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HELICOPTER REMOTE WIND SENSOR FLIGHT TEST

FEBRUARY 1980

By

David H. Dickson

US Army Atmospheric Sciences Laboratory
White Sands Missile Range, New Mexico 88002

Jon E. Ottesen

Physical Science Laboratory
New Mexico State University
University Park, New Mexico 88003

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INTRODUCTION

The purpose of the Helicopter Remote Wind Sensor (HRWS) (figure 1, artist's concept) is to provide measured wind data, including the downwash flow field, for ballistic corrections, by a fire control system for AH-1 or AAH aircraft. A test program has been completed in which the HRWS was mounted on a UH-1 testbed aircraft, and actual wind measurements were made and recorded in a variety of flight environments. Data were reduced and analyzed to determine the accuracy of measurement, quality of deduced wind profiles, and estimates of the amount (sample size) of data necessary for in-flight ballistic corrections. Simulation techniques have been applied to obtain wind weighting functions and total wind effects for a 2.75-in. folding fin aerial rocket (FFAR) to estimate the quantity and duration of measurements required of the HRWS for effective improvement in the accuracy of delivery of this particular free-flight armament.

The HRWS, system fabricated by Raytheon Company for the Atmospheric Sciences Laboratory, US Army Electronics Research and Development Command, is described in another report.¹

The HRWS test scheme (table 1) was devised to provide proof of the ability of the HRWS to perform in the helicopter flight environment and to measure winds in unprobed conditions, thereby building a data base for current and future studies of real helicopter flow-fields.

The test schedule consisted of two major parts:

1. Flights and data acquisition over level terrain, and
2. Flights and data acquisition over rough terrain, simulating tactical free-flight weapon firings.

DATA REDUCTION AND ANALYSIS*

General

The acquisition system consisted of a pair of Ampex analog tape units, one mounted in the helicopter and the other integrated into an analog-to-digital computer system. Field tapes of the flight tests were "played back" on this system, and the resulting raw digital data were transferred in real time to disk storage in an IBM 370 computer. Data

¹D. H. Dickson and C. M. Sonnenschein, 1979, "Helicopter Remote Wind Sensor System Description," R&D Tech Report ASL-TR-0040, US Army Atmospheric Sciences Laboratory, White Sands Missile Range, NM

*The Physical Science Laboratory of New Mexico State University, under contract DAAD07-76-C-0007, Task AP018, reduced and analyzed the data for this program.

are converted, stored, and displayed by a set of programs written to process HRWS data. Selected subsets of the data have been transferred to other computers for remote transmission and for analysis of various features observed in the data; approximately 46 megabytes of digitized data are stored in the system. These data and the converted data will be preserved on magnetic tape for future use.

Data Format

Eight channels of the analog tape were used to record the equivalent of seven bits of discrete data output by the HRWS final processor plus a data validity bit. In addition, four other channels were used to record the helicopter voice communication channel and the output of the HRWS zero marker, range, and voltage controlled oscillator (VCO) voltage level (table 2). Voice cues were used to begin and end digitized data sets associated with the various tests. Each data set is labelled by a unique identification number.

A transcript of the voice channel of each field tape provides requisite information about the particular test being performed, as well as wind reports and observations made by the flight and test personnel aboard. Digitized data have been packed into pairs of 16-bit words, each pair identified by appropriate frame marker bits. The peculiar structure of the pair is due to use of the existing digitizing system (table 3).

Principle of Operation and Conversion of Data

The HRWS essentially measures the component of relative velocity of the air at a point along the current line-of-sight which moves in a conical scan mode. The measurement is obtained via application of the Doppler principle.¹ HRWS discrete output directly represents the Doppler shift, while the VCO data represent an analog form of the shift. Range, the line-of-sight distance to the point of measurement, is a function of potentiometer voltage from the HRWS range scanner.

In the nominal mode of operation, the HRWS runs with both conical scan and range scan operating so that the point of measurement moves in a spiral pattern in the surface of the cone (figures 2 and 3). Thus, the time sequence of data can be represented as a scalar function of conical scan angle and range.

A clocking mechanism and a reference point (the "0-degree" marker) cause the HRWS to produce 128 well-defined sample points in each conical scan so that the data are fully discretized and each sample point has associated with it an angle and a range value. The conical scan rate is usually

¹D. H. Dickson and C. M. Sonnenschein, 1979, "Helicopter Remote Wind Sensor System Description," R&D Tech Report ASL-TR-0040, US Army Atmospheric Sciences Laboratory, White Sands Missile Range, NM

set much higher than the range scan rate so that, in a typical flight test, the average change of range in a conical scan is approximately 2 feet. The authors take advantage of this condition in analysis of data by assuming a fixed range for given conical scan, thus simplifying deduction of wind components.

The basic digitized data are: (1) discrete output of frequency shift, (2) digitized VCO voltage, and (3) digitized voltage representing range; all taken at conical scan angles whose values are known with respect to a reference. Note: With the HRWS mounted on the helicopter, the cone axis is parallel to the centerline, the angle "0 degrees" is in the vertical, and the scan angle is plus counterclockwise, looking forward. HRWS contains a self-calibrating feature with respect to the discrete frequency shift output; thus, the conversion to windspeed (along the line-of-sight) is of the form

$$|V_d| = K |\Delta f| ,$$

where

$|V_d|$ is the absolute Doppler "velocity,"

$|\Delta f|$ is the Doppler frequency, and

K is the reference frequency wavelength.

K is used here because the discrete output least significant bit has a given frequency value which is lumped together with the wavelength, λ .

Conversion of VCO was not so straightforward. The flight test series was performed by a discriminator calibration which determined VCO voltage versus frequency. The flight test tapes generally contained (at the beginning of a set of tests as a requirement) a voltage calibration of the VCO channel plus a 2 MHz tone burst. So, in principle, a calibration function was produced through which VCO data were converted to frequency shift and then to Doppler speed.

Subsequent discriminator calibrations have shown that shifts due to use or "burn-in" occurred throughout the test series. No autocalibration procedure has been applied in the conversion of VCO voltage to Doppler speed; hence, the VCO speed deduced can be different from the discrete equivalent by ± 1.5 m/s.

Conversion of range voltage to range in distance units (figures 4 and 5; table 4) has been most difficult because of the nature of the HRWS optical system. In this case, the lens equation was to have been applied, along with image distance as a function of voltage. The resulting function is of hyperbolic form such that at small voltage (long range),

uncertainties due to sampling and actual range value measurement lead to large variations in deduced range and also to large biases for large values of deduced range.

Generally, the digitized range voltage on a scale of 0 to 255 is used in most presentations of data, rather than converted range in distance units. Where display or other results are shown graphically, an alternative scale is shown in parallel with the data.

Data Analysis

Note that HRWS initial design was aimed at measurements out to approximately 100 ft from the sensor origin (cone apex). Further, the sensor is a descendent of other conical scanning devices whose domain of measure was considerably less turbulent and less subject to linear shear than that in a helicopter's vicinity. Wind tunnel and other measurement studies demonstrate the complexity of the helicopter flow field.²

To maximize the spacial (geometric) resolution of wind, the HRWS cone angle was set at the largest value attainable under the test requirements. By contrast, the cone diameter at a given range in the order of helicopter rotor radius is approximately 1/3 that radius. Further, the cone angle is such that the laser line-of-sight passes very close to the testbed aircraft's canopy and fuselage.

Two simplified approaches have been applied in the data analysis: (1) circular scan methods, and (2) point-pair methods. Considering the latter, which is the simplest: any pair of points separated by a sufficient angle can be used to deduce the wind components transverse to, as well as parallel to, the axis halfway between them. A table has been devised for the extreme case in this approach: (Note: extreme means the widest separation of points, i.e., points 180 degrees apart in conical scan angle.)

The point-pair method has been applied to derive downwash profiles as running functions of range over a short sequence of range scans for comparison to theoretical and wind tunnel results.

Circular scan methods are based on an assumption that, in the data, the range change over a conical scan can be ignored so that a single conical scan is made equivalent to a circular scan at a fixed range.

A second simplifying and realistic assumption is applied: Over a single circular scan the wind is constant. The result of combination of these

²A. J. Landgrebe and J. C. Bennett, Jr., 1977, "Investigation of the Airflow of a Hovering Model Helicopter at Rocket Trajectory and Wind Sensor Locations," United Technologies Research Center, Report R77-912573-15

assumptions is that the HRWS measurements over a given circular scan at fixed range in a constant wind can be represented as rectified sinusoidal functions (table 5). Rectification is the result of the fact that the HRWS output is unsigned. A method for computing wind from circular scan data has been derived and tested on selected flight test results (table 6; figures 5, 6, 7, 8, and 9). The derivation and its equations are contained in appendix A.

