Approach for Sizing and Turndown Analysis of a Variable Geometry Spacecraft Radiator

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Variable Geometry Radiator

- Aims to **passively increase variable heat rejection** capability by adjusting its view to space.
- Radiator panels **open/close** as a function of temperature using **shape memory alloys (SMAs)**.
- JSC funded development targets manned vehicles active thermal control systems (ATCS) to enable single loop architectures.

**Operational concept.** Many short panels – prevents panel twisting.

**FY16 prototype:** SMA wires attached to panel ends.

**8/8/16 Thermal vacuum test** of composite panel. Panel is naturally open at ambient. Cycled fluid from 80 to -43C.

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Purpose of a System Level Model

• Evaluate and compare designs by:
  – Sizing radiator (max heat load).
  – Calculating turndown (min load).
  – Both for steady-state operation.

• Model must:
  – Account for radiator’s curved panels seeing themselves.
  – Enable easy adjustment of radiator parameters (e.g. optical properties, space between panels, etc.).
  – Enable opening and closing of individual panels.

• Assumed:
  – Body mounted radiators on a cylindrical vehicle.
  – Straight parallel paths with uniform flow distribution.

Single loop ATCS for radiator sizing and turndown calculations.
• Build model in Thermal Desktop ➞ capturing panel’s ‘cavity’ effect.
• But a typically sized radiator would require ~1000+ panels.
  • Given prototype panel sizes: 3in long and 6in open diameter.
  • $30 \text{m}^2 \text{ projected area} = 2583 \text{ panels}!$
• **Proposed Approach:** Build a **radiator segment** in Thermal Desktop. Piece together steady-state solutions to **solve for a path**. Repeat for each path to get the solution for the entire radiator.
1. Run steady-state solution for segment at path’s start.
   – For panel’s 1 to 4 record each outlet temperature and heat rejected.

2. ‘Move’ down and run steady-state solution for segment again.
   – Record panel 5’s results.

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**Modeling Idea: Solve for a Path**

- **Inlet**
- **Radiator Flow Path with Panels Numbered**
- **Outlet**

1. Save panel temperatures

2. Reset Inlet Temps

- **Segment location**
- **Panel(s) whose results are recorded**

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3. Continue to ‘move’ down the radiator’s path.
   – Record results one panel at a time.

4. At path’s end run steady-state solution for segment again.
   – Record each panel’s outlet temperature and heat rejected.

Inlet  Radiator Flow Path with Panels Numbered  Outlet

1  2  3  4  5  6  7  8  9  10  11  12  13  14  15  16  17

Segment includes: 1) outside paths and 2) multiple panels in a path to provide a representative radiation environment for the panel(s) whose outlet temperature and heat rejection is recorded.
Modeling Idea

- Use Custom FORTRAN code to essentially:
  - Move segment down the length of a full radiator path.
  - Rotates segment’s angle to the sun to move it between paths at different locations around the cylindrical vehicle’s circumference.

- Can adjust radiator parameters including:
  - Space between paths, panels along a path (with symbols).
  - Number of panels in a path, number of paths (in code).

Radiator segment in Thermal Desktop

Panels on pipes

Center panel represents radiator’s inner panels

Shield

Vehicle

Flow paths

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Compared 3 models varying number of paths in a segment.
  - Each path had one panel.
• MLI or low emissivity convex surface limits heat transferred between paths.
  - Small outlet temp. difference for 3 path (3 panel) and 5 path (5 panel) models.
• Need >2 paths as adjacent paths block the sun.

*Results may vary with different configurations.

Path outlet temperature comparison.
Case: 0.68lbm/hr per path, radiator shields: \( \varepsilon=0.91/ \alpha=0.29 \), panel convex: \( \varepsilon=0.83/ \alpha=0.15 \), panel concave : \( \varepsilon=0.04/ \alpha=0.14 \).
- Compared radiation conducted between center panel and other panels to that between center panel and all components in model (e.g. space, the vehicle).
- Comparison case:
  - Closed panels, facing the sun.
  - 0.25in between panels.
  - Shield only reflect radiation.
- Need ≥7 panels per path since center panel sees proceeding and following panels.

