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SOLID PROPELLANT TEST EVALUATION OF A WATER-COOLED NOZZLE

D. R. ZORICH, LT, USAF

A. A. BASSONI

TECHNICAL REPORT AFRPL-TR-69-75

APRIL 1969

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FOREWORD

The nozzle test program described was performed by the Air Force Rocket Propulsion Laboratory (AFRPL). Project direction was provided by the Motor Component Development Branch under Project SRHDE, 305903AMG. This work was performed in support of NASA Contract NAS 3-10302 with the Aerojet-General Corporation and covered the period 15 October 1967 to 1 March 1969. Facility buildup costs were covered by NASA under Purchase Request 248639. The nozzle tested was the last of a series of three to be fired at AFRPL.

Project Engineers for the test program were Mr. James Pelloch, NASA, Lewis Research Center; Mr. V.R. Stubbs, Aerojet-General Corporation; and Lt. David R. Zorich and Mr. Attilio A. Bassoni, AFRPL (RPMCH).

Individuals participating in this test program and in the preparation of this report were: Mr. Tully Becker and Mr. Hugh Jamison, Instrumentation, Technical Support Division (RPF); Mr. Thomas Glaze, Technical Support Division (RPF); Mr. William J. Sando, Test Branch, Solid Rocket Division (RPMT); and Mr. Irving Gulick, Data Reduction, Computing and Software, Inc.

This report has been reviewed and approved.

CHARLES R. COOKE
Chief, Solid Rocket Division
Air Force Rocket Propulsion Laboratory

ABSTRACT

The objective of this test program was to evaluate the feasibility of using a water-cooled nozzle on large solid propellant motors. The coolant requirement for this test was 1200 gal/min water flow rate with an inlet coolant pressure of 850 psi. The flow was reduced during the test with a minimum water flow rate of 560 gal/min. The nozzle performed successfully with no indication of tube burnthrough or film boiling occurring. Test duration was 62 seconds at an average chamber pressure of 380 psi. Results of this test indicated the entire system operated satisfactorily at maximum operating conditions.

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SECTION I

INTRODUCTION

This report is a compilation of data provided by the third in a series of three AFRPL Minuteman motor tests of an Al_2O_3 -based thermal-barrier-coated Second Stage Titan II, water-cooled nozzle. The nozzle was modified and coated by the Aerojet-General Corporation under NASA Contract NASA 3-10302. Motor and gas-pressurized water coolant facility performance are discussed, as well as the nozzle test-firing data.

A. OBJECTIVE

The objective of this test was to demonstrate a water-cooled nozzle concept for solid propellant motors. NASA Contract NAS 3-10302, "Development of a Thermal Barrier Coating for Use on a Water-Cooled Nozzle of a Solid Propellant Rocket Motor," was initiated on 3 July 1967 for the purpose of developing a reliable Al_2O_3 -based, thermal-barrier coating that can be applied to large water-cooled nozzles, and which will provide a substantial reduction of heat flux to the coolant. The program was performed in two tasks as follows:

TASK I - MATERIALS AND PROCESS SELECTION

Analytical selection of candidate Al_2O_3 systems and subsequent laboratory evaluation to determine the order of preference for test firing were performed in this task.

TASK II - DESIGN AND FABRICATION

Design and fabrication of three nozzles for subscale test-firing were performed. Titan II Second Stage combustion chambers were used as single nozzles for Wing I Minuteman Second Stage motors. A high-pressure water-flow facility (described in Reference 1) was utilized to supply the water-cooled nozzle. The objectives were achieved by:

- (1) Design and fabrication of the water-cooled nozzle.
- (2) Prefire test of the water-coolant facility utilizing the nozzle to be test-fired, to determine the minimum water flow rates and pressures.
- (3) Posttest evaluation of the rocket nozzle, inlet ablative regression, and nozzle performance.

B. MOTOR SPECIFICATIONS

The motor used for this test was a Wing I, Second Stage Minuteman motor. This motor contains a conventional, cured, aluminized propellant grain. It was fired horizontally. The theoretical flame temperature was 5700°F at a nominal chamber pressure of 400 psi. A specially designed aft closure insulated with Gen Gard V-61 trowelable rubber was the only modification made to the existing Minuteman motor.

C. NOZZLE DESIGN

The nozzle used in this test was provided by the Aerojet-General Corporation under NASA Contract NAS 3-10302 and incorporated a 9.1-inch-throat diameter, regeneratively cooled, Second Stage Titan II combustion chamber. This nozzle utilized an Al_2O_3 -base coating. In order to reduce the thermal flux induced upon the coolant tubes, an ablative sleeve consisting of tape-wrapped carbon cloth phenolic and silica phenolic was placed between the water inlet manifold and the throat section. The nozzle design is shown in Figure 1.

D. TEST PROGRAM

This firing was the last in a series of three to be conducted at AFRPL. The desired test parameters were a 60-second duration, 5700°F flame temperature, and nominal chamber pressure of 400 psia. Water-coolant requirements were 1200 gal/min water flow with an inlet pressure of 850 psi. Water flow rates were reduced during the course of firing to minimize coolant requirements. The third demonstration firing was conducted

on 19 February 1969. The contractual testing is now completed and the final program report will be distributed by Aerojet-General in March 1969.

E. TEST RESULTS

The preliminary test results indicate that the nozzle performed quite satisfactorily and showed no burnout during the entire 63-second test firing. Large deposits of solidified Al_2O_3 from the exhaust covered the entire surface of the exit cone. Samples of this material were analyzed both chemically and metallurgically. The test duration was 63 seconds with nominal chamber pressure of 380 psi. Water flow rates showed an initial 1200 gal/min with an inlet pressure of 830 to 850 psi. The flow was reduced to a minimum of 560 gal/min (inlet pressure of 725) during motor action time. The alumina base coating in the throat region was intact with little removal by particle impingement. The ablative section was in excellent condition and exhibited minimal regression. (No measurements were available for this report.) The water-cooled nozzle was successfully test-fired on a solid propellant motor, and exhibited no film boiling or tube burnthrough.

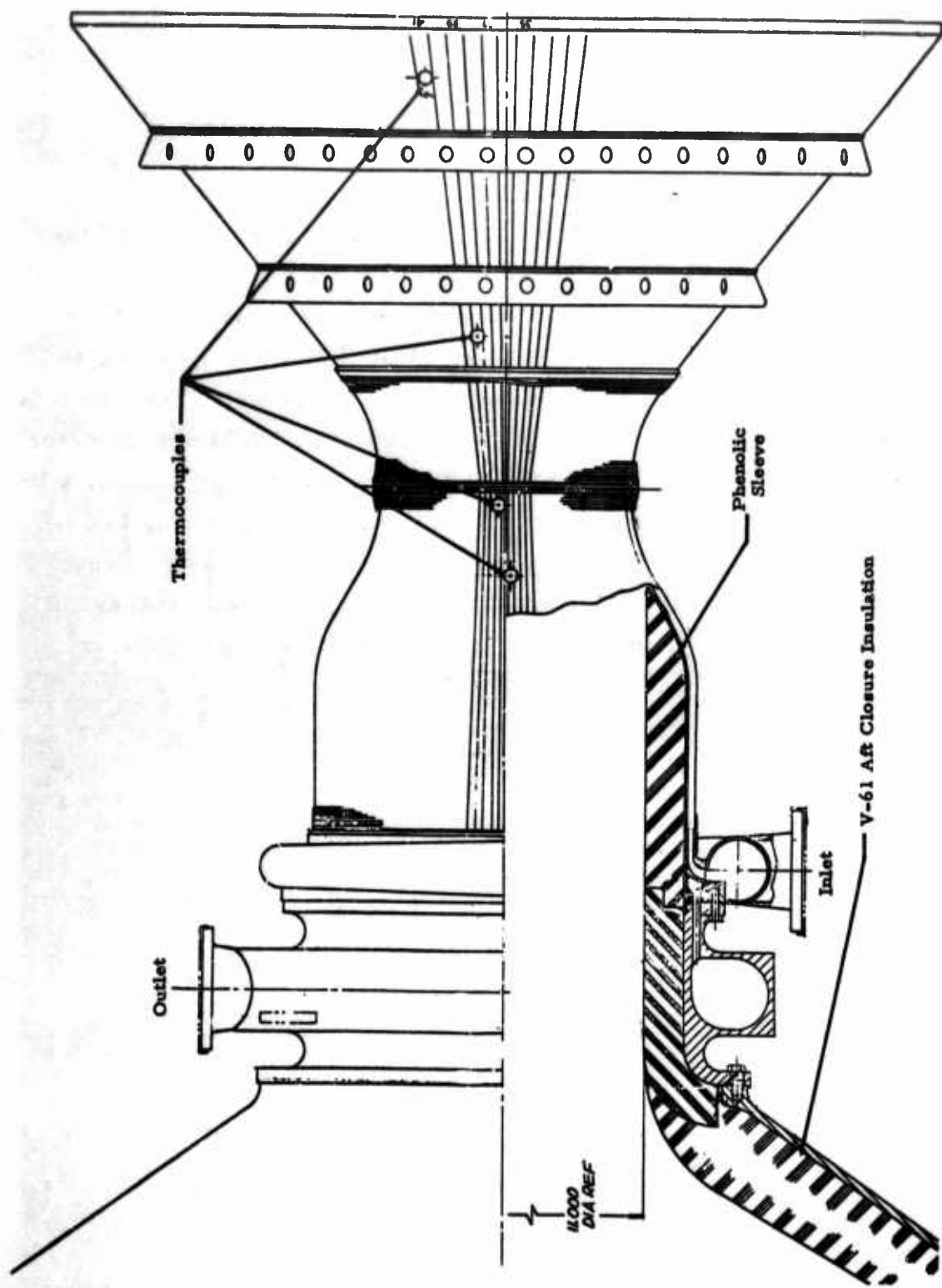


Figure 1. Nozzle Schematic View

SECTION II

GAS-PRESSURIZED COOLANT FACILITY DESCRIPTION

The water coolant system used for this series of test is located on Pad 1, Test Area 1-32 of the Air Force Rocket Propulsion Laboratory's solid test facility. The water coolant facility consists of a 2000-gal-capacity water tank pressurized by a 6000-psi gaseous nitrogen cascade. The entire system is capable of being pressurized to 1100 psi with a maximum flow rate of 1266 gal/min. Tank pressure can be regulated between ± 5 psi with a modified Sky Valve regulator. Results of the flow tests and the previous firing have indicated that the instrumentation is calibrated to an accuracy which is within ± 4 psi for pressure readings, and within $\pm 1^\circ\text{F}$ for temperatures. Flow rates from 600 to 1200 gal/min are easily obtainable and inlet pressure may be varied from 250 to 900 psi. Flow rates of the system are controlled by a motorized hand valve located in the downstream position.

Temperature instrumentation provided for support requirements are: water tank temperature, inlet and nozzle water temperature, and nozzle outlet water temperature. System pressures which may be recorded are: regulator pressure, tank pressure, and nozzle inlet pressure. Provisions have also been made in the data-acquisition system to record water pressure in the nozzle as well as flow rates. Momentum forces introduced in the nozzle from the high-pressure lines are reduced by using 4-inch flexible stainless steel pipe. A complete description of the water coolant facilities located at AFRPL may be obtained from Reference 1.