Essentially, the equations show a method for calculating the equivalent of the first three terms of a Fourier series on the data. The unique aspect of this analytical-mathematical approach is that the rectified data (absolute values) (figure 10) are accounted for by decomposition of the integral forms into signed segments.

These signed segments can also be treated as though an indicator function had acted upon an originally signed signal (figure 11).

An application of the least-squares principle is then made to determine optimum values of ϕ_s and ϕ_e , i.e., ϕ_s and ϕ_e such that S , the weighted sum of squared residuals, is minimized. A weighting function is generally required so that ground (surface) effects and invalid points can be masked out of flow field data.

BALLISTICS

An objective of the HRWS tests was to provide a baseline ballistics study sufficient to estimate ranging requirements and quantity of data for a given free-flight armament, in this case, the 2.75-in. FFAR.

A rocket is most sensitive to the effects of wind in its burn phase (figure 12). The duration of the 2.75-in. FFAR burn phase is approximately 1.6 s. The burning trajectory of the FFAR is most sensitive to the helicopter flow field³ (figure 12 of ref 3).

Tables necessary to simulate trajectories of the 2.75-in. rocket have been obtained from various sources and are contained in appendix B. Sensitivity functions sufficient to determine what might be required of an in-flight wind measurement system and of a fire control system have been derived from simulation. Sensitivity to wind is expressed by a wind weighting function, which is a statement of how much a free-flight armament's miss due to wind depends on a unit wind acting over a given portion of its trajectory, and is defined by

³S. Wasserman and R. Yellir, "Preliminary Analysis of the Effect of Calculated Downwash Distributions on the 2.75-Inch Rocket," presented at technical conference on "The Effects of Helicopter Downwash on Free Projectiles," US Army Aviation Systems Command, St. Louis, Missouri, 12-14 August 1975

$$f(l) = \frac{x_1 - x_0}{x_L - x_0},$$

where l is the distance a unit wind acts over the trajectory, starting at launch; L is the maximum distance the wind is allowed to act; and x is the coordinate of interest, usually range to impact or crossrange displacement.

The wind weighting function implies, for a given profile, what extent with respect to the variable of integration a given percentage of a total wind field should be represented to account for a fixed percentage of that profile's effect. More than one variable is involved in this tradeoff, and the wind profile shape is important. The weighting functions (figure 13) show that approximately 70 percent of the rocket response to a unit wind occurs by the time it has travelled only 30 ft from launch. However, the wind profile is such that the largest wind velocities generally occur within that same distance interval. A second function, called here the profile response function (table 6; figure 14), is derived from the weighting functions and a set of profiles. This second function is defined by

$$P(l) = \frac{\int_0^l w(\tau) f'(\tau) d\tau}{\int_0^L w(\tau) f'(\tau) d\tau},$$

where w is the wind profile. The response function shows how much the profile affects the miss due to wind and thus implies the relative importance of wind measurement as a function of distance. A set of downwash profiles was taken from the flight test data to evaluate the response function (table 7).

The results illustrate the value of measurement out to approximately 300 ft. Measurements at longer ranges are valuable. Instrumentation and accuracy tradeoffs will be pursued as more definitive error budgets become available.

In any case, the measurement of wind to 300 ft gives 96 percent or more of the total wind response.

The curves also indicate that the differences between profiles at various hover heights and various flight conditions are important and require measurement to improve accuracy of delivery.

CONCLUDING REMARKS

Measurement of wind by the Helicopter Remote Wind Sensor in hovering flight and in simulated firings over nap of the earth terrain has resulted in a large data base for helicopter flow field and ballistic analyses. Methods for reducing wind in component form have been developed and applied to measured data. Selected downwash profiles from the data and wind sensitivity functions from simulated 2.75-in. rocket trajectories have been used to estimate the relative importance of measurement as a function of distance for the particular armament. Future analysis using rocket error budgets and improved wind reduction methods is planned for a potential fire control system.

Data were successfully obtained, reduced, and analyzed for all test flights. The aircraft hover cases generally agree with the wind tunnel measurements. Variation in windspeed magnitudes are readily attributed to physical differences in aircraft and the in- or out-of-ground effect flight conditions; however, the general curve slope remains basically the same for all profiles over semiflat terrain.

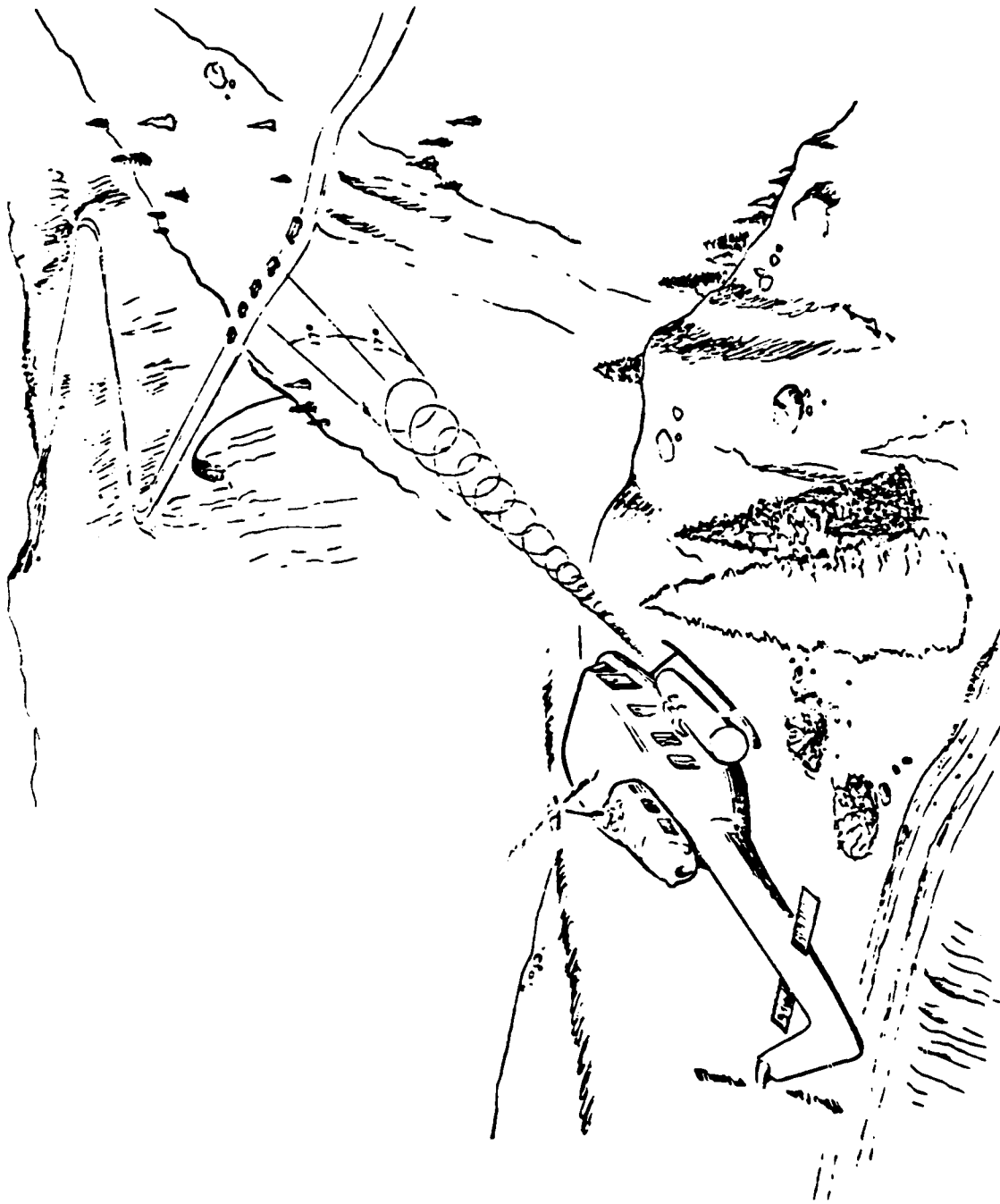


Figure 1. Artist's concept of helicopter remote wind sensor (HRWS).

