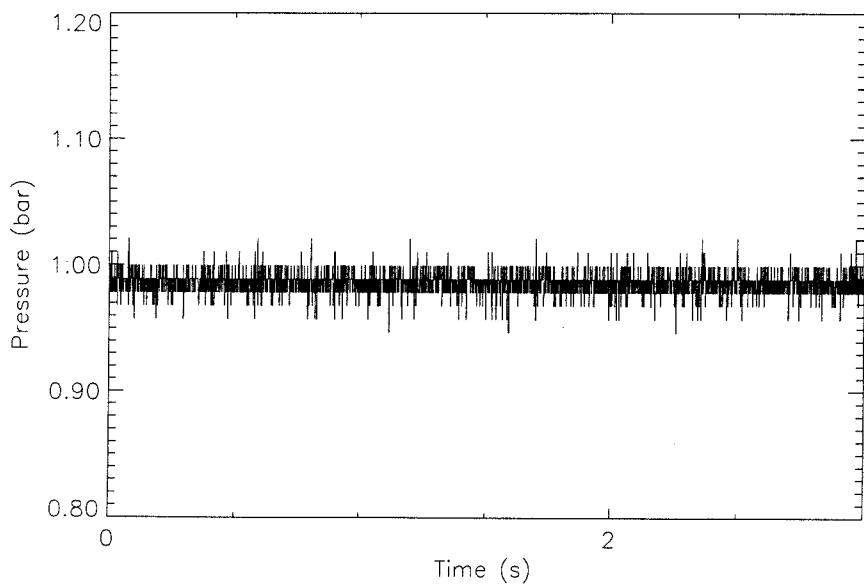
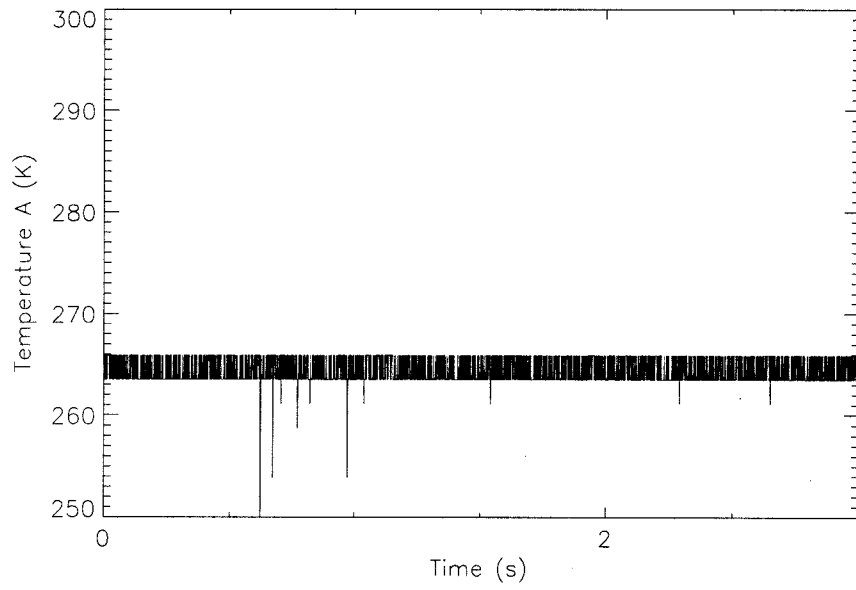




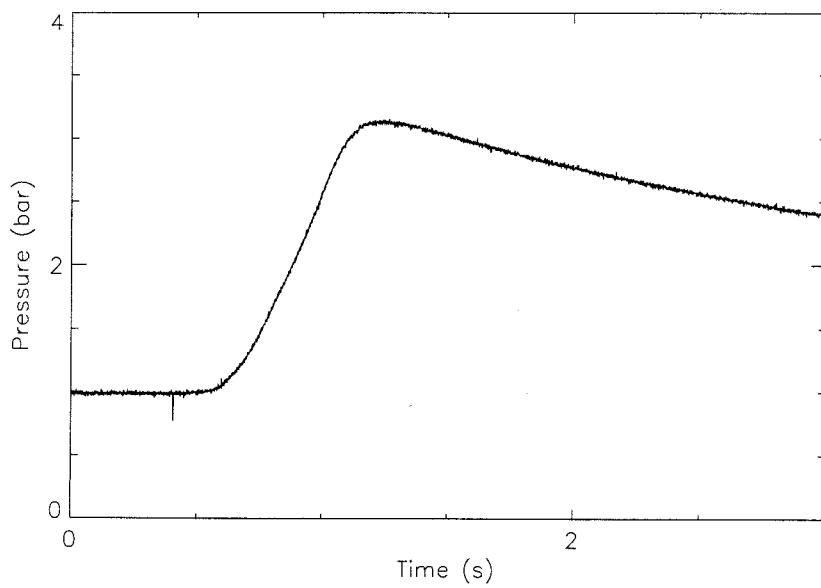
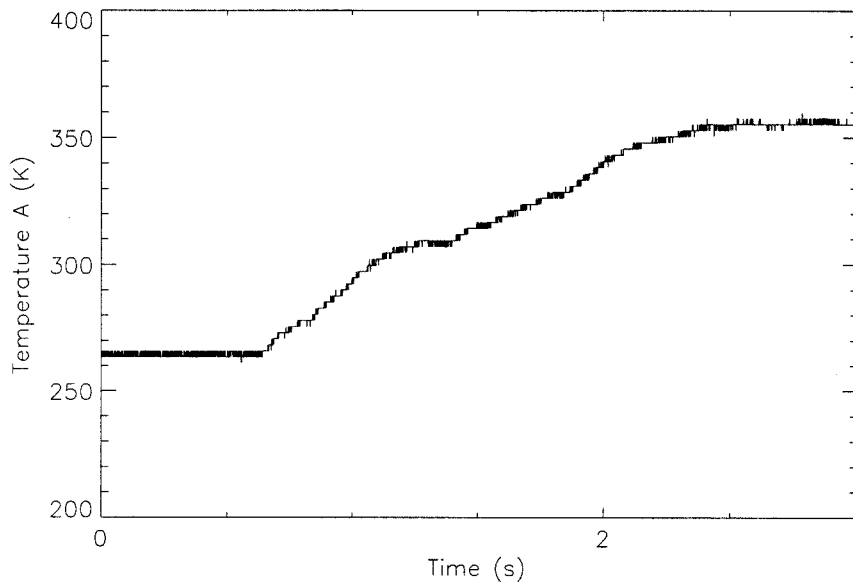
Run no. 13  
8% H<sub>2</sub>, 92% air, 1 bar, spark plug



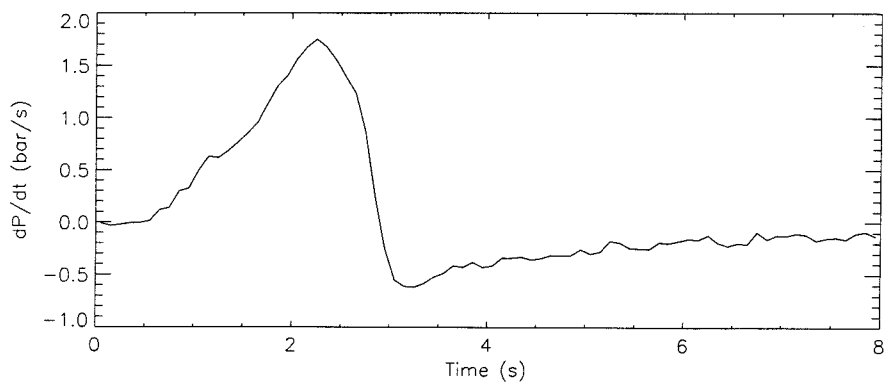
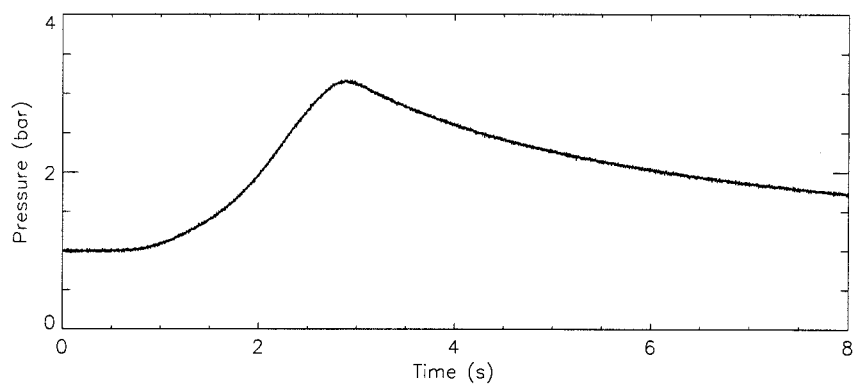
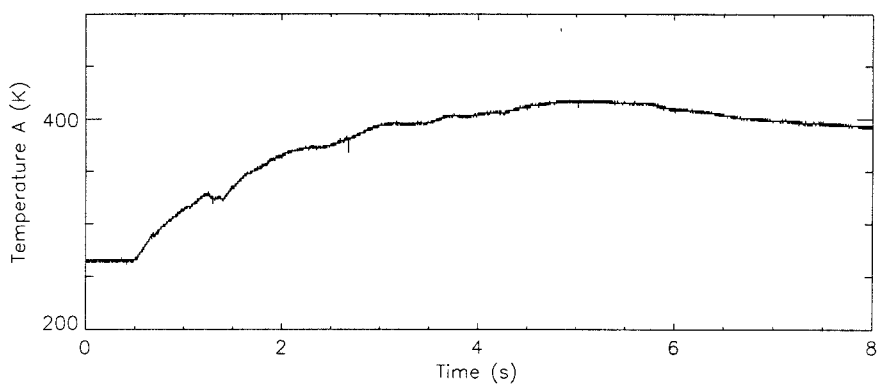
Run no. 13a  
8% H<sub>2</sub>, 92% air, 1 bar, spark plug



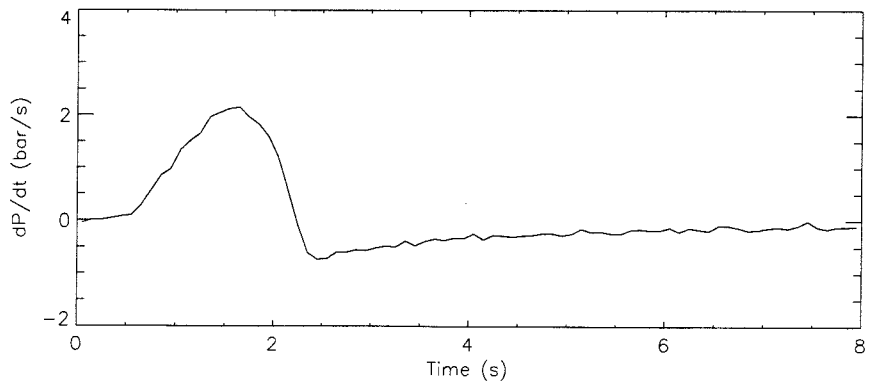
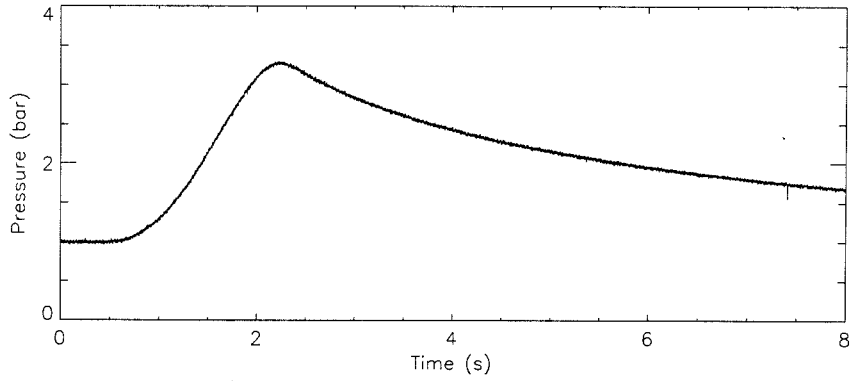
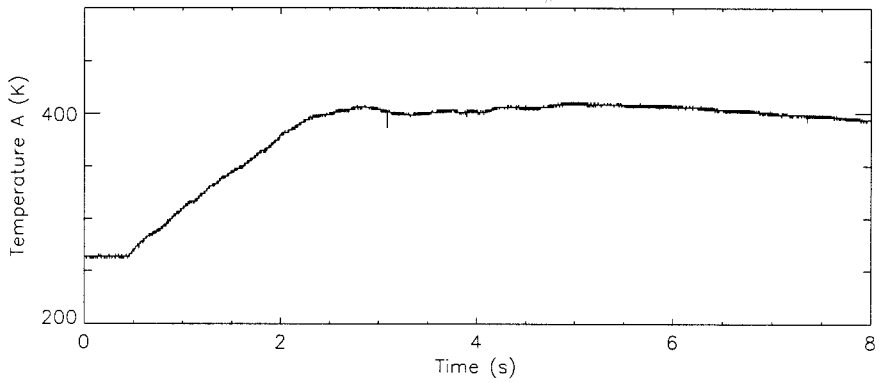
Run no. 13b  
8% H<sub>2</sub>, 92% air, 1 bar, spark plug



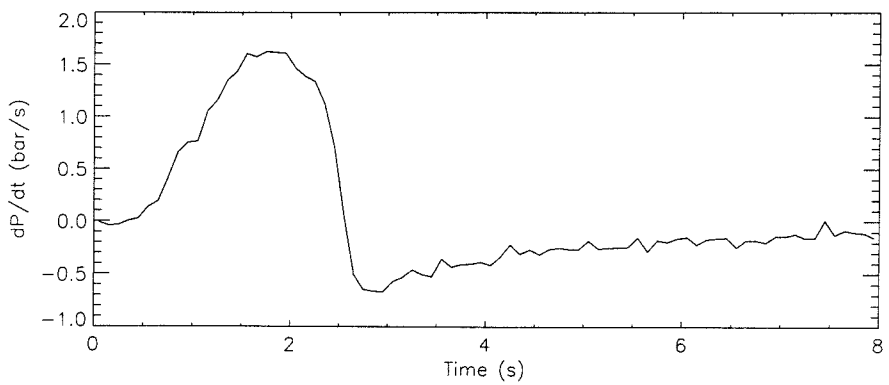
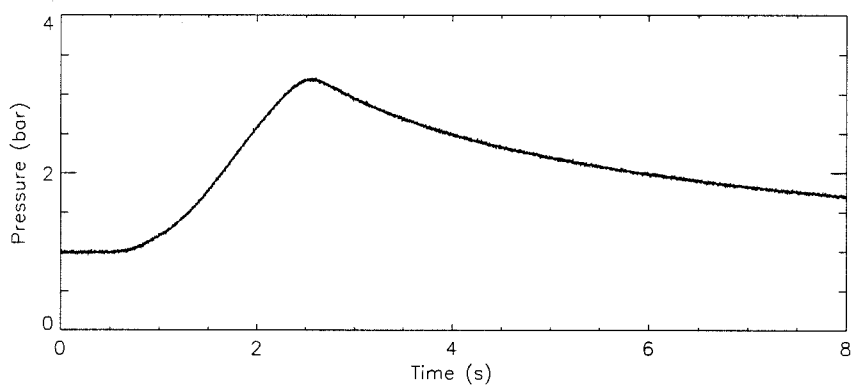
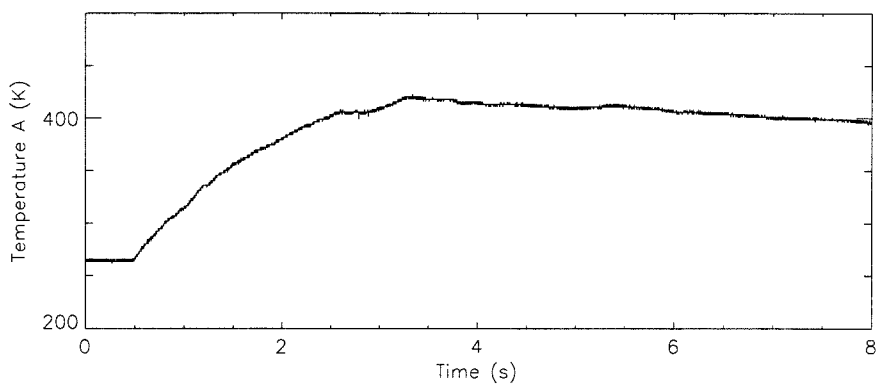
Run no. 14  
9% H<sub>2</sub>, 6% N<sub>2</sub>O, 85% air, 1 bar, spark plug



Run no. 15

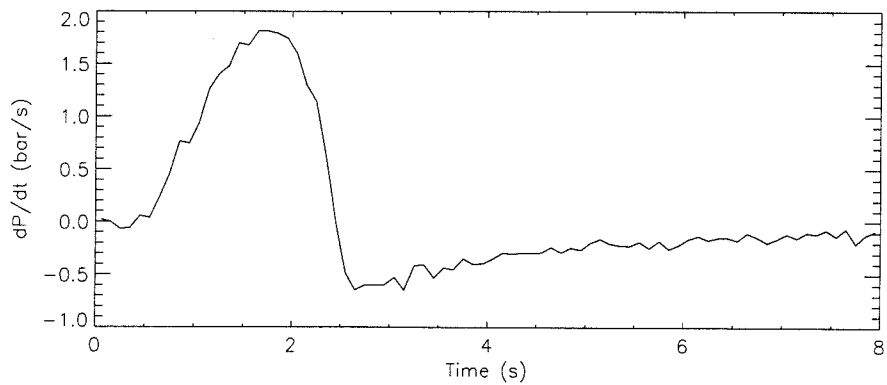
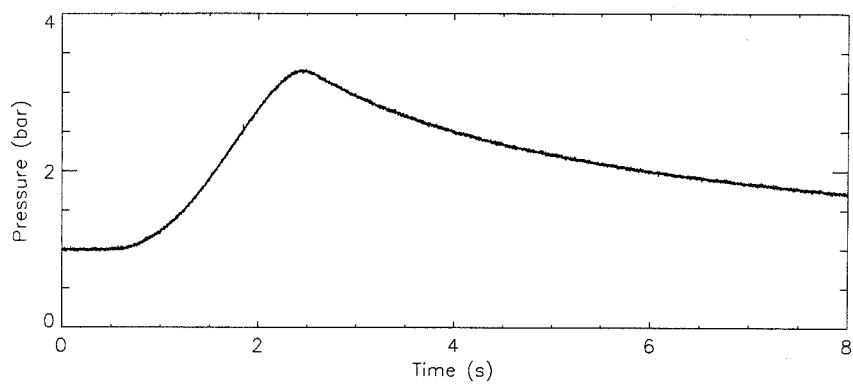
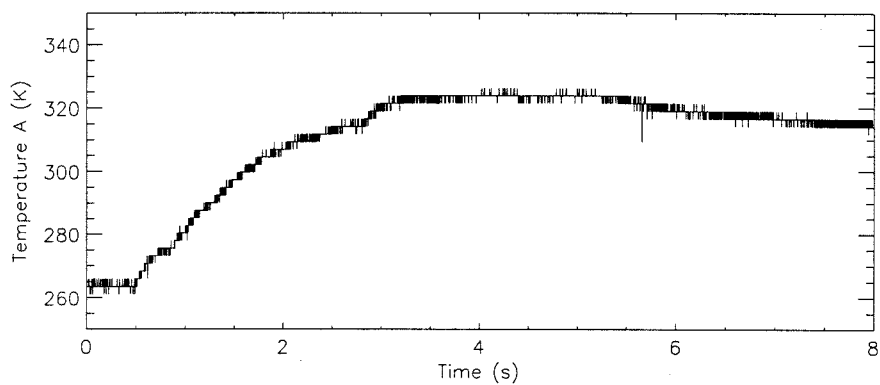
9% H<sub>2</sub>, 9% N<sub>2</sub>, 82% air, 1 bar, spark plug

Run no. 16

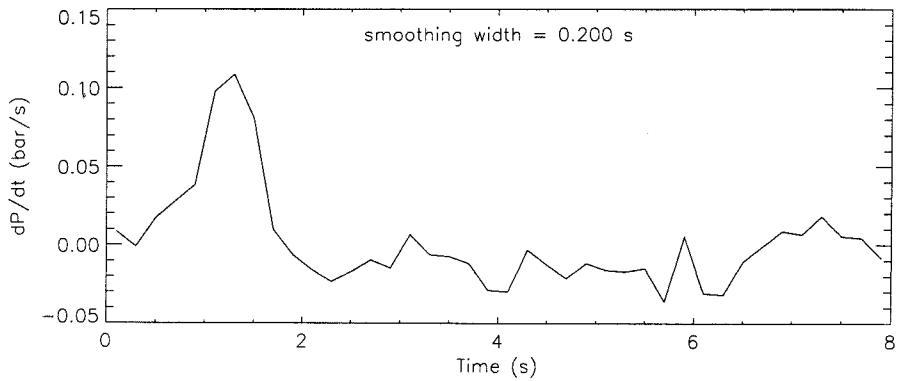
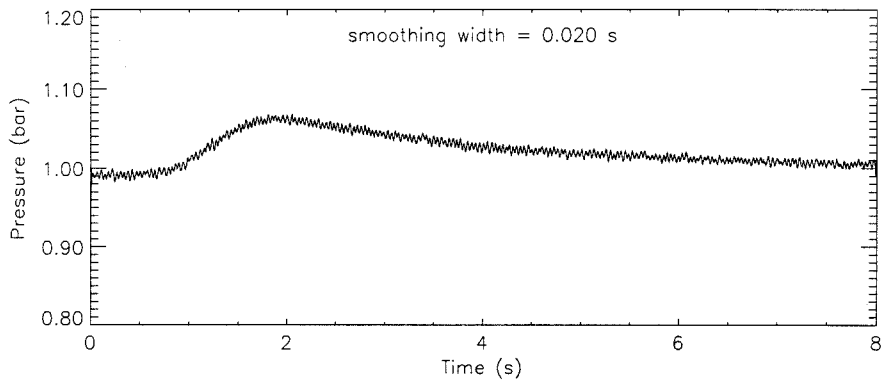
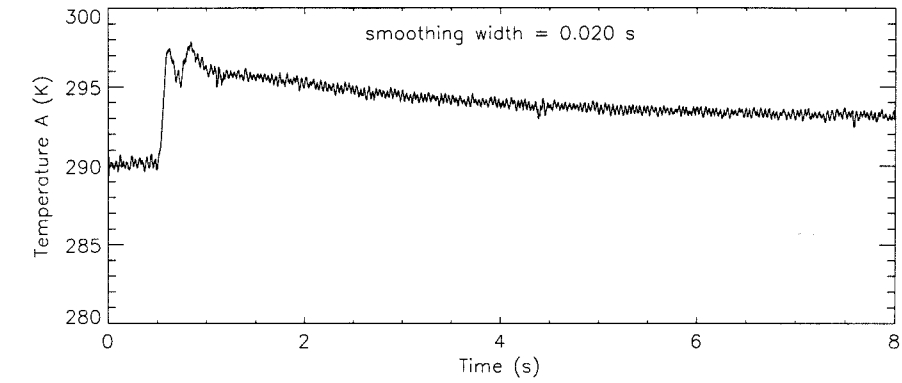
9% H<sub>2</sub>, 13.5% N<sub>2</sub>O, 77.5% air, 1 bar, spark plug



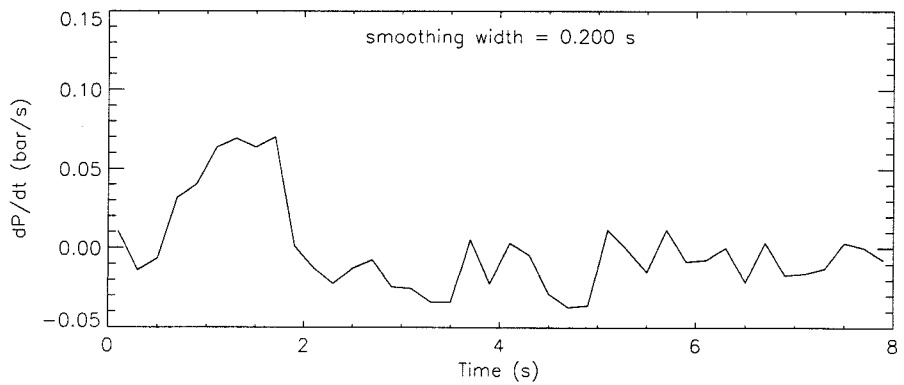
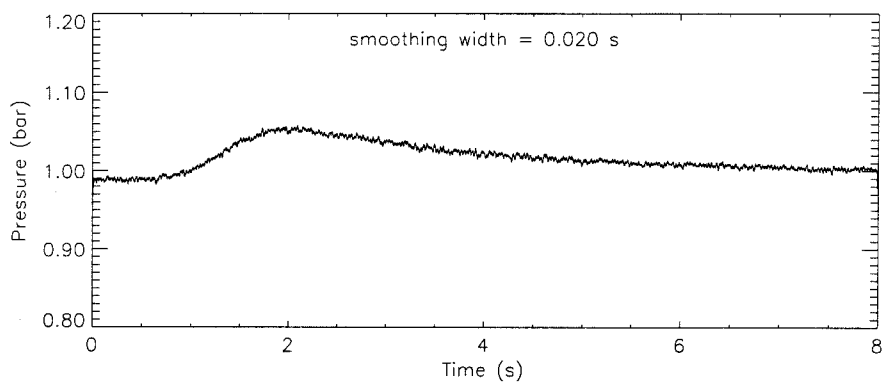
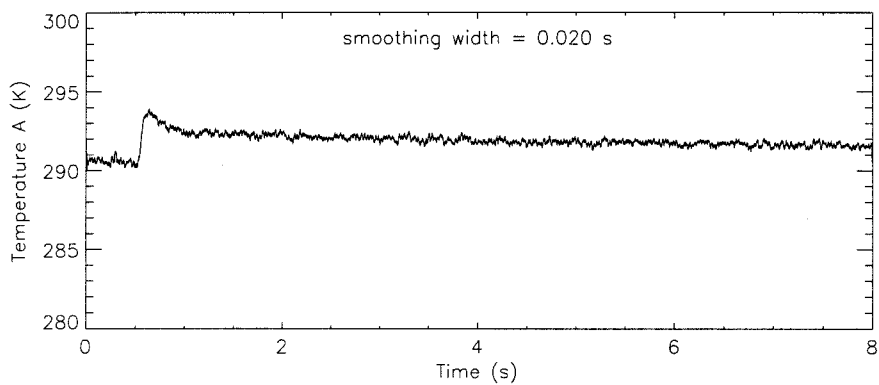
Run no. 17  
9% H<sub>2</sub>, 18% N<sub>2</sub>, 73% air, 1 bar, spark plug



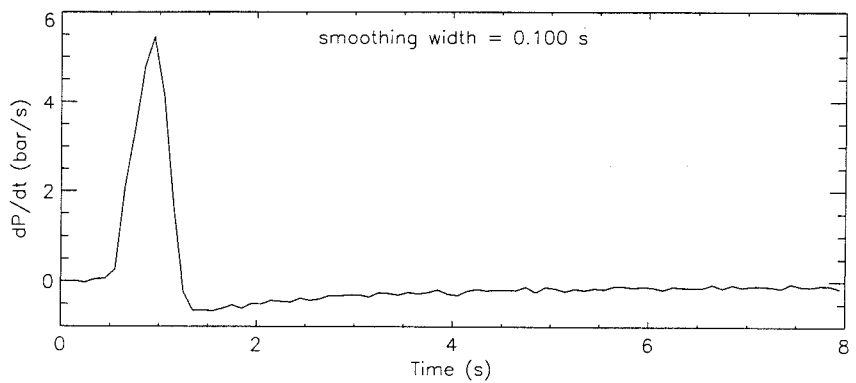
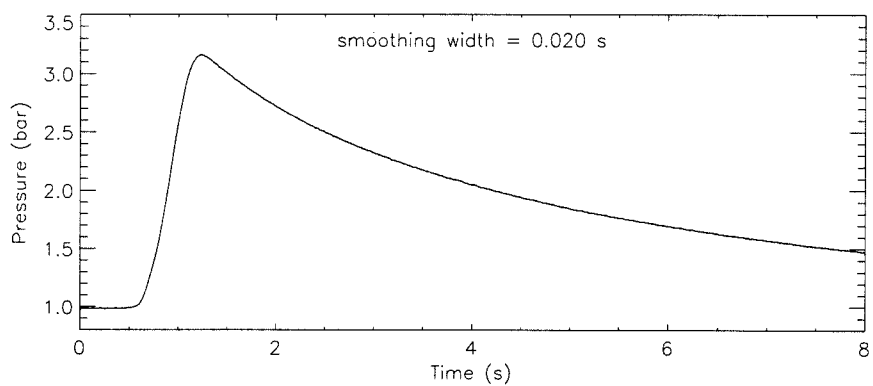
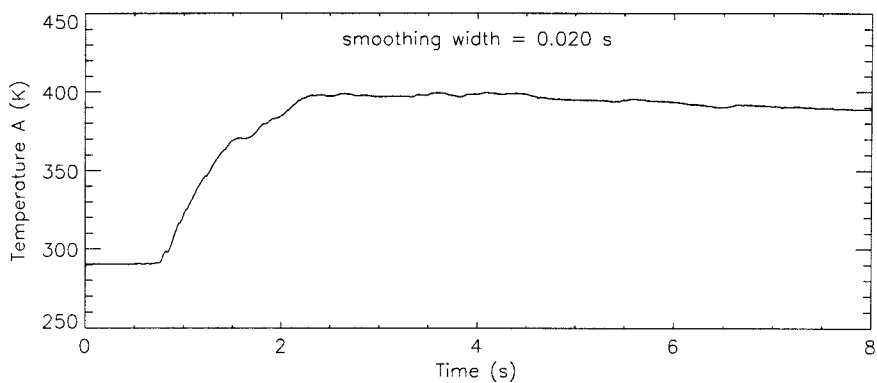
Run no. 18

8% H<sub>2</sub>, 8% N<sub>2</sub>O, 84% air, 1 bar, spark plug

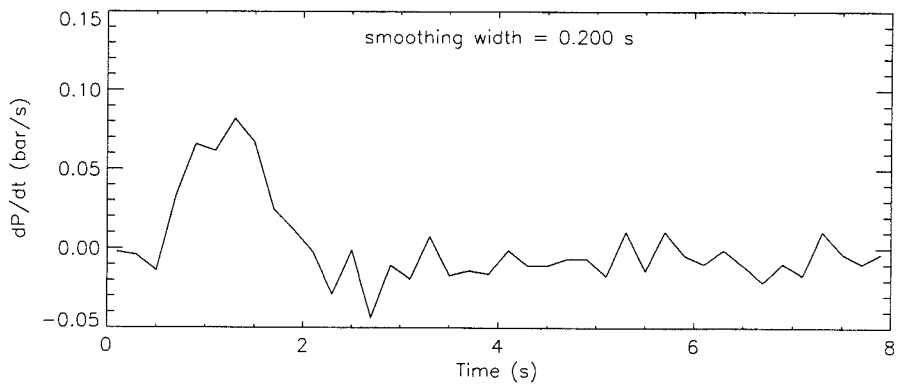
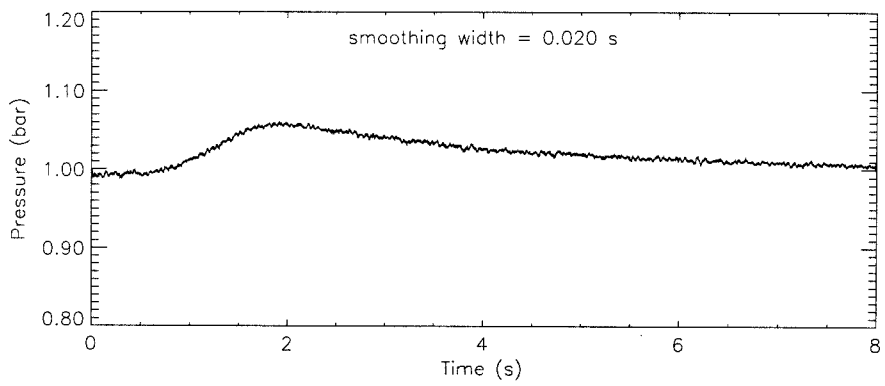
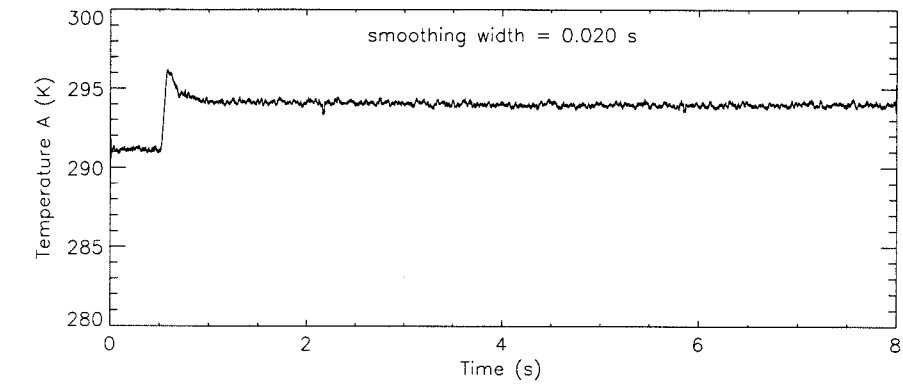
Run no. 18a

8% H<sub>2</sub>, 8% N<sub>2</sub>, 84% air, 1 bar, spark plug, 2nd burn, no fan

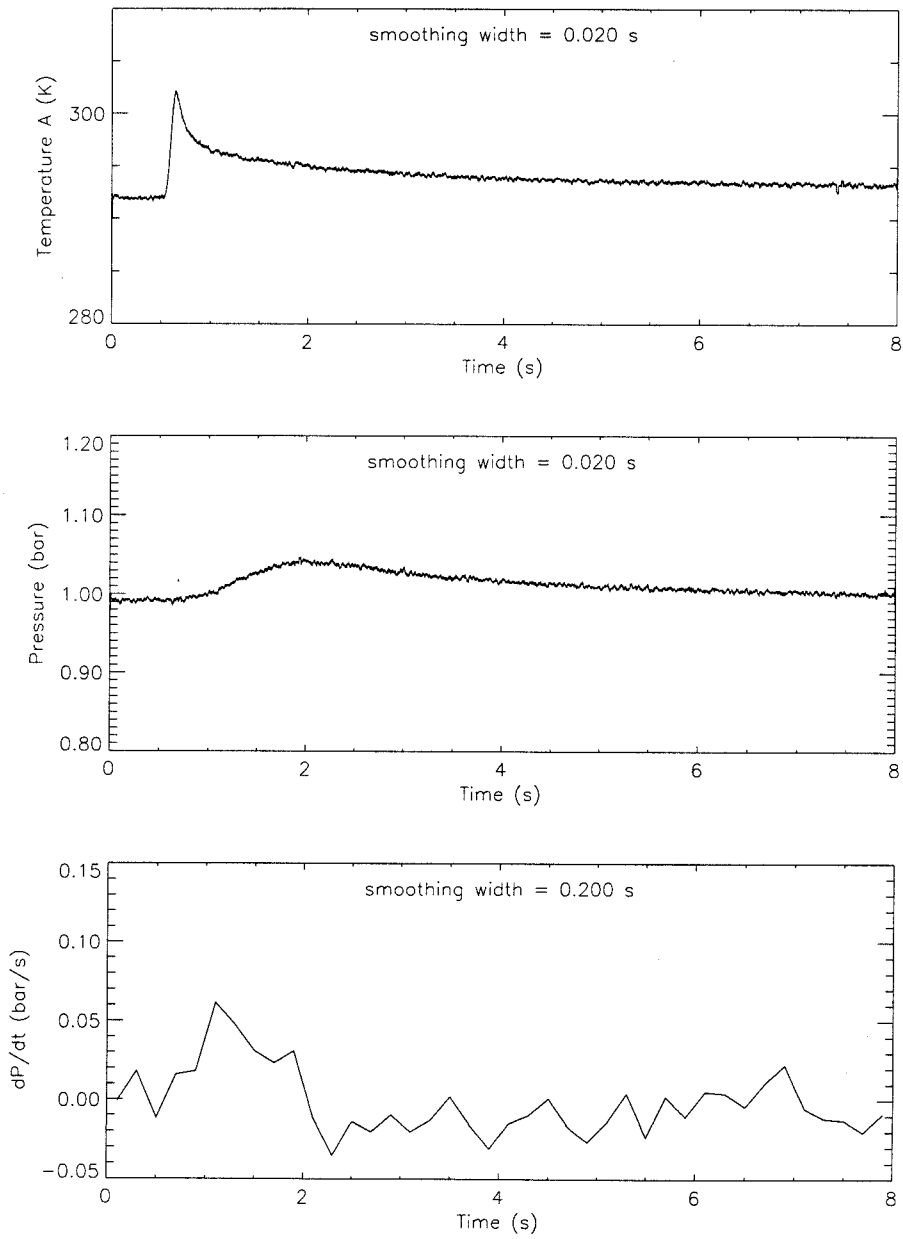
Run no. 18b

8% H<sub>2</sub>, 8% N<sub>2</sub>O, 84% air, 1 bar, spark plug, 3rd burn, fan on

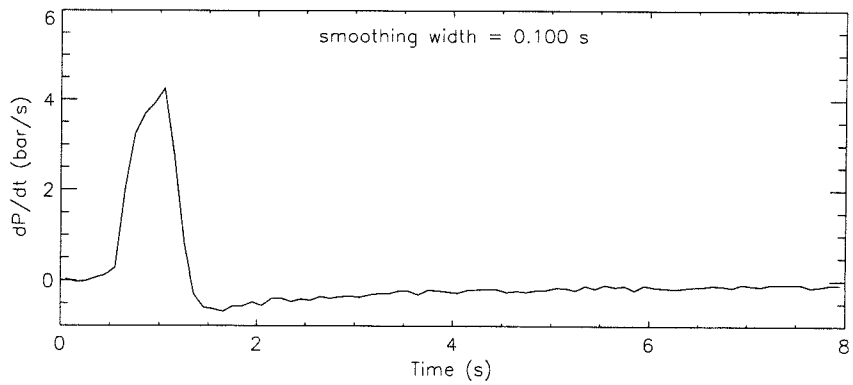
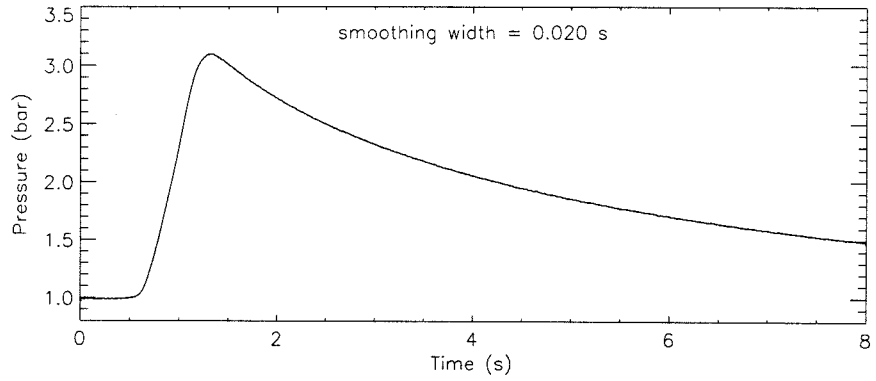
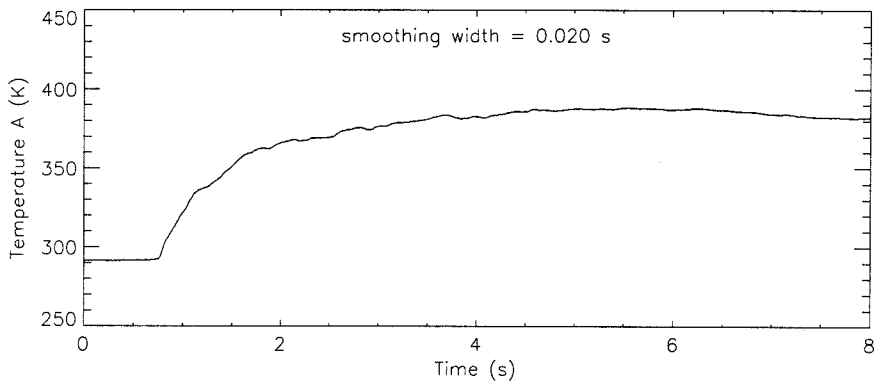
Run no. 19  
8% H<sub>2</sub>, 12% N<sub>2</sub>O, 80% air, 1 bar, spark plug



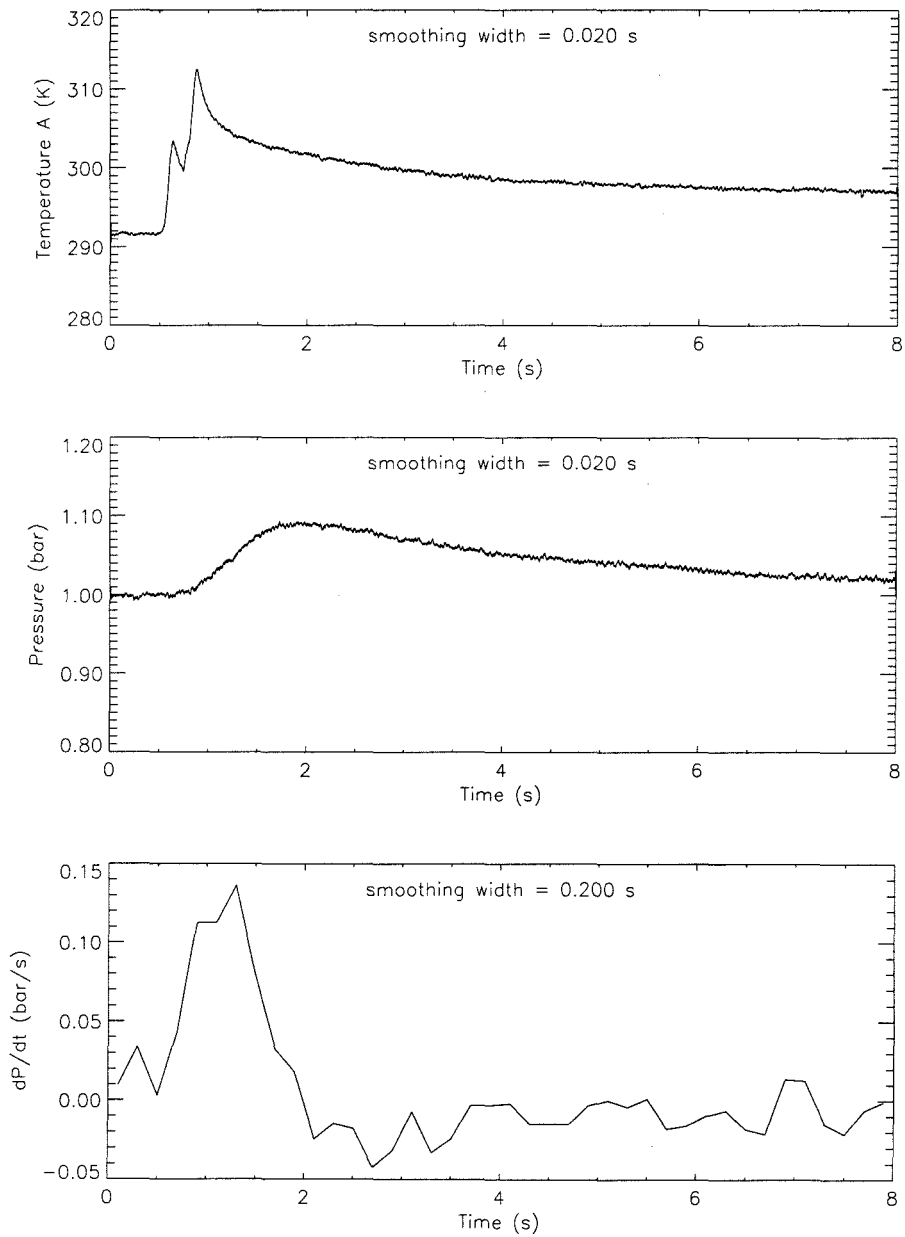
Run no. 19a  
8% H<sub>2</sub>, 12% N<sub>2</sub>O, 80% air, 1 bar, spark plug, 2nd burn



Run no. 19b

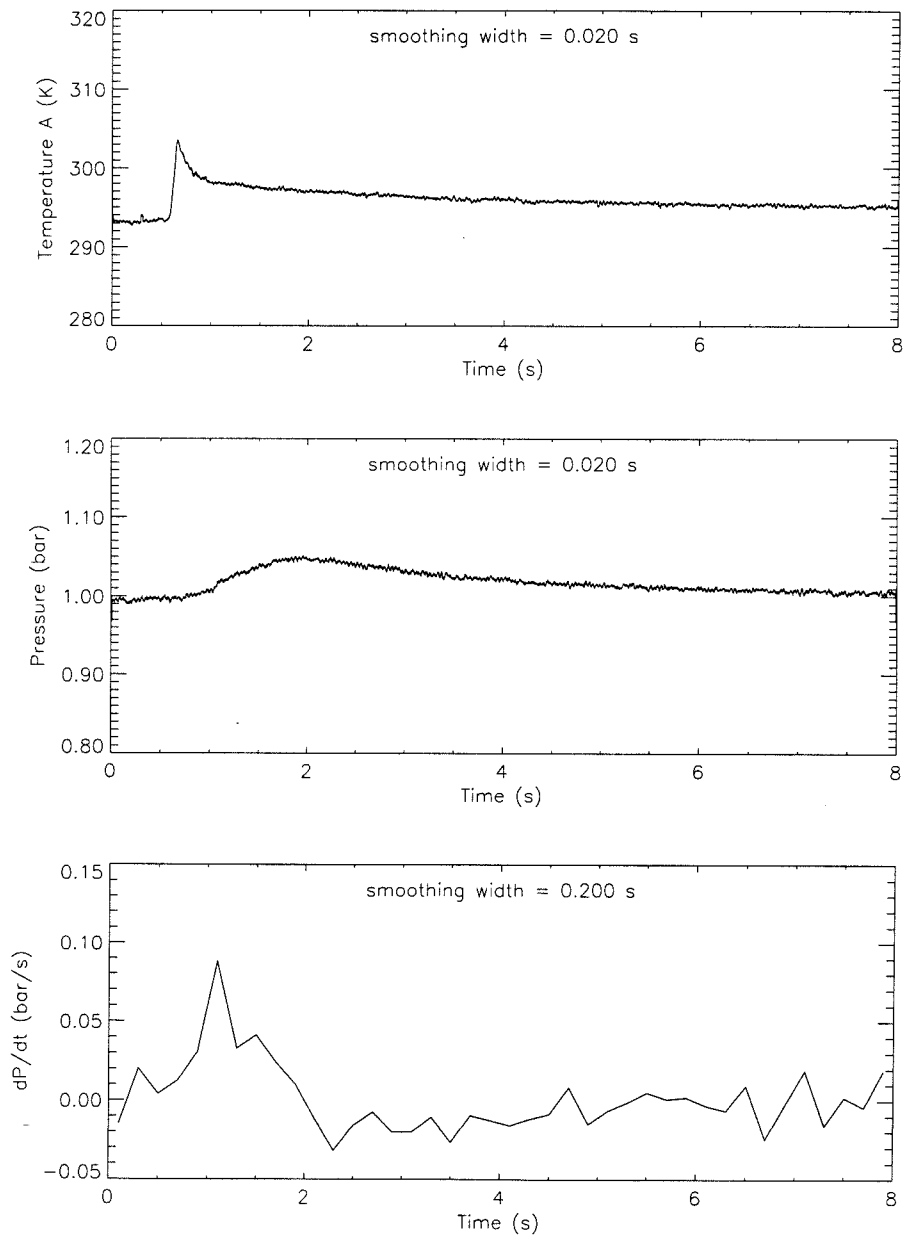
8% H<sub>2</sub>, 12% N<sub>2</sub>O, 80% air, 1 bar, spark plug, 3rd burn, fan on

Run no. 20

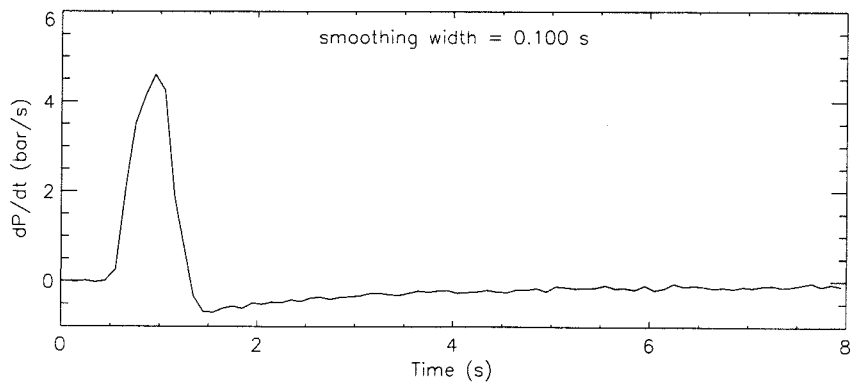
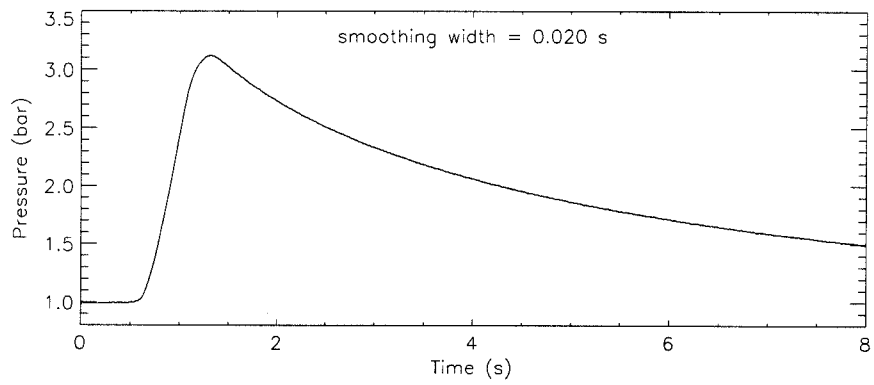
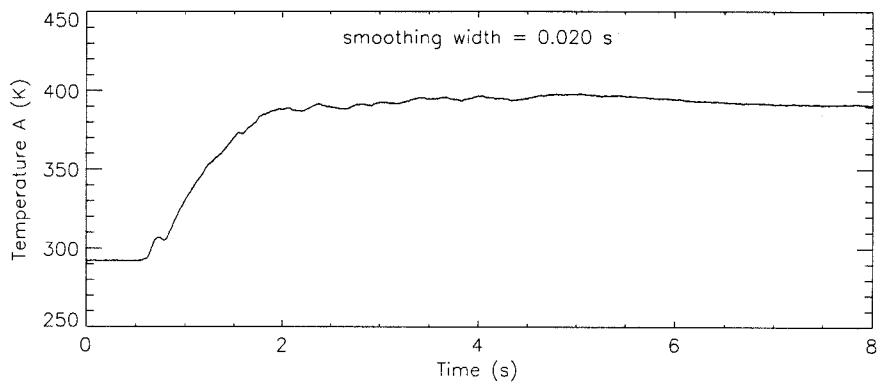
8% H<sub>2</sub>, 16% N<sub>2</sub>O, 76% air, 1 bar, spark plug



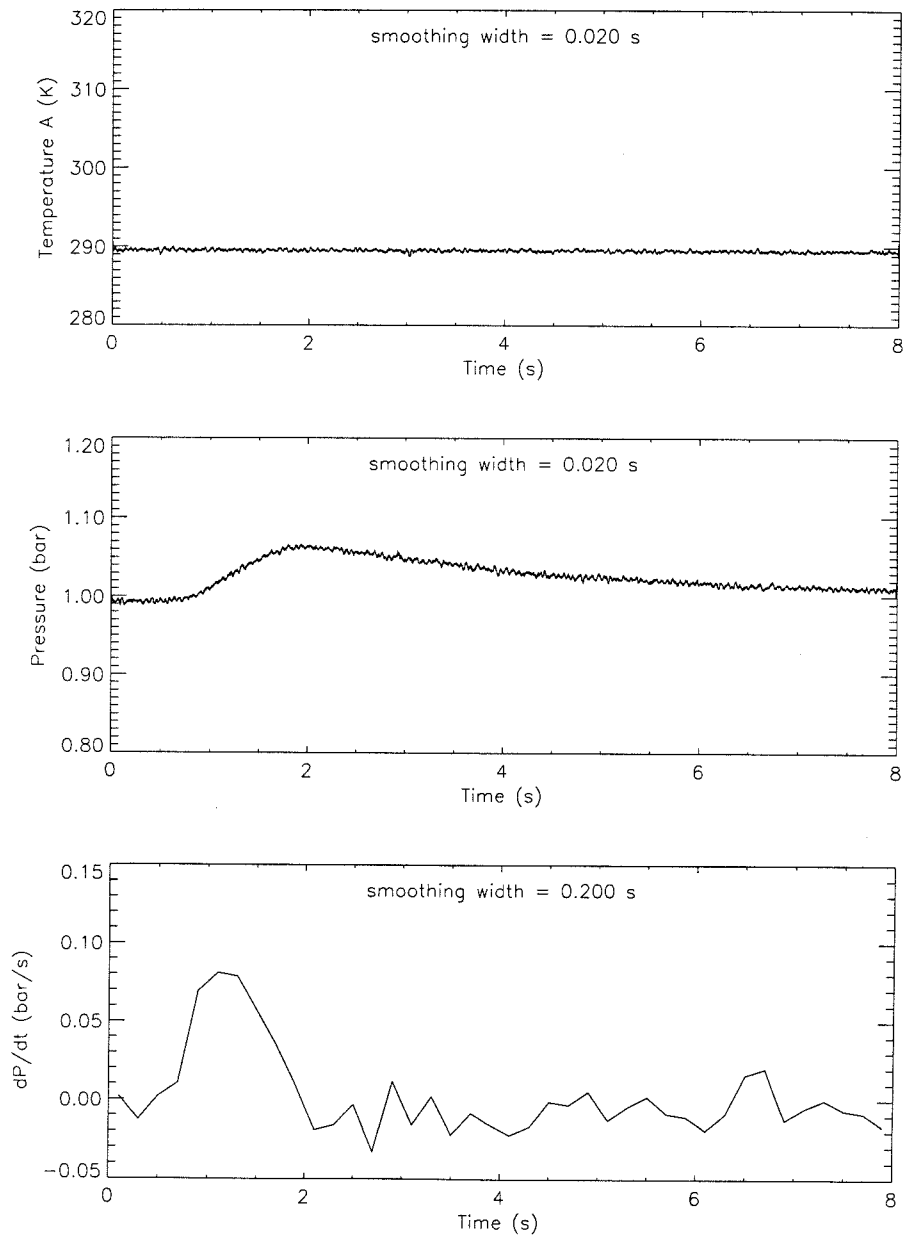
Run no. 20a  
8% H<sub>2</sub>, 16% N<sub>2</sub>O, 76% air, 1 bar, spark plug, 2nd burn



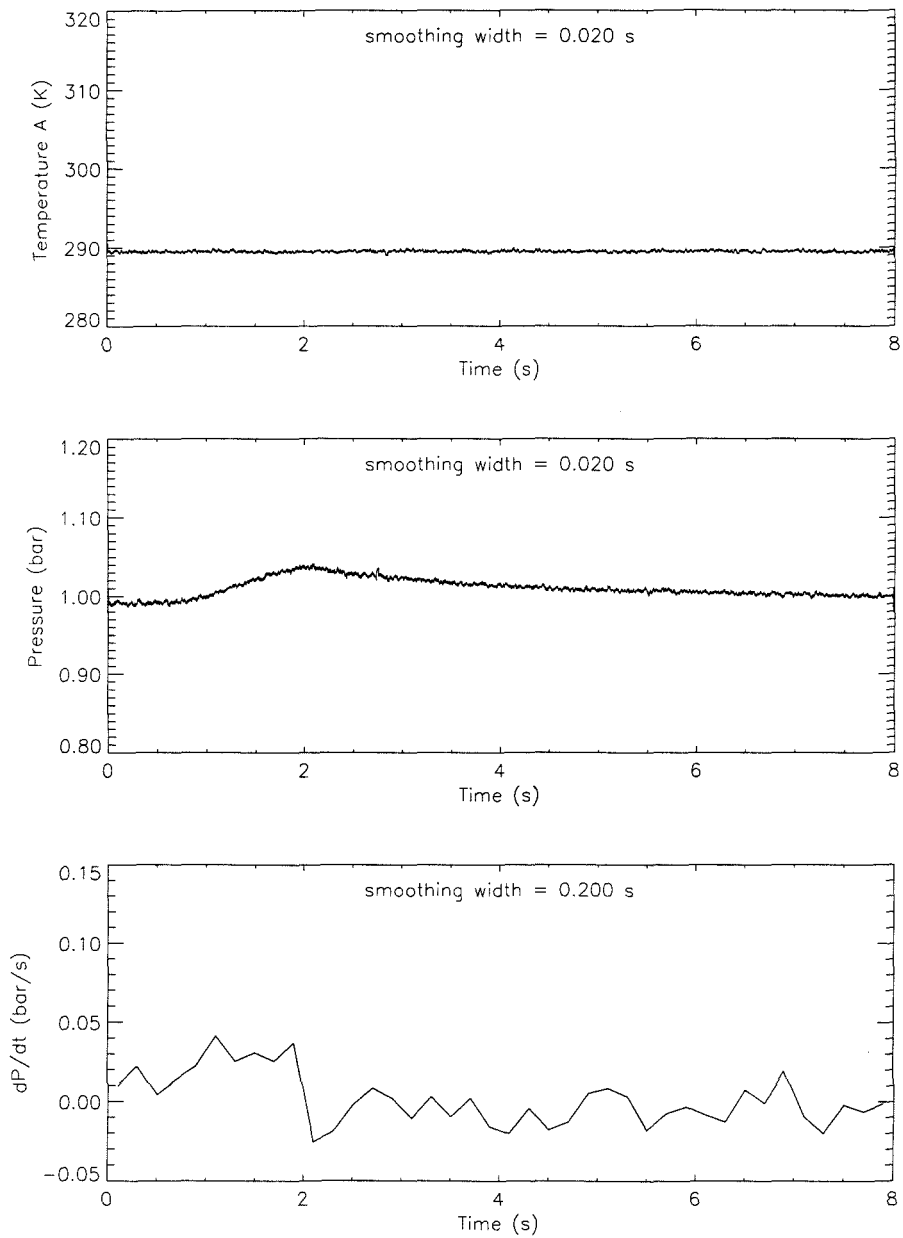
Run no. 20b

8% H<sub>2</sub>, 16% N<sub>2</sub>, 76% air, 1 bar, spark plug, 3rd burn, fan

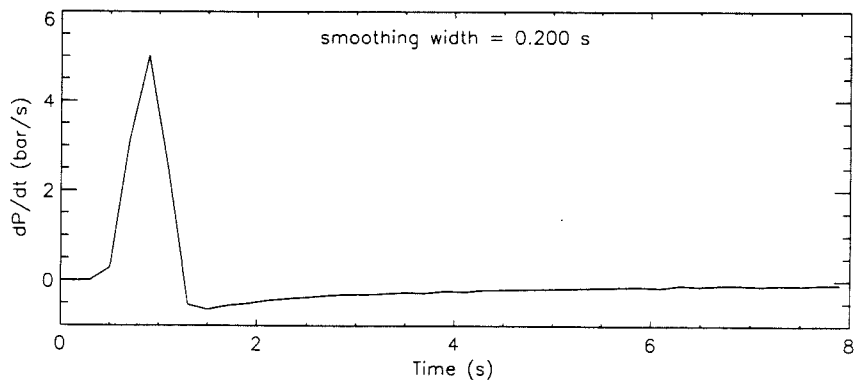
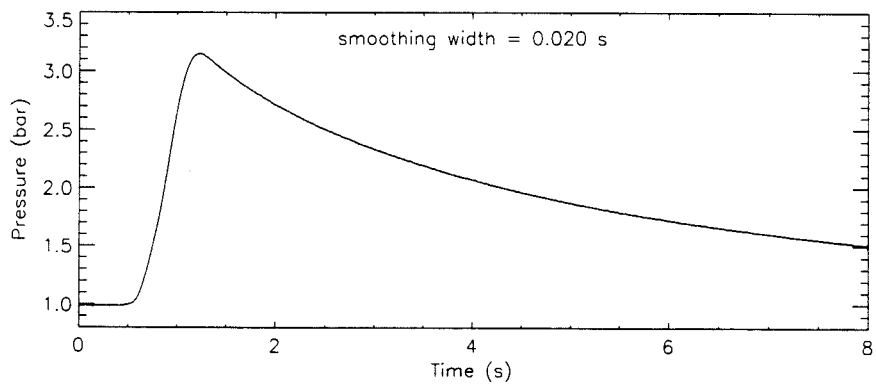
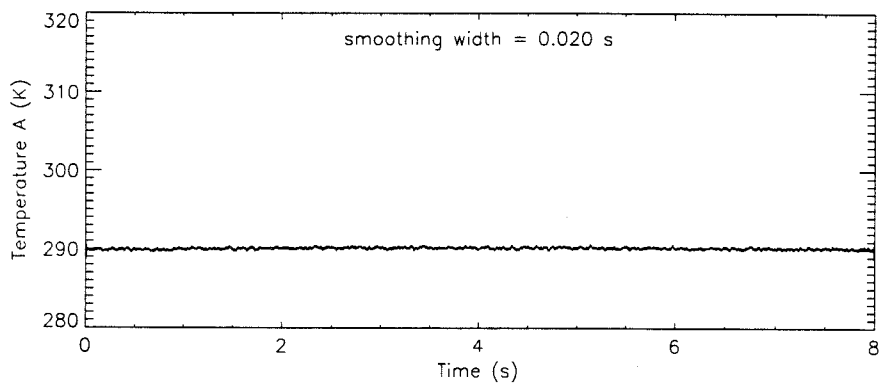
Run no. 21  
8% H<sub>2</sub>, 24% N<sub>2</sub>, 68% air, 1 bar, spark plug



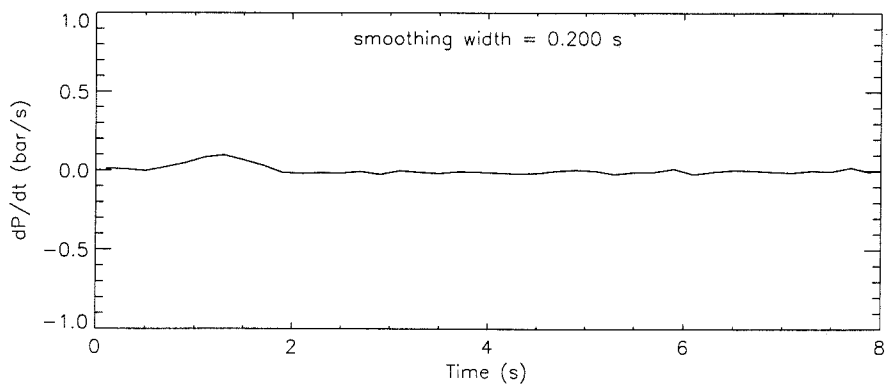
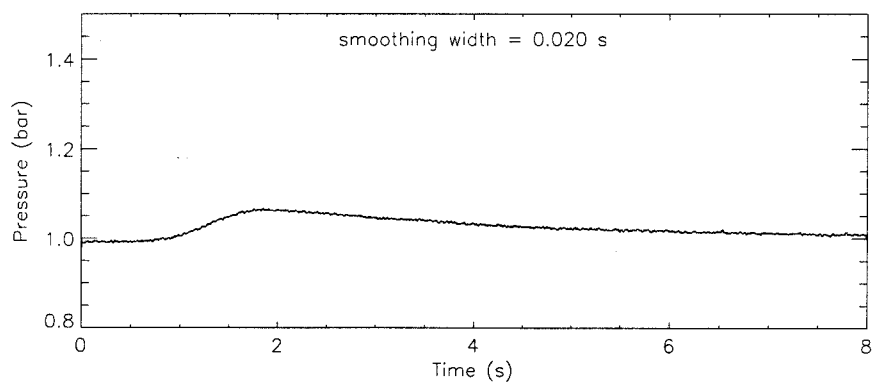
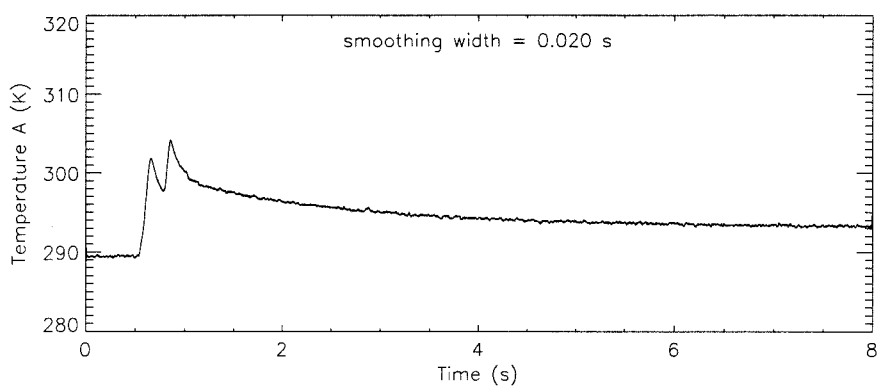
Run no. 21a

8% H<sub>2</sub>, 24% N<sub>2</sub>, 68% air, 1 bar, spark plug, 2nd attempt, no fan

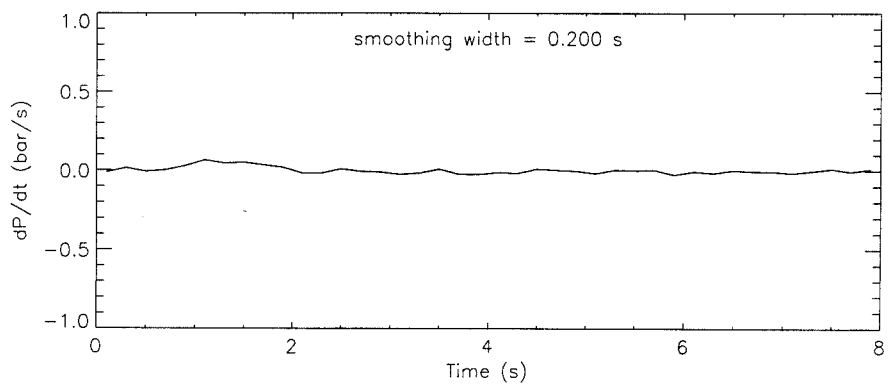
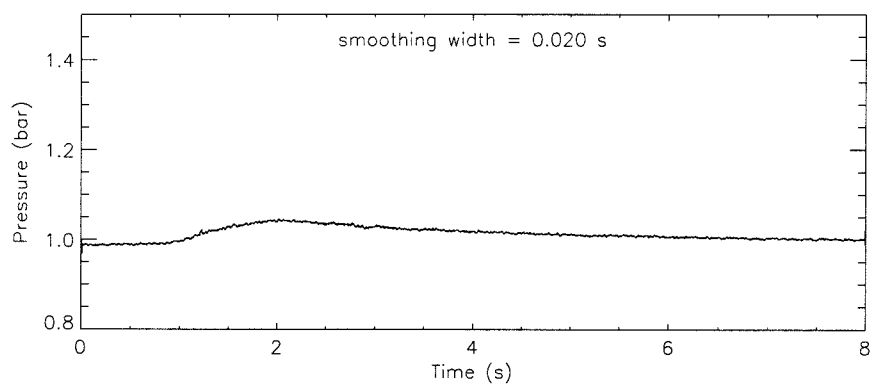
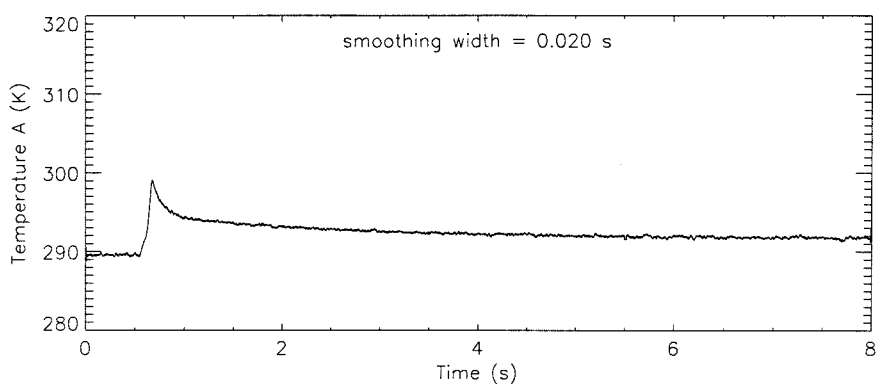
Run no. 21b

8% H<sub>2</sub>, 24% N<sub>2</sub>O, 68% air, 1 bar, spark plug, 3rd attempt, fan on

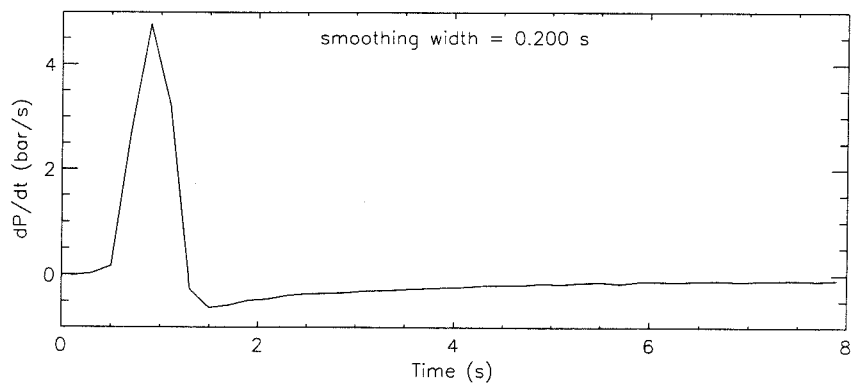
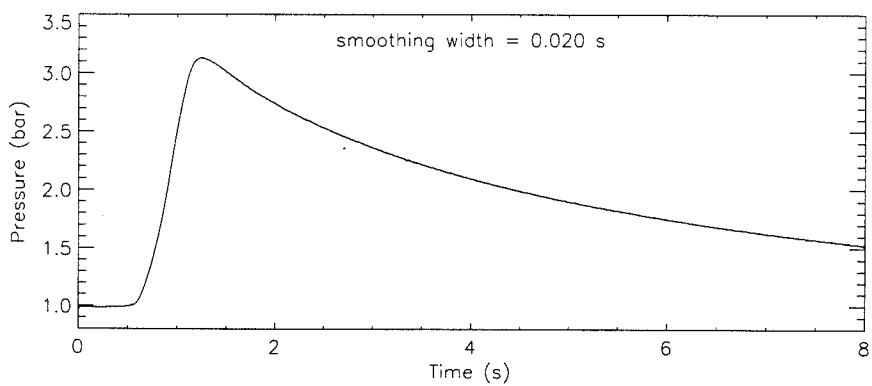
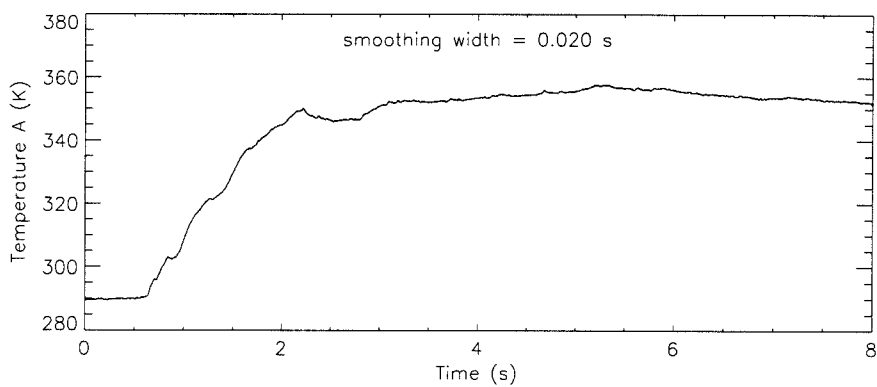
Run no. 22  
8% H<sub>2</sub>, 32% N<sub>2</sub>O, 60% air, 1 bar, spark plug



Run no. 22a

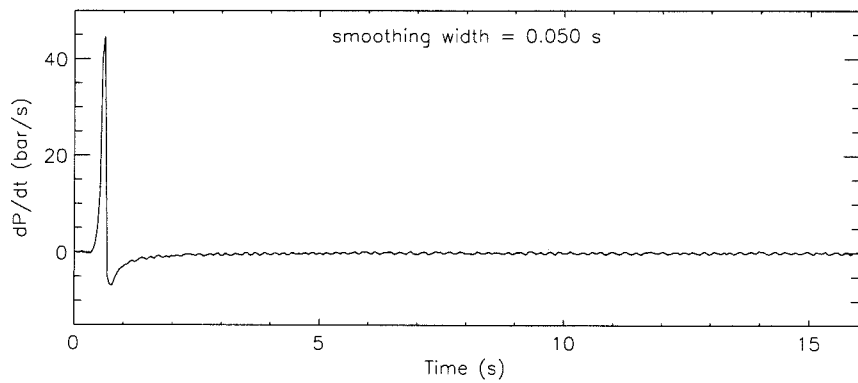
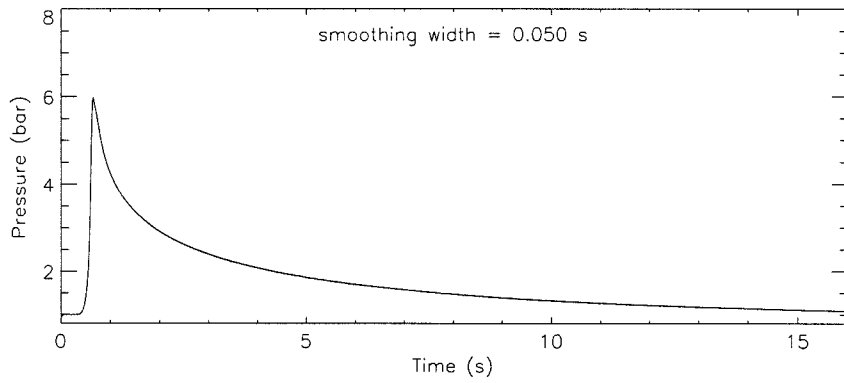
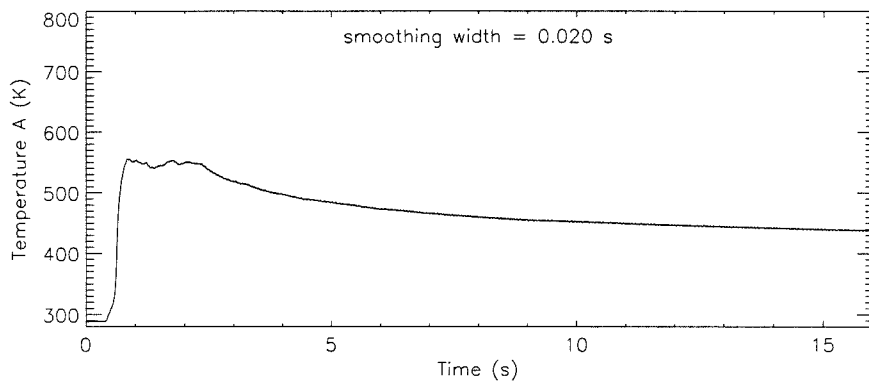
8% H<sub>2</sub>, 32% N<sub>2</sub>O, 60% air, 1 bar, spark plug, 2nd trial, no fan

Run no. 22b

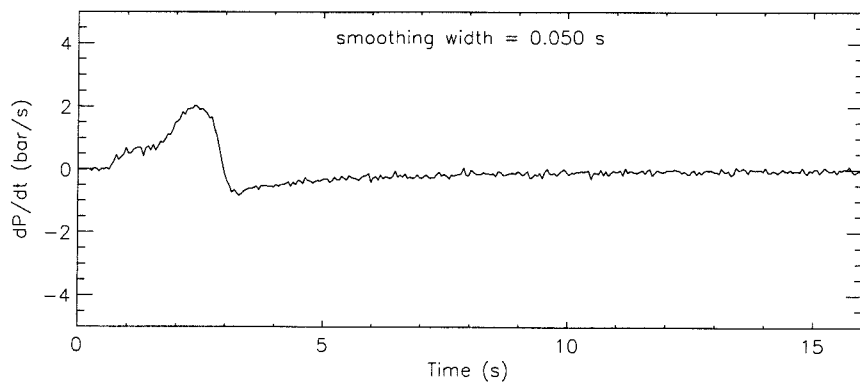
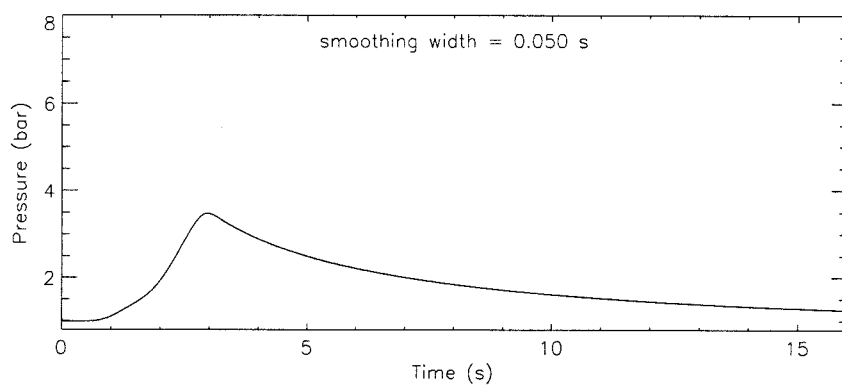
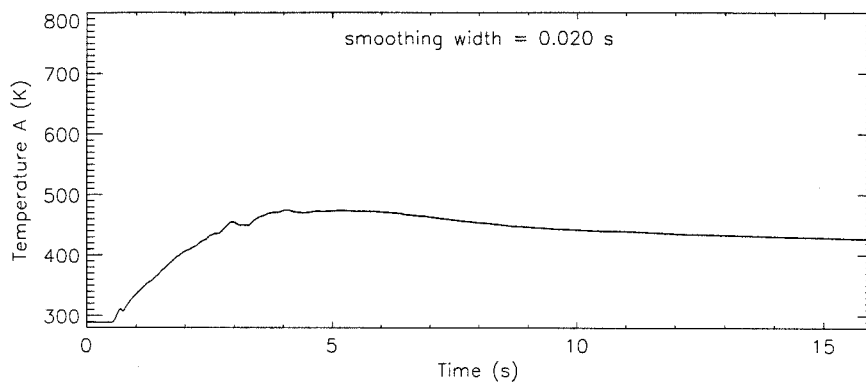
8% H<sub>2</sub>, 32% N<sub>2</sub>O, 60% air, 1 bar, spark plug, 3rd trial, fan



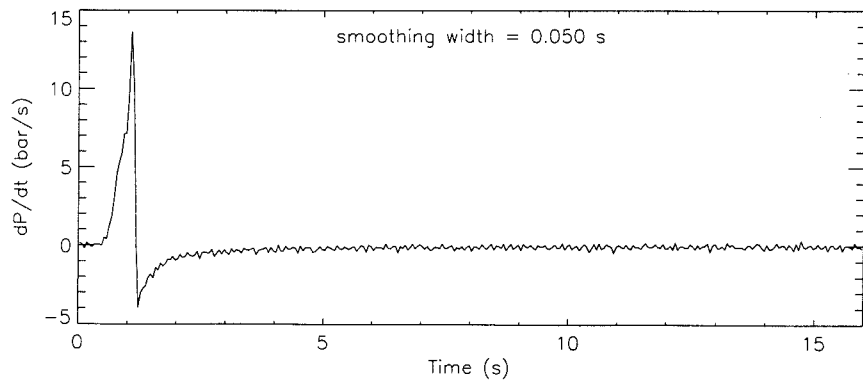
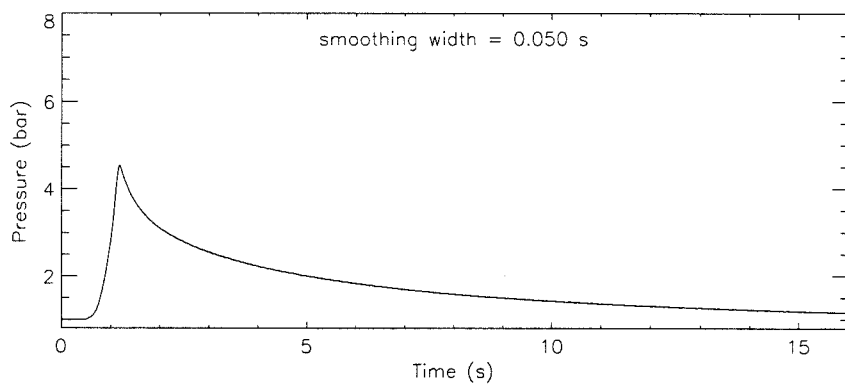
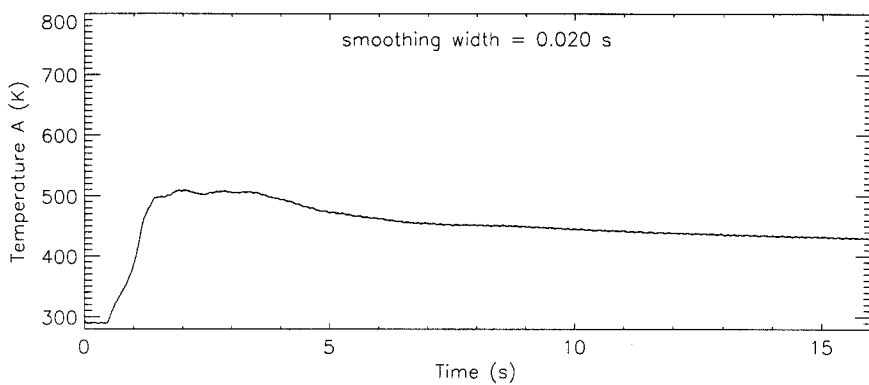
Run no. 25

8% H<sub>2</sub>, 8% NH<sub>3</sub>, 84% Air, 1 bar, spark plug

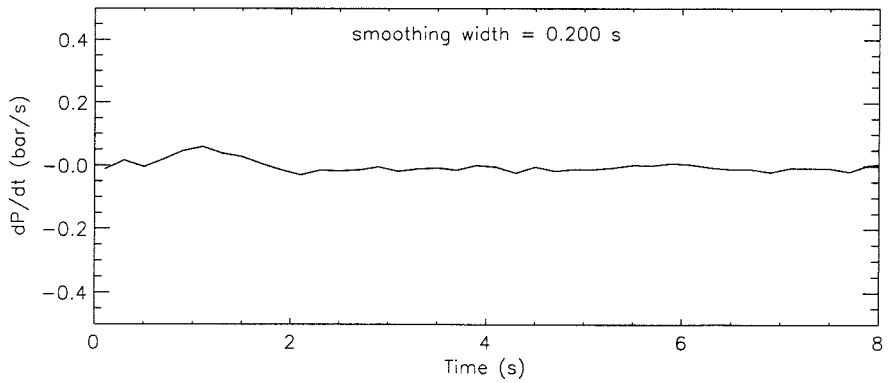
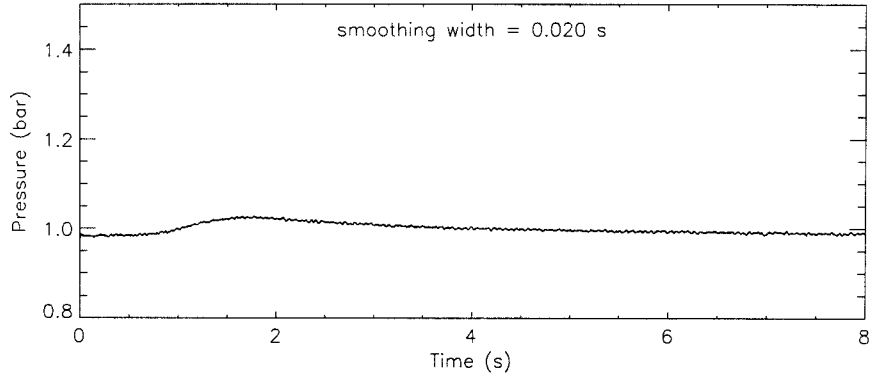
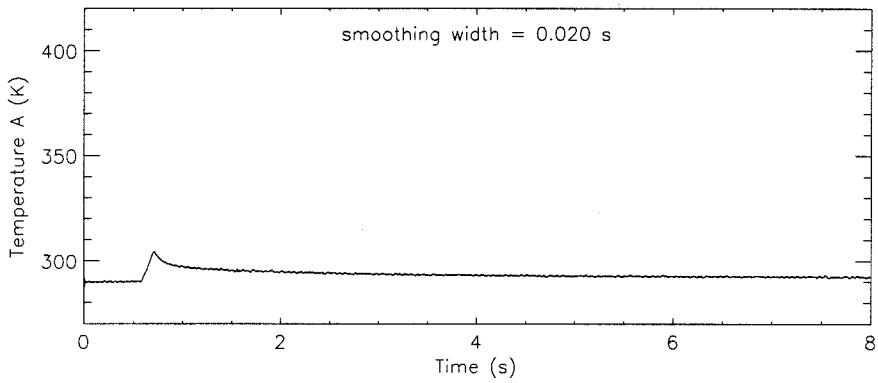
Run no. 26  
8% H<sub>2</sub>, 2% NH<sub>3</sub>, 90% Air, 1 bar, spark plug



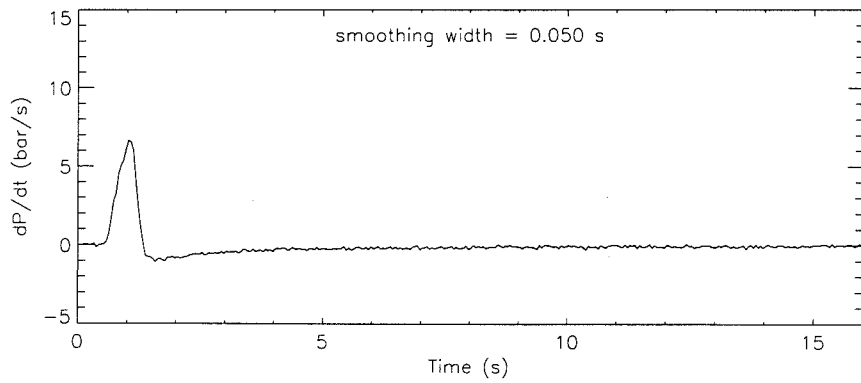
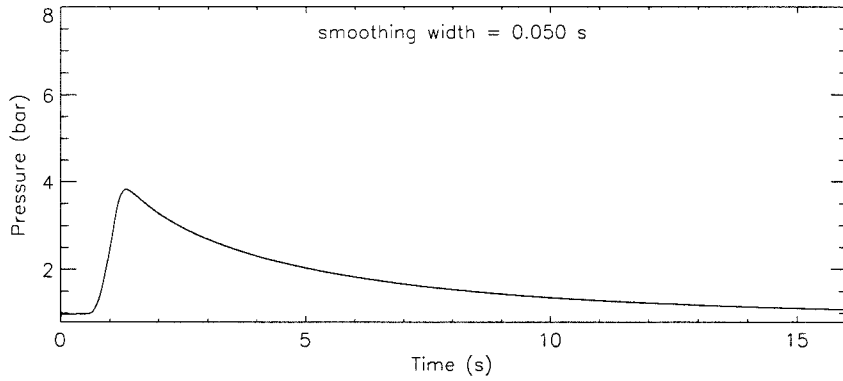
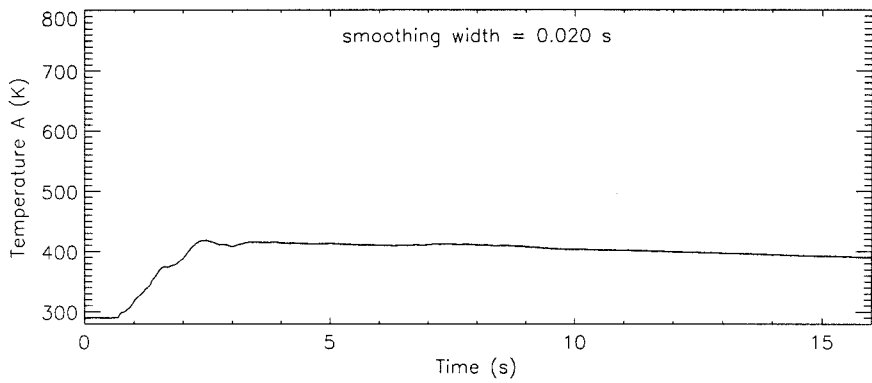
Run no. 27  
8% H<sub>2</sub>, 4% NH<sub>3</sub>, 88% Air, 1 bar, spark plug



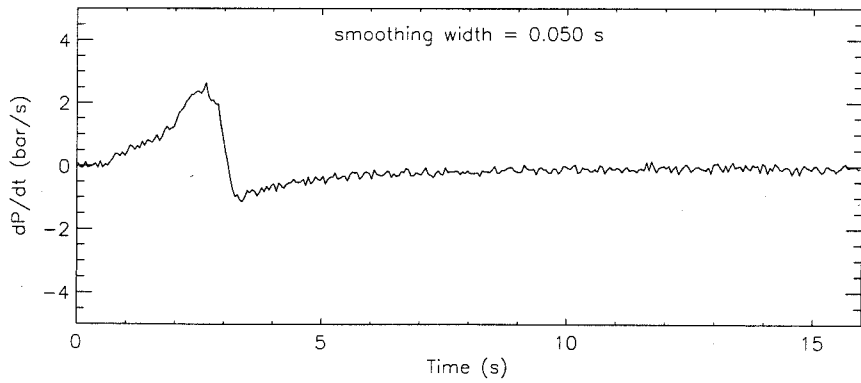
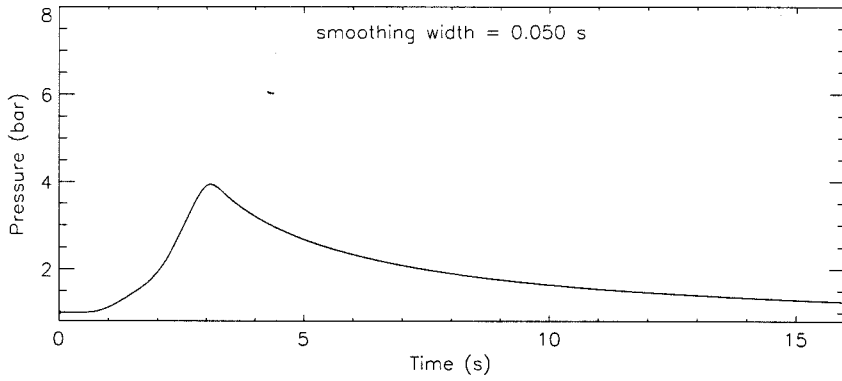
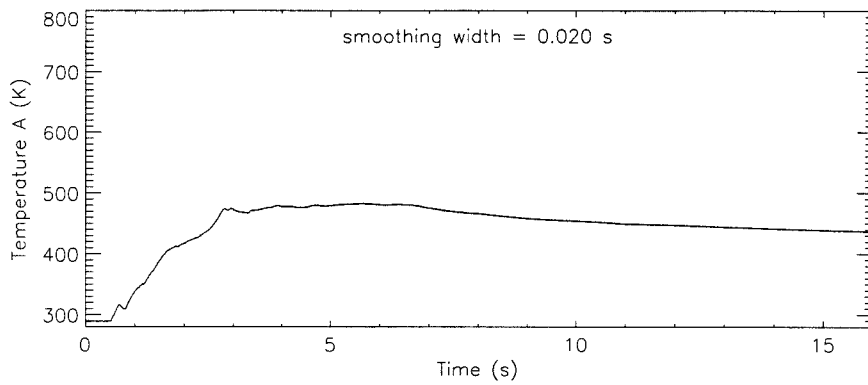
Run no. 28a  
6% H<sub>2</sub>, 5% NH<sub>3</sub>, 89%Air, 98.2 kPa, spark plug, 2nd shot



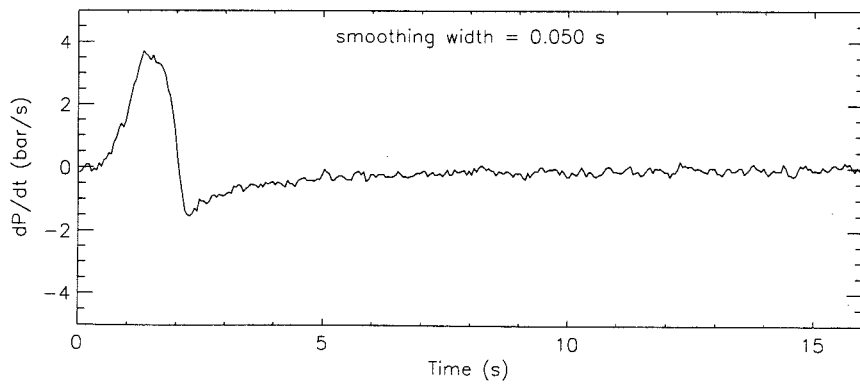
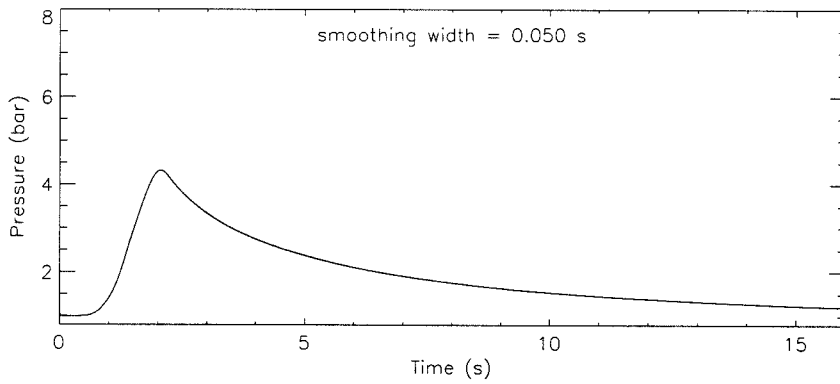
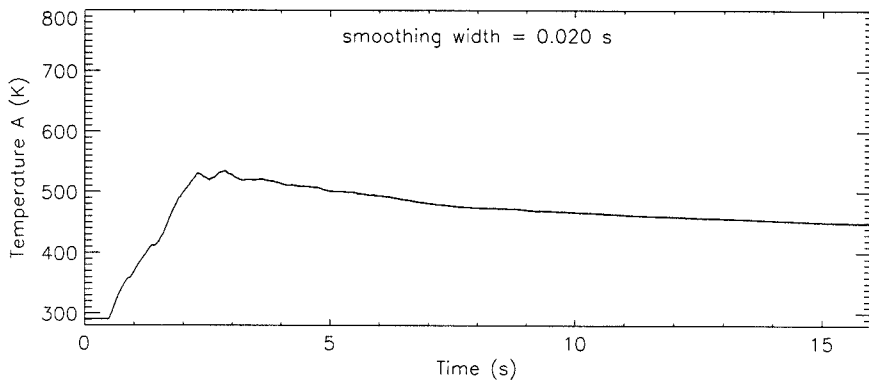
Run no. 28b

6% H<sub>2</sub>, 5% NH<sub>3</sub>, 89% Air, 98.4 kPa, spark plug, 3rd shot, fan

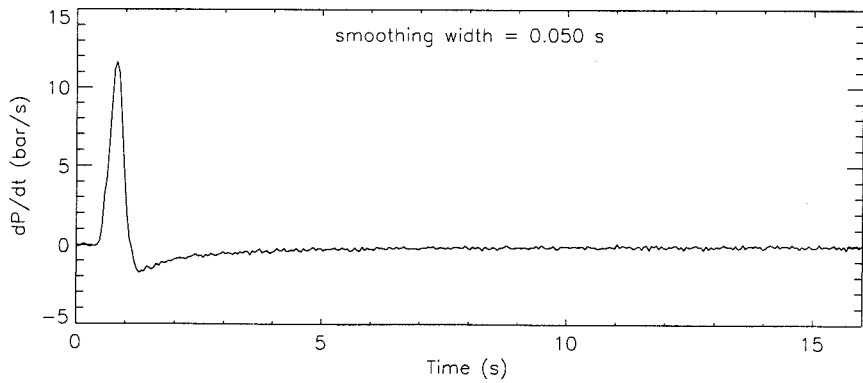
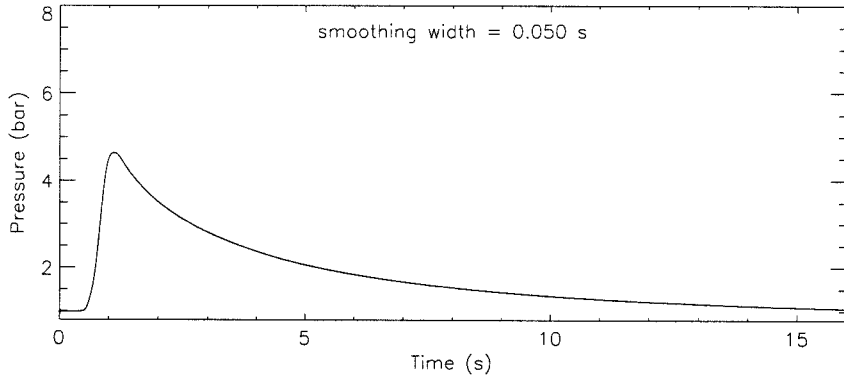
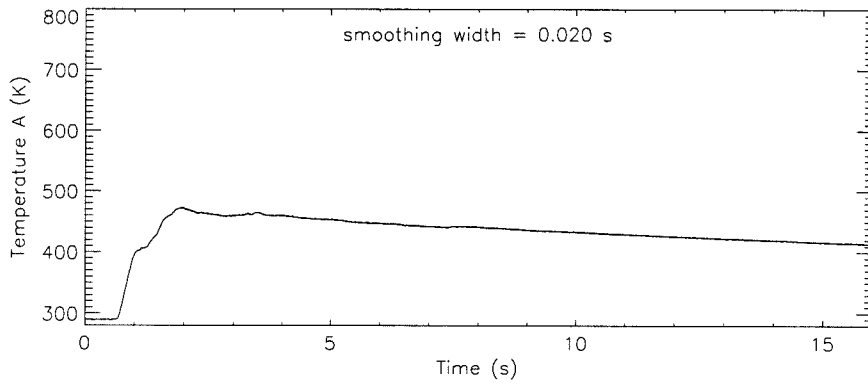
Run no. 29

6% H<sub>2</sub>, 6% NH<sub>3</sub>, 88% Air, 100 kPa, spark plug

Run no. 30

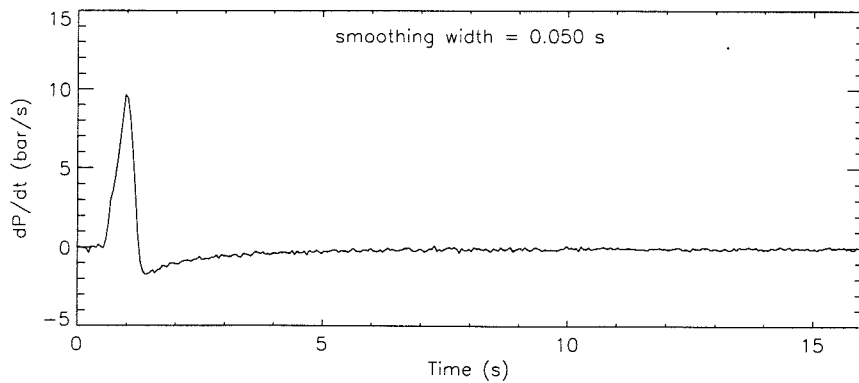
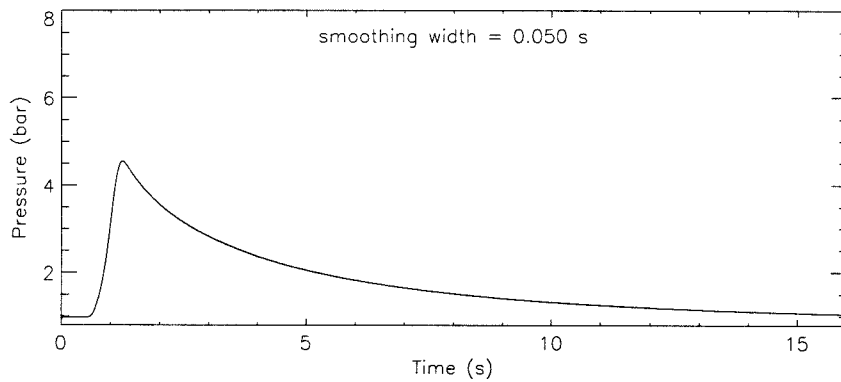
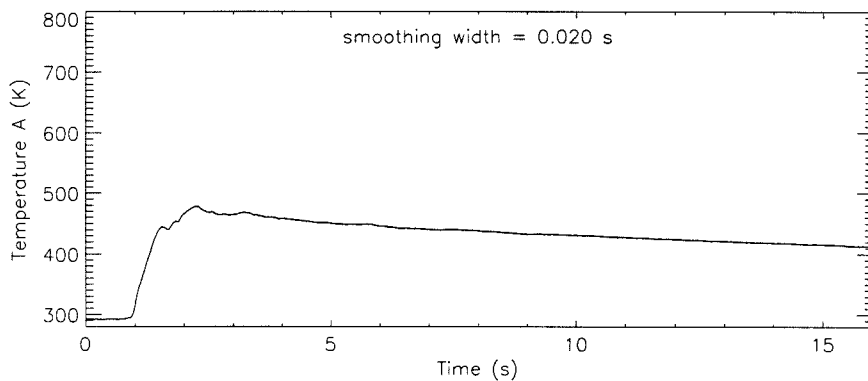
6% H<sub>2</sub>, 7% NH<sub>3</sub>, 87% Air, 100 kPa, spark plug

