DETERMINING CRITERIA FOR SINGLE STAGE TO ORBIT

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INTRODUCTION

The following exercise will determine the criteria for Single Stage to Orbit booster vehicles. To validate the assumptions and results several existing vehicles are examined. As a control the Manned Space Shuttle is used to calculate the equivalent orbital velocity. This velocity is then used to determine if the selected vehicle can achieve orbit and to calculate its payload capacity.

The following vehicles were chosen to determine if they could achieve orbital velocity in a single stage:

- **Saturn V**
  - Second Stage (SII) w/SSME engines
  - Second Stage (SII) w/J2 engines
  - Third Stage (S4B) w/SSME engines
  - Third Stage (S4B) w/J2 engines

- **Space Shuttle**
  - External Tank w/SSME engines
  - External Tank w/J2 engines

- **Atlas Rocket Booster** (current configuration)

Note: The Space Shuttle's External Tank will be configured as a "Stage and a Half" Rocket Booster. This is accomplished by placing liquid fueled engines under its aft fuel dome. A payload pod, without engines, will be mounted in the location usually reserved for the Orbiter.

Performance is sacrificed to achieve single stage to orbit. Additional calculations will be performed using the SSME-External Tank vehicle. In this concept the vehicle will stage unneeded propulsion capability at an appropriate staging velocity. This vehicle is given the name (1.5) External Tanker - SSME. It is comprised of a Booster Unit (liquid fueled engines and vehicle support structure) mounted on the aft end of the External Tank assembly. At staging velocity, the booster engines and vehicle support structure are jettisoned while the remaining engines and vehicle continues on to orbit, similar to the Atlas Rocket Booster.

(1.5) EXTERNAL TANK-SSME EVALUATION

**Staged Booster Unit**

A propulsion evaluation was performed for the (1.5) External Tank - SSME Vehicle using parameters from SRB-STS (see Appendix A and B). Gross Lift-Off Weight (GLOW) was calculated as 1844.2 Klbs. The total Vehicle Dry Weight at Launch was calculated as 254,060 lbs. Of this dry weight 24,240 lbs will be usable payload.
EXISTING VEHICLE EVALUATION

Single Stage to Orbit

A propulsion evaluation was performed for each of the existing vehicles listed below (Single Stage to Orbit configuration) using parameters from SRB-STS (see Appendix A, C, and D). All SII and all External Tank vehicle configurations could achieve orbit with a useful payload. The best configuration, the Space Shuttle's External Tank with SSME engines, could achieve orbital velocity with 52,800 lbs of usable payload.

Saturn V
Second Stage (SII) w/SSME engines
Second Stage (SII) w/J2 engines
Third Stage (S4B) w/SSME engines
Third Stage (S4B) w/J2 engines

Space Shuttle
External Tank w/SSME engines
External Tank w/J2 engines

Atlas Rocket Booster (current configuration)

CONCLUSION

A substantial schedule and manpower savings could be realized if a Single Stage to Orbit vehicle could be produced. Several configurations were studied using existing hardware. A relationship was obtained to determine if a configuration could obtain orbital velocity. This dimensionless relationship was given by the following:

\[ \text{GAMMA}^* = \left( \frac{\text{Non Payload}}{\text{Gross Lift-Off Weight}} \right)^* * \exp \left( \frac{\text{Alpha}}{\text{Isp}} \right) \]

where Isp is the average Specific Impulse of the liquid rocket engine during the entire boost phase. Alpha, a dimensionless value which is a function of trajectory and inflight losses, was determined to be 954.65 in this exercise using only rough order magnitude assumptions. Orbital velocity is obtained in a single stage for GAMMA* less than 100%. This relationship can be applied to any vehicle, including NASP.

Since performance is sacrificed to achieve single stage to orbit, additional calculations were performed using one of the configurations as a one & one half stage vehicle. The one & one half stage vehicle offered a 59.6% increase in useful payload to orbit while the Single-Stage to Orbit vehicle would offer a reduced manpower and schedule requirements.
To find an unknown propulsion parameter of a vehicle the following calculations are made:

\[ V_b = G \cdot \text{Isp} \cdot \ln\left(\frac{M_{\text{ini}}}{M_{\text{fin}}}\right) - k \cdot G \cdot t \]

where:
- \( V_b \) = Velocity of vehicle after fuel has been expended
- \( G \) = Gravitational constant = 32 feet per sec per sec
- \( \text{Isp} \) = Specific Impulse of total vehicle (lbf / lbm/sec)
- \( M_{\text{ini}} \) = Mass of initial vehicle
- \( M_{\text{fin}} \) = Mass of vehicle after fuel has been expended
- \( t \) = Amount of time to achieve \( V_b \) after lift-off
- \( k \) = Correction Factor - derived by considering the amount of time thrust is used to overcome gravity.