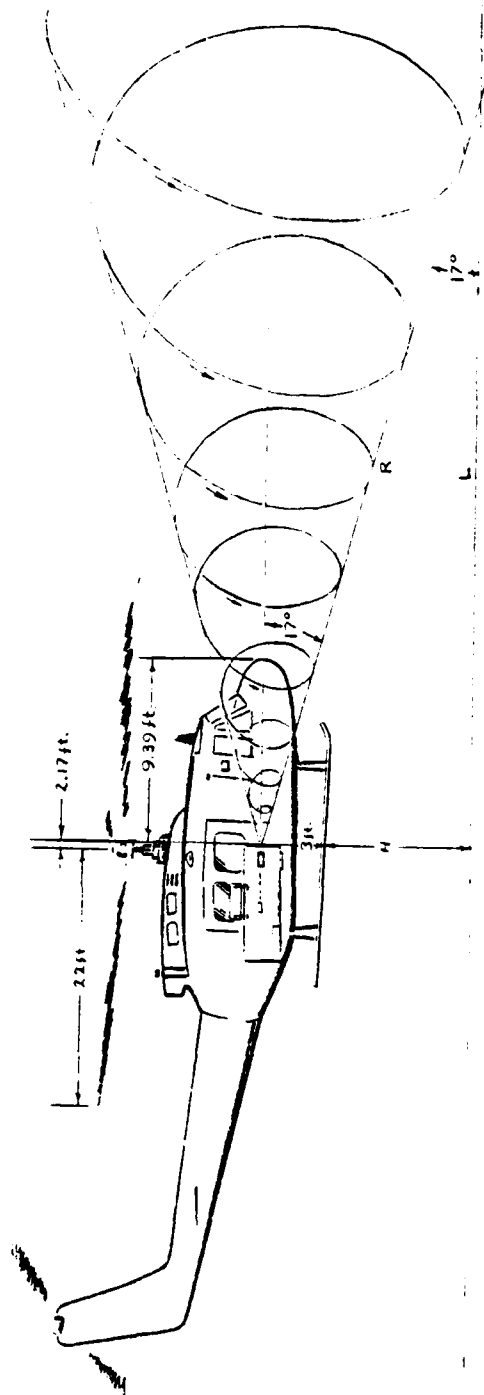


Figure 2. Helicopter remote wind sensor geometry; side view at level hover.

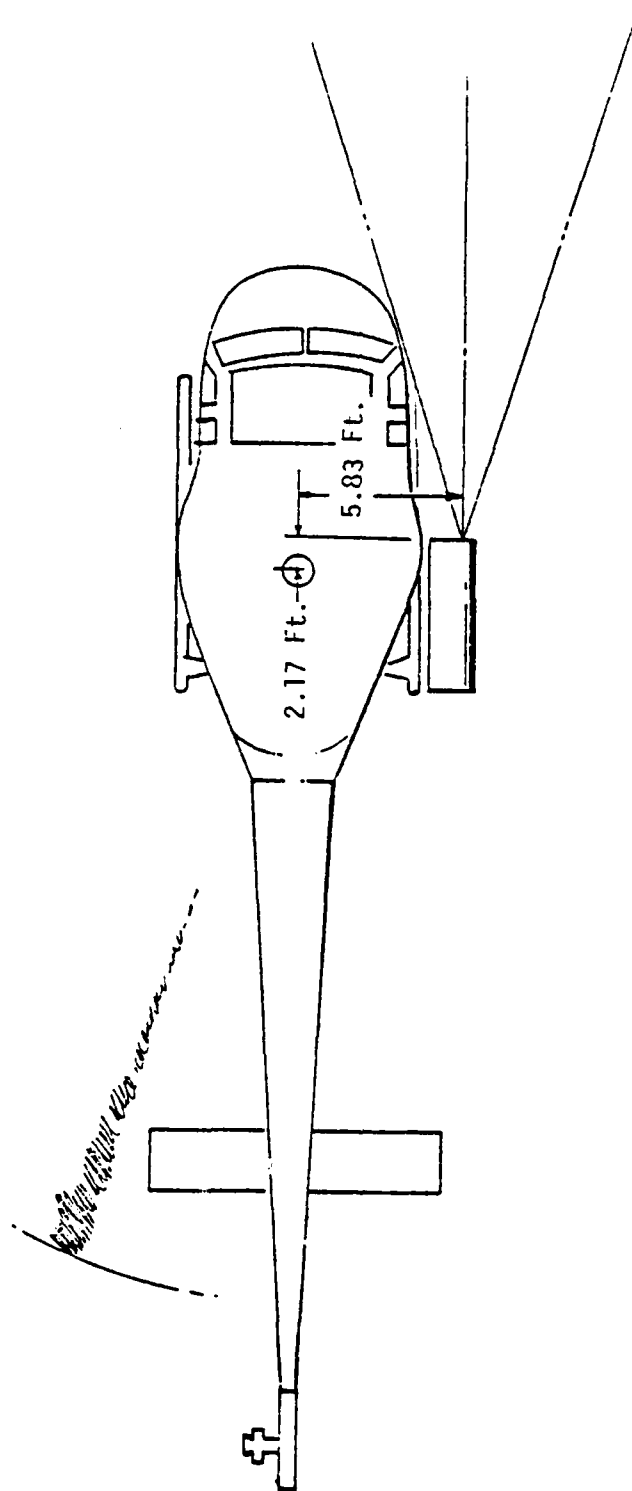


Figure 3. Helicopter remote wind sensor; top view.

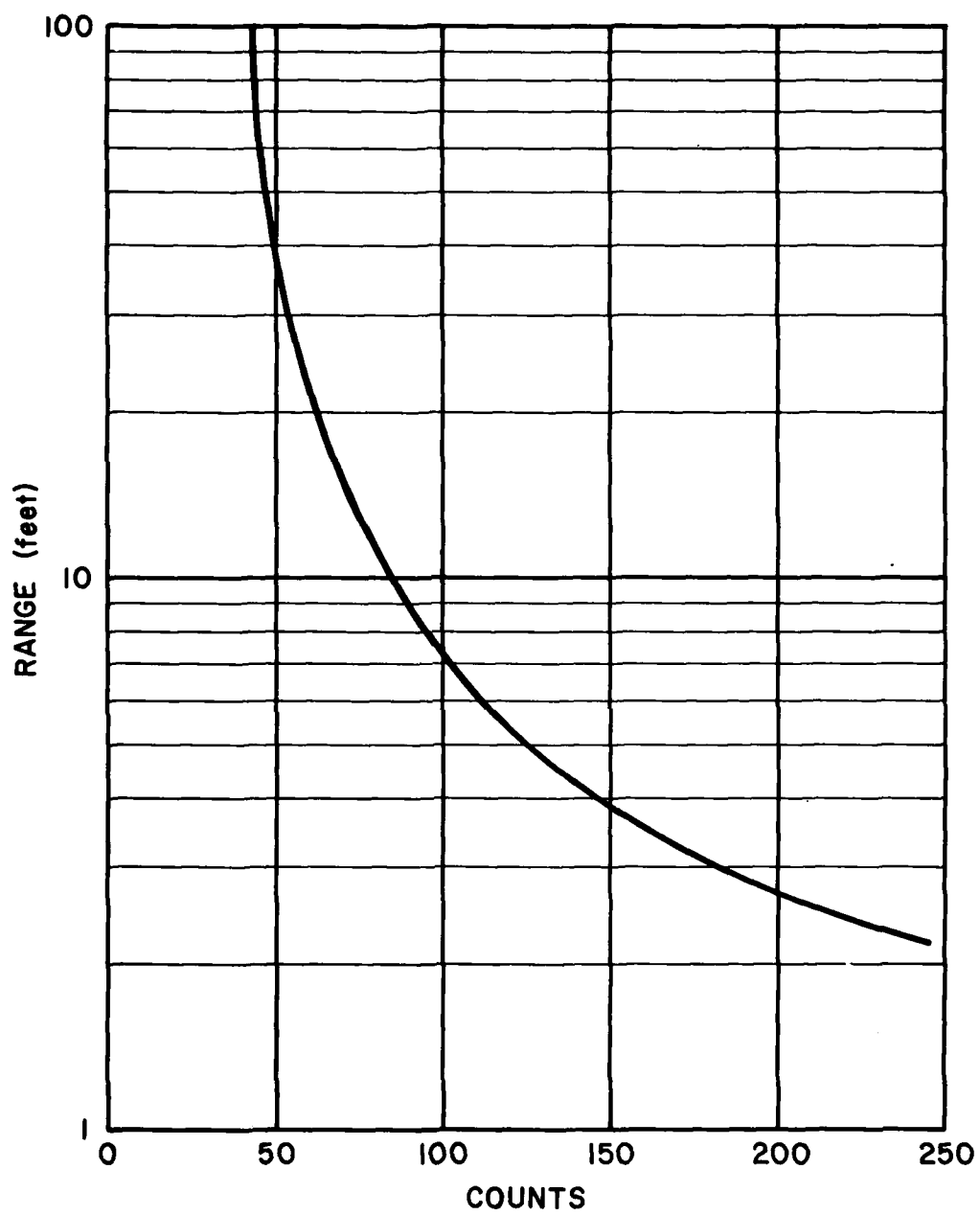


Figure 4. Range versus digitized counts.

