Fiber Optic Sensing System (FOSS) Technology

A New Sensor Paradigm for Comprehensive Subsystem Model Validation throughout the Vehicle Life-Cycle

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Background and Inspiration

Biological Inspiration of Fiber Optic Smart Structures

One Square-Inch of Human Skin

- Four yards of nerve fibers
- 600 pain sensors
- 1300 nerve cells
- 9000 nerve endings
- 36 heat sensors
- 75 pressure sensors
- 100 sweat glands
- 3 million cells
- 3 yards of blood vessels

<table>
<thead>
<tr>
<th>Smart Structure</th>
<th>Human Body</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiber Optic Sensors</td>
<td>Pain, temp, pressure sensors</td>
</tr>
<tr>
<td>Piezo’s, SMAs</td>
<td>Muscles</td>
</tr>
<tr>
<td>IVHM, Smart Systems</td>
<td>Brain</td>
</tr>
</tbody>
</table>

Courtesy: Airbus
Background

- Armstrong initiated fiber-optic sensor system (FOSS) technology development effort in the mid-90’s
  - Armstrong effort focused on atmospheric flight applications of Langley patented OFDR demodulation technique
- FOSS R&D focused on developing systems suitable for flight applications
  - Previous system was limited due to laser technology
  - System limited to 1 sample every 90 seconds
- Armstrong initiated a program to develop a more robust / higher sample rate fiber optic system suitable for monitoring aircraft structures in flight
- As a result, Armstrong has developed a comprehensive portfolio of intellectual property that is now ready to be commercialized by the private sector.
Background

• The NASA Armstrong (formerly Dryden) Flight Research Center (AFRC) Fiber Optic Sensor System (FOSS) was originally developed for in-flight strain measurements of aircraft
  – The system measures strain & temperature as changes in reflected wavelength from a laser source. The system has successfully flown on several aircraft at AFRC
• LSP is sponsoring increased capability of FOSS technology to replace legacy flight instrumentation
  – Potential for light-weight, low-cost, reliable, easily installed system producing more data to replace strain gauges, accelerometers, rate gyros, thermocouples, propellant sensors for less $ than current systems
  – LSP currently sponsoring testing of FOSS in the CRYOTE 3 for further development of cryoFOSS for propellant mass gauging and propellant stratification measurements in LN$_2$ and LH$_2$. Results indicate promise for high accuracy mass gauging for increased propellant utilization
  – LSP currently sponsoring testing of FOSS development to increase sample rate with the goal of 40 kHz from the current 100 Hz with the goal of measuring acceleration
  – LSP is currently sponsoring an investigation the potential for FOSS to measure magnetic and RF fields.
  – LSP has sponsored design and development of FOSS for current ELVs on contract to NASA
    • Flight avionics FOSS box near completion (collaborative effort between LSP, AFRC, and MSFC
    • Currently in discussions with Commercial Space companies and NESC for potential flight opportunity
• LSP is still seeking Agency-level funding to achieve greater agency integration ground testing, and flight applications
  – Cross-Agency interest has been expressed by other governmental launch stakeholders
Fiber Optic System Operation Overview

Fiber Optic Sensing with Fiber Bragg Gratings

- Immune to electromagnetic / radio-frequency interference and radiation
- Lightweight fiber-optic sensing approach having the potential of embedment into structures
- Multiplex 100s of sensors onto one optical fiber
- Fiber gratings are written at the same wavelength
- Uses a narrowband wavelength tunable laser source to interrogate sensors
- Typically easier to install than conventional strain sensors
- In addition to measuring strain and temperature these sensors can be use to determine shape

\[ I_R = \sum_i R_i \cos(k2nL_i) \quad k = \frac{2\pi}{\lambda} \]

- \( R_i \) – spectrum of \( i \)th grating
- \( n \) – effective index
- \( L \) – path difference
- \( k \) – wavenumber

