Probabilistic Sensitivity Analysis for Launch Vehicles with Varying Payloads and Adapters for Structural Dynamics and Loads

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This paper examines Probabilistic Sensitivity Analysis (PSA) methods and tools in an effort to understand their utility in vehicle loads and dynamic analysis. Specifically, this study addresses how these methods may be used to establish limits on payload mass and cg location and requirements on adaptor stiffnesses while maintaining vehicle loads and frequencies within established bounds. To this end, PSA methods and tools are applied to a realistic, but manageable, integrated launch vehicle analysis where payload and payload adaptor parameters are modeled as random variables. This analysis is used to study both Regional Response PSA (RRPSA) and Global Response PSA (GRPSA) methods, with a primary focus on sampling based techniques. For contrast, some MPP based approaches are also examined.

I. Introduction

NASA Marshall Space Flight Center desires to develop Spacecraft and launch vehicles systems that maximize payload to orbit and minimize weight and costs, while achieving schedule milestones and maintaining high standards for safety. To achieve this goal, probabilistic sensitivities may be used to help identify the significant input parameters and significant uncertainty drivers on the structural dynamic and loads response of a launch vehicle system. Probabilistic sensitivities may be used in design, analysis, manufacturing and testing to help identify the important parameters that should be focused on, the tolerances and requirements that are important, and testing that should be performed to reduce the significant uncertainties driving loads and dynamic responses.

The purpose of this paper is to demonstrate Probabilistic Sensitivity Analysis (PSA) methods and tools on a launch vehicle with varying payloads and adapters. A realistic, but manageable, integrated launch vehicle analysis with varying payload and adapter subjected to liftoff type loads is used to demonstrate PSA. While the current analysis is made manageable by reducing its complexity, it is set up with the intent of expanding to more realistic (i.e. complex) models, random variable sets and loads analysis simulations in the future so that this method can be used
to understand the general sensitivity of the vehicle response to structural parameters. Several PSA methods are investigated, including methods currently available in NESSUS, a Probability Analysis software tool with a GUI interface. Both regional response PSA (RRPSA) and global response PSA (GRPSA) methods will be discussed.

The primary PSA methods discussed herein are sampling based analysis, such as Monte Carlo, since current loads processes and heritage data are based on Monte Carlo analyses. Since numerous load responses are generated for each run in loads analysis, advanced probabilistic techniques are less attractive since these advanced methods generally process only one response variable at a time. There is much interest in defining Probabilistic Sensitivities near the enclosure limit (i.e. 99.865/50 limit or 3-sigma limit) for loads analysis.

NESSUS is used to predict normal modes and load responses. A Matlab mode tracking tool is used to track normal modes.

This paper is organized as follows. The PSA Model is presented in Section II. PSA Methods are discussed in Section III. Results are given in Section IV. Conclusions are given in Section V, including a recommendation of the PSA method to use for Launch Vehicle Loads and Dynamic Analysis.

II. The PSA Model

A realistic, but manageable, integrated launch vehicle system with varying payload and adapter subjected to liftoff type loads is used to demonstrate PSA with the intent of expanding to more complex models, random variable sets and loads analysis simulations in the future. A sketch of the model is shown in Fig. 1. Figure 1a depicts a 3D rendering of a 2D generic Apollo launch vehicle. Figure 1b shows a simplified schematic of the model. Payload and Adapter terms are varied. Payload and Adapter random variables are shown in Table 1. The integrated vehicle

![3D Rendering of 2D NASTRAN Finite Element Model](image)

![Schematic of Varying Payload and Adapter on Integrated Launch Vehicle](image)

**Figure 1. PSA Integrated Launch Vehicle System with Varying Payload and Payload Adaptor**

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model normal modes will be evaluated to a 100 Hz cutoff. Load responses will be evaluated for a liftoff-like thrust step load input applied to the vehicle base at an incidence angle. The step load excites all the modes in the model. The responses investigated for PSA are the first structural dynamic mode, the maximum resultant My-Mz moment and maximum torque at the vehicle center and the maximum resultant My-Mz moment and maximum torque at the adapter as shown in Table 2.

