

UNCLASSIFIED



**Ballistic Trajectory Modeling for the
Insensitive Munitions Type IV/V
Hazardous Fragment Threshold**

Kevin T. Miers*, Daniel J. Pudlak,
Brian E. Fuchs

**2018 International Explosives Safety Symposium
& Exposition**

August 6-9, 2018, San Diego, CA

**UNPARALLELED
COMMITMENT
& SOLUTIONS**

*Kevin Miers, 973-724-1180, kevin.t.miers.civ@mail.mil
U.S. Army Armament Research Development and Engineering
Center, Picatinny Arsenal, NJ 07806-5000, USA



U.S. ARMY ARMAMENT
RESEARCH, DEVELOPMENT
& ENGINEERING CENTER













Distribution A: Approved for Public Release.

UNCLASSIFIED








- IM Testing and Requirements
- Current IM Hazardous Fragment Projection Criterion
- Aeroballistic Trajectory Modeling
- Hazard Criteria
- Computational Considerations
- Mass-Distance Curves, New Fragment Projection Criterion
- Calculation Procedure
- Results and Discussion
- Future Work



Threats	<u>FUEL FIRE</u> Such as a truck or an aircraft on a flight deck	<u>NEARBY HEAT</u> Such as fire in adjacent magazine, store or vehicle.	<u>BULLETS</u> Such as small arms from terrorists or combat	<u>FRAGMENTS</u> Such as from bombs, artillery, or IEDs	<u>SYMPATHETIC REACTION</u> Such as detonation of adjacent stores	<u>SHAPED CHARGE JET</u> RPG, Bomblets, ATGMs: Combat or terrorists
						
Tests	Fast Cook-off	Slow Cook-off	Bullet Impact	Fragment Impact	Sympathetic Detonation	Shaped Charge Jet
	FCO	SCO	BI	FI	SD	SCJ
						

Response type determination

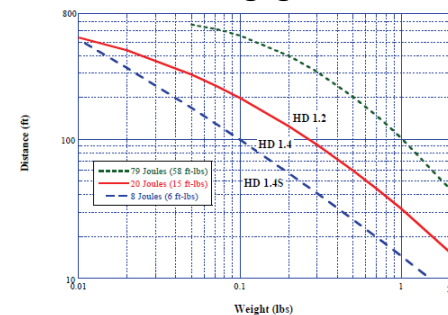
- Photographic evidence
- Blast overpressure
- **Debris thrown/recovered**
- Witness plate gouging

Reactions	Detonation/ Partial Detonation	Explosion	Deflagration/ Propulsion	Burn	No Sustained Reaction
	Type I/II	Type III	Type IV	Type V	Type VI
					



- Fragment mapping is performed after tests, compared to 20J curve (79J curve also exists)
 - Criterion violated if allowable distance exceeded
 - Type IV if violated, Type V if not
 - Substantial efforts to obtain Type V
- Efforts to understand origin of curves
 - Modeling studies, some contact with originators, work done long ago
 - 20J curve corresponds to launch energy, could not reconstruct 79J curve
 - Means the maximum distance a fragment could travel if launched with 20J
- Ultimate outcome: 20J launch curve being replaced with 20J impact at 15m curve for several fragment densities

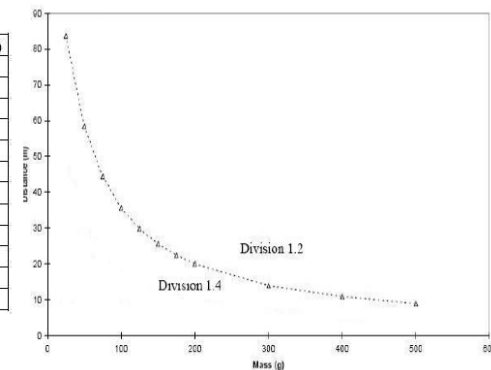
TB-700-2



58 lb-lbs (79 J)	15 lb-lb (20 J)	6 lb-lb (8 J)
D in ft, M in lbs	D in ft, M in lbs	D in ft, M in lbs
$D = 101.65 \cdot M^{-1.1061} \cdot 0.15961^{1/M}$	$D = 31.49 \cdot M^{-0.98} \cdot 0.0789^{1/M}$	$D = 14.41 \cdot M^{-0.896} \cdot 0.0252^{1/M}$
$M = 4.24 \cdot D^{1.8714} \cdot 1.2453^{1/D} \cdot 0.25442^{1/D^2} \cdot 0.018949^{1/D^3}$	$M = 0.000006151 \cdot D^{14.8843} \cdot 6.0504^{1/D} \cdot 1.0077^{1/D^2} \cdot 0.06313^{1/D^3}$	$M = 7.2157 \cdot D^{10.9007} \cdot 0.95029^{1/D} \cdot 0.21559^{1/D^2} \cdot 0.01758^{1/D^3}$
D in m, M in kg	D in m, M in kg	D in m, M in kg
$D = 11.697 \cdot M^{-1.2596} \cdot 0.15961^{1/M}$	$D = 4.212 \cdot M^{-1.103} \cdot 0.0789^{1/M}$	$D = 2.413 \cdot M^{-0.935} \cdot 0.0252^{1/M}$
$M = 4.533 \cdot D^{1.12633} \cdot 0.49699^{1/D} \cdot 0.16437^{1/D^2} \cdot 0.018949^{1/D^3}$	$M = 0.1283 \cdot D^{14.399} \cdot 2.973^{1/D} \cdot 1.0077^{1/D^2} \cdot 0.06313^{1/D^3}$	$M = 2.4193 \cdot D^{10.8943} \cdot 0.3317^{1/D} \cdot 0.1319^{1/D^2} \cdot 0.01758^{1/D^3}$

AOP-39

Mass (g)	20 J	8 J
25	83.6	46.8
50	58.4	28.7
75	44.4	20.6
100	35.6	16.2
125	29.8	13.3
150	25.6	11.4
175	22.43	10
200	20	8.8
300	13.9	6.3
400	10.9	4.9
500	8.9	4.1



I-3
NATO/PPF UNCLASSIFIED

Existing curve corresponds to 20J launch energy!



