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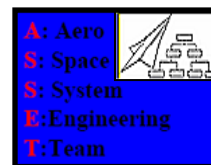
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Hypothesis for Hypersonic Flight development

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TWO NEEDS

for a (NOT FAR) future

**MORE
SUSTAINABILITY
& MORE
RATIONALITY for
ACCESS to
SPACE**

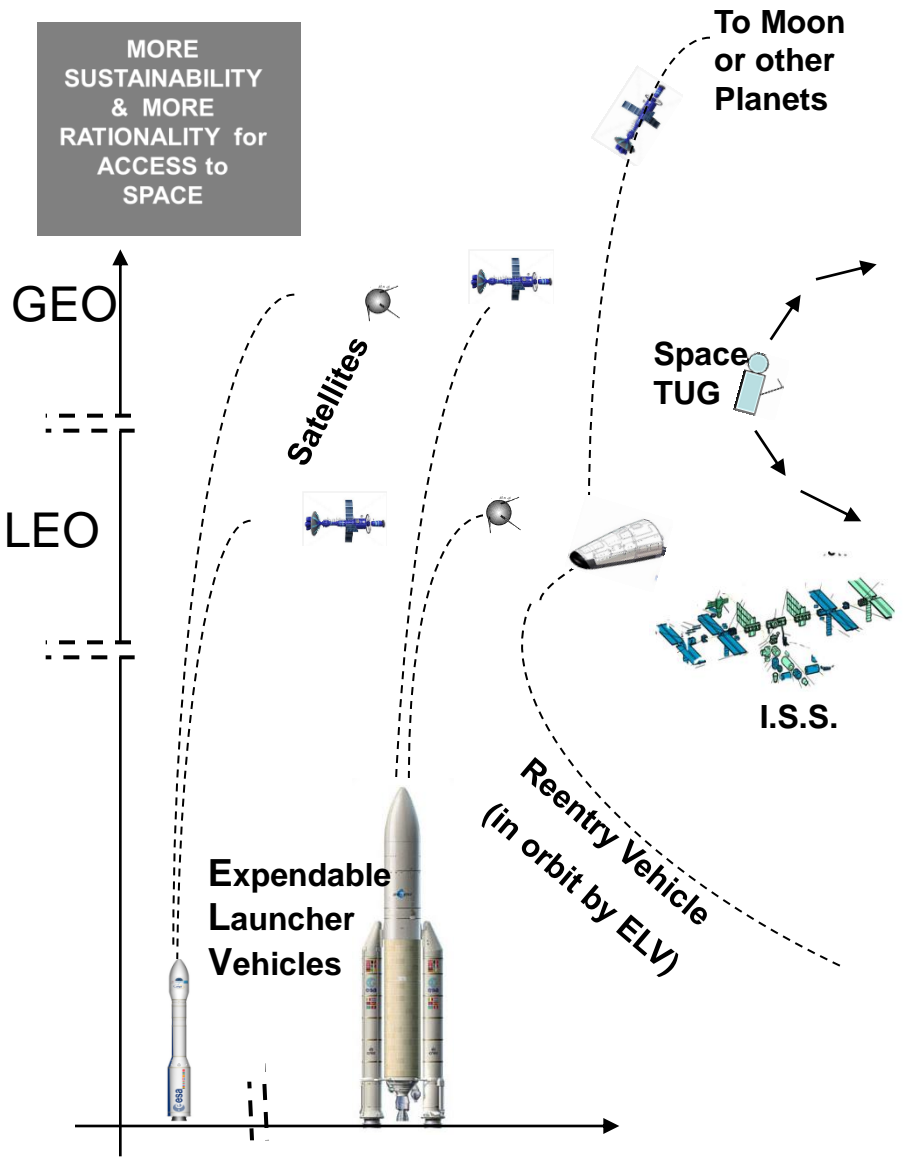
**MORE RANGE
&
TIME REDUCTION
for
TERRESTRIAL
TRIPS**

A: Aero
S: Space
S: System
E: Engineering
T: Team

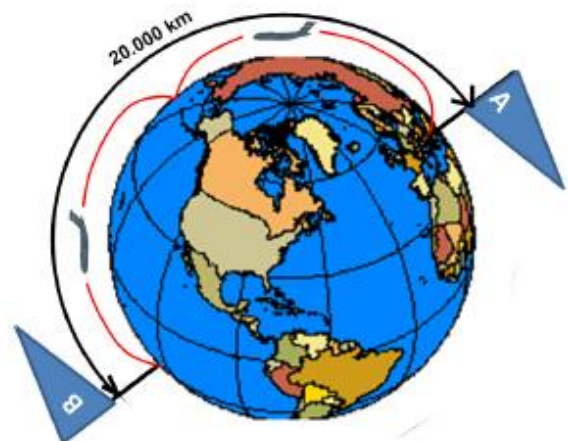


**CESMA, 1st International Symposium on "Hypersonic flight: from 100.000 to 400.000 ft"
 - Rome, Italy, 30 June/1st July 2014**

