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SCALE MODEL RADAR CROSS SECTION DATA

(SPACETRACK O & M SIGNATURE ANALYSIS PROGRAM)

JANUARY 1963

(REVISED 31 MAY 1963)

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9th AEROSPACE DEFENSE DIVISION

(6) # SCALE MODEL RADAR CROSS SECTION DATA.

AND

(SPACETRACK O[redacted]M SIGNATURE ANALYSIS PROGRAM),

[redacted] (11) 31 MAY [redacted]63,

(12) 1v.

(10) by L. H. LENCRT.

(15) Contract AF19(628)536

PREPARED FOR:

SPACETRACK O&M SIGNATURE ANALYSIS PROGRAM
9TH AEROSPACE DEFENSE DIVISION
UNITED STATES AIRFORCE

~~PREPARED BY:~~ (5) RCA

[redacted],
DEFENSE ELECTRONIC PRODUCTS,
[redacted]
MOORESTOWN, N[redacted] J[redacted]

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DETACHMENT 3
HEADQUARTERS 9TH AEROSPACE DEFENSE DIVISION
UNITED STATES AIR FORCE
BLDG 116-20
RCA, MOORESTOWN
NEW JERSEY

DATE: 10 January 1963

SUBJECT: Scale Model Radar Cross Section Data

The contents of this booklet, the scale model radar cross section data, have been published in support of Space Track O&M Signature Analysis Program. Distribution will be made only with authority of the Commander 9th Aerospace Defense Division (ADC), United States Air Force, Ent Air Force Base, Colorado.

JAMES J. DOUGHERTY
Major, USAF
Commander, Det 3 9th ADD

SCOPE

This document presents radar cross section curves for various satellite payload and tank type bodies. The bodies under consideration are bodies of revolution. Two classes of body shapes are considered — simple (cones, spheres, cylinders, etc.) and complex (constructed by mating the simple shapes into various configurations).

The simple body-shape curves were originally obtained for use as input data for a radar cross section study program for the Ballistic Missile Early Warning System. The original input data, consisting of analog recordings referenced to various calibration levels, were obtained through scale model measurement programs at Radiation, Incorporated. In addition, Radiation, Incorporated conducted a similar study, on different objects, for Lincoln Laboratory who offered these results to RCA in support of the BMEWS Program. These records were digitized and reduced to the form given here as part of the BMEWS Program.

The complex body shape curves were obtained under the AF 19(628)-536 contract. The contribution to these curves by each of the simple component parts can be clearly distinguished and will provide an insight into methods for extrapolating the simple curves into complex curves for realistic payloads.

REPORT PREPARED BY: L. H. Lenert

TECHNICALLY REVIEWED BY: J. E. Robinson

APPROVED BY: W. W. Weinstock

APPROVED BY: L. T. Carapellotti

INTRODUCTION

The signature analysis program is companion to the Spacetrack O&M satellite surveillance capacity of the Moorestown AN/FPS-49 tracking radar facility. While the satellite surveillance mission is concerned with the trajectory identification of orbiting bodies, the signature analysis program is devoted to the description of these orbiting bodies. Such description consists of size and shape determinations and determinations of the dynamic characteristics of the bodies about their centers of mass. The capability for recognizing such characteristics is being refined for eventual transfer to a Spacetrack Analysis Center at Colorado Springs.

In support of this operation, the present document is issued to provide background information on size and shape determinations. As can be noted by reference to these data, the lobing structure of the curves for each simple geometric shape is a distinct mark of body shape. These simple curves can then be extrapolated to produce complex curves for objects having a more complex configuration. Engineering data is presented which supports and guides such an extrapolation concept.

It must be pointed out that all of the scale models used have smooth surfaces. Although this does not represent the real situation where payloads and tanks contain various protrusions (fins, antenna, nozzles, etc.) which will modify the actual cross section characteristics, the basic lobing structure will maintain reasonable similarity to the more-idealized curves.

Simplified Body Shapes

The curves presented for simple geometric shapes are a plot of radar cross section (σ), measured in decibels, versus aspect angle (θ), measured in degrees. The aspect angle is measured from the left end (zero degrees) to the right end (180 degrees) of the body as shown on each set of curves and, in detail, in Figures 1-1 and 1-2. Since all of the bodies are bodies of revolution, they have axial (180-degree) symmetry, which makes this range of aspect angle adequate. Cross section data were standardized in the BMEWS program to a common reference so that all bodies could be compared directly. The reference used here is 0 db equals 1 square meter (dbsm).