Run no. 31b

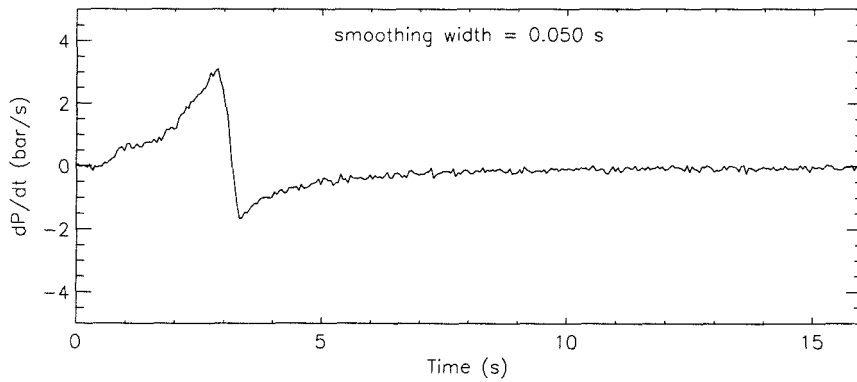
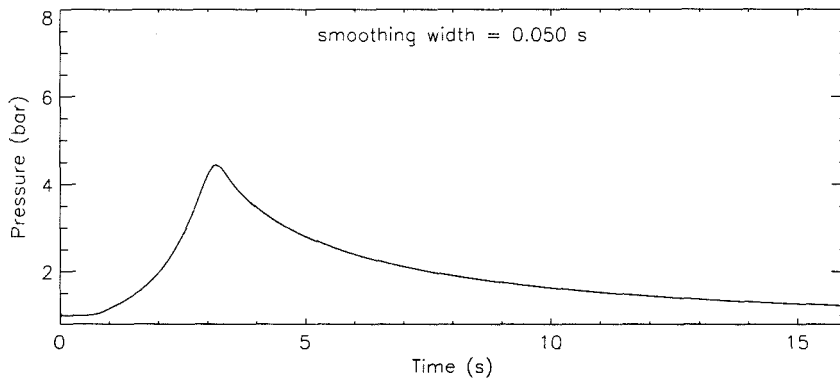
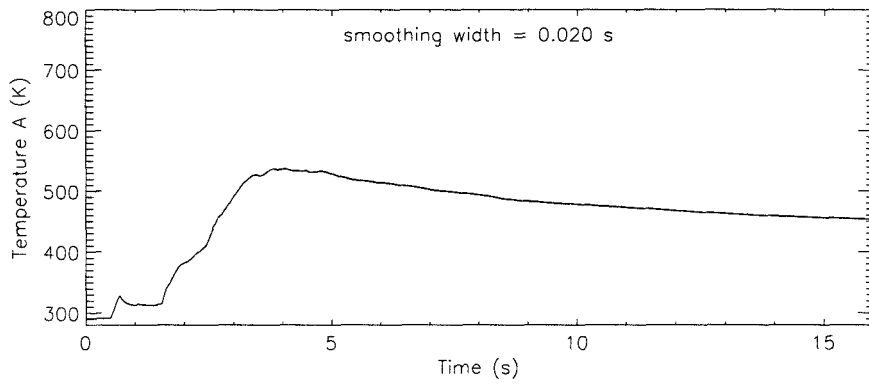
4% H<sub>2</sub>, 9% NH<sub>3</sub>, 87% Air, 98.77 kPa, spark plug, 3rd shot



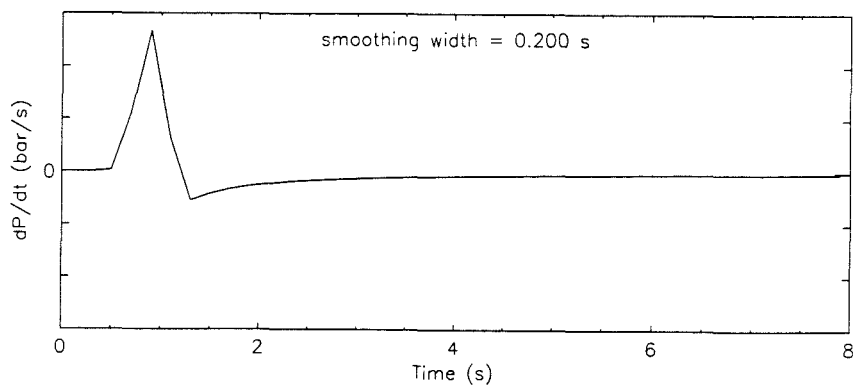
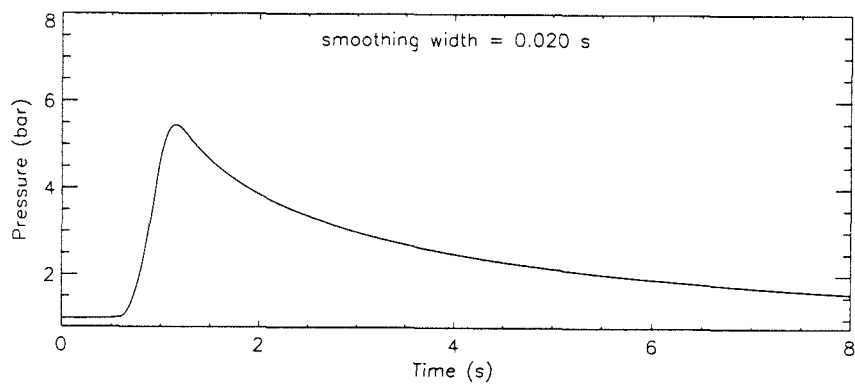
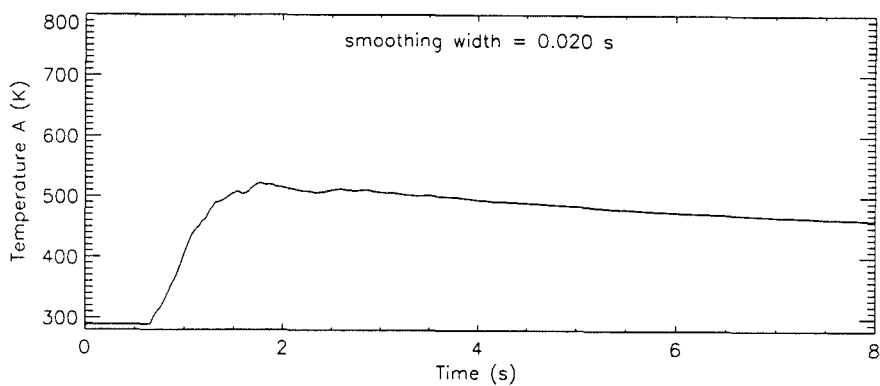
Run no. 32b

4% H<sub>2</sub>, 10% NH<sub>3</sub>, 86% Air, 97.59 kPa, spark plug, 3rd shot, fan on

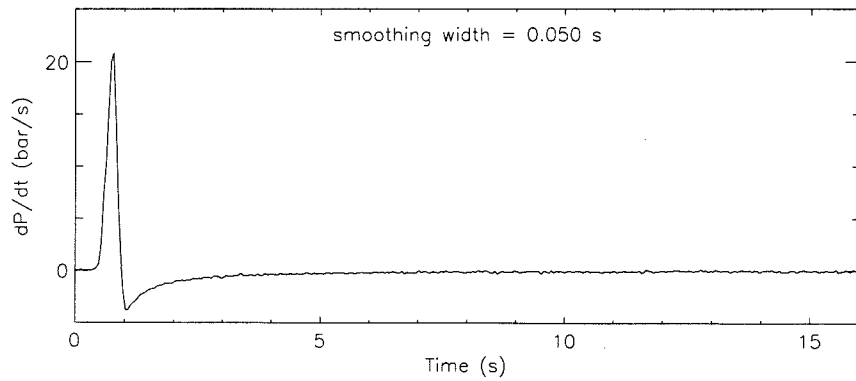
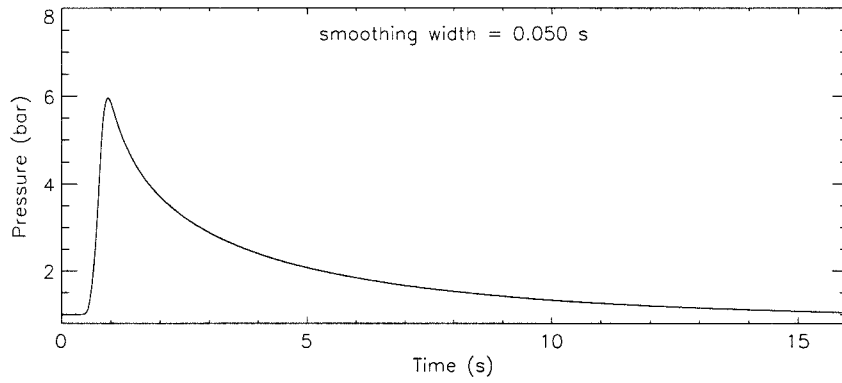
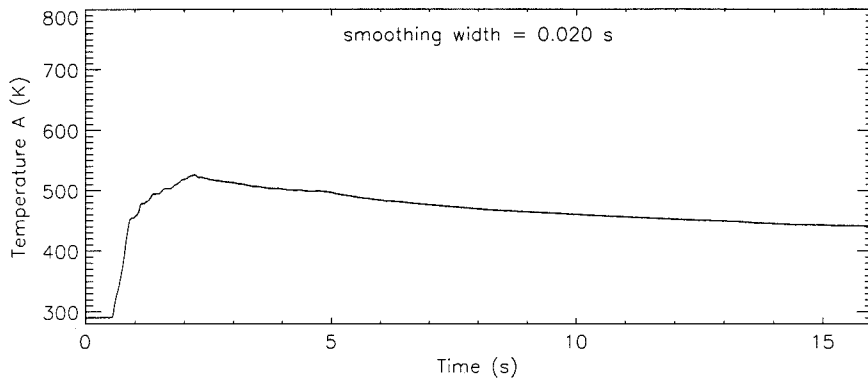
Run no. 33

4% H<sub>2</sub>, 11% NH<sub>3</sub>, 85% Air, 100 kPa, spark plug

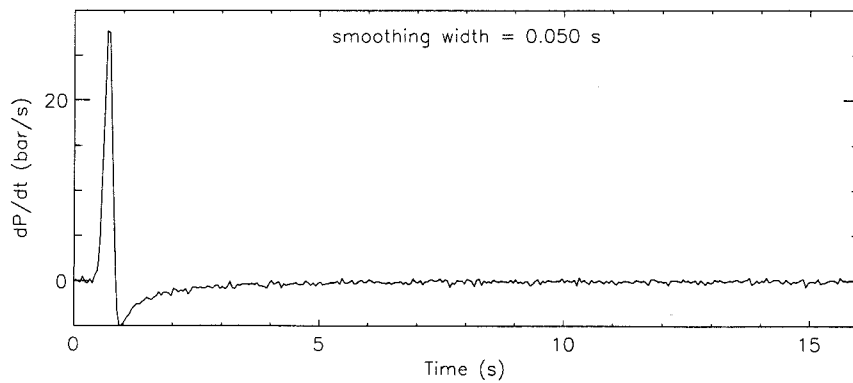
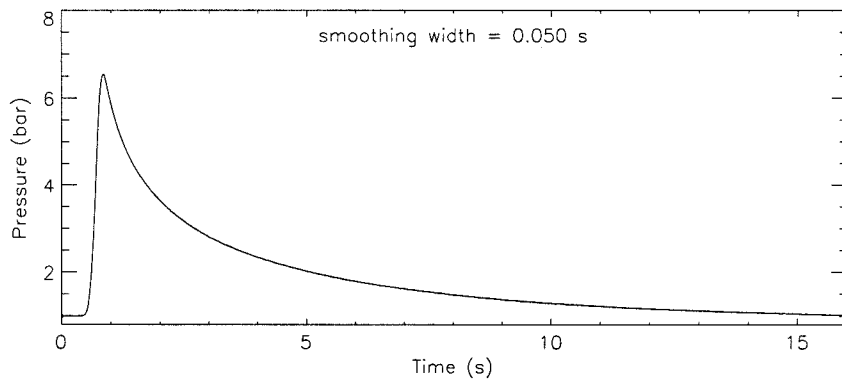
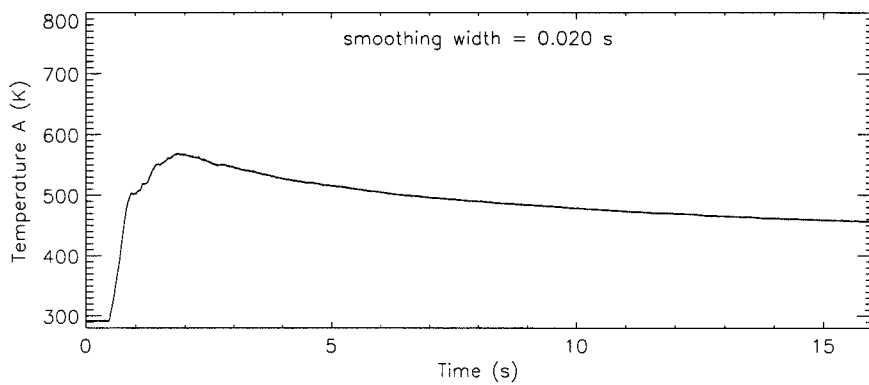
Run no. 34

2% H<sub>2</sub>, 12% NH<sub>3</sub>, 86% Air, 100 kPa, spark plug, 2nd attempt, w/fan

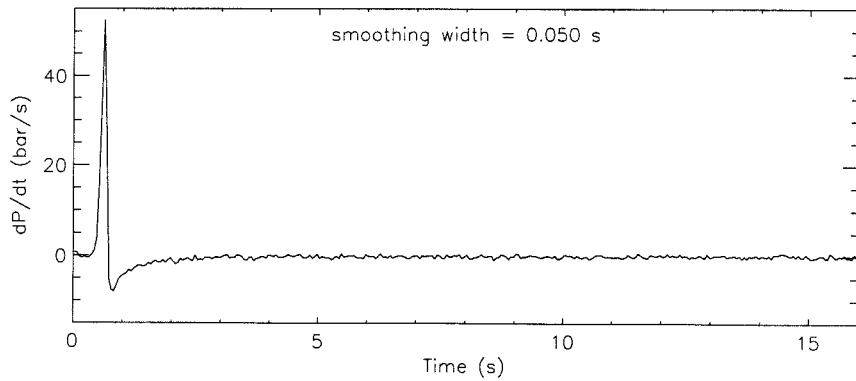
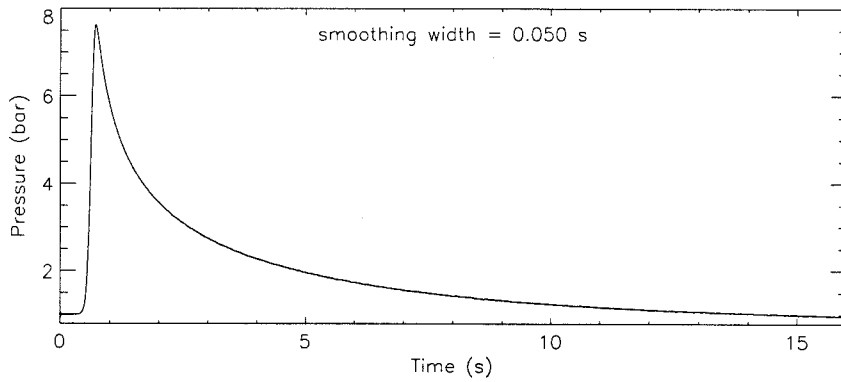
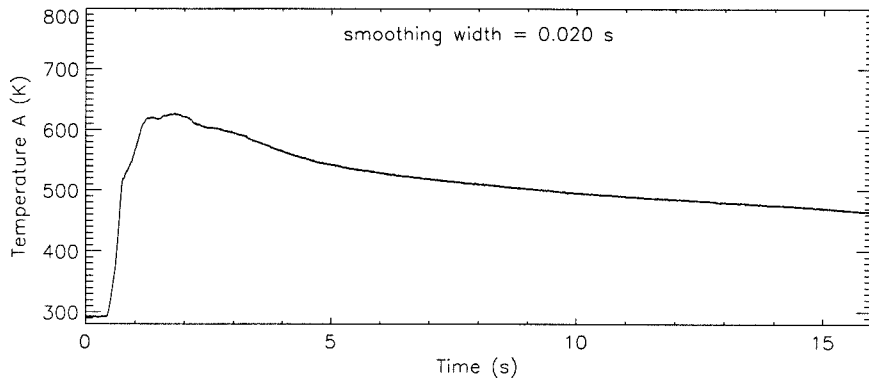
Run no. 35d

2% H<sub>2</sub>, 14% NH<sub>3</sub>, 84 %Air, 100 kPa, spark plug, 4th attempt, fan on

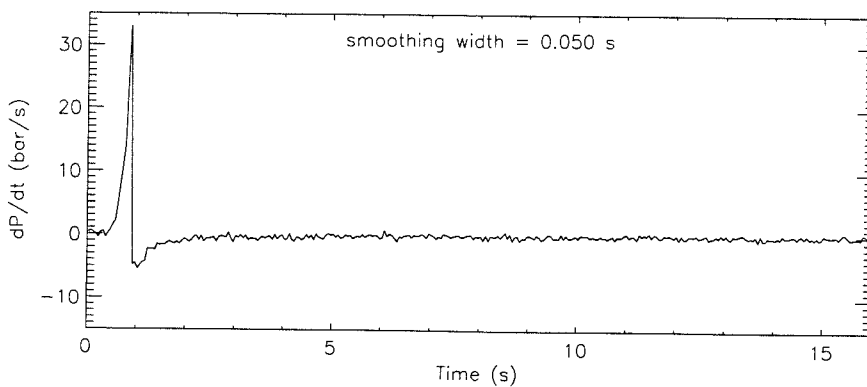
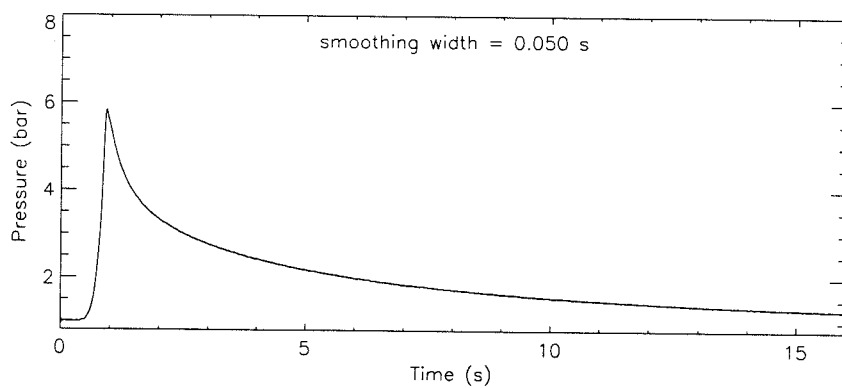
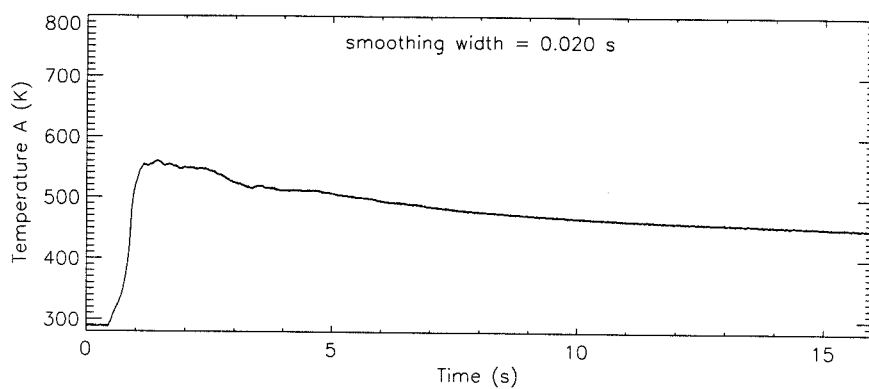
Run no. 36c

2% H<sub>2</sub>, 16% NH<sub>3</sub>, 82% Air, 100 kPa, spark plug, 4th attempt, fan on

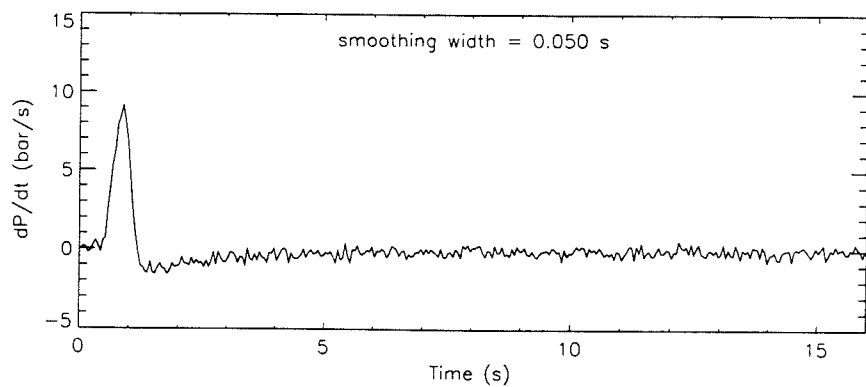
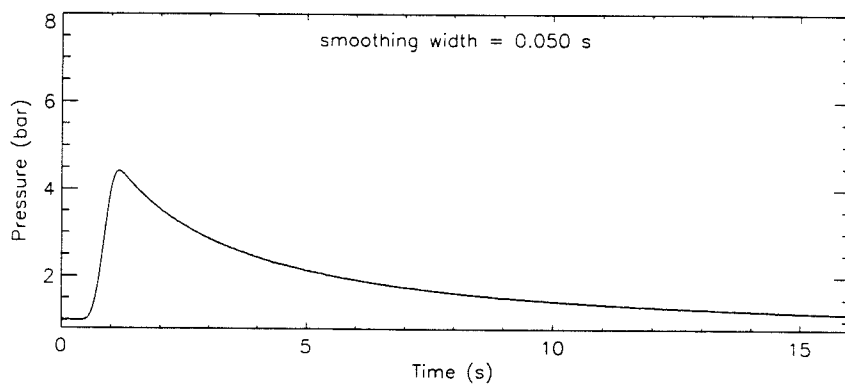
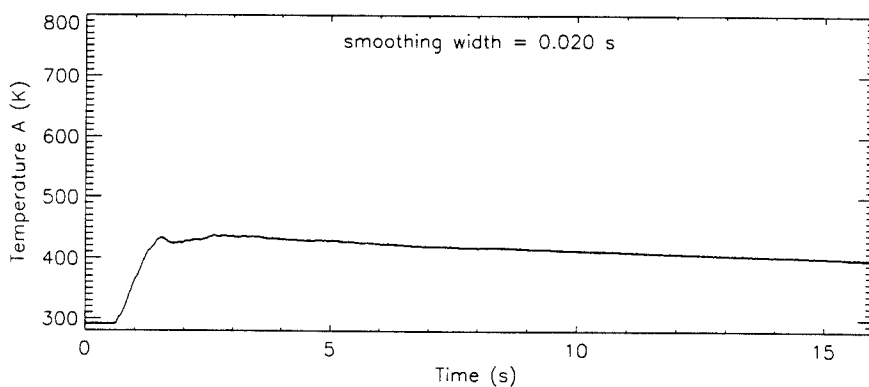
Run no. 37f

3.0 H<sub>2</sub>, 18.0 NH<sub>3</sub>, 80.0 Air, 101 kPa, spark plug, 7th attempt, fan on

Run no. 38

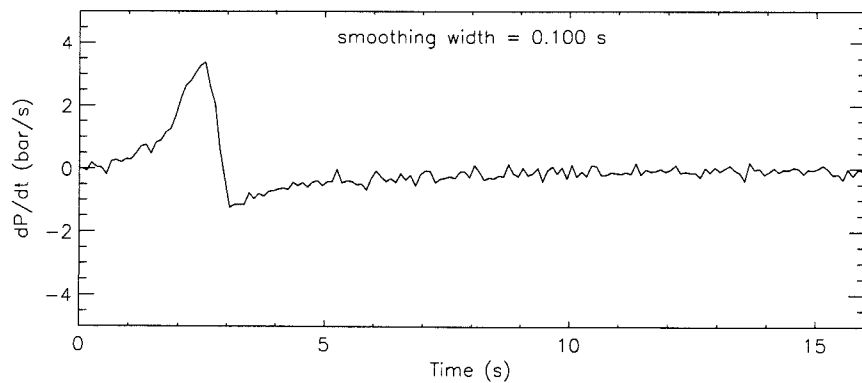
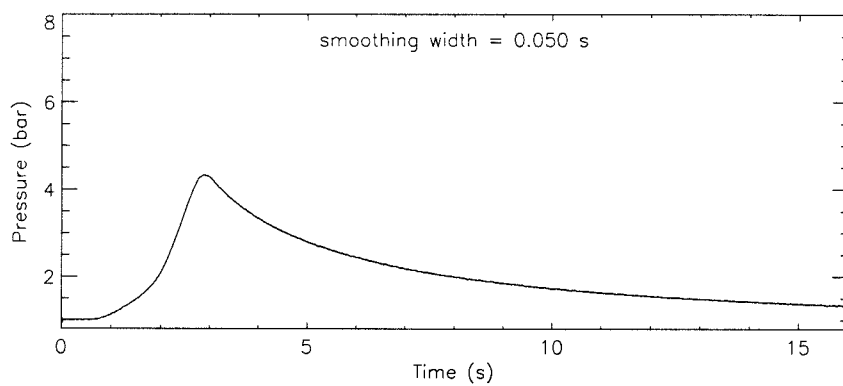
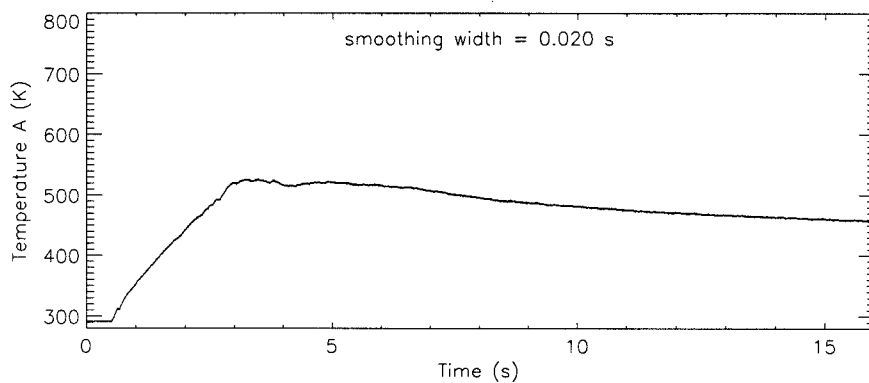
8.25% H<sub>2</sub>, 13.25% N<sub>2</sub>O, 3.5% NH<sub>3</sub>, 75% N<sub>2</sub>, 100 kPa, spark plug

Run no. 39b

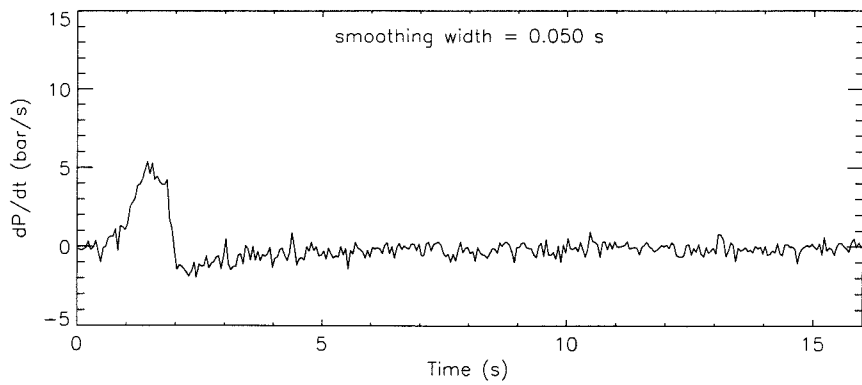
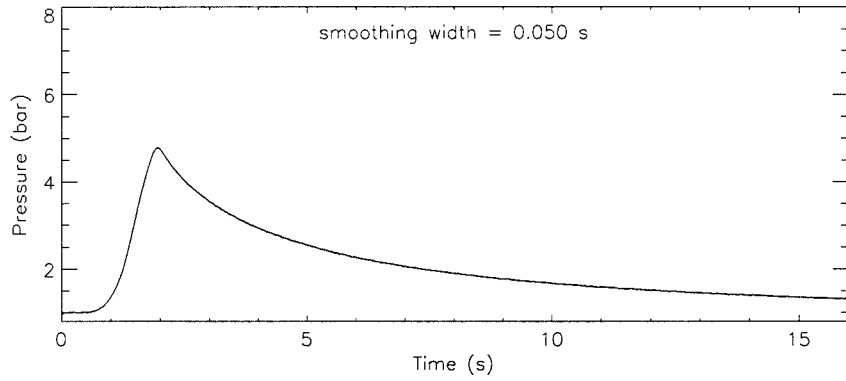
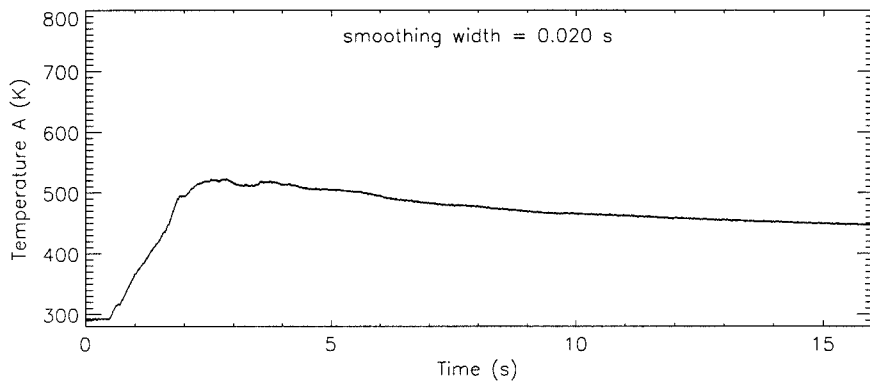
6.6% H<sub>2</sub>, 10.6% N<sub>2</sub>O, 2.8% NH<sub>3</sub>, 80% AIR, 99.45 kPa, spark plug



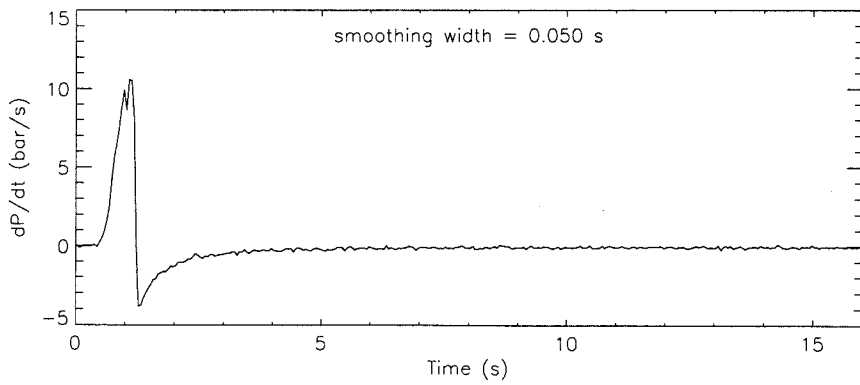
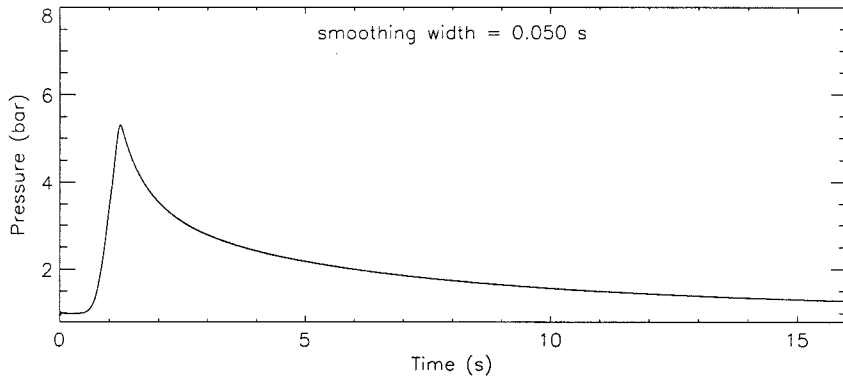
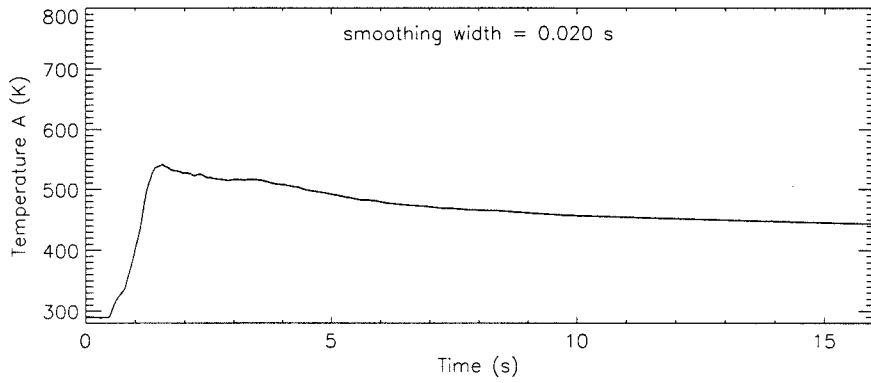
Run no. 40

7.26% H<sub>2</sub>, 11.66% N<sub>2</sub>O, 3.08% NH<sub>3</sub>, 78% AIR, 100.0 kPa, spark plug

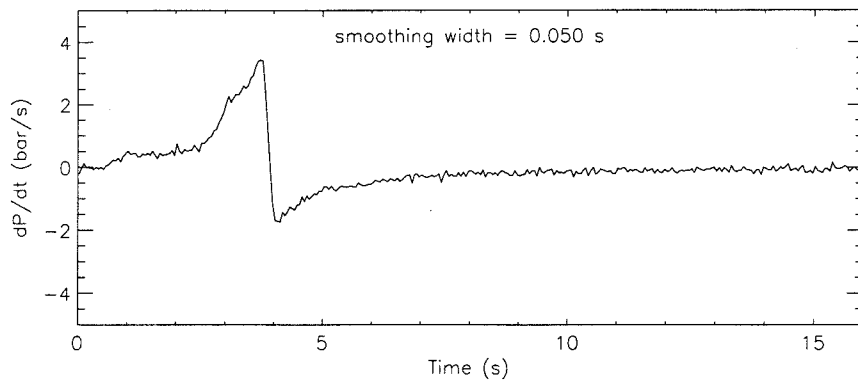
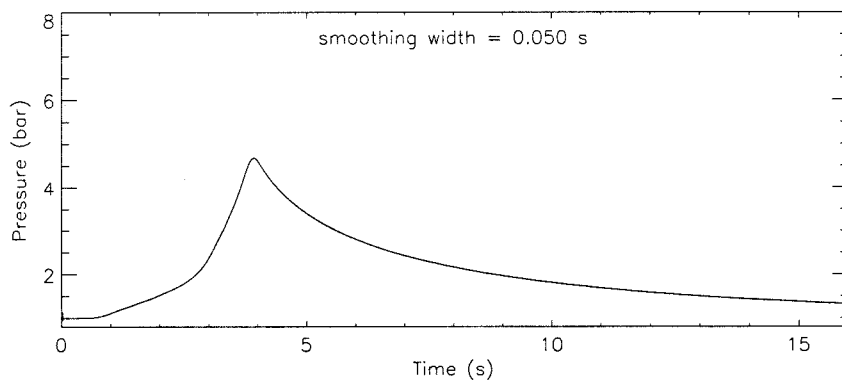
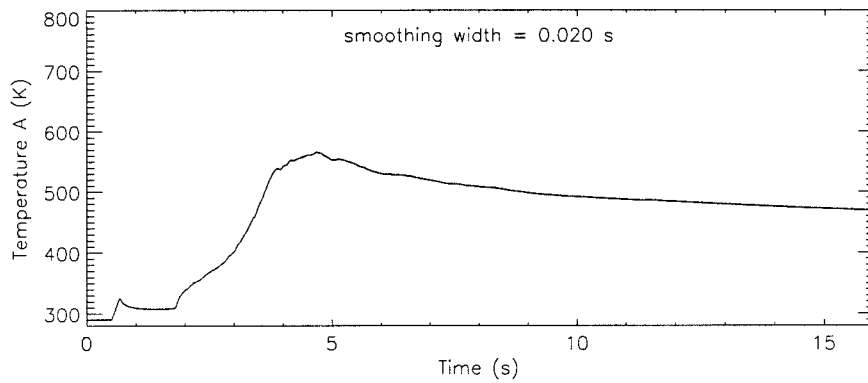
Run no. 41

7.59% H<sub>2</sub>, 12.19% N<sub>2</sub>O, 3.22% NH<sub>3</sub>, 77% AIR, 100 kPa, spark plug

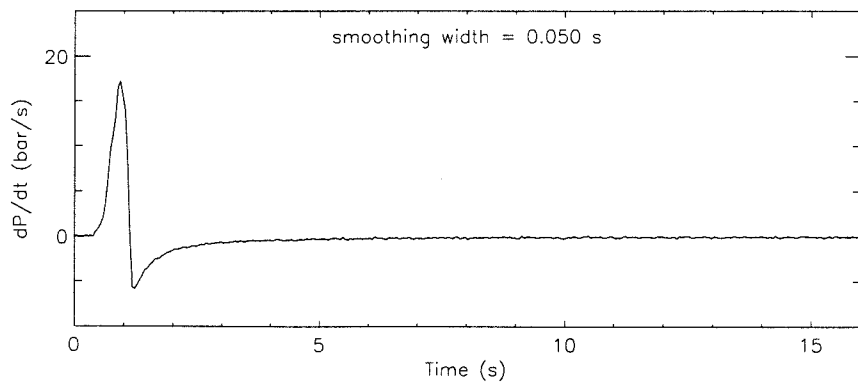
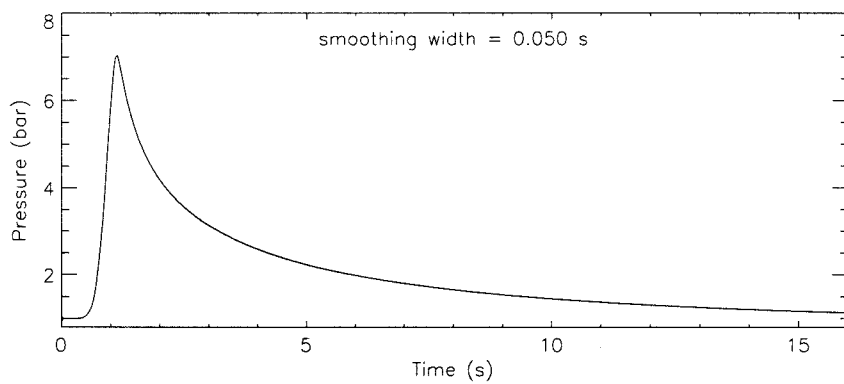
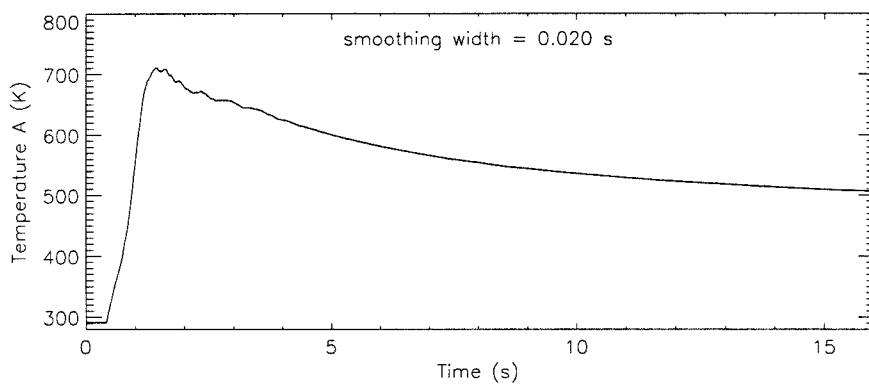
Run no. 42

7.92% H<sub>2</sub>, 12.72% N<sub>2</sub>O, 3.36% NH<sub>3</sub>, 76% Air, 100kPa, , spark plug

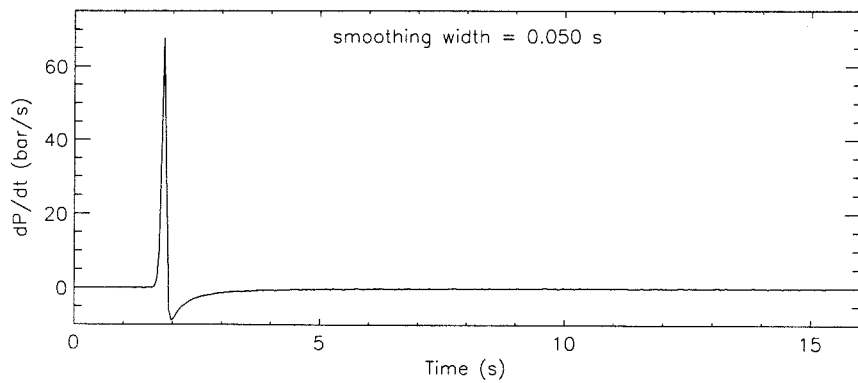
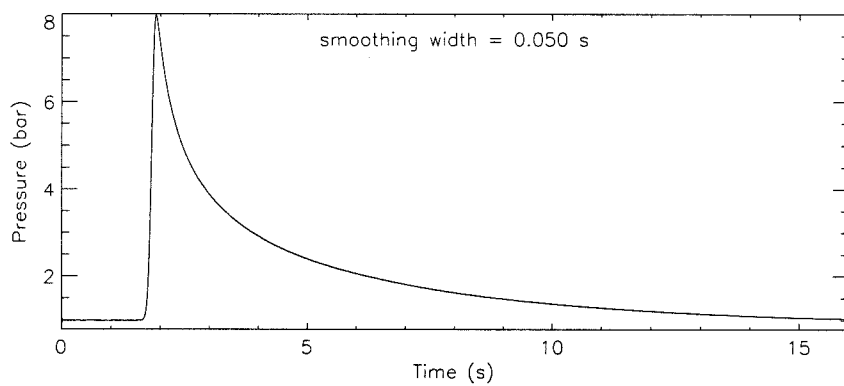
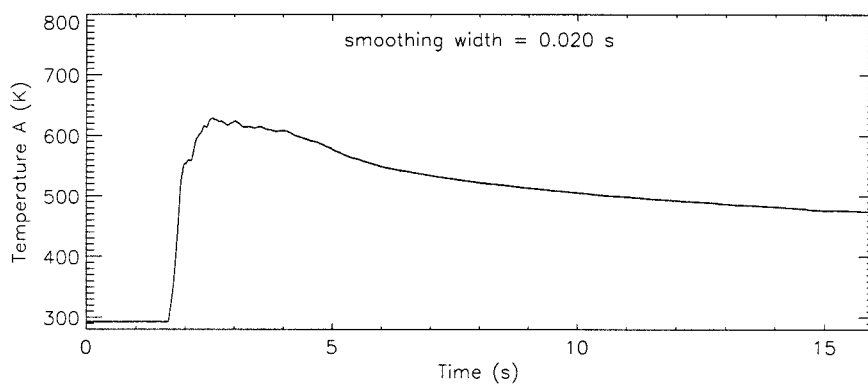
Run no. 45  
4% H<sub>2</sub>, 6% N<sub>2</sub>O, 10% NH<sub>3</sub>, 80% Air, 100 kPa, spark plug



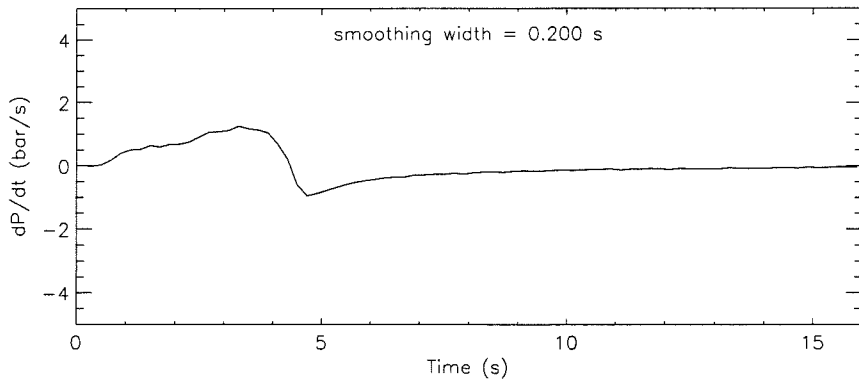
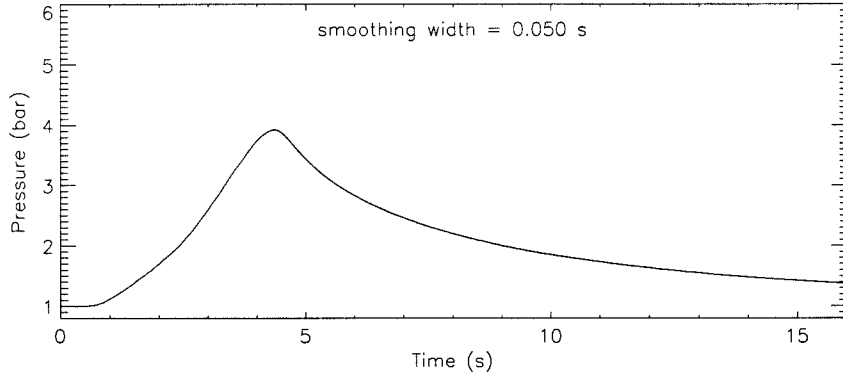
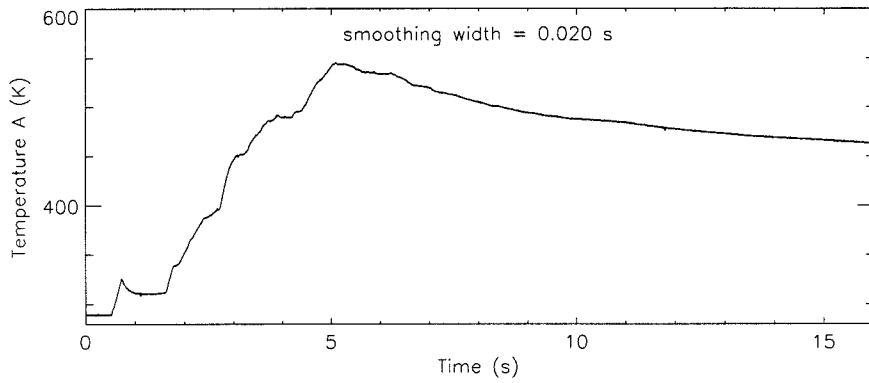
Run no. 46  
3% H<sub>2</sub>, 6% N<sub>2</sub>O, 18% NH<sub>3</sub>, 73% Air, 100 kPa, spark plug



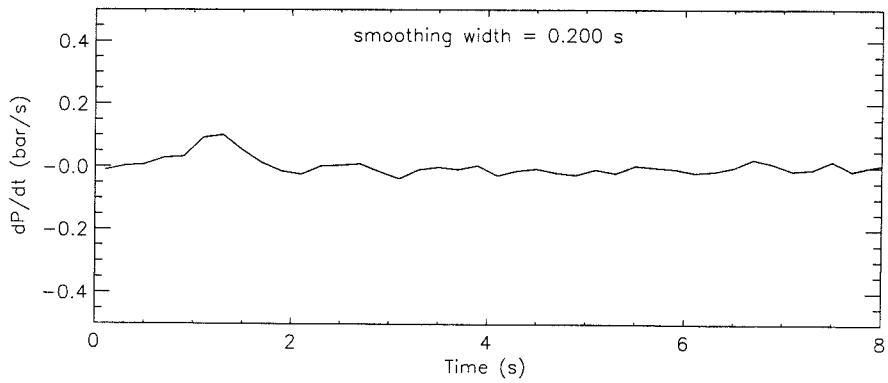
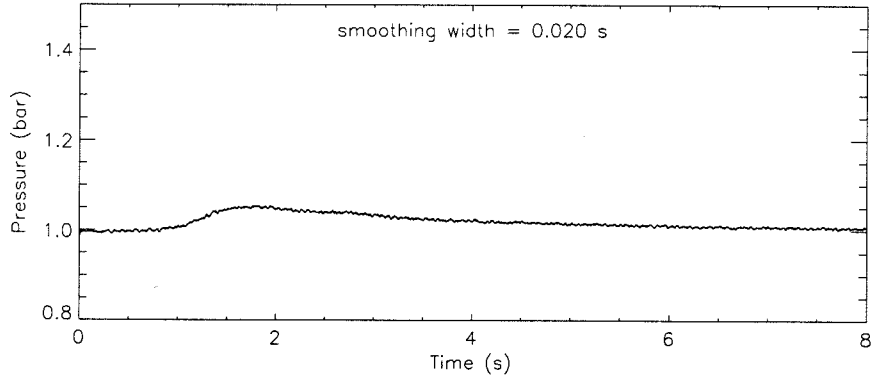
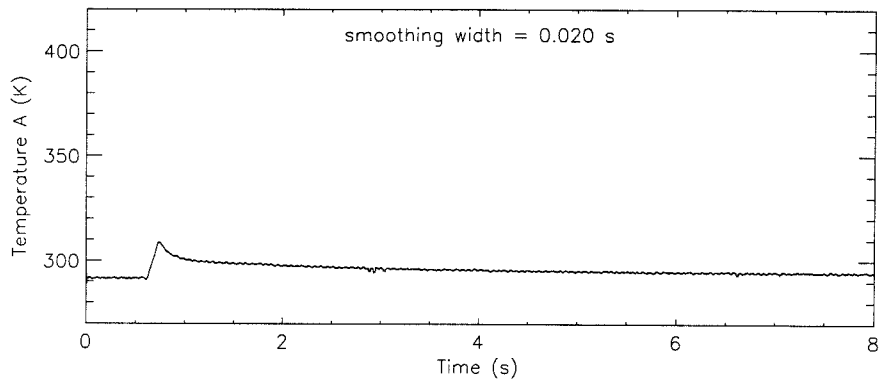
## Run no. 47b

3% H<sub>2</sub>, 4% N<sub>2</sub>O, 18% NH<sub>3</sub>, 75% Air, 99.89 kPa, spark plug, 3rd shot, fan on

Run no. 49

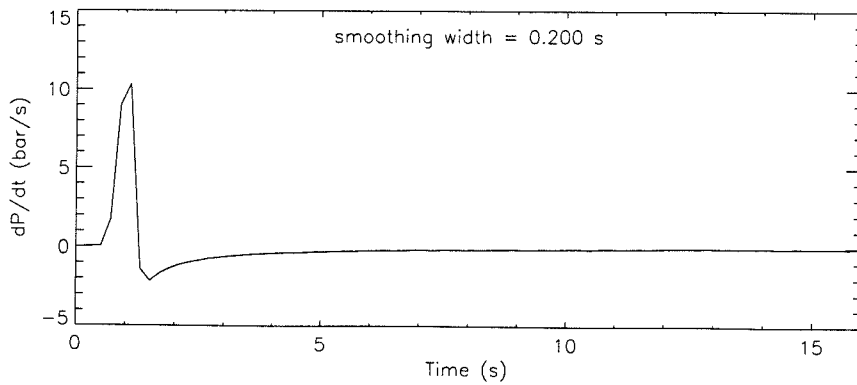
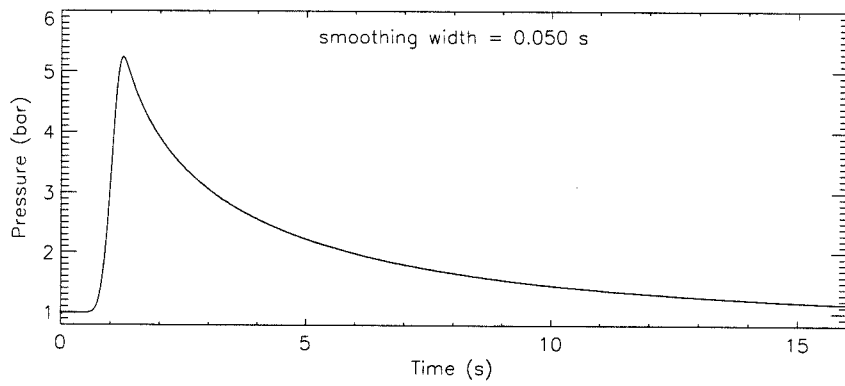
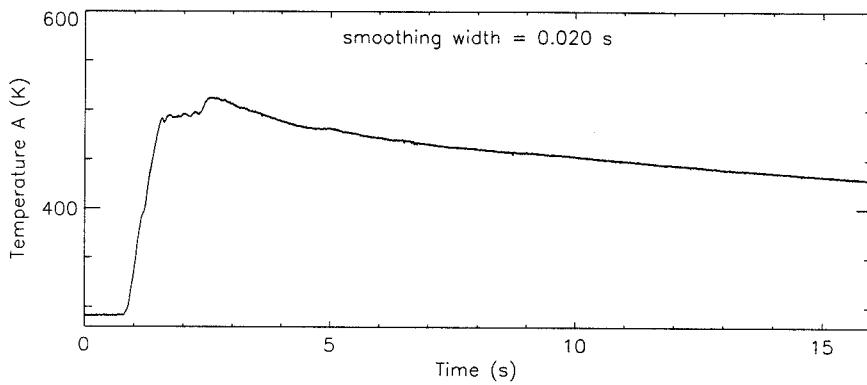
5.5% CH<sub>4</sub>, 94.5% Air, 100 kPa, High voltage spark source

Run no. 50  
5% CH<sub>4</sub>, 95% Air, 100 kPa, High voltage spark source

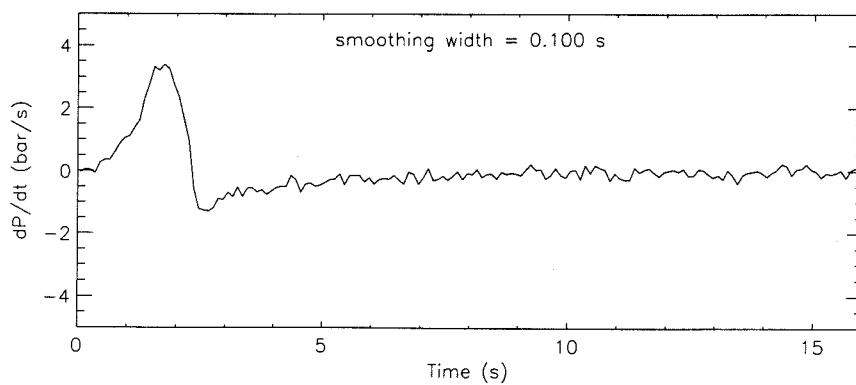
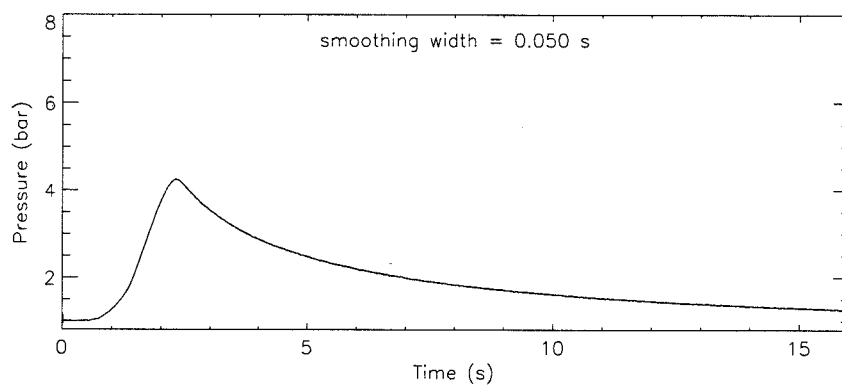
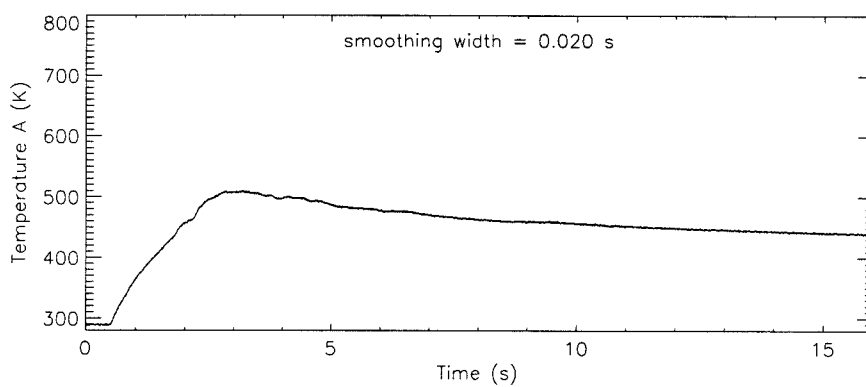




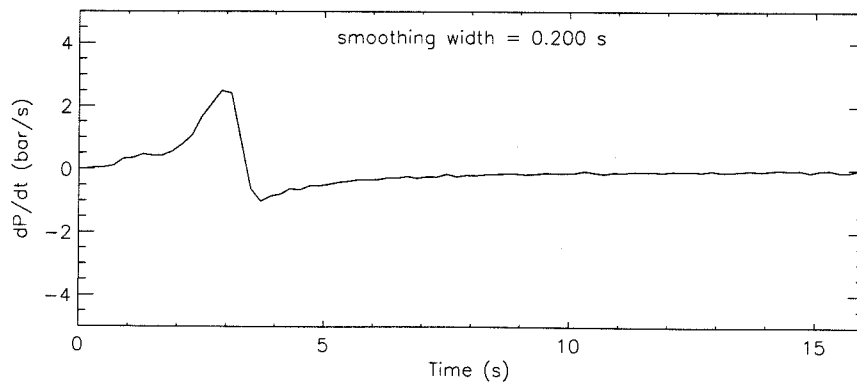
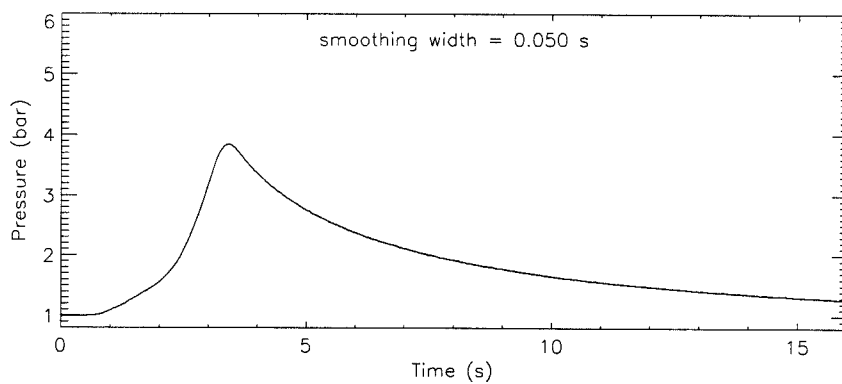
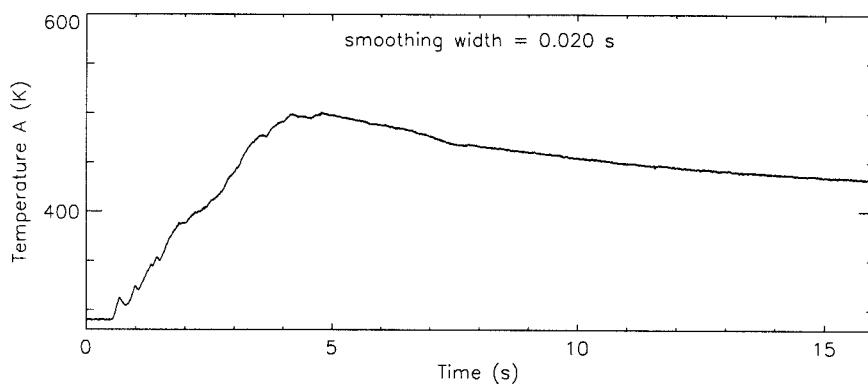
Run no. 50a

5% CH<sub>4</sub>, 95% Air, 100 kPa, High voltage spark source, fan on

Run no. 51

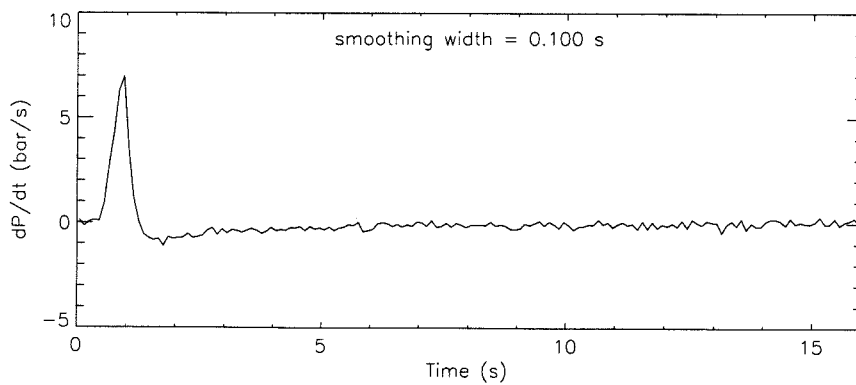
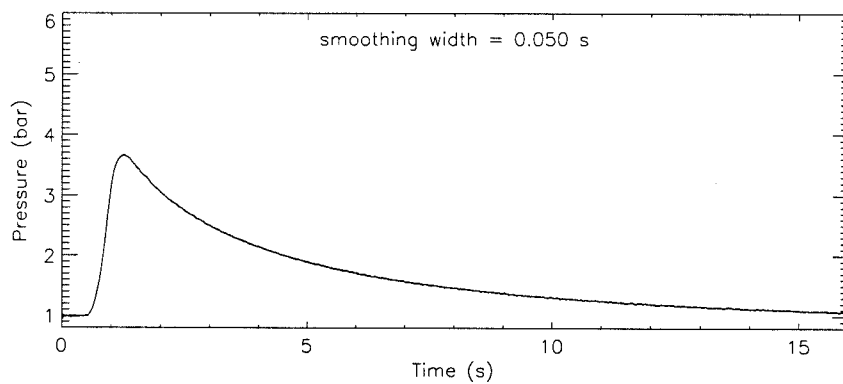
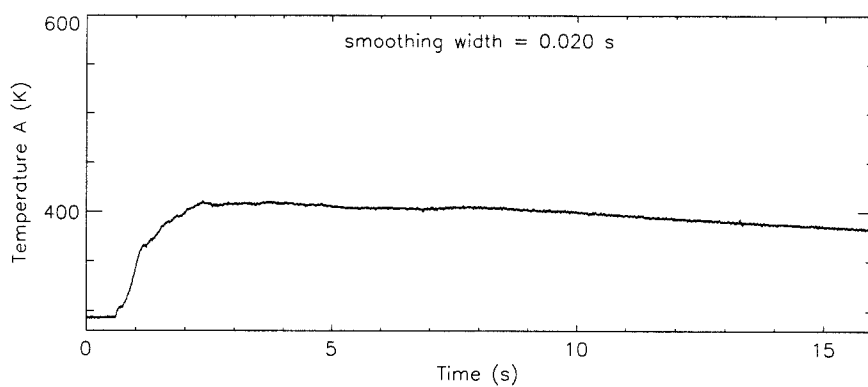
7.14% H<sub>2</sub>, 6.12% N<sub>2</sub>O, 3.57% NH<sub>3</sub>, 0.17% CH<sub>4</sub>, 83% Air, 100 kPa, Hi Pot spark plug,

Run no. 52

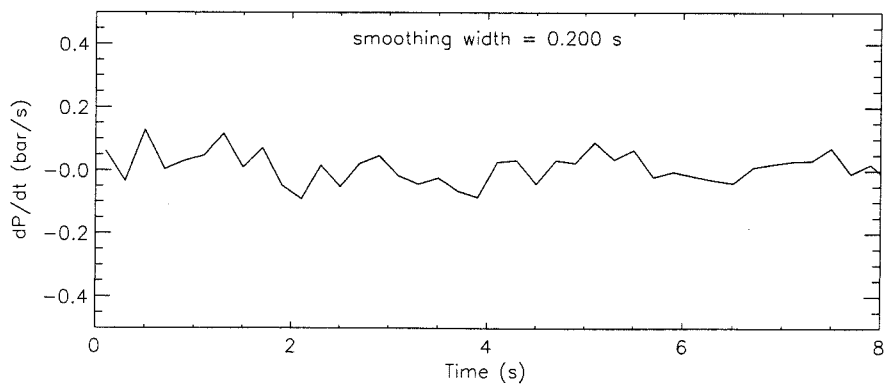
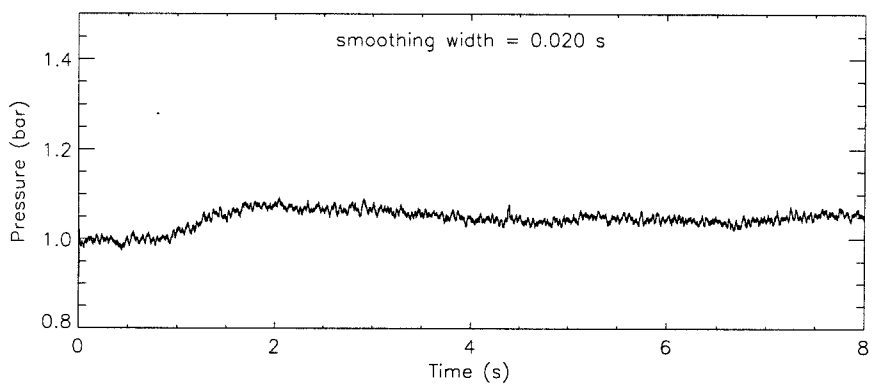
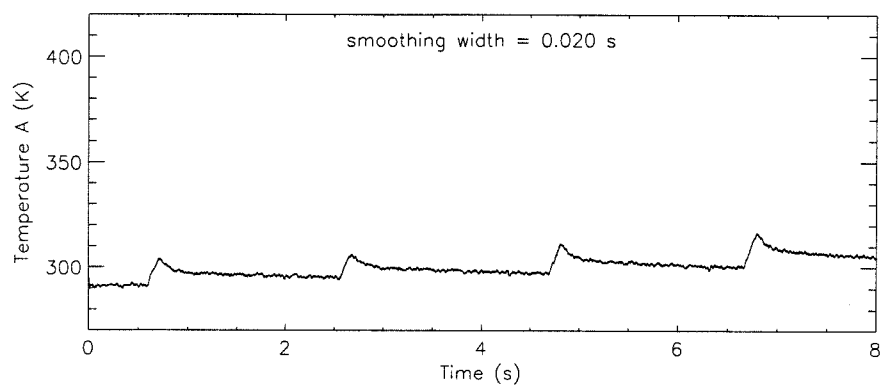
6.72% H<sub>2</sub>, 5.76% N<sub>2</sub>, 3.36% NH<sub>3</sub>, 0.16% CH<sub>4</sub>, 84% Air, 100 kPa, Hi Pot spark plug

## Run no. 53b

6.3% H<sub>2</sub>, 5.4% N<sub>2</sub>, 3.15% NH<sub>3</sub>, 0.15% CH<sub>4</sub>, 85% Air, 98.65 kPa, Hi Pot spark plug, fan on

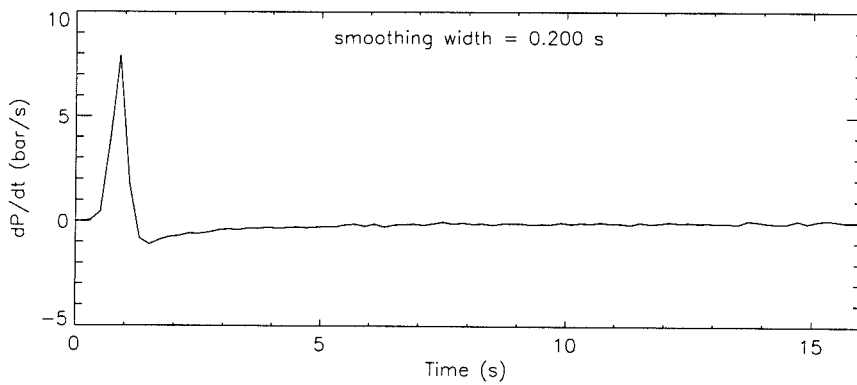
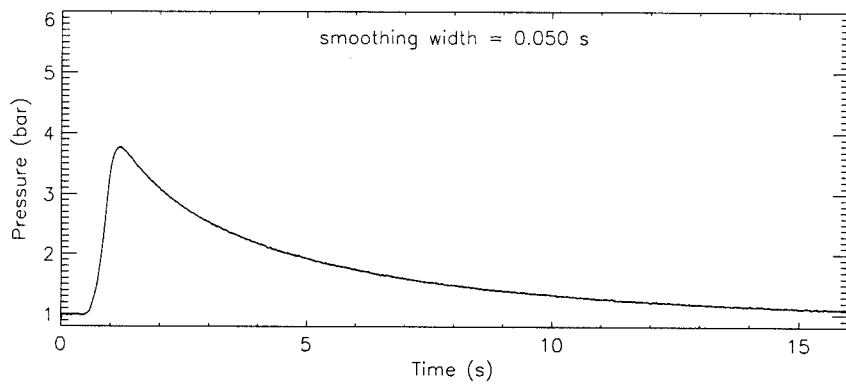
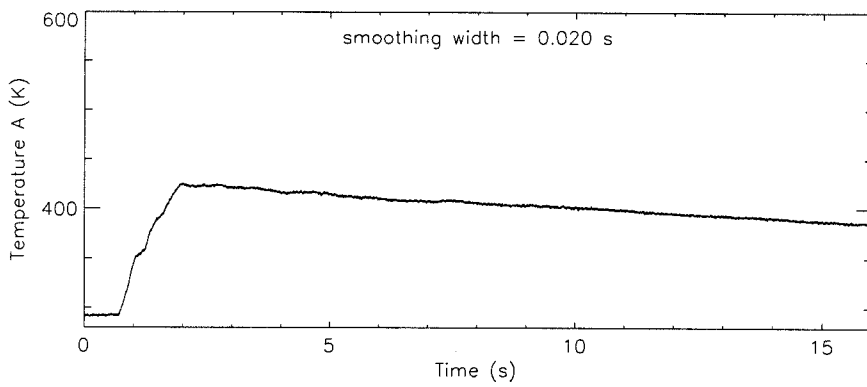


Run no. 54

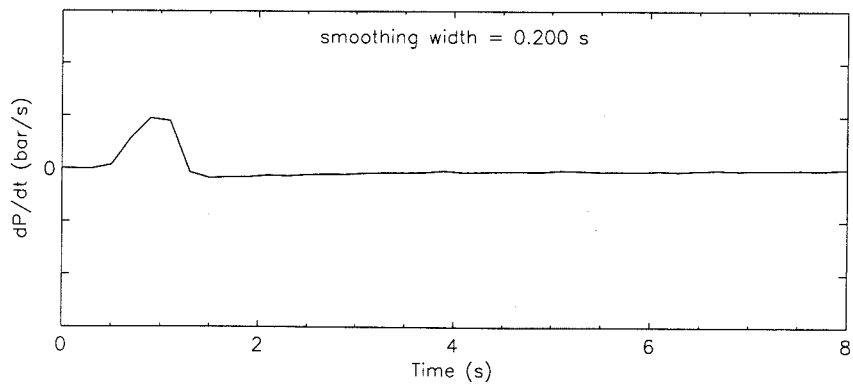
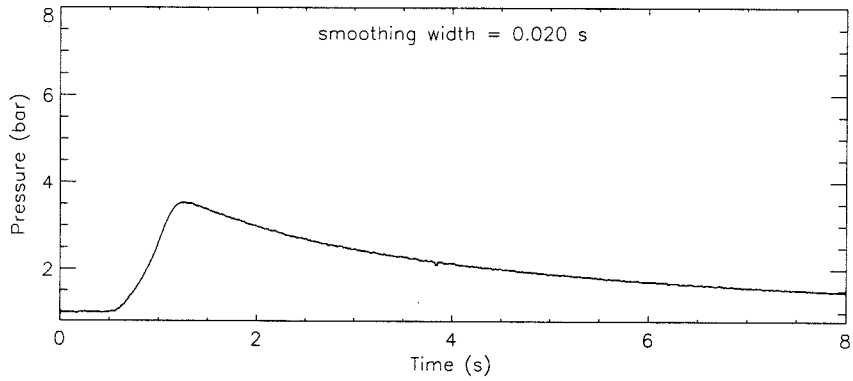
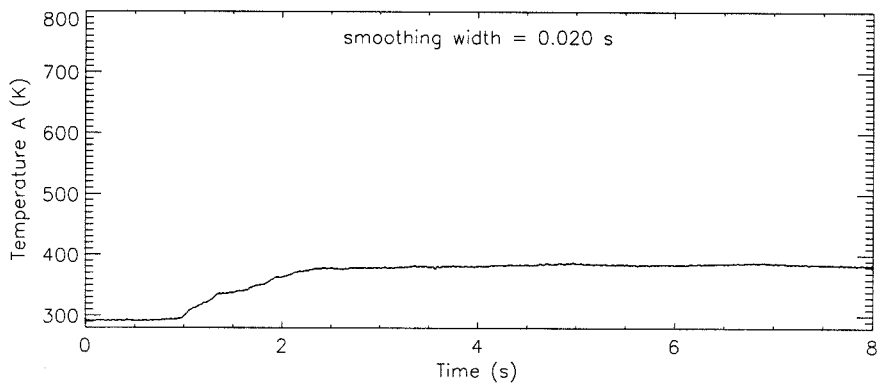
5.88% H<sub>2</sub>, 5.04% N<sub>2</sub>O, 2.94% NH<sub>3</sub>, 0.14% CH<sub>4</sub>, 86% Air, 100 kPa, Hi Pot spark plug

## Run no. 54a

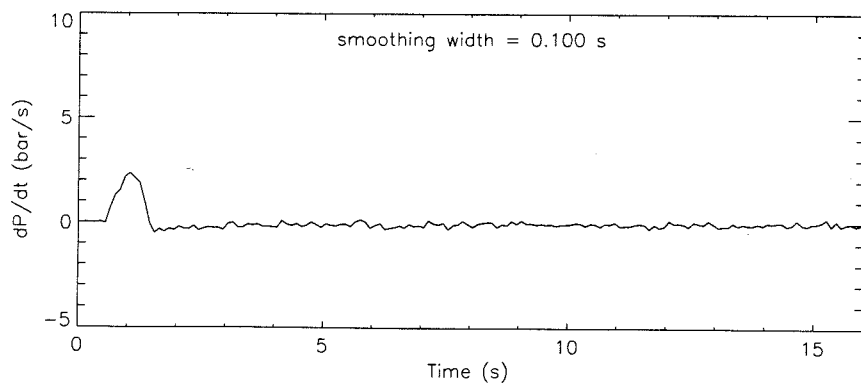
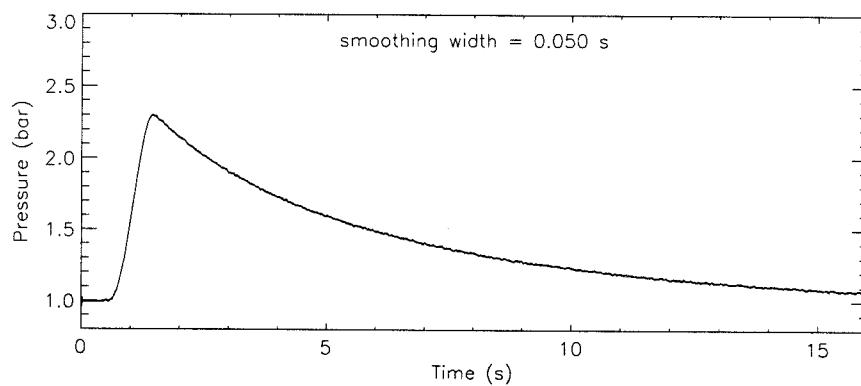
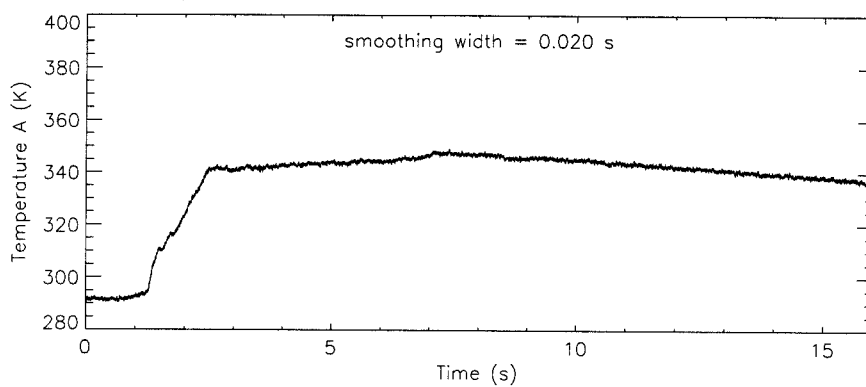
5.88% H<sub>2</sub>, 5.04% N<sub>2</sub>O, 2.94% NH<sub>3</sub>, 0.14% CH<sub>4</sub>, 86% Air, 99.17 kPa, Hi Pot spark plug, fan on



Run no. 55a

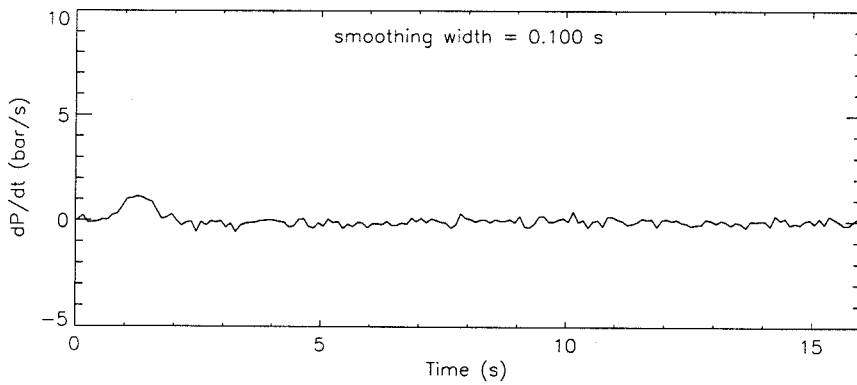
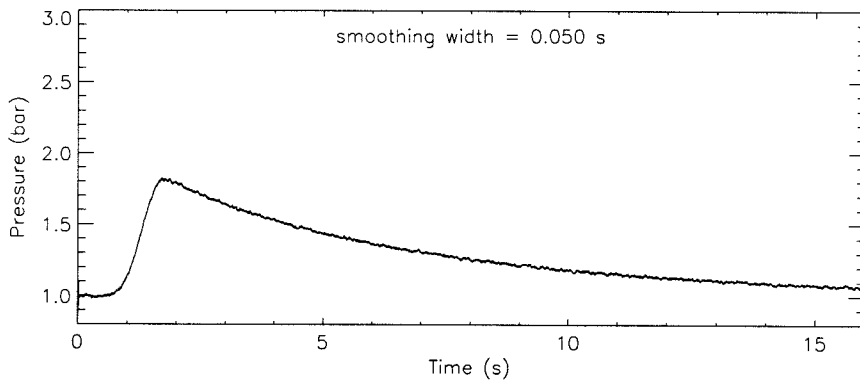
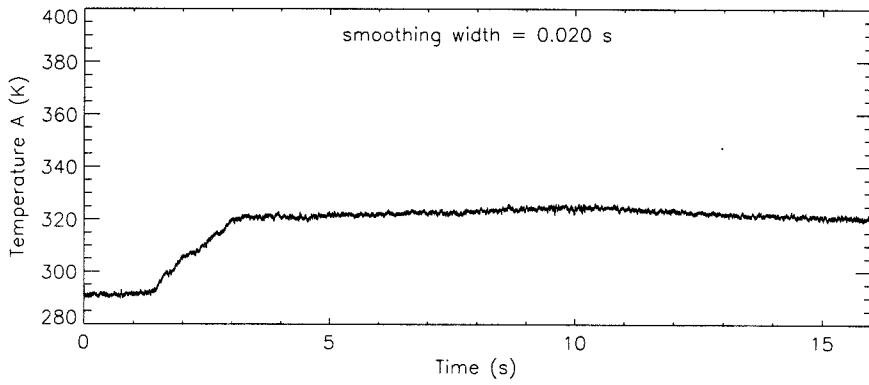
5.46% H<sub>2</sub>, 4.68% N<sub>2</sub>O, 2.73% NH<sub>3</sub>, 0.13% CH<sub>4</sub>, 87% Air, 99.69 kPa, Hi Pot spark plug

Run no. 57a

4.62% H<sub>2</sub>, 3.96% N<sub>2</sub>O, 2.31% NH<sub>3</sub>, 0.11% CH<sub>4</sub>, 89% Air, 99.80 kPa, Hi Pot spark plug, fan on

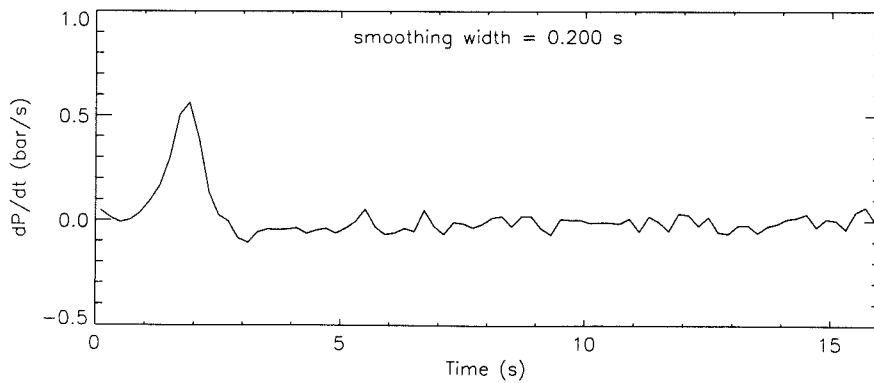
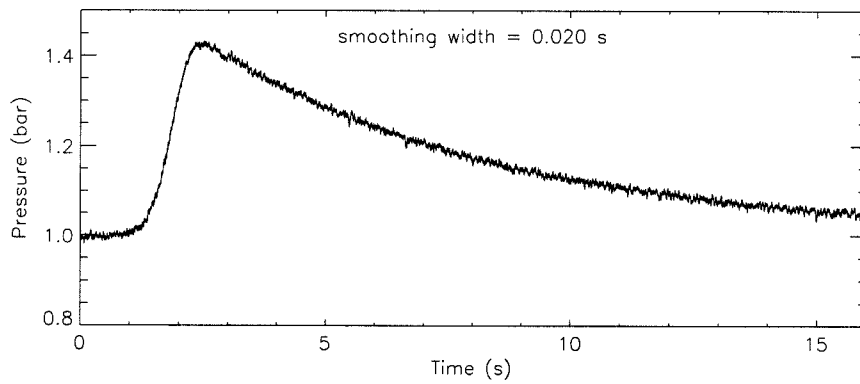
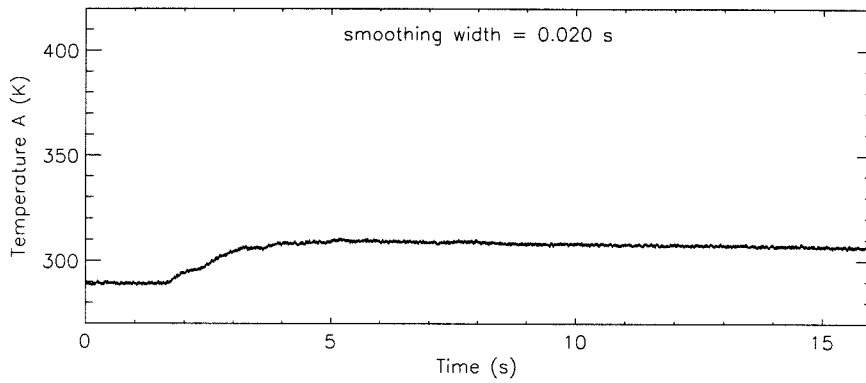


## Run no. 58a

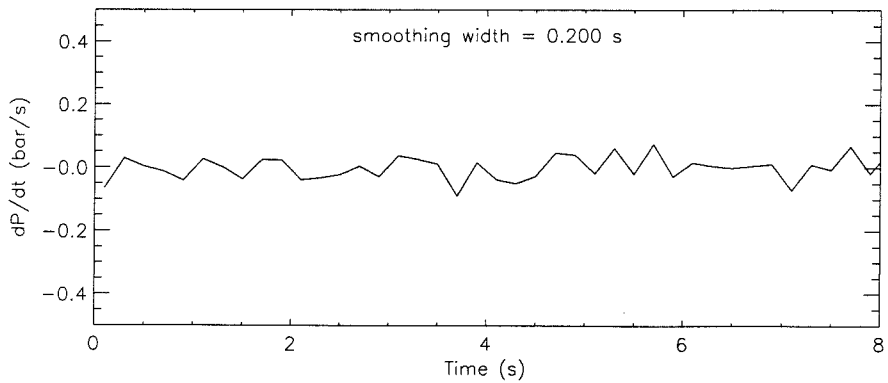
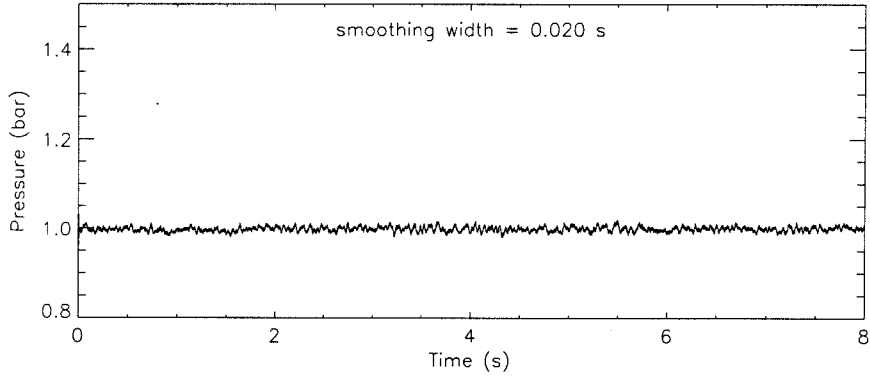
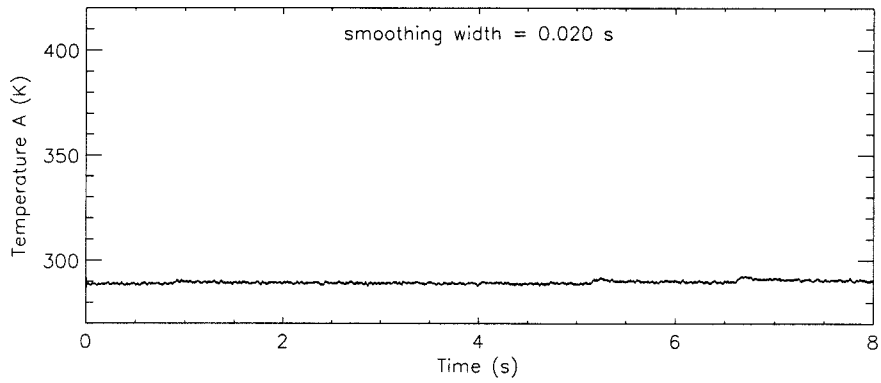
4.2% H<sub>2</sub>, 3.6% N<sub>2</sub>O, 2.1% NH<sub>3</sub>, 0.10% CH<sub>4</sub>, 90% Air, 99.90 kPa, Hi Pot spark plug

## Run no. 59a

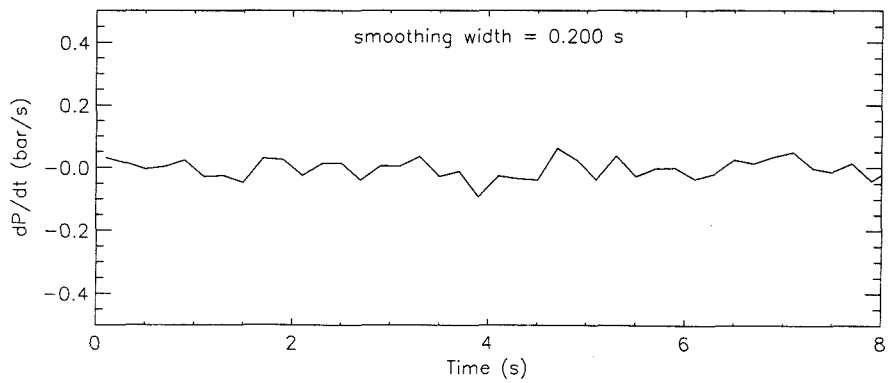
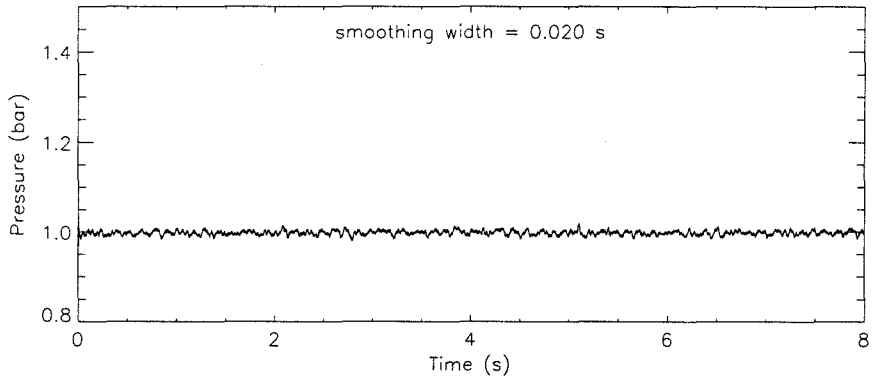
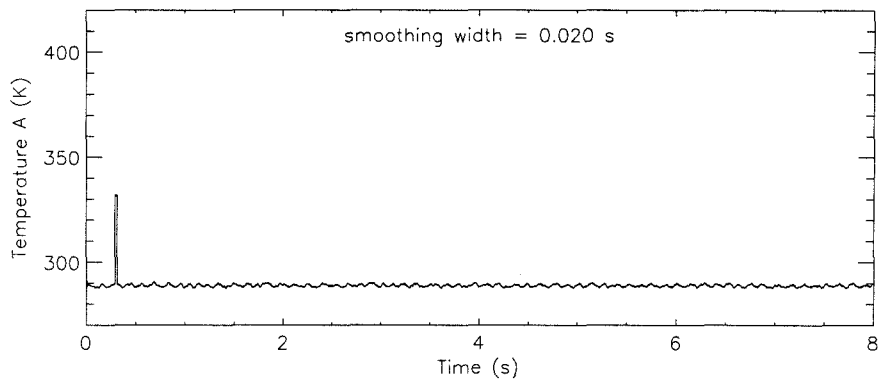
3.78% H<sub>2</sub>, 3.24% N<sub>2</sub>O, 1.89% NH<sub>3</sub>, 0.09% CH<sub>4</sub>, 91% Air, 100.02 kPa, Hi Pot spark plug, fan on



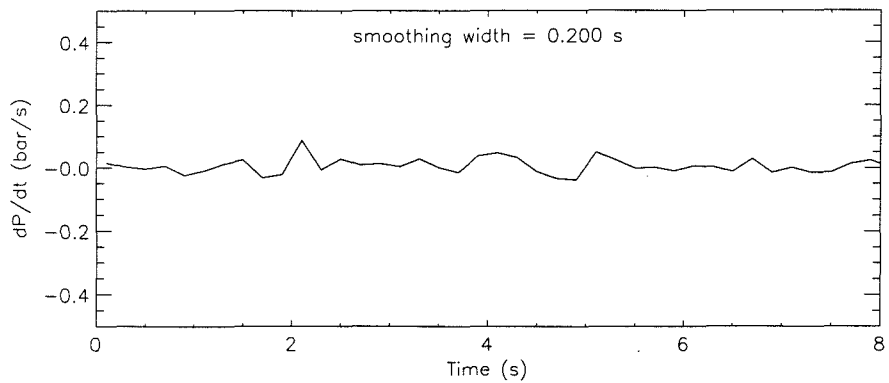
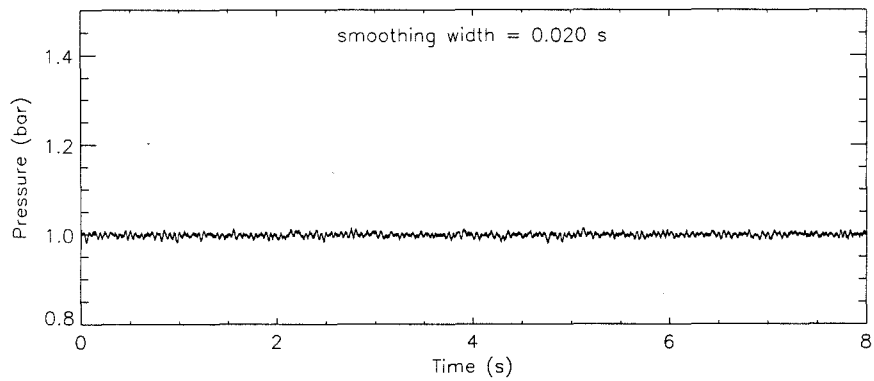
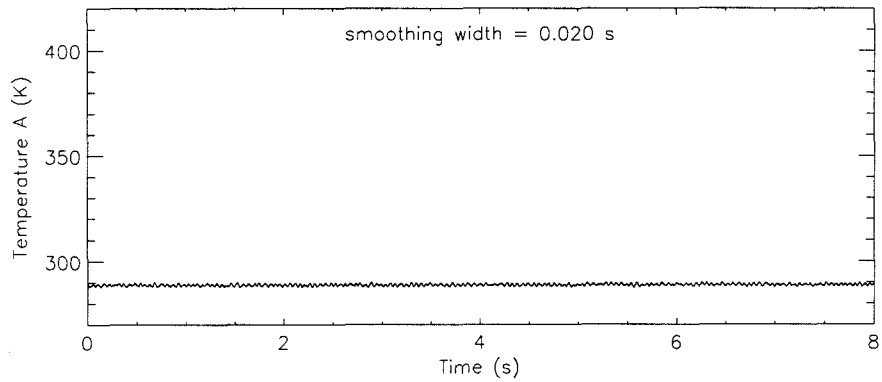
Run no. 60

3.36% H<sub>2</sub>, 2.88% N<sub>2</sub>O, 1.68 %NH<sub>3</sub>, 0.08% CH<sub>4</sub>, 92% Air, 100 kPa, Hi Pot spark plug

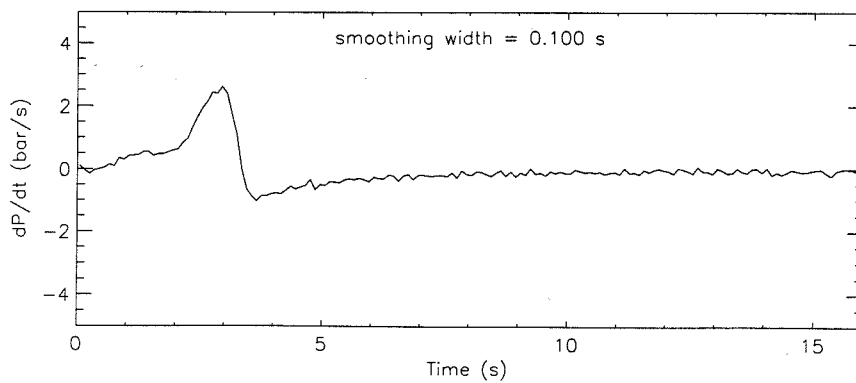
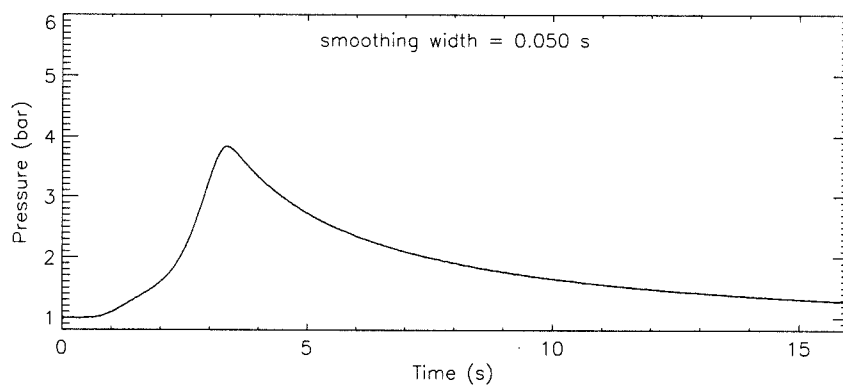
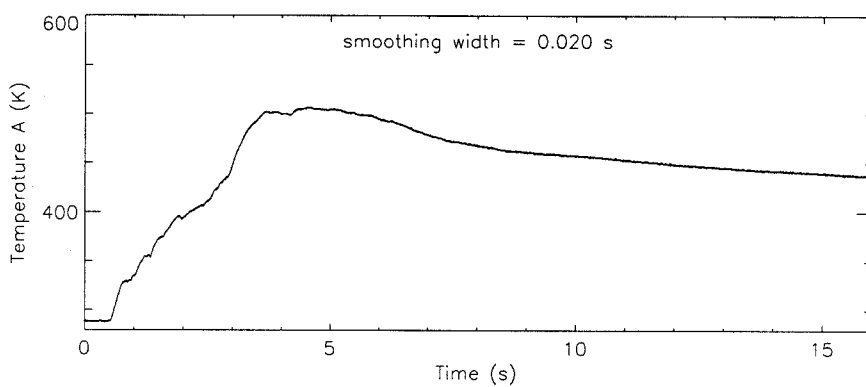
## Run no. 61

2.94% H<sub>2</sub>, 2.52% N<sub>2</sub>O, 1.47 %NH<sub>3</sub>, 0.07% CH<sub>4</sub>, 93% Air, 100 kPa, Hi Pot spark plug

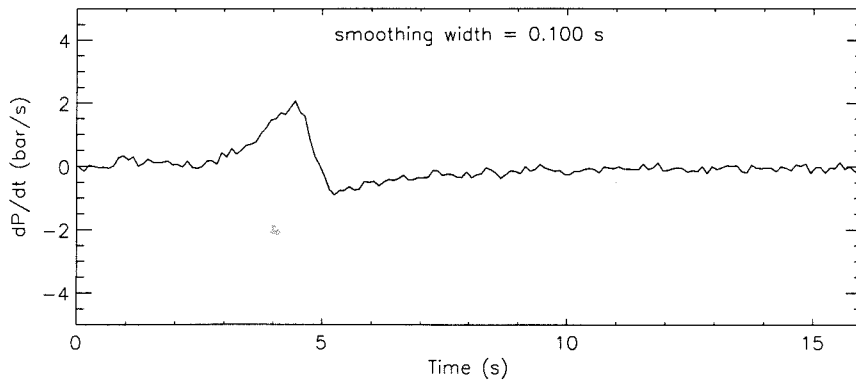
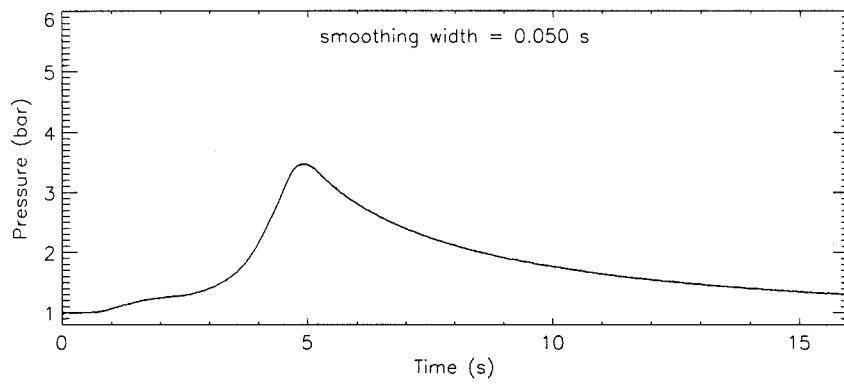
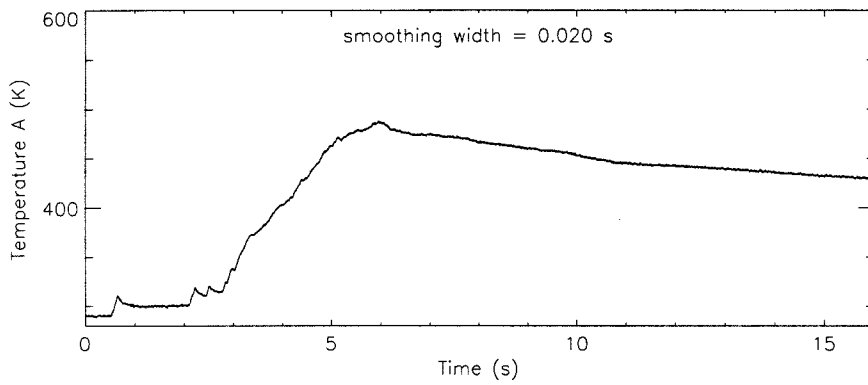
Run no. 61a

