Liquefied Bleed

for Stability and Efficiency of High Speed Inlets

Phase 1 final presentation, February 27th, 2014

J. David Saunders & Dr. David Davis;
Dr. Stephen J. Barsi & Dr. Matthew C. Deans;
Lois J. Weir & Bobby W. Sanders

NASA Aeronautics Research Mission Directorate (ARMD)
2014 Seedling Technical Seminar
February 19–27, 2014

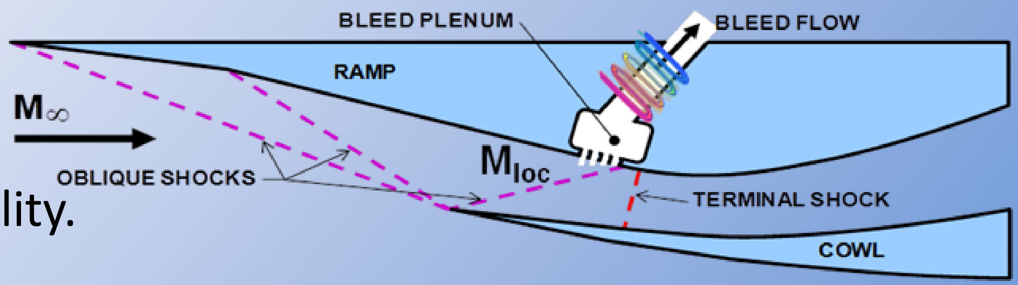
Outline / summary

- Liquid Bleed innovation: Liquefying or dramatic cooling of inlet ‘bleed’ flow can improve propulsion efficiency and vehicle ‘packaging’.
- Technical approach: Identify tools and team, conduct simple mission analyses, plan proof-of-concept tests.
- Impact: enables high-speed aircraft missions
- Results of ph. 1: milestones completed, no show-stoppers. Take-off gross weight of a TSTO vehicle could be reduced 30+%
- Distribution/Dissemination: initial contact with AFRL/NASA hypersonics coordinator and other government/industry partners.
- Next Steps: Phase 2, Assemble costs and propose P-O-C testing.

Liquefied Bleed: an innovation

- Liquefying or dramatic cooling of inlet ‘bleed’ flow can improve propulsion efficiency and vehicle ‘packaging’.

- Bleed is used by a high speed aircraft’s inlets to improve efficiency and stability.

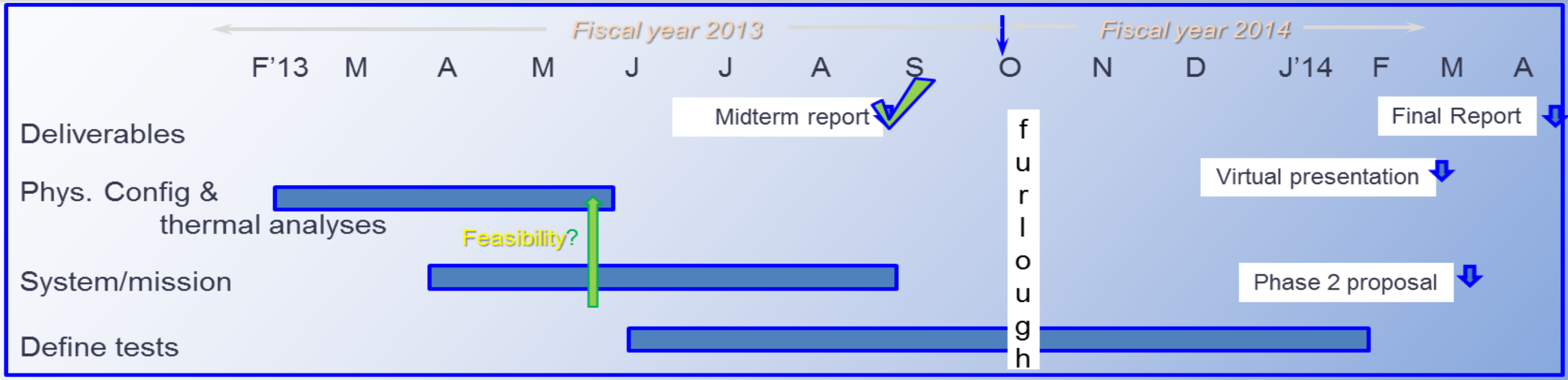


- At hypersonic speed, the temperature increases and the bleed pressures decrease. Generally, bleed was not thought to be helpful beyond flight Mach numbers of 5 due to the resulting large and hot bleed ducting and overboard bleed air dump drag.

- Using cooling from a cryogenic fuel and a bleed air heat exchanger, the volume of the cooled or liquefied bleed air is reduced dramatically thereby reducing bleed drag, improving propulsion integration and enabling high speed bleed to improve propulsion efficiency.

Technical Approach

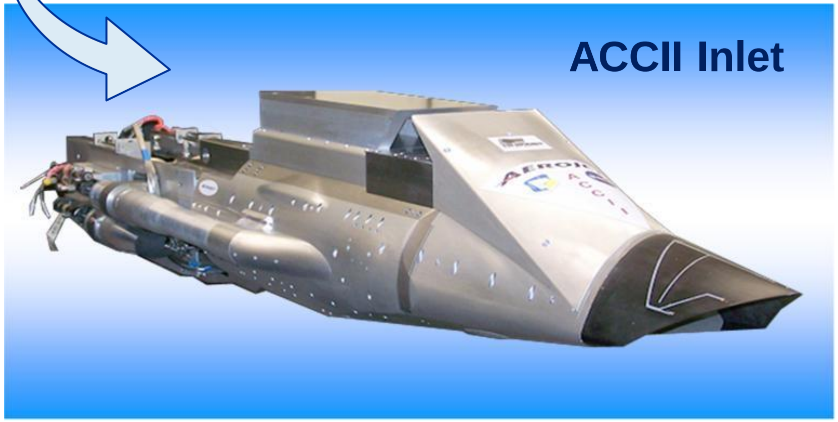
NASA Aeronautics Research Institute



- Small team (~6) of researchers in high-speed inlets and cryogenic propellents met 2x/month to share tools, progress, and plan proof-of-concept testing.
- Mid-term report showed merit of concept.
- How difficult is it to liquefy bleed air? > POC tests
- Recent work is to develop requirements for POC testing
  - Two tests facilities identified at GRC:
    - Small Multipurpose Research Facility, SMiRF
    - 1x1 Supersonic Wind Tunnel
  - Requirements Documents developed
  - Costing estimates are being used for a phase 2 proposal