### Choosing Segment Size: Panels per Path

<table>
<thead>
<tr>
<th>Segment width</th>
<th>Segment Length (flow direction)</th>
<th>Percentages of total radiation conductance from the center panel to the other panels in the segment.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.005</td>
<td>0.35</td>
<td>0.006</td>
</tr>
<tr>
<td>0.001</td>
<td>1.1</td>
<td>0.01</td>
</tr>
<tr>
<td>0.055</td>
<td>4.8</td>
<td>0.053</td>
</tr>
<tr>
<td>0.039</td>
<td>31.8</td>
<td>0.035</td>
</tr>
<tr>
<td>0.056</td>
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<td>0.059</td>
</tr>
<tr>
<td>0.034</td>
<td>31.77</td>
<td>0.037</td>
</tr>
<tr>
<td>0.051</td>
<td>4.72</td>
<td>0.05</td>
</tr>
<tr>
<td>0.007</td>
<td>1.04</td>
<td>0.013</td>
</tr>
<tr>
<td>0.008</td>
<td>0.36</td>
<td>0.007</td>
</tr>
</tbody>
</table>

*Results may vary with different configurations.*
Modeling Example

- Best to explain how it works with an example.
- Some key parameters:
  - Vehicle Size: Length: 5m / Diameter: 5.5m
  - Vehicle optics: \( \varepsilon=0.03, \ \alpha=0.2 \) (3M-425 aluminized tape)
  - Environment: Solar flux: 1414W/m\(^2\) **(No incident infrared radiation)**
  - **Max heat load**: 8kW
  - **Radiator inlet**: 30C (full load) to 16C
  - **Cabin heat exchanger inlet set-point**: 4C
  - **Minimum allowable fluid temperature**: -16C (60/40 water/propylene glycol)
  - Number of fluid paths: 100 evenly distributed around vehicle
  - Space between panels along a path: 0.25in
  - Panel size: Width: 3in / Length: 4.71in / Thickness: 0.0175in
  - Panel concave side optics: \( \varepsilon=0.83, \ \alpha=0.15 \) (Optical Solar Reflectors, ideal case)
  - Panel convex side optics: \( \varepsilon=0.04, \ \alpha=0.14 \) (aluminized Mylar)
  - Panel thermal conductivity: 238 W/mK
  - **Panel behavior**: Open: 4C / Closed: -10C
- Hottest orientation: Side to sun (one path directly faces the sun).
- Coldest orientation: Tail to sun (all paths see deep space).
1. Guess an upper bound path length: 50 panels.
2. Run model in hottest orientation at flow rate needed to reject max heat load at desired temperature drop: 680lbm/hr total.

• FORTRAN subroutines placed in a single logic object in the Object Manager carries out solution process.

• **Vehicle subroutine:**
  – Calls Path subroutine 50 times (by symmetry the other 50 are assumed to be identical).
  – **Changes each path’s orientation** around vehicle by adjusting the static orbit’s angles.

• **Path subroutine:**
  – Calls Segment subroutine: 44 times.
  – **Sets inlet fluid temperature.**

• **Segment subroutine:**
  – **Calls STEADY** to find steady-state solution.
  – 1st time: records results for 1st four panels in path.
  – 2nd - 43rd times: records results for all middle panels.
  – 44th time: records results for last four panels.
  – Writes to output file for each path.

• To string solutions together, path inlets and states of first three panels come from previous segment.

Start of output file for first path.

data_path_001.txt:
Panel #, Tin, Qout, Panel_Angle, T_base
0, 30.0000, 0.0000, 180.0000, 0.0000
1, 29.7536, 0.5696, 180.0000, 27.7453
2, 29.5720, 0.5221, 180.0000, 28.1561
3, 29.4231, 0.4603, 180.0000, 28.1974
4, 29.2821, 0.4331, 180.0000, 28.1211
Panels close if previous panel’s root temperature is <-10C.

Geometry updates by 1\textsuperscript{st} changing registers, and 2\textsuperscript{nd} having SINDA subroutines instruct Dynamic SINDA to communicate the changes to Thermal Desktop.

From path subroutine:

call TDSETREG( 'Tilt_from_sun', angle) \hspace{1cm} \leftarrow \text{Sets path location around vehicle}
call TDSETREGINT( 'BETA_ANGLE', BETA_ANGLE) \hspace{1cm} \leftarrow \text{Sets orientation of vehicle (e.g. tail or side to sun).}
call TDSETREG( 'panel_angle_row_1', P_ANG) \hspace{1cm} \leftarrow \text{Sets first panels in each path as open or closed.}
...
call TDUPDATE \hspace{8cm} \leftarrow \text{Adjusts model’s geometry.}
call TDCASE \hspace{8cm} \leftarrow \text{Instigates new radiation calculations.}

\begin{verbatim}
iter  beta_angle panel_angle_row_1 panel_angle_row_2 panel_angle_row_3 panel_angle_row_4 panel_angle_row_5 panel_angle_row_6 panel_angle_row_7 tilt_from_sun
0  0       180      180      180      180      180      180      180         0
1  0       180      180      180      359.4    359.4    359.4    359.4         0
2  0       180      180      359.4    359.4    359.4    359.4    359.4         0
3  0       180      359.4    359.4    359.4    359.4    359.4    359.4         0
4  0       359.4    359.4    359.4    359.4    359.4    359.4    359.4         0
\end{verbatim}

Dynamic SINDA status window shows updates. In iter 0 the path’s 4\textsuperscript{th} panel was <-10C. As a result, in iter 1 the segment, now modeling panel’s 2 to 5, shows subsequent panels closing.
3. Read output files into MATLAB.
4. Determine, for radiators 1-50 panels long, total heat rejected and outlet temps.
5. Search results to find number of panels needed.
   - 44 panels per path (4400 total)
6. Confirm minimum path temperature is >-16C.
7. Verify pressure drop in coldest path is not too high.