2.94% H<sub>2</sub>, 2.52% N<sub>2</sub>O, 1.47 %NH<sub>3</sub>, 0.07% CH<sub>4</sub>, 93% Air, 100 kPa, Hi Pot spark plug, fan on

Run no. 62

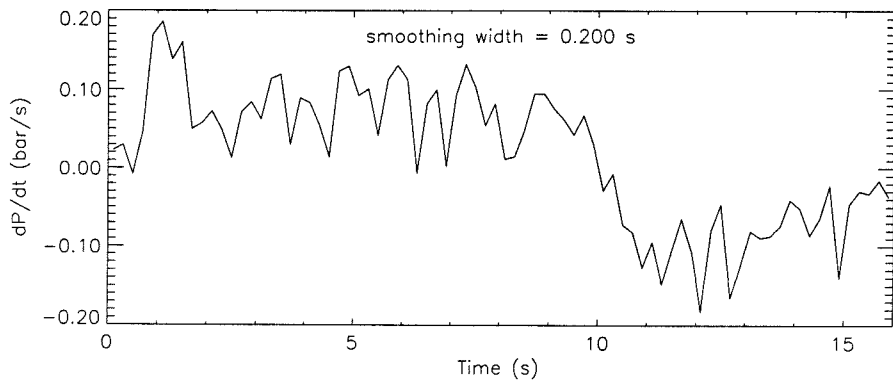
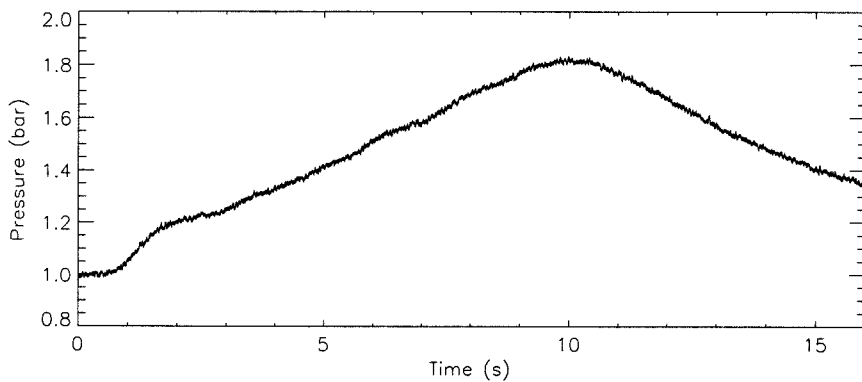
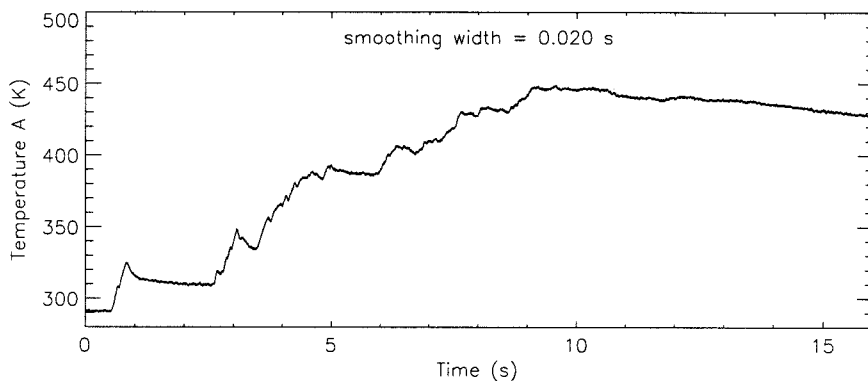
6.72% H<sub>2</sub>, 5.76% N<sub>2</sub>O, 3.36% NH<sub>3</sub>, 0.16% CH<sub>4</sub>, 84% Air, 100 kPa, Lo Pot spark plug

Run no. 63

6.51% H<sub>2</sub>, 5.58% N<sub>2</sub>O, 3.255% NH<sub>3</sub>, 0.155% CH<sub>4</sub>, 84.5% Air, 100 kPa ,Lo Pot spark plug

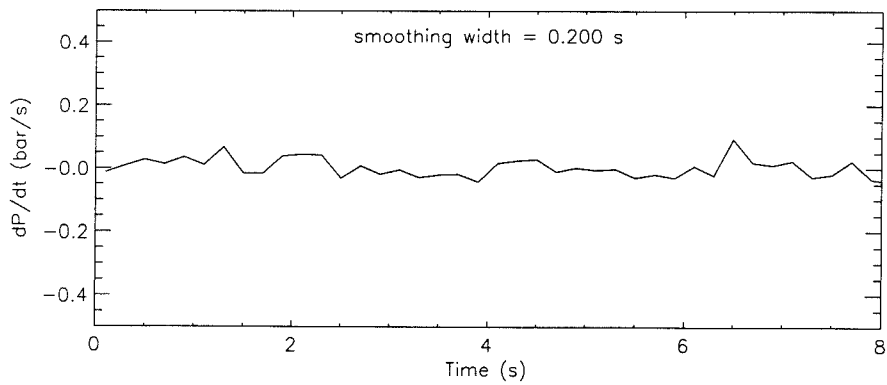
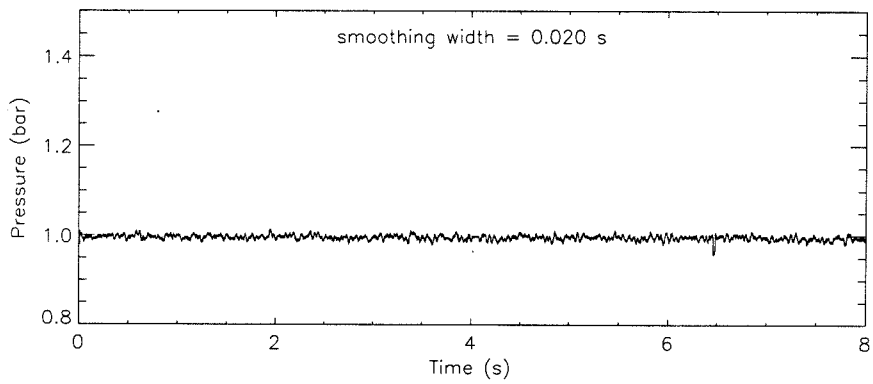
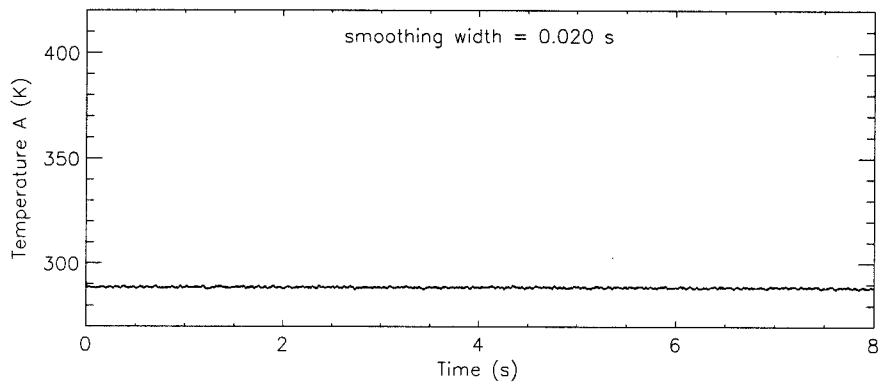
Run no. 64

6.405% H<sub>2</sub>, 5.49% N<sub>2</sub>O, 3.2025% NH<sub>3</sub>, 0.1525% CH<sub>4</sub>, 84.75% Air, 100 kPa ,Lo Pot spark plug

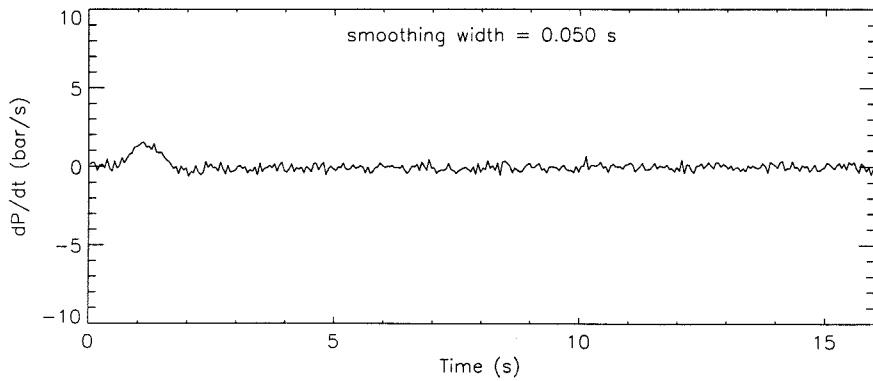
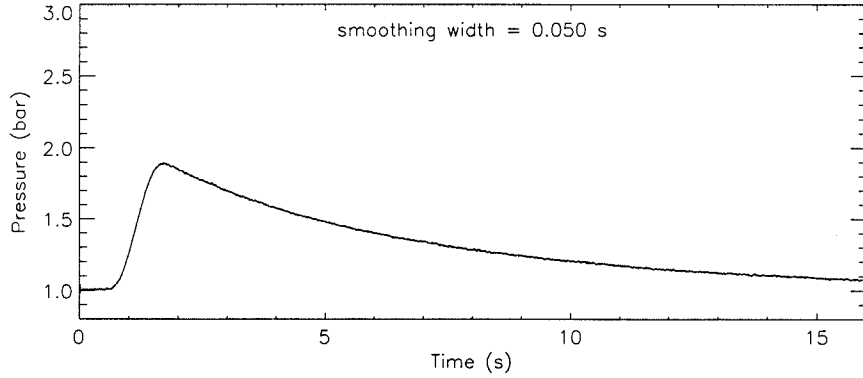
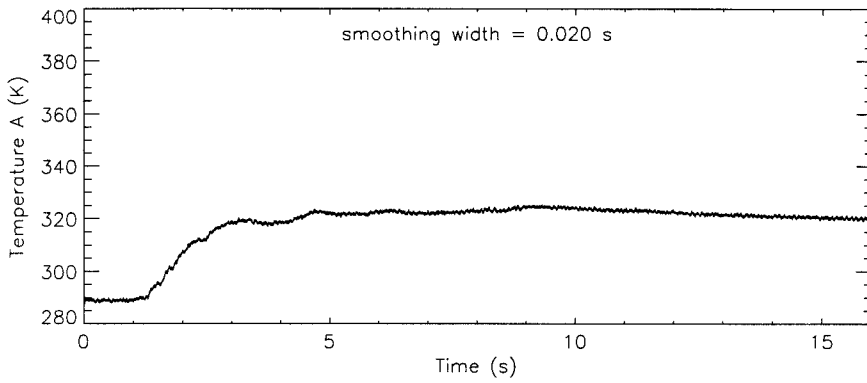




Run no. 65

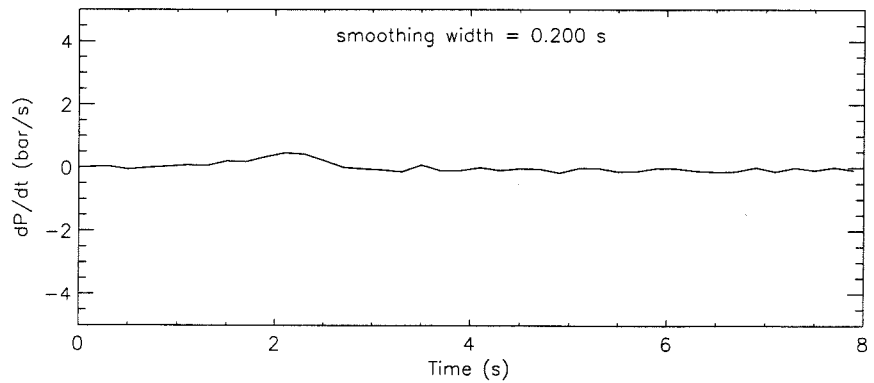
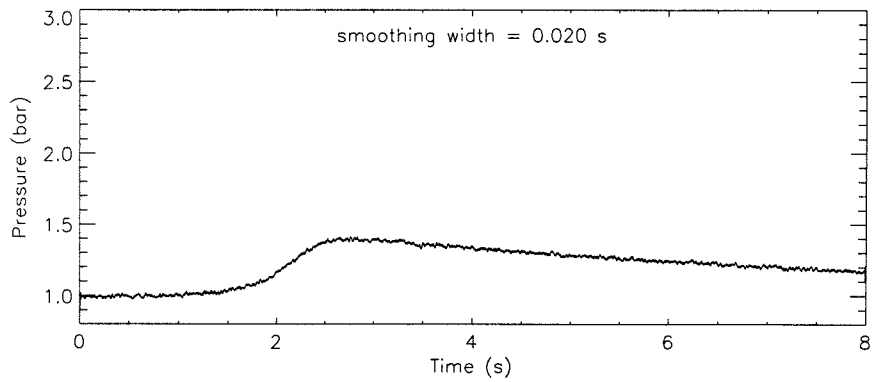
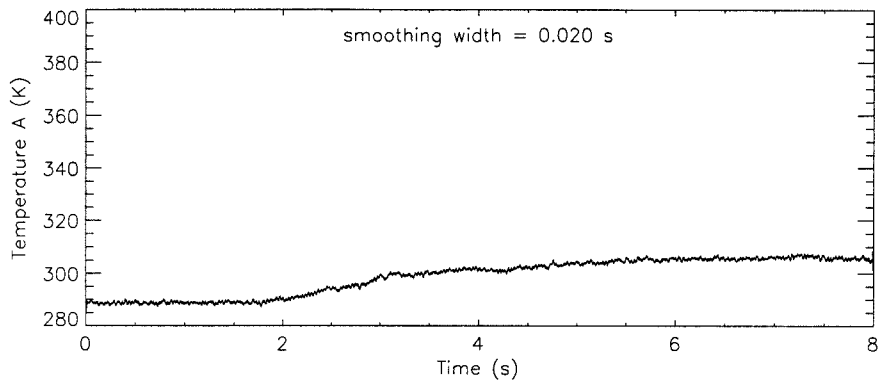
3.36% H<sub>2</sub>, 2.88% N<sub>2</sub>O, 1.68% NH<sub>3</sub>, 0.08% CH<sub>4</sub>, 92% Air, 100 kPa, spark plug

Run no. 65d

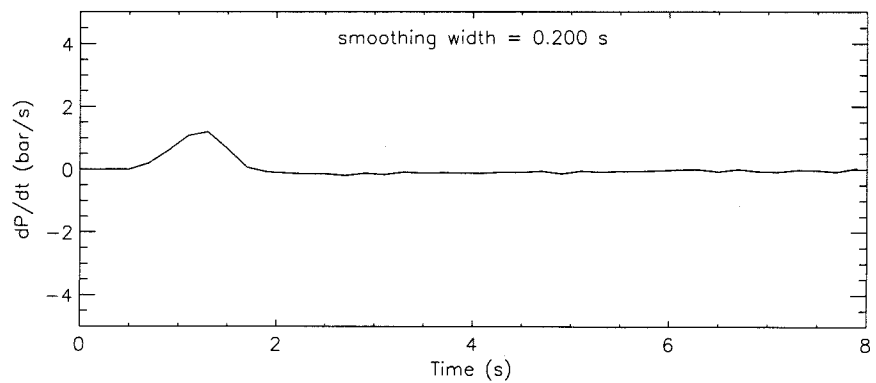
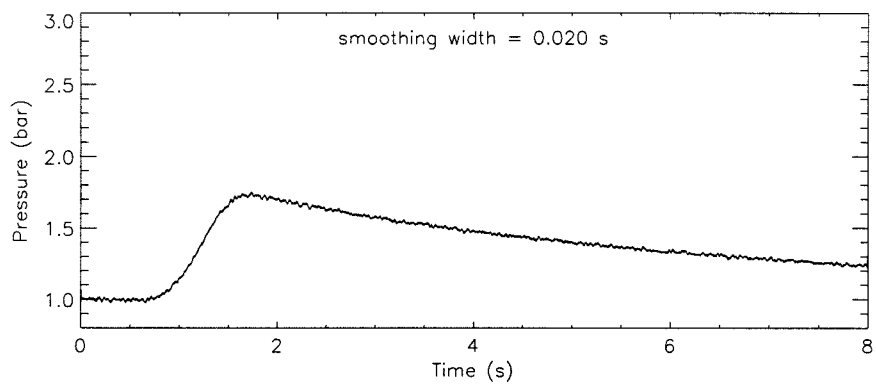
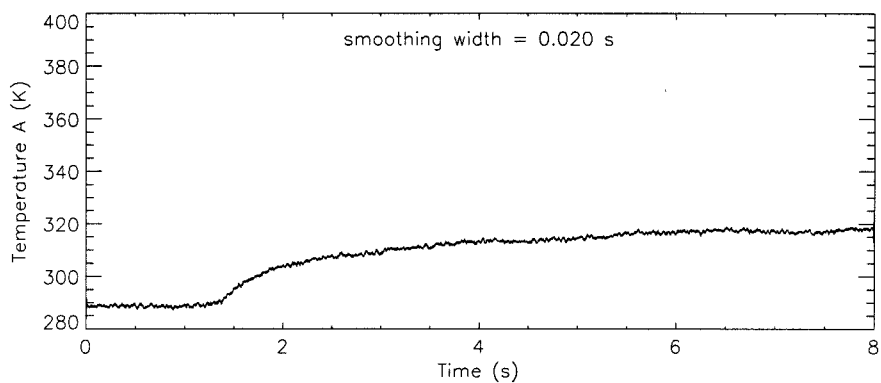
4.36% H<sub>2</sub>, 2.88% N<sub>2</sub>O, 1.68% NH<sub>3</sub>, 0.08% CH<sub>4</sub>, 92% Air, 101 kPa, spark plug, fan on

## Run no. 66b

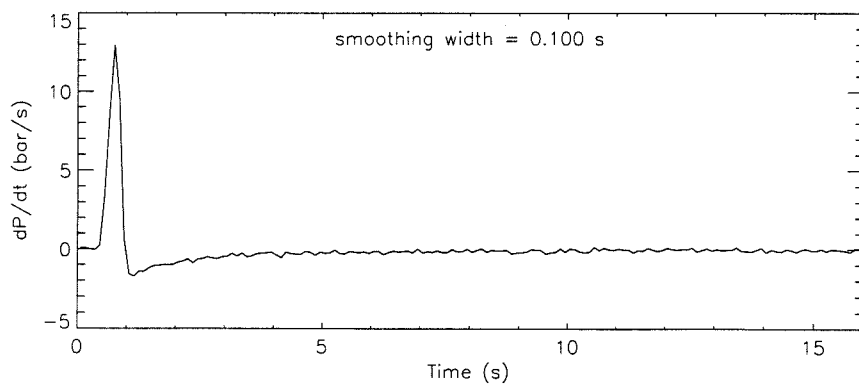
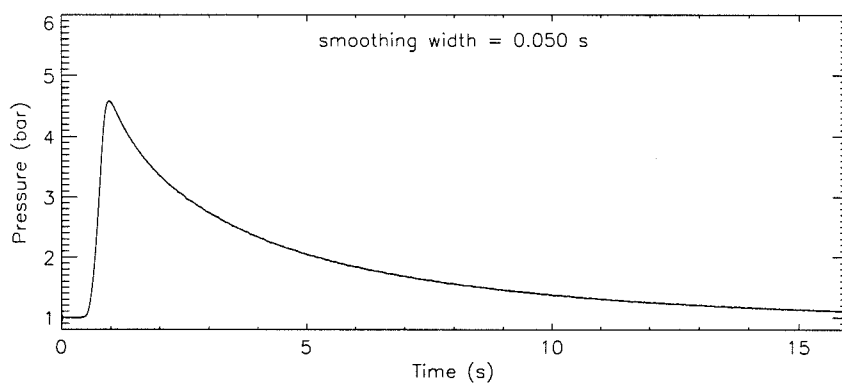
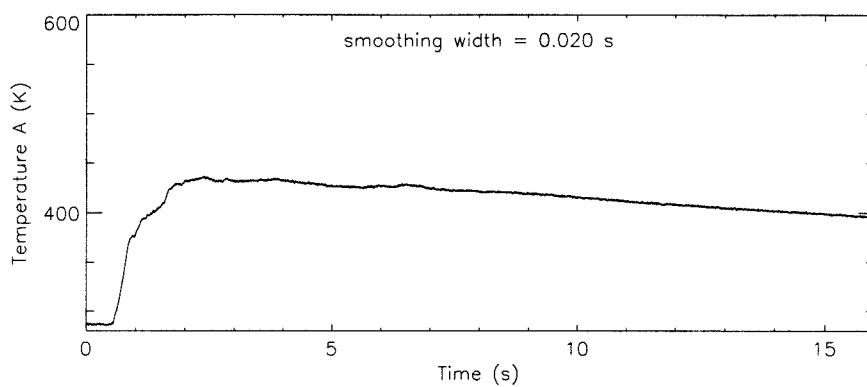
3.78% H<sub>2</sub>, 3.24% N<sub>2</sub>O, 1.89% NH<sub>3</sub>, 0.09% CH<sub>4</sub>, 91% Air, 99.82 kPa, spark plug, hi pot



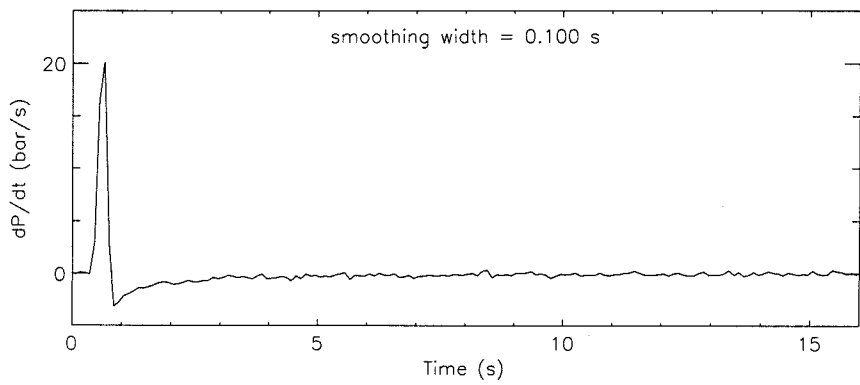
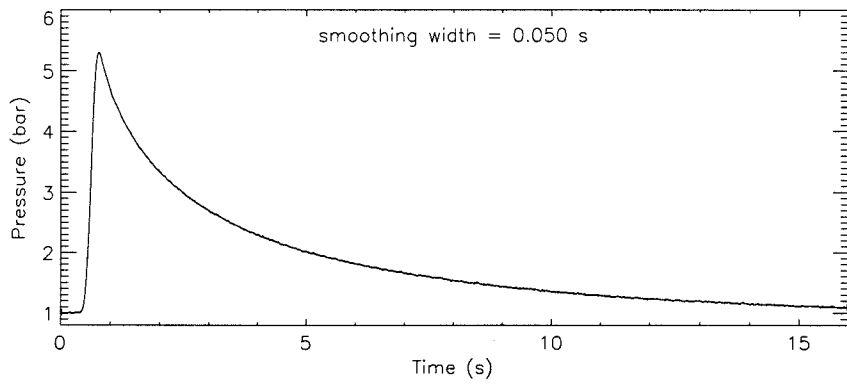
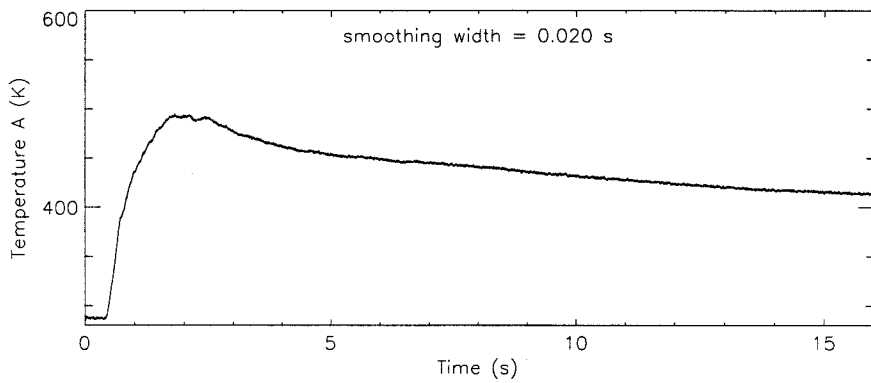
## Run no. 67b

4.2% H<sub>2</sub>, 3.6% N<sub>2</sub>O, 2.1% NH<sub>3</sub>, 0.10% CH<sub>4</sub>, 90% Air, 99.82 kPa, spark plug, lo pot

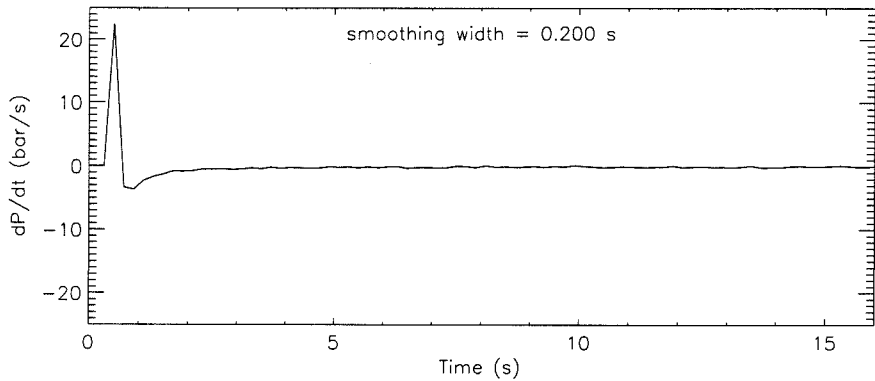
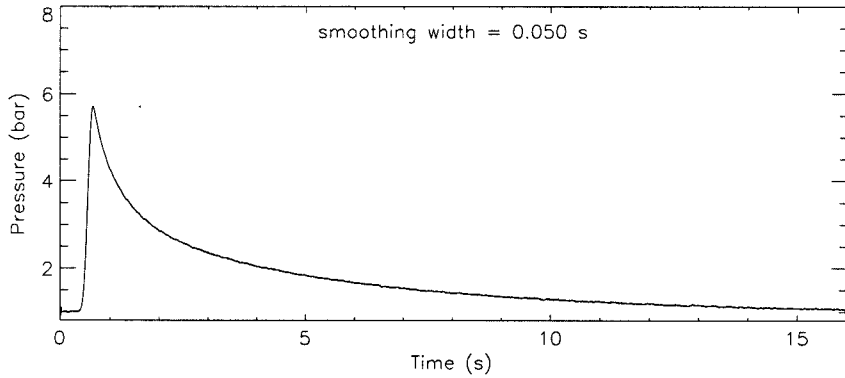
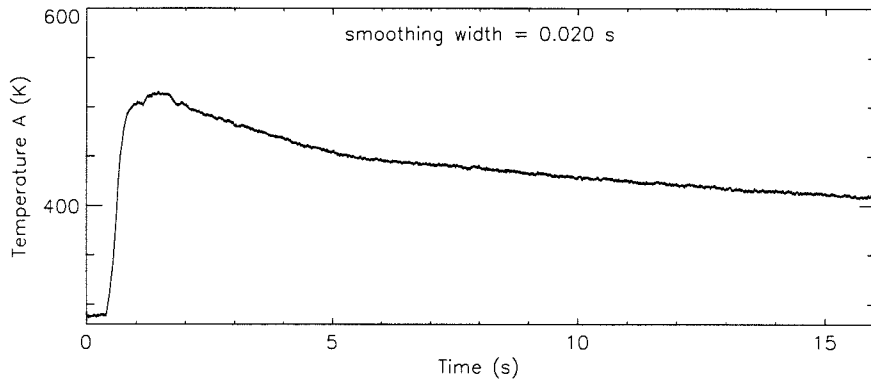
Run no. 68

6.3 H<sub>2</sub>, 5.4% N<sub>2</sub>O, 3.15% NH<sub>3</sub>, 0.15% CH<sub>4</sub>, 85% Air, 100 kPa, spark plug, hi pot

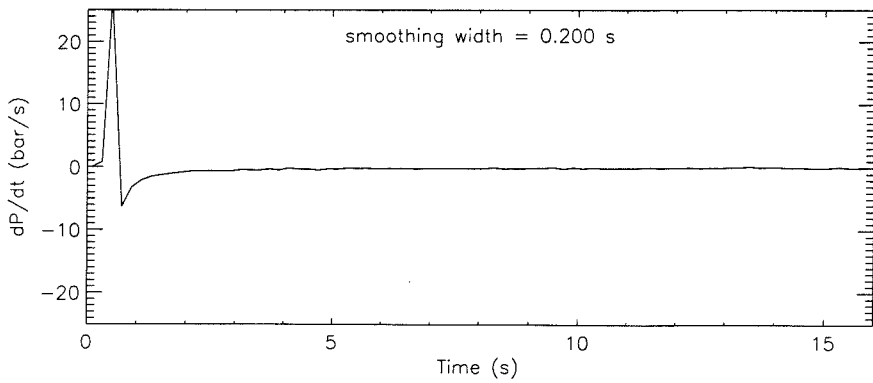
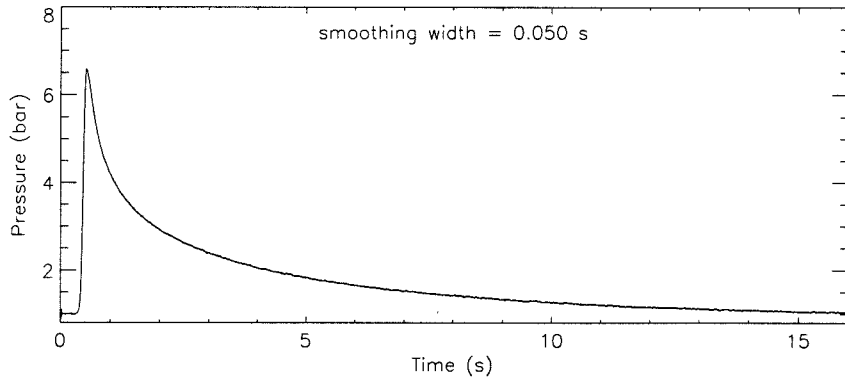
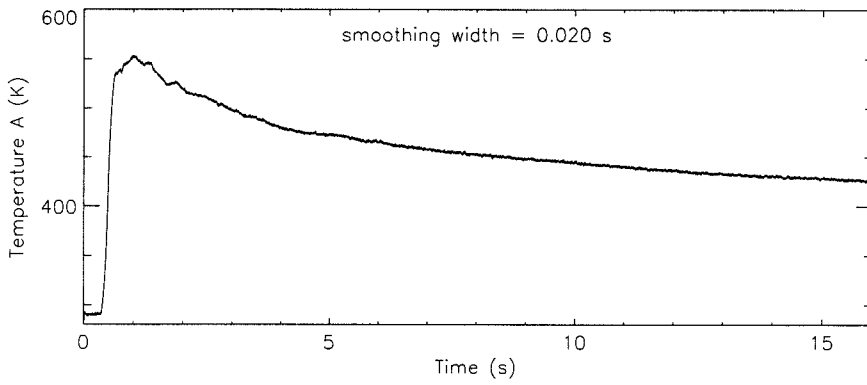
Run no. 69

7.56 H<sub>2</sub>, 6.48% N<sub>2</sub>O, 3.78% NH<sub>3</sub>, 0.18% CH<sub>4</sub>, 82% Air, 100 kPa, spark plug, hi pot

Run no. 70

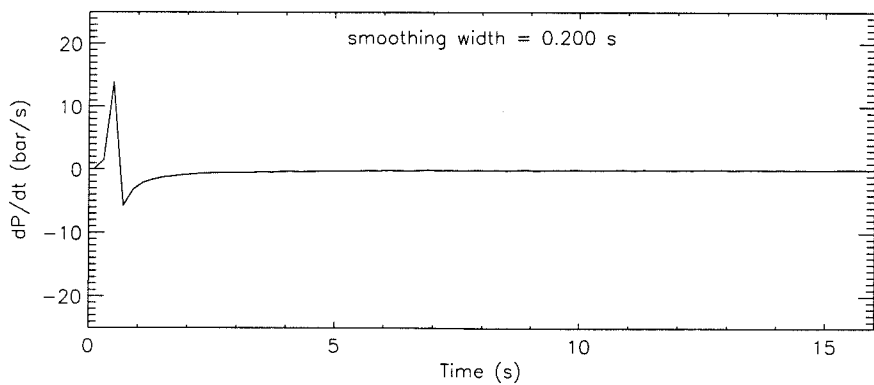
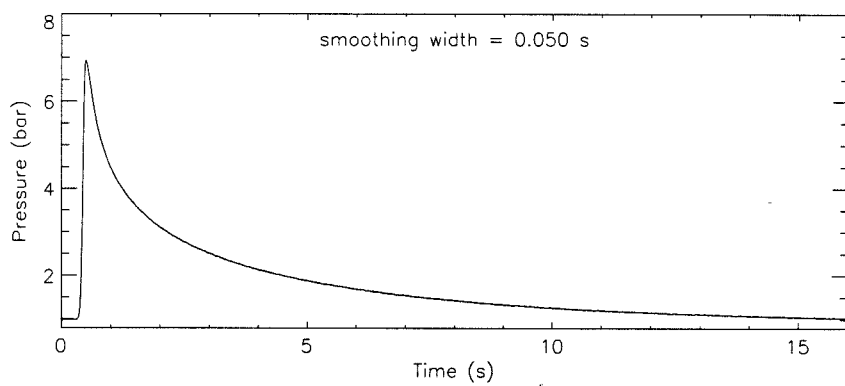
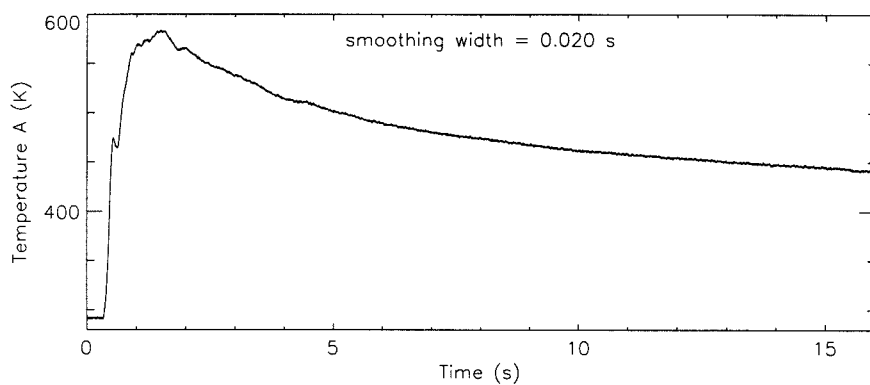
8.4 H<sub>2</sub>, 7.2% N<sub>2</sub>O, 4.2% NH<sub>3</sub>, 0.20% CH<sub>4</sub>, 80% Air, 100 kPa, spark plug, hi pot

Run no. 71

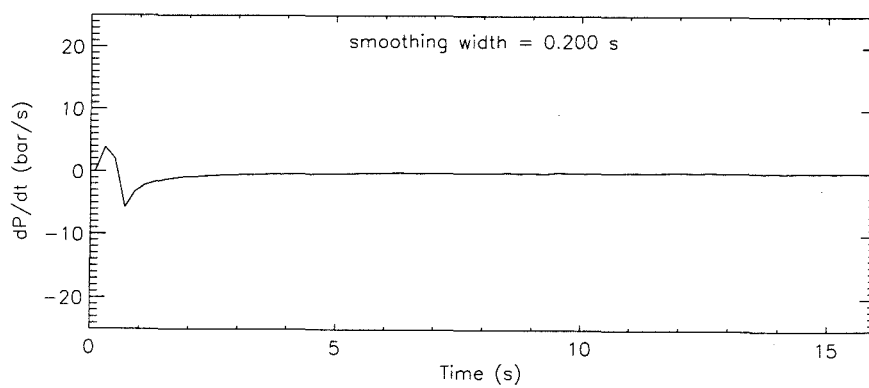
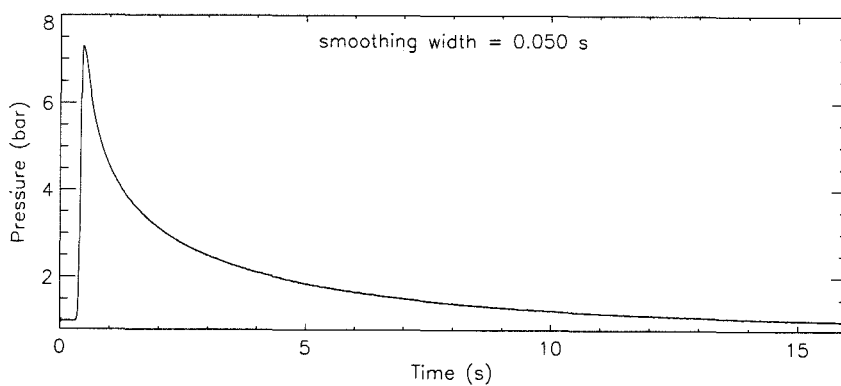
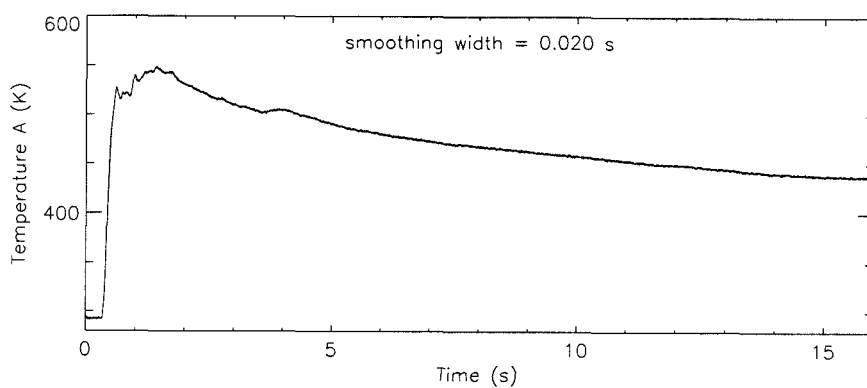
10.08 H<sub>2</sub>, 8.64% N<sub>2</sub>O, 5.04% NH<sub>3</sub>, 0.24% CH<sub>4</sub>, 76% Air, 100 kPa, spark plug, hi pot



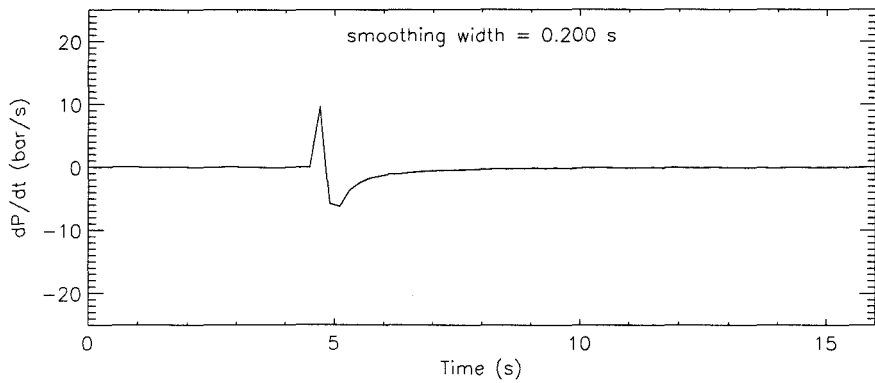
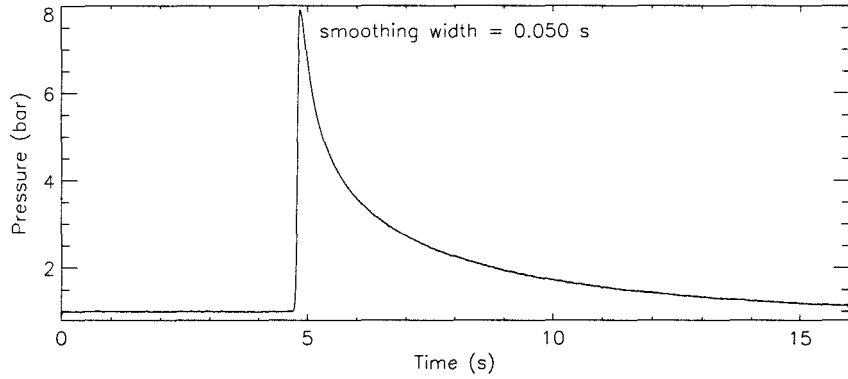
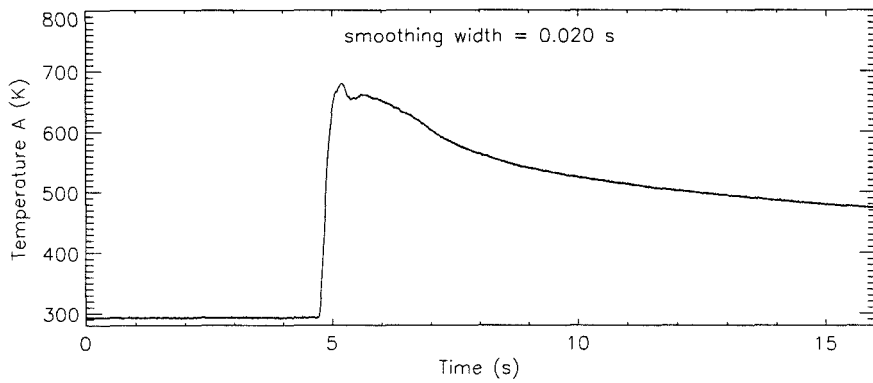
Run no. 72

10.92 H<sub>2</sub>, 9.36% N<sub>2</sub>O, 5.46% NH<sub>3</sub>, 0.26% CH<sub>4</sub>, 74% Air, 100 kPa, spark plug, hi pot

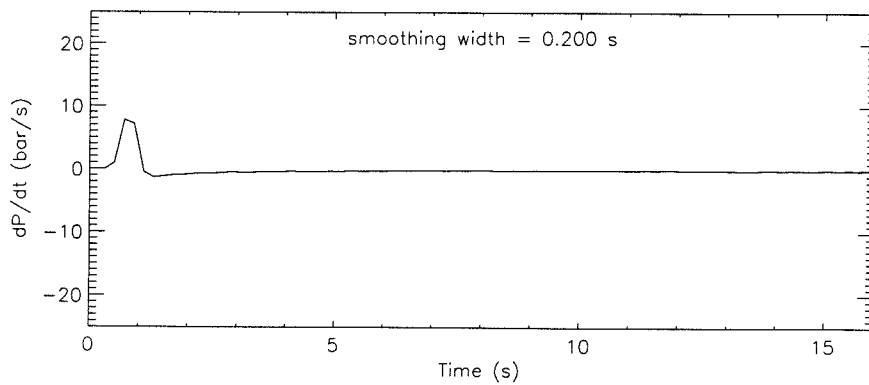
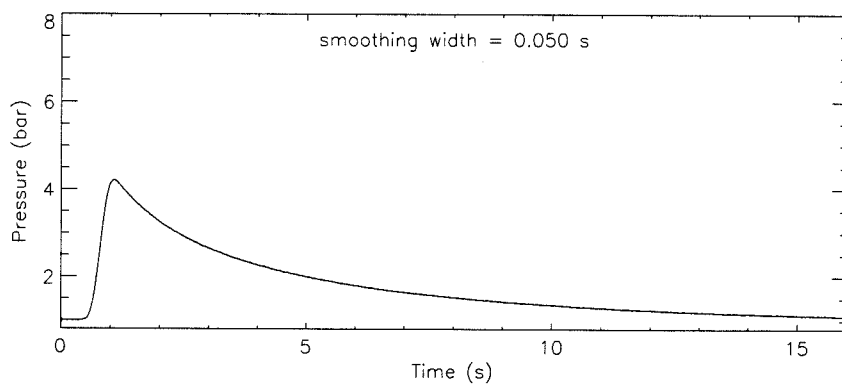
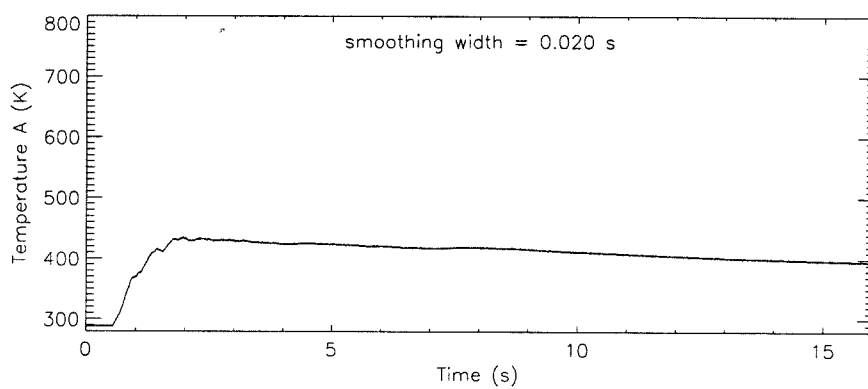
## Run no. 73

11.76 H<sub>2</sub>, 10.08% N<sub>2</sub>O, 5.88% NH<sub>3</sub>, 0.28% CH<sub>4</sub>, 72% Air, 100 kPa, spark plug, hi pot

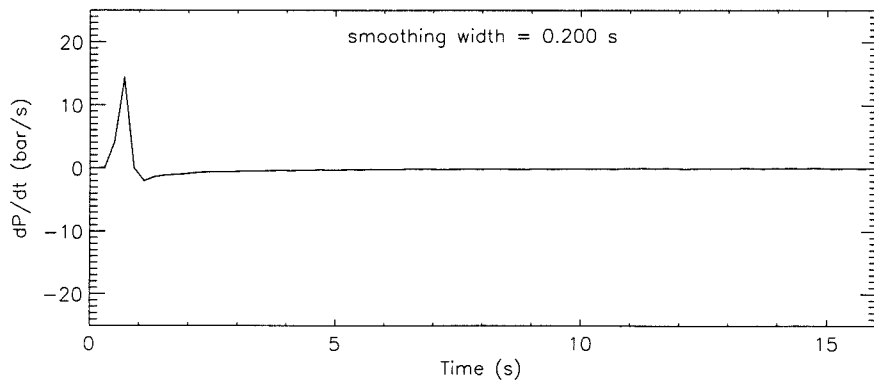
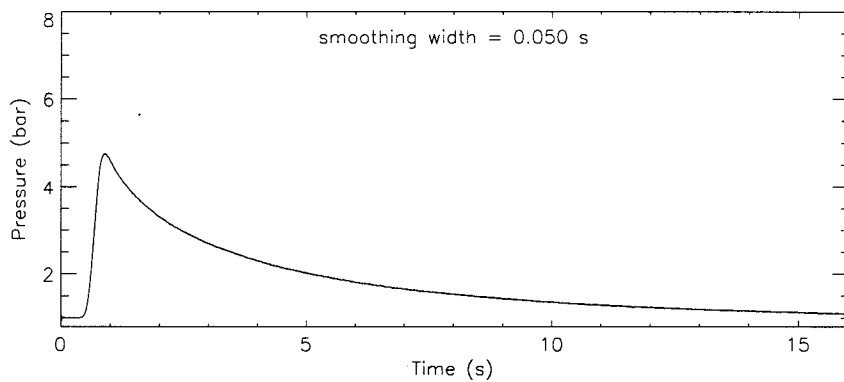
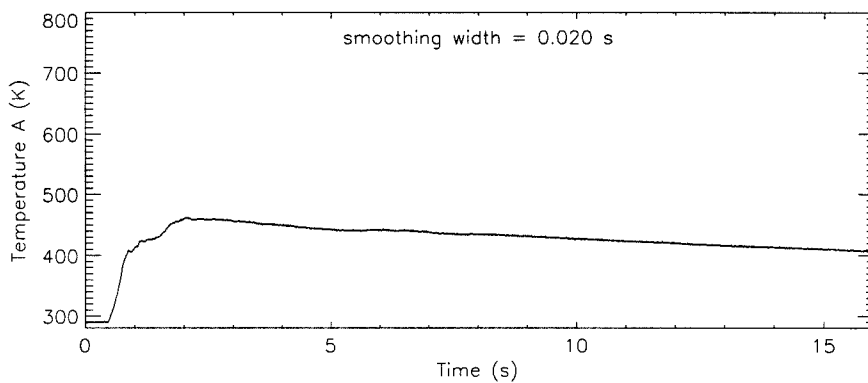
Run no. 74

12.6% H<sub>2</sub>, 10.8% N<sub>2</sub>O, 6.3% NH<sub>3</sub>, 0.30% CH<sub>4</sub>, 70% Air, 100 kPa, spark plug, hi pot

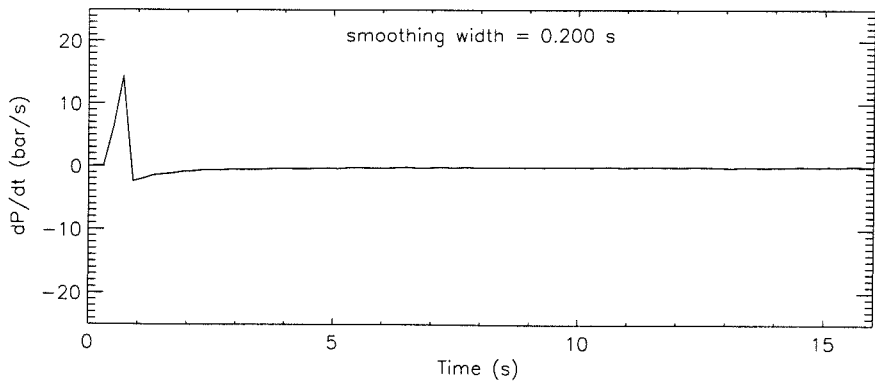
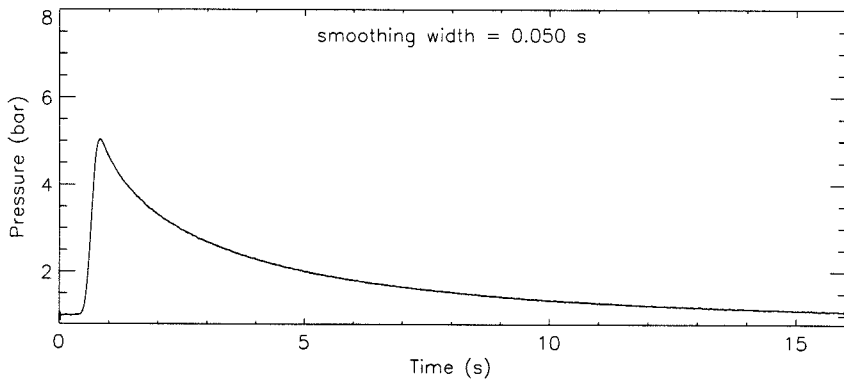
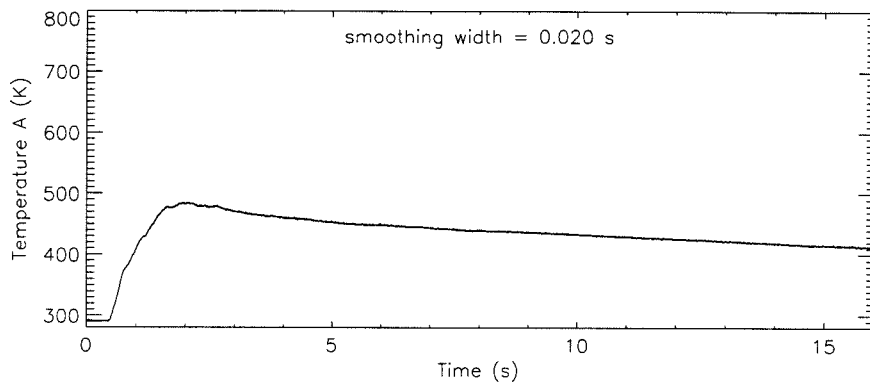
Run no. 75

5.88 H<sub>2</sub>, 5.04% N<sub>2</sub>O, 2.94 % NH<sub>3</sub>, 0.14% CH<sub>4</sub>, 86% Air, 100 kPa, spark plug, hi pot

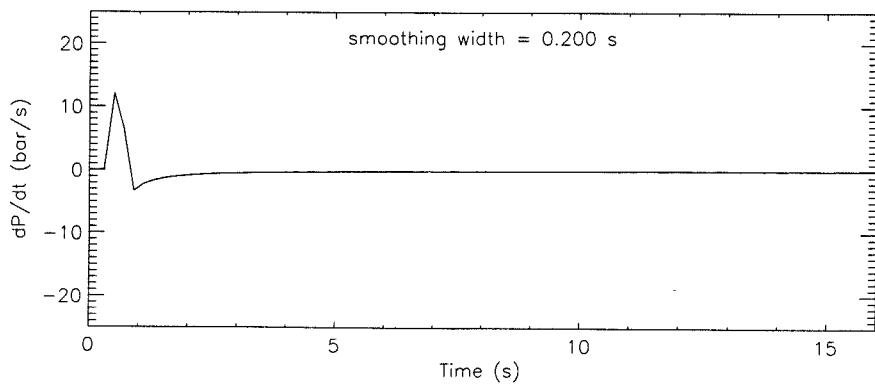
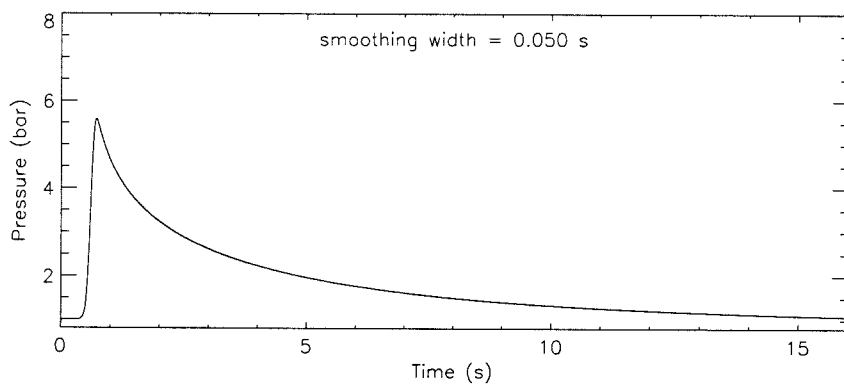
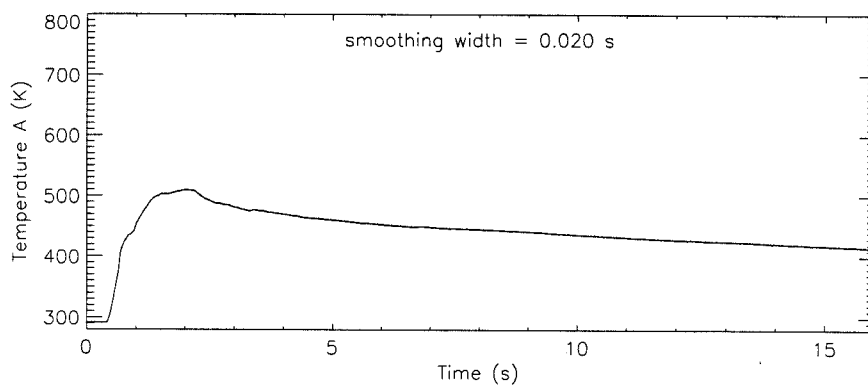
Run no. 76

6.72 H<sub>2</sub>, 5.76% N<sub>2</sub>O, 3.36 % NH<sub>3</sub>, 0.16% CH<sub>4</sub>, 84% Air, 100 kPa, spark plug, hi pot

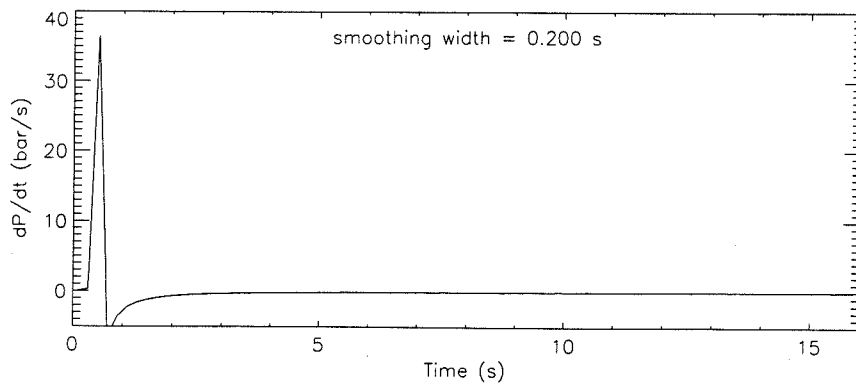
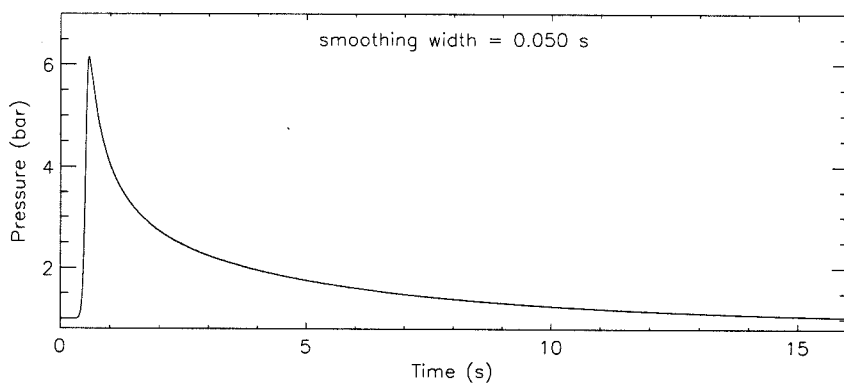
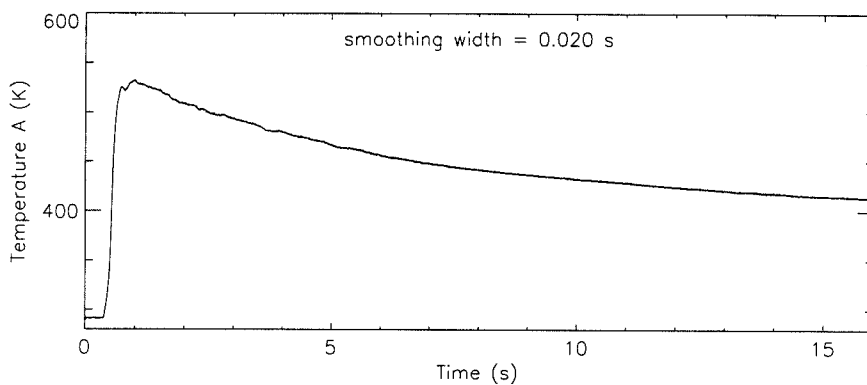
Run no. 77

7.14 H<sub>2</sub>, 6.12% N<sub>2</sub>O, 3.57 % NH<sub>3</sub>, 0.17% CH<sub>4</sub>, 83% Air, 100 kPa, spark plug, hi pot

Run no. 78

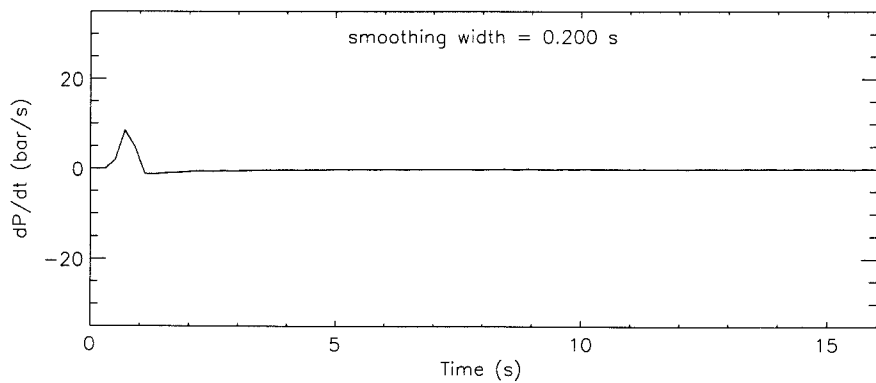
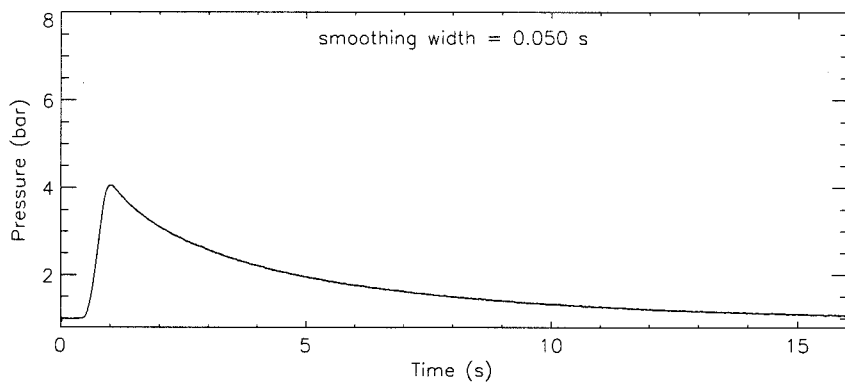
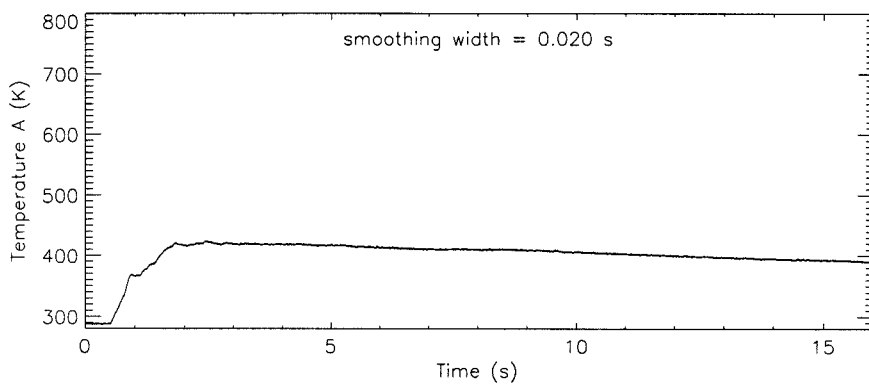
7.98 H<sub>2</sub>, 6.84% N<sub>2</sub>O, 3.99 % NH<sub>3</sub>, 0.19% CH<sub>4</sub>, 81% Air, 100 kPa, spark plug, hi pot

Run no. 79

9.24 H<sub>2</sub>, 7.92% N<sub>2</sub>O, 4.62 % NH<sub>3</sub>, 0.22% CH<sub>4</sub>, 78% Air, 100 kPa, spark plug, hi pot

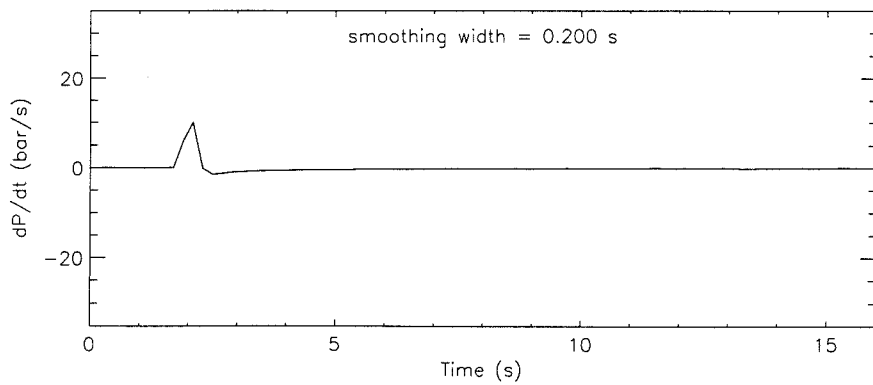
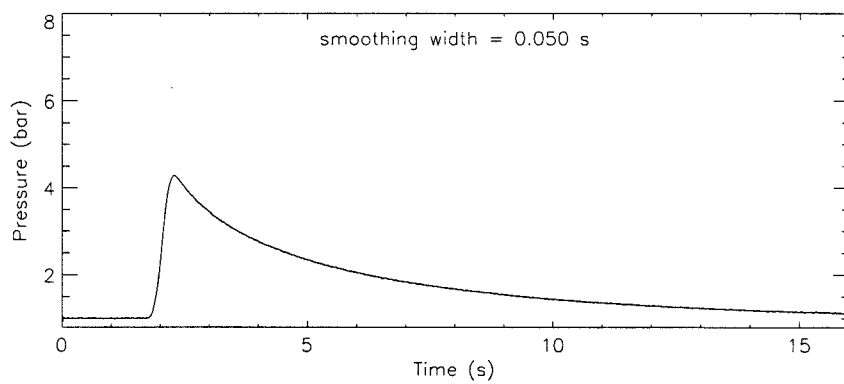
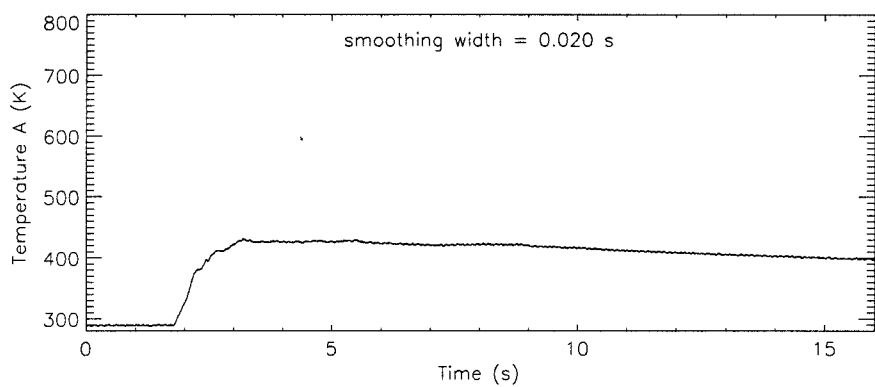


Run no. 80

6.3 H<sub>2</sub>, 0% N<sub>2</sub>O, 3.15 % NH<sub>3</sub>, 0.15% CH<sub>4</sub>, 85% Air, 5.4% N<sub>2</sub>, 100 kPa, spark plug, hi pot

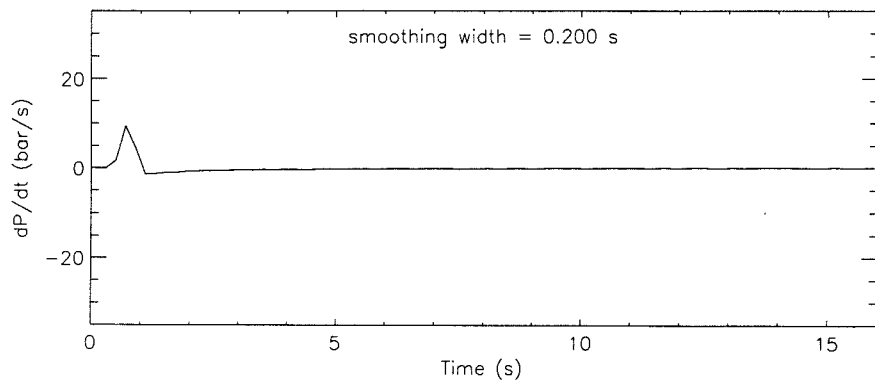
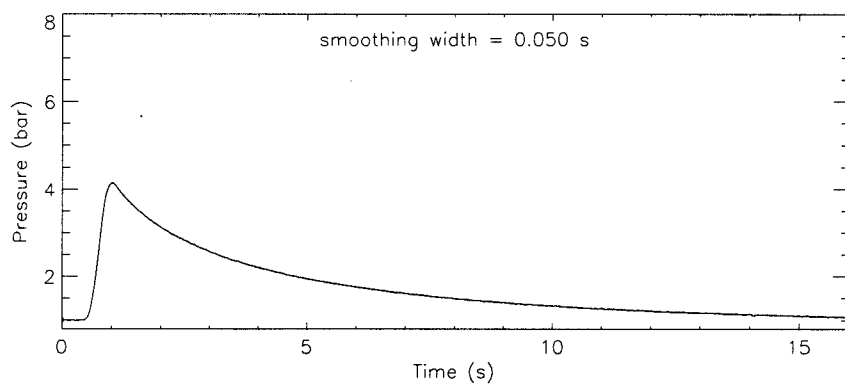
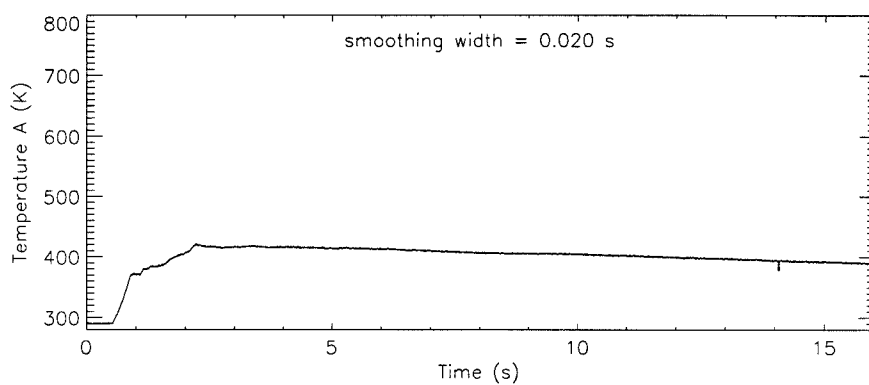
## Run no. 81

6.3 H<sub>2</sub>, 2.7% N<sub>2</sub>O, 3.15 % NH<sub>3</sub>, 0.15% CH<sub>4</sub>, 85% Air, 2.7% N<sub>2</sub>, 100 kPa, spark plug, hi pot

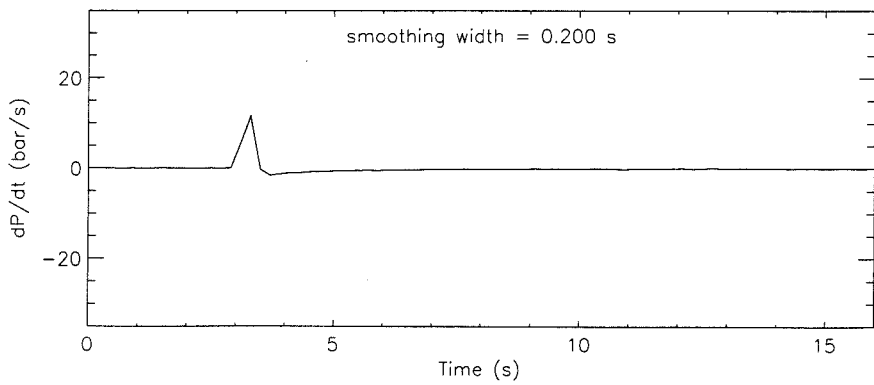
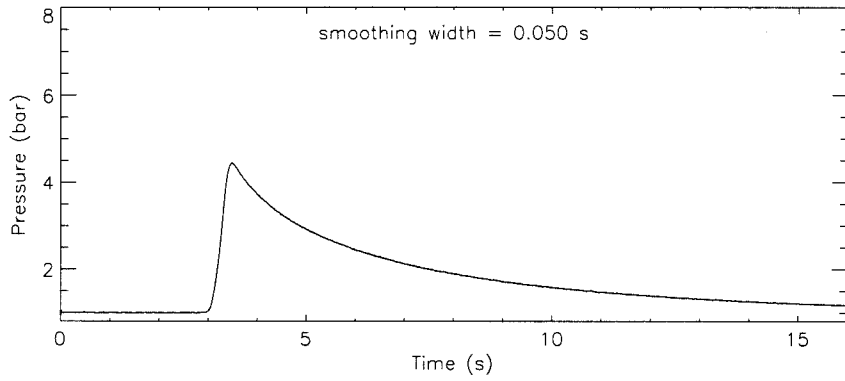
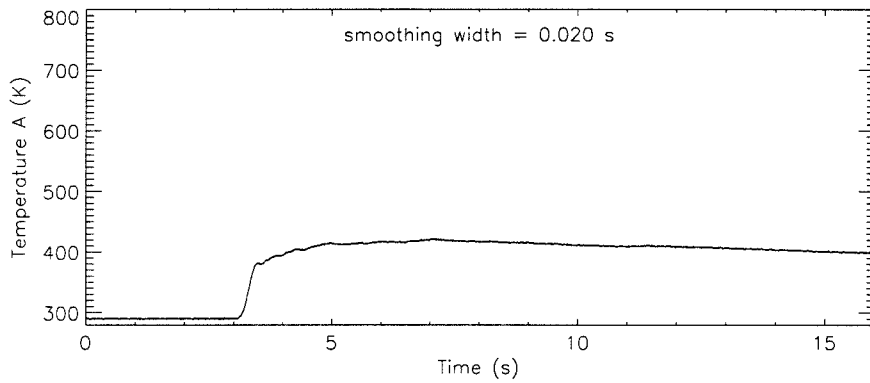


## Run no. 82

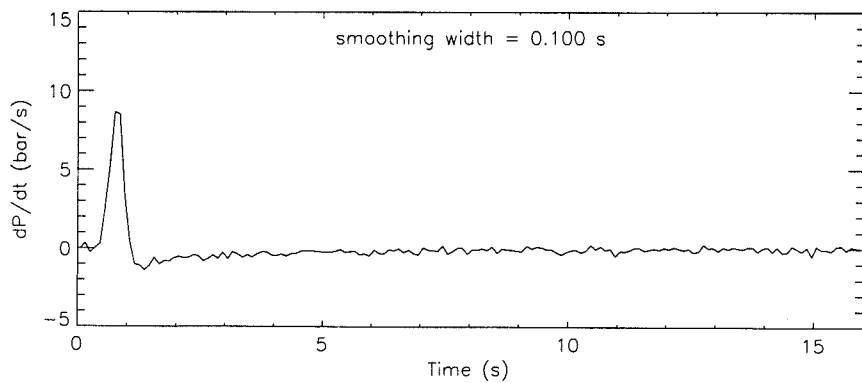
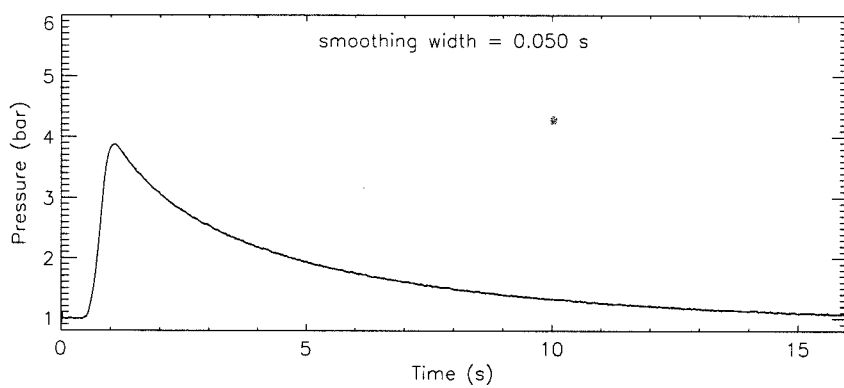
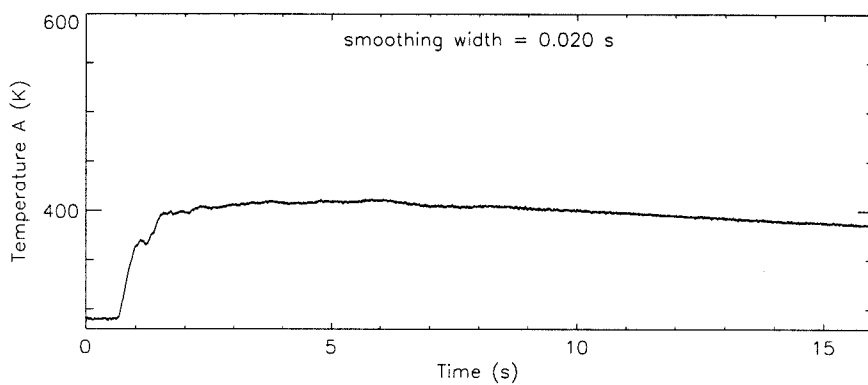
6.3 H<sub>2</sub>, 1.35% N<sub>2</sub>O, 3.15 % NH<sub>3</sub>, 0.15% CH<sub>4</sub>, 85% Air, 100 kPa, spark plug, hi pot



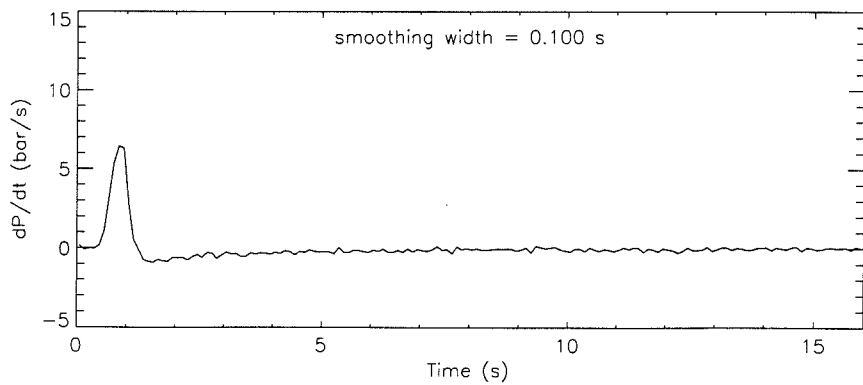
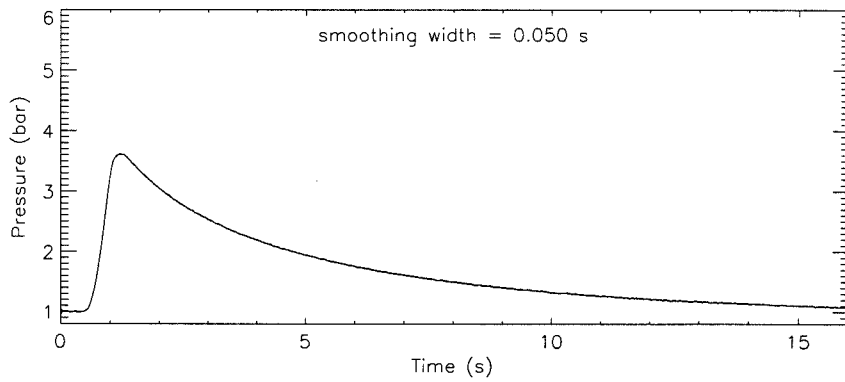
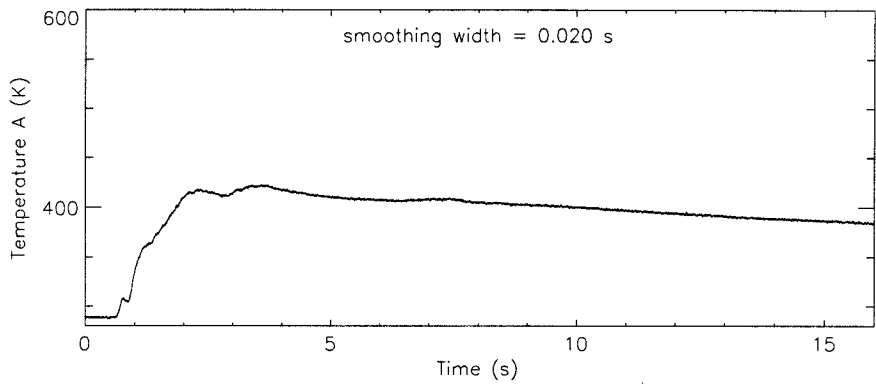
Run no. 83

6.3 H<sub>2</sub>, 4.05% N<sub>2</sub>O, 3.15 % NH<sub>3</sub>, 0.15% CH<sub>4</sub>, 85% Air, 1.35% N<sub>2</sub>, 100 kPa, spark plug, hi pot

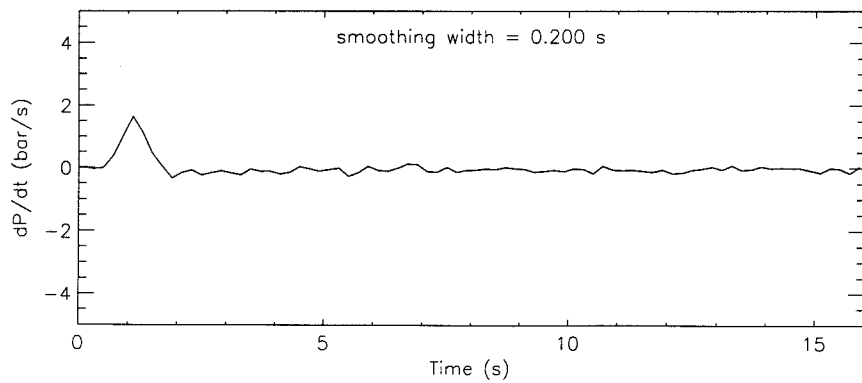
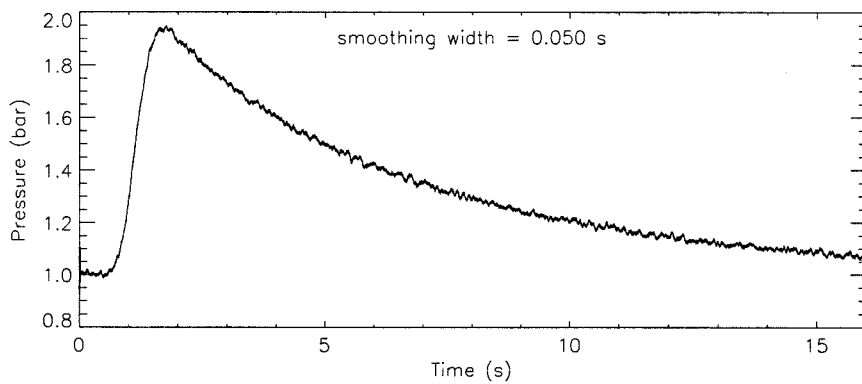
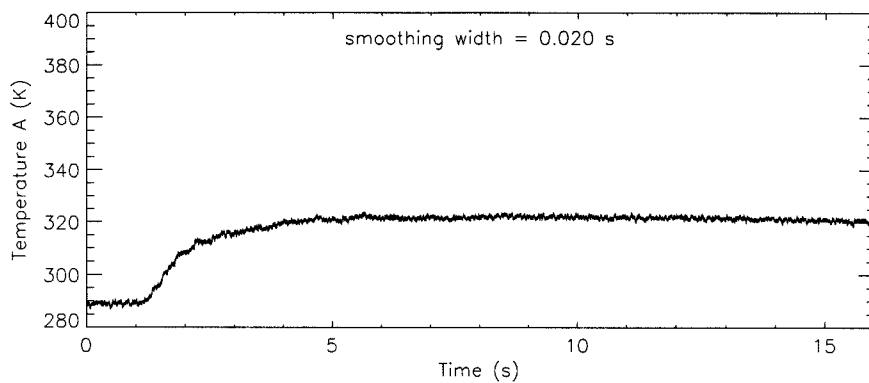
Run no. 84

5.88 H<sub>2</sub>, 0% N<sub>2</sub>O, 2.94 % NH<sub>3</sub>, 0.14% CH<sub>4</sub>, 86% Air, 5.04% N<sub>2</sub>, 100 kPa, spark plug, hi pot

Run no. 85

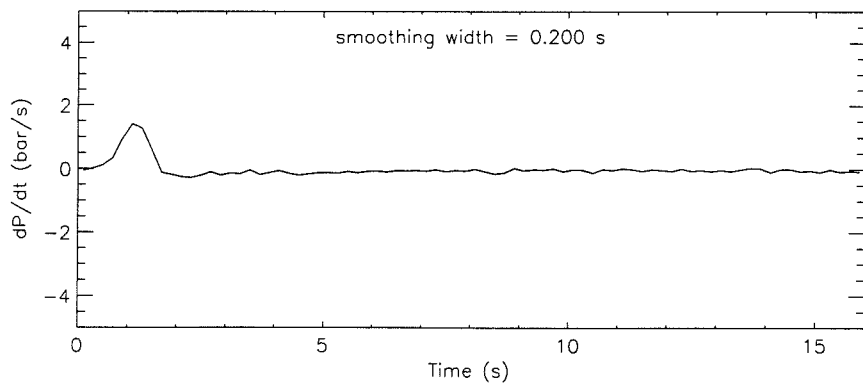
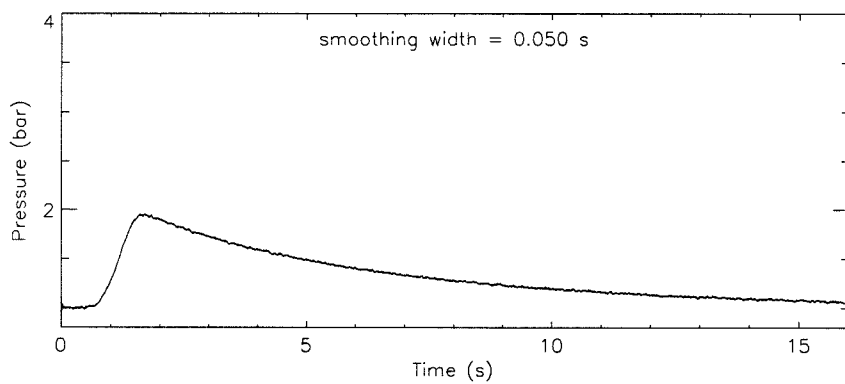
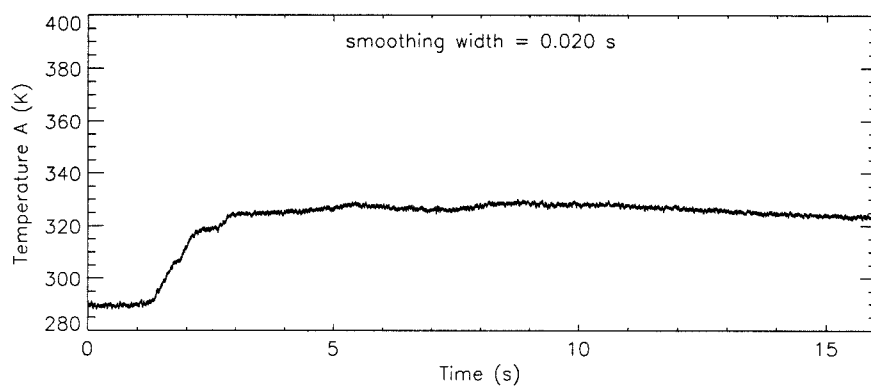
5.46 H<sub>2</sub>, 0% N<sub>2</sub>O, 2.73 % NH<sub>3</sub>, 0.13% CH<sub>4</sub>, 87% Air, 4.68% N<sub>2</sub>, 100 kPa, spark plug, hi pot

Run no. 87

4.2 H<sub>2</sub>, 0% N<sub>2</sub>O, 2.1 % NH<sub>3</sub>, 0.10% CH<sub>4</sub>, 90% Air, 3.6 % N<sub>2</sub>, 100 kPa, spark plug, hi pot

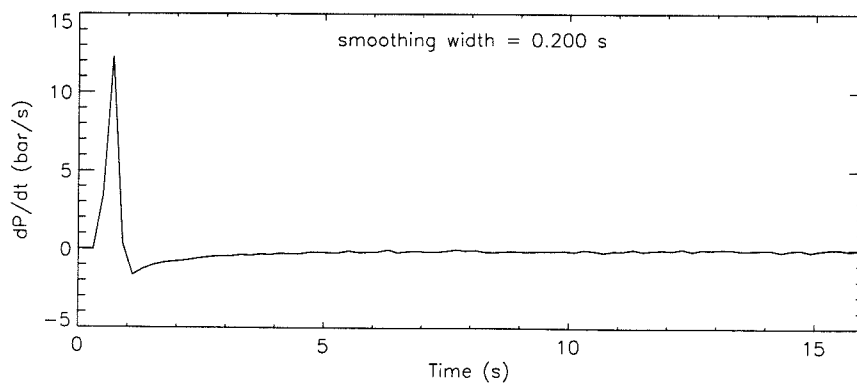
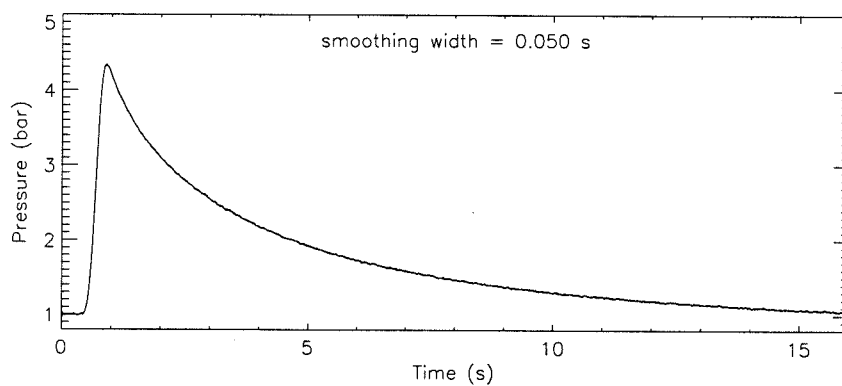
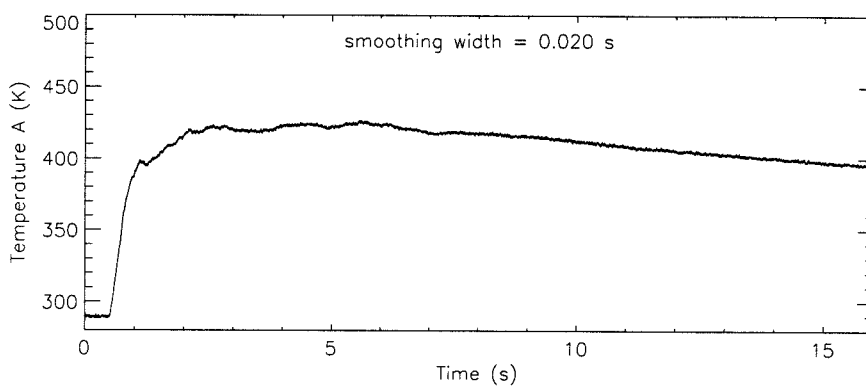
## Run no. 88

4.2 H<sub>2</sub>, 3.6% N<sub>2</sub>O, 2.1 % NH<sub>3</sub>, 0.10% CH<sub>4</sub>, 90% Air, 0% N<sub>2</sub>, 100 kPa, spark plug, hi pot

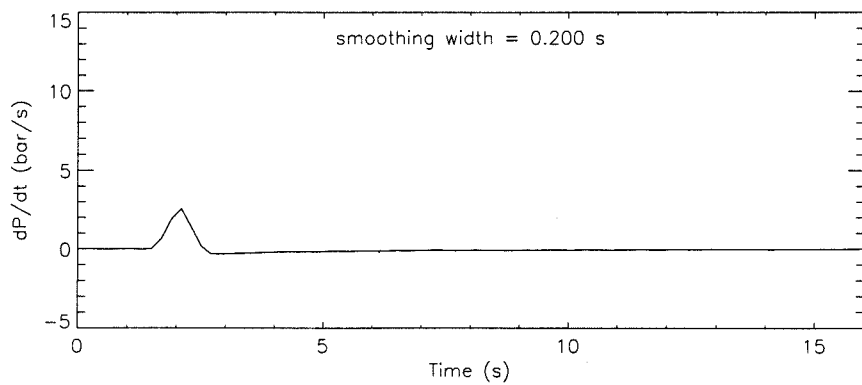
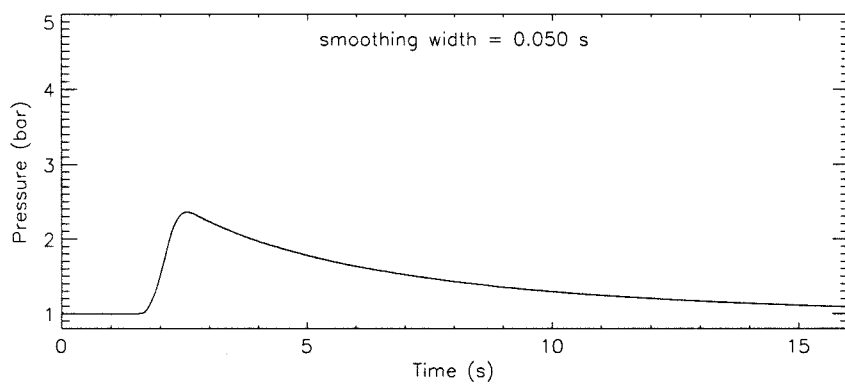
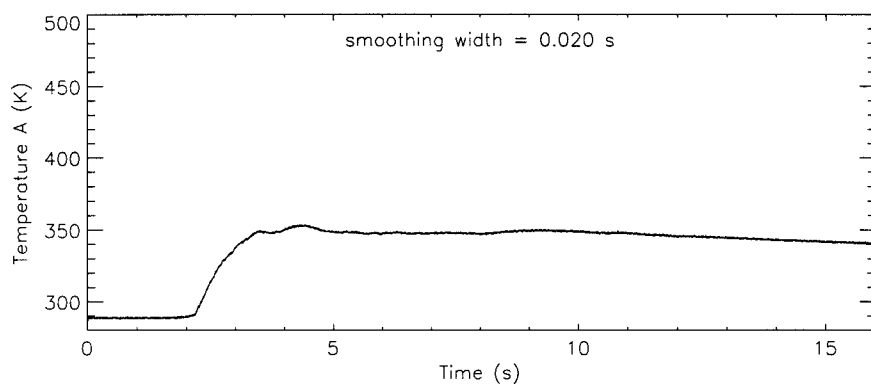




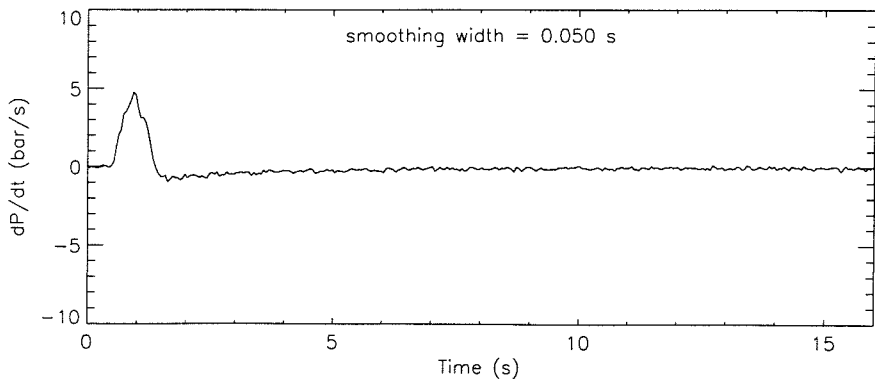
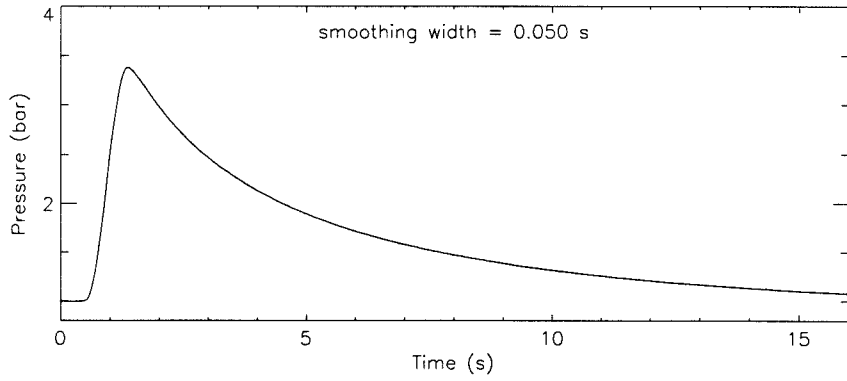
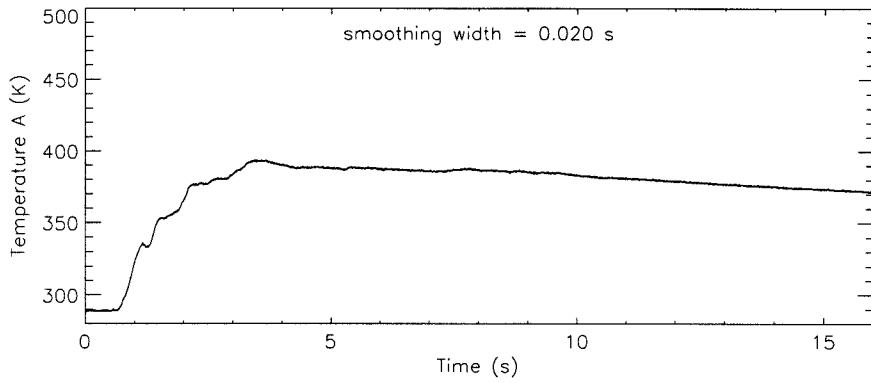
Run no. 89

6.72 H<sub>2</sub>, 0% N<sub>2</sub>O, 3.36 % NH<sub>3</sub>, 0.16% CH<sub>4</sub>, 84% Air, 5.76% N<sub>2</sub>, 100 kPa, spark plug, hi pot

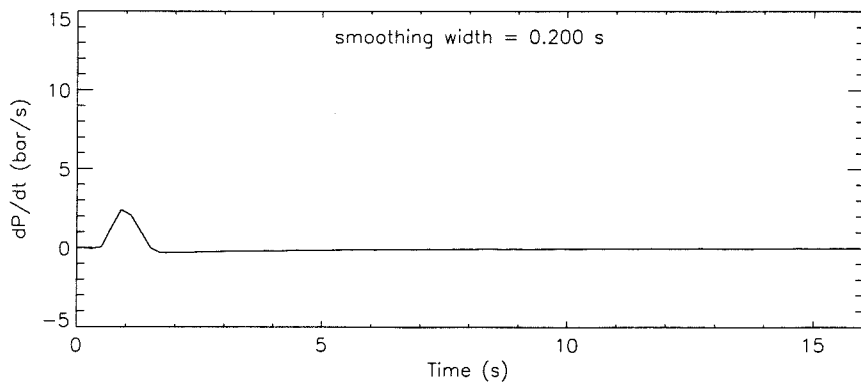
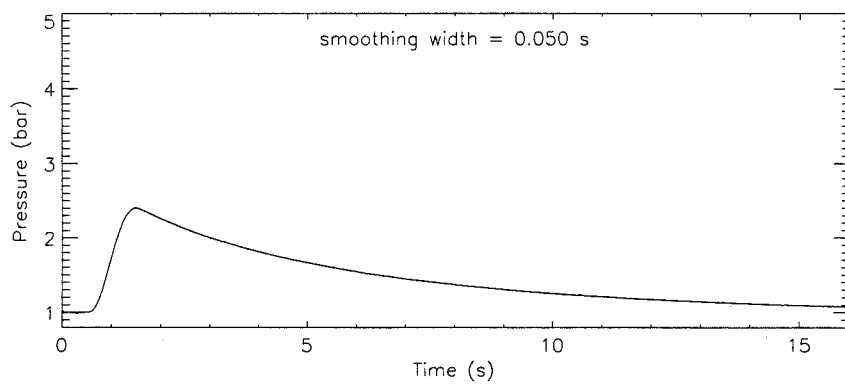
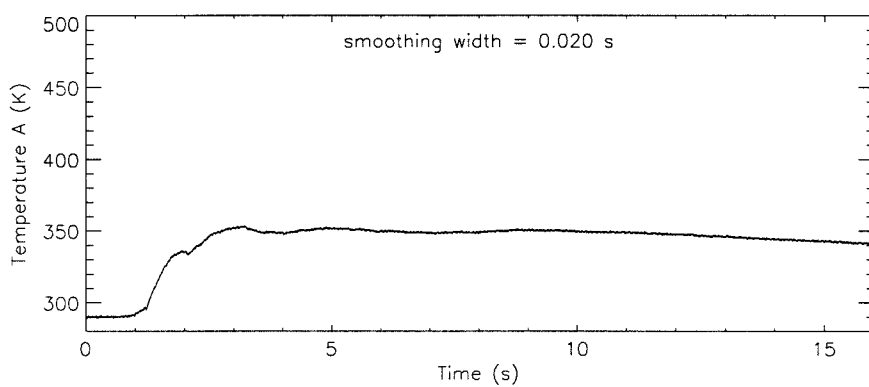
Run no. 90

4.62 H<sub>2</sub>, 3.96% N<sub>2</sub>O, 2.31 % NH<sub>3</sub>, 0.11% CH<sub>4</sub>, 89% Air, 0% N<sub>2</sub>, 100 kPa, spark plug, hi pot