SECTION III

CHECKOUT TEST RESULTS

Checkout tests of the water-cooling and gas-pressurization systems were accomplished in accordance with procedures outlined in the Appendix. Checkout evaluation was completed four times prior to the third firing and the system was considered reliable and accurate.

Modulation of the water flow rate while the test was in progress was required. Upon ignition the following conditions were to be met:

Water tank pressure	1100 psig
Nozzle inlet pressure	850 psig
Nozzle outlet pressure	450 psig
Flow rate	1200 gal/min

At approximately $T + 15$ seconds into the firing it was desired to initiate reduction of the water flow rate by closing the downstream valve in steps while maintaining constant tank pressure. The anticipated final flow rate was 600 gal/min. The exact minimum flow rates to be attained and the practical size of the steps to be taken in reduction were determined by NASA and Aerojet-General Corporation prior to the firing. Instantaneous indication of water flow rates during the reduction maneuvers were obtained from a meter on the control console.

Prefire cold-flow checkout consisted of the following:

- A. Leak check at tank pressures of 900 and 1100 psig, no flow.
- B. Four runs with flow for 5 seconds at a tank pressure of 1100 psig and a flow rate of 1200 gal/min. The downstream valve was remotely closed until the water flow rate approached 900 gal/min and was maintained for 5 seconds. The downstream valve was then closed to allow water to flow at 600 gal/min. The purpose of these checkout runs was to confirm the ability of the system to modulate while flowing and to establish time intervals for closing the valve under pressure.

Table I shows the results obtained from the cold-flow checkouts prior to the third nozzle test.

TABLE I

CHECKOUT OF WATER-FLOW RESULTS				
TANK PRESSURE (psi)	PRESSURE IN (psi)	PRESSURE OUT (psi)	FLOW RATE (gpm)	TIME (sec)
1080	1040	750	850	10
1080	760	320	1266	10
1080	810-1025	320-893	1295-610	10
1080	810-881- 965-1040	320-548- 760-930	1266-1085- 845-560	10

SECTION IV

NOZZLE DESCRIPTION

A. NOZZLE DESIGN

The nozzle fired on 17 February 1969 was a conventional Titan II, Second Stage regeneratively cooled nozzle modified with an external water-flow manifold adapter at the front end as shown in Figure 1. The adapter manifold incorporates a 0.332-inch-wide by 0.312-inch-deep groove around the feed-hole circle and permits uniform flow in all tubes. A two-piece silica carbon cloth phenolic sleeve was wrapped over the tubes in the throat entrance section (combustor region). The cooling requirement for the test was initially 1200 gal/min modulated to 600 gal/min at chamber pressure tailoff. Pressure drop across the nozzle was expected to be 300 psi at ignition and 150 psi near tailoff. Aft closure insulation was Gen-Gard V-61 a trowelable, air-cured, rubber insulation material. For the third nozzle test Aerojet-General evaluated the following conditions in areas of the nozzle exit section.

- a. No coating with a grit-blasted substrate surface.
- b. No coating with a smooth substrate surface.
- c. A minimum of three ceramics whose melting temperature is greater than 4700°F. Consideration was given to the evaluation of ZrO_2 , SrO-ZrO_2 , and MgO .

ZrO_2 , HfO_2 and SrO-ZrO_2 were selected for testing in the nozzle exit section. These materials have melting points of 4700°F or above and are easily plasma-arc-sprayed. Zirconia and hafnia have very low thermal conductivity and are known to have good thermal shock resistance when used as thin coatings. The Aerojet Company has had little experience with strontium zirconate and there is little published data other than that its thermal shock resistance is somewhat inferior to zirconia and other zirconates and its porosity is somewhat higher. When magnesium oxide was eliminated because it proved impossible to plasma-arc-spray,

SrO-ZrO_2 was substituted due to its availability and ease of spraying.

MgO , ZrO_2 , HfO_2 and ThO_2 are attractive due to their low thermal conductivity. There is no experience recorded concerning plasma-arc-spraying of thoria. This is probably due to its reported radioactivity and poor thermal shock properties. A special facility would be required for spraying thoria. MgO is reported to be difficult or impossible to plasma-spray due to its vaporization. This was confirmed by a laboratory test where 10 passes of the plasma torch over a substrate failed to result in a measurable increase in specimen thickness. The melting point of BeO at 4660°F is near the target of 4700°F , however, its thermal conductivity is high, it reacts with H_2O above 3000°F and its reported toxicity creates unknown handling problems. The other candidate materials listed have melting points considerably lower than 4700°F and were eliminated from further consideration for that reason.

On the occasion of the NASA Project Manger's visit to the Aerojet Company on 22 January 1969, the possibility of testing the third nozzle at reduced water flow rates was discussed. This would be done by gradually reducing the water flow after approximately 10 seconds at full flow. By this time the start transient, which is characterized by high local heat fluxes due to the propellant grain pattern, will be past. The objective of reducing water flow is to demonstrate the effectiveness of the coating and the alumina(Al_2O_3) plating in reducing heat to the coolant.

To establish the practicality of the above approach and determine the desired water flow reduction, it was necessary to perform the heat-transfer study that follows:

1. Method of Analysis

The water flow reduction can be accomplished by throttling the valve at the coolant outlet side of the chamber. As the flow is reduced the water pressure will increase in the chamber tubes. This increased pressure was considered in the analysis.

As part of the test program, this last nozzle has approximately 9.0 in. of bare, uncoated tubes at the aft end of the chamber to determine if alumina would plate out on these tubes; the previous test had alumina plating out on coated tubes in this region. A coolant bulk temperature rise of approximately 5°F was calculated because of the bare tubes and this increased temperature was also included for the start-transient analysis.

Two analyses were made for the coated chambers. The first assumed no alumina plating and the severe thermal conditions experienced during the start transients with coating temperatures of 3200°F. The second analysis assumed alumina plating at 3700°F and realistic coolant bulk temperatures experienced in the second test. In both, the water tank pressure was assumed to be 1100 psia and the water flow rate was reduced from 170 to 50 lbs/sec, or approximately 1225 to 360 gpm.

2. Discussion of Results

The maximum burnout heat-flux ratios and wall temperatures are shown in Figures 2 and 3. For the severe start conditions at full flow (170 lbs/sec) the R_{BO} is 0.53 and the minimum flow for R_{BO} of 1.0 is 70 lbs/sec or approximately 510 gal/min. Assuming the alumina plating does occur, the R_{BO} at full flow (170 lbs/sec) is 0.39, and to achieve an R_{BO} of 1.0, the water could be reduced to 50 lbs/sec. These results are valid only if the original coating remains intact.

3. Conclusions and Recommendations

1. Assuming the original coating does not spall, the water flow rate can be reduced to 80 lbs/sec without nozzle burnout.
2. It is recommended that the water flow be reduced in steps and held at each step for a minimum of 5 sec.

The basic coating that was used on Nozzle S/N 02 was applied except that no coating was applied over the aft 9.0 inches (measured axially) of the nozzle.

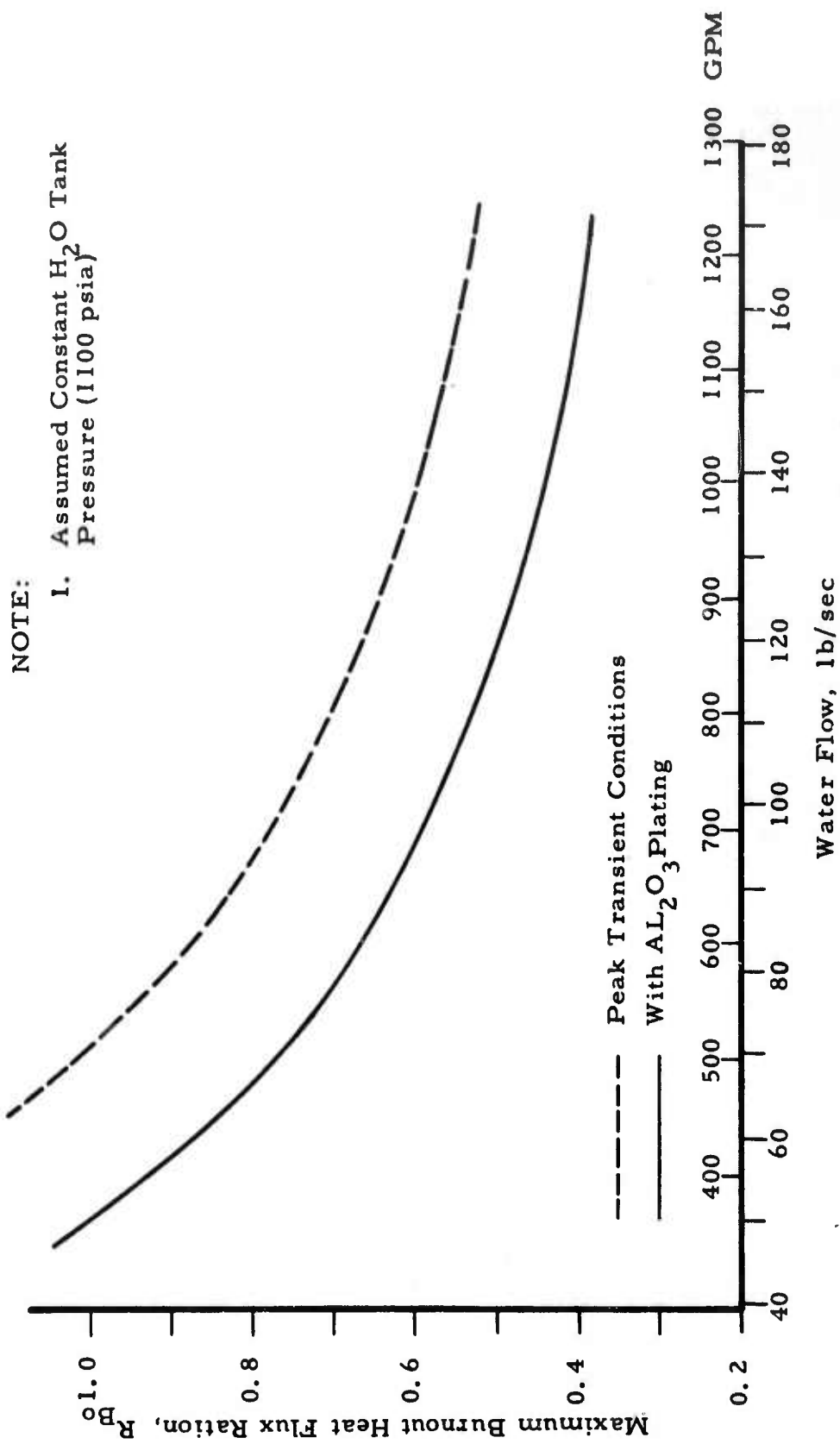


Figure 2. Coating Development Program, Effect of Coolant Flow Reduction.

