

From: Mahendra Shah
To: Greg Bessette
Date: 10/11/02 3:29PM
Subject: Duration of CTH runs

Greg:

As I discussed with you today, the Figure 2.2.3-5 Cask Side-on Velocity as a Function of Time, shows the velocity increasing after 130 msec, when the center fueltank impact is finished, and the aircraft frame is continuing to impact the cask. The cask appears to be still accelerating at 150 msec, due to the aircraft fuselage continuing to impact the cask. I am not sure if the velocity has reached its maximum value at this time. If you feel that the CTH computed cask velocity of () is the upper bound value and that the acceleration is zero at the 150 msec, we need to expand the present explanation on page 2-20, section 2.2.3.4.2, regarding the velocity curve being asymptotic at this time.

Ex 2

As I understand it, the airplane used for the analysis is () and that the Masses shown in Table 2.2.2-1 are for the full plane, even though the model is a half-model.

Ex 2

Thanks. Have a good weekend.

Mahendra
Mahendra

CC: Bernard White; Daniel Huang; Doug Ammerman; Jack Guttman; Jeffrey Smith; Jeremy Sprung; Robert Shewmaker; Ron Parkhill

Portions Ex 2

E/47