The following known characteristics from Solid Rocket Booster - Shuttle (SRB-STS) will be used to find unknown characteristics of the Single Stage to Orbit vehicles.

**TABLE 1**

| Solid Rocket Booster - Shuttle (SRB-STS) Parameters |
|-----------------|-----------------|-----------------|
| Orbiter Inert & OMS Propellant | 220,092 lbs | 714,514 lbs Total Vehicle Dry Weight @ Launch |
| Useble Payload | 51,246 lbs | 338,098 lbs Mass at Main Engine Cut-Off (MECO) |
| External Tank | 66,760 lbs | 1,590,128 lbs External Tank Fuel |
| SRB (dry weight) * 2 | 376,416 lbs | 4,525,000 lbs Gross Lift-Off Weight (GLOW) |
| Orbiter Inert & OMS Propellant | 220,092 lbs | 1,542,000 lbs Mass after Booster Separation |
| Useble Payload | 51,246 lbs | 269 (228) Sec Time to Booster Separation |
| External Tank | 66,760 lbs | 1,590,128 lbs External Tank Fuel |
| SRB (dry weight) * 2 | 376,416 lbs | 4,525,000 lbs Gross Lift-Off Weight (GLOW) |
| Orbiter Inert & OMS Propellant | 220,092 lbs | 1,542,000 lbs Mass after Booster Separation |
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| External Tank | 66,760 lbs | 1,590,128 lbs External Tank Fuel |
| SRB (dry weight) * 2 | 376,416 lbs | 4,525,000 lbs Gross Lift-Off Weight (GLOW) |

**Rocketdyne SSME Parameters**

| SSME Isp in Vacuum (S/L)[Ave Boost Phase] | 453.5 (361)[407]Sec | SSME Weight |
| SSME Thrust in Vacuum (S/L)[Ave Boost Phase] | 471(377)[424]Klb | 67.4 lbf/lbm SSME Thrust to Weight |
| SSME Weight | 67.4 lbf/lbm | SSME Thrust to Weight |

**Rocketdyne J2 Parameters**

| J2 Isp in Vacuum (S/L)[Ave Boost Phase] | 427 (341.6)[384]Sec | J2 Thrust in Vacuum (S/L)[Ave Boost Phase] |
| J2 Thrust in Vacuum (S/L)[Ave Boost Phase] | 230(184)[207]Klb | J2 Weight |
| J2 Weight | 3480 lbs | J2 Thrust to Weight |

Average Thrust and Average Specific Impulse was derived by assuming the vehicle was reacting against a degrading air pressure during boost phase.
APPENDIX A

STS-SRB EVALUATION

Using Equation 1) a propulsion analysis of today's SRB-STS will reveal parameters which can be correlated with the Supertanker. The velocity gained by the SRB-STS after Booster Separation is calculated by the following:

Using Eq 1):

\[ V_{\text{me}c} = (32 \text{ ft/sec}^2) \times 453.5 \text{ sec} \times \ln \left( \frac{1542}{338} \right) - 0 \]
\[ = 22,026 \text{ Ft/sec} \]

It was assumed that "k" was zero in the above equation to give a Rough Order of Magnitude value. When the above result is correlated with the Supertanker, this parameter nearly cancels out.

Because the Specific Impulse is different for the SSME's and the SRB, the Average Vehicle Isp during the boost phase is calculated by doing the following:

EQU 2) Average Vehicle Isp = \[ \frac{(Isp_1 \times \text{Thrust}_1) + (Isp_2 \times \text{Thrust}_2)}{\text{Thrust}_1 + \text{Thrust}_2} \]

\[ \text{Ave Veh Isp} = 310.3 \text{ Seconds} \]
\[ \text{from the calculation} \]
\[ \frac{(407\text{sec} \times 1272\text{Klb}) + (259\text{sec} \times 2397\text{Klbs})}{(1272\text{Klbs} + 2397\text{Klbs})} \]

Using Eq 1):

\[ V_{\text{boost.sep}} = (32 \text{ ft/sec}^2) \times 310.3 \text{ sec} \times \ln \left( \frac{4525}{1542} + 376 \right) - 0.9 \times 32 \text{ ft/sec}^2 \times 123.6 \text{ sec} \]

\[ \text{Velocity at Booster Separation} = 4,963 \text{ Ft/sec or Mach 4.67} \]

"k" was assumed to be 0.9 after reviewing the flight trajectory until booster separation at 23 miles downrange and 29 miles altitude, and realizing that 90% of this boost energy was spent overcoming gravity.