Table 1. Input Random Variables for Varying Payload and Adapter

<table>
<thead>
<tr>
<th>Random Variable</th>
<th>Units</th>
<th>Mean</th>
<th>Std Dev</th>
<th>COV</th>
<th>PDF</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mass</td>
<td>lb-s²/in</td>
<td>571.012</td>
<td>57.012</td>
<td>0.10</td>
<td>Normal</td>
<td>Payload Mass, m</td>
</tr>
<tr>
<td>XCG</td>
<td>in</td>
<td>-432</td>
<td>64.8</td>
<td>0.15</td>
<td>Normal</td>
<td>Payload CM x cm</td>
</tr>
<tr>
<td>I11</td>
<td>lb-in-s²</td>
<td>4.5E6</td>
<td>1.125E6</td>
<td>0.25</td>
<td>Normal</td>
<td>Payload Inertia Ixx; Iyy = Izz</td>
</tr>
<tr>
<td>I22</td>
<td>lb-in-s²</td>
<td>3.75E7</td>
<td>0.9375E7</td>
<td>0.25</td>
<td>Normal</td>
<td>Payload Inertia Iyy; Izz = Izz</td>
</tr>
<tr>
<td>KX</td>
<td>lb/in</td>
<td>1.0E7</td>
<td>0.3E7</td>
<td>0.30</td>
<td>Normal</td>
<td>Adapter Stiffness kx</td>
</tr>
<tr>
<td>KY</td>
<td>lb/in</td>
<td>1.0E7</td>
<td>0.3E7</td>
<td>0.30</td>
<td>Normal</td>
<td>Adapter Stiffness ky; kz = kz</td>
</tr>
<tr>
<td>KXX</td>
<td>in-lb/rad</td>
<td>0.35E+12</td>
<td>0.105E+12</td>
<td>0.30</td>
<td>Normal</td>
<td>Adapter Stiffness kxx; kyy = kzz</td>
</tr>
<tr>
<td>KYY</td>
<td>in-lb/rad</td>
<td>0.35E+12</td>
<td>0.105E+12</td>
<td>0.30</td>
<td>Normal</td>
<td>Adapter Stiffness kxx; kyy = kzz</td>
</tr>
<tr>
<td>RCG</td>
<td>in</td>
<td>24.000000</td>
<td>7.2</td>
<td>0.30</td>
<td>Normal</td>
<td>Payload CM, Radius R</td>
</tr>
<tr>
<td>THECG</td>
<td>degrees</td>
<td>0.0</td>
<td>109.5</td>
<td>-</td>
<td>Normal</td>
<td>Payload CM, Angle θ</td>
</tr>
</tbody>
</table>

Table 2. Responses for Launch Vehicle

<table>
<thead>
<tr>
<th>Response</th>
<th>Units</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREQ1</td>
<td>Hz</td>
<td>First Structural Mode Frequency of vehicle – Unconstrained</td>
</tr>
<tr>
<td>MRCTR</td>
<td>lb-in/rad</td>
<td>Resultant Moment = ( \sqrt{M_y^2 + M_z^2} ) at center of vehicle</td>
</tr>
<tr>
<td>TCTR</td>
<td>lb-in/rad</td>
<td>Torque = Mx at center of vehicle</td>
</tr>
<tr>
<td>MRADPT</td>
<td>lb-in/rad</td>
<td>Resultant Moment = ( \sqrt{M_y^2 + M_z^2} ) at Adapter</td>
</tr>
<tr>
<td>TADPT</td>
<td>lb-in/rad</td>
<td>Torque = Mx at Adapter</td>
</tr>
</tbody>
</table>

III. PSA Methods

PSA methods may be categorized as regional response PSA (RRPSA) and global response PSA (GRPSA) methods. RRPSA is defined as a PSA for the case that the interest is among a partial range of a response distribution, either at the tail of the distribution or within a localized range of the distribution. GRPSA is defined as a PSA for the case that the interest is among the entire distribution of a response.

Variance decomposition is a decomposition of the variance of a response to its variation sources. It highlights the difference between the main effect with response to only one random variable vs. the total effect that includes the individual effect of the random variable as well as its interaction with other random variables. Variable decomposition is a GRPSA.

The following Probability Sensitivity Analyses are performed herein:

1) Using NESSUS, perform RRPSA on Monte Carlo sample-based analysis, averaging the Probabilistic Sensitivities over all the failure cases.

2) Using NESSUS, perform RRPSA on an advanced reliability Most-Probable-Point (MPP)-based method, such as AMV+, utilizing importance levels derived from the direction cosines inherent in the MPP-based process.
3) Using NESSUS, perform GRPSA using Variance Decomposition. Evaluate first-order factors and total factors, where total factors incorporate both the first-order factors and the partial variance interaction terms. Perform Variance Decomposition using Structured Monte Carlo and for Fourier Amplitude Sensitivity Test (FAST).

4) Perform RRPSA on Monte Carlo sampled-based analysis using several “locally accurate” surrogate model formulations, such as moving least squares and Kriging.

IV. Results

The results of PSA are given herein. Results, similar to example cases shown in Figures 2-5, will be given.

Figure 2. First Structural Mode PSA with respect to Mean, Normalized to \((\sigma/P_f)\) for Several \(P_f\) Conditions for 10,000 Monte Carlo Runs – An Example.

Figure 3. First Structural Mode PSA with respect to Standard Deviation, Normalized to \((\sigma/P_f)\) for Several \(P_f\) Conditions for 10,000 Monte Carlo Runs – An Example.
Figure 4. First Structural Mode PSA with respect to Mean and with respect to Standard Deviation, Normalized to \((s/P_f)\) for Level=19 \(P_f\) Condition for 10,000 Monte Carlo Runs – An Example

Figure 5. First Structural Mode Variance Decomposition with First Order Sensitivities and Total Sensitivity Factors for Level=1 \(P_f\) Condition for 10,000 Monte Carlo Runs – An Example
V. Conclusions

To be completed after results have been analyzed.

Acknowledgments

We would like to thank Mr. Jonathan L. Band for helping implement the modal tracking tool. We would like to thank Mr. Robert L. Towner for the initial generic launch vehicle NASTRAN FEM. We would like to thank Dr. John McFarland and Dr. Ben Thacker from Southwest Research Institute for their support on the NESSUS software.

References

1. "21st Short Course on Probabilistic Analysis and Design with NESSUS: Computational Methods and Applications,” Southwest Research Institute, San Antonio, TX, Instructors Dr. Barron Bichon, Dr. Michael Enright, Dr. John McFarland, Mr. David Rhi and Dr. Ben Thacker, May 23-27, 2011.