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# HIGH ENERGY PROPELLANTS

## A CONTINUING BIBLIOGRAPHY WITH INDEXES

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## HIGH ENERGY PROPELLANTS

### A CONTINUING BIBLIOGRAPHY

### WITH INDEXES

A Selection of Annotated References to Unclassified Reports and Journal Articles introduced into the NASA Information System during the period January through December, 1965.



Scientific and Technical Information Division
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Each entry in the bibliography consists of a citation and an abstract. The listing of entries is arranged in two major groups: all report literature references are contained in the first group and are subdivided according to their date of announcement in STAR; the second group includes all published literature references subdivided according to their date of announcement in *IAA*, or in *Aerospace Medicine and Biology*. All reports and articles cited were introduced into the *NASA* Information System during the period January through December, 1965.

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### TABLE OF CONTENTS

•

.

|               |            | Page       |
|---------------|------------|------------|
| STAR Entries  | (N Series) | 1          |
| IAA Entries   | (A Series) | 29         |
| Subject Index | <b>(</b>   | <b>I-1</b> |
| Personal Auth | hor Index  | . I-31     |

NASA

## HIGH ENERGY PROPELLANTS

a continuing bibliography with indexes APRIL 1966

### STAR ENTRIES

N65-10663# Aerojet-General Corp., Sacramento, Calif. Propellant Research Div.

INVESTIGATIONS OF THE MECHANISM OF DECOM-POSITION, COMBUSTION, AND DETONATION OF SOLIDS Nineteenth Quarterly Technical Operating Report, 1 Jul.– 30 Sep. 1964

L. J. Rosen Oct. 1964 16 p refs

(Contract AF 49(638)-851; ARPA Order 24-60)

(Rept.-0372-01-19Q; AD-450504)

Apparent flame strength measurements have been made on the ammonia-nitric oxide and ammonia-nitrous oxide flame reactions in the opposed-jet reactor, at pressures ranging from 100 to 745 torr. The pressure dependencies of the apparent flame strengths of these systems gave overall reaction orders of 1.56 and 2.0 for NH<sub>3</sub>-NO and NH<sub>3</sub>-N<sub>2</sub>O counterflow diffusion flames, respectively. The overall stoichiometry of the NH<sub>3</sub>-NO flame near extinguishment can be represented by the following equation.

 $1.5NH_3 + NO \rightarrow 1.25N_2 + 1.25H_2 + H_2O$ .

The volumetric reaction rate for this flame reaction was computed by using Spalding's analysis of the opposed-jet flame. At 1 atm, an apparent flame strength of 0.65 gm/cm<sup>2</sup>-sec corresponded to volumetric reaction rate of 2.93 gm/cm<sup>3</sup>-sec release rate of 7.22  $\times$  10<sup>3</sup> cal/cm<sup>3</sup>-sec. Author

### N65-10797# Boeing Co., Seattle, Wash.

### THEORETICAL PERFORMANCE OF LIQUID HYDROGEN WITH LIQUID OXYGEN AND NITROGEN OVER A WIDE RANGE OF MIXTURE RATIOS

Glen N. Peterson [1963] 177 p refs

(D2-20940; AD-444515)

Propellant performance calculations are presented for the equilibrium composition during expansion of several propellant combinations of liquid hydrogen and liquid oxygen-nitrogen mixtures at a chamber pressure of 500 psia, several area ratios, and various oxidizer-fuel ratios. The different performance parameters were calculated and tabulated. The optimum and vacuum specific impulses are presented graphically as functions of the propellant composition. G.G.

N65-10804\*# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio

EXPERIMENTAL INVESTIGATION OF SLOSH-SUPPRES-SION EFFECTIVENESS OF ANNULAR-RING BAFFLES IN SPHERICAL TANKS

Irving E. Sumner Washington, NASA, Nov. 1964 22 p refs (NASA-TN-D-2519) OTS Prices: HC \$0.75/MF \$0.50

An experimental investigation was conducted to determine the slosh-suppression effectiveness of rigid and flexible flatplate annular-ring baffles in suppressing the fundamental antisymmetric mode of liquid oscillations in rigid spherical tanks having diameters of 32.0 and 9.5 inches. The baffles caused a variation in the fundamental frequency of liquid oscillations by effectively changing the tank geometry. The baffles were most effective in reducing the slosh forces and increasing the damping when the quiescent liquid surface was slightly above the baffle so that it remained submerged during the liquid oscillatory cycle. The optimum baffle width to tank radius ratio of those values investigated was 0.125. The experimental data are presented in terms of dimensionless parameters that generalized the results for a variation in tank diameter for specific values of baffle-width ratio, liquid-depth ratio, and excitation amplitude parameter. Author

### N65-11178# Utah U., Salt Lake City. IGNITION AND COMBUSTION OF SOLID PROPELLANTS

Technical Report, 1 Oct. 1962–30 Sep. 1963

Rex C. Mitchell, John A. Keller, Alva D. Baer, and Norman W. Ryan [1963] 70 p refs

(Grant AF-AFOSR 40-63)

(AD-605729) OTS: \$3.00

The spreading rate of the flame zone on the surface of a solid propellant was studied by use of a rarefaction tube. Cold gas flow past the burning zone and across the unburned surface produced high flame spread velocities. The experimental data were interpreted and correlated in terms of two theoretically predicted but experimentally determined parameters. One parameter, which is related to the maximum heat flux produced near the flame front, was found to be independent of gas velocity. The second parameter, which determines the rate of decay of heat flux ahead of the flame front, was found to be independent of pressure. Author

N65-11271# Stanford Research Inst., Menlo Park, Calif. THE ROLE OF ALUMINUM AND ITS OXIDES AS SOURCES OR MODERATORS OF ELECTRONS IN ALUMINIZED SOLID PROPELLANT ROCKET EXHAUSTS, PART 2 Final Report G. Neil Spokes Aug. 1964 25 p refs

(Contract AF 04(694)-128)

(SSD-TDR-63-326, Pt. II; AD-447283)

A brief summary of previously reported work is given. Further calculations of electron distributions about a thermionically emitting particle are appended. Author

N65-11595# Air Force Systems Command, Wright-Patterson AFB, Ohio Foreign Technology Div.

ABOUT TAE MECHANISM OF COMBUSTION OF POW-DERS P. F. Pokhil and V. M. Mal'tsev 30 Mar. 1964 12 p refs Transl. into ENGLISH from Inzh.-Fiz. Zh. (USSR), v. 6, no. 6 1963 p 94-99

(FTD-MT-63-242; AD-606751)

Experimental data are listed for the study of the main physical properties of a flame of solid fuel—nitroglycerine powder and explosive hexogene—during combustion in a bomb of constant pressure.

N65-11806# Stanford Research Inst., Menio Park, Calif. SOLID PROPELLANT MECHANICAL PROPERTIES IN-VESTIGATIONS Quarterly Progress Report No. 3, Apr. 1– Jul. 1, 1964

Norman Fishman and James A. Rinde 4 Aug. 1964 43 p refs (Contract AF 04(611)-9559)

(Rept.-9; AD-604109)

Equations of finite elastic theory were developed and used to analyze propellant test results. Findings on the degree of deviation of experimental data from calculated curves are presented. By performing the appropriate operations on test results, a path-independent equation was developed that interrelates volume ratio, strain energy, and time for each propellant composition. Constant volume envelopes plotted as log stress versus log strain were shown to depend on path, since constant load data did not fall on the envelopes defined by constant strain-rate data and constant loading-rate data. D.E.W.

N65-11810# California Inst. of Tech., Pasadena W. M. Keck Lab. of Engineering Materials

A RESEARCH PROGRAM ON SOLID PROPELLANT PHYS-ICAL BEHAVIOR Quarterly Report No. 3, 1 May-30 Jul. 1964 M. L. Williams et al Aug. 1964 5 p refs

(Contract AF 04(611)-9572)

(MATSCIT-PS-64-7; AD-605202)

The research program in the following areas is discussed: (1) behavior of polymeric and composite systems—experimental and theoretical studies on rubberlike materials; (2) standardized material characterization—determination of mechanical and swelling properties, and mathematical descriptions of material properties; and (3) data information—preparation of abstract publication on the structural integrity of solid propeflants. D.S.G.

N65-12014# Aerojet-General Corp., Sacramento, Calif. Liquid Rocket Operations

DEVELOPMENT OF A VARIABLE-LENGTH CHAMBER FOR LIQUID ROCKET COMBUSTION RESEARCH, VOLUME 3 Product Engineering Final Report, 1 Jun. 1963–1 Aug. 1964 Allan J. Smith, Jr. and Frederick H. Reardon Oct. 1964 95 p refs /ts Rept.-212/SA3-F, Vol. 3 (Contract AF 04(694)-212/SA19)

(BSD-TDR-64-137; AD-450547)

A variable-length combustion chamber has been developed that is capable of continuously changing length while firing. The combustion chamber is 6 in. in diameter; its length is variable between 7 and 24 in. It has been tested with the hypergolic propellant combination of nitrogen tetroxide and Aero-ZINE 50. The tests were conducted with a like-on-like injector pattern that was designed to be similar to one developed early in the second-stage Titan II program. Five tests were conducted. Four tests at 500-psia chamber pressure covered the mixture ratio range of 1.87 to 2.1. The fifth test was conducted at a pressure of 850 psia and a mixture ratio of 1.62. These tests successfully demonstrated the length variability and hot-gas sealing concepts. In addition, excellent static pressure measurements of the energy release distribution were obtained. These measurements showed that a large fraction of the energy release occurred close to the injector face, but that combustion was not completed until 13 in. from the face. The primary objective of the program was to determine whether the results

of subscale testing of longitudinal-mode stability limit can be applied to the prediction of the stability of all modes in a fullscale thrust chamber. However, no combustion instability was encountered in the test program. Therefore, a positive evaluation of the technique could not be achieved. Author

N65-12465# France. Office National d'Etudes et de Recherches Aeronautiques, Chatillon-sous-Bagneux. Section de Recherches

THE EXPERIMENTAL DETERMINATION OF UNSTEADY HY-DRODYNAMIC FORCES CAUSED BY WAVES OF PROPUL-SION LIQUIDS {LA DETERMINATION EXPERIMENTALE DES FORCES HYDRODYNAMIQUES INSTATIONNAIRES DUES AU CLAPOTIS DES LIQUIDES DE PROPULSION] C. Beatrix Paris, NATO, 1964 28 p refs in FRENCH; ENG-LISH summary Presented at the Agard Mater. and Struct. Group Meeting, Liege, 27 May-2 Jun. 1964 (Rept.-476)

The generation of unsteady hydrodynamic forces due to the oscillation of the propulsion liquids in containers of missiles may influence their performance in flight. Theory permits only a partial solution to this problem and must be supported by tests. The experimental method devised at the O.N.E.R.A. and the synthesis of the tests carried out for one type of missile are described. Author

N65-12552# Lockheed Propulsion Co., Redlands, Calif. SOLID PROPELLANT STRUCTURAL INTEGRITY INVESTI-GATIONS: DYNAMIC RESPONSE AND FAILURE MECHA-NISMS, VOLUME I Quarterly Progress Report No. 1, 15 Jun.-15 Sep. 1964

D. E. Cantey 14 Oct. 1964 118 p refs /ts Rept.-667-Q-1 (Contract AF 04(611)-9953)

(AFRPL-TR-64-148, Vol. 1; AD-452689)

The results are reported of an investigation of viscoelastic and failure properties of highly filled PBAA and PBAN propellants as a function of solids loading. The temperature rise in shear specimens under constant large-amplitude dynamic strains was investigated and compared with analytical predictions. The theory of thermomechanical effects is extended to include inertia-loading and stationary random-loading conditions. Initial results obtained from piezoelectrical test devices for measuring dynamic bulk and shear properties of propellants are reported. Propellant cross-link density and gel fraction measurements were made. Physicochemical aspects of nitroplastisol propellants are discussed. The effects of solid-particle-size distribution on flow properties in the uncured state and on the physical properties of the cured propellant are Author described.

**N65-13306\***# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

### PHOTOGRAPHIC STUDY OF PROPELLANT OUTFLOW FROM A CYLINDRICAL TANK DURING WEIGHTLESS-NESS

Ralph C. Nussle, Joseph D. Derdul, and Donald A. Petrash Washington, NASA, Jan. 1965–14 p -refs

(NASA-TN-D-2572) OTS Prices: HC \$1.00/MF \$0.50

The problems associated with the behavior of rocket engine propellants stored in space vehicle tanks while exposed to weightlessness are being studied. As part of this overall study, a photographic investigation was conducted to examine the behavior of the liquid-vapor interface during pumping or outflow from a cylindrical tank in a zero-gravity environment. The results indicate that significant distortion of the interface occurs as the outflow velocity is increased. The effects of diffusing the incoming pressurizing gas and baffling the tank outlet were to minimize the interface distortion and to delay vapor blowthrough. Author **N65-13511#** Radiation Applications, Inc., Long Island City, N.Y.

RADIATION-INDUCED SOLID PROPELLANT DECOMPOSI-TION Technical Report, 1 Dec. 1962–30 Nov. 1963

George Odian, Terese Acker, Thomas Pletzke, Ernest Henley, and R. F. Mc Alevy, III 15 Jan. 1964 31  $p\ refs$ 

(Contract AF 49(638)-1125)

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(RAI-331; AFOSR-64-1448; AD-604475) OTS: \$2.00

An investigation of the effect of ionizing radiation on the burning rates and tensile strengths of various composite ammonium perchlorate propellants is reported. The tabulated results show that, in many cases, drastic changes in burning rate and tensile strength occurred upon radiolysis. A continuing study to elucidate the mechanism of these effects involves cobalt-60 gamma radiolysis of ammonium perchlorate over the dose range of 0 to 200 megarads and analysis for possible decomposition products, and the design of ballistic experiments with irradiated propellant systems. Analytical reactions and experimental procedures are treated at length. D.E.W.

N65-13577# Applied Physics Lab., Johns Hopkins U., Silver Spring, Md. Chemical Propulsion Information Agency

BULLETIN OF THE 3RD MEETING, INTERAGENCY CHEMI-CAL ROCKET PROPULSION GROUP, WORKING GROUP ON MECHANICAL BEHAVIOR, VOLUME I

Oct. 1964 606 p refs Meeting held at Army Missile Command, Redstone Arsenal, Ala., 17–19 Nov. 1964 (Contract NOw-62-0604-c)

(CPIA Publ. 61U; AD-451712)

### CONTENTS:

INVITED PAPERS

1. GRAIN STRESS ANALYSIS R. J. Bollard, E. H. Dill (Wash. U.), and S. W. Key (Math. Sci. Corp.) p 1–2

2. MECHANICAL BEHAVIOR AND FAILURE IN BINDER AND PROPELLANT SYSTEMS T. L. Smith (Stanford Res. Inst.) p 3–5 refs

3. PROPELLANT MECHANICAL BEHAVIOR UNDER SUPERIMPOSED HYDROSTATIC PRESSURE C. C. Surland (Aerojet-General Corp.) p 7

### GRAIN ANALYSIS

4. TWO-DIMENSIONAL STRESS ANALYSIS OF SOLID PROPELLANT ROCKET GRAINS E. L. Wilson (Aerojet-Gen. Corp.) p9-26 refs (See N65-13578 04-27)

5. A METHOD OF VISCOELASTIC STRESS ANALYSIS USING ELASTIC SOLUTIONS R. A. Schapery (Purdue U.) p 27-53 refs (See N65-13579 04-27)

6. AXISYMMETRIC, PLANE-STRAIN DYNAMIC RE-SPONSE OF A THICK, ORTHOTROPIC, VISCOELASTIC SHELL J. M. Klosner and C. L. Dym (Polytechnic. Inst. of Brooklyn) p 55-73 refs (See N65-13580 04-32)

7. THE SIGNIFICANCE OF TRANSIENT THERMAL STRAINS IN CASE BONDED ROCKET MOTORS J. H. C. Vernon (Explosives Res. and Develop. Estab., Gt. Brit.) p 75– 90 refs (See N65-13581 04-27)

8. FIBER MECHANICS OF REINFORCED STRUCTURES R. S. Goldberg and H. N. Chu (Rocketdyne) p 91–102 refs (See N65-13582 04-32)

9. STRESSES IN PROPELLANT GRAIN BOND SYSTEMS R. N. Shearly and A. M. Messner (Aerojet-Gen. Corp.) p 103– 117 refs (See N65-13583 04-27)

10. STRUCTURAL ASPECTS OF MODULUS VARIA-TIONS WITHIN A SOLID PROPELLANT-GRAIN A. M. Messner (Aerojet-Gen. Corp.) p 119–130 refs (See N65-13584 04-27)

11. SOLUTION OF THE AXISYMMETRIC, VARIABLE PROPERTY, ELASTICITY EQUATIONS BY MEANS OF STRESS FUNCTIONS L. R. Herrmann (Aerojet-Gen. Corp.) p 131-140 refs (See N65-13585 04-32) 12. AN ANALOG SOLUTION TO VISCOELASTIC STRUC-TURAL PROBLEMS K. S. Cook and R. N. Chapell (Hercules Powder Co.) p. 141-152 refs (See N65-13586 04-27)

#### NON-LINEAR EFFECTS

13. THE NON LINEAR RHEOLOGY OF PLASTIC PRO-PELLANT J. H. C. Vernon (Explosives Res. and Develop. Estab., Gt. Brit.) p 153-168 refs (See N65-13587 04-27)

14. STRESS ANALYSIS FOR NON-LINEAR VISCO-ELASTIC BODIES E. J. Appleby and E. H. Lee (Stanford U.) p 169-175 refs (See N65-13588 04-32)

15. APPLICATION OF FINITE ELASTIC THEORY TO PROPELLANT BEHAVIOR J. A. Rinde and N. Fishman (Stanford Res. Inst.) p 177-190 refs (See N65-13589 04-27)

#### DYNAMIC EFFECTS

16. VISCOELASTIC VIBRATIONS J. D. Burton, W. B. Jones, and J. D. Frazee (Rocketdyne) p 191-201 refs (See N65-13590 04-27)

17. INVESTIGATIONS OF PROPELLANT DYNAMIC RESPONSE, VISCOELASTIC LINEARITY AND THERMO-RHEOLOGICAL BEHAVIOR J. W. Jones and D. E. Cantey (Lockheed Propulsion Co.) p 203–244 refs (See N65-13591 04-27)

18. THERMOMECHANICAL BEHAVIOR OF VISCOELAS-TIC MEDIA WITH VARIABLE PROPERTIES SUBJECTED TO CYCLIC LOADING R. A. Shapery (Purdue U.) p 245–265 refs (See N65-13592 04-32)

#### MATERIAL CHARACTERIZATION

19. DEVELOPMENT OF A DILATATIONAL EQUATION-OF-STATE N. Fishman and J. A. Rinde (Stanford Res. Inst.) p 267--289 refs (See N65-13593 04-27)

20. STRAIN DILATION IN SOLID PROPELLANTS R. J. Farris (Aerojet-Gen. Corp.) p 291-302 refs (See N65-13594 04-27)

21. EFFECT OF FILLER CONCENTRATION OF THE VIS-COELASTIC RESPONSE OF A FILLED POLYMER SYSTEM D. L. Martin, Jr. (Army Missile Command) p 303-316 refs (See N65-13595 04-27)

22. DIELECTRIC AND ELECTRICAL CONDUCTIVITY PROPERTIES OF CERTAIN SOLID PROPELLANTS D. E. Cantey (Lockheed Propulsion Co.) p 317-344 refs (See N65-13596 04-27)

23. NONDESTRUCTIVE WAVE-PROPAGATION METHOD FOR MEASURING CURE AND MECHANICAL PROPERTIES OF SOLID PROPELLANTS G. J. Rostyrko and R. E. Lee (Aerojet-Gen. Corp.) p 345-356 (See N65-13597 04-27)

FAILURE CRITERIA

24. TRIAXIAL TENSILE FAILURE OF SOLID PROPEL LANTS B. C. Harbert (Rocketdyne) p 357-370 refs (See N65-13598 04-27)

25. PROPELLANT FAILURE MECHANISMS J. W. Jones (Lockheed Propulsion Co.) p 371-394 refs (See N65-13599 04-27)

26. A UNIFIED APPROACH TO FAILURE AND ITS AP-PLICATION TO SOLID PROPELLANT MATERIALS J. N. Majerus (Aerojet-Gen. Corp.) p 395-420 refs (See N65-13600 04-27)

27. THE EFFECTS OF FATIGUE LOADING UPON SOLID PROPELLANT J. H. Stoker (Thiokol Chem. Corp.) p 421-436 refs (See N65-13601 04-27)

28. ON THE PROPAGATION OF FAILURE IN A BIAXIAL STRESS FIELD W. G. Knauss (Calif. Inst. of Tech.) p 437-454 refs (See N65-13602 04-27)

29. A STATISTICAL APPROACH TO FAILURE CRITERIA H. P. Briar and J. H. Wiegand (Aerojet-Gen. Corp.) p 455-468 refs (See N65-13603 04-27)

30. FAILURE CRITERIA FOR CAST-DOUBLE-BASE PRO-PELLANTS H. Leeming and A. Parker (Imperial Metal Ind., Ltd., Kidderminster, Gt. Brit.) p 469-500 refs (See N65-13604 04-27)

31. FAILURE THEORY FOR POLYMERIC MATERIALS UNDER GENERAL MULTIAXIAL LOADING CONDITIONS A. R. Zak (Calif. Inst. of Tech.) p 501-527 refs (See N65-13605 04-27)

#### MISCELLANEOUS

32. A "MULTI-DATA" METHOD FOR APPROXIMATE LAPLACE TRANSFORM INVERSION T. L. Cost and E. B. Becker (Rohm and Haas Co.) p 529-543 refs (See N65-13606 04-32)

33. MOIRE METHOD FOR THE MEASUREMENT OF STRAINS IN SOLID PROPELLANTS W. D. Hart (Lockheed Propulsion Co.) p 545-560 refs (See N65-13607 04-27)

34. A BIAXIAL TESTER A. San Miguel (JPL) p 561-572 refs (See N65-13608 04-11)

35. STRESS DISTRIBUTION IN A POKER CHIP SPECI-MEN SUBJECT TO COMBINED LOADS G. H. Lindsey (Calif. Inst. of Tech.) p 573-582 refs (See N65-13609 04-32)

36. MODULUS DETERMINATION OF POLYMERS AT LOW TEMPERATURES W. G. Knauss (Calif. Inst. of Tech.) p 583-590 refs (See N65-13610 04-18)

37. THE STRESS DISTRIBUTION IN AN INFINITE ELAS-TIC SOLID PERFECTLY BONDED TO TWO UNEQUAL RIGID SPHERICAL INCLUSIONS J. L. Hill (Ala. U.) p 591-606 refs (See N65-13611 04-32)

38. RADIAL STRESS MEASUREMENTS IN PROPEL-LANT GRAINS A. San Miguel and R. H. Silver (JPL) p 607-623 refs (See N65-13612 04-14)

#### N65-13578 Aerojet-General Corp., Sacramento, Calif. TWO DIMENSIONAL STRESS ANALYSIS OF SOLID PRO-PELLANT ROCKET GRAINS

Edward L. Wilson In APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I. Oct. 1964 p 9-26 refs. (See N65-13577 04-34)

A numerical procedure for the two-dimensional stress analysis of solid-propellant grains subjected to internal and external pressures is presented. The procedure, which is based on the finite element method, has been programed for the digital computer. An automatic mesh generator allows the program to be used as a rapid design tool, since only the boundary geometry must be supplied as input. The method is illustrated by the analysis of two star grains. Results show excellent agreement with photoelastic analyses. Author

#### N65-13582 Rocketdyne, Canoga Park, Calif.

FIBER MECHANICS OF REINFORCED STRUCTURES

Robert S. Goldberg and Hugh N. Chu In APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I Oct. 1964 p 91-102 refs (See N65-13577 04-34)

(Contract Nonr-3858(00))

A new method has been developed for studying stress transfer in reinforced solid propellants. Specially prepared photoelastic models are used to observe and study the origin and transfer of stresses in a complex reinforced structure. The utility of reinforced photoelastic models has been shown by actual use to be a powerful tool for measuring so-called "internal strain" in anisotropic, nonhomogeneous structures. Initial experiments revealed unexpected phenomena which appear to be of fundamental significance in understanding the mechanics of fiber-reinforced materials. A mathematical model to explain the origin of internal strain forces in reinforced composites is in good agreement with the experimental photoelastic models. The importance of this research effort is that failure mechanisms and criteria may be investigated by quantitative measurement with simulated failure models. Author

N65-13583 Aerojet-General Corp., Sacramento, Calif. STRESSES IN PROPELLANT GRAIN BOND SYSTEMS R. N. Shearly and A. M. Messner In APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group, on Mech. Behavior, Vol. | Oct. 1964 p 103-117 refs (See N65-13577 04-34)

Case-bonded solid-propellant grains are subjected to discontinuous stresses at the propellant-to-case bond interface. Bond failures frequently occur at the ends of these bonds, and mathematical difficulties have prevented a practical solution based on theoretical considerations. Two methods of resolving this difficulty are suggested in this paper, which also presents an example application of each technique. The first method involves comparisons of stress patterns obtained from numerical solutions which provide a relative measure of the effectiveness of various design details. The second procedure replaces the corner with an appropriate fillet. Numerical solutions are presented for a variety of fillet configurations, which are compared with the stress patterns obtained in sharp corner solutions. Author

#### N65-13584 Aerojet-General Corp., Sacramento, Calif. STRUCTURAL ASPECTS OF MODULUS VARIATIONS WITHIN A SOLID PROPELLANT-GRAIN

A. M. Messner In APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I. Oct. 1964 p 119-130 refs. (See N65-13577 04 - 34)

The modulus of elasticity of solid propellants can frequently be varied over a range of several hundred percent within a single grain, but the structural significance of such variations is not clearly defined. This paper describes a method of analyzing such systems and presents results of an exploratory study of some simple variable-modulus propellant grains. Problems were chosen to illustrate how control of this parameter can be exploited to improve the structural capability of these systems. The solutions indicate that significant strain reductions can be achieved in this manner and that inadequate control of this parameter could result in maximum strain variations as great as  $\pm 30\%$  in some geometries. Author

N65-13589 Stanford Research Inst., Menlo Park, Calif. Propulsion Sciences Div.

#### APPLICATION OF FINITE ELASTIC THEORY TO PROPEL-LANT BEHAVIOR

James A. Rinde and Norman Fishman In APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I Oct. 1964 p 177-190 refs (See N65-13577 04-34) (Contract A F 04(611)-9559)

The equations derived by P. J. Blatz for compressible rubbery materials were applied to uniaxial extension data for carboxy-terminated polybutadiene and polyurethane propellants. Propellant response was adequately described by the analytical expressions at large strains; where extensive dewetting had taken place, reasonable values of Poisson's ratio and shear modulus were obtained. The supremum failure criterion

 $\overline{\sigma}_{max} \leq \mu$ , derived by Blatz, was examined in connection with polyurethanepropellant test results. In an effort to extend the applicability of finite elastic theory to propellant data at lower strains, equations similar to those of Blatz were derived using Rivlin's strain Author invariants 11, 12, and 13.

#### N65-13590 Rocketdyne, McGregor, Tex. **VISCOELASTIC VIBRATIONS**

J. D. Burton, W. B. Jones, and J. D. Frazee In APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. 1 Oct 1964 p 191-201 refs (See N65-13577 04-34) (Contract NOw-63-0591-d)

Fatigue testing of solid propellants has been conducted since it was discovered that prolonged, large amplitude, relatively high-frequency vibration of solid propellants caused structural failure of that viscoelastic material. Small models have been used for this testing to minimize the expense and complexity of the study program. One model used is a longitudinally-vibrating weighted column. Expressions developed from basic equations of motion were solved to give the response of the column. The solutions, while complex, consider body forces and describe the motion of a plane within the model as a function of time. Uniaxial tensile test data in the form of relaxation modulus curves have been transformed to determine parameters for a mathematical model used to describe the propellant properties in vibration. The relations were then evaluated to predict the model response. It is shown that predicted and experimental response are in good agreement. Author

### N65-13594 Aerojet-General Corp., Sacramento, Calif. STRAIN DILATION IN SOLID PROPELLANTS

R. J. Farris *In* APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I Oct. 1964 p 291–302 refs (See N65-13577 04-34)

A stochastic model was developed that accurately describes both the stress-strain and dilatation-strain relationships of solid propellants in terms of their frequency of dewetting. This model enables us to calculate the frequency of dewetting vs strain from the dilatation-strain relationship. Comparison of the stress-strain and dilatation-strain relationships of various propellant systems shows that the model is consistent with the data presented. Author

#### N65-13596 Lockheed Propulsion Co., Redlands, Calif. DIELECTRIC AND ELECTRICAL CONDUCTIVITY PROPER-TIES OF CERTAIN SOLID PROPELLANTS

D. E. Cantey *In* APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I Oct. 1964 p 317–344 refs (See N65-13577 04-34)

### (Contract AF 04(611)-8539)

Dielectric spectroscopy was investigated as an analytical tool to assist in the elucidation of chemicophysical effects in solid propellant systems. Complex dielectric properties were measured over a wide temperature range and at frequencies from 50 to  $10^5$  cps for polybutadiene acrylic acid (PBAA), carboxy-terminated polybutadiene (CTPB), and nitrocellulose-base propellants and ingredients. The measurement range was extended to low frequencies by measurement of dielectric absorption response to step function d.c. potentials over time ranges from 10 to  $10^6$  seconds. Spectral response of the complex dielectric constant storage and loss components is interpreted in terms of classical electrical polarization mechanisms.

#### N65-13597 Aerojet-General Corp., Sacramento, Calif. NONDESTRUCTIVE WAVE-PROPAGATION METHOD FOR MEASURING CURE AND MECHANICAL PROPERTIES OF SOLID PROPELLANTS

G. J. Kostyrko and R. E. Lee *In* APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I Oct. 1964 p 345–356 refs (See N65-13577 04-34)

A low-frequency sonic wave-propagation method is being developed for the in situ monitoring of cure and mechanical properties in large solid-propellant motors. Standard ultrasonic methods are not applicable to solid propellants because these materials are highly attenuative at high frequencies. A simplified theory of wave propagation is presented with a discussion of its application to propellant. One of the sonic and low-frequency ultrasonic methods that has been developed utilizes a continuous series of 66 to 350 kc sinusoidal bursts from a pulse generator. An oscilloscope is used for signal display. Tests of several batches of polybutadiene propellants with different cross link ratios showed a relationship between the signal transmitted through the propellant and the Instron tensile properties such as modulus, elongation at maximum stress, and elongation at break. A relationship was also found between the output signal and propellant cure, as indicated by Shore hardness. Author

N65-13598 Rocketdyne, McGregor, Tex. Solid Rocket Div. TRIAXIAL TENSILE FAILURE OF SOLID PROPELLANTS B. C. Harbert /n APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I Oct. 1964 p 357–370 refs (See N65-13577 04-34)

This paper reports progress in measuring propellant failure criteria in a triaxial tensile stress field by the "poker chip" method. In this test, a thin disk of propellant, bonded between two parallel flat rigid circular plates, is pulled apart in a direction perpendicular to the surface of the plate. Successful application of this method to determine propellant failure criteria depends on: a) maintenance of uniform deflection across the specimen and b) identification of the stress and strain and geometric point at which failure initiates. Axial displacement is measured at three equally spaced points around the specimens by a technique described in the paper; the test record then indicates whether or not uniform deflection has been achieved. Radial displacement is also measured, from which volume change can be calculated. Additionally, an attempt was made to obtain a sonic indication of the failure initiation event by application of a ceramic audio pickup mounted on the specimen. The point of failure initiation was inferred by analysis of the stress-strain curve, the volume change-strain curve, and inspection of the sample after the Author test

### N65-13600 Aerojet-General Corp., Sacramento, Calif. A UNIFIED APPROACH TO FAILURE AND ITS APPLICA-TION TO SOLID PROPELLANT MATERIALS

J. N. Majerus *In* APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I Oct. 1964 p 395–420 refs (See N65-13577 04-34)

Two interrelated general approaches to the study of structural failure of solid propellants are described. These consist of the macroscopic (thermodynamics and continuum mechanics) and microscopic (molecular model) methods of analysis in conjunction with solid propellant experimental data. The thermodynamic investigation indicates that propellant material under loading goes through stages of stable and unstable behavior that depend upon the rate at which work is absorbed and dissipated by the material. The instability point seems to correlate with results from subscale motors. The thermodynamic investigation is then extended by a functional analysis of failure treated from a viewpoint of continuum mechanics. Since fracture, per se, is a physical observable, it is represented by a state vector in n-dimensional space. The number of dimensions of this space depends upon the basic variables involved in fracture. Since the correct failure criteria must be tensorally consistent with the tensor rank of fracture, distinct sets of functions can be applied to experimental data. The data are compared to the classical scalar functions of failure. Author

N65-13601 Thiokol Chemical Corp., Brigham City, Utah. Wasatch Div.

### THE EFFECTS OF FATIGUE LOADING UPON SOLID PROPELLANT

Joseph H. Stoker *In* APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. 1 Oct. 1964 p 421–436 refs (See N65-13577 04-34)

Experimental data were gathered on a typical composite solid propellant under dynamic tension-tension constant amplitude loading. The effects of temperature upon the fatigue properties of propellant are pronounced. These effects are large because of the net energy that is absorbed during cyclic loading in materials that have internal damping. The effects of strain amplitude, temperature, and dynamic frequency from zero to 50 cps were investigated. The failure modes were determined and related to the results of other test methods. These failure modes were shown to be normal fatigue crack propagation with no evidence of slumping or loss of structural integrity due to temperature effects. Author

N65-13604 Imperial Metal Industries, Ltd., Kidderminster (Gt. Brit.) Summerfield Research Station

#### FAILURE CRITERIA FOR CAST-DOUBLE-BASE PRO-PELLANTS

H. Leeming and A. Parker *In* APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I. Oct. 1964 p 469–500 refs. (See N65-13577 04-34)

Simple failure theories are considered for cast-doublebase propellants based on a maximum stress criterion of failure at low temperatures and high strain rates and a maximum strain criterion of failure at high temperatures and low strain rates. The form of the reduced failing stress-time locus is deduced from a knowledge of the reduced relaxation modulus curve, together with a simple empirical equation for nonlinearity. For complex tensile tests in which several strain rates are used, these simple failure theories do not suffice, and a cumulative damage theory based on energy considerations is necessary to obtain good agreement with experimental data. A reduced failing energy-strain rate locus is obtained in a similar manner to the reduced modulus or compliance curves. The predictions of these various failure theories are compared with experimental data from simple tension, biaxial tension, and small-scale rocket motor tests. Author

N65-13607 Lockheed Propulsion Co., Redlands, Calif. MOIRE METHOD FOR THE MEASUREMENT OF STRAINS IN SOLID PROPELLANTS

W. D. Hart In APL Bull. of the 3rd Meeting. Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I Oct. 1964 p 545–560 refs (See N65-13577 04-34)

#### (Contract NAS7-241)

Procedures are described which demonstrate the use of Moiré fringes for assessment of various experimental methods of propellant physical testing to obtain parameters for the structural analysis of solid grains. A description of experimental work using the Moiré method for the measurement of local strains around circular holes in propellant slabs in biaxial stress fields is given. The experimental data show the excellent resolution which may be obtained in local areas of strain concentration in propellant materials. Work is described which demonstrates the application of the Moiré method to measure strains on curved surfaces. This technique entails the use of "paste-on" Moiré gages which can be prepared in the laboratory and subsequently applied to a curved or planar propellant surface. Author N65-13608 Jet Propulsion Lab., Calif. Inst. of Tech., Pasadena.

### A BIAXIAL TESTER

Anthony San Miguel *In* APL Bull. of the 3rd Meeting, Interagency Chem. Rocket Propulsion Group, Working Group on Mech. Behavior, Vol. I Oct. 1964 p 561–572 refs (See N65-13577 04-34)

(ARPA Order 107-62)

The construction of a versatile biaxial sheet tester is described that is capable of changing or maintaining a relatively uniform rectangular boundary geometry upon a sheet of solid propellant as a function of time. This instrument is analogous to two perpendicularly mounted uniaxial tension machines. Two load cells monitor the instantaneous loading conditions, transmitted to the sheet specimen by means of two independently controlled loading mechanisms. The instrument is designed to induce strains of up to 50% on a propellant sheet specimen 6 in.<sup>2</sup> and 1/10 in. thick. A whiffletree arrangement transmits the load from the specimen to the load cell. The whiffletree is provided with a cross-stretch-compensating mechanism to insure that the loading attachments ride freely when subjected to various biaxial loading schemes. A method is suggested to approximate the magnitudes of the biaxial stresses at the center of the propellant sheet. A biaxial relaxation test was performed on a solid propellant to illustrate the potential of the instrument. Author

N65-13619# Stanford Research Inst., Menlo Park, Calif. VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS Annual Technical Summary Report, Jul. 16, 1963–Sep. 15, 1964

Nicholas W. Tschoegl, James R. Smith, and Thor L. Smith 15 Oct. 1964 55 p. refs

(Contract NOw-64-00730-d; ARPA Order 22)

(Rept.-4; AD-452309)

Solid propellant investigations concerning dynamic shear properties, bulk compressibility, and tensile properties at constant strain rates are discussed. Important aspects of studies of dynamic shear properties include development of a differential Lissajous method for the precise determination of phase angle, and an evaluation of the dependence of the complex shear modulus of an SBR vulcanizate, and a polyurethane propellant on specimen thickness and laterally applied pressure. Methods for correcting data are presented along with some data obtained at various strain amplitudes on SBR specimens. A qualitative discussion is given of the dependence of specific volume on pressure, temperature, and time, and also of data obtained previously on two propellants. Static and dynamic compressibility apparatus are described. Tensile data obtained at various strain rates and temperatures on end-bonded specimens of a PBAN propellant are analyzed by methods applied previously to a polyurethane propellant. Included is an evaluation of the effective gage length of the end-bonded specimens. The gage length was found to vary randomly with test conditions, and thus is not a constant as commonly assumed. Author

**N65-14027#** Air Force Systems Command, Wright-Patterson AFB, Ohio. Foreign Technology Div.

### SOLID ROCKET PROPELLANTS

Dorde Jaukovic 12 Oct. 1964 21 p Transl. into ENGLISH from Vojnothnicki Glasnik (Yugoslavia), no. 8, 1963 p 581– 590

(FTD-TT-64-744/1+2; AD-450972)

Discussed are (1) the advantages of solid fuel propellants in rockets for military purposes; (2) an evaluation of effectiveness of rocket engines; (3) the composition and manufacture of solid propellants; (4) physical and mechanical characteristics of solid propellants; and (5) the rate and mechanics of combustion. R.L.K.

### \*N65-14033# Stanford Research Inst., Menlo Park, Calif. SOLID PROPELLANT MECHANICAL PROPERTIES IN-VESTIGATIONS Final Report, 1 Oct. 1963-1 Oct. 1964 Norman Fishman and James A. Rinde 2 Dec. 1964 75 p refs (Contract AF 04(611)-9559) (Rept.-12; AD-608838)

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This research, relating mechanical behavior and failure mechanisms to processes of propellant microstructure, consisted primarily of determining lateral dimensions by measuring volume changes while carrying out tests under varying conditions of load, temperature, time, and humidity. One approach used to analyze the test data was to define the physical state of the deformed propellant by means of path-independent dilatational state equations which interrelate volume ratio, strain energy, and time. The equations of finite elastic theory were also applied to propellant behavior. Results suggested that a criterion for uniaxial failure in a propellant of high solids content is a minimum lateral area governed by maximum packing density. R.L.K.

N65-15463 National Aeronautics and Space Administration. Marshall Space Flight Center, Huntsville, Ala.

### ASPECTS TO CONTROL LIQUID PROPELLANT SLOSHING BASED UPON EXISTING THEORY

W. R. Eulitz In Army Res. Office Proc. of the 9th Conf. on the Design of Expt. in Army Res., Develop. and Testing Dec. 1964 p 256-285 refs (See N65-15451 06-19)

During the last decade, many attempts were made to ascribe the response of a liquid to exciting oscillations. Although principally a nonlinear problem, the theory was confined to the first-order terms only, due to mathematical difficulties. This linearized theory was discerned in satisfactory agreement with many experimental results, at least as far as the first liquid resonance is concerned, which likewise is the most adverse condition for the vehicle controls system. The interpretation of the existing theory leads to dimensionless parameters which, incorporated in a nomograph, provide quick orientation on liquid behavior under varying oscillatory conditions. Such data help to define critical vehicle flight periods and to predetermine proper design parameters. The survey of the parameters of oscillatory liquid motion suggests possible means of suppressing liquid sloshing. The pros and cons of several methods are discussed, and furthermore, the prospects for proper measurements of liquid Author surface motion are indicated.

N65-15838# Hughes Aircraft Co., Culver City, Calif. LIQUID ROCKET PROPELLANTS IN ZERO GRAVITY Selected Bibliography, Jan. 1962-Sep. 1964 Janice L. Hanks, comp. Oct. 1964 6 p refs (LS-BIB-64-2)

N65-16058# Thiokol Chemical Corp., Denville, N.J. Reaction Motors Div.

### HYPERGOLIC IGNITION AT REDUCED PRESSURES Five-Month Progress Report, 1 May-30 Sep. 1964

A. Corbett, T. Seamans, B. Dawson, and C. Cheetham Edwards AFB, Calif., AF Rocket Propulsion Lab., Dec. 1964-80 p (Contract AF 04(611)-9946)

(AFRPL-TR-64-175; AD-610144)

Unconfined impingement tests are being conducted in a large vacuum chamber to define an ignition model for hypergolic propellants and to investigate concepts for reducing ignition delay and resultant pressure spikes. The test setup, experimental program schedule, and concepts for reducing ignition delay are discussed. Results are reported on ignition delay as a function of injection parameters, environmental conditions and concepts such as injector modifications and propellant additives for reducing delay for tests performed with N204 and IRFNA as oxidizers and hydrazine-type fuels. Author

### N65-16081\*# Marquardt Corp., Van Nuys, Calif. FEASIBILITY STUDY OF OXYGEN/HYDROGEN POWDERED METAL IGNITION First Quarterly Progress Report, 16 Sep.-15 Dec. 1964

J. L. Jones 21 Dec. 1964 30 p refs /ts Rept.-25151 (Contract NAS8-11250)

(NASA-CR-60478) OTS: HC \$2.00/MF \$0.50

Analytical studies included a review of the use of metallic catalýsts and pyrophoric metals to produce ignition of mixtures of hydrogen and oxygen; experimentally, it was found that the noble metal catalysts, such as platinum, reacted well for hypergolic ignition. Another method of ignition considered was based on catalysis of the ortho-para conversion of hydrogen at low temperature. Zinc oxide was found to provide strong adsorption of the hydrogen and very rapid parahydrogen conversion. In the phase of planning experimental programs, a liquid oxygen-hydrogen propellant system was designed for more quantitative tests. Preliminary H2-O2 ignition studies were begun, using a platinum catalyst in three different experimental setups that provided varying degrees of parameter control. There was no noticable qualitative deterioration of characteristics in 6 days of use. Further testing with Raney nickel powders and other pyrophoric metal powders showed them to be very pryophoric at room temperature and much more so in a vacuum pretreatment. Successful results were found by forming colloidal suspensions of the metal in suitable liquid carriers. Evaluations are being made of all experimental datal R.E.S.

#### N65-16158# IIT Research Inst., Chicago, III. LIQUID PROPELLANT VAPORIZATION AND DISINTEGRA-TION

Ronald Joseph Steinke (M.S. Thesis) Jun. 1964 37 p refs The results of the calculations revealed that the temperature change of the liquid jet, determined by the mass and heat transfer equations, is of the same order of magnitude as the temperature variation of the drop. The analysis predicted the experimental drop diameter measurements for the Freon-12 and air system within experimental data scatter. The calculated liquid Freon-12 velocities were approximately 8% higher than the experimental values. This discrepancy can be eliminated by using a smaller coefficient of drag in the analysis. The percentage of total heat transfer due to radiation for the drops was calculated to be less than 1% for an airstream and wall temperature of 544° R. However, this percentage increased to 4.7% for an airstream and wall temperature of 1,200° R. At higher temperatures, this percentage is expected to increase further. Also, the percentage of heat radiation was calculated to be at least five times higher for liquid jets than for drops. Author

### N65-17256\*# Harris Research Labs., Inc., Washington, D. C. STUDIES OF INTERFACIAL SURFACE ENERGIES Summary Report

George A. Lyerly and Henry Peper 31 Dec. 1964 30 p refs (Contract NAS3-5744)

(NASA-CR-54175) OTS: HC \$2.00/MF \$0.50

The contact angles of liquid propellants on prepared surfaces of tank materials were experimentally determined. The surface tensions and densities of the liquid propellants were determined to complement the contact angle measurements. Initial low contact angles in the range of 2° to 0° accompanied by spontaneous spreading were observed for drops of each liquid on each solid substrate. Aging experiments showed that most of the liquid-solid systems observed remained wet. The exceptions were the liquid-solid pairs of conductivity water on polished aluminum and stainless steel surfaces and of 90% hydrogen peroxide on polished aluminum surfaces. The Marangoni or "wineglass" effect was observed to occur in the spreading of uns-dimethylhydrazine (UDMH), Arizine-50, and dinitrogen tetroxide on each solid surface. This effect was observed also for 90% hydrogen peroxide on satinized stainless steel. Over the time period that the Marangoni effect was observed, the liquids wet the solid surfaces with a true zero contact angle. Author

N65-17530\*# Catholic Univ. of America, Washington, D. C. FINITE SLUMP STRAINS IN VERTICAL, INFINITELY LONG, HOLLOW, ELASTIC CYLINDER EXTERNALLY CASE-BONDED TO AN ELASTIC TANK Technical Report No <sup>¬</sup> Ramesh N. Vaishnav Dec. 1964 50 p refs (Grant NsG-125-61)

(NASA-CR-60845) OTS: HC \$2.00/MF \$0.50

The problem of finite slump strains in a vertical, infinite, hollow, elastic cylinder, case-bonded to an elastic case, is solved assuming the material of the cylinder to be incompressible, and further to possess a strain energy density function of the Mooney type. The problem reduces to that of solution of a transcendental equation in a geometrical parameter. Numerical results for a set of realistic data are obtained, and the effect of change in bore radius, case stiffness, the specific weight of the material, and the departure of the results from those of the linear theory are discussed in detail. Author

N65-17926# Lockheed Propulsion Co., Redlands, Calif. Structural Integrity Dept.

SOLID PROPELLANT STRUCTURAL INTEGRITY INVESTI-GATIONS: DYNAMIC RESPONSE AND FAILURE MECH-ANISMS Quarterly Progress Report No. 2, 16 Sep.-15 Dec. 1964

D. E. Cantey 15 Jan. 1965 80 p refs (Contract AF 04(611)-9953)

(LPC-667-Q-2; AFRPL-TR-65-20; AD-610615)

The results of an investigation of viscoelastic and failure properties of highly filled PBAA and PBAN propellants as a function of solids loading are reported. Failure surface study results are reported, and the results of a limited study of the relationship between crack propagation velocity and propellant physical characteristics are discussed. Propellant dynamic shear and bulk properties were investigated with small deformation piezoelectric devices. An experimental investigation of propellant thermomechanical response to sustained cyclic inertial loading was completed, and the results, in agreement investigations of transient thermoviscoelastic responses of propellants under constant cyclic strain amplitude and inertial loading. Author

N65-18413# Aerospace Corp., El Segundo, Calif. Aerodynamics and Propulsion Research Lab.

### GENERAL RESEARCH: THERMODYNAMIC PROPERTIES OF HYDRAZINE, UNSYMMETRICAL DIMETHYLHYDRA-ZINE, AND THEIR MIXTURES

E.T. Chang and N. A. Gokcen 8 Jan. 1964 31 p refs (ATN-64(9228)-2; AD-458288)

The vapor pressure of N<sub>2</sub>H<sub>4</sub> from 2.9° to 51°C, UDMH from  $-25^{\circ}$  to 35°C, and their mixtures at 0°, 9.9°, and 20°C have been measured. The vapor-liquid equilibrium compositions of the mixtures have been determined at 0°, 9.9°, and

20°C. Equations have been derived for the equilibrium vapor pressures of N<sub>2</sub>H<sub>4</sub> and UDMH as functions of temperature. For the vaporization process,  $\Delta F^{\circ}$  and  $\Delta H^{\circ}$  have been expressed as functions of temperature, and  $\Delta F^{\circ}$ ,  $\Delta H^{\circ}$  and  $\Delta S^{\circ}$  at 298.15°K have been presented. The results are compared in detail with other investigations. Preliminary results on the vapor-liquid equilibrium relationships and the activity coefficients of mixtures of N<sub>2</sub>H<sub>4</sub> and UDMH are presented in the form of pressure versus composition phase diagram with temperature as the parameter.

N65-19055# Rocket Propulsion Establishment, Westcott (England).

CORRECTIONS INVOLVED IN ASSESSING THE PER-FORMANCE OF LIQUID OR GASEOUS PROPELLANT ROCKET ENGINE THRUST CHAMBERS

C. Ramshaw Aug. 1964 20 p refs

(RPE-TM-326; AD-454601)

This memorandum outlines some of the more important corrections which should be applied when the performance of a liquid propellent rocket engine thrust chamber is studied. To determine truly significant performance efficiencies it is necessary to amend the theoretical performance data of a rocket engine to take account of the deviations from ideality of the engine. It is suggested that this be effected by evaluating a thermal advantage for the particular engine, as compared with the corresponding ideal engine and determining the appropriate correction factor, and by taking account of the coefficient of discharge, which if less than unity reduces the effective value of the characteristic velocity. Fundamental combustion loss has little effect on the vacuum exhaust velocity at high pressure ratios, and none if the nozzle terminates at the throat, and the flow remains choked. Author

N65-19369# American Cyanamid Co., Stamford, Conn. Central Research Div.

SOLID ROCKET PROPELLANT RESEARCH AND DEVELOP-MENT. VOLUME 2: COMPUTATION OF THE EQUILIBRIUM COMPOSITION OF MULTICOMPONENT CHEMICAL SYS-TEMS Annual Report, 1964

Robert L. Potter 1 Feb. 1965 167 p refs (Contract NOrd-18728; ARPA Order 22) (AD-458524)

The multicomponent chemical equilibrium problem is discussed generally and a formulation suitable for use with digital computers is given. Some degree of detail is included in order to indicate various pitfalls that may occur and how they may be overcome. A geometric picture is supplied for a few simple cases, in order to aid in visualizing the iteration processes. The goal of this formulation is to provide a systematic method of solving the multicomponent chemical equilibrium problem with the least amount of knowledge concerning the chemistry of the system that is possible. It is stated that it appears that the objective of requiring estimates of no variables except perhaps the temperature was fairly met. D.E.W.

N65-19576# Stanford Research Inst., Menio Park, Calif. RESEARCH ON UNSTABLE COMBUSTION IN SOLID PROPELLANT ROCKETS Annual Report, Jan. 1–Dec. 31, 1964

L. A. Dickinson, E. L. Capener, and R. J. Kier 13 Jan. 1965 67 p. refs

(Contract AF 49(638)-1367; ARPA Order 317) (AD-612178)

Initiation of axial combusion instability in an experimental combustor, 40 inches long by 50 inches i.d., containing a radial burning grain, was studied utilizing a wide variety of composite propellants. Where instability occurred, a correlation was found between the threshold pressure at which instability was first observed and propellant ballistic parameters. notably the linear burning rate. Fast burning propellants, containing either a catalyst or potassium perchlorate, did not sustain axial mode combustion instability. Transverse instability was observed for most nonaluminized propellants in pressure regimes where they were stable to axial combustion instability. An explanation of combustion stability criteria has been sought in terms of either mixing processes within a granular diffusion flame or a thermal explosion process. The granular diffusion flame concept appears thus far to be the more promising explanation; it predicts the stability trends observed in large solid-propellant rocket motors. Author

**N65-19703\***# National Aeronautics and Space Administration, Washington, D. C.

### HIGH ENERGY PROPELLANTS—A CONTINUING BIBLI-Ography

Mar. 1965 104 p

(NASA-SP-7002(01)) CFSTI: HC \$1.75/MF \$0.75

A selection of annotated references to unclassified reports and journal articles is presented. Prime emphasis is given to references on solid, liquid, and hybrid propellants and oxidizers. Also, extensive coverage of related topics, such as propellant handling and storage, combustion characteristics, toxicity, hazards, and safety measures, is provided. R.W.H.

N65-19787# Rohm and Haas Co., Huntsville, Ala. Redstone Arsenal Research Div.

APPLICATIONS OF MICROWAVES IN THE NONDESTRUC-TIVE TESTING OF SOLID PROPELLANTS W. W. Brandon, Jr. 2 Nov. 1964 61 p refs (Contract DA-01-021-ORD-12341(Z))

(S-53; AD-609982)

The feasibility of using microwaves to test various properties of solid propellants was examined experimentally. Power employed was less than 0.1 W at frequencies between 8 and 24 Gc. Results with dummy propellant formulations were evaluated in terms of signal attenuation. Attenuation in a polymer-filled waveguide decreased during polymerization by a factor of from 2 to 10 depending upon the material tested. Changes as small as 0.1 decibel per centimeter of test sample thickness were detectable. Propellant-propellant interfaces between slabs were found to produce detectable attenuation by reflection only at high angles of incidence with the electric field of the test signal perpendicular to the plane of incidence. Gross defects were clearly evident in a small dummy propellant charge having low specific attenuation and contained in a nonmetallic case. Author

**N65-19919\***# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

### EXPERIMENTALLY DETERMINED PENDULUM ANALOGY OF LIQUID SLOSHING IN SPHERICAL AND OBLATE-SPHEROIDAL TANKS

Irving E. Sumner Washington, NASA, Apr. 1965 26 p refs (NASA-TN-D-2737) CFSTI: HC \$1.00/MF \$0.50

An experimental investigation was conducted to determine the general liquid-sloshing characteristics (fundamental frequencies, horizontal or side slosh forces, and damping ratios) as well as quantities for a pendulum analogy that would effectively represent the fundamental mode of liquid sloshing in unbaffled oblate-spheroidal and spherical tanks over a range of liquid depths. Tanks having a diameter of 32.0 inches were used. Vertical and horizontal slosh forces were measured to determine several of the pendulum-analogy parameters. These parameters included the pendulum mass, the length of the pendulum arm, the hinge-point location of the pendulum arm, the maximum angles through which the pendulum can oscillate, and the fixed mass. The experimental results are presented in terms of dimensionless parameters that are independent of tank size, imposed longitudinal acceleration, and density and viscosity of the contained liquid. Author

N65-20065# Bolt, Beranek, and Newman, Inc., Cambridge, Mass.

### THE ACOUSTICS OF SOLID PROPELLANT COMBUSTION INSTABILITY

31 Aug. 1964 7 p refs (Contract DA-19-020-AMC-5755-R) (QTPR-7; AD-459425)

A simple technique has been developed for estimating the limiting amplitude of oscillation. This is based on the fact that in the Fourier series representation of a function with a discontinuity, the amplitude of the n<sup>th</sup> harmonic decreases as 1/n relative to the fundamental. Applying this technique to T-burner experiments in solid propellant combustion requires specifying the real and imaginary parts of the acoustic admittance of the propellant for the first three modes. By making crude guesses about these admittances based on data for the first two modes, values of limiting pressure have been calculated which differ from actual values by factors of from 1 to about 1/30. A crude analysis of possible transition in an acoustic boundary layer is presented, to analyze the possible effect on increased boundary layer and erosion losses in T-burners. FPV

N65-20109\*# National Aeronautics and Space Administration, John F. Kennedy Space Center

### SOLID PROPELLANTS SAFETY HANDBOOK 1 Feb. 1965 63 p refs

(NASA-TM-X-56192; SP-4-45-S) CSFTI: HC \$3.00/MF \$0.75

The purposes of the handbook are to familiarize personnel engaged in solid propellant operations with the hazards associated with solid propellant handling, storage, transportation, etc.; to help personnel select the most appropriate action; and to recommend procedures to minimize the hazards of solid propellant operations. The safety organization of the Kennedy Space Center is described. Solid propellants, associated hazards, safety precautions, safety procedures, safety limits, and safety material are discussed. E.E.B.

N65-20355 Purdue Univ., Lafayette, Ind. Jet Propulsion Center

### STUDY OF COMBUSTION PRESSURE OSCILLATIONS IN BIPHASE PROPELLANT SYSTEMS

D.W. Netzer In its 1964 Rev. of Res. [1964] p 63-69 (See N65-20351 10-33)

(Grant AF-AFOSR-753-65)

Studies to determine rocket motor operating conditions which, when exceeded, result in the initiation of combustion pressure oscillations are reported. The problem was reduced to varying the injector pattern in an essentially fixed combustion chamber geometry, using a liquid fuel (gasoline)gaseous oxidizer (air) system. The location of the combustion zone was found to move closer to the injector face with increasing chamber pressure, decreasing air injection velocity, or mixture ratios closest to the stoichiometric mixture ratio. A method for measuring combustion temperature profiles using a watercooled temperature probe was developed as a result of these investigations. In this method, the gas temperature is calculated from the change in temperature of the cooling water circulated through the probe. Preparations for experiments employing contraction ratios and injector patterns similar to those now used in industry are also described. M.P.G.

N65-20359 Purdue Univ., Lafayette, Ind. Jet Propulsion Center

### HYBRID COMBUSTION

B. A. Reese *In its* 1964 Rev. of Res. [1964] p 121-139 refs (See N65-20351 10-33)

(Contracts N123(60530)29155A; N123(60530)34745A)

The effects of combustion products on the burning rate of solid fuels were investigated, using Plexiglas and hydrazine gel as the fuels and oxygen diluted with carbon dioxide, nitrogen, or helium as a premixed oxidizer in both impinging jet and parallel flow combustion systems. The experimental results were compared to those predicted by a model for the combustion of hybrid fuels adapted from theoretical studies of ablation with combustion. A satisfactory correlation was found only when absorption of heat by the diluent gas was considered in the heat required for vaporization of the fuel. Experimental results for laminar flow show that the burning rate of the solid fuel is reduced as the amount of diluent in the oxidizer is increased and as the specific heat of the diluent is increased. In turbulent flow or in chemically controlled reactions, the burning rate is also reduced with addition of diluent, but the effect of the specific heat of the diluent is not a linear function. The effect of adding a diluent is nearly independent of type of flow and of the fuel. Burning rate data are influenced considerably by the type of experimental system used to obtain the data. MPG

N65-20360 Purdue Univ., Lafayette, Ind. Jet Propulsion Center

### CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES UNDER SIMULATED MOTOR CONDI-TIONS

R. J. Burick *Inits* 1964 Rev. of Res. [1964] p 141-153 refs (See N65-20351 10-33)

(Grant AF-AF0SR-207-64)

An experimental system for the direct and continuous measurement of solid propellant burning rates is described. The system involves a servomechanism for accurately positioning the burning surface of a propellant sample which is located within a test rocket motor. Since the burning surface is maintained at a fixed position with respect to the test rocket motor, the direct measurement of the velocity of the propellant feed mechanism yields the burning rate of the propellant. At present, the fabrication of the servomechanism has been completed, burning rate data for nonerosive conditions have been obtained, and the erosive burning rate apparatus is being designed.

N65-20361 Purdue Univ., Lafayette, Ind. Jet Propulsion Center

FEASIBILITY STUDY OF A MICROWAVE METHOD AND AN ULTRASONIC METHOD FOR CONTINUOUS MEASURE-MENT OF THE BURNING RATE OF SOLID ROCKET PRO-PELLANTS

P. Y. Ho *In its* 1964 Rev. of Res. [1964] p 155-161 (See N65-20351 10-33) (Grant AF-AFOSR-207-64)

Two methods of obtaining continuous measurement of solid propellant burning rates are under consideration. The operating principle of the microwave record is to pass a beam of microwaves (30000 to 300000 Mc/sec) through a dielectric material window in the motor and to measure the change of effective intensity of the received beam as a function of the position of the movable propellant sample within the test rocket motor. As the burning propellant surface recedes, the intensity of the received beam increases, providing a feedback signal to a servomechanism. The operating principle of the ultrasonic pulse-echo technique involves display by an oscilloscope of the input pulse, the echo pulse, and the time lapse between the two pulses. The thickness of the propellant is then calculated from the propagation velocity of the ultrasonic wave. The technique also provides feedback for a positioning servomechanism. Advantages and disadvantages of each method are listed, and a comparison of the two methods shows the ultrasonic pulse-echo method to be superior to the microwave method M.P.G.

N65-20364 Purdue Univ., Lafayette, Ind. Jet Propulsion Center

### A DETERMINATION OF THE EFFECTS OF ROTATION ON SPIN STABILIZED ROCKET MOTORS

B. W. Farquhar *In its* 1964 Rev. of Res. [1964] p 201–211 refs (See N65-20351 10-33)

(Contract DA-01-021-AMC-428(Z))

A spin test rig has been designed to study the effect of high angular velocities on the combustion process of solid propellants, the change in shape of the burning surface of solid propellant rockets because of large radial accelerations, and the influence of rotation of the rocket motor on the internal flow of gases. The rig design chosen allows the rocket motor to be mounted horizontally between bearings. The rocket casing will be mounted on bearings at the nozzle and at a shaft extending from the rear of the casing. The cold flow rocket motor will be 24 in. long with a 6 in. inner diameter which, at 30000 rpm, will yield an acceleration of 70000 g's at the interior wall. An air feed assembly will complete the rotating assembly. Inserts to simulate various grain configurations will be fabricated so that the "burning surface" location may be varied within the cylinder, and nozzle diameters of 1.2, 2.0, and 2.4 in, will be used in cold flow studies of vortex formations and back flow occurrence. Associated instrumentation is also described. M.P.G.

### N65-20569# Dynamic Science Corp., South Pasadena, Calif. STUDY OF FORCES ON PROPELLANTS DUE TO HEAT TRANSFER INFLUENCING PROPELLANT TEMPERATURE IN A RECOVERY TYPE VEHICLE Final Report

15 Jan. 1965 128 p refs Prepared for Lockheed Missiles and Space Co., Sunnyvale, Calif.

(R-6)

The heat-transfer problem in a partially filled propellant tank system of an Agena space vehicle was formulated in a lumped capacity form which can be solved in principle by using an analog computer. The heat-transfer mechanisms considered contain internal radiation, phase change due to evaporation and condensation, conduction, free convection and convection in liquid layers due to differential surface tension. Transport properties for gaseous UDMH, IRFNA and mixtures of helium with each gas were obtained by computation and experiment. Mass diffusivities for two and three component mixtures were computed by the methods of Bird, Stewart and Lightfoot. Viscosities and heat capacities for gaseous UDMH and nitric acid were rigorously computed; thermal conductivities of single gases were then calculated from the Eucken equation. Thermal conductivities of gas mixtures were calculated from the Mason-Saxena equations. Author

N65-20716# Illinois Univ., Urbana. Aeronautical and Astronautical Engineering Dept.

A SUMMARY OF LINEAR VISCOELASTIC STRESS ANAL-YSIS

Harry H. Hilton Mar. 1965 56 p refs

(AAE-65-2)

Present developments in linear viscoelastic stress analysis with emphasis on solid propellant grain analysis are summarized. Papers, books, and articles pertaining to the stressstrain relations and stress and strain analysis in linear viscoelastic bodies are reviewed. The use of perturbation techniques reduces the solution of actual nonlinear viscoelastic problems to a series of linear viscoelastic formulations with equivalent known body forces. The different linear viscoelastic properties depending on actual stress and strain levels in the various regions of the grain can be used to approximate the actual behavior of solid propellants. The linear viscoelastic analysis proved inadequate to predict finite critical times in problems involving instability. A number of fundamental problem areas of linear guasi-static and dynamic thermoviscoelasticity with time and space dependent material properties remain unsolved. GG

**N65-20993\*#** National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

### EFFECT OF OXIDIZER PARTICLE SIZE ON SOLID-PRO-PELLANT COMBUSTION STABILITY

Gerald Morrell and Murray L. Pinns Washington, NASA, Apr. 1965 15 p. refs

(NASA-TN-D-2736) CFSTI: HC \$1.00/MF \$0.50

Amplitudes of the longitudinal mode of oscillation were measured in side-vented cylindrical combustors loaded with a composite solid propellant. The binder consisted of a butadiene-carboxylic acid copolymer cross-linked with an epoxy resin, and the oxidizer was ammonium perchlorate. Mean oxidizer particle size was varied by changing the proportions of unground and ground perchlorate while keeping the total quantity constant at 81% by weight. The experimental results indicate a sharp rise in oscillation amplitude at a well-defined mean oxidizer particle size: 40% to 25% ground perchlorate in a 12-inch long combustor. A similarity parameter calculated on the basis that burning velocity is determined by the rate of turbulent mixing is shown to be in reasonable agreement with the observed behavior. A few experiments conducted with aluminized propellant indicate that the suppression effect associated with the aluminum addition is probably due to energy absorption at or near the surface. Author

### N65-21217 Library of Congress, Washington, D. C. Aerospace Technology Div.

THE EFFECT OF SOUND ON COMBUSTION PROCESSES P. Greguss *In Its* Combust. Technol. of Vostok-Type Eng., Comprehensive Rept. 10 Mar. 1965 p 132–141 refs Transl. into ENGLISH from Akust. Zh. (USSR), v. 8, no. 4, Oct.-Dec. 1962 p 420–425 (See N65-21213 11–33) CFSTI: HC \$4.00/ MF \$1.00

The effects of acoustics on combustion processes are discussed, and the acoustic torch nozzle (ATN) which produces sound energy by utilizing the cyclone principle is described. Experiments conducted showed that when the ATN was used, the acoustic energy increased the heat output so much that a smelting temperature was reached in 40 or 50 minutes instead of 1 hour. In addition, fuel consumption was 10% less. Further, metallurgists found that castings obtained by this method had an appreciably better structure and were more suitable for heat treatment. These results probably are derived from the following: (1) The degree of atomization was increased by the influence of the acoustic energy. (2) Stability of the combustion front boundary increased the completeness of combustion. (3) Since the energy was introduced in the flame itself favorable chemicoacoustic phenomena developed. (4) The probability between fuel droplets and oxidizing molecules is increased. (5) A more uniform diffusion coefficient results from more uniform temperature distribution. E.E.B.

N65-21274# Bureau of Mines, Pittsburgh, Pa. Explosives Research Center

### SENSITIVITY OF PROPELLANT SYSTEMS Quarterly Report, Oct. 1-Dec. 31, 1964

F. C. Gibson, R., W. Watson, J. E. Hay, C. R. Summers, J. Ribovich et al. 2 Mar. 1965-30 p. refs

(BuWeps Order 19-65-8023-Weps)

(QR-1; AD-459475)

Techniques for the quantitative study of reaction pressures and rates of propagation were applied to neat and desensitized explosive systems, to determine the effect of scale charge size on the thresholds between high-velocity detonation (HVD), low-velocity detonations (LVD) and noninitiations (NI). A factorial experiment to determine the combined effect of oxygen balance, viscosity, and temperature on the sensitivity of a liquid explosive was made. To substantiate a proposed mechanism for propagation of LVD's, wall wave positions were localized with respect to the chemical reaction zone. A normalized Hugoniot relationship for several liquids was calculated and an approximate Hugoniot for nitroglycerin-ethylene glycol dinitrate (NG-EGDn) was determined based on an experimentally determined sonic velocity and density. L.S.

N65-21894# Stanford Research Inst., Menlo Park, Calif. Industrial Research Div.

VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS Quarterly Technical Summary Report No. 1, Sep. 16-Dec. 15, 1964

Nicholas W. Tschoegl, James R. Smith, and Thor L. Smith [1964] 23 p ref

(Contract NOw-65-0061-d; ARPA Order 22)

(Rept.-13; AD-461073)

Studies of the dynamic shear modulus and bulk compressibility are discussed. The storage shear modulus for a polyurethane propellant was found to increase linearly with lateral compression up to a compressive strain of 10% to 15%. In contrast, the storage modulus of an unfilled styrene-butadiene rubber decreased linearly with the lateral compression. The modulus also depended on specimen geometry, increasing linearly with the shape factor, i.e., the ratio of the (uncompressed) specimen thickness to the cross-sectional area. Within experimental error, the loss modulus did not depend on specimen geometry. Some information was obtained on the heat buildup in propellant specimens during oscillatory testing. A qualitative discussion is given of work done to calibrate the dynamic and static bulk compressibility apparatus.

N65-22360\*# General Dynamics/Astronautics, San Diego, Calif.

LIQUID PROPELLANT SLOSHING IN MOBILE TANKS OF ARBITRARY SHAPE

D. 0. Lomen Washington, NASA, Apr. 1965 70 p refs (Contract NAS8-11193) (NASA-CR-222) CFSTI: HC \$3.00/MF \$0.75

### N65-22639

The irrotational motion of an incompressible, inviscid liquid contained in mobile tanks of arbitrary shape is considered. Hydrodynamic equations are derived for six degrees of freedom. All quantities are written in terms of a coordinate system which moves with the tank. The pressure, forces, moments, and surface wave height are all obtained in terms of nondimensional parameters. For tanks with an axis of symmetry and three degrees of freedom, these equations are matched with corresponding equations of motion of two mechanical systems: spring-mass and pendulum. Author

### N65-22639# IIT Research Inst., Chicago, III.

A STUDY OF THE FUNDAMENTALS OF LIQUID PROPEL-LANT SENSITIVITY Fifth Technical Progress Report, Dec. 1, 1964–Feb. 28, 1965

Ted Erikson Mar. 1965 21 p

(Contract AF 04(611)-9566)

(IITRI-C6024-20; AD-461285)

Explosive sensitivity testing of N-F compounds is continuing. Compound R samples of less than 0.1 g were condensed as gaseous agglomerates on the metal sample cavity, which is held at  $-180^{\circ}$  C. As the incident nitrogen shock wave increases from Mach 2.4 to 3.0, the time delay to ignition from the moment of shock reflection decreases from about 800 to 20 µsec. This measurement is very sensitive at the weaker shocks. Thin films or condensed gaseous agglomerates are one requisite for reproducible results, suggesting that a critical surface-to-volume sample geometry is involved in the ignition by this technique. Author

N65-22828# Auburn Univ., Ala. Dept. of Mechanical Engineering

THERMAL DIFFUSIVITY OF SOLID PROPELLANTS---DEVELOPMENT OF APPARATUS AND INITIAL TEST RESULTS Progress Report, Nov. 1963–Feb. 1964 G. E. Tanger and G. H. Nix Mar. 1964 40 p refs (Contract DA-01-009-ORD-1023)

(PR-8; AD-457934)

Results of recent tests on the thermal conductivity of Pershing propellant are included. A transient heat-transfer system was constructed and tested in an attempt to determine the thermal diffusivity of solid propellant. Details on the construction and calibration of the apparatus are given. Also, thermal conductivity was determined for an inert propellant sample' by the line-source and steady-state methods used previously. The density of the specimen was measured and the specific heat was calculated to provide a complete thermal analysis. Derivation of a series solution for the problem of transient heat flow in a semi-infinite solid is given in the appendix. The equations are programed so as to obtain a trialand-error solution for the thermal diffusivity. Author

N65-23667\*# National Aeronautics and Space Administration. Marshall Space Flight Center, Huntsville, Ala.

PRELIMINARY INVESTIGATION OF BLAST HAZARDS OF RP-1/LOX AND LH<sub>2</sub>/LOX PROPELLANT COMBINATIONS John B. Gayle, Charles H. Blakewood, James W. Bransford, William H. Swindell, and Richard W. High 9 Apr. 1965 35 p refs

(NASA-TM-X-53240) CFSTI: HC \$2.00/MF \$0.50

This report discusses the current status of information regarding the blast hazards of liquid propellants, and presents results obtained from one part of a comprehensive analytical and experimental investigation of this problem. The data generally were consistent with siting criteria now used for RP-1/LOX. However, explosive yields determined for  $LH_2/\ell$ LOX were markedly lower, and this suggests that current siting criteria for this propellant combination may be overly conservative. Author

**N65-23790\*** National Aeronautics and Space Administration. Marshall Space Flight Center, Huntsville, Ala.

A PROPELLANT SLOSH MEASURING SYSTEM FOR SPACE VEHICLES

B. G. Bynum and John F. Hamlet *In its* Astrionics Res. and Develop. 1 Mar. 1965 p 72-77 (See N65-23781 13-34) CFSTI: HC \$4.00/MF \$0.75

The theory and configuration of a capacitance system are described that may be used to measure the first mode of propellant slosh. Two pairs of parallel flat-plate capacitance probes extending the length of the propellant tank are connected into two bridge circuits. Difference in liquid height on diametrically opposed probes causes a difference in capacitance between the two probes. This difference unbalances the bridge circuit and causes a voltage output from the electronics package proportional to the height of slosh. The electronic theory of the system is presented with an explanation of the circuit design and operation. The design of the probes is described, and supporting theory is presented. Circuit diagrams and illustrations of the electronics network, probe construction, and vehicle installation are included. Tests proved that the Author system measured slosh accurately within 1.5 cm.

N65-23815\*# General Dynamics/Astronautics, San Diego, Calif.

DIGITAL ANALYSIS OF LIQUID PROPELLANT SLOSH-ING IN MOBILE TANKS WITH ROTATIONAL SYMMETRY D. O. Lomen Washington, NASA, May 1965 38 p refs (Contract NAS8-11193)

(NASA-CR-230) CFSTI: HC \$2.00/MF \$0.50

The hydrodynamic forces and moments derived for tanks possessing a longitudinal axis of symmetry are given in terms of coefficients which depend only on the tank geometry. This report explains the steps used to obtain these coefficients, given the tank geometry, and the procedures used in the program checkout. A description of the routines used in the program is included, as well as instructions for use of the program. The output of the digital program gives the spring-mass parameters associated with the system. Author

### N65-24738# Atlantic Research Corp., Alexandria, Va. DYNAMIC MECHANICAL PROPERTIES OF SOLID PRO-PELLANTS Final Summary Report, 23 Jun. 1961–31 Jul. 1963

15 Jan. 1964 43 p refs

(Contract NOw-61-1054-c; ARPA Order 22-61) (AD-458444)

The objective was to define the dynamic shear properties of selected propellants between 25 and 2000 cps at  $-50^{\circ}$  to 75° C and to 1000 psig. Measurements are conducted with an apparatus which applies a sinusoidal shear stress and strain to a propellant sample. Continuous smooth curves depicting compliance of propellants having a hydrocarbon binder and polyurethane binder as a function of frequency and temperature were constructed. Cure time of the hydrocarbon-type propellant was found to influence compliance measurements. Propellant cured under representative conditions of actual grains continued to change with time, particularly as the temperature was raised through a sequence of measurements, but propellant cured for longer lengths of time was stabilized. Small changes in moisture content were shown to effect compliance. Increasing static compressive strain normal to the shear plane appeared to decrease compliance markedly. Attempts to apply the method of reduced variables to these data was unsuccessful. Author

### N65-24750# Rocketdyne, Canoga Park, Calif. Research Dept. A STUDY FOR DESIGN OF A FLOWMETER CALIBRATION SYSTEM CAPABLE OF THIXOTROPIC AND NEWTONIAN FLUID USE Final Report

T. B. Thomson, Jr. Edwards AFB, Calif., AF Rocket Propulsion Labs., Jan. 1965–65 p. refs

(Contract AF 04(611)-9702)

(R-5938; AFRPL-TR-64-166; AD-461173)

Design criteria for a flowmeter calibration system capable of using thixotropic and liquid propellants are reviewed in light of their chemical and physical properties. System design is described in terms of operation, accuracy, and safety precautions. Error analysis for the detector and sheer-stress characteristics of various types of liquids are presented. Author

### N65-24928# Los Alamos Scientific Lab., N. Mex. ROCKET PROPULSION

Ralph S. Cooper *In* Smithsonian Inst. Ann. Rept. of the Smithsonian Inst., 1962 [1962] p 299–313 (See N65-24925 14-34) GPO: \$4.75

Propulsion is discussed as the crucial problem of space exploration. Velocity requirements for lunar, planetary, and interplanetary missions and the associated weight considerations are presented, and rocket principles are reviewed. Chemical propulsion systems, including liquid and solid propellants and methods proposed for improving their performance, are discussed. Nuclear and other advanced propulsion systems are considered, and comparisons are made of performance of the various propulsion systems for different missions. A brief discussion of auxiliary power systems is included. M.P.G.

