First Test Flight Thermal Performance of the Low Density Supersonic Decelerator (LDSD) Supersonic Flight Dynamics Test (SFDT) Vehicle

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Agenda

- LDSD Project Overview
- SFDT-1 Objectives
- SFDT Vehicle Description
- SFDT-1 Trajectory and Mission Timeline
- Day of Test Thermal Environment
- Brief Review of SFDT Thermal Model
- SFDT-1 Key Events
- SFDT-1 Thermal Telemetry (Select Components)
- Post-Flight Visual Inspection of the Recovered TV
- Lessons Learned and Conclusions
- Acknowledgements
LDSD Project Overview (1/2)

- Charged by NASA’s Office of the Chief Technologist to advance the state of the art for Mars EDL
- 3 new EDL technologies under development
  - 30.5 m diameter Disk Sail Parachute
  - Robotic Class SIAD (6 m torus)
  - Exploration Class SIAD (8 m isotensoid)
- Supersonic Flight Dynamics Test (SFDT) Vehicle will provide the experimental platform for testing these new technologies
- Stratospheric tests using helium carrier balloons occurred during the summers of 2014 and 2015 at the PMRF on Kauai, Hawaii
LDSD Project Overview (2/2)

Proposed Flight Profile for High Altitude LDSD Tests using the SFDT Vehicle
SFDT-1 Objectives

1. Launch the SFDT vehicle with a Star 48 on a balloon from PMRF to float altitude.
2. Conduct a powered flight, demonstrating the ability to target Mars analogous Mach numbers and dynamic pressures.
3. Collect real-time telemetry from the test vehicle sufficient to assess the powered flight objective and to demonstrate the operation of all radio links.
4. Recover the balloon from the ocean for disposal.

Since the first SIAD-R and SSDS elements were ready ahead of time enabling integration with SFDT-1, secondary goals were established as the following:

- Deploy and collect data on the operation and dynamics of the SIAD-R.
- Deploy and collect data on the operation and dynamics of the SSDS parachute.
- Fly the camera mast assembly and other SIAD and SSDS sensors.
- Recover the test vehicle and/or flight image recorder from the ocean.
**Note 4 major thermal challenges:** 1. Star 48 plume heating, 2. Star 48 soakback heating, 3. Spin Motor plume heating, and 4. Spin motor soakback heating
SFDT Vehicle Description (Internal)

Avionics Pallet and GLNMAC

Camera Mast Assembly

TH_M_SSRS_HS6 (On Camera)
TH_M_SSRS_HR7 (On Camera)
TH_M_PANCAM5 (On Camera, Internal to Mast)
TH_M_FIR_SSDS (On Drives)
TH_M_COREDVR1 (On Radiator)
TH_M_COREDVR3 (On Radiator)
TH_M_COREDVR2 (On Radiator)
SFDT-1 Trajectory and Timeline – June 28, 2014

Critical Event | UTC   | HST   |
---------------|-------|-------|
Pre-Lift Check Begins | 12:02:00 | 2:02:00 |
Pre-Lift Check Complete | 12:32:00 | 2:32:00 |
Post Lift Check Begins | 15:47:00 | 5:47:00 |
Post-Lift Check Complete | 16:05:00 | 6:05:00 |
Pre-Launch Power ON | 18:00:00 | 8:00:00 |
Balloon Launch | 18:40:51 | 8:40:51 |
Balloon Rotator ON | 20:05:53 | 10:05:53 |
Balloon Rotator Set | 20:18:59 | 10:18:59 |
TV Block 1 Power ON | 20:25:10 | 10:25:10 |
TV Block 2 Power ON | 20:30:07 | 10:30:07 |
TV Block 3 Power ON | 20:35:37 | 10:35:37 |
TV Block 4 Power ON | 20:50:14 | 10:50:14 |
Float Achieved | 21:02:47 | 11:02:47 |
GLN MAC Init | 21:03:01 | 11:03:01 |
Drop | 21:05:00 | 11:05:00 |
Spin Up | 21:05:00 | 11:05:00 |
Star 48 Ignition | 21:05:02 | 11:05:02 |
Star 48 Burnout Detected | 21:06:11 | 11:06:11 |
Spin Down | 21:06:12 | 11:06:12 |
SIAD Deploy | 21:06:22 | 11:06:22 |
PDD Mortar Fire | 21:07:41 | 11:07:41 |
SSDS Full Inflation | 21:07:49 | 11:07:49 |
FIR Cable Cut | 21:10:53 | 11:10:53 |
EPSU Altitude Switch Closure | 21:19:20 | 11:19:20 |
All Buses Powered OFF | 21:19:32 | 11:19:32 |
Day of Test Thermal Environment

![Graph showing thermal environment data with labels for Max Altitude, Float Altitude, -8°C, and -73°C.]
Brief Review of SFDT Thermal Model

Contour plot just prior to Star 48 ignition


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SFDT-1 Key Events (1/2)
SFDT-1 Key Events (2/2)
SFDT-1 Thermal Telemetry – Avionics Pallet

TM and Video Transmitters Temperatures

Other Pallet Component Temperatures

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SFDT-1 Thermal Telemetry – GLNMAC

GLNMAC and GLN-Coms Temperatures

- GLNMAC Bus Off
- Drop
- Balloon Launch

All GLNMAC Internal Temperatures

- Chute Inflation
- GLNMAC Init D-2 mins
- Drop

Temperature (C)

UTC
SFDT-1 Thermal Telemetry – Star 48

Only 1 AFT violation occurred briefly during the balloon ascent near the nozzle end of the Star 48.
SFDT-1 Thermal Telemetry – Spin Motors
Post-Flight Visual Inspection of the Recovered TV (1/2)
Post-Flight Visual Inspection of the Recovered TV (2/2)
Lessons Learned and Conclusions

• Difficult to predict exactly what the thermal performance of the vehicle was going to be for the first test flight
  – 4 major thermal challenges had to be conservatively estimated
    • Star 48 main motor plume heating
    • Star 48 soakback heating
    • Spin motor plume heating
    • Spin motor soakback heating

• Thermal telemetry and post-flight visual inspection of the recovered TV confirmed that the SFDT vehicle thermal design was robust to the 4 major thermal challenges.

• All components stayed well within their Allowable Flight Temperatures with the exception of the previously noted temporary violation near the nozzle end of the Star 48.
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SFDT-1 Thermal Telemetry – Cameras

Camera Temperatures

Core DVR Temperatures