Run no. 91

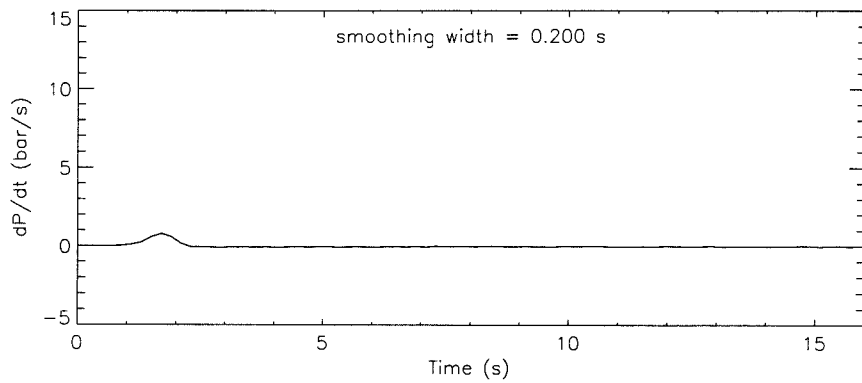
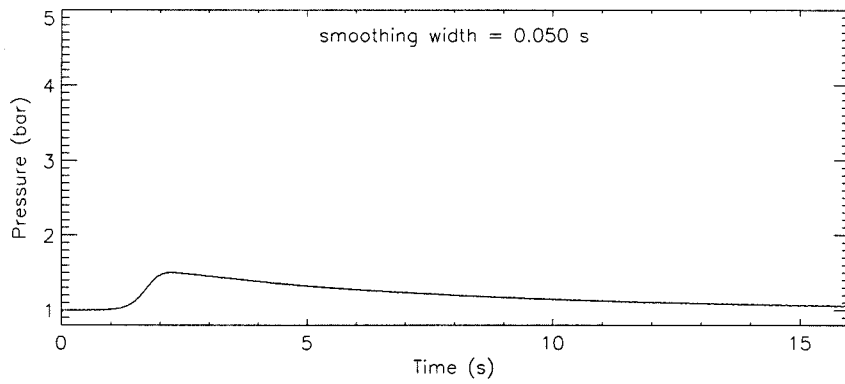
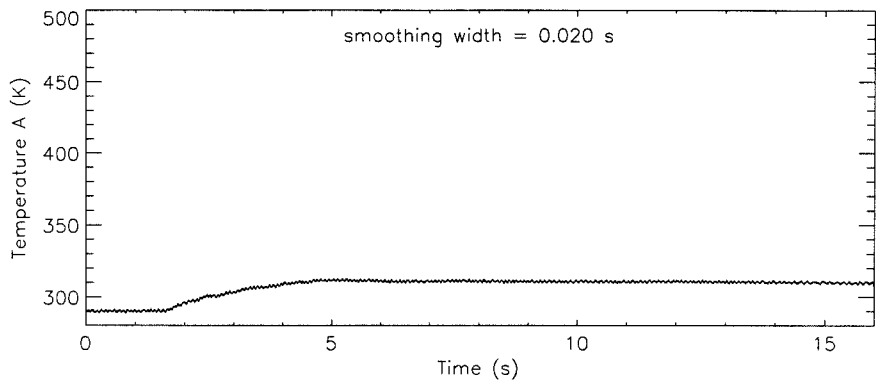
5.04 H<sub>2</sub>, 4.32 N<sub>2</sub>O, 2.52 NH<sub>3</sub>, 0.12 CH<sub>4</sub>, 88 Air, 0 N<sub>2</sub>, 100 kPa, spark plug, hi pot

Run no. 92

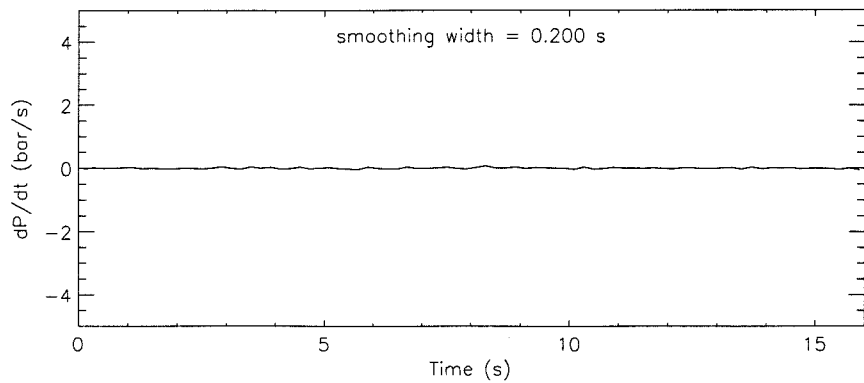
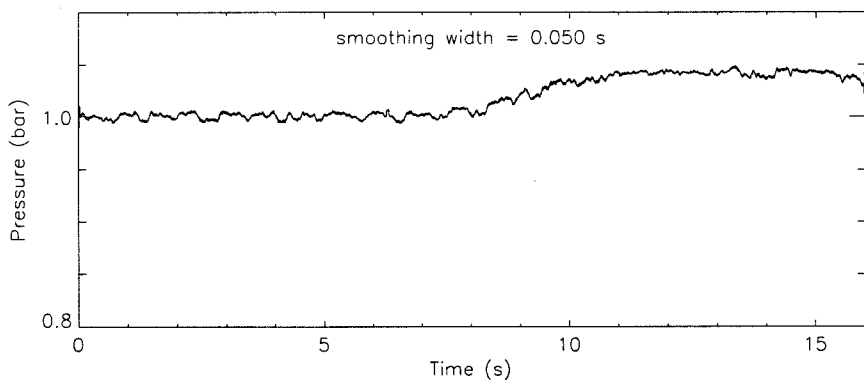
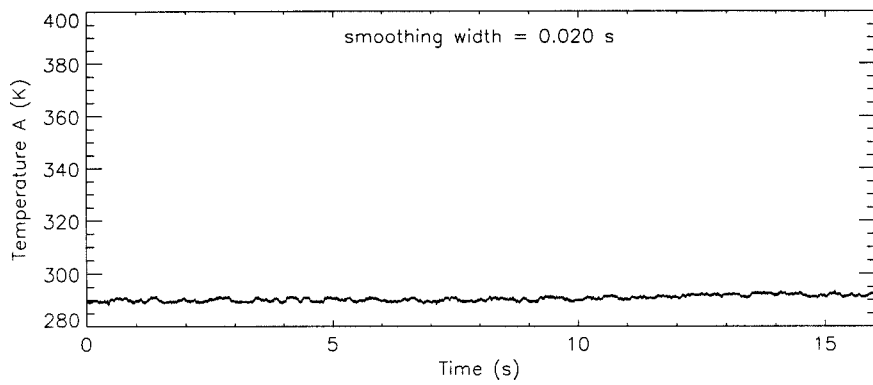
4.62 H<sub>2</sub>, 0% N<sub>2</sub>, 2.31 % NH<sub>3</sub>, 0.11% CH<sub>4</sub>, 89% Air, 3.96% N<sub>2</sub>, 100 kPa, spark plug, hi pot

## Run no. 93

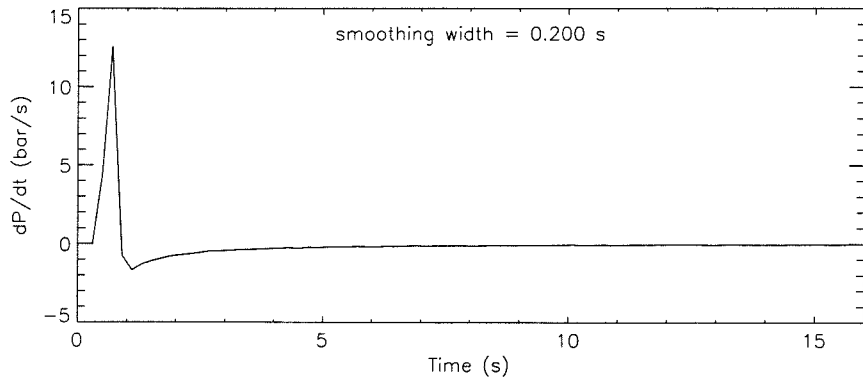
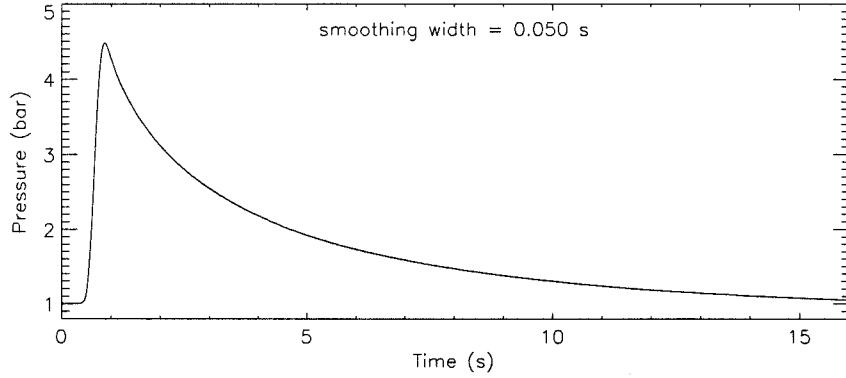
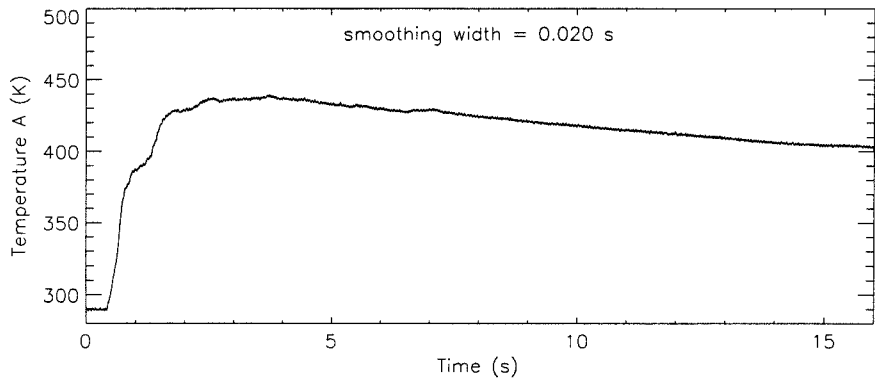
3.78 H<sub>2</sub>, 0% N<sub>2</sub>O, 1.89 % NH<sub>3</sub>, 0.09% CH<sub>4</sub>, 91% Air, 3.24% N<sub>2</sub>, 100 kPa, spark plug, hi pot



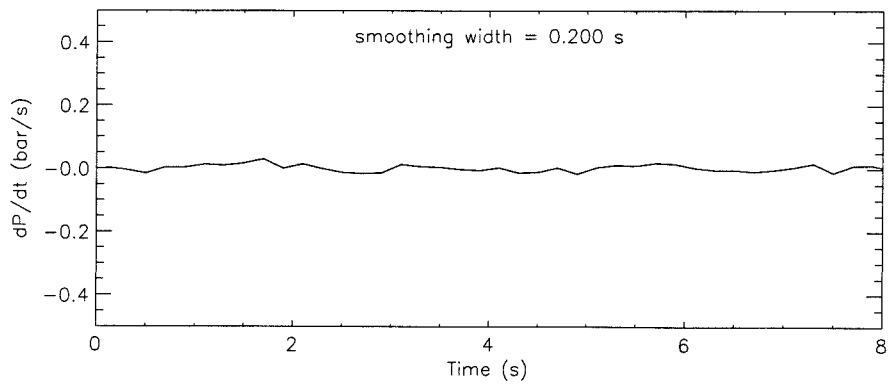
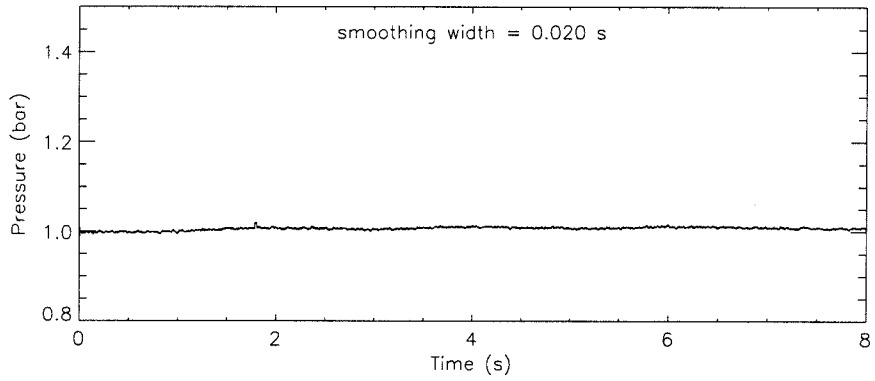
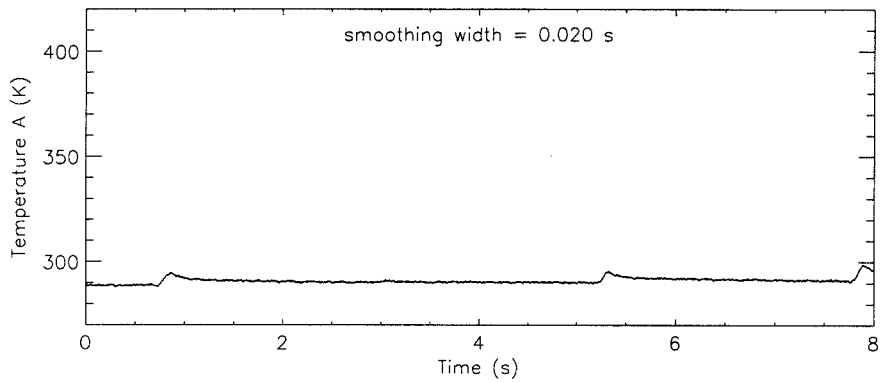
Run no. 94

3.36 H<sub>2</sub>, 0% N<sub>2</sub>, 1.68 % NH<sub>3</sub>, 0.08% CH<sub>4</sub>, 92% Air, 2.88% N<sub>2</sub>, 100 kPa, spark plug, hi pot

Run no. 95

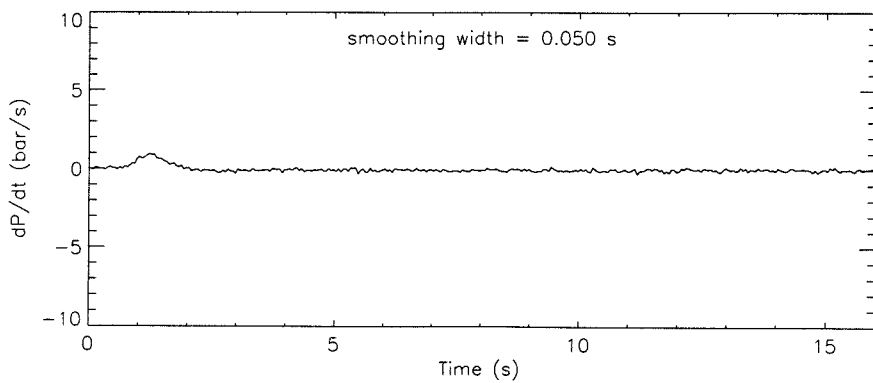
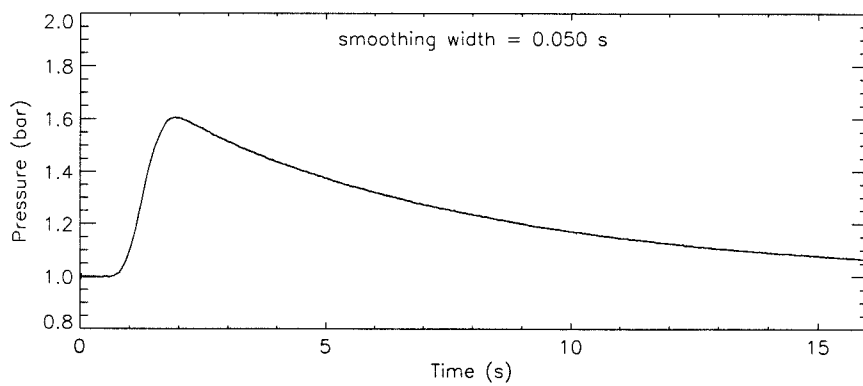
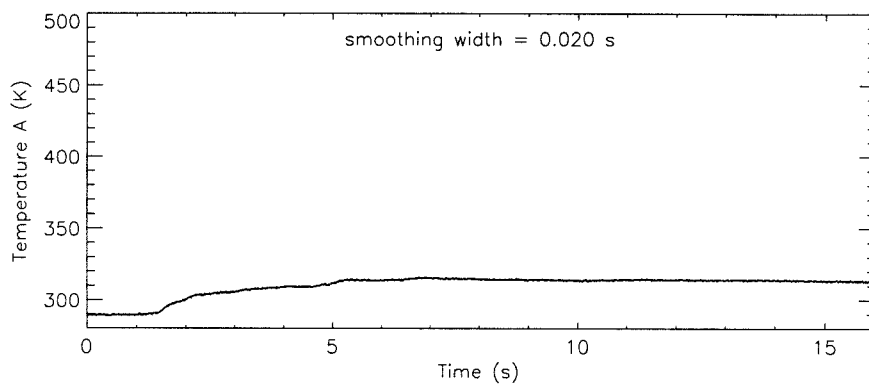
7.14 H<sub>2</sub>, 0% N<sub>2</sub>O, 3.57 % NH<sub>3</sub>, 0.17% CH<sub>4</sub>, 83% Air, 6.12% N<sub>2</sub>, 100 kPa, spark plug, hi pot

Run no. 96

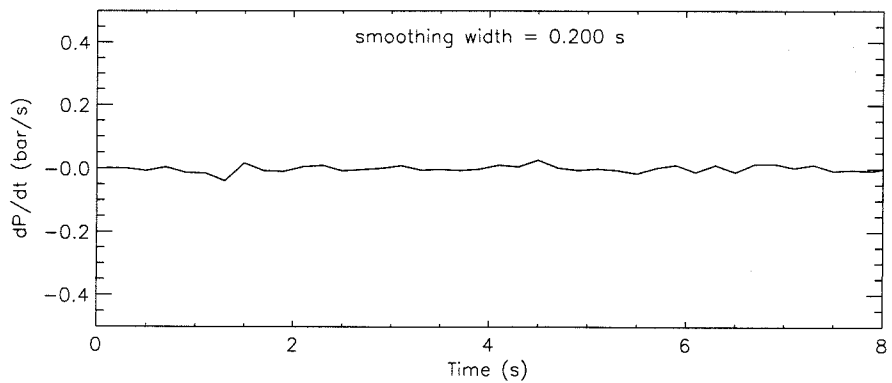
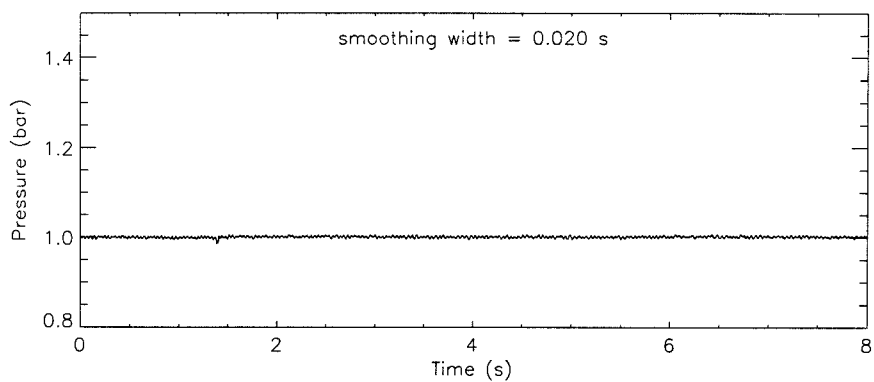
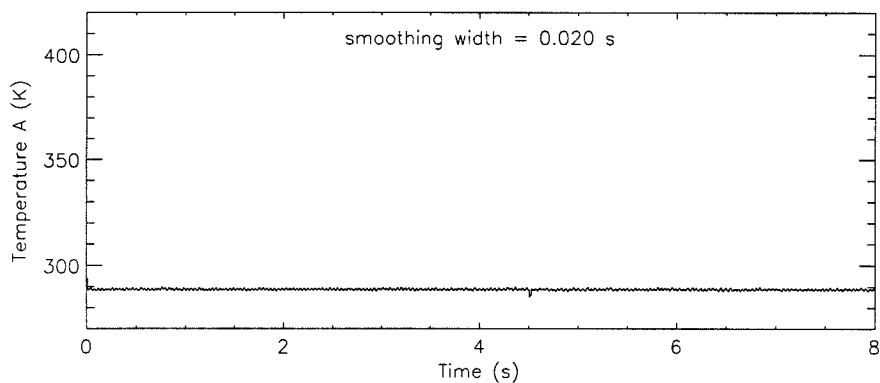
5% H<sub>2</sub>, 0% N<sub>2</sub>, 0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 95% Air, 100 kPa, spark plug, hi pot



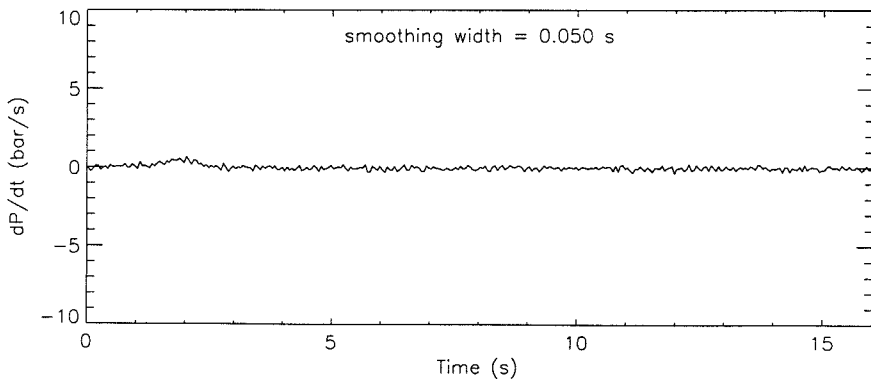
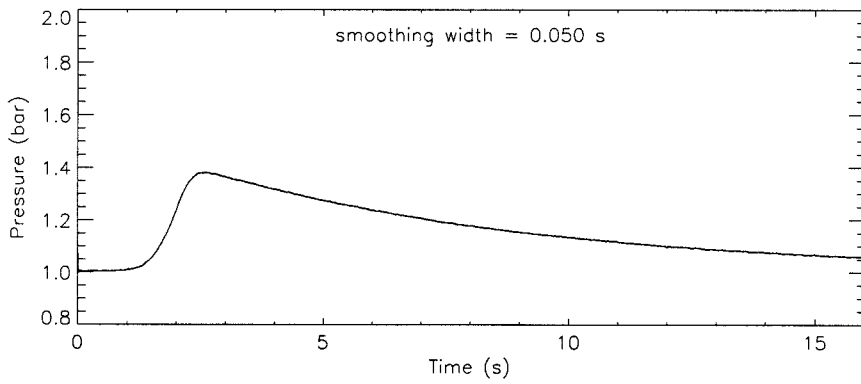
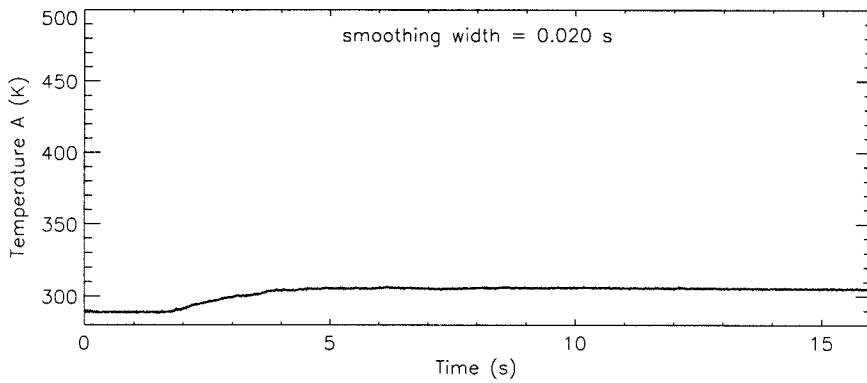
Run no. 96a

5% H<sub>2</sub>, 0% N<sub>2</sub>, 0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 95% Air, 100 kPa, spark plug, fan on

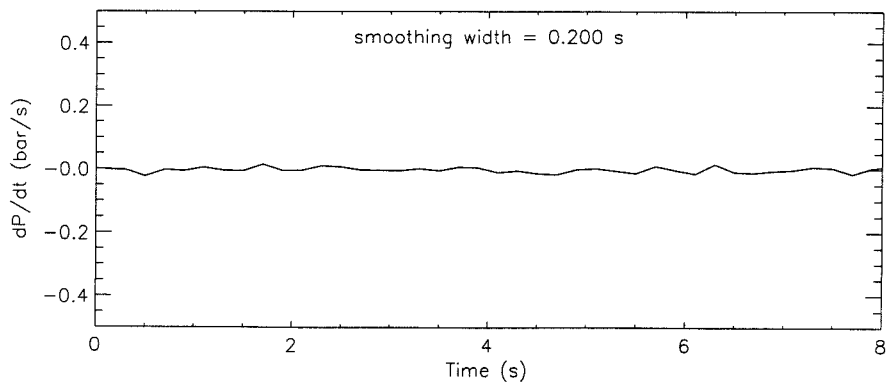
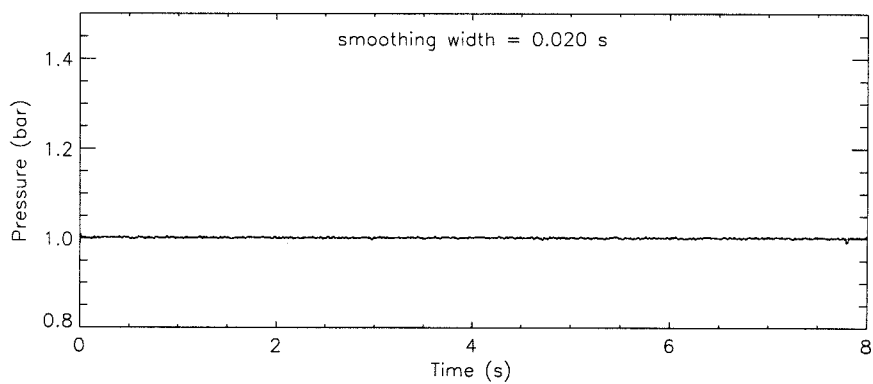
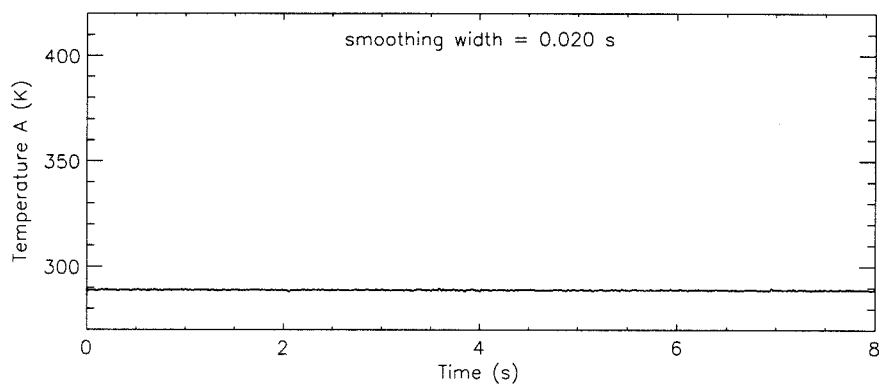
Run no. 97

4% H<sub>2</sub>, 0% N<sub>2</sub>O, 0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 96% Air, 100 kPa, spark plug, hi pot

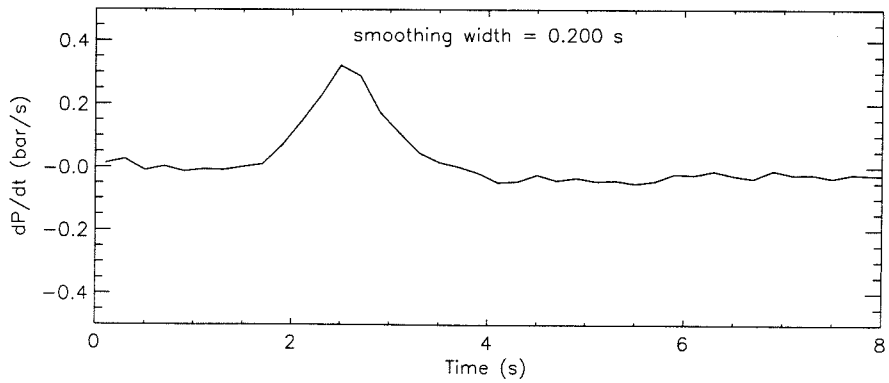
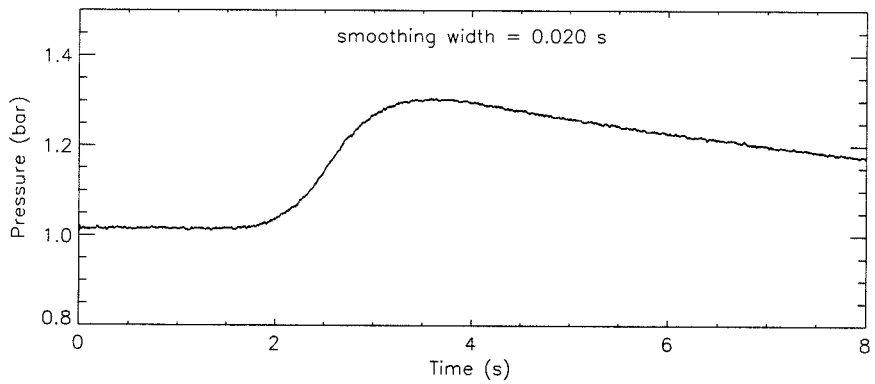
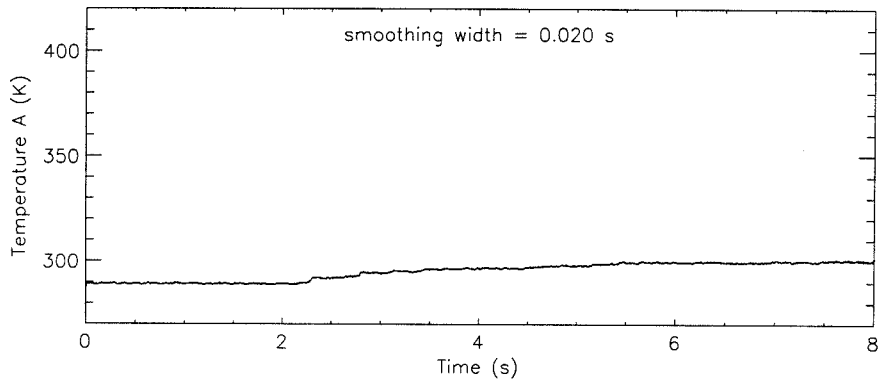
Run no. 97c

4.58% H<sub>2</sub>, 0% N<sub>2</sub>O, 0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 96% Air, 100 kPa, spark plug, hi pot

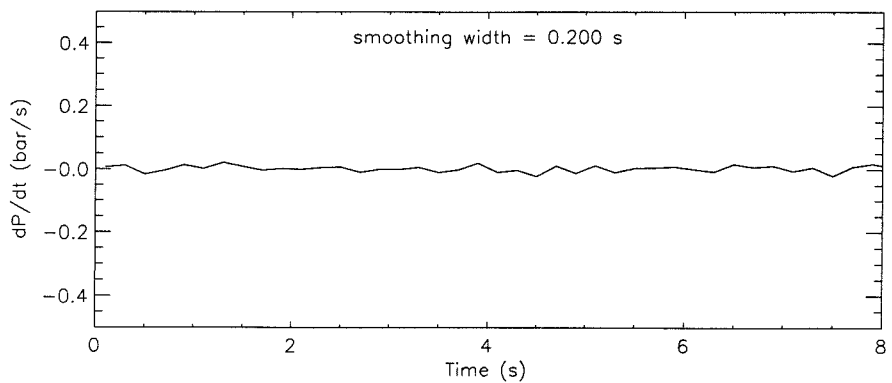
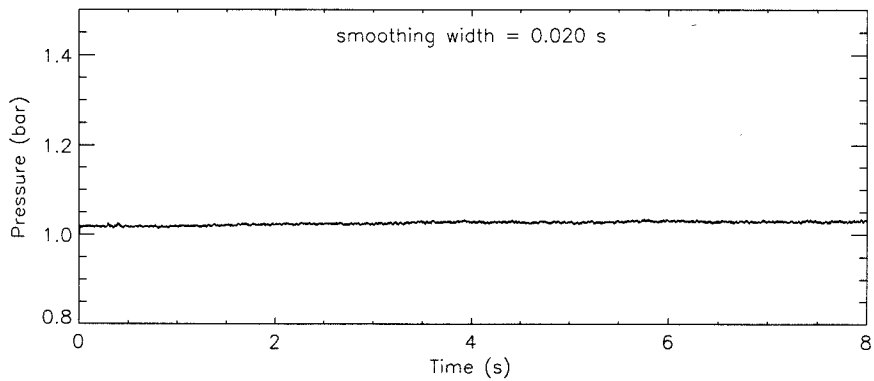
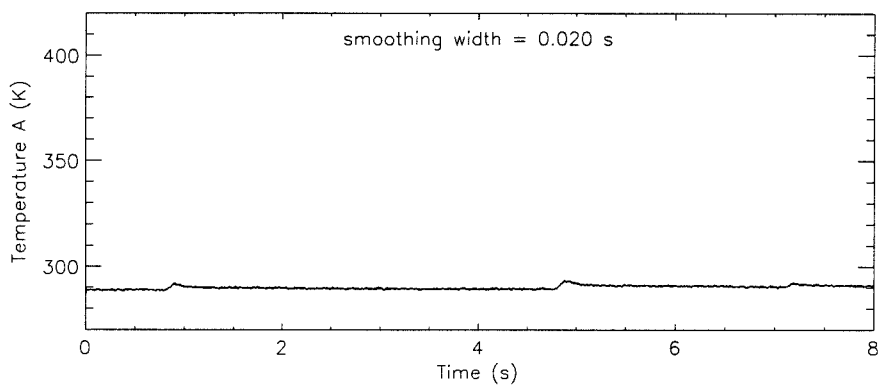
Run no. 98

3% H<sub>2</sub>, 0% N<sub>2</sub>O, 0% NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 97% Air, 100 kPa, spark plug, hi pot

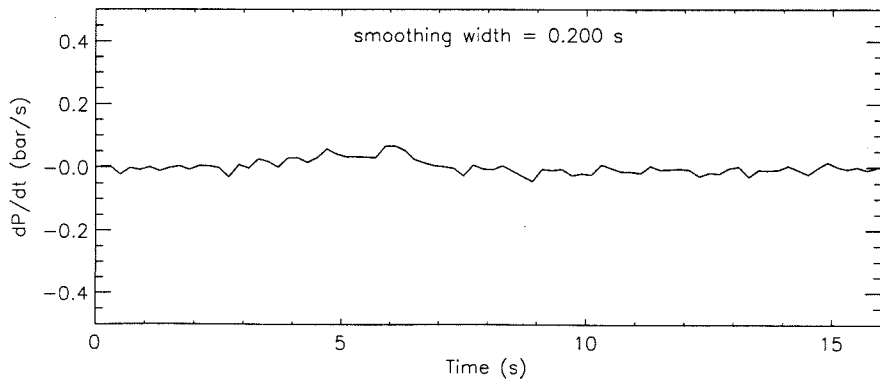
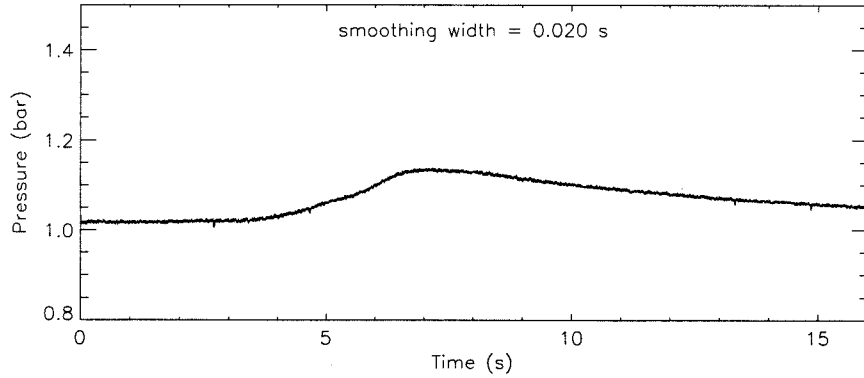
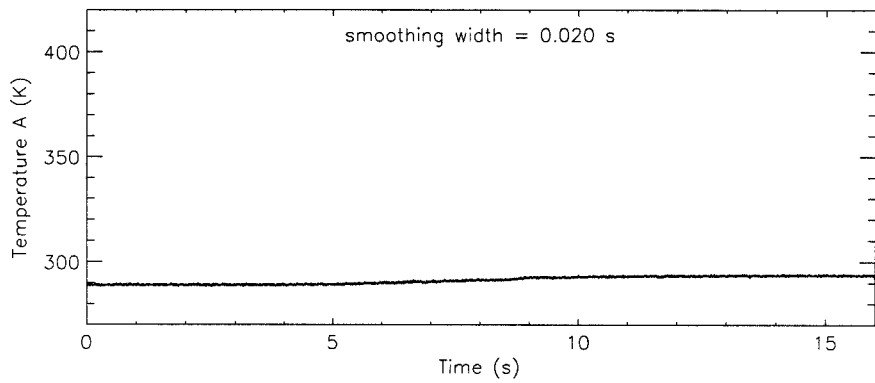
Run no. 98c

4.5% H<sub>2</sub>, 0% N<sub>2</sub>O, 0 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 95.5% Air, 101.5 kPa, spark plug, hi pot

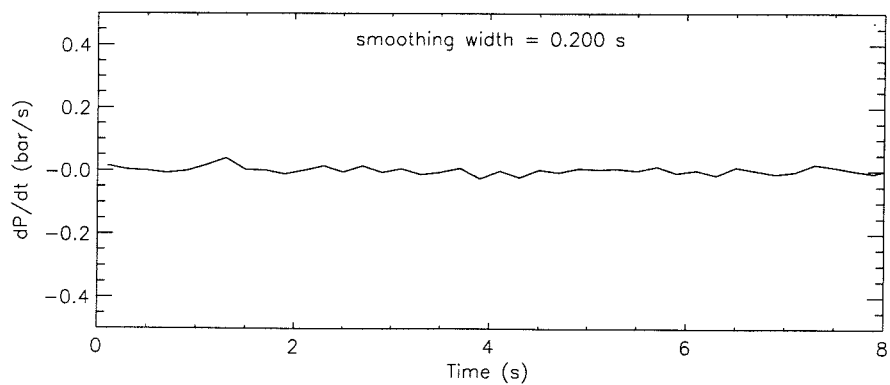
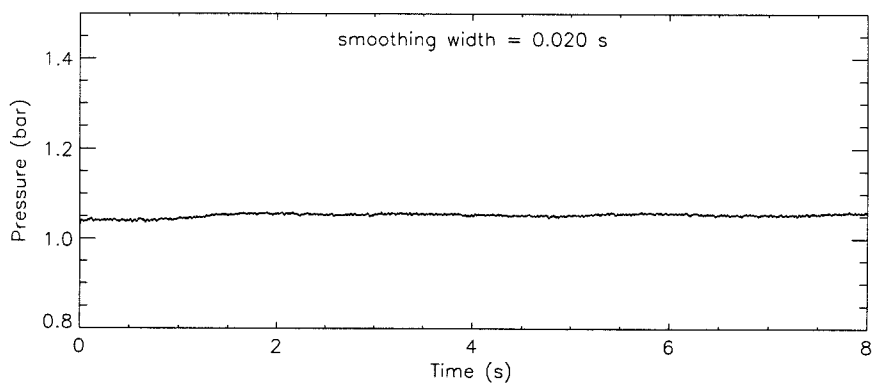
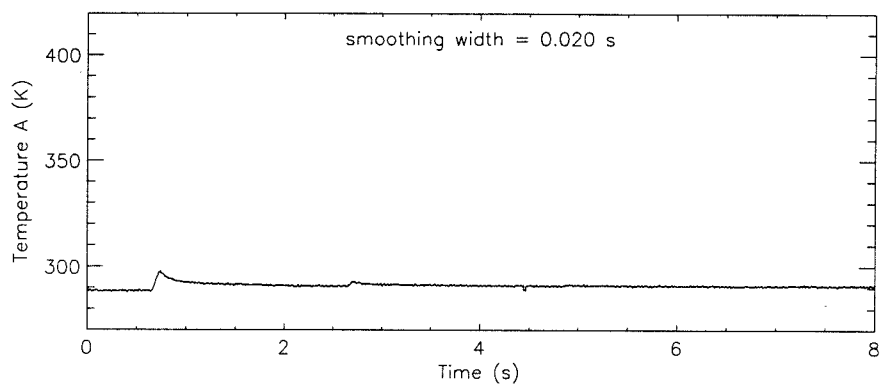
Run no. 99

2.9% H<sub>2</sub>, 0% N<sub>2</sub>O, 3.9 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 95% Air, 100 kPa, spark plug, hi pot

Run no. 99c

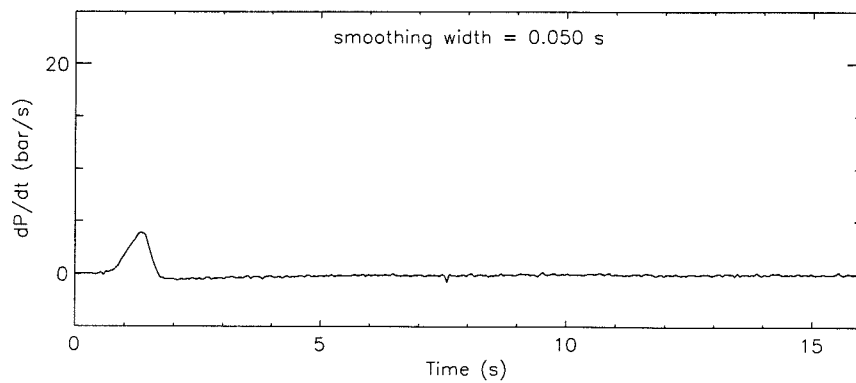
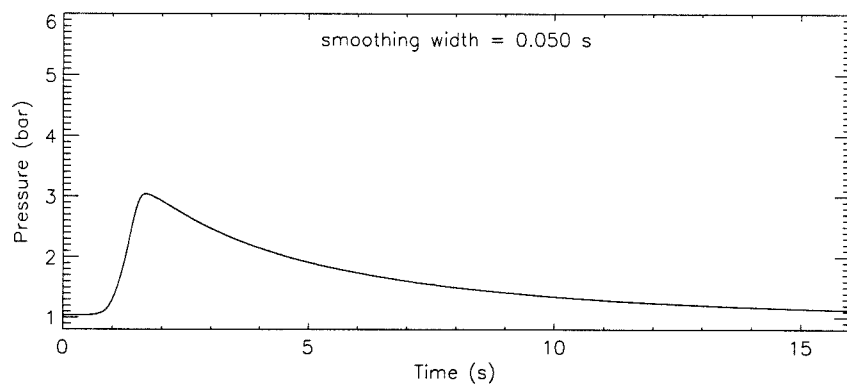
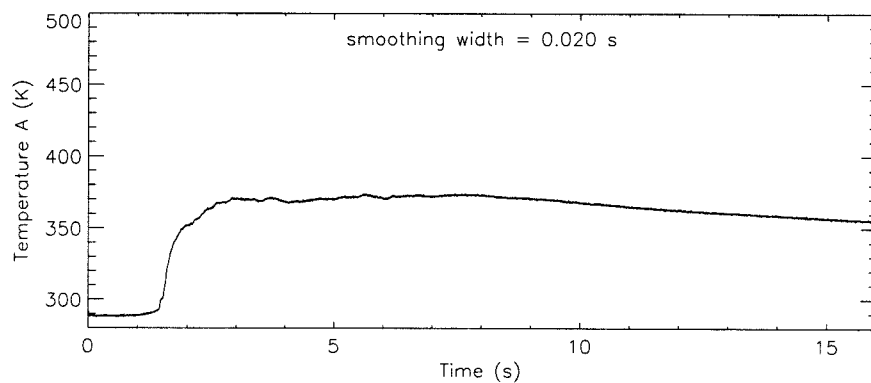
2.9% H<sub>2</sub>, 0% N<sub>2</sub>O, 3.9 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 95% Air, 100 kPa, spark plug, hi pot, FAN ON

Run no. 100

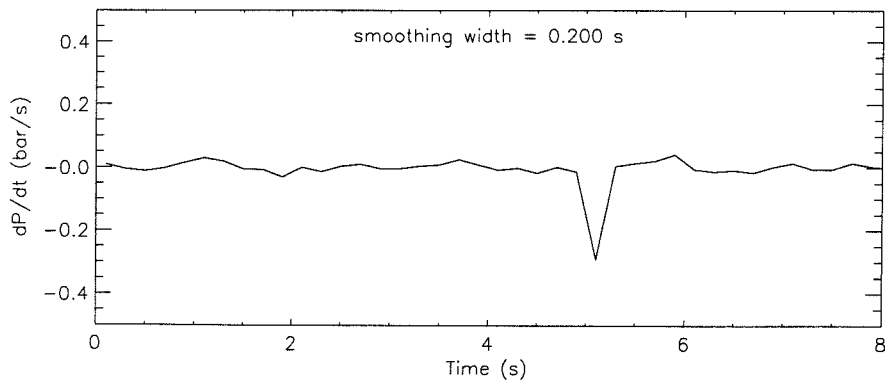
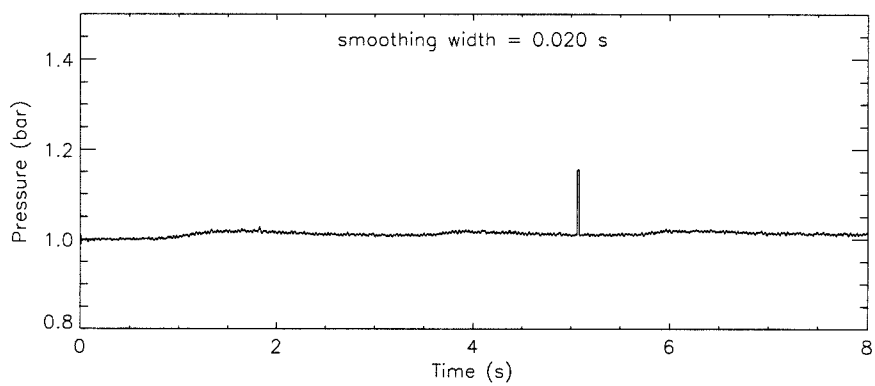
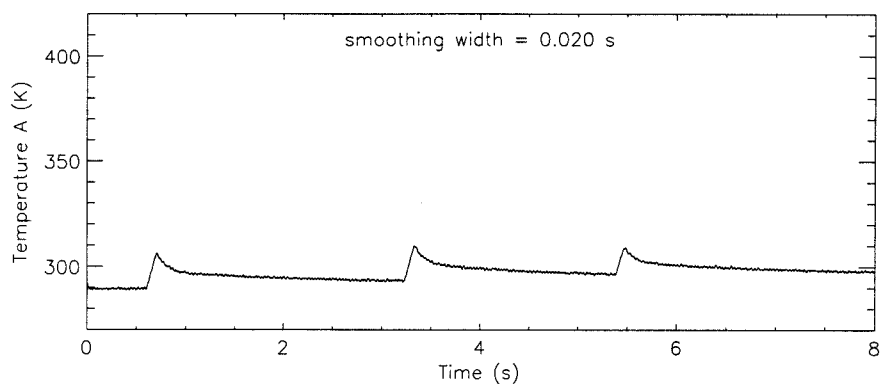
1.9% H<sub>2</sub>, 0% N<sub>2</sub>O, 9.6 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 88.4% Air, 100 kPa, spark plug, hi pot



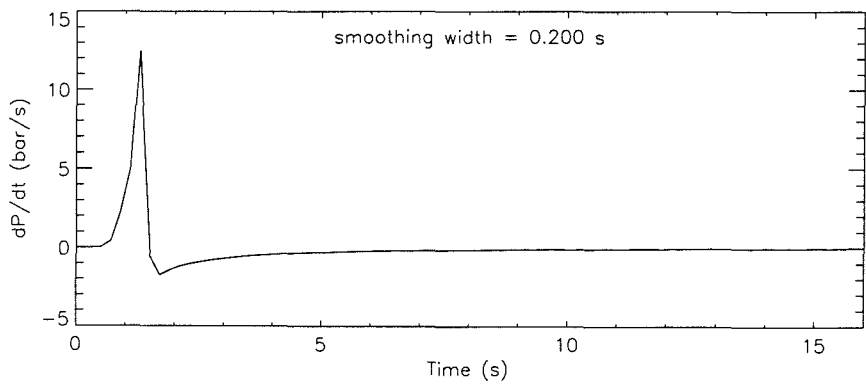
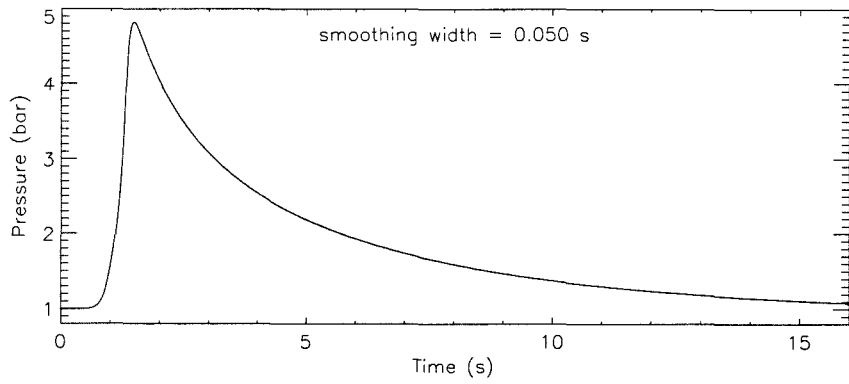
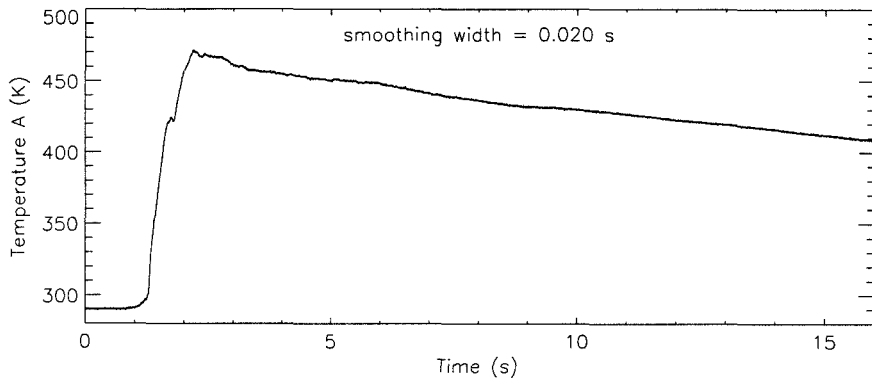
Run no. 100a

2.0 H<sub>2</sub>, 0 N<sub>2</sub>O, 10.0 NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 92 Air, 103.98 kPa, spark plug, hi pot, FAN ON

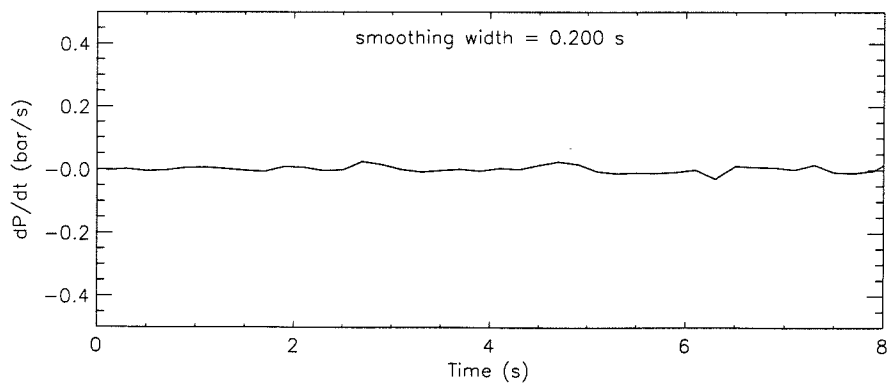
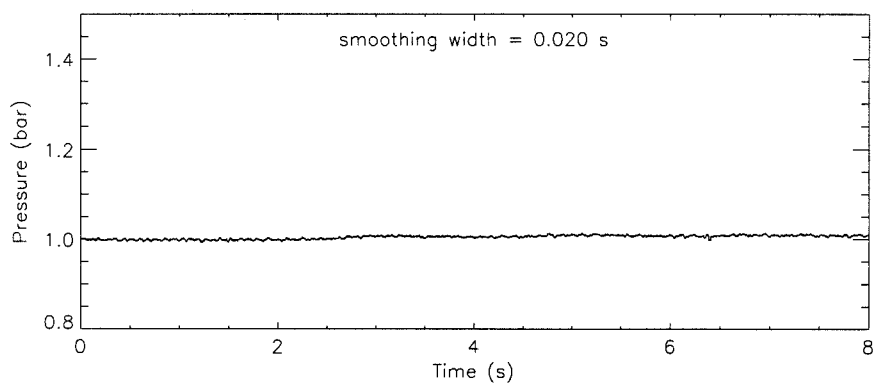
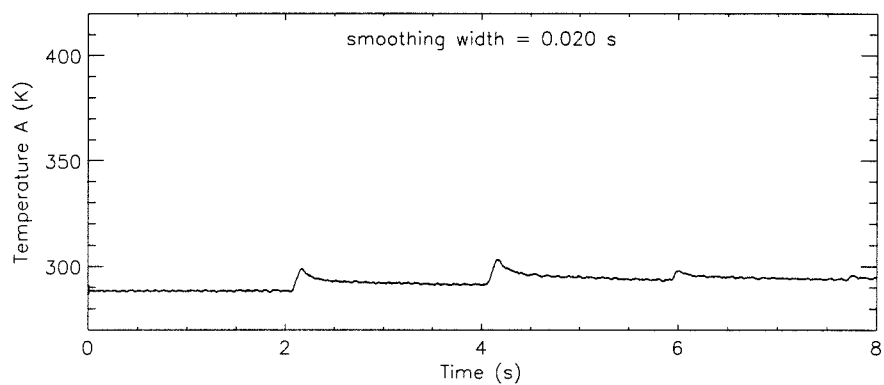
Run no. 101

2% H<sub>2</sub>, 0% N<sub>2</sub>O, 10 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 88% Air, 100 kPa, spark plug, hi pot

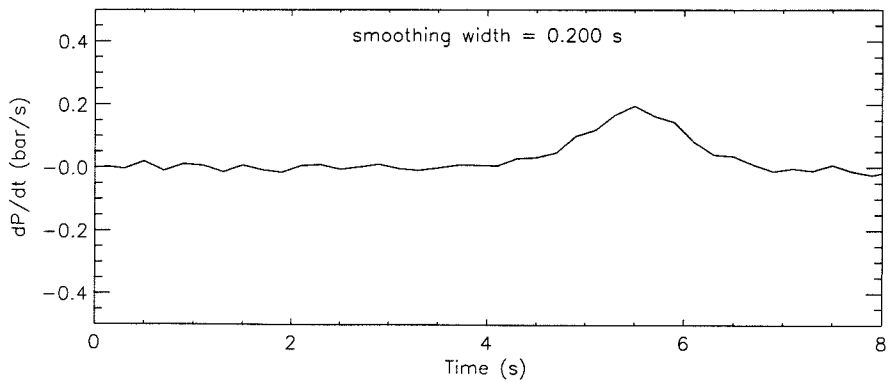
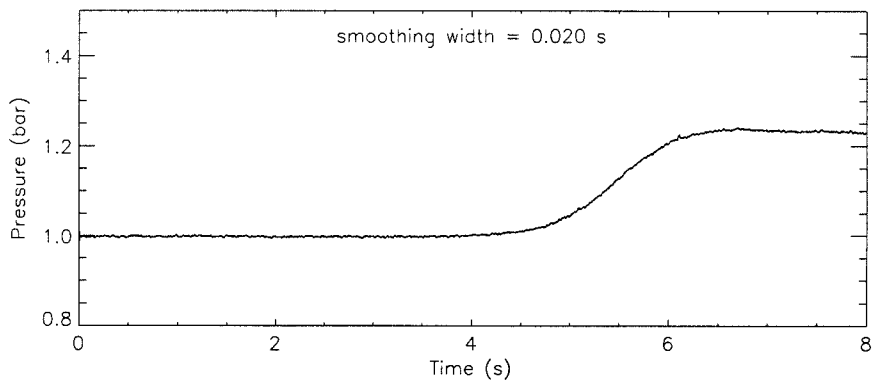
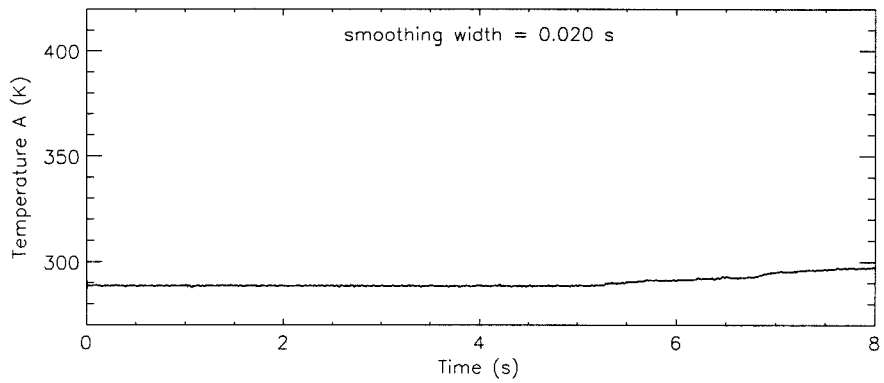
Run no. 101a

2% H<sub>2</sub>, 0% N<sub>2</sub>O, 10 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 88% Air, 100 kPa, spark plug, hi pot, fan on

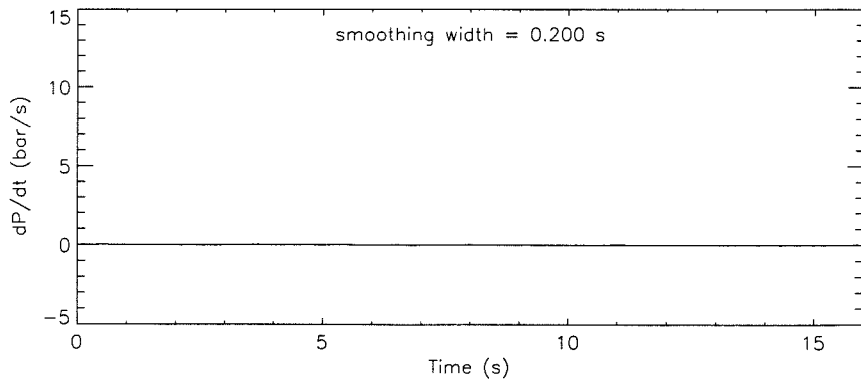
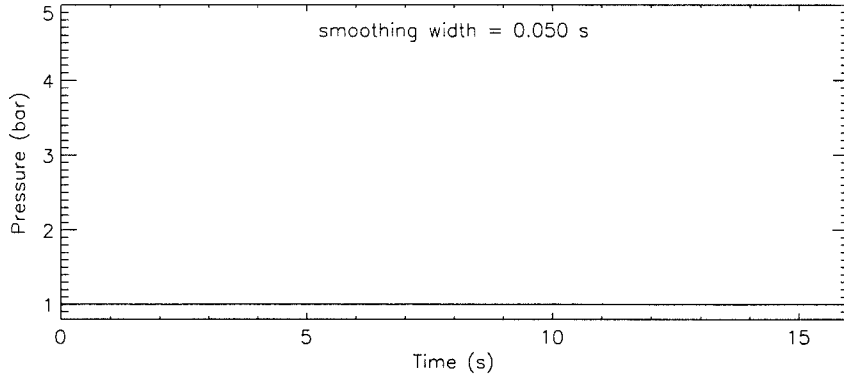
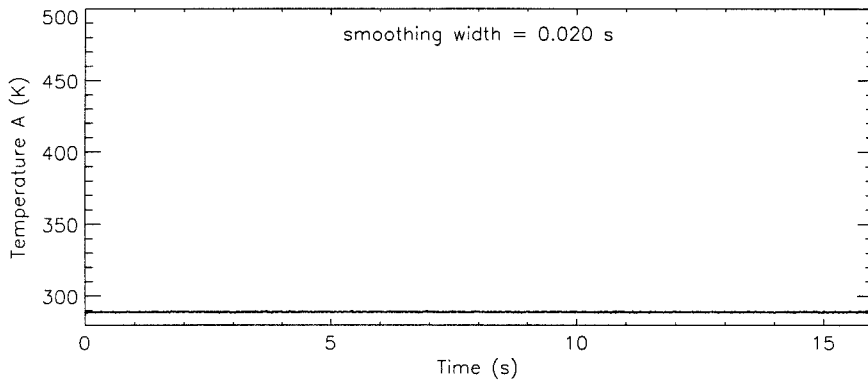
Run no. 102

2% H<sub>2</sub>, 0% N<sub>2</sub>O, 10 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 88% Air, 100 kPa, spark plug, hi pot

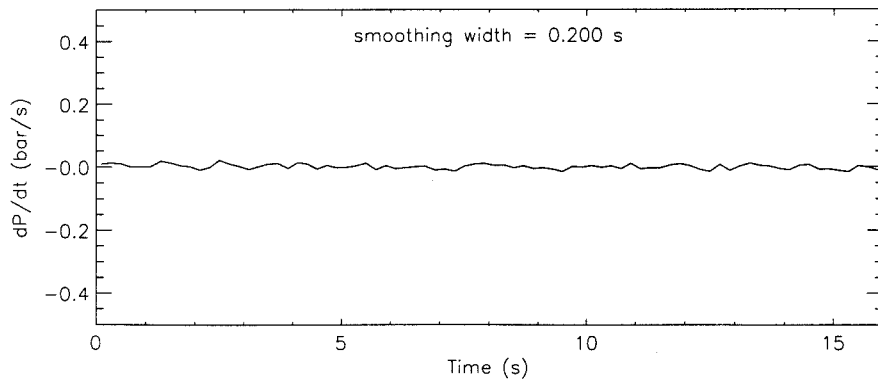
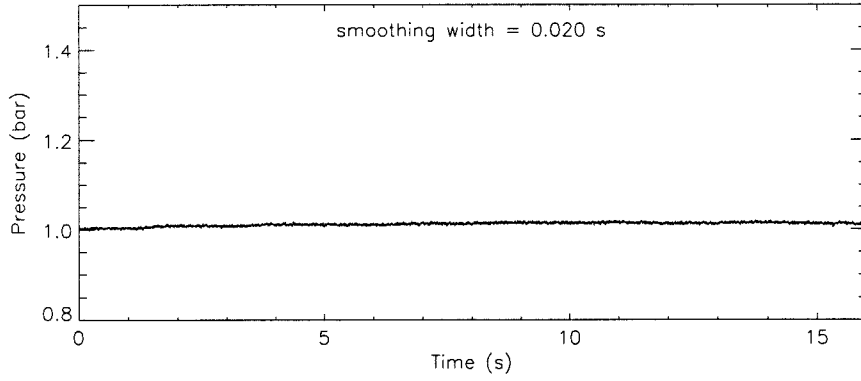
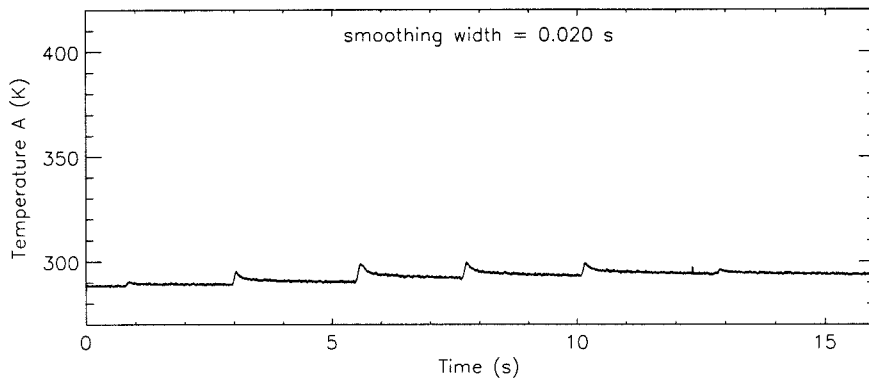
Run no. 102a

2% H<sub>2</sub>, 0% N<sub>2</sub>O, 10 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 88% Air, 100 kPa, spark plug, hi pot, FAN ON

Run no. 104

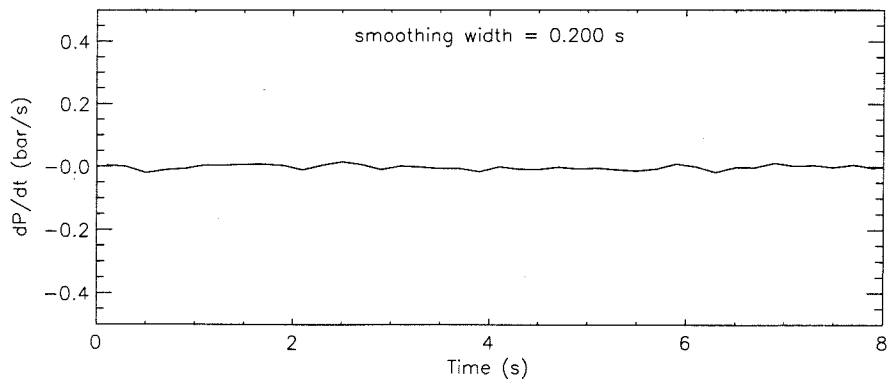
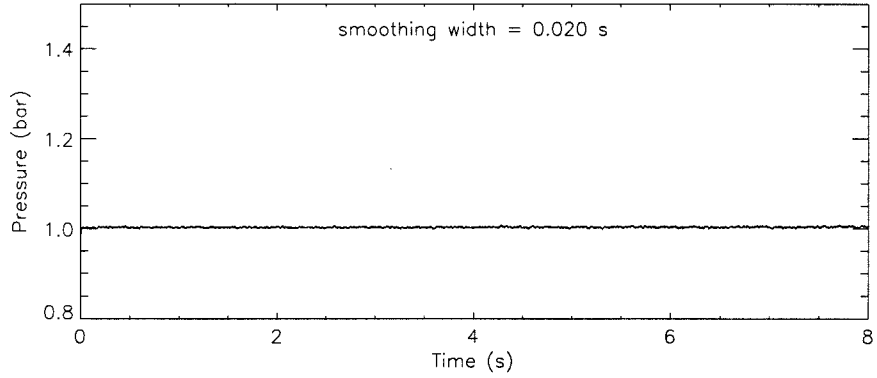
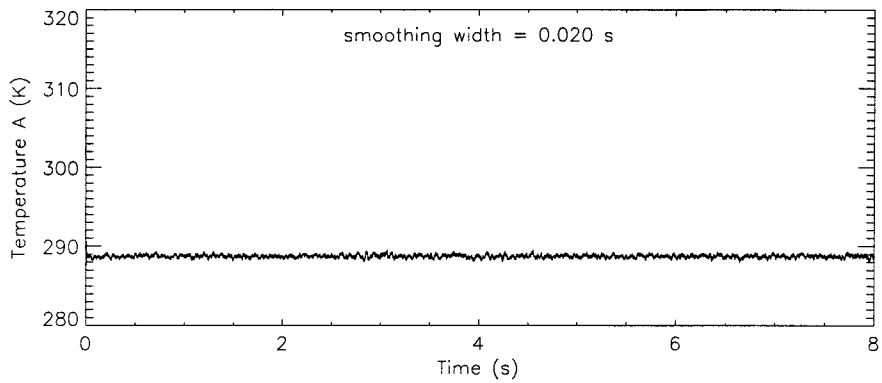
2% H<sub>2</sub>, 0% N<sub>2</sub>O, 7 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 91% Air, 100 kPa, spark plug, hi pot

Run no. 105

2% H<sub>2</sub>, 0% N<sub>2</sub>, 7.0 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 91% Air, 100.0 kPa, spark plug, hi pot

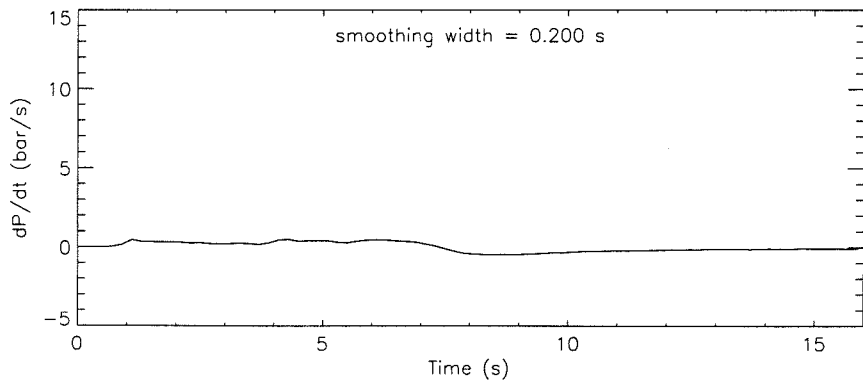
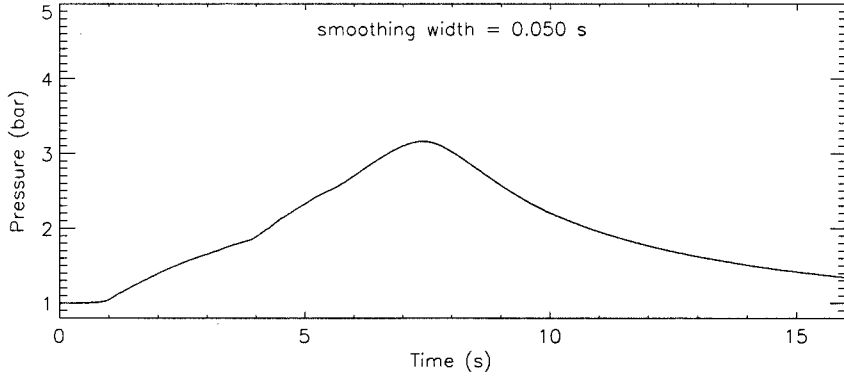
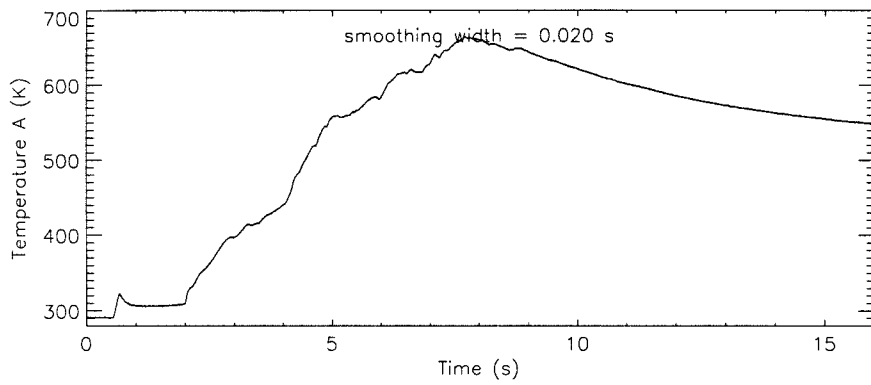
## Run no. 105a

2% H<sub>2</sub>, 0% N<sub>2</sub>, 7.5 % NH<sub>3</sub>, 0.0% CH<sub>4</sub>, 91% Air, 100.5 kPa, spark plug, hi pot, fan on

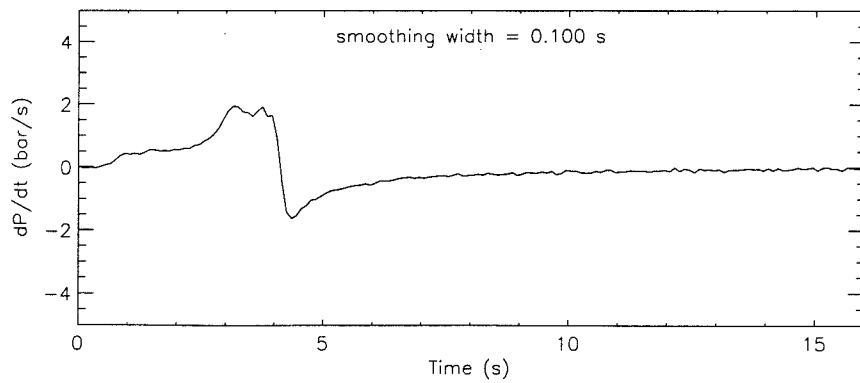
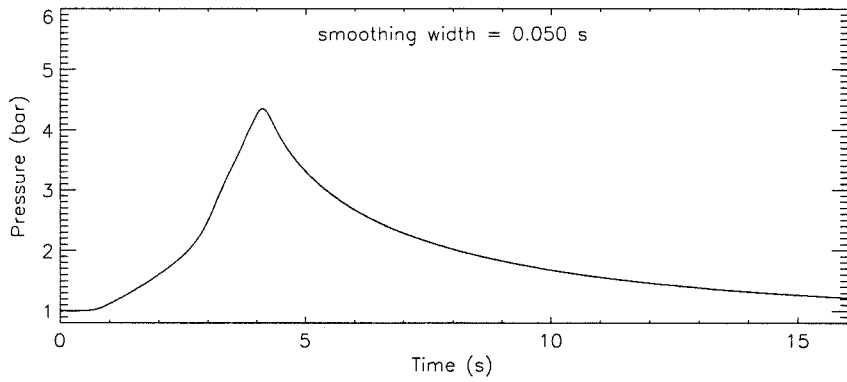
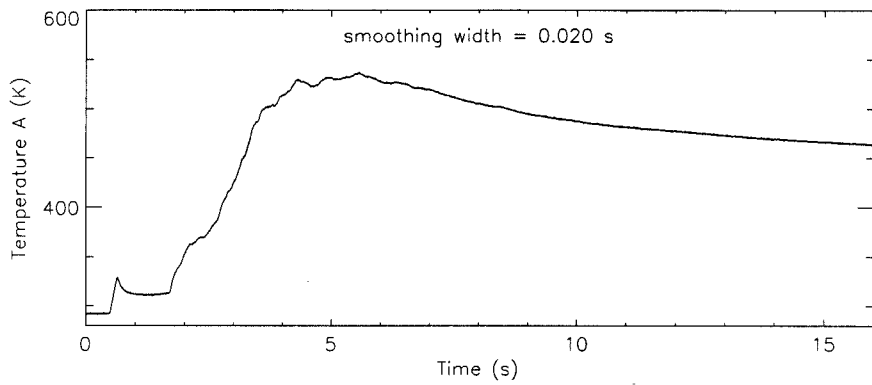




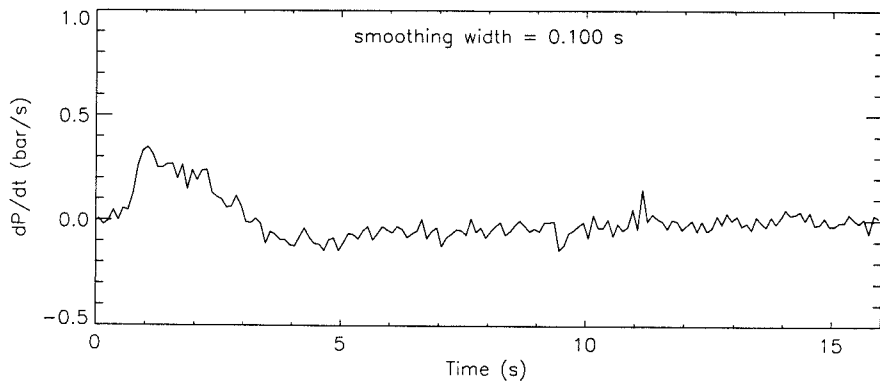
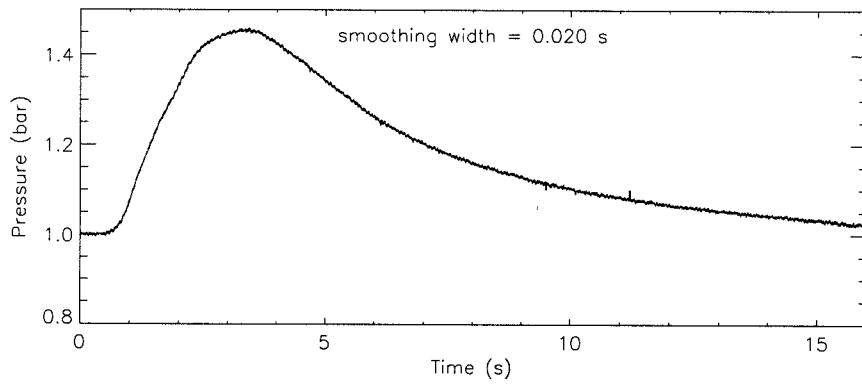
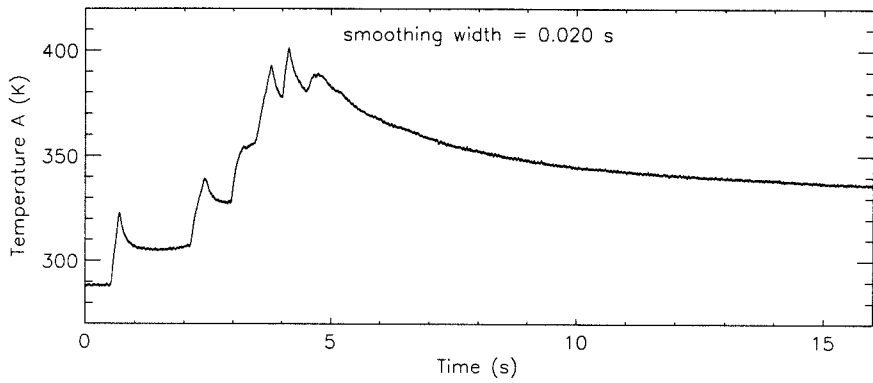
Run no. 121

0.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 18.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 82.0 Air, 100.0 kPa, spark plug, hi pot

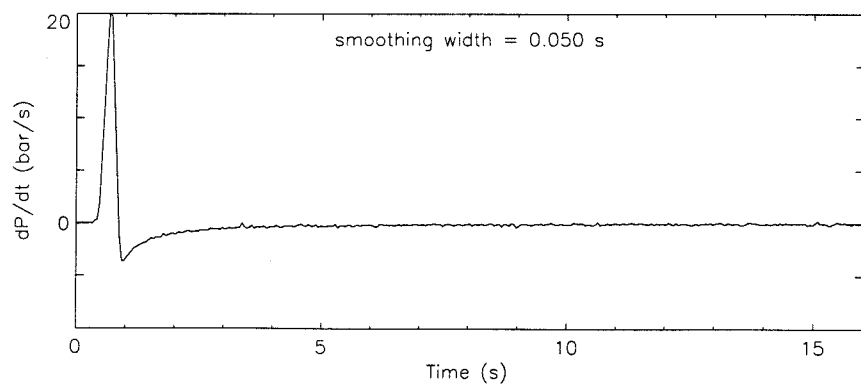
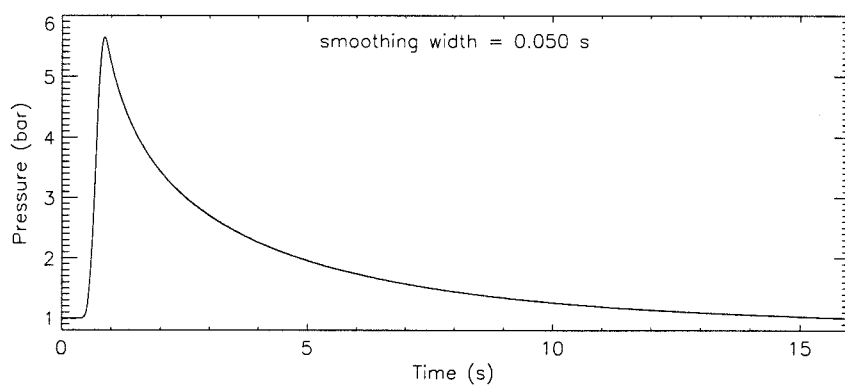
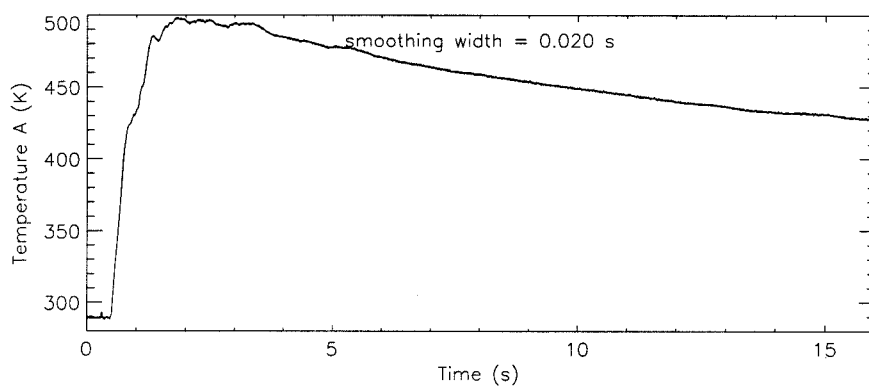
Run no. 122

2.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 15.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 83.0 Air, 100.0 kPa, spark plug, hi pot

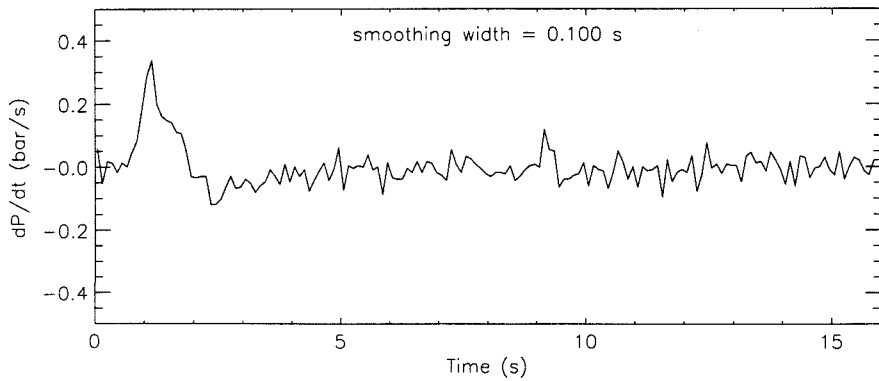
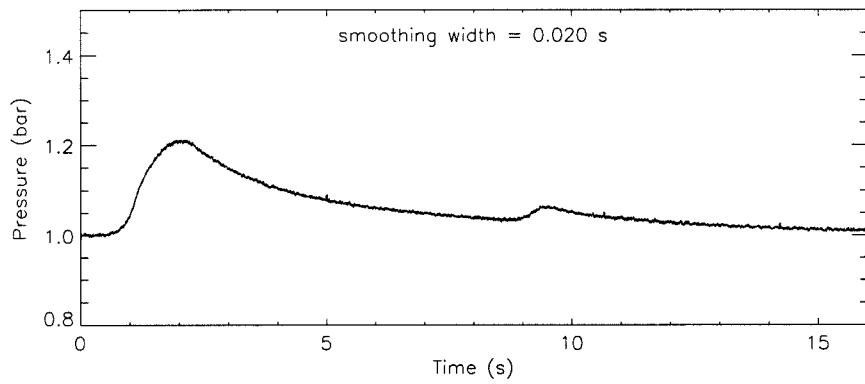
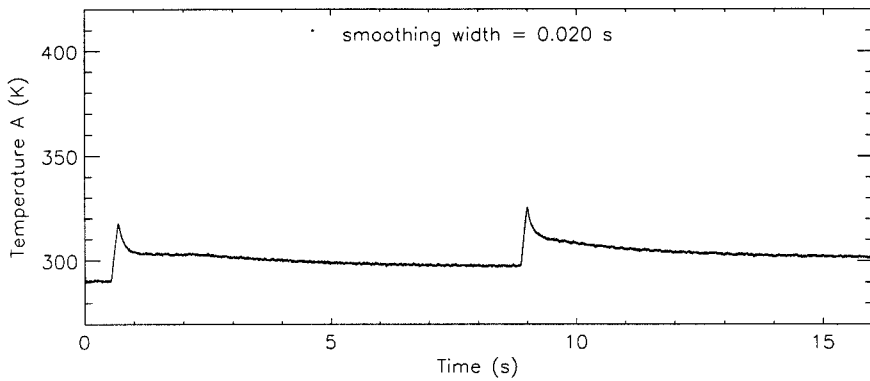
Run no. 123

2.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 14.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 84.0 Air, 100.0 kPa, spark plug, hi pot

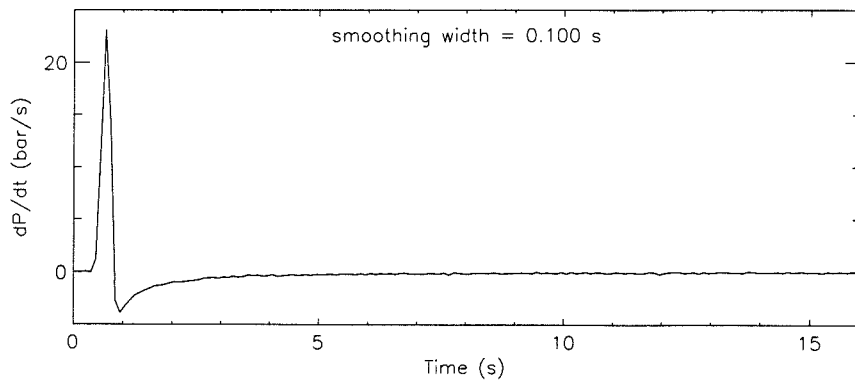
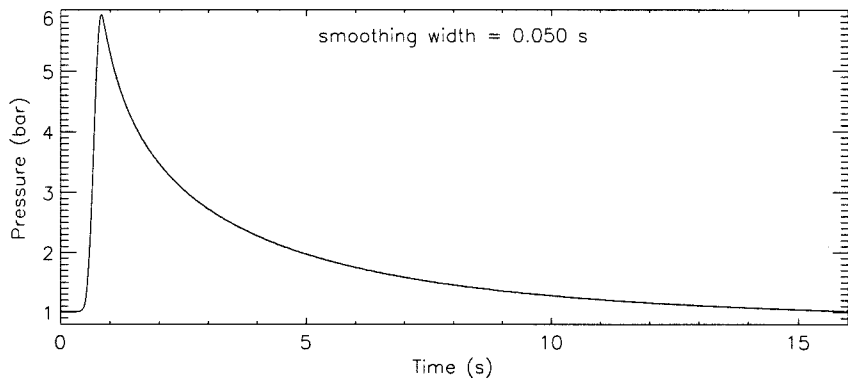
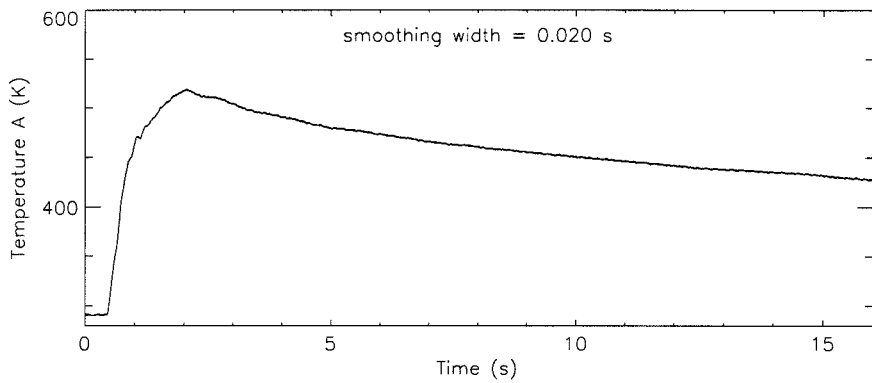
Run no. 123a

4.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 14.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 84.0 Air, 97.3 kPa, spark plug, fan on

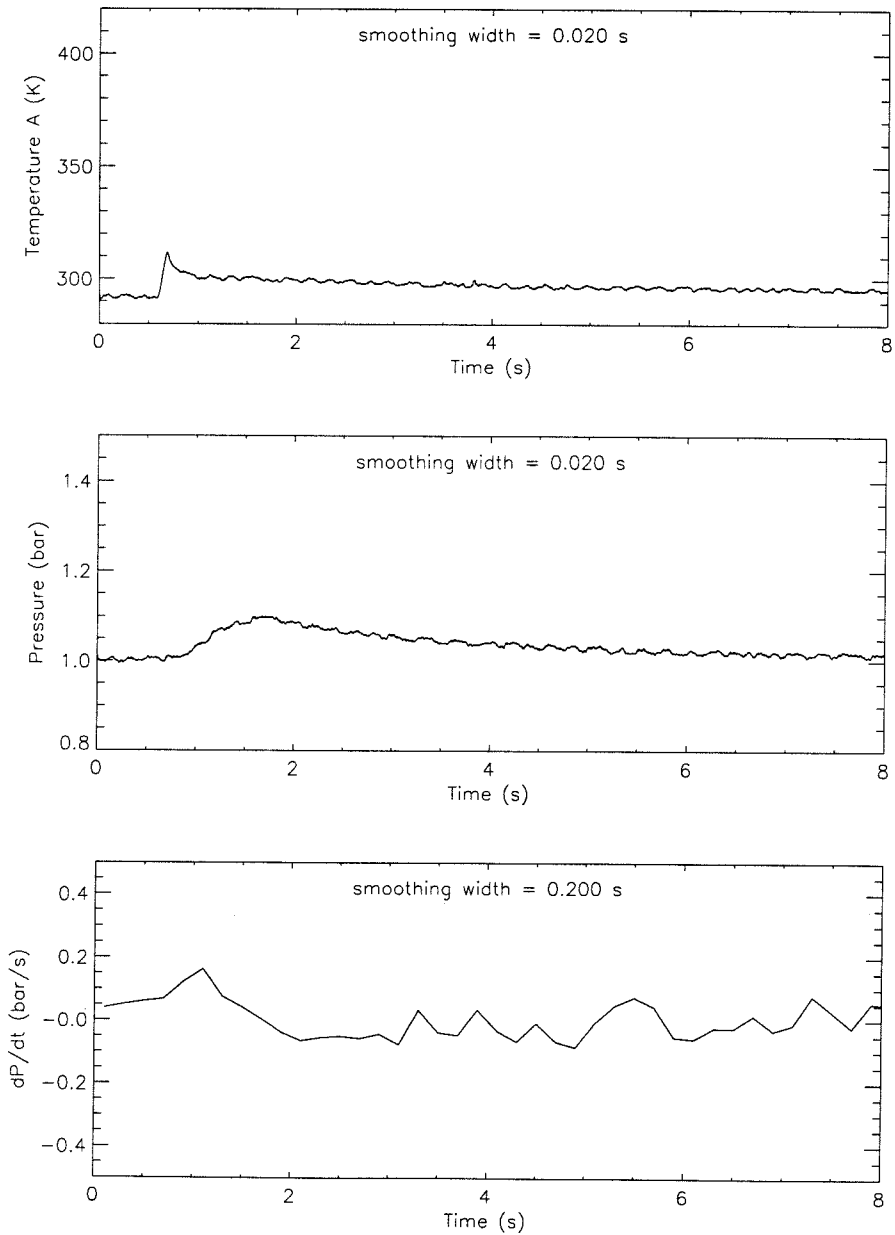
Run no. 124

2.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 13.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 85.0 Air, 100.05 kPa, spark plug, hi pot

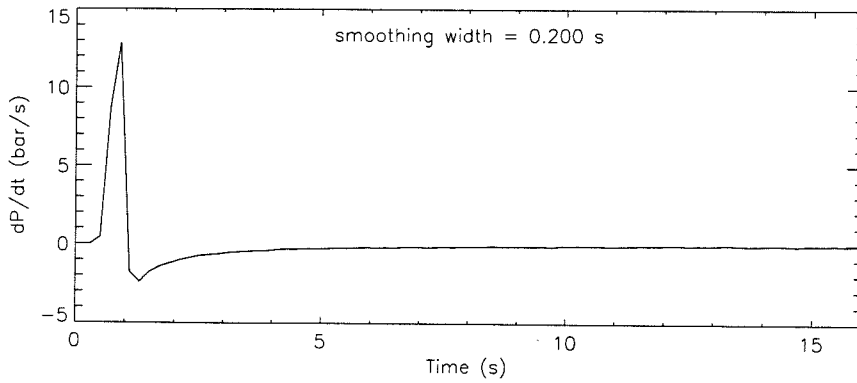
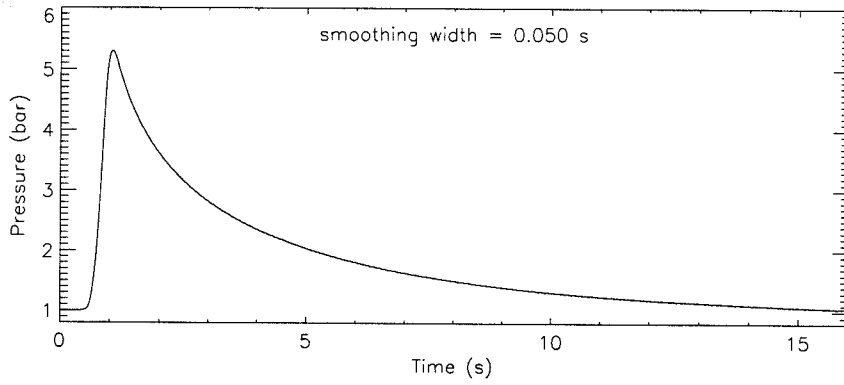
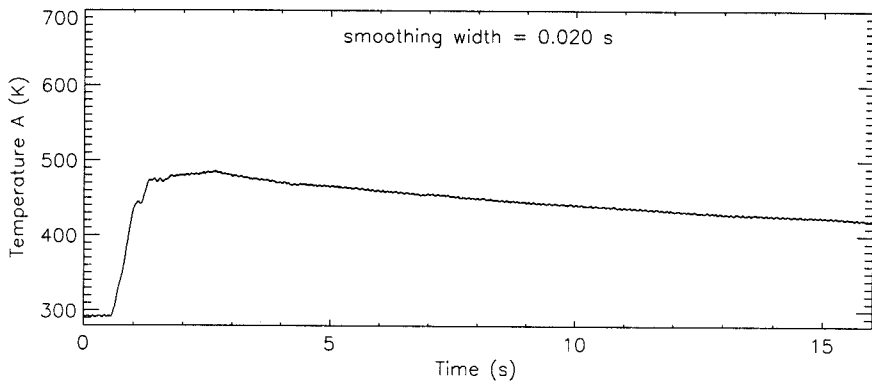
Run no. 124a

4.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 13.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 85.0 Air, 101 kPa, spark plug, hi pot

Run no. 125

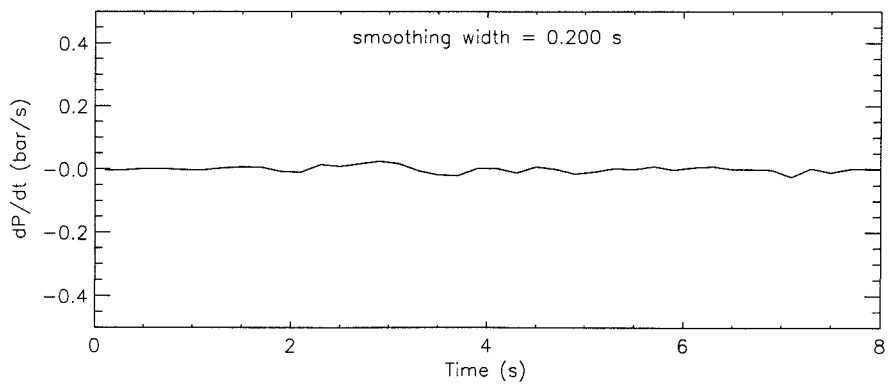
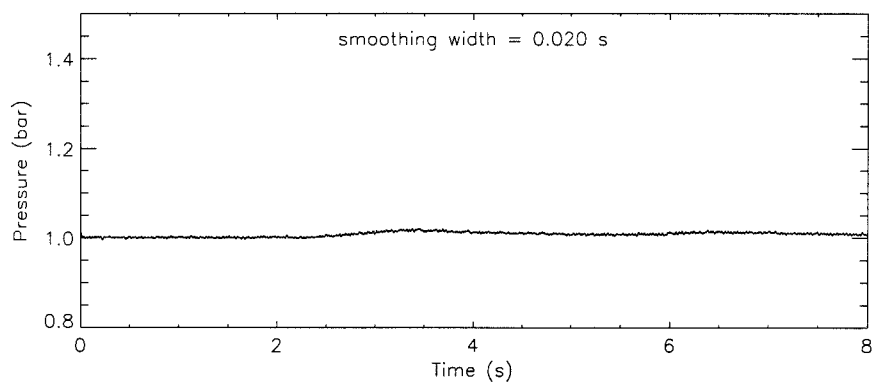
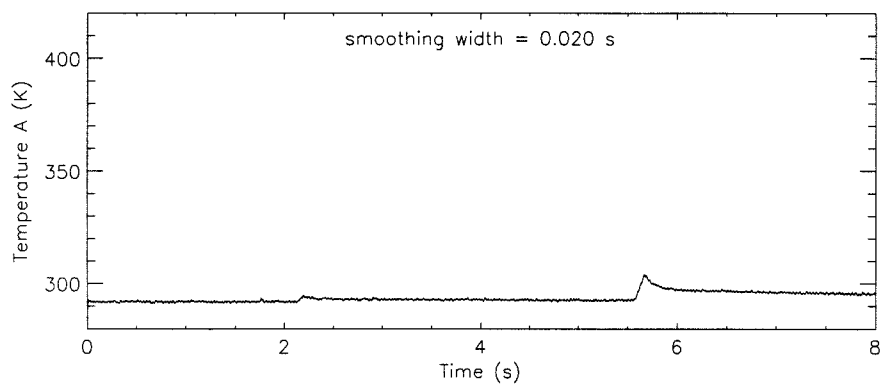
2.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 12.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 86.0 Air, 100 kPa, spark plug, hi pot

Run no. 125a

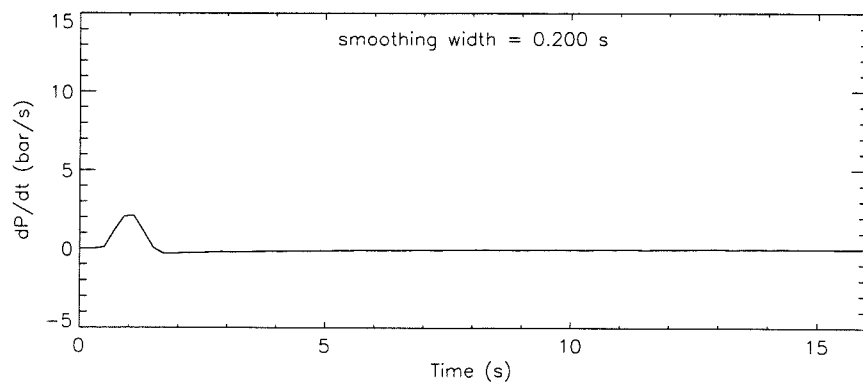
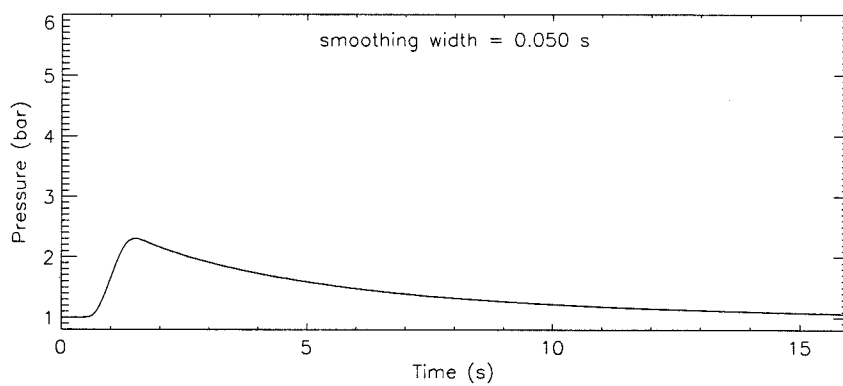
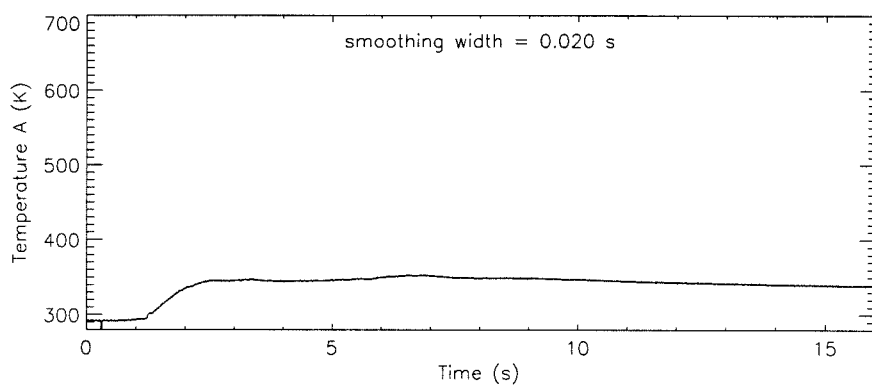
2.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 12.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 86.0 Air, 101 kPa, spark plug, hi pot, fan on