Total Velocity Gained by the vehicle after launch:
\[ 22,026 \text{ Ft/sec} + 4,963 \text{ Ft/sec} = 26,989 \text{ FT/sec} \]

Total Delta V at MECO = 30,550 Ft/sec
(1.5) EXTERNAL TANK-SSME EVALUATION
Staged Booster Unit

Using Equation 1) a propulsion analysis of the ET-SSME Vehicle (with stage Booster Unit) will reveal its propulsion parameters. The payload capacity of the ET-SSME Vehicle is calculated by the following:

It will be assumed for ease of calculations this vehicle will have the same performance characteristics (Staging Velocities, Thrust-to-Weight, "k" values) as the SRB-Shuttle. Also, specifics in performance of an operational vehicle (i.e., unused fuel, safety margins, increased mass of possible larger LOX feedline, primer on every other fastener) will be assumed to be included in this Rough Order of Magnitude exercise.

Using Eq 1):
\[ 22,026 \text{ Ft/sec} = (32 \text{ ft/sec}^2) \times 453.5 \text{ Sec} \times \ln (\text{Msep - Mjet} / \text{ Morb}) - 0 \]

result 1] \text{Msep} = 4.562 \text{ Morb} + \text{Mjet}

The mass jettisoned (Mjet) at staging velocities is comprised of 4 booster engines and half of the booster unit structure mass. This would leave 3 retained SSME's and half of the booster unit structure mass to travel on to orbit.

Mjet = M(4 Boost.Eng) + 0.5 * Mboost.Unit Struct
Mjet = 28,000 lbs + 16,500 lbs = 44,500 lbs

result 2] \text{Msep} = 4.562 \text{ Morb} + 44,500 \text{ lbs}

The same vehicle performance as found for SRB-Shuttle is assumed for this vehicle therefore, the following calculation is performed to find the relation of Gross Lift-Off Weight and the mass of the vehicle after Booster Unit Separation (Msep):

Using Eq 1):
\[ 4,963 \text{ Ft/sec} = (32 \text{ ft/sec}^2) \times 435.5 \text{ Sec} \times \ln (\text{GLOW/Msep}) - 0.9 \times 32 \text{ ft/sec}^2 \times 123.6 \text{ Sec} \]

result 3] \text{1.843 Msep} = \text{GLOW}

combining result 2] and result 3] to yield Mass to Orbit (Morb) in terms of GLOW

\[ 1.843 (4.562 \text{ Morb} + 44,500) = \text{GLOW} \]
result 4] \text{8.409 Morb} + 82,000 \text{ lbs} = \text{GLOW}
APPENDIX B

(1.5) EXTERNAL TANK-SSME EVALUATION

Staged Booster Unit

A breakdown of the Gross Lift-Off Weight (GLOW) will yield another relationship for GLOW and Morb.

\[
\text{GLOW} = 1,634,628 \text{ lbs} + \text{Morb}
\]

GLOW values are substituted into result 4] to find the Mass of vehicle that achieves orbital velocity.

\[
8.409 \text{ Morb} + 82,000 \text{ lbs} = 1,634,628 \text{ lbs} + \text{Morb}
\]

result 5] \( \text{Morb} = 209,560 \text{ lbs} \)

A breakdown of the Mass to Orbit (Morb) will finally yield the amount of usable payload to 100 mile orbit at 28.5 degree.

\[
\begin{align*}
\text{External Tank Mass} & : 66,760 \text{ lbs} \\
\text{Booster Engines} \times 3 & : 21,000 \text{ lbs} \\
50\% \text{ Booster Unit Structure} & : 16,500 \text{ lbs} \\
\text{Mass Payload Pod} & : 21,060 \text{ lbs} \\
\text{Usable Payload} & : 84,240 \text{ lbs} \\
\end{align*}
\]

Note: Mass of Payload Pod was assumed as 1/4 of usable payload.
BXT8RKAL
TAMK-88K8 V8BXCL8 tVALUATIOM
(SINGLE STAGE TO ORBIT)

Using Equation 1) a propulsion analysis of the ET-SSME Vehicle will reveal its propulsion parameters. The payload capacity of the ET-SSME Vehicle with Single-Stage-To-Orbit trajectory is calculated by the following:

Since the vehicle is a Single-Stage-To-Orbit, the mass to orbit will be simply the inert mass at launch. This mass to orbit can be calculated by one iteration of Equation 1) with using the Total Velocity Gained by the SRB-STS vehicle found above. Only 6 SSME's will be used instead of 7. It is assumed the lower thrust to weight at liftoff (calculated below) for the ET-SSME will be balanced by its quicker orbital insertion.