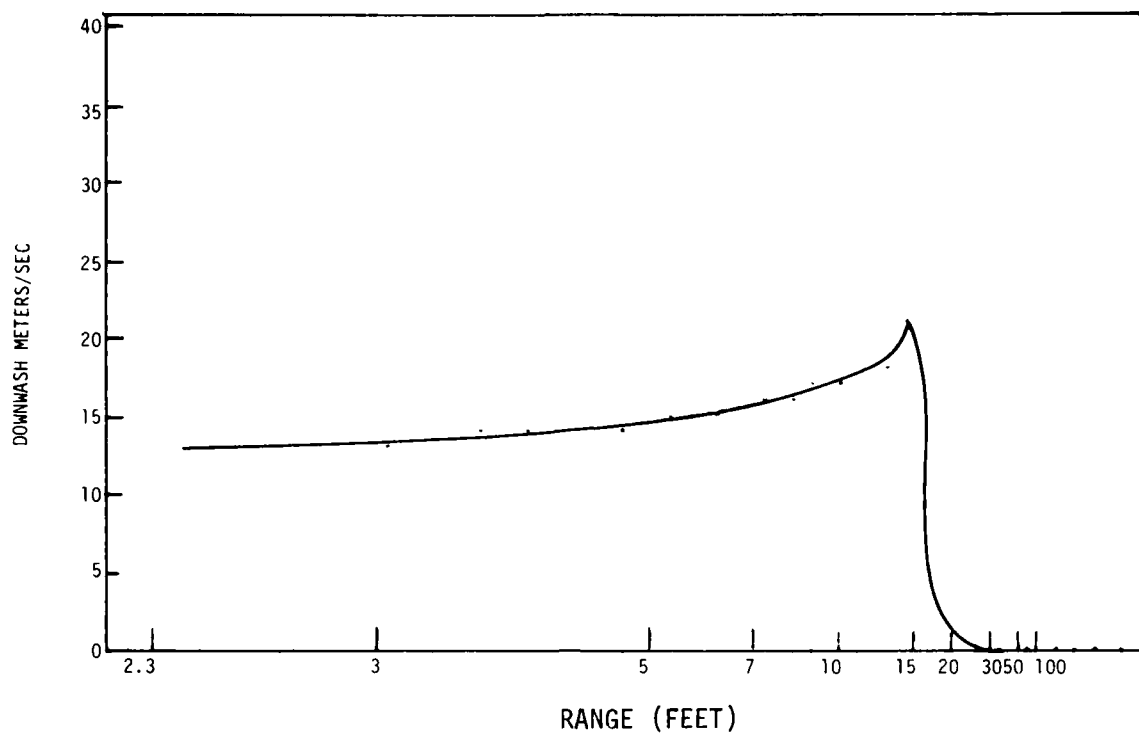


Figure 5. Downwash profile: Wind tunnel (Landgrebe and Bennett).

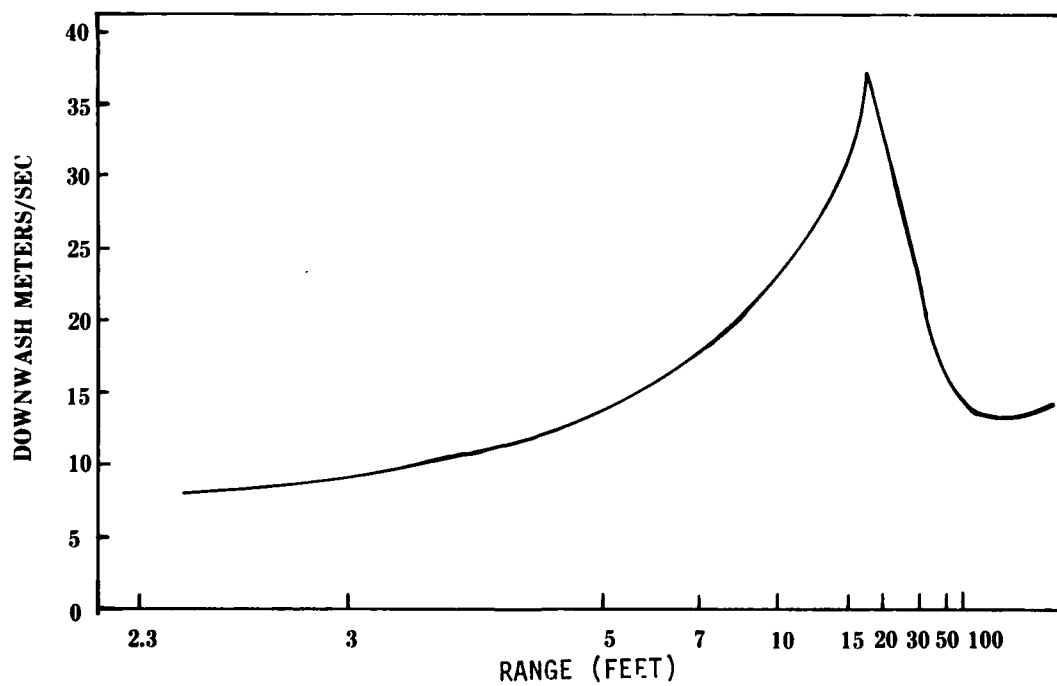


Figure 6. Downwash profile: 3-foot hover.

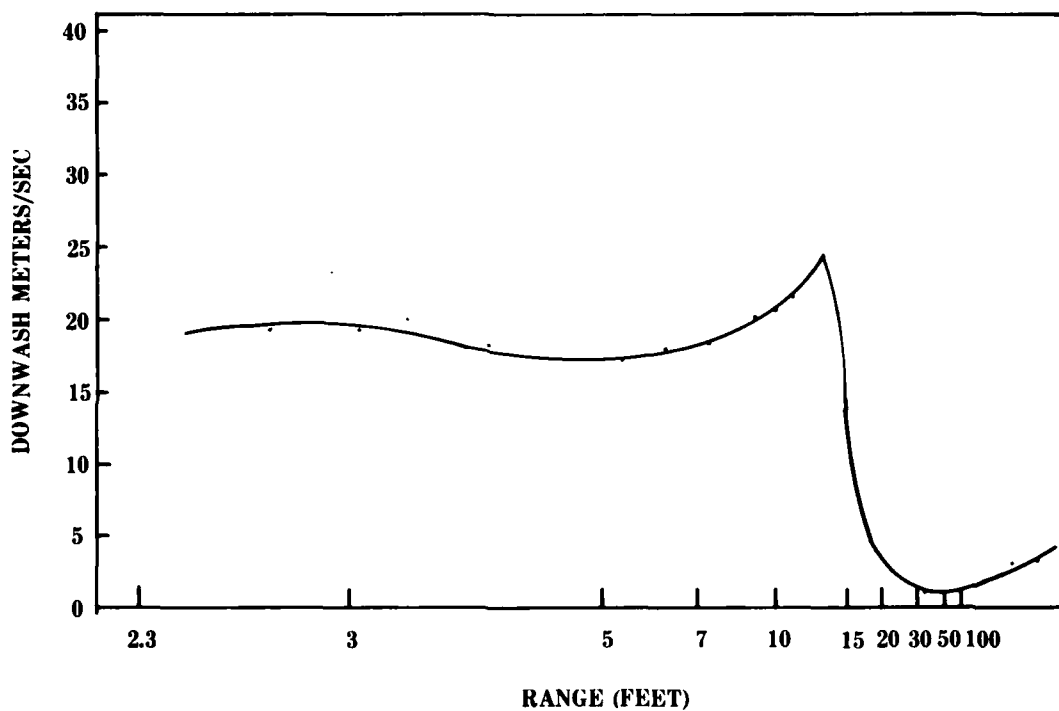


Figure 7. Downwash profile: 20-foot hover.