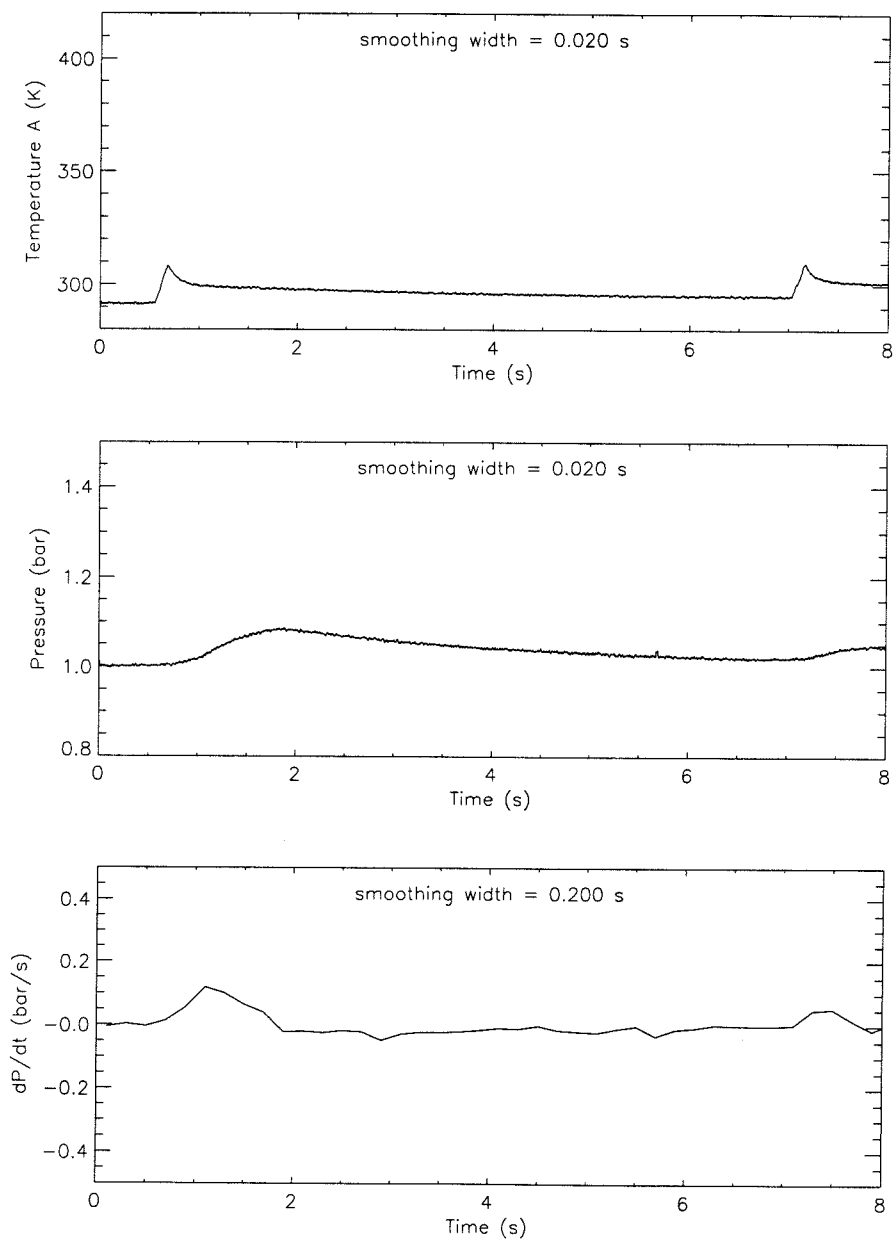
Run no. 126

4.2 H<sub>2</sub>, 4.2 N<sub>2</sub>O, 3.6 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 88.0 Air, 100 kPa, spark plug, hi pot

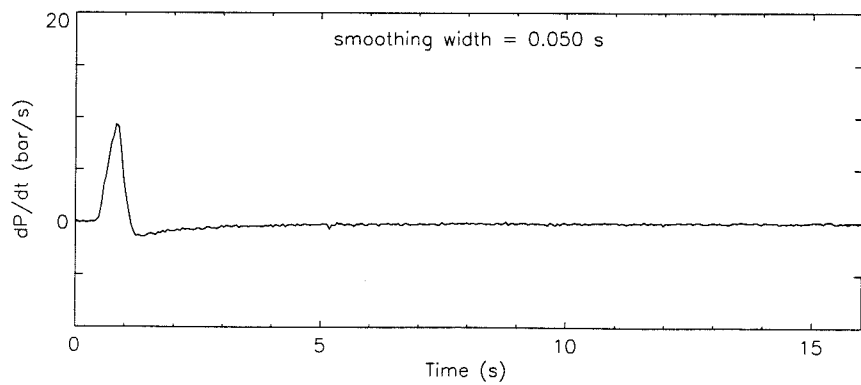
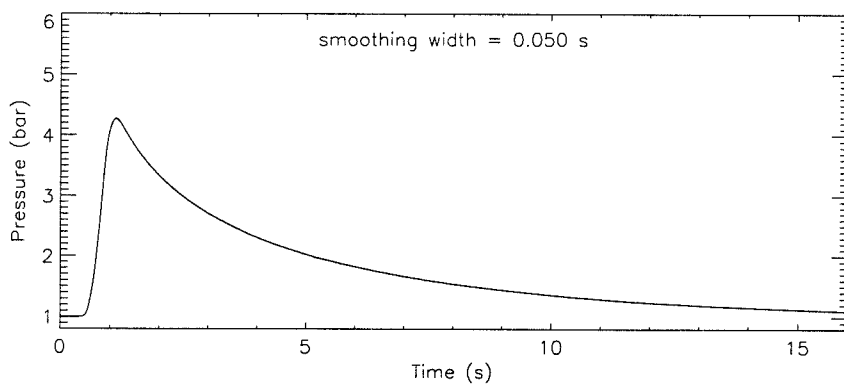
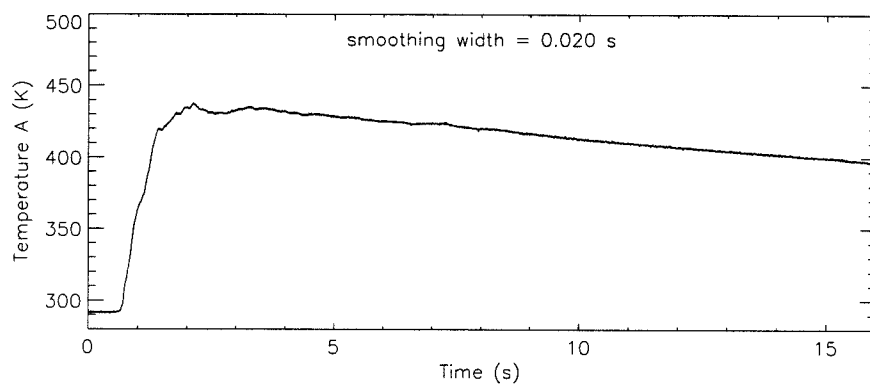
Run no. 126a

4.2 H<sub>2</sub>, 4.2 N<sub>2</sub>O, 3.6 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 88.0 Air, 100 kPa, spark plug, hi pot, fan on

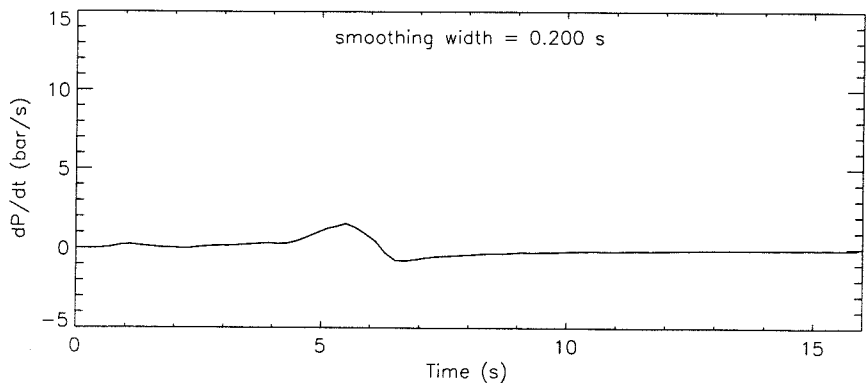
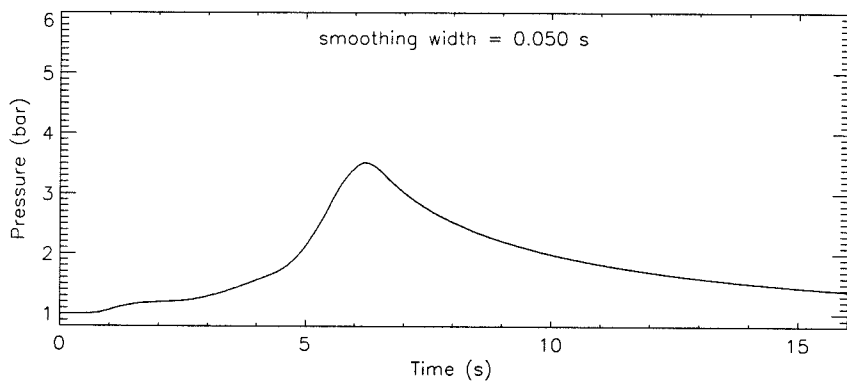
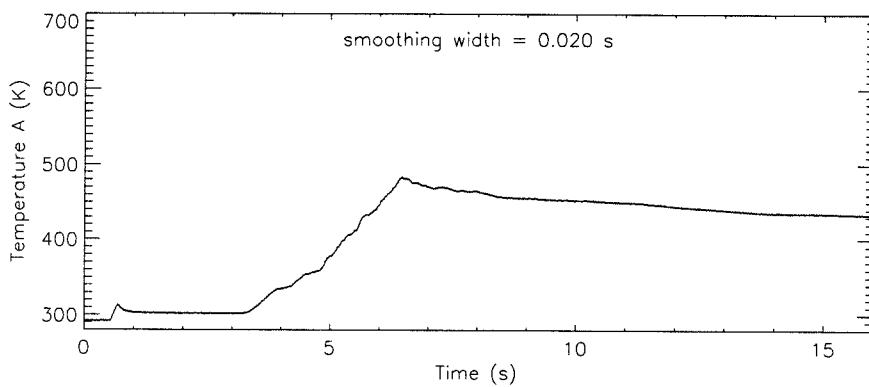
Run no. 127

5.25 H<sub>2</sub>, 5.25 N<sub>2</sub>O, 4.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 85.0 Air, 100 kPa, spark plug, hi pot

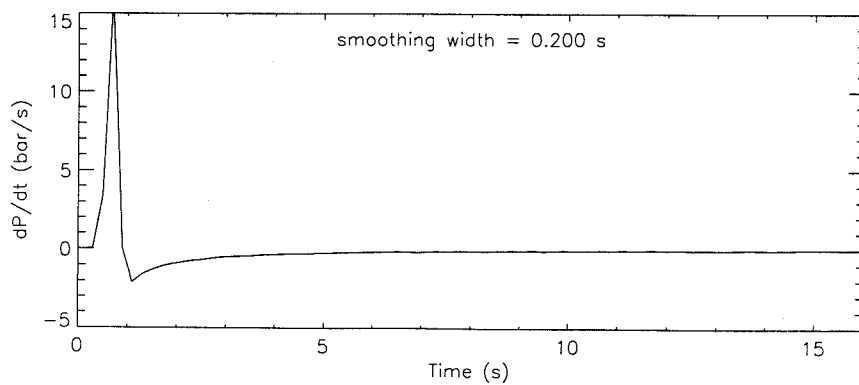
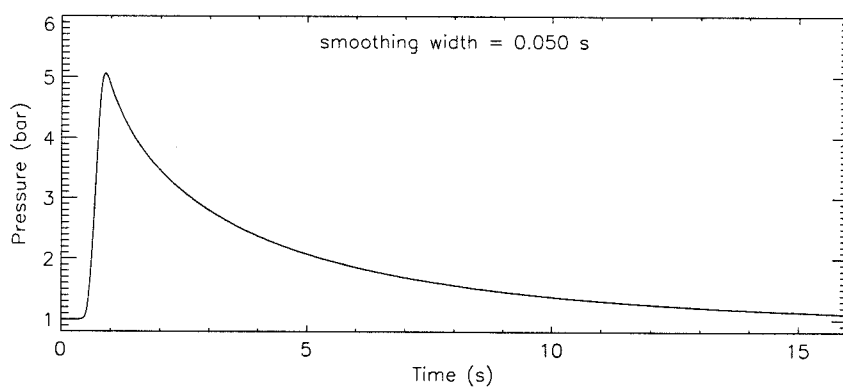
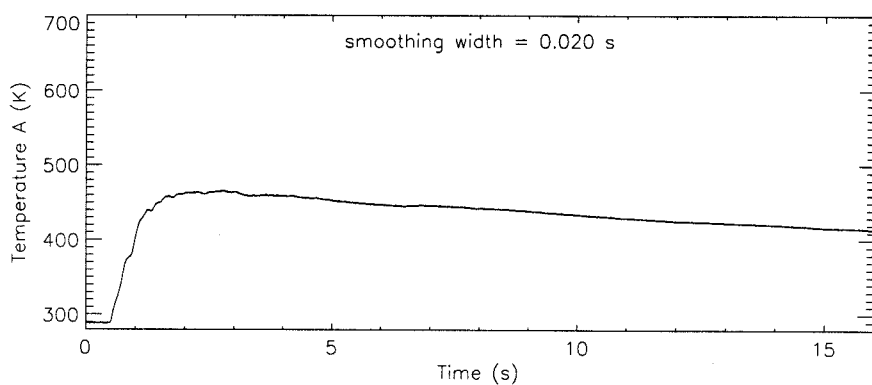
Run no. 127a

5.25 H<sub>2</sub>, 5.25 N<sub>2</sub>O, 4.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 85.0 Air, 100 kPa, spark plug, hi pot, fan on

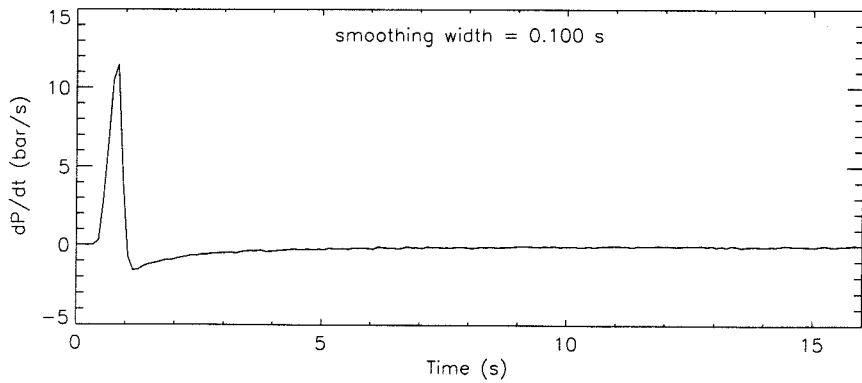
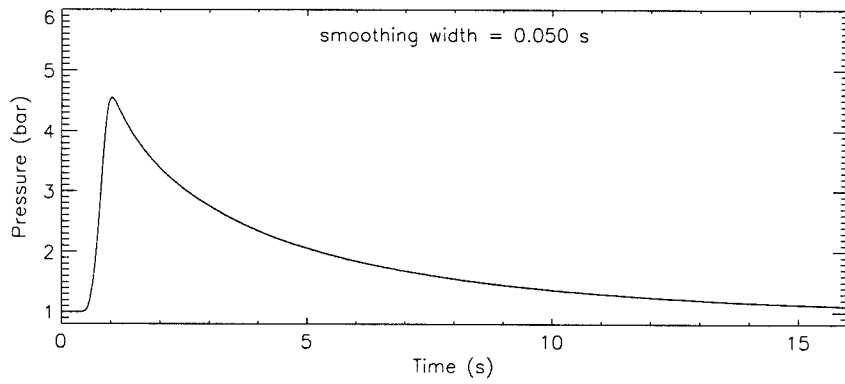
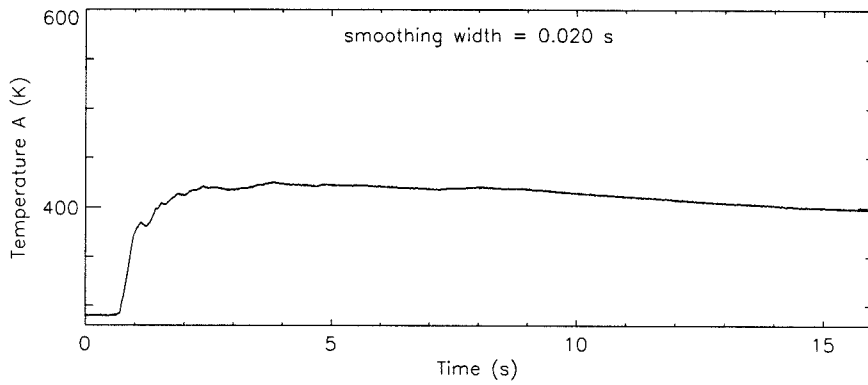
Run no. 128

5.95 H<sub>2</sub>, 5.95 N<sub>2</sub>O, 5.1 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 83.0 Air, 100 kPa, spark plug, hi pot

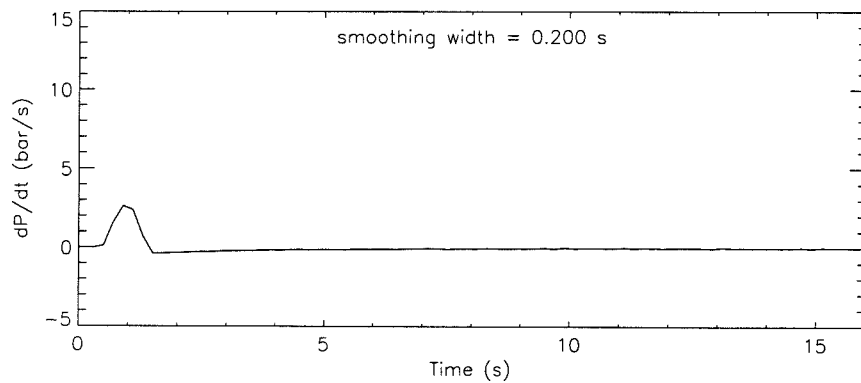
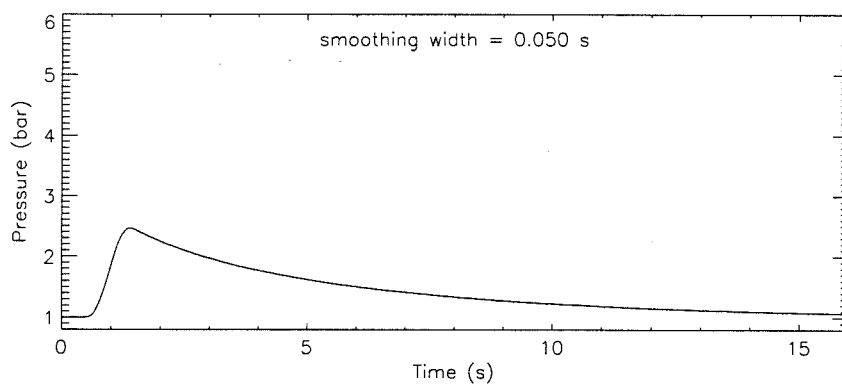
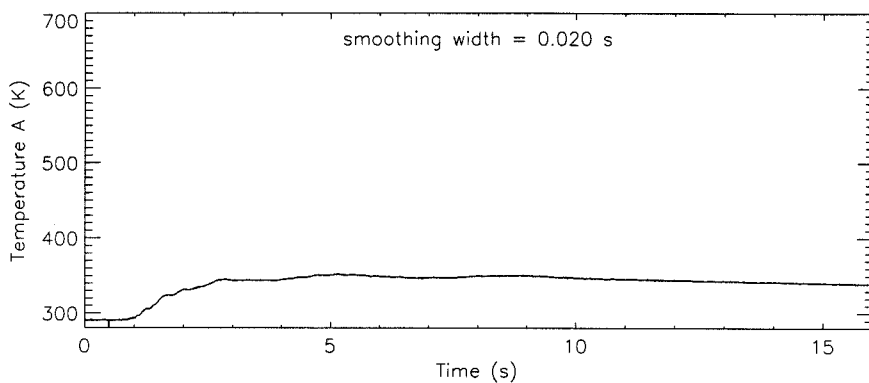
Run no. 129

5.95 H<sub>2</sub>, 5.95 N<sub>2</sub>O, 5.1 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 83.0 Air, 100 kPa, spark plug, hi pot

Run no. 130

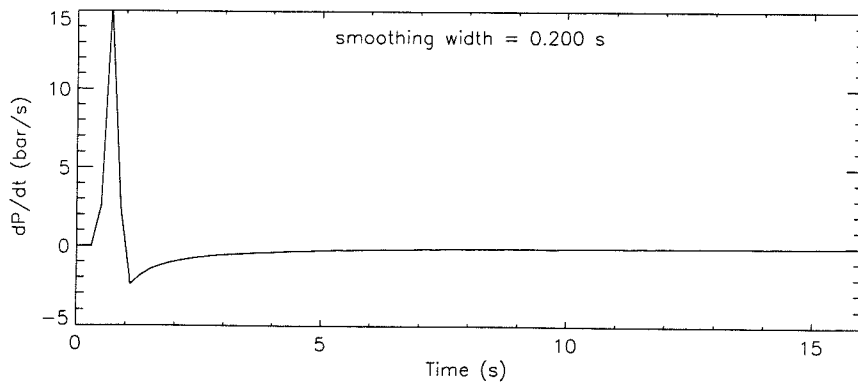
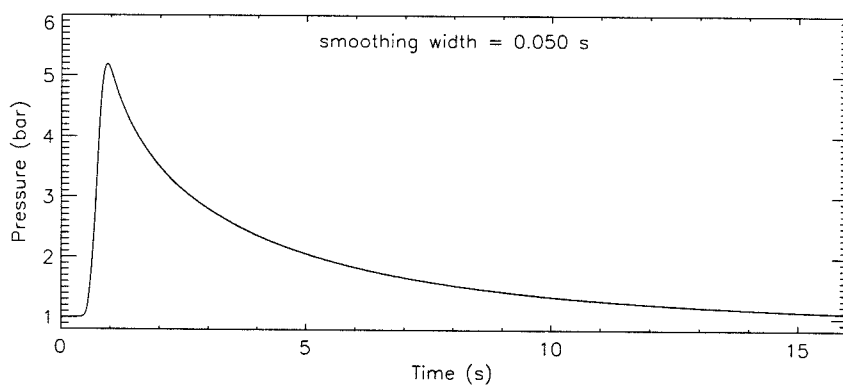
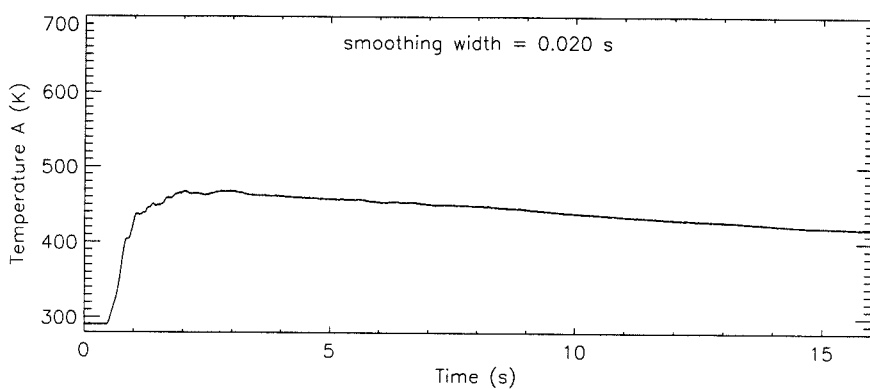
5.25 H<sub>2</sub>, 5.25 N<sub>2</sub>O, 4.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 85.0 Air, 100 kPa, spark, hi pot, fan on

Run no. 131

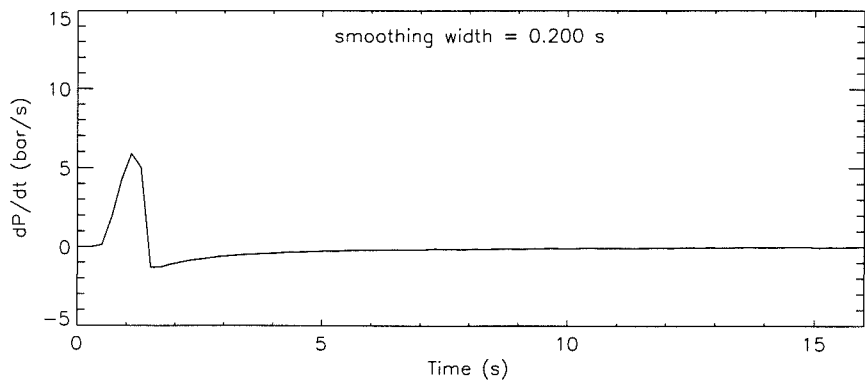
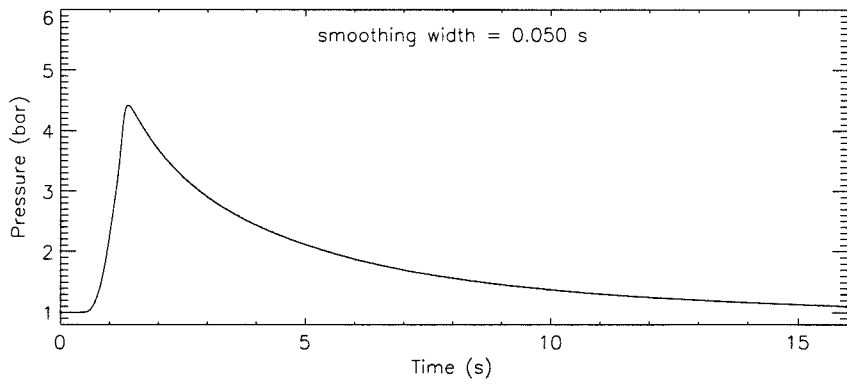
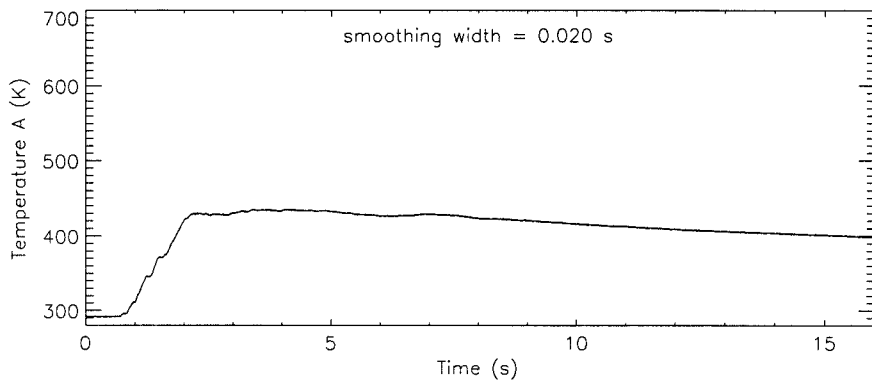
4.2 H<sub>2</sub>, 4.2 N<sub>2</sub>O, 3.6 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 88.0 Air, 100 kPa, spark, hi pot, fan on



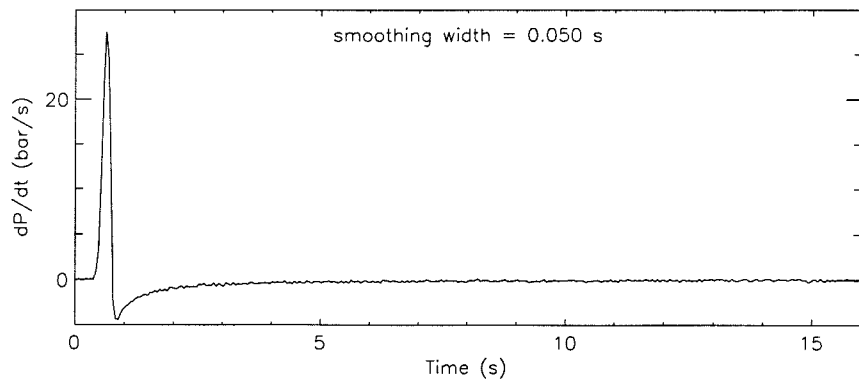
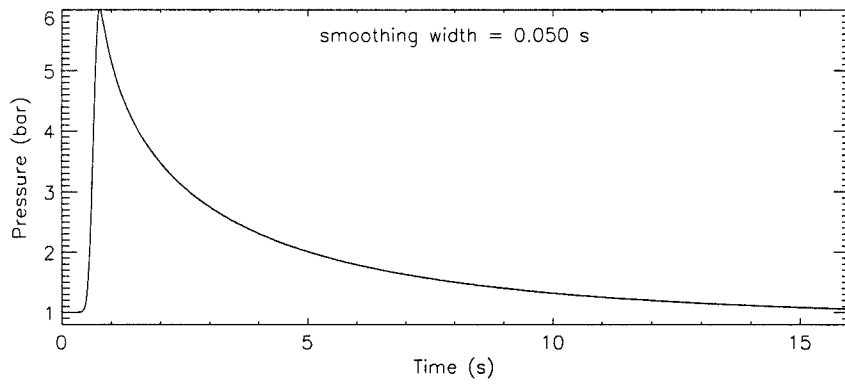
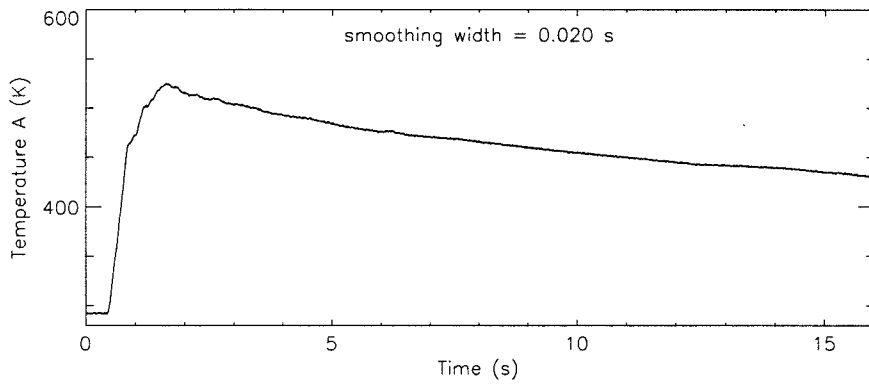
Run no. 132

4.0 H<sub>2</sub>, 4 N<sub>2</sub>O, 8.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 84.0 Air, 100 kPa, HE spark, hi pot, fan on

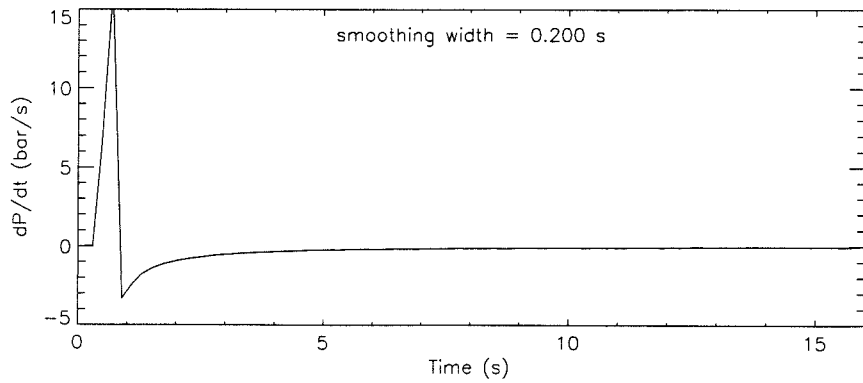
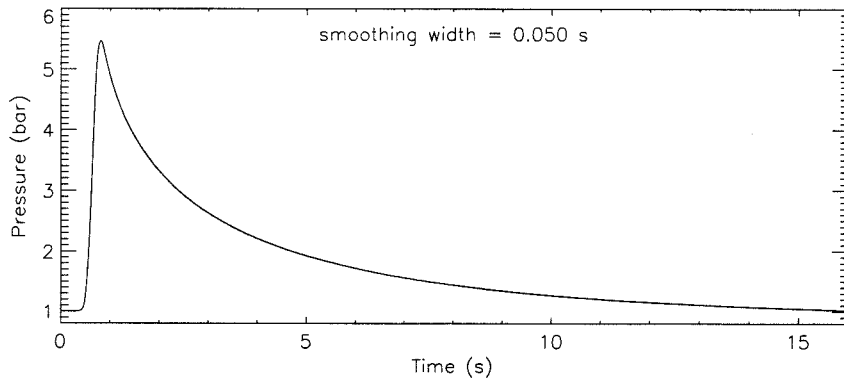
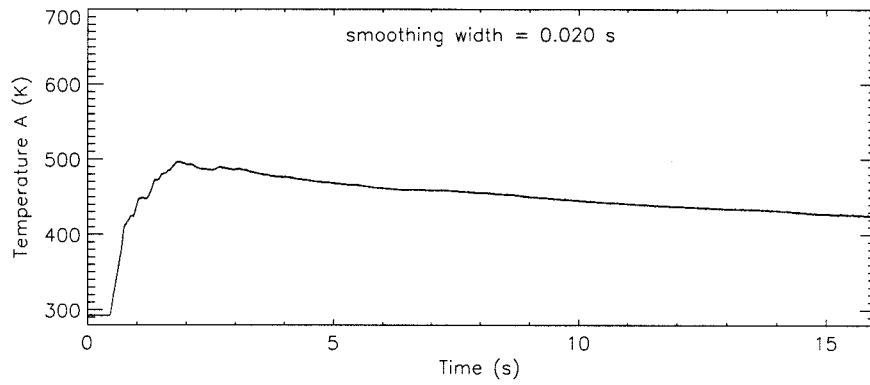
Run no. 133

3.25 H<sub>2</sub>, 3.25 N<sub>2</sub>O, 6.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 87.0 Air, 100 kPa, HE spark, hi pot, fan on

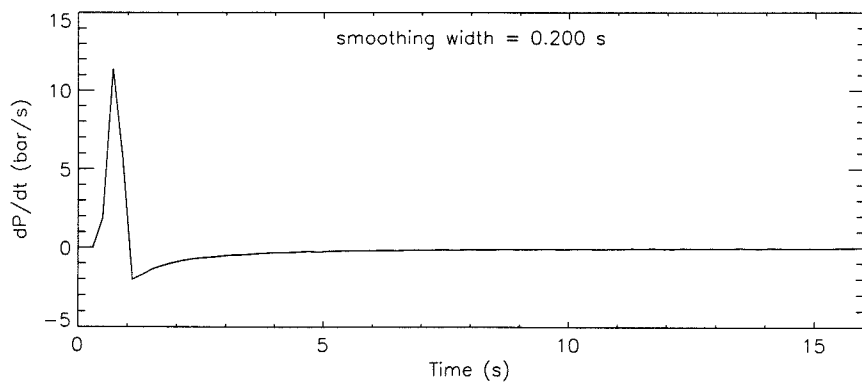
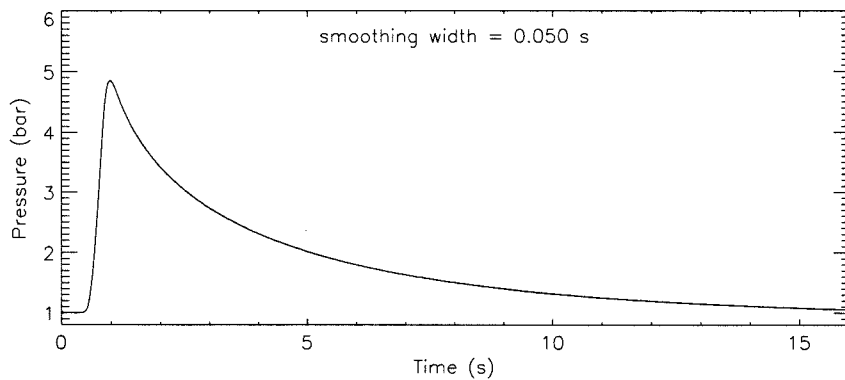
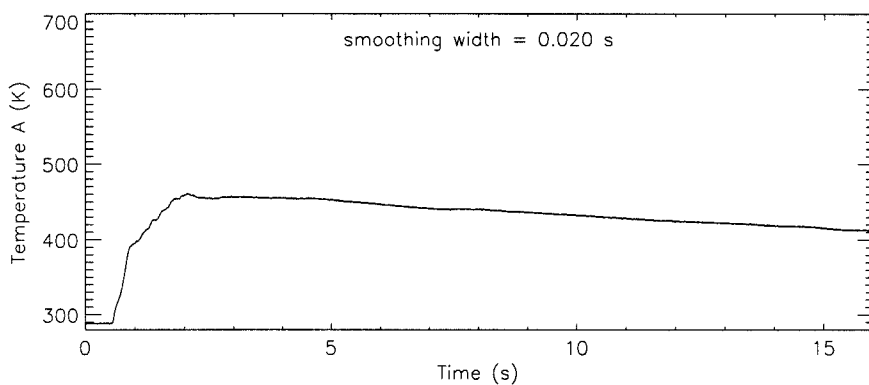
Run no. 134

4.75 H<sub>2</sub>, 4.75 N<sub>2</sub>O, 9.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 100 kPa, HE spark, hi pot, fan on

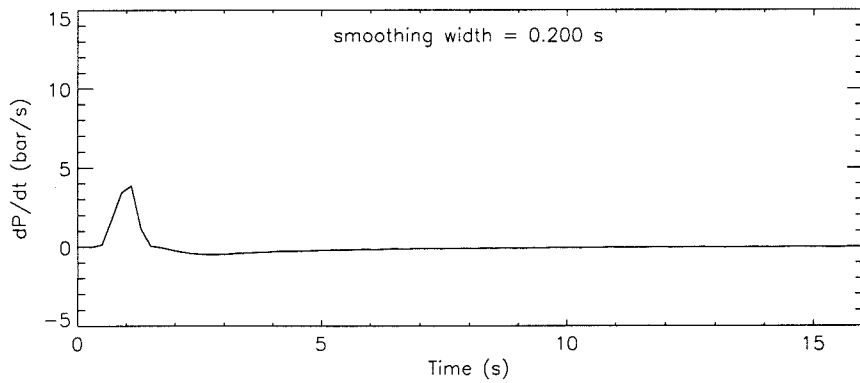
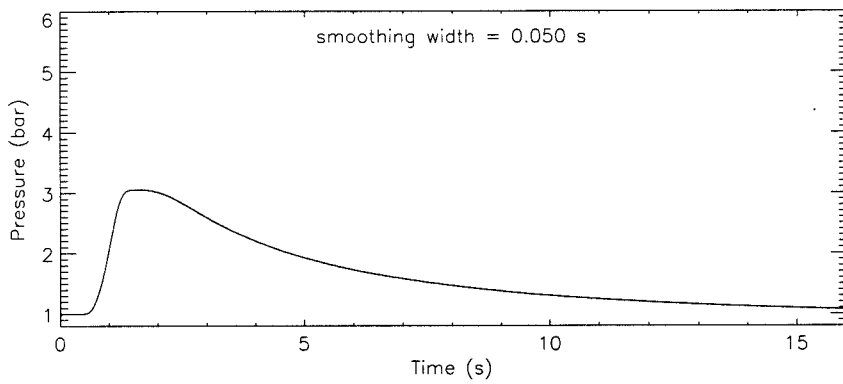
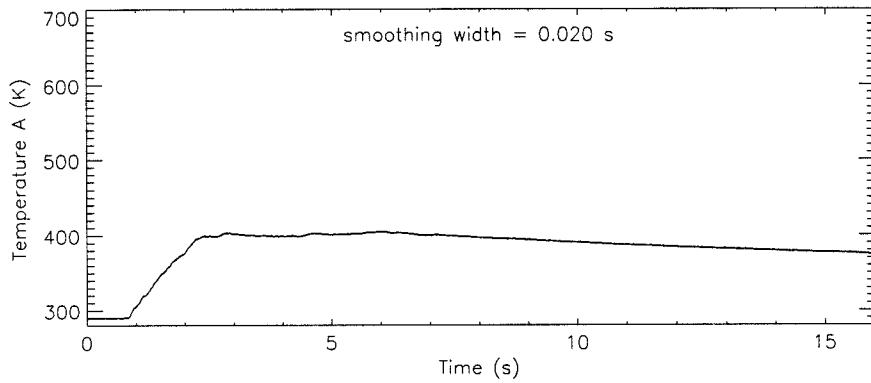
Run no. 135

4.75 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 9.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 4.75 N<sub>2</sub>, 81.0 Air, 100 kPa, spark, fan on

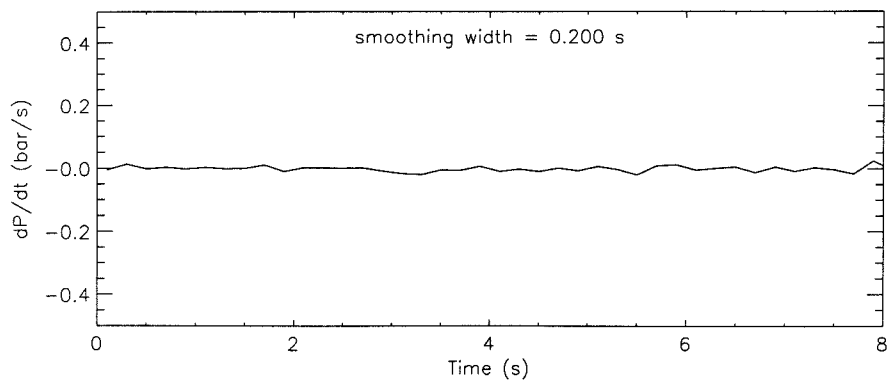
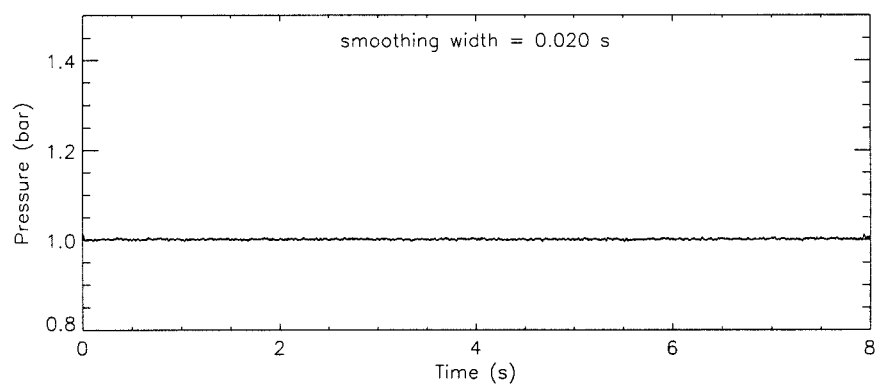
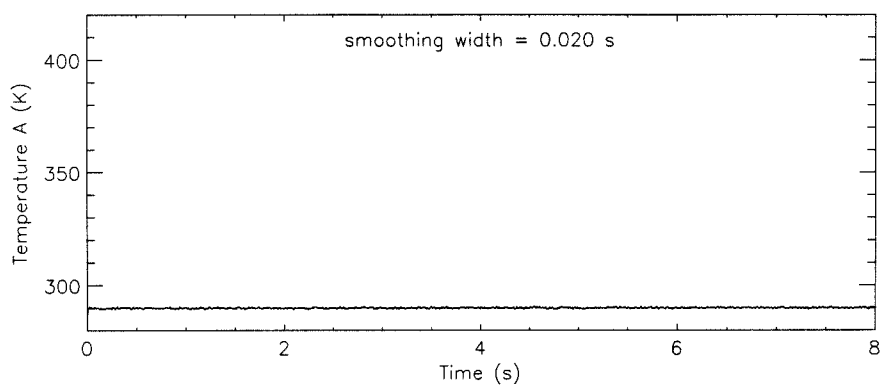
Run no. 136

4.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 8.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 4.0 N<sub>2</sub>, 84.0 Air, 100 kPa, spark, fan on

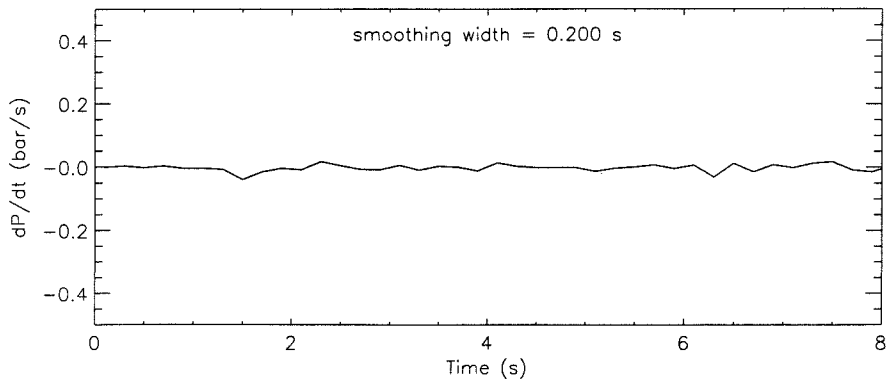
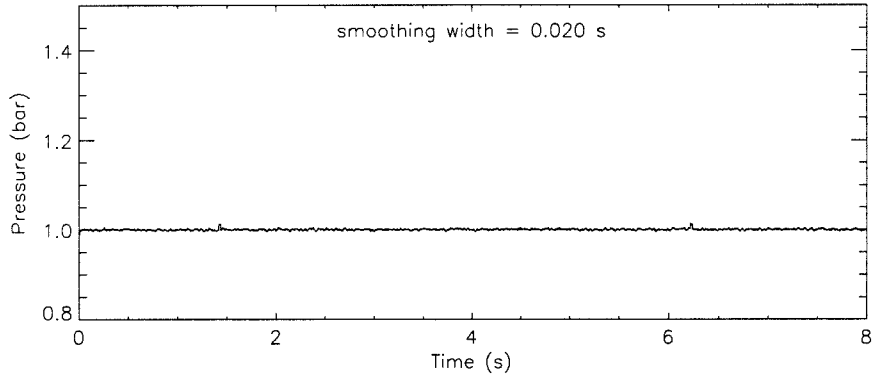
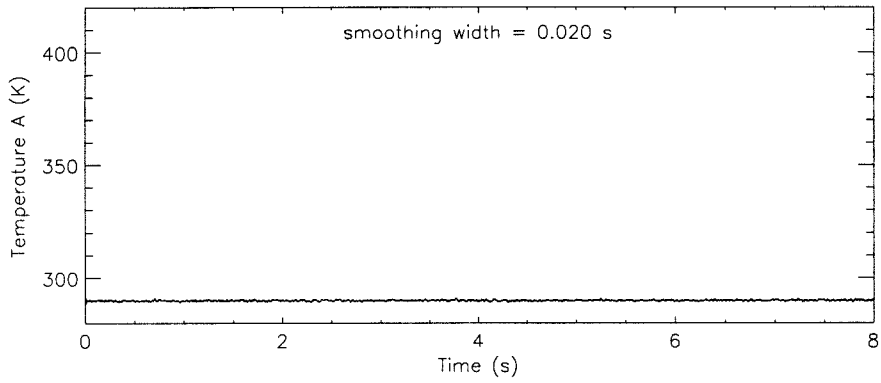
Run no. 137

3.25 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 6.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 3.25 N<sub>2</sub>, 87.0 Air, 100 kPa, spark, fan on

Run no. 138

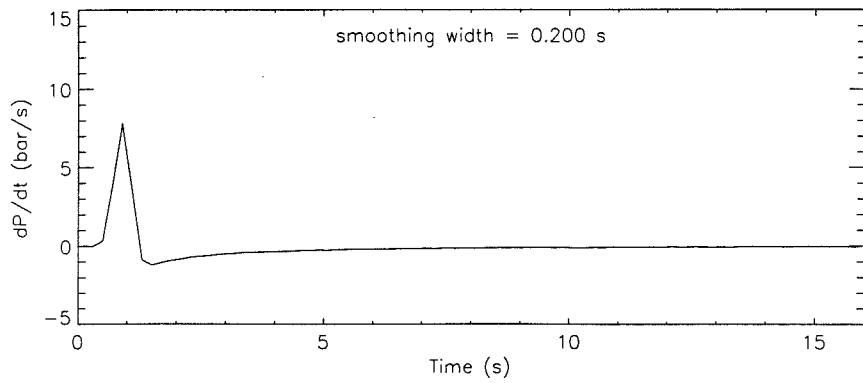
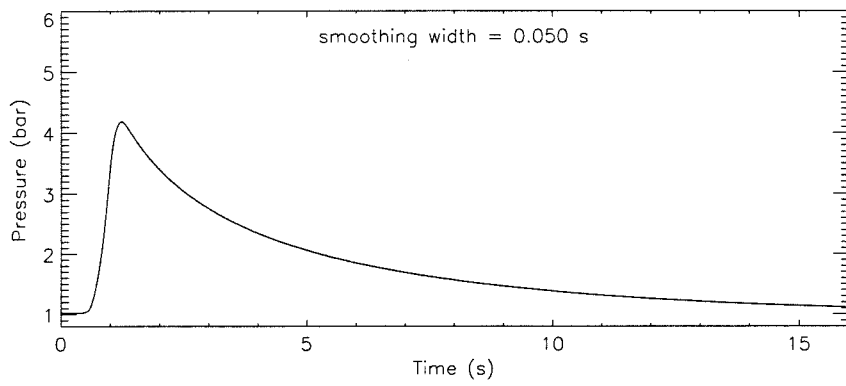
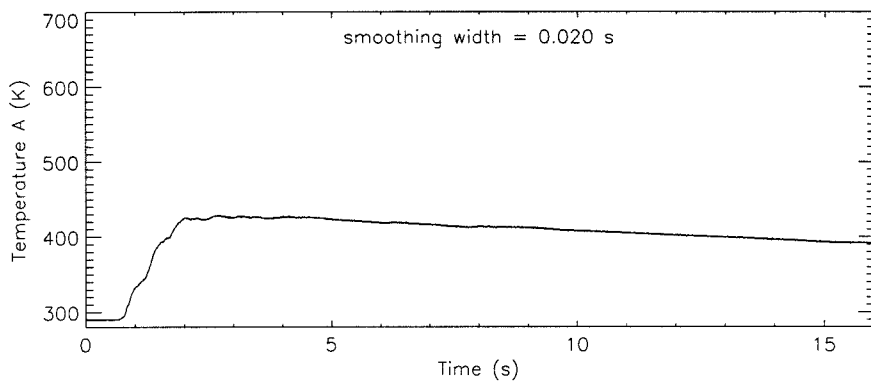
2.5 H<sub>2</sub>, 2.5 N<sub>2</sub>O, 5.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 0.0 N<sub>2</sub>, 90.0 Air, 100 kPa, spark, fan on

Run no. 138a

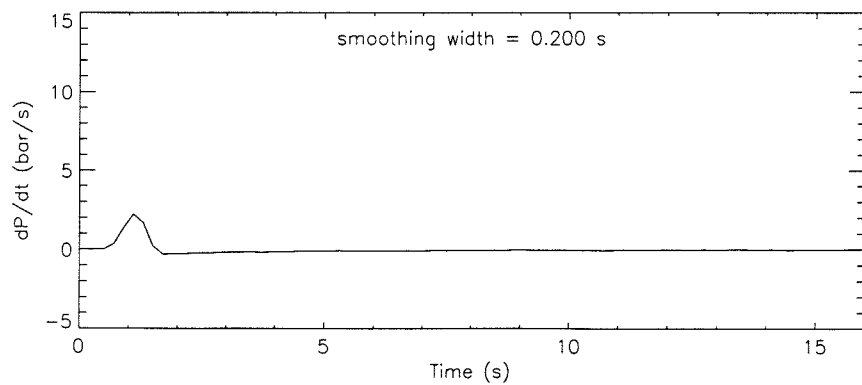
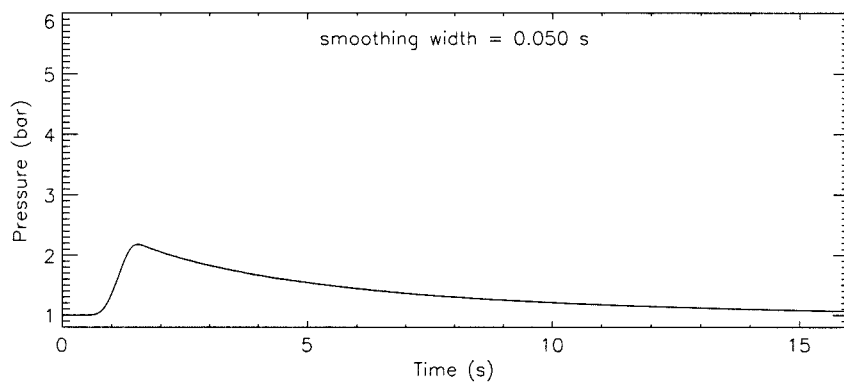
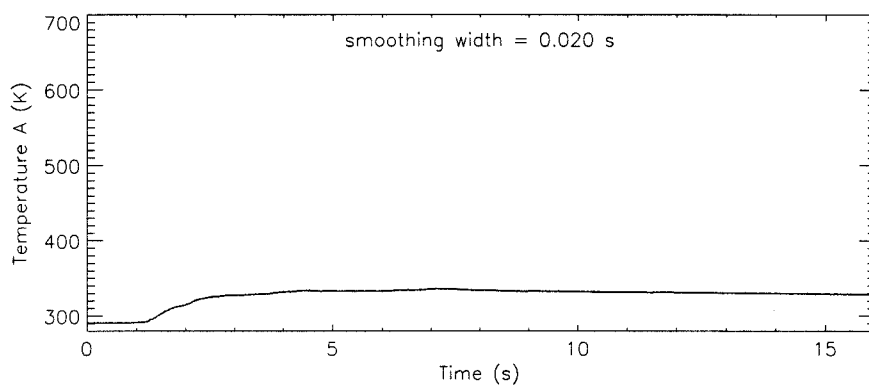
2.5 H<sub>2</sub>, 2.5 N<sub>2</sub>O, 5.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 0.0 N<sub>2</sub>, 90.0 Air, 100 kPa, spark, fan on



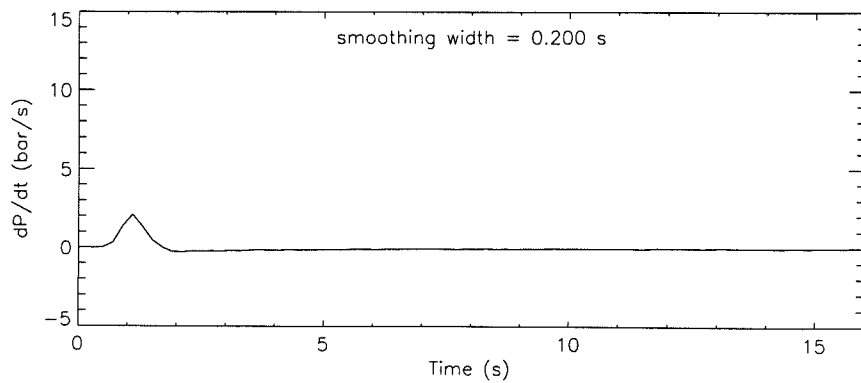
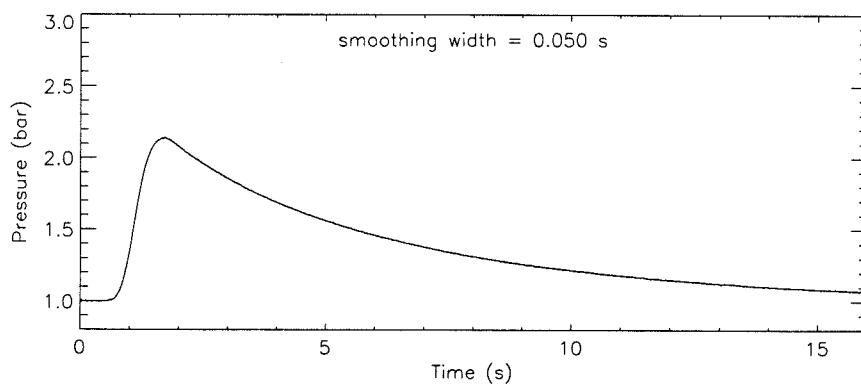
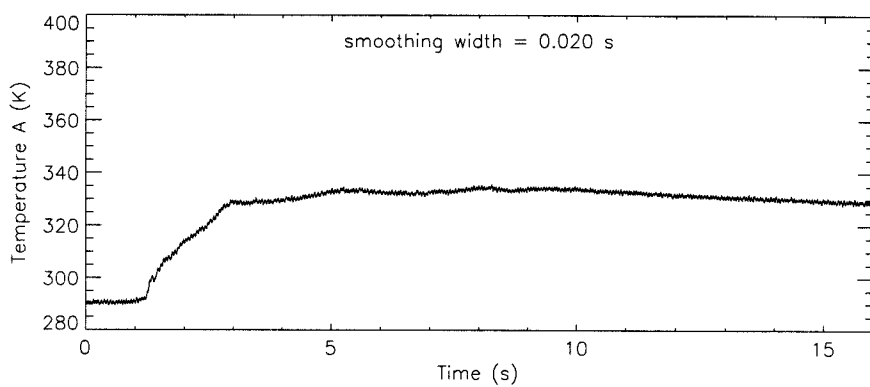
Run no. 138b

4.5 H<sub>2</sub>, 2.5 N<sub>2</sub>O, 5.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 0.0 N<sub>2</sub>, 90.0 Air, 100 kPa, spark, fan on

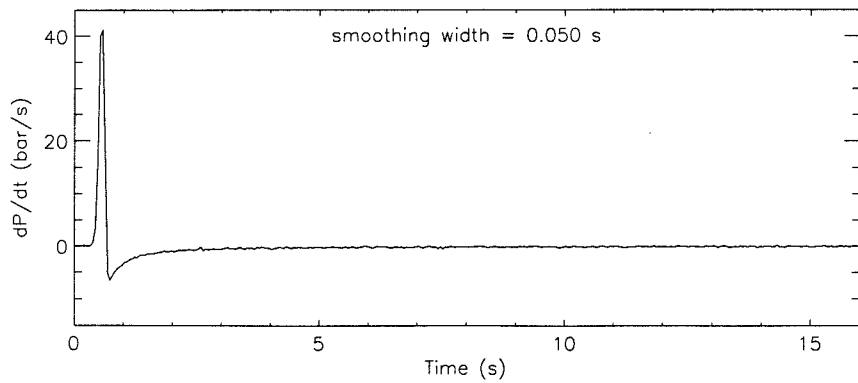
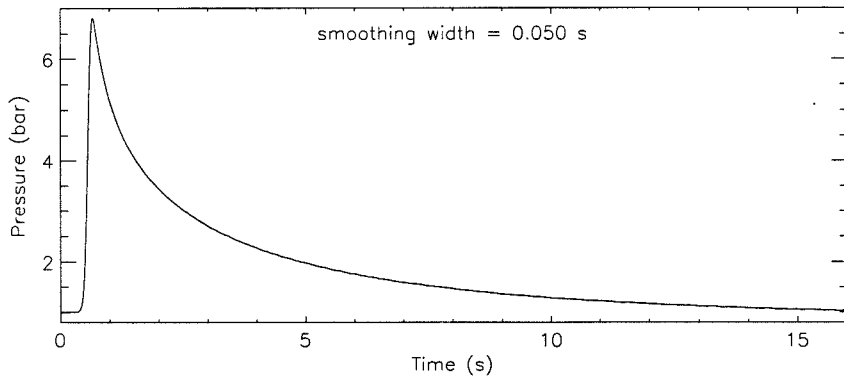
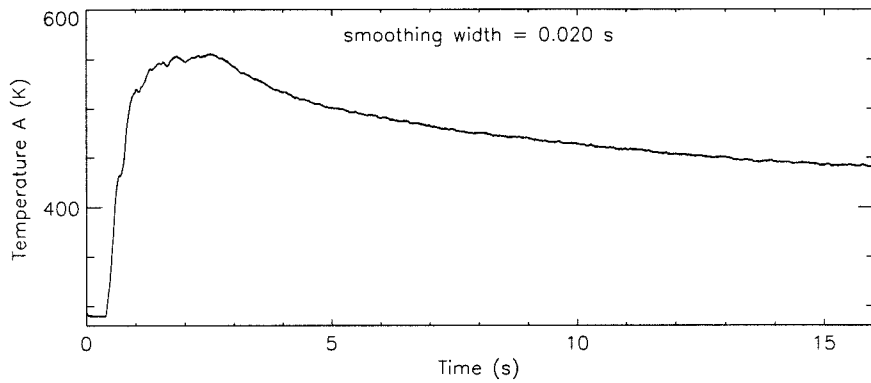
Run no. 139

3.0 H<sub>2</sub>, 3.0 N<sub>2</sub>O, 6.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 0.0 N<sub>2</sub>, 88.0 Air, 100 kPa, spark, fan on

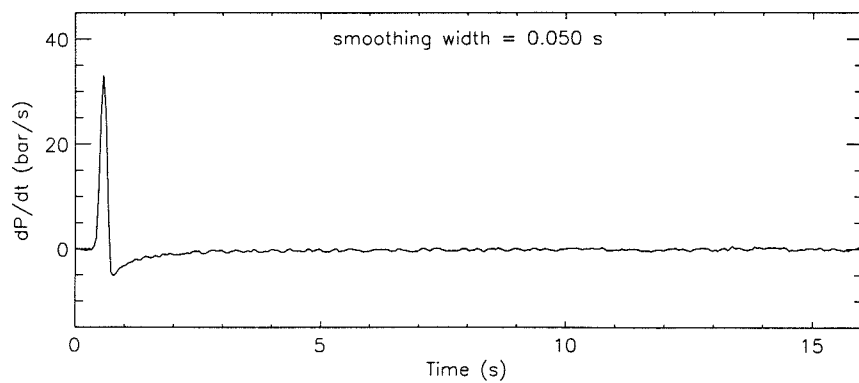
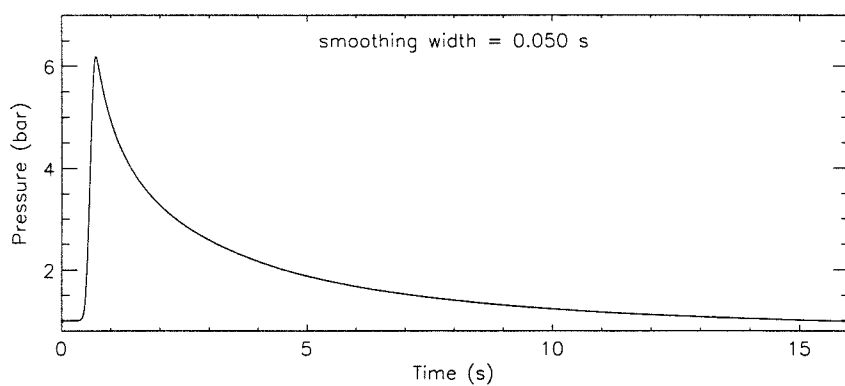
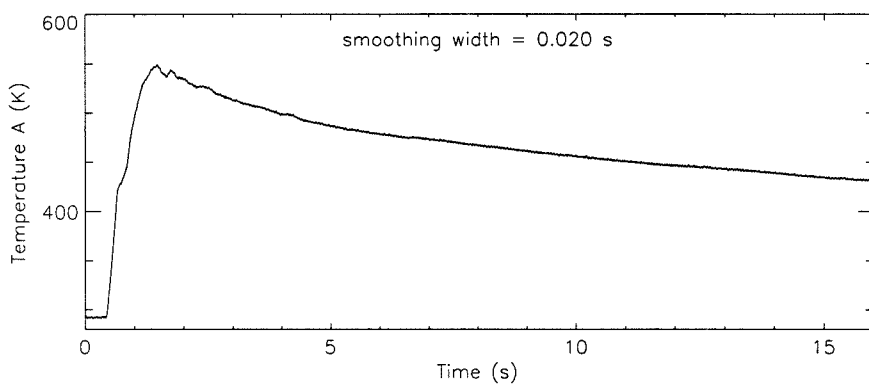
Run no. 140

3.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 6.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 3.0 N<sub>2</sub>, 88.0 Air, 100 kPa, spark, fan on

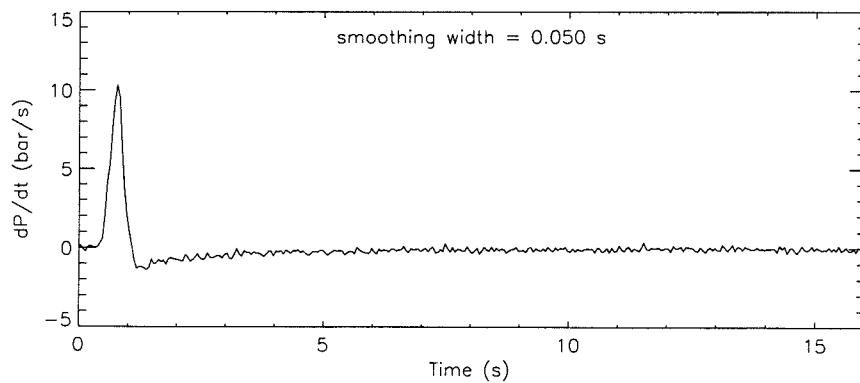
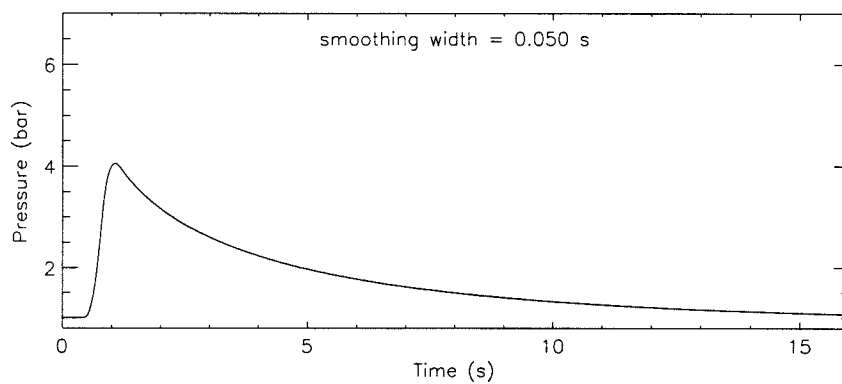
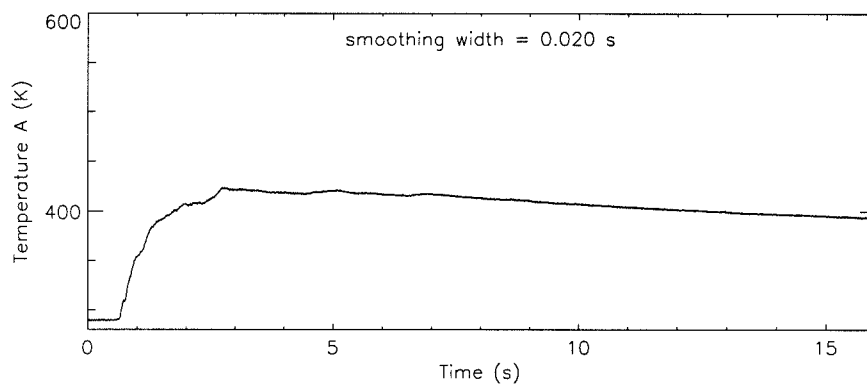
Run no. 141

5.5 H<sub>2</sub>, 5.5 N<sub>2</sub>O, 11.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 0.0 N<sub>2</sub>, 78.0 Air, 100 kPa, spark, fan on

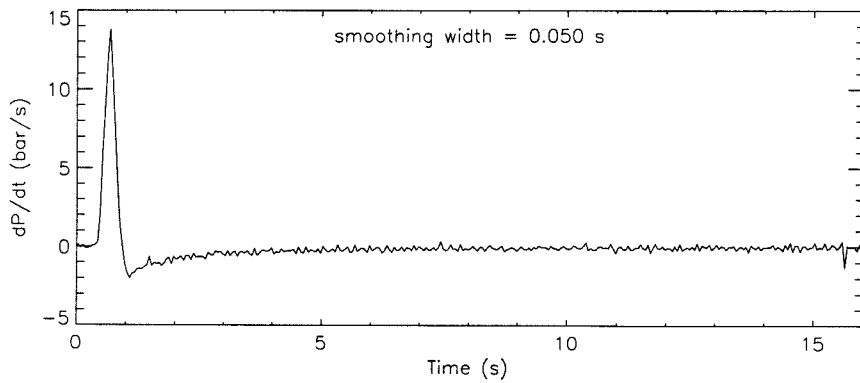
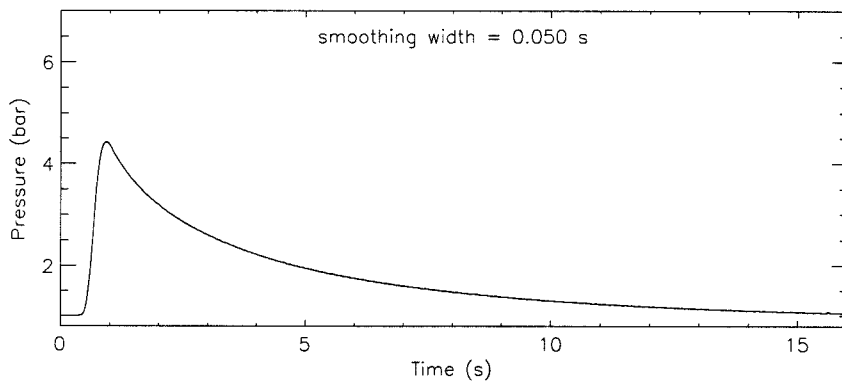
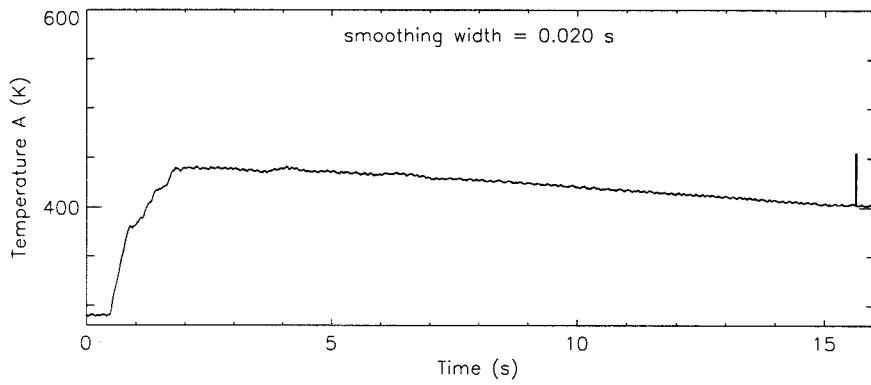
Run no. 142

5.5 H<sub>2</sub>, 0.0 N<sub>2</sub>, 11.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 5.5 N<sub>2</sub>, 78.0 Air, 100 kPa, spark plug, hi pot, fan on

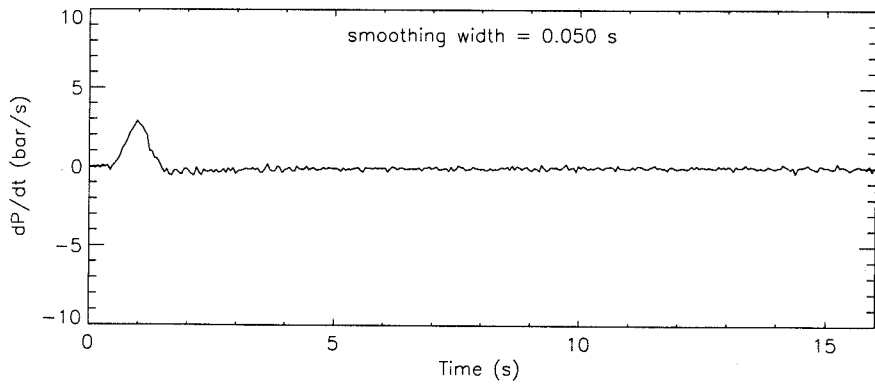
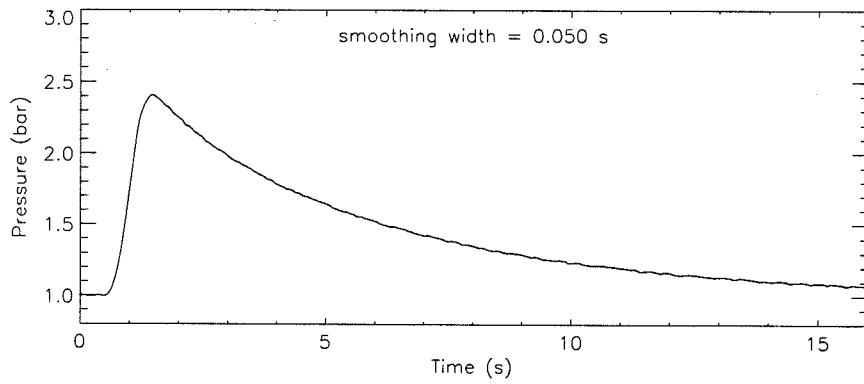
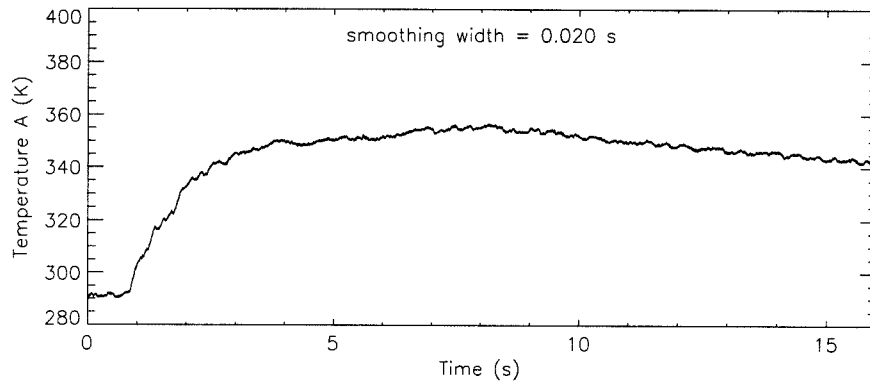
Run no. 143

5.25 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 4.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 5.25 N<sub>2</sub>, 85.0 Air, 100 kPa, spark plug, hi pot, fan on

Run no. 144

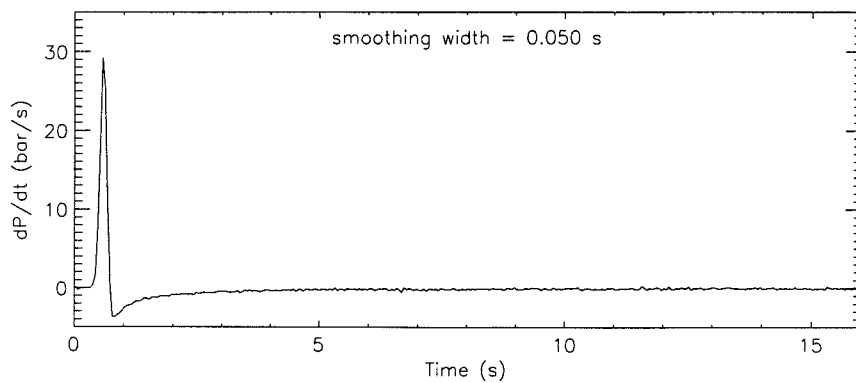
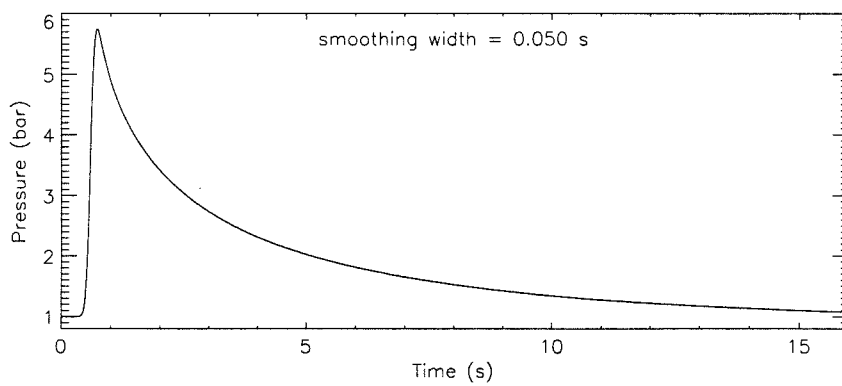
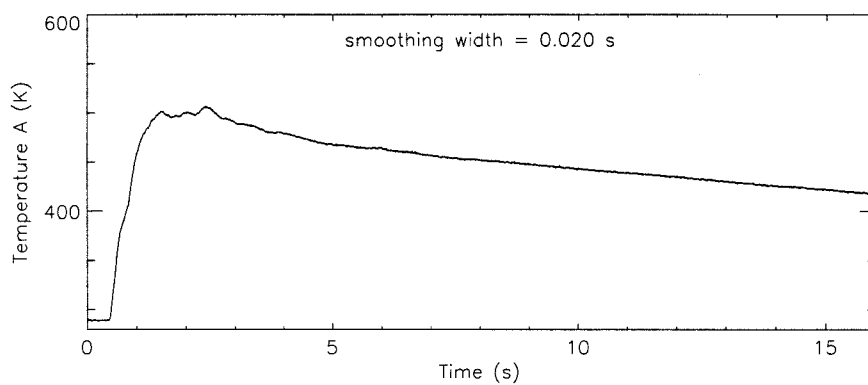
5.95 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 5.1 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 5.95 N<sub>2</sub>, 83.0 Air, 100 kPa, spark plug, hi pot, fan on

Run no. 145

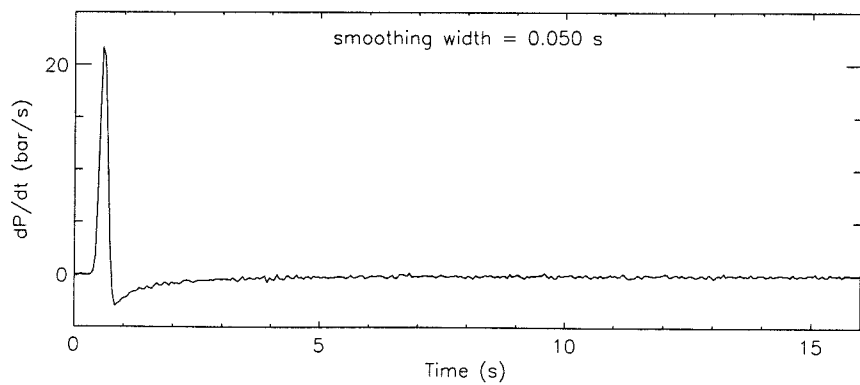
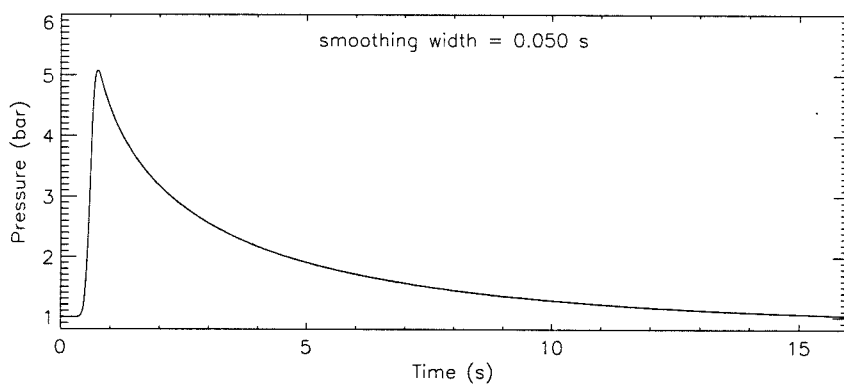
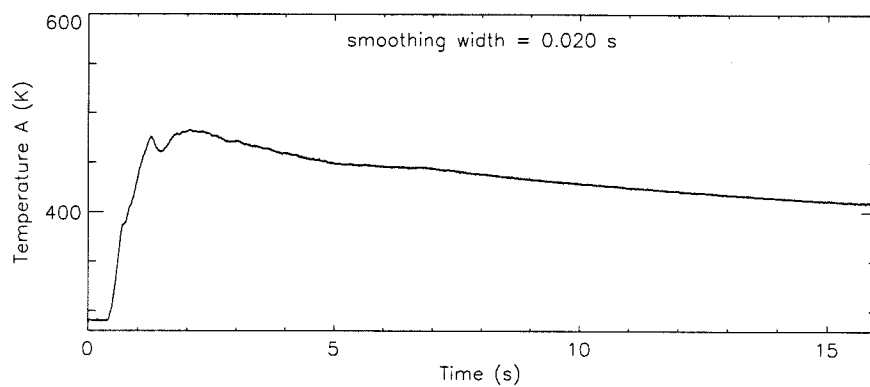
4.2 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 3.6 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 4.2 N<sub>2</sub>, 88.0 Air, 100 kPa, spark plug, hi pot, fan on



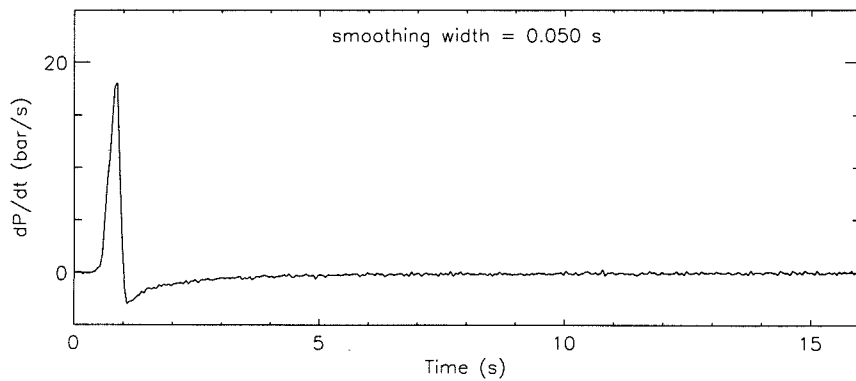
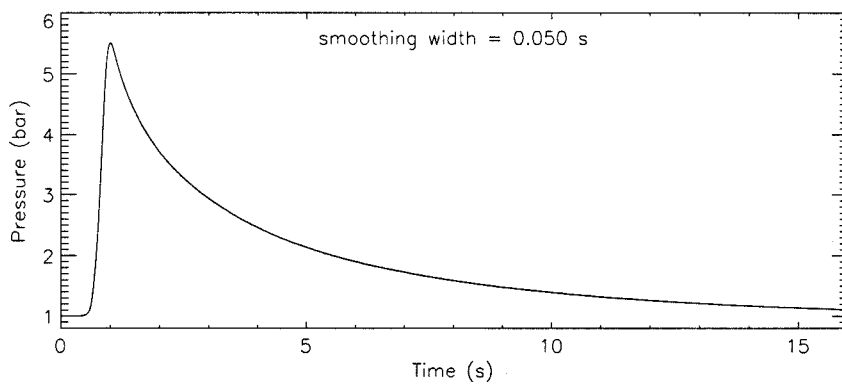
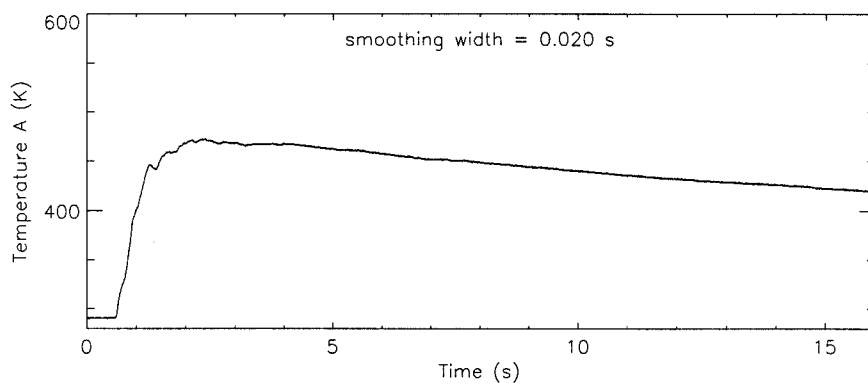
Run no. 146

7.0 H<sub>2</sub>, 7.0 N<sub>2</sub>O, 6.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 100 kPa, spark plug, hi pot, fan on

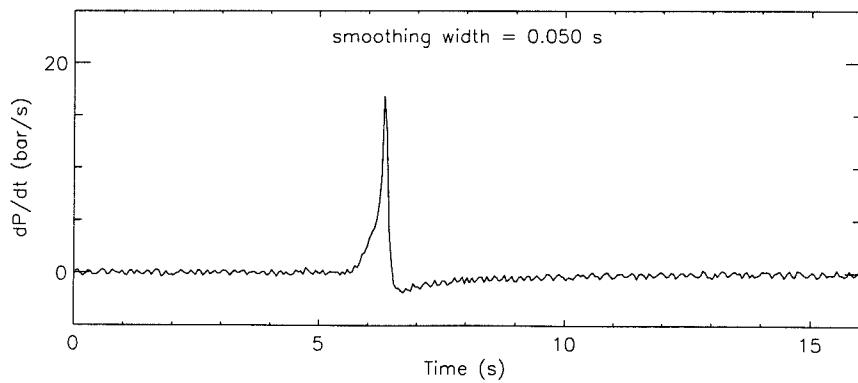
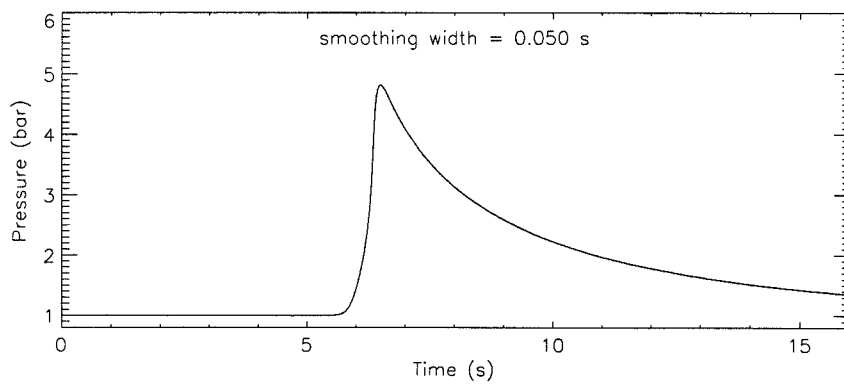
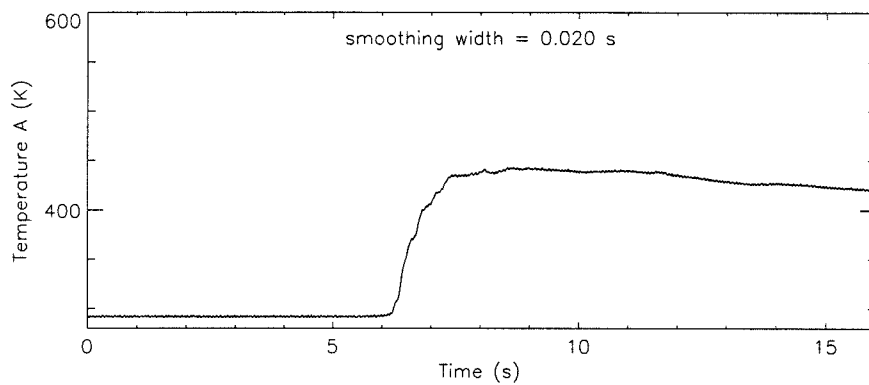
Run no. 147

7.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 6.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 7.0 N<sub>2</sub>, 80.0 Air, 100 kPa, spark plug, hi pot, fan on

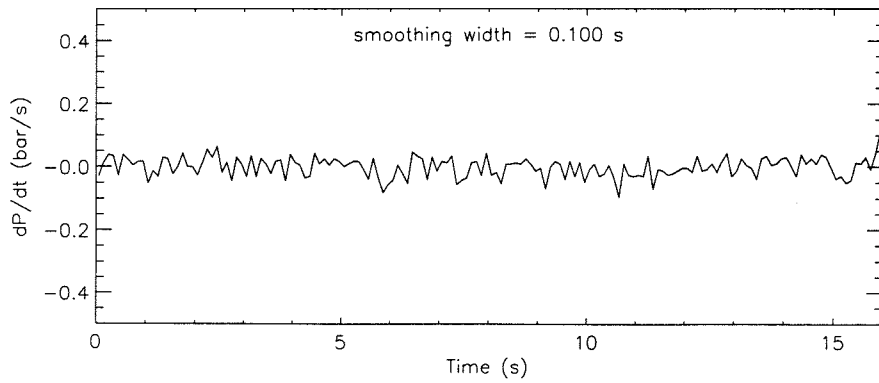
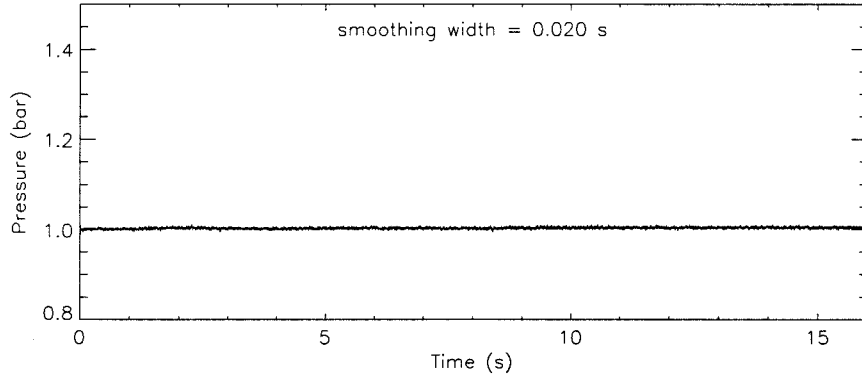
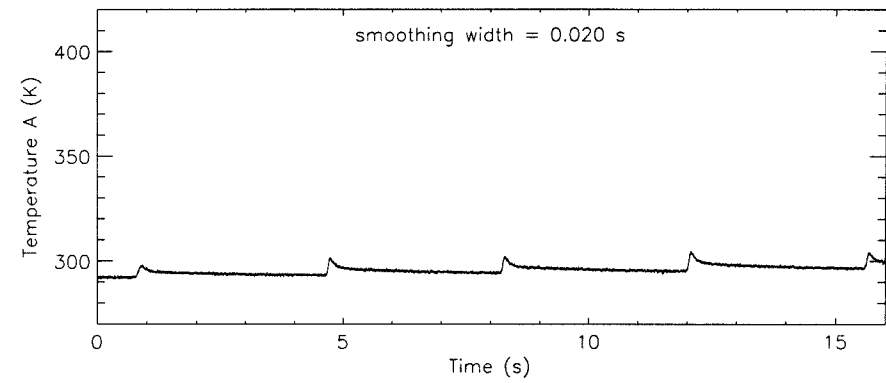
Run no. 148

3.0 H<sub>2</sub>, 6.0 N<sub>2</sub>O, 9.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 82.0 Air, 100 kPa, spark plug, hi pot, fan on

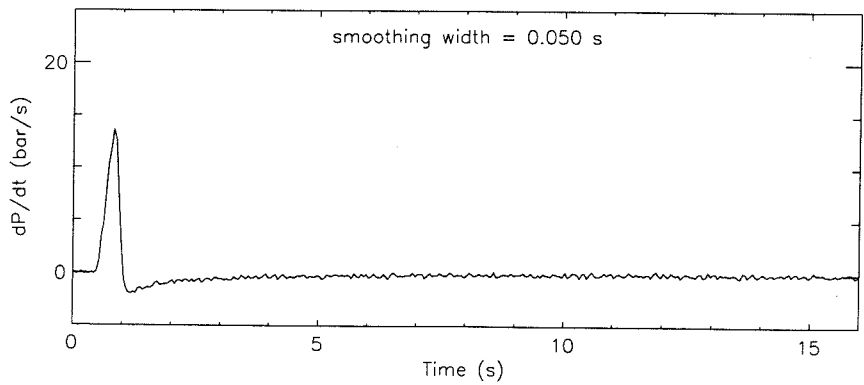
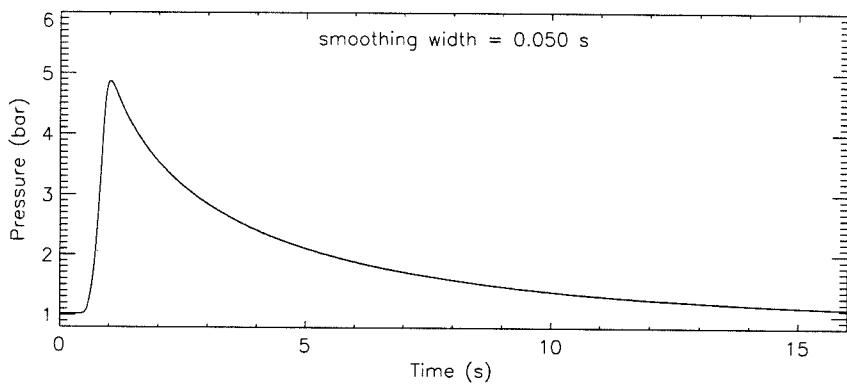
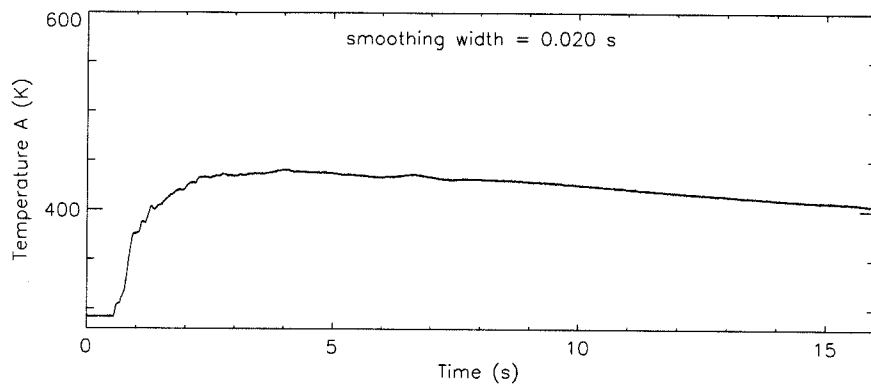
Run no. 149

2.5 H<sub>2</sub>, 5.0 N<sub>2</sub>O, 7.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 85.0 Air, 100 kPa, spark plug, hi pot, fan on

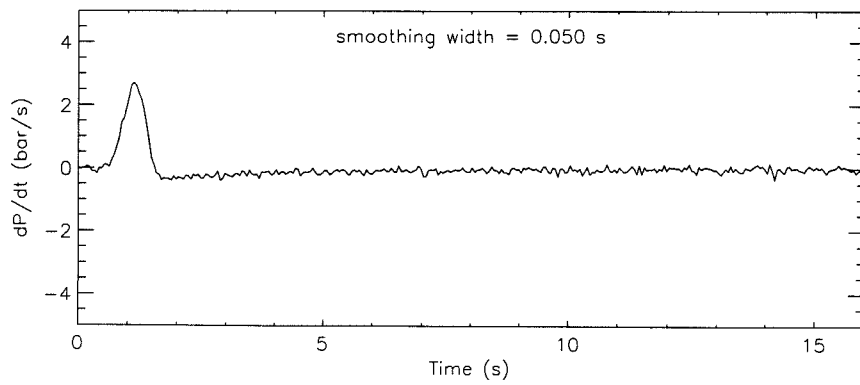
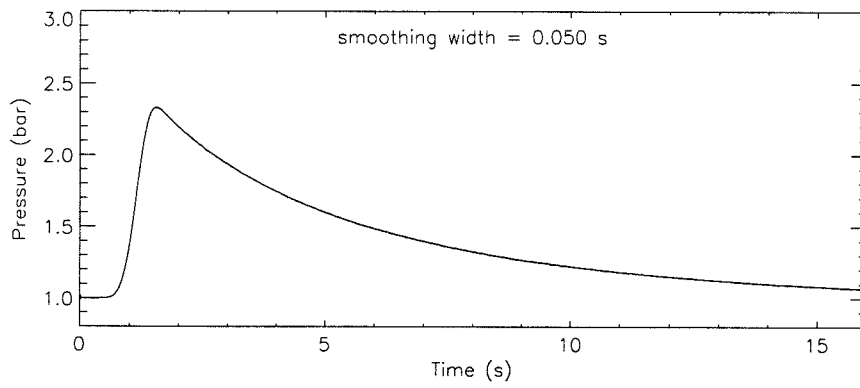
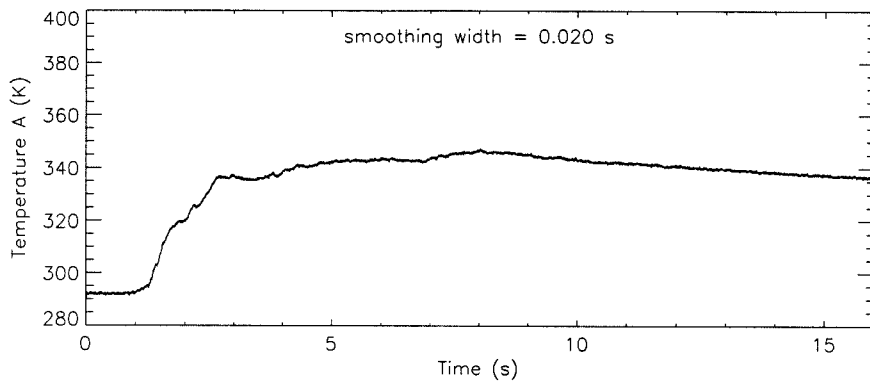
Run no. 150a

2.17 H<sub>2</sub>, 4.33 N<sub>2</sub>O, 6.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 87.0 Air, 100 kPa, spark plug, hi pot

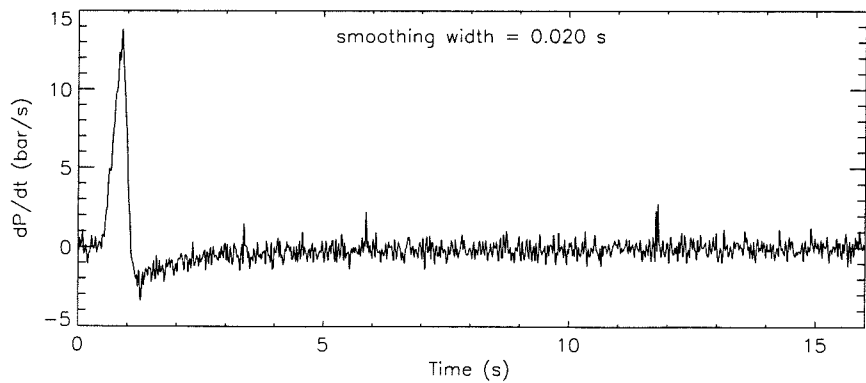
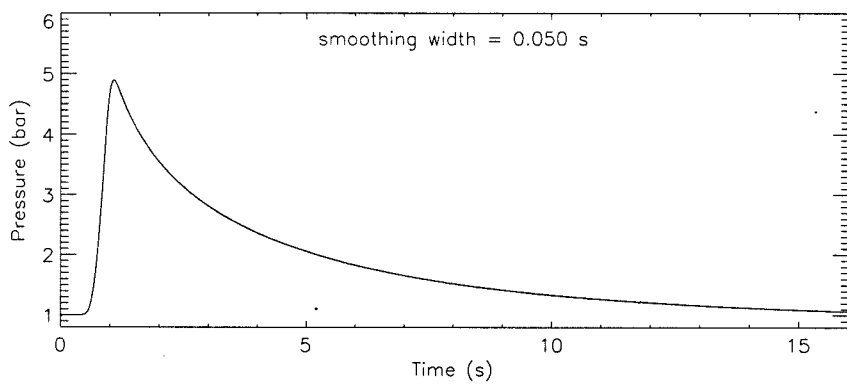
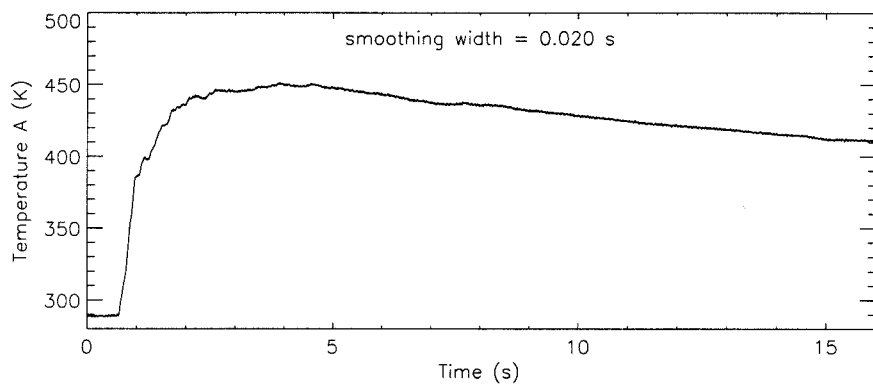
Run no. 150b

4.17 H<sub>2</sub>, 4.33 N<sub>2</sub>O, 6.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 87.0 Air, 102 kPa, spark plug, hi pot

