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SONIC ENVIRONMENT TESTS OF AN INSULATOR/ABLATOR MATERIAL

by

L. Robert Jackson, Allan H. Taylor, and Carl E. Rucker

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**Title and Subtitle**
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**Abstract**
A 50.8 cm (20 inch) square panel of prepyrolized insulator/ablactor was subjected to six 30-minute tests at 160 and 158 dB in the Langley Thermo-Acoustic Fatigue Apparatus (TAFA). This environment simulates the aerodynamic and engine noise encountered by a research airplane while in captive flight on the B-52 pylon during takeoff and climb.

The pyrolized layer sustained damage in the form of three chips and numerous cracks. The chips occurred during the first test. Some cracking resulted during aerodynamic heating tests, and additional cracking resulted from the sonic environment tests.

**Key Words (Suggested by Author(s))**
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SUMMARY

A 50.8 cm (20 inch) square panel of prepyroliized insulator/ablator was
subjected to six 30-minute tests at 160 and 158 dB in the Langley Thermo-
Acoustic Fatigue Apparatus (TAFA). This environment simulates the aero-
dynamic and engine noise encountered by a research airplane while in captive
flight on the B-52 pylon during takeoff and climb.

The pyroliized layer sustained damage in the form of three chips and
numerous cracks. The chips occurred during the first test. Some cracking
resulted during aerodynamic heating tests, and additional cracking resulted
from the sonic environment tests.

INTRODUCTION

A candidate thermal protection system (TPS) for the National Hypersonic
Flight Research Facility (NHFRF) is an elastomeric insulator/ablator material
(ref. 1) in two forms, striated and honeycomb reinforced. When heated above
755°F (900°F) the material pyrolizes forming a brittle, charred surface. The
pyrolysis process also shrinks the material approximately 10 percent.

Previous research aircraft programs have experienced failures due to
the high intensity sonic environment encountered during B-52 captive flight,
reference 2. For this reason the material requires exposure to this environ-
ment to verify its reuse capability.
The Langley Research Center 8-Foot High Temperature Structures Tunnel (8'HTST) and the Thermo Acoustic Fatigue Apparatus (TAFA) were used to simulate the environment for these tests.

**TEST SPECIMEN AND AEROTHERMAL PREPARATION**

A stiffened aluminum panel 50.8 cm (20 inch) square was covered with insulator/ablator material. Four 25.4 cm (10 inch) squares, 1.5 cm (0.6 inch) thick, were bonded to the aluminum panel — two squares of striated and two of honeycomb-reinforced material. The panel was subjected to nine 40-second Mach 6 aerothermal tests in the 8'HTST. The 8'HTST tests charred and eroded the surface as shown in figure 1.

**SPECIMEN MOUNTING FOR ACOUSTIC TESTING**

The test specimen is supported by a 1.91 cm (0.75 inch) thick steel mounting plate that is about 1.70 m (67 inch) square and shown in figure 2. A 50.8 cm (20 inch) square hole in the center of the plate enables exposure of the test specimen to the sonic environment. Two angle members span the hole and attach to the aluminum plate stiffeners. When the mounting plate is installed in the noise facility, the plate serves as the local wall. Figure 3 shows the mounting plate, test specimen, and positions of the four surrounding microphones for monitoring the test parameters as installed in the TAFA.

**TAFA FACILITY**

Air modulators generate the noise which propagates through the horn and test section, shown in figure 4, and then through a muffler to the outside. Noise facility parameters and available equipment are given in Table 1 along
with those used for the tests reported herein. Data acquisition is under computer control. An analog system controls the acoustic loading. Further facility details are given in references 3, 4, and 5.

ACOUSTIC TESTS

Six 30-minute sonic fatigue tests were made at room temperature. Table 2 lists the tests and noise conditions. Random noise was generated over the audio frequency spectrum. A mean frequency of about 800 Hz (Input Band Pass) was used for the first five tests (fig. 5). The mean frequency was increased to about 1600 Hz for the last test (fig. 6), because brittle materials are more sensitive to high frequency, such as the whine of turbojets.

As indicated in Table 2, the initial five minutes of each test was run at a level of 160 dB which is an r.m.s. fluctuating pressure of about ±2000 N/m² (±0.29 PSI). The final 25 minutes of each test was run at a level of 158 dB which is an r.m.s. fluctuating pressure of about ±1655 N/m² (±0.24 PSI). These dB levels are based on X-15 captive flight data given in reference 2. Figure 5 gives the sound level in dB as a function of frequency for test 5 which is typical for the first five tests. Figure 6 gives the sound level as a function of frequency for test 6. As discussed above, the frequency input band pass is greater for test 6 than for the other five tests.

RESULTS AND DISCUSSION

Pyrolized material chipped off the surface of the specimen at three locations. Figure 7 shows one of the affected areas. The white area with
sharp edges is the fracture surface. Also indicated are cracks in the material in the fracture surface and in an adjacent block that was formed by striating the material. Chipping at the other two locations, not shown, was similar to that of figure 7, but originated at the edge of a hole that resulted from loss of an instrument plug during the 8'HTST tests. The three chippings occurred during the first test. No further chipping occurred during subsequent tests.