### **N65-25307#** France. Office National d'Etudes et de Recherches Aerospatiales, Chatillon-sous-Bagneux.

### COMBUSTION OF AMMONIUM PERCHLORATE SPHERES IN A FLOWING GASEOUS FUEL

Marcel Barrère and Lionel Nadaud 1964 50 p refs Presented at the 10th Intern. Symp. on Combust., Cambridge, 17-21 Aug. 1964

### (ONERA-TP-113(1964))

The combustion of ammonium perchlorate spheres in flowing gaseous fuel is studied in conditions similar to those found in burning solid propellant in rocket motors. The theoretical aspect of the study is based on the following model: a decomposition flame near the surface and a diffusion flame surrounding the decomposition flame are admitted. Results show that the diffusion flame alone controls the sphere combustion rate. An experimental study is made of the combustion rate of compressed ammonium perchlorate spheres. The studied parameters are the gas nature, the velocity of the gaseous fuel, and pressure. It is found that the rates are determined by the equation  $d^2 = d_0^2 - Kt$  for propane and ammonia, and by  $d^3 = d_0^3 - Kt$  for hydrogen, either pure or diluted into nitrogen.

N65-25439# Radiation Applications, Inc., Long Island City, N.Y. RADIATION-INDUCED SOLID PROPELLANT DECOM-

POSITION 28 May 1964 7 p (Contract AF 49(638)-1125) (AD-461462)

Continued research in radiation induced solid propellant decomposition, which focuses on solid ammonium perchlorate radiolysis and the ballistics properties of operational propellants, is reported. Discussed is the use of a laboratory burner that permits studies of both and solid oxidizer component burning with a carefully controlled gaseous fuel environment and the solid fuel component burning with a carefully controlled gaseous oxidizer environment. Preliminary results of deflagration studies of ammonium perchlorate, polystyrene, and polymethyl methacrylate are reported. Also cited are continued studies on the role of impurities on the apparent sensitivity of irradiation-induced acceleration of the ammonium perchlorate deflagration rate on the source of supply; the possibility of duration between fabrication and radiation exposure of the burners and their ultimate deflagration as a modifier of the irradiation-induced acceleration of the deflagration rate; and the effects of irradiation-induced deflagration rate modification in all solids systems, as opposed to the solid gas system of the burners. S.C.W.

N65-25455# Library of Congress, Washington, D. C. Aerospace Technology Div.

INVESTIGATION OF THE SURFACE STRUCTURE OF BURN-ING MODEL MIXTURES OF SOLID FUELS, [ISSLEDOVA-NIYE STRUKTURY POVERKHNOSTI GORENIYA MODEL' NYKH SMESEVYKH TVERDYKH TOPLIV]

P. F. Pokhil and L. D. Romodanova 17 May 1965 10 p refs Transl. into ENGLISH from Zh. Fiz. Khim. (Moscow), v. 39, no. 2, 1965 p 294–299

(ATD-T-65-28; AD-463137) CFSTI: HC \$1.00/MF \$0.50

To understand the burning mechanism of composite solid propellants, the structure formed during the burning of stoichiometric model mixtures was investigated. The following oxidants were used in the mixtures: ammonium perchlorate, which does not melt, but is self-inflammable at 360° to 380° C; potassium perchlorate, which melts with decomposition at 610° C; and sodium perchlorate, which melts at 482° C and decomposes at 505° C. The following fuels having different physiochemical properties were selected for the investigation: graphite, which does not melt and does not decompose; tungsten, which melts at about 3200°C; naphthalene, which melts and sublimes at 80° C; starch, which melts and decomposes at 260° C; succinic acid, which melts at 185° and decomposes at 235° C; and malonic acid, which melts at 135.6° C. Among the conclusions drawn from this investigation was that in the pressure region of less than 30-atm absolute, oxidant crystals appear on the surface of burning mixtures containing the nonmelting oxidant ammonium perchlorate and of fuels melting or decomposing at temperatures close to the oxidant decomposi-E.E.B. tion temperature.

N65-25747# Radiation Applications, Inc., Long Island City, N. Y.

### RADIATION-INDUCED SOLID PROPELLANT DECOMPO-SITION Final Technical Report

15 Jan. 1965 28 p refs

(Contract AF 49(638)-1125)

(RAI-347; AFOSR-65-0429; AD-612536)

Radiation effects were studied on the deflagration rates of propellant binder and oxidizer apart from each other and independent of additives or other substances, and the chemical products of ammonium perchlorate radiolysis. Irradiated ammonium perchlorate was analyzed for its chlorate, chlorine dioxide, chlorite, hypochlorite, chlorine, chloride, and total nitrite and nitrate content. The radiolytic yields are tabulated. The products of metal and ammonium perchlorate radiolysis were compared. Chlorate is a major product for both but ammonium chlorate also has major yields of chloride and chlorine. Using a porous-plug burner technique, irradiated and nonirradiated solid ammonium perchlorate oxidizer and solid polystyrene fuel specimens were burnt in unirradiated gaseous methane fuel and gaseous oxygen oxidizer environments and their burning rates measured as a function of dose level. Irradiation resulted in an acceleration of the ammonium perchlorate burning rate and was greater at higher methane flow rates. Radiation decreased the burning rate of polystyrene with the effect greater at the lower oxygen flow rate. Irradiation increased the burning rate of solid mixtures of polystyrene and ammonium perchlorate but to a lesser degree than with ammonium perchlorate alone. R.N.A.

N65-26246# Bureau of Mines, Pittsburgh, Pa. Explosives Research Center

### SENSITIVITY OF PROPELLANT SYSTEMS Quarterly Report, Jan. 1–Mar. 31, 1965

F. C. Gibson, R. W. Watson, J. E. Hay, C. R. Summers, J. Ribovich et al. 21 May 1965, 43  $\rm p$ 

(BuWeps Order 19-65-8023-Weps)

(AD-464200)

The effects of scaling on the high-velocity-low-velocity and low-velocity-non-initiation thresholds were completed for nitroglycerin-ethylene glycol dinitrate-triacetin (NG-EGDN-TA) systems. As anticipated, there was a well-defined relationship between scale size and sensitivity. Also, acetone as a desensitizer of NG-EGDN was compared with triacetin and found to be somewhat more effective in suppressing the lowvelocity detonation, although the high-velocity detonation threshold characteristics were essentially unchanged. A further examination was made of the role of occluded gas, on the development of the cavitated region ahead of the lowvelocity detonation reaction zone by comparing the behavior of vacuum degassed NG-EGDN with the material as-received. Although there were observed differences in the cavity sizes and the propagation rates, the response to a given stimulus was essentially the same. E.E.B.

### N65-26321# Rocketdyne, Canoga Park, Calif. BASIC PHYSICAL PROCESSES OF SOLID PROPELLANT COMBUSTION: RESUME OF FIRST YEAR'S ACTIVITIES L. W. Carlson 19 Mar. 1964 44 p (Contract AF 49(638)-1208) (HTUM-64-14; AD-461596)

Basic physical processes of solid propellant combustion were studied in an experimental and analytical program. Emphasis was placed on factors influencing unstable combustion; in particular propellant surface response to non-linear (shock) pressure disturbances, for aluminized and non-aluminized propellants. The past year's effort was limited to studying the effects that transient pressure disturbances have on the phenomena

which occur at burning solid propellant surfaces, and developing techniques for making these studies; a model combustion chamber and shock tube assembly was used in the experimental portion of the program. Electronic Data Processing Machine (EDPM) programs were used to analyze the experimental data generated. The four experimental phases were divided into two study categories: in two of the phases grazing incidence waves were studied; two phases examined normal incidence waves. One of the grazing wave studies carried out in the model combustion chamber called the Pancake Motor; the other three were done in a shock tube, which is modified with internal apparatus for each individual experiment. Author

### N65-26368# Atlantic Research Corp., Alexandria, Va. DYNAMIC MECHANICAL PROPERTIES OF SOLID PRO-PELLANTS Quarterly Technical Summary Report, 1 Jun.– 31 Aug. 1964

C. N. Robinson Oct. 1964 33 p refs

(Contract NOw-64-0189-c; ARPA Order 22-61)

(QTSR-3; AD-461609)

The dynamic shear properties of selected solid propellants and the effects of certain variables on these properties are being investigated. Problems in the Fitzgerald apparatus temperature monitoring system were eliminated and earlier data corrected. Dynamic shear modulus measurements were made on a new batch of TPH-1001 polybutadiene acrylonitrile propellant. Comparisons of these data with results from an earlier batch show a significant difference between the mixes. Dynamic shear modulus data were obtained showing accelerated aging effects on the TPH-1001 propellant and moisture effects on the AEBA-10 polyurethane propellant. R.N.A.

**N65-26647\***# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

#### ARC-JET THRUSTOR FOR SPACE PROPULSION

Lewis E. Wallner and Joseph Czika, Jr. Washington, NASA, Jun. 1965 72 p refs

(NASA-TN-D-2868) CFSTI: HC \$3.00/MF \$0.75 CSCL 21H The arc-jet thrustor represents an engine for potential space applications requiring a specific impulse in the range from 1000 to 2000 seconds. As such it was originally thought that missions for the engine would fit somewhere between those suitable for the high thrust chemical and the very low thrust ion propulsion systems. The considerable effort expended to develop the arc thrustor has resulted in operation in the power range from 1 to 200 kilowatts, at specific impulse levels between 1000 and 2000 seconds, and for continuous running as long as 500 hours with overall efficiency up to 55 percent. Progress has been made on many of the early operating problems such as electrode-erosion, nozzle-cooling, and propellant-feed systems. In addition, theories have been advanced to explain, at least partially, the electric-arc operation. In substance then, the thermal arc-jet thrustor is now fairly well developed. Because of several factors unrelated to impulse and efficiency levels, however, the mission application of the arc thrustor is somewhat doubtful at the present time. These factors, for the larger arc-jet thrustor, include biological shielding, hardware availability, excessive electric generator weight, and reliability, for example. Author

N65-26788# Applied Physics Lab., Johns Hopkins Univ., Silver Spring, Md.

### BULLETIN OF THE 3RD MEETING OF THE INTERAGENCY CHEMICAL ROCKET PROPULSION GROUP, WORKING GROUP ON MECHANICAL BEHAVIOR, VOLUME III

Apr. 1965 101 p refs Meeting held at Redstone Arsenal, Ala., 17–19 Nov. 1964

(Contract NOw-62-0604-c)

(CPIA Publ.-61-A; AD-463151)

#### CONTENTS:

1. REVIEW OF 1964 ARMY PROGRAM IN PROPEL-LANT MECHANICAL BEHAVIOR AND GRAIN STRUCTURAL INTEGRITY Thomas H. Duerr p 1-2

2. PROGRESS IN THE NAVY RESEARCH PROGRAM ON THE MECHANICAL BEHAVIOR OF SOLID PROPELLANT GRAINS. PART 1: THE ONR CONTRACT PROGRAM. PART II: THE NAVY "IN-HOUSE" PROGRAM J. M. Crowley and J. G. Tuono (Naval Propellant Plant) p 3–19 refs (See N65-26789 16-27) 3. SPECIAL TEST PROCEDURES COMMITTEE S. C. • Britton p 21–26

•,

4. STRUCTURAL INTEGRITY COMMITTEE J. E. Fitz-gerald p 27–29

5. AD HOC COMMITTEE ON SURVEILLANCE Norman Fishman p 31–34

6. AD HOC COMMITTEE ON DESIGN AUTOMATION IN STRUCTURAL INTEGRITY Charles H. Parr p 35-38

7. DYNAMICS PROBLEMS IN SOLID PROPELLANT GRAIN DESIGN AND ANALYSIS J. H. Baltrukonis p 39–41 8. ENVIRONMENTAL EFFECTS Norman Fishman and Don Saylak p 43–44

9. MULTI-AXIAL RESPONSE OF SOLID PROPEL-LANTS Joseph Marin p 45

10. INTRODUCTORY COMMENTS ON MULTI-AXIAL RESPONSE OF SOLID PROPELLANTS Joseph Marin p 47– 49

11. VISCOELASTIC BEHAVIOR INCLUDING NON-LINEAR EFFECTS E. H. Lee p 51-55 refs (See N65-26790 16-26)

12. A CUMULATIVE DAMAGE CONCEPT FOR PROPEL-LANT LINER BONDS AND ITS APPLICATION TO FULL-SCALE MOTORS K. W. Bills, Jr., B. B. White, and R. W. Planck p 57–64 refs (See N65-26791 16-27)

13. CHEMORHEOLOGICAL STUDIES OF CARBOXY-TERMINATED POLYBUTADIENE TYPE BINDER P. C. Colodny, L. A. Waddle, and J. S. Wood p 65–83 refs (See N65-26792 16-06)

**N65-26789** Office of Naval Research, Washington, D. C. **PROGRESS IN THE NAVY RESEARCH PROGRAM ON THE MECHANICAL BEHAVIOR OF SOLID PROPELLANT GRAINS. PART I: THE ONR CONTRACT PROGRAM. PART II: THE NAVY "IN-HOUSE" PROGRAM** 

J. M. Crowley and J. G. Tuono (Naval Propellant Plant) *In* APL Bull. of the 3d Meeting Interagency Chem. Rocket Propulsion Group Apr. 1965 p 3–19 refs Prepared jointly with Naval Propellant Plant (See N65-26788 16-27)

Current work in numerous contracts in this study of solid propellant grains are summarized. Reports concern rheological evaluation of elastomers, mechanical properties of viscoelastic materials cast in various forms, properties of wire-reinforced propellants, and design criteria for solid propellant rocket motor grain configurations. J.M.D.

N65-26790 Applied Physics Lab., Johns Hopkins Univ., Silver Spring, Md.

### VISCOELASTIC BEHAVIOR INCLUDING NON-LINEAR EFFECTS

E. H. Lee *In its* Bull. of the 3d Meeting Interagency Chem. Rocket Propulsion Group Apr. 1965 p 51-55 refs (See N65-26788 16-27)

A brief review of the theory of nonlinear viscoelasticity is presented, and approaches to simplification of complex mathematical formulas are discussed. Several studies are recommended for application of nonlinear viscoelastic theory to problems of solid propellant grain design. J.M.D.

### N65-26791 Aerojet-General Cyrp., Sacramento, Calif. A CUMULATIVE DAMAGE CONCEPT FOR PROPELLANT LINER BONDS AND ITS APPLICATION TO FULL-SCALE MOTORS

K. W. Bills, Jr., B. B. White, and R. W. Planck *In* APL Bull. of the 3d Meeting Interagency Chem. Rocket Propulsion Group Apr. 1965 p 57–64 refs (See N65-26788 16–27)

An experimental and analytical study has been performed to apply a cumulative-damage concept to the prediction of the useful life of the propellant-liner bond in certain stored solid propellant motors. Laboratory measurements gave the linear relationship between log constant tensile stress and log time to failure for thin (0.25 in.) propellant-liner test specimens. A structural analysis provided the maximum tensile and shear stresses that were generated by cooling the motor from the cure temperature to 60° F and by gravitational forces. From the maximum principal stresses in the motor and the time-to-failure data on the test specimens, damage ratios were computed and accumulated using Miner's relation. From the damage ratios, predictions were made of the storage life of these motors before bond failures would lead to motor rejections. After a minor revision of stress levels, excellent agreement was found between predicted failures and failures observed in periodic gammagraphic examination of many stored motors of this type. Author

### **N65-26792** Aerojet-General Corp., Sacramento, Calif. CHEMORHEOLOGICAL STUDIES OF CARBOXY-TERMI-NATED POLYBUTADIENE TYPE BINDER

P. C. Colodny, L. A. Waddle, and J. S. Wood In APL Bull. of the 3d Meeting Interagency Chem. Rocket Propulsion Group Apr. 1965 p 65–84 refs (See N65-26788 16-27)

The cleavage and crosslinking reactions occurring within propellant binders prepared from carboxy-terminated polybutadiene were studied by means of high temperature stress relaxation. The site of cleavage for a series of binders prepared using various crosslinkers was determined. The effect of different antioxidants, antioxidant concentrations, combinations of antioxidants and various additives was studied. Measurements were also performed under high vacuum and steam pressures in order to isolate oxidative, thermal and hydrolytic reactions. Author

#### **N65-26793** Aerojet-General Corp., Sacramento, Calif. **AN OPTICAL SCANNING SYSTEM FOR MULTIAXIAL STRAIN MEASUREMENTS**

C. C. Surland and G. R. Givan *In* APL Bull. of the 3d Meeting Interagency Chem. Rocket Propulsion Group Apr. 1965 p 85– 99 ref (See N65-26788 16-27)

An electro-optic device for making multiaxial strain measurements is presented. The basic design of the instrument is described, and optical scanner data are reported and compared with data from various other strain measuring techniques. The device requires only visual access to a test surface in order to make the strain measurement; no mechanical contact with the specimen is necessary. Test data are given which demonstrate the case with which the optical scanner can measure multiaxial strains. This prototype instrument appears to be applicable for a variety of strain and deformation measurements of propellant specimens and grain structures. J.M.D.

N65-27000# American Ordnance Association, Washington, D. C. Materials Div.

### MATERIALS PERFORMANCE FOR DEFENSE AND SPACE PROGRAMS

19 Nov. 1964 250 p Rept. of tech. meeting held at Wright-Patterson AFB, Ohio, 23-24 Sep. 1964 (AD-461995)

### CONTENTS:

1. MATERIALS REQUIREMENTS AND APPLICA-TIONS IN THE ARMY P. R. Kosting (Army Mater. Command) 2 p (See N65-27001 16-17) 2. INTRODUCTORY REMARKS FOR THE NAVY PRES-ENTATION N. E. Promisel (Bur. of Naval Weapons) 2 p

3. DEEP SUBMERGENCE MATERIALS FOR THE NAVY P. A. Gisvold (Bur. of Ships) 16 p (See N65-27002 16-34)

4. REMARKS—AOA MATERIALS DIVISION LUNCHEON Robert V. Hemm 2  $\ensuremath{\mathsf{p}}$ 

5. CURRENT PROBLEMS IN FERROUS METALLURGY G. W. Roust and H. W. Zoeller (AFSC) 23 p (See N65-27003 16-17)

6. LIGHT METALS C. B. Ward (AFSC) 6 p (See N65-27004 16-17)

7. A REVIEW OF HIGH TEMPERATURE NONFERROUS METALS TECHNOLOGY D. R. James (AFSC) 15 p (See N65-27005 16-17)

8. AIR FORCE INTERESTS IN CERAMICS J. D. Latva (AFSC) 20 p refs (See N65-27006 16-17)

9. AIR FORCE REQUIREMENTS AND PROGRAMS PLASTICS R. C. Tomashot (AFSC) 8 p (See N65-27007 16-18)

10. POWDER METALLURGY G. W. Trickett (AFSC) 6 p (See N65-27008 16-17)

11. AIR FORCE REQUIREMENTS FOR PROPELLANTS D. A. Hart (AFSC) 4 p (See N65-27009 16-27)

12. MATERIALS FOR THE MACH 3 SUPERSONIC TRANSPORT G. C. Deutsch (NASA, Washington) 9 p (See N65-27010 16-02)

13. MATERIALS—MEN, MONEY, AND MISSIONS Earl T. Hayes (Defense Dept.) 4 p

14. STATE OF THE ART ON NONFERROUS METALS W. A. Dean (Aluminum Co. of Am.) 32 p (See N65-27011 16-17)

15. STATE OF THE ART IN PLASTICS E. O. Hausmann (Budd Co.) 6 p (See N65-27012 16-18)

N65-27009 Air Force Systems Command, Edwards AFB. Calif. Air Force Rocket Propulsion Lab.

AIR FORCE REQUIREMENTS FOR PROPELLANTS

Don A. Hart In Am. Ordnance Assoc. Mater. Performance for Defense and Space Programs 19 Nov. 1964 4 p (See N65-27000 16-34)

Some of the past deficiencies of solid and liquid propellants that represent present requirements as a result of the need for correcting or eliminating these deficiencies are discussed. Outstanding among the requirements listed for both liquid and solid propellants was that of propellant usability. The influence of future mission on both solid and liquid propellant requirements is examined. N.E.A.

N65-27054\* # United Technology Center, Sunnyvale, Calif. Engineering Dept.

### HEAT TRANSFER STUDIES OF SOLID ROCKET IGNITERS Quarterly Progress Report No. 3

B. G. Mullis 15 Apr. 1965 10 p ref Prepared for JPL

(Contract NAS7-302)

(NASA-CR-63540: UTC-2096-QPR-3) CFSTI: HC \$1.00/MF \$0.50 CSCL 20M

Studies were continued on the development of techniques for predicting the flow phenomena and heat transfer of solid rocket igniters. The flow visualization tests and the setup and preliminary firing of the copper tube apparatus were completed. An analysis of wall heat transfer due to a cloud of radiating particles contained in a finite cylindrical duct was initiated. R.N.A. N65-27210# Auburn Univ., Ala.

### A STUDY OF THE DECOMPOSITION MECHANISMS OF AMMONIUM PERCHLORATE Quarterly Progress Report, 22 Feb.-1 Jul. 1964

James E. Land 1 Jul. 1964 16 p refs (Contract DA-01-009-ORD-1023) (AD-457938)

A survey of background information on the decomposition of ammonium perchlorate (AP), and on the decomposition of alkali metal chlorates, perchlorates, nitrates, nitrites, and chromates is presented. The differential thermal analysis technique and pertinent equations, decomposition mechanisms, crystal transformation, thermal explosion of AP, and catalyst influence on AP decomposition are discussed. The review is preliminary to studying the kinetics of the decomposition of AP. By studying the reaction order and the activation energies, a better understanding of the rate controlling step should lead to better selection of catalysts needed to achieve maximum realization of the oxidizing potential of the decomposition reaction. L.S.

**N65-27399\***# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

INVESTIGATION OF ATLAS SOLID FUEL RETARDING ROCKET DURING ATLAS CENTAUR SEPARATION TESTS

Richard W. Heath, Henry Synor, Ralph F. Schmiedlin, and John H. Povolny Washington, NASA, Jul. 1955 21 p refs (NASA-TM-X-1119) CFSTI: HC \$1.00/MF \$0.50 CSCL 21H

During the course of the Atlas-Centaur separation tests in the Lewis Space Power Chamber recurrent failures were experienced in the firings of the Atlas retarding rockets. In an effort to evaluate the suitability of these rockets for flight use, an investigation into the primary cause for the misfires was instituted and an evaluation of the performance of the rockets was made. The primary cause of the failures of the rocket to ignite was inconsistent igniter functioning and a too short igniter burning period. Author

N65-27842# Purdue Univ., Lafayette, Ind. Jet Propulsion Center.

### CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES Annual Report

J. R. Osborn, R. J. Burick, and P. Y. Ho Feb. 1965 57 p refs. (Grant AF-AFOSR-207-64)

(JPC-405; I-65-2; AD-616098)

The basic operating principles of an experimental system for the direct and continuous measurement of solid propellant burning rates are presented. Several components of the measurement system have been modified in order to increase the precision of the burning rate measurements. A continuous burning rate measurement technique, termed the Servo-mechanism Technique, will be employed for obtaining erosive burning rate data for types BDI and BUU double-base propellants. Burning rate measurements will be made with different gas flow velocities parallel to the burning propellant surface. A feasibility study was conducted for determining the adaptability of microwave techniques to the measurement of the burning rate of a solid propellant. Because of the dependence of the microwave attenuation upon the combustion conditions present in a research rocket motor, microwave techniques are not readily adaptable to burning rate measurements. A feasibility study indicates that a technique employing ultrasonic pulses can be developed for obtaining direct measurements of the burning rate of a solid pro-Author pellant.

**N65-27959\***# National Aeronautics and Space Administration. John F. Kennedy Space Center, Cocoa Beach, Fla. LIQUID PROPELLANTS SAFETY HANDBOOK

George T. Carter, 1 Apr. 1965, 106 p. refs.

(NASA-TM-X-56611; SP-4-44-S) CFSTI: HC \$4.00/MF \$0.75 CSCL 211

Presented is a safety handbook which was designed for personnel involved in handling liquid propellants. Included are data on the description and properties of liquid propellants, storage facilities, firefighting facilities, storage and transfer of liquid propellants, spills, leaks and decontamination, and disposal of liquid propellants. Among the liquid propellant fuels and oxidizers considered are: ethyl- and furfuryl-alcohol, anhydrous ammonia, aniline, ethylene oxide, liquid fluorine, hydrazine, hydrocarbons, liquid hydrogen, hydrogen peroxide, nitric acids, nitrogen tetroxide, liquid oxygen, unsymmetrical dimethlhydrazine (UDMH), UDMH, and UDMH/hydrazine mixture. Data on the physiological effects of these propellants are also included. S.C.W.

N65-28328# Lockheed Missiles and Space Co., Sunnyvale, Calif.

EXPERIMENTS WITH A SOLID-PROPELLANT ACOUS-TIC OSCILLATOR: MATERIALS AND CHEMISTRY

J. F. Engler and W. Nachbar Jul. 1963 103 p. refs

(Rept.-6-90-63-80; AD-615200)

An end-burning, side-vented, solid-propellant motor designed to produce essentially one-dimensional acoustic oscillations has been under development and test for the past three years. The immediate purpose of these investigations was to study the growth and decay of self-excited, combustion-driven, acoustic oscillations in chamber pressure and to measure the effects of operating parameters upon the growth rates, amplitudes, and frequencies of the oscillations. An ultimate purpose is to use this information as a guide to the further development of a theory of solid-propellant acoustic combustion instability. The report presents certain results from current experiments in which an essential innovation was the use of a transparent quartz tube containing the propellant sample and serving as part of the combustion chamber during burning. Author

N65-28446\*# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

### ANALYSIS OF FLUORINE ADDITION TO THE VANGUARD FIRST STAGE

William A. Tomazic, Harold W. Schmidt, and Adelbert O. Tischler Washington, NACA, 24 Jan. 1957 29 p refs (NACA-RM-E56K28) CFSTI: HC \$2.00/MC \$0.50 CSCL 211

(Declassified)

The effect of adding fluorine to the Vanguard first-stage oxidant was analyzed. An increase in specific impulse of 5.74 percent may be obtained with 30 percent fluorine. This increase, coupled with increased mass ratio due to greater oxidant density, gave up to 24.6-percent increase in first-stage burnout energy with 30 percent fluorine added. However, a change in tank configuration is required to accommodate the higher oxidant-fuel ratio necessary for peak specific impulse with fluorine addition. Increased performance of this order can be obtained without tank-configuration change by addition of unsymmetrical dimethyl hydrazine (UDMH) to the fuel coincident with fluorine addition to the oxidant. With 30 percent fluorine and approximately 51 percent UDMH, the burnout energy can be increased 23.5 percent. Fluorine addition will increase the engine heat-rejection rate about 1 percent for each 1 percent fluorine added up to 30 percent. Author N65-28457\*# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

PERFORMANCE OF A COMPOSITE SOLID PROPELLANT AT SIMULATED HIGH ALTITUDES

Carl C. Ciepluch Washington, NASA, Dec. 1959 15 p refs (Declassified)

(NASA-TM-X-95) CFSTI: HC \$1.00/MF \$0.50 CSCL 211 An investigation was conducted in an altitude test chamber

to determine the performance of a typical composite solid propellant at high nozzle pressure ratios and for a range of chamber pressure. Specific-impulse measurements were made over a range of pressure ratio from 115 to 1200 for fully expanded flow. The characteristic exhaust velocity and specific impulse were determined for a range of chamber pressure from 180 to 920 pounds per square inch absolute. Experimental measurements of propellant specific impulse and characteristic exhaust velocity were compared with theoretically calculated values for both frozen and equilibrium expansions.

Author

N65-28598# Mathematical Sciences Corp., Seattle, Wash. PARAMETRIC STUDY OF ROCKET GRAIN CONFIGURA-TIONS BY PHOTOELASTIC ANALYSIS Quarterly Progress Report No. 1, 4 Jan.–30 Apr. 1965

R. R. Parmerter and M. E. Fourney 1 May 1965 38 p refs (Contract AF 04(611)-10529)

(MSC-65-29-3; AD-464943)

A series of photoelastic tests were conducted to establish the effect of slot width on a family of solid propellant rocket grains. The geometry of a typical cross section for the series is shown and is defined by the four parameters: the number of star points; the port fraction; the slot width factor; and the fillet radius factor. Limit points were determined by a parametric series of tests. The method of analysis is outlined, and the results are presented graphically. M.R.W.

N65-28606# Rocket Power, Inc., Pasadena, Calif. Research Labs.

STUDY OF ROCKET ENGINE EXHAUST PRODUCTS Quarterly Report, 1 Feb.-30 Apr. 1965

M. A. Greenbaum, R. E. Yates, J. A. Blauer, M. A. Frisch, M. Arshadi et al [1965] 23 p refs

(Contract AF 04(611)-7414)

(QR-15; AD-465142)

An intensive study of the surface effects on the equilibrium:

 $BeO(c) + H_2O(g) = Be(OH)_2(g)$ 

has been made at four temperatures in the range 1567 to 1808° K. The equilibrium is extremely sensitive to the surface area of the crystalline beryllium oxide. The data have been interpreted and extrapolated to yield a free energy of formation at 298° K of  $-158.4 \pm 0.7$  kcal/mole for gaseous Be(OH)<sub>2</sub>.

Author

N65-29103# Princeton Univ., N. J. Guggenheim Labs. for the Aerospace Propulsion Sciences.

SOLID PROPELLANT COMBUSTION MECHANISM STUDIES Nineteenth Progress Report, 1 Jan.-31 Mar. 1965

Thomas J. Ohlemiller, Joseph Wenograd, and Martin Summerfield Jun. 1965 30 p refs

(Contract Nonr-1858(32); ARPA Order 23)

(Rept.-446-r; AD-466278)

In the combustion of composite solid rocket propellants based on ammonium perchlorate, the important rate determining processes have generally been presumed to occur within the gas phase flame. Recent results obtained in this laboratory suggest that condensed phase processes could also be important, particularly in low pressure combustion. The present research has been designed to study the nature of the processes involved in propellant gasification in the absence of the complicating effects of the gas phase flame. The experimental method being employed in this study permits the measurement of propellant regression rates in the absence of the gas phase flame. An intense radiant flux from an arc-image furnace is substituted for the conductive heat flux generally associated with the flame. The flame itself is eliminated by working at a vacuum below the propellant combustion limit. Preliminary tests on PBAA propellants subject to a radiant flux of 10 cal/cm<sup>2</sup>sec have given burning rates of the order of 1/2 mm/sec with no evidence of a gas phase flame being present. Author

N65-29300# Applied Physics Lab., Johns Hopkins Univ., Silver Spring, Md. Chemical Propulsion Information Agency. PROCEEDINGS OF THE FIRST ICRPG COMBUSTION IN-

STABILITY CONFERENCE, VOLUME 1

Jan. 1965 498 p refs Conf. held at Orlando AFB, Fla., 16–20 Nov. 1964

(CPIA-68; AD-458060)

Studies on liquid, solid, and composite propellants are presented, concerning combustion mechanisms and instability. For individual titles see N65-29301-N65-29341.

N65-29302 Aerojet-General Corp., Sacramento, Calif. Combustion Dynamics Dept.

### COMBUSTION STABILITY RESEARCH AT AEROJET-GEN-ERAL

Frederick H. Reardon *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. 1 Jan. 1965 p 25–37 (See N65-29300 18-33)

The combustion dynamics of the liquid oxygen-liquid hydrogen propellant combination at elevated chamber pressures was explored. The experimental hardware consisted of an 8-inch-diameter combustion chamber terminating in a short convergent exhaust nozzle. The chamber length was varied between 6 and 26 inches. The investigation was conducted at three chamber pressure levels of 1000, 1500, and 2500 psia. Nominal mixture ratio was 5 and the nominal thrust of the unit was 25000 lb. High-frequency combustion instability was induced by tangentially directed pulse generators located near the injector. Three injectors were used: (1) a conventional multiorifice type rated at 125-lb thrust per injection element; (2) a coaxial type delivering 1100 lb per element; and (3) a fourelement pentad injector rated at 5000 lb per element. The sensitive time lag theory was used to correlate the experimental test results. Other experimentation is discussed to include the acoustic resonance properties of combustion chambers. E.E.B.

### N65-29303 Rocketdyne, Canoga Park, Calif.

### LIQUID PROPELLANT COMBUSTION INSTABILITY RE-SEARCH AT ROCKETDYNE

R. B. Lawhead In APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. 1 Jan. 1965 p 39-45 (See N65-29300 18-33)

Highlights of the combustion instability studies conducted in support of the Navaho, Atlas, Thor, Jupiter and H-1 engine development programs are reviewed briefly. The current studies in support of the F-1, J-2, and toroidal engine programs are discussed in detail. An analytical model of hydrogen-oxygen combustion, resonance of elliptical cavities, and extension of LOX-RP-1 steady-state combustion model to time dependent form, and two-dimensional thrust-chamber experiments testing dynamic stability are covered. E.E.B. **N65-29307\*** National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

20K H-O SCREECH WORK AT LEWIS

Harry E. Bloomer *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. 1 Jan. 1965 p 99–110 (See N65-29300 18-33)

High frequency combustion instability in liquid propellant rocket engines is discussed. The investigation was made to determine similarity parameters for liquid propellant rocket engine design; to provide answers to present rocket engine development combustion problems; and to confirm instability theories. Most of the work was done on a scale of 20000 lb thrust level at a combustion chamber pressure of 300 psia with thrust variations to 5000 and 80,000 lbs and chamber pressure variations to 100 and 1000 psia. Propellant combinations range from conventional rocket fuel and LOX to some of the exotic fuels, with major emphasis on the hydrogen-LOX and NTO-50-50 combinations. Results from initial phases of the program show the effects of propellant injection velocities and acoustic damping devices on temperature. Data from a bench test setup employed to investigate acoustic absorption devices are presented with the results of an analytical study for the design of a flightweight acoustic combustion chamber liner. E.E.B.

N65-29311 Polytechnic Inst. of Brooklyn, Farmingdale, N. Y.

HIGH-FREQUENCY COMBUSTION INSTABILITY AND SCALING OF LIQUID PROPELLANT ROCKET MOTORS Vito D. Agosta, Sanford S. Hammer, and William T. Peschke In APPL Proc. of the 1st ICRPG Combust. Instability Conf. Vol. 1 Jan. 1965 p 153–164 (See N65-29300 18-33) (Contract AF 49(638)-1263)

The oscillatory behavior of the 500 lb thrust JP5-LOX rocket engine was investigated and the experimental results are reported. The thrust chamber is comprised of a two-inch internal diameter cylinder of variable length with a contraction ratio of 1.5 such that the nozzle entrance Mach number is about 0.45. The injector is either shower head or doublet. The doublets in the injectors impinge at either one distance from the injector face or at various locations down the chamber. A wave generator is attached to the injector plate. A very small mass of nitrogen gas is contained in the driver section which flows through a variable area channel and generates a continuous wave in the combustion chamber. The experimental results obtained from the determination of kinetic temperature by means of sound velocity measurements; wave analysis, and the effect of chamber length are also discussed. E.E.B.

N65-29313 Bell Aerosystems Co., Buffalo, N. Y. EXPERIMENTAL TECHNIQUES FOR INVESTIGATING INSTABILITY IN LIQUID PROPELLANT ROCKET ENGINES T. G. Rossmann *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. 1 Jan. 1965 p 251–274 (See N65-29300 N65-29300 18-33)

The features and theoretical background of two experimental techniques developed to provide realistic information concerning the effect of injector design on the stability of operation of liquid propellant rocket engines and concerning phenomena and processes which are suspected of triggering low or high frequency instability are described. The first technique is the taking of high speed and high resolution spark photographs through windowed combustion chambers firing under actual operating conditions. This method gives single or multiple shadowgraphs of the liquid portions of the gasliquid mixture in the chamber and provides a realistic insight into the behavior of liquid propellants after injection into a firing rocket chamber. The second technique is the method of forced oscillations. The method consists in producing controlled pressure oscillations of variable modulating frequency in the fuel or oxidizer manifold which excite forced pressure oscillations in the combustion chamber. Pressure oscillations in the fuel manifold and in the chamber are recorded by means of a cathode ray oscillograph. Such oscillographs are discussed.

### N65-29318 Lockheed Propulsion Co., Redlands, Calif. LINEAR PYROLYSIS RATE MEASUREMENTS OF PROPEL-LANT CONSTITUENTS

R. L. Coates *In* APL Proc of the 1st ICRPG Combust. Instability Conf., Vol. I Jan. 1965 p 313–318 refs (See N65-29300 18-33)

The design and construction of a porous plate apparatus for the measurement of linear pyrolysis rates of solid propellant constituents and propellant oxidizers are discussed. Ammonium chloride was selected for the calibration of the device because a considerable amount of sublimination rate data are available. The data obtained are given; however, the reducibility of the data was not good. With ammonium perchlorate the data were more reproducible than that obtained with ammonium chloride. Data for AP and GRS rubber are also given and compared with previous measurements. E.E.B.

#### N65-29319 Stevens Inst. of Tech., Hoboken, N. J.

THERMOPLASTIC SURFACE DEGRADATION-VAPORIZA-TION: A PIVOTAL BOUNDARY CONDITION FOR THEORIES OF SOLID PROPELLANT COMBUSTION PHENOMENA Robert F. Mc Alevy, III *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. 1 Jan. 1965 p 319–327 refs (See N65-29308 18-33)

#### (Contract Nonr-263(48))

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Since thermoplastics are generally employed as the binder component of composite solid rocket propellants, a description of the response of the thermoplastic surface to the intense surface heating exposure encountered during combustion appears as a pivotally important boundary condition in the formulation of complete theoretical descriptions of solid propellant combustion processes. A testing technique is described which involves porous specimens fabricated by bonding together beads of the thermoplastic and passing through them a series of inert and chemically reactive test gases. The experiments were designed to illuminate the nature of the steady state regression process produced by an imposed constant level of surface heating. The measured surface regression rate of polymethacrylate was unaffected; however, that of polystyrene was accelerated by the presence of chlorine and nitrogen dioxide. Neither plastic exhibited an accelerated regression rate when oxygen or perchloryl fluoride were employed. E.E.B.

### **N65-29320** National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

### SPECTROGRAPHIC MEASUREMENTS OF COMPOSITE PROPELLANT FLAME ZONE STRUCTURE

Louis A. Povinelli *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. I Jan. 1965 p 331–333 (See N65-29300 18-33)

An experimental approach to the problem of flame structure based on flame radiation measurements is presented. The approach used was to burn propellant strands backlighted with a mercury light source and to simultaneously record the spectra of flame gases and mercury light. The cutoff of the mercury light indicates the location of the propellant surface on the recording photographic plate. Comparison of the spectral radiation of the propellant with an adjancent mercury line yields spatial resolution of the species resulting from oxidizer-binder reactions. The CN band head at 3883 Å and an adjacent mercury line were used for comparative analysis. It was concluded that CN emission begins slightly above the burning surface at a distance of 70 microns. Peak CN radiation occurred at less than 165 microns from the propellant surface. The propellants were strands of ammonium perchlorate and polybutadiene acrylic acid. The mean weight diameter of the oxidizer was 11 microns. Spectra obtained at pressure above atmospheric revealed a strong continuum which obscured the CN line to such an extent that meaningful measurements could not be made. E.E.B.

### N65-29324 Naval Ordnance Test Station, China Lake, Calif. PHOTOGRAPHIC SURVEY OF ALUMINUM COMBUSTION IN SOLID PROPELLANTS

J. E. Crump *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. I Jan. 1965 p 367–370 (See N65-29300 18-33)

Aluminum combustion in solid propellants was studied with high-speed photography. The physical arrangement consisted of a pressure vessel with fused quartz windows and a high-speed motion picture camera. The propellant sample size was varied according to the objective of the particular test; the sample was usually in the form of a slab 1/4-inch square and 1/8-inch thick. The sample was ignited on the top edge by a 10 mil hot wire. It was observed that regardless of the original particle size, the greatest number of aluminum agglomerates had a diameter of about 100 microns. This observation raises the question of what do aluminum particles of different sizes have in common which would explain this behavior? One characteristic the aluminum particles have in common is that the aluminum was contained originally in spaces between the ammonium perchlorate particles. This leads to the speculation that an aluminum applomerate arises from the aluminum contained in one pocket of binder between ammonium perchlorate particles. If this is correct, the aluminum agglomerates size is determined by the amount of aluminum in the binder pocket. E.E.B.

**N65-29325** National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

### BEHAVIOR OF LARGE ALUMINUM PARTICLES IN COM-POSITE PROPELLANTS

Louis A. Povinelli *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. I Jan. 1965 p 373–376 (See N65-29300 18-33)

The factors which influence particle size in the combustion zone of aluminum composite propellants were investigated to determine particle size and if the particles are shed with any periodicity. The importance of both metal particle size and shedding frequency for both acoustic and nonacoustic instability is generally recognized. Also, nozzle design for two-phase flow is strongly dependent on particle size at the nozzle entrance. Three PBAA-AP-A1 propellants in which only the aluminum particle size was varied were used in the experiments. Results with shredded aluminum propellant revealed a mean number diameter of the combustion products of several microns, invariant with pressure. The original size appeared to have no significant influence on the product size. A small number of large particles were observed comparable to the size of the original additive. The size of these larger particles appeared to decrease with increasing pressure. The radiation output revealed frequencies of 30 to 50 cps. At atmospheric pressure 3% of the particles were of size equal to or greater than the original. The number of these particles decreased to less than 1% at 500 psi. E.E.B.

### ENTROPY WAVE OBSERVATIONS IN OSCILLATORY COM-BUSTION OF SOLID PROPELLANTS

R. H. Woodward Waesche, Joseph Wenograd, and Martin Summerfield *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. I Jun. 1965 p 377–380 refs sponsored by AFOSR and ARPA (See N65-29300 18-33)

A search was made for entropy waves using photographic and radiometric techniques with a T-burner as the source of oscillating pressure. These experiments ranged from 75 to 1000 cps at pressures from 200 to 1000 psi. The propellant compositions included perchlorate composites and plastisol nitrocellulose types. The predicted entropy waves were not observed. The absence of these predicted waves implies that the simple flame zone models which were deduced from steady-state experiments to predict such waves may not be correct. Calculated flame temperature variations due to thermal lags in the solid phase were often quite large, although these variations could account for the absence of entropy waves only at the higher test frequencies. Since the experimental results do not confirm the theoretical predictions, further knowledge of steady-state combustion mechanisms is required before the dynamic coupling involved in combustion instability F F B can be explained.

N65-29331 Aberdeen Proving Ground, Md. Ballistic Research Labs.

### EXPERIMENTALSTUDY OF ACOUSTIC EROSIVITY EFFECTS ON SOLID PROPELLANT BURNING RATES

Leland A. Watermeier, William P. Aungst, and Richard C. Strittmater *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. 1 Jan. 1965 p 413–423 refs (See N65-29300 18-33)

The burning rate variations were studied as functions of amplitude and frequency of gas oscillations parallel to the propellant burning surface. A standard, double-end burning T-motor was used as the basic apparatus with propellant test samples located at the velocity antinode of the self-excited oscillating system. Results indicate the following: (1) The burning rate of the test sample is increased when it is located at the velocity antinode of the chamber. (2) The increase in the test sample burning rate is dependent upon the amplitude of the particle or velocity displacement parallel to the burning surface up to a certain value. (3) The burning rate tends to drop or decrease as the amplitude exceeds a certain value. (4) The wall temperature at the end of the chamber and at the longitudinal center of the chamber may be as much as 50° to 100° K apart. These conclusions are preliminary and may be altered as more data become available. E.E.B.

**N65-29335** Canadian Armament Research and Development Establishment, Valcartier (Quebec).

### SOME FURTHER DATA ON NONLINEAR AXIAL-MODE INSTABILITY

A. K. Roberts and W. G. Brownlee *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. 1 Jan. 1965 p 459-470 refs (See N65-29300 18-33)

Experiments were made to confirm and extend earlier data on axial combustion instability. The critical pressure is a function of propellant composition. Over the broad range of burning rates, higher critical pressures are associated with the faster propellants. This gross trend cannot be applied within a narrow burning rate range. For a given propellant, any single change in formulation which accelerates the burning rate tends to increase the critical pressure. At a given binder level the highest critical pressure is obtained when the aluminum level is such that the stable burning rate is a maximum. For a propellant with 10% aluminum, a reduction in the binder level from 25% to 20% by weight led to an increase in the critical pressure from 770 to 1575 psia. For a propellant with 27% binder and 17% aluminum, an increase in the critical pressure from 750 to about 1300 psia was obtained when 1% of copper chromate was added. Ferric oxide was not nearly as effective as copper chromite in promoting stability. A propellant containing 27% binder, 17% aluminum, and 1% copper chromite gave a critical pressure of about 1300 psia in an 8-inch diameter motor and 800 psia in the 17-inch diameter motor. E.E.B.

### N65-29337 Utah Univ., Salt Lake City.

### NONACOUSTIC, LOW-FREQUENCY COMBUSTION INSTA-BILITY OF SOLID PROPELLANTS

Norman W. Ryan In APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. I Jan. 1965 p 477-480 (See N65-29300 18-33)

Preliminary results are presented for nonacoustic, lowfrequency combustion instability studies for solid propellants. Data for TF propellant under conditions at which F propellant burns stably show that chuffing occurred throughout the test at a frequency of 25 cps. Oscillations are evident on the crests of later chuffs. A similar test of TF propellant extending to larger values of combustor volume to vent area ratio concluded with burning at a steady mean pressure with low-frequency oscillations that finally died away. The terminal rapidfire chuffing in all runs was due to uneven burn-out. The structure of a single chuff on an expanded time scale is shown. The growth of nonacoustic oscillations to the degree that burning was quenched is clearly illustrated. It is not possible to draw any general conclusions from this work. Possibly, eventual conclusions will pertain quantitatively only to the burner used in the tests. Comparison of propellants with respect to the tendency toward nonacoustic instability should be possible. FFB

### N65-29339 Aerojet-General Corp., Sacramento, Calif. SOLID PROPELLANT BURNING RATE UNDER TRANSIENT HEATING AND EXTINGUISHMENT VIA "L\* INSTABILITY" B. E. Paul, N. S. Cohen, and L. Y. Fong *In* APL Proc. of the 1st ICRPG Combust. Instability Conf. Jan. 1965 p 491–506 refs (See N65-29300 18-33)

An expression has been derived describing the burning rate as a function of dp/dt as well as of p. This expression, earlier applied to transient ballistics problems such as the ignition interval, has recently been employed to analyze the initiation of solid propellant extinguishment. Permanence of extinguishment by L\* instability is shown to be governed by ignition theory; it is hypothesized that the instability may really be successive instances of extinguishment followed by reignition It is suggested that this basic approach now be applied to oscillatory transients, such as acoustic instability, for purposes of computing the response function. The analysis should consider transient heating in general, i.e. due to velocity as well as pressure fluctuations, to note pressure and velocity coupling. Qualitative prediction of some experimental trends are encouraging. Author

### **N65-29340** Naval Ordnance Test Station, China Lake, Calif. L\* COMBUSTION INSTABILITY

E. W. Price *In* APL Proc. of the 1st ICRPG Combust. Instability Conf., Vol. 1 Jan. 1965 p 507-512 refs (See N65-29300 18-33)

The low-frequency oscillatory behavior of solid propellant combustion was studied in a low L\* (combustor volume to vent area ratio) burner which exhibits low frequency oscillations, chuffing, and quenching with most propellants. Typical results are illustrated which show the variation of oscillation

N65-29326 Princeton Univ., N. J.

frequency with mean pressure for several aluminum concentrations, oxidizer particle sizes, and aluminum particles sizes with two different binders. The investigation of the preferred frequency characteristics of propellant combustion was also investigated with two additional techniques. The first is the centervented end burner which permits study of oscillatory behavior in the same range as the L\* burner but in a pressure-coupled acoustic wave mode. Also, considerable promise is shown in results obtained by observing propellant sample burning in a window bomb equipped with modulated through-flow of inert gas. The modulated flow produces mild pressure oscillations which in turn produce combustion oscillations. These oscillations are monitored with a radiation transducer. The relative amplitude and the phase of the radiation oscillation is used to infer the nature of the coupling of the pressure oscillation with the combustion oscillation. FFB

**N65-29468\***# National Aeronautics and Space Administration, Washington, D. C.

### SOLID ROCKETS: SEEKING A NEW PLATEAU. PART II: THE STATE-OF-THE-ART IN SOLID ROCKETS DESIGNED PRIMARILY FOR SPACE MISSIONS

Irving Silver and William Cohen 30 Jun. 1964 28 p Presented at the Natl. Meeting of the AIAA

(NASA-TM-X-51749) CFSTI: HC \$2.00/MF \$0.50 CSCL 21H

Advances in solid motor technology are reviewed, with emphasis on the developments which led to the design of motors with diameters of 120", 156", and 260". Areas of technology, which are considered as state-of-the-art, include concepts and developmental work on segmented motors; non-segmented. monolithic motors; motor cases; weld conditions; selection of materials and their fabrication; reworking capabilities of marage steels; nozzle concepts, and the feasibility of wrapped ablative nozzle designs; thrust vector control systems for solid rocket motors, such as liquid injection, jet tabs, and movable nozzles: processing, casting, and curing methodology for large, heavy motors; slurry insulation; and aft end and hypergolic ignition. Also discussed are preliminary investigations of failure warning systems; the re-use of motor cases, insulation systems, and nozzle components; hazard classifications; and cost effectiveness in relation to the merits of propulsion sys-M.G.J. tems for large launch vehicles.

N65-29668# Aerojet-General Corp., Downey, Calif. Research Div.

LARGE SOLID-PROPELLANT BOOSTERS, EXPLOSIVE HAZARDS STUDY PROGRAM (PROJECT SOPHY) Monthly Progress Report, Mar. 1965

G. L. Roark 12 Apr. 1965 8 p (Contract AF 04(611)-9945) (Rept.-0866-01(10)MP)

Progress is reported on a program designed to study explosive hazard of large solid-propellant booster. This program consists of two major areas of technical inquiry: critical diameter and critical geometry. Matters concerning the program are discussed in the following sections: program funds status, milestone schedule, and problem areas. N.E.A.

N65-29780\*# California Univ., Berkeley. Space Sciences Lab. STUDY OF DETONATION OF MIXTURES OF GASEOUS HYDROGEN AND GASEOUS OXYGEN Final Report, Jun. 1, 1962–Feb. 18, 1965

A. J. Laderman Apr. 1965 267 p refs /ts Ser. 6, Issue 11 (Contract NAS8-2634)

(NASA-CR-64032) CFSTI: HC \$6.00/MF \$1.50 CSCL 07B

Progress is reported on an investigation to determine the detonability of hydrogen-oxygen mixtures of various compositions, in vessels of size comparable to interstage compartments, under selected environmental conditions. The experimental program was comprised of two distinct phases. The first was devoted primarily to determining steady detonation parameters, and made use of a high energy ignitor consisting essentially of a two inch length of 400 grain Primacord, a commercial detonating fuse. The second phase of the program was concerned with the use of weak ignitors and provided information on the detonability of hydrogen-oxygen mixtures in the absence of externally produced shock waves. N.E.A.

### N65-29970# Naval Postgraduate School, Monterey, Calif. LIQUID HYDROGEN—HIGH ENERGY ROCKET FUEL Eugene A. Cernan (M.S. Thesis) 1963 92 p refs

Liquid hydrogen has been classed as a high energy fuel for rocket propulsion. A survey of the latest technical literature was made and the information compiled in a form which discusses the value of this fuel in propellant combinations. Thermodynamic performance, payload comparisons, advantages, disadvantages, problems, and relative merits of respective combinations and systems are presented. A discussion of rocket performance parameters is included as a basis for a more complete understanding of the information presented in the above-mentioned areas. Author

**N65-30211** Library of Congress, Washington, D. C. Aerospace Technology Div.

### METHODS FOR STUDYING THE DYNAMICS OF SPACE VEHICLES

L. Kacinskas *In its* Foreign Sci. Bull., Vol. 1, No. 7 Jul. 1965 p 14-18 refs (See N65-30207 19-34)

The dynamics of rigid bodies having cavities partially filled with liquid is studied by theoretical and experimental methods. Attention is concentrated on calculation of hydrodynamic coefficients. Numerical results obtained by theoretical and experimental methods are presented for bodies having cavities of various forms. A comparative analysis of theoretical and experimental results is made. Author

### N65-30838\* # Dynamic Science Corp., Monrovia, Calif. A BASIC STUDY OF THE NITROGEN TETROXIDE-HYDRA-ZINE REACTION

Harold G. Weiss Jul. 1965 56 p refs Prepared for JPL (Contracts NAS7-100; JPL-BE4-229751)

(NASA-CR-64338; SN-4500) CFSTI: HC \$3.00/MF \$0.50 CSCL 211

Data from the study of the hydrazine-nitrogen tetroxide reaction show that hydrazine-nitrogen tetroxide impinging jets are diverted by interaction between the two propellants. The principal factors which cause this phenomenon are: (1) immiscibility of the two reactants; (2) rapid reaction rate between  $N_2O_4$  and  $N_2H_4$ ; and (3) the high heat evolution and large gas volume generated by reaction. These factors are discussed in detail in addition to the whole experimental program. N.E.A.

### N65-31309 Aerospace Corp., El Segundo, Calif. Labs. Div. CALCULATION OF EQUILIBRIUM ELECTRON AND ION CONCENTRATIONS

Eileen A. Cook *In* APL ICRPG Working Group on the Thermochem., Vol. I Jul. 1965 p 17–20 refs (See N65-31307 20-06) (Contract AF 04(695)-469)

The thermodynamic data requirements for equilibrium propellant performance calculations are discussed. The inclusion of ionic species to obtain electron densities and ionized product concentrations for solid propellants and re-entry ablative materials is considered. Author

N65-31601# Auburn Univ., Ala. Dept. of Mechanical Engineering.

### SELECTED METHODS FOR DETERMINING THERMAL CONDUCTIVITY AND DIFFUSIVITY OF SOLID PROPEL-LANT Final Report

G. E. Tanger, S. C. Cheng, H. C. Kim, and G. H. Nix May 1965 44  $p\,$  refs

(Contract DA-01-009-0RD-1023)

(Rept.-XII; AD-468279)

A summary of investigations pertaining to determination of thermal conductivity and thermal diffusivity of solid propellant is given. The line-source technique, a transient method, is recommended for routine determination of conductivity. Accuracy is  $\pm$  5%, and the method compares favorably with steadystate methods currently in use. The method adopted for difusivity determination is discussed. A finite-difference method of computation yields the closest agreement with experiment and is recommended for future use. Accuracy of results calculated with the finite-difference technique was  $\pm$  4%. Author

**N65-31611#** Aerojet-General Corp., Sacramento, Calif. Grain Design Section.

### THE INTEGRATED DESIGN COMPUTER PROGRAM AND THE ACP-1103 INTERIOR BALLISTICS COMPUTER PRO-GRAM

T. R. Threewit, R. A. Rossini, and R. L. Vecker 1 Dec. 1964 379 p

(Contract DA-04-200-0RD-1305(Z))

(STM-180; AD-466965)

The Integrated Design and the ACP-1103 Interior Ballistics Digital Computer Programs are described. The Integrated Design Program converts a mission concept (range and payload) into a complete missile design, including the number of stages, diameters, lengths, and weights. The final design is optimized with respect to key parameters, and contains a grain design and a real propellant. The Integrated Program is a continuing effort to automate procedures for designing solid rocket systems, and its computer program reproduces human functions involved in conducting preliminary missile and propulsion design. The ACP-1103 Computer Program provides an incremental solution to the problem of one-dimensional gas flow with mass addition in a propellant bore. To achieve this solution, the designer must know the ballistic properties of the propellant, must have a description of all ballistically significant parameters (throat area, firing temperature, and atmospheric pressure), and has to input an axially incremented description of burning-surface area and area of gas flow for each time point in the burning traverse of the grain. For grain designs of a more common type, the program automatically calculates these surface areas and areas of R.R.D. flow down the grain bore.

N65-31615# Purdue Univ., Lafayette, Ind. Jet Propulsion Center.

### CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES Final Report

J. R. Osborn, R. J. Burick, and R. F. Panella Jul. 1964 34  $\ensuremath{p}$  refs

(Grant AF-AFOSR-207-63)

(JPC-386; F-64-3)

An experimental apparatus has been developed for the direct and continuous measurement of the burning rates of solid rocket propellants under conditions closely approximating those occurring in a solid rocket motor. The apparatus utilizes a positioning type servomechanism as a feed system which moves a sample of solid propellant within a two-dimensional rocket motor so that the receding burning surface of the sample is maintained at a fixed position with respect to the motor walls. Because the burning surface is maintained at a fixed position; the measurement of the velocity of the propellant feed system is identical with the burning rate. The servomechanism incorporates a 50 millicurie cesium-137 source of gamma rays coupled with a scintillation probe for detecting the position of the burning propellant surface. A ratemeter is employed for converting the output of the probe into a voltage which is then amplified and compared to a standard voltage that is proportional to a desired position for the propellant surface. The resulting difference in voltage is amplified and drives a 0.6 hp servomotor which positions the burning surface of the propellant sample; the dimensions of the latter were approximately 1 inch square by 4 inches long. Author

### N65-31686# Stanford Research Inst., Menlo Park, Calif.

VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS Quarterly Technical Summary Report No. 2, 16 Dec. 1964–15 Mar. 1965

Nicholas W. Tschoegl, James R. Smith, and Thor L. Smith [1965] 29 p

(Contract NOw-65-0061-d; ARPA Order 22)

(Rept.-14; AD-465908)

The effect of specimen geometry and the magnitude of shear strain on the dynamic modulus of polyurethane propellant AEBA-10 was studied. A method was worked out to correct measurements to the same level of shear strain to allow a direct comparison under all experimental conditions. An evaluation of the differential Lissajous method for determining small phase angles has shown that, at frequencies as low as 0.05 cps, a phase angle of the order of a few thousandths of a radian can be measured with good precision. An evaluation was made of the static compressibility apparatus by determining the compressibility of dioctylsebacate at 25 and 50 C and at pressures up to 2000 psi.

### N65-31691# Aerojet-General Corp., Sacramento, Calif. SOLID PROPELLANT-LINER BONDING INVESTIGATIONS Quarterly Report, 1 Mar.–31 May 1965

C. Gustavson Jun. 1965 56 p refs (Contract AF 04(611)-9959)

(Rept.-0907-810-3; AD-465547)

Variables governing the apparent bond strength of polybutadiene propellant systems, imine-cured carboxy-terminated polybutadiene (CTPB) and epoxy-cured polybutadiene-acrylic acid-acrylonitrile terpolymer (PBAN) were investigated. The effects of solvent-extractable mobile ingredients, and the effect of the substrate polymer type were studied. Variations of the propellant formulation were investigated. The influence of the oxidizer on the characteristics of the propellant binder adjacent to the substrate surface, and the effect of CTPB prepolymer fractions on bonding were also studied. Although propellants are usually not formulated to enhance bonding, understanding of the ingredient-bonding relationship is useful in aiding the selection of substrate chemical composition. L.S.

#### N65-31960# Naval Ammunition Depot, Crane, Ind. THE INVENTION OF A NEW TYPE OF FRICTION SENSI-TIVITY APPARATUS

Carl Armour and Lloyd Smith 11 Jun. 1965 26 p

RDTR-60; AD-617382)

A new type of test apparatus has been invented which obtains an absolute value in foot-pounds for the frictional energy required to ignite explosives, pyrotechnics, propellants and other high energy compositions. The device obtains the frictional energy of ignition by spinning a rod on the sample held in an alundum sample holder. This energy is calculated from the torque load, the deflection, the revolutions per minute and the time to fire. Reproducibility of test results using duplicate samples is within a 1% to 2% range. Author N65-32258\*# Aerojet-General Corp., Sacramento, Calif. 260-IN.-DIA MOTOR FEASIBILITY DEMONSTRATION PROGRAM. VOLUME I: 260-SL. MOTOR AFT-END IG-NITION SYSTEM DEVELOPMENT Final Phase Report 20 Aug. 1962 275 p refs

(NASA-CR-54454; FPR-1) CFSTI: HC \$6.00/MF \$1.50 CSCL 21H

The 260-SL motor ignition system development program was conducted to demonstrate the capability of an aft-end solid-propellant igniter to ignite the 260-SL motors. A mathematical model was derived to define the gas dynamics of aftend ignition and to provide the parameters required for aft-end ignition system design. The test program demonstrated the ignition capability of the ignition system and provided sufficient data to verify the mathematical model and the criteria used for the design of the ignition system. The 44-in.-dia subscale motor ignition system development program further verified the 260-SL motor ignition system design criteria and provided preliminary data on the igniter ejection sequence. The aft-end ignition performance in three 44-SS motors showed predictable and reproducible performance. All objectives of the development program were achieved and the ignition capability of the 250-SL motor ignition system was fully demonstrated. Author

N65-32340# Stanford Research Inst., Menlo Park, Calif. THE DETERMINATION OF WATER IN SOLID PROPEL-LANTS Final Technical Report, Jun.–Oct. 1964 R. F. Muraca Oct. 1964 22 p refs

(Contract AT(04-3)-115) (UCRL-13136)

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Two procedures are described for determining the water content of solid propellants containing nitrato ester oxidants. One procedure has been specifically designed for use by skilled laboratory technicians; it is predicated on the use of an efficient titration system for the Karl Fischer reagent. Water accumulation in the titration vessel from the atmosphere or other sources is minimized by the use of specially-dried helium. As a result, the water content of solid propellants requiring times greater than one hour for dispersion in solvents can be determined accurately. The other procedure embodies the use of a specially-constructed manometric vessel and is based on the measurement of hydrogen pressure resulting from the reaction of calcium hydride with the water content of a solid propellant sample. Both methods are applicable for the determination of water in solid propellants containing from 0.10 to 0.01 per cent water. The role of the solvent in both determinations is discussed. Author

N65-32442\* Jet Propulsion Lab., Calif. Inst. of Tech., Pasadena.

#### ADVANCED LIQUID PROPULSION SYSTEMS

R. N. Porter, D. D. Evans, W. H. Tyler, W. F. Mac Glashan, and O. F. Keller *In its* Space Programs Sum. No. 37-33, Vol. IV 30 Jun. 1965 p162–171 refs (See N65-32410 21-11) CFSTI: HC \$7.00/MF \$1.75

Progress is reported on the study of the reactions between nitrogen tetroxide and hydrazine; on the firing tests of several ablative thrust chambers; on a method for locating pinholes in metal foils; on high and low temperature tests of a tank and expulsion diaphragm assembly: and of the metallographic examination of an aluminum propellant tank which was subjected to long-term storage test with hydrazine. The data obtained on the study of nitrogen tetroxide and hydrazine are consistent with the fact that nitrogen tetroxide-hydrazine impinging jets are subject to disruption by the rapid reaction occurring at the interface between the two propellants. The principle factors which cause this phenomenon are the rapid reaction rate and the immiscibility of the two reactants. Although these factors are closely related, it appears that miscibility is a major factor. Photographic studies showing the dropwise addition of N<sub>2</sub>O<sub>4</sub> to N<sub>2</sub>H<sub>4</sub> show that the two materials are completely immiscible. Test results also have shown that tanks of aluminum alloy are essentially unaffected by long-term contact with anhydrous hydrazine from 30° to 100° F. E.E.B.

N65-32723\* # Pratt and Whitney Aircraft, West Palm Beach, Fla. Florida Research and Development Center.

INVESTIGATION OF COMBUSTION INSTABILITY WITH LIQUID OXYGEN AND LIQUID OR COLD GASEOUS HY-DROGEN PROPELLANTS, PHASE II Quarterly Progress Report No. 3

W. J. Mc Anally 30 Mar. 1965 59 p refs

(Contract NAS8-11024)

(NASA-CR-64602; PWA-FR-1308) CFSTI: HC \$3.00/MF \$0.50 CSCL 21B

Twenty-five tests with the  $1 \times 5$ -inch two-dimensional slab motors were conducted during the third quarter. Initial analysis of test results confirms the previously observed stabilizing trends of increased hydrogen temperature, increased injection momentum ratio, and increased chamber contraction ratio. Detailed analysis will be presented in the final report. Author

### N65-32949# United Research Services, Burlingame, Calif. STUDY OF LIQUID PROPELLANT BLAST HAZARDS Quarterly Technical Documentary Report No. 6, 19 Dec. 1964– 19 Mar. 1965

A. B. Willoughby, C. Wilton, and J. Mansfield Edwards AFB, Calif., AF Rocket Propulsion Lab., 8 Apr. 1965 91 p refs (Contracts AF 04(611)-9558; AF 04(611)-10739) (URS-652-1; AD-464970)

Progress is reported on a program to develop a philosophy for predicting credible damage potential which may be expected from the accidental explosion of liquid propellants during launch or test operations of missiles or space vehicles. During this report period emphasis was placed on a preliminary analysis of results from initial 200 lb cryogenic tests, the design of the experimental arrangement and test tankage for the second high velocity impact test series, the design of a method for implementing the selected S-IV failure mode, and consideration of the design of a small scale charge geometry study. R.N.A.

 $\textbf{N65-33139}^{\star}\#$  Jet Propulsion Lab., Calif. Inst. of Tech., Pasadena.

## AN EXPERIMENTAL INVESTIGATION OF THE EFFECTS OF COMBUSTION ON THE MIXING OF HIGHLY REACTIVE LIQUID PROPELLANTS

Bruce H. Johnson 15 Jul. 1965 25 p refs

(Contract NAS7-100)

(NASA-CR-64616; JPL-TR-32-689) CFSTI: HC \$1.00/MF \$0.50 CSCL 211

The effects of combustion on the liquid-phase mixing of several storable liquid bipropellants were investigated. It was found that combustion effects were severe when nitrogen tetroxide was used as the oxidizer with various storable fuels, including hydrazine, unsymmetrical dimethylhydrazine, and monomethylhydrazine. Other combinations tested were found to be less affected by the combustion process. Several attempts were made to induce propellant mixing by mechanical means, and the effects of chemical inhibitors on the mixing process were investigated. None of the mechanical and chemical techniques studied influenced the prereaction mixing of the propellants to an appreciable extent. Author **N65-33353\***# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

### MOTION OF LIQUID-VAPOR INTERFACE IN RESPONSE TO IMPOSED ACCELERATION

William J. Masica and Donald A. Petrash Washington, NASA, Sep. 1965 23  $\ensuremath{\text{p}}$  refs

(NASA-TN-D-3005) CFSTI: HC \$1.00/MF \$0.50 CSCL 20D As a part of the general study of the behavior of liquid propellants stored in space-vehicle tanks while exposed to weightlessness, an experimental investigation was conducted to determine the motion of the liquid-vapor interface in a cylindrical container in response to a constant translational acceleration. The imposed acceleration was applied parallel to the longitudinal axis of the cylinder and was directed positively from the vapor to the liquid phase separated by an initially highly curved interface. The results indicated that the liquidvapor interface profile assumes the form predicted by the inviscid potential theory of G. I. Taylor. The rate at which the vapor phase penetrates the liquid phase (the ullage velocity) was empirically correlated as a function of known systems parameters for Bond numbers greater than 1 and fluids possessing low viscosities. The leading edge of the liquid-vapor interface was found to accelerate over distances comparable to fineness ratios of 2; the magnitude of acceleration is a known function of ullage velocity Author

N65-33884\*# Marguardt Corp., Van Nuys, Calif.

### DESIGN STUDY AND EVALUATION OF A MULTIFUEL ENGINE FOR A SPACE POWER SYSTEM Final Report, 19 Apr.-4 Jun. 1965

M. Arao and B. R. Chandler 15 Jul. 1965 132 p refs /ts Rept.-6095

(Contract NAS9-857)

(NASA-CR-64897) CFSTI: HC \$4.00/MF \$1.00 CSCL 21H

The feasibility, performance, and endurance of a modified hypergolic ignition engine operating on gaseous hydrogen and oxygen was studied. Slight changes in the injector system, and the addition of a starting ignition glow plug were used to modify the original hypergolic engine. The wide range of engine power delivery including overspeed and overload, was demonstrated without damage with propellants at stoichiometric O/F ratios up to 8:1 and high volumetric expansion ratios of from 23:1 to 38:1. A detailed analysis of the propellant flow measurements and flow characteristics, combustion efficiency, indicator and heat rejection, performance improvement tests, and vacuum operation is given. An appendix contains performance comparisons of candidate  $H_2$ -O<sub>2</sub> power systems for extended missions in space.

**N65-34151#** California Inst. of Tech., Pasadena. W. M. Keck Lab. of Engineering Materials.

A RESEARCH PROGRAM ON SOLID PROPELLANT PHYS-ICAL BEHAVIOR Quarterly Reports Nos. 5 and 6, 1 Feb.-31 Jul. 1965

Aug. 1965 16 p refs

(Contract AF 04(611)-9572) (MATSCIT-PS-65-4; AD-619699)

MAISCII-PS-05-4; AD-619699)

Microscopic theory of gum rubber failure and factorization of nonlinear viscoelasticity to constant load creep data are applied to the mechanical behavior of gum rubber vulcanizates. To test the failure theory, average stretch ratio is calculated and used in data reduction. For a viscoelastic body the time dependence of the shear modulus is factored from the time dependence of the stretch ratio, and creep data is plotted for enough different load levels to cover the range of break times up to 2000 min. At each instant the material behavior is shown to be essentially Mooney–Rivlinear; there is a marked deviation from linearity for strain less than 20% and the start of the usual upswing for stretches in excess of five. Standardized material characterizations studies deal with a Solithane system, an experimental resin, and Telagen CT. Computer programs are being developed in the area of material properties interconversions. M.W.R.

N65-34839# California Inst. of Tech., Pasadena. Firestone Flight Sciences Lab.

### SOLID ROCKET STRUCTURAL INTEGRITY ABSTRACTS, VOLUME 2, NO. 2

R. A. Westmann, ed. Apr. 1965 127 p refs (Contract AF 04(611)-9572) (AD-464736)

### CONTENTS:

1. A SUMMARY OF LINEAR VISCOELASTIC STRESS ANALYSIS H. H. Hilton (III. Univ.) p 1–56 refs (See N65-34840 23-27)

### ABSTRACTS

2. MECHANICAL CHARACTERIZATION p 58-69

3. THERMAL CHARACTERIZATION p 69-70

4. OPTICAL CHARACTERIZATION p 70-71

5. ANALYTICAL METHODS p 72-97

6. FAILURE p 98-109

7. SPECIAL TEST PROCEDURES p 109-115

8. PHYSICO-CHEMICAL EFFECTS ON MECHANICAL BEHAVIOR p 115-116

### N65-34840 Illinois Univ., Urbana

### A SUMMARY OF LINEAR VISCOELASTIC STRESS ANAL-YSIS

Harry H. Hilton *In* Calif. Inst. of Tech. Solid Rocket Structural Integrity Abstr. Apr. 1965 p 1–56 refs (See N65-34839 23-28)

Developments in linear viscoelastic stress analysis as they affect solid propellant grain analysis are summarized. In discussing stress-strain relationships, various experimental approaches resulting in analytical and/or graphical representations were reviewed. Such approaches to viscoelastic stress analysis as direct solutions, exact analogies, approximate analogies, and approximate solutions are briefly described. References are cited, and a bibliography is included to provide background material for a detailed study of the linear viscoelasticity field. M.G.J.

N65-34852# Rohm and Haas Co., Huntsville, Ala. Redstone Arsenal Research Div.

### HIGH PRESSURE SOLID PROPELLANT COMBUSTION STUDIES USING A CLOSED BOMB

Richard B. Cole [1965] 63 p refs

(Contracts DA-01-021-ORD-11909(Z); DA-01-021-AMC-11536(Z))

(S-68; AD-471575)

A self-pressurizing closed-bomb system is described for observing deflagration characteristics of solid propellants at pressures as high as 200000 psi. Regression rates are obtained by microwave interferometry, a newly-adapted method which eliminates the need for introducing foreign bodies in the forms of wires, probes, etc., into the system. Pressure measurements are made with strain gauges mounted on the exterior of the bomb body, obviating many sealing problems associated with conventional transducers. The relative merits of the available instrumentation are discussed; the principles and limitations of the interferometry technique are treated in detail. Preliminary r-P data for a polybutadiene-acrylic acid composite propellant are reported up to 60000 psi; results at higher pressures are indeterminate, owing to leakage and lack of high-pressure dynamic calibration equipment. Author

**N65-35109\*#** Pennsylvania State Univ., University Park. Dept. of Engineering Mechanics.

### FAILURE OF AN INERT COMPOSITE PROPELLANT UNDER MULTIAXIAL STRESS FIELDS Technical Report No. 1

M. G. Sharma and C. K. Lim Mar. 1965 49 p refs Prepared for JPL

(Contracts NAS7-100; JPL-950875)

(NASA-CR-67235) CFSTI: HC\$2.00/ MF S0.50 CSCL 211

The failure criteria of an inert composite solid propellant were evaluated under five biaxial tension stress fields. The effect of rate of loading on failure behavior of the material is considered. A new biaxial testing machine used for failure studies of the inert composite propellant is described. Possibilities of describing failure in terms of octahedral shear stress, octahedral shear strain, and maximum strain energy hypotheses are discussed. Failure curves in the principal stress space indicate that induced anisotropy exists in the material at fracture perhaps due to dewetting occurring in certain biaxial stress states. Maximum strain energy at fracture for various biaxial stress field evaluated from creep behavior in tensile and volumetric deformation agrees well with experimentally determined energy at fracture for most biaxial stress fields. However, for low biaxial stress ratios, predictions based on the finite defor-R.N.A. mation theory agree better.

N65-36443\*# Jet Propulsion Lab., Calif. Inst. of Tech., Pasadena.

ON THE CHARACTERIZATION OF MULTIAXIAL DATA IN TERMS OF THE STRAIN ENERGY CONCEPT Anthony San Miguel 15 Oct. 1965 15 p refs (Contract NAS7-100)

(NASA-CR-67400; JPL-TR-32-675) CFSTI: HC \$1.00/MF \$0.50 CSCL 211

An experimental-theoretical approach based on continuous media theory has been suggested as a means of characterizing the multiaxial mechanical behavior of solid propellants (allowing for compressibility). The applicability of this approach to solid propellants has been the subject of one research program. Two multiaxial experiments that have been developed in this program are the inflated cylinder test and the biaxial sheet test. This report deals with characterizing the multiaxial data from these tests in terms of strain energy; only the elastic portion of the viscoelastic response is considered. However, the ultimate aims of the study are to characterize materials with memory. Many of the observations previously reported by the author of compressible propellant were largely repeated upon examination of an unfilled polyurethane binder, which was essentially incompressible. The compressibility theory suggested by the author experimentally converges to the theory as used by Rivlin for an Author incompressible material.

N66-10213# Princeton Univ., N. J. Dept. of Aerospace and Mechanical Sciences.

SOLID PROPELLANT COMBUSTION MECHANISM STUDIES Fifteenth and Sixteenth Progress Report, 1 Oct. 1963–31 Mar. 1964 Richard B. Cole and Joseph Wenograd 17 Jun. 1965 139 p refs

(Contract Nonr-1858(32); ARPA Order 23) (Rept.-446-o; AD-467728)

Two composite solid propellant combustion experiments are reported; one deals with burning surface photomacroscopy. and the other with the influence of oxidizer particle size on low pressure combustion. The first investigation involved photography of the surfaces of 1/4 inch square polysulfide-ammonium perchlorate (unmetallized) propellant strands during combustion in a coaxially-flowing nitrogen environment. The experiment and the apparatus used are described in detail. Among the findings were that useful combustion pressures for high resolution surface photography of burning strands is limited to less than about 500 psig. The second investigation deals with the dependence of the subatmospheric pressure burning rates of 1/4 inch square strands of ammonium perchlorate propellants on pressure and oxidizer particle size. An apparatus providing for burning rate determination by sequence photography of the strands burning in an essentially stagnant nitrogen environment is detailed, and burning rate versus pressure results are included. C.T.C.

N66-10614\*# Pennsylvania State Univ., University Park. Dept. of Engineering Mechanics.

STRESS-STRAIN BEHAVIOR OF AN INERT COMPOSITE PROPELLANT FOR MULTIAXIAL LOADING CONDITIONS Technical Report No. 2

M. G. Sharma and Y. S. Les Aug. 1965 42 p refs Prepared for JPL

(Contracts NAS7-100; JPL-950875)

(NASA-CR-67809) CFSTI: HC \$2.00/MF \$0.50 CSCL 211 Research was conducted to determine the mechanical characterization of an inert composite propellant for biaxial loading conditions from its observed behavior under uniaxial tension loading. The effect of rate of loading on stress-strain behavior is considered. Experimental data are included on the behavior of the material under several biaxial stress fields for two rates of loading. The experimental data were compared with predicted values based on linear viscoelastic theory and finite viscoelastic theory. Results show that the effect of biaxial stress fields reduces the extension ratios in either tangential or axial directions. Mechanical behavior is a border line case where both linear and finite viscoelastic theories may apply and is somewhat substantiated by predictions based

on linear viscoelastic theory. For a stress ratio of 1.681, predicted and experimentally determined axial stress-strain curves compare well. Deviations are great between experimental and theoretical values for unaxial tension for a stress ratio of 0, but are reasonably good for stress ratios of 0.824 and 1.288. R.N.A.