Run no. 151

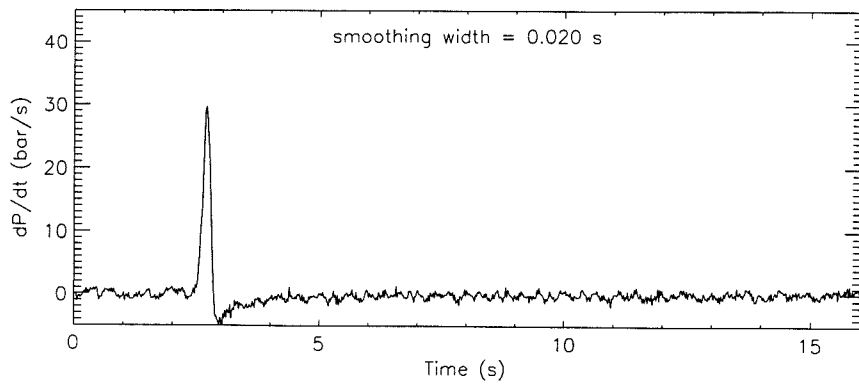
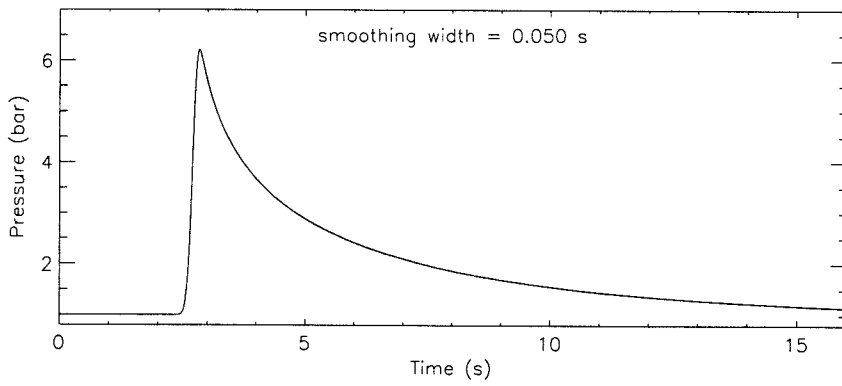
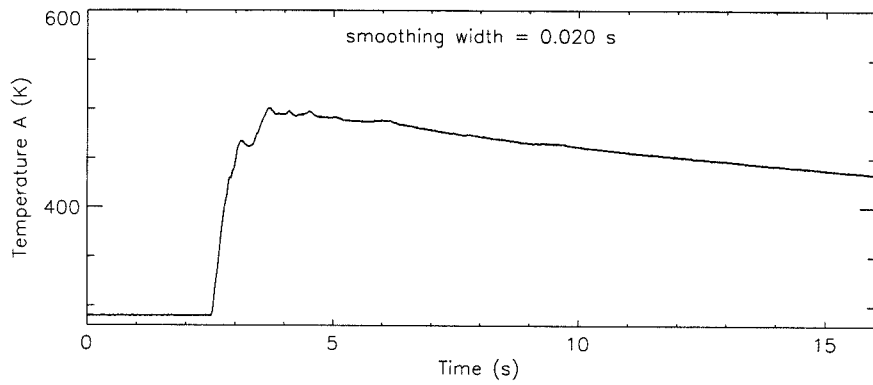
2.5 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 7.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 5.0 N<sub>2</sub>, 85.0 Air, 100 kPa, spark plug, hi pot,

Run no. 152

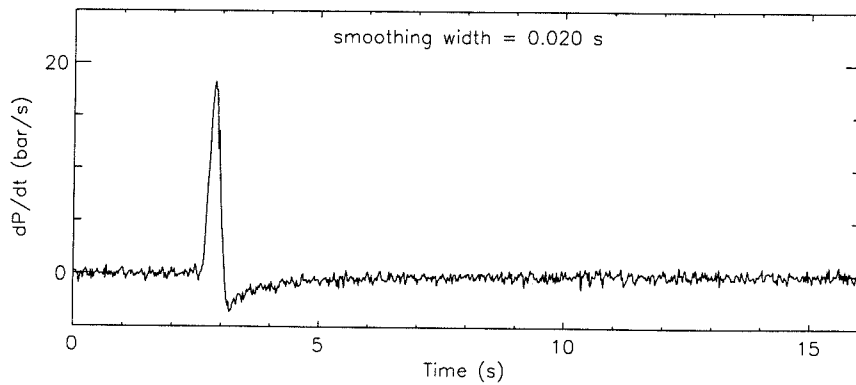
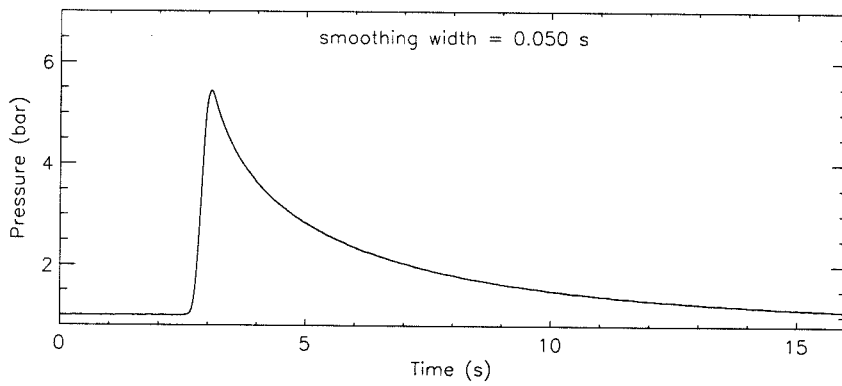
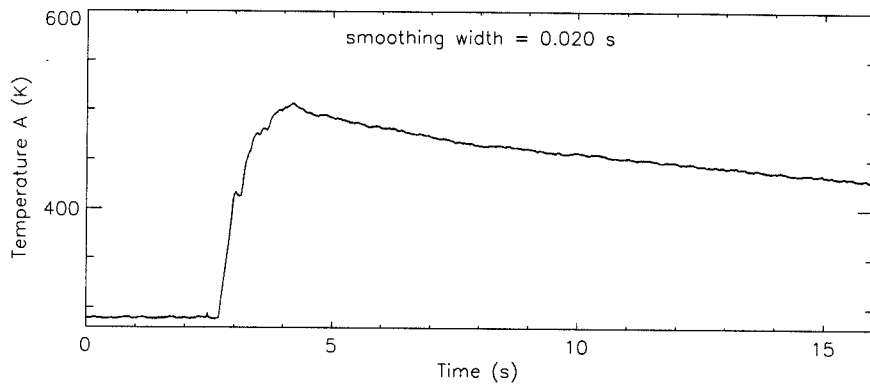
3.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 9.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 6.0 N<sub>2</sub>, 82.0 Air, 100 kPa, spark plug, hi pot



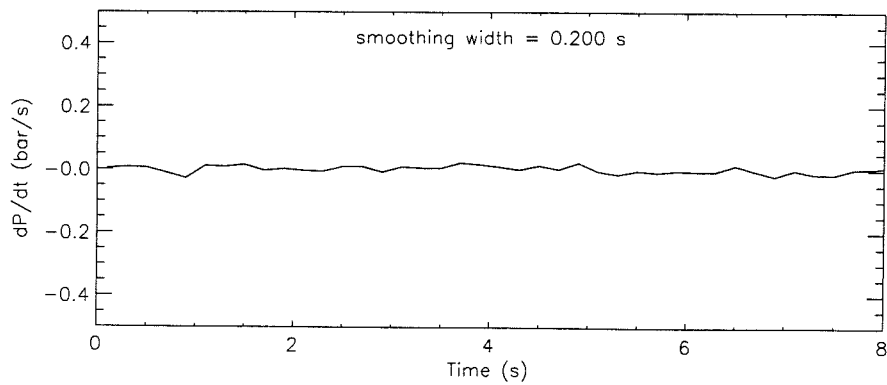
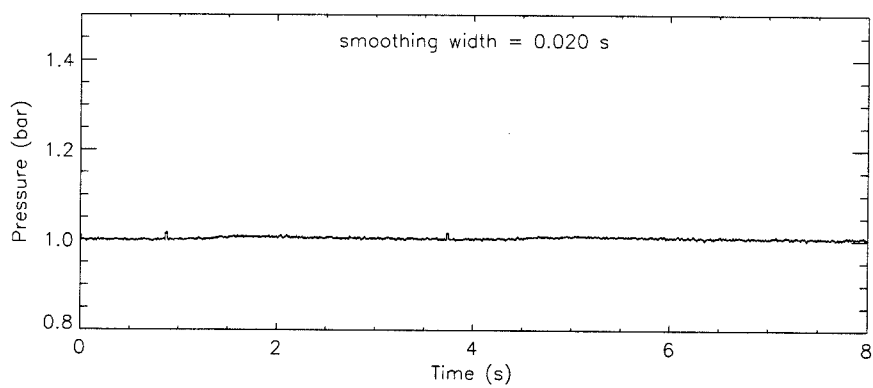
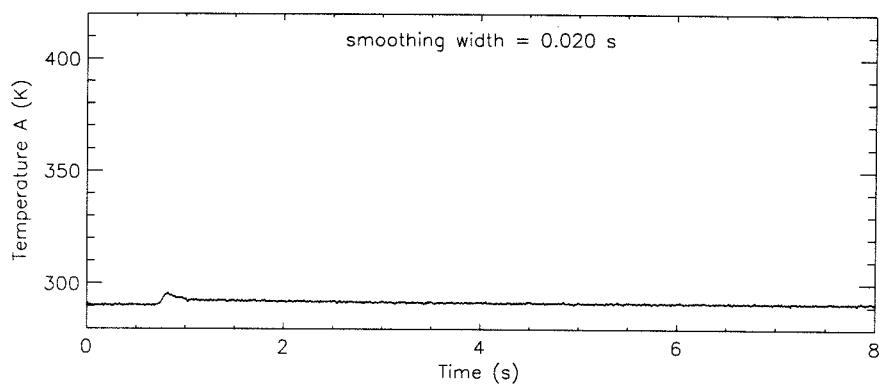
Run no. 153

3.5 H<sub>2</sub>, 7.0 N<sub>2</sub>O, 10.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 79.0 Air, 100 kPa, spark plug, hi pot

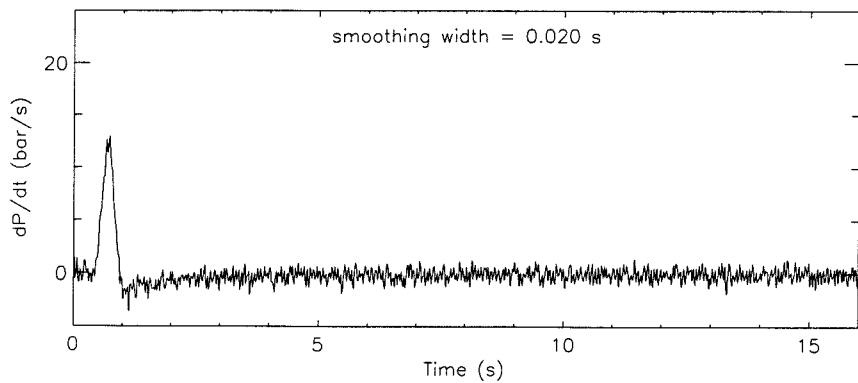
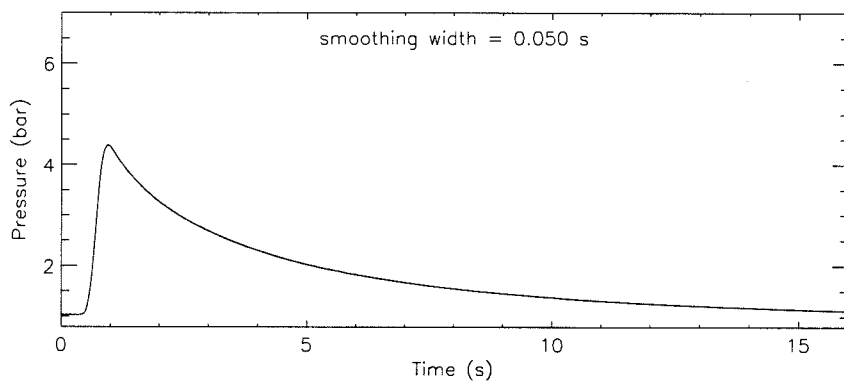
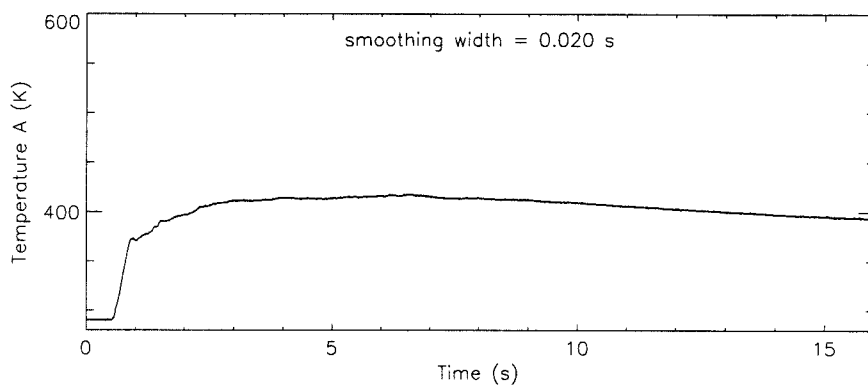
Run no. 154

3.5 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 10.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 7.0 N<sub>2</sub>, 79.0 Air, 100 kPa, spark plug, hi pot

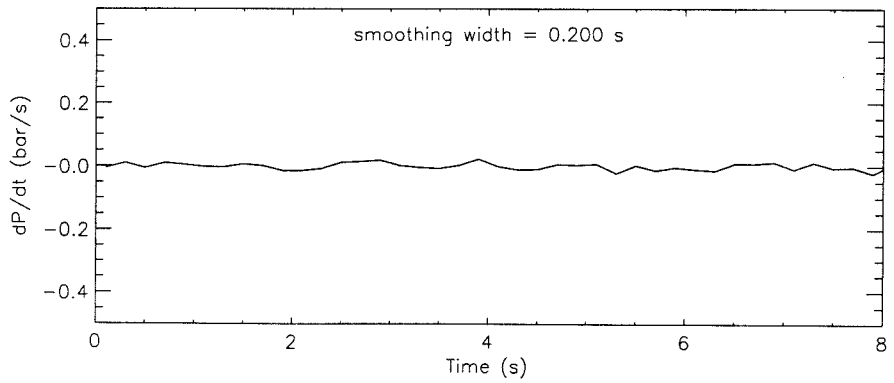
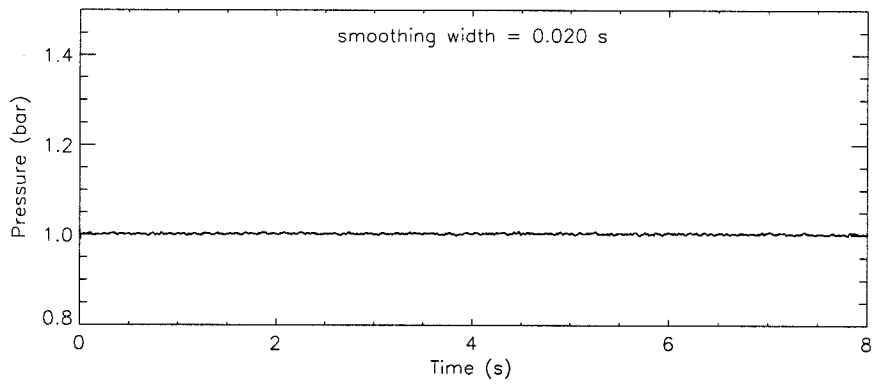
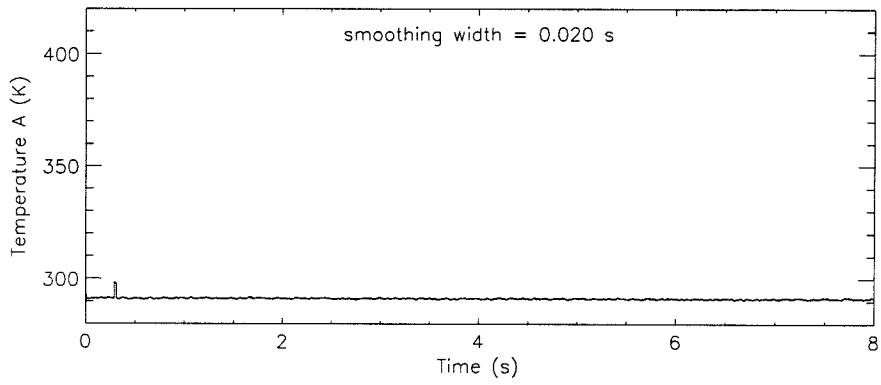
Run no. 155

3.5 H<sub>2</sub>, 3.5 N<sub>2</sub>O, 3.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 90.0 Air, 100 kPa, spark plug, hi pot

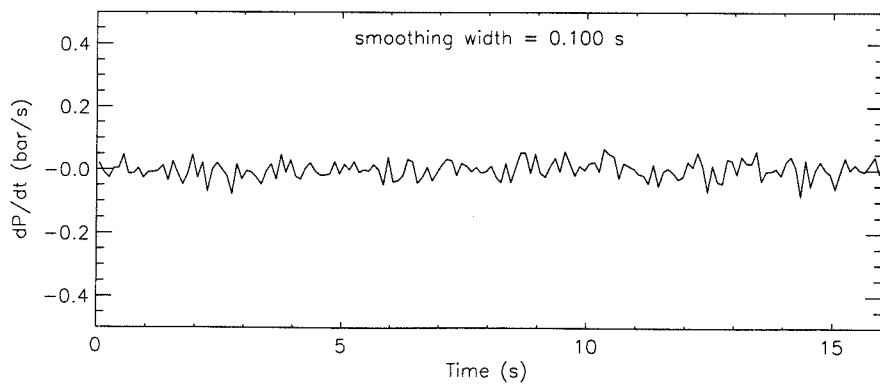
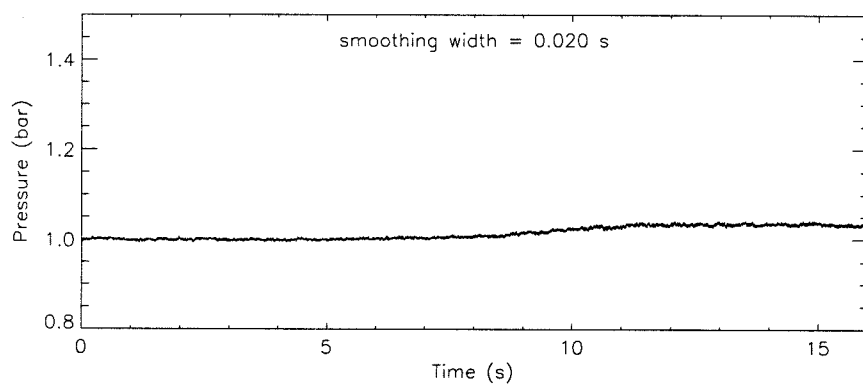
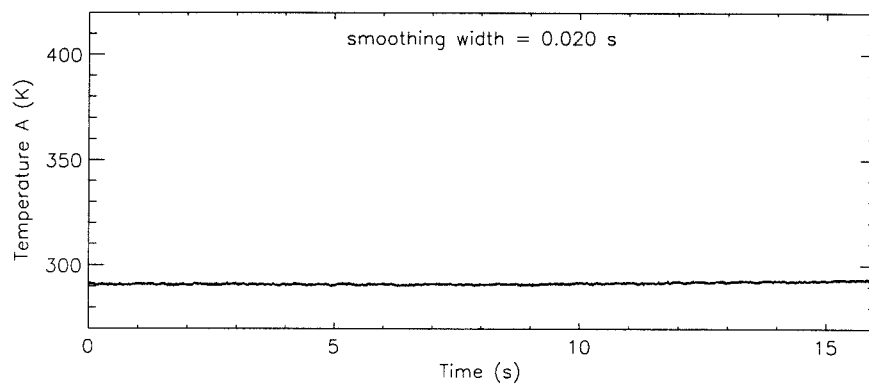
Run no. 155a

7.5 H<sub>2</sub>, 3.5 N<sub>2</sub>O, 3.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 90.0 Air, 104 kPa, spark plug, hi pot, fan on

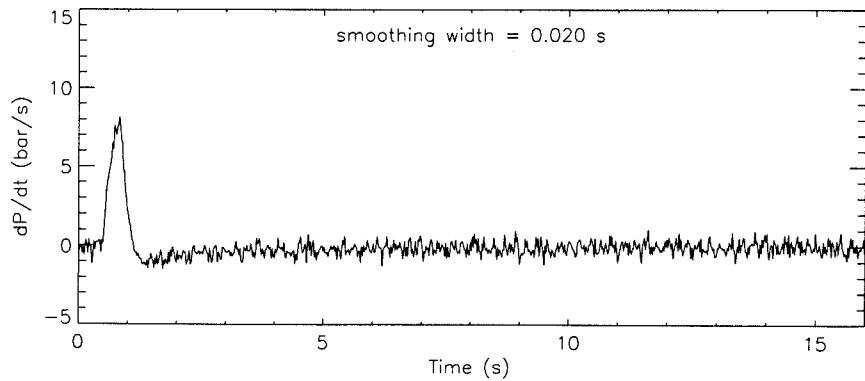
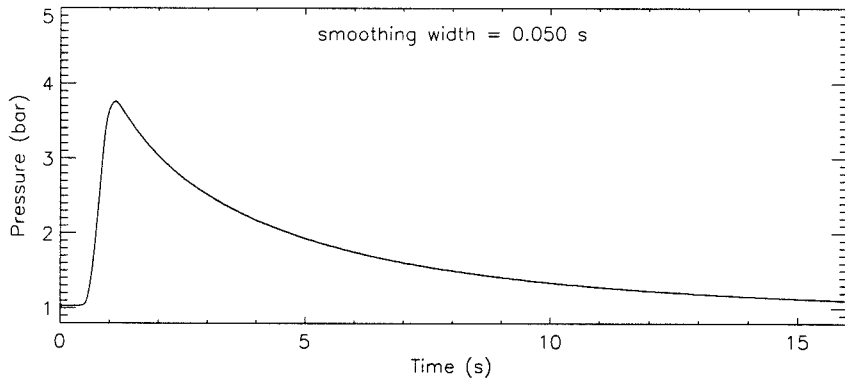
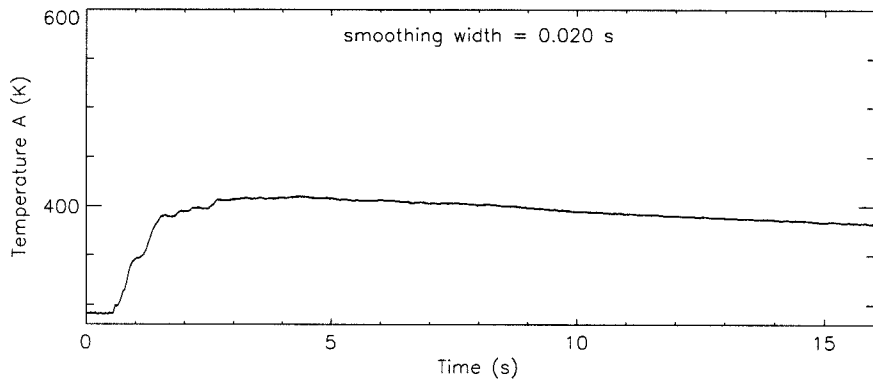
Run no. 156

3.15 H<sub>2</sub>, 3.15 N<sub>2</sub>O, 2.7 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 91.0 Air, 100 kPa, spark plug, hi pot

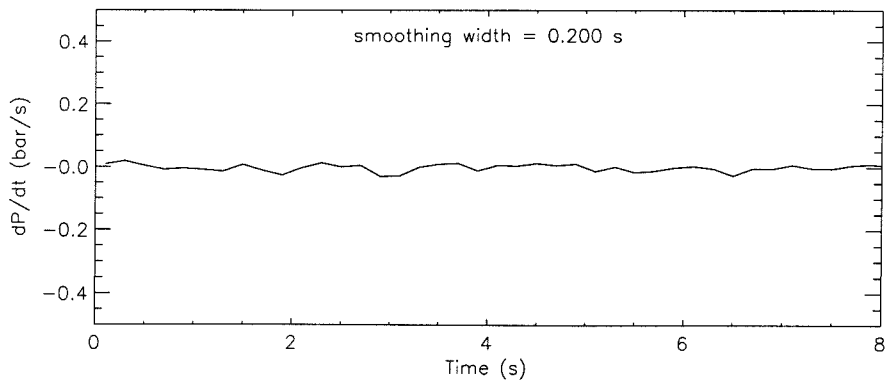
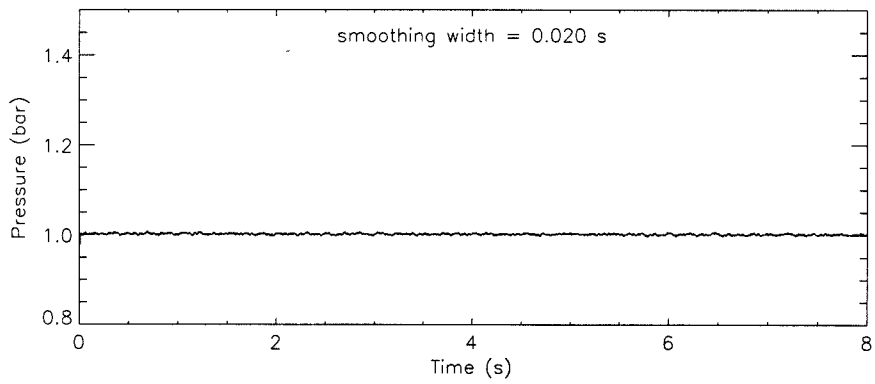
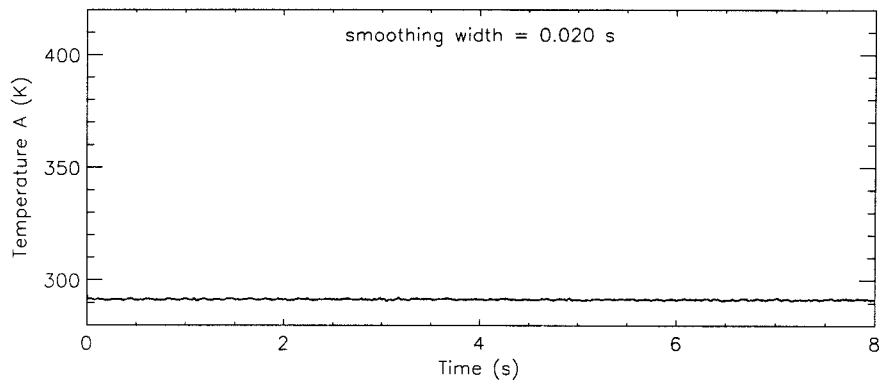
Run no. 156a

3.15 H<sub>2</sub>, 3.15 N<sub>2</sub>O, 2.7 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 91.0 Air, 99.9 kPa, spark plug, hi pot, fan on

Run no. 156b

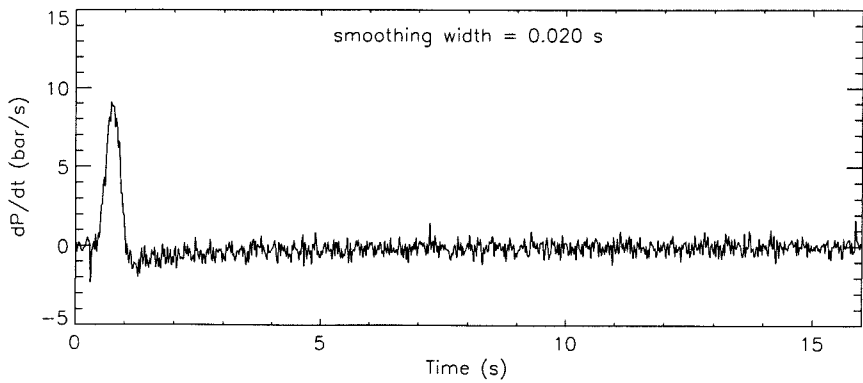
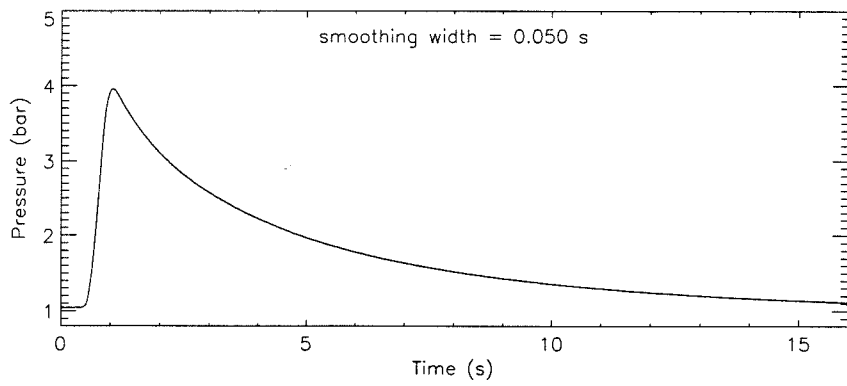
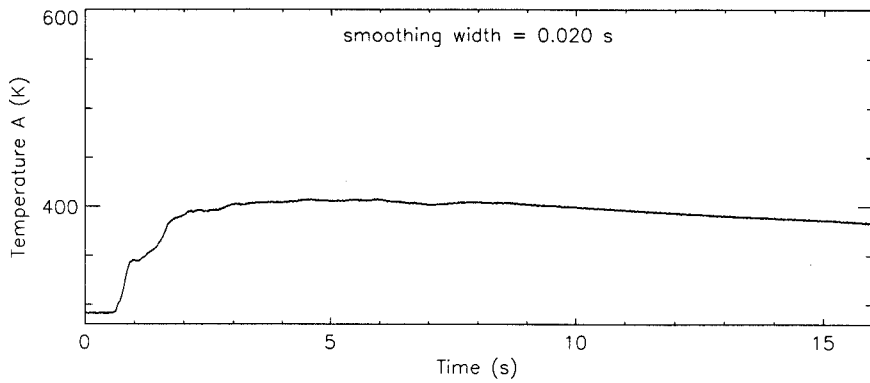
6.15 H<sub>2</sub>, 3.15 N<sub>2</sub>O, 2.7 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 91.0 Air, 100 kPa, spark plug, hi pot, fan on

Run no. 157

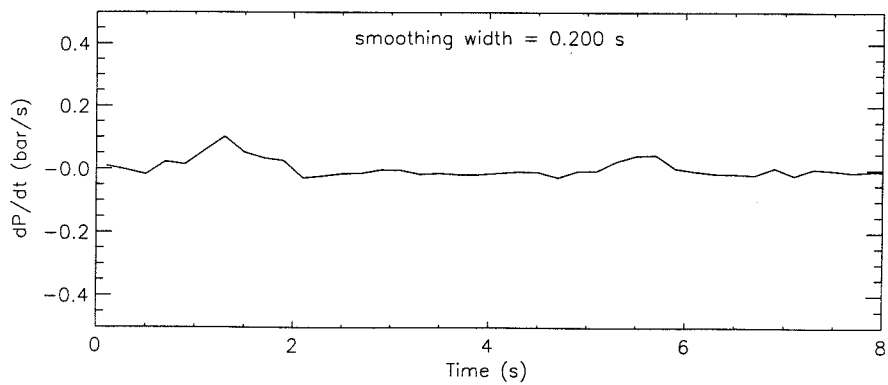
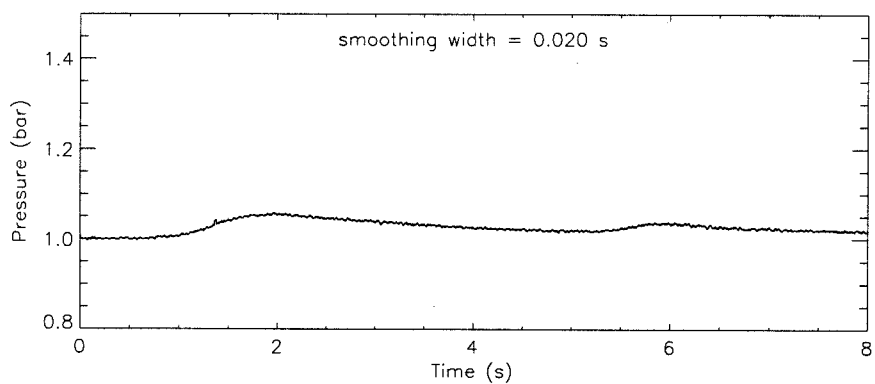
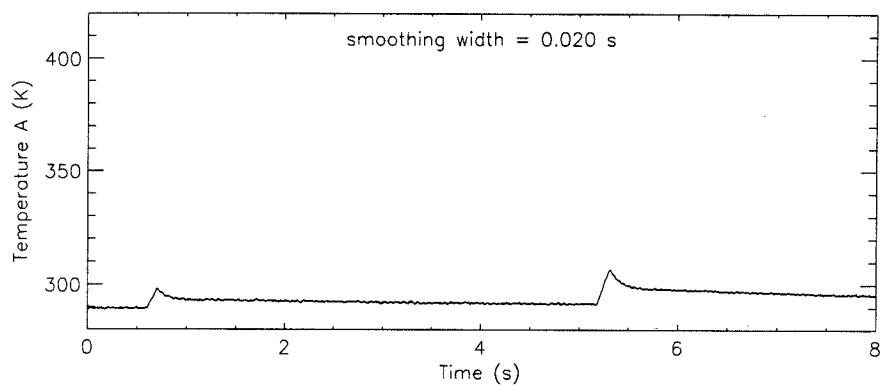
2.8 H<sub>2</sub>, 2.8 N<sub>2</sub>O, 2.4 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 92.0 Air, 100 kPa, spark plug, hi pot,



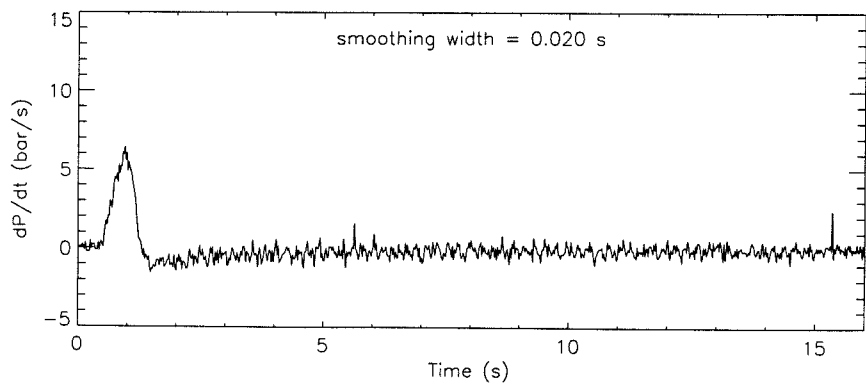
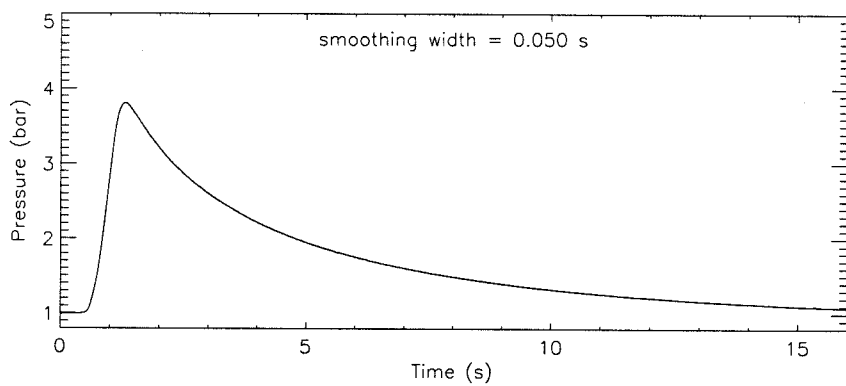
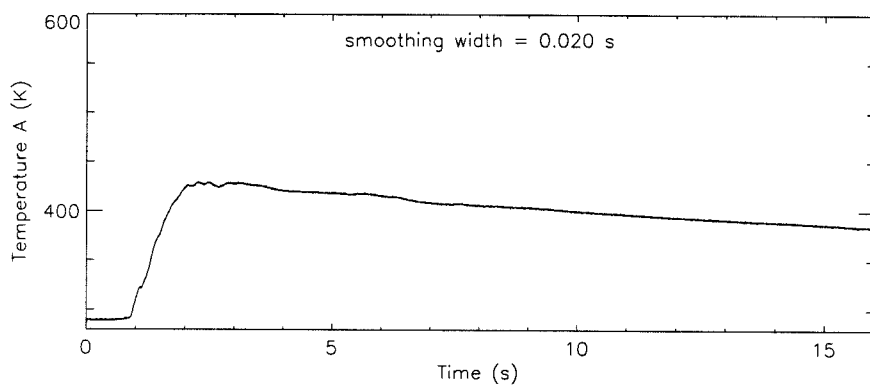
Run no. 157a

6.8 H<sub>2</sub>, 2.8 N<sub>2</sub>O, 2.4 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 92.0 Air, 104 kPa, spark plug, hi pot,

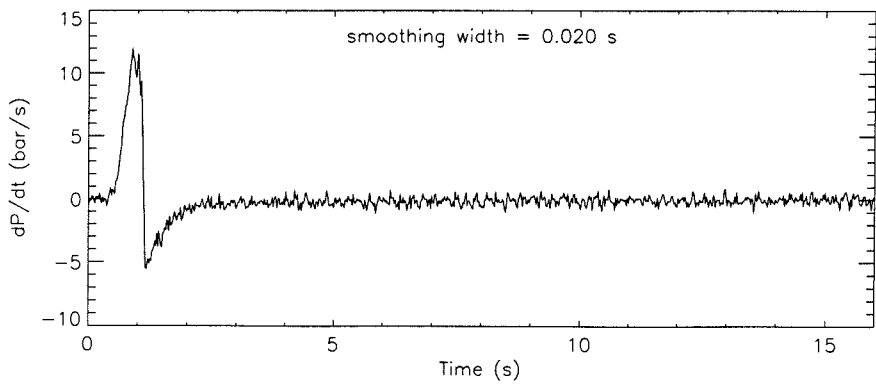
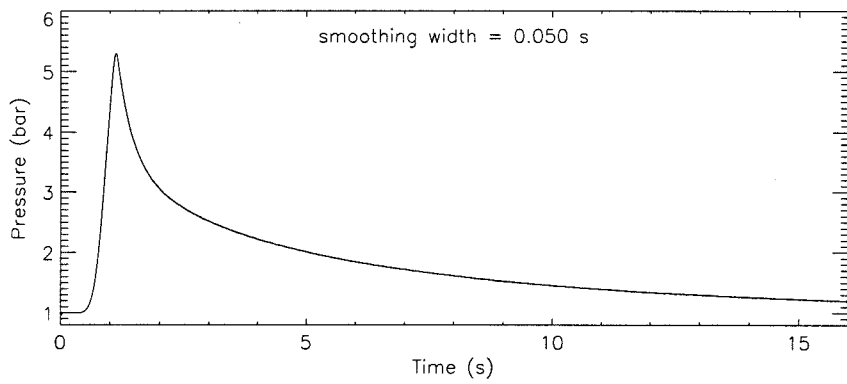
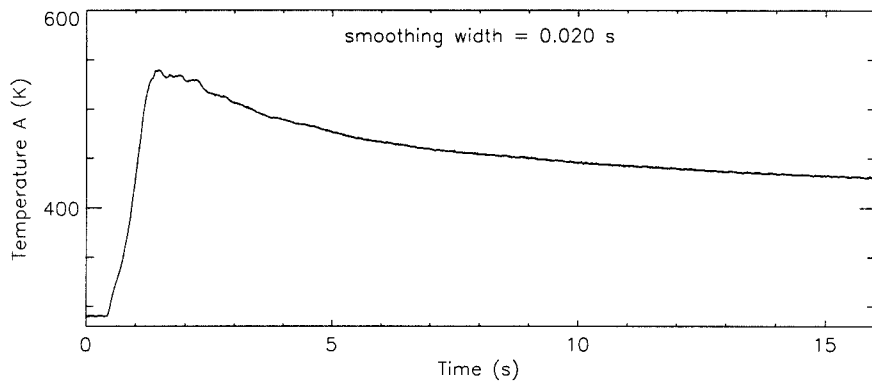
Run no. 158

4.9 H<sub>2</sub>, 4.9 N<sub>2</sub>O, 4.2 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 86.0 Air, 100 kPa, spark plug, hi pot

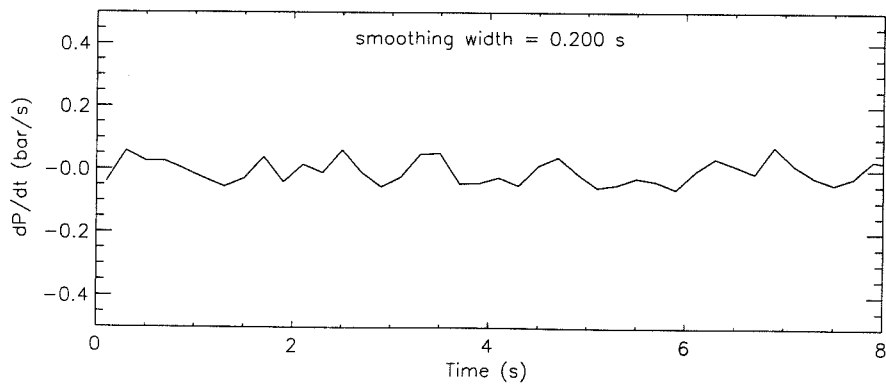
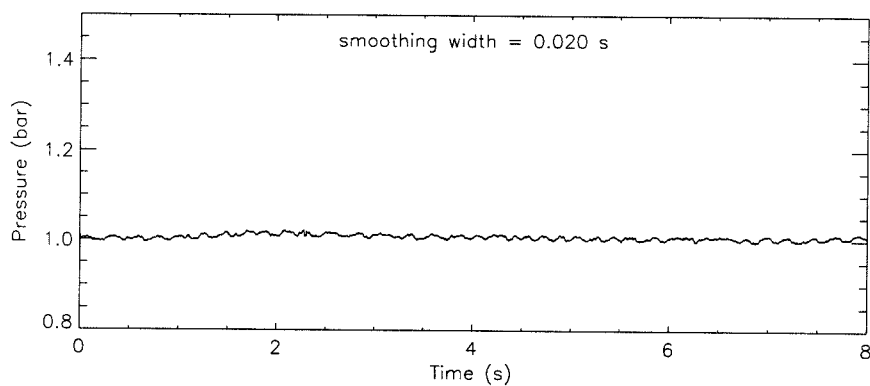
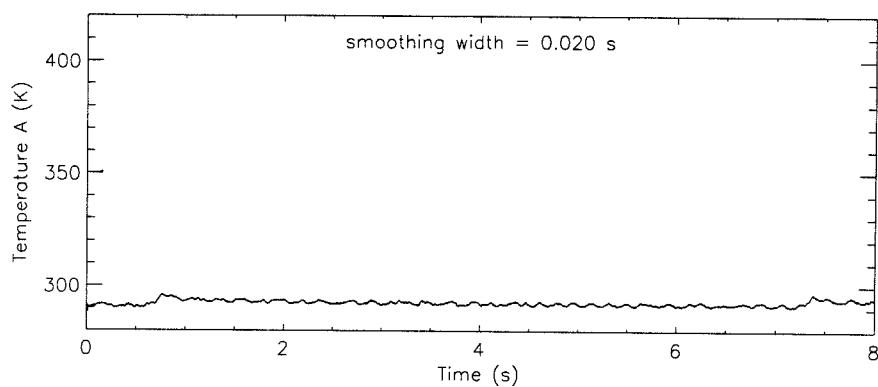
Run no. 158a

4.9 H<sub>2</sub>, 4.9 N<sub>2</sub>O, 4.2 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 86.0 Air, 99.80 kPa, spark plug, hi pot, FAN ON

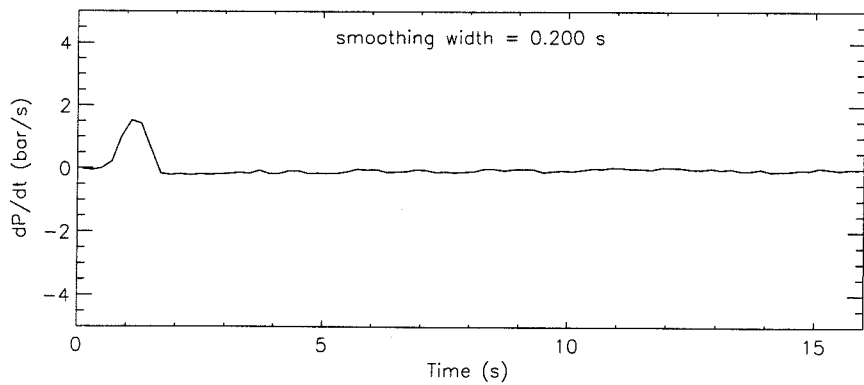
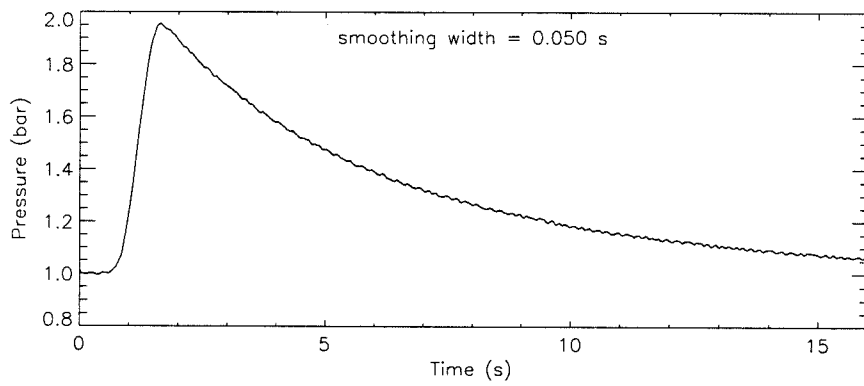
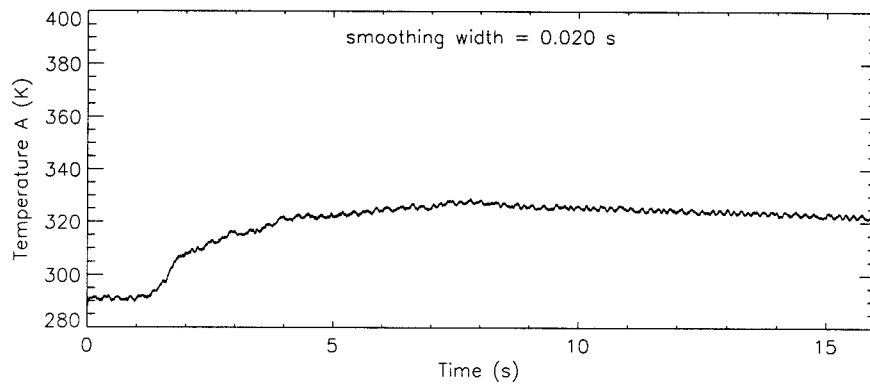
Run no. 159

7.0 H<sub>2</sub>, 7.0 N<sub>2</sub>O, 6.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 100.0 kPa, spark plug, hi pot, fan off

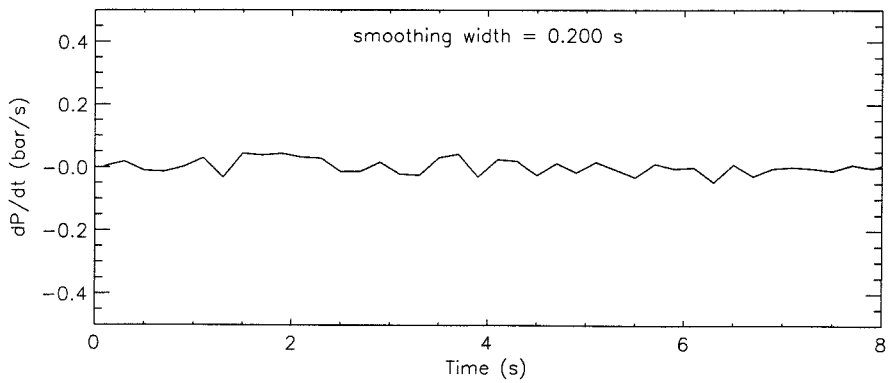
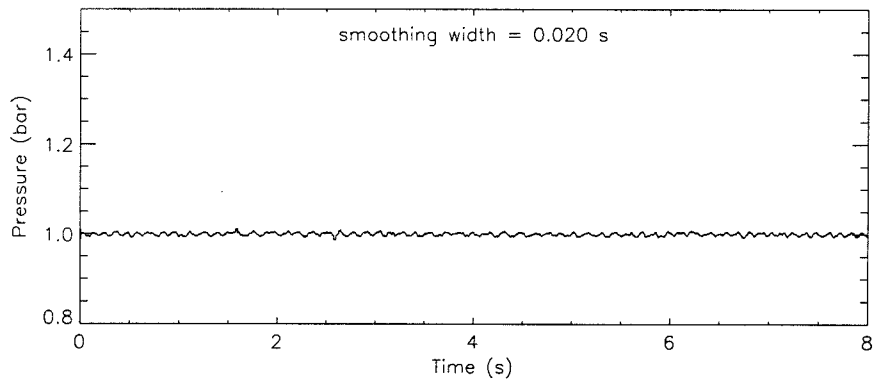
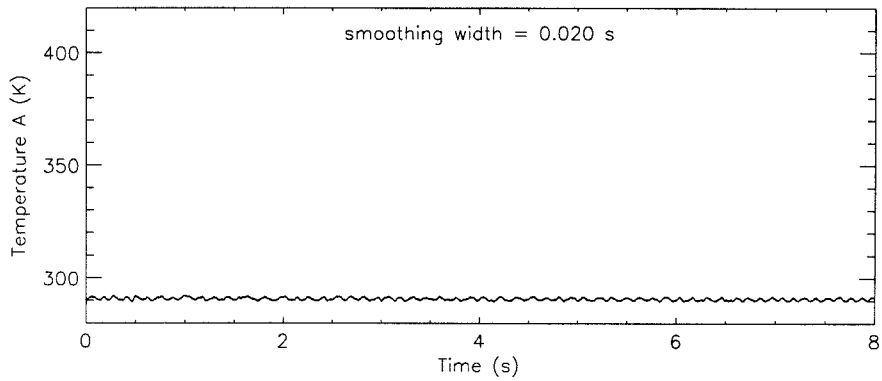
Run no. 160

3.0 H<sub>2</sub>, 3.0 N<sub>2</sub>O, 6.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 88.0 Air, 100.0 kPa, spark plug, hi pot, fan off

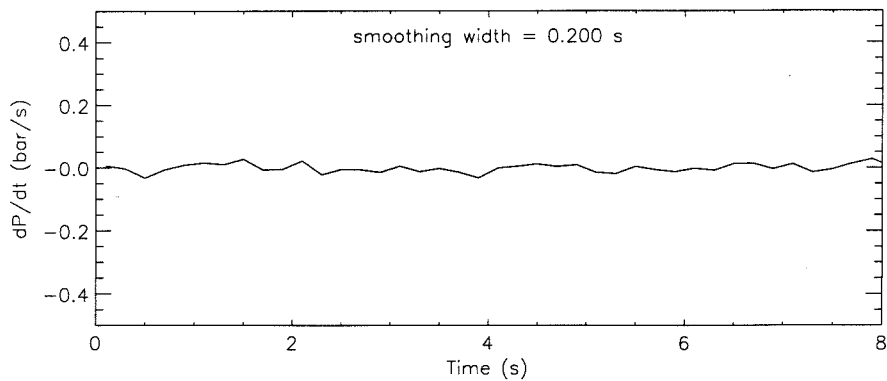
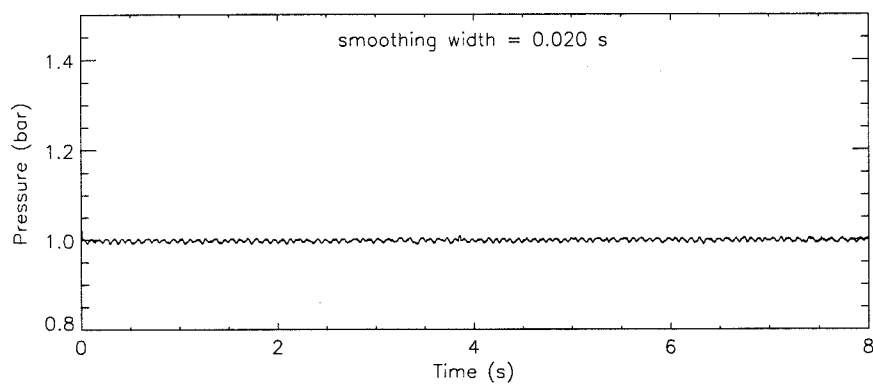
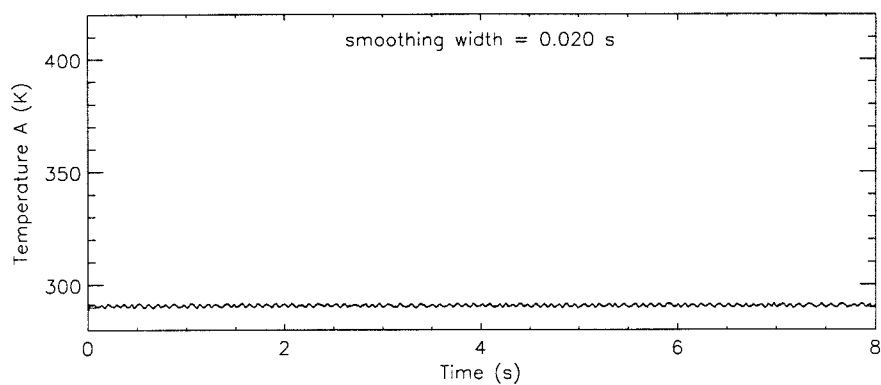
Run no. 160a

3.0 H<sub>2</sub>, 3.0 N<sub>2</sub>O, 6.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 88.0 Air, 100.0 kPa, spark plug, hi pot, fan ON

Run no. 161

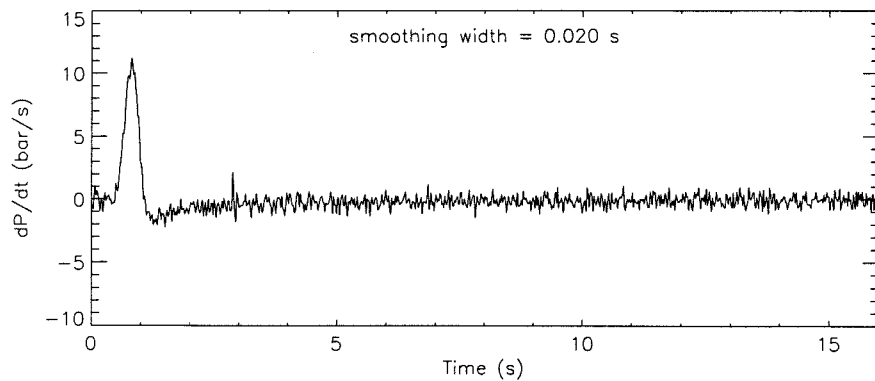
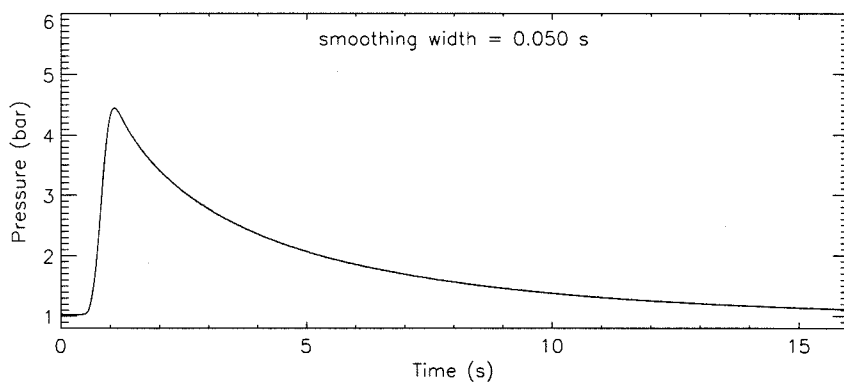
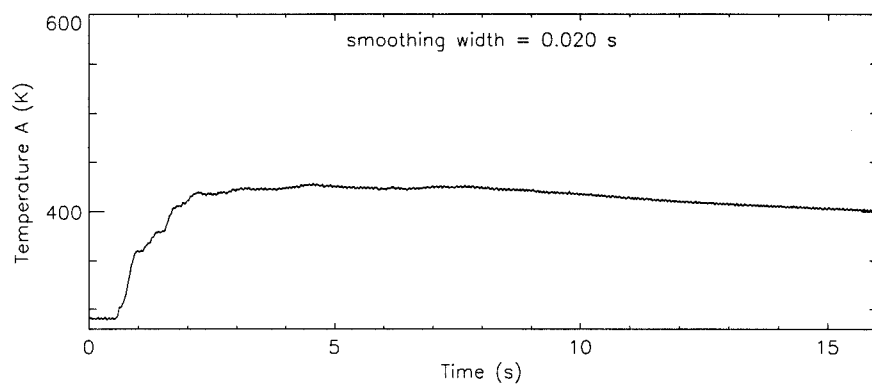
2.5 H<sub>2</sub>, 2.5 N<sub>2</sub>O, 5.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 90.0 Air, 100.0 kPa, spark plug, hi pot

Run no. 161a

2.5 H<sub>2</sub>, 2.5 N<sub>2</sub>O, 5.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 90.0 Air, 100.0 kPa, spark plug, hi pot, fan on

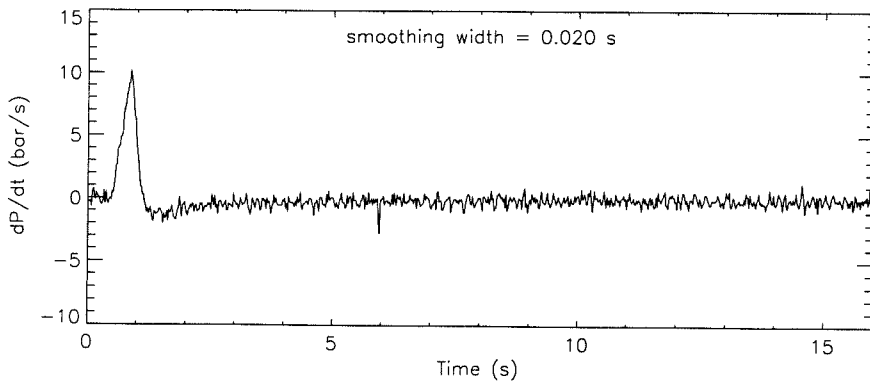
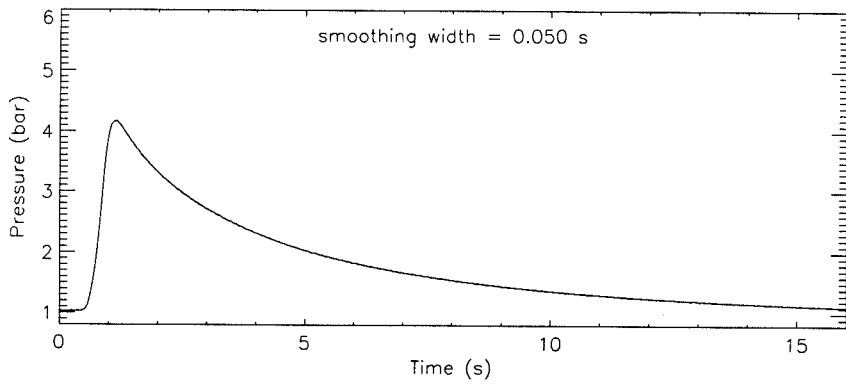
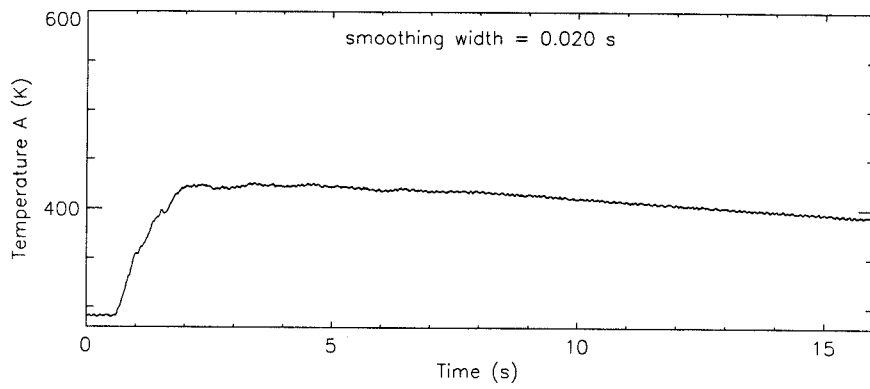


Run no. 161b

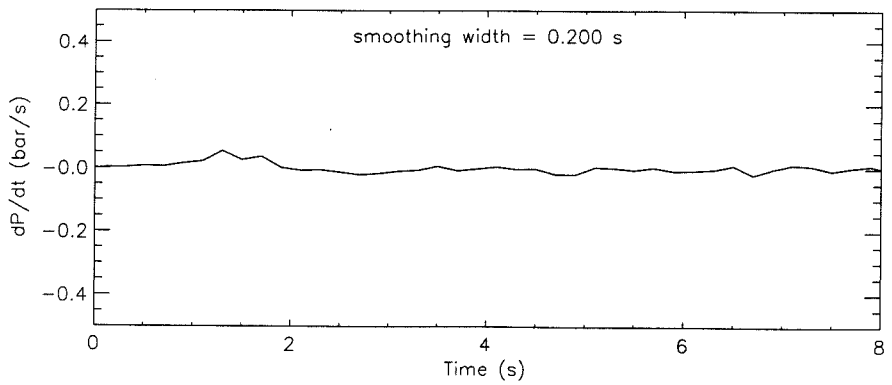
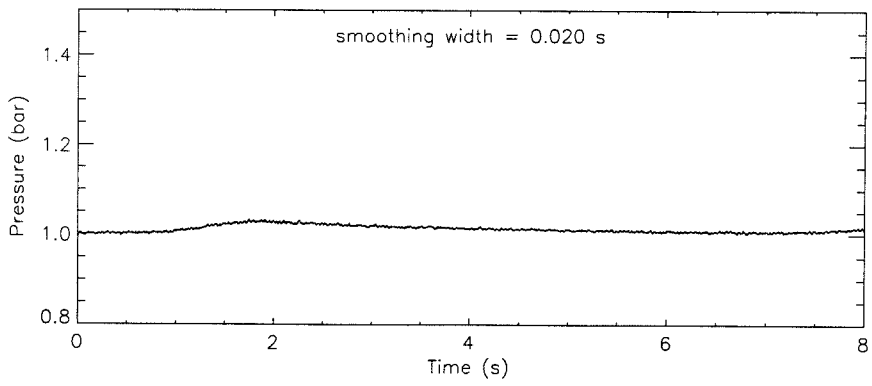
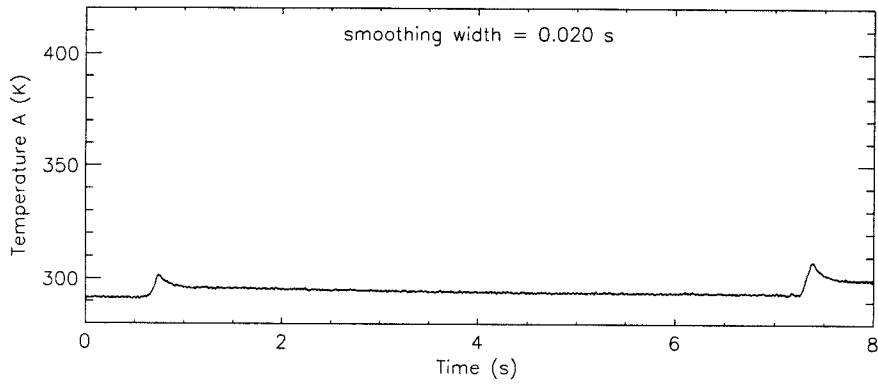
5.0 H<sub>2</sub>, 2.5 N<sub>2</sub>O, 5.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 90.0 Air, 102.5 kPa, spark plug, hi pot, fan on

Run no. 162a

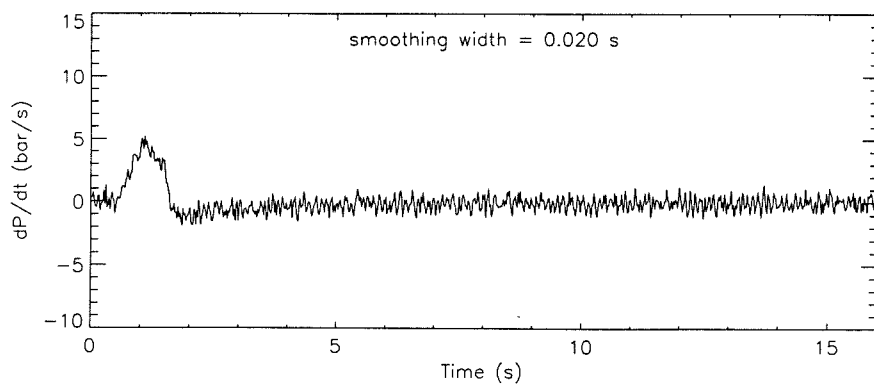
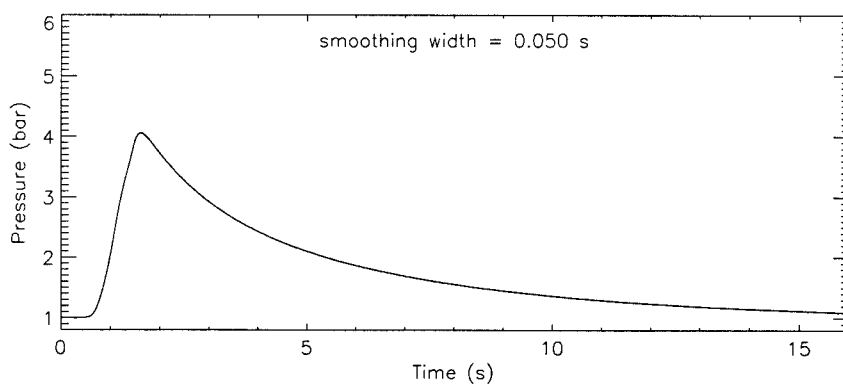
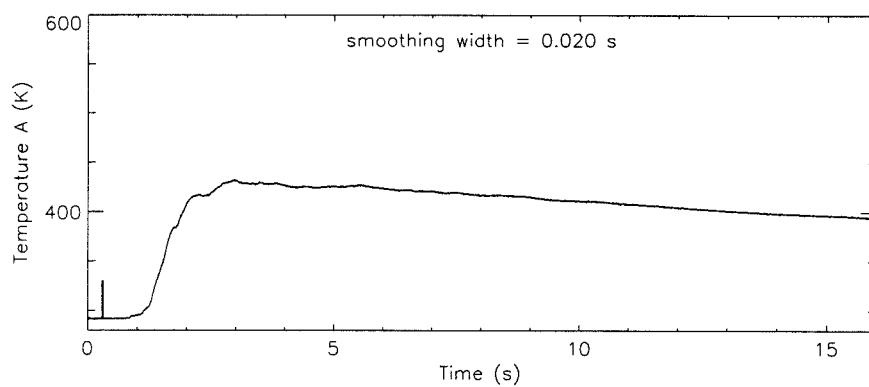
5.25 H<sub>2</sub>, 2.25 N<sub>2</sub>O, 4.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 91.0 Air, 102.95 kPa, spark plug, hi pot, fan on



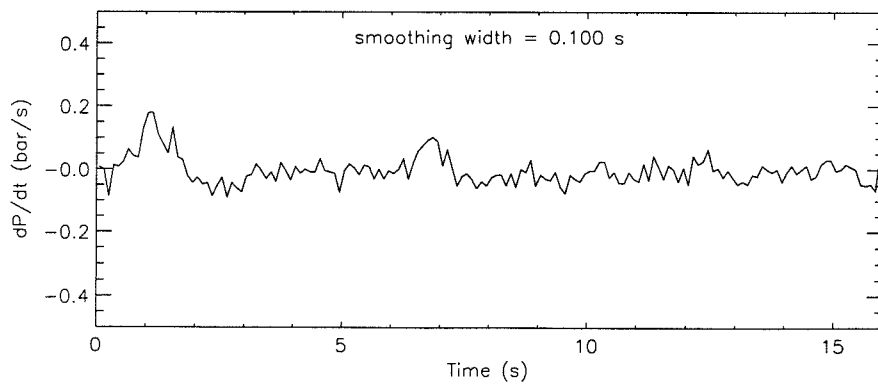
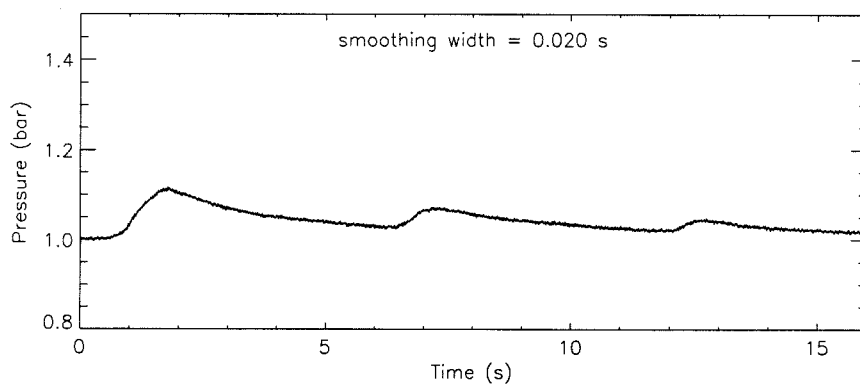
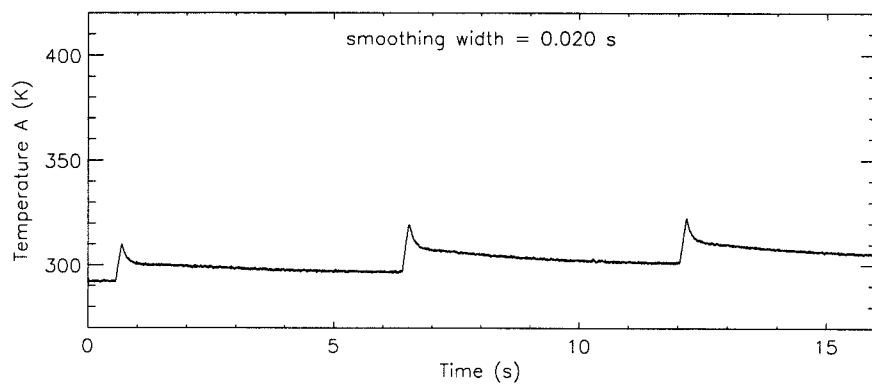
Run no. 163

3.35 H<sub>2</sub>, 3.25 N<sub>2</sub>O, 6.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 87.0 Air, 100.10 kPa, spark plug, hi pot

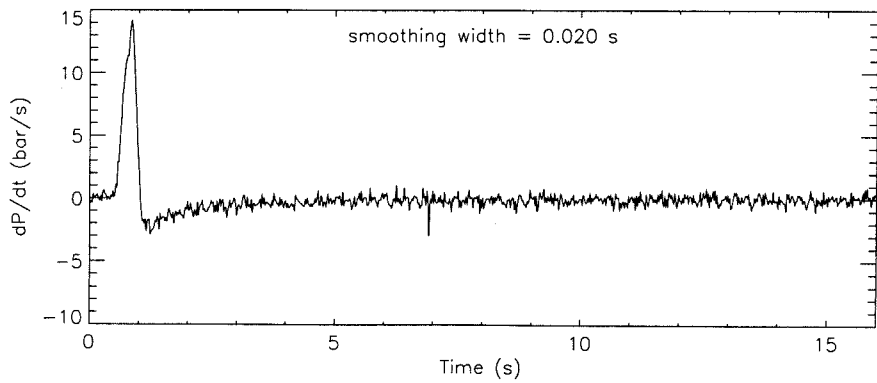
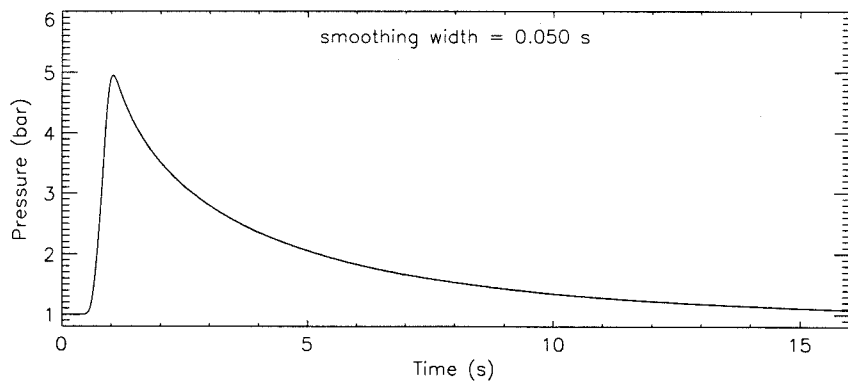
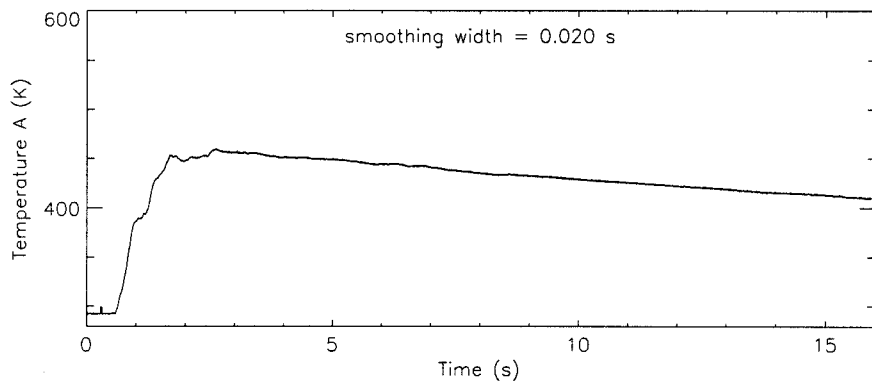
Run no. 163a

3.35 H<sub>2</sub>, 3.25 N<sub>2</sub>O, 6.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 87.0 Air, 99.42 kPa, spark plug, hi pot, fan on

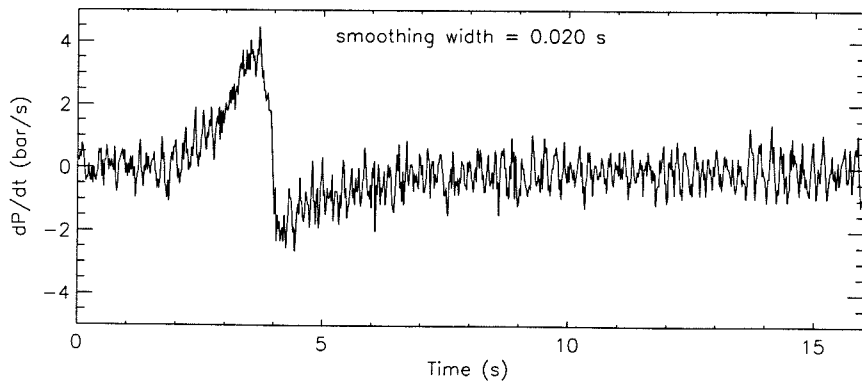
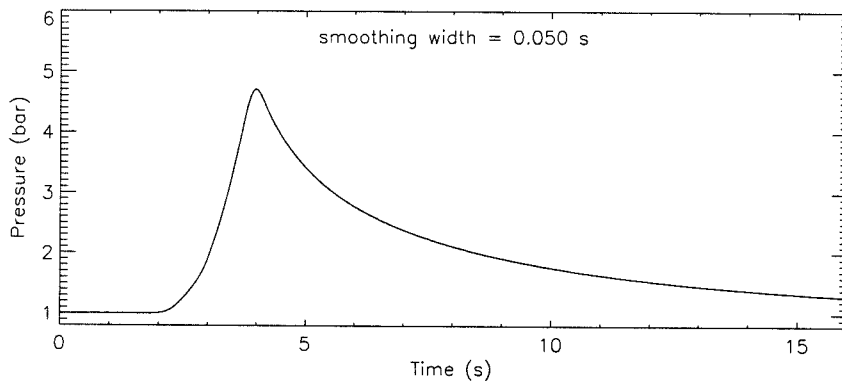
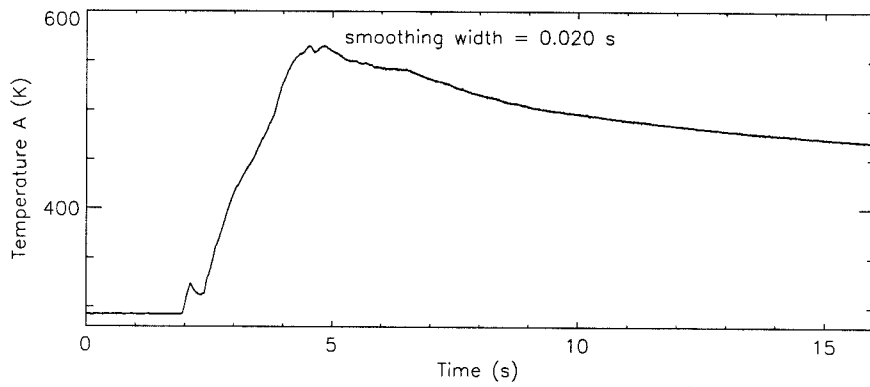
Run no. 164

4.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 8.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 84.0 Air, 100.0 kPa, spark plug, hi pot

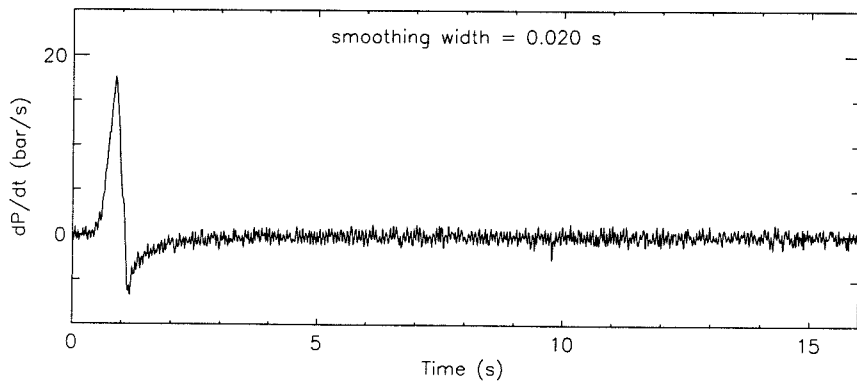
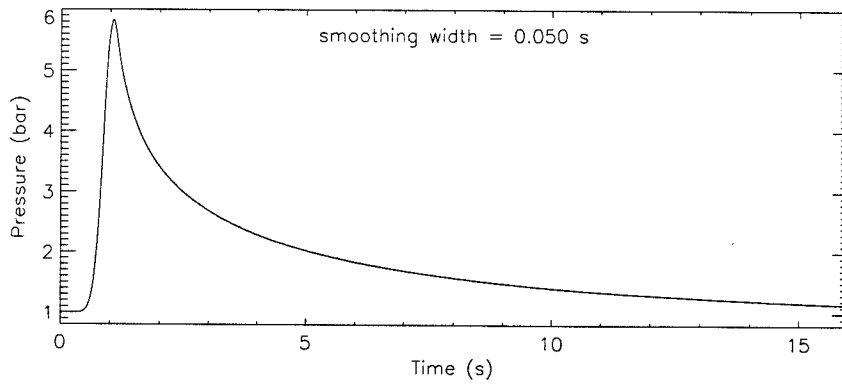
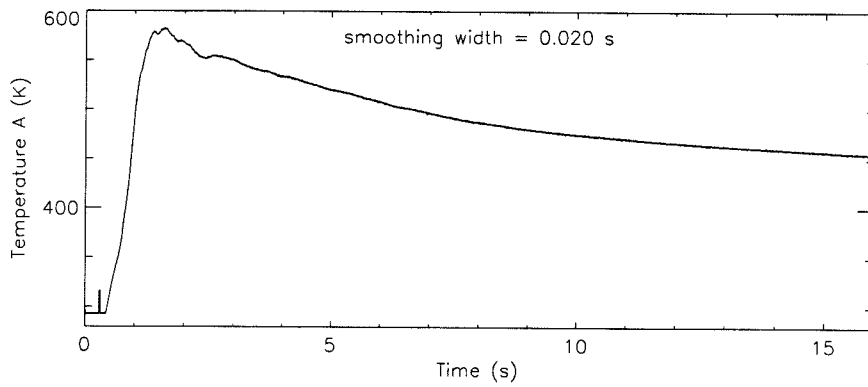
Run no. 164a

4.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 8.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 84.0 Air, 100.0 kPa, spark plug, hi pot, fan on

Run no. 165

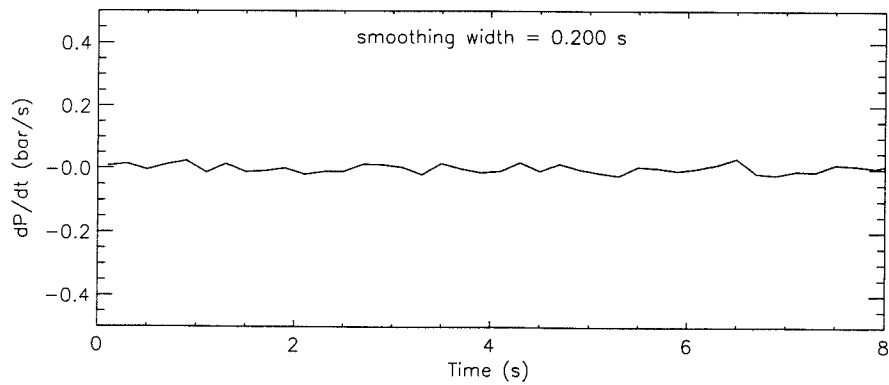
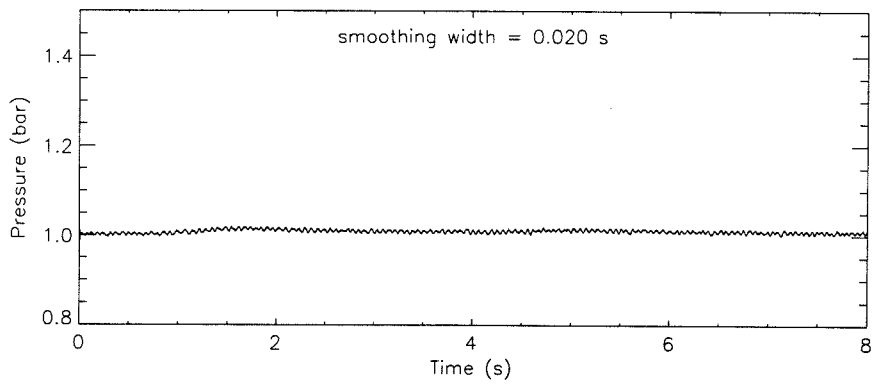
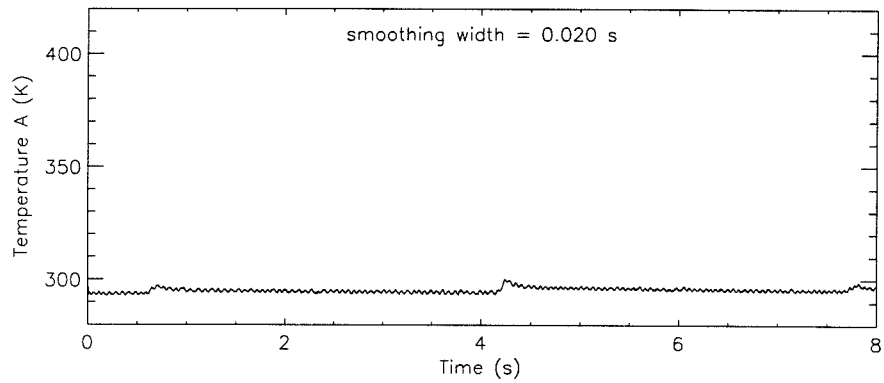
4.75 H<sub>2</sub>, 4.75 N<sub>2</sub>O, 9.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 100.0 kPa, spark plug, hi pot

Run no. 166

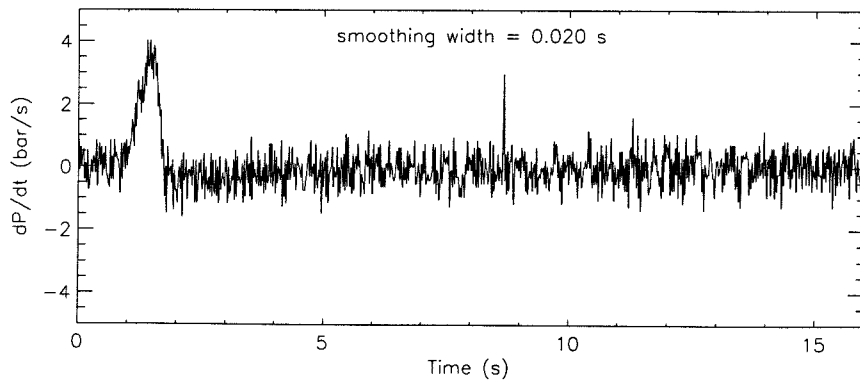
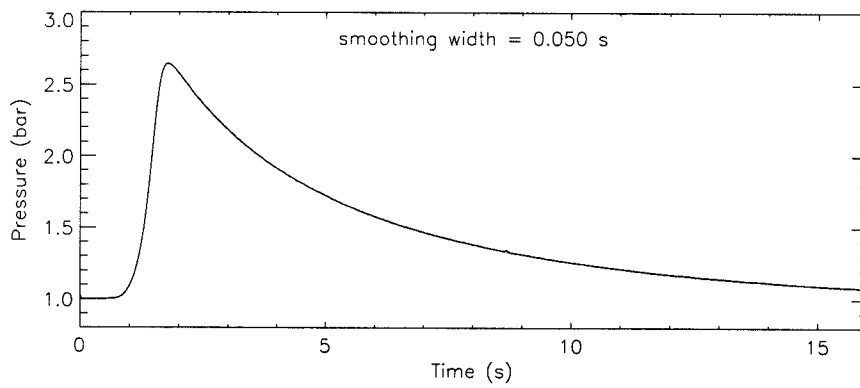
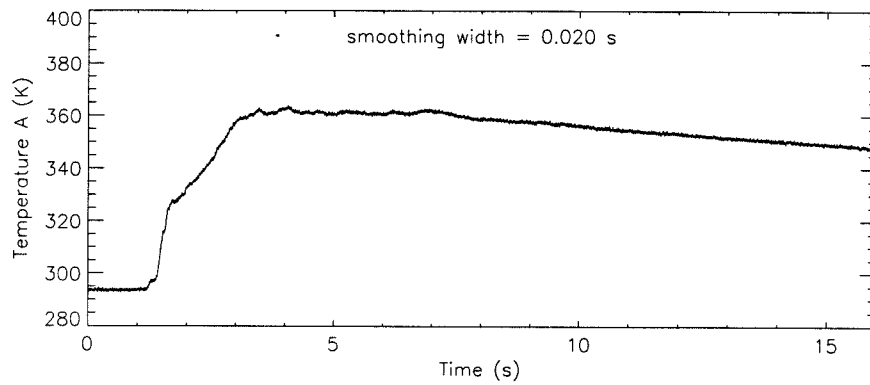
5.5 H<sub>2</sub>, 5.5 N<sub>2</sub>O, 11.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 78.0 Air, 100.0 kPa, spark plug, hi pot



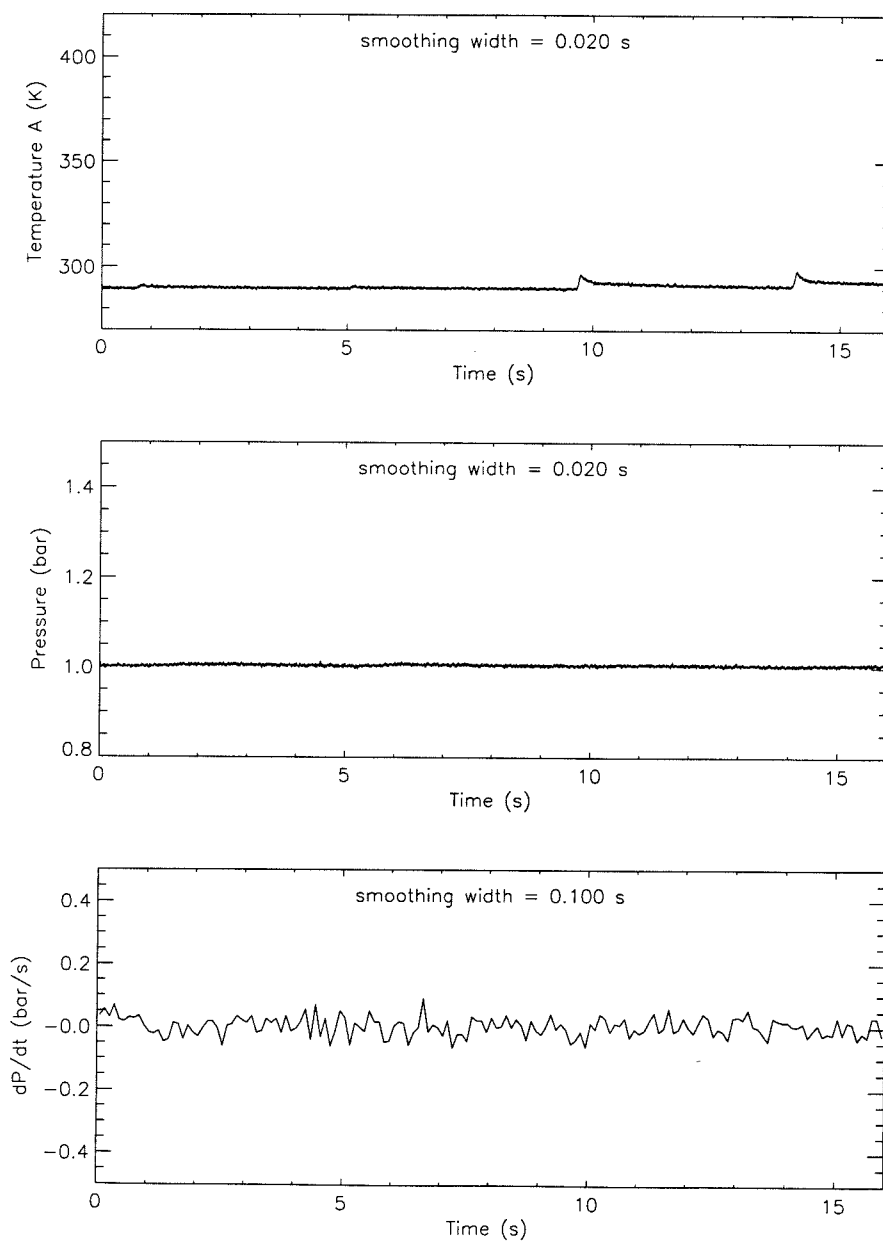
Run no. 167

2.5 H<sub>2</sub>, 5.0 N<sub>2</sub>O, 7.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 85.0 Air, 100.0 kPa, spark plug, hi pot

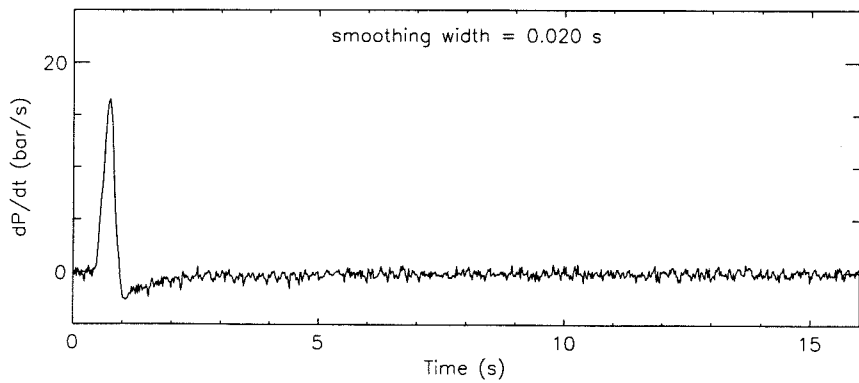
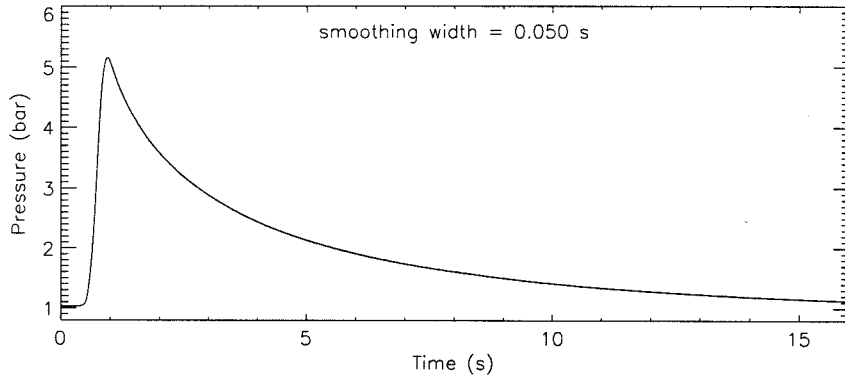
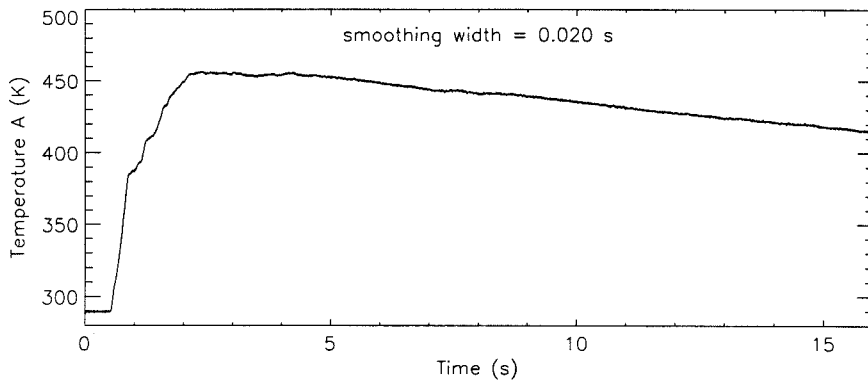
Run no. 167a

2.5 H<sub>2</sub>, 5.0 N<sub>2</sub>O, 7.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 85.0 Air, 99.97 kPa, spark plug, hi pot, fan on

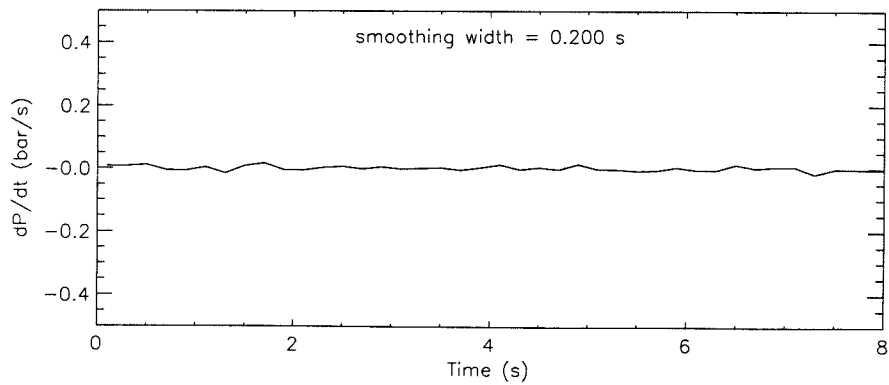
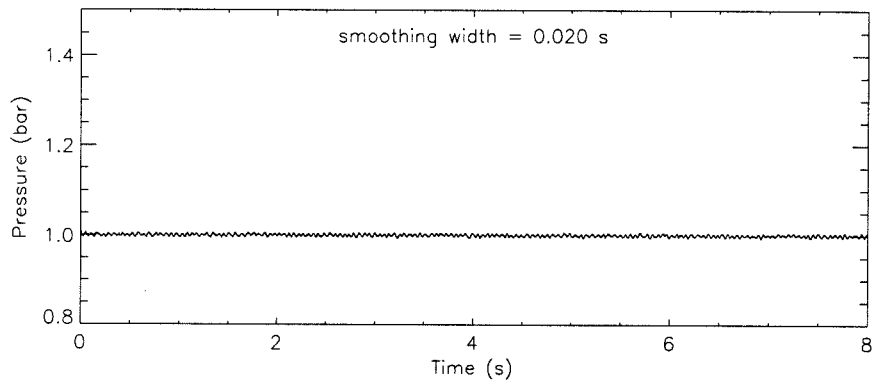
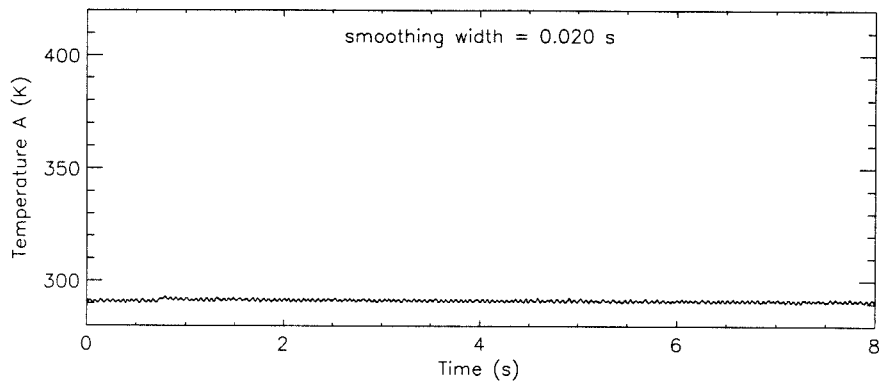
Run no. 168

2.17 H<sub>2</sub>, 4.33 N<sub>2</sub>O, 6.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 87.0 Air, 100.16 kPa, spark plug, hi pot,

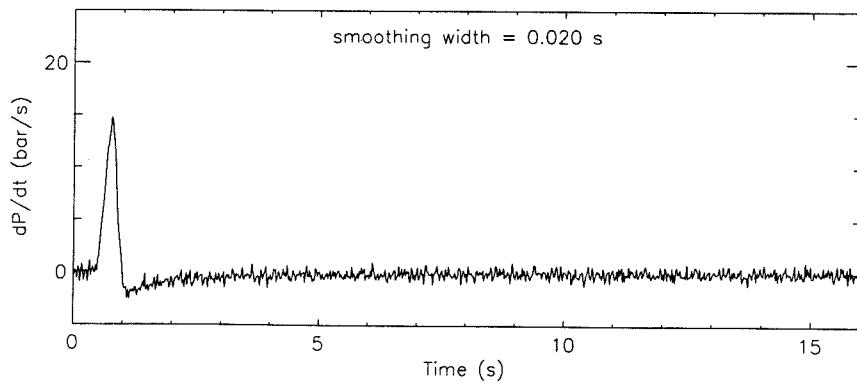
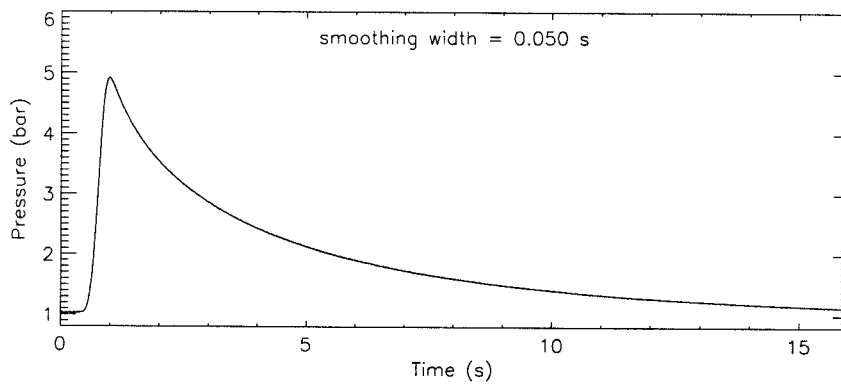
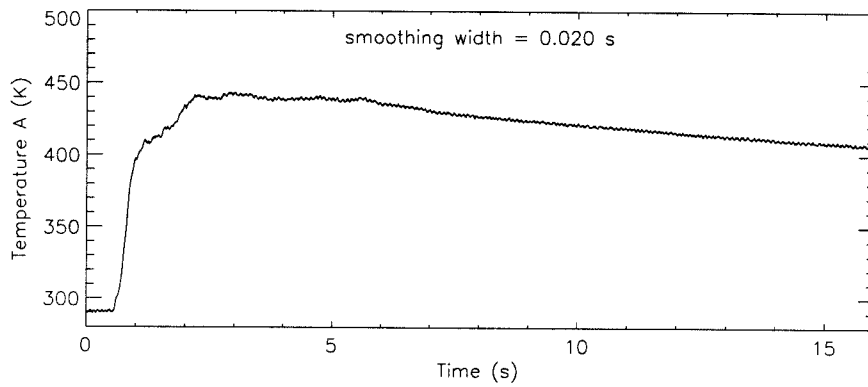
Run no. 168a

5.17 H<sub>2</sub>, 4.33 N<sub>2</sub>O, 6.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 87.0 Air, 100.13 kPa, spark plug, hi pot, fan on