Equations of Motion (Vector Form)

$$\frac{d\mathbf{V}}{dt} = -\frac{\rho S C_D}{2m} |\mathbf{V}| \mathbf{V} + \mathbf{g}$$

$$\frac{d\mathbf{x}}{dt} = \mathbf{V}$$

F=ma with air drag

Equations of Motion (Scalar Form)

$$\frac{dV_x}{dt} = -\frac{\rho S C_D}{2m} V V_x = -\frac{\rho S C_D}{2m} V_x \sqrt{V_x^2 + V_y^2}$$

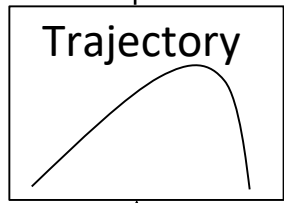
$$\frac{dV_y}{dt} = -\frac{\rho S C_D}{2m} V V_y - g = -\frac{\rho S C_D}{2m} V_y \sqrt{V_x^2 + V_y^2} - g$$

$$\frac{dx}{dt} = V_x$$

$$\frac{dy}{dt} = V_y$$

(Modeling approximations)

Curve Generation / Other Analysis



- Numerical Solver
- MATLAB ode45 (variable-timestep Runge-Kutta)
 - Validate with flat fire solutions / ensure same results obtained for very small constant timestep
 - Launch height usually zero
 - Stop integration when trajectory ordinate becomes negative

Shape factor data

$$m = kS^{3/2}$$

If the fragments from a given weapon are assumed to be geometrically similar, the mass m and presented area A are related by $N = kA^{3/2}$. Values of k , called a shape factor or ballistic density, may be determined from weight and presented area measurements on fragments recovered from tests of particular weapons. Although the value of k differs from one weapon to another, for forged steel projectiles and fragmentation bombs the average value of 660 grains/in.³ (2.60 g/cm³) has been recommended, while for demolition bombs the value 590 grains/in.³ (2.33 g/cm³) has been applied.

(from Zaker, DDESB-TP-12)

(2.60 g/cm³)

Drag Coefficient Data

TABLE I DRAG COEFFICIENTS FOR IRREGULAR FRAGMENTS

MACH NUMBER	DRAG COEFFICIENT
0	0.80
0.75	0.88
0.90	1.09
1.15	1.26
2.00	1.14
4.00	1.08
>4.00	1.08

Note: Drag coefficient varies linearly between Mach Number entries

In Design Considerations for Toxic Chemical and Explosives Facilities; Scott, Ralph A., et al.; ACS Symposium Series; American Chemical Society: Washington, DC, 1987.

(from Swisdak, "Fragmentation Effects: An Overview")



25g

100g

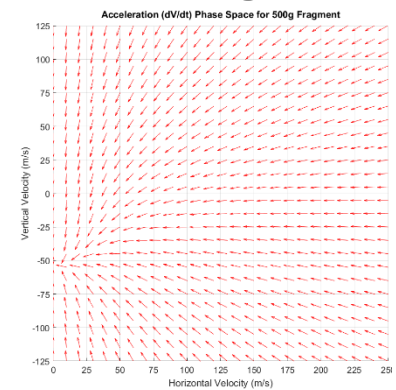
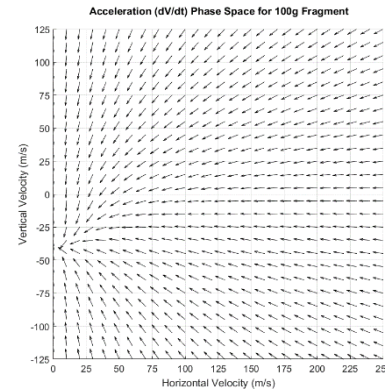
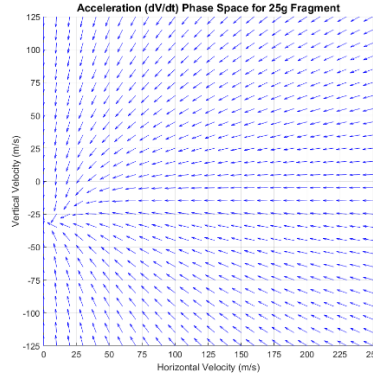
500g

Equations of Motion
(Vector Form)

$$\frac{d\mathbf{V}}{dt} = -\frac{\rho S C_D}{2m} |\mathbf{V}| \mathbf{V} + \mathbf{g}$$

$$\frac{d\mathbf{x}}{dt} = \mathbf{V}$$

**F=ma with
air drag**



(Sample direction fields for steel fragments)

- System of first-order ODEs; Nonlinear, autonomous (right side a function of \mathbf{V} only)
- Time-independent direction field in phase space
 - Each initial condition has a unique trajectory
- Critical point where RHS is zero (i.e., terminal velocity)
 - Eigenvalues of Jacobian indicate asymptotically stable
 - All trajectories terminate at critical point