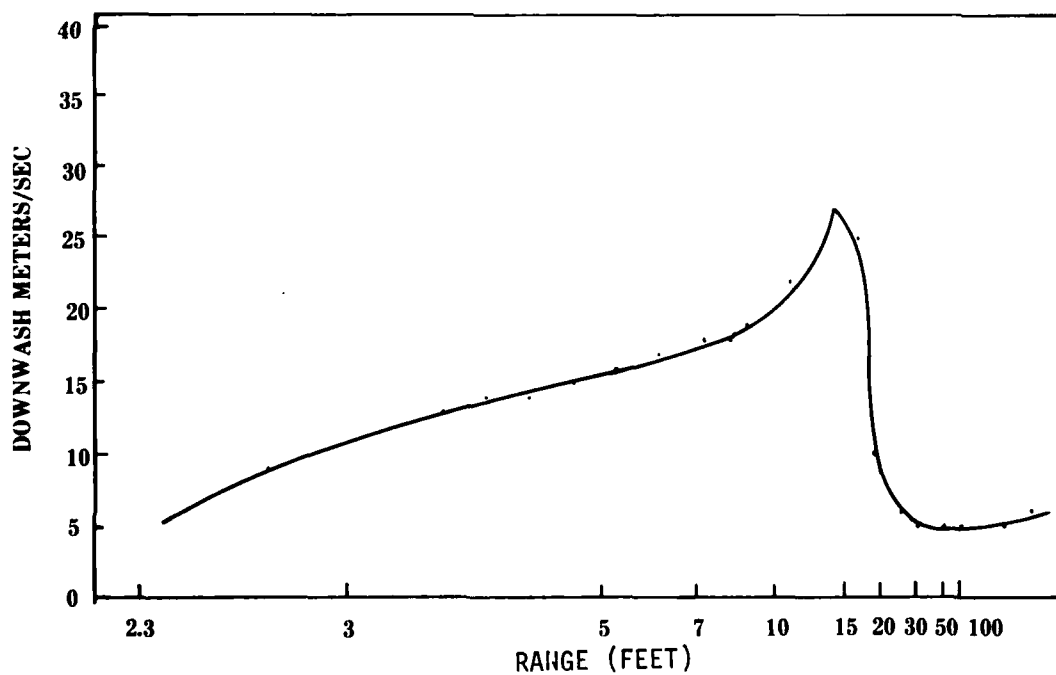


Figure 8. Downwash profile: 50-foot hover.

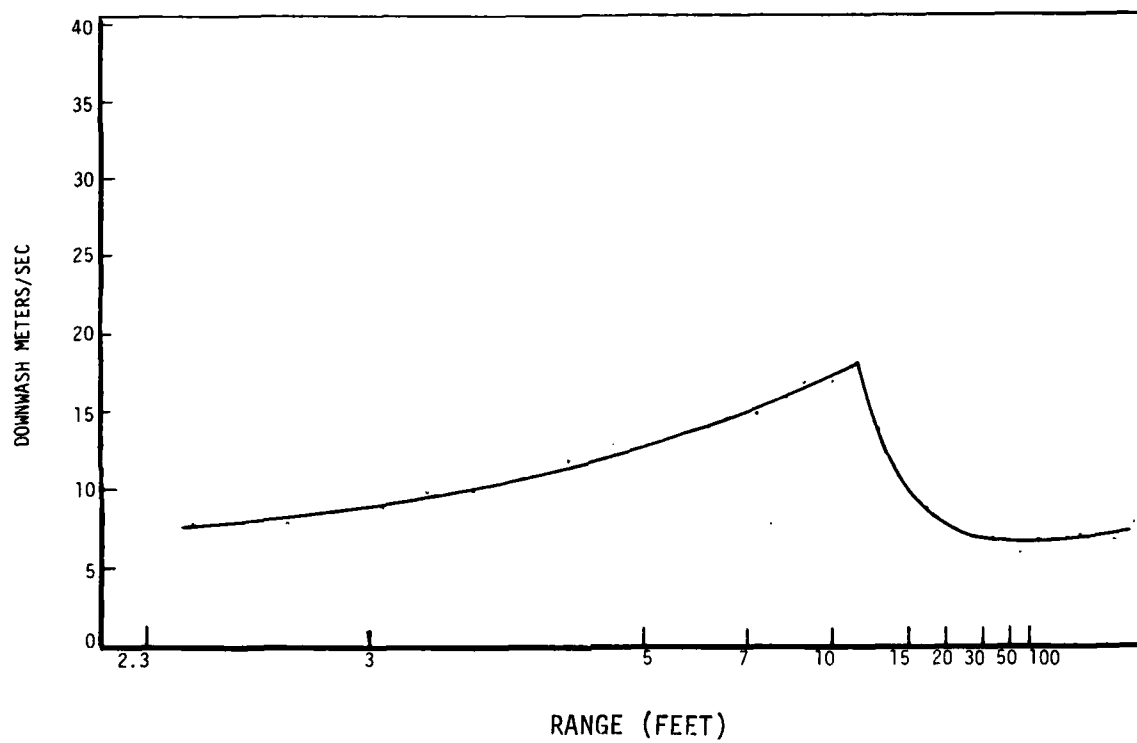


Figure 9. Downwash profile: 100-foot hover.

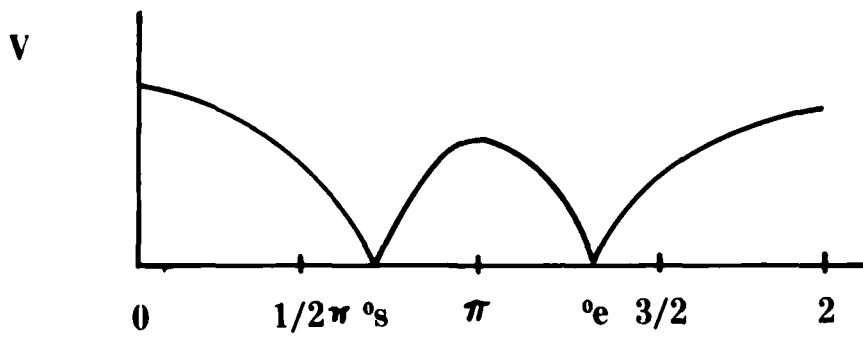


Figure 10. Rectified biased sine function.

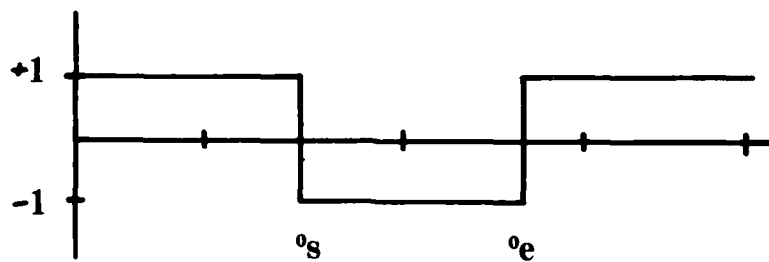


Figure 11. Indicator function.



Figure 12. Pitch-up due to downwash. Ripple of five 2.75-in. rockets from YAH-64.

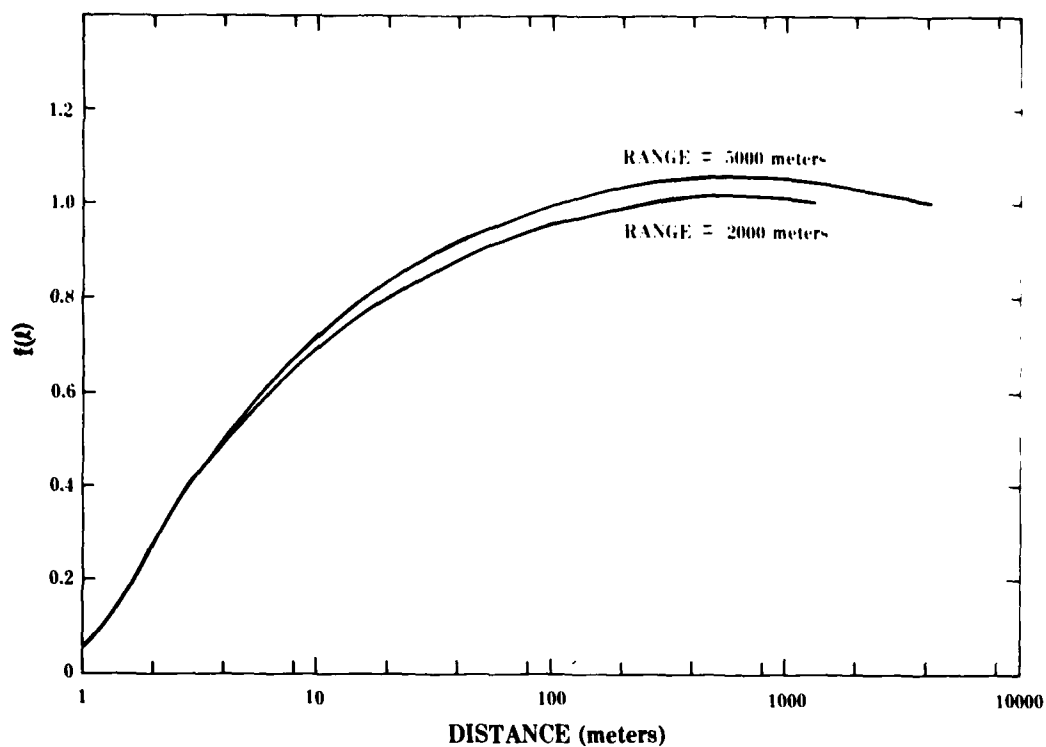


Figure 13. 2.75-inch representative wind weighting functions.

