**Abstract**

The purpose of this study was to develop a method using an off-the-shelf commercial carbon dioxide sensor for the determination of CO₂ concentrations in the Earth’s stratosphere. The sensor was flown on a high altitude helium balloon twice in 2012. Data from those flights indicated the sensor failed due to environmental conditions. An isobaric experiment was performed which determined the sensor failure is likely due to the low temperatures encountered in the stratosphere. A small heater to compensate for the low temperatures will be constructed and evaluated using the WSU HARBOR group’s environmental test chamber and prepared for test on an upcoming HARBOR flight.

**Important Gasses of the Stratosphere**

The chemistry of the stratosphere is dominated by the high levels of solar radiation present throughout the region where free radicals and excited states of molecules are common. The most important gas in this region is ozone. Other gases that are of importance are carbon dioxide, carbon monoxide, and NOₓ.

Ozone is the most important molecule in the stratosphere due to its absorption of high energy UV radiation from the sun.

Carbon dioxide is the most well known greenhouse gas and is the main focus of the current study.

NOₓ is a combination of nitrogen monoxide and nitrogen dioxide and plays an important role in the chemistry of the stratosphere, as the main mechanism for ozone removal.

**Detection of Carbon Dioxide**

The sensor used in this study is a readily available commercial carbon dioxide sensor that uses non dispersive infrared (NDIR) absorption spectroscopy to determine the concentration of carbon dioxide. The sensor has a stated temperature range of 0-50°C and was designed for use at atmospheric pressure. To determine performance of the sensor at the pressure and temperature conditions in the stratosphere, the sensor was flown by the HARBOR team two times in 2012.

The carbon dioxide sensor that was flown by the HARBOR team. This is an non dispersive infrared (NDIR) absorption sensor that uses an IR LED as the light source for the absorbance measurements. Other sensors are also being tested but have not yet flown.

**Flight Data**

The results of the flight data show clearly that once the temperature drops below -25°C, the concentration readings began to fluctuate widely indicating a sensor malfunction. There are several factors that likely contributed to the sensor malfunction during the flights: temperature, pressure, and/or humidity. The sensor outputs both temperature and humidity readings which appeared to function normally and indicated that when the sensor began to malfunction, both the temperature and humidity were dropping. Pressure data have not yet been fully analyzed.

**Isobaric Analysis**

To determine the effect of low temperature on the sensor, an isobaric analysis was performed testing the sensor at a temperature range of -17.6 °C to +24.2 °C. It was found that at temperatures lower than approximately -17 °C the sensor malfunctions very notably (see graph above). At temperatures between -15 °C and +5 °C the sensor appeared to malfunction on a slightly lower scale as shown in the graph below.

**Compensation for Low Temperatures**

Because the sensor fails at low temperatures, a heater will be constructed to preheat the gasses going into the sensor. A small pump will feed a steady stream of atmospheric gasses into a heater composed of a small copper box with electric heater tape applied. The gas will flow through the box which outputs directly into the carbon dioxide sensor.

**Further Calibration**

Further work will be done to calibrate the sensor at low pressures using the HARBOR group’s environmental test chamber. An experiment will be performed to compare the sensor’s concentration reading with calculated concentrations using partial pressures of a mixture of nitrogen and carbon dioxide inside the test chamber. This data will be used to evaluate the effect of pressure on the accuracy and precision of the sensor.

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