[Diagram of laser tuning and grating region]
How Does it Work: FBG OFDR Overview

Tunable Laser

1548 to 1552nm

Signal Conditioning and A/D

Perform FFT

Wavelength Domain

Perform Windowing

Length Domain

Perform iFFT

Wavelength Domain

Filtering and Centroid

Centroid to Strain Conversion
Why Fiber Optic Sensors?
One Of These Things (is Not Like The Others)

(Heavy)

Wire for 21 strain gage measurements
Fiber for 628 FOSS sensors

(Big)

(Complex)

(Light, small, easy)
FOSS Advantages to Conventional Strain Measurements

- Unrivaled spatial density of sensors for full-field measurements
- Measurements immune to EMI, RFI and radiation
- Lightweight sensors
  - Typical installation is 0.1 - 1% the weight of conventional gage installations (based on past trade studies)
  - 1000’s of sensors on a single fiber (up to 80 feet per fiber)
  - No copper wires
- With uniquely developed algorithms, these sensors can determine deformed shape and loads at points along the fiber for real-time feedback
- Great in high strain and fatigue environments
- Small fiber diameter
  - Approximately the diameter of a human hair
  - Unobtrusive installation
  - Fibers can be bonded externally or applied as a ‘Smart Layer’ top ply
- Single calibration value for an entire lot of fiber
- Wide temperature range
  - Cryogenic up to 500°F
  - Very linear thermal compensation

\[ y_n = \frac{\Delta l^2}{6c} \left\{ (3n-1)e_0 + 6 \sum_{i=1}^{n-1} (n-i)e_i + e_n \right\} \]
Fiber Bragg Grating (FBG) 
Optical Frequency Domain Reflectometry (OFDR)

FBG-OFDR can dramatically improve structural and system efficiency for space vehicle applications by improving both affordability and capability by …

• Providing >100x the number measurements at 1/100 the total sensor weight
• Providing validated structural design data that enables future launch systems to be lighter and more structurally efficient
• Reducing data system integration time and cost by utilizing a single small system for space / launch vehicles
• Increasing capability of measuring multiple parameters in real time (strain, temp., accel, liquid level, shape, applied loads, stress, mode shapes, natural frequencies, buckling modes, etc.)
• Providing an unprecedented understanding about system/structural performance throughout space craft and mission life cycle
• “For complex space systems, historical data indicates that unless a model is tuned/adjusted to its mode survey test data, it will contain significant errors.”
• “Accurate loads analysis models (from element-level to full-scale) can only be achieved with test validation.”
• “The ultimate goal is a validated and verified model of the vehicle during future launch operations that can be used to reliably predict response with different payloads, wind profiles, etc.”
• “Developmental Flight Instrumentation (DFI) provides the data to reduce the uncertainty in the predicted loads and dynamic responses, update the model, and identify excess/insufficient margins before future flights.”
• “DFI is essential to identifying behaviors that cannot be measured during ground tests, or cannot be easily excited or replicated.”
• “To date, in every first flight and in many subsequent flights of NASA man-rated space launch vehicles, DFI has helped reveal important vehicle responses that were not initially predicted in ground-based testing and analysis and in prior flights.”
  • For manned space exploration missions, there is no such thing as “Operational Flight Instrumentation” CAIB
• “Because of flight-to-flight variability, data must be collected from numerous flights to properly/conservatively establish behavior of the system.”
• FOSS has potential to “break the rules” for DFI; it can be used throughout loads / dynamics modeling efforts (from ground to flight) by providing an unprecedented understanding about LV/SC performance throughout vehicle life cycle
  • Unlike conventional DFI philosophy, more trouble to remove FOSS due to low weight, small size
LSP Funded FOSS R&D Activities

- Magnetic Field
- ULA, Orbital Feasibility Studies / Prelim. Design
- Dynamic Strain & Accelerometer Measurements
- MMS Clamp Band Testing
- Cryogenic Liquid Level
Bridging the Gap Between Aeronautics and Space