Benefit to NASA

- NASA has been a major part of hypersonic research for decades. GRC's leadership in high-speed inlet development has included:
  - M=2.5 40/60, 60/40, & VDC Axisymmetric Mixed-Comp. Inlets
  - M=2.5 Inward-Turning External-Compression Inlet
  - M=5.0 Ramjet 2D Mixed-Compression Inlet
  - M=6.0 GTX RBCC Mixed-Compression Inlet
  - M=7.0 ACCII TBCC Inward-Turning Mixed-Comp. Inlet (w/Aerojet)
  - M=7.0 LIMX TBCC 2D Mixed-Compression Inlet (Active Program)

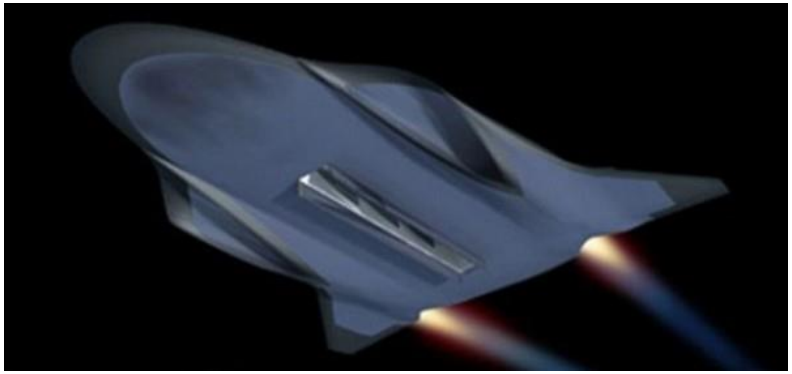


ACCII Inlet

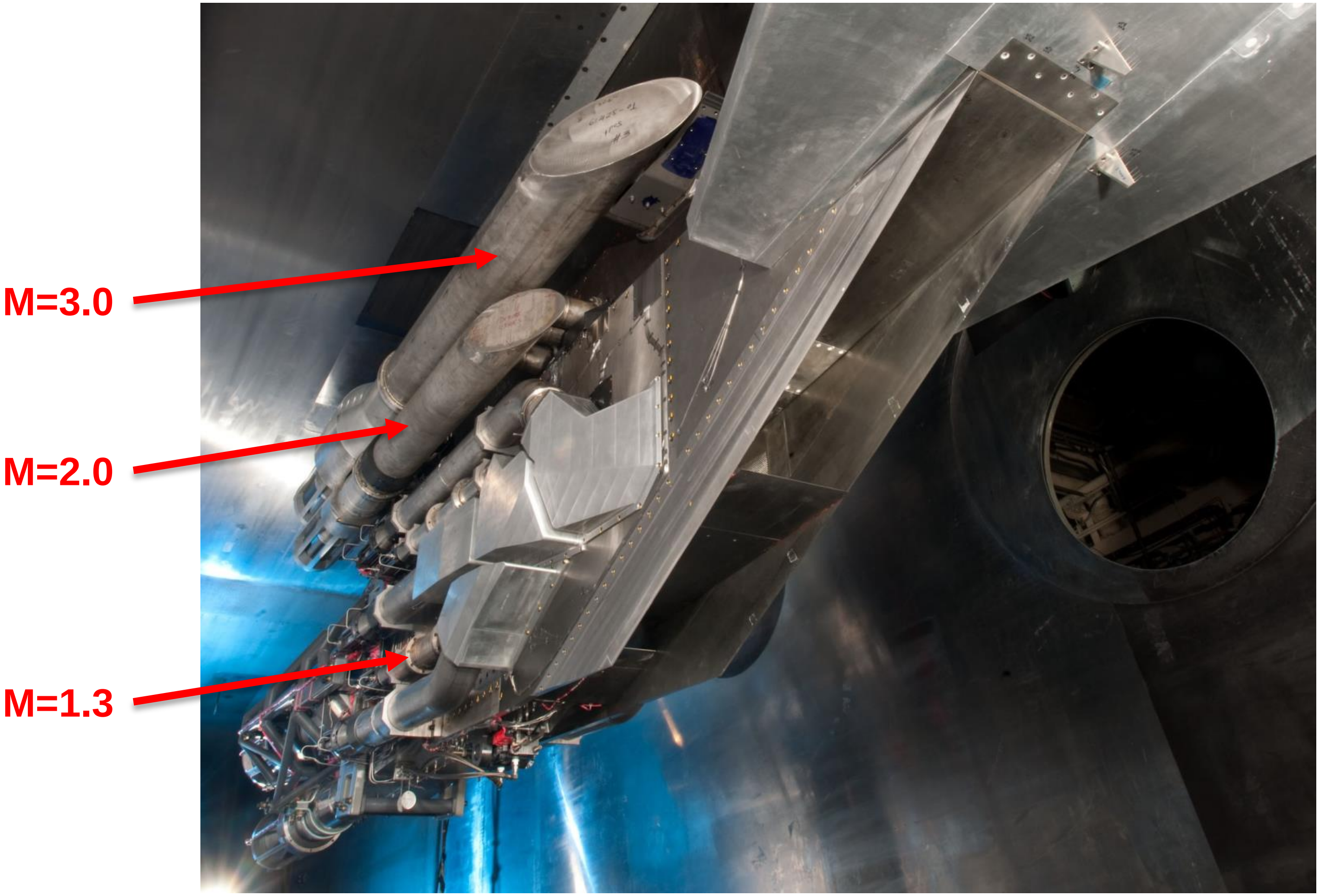
LIMX Inlet

Benefit to NASA (cont.). Why Liquid bleed?

- All of the above inlet examples utilize bleed for stability and performance enhancement.
  - For high supersonic and hypersonic flight Mach numbers, however, the increased flight enthalpy causes extreme difficulty in using bleed.
  - The proposed effort seeks to extend the applicable Mach number range of bleed by using onboard cryogenic fuel to actively cool the bleed air.
  - Cooling the bleed air results in improved performance at higher Mach numbers and improved vehicle packaging as a result of significantly reduced bleed ductwork size requirements.
- Liquid Bleed is an enabling technology for hypersonic flight and will help maintain NASA GRC as a leader in high-speed inlet development.



Benefit to NASA (cont.)



