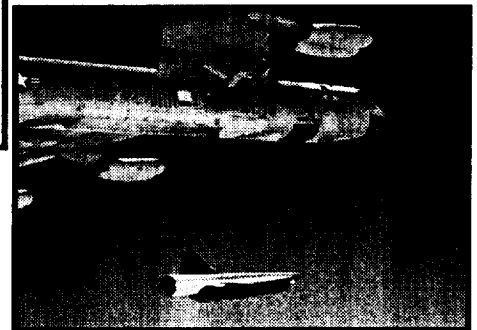
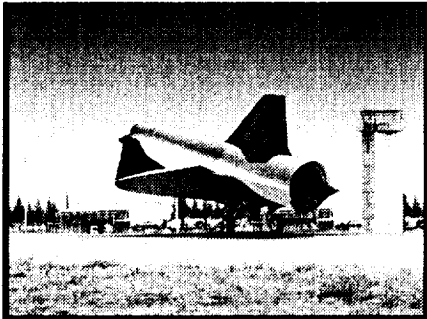
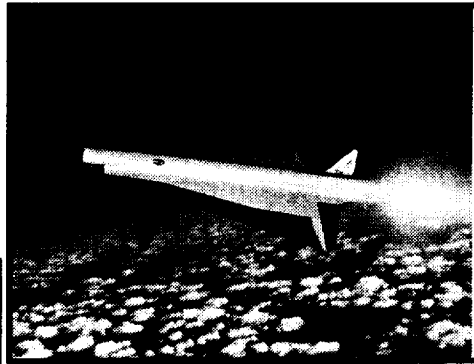
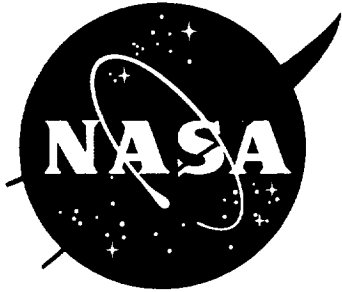
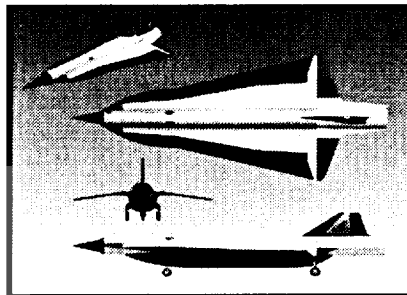
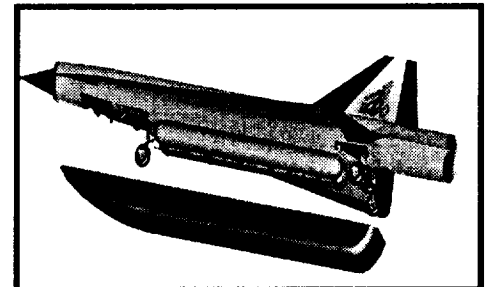
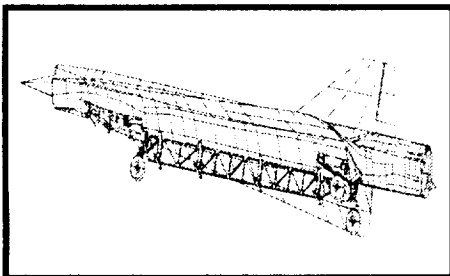


11-20  
180 878  
P. 171

# D-21B RBCC Modification Feasibility Study Final Report



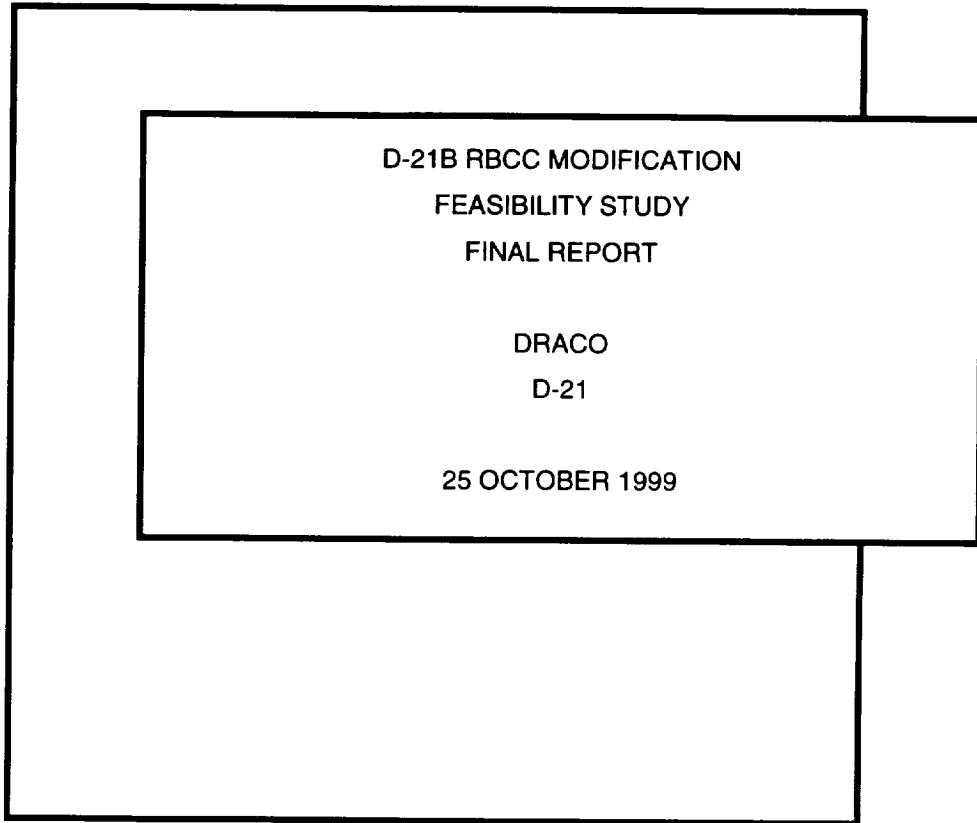
**DRACO**  
**D-21**



**25 October 1999**

This final report includes the material presented in the interim and final reviews





D-21B RBCC MODIFICATION  
FEASIBILITY STUDY  
FINAL REPORT

DRACO  
D-21

25 OCTOBER 1999

PREPARED BY

**Orbital Sciences Corporation**  
Launch Systems Group  
CAGE Code 9X711

ORIGINAL ISSUE DATE  
25 OCTOBER 1999

TM-15296	REV -
25 OCTOBER 1999	
CODE A1-0-C7	



D-21B RBCC MODIFICATION  
FEASIBILITY STUDY  
FINAL REPORT

DRACO  
D-21  
25 OCTOBER 1999

APPROVED BY: Mark A. Nurnacke 10/27/99  
DRACO STUDY LEAD DATE

APPROVED BY: Manoj Mittal 10/25/99  
DRACO SYSTEMS & ELEC. STUDY LEAD DATE

APPROVED FOR RELEASE BY: Patrick D. J. 10/25/99  
CONFIGURATION MANAGEMENT DATE



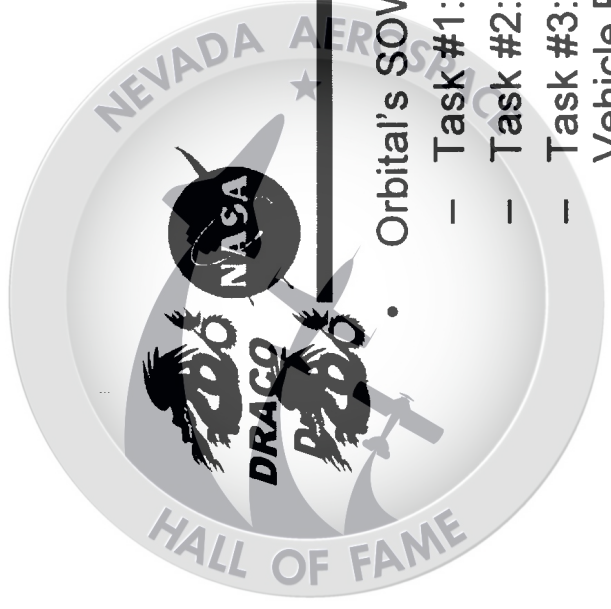




## Table of Contents

- Review Study Objectives And Requirements
- Background: Previous Northrop Grumman Work
- Basic Configuration Trades
- Baseline Configuration Description
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- Performance And Trajectory Analysis
- Propulsion Integration Analysis
- Airframe Loads And Aerothermal Analysis
- Avionics And Systems
- Flight Test Plans
- Phased Approach To Vehicle Development And Test
- Cost And Schedule ROMs
- Conclusions, Recommendations, And Open Issues

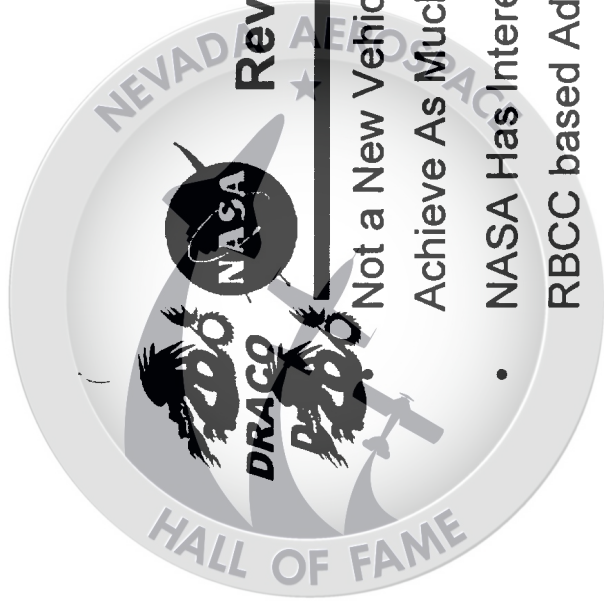




## Tasks And Objectives

# ***Orbital***

- Orbital's SOW Tasks Include:
  - Task #1: Description Of Required Vehicle Modifications
  - Task #2: Estimated Vehicle Performance With RBCC Engine
  - Task #3: Performance Required Of The Engine To Achieve Aforementioned Vehicle Performance
  - Task #4: Cost And Schedule To Achieve The Vehicle Modifications
  
- SOW Was Funded By MSFC At \$100,000. Orbital Provided Internal Funds To Increase The Depth Of The Study.
  
- Period Of Performance Was 45 Days +
  
- This Objective Of This Final Review Is To Present Results From All Tasks And Make Recommendations On Potential Follow-on Work

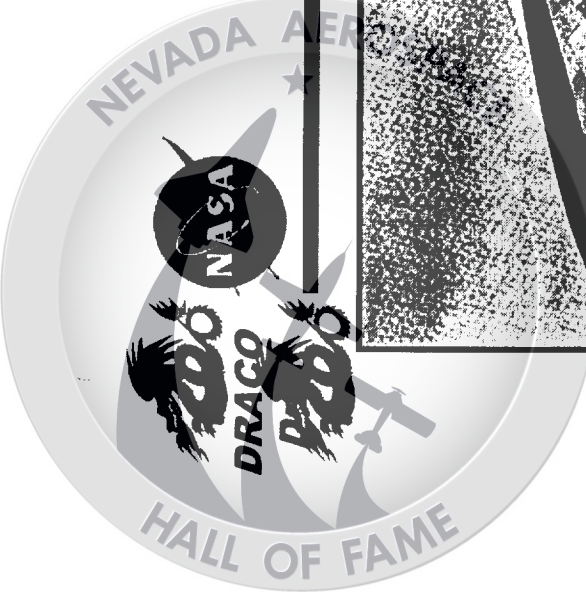


## Review of RBCC Testbed Requirements

# Orbital

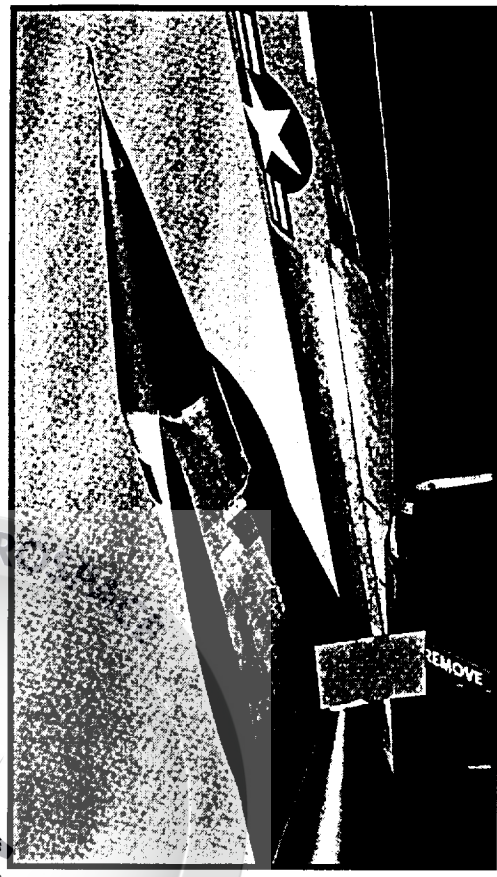
Not a New Vehicle Development. Use Minimal Modifications in a “Design to Cost” to Achieve As Much Testing As Possible.

- NASA Has Interest in Regime From Mach 0 Through Mach 6 As a Demonstration of a RBCC based Advanced Space Transportation System.
  - Transition From Air Augmented Rocket (AAR) to Ramjet at Approximately  $M=2.5$ - $M3$  of Primary Interest
  - Low-speed Acceleration From Takeoff (or Airdrop) to Mach 2.5 of Secondary Interest
  - Transition From Ramjet Back to Rocket at Some Mach Number Between  $M=3$  and  $M=6$  of Tertiary Interest
- Low Cost, Minimal Mods and Recovery / Quick Turnaround of Primary Importance
  - Secondary And Tertiary Performance Goals Less Important Than Cost
- Study to Be Conducted at a “Feasibility Level.” Maximum Attention Provided to “Show Stoppers” and Minimum Attention Provided to Elements Known to Be Low Cost or Easily Within State-of-the-art.
- Cost And Schedule For The RBCC Test-bed Calculated To ROM Level Of Fidelity

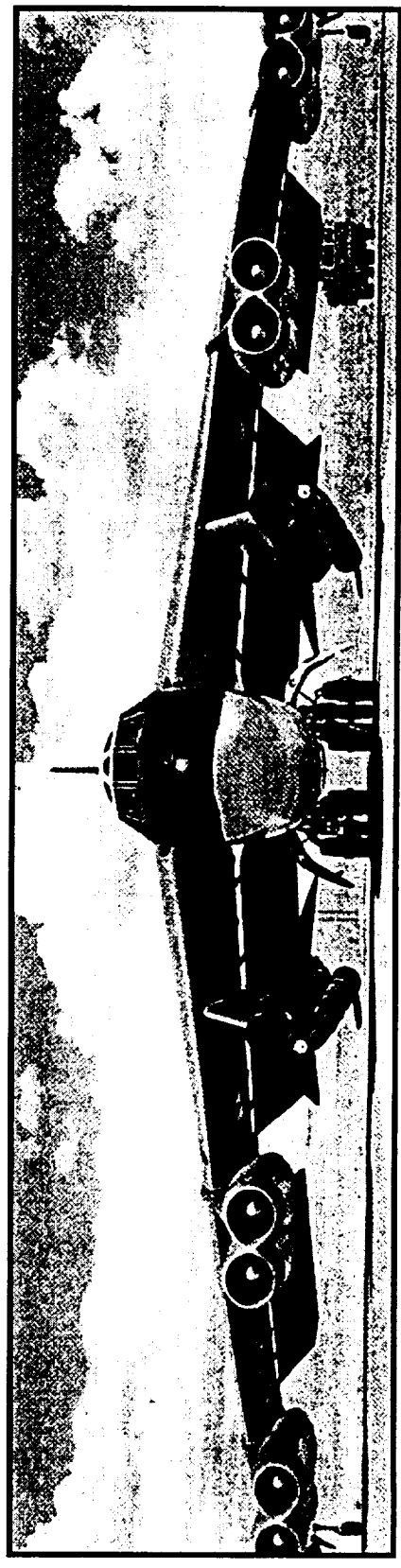


# ***Orbital***

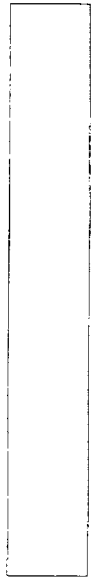
## **D-21 Operational Configurations**

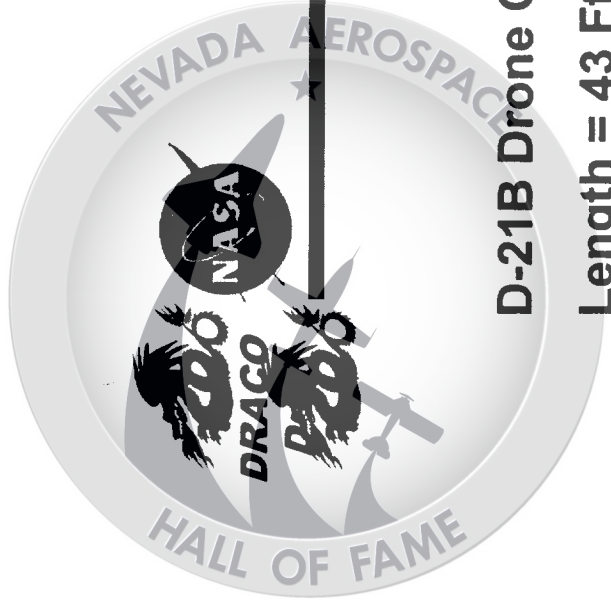


**SR-71 With D-21  
Launched At  
M=3+**



**B-52H With 2 D-21Bs  
Launched At M=0.8 And 43,000 Ft With Large Solid Rocket Booster**





## D-21B Operational Configuration

# *Orbital*

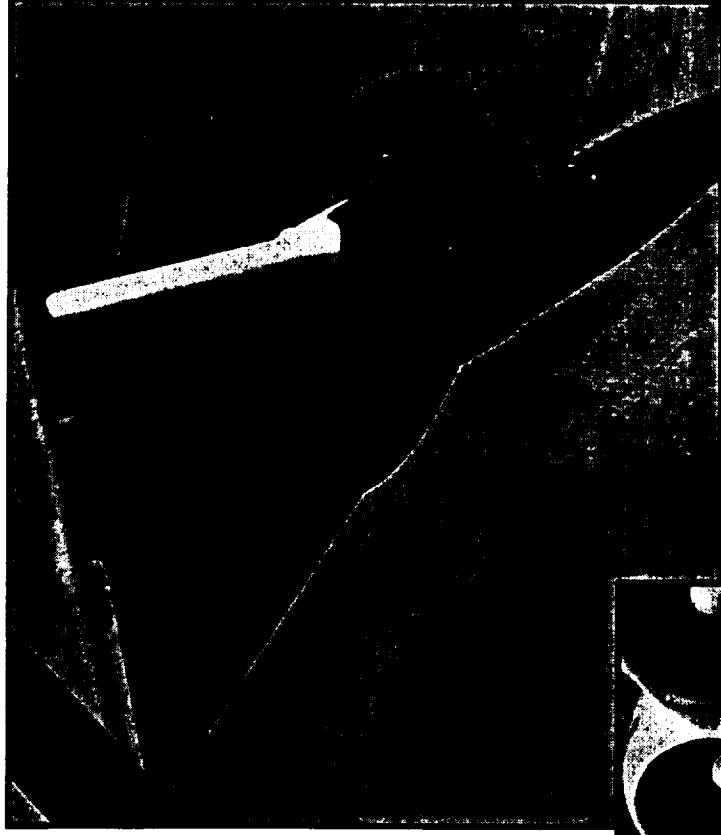
**D-21B Drone On B-52H**

**Length = 43 Ft    Span = 19 Ft**

**M=3.5 Cruise @ 95,000 ft**

**D-21B = 11,000 Lb Wet**

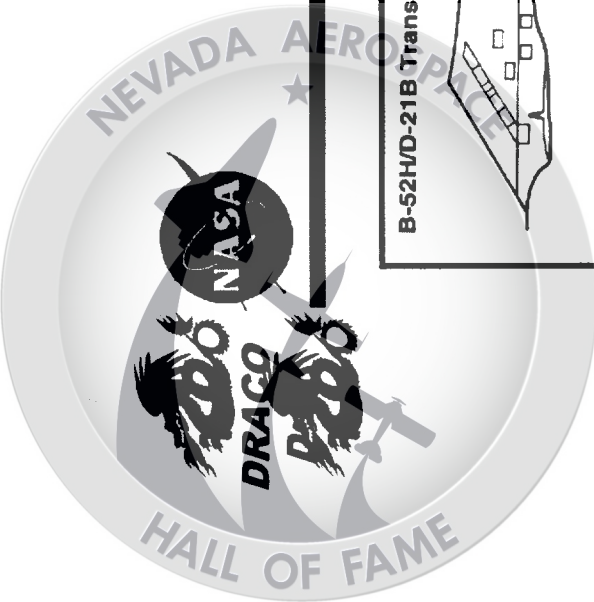
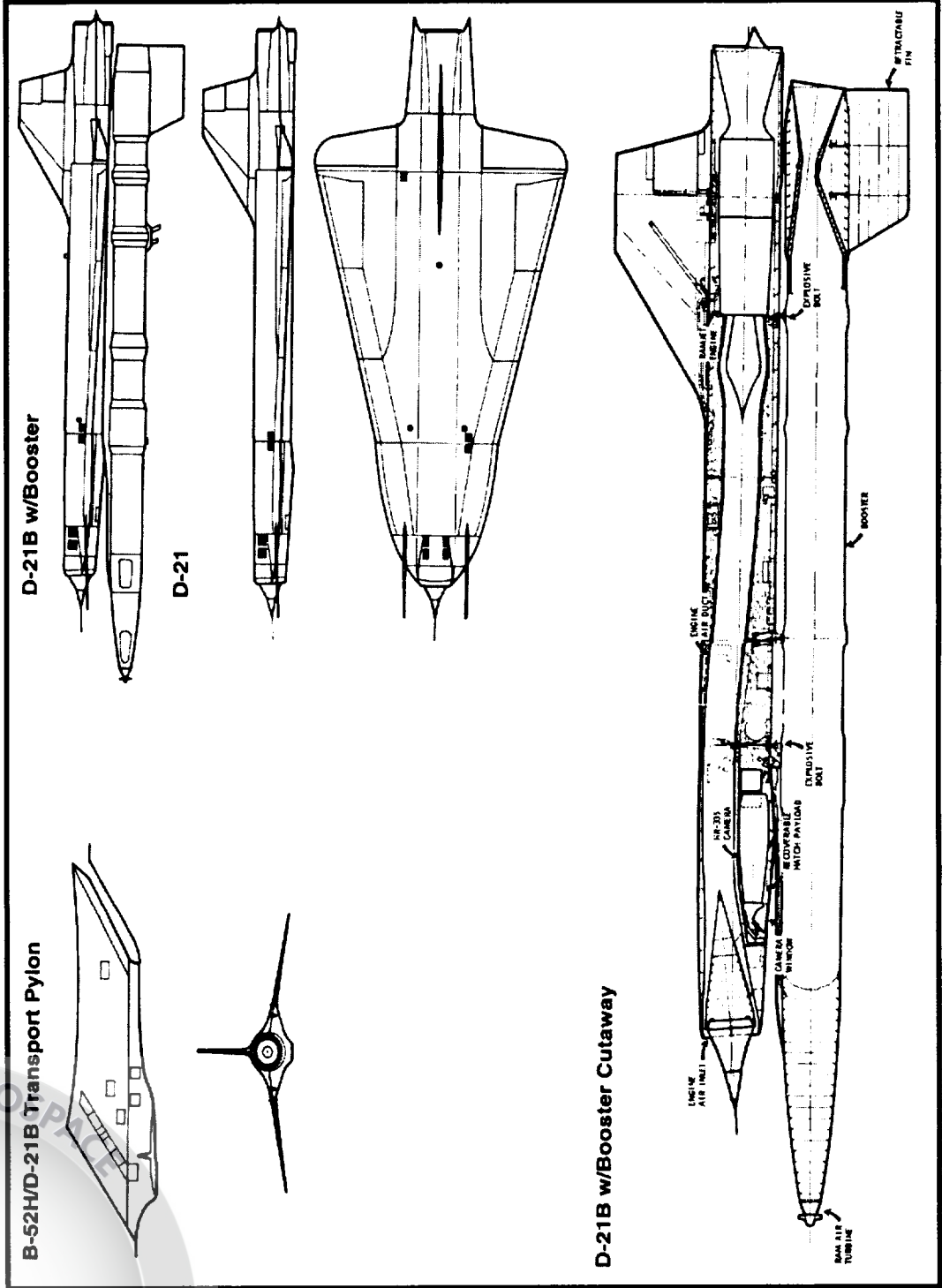
**RJ-43 Ramjet ~ 4,000 Lb Thrust**



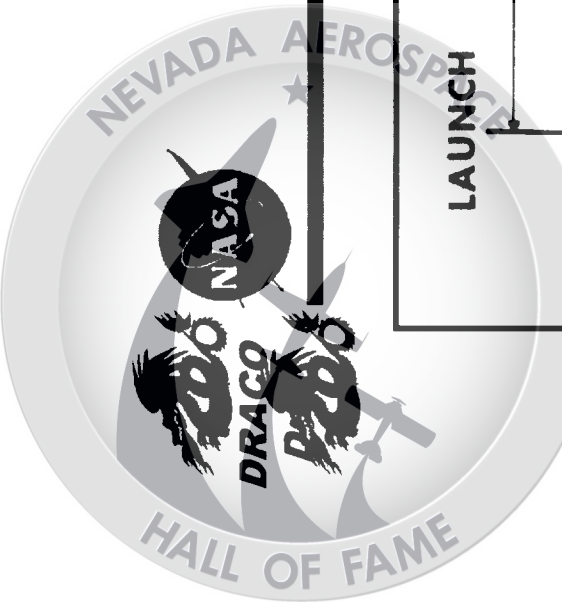
**SRB = 14,000 Lb GW**

**27,000 Lb Thrust**

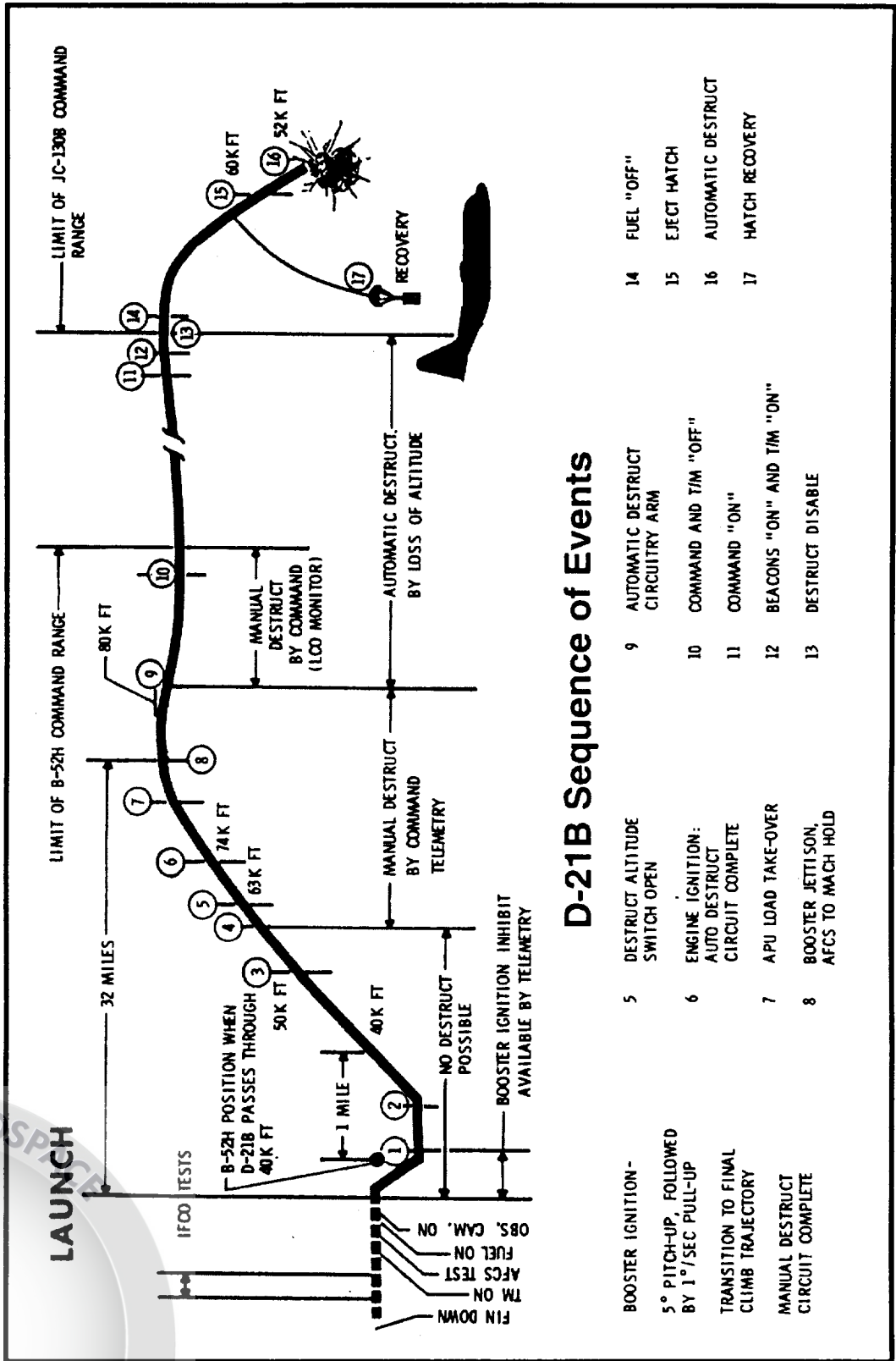
## D-21B Description





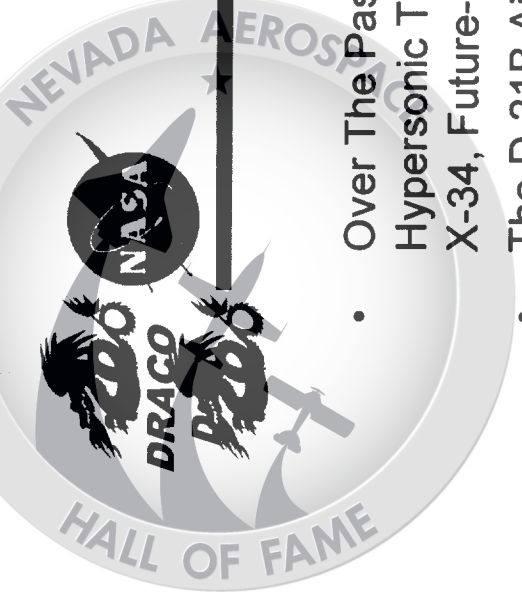
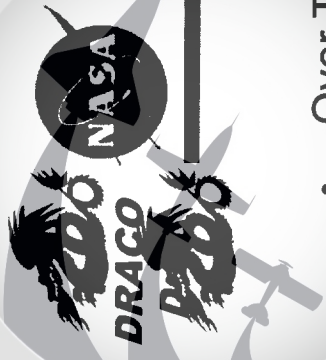


# D-21B Operational Flight Profile



## D-21B Sequence of Events

1	FIN DOWN	14	FUEL "OFF"
2	BOOSTER IGNITION INHIBIT AVAILABLE BY TELEMETRY	15	EJECT HATCH
3	NO DESTRUCT POSSIBLE	16	AUTOMATIC DESTRUCT
4	TM ON	17	HATCH RECOVERY
5	BOOSTER IGNITION - SWITCH OPEN		
6	5° PITCH-UP, FOLLOWED BY 1°/SEC PULL-UP	9	AUTOMATIC DESTRUCT CIRCUITRY ARM
7	TRANSITION TO FINAL CLIMB TRAJECTORY	10	COMMAND AND T/M "OFF"
8	MANUAL DESTRUCT CIRCUIT COMPLETE	11	COMMAND "ON"
		12	BEACONS "ON" AND T/M "ON"
		13	DESTRUCT DISABLE



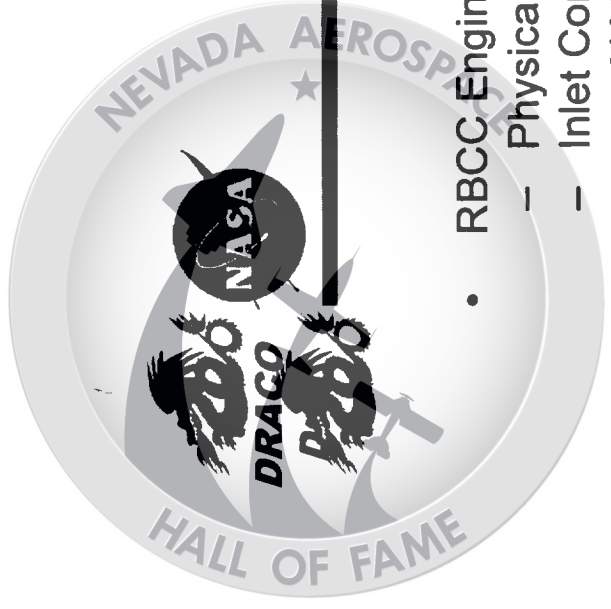
## **Background:**

### **Previous Northrop Grumman Work**



- Over The Past Four Years Northrop Grumman Had Investigated Several Hypersonic Test-bed Concepts That Could Utilize The D-21B Airframe Including: X-34, Future-X, And RBCC Test-beds
- The D-21B Airframe Was A Logical Candidate Because It Was Designed To Cruise At Relatively High Mach With High Skin Temperatures And Could Save Time And Development Cost By Utilizing An Existing Airframe
- Orbital Sciences And NGC Have Cooperated Over The Past Two Years On Several Projects Including CRV And “Space Transportation Architecture Study”
- NGC And Orbital Have Proprietary Information Exchange Agreements And Contracts In Place That Allow The Two Companies To Share NGC Data From Previous D-21B Studies





## **Configuration Trades Performed**

# ***Orbital***

- RBCC Engine Compatibility Examined
  - Physical Fit
  - Inlet Compatibility
    - NASA Baselined Translating Cone Type Variable Inlet
    - Flow And Aerothermal Compatibility
  - Duct Compatibility
    - Flow And Aerothermal Compatibility
- Aerothermal Analysis Of Airframe
- Structural Loads Analysis
- Landing Gear And External Tank Configuration
- Analysis Of Compatibility Of Propane With D-21 Internal Tanks
- Avionics / Flight Controls / Instrumentation Using Pegasus / X-34 Baseline
- Low Speed Stability And Control And Runway Landing Analysis

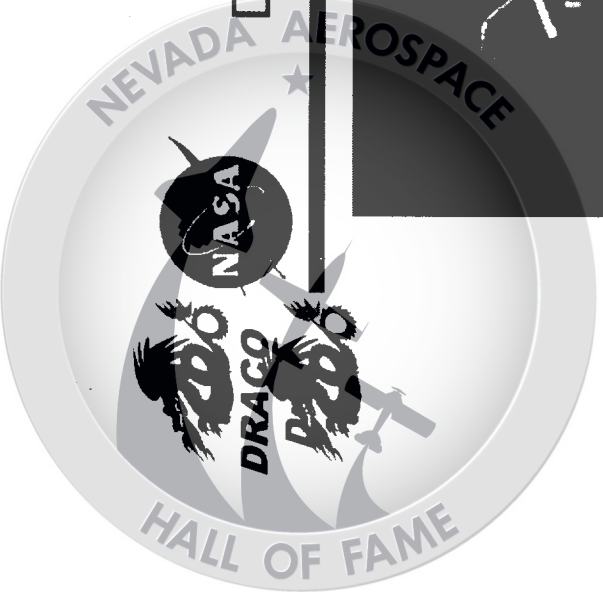


DRACO D-21B With RBCC Modifications

***Orbital***

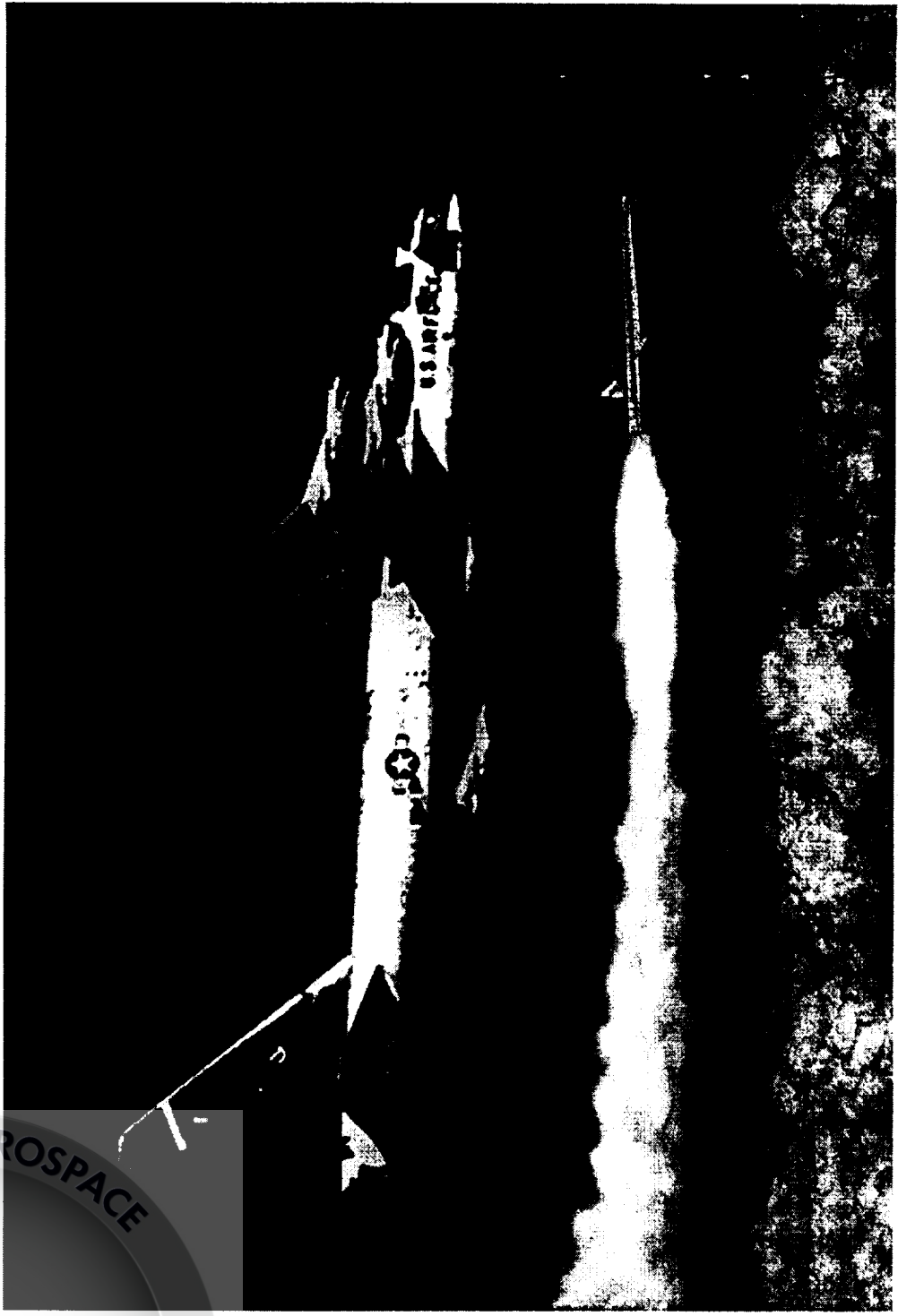


**B-52 (008) Air Launch From 43,000 Ft And M=0.8.  
B-52 Will Have LOX Top-off Capability For D-21B.**



DRACO D-21B With RBCC Modifications

***Orbital***

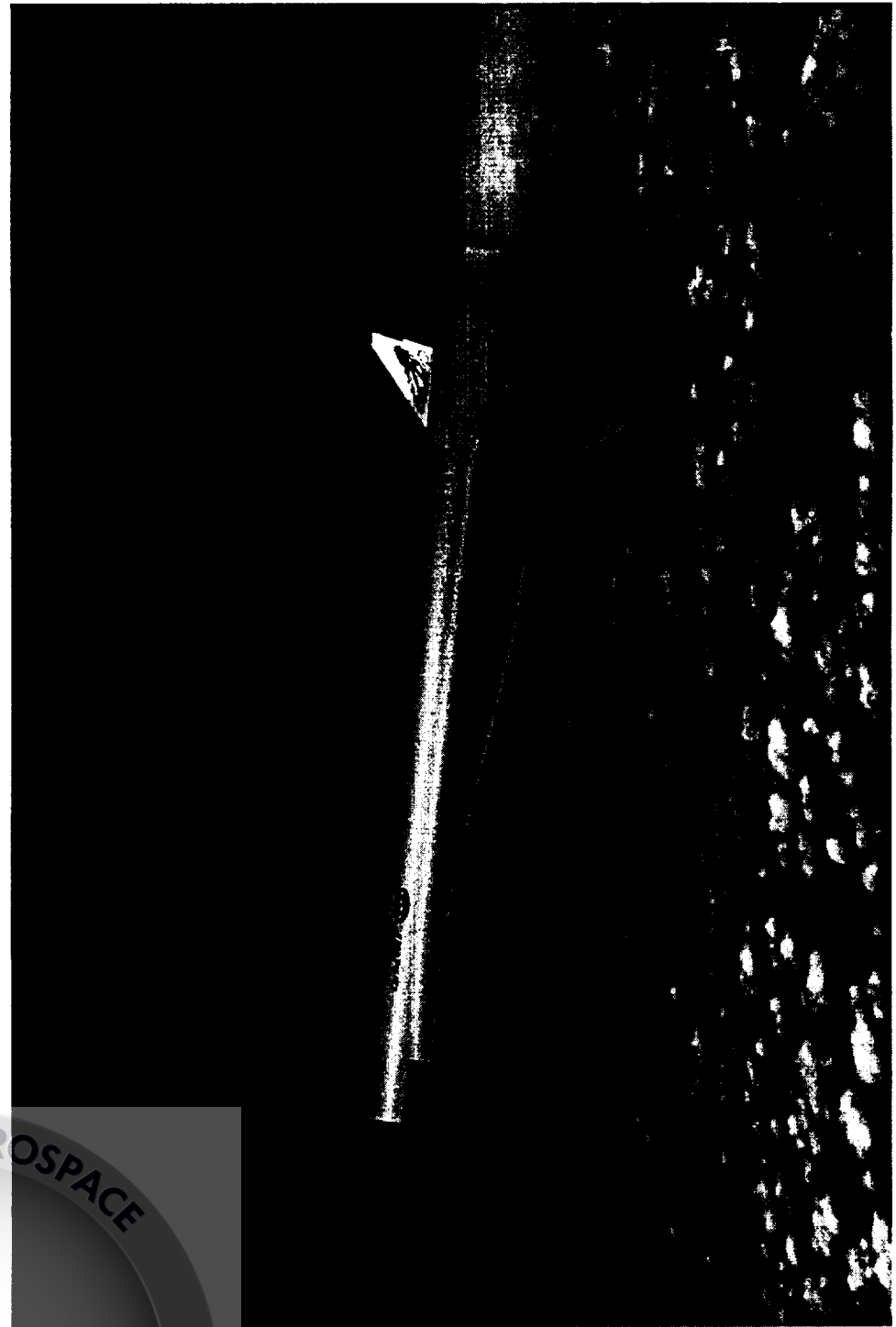


**B-52 (008) Air Launch From 43,000 Ft And M=0.8.  
B-52 Will Have LOX Top-off Capability For D-21B.**

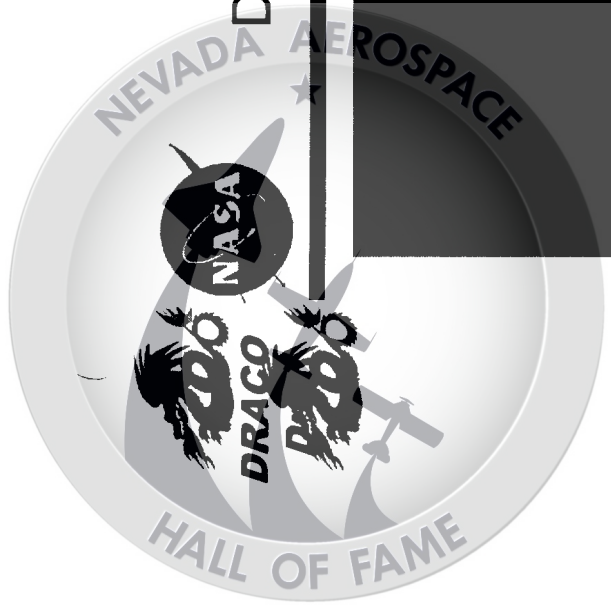


DRACO D-21B With RBCC Modifications

***Orbital***

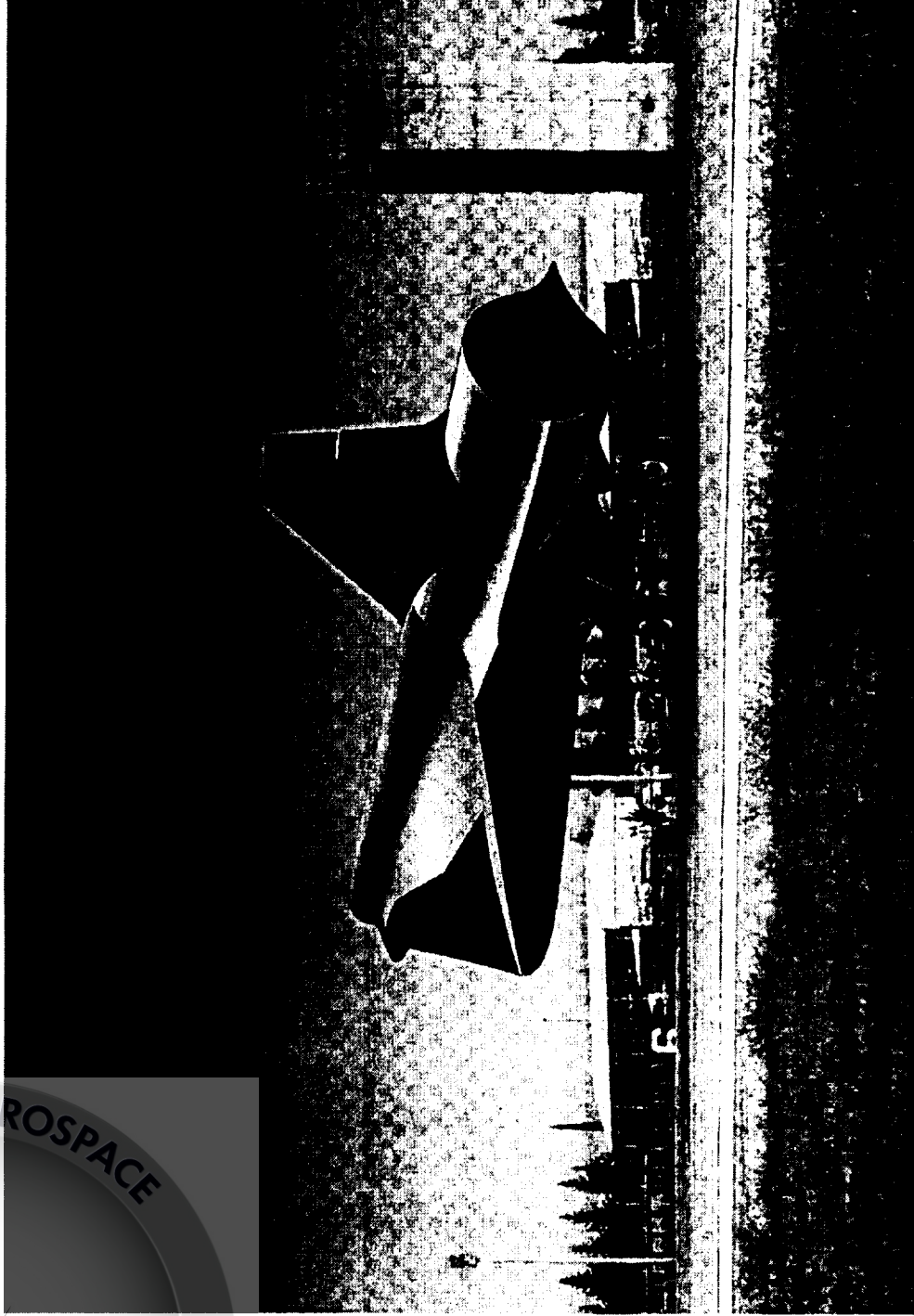


Mach = 3.5+ RBCC Engine Demonstration Test-bed



DRACO D-21B With RBCC Modifications

***Orbital***



Runway Landing On Wheeled Gear Is The Preferred Recovery Technique



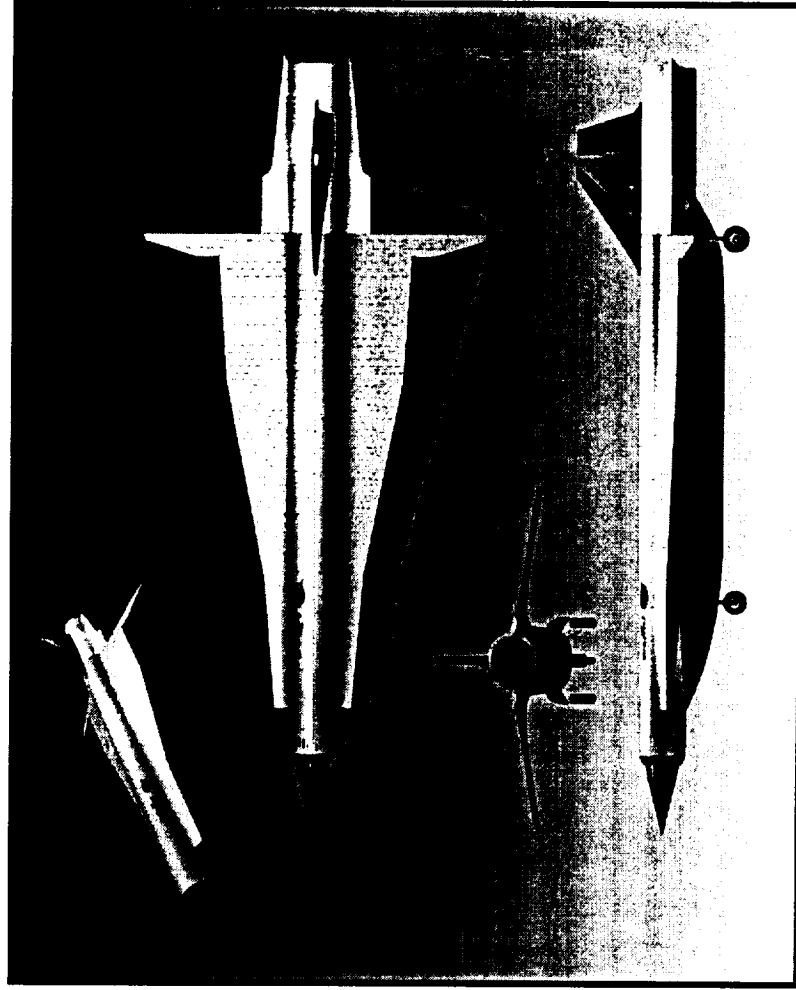
## DRACO D-21B With RBCC Modifications

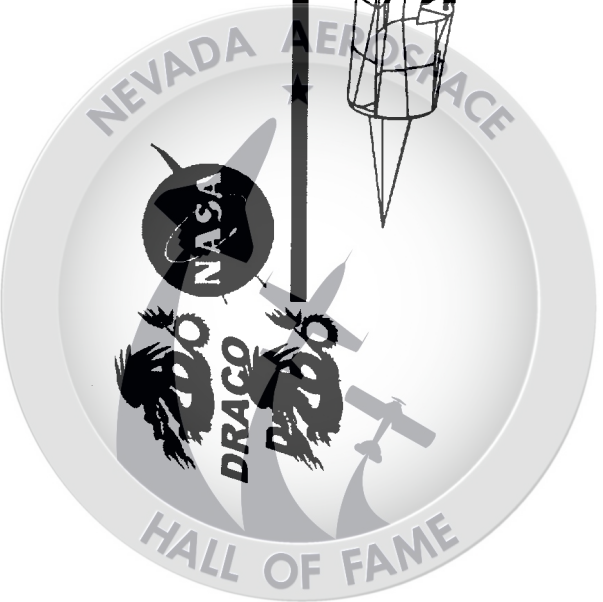
# *Orbital*

Length = 44+ Ft  
Span = 19.5 Ft  
GLOW = 11,850 Lbs  
Landing Wt = 6,480 Lbs

With LOX/JP Config:  
Max Mach = 3.5+  
Max Altitude = 85,200 Ft  
Max Q = 1300 PSF