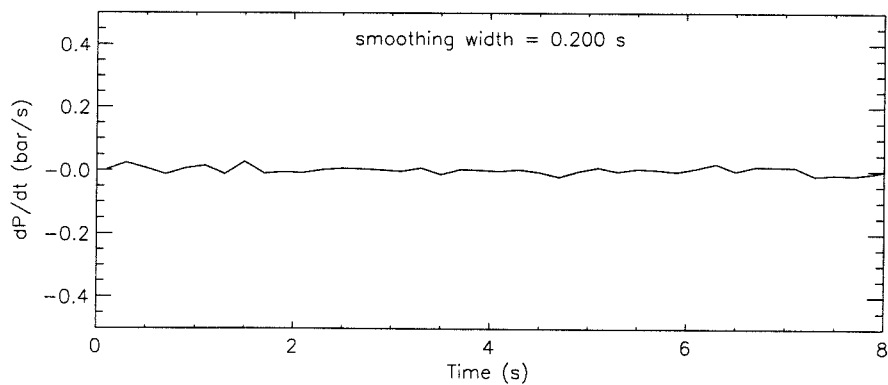
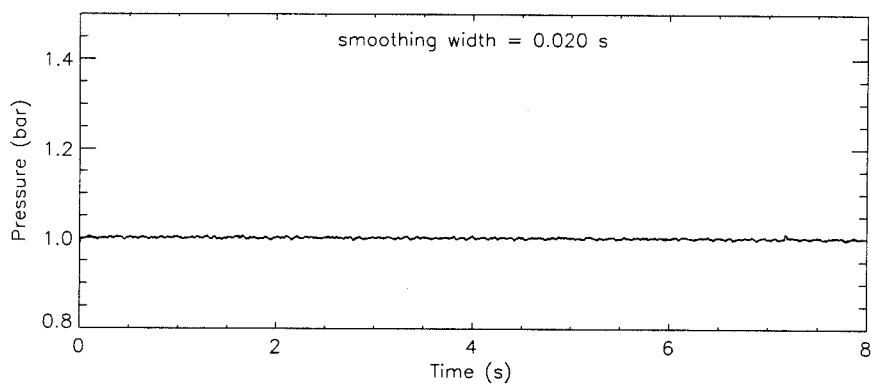
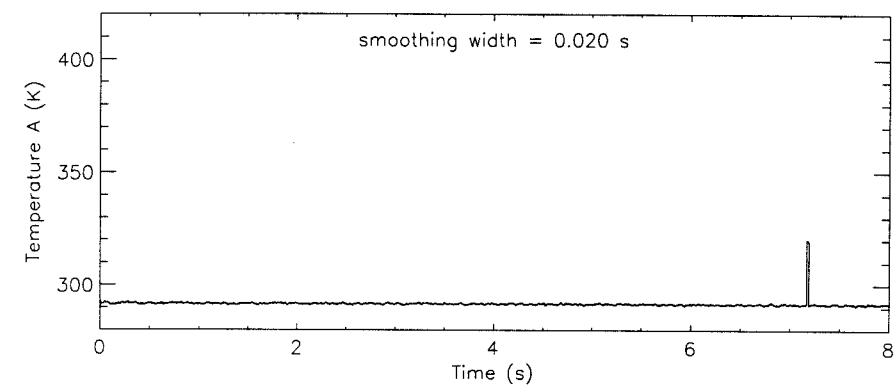
Run no. 169

2.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 6.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 88.0 Air, 100 kPa, spark plug, hi pot,

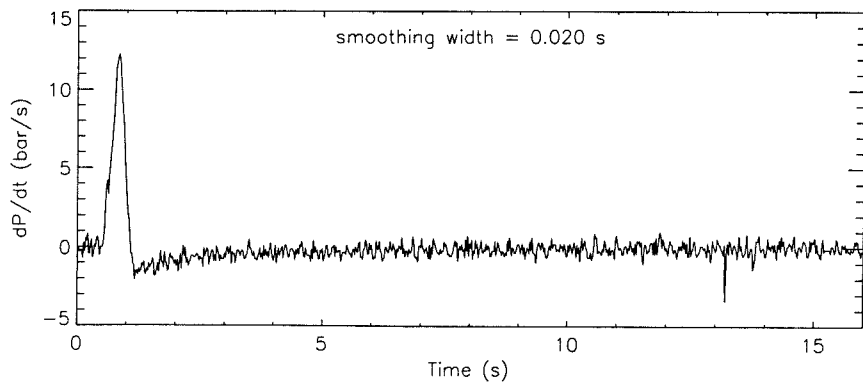
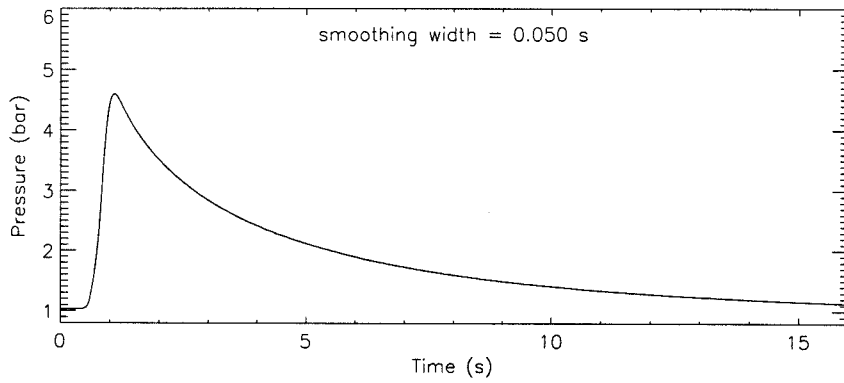
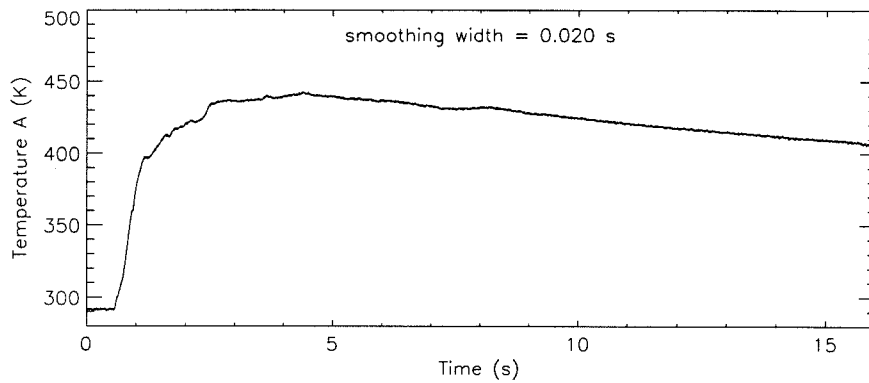
Run no. 169a

5.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 6.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 88.0 Air, 103 kPa, spark plug, hi pot, fan on

Run no. 170

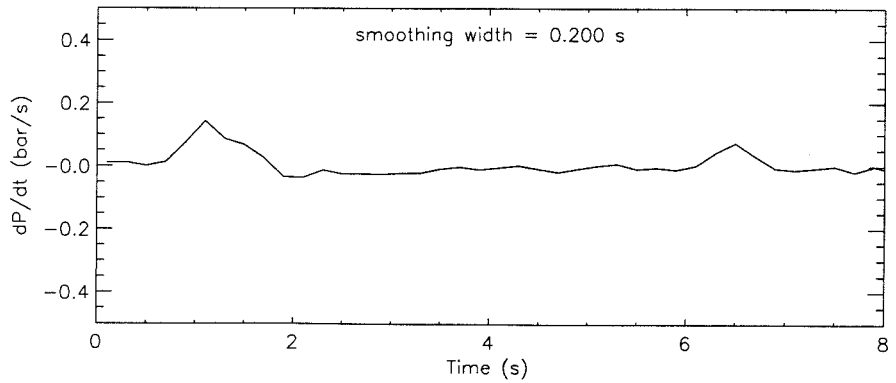
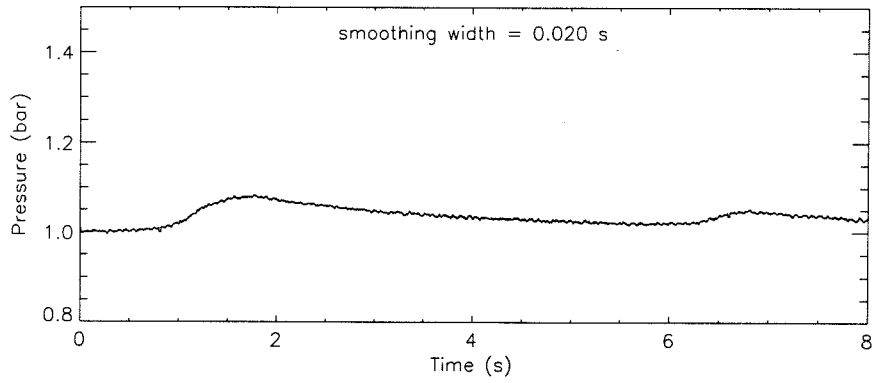
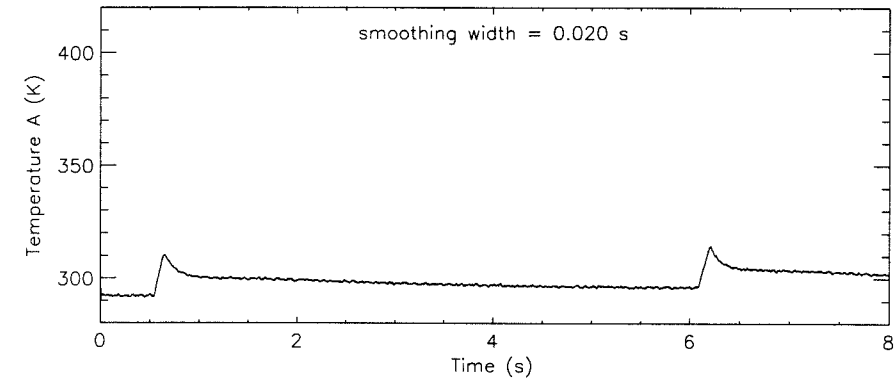
1.83 H<sub>2</sub>, 3.67 N<sub>2</sub>O, 5.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 89.0 Air, 100 kPa, spark plug, hi pot

## Run no. 170a

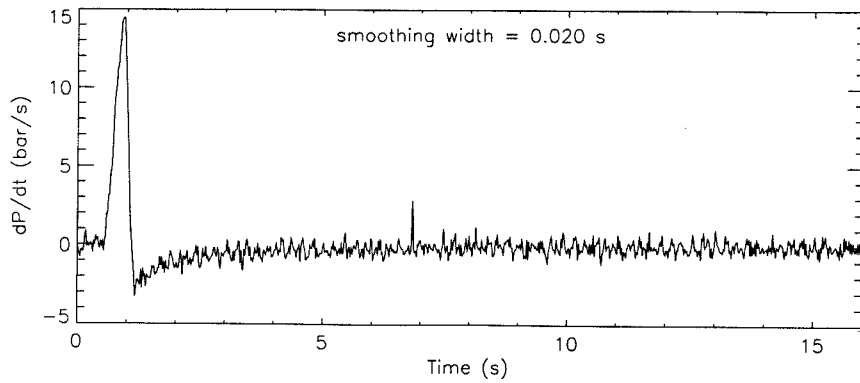
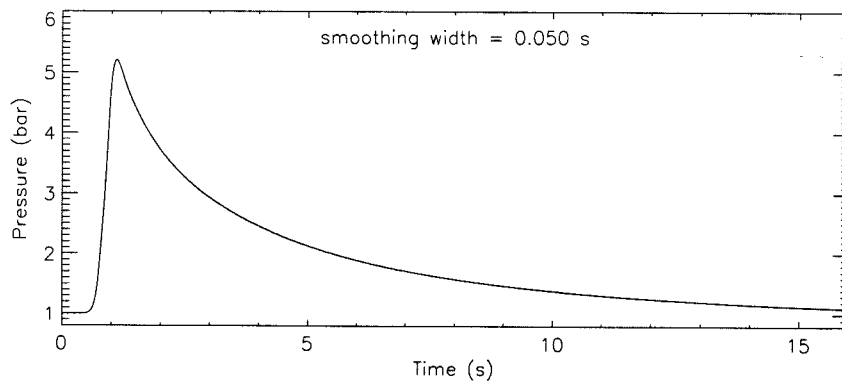
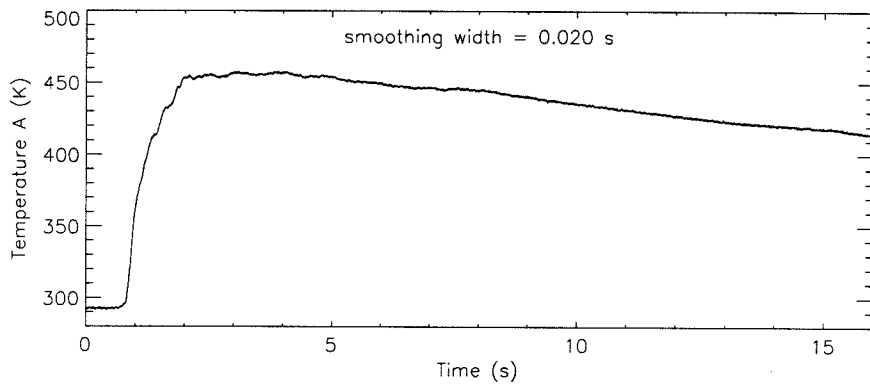
4.83 H<sub>2</sub>, 3.67 N<sub>2</sub>O, 5.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 89.0 Air, 102.92 kPa, spark plug, hi pot, fan on



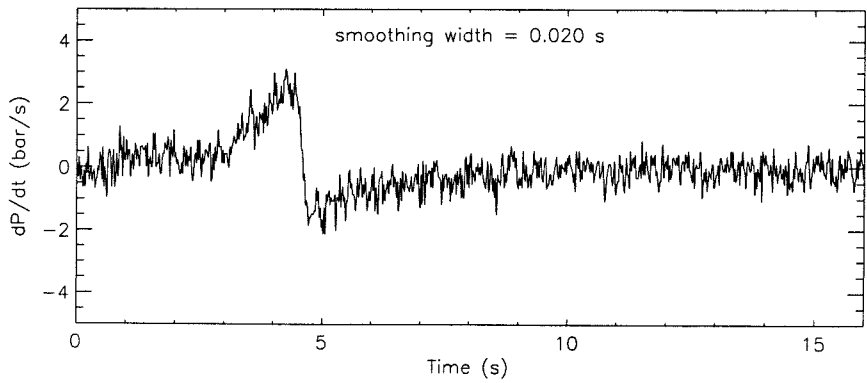
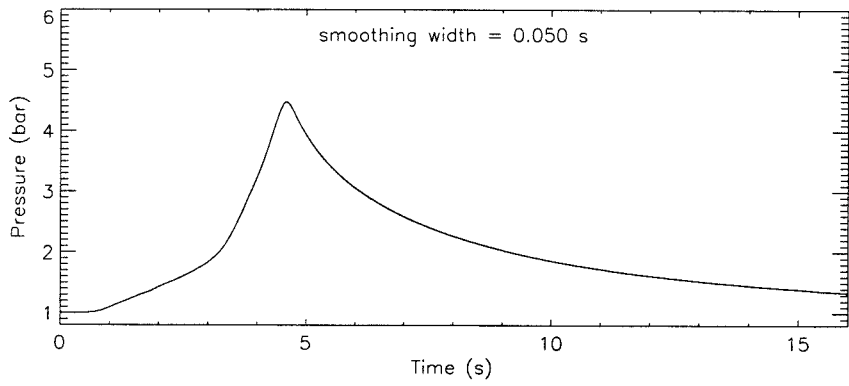
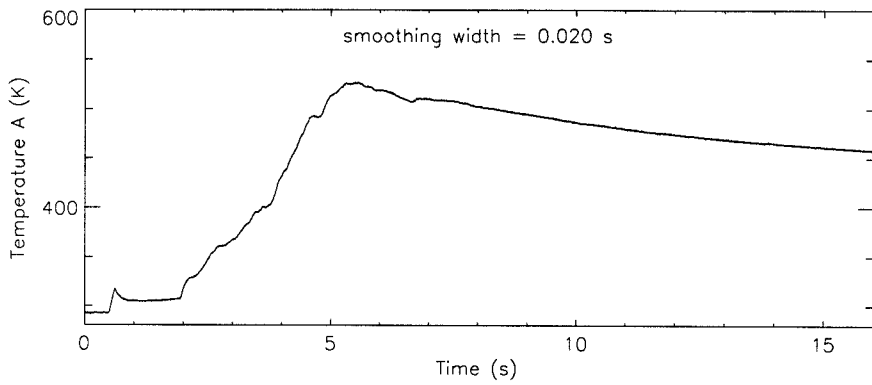
Run no. 171

3.0 H<sub>2</sub>, 6.0 N<sub>2</sub>O, 9.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 82.0 Air, 100 kPa, spark plug, hi pot

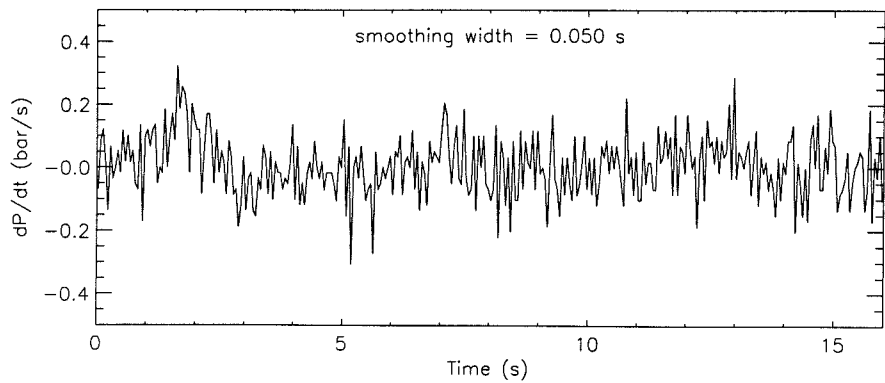
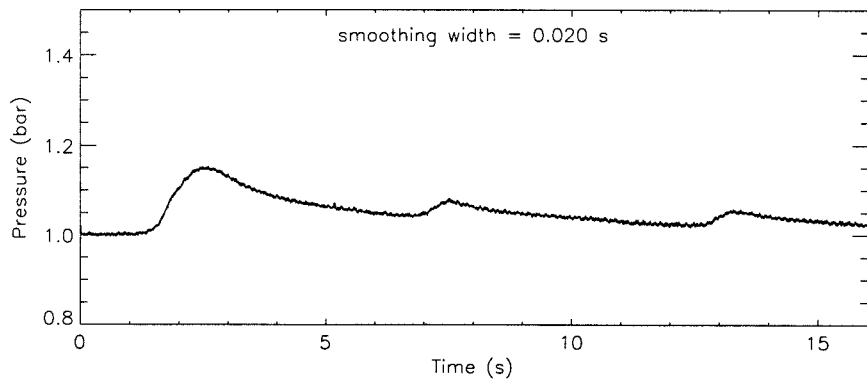
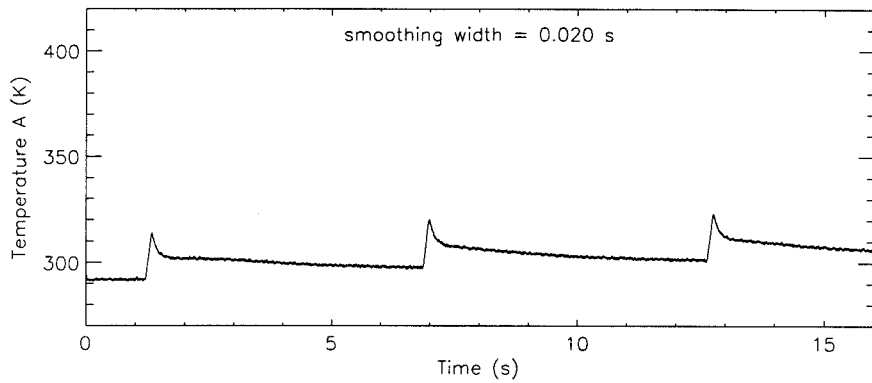
Run no. 171a

3.0 H<sub>2</sub>, 6.0 N<sub>2</sub>O, 9.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 82.0 Air, 100 kPa, spark plug, hi pot, fan on

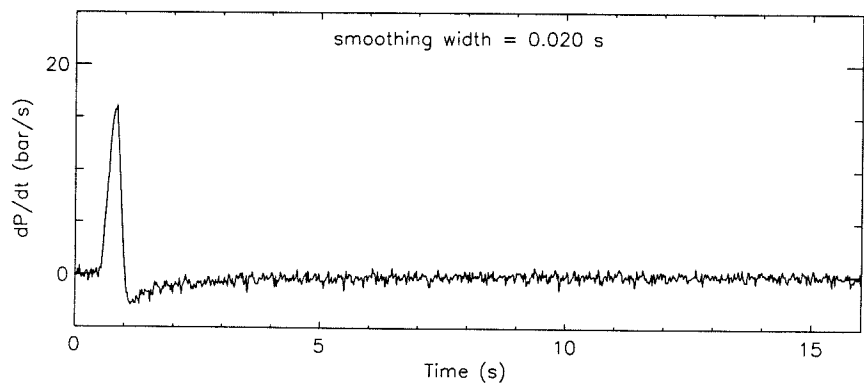
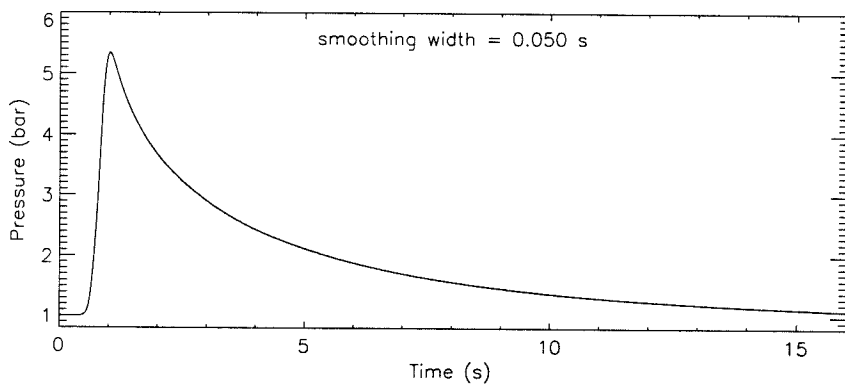
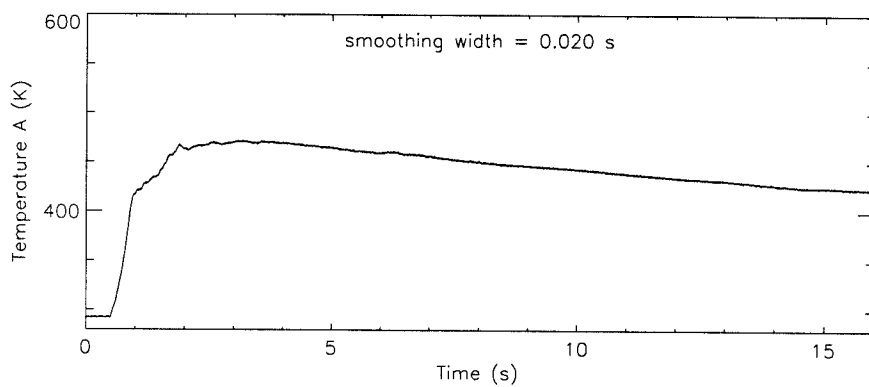
Run no. 172

3.5 H<sub>2</sub>, 7.0 N<sub>2</sub>O, 10.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 79.0 Air, 100 kPa, spark plug, hi pot

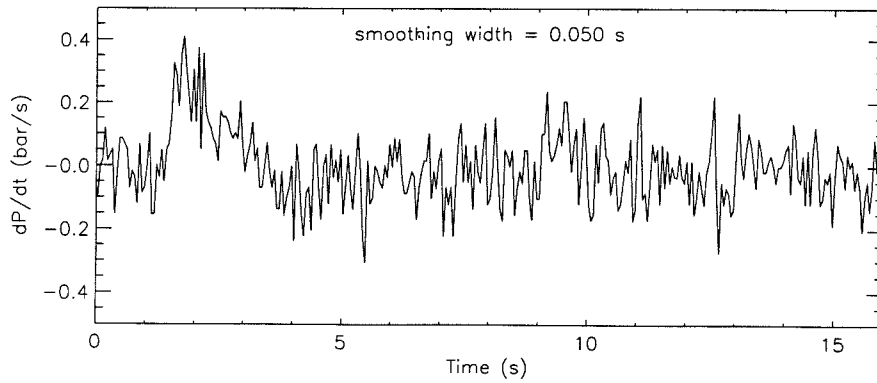
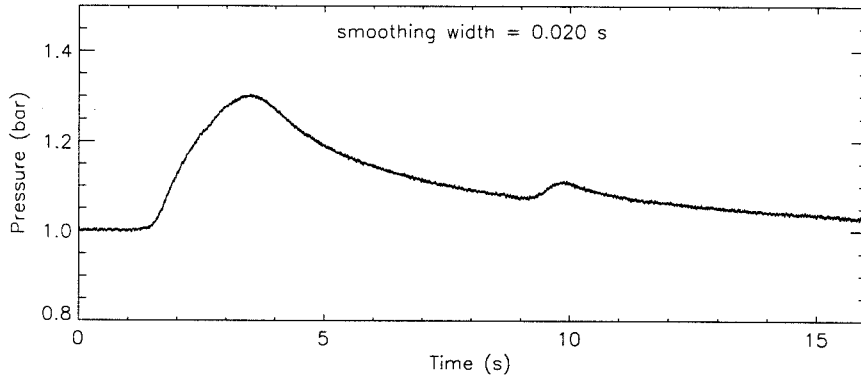
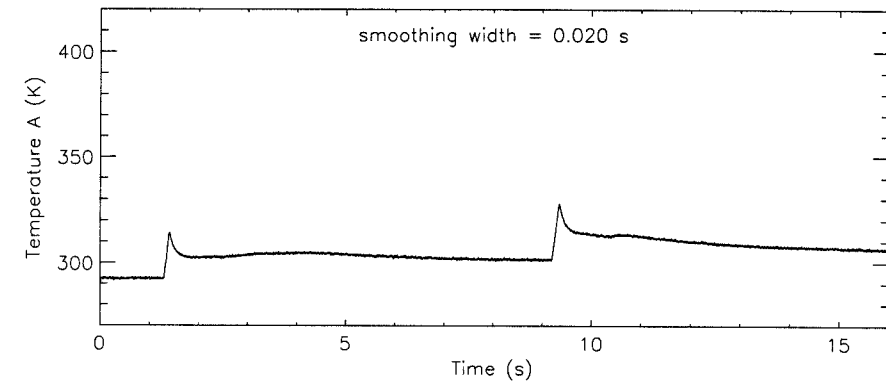
Run no. 173

3.17 H<sub>2</sub>, 6.33 N<sub>2</sub>O, 9.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 100 kPa, spark plug, hi pot

Run no. 173a

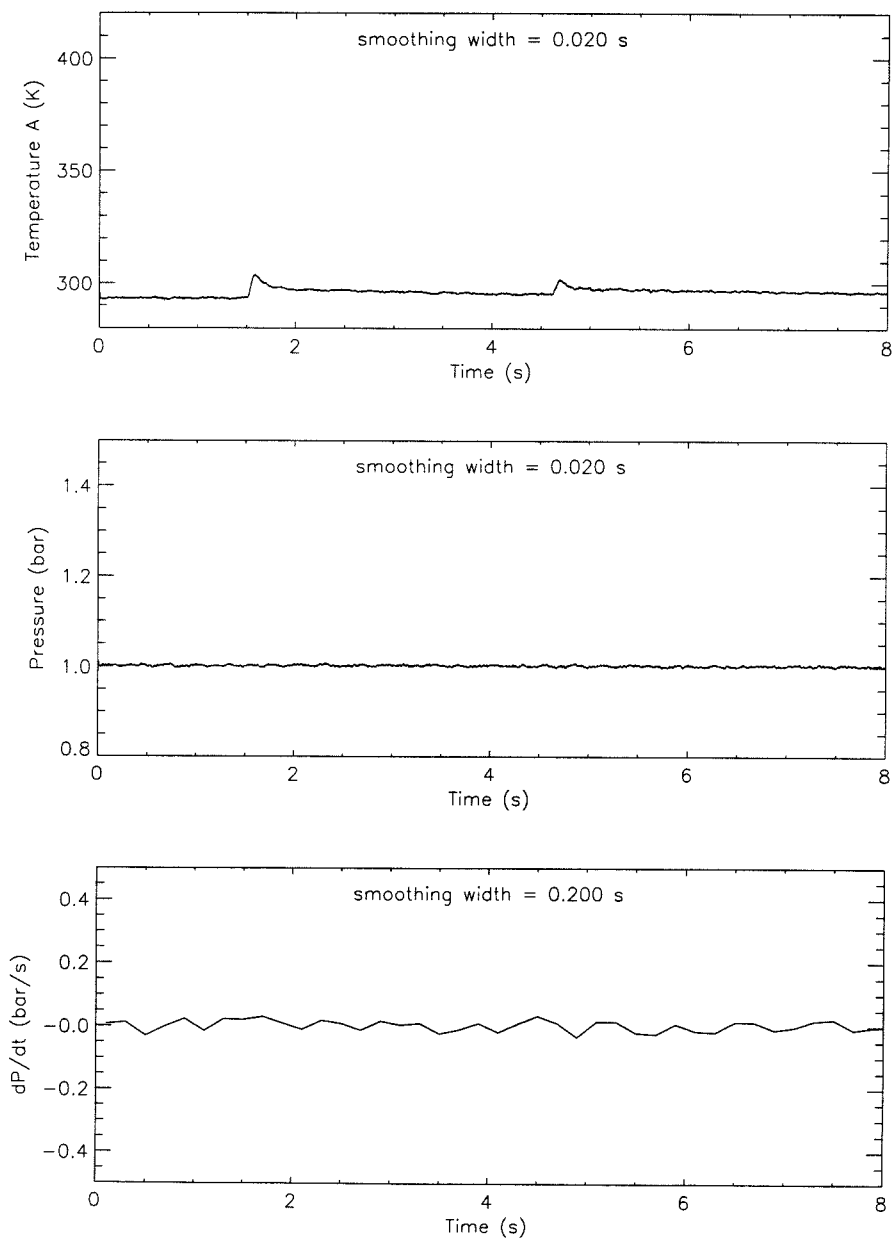
3.17 H<sub>2</sub>, 6.33 N<sub>2</sub>O, 9.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 99.69 kPa, spark plug, hi pot, fan on

Run no. 174

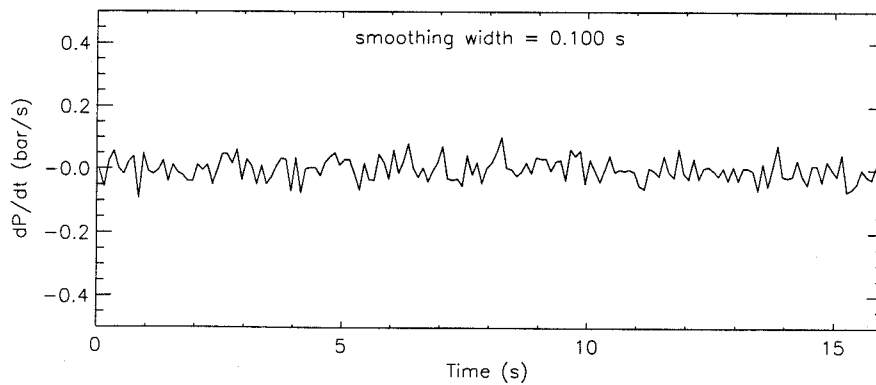
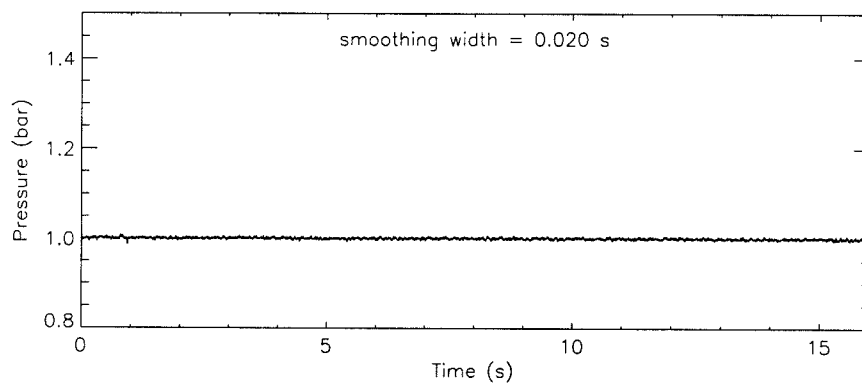
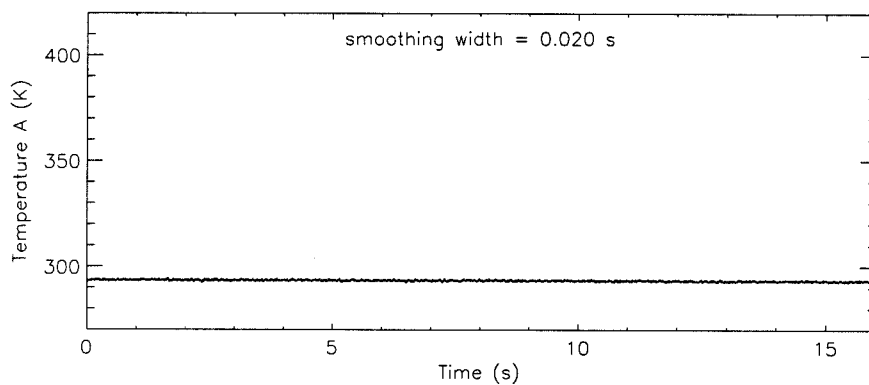
3.33 H<sub>2</sub>, 6.67 N<sub>2</sub>O, 10 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 100.0 kPa, spark plug, hi pot

Run no. 175

0.0 H2, 4.0 N2O, 14 NH3, 0.0 CH4, 82.0 Air, 100.0 kPa, spark plug, hi pot

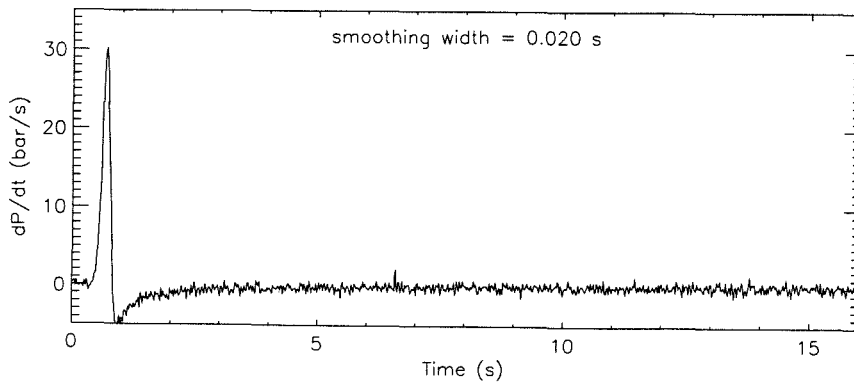
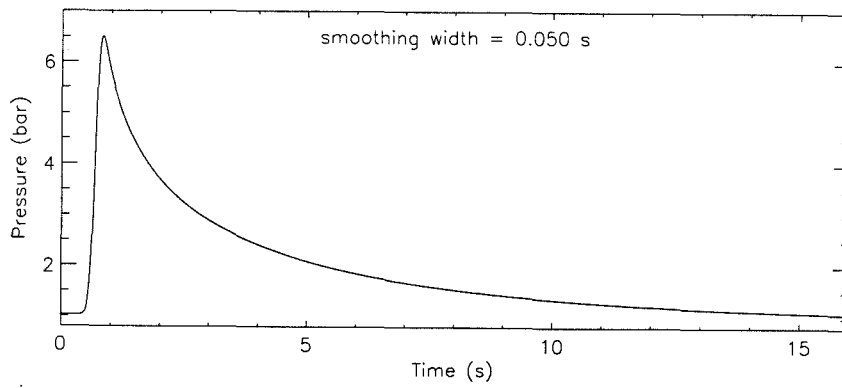
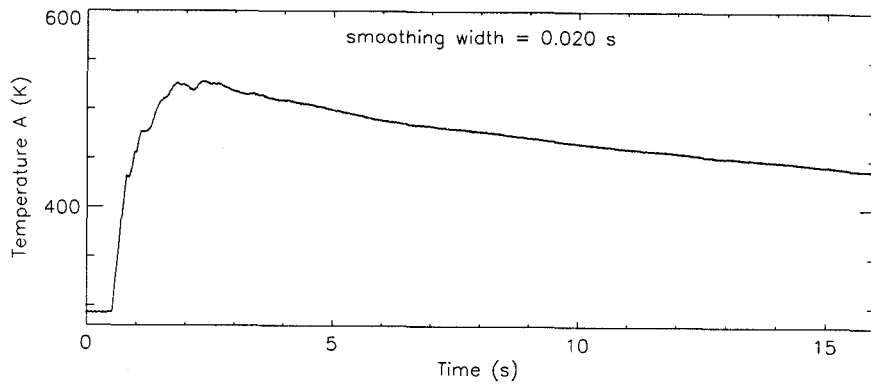


Run no. 175a

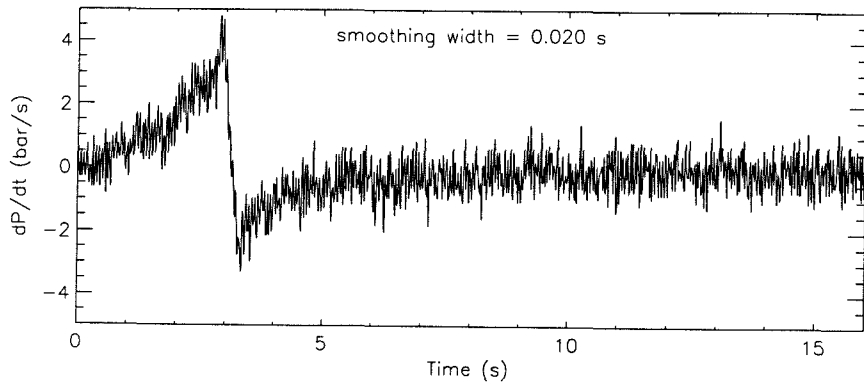
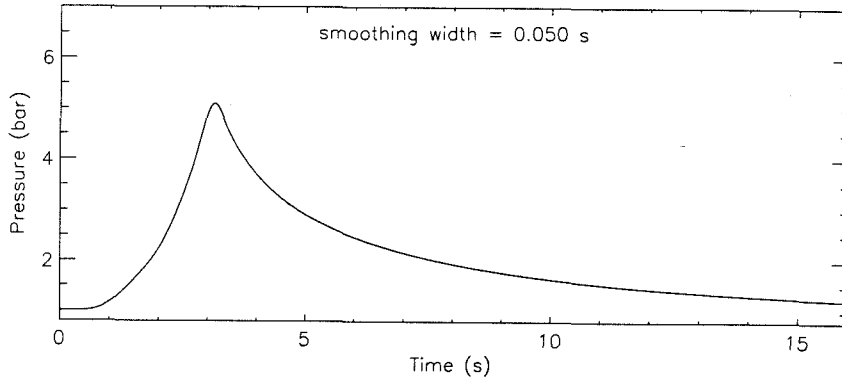
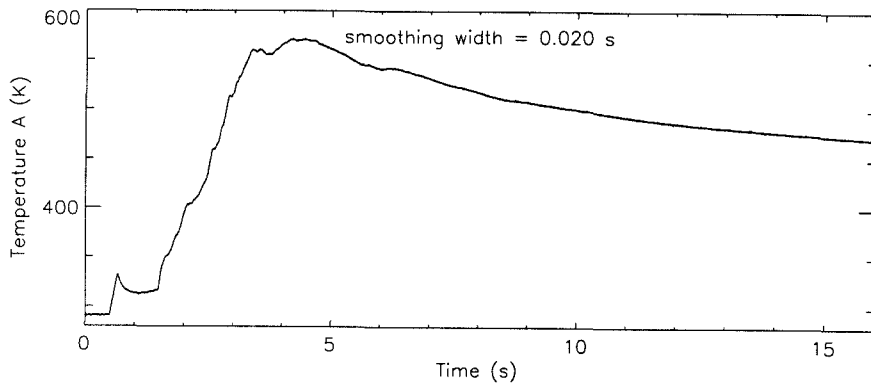
0.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 14 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 82.0 Air, 99.97 kPa, spark plug, hi pot, fan on



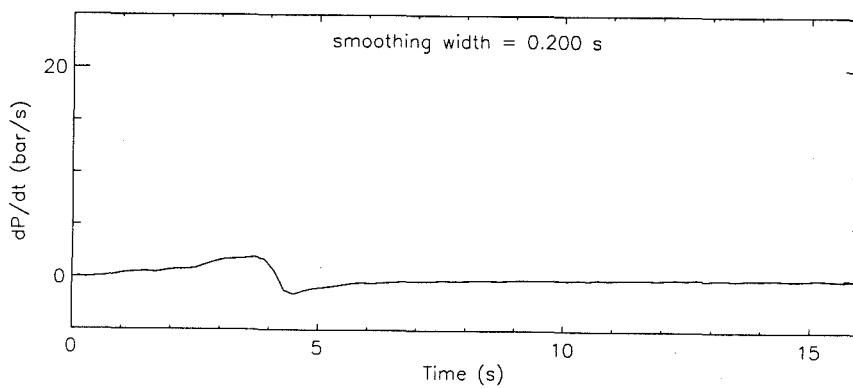
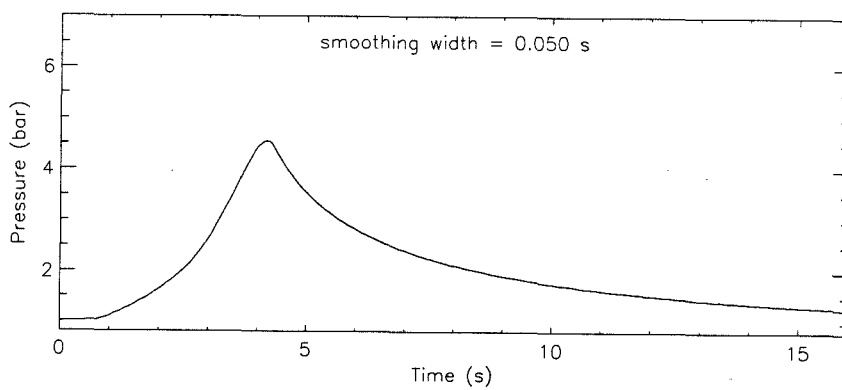
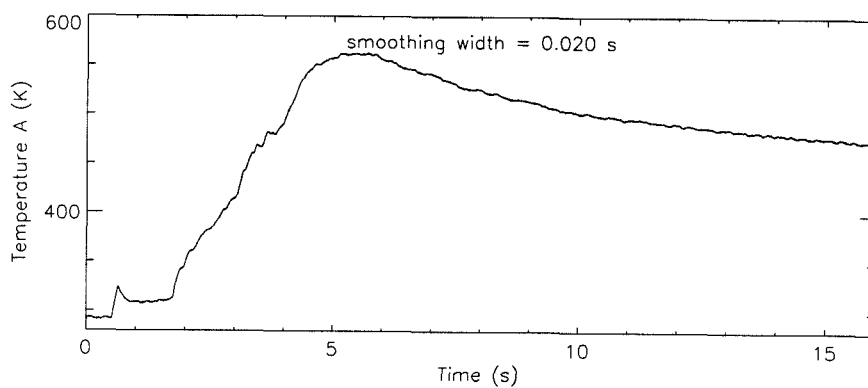
Run no. 175b

2.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 14 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 82.0 Air, 101.93 kPa, spark plug, hi pot, fan on

Run no. 176

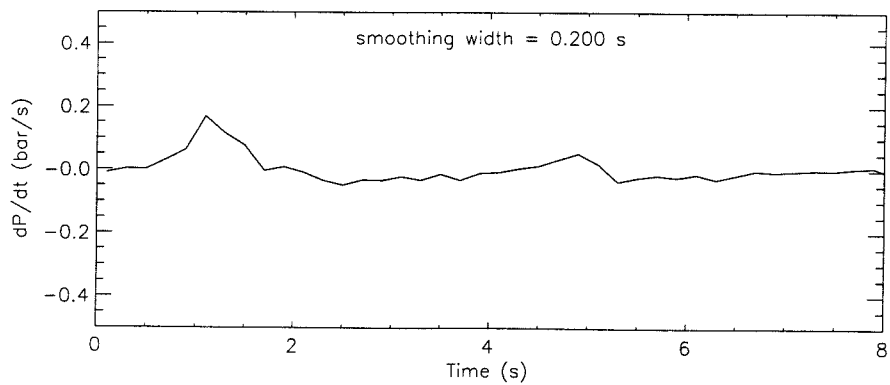
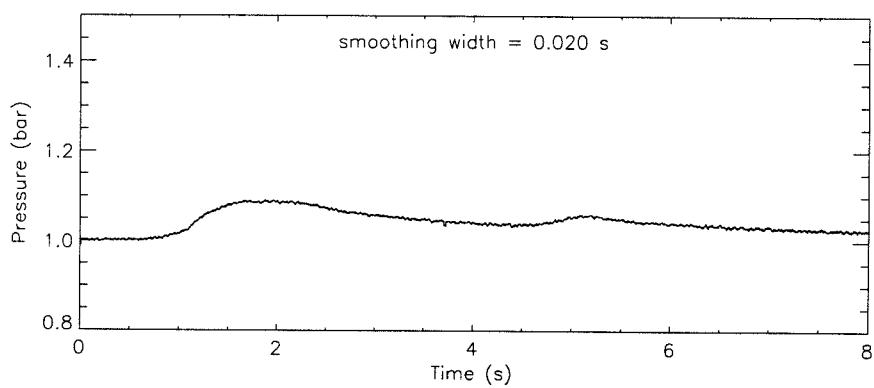
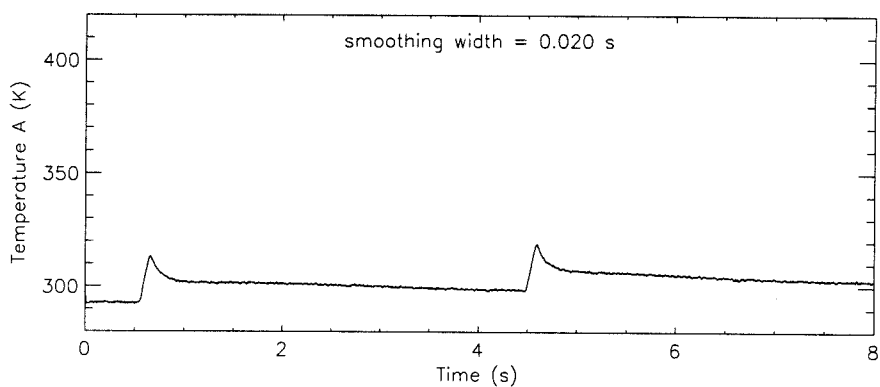
0.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 18 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 78.0 Air, 100.0 kPa, spark plug, hi pot

Run no. 177

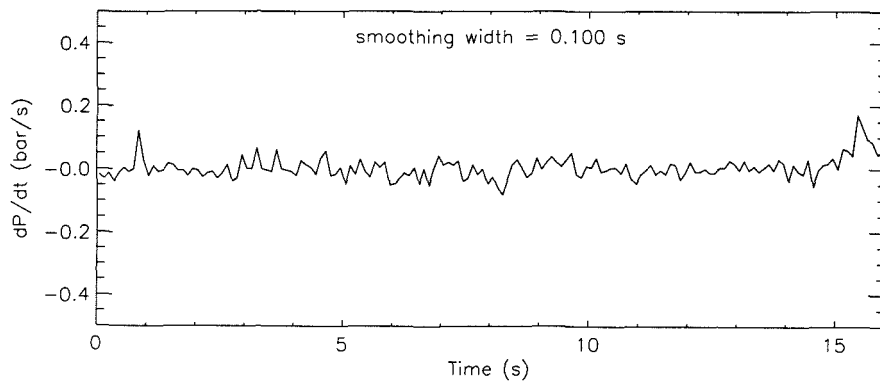
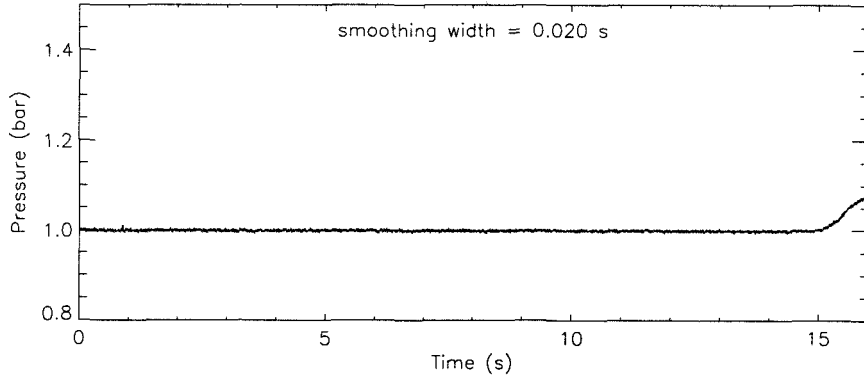
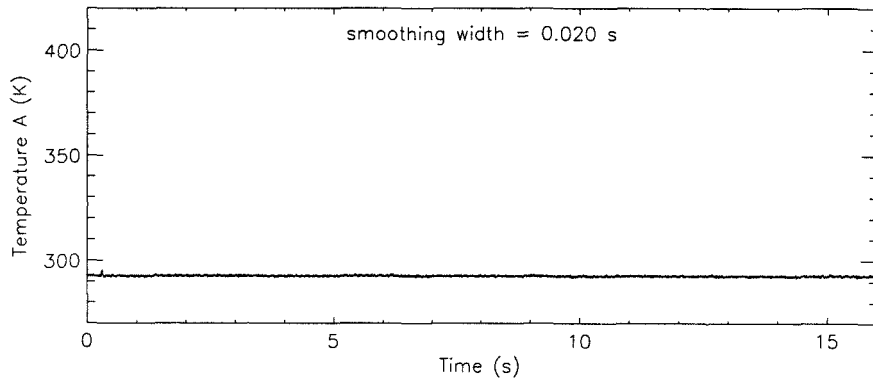
0.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 17.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 79.0 Air, 100.0 kPa, spark plug, hi pot,

Run no. 178

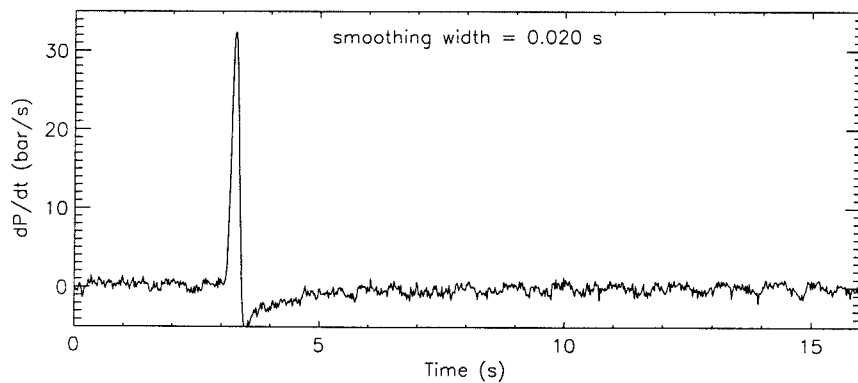
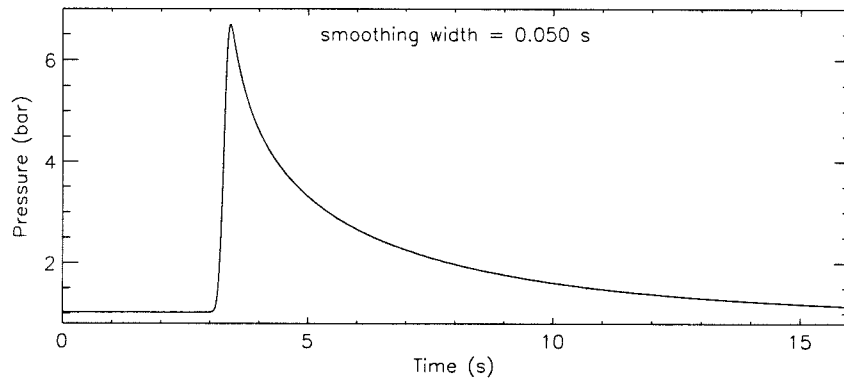
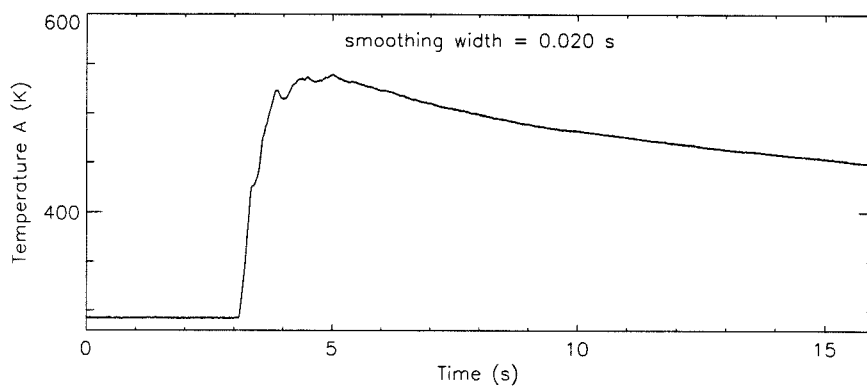
0.0 H2, 5.0 N2O, 15.0 NH3, 0.0 CH4, 80.0 Air, 100.0 kPa, spark plug, hi pot,



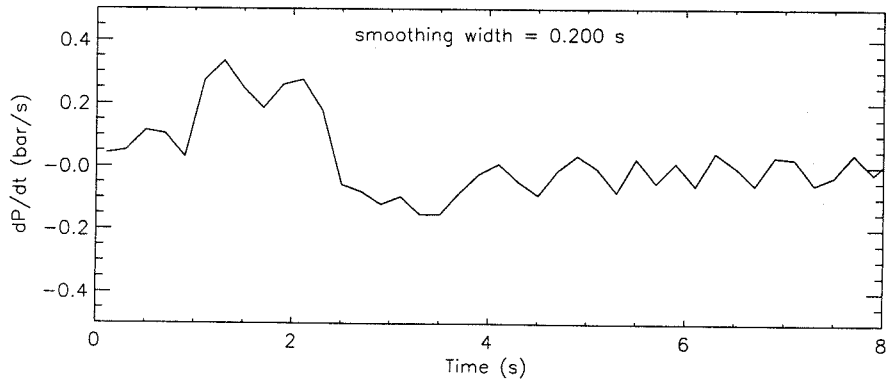
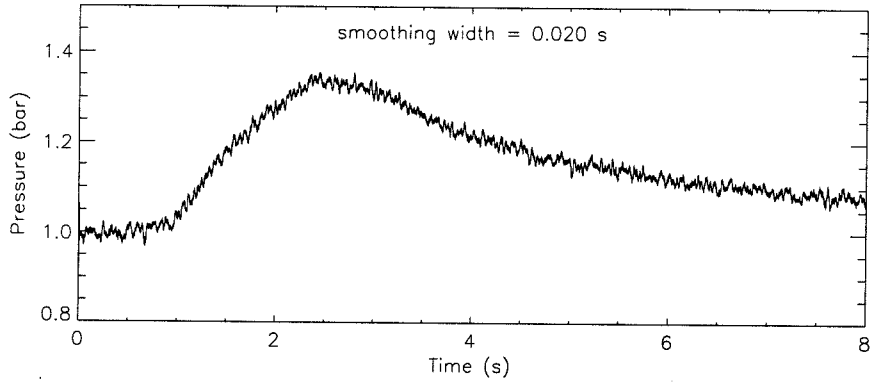
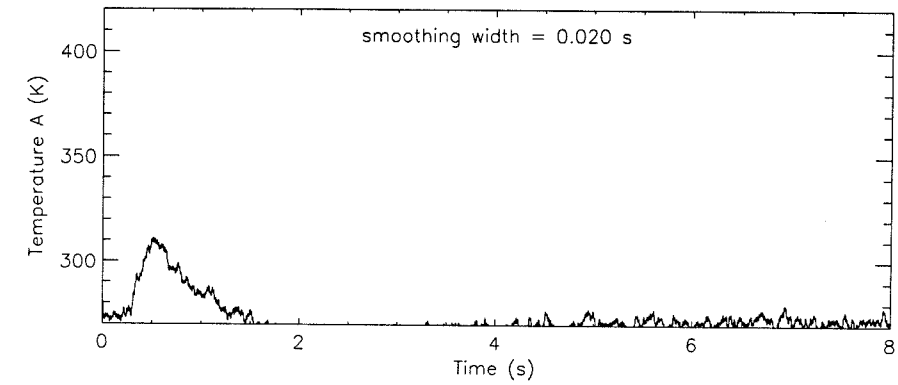
Run no. 178a

0.0 H<sub>2</sub>, 5.0 N<sub>2</sub>O, 15.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 99.66 kPa, spark plug, hi pot, fan on

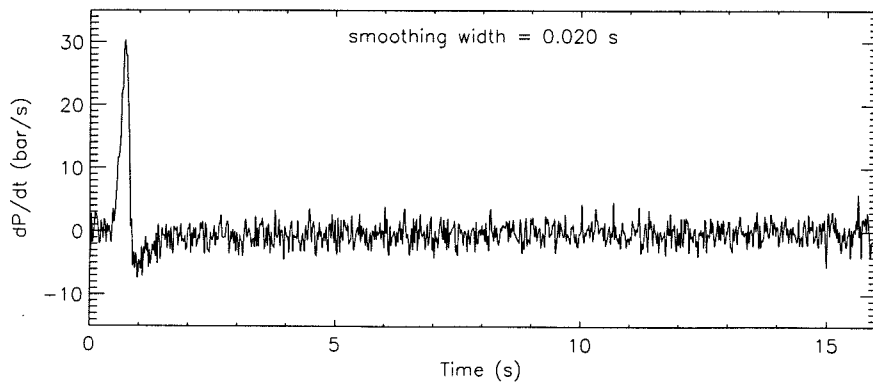
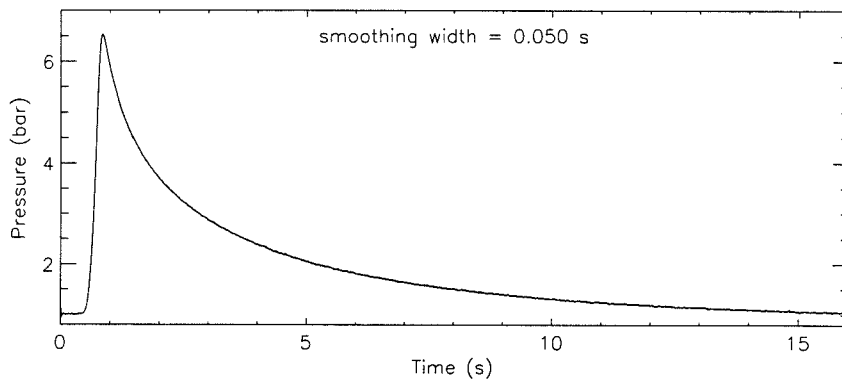
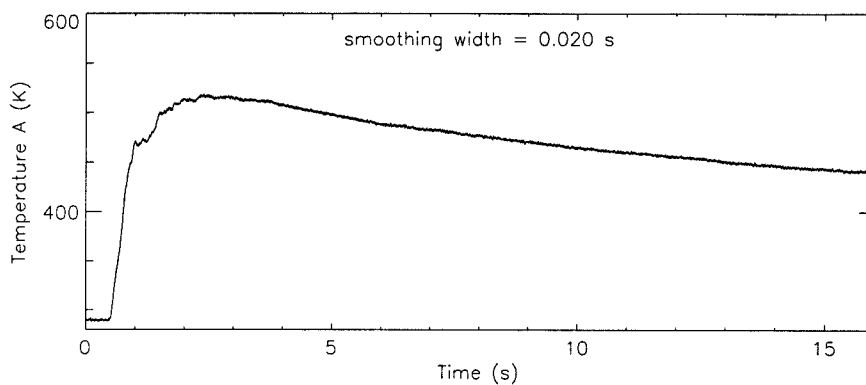
Run no. 178b

2.0 H<sub>2</sub>, 5.0 N<sub>2</sub>O, 15.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 101.53 kPa, spark plug, hi pot, fan on

Run no. 179

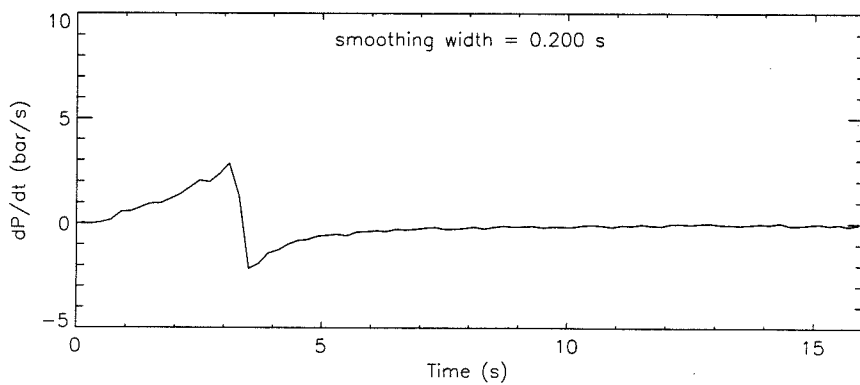
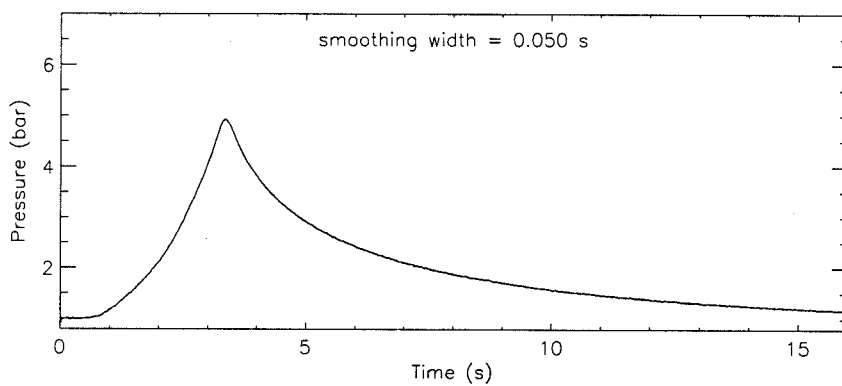
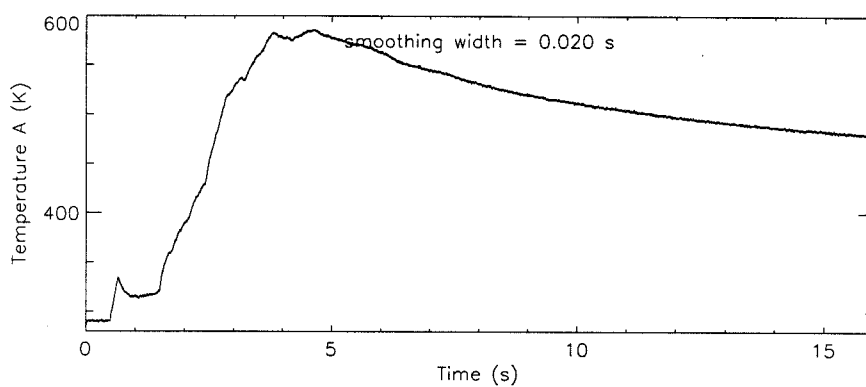
0.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 16.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 100 kPa, spark plug, hi pot

Run no. 179b

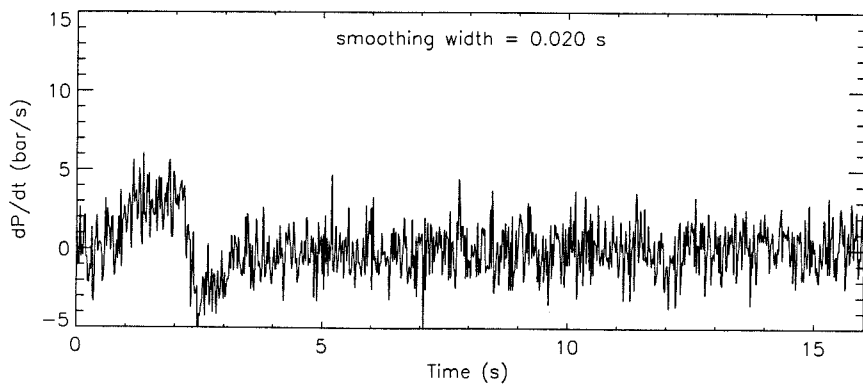
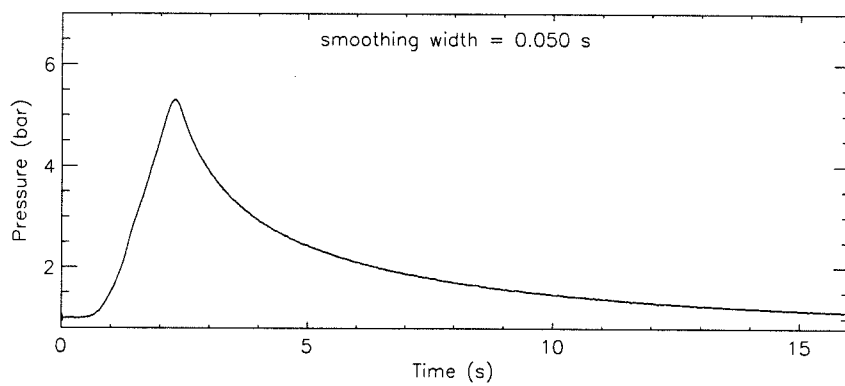
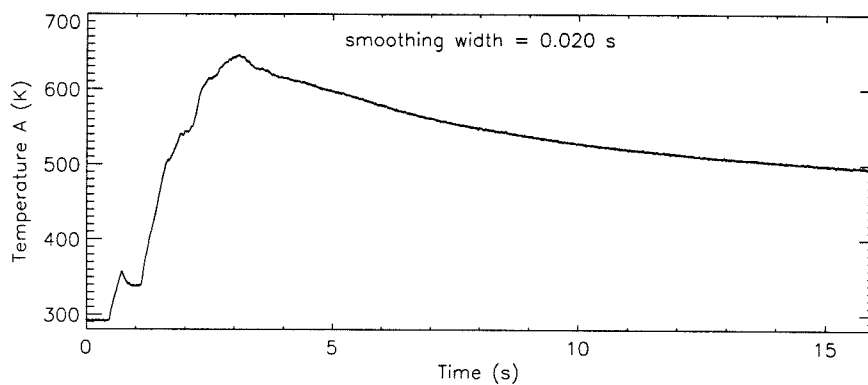
2.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 16.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 101.72 kPa, spark plug, hi pot, fan on



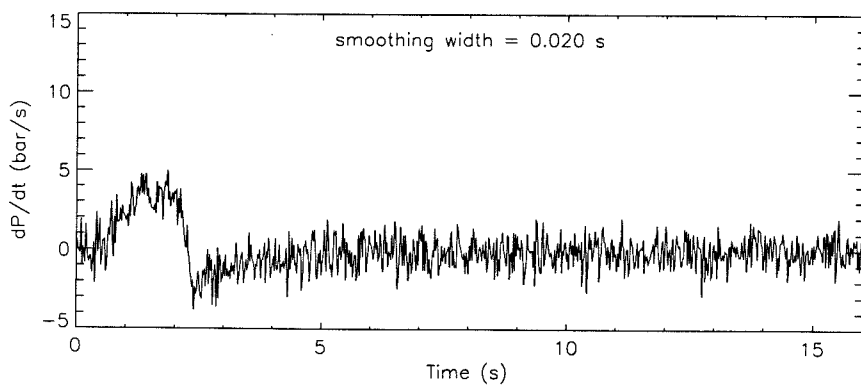
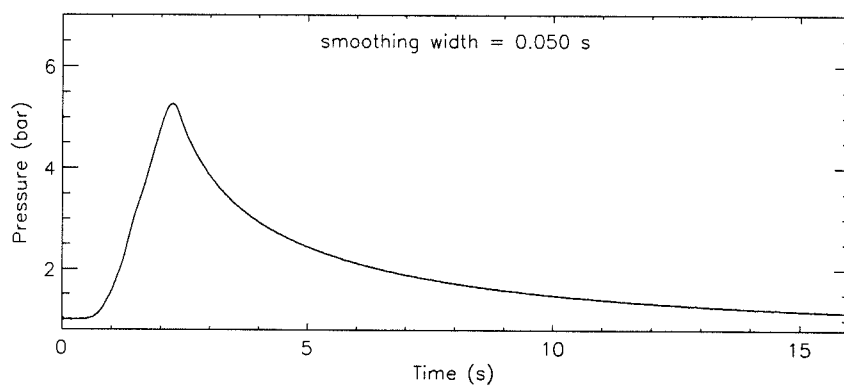
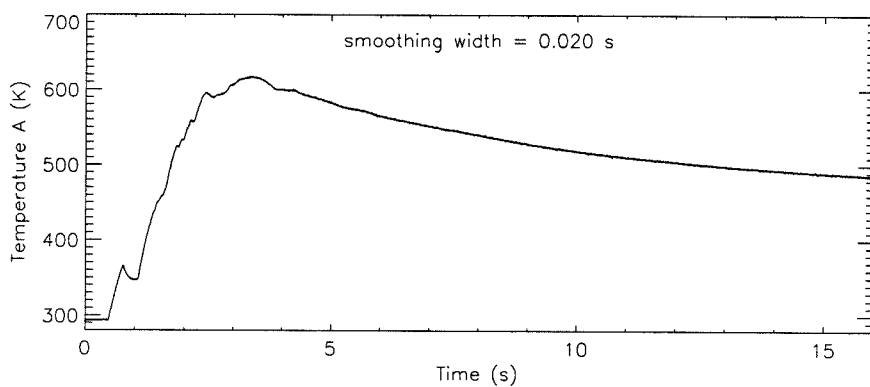
Run no. 180

0.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 20.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 100 kPa, spark plug, hi pot

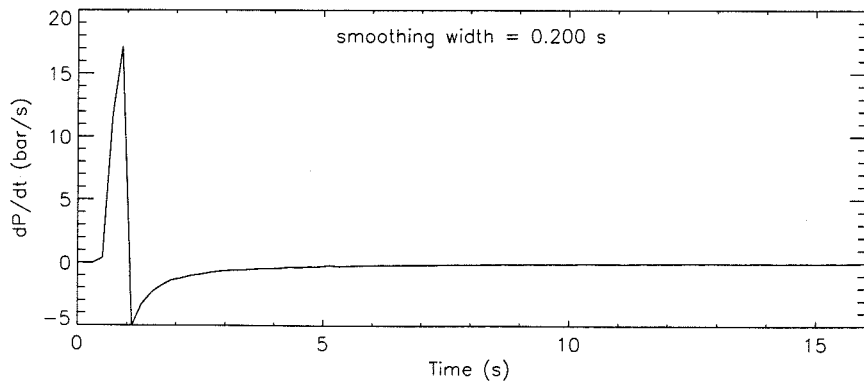
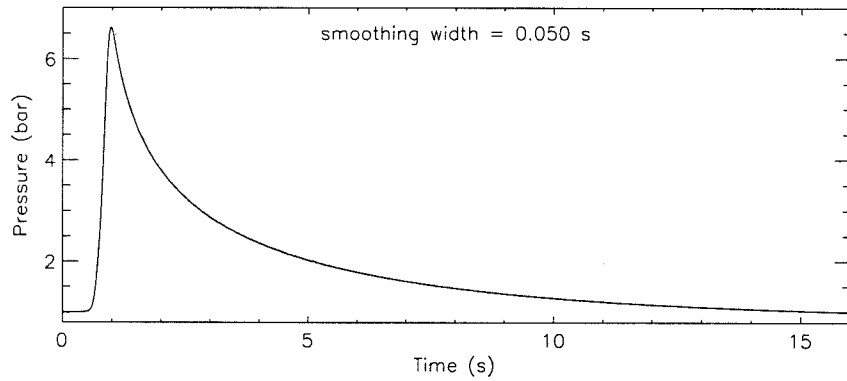
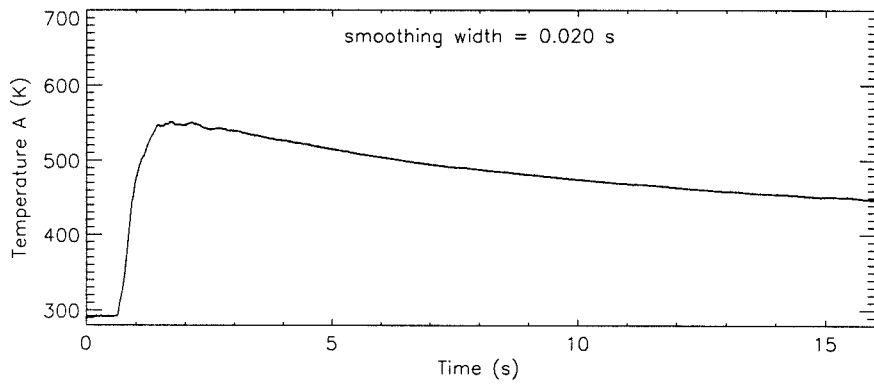
Run no. 181

0.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 22.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 78.0 Air, 100 kPa, spark plug, hi pot

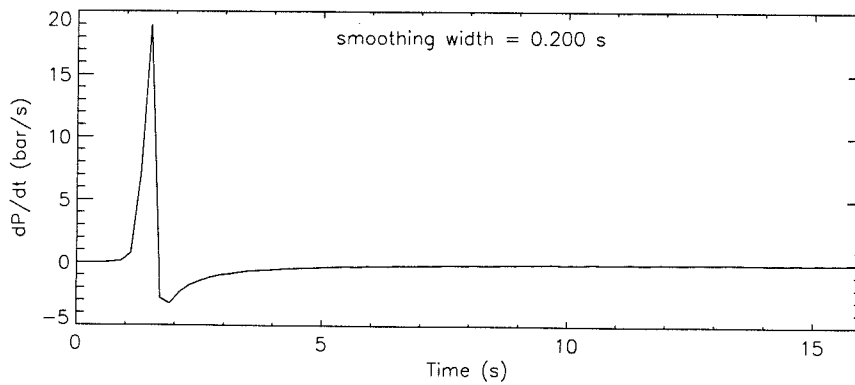
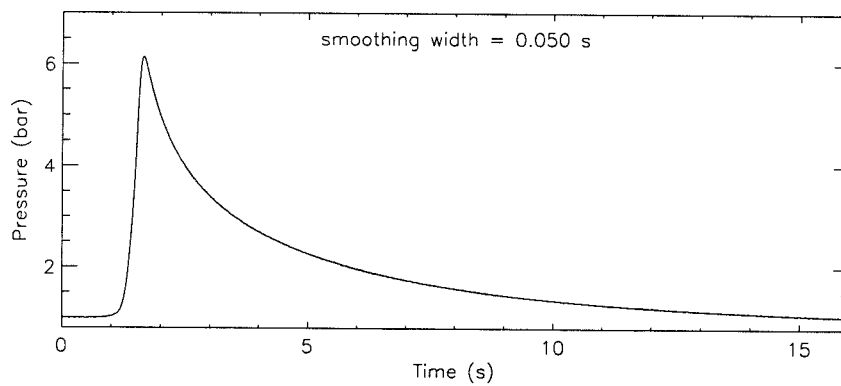
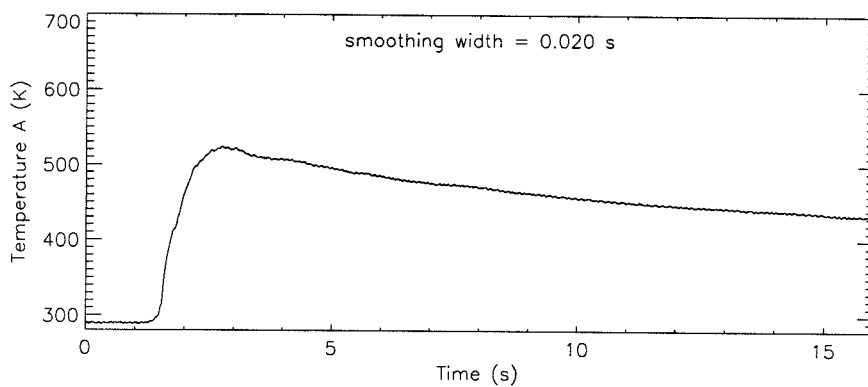
Run no. 182

0.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 24.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 76.0 Air, 100 kPa, spark plug, hi pot

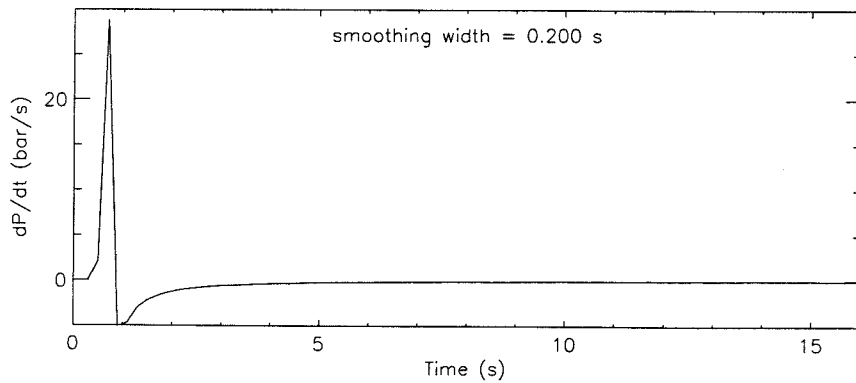
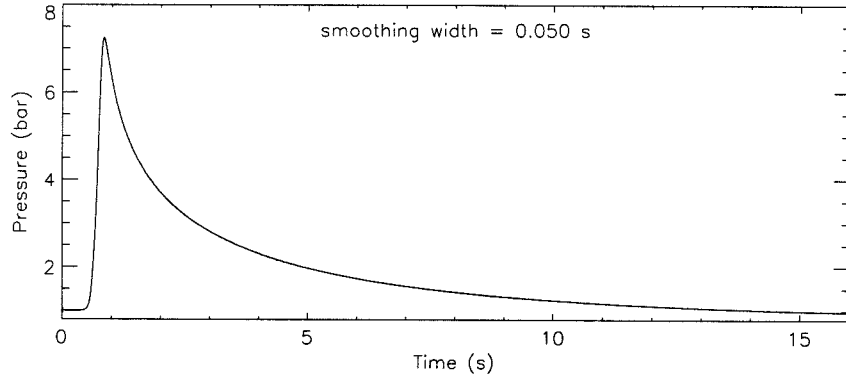
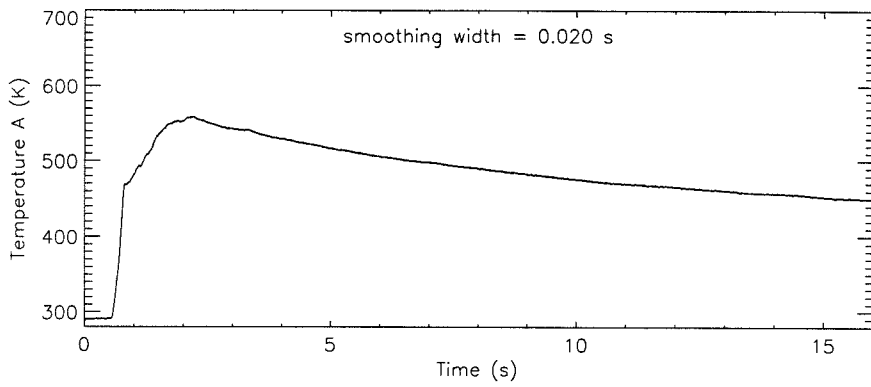
Run no. 183

0.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 18.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 82.0 Air, 100 kPa, spark plug, hi pot, fan on

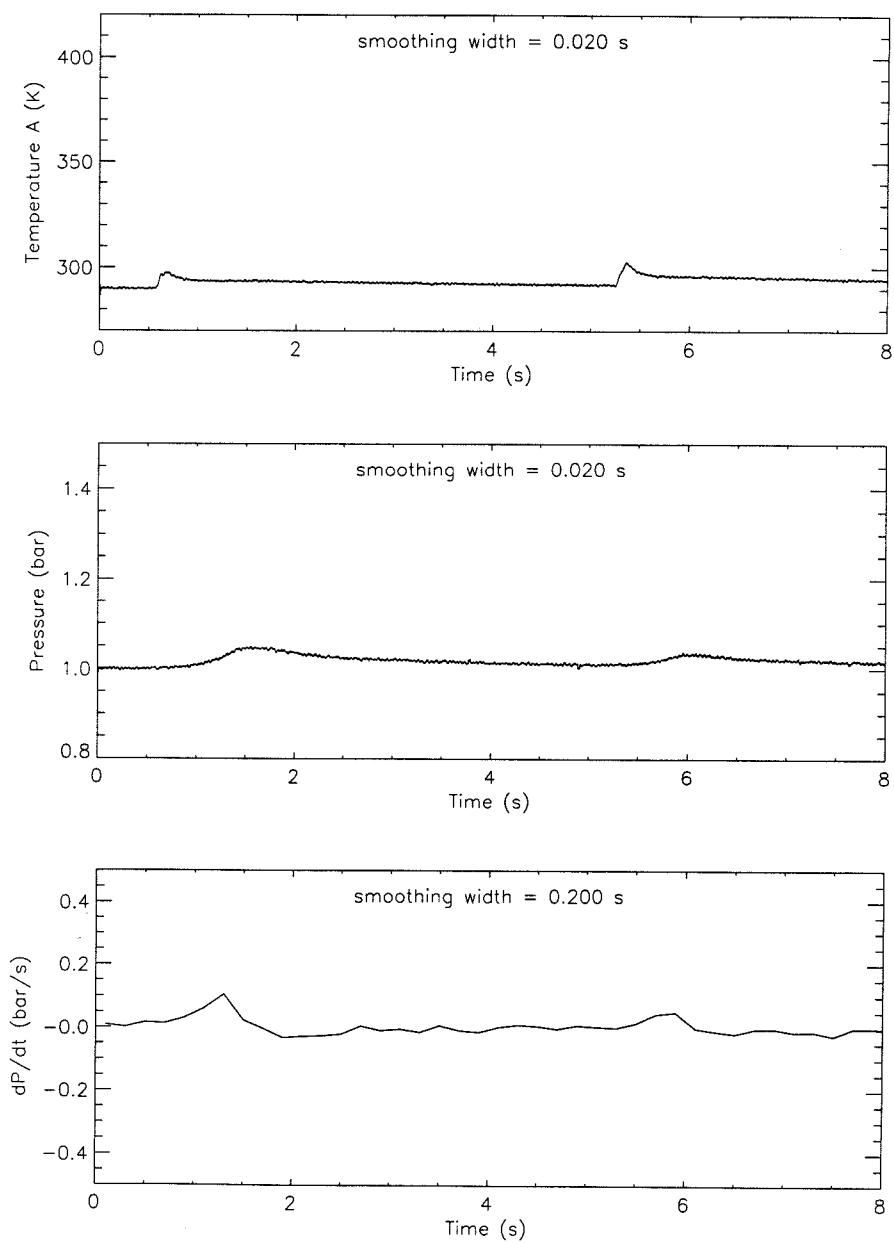
Run no. 184

0.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 16.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 84.0 Air, 100 kPa, spark plug, hi pot, fan on

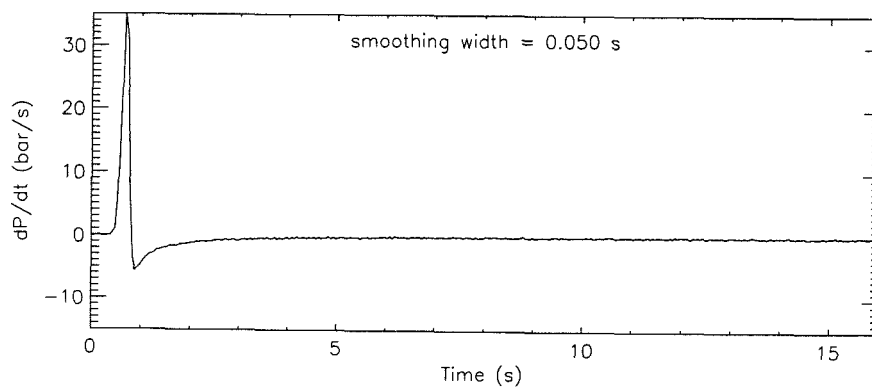
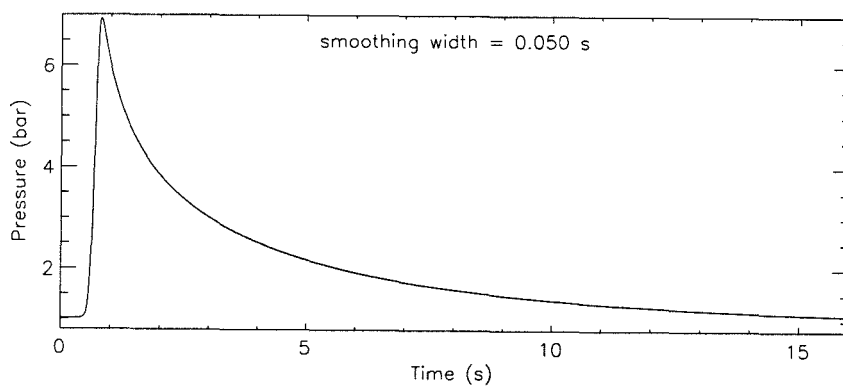
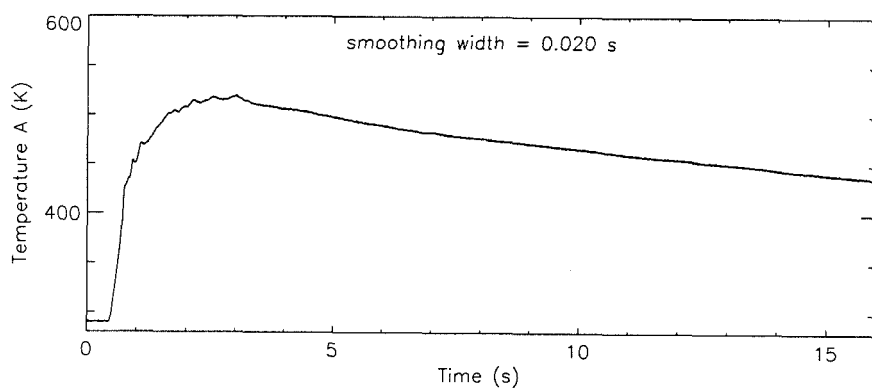
Run no. 185

0.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 20.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 100 kPa, spark plug, hi pot, fan on

Run no. 186

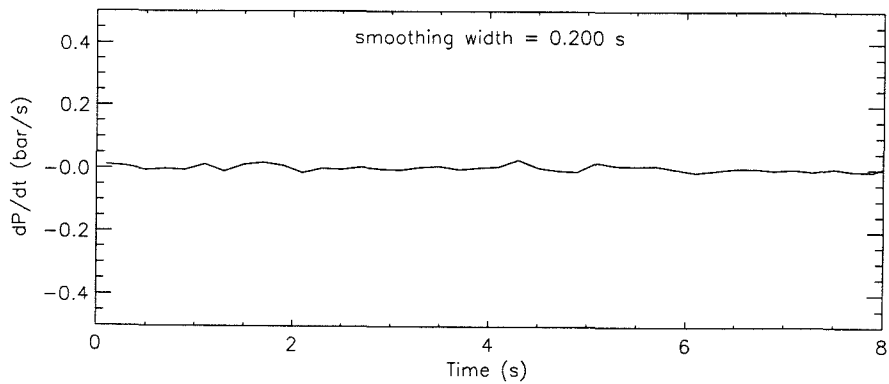
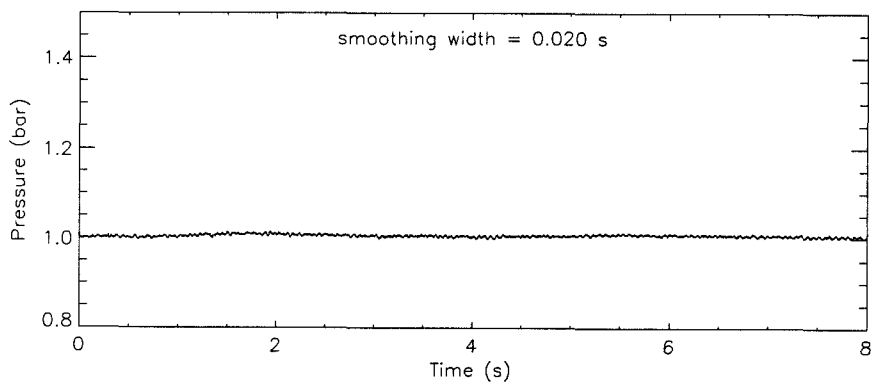
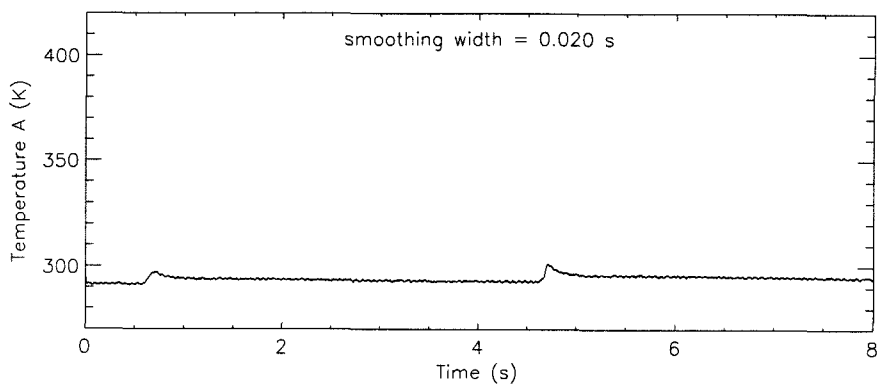
0.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 14.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 78.0 Air, 100 kPa, spark plug, hi pot,

Run no. 186b

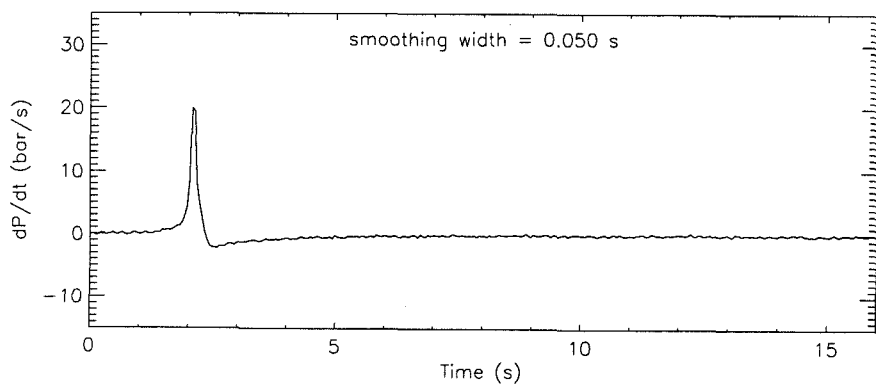
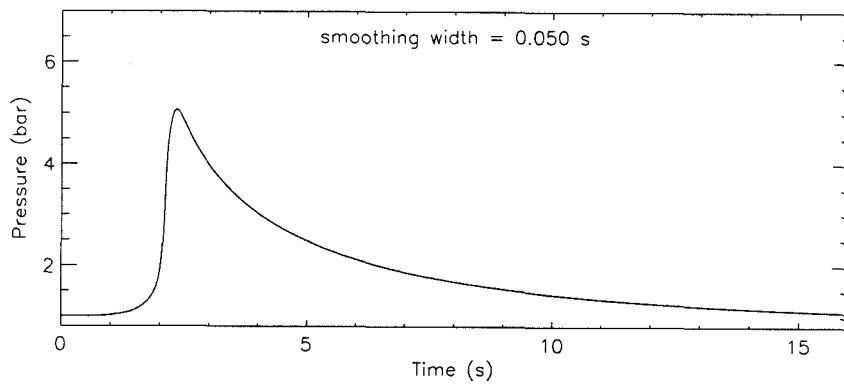
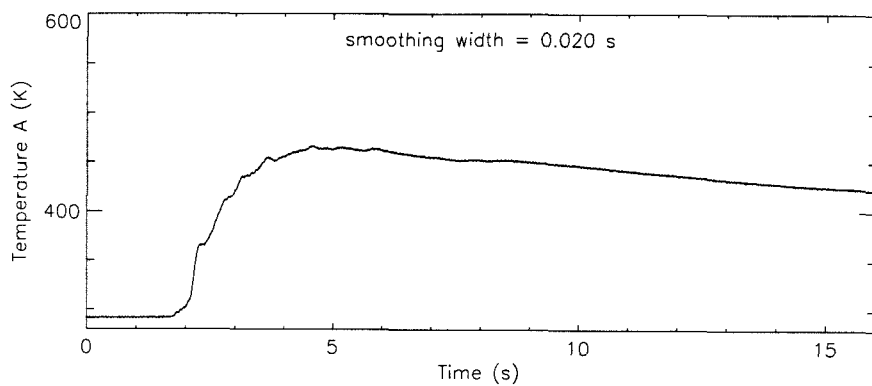
0.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 14.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 78.0 Air, 101.81 kPa, spark plug, hi pot, fan on



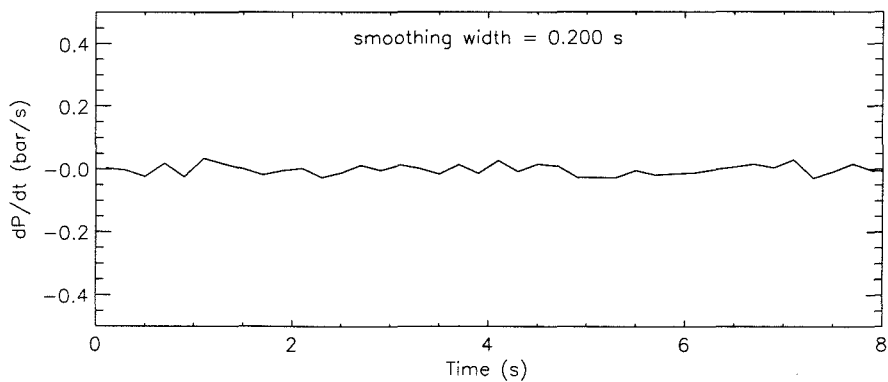
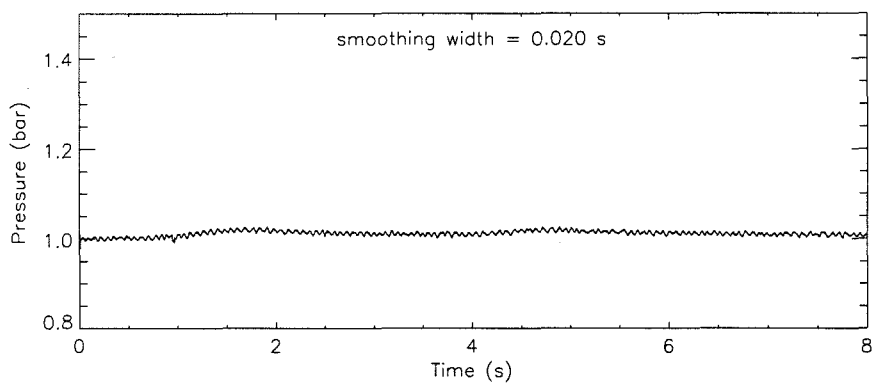
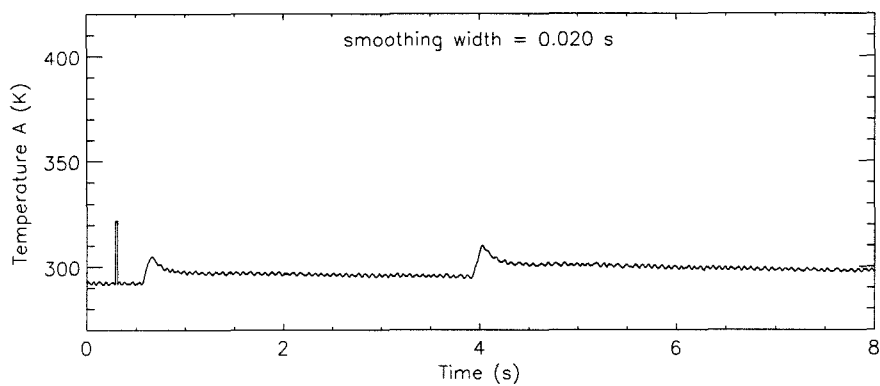
Run no. 187

1.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 12.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 87.0 Air, 100 kPa, spark plug, hi pot, fan on

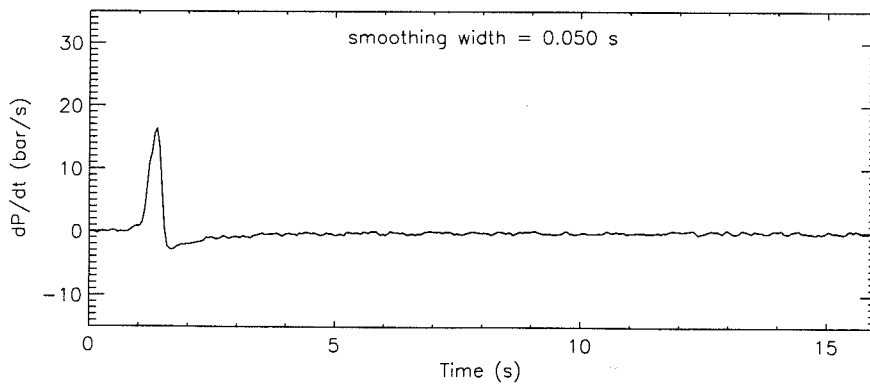
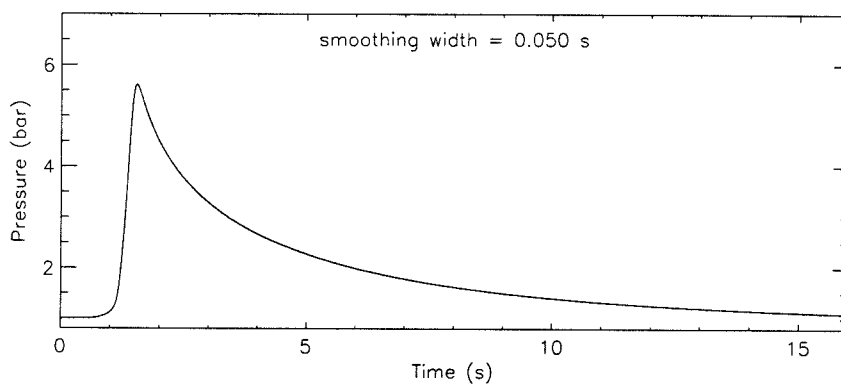
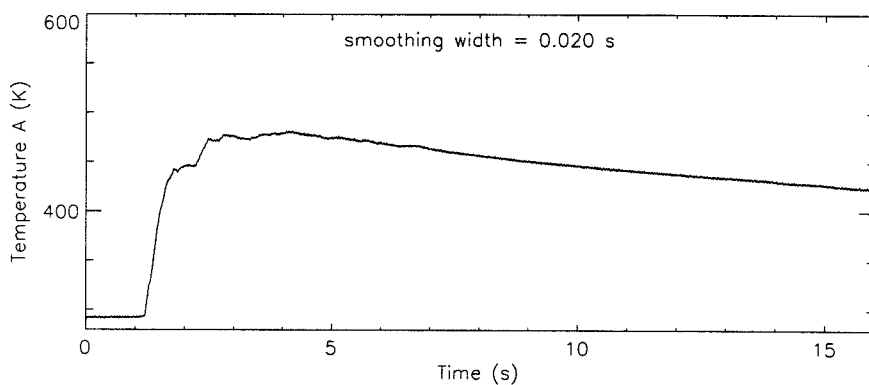
Run no. 187a

1.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 12.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 87.0 Air, 99.83 kPa, spark plug, hi pot, fan on

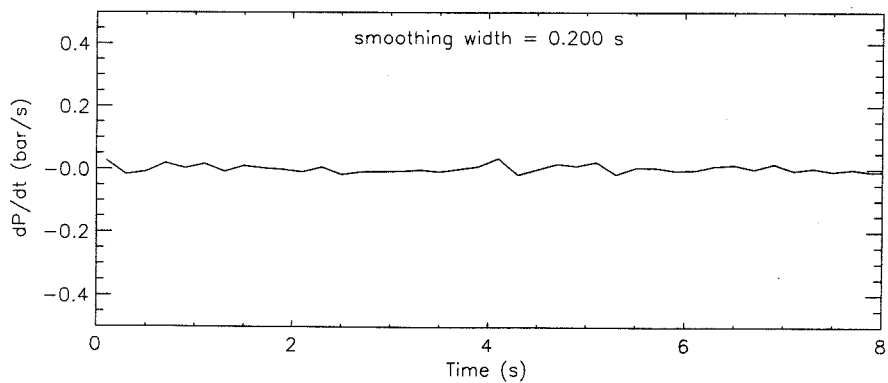
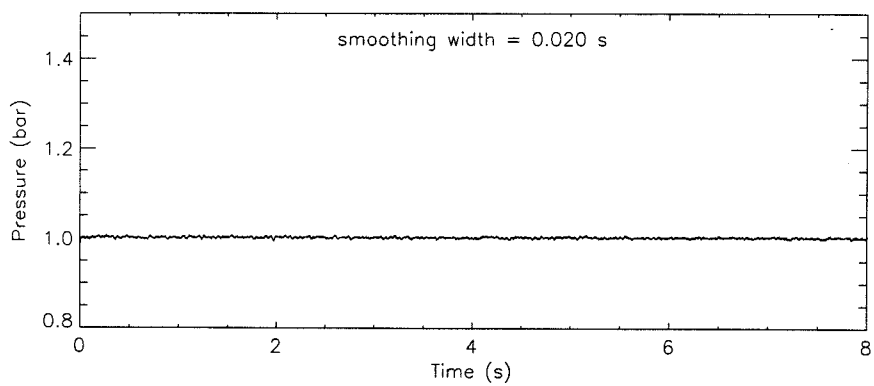
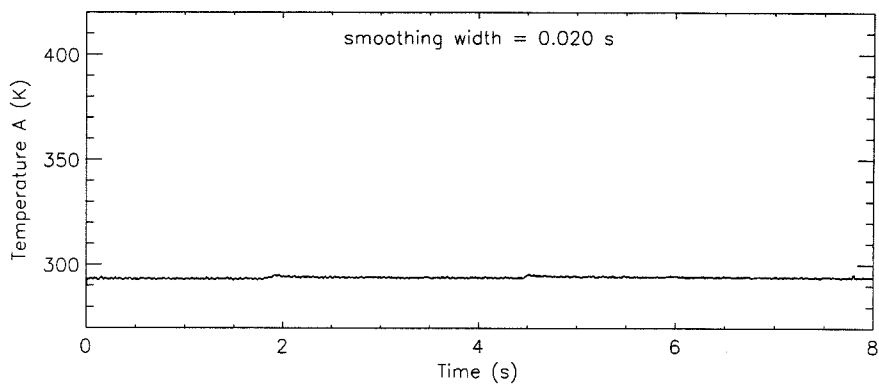
Run no. 188