LIMX Model – Uncooled bleed ductwork size as a function local Mach number

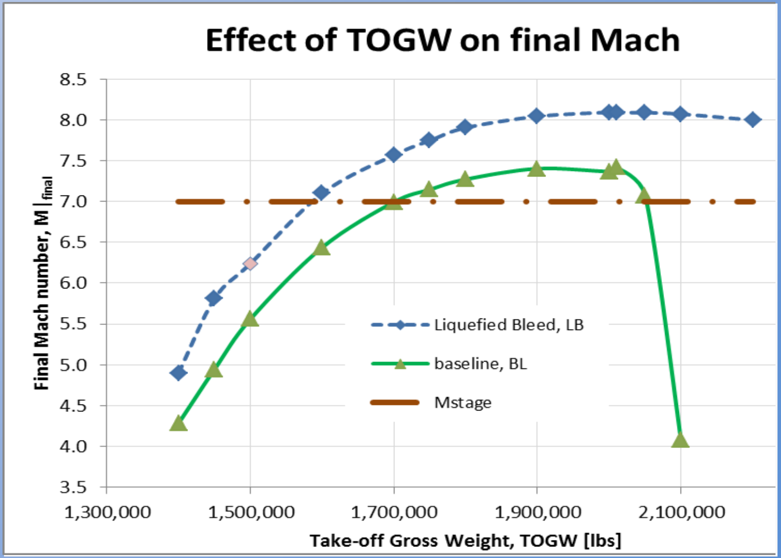
Impact

- Impact: enables high-speed aircraft missions.
- Top level impact assessed through mission analysis.
  - Built on analysis of heat balance between available cryogenic hydrogen fuel and bleed air.
  - Data from FAP/Hypersonic mode transition experiment and other inlet and vehicle integration efforts were factored into mission analysis.
- Liquefied bleed is feasible, based on analysis-to-date. Even cooled bleed could be significant to a hypersonic vehicle design.
- Mission margin is increased, risks reduced if bleed air is added throughout a hypersonic vehicle mission.

Phase 1 results

NASA Aeronautics Research Institute

- Results of ph. 1: milestones completed, no technical show-stoppers. Cost is high.
- Thermal analysis shows liquefying bleed is feasible from available LH2 cooling capacity. With less aggressive cooling, the bleed air volume can be reduced by a factor of six.
- Take-off gross weight of a Two-Stage-To-Orbit (TSTO) airbreathing vehicle* could be reduced 30+%
- A Proof-of-Concept test is technically feasible for a follow-on phase 2 effort.



* *Assumption of M7 staging, Hydrogen fueled, 2M lb TOGW baseline*

Thermal analysis results

NASA Aeronautics Research Institute

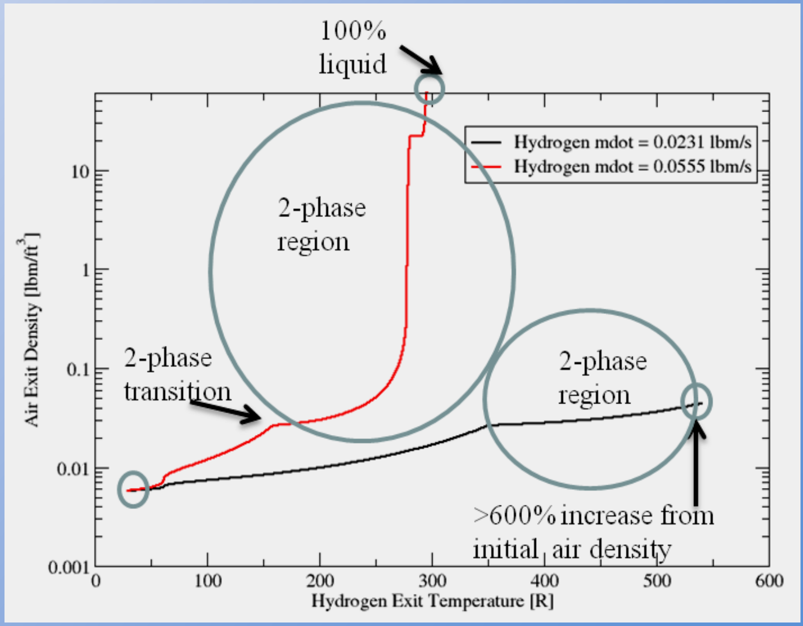
- Aggressive cooling scenario assumes 100% of stoichiometrically required hydrogen is available to cool the bleed air.

- Initial feasibility study was performed using a simple energy balance:

$$\dot{m}_{air}\Delta h_{air} = \dot{m}_{H2}\Delta h_{H2}$$

- Additional analysis required to estimated inefficiencies (i.e. due to frost formation on the heat exchanger surfaces)
  - Testing results may provide insight into these effects

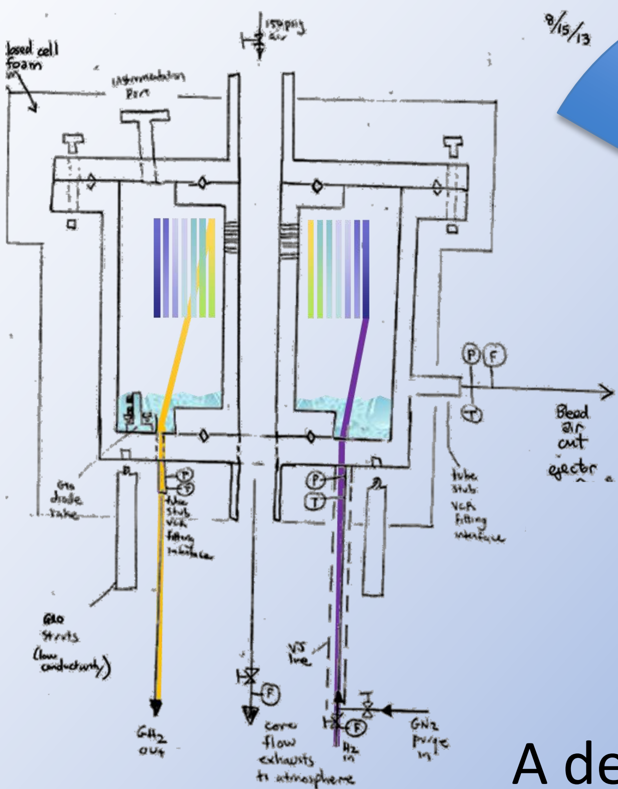
- Based on the cooling requirements, a heat exchanger concept was developed:
  - LH2 flows in high aspect ratio rectangular channels packaged radially from the core flow.