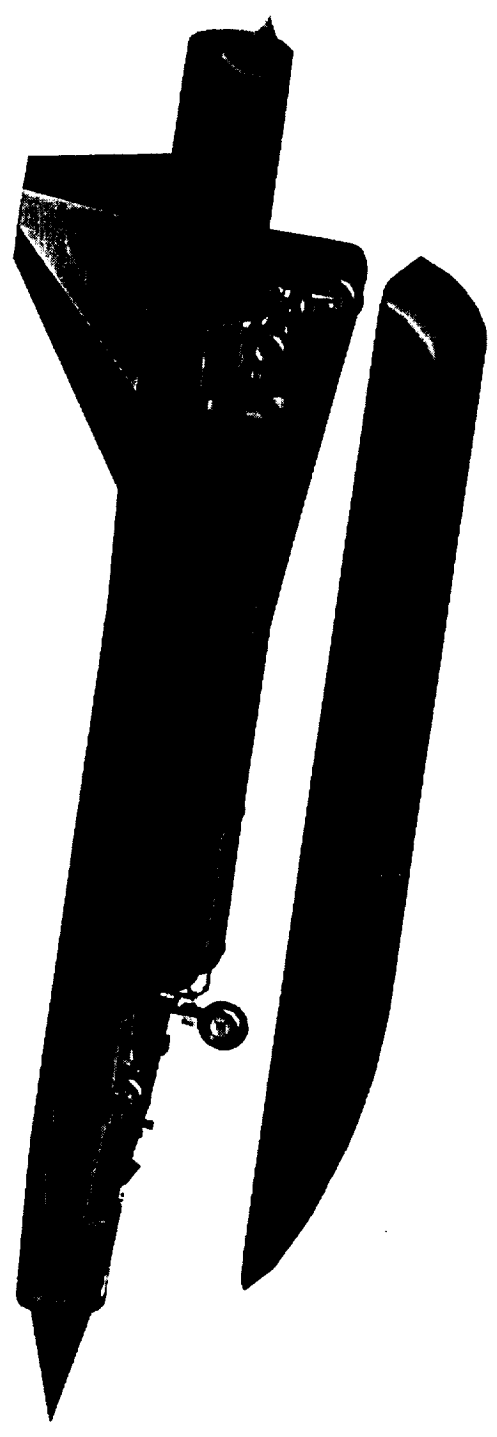
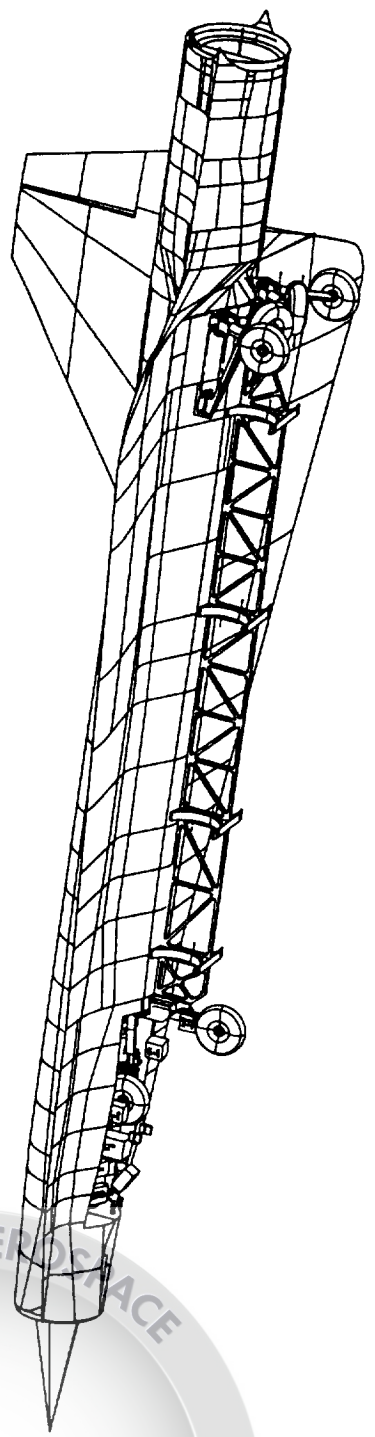
DRACO Engine Max Thrust:  
Ejector Mode: ~ 12,000 Lb  
Ramjet Mode: ~ 2,500 Lb





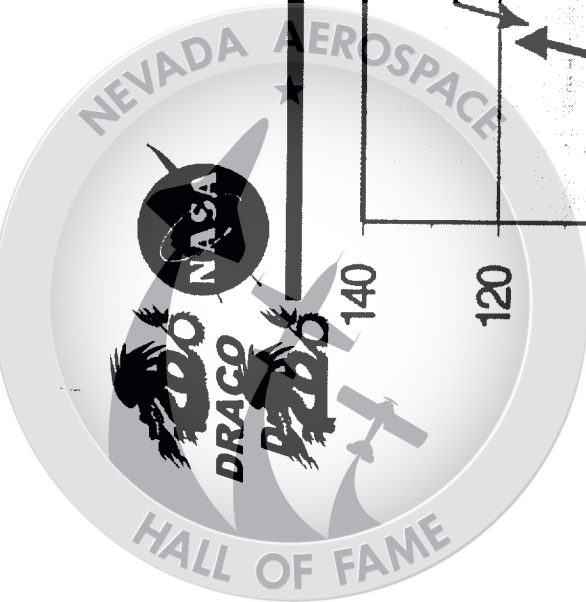
DRACO D-21B CAD Model

**Orbital**

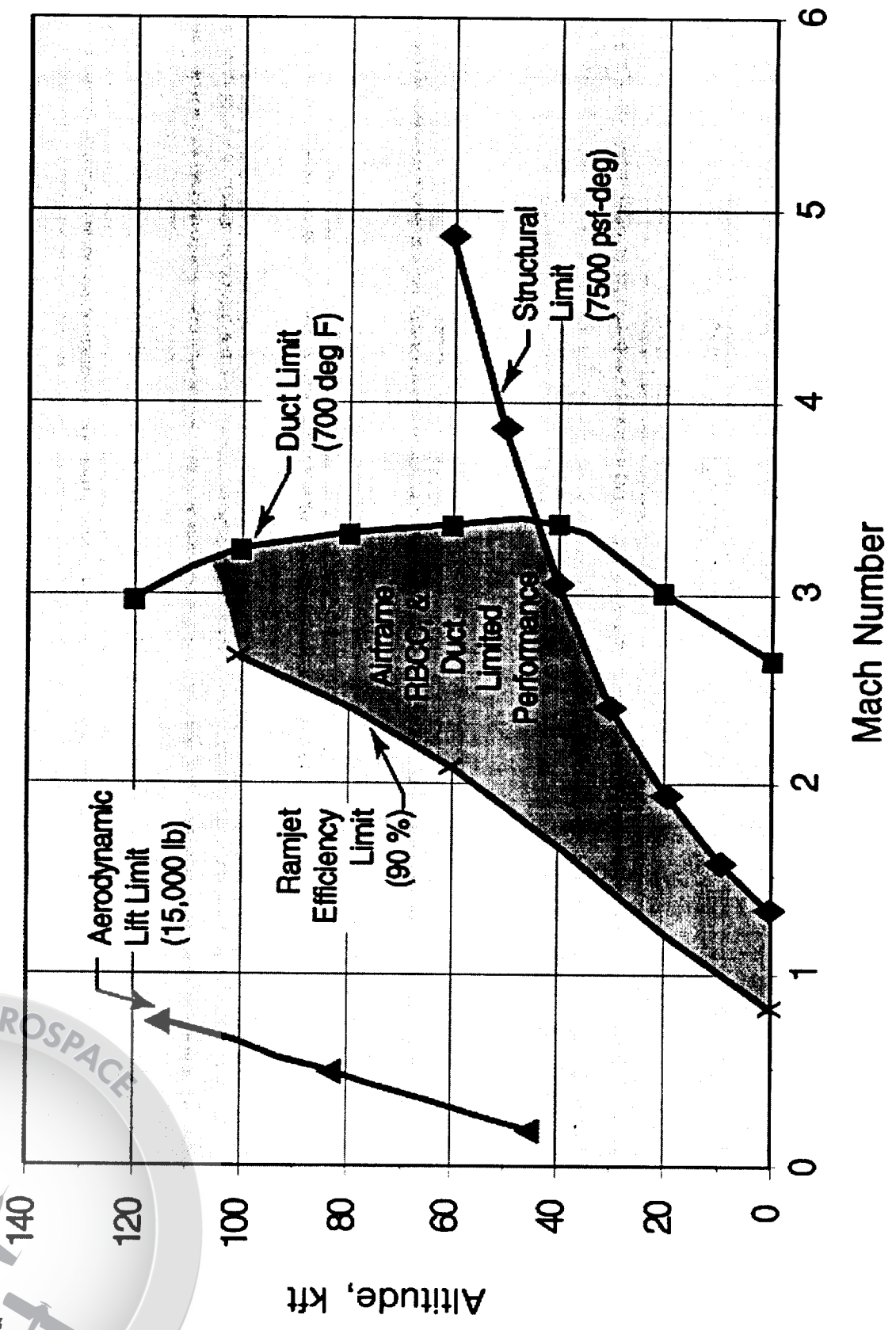


LOX Tanks, Landing Gear, And "Canoe" Fairing Modifications

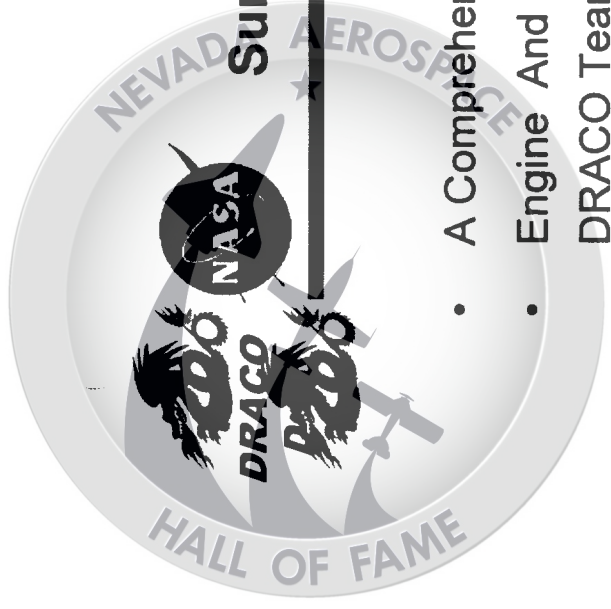




# DRACO D-21B Operational Envelope With Unmodified Airframe and Duct

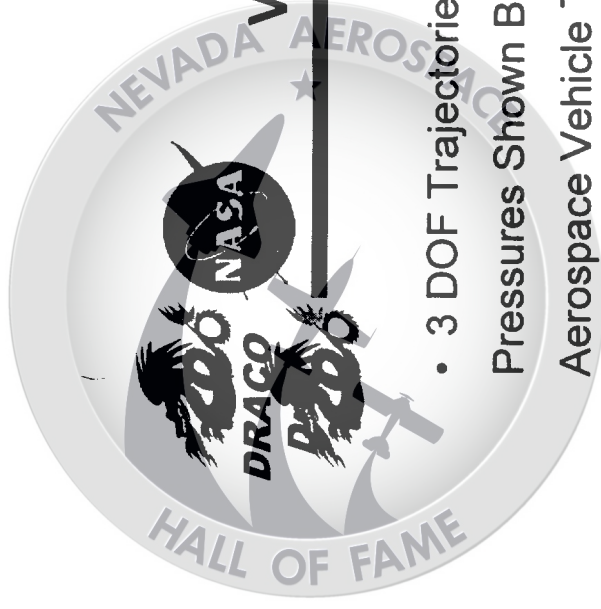






## Summary Of Performance Trajectory Tools *Orbital*

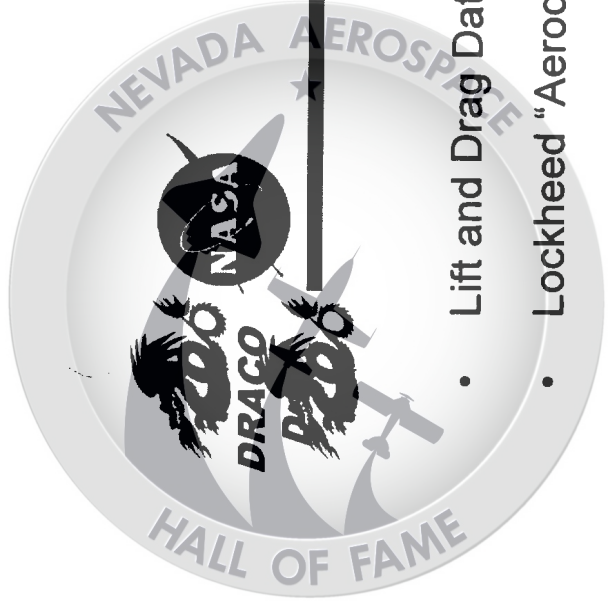
- A Comprehensive Database Of Aerodynamic Parameters Was Developed
- Engine And Inlet Performance Data Estimates Were Provided By The NASA DRACO Team And Iterated With Vehicle Performance
- Mass Properties Were Updated Including All Additional Avionics, Systems, Landing Gear, Propellant Tanks, And TPS
- Drag Estimates For The Unmodified D-21B Were Updated To Include External Tanks And The “Canoe” Structural Modification
- Three Degree Of Freedom (3DOF) Trajectories Were Run At Two Different Dynamic Pressure (Q) Conditions With Each Flight Beginning From A B-52 Air Launch At 40,000 Ft And  $M=0.8$
- Once The Desired Maximum Dynamic Pressure Was Reached, It Was Maintained Until All Fuel Was Exhausted
- Three Different Propellant Combinations Were Evaluated:
  - LOX/JP, LOX/Propane, And Peroxide/JP
  - At Two Dynamic Pressure Levels: 650 PSF, And 1300 PSF



## Verification Of Trajectory Tools

# Orbital

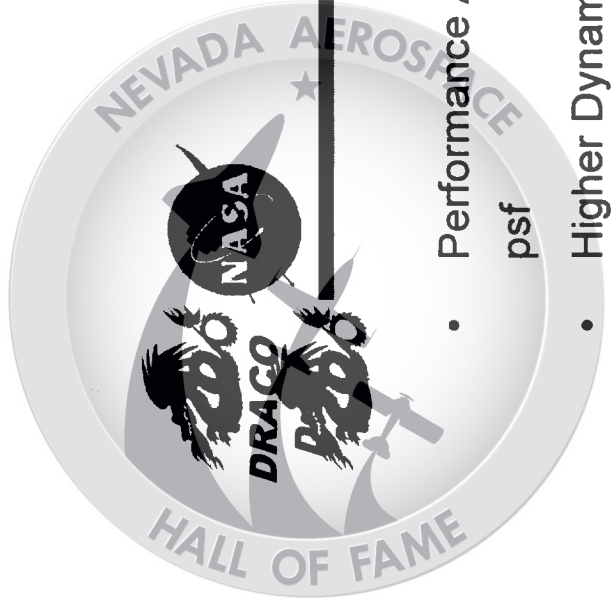
- 3 DOF Trajectories Were Run For The Propellant Combinations And Dynamic Pressures Shown Below Using USAF AFFTC-TIH-95-01, "Computer Program For Aerospace Vehicle Trajectory Simulation For Operation On A PC(PCSIM6D)
  - This Program Does Not Explicitly Optimize End Conditions, But Flies To A Table Of Attitude And Thrust Commands. These Commands Are Manually Entered Based On User Experience.
  - Approximately 100 Engineering Manhours Were Spent To Verify This Program Against The NASA 6DOF POST Code That Is The Industry Standard For Trajectory Analysis.
  - The "Manual" Optimization Was Found To Be As Effective As The POST Optimization Techniques For This Study And Substantially Increased The Number Of Trades That Could Be Evaluated Within The Study Time And Cost Restrictions
  - The Following Parameters Are Plotted Vs Time For Each Of The Three Propellant Combinations (LOX/JP, LOX/Propane, Peroxide/JP):
    - Altitude, Mach, Thrust, Drag, Excess Thrust, Dynamic Pressure, Pitch Angle, Angle Of Attack,  $Q \cdot AOA$ , and Nose Stagnation Temperature



## **D-21 Aerodynamic Data**

***Orbital***

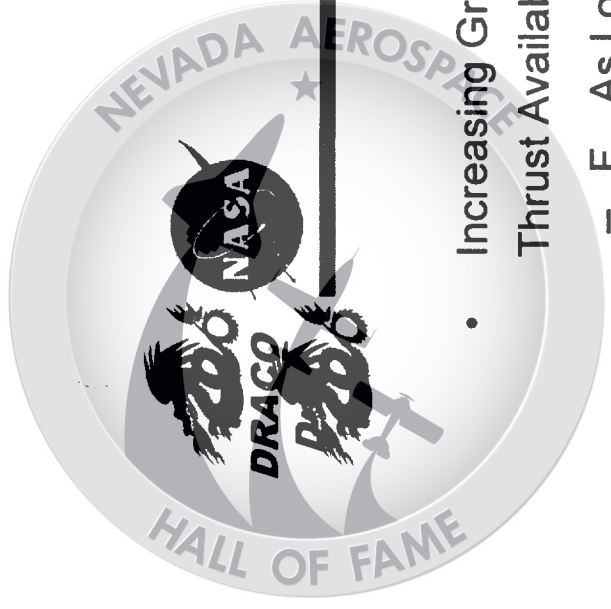
- Lift and Drag Data Developed by Northrop-Grumman For Another Program
- Lockheed "Aerodynamic Characteristics" Report SP-507 Used As Basis
- Data Extended Into Unknown Areas Using Standard Advanced Design Methods.
- Program VORLAX Used to Predict Aerodynamic Center Data
  - Found Unstable Static Longitudinal Stability Below  $M=1.0$
- Inlet Drag Not Included in Drag Predictions
  - Charged to Engine
- Clean D-21 Drag from Northrop Used in this Analysis
- Clean D-21 Frontal Area Estimated to be 10.9 ft<sup>2</sup>
- Addition of External LOX Tanks Increased Estimated Frontal Area to 15.4 ft<sup>2</sup>



## Summary of Results

# ***Orbital***

- Performance Analysis Conducted at Two Dynamic Pressures, 650 psf and 1300 psf
- Higher Dynamic Pressures Generally Achieved Better Performance, (ie Higher Mach Number)
- JP-5/LOX Fuel Achieved Slightly Better Performance Than Other Fuels
- JP-5/Hydrogen Peroxide Had Nearly Equal Performance
- Propane/LOX Was The Worst Because Internal Fuel Tanks Were Very Heavy (1400 lb) and Because Small Volume Was Available When Tanks Installed Internally
- Most Trajectories Flown With Only Partial Internal JP Fuel Volume Used
  - 50% to 61%
- Ramjet Excess Thrust Was Low For All Three Fuels



## Summary of Results (Continued)

# ***Orbital***

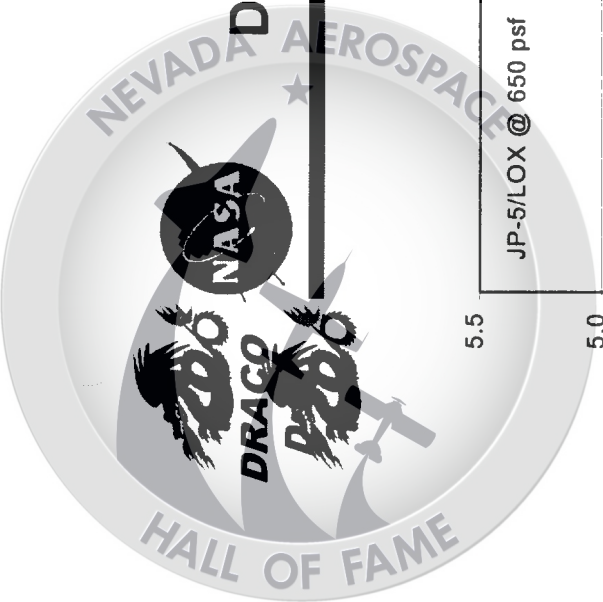
- Increasing Gross Weight and/or High Drag Multiplier Greatly Reduced Excess Thrust Available
  - $F_{ex}$  As Low As 148 lb ( $N_{xw} = 0.024$  "g") For Some Configurations With Full Fuel Load (see following graphs)
  - Multiplier Increase From 1.38 to 1.5 Cut Ramjet Excess Thrust By Half Just Prior to Fuel Burn-Out
- Because of Low Ramjet Excess Thrust In All Three Fuel Configuration, Managing Gross Weight and Drag Will Be A Major Design Challenge



## Summary of Results

# Orbital

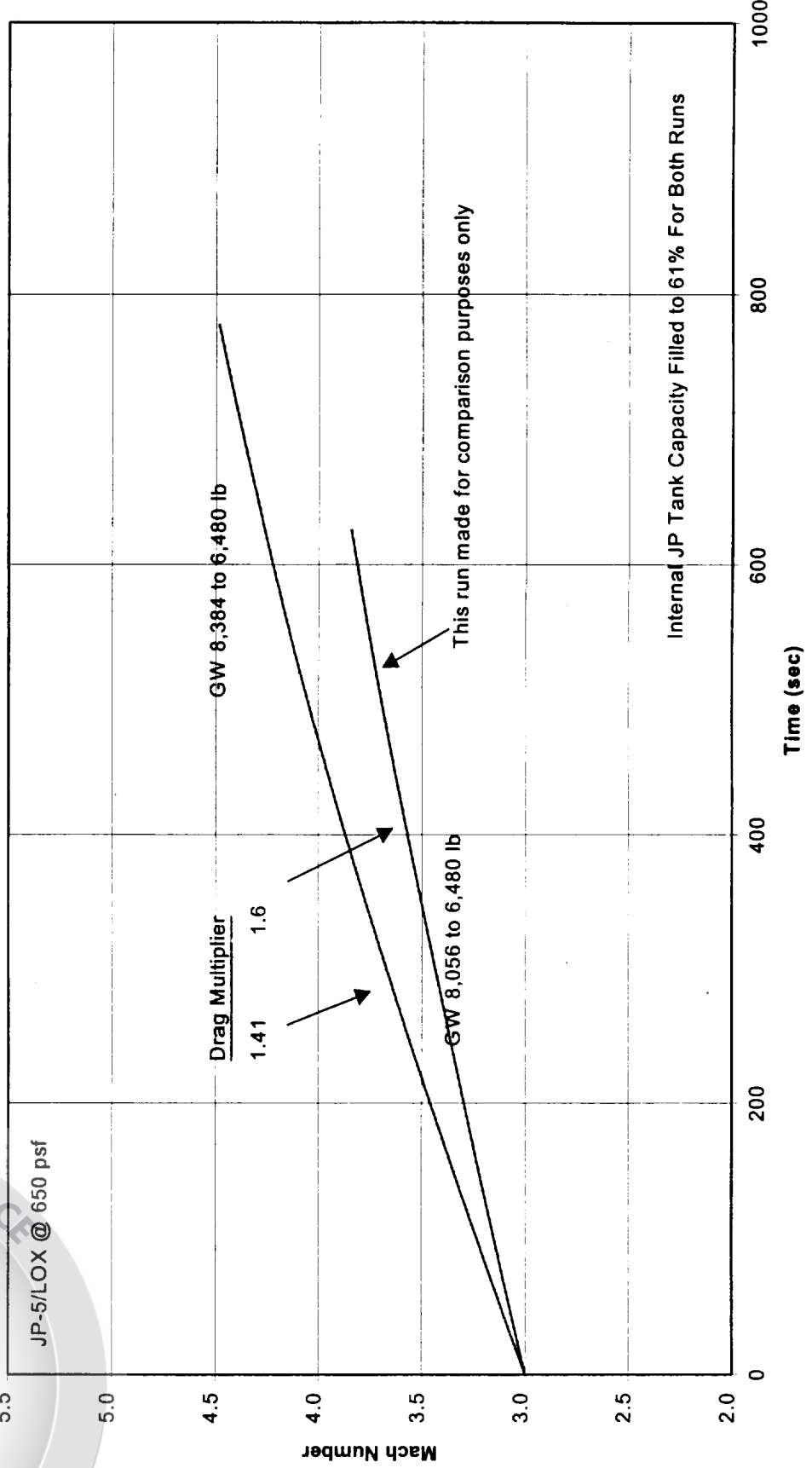
	JP/LOX	JP/H <sub>2</sub> O <sub>2</sub>	C <sub>3</sub> H <sub>8</sub> /LOX	JP/LOX	JP/H <sub>2</sub> O <sub>2</sub>	C <sub>3</sub> H <sub>8</sub> /LOX
	650 psf	650 psf	650 psf	1300 psf	1300 psf	1300 psf
Drag Multiplier	1.41	1.5	1.42	1.41	1.5	1.42
Start GW (lb)	11,849	13,117	13,035	11,425	12,647	13,035
End GW (lb)	6,480	6,453	7,378	6,945	6,701	7,378
Relight Fuel (lb)	506	416	none	975	664	none
Zero Fuel W (lb)	5,974	6,037	7,378	5,970	6,037	7,378
Ejector Fuel (lb)	1,043	560	823	1,043	560	823
Oxidizer (lb)	2,712	3,920	2,798	2,712	3,920	2,798
Ramjet Fuel (lb)	2,120	2,600	2,036	1,700	2,130	2,036
Tank Vol Used <sup>1</sup>	61%	61%	100%	53%	52%	100%
Max. Mach	4.49	4.33	4.2	4.52	4.49	4.68
Max. Altitude	85,200	83,700	82,380	70,670	70,420	72,210
Max Possible Mach <sup>2</sup>	4.86	4.55	4.2	5.26	5.02	4.68
Note: 1. Maximum capacity of 5700 lb.						
2. Assumes full internal tank volume used.						



# Drag Influence on Ramjet Performance *Orbital*

## D-21 DRONE with DRACO PROPOSED RBCC ENGINE

### Drag Multiplier Influence on Ramjet Acceleration



JP-5/LOX @ 650 psf

Drag Multiplier  
1.41    1.6

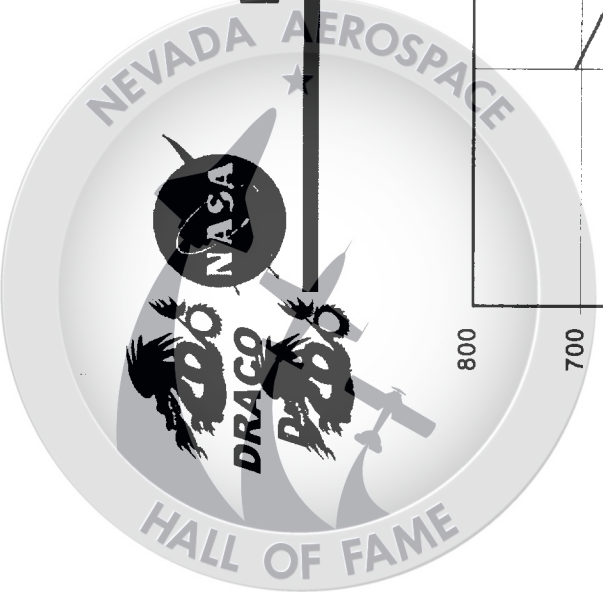
GW 8,384 to 6,480 lb

This run made for comparison purposes only

GW 8,056 to 6,480 lb

Internal JP Tank Capacity Filled to 61% For Both Runs

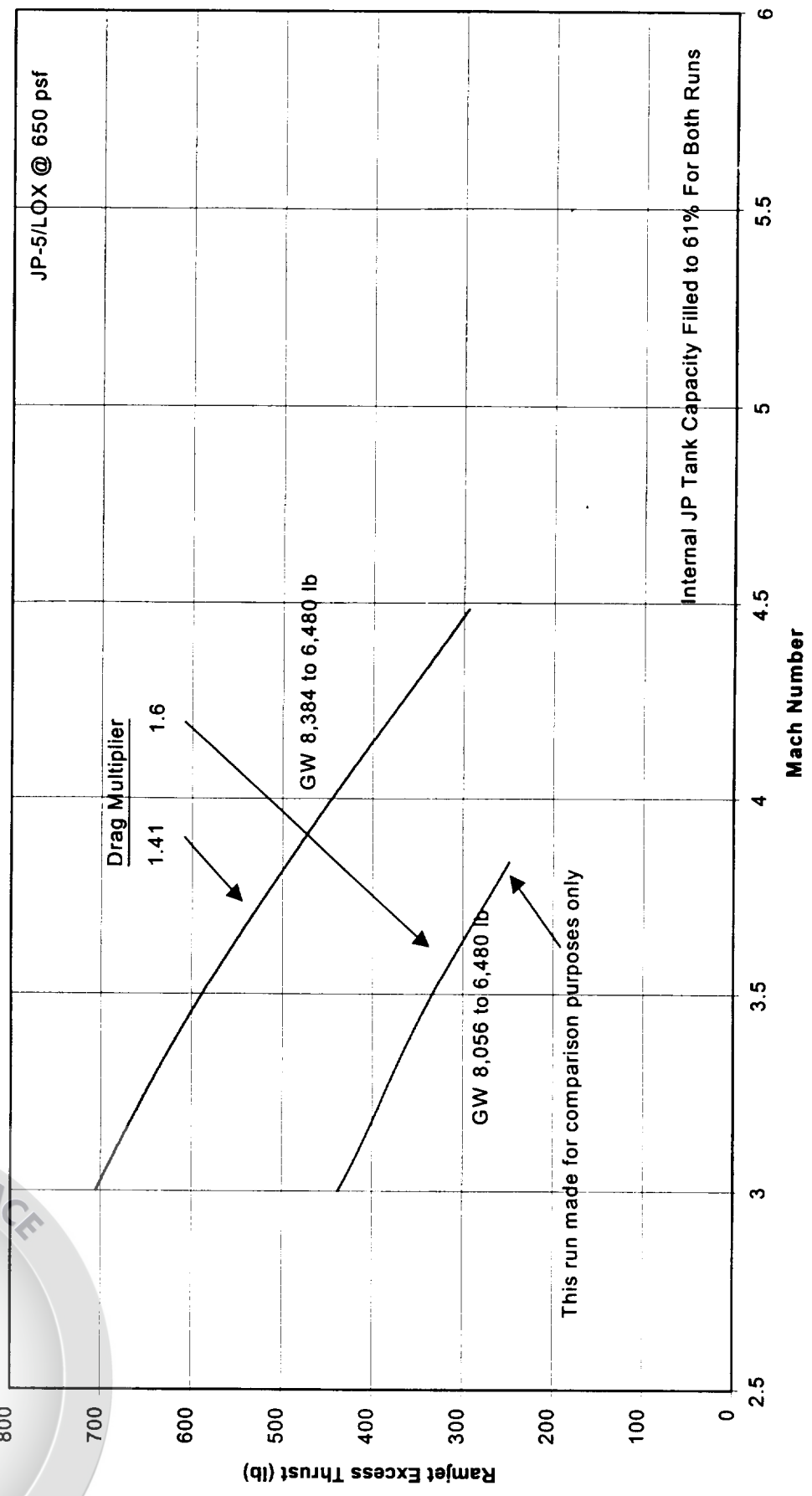




# Drag Influence on Ramjet Performance *Orbital*

D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Drag Multiplier Influence on Ramjet Excess Thrust

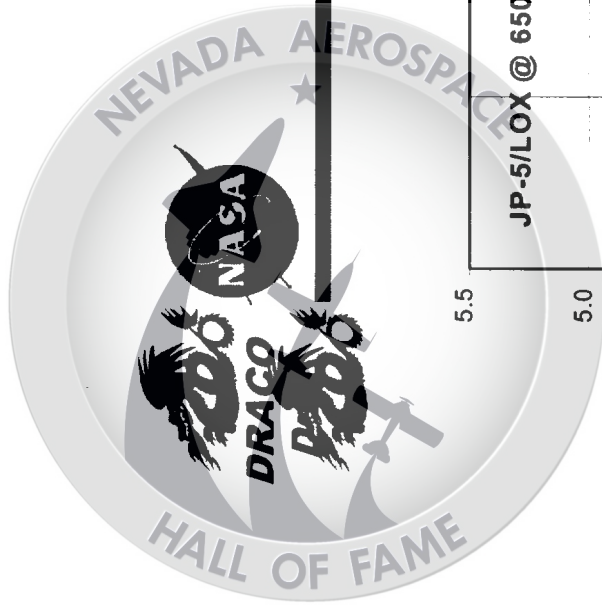
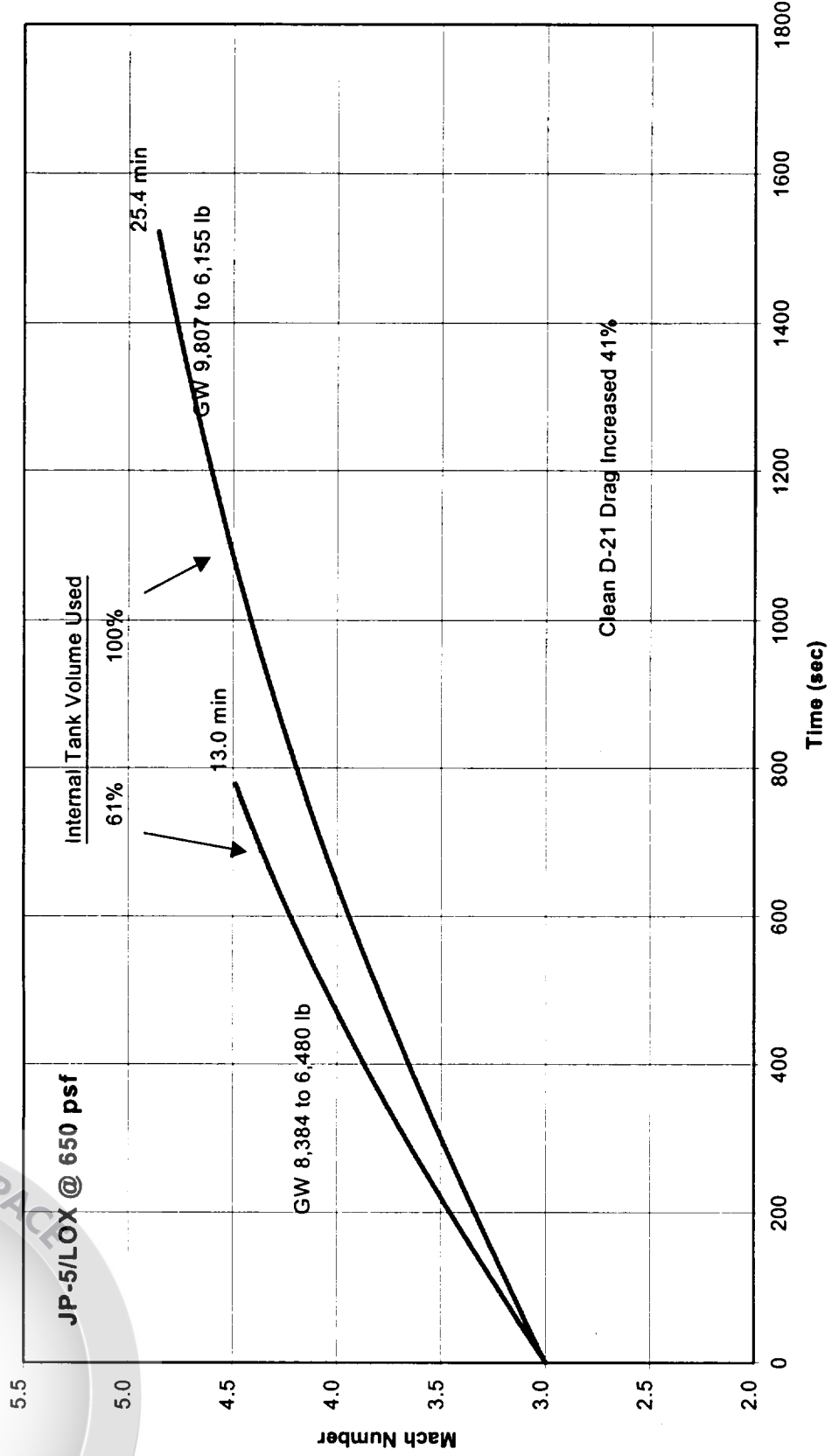


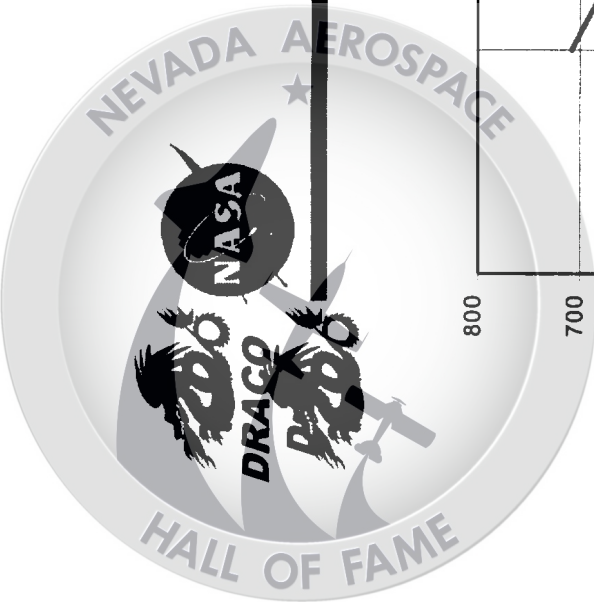




# Ramjet Acceleration

D-21 DRONE with DRACO PROPOSED RBCC ENGINE  
Comparison of Ramjet Acceleration

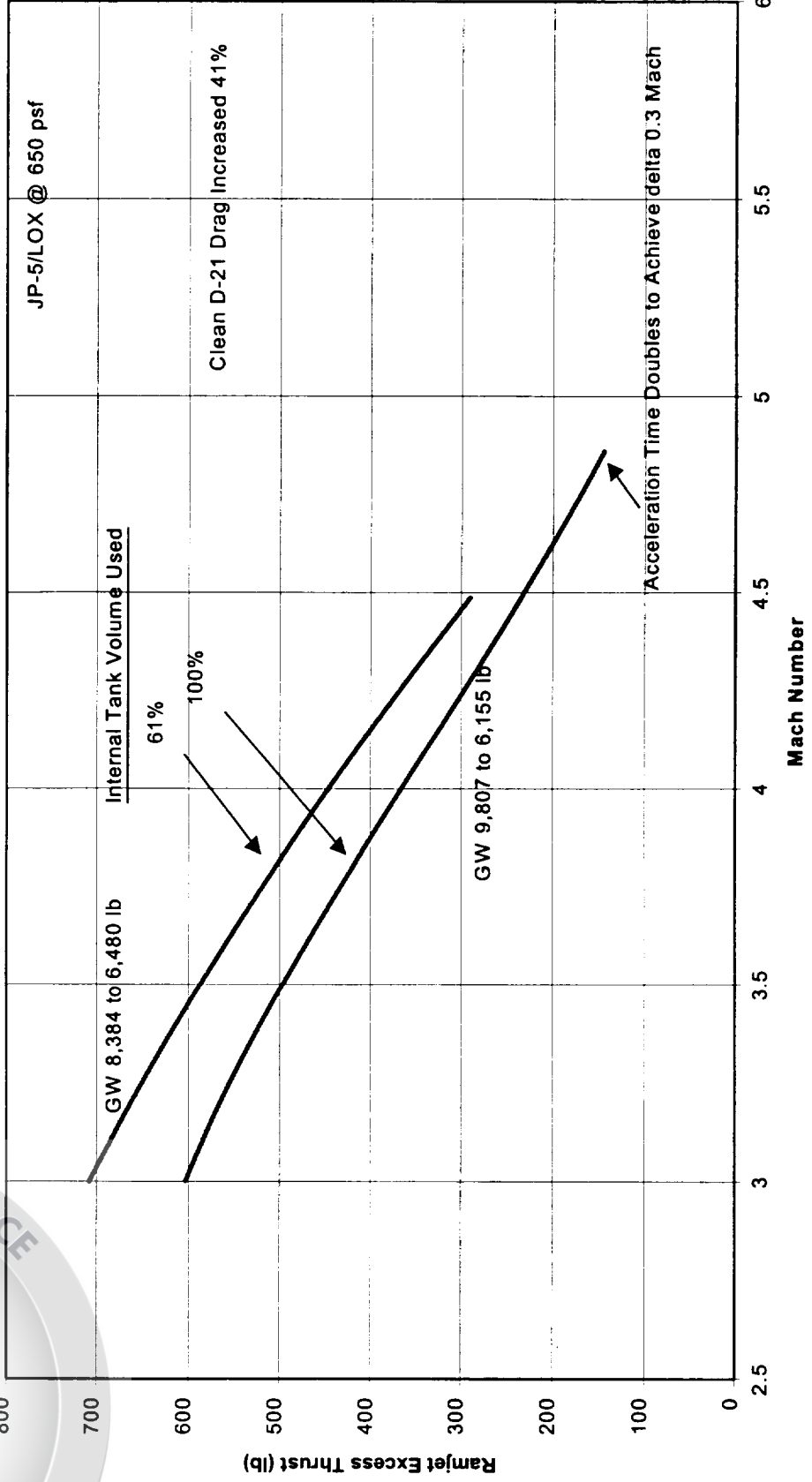


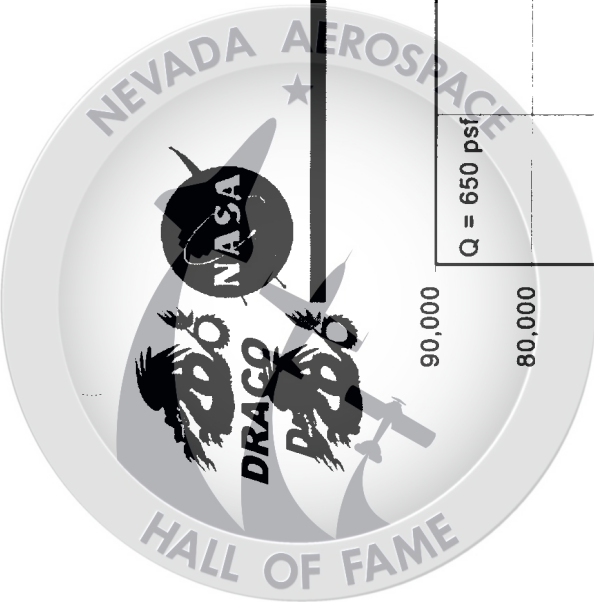


# Ramjet Excess Thrust

## D-21 DRONE with DRACO PROPOSED RBCC ENGINE

### Comparison of Ramjet Excess Thrust



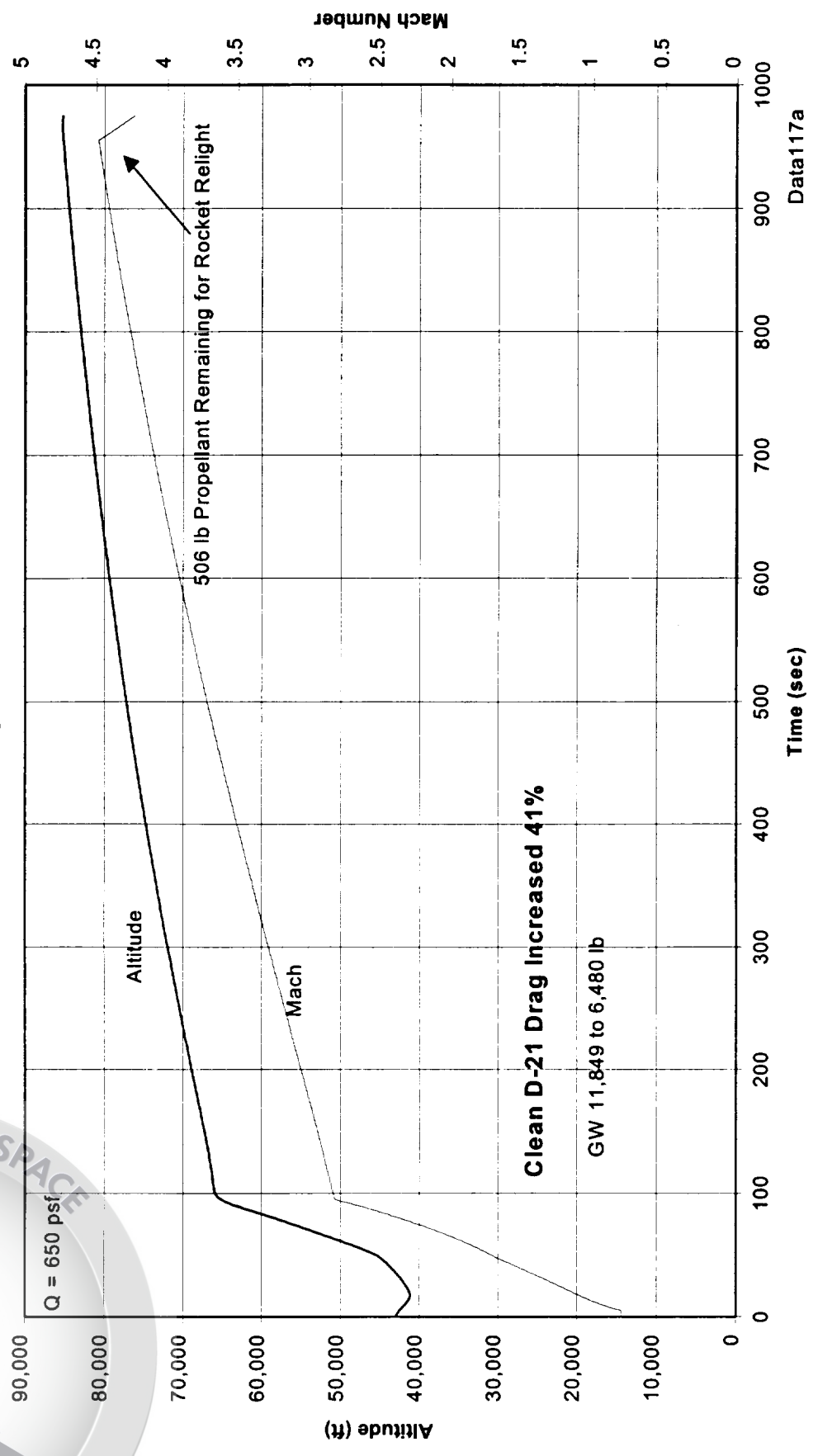


# Orbital

## JP-5/LOX, 650 psf

D-21 DRONE with DRACO PROPOSED RBCC ENGINE

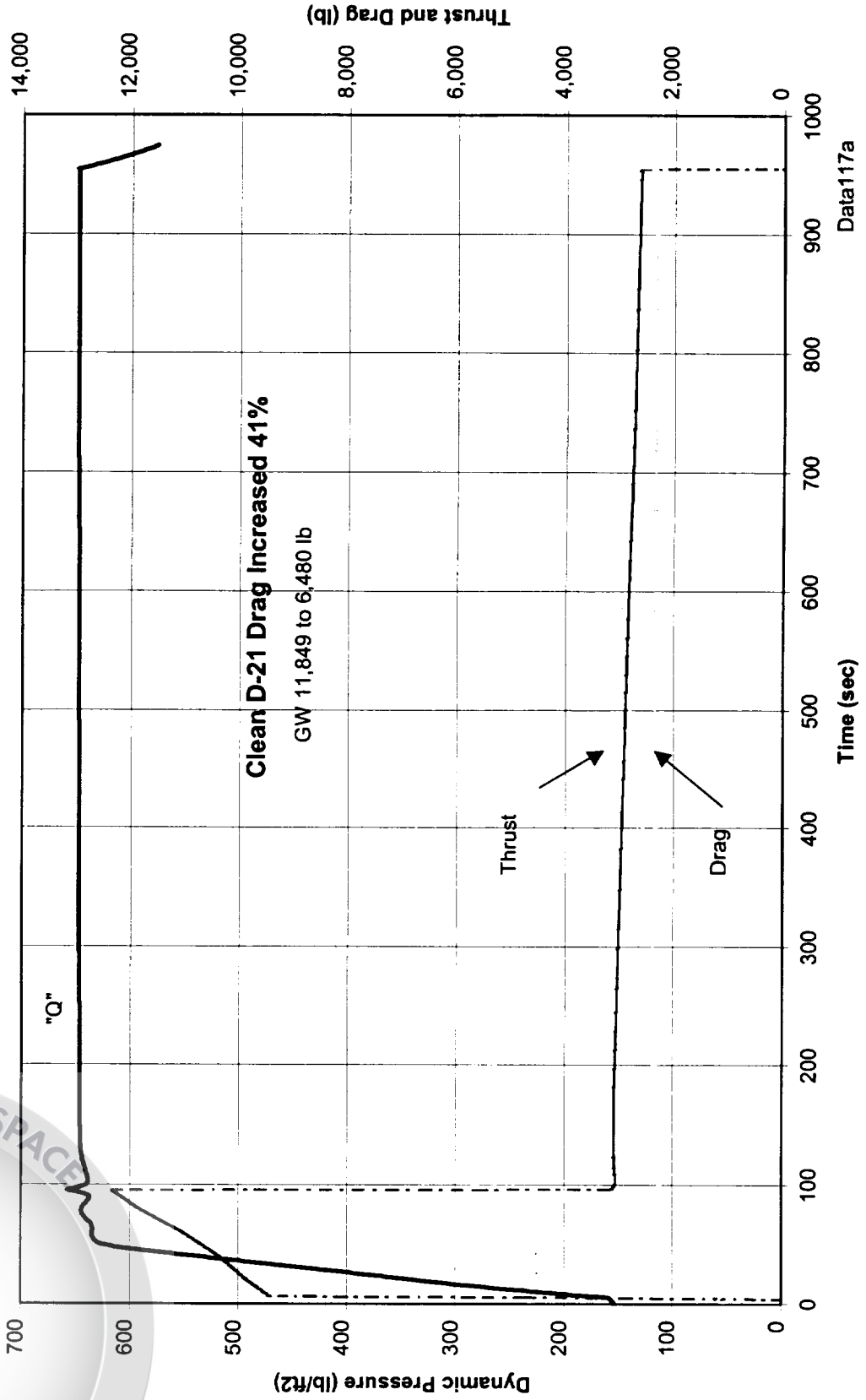
Fuel - JP-5/LOX, Engine data 16 Sep 99



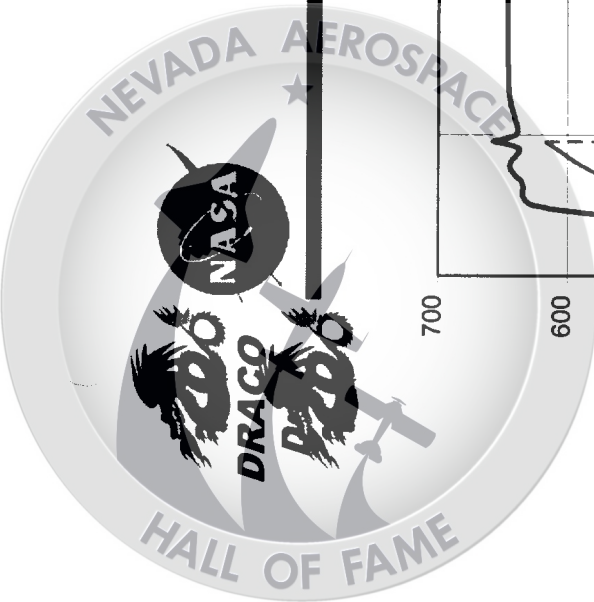
## JP-5/LOX, 650 psf

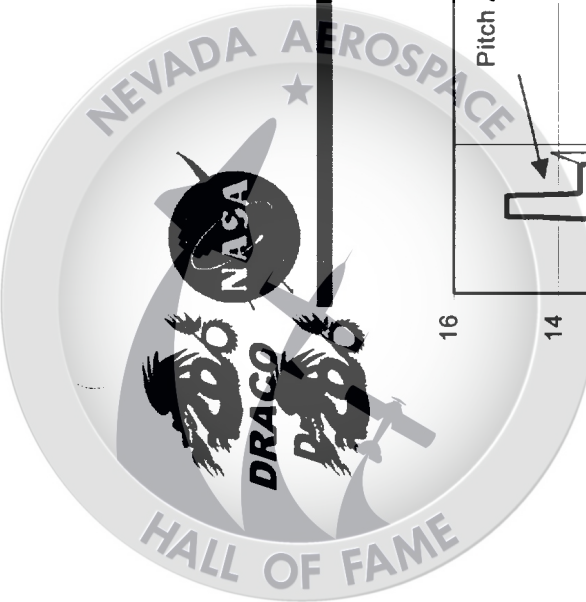
D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Fuel - JP-5/LOX, Engine data 16 Sep 99