N66-10650\*# Jet Propulsion Lab., Calif. Inst. of Tech., Pasadena.

GENERANT CONTROLLER DEVELOPMENT FOR THE ADVANCED LIQUID PROPULSION SYSTEM (ALPS) W. F. Mac Glashaw, Jr. 15 Nov. 1965 35 p refs

(Contract NAS7-100)

(NASA-CR-67842; JPL-TR-32-814) CFSTI: HC \$2.00/MF \$0.50 CSCL 21H

The function of the generant controller is to meter the flow of hydrazine to the gas generator so that constant pressure is maintained in the propellant tank during all firing periods regardless of variations in the rates at which propellants flow out of the tank. The generant controller is essentially a remote-sensing, single-stage, spring-loaded regulator. Four controller versions were built and tested. Controlled 4 incorporates the best features of the preceding three controllers. Results of water tests that simulate expected operating conditions are recorded. Special features of these controllers, such as the diaphragm backup ring and the Belleville spring package which were developed as a result of this study, are discussed. The suitability of these special features for scalability and for other components is pointed out. An Appendix is included which describes the function of the generant controller in the ALPS system and in the Mariner '66 system. Author

N66-10893# Stanford Research Inst., Menlo Park, Calif. VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS Quarterly Technical Summary Report No. 15 (Report No. 3 for Contract Period), 16 Mar.– 15 Jun. 1965

N. W. Tschoegl and J. R. Smith [1965] 18 p ref (Contract NOw-65-0061-d; ARPA Order 22) (Rept.-15; AD-470846)

Data were obtained on the dependence of the shear moduli of a polyurethane propellant on shear strain at different frequencies and temperatures, and on the time of storage at low temperatures. The propellant was then tested in the dynamic shear tester over extended ranges of temperature and frequency. The data are presented in graphical form. Investigation of the problem of the variation of output with piston position and diaphragm configuration in the dynamic compressibility apparatus was continued. Author (TAB)

### **N66-11637#** United Technology Center, Sunnyvale, Calif. RESEARCH TO RELATE THE EFFECTS OF STRUCTURE AND COMPOSITION OF A PROPELLANT TO THE MECHAN-ICAL PROPERTIES OF A COMPOSITE PROPELLANT First Quarterly Progress Report, 13 May–13 Aug. 1965

R. B. Beyer, L. S. Bain, and R. O. Mac Laren 13 Sep. 1965 12 p (Contract NOw-65-0463-c)

(UTC-2147-QPR-I; AD-470132)

Experiments, tests, and evaluation methods to be used in a polymer and propellant preparation program are given. Initial experiments with a carboxy terminated polybutadiene polymer are planned; these include variation of crosslink density with molecular weight, and variation of crosslink density by chain extension. The characteristics of the polymer are tabulated, and incorporate molecular weight, viscosity, specific gravity, carboxy equivalents, and isomer concentration. Tensile, stress relaxation, and failure tests are planned for the evaluations. C.T.C.

### N66-11639# Stanford Research Inst., Menlo Park, Calif. VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS Quarterly Technical Summary Report No. 14 (Report No. 2 for Contract Period), 16 Dec. 1964– 15 Mar. 1965

Nicholas W. Tschoegl, James R. Smith, and Thor L. Smith [1965] 30 p

(Contract NOw-65-0061-d: ARPA Order 22)

(Rept.-14; AD-468430)

Studies supplementary to the determination of the dynamic shear modulus are reported. The effects of specimen geometry and the magnitude of shear strain on the dynamic modulus of polyurethane propellant AEBA-10 were studied. A method was worked out to correct measurements to the same level of shear strain to allow a direct comparison under all experimental conditions. An evaluation of the differential Lissajous method for determining small phase angles has shown that, at frequencies as low as 0.05 cps, a phase angle of the order of a few thousandths of a radian can be measured with good precision. Factors that influence the reproducibility of data obtained with the dynamic compressibility apparatus were investigated.

### N66-12871\*# Battelle Memorial Inst., Columbus, Ohio. A STUDY OF SOLID-PROPELLANT VAPORIZATION AND DIFFUSION PROCESSES Final Technical Report

J. W. Droege, R. W. King, J. S. Mc Nulty, and A. Levy 31 Aug. 1965 32 p. refs

(Contracts NAS7-100; JPL-950813)

(NASA-CR-68228) CFSTI: HC \$2.00/MF \$0.50 CSCL 211

The vaporization and diffusion processes for dioctyl adipate and ferrocene in a polyurethane propellant were studied in some detail; phenyl-beta-naphthylamine was studied in less detail. Vapor pressures of these three additives were measured. Diffusion studies were carried out on propellant samples containing dioctyl adipate and ferrocene. Measurements were made between 30 and 70° C. The diffusion coefficients found for these two materials were nearly the same. The vapor pressures differed by several orders of magnitude. Diffusion appeared to take place predominantly through the polymer phase. There were some indications of structure-dependent diffusion through cracks and boundaries between the binder and the oxidizer. If one assumes a rocket configuration in which the effective throat area is about  $3 \times 10^{-3}$  times the area of exposed propellant surface, then one concludes that at about 30° C the loss of dioctyl adipate will be controlled by its rate of effusion from the nozzle. Over a period of a few years, the loss would be negligible. For ferrocene, with a much higher vapor pressure, the loss is diffusion controlled and in a year would deplete the propellant considerably within a few millimeters of the surface, leaving the bulk of the propellant unaffected. Author

N66-14010# Naval Radiological Defense Lab., San Francisco, Calif.

### THE RADIOLYTIC DECOMPOSITION OF 1,1-DIMETHYL-HYDRAZINE, DIETHYLENETRIAMINE AND HYDYNE ROCKET FUELS

Wesley E. Shelberg 19 Aug. 1965 15 p refs

(USNRDL-TR-896; AD-622334) CFSTI: HC \$1.00/MF \$0.50 One hundred-milliliter samples of the storable liquid rocket fuels, 1,1-dimethylhydrazine, diethylenetriamine, and Hydyne generate respectively 199.0, 101.2 and 164.1 ml of radiolytic off-gas (measured at 25C and 1 atm) when irradiated to 8,500,000 rads with gamma rays. The result for Hydyne was calculated from those for 1,1-dimethylhydrazine and diethylenetriamine, Hydyne consisting of 60 wt-% of the former and 40 wt-% of the latter. When the samples contain 5 vol-% of the free radical scavenger methyl methacrylate, the off-gas volumes are reduced respectively by 18.2, 11.0 and 16.7 %. Since the free-radical scavenger reduces somewhat the off-gas from the fuels due to laboratory ionizing radiation, it may be expected to improve their storability somewhat with respect to ionizing space and nuclear rocket radiations. Author (TAB)

N66-14076 # Aerospace Corp., El Segundo, Calif. Aerodynamics and Propulsion Research Lab.

GENERAL RESEARCH. SOLUBILITIES OF N<sub>2</sub>, He, AND Ar IN LIQUID N<sub>2</sub>O<sub>4</sub>

E. T. Chang and N. A. Gokcen 20 Oct. 1964 22 p refs (ATN-64-(9228)-4)

The solubility of nitrogen, helium, and argon in liquid dinitrogen tetroxide has been measured over a wide pressure

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N66-14560

range at  $-11.13, 0.0, and 25.0^{\circ}$  C. The results show, conclusively, that Henry's law is obeyed for all pressures at each temperature. The standard free energy, enthalpy, and entropy of solution for each gas have been computed. Author

### N66-14228# Southwest Research Inst., San Antonio, Tex. LUBRICATION RESEARCH AND TEST METHOD DEVELOP-MENT FOR AEROSPACE PROPULSION SYSTEMS Technical Report, 15 Feb. 1964–15 Apr. 1965

B. B. Baber, W. R. Blackstone, and P. M. Ku Wright-Patterson AFB, Ohio, AF Aero Propulsion Lab., Aug. 1965 68 p refs (Contract AF 33(657)-11088)

(AFAPL-TR-65-70; AD-621072) CFSTI: HC \$3.00/MF \$0.75

This program was concerned with the further development of the ABMA impace tester and the investigation of different test methods used to determine the impact sensitivity of materials in contact with rocket propellants. It was found that the specimen cup material and design had a significant effect on plummet rebound height. The use of a modified anvil region assembly, including a steel specimen cup, significantly increased the reactivity of materials subjected to impace in the presence of LOX in addition to improving plummet rebound height repeatability. The 'up-and-down' test procedure, from which a statistical estimate of the drop height producing a 50percent probability of reaction may be obtained was investigated. The results of 10 separate up-and-down tests on one grease material showed repeatability to be excellent. Results were also obtained for additional greases and these results showed that some greases rated as satisfactory had about the same 50-percent points as other greases considered unsatisfactory with the only apparent difference being the intensity of the reactions. Author (TAB)

N66-14560# Battelle Memorial Inst., Columbus, Ohio. DEVELOPMENT OF LAMINATED SOLID PROPELLANTS Final Technical Report 15 Apr. 1961–30 Nov. 1963 Alfred Rudnick, Robert A. King, James L. Harp, Delbert H. Fisher, Bailey Bennett et al 30 Nov. 1963 52 p

(Contract Nonr-3506(00)(FBM)) (G-4890-1; AD-622399) CFSTI: HC \$3.00/MF \$0.75

The concept of reinforcement of a solid-propellant grain through use of combustible metal or plastic laminates is discussed. Procedures used for preparing test samples for mechanical property studies and firing tests are described. Mechanical strength was found to be increased generally in proportion to the amount of reinforcement added. Firing tests demonstrated clearly that the orientation of the reinforcement layers parallel to the combustion surface is not compatible with satisfactory combustion, whereas, when the reinforcement is oriented normal to the combustion surface, buring is either enhanced or unchanged. Author (TAB)

### A65-10967

### IAA ENTRIES

#### A64-28533

PROPELLANT HEATING STUDIES WITH WALL AND NUCLEAR HEATING.

B. H. Anderson, S. C. Huntley, and D. J. Connolley (NASA, Lewis Research Center, Cleveland, Ohio).

American Society of Mechanical Engineers, Winter Annual Meeting, New York, N. Y., Nov. 29-Dec. 4, 1964, Paper. 30 p. 7 refs.

Description of an approximate method of obtaining the temperature history of a fluid contained in a tank which is subjected to nuclear and wall heating. Under conditions of relatively low wall heat flux, with and without nuclear heating, the temperature profiles obtained from the analysis are considered to agree well with experimental data. However, the temperature gradients in the fluid are said to differ slightly. With higher amounts of wall heating, this difference is more pronounced. This was caused primarily by the use of a simplified expression for the exponent used in describing the temperature profile. The approximate technique of assuming a plausible temperature profile that is made to satisfy the conservation of energy gives results considered sufficiently accurate to warrant further exploration. Eleven illustrations are presented, including a schematic diagram of the test apparatus, Schlieren photographs showing flow patterns resulting from nonuniform source and wall heating, and a temperature history of the liquid-hydrogen wall-heating experiment. й н

#### A65-10457

KINEMATICS OF THE BURNING SURFACE OF A PROPELLANT GRAIN.

O. P. Chugh (Defence Research and Development Organization, Scientific Evaluation Group, Delhi, India).

Indian Journal of Pure and Applied Physics, vol. 2, Aug. 1964, p. 254-259. 9 refs.

Application of the general law of burning to the study of the kinematics of the burning surface of a propellant grain. The procedure for finding the subsequent area of cross section, perimeter, and the rate of change of the perimeter of a directrix is explained in detail by two different methods - geometrical and analytical and applied to a few typical cases. The procedure suggested is said to be simple and to give a better insight as to how the burning surfaces move. Also, the need to depend on any chart as in conventional practice is obviated. An approach for analyzing the behavior of the burning surface of a grain of any shape is indicated. For comparison, a few common designs of propellant grain are also presented diagrammatically, indicating how the burning surfaces move, and showing the formation of slivers, if any. (Author) M.M.

A65-10468

EVALUATION OF THEORETICAL PROPELLANT PERFORMANCE. II - THEORETICAL METHOD OF DETERMINATION OF CHARAC-TERISTIC PARAMETERS OF LIQUID AND SOLID PROPEL-LANTS [EVALUATION DES PERFORMANCES THEORIQUES DES PROPERGOLS. II - METHODE THEORIQUE DE DETERMINATION DES PARAMETRES CARACTERISTIQUES DES PROPERGOLS LIQUIDES ET SOLIDES].

J. Boisson.

Doc-Air-Espace, Sept. 1964, p. 23-28. 5 refs. In French. Theoretical method for determining the characteristic param-

eters of liquid and solid propellants. The subjects considered are: (1) basic thermodynamic data, (2) thermodynamic functions of gaseous combustion products and of condensed combustion products, (3) heat of formation, (4) calculation of the performance of chemical propellants, (5) calculation of the composition of a mixture in equilibrium at a given pressure and temperature, (6) calculation by equilibrium constants, and (7) calculation by the search for a mixture of minimum free energy. Other subjects include: (1) calculation of

the combustion temperature, composition, and thermodynamic properties of the combustion mixture; (2) determination of the local flow characteristics during isentropic expansion; (3) calculation of theoretical performances; and (4) influence of the conditions of employment on these performances. The relative results of various systems of chemical propellants are presented. M. M.

#### A65-10482

HYBRID PROPULSION TECHNOLOGY. D. D. Ordahl and W. A. Rains (United Aircraft Corp., United Technology Center, Sunnyvale, Calif.). Spaceflight, vol. 6, Nov. 1964, p. 182-186.

Comparison of hybrid propulsion systems with the liquid bipropellant and solid-propellant systems from which they are derived. Hybrid systems are described which use N2O4 for an oxidizer and a rubber-based solid fuel (which may or may not contain powdered metals). Such systems are said to have numerous adwantages, including: ease and safety of processing because the grains will generally not sustain combustion; simplification of pressurization, valving, and injection problems (compared to bi-propellant systems); and greater start/stop and throttling capabilities than solid-propellant systems. Potential applications of hybrid propulsion systems are said to cover the entire range from attitude control and orbital rendezvous of satellites to lunar-landing systems and launch vehicles having 24 million lb of thrust. M. M.

### A65-10646

SOME BASIC STUDIES OF LIQUID PROPELLANT INJECTION PROCESSES.

J. D. Lewis (Ministry of Aviation, Rocket Propulsion Establishment, Westcott, Bucks., England). (Royal Aeronautical Society, College of Aeronautics, and British Interplanetary Society, Rocket Propulsion Symposium, 2nd, Cranfield, England, Apr. 26, 27, 1962, Paper.) Royal Aeronautical Society, Journal, vol. 68, Nov. 1964, p. 743-750; Discussion, p. 756-758. 12 refs.

Discussion of recent analytical studies of rocket-engine combustion based on propellant vaporization as the rate-controlling parameter. The studies by Spalding, and Priem and Heidmann, in particular, are thought to have contributed greatly to the understanding of the mechanism of stable combustion. Critical combustion experiments on a small-scale engine reportedly have shown fair agreement with vaporization predictions but have also revealed the need to understand and improve the mixing process. In parallel with performance measurements in a combustion system, detailed measurements of the atomization process including the break-up mechanism and drop-size distribution have been made. It is indicated that gaps exist in the present understanding of the subject and that further work remains to be done. It is thought that the highspeed photographic and gas-sampling techniques developed for these investigations provide useful research tools for more detailed studies of the problems. (Author) D.H.

### A65-10967

HETEROGENEOUS COMBUSTION (PROGRESS IN ASTRONAUTICS AND AERONAUTICS. VOLUME 15).

Edited by Hans G. Wolfhard (Institute for Defense Analyses, Research and Engineering Support Div., Washington, D.C.), Irvin Glassman (Princeton University, Dept. of Aerospace and Mechanical Sciences, Guggenheim Laboratories for Aerospace Propulsion Sciences, Princeton, N.J.), and Leon Green, Jr. (USAF, Systems Command, Research and Technology Div., Washington, D.C.).

New York, Academic Press, Inc., 1964. 765 p. Members, \$8.25; nonmembers, \$11.00.

#### CONTENTS:

PREFACE. Irvin Glassman (Princeton University, Princeton, N.J.), Leon Green, Jr. (USAF, Washington, D.C.), and Hans G. Wolfhard (Institute for Defense Analyses, Washington, D.C.), p. ix-xi.

### A65-11013

I - COMBUSTION AND IGNITION OF METALS.

TECHNIQUES FOR THE STUDY OF COMBUSTION OF BERYL-LIUM AND ALUMINUM PARTICLES. A. Maček, R. Friedman, and J. M. Semple (Atlantic Research Corp., Alexandria, Va.), p. 3-16. [See A65-10968 02-33]

STUDY OF QUENCHED ALUMINUM PARTICLE COMBUSTION. Charles M. Drew, Alvin S. Gordon, and R. H. Knipe (U.S. Naval Ordnance Test Station, China Lake, Calif.), p. 17-39. 7 refs. [See A65-10969 02-27]

SPECTROSCOPIC INVESTIGATION OF METAL COMBUSTION. Thomas A. Brzustowski and Irvin Glassman (Princeton University, Princeton, N.J.), p. 41-73. 21 refs. [See A65-10970 02-33]

VAPOR-PHASE DIFFUSION FLAMES IN THE COMBUSTION OF MAGNESIUM AND ALUMINUM. I - ANALYTICAL DEVELOP-MENTS. Thomas A. Brzustowski and Irvin Glassman (Princeton University, Princeton, N. J.), p. 75-115. 13 refs. [See A65-10971 02-33]

VAPOR-PHASE DIFFUSION FLAMES IN THE COMBUSTION OF MAGNESIUM AND ALUMINUM. II - EXPERIMENTAL OB-SERVATIONS IN OXYGEN ATMOSPHERES. Thomas A. Brzustowski and Irvin Glassman (Princeton University, Princeton, N.J.), p. 117-158. 15 refs. [See A65-10972 02-33]

VAPOR-PHASE DIFFUSION FLAMES IN THE COMBUSTION OF MAGNESIUM AND ALUMINUM. III - EXPERIMENTAL OB-SERVATIONS IN CARBON DIOXIDE ATMOSPHERES. Arthur M. Mellor and Irvin Glassman (Princeton University,

Brinceton, N. J. ), p. 159-176. 5 refs. [See A65-10973 02-33]
 ANALYSIS OF A DILUTE DIFFUSION FLAME MAINTAINED
 BY HETEROGENEOUS REACTION. George H. Markstein (Cornell Aeronautical Laboratory, Inc., Buffalo, N.Y.), p. 177-202. 9 refs.
 [See A65-10974 02-33]

COMBUSTION OF ELEMENTAL BORON WITH FLUORINE. U. V. Henderson, Jr., Harry P. Woods, and Genevieve Poplin (Texaco, Inc., Richmond, Va.), p. 203-226. 6 refs. [See A65-10975 02-27]

OXIDATION OF GRAPHITE, MOLYBDENUM, AND TUNGSTEN AT 1000° TO 1600°C. E. A. Gulbransen, K. F. Andrew, and F. A. Brassart (Westinghouse Electric Corp., Pittsburgh, Pa.), p. 227-250. 9 refs. [See A65-10976 02-06]

COMBUSTION OF PYROLYTIC BORON NITRIDE. M. D. Bowen (Martin Marietta Corp., Orlando, Fla.) and C. W. Gorton (Georgia Institute of Technology, Atlanta, Ga.), p. 251-278. 14 refs. [See A65-10977 02-27]

COMBUSTION AND DISINTEGRATION OF ZIRCONIUM HY-DRIDE-URANIUM FUEL RODS DURING ATMOSPHERIC RE-ENTRY F. E. Littman, A. E. Levy-Pascal, and N. A. Tiner (Astropower, Inc., Newport Beach, Calif.), p. 279-307. [See A65-10978 02-33]

II - HIGH-ENERGY PROPELLANT COMBUSTION.

A BRIEF REVIEW ON THE COMBUSTION OF BORON HY-DRIDES. W. G. Berl (Johns Hopkins University, Silver Spring, Md.), p. 311-326. 56 refs. [See A65-10979 02-27]

CHARACTERISTICS OF DIFORANE FLAMES. H. G. Wolfhard, A. H. Clark, and M. Vanpee (Thiokol Chemical Corp., Denville,

 N. J. ), p. 327-343. 6 refs. [See A65-10980 02-33] MECHANISM AND CHEMICAL INHIBITION OF THE DIBORANE OXYGEN REACTION. Gordon B. Skinner and Arthur D. Snyder (Monsanto Research Corp., Dayton, Ohio), p. 345-374. 17 refs. [See A65-10981 02-33]

OXIDATION OF DIETHYLDIBORANE. Walter H. Bauer, Stephen E. Wiberley (Rensselaer Polytechnic Institute, Troy, N.Y.), and Erik I. Sandvik (Jersey Production Research Co., Tulsa, Okla.), p. 375-390. 14 refs. [See A65-10982 02-33]

REACTION OF PENTABORANE AND HYDRAZINE AND THE STRUCTURE OF THE ADDUCT. H. V. Seklemian, R. W. Lawrence, and G. A. Guter (Aerojet-General Corp., Azusa, Calif.), p. 391-401. 6 refs. [See A65-10983 02-27]

MECHANISM OF PYROLYSIS OF ALUMINUM ALKYLS. Y. A. Tajima and C. J. Marsel (New York University, New York, N.Y.), p. 403-418. 17 refs. [See A65-10984 02-06]

NHIBITION OF AFTERBÜRNING BY METAL COMPOUNDS. M. Vanpee, R. H. Tromans, and D. Burgess (Thiokol Chemical Corp., Denville, N. J.), p. 419-448. 9 refs. [See A65-10985 02-33] III - EFFECT OF AERODYNAMICS ON HETEROGENEOUS COM-BUSTION. INTRODUCTORY CONSIDERATIONS ON HYBRID ROCKET COMBUSTION. Leon Green, Jr. (Lockheed Aircraft Corp., Redlands, Calif.), p. 451-484. 66 refs. [See A65-10986 02-33]

FUNDAMENTALS OF HYBRID BOUNDARY-LAYER COM-BUSTION. G. A. Marxman, C. E. Wooldridge, and R. J. Muzzy (United Aircraft Corp., Sunnyvale, Calif.), p. 485-522. 9 refs. [See A65-10987 02-33]

COMBUSTION DURING PERPENDICULAR FLOW. Welby G. Courtney, William R. Kineyko, and Bruce E. Dawson (Thiokol Chemical Corp., Denville, N.J.), p. 523-558. 16 refs. [See A65-10988 02-33]

RESEARCH IN HYBRID COMBUSTION. T. J. Houser and M. V. Peck (North American Aviation, Inc., Canoga Park, Calif.), p. 559-581. 6 refs. [See A65-10989 02-33]

A POROUS PLUG BURNER TECHNIQUE FOR THE STUDY OF COMPOSITE SOLID PROPELLANT DEFLAGRATION ON A FUNDAMENTAL LEVEL AND ITS APPLICATION TO HYBRID ROCKET PROPULSION. Robert F. McAlevy, III and Suh Yong Lee (Stevens Institute of Technology, Hoboken, N. J.), p. 583-608. 25 refs. [See A65-10990 02-33]

PRODUCTION OF TRACE SPECIES IN BOUNDARY LAYERS. F. A. Williams (Institute for Defense Analyses, Washington, D.C.), p. 609-642. 15 refs. [See A65-10991 02-12]

LAMINAR BOUNDARY-LAYER WEDGE FLOWS WITH EVAPORATION AND COMBUSTION. Tze-ning Chen and Tau-yi Toong (Massachusetts Institute of Technology, Cambridge, Mass.), p. 643-664. 12 refs. [See A65-10992 02-33]

#### IV - CONDENSATION.

HOMOGENEOUS NUCLEATION IN CONDENSATION. J. Feder, J. Lothe, K. C. Russell (Oslo, Universitetet, Oslo, Norway), J. P. Hirth (Ohio State University, Columbus, Ohio), and G. M. Pound (Carnegie Institute of Technology, Pittsburgh, Pa.), p. 667-675. 33 refs. [See A65-10993 02-33] HOMOGENEOUS NUCLEATION FROM SIMPLE AND COM-

HOMOGENEOUS NUCLEATION FROM SIMPLE AND COM-PLEX SYSTEMS. Welby G. Courtney (Thiokol Chemical Corp.,

Denville, N.J.), p. 677-699. 27 refs. [See A65-10994 02-33]
 CONDENSATION PHENOMENA IN NOZZLES. Peter P.
 Wegener (Yale University, New Haven, Conn.), p. 701-724.

38 refs. [See A65-10995 02-01] WATER VAPOR CONDENSATION AS AN EXPLANÁTION FOR THE GREAT APPARENT RADIANCE OF SUN-LIT HIGH-ALTITUDE ROCKET EXHAUST PLUMES. J. M. Bowyer, Jr. (Kansas State University, Manhattan, Kan.), p. 725-738. 10 refs. [See A65-10996 02-33]

EXPERIMENTAL METHODS FOR THE STUDY OF NUCLEA-TION AND CONDENSATION. W. J. Dunning (Bristol, University, Bristol, England), p. 739-761. 28 refs. [See A65-10997 02-33] CONTRIBUTORS TO VOLUME 15, p. 763-765.

### A65-11013 #

ON THE SPONTANEOUS IGNITION OF HYPERGOLIC PROPELLANT SYSTEMS AT LOW PRESSURES AND TEMPERATURES. Paul C. Wilber, Michael A. Merrigan (Celestial Research Corp., South Pasadena, Calif.), P. Roy Choudhury (Southern California, University, Los Angeles, Calif.), Stephen P. Vango (California Institute of Technology, Jet Propulsion Laboratory, Pasadena, Calif.), and William Lee (USAF, Systems Command, Flight Test Center, Rocket Propulsion Laboratory, Edwards AFB, Calif.). Combustion Institute, Western States Section, Fall Meeting, Salt Lake City, Utah, Oct. 26, 27, 1964, Paper 64-29. 24 p. Contract No. AF 04(611)-9890.

Preliminary results of an experimental program to determine the reaction characteristics of a typical hypergolic propellant pair in a low-pressure, low-temperature environment. The intent of the program is to uncover possible hazards to structure and personnel, occasioned by propellant leakage and condensation on cold surfaces in the chamber. Three reaction systems of different size (for scaling purposes) and two basically similar propellant pairs were used. Homogeneous and heterogeneous gas-gas, gas-condensed phase, and condensed phase-condensed phase reactions were studied. In most of the tests, the propellant pair consisted of a 50-50 blend of hydrazine and UDMH as a fuel and nitrogen tetroxide as the oxidizer. Hydrazine and nitrogen tetroxide sthe propellant pair in the
tests conducted in the smallest reactor. Energy sources of accidental ignition to be considered in the continuing research include: visual and UV radiation such as might be expected from a solar simulation system; hot gas and particle impact such as might result from the firing of vehicle attitude-control rockets; simulated and actual active elements of pressure instrumentation, including hot filaments, low-pressure electrical discharges, and radioactive sources; and . mechanical impacts. W.M.R.

## A65-11055 #

PROBLEMS INVOLVED IN ASSESSING THE EXPLOSION HAZARDS . OF LIQUID BIPROPELLANT SYSTEMS.

A. B. Willoughby, T. C. Goodale, and C. Wilton (URS Corp., Burlingame, Calif.).

Combustion Institute, Western States Section, Fall Meeting, Salt Lake City, Utah, Oct. 26, 27, 1964, Paper 64-37, 19 p. 5 refs.

Analysis of the explosive properties of propellant combinations such as  $LO_2/RP-1$ ,  $LO_2/LH_2$ , and  $N_2O_4/Aerozene$  (50% UDMH-50% hydrazine), commonly used in the larger space vehicles. Consider tion is limited to the blast-wave characteristics. The practice of expressing explosive effects of mixtures in terms of their equivaler TNT yield is found to be useful only for predicting long-distance damage. W.M.R.

#### A65-11167

RESILIENT SEAL MATERIALS FOR LIQUID ROCKET PROPEL-LANTS.

Philip A. House (USAF, Systems Command, Research and Technology Div., Materials Laboratory, Wright-Patterson AFB, Ohio). IN: SOCIETY OF AEROSPACE MATERIAL AND PROCESS ENGI-NEERS, NATIONAL SYMPOSIUM ON MATERIALS FOR SPACE VEHICLE USE, 6TH, SEATTLE, WASH., NOVEMBER 18-20, 1963. VOLUME 2.

Seattle, Society of Aerospace Material and Process Engineers, 1963. 12 p.

Performance of Teflon, filled Teflon, butyl, Viton, ethylene propylene, polyethylene, silicone, and polybutadiene as resilient seal materials when exposed to  $N_2O_4$ , CIF<sub>3</sub>,  $H_2O_2$ , and hydrazine/-UDMH. The application of the materials in the form of metal-clad elastomeric O-rings and expulsion bladders is described. Expulsion bladders are thought to offer promise as a possible solution to the problem of moving liquid propellants from the storage tank to the engine under zero-g conditions. Evaluations of pentaborane and Hybaline are reportedly being made, and the materials that have proven best in previous tests are to be evaluated in the sealbility test jigs at  $160^{\circ}$ F. D.H.

#### A65-11496 #

SOLIDS - A NEW CHALLENGE.

I. Silver (U.S. Navy, Bureau of Naval Weapons, Washington, D.C.) Astronautics and Aeronautics, vol. 2, Dec. 1964, p. 60-65.

Discussion of typical solid-propellant rocket performance since the Korean conflict, including extrapolations of future requirements in regard to design and performance. It is concluded: (1) that the potential for improved ballistic performance for solid-rocket motors remains high, but limiting factors such as storability, sensitivity, processability, and cost determine military applicability; (2) polybutadiene propellants continue to rate high for a wide variety of military rocket motors, particularly when there are extreme operational temperatures and high grain stresses; (3) problems such as radar attenuation, combustion instability, grain-acceptance criteria, and grain structural integrity require further investigation to improve the performance, safety, and reliability of solid-rocket motors; and (4) requirements for thrust controls limit the use of solid motors and this factor, coupled with the safety, reliability, and processing problems of high-performance solid motors, make liquid-rocket engines highly competitive for many advanced applications. D.H.

### A65-11592 #

FLOW OF COMBUSTION GASES THROUGH A PERFORATION IN A SOLID PROPELLANT GRAIN.

John E. Bush (United Aircraft Corp., United Technology Center, Engineering Sciences Branch, Sunnyvale, Calif.).

AIAA Journal, vol. 2, Nov. 1964, p. 2022, 2023. 5 refs.

Analysis of the steady one-dimensional equilibrium flow of a perfect gas and condensed phase mixture in a duct whose crosssectional area varies with length and whose mass-flow rate increases with length. An approximate solution that lends itself to hand calculations is presented, and eddy mixing effects due to abrupt expansions or contractions are also considered. F.R.L.

# A65-13381

THE HYBRID ROCKET ENGINE.

Björn Ankarswärd (Svenska Flygmotor AB, Trollhättan, Sweden). Interavia, vol. 19, Dec. 1964, p. 1838-1840.

Discussion of hybrid rocket engine research conducted at Svenska Flygmotor AB, including a brief description of work done at General Electric, United Aircraft's United Technology Center, and Aerojet General. At Svenska Flygmotor AB, white furning nitric acid is used in combination with different solid fuels with hypergolic ignition characteristics developed by the company's chemical division. The combustion chamber has been designed for static tests for evaluating the internal ballistics of a hybrid engine, and the system employs an impinging-jet type of nitric acid injector. The most promising method of monitoring burning rate is said to be a continuous registering of grain thickness by means of ultrasonics, but this method is not yet fully approved. As a result of the experiments, a thrust program has been developed which involves a boost phase and 'a sustain phase with a thrust ratio of 5 to 1. In photographs of typical firings, shock diamonds are clearly visible in the case of high-pressure combustion but are much less distinct in the more divergent exhaust of the low-pressure combustion case. The hybrid engine is said to have only potential advantages at present, and these advantages have still to be proved by engines in production. D. H.

ь.н.

# A65-14447 #

STRESSES AND STRAINS IN A LINEAR VISCOELASTIC SOLID PROPELLANT CHARGE.

Craig-Michael Waryjas (Illinois Institute of Technology, Chicago, Ill.).

AIAA Student Journal, vol. 2, Dec. 1964, p. 14-18. 5 refs. Discussion of stresses and strains in an incompressible, linear viscoelastic, tube-shaped fuel element with a solid rocket charge, whose inner surface is continuously destroyed by combustion at a known rate and subjected to a known resultant pressure while its outer surface is restrained by an elastic encasement. A set of equations is developed, based on an assumed isothermal axisymmetric plane stressed state, which describe, with a measure of approximation, the strain-stress phenomena occurring in such a propellant charge. V.Z.

# A65-14537 #

A THEORETICAL MODEL FOR PREDICTING ALUMINUM OXIDE PARTICLE SIZE DISTRIBUTIONS IN ROCKET EXHAUSTS. Harvey L. Fein (Atlantic Research Corp., Alexandria, Va.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 2nd, New York, N.Y., Jan. 25-27, 1965, Paper 65-10. 14 p.

Members, \$0.50; nonmembers, \$1.00.

Contract No. NOw 61-0687-c ; Jet Propulsion Laboratory Contract No. 950227.

Derivation of a model for the oxide-particle distribution obtained from the internal burning of cylindrically-perforated aluminized solid-propellant grains. Particle growth is assumed to occur by the diffusion of gaseous aluminum and aluminum oxides to the

particle surface, followed by a heterogeneous reaction to form condensed oxide, the overall rate being proportional to a concentration driving force and the particle area. The particle nucleation is assumed to be constant. Excellent agreement is obtained between experimental particle-size distributions and the distributions predicted by the model. This agreement implies that the distribution is independent of chamber length and possibly chamber diameter, and depends only on one arbitrary parameter which is characteristic of the nucleation rate. P.K.

# A65-14544 #

LINEAR PYROLYSIS RATE MEASUREMENTS OF PROPELLANT CONSTITUENTS.

R. L. Coates (Lockheed Aircraft Corp., Lockheed Propulsion Co., Engineering Research Dept., Redlands, Calif.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 2nd, New York, N.Y., Jan. 25-27, 1965, Paper 65-55. 8 p. 15 refs.

Members, \$0.50; nonmembers, \$1.00.

USAF-supported research.

Description of an apparatus for the simultaneous measurement of the surface regression rate and temperature of a material undergoing surface pyrolysis or sublimation. Energy is supplied and the temperature is measured without appreciable obstruction of the flow of the pyrolysis products by the use of a radiantly heated porous plate. Experiments conducted with ammonium chloride and ammonium perchlorate are discussed. Calculated evaporation coefficients are found to be small, of the order of  $10^{-3}$  and  $10^{-2}$ , respectively, for the two materials. Measured pyrolysis rates of pure ammonium perchlorate are found to be much lower for given surface temperatures than corresponding burning rates recently published for ammonium perchlorate-fuel mixtures. This discrepancy suggests that work on the kinetics of the surface gasification reaction of burning solid propellants should be done with propellant mixtures rather than with constituents individually. P.K.

#### A65-14551 #

STUDY OF COMPOSITE SOLID-PROPELLANT FLAME STRUC-TURE USING A SPECTRAL RADIATION SHADOWGRAPH TECH-NIQUE.

Louis A. Povinelli (NASA, Lewis Research Center, Cleveland, Ohio).

American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 2nd, New York, N.Y., Jan. 25-27, 1965, Paper 65-60. 8 p. 5 refs.

Members, \$0, 50; nonmembers, \$1.00.

Experimental investigation of the fine-scale structure of a composite-propellant flame in the vicinity of the burning surface. The experiment consisted of burning propellant strands backlighted with a mercury light, and simultaneously recording the spectra of flame gases and mercury light. The cutoff of the light by the unburned portion of the strand indicates the location of the propellant surface on a recording photographic plate. A comparison of the position of onset of flame species relative to the onset of mercury emission yields the spatial resolution of the species relative to the propellant surface. It is concluded from microdensitometer scannings that the CN (violet) emission at 3883 Å begins slightly above the burning surface, at about 70 microns, and reaches a peak intensity at a distance less than 235 microns from the surface. P.K.

# A65-14741 #

LABORATORY CHARACTERIZATION OF SOLID PROPELLANT MECHANICAL PROPERTIES.

R. B. Kruse (Thiokol Chemical Corp., Structural Integrity Section, Huntsville, Ala.).

American Institute of Aeronautics and Astronautics, Solid Propellant Rocket Conference, 6th, Washington, D.C., Feb. 1-3, 1965,

Paper 65-147. 16 p. 39 refs. Members, \$0.50; nonmembers, \$1.00.

Survey of the development of techniques for the laboratory testing of solid propellants, review of the results to date in regard to the degree of understanding they provide about the nature of these

materials, with a brief indication of the direction of future work in this area. The characterization of mechanical properties of solid propellants is complicated by the profound effects of temperature and rate upon these properties. Since it is not practical to test a sufficiently wide range of rates in the laboratory, the technique of time-temperature superposition has been generally employed in the solid propellant industry to characterize the viscoelastic response of solid propellants from glassy response to equilibrium behavior. In addition, it has been observed that most solid propellants exhibit ultimate properties which may be superposed on a temperature reduced rate basis. An extension of the empirical superposition of ultimate properties is a curve of ultimate stress vs ultimate strain. which provides a failure boundary for the propellant. The path dependence, or lack thereof, of the failure boundary is presently the subject of considerable experimental investigation, but it is generally agreed that failure boundaries provide the best currently available basis for comparison of various propellants. The general problem of relating uniaxial failure measurements to behavior in combined stress or combined strain states by means of suitable failure criteria has proven extremely difficult of solution. Test techniques have been devised to measure failure of propellant in combined stress states, but one complicating factor appears to be qualitative differences in behavior among different types of propellants. For some propellants, the results can be rationalized with a deviatoric stress failure behavior in compression, and dilatational failure in tension. It is considered that much remains to be done in more realistic analysis of the mechanical response of solid propellants, particularly in defining the nature and extent of their nonlinearity. (Author) F.R.L.

#### A65-14743 #

THE MECHANICAL BEHAVIOUR OF CAST-DOUBLE-BASE PROPELLANTS IN ROCKET MOTORS. H. M. Darwell, A. Parker, and H. Leeming (Imperial Metal Industries (Kynoch), Ltd., Summerfield Research Station, Propellant Dept., Kidderminster, Worcs., England).

American Institute of Aeronautics and Astronautics, Solid Propellant Rocket Conference, 6th, Washington, D.C., Feb. 1-3, 1965, Paper 65-161. 24 p. 9 refs.

Members, \$0.50; nonmembers, \$1.00.

Description of theoretical and experimental work aimed at the prediction of the mechanical behavior of solid propellant charges in rocket motors. Two extreme cases are considered, the quasisteady thermal problem encountered when case-bonded motors are cooled at slow rates, and the problem of pressurization effects during ignition. Using suitable assumptions, analytical expressions are derived for the stress-strain-time fields. These are evaluated, using experimental data for cast-double-base propellants, and comparisons are made with values from motor tests. For the thermal problem, strains can be predicted up to failure, except for motors with high loading densities, where case distortion becomes important. Observed bond failures can only be accounted for by local imperfections. For rapid pressurization, results are given illustrating the effects of case stiffness, charge geometry and temperature, and ignition time. Methods of determining propellant mechanical properties are reviewed, and data from relaxation and constant strainrate tests are presented for double-base formulations. These propellants are essentially nonlinear. Uniaxial failure results can be misleading, and comparisons are made with biaxial data. Theories of failure are examined, and predictions based on cumulative damage compared with experimental figures. Future work on combining the (Author) F.R.L. approaches is outlined.

# A65-14801 =

REGRESSION RATE MECHANISMS OF NONMETALIZED HYBRID FUEL SYSTEMS.

L. D. Smoot and C. F. Price (Lockheed Aircraft Corp., Lockheed Propulsion Co., Engineering Research Dept., Redlands, Calif.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 2nd, New York, N.Y., Jan. 25-27, 1965.

Paper 65-56, 28 p. 15 refs.

Members, \$0.50; nonmembers, \$1.00.

ARPA Contract No. DA 04-495-AMC 218(Z).

Investigation of the regression rate of rubber/fluorine/oxygen systems, using a laboratory-scale slab burner. Two different binder compounds are studied by varying the oxidizer from 100%

fluorine to 100% oxygen. The oxidizer flow rate and pressure are varied from 0.014 to 0.17  $lb/in^2$  -sec and 20 to 160 psia, respectively. It is found that, in the regions of low flow rate, the regression rate is independent of pressure, and increases as the 0.8 power of the specific total flow rate for each of the propellant formulations studied. At the higher flow rates, the regression rate is nearly independent of flow but increases markedly with pressure. Increasing the percent oxygen results in a reduction in the regression rate. The classical hybrid regression rate law was extended to include the effects of condensed-phase surface products and nonunity Prandtl number. Agreement between experimental and predicted regression rates is shown to be good in the low flow-rate regions where regression rates are independent of pressure. However, the classical turbulent "heat transfer" model does not account for the observed pressure dependence of regression rate in the high flow-rate regions Gas-phase reactions are postulated as the most likely cause of the (Author) J.R. observed pressure dependence.

# A65-14833 #

PHOTOGRAPHIC STRAIN-MEASUREMENT TECHNIQUE.

John R. Ulrich (Aerojet-General Corp., Sacramento, Calif.). American Institute of Aeronautics and Astronautics, Solid Propellant Rocket Conference, 6th, Washington, D.C., Feb. 1-3, 1965, Paper 65-170. 16 p.

Members, \$0.50; nonmembers, \$1.00.

Presentation of a method of experimentally measuring surface strain in solid propellants. A review of other strain-measuring techniques is presented for background information. The basic principle of the photographic strain measurement technique involves photographing the specimen before and after it is strained, and then measuring the projection magnification required to superimpose projections of the two photographs. Detail procedures and lists of equipment are presented so that the photographic method of strain measurement can be easily duplicated. This method is compared with other structural test methods of strain measurement and is shown to be superior when the test specimen is soft or inaccessible. Close correlation between theory and experimental results is clearly shown for the inner bore strains of several solid propellant rocket motors. (Author) F.R.L.

#### A65-15614

CHEMICALLY RESISTANT MATERIALS FOR USE IN POSITIVE EXPULSION DEVICES.

Joseph Green, N. B. Levine, and R. C. Keller (Thiokol Chemical Corp., Reaction Motors Div., Denville, N. J.).

IN: CHEMICAL ENGINEERING TECHNIQUES IN AEROSPACE. Edited by D. J. Simkin.

Chemical Engineering Progress, vol. 60, Symposium Series, no. 52. [A65-15607 06-28]

New York, American Institute of Chemical Engineers, 1964, p. 45-53. 10 refs.

Contracts No. AF 33(616)-7227; No. AF 33(657)-11093.

Evaluation of flexible polymeric materials, metal foil, and composites for use as multicycle positive-expulsion devices for storable liquid propellants. The materials were investigated for chemical resistance to storable propellants, permeability, and dynamic properties. Formulation development studies led to recommendations of materials for hydrazine-type fuels, Hybaline, nitrogen tetroxide, and fluorine-containing oxidizer applications. Permeability data are given and the applicability of these data to expulsions systems is discussed. The mechanical properties required of materials and the dynamic evaluation of materials currently in use are considered. It is concluded that the ideal material of construction for a universal bladder is a rubber-metal foil (Author) W.M.R. laminate.

# A65-15646

EXPERIMENTAL SETUP FOR STUDYING THE EROSIVE COMBUS-TION OF A SOLID ROCKET GRAIN [DISPOSITIF EXPERIMENTAL D'ETUDE DE LA COMBUSTION EROSIVE D'UN PROPERGOL SOLIDE1.

Pierre Larue and Maurice Guinet.

La Recherche Aérospatiale, Nov. -Dec. 1964, p. 11-18. 6 refs. In French.

Description of one of the setups used by ONERA for experimental investigations of erosive burning in solid rocket propellants. Ionic probes show the development of the flame front in several cross sections of a grain burning in an ordinary propulsor. The combustion velocity is deduced from indications provided by the probes. The definition of the local characteristics of the flow is obtained from pressure measurements performed simultaneously. It is stated that the experimental results achieved by this experimental method which does not disturb the phenomenon justify its use, although the experiment must be carried out with the utmost care.

(Author) M. M.

#### A65-15841 #

INVESTIGATION OF SILICAGEL-BASED ADSORPTION CHROMA-TOGRAPHY IN THE GROUP ANALYSIS OF LIQUID FUELS [ISSLE-DOVANIE ADSORBTSIONNOI KHROMATOGRAFII NA SILIKAGELE PRI GRUPPOVOM ANALIZE ZHIDKOGO TOPLIVA].

O. Eizen, S. Rang, and L. Kudriavtseva (Akademiia Nauk Estonskoi SSR, Institut Khimii, Tallinn, Estonian SSR).

Eesti NSV Teaduste Akadeemia, Toimetised, Füüsika-Matemaatikaja Tehnikateaduste Seeria, no. 4, 1964, p. 285-289. 9 refs. In Russian.

Investigation of the efficiency of adsorbtion chromotography, using ACM and KCM silicagels, in the group analysis of liquid fuels. It is found that untreated silicagel yields a much clearer component separation than silicagel treated with hydrochloric acid and hydrogen peroxide. However, untreated silicagel has the disadvantage of in-V.P. ducing polymerization of olefins.

# A65-16099 #

LIQUID FILM DRAIN FROM AN ACCELERATING TANK WALL. John R. O'Loughlin (Boeing Co., Launch Systems Branch; Tulane University, New Orleans, La.).

AIAA Journal, vol. 3, Jan. 1965, p. 158.

Consideration of an analytical and experimental investigation of a draining film from an accelerating cryogenic tank wall. An equation is derived which reveals that the factor of importance in the film profile is the area under the g-vs-time curve. It is stated that, according to this analysis, which neglects surface tension and contact angle, the profile is unchanged during periods of zero g. м.м.

#### A65-16138

PHOTOELASTIC OBSERVATIONS USING TOLYLENE DI-ISOCYANATE POLYURETHANE.

D. J. Bynum, L. U. Rastrelli, and R. C. DeHart (Southwest Research Institute, Dept. of Structural Research, San Antonio, Tex. ).

(Experimental Mechanics, vol. 4, July 1964, p. 191-199.) IN: SOCIETY FOR EXPERIMENTAL STRESS ANALYSIS, PRO-CEEDINGS. VOLUME 21, NUMBER 2.

Edited by B. E. Rossi.

Westport, Conn., Society for Experimental Stress Analysis, 1964, p. 191-199. 19 refs.

[For abstract see Accession no. A64-20827 17-26]

#### A65-16176 #

FAILURE BEHAVIOR OF COMPOSITE HYDROCARBON FUEL BINDER PROPELLANTS.

T. M. Jones and R. B. Kruse (Thiokol Chemical Corp., Huntsville, Ala.).

American Institute of Aeronautics and Astronautics, Solid Propellant Rocket Conference, 6th, Washington, D.C., Feb. 1-3, 1965, Paper 65-156. 8 p. 6 refs.

Members, \$0.50; nonmembers, \$1.00.

Study of the mechanical failure of solid propellants, in order to determine failure prediction criteria. Since, for most propellants the time and temperature dependencies of failure can be combined in a single temperature-reduced time variable, an attempt is made to

construct a failure surface for constant strain rate tests in principstress space. Experimental data are presented which suggest that such a surface inscribes a triangular prism in the negative principal stress octant, and is a dilatational plane in the positive principal stress octant. Attempts are also made to correlate a portion of the uniaxial failure boundary with various energy criteria. The path dependence of conserved energy is also discussed. P.K.

#### A65-16187 #

NONLINEAR MECHANICAL BEHAVIOR OF SOLID PROPELLANTS. R. B. Beyer (United Aircraft Corp., United Technology Center, Propellant Physics Research Group, Sunnyvale, Calif.). American Institute of Aeronautics and Astronautics, Solid Propellant Rocket Conference, 6th, Washington, D. C., Feb. 1-3, 1965, Paper 65-159, 22 p. 11 refs.

Members, \$0.50; nonmembers, \$1.00.

Analysis of the mechanical response of standard solid propellants, based on data measured under conditions of constant strain rate, constant strain, and dynamic shear strain. Nonlinear viscoelasticity is found to occur when propellant samples are strained beyond a few tenths of one percent by tensile test methods. Studies conducted over a range of strain rates from  $10^{-7}$  to  $10^{-1}$  min indicate that nonlinearity can occur by the loss of reinforcement due to dewetting, and by the X "Mullins effect" in a matrix with chemical adhesive bonding between binder and filler. For the first case, dewetting was observed to depend only on the applied stress and the temperature. The linear viscoelastic response obtained from a small constant strain rate and dynamic data differed from the constant-strain stress-relaxation modulus by as much as an order of magnitude. The time and temperature dependences of both the reinforced and nonreinforced modulus are discussed, and are related to long-term ambient tests and to actual motor behavior.

P. K.

#### A65-16274

CONTINUOUS PNEUMATIC MIXING. A. J. Colli (U.S. Naval Propellant Plant, Research and Development Dept., Indian Head, Md.).

Chemical Engineering Progress, vol. 60, Oct. 1964, p. 81-84. Description of a method for continuously and rapidly mixing small increments of solid propellant ingredients in a highly predispersed state. The mixer consists basically of a porous tube into which the metered, pneumatically conveyed solids and the liquid are injected. Carrier gas, rapidly flowing through the pores into the tube, moves the solids and droplets in a random manner, mixes them intimately, and prevents the material from adhering to the tube wall. As the solid particles and their associated liquid droplets traverse the tube, uneven radial distributions between the two phases are dissipated. The turbulent motion and continuous acceleration imparted to the material within the mixer tend to attenuate short-term feeding fluctuations. Advantages of the process include the possibility of attaining extremely high solid loading and increased safety since, at a production rate of 5000 lb/hr, less than 1 lb of explosive material is contained in the mixer at any time. Topics discussed are: kinetics of mixing, process description, demonstrative operation, microscopic examination, ballistic parameters, production potential, and correlating properties.

# D.H.

# A65-16305

FUELS AND PROPULSION [I COMBUSTIBILI E LA PROPULSIONE]. Corrado Casci (Milano, Politecnico; Consiglio Nazionale delle Ricerche, Centro Nazionale di Ricerca sulla Tecnologia della Propulsione e dei Materiali Relativi, Milan, Italy). IN: FUELS AND NEW PROPELLANTS; FEDERAZIONE ASSO-CIAZIONI SCIENTIFICHE E TECNICHE, CONFERENCE, MILAN, ITALY, JUNE 10-14, 1963, PROCEEDINGS. (INTERNATIONAL SERIES OF MONOGRAPHS IN AERONAUTICS AND ASTRONAU-TICS. DIVISION IX - SYMPOSIA. VOLUME 17). [A65-16304 07-27] Conference sponsored by the Consiglio Nazionale delle Ricerche. Edited by Corrado Casci.

Oxford, Pergamon Press, Ltd.; New York, Macmillan Co., 1964, p. 1-62. 59 refs. In Italian.

Discussion of problems concerning the use of new and improved fuels. An attempt is made to indicate to technicians a line of research which makes a compromise between technical and economic factors. The field includes the use of heavy oils in marine engines, the improvement of fuels for air and ground transport propulsion, and the production of high-energy propellants of a type to make the boldest space enterprises possible. For supersonic aircraft speeds, improvement of combustion characteristics is necessary, as well as study of the tankage and distribution arrangements on board the aircraft, since these will be affected by the low pressures and temperatures encountered at high altitudes. In the case of high-energy propellants, the density of the propellant plays an important part in the orbiting of various sizes of satellites. The criteria for study of the expansion of gases in rocket nozzles are discussed. It is considered that the use of mixtures rich in combustible material is preferable to the use of lean or stoichiometric mixtures. F.R.L.

# A65-16306

FUELS FOR TURBOJETS AND RAMJETS. Robert R. Hibbard and Walter T. Olson (NASA, Lewis Research

Center, Cleveland, Ohio).

IN: FUELS AND NEW PROPELLANTS; FEDERAZIONE ASSO-CIAZIONI SCIENTIFICHE E TECNICHE, CONFERENCE, MILAN, ITALY, JUNE 10-14, 1963, PROCEEDINGS. (INTERNATIONAL SERIES OF MONOGRAPHS IN AERONAUTICS AND ASTRONAU-TICS. DIVISION IX - SYMPOSIA. VOLUME 17). [A65-16304 07-27] Conference sponsored by the Consiglio Nazionale delle Ricerche. Edited by Corrado Casci.

Oxford, Pergamon Press, Ltd.; New York, Macmillan Co., 1964, p. 217-236. 20 refs.

Examination of the chemical possibilities for so-called highenergy fuels, with a review of findings pertinent to their application to flight propulsion. The heat developed per unit of fuel weight and volume, and per unit weight of combustion air, is considered. These characteristics are studied and compared for diboranes, pentaboranes, aluminum, and magnesium. Also, a comparison is made of the characteristics of conventional fuels in aircraft engine service. Problems of corrosion are considered, as well as the physical properties of the fuels as they affect the distribution system. Combustion chamber requirements at high temperatures, and deposit formation are discussed. The qualities of fuels with eference to their use in heat exchangers are examined; at very high speeds the problem of thermal stability arises, and economic factors are important. Experiments are being carried out by NASA on fuel tanks to reproduce all flight conditions. It is hoped to determine the necessary qualities of fuels for supersonic aircraft, cooling being the most important problem. Economic factors which affect the use of certain types of fuels are analyzed, and possible future research is briefly discussed. F.R.L.

## A65-16308

RECENT ADVANCES IN THE CHEMISTRY OF LIQUID AND SOLID PROPELLANTS.

Walter H. Jones (Institute for Defense Analyses, Washington, D.C.). IN: FUELS AND NEW PROPELLANTS; FEDERAZIONE ASSO-CIAZIONI SCIENTIFICHE E TECNICHE, CONFERENCE, MILAN, ITALY, JUNE 10-14, 1963, PROCEEDINGS. (INTERNATIONAL SERIES OF MONOGRAPHS IN AERONAUTICS AND ASTRONAU-TICS. DIVISION IX - SYMPOSIA. VOLUME 17). [A65-16304 07-27] Conference sponsored by the Consiglio Nazionale delle Ricerche. Edited by Corrado Casci.

Oxford, Pergamon Press, Ltd.; New York, Macmillan Co., 1964, p. 249-259; Discussion, Masaniello Riccardo Corelli (Roma, Università, Scuola di Ingegneria Aerospaziale, Rome, Italy) and Aurelio C. Robotti (Torino, Politecnico, Scuola di Ingegneria Aerospaziale, Turin, Italy), p. 260-264. 16 refs. In English and Italian.

Review of research in propellant chemistry, with special reference to the search for higher specific impulse. This involves both flame temperature elevation and molecular weight reduction. Higher flame temperatures are being achieved through preparation of new oxidizers and by discovery of new combustion products. Molecular weight reduction is being attained by preparation of new fuels and by discovery of novel formulations of known materials. In the course of this research, the distinction between solid and liquid propellant chemistry is becoming of progressively lesser

importance, for new solids are often usable in slurries, and new liquids may serve as plasticizers in solid systems. Thermochemical work is said to be especially important and may lead to more effective utilization of propellants already known. F.R.L.

#### A65-16309

TECHNICAL PROBLEMS IN THE PRODUCTION OF SOLID AND LIQUID PROPELLANTS.

L. A. Dickinson (Stanford Research Institute, Propulsion Sciences Div., Menlo Park, Calif.).

IN: FUELS AND NEW PROPELLANTS; FEDERAZIONE ASSO-CIAZIONI SCIENTIFICHE E TECNICHE, CONFERENCE, MILAN, ITALY, JUNE 10-14, 1963, PROCEEDINGS. (INTERNATIONAL SERIES OF MONOGRAPHS IN AERONAUTICS AND ASTRONAU-TICS. DIVISION IX - SYMPOSIA. VOLUME 17). [A65-16304 07-27] Conference sponsored by the Consiglio Nazionale delle Ricerche. Edited by Corrado Casci.

Oxford, Pergamon Press, Ltd.; New York, Macmillan Co., 1964, p. 265-278; Discussion, Massimo Pallotta (Bombrini Parodi-Delfino S. p. A., Rome, Italy), p. 279. In English and Italian.

Investigation of the technical problems in the production of solid and liquid propellants. Conventional chemical energy systems for aerospace vehicles are classified as solid, liquid, and hybrid propellants. In order to simplify the survey of the technical problems related to the various propellant systems, they are reviewed on an individual basis from the standpoint of propellant characteristics derived from end item requirements, and problems in development and utilization of propellants. The industrial production of propellants, as it operates today, and as it is expected to grow in the future to meet the expanding needs of astronautics, is considered. An important problem is finding a compromise between the different mutually influencing factors for a given set of established conditions. These factors include: (1) propellant characteristics sensitivity with respect to the statistical variations of different types of ingredients, (2) consideration of quality control methods, (3) the necessity of duplicating different operations in the case of dangerous processes, and (4) development of continuous production systems. The development of liquid and hybrid F.R.L. propellants is briefly discussed.

#### A65-16310

LIQUID AND SOLID PROPELLANTS FOR SPACE ROCKETS. Adelbert O. Tischler (NASA, Office of Manned Space Flight, Washington, D.C.).

IN: FUELS AND NEW PROPELLANTS; FEDERAZIONE ASSO-CIAZIONI SCIENTIFICHE E TECNICHE, CONFERENCE, MILAN, ITALY, JUNE 10-14, 1963, PROCEEDINGS. (INTERNATIONAL SERIES OF MONOGRAPHS IN AERONAUTICS AND ASTRONAU-TICS. DIVISION IX - SYMPOSIA. VOLUME 17). [A65-16304 07-27] Conference sponsored by the Consiglio Nazionale delle Ricerche. Edited by Corrado Casci.

Oxford, Pergamon Press, Ltd.; New York, Macmillan Co., 1964, p. 281-343; Discussion, Giancarlo Ghidoli (Consiglio Nazionale delle Ricerche, Centro Nazionale di Ricerche sulla Tecnologia della Propulsione e dei Materiali Relativi, Milan, Italy), p. 344-352. In English and Italian.

Discussion of the performance and use characteristics of liquid and solid propellant rocket motors for orbital and interplanetary spaceflight. The NASA program on propellants and their application to space vehicles for an attempt to land men on the Moon and return them to Earth is reviewed. The goal is to obtain the maximum useful load for each dollar spent; hence, the equipment is not necessarily the most technically advanced that it is possible to build, but tends to be the most economical equipment that can accomplish the mission. The theoretical background for rocket propulsion is extensively discussed, followed by a detailed presentation of the plan for landing men on the Moon and returning them. The components and propellants selected for the mission are discussed at length. The emphasis is on liquid propellants, with limited mention of solid propellants. F.R.L.

#### A65-16612 #

PROPELLANT FAILURE CRITERIA.

J. W. Jones (Lockheed Aircraft Corp., Lockheed Propulsion Co., Redlands, Calif.) and W. G. Knauss (California Institute of

Technology, Pasadena, Calif.).

American Institute of Aeronautics and Astronautics, Solid Propellant Rocket Conference, 6th, Washington, D.C., Feb. 1-3, 1965.

Paper 65-157. 5 p. 12 refs.

Members, \$0.50; nonmembers, \$1.00.

USAF-supported research.

Analysis of multiaxial fracture data for PBAN propellants at volumetric loadings of 70 to 80%, in order to produce an estimate for the shape of the failure surface in principal stress space. Approximate agreement is found with a maximum tensile stress criterion of failure in the triaxial tensile stress octant. Data for other regions indicate an internal friction type of criterion. Tensile failure stress measured as superposed on hydrostatic pressure was not altered significantly by pressures up to 1,000 psi.

(Author) P.K.

# A65-18508 #

EXPERIMENTAL DETERMINATION OF VELOCITY LAG IN GAS-PARTICLE NOZZLE FLOWS.

Donald J. Carlson (Philco Corp., Aeronutronic Research Laboratories, Fluid Mechanics Dept., Newport Beach, Calif.). <u>AIAA Journal</u>, vol. 3, Feb. 1965, p. 354-357. 9 refs. Contract No. NOw 61-0905-c.

Description of experiments providing a measure of the particle velocity lag in the exhaust flow of solid propellant rockets. In essence, these experiments consist in measuring the transmitted spectral radiant intensity of a tungsten ribbon-filament lamp passed through the exhaust of a solid propellant simulator rocket engine. Such an engine simulates an actual solid propellant exhaust through the addition of solid particles to the combustion chamber gas of a liquid-fueled engine. Since the extinction of the lamp energy depend upon the solid particle concentration, and this concentration is related to particle velocity, measurement of the extinction yields information on the velocity. After brief discussion of theoretical velocity lag, the experimental measurements are presented and compared with lag and equilibrium (no lag) predictions; fairly good correlation with lag predictions is noted. A. B. K.

#### A65-18807

ZERO-G PROPELLANT GAUGING UTILIZING RADIO FREQUENCY TECHNIQUES IN A SPHERICAL RESONATOR.

Ray Garriott (General Dynamics Corp., General Dynamics/Astronautics, San Diego, Calif.) and G. A. Burns (San Diego State College, San Diego, Calif.).

(WESTERN ELECTRONIC SHOW AND CONVENTION, LOS ANGELE: CALIF., AUGUST 25-28, 1964, TECHNICAL PAPERS. VOLUME 8. PART VI - INSTRUMENTATION, p. 14.2-1 to 14.2-7.)

IEEE Transactions on Aerospace, vol. AS-3, Feb. 1965, p. 22-29. [For abstract see Accession no. A64-28285 24-15]

#### A65-18870 =

RESEARCH ON HYBRID PROPELLANTS [RECHERCHES SUR LES PROPULSEURS HYBRIDES].

Andre Moutet and H. Moutet (ONERA, Châtillon-sous-Bagneux, Seine, France).

(Centre National d'Etudes Spatiales, Journées d'Etude sur la Propulsion Chimique, Paris, France, May 4-6, 1964, Paper.) ONERA, TP no. 140, 1964. 41 p. 23 refs. In French.

Review of the definitions of hybrid rockets and their history, with discussion of certain studies made at ONERA on this new type of propellant. The tests dealt with the perfecting of solid hypergolic combustibles with classic oxidizing agents having mechanical and energy properties which permit the development of various propellants with definite characteristics; the elimination of the instabilities of combustion by the organization of the combustion in the solid/liquid reaction zones, and in gases originating either from solids or oxidizing agents; and research on propellants of high F.R.L. specific thrust.

## A65-19132

SOME INVESTIGATIONS AND PRELIMINARY RESULTS OF DE-VELOPMENTS IN UPPER STAGE ENGINES FOR ELDO ROCKETS [EINIGE UNTERSUCHUNGEN UND ERGEBNISSE DER VORENT-WICKLUNG DER OBERSTUFENTRIEBWERKE FÜR ELDO-TRÄGERRAKETEN].

Otfried Stumpf (Entwicklungsring Nord, Bremen, West Germany). Luftfahrttechnik Raumfahrttechnik, vol. 11, Feb. 1965, p. 47-54. 7 refs. In German.

Presentation of the results of an initial program in the development of upper-stage engines for rocket launchers of the European Launcher Development Organization (ELDO). Intermediate energy propellants rather than high energy propellants are chosen for all three launcher stages from the two propellant combinations considered, to step up the program realization. Third-stage engines and control-jet designs are discussed on the basis of results obtained at various testing facilities. The thrust, the optimum operating conditions for the fuel supply system, the pressure required for the combustion chamber, and the mixing ratio are discussed for high thrust upper-stage engines slated for study in the later part of the ELDO program. v. z.

# A65-20556 #

EFFECTS OF THERMAL RADIATION ON THE ACOUSTIC RESPONSE OF SOLID PROPELLANTS.

R. H. Cantrell, F. T. McClure, and R. W. Hart (Johns Hopkins University, Applied Physics Laboratory, Research Center, Silver Spring, Md.).

ALAA Journal, vol. 3, Mar. 1965, p. 418-426. 5 refs. Contract No. NOw 62-0604-c.

Theoretical calculations for the propellant response function when thermal radiation of the burnt gases is taken into account. Under the assumption that the gas radiates as a gray body, it is found that radiation effects may significantly alter the response function at low frequencies for the low propellant burning rates that are commonly found at low pressures. Thus, this mechanism may offer a partial explanation of the fact that experimental values for the response function at low frequencies and low burning rates tend to be larger than is expected from existing theories. The method of calculation is based on a second-order perturbation scheme where the perturbation parameter is a measure of the ratio of transfer by radiation to convective energy transfer.

(Author) M.M.

#### A65-20571 #

AN EXPERIMENTAL INVESTIGATION OF THE EROSIVE BURNING CHARACTERISTICS OF A NONHOMOGENEOUS SOLID PROPEL-LANT.

M. J. Zucrow, J. R. Osborn, and J. M. Murphy (Purdue University Lafavette, Ind.).

(American Institute of Aeronautics and Astronautics, Solid Propellant Rocket Conference, Palo Alto, Calif., Jan. 29-31, 1964, Preprint 64-107.)

AIAA Journal, vol. 3, Mar. 1965, p. 523-525. 5 refs. Contract No. AF 04(611)-7445.

[For abstract see Accession no. A64-13041 06-26]

#### A65-20580 #

HEXANITROETHANE PROPELLANT SLURRIES.

Milton B. Frankel, Leland D. Christensen, and Edgar R. Wilson (Stanford Research Institute, Propulsion Sciences Div., Menlo Park, Calif.).

AIAA Journal, vol. 3, Mar. 1965, p. 540-542.

Research supported by the Lockheed Missiles and Space Co. Performance calculations which show that the high specific impulse (275-278 sec) of the nonmetalized HNE-hydrocarbon propellant system can be retained, whereas the solids loading can be reduced to a practical castable level by the replacement of the hydrocarbon with nitroalkanes or nitramines. It is stated that stability studies have indicated that HNE has the best compatibility with l, 1-dinitroalkanes. Propellant slurries of HNE-nitroalkanes burned smoothly over the pressure range tested, which varied from 200 to 1400 psi. The burning rates are moderate, but the pressure exponents (0.8) are excessive. м.м.

# A65-20588 #

IGNITABILITY OF NONHYPERGOLIC PROPELLANTS IN PRES-ENCE OF POTASSIUM PERMANGANATE.

R. P. Rastogi, Kaushal Kishore, and N. L. Munjal (Gorakhpur, University, Dept. of Chemistry, Gorakhpur, India). AIAA Journal, vol. 3, Mar. 1965, p. 554. Research supported by the Aeronautical Research Committee of the

Council of Scientific and Industrial Research.

Results of investigations of the hypergolization of nonhypergolic fuels by the use of stronger oxidizing agents. An increasing amount of potassium permanganate was added to red fuming nitric acid (RFNA) and the ignitability of various alcohols was tested with it. It was found that methyl alcohol, ethyl, propyl, isopropyl, butyl, secondary butyl, and tertiary butyl alcohols all became hypergolic when 20% potassium permanganate was used. The ignition delay was below 0.3 sec in all cases. Studies were undertaken to elucidate the mechanism. The essential steps involved are the following: alcohol  $\neg$  aldehyde or ketone  $\neg$  acid  $\neg$  degradation. It is stated that the intermediates in this reaction could be identified. As a further confirmation of the mechanism, the ignitability of aldehydes and corresponding ketones was investigated. It was found that these ignite with RFNA, which contains 10% potassium permanganate. The role of potassium permanganate was investigated. It is noted that only freshly dissolved potassium permanganate in red fuming acid is effective. This gave a strong suspicion that atomic oxygen is produced which acts as a much stronger oxidizing agent. This conclusion is said to be supported by the fact that benzene also ignites with RFNA containing potassium permanganate. Carbon disulfide also burns with a steel-blue flame. However, the intriguing fact is said to be that no reaction occurs with white fuming nitric acid. The role of NO2 in the ignition reaction is not clear. Further studies are in progress. м.м.

# A65-20887 #

SOLID PROPELLANT GRAIN STRUCTURAL ANALYSIS USING THE DIRECT STIFFNESS METHOD.

B. L. Black, J. M. Daly, and L. D. Webb (North American Aviation, Inc., Rocketdyne Div., Solid Rocket Div., McGregor, Tex.).

American Institute of Aeronautics and Astronautics, Solid Propellant Rocket Conference, 6th, Washington, D.C., Feb. 1-3, 1965, Paper 65-176, 32 p. 11 refs.

Members, \$0.50; nonmembers, \$1.00.

Numerical method for static structural analysis of solidpropellant grains of complex geometry. The method uses infinitesimal-elasticity theory in a finite element formulation. Variations of material properties with position are accommodated by dividing the solid into a network of triangular elements with independent properties. Two IBM 7094 computer programs compute stresses, strains, and deflections resulting from thermal shrinkage or expansion, internal and external pressurization, and acceleration forces acting on grains contained in cylindrical and tapered elastic cases. One program is for systems with irregular cross sections assumed to be in plane strain; the second is for axisymmetric systems with irregular longitudinal profiles. Grain end release from the outer case, arbitrarily distributed pressure and thermal loading, orthotropic properties, and grains bonded to motor case domes can be analyzed. Advantages of the stiffness method, limitations of its present form, and extensions shown to be feasible by results of research described in the paper are discussed. (Author) D.H.

#### A65-20963 #

HEAT CONDUCTION IN STAR-PERFORATED SOLID PROPEL-LANT GRAINS.

Donald A. Willoughby (Rohmand Haas Co., Redstone Arsenal Research Div., Huntsville, Ala.).

Journal of Spacecraft and Rockets, vol. 2, Mar. - Apr. 1965, p. 239-243. 5 refs.

Contract No. DA-01-021-AMC-10037(Z).

Method for the analysis of transient-state heat conduction problems for solid propellant grains having a general star-shaped internal perforation. A conformal transformation is used to map transverse cross sections of star-perforated propellant grains onto an annulus. The two-dimensional heat conduction equation with associated boundary conditions is subjected to the same transformation and is written in explicit finite-difference form for solution

D.P.F.

on a digital computer. The solution of the transformed problem in the annulus and the correspondence of points between the two geometries provide a solution for the star geometry. Results of computations for the exothermic cure of a star-perforated grain with a capacitive inner boundary condition and a convective outer boundary condition are compared with a similar problem having convection on both boundaries. The cool-down history of a fully cured grain having convection on both boundaries is illustrated.

(Author) M.M.

## A65-21035

INVESTIGATION OF THE SMOOTHNESS OF THE DETONATION FRONT IN A LIQUID EXPLOSIVE.

Ia. B. Zel'dovich, S. B. Kormer, G. V. Krishkevich, and K. B. Inshko.

(Akademiia Nauk SSSR, Doklady, vol. 158, Oct. 1964,

p. 1051-1053.)

Soviet Physics - Doklady, vol. 9, Apr. 1965, p. 851-853. 10 refs. Translation.

Direct investigation of the smoothness of a shock front by recording the light reflection from the shock wave front in liquid explosives. The resolving power of the method makes it possible to establish the presence of a nonuniformity with a size of  $5 \times 10^{-4}$ cm, which is believed to be unattainable by other methods. If individual sections of the surface are deflected from the plane through an angle  $\boldsymbol{\alpha}$  , then, by making observations at a distance of  $L \gg 1$  (where l is the distance from the light source S to the reflecting surface), the image spread amounts to 2  $\alpha$  l, which, under actual experimental conditions (1 ~ 50 mm), enables a value for  $\alpha \gg 0.01$  radian to be recognized. Wave collision with small angles of inclination cannot cause a significant increase of temperature and pressure and, consequently, is not characteristic for spinning or nonuniform pulsating detonations. It is thus considered that the mirror nature of the light reflection from the detonation front should be an unambiguous criterion of the absence of a spinning or nonuniform pulsating detonation regime. FRI.

# A65-21450 =

NUCLEAR HEATING AND PROPELLANT STRATIFICATION. Edward E. Duke (Aerojet-General Corp., Sacramento, Calif.). <u>ALAA Journal</u>, vol. 3, Apr. 1965, p. 760-762. 7 refs.

Description of a method of analyzing stratification caused by nuclear bottom heating in large tanks and comparison of the results with bulk and inversion-point calculations. The system analyzed is a closed cylindrical-cone-bottomed tank accelerating along its longitudinal axis and filled with liquid to some height, the liquid being subjected to a time- and position-varying group of heat fluxes. An approximate stratification solution is obtained by assuming a temperature profile in the stratified layer, the growth of which is determined by the evaluation of each of the independent heat fluxes. A.B.K.

## A65-21579 #

REGULATION OF A LIQUID ROCKET MOTOR WITH DEFINITE HIGH-FREQUENCY INSTABILITY CHARACTERISTICS [MISE AU POINT D'UN MOTEUR FUSEE A PROPERGOLS LIQUIDES AYANT PRESENTE DES CARACTERES NETS D'INSTABILITE DE HAUTE FREQUENCE].

Fouesnant (Ministère des Armées, Laboratoire de Recherches Balistiques et Aérodynamiques, Vernon, Eure, France). <u>Centre National d'Etudes Spatiales, Semaine d'Etudes sur la</u> <u>Propulsion Chimique, Paris, France, May 4-6, 1964, Paper.</u> 10 p. In French.

A simple experimental technique for regulating liquid fueled rocket motors and a comparison with other established methods. Performance data are given for a Diamant rocket engine. The Diamant, normally fueled with nitric acid and turpentine, uses furfuryl alcohol and nitric acid as a hypergolic mixture to start combustion. It showed high-frequency instability of approximately 800 Hz when a critical pressure was reached in the combustion chamber. The experimental method used to eliminate this condition consisted of controlling pressure increase in the combustion chambe very gradually, until the point of instability was reached, which

## A65-21580 #

LIQUID OXYGEN AND HYDROGEN ROCKET MOTORS [LES MOTEURS FUSEES A OXYGENE ET HYDROGENE LIQUIDES]. J. Dardare (Société d'Etude de la Propulsion par Réaction, Argenteuil, Seine-et-Oise, France). Centre National d'Etudes Spatiales, Semaine d'Etudes sur la

made it then possible to locate the cause, found to be in the dimen-

sions of the nitric acid injection system. When these dimensions

methods of investigating conditions in the combustion chamber are

were corrected, the instability disappeared. Two established

analyzed. They include (1) introduction, tangentially, of gases

from a burning charge of gunpowder into the chamber, so as to

induce artificial instability; and (2) introduction of nitrogen gas

under pressure, either in one step or stepwise and repeatedly.

Propulsion Chimique, Paris, France, May 4-6, 1964, Paper. 16 p. In French.

A survey divided into three parts considering (1) the performance, and chief properties of  $LO_2/LH_2$ , (2) specific problems relating to its use in rocket engines, and (3) the general activities in this field of the Societe d'Etude de la Propulsion par Reaction. Specific performance data indicate the superiority of LO2/LH2 systems over others, and its use is not overly dangerous. Drawbacks are its low specific weight and low temperature, requiring large storage capacities and good insulation. The problems arising from the use of this propellant in rocket engines are discussed, including the selection of adequate low-temperature-resistant materials for seals, combustion chamber design, types of pumping systems, and the requirements for storage facilities. The Societe developed the motors for the second and third stages of the satellite launching rocket Diamant, using this propellant. Flight-testing of the third stage is scheduled for early 1966 and of the second stage by the end of 1967. D.P.F.

### A65-21678 #

ELECTRICAL CONTROL OF SOLID PROPELLANT BURNING. P. J. Mayo, L. A. Watermeier, and F. J. Weinberg (London, University, Imperial College of Science and Technology, Dept. of Chemical Engineering and Chemical Technology, London, England). Royal Society (London), Proceedings, Series A, vol. 284, Mar. 23, 1965, p. 488-498. 11 refs.

Analysis of the possibility of using electric fields to control the postignition burning rate of solid propellants. Two methods are studied both theoretically and experimentally. In one, the normal burning rate is varied, and in the other the normal burning surface area is varied. The latter method is shown to be by far the more promising. Ionic winds can be used to increase the rate of flame spread by making the propellant one electrode, or to decrease it by using an electrode contacting the flame in an enclosed system so as to maintain the propellant surface cool by a flow of entrained air. In simple systems at atmospheric pressure, increases of about 200-fold and decreases of about 10-fold with respect to the unperturbed value have been achieved. Theoretical considerations indicate that still larger effects should be possible at the higher pressures associated with combustion in rockets. (Author) P.K.

## A65-23036 #

ON THE METHODS OF EVALUATING THE DECOMPOSITION RATE OF CONCENTRATED HYDROGEN PEROXIDE. Kyosuke Yamada and Kiyosi Nisioka (Defense Academy, Dept. of

Aeronautical Engineering, Yokosuka, Japan).