Polarization

Measurements were made using various polarizations of the transmit and receive antennas. The choice of polarizations used was made at the discretion of the original

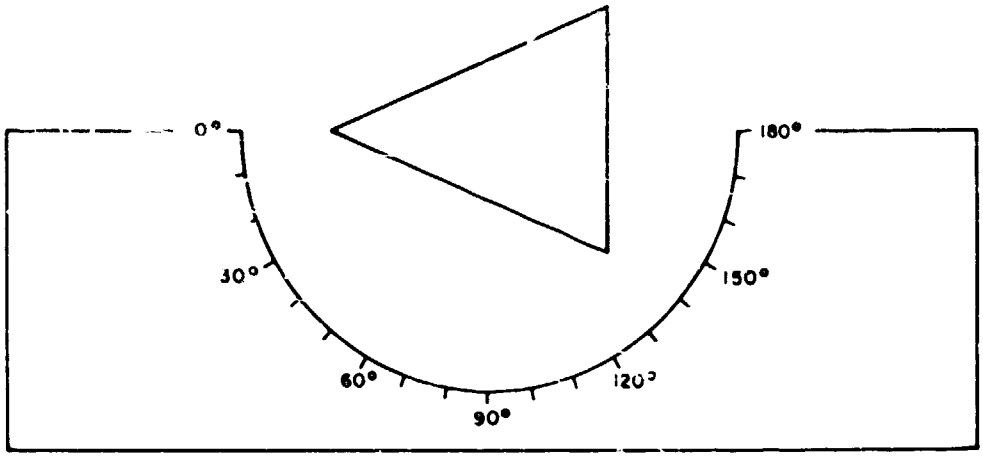


Figure 1-1. Aspect Angle — Body Geometry Relation

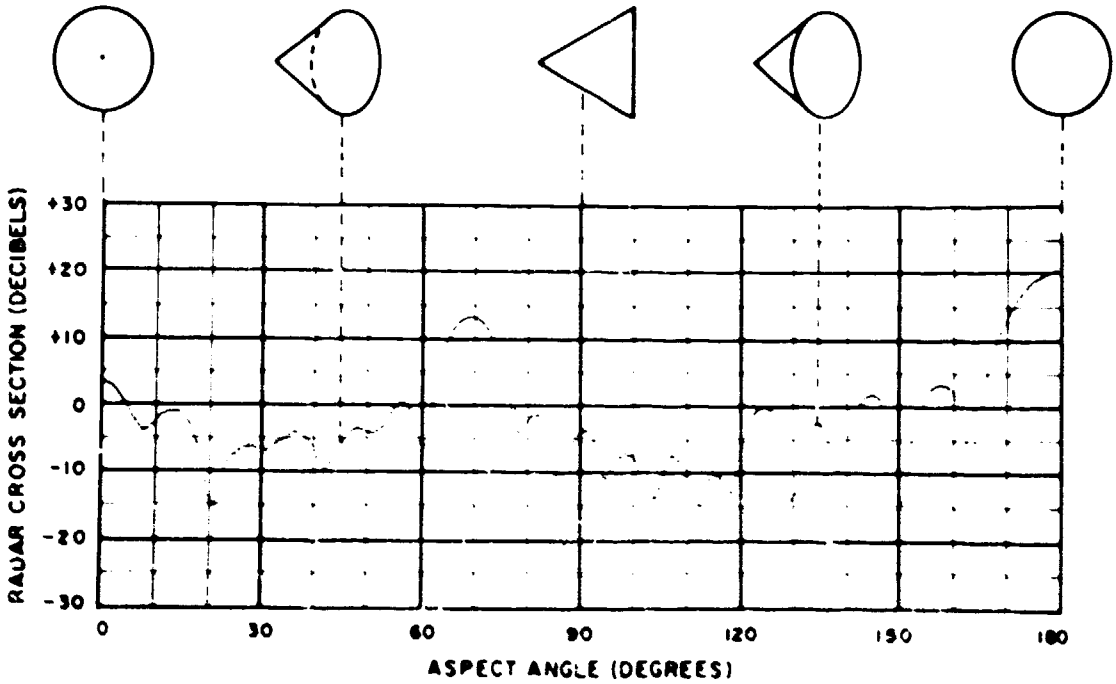


Figure 1-2. Aspect Angle — Sub Orientation Relation

sources of the data, depending on their needs. Hence, different types of polarization data are presented here for the various bodies. For convenience in presentation, a notational system, defined in Table 1-1, was divised to indicate the transmit and receive antenna polarizations in the tables and curves to follow.