Data117a



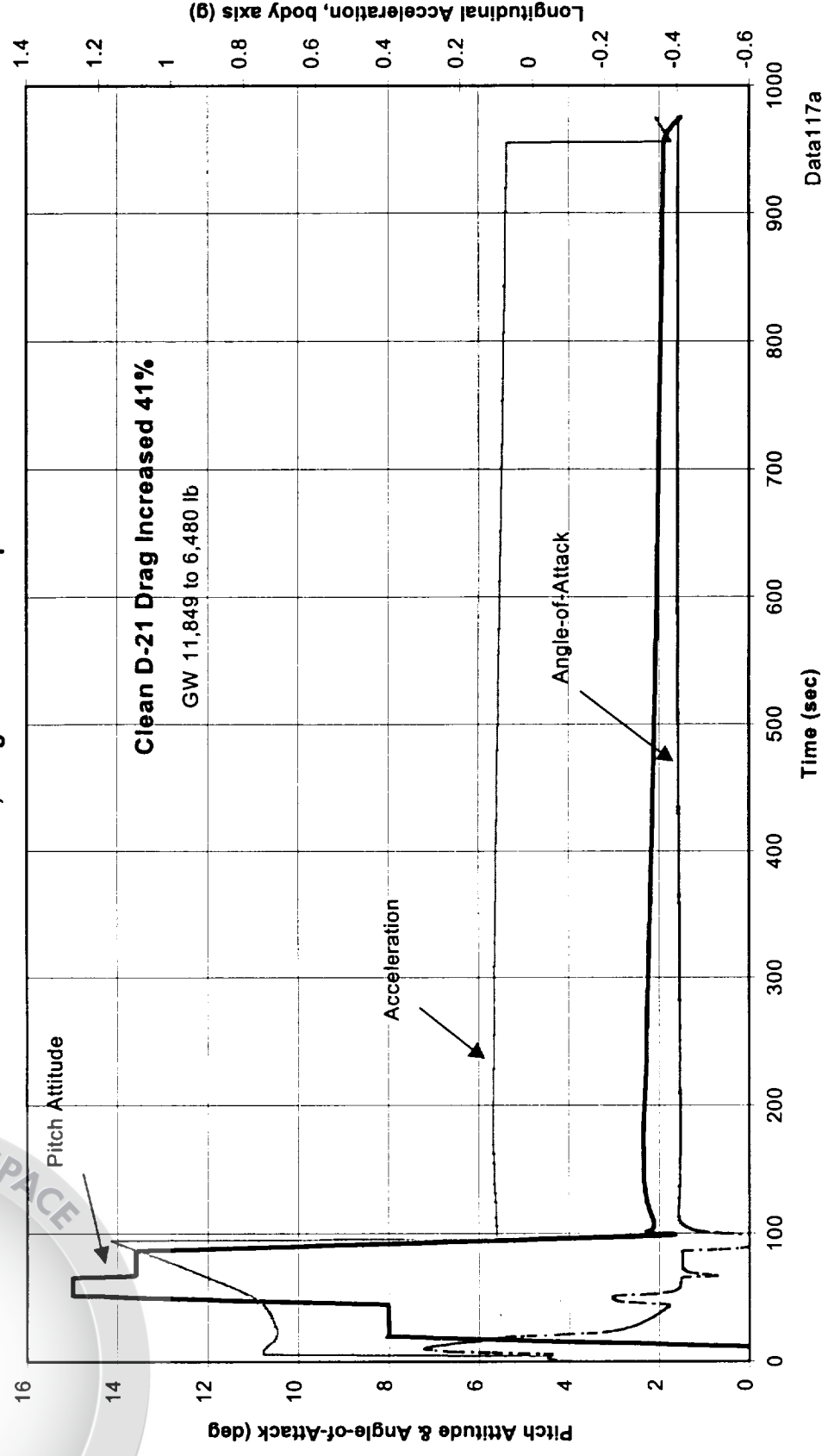


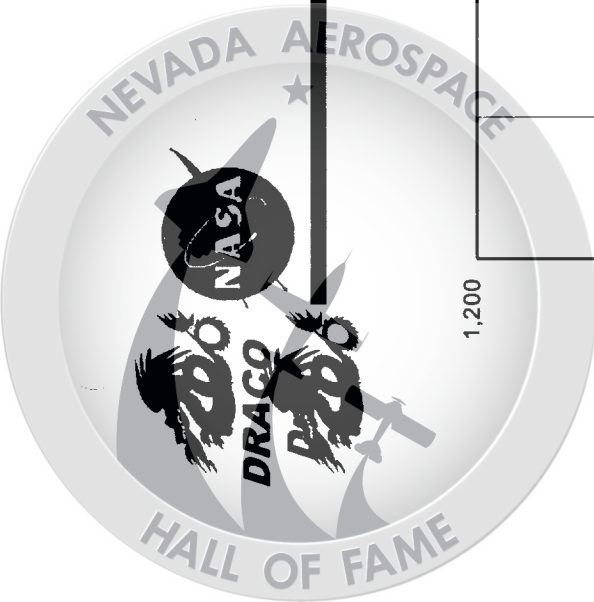
# Orbital

## JP-5/LOX, 650 psf

### D-21 DRONE with DRACO PROPOSED RBCC ENGINE

#### Fuel - JP-5/LOX, Engine data 16 Sep 99



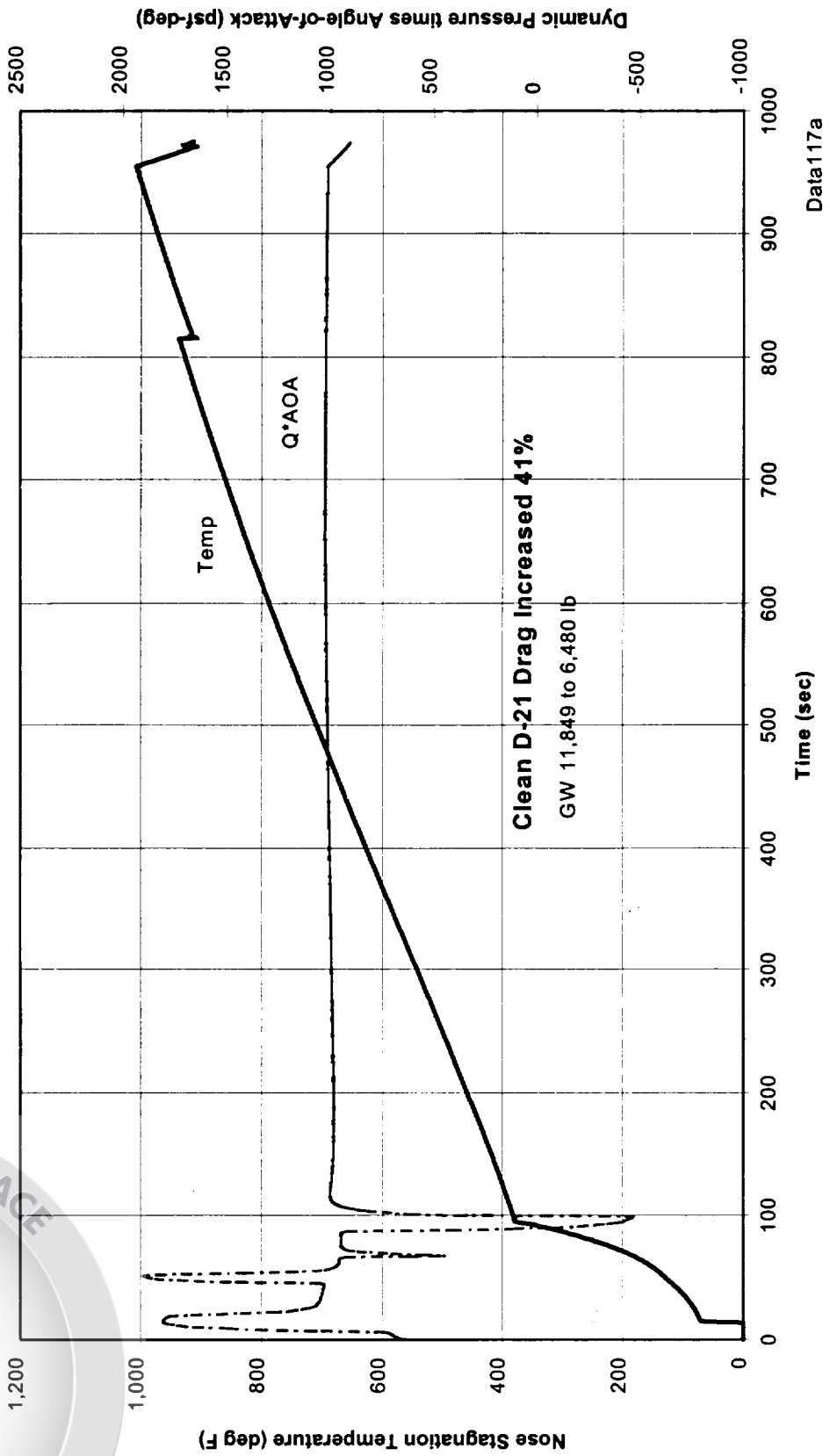


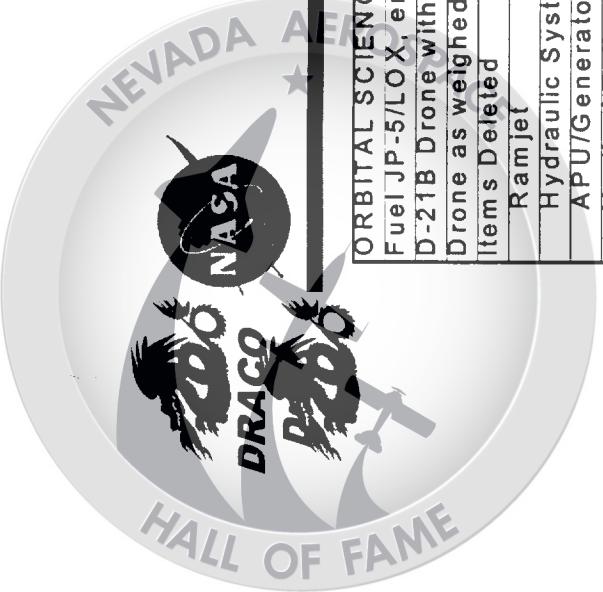
**JP-5/LOX, 650 psf**

**Orbital**

**D-21 DRONE with DRACO PROPOSED RBCC ENGINE**

Fuel - JP-5/LOX, Engine data 16 Sep 99

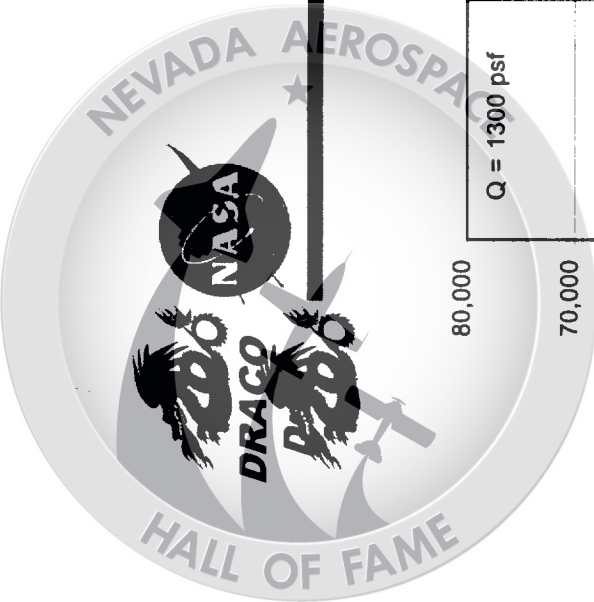




# JP/LOX, 650 psf, Gross Weight



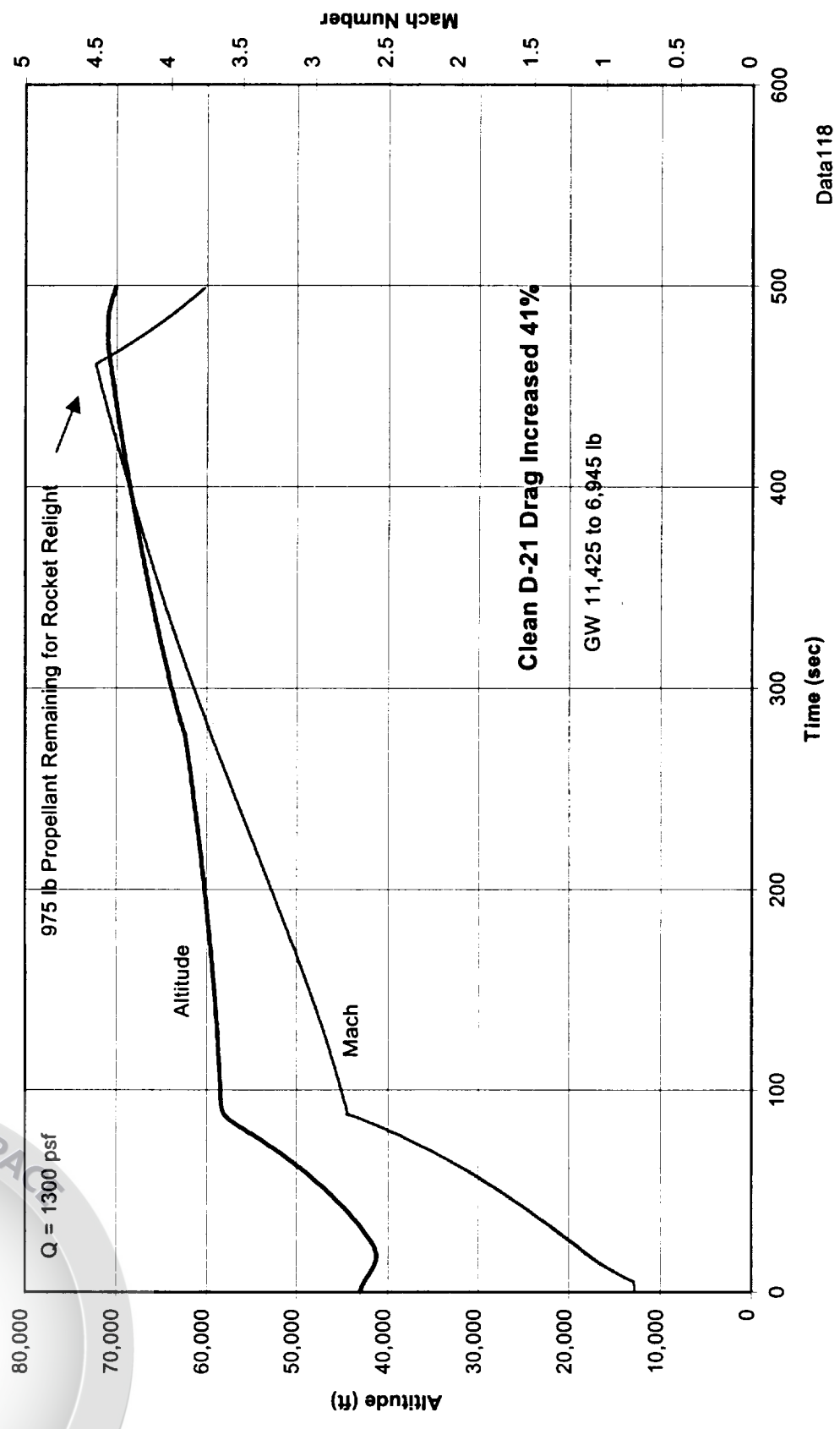
ORBITAL SCIENCES - DRACO - 28 September 1999 - Data117	Weight (lb)	Weight (lb)	Weight (lb)	sheet12
Fuel JP-5/LOX, engine data 16 Sep, LOX top=off from B-52				
D-21B Drone with DRACO Ejector Ramjet Installed				
Drone as weighed @ Mojave				4145
Items Deleted				
Ramjet				
Hydraulic Systems/Actuators/Pumps		-510		
APU/Generator/etc.		-100		
Vertical Tail		-250		
Miscellaneous (Avionics)		-326		
Baseline Structure Added		-50	-1236	2909
Forward fuselage (incl avionics bay)		82		
Mid fuselage (incl conformal tanks)		460		
Aft fuselage (incl engine bay)		125		
Vertical tail		374		
Landing gear		350		
Movable Air Inlet Spike		100	1491	4400
Propulsion				
DRACO Ejector Ramjet- includes pumps, fuellines, fuel system, etc.		900	900	5300
Systems & Equipment				
Avionics Mass Properties, APU Power Option, 9/18/99		471		
Equipment Cooling, including nitrogen tank		39		
Nitrogen		45		
Drouge Chute		50		
Engine Residual Fluid		10		
Unusable Propellant, 1% of 5875 lb		59		
Payload - none			674	
Zero Propellant Weight				5974
Fuel				
JP-5 for ejector		1043		
LOX - O/F 2.6 for JP-5/LOX		2712		
JP-5 for ramjet- (5200 lb available)		2120	5875	
Gross Weight at Engine Start				11849
506 lb Propellant Reserved at Ramjet Burn-out for Rocket Reight				
Drag multiplier 1.41				



# JP-5/LOX, 1300 psf

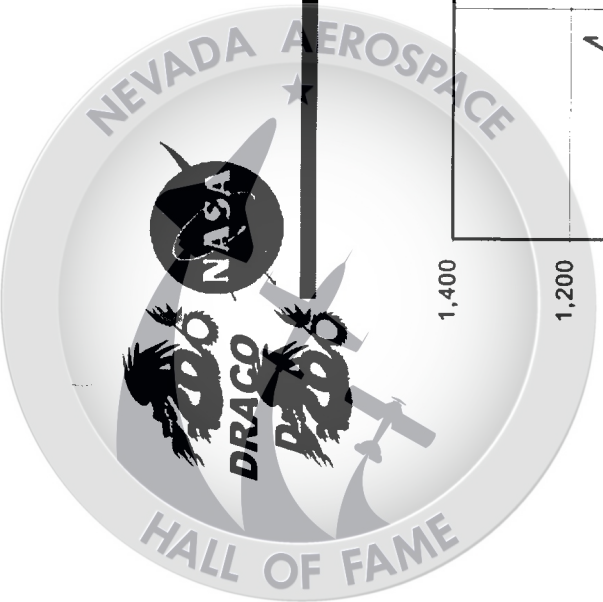


**D-21 DRONE with DRACO PROPOSED RBCC ENGINE**  
**Fuel - JP-5/LOX, Engine data 16 Sep 99**



Data118



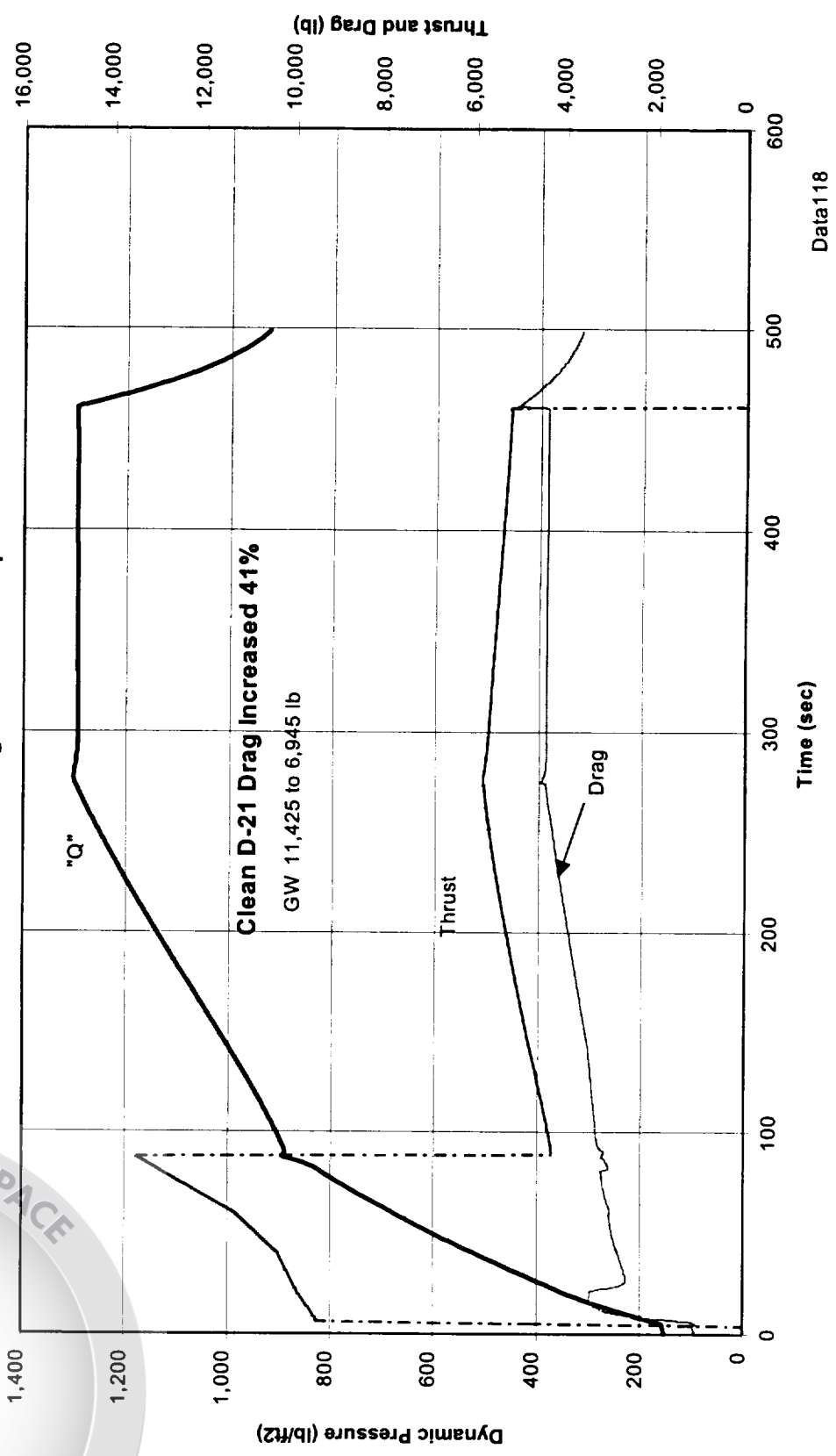


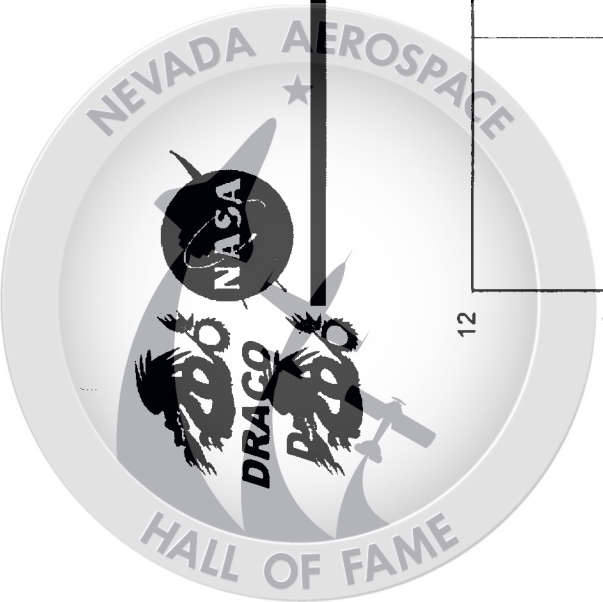
# JP-5/LOX, 1300 psf

# Orbital

## D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Fuel - JP-5/LOX, Engine data 16 Sep 99



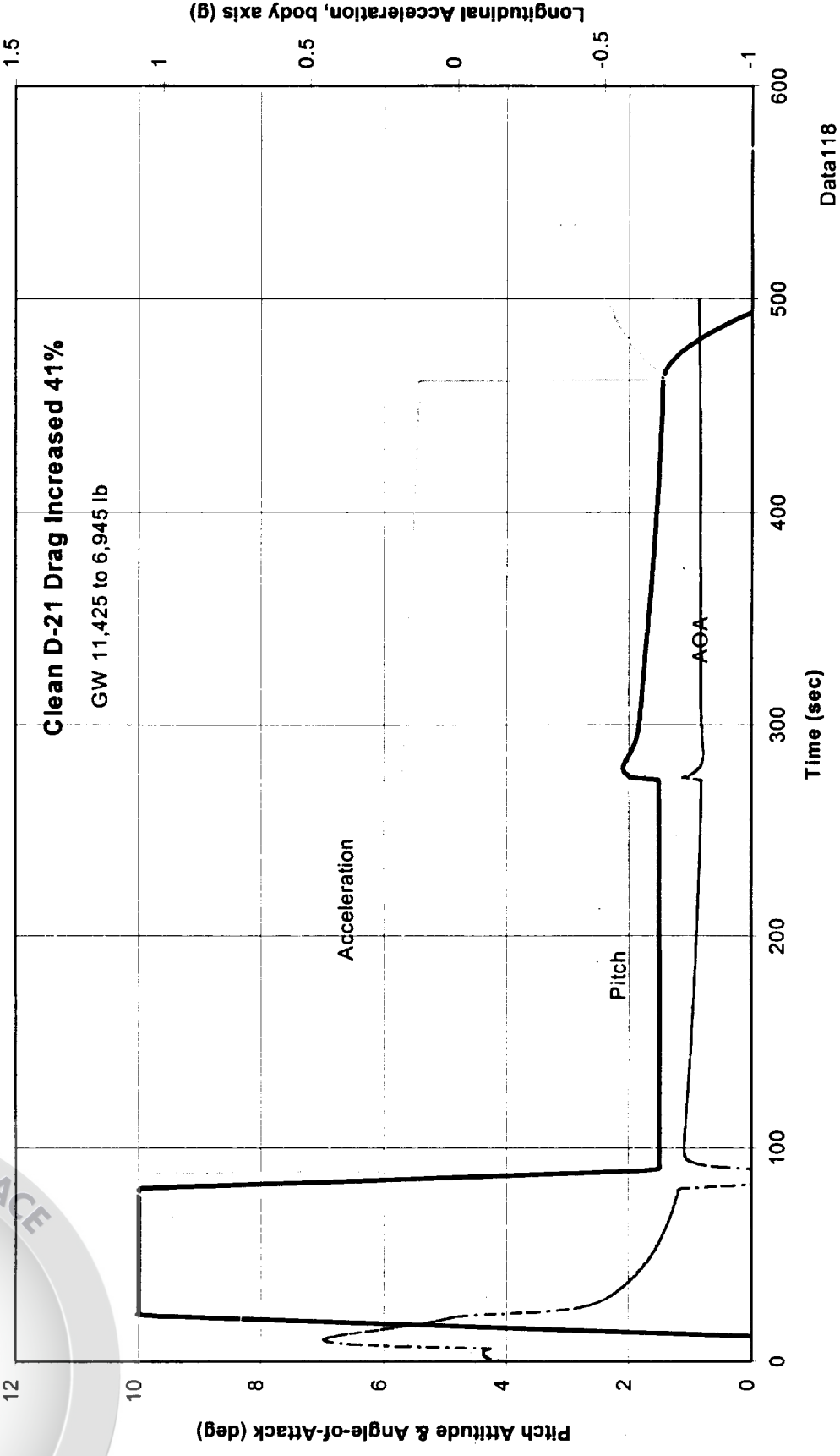


# Orbital

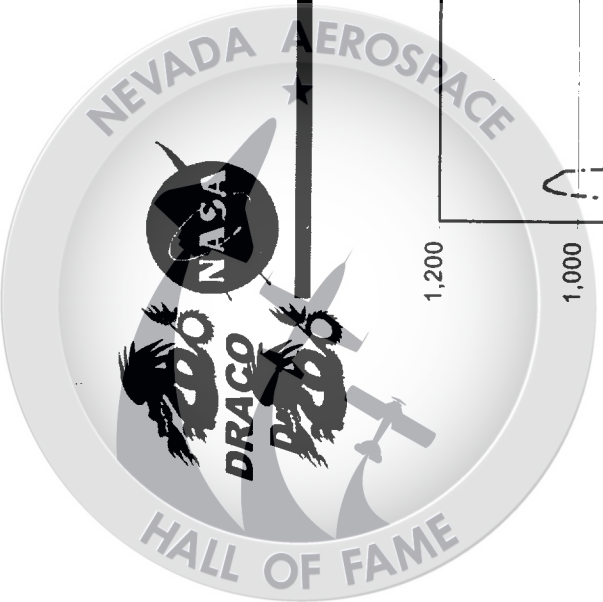
## JP-5/LOX, 1300 psf

### D-21 DRONE with DRACO PROPOSED RBCC ENGINE

#### Fuel - JP-5/LOX, Engine data 16 Sep 99



Data118

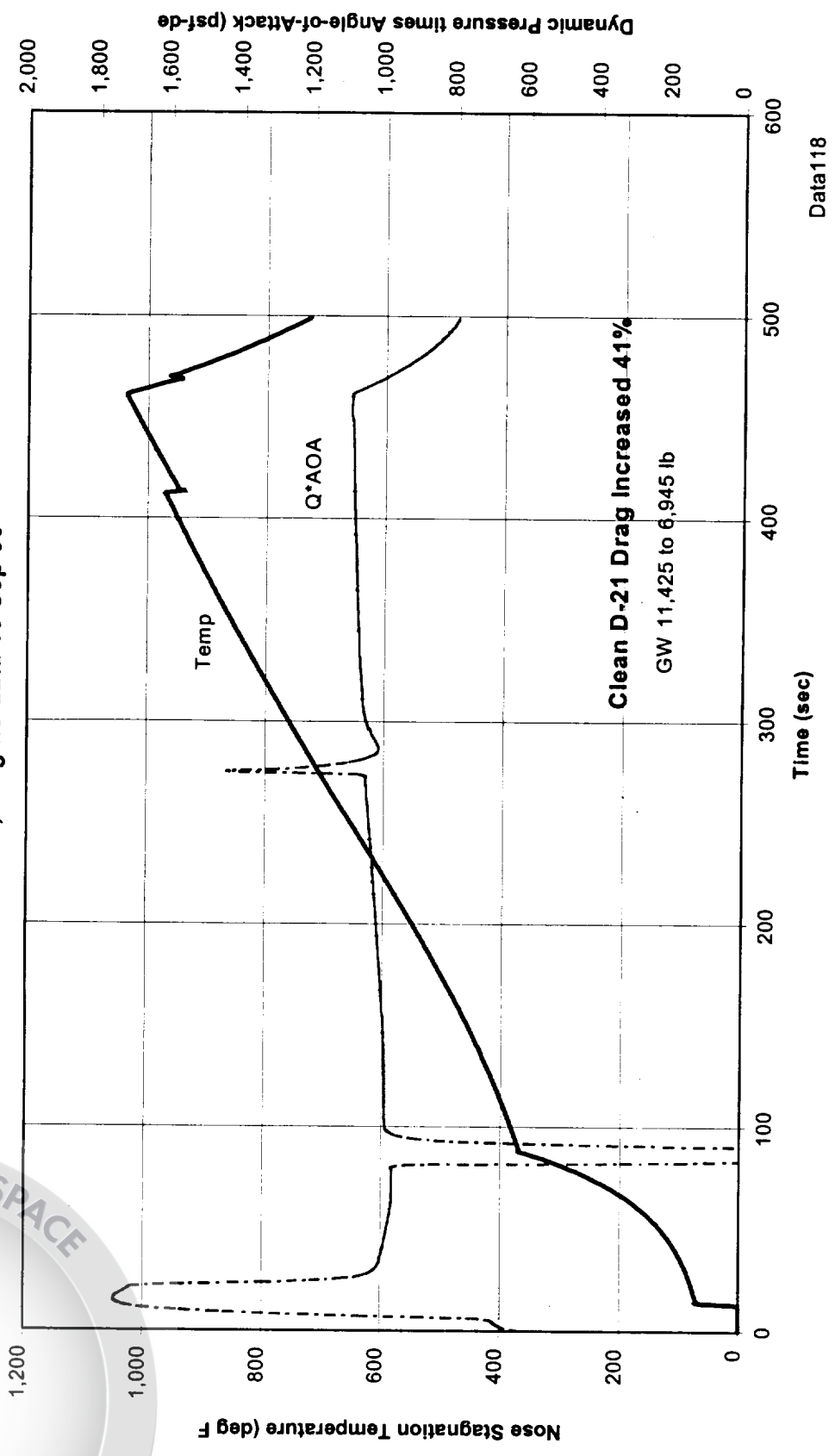


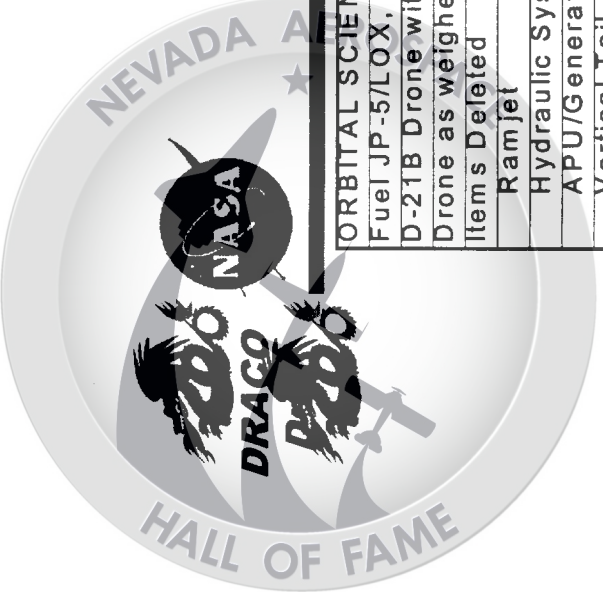
# Orbital

## JP-5/LOX, 1300 psf

### D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Fuel - JP-5/LOX, Engine data 16 Sep 99





# JP/LOX, 1300 psf, Gross Weight



Item s Deleted	Weight (lb)	Weight (lb)	Weight (lb)	sheet13
Ramjet	-510			
Hydraulic Systems/Actuators/Pumps	-100			
APU/Generator/etc.	-250			
Vertical Tail	-326			
Miscellaneous (Avionics)	-50	-1236		2909
<b>Baseline Structure Added</b>				
Forward fuselage (incl avionics bay)	82			
Mid fuselage (incl conformal tanks)	460			
Aft fuselage (incl engine bay)	125			
Vertical tail	374			
Landing gear	350			
Movable Air Inlet Spike	100	1491		4400
<b>Propulsion</b>				
DRACO Ejector Ramjet- includes pumps, fuellines, fuel system, etc.	900	900		5300
<b>Systems &amp; Equipment</b>				
Avionics Mass Properties, APU Power Option, 9/18/99	471			
Equipment Cooling, including nitrogen tank	39			
Nitrogen	45			
Drouge Chute	50			
Engine Residual Fluid	10			
Unusable Propellant, 1% of 5455 lb	55			
Payload - none		670		
Zero Propellant Weight				5970
<b>Fuel</b>				
JP-5 for ejector	1043			
LOX - O/F 2.6 for JP-5/LOX	2712			
JP-5 for ramjet- (5200 lb available)	1700	5455		
Gross Weight at Engine Start				11425
975 lb Propellant Reserved at Ramjet Burn-out for Rocket Reight				
Drag multiplier 1.41				

ORBITAL SCIENCES - DRACO - 30 September 1999 - Data118

Fuel JP-5/LOX, engine data 16 Sep, LOX top=off from B-52

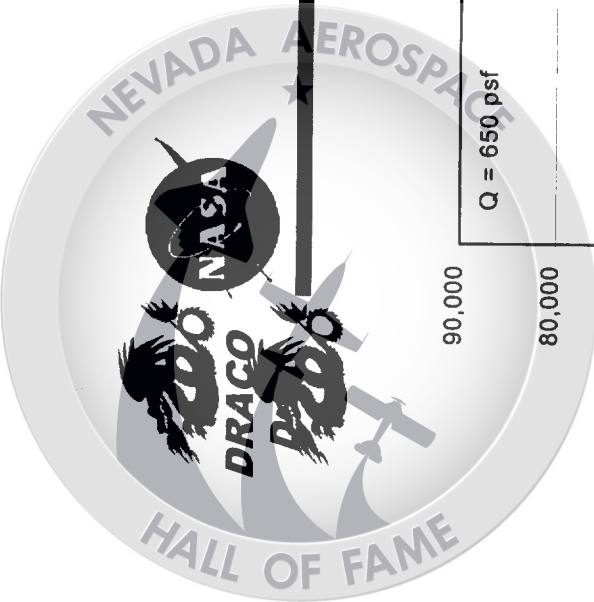
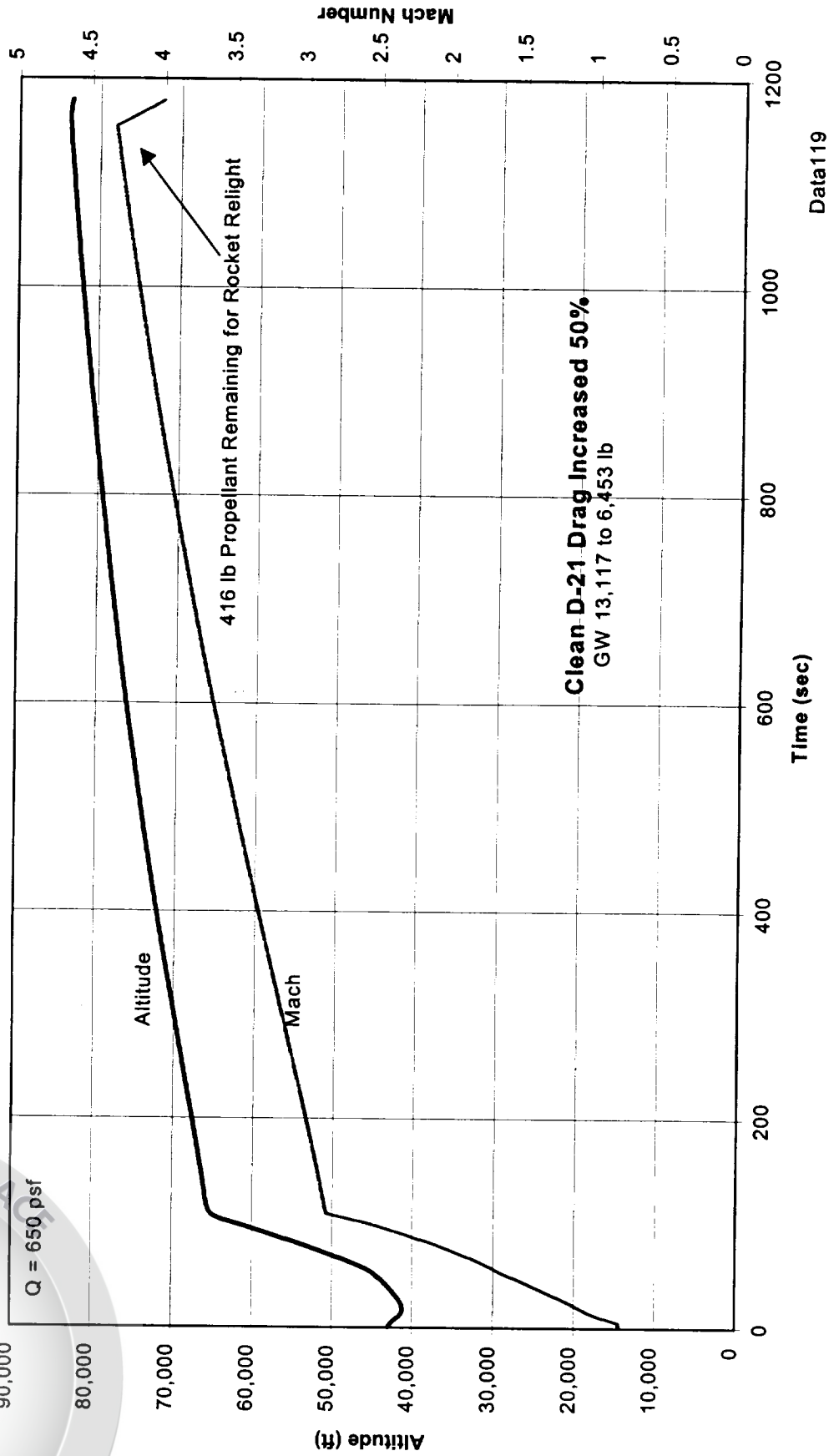
D-21B Drone with DRACO Ejector Ramjet Installed

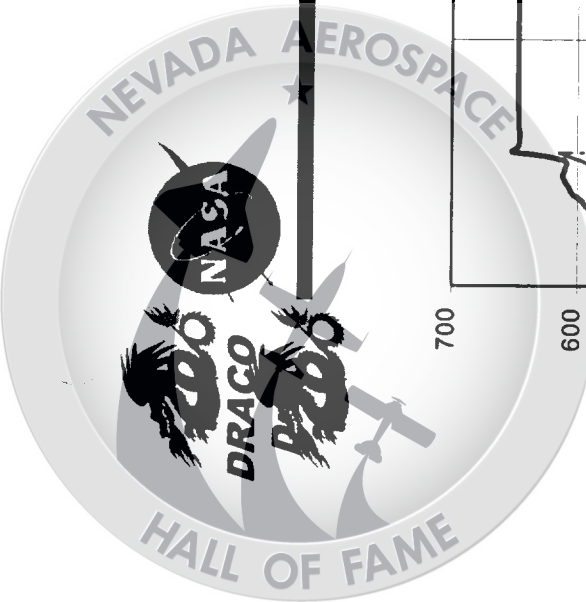
Drone as weighed @ Mojave

## JP-5/H<sub>2</sub>O<sub>2</sub>, 650 psf

D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Fuel - JP-5/H<sub>2</sub>O<sub>2</sub>, Engine data 16 Sep 99

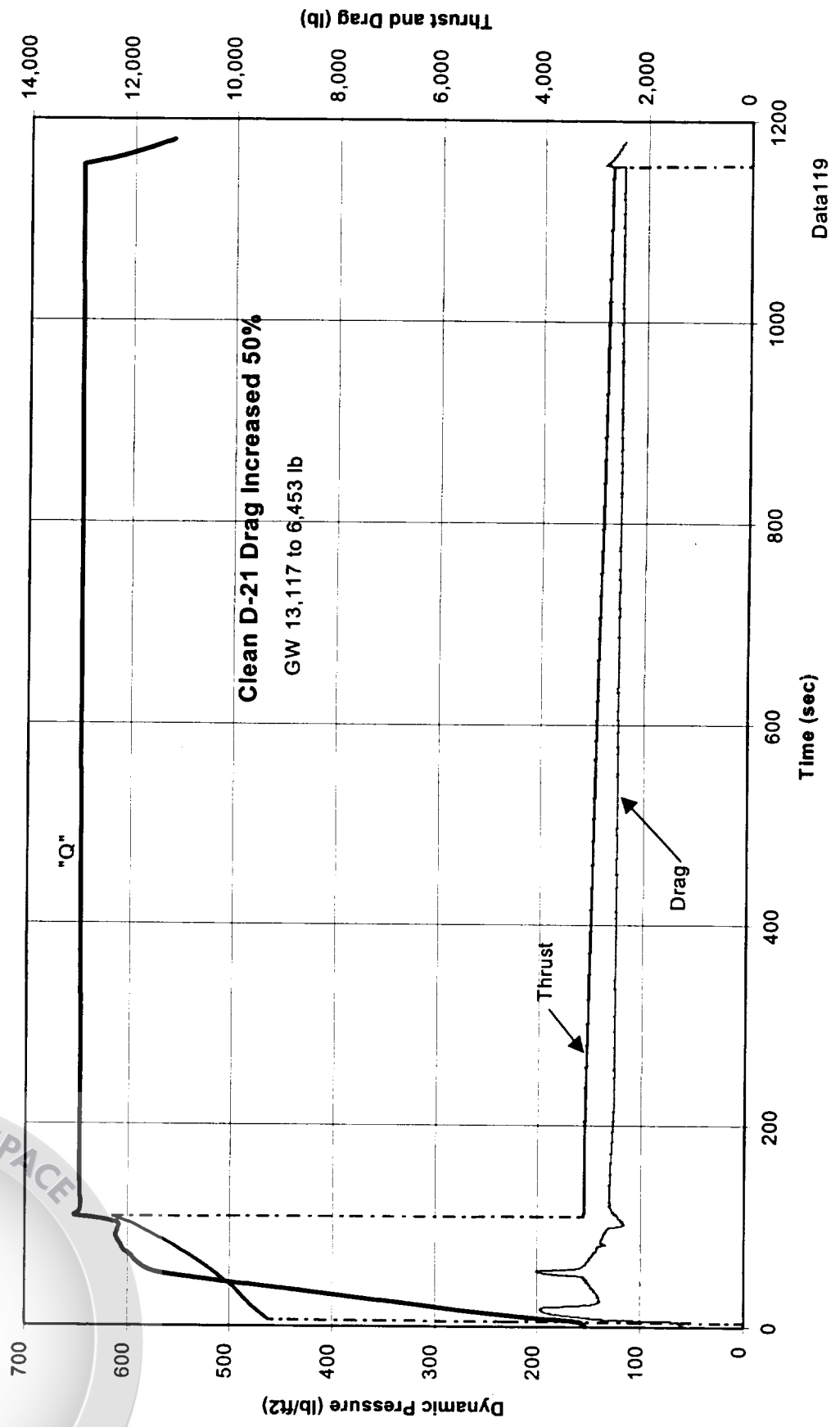


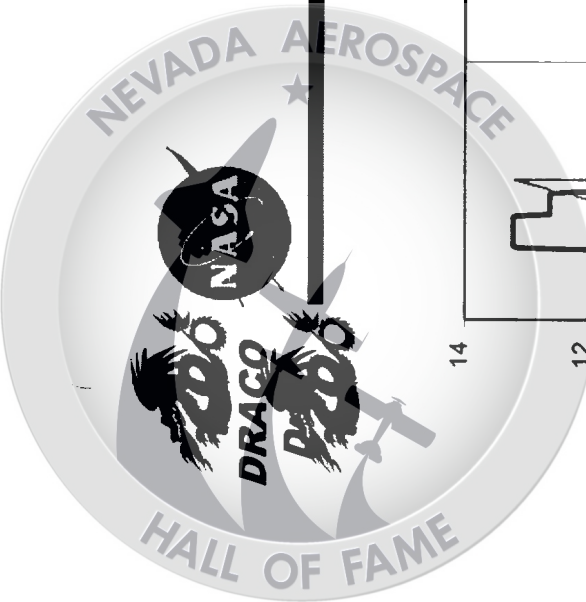


# Orbital

## JP-5/H<sub>2</sub>O<sub>2</sub>, 650 psf

D-21 DRONE with DRACO PROPOSED RBCC ENGINE  
Fuel - JP-5/H<sub>2</sub>O<sub>2</sub>, Engine data 16 Sep 99

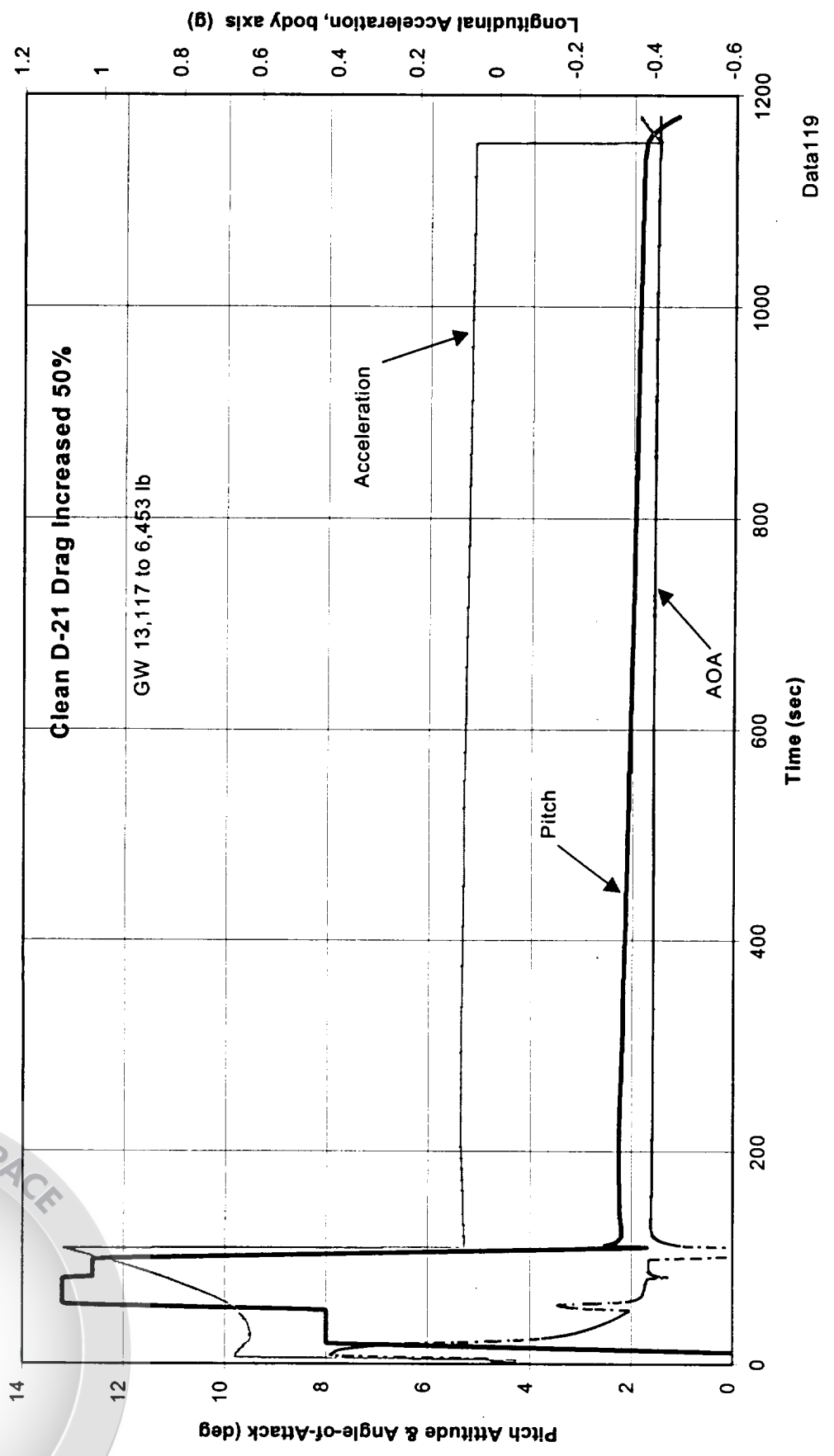




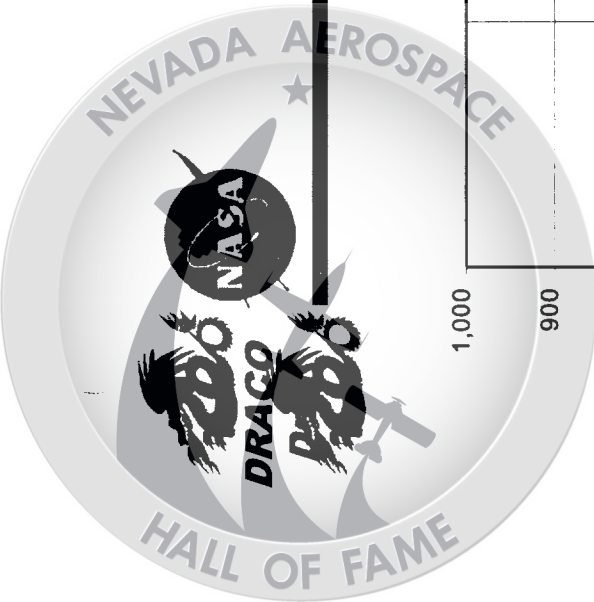
**JP-5/H<sub>2</sub>O<sub>2</sub>, 650 psf**

**Orbital**

**D-21 DRONE with DRACO PROPOSED RBCC ENGINE**  
**Fuel - JP-5/H<sub>2</sub>O<sub>2</sub>, Engine data 16 Sep 99**





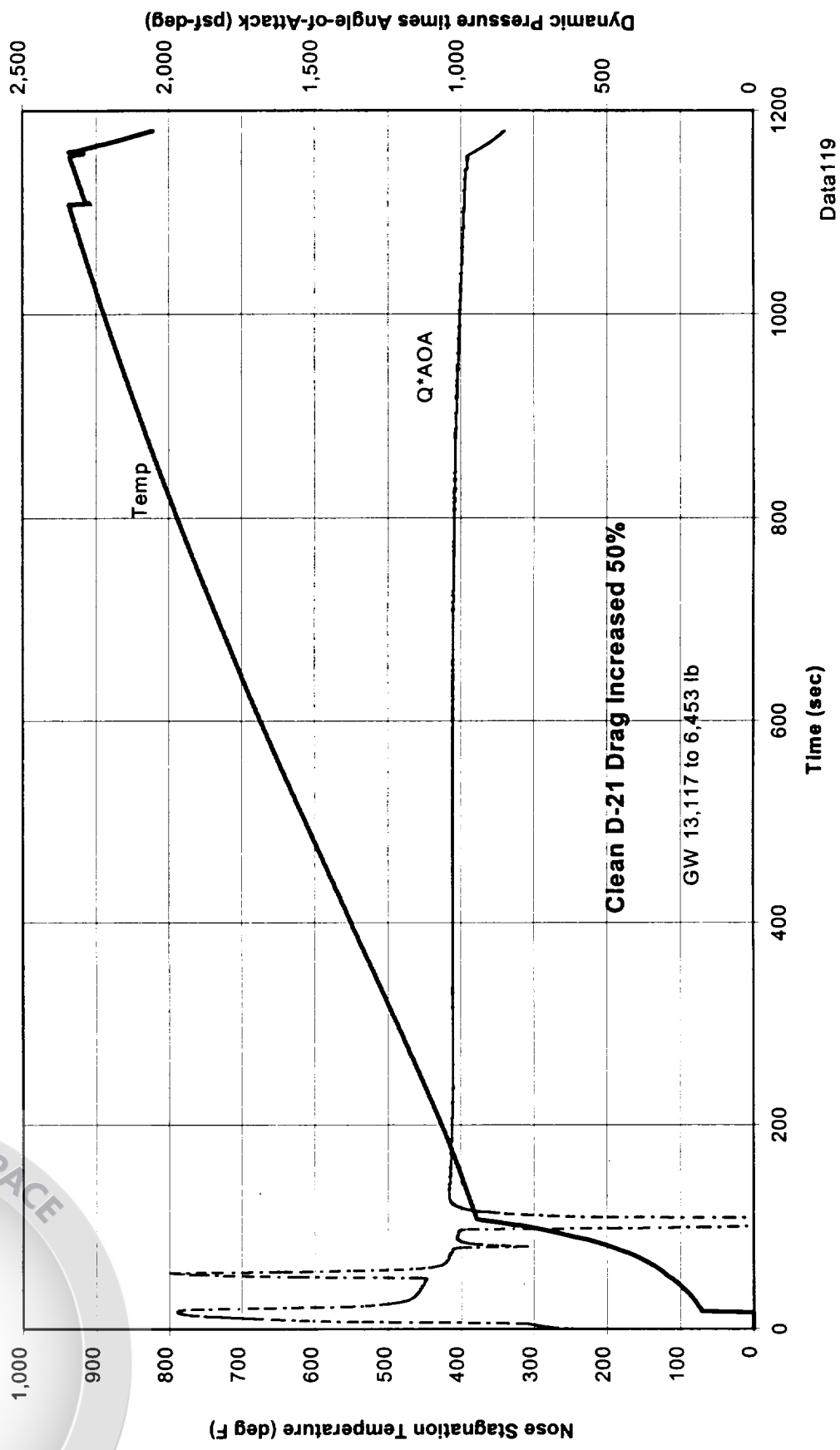


# Orbital

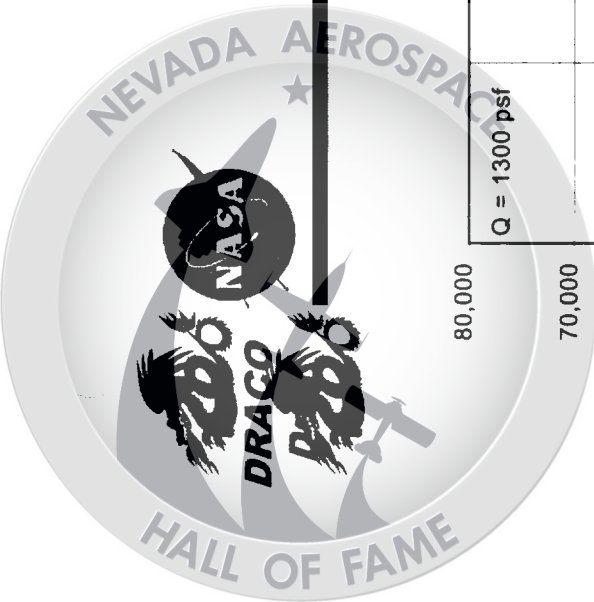
## JP-5/H<sub>2</sub>O<sub>2</sub>, 650 psf