MORE SUSTAINABILITY & MORE RATIONALITY for ACCESS to SPACE



MORE RANGE & TIME REDUCTION for TERRESTRIAL TRIPS



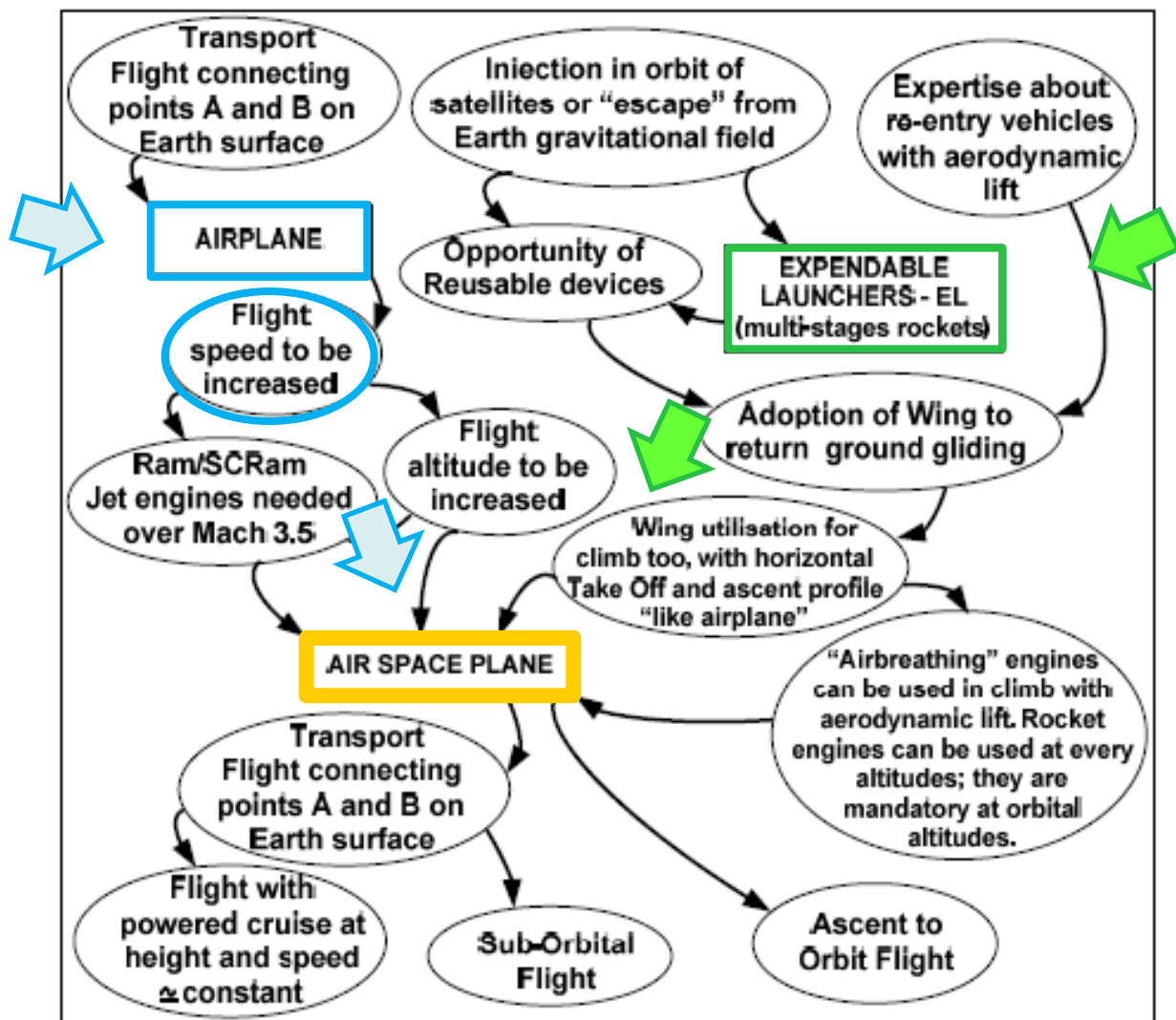
BOEING C-17

BOEING KC-767

AIRBUS A-380



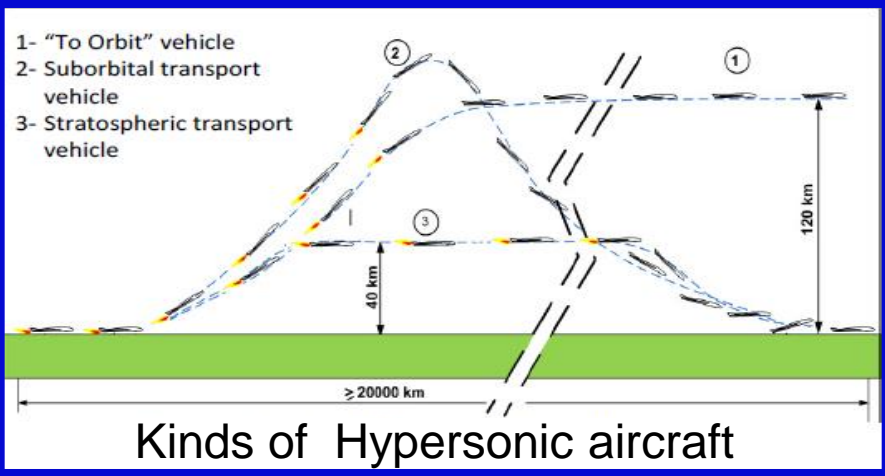
Logic path to define Hypersonic Vehicles typologies