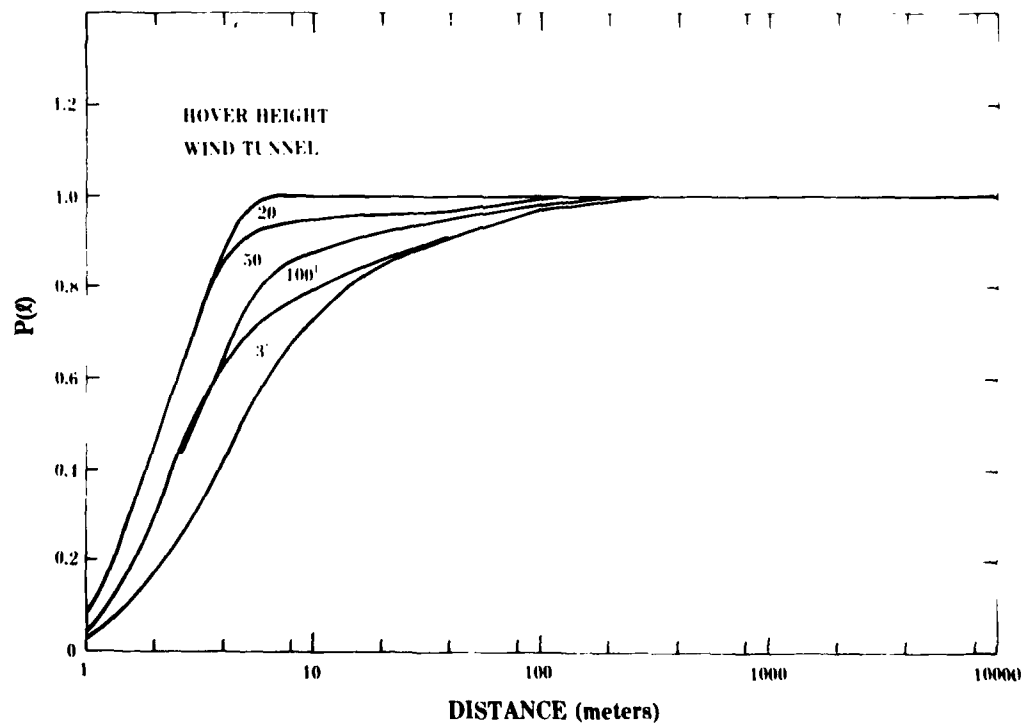


Figure 14. 2.75-inch FFAR profile response functions.

TABLE 1. OPERATION HIWIND TEST SCHEDULE

<u>DATE</u> <u>(Mar 78)</u>	<u>Flight</u>	<u>Reel</u>	<u>Description</u>
15	1	1	Preliminary hover checks, 500-ft hover
		2	Preliminary hover checks, 10- to 20-ft hover
16	2	1	3-ft hover
17	3	1	50-ft hover
		2	50- to 100-ft transition, 100-ft hover
17	4	1	Popups: 3 to 35 ft, 24-ft hover
			3 to 50 ft, 50-ft hover
			3 to 100-ft, 100-ft hover
17	5	1	Nap-of-the-earth (NOE) simulated popup
			20-mm cannon, 40-mm grenade launcher, and 2.75 in. FFAR
21	6	1	NOE simulated popup and fire 2.75-in. FFAR from behind various shallow, steep, and rough hills.
		2	Same as reel 1, including lateral un- masking and unmasking from a saddle.

TABLE 2. ANALOG TAPE CHANNEL ASSIGNMENTS

<u>Channel</u>	<u>Data</u>
1	Data clock
2	Validity
3	F3
4	F4
5	F5
6	F6
7	F7
8	F8
9	F9
10	0° marker
11	Range
12	Voice
13	VCO
14	Control track

7 bits
discrete
data

TABLE 3. OPERATION HIRIND HELICOPTER TESTS
TELEMETRY COMPUTER FORMAT

From the FM/FM telemetry computer format, the output was modified for digitizing the HRKS data to give a data frame as follows:

Word No.	Bit Positions															
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	MSB							LSB								
0	← RANGE →															
	2^7	2^6	2^5	2^4	2^3	2^2	2^1	2^0	F ₉	F ₈	F ₇	F ₆	0	"0"	1	1
1	← VCO →															
									F ₅	F ₄	F ₃	V	0	"0"	0	0

Timing was removed and digital data placed in timing positions of words 0 and 1.

The analog range and VCO voltages from the tape were amplified, and range was level shifted for a $\pm$ volt input to the A/D converter.

TABLE 4. RANGE CALIBRATION VOLTS, COUNTS, RANGE

<u>Volts</u>	<u>Counts</u>	<u>Range (ft)</u>
0.132	43.0	100
0.136	43.8	75
0.150	47.0	50
0.196	57.1	25
0.253	70.0	12.5
0.317	84.0	10
0.379	97.7	7.5
0.505	124.3	5
0.600	145.6	4
0.766	180.7	3
0.910	211.0	2.5
1.000	229.6	2.3

TABLE 5. BINARY TO WIND VELOCITY CONVERSION

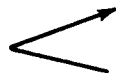
Channel	Word	Bit	Frequency (Hz)			
				Velocity Along Beam	Longitudinal Velocity	Transverse Velocity
F-9	0	8	6.4×10^6	34 m/s 66 kn	35 m/s 69 kn	116 m/s 226 kn
F-8	0	9	3.2×10^6	17 m/s 33 kn	18 m/s 34 kn	58 m/s 113 kn
F-7	0	10	1.6×10^6	8.5 m/s 16 kn	8.9 m/s 17 kn	29 m/s 56 kn
F-6	0	11	8.0×10^5	4.2 m/s 8.2 kn	4.4 m/s 8.6 kn	14 m/s 28 kn
F-5	1	8	4.0×10^5	2.1 m/s 4.1 kn	2.2 m/s 4.3 kn	7.3 m/s 14 kn
F-4	1	9	2.0×10^5	1.1 m/s 2.1 kn	1.1 m/s 2.2 kn	3.6 m/s 7.0 kn
F-3	1	10	1.0×10^5	0.53 m/s 1.0 kn	0.55 m/s 1.1 kn	1.8 m/s 3.5 kn
F-2	-	-	5.0×10^4	0.26 m/s 0.51 kn	0.28 m/s 0.54 kn	0.91 m/s 1.8 kn
F-1	-	-	2.5×10^4	0.13 m/s 0.26 kn	0.14 m/s 0.27 kn	0.45 m/s 0.88 kn
F-0	-	-	1.25×10^4	0.066 m/s 0.13 kn	0.069 m/s 0.13 kn	0.23 m/s 0.44 kn

TABLE 6. TYPICAL PROFILE RESPONSE FUNCTIONS FOR VARIOUS HOVER HEIGHTS
AND WIND TUNNEL RESULTS

Distance (m)	Wind Tunnel (m)	3-ft Hover (m)	20-ft Hover (m)	50-ft Hover (m)	100-ft Hover (m)
0.760	0.000	0.000	0.000	0.000	0.000
0.834	0.025	0.007	0.028	0.010	0.012
0.935	0.059	0.016	0.067	0.027	0.030
1.041	0.094	0.027	0.108	0.049	0.051
1.146	0.132	0.040	0.149	0.072	0.074
1.251	0.170	0.053	0.189	0.097	0.099
1.356	0.209	0.067	0.228	0.124	0.125
1.461	0.249	0.083	0.266	0.152	0.153
1.635	0.313	0.110	0.325	0.198	0.200
1.912	0.416	0.158	0.421	0.275	0.278
2.235	0.510	0.205	0.506	0.344	0.350
2.489	0.576	0.239	0.566	0.394	0.402
2.743	0.643	0.277	0.628	0.446	0.456
2.997	0.712	0.317	0.693	0.500	0.513
3.454	0.781	0.360	0.757	0.556	0.570
3.962	0.859	0.411	0.835	0.623	0.627
4.470	0.918	0.451	0.879	0.675	0.657
5.334	0.980	0.528	0.916	0.763	0.697
6.477	0.993	0.611	0.932	0.826	0.734
8.382	0.998	0.690	0.941	0.859	0.771
12.192	1.000	0.767	0.949	0.886	0.813
21.336	1.000	0.852	0.957	0.919	0.868
36.576	1.000	0.900	0.964	0.940	0.905
51.816	1.000	0.929	0.971	0.955	0.930
67.056	1.000	0.940	0.974	0.961	0.940
82.296	1.000	0.951	0.978	0.968	0.951
97.536	1.000	0.963	0.983	0.975	0.962
10000.000	1.000	1.000	1.000	1.000	1.000