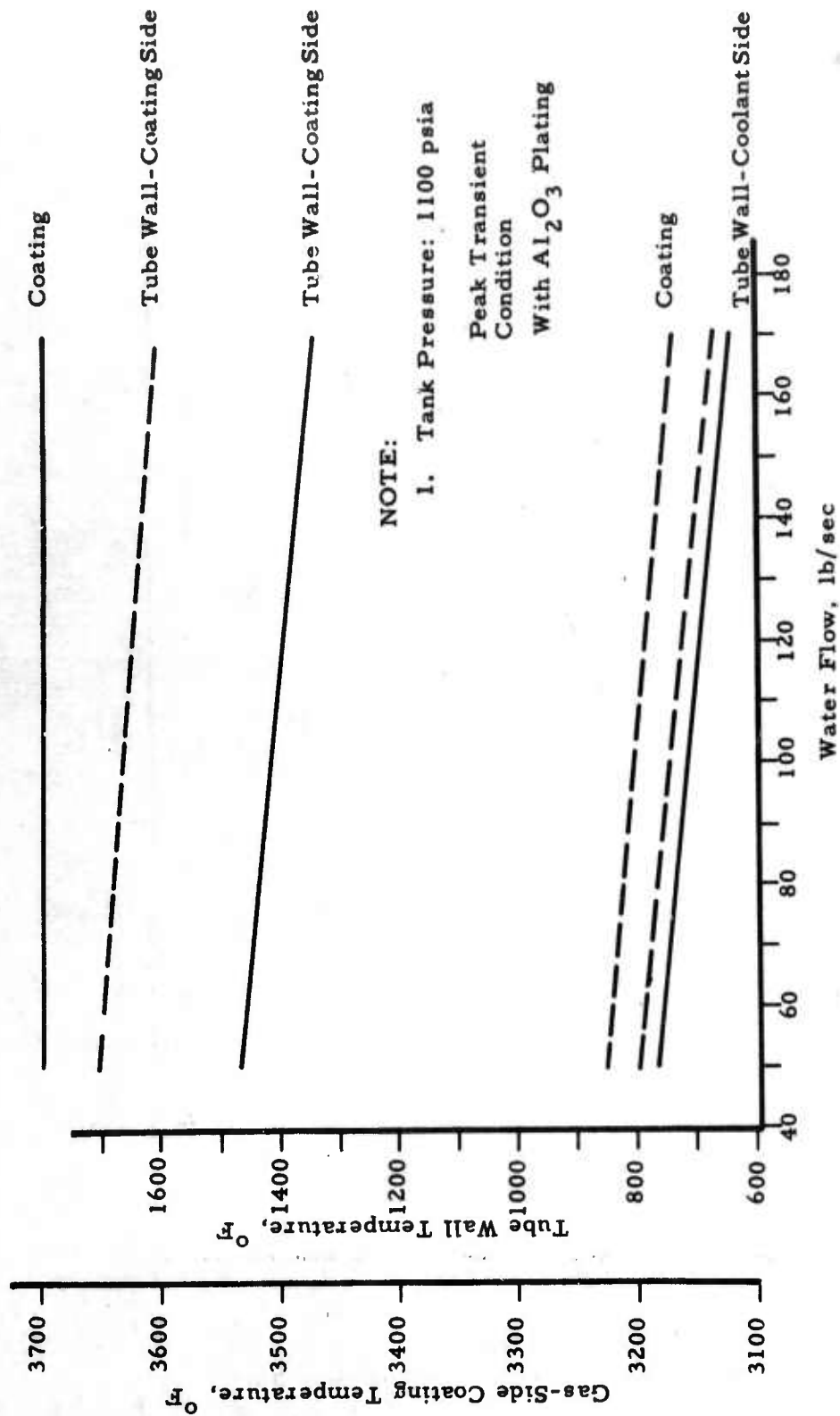


Figure 3. Cooling Development Program, Wall Temperatures.

The experimental coatings were applied between the axial stations according to the following schedule (Figure 4):

Station No.	Coating
0-7	Bare
7-9	Bare - Grit-Blasted
9-11	HfO ₂
11.1 - 13.0	SrO ZrO ₂
13.1 - 14.9	ZrO ₂
10-11	W
12-12.9	W
14-14.8	W

The initial plasma-arc-spraying of W at Station 10 was attempted at usual spraying parameters. The coating colored dark blue, indicating excessive heating. Spraying was stopped after three or four revolutions. After reducing power input by half and doubling surface speed, spraying was continued with satisfactory results.

The ablative inserts and adapter were assembled with the nozzle and pressure checked at 1000 psig with water. A leak was found at the base of one of the thermocouple tubes. This was repaired, and retesting indicated no leakage. Since thermocouples were not required for this test, the tubes were plugged with swagelock fittings. The nozzle was crated and shipped to AFRPL on 28 January(2).

B. MOTOR INSTALLATION

The nozzle and aft closure were attached to a 2nd Stage Wing I Minuteman motor and were then placed on Pad 1, Area 1-32 at the AFRPL. Flow checks, thermocouple calibration, and instrumentation checks were made prior to firing. Figure 5 shows the installation of the nozzle and the motor. During cold-flow runs on the test pad, two thermocouples were found to be inoperative on the inlet and outlet stations of the nozzle.

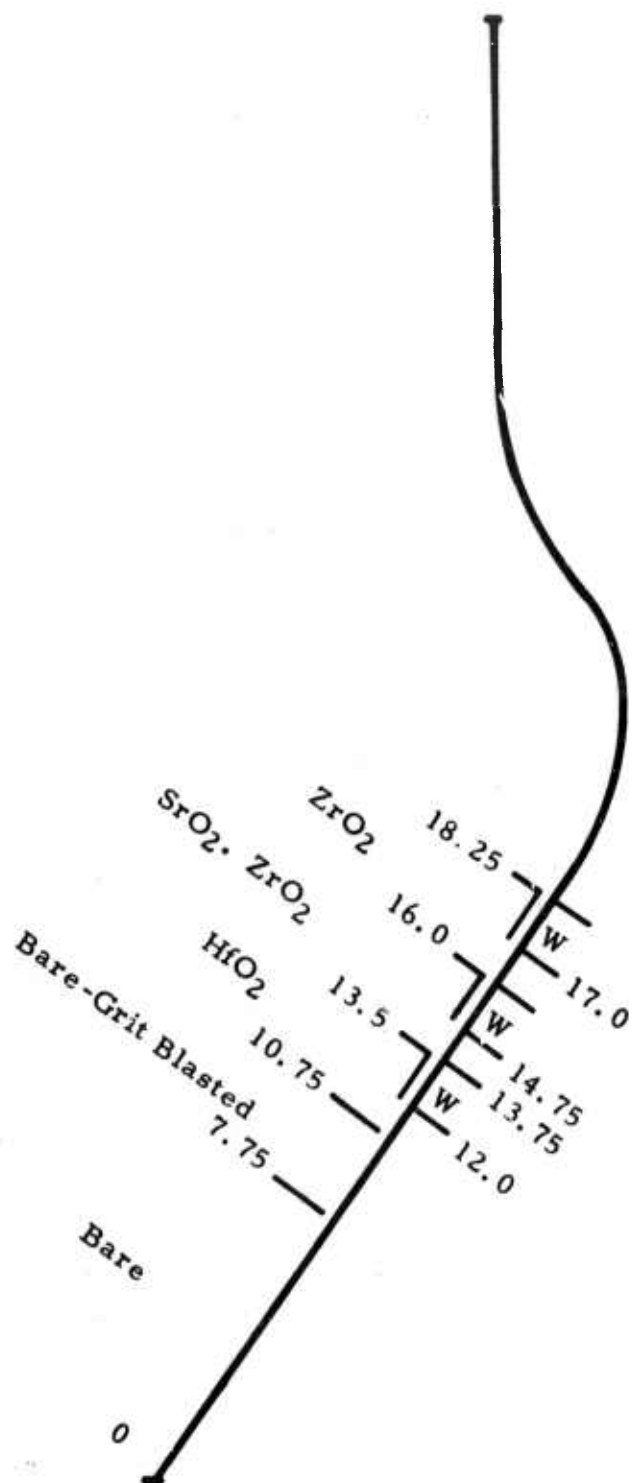


Figure 4. Coating Location

Faulty welds were determined to be the cause of malfunctions, and were not rewelded or replaced because the remaining thermocouples were considered adequate for temperature recording. Prefire nozzle photos showing the Al_2O_3 base coatings are presented in Figures 5 through 7. Nozzle instrumentation specifications are shown in Table II.

TABLE II. NOZZLE INSTRUMENTATION CHECKLIST

INSTRUMENTATION SPECIFICATION SHEET										PROJECT FILE		DATE	
ITEM #	PARAMETER	LOCATION	TRANSDUCER TYPE	TRANSDUCER RANGE	CALIBRATION RANGE	RECORDING FREQUENCY	RECORDING CHANNEL	REMARKS		NOMAD, H ₂ O COOLED NOZZLE	305903AMG	30-1-69	
26/FIA Thrust	Fwd Closure	Bridge-Resist. Type	0-50000#	0-50000#	0-50000#	50 CPS	Dig OSC 20	Gain Setting - 28.3					
27/FIB "	"	"	"	"	"	"	Dig 22	"					
28/PQ-1 Press.	"	"	0-1000psig	0-1000psig	0-1000psig	"	meter Dig osc 24	"					
29/PQ-2 "	"	"	"	"	"	"	Dig 26	"					
30/PQI-3 "	Coolant In.	"	"	"	"	"	28	"					
31/PQO-4 "	Coolant Out	"	"	"	"	"	meter Dig osc 30	"					
32/PWT-5 "	Water Tank	"	"	"	"	"	32	"					
33/PQR-6 "	Reg. Press.	"	"	"	"	"	34	"					
34/LP-IPosition	Coolant Out	Linear Pot	0-100% OFS	0-100%	0-100%	"	meter Dig 0	"					
35/CW-1Vol Flow	Cool Flow	Turbine Type	101.12-1266	21.25-315cps	"	Dig OSC 1							
9/TCCI-9 Temp	Coolant In 1	Cu/C	-300°F to 750°F	0°F to 250°F	3cps	Dig 37	Gain Setting -10.0						
10/TCCI-10 "	2 "	"	"	"	"	"	39	"					
11/TCCI-11 "	3 "	"	"	"	"	"	40	"					
12/TCCI-12 "	4 "	"	"	"	"	"	41	"					
13/TCCI-13 "	5 "	"	"	"	"	"	42	"					
14/TCCI-14 "	Coolant Out6	"	"	"	"	"	43	"					
15/TCCI-15 "	7 "	"	"	"	"	"	44	"					
16/TCCI-16 "	8 "	"	"	"	"	"	45	"					
17/TCCI-17 "	9 "	"	"	"	"	"	46	"					
18/TCCI-18 "	10 "	"	"	"	"	"	47	"					
19/TCCI-19 "	H ₂ O Tank	"	"	-50 to 150°F	"	"	48	"					
X-1 Ign Pulse		Critical Event				Dig OSC C-1							
X-2 0.5 pps timing		Normal Event				Dig N-30							
X-3 0.05pps timing		"				" N-31							
X-4 0.0125 pps timing		"				" N-32							
X-5 2 pps timing		"				OSC							
X-6 10 pps timing		"				OSC 2							
36/P7 Pres noz in Nozzle		Bridge Resist Type	0-1000psig	0-1000psig	50cps	OSC							
37/P8 " " out Nozzle		"	0-1000psig	0-1000psig	50cps	OSC							

