"Can anything be modelled sufficiently accurately"

Derek Bradley, School of Mechanical Engineering, University of Leeds

54<sup>th</sup> UKELG One Day Discussion Meeting on "Advances in Explosion Modelling"

Friday 30 October 2015

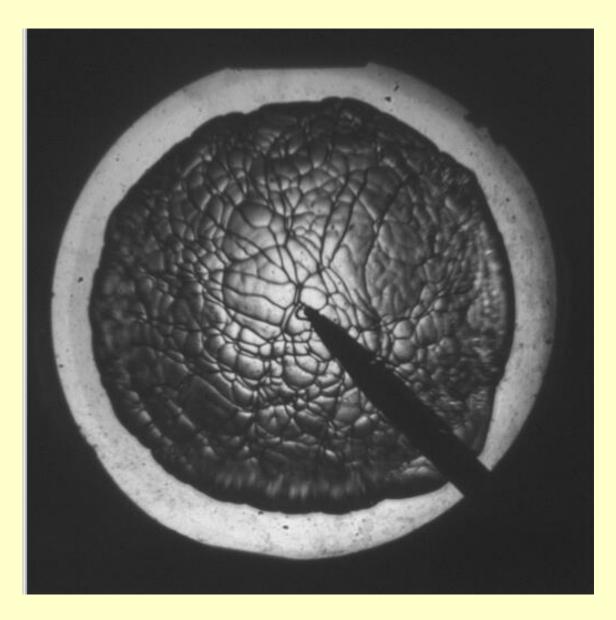
Arden House, Warwick University Conference Centre

".....dealing with circumstances for which there is no direct precedent".

# **The Topics**

- Laminar Instabilities
- Turbulent Burning
- Auto-ignition and Detonation
- Jet Flames

# Laminar Instabilities (1)

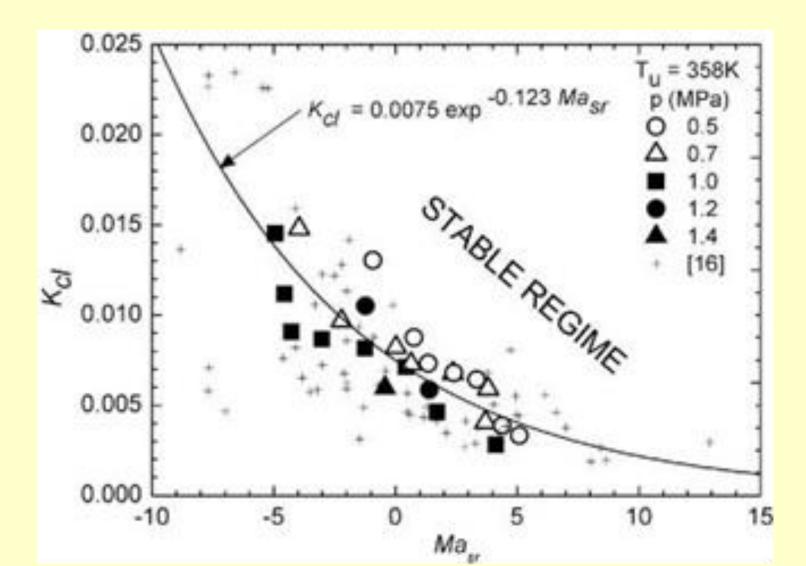


# Laminar Instabilities (2)

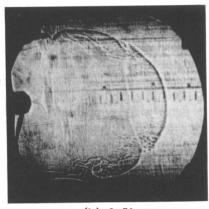
Pe

400 Ma<sub>sr</sub> = 1.828 Masr = 1.5 350 Ma<sub>sr</sub> = 2 300 Flame area ratio 250 5  $= (n_{s}/n_{l})^{D-2}$ 200 2πPe/30 150 Fractal Dimension, Ma<sub>sr</sub> = 3 D = 7/3100 Ma<sub>sr</sub> = 4 50 Ma<sub>sc</sub> = 8 200 400 0 600 1000 1200 1400

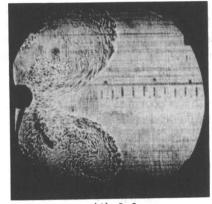
# Laminar Instabilities (3)