Using Eq 1):
\[
26,989 \text{ Ft/sec} = (32 \text{ ft/sec}^2) \times 441.2 \text{ Sec} \times \ln (\text{Fuel} + \text{Morb/Morb}) - 0.9 \times 32 \text{ ft/sec}^2 \times 123.6 \text{ Sec}
\]
or

Equation 3):
\[
\text{Morb} = \text{Fuel} / (\text{exp}(954.65/\text{Isp})) - 1)
\]

Mass to Orbit = 206,387 lbs

GLOW would then simply be 206,387 + 1,590,128 lbs or 1,796,515 lbs.

NOTE: The given Isp has been averaged over the entire burn until orbit.

A breakdown of the Mass to Orbit (Morb) will finally yield the amount of usable payload to 100 mile orbit at 28.5 degree.

**TABLE 5**

<table>
<thead>
<tr>
<th>Mass to Orbit (Morb)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>External Tank Mass</td>
<td>66,760 lbs</td>
</tr>
<tr>
<td>Booster Unit (six-engines)</td>
<td>41,916 lbs</td>
</tr>
<tr>
<td>Booster Unit (Structure)</td>
<td>32,396 lbs</td>
</tr>
<tr>
<td>Mass Payload Pod</td>
<td>13,063 lbs</td>
</tr>
<tr>
<td>Usable Payload</td>
<td>52,252 lbs</td>
</tr>
<tr>
<td><strong>Total Vehicle Dry Weight @ Launch</strong></td>
<td>206,387 lbs</td>
</tr>
</tbody>
</table>

Note: Mass of Payload Pod was assumed as 1/4 of usable payload.
Using Equation 2) a propulsion analysis of existing vehicles using different engine performance will reveal their propulsion parameters. The payload capacity of each selected vehicle is calculated using equation 2) and assuming the trajectory will remain the same for the given thrust to weight at lift-off.

### TABLE 6

<table>
<thead>
<tr>
<th>VEHICLE</th>
<th>TANK DRY WT (LBS)</th>
<th>TANK FUEL</th>
<th>MASS TO ORBIT^2</th>
<th>Bstr.Unit^3</th>
<th>PL POD^4</th>
<th>Usable Payload</th>
<th>Non-P/L Payload</th>
</tr>
</thead>
<tbody>
<tr>
<td>ET-SSME</td>
<td>66,760</td>
<td>1,590,128</td>
<td>206,180</td>
<td>31,400</td>
<td>13,000</td>
<td>52,800</td>
<td>153,380</td>
</tr>
<tr>
<td>ET-J2</td>
<td>66,760</td>
<td>1,590,128</td>
<td>178,220</td>
<td>31,000</td>
<td>7,740</td>
<td>30,960</td>
<td>147,260</td>
</tr>
<tr>
<td>SII-SSME</td>
<td>78,750</td>
<td>992,700</td>
<td>128,700</td>
<td>N/A</td>
<td>3,920</td>
<td>15,680</td>
<td>109,100</td>
</tr>
<tr>
<td>SII-J2</td>
<td>78,750</td>
<td>992,700</td>
<td>111,260</td>
<td>N/A</td>
<td>1,165</td>
<td>4,660</td>
<td>106,600</td>
</tr>
<tr>
<td>S4B-SSME</td>
<td>24,900</td>
<td>238,175</td>
<td>30,880^2</td>
<td>N/A</td>
<td>0</td>
<td>0</td>
<td>31,900^5</td>
</tr>
<tr>
<td>S4B-J2</td>
<td>24,900</td>
<td>238,175</td>
<td>26,700^2</td>
<td>N/A</td>
<td>0</td>
<td>0</td>
<td>31,860^5</td>
</tr>
<tr>
<td>ALTAS-STO</td>
<td>5,420</td>
<td>303,200</td>
<td>8,579^2</td>
<td>N/A</td>
<td>0</td>
<td>0</td>
<td>9,595^5</td>
</tr>
</tbody>
</table>

NOTE 1: 100 mile orbit at 28.5 degree direct insertion

NOTE 2: Mass to orbit was not greater than Inert Weight of vehicle. Orbital velocity was not achieved.