### D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Fuel - JP-5/H<sub>2</sub>O<sub>2</sub>, Engine data 16 Sep 99



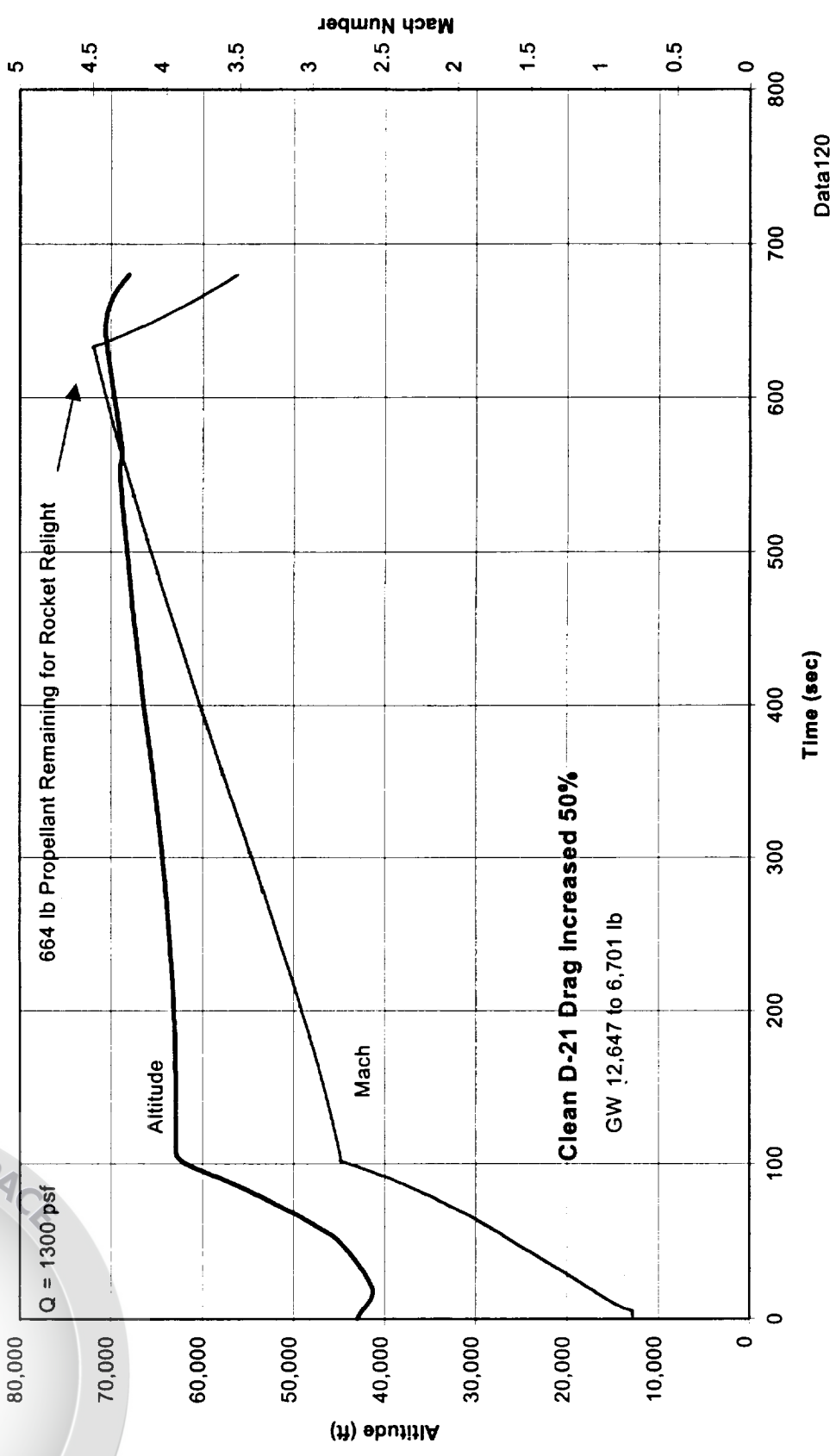


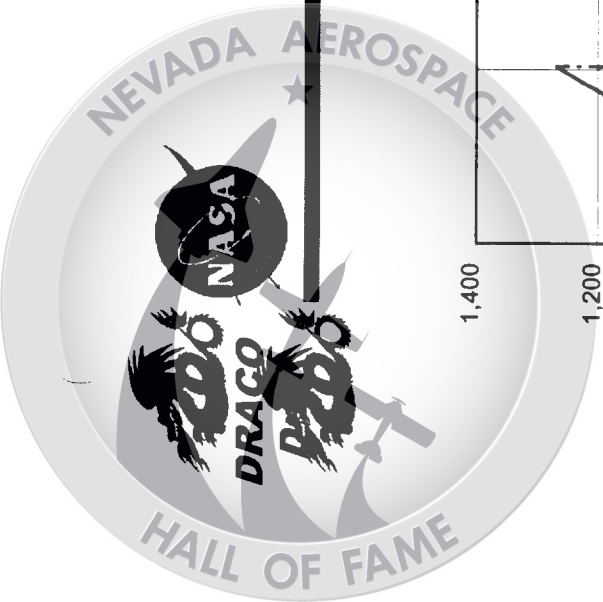


# Orbital

## JP-5/H<sub>2</sub>O<sub>2</sub>, 1300 psf

### D-21 DRONE with DRACO PROPOSED RBCC ENGINE Fuel - JP-5/H<sub>2</sub>O<sub>2</sub>, Engine data 16 Sep 99

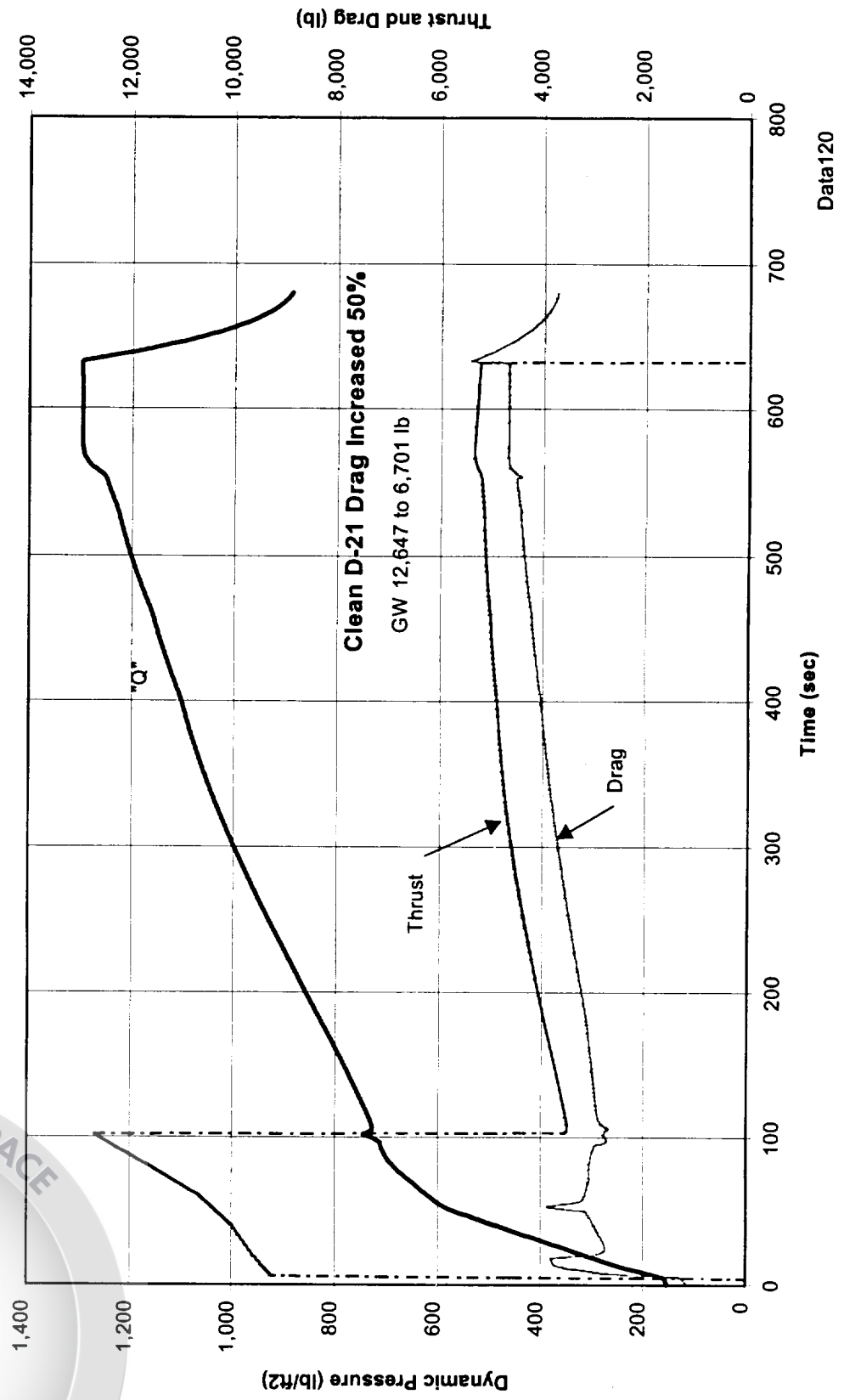


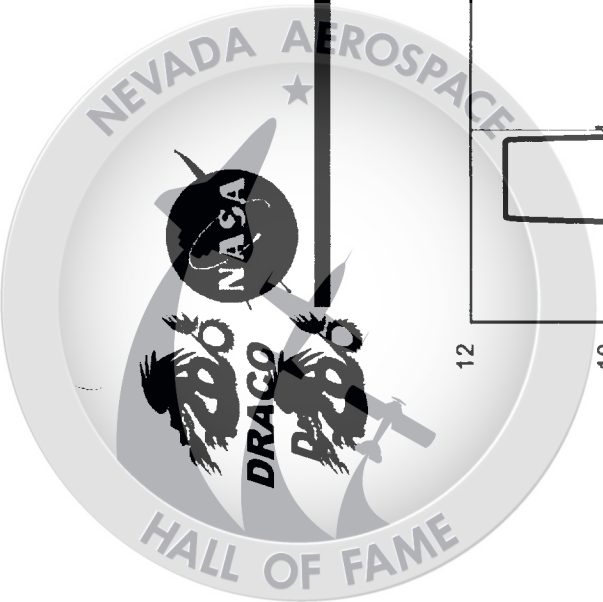


**Orbital**

**JP-5/H<sub>2</sub>O<sub>2</sub>, 1300 psf**

**D-21 DRONE with DRACO PROPOSED RBCC ENGINE**  
**Fuel - JP-5/H<sub>2</sub>O<sub>2</sub>, Engine data 16 Sep 99**

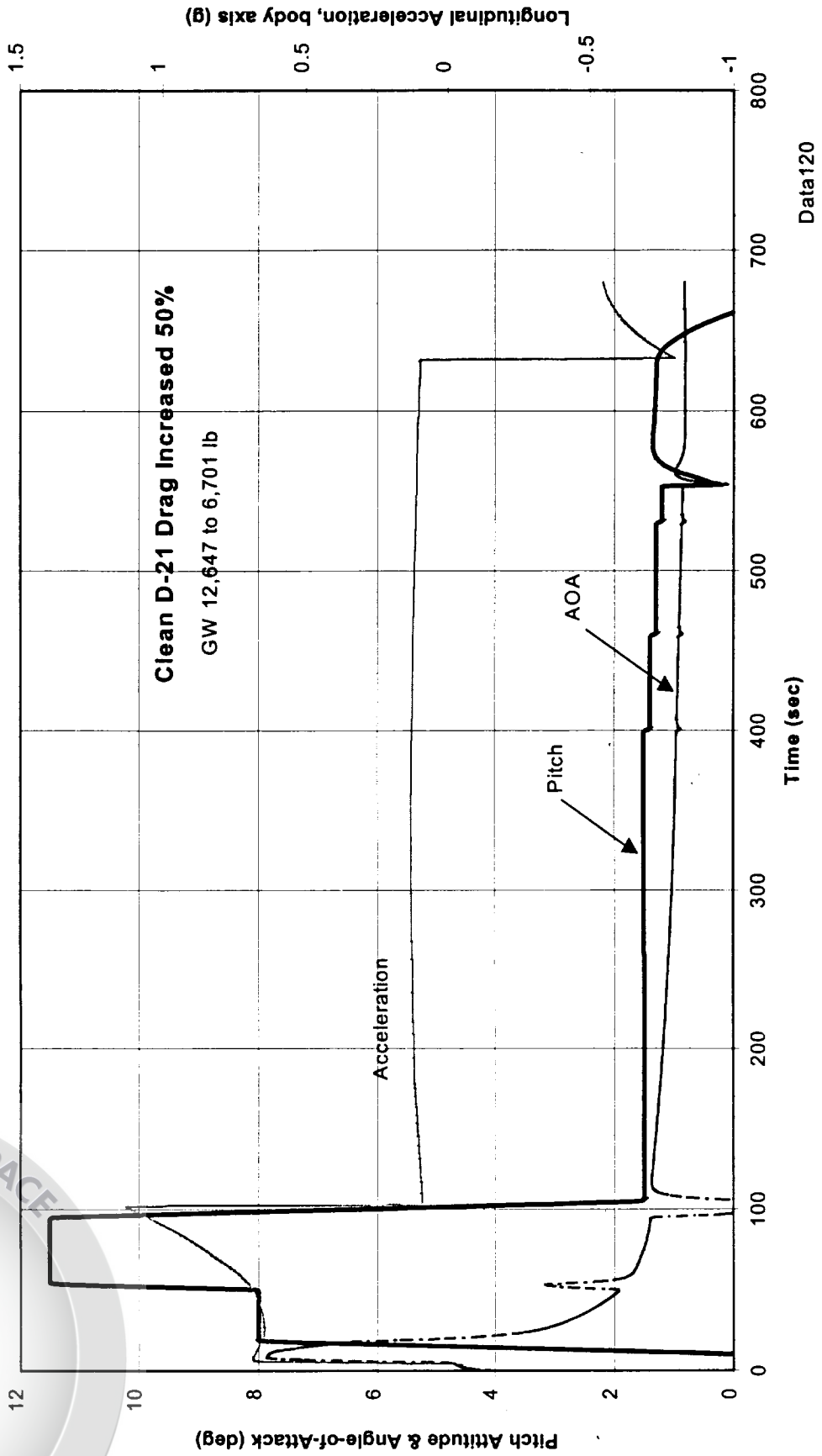




**JP-5/H<sub>2</sub>O<sub>2</sub>, 1300 psf**

**Orbital**

**D-21 DRONE with DRACO PROPOSED RBCC ENGINE**  
**Fuel - JP-5/H<sub>2</sub>O<sub>2</sub>, Engine data 16 Sep 99**

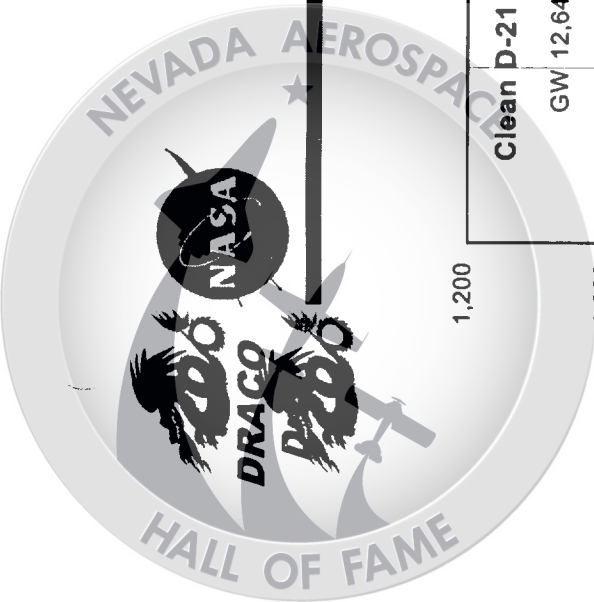
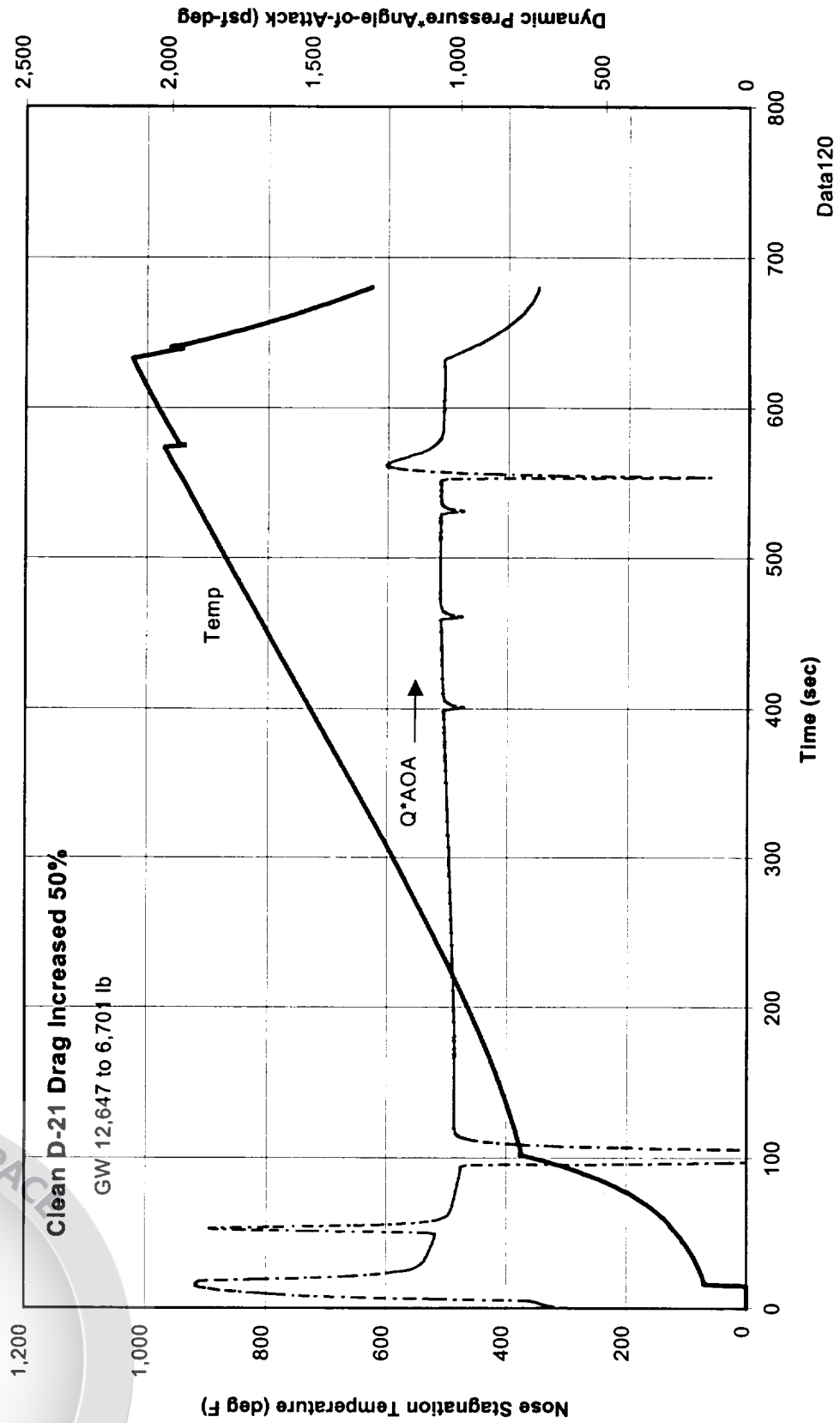


# Orbital

## JP-5/H<sub>2</sub>O<sub>2</sub>, 1300 psf

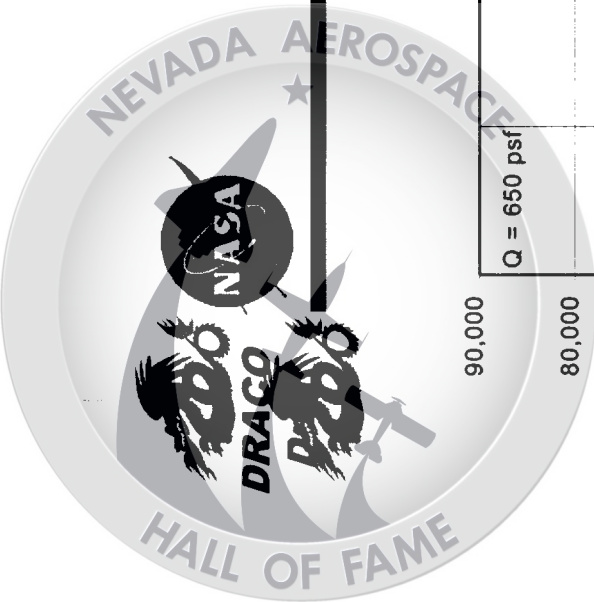
D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Fuel - JP-5/H<sub>2</sub>O<sub>2</sub>, Engine data 16 Sep 99





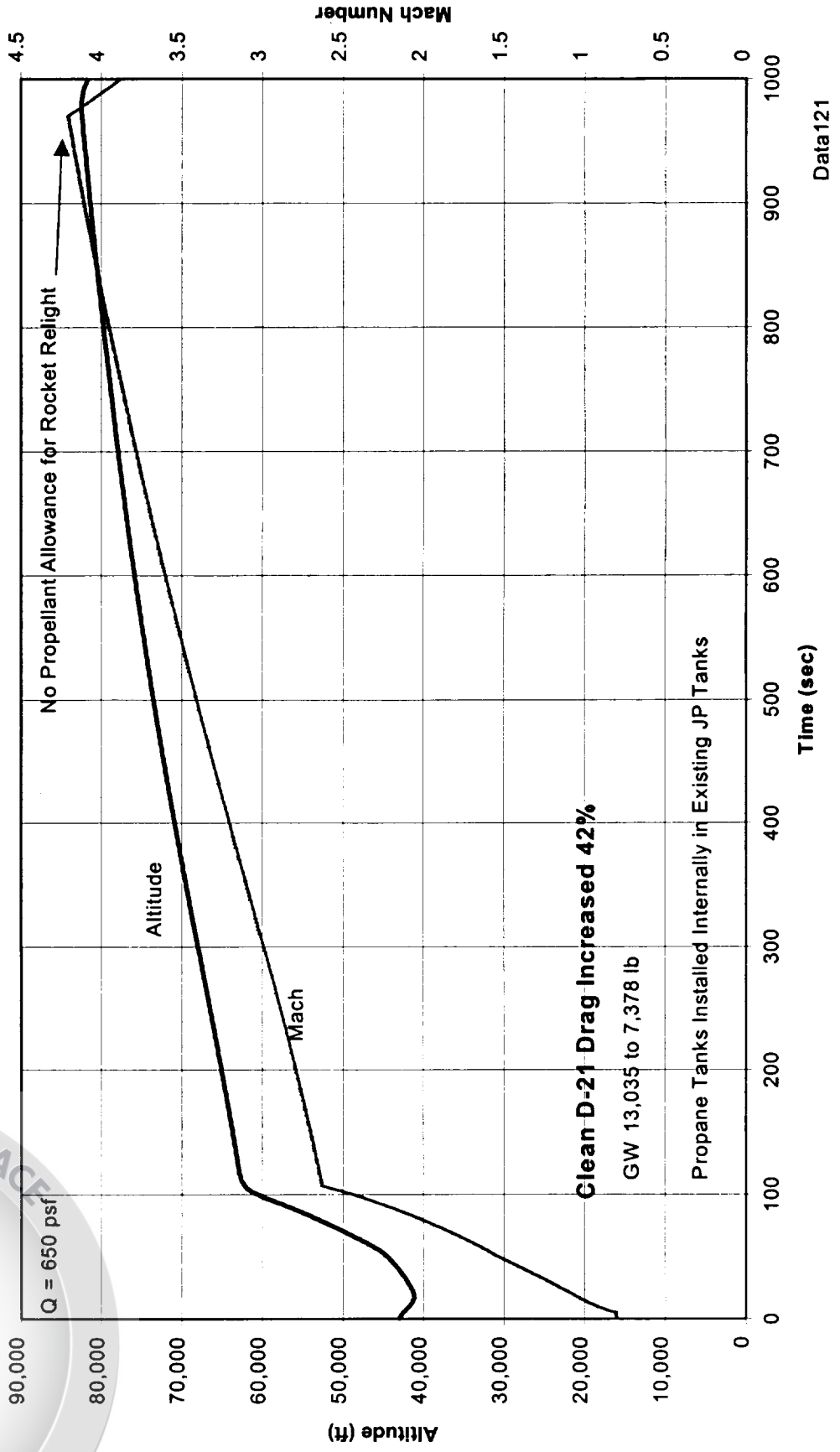




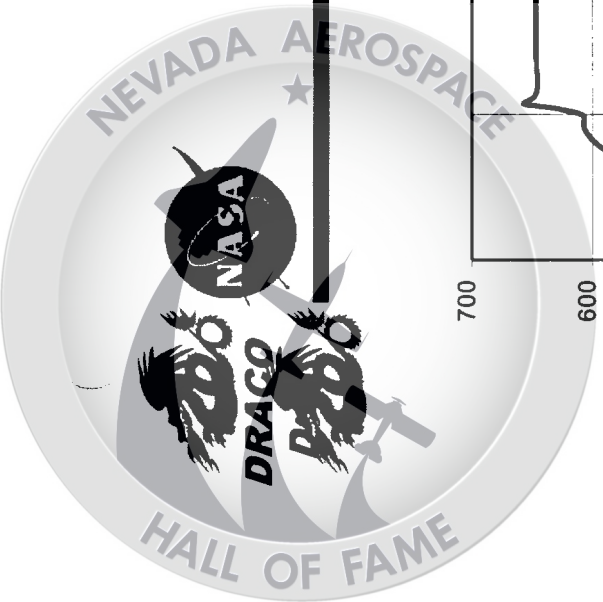
# PROPANE/LOX, 650 psf



D-21 DRONE with DRACO PROPOSED RBCC ENGINE  
 Fuel - PROPANE/LOX, Engine data 16 Sep 99



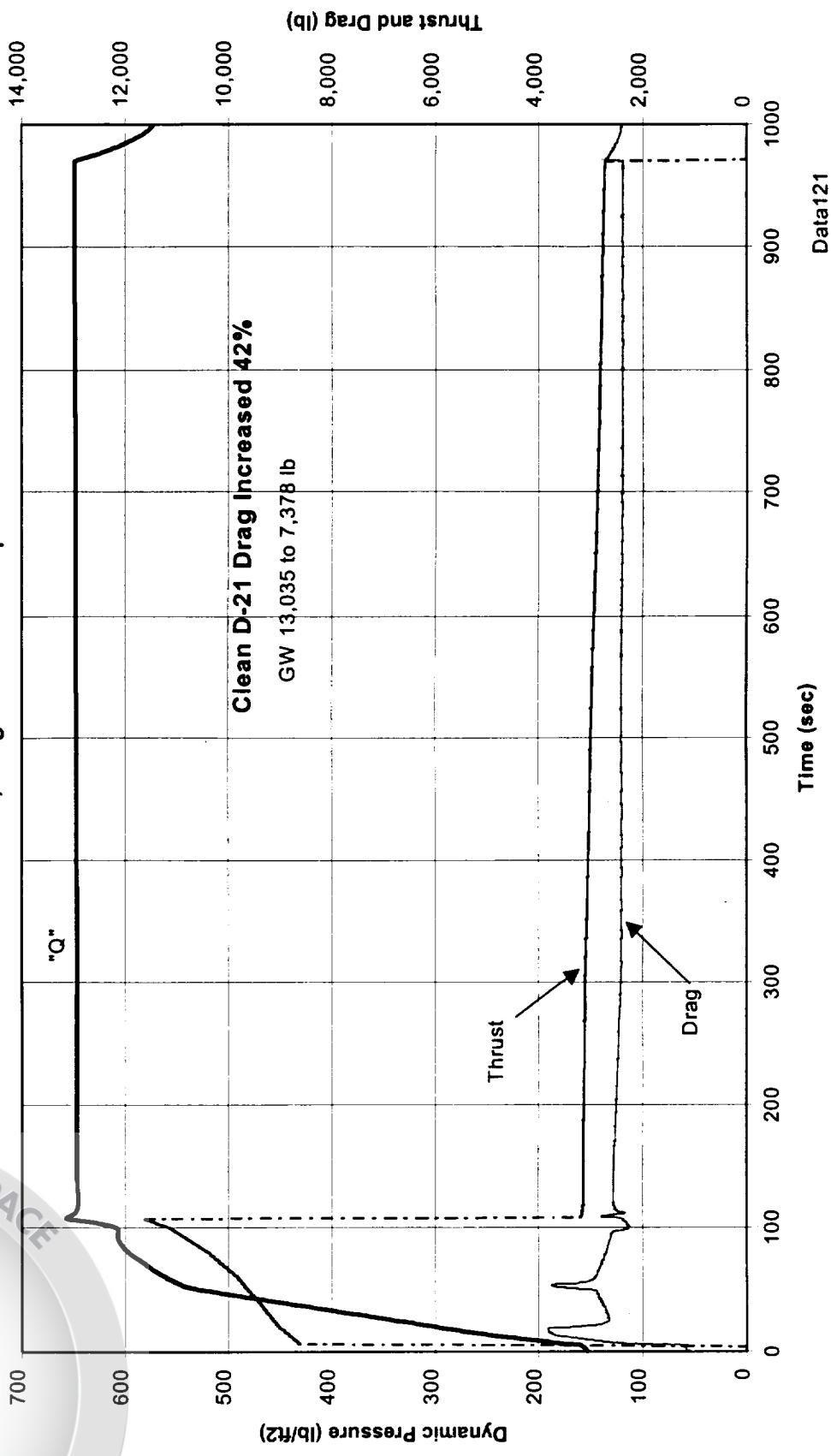
Data 121

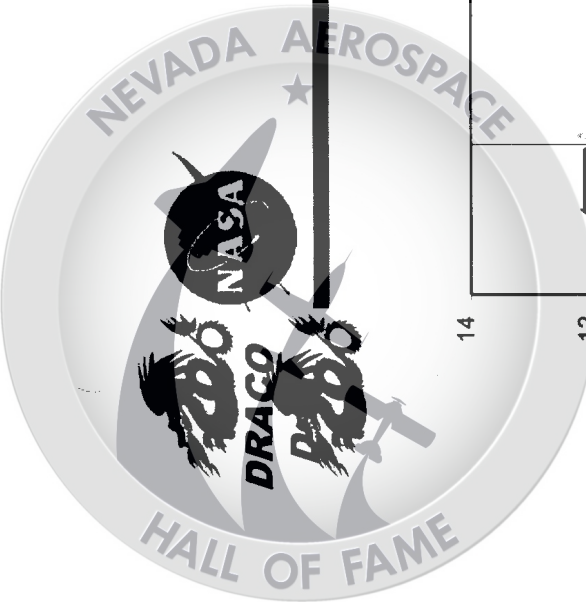


# PROPANE/LOX, 650 psf



D-21 DRONE with DRACO PROPOSED RBCC ENGINE  
Fuel - PROPANE/LOX, Engine data 16 Sep 99

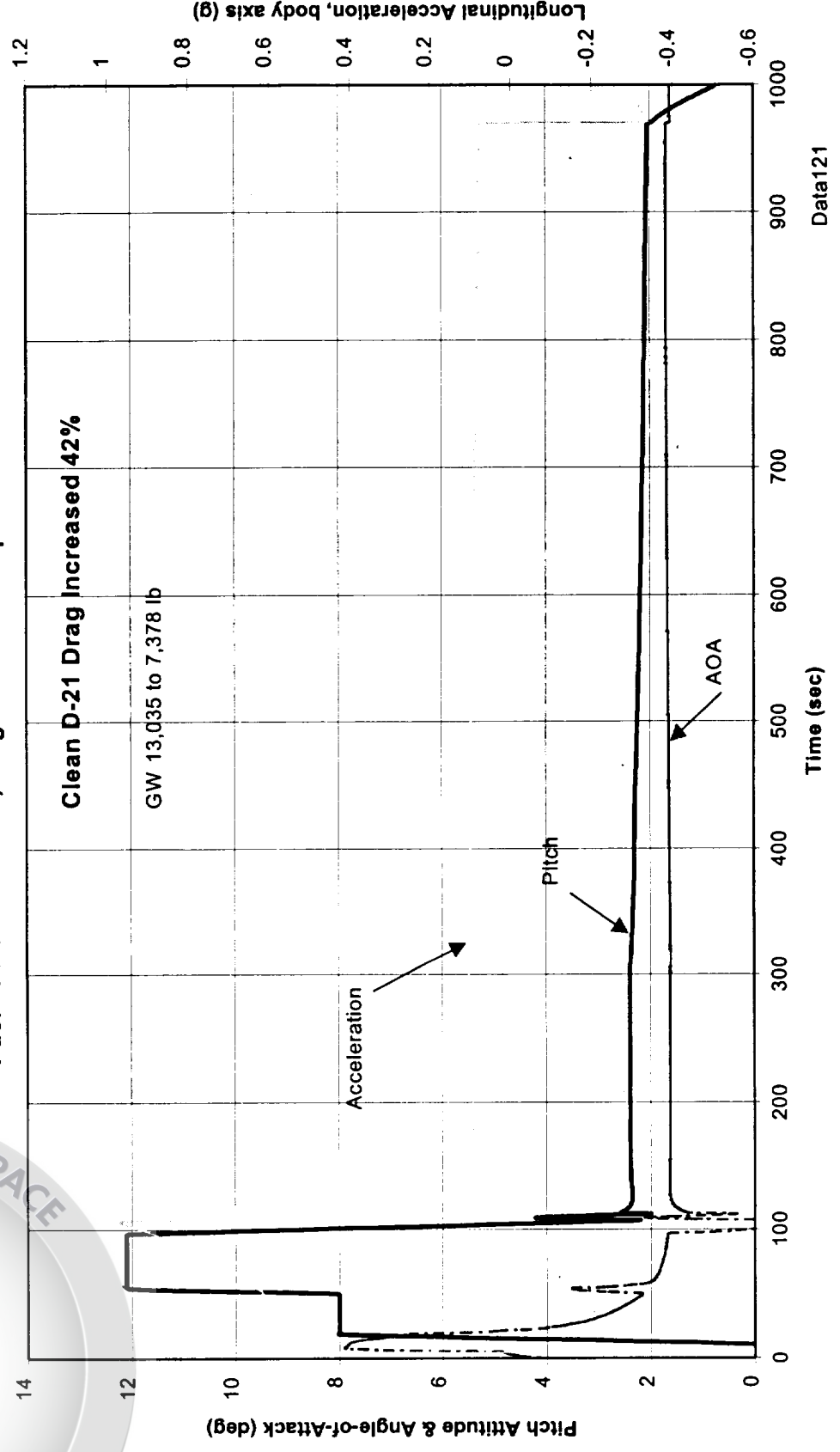


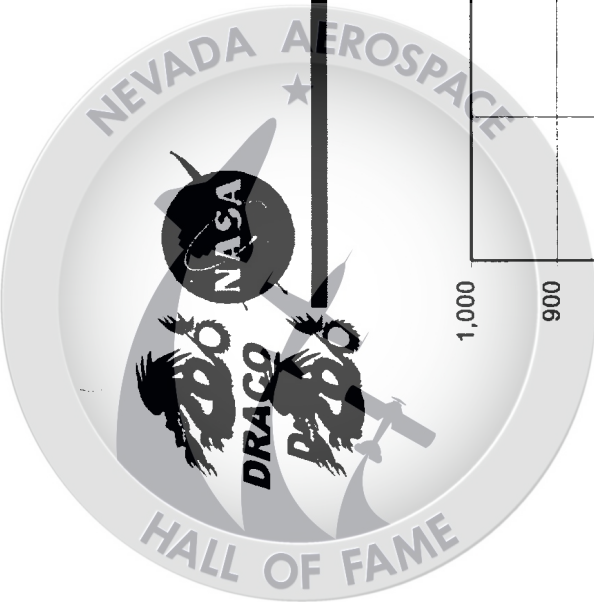


# PROPANE/LOX, 650 psf



D-21 DRONE with DRACO PROPOSED RBCC ENGINE  
Fuel - PROPANE/LOX, Engine data 16 Sep 99



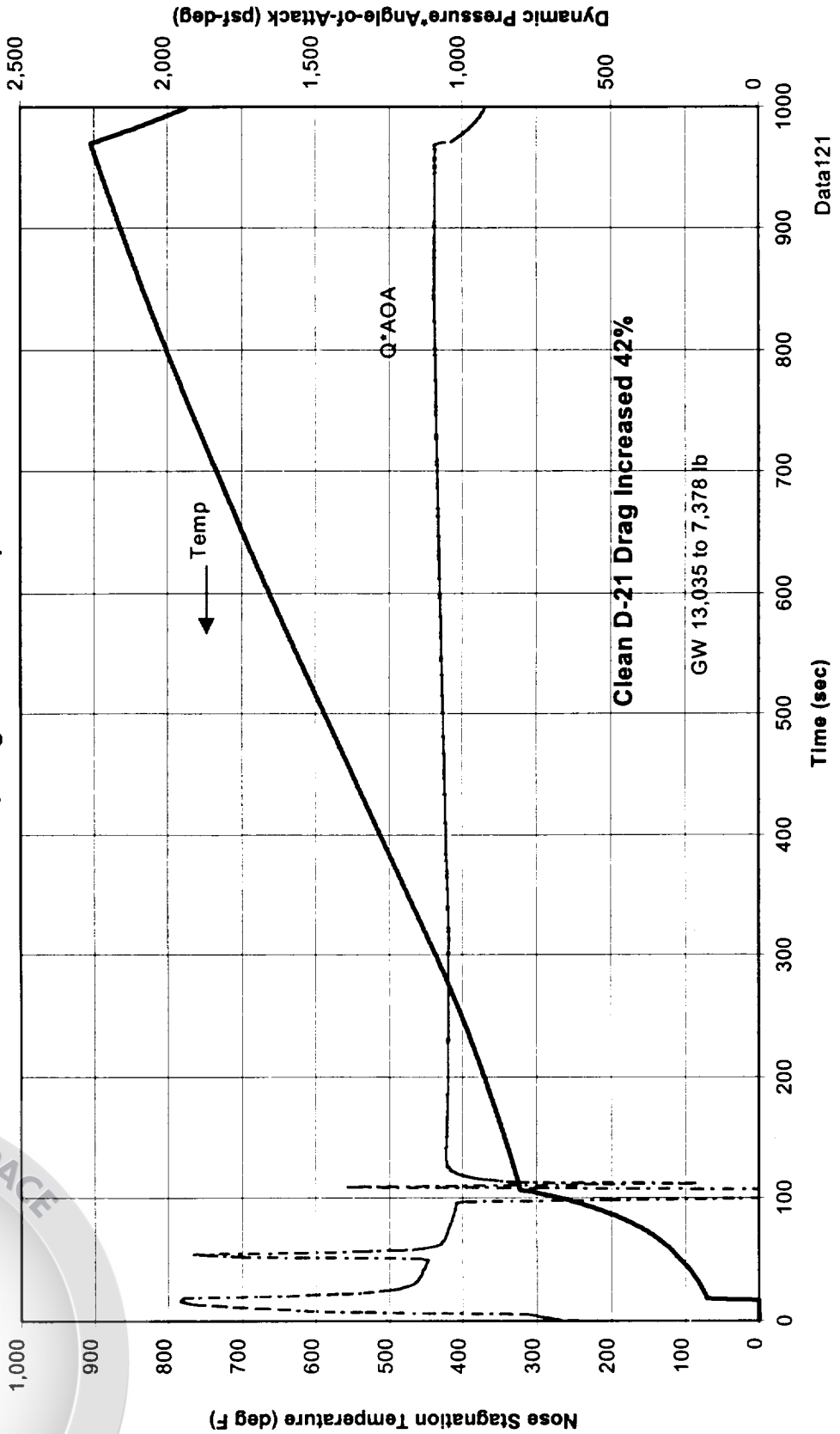


# PROPANE/LOX, 650 psf

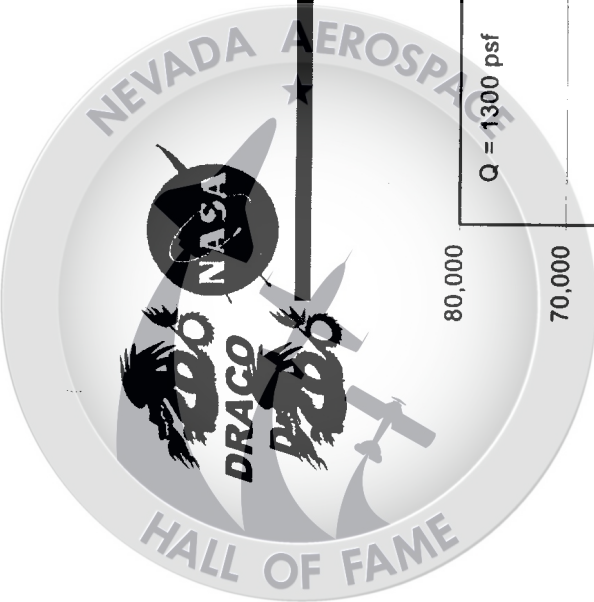


D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Fuel - PROPANE/LOX, Engine data 16 Sep 99



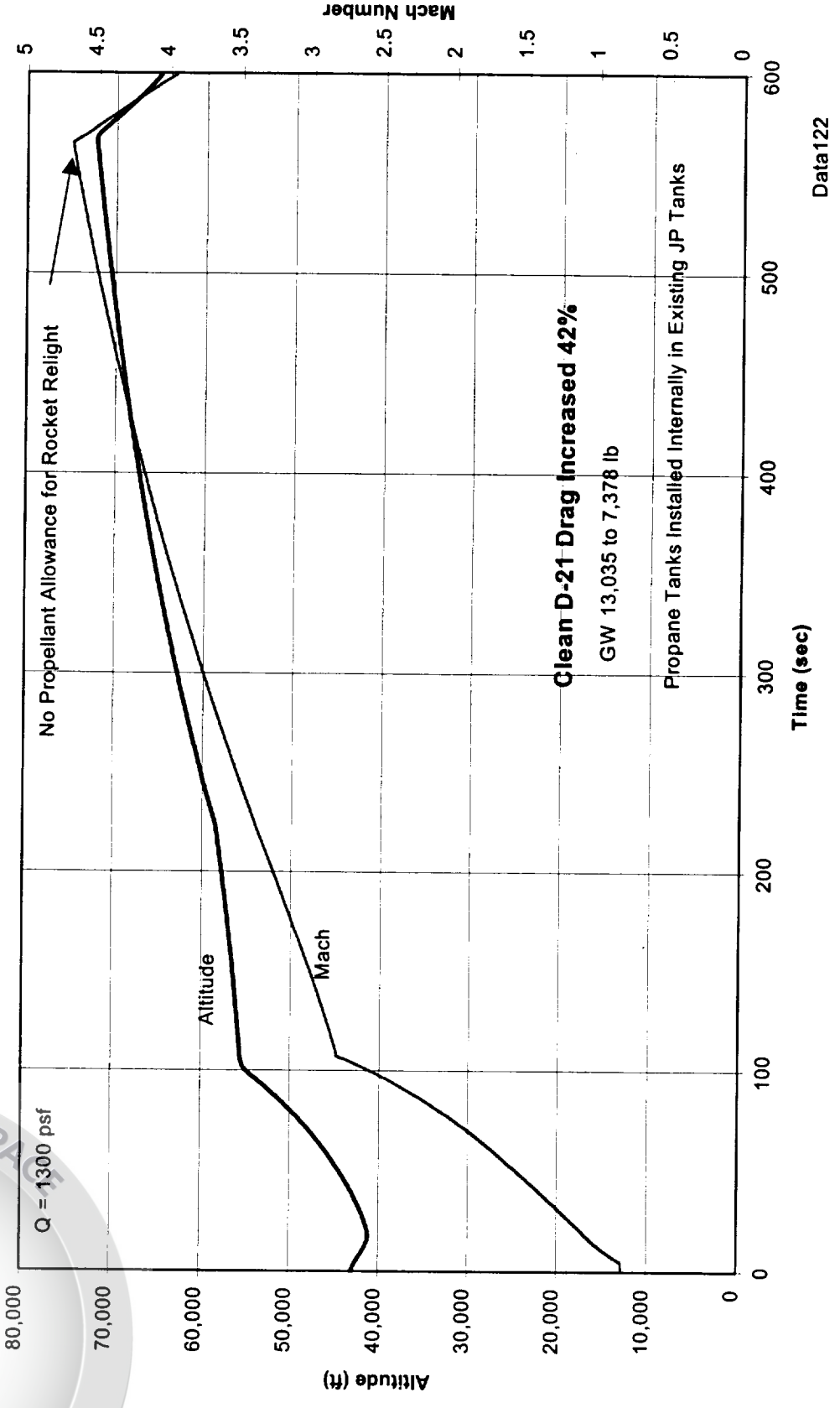




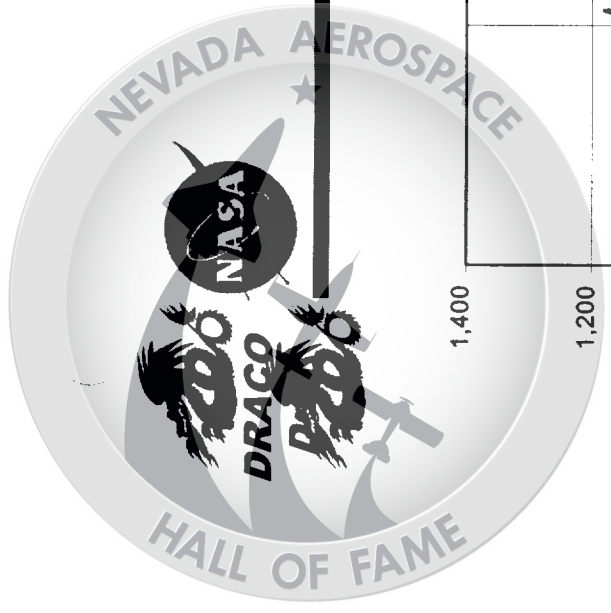
# PROPANE/LOX, 1300 psf



D-21 DRONE with DRACO PROPOSED RBCC ENGINE  
 Fuel - PROPANE/LOX, Engine data 16 Sep 99



Data122

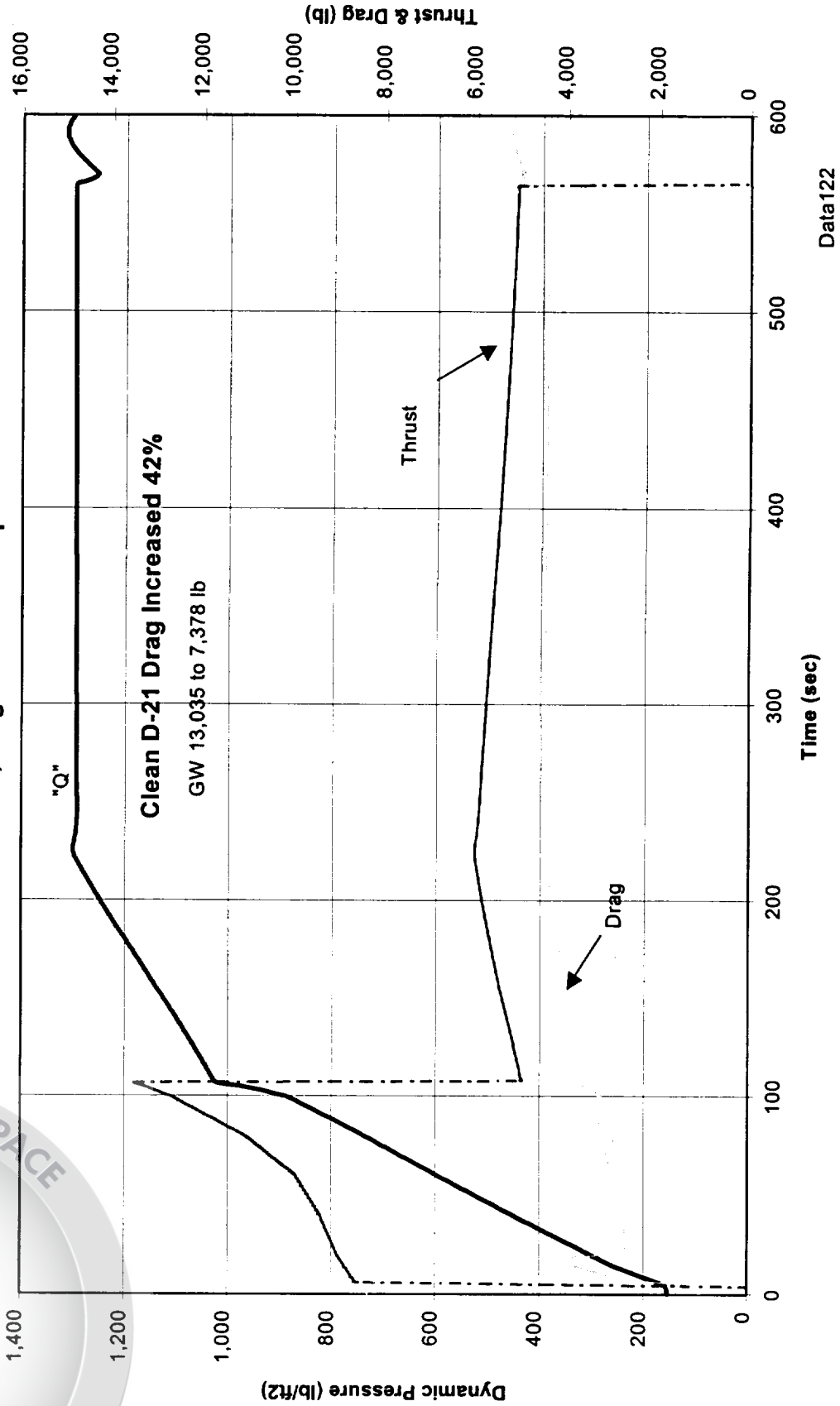


# PROPANE/LOX, 1300 psf

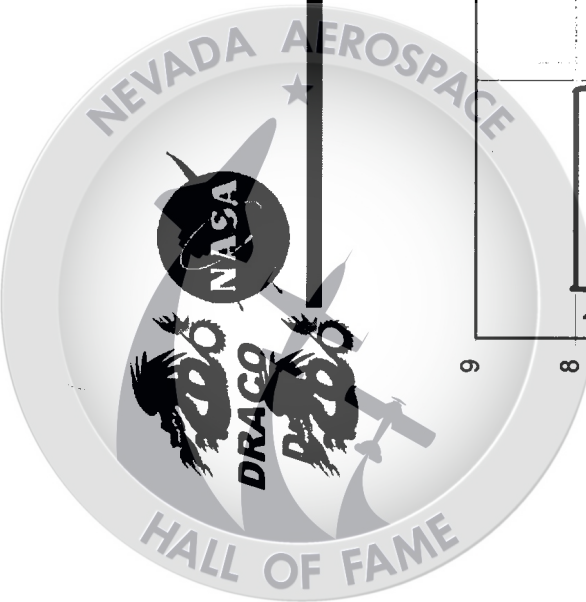


D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Fuel - PROPANE/LOX, Engine data 16 Sep 99





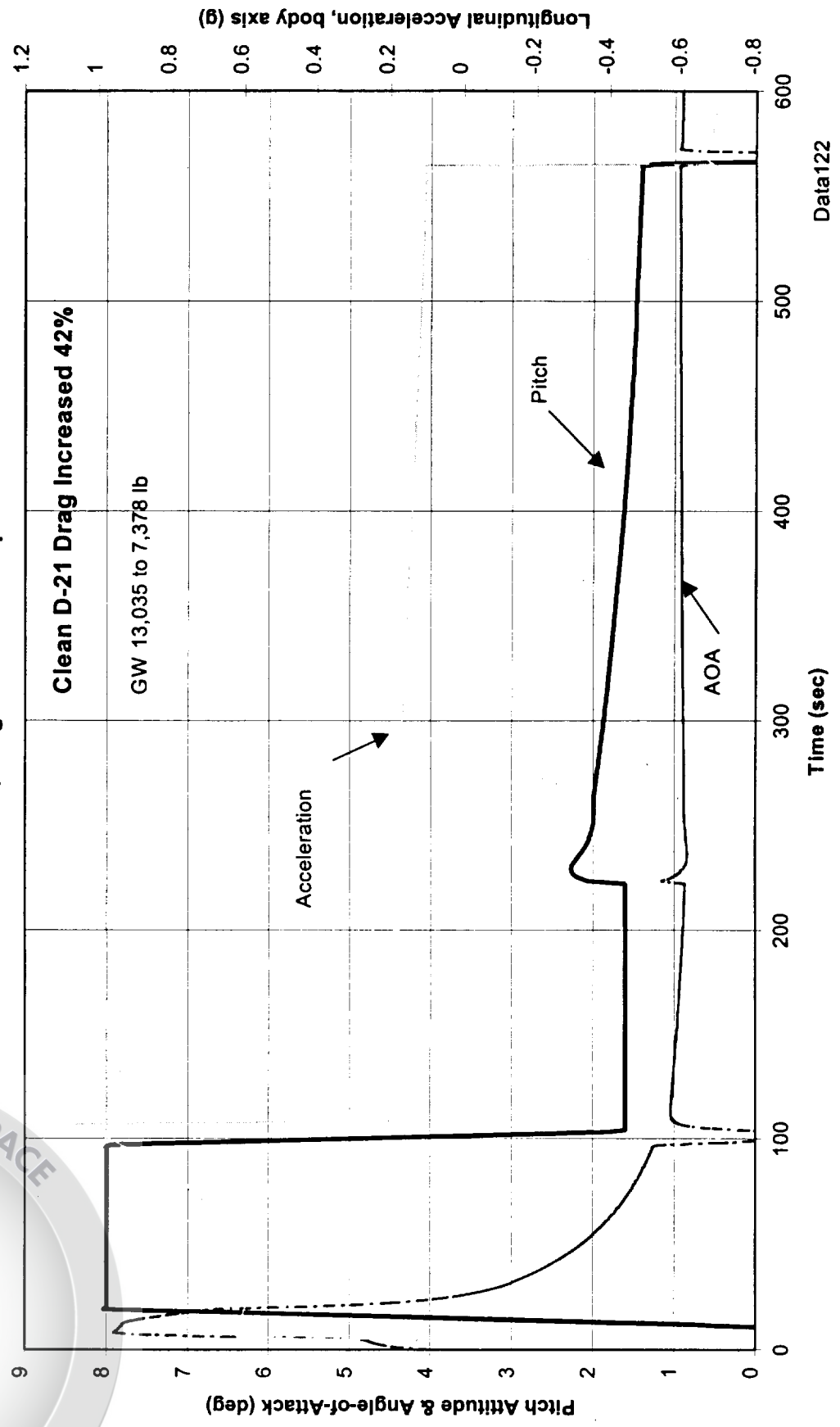


# PROPANE/LOX, 1300 psf



D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Fuel - PROPANE/LOX, Engine data 16 Sep 99