Can run calculations forward or backward in time, except backward from terminal velocity



Drag Coefficient

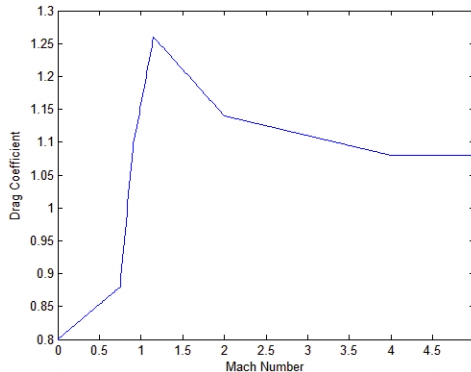


TABLE I DRAG COEFFICIENTS FOR IRREGULAR FRAGMENTS

MACH NUMBER	DRAG COEFFICIENT
0	0.80
0.75	0.88
0.90	1.09
1.15	1.26
2.00	1.14
4.00	1.08
>4.00	1.08

Note: Drag coefficient varies linearly between Mach Number entries

$S = S_{exact}$ - Presented area for a projectile with a specific orientation (no shape factor needed)

$S_{avg} = AS/4$ - Average presented area for randomly tumbling well-defined convex object is 1/4 of its surface area

Shape Factor

$m = kS_{avg}^{3/2}$ - Shape factor k relates mass to average presented area of tumbling chunky fragment

- Measured using icosahedron gauge ($k = 2600$ kg/m³ for warhead fragments, $K = 0.33$)

$m = kS^{3/2} \Rightarrow \rho V_{frag} = kS_{avg}^{3/2} \Rightarrow k = \frac{V_{frag}}{S_{avg}^{3/2}} \rho \equiv K\rho$ - For a given fragment size and shape, k proportional to density

Steel warhead fragment data, simple modification for density changes!

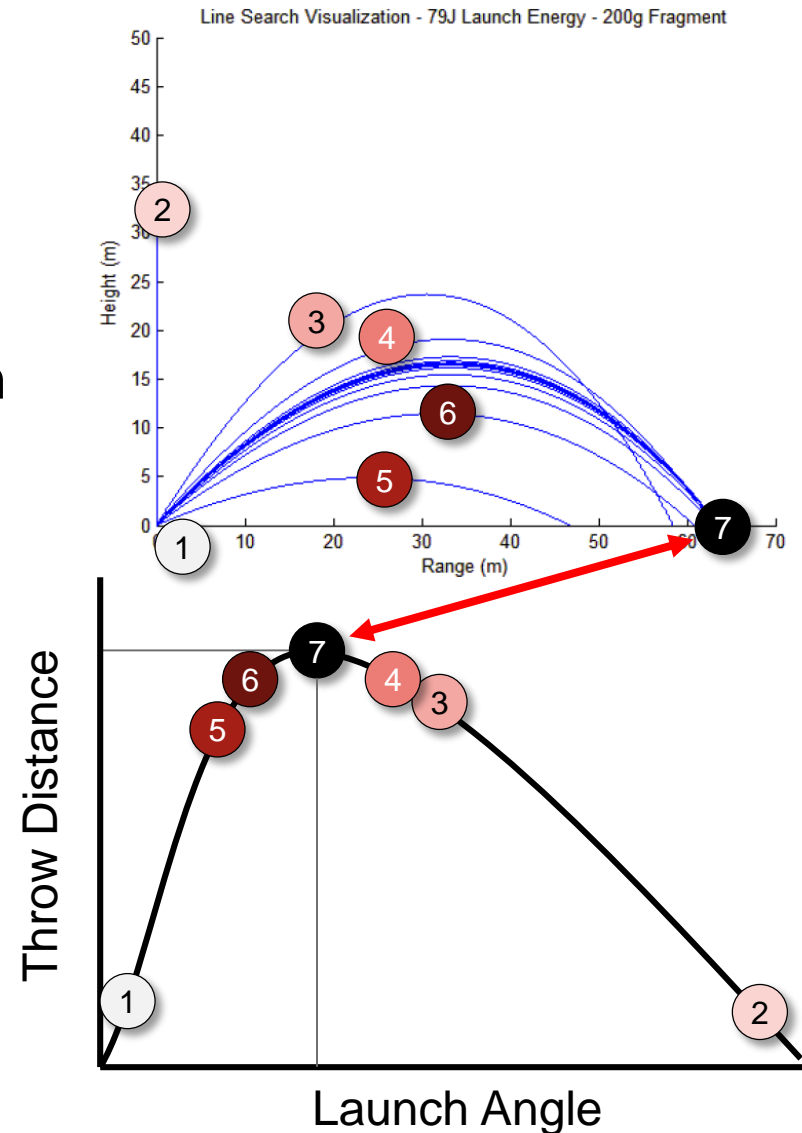
May not be appropriate for debris other than steel warhead fragments!