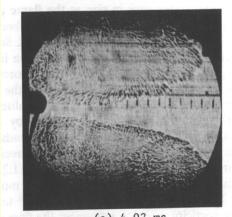
#### Laminar Instabilities (4)



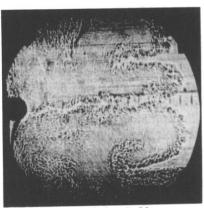
(b) 0.73 ms



(d) 2.8 ms



(e) 4.02 ms

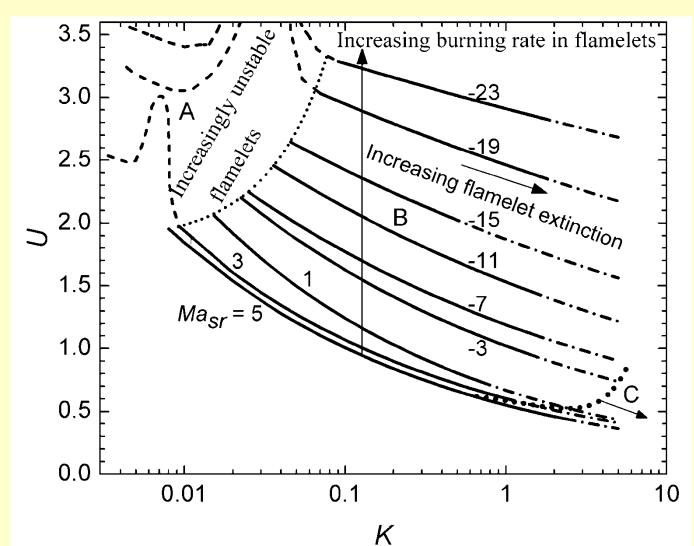


6.52 ms (f)

