

The Importance of Thermostructural Testing Hypersonic Structures

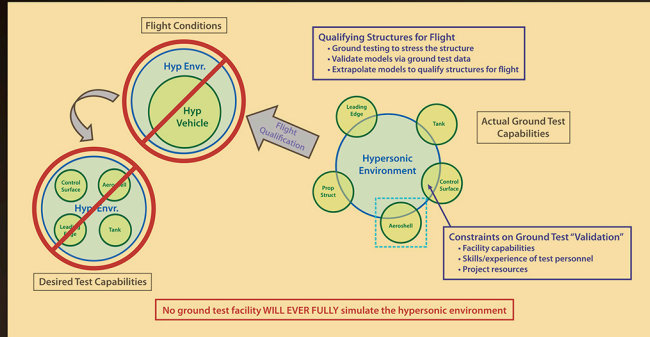
"All models are wrong, but some are useful" - George Box

The Contextualization of Hypersonic Ground Tests

No model does it all, and neither can any test

Primary Testing Goals:

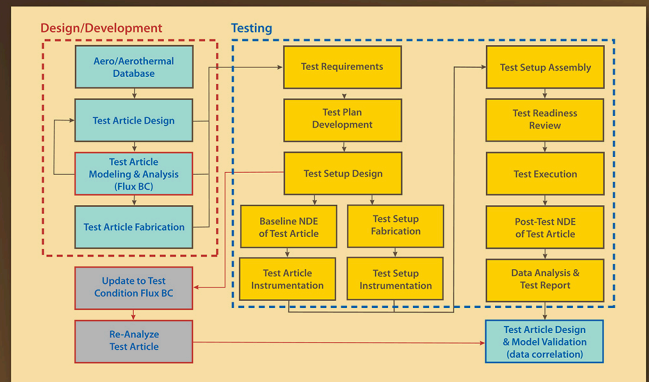
- Validate workmanship of hypersonic structures
- Ensure successful flight
- Validate models



Testing Is Required to Ground Analyses

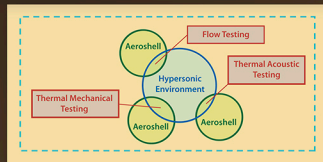
Hypersonic flight is characterized by coupled physics, therefore coupled multiphysics models are a necessity. Validating these models analytically can only be done at the simplest level, therefore to have confidence in the predicted response to complex flight environment requires evaluation of response to combined loading in ground tests.

Test Design Methodology

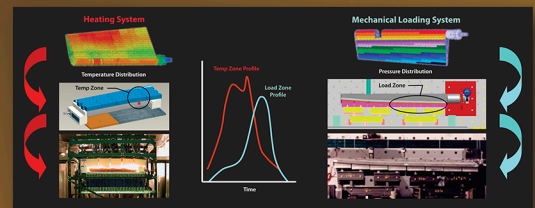
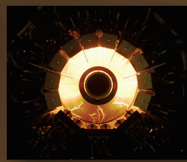
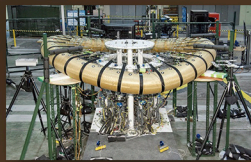


Testing Methods:

- Thermal
- Structural
- Thermal-Structural
- Structural Dynamic
- Thermal-Structural Dynamic



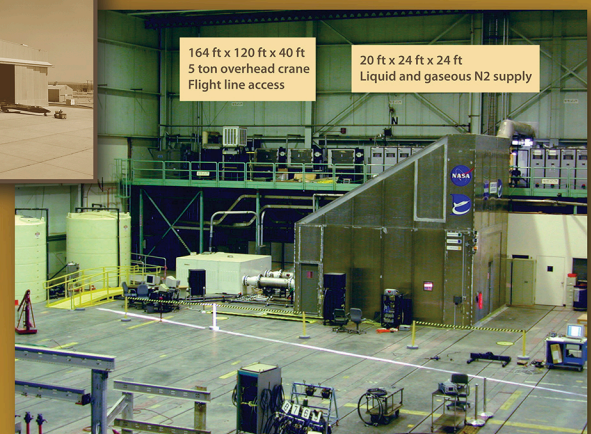
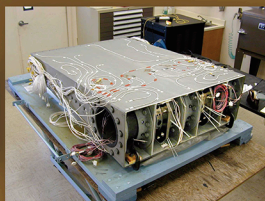
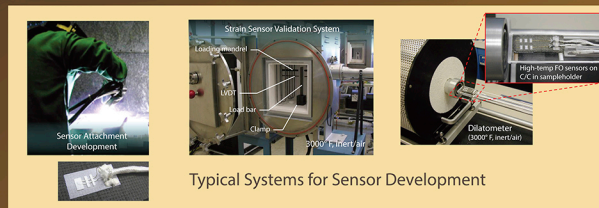
Ground testing requires compromises in test environment simulation and load introduction methodology



Data Collection

- External temperatures
- Internal temperatures
- Boundary condition temperatures
- Strains
- Deflections

All sensors and instruments need to remain attached, function accurately in dynamic, ET environment



Current Capabilities

- Coupon - Component - Vehicle
- 264 channels of thermal control
- 84 channels of hydraulic load control
- > 2,000 channels of DAQ
- Large nitrogen atmosphere test chamber
- Thermal or structural testing in ambient conditions or purged atmosphere
- Temperatures -320°F - >3,000°F, Temperature rise rate ≤ 150 °F/sec, Heating Rate ≈ 100 BTU/ft²-s
- Combined thermostructural loading, multiple hours
- Instrumentation attachment methods for metallic, C/C, C/SiC, oxide-oxide
- Point strain measurement to 1,800°F using fiber optics
- Point temperature measurement >3,000°F (bonded & optical)
- Classified testing

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