- IM concerned with warfighter survivability in a combat scenario, but safety benefits as well
- Some kind of optimal acceptable hazard for IM design requirements
 - Safer weapons at the cost of logistics operations and performance → Decrease in survivability
 - Munitions allowed to react violently enough to cause damage and casualties which generate additional logistical burdens and IM hazards → Decrease in survivability
- 20J is presumed to be based on a personnel hazard criterion
 - But results in low velocities for larger fragments
- Injury severity – AIS 2? (moderate injury, 1-2% probability of death)
- Intuitively, energy/area more realistic injury criterion
 - 7.9 J/cm² for skin penetration found in open literature
 - But several difficulties, and not conservative for large masses [9]
- Lethality modeling currently being performed for masses of interest



- During curve calculation, working with numerical inputs and outputs
- Maximum or minimum output quantities required
 - Min launch velocity to hit 15m with 20J, max distance for a given launch velocity
- Extremely tedious to adjust input parameters manually
 - Especially if unable to run backwards in time
- Variety of line search algorithms can find max/min quantities automatically if output function known unimodal
 - Reduce search interval until optimum bracketed
 - Used in optimization codes



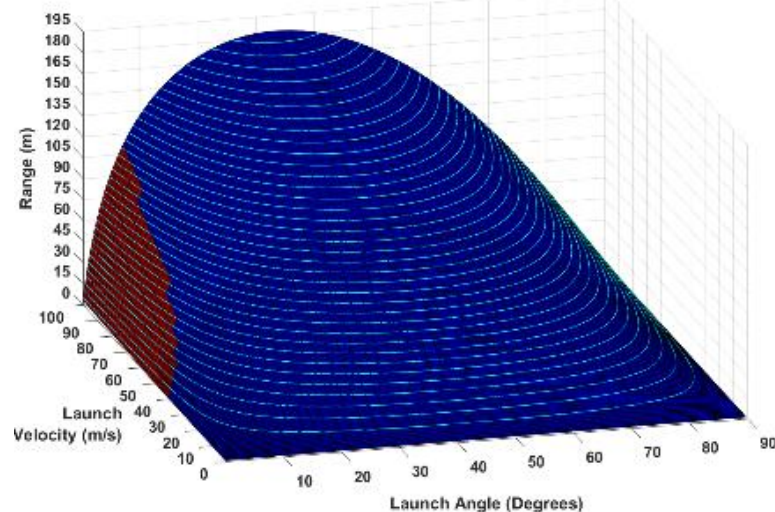


MASS-DISTANCE CURVES

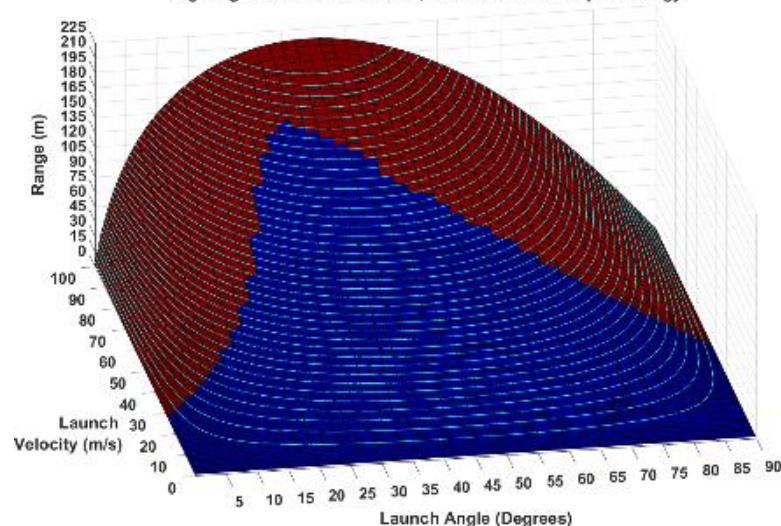


- Direct search plots: Throw distance (z) as a function of launch angle (x) and launch velocity (y)
 - Color coded by impact energy
 - Red $\geq 20\text{J}$, Blue $< 20\text{J}$
- For larger masses, there is a distance above which impacts are guaranteed to be hazardous
 - Can use mass-distance curve, but distances are larger
- For smaller masses, only low (and sometimes high) trajectories can produce hazardous impacts
 - Small masses drag down faster
 - Can travel arbitrarily far without hazardous impact
 - Mass-distance curve unbounded

25g Fragment: Red - Above 20J, Blue - Below 20J Impact Energy



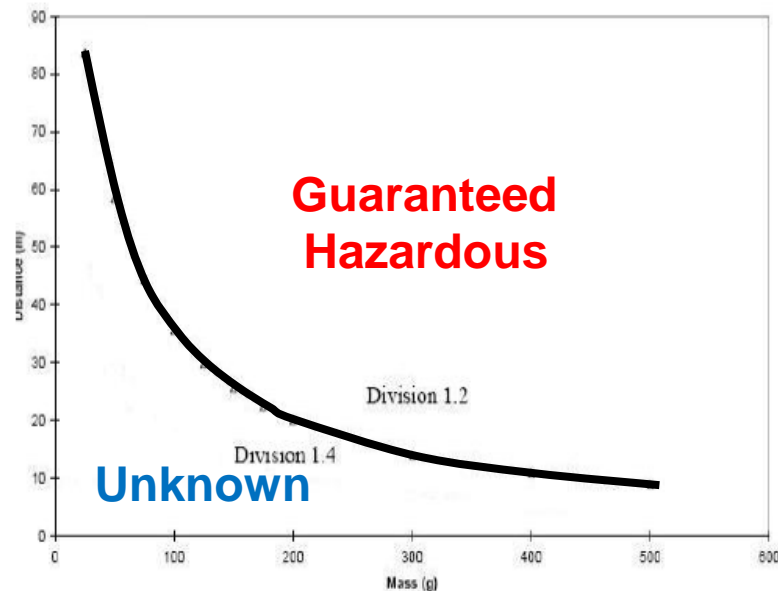
50g Fragment: Red - Above 20J, Blue - Below 20J Impact Energy