Horizontal polarization is defined as occurring when the transmitted or received electric field vector is parallel to the axis of revolution of the body. Right circular polarization is defined as occurring when simultaneous horizontal and vertical electric field vectors are transmitted or received where (1) both vectors have equal magnitudes, and (2) the vertical field vector is lagging one-quarter wavelength behind the horizontal field vector.

TABLE 1-1

POLARIZATION SYMBOLS

Symbol	Transmit Antenna	Receive Antenna
HH	Horizontal	Horizontal
VV	Vertical	Vertical
RL	Right Circular	Left Circular
RR	Right Circular	Right Circular
R45	Right Circular	45° Linear
R135	Right Circular	135° Linear

The Curves

The body shapes are divided into the four classes indicated in Tables 1-2, 1-3, 1-4, and 1-5. The tables describe the types of bodies within each class and indicate the polarizations that are available for each body. The curves for payload shapes (variable configurations) of Table 1-2 are given in Section 2; the curves for conical payloads (flat base) of Table 1-3 are given in Section 3; the curves for the conical payloads (rounded base) of Table 1-4 are given in Section 4; and the curves for the cylindrical tanks of Table 1-5 are given in Section 5.

Complex Body Shapes

Appendix A presents and explains the radar cross section curves for complex body shapes obtained by mating the simple body shapes. The measurements were made in an anechoic chamber. The contributions to these records by each of the simple

component parts can clearly be distinguished. However, it should be noted that these data are merely representative of curve shape. Residual chamber errors, which do not affect general shape, are present in the absolute cross section values.

Large Cylindrical Tanks

The size of the presentations used here introduces a limitation on the visual usefulness of the cross section curves obtained on the original BMEWS program for large cylindrical tanks. This situation is demonstrated in Appendix B. The theoretical relations provided may be used instead of the visual presentations.

TABLE 1-2

PAYLOAD SHAPES (VARIABLE CONFIGURATION)

Description	Major Dimensions	Polarizations
Cone	40° cone angle; length, 7.8 ft; base diameter, 5.66 ft.	HH, VV, RL, RR
Double Cone	40° cone angle; length, 9.15 ft; base diameter, 3.28 ft.	HH, VV, RL, RR
Spindle	40° cone angle; length, 9.15 ft; radius of curvature ($\theta = 90°$), 1.54 ft.	HH, VV, RL, RR
Cone Cup	40° cone angle; length, 7.79 ft; radius of curvature ($\theta = 90°$), 1.54 ft; radius of curvature ($\theta = 180°$), 0.636 ft.	HH, VV, RL, RR
Double Cup	Taper, 18 ; length, 6.56 ft; maximum base diameter, 3.28 ft; radius of curvature ($\theta = 0°$ and 180°), 0.636 ft.	HH, VV, RL, RR
Prolate Spheroid	Major axis, 6.56 ft; minor axis, 3.28 ft.	HH, VV, RL, RR
Ogive	Major axis, 6.56 ft; minor axis, 3.28 ft.	HH, VV, RL, RR

TABLE 1-3

CONICAL PAYLOADS (FLAT BASE)

Major Dimensions	Polarizations
15° cone angle; length, 21.6 ft; base diameter, 5.66 ft.	HH, VV
20° cone angle; length, 16.1 ft; base diameter, 5.66 ft.	HH, VV
30° cone angle; length, 10.75 ft; base diameter, 5.66 ft.	HH, VV
60° cone angle; length, 9.03 ft; base diameter, 7.79 ft.	HH, VV
80° cone angle; length, 7.79 ft; base diameter, 13.02 ft.	HH, VV
100° cone angle; length, 7.79 ft; base diameter, 18.6 ft.	HH, VV