A: Aero
S: Space
S: System
E: Engineering
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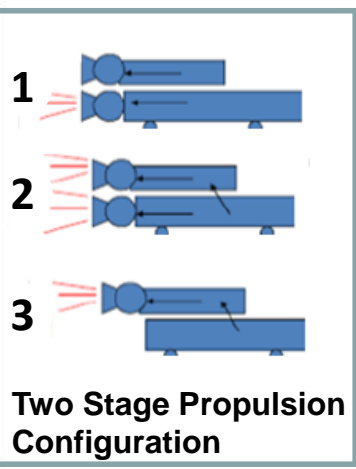
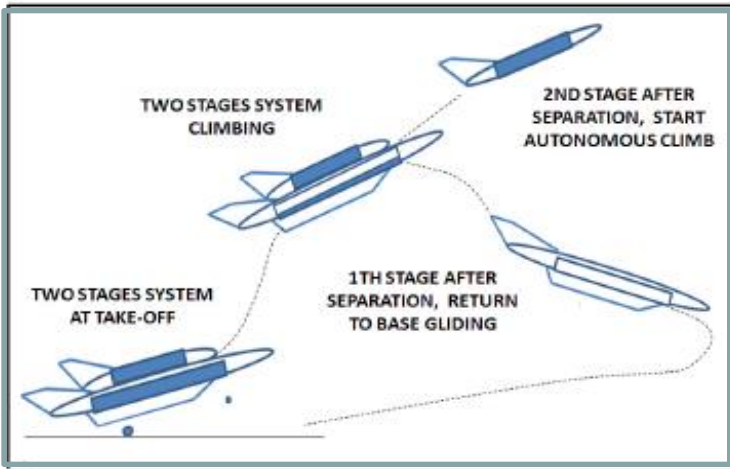
Kinds of Hypersonic aircraft

Different propulsion sequence for Hypersonic Planes

TURBOJET with A.B.	RAM JET	Limited to Mach 6. Typical solution for stratospheric cruise airplanes. Turbojet and Ramjet separated or integrated.		
TURBO FAN	ROCKET	RAM JET	As in previous case but with engines more eco-friendly for low altitude phases of flight. Rocket needed to reach ignition speed of Ramjet.	
TURBOJET with A.B.	RAM JET	SCRAM JET	Technology still to be examined in depth. Altitude and speed achievable still to be defined.	
TURBOJET with A.B.	RAM JET	SCRAM JET	ROCKET	Orbit achievable. Optimal Engines sequence. System complexity.
TURBOJET with A.B.	RAM JET	ROCKET		As previous case, but avoiding Technology not totally acquired yet.
ROCKET		RAM JET	ROCKET	Orbit achievable. Simple System but high consumption.
ROCKET				Simple System, but very high consumption to orbit; more useful for SubOrbital flights.

Stratospheric transport vehicle

"to orbit" or Suborbital vehicle



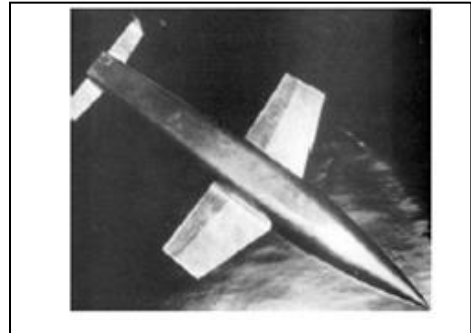
A: Aero
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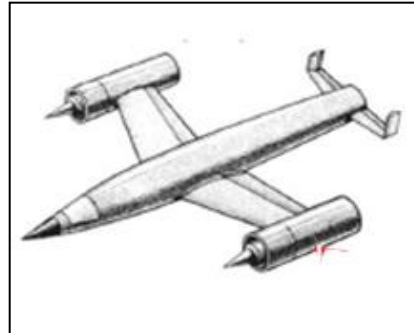
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- Rome, Italy, 30 June/1st July 2014

*W.W. II
Historical
Project*

SANGER BOMBER



SOVIET ANTIPODAL BOMBER



1990's

T.S.T.O.SANGER II



S.S.T.O. NASP X 30



S.S.T.O. HOTOL

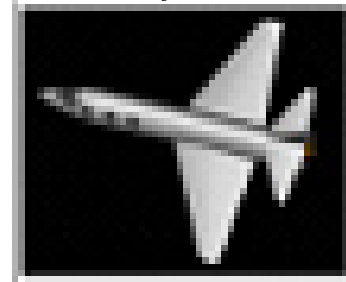


*Space
Tourism
90's and
00's*

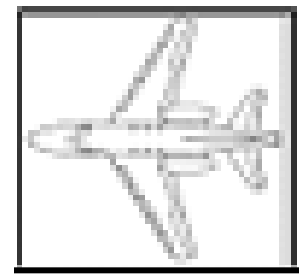
Bristol ASCENDER



Fund. Techn.Sys. "Aurora"



Pan Aero Inc. "Sabre Rocket"



XCOR "Lynx"





Hypersonic: the future

Hypersonic Transport
 Passengers (300 pax)
 Mach 5

“Antipodal” range



LAPCAT A2

Type:	hypersonic passengers transport
Pax n°	300
Length	139 m
Wing span	41 m
Wing area	900 m ²
Take Off Gross Weight	400.000 kg
Fuel Weight	198.000 kg
Engines	4 Scimitar Cruise
Speed	Mach 5
Range	18700 km
Unit cost (estimated)	639 MC