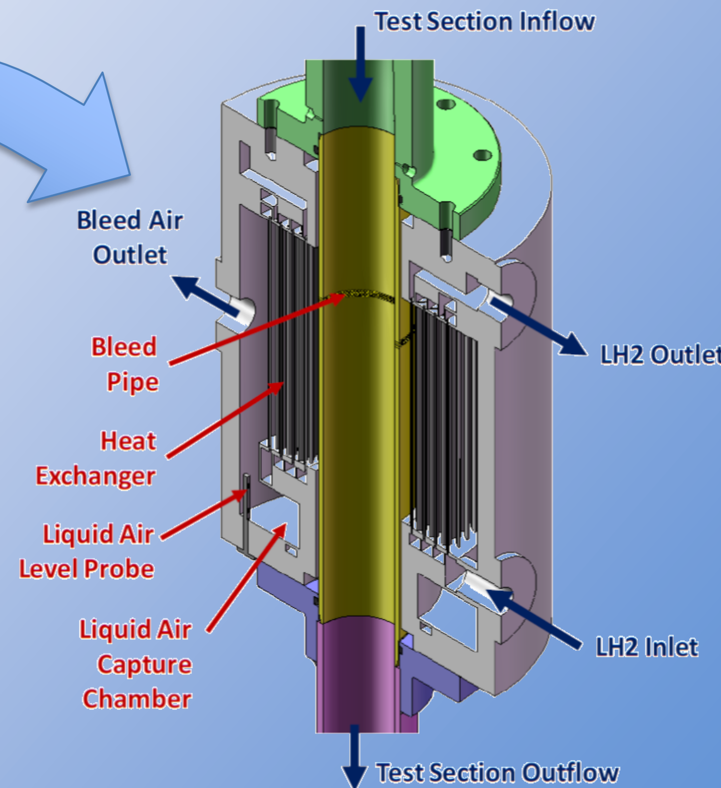


Physical configuration results

NASA Aeronautics Research Institute

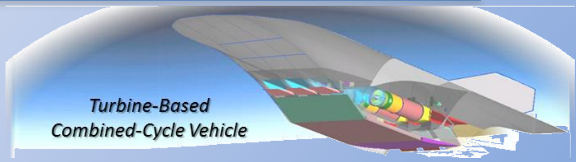
- A heat exchanger conceptual design was developed based on heat balance results.



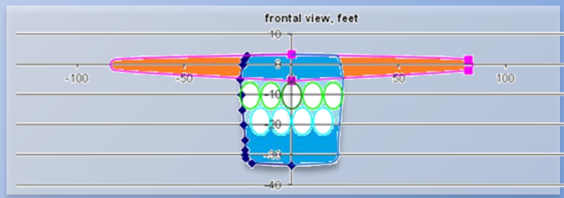


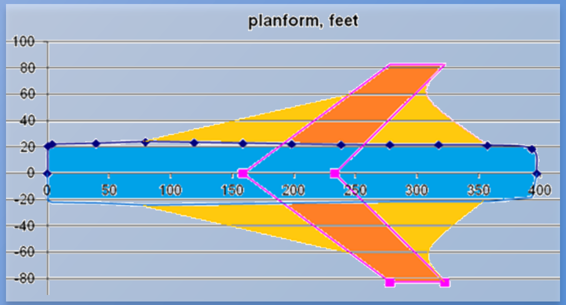
A detailed mechanical design followed, additive laser sintering fabrication is planned.

Mission analysis results



- Assumptions
  - Two-stage To Orbit mission, Staging at Mach 7
  - Trajectory analysis in which Mach and Angle of attack are variable
  - Baselined large vehicle to avoid mission closure non-linearities
    - Take-off Gross Weight, ToGW, of 2 million pounds
    - Dry Weight fraction of 50% + scaling laws to get DWF = f(ToGW)
  - Simple low fidelity vehicle aerodynamics with f(Mach, angle)
  - Propulsion based on Turbine-Based Combined-Cycle Engine for first stage and recent wind tunnel test of a mode transitioning inlet
  - Bleed effect: -17% DWF, +50% inlet recovery, -12% supersonic drag, Cd_o
  - Focus on first stage performance, (second stage not separated from dry weight fraction)



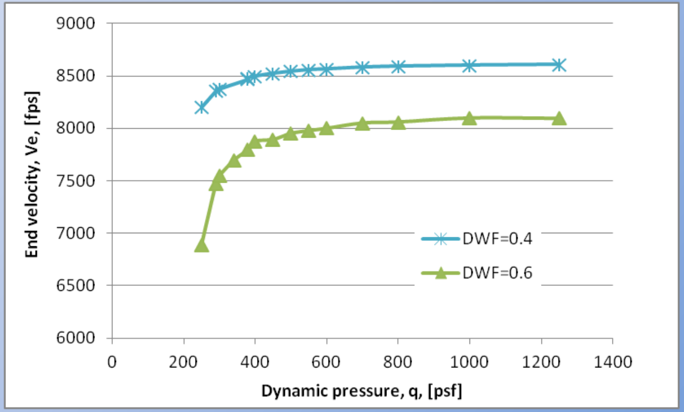


- Figure of merit
  - ➢ Take-off Gross Weight

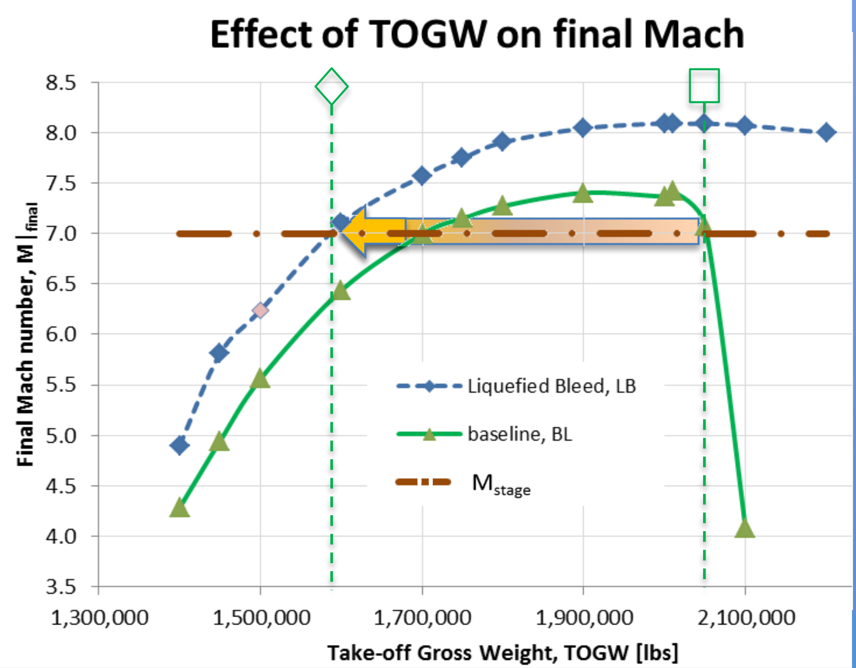
Mission analysis results

NASA Aeronautics Research Institute

- Results
  - To 'validate' effect of Dry Weight Fraction, DWF
  - Mission/trajectory simulation has correct trends



