

where the letters identifying the signals match the letters in Fig. 2. The figure shows (a) the flier plate striking the cold cell at C and J; (b) the time of arrival of the shock at the surface of the brass at D, F, G, and I; (c) the time of arrival of the free surface of the brass at E; (d) entrance of the shock into the liquid at G and I; and (e) time of arrival of the shock at the liquid-glass interface at H. The shock velocity through the liquid was calculated from times recorded at G, I, and H. The shock velocity in the cold brass and its free surface velocity determine conditions at the brass-liquid interface. The shock velocity in the cold cell was calculated using the time differences of location C and D divided into a corrected thickness of the brass at location D. The corresponding free-surface velocity was calculated from times at D, F, and E. The time differences between locations were reduced by $0.022 \mu\text{sec}$ to account for the transit time through the steel shim at location E. Similar calculations were made for the hot cell.

Pressure in the brass was calculated using Eq. 2 with $p_o = 0$ and with the particle velocity assumed to be one-half free surface velocity. Comparison of the calculated (p-u) points for hot and cold brass with the (p-u) points of McQueen and Marsh⁸ for brass initially at 20°C shows that only the 20°C Hugoniot curve need be considered for the impedance match calculations. The mirror-image approximation was used for the brass isentropes. Thus pressure and particle velocity at the brass-liquid interface were calculated at the intersection of the Rayleigh line for the liquid and the brass rarefaction curve, assumed to be a reflection of the Hugoniot curve through the measured free surface velocity. The specific volume of the shocked liquid was then calculated using Eq. 1, and the corresponding change of internal energy was calculated using the Hugoniot equation in the form $e - e_o = \frac{1}{2}u^2$.

The shock wave data are summarized in Table I. The precision of the data is controlled mainly by the pressure uniformity and planarity of the explosive driver system.