A2 LAPCAT, Pictorial
 representation, Technical Data



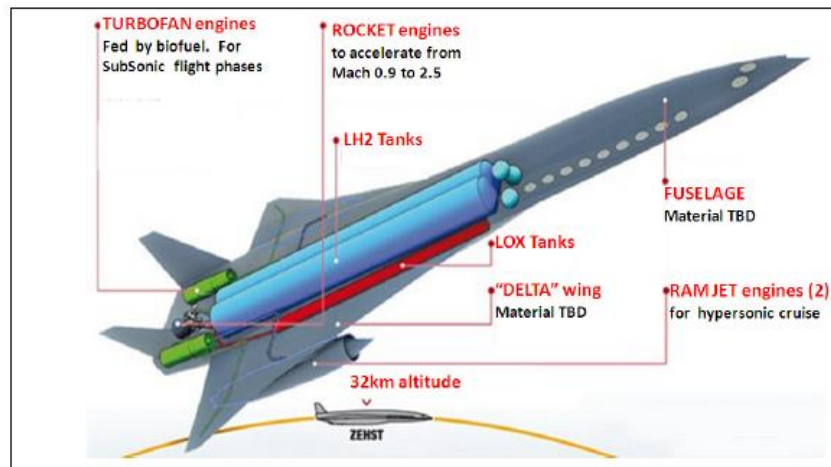
SKYLON

Crew: None, remote controlled from ground.
 Capacity: Potential for up to 30 passengers
 Payload: 15.000 kg (33,000 lb)
 Length: 70 m
 Wingspan: 22 m
 Fuselage diameter: 6.75 m
 Empty weight: 53.000 kg
 Loaded weight: 345.000 kg
 Powerplant: 2 x SABRE 1,350 kN each Thrust/weight: ~1.2 – 3 at burnout (~0.768 atmospheric)
 Specific impulse: 3500 s atmospheric, 450 s exoatmospheric
 Service ceiling: 26.000 m air breathing, >200 km exoatmospheric
 Maximum speed: Orbital (airbreathing Mach 5.5)

SSTO Derived from HOTOL - 2x SABRE engine
 (“air-breather” and Rocket)

EADS ZEHST-Zero Emissions HyperSonicTransport

Hypersonic Transport
 Passengers (60 pax)
 Engine sequence:
 -Turbofan (bio fuel)
 -Rocket
 -Ramjet (LH2)

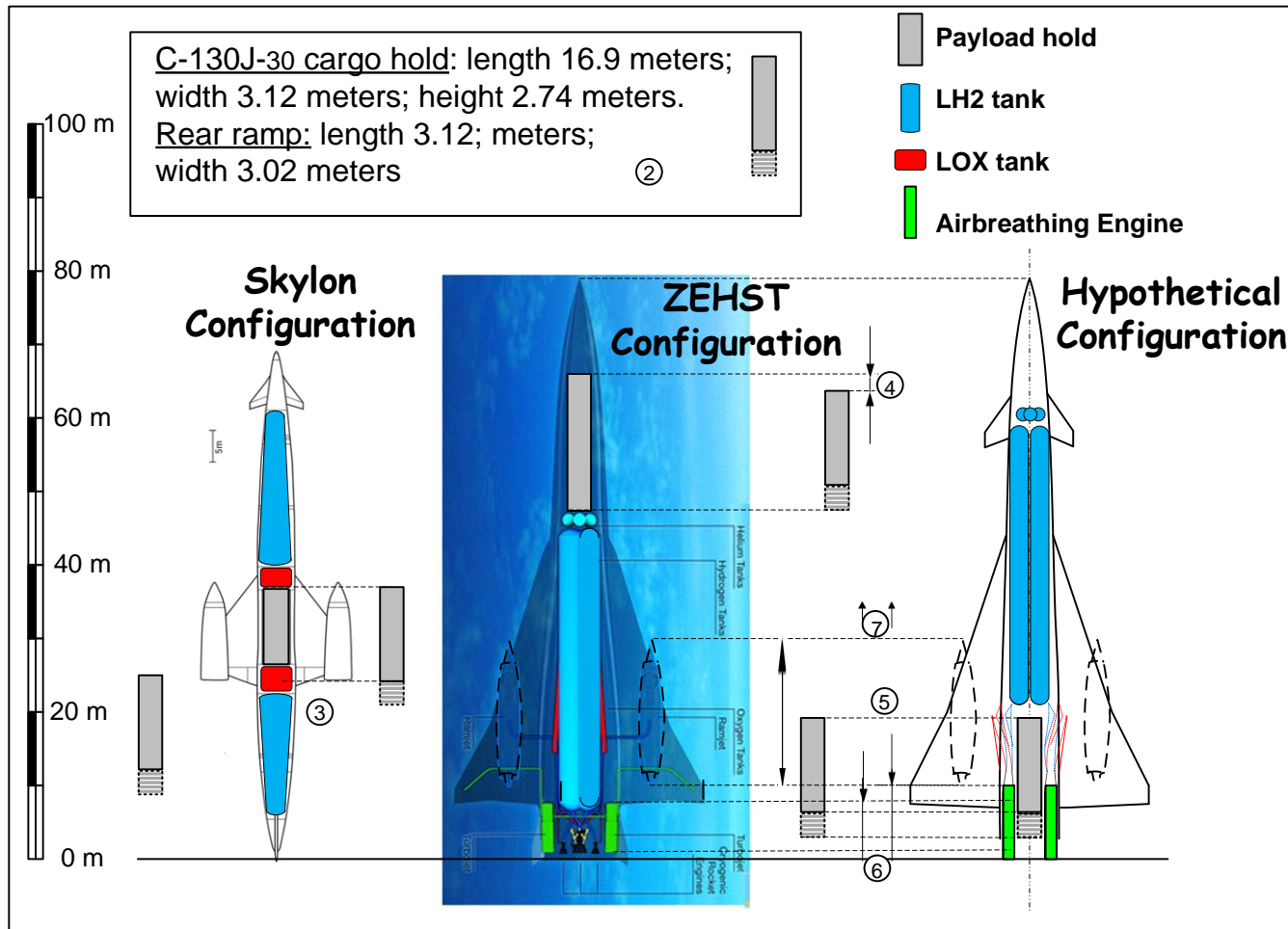


ZEHST configuration and Vehicle characteristics



Configuration study for a **Military Hypersonic Transport**

- 1 Configuration based on ZEHST project
- 2 Main project requirement: the Cargo-bay has to have the same dimensions of the C-130 one with rear ramp
- 3 Cargo-bay largest than Skylon one
- 4 Cargo-bay smallest than ZEHST one
- 5 The cargo-bay is placed on rear fuselage eliminating the ZEHST rocket engine
- 6 Need to replace the ZEHST turbofan engine with Turbojet engine with A/B to start Ram-Jet
- 7 Same Ram-Jets used in ZEHST configuration