TABLE 1-4

CONICAL PAYLOADS (ROUNDED BASE)

Major Dimensions	Polarizations
30° cone angle; length, 8.01 ft; base diameter, 4.29 ft; base radius of curvature, 8.3 ft.	HH, VV
40° cone angle; length, 7.79 ft; base diameter, 5.66 ft; base radius of curvature, 8.3 ft.	HH, VV
60° cone angle; length, 8.3 ft; base diameter, 7.19 ft; base radius of curvature, 8.3 ft.	HH, VV
80° cone angle; length, 6.35 ft; base diameter, 10.7 ft; base radius of curvature, 8.3 ft.	HH, VV
60° cone angle; length, 7.79 ft; base diameter, 9.01 ft; base radius of curvature, 9.01 ft.	HH, VV
30° cone angle; length, 9.38 ft; base diameter, 5.04 ft; base radius of curvature, 9.7 ft.	HH, VV

TABLE 1-5

CYLINDRICAL TANKS

Major Dimensions	Polarizations
Length, 10 ft; diameter, 8 ft.	HH, VV, RL, RR, R45, R135
Length, 20 ft; diameter, 8 ft.	HH, VV, RL, RR, R45, R135
Length, 30 ft; diameter, 8 ft.	HH, VV, RL, RR, R45, R135

SECTION 2

PAYLOAD SHAPES

(VARIABLE CONFIGURATION)