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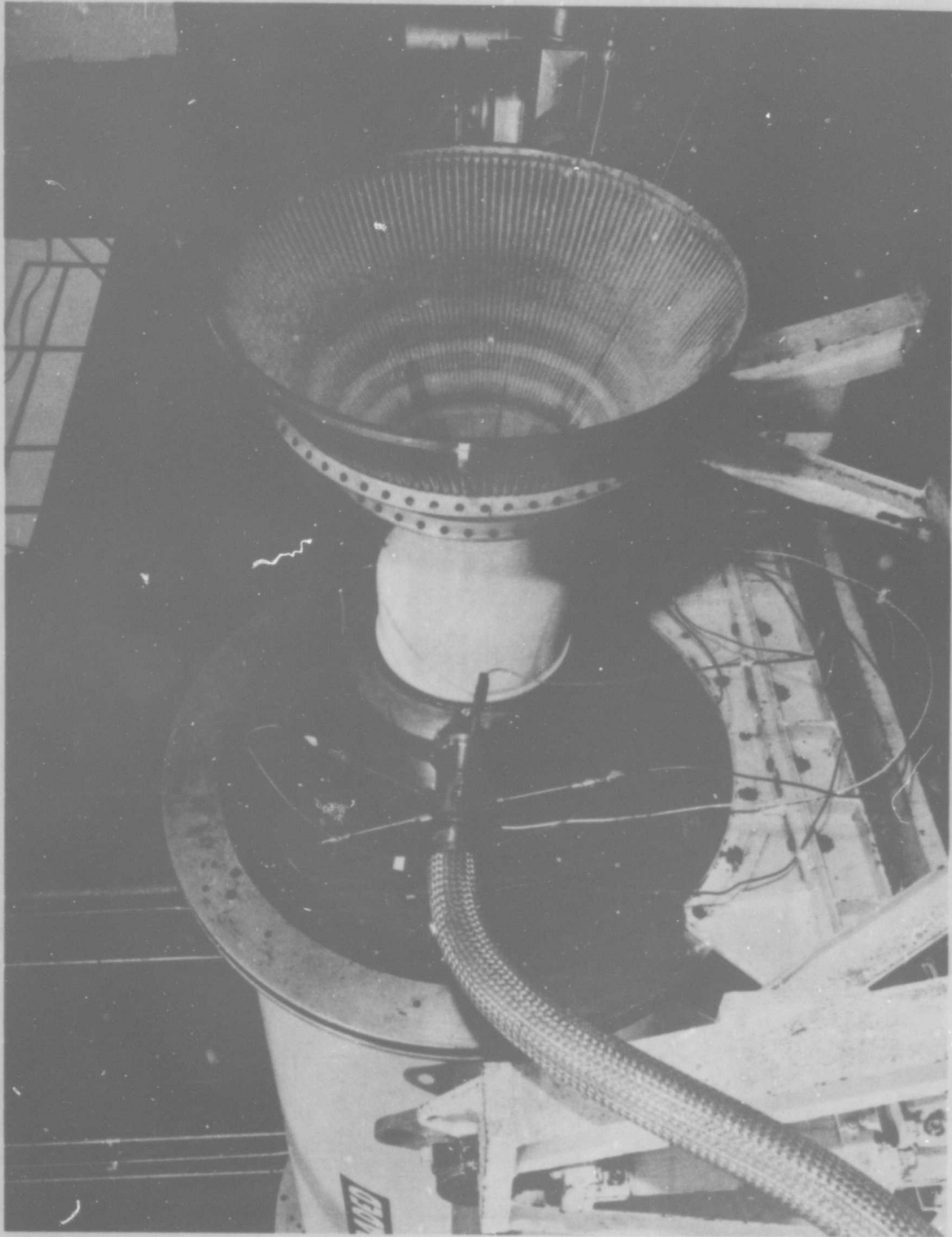


Figure 5. Nozzle Installation Showing Thermocouple Installation (Prefire).
(Motorized Water Flow Valve in Background)

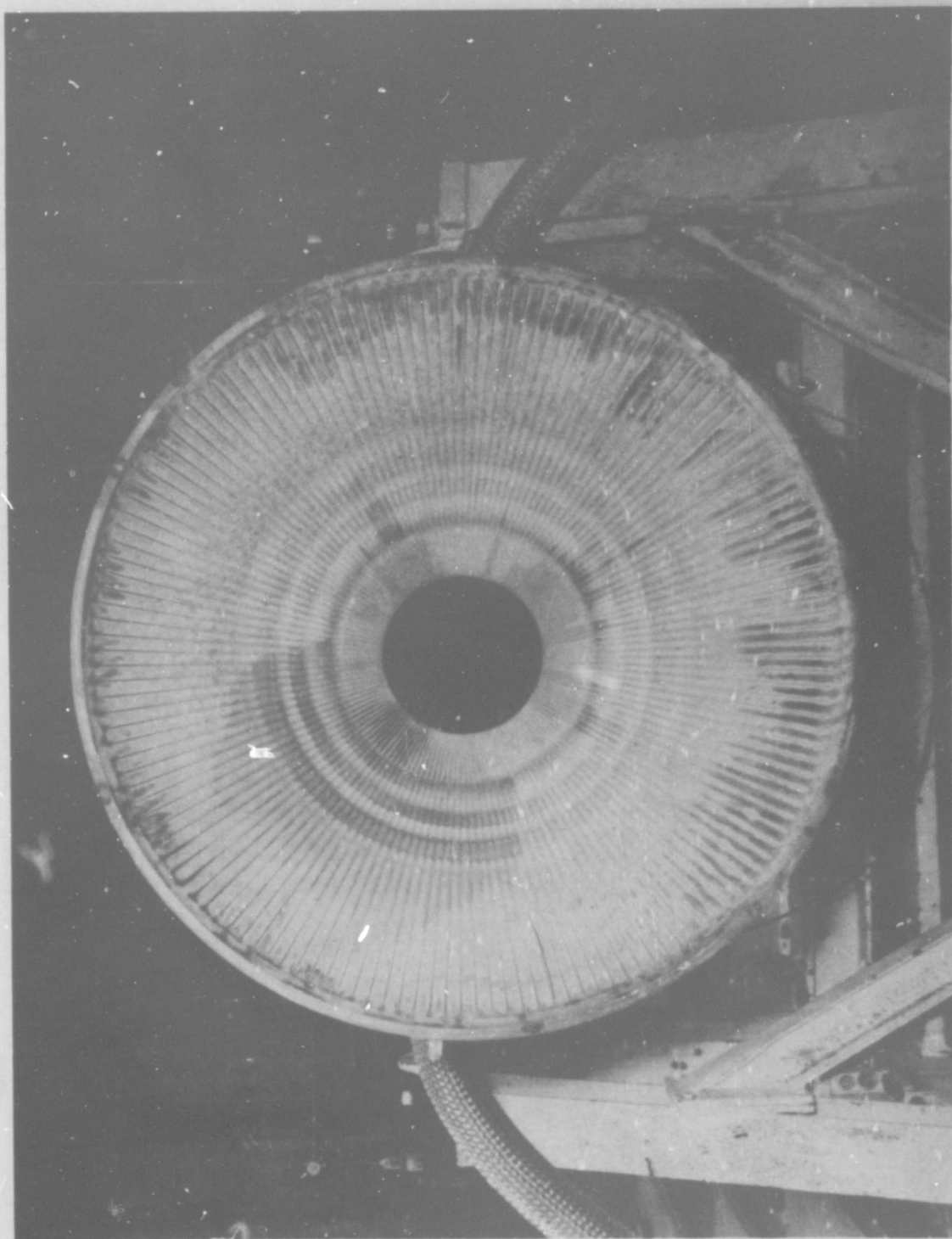


Figure 6. Prefire Exit Cone Showing Coating Locations.

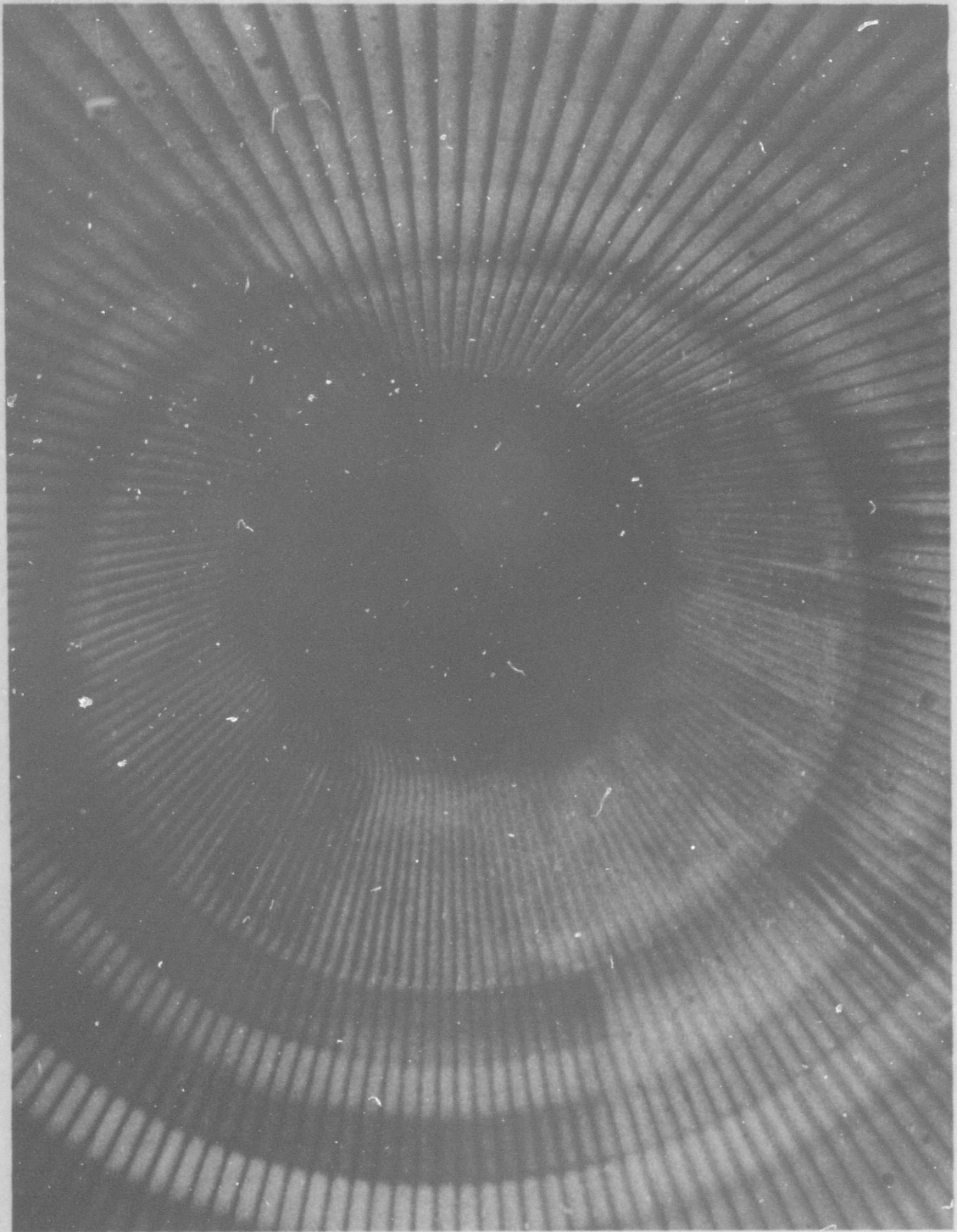


Figure 7. Close-Up of Nozzle Throat Showing Coating Gradations (Prefire)