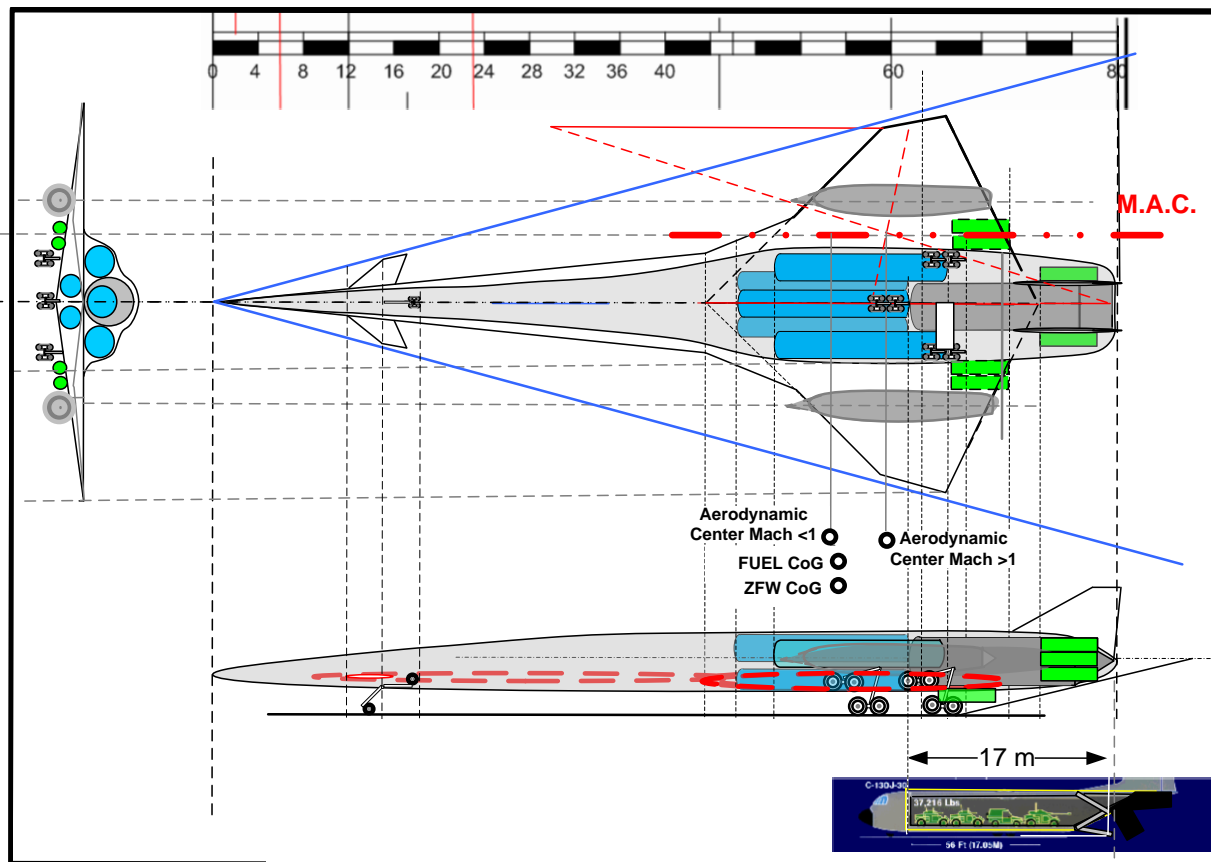
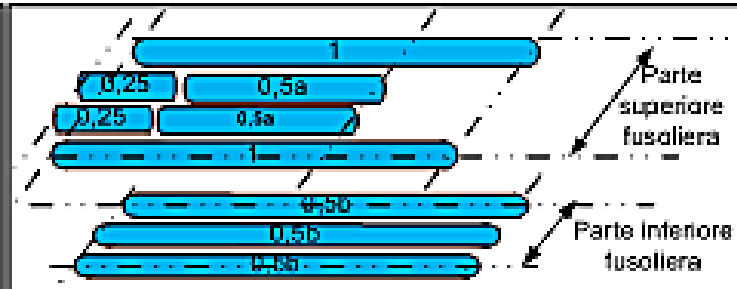


- Considering the better Specific Impulse, during hypersonic cruise the RAM-Jets are fueled by LH2
- **Significant configuration changes** are required to install the LH2 tanks closer to the aircraft C.G. avoiding unacceptable C.G. excursion
- The new configuration stores the necessary LH2 in several tanks placed around the cargo-bay. The aircraft C.G. is now close to the aerodynamic center.
- The volume in the forward fuselage can be used for light payload as Command & Control room or VIPs passengers