Implementation of FOSS on ELVs
Armstrong’s FOSS Technology
Current Capabilities

Current system specifications

- Fiber count: 16
- Max sensing length / fiber: 40 ft
- Max sensors / fiber: 2000
- Total sensors / system: 32000
- Max sample rate (flight): 100 sps
- Max sample rate (ground): 60 sps
- Power (flight): 28VDC @ 4.5 Amps
- Power (ground): 110 VAC
- User Interface: Ethernet
- Weight (flight, non-optimized): 27 lbs
- Weight (ground, non-optimized): 20 lbs
- Size (flight, non-optimized): 7.5 x 13 x 13 in
- Size (ground, non-optimized): 7 x 12 x 11 in

Environmental qualification specifications for flight system

- Shock: 8g
- Vibration: 1.1 g-peak sinusoidal curve
- Altitude: 60kft at -56C for 60 min
- Temperature: -56 < T < 40C
Compact FOSS v2.0 Launch System Specs.

**Targeted Specifications:**

- Fiber count: 8
- Max sensing fiber length: 80 ft
- Max fiber length from system: ~300 ft
- Fiber type: SMF-28
- Max # sensors/system: 32,000
- Max Sample rate: 100 Hz
- Interface: Ethernet
- User Interface Protocol: TCP/IP
- Operational Communication Protocol: UDP
- Power: 68W @ 28Vdc
- Weight (including enclosure): <20 lbs
- Size (application specific): 17.7 x 7.5 x 3.5 in

**Applications:**

- Launch vehicles
- Aircrafts
- UAVs
Implementation of FOSS on ELVs

- NASA LSP is sponsoring design and development of FOSS for current ELVs on contract to NASA
  - Desired goal is an FY17 flight demonstration of FOSS technology on two different ELVs, each on a different LV stage
  - Initial flight to produce flight data to prove utility, justify use on other vehicles
- NASA LSP is seeking cross-Agency and commercial advocacy to finalize flight demonstration funding
  - Cross Agency interest has been expressed by other governmental launch stakeholders
  - Space Act Agreements with commercial launch providers are either in place or currently in work
Bridging the Gap Between Aeronautics and Space

Comprehensive Real-time Operational Loads Monitoring and Vehicle Control with FOSS
Loads Calibration with conventional strain gage technology

Loads calibrations on A/C wings with conventional strain gages have been successfully performed for over 50 years

- Skopinsky and Aiken Loads Calibration Method allows engineers to obtain:
  - Lift or Shear Force
  - Bending Moment
  - Pitching Moment or Torque

Typical Conventional Loads Calibration requires:

- Dozens of metallic strain gages
  - One sensor per channel
  - Installed on interior load bearing structure of wing
  - Wing skins need to be removed
  - Installation time of approx. 4 to 8 hours per sensor
  - Finite point measurements

- Removal of ground-test-specific instrumentation prior to flight
  - Bulky sensor size restricts the use in high lift regions

- 16 channels of load actuators
  - Application of an array of mechanical loads to determine bending and torsional stiffness properties

- Limited Span-wise load sensing capabilities
Investigations of Fiber Optic Sensing System (FOSS) for Distributed Load Calibration Methodology

Technical Challenge:
- Future projects require a method for monitoring the load distribution within aerospace structures
- Instrumentation weight and installation time of conventional strain gages limit the ability to monitor and control distributed loads within aerospace structures

Current State-of-the-Art:
- Fiber optic strain sensing (FOSS) technology is transitioning to an airworthy alternative to conventional strain gages and will change the approach to aircraft loads calibrations
- FOSS will open up new opportunities to monitor and facilitate control of future launch vehicles