SECTION V

TEST FIRINGS AND RESULTS

Test firing was conducted on 19 February 1969 at the AFRPL. Test duration was 63 seconds and average chamber pressure was 380 psi. Theoretical flame temperature was 5700°F and the water-flow conditions were 1200 gal/min and 800-psi nozzle inlet pressure at ignition and 600 gal/min and 500-psi inlet pressure at tailoff. Postfire examination of the nozzle indicated that no tubes burned through and no film boiling occurred. Flow rate was modulated throughout the firing as was the inlet pressure (Figure 8). After the completion of the firing, the water was allowed to flow at pressure for 7 seconds and the remaining water in the water tank was gradually run through the nozzle in order to minimize heat soak through the nozzle tubes. Reexamination of the nozzle indicated that an extensive layer of Al_2O_3 from the solid propellant (approximately 1/4-inch thick) had deposited on the exit cone of the nozzle. This is shown in Figure 9. Samples of this material were subjected to metallurgical, X-ray diffraction and chemical analysis.

The alumina deposit appeared to have been liquid on the surface and flow patterns are shown in Figure 10. Upon cooldown, the solidified Al_2O_3 contracted and pulled away from the nozzle tubes. Postfire photos are shown in Figures 11 and 12. A piece of alumina taken from this aft section was examined by X-ray diffraction. The analysis indicated only alpha Al_2O_3 was present. Spectrographic analysis indicated that no other elements of atomic weight greater than 20 were present other than aluminum.

The tapered ablative liner showed no excessive erosion and no alumina buildup between the ablative liner and the nozzle coolant tubes, as was encountered in nozzle firing No. 1. In addition, pieces of the Al_2O_3 were sectioned, mounted, and polished for metallographic examination.

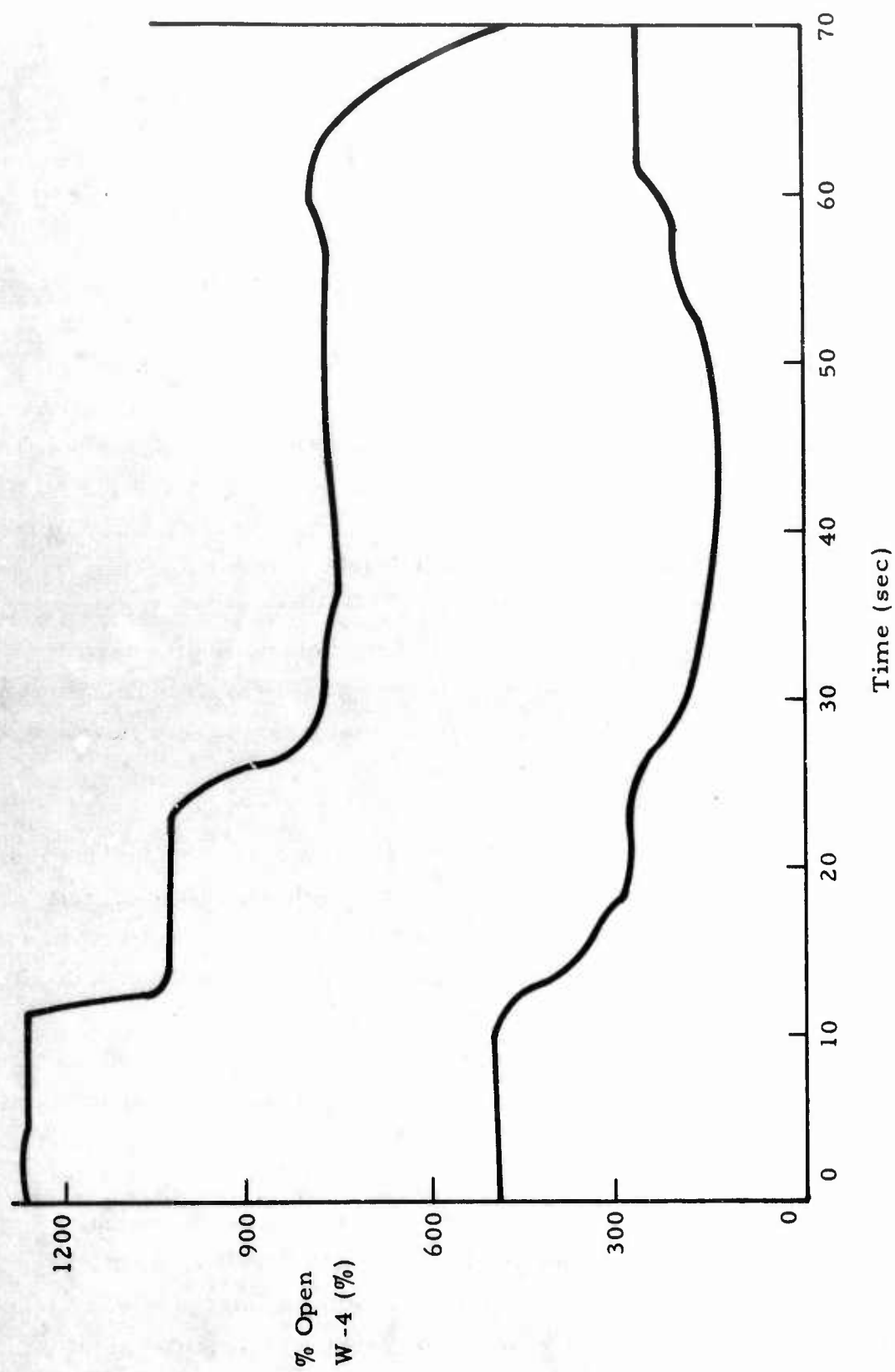


Figure 8. Water Flow Rate and Percent Open W-4 versus Time.

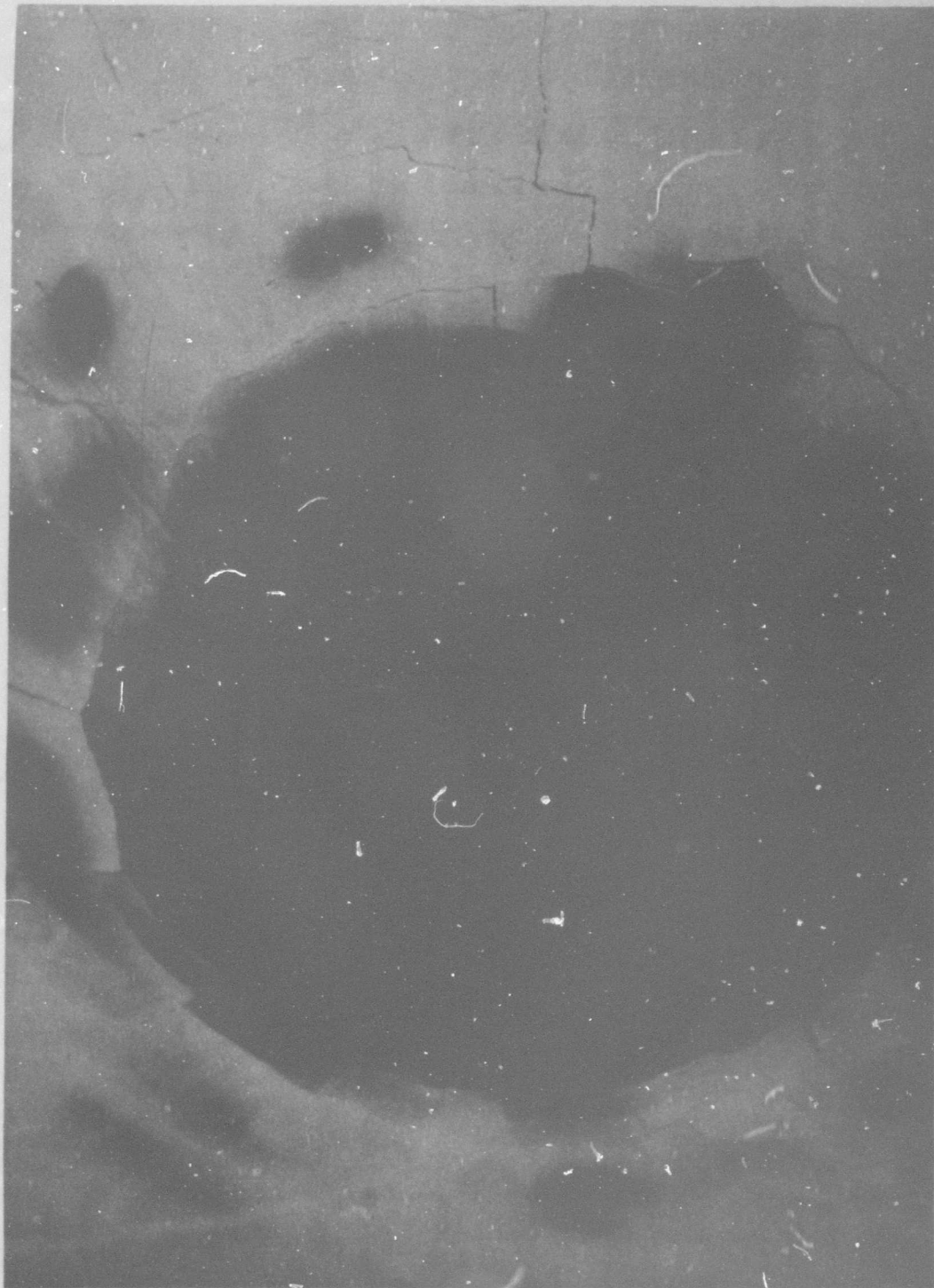


Figure 9. Postfire Throat Region Showing Alumina Buildup.