TIPO 1 $\phi=2,4m$; L=36m; Cap.=162 mc
 TIPO 0,5a $\phi=2,4m$; L=18m; Cap.= 81 mc
 TIPO 0,5b $\phi=1,7m$; L=36m; Cap.= 81mc
 TIPO 0,25 $\phi=2,4m$; L9m; Cap.= 41 mc

Capacità totale= 810 mc LH2
 =267.300kg

Kerosene x T/Rct. +AB= 53.000 kg In ala
 PESO TOTALE FUEL= 320.000 kg





- This unconventional concept study can be useful as basis for discussion
- It is based on a hypothetical requirement of “Global Reach Capability”. The result is a configuration study supported by:
 - simple performance calculation (takeoff, climb and cruise)
 - application of simple WERs (weight estimation relationships)
- Certainly, a conceptual and preliminary design or even a development of this kind of aircraft would result in a significant economic commitment

In the following slides, low cost studies are proposed to facilitate the start of the work on hypersonic flight (in Italy, if possible)

A: Aero
S: Space
S: System
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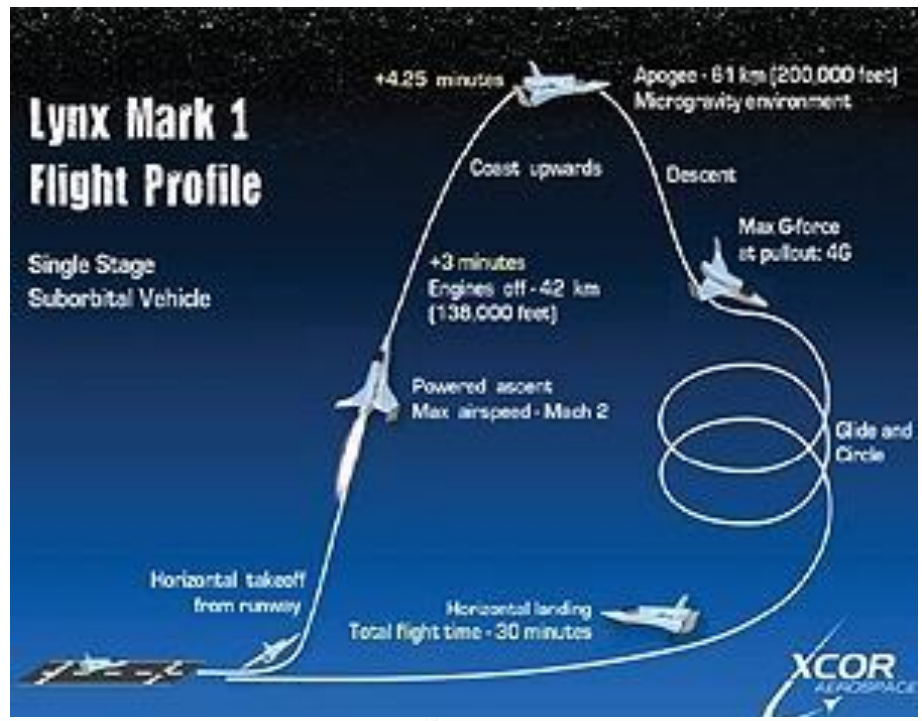


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SPACE TOURISM



XCOR "Lynx"