Potential Applications:
- Improved understanding of distributed aerodynamic loading
- Optimized process for aircraft structural loads calibrations for monitoring and controlling flexible, high aspect ratio wings and rocket bodies
- A detailed understanding of the span-wise load distribution will be required for optimizing the aerodynamic performance of future aerospace structures
Aircraft Vehicle Load Control

• cFOSS 1.0 sUAS Flight system specifications (Convection)
  – 4 Fiber system
  – Total sensors: 4000
  – Sample rate (max) 100 sps
  – Weight 5 lbs
  – Size 3 x 5 x 11in

• Autonomously Piloted Vehicle 3 (APV3)
  – Span: 12 ft
  – Max Takeoff Weight: 55 lbs
  – 22 control surfaces per wing
  – 2,000 fiber optic strain sensors on wings (top and bottom surfaces)
APV3 Segmented Control Surfaces

- Segmented Control Surfaces (SCS) can be utilized to redistribute load in-board to reduce loads during high-g maneuvers.
- FOSS strain and/or deflection measurements could be used with a flight controller to provide load alleviation control.

![Diagram showing conventional and load alleviation configurations of control surfaces.](image-url)
Operational Load Estimation Method Applied
Results With Flight Data

APV3 in flight

Lift Loads
- Conventional lift distribution
- Redistributed lift distribution

Wing Span

Conventional configuration

Microstrain (με)
Z-Accel (g/1000)
Flap Configuration
Altitude

Signal Magnitude

Time (s)

Flight Data at 1035 Seconds Into Flight

Microstrain (με)

Span (in)

Bottom Surface Microstrain at 1035 Seconds into Flight

Lift (lb)

FOSS Loads Algorithm
Predicted Conventional Load Distribution

Lift Distribution at 1035 Seconds into Flight, Total Lift Force = 26
Operational Load Estimation Method Applied
Results With Flight Data

APV3 in flight

Conventional lift distribution
Redistributed lift distribution

Wing Span

Microstrain ($\mu \varepsilon$)
Z-Accel (g/1000)
Flap Configuration
Altitude

Signal Magnitude

Time (s)

Flight Data at 1038 Seconds Into Flight

Microstrain ($\mu \varepsilon$)

Span (in)

Bottom Surface Microstrain at 1038 Seconds into Flight

Lift (lb)

Span (in)

Lift Distribution at 1038 Seconds into Flight, Total Lift Force = 28

Predicted Conventional Load Distribution

FOSS Loads Algorithm
Distributed Loads Technology Roadmap

Aviation

- CIF FY16
- AFRC FLL Test Execution and Data Analysis
- IKHANA Flight Demonstration
- High Aspect Ratio Wing FLL Ground Test
- Autonomously Piloted Vehicle 3 (APV3)

<table>
<thead>
<tr>
<th>FY 2015</th>
<th>FY 2016</th>
<th>FY 2017</th>
<th>FY 2018</th>
<th>FY 2019</th>
</tr>
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</table>

Space

- CIF FY17
- Sounding Rocket FLL Loads and Modal Test
- Sounding Rocket Flight Demonstration

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<th>FY 2019</th>
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Bridging the Gap Between Aeronautics and Space

FOSS for High Frequency Launch Vehicle Applications
HyFOSS for High Frequency Launch Vehicle Applications

Purpose
- Evaluate, identify, and demonstrate enhancements to AFRC’s FOSS System to gather high frequency loads & dynamics data
- Determine feasibility of replacing accelerometers with FOSS sensors

Innovation
- Developed novel single hybrid interrogation scheme that gleans the benefits of two different FBG sensing technologies, WDM and OFDR, in one small system:
  - WDM acquires FBG measurements at higher speed (35kHz) and lower density (~80/fiber)
  - OFDR acquires higher density FBG measurements (2000/fiber) and lower speed (100Hz)
- A single small system can be used to sample a large number (16000) measurements at 0.25 in spatial resolution at 100 Hz and sample a small number (80) of high dynamic strains at 5 Khz

