



**WATERLOO
ROCKETRY**

Remote Launch Control System

Description of Purpose

Waterloo Rocketry's Remote Launch Control System (RLCS) is the system that controls all propellant loading and other preflight actuuations required to launch our rocket.

Design Constraints

Block Diagrams

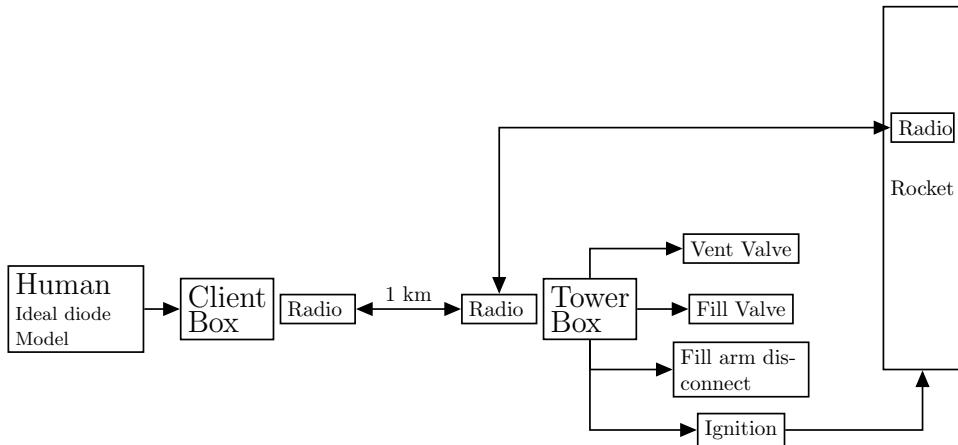


Figure 1: High-level System Overview

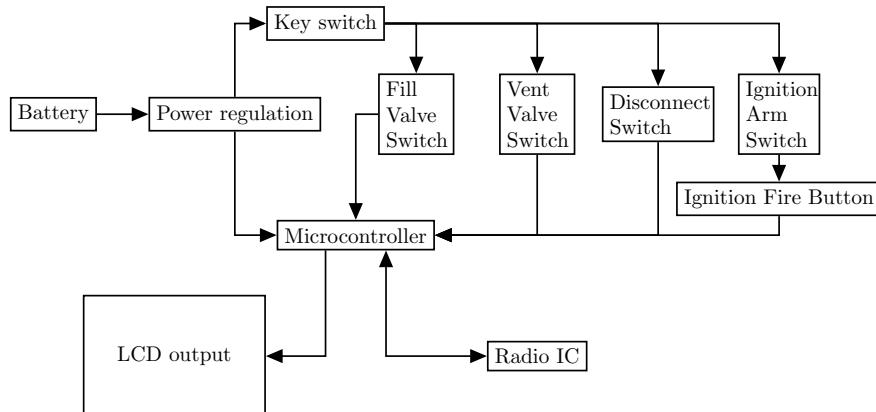


Figure 2: Client side block-level diagram

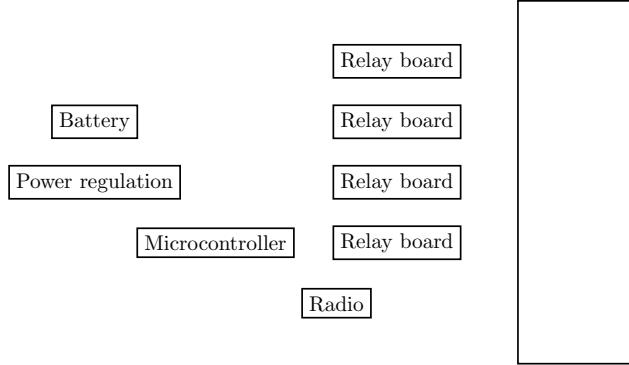


Figure 3: Tower side block-level diagram

Functionality

This system works by a bunch of black magic fuckery.

Tradeoffs

Analysis/testing

Here's why this doesn't break a bunch of rules.