Japan, Defense Academy, Memoirs, vol. 4, Jan. 1965, p. 285-303. Discussion of methods of estimating the decomposition rate of concentrated hydrogen peroxide passing through the catalyst pack, and deduction of a method from the pressure of decomposition chamber, as suggested by referring to the applications of the method to the tests under various conditions. A simplified method is proposed to make it easy to compare the decomposition abilities of catalyst pack. Some theoretical treatments of decomposition in mack are discussed under simplified assumptions. (Author) M.M.

### A65-23062 #

PROPULSION WITH CHORD GRAINS.

D. Helman and E. Spiegler (Ministry of Defence, Scientific Dept., Def Leiman Leimer Defence, Scientific Dept., Tel Aviv, Israel).

[Israel Journal of Technology, vol. 3, Feb. 1965, p. 38-49.) IN: ISRAEL ANNUAL CONFERENCE ON AVIATION AND AS-TRONAUTICS, 7TH, TEL AVIV AND HAIFA, ISRAEL, FEBRUARY 23, 24, 1965, PROCEEDINGS. [A65-23055 13-01]

Conference sponsored by the Israel Ministry of Transport; Israel Ministry of Defence; National Council for Civil Aviation; Technion -Israel Institute of Technology; Paz Oil Co., Ltd., Paz Aviation Service; El-Al, Israel Airlines, Ltd.

Jerusalem, Weizmann Science Press of Israel; Jerusalem Academic Press, Ltd., 1965, p. 38-49.

An investigation of the ballistic behavior and the technological problems encountered in the design and manufacture of chord grains. A chord grain is defined as a solid propellant grain in which there is a path, or paths, made of materials other than those of the main propellant. The thrust-time program of an engine with a chord grain is defined by the engine dimensions and by the ballistic properties of the chord and of the main propellant. The conditions for obtaining constant burning area are discussed in detail. A method for the calculation of the quantitative evolution of the burning area in chord grains as a function of the web or the burning time is described. The various types of chords, their mode of operation, and the technology of their preparation are reviewed. The effects of various parameters on the evolution of the burning area are considered from the cord grain designer point of view. D. P. F.

#### A65-24295

IGNITION DELAY FOR HYPERGOLIC ROCKET PROPELLANTS [ÜBER DEN ZÜNDVERZUG HYPERGOLER RAKETENTREIB-STOFFE].

G. Spengler and J. Bauer (München, Technische Hochschule, Munich, West Germany).

Brennstoff-Chemie, vol. 46, Apr. 1965, p. 117-124. 14 refs. In German.

A theoretical discussion of the processes which determine the self-ignition of rocket propellant pairs. An automatic device is described which measures the delay in ignition time and can operate selectively on either the two-stream or the drop-test methods. The behavior of liquid-liquid pairs of propellants, using HNO3, N2O4,  $H_2SO_4$ , and  $H_2O_2$  as oxidizers and furfuryl alcohol, unsymmetrical dimethylhydrazine, and aniline as fuels, is discussed in the light of the results obtained from the measurement of ignition delay times. The maximum tolerable delay period for the ignition of hypergolic propellants is given as 30 µ. Nonhypergolic combinations of hydrocarbons may be made hypergolic by the addition of dimethylhydrazine, which is soluble in them. Hypergolic solid-liquid propellant pairs can also be tested with the measuring device, but such tests are necessarily restricted; another type of testing device, similar to that of a rocket ignition chamber should be used in such cases. D. P. F.

# A65-24430 #

COMBUSTION TERMINATION OF SOLID ROCKET MOTORS. H. J. Taback, E. E. Day, and T. P. Browne (Aerojet-General Corp., Solid Rocket Operations, Space Booster Div., Advanced Development Dept., Sacramento, Calif.). (American Institute of Aeronautics and Astronautics, Annual Meeti

(American Institute of Aeronautics and Astronautics, Annual Meeting lst, Washington, D.C., June 29-July 2, 1964, Paper 64-229.) Journal of Spacecraft and Rockets, vol. 2, May-June 1965, p. 332-337. 20 refs.

### A65-24434 #

BALLISTIC BEHAVIOR OF SOLID PROPELLANT GRAINS UNDER HIGH ACCELERATION.

Z. H. Landau and J. M. Cegielski (Douglas Aircraft Co., Inc., Missile and Space Systems Div., Santa Monica, Calif.). (American Institute of Aeronautics and Astronautics, Annual Meeting 1st, Washington, D.C., June 29-July 2, 1964, Paper 64-228.) Journal of Spacecraft and Rockets, vol. 2, May-June 1965, p. 358-362.

#### A65-24440 #

COLLECTION OF LIQUID PROPELLANTS IN ZERO GRAVITY WITH ELECTRIC FIELDS.

J. B. Blackmon (Douglas Aircraft Co., Inc., Missile and Space Systems Div., Advance Propulsion and Power Dept., Santa Monica, Calif.).

(American Institute of Aeronautics and Astronautics, Annual Meeting, lst, Washington, D.C., June 29-July 2, 1964, Paper 64-265.) Journal of Spacecraft and Rockets, vol. 2, May-June 1965, p. 391-398. 26 refs.

#### A65-24446 #

A PRELIMINARY APPRAISAL OF THE CORNUCOPIA CONCEPT. C. J. Swet (Johns Hopkins University, Applied Physics Laboratory, Space Development Div., Silver Spring, Md.). (American Institute of Aeronautics and Astronautics, Annual Meeting, 1st, Washington, D.C., June 29-July 2, 1964, Paper 64-213.) Journal of Spacecraft and Rockets, vol. 2, May-June 1965, p. 431-436. 9 refs.

#### A65-24452 #

SOME ASPECTS OF THE APPLICATIONS OF HYBRID PROPULSION SYSTEMS.

A. L. Wahlquist and G. C. Panelli (Lockheed Aircraft Corp., Lockheed Propulsion Co., Redlands, Calif.). (American Institute of Aeronautics and Astronautics, Annual Meeting, lst, Washington, D.C., June 29-July 2, 1964, Paper 64-225.) Journal of Spacecraft and Rockets, vol. 2, May-June 1965, p. 452, 453.

#### A65-24744 #

THEORETICAL PERFORMANCES OF HYPERGOLIC PROPELLANT DIMAZINE-CHLORINE TRIFLUORIDE SYSTEMS. Akira Iwama, Kiroku Yamazaki, and Ken Kikuchi (Tokyo, University, Institute of Space and Aeronautical Science and Dept. of Materials, Propellant Div., Tokyo, Japan). Tokyo, University, Institute of Space and Aeronautical Science,

vol. 30, no. 4, Feb. 1965, Report no. 395, p. 101-114. 11 refs. Calculation for various thermodynamic data and the theoretical performance of a dimazine-chlorine trifluoride propellant system and a dimazine: hydrazine-chlorine trifluoride propellant system. The maximum theoretical specific impulse of the dimazine-chlorine trifluoride propellant system is 199, 73 sec at a mixture ratio of 5.75, and that of the dimazine: hydrazine-chlorine trifluoride propellant system is 216.33 sec at a mixture ratio of 3.575. The cham ber pressure was 20 atm. (Author) B.B.

# A65-26114 #

ACCELERATION OF BURNING RATE OF COMPOSITE PROPELLANTS BY SOUND WAVES.

Isidor Elias (Acoustica Associates, Inc., Los Angeles, Calif.), Henry Cheung, and Norman S. Cohen (Aerojet-General Corp., Solid Rocket Plant, Propellant Ballistics Laboratory, Los Angeles, Calif.).

(American Institute of Aeronautics and Astronautics, Solid Propellant Rocket Conference, Palo Alto, Calif., Jan. 29-31, 1964, Preprint 64-108.) ALAA Journal, vol. 3, June 1965, p. 1167, 1168.

Contracts No. NASw-64; No. NAS 7-69.

## A65-26433 #

THE CHEMISTRY OF SUBLIMING SOLIDS FOR MICRO THRUST ENGINES.

Alexander P. Hardt, W. M. Foley, and R. L. Brandon (Lockheed Aircraft Corp., Lockheed Missiles and Space Co., Palo Alto, Calif.).

American Institute of Aeronautics and Astronautics, Propulsion Joint Specialist Conference, Colorado Springs, Colo., June 14-18, 1965, Paper 65-595. 12 p. 18 refs.

Members, \$0.50; nonmembers, \$1.00.

Research sponsored by the Lockheed Independent Research Program.

Study of the chemistry of subliming materials, with a view to determining the parameters governing the selection of subliming solids for microthrust engines. These engines could provide, with low system weight as compared to conventional cold gas systems, the low thrust (10-6 to 10-2 lb) and low total impulse (below 2000 lb-sec) required in such space applications as attitude and station-keeping. Design criteria for these engines are found to involve the stability and corrosiveness of the propellant, the equilibrium vapor pressure, the molecular weight of the gaseous phase, and the mechanism of the vaporization process. Most suitable for low-temperature application are the ammonium salts of carbonic and carbamic acids, while for high temperatures, organic and inorganic salts of stronger acids are better. Vapor pressures and kinetic data on several propellants are given. P. K.

# A65-26835 #

APPLICABILITY OF FLOX-LIGHT HYDROCARBON COMBINA-TIONS AS LIQUID ROCKET PROPELLANTS.

Arthur I. Masters (United Aircraft Corp., Pratt and Whitney Aircraft Div., West Palm Beach, Fla.).

American Institute of Aeronautics and Astronautics, Propulsion Joint Specialist Conference, Colorado Springs, Colo., June 14-18, 1965, Paper 65-581. 16 p.

Members, \$0.50; nonmembers, \$1.00. Contract No. NAS 3-4195.

Discussion of the properties of high-energy rocket fuels consisting of fluorine-oxygen (FLOX) mixtures plus such lowmolecular-weight parafinic and olefinic hydrocarbons as methane, ethane, ethylene, and propane. The FLOX -hydrocarbon combinations provide high theoretical  $I_{sp}$  and are likely to achieve a higher percentage of theoretical impulse in engine applications than many combinations with equal or higher theoretical performances. These combinations are hypergolic, have compatible liquid ranges, and are readily and economically available. Furthermore, these fuels are capable of adequately cooling rocket engines for long durations. Of the light hydrocarbons, methane is found to provide the highest theoretical performance with FLOX. In addition, it appears to be the most desirable regenerative coolant for cooling with film P. K. boiling and cooling at supercritical pressures.

#### A65-26837 #

EVALUATION OF THE BRAY SUDDEN-FREEZING CRITERION FOR PREDICTING NONEQUILIBRIUM PERFORMANCE IN MULTI-REACTION ROCKET NOZZLE EXPANSIONS.

V. J. Sarli, W. G. Burwell, R. Hofland, Jr. (United Aircraft Corp., Research Laboratories, East Hartford, Conn.), and T. F. Zupnik (United Aircraft Corp., Pratt and Whitney Aircraft Div., East Hartford, Conn.).

American Institute of Aeronautics and Astronautics, Propulsion Joint Specialist Conference, Colorado Springs, Colo., June 14-18, 1965, Paper 65-554. 20 p. 18 refs.

Members, \$0.50; nonmembers, \$1.00.

Contracts No. NASw-366; No. NAS 3-2572.

Evaluation of the Bray sudden-freezing criterion for predicting approximately the nonequilibrium gasdynamic and thermodynamic properties in expanding subsonic and supersonic flows involving several concurrent chemical reactions. Comparisons are made between the approximate results of the sudden-freezing analysis and exact numerical results obtained by solving simultaneously the complete set of gasdynamic and chemical-kinetic equations for several propellant combinations at selected O/F ratios and chamber pressures. These combinations include  $H_2-O_2$ ,  $H_2-F_2$ ,  $N_2O_4$  -50% N2H4/50% UDMH and hydrocarbon -FLOX propellant systems. The results of these analytical studies generally indicate that the sudden-freezing concept can be employed to estimate the specificimpulse performance of typical expansion nozzles. However, for some propellant systems, such as  $H_2$ - $F_2$  and hydrocarbon-FLOX combinations, a modification of the single-reaction Bray criterion is necessary to account for energy contributions from several concurrent chemical reactions taking place during the nozzle expansion. The limits of applicability of the single-reaction Bray criterion when applied to multireaction recombination mechanisms are indicated, and the agreement possible between the results of exact and approximate analyses when use is made of a modified sudden-freezing criterion in the multireaction schemes is demon-(Author) A.B.K. strated.

#### A65-26838 #

RADIANT HEAT TRANSFER TO AN ENCLOSURE FROM TWO-PHASE FLOWS.

William M. Byrne, Jr. (Beech Aircraft Corp., Wichita, Kan.). American Institute of Aeronautics and Astronautics, Propulsion Joint Specialist Conference, Colorado Springs, Colo., June 14-18, 1965, Paper 65-559. 16 p. 17 refs.

Members, \$0.50; nonmembers, \$1.00.

Research supported by the Los Alamos Scientific Laboratory of the University of California, and Navy.

Analytical investigation of radiant heat transfer from hot solid combustion products to the walls of a combustion chamber. It was found that, for a typical rocket-engine configuration, the radiation component of heat transfer from burning aluminum in an oxygen-containing atmosphere can be of the same magnitude as the convective component. The analysis was accomplished using illuminating-engineering practices modified to account for absorp tion and emission of radiation by the particle cloud. Numerical techniques using digital-computer solutions were applied to conduct a parametric investigation of the system. Particle size, particle mass fraction, chamber pressure, location in the chamber, wall temperature, and wall reflectivity were investigated to determine their influence on the radiant-heat flux rate. The assumptions made are given, together with the limitations in the model chosen. The computer results are presented as graphs, with some conclusions concerning the various parameters involved. (Author) A. B. K.

#### A65-27160

FLASH-PYROLYSIS OF SOLID-FUEL MATERIALS BY THERMAL RADIATION.

Kenneth A. Lincoln (U.S. Naval Radiological Defense Laboratory, San Francisco, Calif.).

(Combustion Institute, Western States Section, Spring Meeting, Stanford University, Menlo Park, Calif., Apr. 27, 28, 1964, WSS/CI, Paper 64-6.) Pyrodynamics, vol. 2, Mar. 1965, p. 133-143. 7 refs.

[For abstract see Accession no. A64-17823 12-26]

### A65-27411 #

EXPERIMENTAL PERFORMANCE OF OF 2/B2H6 UNDER SEA LEVEL AND SIMULATED SPACE CONDITIONS. Melvin Sussman, Mario Luperi, and Albert Merrill (Thiokol Chemical Corp., Reaction Motors Div., Denville, N.J.). American Institute of Aeronautics and Astronautics, Propulsion Joint Specialist Conference, Colorado Springs, Colo., June 14-18, 1965, Paper 65-621. 25 p. 13 refs.

Members, \$0.50; nonmembers, \$1.00.

Experimental evaluation of the space performance potential of  $OF_2/B_2H_6$ . Initial sea-level injector tests conducted at the 150-lb thrust level and a chamber pressure of 150 psia indicated the high performance potential of  $OF_2/B_2H_6$ . Extension of this work to a 2000-lb (space) thrust level demonstrated the scalability potential of  $OF_2/B_2H_6$ . Sea-level injector evaluations conducted at the 2000-lb (space) thrust level demonstrated that OF2/B2H6 delivers a high specific impulse (99% of predicted sea-level shifting performance) over a wide mixture-ratio range. Altitude performance tests were conducted with the 2000-lb-thrust, sea-level injector/thrust-chamber hardware in conjunction with a 40-to-1 area-ratio nozzle extension at a simulated altitude of 125,000 ft. Experimental sea-level and altitude performance data are compared with theoretical kinetic performance predictions. The results demonstrate the high performance of  $OF_2/B_2H_6$  at both sea-level and altitude conditions. (Author) M.M.

#### A65-27425

THE DETERMINATION OF WATER IN STORABLE ROCKET PROPELLANTS - A COMPARISON OF SEVERAL ANALYTICAL TECHNIQUES.

William L. Clark, Anthony Nudo, and Peter Yin (Bell Aerospace Corp., Bell Aerosystems Co., Euffalo, N Y.).

(International Symposium in Humidity and Moisture, 1st, Washington, D.C., May 26-23, 1963.)

IN: HUMIDITY AND MOISTURE - MEASUREMENT AND CONTROL IN SCIENCE AND INDUSTRY. VOLUME 4 - PRINCIPLES AND METHODS OF MEASURING MOISTURE IN LIQUIDS AND SOLIDS. [A65-27424 16-14]

Edited by P. N. Winn. New York, Reinhold Publishing Corp., 1965, p. 55-61. 9 refs. Contract No. AF 04(694)-72.

Determination of water content of storable liquid propellants for rockets by several methods. Due to a need for a field test method for the determination of water in nitrogen tetroxide and a hydrazine fuel blend, the applicability of optical absorption, gas chromatography, electrical conductivity, and the pressure increase due to the reaction of water with  $CaH_2$  and  $CaC_2$  have been studied. Comparable results have been obtained by gas chromatography, optical absorption, and electrical conductivity methods for the fuel and by optical absorption and electrical conductivity methods have been recommended for this application, but it is suggested that process colorimetric or chromatographic instrumentation in permanent installations would also be feasible. B.B.

# A65-28039

DISCUSSION OF A LARGE SCALE SLUSH HYDROGEN FACILITY. Charles W. Elrod (USAF, Systems Command, Research and Technology Div., Aero Propulsion Laboratory, Wright-Patterson AFB, Ohio).

IN: SOCIETY OF AUTOMOTIVE ENGINEERS, AEROSPACE FLUID POWER SYSTEMS AND EQUIPMENT CONFERENCE, LOS ANGELES, CALIF., MAY 18-20, 1965, PROCEEDINGS. [A65-28019 17-03]

Conference sponsored by the Society of Automotive Engineers. New York, Society of Automotive Engineers, 1965, p. 192-197.

Description of a large-scale slush-hydrogen facility at Wright-Patterson Air Force Base. The largest facility of its kind in the country, it is used to simulate operational scale equipment while maintaining the flexibility of small scale research apparatus. Although this is impossible to do ideally, various compromises in design have allowed for a generous portion of both to be achieved. The discussion describes the equipment in the Air Force facility, the use of the equipment, and some equipment design considerations based on small scale observations. The purpose of this joint Air Force-NASA project is to obtain as much information as possible on the handling characteristics of slush hydrogen. The information will then be integrated into functional and future design considerations for hydrogen-using vehicles. (Author) D. P. F.

#### A65-28052

### A HOT GAS SERVOCONTROL SYSTEM FOR AEROSPACE APPLICA-TIONS.

J. G. Rivard (Bendix Corp., Research Laboratories Div., Southfield, Mich.), P. L. Ochs (Bendix Corp., Eclipse-Pioneer Div., Teterboro, N. J.), and D. J. Wallick (Bendix Corp., Vehicle Power Div., Wright-Patterson AFB, Ohio).

IN: SOCIETY OF AUTOMOTIVE ENGINEERS, AEROSPACE FLUID POWER SYSTEMS AND EQUIPMENT CONFERENCE, LOS ANGELES, CALIF., MAY 18-20, 1965, PROCEEDINGS. [A65-28019 17-03]

Conference sponsored by the Society of Automative Engineers. New York, Society of Automative Engineers, 1965, p. 319-334. 5 refs. Contract No. AF 33(657)-8455.

Description of a new concept for a solid-propellant-powered, hot-gas, high-performance servocontrol system for aerospace applications, including a discussion of the program presently being drawn up to develop and demonstrate this system. The system discussed is designed to provide operational flight controls for a twostage, air-launched missile with goals of improved reliability, weight reduction, and increased range as a result of weight reduction. Two separate systems are discussed with the first stage system providing control of aerodynamic surfaces and the second stage gimbaling the propulsion nozzle and also including reaction nozzle roll control. Both systems are supplied from solid propellant gas generators providing a supply gas at 1950°F. This program has led to the conclusion that high-temperature pneumatic controls will satisfactorily provide the necessary power and response to fly a missile requiring high accuracy and to accomplish this in a severe environment with a reduction in system weight and complexity. The results of performance testing and environmental testing of the system and components are presented to demonstrate the suitability of the system for aerospace applications. (Author) D. P. F.

#### A65-28210 #

LINEAR PYROLYSIS RATE MEASUREMENTS OF PROPELLANT CONSTITUENTS.

 R. L. Coates (Lockheed Aircraft Corp., Lockheed Propulsion Co.. Engineering Research Dept., Redlands Calif.).
(American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 2nd, New York, N.Y., Jan. 25-27, 1965, Paper 65-55.)
AIAA Journal, vol. 3, July 1965, p. 1257-1261. 15 refs.

Contract No. DA-04-495-AMC-239(R). [For abstract see Accession no. A65-14544 05-27]

# A65-28631 #

AN EXPERIMENTAL INVESTIGATION OF THE DYNAMIC BEHAVIOR OF THE LIQUID-VAPOR INTERFACE UNDER ADVERSE LOW-GRAVITATIONAL CONDITIONS.

William J. Masica and Jack A. Salzman (NASA, Lewis Research Genter, Cleveland, Ohio).

USAF, Office of Scientific Research, and Lockheed Aircraft Corp., Lockheed Missiles and Space Co., Symposium on Fluid Mechanics and Heat Transfer Under Low Gravitational Conditions, Palo Alto, <u>Calif.</u>, June 24, 25, 1965, Paper. 17 p. 7 refs. Experimental investigation of the dynamic behavior of the liquid-

vapor interface in response to an adverse constant translational acceleration, positively directed from the vapor to liquid phase. The results of the investigation are divided into three phases: (1) the stability characteristics of the interface, (2) the quantitative description of the motion of the interface, and (3) the mechanism of reorientation or collection of liquids. The discussion of the stability characteristics of the interface is limited to a brief summary of the methods used to acquire the data and the results indicating the validity of the Bond number criterion as the scaling parameter in an induced low gravity environment. In particular the critical Bond number delineating the stable and unstable regions of the interface has been verified to be 0.84 for solid-liquid-vapor systems possessing zero-degree contact angles, and is independent of the applied acceleration field. The motion of the liquid-vapor interface in cylindrical containers is correlated with the applied acceleration and certain system parameters. The profile of the interface following its disruption by an adverse axial acceleration larger than critical has been noted to assume the form predicted by the inviscid potential theory of Taylor. The rate at which the vapor phase penetrates the liquid phase can be obtained from a derived empirical relation. The leading edge of the interface was found to accelerate over distances comparable to fineness ratios of two. The mechanism of the reorientation or collection mode in Centaur-Saturn geometrical models has been investigated in low-acceleration environments. The worst condition of propellant location is assumed in the experiments - i.e., the liquid located at the vent portion of the tank model. Following a period of weightless ness to allow the interface to approach its zero-gravity configuration, an acceleration is imposed on the system to relocate the liquid at the desired pump inlet portion of the models. While information to date on the mode of collection has been largely qualitative, significant results have been obtained. Despite the existence of a prominent "geyser" when the leading edge impinges on the bottom of the tankage, it has been noted that a large portion of the liquid is being collected. Methods for alleviating the recirculation problem in collection have been investigated and the results are presented. (Author) F.R.L.

#### A65-28757 #

EARTH-STORABLE PROPELLANTS FOR SPACECRAFT. Duane F. Dipprey (California Institute of Technology, Jet Propulsion Laboratory, Liquid Propulsion Section, Pasadena, Calif.). <u>Astronautics and Aeronautics</u>, vol. 3, June 1965, p. 64-67. 6 refs. NASA-supported research.

Discussion of earth-storable propellants, by which is meant rocket propellants that exist in liquid phase in the 70  $\pm$  30°F range at vapor pressures below 100 psia and that are hypergolic. Propulsion systems based on such propellants achieve reliability through simplicity, predictability, and minimizing the number of systems components. Control of injector hydraulics is discussed, and satisfactory stability is reportedly attained by using injection elements with large length-to-diameter ratios. Mission requirements are described in terms of specific missions. Earth-storable propellants have lower flame temperatures than competing cryogenic combinations, which is an advantage in that this makes possible

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ablative or refractory nonregeneratively cooled thrust chambers. The latter are much simpler than regenerative types. Propulsionsystem survival is also discussed. D.P.F.

## A65-28850 #

TRANSIENT THERMAL STRESSES IN SOLID-PROPELLANT GRAINS.

A. M. Messner and D. R. Schliessmann (Aerojet-General Corp., Solid Rocket Structures Div., Sacramento, Calif.). (American Institute of Aeronautics and Astronautics, Annual Meeting, 1st, Washington, D. C., June 29-July 2, 1964, Paper 64-233.) Journal of Spacecraft and Rockets, vol. 2, July-Aug. 1965, p. 565-570. 7 refs.

[For abstract see Accession no. A64-18904 14-26]

#### A65-28851 #

DESIGN OF A VERSATILE LIQUID-FLUORINE/LIQUID-HYDROGEN UPPER STAGE.

George C. Goldbaum and John B. Douglass (Douglas Aircraft Co., Inc., Missiles and Space Systems Div., Santa Monica, Calif.). (American Institute of Aeronautics and Astronautics, Annual Meeting lst, Washington, D.C., June 29-July 2, 1964, Paper 64-277.) Journal of Spacecraft and Rockets, vol. 2, July-Aug. 1965, p. 570-576. Il refs.

Research sponsored by the Douglas Aircraft Co. [For abstract see Accession no. A64-20477 16-27]

#### A65-28855 #

NEED FOR A VARIABLE BURNING-RATE SOLID PROPELLANT. Gerald Golub (Martin Marietta Corp., Martin Co., Propulsion Section, Orlando, Fla.).

(American Institute of Aeronautics and Astronautics, Annual Meeting 1st, Washington, D. C., June 29-July 2, 1964, Paper 64-372.) Journal of Spacecraft and Rockets, vol. 2, July-Aug. 1965, p. 593, 594.

[For abstract see Accession no. A64-20520 16-26]

# A65-29371 #

SPACE STORABILITY OF LIQUID PROPELLANTS.

Arnold D. Cohen (General Electric Co., Missile and Space Div., Spacecraft Dept., Valley Forge, Pa.) and Edward E. Stein (USAF, Systems Command, Research and Technology Div., Rocket

Propulsion Laboratory, Edwards AFB, Calif.).

American Institute of Aeronautics and Astronautics, Annual Meeting, 2nd, San Francisco, Calif., July 26-29, 1965, Paper 65-534. 16 p. Members, \$0.50; nonmembers, \$1.00.

Demonstration, through a series of tests, that the so-called earth-storable propellants can be considered space-storable as well. The average temperature of the exposed external surfaces of the storage tanks can be closely controlled by application of suitable coatings. The results of tests with liquid nitrogen have been used to predict the performance of cryogenic rocket propellants. A summary of the findings for a simulated orbit is tabulated; here it is seen that the loss rates of propellants other than hydrogen are acceptable for the given tank sizes. Analysis and component tests show that heat leaks to the cryogenic tanks are caused primarily by the heat flow through the insulation penetrations. B.B.

## A65-29380 #

HIGH ENERGY UPPER STAGES - POTENTIAL APPLICATIONS AND SELECTION CRITERIA.

William H. Wetmore (Aerospace Corp., Los Angeles, Calif.). <u>American Institute of Aeronautics and Astronautics, Annual Meeting,</u> 2nd, San Francisco, Calif., July 26-29, 1965, Paper 65-345. 19 p. Members, \$0, 50; nonmembers, \$1.00.

Discussion of propulsion technology with specific examination of high-energy chemical propulsion systems for upper-stage application. A number of propellant candidates are assessed against specific operational criteria to determine which candidates offer maximum flexibility and capability for the future. It is considered that  $F_2/H_2$ and  $O_2/H_2$  continue to be the first choices. There do not appear to be any combinations in the liquid bipropellant family which will make them obsolete; hence these two propellant combinations continue to be the choice for present and future developments. F.R.L.

#### A65-31782

THE INFLUENCE OF RADIANT-ENERGY TRANSFER ON PROPEL-LANT BURNING RATES AND ABLATION RATES CONTROLLED BY AN INTENSE RADIATION FIELD.

S. S. Penner and D. B. Olfe (Institute for Defense Analyses, Washington, D.C.).

Astronautica Acta, vol. 11, Jan. - Feb. 1965, p. 65-78. 9 refs.

Consideration of the effect of a black radiation field on (1) solid propellant burning rates and (2) ablation tests. In the propellantburning rate problem, the partially transparent propellant is assumed to be gray. The propellant temperature rise is assumed to be small enough to allow the neglect of radiant-energy emission from the propellant grain in comparison with the radiant-energy input from the external radiation field; thus the system is far from a radiative steady state. This analysis is related to wartime studies on the effect of radiation on burning rates, although the methodology and results are somewhat different. The influence of radiant-energy transport on ablation rates is examined for the special case in which the rate of removal of mass from the surface is determined by a rate law, and the temperature rise is calculated for the heat absorption characteristic of the radiative steady state. In the absence of better information, two different functional relations have been assumed for the dependence of ablation rate on temperature. Theoretical results are presented in dimensionless form for ready ap plication. (Author) D. P. F.

# A65-31954

LIQUID SLOSHING DUE TO A TIME-DEPENDENT DISCONTINUOUS BOUNDARY.

P. G. Bhuta and G. C. K. Yeh (Space Technology Laboratories, Inc., Redondo Beach, Calif.).

International Journal of Mechanical Sciences, vol. 7, July 1965, p. 475-488. 9 refs.

Detailed study of the problem of the sloshing of a liquid due to a time-dependent discontinuous boundary, for the case of axisymmetric motion. The solution of the transient problem for small motions is given when the velocity at the boundary fluctuates according to a known arbitrary function of time. The complete solution for the initial-value problem is obtained for a sinusoidal time variation of the velocity. Numerical examples are worked out to evaluate the velocity and pressure distributions on the bottom of the tank and the free-surface wave heights. (Author) M. F.

#### A65-32540

THEORY OF ACOUSTIC INSTABILITY IN SOLID-PROPELLANT ROCKET COMBUSTION.

R. W. Hart and F. T. McClure (Johns Hopkins University, Applied Physics Laboratory, Silver Spring, Md.).

IN: SYMPOSIUM (INTERNATIONAL) ON COMBUSTION, 10TH, UNIVERSITY OF CAMBRIDGE, CAMBRIDGE, ENGLAND, AUGUST 17-21, 1964. [A65-32457 21-33]

Symposium supported by the British Section of the Combustion Institute: National Academy of Sciences-National Research Council; National Science Foundation, Grant No. GN-260; National Aeronautics and Space Administration, Grant No. NsG-506; U.S. Army, Contract No. DA-31-124-ARO-D-197.

Pittsburgh, Pa., Combustion Institute, 1965, p. 1047-1064; Comments L. A. Dickinson (Stanford Research Institute, Menlo Park, Calif.) and G. von Elbe (Atlantic Research Corp., Alexandria, Va.), p. 1064, 1065. 42 refs.

Contract No. NOw-62-0604-c.

Review of the problem of unstable combustion in solid-propellant rockets, with emphasis on the status of the theory and, where possible, a comparison between theory and experiment. The manifestation of the problem in terms of the appearance of periodic pressure waves, and the consequences which ensue when these reach sufficient amplitude are outlined. A rocket motor is then viewed as an acoustic cavity. The possible sources and sinks of acoustic energy are enumerated, and the gain-loss balance is discussed with respect to self-excited oscillation, also with respect to influences of outside perturbations on a stable cavity. The quantitative approach to the representation of the various gain-loss mechanisms in the domain of linear stability theory is reviewed. Particular emphasis is placed on the modifications to ordinary acoustic stability theory which are required because of the existence of a mean flow field. The contributions to linear instability of the

response of the burning propellant, both to the pressure and velocity components of the acoustic field, are discussed. Attention is then turned to the fundamental theory of the interaction of the burning surface with a pressure oscillation. The linear (small perturbation) theory of the acoustic response of this region is reviewed in terms of the analytic models and postulates that have been made, and of their theoretical results. Some qualitative comparison with experiment is made. Nonlinear effects are considered. The theory of nonlinear instability in such systems is first reviewed to the extent that it exists. Then, the consequences of oscillation of finite amplitude arising from nonlinear effects are discussed. Amplitude limitation in unstable cavities, wave distortion, and changes in the mean properties of the system are considered. Changes in the mean burning rate due to nonlinear pressure response and due to the erosion associated with the velocity component of the acoustic field are noted. The induction of vortex flow by acoustic streaming, as described by Swithenbank and Sotter and by Flandro, is discussed with particular reference to its consequences in producing increased erosion, decreased nozzle flow, and angular torques. Brief mention is made of the effects of amplitude oscillation. on combustion efficiency and on the composition of the product gases. (Author) M.M.

#### A65-32541

EXPERIMENTAL SOLID ROCKET COMBUSTION INSTABILITY. E. W. Price (U.S. Naval Ordnance Test Station, China Lake, Calif.).

IN: SYMPOSIUM (INTERNATIONAL) ON COMBUSTION, 10TH, UNIVERSITY OF CAMBRIDGE, CAMBRIDGE, ENGLAND, AUGUST 17-21, 1964. [A65-32457 21-33]

Symposium supported by the British Section of the Combustion Institute: National Academy of Sciences-National Research Council; National Science Foundation, Grant No. GN-260; National Aeronautics and Space Administration, Grant No. NsG-506; U.S. Army, Contract No. DA-31-124-ARO-D-197.

Pittsburgh, Pa., Combustion Institute, 1965, p. 1067-1080; Comments, N. W. Ryan (Utah, University, Salt Lake City, Utah) and L. A. Dickinson (Stanford Research Institute, Menlo Park, Calif.), p. 1081, 1082. 70 refs.

Observations of high-, intermediate-, and low-frequency instability in the oscillatory combustion of solid rocket propellants. In the frequency range 1000 cps and up, instability (1) is usually encountered in transverse modes of the rocket motor, (2) results from interaction between acoustic pressure and the combustion process, and (3) is suppressed by metal fuel ingredients in the propellant (particularly aluminum), at least in part through acoustic damping by the metal oxide droplets in the gas. In the frequency range 100 to 1000 cps, instability (1) is usually encountered in axial modes of the rocket motor, (2) is often initiated by large disturbances under linearly stable conditions, (3) results from interaction between both acoustic velocity and acoustic pressure with the combustion process, and (4) is not suppressed by metal fuel ingredients, but instead may be aggravated by the metal combustion. In the frequency range 1 to 100 cps, instability may occur in either acoustic or nonacoustic modes. Experience to date, at low frequency, pertains only to cases of interaction of acoustic pressure with combustion, but velocity-coupled contributions seem likely in rockets with dimensions large enough for axial acoustic modes in this frequency range. Low-frequency instability is more prevalent at low pressures and is often confined to a narrow frequency range. (Author) M. M.

## A65-32542

EXPERIMENTAL STATUS OF HIGH FREQUENCY LIQUID ROCKET COMBUSTION INSTABILITY.

R. S. Levine (North American Aviation, Inc., Rocketdyne Div., Canoga Park, Calif.). IN: SYMPOSIUM (INTERNATIONAL) ON COMBUSTION, 10TH,

UNIVERSITY OF CAMBRIDGE, CAMBRIDGE, ENGLAND, AUGUST 17-21, 1964. [A65-32457 21-33]

Symposium supported by the British Section of the Combustion Institute: National Academy of Sciences-National Research Council; National Science Foundation, Grant No. GN-260; National Aeronautics and Space Administration, Grant No. NsG-506; U.S. Army, Contract No. DA-31-124-ARO-D-197.

Pittsburgh, Pa., Combustion Institute, 1965, p. 1083-1097; Comments, p. 1097-1099. 7 refs. Discussion of data describing the nature of destructive combustion instability in liquid rocket-thrust chambers, and of methods of controlling that instability. High-speed movies and pressure-time traces are presented, showing in a two-dimensional combustion apparatus processes similar to those occurring in full-size chambers. The processes observed in the movies are briefly discussed relative to the various sustaining processes that have been advanced for this kind of instability. Methods of control of high-frequency instability for practical engines include: (1) the use of baffles that interfere with the unwanted gas motion, (2) premix schemes that rapidly disintegrate the unmixed and poorly atomized portion of the spray, and (3) other designs that may combine these processes with effective damping of the wave motion. The application of the baffle principle to the H-l (Saturn) engine injector is discussed. M.M.

#### A65-32543

THEORETICAL STUDIES ON LIQUID-PROPELLANT ROCKET INSTABILITY.

Luigi Crocco (Princeton University, Princeton, N.J.). IN: SYMPOSIUM (INTERNATIONAL) ON COMBUSTION, 10TH, UNIVERSITY OF CAMBRIDGE, CAMBRIDGE, ENGLAND, AUGUST 17-21, 1964. [A65-32457 21-33]

Symposium supported by the British Section of the Combustion Institute: National Academy of Sciences-National Research Council; National Science Foundation, Grant No. GN-260; National Aeronautics and Space Administration, Grant No. NsG-506; U.S. Army, Contract No. DA-31-124-ARO-D-197.

Pittsburgh, Pa., Combustion Institute, 1965, p. 1101-1128. 26 refs. Review of recent achievements of theoretical research on combustion instability in liquid-propellant rocket motors. The emphasis is on theoretical developments: experimental results are only briefly mentioned, as required. It is pointed out that theoretical research in the field of high-frequency instability, although the object of many developments, is still in need of clarification and of a firm conclusion as to the mechanisms of its appearence; here research on the steady-state and oscillatory combustion of droplets in laminar or turbulent flow, under the action of pressure waves and/or gaseous composition oscillations, could be helpful. It is also noted that more theoretical research on nonlinear mechanisms and behavior is needed, together with analytical studies on the interaction effects due to the feeding system. M.M.

## A65-32547

SUPERSONIC COMBUSTION OF STORABLE LIQUID FUELS IN MACH 3.0 TO 5.0 AIR STREAMS.

Frederick S. Billig (Johns Hopkins University, Applied Physics Laboratory, Silver Spring, Md.).

IN: SYMPOSIUM (INTERNATIONAL) ON COMBUSTION, 10TH, UNIVERSITY OF CAMBRIDGE, CAMBRIDGE, ENGLAND, AUGUST 17-21, 1964. [A65-32457 21-33]

Symposium supported by the British Section of the Combustion Institute; National Academy of Sciences-National Research Council; National Science Foundation, Grant No. GN-260; National Aeronautics and Space Administration, Grant No. NsG-506; U.S. Army, Contract No. DA-31-124-ARO-D-197.

Pittsburgh, Pa., Combustion Institute, 1965, p. 1167-1178; Comments, E. E. Zukoski (California Institute of Technology, Pasadena, Calif.), p. 1178. 11 refs.

Contract No. NOw-62-0604-c.

Experimental demonstration of supersonic combustion of reactive aluminum alkyl fuels in two-dimensional ducted combustors and adjacent to a flat plate. Fuel was injected from the combustor walls through multiple orifices and ignited spontaneously. Stable supersonic heat release was maintained as evidenced by schlieren and direct motion pictures of the flow field and deduced from static and pitot pressure measurements in the combustion zone. The results from the ducted combustor tests were correlated with simple theoretical models, thus permitting a reasonable determination of combustion efficiency. A theoretical model of constant-pressure heat release on a flat plate in supersonic flow is postulated. Normal force coefficients and specific impulse values are tabulated for a variety of flight Mach numbers and altitudes. Additional refinements in this theoretical model were required to adequately describe the experimental results. In a test simulating Mach-5 flight at 66,000 ft altitude, a side force specific impulse of 1350 sec was measured at the equivalence ratio of 1. Combustion was only partially completed 12 in. downstream of fuel injection. Based on the theoretical model, an additional 12 in. of combustor length and 36 in. of

expansion length would be required to obtain the estimated theoretical impulse of 5760 sec. The interaction of a vaporizing liquid droplet with a supersonic stream is considered. Additional refinements were made in the existing theories on droplet trajectory to include the influences of a separated zone and the normal component of velocity of the external stream. Calculations of the trajectory and evaporation of the estimated mean droplet size based on the modified technique were in general agreement with the observed flame zone and with the deduced combustion efficiency. (Author) M.M.

#### A65-32457

SYMPOSIUM (INTERNATIONAL) ON COMBUSTION, 10TH, UNIVERSITY OF CAMBRIDGE, CAMBRIDGE, ENGLAND, AUGUST 17-21, 1964.

Symposium supported by the British Section of the Combustion Institute: National Academy of Sciences-National Research Council; National Science Foundation, Grant No. GN-260; National Aeronautics and Space Administration, Grant No. NsG-506; U.S. Army, Contract No. DA-31-124-ARO-D-197.

Pittsburgh, Pa., Combustion Institute, 1965. 1488 p. Members, \$22.; nonmembers, \$35.

CONTENTS:

# PREFACE, p. vii-ix.

INTRODUCTION. Raymond Friedman, p. xxv, xxvi.

#### PLENARY LECTURE.

THE STUDY OF COMBUSTION BY PHOTOCHEMICAL METHODS. R. G. W. Norrish (Cambridge, University, Cambridge, England), p. 1-18. 28 refs. [See A65-32458 21-06]

#### FLAME CHEMISTRY. I.

THE NATURE OF OH RADIATION IN LOW-PRESSURE FLAMES. E. C. Hinck, T. F. Seamans, M. Vanpee (Thiokol Chemical Corp., Denville, N.J.), and H. G. Wolfhard (Institute for Defense Analyses, Washington, D.C.), p. 21-32. 14 refs. [See A65-32459 21-33]

CHEMILUMINESCENCE OF OH RADICALS AND K ATOMS BY RADICAL RECOMBINATION IN FLAMES. P. J. T. Zeegers and C. T. J. Alkemade (Utrecht, State University, Utrecht, Netherlands), p. 33-40. 22 refs. [See A65-32460 21-27]

THE REACTION OF ALKALI ATOMS IN LEAN FLAMES. Walter E. Kaskan (General Electric Co., Philadelphia, Pa.), p. 41-46. 15 refs. [See A65-32461 21-27]

STRUCTURE, KINETICS, AND MECHANISM OF A METHANE-OXYGEN FLAME INHIBITED WITH METHYL BROMIDE. W. E. Wilson, Jr. (Johns Hopkins University, Silver Spring, Md.), p. 47-54. 22 refs. [See A65-32462 21-33]

HYDROGEN-ATOM CONCENTRATIONS IN HYDROGEN/ OXYGEN/NITROGEN FLAMES. K. N. Bascombe (Ministry of Aviation, Explosives Research and Development Establishment, Waltham Abbey, Essex, England), p. 55-64. 23 refs. [See A65-32463 21-33]

OBSERVATIONS ON THE KINETICS OF HYDROGEN-CHLORINE FLAMES. R. Corbeels and K. Scheller (USAF, Wright-Patterson AFB, Ohio), p. 65-75. 23 refs. [See A65-32464 21-33]

#### FLAME CHEMISTRY. II.

THE DECOMPOSITION FLAME OF HYDROGEN AZIDE. P. Laffitte, I. Hajal, and J. Combourieu (Paris, Université, Paris, France), p. 79-85. 27 refs. [See A65-32465 21-33] COMBUSTION CHARACTERISTICS OF MONOPROPYL-

PENTABORANE FLAMES. W. G. Berl, P. Breisacher, A65-32561

REGRESSION RATES AND THE KINETICS OF POLYMER DEGRADA-TION.

Bernard Rabinovitch (United Aircraft Corp., United Technology Genter, Sunnyvale, Calif.).

IN: SYMPOSIUM (INTERNATIONAL) ON COMBUSTION, 10TH, UNIVERSITY OF CAMBRIDGE, CAMBRIDGE, ENGLAND, AUGUST 17-21, 1964. [A65-32457 21-33]

Symposium supported by the British Section of the Combustion Institute; National Academy of Sciences-National Research Council; National Science Foundation, Grant No. GN-260; National Aeronautics and Space Administration, Grant No. NsG-506; U.S. Army, Contract No. DA-31-124-ARO-D-197.

Pittsburgh, Pa., Combustion Institute, 1965, p. 1395-1404. 26 refs.

Method of calculating regression rates r of simple polymer fuels and its application to poly(methyl methacrylate), polystyrene, and polyethylene. The method depends upon (1) invoking the concept of a critical fragment size (CFS), and (2) the use of a first-order rate equation -dn/dt = kn, for describing the scission of backbone bonds in the polymer. The CFS is the chain length of the volatile product of chain degradation, above which size it is energetically more economical to continue breaking backbone C-C bonds than to remove the fragment from its environment. From random scission of these bonds, a rate of loss-in-weight law was derived -  $m_1/m_0 = 1 - exp$  (-ikt)[i + 1 - exp (-kt)], in which i is the maximum chain length of the CFS. For other mechanisms of chain degradation, the average chain length of the CFS was used, and a rate of loss-in-weight law  $m_1/m_0 = 1 - exp(-kt)$  was involved. The first-order rate equation, above, was shown to be consistent with these laws. Agreement with measured r values is very good, being off by not more than a factor of 2, but depends upon the application of the appropriate surface temperature  $T_s$ . Extension of this method to composite fuels did not give results in agreement with experiment, even when limiting values of  $\rm T_{S}$  were used, and  $\rm KClO_4$  or  $\rm NH_4ClO_4$  was the oxidizing filler. The conclusion is drawn that the two-temperature model of a burning composite fuel is more likely to succeed. It is shown that an NH4ClO4 crystallite surface temperature of 1010°K can be calculated without invoking a solid-phase reaction.

(Author) M.M.

### A65-32562

CHEMICAL KINETICS OF THE CORDITE EXPLOSION ZONE. J. George Sotter (Sheffield University, Dept. of Fuel Technology and Chemical Engineering, Sheffield, England). IN: SYMPOSIUM (INTERNATIONAL) ON COMBUSTION, 10TH,

IN: SYMPOSIUM (IN TERNATIONAL) ON COMPOSITION, 1971, UNIVERSITY OF CAMBRIDGE, CAMBRIDGE, ENGLAND, AUGUST 17-21, 1964. [A65-32457 21-33]

Symposium supported by the British Section of the Combustion Institute; National Academy of Sciences-National Research Council; National Science Foundation, Grant No. GN-260; National Aeronautics and Space Administration, Grant No. NsG-506; U.S. Army, Contract No. DA-31-124-ARO-D-197.

Pittsburgh, Pa., Combustion Institute, 1965, p. 1405-1411; Comments, K. N. Bascombe and G. K. Adams (Ministry of Aviation, Explosives Research and Development Establishment, Waltham Abbey, Essex, England), p. 1411. 21 refs.

Research supported by Imperial Metal Industries, Ltd., and the Ministry of Aviation.

Theoretical analysis of the chemical behavior of the gas-phase induction zone and explosion zone of a solid double-base rocket propellant through consideration of sixteen reversible chemical reactions involving the twelve species N, N<sub>2</sub>, NO, N<sub>2</sub>O, H, H<sub>2</sub>, CO, CO<sub>2</sub>, O, O<sub>2</sub>, OH, and H<sub>2</sub>O, and four irreversible reactions implicitly including the formation of HNO. The most important processes were found to be the reactions H<sub>2</sub>O + H  $\rightarrow$  H<sub>2</sub> + OH, CO + OH  $\rightarrow$  CO<sub>2</sub> + H, 2 NO + H<sub>2</sub>  $\rightarrow$  2 HNO (+ H<sub>2</sub>  $\rightarrow$  2 H<sub>2</sub>O + N<sub>2</sub>). The results are found to be in qualitative agreement with published experimental work. (Author) M.M.

## A65-32563

EMITTANCE OF CONDENSED OXIDES IN SOLID PROPELLANT COMBUSTION PRODUCTS.

Donald J. Carlson (Philco Corp., Philco Research Laboratories, Newport Beach, Calif.).

IN: SYMPOSIUM (INTERNATIONAL) ON COMBUSTION, 10TH, UNIVERSITY OF CAMBRIDGE, CAMBRIDGE, ENGLAND, AUGUST 17-21, 1964. [A65-32457 21-33]

Symposium supported by the British Section of the Combustion Institute; National Academy of Sciences-National Research Council; National Science Foundation, Grant No. GN-260; National Aeronautics and Space Administration, Grant No. NsG-506; U.S. Army, Contract No. DA-31-124-ARO-D-197.

Pittsburgh, Pa., Combustion Institute, 1965, p. 1413-1424. 18 refs. Contracts No. Nonr-3907(00); No. NOw-61-0905-c.

Recording of the spectral radiance of hydrogen-oxygen-wateralumina and RP-l-oxygen-magnesia rocket flames and the measurement of the magnitude of continuum emission. This measurement, with knowledge of the flame geometry and the oxide particle-size distribution, mass fraction, and concentration, was converted into a quantity of radiation from each particle, and a spectral hemispherical emittance was calculated. The near-infrared emittance

of liquid alumina particles 1 to 10  $\mu$  in diameter varied from about 10-2 to 10-1 as the temperature increased from the melting point to 2900°K. The emittance of solid magnesia particles of a similar size range at 0.59 µ wavelength was found to average 0.4 over a range of temperatures. Mie theory calculations were made for both the magnesia and the alumina. Using best available low-temperature optical properties of magnesia, the emissivity was calculated and found to be about 3 orders of magnitude below the experimental measurements. Calculations were also made for solid-phase alumina particles based upon available temperature-dependent optical properties valid up to the melting point of alumina. These calculations showed that solid alumina particles of the same size as the experimental particles had an average near-infrared spectral emittance varying from about  $10^{-5}$  to  $10^{-4}$  as the alumina temperature changed from 1800°K to the melting point, 2320°K. The experiments indicate that a discontinuous jump in emittance of alumina occurs as the phase changes from solid to liquid. Some possible physical effects associated with radiant emission from condensed-phase particles are discussed. (Author) M.M.

#### A65-33388

THE COMING KICK STAGE. Bernard Kovit.

Space/Aeronautics, vol. 44, Aug. 1965, p. 55-61.

Evaluation of the capabilities of a new final or kick stage to meet the high  $\Delta V$  required for advanced space missions. Such a vehicle would be optimized for its job of applying the necessary kick after the regular boosters have completed their task. The most important tradeoff parameters the designer must consider are the specific impulse (Isp), structure ratio (ratio of jettison weight less payload to the original weight less payload), and to a lesser extent the thrust-to-weight ratio. Of available high-energy propellants, the liquid cryogenics such as fluorine/hydrogen, oxygen/hydrogen, and lithium/fluorine/hydrogen offer high Isp. In order to operate to best advantage, a kick stage would expend large first pulse from low earth orbit, would then coast, and would then restart to establish its final trajectory. Thus, requirements exist for fuel storability in space, an engine-restart capability, and a capability of throttling to reduce  $\Delta V$  errors; the chief tankage constraints would be insulation and propellant venting under zero-g conditions. Structural and thermodynamic problems are discussed, and throttleability and stop-start capability are treated in some detail. Some advanced kick stage concepts are briefly considered. F.R.L.

#### A65-33406

A MINIMUM-COST SATELLITE LAUNCHER. I. Felix Godwin.

Spaceflight, vol. 7, Sept. 1965, p. 146-154.

Description of the design of a small and cheap four-stage, solid propellant rocket able to launch a 30-lb satellite into an orbit with average height of about 1000 miles. The ways in which the design attempted to fulfill the requirements are summarized and pertinent data are tabulated on the following: (1) vehicle ballistics, (2) stage performance, (3) event table for a characteristic launch. (4) structural weights, (5) propellant characteristics, and (6) guidance and control system parameters. It is noted that the design is such as to lend itself to revision in larger sizes, for which performance and cost are improved. Although standard propellants are assumed, it is noted that the ratio of rocket weight to satellite weight already compares well with figures for rockets ten times the size of this small launcher. This is largely because it is not based on missile components designed for highest performance in a somewhat different mission. M. M.

#### A65-33544 #

CHEMICAL PRESSURIZATION OF HYPERGOLIC LIQUID PROPEL-LANTS.

Richard J. Kenny and Paul A. Friedman (Martin Marietta Corp., Martin Co., Advanced Technology and Development Section, Denver, Colo.).

(American Institute of Aeronautics and Astronautics, Annual Meeting, 1st, Washington, D.C., June 29-July 2, 1964, Paper 64-367.)

Journal of Spacecraft and Rockets, vol. 2, Sept.-Oct. 1965, p. 746-753.

Contract No. AF 04(611)-8198.

[For abstract see Accession no. A64-20260 16-26]

## A65-33550 #

BALLISTIC-MISSILE RESEARCH WITH ATHENA. Robert F. Friedman and Jack Reed (Atlantic Research Corp., Duarte, Calif.). (American Institute of Aeronautics and Astronautics, Annual

Meeting, 1st, Washington, D.C., June 29-July 2, 1964, Paper 64-275.) Journal of Spacecraft and Rockets, vol. 2, Sept.-Oct. 1965,

p. 781-786. 8 refs. [For abstract see Accession no. A64-20137 16-32]

### A65-33551 #

LIQUID OXYGEN AND LIQUID METHANE MIXTURES AS ROCKET MONOPROPELLANTS.

Richard L. Every and James O. Thieme (Continental Oil Co., Central Research Div., Ponca City, Okla.).

Journal of Spacecraft and Rockets, vol. 2, Sept. - Oct. 1965,

p. 787-789. 5 refs.

Preliminary evaluation of the specific impulse, characteristic velocity, pumpability, and sensitivity of the liquid oxygen (LOX) and liquid methane  $(LCH_4)$  system as a monopropellant. It was necessary to develop rather elementary test procedures and to compare these data with identical measurements made with other monopropellants. The methane and oxygen used were of 99.9mole-% purity, and the mixing of solutions was accomplished by remote control. The results of the experiments indicate that a  $LOX/LCH_4$  monopropellant has a very good specific impulse (~ 300 sec) and a characteristic velocity of better than 6000 fps. Although LOX/LCH4 mixtures are potentially hazardous, the tests conducted indicate that they can be pumped and handled with conventional apparatus. Under conditions of adiabatic compression, believed to be the cause of many accidental explosions, LOX/LCH4 is three times as safe as nitromethane and five times as safe as м.м. n-propyl nitrate.

#### A65-33569 #

ANALYTICAL MODEL TO DETERMINE AFT-END IGNITER DESIGN PARAMETERS.

Arnold G. Plumley (Aerojet-General Corp., Sacramento, Calif.). Journal of Spacecraft and Rockets, vol. 2, Sept.-Oct. 1965, p. 824-826.

Analytical method that permits the sizing of aft-end igniters to obtain desired motor chamber pressure and igniter-gas penetration prior to propellant ignition. The design criteria are presented as functions of the pertinent motor and igniter parameters, and the equations are presented graphically for an igniter operating at 1000 psia. The analytical model is based on the following two elementary concepts: (1) the incoming igniter gas expands to the static pressure in the motor throat and requires a portion of the throat flow area (the remaining flow area must be sufficient to allow the same flow out of the motor at the same static pressure at sonic velocity); and (2) the incoming flow must be turned around in order to flow out of the motor. Since the free volume of the motor determines the pressure in the forward end of the motor, the overall effect of the aft-end igniter gas can be determined without analyzing the intermediate nonisentropic processes of the actual flow field. The analytical model described is found to be useful for sizing aft-end ignition systems with regard to motor pressurization and ignitergas penetration. The correlation of the analytical model to the test data is shown. It is probable that the greatest cause of error in the analytical model is the assumption of no mixing. Jet mixing reduces the effective flow area in the motor throat which tends to make the pressures higher, whereas, shredding-off of the incoming jet stream would tend to reduce the incoming momentum and conse quently lower the chamber pressure. No attempt was made to apply empirical corrections to the analytical model, since such corrections might not be scalable and might introduce errors greater than the assumptions. The error in the analytical model is less than the variation in chamber pressurization caused by igniter flow rate changes resulting from temperature variations of 60 to 100°F in м.м. ordinary solid propellants.

#### A65-33975 #

SOLID ROCKETS - A MATURING TECHNOLOGY. H. L. Thackwell, Jr. <u>Astronautics and Aeronautics</u>, vol. 3, Sept. 1965, p. 74-77.

General review of the technology of solid propellants, with reference to stress analysis and failure criteria of propellant grains, to the effects of the rocket jet on systems performance and launch environment, to motor and vehicle interface problems, and to the status of large booster development. Grain structural integrity analysis is of ever-increasing importance in the design of solid propellant rocket motors. Problems arising from the interactions of rocket motor exhaust gases with electromagnetic radiation, and problems arising during launch due to radiation heating, starting pressure pulses, and toxic exhaust products are outlined. Problems which occur in the process of mating major vehicle components are discussed. Boosters larger than 10-ft in diameter have been fired, and many different methods of thrust-vector control have been successfully demonstrated. Brief comment is made on certain F.R.L. special problems.

#### A65-34137

VISCOELASTIC STRESSES DUE TO INTERNAL PRESSURIZATION OF A SOLID PROPELLANT ROCKET GRAIN.

T. M. Jones (Thiokol Chemical Corp., Bristol, Pa.).

IN: DEVELOPMENTS IN THEORETICAL AND APPLIED MECHANICS PROCEEDINGS OF THE SECOND SOUTHEASTERN CONFERENCE, ATLANTA, GA., MARCH 5, 6, 1964. VOLUME 2. [A65-34121 22-32] Conference sponsored by the Georgia Institute of Technology. Edited by W. A. Shaw.

Oxford, Pergamon Press, Ltd., 1965, p. 247-260. 12 refs.

Determination of the state of stress and strain in a solid-propellant rocket grain due to internal pressurization, by obtaining a plane strain solution for a linear viscoelastic thick-wall cylinder. The cylinder is enclosed in a thin elastic case and is subjected to pressurization on a moving inner boundary. Since the Laplace transform technique is not applicable to problems with moving boundaries, the field equations are reduced to two integral equations of the Volterra type. These equations are solved on a high-speed computer in a finite difference form utilized by Hopkins and Hamming and by Lee and Rogers. The solution is found to satisfy the boundary conditions reasonably well. (Author) F.R.L.

## A65-36156

# STATUS AND FUTURE TRENDS IN HIGH SPEED CHEMICAL PROPULSION.

W. H. Avery (Johns Hopkins University, Applied Physics Laboratory, Aerospace Div., Silver Spring, Md.).

APL Technical Digest, vol. 4, July-Aug. 1965, p. 2-9. Examination of the status of five areas of chemical propulsion now receiving active research support for their potential use for high-speed propulsion during the decade of the 1970's. Interest is focused on the whole range of high-speed chemical propulsion possibilities, bringing out the potentialities as well as some of the major problems in a context that embraces all of the principal types adapted to high-speed flight. "High speed" is arbitrarily defined to be speed in excess of Mach 5. Solid, liquid, and hybrid rockets are considered. Three recent developments that significantly increase rocket performance and effectiveness have been made. The first stems from recognition of the fact that metals used in modern propellants to enhance specific impulse can be incorporated in a way that will increase the propellant strength by a factor of 100 to 1000, giving the propellant ability to withstand an appreciable fraction of the internal pressure in the rocket case. The second development is the extension in propellant burning rates that has been achieved by incorporation of metal wires in the propellant mix. Finally, the development of very large solid rockets is requiring extension of manufacturing technology, particularly in those aspects involved in propellant and pressure-vessel fabrication. Liquid rocket systems have occupied a preeminent position for applications requiring the maximum possible terminal velocity. Hybrid rockets offer a means of combining the controllability and high performance of storable liquid engines with the high volume impulse of solids. Air augmentation and hypersonic airbreathing propulsion are considered. M.F.

#### A65-36407 #

REGRESSION RATES OF NONMETALIZED HYBRID FUEL SYSTEMS. L. D. Smoot and C. F. Price (Lockheed Aircraft Corp., Lockheed Propulsion Co., Engineering Research Dept., Redlands, Calif.). (American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 2nd, New York, N.Y., Jan. 25-27, 1965, Paper 65-56.)

AIAA Journal, vol. 3, Aug. 1965, p. 1408-1413. 11 refs. Contract No. DA-04-495-AMC-218(Z). [For abstract see Accession no. A65-14801 05-27]

### A65-36461 #

A STUDY OF COMPOSITE SOLID-PROPELLANT FLAME STRUCTURE USING A SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE.

Louis A. Povinelli (NASA, Lewis Research Center, Cleveland, Ohio).

(American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 2nd, New York, N.Y., Jan. 25-27, 1965, Paper 65-60.)

AIAA Journal, vol. 3, Sept. 1965, p. 1593-1598. 10 refs. [For abstract see Accession no. A65-14551 05-27]

### A65-80506

VIABILITY OF BACILLUS SUBTILIS SPORES IN ROCKET PROPELLANTS. Rogene M. Godding and Victoria H. Lynch (Lockheed Missiles and Space Co., Res. Labs., Palo Alto, Calif.)

Applied Microbiology, vol. 13, Jan. 1965, p. 10–14. 7 refs. The sporicidal activity of components used in liquid and solid rocket propellants was tested by use of spores of <u>Bacflus subtilis</u> dried on powdered glass. Liquid propellant ingredients tested were N<sub>2</sub>O<sub>4</sub>, monomethylhydrazine, and 1,1-dimethylhydrazine. N<sub>2</sub>O<sub>4</sub> was immediately sporicidal; the hydrazines were effective within several days. Solid propellants consisted of ammonium perchlorate in combination with epoxy resin (EPON 828), tris-1-(2-methyl) aztidinyl phosphine oxide, bis-1-(2-methyl) aztidinyl phenylphosphine oxide, and 3 modified polybutadlene polymers. There was no indication of appreciable sporicidal activity of these components.

# A66-10174

VISCOELASTIC PRESSURE DEPENDENCE.

Darryl Kent Backman (Utah, University, Salt Lake City, Utah). <u>American Institute of Aeronautics and Astronautics, Western</u> <u>Regional Student Conference, Los Angeles, Calif., May 6, 7, 1965</u>, <u>Paper</u> 43 p. 10 refs.

Description of a method for approximating the mechanical response or viscoelastic properties of a material at a given hydrostatic pressure. A piston-type pressure vessel and hydraulic press were used to obtain the pressure required to conduct the experiments by ramming the piston into the vessel. The pressure vessel used was of the composite-cylinder type, and the extension measurements were made with a differential transformer. The samples used were polyethylene which is viscoelastic. Plots are shown which indicate that pressure has a very marked effect on the viscoelastic properties of polyethylene. The instantaneous modulus is increased almost twice by a pressure change from atmospheric to 755.3 atm. The long-time modulus is changed in about the same proportion. Another effect is the change of shape of the modulus curve. The time required to reach the long-time modulus is greatly increased. It is also noted that at very high pressure (3433.0 atm or 50, 465 psi), the long-time and short-time moduli become about 40 times greater than at atmospheric pressure. It is apparent that, for viscoelastic polyethylene, and perhaps for most other viscoelastic materials that are used in conditions of pressure, the pressure effects of its mechanical properties must be considered. М.М.

#### A66-11540 #

MICROSCOPIC DETERMINATION OF NEAR SOLID STATE CHANGES IN AGED PROPELLANTS.

J. L. McGurk (Aerojet-General Corp., Sacramento, Calif.). <u>AIAA Journal</u>, vol. 3, Oct. 1965, p. 1890-1895. 11 refs.

Study of solid-propellant thin sections by petrographic microscopy has led to a thorough optical characterization of the phase composition. In aged propellants, phases with different optical properties demonstrate the presence of reaction compounds with lower energy and altered mechanical properties. In six motors

containing composite polyurethane propellant aged between 3.5 and 5.6 yr, the reaction compounds have localized into a series of structures termed phenoblasts. These phenoblasts exhibit a structural genesis in size and complexity accompanied by characteristic color changes. The older phenoblasts are composed of a large central aluminum particle and peripheral ammonium chloride crystals, all enclosed in a high modulus binder. The ammonium chloride is shown to form in the solid state from ammonium perchlorate. A concentration gradient of phenoblasts expands with age and is related to grain design. Near the bore surface of the oldest motors, the phenoblast concentration decreases inward in opposition to an increasing binder swelling gradient. Two independent reaction mechanisms are thereby indicated which apparently interacted to yield a subsurface binder degradation zone. Comparison of phenoblasts in motors of different ages gives an approximate rate and model of chemical aging for (Author) these propellants.

#### A66-11669 #

PROJECT TOWARD A HIGH-ENERCY STANDARD ENGINE FOR THE ELDO-B CARRIER ROCKET [DAS PROJEKT EINES HOCH-ENERGETISCHEN EINHEITSTRIEBWERKES FÜR DIE ELDO-B TRÄGERRAKETEN].

Otfried Stumpf (Entwicklungsring-Nord, ERNO, Bremen, West Germany).

European Space Flight Symposium, 5th, Munich, West Germany, July 19-22, 1965, Paper. 13 p. In German.

Discussion of the design and development of a hydrogen-oxygen engine with a thrust of 6000 kgf and a chamber pressure from 36 to 40 kgf/cm<sup>2</sup>. The engine is designed to power the third stage of the ELDO rocket as a single unit, and the second stage as a cluster of four units. The engine will use a nozzle with regenerative cooling. V P

# A66-11681 #

ANALYTICAL AND EXPERIMENTAL STUDIES OF THE STEADY-STATE COMBUSTION MECHANISM OF SOLID PROPELLANTS. M. Barrère (ONERA, Paris, France) and F. A. Williams (California, University, La Jolla, Calif.).

(AGARD, Réunion du Groupe Combustion et Propulsion sur la Propulsion par Fusées Chimiques, 25th, La Jolla, Calif, Apr. 22-24, 1965, Paper.)

ONERA, TP no. 240, 1965. 130 p. 63 refs.

Grant No. AF AFOSR 927-65.

Our present state of understanding of the steady-state combustion mechanisms of solid propellants is reviewed. Attention is focused principally on heterogeneous propellants. Both experimental and theoretical work is discussed. The recent advances considered include studies of linear pyrolysis of propellant constituents, deflagration of exothermic oxidizers, combustion of oxidizer spheres in gaseous fuels, porous-bed combustion, reactions between gaseous fuel and gaseous oxidizer components, metal combustion, propellant strand burning, rocket motor combustion, and microcinematographic experimentation. A theoretical analysis of a model of homogeneous propellant combustion is outlined in detail, with special emphasis placed on surface gasification laws and on flammability limits in nonadiabatic systems. Low pressure, moderate pressure, plateau and high pressure domains of combustion are identified for ammonium perchlorate composite propellants. It is concluded that a better foundation for investigating composite propellant combustion properties is available for ammonium perchlorate than for any other oxidizer. Avenues for potentially fruitful future research are recommended. (Author)

# A66-12734 #

BEHAVIOR AND VARIABILITY OF SOLID PROPELLANTS AND CRITERIA FOR FAILURE AND FOR REJECTION.

John N. Majerus (Aerojet-General Corp., Methods Development Dept., Sacramento, Calif.), Herman P. Briar (Aerojet-General Corp., Solid Propellant Research and Development Div., Mechanical Properties Laboratory, Sacramento, Calif.), and James H. Wiegand (Aerojet-General Corp., Solid Propellant and Development Div., Mechanical Properties Laboratory and Ballistic Research Laboratory, Sacramento, Calif.).

Journal of Spacecraft and Rockets, vol. 2, Nov. - Dec. 1965, p. 833-845. 62 refs.

Consideration of the general effects of parameter variability for solid propellants and examination of ballistic variability. The effect of solid propellant modulus variability on structural analysis and

the effect of nonlinear behavior are also considered, with an examination of failure variability from single loadings as well as from multiple loadings, which lead to cumulative damage effects. The practical and interim solution of the problem through the statistical treatment of empirical correlating parameters is illustrated in terms of full motor prediction. It is concluded that the ballistic and mechanical properties of solid propellants must be treated as statistically distributed parameters. Estimation of these parameters is essential to design and failure analysis with the failure properties of the propellant being reflected in a range of failure behavior of motors on cycling, storage and firing. To reduce the uncertainties of a grain analysis, the observed nonlinear mechanical behavior must be characterized. Present nonlinear theories involve a number of unknown time-dependent functionals, and only for incompressible materials can the unknown material parameters be readily characterized; even so, a large number of relaxation and creep tests are necessary to evaluate the unknowns. A more generalized, but approximate, nonlinear theory can be generated by characterizing the relaxation response of a statistically significant number of uniaxial and biaxial stress tests under hydrostatic pressure in which dilatation is measured. It appears that a nonlinear theory is neces sary for complete calculation of the effects of pressurization on firing, but it may not be necessary for the cases of thermal cycling or slump. M. M.

# A66-12760 #

THERMODYNAMIC PROPERTIES OF HYDRAZINE. Jimmy L. Haws and Darrel G. Harden (Oklahoma, University, School of Aerospace and Mechanical Engineering, Norman, Okla.). Journal of Spacecraft and Rockets, vol. 2, Nov. -Dec. 1965, p. 972-974. 6 refs.

Results of the machine computation of the thermodynamic properties of hydrazine, using the general equations and procedures outlined by Martin and a revised version of the computer program used by Van Wie and Ebel. The range of calculations was extended to begin at 32°F and continue into the supercritical pressure region, ending at 1.02 times the critical density. Experimental data published in the literature were collected, analyzed for consistency, and compared with the correlating equations suggested by Martin. A Mollier diagram summarizing the tabulated information is shown. M.M.

#### A66-13106 #

A PULSE TECHNIQUE FOR THE EVALUATION OF COMBUSTION INSTABILITY IN SOLID PROPELLANT ROCKET MOTORS. E. P. Morris (Canadian Armament Research and Development Establishment, Valcartier, Quebec, Canada). (Interagency Chemical Rocket Propulsion Group, Meeting on Static Testing, Arnold Air Force Station, Tenn., Oct. 17, 18, 1963, Paper.) Canadian Aeronautics and Space Journal, vol. 11, Nov. 1965, p. 329-333

In the early stages of the development of ammonium perchlorate polyurethane solid propellants, unstable combustion in the finitewave axial mode was occasionally experienced. Although the evaluation of engine characteristics by firing a statistically satisfactory number of small motors is feasible, stability of the motor when scaled up to a larger size is not ensured. To provide a positive method for testing and evaluating instability by a minimum number of firings, a pulse technique employing small gunpowder charges was developed to initiate unstable combustion when the motor is operating in an incipiently unstable regime. This pulse technique is an essential requirement for definitive testing since an inherently unstable motor will operate stably if no triggering flow disturbance occurs during the firing. The method permits a systematic study of the phenomenon. The pulse technique and the devices are described and some of the general results obtained from the investigations are presented. The technique has been used successfully for rocket motors, heavy-walled and flight-type, from (Author) 2 to 17 in. in diameter.

## A66-13226

SOLID PROPELLANT GRAINS WITH ORGANIZED SLITS [BLOCS DE PROPERGOL A FISSURES ORGANISEES]. Marcel Barrère and Pierre Larue (ONERA, Châtillon-sous-Bagneux, Seine, France).

La Recherche Aérospatiale, Scpt. -Oct. 1965, p. 53-56. In French. Method of minimizing various difficulties encountered with solid propellants, such as "tail-off," and the possibility of accidental

cracking of the grain during the ignition phase. Very narrow radial slits are molded into the grain. The slits commence at the central perforation, and do not quite reach the perimeter of the grain.

F.R.L.

# A66-15139 #

DROP-WEIGHT TESTING OF EXPLOSIVE LIQUIDS.

Charles M. Mason, Robert W. Van Dolah, and Milton L. Weiss (U.S. Bureau of Mines, Explosives Research Center, Pittsburgh, Pa.).

Combustion Institute, Western States Section, Fall Meeting, Santa Barbara, Calif., Oct. 25, 26, 1965, Paper WSCI 65-28. 21 p. 17 refs.

Numerous problems were encountered in evaluating the dropweight sensitivity of explosive liquids with a widely adopted impact apparatus. It was demonstrated that results, loosely termed partials and originally designated as negatives, should be designated positives. Wear or erosion of the sample cups and of the type of mount used for the apparatus had important effects on the results. Relative sensitivity as measured by this procedure increases slightly with temperature. The original concept that the test involves only adiabatic compression was found to be an oversimplification; an alternate mechanism for the initiation process is proposed. (Author)

# A66-15145 #

CHEMICAL FACTORS IN  $N_2O_4 - N_2H_4$  LIQUID REACTIONS. Harold Weiss (Dynamic Science Corp., Monrovia, Calif.). Combustion Institute, Western States Section, Fall Meeting, Santa Barbara, Calif., Oct. 25, 26, 1965, Paper WSCI 65-20. 16 p. Research supported by the Jet Propulsion Laboratory.

Description of an attempt to find a chemical inhibitor for the N2O4-N2H4 reaction. Ignition delay times are measured for N2O4hydrazine, and the temperature is determined and a measurement made of the heat evolved in the first step of the reaction, using a differential thermal analysis technique. It is found that the nitrogen tetroxide-hydrazine impinging jets are subject to disruption by the rapid reaction occurring at the interface between the two propellants; this is thought to be caused by (1) the rapid rate of reaction between N2O4 and N2H4, and (2) the immiscibility of the two reactants. Additives do not appear to cause even partial miscibility, according to high-speed photographic studies, and it does not appear possible to prevent adduct formation or decomposition by the use of additives. B. B.

## A66-15146 #

DROPLET COMBUSTION IN THE HYDRAZINE-NITROGEN TETROXIDE SYSTEM.

B. P. Breen and M. R. Beltran (Dynamic Science Corp., Propulsior Dept., Monrovia, Calif.).

Combustion Institute, Western States Section, Fall Meeting, Santa Barbara, Calif., Oct. 25, 26, 1965, Paper WSCI 65-21. 17 p. 9 refs.

Contract No. AF 04(611)-10542.

Review of experimental and analytical investigation of droplet combustion in the hydrazine-nitrogen tetroxide system. The experiments indicate that a single flame front model is not realistic for such propellant systems as hydrazine, monomethyl hydrazine, unsymmetrical dimethyl hydrazine and 50/50. It is noted that the presence of 2 flame fronts has been observed, and that the nature of these fronts was determined from the kinetics of decomposition of the propellant vapor. A 2-flame model is postulated along with its required assumptions. The method of solution of the 2-flame decomposition-oxidation model is explained. The result of the investigation is a physically realistic steady-state combustion model which can be used to predict combustion in liquid rocket м. м. engines.

#### A66-15147 #

5 refs.

HYPERGOLIC IGNITION OF LIGHT HYDROCARBON FUELS WITH FLUORINE-OXYGEN (FLOX) MIXTURES. S. A. Mosier, R. E. Dotson, and O. K. Moehrbach (United Aircraft Corp., Pratt and Whitney Aircraft Div., Florida Research and Development Center, West Palm Beach, Fla.). Combustion Institute, Western States Section, Fall Meeting, San Barbara, Calif., Oct. 25, 26, 1965, Paper WSCI 65-23. 32 p. Santa

The hypergolic ignition characteristics of light hydrocarbon fuels with fluorine-oxygen (flox) mixtures were determined experimentally. Methane, ethylene, propane, propylene, 1-butene, and a eutectic blend of 14% pentane and 86% isopentane were ignited with flox over a range of propellant temperatures from 540°R to that corresponding to liquid fuel and oxidizer in impinging and concentric injectors. The propellants were all found to be hypergolic; however, the ignition delay times for the flox-fuel combinations were dependent on propellant temperature and precedence, system initial pressure, flox concentration and injector type. In general, for all tests made over the range of variables considered. it was found that as the propellant equivalence ratio (stoichiometric mixture ratio/actual mixture ratio at ignition) increased, the ignition delay time decreased. In order of their decreasing dependency on the equivalence ratio at ignition, the fuels are butene-l, methane, propane, the 14% pentane-86% isopentane eutectic blend, propylene, and ethylene. In addition, it was found that the ignition delay time was also dependent on the fuel/oxidizer injection momentum ratio. Considering all tests the delay time was lowest in the momentum ratio range of 1.0 to 10 and increased as the momentum ratio increased or decreased outside this range. (Author)

#### A66-15151 #

THE EFFECT OF SURFACE MODIFICATIONS ON THE BURNING RATE OF A COMPOSITE SOLID PROPELLANT. B. G. Moser, R. E. Wiech, and R. F. Landel (California Institute of Technology, Jet Propulsion Laboratory, Pasadena, Calif.). Combustion Institute, Western States Section, Fall Meeting, Santa Barbara, Calif., Oct. 25, 26, 1965, Paper WSCI 65-36. 21 p. refs.

It has been found, using differential thermal analysis, that the temperature at which either the predecomposition or the major decomposition of ammonium perchlorate occurs can be changed by surface treatment of the perchlorate. These changes are reflected in the burning rate of a propellant containing the modified perchlorate. Common burning rate modifiers used to increase a propellant's burning rate, such as magnesium oxide, shift both the predecomposition and the major decomposition to a lower temperature and promote a faster burning rate. On the other hand, an effective surfactant shifts the predecomposition peak to a higher temperature and increases the degree of dispersion. Both factors result in a lower burning rate. One of the paradoxes of the use of a surfactant is that an effective one can also be used to increase the burning rate by permitting a higher solids loading and attendant higher flame (Author) temperature.