NOTE 3: Booster U'it Structure is calculated as 1.75% of GLOW for External Tank vehicles. For External Tank vehicles this structure includes the weight of avionics, manifolds, and TVC's. The Saturn Vehicles are already designed to be supported from the aft end and Booster Unit Sturture Mass is included with dry tank weight.

NOTE 4: Payload Pod is calculated as one-fourth of usable payload

NOTE 5: Hypothetical weight of vehicle with no payload.
**EXISTING VEHICLE EVALUATION**  
(SINGLE STAGE TO ORBIT)

<table>
<thead>
<tr>
<th>VEHICLE</th>
<th># OF ENGINE</th>
<th>WEIGHT</th>
<th>THRUST TO WT</th>
<th>Avg</th>
<th>Non P/L Avg</th>
<th>Payload Avg</th>
<th>GAMMA%</th>
</tr>
</thead>
<tbody>
<tr>
<td>ET-SSME</td>
<td>6</td>
<td>42,000</td>
<td>1.259</td>
<td>441</td>
<td>8.539</td>
<td>2.929</td>
<td>74.39</td>
</tr>
<tr>
<td>ET-J2</td>
<td>12</td>
<td>41,760</td>
<td>1.250</td>
<td>416</td>
<td>8.328</td>
<td>1.751</td>
<td>82.64</td>
</tr>
<tr>
<td>SII-SSME</td>
<td>4</td>
<td>27,950</td>
<td>1.345</td>
<td>441</td>
<td>9.729</td>
<td>1.340</td>
<td>84.76</td>
</tr>
<tr>
<td>SII-J2</td>
<td>8</td>
<td>27,850</td>
<td>1.250</td>
<td>416</td>
<td>9.656</td>
<td>0.422</td>
<td>95.81</td>
</tr>
<tr>
<td>S4B-SSME</td>
<td>1</td>
<td>7,000</td>
<td>1.409</td>
<td>441</td>
<td>11.856</td>
<td>0.000</td>
<td>103.29</td>
</tr>
<tr>
<td>S4B-J2</td>
<td>2</td>
<td>6,960</td>
<td>1.258</td>
<td>416</td>
<td>12.028</td>
<td>0.000</td>
<td>119.35</td>
</tr>
<tr>
<td>ATLAS-ST0</td>
<td>3</td>
<td>4,175</td>
<td>1.400</td>
<td>266</td>
<td>3.068</td>
<td>0.000</td>
<td>111.48</td>
</tr>
</tbody>
</table>

**NOTE 6:** GAMMA% is calculated by the following:

Equation 4) \( \text{GAMMA} = \left( \frac{\text{Non Payload}}{\text{GLOW}} \right) \% \times \exp \left( \frac{954.65}{\text{Isp}} \right) \)

When GAMMA% is greater than 100%, then, there can be no useful payload to orbit.

The latter term in equation 4) is 8.7123 for SSME's and 9.9228 for J2's.
An all LOX/LH2 Liquid Rocket Booster Space Shuttle has been proposed by a contractor (Reference 1). In this concept two 16.16 foot diameter boosters would replace the current solid rocket boosters. Each of these boosters had a LOX tank forward of the LH2 tank and was propelled by four - 565,000 lb thrust engines.

A recent study was completed which placed these same eight booster engines under a single LOX/LH2 tank (Reference 2). This tank was enlarged in diameter to contained the extra propellant for both the booster engines and Space Shuttle Main Engines. This vehicle, given the name "Supertanker", would jettison the booster engines and associated propulsion hardware at staging velocity.

If this jettisoned hardware was retained until orbital velocity is achieved (Single-Stage-To-Orbit), useful payload would be sacrificed for greater Launch Operations Efficiency (Reference 3). However, payload capacity greatly increases if vehicle performance is optimized within the bounds of Launch Operation Efficiency.

Note: The source mistakenly used a heavy weight External Tank Mass in their original design work instead of the Light Weight Tank Mass (Reference 3). This weight saving was transferred to payload capacity for the LOX/LH2 LRB Shuttle.