- Effect of Liquefied bleed:
  - Figure of merit: Take-off Gross Weight (as a function of staging Mach number)
  - At M_{stage} = 7, a 7% to 23% reduction in ToGW is possible due to liquefied bleed. (From 2.05Mlbs, baseline to 1.58 Mlbs with liq. bleed)



Test planning results

NASA Aeronautics Research Institute

- Heat exchanger sized for the Small Multi-purpose Research Facility, SMiRF
- Design of key facility hardware complete
- Two facilities could provide complimentary data
  - SSLB (Small-Scale Liquid-Bleed) Test @ SMiRF
    - For proof-of-concept of bleed air liquefaction
  - BCT (Bleed Cooling Test) @ 1x1 SWT
    - For build bleed database to higher Mach numbers and effect bleed air cooling
- Three requirements packages released to gather cost estimates: (2 tests + LN_2 system for 1x1 SWT)
- Current Cost ROMs exceeded available funds.
  - Seedling Phase 2 (NARI/ARMD)
  - Facility upgrade sources

SMiRF, 1st of 2 Test facilities

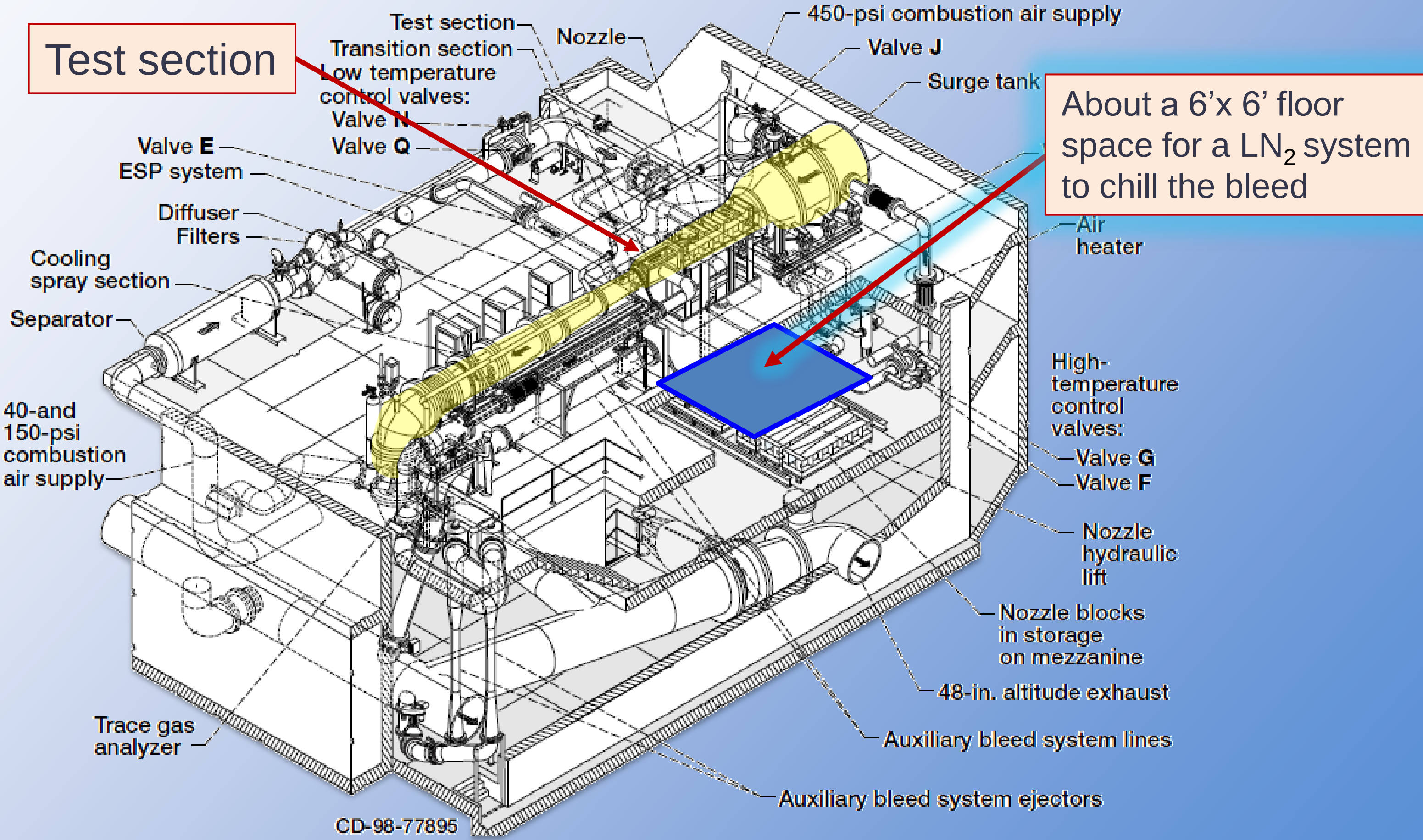
NASA Aeronautics Research Institute

- Small Multipurpose Test Facility
- Capable of fully liquefying air with existing LH2 infrastructure
- Air supply limited