#### A66-15781 #

THEORETICAL DETONATION CHARACTERISTICS OF SOLID COM-POSITE PROPELLANTS.

P. K. Salzman, O. R. Irwin, and W. H. Andersen (Aerojet-General Corp., Research Div., Downey, Calif.). <u>AIAA Journal</u>, vol. 3, Dec. 1965, p. 2230-2238. 35 refs.

Navy-supported research.

The detonation characteristics of ammonium perchlorate-polyurethane composite propellants are discussed quantitatively in terms of the processes that establish the energy release rate in the shocked propellant. The detonability of essentially nonporous propellant is controlled by the shock-initiation time of the oxidizer and the diffusion-controlled burning rate of the gasified binder. The detonability of porous propellant is controlled by the concentration of "hot-spot" producing voids in the propellant. It is shown that the critical diameters for detonation are very large for nonporous propellants, but decrease rapidly as the concentration of pores in the propellant is increased. (Author)

#### A66-15783 #

FINITE ACOUSTIC OSCILLATIONS AND EROSIVE BURNING IN SOLID FUEL ROCKETS.

J. F. Bird, R. W. Hart, and F. T. McClure (Johns Hopkins University, Applied Physics Laboratory, Silver Spring, Md.). AIAA Journal, vol. 3, Dec. 1965, p. 2248-2256. 18 refs. Contract No. NOw-62-0604-c.

The acoustic combustion instability of a solid fuel rocket depends vitally on the response of the burning propellant surface to a sound field. The erosive part of this response can be significantly nonlinear at sound amplitudes too low in typical motors for ordinary second-order acoustic nonlinearities to be important. Then moderate amplitude phenomena can be ascribed to erosive nonlinearities. and these can be isolated for analysis. This is done by examining the growth constants of the acoustic modes. A previous paper has shown that nonlinear erosion can destabilize axial modes which are linearly stable or can limit linearly unstable ones to moderate amplitudes. That discussion is generalized here, and a unified summary of acoustic erosion contributions to stability is given. Other effects of nonlinear erosivity are then analyzed. It is shown that erosive generation of harmonics can produce considerable waveform distortion of moderate amplitude axial modes. Also, it is found that the nonlinear erosion mechanism can lead to severe oscillations, with consequent sharp mean pressure peaks, at rocket geometries where two acoustic modes are degenerate. This theory of nonlinear erosive interactions of a mode with itself, with its harmonics, and with degenerate modes seems to agree qualitatively (Author) with various experimental observations.

# A66-15847

SOLID PROPELLANT RAMJETS [STATOREATTORIA PROPEL-LENTE SOLIDO].

Rivista Aeronautica, vol. 41, Nov. 1965, p. 1587-1608. 7 refs. In Italian.

Application and advantages of solid propellant ramjets for target aircraft, missiles, and space vehicle boosters. The advantages presented by solid propellant ramjets as compared to both liquid propellant ramjets and solid propellant rockets are described. It is pointed out that the solid propellant ramjet has fundamentally the simplicity of the solid propellant rocket and affords the savings of the air-breathing engine. M.M.

#### A66-16494 #

DESIGN CRITERIA OF ADVANCED HIGH-ENERGY UPPER STAGES. D. E. Koelle (Bölkow GmbH, Ottobrunn, West Germany). European Space Flight Symposium, 5th, Munich, West Germany, July 19-22, 1965, Paper. 14 p. Discussion of design criteria for high-energy stages for a

Discussion of design criteria for high-energy stages for a launch vehicle. Features essential for the achievement of high operational reliability and broad mission range with low development effort are outlined. By the utilization of the specifications of the European Launcher Development Organization (ELDO B) launch vehicle, a design for a launch-vehicle high-energy stage is presented. PK.

#### A66-17098 #

A PHYSICAL MODEL OF COMPOSITE SOLID PROPELLANT COMBUSTION WHICH INCLUDES THE OXIDIZER PARTICLE SIZE AND SURFACE HEAT GENERATION.

C. E. Hermance (Waterloo, University, Waterloo, Ontario, Canada). <u>American Institute of Aeronautics and Astronautics, Aerospace</u> <u>Sciences Meeting</u>, <u>3rd</u>, <u>New York</u>, <u>N.Y.</u>, <u>Jan. 24-26</u>, <u>1966</u>, <u>Paper</u> <u>66-112</u>. 20 p. 15 refs.

Members, \$0.50; nonmembers, \$1.00.

Research sponsored by the Aeronautical Research Institute of Sweden and the Swedish Institute for Defense Research.

The surface heterogeneity of a burning composite propellant is incorporated in a model of the propellant combustion process. A simple mathematical treatment of this model indicates quite good agreement with a variety of data concerning composite propellant combustion. The combustion process is pictured as the sum of fuel pyrolysis, oxidizer decomposition, heterogeneous chemical reaction between the fuel and decomposed oxidizer in small regions surrounding individual oxidizer particles, and gas phase combustion of final fuel and oxidizer decomposition products. Expressions for the burning rate and the rates of heat generation at the propellant surface and in the gas phase flame are formulated, explicitly including the oxidizer particle size distribution. Assuming planar heat generation regions allowed derivation of expressions for the mean propellant surface and flame temperatures from one-dimensional energy equations in the gas and solid phases. A set of implicit, algebraic equations are collected and solved numerically for the propellant burning rate, surface- and flame-temperatures for a variety of physical parameters. The results agree quite well with experimental data on the effect of pressure and oxidizer particle size on composite propellant burning rates, surface temperatures, and surface structure. (Author)

# Subject Index

#### HIGH ENERGY PROPELLANTS / a continuing bibliography with indexes APRIL 1966

# **Typical Subject Index Listing**

# **ACOUSTIC GENERATOR**



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## Α ABLATING MATERIAL ELECTRON DENSITY AND IONIZED PRODUCT CONCENTRATION FOR SOLID PROPELLANT AND REENTRY ABLATIVE MATERIALS N65-31309 ABLATION BLACK RADIATION FIELD EFFECT ON SOLID PROPELLANT BURNING RATES AND ABLATION TESTS A65-31782 ACCELERATION STRESS HIGH ACCELERATION EFFECTS ON BURNING RATE AND BALLISTIC BEHAVIOR OF SOLID PROPELLANT ROCKET GRAINS ATAA PAPER 64-228 A65-24434 LIQUID-VAPOR INTERFACE BEHAVIOR WITH ADVERSE CONSTANT TRANSLATIONAL ACCELERATION DIRECTED POSITIVELY FROM VAPOR TO LIQUID PHASE A65-28631 ACOUSTIC ATTENUATION CALCULATION OF PROPELLANT RESPONSE FUNCTION AT BURNING SURFACE FOR THERMALLY RADIATING GAS AT LF A65-20556 ACOUSTIC GENERATOR LIQUID FUEL COMBUSTION INTENSIFICATION BY USING ACOUSTIC TORCH NOZZLE AS SOUND GENERATOR AND FUEL ATOMIZER N65-21217 ACOUSTIC NOZZLE LIQUID FUEL COMBUSTION INTENSIFICATION BY USING ACOUSTIC TORCH NOZZLE AS SOUND GENERATOR AND FUEL ATOMIZER N65-21217 ACOUSTIC VIBRATION ACOUSTIC INSTABILITY IN SOLID PROPELLANT ROCKET COMBUSTION, DISCUSSING SOURCES AND SINKS OF ACOUSTIC ENERGY A65-32540 SOLID ROCKET PROPELLANTS, INVESTIGATING FREQUENCY INSTABILITY OF OSCILLATORY COMBUSTION A65-32541 SOLID PROPELLANT MOTOR DESIGN FOR ONE-DIMENSIONAL ACOUSTIC OSCILLATIONS REPT.-6-90-63-80 N65-28328 ACOUSTICS

ACOUSTICS OF SOLID PROPELLANT COMBUSTION

INSTABILITY CTPR-7 N65-20065 AGING EFFECTS OF AGING AND HUMIDITY ON DYNAMIC SHEAR MODULUS OF SOLID PROPELLANTS AND PROPELLANT BINCERS CTSR-3 N65-26368 ALCOHOL HYPERGOLIZATION OF ALCOHOL PROPELLANTS BY POTASSIUM PERMANGANATE ADDITION TO RED FUMING NITRIC ACID A65-20588 ALUKTNUM PHOTOGRAPHY OF ALUMINUM COMBUSTION IN SOLID PROPELLANTS N65-29324 LARGE ALUMINUM PARTICLE BEHAVIOR IN COMPOSITE N65-29325 PROPELLANT COMBUSTION ALUMINUM COMPOUND SUPERSONIC COMBUSTION OF REACTIVE ALUMINUM ALKYL FUELS IN AIR STREAMS A65-32547 ALUMINUM OXIDE MCDEL DERIVED DESCRIBING OXIDE PARTICLE CISTRIBUTION OBTAINED FROM INTERNAL BURNING CYLINDRICALLY-PERFORATED ALUMINIZED SOLID PROPELLANT GRAINS AIAA PAPER 65-10 A65-14537 ALUMINUM OXIDE PARTICLES EFFECT ON IONIZATION IN SGLID PROPELLANT ROCKET EXHAUST SSD-TDR-63-326, PT. II N65-11271 AMMONIUM PERCHLORATE EROSIVE BURNING RATE OF AMMONIUM PERCHLORATE-Polyurethane solid propellant with Aluminum AIAA RREPRINT 64-107 A65-20571 RADIATION INDUCED SOLID PROPELLANT DECOMPOSITION CF AMMONIUM PERCHLORATE RAI-331 N65-13511 COMBUSTION OF AMMONIUM PERCHLORATE SPHERES UNDER CONDITIONS OF BURNING SOLID PROPELLANT IN ROCKET ENGINES CNERA-TP-113/1964 N65-25307 RADIOLYSIS OF SOLID AMMONIUM PERCHLORATE PROPELLANTS - ALTERATION OF DEFLAGRATION RATE OF COMPOSITE SOLID PROPELLANTS BY PRE-EXPOSURE TO GAMMA RADIATION AC-461462 N65-25439 RADIATION EFFECT ON DEFLAGRATION RATES OF BINDERS AND OXIDIZERS - RADIOLYSIS OF AMMONIUM Perchlorate composite solid propellants N65-25747 RAI-347 BIBLIOGRAPHY AND THEORY OF AMMONIUM PERCHLORATE OXIDIZER DECOMPOSITION AD-457938 N65-27210 COMBUSTION MECHANISM OF COMPOSITE SOLID ROCKET HIGH ENERGY OXIDIZER REPT -- 446-R N65-29103 STEADY STATE COMPOSITION MECHANISM OF SOLID /HETEROGENEOUS/ PROPELLANTS NOTING LINEAR PYROLYSIS, EXOTHERMAL OXIDIZERS, FUELS, ETC A66-11681 CNERA TP 240

TEMPERATURE AT WHICH PREDECOMPOSITION OR DECOMPOSITION OF AMMONIUM PERCHLORATE OCCURS, CHANGED BY PERCHLORATE SURFACE TREATMENT AND REFLECTED IN BURNING RATE OF PROPELLANT CONTAINING PERCHLORATE CI PAPER WSCI-65-36 A66-15151 THEORETICAL DETONATION CHARACTERISTICS OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID COMPOSITE PROPELL ANTS A66-15781 ARC JET ARC JET THRUSTOR FOR SPACE PROPULSION AND DYNAMIC PROPERTIES OF HIGH ENERGY PROPELLANTS NASA-TN-D-2868 N65-26647 ARGON NITROGEN, HELIUM, AND ARGON SOLUBILITIES IN LIQUID DINITROGEN TETROXIDE PROPELLANT AND AGREEMENT WITH HENRYS LAW OVER WIDE PRESSURE RANGE ATN-64/9228/-4 N66-14076 ASTRODYNAMICS DYNAMICS OF RIGID BODIES HAVING CAVITIES PARTIALLY FILLED WITH LIQUID N65-30211 ATHENA ROCKET ATHENA REENTRY TEST VEHICLE DESIGN, LAUNCH, ASCENT, ORIENTATION AND DESCENT AIAA PAPER 64-275 A65-33550 ATLAS CENTAUR LAUNCH VEHICLE FAILURES OF ATLAS SOLID FUEL RETARDING ROCKET DURING ATLAS- CENTAUR SEPARATION TESTS NASA-TM-X-1119 N65-27399 AUTOMATION INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR DESIGN OF SOLID ROCKET SYSTEMS, AND SOLUTION TO ONE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE STM-180 N65-31611 AXIAL STRESS FAILURE CRITERIA OF INERT COMPOSITE SOLID PROPELLANT UNDER FIVE BIAXIAL TENSION STRESS FIELDS AND EFFECT OF LOADING RATE NASA-CR-67235 N65-35109 В BACILLUS CONTAMINATION AND VIABILITY OF SPORES OF BACTERIUM, BACILLUS SUBTILIS, IN ROCKET PROPELLANTS - STERILIZING PROPERTIES OF VARIOUS ROCKET FUELS A65-80506 BALLISTIC TRAJECTORY ATHENA REENTRY TEST VEHICLE DESIGN, LAUNCH, ASCENT, DRIENTATION AND DESCENT AIAA PAPER 64-275 A65-33550 BALLISTICS DEALLISTIC BEHAVIOR AND TECHNOLOGICAL PROBLEMS IN DESIGN AND MANUFACTURE OF CHORD GRAINS, EXAMINING CONSTANT BURNING AREA CONDITIONS A65-23062

- BASE HEATING TRANSIENT PROPELLANT STRATIFICATION IN LARGE TANKS DUE TO NUCLEAR BOTTOM HEATING DESCRIBED BY GRAVITATIONAL FREE CONVECTION A65-21450
- BERYLLIUM COMPOUND THERMODYNAMIC AND PHYSICAL PROPERTIES OF BERYLLIUM COMPOUNDS RELATED TO FUELS OR ADDITIVES IN SOLID OR HYBRID PROPELLANTS QR-15 N65-28606

BIBLIOGRAPHY LIQUID ROCKET PROPELLANTS IN ZERO GRAVITY -BIBLIOGRAPHY LS-BI8-64-2 N65-15838

HIGH ENERGY PROPELLANTS - CONTINUING BIBLIOGRAPHY NASA-SP-7002/01/ N65-19703

ANNOTATED BIBLIOGRAPHY ON SOLID ROCKET STRUCTURAL INTEGRITY AND SUMMARY REVIEW ON

DEVELOPMENTS IN LINEAR VISCOELASTIC STRESS ANALYSIS AC-464736 N65-34839 BINDER CLEAVAGE AND CROSS LINKING REACTIONS WITHIN SOLID PROPELLANT BINDERS - CHEMORHEDLOGY N65-26792 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - POLYURETHANE PROPELLANT SHEAR MODULI DEPENDENCE ON SHEAR STRAIN AND STORAGE TIME N66~10893 REPT-15 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - EFFECT OF SPECIMEN GEOMETRY AND MAGNITUDE OF SHEAR STRAIN ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT--14 N66~11639 **BIPROPELLANT** EXPLOSIVE HAZARDS ASSESSED FOR LIQUID BIPROPELLANT SYSTEMS, CONSIDERING BLAST WAVE CHARACTERISTICS A65-11055 CI PAPER 64-37 EFFECTS OF COMBUSTION ON LIQUID PHASE MIXING OF STORABLE LIQUID BIPROPELLANTS NASA-CR-64616 N65-33139 BIRFFRINGENCE ADIPRENE L AND OTHER MATERIALS USED IN PHOTOELASTIC STUDIES OF SOLID PROPELLANT GRAINS A65-16138 BONDING BENDING STRENGTH OF POLYBUTADIENE SOLID PROPELLANT-LINER SYSTEMS REPT -- 0907-810-3 N65-31691 BOOSTER EXPLOSIVE HAZARDS OF LARGE SOLID PROPELLANT BOOSTERS - CRITICAL DIAMETER AND GEOMETRY REPT.-0866-01/10/MP N6 N65-29668 BOUNDARY VALUE LIQUID PROPELLANT SLOSHING DUE TO TIME DEPENDENT DISCONTINUOUS BOUNDARY, CONSIDERING AXISYMMETRIC A65-31954 MOTION CASE BURNING PROCESS BURNING PROCESS OF COMPOSITE SOLID PROPELLANTS -SURFACE STRUCTURE OF MODEL MIXTURES ATD-T-65-28 N65-25455 BURNING RATE EROSIVE BURNING RATE OF AMMONIUM PERCHLORATE-POLYURETHANE SQLID PROPELLANT WITH ALUMINUM AIAA PREPRINT 64-107 A6 A65-20571 ELECTRIC FIELDS USED FOR CONTROLLING AT WILL POSTIGNITION BURNING RATE OF SOLID PROPELLANTS A65-21678 BALLISTIC BEHAVIOR AND TECHNOLOGICAL PROBLEMS IN DESIGN AND MANUFACTURE OF CHORD GRAINS, EXAMINING CONSTANT BURNING AREA CONDITIONS A65-23062 CONTROLLED SOUND FIELD EFFECTS ON BURNING RATE OF COMPOSITE SOLID PROPELLANTS IN ROCKET MOTOR AIAA PREPRINT 64-108 A65-26114 VARIABLE BURNING RATE SOLID PROPELLANT OBTAINED USING CATALYST-FILLED SPHERES IN PROPELLANT MATRIX AIAA PAPER 64-372 465-28855 BLACK RADIATION FIELD EFFECT ON SOLID PROPELLANT Burning rates and Ablation tests A65-31782 EFFECTS OF COMBUSTION PRODUCTS ON BURNING RATE OF PLEXIGLAS AND HYDRAZINE GEL SOLID FUELS N65-20359 SYSTEM FOR DIRECT AND CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES N65-20360

FEASIBILITY OF USING MICROWAVES AND ULTRASONICS FOR CONTINUOUS MEASUREMENT OF SOLID PROPELLANT N65-20361 BURNING RATES DIRECT AND CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-405 N65-27842 ACOUSTIC EROSIVITY EFFECTS ON SOLID PROPELLANT BURNING RATES - GAS OSCILLATION IN COMBUSTION N65-29331 SOLID PROPELLANT BURNING RATE FOR TRANSIENT HEATING AND EXTINGUISHMENT - COMBUSTION N65-29339 INSTABILITY CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-386 N65-31615 С CALIBRATION FLOW METER CALIBRATION SYSTEM DESIGN FOR USE WITH THIXOTROPIC AND LIQUID PROPELLANTS N65-24750 R-5938 CAPACITANCE CAPACITANCE SENSORS FOR MEASURING LIQUID PROPELLANT SLOSHING IN SPACE VEHICLE FUEL TANKS N65-23790 CASE BONDED PROPELLANT CAST DOUBLE BASE PROPELLANT MECHANICAL BEHAVIOR AND FAILURE DURING SLOW COOLING AND RAPID PRESSURIZATION OF CASE BONDED ROCKET MOTORS AIAA PAPER 65-161 A65-14743 STRESSES IN CASE BONDED SOLID PROPELLANT GRAINS N65-13583 EFFECTS OF GRAVITY FORCES, STRESSES, AND STRAINS ON SOLID PROPELLANTS TESTED IN VERTICAL, INFINITE, HOLLOH, AND ELASTIC CYLINDER CASE BONDED TO ELASTIC CASE NASA-CR-60845 N65-17530 CATALYST POWDERED METAL CATALYSTS FOR HYPERGOLIC IGNITION NASA-CR-60478 N65-16081 CATALYTIC ACTIVITY ESTIMATION METHOD FOR DECOMPOSITION RATE OF Concentrated Hydrogen peroxide passing through CATALYST PACK IN SPACE PROPULSION SYSTEM A65-23036 CAVITY RESONATOR RADIO FREQUENCY IN SPHERICAL CAVITY RESONATOR USED TO GAUGE VOLUME OF REMAINING LIQUID PROPELLANT IN ZERO G ENVIRONMENT A65-18807 CERAMICS MATERIALS FOR WEAPON SYSTEMS, FERROUS AND NONFERROUS METALLURGY, CERAMICS, POWDER METALLURGY, SOLID AND LIQUID PROPELLANTS PLASTICS, AND MATERIALS FOR SUPERSONIC TRANSPORT AD-461995 N65-270 N65-27000 CHAMBER PRESSURE AFT-END IGNITER DESIGN PARAMETERS, USING ANALYTICAL MODEL TO OBTAIN CHAMBER PRESSURE AND IGNITER-GAS PENETRATION PRIOR TO PROPELLANT IGNITION A65-33569 COMBUSTION STABILITY - DYNAMICS OF LIQUID OXYGEN LIQUID HYDROGEN PROPELLANTS AT HIGH CHAMBER PRESSURES N65-29302 CHEMICAL EQUILIBRIUM BRAY SUDDEN FREEZING CRITERION FOR PREDICTING Nonequilibrium performance in multireaction liquid ROCKET NOZZLE EXPANSION AIAA PAPER 65-554 A65-26837 CHEMICAL KINETICS GAS-PHASE INDUCTION ZONE AND EXPLOSION ZONE OF Solid Double-base rocket propellant in Chemical

KINETICS STUDY THROUGH MULTIPLE REACTIONS

CHEMICAL PROPULSION PARAMETERS OF LIQUID AND SOLID PROPELLANTS COVERING ENERGY, FLOW, MIXTURE COMPOSITION, COMBUSTION TEMPERATURE AND PERFORMANCE A65~10468 HIGH ENERGY CHEMICAL PROPULSION SYSTEMS FOR UPPER STAGE APPLICATION EXAMINING PROPELLANT TECHNOLOGY, DESIGN, OPERATION AND PROPELLANT COMBINATIONS OF HYDROGEN/FLUORINE AND HYDROGEN PEROXIDE AIAA PAPER 65-345 465-29380 CHEMICAL PROPULSION FOR SPEEDS IN EXCESS OF MA 5, EXAMINING STATUS AND TRENDS IN SOLID, LIQUID MACH AND HYBRID ROCKETS A65-36156 PROPULSION IN SPACE EXPLORATION - VELOCITY Requirements for lunar, planetary, and Interplanetary missions - Chemical and Nuclear PROPULSION, AND LIQUID AND SOLID PROPELLANTS N65-24928 CHEMICAL REACTION IMMISCIBILITY AND RAPID INTERFACE REACTION RATE AS CAUSE OF DISRUPTION IN NITROGEN TETROXIDE-HYDRAZINE IMPINGING JETS A66-15145 CI PAPER WSCI-65-20 CHEMISORPTION ADSORPTION CHROMATOGRAPHIC METHOD FOR GROUP ANALYSIS OF LIQUID FUELS A65-15841 CHLORINE FLUORIDE MAXIMUM THEORETICAL SPECIFIC IMPULSES OF HYPERGOLIC PROPELLANT DIMAZINE-CHLORINE TRIFLUORIDE SYSTEMS A65-24744 CHROMATOGRAPHY ADSORPTION CHROMATOGRAPHIC METHOD FOR GROUP ANALYSIS OF LIQUID FUELS A65-15841 CLEAVAGE CLEAVAGE AND CROSS LINKING REACTIONS WITHIN SOLID PROPELLANT BINDERS - CHEMORHEOLOGY N65-26792 COMBUSTIBLE FLOW STEADY ONE-DIMENSIONAL EQUILIBRIUM FLOW OF COMBUSTION PRODUCTS THROUGH PERFORATION IN SOLID A65-11592 PROPELLANT GRAIN COMBUSTION PROPELLANT GRAIN BURNING SURFACE KINEMATICS EXAMINED BY GEOMETRICAL AND ANALYTICAL METHODS A65-10457 GAS PHASE REACTIONS IN COMBUSTION OF COMPOSITE SOLID PROPELLANTS AND RELATION TO ENERGY TRANSPORT PROCESSES N65-10663 REPT--0372-01-190 PHYSICAL PROCESSES OF SOLID PROPELLANT COMBUSTION HTUM-64-14 N65-26321 SOLID PROPELLANT COMBUSTION THEORY - THERMOPLASTIC SURFACE DEGRADATION-VAPORIZATION N65-29319 PHOTOGRAPHY OF ALUMINUM COMBUSTION IN SOLID PROPELLANTS N65-29324 LARGE ALUMINUM PARTICLE BEHAVIOR IN COMPOSITE PROPELLANT COMBUSTION N65-29325 ENTROPY WAVE OBSERVATIONS IN OSCILLATORY SOLID PROPELLANT COMBUSTION N65-29326 ACOUSTIC EROSIVITY EFFECTS ON SOLID PROPELLANT BURNING RATES - GAS OSCILLATION IN COMBUSTION N65-29331 COMBUSTION CHAMBER COMBUSTION PROPERTIES OF HIGH ENERGY FUELS USED IN TURBOJET AND RAMJET PROPULSION SYSTEMS A65-16306

COMBUSTION TERMINATION OF SOLID PROPELLANT MOTOR

BY LIQUID INJECTION INTO COMBUSTION CHAMBER AND BY POWDERED COOLANTS AIAA PAPER 64-229 A65-24430 RADIANT HEAT TRANSFER FROM HOT SOLID COMBUSTION PRODUCTS TO COMBUSTION CHAMBER WALLS AIAA PAPER 65-559 A65-26838 AFT-END IGNITER DESIGN PARAMETERS, USING ANALYTICAL MODEL TO OBTAIN CHAMBER PRESSURE AND IGNITER-GAS PENETRATION PRIOR TO PROPELLANT IGNITION A65-33569 COMBUSTION EFFICIENCY LIQUID FUEL COMBUSTION INTENSIFICATION BY USING ACOUSTIC TORCH NOZZLE AS SOUND GENERATOR AND FUEL ATOMIZER N65-21217 COMBUSTION INSTABLLITY SOLID PROPELLANT PERFORMANCE EXAMINING PROBLEMS OF RADAR ATTENUATION, COMBUSTION INSTABILITY, GRAIN STRUCTURE AND COST A65-11496 REGULATION OF LIQUID ROCKET MOTOR WITH HF INSTABILITY CHARACTERISTICS EXEMPLIFIED BY DIAMANT ROCKET ENGINE USING FURFURYL ALCOHOL AND NITRIC ACID HYPERGOLIC MIXTURE A65-2157 A65-21579 ACOUSTIC INSTABILITY IN SOLID PROPELLANT ROCKET COMBUSTION, DISCUSSING SOURCES AND SINKS OF ACOUSTIC ENERGY A65-32540 SOLID ROCKET PROPELLANTS, INVESTIGATING FREQUENCY INSTABILITY OF OSCILLATORY COMBUSTION A65-32541 DESTRUCTIVE COMBUSTION INSTABILITY IN LIQUID ROCKET THRUST CHAMBERS A65-32542 COMBUSTION INSTABILITY IN LIQUID PROPELLANT ROCKET MOTORS A65-32543 ACOUSTICS OF SOLID PROPELLANT COMBUSTION INSTABILITY OTPR-7 N65-20065 COMBUSTION INSTABILITY OF LIQUID AND SOLID PROPELLANTS N65-27009 COMBUSTION INSTABILITY CONFERENCE - LIQUID AND SOLID PROPELLANTS CPIA-68 N65-29300 LIQUID PROPELLANT COMBUSTION INSTABILITY STUDIES FOR NAVAHO, ATLAS, THOR, JUPITER, F-I, J-2, AND TOROIDAL ROCKET ENGINES Н−І, N65-29303 HIGH FREQUENCY COMBUSTION INSTABILITY IN LIQUID PROPELLANT ROCKET ENGINES N65-29307 HIGH FREQUENCY COMBUSTION INSTABILITY AND SCALING PROBLEMS OF LIQUID PROPELLANT ROCKET ENGINES N65-29311 COMBUSTION INSTABILITY OF LIQUID PROPELLANT ROCKET ENGINES N65-29313 NONLINEAR AXIAL-MODE COMBUSTION INSTABILITY IN SOLID PROPELLANT ROCKET ENGINES N65-29335 NONACOUSTIC LOW-FREQUENCY COMBUSTION INSTABILITY OF SOLID PROPELLANTS N65-29337 SOLID PROPELLANT BURNING RATE FOR TRANSIENT HEATING AND EXTINGUISHMENT - COMBUSTION INSTABILITY N65-29339 RATIO OF COMBUSTOR VOLUME TO VENT AREA EFFECT ON COMBUSTION INSTABILITY OF SOLID PROPELLANTS N65-29340 TWO-DIMENSIONAL SLAB MOTOR TESTING IN INVESTIGATION OF COMBUSTION INSTABILITY WITH LIQUID DXYGEN AND LIQUID OR COLD GASEDUS HYDROGEN PROPELLANTS NASA-CR-64602 N65-32723

PULSE TECHNIQUE EMPLOYING GUNPOWDER CHARGES TO EVALUATE COMBUSTION INSTABILITY IN SOLID PROPELLANT ROCKET MOTORS A66-13106 ACOUSTIC COMBUSTION INSTABILITY OF SOLID FUEL ROCKET DEPENDENCE ON RESPONSE OF BURNING PROPELLANT SURFACE TO SOUND FIELD A66-15783 COMBUSTION PHYSICS SUPERSONIC COMBUSTION OF REACTIVE ALUMINUM ALKYL FUELS IN AIR STREAMS A65-32547 REGRESSION RATE CALCULATION AND KINETICS OF Polymer degradation of polystyrene, polyethylene AND POLYMETHYL METHACRYLATE A65-32561 COMBUSTION PRODUCT SPECTRAL RADIANCE OF HYDROGEN-OXYGEN-WATER-ALUMINA AND R P-1-OXYGEN-MAGNESIA ROCKET FLAMES AND CONTINUUM EMISSION MEASUREMENT WITH CONVERSION TO SPECTRAL SPHERICAL EMITTANCE A65-32563 EFFECTS OF COMBUSTION PRODUCTS ON BURNING RATE OF PLEXIGLAS AND HYDRAZINE GEL SOLID FUELS N65-20359 STEADY STATE COMPOSITION MECHANISM OF SOLID /HETEROGENEOUS/ PROPELLANTS NOTING LINEAR PYROLYSIS, EXOTHERMAL OXIDIZERS, FUELS, ETC **GNERA TP 240** A66-11681 COMBUSTION STABILITY LIQUID ATOMIZATION, SPRAY CHARACTERISTICS AND COMBUSTION PERFORMANCE INVESTIGATED FOR SMALL SCALE ROCKET ENGINE A65-10646 SOLID PROPELLANT PERFORMANCE EXAMINING PROBLEMS OF RADAR ATTENUATION, COMBUSTION INSTABILITY, GRAIN A65-11496 STRUCTURE AND COST PROPELLANT CHEMISTRY IN TERMS OF HIGHER SPECIFIC IMPULSE, CONSIDERING FLAME TEMPERATURE ELEVATION AND MOLECULAR WEIGHT REDUCTION A65-16308 COMBUSTION AND INSTABILITIES OF SOLID HYBRID HYPERGOLIC PROPELLANTS WITH CLASSIC OXIDIZING AGENTS CNERA TP 140 465-18870 CALCULATION OF PROPELLANT RESPONSE FUNCTION AT BURNING SURFACE FOR THERMALLY RADIATING GAS AT LF A65-20556 COMBUSTION STABILITY OF SOLID PROPELLANTS IN AEROSPACE ROCKET MOTORS N65-19576 AC-612178 OXIDIZER PARTICLE SIZE EFFECT ON SOLID PROPELLANT COMBUSTION STABILITY NASA-TN-D-2736 N65-20993 COMBUSTION STABILITY - DYNAMICS OF LIQUID OXYGEN LIQUID HYDROGEN PROPELLANTS AT HIGH CHAMBER N65-29302 PRESSURES COMBUSTION TEMPERATURE COMBUSTION PRESSURE OSCILLATIONS IN BIPHASE PROPELLANT SYSTEMS AND METHOD FOR MEASURING COMBUSTION TEMPERATURE USING WATER COOLED TEMPERATURE PROBE N65-20355 COMPOSITE MATERIAL CHEMICAL RESISTANT POLYMERIC MATERIALS, METAL FOIL AND COMPOSITES FOR USE IN MULTICYCLE POSITIVE EXPULSION DEVICES FOR STORABLE LIQUID PROPELLANTS A65-15614 COMPOSITE PROPELLANT COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60 A65-14551 CONTINUOUS PNEUMATIC MIXING OF LIQUID AND SOLID PROPELLANT INGREDIENTS INTO COMPOSITE-TYPE A65-16274 PROPELLANT NONCURABLE HEXANITROETHANE / HNE/ PROPELLANT

1-4

5

SLURRIES APPLICABILITY AS HIGH ENERGY OXIDIZER IN COMPOSITE PROPELLANTS 465-20580 CONTROLLED SOUND FIELD EFFECTS ON BURNING RATE OF COMPOSITE SOLID PROPELLANTS IN ROCKET MOTOR AIAA PREPRINT 64-108 A65-26114 REGRESSION RATE CALCULATION AND KINETICS OF POLYMER DEGRADATION OF POLYSTYRENE, POLYETHYLENE AND POLYMETHYL METHACRYLATE A65-325 A65-32561 COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60 A65-36461 GAS PHASE REACTIONS IN COMBUSTION OF COMPOSITE SOLID PROPELLANTS AND RELATION TO ENERGY TRANSPORT PROCESSES REPT -- 0372-01-190 N65-10663 VOLUME CHANGES AS MEASUREMENT OF BINDER-FILLER INTERFACIAL PROCESSES IN COMPOSITE SOLID PROPELLANTS - RELATION TO MECHANICAL PROPERTIES REPT.-9 N65-11806 RADIATION EFFECT ON DEFLAGRATION RATES OF BINDERS AND OXIDIZERS - RADIOLYSIS OF AMMONIUM PERCHLORATE COMPOSITE SOLID PROPELLANTS RA1-347 N65-25747 PERFORMANCE OF COMPOSITE SOLID PROPELLANT AT SIMULATED HIGH ALTITUDES NASA-TM-X-95 N65-28457 COMBUSTION MECHANISM OF COMPOSITE SOLID ROCKET PROPELLANTS BASED ON AMMONIUM PERCHLORATE -HIGH ENERGY OXIDIZER REPT.-446-R N65-29103 LARGE ALUMINUM PARTICLE BEHAVIOR IN COMPOSITE PROPELLANT COMBUSTION N65-29325 TEMPERATURE AT WHICH PREDECOMPOSITION OR DECOMPOSITION OF AMMONIUM PERCHLORATE OCCURS, CHANGED BY PERCHLORATE SURFACE TREATMENT AND REFLECTED IN BURNING RATE OF PROPELLANT CONTAINING PERCHLORATE CI PAPER WSCI-65-36 466-15151 THEORETICAL DETONATION CHARACTERISTICS OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID COMPOSITE PROPELLANTS. A66-15781 PHYSICAL MODEL OF COMPOSITE SOLID PROPELLANT Combustion which includes oxidizer particle size and surface heat generation AIAA PAPER 66-112 466-17098 COMPOSITE SOLID PROPELLANT COMBUSTION EXPERIMENTS - BURNING SURFACE PHOTOMACROSCOPY AND INFLUENCE OF OXIDIZER PARTICLE SIZE ON LOW PRESSURE COMBUSTION REPT -- 446-0 N66-10213 COMPRESSIBILITY DYNAMIC SHEAR, BULK COMPRESSIBILITY, AND TENSILE PROPERTIES OF SOLID PROPELLANT REPT--4 N65-13619 COMPUTER PROGRAM MULTICOMPONENT SOLID PROPELLANT EQUILIBRIUM Composition - computer program AD-458524 N65-19369 COMPUTER PROGRAM APPLYING HYDRODYNAMIC EQUATIONS TO DESCRIBE SLOSHING OF LIQUID PROPELLANT IN MOBILE TANK HAVING ROTATIONAL SYMMETRY NASA-CR-230 N65-23815 INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR Design of Solid Rocket Systems, and Solution to ONE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE STM-180 N65-31611 CONFERENCE PAPERS ON HETEROGENEOUS COMBUSTION BASED MAINLY ON AIAA CONFERENCE AT PALM BEACH IN DECEMBER

1963 A65-10967 COMBUSTION INSTABILITY CONFERENCE - LIQUID AND SOLID PROPELLANTS CPTA-68 N65-29300 CONFORMAL MAPPING CONFORMAL MAPPING FOR ANALYSIS OF TRANSIENT STATE HEAT CONDUCTION IN STAR PERFORATED SOLID PROPELLANT GRAIN A65-20963 CONTAMINATION CONTAMINATION AND VIABILITY OF SPORES OF BACTERIUM, BACILLUS SUBTILIS, IN ROCKET PROPELLANTS - STERILIZING PROPERTIES OF VARIOUS ROCKET FUELS A65-80506 CONTINUOUS FLOW SYSTEM CONTINUOUS PLUM STSTER CONTINUOUS PREUMATIC MIXING OF LIQUID AND SOLID PROPELLANT INGREDIENTS INTO COMPOSITE-TYPE PROPELLANT A65-16274 CORDITE GAS-PHASE INDUCTION ZONE AND EXPLOSION ZONE OF SOLID DOUBLE-BASE ROCKET PROPELLANT IN CHEMICAL KINETICS STUDY THROUGH MULTIPLE REACTIONS A65-32562 CROSS LINKING CLEAVAGE AND CROSS LINKING REACTIONS WITHIN Solid Propellant Binders - Chemorheology N65-26792 CRYOGENIC FLUID LIQUID FILM DRAINING PROFILE FOR ACCELERATING CRYOGENIC TANK WALL IS UNCHANGED DURING ZERO GRAVITY 465-16099 CRYOGENIC PROPELLANT HIGH ENERGY UPPER /KICK/ STAGE STUDY IN Conjunction with high velocity increment required FOR ADVANCED SPACE MISSION A65-33388 SPECIFIC IMPULSE, CHARACTERISTIC VELOCITY, PUMPABILITY AND SENSITIVITY OF LIQUID OXYGEN AND LIQUID METHANE SYSTEM AS MONOPROPELLANT A65-33551 CRYDGENIC STORAGE TEST FOR SPACE STORABILITY OF LIQUID PROPELLANTS BY SUITABLY COATING STORAGE TANKS AIAA PAPER 65-534 A65-29371 CYLINDRICAL TANK PHOTOGRAPHIC STUDY OF LIQUID PROPELLANT BEHAVIOR IN PUMPING FROM CYLINDRICAL TANK DURING WEIGHTLESSNESS NASA-TN-D-2572 N65-13306 D DAMAGE CUMULATIVE DAMAGE CONCEPT APPLIED TO PREDICTION OF USEFUL LIFE OF PROPELLANT-LINER BOND IN STORED SOLID PROPELLANT MOTORS N65-26791 DECOMPOSITION RADIOLYTIC DECOMPOSITION OF 1,1-DIMETHYLHYDRAZINE, DIETHYLENETRIAMINE, AND HYDYNE STORABLE LIQUID ROCKET FUELS USNRDL-TR-896 N66-14010 DEFLAGRATION RADIOLYSIS OF SOLID AMMONIUM PERCHLORATE PROPELLANTS - ALTERATION OF DEFLAGRATION RATE OF Composite solid propellants by pre-exposure to GAMMA RADIATION AD-461462 N65-25439 DEGRADATION SOLID PROPELLANT COMBUSTION THEORY - THERMOPLASTIC SURFACE DEGRADATION-VAPORIZATION N65-29319 DENSITY SURFACE TENSIONS AND DENSITIES OF LIQUID PROPELLANTS AND THEIR CONTACT ANGLES ON PREPARED SURFACES OF TANK MATERIALS NASA-CR-54175 N65-17256

DETONABLE GAS MIXTURE DETONABILITY OF GASEOUS HYDROGEN-OXYGEN MIXTURES UNDER SELECTED ENVIRONMENTAL CONDITIONS NASA-CR-64032 N65-29780 DETONATION MECHANISMS FOR INITIATION AND GROWTH OF DETONATION IN LIQUID EXPLOSIVE SYSTEMS AD-464200 N65-26246 THEORETICAL DETONATION CHARACTERISTICS OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID COMPOSITE PROPELLANTS A66-15781 DETONATION WAVE UNATION WAVE SMOOTHNESS OF DETONATION FRONT IN LIQUID EXPLOSIVE Investigated by Light Reflection Recordings from SHOCK WAVE FRONT 465-21035 DIAMANT LAUNCH VEHICLE NAMAN LAUNCH VEHICLE REGULATION OF LIQUID ROCKET MOTOR WITH HF Instability Characteristics exemplified by Diamant Rocket Engine Using Furfuryl Alcohol and Nitric Acid Hypergolic Mixture A65-2157 A65-21579 DIBORANE OXYGEN DIFLUORIDE AND DIBORANE AS HYPERGOLIC PROPELLANT IN SEA-LEVEL INJECTOR TESTS AND SIMULATED SPACE CONDITIONS AIAA PAPER 65-621 465-27411 DIELECTRIC CONSTANT DIELECTRIC AND ELECTRIC CONDUCTIVITY PROPERTIES OF SOLID PROPELLANTS N65-13596 DIESEL ENGINE NEW AND IMPROVED FUELS FOR MARINE SPACE, AIR AND GROUND PROPULSION NOTING COMPROMISE BETWEEN TECHNICAL AND ECONOMIC FACTORS 4 A65-16305 DIFFUSION DETERMINATION OF THERMAL CONDUCTIVITY AND DIFFUSIVITY OF SOLID PROPELLANT REPT--XII N65-31601 DIFFUSION COEFFICIENT VAPORIZATION RATE AND DIFFUSION COEFFICIENT DETERMINED FOR ORGANIC ADDITIVES TO POLYURETHANE SOLIC PROPELLANTS - DIOCTYL ADIPATE AND FERROCENE NASA-CR-68228 N66-12871 DIFFUSION FLAME PAPERS ON HETEROGENEOUS COMBUSTION BASED MAINLY ON AIAA CONFERENCE AT PALM BEACH IN DECEMBER 1963 A65-10967 DIGITAL COMPUTER INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR DESIGN OF SOLID ROCKET SYSTEMS, AND SOLUTION TO ONE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE STM-180 N65-31611 DILATATION STRAIN DILATATION IN SOLID PROPELLANTS N65-13594 DIMETHYL HYDRAZINE THERMODYNAMIC PROPERTIES OF HYDRAZINE, UNSYMMETRICAL DIMETHYL HYDRAZINE, AND AEROZINE LIQUID PROPELLANTS ATN-64/9228/-2 N65-18413 RADIOLYTIC DECOMPOSITION OF 1,1-DIMETHYLHYDRAZINE, Diethylenetriamine, and hydyne storable liquid ROCKET FUELS USNRDL-TR-896 N66-14010 DOUBLE BASE PROPELLANT CAST DOUBLE BASE PROPELLANT MECHANICAL BEHAVIOR AND FAILURE CURING SLOW COOLING AND RAPID PRESSURIZATION OF CASE BONDED ROCKET MOTORS AIAA PAPER 65-161 A65-14743

FAILURE CRITERIA FOR CAST DOUBLE BASE SOLID PROPELLANT ROCKET MOTORS N65-13604

DROP-WEIGHT TESTER DROP-WEIGHT SENSITIVITY OF EXPLOSIVE LIQUIDS TESTED WITH IMPACT APPARATUS, SHOWING INCREASE WITH TEMPERATURE CI PAPER WSCI-65-28 A66-15139 DYNAMEC MODULUS EFFECTS OF AGING AND HUMIDITY ON DYNAMIC SHEAR Modulus of Solid Propellants and Propellant BINDERS CTSR-3 N65-26368 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - SPECIMEN GEOMETRY AND SHEAR STRAIN MAGNITUDE EFFECTS ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT N65-31686 REPT-14 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS ~ EFFECT OF SPECIMEN GEOMETRY AND MAGNITUDE OF SHEAR STRAIN ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT.-14 N66-11639 DYNAMIC PROPERTY VISCOELASTIC AND DYNAMIC PROPERTIES OF STYRENE BUTADIENE RUBBER BINDER AND POLYURETHANE SOLID PROPELLANTS N65-21894 REPT.-13 MEASUREMENT OF DYNAMIC MECHANICAL PROPERTIES OF SOLID PROPELLANTS BY APPLYING SINUSOIDAL SHEAR STRESS AND STRAIN TO COIN-SIZE SAMPLES N65-24738 DYNAMIC RESPONSE SOLID PROPELLANT STRUCTURAL INTEGRITY INVESTIGATIONS - DYNAMIC RESPONSE AND FAILURE MECHANISMS N65-17926 LPC-667-C-2 E ELASTIC CYLINDER EFFECTS OF GRAVITY FORCES, STRESSES, AND STRAINS CN SOLID PROPELLANTS TESTED IN VERTICAL, INFINITE, HOLLOW, AND ELASTIC CYLINDER CASE BONDED TO ELASTIC CASE NASA-CR-60845 N65-17530 ELASTOMER RESILIENT SEAL MATERIALS REACTION TO LIQUID ROCKET PROPELLANTS, EMPHASIZING ELASTOMER AND PLASTIC MATERIAL A65-11167 ELDO LAUNCH VEHICLE INTERMEDIATE ENERGY PROPELLANTS CHOSEN FOR UPPER STAGE ENGINES OF ELDO ROCKET A65-1913 A65-19132 CESIGN AND DEVELOPMENT OF HIGH ENERGY STANDARD ENGINE FOR ELDO-B CARRIER ROCKET A66-11669 ELECTRIC CONDUCTIVITY WATER CONTENT IN STORABLE LIQUID PROPELLANTS Determined by GAS Chromatography, Optical ABSORPTION AND ELECTROCONDUCTIVITY METHODS 465-27425 CIELECTRIC AND ELECTRIC CONDUCTIVITY PROPERTIES OF SOLID PROPELLANTS N65-13596 ELECTRIC FIELD ELECTRIC FIELDS USED FOR CONTROLLING AT WILL POSTIGNITION BURNING RATE OF SOLID PROPELLANTS A65-21678 DIELECTRIC FORCES AND COLLECTION OF LIQUID PROPELLANTS IN ZERO GRAVITY AIAA PAPER 64-265 A65-24440 ELECTROMECHANICAL DEVICE ELECTRO-OPTIC DEVICE FOR STRAIN AND DEFORMATION MEASUREMENTS OF PROPELLANT SPECIMENS AND GRAIN N65-26793 STRUCTURES ELECTRON DENSITY ELECTRON DENSITY AND IONIZED PRODUCT CONCENTRATION FOR SOLID PROPELLANT AND REENTRY ABLATIVE

I-6

MATERIALS N65-31309 ENERGY TEST APPARATUS WHICH OBTAINS ABSOLUTE VALUE IN FOOT-POUNDS FOR FRICTIONAL ENERGY REQUIRED TO IGNITE EXPLOSIVES, PYROTECHNICS, PROPELLANTS, AND OTHER HIGH ENERGY COMPOSITIONS RDTR-60 N65-31960 **ENERGY TRANSFER** BLACK RADIATION FIELD EFFECT ON SOLID PROPELLANT BURNING RATES AND ABLATION TESTS A65-31782 ENGINE CONTROL HIGH ENERGY UPPER /KICK/ STAGE STUDY IN CONJUNCTION WITH HIGH VELOCITY INCREMENT REQUIRED FOR ADVANCED SPACE MISSION A65-3338 A65-33388 ENGINE COOLANT COMBUSTION TERMINATION OF SOLID PROPELLANT MOTOR BY LIQUID INJECTION INTO COMBUSTION CHAMBER AND BY POWDERED COOLANTS AIAA PAPER 64-229 465-24430 ENGINE DESIGN SUBLIMING MATERIALS CHEMISTRY DETERMINING PARAMETERS GOVERNING SELECTION OF SUBLIMING SOLIDS FOR MICROTHRUST ENGINES AIAA PAPER 65-595 A65-26433 ENGINE TESTING EVALUATION TESTING OF MODIFIED HYPERGOLIC IGNITION ENGINE OPERATING ON GASEOUS HYDROGEN AND OXYGEN NASA-CR-64897 N65-33884 ENTROPY ENTROPY WAVE OBSERVATIONS IN OSCILLATORY SOLID PROPELLANT COMBUSTION N65-29326 ENVIRONMENTAL CHAMBER SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS OF HYPERGOLIC PROPELLANT PAIR IN LOW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 A65-11013 DETONABILITY OF GASEOUS HYDROGEN-OXYGEN MIXTURES UNDER SELECTED ENVIRONMENTAL CONDITIONS NASA-CR-64032 N65-29780 EQUILIBRIUM FLOW STEADY ONE-DIMENSIONAL EQUILIBRIUM FLOW OF COMBUSTION PRODUCTS THROUGH PERFORATION IN SOLID PROPELLANT GRAIN A65-11592 **ETHANE** NONCURABLE HEXANITROETHANE / HNE/ PROPELLANT SLURRIES APPLICABILITY AS HIGH ENERGY OXIDIZER IN COMPOSITE PROPELLANTS A65-20580 EVAPORATION RATE RADIANTLY HEATED POROUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF AMMONIUM CHLORIDE AND AMMONIUM PERCHLORATE ALAA PAPER 65-55 465-14544 RADIANTLY HEATED POROUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF AMMONIUM CHLORIDE AND AMMONIUM PERCHLORATE 465-28210 EXHAUST VELOCITY PARTICLE VELOCITY LAG IN SOLID PROPELLANT ROCKET EXHAUST FLOW DETERMINED FROM TUNGSTEN LAMP EXTINCTION MEASUREMENTS A65-185 465-18508 EXPLOSION R P-1 ROCKET FUEL LIQUID OXYGEN AND LIQUID HYDROGEN-LIQUID OXYGEN COMBINATION EXPLOSION HAZARD NASA-TM-X-53240 N65-23667 LIQUID PROPELLANT EXPLOSION HAZARD - CRYOGENIC AND HIGH VELOCITY IMPACT TESTS, AND FAILURE MODE FOR SATURN S- IV STAGE URS-652-1 N65-32949

EXPLOSIVE. MECHANISHS FOR INITIATION AND GROWTH OF DETONATION IN LIQUID EXPLOSIVE SYSTEMS AD-464200 N65-26246 TEST APPARATUS WHICH OBTAINS ABSOLUTE VALUE IN FOOT-POUNDS FOR FRICTIONAL ENERGY REQUIRED TO IGNITE EXPLOSIVES, PYROTECHNICS, PROPELLANTS, AND OTHER HIGH ENERGY COMPOSITIONS R0TR-60 N65-31960 CROP-WEIGHT SENSITIVITY OF EXPLOSIVE LIQUIDS TESTED WITH IMPACT APPARATUS, SHOWING INCREASE WITH TEMPERATURE CI PAPER WSCI-65-28 A66-15139 F FAILURE VISCOELASTIC AND FAILURE PROPERTIES OF HIGHLY LCADED POLYBUTADIENE ACRYLIC ACID COPOLYMER AND POLYBUTADIENE ACRYLONITRILE ACRYLIC ACID TERPOLYMER BINDERS FOR SOLID PROPELLANTS AFRPL-TR-64-148, VOL. I N65-12552 STRESS ANALYSIS OF SOLID PROPELLANT GRAINS -FATIGUE TESTING - VISCOELASTIC VIBRATIONS -FAILURE CRITERIA CPIA-PUBL.-61-U N65-13577 MEASURING SOLID PROPELLANT FAILURE CRITERIA IN TRIAXIAL TENSILE STRESS FIELD N65-13598 FAILURE CRITERIA FOR CAST DOUBLE BASE SOLID PROPELLANT ROCKET MOTORS N65-13604 SOLID PROPELLANT STRUCTURAL INTEGRITY INVESTIGATIONS - DYNAMIC RESPONSE AND FAILURE MECHANISMS LPC-667-0-2 N65-17926 FAILURE MODE LIQUID PROPELLANT EXPLOSION HAZARD - CRYOGENIC AND HIGH VELOCITY IMPACT TESTS, AND FAILURE MODE FOR SATURN S- IV STAGE URS-652-1 N65-32949 FAILURE CRITERIA OF INERT COMPOSITE SOLID PROPELLANT UNDER FIVE BIAXIAL TENSION STRESS FIELDS AND EFFECT OF LOADING RATE NASA-CR-67235 N65-35109 FATIGUE FATIGUE TESTING OF SOLID PROPELLANTS -VISCOELASTIC VIBRATIONS N65-13590 FATIGUE LOADING EFFECTS ON SOLID PROPELLANTS N65-13601 FERROCENE VAPORIZATION RATE AND DIFFUSION COEFFICIENT DETERMINED FOR ORGANIC ADDITIVES TO POLYURETHANE SOLID PROPELLANTS - DIOCTYL ADIPATE AND FERROCENE NASA-CR-68228 N66-12871 FINITE DIFFERENCE METHOD TRANSIENT THERMAL STRESS IN SOLID PROPELLANT GRAINS SOLVED, USING FINITE DIFFERENCE METHOD WITH DIGITAL COMPUTER AIAA PAPER 64-233 A65-28850 FIRE PREVENTION SAFETY HANDBOOK FOR SOLID PROPELLANT HANDLING, STORAGE, FIRE PROTECTION, TRANSPORTATION, AND SAFETY OF PERSONNEL NASA-TM-X-56192 N65-20109 FLAKE FLAME ZONE SPREADING RATE ON SOLID PROPELLANT SURFACE AD-605729 N65-11178 SPECTROGRAPHIC MEASUREMENTS OF COMPOSITE SOLID PROPELLANT FLAME ZONE STRUCTURE N65-29320

FLAME FRONT COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN

VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60 A65-14551 COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60 A65-36461 DROPLET COMBUSTION FRONTS IN HYDRAZINE-NITROGEN TETROXIDE SYSTEM DETERMINED FROM KINETICS OF VAPOR DECOMPOSITION, NOTING TWO-FLAME FRONT MODEL CI PAPER WSCI-65-21 A66-15146 FLAME PROBE IONIC PROBES TO STUDY EROSIVE BURNING IN SOLID A65-15646 PROPELLANT GRAINS FLAME TEMPERATURE PROPELLANT CHEMISTRY IN TERMS OF HIGHER SPECIFIC IMPULSE, CONSIDERING FLAME TEMPERATURE ELEVATION AND MOLECULAR WEIGHT REDUCTION A65-16308 FLOW METER FLOW METER CALIBRATION SYSTEM DESIGN FOR USE WITH THIXOTROPIC AND LIQUID PROPELLANTS R-5938 N65-24750 FLOW VISUALIZATION HEAT TRANSFER OF SOLID ROCKET IGNITERS - FLOW VISUALIZATION TESTS, COPPER TUBE FIRING, AND RADIANT HEAT TRANSFER ANALYSIS NASA-CR-63540 N65-27054 FLUORINE LIQUID FLUORINE AND LIQUID HYDROGEN PROPELLANT COMBINATION PROVIDES MAXIMUM PAYLOAD CAPABILITY FOR BOOSTERS ON MISSIONS FROM LOW ORBIT TO ESCAPE AIAA PAPER 64-277 A65-28851 HIGH ENERGY CHEMICAL PROPULSION SYSTEMS FOR UPPER STAGE APPLICATION EXAMINING PROPELLANT TECHNOLOGY, DESIGN, OPERATION AND PROPELLANT COMBINATIONS OF HYDROGEN/FLUGRINE AND HYDROGEN PEROXIDE ALAA PAPER 65-345 A65-29380 ADDITION OF LIQUID FLUORINE TO LIQUID DXYGEN IN VANGUARD FIRST STAGE OXYGEN-HYDROCARBON ROCKET ENGINE NACA-RM-E56K28 N65-28446 FLUORINE-LIQUID OXYGEN /FLOX/ FLOX-LIGHT HYDROCARBON COMBINATIONS DESIRABLE AS LIQUID ROCKET PROPELLANTS DUE TO HIGH SPECIFIC IMPULSE, HYPERGOLICITY AND COOLING PROPERTIES AIAA PAPER 65-581 A65-26835 EREE CONVECTION TRANSIENT PROPELLANT STRATIFICATION IN LARGE TANKS DUE TO NUCLEAR BOTTOM HEATING DESCRIBED BY GRAVITATIONAL FREE CONVECTION A65-21450 FUEL COMBUSTION EFFECTS OF COMBUSTION PRODUCTS ON BURNING RATE OF PLEXIGLAS AND HYDRAZINE GEL SOLID FUELS N65-20359 PERFORMANCE OF COMPOSITE SOLID PROPELLANT AT SIMULATED HIGH ALTITUDES NASA-TM-X-95 N65-28457 FUEL INJECTION LIQUID ATOMIZATION, SPRAY CHARACTERISTICS AND COMBUSTION PERFORMANCE INVESTIGATED FOR SMALL SCALE ROCKET ENGINE A65-10646 SUPERSONIC COMBUSTION OF REACTIVE ALUMINUM ALKYL FUELS IN AIR STREAMS A65-32547 FUEL TESTING MECHANICAL CHARACTERIZATION OF SOLID FUEL PROPELLANTS - STRESS-STRAIN BEHAVIOR OF INERT COMPOSITE PROPELLANT UNDER MULTIAXIAL LOADING

CONDITIONS NASA-CR-67809 N66-10614 GAMMA RADIATION RADIOLYSIS OF SOLID AMMONIUM PERCHLORATE PROPELLANTS - ALTERATION OF DEFLAGRATION RATE OF COMPOSITE SOLID PROPELLANTS BY PRE-EXPOSURE TO GANNA RADIATION AD-461462 N65-25439 RADIOLYTIC DECOMPOSITION OF 1,1-DIMETHYLHYDRAZINE, DIETHYLENETRIAMINE, AND HYDYNE STORABLE LIQUID ROCKET FUELS USNRDL-TR-896 N66-14010 GAS FLOW STEADY ONE-DIMENSIONAL EQUILIBRIUM FLOW OF COMBUSTION PRODUCTS THROUGH PERFORATION IN SOLID PROPELLANT GRAIN A65-11592 EFFECT OF HIGH ANGULAR VELOCITY AND ROCKET ROTATION ON COMBUSTION PROCESS OF SOLID PROPELLANTS AND INTERNAL FLOW OF GASES, AND RIG DESIGN AND INSTRUMENTATION N65-20364 INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR CESIGN OF SOLID ROCKET SYSTEMS, AND SOLUTION TO CNE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE N65-31611 STM-180 GAS-GAS INTERACTION DETONABILITY OF GASEOUS HYDROGEN-OXYGEN MIXTURES UNDER SELECTED ENVIRONMENTAL CONDITIONS N65-29780 NASA-CR-64032 GAS PHASE GAS-PHASE INDUCTION ZONE AND EXPLOSION ZONE OF SOLID DOUBLE-BASE ROCKET PROPELLANT IN CHEMICAL KINETICS STUDY THROUGH MULTIPLE REACTIONS A65-32562 GAS PROPELLANT CORRECTIONS FOR LIQUID OR GAS PROPELLANT ROCKET ENGINE THRUST CHAMBER EFFICIENCY CALCULATIONS RPE-TM-326 N65-19055 GEOMETRY BIAXIAL SHEET TESTER WITH CAPABILITY OF CHANGING OR MAINTAINING UNIFORM RECTANGULAR BOUNDARY GEOMETRY ON SHEET OF SOLID PROPELLANT AS FUNCTION OF TIME N65-13608 EXPLOSIVE HAZARDS OF LARGE SOLID PROPELLANT BOOSTERS - CRITICAL DIAMETER AND GEOMETRY REPT -- 0866-01/10/MP N65-29668 GRAIN INFLUENCE OF DEVELOPMENTS IN LINEAR VISCOELASTIC STRESS ANALYSIS ON SOLID PROPELLANT GRAIN N65-34840 ANALYSIS GRAVITATIONAL EFFECT EFFECTS OF GRAVITY FORCES, STRESSES, AND STRAINS CN SOLID PROPELLANTS TESTED IN VERTICAL, INFINITE, HOLLOW, AND ELASTIC CYLINDER CASE BONDED TO ELASTIC CASE NASA-CR-60845 N65-17530 GUM VULCANIZATE MECHANICAL BEHAVIOR OF GUM RUBBER VULCANIZATES FOR SOLID PROPELLANT RESEARCH MATSCIT-PS-65-4 N65-34151 н 1 ROCKET ENGINE LIQUID PROPELLANT COMBUSTION INSTABILITY STUDIES FOR NAVAHO, ATLAS, THOR, JUPITER, H-I, F-I, J-2, AND TOROIDAL ROCKET ENGINES N65-29303 HANDBOOK SAFETY HANDBOOK FOR PERSONNEL HANDLING LIQUID PROPELL ANTS NASA-TM-X-56611 N65-27959 HANDLING SAFETY HANDBOOK FOR PERSONNEL HANDLING LIQUID PROPELL ANTS N65-27959 NASA-TM-X-56611

HANDLING QUALITY HANDLING CHARACTERISTICS OF SLUSH HYDROGEN INVESTIGATED AT LARGE-SCALE FACILITY AT WRIGHT- PATTERSON AIR FORCE BASE A65-28039 HAZARD EXPLOSIVE HAZARDS OF LARGE SOLID PROPELLANT BOOSTERS - CRITICAL DIAMETER AND GEOMETRY REPT -- 0866-01/10/MP N65-29668 HEAT EQUATION CONFORMAL MAPPING FOR ANALYSIS OF TRANSIENT STATE HEAT CONDUCTION IN STAR PERFORATED SOLID PROPELLANT GRAIN 465-20963 HEAT TRANSFER FORCES ON PROPELLANTS DUE TO HEAT TRANSFER INFLUENCING PROPELLANT TEMPERATURE IN RECOVERY VEHICLE. N65-20569 R-6 HEAT TRANSFER OF SOLID ROCKET IGNITERS - FLOW VISUALIZATION TESTS, COPPER TUBE FIRING, AND RADIANT HEAT TRANSFER ANALYSIS NASA-CR-63540 N65-27054 HELIUM NITROGEN, HELIUM, AND ARGON SOLUBILITIES IN LIQUID DINITROGEN TETROXIDE PROPELLANT AND AGREEMENT WITH HENRYS LAW OVER WIDE PRESSURE RANGE ATN-64/9228/-4 N66-14076 HEXOGENE SOLID PROPELLANT COMBUSTION OF NITROGLYCERIN AND EXPLOSIVE HEXOGENE AT CONSTANT PRESSURE FTD-MT-63-242 N65-11595 HIGH ENERGY FUEL /HEF/ NEW AND IMPROVED FUELS FOR MARINE SPACE, AIR AND GROUND PROPULSION NOTING COMPROMISE BETWEEN TECHNICAL AND ECONOMIC FACTORS 465-16305 COMBUSTION PROPERTIES OF HIGH ENERGY FUELS USED IN TURBOJET AND RAMJET PROPULSION SYSTEMS A65-16306 PROPERTIES OF LIQUID HYDROGEN FOR HIGH ENERGY FUEL FOR ROCKET PROPULSION N65-29970 HIGH ENERGY OXIDIZER BIBLIDGRAPHY AND THEORY OF AMMCNIUM PERCHLORATE OXIDIZER DECOMPOSITION AD-457938 N65-27210 ADDITION OF LIQUID FLUORINE TO LIQUID OXYGEN IN VANGUARD FIRST STAGE OXYGEN-HYDROCARBON ROCKET ENGINE NACA-RM-E56K28 N65-28446 COMBUSTION MECHANISM OF COMPOSITE SOLID ROCKET PROPELLANTS BASED ON AMMONIUM PERCHLORATE -HIGH ENERGY OXIDIZER REPT.-446-R N65-29103 HOT GAS SYSTEM SOLID PROPELLANT POWERED HOT GAS SERVOCONTROL SYSTEM FOR CONTROL OF MISSILE AERODYNAMICS SURFACES, PROPULSION AND REACTION NOZZLES A65-28052 HUMIDITY EFFECTS OF AGING AND HUMIDITY ON DYNAMIC SHEAR MODULUS OF SOLID PROPELLANTS AND PROPELLANT BINDERS QTSR-3 N65-26368 HYBRID PROPELLANT NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE OXIDIZER FLOW RATE, Nonunity prandtl number, condensed phase and RADIATION AIAA PAPER 65-56 A65-14801 PRODUCTION OF PROPELLANTS CONSIDERING INGREDIENTS, QUALITY CONTROL, SAFETY AND CONTINUOUS PRODUCTION SYSTEMS A65-16309

COMBUSTION AND INSTABILITIES OF SOLID HYBRID

HYPERGOLIC PROPELLANTS WITH CLASSIC OXIDIZING AGENTS CNERA TP 140 A65-18870 NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE, OXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION AIAA PAPER 65-56 A65-36407 THERMODYNAMIC AND PHYSICAL PROPERTIES OF ADDITIVES IN SOLID OR HYBRID PROPELLANTS 0R-15 N65-28606 HYBRID PROPULSION HYBRID PROPULSION COMPARED WITH LIQUID AND SOLID PROPELLANT SYSTEMS, DESCRIBING SYSTEM USING NITROGEN TETROXIDE OXIDIZER AND RUBBER BASED SOLID FUEL A65-10482 HYBRID ROCKET ENGINE RESEARCH DISCUSSING PROPELLANT COMBINATION, MONITORING BURNING RATE, COMBUSTION CHAMBER AND THRUST MODULATION 465-13381 CONSTANT THRUST AND WIDE THROTTLING ACHIEVED BY HYBRID PROPULSION SYSTEM, USING SOLID FUEL AND LIQUID OXIDIZER AIAA PAPER 64-225 A65-24452 CHEMICAL PROPULSION FOR SPEEDS IN EXCESS OF MAY 5, EXAMINING STATUS AND TRENDS IN SOLID, LIQUID AND HYBRID ROCKETS A65-36 MACH A65-36156 HYDRAZ INE SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS GF HYPERGOLIC PROPELLANT PAIR IN LOW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 A65-1101 A65-11013 THERMODYNAMIC PROPERTIES OF HYDRAZINE, UNSYMMETRICAL DIMETHYL HYDRAZINE, AND AEROZINE LIQUID PROPELLANTS ATN-64/9228/-2 N65-18413 EFFECTS OF COMBUSTION PRODUCTS ON BURNING RATE OF PLEXIGLAS AND HYDRAZINE GEL SOLID FUELS N65-20359 ADVANCED LIQUID PROPELLANTS FOR SPACECRAFT PROPULSION - NITROGEN TETROXIDE AND HYDRAZINE N65-32442 MACHINE COMPUTATION OF THERMODYNAMIC PROPERTIES OF Hydrazine from 32 degrees f to 1.02 times Critical density A66-12760 IMMISCIBILITY AND RAPID INTERFACE REACTION RATE AS CAUSE OF DISRUPTION IN NITROGEN TETROXIDE-Hydrazine Impinging jets CI Paper WSCI-65-20 A A66-15145 CROPLET COMBUSTION FRONTS IN HYDRAZINE-NITROGEN TETROXIDE SYSTEM DETERMINED FROM KINETICS OF VAPOR Decomposition, noting two-flame front model CI paper WSCI-65-21 A66-15146 HYDROCARBON FUEL PREDICTION OF FAILURE BEHAVIOR IN COMPOSITE Hydrocarbon Fuel Binder Propellants AIAA PAPER 65-156 A65-16176 FLOX-LIGHT HYDROCARBON COMBINATIONS DESIRABLE AS LIQUID ROCKET PROPELLANTS DUE TO HIGH SPECIFIC IMPULSE, HYPERGOLICITY AND COOLING PROPERTIES AIAA PAPER 65-581 A65-26835 HYPERGOLIC IGNITION OF LIGHT HYDROCARBON FUELS WITH FLUORINE-DXYGEN /FLOX/ MIXTURES CI PAPER WSCI-65-23 A66~15147 HYDRODYNAMIC EQUATION COMPUTER PROGRAM APPLYING HYDRODYNAMIC EQUATIONS TO DESCRIBE SLOSHING OF LIQUID PROPELLANT IN

MOBILE TANK HAVING ROTATIONAL SYMMETRY

N65-23815

NASA-CR-230

HYDROGEN LIQUID FLUORINE AND LIQUID HYDROGEN PROPELLANT COMBINATION PROVIDES MAXIMUM PAYLOAD CAPABILITY FOR BOOSTERS ON MISSIONS FROM LOW ORBIT TO ESCAPE AIAA PAPER 64-277 A65-28851 HIGH ENERGY CHEMICAL PROPULSION SYSTEMS FOR UPPER STAGE APPLICATION EXAMINING PROPELLANT TECHNOLOGY, DESIGN, OPERATION AND PROPELLANT COMBINATIONS OF HYDROGEN/FLUGRINE AND HYDROGEN PEROXIDE AIAA PAPER 65-345 A65-29380 COMBUSTION STABILITY - DYNAMICS OF LIQUID OXYGEN LIQUID HYDROGEN PROPELLANTS AT HIGH CHAMBER PRESSURES N65-29302 HYDROGEN FUEL HANDLING CHARACTERISTICS OF SLUSH HYDROGEN INVESTIGATED AT LARGE-SCALE FACILITY AT WRIGHT- PATTERSON AIR FORCE BASE A65-28039 HYDROGEN PEROXIDE ESTIMATION METHOD FOR DECOMPOSITION RATE OF CONCENTRATED HYDROGEN PEROXIDE PASSING THROUGH CATALYST PACK IN SPACE PROPULSION SYSTEM A65-23036 HIGH ENERGY CHEMICAL PROPULSION SYSTEMS FOR UPPER STAGE APPLICATION EXAMINING PROPELLANT TECHNOLOGY, DESIGN, OPERATION AND PROPELLANT COMBINATIONS OF HYDROGEN/FLUORINE AND HYDROGEN PEROXIDE AIAA PAPER 65-345 A65-29380 HYDROX ENGINE EVALUATION TESTING OF MODIFIED HYPERGOLIC IGNITION ENGINE OPERATING ON GASEOUS HYDROGEN AND OXYGEN NASA~CR-64897 N65-33884 HYPERGOLIC PROPELLANT SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS OF HYPERGOLIC PROPELLANT PAIR IN LOW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 A65-11013 HYBRID ROCKET ENGINE RESEARCH DISCUSSING PROPELLANT COMBINATION, MONITORING BURNING RATE, COMBUSTION CHAMBER AND THRUST MODULATION 465-13381 COMBUSTION AND INSTABILITIES OF SOLID HYBRID HYPERGOLIC PROPELLANTS WITH CLASSIC OXIDIZING AGENTS ONERA TP 140 A65-18870 HYPERGOLIZATION OF ALCOHOL PROPELLANTS BY POTASSIUM PERMANGANATE ADDITION TO RED FUMING NITRIC ACID A65-20588 REGULATION OF LIQUID ROCKET MOTOR WITH HF INSTABILITY CHARACTERISTICS EXEMPLIFIED BY DIAMANT ROCKET ENGINE USING FURFURYL ALCOHOL AND NITRIC ACIO HYPERGOLIC MIXTURE A65-2157 A65-21579 HYPERGOLIC PROPELLANT IGNITION DELAY MEASUREMENTS BY AUTOMATIC TWO-STREAM OR DROP-TEST METHODS, USING VARIOUS LIQUID-LIQUID PAIRS A65-24295 MAXIMUM THEORETICAL SPECIFIC IMPULSES OF HYPERGOLIC PROPELLANT DIMAZINE-CHLORINE TRIFLUORIDE SYSTEMS A65-24744 FLOX-LIGHT HYDROCARBON COMBINATIONS DESIRABLE AS LIQUID ROCKET PROPELLANTS DUE TO HIGH SPECIFIC IMPULSE, HYPERGOLICITY AND COOLING PROPERTIES AIAA PAPER 65-581 A65-26835 OXYGEN DIFLUORIDE AND DIBORANE AS HYPERGOLIC PROPELLANT IN SEA-LEVEL INJECTOR TESTS AND SIMULATED SPACE CONDITIONS AIAA PAPER 65-621 A65-27411 CHEMICAL PRESSURIZATION OF HYPERGOLIC LIQUID Rocket propellant tanks by direct reactant

INJECTION AIAA PAPER 64-367 A65-33544 HYPERGOLIC IGNITION AT REDUCED PRESSURES AFRPL-TR-64-175 N65-16058

POWDERED METAL CATALYSTS FOR HYPERGOLIC IGNITION NASA-CR-60478 N65-16081

EVALUATION TESTING OF MODIFIED HYPERGOLIC IGNITION ENGINE OPERATING ON GASEQUS HYDROGEN AND OXYGEN NASA-CR-64897 N65-33884

HYPERGOLIC IGNITION OF LIGHT HYDROCARBON FUELS WITH FLUORINE-OXYGEN /FLOX/ MIXTURES CI PAPER WSCI-65-23 A66-15147

L IGNITION HYPERGOLIC IGNITION AT REDUCED PRESSURES N65-16058 AFRPL-TR-64-175 POWDERED METAL CATALYSTS FOR HYPERGOLIC IGNITION NASA-CR-60478 N65-16081 TEST APPARATUS WHICH OBTAINS ABSOLUTE VALUE IN FOOT-POUNDS FOR FRICTIONAL ENERGY REQUIRED TO IGNITE EXPLOSIVES, PYROTECHNICS, PROPELLANTS, AND OTHER HIGH ENERGY COMPOSITIONS RDTR-60 N65-31960 IGNITION LIMIT SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS GF HYPERGOLIC PROPELLANT PAIR IN LOW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 A65~11013 HYPERGOLIC PROPELLANT IGNITION DELAY MEASUREMENTS BY AUTOMATIC TWO-STREAM OR DROP-TEST METHODS, USING VARIOUS LIQUID-LIQUID PAIRS 465~24295 HYPERGOLIC IGNITION OF LIGHT HYDROCARBON FUELS WITH FLUORINE-OXYGEN /FLOX/ MIXTURES CI PAPER WSCI-65-23 A66~15147 **IGNITION SYSTEM** AFT-END IGNITER DESIGN PARAMETERS, USING ANALYTICAL MODEL TO OBTAIN CHAMBER PRESSURE AND IGNITER-GAS PENETRATION PRIOR TO PROPELLANT A65~33569 LONTTION. IMPACT SENSITIVITY IMPACT SENSITIVITY TEST METHOD FOR LUBRICANTS IN CONTACT WITH LIQUID PROPELLANT AFAP1-TR-65-70 N66-14228 IMPACT TEST LIQUID PROPELLANT EXPLOSION HAZARD - CRYDGENIC AND HIGH VELOCITY IMPACT TESTS, AND FAILURE MODE FOR SATURN S- IV STAGE URS-652-1 N65~32949 IMPACT TESTING MACHINE DROP-WEIGHT SENSITIVITY OF EXPLOSIVE LIQUIDS TESTED WITH IMPACT APPARATUS, SHOWING INCREASE WITH TEMPERATURE CI PAPER WSCI-65-28 A66-15139 INDUSTRIAL SAFETY SAFETY HANDBOOK FOR PERSONNEL HANDLING LIQUID PROPELLANTS N65-27959 NASA-TM-X-56611 INTEGRATION INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC INTEGRATED DESIGN AND ACTION FILLIS DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR DESIGN OF SOLID ROCKET SYSTEMS, AND SOLUTION TO CNE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE STM-180 N65-31611 INTERFACE VOLUME CHANGES AS MEASUREMENT OF BINDER-FILLER INTERFACIAL PROCESSES IN COMPOSITE SOLID PROPELLANTS - RELATION TO MECHANICAL PROPERTIES N65-11806 REPT--9 INTERFACE STABILITY LIQUID-VAPOR INTERFACE BEHAVIOR WITH ADVERSE