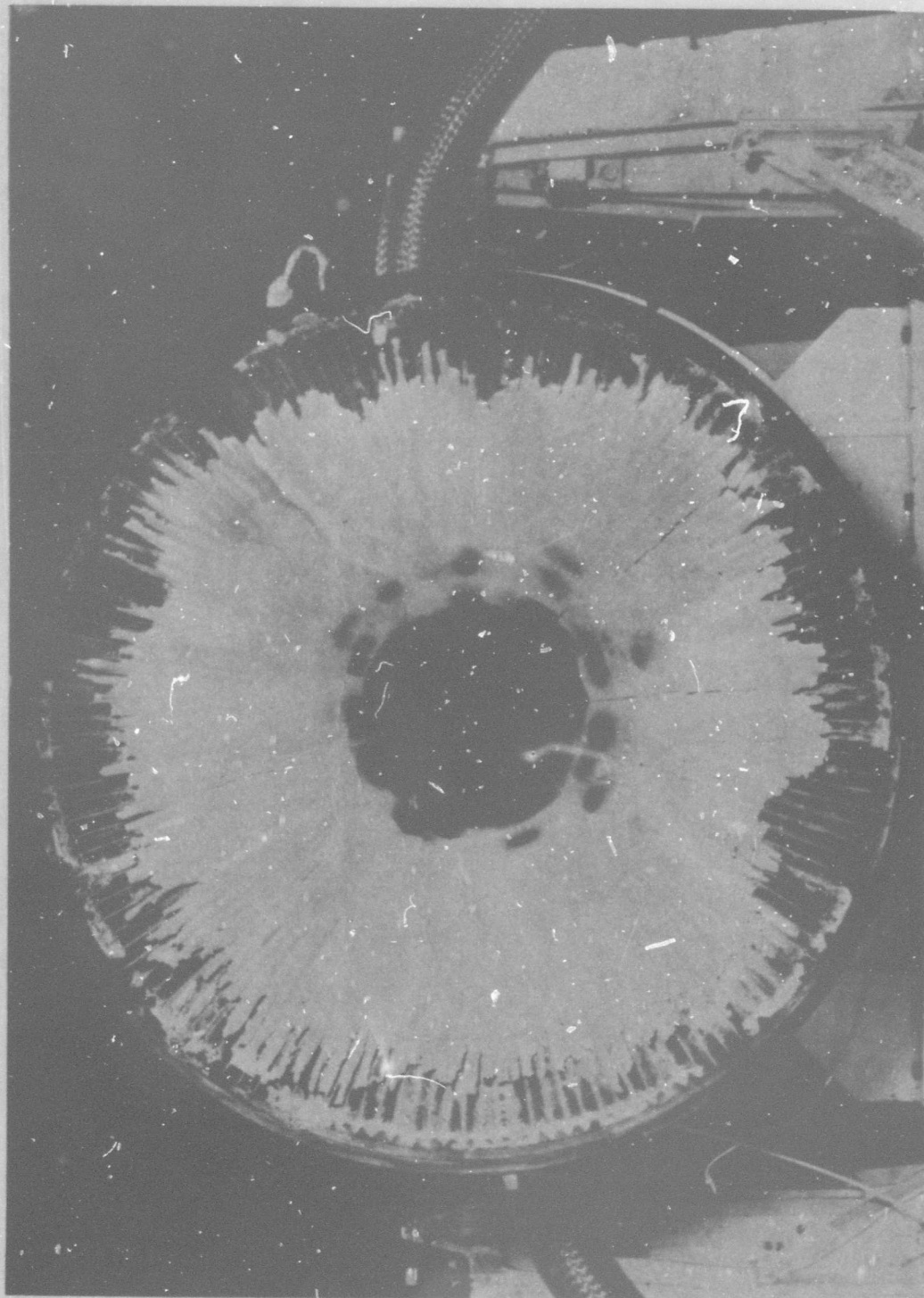


Figure 10. Postfire Exit Cone Showing Alumina Buildup.

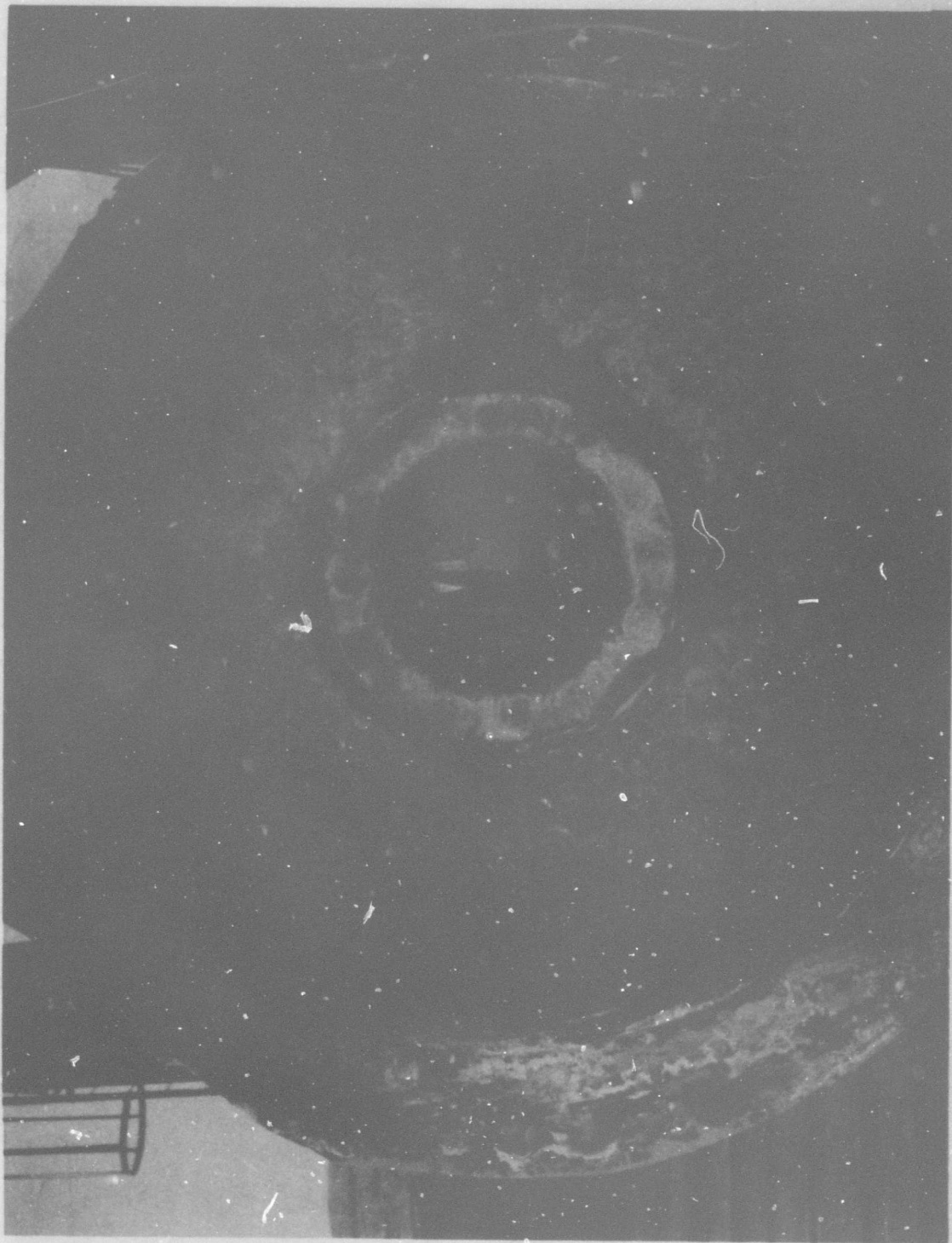


Figure 11. Postfire View of Entrance Section and Aft Closure Showing Erosion Patterns.

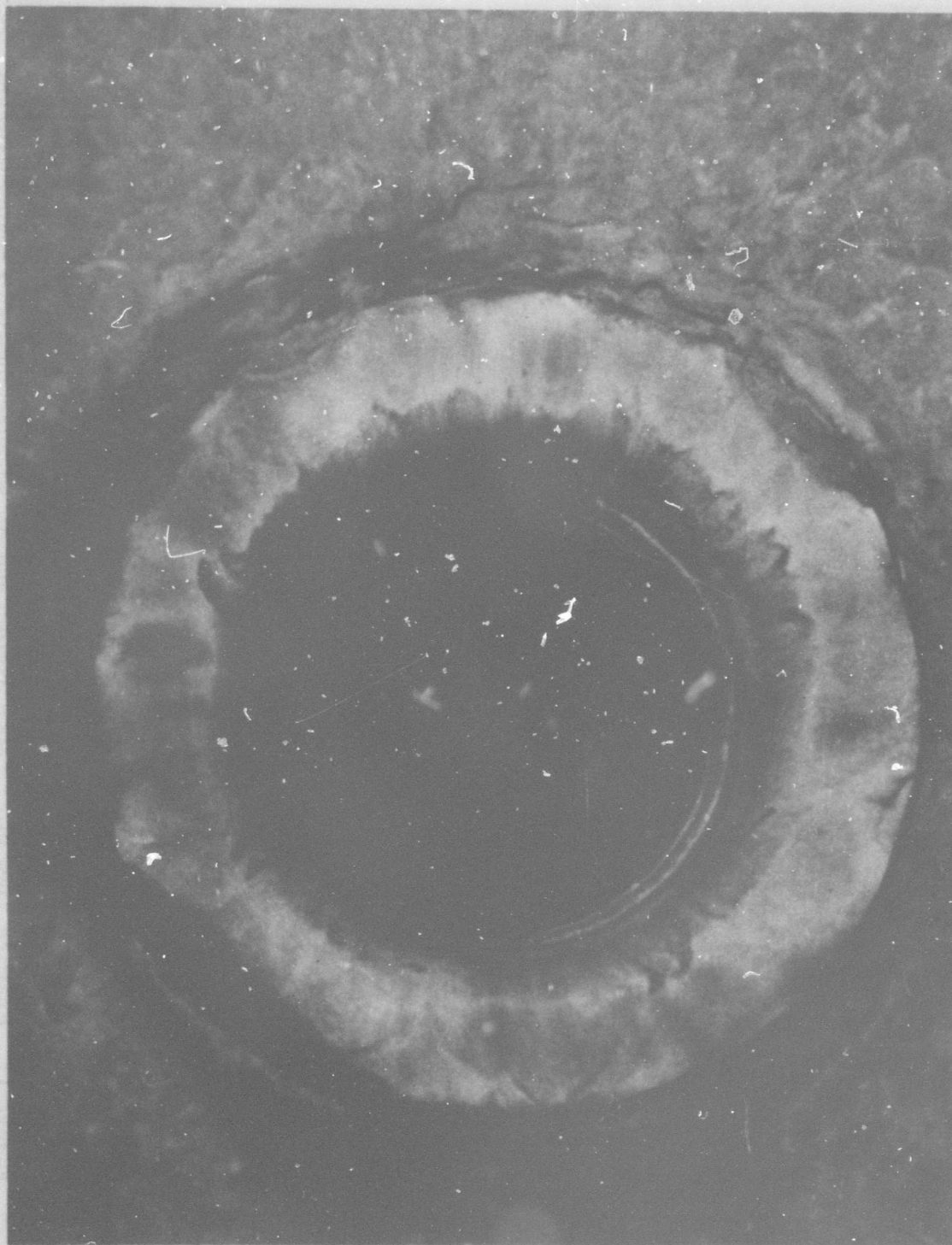


Figure 12. Postfire Close-Up Showing Ablative Sleeve Erosion and Nozzle Throat.

The exhaust Al_2O_3 evidently plated out on the relatively cold tube walls and valleys (3100°F) during the first few seconds of firing, then when the thickness of the deposit was such that the hot side exceeded 3630°F , the Al_2O_3 became molten and sluffed off while remaining semi-molten underneath. Then as P_c dropped off and the heat flux decreased, the molten and semi-molten layer solidified, and as further cooling occurred, this area was apparently again covered with the same type of random grain deposit indicated in the layer near the tube (3).

