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GUIDANCE, NAVIGATION CONTROL (GNC) DESIGN OVERVIEW AND FLIGHT TEST RESULTS FROM NASAS MAX LAUNCH ABORT SYSTEM (MLAS)

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No binding. Book Condition: New. This item is printed on demand. Original publisher: Langley, Va. : National Aeronautics and Space Administration, Langley Research Center, 2010 OCLC Number: (OCoLC)729721840 Excerpt: . . . spherical bearing interface was used to transfer the thrust loads into the vehicle at the CM heat shield. The pivot point of this interface was also placed near the CG to ensure that motor cage misalignments would not produce large thrust moments. The MLAS FTV was launched from a fixed stool on Launch Pad 1 on NASAs Wallops Island and achieved its turn toward the desired launch azimuth using two mechanisms: 1. Launch stool tilt angle: four degrees from vertical along the launch azimuth. 2. Vehicle radial CG offset: approximately one inch from the centerline along the launch azimuth. Figure 5. MLAS pad abort flight test concept of operations. Upon burnout of the SRMs, about six seconds after ignition, the boost skirt was separated via the frangible joint separation device. Four fixed drag plates presenting a total effective drag area of 36 square feet were used to ensure positive separation acceleration between the forebody and the aft boost skirt. The actual MLAS flight test demonstration began next with the stable coast phase. This phase demonstrated the passive stability of the FTV during unpowered flight. The powered ascent phase would place the FTV at an altitude of about 7000 feet and roughly 3000 feet downrange east of the launch site. When the vehicle decelerated to a velocity corresponding to a flight dynamic pressure of 100 pounds per square foot (psf), the coast skirt, including its four fins, was separated using an identical frangible joint separation device and drogue parachute. This was followed by an on-board timer-sequenced reorientation maneuver beginning with deployment of the two drogue parachutes mounted...

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