

Light Weight Propulsion Subsystems

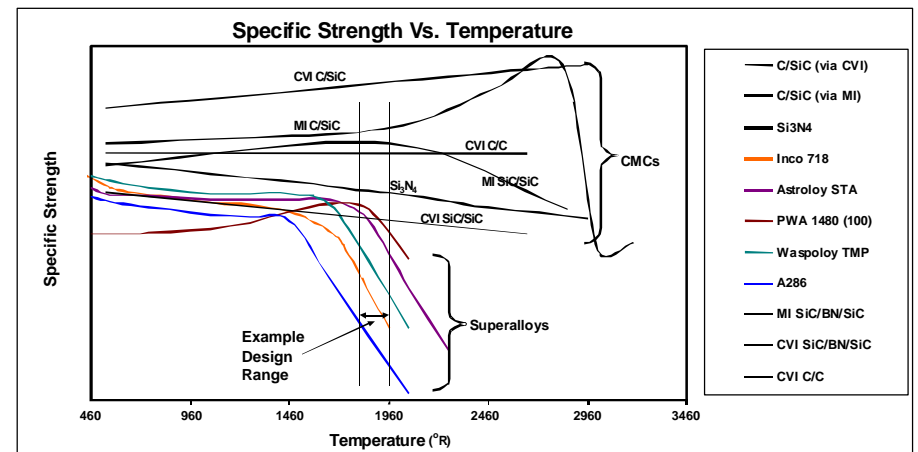
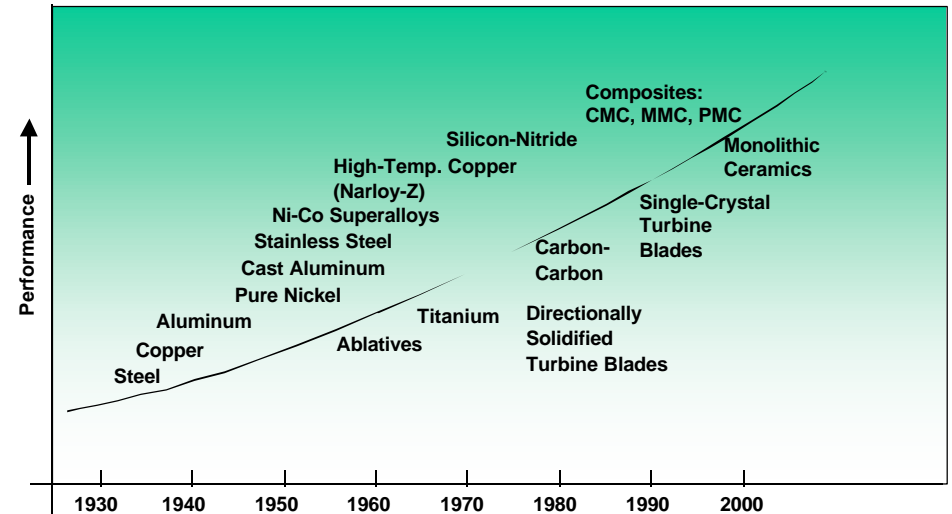
Space Propulsion Technology Assessment Workshop

April 2001

Summary Description

Long Life, Light Weight Propulsion Materials and Structures

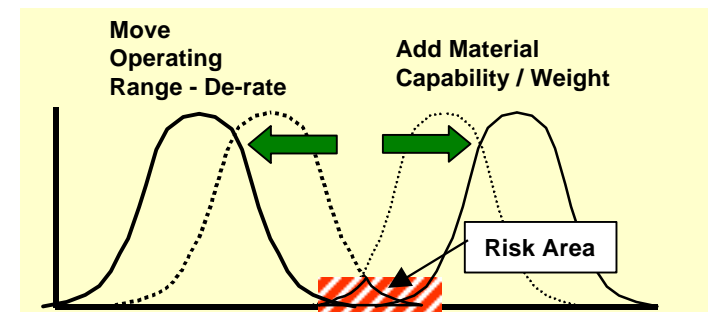
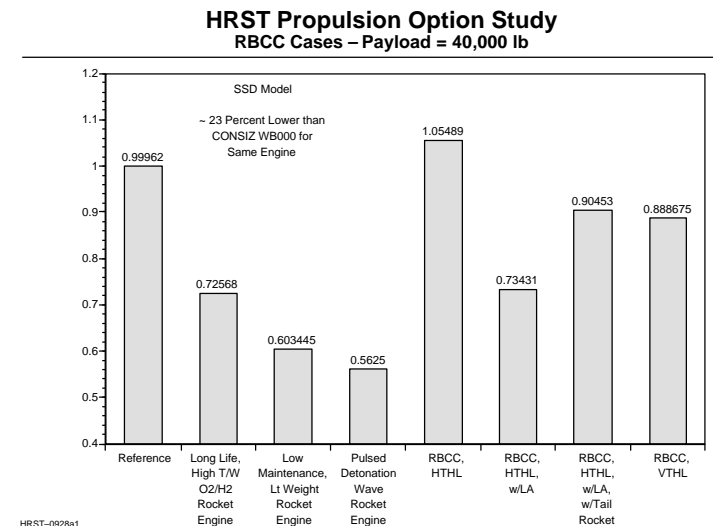
- The History of Engine Capability is the History of Materials Capability
- Significant Improvements in Engine Thrust/Weight, Operations, Life, Reliability, and Cost are Possible from New Materials
- Materials Being Investigated
 - Composites
 - Metal Matrix
 - Ceramic Matrix
 - Polymer Matrix
 - Ceramics
 - Nanophase metals
 - Improved Superalloys



Potential Benefits

Long Life, Light Weight Propulsion Materials and Structures

- Significant Reductions in Weight
 - Vehicle Performance Improvements
- Use as System Trade to Move Material Capability to the Right and Either Keep Same Operating Point or Move to the Right but not as Much as Capability
 - Result is Significantly Increased Margin
 - Even with Weight Decrease
- For Some Materials
 - Coating Elimination
 - Building of Very Complex Single Parts
 - Result is Less Logistics, Less Operations, Less Maintenance
- Overall Significant Reductions in Design Variability
 - Longer Life



Potential Benefits

Long Life, Light Weight Propulsion Materials and Structures

	Engine T/W to be Off Steep Part of Vehicle Performance Weight Curve	Potential Engine T/W from use of New Materials	Potential Engine T/W “Points” Available to Trade Margins and Vehicle Performance
O ₂ /H ₂ Rocket Engines	85 - 95	150 - 200	55 - 115
Pulsed Detonation Wave Rocket Engines	50 - 70	150 - 200	80 - 150
RBCCs	25 - 35	45 - 55	10 - 30

Current TRLs

Long Life, Light Weight Propulsion Materials and Structures

Nanophase Materials	TRL	4
Aluminum		
Nickel Superalloys	TRL	3
Matrix Composites		
Metal	TRL	3
Ceramic	TRL	4
Polymer	TRL	4
Ceramics		
Si ₃ N ₄	TRL	4
Other		
Cu-8Cr-4Nb (combustor liner)	TRL	4

Cost to Mature Technology

Long Life, Light Weight Propulsion Materials and Structures

Years	1	2	3	4	5	6	7	8	9	10
TRL 2: Basic principles observed and technology concept formulated										
TRL 4: Component and/or breadboard validation in laboratory environment	\$28 M									
TRL 6: Prototype demonstration in a relevant environment					\$32 M					
TRL 8: System flight qualified through test and demonstration									\$TBD	

The cost is for each material brought to maturity