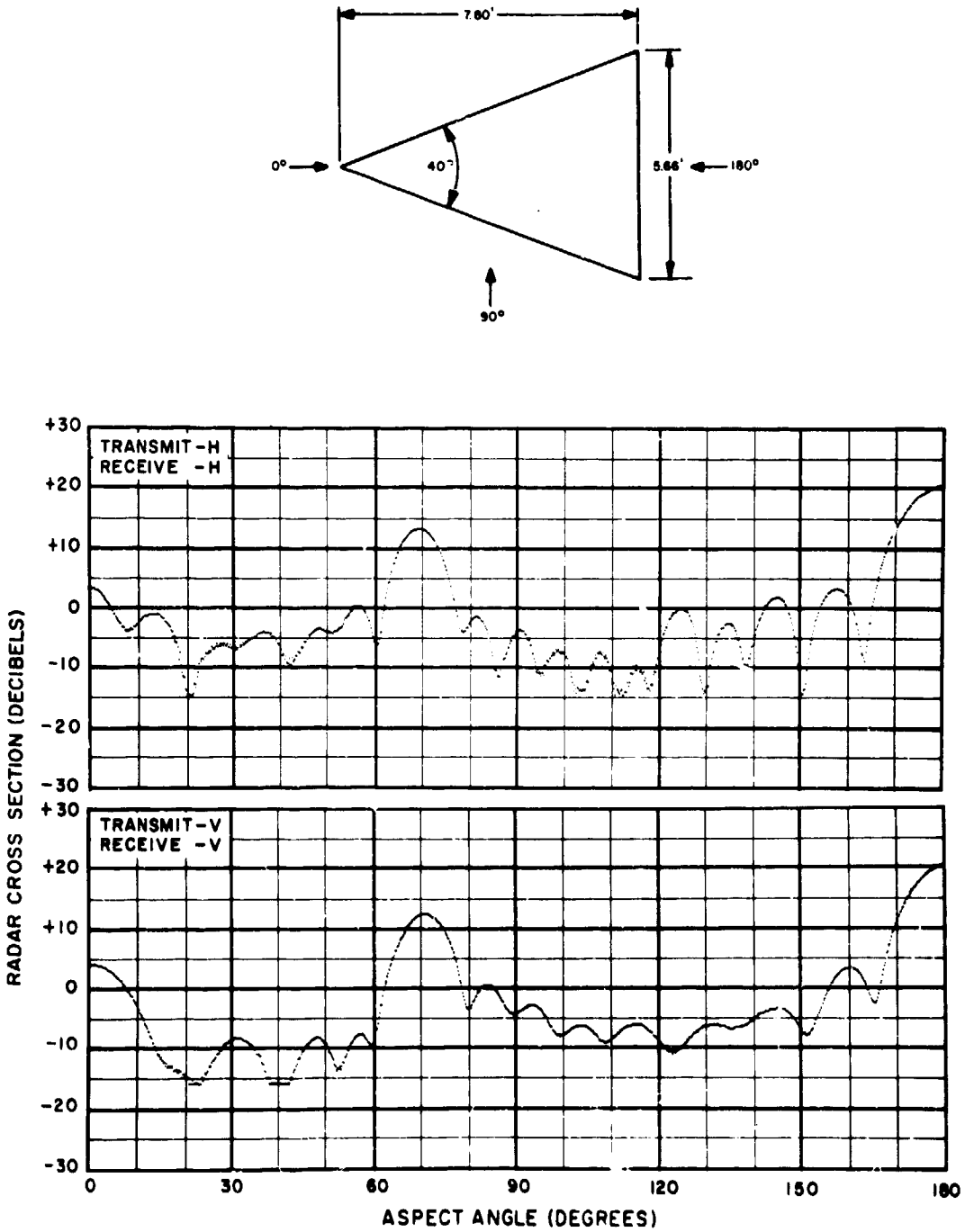


Figure 2-1. Cone H & V Polarization