1x1 SWT, 2nd of 2 Test facilities

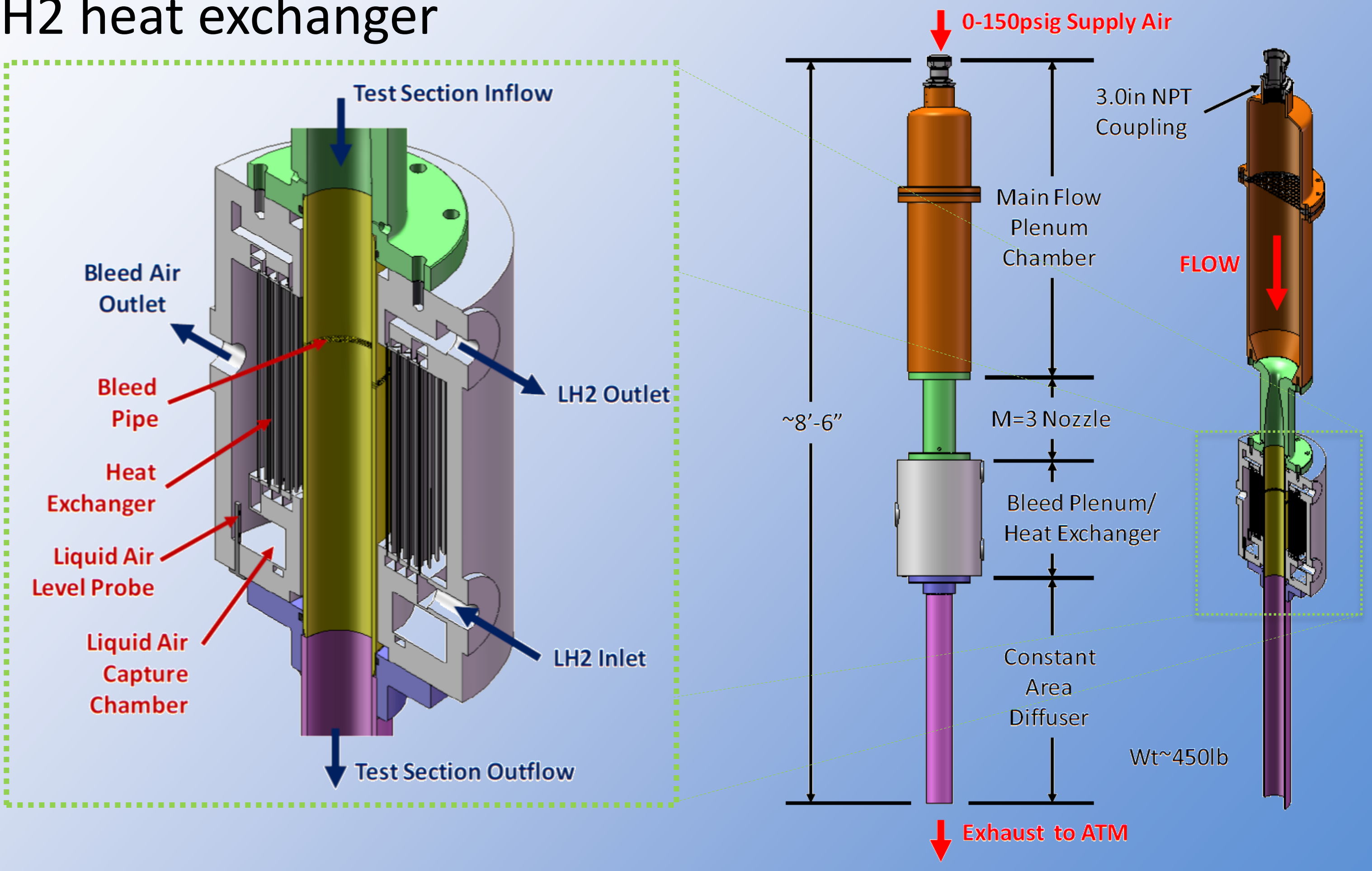
NASA Aeronautics Research Institute

- Existing tunnel proven to gather quality inlet bleed data



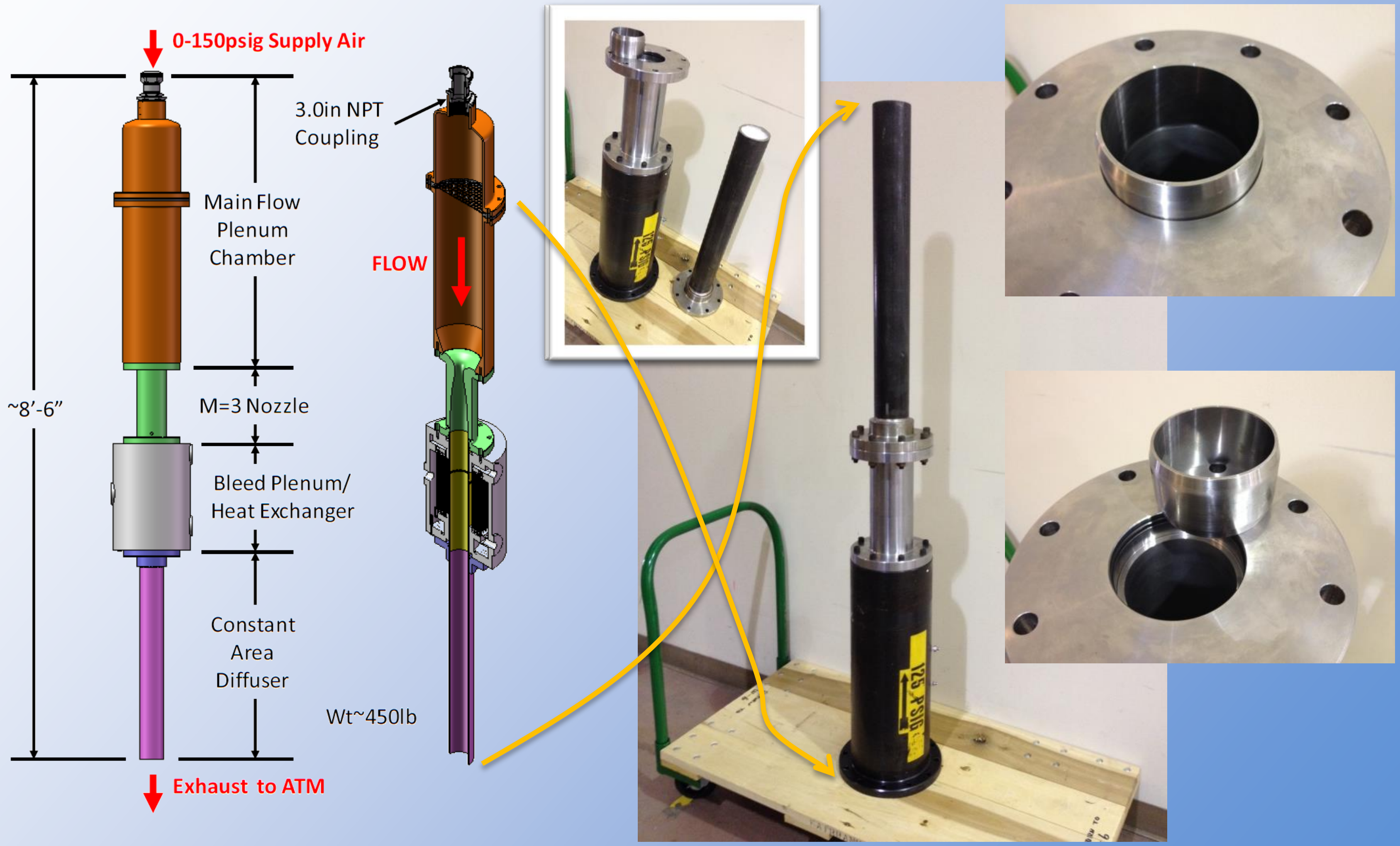
Test planning (SSLB @ SMiRF)