N65-28446

A64-28533

465-10468

465-10482

A65-10646

A65-11167

A65-15614

A65-15841

465-16099

465-16308

A65-16309

A65-16310

A65-18807

A65-21580

A65-23036

465-24440

A65-24446

A65-26835

ENGINE

## LIQUID PROPELLANT

CONSTANT TRANSLATIONAL ACCELERATION DIRECTED POSITIVELY FROM VAPOR TO LIQUID PHASE NACA-RM-E56K28 A65-28631 LIQUID PROPELLANT WALL AND NUCLEAR HEATING EFFECTS ON TEMPERATURE INTERIOR BALLISTICS PROFILE OF LIQUID PROPELLANTS INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR DESIGN OF SOLID ROCKET SYSTEMS, AND SOLUTION TO PARAMETERS OF LIQUID AND SOLID PROPELLANTS COVERING ENERGY, FLOW, MIXTURE COMPOSITION, COMBUSTION TEMPERATURE AND PERFORMANCE ONE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE N65-31611 STM-180 INTERPLANETARY FLIGHT PROPELLANTS FOR SPACE FLIGHT REVIEWING ROCKET PROPULSION AND MOON MISSION, EMPHASIZING COSTS HYBRID PROPULSION COMPARED WITH LIQUID AND SOLID PROPELLANT SYSTEMS, DESCRIBING SYSTEM USING NITROGEN TETROXIDE OXIDIZER AND RUBBER BASED SOLID 465-16310 FILE IONIZATION LIQUID ATOMIZATION, SPRAY CHARACTERISTICS AND ALUMINUM OXIDE PARTICLES EFFECT ON IONIZATION IN COMBUSTION PERFORMANCE INVESTIGATED FOR SMALL SOLID PROPELLANT ROCKET EXHAUST SSD-TDR-63-326, PT. II SCALE ROCKET ENGINE N65-11271 EXPLOSIVE HAZARDS ASSESSED FOR LIQUID BIPROPELLANT SYSTEMS, CONSIDERING BLAST WAVE CHARACTERISTICS CI PAPER 64-37 A65-11055 ELECTRON DENSITY AND IONIZED PRODUCT CONCENTRATION FOR SOLID PROPELLANT AND REENTRY ABLATIVE MATERIALS N65-31309 RESILIENT SEAL MATERIALS REACTION TO LIQUID ROCKET PROPELLANTS, EMPHASIZING ELASTOMER AND PLASTIC J NATERIAL J- 2 ROCKET ENGINE LIQUID PROPELLANT COMBUSTION INSTABILITY STUDIES FOR NAVAHO, ATLAS, THOR, JUPITER, H-I, F-I, J-2, AND TOROIDAL ROCKET ENGINES CHEMICAL RESISTANT POLYMERIC MATERIALS, METAL FOIL AND COMPOSITES FOR USE IN MULTICYCLE POSITIVE EXPULSION DEVICES FOR STORABLE LIQUID PROPELLANTS N65-29303 ADSORPTION CHROMATOGRAPHIC METHOD FOR GROUP L ANALYSIS OF LIQUID FUELS LAMINATED MATERIAL REINFORCED LAMINATED SOLID PROPELLANT DEVELOPMENT LIQUID FILM DRAINING PROFILE FOR ACCELERATING G = 4890 = 1N66-14560 CRYOGENIC TANK WALL IS UNCHANGED DURING ZERO GRAVITY LAUNCH VEHICLE CONFIGURATION DESIGN CRITERIA FOR LAUNCH-VEHICLE HIGH-ENERGY STAGE, EMPHASIZING OPERATIONAL RELIABILITY, PROPELLANT CHEMISTRY IN TERMS OF HIGHER SPECIFIC IMPULSE, CONSIDERING FLAME TEMPERATURE ELEVATION AND MOLECULAR WEIGHT REDUCTION A65-163 MISSION RANGE AND LOW DEVELOPMENT EFFORT A66-16494 PRODUCTION OF PROPELLANTS CONSIDERING INGREDIENTS, LIFE SUPPORT SYSTEM STORABLE PROPELLANT UTILIZATION EXTENDED TO INCLUDE ATMOSPHERE REPLENISHMENT, THERMAL CONTROL AND WATER AND POWER PRODUCTION A65-2444 QUALITY CONTROL, SAFETY AND CONTINUOUS PRODUCTION SYSTEMS PROPELLANTS FOR SPACE FLIGHT REVIEWING ROCKET PROPULSION AND MOON MISSION, EMPHASIZING COSTS AIAA PAPER 64-213 A65-24446 LINER BONDING STRENGTH OF POLYBUTADIENE SOLID PROPELLANT-LINER SYSTEMS RADIO FREQUENCY IN SPHERICAL CAVITY RESONATOR USED TO GAUGE VOLUME OF REMAINING LIQUID PROPELLANT IN REPT -- 0907-810-3 N65-31691 ZERO G ENVIRONMENT SMOOTHNESS OF DETONATION FRONT IN LIQUID EXPLOSIVE INVESTIGATED BY LIGHT REFLECTION RECORDINGS FROM SHOCK WAVE FRONT A65-21035 LIQUID HYDROGEN PROPELLANT PERFORMANCE PREDICTIONS FOR LIQUID HYDROGEN WITH OXYGEN-NITROGEN MIXTURES D2-20940 N65-10797 TRANSIENT PROPELLANT STRATIFICATION IN LARGE TANKS DUE TO NUCLEAR BOTTOM HEATING DESCRIBED BY GRAVITATIONAL FREE CONVECTION A65-21450 R P-1 ROCKET FUEL LIQUID OXYGEN AND LIQUID HYDROGEN-LIQUID OXYGEN COMBINATION EXPLOSION HAZARD NASA-TM-X-53240 N65-23667 LIQUID OXYGEN AND HYDROGEN PROPERTIES AND PERFORMANCE IN ROCKET ENGINES, DISCUSSING STORAGE AND INSULATION PROBLEMS A65-2158 PROPERTIES OF LIQUID HYDROGEN FOR HIGH ENERGY FUEL FOR ROCKET PROPULSION N65-29970 ESTIMATION METHOD FOR DECOMPOSITION RATE OF CCNCENTRATED HYDROGEN PEROXIDE PASSING THROUGH CATALYST PACK IN SPACE PROPULSION SYSTEM LIQUID OXIDIZER CONSTANT THRUST AND WIDE THROTTLING ACHIEVED BY Hybrid Propulsion System, Using Solid Fuel and LIQUID OXIDIZER AIAA PAPER 64-225 DIELECTRIC FORCES AND COLLECTION OF LIQUID A65-24452 PROPELLANTS IN ZERO GRAVITY LIQUID OXYGEN /LOX/ AIAA PAPER 64-265 SPECIFIC IMPULSE, CHARACTERISTIC VELOCITY, PUMPABILITY AND SENSITIVITY OF LIQUID CXYGEN AND LIQUID METHANE SYSTEM AS MONOPROPELLANT STORABLE PROPELLANT UTILIZATION EXTENDED TO INCLUDE ATMOSPHERE REPLENISHMENT, THERMAL CONTROL 465-33551 AND WATER AND POWER PRODUCTION AIAA PAPER 64-213 R P-1 ROCKET FUEL LIQUID DXYGEN AND LIQUID HYDROGEN-LIQUID OXYGEN COMBINATION EXPLOSION FLOX-LIGHT HYDROCARBON COMBINATIONS DESIRABLE AS LIQUID ROCKET PROPELLANTS DUE TO HIGH SPECIFIC HAZARD NASA-TM-X-53240 IMPULSE, HYPERGOLICITY AND COOLING PROPERTIES N65-23667 AIAA PAPER 65-581 ADDITION OF LIQUID FLUORINE TO LIQUID OXYGEN IN VANGUARD FIRST STAGE OXYGEN-HYDROCARBON ROCKET

BRAY SUDDEN FREEZING CRITERION FOR PREDICTING NONEQUILIBRIUM PERFORMANCE IN MULTIREACTION LIQUID

SUBJECT INDEX

N65-15463

ROCKET NOZZLE EXPANSION AIAA PAPER 65-554 A65-26837 WATER CONTENT IN STORABLE LIQUID PROPELLANTS DETERMINED BY GAS CHROMATOGRAPHY, OPTICAL ABSORPTION AND ELECTROCONDUCTIVITY METHODS A65-27425 HANDLING CHARACTERISTICS OF SLUSH HYDROGEN INVESTIGATED AT LARGE-SCALE FACILITY AT WRIGHT- PATTERSON AIR FORCE BASE A65-28039 LIQUID-VAPOR INTERFACE BEHAVIOR WITH ADVERSE CONSTANT TRANSLATIONAL ACCELERATION DIRECTED POSITIVELY FROM VAPOR TO LIQUID PHASE A65-28631 EARTH STORABLE PROPELLANTS EXIST IN LIQUID PHASE IN NEAR- EARTH TEMPERATURES AT VAPOR PRESSURE BELOW 100 PSI AND HYPERGOLIC, YIELDING SIMPLE, RELIABLE AND PREDICTABLE SYSTEMS A65-28757 LIQUID FLUORINE AND LIQUID HYDROGEN PROPELLANT COMBINATION PROVIDES MAXIMUM PAYLOAD CAPABILITY FOR BOOSTERS ON MISSIONS FROM LOW CRBIT TO ESCAPE AIAA PAPER 64-277 A65~28851 TEST FOR SPACE STORABILITY OF LIQUID PROPELLANTS BY SUITABLY COATING STORAGE TANKS AIAA PAPER 65-534 A65-29371 LIQUID PROPELLANT SLOSHING DUE TO TIME DEPENDENT DISCONTINUOUS BOUNDARY, CONSIDERING AXISYMMETRIC MOTION CASE A65-31954 DESTRUCTIVE COMBUSTION INSTABILITY IN LIQUID ROCKET THRUST CHAMBERS A65-32542 COMBUSTION INSTABILITY IN LIQUID PROPELLANT ROCKET MOTORS A65-32543 SUPERSONIC COMBUSTION OF REACTIVE ALUMINUM ALKYL FUELS IN AIR STREAMS A65-32547 CHEMICAL PRESSURIZATION OF HYPERGOLIC LIQUID ROCKET PROPELLANT TANKS BY DIRECT REACTANT INJECTION AIAA PAPER 64-367 A65-33544 SPECIFIC IMPULSE, CHARACTERISTIC VELOCITY, PUMPABILITY AND SENSITIVITY OF LIQUID OXYGEN AND LIQUID METHANE SYSTEM AS MONOPROPELLANT A65-33551 CHEMICAL PROPULSION FOR SPEEDS IN EXCESS OF MA 5, EXAMINING STATUS AND TRENDS IN SOLID, LIQUID MACH AND HYBRID ROCKETS A65-36156 CONTAMINATION AND VIABILITY OF SPORES OF BACTERIUM, BACILLUS SUBTILIS, IN ROCKET PROPELLANTS - STERILIZING PROPERTIES OF VARIOUS ROCKET FUELS A65-80506 PROPELLANT PERFORMANCE PREDICTIONS FOR LIQUID HYDROGEN WITH OXYGEN-NITROGEN MIXTURES D2-20940 N65-10797 SLOSH-SUPPRESSION EFFECTIVENESS OF ANNULAR RING BAFFLES IN SPHERICAL PROPELLANT TANK NASA-TN-D-2519 N65-10804 VARIABLE LENGTH ROCKET CHAMBER FOR LIQUID PROPELLANT COMBUSTION RESEARCH BSD-TDR-64-137 N65-12014 INFLUENCE OF UNSTEADY HYDRODYNAMIC FORCES DUE TO OSCILLATION OF LIQUID PROPELLANTS IN TANKS OF MISSILES CURING FLIGHT REPT -- 476 N65~12465 PHOTOGRAPHIC STUDY OF LIQUID PROPELLANT BEHAVIOR IN PUMPING FROM CYLINDRICAL TANK DURING WEIGHTLESSNESS NASA-TN-D-2572 N65-13306 LIQUID PROPELLANT SLOSH CONTROL - DESIGN APPLICATION OF LINEARIZED THEORY

LIQUID ROCKET PROPELLANTS IN ZERO GRAVITY -**BIBLIOGRAPHY** LS-BIB-64-2 N65-15838 LIQUID PROPELLANT VAPORIZATION AND DISINTEGRATION N65-16158 SURFACE TENSIONS AND DENSITIES OF LIQUID PROPELLANTS AND THEIR CONTACT ANGLES ON PREPARED SURFACES OF TANK MATERIALS NASA-CR-54175 N65-17256 THERMODYNAMIC PROPERTIES OF HYDRAZINE, UNSYMMETRICAL DIMETHYL HYDRAZINE, AND AEROZINE LIQUID PROPELLANTS ATN-64/9228/-2 N65-18413 CORRECTIONS FOR LIQUID OR GAS PROPELLANT ROCKET ENGINE THRUST CHAMBER EFFICIENCY CALCULATIONS RPE-TM-326 N65-19055 PENDULUM SIMULATION OF LIQUID PROPELLANT SLOSHING IN SPHERICAL AND OBLATE SPHEROIDAL TANKS NASA-TN-D-2737 N65-1991 N65-19919 COMBUSTION PRESSURE OSCILLATIONS IN BIPHASE PROPELLANT SYSTEMS AND METHOD FOR MEASURING COMBUSTION TEMPERATURE USING WATER COOLED TEMPERATURE PROBE N65-20355 FORCES ON PROPELLANTS DUE TO HEAT TRANSFER INFLUENCING PROPELLANT TEMPERATURE IN RECOVERY VEHICLE N65-20569 R-6 LIQUID FUEL COMBUSTION INTENSIFICATION BY USING ACOUSTIC TORCH NOZZLE AS SOUND GENERATOR AND FUEL ATOMIZER N65-21217 EXPLOSIVE SENSITIVITY OF LIQUID PROPELLANT SYSTEMS CR-1 N65-21274 ECUATIONS FOR DYNAMIC BEHAVIOR OF LIQUID PROPELLANTS SLOSHING IN MOBILE TANKS OF ARBITRARY SHAPE NASA-CR-222 N65-22360 LIQUID PROPELLANT SENSITIVITY - NITROGEN-FLUORINE Compound Cryogenic shock tube testing IITRI-C6024-20 N65-22639 R P-1 ROCKET FUEL LIQUID OXYGEN AND LIQUID HYDROGEN-LIQUID OXYGEN COMBINATION EXPLOSION HAZARD N65-23667 NASA-TM-X-53240 CAPACITANCE SENSORS FOR MEASURING LIQUID PROPELLANT SLOSHING IN SPACE VEHICLE FUEL TANKS N65-23790 COMPUTER PROGRAM APPLYING HYDRODYNAMIC EQUATIONS TO DESCRIBE SLOSHING OF LIQUID PROPELLANT IN MOBILE TANK HAVING ROTATIONAL SYMMETRY NASA-CR-230 N65-23815 FLOW METER CALIBRATION SYSTEM DESIGN FOR USE WITH THIXOTROPIC AND LIQUID PROPELLANTS R-5938 N65-24750 MECHANISMS FOR INITIATION AND GROWTH OF DETONATION IN LIQUID EXPLOSIVE SYSTEMS AD-464200 N65-26246 MATERIALS FOR WEAPON SYSTEMS, FERROUS AND NONFERROUS METALLURGY, CERAMICS, POWDER METALLURGY, SOLID AND LIQUID PROPELLANTS, PLASTICS, AND MATERIALS FOR SUPERSONIC TRANSPORT AD-461995 N65-27000 COMBUSTION INSTABILITY OF LIQUID AND SOLID PROPELLANTS N65-27009 SAFETY HANDBOOK FOR PERSONNEL HANDLING LIQUID PROPELLANTS N65-27959 NASA-TM-X-56611

LOX-HYDROGEN ENGINE

LOX-HYDROGEN ENGINE LIQUID DXYGEN AND HYDROGEN PROPERTIES AND PERFORMANCE IN ROCKET ENGINES, DISCUSSING STORAGE AND INSULATION PROBLEMS 665-2158 465-21580

LUBRICANT IMPACT SENSITIVITY TEST METHOD FOR LUBRICANTS IN CONTACT WITH LIQUID PROPELLANT AFAPL-TR-65-70 N66-14228

LUNAR SPACECRAFT PROPELLANTS FOR SPACE FLIGHT REVIEWING ROCKET PROPELLANTS FOR SPACE FLIGHT REVIEWING ROCKET PROPULSION AND MOON MISSION, EMPHASIZING COSTS 465-16310

# Μ

MATERIAL TESTING MECHANICAL AND STRESS FAILURE PROPERTIES OF VISCOBLASTIC SOLID PROPELLANT MATERIALS TESTED WITH REGARD TO TEMPERATURE AND TIME AIAA PAPER 65-147 465-14741

MATHEMATICS /GEN/ MOTOR IGNITION SYSTEM USING SOLID PROPELLANT TO IGNITE ROCKET NASA-CR-54454 N65-32258

MECHANICAL PROPERTY VOLUME CHANGES AS MEASUREMENT OF BINDER-FILLER INTERFACIAL PROCESSES IN COMPOSITE SOLID PROPELLANTS - RELATION TO MECHANICAL PROPERTIES REPT--9 N65-11806

LOW FREQUENCY SONIC WAVE PROPAGATION METHOD TO MEASURE CURE AND MECHANICAL PROPERTIES OF SOLID PROPELLANTS N65-13597

MECHANICAL BEHAVIOR OF SOLID PROPELLANTS REPT-12 N65-14033

SUMMARIZATION OF SOLID PROPELLANT GRAIN STUDIES UNDER CONTRACT - MECHANICAL BEHAVIOR

N65-26789

MECHANICAL BEHAVIOR OF GUM RUBBER VULCANIZATES FOR SOLID PROPELLANT RESEARCH MATSCIT-PS-65-4 N65-34151

CONTINUOUS MEDIA THEORY FOR CHARACTERIZATION OF MULTIAXIAL MECHANICAL BEHAVIOR OF SOLID PROPELLANTS - STRAIN ENERGY CONCEPT NASA-CR-67400 N65-36443

M&CHANICAL RESPONSE OR VISCOELASTIC PROPERTIES OF Material at given hydrostatic pressure 466-10174

MECHANICAL CHARACTERIZATION OF SOLID FUEL PROPELLANTS - STRESS-STRAIN BEHAVIOR OF INERT Composite propellant under multiaxial loading CONDITIONS NASA-CR-67809 N66-10614

PROPERTIES THAT CONTROL STRUCTURAL INTEGRITY OF Solid Propellants under motor storage and use conditions - Polymer and propellant preparation UTC-2147-QPR-I N66-11637

MICROTHRUST SUBLIMING MATERIALS CHEMISTRY DETERMINING PARAMETERS GOVERNING SELECTION OF SUBLIMING SOLIDS FOR MICROTHRUST ENGINES AIAA PAPER 65-595 A65-26433

MICROWAVE NONDESTRUCTIVE TESTING OF SOLID PROPELLANTS USING MICROWAVES 5-53 N65-19787

FEASIBILITY OF USING MICROWAVES AND ULTRASONICS FOR CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES N65-20361

MICROWAVE INTERFEROMETER HIGH PRESSURE SOLID PROPELLANT COMBUSTION -MICROWAVE INTERFEROMETER TECHNIQUE S-68 N65-34852 SUBJECT INDEX

MISSILE INFLUENCE OF UNSTEADY HYDRODYNAMIC FORCES DUE TO OSCILLATION OF LIQUID PROPELLANTS IN TANKS OF MISSILES DURING FLIGHT REPT -476 N65-12465 MISSILE CONTROL SILE CONTROL Solid Propellant Powered Hot Gas Servocontrol System for control of Missile Aerodynamics Surfaces, propulsion and reaction Nozzles 465-28052 NOTRE METHOD MOIRE METHOD TO MEASURE STRAINS IN SOLID PROPELIANTS N65-13607 MONOPROPELLANT SPECIFIC IMPULSE, CHARACTERISTIC VELOCITY, PUMPABILITY AND SENSITIVITY OF LIQUID OXYGEN AND LIQUID METHANE SYSTEM AS MONOPROPELLANT 465-33551 MOTION FOUATION EQUATIONS FOR DYNAMIC BEHAVIOR OF LIQUID PROPELLANTS SLOSHING IN MOBILE TANKS OF ARBITRARY SHAPE NASA-CR-222 N65-22360 MOTOR SYSTEM SOLID PROPELLANT MOTOR DESIGN FOR ONE-DIMENSIONAL ACOUSTIC OSCILLATIONS REPT -6-90-63-80 N65-28328 MULTISTAGE ROCKET HIGH ENERGY UPPER /KICK/ STAGE STUDY IN Conjunction with high velocity increment required FOR ADVANCED SPACE MISSION 465-33388 MULTISTAGE MINIMUM COST SOLID PROPELLANT ROCKET ABLE TO LAUNCH 30-LB SATELLITE INTO ORBIT WITH 1000 MILES AVERAGE HEIGHT A65-33 A65-33406 N NITRATE ESTER WATER CONTENT OF SOLID PROPELLANTS CONTAINING NITRATO ESTER OXIDANTS UCRI -13136 N65-32340 NITRO COMPOUND NONCURABLE HEXANITROETHANE / HNE/ PROPELLANT SLURRIES APPLICABILITY AS HIGH ENERGY OXIDIZER IN COMPOSITE PROPELLANTS A65-2058 465-20580 NITROGEN PROPELLANT PERFORMANCE PREDICTIONS FOR LIQUID Hydrogen with Oxygen-Nitrogen Mixtures 02-20940 N65-10797 NITROGEN COMPOUND HYDRAZINE-NITROGEN TETROXIDE ROCKET PROPELLANT REACTION STUDY NASA-CR-64338 N65-30838 NITROGEN-FLUORINE COMPOUND LIQUID PROPELLANT SENSITIVITY - NITROGEN-FLUORINE Compound Crydgenic Shock Tube Testing IITRI-C6024-20 N65-22639 NITROGEN OXIDE HYBRID PROPULSION COMPARED WITH LIQUID AND SOLID NITROGEN TETROXIDE OXIDIZER AND RUBBER BASED SOLID A65-10482 FUEL SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 A65-11013 ADVANCED LIQUID PROPELLANTS FOR SPACECRAFT PROPULSION - NITROGEN TETROXIDE AND HYDRAZINE N65-32442 IMMISCIBILITY AND RAPID INTERFACE REACTION RATE AS CAUSE OF DISRUPTION IN NITROGEN TETROXIDE-Hydrazine impinging jets CI Paper WSCI-65-20

A66~15145

ADDITION OF LIQUID FLUORINE TO LIQUID OXYGEN IN VANGUARD FIRST STAGE OXYGEN-HYDROCARBON ROCKET ENGINE NACA-RM-E56K28 N65-28446 COMBUSTION INSTABILITY CONFERENCE - LIQUID AND SOLID PROPELLANTS CPIA-68 N65-29300 COMBUSTION STABILITY - DYNAMICS OF LIQUID DXYGEN LIQUID HYDROGEN PROPELLANTS AT HIGH CHAMBER PRESSURES N65-29302 LIQUID PROPELLANT COMBUSTION INSTABILITY STUDIES FOR NAVAHO, ATLAS, THOR, JUPITER, F F-I, J-2, AND TOROIDAL ROCKET ENGINES Н−І, N65-29303 HIGH FREQUENCY COMBUSTION INSTABILITY IN LIQUID PROPELLANT ROCKET ENGINES N65-29307 HIGH FREQUENCY COMBUSTION INSTABILITY AND SCALING PROBLEMS OF LIQUID PROPELLANT ROCKET ENGINES N65-29311 COMBUSTION INSTABILITY OF LIQUID PROPELLANT ROCKET ENGINES N65-29313 DETONABILITY OF GASEOUS HYDROGEN-DXYGEN MIXTURES UNDER SELECTED ENVIRONMENTAL CONDITIONS NASA-CR-64032 N65-29780 DYNAMICS OF RIGID BODIES HAVING CAVITIES PARTIALLY FILLED WITH LIQUID N65-30211 HYDRAZINE-NITROGEN TETROXIDE ROCKET PROPELLANT REACTION STUDY NASA-CR-64338 N65-30838 ADVANCED LIQUID PROPELLANTS FOR SPACECRAFT PROPULSION - NITROGEN TETROXIDE AND HYDRAZINE N65-32442 TWO-DIMENSIONAL SLAB MOTOR TESTING IN INVESTIGATION OF COMBUSTION INSTABILITY WITH LIQUID DXYGEN AND LIQUID OR COLD GASEOUS HYDROGEN PROPELLANTS NASA-CR-64602 N65-32723 LIQUID PROPELLANT EXPLOSION HAZARD - CRYOGENIC AND HIGH VELOCITY IMPACT TESTS, AND FAILURE MODE For Saturn S- IV stage URS-652-1 N65-32949 EFFECTS OF COMBUSTION ON LIQUID PHASE MIXING OF STORABLE LIQUID BIPROPELLANTS NASA-CR-64616 N65-33139 MOTION OF LIQUID-VAPOR INTERFACE IN RESPONSE TO IMPOSED ACCELERATION TO STUDY BEHAVIOR OF LIQUID PROPELLANTS STORED IN SPACE VEHICLE TANKS WHILE EXPOSED TO WEIGHTLESSNESS NASA-TN-D-3005 N65-33353 MACHINE COMPUTATION OF THERMODYNAMIC PROPERTIES OF HYDRAZINE FROM 32 DEGREES F TO 1.02 TIMES CRITICAL DENSITY A66-12760 DROP-WEIGHT SENSITIVITY OF EXPLOSIVE LIQUIDS TESTED WITH IMPACT APPARATUS, SHOWING INCREASE WITH TEMPERATURE CI PAPER WSCI-65-28 A66-15139 IMMISCIBILITY AND RAPID INTERFACE REACTION RATE AS CAUSE OF DISRUPTION IN NITROGEN TETROXIDE-HYDRAZINE IMPINGING JETS CI PAPER WSCI-65-20 A66-15145 DROPLET COMBUSTION FRONTS IN HYDRAZINE-NITROGEN TETROXIDE SYSTEM DETERMINED FROM KINETICS OF VAPOR DECOMPOSITION, NOTING TWO-FLAME FRONT MODEL CI PAPER WSCI-65-21 A66-15146 HYPERGOLIC IGNITION OF LIGHT HYDROCARBON FUELS WITH FLUORINE-OXYGEN /FLOX/ MIXTURES CI PAPER WSCI-65-23 A66-15147 GENERANT CONTROLLER FOR ADVANCED LIQUID PROPULSION SYSTEM

N66-10650 NASA-CR-67842 RADIOLYTIC DECOMPOSITION OF 1,1-DIMETHYLHYDRAZINE, DIETHYLENETRIAMINE, AND HYDYNE STORABLE LIQUID ROCKET FUELS USNRDL-TR-896 N66-14010 NITROGEN, HELIUM, AND ARGON SOLUBILITIES IN LIQUID DINITROGEN TETROXIDE PROPELLANT AND AGREEMENT WITH HENRYS LAW OVER WIDE PRESSURE RANGE ATN-64/9228/-4 N66-14076 IMPACT SENSITIVITY TEST METHOD FOR LUBRICANTS IN CONTACT WITH LIQUID PROPELLANT AFAPL-TR-65-70 N66-14228 LIQUID PROPELLANT ROCKET ENGINE REGULATION OF LIQUID ROCKET MOTOR WITH HF INSTABILITY CHARACTERISTICS EXEMPLIFIED BY DIAMANT ROCKET ENGINE USING FURFURYL ALCOHOL AND 465-21579 NITRIC ACID HYPERGOLIC MIXTURE CORRECTIONS FOR LIQUID OR GAS PROPELLANT ROCKET ENGINE THRUST CHAMBER EFFICIENCY CALCULATIONS N65-19055 RPE-TM-326 LIQUID SLOSHING LIQUID PROPELLANT SLOSHING DUE TO TIME DEPENDENT CISCONTINUOUS BOUNDARY, CONSIDERING AXISYMMETRIC A65-31954 MOTION CASE SLOSH-SUPPRESSION EFFECTIVENESS OF ANNULAR RING BAFFLES IN SPHERICAL PROPELLANT TANK NASA-TN-D-2519 N65-10804 LIQUID PROPELLANT SLOSH CONTROL - DESIGN APPLICATION OF LINEARIZED THEORY N65-15463 PENDULUM SIMULATION OF LIQUID PROPELLANT SLOSHING IN SPHERICAL AND OBLATE SPHEROIDAL TANKS N65-19919 NASA-TN-D-2737 EQUATIONS FOR DYNAMIC BEHAVIOR OF LIQUID PROPELLANTS SLOSHING IN MOBILE TANKS OF ARBITRARY SHAPE N65-22360 NASA-CR-222 COMPUTER PROGRAM APPLYING HYDRODYNAMIC EQUATIONS TO DESCRIBE SLOSHING OF LIQUID PROPELLANT IN MOBILE TANK HAVING ROTATIONAL SYMMETRY N65-23815 NASA-CR-230 LIQUID-VAPOR INTERFACE LIQUID-VAPOR INTERFACE BEHAVIOR WITH ADVERSE CONSTANT TRANSLATIONAL ACCELERATION DIRECTED POSITIVELY FROM VAPOR TO LIQUID PHASE A65-28631 MOTION OF LIQUID-VAPOR INTERFACE IN RESPONSE TO IMPOSED ACCELERATION TO STUDY BEHAVIOR OF LIQUID PROPELLANTS STORED IN SPACE VEHICLE TANKS WHILE EXPOSED TO WEIGHTLESSNESS N65-33353 NASA-TN-D-3005 LOADING FATIGUE LOADING EFFECTS ON SOLID PROPELLANTS N65-13601 MECHANICAL CHARACTERIZATION OF SOLID FUEL Propellants - Stress-Strain Behavior of Inert COMPOSITE PROPELLANT UNDER MULTIAXIAL LOADING CONDITIONS N66-10614 NASA-CR-67809 LOADING RATE FAILURE CRITERIA OF INERT COMPOSITE SOLID PROPELLANT UNDER FIVE BIAXIAL TENSION STRESS FIELDS AND EFFECT OF LOADING RATE NASA-CR-67235 N65 N65-35109 LOW FREQUENCY LOW FREQUENCY SONIC WAVE PROPAGATION METHOD TO MEASURE CURE AND MECHANICAL PROPERTIES OF SOLID N65-13597 PROPELLANTS

LOW PRESSURE HYPERGOLIC IGNITION AT REDUCED PRESSURES AFRPL-TR-64~175 N65-16058

I-13

DROPLET COMBUSTION FRONTS IN HYDRAZINE-NITROGEN TETROXIDE SYSTEM DETERMINED FROM KINETICS OF VAPOR DECOMPOSITION, NOTING TWO-FLAME FRONT MCDEL CI PAPER WSCI-65-21 A66-15146 NITROGEN TETROXIDE NITROGEN, HELIUM, AND ARGON SOLUBILITIES IN LIQUID DINITROGEN TETROXIDE PROPELLANT AND AGREEMENT WITH HENRYS LAW OVER WIDE PRESSURE RANGE ATN-64/9228/-4 N66-14076 NITROGLYCERIN SOLID PROPELLANT COMBUSTION OF NITROGLYCERIN AND EXPLOSIVE HEXOGENE AT CONSTANT PRESSURE FTD-MT-63-242 N65-11595 NONADIABATIC THEORY STEADY STATE COMPOSITION MECHANISM OF SOLID /HETEROGENEOUS/ PROPELLANTS NOTING LINEAR PYROLYSIS, EXOTHERMAL OXIDIZERS, FUELS, ETC ONERA TP 240 A60 A66-11681 NONDESTRUCTIVE TESTING NONDESTRUCTIVE TESTING OF SOLID PROPELLANTS USING MICROWAVES N65-19787 \$-53 NONEQUILIBRIUM FLOW BRAY SUDDEN FREEZING CRITERION FOR PREDICTING NONEQUILIBRIUM PERFORMANCE IN MULTIREACTION LIQUID ROCKET NOZZLE EXPANSION AIAA PAPER 65-554 A65-26837 NONFERROUS METAL MATERIALS FOR WEAPON SYSTEMS, FERROUS AND NONFERROUS METALLURGY, CERANICS, POWDER NONFERROUS METALLURGY, CERANICS, POWDER METALLURGY, SOLID AND LIQUID PROPELLANTS, PLASTICS, AND MATERIALS FOR SUPERSONIC TRANSPORT AD-461995 N65-2701 N65-27000 NOZZLE EXPANSION BRAY SUDDEN FREEZING CRITERION FOR PREDICTING NONEQUILIBRIUM PERFORMANCE IN MULTIREACTION LIQUID ROCKET NOZZLE EXPANSION AIAA PAPER 65-554 A65-26837 NOZZLE THRUST COEFFICIENT OXYGEN DIFLUORIDE AND DIBORANE AS HYPERGOLIC PROPELLANT IN SEA-LEVEL INJECTOR TESTS AND SIMULATED SPACE CONDITIONS AIAA PAPER 65-621 A65-27411 NUCLEAR HEAT WALL AND NUCLEAR HEATING EFFECTS ON TEMPERATURE PROFILE OF LIQUID PROPELLANTS A64-28533 TRANSIENT PROPELLANT STRATIFICATION IN LARGE TANKS DUE TO NUCLEAR BOTTOM HEATING DESCRIBED BY GRAVITATIONAL FREE CONVECTION A65-21450 NUCLEAR PROPULSION PROPULSION IN SPACE EXPLORATION - VELOCITY Requirements for lunar, planetary, and Interplanetary missions - Chemical and Nuclear PROPULSION, AND LIQUID AND SOLID PROPELLANTS N65-24928 0 ONE-DIMENSIONAL FLOW STEADY ONE-DIMENSIONAL EQUILIBRIUM FLOW OF COMBUSTION PRODUCTS THROUGH PERFORATION IN SOLID PROPELLANT GRAIN A65-11592 INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR DESIGN OF SOLID ROCKET SYSTEMS, AND SOLUTION TO ONE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE STM-180 N65-31611 OPERATIONAL HAZARD

LIQUID PROPELLANT EXPLOSION HAZARD - CRYOGENIC AND HIGH VELOCITY IMPACT TESTS, AND FAILURE MODE FOR SATURN S- IV STAGE URS-652-1 N65-32949

OPTICAL ABSORPTION WATER CONTENT IN STORABLE LIQUID PROPELLANTS Determined by GAS Chromatography, optical

ABSORPTION AND ELECTROCONDUCTIVITY METHODS 465-27425 OPTICAL REFLECTIVITY INCL REFERENTIATION FRONT IN LIQUID EXPLOSIVE INVESTIGATED BY LIGHT REFLECTION RECORDINGS FROM SHOCK WAVE FRONT A65-21035 ORGANIC COMPOUND VAPORIZATION RATE AND DIFFUSION COEFFICIENT Determined for organic additives to polyurethane SOLID PROPELLANTS - DIOCTYL ADIPATE AND FERROCENE NASA-CR-68228 N66-12871 OSCILLATION INFLUENCE OF UNSTEADY HYDRODYNAMIC FORCES DUE TO OSCILLATION OF LIQUID PROPELLANTS IN TANKS CF MISSILES DURING FLIGHT REPT -- 476 N65-12465 ACOUSTIC EROSIVITY EFFECTS ON SOLID PROPELLANT BURNING RATES - GAS OSCILLATION IN COMBUSTION N65-29331 OXIDIZER OXIDIZER PARTICLE SIZE EFFECT ON SOLID PROPELLANT COMBUSTION STABILITY NASA-TN-D-2736 N65-20993 SOLID PROPELLANT AND OXIDIZER LINEAR PYROLYSIS RATE MEASUREMENTS N65-29318 STEADY STATE COMPOSITION MECHANISM OF SOLID /HETEROGENEOUS/ PROPELLANTS NOTING LINEAR PYROLYSIS, EXOTHERMAL OXIDIZERS, FUELS, ETC CNERA TP 240 A66-11681 COMPOSITE SOLID PROPELLANT COMBUSTION AND INFLUENCE OF OXIDIZER PARTICLE SIZE ON LOW PRESSURE COMBUSTION REPT.-446-0 N66-10213 OXYGEN COMBUSTION STABILITY - DYNAMICS OF LIQUID OXYGEN LIQUID HYDROGEN PROPELLANTS AT HIGH CHAMBER N65-29302 PRESSURES OXYGEN FLUORIDE OXYGEN DIFLUORIDE AND DIBORANE AS HYPERGOLIC PROPELLANT IN SEA-LEVEL INJECTOR TESTS AND SIMULATED SPACE CONDITIONS AIAA PAPER 65-621 A65-27411 Ρ PARTICLE MOTION PARTICLE VELOCITY LAG IN SOLID PROPELLANT ROCKET EXHAUST FLOW DETERMINED FROM TUNGSTEN LAMP EXTINCTION MEASUREMENTS A65-18508 PARTICLE SIZE MGDEL DERIVED DESCRIBING OXIDE PARTICLE CISTRIBUTION OBTAINED FROM INTERNAL BURNING Cylindrically-perforated aluminized solid PROPELLANT GRAINS AIAA PAPER 65-10 A65-14537 OXIDIZER PARTICLE SIZE EFFECT ON SOLID PROPELLANT COMBUSTION STABILITY NASA-TN-D-2736 N65-20993 COMPOSITE SOLID PROPELLANT COMBUSTION AND INFLUENCE OF OXIDIZER PARTICLE SIZE ON LOW PRESSURE COMBUSTION N66-10213 REPT.-446-0 PENDULUM PENDULUM SIMULATION OF LIQUID PROPELLANT SLOSHING

IN SPHERICAL AND OBLATE SPHEROIDAL TANKS NASA-TN-D-2737 N65-19919 PERSHING MISSILE

THERMAL CONDUCTIVITY AND DIFFUSIVITY TESTS OF PERSHING SOLID PROPELLANTS PR-8 N65-22828 PERSONNEL SAFETY HANDBOOK FOR SOLID PROPELLANT HANDLING, STORAGE, FIRE PROTECTION, TRANSPORTATION, AND SAFETY OF PERSONNEL NASA-TM-X-56192 N65-20109 SAFETY HANDBOOK FOR PERSONNEL HANDLING LIQUID PROPELLANTS NASA-TM-X-56611 N65-27959 PETROGRAPHY PETROGRAPHIC MICROSCOPY HAS LED TO THROUGH OPTICAL CHARACTERIZATION OF PHASE COMPOSITION OF AGED SOLID-PROPELLANT THIN SECTIONS A66-11540 PHASE CHANGE PETROGRAPHIC MICROSCOPY HAS LED TO THROUGH OPTICAL CHARACTERIZATION OF PHASE COMPOSITION OF AGED SOLID-PROPELLANT THIN SECTIONS A66-11540 PHOTOELASTIC MATERIAL BIREFRINGENT PROPERTIES OF PARTICLE-EMBEDDED ADIPRENE L AND OTHER MATERIALS USED IN PHOTOELASTIC STUDIES OF SOLID PROPELLANT GRAINS A65-16138 PHOTOELASTIC STRESS MEASUREMENT PHOTOELASTIC STRESS MEASUREMENTS IN SOLID PROPELLANT GRAINS MSC-65-29-3 N65-28598 PHOTOGRAPHIC MEASUREMENT PHOTOGRAPHIC METHOD FOR MEASURING SURFACE STRAIN IN SOLID PROPELLANT GRAINS AIAA PAPER 65-170 A65-14833 PHOTOGRAPHY PHOTOGRAPHY OF ALUMINUM COMBUSTION IN SOLID PROPELLANTS N65-29324 PHYSICAL PROPERTY THERMODYNAMIC AND PHYSICAL PROPERTIES OF BERYLLIUM COMPOUNDS RELATED TO FUELS OR ADDITIVES IN SOLID OR HYBRID PROPELLANTS QR-15 N65-28606 PROPERTIES THAT CONTROL STRUCTURAL INTEGRITY OF SOLID PROPELLANTS UNDER MOTOR STORAGE AND USE CONDITIONS - POLYMER AND PROPELLANT PREPARATION UTC-2147-0PR-1 N66-11637 PLASTIC MATERIAL RESILIENT SEAL MATERIALS REACTION TO LIQUID ROCKET PROPELLANTS, EMPHASIZING ELASTOMER AND PLASTIC MATERIAL A65-11167 CHEMICAL RESISTANT POLYMERIC MATERIALS, METAL FOIL AND COMPOSITES FOR USE IN MULTICYCLE POSITIVE EXPULSION DEVICES FOR STORABLE LIQUID PROPELLANTS A65-15614 PNEUMATIC CONTROL CONTINUOUS PNEUMATIC MIXING OF LIQUID AND SOLID PROPELLANT INGREDIENTS INTO COMPOSITE-TYPE PROPELLANT A65-16274 SOLID PROPELLANT POWERED HOT GAS SERVOCONTROL SYSTEM FOR CONTROL OF MISSILE AERODYNAMICS SURFACES, PROPULSION AND REACTION NOZZLES A65-28052 POLYBUTADIENE APPLICATION OF FINITE ELASTIC THEORY TO POLYBUTADIENE AND POLYURETHANE PROPELLANTS N65-13589 BONDING STRENGTH OF POLYBUTADIENE SOLID PROPELLANT-LINER SYSTEMS REPT -- 0907-810-3 N65-31691 POLYMER CHEMISTRY PROPERTIES THAT CONTROL STRUCTURAL INTEGRITY OF Solid Propellants under motor storage and use CONDITIONS - POLYMER AND PROPELLANT PREPARATION UTC-2147-QPR-I N66-11637 POLYMER PHYSICS

REGRESSION RATE CALCULATION AND KINETICS OF Polymer degradation of Polystyrene, Polyethylene

AND POLYMETHYL METHACRYLATE A65-32561 POLYURETHANE BIREFRINGENT PROPERTIES OF PARTICLE-EMBEDDED ADIPRENE L AND OTHER MATERIALS USED IN PHOTOELASTIC STUDIES OF SOLID PROPELLANT GRAINS A65-16138 APPLICATION OF FINITE ELASTIC THEORY TO POLYBUTADIENE AND POLYURETHANE PROPELLANTS N65-13589 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - POLYURETHANE PROPELLANT SHEAR MODULI DEPENDENCE ON SHEAR STRAIN AND STORAGE TIME N66-10893 REPT.-15 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - EFFECT OF SPECIMEN GEOMETRY AND MAGNITUDE OF SHEAR STRAIN ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT N66-11639 REPT-14 VAPORIZATION RATE AND DIFFUSION COEFFICIENT DETERMINED FOR ORGANIC ADDITIVES TO POLYURETHANE SOLID PROPELLANTS - DIOCTYL ADIPATE AND FERROCENE NASA-CR-68228 N66-12871 POROUS PLATE RADIANTLY HEATED POROUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF AMMONIUM CHLORIDE AND AMMONIUM PERCHLORATE AIAA PAPER 65-55 465-14544 RADIANTLY HEATED PORGUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF AMMONIUM CHLORIDE AND AMMONIUM PERCHLORATE A65-28210 POTASSIUM COMPOUND HYPERGOLIZATION OF ALCOHOL PROPELLANTS BY POTASSIUM PERMANGANATE ADDITION TO RED FUMING NITRIC ACID A65-20588 POWDER METALLURGY POWDERED METAL CATALYSTS FOR HYPERGOLIC IGNITION NASA-CR-60478 NASA-1400 N65-16081 MATERIALS FOR WEAPON SYSTEMS, FERROUS AND NOTECTARUS OR REAPON SYSTEMS, FERROUS AND NCNFERROUS METALLURGY, CERAMICS, POWDER METALLURGY, SOLID AND LIQUID PROPELLANTS, PLASTICS, AND MATERIALS FOR SUPERSONIC TRANSPORT AD-461995 N65-2700 N65-27000 PRESSURE DISTRIBUTION AFT-END IGNITER DESIGN PARAMETERS, USING ANALYTICAL MODEL TO OBTAIN CHAMBER PRESSURE AND IGNITER-GAS PENETRATION PRIOR TO PROPELLANT A65-33569 **EGNITION** PRESSURE OSCILLATION COMBUSTION PRESSURE OSCILLATIONS IN BIPHASE PROPELLANT SYSTEMS AND METHOD FOR MEASURING COMBUSTION TEMPERATURE USING WATER COOLED TEMPERATURE PROBE N65-20355 PRESSURIZATION CHEMICAL PRESSURIZATION OF HYPERGOLIC LIQUID RCCKET PROPELLANT TANKS BY DIRECT REACTANT INJECTION 465-33544 AIAA PAPER 64-367 PRODUCTION ENGINEERING PRODUCTION OF PROPELLANTS CONSIDERING INGREDIENTS, CUALITY CONTROL, SAFETY AND CONTINUOUS PRODUCTION A65-16309 SYSTEMS PROPELLANT ADDITIVE IMMISCIBILITY AND RAPID INTERFACE REACTION RATE AS CAUSE OF DISRUPTION IN NITROGEN TETROXIDE-HYDRAZINE IMPINGING JETS CI PAPER WSCI-65-20 A66-15145 PROPELLANT BINDER VISCOELASTIC AND FAILURE PROPERTIES OF HIGHLY LOADED POLYBUTADIENE ACRYLIC ACID COPOLYMER AND

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I-16

TERPOLYMER BINDERS FOR SOLID PROPELLANTS AFRPL-TR-64-148, VOL. I N65-12552 VISCOELASTIC AND DYNAMIC PROPERTIES OF STYRENE BUTADIENE RUBBER BINDER AND POLYURETHANE SOLID PROPELLANTS REPT-13 N65-21894 RADIATION EFFECT ON DEFLAGRATION RATES OF BINDERS AND OXIDIZERS - RADIOLYSIS OF AMMONIUM PERCHLORATE COMPOSITE SOLID PROPELLANTS RAI-347 N65-25747 EFFECTS OF AGING AND HUMIDITY ON DYNAMIC SHEAR Modulus of solid propellants and propellant BINDERS OTSR-3 N65-26368 PROPELLANT CHEMISTRY PROPELLANT CHEMISTRY IN TERMS OF HIGHER SPECIFIC IMPULSE, CONSIDERING FLAME TEMPERATURE ELEVATION AND MOLECULAR WEIGHT REDUCTION A65-163 465-16308 PROPELLANT COMBUSTION PARAMETERS OF LIQUID AND SOLID PROPELLANTS COVERING ENERGY, FLOW, MIXTURE COMPOSITION, COMBUSTION TEMPERATURE AND PERFORMANCE 465-10468 PAPERS ON HETEROGENEOUS COMBUSTION BASED MAINLY ON AIAA CONFERENCE AT PALM BEACH IN DECEMBER 1963 A65-109/ 465-10967 SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS OF HYPERGOLIC PROPELLANT PAIR IN LCW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 A65-11013 STEADY ONE-DIMENSIONAL EQUILIBRIUM FLOW OF COMBUSTION PRODUCTS THROUGH PERFORATION IN SOLID PROPELLANT GRAIN A65-115 A65-11592 COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60 A65-14551 NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE OXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION AIAA PAPER 65-56 A65-14801 IONIC PROBES TO STUDY EROSIVE BURNING IN SOLID PROPELLANT GRAINS A65-15646 NEW AND INPROVED FUELS FOR MARINE SPACE, AIR AND GROUND PROPULSION NOTING COMPROMISE BETWEEN TECHNICAL AND ECONOMIC FACTORS A65-1630 A65-16305 COMBUSTION AND INSTABILITIES OF SOLID HYBRID HYPERGOLIC PROPELLANTS WITH CLASSIC OXIDIZING AGENTS ONERA TP 140 A65-18870 EROSIVE BURNING RATE OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID PROPELLANT WITH ALUMINUM AIAA PREPRINT 64-107 A65-465-20571 REGULATION OF LIQUID ROCKET MOTOR WITH HF INSTABILITY CHARACTERISTICS EXEMPLIFIED BY DIAMANT ROCKET ENGINE USING FURFURYL ALCOHOL AND NITRIC ACID HYPERGOLIC MIXTURE A65-2157 A65-21579 ELECTRIC FIELDS USED FOR CONTROLLING AT WILL POSTIGNITION BURNING RATE OF SOLID PROPELLANTS A65-21678 HYPERGOLIC PROPELLANT IGNITION DELAY MEASUREMENTS BY AUTOMATIC TWO-STREAM OR DROP-TEST METHODS, USING VARIOUS LIQUID-LIQUID PAIRS A65-24295 MAXIMUM THEORETICAL SPECIFIC IMPULSES OF HYPERGOLIC PROPELLANT DIMAZINE-CHLORINE TRIFLUORIDE SYSTEMS 465-24744

CONTROLLED SOUND FIELD EFFECTS ON BURNING RATE OF

COMPOSITE SOLID PROPELLANTS IN ROCKET MOTOR AIAA PREPRINT 64-108 A65-26114 RADIANT HEAT TRANSFER FROM HOT SOLID COMBUSTION ARDUCTS TO COMBUSTION CHAMBER WALLS AIAA PAPER 65-559 A65-26838 BLACK RADIATION FIELD EFFECT ON SOLID PROPELLANT BURNING RATES AND ABLATION TESTS A65-31782 GAS-PHASE INDUCTION ZONE AND EXPLOSICN ZONE OF Solid Double-base rocket propellant in chemical Kinetics study through multiple reactions A65-32562 SPECTRAL RADIANCE OF HYDROGEN-DXYGEN-WATER-ALUMINA AND R P-1-OXYGEN-MAGNESIA ROCKET FLAMES AND Continuum emission measurement with conversion to spectral spherical emittance A65-32563 A65-32563 NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE, OXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION AIAA PAPER 65-56 465-36407 COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60 A65-36461 SOLID PROPELLANT COMBUSTION OF NITROGLYCERIN AND EXPLOSIVE HEXOGENE AT CONSTANT PRESSURE FTD-MT-63-242 N65-11595 SOLID ROCKET PROPELLANTS - COMBUSTION, ADVANTAGES. EFFECTIVENESS, CHARACTERISTICS, AND MANUFACTURE FTD-TT-64-744/162 N65-14 N65-14027 COMBUSTION STABILITY OF SOLID PROPELLANTS IN AEROSPACE ROCKET MOTORS AD-612178 N65-19576 COMBUSTION PRESSURE OSCILLATIONS IN BIPHASE PROPELLANT SYSTEMS AND METHOD FOR MEASURING COMBUSTION TEMPERATURE USING WATER COOLED TEMPERATURE PROBE N65-20355 EFFECT OF HIGH ANGULAR VELOCITY AND ROCKET Rotation on combustion process of solid Propellants and internal flow of gases, and rig DESIGN AND INSTRUMENTATION N65-20364 COMBUSTION MECHANISM OF COMPOSITE SOLID ROCKET PROPELLANTS BASED ON AMMONIUM PERCHLORATE -HIGH ENERGY OXIDIZER REPT -- 446-R N65~29103 EFFECTS OF COMBUSTION ON LIQUID PHASE MIXING OF STORABLE LIQUID BIPROPELLANTS NASA-CR-64616 N65-33139 HIGH PRESSURE SOLID PROPELLANT COMBUSTION - MICROWAVE INTERFEROMETER TECHNIQUE S-68 N65-34852 STEADY STATE COMPOSITION MECHANISM OF SOLID /Heterogeneous/ propellants noting linear pyrolysis, exothermal oxidizers, fuels, etc **CNERA TP 240** A66-11681 DROPLET COMBUSTION FRONTS IN HYDRAZINE-NITROGEN Tetroxide system determined from kinetics of vapor decomposition, noting two-flame front model CI PAPER WSCI-65-21 A66-15146 TEMPERATURE AT WHICH PREDECOMPOSITION OR DECOMPOSITION OF AMMONIUM PERCHLORATE OCCURS, CHANGED BY PERCHLORATE SURFACE TREATMENT AND REFLECTED IN BURNING RATE OF PROPELLANT CONTAINING PERCHLORATE CI PAPER WSCI-65-36 A66-15151

ACOUSTIC COMBUSTION INSTABILITY OF SOLID FUEL Rocket dependence on response of Burning Propellant Surface to Sound Field

A66-15783

PHYSICAL MODEL OF COMPOSITE SOLID PROPELLANT Combustion which includes oxidizer particle size and surface heat generation AIAA PAPER 66-112 A66-17098 COMPOSITE SOLID PROPELLANT COMBUSTION EXPERIMENTS - BURNING SURFACE PHOTOMACROSCOPY AND INFLUENCE OF DXIDIZER PARTICLE SIZE ON LOW PRESSURE COMBUSTION REPT -- 446-0 N66-10213 PROPELLANT COMPOUND CONTINUOUS PNEUMATIC MIXING OF LIQUID AND SOLID PROPELLANT INGREDIENTS INTO COMPOSITE-TYPE PROPELLANT A65-16274 LIQUID FLUORINE AND LIQUID HYDROGEN PROPELLANT COMBINATION PROVIDES MAXIMUM PAYLOAD CAPABILITY FOR BOOSTERS ON MISSIONS FROM LOW ORBIT TO ESCAPE AIAA PAPER 64-277 A65-28851 PROPELLANT DECOMPOSITION ESTIMATION METHOD FOR DECOMPOSITION RATE OF CONCENTRATED HYDROGEN PEROXIDE PASSING THROUGH CATALYST PACK IN SPACE PROPULSION SYSTEM A65-23036 RADIATION INDUCED SOLID PROPELLANT DECOMPOSITION OF AMMONIUM PERCHLORATE RAI-331 N65-13511 BIBLIOGRAPHY AND THEORY OF AMMONIUM PERCHLORATE OXIDIZER DECOMPOSITION AD-457938 N65-27210 DROPLET COMBUSTION FRONTS IN HYDRAZINE-NITROGEN TETROXIDE SYSTEM DETERMINED FROM KINETICS OF VAPOR DECOMPOSITION, NOTING TWO-FLAME FRONT MODEL CI PAPER WSCI-65-21 A66-15146 PROPELLANT EVAPORATION LIQUID ATOMIZATION, SPRAY CHARACTERISTICS AND COMBUSTION PERFORMANCE INVESTIGATED FOR SMALL SCALE ROCKET ENGINE A65-10646 RADIANTLY HEATED POROUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF AMMONIUM CHLORIDE AND AMMONIUM PERCHLORATE AIAA PAPER 65-55 A65-14544 RADIANTLY HEATED POROUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF AMMONIUM CHLORIDE AND AMMONIUM PERCHLORATE A65-28210 PROPELLANT GRAIN PROPELLANT GRAIN BURNING SURFACE KINEMATICS EXAMINED BY GEOMETRICAL AND ANALYTICAL METHODS A65-10457 STRESS AND STRAIN IN LINEAR VISCOELASTIC SOLID PROPELLANT CHARGE WITH ELASTIC ENCASEMENT A65-14447 MODEL DERIVED DESCRIBING OXIDE PARTICLE DISTRIBUTION OBTAINED FROM INTERNAL BURNING CYLINDRICALLY-PERFORATED ALUMINIZED SOLID PROPELLANT GRAINS AIAA PAPER 65-10 A65-14537 PHOTOGRAPHIC METHOD FOR MEASURING SURFACE STRAIN IN SOLID PROPELLANT GRAINS AIAA PAPER 65-170 A65-14833 BIREFRINGENT PROPERTIES OF PARTICLE-EMBEDDED ADIPRENE L AND OTHER MATERIALS USED IN PHOTOELASTIC STUDIES OF SOLID PROPELLANT GRAINS A65-16138 SOLID PROPELLANT GRAIN STRUCTURE ANALYZED FOR STRESS-STRAIN AND DEFLECTION FROM THERMAL PRESSURE AND ACCELERATION FORCES BY DIRECT STIFFNESS METHOD AIAA PAPER 65-176 A65-20887 CONFORMAL MAPPING FOR ANALYSIS OF TRANSIENT STATE HEAT CONDUCTION IN STAR PERFORATED SOLID PROPELLANT GRAIN A65-20963

BALLISTIC BEHAVIOR AND TECHNOLOGICAL PROBLEMS IN DESIGN AND MANUFACTURE OF CHORD GRAINS, EXAMINING CONSTANT BURNING AREA CONDITIONS A65-23062 HIGH ACCELERATION EFFECTS ON BURNING RATE AND Ballistic behavior of solid propellant rocket GRAINS AIAA PAPER 64-228 A65-24434 TRANSIENT THERMAL STRESS IN SOLID PROPELLANT GRAINS SOLVED, USING FINITE DIFFERENCE METHOD WITH DIGITAL COMPUTER AIAA PAPER 64-233 A65-28850 SOLID PROPELLANT TECHNOLOGY INCLUDING STRESS-FAILURE OF GRAIN, MOTOR-VEHICLE INTERACTION AND LARGE BOOSTERS A65-33975 VISCOELASTIC STRESSES IN SOLID PROPELLANT ROCKET GRAIN DUE TO INTERNAL PRESSURIZATION DETERMINED BY PLANE STRAIN SOLUTION FOR LINEAR VISCOELASTIC THICK WALL CYLINDER A65-34137 STRESS ANALYSIS OF SOLID PROPELLANT GRAINS -FATIGUE TESTING - VISCOELASTIC VIBRATIONS -FAILURE CRITERIA CPIA-PUBL.-61-U N65-13577 NUMERICAL PROCEDURE FOR TWO-DIMENSIONAL STRESS ANALYSIS OF SOLID PROPELLANT GRAINS SUBJECTED TO INTERNAL AND EXTERNAL PRESSURES N65-13578 STRESSES IN CASE BONDED SOLID PROPELLANT GRAINS N65-13583 INFLUENCE OF MODULUS VARIATIONS ON SOLID PROPELLANT GRAIN STRESS AND STRAIN DISTRIBUTIONS N65-13584 MECHANICAL BEHAVIOR OF SOLID GRAIN PROPELLANT CPIA-PUBL.-61-A N65-26788 SUMMARIZATION OF SOLID PROPELLANT GRAIN STUDIES UNDER CONTRACT - MECHANICAL BEHAVIOR N65-26789 APPLICATION OF NONLINEAR VISCOELASTIC THEORY TO N65-26790 SOLID GRAIN PROPELLANT DESIGN ELECTRO-OPTIC DEVICE FOR STRAIN AND DEFORMATION MEASUREMENTS OF PROPELLANT SPECIMENS AND GRAIN STRUCTURES N65-26793 PHOTOELASTIC STRESS MEASUREMENTS IN SOLID PROPELLANT GRAINS MSC-65-29-3 N65-28598 SOLID PROPELLANT DIFFICULTIES LIKE TAIL-OFF OR GRAIN CRACKING AVOIDED, USING RADIAL SLITS MOLDED INTO GRAIN A66-13226 PROPELLANT OXIDIZER NONCURABLE HEXANITROETHANE / HNE/ PROPELLANT SLURRIES APPLICABILITY AS HIGH ENERGY OXIDIZER IN COMPOSITE PROPELLANTS A65~20580 HYPERGOLIZATION OF ALCOHOL PROPELLANTS BY POTASSIUM PERMANGANATE ADDITION TO RED FUMING A65~20588 NITRIC ACID PROPELLANT PROPERTY MECHANICAL AND STRESS FAILURE PROPERTIES OF VISCOELASTIC SOLID PROPELLANT MATERIALS TESTED WITH REGARD TO TEMPERATURE AND TIME A65-14741 AIAA PAPER 65-147 CAST DOUBLE BASE PROPELLANT MECHANICAL BEHAVIOR AND FAILURE DURING SLOW COOLING AND RAPID PRESSURIZATION OF CASE BONDED ROCKET MOTORS AIAA PAPER 65-161 A65-14743 INTERMEDIATE ENERGY PROPELLANTS CHOSEN FOR UPPER A65-19132 STAGE ENGINES OF ELDO ROCKET

STORABLE PROPELLANT UTILIZATION EXTENDED TO Include Atmosphere Replenishment, Thermal Control And Water and Power Production
| AIAA PAPER 64~213 A65-24446   | P           |
|---|-------------|
| SPECIFIC IMPULSE, CHARACTERISTIC VELOCITY,<br>PUMPABILITY AND SENSITIVITY OF LIQUID OXYGEN AND<br>LIQUID METHANE SYSTEM AS MONOPROPELLANT | PROP        |
| A65-33551   | H           |
| ARC JET THRUSTOR FOR SPACE PROPULSION AND<br>Dynamic properties of high energy propeliants  | c           |
| NASA-TN-D-2868 N65-26647  | y N         |
| PETROGRAPHIC MICROSCOPY HAS LED TO THROUGH OPTICAL  | S<br>A      |
| CHARACTERIZATION OF PHASE COMPOSITION OF AGED   | r           |
| JULID-PROPERTANT THIR SECTIONS A00-11940  | B           |
| BEHAVIOR AND PARAMETER VARIABILITY OF SOLID<br>Propellants and criteria for failure and for   | R           |
| REJECTION A66-12734   | PROP        |
| PROPELLANT SENSITIVITY  | L<br>C      |
| EXPLOSIVE HAZARDS ASSESSED FOR LIQUID BIPROPELLANT  | G           |
| CI PAPER 64-37 A65-11055  | S           |
| EXPLOSIVE SENSITIVITY OF LIQUID PROPELLANT  | S<br>S      |
| SYSTEMS   | Ň           |
| Nr-1 ND3-212/4  | PROP        |
| LIQUID PROPELLANT SENSITIVITY - NITROGEN-FLUORINE   | P           |
| IITRI~C6024-20 N65-22639  | ,           |
| PROPELLANT STORAGE  | A<br>P      |
| CHEMICAL RESISTANT POLYMERIC MATERIALS, METAL FOIL  |             |
| EXPULSION DEVICES FOR STORABLE LIQUID PROPELLANTS   | PROP        |
| A65-15614   | N           |
| LIQUID OXYGEN AND HYDROGEN PROPERTIES AND   | T           |
| PERFURMANCE IN ROCKET ENGINES, DISCUSSING STORAGE<br>AND INSULATION PROBLEMS A65-21580  | В           |
|   | C           |
| BY SUITABLY COATING STORAGE TANKS   | L           |
| AIAA PAPER 65-534 A65-29371   | Δ           |
| EFFECTS OF GRAVITY FORCES, STRESSES, AND STRAINS  | C           |
| INFINITE, HOLLOW, AND ELASTIC CYLINDER CASE BONDED  | N           |
| TO ELASTIC CASE<br>NASA-CR-60845 N65-17530  | G           |
|   | Ň           |
| STORAGE, FIRE PROTECTION, TRANSPORTATION, AND   | PROP        |
| SAFETY OF PERSONNEL<br>NASA-TM-X-56192 N65-20109  | S           |
|   | s           |
| WALL AND NUCLEAR HEATING EFFECTS ON TEMPERATURE   | PULS        |
| PROFILE OF LIQUID PROPELLANTS A64-28533   | P           |
| RESILIENT SEAL MATERIALS REACTION TO LIQUID ROCKET  | P           |
| PRUPELLANTS, EMPHASIZING ELASTOMER AND PLASTIC<br>MATERIAL A65-11167  | C           |
| CHENICAL DESSUBITATION OF HYDERCOLIC LIQUID   | PUMP        |
| ROCKET PROPELLANT TANKS BY DIRECT REACTANT  | I           |
| INJECTION<br>AIAA PAPER 64-367 A65-33544  | H           |
|   |             |
| BAFFLES IN SPHERICAL PROPELLANT TANK  | PTRU        |
| NASA-TN-D-2519 N65-10804  | M           |
| INFLUENCE OF UNSTEADY HYDRODYNAMIC FORCES DUE TO  | Ā           |
| USCILLATION OF LIQUID PROPELLANTS IN TANKS<br>OF MISSILES DURING FLIGHT   | P           |
| REPT476 N65-12465   | н           |
| LIQUID PROPELLANT SLOSH CONTROL - DESIGN  | C C         |
| APPLICATION OF LINEARIZED THEORY<br>N65-15463   | R           |
| EQUATIONS FOR DVNANTC REMANICO OF LIGHTS  | H           |
| PROPELLANTS SLOSHING IN MOBILE TANKS OF   | A           |
| ARBITRARY SHAPE<br>NASA-CR-222 NAS-22340  | <pre></pre> |
|   | R           |
| LAPALLIANCE SENSURS FUR REASURING LIQUID  |             |

ROPELLANT SLOSHING IN SPACE VEHICLE FUEL TANKS N65-23790 ELLANT TESTING REDICTION OF FAILURE BEHAVIOR IN COMPOSITE YDROCARBON FUEL BINDER PROPELLANTS IAA PAPER 65-156 A65-16176 OLID PBAN PROPELLANTS GRAIN FAILURE WITH OLUMETRIC LOADING AND ESTIMATION OF FAILURE URFACE IAA PAPER 65-157 A65-16612 XPLOSIVE HAZARDS OF LARGE SOLID PROPELLANT ODSTERS - CRITICAL DIAMETER AND GEOMETRY EPT.-0866-01/10/MP NA N65-29668 ELLANT TRANSFER Iquid film draining profile for accelerating Rydgenic tank wall is unchanged during zero RAVITY A65-16099 AFETY HANDBOOK FOR SOLID PROPELLANT HANDLING, TORAGE, FIRE PROTECTION, TRANSPORTATION, AND AFETY OF PERSONNEL ASA-TM-X-56192 N65-20109 III STON ROPERTIES OF LIQUID HYDROGEN FOR HIGH ENERGY FUEL OR ROCKET PROPULSION N65-29970 DVANCED LIQUID PROPELLANTS FOR SPACECRAFT ROPULSION - NITROGEN TETROXIDE AND HYDRAZINE N65-32442 ULSION SYSTEM EW AND IMPROVED FUELS FOR MARINE SPACE, AIR AND ROUND PROPULSION NOTING COMPROMISE BETWEEN ECHNICAL AND ECONOMIC FACTORS A65-1630 A65-16305 ALLISTIC BEHAVIOR AND TECHNOLOGICAL PROBLEMS IN ESIGN AND MANUFACTURE OF CHORD GRAINS, EXAMINING ONSTANT BURNING AREA CONDITIONS A65-23062 RC JET THRUSTOR FOR SPACE PROPULSION AND YNAMIC PROPERTIES OF HIGH ENERGY PROPELLANTS ASA-TN-D-2868 N65-26647 ENERANT CONTROLLER FOR ADVANCED LIQUID PROPULSION YSTEN IASA-CR-67842 N66-10650 ULSIVE EFFICIENCY OLID PROPELLANT PERFORMANCE EXAMINING PROBLEMS OF ADAR ATTENUATION, COMBUSTION INSTABILITY, GRAIN TRUCTURE AND COST A65-11496 E HEATING VARCLYSIS OF SOLID FUEL PROPELLANTS BY RADIANT EAT PULSES TO DETERMINE VOLATILE AND NONVOLATILE RODUCTS OF VARIOUS HEATING RATES I PAPER 64-6 A65-27160 TNE HOTOGRAPHIC STUDY OF LIQUID PROPELLANT BEHAVIOR N PUMPING FROM CYLINDRICAL TANK DURING EIGHTLESSNESS ASA-TN-D-2572 N65-13306 LYSIS ADIANTLY HEATED POROUS PLATE APPARATUS USED TO EASURE PYROLYSIS AND EVAPORATION RATES OF IAA PAPER 65-55 A65-14544 YROLYSIS OF SOLID FUEL PROPELLANTS BY RADIANT RAT PULSES TO DETERMINE VOLATILE AND NONVOLATILE RODUCTS OF VARIOUS HEATING RATES 1 PAPER 64-6 A65-2716 A65-27160 ADIANTLY HEATED POROUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF A65-28210

SOLID PROPELLANT AND OXIDIZER LINEAR PYROLYSIS RATE MEASUREMENTS N65-29318

#### Q

QUALITY CONTROL PRODUCTION OF PROPELLANTS CONSIDERING INGREDIENTS, QUALITY CONTROL, SAFETY AND CONTINUOUS PRODUCTION SYSTEMS A65-16309

#### R

- RADIANT HEATING PYROLYSIS OF SOLID FUEL PROPELLANTS BY RADIANT HEAT PULSES TO DETERMINE VOLATILE AND NONVOLATILE PRODUCTS OF VARIOUS HEATING RATES CI PAPER 64-6 A65-27160
  - HEAT TRANSFER OF SOLID ROCKET IGNITERS FLOW VISUALIZATION TESTS, COPPER TUBE FIRING, AND RADIANT HEAT TRANSFER ANALYSIS NASA-CR-63540 N65-27054
- RADIATION EFFECT ON DEFLAGRATION RATES OF BINDERS AND OXIDIZERS - RADIOLYSIS OF AMMONIUM PERCHLORATE COMPOSITE SOLID PROPELLANTS RAI-347 N65-25747
- RADIATION FIELD BLACK RADIATION FIELD EFFECT ON SOLID PROPELLANT BURNING RATES AND ABLATION TESTS

465-31782

- RADIATIVE HEAT TRANSFER RADIANT HEAT TRANSFER FROM HOT SOLID COMBUSTION PRODUCTS TO COMBUSTION CHAMBER WALLS AIAA PAPER 65-559 A65-26838
- RADIO FREQUENCY RADIO FREQUENCY IN SPHERICAL CAVITY RESONATOR USED TO GAUGE VOLUME OF REMAINING LIQUID PROPELLANT IN ZERO G ENVIRONMENT A65-18807
- RADIOLYSIS RADIOLYSIS OF SOLID AMMONIUM PERCHLORATE PROPELLANTS - ALTERATION OF DEFLAGRATION RATE OF COMPOSITE SOLID PROPELLANTS BY PRE-EXPOSURE TO GAMMA RADIATION AD-461462 N65-25439
  - RADIATION EFFECT ON DEFLAGRATION RATES OF BINDERS AND OXIDIZERS - RADIOLYSIS OF AMMONIUM PERCHLORATE COMPOSITE SOLID PROPELLANTS RAI-347 N65-25747
  - RADIOLYTIC DECOMPOSITION OF 1,1-DIMETHYLHYDRAZINE, DIETHYLENETRIAMINE, AND HYDYNE STORABLE LIQUID ROCKET FUELS USNRDL-TR-896 N66-14010
- RAMJET ENGINE COMBUSTION PROPERTIES OF HIGH ENERGY FUELS USED IN TURBOJET AND RAMJET PROPULSION SYSTEMS A65-16306
  - SOLID PROPELLANT RAMJETS FOR TARGET AIRCRAFT, MISSILES AND SPACE VEHICLE BOOSTERS, NOTING ADVANTAGES AS COMPARED TO LIQUID PROPELLANT RAMJETS A66~15847
- RECOVERABLE SPACE VEHICLE FORCES ON PROPELLANTS DUE TO HEAT TRANSFER INFLUENCING PROPELLANT TEMPERATURE IN RECOVERY VEHICLE R-6 N65-20569
- REENTRY ELECTRON DENSITY AND IONIZED PRODUCT CONCENTRATION FOR SOLID PROPELLANT AND REENTRY ABLATIVE MATERIALS N65-31309
- REGENERATIVE COOLING DESIGN AND DEVELOPMENT OF HIGH ENERGY STANDARD ENGINE FOR ELDO-B CARRIER ROCKET A66-11669
- REGRESSION COEFFICIENT NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE OXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND

RADIATION AIAA PAPER 65-56 A65-14801 NONMETALIZED HYBRID PROPELLANT REGRESSION RATE Taking into account pressure, Oxidizer flow Rate, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION AIAA PAPER 65-56 465-36407 REGULATOR GENERANT CONTROLLER FOR ADVANCED LIQUID PROPULSION SYSTEM NASA-CR-67842 N66-10650 REINFORCED MATERIAL REINFORCED LAMINATED SOLID PROPELLANT DEVELOPMENT 6-4890-1 N66-14560 RESONANT FREQUENCY RADIO FREQUENCY IN SPHERICAL CAVITY RESONATOR USED TC GAUGE VOLUME OF REMAINING LIQUID PROPELLANT IN A65-18807 ZERO G ENVIRONMENT RETROROCKET FAILURES OF ATLAS SOLID FUEL RETARDING ROCKET DURING ATLAS- CENTAUR SEPARATION TESTS NASA-TM-X-1119 N65-27399 RIGID BODY DYNAMICS OF RIGID BODIES HAVING CAVITIES PARTIALLY FILLED WITH LIQUID N65-30211 ROCKET ANNOTATED BIBLIOGRAPHY ON SOLID ROCKET Structural integrity and summary review on DEVELOPMENTS IN LINEAR VISCOELASTIC STRESS ANALYSIS N65-34839 40-464736 ROCKET BOOSTER LIQUID FLUORINE AND LIQUID HYDROGEN PROPELLANT CCMBINATION PROVIDES MAXIMUM PAYLOAD CAPABILITY FOR BOOSTERS ON MISSIONS FROM LOW ORBIT TO ESCAPE AIAA PAPER 64-277 A65-28851 ROCKET CHAMBER LIQUID ATOMIZATION, SPRAY CHARACTERISTICS AND COMBUSTION PERFORMANCE INVESTIGATED FOR SMALL SCALE ROCKET ENGINE A65-10646 VARIABLE LENGTH ROCKET CHAMBER FOR LIQUID PROPELLANT COMBUSTION RESEARCH 8SD-TDR-64-137 N65-12014 ROCKET COMBUSTOR LIQUID ATOMIZATION, SPRAY CHARACTERISTICS AND CCMBUSTION PERFORMANCE INVESTIGATED FOR SMALL A65-10646 SCALE ROCKET ENGINE CESTRUCTIVE COMBUSTION INSTABILITY IN LIQUID Rocket Thrust Chambers 465 A65-32542 ROCKET ENGINE HYBRID ROCKET ENGINE RESEARCH DISCUSSING PROPELLANT COMBINATION, MONITORING BURNING RATE, COMBUSTION CHAMBER AND THRUST MODULATION 465-13381 COMBUSTION TERMINATION OF SOLID PROPELLANT MOTOR BY LIQUID INJECTION INTO COMBUSTION CHAMBER AND BY POWDERED COOLANTS AIAA PAPER 64-229 465-24430 ACOUSTIC INSTABILITY IN SOLID PROPELLANT ROCKET CCMBUSTION, DISCUSSING SOURCES AND SINKS OF 465-32540 ACOUSTIC ENERGY SOLID ROCKET PROPELLANTS, INVESTIGATING FREQUENCY INSTABILITY OF OSCILLATORY COMBUSTION

- A65-32541
- COMBUSTION INSTABILITY IN LIQUID PROPELLANT ROCKET MOTORS A65-32543
- AFT-END IGNITER DESIGN PARAMETERS, USING ANALYTICAL MODEL TO OBTAIN CHAMBER PRESSURE AND Igniter-gas penetration prior to propellant Ignition A65-33569

CUMULATIVE DAMAGE CONCEPT APPLIED TO PREDICTION OF USEFUL LIFE OF PROPELLANT-LINER BOND IN STORED SOLID PROPELLANT MOTORS N65-26791 LIQUID PROPELLANT COMBUSTION INSTABILITY STUDIES FOR NAVAHO, ATLAS, THOR, JUPITER, H-I, F-I, J-2, AND TOROIDAL ROCKET ENGINES N65-29303 HIGH FREQUENCY COMBUSTION INSTABILITY IN LIQUID PROPELLANT ROCKET ENGINES N65-29307 HIGH FREQUENCY COMBUSTION INSTABILITY AND SCALING PROBLEMS OF LIQUID PROPELLANT ROCKET ENGINES N65-29311 COMBUSTION INSTABILITY OF LIQUID PROPELLANT ROCKET ENGINES N65-29313 NONLINEAR AXIAL-MODE COMBUSTION INSTABILITY IN Solid Propellant Rocket Engines N65-29335 STATE OF ART IN SOLID ROCKETS DESIGNED PRIMARILY FOR SPACE MISSIONS NASA-TM-X-51749 N65-29468 MOTOR IGNITION SYSTEM USING SOLID PROPELLANT TO IGNITE ROCKET NASA-CR-54454 N65-32258 ROCKET ENGINE DESIGN SOLID PROPELLANT TECHNOLOGY INCLUDING STRESS-FAILURE OF GRAIN, MOTOR-VEHICLE INTERACTION AND LARGE BOOSTERS A65-33975 DESIGN AND DEVELOPMENT OF HIGH ENERGY STANDARD ENGINE FOR ELDO-B CARRIER ROCKET 466-11669 ROCKET EXHAUST MODEL DERIVED DESCRIBING OXIDE PARTICLE DISTRIBUTION OBTAINED FROM INTERNAL BURNING Cylindrically-perforated aluminized solid PROPELLANT GRAINS AIAA PAPER 65-10 A65-14537 PARTICLE VELOCITY LAG IN SOLID PROPELLANT ROCKET EXHAUST FLOW DETERMINED FROM TUNGSTEN LAMP EXTINCTION MEASUREMENTS A65-1850 A65-18508 ALUMINUM OXIDE PARTICLES EFFECT ON IONIZATION IN SOLID PROPELLANT ROCKET EXHAUST SSD-TDR-63-326, PT. II N65-112 N65-11271 ROCKET FIRING CONTROLLED SOUND FIELD EFFECTS ON BURNING RATE OF COMPOSITE SOLID PROPELLANTS IN ROCKET MOTOR AIAA PREPRINT 64-108 465-26114 ROCKET MOTOR CASE CAST DOUBLE BASE PROPELLANT MECHANICAL BEHAVIOR AND FAILURE DURING SLOW COOLING AND RAPID PRESSURIZATION OF CASE BONDED ROCKET MOTORS AIAA PAPER 65-161 A65-14743 ROCKET NOZZLE NOT NOT THE ADDEN FREEZING CRITERION FOR PREDICTING Nonequilibrium performance in Multireaction Liquid ROCKET NOZZLE EXPANSION AIAA PAPER 65-554 465-26837 ROTATING VEHICLE REFFECT OF HIGH ANGULAR VELOCITY AND ROCKET Rotation on combustion process of solid Propellants and internal flow of gases, and rig Design and instrumentation 865-20 N65-20364 S SAFETY FACTOR SAFEIT HANDBOOK FOR SOLID PROPELLANT HANDLING, STORAGE, FIRE PROTECTION, TRANSPORTATION, AND SAFETY OF PERSONNEL NASA-TM-X-56192 N65-20109

