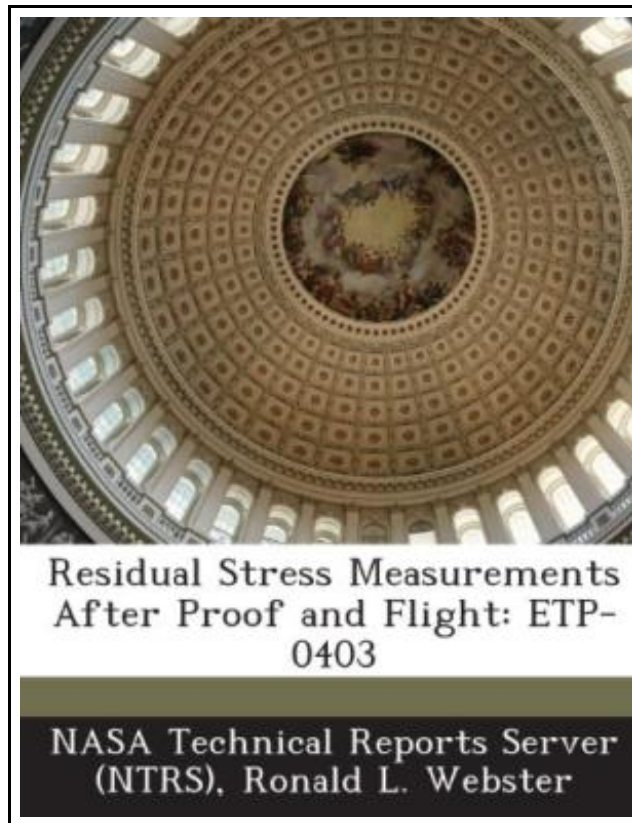


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BiblioGov. Paperback. Book Condition: New. This item is printed on demand. Paperback. 106 pages. Dimensions: 9.7in. x 7.4in. x 0.2in. The intent of this testing was to evaluate the residual stresses that occur in and around the attachment details of a case stiffener segment that has been subjected to flight recovery followed by proof loading. Not measured in this test were stresses relieved at joint disassembly due to out-of-round and interference effects, and those released by cutting the specimens out of the case segment. The test article was lightweight case stiffener segment 1U50715, SN L023 which was flown in the forward stiffener position on flight SRM 14A and in the aft position on flight SRM24A. Both of these flights were flown with the 3 stiffener ring configuration. Stiffener L023 had a stiffener ring installed only on the aft stub in its first flight, and it had both rings installed on its second flight. No significant post flight damage was found on either flight. Finally, the segment was used on the DM-8 static test motor in the forward position. No stiffener rings were installed. It had only one proof pressurization prior to assignment to its first use, and it was cleaned and proof tested after each flight. Thus, the segment had seen 3 proof tests, two flight pressurizations, and two low intensity water impacts prior to manufacturing for use on DM-8. On DM-8 it received one static firing pressurization in the horizontal configuration. Residual stresses at the surface and in depth were evaluated by both the x-ray diffraction and neutron beam diffraction methods. The x-ray diffraction evaluations were conducted by Technology for Energy Corporation (TEC) at their facilities in Knoxville, TN. The neutron beam evaluations were done by Atomic Energy of Canada Limited (AECL) at the Chalk River Nuclear Laboratories in Ontario. The...



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