Clean D-21 Drag Increased 42%

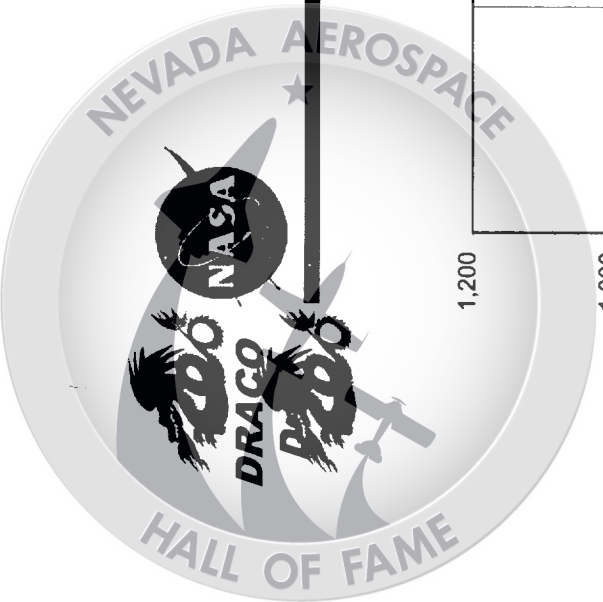
GW 13,035 to 7,378 lb

Acceleration

Pitch

AOA

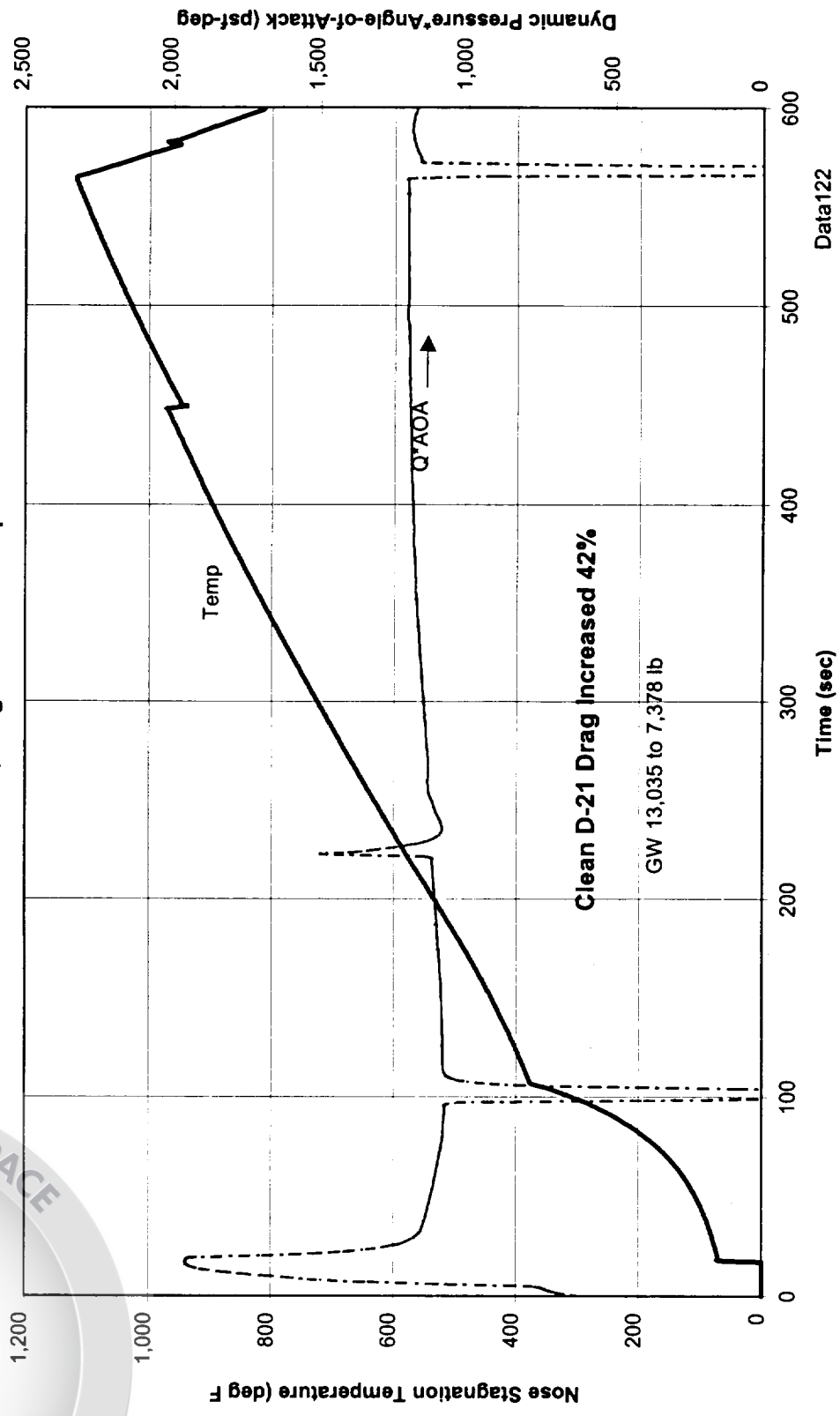
Data122



# PROPANE/LOX, 1300 psf



D-21 DRONE with DRACO PROPOSED RBCC ENGINE  
Fuel - PROPANE/LOX, Engine data 16 Sep 99





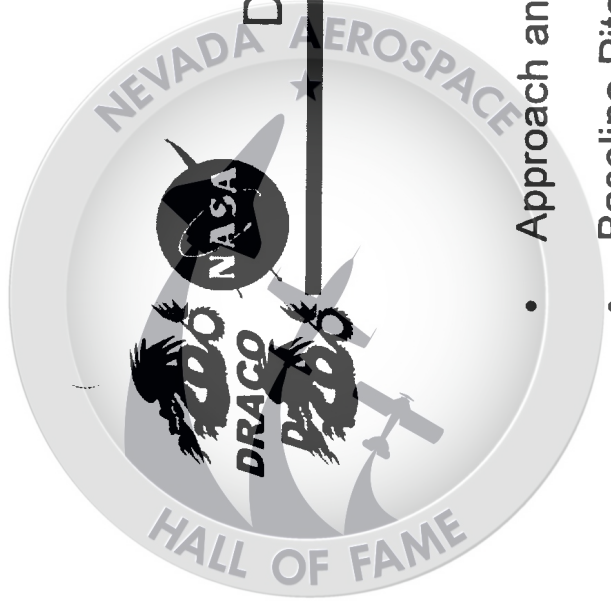
NEVADA AEROSPACE

HALL OF FAME

# PROPANE/LOX, 1300 psf, Gross Weight



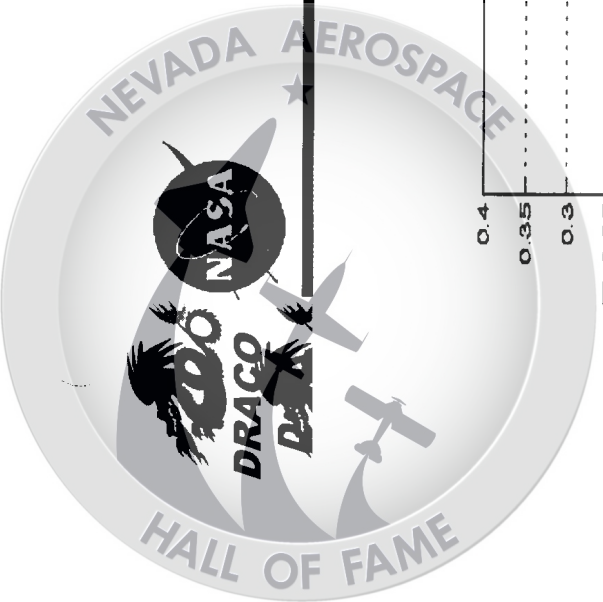
ORBITAL SCIENCES - DRACO - 30 September 1999 - Data121 & 122		sheet16
Weights for PROPANE/LOX, engine data 16 Sep		
D-21B Drone with DRACO Ejector Ramjet Installed		
Drone as weighed @ Mojave	Weight (lb)	Weight (lb)
Items Deleted		4145
Ramjet	-510	
Hydraulic Systems/Actuators/Pumps	-100	
APU/Generator/etc. 250 lb	-250	
Vertical Tail	-326	
Miscellaneous (Avionics)	-50	-1236
Baseline Structure Added		2909
Forward fuselage (incl avionics bay)	82	
Mid fuselage (incl conformal tanks)	466	
Aft fuselage (incl engine bay)	125	
Vertical tail	374	
Landing gear	350	
Movable Air Inlet Spike	100	
Internal Propane tanks installed in JP tanks area	1400	2897
Propulsion		5806
DRACO Ejector Ramjet- includes pumps, fuellines, etc.	900	
Fuel System - 200 lb		900
6706		
Systems & Equipment		
Avionics Mass Properties, APU Power Option, 9/18,99	471	
Equipment Cooling, including nitrogen tank	39	
Nitrogen	45	
Drouge Chute	50	
Engine Residual Fluid	10	
Unusable Propellant, 1% of 5657 lb	57	672
Payload - none		
Zero Propellant Weight		7378
Fuel		
PROPANE for ejector	823	
LOX - O/F 3.4 for Propane/Lox	2798	
PROPANE for ramjet	2036	5657
Gross Weight at Engine Start		13035



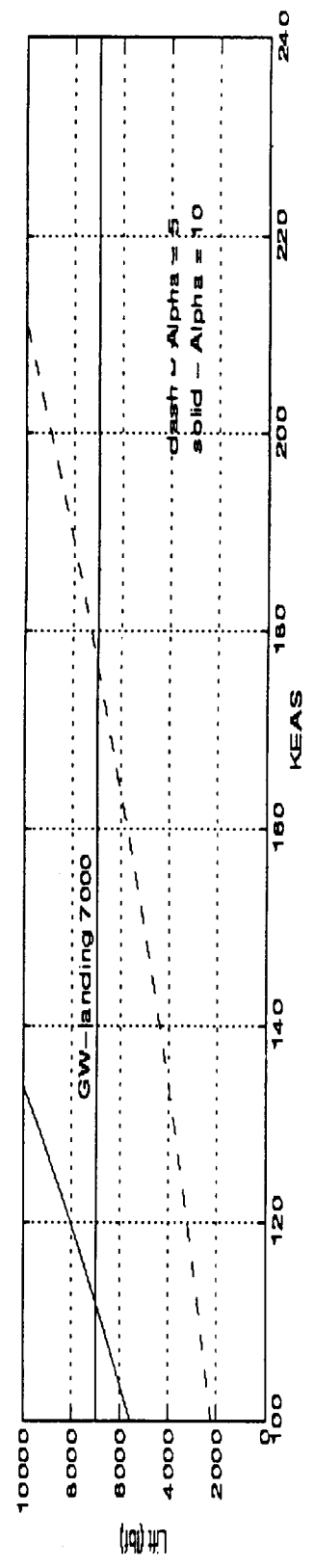
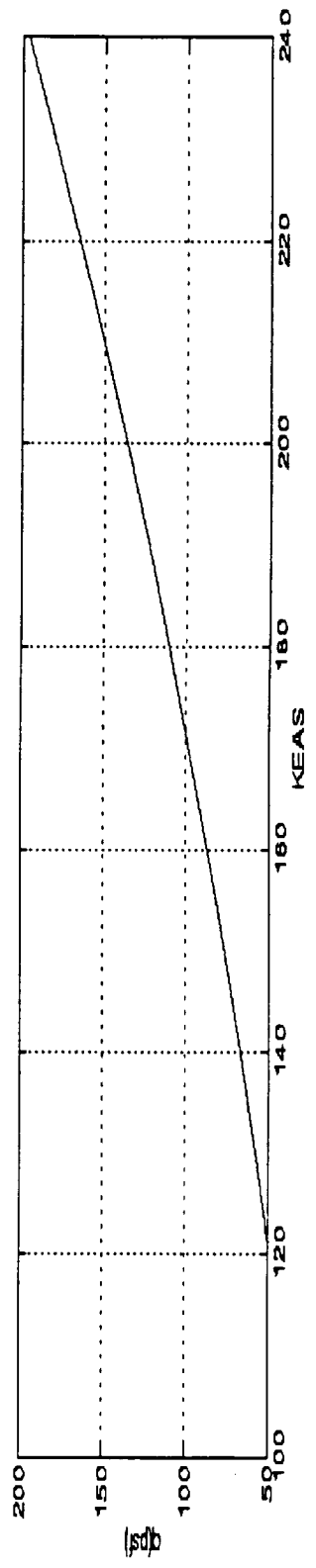
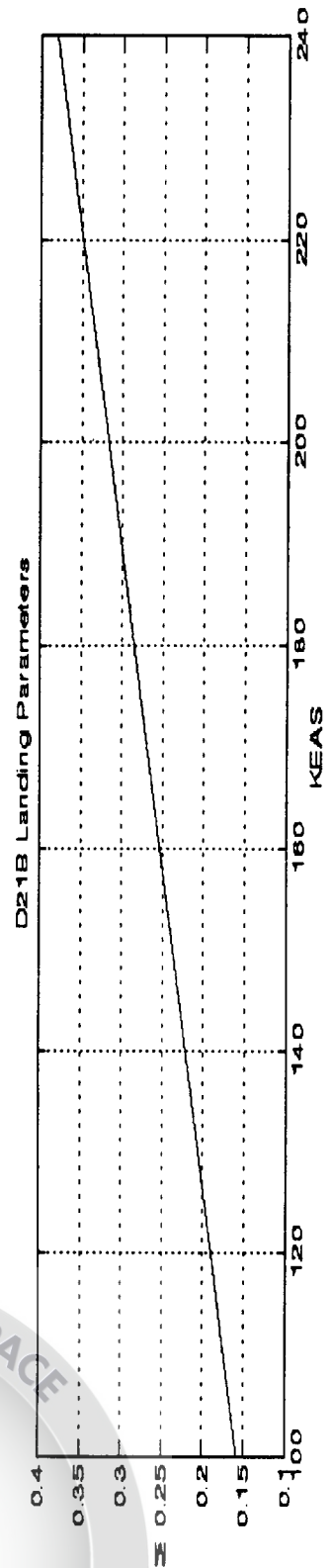
## D21B Approach And Landing Assessment

# ***Orbital***

- Approach and Landing Velocities Are Reasonable for a Safe Landing.
- Baseline Pitch Stability Indicates Slightly Unstable (C.G. @307), but Adequate Control Authority to Enable Safe Auto-pilot Control
- Baseline Lateral/directional Stability Indicates Statically Stable Between 1 and 10 Degrees Alpha, and Adequate Control Through 10 Degrees Alpha
- The Potential Vehicle Modifications Will Reduce Longitudinal Stability, But Will Little Effect on Lateral/directional Stability (Some Longitudinal Stability Regained With Gear Extended)
- Wind Tunnel Testing Would Be Required to Insure Reliable Auto-pilot Design

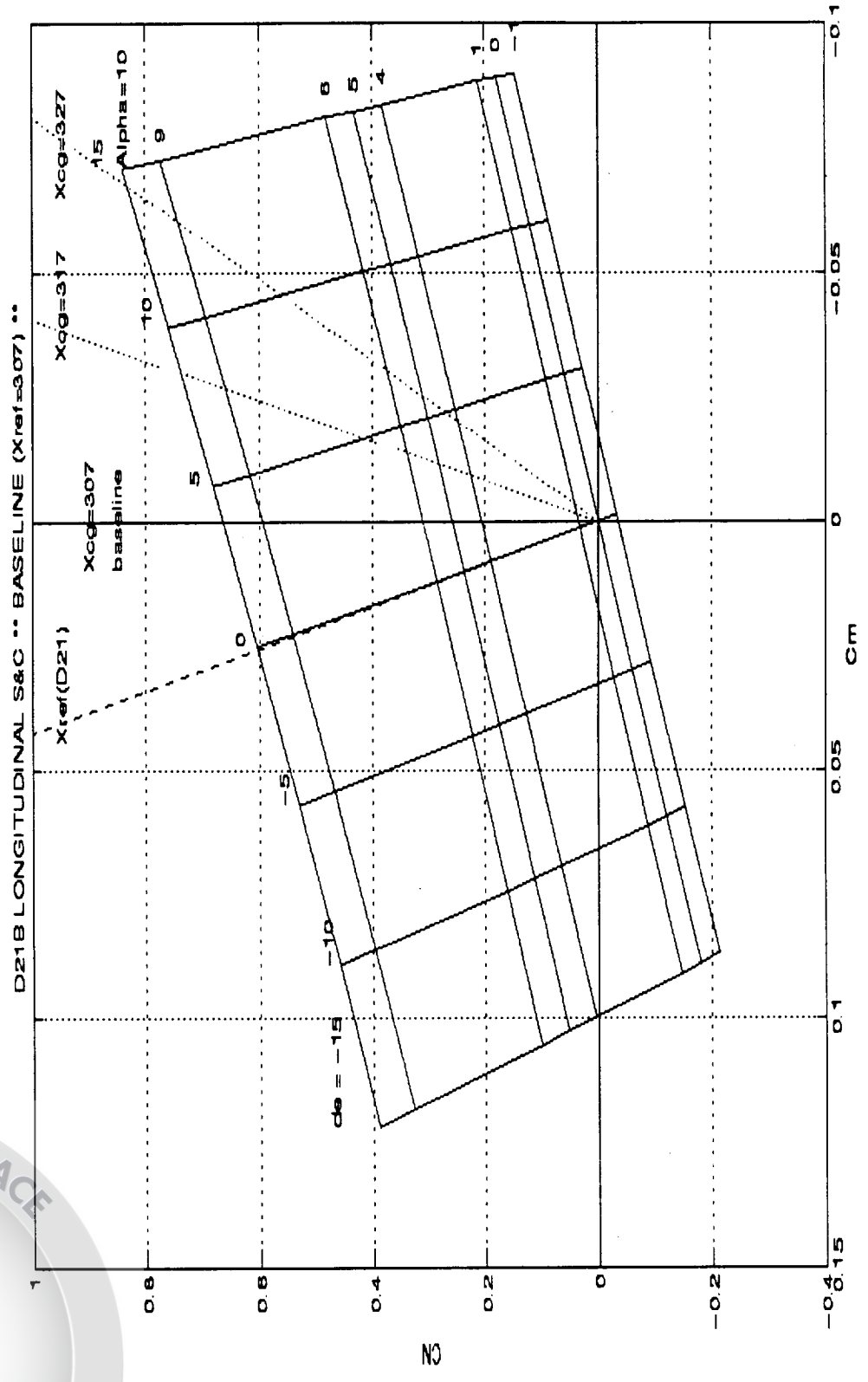


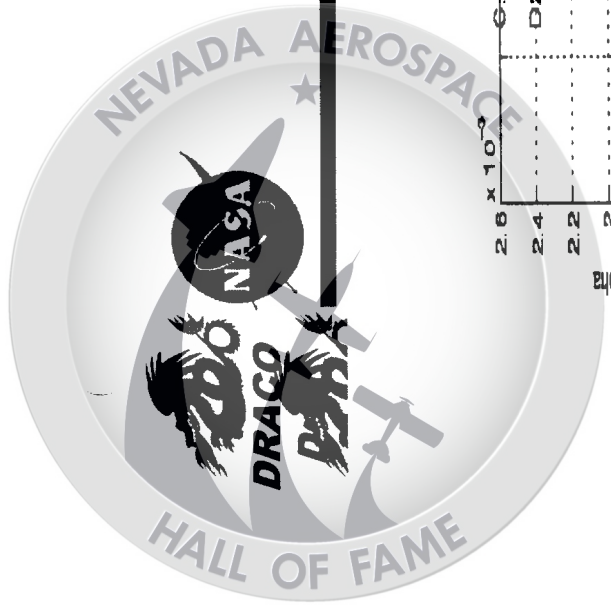
# Landing Parameters



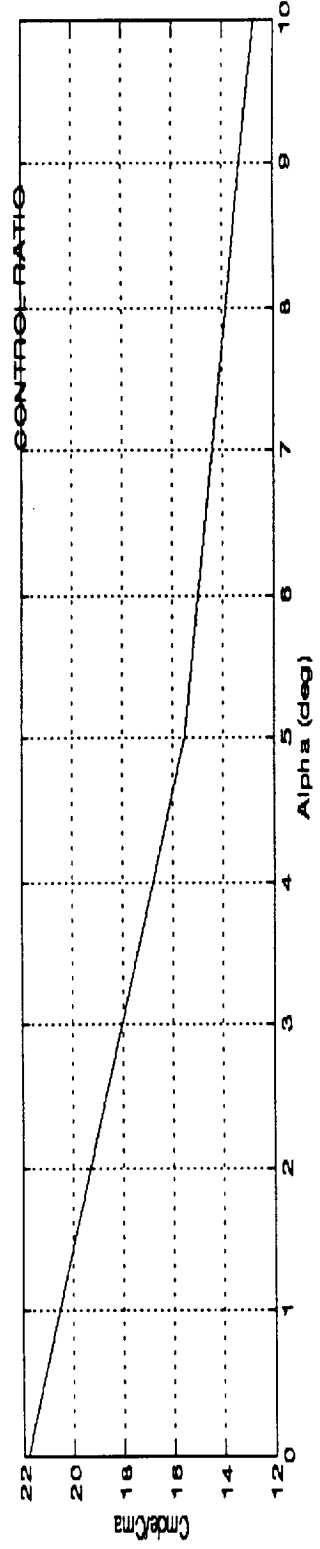
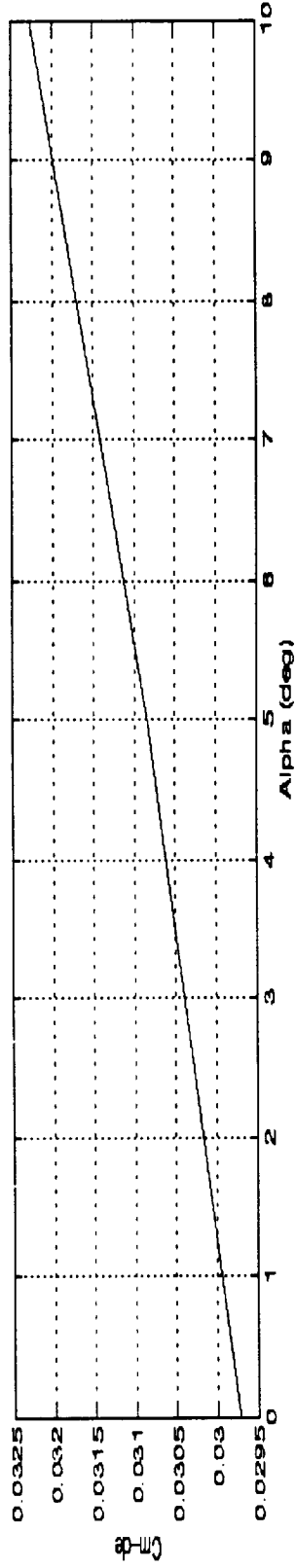
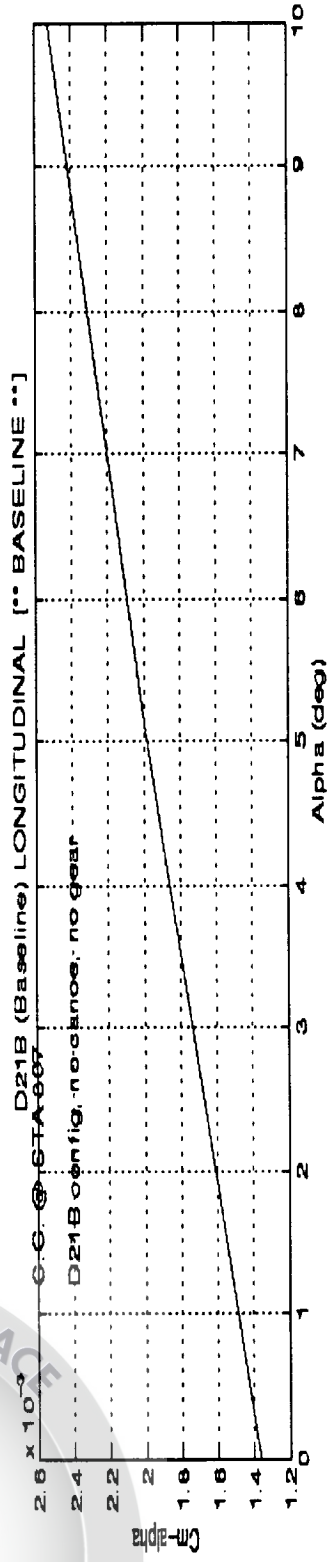


# Longitudinal Stability and Control

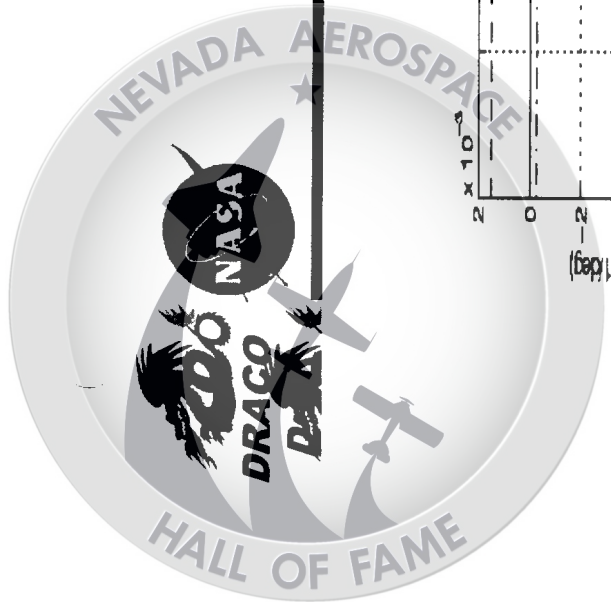




# Longitudinal Control Ratio

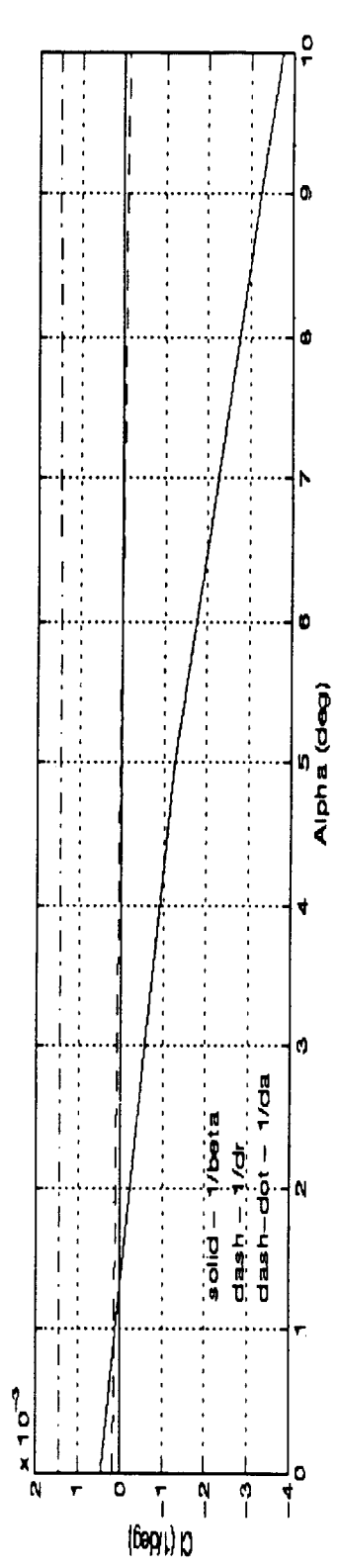
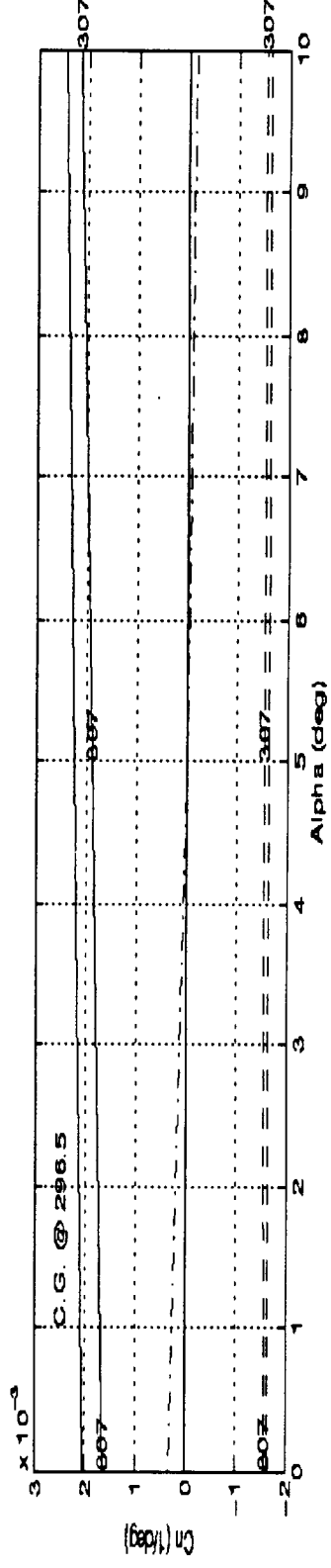
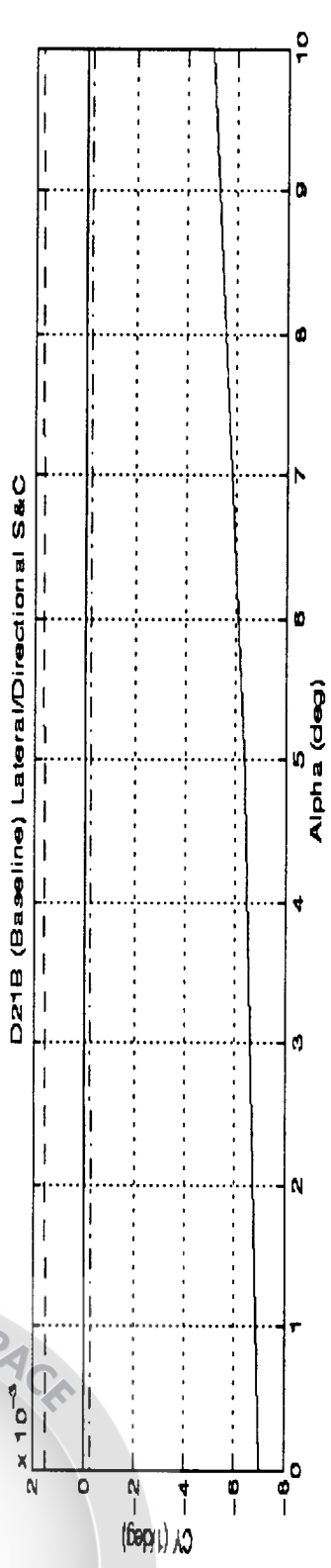


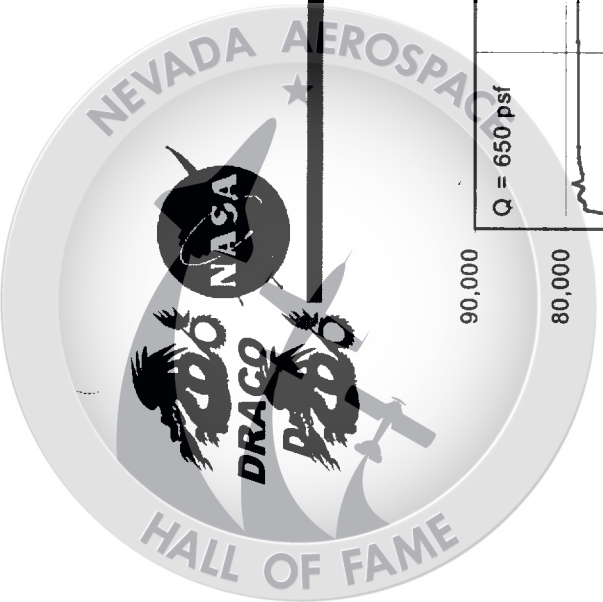




# Lateral/Directional Stability and Control

# Orbital

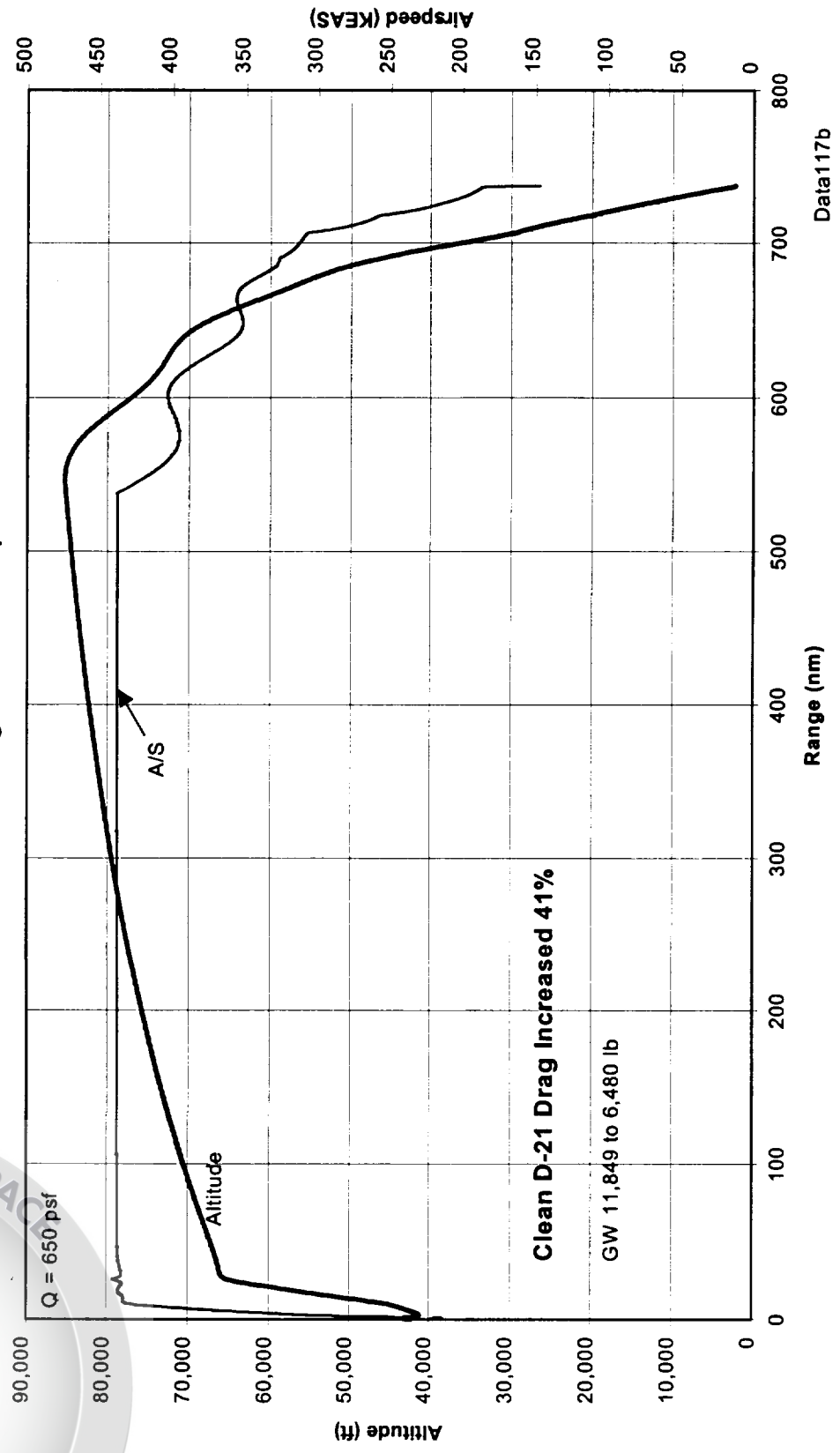




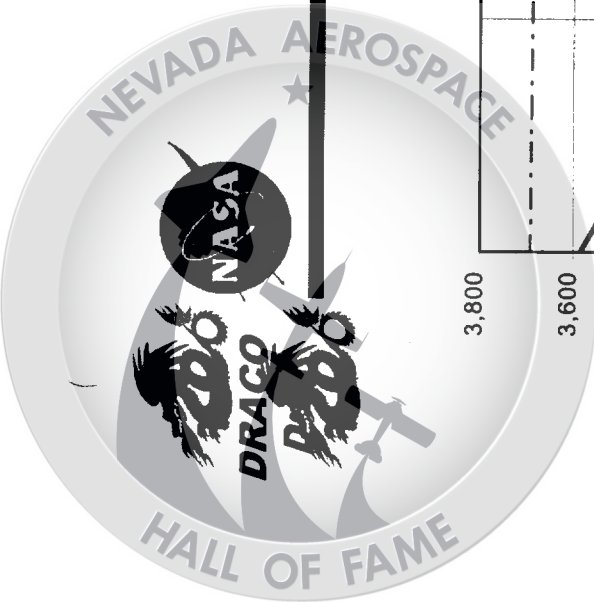
# Approach & Landing, Typical



**D-21 DRONE with DRACO PROPOSED RBCC ENGINE**  
 Fuel - JP-5/LOX, Engine data 16 Sep 99



Data117b

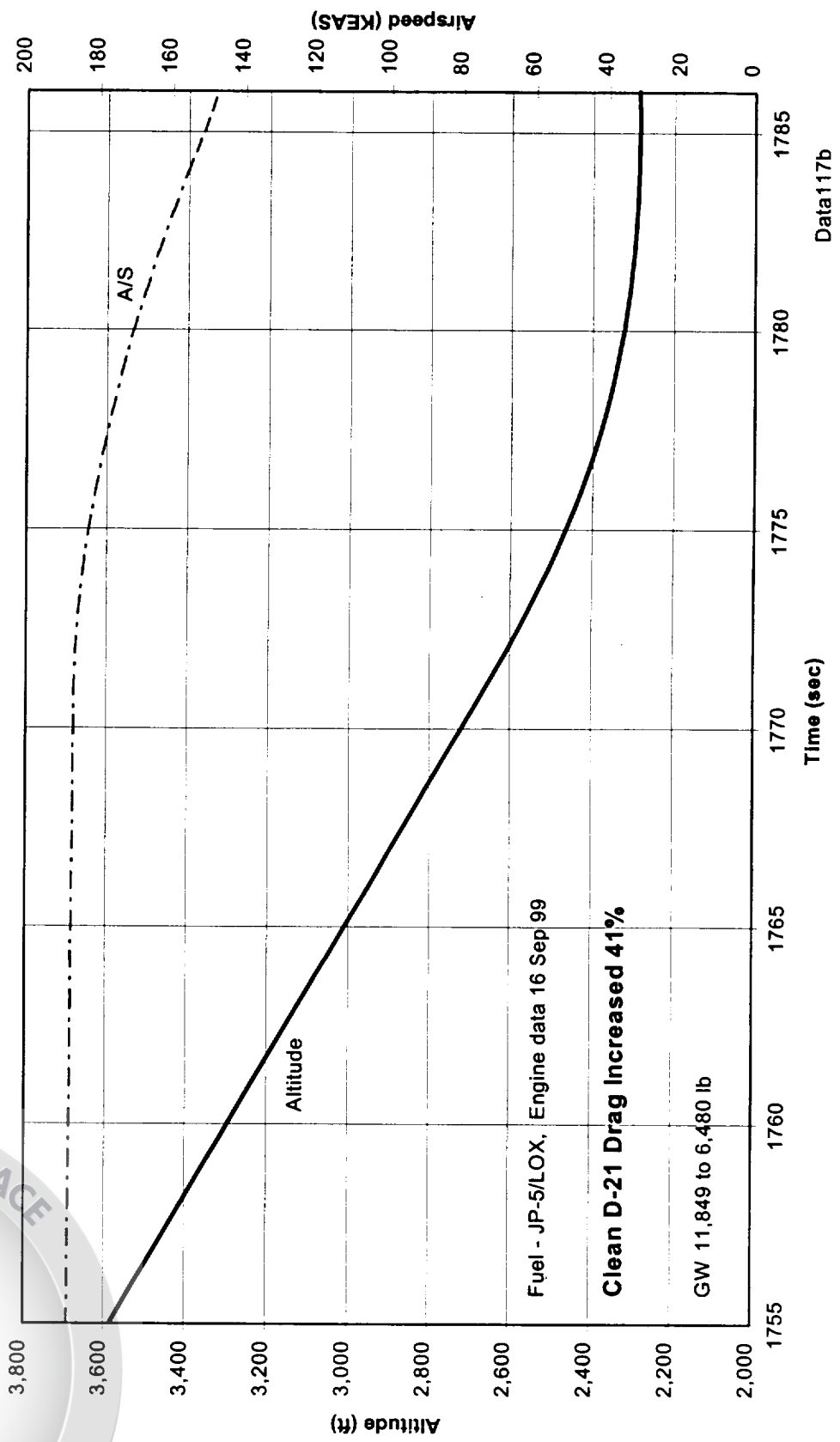


# Orbital

## Approach & Landing, Typical

### D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Last 30 Seconds of Landing Approach & Touchdown

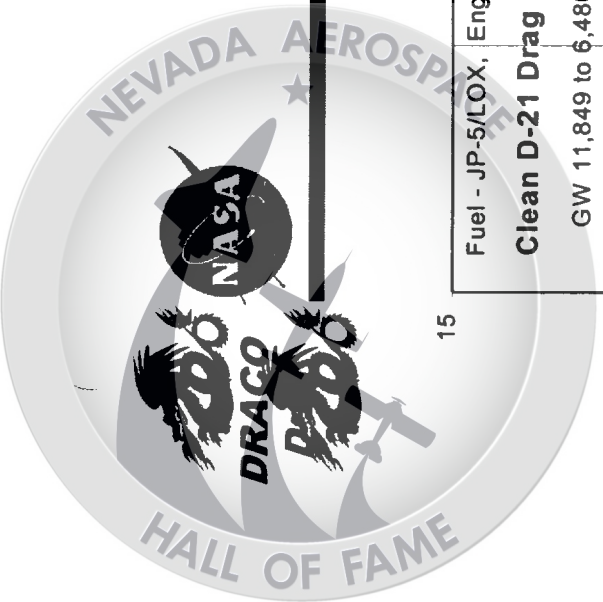


Fuel - JP-5/LOX, Engine data 16 Sep 99

Clean D-21 Drag Increased 41%

GW 11,849 to 6,480 lb

Data 117b

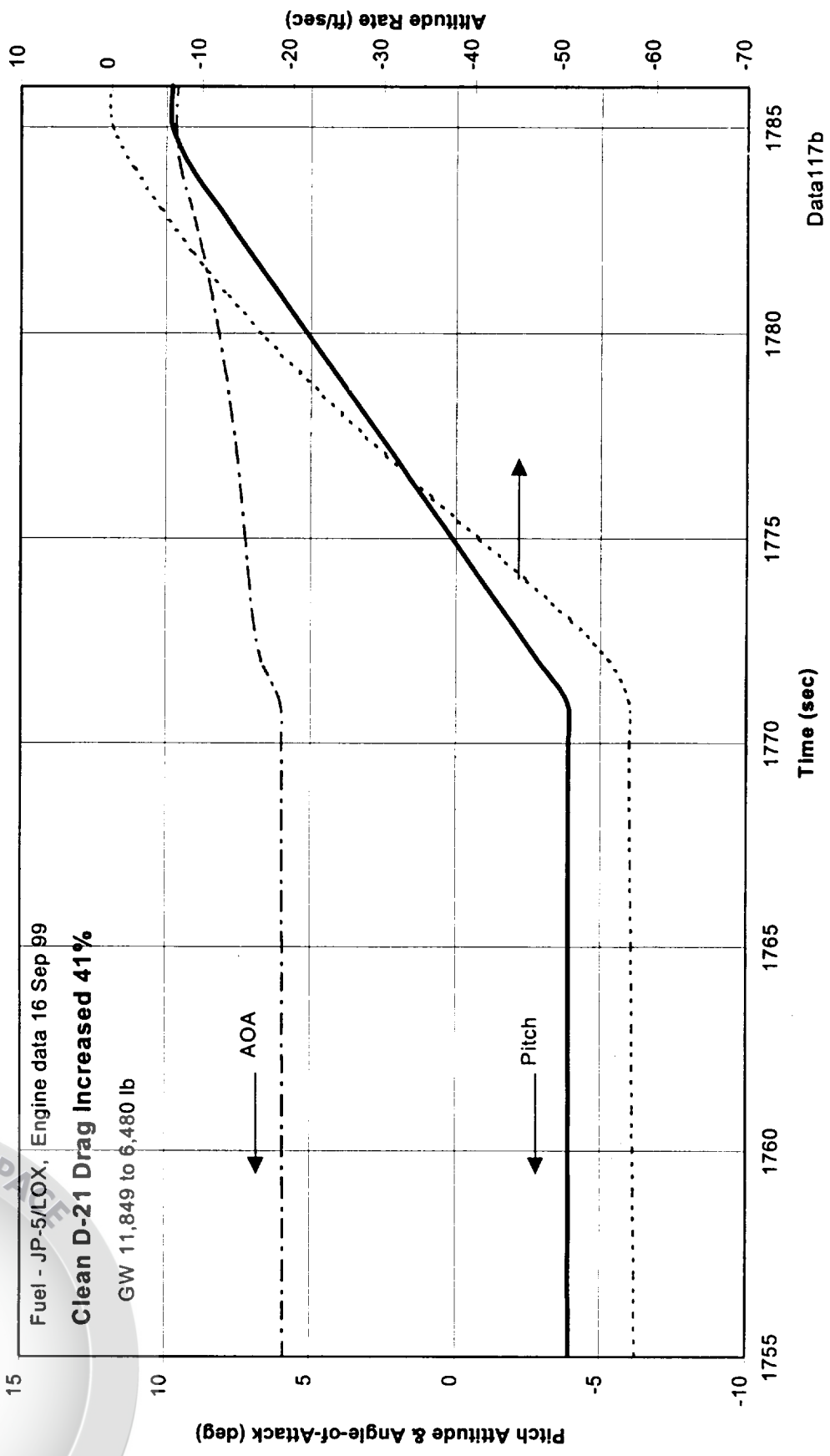


# Orbital

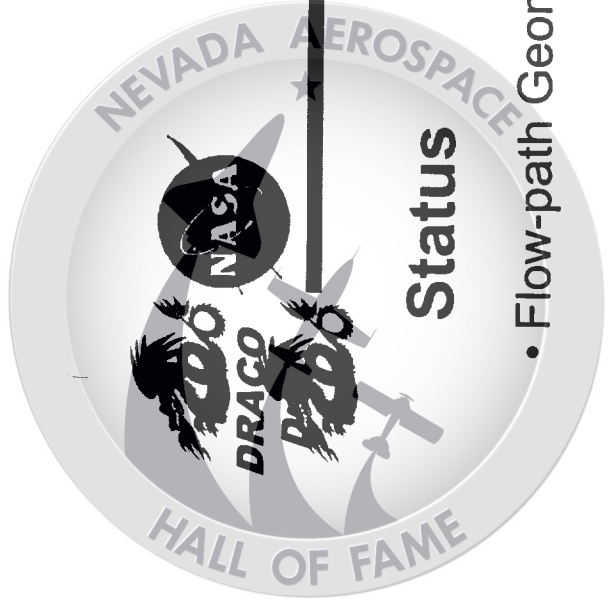
## Approach & Landing, Typical

### D-21 DRONE with DRACO PROPOSED RBCC ENGINE

Last 30 Seconds of Landing Approach & Touchdown



Data117b

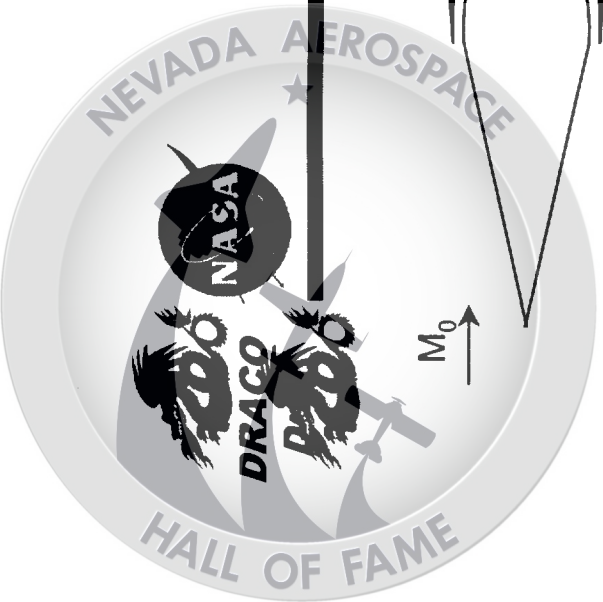


## D-21 Duct Assessment

# ***Orbital***

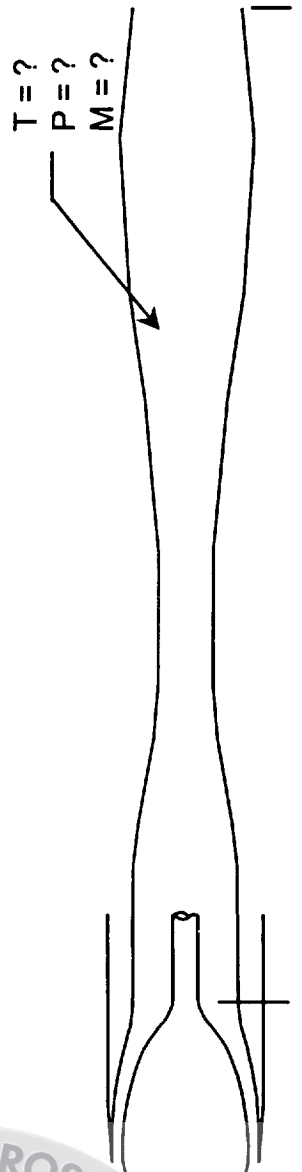
### Status

- Flow-path Geometry Obtained from NASA D-21 Compendium
- Representative Engine Entrance Conditions Obtained From NASA-MSFC
  - Data is One Iteration Behind Thrust / Fuel Flow Data
- Distribution of Duct Flow Properties Examined for Predicted Flight Trajectory
  - Trajectory Consistent With 16-Sept-99 Engine Data
- Primary Attention Given to Duct Issues from F.S. 141 to F.S. 435
  - F.S. 141 Corresponds to TechLand Inlet / Duct Interface
  - F.S. 435 Corresponds to Duct / Engine Interface
- TechLand Inlet Geometry Briefly Examined



# Analysis Approach

# Orbital

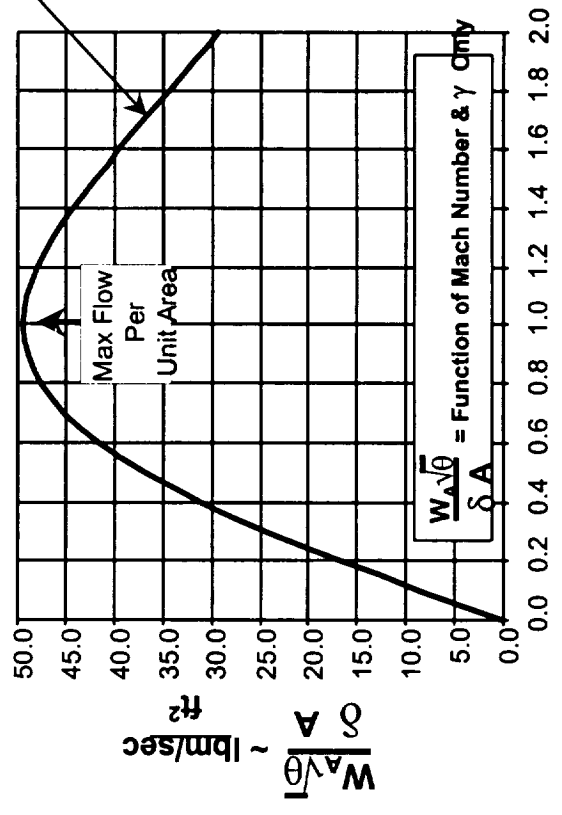


Inlet / Duct  
Interface @ F.S. 141

Duct / Engine  
Interface @ F.S. 435

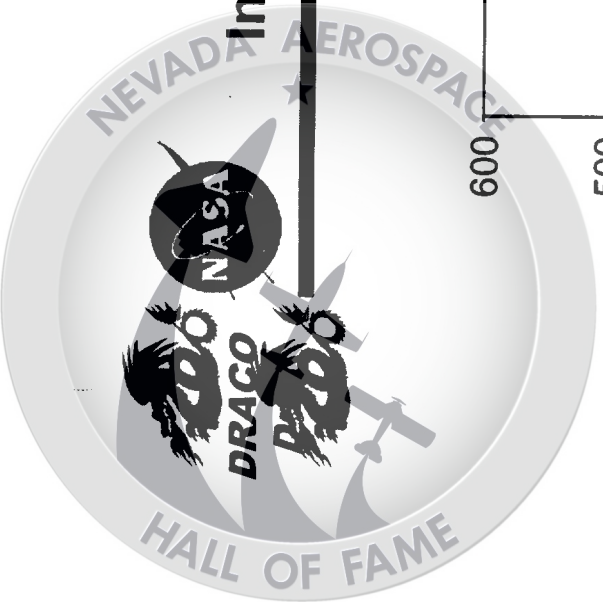
$$\frac{W_A \sqrt{\theta}}{\delta A} = M \sqrt{\gamma \frac{g}{R} \frac{P_{sl}}{T_{sl}}} (1 + \frac{\gamma-1}{2} M^2)^{\frac{\gamma}{\gamma-1}}$$

$$\frac{W_A \sqrt{\theta}}{\delta} = \text{Corrected Airflow} = \frac{W_A \sqrt{T_T/T_{sl}}}{P_T/P_{sl}}$$