SATELLITE LAUNCHING MULTISTAGE MINIMUM COST SOLID PROPELLANT ROCKET ABLE TO LAUNCH 30-LB SATELLITE INTO ORBIT WITH

1000 MILES AVERAGE HEIGHT A65-33406 SCALING HIGH FREQUENCY COMBUSTION INSTABILITY AND SCALING PROBLEMS OF LIQUID PROPELLANT ROCKET ENGINES N65-29311 SEALANT RESILIENT SEAL MATERIALS REACTION TO LIQUID ROCKET PROPELLANTS, EMPHASIZING ELASTOMER AND PLASTIC A65-11167 MATERIAL SELF-OSCILLATION SOLID PROPELLANT MOTOR DESIGN FOR ONE-DIMENSIONAL ACOUSTIC OSCILLATIONS REPT.-6-90-63-80 N65-2832 N65-28328 SERVOCONTROL SOLID PROPELLANT POWERED HOT GAS SERVOCONTROL System for control of missile aerodynamics. Surfaces, propulsion and reaction nozzles 465-28052 SHEAR STRAIN VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - SPECIMEN GEOMETRY AND SHEAR STRAIN MAGNITUDE EFFECTS ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT N65-31686 REPT--14 SHEARING STRESS MEASUREMENT OF DYNAMIC MECHANICAL PROPERTIES OF SOLID PROPELLANTS BY APPLYING SINUSOIDAL SHEAR STRESS AND STRAIN TO COIN-SIZE SAMPLES N65-24738 FAILURE CRITERIA OF INERT COMPOSITE SOLID PROPELLANT UNDER FIVE BIAXIAL TENSION STRESS FIELDS AND EFFECT OF LOADING RATE NASA-CR-67235 N65-N65-35109 SHOCK FRONT SMOOTHNESS OF DETONATION FRONT IN LIQUID EXPLOSIVE Investigated by light reflection recordings from SHOCK WAVE FRONT 465-21035 SHOCK TUNNEL LIQUID PROPELLANT SENSITIVITY - NITROGEN-FLUORINE COMPOUND CRYDGENIC SHOCK TUBE TESTING IITRI-C6024-20 N65-22639 SHOCK MAVE EXPLOSIVE HAZARDS ASSESSED FOR LIQUID BIPROPELLANT SYSTEMS, CONSIDERING BLAST WAVE CHARACTERISTICS CI PAPER 64-37 A65-11 A65-11055 SIMULATED ALTITUDE PERFORMANCE OF COMPOSITE SOLID PROPELLANT AT SIMULATED HIGH ALTITUDES NASA-TM-X-95 N65-28457 SINUSCID MEASUREMENT OF DYNAMIC MECHANICAL PROPERTIES OF SOLID PROPELLANTS BY APPLYING SINUSOIDAL SHEAR STRESS AND STRAIN TO COIN-SIZE SAMPLES N65-24738 SLOSHING SLOSH-SUPPRESSION EFFECTIVENESS OF ANNULAR RING BAFFLES IN SPHERICAL PROPELLANT TANK NASA-TN-D-2519 N65-10804 CAPACITANCE SENSORS FOR MEASURING LIQUID PROPELLANT SLOSHING IN SPACE VEHICLE FUEL TANKS N65-23790 SLURRY PROPELLANT NONCURABLE HEXANITROETHANE / HNE/ PROPELLANT SLURRIES APPLICABILITY AS HIGH ENERGY OXIDIZER IN COMPOSITE PROPELLANTS A65-20580 465-20580 SOLID PROPELLANT PROPELLANT GRAIN BURNING SURFACE KINEMATICS EXAMINED BY GEOMETRICAL AND ANALYTICAL METHODS A65-10457

PARAMETERS OF LIQUID AND SOLID PROPELLANTS COVERING ENERGY, FLOW, MIXTURE COMPOSITION, COMBUSTION TEMPERATURE AND PERFORMANCE

SUBJECT INDEX VOLUMETRIC LOADING AND ESTIMATION OF FAILURE A65-10468 SURFACE AIAA PAPER 65-157 A65-16612 PARTICLE VELOCITY LAG IN SOLID PROPELLANT ROCKET EXHAUST FLOW DETERMINED FROM TUNGSTEN LAMP EXTINCTION MEASUREMENTS A65-18508 CALCULATION OF PROPELLANT RESPONSE FUNCTION AT BURNING SURFACE FOR THERMALLY RADIATING GAS AT LF A65-20556 EROSIVE BURNING RATE OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID PROPELLANT WITH ALUMINUM AIAA PREPRINT 64-107 A65-A65-20571 SOLID PROPELLANT GRAIN STRUCTURE ANALYZED FOR STRESS-STRAIN AND DEFLECTION FROM THERMAL, PRESSURE AND ACCELERATION FORCES BY DIRECT STIFFNESS METHOD AIAA PAPER 65-176 A65-20887 CONFORMAL MAPPING FOR ANALYSIS OF TRANSIENT STATE HEAT CONDUCTION IN STAR PERFORATED SOLID PROPELLANT GRAIN A65~20963 ELECTRIC FIELDS USED FOR CONTROLLING AT WILL POSTIGNITION BURNING RATE OF SOLID PROPELLANTS A65-21678 BALLISTIC BEHAVIOR AND TECHNOLOGICAL PROBLEMS IN DESIGN AND MANUFACTURE OF CHORD GRAINS, EXAMINING CONSTANT BURNING AREA CONDITIONS A65-23062 COMBUSTION TERMINATION OF SOLID PROPELLANT MOTOR By Liquid Injection into combustion chamber and by POWDERED COOLANTS AIAA PAPER 64-229 A65-24430 HIGH ACCELERATION EFFECTS ON BURNING RATE AND BALLISTIC BEHAVIOR OF SOLID PROPELLANT ROCKET GRAINS AIAA PAPER 64-228 465-24434 CONSTANT THRUST AND WIDE THROTTLING ACHIEVED BY

HYBRID PROPULSION SYSTEM, USING SOLID FUEL AND LIQUID OXIDIZER AIAA PAPER 64-225 A65-24452

CONTROLLED SOUND FIELD EFFECTS ON BURNING RATE OF CCMPOSITE SOLID PROPELLANTS IN ROCKET MOTOR AIAA PREPRINT 64-108 A65-26114

SUBLIMING MATERIALS CHEMISTRY DETERMINING PARAMETERS GOVERNING SELECTION OF SUBLIMING SOLIDS FOR MICROTHRUST ENGINES AIAA PAPER 65-595 A65-26433

RADIANT HEAT TRANSFER FROM HOT SOLID COMBUSTION PRODUCTS TO COMBUSTION CHAMBER WALLS AIAA PAPER 65-559 A65-26838

PYROLYSIS OF SOLID FUEL PROPELLANTS BY RADIANT HEAT PULSES TO DETERMINE VOLATILE AND NONVOLATILE PRODUCTS OF VARIOUS HEATING RATES CI PAPER 64-6 A65-27160

SOLID PROPELLANT POWERED HOT GAS SERVOCONTROL System for control of missile aerodynamics Surfaces, propulsion and reaction nozzles 465-28052

RADIANTLY HEATED POROUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF Ammonium Chloride and Ammonium Perchlorate A65-28210

TRANSIENT THERMAL STRESS IN SOLID PROPELLANT GRAINS SOLVED, USING FINITE DIFFERENCE METHOD WITH CIGITAL COMPUTER AIAA PAPER 64-233 A65-28850

VARIABLE BURNING RATE SOLID PROPELLANT OBTAINED USING CATALYST-FILLED SPHERES IN PROPELLANT MATRIX AIAA PAPER 64-372 A65-28855

BLACK RADIATION FIELD EFFECT ON SOLID PROPELLANT Burning rates and ablation tests

HYBRID PROPULSION COMPARED WITH LIQUID AND SOLID PROPELLANT SYSTEMS, DESCRIBING SYSTEM USING NITROGEN TETROXIDE OXIDIZER AND RUBBER BASED SOLID A65-10482 FUEL SOLIC PROPELLANT PERFORMANCE EXAMINING PROBLEMS OF RADAR ATTENUATION, COMBUSTION INSTABILITY, GRAIN STRUCTURE AND COST A65-1144 A65-11496 STEADY ONE-DIMENSIONAL EQUILIBRIUM FLOW OF COMBUSTION PRODUCTS THROUGH PERFORATION IN SOLID PROPELLANT GRAIN A65-1159 A65-11592 STRESS AND STRAIN IN LINEAR VISCOELASTIC SOLID PROPELLANT CHARGE WITH ELASTIC ENCASEMENT A65-14447 MODEL DERIVED DESCRIBING OXIDE PARTICLE DISTRIBUTION OBTAINED FROM INTERNAL BURNING CYLINDRICALLY-PERFORATED ALUMINIZED SOLID PROPELLANT GRAINS AIAA PAPER 65-10 A65-14537 RADIANTLY HEATED PORGUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF AMMONIUM CHLORIDE AND AMMONIUM PERCHLORATE AIAA PAPER 65-55 A65-14544 COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60 A65-14551 MECHANICAL AND STRESS FAILURE PROPERTIES OF VISCOELASTIC SOLID PROPELLANT MATERIALS TESTED WITH REGARD TO TEMPERATURE AND TIME AIAA PAPER 65-147 A65-14741 CAST DOUBLE BASE PROPELLANT MECHANICAL BEHAVIOR AND FAILURE DURING SLOW COOLING AND RAPID PRESSURIZATION OF CASE BONDED ROCKET MOTORS AIAA PAPER 65-161 A65-14743 NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE DXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION AIAA PAPER 65-56 A65-14801 PHOTOGRAPHIC METHOD FOR MEASURING SURFACE STRAIN IN SOLID PROPELLANT GRAINS AIAA PAPER 65-170 A65-14833 IONIC PROBES TO STUDY EROSIVE BURNING IN SOLID PROPELLANT GRAINS A65-15646 BIREFRINGENT PROPERTIES OF PARTICLE-EMBEDDED ADIPRENE L AND OTHER MATERIALS USED IN PHOTOELASTIC STUDIES OF SOLID PROPELLANT GRAINS A65-16138 PREDICTION OF FAILURE BEHAVIOR IN COMPOSITE Hydrocarbon fuel binder propellants AIAA PAPER 65-156 A65-16176 NONLINEAR VISCOELASTICITY BEHAVIOR OF SOLID PROPELLANTS UNDER CONSTANT STRAIN RATE, CONSTANT STRAIN AND DYNAMIC SHEAR STRAIN AIAA PAPER 65-159 A65-16187 CONTINUOUS PNEUMATIC MIXING OF LIQUID AND SOLID PROPELLANT INGREDIENTS INTO COMPOSITE-TYPE PROPELLANT A65-16274 PROPELLANT CHEMISTRY IN TERMS OF HIGHER SPECIFIC IMPULSE, CONSIDERING FLAME TEMPERATURE ELEVATION AND MOLECULAR WEIGHT REDUCTION A65-16308 PRODUCTION OF PROPELLANTS CONSIDERING INGREDIENTS, QUALITY CONTROL, SAFETY AND CONTINUOUS PRODUCTION

SYSTEMS A65-16309 PROPELLANTS FOR SPACE FLIGHT REVIEWING ROCKET PROPULSION AND MOON MISSION, EMPHASIZING COSTS

FRUFULSIUN AND MUUN MISSIUN, EMPHASIZING COSTS A65-16310

SOLID PBAN PROPELLANTS GRAIN FAILURE WITH

I-22

465-31782

SOLID PROPELLANT CONT

MATSCIT-PS-64-7 N65-11810 VISCOELASTIC AND FAILURE PROPERTIES OF HIGHLY LOADED POLYBUTADIENE ACRYLIC ACID COPOLYMER AND POLYBUTADIENE ACRYLOL ACID COPOLYMER ACID TERPOLYMER BINDERS FOR SOLID PROPELLANTS AFRPL-TR-64-148, VOL. I N65-12552 RADIATION INDUCED SOLID PROPELLANT DECOMPOSITION OF AMMONIUM PERCHLORATE RAI-331 N65-13511 STRESS ANALYSIS OF SOLID PROPELLANT GRAINS -FATIGUE TESTING - VISCOELASTIC VIBRATIONS -FAILURE CRITERIA CPIA-PUBL.-61-U N65-13577 NUMERICAL PROCEDURE FOR TWO-DIMENSIONAL STRESS ANALYSIS OF SOLID PROPELLANT GRAINS SUBJECTED TO INTERNAL AND EXTERNAL PRESSURES N65-13578 STRESS TRANSFER IN REINFORCED SOLID PROPELLANTS N65-13582 STRESSES IN CASE BONDED SOLID PROPELLANT GRAINS N65-13583 INFLUENCE OF MODULUS VARIATIONS ON SOLID PROPELLANT GRAIN STRESS AND STRAIN DISTRIBUTIONS N65-13584 APPLICATION OF FINITE ELASTIC THEORY TO POLYBUTADIENE AND POLYURETHANE PROPELLANTS N65-13589 FATIGUE TESTING OF SOLID PROPELLANTS -VISCOELASTIC VIBRATIONS N65-13590 STRAIN DILATATION IN SOLID PROPELLANTS N65-13594 CIELECTRIC AND ELECTRIC CONDUCTIVITY PROPERTIES OF SOLID PROPELLANTS N65-13596 LOW FREQUENCY SONIC WAVE PROPAGATION METHOD TO MEASURE CURE AND MECHANICAL PROPERTIES OF SOLID PROPELLANTS N65-13597 MEASURING SOLID PROPELLANT FAILURE CRITERIA IN TRIAXIAL TENSILE STRESS FIELD N65-13598 UNIFIED APPROACH TO STRUCTURAL FAILURE OF SOLID N65-13600 PROPELLANTS FATIGUE LOADING EFFECTS ON SOLID PROPELLANTS N65-13601 FAILURE CRITERIA FOR CAST DOUBLE BASE SOLID PROPELLANT ROCKET MOTORS N65-13604 MOIRE METHOD TO MEASURE STRAINS IN SOLID N65-13607 PROPELLANTS BIAXIAL SHEET TESTER WITH CAPABILITY OF CHANGING OR MAINTAINING UNIFORM RECTANGULAR BOUNDARY GEOMETRY ON SHEET OF SOLID PROPELLANT AS FUNCTION OF TIME N65-13608 CYNAMIC SHEAR, BULK COMPRESSIBILITY, AND TENSILE PROPERTIES OF SOLID PROPELLANT REPT -4 N65-13619 SOLID ROCKET PROPELLANTS - COMBUSTION, ADVANTAGES, EFFECTIVENESS, CHARACTERISTICS, AND MANUFACTURE FTD-TT-64-744/182 N65-14027 MECHANICAL BEHAVIOR OF SOLID PROPELLANTS N65-14033 REPT--12 EFFECTS OF GRAVITY FORCES, STRESSES, AND STRAINS ON SOLID PROPELLANTS TESTED IN VERTICAL, INFINITE, HOLLOW, AND ELASTIC CYLINDER CASE BONDED TO ELASTIC CASE NASA-CR-60845 N65-17530 SOLID PROPELLANT STRUCTURAL INTEGRITY INVESTIGATIONS - DYNAMIC RESPONSE AND FAILURE MECHANISMS

A65-36461

ACOUSTIC INSTABILITY IN SOLID PROPELLANT ROCKET COMBUSTION, DISCUSSING SOURCES AND SINKS OF ACOUSTIC ENERGY A65-32 A65-32540 SOLID ROCKET PROPELLANTS, INVESTIGATING FREQUENCY INSTABILITY OF DSCILLATORY COMBUSTION A65-32541 REGRESSION RATE CALCULATION AND KINETICS OF POLYMER DEGRADATION OF POLYSTYRENE, POLYETHYLENE AND POLYMETHYL METHACRYLATE A65-3250 465-32561 GAS-PHASE INDUCTION ZONE AND EXPLOSION ZONE OF SOLID DOUBLE-BASE ROCKET PROPELLANT IN CHEMICAL **KINETICS STUDY THROUGH MULTIPLE REACTIONS** A65-32562 SPECTRAL RADIANCE OF HYDROGEN-OXYGEN-WATER-ALUMINA AND R P-1-OXYGEN-MAGNESIA ROCKET FLAMES AND CONTINUUM EMISSION MEASUREMENT WITH CONVERSION TO SPECTRAL SPHERICAL EMITTANCE A65-32563

HULTISTAGE MINIMUM COST SOLID PROPELLANT ROCKET ABLE TO LAUNCH 30-LB SATELLITE INTO ORBIT WITH 1000 MILES AVERAGE HEIGHT A65-33406

ATHENA REENTRY TEST VEHICLE DESIGN, LAUNCH, ASCENT, ORIENTATION AND DESCENT AIAA PAPER 64-275 A65-33550

AFT-END IGNITER DESIGN PARAMETERS, USING ANALYTICAL MODEL TO OBTAIN CHAMBER PRESSURE AND IGNITER-GAS PENETRATION PRIOR TO PROPELLANT IGNITION A65-33569

SOLID PROPELLANT TECHNOLOGY INCLUDING STRESS-FAILURE OF GRAIN, MOTOR-VEHICLE INTERACTION AND LARGE BOOSTERS A65-33975

VISCOELASTIC STRESSES IN SOLID PROPELLANT ROCKET GRAIN DUE TO INTERNAL PRESSURIZATION DETERMINED BY PLANE STRAIN SOLUTION FOR LINEAR VISCOELASTIC A65-34137 THICK WALL CYLINDER

CHEMICAL PROPULSION FOR SPEEDS IN EXCESS OF MA 5, EXAMINING STATUS AND TRENDS IN SOLID, LIQUID MACH AND HYBRID ROCKETS 465-36156

NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE, OXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION AIAA PAPER 65-56 A65-36407

COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60

CONTAMINATION AND VIABILITY OF SPORES OF PROPELLANTS - STERILIZING PROPERTIES OF VARIOUS A65-80506 ROCKET FUELS

GAS PHASE REACTIONS IN COMBUSTION OF COMPOSITE SOLID PROPELLANTS AND RELATION TO ENERGY TRANSPORT PROCESSES REPT.-0372-01-190 N65-10663

FLAME ZONE SPREADING RATE ON SOLID PROPELLANT SURFACE AD-605729 N65-11178

ALUMINUM OXIDE PARTICLES EFFECT ON IONIZATION IN SOLID PROPELLANT ROCKET EXHAUST SSD-TDR-63-326, PT. 11 N65-11271

SOLID PROPELLANT COMBUSTION OF NITROGLYCERIN AND EXPLOSIVE HEXOGENE AT CONSTANT PRESSURE FTD-MT-63-242 N65-11595

VOLUME CHANGES AS MEASUREMENT OF BINDER-FILLER INTERFACIAL PROCESSES IN COMPOSITE SOLID PROPELLANTS - RELATION TO MECHANICAL PROPERTIES N65-11806 REPT--9

SOLID PROPELLANT PHYSICAL BEHAVIOR

#### SOLID PROPELLANT CONT

LPC-667-Q-2 N65-17926 MULTICOMPONENT SOLID PROPELLANT EQUILIBRIUM COMPOSITION - COMPUTER PROGRAM AD-458524 N65-19369 COMBUSTION STABILITY OF SOLID PROPELLANTS IN AEROSPACE ROCKET MOTORS AD-612178 N65-19576 NONDESTRUCTIVE TESTING OF SOLID PROPELLANTS USING MICROWAVES S-53 N65-19787 ACOUSTICS OF SOLID PROPELLANT COMBUSTION INSTABILITY QTPR-7 N65-20065 SAFETY HANDBOOK FOR SOLID PROPELLANT HANDLING, STORAGE, FIRE PROTECTION, TRANSPORTATION, AND SAFETY OF PERSONNEL NASA-TM-X-56192 N65-20109 EFFECTS OF COMBUSTION PRODUCTS ON BURNING RATE OF PLEXIGLAS AND HYDRAZINE GEL SOLID FUELS N65-20359 SYSTEM FOR DIRECT AND CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES N65-20360 EASIBILITY OF USING MICROWAVES AND ULTRASONICS FOR CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES N65-20361 EFFECT OF HIGH ANGULAR VELOCITY AND ROCKET ROTATION ON COMBUSTION PROCESS OF SOLID PROPELLANTS AND INTERNAL FLOW OF GASES, AND RIG DESIGN AND INSTRUMENTATION N65-20 N65-20364 SUMMARY OF LINEAR VISCOELASTIC STRESS ANALYSIS FOR SOLID PROPELLANT GRAIN AAE-65-2 N65-20716 OXIDIZER PARTICLE SIZE EFFECT ON SOLID PROPELLANT COMBUSTION STABILITY NASA-TN-D-2736 N65-20993 VISCOELASTIC AND DYNAMIC PROPERTIES OF STYRENE BUTADIENE RUBBER BINDER AND POLYURETHANE SOLID PROPELL ANTS REPT-13 N65-21894 THERMAL CONDUCTIVITY AND DIFFUSIVITY TESTS OF PERSHING SOLID PROPELLANTS PR-8 N65-22828 MEASUREMENT OF DYNAMIC MECHANICAL PROPERTIES OF SOLID PROPELLANTS BY APPLYING SINUSOIDAL SHEAR STRESS AND STRAIN TO COIN-SIZE SAMPLES N65-24738 **PROPULSION IN SPACE EXPLORATION - VELOCITY** REQUIREMENTS FOR LUNAR, PLANETARY, AND INTERPLANETARY MISSIONS - CHEMICAL AND NUCLEAR PROPULSION, AND LIQUID AND SOLID PROPELLANTS N65-24928 COMBUSTION OF AMMONIUM PERCHLORATE SPHERES UNDER CONDITIONS OF BURNING SOLID PROPELLANT IN ROCKET ENGINES ONERA-TP-113/1964 N65-25307 RADIOLYSIS OF SOLID AMMONIUM PERCHLORATE PROPELLANTS - ALTERATION OF DEFLAGRATION RATE OF COMPOSITE SOLID PROPELLANTS BY PRE-EXPOSURE TO GAMMA RADIATION AD-461462 N65-25439 BURNING PROCESS OF COMPOSITE SOLID PROPELLANTS -SURFACE STRUCTURE OF MODEL MIXTURES ATD-1-65-28 N65-25455 RADIATION EFFECT ON DEFLAGRATION RATES OF BINDERS AND OXIDIZERS - RADIOLYSIS OF AMMONIUM PERCHLORATE COMPOSITE SOLID PROPELLANTS RAI-347 N65-25747

PHYSICAL PROCESSES OF SOLID PROPELLANT COMBUSTION HTUM-64-14 N65-26321

EFFECTS OF AGING AND HUMIDITY ON DYNAMIC SHEAR MODULUS OF SOLID PROPELLANTS AND PROPELLANT BINDERS N65-26368 CTSR-3 MECHANICAL BEHAVIOR OF SOLID GRAIN PROPELLANT CPIA-PUBL.-61-A N65-26788 SUMMARIZATION OF SOLID PROPELLANT GRAIN STUDIES UNDER CONTRACT - MECHANICAL BEHAVIOR N65-26789 APPLICATION OF NONLINEAR VISCOELASTIC THEORY TO SCLID GRAIN PROPELLANT DESIGN N65-26790 CUMULATIVE DAMAGE CONCEPT APPLIED TO PREDICTION OF USEFUL LIFE OF PROPELLANT-LINER BOND IN STORED SCLID PROPELLANT MOTORS N65-26791 CLEAVAGE AND CROSS LINKING REACTIONS WITHIN SOLID PROPELLANT BINDERS - CHEMORHEOLOGY N65-26792 ELECTRO-OPTIC DEVICE FOR STRAIN AND DEFORMATION MEASUREMENTS OF PROPELLANT SPECIMENS AND GRAIN STRUCTURES N65-26793 COMBUSTION INSTABILITY OF LIQUID AND SOLID PROPELLANTS N65-27009 HEAT TRANSFER OF SOLID ROCKET IGNITERS - FLOW VISUALIZATION TESTS, COPPER TUBE FIRING, AND RADIANT HEAT TRANSFER ANALYSIS NASA-CR-63540 N65-27054 FAILURES OF ATLAS SOLID FUEL RETARDING ROCKET DURING ATLAS- CENTAUR SEPARATION TESTS NASA-TM-X-1119 N65-2 N65-27399 CIRECT AND CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-405 N65-27842 SOLID PROPELLANT MOTOR DESIGN FOR ONE-DIMENSIONAL ACOUSTIC OSCILLATIONS REPT.-6-90-63-80 N65-28328 PERFORMANCE OF COMPOSITE SOLID PROPELLANT AT SIMULATED HIGH ALTITUDES NASA-TM-X-95 N65-28457 PHOTOELASTIC STRESS MEASUREMENTS IN SOLID PROPELLANT GRAINS MSC-65-29-3 N65-28598 THERMODYNAMIC AND PHYSICAL PROPERTIES OF BERYLLIUM COMPOUNDS RELATED TO FUELS OR ADDITIVES IN SOLID OR HYBRID PROPELLANTS **GR-15** N65-28606 COMBUSTION MECHANISM OF COMPOSITE SOLID ROCKET PROPELLANTS BASED ON AMMONIUM PERCHLORATE -HIGH ENERGY OXIDIZER REPT .- 446-R N65-29103 COMBUSTION INSTABILITY CONFERENCE - LIQUID AND SOLID PROPELLANTS CP1A-68 N65-29300 SOLID PROPELLANT AND OXIDIZER LINEAR PYROLYSIS RATE MEASUREMENTS N65-29318 SOLID PROPELLANT COMBUSTION THEORY - THERMOPLASTIC SURFACE DEGRADATION-VAPORIZATION N65-29319 SPECTROGRAPHIC MEASUREMENTS OF COMPOSITE SOLID PROPELLANT FLAME ZONE STRUCTURE N65-29320 PHOTOGRAPHY OF ALUMINUM COMBUSTION IN SOLID PROPELLANTS N65-29324 LARGE ALUMINUM PARTICLE BEHAVIOR IN COMPOSITE PROPELLANT COMBUSTION N65-29325 ENTROPY WAVE OBSERVATIONS IN OSCILLATORY SOLID PROPELLANT COMBUSTION N65-29326

#### SOLID PROPELLANT CONT

ACOUSTIC EROSIVITY EFFECTS ON SOLID PROPELLANT BURNING RATES - GAS OSCILLATION IN COMBUSTION N65-29331 NONLINEAR AXIAL-MODE COMBUSTION INSTABILITY IN SOLID PROPELLANT ROCKET ENGINES N65-29335 NONACOUSTIC LOW-FREQUENCY COMBUSTION INSTABILITY N65-29337 OF SOLID PROPELLANTS SOLID PROPELLANT BURNING RATE FOR TRANSIENT HEATING AND EXTINGUISHMENT - COMBUSTION INSTABILITY N65-29339 RATIO OF COMBUSTOR VOLUME TO VENT AREA EFFECT ON COMBUSTION INSTABILITY OF SOLID PROPELLANTS N65-29340 STATE OF ART IN SOLID ROCKETS DESIGNED PRIMARILY FOR SPACE MISSIONS NASA-TM-X-51749 N65-2944 N65-29468 EXPLOSIVE HAZARDS OF LARGE SOLID PROPELLANT BODSTERS - CRITICAL DIAMETER AND GEOMETRY REPT--0866-01/10/MP N65-29668 ELECTRON DENSITY AND IONIZED PRODUCT CONCENTRATION FOR SOLID PROPELLANT AND REENTRY ABLATIVE N65-31309 MATERIALS DETERMINATION OF THERMAL CONDUCTIVITY AND DIFFUSIVITY OF SOLID PROPELLANT REPT.-XII N65-31601 INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR Design of solid rocket systems, and solution to ONE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE STM-180 N65-31611 CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-386 N65-31615 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - SPECIMEN GEOMETRY AND SHEAR STRAIN MAGNITUDE EFFECTS ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT.-14 N65-31686 BONDING STRENGTH OF POLYBUTADIENE SOLID PROPELLANT-LINER SYSTEMS REPT.-0907-810-3 N65-31691 MOTOR IGNITION SYSTEM USING SOLID PROPELLANT TO IGNITE ROCKET NASA-CR-54454 N65-32258 WATER CONTENT OF SOLID PROPELLANTS CONTAINING NITRATO ESTER DXIDANTS UCRL-13136 N65-32340 MECHANICAL BEHAVIOR OF GUM RUBBER VULCANIZATES FOR SOLID PROPELLANT RESEARCH MATSCIT-PS-65-4 N65-34151 ANNOTATED BIBLIOGRAPHY ON SOLID ROCKET STRUCTURAL INTEGRITY AND SUMMARY REVIEW ON DEVELOPMENTS IN LINEAR VISCOELASTIC STRESS ANALYSIS AD-464736 N65-34839 INFLUENCE OF DEVELOPMENTS IN LINEAR VISCOELASTIC Stress analysis on solid propellant grain ANALYSTS N65-34840 HIGH PRESSURE SOLID PROPELLANT COMBUSTION -MICROWAVE INTERFEROMETER TECHNIQUE S-68 N65-34852 FAILURE CRITERIA OF INERT COMPOSITE SOLID PROPELLANT UNDER FIVE BIAXIAL TENSION STRESS FIELDS AND EFFECT OF LOADING RATE N65-35109 NASA-CR-67235 CONTINUOUS MEDIA THEORY FOR CHARACTERIZATION OF NASA-CR-68228 MULTIAXIAL MECHANICAL BEHAVIOR OF SOLID PROPELLANTS - STRAIN ENERGY CONCEPT REINFORCED LAMINATED SOLID PROPELLANT DEVELOPMENT

NASA-CR-67400 N65-36443 MECHANICAL RESPONSE OR VISCOELASTIC PROPERTIES OF MATERIAL AT GIVEN HYDROSTATIC PRESSURE A66-10174 PETROGRAPHIC MICROSCOPY HAS LED TO THROUGH OPTICAL CHARACTERIZATION OF PHASE COMPOSITION OF AGED SOLID-PROPELLANT THIN SECTIONS A66-466-11540 STEADY STATE COMPOSITION MECHANISM OF SOLID /HETEROGENEOUS/ PROPELLANTS NOTING LINEAR Pyrolysis, exothermal oxidizers, fuels, etc ONERA TP 240 466-11681 BEHAVIOR AND PARAMETER VARIABILITY OF SOLID PROPELLANTS AND CRITERIA FOR FAILURE AND FOR REJECTION A66-12734 PULSE TECHNIQUE EMPLOYING GUNPOWDER CHARGES TO EVALUATE COMBUSTION INSTABILITY IN SOLID PROPELLANT ROCKET MOTORS A66-13106 SOLID PROPELLANT DIFFICULTIES LIKE TAIL-OFF OR GRAIN CRACKING AVOIDED, USING RADIAL SLITS MOLDED INTO GRAIN A66-13226 TEMPERATURE AT WHICH PREDECOMPOSITION OR DECOMPOSITION OF AMMONIUM PERCHLORATE OCCURS, CHANGED BY PERCHLORATE SURFACE TREATMENT AND REFLECTED IN BURNING RATE OF PROPELLANT CONTAINING PERCHLORATE CT PAPER MSCT-65-36 466-15151 THEORETICAL DETONATION CHARACTERISTICS OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID COMPOSITE 466-15781 PROPELLANTS ACOUSTIC COMBUSTION INSTABILITY OF SOLID FUEL ROCKET DEPENDENCE ON RESPONSE OF BURNING PROPELLANT SURFACE TO SOUND FIELD 466-15783 SOLID PROPELLANT RAMJETS FOR TARGET AIRCRAFT, MISSILES AND SPACE VEHICLE BOOSTERS, NOTING Advantages as compared to liquid propellant A66-15847 RAMJETS PHYSICAL MODEL OF COMPOSITE SOLID PROPELLANT COMBUSTION WHICH INCLUDES OXIDIZER PARTICLE SIZE AND SURFACE HEAT GENERATION AIAA PAPER 66-112 A66-170 A66-17098 COMPOSITE SOLID PROPELLANT COMBUSTION EXPERIMENTS - BURNING SURFACE PHOTOMACROSCOPY AND INFLUENCE OF OXIDIZER PARTICLE SIZE ON LOW PRESSURE COMBUSTION REPT -- 446-0 N66-10213 MECHANICAL CHARACTERIZATION OF SOLID FUEL PROPELLANTS - STRESS-STRAIN BEHAVIOR OF INERT COMPOSITE PROPELLANT UNDER MULTIAXIAL LOADING CONDITIONS NASA-CR-67809 N66-10614 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - POLYURETHANE PROPELLANT SHEAR MODULI DEPENDENCE ON SHEAR STRAIN AND STORAGE TIME REPT.-15 N66-10893 PROPERTIES THAT CONTROL STRUCTURAL INTEGRITY OF Solid Propellants under motor storage and use conditions - polymer and propellant preparation UTC-2147-QPR-I N66-11637 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - EFFECT OF SPECIMEN GEOMETRY AND MAGNITUDE OF SHEAR STRAIN ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT-14 N66-11639 VAPORIZATION RATE AND DIFFUSION COEFFICIENT Determined for organic additives to polyurethane solid propellants - dioctyl adipate and FERROCENE

N66-12871

G-4890-1 N66-14560 SOLID PROPELLANT IGNITION FLAME ZONE SPREADING RATE ON SOLID PROPELLANT SURFACE AD-605729 N65-11178 SOLID PROPELLANT ROCKET ENGINE FAILURE CRITERIA FOR CAST DOUBLE BASE SOLID PROPELLANT ROCKET MOTORS N65-13604 COMBUSTION OF AMMONIUM PERCHLORATE SPHERES UNDER CONDITIONS OF BURNING SOLID PROPELLANT IN ROCKET ENGINES ONERA-TP-113/1964 N65-25307 SOLUBILITY NITROGEN, HELIUM, AND ARGON SOLUBILITIES IN LIQUID DINITROGEN TETROXIDE PROPELLANT AND AGREEMENT WITH HENRYS LAW OVER WIDE PRESSURE RANGE ATN-64/9228/-4 N66-14076 SOUND FIELD CONTROLLED SOUND FIELD EFFECTS ON BURNING RATE OF COMPOSITE SOLID PROPELLANTS IN ROCKET MOTOR AIAA PREPRINT 64-108 465-26114 SOUND WAVE LOW FREQUENCY SONIC WAVE PROPAGATION METHOD TO MEASURE CURE AND MECHANICAL PROPERTIES OF SOLID PROPELLANTS N65-13597 SPACE EXPLORATION PROPULSION IN SPACE EXPLORATION - VELOCITY REQUIREMENTS FOR LUNAR, PLANETARY, AND INTERPLANETARY MISSIONS - CHEMICAL AND NUCLEAR PROPULSION, AND LIQUID AND SOLID PROPELLANTS N65-24928 SPACE MISSION STATE OF ART IN SOLID ROCKETS DESIGNED PRIMARILY FOR SPACE MISSIONS NASA-TM-X-51749 N65~29468 SPACE STORAGE TEST FOR SPACE STORABILITY OF LIQUID PROPELLANTS BY SUITABLY COATING STORAGE TANKS AIAA PAPER 65-534 A65~29371 SPACE VEHICLE DYNAMICS OF RIGID BODIES HAVING CAVITIES PARTIALLY FILLED WITH LIQUID N65~30211 SPACECRAFT ENVIRONMENT STORABLE PROPELLANT UTILIZATION EXTENDED TO INCLUDE ATMOSPHERE REPLENISHMENT, THERMAL CONTROL AND WATER AND POWER PRODUCTION A65-24446 ATAA PAPER 64-213 SPACECRAFT ORBIT PROPELLANTS FOR SPACE FLIGHT REVIEWING ROCKET PROPULSION AND NOON MISSION, EMPHASIZING COSTS A65-16310 SPACECRAFT PROPULSION NEW AND IMPROVED FUELS FOR MARINE SPACE, AIR AND GROUND PROPULSION NOTING COMPROMISE BETWEEN TECHNICAL AND ECONOMIC FACTORS A6 A65-16305 HIGH ENERGY UPPER /KICK/ STAGE STUDY IN Conjunction with high velocity increment required FOR ADVANCED SPACE MISSION A65-33388 ADVANCED LIQUID PROPELLANTS FOR SPACECRAFT PROPULSION - NITROGEN TETROXIDE AND HYDRAZINE N65-32442 SPECIFIC IMPULSE PROPELLANT CHEMISTRY IN TERMS OF HIGHER SPECIFIC IMPULSE, CONSIDERING FLAME TEMPERATURE ELEVATION AND MOLECULAR WEIGHT REDUCTION A65-1630 A65-16308 SPECTRAL EMISSION SPECTRAL RADIANCE OF HYDROGEN-OXYGEN-WATER-ALUMINA AND R P-1-OXYGEN-MAGNESIA ROCKET FLAMES AND CONTINUUM EMISSION MEASUREMENT WITH CONVERSION TO

SPECTRAL SPHERICAL EMITTANCE

SPECTROGRAPHY SPECTROGRAPHIC MEASUREMENTS OF COMPOSITE SOLID PROPELLANT FLAME ZONE STRUCTURE N65-29320 SPHERICAL TANK SLOSH-SUPPRESSION EFFECTIVENESS OF ANNULAR RING BAFFLES IN SPHERICAL PROPELLANT TANK NASA-TN-D-2519 N65-10804 PENDULUM SIMULATION OF LIQUID PROPELLANT SLOSHING IN SPHERICAL AND OBLATE SPHEROIDAL TANKS NASA-TN-D-2737 N65-19919 SPHERICAL HAVE TO GAUGE VOLUME OF REMAINING LIQUID PROPELLANT IN ZERO G ENVIRONMENT A65-18807 SPRAY CHARACTERISTICS LIQUID ATOMIZATION, SPRAY CHARACTERISTICS AND COMBUSTION PERFORMANCE INVESTIGATED FOR SMALL SCALE ROCKET ENGINE 465-10646 STAGE SEPARATION FAILURES OF ATLAS SOLID FUEL RETARDING ROCKET DURING ATLAS- CENTAUR SEPARATION TESTS NASA-TM-X-1119 N65-2 N65-27399 STATISTICS LIQUID PROPELLANT SLOSH CONTROL - DESIGN APPLICATION OF LINEARIZED THEORY N65-15463 STERTI TZATION CONTAMINATION AND VIABILITY OF SPORES OF BACTERIUM, BACILLUS SUBTILIS, IN ROCKET PROPELLANTS - STERILIZING PROPERTIES OF VARIOUS 465-80506 RECKET FUELS STORABLE PROPELLANT STORABLE PROPELLANT UTILIZATION EXTENDED TO INCLUDE ATMOSPHERE REPLENISHMENT, THERMAL CONTROL AND WATER AND POWER PRODUCTION AIAA PAPER 64-213 A65-24440 A65-24446 EARTH STORABLE PROPELLANTS EXIST IN LIQUID PHASE IN NEAR- EARTH TEMPERATURES AT VAPOR PRESSURE BELOW 100 PSI AND HYPERGOLIC, YIELDING SIMPLE, RELIABLE AND PREDICTABLE SYSTEMS A65-28757 EFFECTS OF COMBUSTION ON LIQUID PHASE MIXING OF STORABLE LIQUID BIPROPELLANTS N65-33139 NASA-CR-64616 STRAIN STRAIN DILATATION IN SOLID PROPELLANTS NA5-13594 MOIRE METHOD TO MEASURE STRAINS IN SOLID N65-13607 PROPELLANTS STRAIN ENERGY CONTINUOUS MEDIA THEORY FOR CHARACTERIZATION OF PROPELLANTS - STRAIN ENERGY CONCEPT NASA-CR-67400 N65-36443 STRAIN GAUGE IN SOUGRAPHIC METHOD FOR MEASURING SURFACE STRAIN IN SOLID PROPELLANT GRAINS AIAA PAPER 65-170 A65-14833 STRAIN RATE NONLINEAR VISCOELASTICITY BEHAVIOR OF SOLID STRAIN AND DYNAMIC SHEAR STRAIN RATE, CONSTANT AIAA PAPER 65-159 465-16187 STRATIFIED LAYER TRANSIENT PROPELLANT STRATIFICATION IN LARGE TANKS DUE TO NUCLEAR BOTTOM HEATING DESCRIBED BY A65-21450 GRAVITATIONAL FREE CONVECTION STRESS STRESS ANALYSIS OF SOLID PROPELLANT GRAINS -

FATIGUE TESTING - VISCOELASTIC VIBRATIONS -

FAILURE CRITERIA

1-26

A65-32563

TEST EQUIPMENT

CPIA-PUBL.-61-U N65-13577 NUMERICAL PROCEDURE FOR TWO-DIMENSIONAL STRESS ANALYSIS OF SOLID PROPELLANT GRAINS SUBJECTED TO INTERNAL AND EXTERNAL PRESSURES N65-13578 STRESS TRANSFER IN REINFORCED SOLID PROPELLANTS N65-13582 STRESSES IN CASE BONDED SOLID PROPELLANT GRAINS N65-13583 STRESS RUPTURE SOLID PBAN PROPELLANTS GRAIN FAILURE WITH Volumetric loading and estimation of failure SURFACE AIAA PAPER 65-157 A65-16612 STRESS-STRAIN DISTRIBUTION STRESS AND STRAIN IN LINEAR VISCOELASTIC SOLID PROPELLANT CHARGE WITH ELASTIC ENCASEMENT 465-14447 NONLINEAR VISCOELASTICITY BEHAVIOR OF SOLID PROPELLANTS UNDER CONSTANT STRAIN RATE, CONSTANT STRAIN AND DYNAMIC SHEAR STRAIN AIAA PAPER 65-159 A65-161 465-16187 SOLID PBAN PROPELLANTS GRAIN FAILURE WITH Volumetric Loading and Estimation of Failure SURFACE AIAA PAPER 65-157 465-16612 SOLID PROPELLANT GRAIN STRUCTURE ANALYZED FOR STRESS-STRAIN AND DEFLECTION FROM THERMAL, PRESSURE AND ACCELERATION FORCES BY DIRECT STIFFNESS METHOD ALAA PAPER 65-176 A65-20887 VISCOELASTIC STRESSES IN SOLID PROPELLANT ROCKET GRAIN DUE TO INTERNAL PRESSURIZATION DETERMINED BY PLANE STRAIN SOLUTION FOR LINEAR VISCOELASTIC THICK WALL CYLINDER 465-34137 INFLUENCE OF MODULUS VARIATIONS ON SOLID PROPELLANT GRAIN STRESS AND STRAIN DISTRIBUTIONS N65-13584 ANNOTATED BIBLIOGRAPHY ON SOLID ROCKET STRUCTURAL INTEGRITY AND SUMMARY REVIEW ON DEVELOPMENTS IN LINEAR VISCOELASTIC STRESS ANALYSTS. AD-464736 N65-34839 INFLUENCE OF DEVELOPMENTS IN LINEAR VISCOELASTIC Stress Analysis on solid propellant grain ANALYSIS N65-34840 MECHANICAL CHARACTERIZATION OF SOLID FUEL PROPELLANTS - STRESS-STRAIN BEHAVIOR OF INERT COMPOSITE PROPELLANT UNDER MULTIAXIAL LOADING CONDITIONS NASA-CR-67809 N66-10614 STRESS-STRAIN-TIME RELATION MECHANICAL AND STRESS FAILURE PROPERTIES OF VISCOELASTIC SOLID PROPELLANT MATERIALS TESTED WITH REGARD TO TEMPERATURE AND TIME AIAA PAPER 65-147 A65-14741 STRUCTURAL FAILURE UNIFIED APPROACH TO STRUCTURAL FAILURE OF SOLID PROPELLANTS N65-13600 STRUCTURAL STABILITY ANNOTATED BIBLIOGRAPHY ON SOLID ROCKET STRUCTURAL INTEGRITY AND SUMMARY REVIEW ON Developments in linear viscoelastic stress ANALYSIS AD-464736 N65-34839 SUBLIMATION. SUBLIMING MATERIALS CHEMISTRY DETERMINING PARAMETERS GOVERNING SELECTION OF SUBLIMING SOLIDS FOR MICROTHRUST ENGINES AIAA PAPER 65-595 A65-26433

SUPERSONIC COMBUSTION SUPERSONIC COMBUSTION OF REACTIVE ALUMINUM ALKYL FUELS IN AIR STREAMS A65-325 465-32547 COMPOSITE SOLID PROPELLANT COMBUSTION EXPERIMENTS - BURNING SURFACE PHOTOMACROSCOPY AND INFLUENCE OF OXIDIZER PARTICLE SIZE ON LOW PRESSURE COMBUSTION REPT -- 446-0 N66-10213 SURFACE TENSION SURFACE TENSIONS AND DENSITIES OF LIQUID PROPELLANTS AND THEIR CONTACT ANGLES ON PREPARED SURFACES OF TANK MATERIALS NASA-CR-54175 N65-17256 SURFACE TREATMENT TEMPERATURE AT WHICH PREDECOMPOSITION OR DECOMPOSITION OF AMMONIUM PERCHLORATE OCCURS, CHANGED BY PERCHLORATE SURFACE TREATMENT AND REFLECTED IN BURNING RATE OF PROPELLANT CONTAINING PERCHLORATE CI PAPER WSCI-65-36 A66-15151 SYNTHESIS PROPERTIES THAT CONTROL STRUCTURAL INTEGRITY OF SQLID PROPELLANTS UNDER MOTOR STORAGE AND USE CONDITIONS - POLYMER AND PROPELLANT PREPARATION UTC-2147-QPR-I N66-11637 SYSTEM FAILURE FAILURES OF ATLAS SOLID FUEL RETARDING ROCKET DURING ATLAS- CENTAUR SEPARATION TESTS NASA-TM-X-1119 N65-27 N65-27399 Т TANK GEOMETRY COMPUTER PROGRAM APPLYING HYDRODYNAMIC EQUATIONS TO DESCRIBE SLOSHING OF LIQUID PROPELLANT IN MOBILE TANK HAVING ROTATIONAL SYMMETRY NASA-CR-230 N65-23815 TEMPERATURE EFFECT MECHANICAL AND STRESS FAILURE PROPERTIES OF VISCOELASTIC SOLID PROPELLANT MATERIALS TESTED WITH REGARD TO TEMPERATURE AND TIME AIAA PAPER 65-147 A65-14741 TEMPERATURE AT WHICH PREDECOMPOSITION OR DECOMPOSITION OF AMMONIUM PERCHLORATE OCCURS, CHANGED BY PERCHLORATE SURFACE TREATMENT AND REFLECTED IN BURNING RATE OF PROPELLANT CONTAINING PERCHLORATE CI PAPER WSCI-65-36 466-15151 TEMPERATURE PROBE COMBUSTION PRESSURE OSCILLATIONS IN BIPHASE PROPELLANT SYSTEMS AND METHOD FOR MEASURING COMBUSTION TEMPERATURE USING WATER COOLED TEMPERATURE PROBE N65-20355 TEMPERATURE PROFILE WALL AND NUCLEAR HEATING EFFECTS ON TEMPERATURE PROFILE OF LIQUID PROPELLANTS A64-28533 TENSILE STRESS MEASURING SOLID PROPELLANT FAILURE CRITERIA IN TRIAXIAL TENSILE STRESS FIELD N65-1: N65-13598 DYNAMIC SHEAR, BULK COMPRESSIBILITY, AND TENSILE PROPERTIES OF SOLID PROPELLANT REPT.-4 N65-13619 TEST EQUIPMENT TEST APPARATUS WHICH OBTAINS ABSOLUTE VALUE IN FOOT-POUNDS FOR FRICTIONAL ENERGY REQUIRED TO IGNITE EXPLOSIVES, PYROTECHNICS, PROPELLANTS, AND OTHER HIGH ENERGY COMPOSITIONS PETR-60 N65-31960 TWO-DIMENSIONAL SLAB MOTOR TESTING IN Investigation of combustion instability with Liquid oxygen and liquid or cold gaseous HYDROGEN PROPELLANTS NASA-CR-64602 N65-32723

THERMAL DIFFUSION THERMAL CONDUCTIVITY AND DIFFUSIVITY TESTS OF PERSHING SOLID PROPELLANTS PR-8 N65-22828 THERMAL RADIATION CALCULATION OF PROPELLANT RESPONSE FUNCTION AT RURNING SURFACE FOR THERMALLY RADIATING GAS AT . . 465-20556 PYROLYSIS OF SOLID FUEL PROPELLANTS BY RADIANT HEAT PULSES TO DETERMINE VOLATILE AND NONVOLATILE PRODUCTS OF VARIOUS HEATING RATES CI PAPER 64-6 465-27160 THERMAL STRESS TRANSIENT THERMAL STRESS IN SOLID PROPELLANT GRAINS SOLVED, USING FINITE DIFFERENCE METHOD WITH DIGITAL COMPUTER AIAA PAPER 64-233 465-28850 THERMOCONDUCTIVITY CONFORMAL MAPPING FOR ANALYSIS OF TRANSIENT STATE HEAT CONDUCTION IN STAR PERFORATED SOLID DRODELLANT GRAIN 465-20963 THERMAL CONDUCTIVITY AND DIFFUSIVITY TESTS OF PERSHING SOLID PROPELLANTS DP-8 N65-22828 DETERMINATION OF THERMAL CONDUCTIVITY AND DIFFUSIVITY OF SOLID PROPELLANT REPT.-XII N65-31601 THERNODYNAMIC PROPERTY THERMODYNAMIC PROPERTIES OF HYDRAZINE, UNSYMMETRICAL DIMETHYL HYDRAZINE, AND AEROZINE LIQUID PROPELLANTS ATN-64/9228/-2 N65-18413 THERMODYNAMIC AND PHYSICAL PROPERTIES OF BERYLLIUM COMPOUNDS RELATED TO FUELS OR ADDITIVES IN SOLID OR HYBRID PROPELLANTS QR-15 N65-28606 MACHINE COMPUTATION OF THERMODYNAMIC PROPERTIES OF Hydrazine from 32 degrees f to 1.02 times CRITICAL DENSITY 466-12760 THERMOPLASTIC SOLID PROPELLANT COMBUSTION THEORY - THERMOPLASTIC SURFACE DEGRADATION-VAPORIZATION N65-29319 THIRD STAGE INTERMEDIATE ENERGY PROPELLANTS CHOSEN FOR UPPER STAGE ENGINES OF ELDO ROCKET A65-19132 THIXOTROPIC PROPELLANT FLOW METER CALIBRATION SYSTEM DESIGN FOR USE WITH THIXOTROPIC AND LIQUID PROPELLANTS 8-5938 N65-24750 THRUST CONTROL CONSTANT THRUST AND WIDE THROTTLING ACHIEVED BY HYBRID PROPULSION SYSTEM, USING SOLID FUEL AND LIQUID OXIDIZER AIAA PAPER 64-225 A65-24452 THRUSTOR ARC JET THRUSTOR FOR SPACE PROPULSION AND Dynamic properties of high energy propellants NASA-TN-D-2868 N65-26647 TIME DELAY HYPERGOLIC PROPELLANT IGNITION DELAY MEASUREMENTS BY AUTOMATIC TWO-STREAM OR DROP-TEST METHODS. USING VARIOUS LIQUID-LIQUID PAIRS A65-24295 TIME DEPENDENCY LIQUID PROPELLANT SLOSHING DUE TO TIME DEPENDENT DISCONTINUOUS BOUNDARY, CONSIDERING AXISYMMETRIC MOTION CASE A65-31954 TRANSIENT HEATING INSIENT HEATING Conformal Mapping for Analysis of transient state Heat Conduction in star perforated solid

PROPELLANT GRAIN

SCLID PROPELLANT BURNING RATE FOR TRANSIENT HEATING AND EXTINGUISHMENT - COMBUSTION N65-29339

TRANSIENT THERMAL STRESS IN SOLID PROPELLANT GRAINS SOLVED, USING FINITE DIFFERENCE METHOD WITH DIGITAL COMPLITER ATAA PAPER 64-233 465-28850

- TURBOJET AIRCRAFT COMBUSTION PROPERTIES OF HIGH ENERGY FUELS USED IN TURBOJET AND RAMJET PROPULSION SYSTEMS 465-16306
- THO-PHASE FLOW RADIANT HEAT TRANSFER FROM HOT SOLID COMBUSTION PRODUCTS TO COMBUSTION CHAMBER WALLS ALAA PAPER 65-559 465-26838
- TWO-PHASE SYSTEM PAPERS ON HETEROGENEOUS COMBUSTION BASED MAINLY ON AIAA CONFERENCE AT PALM BEACH IN DECEMBER 1043 465-10967 COMBUSTION PRESSURE OSCILLATIONS IN BIPHASE

PROPELLANT SYSTEMS AND METHOD FOR MEASURING CCMBUSTION TEMPERATURE USING WATER COOLED N65-20355 TEMPERATURE PROBE

#### 11

ULTRASONIC WAVE FEASIBILITY OF USING MICROWAVES AND ULTRASONICS FOR CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES N65-20361

## V

- VANGUARD SATELLITE ADDITION OF LIQUID FLUORINE TO LIQUID OXYGEN IN VANGUARD FIRST STAGE OXYGEN-HYDROCARBON ROCKET ENGINE NACA-RM-E56K28 N65-28446
- VAPORIZATION LIQUID PROPELLANT VAPORIZATION AND DISINTEGRATION N65-16158

SOLID PROPELLANT COMBUSTION THEORY - THERMOPLASTIC SURFACE DEGRADATION-VAPORIZATION N65-29319

VAPORIZATION RATE AND DIFFUSION COEFFICIENT DETERMINED FOR ORGANIC ADDITIVES TO POLYURETHANE SOLID PROPELLANTS - DIOCTYL ADIPATE AND FERROCENE NASA-CR-68228 N66-12871

VELOCITY PROPULSION IN SPACE EXPLORATION - VELOCITY REQUIREMENTS FOR LUNAR, PLANETARY, AND INTERPLANETARY MISSIONS - CHEMICAL AND NUCLEAR PROPULSION, AND LIQUID AND SOLID PROPELLANTS N65-24928

- VIBRATION FATIGUE TESTING OF SOLID PROPELLANTS -VISCOELASTIC VIBRATIONS N65-13590
- VISCOELASTIC CYLINDER VISCOELASTIC STRESSES IN SOLID PROPELLANT ROCKET GRAIN DUE TO INTERNAL PRESSURIZATION DETERMINED BY PLANE STRAIN SOLUTION FOR LINEAR VISCOELASTIC THICK WALL CYLINDER A65-34137

**VISCOELASTIC FLOW** STRESS AND STRAIN IN LINEAR VISCOELASTIC SOLID PROPELLANT CHARGE WITH ELASTIC ENCASEMENT 465-14447

NONLINEAR VISCOELASTICITY BEHAVIOR OF SOLID STRAIN AND DYNAMIC SHEAR STRAIN RATE, CONSTANT AIAA PAPER 65-159 A65-16187

VISCOELASTICITY MECHANICAL AND STRESS FAILURE PROPERTIES OF VISCOELASTIC SOLID PROPELLANT MATERIALS TESTED

1-28

A65-20963

INSTARTI ITV

TRANSTENT LOAD

N65-32340

WITH REGARD TO TEMPERATURE AND TIME AIAA PAPER 65-147 A65-14741 VISCOELASTIC AND FAILURE PROPERTIES OF HIGHLY LOADED POLYBUTADIENE ACRYLIC ACID COPOLYMER AND POLYBUTADIENE ACRYLONITRILE ACRYLIC ACID TERPOLYMER BINDERS FOR SOLID PROPELLANTS AFRPL-TR-64-148, VOL. I N65-12552 STRESS ANALYSIS OF SOLID PROPELLANT GRAINS -FATIGUE TESTING - VISCOELASTIC VIBRATIONS -FAILURE CRITERIA CPIA-PUBL.-61-U N65-13577 FATIGUE TESTING OF SOLID PROPELLANTS -VISCOELASTIC VIBRATIONS N65-13590 SUMMARY OF LINEAR VISCOELASTIC STRESS ANALYSIS FOR SOLID PROPELLANT GRAIN AAE-65-2 N65-20716 VISCOELASTIC AND DYNAMIC PROPERTIES OF STYRENE BUTADIENE RUBBER BINDER AND POLYURETHANE SOLID PROPELLANTS REPT-13 N65-21894 MECHANICAL BEHAVIOR OF SOLID GRAIN PROPELLANT CPIA-PUBL.-61-A N65-N65-26788 APPLICATION OF NONLINEAR VISCOELASTIC THEORY TO SOLID GRAIN PROPELLANT DESIGN N65-26790 **VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND** PROPELLANT BINDERS - SPECIMEN GEOMETRY AND SHEAR STRAIN MAGNITUDE EFFECTS ON DYNAMIC MODULUS OF PQLYURETHANE PROPELLANT N65-31686 REPT.-14 ANNOTATED BIBLIDGRAPHY ON SOLID ROCKET Structural Integrity and Summary Review on Developments in Linear Viscoelastic Stress ANALYSIS AD-464736 N65-34839 INFLUENCE OF DEVELOPMENTS IN LINEAR VISCOELASTIC Stress Analysis on Solid Propellant Grain N65-34840 ANALYSIS MECHANICAL RESPONSE OR VISCOELASTIC PROPERTIES OF MATERIAL AT GIVEN HYDROSTATIC PRESSURE A66-10174 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - POLYURETHANE PROPELLANT SHEAR MODULI DEPENDENCE ON SHEAR STRAIN AND STORAGE TIME REPT--15 N66-10893 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - EFFECT OF SPECIMEN GEOMETRY AND MAGNITUDE OF SHEAR STRAIN ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT-14 N66-11639 W WALL FLOW LIQUID FILM DRAINING PROFILE FOR ACCELERATING CRYDGENIC TANK WALL IS UNCHANGED DURING ZERO A65-16099 GRAVITY WALL TEMPERATURE DISTRIBUTION WALL AND NUCLEAR HEATING EFFECTS ON TEMPERATURE PROFILE OF LIQUID PROPELLANTS A64-28 A64-28533

WATER

COMBUSTION PRESSURE OSCILLATIONS IN BIPHASE PROPELLANT SYSTEMS AND METHOD FOR MEASURING COMBUSTION TEMPERATURE USING WATER COOLED TEMPERATURE PROBE N65-20355

WATER CONTENT WATER CONTENT IN STORABLE LIQUID PROPELLANTS DETERMINED BY GAS CHROMATOGRAPHY, OPTICAL Absorption and electroconductivity methods A65-27425

WATER CONTENT OF SOLID PROPELLANTS CONTAINING NITRATO ESTER OXIDANTS

UCRL-13136

WAVE PROPAGATION LOW FREQUENCY SONIC WAVE PROPAGATION METHOD TO MEASURE CURE AND MECHANICAL PROPERTIES OF SOLID PROPELLANTS N65-13597

- WEAPON SYSTEM MATERIALS FOR WEAPON SYSTEMS, FERROUS AND NONFERROUS METALLURGY, CERAMICS, POWDER METALLURGY, SOLID AND LIQUID PROPELLANTS, PLASTICS, AND MATERIALS FOR SUPERSONIC TRANSPORT AC-461995 N65-27000
- WEIGHTLESSNESS PHOTOGRAPHIC STUDY OF LIQUID PROPELLANT BEHAVIOR IN PUMPING FROM CYLINDRICAL TANK DURING WEIGHTLESSNESS NASA-TN-D-2572 N65-13306

## Ζ

ZERO GRAVITY LIQUID FILM DRAINING PROFILE FOR ACCELERATING CRYOGENIC TANK WALL IS UNCHANGED DURING ZERO GRAVITY A65-16099

RADIO FREQUENCY IN SPHERICAL CAVITY RESONATOR USED TO GAUGE VOLUME OF REMAINING LIQUID PROPELLANT IN ZERO G ENVIRONMENT A65-18807

DIELECTRIC FORCES AND COLLECTION OF LIQUID PROPELLANTS IN ZERO GRAVITY AIAA PAPER 64-265 A65-24440

LIQUID ROCKET PROPELLANTS IN ZERO GRAVITY -BIBLIOGRAPHY LS-BI8-64-2 N65-15838

# Personal Author Index

# HIGH ENERGY PROPELLANTS / a continuing bibliography with indexes

#### Typical Personal Author Index Listing



A Notation of Content (NOC), rather than the title of the document, is used to provide a more exact description of the subject matter. The accession number is included to assist the user in locating the abstract in the abstract section.

A

RADIATION INDUCED SOLID PROPELLANT DECOMPOSITION OF AMMONIUM PERCHLORATE RAI-331 N65-13511

ACKER. T.

- AGOSTA, V. D. HIGH FREQUENCY COMBUSTION INSTABILITY AND SCALING PROBLEMS OF LIQUID PROPELLANT ROCKET ENGINES N65-29311
- ANDERSEN, W. H. THEORETICAL DETONATION CHARACTERISTICS OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID COMPOSITE PROPELI ANTS 466-15781

ANDERSON, B. H. WALL AND NUCLEAR HEATING EFFECTS ON TEMPERATURE PROFILE OF LIQUID PROPELLANTS A64-28533

ANKARSWAERD, B. HYBRID ROCKET ENGINE RESEARCH DISCUSSING PROPELLANT COMBINATION, MONITORING BURNING RATE, COMBUSTION CHAMBER AND THRUST MODULATION A65-13381

ARAC, M. EVALUATION TESTING OF MODIFIED HYPERGOLIC IGNITION ENGINE OPERATING ON GASEOUS HYDROGEN AND OXYGEN NASA-CR-64897 N65-33884

ARMOUR, C. TEST APPARATUS WHICH OBTAINS ABSOLUTE VALUE IN FOOT-POUNDS FOR FRICTIONAL ENERGY REQUIRED TO IGNITE EXPLOSIVES, PYROTECHNICS, PROPELLANTS, AND OTHER HIGH ENERGY COMPOSITIONS RDTR-60 N65-31960

ARSHADI, M. THERMODYNAMIC AND PHYSICAL PROPERTIES OF BERYLLIUM COMPOUNDS RELATED TO FUELS OR ADDITIVES IN SOLID OR HYBRID PROPELLANTS OR-15 N65-28606

AUNGST, W. P. ACOUSTIC EROSIVITY EFFECTS ON SOLID PROPELLANT BURNING RATES - GAS DSCILLATION IN COMBUSTION N65-29331

AVERY, N. H. CHEMICAL PROPULSION FOR SPEEDS IN EXCESS OF MACH 5, EXAMINING STATUS AND TRENDS IN SOLID, LIQUID AND HYBRID ROCKETS A65-36156

В

BABER, B. B. IMPACT SENSITIVITY TEST METHOD FOR LUBRICANTS IN CONTACT WITH LIQUID PROPELLANT AFAPL-TR-65-70 N66-14228

BACKMAN, D. K. MECHANICAL RESPONSE OR VISCOELASTIC PROPERTIES OF MATERIAL AT GIVEN HYDROSTATIC PRESSURE A66-10174

- BAER, A. D. FLAME ZONE SPREADING RATE ON SOLID PROPELLANT SURFACE AD-605729 N65-11178
- BAIN, L. S. PROPERTIES THAT CONTROL STRUCTURAL INTEGRITY OF SCLID PROPELLANTS UNDER MOTOR STORAGE AND USE CONDITIONS POLYMER AND PROPELLANT PREPARATION N66-11
  - UTC-2147-QPR-I N66-11637

BARRERE. M. STEADY STATE COMPOSITION MECHANISM OF SOLID /HETEROGENEOUS/ PROPELLANTS NOTING LINEAR PYROLYSIS, EXOTHERMAL OXIDIZERS, FUELS, ETC **CNERA TP 240** A66-11681

SOLID PROPELLANT DIFFICULTIES LIKE TAIL-OFF OR GRAIN CRACKING AVOIDED, USING RADIAL SLITS MOLDED INTO GRAIN A66-13226

COMBUSTION OF AMMONIUM PERCHLORATE SPHERES UNDER Conditions of Burning Solid Propellant in Rocket ENGINES CNERA-TP-113/1964 N65-25307

BAUER, J. HYPERGOLIC PROPELLANT IGNITION DELAY MEASUREMENTS BY AUTOMATIC TWO-STREAM OR DROP-TEST METHODS, USING VARIOUS LIQUID-LIQUID PAIRS A65-24295

BEATRIX. C. INFLUENCE OF UNSTEADY HYDRODYNAMIC FORCES DUE TO **OSCILLATION OF LIQUID PROPELLANTS IN TANKS** OF MISSILES DURING FLIGHT REPT.-476 N65-12465

BELTRAN. M. R. CROPLET COMBUSTION FRONTS IN HYDRAZINE-NITROGEN TETROXIDE SYSTEM DETERMINED FROM KINETICS OF VAPOR CECOMPOSITION, NOTING TWO-FLAME FRONT MODEL CI PAPER WSCI-65-21 466-15146

BENNETT, B. REINFORCED LAMINATED SOLID PROPELLANT DEVELOPMENT G-4890-1 N66-14560

BEYER, R. B. NONLINEAR VISCOELASTICITY BEHAVIOR OF SOLID PROPELLANTS UNDER CONSTANT STRAIN RATE, CONSTANT STRAIN AND DYNAMIC SHEAR STRAIN AIAA PAPER 65-159 A65-16187

PROPERTIES THAT CONTROL STRUCTURAL INTEGRITY OF SOLID PROPELLANTS UNDER MOTOR STORAGE AND USE CONDITIONS - POLYMER AND PROPELLANT PREPARATION UTC-2147-QPR-I N66-11637

APRIL 1966

BHUTA, P. G. LIQUID PROPELLANT SLOSHING DUE TO TIME DEPENDENT DISCONTINUOUS BOUNDARY, CONSIDERING AXISYMMETRIC MOTION CASE A65-31954

- BILLIG, F. S. SUPERSONIC COMBUSTION OF REACTIVE ALUMINUM ALKYL FUELS IN AIR STREAMS A65-32547
- BILLS, K. W., JR. CUMULATIVE DAMAGE CONCEPT APPLIED TO PREDICTION OF USEFUL LIFE OF PROPELLANT-LINER BOND IN STORED SOLID PROPELLANT MOTORS N65-26791
- BIRD, J. F. ACOUSTIC COMBUSTION INSTABILITY OF SOLID FUEL ROCKET DEPENDENCE ON RESPONSE OF BURNING PROPELLANT SURFACE TO SOUND FIELD A66-15783
- BLACK, B. L. SOLID PROPELLANT GRAIN STRUCTURE ANALYZED FOR STRESS-STRAIN AND DEFLECTION FROM THERMAL, PRESSURE AND ACCELERATION FORCES BY DIRECT STIFFNESS METHOD AIAA PAPER 65-176 A65-20887
- BLACKMON, J. B. DIELECTRIG FORCES AND COLLECTION OF LIQUID PROPELLANTS IN ZERO GRAVITY AIAA PAPER 64-265 A65-24440
- BLACKSTONE, W. R. IMPACT SENSITIVITY TEST METHOD FOR LUBRICANTS IN CONTACT WITH LIQUID PROPELLANT AFAPL-TR-65-70 N66-14228
- BLAKEWOOD, C. H. R P-1 ROCKET FUEL LIQUID OXYGEN AND LIQUID HYDROGEN-LIQUID OXYGEN COMBINATION EXPLOSION HAZARD NASA-TM-X-53240 N65-23667
- BLAUER, J. A. THERMODYNAMIC AND PHYSICAL PROPERTIES OF BERYLLIUM COMPOUNDS RELATED TO FUELS OR ADDITIVES IN SOLID OR HYBRID PROPELLANTS OR-15 N65-28606
- BLOOMER, H. E. HIGH FREQUENCY COMBUSTION INSTABILITY IN LIQUID PROPELLANT RCCKET ENGINES N65-29307
- BOISSON, J. PARAMETERS OF LIQUID AND SOLID PROPELLANTS COVERING ENERGY, FLOW, MIXTURE COMPOSITION, COMBUSTION TEMPERATURE AND PERFORMANCE A65-10468
- BRANDON, R. L. SUBLIMING MATERIALS CHEMISTRY DETERMINING PARAMETERS GOVERNING SELECTION OF SUBLIMING SOLIDS FOR MICROTHRUST ENGINES AIAA PAPER 65-595 AI65-26433
- BRANDON, W. W., JR. NONDESTRUCTIVE TESTING OF SOLID PROPELLANTS USING MICROWAVES S-53 N65-19787
- BRANSFORD, J. W. R P-1 ROCKET FUEL LIQUID OXYGEN AND LIQUID HYDROGEN-LIQUID OXYGEN COMBINATION EXPLOSION HAZARD NASA-TM-X-53240 N65-23667
- BREEN, B. P. DROPLET COMBUSTION FRONTS IN HYDRAZINE-NITROGEN TETROXIDE SYSTEM DETERMINED FROM KINETICS OF VAPOR DECOMPOSITION, NOTING TWO-FLAME FRONT MODEL CI PAPER WSCI-65-21 A66-15146
- BRIAR, H. P. BEHAVIOR AND PARAMETER VARIABILITY OF SOLID PROPELLANTS AND CRITERIA FOR FAILURE AND FOR REJECTION A66-12734
- BROWNE, T. P. Combustion termination of solid propellant motor

BY LIQUID INJECTION INTO COMBUSTION CHAMBER AND BY PCWDERED COOLANTS AIAA PAPER 64-229 A65-24430 BROWNLEE, W. G. NCNLINEAR AXIAL-MODE COMBUSTION INSTABILITY IN SOLID PROPELLANT ROCKET ENGINES N65-29335 BURICK, R. J. SYSTEM FOR DIRECT AND CONTINUOUS MEASUREMENT OF SCLID PROPELLANT BURNING RATES N65-20360 CIRECT AND CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-405 N65-27842 CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-386 N65-31615 BURNS. G. A. RADIO FREQUENCY IN SPHERICAL CAVITY RESONATOR USED TO GAUGE VOLUME OF REMAINING LIQUID PROPELLANT IN ZERO G ENVIRONMENT A65-18807 BURTON, J. D. FATIGUE TESTING OF SOLID PROPELLANTS -VISCOELASTIC VIBRATIONS N65-13590 BURWELL, W. G. BRAY SUDDEN FREEZING CRITERION FOR PREDICTING NCNEQUILIBRIUM PERFORMANCE IN MULTIREACTION LIQUID ROCKET NOZZLE EXPANSION AIAA PAPER 65-554 A65-26837 BUSH. J. F. STEADY ONE-DIMENSIONAL EQUILIBRIUM FLOW OF COMBUSTION PRODUCTS THROUGH PERFORATION IN SOLID A65-11592 PROPELLANT GRAIN BYNUM, B. G. CAPACITANCE SENSORS FOR MEASURING LIQUID PROPELLANT SLOSHING IN SPACE VEHICLE FUEL TANKS N65-23790 BYNUM, D. J. BIREFRINGENT PROPERTIES OF PARTICLE-EMBEDDED ADIPRENE L AND OTHER MATERIALS USED IN PHOTOELASTIC STUDIES OF SOLID PROPELLANT GRAINS A65~16138 BYRNE, W. M., JR. Radiant heat transfer from hot solid combustion products to combustion chamber walls AIAA PAPER 65-559 A65~26838 С CANTEY, D. E. VISCOELASTIC AND FAILURE PROPERTIES OF HIGHLY LCADED POLYBUTADIENE ACRYLIC ACID COPOLYMER AND POLYBUTADIENE ACRYLONITRILE ACRYLIC ACID TERPOLYMER BINDERS FOR SOLID PROPELLANTS AFRPL-TR-64-148, VOL. I N65-12552 DIELECTRIC AND ELECTRIC CONDUCTIVITY PROPERTIES OF SOLID PROPELLANTS N65-13596 SOLID PROPELLANT STRUCTURAL INTEGRITY INVESTIGATIONS - DYNAMIC RESPONSE AND FAILURE MECHANISHS N65-17926 LPC-667-0-2 CANTRELL, R. H. CALCULATION OF PROPELLANT RESPONSE FUNCTION AT BURNING SURFACE FOR THERMALLY RADIATING GAS AT LF A65-20556 CAPENER, E. L. COMBUSTION STABILITY OF SOLID PROPELLANTS IN AEROSPACE ROCKET MOTORS AD-612178 N65-19576 CARLSON, D. J. PARTICLE VELOCITY LAG IN SOLID PROPELLANT ROCKET EXHAUST FLOW DETERMINED FROM TUNGSTEN LAMP EXTINCTION MEASUREMENTS A65-18508

SPECTRAL RADIANCE OF HYDROGEN-DXYGEN-WATER-ALUMINA AND R P-1-DXYGEN-MAGNESIA ROCKET FLAMES AND CONTINUUM EMISSION MEASUREMENT WITH CONVERSION TO SPECTRAL SPHERICAL EMITTANCE A65-32563 CARLSON, L. W. PHYSICAL PROCESSES OF SOLID PROPELLANT COMBUSTION HTUM-64-14 N65-26321 CARTER, G. T. SAFETY HANDBOOK FOR PERSONNEL HANDLING LIQUID PROPELLANTS N65-NASA-TM-X-56611 N65-27959 CASCI, C. New and improved fuels for marine space, Air and GROUND PROPULSION NOTING COMPROMISE BETWEEN TECHNICAL AND ECONOMIC FACTORS A65-16305 CEGIELSKI, J. M. HIGH ACCELERATION EFFECTS ON BURNING RATE AND BALLISTIC BEHAVIOR OF SOLID PROPELLANT ROCKET GRAINS AIAA PAPER 64-228 A65-24434 CERNAN, E. A. PROPERTIES OF LIQUID HYDROGEN FOR HIGH ENERGY FUEL FOR ROCKET PROPULSION N65-29970 CHANDLER, B. R. EVALUATION TESTING OF MODIFIED HYPERGOLIC Ignition engine operating on gaseous hydrogen AND OXYGEN NASA-CR-64897 N65-33884 CHANG. E. T. THERMODYNAMIC PROPERTIES OF HYDRAZINE. UNSYMMETRICAL DIMETHYL HYDRAZINE, AND AEROZINE LIQUID PROPELLANTS ATN-64/9228/-2 N65-18413 NITROGEN, HELIUM, AND ARGON SOLUBILITIES IN LIQUID DINITROGEN TETROXIDE PROPELLANT AND AGREEMENT WITH HENRYS LAW OVER WIDE PRESSURE RANGE ATN-64/9228/-4 N66-14076 CHEETHAM, C. HYPERGOLIC IGNITION AT REDUCED PRESSURES AFRPL-TR-64-175 N65-16058 CHENG, S. C. DETERMINATION OF THERMAL CONDUCTIVITY AND DIFFUSIVITY OF SOLID PROPELLANT REPT.-XII N65-31601 CHEUNG, H. CONTROLLED SOUND FIELD EFFECTS ON BURNING RATE OF COMPOSITE SOLID PROPELLANTS IN ROCKET MOTOR AIAA PREPRINT 64-108 A65-26114 CHOUDHURY, P. R. SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS OF HYPERGOLIC PROPELLANT PAIR IN LOW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 465-11013 CHRISTENSEN, L. D. NONCURABLE HEXANITROETHANE / HNE/ PROPELLANT SLURRIES APPLICABILITY AS HIGH ENERGY OXIDIZER IN COMPOSITE PROPELLANTS A65-2058 A65-20580 CHU, H. N. STRESS TRANSFER IN REINFORCED SOLID PROPELLANTS N65-13582 CHUGH, Q. P. PROPELLANT GRAIN BURNING SURFACE KINEMATICS EXAMINED BY GEOMETRICAL AND ANALYTICAL METHODS A65-10457 CIEPLUCH, C. C. PERFORMANCE OF COMPOSITE SOLID PROPELLANT AT SIMULATED HIGH ALTITUDES NASA-TM-X-95 N65-28457 CLARK, W. L. WATER CONTENT IN STORABLE LIQUID PROPELLANTS DETERMINED BY GAS CHROMATOGRAPHY, OPTICAL