1.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 12.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 83.0 Air, 100 kPa, spark plug, hi pot, fan on

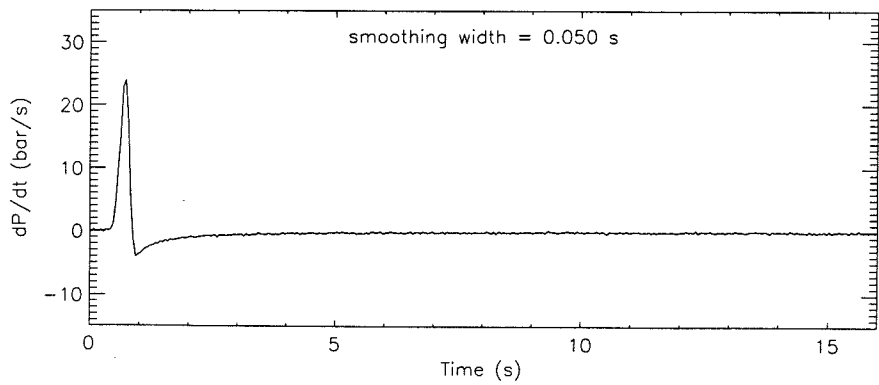
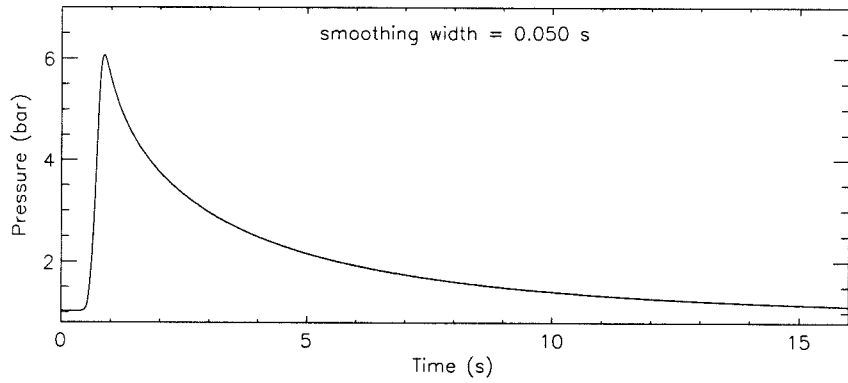
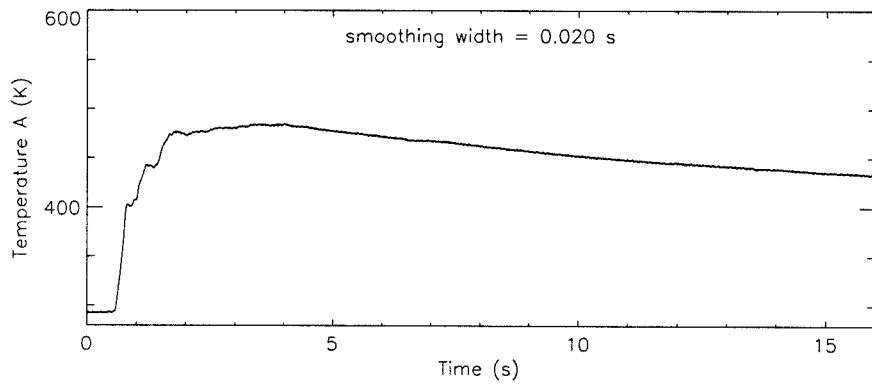
Run no. 188a

1.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 12.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 83.0 Air, 99.94 kPa, spark plug, hi pot, fan on

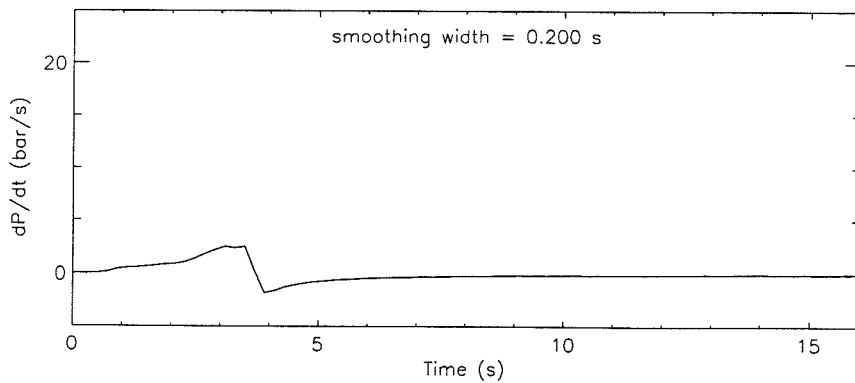
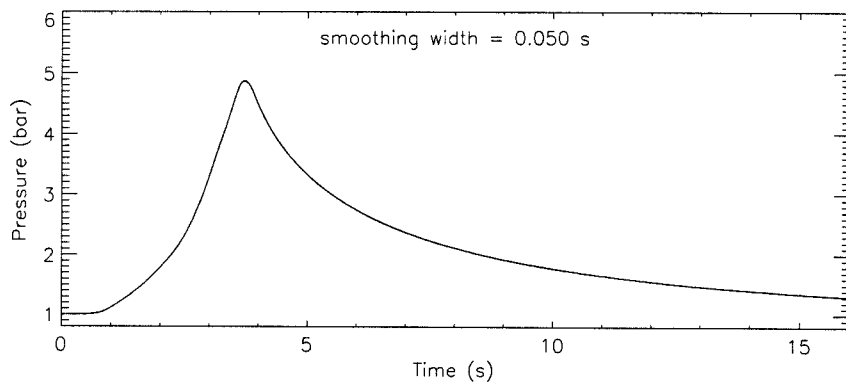
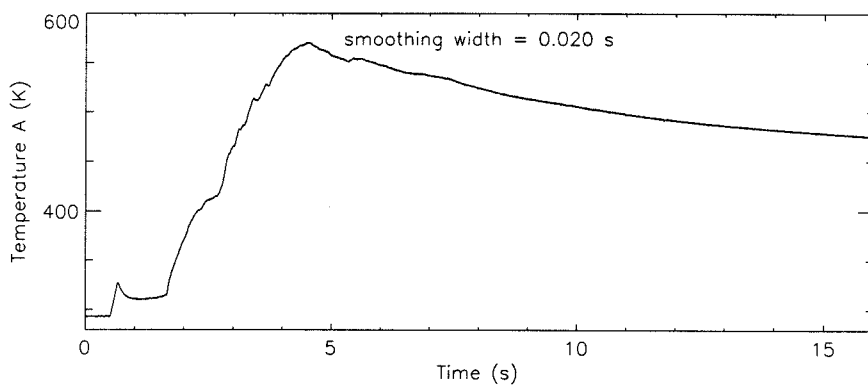
Run no. 189

1.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 10.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 100 kPa, spark plug, hi pot ,

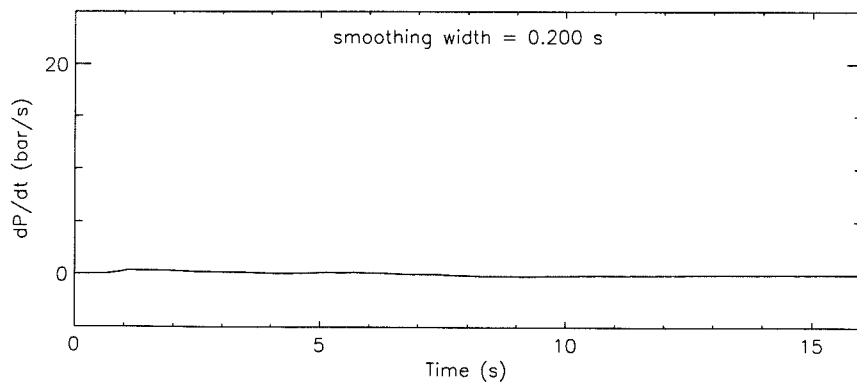
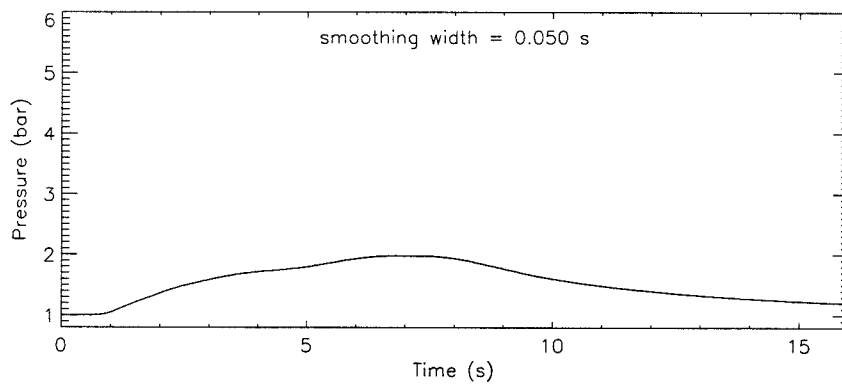
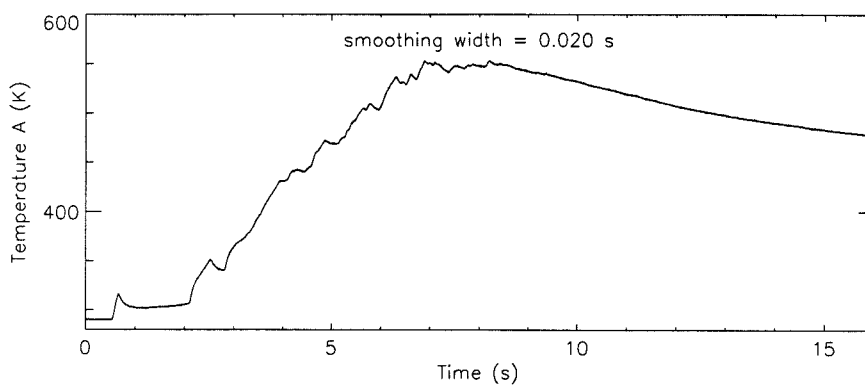
Run no. 189b

3.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 10.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 101.94 kPa, spark plug, hi pot, fan on

Run no. 190

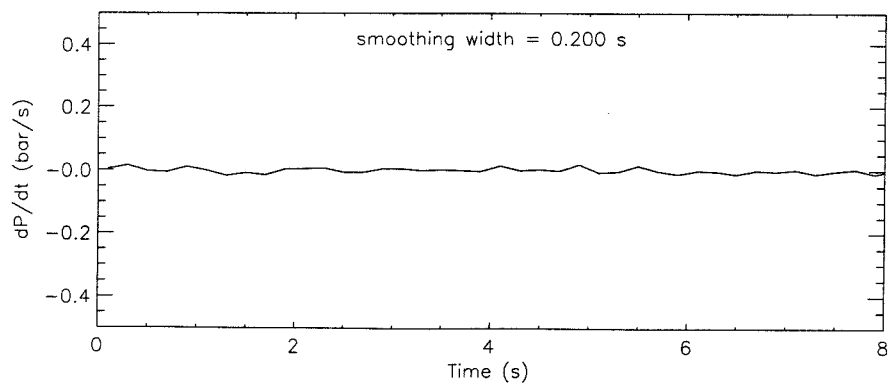
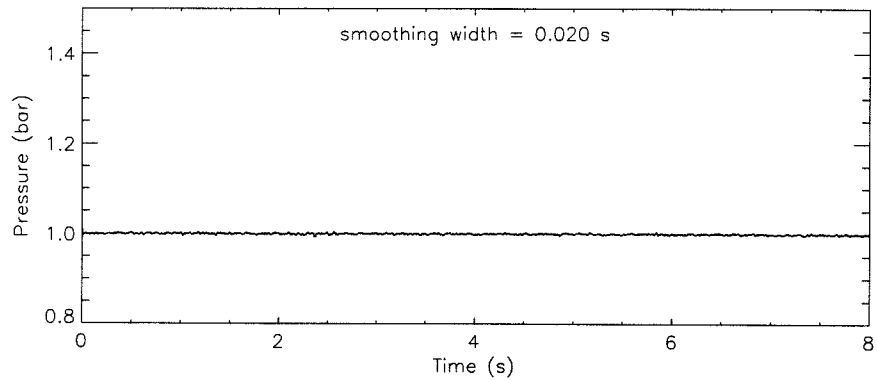
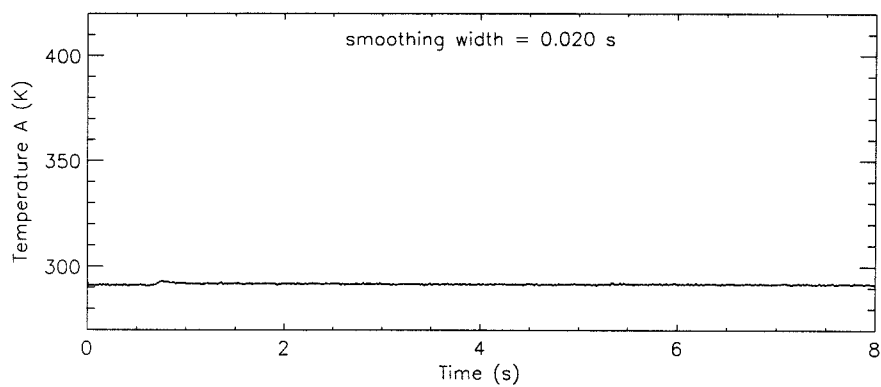
0.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 16.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 76.0 Air, 100 kPa, spark plug, hi pot

Run no. 191

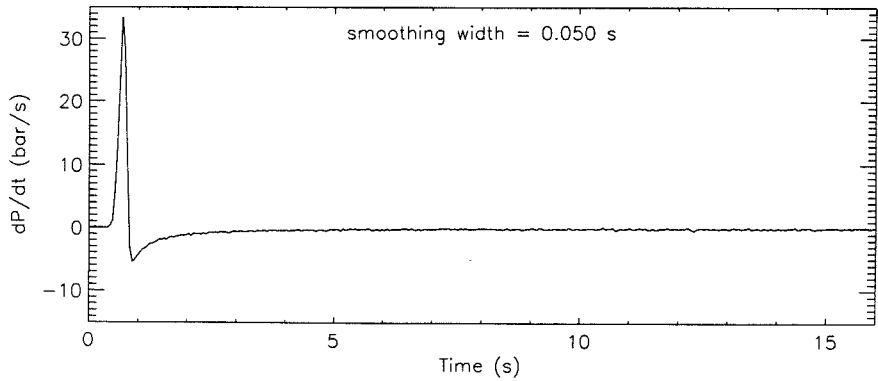
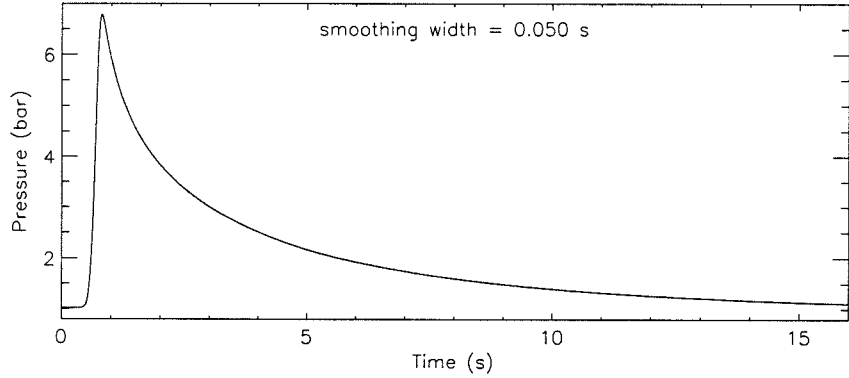
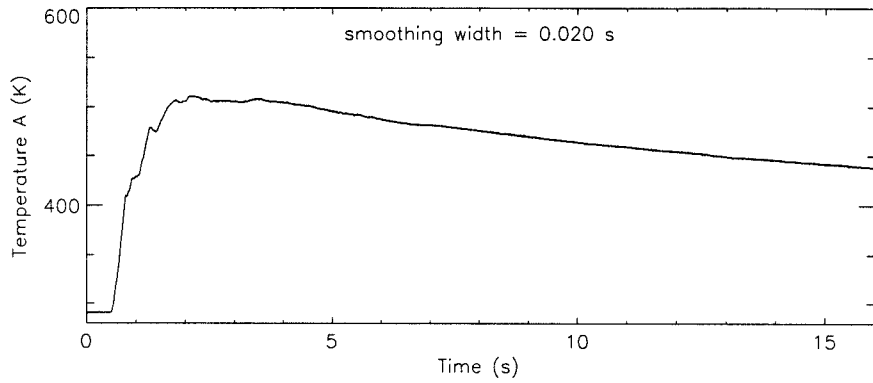
0.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 15.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 77.0 Air, 100 kPa, spark plug, hi pot



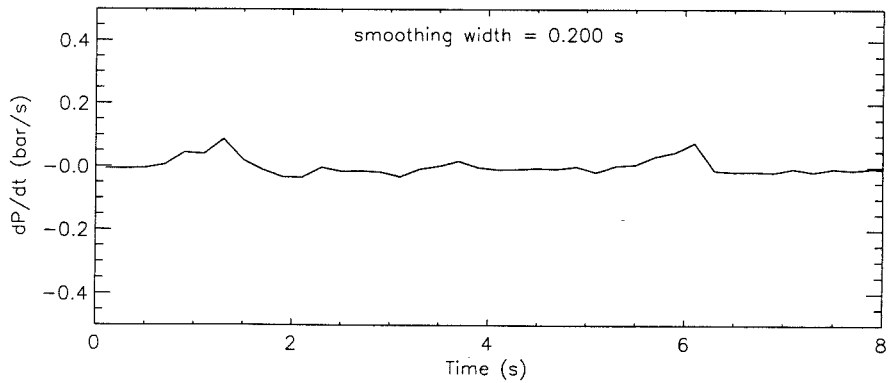
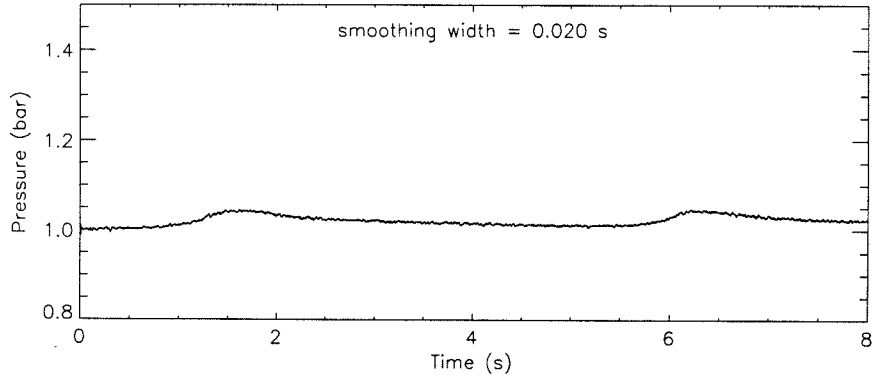
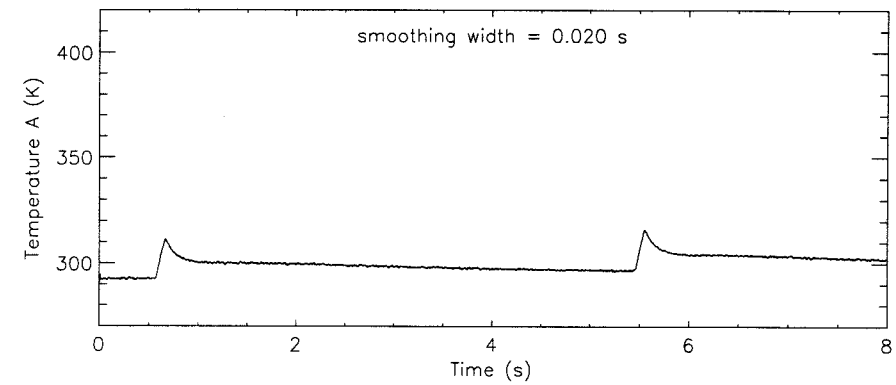
Run no. 192

0.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 13.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 79.0 Air, 100 kPa, spark plug, hi pot

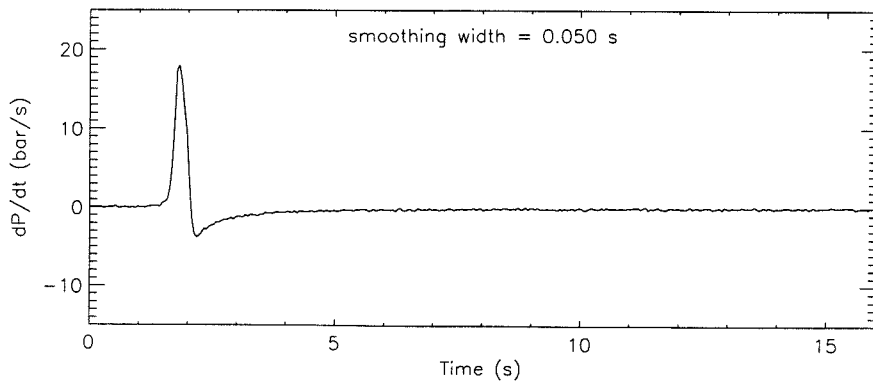
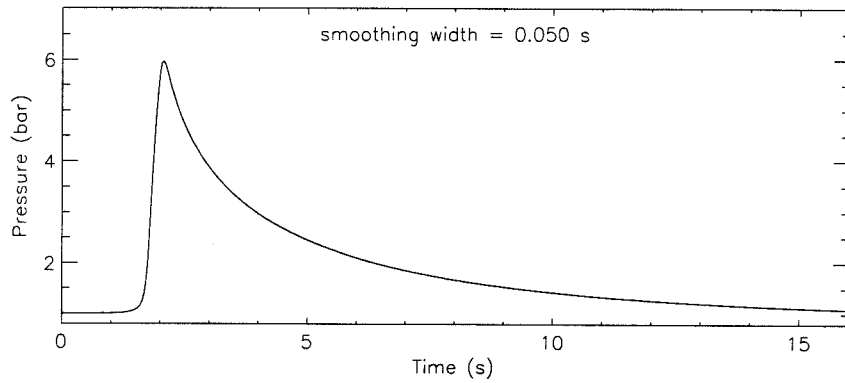
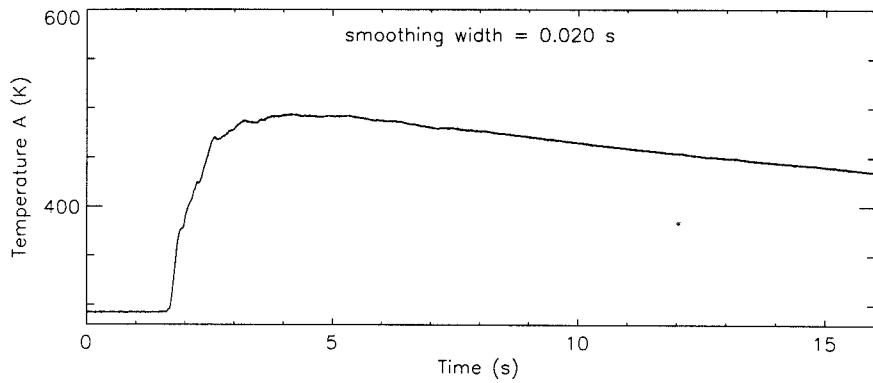
Run no. 192a

2.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 13.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 79.0 Air, 101.9 kPa, spark plug, hi pot, fan on

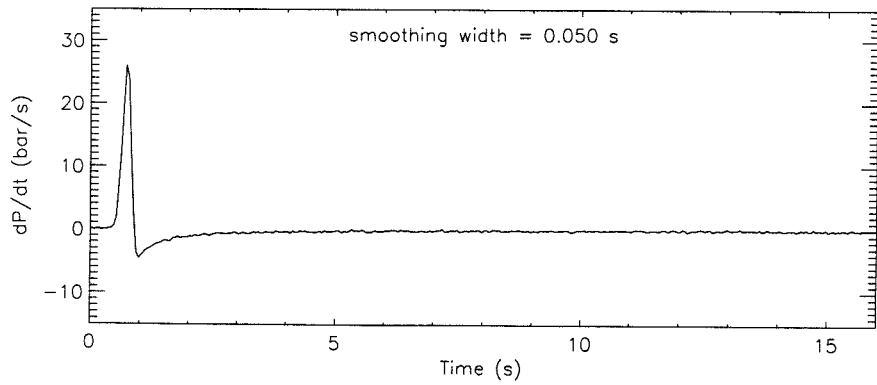
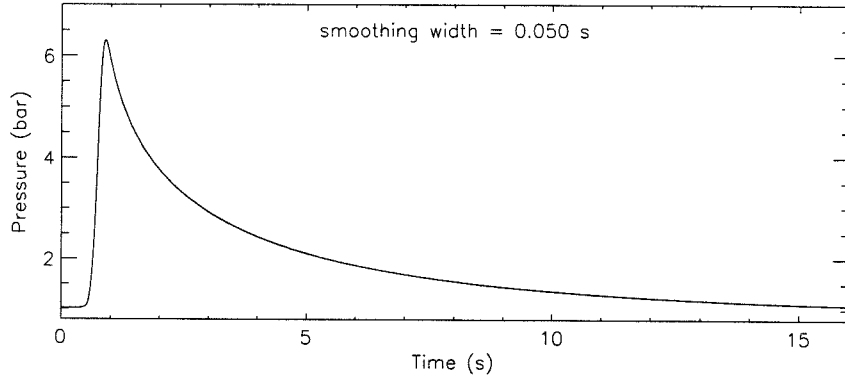
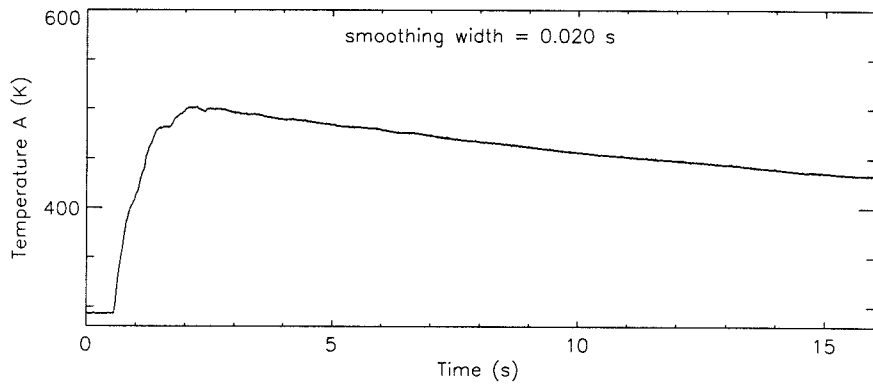
Run no. 193

0.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 15.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 100 kPa, spark plug, hi pot

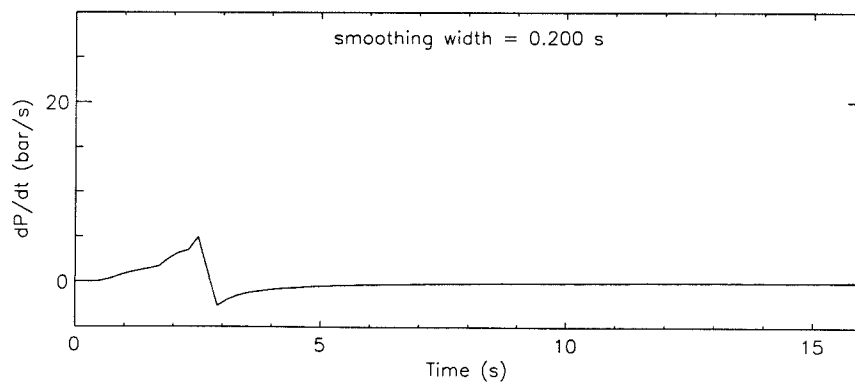
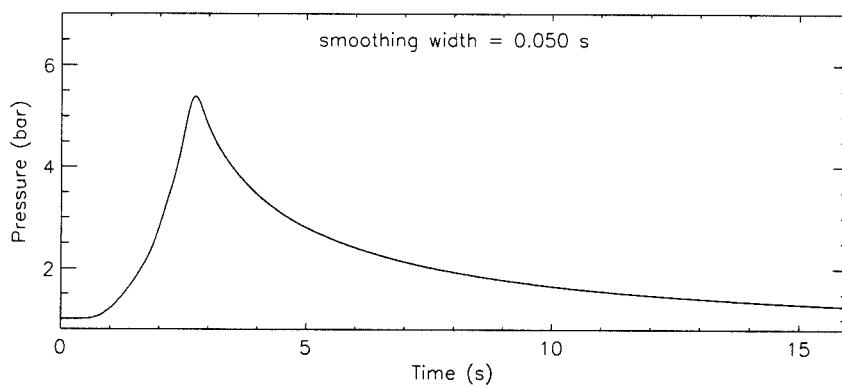
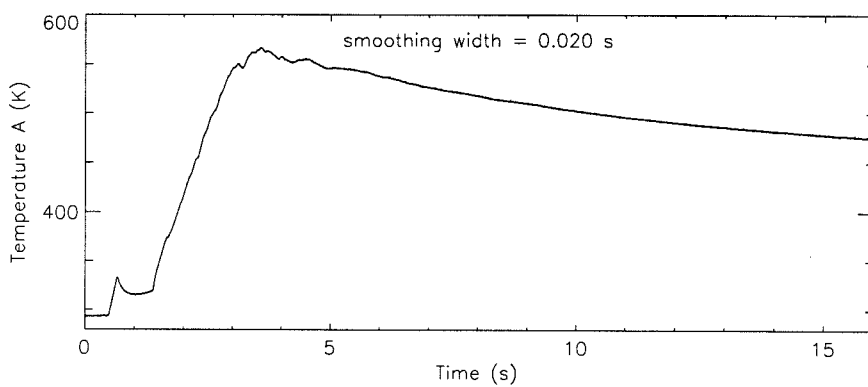
Run no. 193a

0.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 15.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 99.74 kPa, spark plug, hi pot, fan on

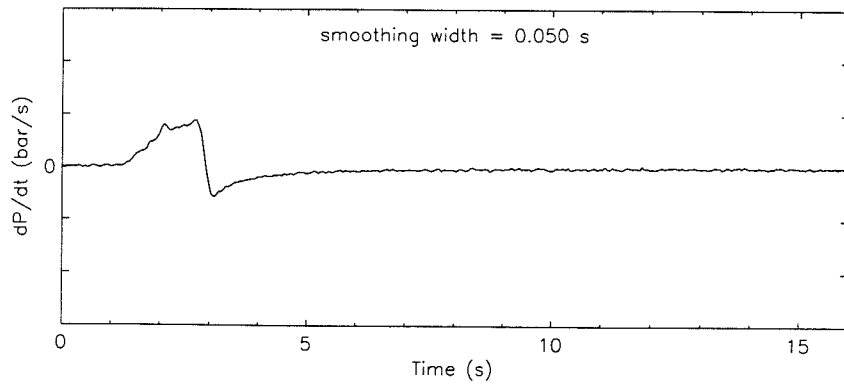
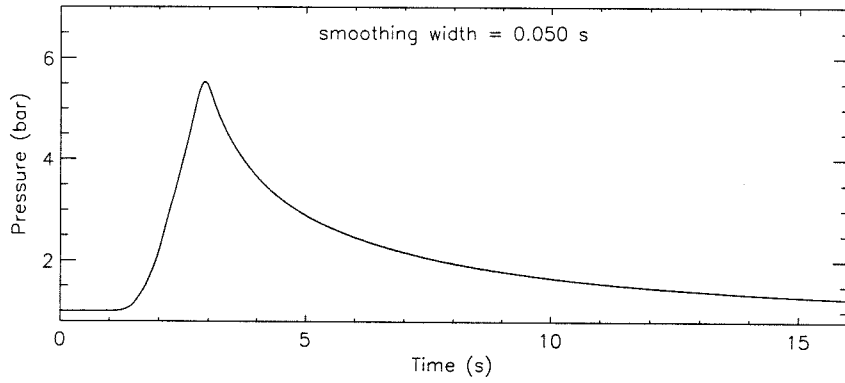
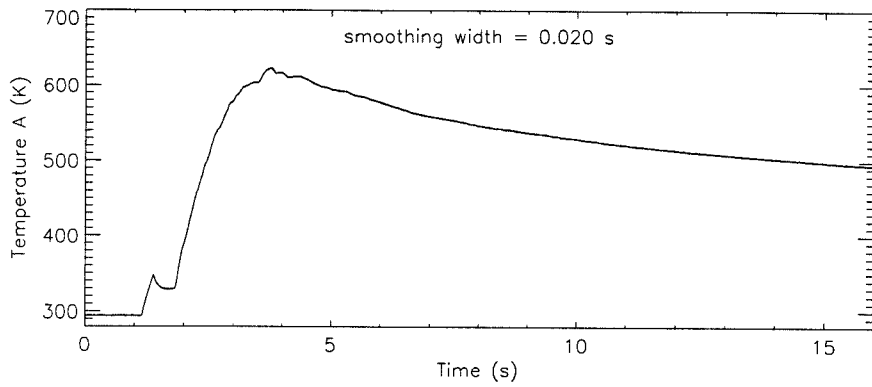
Run no. 194a

2.0 H<sub>2</sub>, 4.0 N<sub>2</sub>O, 13.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 83.0 Air, 101.88 kPa, spark plug, hi pot, fan on

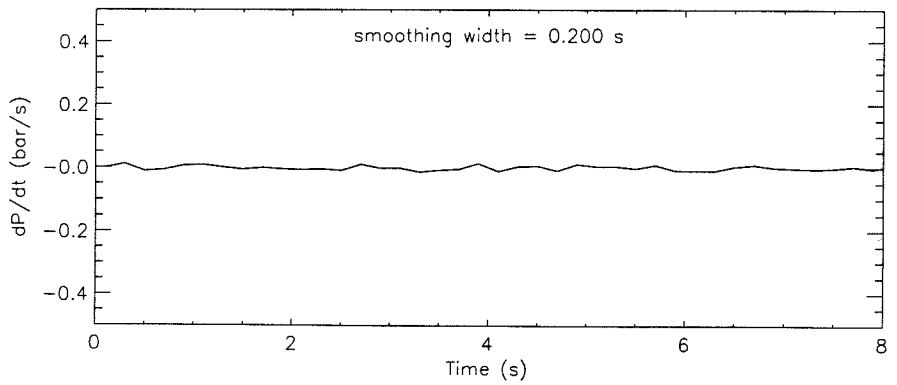
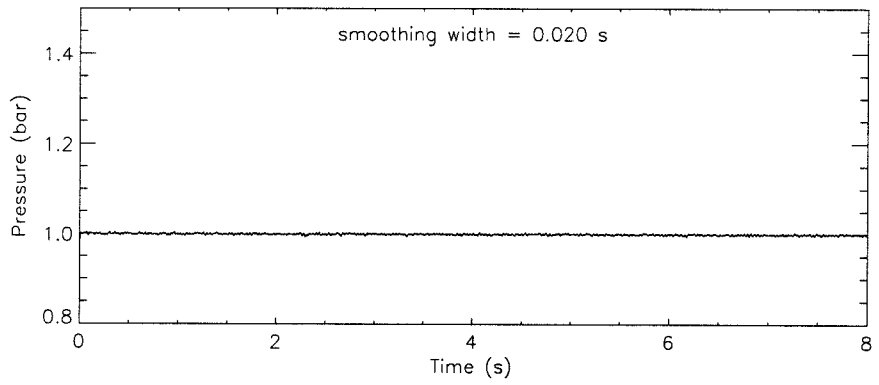
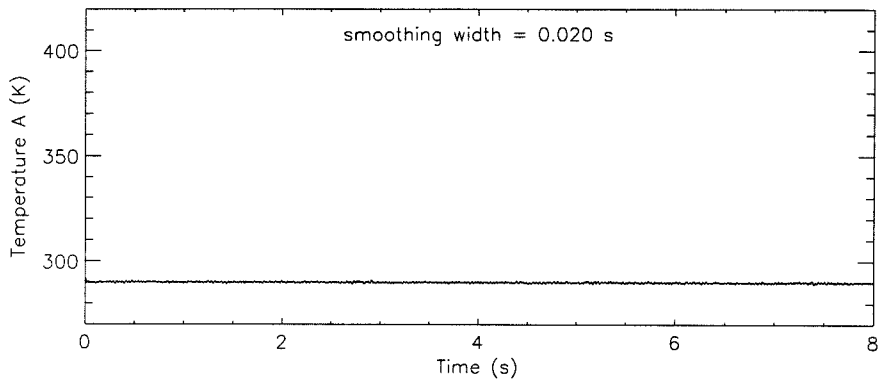
Run no. 195

0.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 17.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 75.0 Air, 100 kPa, spark plug, hi pot

Run no. 196

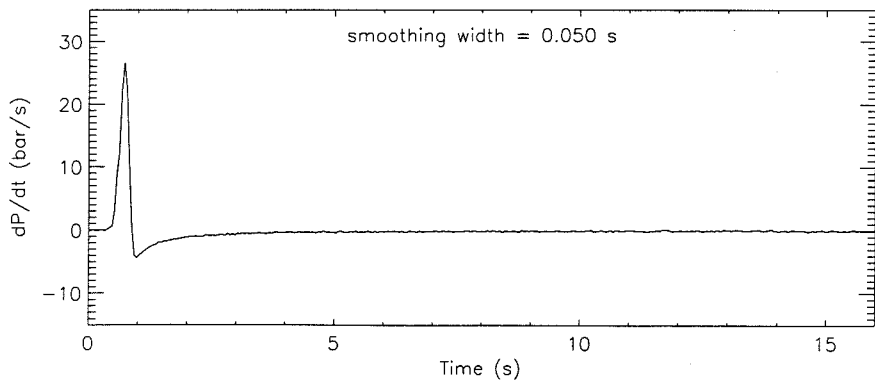
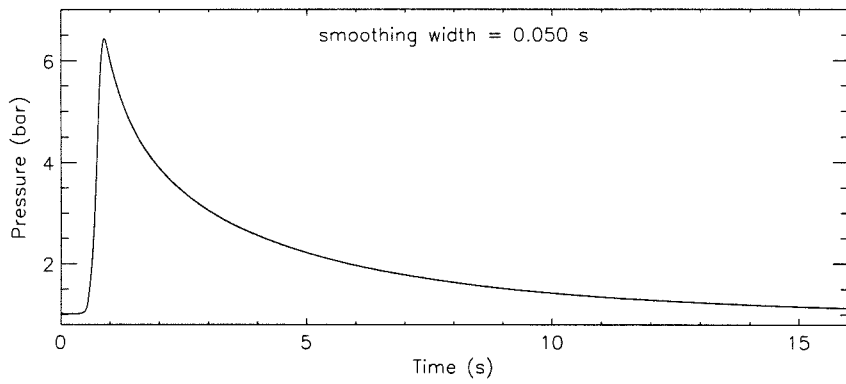
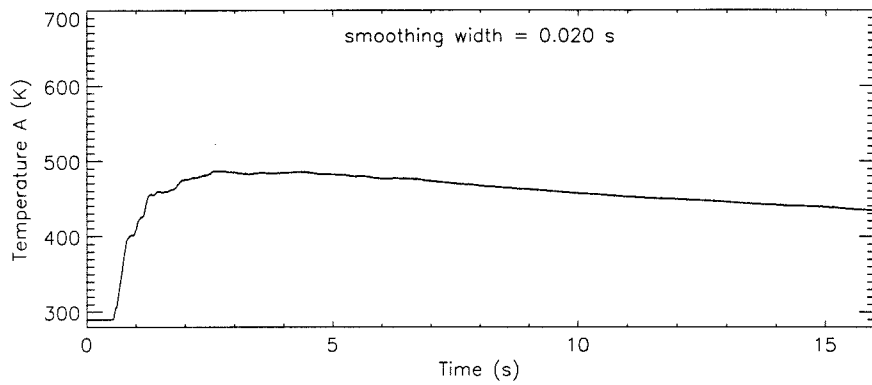
0.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 18.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 74.0 Air, 100 kPa, spark plug, hi pot

Run no. 197

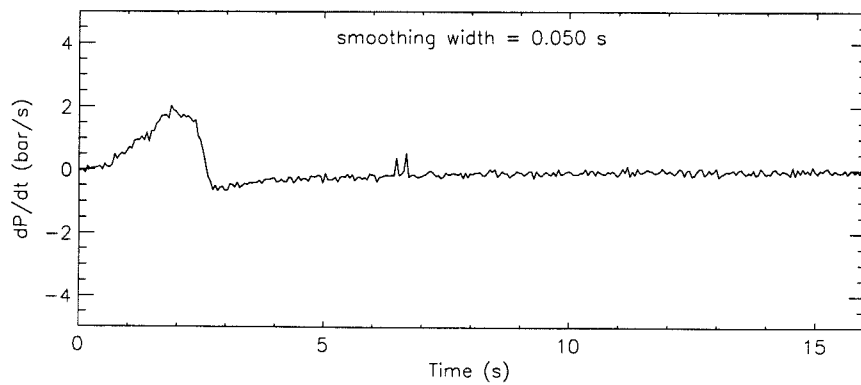
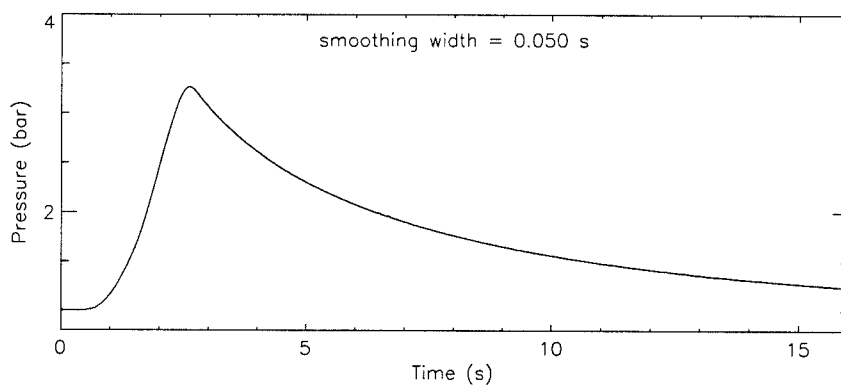
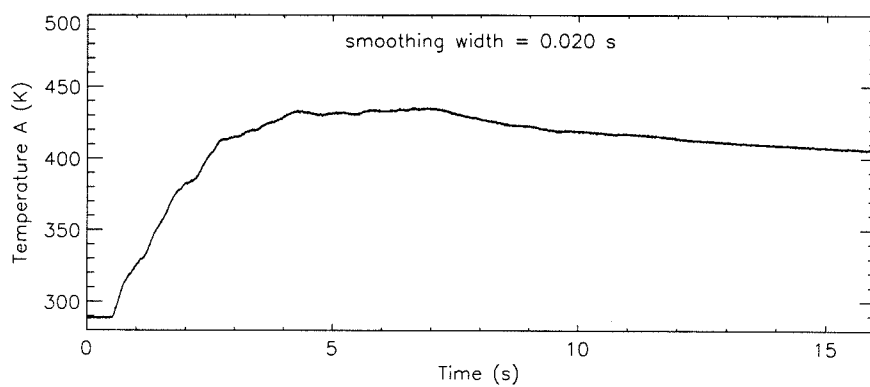
0.0 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 12.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 100 kPa, spark plug, hi pot



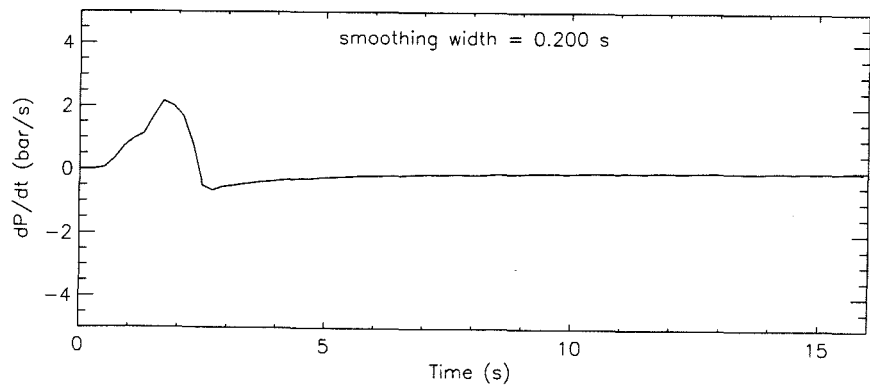
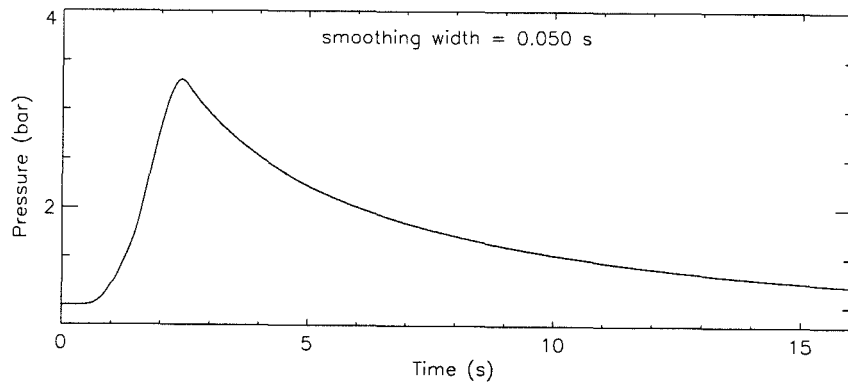
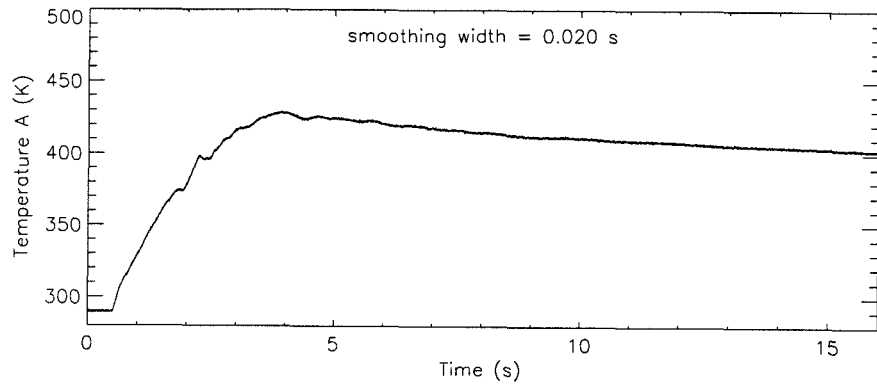
Run no. 197a

2.1 H<sub>2</sub>, 8.0 N<sub>2</sub>O, 12.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 80.0 Air, 102.88 kPa, spark plug, hi pot, fan on

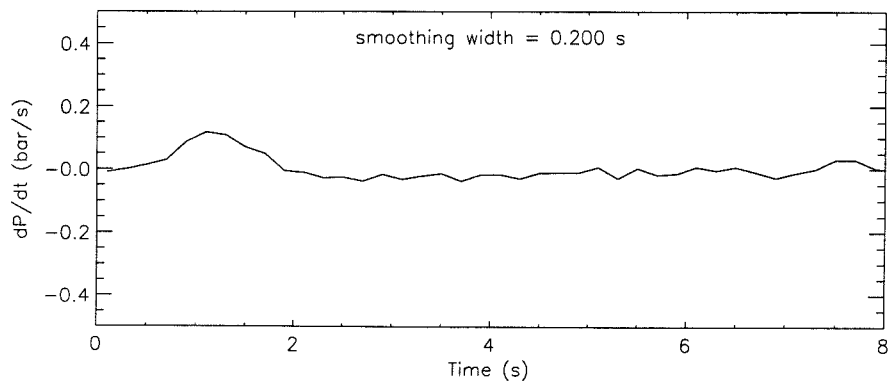
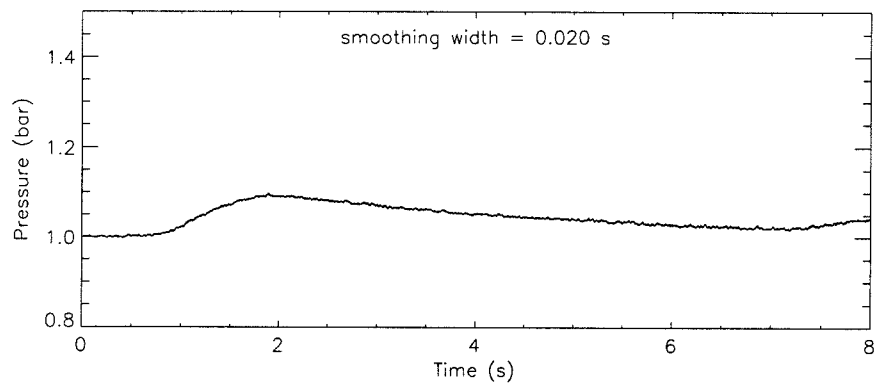
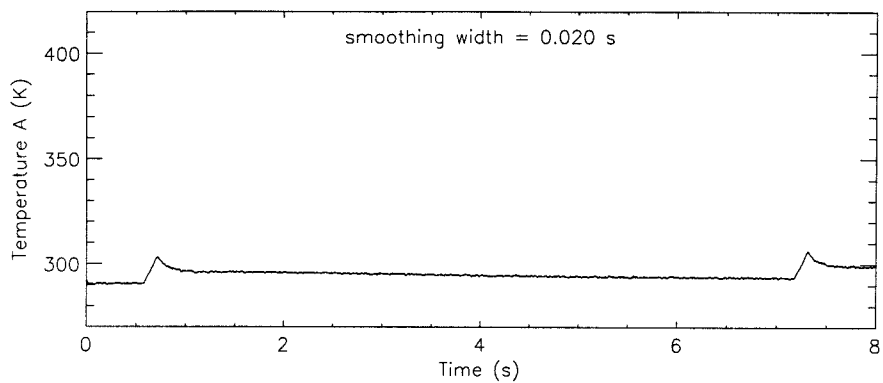
Run no. 198

9.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 91.0 Air, 100.15 kPa, spark plug, hi pot

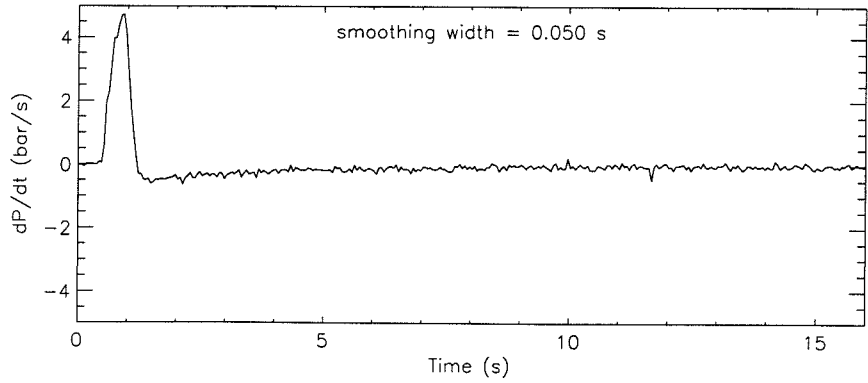
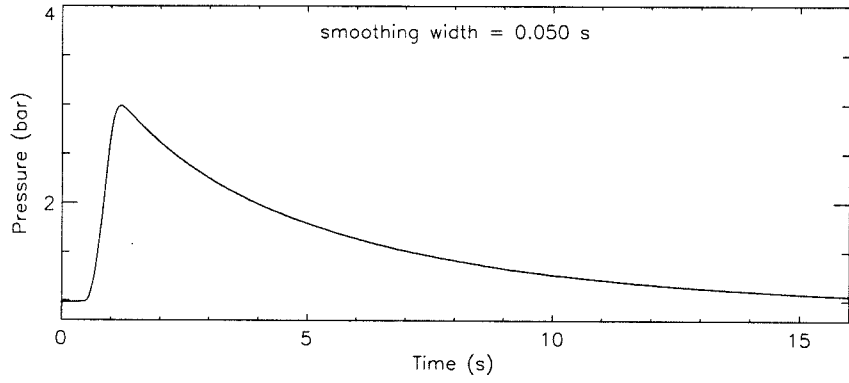
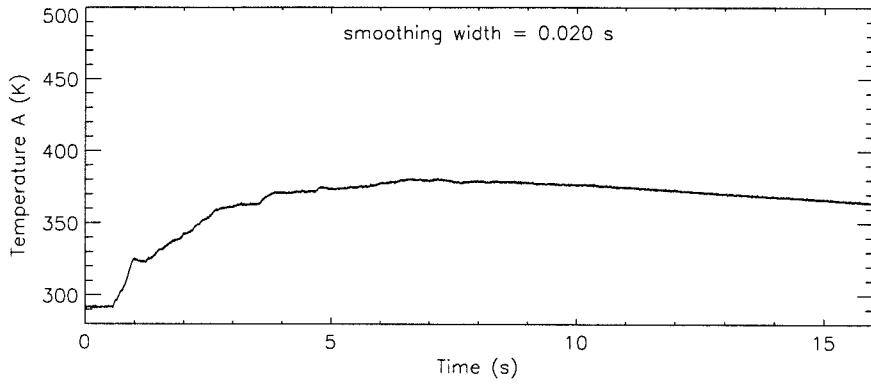
Run no. 199

9.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 91.0 Air, 100 kPa, spark plug, hi pot + humidity

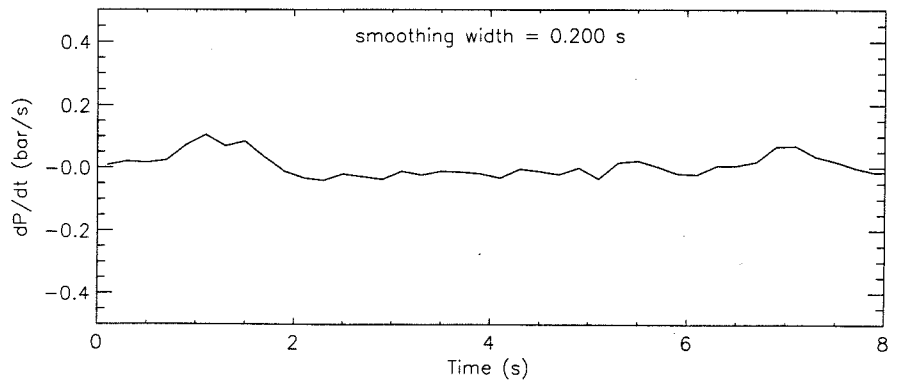
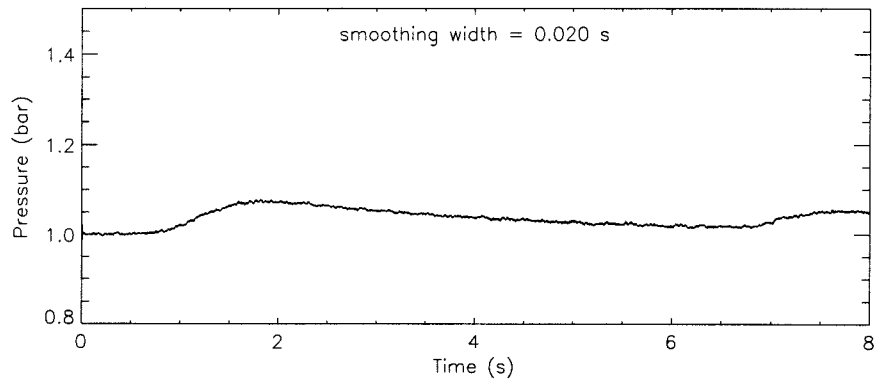
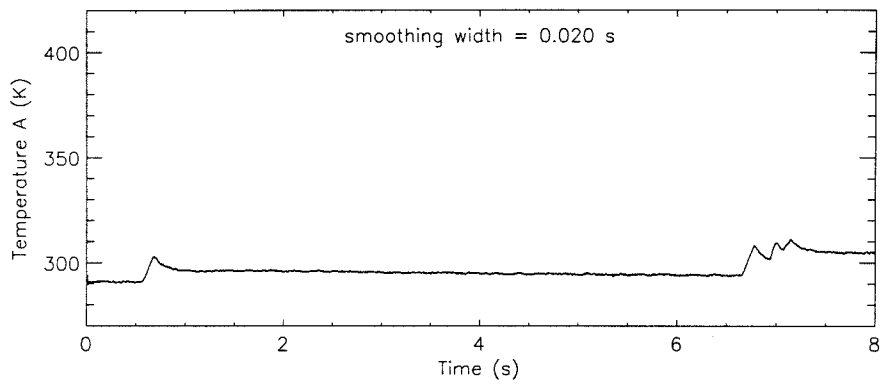
Run no. 200

8.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 92.0 Air, 100 kPa, spark plug, hi pot + humidity

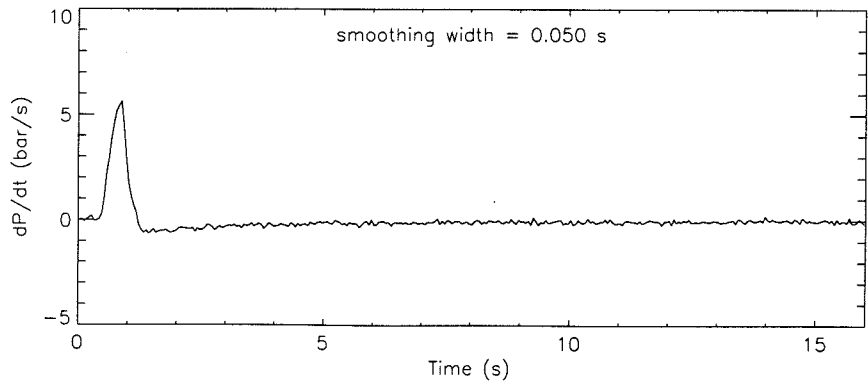
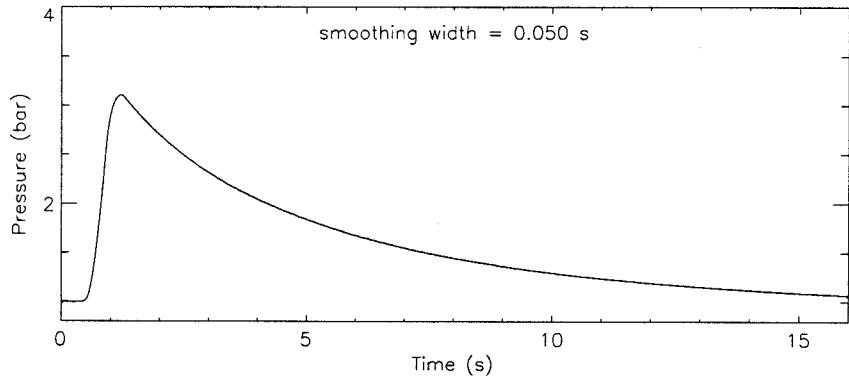
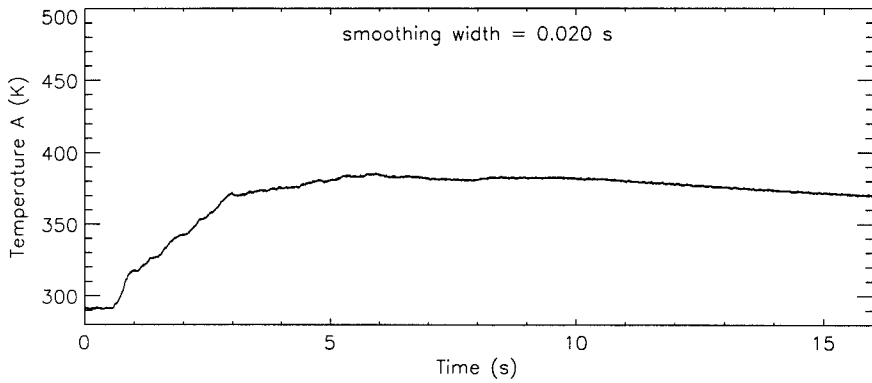
Run no. 200a

8.0 H<sub>2</sub>, 0.0 N<sub>2</sub>, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 92.0 Air, 98.45 kPa, spark plug, hi pot + humidity, fan on

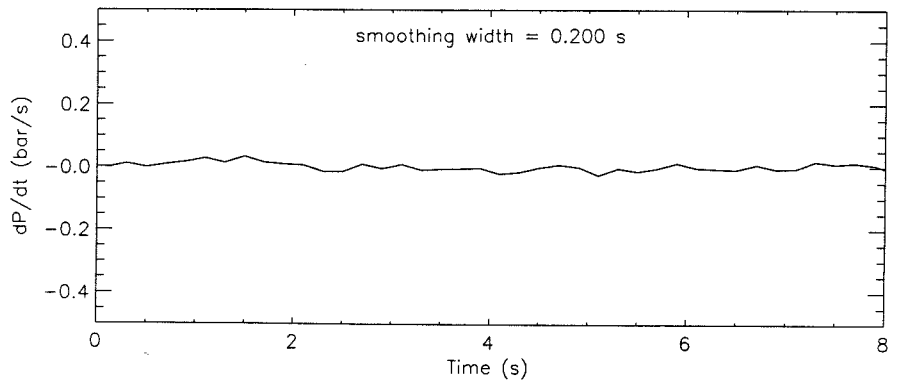
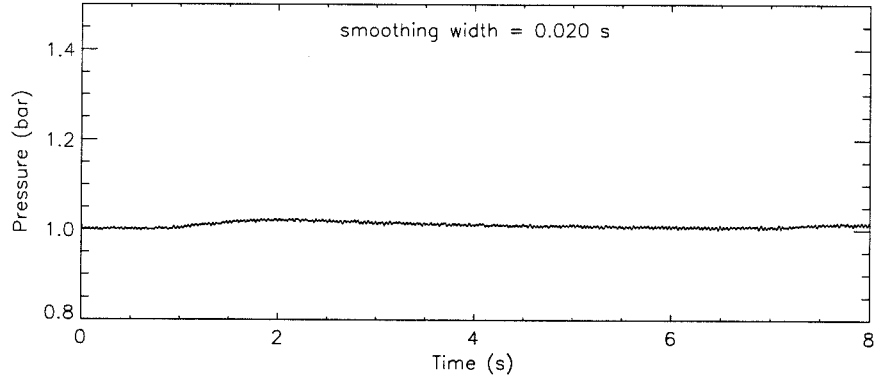
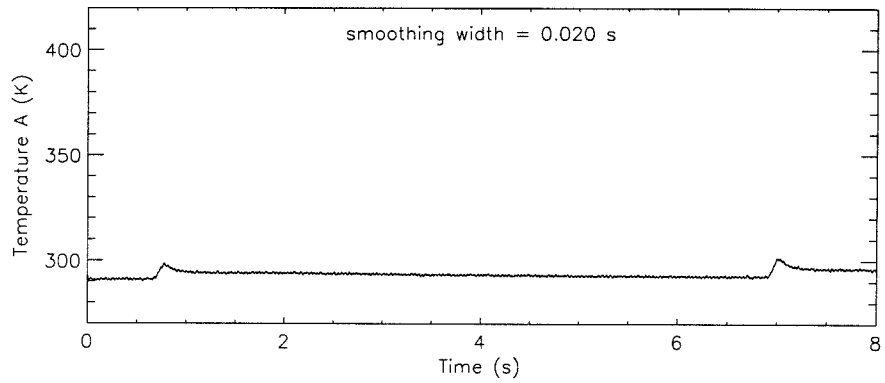
Run no. 201

8.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 92.0 Air, 100 kPa, spark plug, hi pot

Run no. 201a

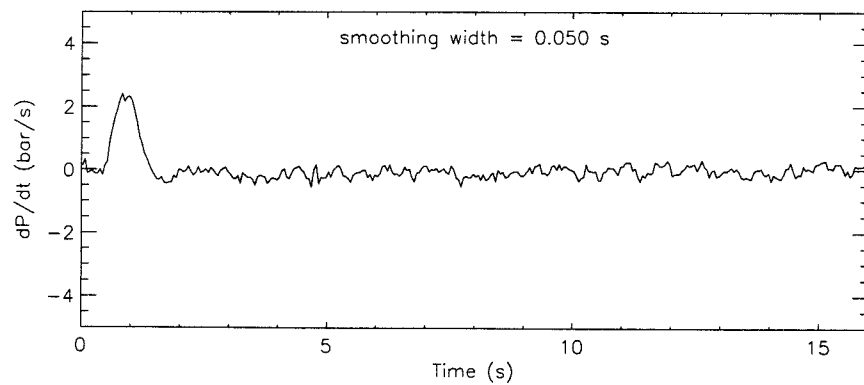
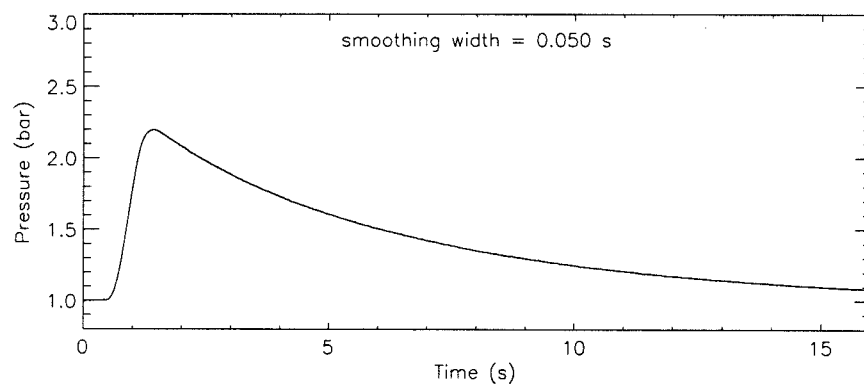
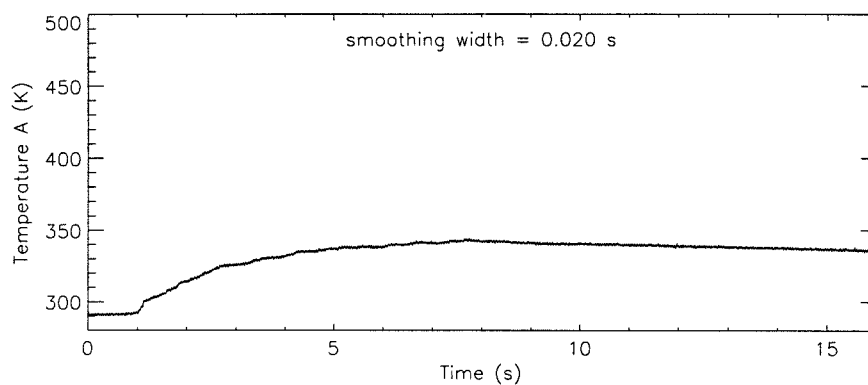
8.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 92.0 Air, 99.61 kPa, spark plug, hi pot, fan on

Run no. 202

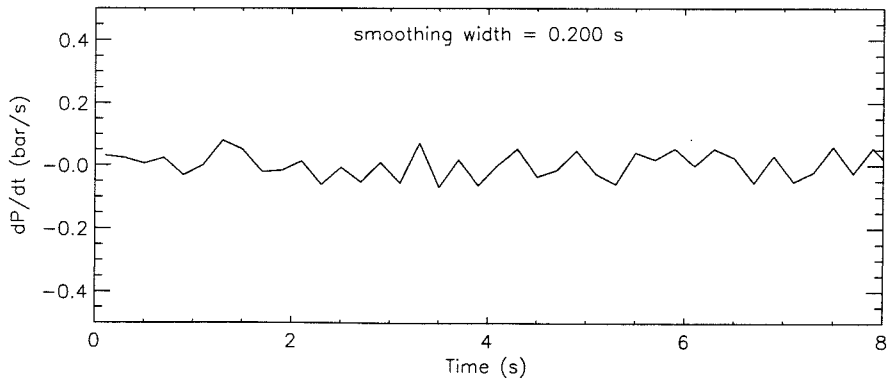
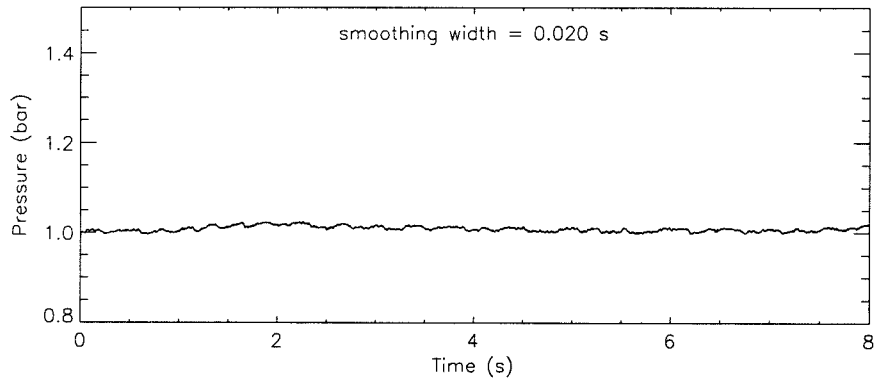
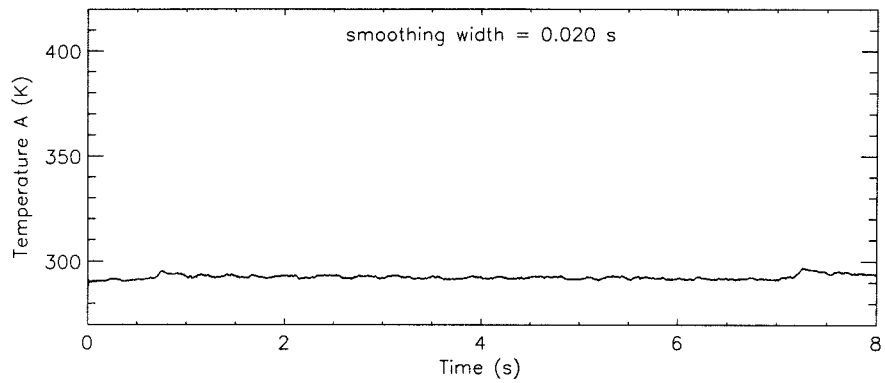
6.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 94.0 Air, 100 kPa, spark plug, hi pot



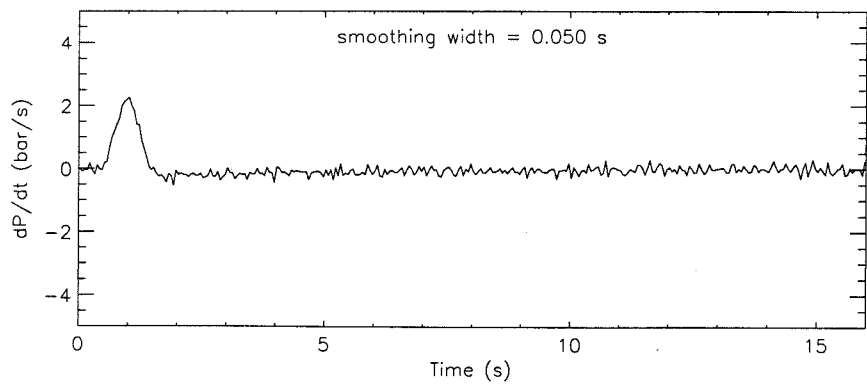
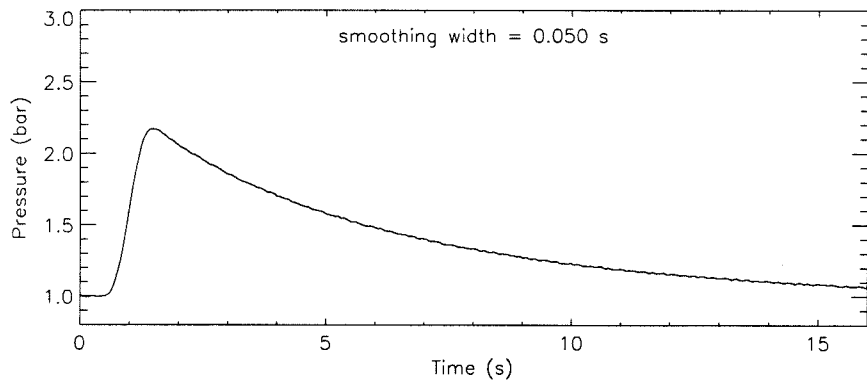
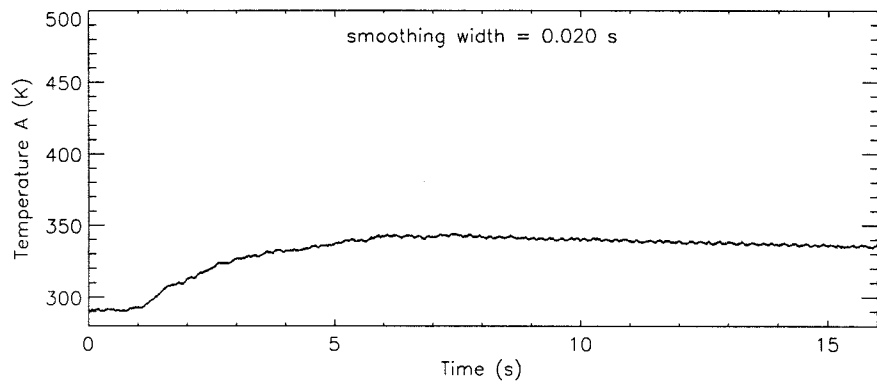
Run no. 202a

6.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 94.0 Air, 99.93 kPa, spark plug, hi pot, fan on

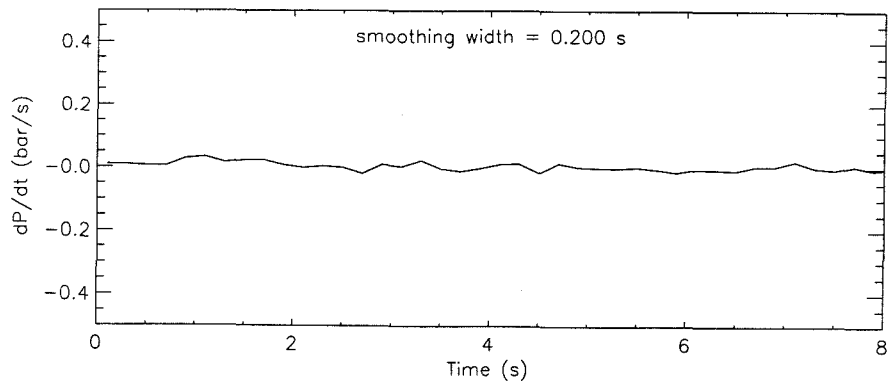
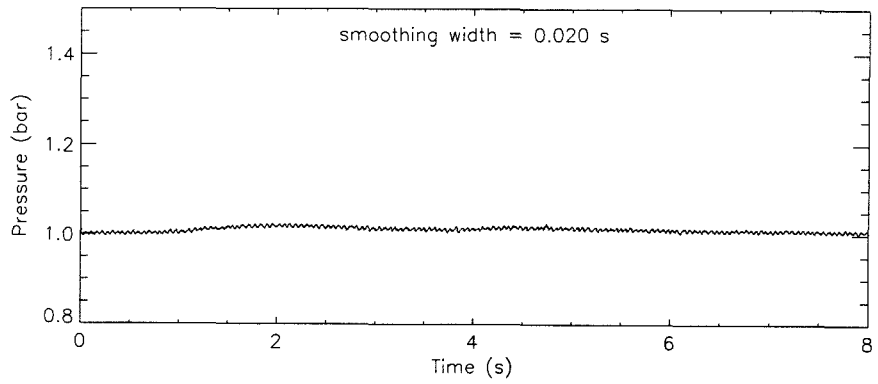
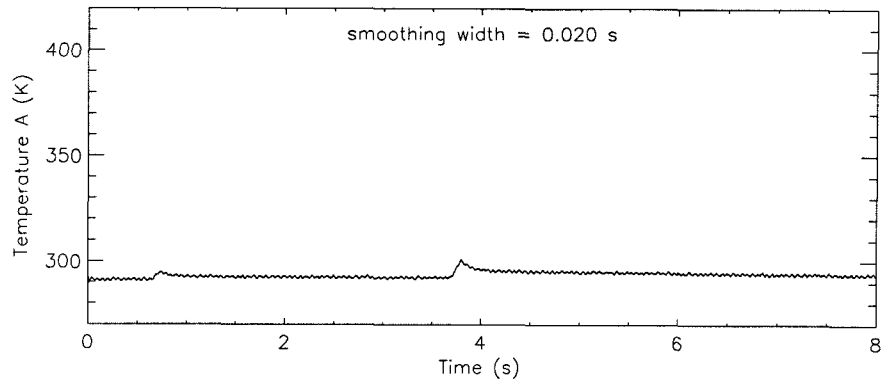
Run no. 203

6.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 94.0 Air, 100 kPa, spark plug, hi pot, + humidity

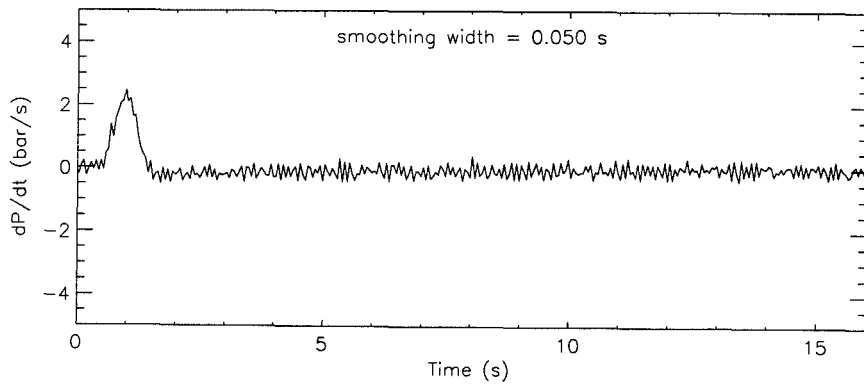
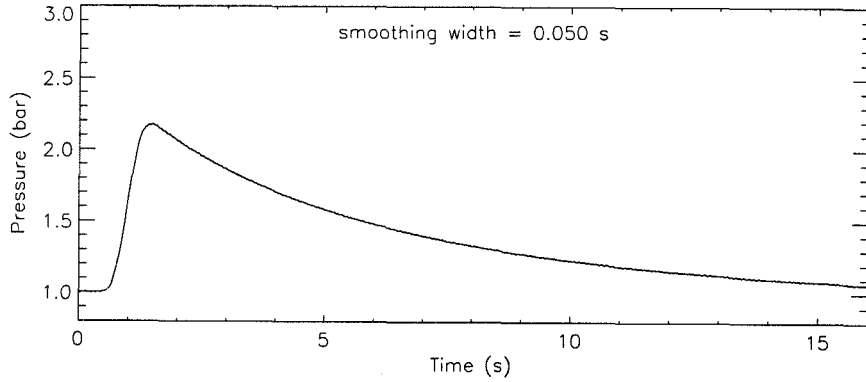
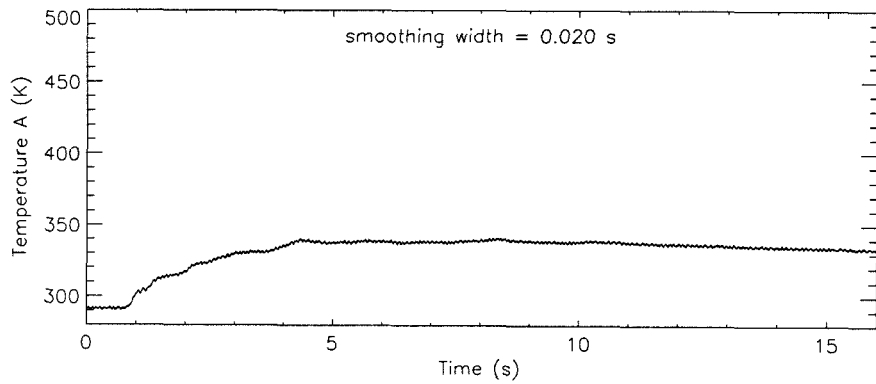
Run no. 203a

6.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 94.0 Air, 99.73 kPa, spark plug, hi pot, + humidity, fan on

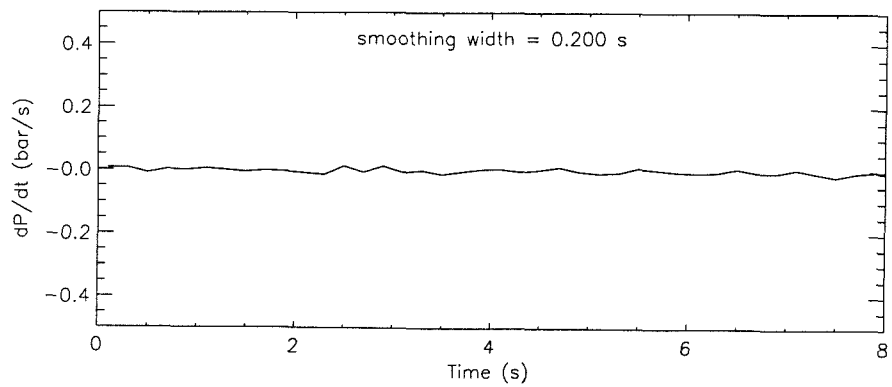
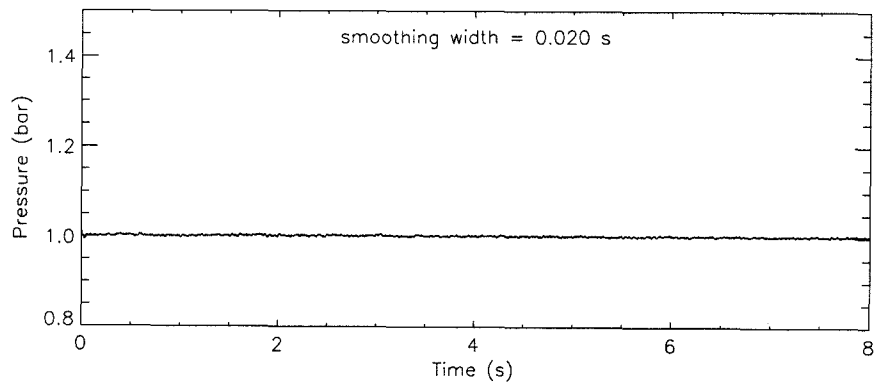
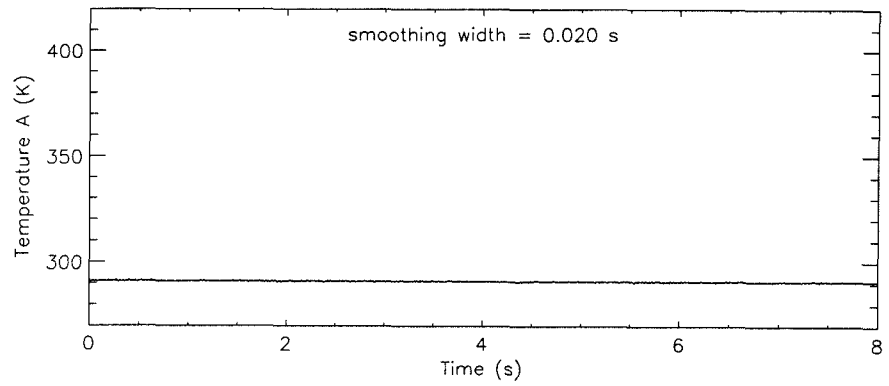
Run no. 204

4.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 96.0 Air, 100 kPa, spark plug, hi pot, + humidity

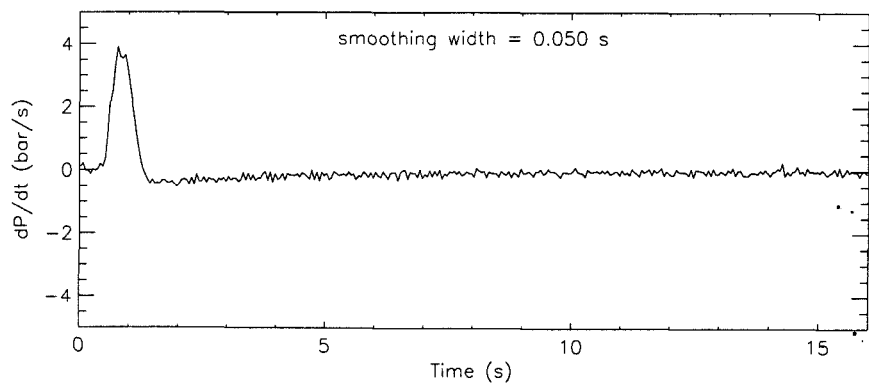
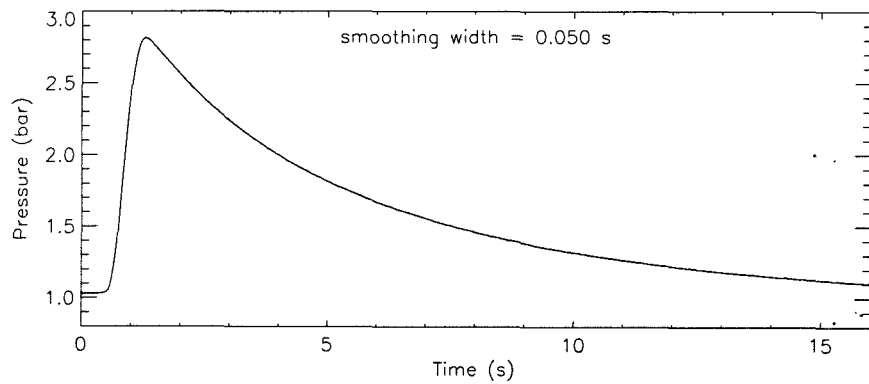
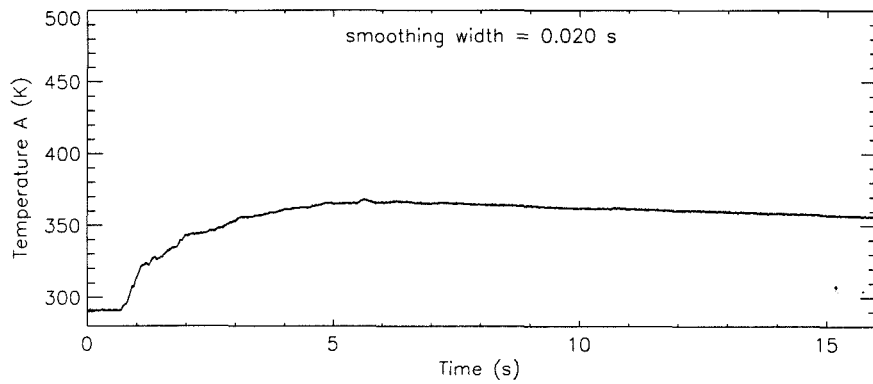
Run no. 204a

6.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 96.0 Air, 99.75 kPa, spark plug, hi pot, + humidity, fan on

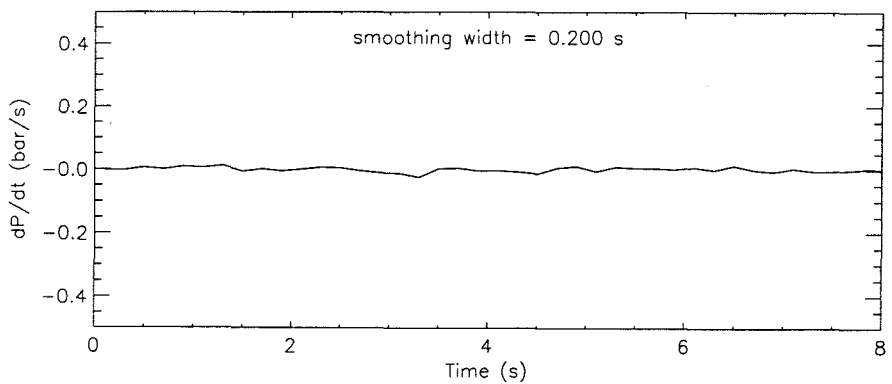
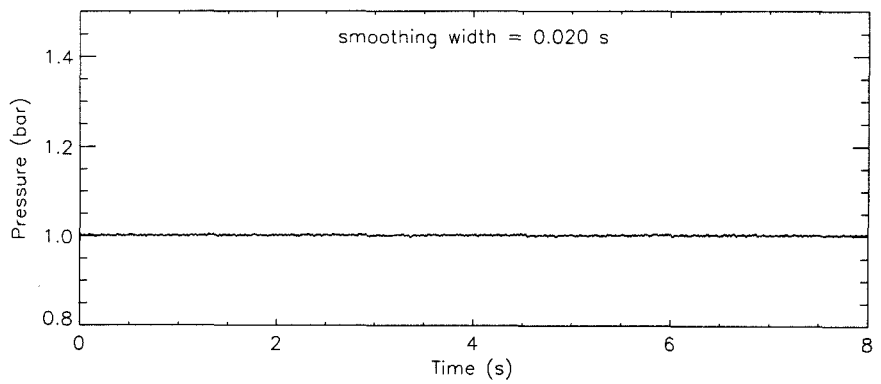
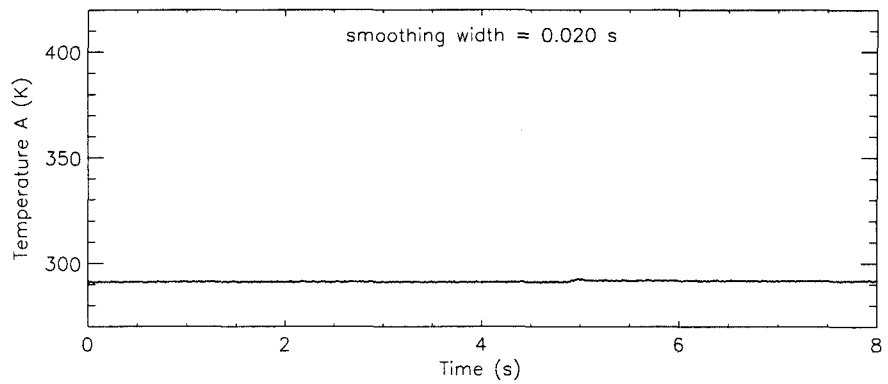
Run no. 205

4.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 96.0 Air, 100 kPa, spark plug, hi pot

Run no. 205a

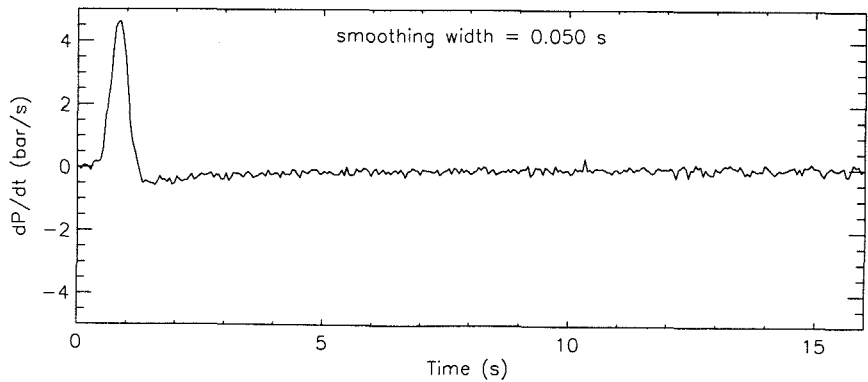
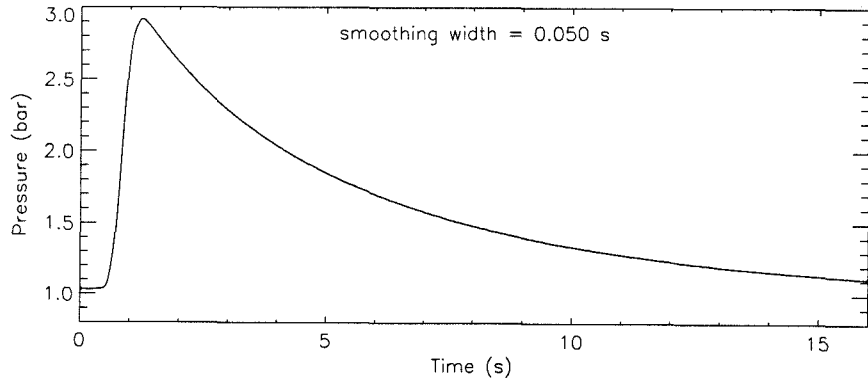
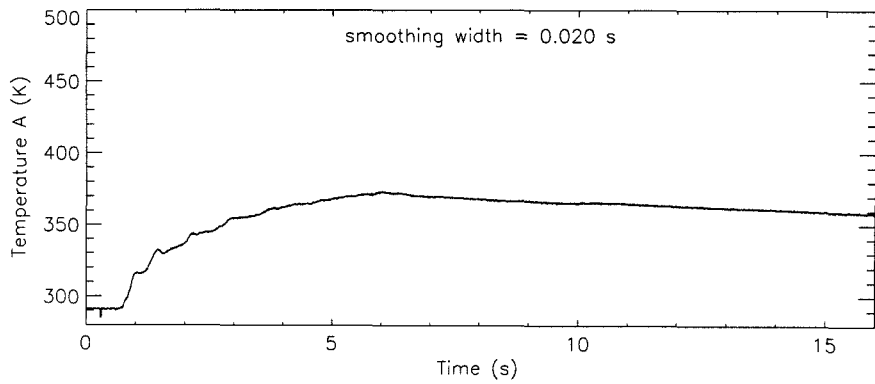
7.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 96.0 Air, 103.0 kPa, spark plug, hi pot, humidity

Run no. 206

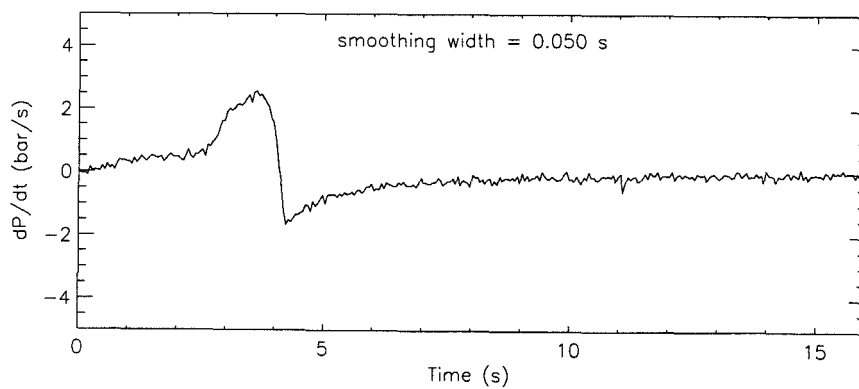
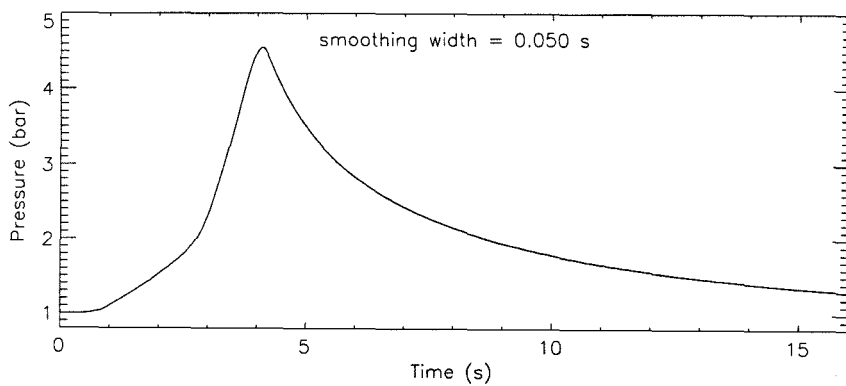
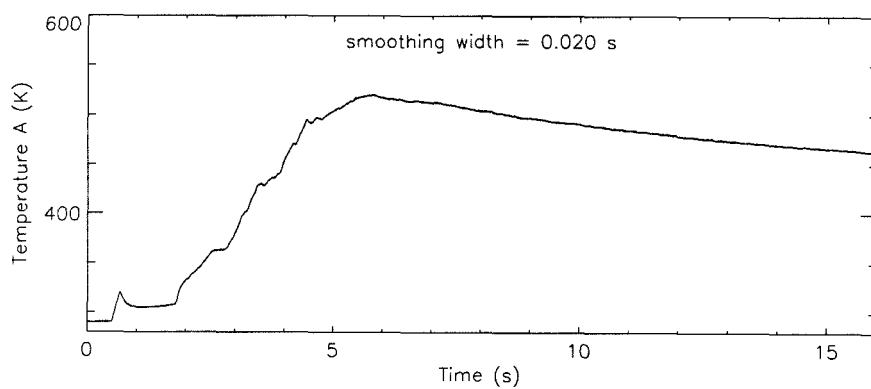
4.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 96.0 Air, 100 kPa, spark plug, hi pot



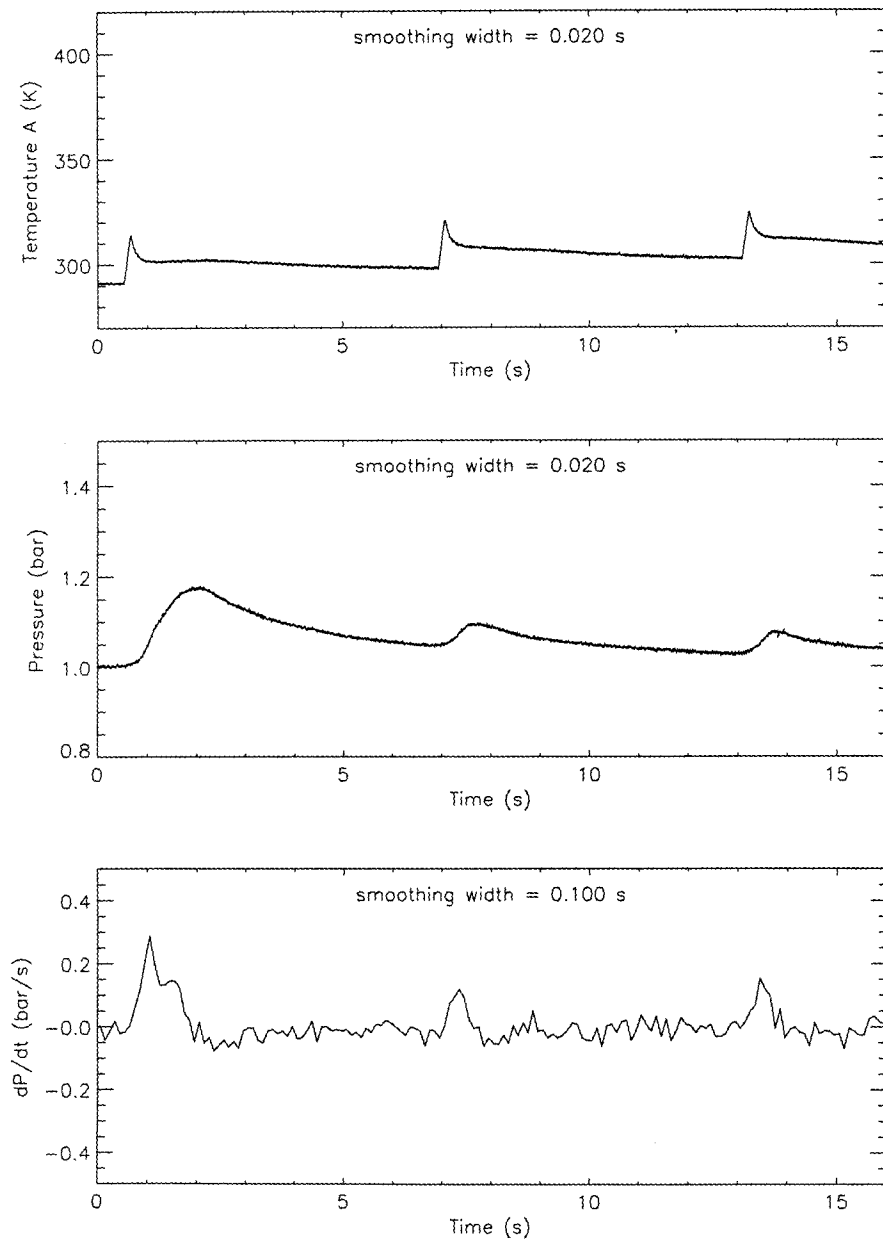
Run no. 206a

7.0 H<sub>2</sub>, 0.0 N<sub>2</sub>O, 0.0 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 96.0 Air, 102.96 kPa, spark plug, hi pot, fan on, humid

Run no. 207

3.5 H<sub>2</sub>, 7.0 N<sub>2</sub>O, 10.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 79.0 Air, 100 kPa, spark plug, hi pot, + humidity

Run no. 208

3.5 H<sub>2</sub>, 6.33 N<sub>2</sub>O, 9.50 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 100 kPa, spark plug, hi pot, humidity

Run no. 208a

3.17 H<sub>2</sub>, 6.33 N<sub>2</sub>O, 9.5 NH<sub>3</sub>, 0.0 CH<sub>4</sub>, 81.0 Air, 99.03 kPa, spark plug, hi pot, fan on