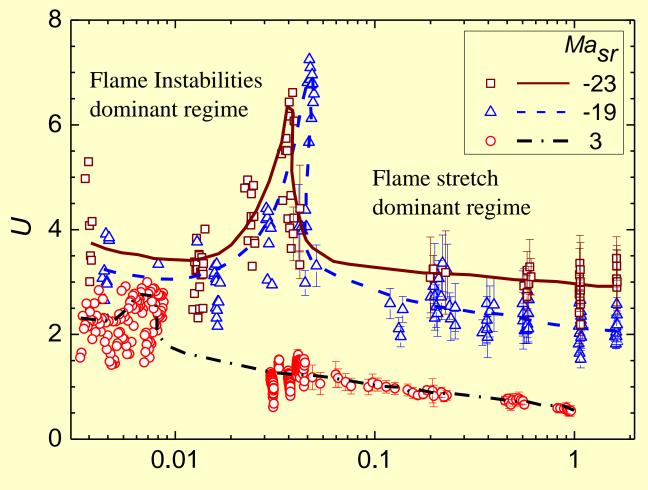
 $\nabla(1/\rho) \times \nabla p$ 

# **Turbulent Burning (1)**

 $U = u_t / u'$   $K = 0.25 (u' / u_\ell)^2 R_l^{-0.5}$ 

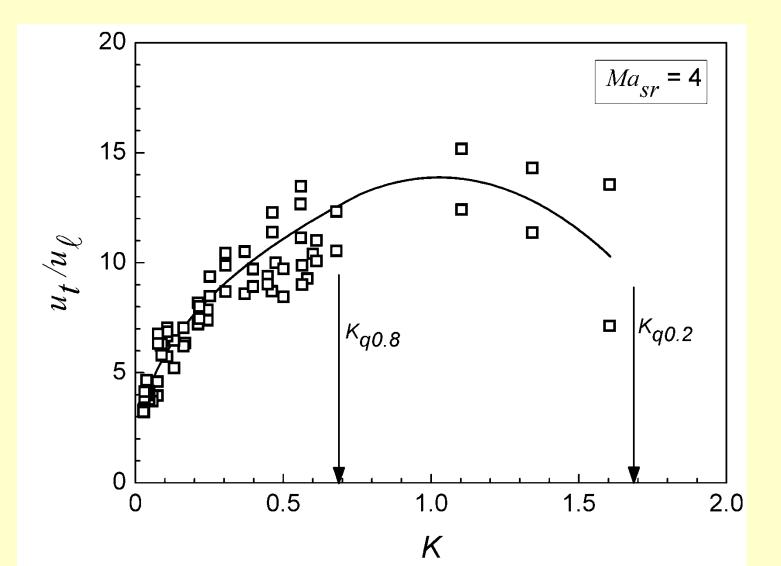


#### **Turbulent Burning (2)**

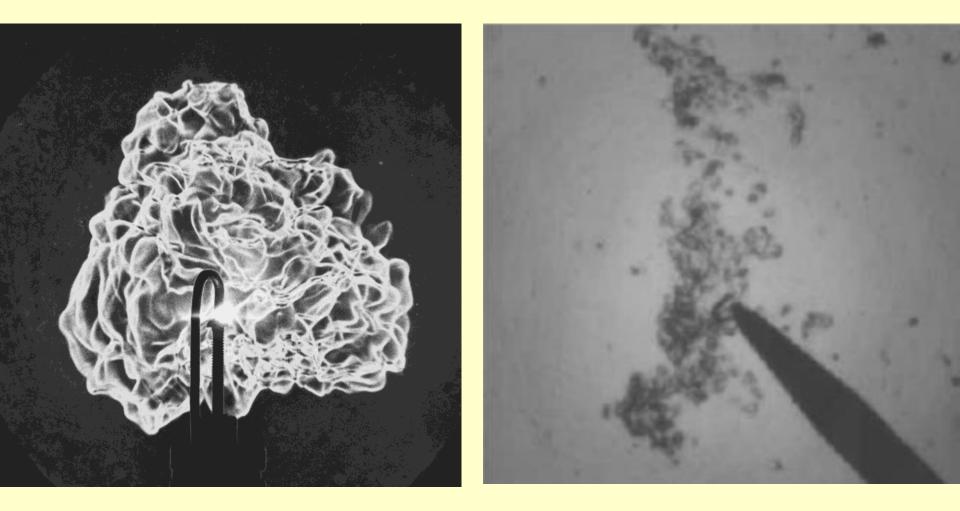


K

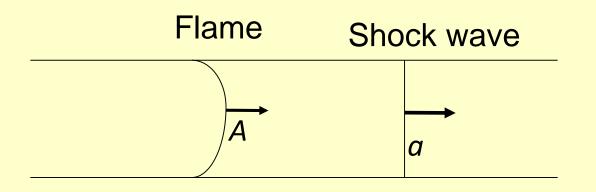
# **Turbulent Burning (3)**



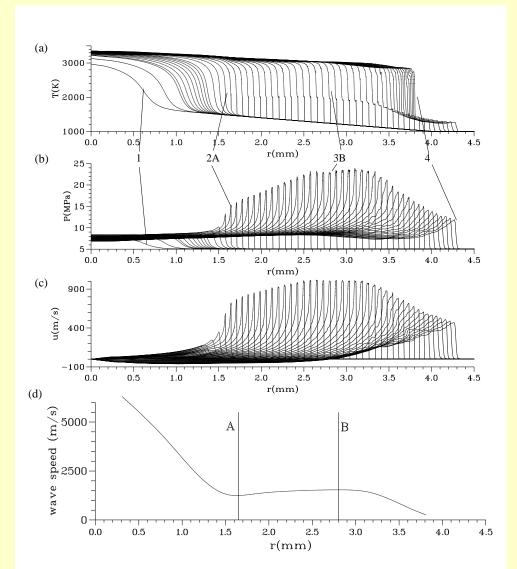