Results
- Conducted impact testing / modal surveys to 525 Hz; obtained good correlation between FOSS derived accels and accelerometers, thus demonstrating feasibility
- Patent pending
**HyFOSS, Frequency Sweep Vibration Testing**

Experimental setup
- Cantilever test article with discontinuous section properties.
- A Finite Element Model has been created to determine strain gage locations.
- Aluminum wing plate structure is excited by an electrodynamic shaker.
- 7 Accelerometers are mounted to the structure to monitor structure mode shapes.
- OFDR and WDM sensors (3) are bonded to the plate.
- Test article is 36 inches long and 12 inches wide.
HyFOSS Sensor Installation

- 100 Hz (OFDR)
- 5,000 Hz (WDM)
HyFOSS test – Fiber Optics & Accelerometer Frequency Sweep 475 Hz to 525 Hz
HyFOSS Plate – Fiber Optics & Accelerometer
Power Spectral Density (475 Hz to 525 Hz)
Finite Element Output & 100 Hz Fiber Optic Sensors

6.0 lbf

microstrain

Span (in)
Dedicated High Speed Testing, Impact Test

36 High Speed Fiber Optic Sensors

1 lb.
Impact test, Strain Data time history

Raw Signal

Filtered Signal

Microstrain (με)

Time (s)

Magnitude [dB]

4.3

26

Frequency [Hz]
Isolating Mode Shapes

@ 4.3 Hz

@ 26.1 Hz
1st mode strain distribution (4 Hz)
1st mode deflection comparisons (4 Hz)

Output Set: Mode 1, 4.299892 Hz
Deformed(17.27): Total Translation
Contour: Plate Top X Normal Strain
Transformed to Coordinate System: 0, X

≈ 2.62g
2nd mode strain distribution (26.5 Hz)

Output Set: Mode 3, 27.49109 Hz
Deformed (15.02): Total Translation
Contour: Plate Top X Normal Strain
Transformed to Coordinate System: 0, X

Microstrain (με)
2nd mode deflection comparisons (26.5 Hz)

Output Set: Mode 3, 27.49109 Hz
Deformed(15.02): Total Translation
Contour: Plate Top X Normal Strain
Transformed to Coordinate System: 0, X
Impact test, Accelerometer vs. High Speed Fiber Optics (5 modes) Test

\[
x = A_1 \cdot \sin(\omega_{n1} t + \phi_1) + A_2 \cdot \sin(\omega_{n2} t + \phi_2)...
\]
\[
\dot{x} = \omega_{n1} \cdot A_1 \cdot \cos(\omega_{n1} t + \phi_1) + \omega_{n2} \cdot A_2 \cdot \cos(\omega_{n2} t + \phi_2)...
\]
\[
\ddot{x} = -\omega_{n1}^2 \cdot A_1 \cdot \sin(\omega_{n1} t + \phi_1) - \omega_{n2}^2 \cdot A_2 \cdot \sin(\omega_{n2} t + \phi_2)...
\]
Concluding Remarks

- **FOSS Benefits**
  - Provides >100x the number measurements at 1/100 the total sensor weight
  - Increases capability of measuring multiple parameters in real time (strain, temp., accel, liquid level, shape, applied loads, stress, mode shapes, natural frequencies, buckling modes, etc.)
  - Provides comprehensive datasets to validate loads / dynamics models

- **For most full-scale structural dynamics applications, FOSS sample rates (16,000 sensors at 100sps) are sufficient**

- **LSP has funded studies to explore FOSS potential for high frequency launch vehicle applications**

- **A single hybrid interrogation scheme that gleans the benefits of two different FBG sensing technologies, WDM and OFDR, has been developed and demonstrated**
  - OFDR acquires higher density FOSS measurements (16,000) and lower speed (100Hz)
  - WDM acquires FOSS measurements at higher speed (35kHz) and lower density (~80/fiber)