N65-29324

ABSORPTION AND ELECTROCONDUCTIVITY METHODS A65-27425 COATES, R. L. RADIANTLY HEATED POROUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF AMMONIUM CHLORIDE AND AMMONIUM PERCHLORATE AIAA PAPER 65-55 A65-14544 RADIANTLY HEATED POROUS PLATE APPARATUS USED TO MEASURE PYROLYSIS AND EVAPORATION RATES OF ARMONIUM CHLORIDE AND AMMONIUM PERCHLORATE A65-28210 SCLID PROPELLANT AND OXIDIZER LINEAR PYROLYSIS RATE MEASUREMENTS N65-29318 COHEN, A. D. TEST FOR SPACE STORABILITY OF LIQUID PROPELLANTS BY SUITABLY COATING STORAGE TANKS AIAA PAPER 65-534 A65-29371 COHEN. N. S. CONTROLLED SOUND FIELD EFFECTS ON BURNING RATE OF COMPOSITE SOLID PROPELLANTS IN ROCKET MOTOR AIAA PREPRINT 64-1C8 A65-26114 SCLID PROPELLANT BURNING RATE FOR TRANSIENT HEATING AND EXTINGUISHMENT - COMBUSTION INSTABILITY N65-29339 COHEN. W. STATE OF ART IN SOLID ROCKETS DESIGNED PRIMARILY FCR SPACE MISSIONS NASA-TM-X-51749 N65-29468 COLE, R. B. HIGH PRESSURE SOLID PROPELLANT COMBUSTION -MICROWAVE INTERFEROMETER TECHNIQUE N65-34852 S-68 COMPOSITE SOLID PROPELLANT COMBUSTION EXPERIMENTS - BURNING SURFACE PHOTOMACROSCOPY AND INFLUENCE OF OXIDIZER PARTICLE SIZE ON LOW PRESSURE COMBUSTION REPT -- 446-0 N66-10213 COLLI, A. J. CONTINUOUS PNEUMATIC MIXING OF LIQUID AND SOLID PROPELLANT INGREDIENTS INTO COMPOSITE-TYPE A65-16 465-16274 PROPELLANT COLODNY, P. C. CLEAVAGE AND CROSS LINKING REACTIONS WITHIN SGLID PROPELLANT BINDERS - CHEMORHEOLOGY N65-26792 CONNOLLEY, D. J. WALL AND NUCLEAR HEATING EFFECTS ON TEMPERATURE PROFILE OF LIQUID PROPELLANTS A64-28533 COOK, E. A. FOR SOLID PROPELLANT AND REENTRY ABLATIVE N65-31309 MATERIALS COOPER, R. S. PROPULSION IN SPACE EXPLORATION - VELOCITY REQUIREMENTS FOR LUNAR, PLANETARY, AND INTERPLANETARY MISSIONS - CHEMICAL AND NUCLEAR NOT FOUND AND SOLID PROPELLANTS PROPULSION, AND LIQUID AND SOLID PROPELLANTS N65-24928 CORBETT, A. Hypergolic ignition at reduced pressures AFRPL-TR-64-175 N65-16058 CROCCO. L COMBUSTION INSTABILITY IN LIQUID PROPELLANT ROCKET MOTORS 465-32543 CROWLEY, J. M. SUMMARIZATION OF SOLID PROPELLANT GRAIN STUDIES UNDER CONTRACT - MECHANICAL BEHAVIOR N65-26789 CRUMP. J. E. PHOTOGRAPHY OF ALUMINUM COMBUSTION IN SOLID

I-33

PROPELLANTS

CZIKA, J., JR. ARC JET THRUSTOR FOR SPACE PROPULSION AND DYNAMIC PROPERTIES OF HIGH ENERGY PROPELLANTS NASA-TN-D-2868 N65-26647

D

- DALY, J. M. SOLID PROPELLANT GRAIN STRUCTURE ANALYZED FOR STRESS-STRAIN AND DEFLECTION FROM THERMAL, PRESSURE AND ACCELERATION FORCES BY DIRECT STIFFNESS METHOD AIAA PAPER 65-176 A65-20887
- DARDARE. ... LIQUID DXYGEN AND HYDROGEN PROPERTIES AND PERFORMANCE IN ROCKET ENGINES, DISCUSSING STORAGE AND INSULATION PROBLEMS A65-21580
- DARWELL, H. M. CAST DOUBLE BASE PROPELLANT MECHANICAL BEHAVIOR AND FAILURE DURING SLOW COOLING AND RAPID PRESSURIZATION OF CASE BONDED ROCKET MOTORS AIAA PAPER 65-161 A65-14743
- DAWSON, B. HYPERGOLIC IGNITION AT REDUCED PRESSURES AFRPL-TR-64-175 N65-16058
- DAY, E. E. Combustion termination of solid propellant motor BY LIQUID INJECTION INTO COMBUSTION CHAMBER AND BY POWDERED COOLANTS AIAA PAPER 64-229 A65-24430
- DEHART, R. C. BIRFFRINGENT PROPERTIES OF PARTICLE-EMBEDDED ADIPRENE L AND OTHER MATERIALS USED IN PHOTDELASTIC STUDIES OF SOLID PROPELLANT GRAINS A65-16138
- DERDUL, J. D. Photographic study of liquid propellant behavior in pumping from cylindrical tank during WEIGHTLESSNESS NASA-TN-D-2572 N65-13306
- DICKINSON, L. A. PRODUCTION OF PROPELLANTS CONSIDERING INGREDIENTS, QUALITY CONTROL, SAFETY AND CONTINUOUS PRODUCTION SYSTEMS A65-16309
  - COMBUSTION STABILITY OF SOLID PROPELLANTS IN AEROSPACE ROCKET MOTORS AD-612178 N65-19576
- DIPPREY, D. F. EARTH STORABLE PROPELLANTS EXIST IN LIQUID PHASE IN NEAR- EARTH TEMPERATURES AT VAPCR PRESSURE BELOW 100 PSI AND HYPERGOLIC, YIELDING SIMPLE, RELIABLE AND PREDICTABLE SYSTEMS A65-28757
- DOTSON. R. E. HYPERGOLIC IGNITION OF LIGHT HYDROCARBON FUELS WITH FLUORINE-OXYGEN /FLOX/ MIXTURES CI PAPER WSCI-65-23 A66-15147
- DOUGLASS, J. B. LIQUID FLUORINE AND LIQUID HYDROGEN PROPELLANT COMBINATION PROVIDES MAXIMUM PAYLOAD CAPABILITY FOR BOOSTERS ON MISSIONS FROM LOW ORBIT TO ESCAPE AIAA PAPER 64-277 A65-28851
- DROEGE, J. VAPORIZATION RATE AND DIFFUSION COEFFICIENT DETERMINED FOR ORGANIC ADDITIVES TO POLYURETHANE SOLID PROPELLANTS - DIOCTYL ADIPATE AND FERROCENE NASA-CR-68228 N66-12871
- DUKE, E. E. TRANSIENT PROPELLANT STRATIFICATION IN LARGE TANKS DUE TO NUCLEAR BOTTOM HEATING DESCRIBED BY GRAVITATIONAL FREE CONVECTION A65-21450

E EIZEN, O. ADSORPTION CHROMATOGRAPHIC METHOD FOR GROUP ANALYSIS OF LIQUID FUELS A65-15841 ELIAS, I. CONTROLLED SOUND FIELD EFFECTS ON BURNING RATE OF COMPOSITE SOLID PROPELLANTS IN ROCKET MOTOR AIAA PREPRINT 64-108 A65-26114 ELROD, C. W. HANDLING CHARACTERISTICS OF SLUSH HYDROGEN INVESTIGATED AT LARGE-SCALE FACILITY AT WRIGHT- PATTERSON AIR FORCE BASE A65-28039 ENGLER, J. F. SOLID PROPELLANT MOTOR DESIGN FOR ONE-DIMENSIONAL ACOUSTIC OSCILLATIONS REPT--6-90-63-80 N65-28328 FRIKSON. T. LIQUID PROPELLANT SENSITIVITY - NITROGEN-FLUORINE COMPOUND CRYDGENIC SHOCK TUBE TESTING IITRI-C6024-20 N65-22639 EULITZ. W. R. LIQUID PROPELLANT SLOSH CONTROL - DESIGN APPLICATION OF LINEARIZED THEORY N65-15463 EVANS, D. D. ADVANCED LIQUID PROPELLANTS FOR SPACECRAFT PROPULSION - NITROGEN TETROXIDE AND HYDRAZINE N65-32442 EVERY, R. L. SPECIFIC IMPULSE, CHARACTERISTIC VELOCITY, PUMPABILITY AND SENSITIVITY OF LIQUID OXYGEN AND LIQUID METHANE SYSTEM AS MONOPROPELLANT A65-335! A65-33551 F FARQUHAR, B. W. EFFECT OF HIGH ANGULAR VELOCITY AND ROCKET PROFELLANTS AND INTERNAL FLOW OF GASES, AND RIG CESIGN AND INSTRUMENTATION N65-20364 FARRIS, R. J. STRAIN DILATATION IN SOLID PROPELLANTS N65-13594 FEIN, H. L. MCDEL DERIVED DESCRIBING DXIDE PARTICLE CISTRIBUTION OBTAINED FROM INTERNAL BURNING CYLINDRICALLY-PERFORATED ALUMINIZED SOLID PROPELLANT GRAINS A65-14537 FISHER, D. H. REINFORCED LAMINATED SOLID PROPELLANT DEVELOPMENT G-4890-1 N66-14560 FISHMAN, N. VOLUME CHANGES AS MEASUREMENT OF BINDER-FILLER INTERFACIAL PROCESSES IN COMPOSITE SOLID PROPELLANTS - RELATION TO MECHANICAL PROPERTIES N65-11806 REPT--9 APPLICATION OF FINITE ELASTIC THEORY TO POLYBUTADIENE AND POLYURETHANE PROPELLANTS N65-13589 MECHANICAL BEHAVIOR OF SOLID PROPELLANTS N65-14033 REPT-12 FOL FY. SUBLIMING MATERIALS CHEMISTRY DETERMINING PARAMETERS GOVERNING SELECTION OF SUBLIMING SOLIDS FOR MICROTHRUST ENGINES AIAA PAPER 65-595 A65-26433 FONG, L. Y. Solid Propellant Burning Rate for transient HEATING AND EXTINGUISHMENT - COMBUSTION INSTABILITY N65-29339

FOUESNANT JESNAMI REGULATION OF LIQUID ROCKET MOTOR WITH HF INSTABILITY CHARACTERISTICS EXEMPLIFIED BY DIAMANT ROCKET ENGINE USING FURFURYL ALCOHOL AND NITRIC ACID HYPERGOLIC MIXTURE A65-21574 A65-21579 FOURNEY, M. E. PHOTOELASTIC STRESS MEASUREMENTS IN SOLID PROPELLANT GRAINS MSC-65-29-3 N65-28598 FRANKEL, M. B. NONCURABLE HEXANITROETHANE / HNE/ PROPELLANT SLURRIES APPLICABILITY AS HIGH ENERGY OXIDIZER IN 465-2058 COMPOSITE PROPELLANTS 465-20580 FRAZEE, J. D. FATIGUE TESTING OF SOLID PROPELLANTS -VISCOELASTIC VIBRATIONS N65-13500 FRIEDMAN, P. A. Chemical pressurization of hypergolic liquid Rocket propellant tanks by direct reactant INJECTION AIAA PAPER 64-367 A65-33544 FRIEDMAN, R. F. ATHENA REENTRY TEST VEHICLE DESIGN, LAUNCH, ASCENT, ORIENTATION AND DESCENT AIAA PAPER 64-275 465-33550 FRISCH. M. A. THERMODYNAMIC AND PHYSICAL PROPERTIES OF BERYLLIUM COMPOUNDS RELATED TO FUELS OR ADDITIVES IN SOLID OR HYBRID PROPELLANTS 0R-15 N65-28606 G GARRIGTT, R. RADIO FREQUENCY IN SPHERICAL CAVITY RESONATOR USED TO GAUGE VOLUME OF REMAINING LIQUID PROPELLANT IN A65-18807 GAYLE, J. B. R P-1 ROCKET FUEL LIQUID OXYGEN AND LIQUID HYDROGEN-LIQUID OXYGEN COMBINATION EXPLOSION HATARD NASA-TM-X-53240 N65-23667 GIBSON, F. C. EXPLOSIVE SENSITIVITY OF LIQUID PROPELLANT SYSTEMS 08-1 N65-21274

MECHANISMS FOR INITIATION AND GROWTH OF DETONATION In Liquid Explosive systems AD-464200 N65-26246

GIVAN, G. R. ELECTRO-OPTIC DEVICE FOR STRAIN AND DEFORMATION MEASUREMENTS OF PROPELLANT SPECIMENS AND GRAIN STRUCTURES N65-26793

GODDING, R. M. CONTAMINATION AND VIABILITY OF SPORES OF BACTERIUM, BACILLUS SUBTILIS, IN ROCKET PROPELLANTS - STERILIZING PROPERTIES OF VARIOUS ROCKET FUELS A65-80506

GODWIN, F. MULTISTAGE MINIMUM COST SOLID PROPELLANT ROCKET ABLE TO LAUNCH 30-LB SATELLITE INTO ORBIT WITH 1000 MILES AVERAGE HEIGHT A65-33406

GOKCEN, N. A. THERMODYNAMIC PROPERTIES OF HYDRAZINE, UNSYMMETRICAL DIMETHYL HYDRAZINE, AND AEROZINE LIQUID PROPELLANTS ATN-64/9228/-2 N65-18413

NITROGEN, HELIUM, AND ARGON SOLUBILITIES IN LIQUID DINITROGEN TETROXIDE PROPELLANT AND AGREEMENT WITH HENRYS LAW OVER WIDE PRESSURE RANGE ATN-64/9228/-4 N66-14076

GOLDBAUM, G. C. LIQUID FLUORINE AND LIQUID HYDROGEN PROPELLANT COMBINATION PROVIDES MAXIMUM PAYLOAD CAPABILITY

FOR BOOSTERS ON MISSIONS FROM LOW ORBIT TO ESCAPE AIAA PAPER 64-277 A65-29951 GOLDBERG, R. S. STRESS TRANSFER IN REINFORCED SOLID PROPELLANTS N65-13592 GOLUB, G. UB, G. VARIABLE BURNING RATE SOLID PROPELLANT OBTAINED USING CATALYST-FILLED SPHERES IN PROPELLANT MATRIX A65-28855 GODDALE, T. C. EXPLOSIVE HAZARDS ASSESSED FOR LIQUID BIPROPELLANT SYSTEMS, CONSIDERING BLAST WAVE CHARACTERISTICS CI PAPER 64-37 A65-11055 GREEN. J. CHEMICAL RESISTANT POLYMERIC MATERIALS, METAL FOIL AND COMPOSITES FOR USE IN MULTICYCLE POSITIVE EXPULSION DEVICES FOR STORABLE LIQUID PROPELLANTS A65-15614 GREENBAUN, M. A. THERMODYNAMIC AND PHYSICAL PROPERTIES OF BERYLLIUM COMPOUNDS RELATED TO FUELS OR ACDITIVES IN SOLID OR HYBRID PROPELLANTS N65-28606 CP-15 GREGUSS, P. LIQUID FUEL COMBUSTION INTENSIFICATION BY USING ACOUSTIC TORCH NOZZLE AS SOUND GENERATOR AND FUEL ATOMIZER N65-21 N65-21217 GUINET, M. IONIC PROBES TO STUDY EROSIVE BURNING IN SOLID PROPELLANT GRAINS A65-15 465-15646 GUSTAVSON, C. BONDING STRENGTH OF POLYBUTADIENE SOLID PROPELLANT-LINER SYSTEMS REPT -- 0907-810-3 N65-31691 Н HAMLET, J. F. CAPACITANCE SENSORS FOR MEASURING LIQUID PROPELLANT SLOSHING IN SPACE VEHICLE FUEL TANKS N65-23790 HAMMER, S. S. HIGH FREQUENCY COMBUSTION INSTABILITY AND SCALING PROBLEMS OF LIQUID PROPELLANT ROCKET ENGINES N65-29311 HANKS, J. L. LIQUID ROCKET PROPELLANTS IN ZERO GRAVITY -BIBLIOGRAPHY LS-818-64-2 N65-15838 HARBERT, B. C. MEASURING SOLID PROPELLANT FAILURE CRITERIA IN TRIAXIAL TENSILE STRESS FIELD N65-13 N65-13598 HARDEN, D. G. MACHINE COMPUTATION OF THERMODYNAMIC PROPERTIES OF Hydrazine from 32 degrees f to 1.02 times Critical density A66-12760 HARDT, A. P. SUBLIMING MATERIALS CHEMISTRY DETERMINING PARAMETERS GOVERNING SELECTION OF SUBLIMING SOLIDS FOR MICROTHRUST ENGINES A65-26433 AIAA PAPER 65-595 HARP, J. L. Reinforced Laminated Solid Propellant Development G - 4890 - 1N66-14560 HART, D. A. COMBUSTION INSTABILITY OF LIQUID AND SOLID PROPELLANTS N65-27009 HART, R. W. Calculation of propellant response function at Burning surface for thermally radiating gas at lf A65-20556 ACOUSTIC INSTABILITY IN SOLID PROPELLANT ROCKET

COMBUSTION, DISCUSSING SOURCES AND SINKS OF A65~32540 ACOUSTIC ENERGY ACOUSTIC COMBUSTION INSTABILITY OF SOLID FUEL ROCKET DEPENDENCE ON RESPONSE OF BURNING PROPELLANT SURFACE TO SOUND FIELD A66~15783 HART, N. D. MOIRE METHOD TO MEASURE STRAINS IN SOLID PROPELLANTS N65-13607 HAWS MACHINE COMPUTATION OF THERMODYNAMIC PROPERTIES OF HYDRAZINE FROM 32 DEGREES F TO 1.02 TIMES CRITICAL DENSITY A66-12760 HAY, J. E. EXPLOSIVE SENSITIVITY OF LIQUID PROPELLANT SYSTEMS QR - 1N65-21274 MECHANISMS FOR INITIATION AND GROWTH OF DETONATION IN LIQUID EXPLOSIVE SYSTEMS AD-464200 N65-26246 HEATH, R. W. FAILURES OF ATLAS SOLID FUEL RETARDING ROCKET NASA-TM-X-1119 N65-27399 HELMAN. D. BALLISTIC BEHAVIOR AND TECHNOLOGICAL PROBLEMS IN DESIGN AND MANUFACTURE OF CHORD GRAINS, EXAMINING CONSTANT BURNING AREA CONDITIONS A65-23062 HENLEY, E. Radiation induced solid propellant decomposition OF AMMONIUM PERCHLORATE RAI-331 N65-13511 HERMANCE, C. E. PHYSICAL MODEL OF COMPOSITE SOLID PROPELLANT COMBUSTION WHICH INCLUDES OXIDIZER PARTICLE SIZE AND SURFACE HEAT GENERATION AIAA PAPER 66-112 A66-17098 HIBBARD, R. R. Combustion properties of High Energy Fuels used in Turbojet and Ramjet propulsion systems A65-16306 HIGH, R. W. R P-1 ROCKET FUEL LIQUID OXYGEN AND LIQUID HYDROGEN-LIQUID OXYGEN COMBINATION EXPLOSION HAZARD NASA-TM-X-53240 N65-23667 HILTON, H. H. Summary of Linear Viscoelastic Stress Analysis FOR SOLID PROPELLANT GRAIN AAE-65-2 N65-20716 INFLUENCE OF DEVELOPMENTS IN LINEAR VISCOELASTIC STRESS ANALYSIS ON SOLID PROPELLANT GRAIN ANALYSIS N65-34840 HO, P. Y. FEASIBILITY OF USING MICROWAVES AND ULTRASONICS FOR CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES N65-20361 DIRECT AND CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-405 N65-27842 HOFLAND, R., JR. BRAY SUDDEN FREEZING CRITERION FOR PREDICTING NONEQUILIBRIUM PERFORMANCE IN MULTIREACTION LIQUID ROCKET NOZZLE EXPANSION AIAA PAPER 65-554 A65-26837 HOUSE, P. A. RESILIENT SEAL MATERIALS REACTION TO LIQUID ROCKET PROPELLANTS, EMPHASIZING ELASTOMER AND PLASTIC MATERIAL A65-11167

HUNTLEY, S. C. WALL AND NUCLEAR HEATING EFFECTS ON TEMPERATURE PROFILE OF LIQUID PROPELLANTS A64-28533

#### 

- IRWIN, D. R. THEORETICAL DETONATION CHARACTERISTICS OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID COMPOSITE PROPELLANTS A66-15781
- IUSHKO, K. B. SMOOTHNESS OF DETONATION FRONT IN LIQUID EXPLOSIVE INVESTIGATED BY LIGHT REFLECTION RECORDINGS FROM SHOCK WAVE FRONT A65-21035
- IWANA, A. MAXIMUM THEORETICAL SPECIFIC IMPULSES OF HYPERGOLIC PROPELLANT DIMAZINE-CHLORINE TRIFLUORIDE SYSTEMS A65-24744
  - J
- JAUKOVIC, D. SOLID ROCKET PROPELLANTS - COMBUSTION, ADVANTAGES, EFFECTIVENESS, CHARACTERISTICS, AND MANUFACTURE FTD-TT-64-744/1&2 N65-14027
- JOHNSON, B. H. EFFECTS OF COMBUSTION ON LIQUID PHASE MIXING OF STORABLE LIQUID BIPROPELLANTS NASA-CR-64616 N65-33139
- JONES, J. L. POWDERED METAL CATALYSTS FOR HYPERGOLIC IGNITION NASA-CR-60478 N65-16081
- JONES, J. W. SOLID PEAN PROPELLANTS GRAIN FAILURE WITH VOLUMETRIC LOADING AND ESTIMATION OF FAILURE SURFACE AIAA PAPER 65-157 A65-16612
- JONES, T. N. PREDICTION OF FAILURE BEHAVIOR IN COMPOSITE HYDROCARBON FUEL BINDER PROPELLANTS AIAA PAPER 65-156 A65-16176
  - VISCOELASTIC STRESSES IN SOLID PROPELLANT ROCKET GRAIN DUE TO INTERNAL PRESSURIZATION DETERMINED BY PLANE STRAIN SOLUTION FOR LINEAR VISCOELASTIC THICK WALL CYLINDER A65-34137
- JONES, W. B. FATIGUE TESTING OF SOLID PROPELLANTS -VISCOELASTIC VIBRATIONS N65-13590
- JONES, W. H. PROPELLANT CHEMISTRY IN TERMS OF HIGHER SPECIFIC Impulse, considering flame temperature elevation and molecular weight reduction A65-16308

#### Κ

- KACINSKAS, L. DYNAMICS OF RIGID BODIES HAVING CAVITIES PARTIALLY FILLED WITH LIQUID N65-30211
- KELLER, J. A. FLAME ZONE SPREADING RATE ON SOLID PROPELLANT SURFACE AD-605729 N65-11178
- KELLER, O. F. ADVANCED LIQUID PROPELLANTS FOR SPACECRAFT PROPULSION - NITROGEN TETROXIDE AND HYDRAZINE N65-32442
- KELLER, R. C. CHEMICAL RESISTANT POLYMERIC MATERIALS, METAL FOIL AND COMPOSITES FOR USE IN MULTICYCLE POSITIVE EXPULSION DEVICES FOR STORABLE LIQUID PROPELLANTS A65-15614
- KENNY, R. J. CHEMICAL PRESSURIZATION OF HYPERGOLIC LIQUID ROCKET PROPELLANT TANKS BY DIRECT REACTANT INJECTION AIAA PAPER 64-367 A65-33544

I-36

,

KIER, R. J. Combustion stability of solid propellants in LAND, J. E. AEROSPACE ROCKET MOTORS AD-612178 N65-19576 KIKUCHI, K. MAXIMUM THEORETICAL SPECIFIC IMPULSES OF HYPERGOLIC PROPELLANT DIMAZINE-CHLORINE TRIFLUORIDE SYSTEMS 465-24744 KTN. H. C. DETERMINATION OF THERMAL CONDUCTIVITY AND DIFFUSIVITY OF SOLID PROPELLANT REPT.-XII N65-31601 KING, R. A. REINFORCED LAMINATED SOLID PROPELLANT DEVELOPMENT G - 4890 - 1N66-14560 KING, R. W. VAPORIZATION RATE AND DIFFUSION COEFFICIENT DETERMINED FOR ORGANIC ADDITIVES TO POLYURETHANE SOLID PROPELLANTS - DIOCTYL ADIPATE AND FERROCENE NASA-CR-68228 N66-12871 KISHORE, K. HYPERGOLIZATION OF ALCOHOL PROPELLANTS BY POTASSIUM PERMANGANATE ADDITION TO RED FUMING NITRIC ACTO 465-20588 KNAUSS, W. G. SOLID PBAN PROPELLANTS GRAIN FAILURE WITH VOLUMETRIC LOADING AND ESTIMATION OF FAILURE AIAA PAPER 65-157 A65-16612 KOELLE, D. E. DESIGN CRITERIA FOR LAUNCH-VEHICLE HIGH-ENERGY STAGE, EMPHASIZING OPERATIONAL RELIABILITY, MISSION RANGE AND LOW DEVELOPMENT EFFORT A66-10 A66-16494 KORMER, S. B. SMOOTHNESS OF DETONATION FRONT IN LIQUID EXPLOSIVE INVESTIGATED BY LIGHT REFLECTION RECORDINGS FROM SHOCK WAVE FRONT 465-21035 KOSTYRKO, G. LOW FREQUENCY SONIC WAVE PROPAGATION METHOD TO MEASURE CURE AND MECHANICAL PROPERTIES OF SOLID PROPELLANTS. N65-13597 KOVIT. B. HIGH ENERGY UPPER /KICK/ STAGE STUDY IN CONJUNCTION WITH HIGH VELOCITY INCREMENT REQUIRED FOR ADVANGED SPACE MISSION A65-33380 A65-33388 KRISHKEVICH, G. V. SMOOTHNESS OF DETONATION FRONT IN LIQUID EXPLOSIVE INVESTIGATED BY LIGHT REFLECTION RECORDINGS FROM SHOCK WAVE FRONT 465-21035 KRUSE. R. B. MECHANICAL AND STRESS FAILURE PROPERTIES OF VISCOELASTIC SOLID PROPELLANT MATERIALS TESTED WITH REGARD TO TEMPERATURE AND TIME AIAA PAPER 65-147 A65-14741 PREDICTION OF FAILURE BEHAVIOR IN COMPOSITE HYDROCARBON FUEL BINDER PROPELLANTS AIAA PAPER 65-156 465-16176 KU, P. M. AFAPL-TR-65-70 N66-142; N66-14228 KUDRIAVTSEVA, L. Adsorption Chromatographic Method for Group Analysis of Liquid Fuels A6' 465-15841 L LADERMAN, A. J. DETONABILITY OF GASEOUS HYDROGEN-OXYGEN MIXTURES UNDER SELECTED ENVIRONMENTAL CONDITIONS

NASA-CR-64032

BIBLIGGRAPHY AND THEORY OF AMMONIUM PERCHLORATE CXIDIZER DECOMPOSITION AD-457938 N65-27210 LANDAU, Z. H. HIGH ACCELERATION EFFECTS ON BURNING RATE AND BALLISTIC BEHAVIOR OF SOLID PROPELLANT ROCKET GRAINS AIAA PAPER 64-228 465-24434 LANDEL, R. F. TEMPERATURE AT WHICH PREDECOMPOSITION OR CECOMPOSITION OF AMMONIUM PERCHLORATE OCCURS, CHANGED BY PERCHLORATE SURFACE TREATMENT AND REFLECTED IN BURNING RATE OF PROPELLANT CONTAINING PERCHLORATE CI PAPER WSCI-65-36 466-15151 LARUE, P. IONIC PROBES TO STUDY EROSIVE BURNING IN SOLID PROPELLANT GRAINS A65-15646 SOLID PROPELLANT DIFFICULTIES LIKE TAIL-OFF OR GRAIN CRACKING AVOIDED, USING RADIAL SLITS MOLDED INTO GRAIN A66-13226 LAWHEAD. R. B. LIQUID PROPELLANT COMBUSTION INSTABILITY STUDIES FOR NAVAHO, ATLAS, THOR, JUPITER, H-I, F-I, J-2, AND TOROIDAL ROCKET ENGINES N65-29303 LEE, E. H. APPLICATION OF NONLINEAR VISCOELASTIC THEORY TO SOLID GRAIN PROPELLANT DESIGN N65-26' N65-26790 LEE, R. E. LOW FREQUENCY SONIC WAVE PROPAGATION METHOD TO MEASURE CURE AND MECHANICAL PROPERTIES OF SOLID NA5-13 PROPELLANTS N65-13597 LEE, W. SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS OF HYPERGOLIC PROPELLANT PAIR IN LOW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 465-11013 LEE, Y. S. MECHANICAL CHARACTERIZATION OF SOLID FUEL PROPELLANTS - STRESS-STRAIN BEHAVIOR OF INERT COMPOSITE PROPELLANT UNDER MULTIAXIAL LOADING CONDITIONS N66-10614 NASA-CR-67809 LEEMING, H. CAST DOUBLE BASE PROPELLANT MECHANICAL BEHAVIOR AND FAILURE DURING SLOW COOLING AND RAPID PRESSURIZATION OF CASE BONDED ROCKET MOTORS AIAA PAPER 65-161 465-14743 FAILURE CRITERIA FOR CAST DOUBLE BASE SOLID PROPELLANT ROCKET MOTORS N65-13604 LEVINE, N. B. CHEMICAL RESISTANT POLYMERIC MATERIALS, METAL FOIL AND COMPOSITES FOR USE IN MULTICYCLE POSITIVE EXPULSION DEVICES FOR STORABLE LIQUID PROPELLANTS A65-15614 A65-15614 LEVINE. R. S. DESTRUCTIVE COMBUSTION INSTABILITY IN LIQUID ROCKET THRUST CHAMBERS A65-32542 IFVY. A VAPORIZATION RATE AND DIFFUSION COEFFICIENT DETERMINED FOR ORGANIC ADDITIVES TO POLYURETHANE SOLID PROPELLANTS - DIOCTYL ADIPATE AND FERROCENE NASA-CR-68228 N66-12871 LEWIS, LIQUID ATOMIZATION, SPRAY CHARACTERISTICS AND COMBUSTION PERFORMANCE INVESTIGATED FOR SMALL SCALE ROCKET ENGINE A65-10646

LIM, C. K. FAILURE CRITERIA OF INERT COMPOSITE SOLID

1-37

N65-29780

PROPELLANT UNDER FIVE BIAXIAL TENSION STRESS FIELDS AND EFFECT OF LOADING RATE NASA-CR-67235 N65-35109 LINCOLN, K. A. PYROLYSIS OF SOLID FUEL PROPELLANTS BY RADIANT THOLISIS OF SULLO FUEL PROPELLANTS BY RADIANT HEAT PULSES TO DETERMINE VOLATILE AND NONVOLATILE PRODUCTS OF VARIOUS HEATING RATES CI PAPER 64-6 465-27160 LOMEN, D. D. EQUATIONS FOR DYNAMIC BEHAVIOR OF LIQUID PROPELLANTS SLOSHING IN MOBILE TANKS OF ARBITRARY SHAPE NASA-CR-222 N65-22360 COMPUTER PROGRAM APPLYING HYDRODYNAMIC EQUATIONS TO DESCRIBE SLOSHING OF LIQUID PROPELLANT IN MOBILE TANK HAVING ROTATIONAL SYMMETRY NASA-CR-230 N65-23815 LUDEDT. N. DXYGEN DIFLUORIDE AND DIBORANE AS HYPERGOLIC PROPELLANT IN SEA-LEVEL INJECTOR TESTS AND SIMULATED SPACE CONDITIONS AIAA PAPER 65-621 A65-465-27411 LYERLY, G. A. ERLY, G. A. SURFACE TENSIONS AND DENSITIES OF LIQUID PROPELLANTS AND THEIR CONTACT ANGLES ON PREPARED SURFACES OF TANK MATERIALS NASA-CR-54175 N65-172! N65-17256

LYNCH, V. H. CONTAMINATION AND VIABILITY OF SPORES OF BACTERIUM, BACILLUS SUBTILIS, IN ROCKET PROPELLANTS ~ STERILIZING PROPERTIES OF VARIOUS ROCKET FUELS A65-80506

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MAC GLASHAN, W. F. Advanced Liquid Propellants for Spacecraft Propulsion - Nitrogen Tetroxide and Hydrazine N65-32442

- MAC GLASHAN, W. F., JR. GENERANT CONTROLLER FOR ADVANCED LIQUID PROPULSION System NASA-CR-67842 N66-10650
- MAC LAREN, R. O. PROPERTIES THAT CONTROL STRUCTURAL INTEGRITY OF SOLID PROPELLANTS UNDER MOTOR STORAGE AND USE CONDITIONS - POLYMER AND PROPELLANT PREPARATION UTC-2147-QPR-I N66-11637
- MAJERUS, J. N. BEHAVIOR AND PARAMETER VARIABILITY OF SOLID PROPELLANTS AND CRITERIA FOR FAILURE AND FOR REJECTION A66-12734
  - UNIFIED APPROACH TO STRUCTURAL FAILURE OF SOLID PROPELLANTS N65-13600
- MALTSEV, V. H. SOLID PROPELLANT COMBUSTION OF NITROGLYCERIN AND EXPLOSIVE HEXOGENE AT CONSTANT PRESSURE FTD-MT-63-242 N65-11595
- MANSFIELD, J. LIQUID PROPELLANT EXPLOSION HAZARD ~ CRYOGENIC AND HIGH VELOCITY IMPACT TESTS, AND FAILURE MODE FOR SATURN S- IV STAGE URS-652-1 N65-32949
- MASICA, W. J. LIQUID-VAPOR INTERFACE BEHAVIOR WITH ADVERSE CONSTANT TRANSLATIONAL ACCELERATION DIRECTED POSITIVELY FROM VAPOR TO LIQUID PHASE A65-28631

MOTION OF LIQUID-VAPOR INTERFACE IN RESPONSE TO IMPOSED ACCELERATION TO STUDY BEHAVIOR OF LIQUID PROPELLANTS STORED IN SPACE VEHICLE TANKS WHILE EXPOSED TO WEIGHTLESSNESS NASA-TN-D-3005 N65-33353 NASON, C. M. DROP-WEIGHT SENSITIVITY OF EXPLOSIVE LIQUIDS TESTED WITH IMPACT APPARATUS, SHOWING INCREASE WITH TEMPERATURE A66-15139 CI PAPER WSCI-65-28 MASTERS, A. I. FLOX-LIGHT HYDROCARBON COMBINATIONS DESIRABLE AS LIQUID ROCKET PROPELLANTS DUE TO HIGH SPECIFIC IMPULSE, HYPERGOLICITY AND COOLING PROPERTIES AIAA PAPER 65-581 A65-26835 MAYO, P. J. ELECTRIC FIELDS USED FOR CONTROLLING AT WILL POSTIGNITION BURNING RATE OF SOLID PROPELLANTS A65-21678 MC ALEVY, R. F., III RADIATION INDUCED SOLID PROPELLANT DECOMPOSITION OF AMMONIUM PERCHLORATE RAI-331 N65-13511 MC ALEVY, RH F. III Solid Propellant Combustion Theory - Thermoplastic SURFACE DEGRADATION-VAPORIZATION N65-29319 MC ANALLY, W. J. TWO-DIMENSIONAL SLAB MOTOR TESTING IN Investigation of combustion instability with Liquid Oxygen and Liquid or Cold Gasegus HYDROGEN PROPELLANTS NASA-CR-64602 N65-32723 MC NULTY, J. S. VAPORIZATION RATE AND DIFFUSION COEFFICIENT DETERMINED FOR ORGANIC ADDITIVES TO POLYURETHANE SOLID PROPELLANTS - DIOCTYL ADIPATE AND FERROCENE NASA-CR-68228 N66-12871 MCCLURE, F. T. CALCULATION OF PROPELLANT RESPONSE FUNCTION AT BURNING SURFACE FOR THERMALLY RADIATING GAS AT LF A65-20556 ACOUSTIC INSTABILITY IN SOLID PROPELLANT ROCKET Combustion, discussing sources and sinks of ACOUSTIC ENERGY A65-32540 ACOUSTIC COMBUSTION INSTABILITY OF SOLID FUEL ROCKET DEPENDENCE ON RESPONSE OF BURNING PROPELLANT SURFACE TO SOUND FIELD A66-15783 MCGURK. J. L. PETROGRAPHIC MICROSCOPY HAS LED TO THROUGH OPTICAL CHARACTERIZATION OF PHASE COMPOSITION OF AGED SOLID-PROPELLANT THIN SECTIONS A66-A66-11540 MERRIGAN, M. A. Spontaneous ignition and reaction characteristics OF HYPERGOLIC PROPELLANT PAIR IN LOW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 A65-1101 A65-11013 MERRILL, A OXYGEN DIFLUORIDE AND DIBORANE AS HYPERGOLIC PROPELLANT IN SEA-LEVEL INJECTOR TESTS AND SIMULATED SPACE CONDITIONS 465-27411 AIAA PAPER 65-621 MESSNER. A. M. TRANSIENT THERMAL STRESS IN SOLID PROPELLANT Grains Solved, Using Finite Difference method with Digital computer A65-28850 ATAA PAPER 64-233 STRESSES IN CASE BONDED SOLID PROPELLANT GRAINS N65-13583 INFLUENCE OF MODULUS VARIATIONS ON SOLID PROPELLANT GRAIN STRESS AND STRAIN DISTRIBUTIONS N65-13584 MIGUEL, A. S. BIAXIAL SHEET TESTER WITH CAPABILITY OF CHANGING OR MAINTAINING UNIFORM RECTANGULAR BOUNDARY

I-38

GEOMETRY ON SHEET OF SOLID PROPELLANT AS FUNCTION OF TIME N65-13608 MITCHELL, R. C. FLAME ZONE SPREADING RATE ON SOLID PROPELLANT SURFACE AD-605729 N65-11178 MOEHRBACH, D. K. Hypergolic ignition of light hydrocarbon fuels With fluorine-dxygen /flox/ mixtures CI paper WSCI-65-23 A66-1 A66-15147 MORRELL, G. OXIDIZER PARTICLE SIZE EFFECT ON SCLID PROPELLANT COMBUSTION STABILITY NASA-TN-D-2736 N65-20993 MORRIS, E. P. PULSE TECHNIQUE EMPLOYING GUNPOWDER CHARGES TO EVALUATE COMBUSTION INSTABILITY IN SOLIC PROPELLANT ROCKET MOTORS A66-13106 MOSER, B. G. TEMPERATURE AT WHICH PREDECOMPOSITION OR DECOMPOSITION OF AMMONIUM PERCHLORATE OCCURS, CHANGED BY PERCHLORATE SURFACE TREATMENT AND REFLECTED IN BURNING RATE OF PROPELLANT CONTAINING PERCHLORATE CI PAPER WSCI-65-36 A66-15151 MOSTER. S. A. HYPERGOLIC IGNITION OF LIGHT HYDROCARBON FUELS WITH FLUORINE-OXYGEN /FLOX/ MIXTURES CI PAPER WSCI-65-23 466-15147 MOUTET, A. COMBUSTION AND INSTABILITIES OF SOLID HYBRID HYPERGOLIC PROPELLANTS WITH CLASSIC OXIDIZING AGENTS ONERA TP 140 A65-18870 MOUTET, H. Combustion and instabilities of solid hybrid hypergolic propellants with classic oxidizing AGENTS ONERA TP 140 A65-18870 MULLIS, B. G. HEAT TRANSFER OF SOLID ROCKET IGNITERS - FLOW VISUALIZATION TESTS, COPPER TUBE FIRING, AND RADIANT HEAT TRANSFER ANALYSIS NASA-CR-63540 N65-27054 MUNJAL, N. L. HYPERGOLIZATION OF ALCOHOL PROPELLANTS BY POTASSIUM PERMANGANATE ADDITION TO RED FUMING NITRIC ACID A65-20588 MURACA, R. F. WATER CONTENT OF SOLID PROPELLANTS CONTAINING NITRATO ESTER OXIDANTS UCRL-13136 N65-32340 MURPHY. PHY, J. M. EROSIVE BURNING RATE OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID PROPELLANT WITH ALUMINUM AIAA PREPRINT 64-107 A6 A65-20571

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NACHBAR. H.

| SOLID PROPELLANT MOTOR DESIGN FOR ONE-DI  | MENSIONAL |
|---|-----------|
| REPT6-90-63-80                            | N65-28328 |
| NADAUD, L.                                |           |
| COMBUSTION OF AMMONIUM PERCHLORATE SPHER  | ES UNDER  |
| CONDITIONS OF BURNING SOLID PROPELLANT IN | N ROCKET  |
| ENGINES                                   |           |
| ONERA-TP-113/1964                         | N65-25307 |
| NETZER, D. W.                             |           |
| COMBUSTION PRESSURE OSCILLATIONS IN BIPH  | ASE       |

COMBUSTION PRESSURE USCILLATIONS IN BIPHASE PROPELLANT SYSTEMS AND METHOD FOR MEASURING COMBUSTION TEMPERATURE USING WATER COOLED TEMPERATURE PROBE N65-20355 NISICKA, K. CONCENTRATION METHOD FOR DECOMPOSITION RATE OF CONCENTRATED HYDROGEN PEROXIDE PASSING THROUGH CATALYST PACK IN SPACE PROPULSION SYSTEM A65-23036 NIX, G. H. THERMAL CONDUCTIVITY AND DIFFUSIVITY TESTS OF PERSHING SOLID PROPELLANTS PR-8 N65-22828 DETERMINATION OF THERMAL CONDUCTIVITY AND DIFFUSIVITY OF SOLID PROPELLANT REPT.-XII N65-31601 NUDO, A. WATER CONTENT IN STORABLE LIQUID PROPELLANTS Determined by GAS Chromatography, optical Absorption and electroconductivity methods A65-27425 NUSSLE, R. C. IN PHOTOGRAPHIC STUDY OF LIQUID PROPELLANT BEHAVIOR IN PUMPING FROM CYLINDRICAL TANK DURING WEIGHTLESSNESS NASA-TN-D-2572 N65-13306 0 OCHS, P. L. SOLID PROPELLANT POWERED HOT GAS SERVOCONTROL System for control of missile aerodynamics Surfaces, propulsion and reaction nozzles A65-28052 ODIAN, G. RADIATION INDUCED SOLID PROPELLANT DECOMPOSITION OF AMMONIUM PERCHLORATE RAI-331 N65-13511 CHLEMILLER, T. J. COMBUSTION MECHANISM OF COMPOSITE SOLID ROCKET HIGH ENERGY OXIDIZER REPT.-446-R N65-29103 OLFE, D. B. BLACK RADIATION FIELD EFFECT ON SOLID PROPELLANT BURNING RATES AND ABLATION TESTS A65-31782 OLOUGHLIN, J. R. LIQUID FILM DRAINING PROFILE FOR ACCELERATING CRYDGENIC TANK WALL IS UNCHANGED DURING ZERO GRAVITY A65-16099 OLSON. W. T. COMBUSTION PROPERTIES OF HIGH ENERGY FUELS USED IN TURBOJET AND RAMJET PROPULSION SYSTEMS 465-16306 ORDAHL, D. D. HYBRID PROPULSION COMPARED WITH LIQUID AND SOLID PROPELLANT SYSTEMS, DESCRIBING SYSTEM USING NITROGEN TETROXIDE OXIDIZER AND RUBBER BASED SOLID FUEL A65-10482 OSBORN, ORN, J. R. Erosive Burning Rate of Ammonium Perchlorate-POLYURETHANE SOLID PROPELLANT WITH ALUMINUM AIAA PREPRINT 64-107 A65 A65-20571 DIRECT AND CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-405 N65-27842 CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-386 N65-31615 Ρ PANELLA, R. F.

CONTINUOUS MEASUREMENT OF SOLID PROPELLANT BURNING RATES JPC-386 N65-31615

PANELLI, G. C. CONSTANT THRUST AND WIDE THROTTLING ACHIEVED BY

HYBRID PROPULSION SYSTEM, USING SOLID FUEL AND LIQUID OXIDIZER AIAA PAPER 64-225 A65-24452 PARKER, A. CAST DOUBLE BASE PROPELLANT MECHANICAL BEHAVIOR AND FAILURE CURING SLOW COOLING AND RAPID PRESSURIZATION OF CASE BONDED ROCKET MOTORS AIAA PAPER 65-161 A65-14743 FAILURE CRITERIA FOR CAST DOUBLE BASE SOLID PROPELLANT ROCKET MOTORS N65-13604 PARMETER, R. R. PHOTOELASTIC STRESS MEASUREMENTS IN SOLID PROPELLANT GRAINS MSC-65-29-3 N65-28598 PARTEL, G. SOLID PROPELLANT RAMJETS FOR TARGET AIRCRAFT, MISSILES AND SPACE VEHICLE BOOSTERS, NOTING Advantages as compared to liquid propellant A66-RAMJETS A66-15847 PAUL, B. E. Solid Propellant Burning Rate for transient HEATING AND EXTINGUISHMENT - COMBUSTION INSTABILITY N65-29339 PENNER, S. S. BLACK RADIATION FIELD EFFECT ON SOLID PROPELLANT BURNING RATES AND ABLATION TESTS A65-31782 PEPER, H. SURFACE TENSIONS AND DENSITIES OF LIQUID PROPELLANTS AND THEIR CONTACT ANGLES ON PREPARED SURFACES OF TANK MATERIALS NASA-CR-54175 N65-17256 PESCHKE, W. T. HIGH FREQUENCY COMBUSTION INSTABILITY AND SCALING PROBLEMS OF LIQUID PROPELLANT ROCKET ENGINES N65-29311 PETERSON, G. N. PROPELLANT PERFORMANCE PREDICTIONS FOR LIQUID HYDROGEN WITH OXYGEN-NITROGEN MIXTURES N65-10797 D2-20940 PETRASH, D. A. PHOTOGRAPHIC STUDY OF LIQUID PROPELLANT BEHAVIOR IN PUMPING FROM CYLINDRICAL TANK DURING WEIGHTLESSNESS NASA-TN-D-2572 N65-13306 MOTION OF LIQUID-VAPOR INTERFACE IN RESPONSE TO IMPOSED ACCELERATION TO STUDY BEHAVIOR OF LIQUID PROPELLANTS STORED IN SPACE VEHICLE TANKS WHILE EXPOSED TO WEIGHTLESSNESS NASA-TN-D-3005 N65-33353 PINNS, M. L. OXIDIZER PARTICLE SIZE EFFECT ON SOLID PROPELLANT COMBUSTION STABILITY NASA-TN-D-2736 N65-20993 PLANCK, R. W. CUMULATIVE DAMAGE CONCEPT APPLIED TO PREDICTION OF USEFUL LIFE OF PROPELLANT-LINER BOND IN STORED N65-26791 SOLID PROPELLANT MOTORS N65-26791 PLETZKE, T. RADIATION INDUCED SOLID PROPELLANT DECOMPOSITION OF AMMONIUM PERCHLORATE RAT-331 N65-13511 PLUMLEY, A. T. AFT-END IGNITER DESIGN PARAMETERS, USING ANALYTICAL MODEL TO OBTAIN CHAMBER PRESSURE AND IGNITER-GAS PENETRATION PRIOR TO PROPELLANT IGNITION A65-33569 POKHIL, P. F. Solid Propellant Combustion of Nitroglycerin and EXPLOSIVE HEXOGENE AT CONSTANT PRESSURE FTD-MT-63-242 N65-11595 BURNING PROCESS OF COMPOSITE SOLID PROPELLANTS -

SURFACE STRUCTURE OF MODEL MIXTURES N65-25455 . ATD-T-65-28 PORTER, R. N. Advanced Liquid Propellants for Spacecraft PROPULSION - NITROGEN TETROXIDE AND HYDRAZINE N65-32442 POTTER, R. L. MULTICOMPONENT SOLID PROPELLANT EQUILIBRIUM COMPOSITION - COMPUTER PROGRAM AD-458524 N65-19369 POVINELLI, L. A. COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60 A65-14551 COMPOSITE SOLID PROPELLANT FLAME STRUCTURE IN VICINITY OF BURNING SURFACE BASED ON SPECTRAL RADIATION SHADOWGRAPH TECHNIQUE AIAA PAPER 65-60 A65-36461 SPECTROGRAPHIC MEASUREMENTS OF COMPOSITE SOLID PROPELLANT FLAME ZONE STRUCTURE N65-29320 LARGE ALUMINUM PARTICLE BEHAVIOR IN COMPOSITE PROPELLANT COMBUSTION N65-29325 POVOLNY, J. H. FAILURES OF ATLAS SOLID FUEL RETARDING ROCKET DURING ATLAS- CENTAUR SEPARATION TESTS N65-2' N65-27399 NASA-TM-X-1119 PRICE. C. F. NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE OXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION AIAA PAPER 65-56 A65-14801 NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE, DXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION A65-36407 AIAA PAPER 65-56 PRICE, E. W. SOLID ROCKET PROPELLANTS, INVESTIGATING FREQUENCY INSTABILITY OF OSCILLATORY COMBUSTION A65-32541 RATIO OF COMBUSTOR VOLUME TO VENT AREA EFFECT ON COMBUSTION INSTABILITY OF SOLID PROPELLANTS N65-29340

## R

- RABINOVITCH, B. Regression rate calculation and kinetics of Polymer degradation of Polystyrene, Polyethylene And Polymethyl Methacrylate A65-32561
- RAINS, W. A. HYBRID PROPULSION COMPARED WITH LIQUID AND SOLID PROPELLANT SYSTEMS, DESCRIBING SYSTEM USING NITROGEN TETROXIDE OXIDIZER AND RUBBER BASED SOLID FUEL A65-10482
- RAMSHAW, C. CORRECTIONS FOR LIQUID OR GAS PROPELLANT ROCKET ENGINE THRUST CHAMBER EFFICIENCY CALCULATIONS RPE-TM-326 N65-19055
- RANG, S. ADSORPTION CHROMATOGRAPHIC METHOD FOR GROUP ANALYSIS OF LIQUID FUELS A65-15841
- RASTOGI, R. P. Hypergolization of Alcohol Propellants by Potassium Permanganate addition to red fuming Nitric Acid A65-20588
- RASTRELLI, L. U. BIREFRINGENT PROPERTIES OF PARTICLE-EMBEDDED ADIPRENE L AND OTHER MATERIALS USED IN PHOTOELASTIC STUDIES OF SOLID PROPELLANT GRAINS

I-40

N66-14560

N65-11178

N65-29337

465-28631

A66-15781

N65-36443

A65-26837

A65-28850

N65-28446

N65-27399

N65-16058

N65-35109

N66-10614

N65-13583

N66-14010

N65-29468

A65-16138 G-4890-1 REARDON, F. H. VARIABLE LENGTH ROCKET CHAMBER FOR LIQUID RYAN, N. W. FLAME ZONE SPREADING RATE ON SOLID PROPELLANT PROPELLANT COMBUSTION RESEARCH SURFACE BSD-TDR-64-137 AD-605729 N65-12014 NONACOUSTIC LOW-FREQUENCY COMBUSTION INSTABILITY COMBUSTION STABILITY - DYNAMICS OF LIQUID OXYGEN LIQUID HYDROGEN PROPELLANTS AT HIGH CHAMBER OF SOLID PROPELLANTS PRESSURES N65-29302 S REED, J. ATHENA REENTRY TEST VEHICLE DESIGN, LAUNCH, ASCENT, ORIENTATION AND DESCENT A65 SALZMAN, J. A. LIQUID-VAPOR INTERFACE BEHAVIOR WITH ADVERSE CONSTANT TRANSLATIONAL ACCELERATION DIRECTED POSITIVELY FROM VAPOR TO LIQUID PHASE A65-33550 REESE, B. A. EFFECTS OF COMBUSTION PRODUCTS ON BURNING RATE OF SALZMAN, P. K. THEORETICAL DETONATION CHARACTERISTICS OF AMMONIUM PERCHLORATE-POLYURETHANE SOLID COMPOSITE PLEXIGLAS AND HYDRAZINE GEL SOLID FUELS N65-20359 RIBOVICH, J. PROPELLANTS EXPLOSIVE SENSITIVITY OF LIQUID PROPELLANT SAN NIGUEL, A. CCNTINUOUS MEDIA THEORY FOR CHARACTERIZATION OF MULTIAXIAL MECHANICAL BEHAVIOR OF SOLID PROPELLANTS - STRAIN ENERGY CONCEPT SYSTEMS 0R-1 N65-21274 MECHANISMS FOR INITIATION AND GROWTH OF DETONATION IN LIQUID EXPLOSIVE SYSTEMS NASA-CR-67400 AD-464200 N65-26246 SARLI, V. J. BRAY SUDCEN FREEZING CRITERION FOR PREDICTING RINDE, J. A. VOLUME CHANGES AS MEASUREMENT OF BINDER-FILLER INTERFACIAL PROCESSES IN COMPOSITE SOLID PROPELLANTS - RELATION TO MECHANICAL PROPERTIES NONEQUILIBRIUM PERFORMANCE IN MULTIREACTION LIQUID RCCKET NOZZLE EXPANSION AIAA PAPER 65-554 REPT--9 N65-11806 SCHLIESSMANN, D. R. TRANSIENT THERMAL STRESS IN SOLID PROPELLANT GRAINS SOLVED, USING FINITE DIFFERENCE METHOD WITH APPLICATION OF FINITE ELASTIC THEORY TO POLYBUTADIENE AND POLYURETHANE PROPELLANTS N65-13589 DIGITAL COMPUTER AIAA PAPER 64-233 MECHANICAL BEHAVIOR OF SOLID PROPELLANTS SCHWIDT, H. W. ADDITION OF LIQUID FLUGRINE TO LIQUID OXYGEN IN DOCKET REPT.-12 N65-14033 RIVARD, J. G. Solid Propellant Powered Hot Gas Servocontrol VANGUARD FIRST STAGE OXYGEN-HYDROCARBON ROCKET ENGINE NACA-RM-E56K28 SYSTEM FOR CONTROL OF MISSILE AERODYNAMICS SURFACES, PROPULSION AND REACTION NOZZLES SCHMIEDLIN, R. F. FAILURES OF ATLAS SOLID FUEL RETARDING ROCKET CURING ATLAS- CENTAUR SEPARATION TESTS A65-28052 ROARK, G. L. EXPLOSIVE HAZARDS OF LARGE SOLID PROPELLANT BOOSTERS - CRITICAL DIAMETER AND GEOMETRY REPT.-0866-01/10/MP NASA-TM-X-1119 N65-29668 SEAMANS. T. HYPERGOLIC IGNITION AT REDUCED PRESSURES ROBERTS, A. K. Nonlinear Axial-Mode Combustion Instability in AFRPL-TR-64-175 SOLID PROPELLANT ROCKET ENGINES SHARMA, M. G. FAILURE CRITERIA OF INERT COMPOSITE SOLID N65-29335 FROPELANT UNDER FIVE BIAXIAL TENSION STRESS FIELDS AND EFFECT OF LOADING RATE ROBINSON, C. N. EFFECTS OF AGING AND HUMIDITY ON DYNAMIC SHEAR MODULUS OF SOLID PROPELLANTS AND PROPELLANT NASA-CR-67235 MECHANICAL CHARACTERIZATION OF SOLID FUEL PROPELLANTS - STRESS-STRAIN BEHAVIOR OF INERT COMPOSITE PROPELLANT UNDER MULTIAXIAL LOADING OTSR-3 N65-26368 RONODANOVA, L. D. CONDITIONS BURNING PROCESS OF COMPOSITE SOLID PROPELLANTS -Surface structure of model mixtures NASA-CR-67809 ATD-T-65-28 N65-25455 SHEARLY, R. N. STRESSES IN CASE BONDED SOLID PROPELLANT GRAINS ROSEN, L. J. GAS PHASE REACTIONS IN COMBUSTION OF COMPOSITE SOLID PROPELLANTS AND RELATION TO ENERGY SHELBERG, W. E. RADIOLYTIC DECOMPOSITION OF 1,1-DIMETHYLHYDRAZINE, TRANSPORT PROCESSES DIETHYLENETRIAMINE, AND HYDYNE STORABLE LIQUID REPT -- 0372-01-190 N65-10663 ROCKET FUELS USNRDL-TR-896 ROSSINI, R. A. INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR DESIGN OF SOLID ROCKET SYSTEMS, AND SOLUTION TO ONE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE SILVER, I. SCLID PROPELLANT PERFORMANCE EXAMINING PROBLEMS OF RADAR ATTENUATION, COMBUSTION INSTABILITY, GRAIN A65-11496 STM-180 N65-31611 STATE OF ART IN SOLID ROCKETS DESIGNED PRIMARILY FOR SPACE MISSIONS ROSSMANN, T. G. COMBUSTION INSTABILITY OF LIQUID PROPELLANT ROCKET NASA-TM-X-51749 ENGINES N65-29313 RUDNICK, A. REINFORCED LAMINATED SOLID PROPELLANT DEVELOPMENT SMITH, A. J., JR. VARIABLE LENGTH ROCKET CHAMBER FOR LIQUID

PROPELLANT COMBUSTION RESEARCH BSD-TDR-64-137 N65-12014 SMITH, J. R. DYNAMIC SHEAR, BULK COMPRESSIBILITY, AND TENSILE PROPERTIES OF SOLID PROPELLANT REPT--4 N65-13619 **VISCOELASTIC AND DYNAMIC PROPERTIES OF STYRENE** BUTADIENE RUBBER BINDER AND POLYURETHANE SOLID PROPELLANTS REPT--13 N65-21894 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - SPECIMEN GEOMETRY AND SHEAR STRAIN MAGNITUDE EFFECTS ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT--14 N65-31686 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - POLYURETHANE PROPELLANT Shear Moduli dependence on Shear Strain and STORAGE TIME REPT.-15 N66-10893 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - EFFECT OF SPECIMEN GEOMETRY AND MAGNITUDE OF SHEAR STRAIN ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT--14 N66-11639 SMITH, L. TEST APPARATUS WHICH OBTAINS ABSOLUTE VALUE IN FOOT-POUNDS FOR FRICTIONAL ENERGY REQUIRED TO IGNITE EXPLOSIVES, PYROTECHNICS, PROPELLANTS, AND OTHER HIGH ENERGY COMPOSITIONS RDTR-60 N65-31960 SMITH, T. L. DYNAMIC SHEAR, BULK COMPRESSIBILITY, AND TENSILE PROPERTIES OF SOLID PROPELLANT REPT--4 N65-13619 VISCOELASTIC AND DYNAMIC PROPERTIES OF STYRENE BUTADIENE RUBBER BINDER AND POLYURETHANE SOLID PROPELLANTS REPT -- 13 N65-21894 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - SPECIMEN GEOMETRY AND SHEAR Strain Magnitude Effects on Dynamic Modulus of POLYURETHANE PROPELLANT REPT -- 14 N65-31686 VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - EFFECT OF SPECIMEN GEOMETRY AND MAGNITUDE OF SHEAR STRAIN ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT--14 N66-11639 SMOOT, L. D. NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE OXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION AIAA PAPER 65-56 465-14801 NONMETALIZED HYBRID PROPELLANT REGRESSION RATE TAKING INTO ACCOUNT PRESSURE, OXIDIZER FLOW RATE, NONUNITY PRANDTL NUMBER, CONDENSED PHASE AND RADIATION AIAA PAPER 65-56 A65-36407 SOTTER, J. G. GAS-PHASE INDUCTION ZONE AND EXPLOSION ZONE OF SOLID DOUBLE-BASE ROCKET PROPELLANT IN CHEMICAL KINETICS STUDY THROUGH MULTIPLE REACTIONS A65-32562 SPENGLER, G. HYPERGOLIC PROPELLANT IGNITION DELAY MEASUREMENTS BY AUTOMATIC TWO-STREAM OR DROP-TEST METHODS, USING VARIOUS LIQUID-LIQUID PAIRS A65-24295 SPIEGLER, E. BALLISTIC BEHAVIOR AND TECHNOLOGICAL PROBLEMS IN

BALLISTIC BEHAVIOR AND TECHNOLOGICAL PROBLEMS IN DESIGN AND MANUFACTURE OF CHORD GRAINS, EXAMINING CONSTANT BURNING AREA CONDITIONS

I-42

SPOKES, G. N. ALUMINUM OXIDE PARTICLES EFFECT ON IONIZATION IN SOLID PROPELLANT ROCKET EXHAUST SSD-TDR-63-326, PT. II N65-11271 STEIN, E. E. TEST FOR SPACE STORABILITY OF LIQUID PROPELLANTS BY SUITABLY COATING STORAGE TANKS AIAA PAPER 65-534 A65-2937 A65-29371 STEINKE, R. J. LIQUID PROPELLANT VAPORIZATION AND DISINTEGRATION N65-16158 STOKER, J. H. FATIGUE LOADING EFFECTS ON SOLID PROPELLANTS N65-13601 STRITTMATER, R. C. ACOUSTIC EROSIVITY EFFECTS ON SOLID PROPELLANT BURNING RATES - GAS OSCILLATION IN COMBUSTION N65-29331 STUMPF, O. INTERMEDIATE ENERGY PROPELLANTS CHOSEN FOR UPPER A65-191 STAGE ENGINES OF ELDO ROCKET A65-19132 CESIGN AND DEVELOPMENT OF HIGH ENERGY STANDARD ENGINE FOR ELDO-B CARRIER ROCKET A66-11669 SUMMERFIELD, M. COMBUSTION MECHANISM OF COMPOSITE SOLID ROCKET PROPELLANTS BASED ON AMMONIUM PERCHLORATE -HIGH ENERGY OXIDIZER N65-29103 REPT.-446-R ENTROPY WAVE OBSERVATIONS IN OSCILLATORY SOLID PROPELLANT COMBUSTION N65-29326 SUMMERS, C. R. EXPLOSIVE SENSITIVITY OF LIQUID PROPELLANT SYSTEMS N65-21274 CR-1 MECHANISMS FOR INITIATION AND GROWTH OF DETONATION In Liquid Explosive systems AD-464200 N65-26246 SUMNER, I. E. SLOSH-SUPPRESSION EFFECTIVENESS OF ANNULAR RING BAFFLES IN SPHERICAL PROPELLANT TANK NASA-TN-D-2519 N65-10804 PENDULUM SIMULATION OF LIQUID PROPELLANT SLOSHING IN SPHERICAL AND OBLATE SPHEROIDAL TANKS N65-19919 NASA-TN-D-2737 SURLAND, C. C. ELECTRO-OPTIC DEVICE FOR STRAIN AND DEFORMATION MEASUREMENTS OF PROPELLANT SPECIMENS AND GRAIN N65-26 N65-26793 STRUCTURES SUSSMAN, M. OXYGEN DIFLUORIDE AND DIBORANE AS HYPERGOLIC PROPELLANT IN SEA-LEVEL INJECTOR TESTS AND SIMULATED SPACE CONDITIONS AIAA PAPER 65-621 465-27411 SWET. C. J. STORABLE PROPELLANT UTILIZATION EXTENDED TO AND WATER AND POWER PRODUCTION AIAA PAPER 64-213 A65-24446 SWINDELL, W. H. R P-1 ROCKET FUEL LIQUID OXYGEN AND LIQUID Hydrogen-Liquid Oxygen Combination Explosion HAZARD N65-23667 NASA-TM-X-53240 SYNOR. H. FAILURES OF ATLAS SOLID FUEL RETARDING ROCKET DURING ATLAS- CENTAUR SEPARATION TESTS NASA-TH-X-1119 N65-2 N65-27399

- Т TABACK, H. J. Combustion termination of solid propellant motor by Liquid Injection into combustion chamber and by POWDERED COOLANTS AIAA PAPER 64-229 A65-24430 TANGER, G. E. THERMAL CONDUCTIVITY AND DIFFUSIVITY TESTS OF PERSHING SOLID PROPELLANTS PR-8 N65-22828 DETERMINATION OF THERMAL CONDUCTIVITY AND DIFFUSIVITY OF SOLID PROPELLANT REPT.-XII N65-31601
- THACKWELL, H. L., JR. SOLID PROPELLANT TECHNOLOGY INCLUDING STRESS FAILURE OF GRAIN, MOTOR-VEHICLE INTERACTION AND LARGE BOOSTERS A65-33975
- THIEME, J. O. SPECIFIC IMPULSE, CHARACTERISTIC VELOCITY, CONTRACTOR OF LIQUID OXYC PUMPABILITY AND SENSITIVITY OF LIQUID OXYGEN AND LIQUID METHANE SYSTEM AS MONOPROPELLANT A65-33551
- THOMSON, T. B., JR. FLOW METER CALIBRATION SYSTEM DESIGN FOR USE WITH THIXOTROPIC AND LIQUID PROPELLANTS R-5938 N65~24750
- THREEWIT, T. R. INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC DIGITAL COMPUTER PROGRAMS - AUTOMATION FOR DESIGN OF SOLID ROCKET SYSTEMS, AND SOLUTION TO ONE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE STM-180 N65-31611
- TISCHLER, A. D. PROPELLANTS FOR SPACE FLIGHT REVIEWING ROCKET PROPULSION AND MOON MISSION, EMPHASIZING COSTS A65-16310
  - ADDITION OF LIQUID FLUORINE TO LIQUID OXYGEN IN VANGUARD FIRST STAGE OXYGEN-HYDROCARBON ROCKET ENGINE NACA-RM-E56K28 N65-28446
- TOMAZIC. W. A. ADDITION OF LIQUID FLUORINE TO LIQUID OXYGEN IN VANGUARD FIRST STAGE OXYGEN-HYDROCARBON ROCKET ENGINE NACA-RM-E56K28
- TSCHOEGL, N. W. DYNAMIC SHEAR, BULK COMPRESSIBILITY, AND TENSILE PROPERTIES OF SOLID PROPELLANT
- REPT--4 N65-13619 VISCOELASTIC AND DYNAMIC PROPERTIES OF STYRENE BUTADIENE RUBBER BINDER AND POLYURETHANE SOLID PROPELLANTS
- REPT--13 N65-21894
- VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS SPECIMEN GEOMETRY AND SHEAR STRAIN MAGNITUDE EFFECTS ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT--14 N65-31686
- **VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS - POLYURETHANE PROPELLANT** SHEAR MODULI DEPENDENCE ON SHEAR STRAIN AND STORAGE TIME REPT.-15 N66-10893
- VISCOELASTIC PROPERTIES OF SOLID PROPELLANTS AND PROPELLANT BINDERS EFFECT OF SPECIMEN GEOMETRY AND MAGNITUDE OF SHEAR STRAIN ON DYNAMIC MODULUS OF POLYURETHANE PROPELLANT REPT--14 N66-11639
- TUDNO. J. G. SUMMARIZATION OF SOLID PROPELLANT GRAIN STUDIES UNDER CONTRACT - MECHANICAL BEHAVIOR

N65-26789

N65-28446

TYLER, W. H. ADVANCED LIQUID PROPELLANTS FOR SPACECRAFT PROPULSION - NITROGEN TETROXIDE AND HYDRAZINE N65-32442

#### U

- UECKER, R. L. INTEGRATED DESIGN AND ACP-1103 INTERIOR BALLISTIC CIGITAL COMPUTER PROGRAMS - AUTOMATION FOR DESIGN OF SOLID ROCKET SYSTEMS, AND SOLUTION TO CNE-DIMENSIONAL GAS FLOW IN PROPELLANT BORE STM-180 N65-31611
- ULRICH, J. R. PHOTOGRAPHIC METHOD FOR MEASURING SURFACE STRAIN IN SOLID PROPELLANT GRAINS AIAA PAPER 65-170 A65-14833

## V

- VAISHNAV, R. N. EFFECTS OF GRAVITY FORCES, STRESSES, AND STRAINS CN SOLID PROPELLANTS TESTED IN VERTICAL, INFINITE, HOLLOW, AND ELASTIC CYLINDER CASE BONDED TO ELASTIC CASE NASA-CR-60845 N65-17530
- VAN DOLAH, R. W. CROP-WEIGHT SENSITIVITY OF EXPLOSIVE LIQUIDS TESTED WITH IMPACT APPARATUS, SHOWING INCREASE WITH TEMPERATURE CI PAPER WSCI-65-28 A66-15139
- VANGO, S. P. SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS OF HYPERGOLIC PROPELLANT PAIR IN LOW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 A65-11013

#### W

- WADDLE, L. A. CLEAVAGE AND CROSS LINKING REACTIONS WITHIN SOLID PROPELLANT BINDERS - CHEMORHEOLOGY N65-26792
- WAESCHE, R. H. W. ENTROPY WAVE OBSERVATIONS IN OSCILLATORY SOLID PROPELLANT COMBUSTION N65-29326
- WAHLQUIST, A. L. CONSTANT THRUST AND WIDE THROTTLING ACHIEVED BY HYBRID PROPULSION SYSTEM, USING SOLID FUEL AND LIQUID OXIDIZER AIAA PAPER 64-225 A65-24452
- WALLICK, D. J. SCLID PROPELLANT POWERED HOT GAS SERVOCONTROL SYSTEM FOR CONTROL OF MISSILE AERODYNAMICS SURFACES, PROPULSION AND REACTION NOZZLES A65-A65-28052
- WALLNER, L. E. ARC JET THRUSTOR FOR SPACE PROPULSION AND DYNAMIC PROPERTIES OF HIGH ENERGY PROPELLANTS NASA-TN-D-2868 N65-26647
- WARYJAS, C.-M. STRESS AND STRAIN IN LINEAR VISCOELASTIC SOLID PROPELLANT CHARGE WITH ELASTIC ENCASEMENT 465-14447
- WATERMEIER, L. A. ELECTRIC FIELDS USED FOR CONTROLLING AT WILL POSTIGNITION BURNING RATE OF SOLID PROPELLANTS A65-21678 ACOUSTIC EROSIVITY EFFECTS ON SOLID PROPELLANT BURNING RATES - GAS OSCILLATION IN COMBUSTION
- N65-29331 WATSON, R. W. EXPLOSIVE SENSITIVITY OF LIQUID PROPELLANT SYSTEMS
  - N65-21274

MECHANISMS FOR INITIATION AND GROWTH OF DETONATION

QR-1

IN LIQUID EXPLOSIVE SYSTEMS AD-464200 N65-26246 WEBB, L. D. SOLID PROPELLANT GRAIN STRUCTURE ANALYZED FOR STRESS-STRAIN AND DEFLECTION FROM THERMAL, PRESSURE AND ACCELERATION FORCES BY DIRECT STIFFNESS METHOD AIAA PAPER 65-176 A65-20887 WEINBERG, F. J. ELECTRIC FIELDS USED FOR CONTROLLING AT WILL POSTIGNITION BURNING RATE OF SOLID PROPELLANTS 465-21678 WEISS, H. IMMISCIBILITY AND RAPID INTERFACE REACTION RATE AS CAUSE OF DISRUPTION IN NITROGEN TETROXIDE-HYDRAZINE IMPINGING JETS CI PAPER WSCI-65-20 A66-15145 WEISS, H. G. Hydrazine-Nitrogen Tetroxide Rocket Propellant REACTION STUDY NASA-CR-64338 N65-30838 WEISS. M. L. DROP-WEIGHT SENSITIVITY OF EXPLOSIVE LIQUIDS TESTED WITH IMPACT APPARATUS, SHOWING INCREASE WITH TEMPERATURE CI PAPER WSCI-65-28 A66-15139 WENOGRAD, J. Combustion Mechanism of Composite Solid Rocket PROPELLANTS BASED ON AMMONIUM PERCHLORATE -High Energy Oxidizer REPT .- 446-R N65-29103 ENTROPY WAVE OBSERVATIONS IN OSCILLATORY SOLID PROPELLANT COMBUSTION N65-29326 COMPOSITE SOLID PROPELLANT COMBUSTION EXPERIMENTS - BURNING SURFACE PHCTGMACROSCOPY AND INFLUENCE OF OXIDIZER PARTICLE SIZE ON LOW PRESSURE COMBUSTION REPT--446-0 N66-10213 WESTMANN, R. A. Annotated Bibliography on Solid Rocket Structural Integrity and Summary Review on DEVELOPMENTS IN LINEAR VISCOELASTIC STRESS ANALYSIS AD-464736 N65-34839 WETHORE, N. H. HIGH ENERGY CHEMICAL PROPULSION SYSTEMS FOR UPPER STAGE APPLICATION EXAMINING PROPELLANT TECHNOLOGY, DESIGN, OPERATION AND PROPELLANT COMBINATIONS OF HYDROGEN/FLUORINE AND HYDROGEN PEROXIDE AIAA PAPER 65-345 A65-29380 WHITE, B. B. CUMULATIVE DAMAGE CONCEPT APPLIED TO PREDICTION OF USEFUL LIFE OF PROPELLANT~LINER BOND IN STORED SOLID PROPELLANT MOTORS N65-20 N65-26791 WIECH. R. E. TEMPERATURE AT WHICH PREDECOMPOSITION OR DECOMPOSITION OF AMMONIUM PERCHLORATE OCCURS, CHANGED BY PERCHLORATE SURFACE TREATMENT AND REFLECTED IN BURNING RATE OF PROPELLANT CONTAINING PERCHLORATE CI PAPER WSCI-65-36 A66-15151 WIEGAND, J. H. BEHAVIOR AND PARAMETER VARIABILITY OF SOLID PROPELLANTS AND CRITERIA FOR FAILURE AND FOR REJECTION A66-12734 WILBER, P. C. SPONTANEOUS IGNITION AND REACTION CHARACTERISTICS OF HYPERGOLIC PROPELLANT PAIR IN LOW PRESSURE AND TEMPERATURE ENVIRONMENT, SPECIFICALLY HYDRAZINE FUEL AND NITROGEN TETROXIDE ATMOSPHERE CI PAPER 64-29 A65-11013

WILLIAMS, F. A. STEADY STATE COMPOSITION MECHANISM OF SOLID /HETEROGENEOUS/ PROPELLANTS NOTING LINEAR

PYROLYSIS, EXOTHERMAL OXIDIZERS, FUELS, ETC CNERA TP 240 A66-11681 · WILLIAMS, M. L. Solid propellant physical behavior N65-11810 MATSCIT-PS-64-7 WILLOUGHBY, A. B. EXPLOSIVE HAZARDS ASSESSED FOR LIQUID BIPROPELLANT SYSTEMS, CONSIDERING BLAST WAVE CHARACTERISTICS CI PAPER 64-37 A65-11055 LIQUID PROPELLANT EXPLOSION HAZARD - CRYDGENIC AND HIGH VELOCITY IMPACT TESTS, AND FAILURE MODE FOR SATURN S- IV STAGE URS-652-1 N65-32949 WILLOUGHBY. D. A. CONFORMAL MAPPING FOR ANALYSIS OF TRANSIENT STATE HEAT CONDUCTION IN STAR PERFORATED SOLID PROPELLANT GRAIN A65-20963 WILSON, E. L. NUMERICAL PROCEDURE FOR TWO-DIMENSIONAL STRESS ANALYSIS OF SOLID PROPELLANT GRAINS SUBJECTED TO INTERNAL AND EXTERNAL PRESSURES N65-13578 WILSON, E. R. NCNCURABLE HEXANITROETHANE / HNE/ PROPELLANT SLURRIES APPLICABILITY AS HIGH ENERGY OXIDIZER IN A65-2058( COMPOSITE PROPELLANTS A65-20580 WILTON. C. EXPLOSIVE HAZARDS ASSESSED FOR LIQUID BIPROPELLANT SYSTEMS, CONSIDERING BLAST WAVE CHARACTERISTICS CI PAPER 64-37 A65-11055 LIQUID PROPELLANT EXPLOSION HAZARD - CRYOGENIC AND HIGH VELOCITY IMPACT TESTS, AND FAILURE MODE FOR SATURN S- IV STAGE URS-652-1 N65-32949 WOOD, CLEAVAGE AND CROSS LINKING REACTIONS WITHIN Solid Propellant Binders - Chemorheology N65-26792

#### Y

YAMADA, K. ESTIMATION METHOD FOR DECOMPOSITION RATE OF CONCENTRATED HYDROGEN PEROXIDE PASSING THROUGH CATALYST PACK IN SPACE PROPULSION SYSTEM A65-23036

YAMAZAKI, K. MAXIMUM THEORETICAL SPECIFIC IMPULSES OF HYPERGOLIC PROPELLANT DIMAZINE-CHLORINE TRIFLUORIDE SYSTEMS A65-24744

YATES, R. E. THERMODYNAMIC AND PHYSICAL PROPERTIES OF BERYLLIUM COMPOUNDS RELATED TO FUELS OR ACDITIVES IN SOLID OR HYBRID PROPELLANTS CR-15 N65-28606

YEH, G. C. K. LIQUID PROPELLANT SLOSHING DUE TO TIME DEPENDENT DISCONTINUOUS BOUNDARY, CONSIDERING AXISYMMETRIC NOTION CASE A65-31954

YIN, P. WATER CONTENT IN STORABLE LIQUID PROPELLANTS DETERMINED BY GAS CHROMATOGRAPHY, OPTICAL ABSORPTION AND ELECTROCONDUCTIVITY METHODS A65-27425

## Ζ

ZELDOVICH, IA. 8. SMOOTHNESS OF DETONATION FRONT IN LIQUID EXPLOSIVE INVESTIGATED BY LIGHT REFLECTION RECORDINGS FROM SHOCK WAVE FRONT A65-21035

ZUCROW, M. J. EROSIVE BURNING RATE OF AMMONIUM PERCHLORATE-Polyurethane solid propellant with Aluminum AIAA Preprint 64-107 A65-20571

I-44

ZUPNIK, T. F. BRAY SUDDEN FREEZING CRITERION FOR PREDICTING NONEQUILIBRIUM PERFORMANCE IN MULTIREACTION LIQUID ROCKET NOZZLE EXPANSION AIAA PAPER 65-554 A65-26837

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