- Small-Scale Liquid-Bleed Test Article with inset showing LH2 heat exchanger



Mach 3 Hardware for SSLB

NASA Aeronautics Research Institute

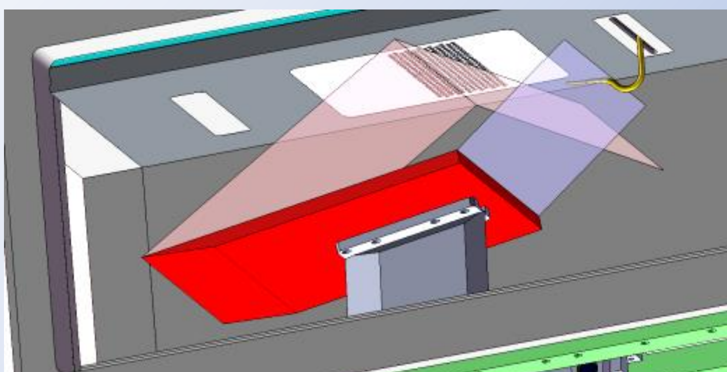


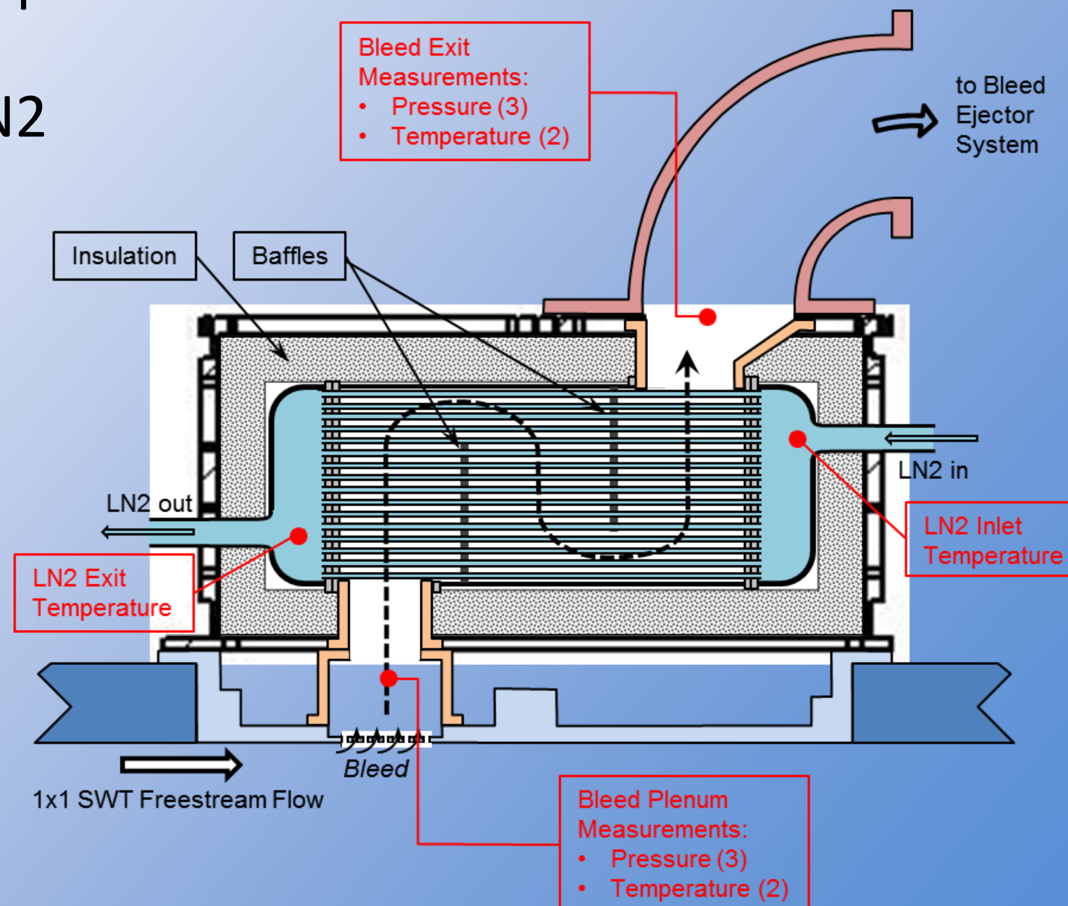
Test planning (1x1 SWT)

NASA Aeronautics Research Institute

- Initial data at Mach 3 useful to anchor bleed modeling tools and eliminate extrapolation.

- Heat exchanger and a LN2 system (CCS_1nw) are needed to gather cooled bleed data.