- **Conducted impact testing / modal surveys to 525 Hz**

- **Obtained good correlation between FOSS derived accels and accelerometer measurements, thus demonstrating feasibility**

- **FOSS has the potential to “break the rules” for DFI; it can be used throughout loads/dynamics modeling effort (from ground to flight) by providing an unprecedented understanding about system/structural performance of LV/SC throughout the vehicle life cycle**
Backup Charts
# FOSS State of the Art (SOA) Comparison

<table>
<thead>
<tr>
<th></th>
<th>Conventional gages</th>
<th>FOSS sensors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight</td>
<td>FOSS is 0.1 – 1% the weight of strain gages (based on past trade studies)</td>
<td></td>
</tr>
<tr>
<td>No. of sensors / leadwire</td>
<td>1 / 3</td>
<td>2000 / 1</td>
</tr>
<tr>
<td>Size</td>
<td>Length = 0.25 in</td>
<td>Diameter = 0.004 in</td>
</tr>
<tr>
<td>Space / LV TRL</td>
<td>8</td>
<td>3</td>
</tr>
<tr>
<td>Parameters Sensed</td>
<td>strain</td>
<td>strain, temp., shape, magnetic field...</td>
</tr>
<tr>
<td>Temperature correction</td>
<td>Nonlinear sensitivity; varies from lot to lot</td>
<td>Linear sensitivity; constant from lot to lot</td>
</tr>
<tr>
<td>Sensitivity to EMI / EMP</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Embeddable?</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Typical installation</td>
<td>4 hrs / 1 SG</td>
<td>2 man days for 40 ft fiber (2000 strain sensors); uses SG techniques</td>
</tr>
</tbody>
</table>
Continuous Grating Fiber

Technical Advantages
- No separation between measurements
- Allows measurement density as fine as 1/32”
- Laboratory demonstrated
- Fiber Cost: Approx $150/meter

Adaptive Spatial Density Algorithm
- If collected at full capability, data sets would become extremely large
- Algorithm collects only the data necessary to characterize the structure at each instant
  - Measurement density increases at high strain gradients
  - Sensitivity and minimum measurement spacing can be adjusted
- Reduces data analysis and investigation time
- Algorithm has already been developed and demonstrated
Compact Fiber Optic Sensing System (cFOSS)

- cFOSS designed to meet the demanding requirements of next generation advanced unmanned as well as manned vehicles
- With increased sample rate, decrease power, volume and weight cFOSS will be capable of meeting small to large scale vehicle health monitoring requirements
- cFOSS capable of sampling multiple fibers simultaneously up to 100Hz, producing 1000's of measurements at ¼” intervals.
- A lighter weight convection cooled version (cFOSS v1.0 @ 5.8lbs) and a conduction cooled version (cFOSS v2.0) has been developed to meet the needs of a wide range of operating environments.

Accomplishments
- Flight demonstrated cFOSS v1.0 onboard UAV
- Completed design and fabrication of components for cFOSS v2.0 ready for system integration
- Collaborating with KSC and Orbital to fly cFOSS v2.0 on an ELV in FY16
- The previous generation FOSS was a 2013 R&D 100 Winner
cFOSS v1.0 System Specs.

- **Targeted specifications:**
  - Fiber count: 4
  - Max Fiber length: 80 ft
  - Max # sensors/system: 8,000
  - Max Sample rate: 100 Hz
  - Power: 50W @ 28Vdc
  - Weight (w/o enclosure): ~6lbs
  - Size (w/o enclosure): 3.5 x 5.7 x 12 in
  - Vibration and Shock (targeted): NASA Curve A (DCP-O-018)
  - Altitude (w/o enclosure): 15kFt

- **Applications:**
  - UAVs

- **Target system cost:** $35K

- **Convection cooled model**
cFOSS Preliminary Box Design

- Optical Network and laser power converter
- Tunable laser
- sFMC Stack
- Power Connector
- Communication Connector
- Optical Connector