Design, Test, & Evaluation Guide

Rule 2.2 - PROPULSION SYSTEM SAFING AND ARMING

- “A propulsion system is considered armed if only one action (eg an ignition signal) must occur for the propellant(s) to ignite”

Our propellant is really hard to ignite. We've performed numerous tests to determine if our fuel grain (main propellant) can be ignited without nitrous oxide present. We've never managed to ignite it. Using that as precedent, we can say that our ignition system isn't armed until oxidizer is present in our flight tank. Since oxidizer alone isn't enough to ignite our propellant without extreme heat also present, you could make the argument that our ignition system isn't really armed until the ignition puck is burning *and* there is oxidizer present in our flight tank.

Rule 2.2.1 - GROUND-START IGNITION CIRCUIT ARMING

- “All ground-started propulsion system ignition circuits/sequences shall not be “armed” until all personnel are at least 50 ft (15 m) away from the launch vehicle.”

Our operations procedures ensure that there is never oxidizer in our flight tank until we are ready to launch, and all personnel are already at the minimum safe distance away from the rocket. We do not arm our ignition sequences until all personnel are much further than 15m away from the vehicle.

Rule 2.2.3 - PROPELLANT OFFLOADING AFTER LAUNCH ABORT

- “Hybrid and liquid propulsion systems shall implement a means for remotely controlled venting or offloading of all liquid and gaseous propellants in the event of a launch abort”

We have a 0.3mm diameter hole in series with an electrically controlled valve in our rocket to facilitate offloading of all liquid propellant in the event of an abort. Before going to the competition, we perform a full systems integration test in which we fill the rocket with CO₂ and then vent all of it to ensure that this system is operational and functions properly. TODO Jacob do we still do this?

Rule 3.4 - SAFETY CRITICAL WIRING

- “Safety critical wiring is defined as electrical wiring associated with recovery system deployment events and any “air started” rocket motors”

This system is in no way associated with either of those things, which is why it does not (in some minor places) comply with the safety critical wiring standard.

Rule 4.1 - ENERGETIC DEVICE SAFING AND ARMING

- “All energetics shall be safed until the rocket is in the launch position, at which point they may be “armed”. An energetic device is considered safed when two separate events are necessary to release the energy”

Our ignition system contains two nichrome igniters embedded in a flammable solid fuel puck, which is the only energetic associated with this system. Until the rocket is mounted on the rail, these igniters are shorted and are not connected to the system, and thus they are not armed, since you'd have to un-short them and then plug them in before the energy can be released.

10.1 EQUIPMENT PORTABILITY

- “Teams should make their launch support equipment man-portable over a short distance (a few hundred feet)”

The tower side box component of this system is the heaviest piece, which weighs 12lbs and has a handle on it for ease of portability. The entire system is easily man portable and can be carried by 2 or 3 people well over a few hundred feet.

10.3 OPERATIONAL RANGE

- “All team provided launch control systems shall be electronically operated and have a maximum operational range of no less than 2,000 ft (610 m) from the launch rail”

Our system is electronically operated and uses two XBEE-PRO XSC S3B modules which have an advertised range of 28 miles with line of sight. We used the exact same modules last year and had no issues with loss of communication.

10.4 FAULT TOLERANCE AND ARMING

- “All team provided launch control systems shall be at least single fault tolerant by implementing a removable safety interlock (i.e. a jumper or key to be kept in possession of the arming crew during arming) in series with the launch switch”

We use a key switch in series with all other control switches on our client side box. The key is held by either an IREC official or the arming crew until the rocket is ready to launch.

10.5 SAFETY CRITICAL SWITCHES

- “All team provided launch control systems shall implement ignition switches of the momentary, normally open (aka “deadman”) type”

Our ignition actuation button is momentary and normally open.

APPENDIX C: FIRE CONTROL SYSTEM DESIGN GUIDELINES

- “The control console should be designed such that two deliberate actions are required to fire the system”

Since all switches are in series with the keyswitch, any action taken at the control box really takes 4 deliberate actions (put key in box, turn key, flip up switch cover, actuate switch). Because the ignition fire button is in series with two missile switches, firing the system takes 5 deliberate actions, and 5

is greater than two for all values of 5 (insert key, turn key, flip up switch cover, actuate switch, press button).

