NASA #837 Tribute
The Jet with a Thousand Faces

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71-0290 Timeline
First Flight thru Final Retirement

- First Flight
- Canopy Off Testing
- S/MTD contract awarded
- First flight of Agile Eagle
- First Flight of 2D nozzles
- Moves to Edwards
- Autonomous Landing Guidance Tests
- First thrust vectoring flight of 2D nozzles
- Final S/MTD demonstrations
- Aircraft retired - 1st time
- Aircraft resurrected with axisymmetric Nozzles and transferred to NASA
- ACTIVE test program
- IFCS Gen 2 - New Neural Nets first flight
- Last Flight/Retirement of 71-0290
- First LaNCETS thrust vectoring since ACTIVE program
- Quiet Spike Probing
- SLMV
- IFCS Build 1
- IFCS Gen 2
- ECANS
- LaNCETS
- Quiet Spike Probing
First Flight  
7/7/73

- Dubbed "TF#1", aircraft was delivered in air superiority blue livery as an F-15 trainer; aircraft was later re-designated as an F-15B.

- NASA 837 was McDonnell-Douglas TF-15A Eagle, 71-0290 when it performed at the November 13, 1977 Open House.

Canopy Off Testing
5/26/77

• Objectives
  1. Obtain subjective and objective data on the effects of windblast upon the in the event of inadvertent canopy loss.
  2. Identify and define requirements for aft cockpit windblast protection.
  3. Identify and define requirements for aircrew emergency procedures as a consequence of inadvertent canopy loss.

• Phases
  1. Taxi tests with an instrumented anthropometric dummy in the aft seat
  2. Flight test with the instrumented dummy in the aft seat.
  3. Taxi tests with a human subject in the aft seat.
  4. Flight test with a human subject in the aft seat.
S/MTD Contract Awarded
10/1/84

• STOL and Maneuvering Technology Demonstrator (S/MTD) aka Agile Eagle
• Program consisted of 2D Thrust Vectoring/Thrust reversing Nozzles, a fly-by-wire Integrated Flight/Propulsion Control System, movable Canards, and improved F-15E style cockpit displays, and modified landing gear capable of higher sink rate landings on rough fields.

Aircraft before STOL Modifications
2D Nozzle

Nozzle Operating Modes

- Conventional
- Primary Jet Vectored
- Rotating Vane Vectoring
- Thrust Reversal
First Flight of 2D Nozzles
5/16/89

• First flight of the rectangular thrust-vectoring, thrust-reversing (2D TV/TR) nozzles
Moves to Edwards
5/25/89

• Test program moved to Edwards AFB for thrust vectoring and thrust reversing envelope expansion, and for demonstration tests.
Autonomous Landing Guidance Tests 12/7/89

- 2D nozzles removed and axisymmetric nozzles reinstalled for Autonomous Landing Guidance tests.
First Thrust Vectoring Flight of the 2D Nozzles
3/23/1990

- Taxi and flight tests commenced of the 2D thrust-vectoring and thrust-reversing nozzles
- Demonstrated vectored takeoffs with rotation at speeds as low as 29 knots
- A 25-percent reduction in takeoff roll
- Landing on just 1,650 ft (500 m) of runway
- Thrust reversal in flight to produce rapid decelerations
- Controlled flight at angles of attack up to about 35 deg without vertical-tail surface inputs
Final S/MTD Demonstrations
6/13/90

- Shortest landing – 1,350 feet
- Wet runway landings – 2,600 feet
- Autonomous landing guidance demonstrated at night with all runway lights
Aircraft’s First Retirement
8/12/91

• Aircraft put into storage in St Louis; engines and nozzles removed
Aircraft transferred to NASA
6/15/93

• NF-15 NF-1 resurrected with axisymmetric nozzles and transferred to NASA
ACTIVE Test Program
9/1/93

• Advanced Control Technology for Integrated Vehicles (ACTIVE)
  – Pratt & Whitney F100-229 engines with Pitch/Yaw vectoring nozzles.
  – Flight control system upgrade: 2 nozzle controllers, 2 inlet controllers, 2 flight control computers, 2 engine controllers (DEECs), the VMSC and the aircraft’s central computer
  – Instrumented with strain gages. Total of 3,377 parameters were recorded and telemetered.
ACTIVE Photos
Other Projects under ACTIVE Program

- ACTIVE Phase 2 – validation and gather data on performance
- HISTEC (High Stability Engine Control)
- AdAPT (Adaptive Aircraft Performance Technology)
- IFCS (Intelligent Flight Control System)
- Range Extension and High Speed Acoustics Research
- ACTIVE Phase 3 – Inner-loop thrust vectoring
Re-named 837
7/23/01

• NASA registered it as N837NA
IFCS Build 1
7/24/02

• Intelligent Flight Control System (IFCS)
  – Neural nets “learned “ how to fly a partially failed or battle damaged airplane

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EM-0076-02.mov
SLMV
8/11/05

• Structural Loads Model Validation (SLMV) flight conducted to validate the Loads Model.
IFCS Gen 2
1/13/06

• Second Generation Neural Network testing
ECANS
11/6/06

• Enhanced Communication and Navigation System (ECANS)
QuietSpike Probing
12/6/06

• Gulfstream’s QuietSpike program support
Anechoic Chamber testing of ECANS Antennas at Edwards AFB BAF
2/2/07
LaNCETS data flights
6/17/08

• Lift and Nozzle Effects on Tail Shocks (LaNCETS)
IFCS Gen 2 New Neural Nets 9/2/08

• Return to flight test after some delays
LaNCETS first thrust vectoring flight since ACTIVE program 1/8/09

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Last Flight of 71-0290
1/30/09

- 837 Performed an aerial show and fly-by
Special Thanks

- Larry Walker
- Wilton Lock
- Jim Stewart
- Everyone who contributed to this presentation in one form or another
Special Note

• Please Note that not all pictures are chronologically correct. Author tried to keep as accurate as possible, but some testing photographs could not be located for.
References

- Information from Lawrence Walker in the form of emails, presentations, videos, and papers.
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