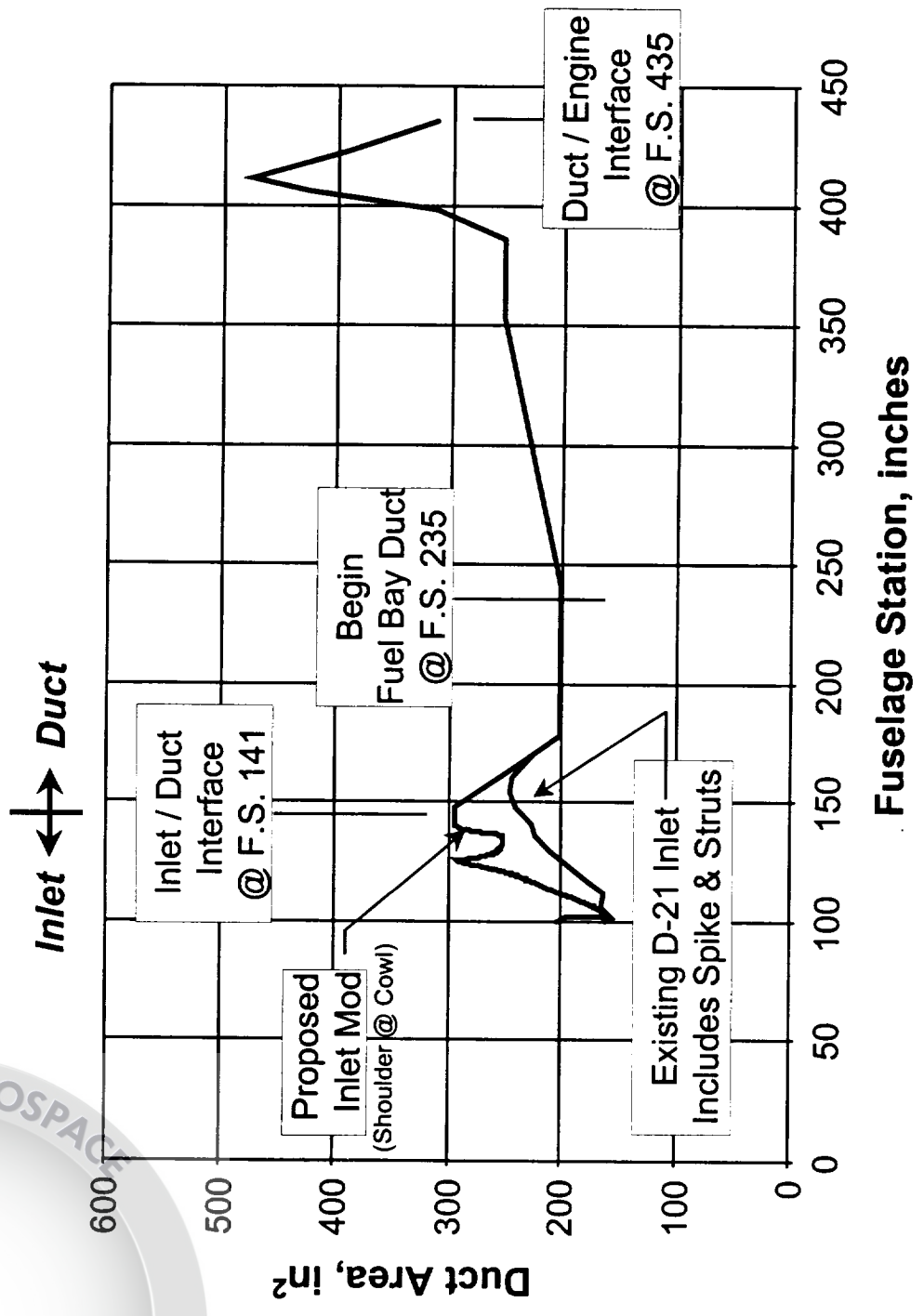
- Corrected Airflow at Engine Face Available
- Area Distribution of Duct Reasonably Known
- Therefore, Mach Number Can Be Computed at Any Station
- Temperatures and Pressures Follow
- Max Flow Can Be Estimated Using Min Areas

Local Mach Number

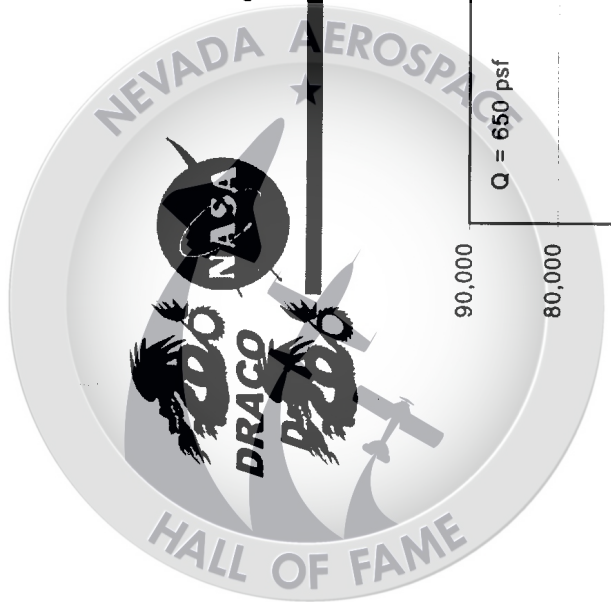


# Inlet & Duct Geometry Comparison

## Orbital



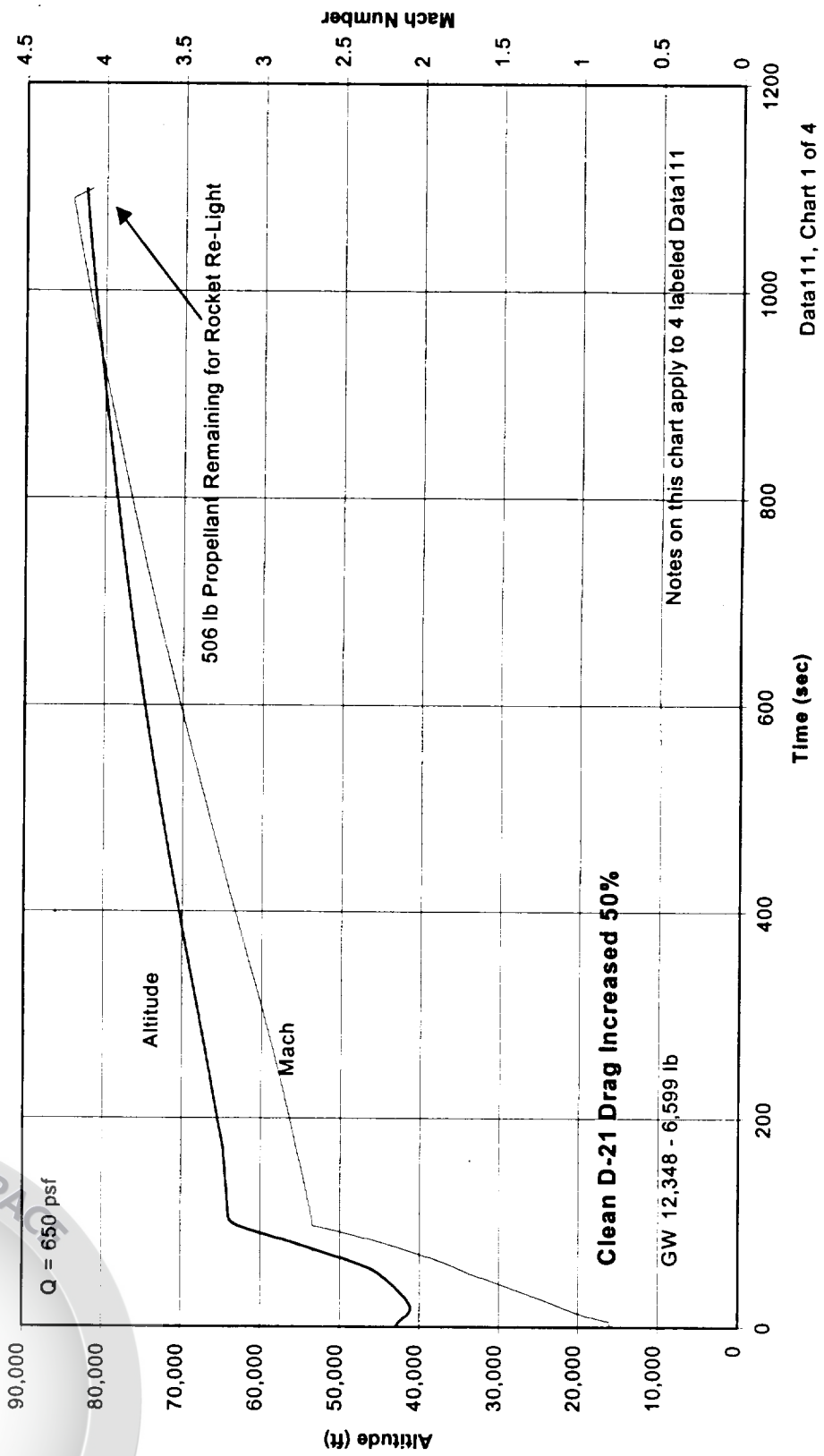


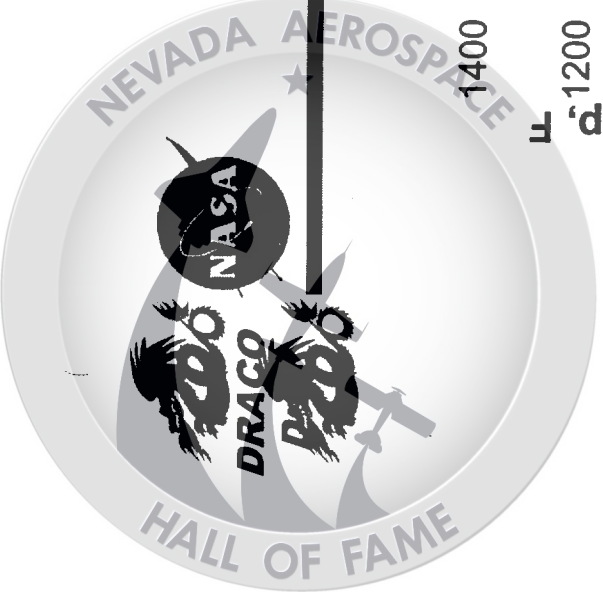


# Trajectory Assumed For Analysis



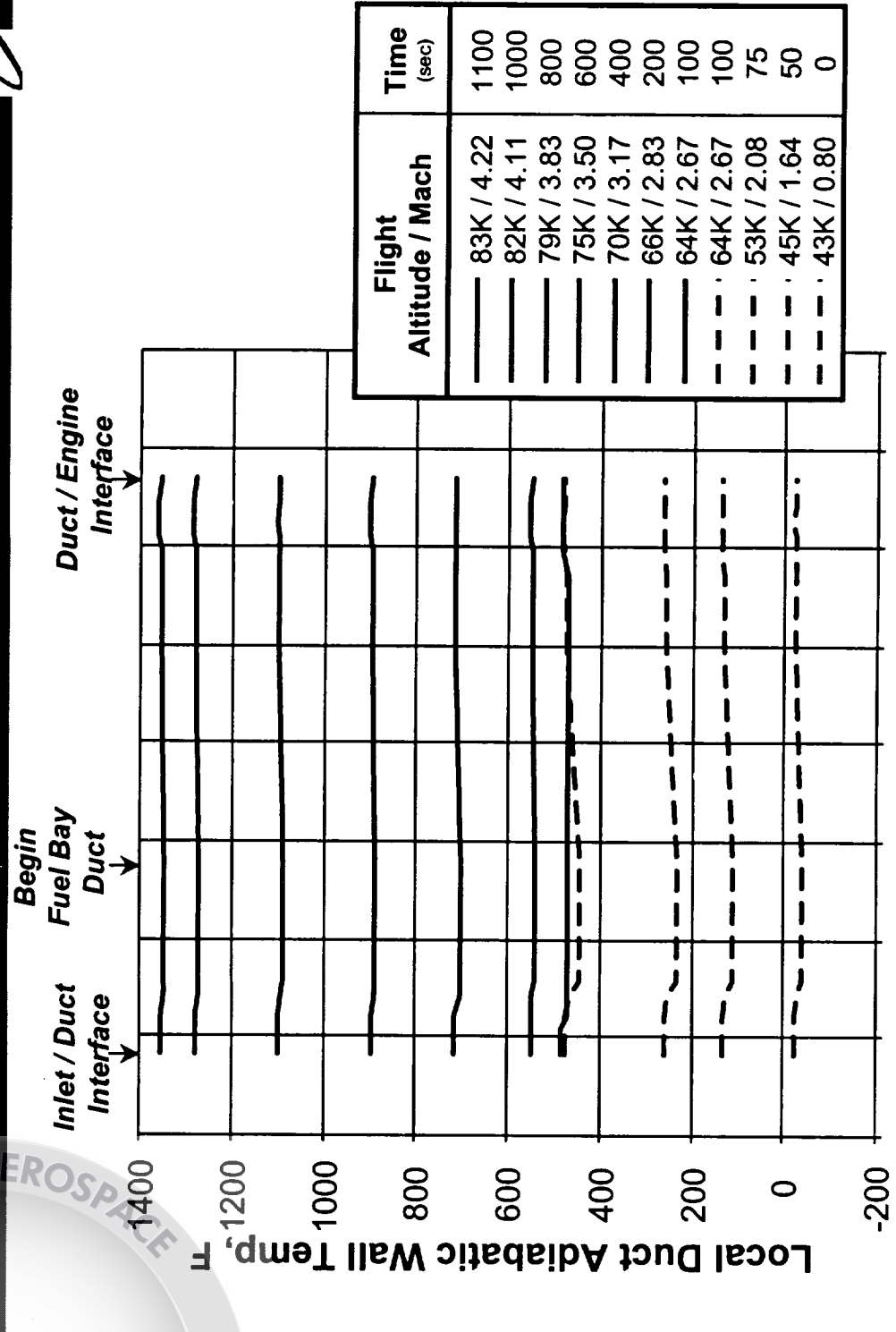
D-21 DRONE with DRACO PROPOSED RBCC ENGINE  
Fuel - JP-5/LOX, Engine data 16 Sep 99





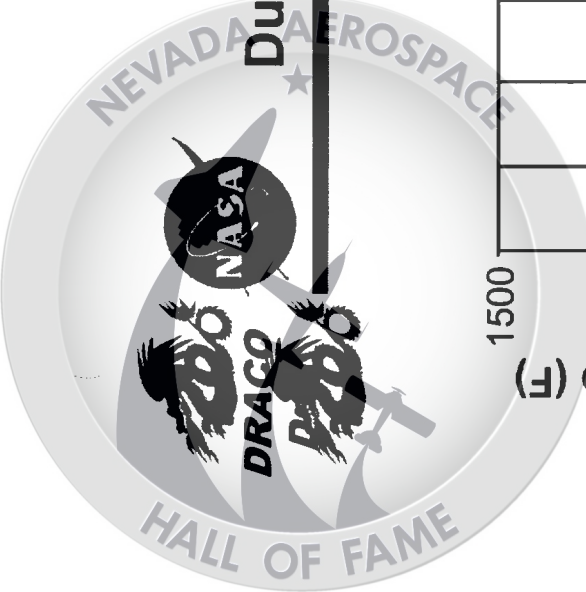
# Duct Temperature Distribution

## Orbital

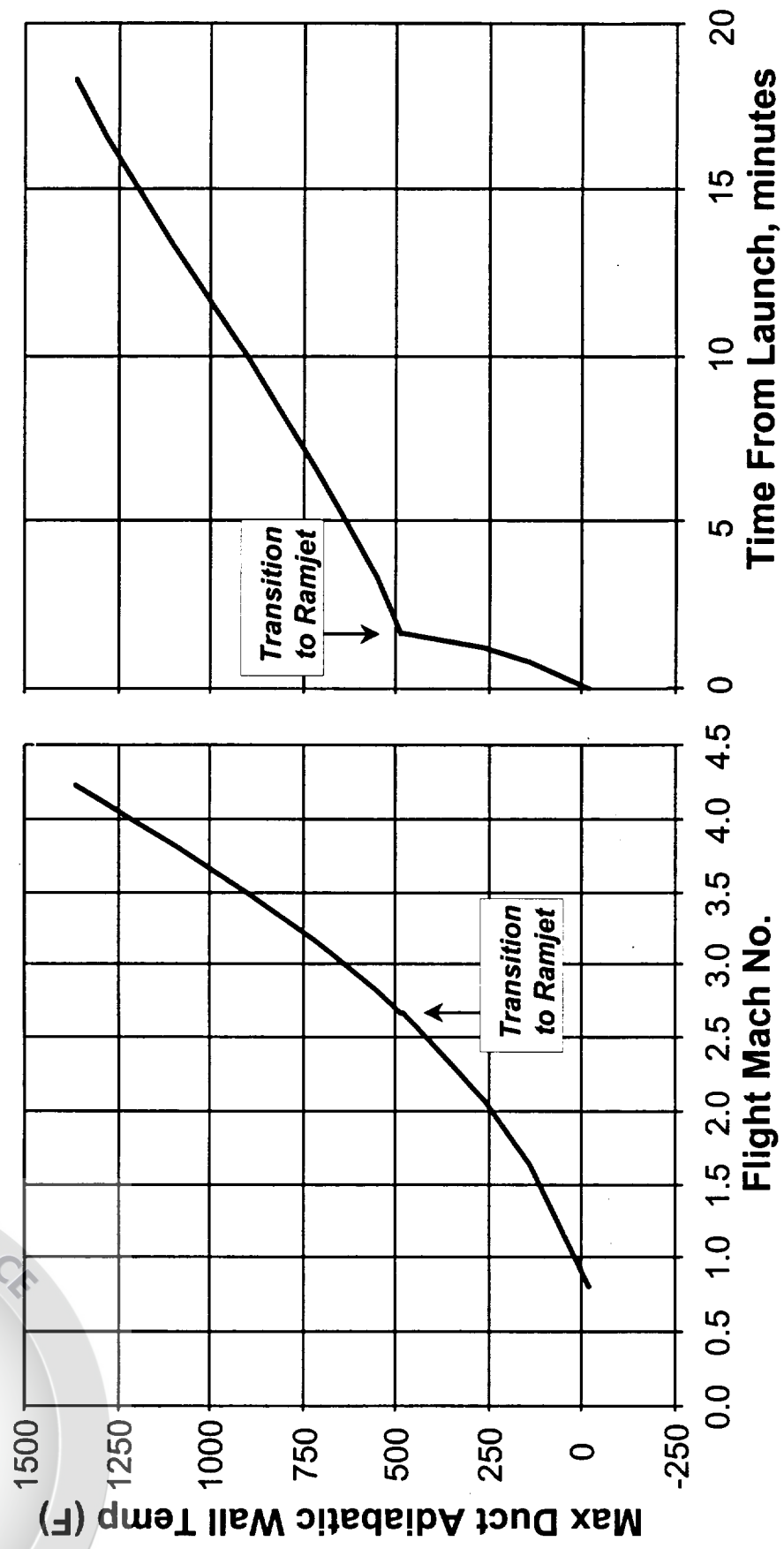


Flight Altitude / Mach	Time (sec)
83K / 4.22	1100
82K / 4.11	1000
79K / 3.83	800
75K / 3.50	600
70K / 3.17	400
66K / 2.83	200
64K / 2.67	100
64K / 2.67	100
53K / 2.08	75
45K / 1.64	50
43K / 0.80	0

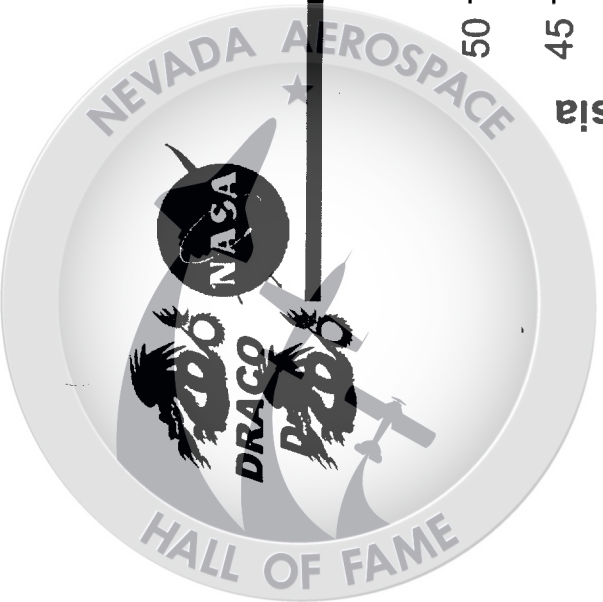
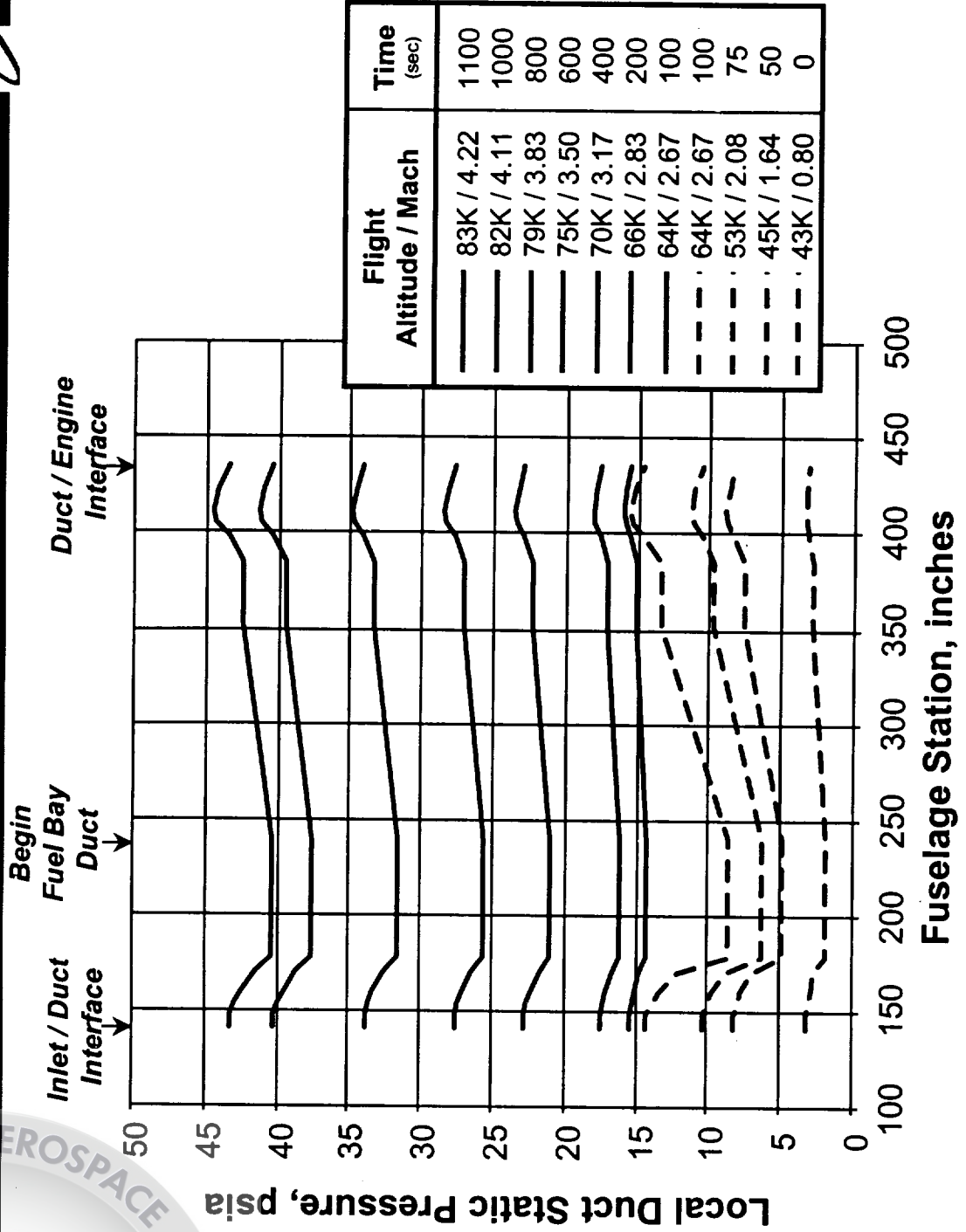
Fuselage Station, inches

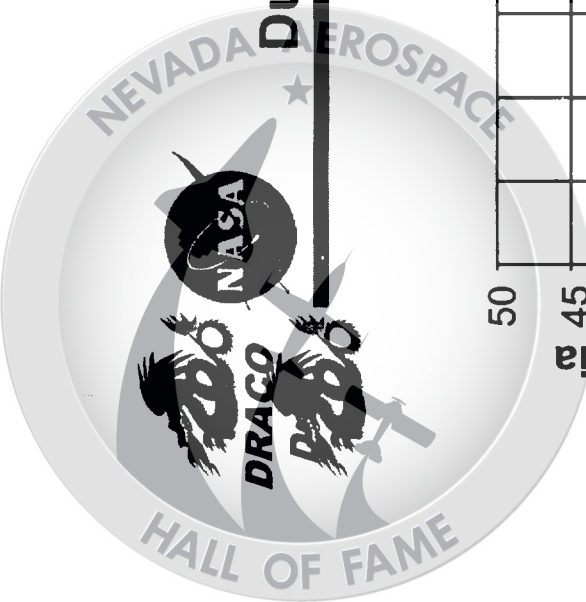


# Duct Temperature Variation During Flight *Orbital*



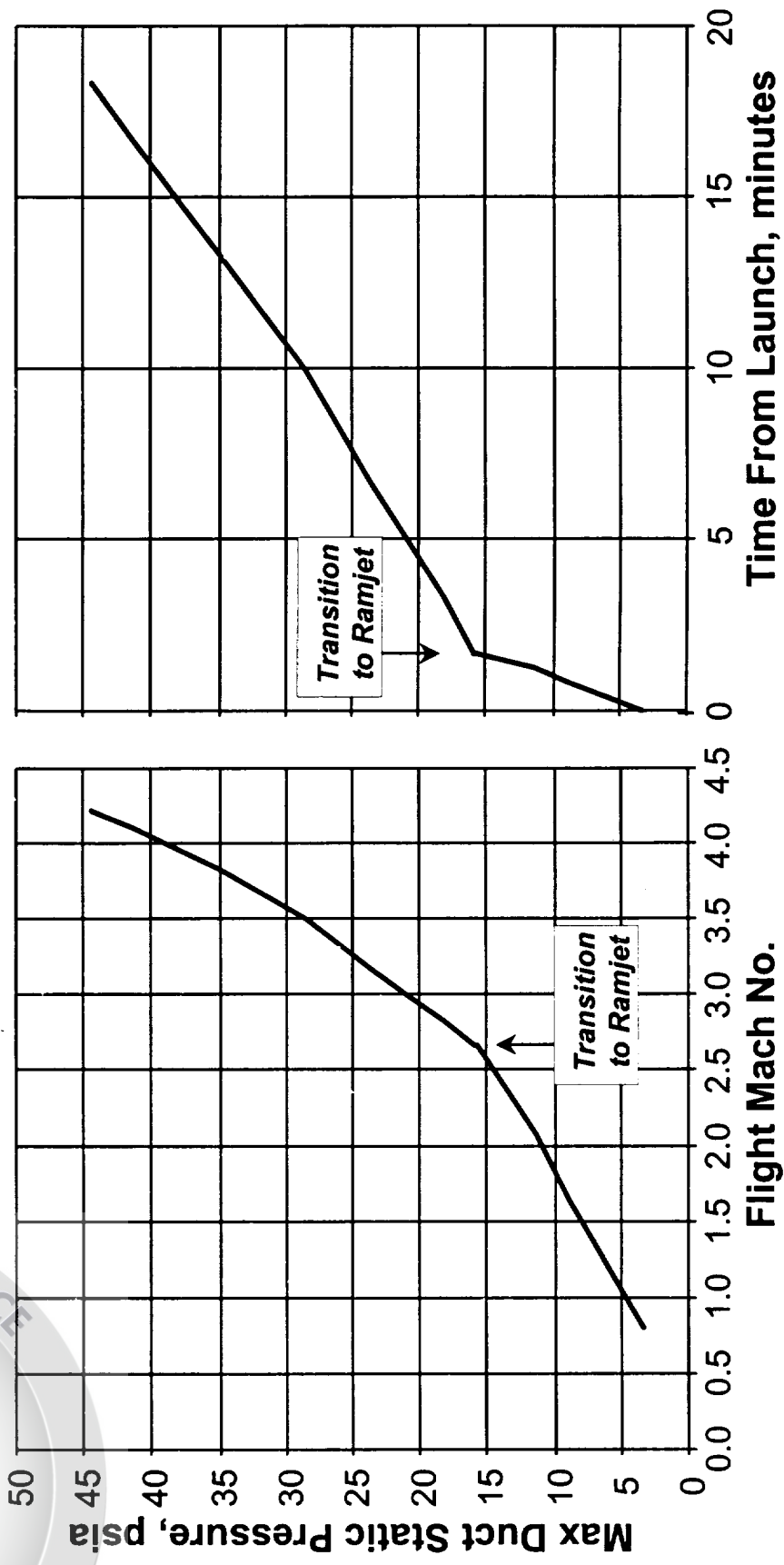
## Duct Pressure Distribution

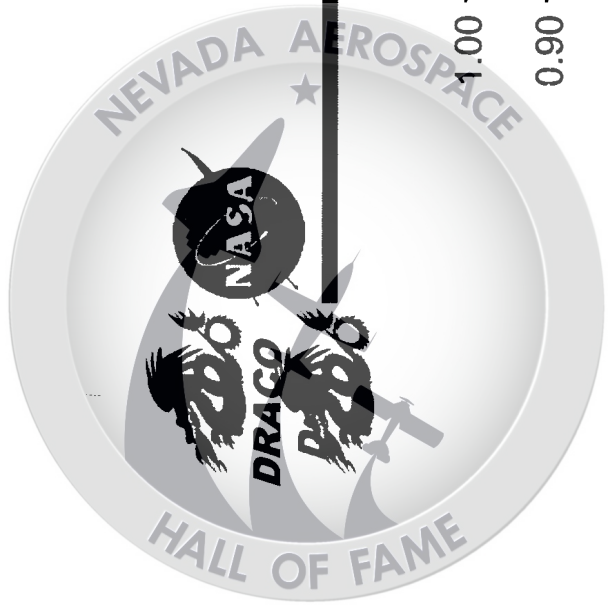




# Duct Pressure Variation During Flight

# Orbital

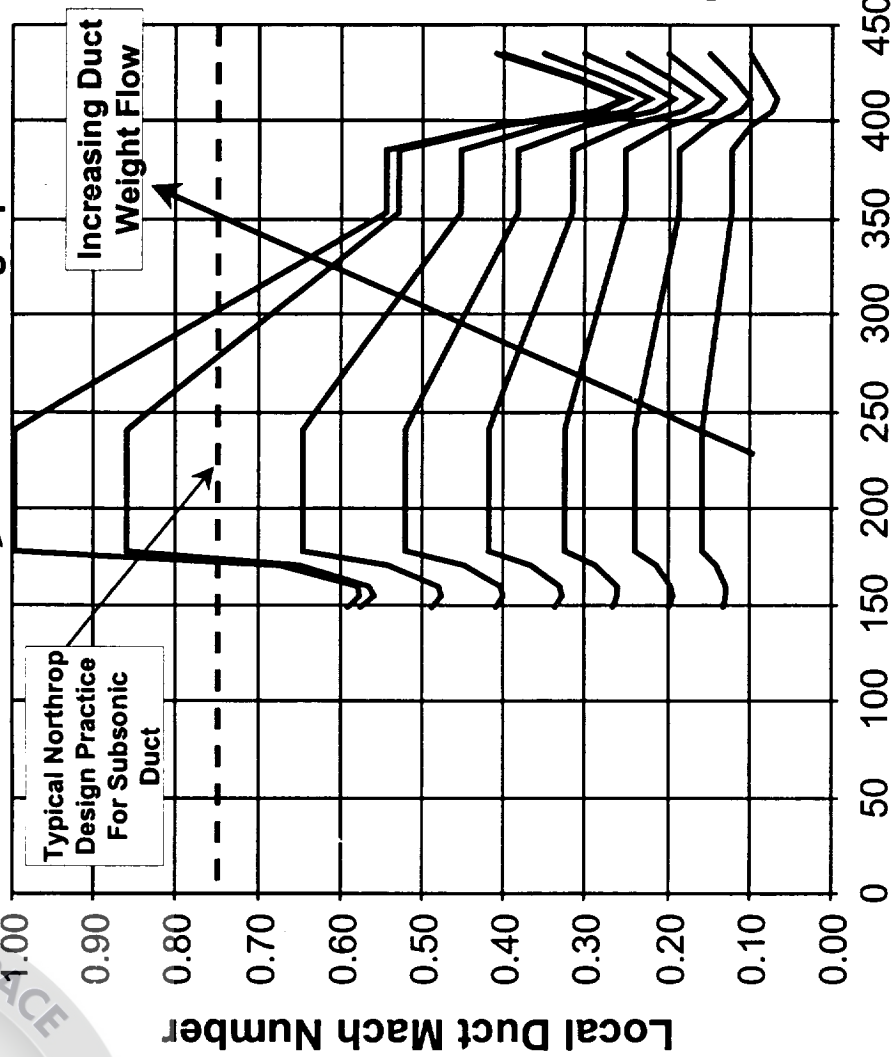




# Orbital

## Duct Mach Number Distribution

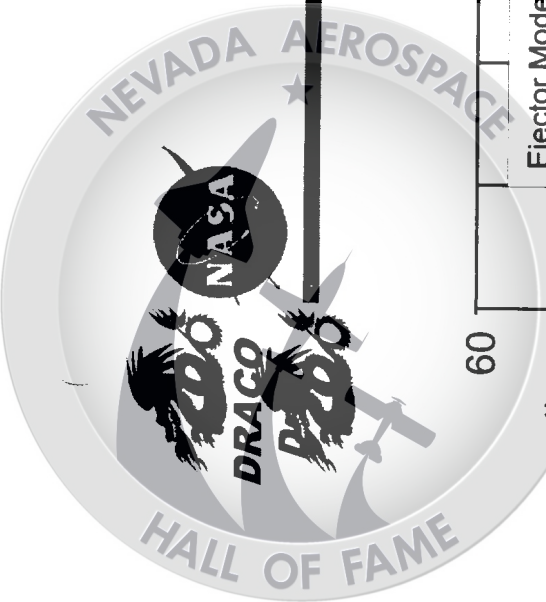
Flow Will Choke @ FS 178.5 During Operation in Ejector Mode



M <sub>ENGINE</sub>	W <sub>2R</sub> (lbs/sec)
0.41	69.0
0.40	67.8
0.35	60.6
0.30	53.0
0.25	44.9
0.20	36.4
0.15	27.6
0.10	18.5

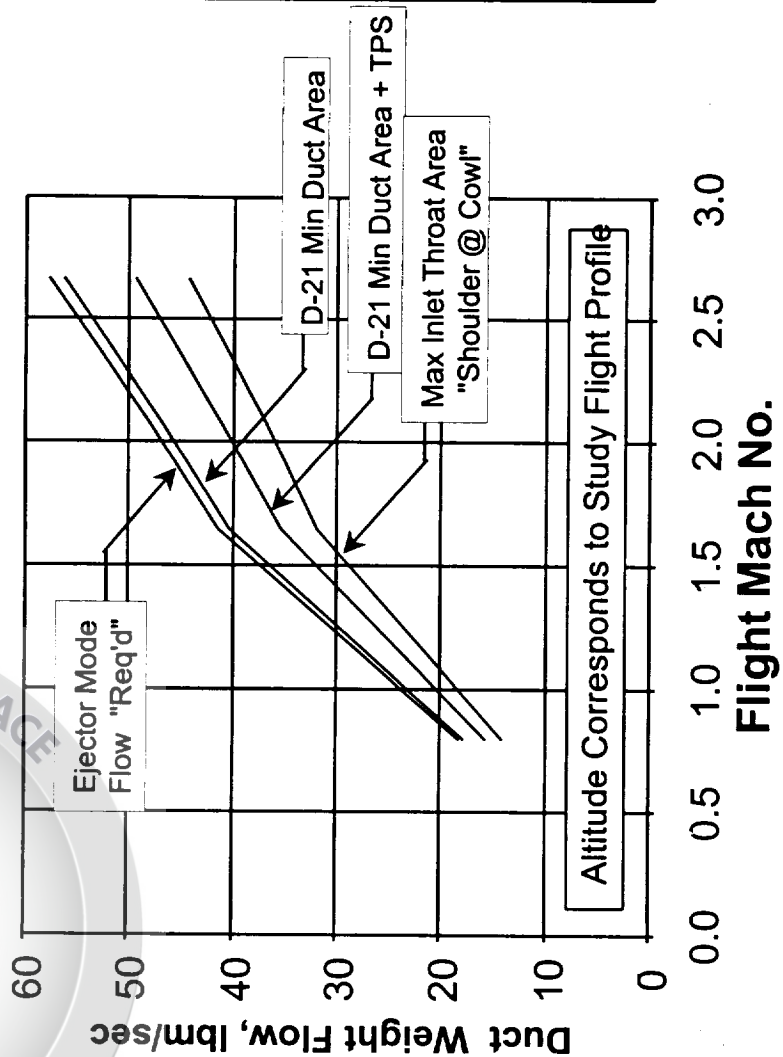
Ejector Mode Design  
Corrected Airflow = 70.7 lbm/sec

Fuselage Station, inches



# Orbital

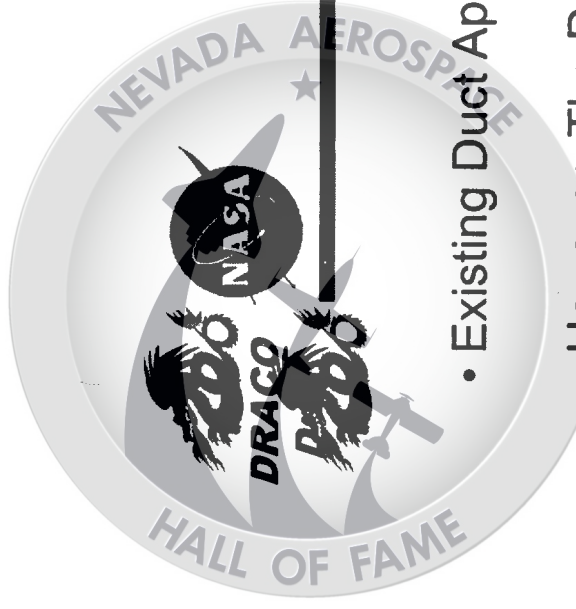
## Maximum Duct Airflow Capability



Limiting Feature	Limiting Area (sq. in)	% Shortfall wrt "Req'd"
Min Duct @ FS 178.5-235	201.1	-2.4%
Min Duct @ FS 178.5-235 + 1/2" TPS	176.7	-14.2%
Max Inlet Throat @ Cowl	158.5	-23.1%

**If Real, the Sensitivity of Ejector Mode Thrust to Reduced Inlet Airflow Should Be Quantified**

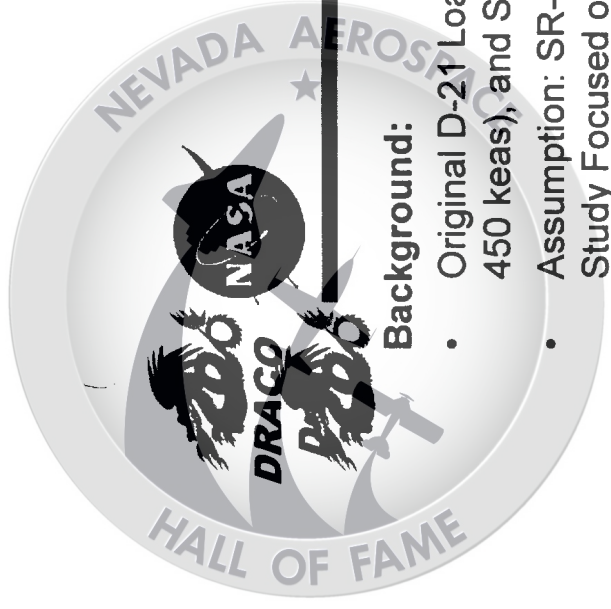




# **Orbital**

## **Summary**

- Existing Duct Appears Adequate for Required Ramjet Mode Air Flows
- However, The Duct Appears to Be Slightly Undersized for Required Ejector Mode Air Flows--The Performance Impact Is Minimal (<5%).
- Existing Titanium Inlet Duct Not Compatible with Flight Mach Numbers Greater Than 3.5 Due to Thermal Issues
- Duct Replacement Although Possible, Would Substantially Increase The Cost And Complexity Of The Vehicle Modification.
- Practical Solutions to Duct Temperature Issues for Flight Beyond Mach 3.5 Will Further Reduce Duct Airflow Capability (e.g., TPS Coatings)



# Structural Loads Assessment: Airframe



## Background:

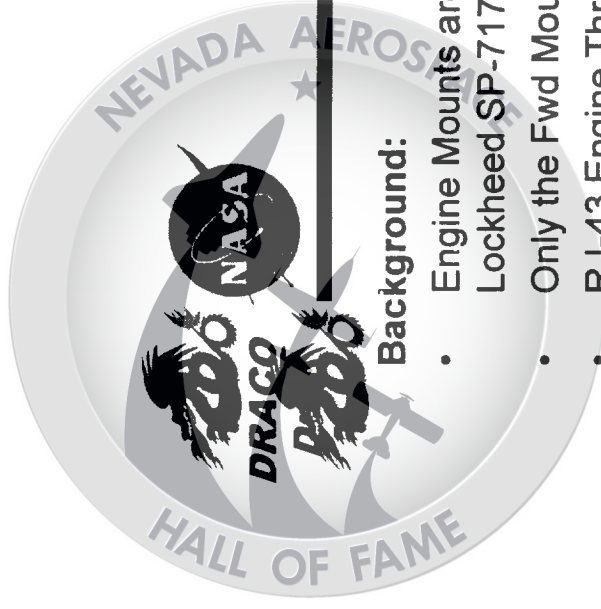
- Original D-21 Loads Analysis Generally Involved a Free-flight Condition (5g Pull-up at M=3.3 and 450 keas), and Several Captive Carry Loads Cases
- Assumption: SR-71 Captive Carry Loads are More Severe Than For B-52; Therefore, Feasibility Study Focused on Free-flight Conditions

## Findings:

- From the Lockheed Aerodynamics Database, the D-21 Had a Trim  $\alpha$  of Approximately 2.3 Degrees at M=3.3, 450 keas (71 kft)
  - Results in  $\alpha q = 1559$  psf-degrees
- D-21 Free-flight Load Case (5g Pull-up) Would Imply That the Airframe Can Withstand an  $\alpha q = 7795$  psf-degrees

## Conclusions:

- Trajectory Simulations Conducted for Reuse Feasibility Indicate a Maximum  $\alpha q = 2000$  psf-degrees. Therefore, the Airframe Can Handle Significantly More Load Than a M=4.0 Trajectory Should Produce.
  - Max  $\alpha q$  for M=6.0 Trajectory Will Approach 7000 psf-degrees



## Structural Loads Assessment: Engine Mounts



### Background:

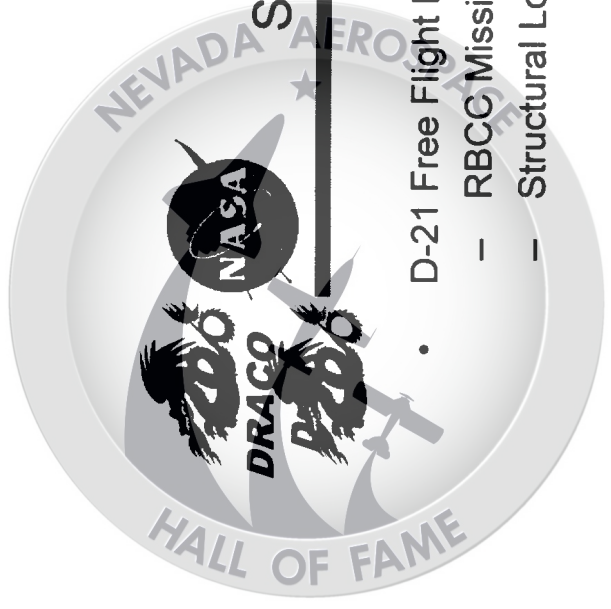
- Engine Mounts are at F.S. 435 (One Connection) and F.S. 468 (Three Connections); Ref. Lockheed SP-717, pg. 23
- Only the Fwd Mount (@ F.S. 435 Thrust Loads, All Connections Take Lateral Loads and Moments
- RJ-43 Engine Thrust Load = 2700 (ult.)

### Findings:

- RBCC Engine in Ejector Mode Produces Approximately 12,000 lbf Thrust
- D-21 Mounts Were Analyzed Originally for -6570/+9960 lbf Thrust Loads
- Structural Margins for D-21 Mounts Tended to be Fairly High (M.S.>0.24), And Were Evaluated at 800-900 deg F (for RBCC, Max Loads are Early in Flight)

### Conclusions:

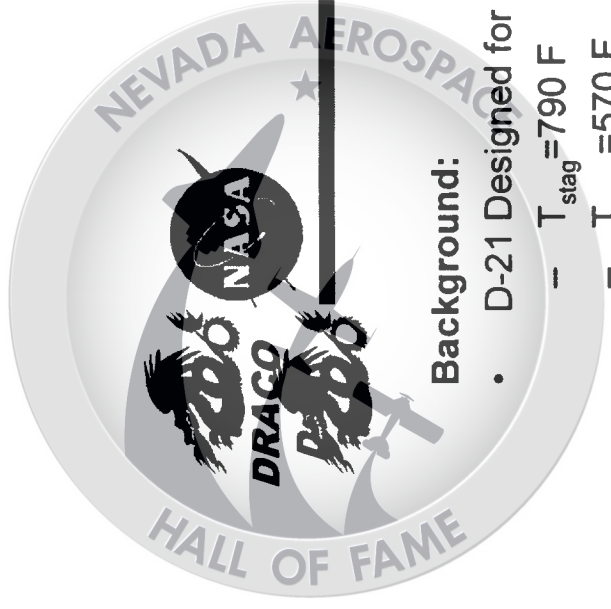
- D-21 Airframe and Engine Mounts can Probably Accommodate an 11,000 lbf Thrust Engine With No Modifications
- Better Alignment of RBCC Attachment Points to D-21 Mounts Will Increase Margins



## Structural Loads Assessment Summary

# *Orbital*

- D-21 Free Flight Loads Were Based on a 5.0 g Pull-up Condition
  - RBCC Mission Loads Will Be Encompassed by D-21 Loads up Through  $M = 5.0$
  - Structural Loads on D-21 Airframe Shouldn't Limit the RBCC Operational Envelope
- RBCC Engine Thrust Loads Are ~25% Higher Than D-21 Engine Mount Design Loads (For AAR Mode Only)
  - Original D-21 Engine Mount Structural Margins Were Relatively High ( $>0.24$ )
  - Low RBCC Engine Mount Temperatures During Period of High Thrust Will Increase Material Strengths by 15-20% Relative to D-21
    - Result Is That Engine Mounts Should Be Structurally Adequate



## Thermal Loads Assessment: Airframe Structure

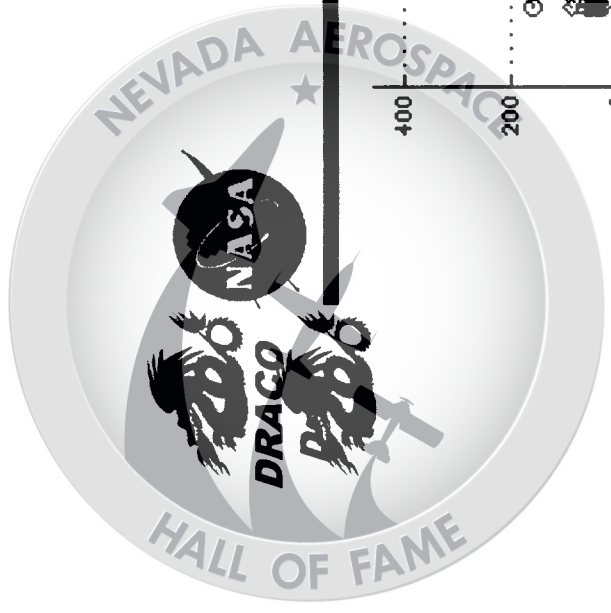
# Orbital

### Background:

- D-21 Designed for  $M=3.3$  @ 450 keas (71 kft)
  - $T_{stag} = 790$  F
  - $T_{equil} = 570$  F
- Design Temperature of 600 F Was Used For Most Structures; Inlet and Inner Duct Used 700 F
- Due to Engine Radiation Load, Structures in Engine Region Used 800-1000 F

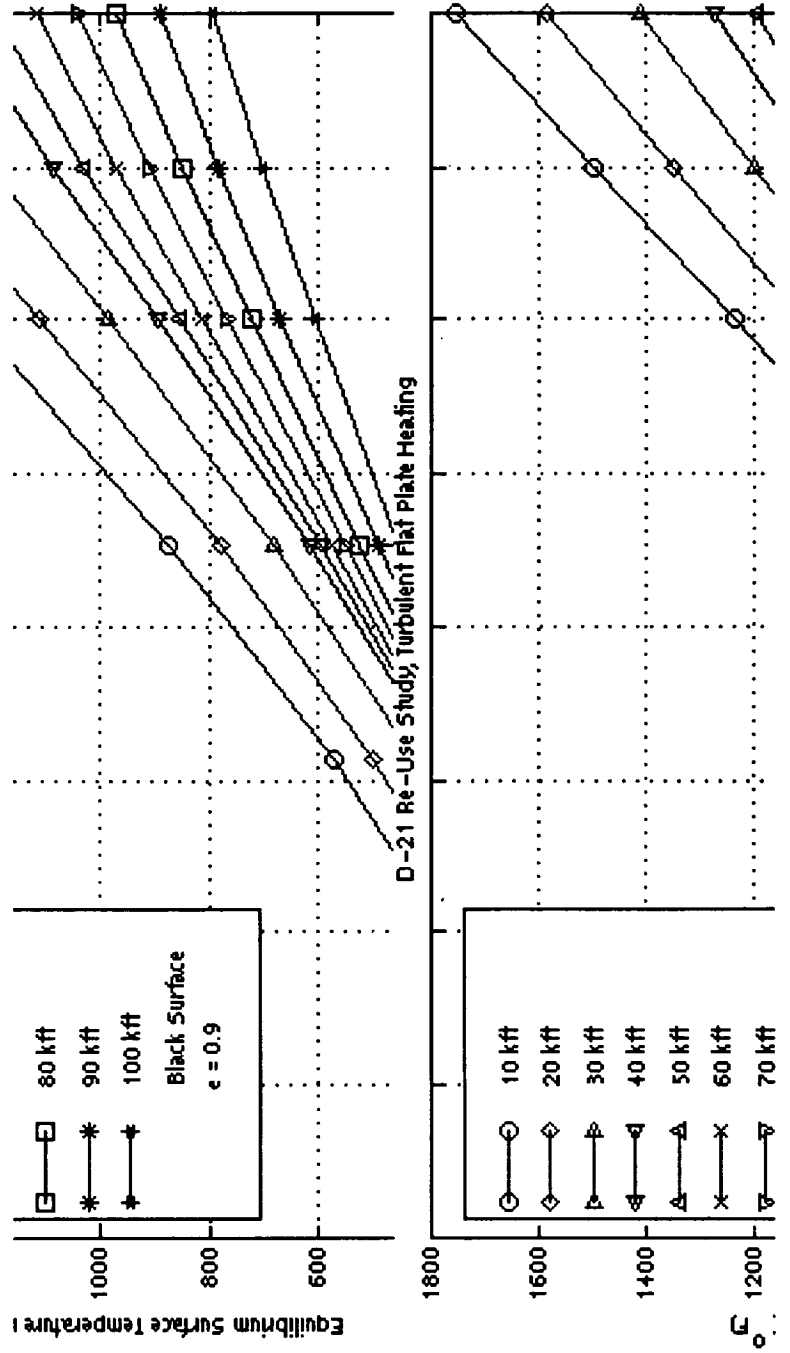
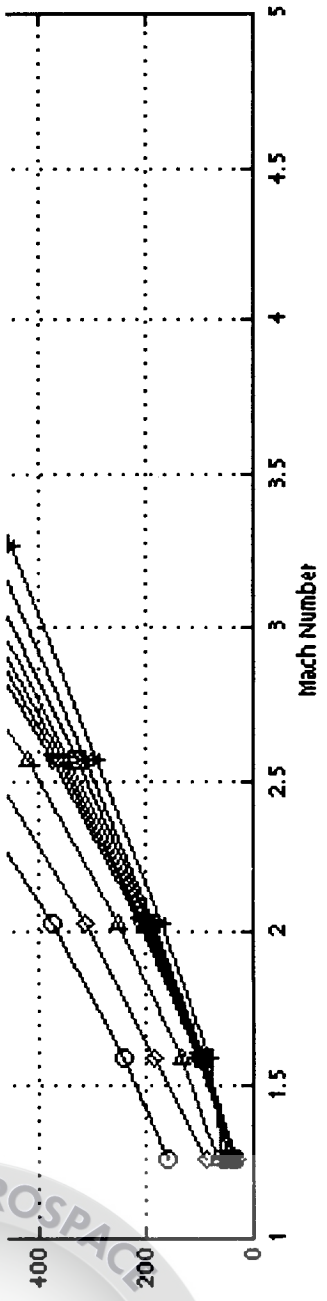
### Findings:

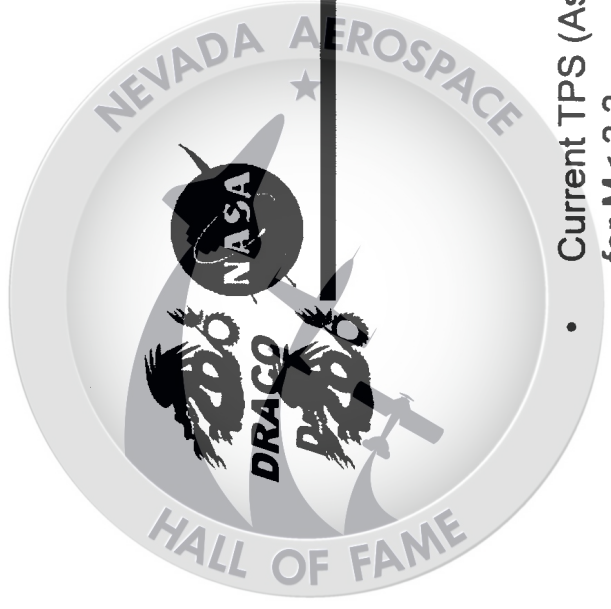
- Titanium Mechanical Properties Do Not Change Significantly (<10%) From 600-800 F, so  $M=4.0$  Trajectories Should be Very Feasible From an Airframe Aeroheating Perspective
- For  $M>4.0$ , New or Additional TPS Will Be Required



# Orbital

## Thermal Loads Assessment: Airframe Structure (cont'd)



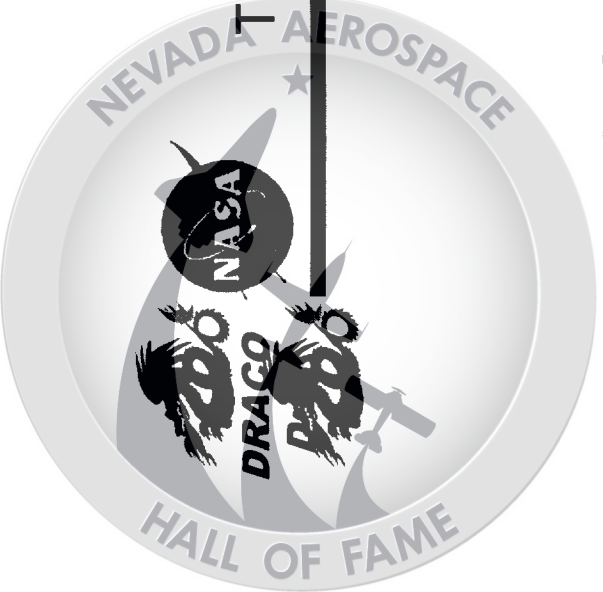


## Thermal Loads Assessment: TPS

# *Orbital*

- Current TPS (Asbestos-impregnated Silicone) Is Adequate for RBCC Mission Durations and for  $M < 3.3$ 
  - Reusability Is Unknown, but Expected to Be Limited (Especially For Control Surfaces and Leading Edges)
- Adequacy of Current TPS at  $M > 3.3$  Is Unknown
- Recommend Coupon Testing of Existing TPS to Characterize Performance
  - Determine Suitability for RBCC Missions, Or...
  - Allow for Reverse-engineering With Updated TPS to Provide Same Substrate Temperatures As D-21
- Suitability of Various TPS Material for  $M > 3.3$  Was Explored
  - Analyses Conducted up to  $M = 5.0$  Indicate Reasonable TPS Weight/Thickness

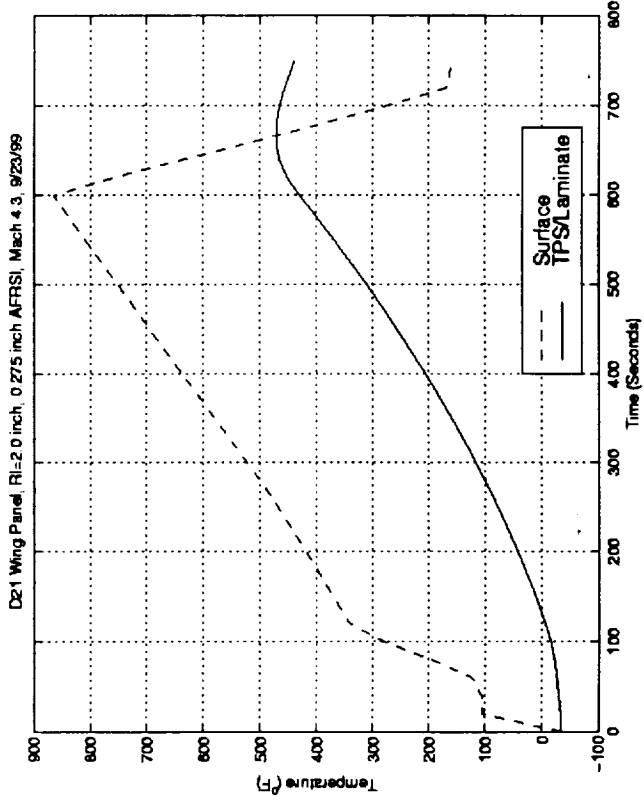
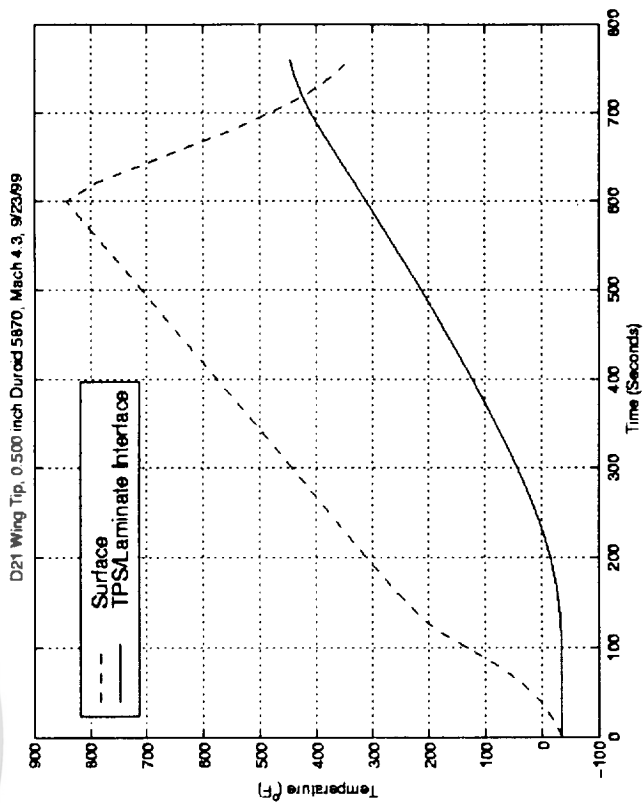


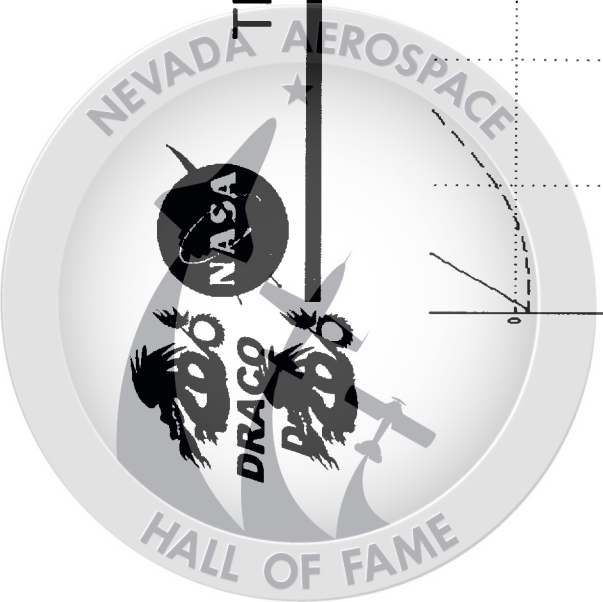


# Thermal Loads Assessment: TPS (cont'd)



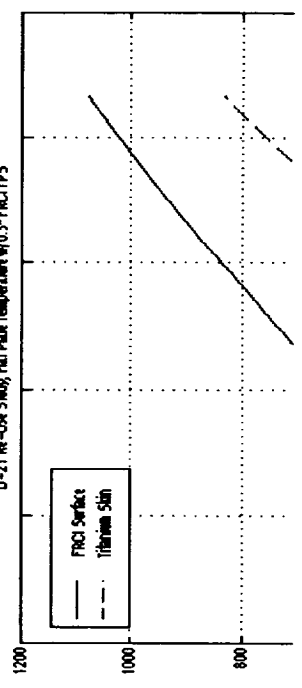
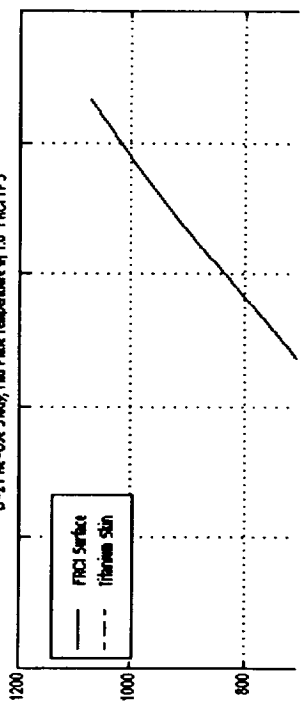
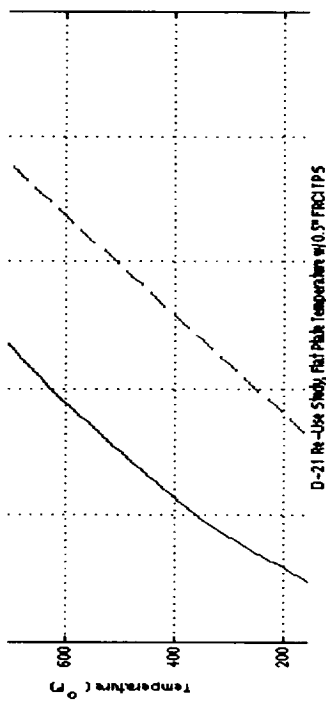
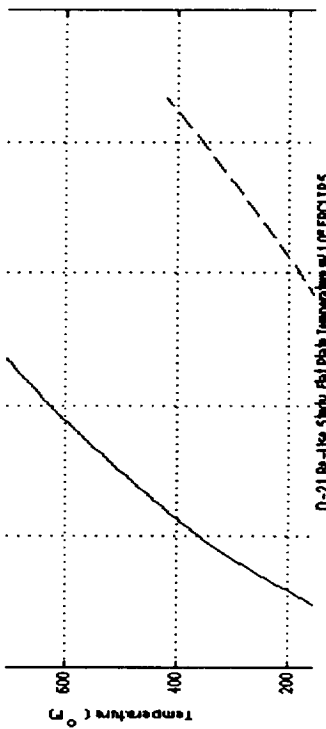
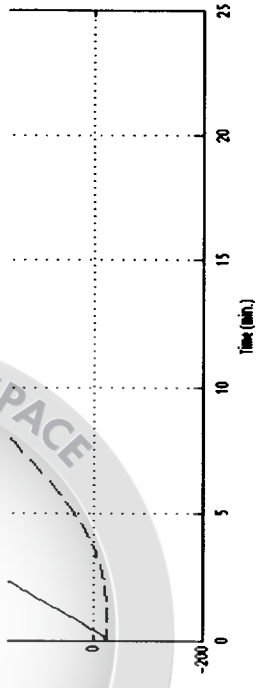
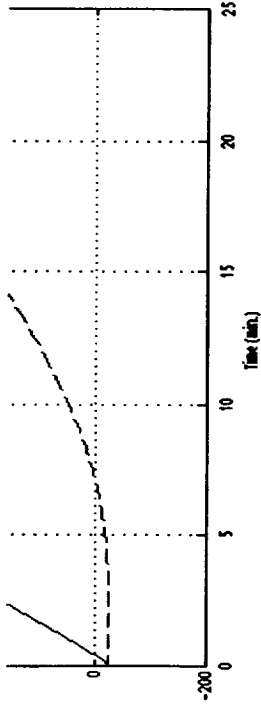
Mach 4.3 Mission with LOX/Propane: 1300 psf, 9/16/99 Engine Data





# Thermal Loads Assessment: TPS (cont'd) *Orbital*

Mach 5.0 Mission with JP/LOX Propellants

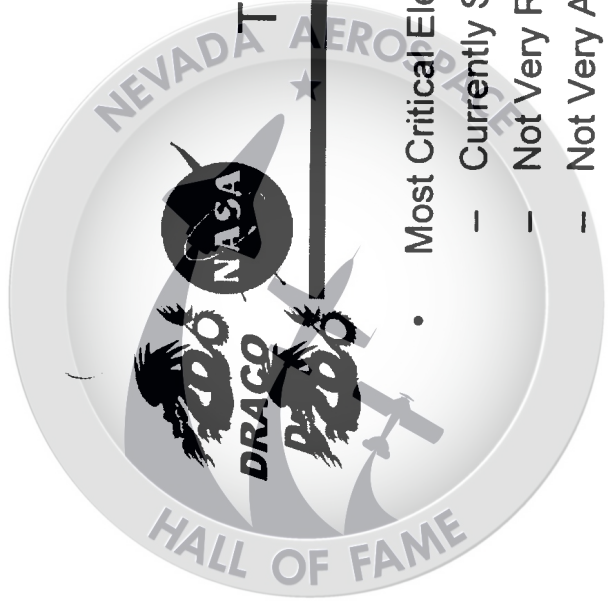


D-21 Re-Use Study, Flat Plate Temperature w/ LOX FRCI TPS

D-21 Re-Use Study, Flat Plate Temperature w/ O<sub>2</sub> FRCI TPS

FRCI Surface  
Titanium Skin

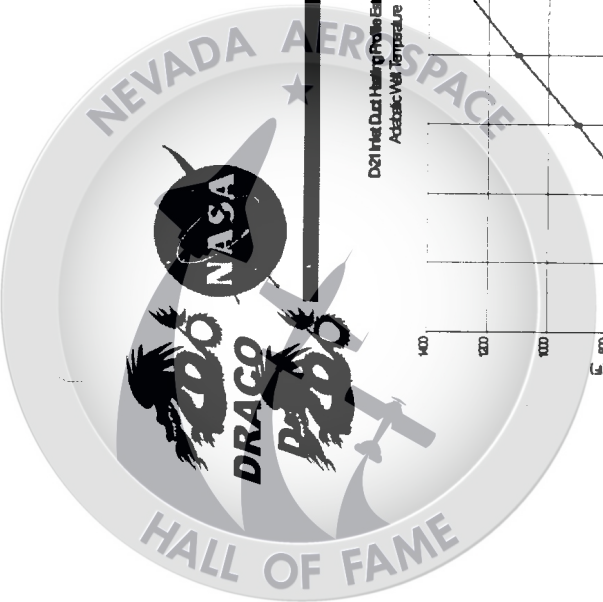
FRCI Surface  
Titanium Skin



## Thermal Loads Assessment: Engine Duct

# *Orbital*

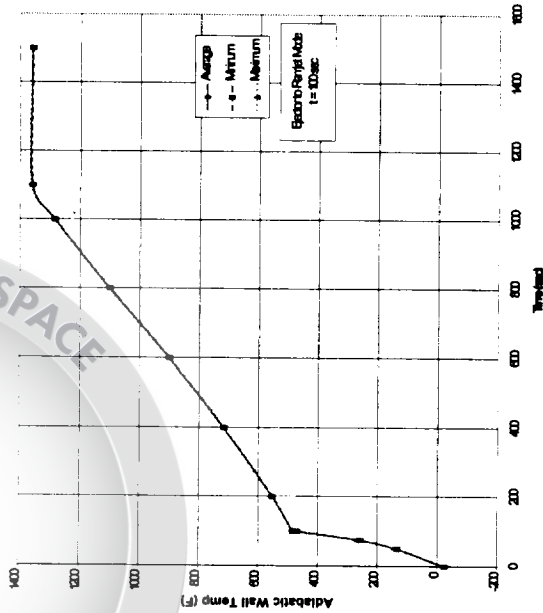
- Most Critical Element of D-21 for Use at  $M > 3.3$  Is the Duct
  - Currently Serves As Fuel Tank Inner Diameter
  - Not Very Removable
  - Not Very Accessible
  - Not Easily Modified (Varying Diameter, Bellows, Stiffeners, Etc...)
  
- Implementation of Various TPS Materials Was Explored
  - Combination of Long Mission Duration and Lack of Means to Radiate Energy Away From Surface Result in Fairly Thick TPS Requirements
    - TPS Thickness Will Reduce Duct Flow Area (at Least 10%)
    - Application of TPS Would Be a Manufacturing Challenge



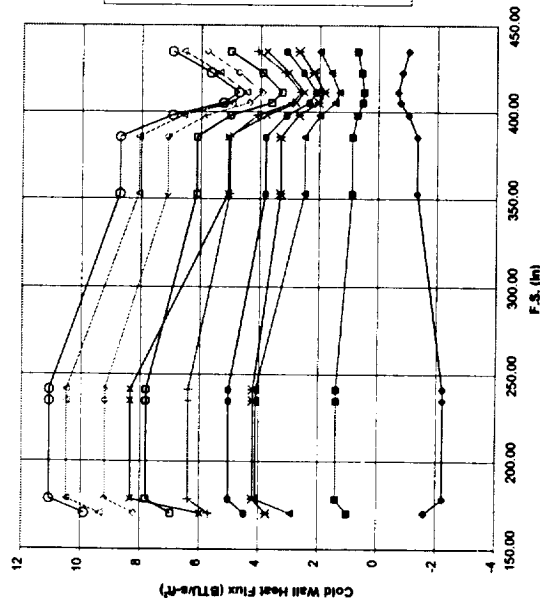
# Thermal Loads Assessment: Engine Duct (cont'd)



D21 Inlet Duct Heating Profile Estimate  
Adiabatic Wall Temperature



D-21 Air Duct Heat Flux Variation



- T = 0 s / 43K / 0.8M / Ejector Mode
- T = 50 s / 45K / 1.04M / Ejector Mode
- ▲ T = 75 s / 53K / 2.08M / Ejector Mode
- ▼ T = 100 s / 64K / 2.87M / Ejector Mode
- ◆ T = 100 s / 64K / 2.87M / Ramjet Mode
- ◇ T = 200 s / 68K / 2.83M / Ramjet Mode
- T = 400 s / 70K / 3.167M / Ramjet Mode
- T = 600 s / 75K / 3.5M / Ramjet Mode
- ▲ T = 800 s / 78K / 3.83M / Ramjet Mode
- ▼ T = 1000 s / 82K / 4.11M / Ramjet Mode
- ◆ T = 1100 s / 83K / 4.22M / Ramjet Mode

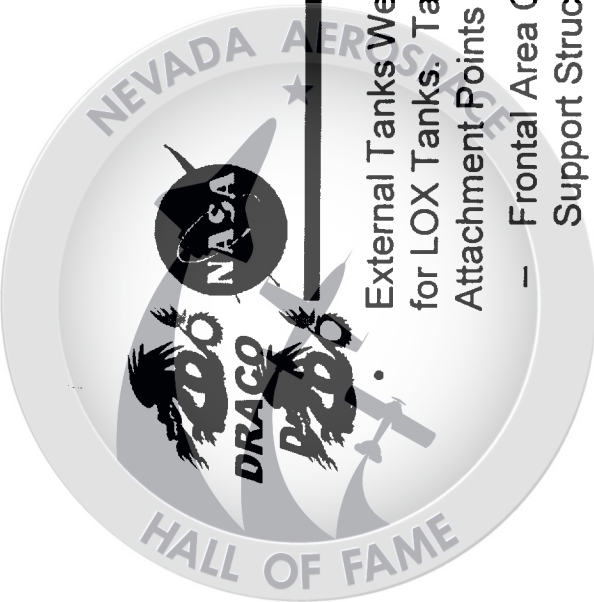
TPS Material	Density (lb/ft <sup>3</sup> )	Conductivity (BTU/ft-hr-R)	Specific Heat (BTU/lb-R)	Required Thickness		Comments
				Ave Q (in)	Max Q (in)	
Black Glass	152.9	0.728	0.230	1.01	1.08	
Zirconium Oxide	317.1	0.447	0.11	0.835	0.885	Not realistic thickness
FRCJ-12 Tiles	12.0	0.025	0.15	0.610	0.615	
AFRSI Blanket	15.0	0.016	0.177	0.400	0.400	
ACUSIL II	16.0	0.030	0.23	0.575	0.580	Multiple Use Temp: 1200°F Property degradation at T > 900°F



## Thermal Loads Assessment Summary

# Orbital

- New or Additional Thermal Protection System (TPS) Will Be Required for RBCC Missions in Excess of  $M = 3.5$ 
  - May Need New TPS for Reusability Anyway
- Orbital Recommends Coupon Testing of Existing D-21 TPS
  - Characterize Performance and Reuse Capability
- TPS Alternatives for Use up to  $M = 5.0$  Have Been Identified
  - Weight and Thickness Are Very Reasonable ( $<1000$  lb &  $<1$  Inch)
  - 650 q vs 1300 q Missions Had Negligible Impact on TPS Requirements
- Engine Duct Was Identified As Thermally Critical Item
  - Duct TPS Thickness for  $M > 4.0$  Will Be Significant (Will Reduce Engine Airflow)
  - Additional Detailed Analysis May Allow for Unmodified Operation to  $M > 3.3$
  - Unmodified Duct Can Still Attain RBCC AAR to R/J Transition Point ( "Sweet-Spot" )



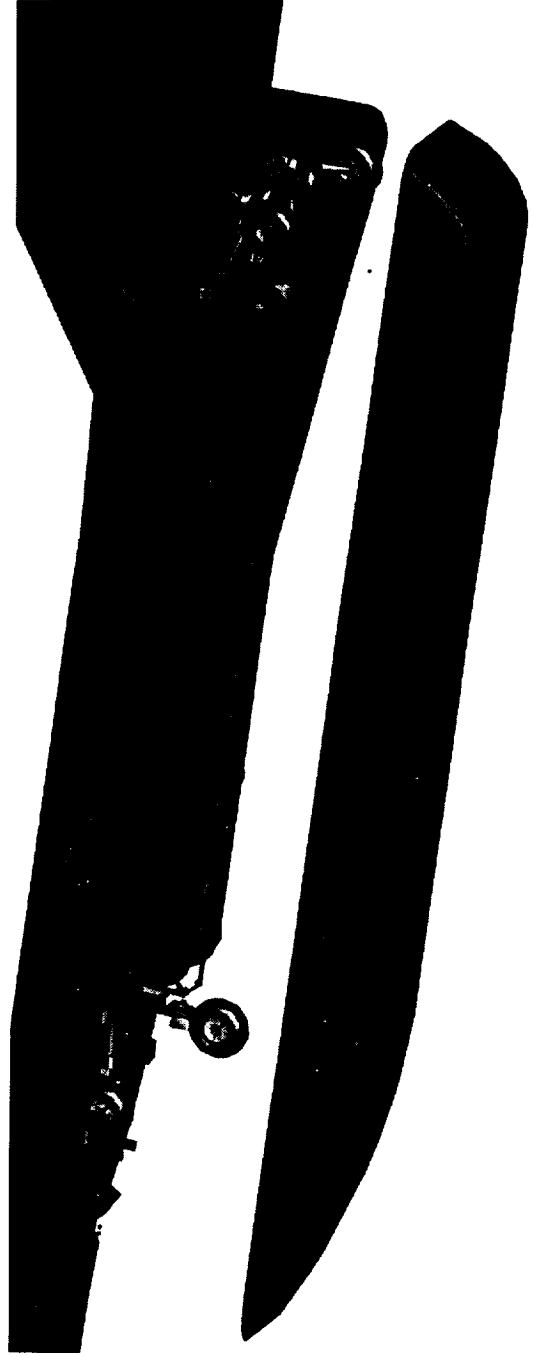
## Vehicle Modification Assessment: External Tanks

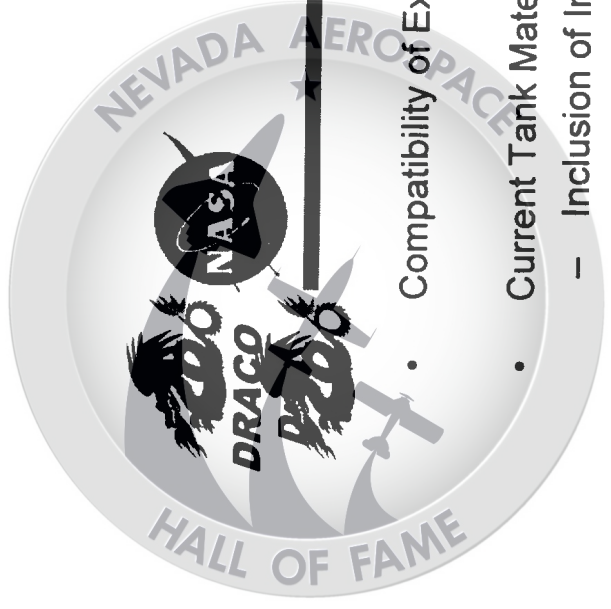


External Tanks Were Sized Using Thin Walls for Peroxide Tanks and Insulated (1" Thick) Walls for LOX Tanks. Tanks Sized at 15 Foot Length to Enable Support From The D-21 Ventral Attachment Points

- Frontal Area Calculations Used Additional 5" Width and 3" Height to Account for Tank Support Structure and Aerodynamic Fairing

- Aerodynamic Fairing Could Feasibly Be Steel or Titanium Material
- Inclusion of External LOX Tanks and Fairing Seems Very Feasible





## Vehicle Modification Assessment: Internal Tanks



- Compatibility of Existing D-21 Tanks With RBCC Propellants Has Been Evaluated
- Current Tank Material Not Compatible With Hydrogen Peroxide
  - Inclusion of Inert Liner is Possible, But Would Require Vehicle Disassembly
  - Spray-on Material Would Be Most Likely Option Due To Presence of Numerous Stiffeners and Bulkheads
  - May Be Difficult To Ensure 100% Coverage
  - Storing Peroxide in Internal Tanks Doesn't Provide Much Advantage
- Storing LOX in Internal Tanks Would Drive Significant Insulation Requirements
  - Boil-off Losses Would Probably Be Significant
  - Storing LOX in Internal Tanks Doesn't Provide Much Advantage
- Current Tank Material is Compatible With Propane
  - Propane Will Need To Be Kept at Sub-zero Temperatures To Keep Tank Pressures and Boil-off Rates at Acceptable Levels

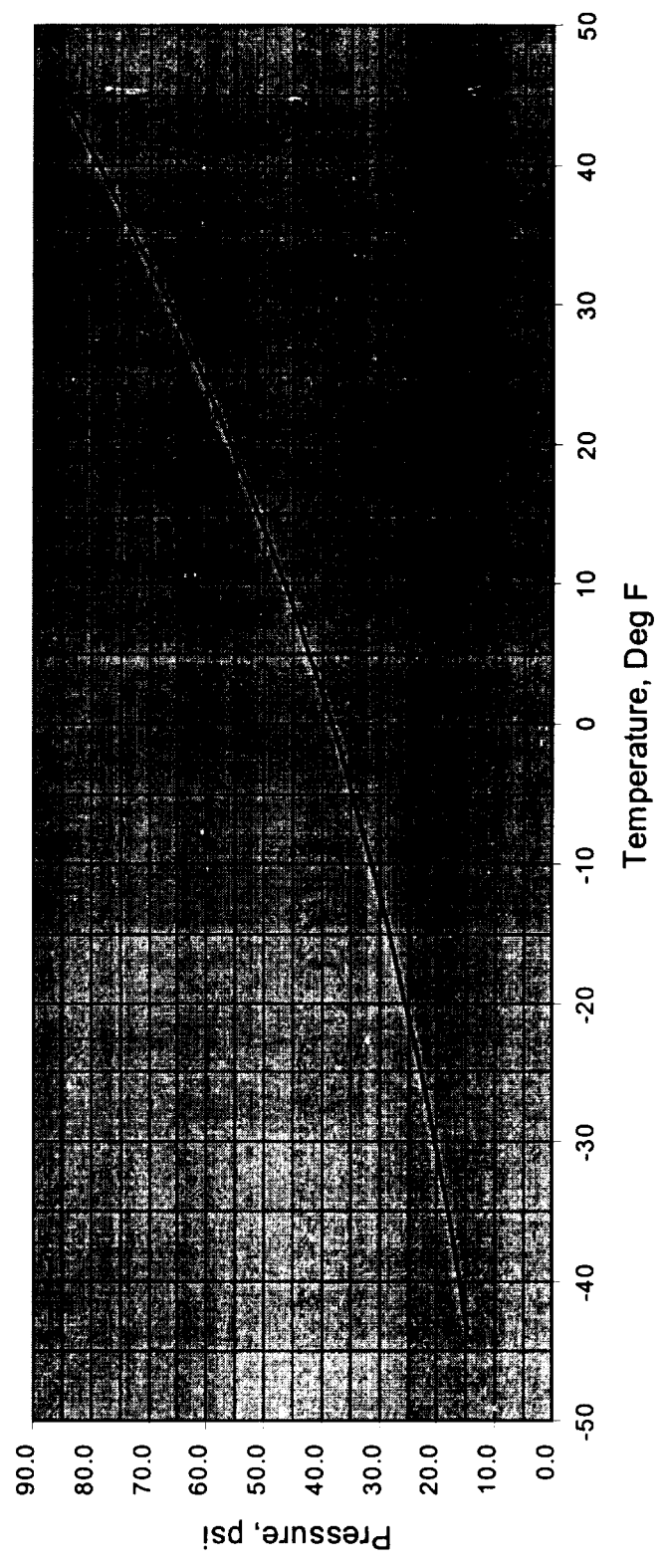


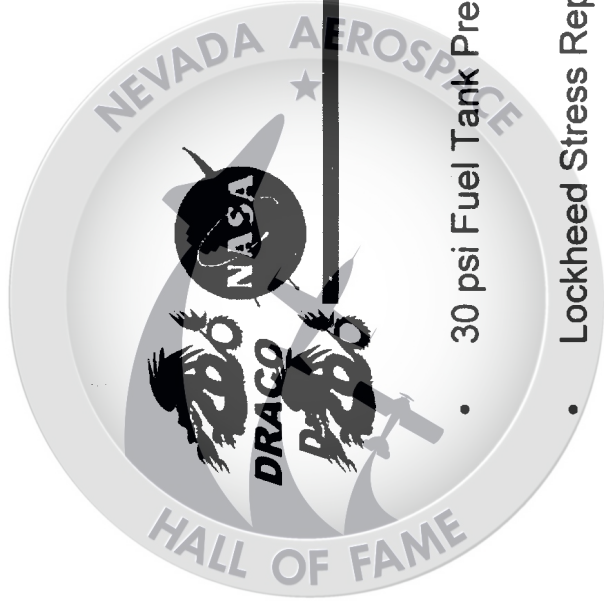


Vehicle Modification Assessment:  
Internal Tanks (cont'd)



Propane Boiling Temperature vs. Pressure

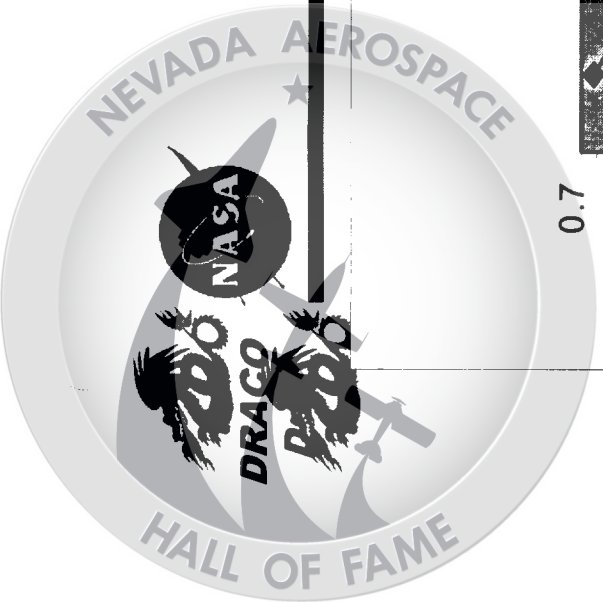




## Vehicle Modification Assessment: Internal Tanks (cont'd)



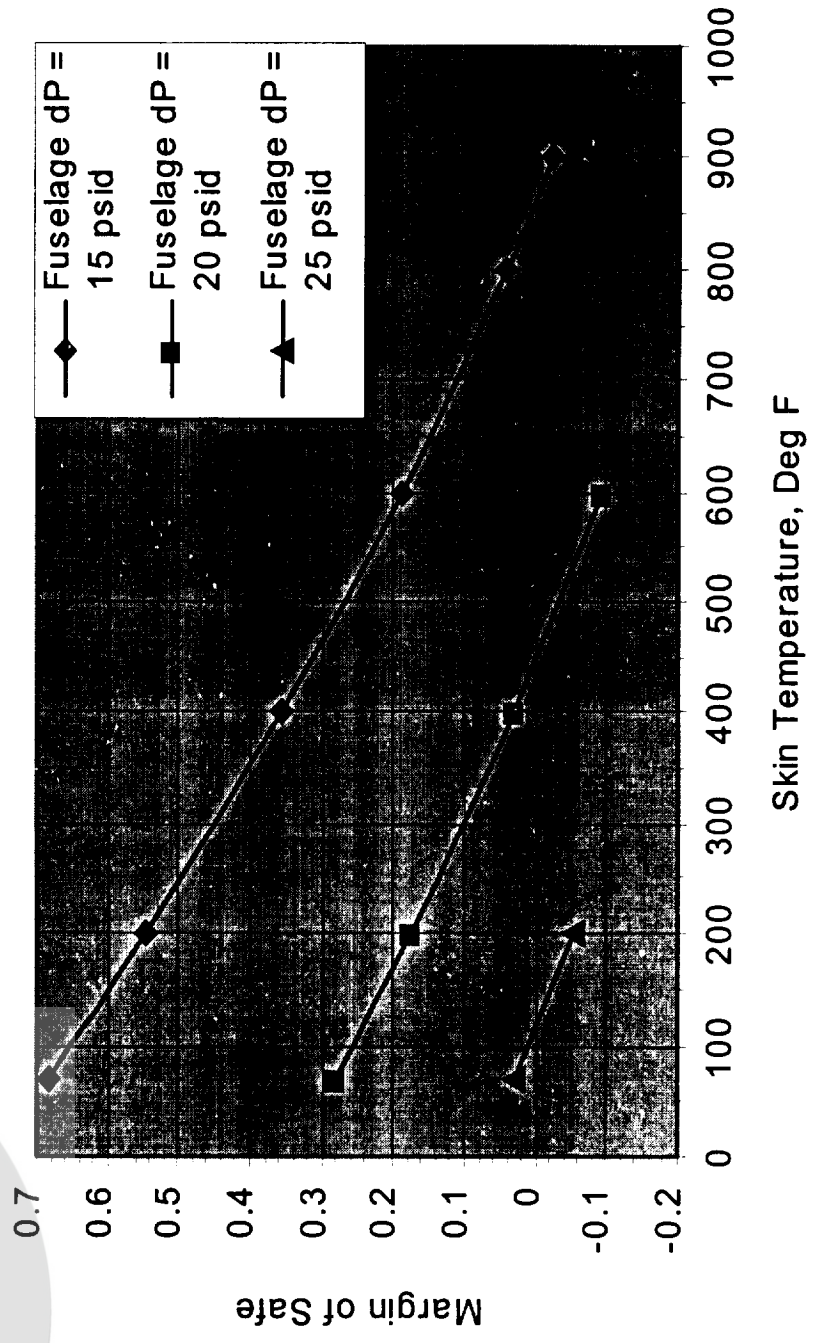
- 30 psi Fuel Tank Pressure Requirement Drives the Tank (i.e. Fuselage Skin and Duct) Design
- Lockheed Stress Report Indicates Maximum Duct Pressure Capability (Crushing) ~ 9 psid
  - Orbital FEA of Outer Duct With Stiffeners Agrees With Lockheed Test Data
    - Non-linear Buckling Analysis Showed Failure @ 8 psid; 560°F
  - Results in Max Tank Pressure ~ 15 psia
    - 3 psi (Inner Duct Pressure @40kft) + 8 psi (N<sub>2</sub> Purge Pressure) + 9 psid - 5 psi (fuel loading)
- Fuselage Skin Limited to 30 psid Per Lockheed Stress Report (With No External Load)
  - Circular Interaction Equation Used to Combine Wing Loads and Tank Pressure Loads to Produce Fuselage Skin Margin of Safety
  - D-21 Tank Pressure ~ 3-5 psia, Which Allowed for Significant Wing Loads



# Vehicle Modification Assessment: Internal Tanks (cont'd)



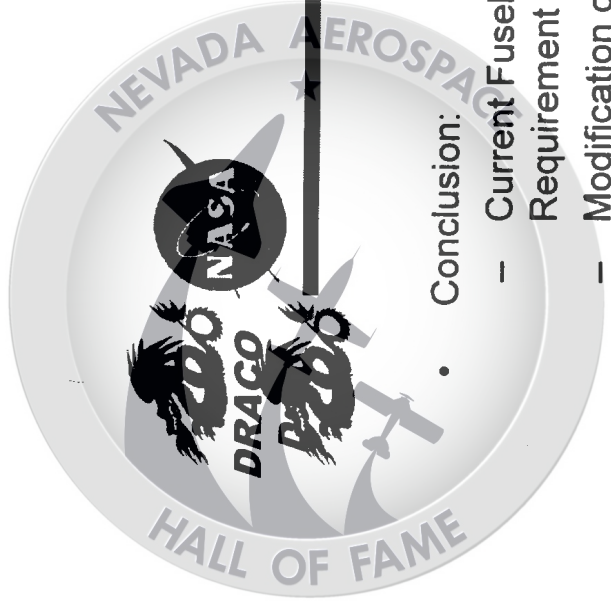
D-21 Fuselage Skin Structural Margins  
(3.0 g Load Factor)

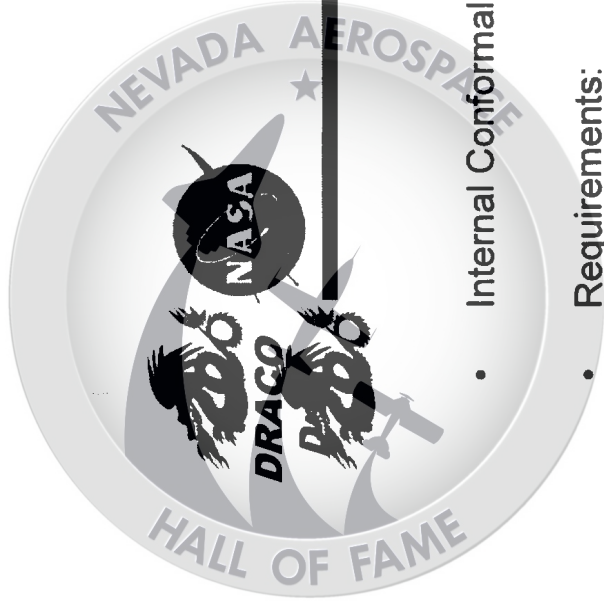


## Vehicle Modification Assessment: Internal Tanks (cont'd)



- Conclusion:
  - Current Fuselage Skin and Duct Designs Both Conflict With 30psi Fuel Tank Pressure Requirement
  - Modification of Both of These Structures Would Be Extremely Costly
- Solutions:
  - Reduce Tank Pressure Requirement (May Necessitate a Boost Pump)
  - Build Internal Conformal Tanks





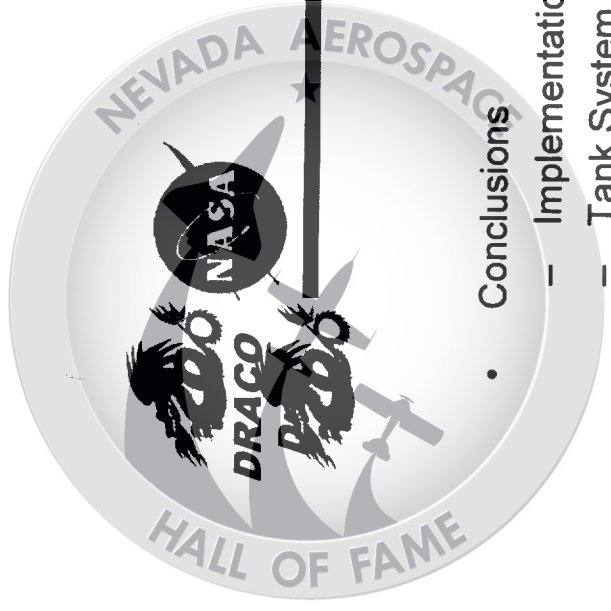
## Vehicle Modification Assessment: Internal Tanks (cont'd)

# ***Orbital***

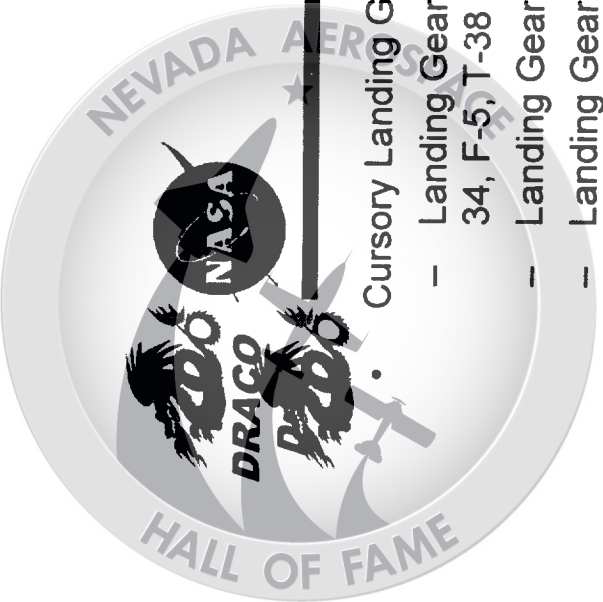
- Internal Conformal Tanks May Be Feasible (Although Inefficient and Costly)
- Requirements:
  - Must Withstand at Least 30 psid
  - Must Hold Enough Fuel to Accomplish the Mission (Need 85% Volumetric Efficiency for Propane; Not an Issue for JP Fuel)
- Constraints Include:
  - Bulkheads Every 12.5 Inches (17 Bulkheads)
  - Non-uniform Duct Diameter and Placement
    - Means Conformal Tank Segments Need to Be Unique to Some Extent
  - Need to Remove and Replace Skins, Verify Sealing, Etc...
  - Will Require Significant Plumbing and Test Verification

## Vehicle Modification Assessment: Internal Tanks (cont'd)

**Orbital**



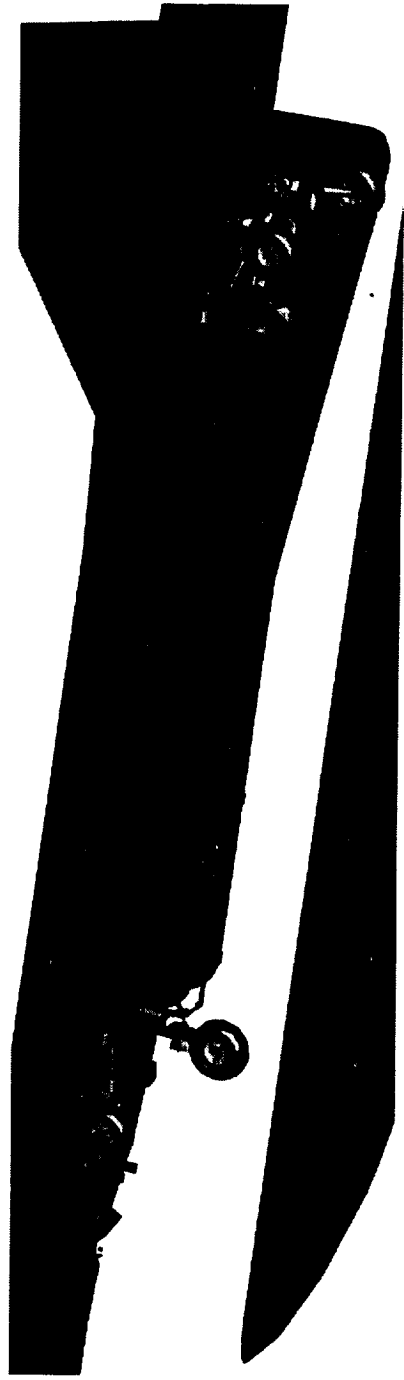
- **Conclusions**
  - Implementation of Internal Conformal Tanks Is Feasible
  - Tank System Weight (Not Optimized) ~ 1400 lbm (0.1" Thick Aluminum; 60 Individual Segments)
  - Propane/LOX Mission Simulations Included Additional 1400 lbm
  - 1400 lbm Weight Impact on Current JP/LOX Simulations Would Be Severe



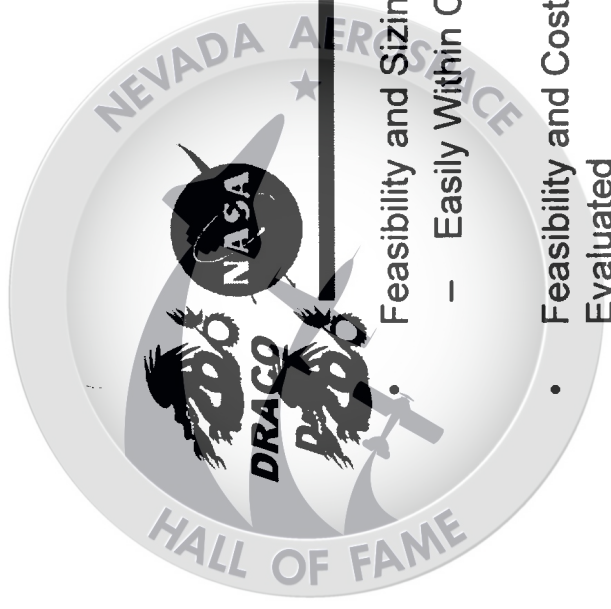
## Vehicle Modification Assessment: Landing Gear



- Cursory Landing Gear Sizing and Attachment Feasibility Were Evaluated
- Landing Gear Sized Between General Aviation Aircraft (Vehicle Weight ~ 3000 lb.) And X-34, F-5, T-38
- Landing Gear Assumed to Have Extend Only Capability for Simplicity
- Landing Gear Attachment Points Were Located at D-21 Fortified Bulkheads
  - Nose Gear at Forward SR-71 Attachment Bulkhead
  - Trailing Gear at D-21 Fwd/Aft Engine Mount Bulkheads
- Review of Lockheed Stress Analysis Indicates D-21 Fortified Bulkhead Design Loads (~ 4000 lbf in Radial Direction) Are of Similar Magnitude to Expected RBCC Vehicle Landing Loads







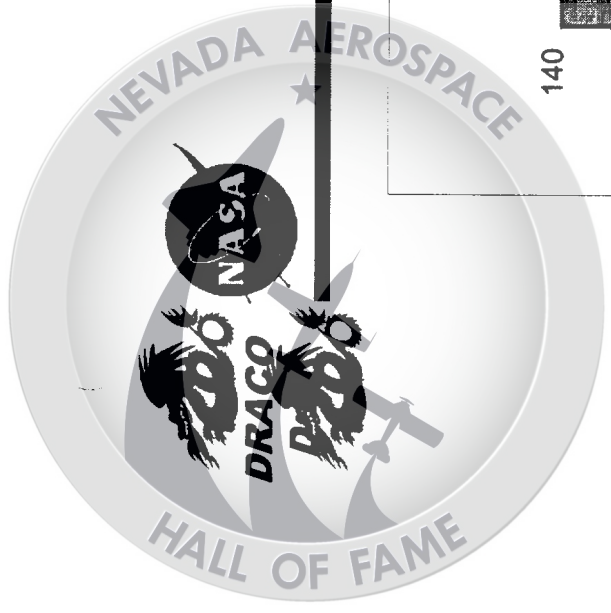
## Vehicle Modification Assessment

# Orbital

### Summary

- Feasibility and Sizing of Externally Mounted Tanks (LOX, H<sub>2</sub>O<sub>2</sub>, Propane) Have Been Evaluated
  - Easily Within Current State-of-the-art for Manufacturing/Integration
- Feasibility and Cost/Weight Ramifications of Adding Internal Conformal Tanks Have Been Evaluated
  - Storing Propane and JP Fuels in Internal Conformal Tanks Is Feasible
  - Will Be Expensive and Will Reduce Overall Vehicle Performance (Added Weight)
- RBCC Propellant Tank Pressure Requirement (30 psi) Is a Significant Design Driver
  - Essentially Eliminates Usability of Existing D-21 Tankage
  - Implementation of Boost Pumps Should Be Considered as an Alternative to Adding Internal Conformal Tanks
- Cursory Landing Gear Sizing Was Conducted
  - No Obvious Off-the-shelf Solution Exists, but Development of Landing Gear Is Not a Significant Technical Hurdle; Vendors Have Indicated ROM Cost ~\$200K
  - Landing Gear Loads are Similar to D-21 Fortified Bulkhead Design Loads

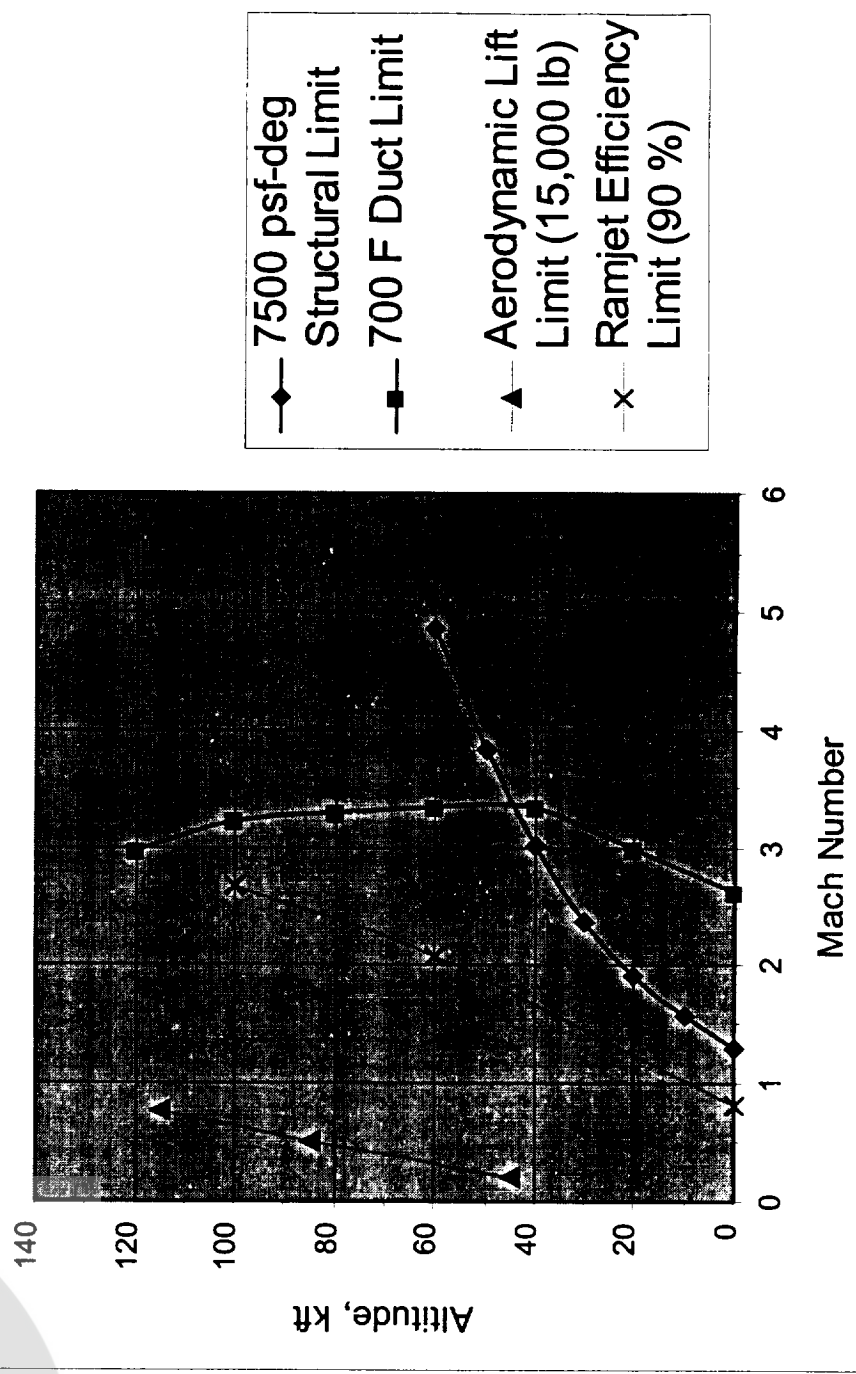


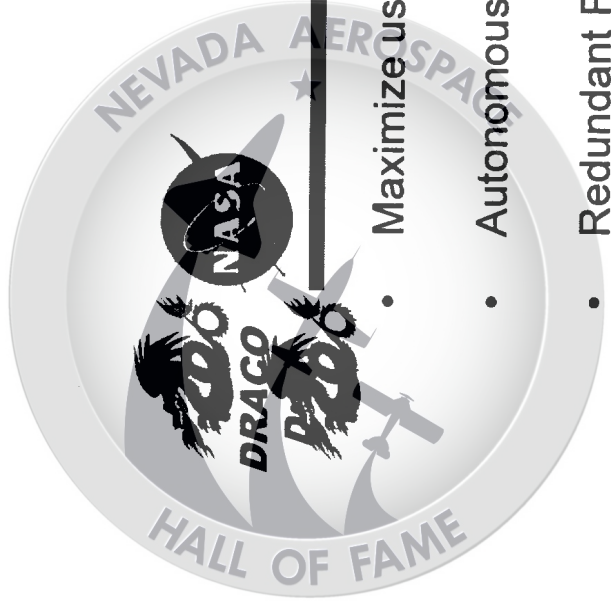


# Limits On Unmodified D-21B Airframe With RBCC Engine Installed



## Unmodified D-21B Operational Envelope





## Avionics Requirements

# ***Orbital***

- Maximize use of Orbital Flight Proven Avionics (Pegasus and X-34)
- Autonomous Landing and Guidance Software Derived from X-34
- Redundant Flight Termination System Designed to NASA Dryden Safety Requirements (X-34 Baseline)
- System Redundancy Requirements will Duplicate X-34.
- Flight Control Actuators (Refurbished) from Original D21 Base-lined
- Hydraulic System Pressurized by Electrically Actuated Pumps. Hydraulic System Has Redundant Pumps, Motors, and Batteries.
- System Power Requirements Driven by RBCC Power Requirements (Translating Inlet Cone, Engine Subsystems, etc.)