- Important issue with mass-distance curves:
 - Curve represents maximum distance a fragment could travel before being guaranteed hazardous
 - Nothing can be said about fragments which pass the criterion
 - Fragment launched straight up in the air or directly at the ground *always* passes
- As the hazard criterion is made less conservative, the ability to detect hazardous fragments is reduced
 - Driven toward more conservative criterion
 - Errors in the modeling assumptions also have more of an influence on the answers

AOP-39 Mass-Distance Curve

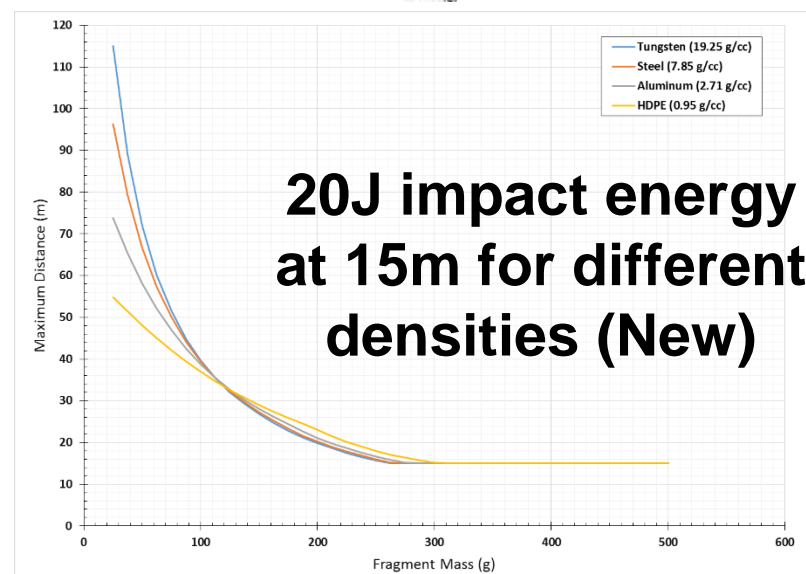
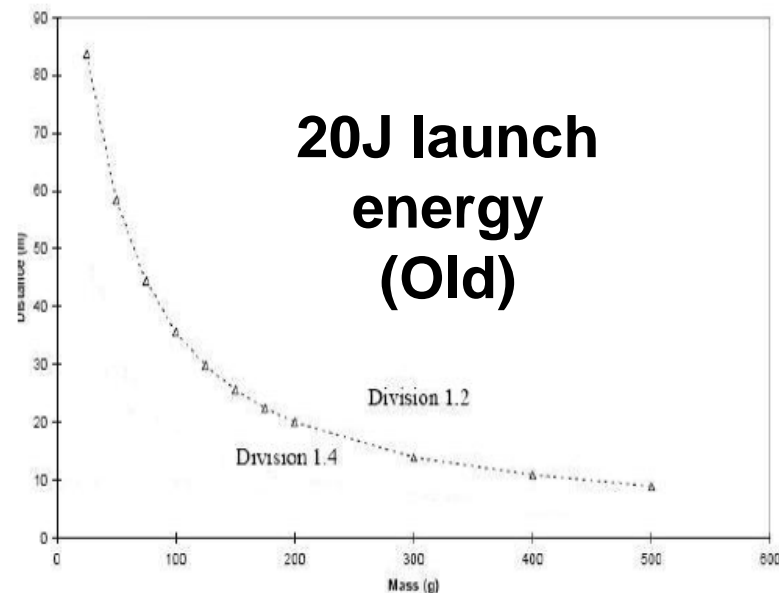


I-3

NATO/PFP UNCLASSIFIED



- New fragment projection criterion is 20J impact at 15m [9] for several different fragment densities
- Bumps up the launch velocity to the minimum required to produce a $\geq 20\text{J}$ impact on the ground at 15m
 - Otherwise maximum distance calculated the same way as before
- A few interesting properties
 - Does not guarantee actual impact was hazardous, but does guarantee it would have been at 15m if the trajectory were lowered
 - Cutoff above $\sim 300\text{g}$ since large fragments impact with at least 20J by virtue of traveling 15m