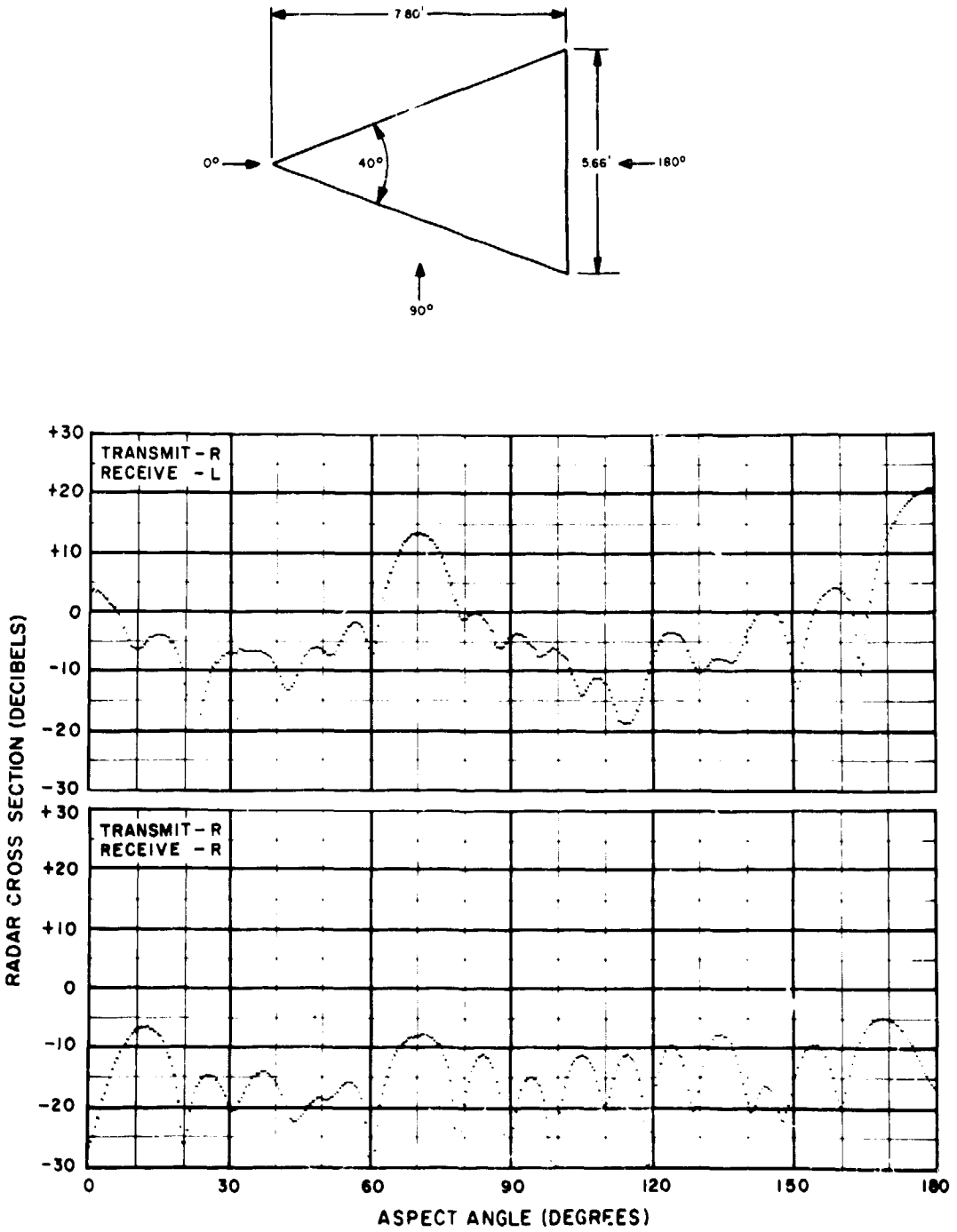
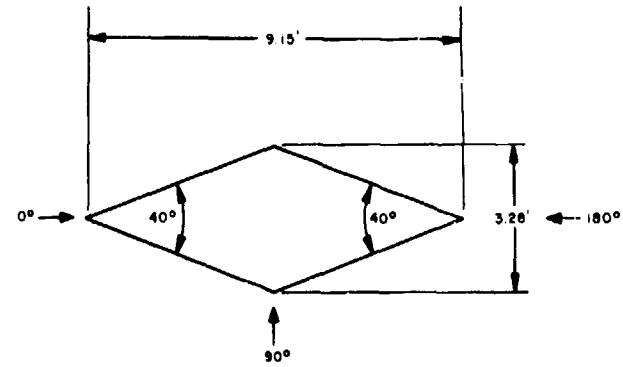