References

1) "Liquid Rocket Booster Study," General Dynamics Space Systems Division, NASA Marshall Space Flight Center, NAS8-37137, 18 MAY 1988

2) Douglas G. Thorpe, "Space Shuttle with Common Fuel Tank for Liquid rocket booster and Main Engines (Supertanker Space Shuttle)" Space Transportation Propulsion Technology Symposium, June 1990

**ATTACHMENT TO "DETERMINING CRITERIA FOR SINGLE STAGE TO ORBIT"**

<table>
<thead>
<tr>
<th></th>
<th>LH2/LOX LRE</th>
<th>SUPERTANKER</th>
<th>SINGLE STAGE TO-ORBIT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MECO CONDITIONS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Time</strong></td>
<td>497 seconds</td>
<td>485 seconds</td>
<td>344 seconds</td>
</tr>
<tr>
<td><strong>Altitude</strong></td>
<td>360,670 ft</td>
<td>360,670 ft</td>
<td>360,670 ft</td>
</tr>
<tr>
<td><strong>Velocity</strong></td>
<td>30,280 Ft/sec</td>
<td>30,280 Ft/sec</td>
<td>30,280 Ft/sec</td>
</tr>
</tbody>
</table>

**Manned Orbiter Configuration**

- **MECO mass**: 357,700 lb
- **Orbiter Inert**: 192,700 lb
- **Orbiter Payload**: 81,400 lb
- **Propellant Tank**: 66,800 lb
- **Residual Propellant**: 1,500 lb
- **OMS Propellant**: 15,300 lb

**3-engine Shuttle-C Configuration**

- **MECO mass**: 357,700 lb
- **Payload Carrier**: 24,500 lb
- **Propulsion Boattail**: 55,200 lb
- **Avionics and Cont.**: 11,400 lb
- **Payload**: 183,000 lb
- **Booster Engines**: N/A
- **Booster Propulsion Mass**: N/A
- **Propellant Tank**: 66,800 lb
- **Residual Propellant**: 1,500 lb
- **OMS Propellant**: 15,300 lb

**STAGING CONDITIONS**

- **Time**: 121.3 sec
- **Altitude**: 136,200 Ft
- **Mach Number**: 4.666
- **Delta V**: 8,909 Ft/sec

**Lift-Off Conditions**

- **Gross Lift-Off Weight**: 3,416,100 lb
- **Thrust**: 5,085,100 lb
- **Thrust-to-Weight**: 1.489

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LO2 / LH2 LIQUID ROCKET BOOSTER

SUPER-TANKER
Eq 1) \[ V_b = G \cdot \text{Ave Isp} \cdot \ln(\text{GLOW} / \text{Morb}) - k \cdot G \cdot t \]

Eq 2) \[ \text{Average Vehicle Isp} = \frac{[(\text{Isp}_1 \cdot \text{Thrust}_1) + (\text{Isp}_2 \cdot \text{Thrust}_2)]}{(\text{Thrust}_1 + \text{Thrust}_2)} \]

Eq 3) \[ \text{Mass to Orbit} = \frac{\text{Fuel}}{[(\exp(955 / \text{Isp})) - 1]} \]

Eq 4) \[ \text{Gamma} = \frac{\text{(Non Payload} / \text{GLOW}) \cdot \exp(955/\text{Isp})}{\exp(955/\text{Isp})} \]

STO is achievable if GAMMA is less than 1.0.
HARDWARE COST COMPARISON

ET - SSME

(8) $45 million engines + $30 million tank = $75 million for 52,000 lbs payload
($5,769 / lb payload)

ET - J2

(12) $10 million engines + $30 million tank = $150 million for 30,960 lbs payload
($4,839 / lb payload)

ET - INTEGRATION PROPULSION MODULE

(4) $3 million engines + $30 million tank = $42 million for 31,000 lbs payload
($1,390 / lb payload)

SINGLE STAGE TO ORBIT BENEFITS:

- Extreme reduction in processing time
  24 hours from Receiving to Launch
- Internationally competitive launch vehicle system
- Reduction in Vehicle Hardware, Systems, & Manpower
- Reduction in Launch Site supporting infrastructure
- Extremely flexible to vehicle manifest
- Big return in Technology Investment
- Good morale from readily visible accomplishments
- All bets are off if OEPSS Technologies are not implemented
  Leakfree Joints
  Total Automated Checkout of vehicle
  Passive Payloads
  No Artificial Interfaces
  Vehicle Propulsion System is preconditioned
  Structural mating of Cargo Pod requires Passive Attachment

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