## Heritage Flight Proven Avionics From Pegasus And X-34 Programs

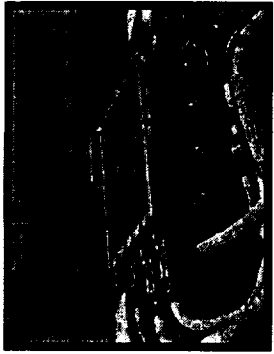
# ***Orbital***

Flight Computer	Pegasus, X-43, X-34
Inertial Navigation System	Pegasus, OSP, X-43, X-34
Differential GPS	X-34
Air Data System	X-34
Flight Termination Receivers	Pegasus, X-43, X-34
Flight Termination Logic Units	Pegasus, OSP, Taurus, X-43, X-34
PCM Transmitter, Antennas & RF Components	Pegasus, OSP, Taurus, X-43, X-34
Telemetry Multiplexer	OSP, Taurus, X-43, X-34
Batteries (Essential, Transient, Hydraulic Pump, Flight Termination, Telemetry)	Pegasus, OSP, Taurus, X-43, X-34
Electrically Actuated Hydraulic Pump	X-34
Valve Actuators	Pegasus

# Flight Proven Avionics From Pegasus Program



**C Band Transponder**



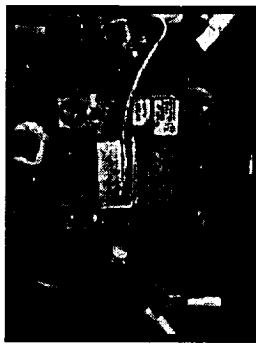
**Flight Computer**



**Flight Termination  
Logic Unit**



**Flight Termination  
Battery**



**Flight Termination  
Receiver**



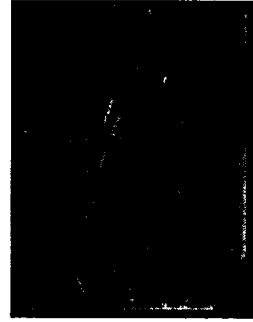
**Flight Termination  
Safe & Arm**



**LN100 INS Unit**



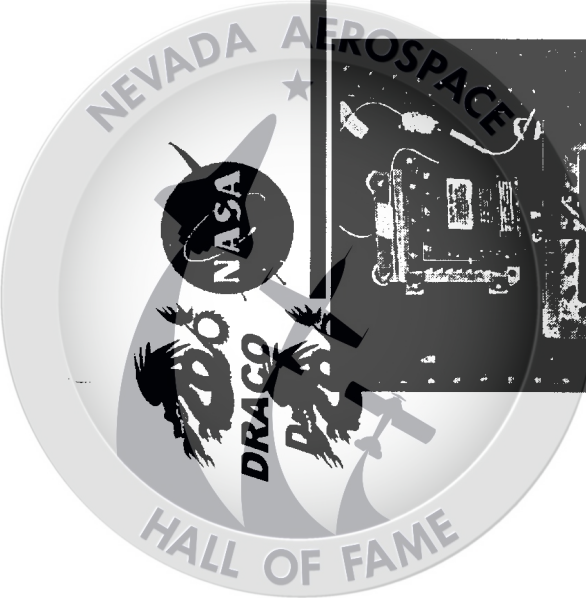
**Transient Battery**



**Avionics Battery**



**Loral Encoder**



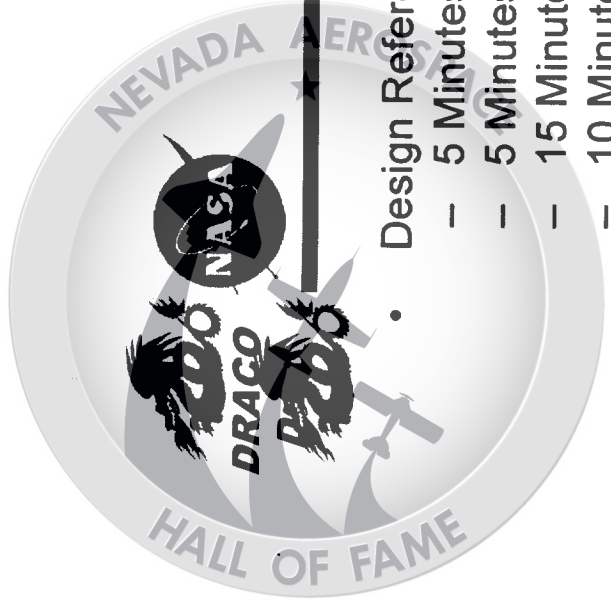


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# Avionics Mass, Volume, And Location Estimates



Avionics Mass, Volume, and Location Estimates						
Description	Weight (Pounds)	Quantity	Total Weight	Dimensions h - w - L	Heritage	Installation Location
Flight Computer (SBS-or)	10.2	1	10.2	10 x 12 x 4	Pegasus	Camera Bay
INS (LN-100)	22	1	22.0	14 x 7 x 8	Pegasus	Camera Bay
Radar Altimeter	4.2	1	4.2	8 x 4 x 4	X-34	Canoe
DGPS Receiver	3.8	2	7.6	6 x 7 x 4	X-34	Camera Bay
Air Data System	5	1	5.0	6 x 8 x 4	NASA	Camera Bay
Transponder	3	1	3.0	5 x 5 x 3	Pegasus	Camera Bay
Flight Termination Logic Unit	4.5	2	9.0	9 x 8 x 3	Pegasus	Camera Bay
Flight Termination Receivers	0.5	2	1.0	3 x 4 x 1	Pegasus	Camera Bay
Safe & Arms	4.6	4	18.4	6 x 6 x 5	Pegasus	Two in Camera Bay, two in Canoe
FTS Bus Battery	5	2	10.0	6 x 8 x 3	Pegasus	Camera Bay
PCM Transmitter	2	2	4.0	2 x 3 x 1	X-34	Camera Bay
Multiplexers	3	2	6.0	6 x 4 x 3	X-34	At engine & in the Camera bay
Mux Transducers	0.06	250	12.5	1 x 1 x 1	X-34	Distributed throughout the vehicle
Camera Controller	5	1	5.0	6 x 8 x 3	Pegasus	Camera Bay
Camera	1	2	2.0	2 x 2 x 8	Pegasus	In canoe: one fwd & one side view
Antennae, couplers, dividers	0.1	10	1.0	1 x 2 x 2	Pegasus	Camera Bay
Mechanical Hydraulic Pump	20	2	40.0	8 x 8 x 6	X-34	Installed in the canoe
Hydraulic Pump Controller	20	2	40.0	8 x 12 x 14	X-34	Installed in the canoe
HIDU (Valve Driver)	3.5	2	7.0	5 x 5 x 3	Pegasus	Camera Bay
PDU	2.7	2	5.4	7 x 5 x 3	Pegasus	Camera Bay
Engine Control Unit	10	1	10.0	5 x 5 x 3	DRACO	Camera Bay
Heaters / Thermostats	0.1	10	1.0	na	DRACO	Various locations
Valves / Solenoids	1	8	8.0	na	DRACO	Installed on the engine
Switches / Relays	1	8	8.0	na	DRACO	Installed on the engine
Drogue Controller	0.5	1	0.5	2 x 2 x 1	DRACO	Canoe
Cover Controller	0.5	1	0.5	2 x 2 x 1	DRACO	Canoe
Connector	0.2	130	26.0	1 x 1 x 1	Pegasus	Throughout vehicle
Harnesses	20	1	20.0	na	Pegasus	Throughout vehicle
Essential Bus Battery	11	1	11.0	4 x 18 x 4	Pegasus	Camera Bay
Pump Bus Battery	29	10	290.0	7 x 9 x 7	X-34	Canoe
Battery Interface Unit	8	1	8.0	4 x 8 x 9	X-34	Canoe
Telemetry Bus Battery	11	1	11.0	4 x 18 x 4	Pegasus	Camera Bay
Transient Bus Battery	5	1	5.0	8 x 5 x 3	Pegasus	Camera Bay
Power Transfer Switch	2.8	1	2.8	5 x 5 x 3	Pegasus	Camera Bay
<b>Total Avionics Weight:</b>			<b>615.1</b>	<b>pounds</b>		



## Power System Requirements

# ***Orbital***

- Design Reference Missions for Power System Sizing: 40 Minutes
  - 5 Minutes of Systems Test (Ground Testing)
  - 5 Minutes of Internal Power Prior to Drop
  - 15 Minutes of Powered Flight
  - 10 Minutes Coast and Landing
  - 5 Minutes Post Landing
- Power Requirements for RBCC Engine Provided by NASA
  - 15 KW Peak, 5 KW Average
  - Primary Driver of Power System Sizing
- Power System Options Evaluated
  - Battery Powered Avionics, Telemetry, Hydraulic Pumps and Flight Termination Systems
  - Use Existing D21 APU for Power And Batteries For FTS
  - Use Allied Signal Hydrazine Power APU to Provide Power Independent of Batteries or Air Driven Systems





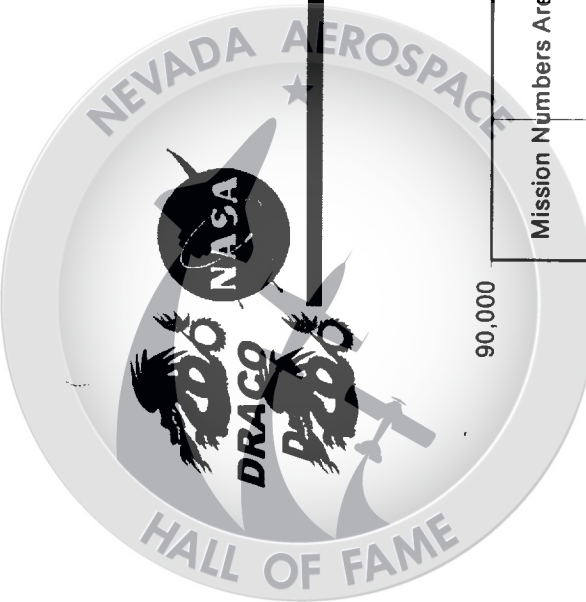
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# DRACO Test Program Summary



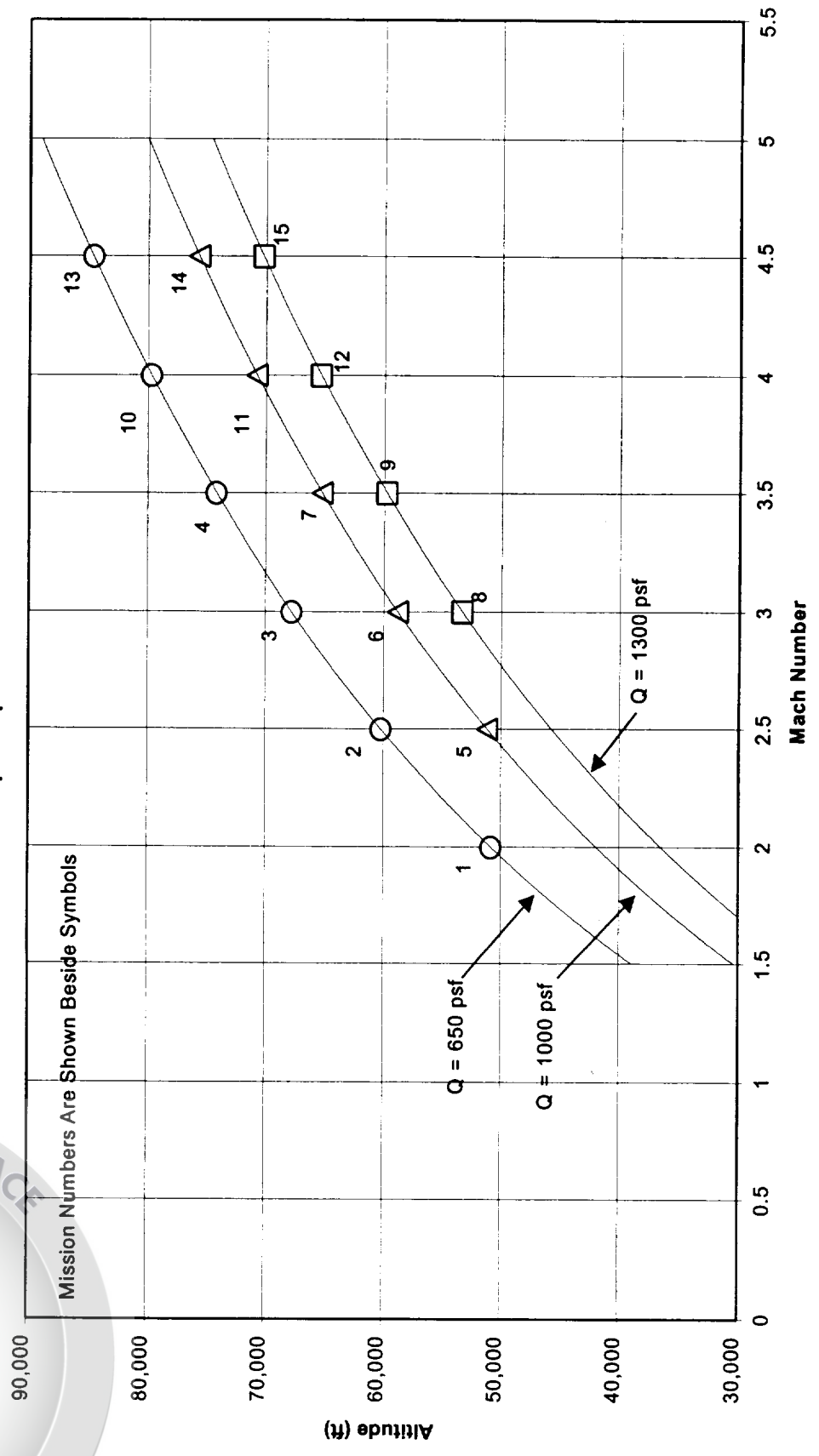
Test Description	Duration	# of Flts	Vehicle Performance / Comments
Low Speed W/T	3 Mo		Validate Approach & Touchdown Speeds, AOAs, And B-52 Separation Aerodynamics
Leading Edge Thermal	3 Mo		Evaluate Capability Of Existing Edges Or New Edges
Fuel Tank Press	1 Mo		Evaluate Pressure Capability Vs Boost Pump Requirement
DFRC Simulator	9 Mo		Evaluate Autoland System & Fly Trajectories
Ground Vibration (GVT)	1 Mo		
Control Surface Proof	1 Mo		Test For Higher Dynamic Pressure Requirement
Integrated Systems C/O	2 Mo		
High Speed Tow	1 Mo		Incorporate Lessons Learned From X-34 Tow Tests
"Box Drop"	1 Mo		Ground Functional Test Of Separation Mechanisms
Captive Carry Flights	3 Mo	5	Drag Verification For Separation Analysis; Propellant Dump; Range /TM Checks; LOX Top-off; Mated Handling Qualities
Unpowered ALT	3 Mo	5	Drop At: 15, 20, 30, 35, 40 Kft
RBCC Envelope Exp: Q=650	6Mo	6	M= 2.0, 2.5, 3.0, 3.5, 4.0, 4.5
Q=1,000	3 Mo	5	M= 2.5, 3.0, 3.5, 4.0, 4.5
Q=1,300	3Mo	4	M= 3.0, 3.5, 4.0, 4.5
Total	48Mo	25	Plan On 50% To 100% Increase In Flight Number Count For Systems Problems, Range Aborts, Etc



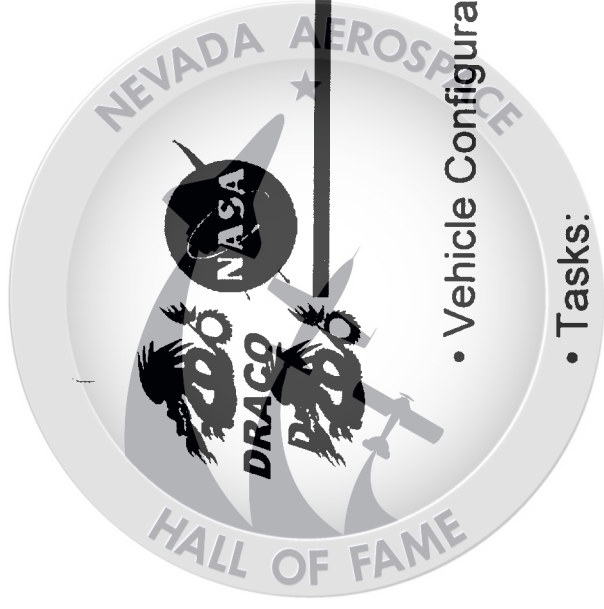
# DRACO D-21 / RBCC Flight Test Envelope Expansion Plan



D-21 DRONE with DRACO PROPOSED RBCC ENGINE  
Envelope Expansion Plan







## Phase 3: Pre RBCC Install Tests

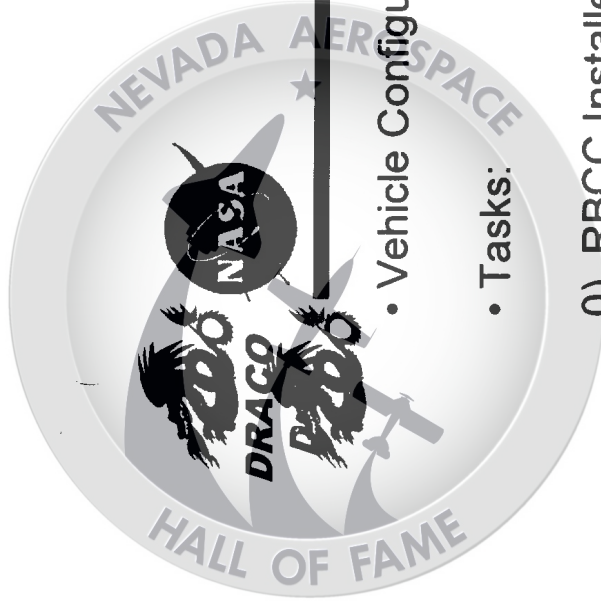
# *Orbital*

• Vehicle Configuration / Location: Ready For Flight Minus RBCC Engine / NASA DFRC

• Tasks:

- 1) Ground Vibration Tests On D-21 And Mated With B-52
- 2) Control Surface Proof Loads Testing
- 3) Hardware-In-The-Loop Tests With DFRC Simulator
- 4) High Speed Tow Test Simulations Of Landing Rollout And Braking System
- 5) Integrated Systems Check-out On Wing Of B-52
- 6) "Box-Drop" Ground Separation Testing
- 7) B-52 Captive Carry Flight Tests Including LOX Top-off And Propellant Dump (5 Flts)
- 8) Unpowered Approach And Landing Tests (5 Flts)
- 10) Engineering Analysis Support At Chandler & Dulles
- 11) 10 B-52 & F-18 flts X \$60,000 Per 2 Hr Flt = \$600,000 X1.5 Reserve
- 12) Other Materials & Misc Support Equipment Requirements

•Phase Duration: 12 Months



## Phase 4: RBCC Powered Flight Tests *Orbital*

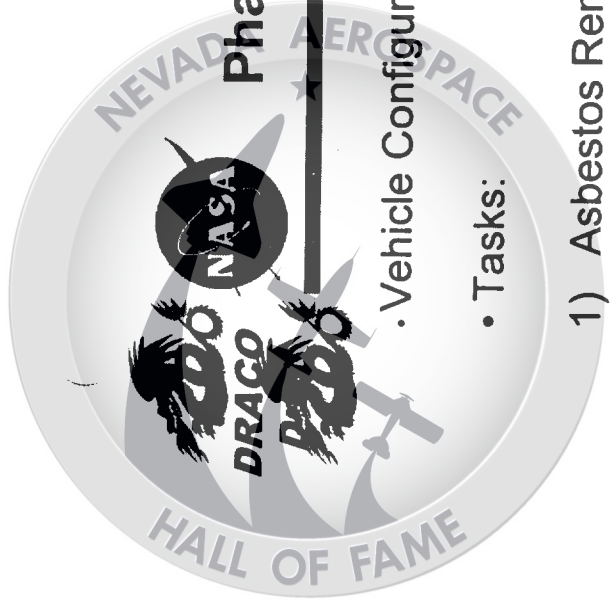
- Vehicle Configuration / Location: Full-up RBCC Configuration At NASA DFRC

- Tasks:

- 0) RBCC Installed Ground Engine Runs - Ejector Mode Only (3 Months)
- 1) 6 Envelope Expansion Flights At Q=650 psf ; M = 2.0, 2.5, 3.0, 3.5, 4.0, 4.5
- 2) 5 Envelope Expansion Flights At Q=1000 psf; M = 2.5, 3.0, 3.5, 4.0, 4.5
- 3) 4 Envelope Expansion Flights At Q=1300 psf; M = 3.0, 3.5, 4.0, 4.5
- 4) 15 B-52 & F-18 flits X \$60K Per 2 Hr Flit = \$900,000 X 1.5 Reserve = \$1.35M

- Duration: 15 Months





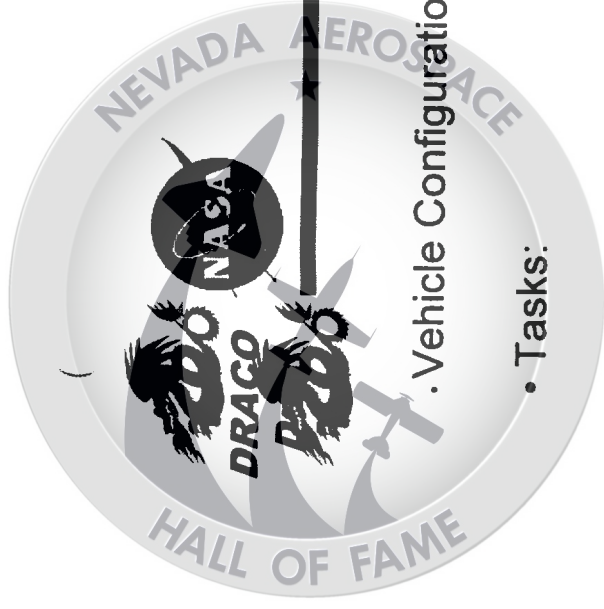
# Phase 0: Vehicle Evaluation / Preparation *Orbital*

• Vehicle Configuration / Location: As Is / OSC Chandler Or NASA DFRC

• Tasks:

- 1) Asbestos Removal - OSC Subcontractor
- 2) Vehicle Disassembly / Inventory & Component Refurb Analysis
- 3) JP Tank Pressure Tests
- 4) Mock-up: Landing Gear, Canoe, LOX Tank, Variable Inlet Installations
- 5) Leading Edge TPS Evaluation In Thermal Test Chambers (Ames Assist)
- 6) Low Speed Wind Tunnel Tests - Landing (Langley Assist)
- 7) Weight& Balance -( Dryden Assist)
- 8) Vehicle Measurements For CAD And Aero Models - Theodolite
- 9) Lockheed Martin Drawing And Tech Database Evaluation
- 10) Formalize DFRC Interest In Unmanned Aerotow & Unpowered Approach And Landing Test Program, As Well As USAF Interest For Future Strike A/C Weapons Separation Demo

• Phase Duration: 6 Months



## Phase 1: Vehicle Design

# Orbital

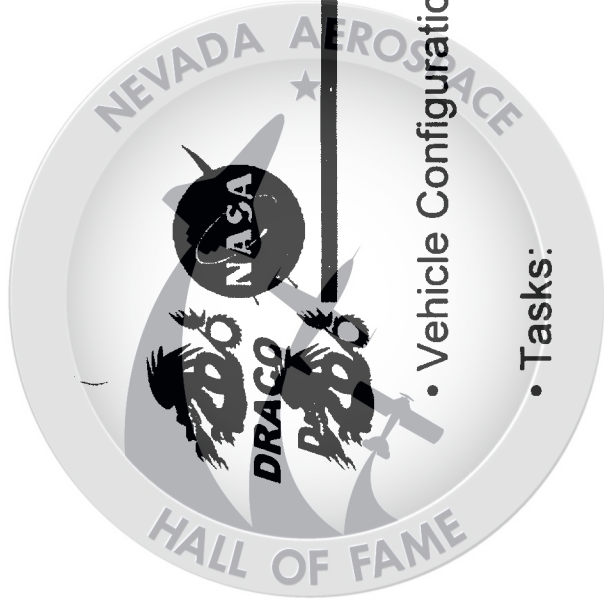
• Vehicle Configuration / Location: Cleaned & Prepped For Mod /

OSC Chandler Or NASA DFRC

• Tasks:

- 1) B-52 Interface: Pylon/Adaptor, LOX Top-off, Launch Ops Station Design - DFRC Assist
- 1a) Evaluate Aerotow Approach For ALT Testing With DFRC Assistance
- 2) Systems Installation Design Using Components From D-21, X-34, Pegasus, And Others
- 3) Landing Gear and Fairing / Door Designs
- 4) LOX , H2O2, And / Or Propane Tank and Support Structure Design
- 5) " Canoe" Fairing And Support Structure Design
- 6) Propulsion Integration Design For DRACO RBCC Engine, Variable Inlet, And Support Systems - MSFC Assist
- 7) Thermal Protection System Design Utilizing Existing Sys From X-34 Etc- Ames Assist
- 8) Flight Control & Guidance Software & Simulations - DFRC Assist
- 9) Begin Flight Test and Vehicle Operations / Facilities Planning
- 10) Wind Tunnel Test Final Vehicle Configuration

•Phase Duration: 9 Months (Overlaps With First 3 Months Of Mod Period)



## Phase 2: Vehicle Modification

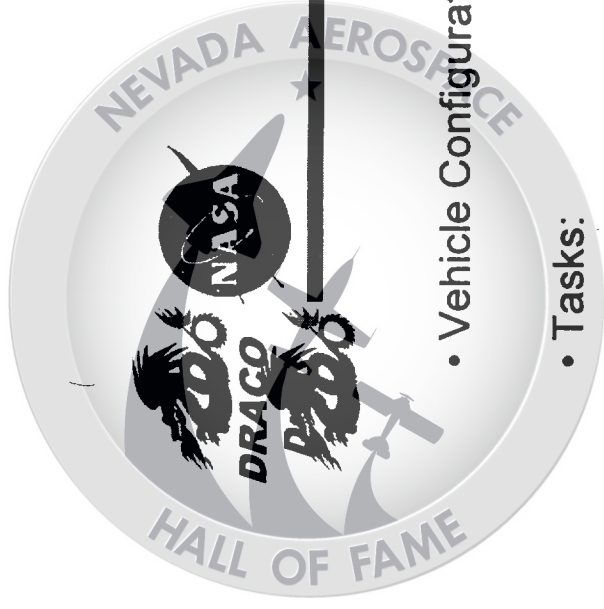
# Orbital

• Vehicle Configuration / Location: OSC Chandler Or NASA DFRC

• Tasks:

- 1) Fabricate And Assemble Vehicle Assembly Tool
- 2) Fabricate "Canoe" Fairing And Support Structure
- 3) Fab And/Or Assemble Landing Gear Components
- 4) Purchase Or Fab LOX Tanks
- 5) Refurbish Existing D-21 Systems To Be Re-used (If Any): FCS Actuators, APU, etc
- 6) Purchase Systems From X-34, Pegasus, And Others: Avx, FCS, Batteries, Fab Wire Harnesses etc
- 7) Purchase And Install Thermal Protection System Blankets
- 8) Fab And Assemble B-52 Pylon And/Or Adaptor: Utilize Pegasus Or X-38 If Possible
- 9) Install And Check-out Systems
- 10) Fab And Install RBCC Engine Mock-up For Ballast, Base Drag Simulation, & Interface Checks

•Phase Duration: 12 months



## Phase 3: Pre RBCC Install Tests

# *Orbital*

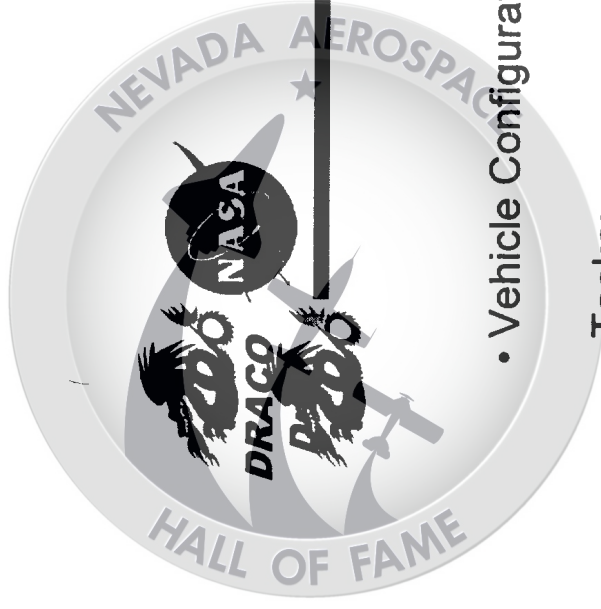
• Vehicle Configuration / Location: Ready For Flight Minus RBCC Engine / NASA DFRC

• Tasks:

- 1) Ground Vibration Tests On D-21 And Mated With B-52
- 2) Control Surface Proof Loads Testing
- 3) Hardware-In-The-Loop Tests With DFRC Simulator
- 4) High Speed Tow Test Simulations Of Landing Rollout And Braking System
- 5) Integrated Systems Check-out On Wing Of B-52
- 6) “Box-Drop” Ground Separation Testing
- 7) B-52 Captive Carry Flight Tests Including LOX Top-off And Propellant Dump (5 Flts)
- 8) Unpowered Approach And Landing Tests (5 Flts)
- 10) Engineering Analysis Support At Chandler & Dulles
- 11) 10 B-52 & F-18 flts X \$60,000 Per 2 Hr Flt = \$600,000 X1.5 Reserve
- 12) Other Materials & Misc Support Equipment Requirements

•Phase Duration: 12 Months





## Phase 4: RBCC Powered Flight Tests *Orbital*

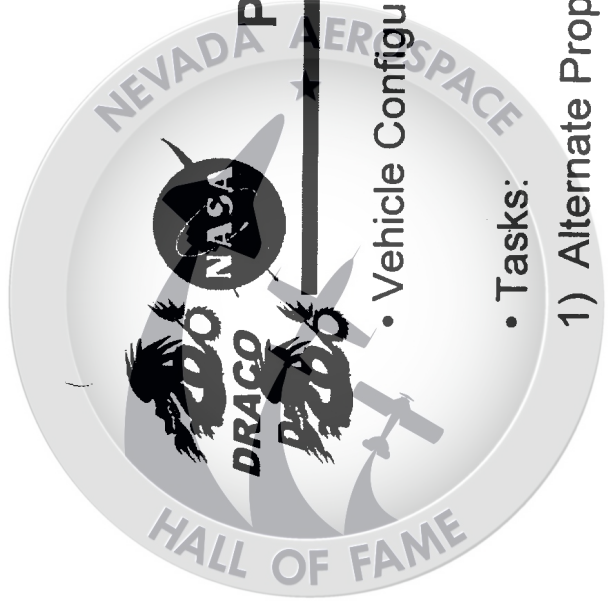
• Vehicle Configuration / Location: Full-up RBCC Configuration At NASA DFRS

• Tasks:

- 0) RBCC Installed Ground Engine Runs - Ejector Mode Only (3 Months)
- 1) 6 Envelope Expansion Flights At Q=650 psf ; M = 2.0, 2.5, 3.0, 3.5, 4.0, 4.5
- 2) 5 Envelope Expansion Flights At Q=1000 psf; M = 2.5, 3.0, 3.5, 4.0, 4.5
- 3) 4 Envelope Expansion Flights At Q=1300 psf; M = 3.0, 3.5, 4.0, 4.5
- 4) 15 B-52 & F-18 flts X \$60K Per 2 Hr Flt = \$900,000 X 1.5 Reserve = \$1.35M

•Duration: 15 Months





## **Phase 5: Potential Upgrades To Test-bed *Orbital***

• Vehicle Configuration / Location: Full-up RBCC Configuration At NASA DFRC

• Tasks:

- 1) Alternate Propellant Conversions
- 2) RBCC Engine Modifications And Performance Enhancements
- 3) Solid Rocket Boost Upgrade For Testing RBCC At Higher Mach Numbers
- 4) Landing Gear Upgrade For Runway Take-off Demonstration
- 5) TPS Upgrades For Higher Sustained Q And Skin Temperatures
- 6) Inlet Duct Upgrade For Longer Test Times At Higher Dynamic Pressures
- 7) Mach 3+ Weapons Separation Demo For USAF FSA Customer
- 8) Bantam Class Upper Stage Demo Separation

• Issues / Comments: Allows Other Interested Potential Customers To Contribute To Program Funding And Development If NASA Desires



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# D-21B RBCC Modification And Flight Test Schedule



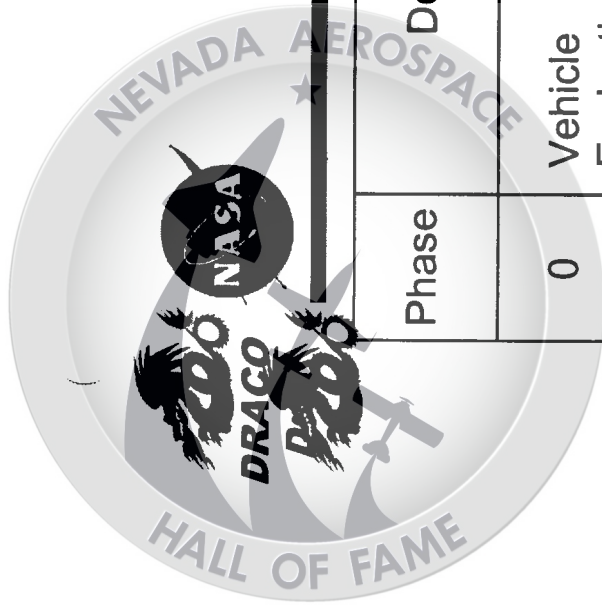
ID / TASK NAME	2000				2001				2002				2003				2004			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
1. PROGRAM MILESTONES	ATP			CDR				1st CC	1st ALT				1st RBCC				Prog Comp			
2. Ph 0: Vehicle Evaluation / Prep				PDR				Flt												
3. Ph 1: Vehicle Design																				
4. Ph 2: Vehicle Modification																				
5. Ph 3: Pre RBCC Installation Testing																				
-Ground Systems Testing																				
- B-52 Captive Carry Flight Test (5)																				
- Unpowered ALT Flight Tests (5)																				
6. Ph 4: RBCC Powered Testing																				
- Ground Engine Ejector Runs																				
- Flight Testing																				
- Q=650 (6 Flights)																				
- Q=1000 (5 Flights)																				
- Q=1300 (4 Flights)																				
7. Ph 5: Potential Upgrades & Testing																				
Aerotow Test Option																				
RJ-43 Test Option																				

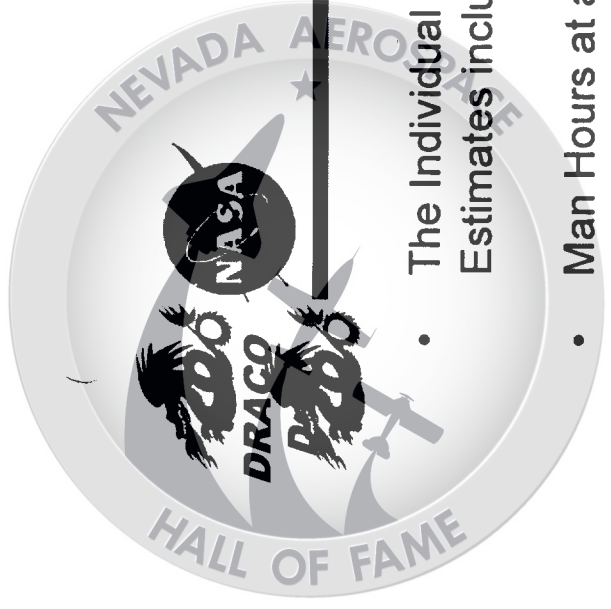
DRACO D-21 Modification Program  
 Phased ROM Cost Estimate



Phase	Description	Duration * (Months)	Location	ROM
0	Vehicle Evaluation/Preparation	6	Chandler/DFRC	\$1.7M
1	Vehicle Design	9	Chandler/Dulles	\$4.3M
2	Vehicle Modification	12	Chandler/DFRC	\$6.0M
3	Pre RBCC Testing	12	DFRC	\$7.9M
4	RBCC Flight Tests	15	DFRC	\$7M
Total Program			48	\$26.8M

\* Note: Some Durations Overlap

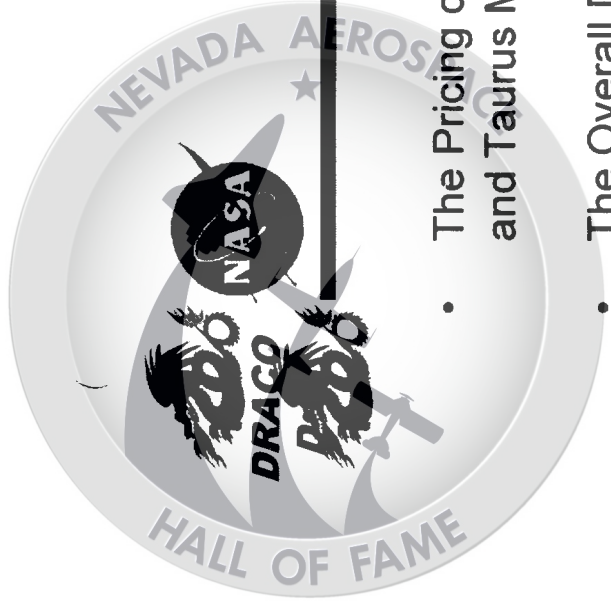




## ROM Pricing Methodology

# ***Orbital***

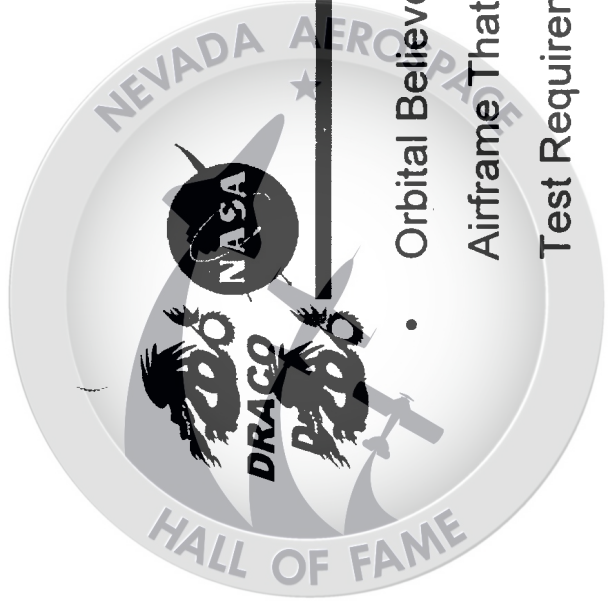
- The Individual Tasks in each Phase Were Priced by Developing Basis of Estimates including Orbital Manpower, Material, Subcontracts and Travel
- Man Hours at an Average Rate were then Factored for Program Management and Business Operations Support.
- Material and Subcontracts were Factored by an Approximate G&A Rate and a ROM Factor
- Total Cost is the Sum of Labor and Material, Travel, and Subcontracts
- Phase 2, 3, and 4 are Escalated at 5% Per Year to Achieve “Then Year” Dollars



## Pricing Reasonableness Tests

# *Orbital*

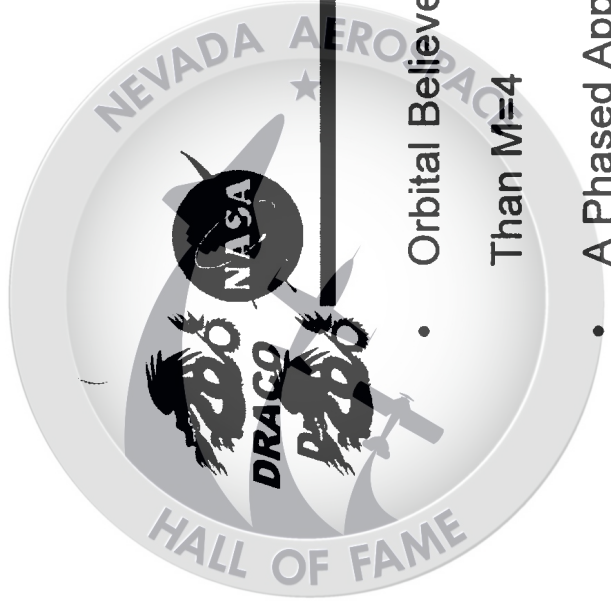
- The Pricing of Individual Tasks were Compared with Similar Tasks on Pegasus and Taurus Missions
- The Overall D21B Modification Program was then Compared with the Hyper-X Booster Program
  - Man Hours Are very Similar For Comparable Tasks And Phases
  - Certain Materials and Subcontracts Compared Closely in Pricing Estimates
- Hyper-X Booster and D21B have many Technical Similarities
  - Both Vehicles are NOT Clean Sheet Vehicles but are a Substantial Modification to Existing Vehicles
  - Both Vehicles have Similar Flight Envelopes and are Air Dropped from a B-52
  - Both Vehicles have Similar Levels of System Redundancy



## Conclusions

# Orbital

- Orbital Believes That The D21B Airframe Represents A Feasible Low Cost Airframe That Is Applicable To A Large Portion Of The DRACO RBCC Engine Test Requirement
- As Expected, The Amount Of Modification Is Directly Related To The Maximum Mach Number Required (Inlet Duct And Airframe Skin Temperature Issues).
- Breakpoints In Modification Costs Correlate To Specific Limitations In The D-21:
  - Assuming The Inlet Is Modified With A Translating Cone, The Basic Airframe Does Not Have Limits Below  $M=3.5$
  - Between  $M=3.5$  And Approximately  $M=4.0$ , The Vehicle Is Limited by Duct Aero-heating. The Duct Heating Issue May Be Resolvable With Upgrades Such As Liners, Coatings, Or Duct Wall Material Changes
  - The Airframe Is Limited To Approximately  $M=6$  By Aerodynamic Loads



## Conclusions (Continued)

# *Orbital*

- Orbital Believes The Best Performance-Cost Trade Limits The Vehicle To Less Than M=4
- A Phased Approach Is The Lowest Risk And Most Cost Effective Approach To Obtaining An RBCC Test-bed For NASA. This Approach Reduces Schedule, Cost, And Technical Risk By Completing Smaller And Less Expensive Phases Before Proceeding To The Next Phase.
- More Detailed Design And Cost Estimation Can Not Be Determined Without Further Disassembly Of The D21B Airframe And / Or Access To The Lockheed Martin Drawings And Technical Database, Plus Additional Time And Funding





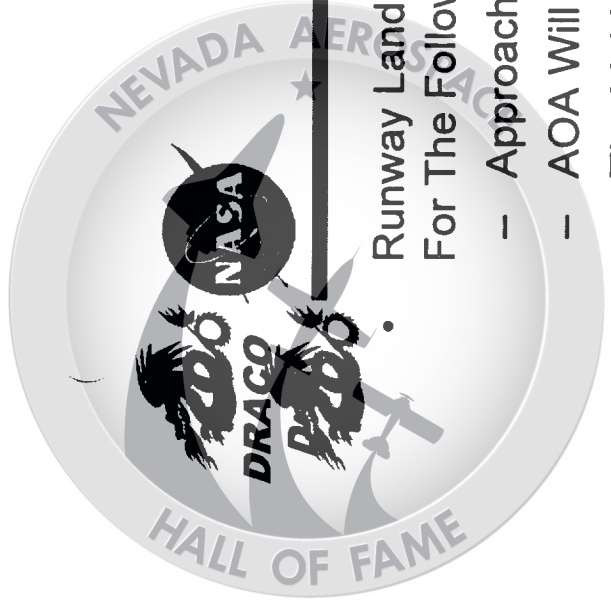
## Conclusions (Continued)

# Orbital

- LOX/Propane Is Only A Feasible Propellant Combination For Use On The D-21B If The Propane Tanks Can Be "Submerged" Within The Mold Line Of The Old JP Tanks  
(This Mod Would Require Substantially More Cost And Technical Risk)
- JP/H2O2 Is Not Only A Feasible Propellant Combination For The D-21B With An RBCC Engine But Has Several Distinct Advantages Including:
  - Elimination Of The Cryo Tank Requirement And Associated Operational Issues
  - Elimination Of The 25% Boil-off Penalty Used With LOX
  - Allows The Use Of Efficient Conformal Tank Designs

\* Note: Availability Of High Concentration H2O2 May Be An Issue
- NASA B-52 (008) Air-Launch Is The Preferred Launch Approach For The Modified D-21B For The Following Reasons:
  - Known D-21B/B-52 Separation Characteristics From Prior USAF Operations
  - Extensive Similar B-52 (008) Air-Launch Experience With X-15, Lifting Bodies, Pegasus, Hyper-X, And X-38
  - Maximizes The Envelope Expansion Opportunities With The RBCC Engine
  - Reduces Risk To Test Program By Allowing A Phased Approach To Envelope Expansion: Unpowered Approach And Landing First Etc. . .
  - In Flight LOX Top-Off Precedent Set With X-15





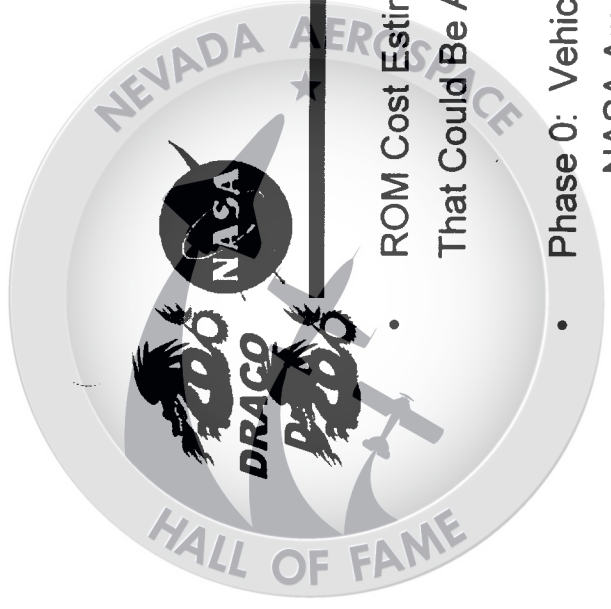
## Conclusions (Continued)

# Orbital

Runway Landing On Wheeled Landing Gear Is The Preferred Recovery Technique For The Following Reasons:

- Approach And Landing Speeds Are Reasonable (140 Kts; Lower Than X-34)
- AOA Will Be Less Than 10 Degrees With A 1.3 Factor Of Safety
- The Vehicle Is Unstable In Pitch At Subsonic Air Speeds; There Are Several Methods Available To Address This Design Issue When Funding Permits
- Turn-around Time Between Flights Will Be Reduced And Maximizes The Demonstration Potential Of RBCC Engine Operation For NASA

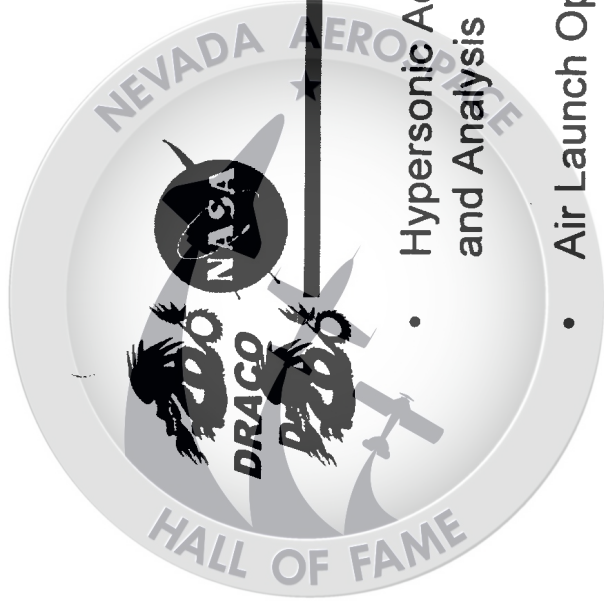
- Existing Inlet Duct Configuration Presents Minor Reductions Of Air Augmentation In Ejector Mode
- D-21B / RBCC Modification Can Maximize The Use Of Existing Systems And Expertise From Other Orbital Sciences Hypersonic Vehicles Including X-34, Pegasus, And Hyper-X. This Saves NASA A Substantial Amount Of Research Dollars And Also Reduces Risk To The Program Through The Use Of Flight Proven Hardware And Software.



## Opportunities For NASA Participation And Cost Reduction

# Orbital

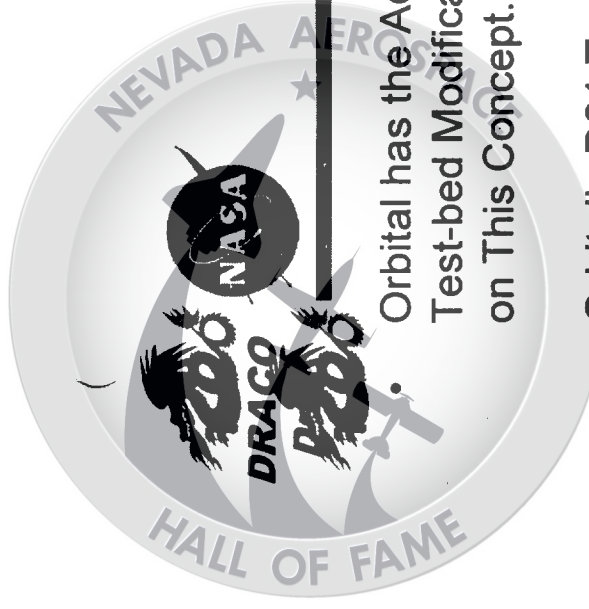
- ROM Cost Estimates Were Developed Conservatively Without Regard To Possible Scope That Could Be Accomplished By NASA Personnel And Facilities
- Phase 0: Vehicle Evaluation And Preparation
  - NASA Ames: Perform Testing Of Existing D-21 TPS
  - NASA Langley: Perform Low Speed Wind Tunnel Testing Necessary To Establish Runway Landing Performance
- Phase 1: Vehicle Design
  - NASA Marshall: Assist In Engine And Variable Inlet Integration Design
  - NASA Dryden:
    - Design B-52 Mechanical And Electrical Interfaces Including LOX Transfer System
    - Develop "Hardware-In-The-Loop" Simulation
    - Develop Aerotow Launch Option For ALT Tests
  - NASA Ames: Assist In TPS Selection And Installation Design
  - NASA Langley: Perform Wind Tunnel Tests On Final Design Configuration
- Phase 2: Vehicle Modification
  - NASA Dryden: Fab & Install B-52 Interface Hardware
- Phases 3 & 4: Ground And Flight Tests
  - NASA Dryden: Provide B-52 Air Launch Service And Flight Ops Support



## Applicable Orbital Experience

# ***Orbital***

- Hypersonic Aerodynamics, Instrumentation, Flight Controls, and Airframe Design and Analysis
- Air Launch Operations from the NASA B-52-008.
- Thermal Protection System Design, Development, and Integration.
- Availability of Flight Proven Subsystem Designs From Pegasus, X-34, and Hyper-X Booster. These Design and Pedigree of these Systems have been Reviewed by NASA KSC Flight Assurance as Part of the SELVS Program.
- Familiarity with Ground and Flight Operations at NASA Dryden. At least Two Other Orbital Programs will be in Flight Test at Dryden in 2000 and 2001 (X-34 and Hyper-X Booster).
- Orbital's Extensive Experience with reuse of Existing Government Assets on our Sub-orbital Launch Vehicle Programs Provides a Unique Capability to Assess Poorly Documented and Sometimes Poorly Maintained Assets. Examples Include Reuse of Minuteman I and II, Sergeant, Talos, Terrier, etc.



## Orbital Is NASA's Best Choice To Perform the D21B Modification

# ***Orbital***

- Orbital has the Advantage of Four years worth of Northrop Grumman Studies on D21 Test-bed Modifications. Orbital and Northrop Have Invested Significant Internal Funding on This Concept.
- Orbital's D21 Test-bed Can Take Advantage of X-34 Systems already developed with MSFC Funding. Air Launch, Common Hardware and Software, Runway Landing, and Thermal Protection Systems are Examples of the Synergy Between D21, X-34, and Pegasus. This Provides the Lowest Cost and Risk Approach To NASA.
- Orbital Will Perform the D21 Modification Within the Launch Systems Group, Ensuring that X-34 Manpower and Schedules are Not Impacted by The D21 Modification.
- Orbital's Hyper-X Booster is a Useful "Pathfinder" for D21 Air Launch Operations.
- Orbital's Performance And Cost Effectiveness On X-34 And Hyper-X Are Convincing Proof That NASA Will Get Value For Its Dollars Spent On DRACO Test-bed Development
- Orbital is Developing Alternative Uses and Funding Sources for the D21 Test-bed
- This Product Fits with Orbital's Strategic Plan for Future Products.

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