Model results marking panel number that meets requirements.

Fluid temperature along each path.
1. Run cases in coldest orientation varying flow rates and inlet temperatures.
   - Only one path needs to be solved since all paths have identical inlets and environments.
2. Read output files into MATLAB.
3. Find total heat rejected and Tcabin_hx.
   • Radiator bypass maintains Tcabin_hx.
   • Internal bypass maintains Tcoldplate.
   • Get Tcabin_hx assuming linear relation between internal bypass flow and the total heat load.
     - At full load 80% of total flow is diverted to the radiator and its bypass.
     - At ¼ load 40% of total flow is diverted to the radiator and its bypass.
     - [Relationship based on paper ref 10.]
4. Interpolate and plot results, eliminating cases outside acceptable range.

- Minimum operating condition for 3.4C cabin heat exchanger inlet set point:
  - 26.5°C radiator inlet and -13.3°C outlet
  - 5.71 kW rejected
  - 320 lbm/hr through the radiator and 231 lbm/hr through the radiator bypass
  - 35% of the panels are open

Cabin heat exchanger inlet (C). Radiator heat rejection (W). Radiator outlet temperature (C).

Note: Performance varies for different radiator configurations.
**Modeling Checking**

- Verified model outputs were reasonable.
- Radiator sizes predicted with model agreed with those predicted with simple hand calculations.
  - Found projected area, $A_p$, needed with energy balance.
  - Found fin efficiencies, $\eta$, and sink temperatures using model.

<table>
<thead>
<tr>
<th>Type</th>
<th>$T_{sink,\text{shade}}$ (K)</th>
<th>$T_{\text{fluid,avg}}$ (K)</th>
<th>$Q_{\text{ideal}}$ (W)</th>
<th>$Q_{\text{actual}}$ (W)</th>
<th>$\eta$</th>
<th>$T_{sink,\text{avg}}$ (K)</th>
<th>$A_p$ (m$^2$)</th>
<th>$N_{\text{panels (hand)}}$</th>
<th>$N_{\text{panels (model)}}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flat</td>
<td>0.0</td>
<td>289.9</td>
<td>123.5</td>
<td>104.3</td>
<td>0.844</td>
<td>195.0</td>
<td>35.9</td>
<td>30.8</td>
<td>31</td>
</tr>
<tr>
<td>Curved</td>
<td>38.0</td>
<td>289.7</td>
<td>123.2</td>
<td>103.3</td>
<td>0.838</td>
<td>224.0</td>
<td>44.4</td>
<td>38.2</td>
<td>37</td>
</tr>
</tbody>
</table>
Conclusions

• This approach is useful for trading different radiator configurations with steady-state sizing and turndown predictions.
• Model is not intended for transient analysis.
• Incident infrared radiation is not implemented.
• Parameters can be adjusted and additional details can added to reflect different radiator designs.
• Model’s accuracy could be improved by including the ability to partially open and close panels.
Finding Sink Temperature

- Method 1) Run the model with very low flow rate and all panels open or closed.
  - Fluid will approach the sink temperature (i.e. the steady-state temperature achieved with no applied heat load).
- Method 2) Use built in SINDA subroutine TSINK1 to calculate sink temperature for each node in segment’s center panel. Then find the panel’s average sink temperature. Repeat for different locations around vehicle using Dynamic SINDA.   Fluid submodel must be disabled for this to work.

\[-T_{sink,avg} = \sqrt[4]{\frac{\sum_{i=1}^{\text{number of nodes}} T_{sink,i}^4}{\text{number of nodes}}}\]

Results agree. Second method is much quicker.

Sink temperatures predicted for side to the sun orientation.
Finding Fin efficiencies

- The actual heat rejection per panel, $Q_{p,\text{actual}}$, and average fluid temperature, $T_{f \text{ avg path}}$, was predicted by the model for a string of panels in a path facing deep space.

$$Q_{\text{ideal}} = \varepsilon \sigma A_p \left( T_{f \text{ avg path}}^4 - T_{\text{sink avg}}^4 \right)$$

$$\eta = \frac{Q_{\text{actual}}}{Q_{\text{ideal}}} = \frac{\sum_{p=1}^{p_{\text{tot}}} Q_{p,\text{actual}}}{Q_{\text{ideal}}}$$