- “The system should include a power interrupt such that firing current cannot be sent to the firing leads while personnel are at the pad and this interrupt should be under the control of personnel at the pad.”

Does the keyswitch count?

- “The failure of any single component should not compromise the safety of the firing system.”

Our ignition system requires at minimum 3 separate actions to occur (open fill valve, send ignition current, open injector valve) before our ignition system actuates. There is no single component that can fail that would cause all three of these actions to occur (unless a microcontroller fails in an impossibly specific and malicious way), and thus the safety of our system would never be compromised by a single component’s failure. All subsystems are designed to fail safe (certain valves close in the event of communications loss, there are inline fuses on all actuator power lines, etc) in the event of component failure.

Glamour shots



Figure 4: The clientside box

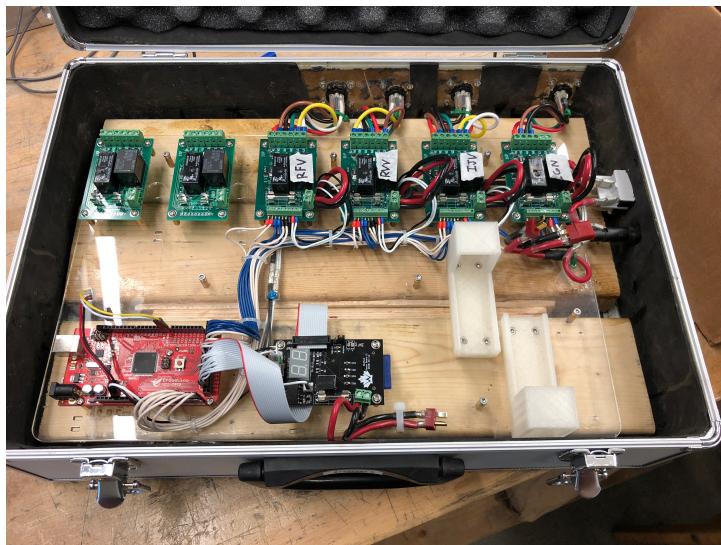


Figure 5: The towerside box

Technical Details and Schematics if you’re *really* interested

All technical specifications (from schematics and layouts down to individual component datasheets) can be found in this project’s github repository, <https://github.com/waterloo-rocketry/rcls>. Also present in that repository is all the code that runs on the microcontrollers, all the unit tests that that code is checked against, and also this document.

Assembly and Pre-Launch Checklists

The order of operations:

- 1 When RLCS takes over, here’s the current state of our fill system:

- 2 The NOs K bottle's cylinder valve is open
- 3 The plumbing system is set up, all valves are closed (except series fill)
- 4 The only pressurized line is the fill line (leads from cylinder to remote fill valve). All other lines are atmospheric.
- 5 The primary operator marks the current fill line pressure (reads from SP1)
- 6 The primary operator opens the rocket vent valve, which will allow the rocket to be fuelled.
- 7 The primary operator opens the remote fill valve, pressurizing the feed line. Oxidizer begins to flow into the run tank, while fumes vent from the top of the run tank through the rocket vent valve. At this moment (oxidizer in the run tank), our ignition system and rocket are considered armed. All personnel must be at the Minimum safe distance before this point.
- 8 Once the rocket is fuelled (as indicated by the primary load cell and rocket pressure transducer), the rocket vent valve is closed, sealing the run tank.
- 9 The remote fill valve is closed, sealing the supply tank off from the rest of the plumbing assembly.
- 10 The remote vent valve is opened, venting the feed line, so that it is at atmospheric pressure. The goal of this step is to allow the remote disconnect arm to swing free without spraying the airframe of the rocket with oxidizer.
- 11 The remote disconnect pin is pulled, allowing the fill arm to swing free. The rocket is now disconnected from the fill system, and ready to launch. because of the one way check valve in the rocket, the nitrous does not vent through the fill arm adapter)
- 12 Once the IREC official says so, we can actuate ignition and launch:
 - 13 Ignition is fired, igniting the puck in the CC.
 - 14 Once we have confirmation of flame in the CC (read from ammeter on ignition circuit), we open the injector valve.
 - 15 Watch the rocket, because this'll be pretty cool.

End of Operations.

DFMEA