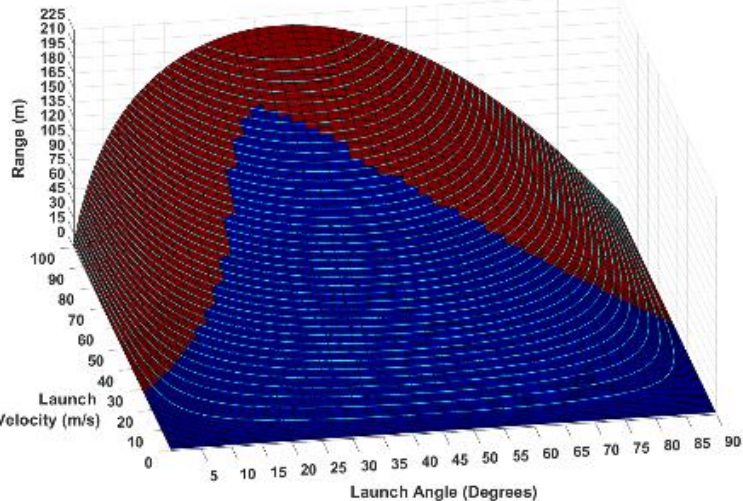


U.S. ARMY
RDECOM

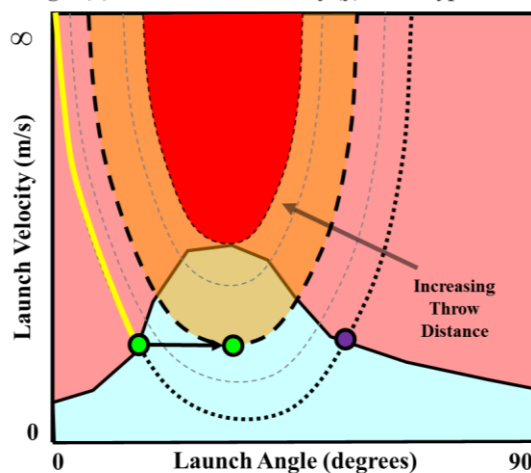
UNCLASSIFIED NEW FRAGMENT PROJECTION CRITERION (CONT'D)



50g Fragment: Red - Above 20J, Blue - Below 20J Impact Energy



Throw Distance (z) as a Function of Launch Angle (x) and Launch Velocity (y) for a Typical Mass

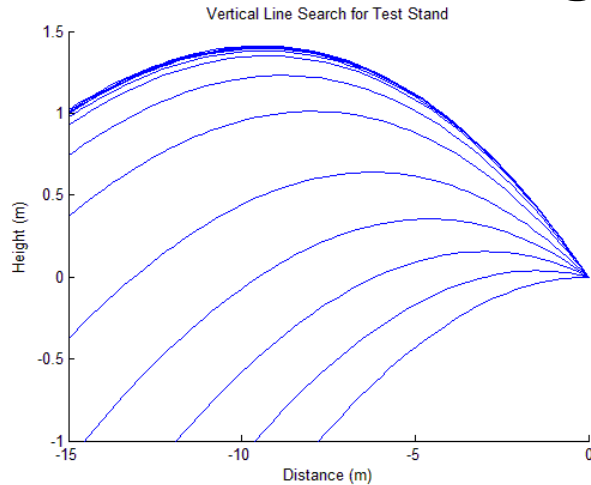


- 15m Distance Contour
- Minimum launch velocity to hit 15m with Hazardous Impact (low trajectory)
- Minimum launch velocity to hit 15m with Hazardous Impact (high trajectory)
- Hazardous Impacts
- Non-Hazardous Impacts
- Distance above which hazardous impacts guaranteed
- Distance above which 20J at 15m criterion is violated
- - 20J at 15m Criterion Distance Contour
- Guaranteed Hazardous Impact at 15m if Launch Angle were Lowered

- Distance output calculated in 2 steps for a given mass:
 - 1) Find the minimum launch velocity to reach 15m with 20J
 - 2) Using that launch velocity, find the maximum distance the fragment could travel
- Only 2 trajectories impact 15m at 20J; choose the lower launch energy
- Graphically, a fixed launch velocity touches some distance contour at a single point, i.e., the maximum distance achievable
 - Fragments found above that distance guaranteed hazardous at 15m contour for low trajectories

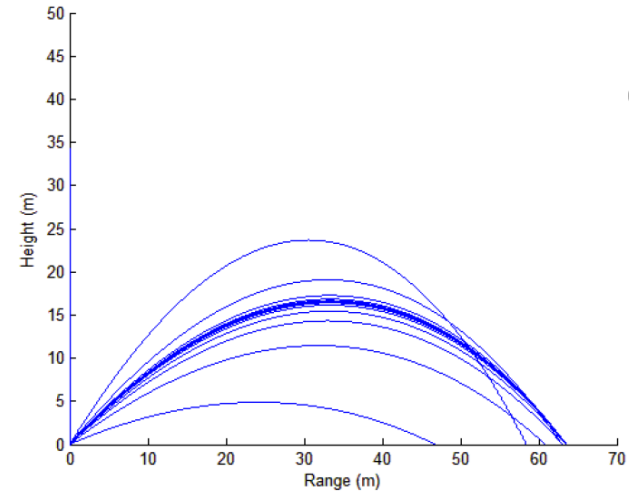
For each fragment mass and density:

1

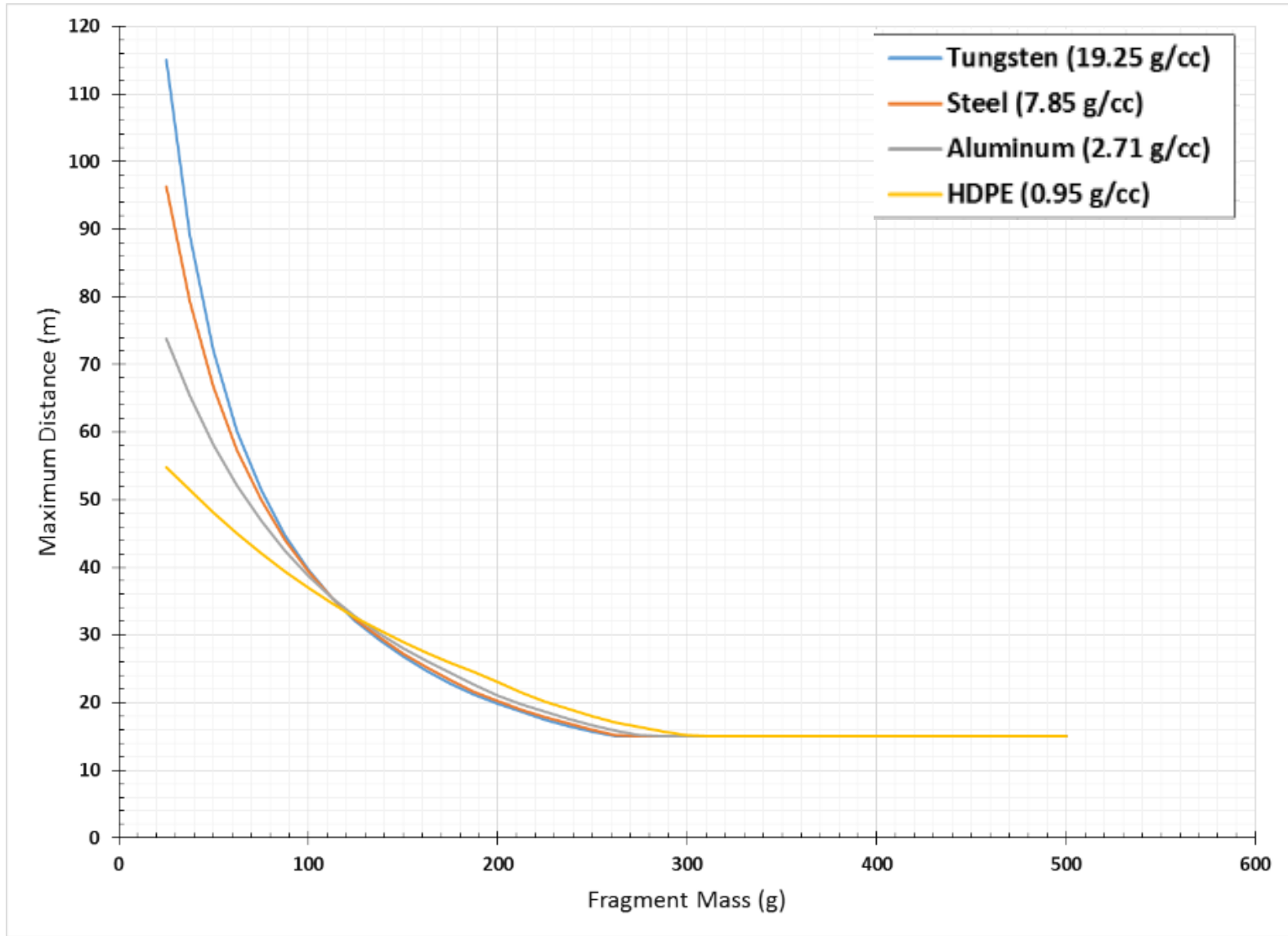


- Run trajectories backward in time from 20J impact at $y=0$ at 15m
- Perform line search in vertical direction for trajectory which crosses $x=-15m$ at $y=1m$ (generally 2 possible trajectories)
- If no solution, output is 15m cutoff
- Velocity at $(-15,1)$ is the appropriate launch velocity to use in step 2

2

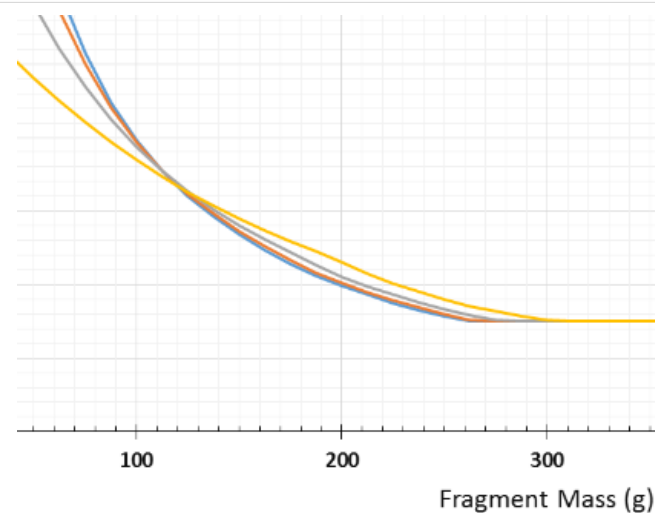
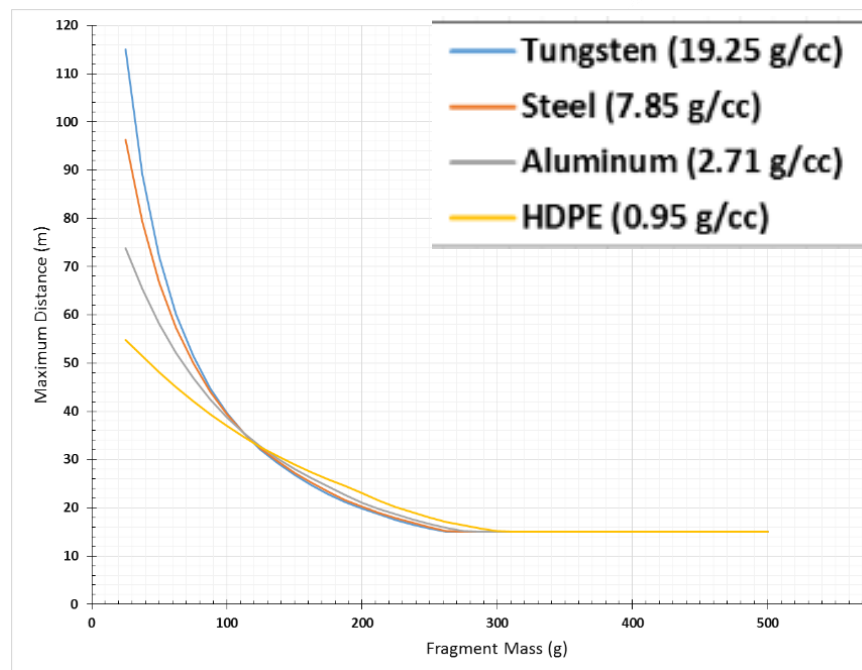