TABLE 7. TYPICAL DOWNWASH PROFILES

Range (Counts)	Wind Tunnel (m/s)	3-ft Hover (m/s)	20-ft Hover (m/s)	50-ft Hover (m/s)	100-ft Hover (m/s)
20	0.0	13.5	3.5	6.0	7.5
25	0.0	13.5	3.0	5.5	7.0
30	0.0	13.0	2.5	5.0	6.5
35	0.0	13.0	2.0	4.5	6.5
40	0.0	14.0	1.5	4.5	6.5
45	0.0	16.0	1.0	4.5	6.0
50	0.0	19.5	1.0	4.5	6.5
55	0.5	25.5	1.5	6.0	7.0
60	1.0	31.0	2.0	9.5	7.5
65	4.0	37.0	5.5	25.0	9.0
70	21.0	32.0	13.5	27.0	10.5
75	18.0	27.0	23.5	28.5	13.5
80	17.5	25.0	21.0	21.5	18.0
85	17.0	22.5	20.0	20.0	17.0
90	16.5	21.0	19.5	19.0	16.5
95	16.0	19.5	18.5	18.0	15.5
100	16.0	18.0	18.0	17.5	15.0
110	15.0	16.0	17.5	16.5	14.0
120	14.5	14.5	17.0	15.5	13.0
130	14.0	13.0	16.5	15.0	12.5
140	14.0	11.5	17.0	14.0	11.5
150	13.5	10.5	17.5	13.5	11.0
160	13.5	10.0	18.0	12.5	10.0
170	13.0	9.5	18.5	12.0	9.5
180	13.0	8.5	19.0	11.0	9.0
200	13.0	8.0	19.0	9.0	8.0
220	13.0	7.5	18.5	6.0	7.5

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APPENDIX A

CIRCULAR SCAN WIND REDUCTION

Let

- ε be the cone half-angle
- ϕ be the scan angle
- $m(\phi)$ be the measured doppler magnitude
- $s(\phi)$ be the indicator function
- $w(\phi)$ be the weighting function
- w_x be the wind along the cone axis
- w_y be the cross-wind
- w_z be the "vertical" wind

Then define $\eta(\phi)$ as the residual function:

$$\eta(\phi) = w(\phi) [s(\phi) m(\phi) - (w_x \cos \varepsilon + w_y \sin \varepsilon \sin \phi + w_z \sin \varepsilon \cos \phi)]$$

The data are obtained as 128 discrete points around a circular scan at angles

$$\phi_i = \frac{2\pi(i-1)}{n}, \quad i = 1, 2, \dots, n = 128.$$

Now define S as the normalized sum of the squared residuals:

$$S = \frac{1}{n} \sum_{i=1}^n w_i^2(\phi_i) [S(\phi_i) m(\phi_i) - (w_x \cos \varepsilon + w_y \sin \varepsilon \sin \phi_i + w_z \sin \varepsilon \cos \phi_i)]^2.$$

Thus, expanding,

$$\begin{aligned} S = & \frac{1}{n} \sum_{i=1}^n w_i^2 m_i^2 - \frac{2}{n} \sum_{i=1}^{n_s-1} w_i m_i (w_x \cos \varepsilon + w_y \sin \varepsilon \sin \phi_i + w_z \sin \varepsilon \cos \phi_i) \\ & + \frac{2}{n} \sum_{i=n_s}^{n_e-1} w_i m_i (w_x \cos \varepsilon + w_y \sin \varepsilon \sin \phi_i + w_z \sin \varepsilon \cos \phi_i) \\ & - \frac{2}{n} \sum_{i=n_e}^n w_i m_i (w_x \cos \varepsilon + w_y \sin \varepsilon \sin \phi_i + w_z \sin \varepsilon \cos \phi_i) \\ & + \frac{1}{n} \sum_{i=1}^n w_i^2 (w_x \cos \varepsilon + w_y \sin \varepsilon \sin \phi_i + w_z \sin \varepsilon \cos \phi_i)^2. \end{aligned}$$

We seek to minimize S by appropriate choice of

$$w_x, w_y, w_z, n_s, \text{ and } n_e.$$

Taking partial derivatives with respect to the wind,

$$\begin{aligned} \frac{\partial S}{\partial w_x} = 0 = & -\frac{2\cos\epsilon}{n} \sum_{i=1}^{n_s-1} w_i^2 m_i + \frac{2\cos\epsilon}{n} \sum_{i=n_s}^{n_e-1} w_i^2 m_i - \frac{2\cos\epsilon}{n} \sum_{i=n_e}^n w_i^2 m_i \\ & + \frac{2\cos\epsilon}{n} \sum_{i=1}^n w_i^2 (w_x \cos \epsilon + w_y \sin \epsilon \sin \phi_i + w_z \sin \epsilon \cos \phi_i) \end{aligned}$$

$$\begin{aligned} \frac{\partial S}{\partial w_y} = 0 = & -\frac{2\sin\epsilon}{n} \sum_{i=1}^{n_s-1} w_i^2 m_i \sin \phi_i + \frac{2\sin\epsilon}{n} \sum_{i=n_s}^{n_e-1} w_i^2 m_i \sin \phi_i \\ & - \frac{2\sin\epsilon}{n} \sum_{i=n_e}^n w_i^2 m_i \sin \phi_i + \frac{2\sin\epsilon}{n} \sum_{i=1}^n w_i^2 (w_x \cos \epsilon + w_y \sin \epsilon \sin \phi_i \\ & + w_z \sin \epsilon \cos \phi_i) \sin \phi_i \end{aligned}$$

$$\begin{aligned} \frac{\partial S}{\partial w_z} = 0 = & -\frac{2\sin\epsilon}{n} \sum_{i=1}^{n_s-1} w_i^2 m_i \cos \phi_i + \frac{2\sin\epsilon}{n} \sum_{i=n_s}^{n_e-1} w_i^2 m_i \cos \phi_i \\ & - \frac{2\sin\epsilon}{n} \sum_{i=n_e}^n w_i^2 m_i \cos \phi_i + \frac{2\sin\epsilon}{n} \sum_{i=1}^n w_i^2 (w_x \cos \epsilon + w_y \sin \epsilon \sin \phi_i \\ & + w_z \sin \epsilon \cos \phi_i) \cos \phi_i \end{aligned}$$

Eliminating common constants and rearranging,

$$\begin{bmatrix} \sum_{i=1}^n w_i^2 & \sum_{i=1}^n w_i^2 \sin \phi_i & \sum_{i=1}^n w_i^2 \cos \phi_i \\ \sum_{i=1}^n w_i^2 \sin \phi_i & \sum_{i=1}^n w_i^2 \sin^2 \phi_i & \sum_{i=1}^n w_i^2 \sin \phi_i \cos \phi_i \\ \sum_{i=1}^n w_i^2 \cos \phi_i & \sum_{i=1}^n w_i^2 \sin \phi_i \cos \phi_i & \sum_{i=1}^n w_i^2 \cos^2 \phi_i \end{bmatrix} \begin{bmatrix} w_x \cos \epsilon \\ w_y \sin \epsilon \\ w_z \cos \epsilon \end{bmatrix} = \begin{bmatrix} I_1 \\ I_2 \\ I_3 \end{bmatrix},$$

where

$$I_1 = \sum_{i=1}^{n_s-1} w_i^2 m_i - \sum_{i=n_s}^{n_e-1} w_i^2 m_i + \sum_{i=n_e}^n w_i^2 m_i$$

$$I_2 = \sum_{i=1}^{n_s-1} w_i^2 m_i \sin \phi_i - \sum_{i=n_s}^{n_e-1} w_i^2 m_i \sin \phi_i + \sum_{i=n_e}^n w_i^2 m_i \sin \phi_i$$

$$I_3 = \sum_{i=1}^{n_s-1} w_i^2 m_i \cos \phi_i - \sum_{i=n_s}^{n_e-1} w_i^2 m_i \cos \phi_i + \sum_{i=n_e}^n w_i^2 m_i \cos \phi_i$$

We have also the side conditions

$$W_x \cos \varepsilon + W_y \sin \varepsilon \sin \phi_{n_s} + W_z \sin \varepsilon \cos \phi_{n_s} = 0$$

$$W_x \cos \varepsilon + W_y \sin \varepsilon \sin \phi_{n_e} + W_z \sin \varepsilon \cos \phi_{n_e} = 0$$

where the approximation is due to the discrete sampling of the scan data.
The side conditions do not hold if there is no rectification of the sinusoidal scan data.