# **Turbulent Burning (4)**



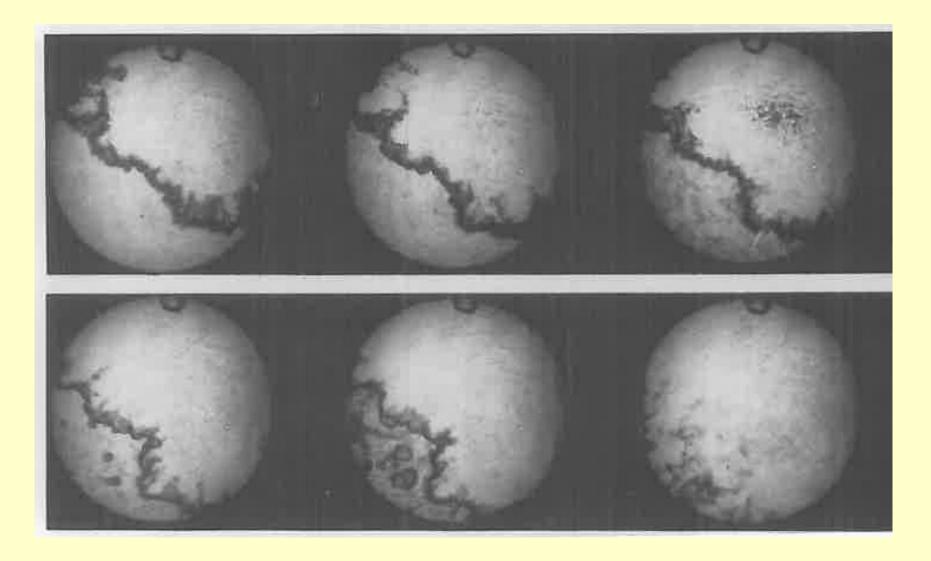
# **Turbulent Burning (5)**



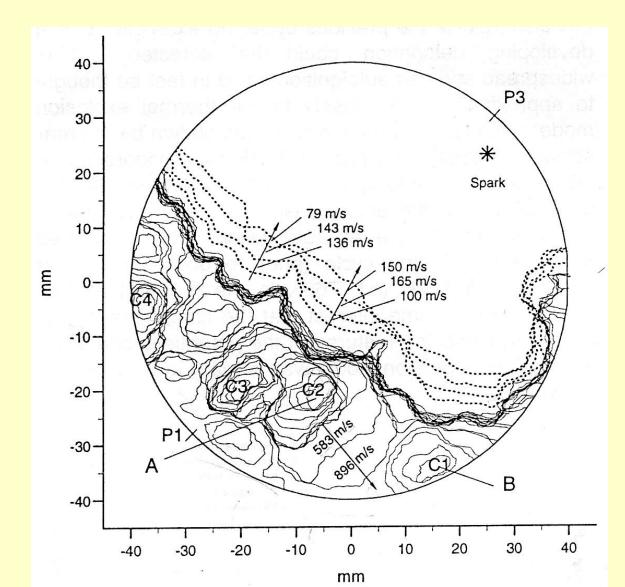
#### **Auto-ignition and Detonation (1)**



#### **Auto-ignition and Detonation (2)**

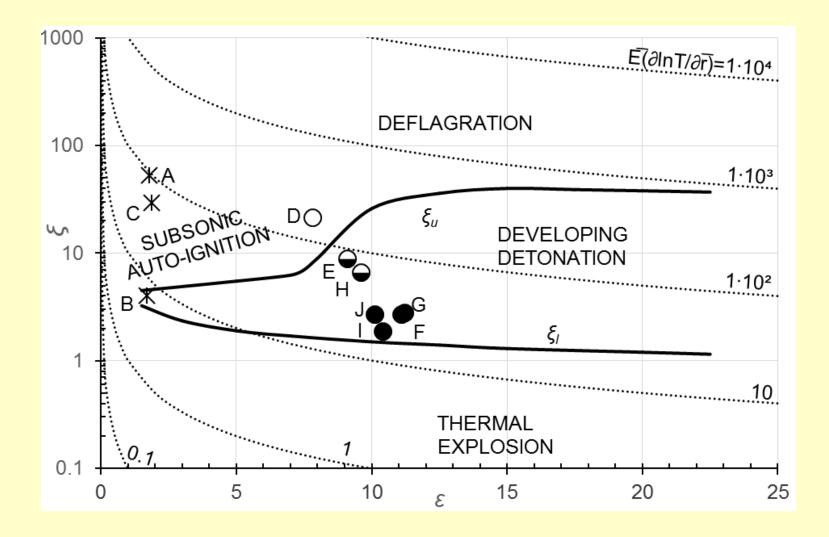


#### **Auto-ignition** and Detonation (3)



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#### Auto-ignition and Detonation (4)



## Jet Flames (1)