Figure 2-2. Cone Circular Polarization



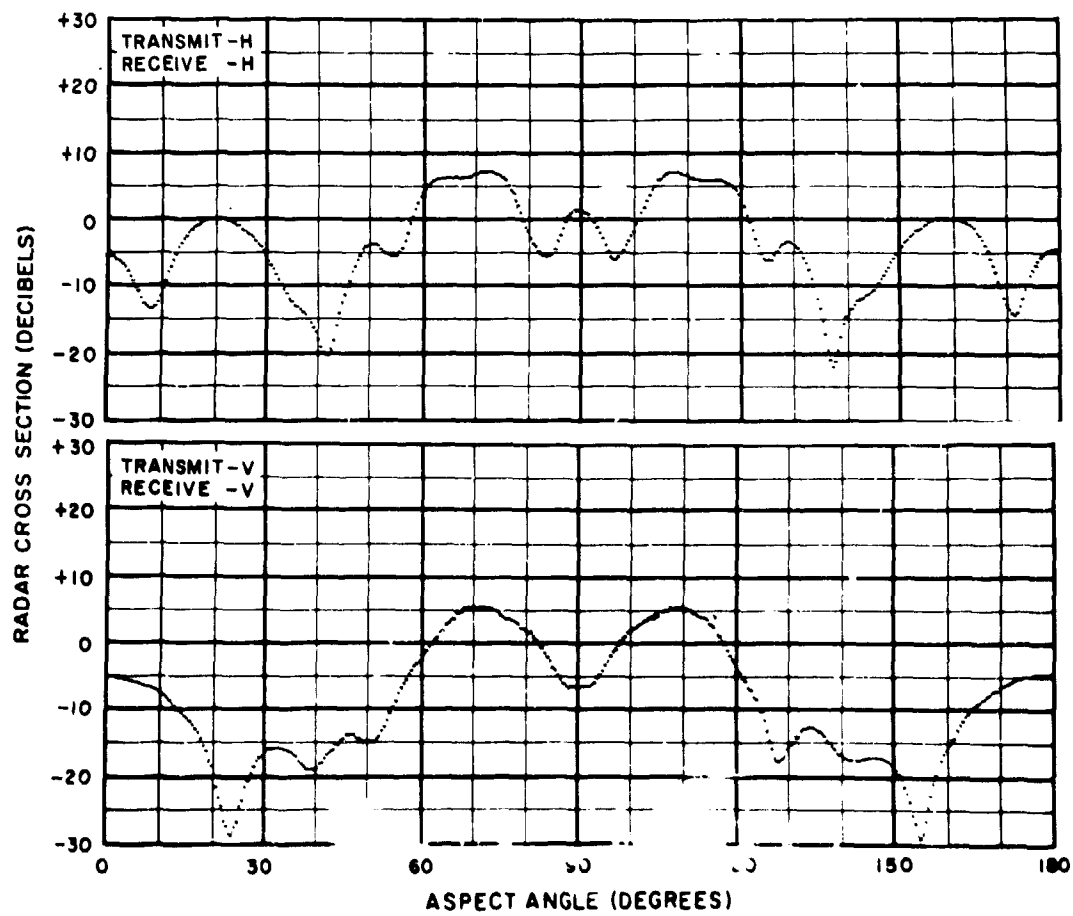


Figure 2-3. Double Cone H & V Polarization

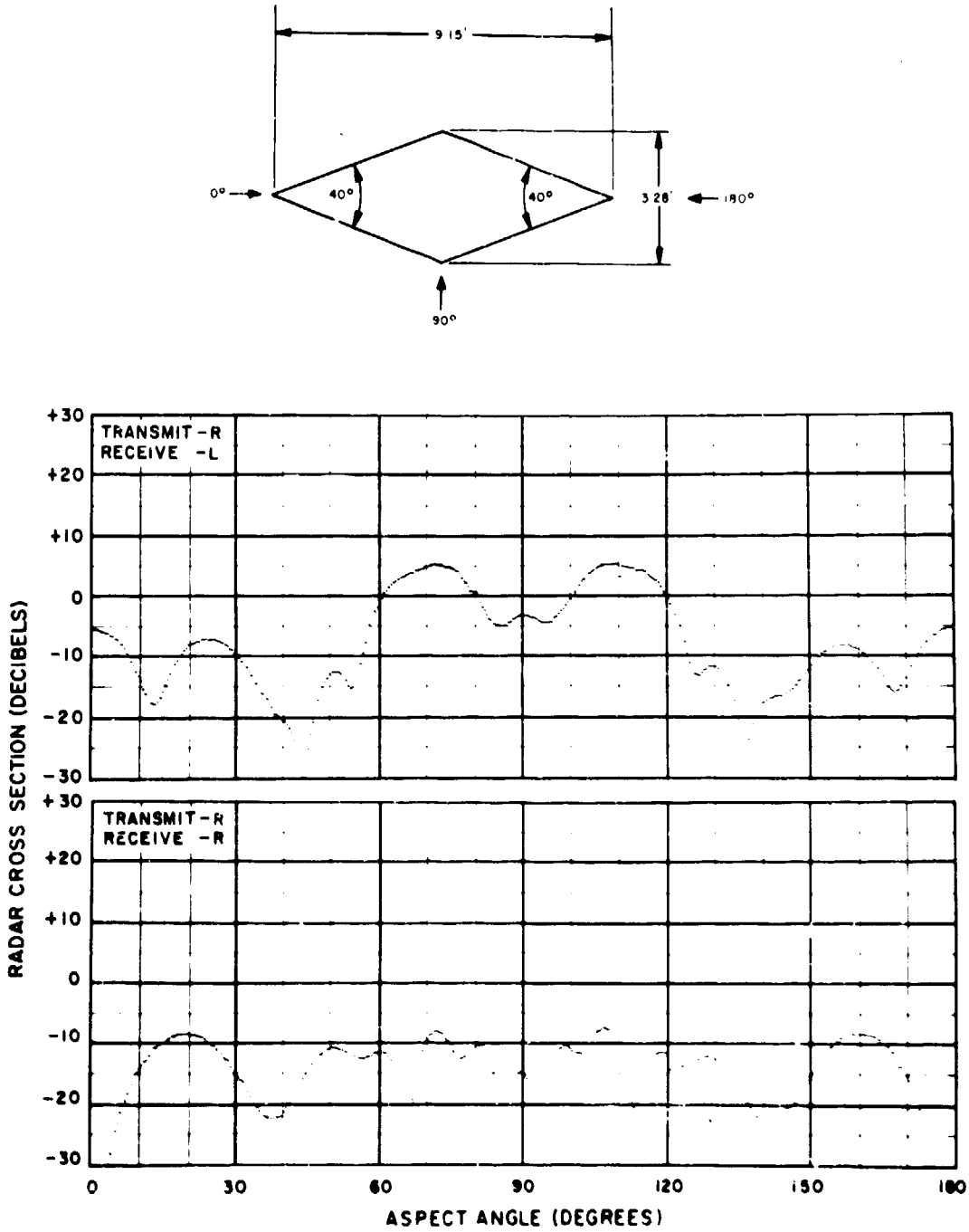
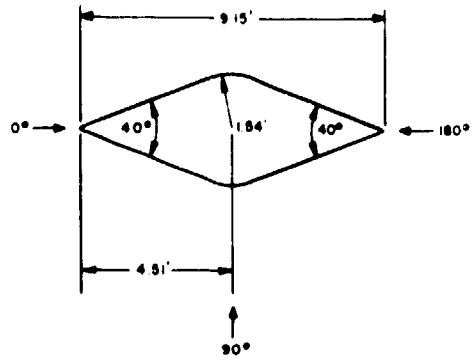