Thus the system of equations to be solved is of the form:

$$[M] \begin{pmatrix} W_x \cos \varepsilon \\ W_y \sin \varepsilon \\ W_z \sin \varepsilon \end{pmatrix} = \begin{pmatrix} I_1 \\ I_2 \\ I_3 \end{pmatrix},$$

$$W_x \cos \varepsilon + W_y \sin \varepsilon \sin \phi_{n_s} + W_z \cos \phi_{n_s} = 0$$

$$W_x \cos \varepsilon + W_y \sin \varepsilon \sin \phi_{n_e} + W_z \cos \phi_{n_e} = 0$$

Given n_s, n_e as trial values,

$$\begin{pmatrix} w_x \cos \varepsilon \\ w_y \sin \varepsilon \\ w_z \sin \varepsilon \end{pmatrix} = [M^{-1}] \begin{pmatrix} I_1 \\ I_2 \\ I_3 \end{pmatrix} = \begin{pmatrix} V_1 \\ V_2 \\ V_3 \end{pmatrix},$$

we have to resolve

$$d_1 = V_1 + V_2 \sin \phi_{n_s} + V_3 \cos \phi_{n_s}$$

$$d_2 = V_1 + V_2 \sin \phi_{n_e} + V_3 \cos \phi_{n_e}.$$

Utilizing psuedo-derivatives, we define

$$\begin{pmatrix} \hat{d}_1 \\ \hat{d}_2 \end{pmatrix} \doteq [D] \begin{pmatrix} \Delta \phi_{n_s} \\ \Delta \phi_{n_e} \end{pmatrix} + \begin{pmatrix} d_1 \\ d_2 \end{pmatrix}$$

where

$$[D] \doteq \begin{bmatrix} \frac{\partial d_1}{\partial \phi_{n_s}} & \frac{\partial d_1}{\partial \phi_{n_e}} \\ \frac{\partial d_2}{\partial \phi_{n_s}} & \frac{\partial d_2}{\partial \phi_{n_e}} \end{bmatrix}.$$

Then, for $\hat{d}_1 = 0$ and $\hat{d}_2 = 0$

$$\begin{pmatrix} \Delta \phi_{n_s} \\ \Delta \phi_{n_e} \end{pmatrix} = -[D]^{-1} \begin{pmatrix} d_1 \\ d_2 \end{pmatrix}$$

is used to adjust the trial values

$$\begin{aligned} \phi_{n_s} &\leftarrow \Delta \phi_{n_s} + \phi_{n_s} \\ \phi_{n_e} &\leftarrow \Delta \phi_{n_e} + \phi_{n_e} \end{aligned}$$

and the process is repeated until

$$d_1 \doteq 0 \text{ and } d_2 \doteq 0.$$

APPENDIX B

2.75-INCH FFAR TEST SIMULATIONS

1.0 Rocket Input Tables (MK40, Mk151 WH)

1.1 Thrust-Impulse

burn time 1.551 sec

ave. thrust 755 lb_f

impulse 1171 lb_f-sec

torque coefficient 0.002192 ft.

est. burn curve: 8 pt. star, stabilizing rod: Thrust nearly constant

1.2 Mass Properties (length 50", dia. 2.75")

	mass (lb _m)	cg (tLf _{nose})	I ₁₁	I ₂₂ (slug-ft ²)
WH	10.00			
Motor	4.34			
Prop.	5.86			
Total (Loaded)	20.20	1.4896	0.17063	32.3403
Total (b.o.)	14.34	1.0521	0.13097	26.0208

1.3 Drag Coefficient ($A_{ref} = 0.04125 \text{ ft}^2$)

Mach	C _D
0.00	0.637
0.96	0.637
0.90	0.649
0.93	0.667
0.95	0.695
1.03	1.197
2.20	0.917

1.4 Normal Force Slope Coefficient

Mach	$C_{N\alpha}$
0.0000	13.9059
0.6000	13.9059
0.7000	12.7166
0.8000	13.4484
0.9000	13.4484
0.9500	13.1557
1.0000	14.2901
1.0500	14.2901
1.1000	13.8693
1.2000	12.9361
1.3000	12.2957
1.4000	11.1430
1.5000	11.1430
2.0000	9.1486
3.0000	8.9107
4.0000	8.9107
5.0000	8.8376

1.5 Center of Mass (ref. tail)

Time	CM (ft.)
0.000	2.677
1.551	3.115
2.500	3.115
999.000	3.115

1.6 Roll Moment of Inertia

Time	I_{11}
0.000	0.17063
1.551	0.13097
2.500	0.13097
999.000	0.13097

$$= c_d c_p c_{N\alpha}$$

hence:

$$c_d = \frac{Cm q d^2/2}{c_p c_{N\alpha}} = CPD$$

MACH	CMQ	CP	CNA	CPD
0.00	920	.5596	13.9059	3.1044
0.60	920	.5596	13.9059	3.1044
0.70	864	.5596	13.7166	3.1881
0.80	879	.6237	13.4484	2.7518
0.90	892	.6856	13.4484	2.5404
0.95	912	.5917	13.1557	3.0765
1.00	1039	.4977	14.2901	3.8361
1.05	1068	.4977	14.2901	3.9431
1.10	978	.5298	13.8693	3.4950
1.20	879	.5298	12.9361	3.4368
1.30	627	.7177	12.2957	1.8657
1.40	497	.7796	11.1430	1.5029
1.50	474	.8094	11.1430	1.3800
2.00	239	1.1233	9.1486	0.6107
3.00	131	1.3823	8.9107	0.2793

1.9 Center of Pressure (ref. nose, in calcs.)

Mach	C_p 0°	4°	12°	57.3
0.000	15.740	14.920	14.240	13.590
0.600	15.740	14.920	14.240	13.590
0.700	15.740	15.100	14.100	13.690
0.800	15.460	15.050	14.230	13.550
0.900	15.190	15.100	14.370	13.550
0.950	15.600	15.050	14.370	13.560
1.000	16.010	15.330	14.380	13.690
1.050	16.010	15.460	14.650	13.690

1.7 Pitch Moment of Inertia

Time	I_{22}
0.000	32.3403
1.551	26.0208
2.500	26.0208
999.000	26.0208

1.8 Pitch Damping Coefficient

Mach	C_{mq}
0.00	920
0.60	920
0.70	864
0.80	879
0.90	892
0.95	912
1.00	1039
1.05	1068
1.1	908
1.2	897
1.3	627
1.4	497
1.5	474
2.0	239
3.0	131

Transforming the damping coefficient

$$-qAC_{mq} d^2 \frac{\omega}{2V} = q AC_N \alpha [c_p (c_d - c_g) - c_g (c_p - c_g)]$$

about the tail:

$$C_{mq} d^2/2 = \sum_i C_{N\alpha i} r_i^2, \quad r_i = c_{pi} - c_g$$

1.100	15.870	15.190	14.370	13.420
1.200	15.870	14.920	14.240	13.140
1.300	15.050	14.640	14.100	13.140
1.400	14.780	14.370	13.690	13.000
1.500	14.650	14.370	13.690	12.730
2.000	13.280	13.280	13.280	12.440
3.000	12.150	12.150	12.150	12.150
4.000	11.480	11.480	11.480	11.480
5.000	10.965	10.965	10.965	10.965

Mach	C_p 0°	4°	8°	12°	57.3°
0.0000	0.5596	0.7475	0.9033	1.0523	1.0523
0.6000	0.5596	0.7475	0.9033	1.0523	1.0523
0.7000	0.5596	0.7062	0.9354	1.0294	1.0294
0.8000	0.6237	0.7177	0.9056	1.0614	1.0615
0.9000	0.6856	0.7062	0.8735	1.0615	1.0615
0.9500	0.5917	0.7177	0.8735	1.0592	1.0592
1.0000	0.4977	0.6535	0.8712	1.0294	1.0294
1.0500	0.4977	0.6237	0.8094	1.0294	1.0294
1.1000	0.5298	0.6856	0.8735	1.0912	1.0912
1.2000	0.5298	0.7475	0.9033	1.1554	1.1554
1.3000	0.7177	0.8117	0.9354	1.1554	1.1554
1.4000	0.7796	0.8735	1.0294	1.1875	1.1875
1.5000	0.8094	0.8735	1.0294	1.2494	1.2494
2.0000	1.1233	1.1233	1.1233	1.3158	1.3158
3.0000	1.3823	1.3823	1.3823	1.3823	1.3823
4.0000	1.5358	1.5358	1.5358	1.5358	1.5358
5.0000	1.6539	1.6539	1.6539	1.6539	1.6539

ref. "tail", in ft., "tail" 50 in. from nose.

1.10 Roll Damping Moment Coefficient

Mach	$C_{l\dot{\phi}}$
0.0	14.770
1.0	14.770
2.0	14.770
5.0	14.770

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Mr. William A. Main
USDA Forest Service
1407 S. Harrison Road
East Lansing, MI 48823

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Research Associates
Utah State University, UNC 48
Logan, UT 84322

Inge Dirmhirn, Professor
Utah State University, UNC 48
Logan, UT 84322

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APO Seattle, WA 98733

Dr. John L. Walsh
Code 5560
Navy Research Lab
Washington, DC 20375

Commander
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ATTN: ATAA-PL
(Dolores Anguiano)
White Sands Missile Range, NM 88002

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Dugway, UT 84022

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US Army Dugway Proving Ground
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(Mr. William Peterson)
Dugway, UT 84022

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