The coolant temperatures recorded during the firing are shown in Figures 13 and 14. Water tank pressures, regulator pressures and nozzle inlet and outlet pressures are shown in Figure 15. It should be noted that the water tank pressure and regulator pressures show a substantial decrease. This was due to a relay failure which caused the water tank regulator to vent off GN_2 . Nozzle inlet pressure was maximized during this non-pressurization phase by closing the downstream valve.

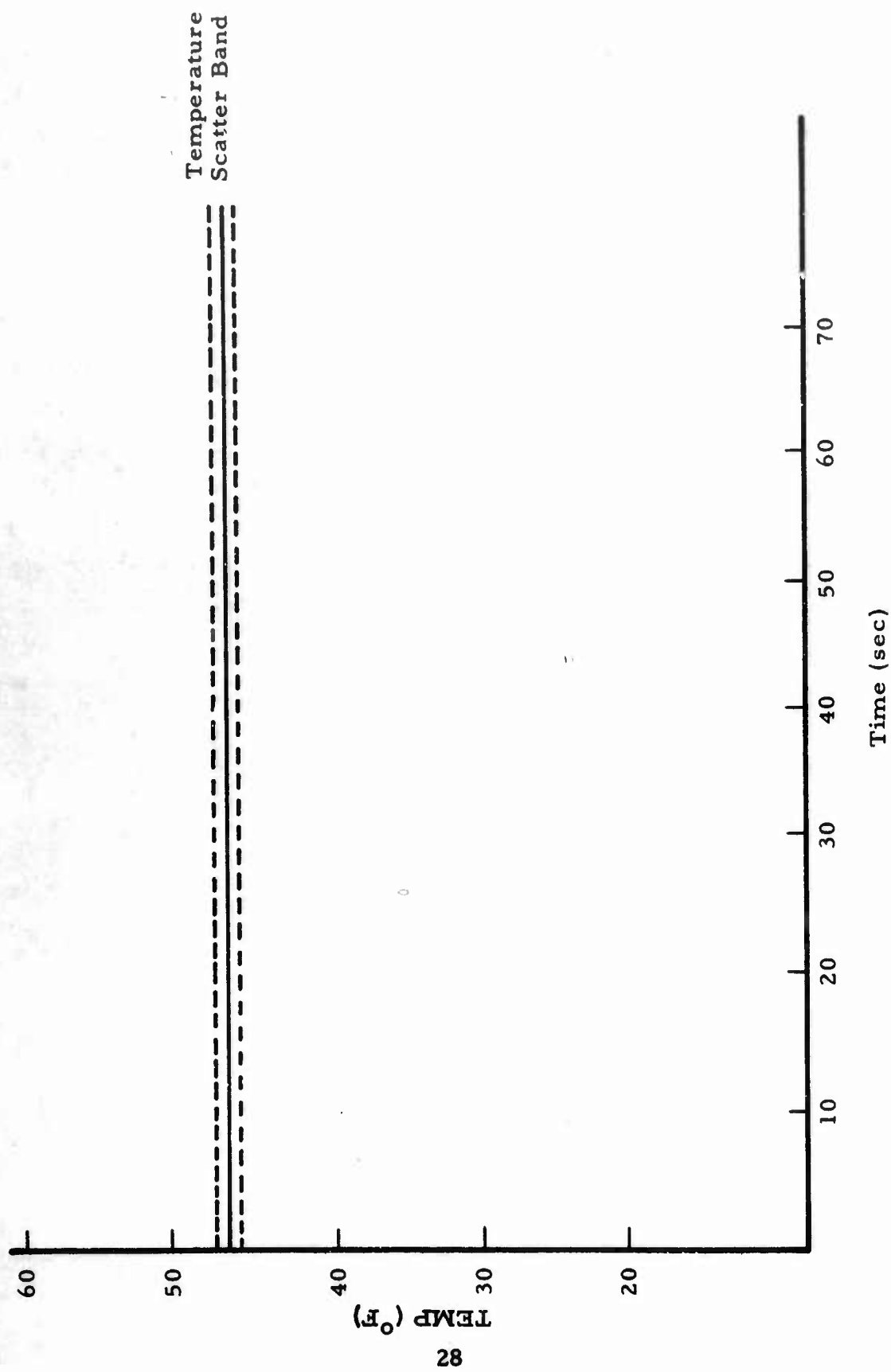


Figure 13. Coolant Inlet Temperature versus Time.

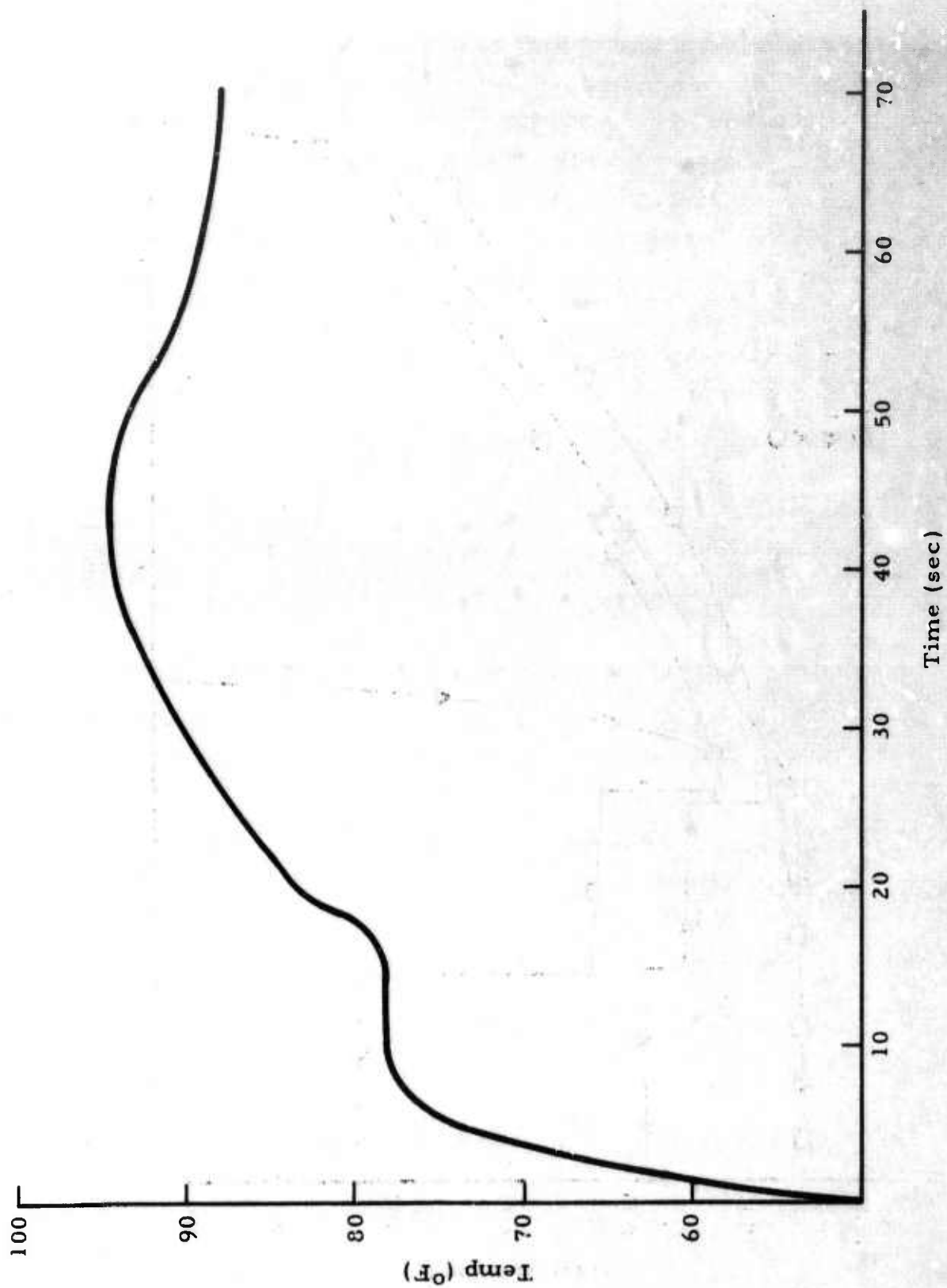


Figure 14. Coolant Outlet Temperature versus Time.

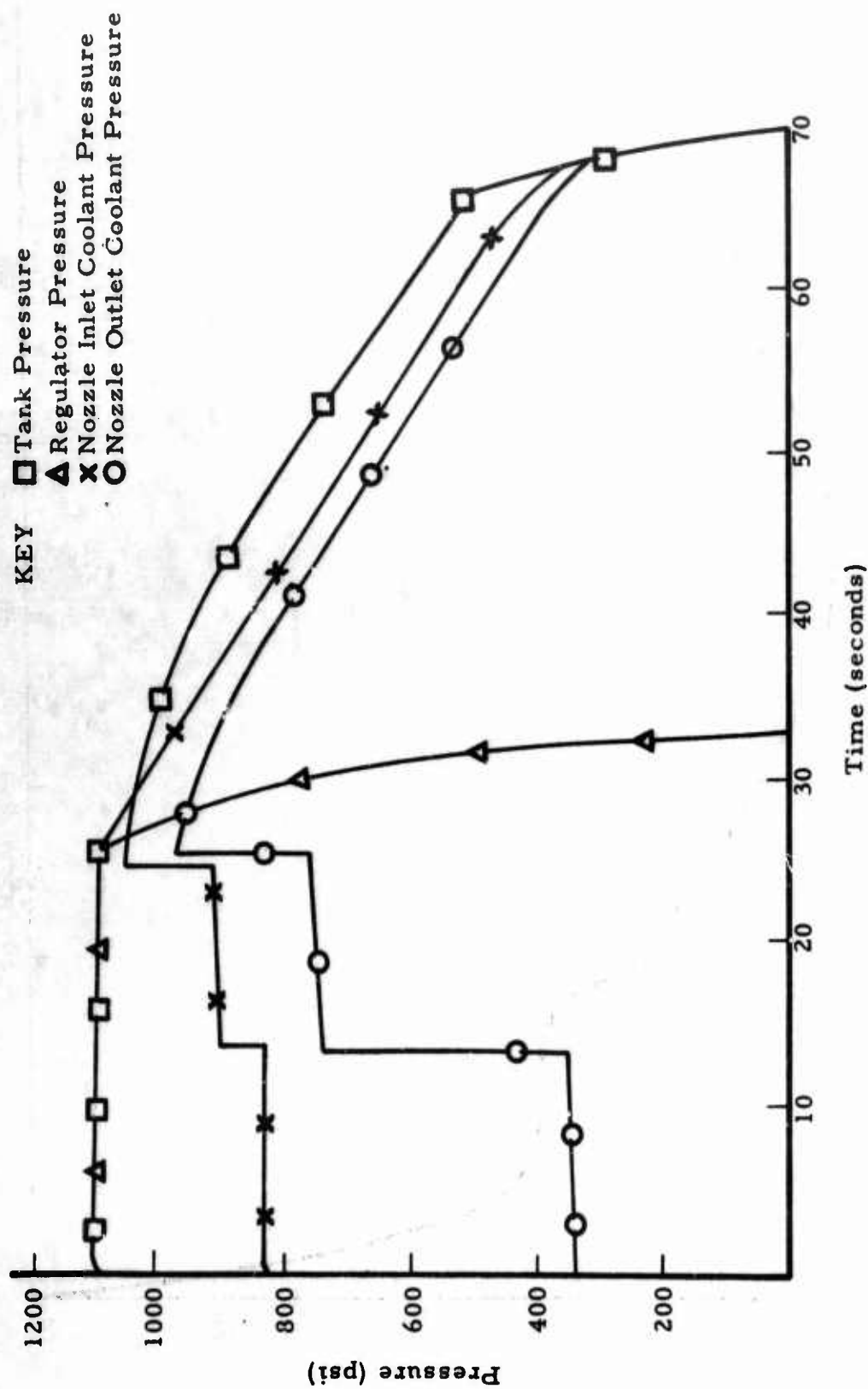


Figure 15. System Pressures versus Time.