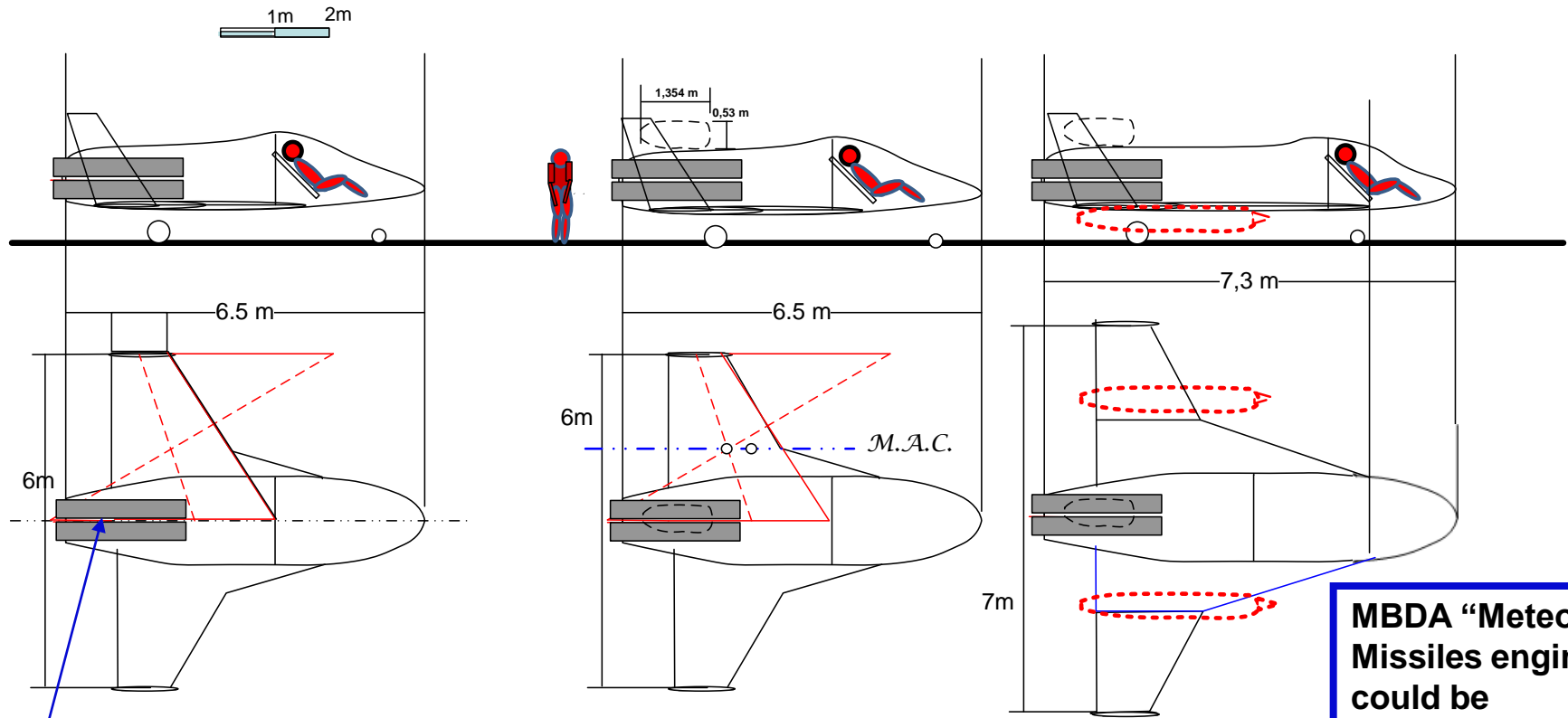
VIRGIN GALACTIC AIR SHIP TWO



Space Tourism EADS; pictorial view and passengers cabin layout mock-up



- Performing a sub-orbital flight, for space tourism, does not seem an unachievable task
- The mission profile is relatively simple
- Relatively simple are the aircraft like XCOR Lynx: two-seater, 4 rockets with 1250 kg (each) of thrust. A TOGW = 6000 kg is possible considering 3000 kg of fuel, 200 kg of payload and an empty weight of 2800 kg.
- More complex concepts are based on “business jet aircraft” configuration
- We propose 3 low cost concept to begin thinking on hypersonic flight:
 - developing from XCOR Lynx a simple hypersonic experimental aircraft
 - an hypersonic aircraft based on well known Fighter
 - **Hyplane project conceived by Space Renaissance (Italy)**



4 LOX-Methane
 Rocket Engines
 XCOR XR-5K18

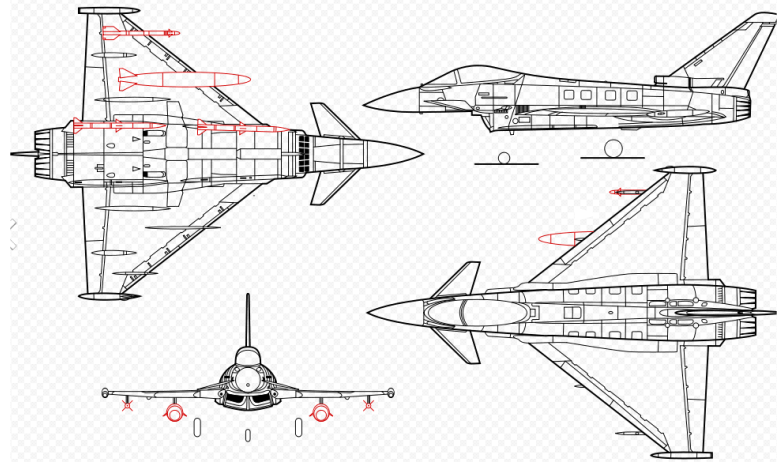
SPECIFICATION 1 WILLIAMS FJ44
 L=1,354 m; $\Phi=0,531$ m; Peso (dry)=209 kg
 Thrust =1900 lb; SFC=0,456 lb/lb/h;
 By-pass ratio=3,3

Addition of 2 RAM-JET TBD
 L, b and S increased

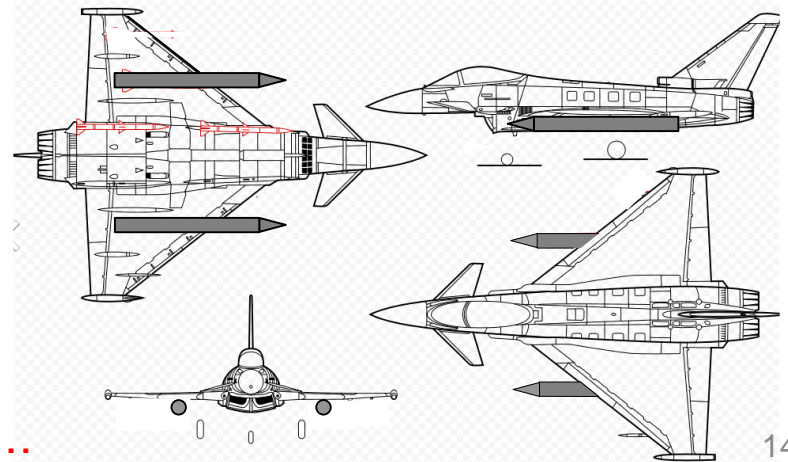
MBDA "Meteor"
 Missiles engines
 could be
 considered?