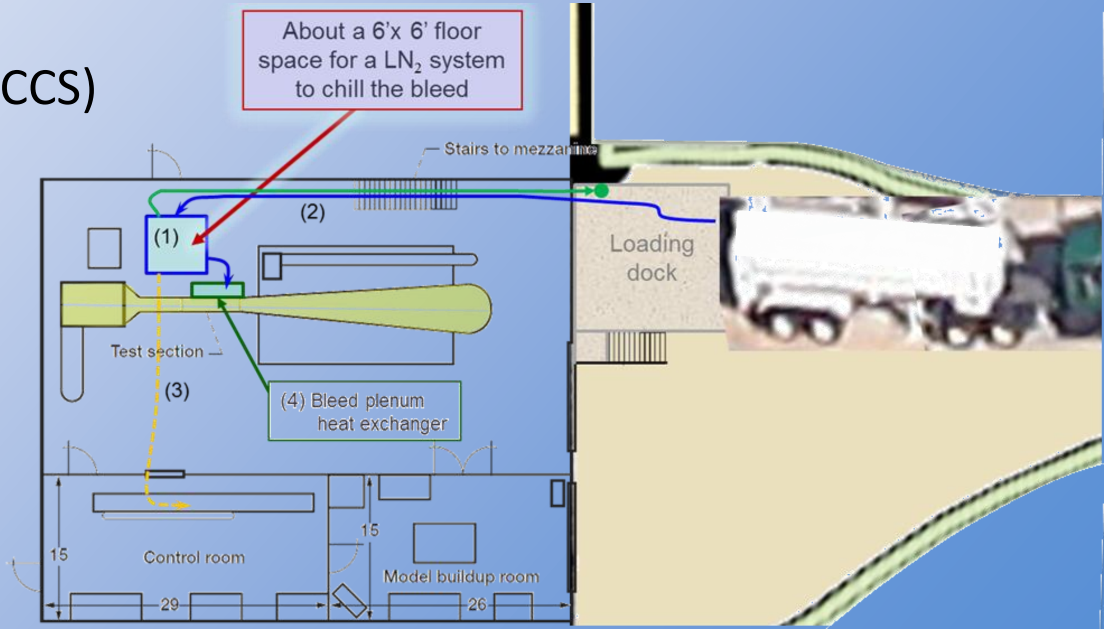
Test planning (1x1 SWT)

NASA Aeronautics Research Institute

- Test plan
  1. Gather traditional bleed data (no heat exchanger) at Mach 3
  2. As budget allows (augmentation?)
     - » Procure CCS* for liquefied nitrogen
     - » Procure heat exchanger
     - » Conduct cooled bleed tests.

- *Cryogenic Cooling System (CCS)

  A self-contained system for supplying LN2 to a heat exchanger. The system would allow wind tunnel testing of actively cooled bleed.



Test planning ROM costs

NASA Aeronautics Research Institute

- Rough-Order-of_Magnitude (ROM) costs
- SSLB test at SMiRF
  - Compressed air supply is limited.
  - Bringing lab. air supply about 500 ft. downhill
    - Could be several $100K's
    - Facility upgrade funding?
  - Full Cost ROM unavailable as of 2/21/2014.

- BCT (Bleed Cooling Test) at 1x1 SWT
  - Cost ROM for the LN2 supply system and heat exchanger unavailable as of 2/21/2014.
  - Test entry cost ROM was ~$230K with research support.
  - Provides validation data for cooled bleed but not into air liquefaction regime

Distribution/Dissemination

- Distribution/Dissemination—initial contact with AFRL/NASA hypersonics coordinator and other government/industry partners.

  - CCE-LIMX phase 3 received FY14 money through SAA/AFRL
    - Initiated discussion with NASA/AFRL
    - Impact of CCE/LIMX restart.
      - Near-term objective is closed-loop control & engine preparation
      - Far-term planning for integrated engine tests and beyond (liquid bleed?)
      - Ongoing relationship with TechLand Research, Inc.

  - Initiate discussion with Industry for endorsement / collaboration?
    - Seedling Virtual Seminar and SWBLI Workshop

  - Other government partnerships?

Next Steps

Assemble costs, investigate alternative facilities and propose proof-of-concept testing and future analytical activities.

- Maximum Phase 2 Award value ($275K + $75K option) prohibits even one of the two tests, i.e. SMiRF and 1x1 SWT.
- ➢ Need for additional funding (Research facility augmentation?)
- ➢ A choice had to be made
  - SSLB/SMiRF test which allows actual liquefaction of the air

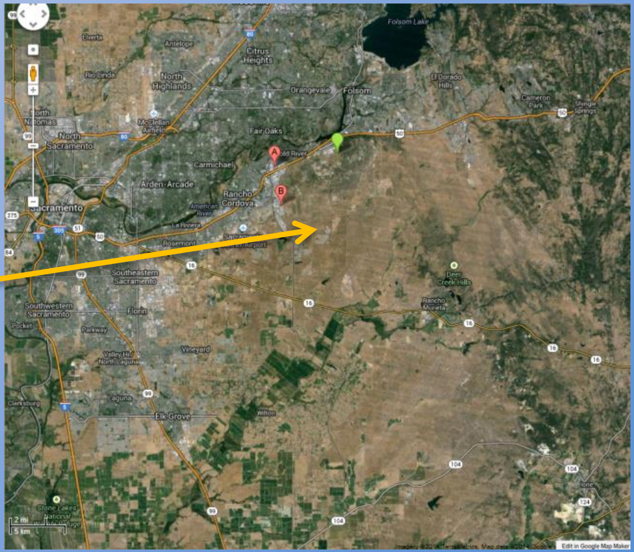
    O R
  - BCT/1x1 SWT which addresses bleed data and cooled (but not liquefied) air.
  - SMiRF seems to be best choice at this time as it has LH_2 required to liquefy the bleed air.
  - Reassess Test Requirements, seek outside facility resources, continue analyses
- ➢ Postpone immediate phase 2 proposal, examine test costs & alternatives

Alternate facilities

NASA Aeronautics Research Institute

- Plumbrook: Cryogenic Component Laboratory
  - CCL is a new, state-of-the-art facility for research, development and qualification of cryogenic materials, components and systems.
  - CCL specializes in cryogenic research utilizing liquid hydrogen, oxygen and nitrogen. The CCL is a complex of buildings and systems that is ideally suited for high-energy, high-risk development of cryogenic systems.
  - Also investigate B2 and HTF facilities.

- Outside facilities?:
  - Industry (Aerojet, others?)
  - Rocket test facilities (air supply?)
  - Other NASA centers



Summary

NASA Aeronautics Research Institute

- Liquid Bleed innovation: Liquefying or dramatic cooling of inlet ‘bleed’ flow can improve propulsion efficiency and vehicle ‘packaging’. The propulsion improvements can enable high-speed aircraft missions.

- Results of phase 1:
  - Identify tools and team, conduct simple mission analyses, plan proof-of-concept tests.
  - Milestones completed, no show-stoppers. Take-off gross weight of a TSTO vehicle could be reduced 7% to 23%
  - Conceptual design of heat exchangers complete. Adaptive hardware for testing is designed and procured.
  - Requirement documents completed. Cost estimates received.
  - Postpone current phase 2 proposal, examine test costs & alternatives

- Distribution/Dissemination: initial contact with AFRL/NASA hypersonics coordinator and other government/industry partners.

- Next Steps: Postpone Phase 2, refine costs for future P-O-C testing.

Thank you for the support through the ARMD/NARI Seedling Funds