SECTION VI

CONCLUSIONS

1. The feasibility of using a water-cooled nozzle on a large solid propellant motor was proven with the successful test firing described in this report. No indication of burnthrough or film boiling was indicated.
2. The operation of the gas-pressurized water-flow system was proven successful at tank pressure of 1100 psi. A maximum flow rate of 1350 gal/min was demonstrated with an inlet pressure of 825 psi.
3. The use of alumina base coatings on nozzle components will effectively reduce the heat flux induced upon the nozzle walls.
4. The heat-transfer analysis (with appropriate margins of safety) was adequate, and was substantiated in that lower coolant flow rates were successfully used.

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APPENDIX

CHECKOUT PROCEDURES

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APPENDIX

CHECKOUT PROCEDURES

The gas-pressurized water coolant system for the NASA water-cooled nozzle is composed of a pressurized 311-ft³ GN₂ vessel rated at 6000 psi and a 2017-gallon water tank with a working pressure of 750 psi.

The checkout procedure consisted of four steps:

1. STEP 1 wherein the GN₂ vessel and associated fittings were pressurized incrementally to 500, 1,000, 3,000, and 6,000 psi. The system checked for leakage.
2. In STEP 2 the entire water system was incrementally pressurized to 900 psi with leakage and vibrational failures noted and repaired.
3. In STEP 3 the 60-second operational tests were performed to determine which method of flow-rate control (pressure changes versus controllable valve) were satisfactory for actual operation.
4. In STEP 4, full-scale dry run, based on data from the operational tests, was used to acquaint all personnel with final firing procedures.

Test and instrumentation crew personnel were responsible for locating and repairing leaks, locating vibrational instabilities and insuring that remote valves and instrumentation were in proper working order. During high-pressure checkouts (4000 and 6000 psi) test personnel were not permitted to enter the pad area until 1 minute after specified test conditions had been established and maintained. During checkout procedures "B," test instrumentation was operative.

In the event that leaks were located at connections, the project engineer decided whether venting of any or all of the system was required prior to repair operations. Leaks in pipes, valves, or pressure vessels were to terminate the checkout, and venting was mandatory. Once repairs were completed, the project engineer was to

reestablish the checkout conditions existing at the time of interruption and to proceed with the tests. All other decisions relating to emergency situations during the checkout sequence were to be made by the Pad Foreman.

A. Checkout of Water System

After water and gas systems were completed, the entire system was checked out as follows:

1. Check all hand valves to make sure that they open and close freely.
2. Check all remote valves remotely, make certain that valve and light and meter sequence are correct as follows:

VALVE DESIGNATION	CONTROL	NORMAL CONTROL CONDITION	INDICATOR (COLOR)
G-3	H ₂ O Tank Vent	Open	Green
W-3	H ₂ O Nozzle In	Closed	Green
W-4	H ₂ O Throttle Valve	Open	Meter
W-5	H ₂ O Nozzle Out	Closed	Green
	Regulator Open	Closed	Green
	Regulator Press	Open	-MOM- Green
	Regulator Vent	Closed	-MOM- Green
	Regulator Rapid Vent	Closed	-MOM- Green

-MOM- Momentary

3. Fill water tank with tap water as follows:

- a. Make certain H_2O tank vent valve G-4 is open.
- b. Fill H_2O tank through hand valve W-1.

NOTE: Record time it takes to fill H_2O tank.

4. Gravity Flow Check.

- a. Make certain H_2O tank vent valve G-4 is open.
- b. Open H_2O hand valve W-2.
- c. Open H_2O nozzle in Valve W-3 (light should be red).
- d. Open H_2O throttle valve W-4 (light should be red).
- e. Open H_2O nozzle out valve W-5 (light should be red).

Allow water to flow for 10 seconds or until all air has been removed from the lines.

- f. Close H_2O nozzle out valve W-5 (light should be green).
- g. Close H_2O nozzle in valve W-3 (light should be green).

NOTE: Leave hand valve W-2 and throttle W-4 open.

5. GN_2 Vessel Pressurization:

- a. Make certain H_2O tank vent valve (G-3) is open.
- b. Open GN_2 hand valve (G-2).
- c. Set regulator to zero dome pressure.
- d. Charge GN_2 vessel incrementally as follows: 500, 1,000, 3,000, and 6,000 psi.
- e. Check all connections and plumbing leading to or from GN_2 vessel with "Leak Tech" or soap. If repairs are needed, notify project engineer before proceeding.

6. Flow Integrity Tests:

NOTE: Use Operational Test Procedure "A".

Checkout Test No. 1

Pressurize H₂O tank pressure to 250 psi. Do checkout steps 1 to 10.

Checkout Test No. 2

Pressurize H₂O tank pressure to 500 psi. Do checkout steps 1 to 10.

Checkout Test No. 3

Pressurize H₂O tank pressure to 750 psi. Do checkout steps 1 to 10.

Checkout Test No. 4

Pressurize H₂O tank pressure to 900 psi. Do checkout steps 1 to 10.

7. Sixty-Second Operational Tests:

NOTE: For these operational tests, use Procedure 2 and make certain that instrumentation is operative:

Checkout Test No. 1

NOTE: During this test, the tank pressure will be varied in order to determine flow-rate characteristics.

- a. Fill water tank with tap water. Follow Step No. 3.
- b. Make certain GN₂ vessel is charged to 6000 psi.
- c. Pressurize H₂O tank to 750.
- d. Do checkout steps 1-11 (except allow water to flow for 60 sec).

Checkout Test No. 2

NOTE: During this test, valve W-4 (throttle valve) will be opened to the following positions:

- (1) Full open
 - (2) 1/4 Open
 - (3) 1/2 Closed
 - (4) 1/4 Open
 - (5) Full Open
- a. Fill tank with tap water. Follow Step No. 3.
 - b. Make certain GN₂ vessel is charged to 6000 psi.
 - c. Pressurize H₂O tank to 750 psi.
 - d. Do checkout steps 1-11 (except allow water to flow for 60 sec.)
8. Full-scale Dry Run.

B. OPERATIONAL TEST PROCEDURES "A"

1. Make certain that valves:
G-3 - - H₂O tank vent valve, and
W-1 - - H₂O tank fill valve, are closed.
2. Note: H₂O throttling valve will not be used during the flow integrity tests. Leave in normal open position.
3. Set dome pressure on regulator and pressurize H₂O tank to specified test pressure with remote GN₂ regulation controls.
4. Open H₂O nozzle inlet valve W-3 (red light).
5. Make general visual check of waterlines, GN₂ lines, connections, and valves.
6. Open H₂O nozzle out valve W-5 (red light) before, during, and after test. Allow water to flow for 10 seconds.
7. Open H₂O tank vent valve G-4 (green light)
8. Close H₂O nozzle outlet valve W-5 (green light).
9. Close H₂O nozzle inlet valve W-3 (green light).

C. OPERATIONAL TEST PROCEDURES "B"

1. Make certain that valves:
G-3 - - H₂O tank press valve,
G-4 - - H₂O tank vent valve,
W-1 - - H₂O tank fill valve, are closed.
2. Note: Make certain throttle valve W-4 is in open position before starting test.
3. Jet regulator dome pressure and pressurize H₂O tank to specified test pressure with remote GN₂ regulator controls.
4. Open remote H₂O inlet valve W-3 (red light).
5. Make general visual check of waterlines, GN₂ lines, connections, and valves before, during and after test.
6. Notify - console to start firing sequence: At T-5 sec., open H₂O nozzle out valve W-5 (red light). Allow water to flow for 60 seconds.
7. Open H₂O tank vent valve G-4 (green light).

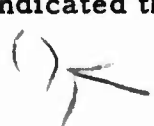
8. Close H₂O nozzle outlet valve W-5 (green light).
9. Close H₂O nozzle inlet valve W-3 (green light).
10. Stop all instrumentation and make a visual check of nozzle tubes for cracks in nozzle coatings.

Unclassified

Security Classification

DOCUMENT CONTROL DATA - R & D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

1. ORIGINATING ACTIVITY (Corporate author) Air Force Rocket Propulsion Laboratory Edwards, California 93523		2a. REPORT SECURITY CLASSIFICATION Unclassified	
		2b. GROUP N/A	
3. REPORT TYPE Solid Propellant Test Evaluation of a Water-Cooled Nozzle			
4. DESCRIPTIVE NOTES (Type of report and inclusive dates) Final Report 15 October 1967 - 1 March 1969			
5. AUTHOR(S) (First name, middle initial, last name) David R. Zorich, Lt, USAF, and Attilio A. Bassoni			
6. REPORT DATE April 1969		7a. TOTAL NO. OF PAGES 46	7b. NO. OF FIGS 3
8a. CONTRACT OR GRANT NO. b. PROJECT NO. 3059 c. d.		9a. ORIGINATOR'S REPORT NUMBER(S) AFRPL-TR-69-75 9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)	
10. DISTRIBUTION STATEMENT This document is subject to special export controls and each transmittal to foreign governments or foreign nationals may be made only with prior approval of AFRPL (RPOR-STINFO), Edwards, California 93523.			
11. SUPPLEMENTARY NOTES		12. SPONSORING MILITARY ACTIVITY See Block 1	
13. ABSTRACT The objective of this test program was to evaluate the feasibility of using a water-cooled nozzle on large solid propellant motors. The coolant requirement for this test was 1200 gal/min water flow rate with an inlet coolant pressure of 850 psi. The flow was reduced during the test with a minimum water flow rate of 560 gal/min. The nozzle performed successfully with no indication of tube burnthrough or film boiling occurring. Test duration was 62 seconds at an average chamber pressure of 380 psi. Results of this test indicated the entire system operated satisfactorily at maximum operating conditions. () 			

DD FORM 1473
1 NOV 68

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Unclassified
Security Classification

Unclassified

Security Classification

14. KEY WORDS	LINK A		LINK B		LINK C	
	ROLE	WT	ROLE	WT	ROLE	WT
Plasma-Sprayed Coatings Water-Cooled Nozzle 260-inch motor Refractory oxides						