In the honeycomb-reinforced material, numerous cracks were observed in the pyrolized material after the tests were completed. Figure 8 shows a typical crack pattern observed on most of the honeycomb area. Some cracking is evident after heating and pyrolizing the material; however, additional cracking resulted from the sonic tests. Since the material shrinks by about 10 percent on pyrolizing, residual tensile stresses are generated in the material. The low strength char cracks in areas of highest residual stress during heating or cooling. In the areas of lower residual stress the sonic loads precipitate further cracking. Tests in a Mach 7 stream for specimens with cracks have shown no increase in the aluminum temperature (ref. 6).

CONCLUSIONS

A 50.8 cm (20 inch) square panel of prepyrolized insulator/ablator, both striated and in honeycomb, was subjected to six 30-minute tests to 160 dB. Three chips and numerous cracks occurred. The chips occurred during the first test. Some cracking occurred due to material shrinkage resulting from prior aerothermal tests of the specimen; however, considerable additional cracking occurred from the sonic environment. The material may be reusable
with cracks since Mach 7 tunnel tests show no back-face temperature increase; however, water absorption and freezing in the cracks could cause further loss of material integrity.
REFERENCES


Table 1 - Grazing incidence acoustic fatigue test facility capability.

<table>
<thead>
<tr>
<th>Facility Parameters</th>
<th>Used in Tests</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sound level</td>
<td>158 &amp; 160 dB</td>
</tr>
<tr>
<td>*Frequency</td>
<td>800 &amp; 1600 Hz (random)</td>
</tr>
<tr>
<td>Temperature</td>
<td>ambient</td>
</tr>
<tr>
<td>Specimen size</td>
<td>50.8x50.8 cm (20x20 in.)</td>
</tr>
<tr>
<td>Heated area</td>
<td>not used</td>
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<tr>
<td>Quartz heaters</td>
<td>custom reflector rated at 1 MW</td>
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<table>
<thead>
<tr>
<th>Equipment</th>
<th>Number Available</th>
<th>Rating</th>
<th>Frequency Limitation</th>
<th>Comments</th>
<th>Used in tests</th>
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<tbody>
<tr>
<td>Strain gages (650 C) (RT)</td>
<td>20</td>
<td>gage factor to 4</td>
<td>dynamic only</td>
<td>ADC readout</td>
<td>None</td>
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<tr>
<td></td>
<td>198</td>
<td></td>
<td></td>
<td>sampled</td>
<td></td>
</tr>
<tr>
<td>Accelerometers (760 C)</td>
<td>3</td>
<td>2.5 pC/g</td>
<td>1000 Hz</td>
<td>ADC readout</td>
<td>None</td>
</tr>
<tr>
<td>Microphones</td>
<td>10</td>
<td>174 dB</td>
<td>40 Hz to 10 kHz</td>
<td>ADC readout</td>
<td>4</td>
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<tr>
<td>Thermocouples (1300 C)</td>
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<td>chromel-alumel</td>
<td>60 rms readout time</td>
<td>readout from thermometer or storage register</td>
<td>None</td>
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<td>Air Modulator</td>
<td>2</td>
<td>30 kw each</td>
<td>40 Hz to 1 kHz</td>
<td>amplitude/frequency</td>
<td>2</td>
</tr>
<tr>
<td>Thermal controller</td>
<td>16</td>
<td>50 kw each</td>
<td>80 rms response</td>
<td>digital control</td>
<td>None</td>
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</table>

*Modulator is rated up to 1000 Hz (random); however, a control input of 1600 Hz (random) was used for the last test.
Table 2 - Summary of Tunnel Conditions

<table>
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<tr>
<th>TEST NUMBER</th>
<th>INITIAL 5 MINUTES</th>
<th>FINAL 25 MINUTES</th>
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<tbody>
<tr>
<td></td>
<td>dB</td>
<td>(+)N/m²</td>
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<tr>
<td>1</td>
<td>159</td>
<td>2027</td>
</tr>
<tr>
<td>2</td>
<td>160</td>
<td>2020</td>
</tr>
<tr>
<td>3</td>
<td>159</td>
<td>1751</td>
</tr>
<tr>
<td>4</td>
<td>161</td>
<td>2186</td>
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<tr>
<td>5</td>
<td>161</td>
<td>2227</td>
</tr>
<tr>
<td>6</td>
<td>158</td>
<td>1620</td>
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Figure 3.- Test specimen mounted in High Intensity Noise Facility.
Figure 4.- Langley Research Center grazing incidence acoustic test facility.
(Inset - View inside test section looking toward generators.)
Figure 5.- Noise level as a function of frequency for test number 5.
Figure 7.- Striated specimen after sonic tests showing chipped and cracked surface.
Figure 8 - Honeycomb-reinforced specimen after sonic tests showing cracks.