- Run trajectories forward in time from 1m test stand using launch velocity calculated in Step 1
- Perform line search in horizontal direction to find maximum throw distance
- This max throw distance is a single output point on the mass-distance curve





- Crossover in curves
 - Small masses: large velocity required to impact 15m at 20J
 - Angle raised in second step, denser frags fly further
 - Large masses: lower velocities involved, higher first step velocity for less dense frags wins out
- Knee in curves, most noticeable for HDPE, is where the high trajectory begins producing a lower minimum launch velocity to hit 15m with 20J
 - Difference is within 1m
- Cutoff at 15m – large masses impact with $\geq 20\text{J}$ by virtue of traveling 15m
- Launch energy slightly less than impact energy for some larger masses due to the 1m test stand

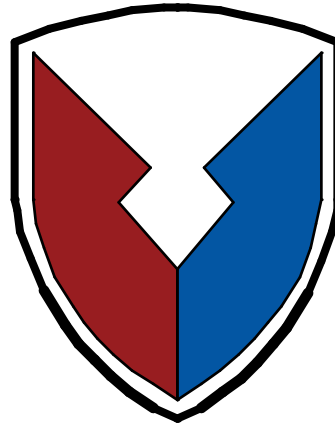




- Ballistic trajectory modeling and hazard metric
- Characteristics of mass-distance curves
 - Lose accuracy and ability to detect hazardous fragments as curves become less conservative
 - Pure impact curves becomes unbounded, and result in very large distances
- Legacy and newly updated hazardous fragment projection curves, and their calculation procedures and results, discussed
 - Old: 20J launch curve
 - New: 20J impact at 15m curve for various densities
- Variety of improvements which could be made
 - Higher fidelity modeling, uncertainty quantification and reduction
 - Consensus on the appropriate injury level, hazard metric, and implementation of more elaborate criteria
- Projection criteria currently being used in various IM programs
 - Better understanding of assumptions → improved interpretation and development of IM standards



QUESTIONS





Backup Slides



- [1] “Department of Defense Ammunition and Explosives Hazard Classification Procedures”. Joint Technical Bulletin TB-700-2, 1998.
- [2] “Guidance on the Assessment and Development of Insensitive Munitions”. NATO Allied Ordnance Publication AOP-39 (Edition 3), 2010.
- [3] McCoy, R. L. *Modern Exterior Ballistics: The Launch and Flight Dynamics of Symmetric Projectiles*. Atglen, PA: Schiffer Publishing Ltd., 2008.
- [4] Swisdak, M. M. “Fragmentation Effects: An Overview”. In R. A. Scott (Ed.), *Design Considerations for Toxic Chemical and Explosives Facilities*. Washington, DC: ACS Symposium Series, American Chemical Society, 1987.
- [5] Montanaro, P. E. “TRAJ – A Two Dimensional Trajectory Program for Personal Computers”. Naval Surface Warfare Center, 1990.
- [6] Zaker, T. A. “Fragment and Debris Hazards”. DDESB TP-12, 1975.
- [7] Shampine, L. F. “The MATLAB ODE Suite”. *SIAM Journal on Scientific Computing*, 1997.
- [8] Miers, K. T. “Insensitive Munitions Type IV Fragment Projection Energy Threshold”. 63rd JANNAF Propulsion Hazards Subcommittee Meeting. Newport News, VA, 2016.
- [9] Van Der Voort, M., Baker, E., Schultz, E., Sharp, M. “Projection Criteria for Insensitive Munitions and Hazard Classification”. *Insensitive Munitions & Energetic Materials Technology Symposium*, Nashville, TX, 2016.
- [10] Gill, P. E. *Practical Optimization*. San Diego, CA: Academic Press, Inc., 1981.
- [11] Baker, E. L. Private Communication. NATO Munitions Safety Information Analysis Center, 2016.



Table with 18 columns: Curve Results (Mass, Mass (g), Distance), Backward Search for Minimum Launch Velocity to Hit 15m with 20J (0m Impact Height) (Launch angle, Launch Velocity, Launch Energy, Impact Angle, Impact Velocity, Impact Energy, Range), Forward Search for Maximum Range using Same Launch Velocity (1m Launch Height) (Launch angle, Launch Velocity, Launch Energy, Impact Angle, Impact Velocity, Impact Energy, Range).

Output data for tungsten (19.25 g/cc)

Table with 18 columns: Curve Results (Mass, Mass (g), Distance), Backward Search for Minimum Launch Velocity to Hit 15m with 20J (0m Impact Height) (Launch angle, Launch Velocity, Launch Energy, Impact Angle, Impact Velocity, Impact Energy, Range), Forward Search for Maximum Range using Same Launch Velocity (1m Launch Height) (Launch angle, Launch Velocity, Launch Energy, Impact Angle, Impact Velocity, Impact Energy, Range).

Output data for steel (7.85 g/cc)