Installation of 2 RAM-Jets



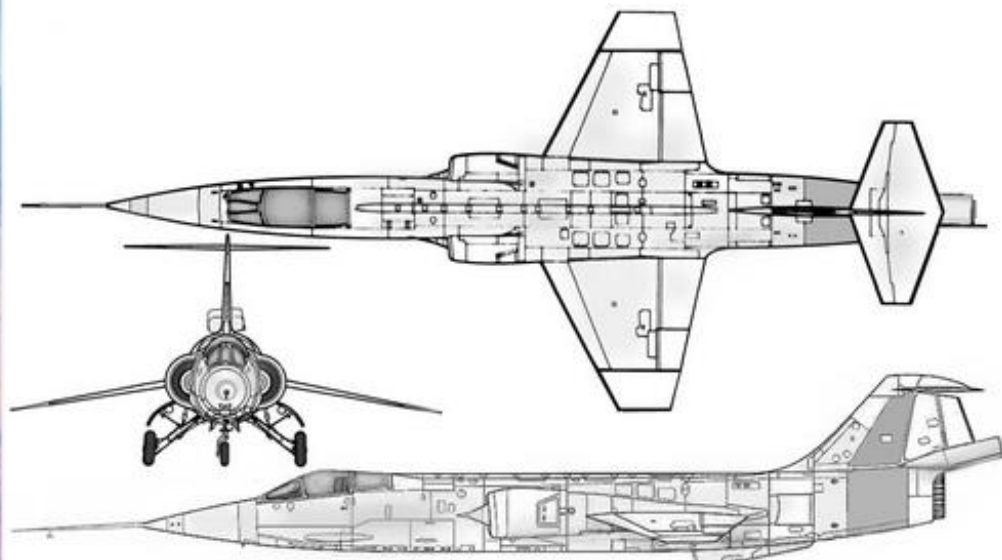
Installation of 2 Rockets



...may be XCOR Engines....



....some time ago...



NF 104 A, modified by NASA, with a supplementary rocket engine, for research purpose

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Congresso Nazionale di Space Renaissance Italia
8 - 9 Maggio 2014 - Politecnico di Milano, Bovisa

**SPAZIO SENZA FRONTIERE:
UN MONDO PIÙ GRANDE È POSSIBILE!**



PROGRAMMA



hyplane+

The University of Naples “Federico II”, under the eegis of the Space Renaissance Italia Space Tourism Program and with the support of other Universities and small and medium enterprises, is investigating a new vehicle concept for long-duration space tourism missions and hypersonic point-to-point transportation



TRANS-TECH
TECHNOLOGY TRANSFER and ENGINEERING SERVICES



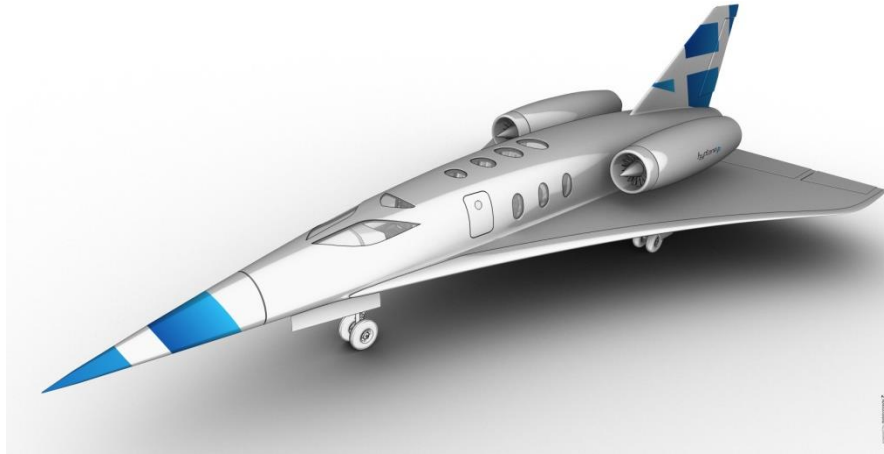
Bristol Spaceplanes Limited



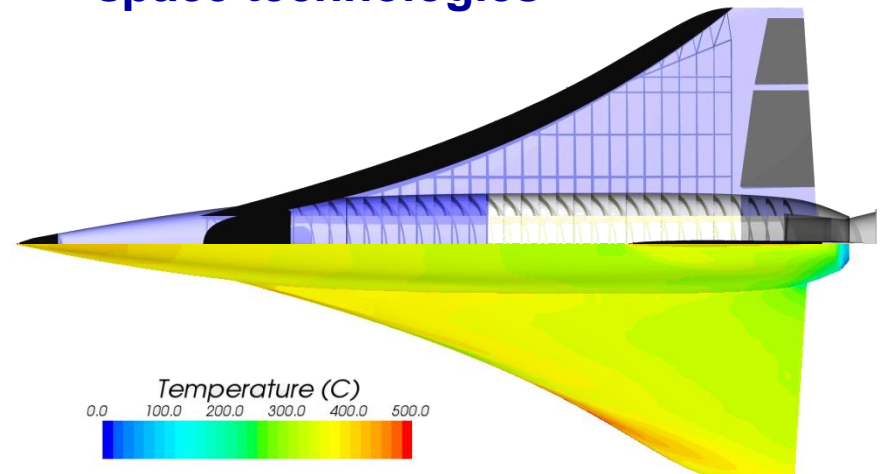
SAPIENZA
UNIVERSITÀ DI ROMA



A personal HYpersonic airPLANE



- ❖ can fly a series of Space Tourism parabolas at max altitude above 70 km
- ❖ 6000 km distances in less than 2 hours with cruise altitude at about 30 km
- ❑ integrates state-of-art aeronautic and space technologies



- 6-seats small Mach 4-4.5 spaceplane
- HTHL within the present rules governing common airports
- Urgent Travel market segment
- Space tourism
- Future reusable first stages of air-breathing space-access vehicles



*Why don't we try
some of these simple
experiments?*

*Sentence inspired by
"From Earth to Moon"
by Jules Verne (1865)*