Figure 2-4. Double Cone Circular Polarization



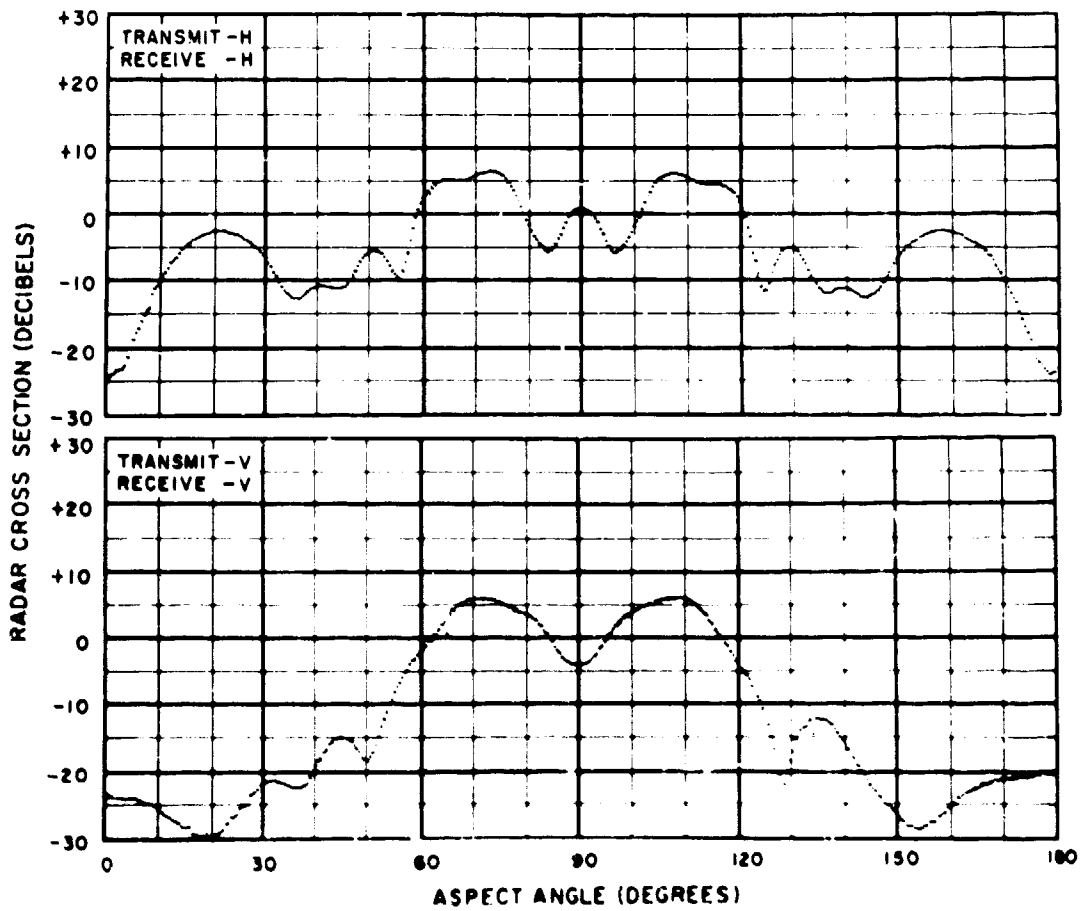


Figure 2-5. Spindle H & V Polarization

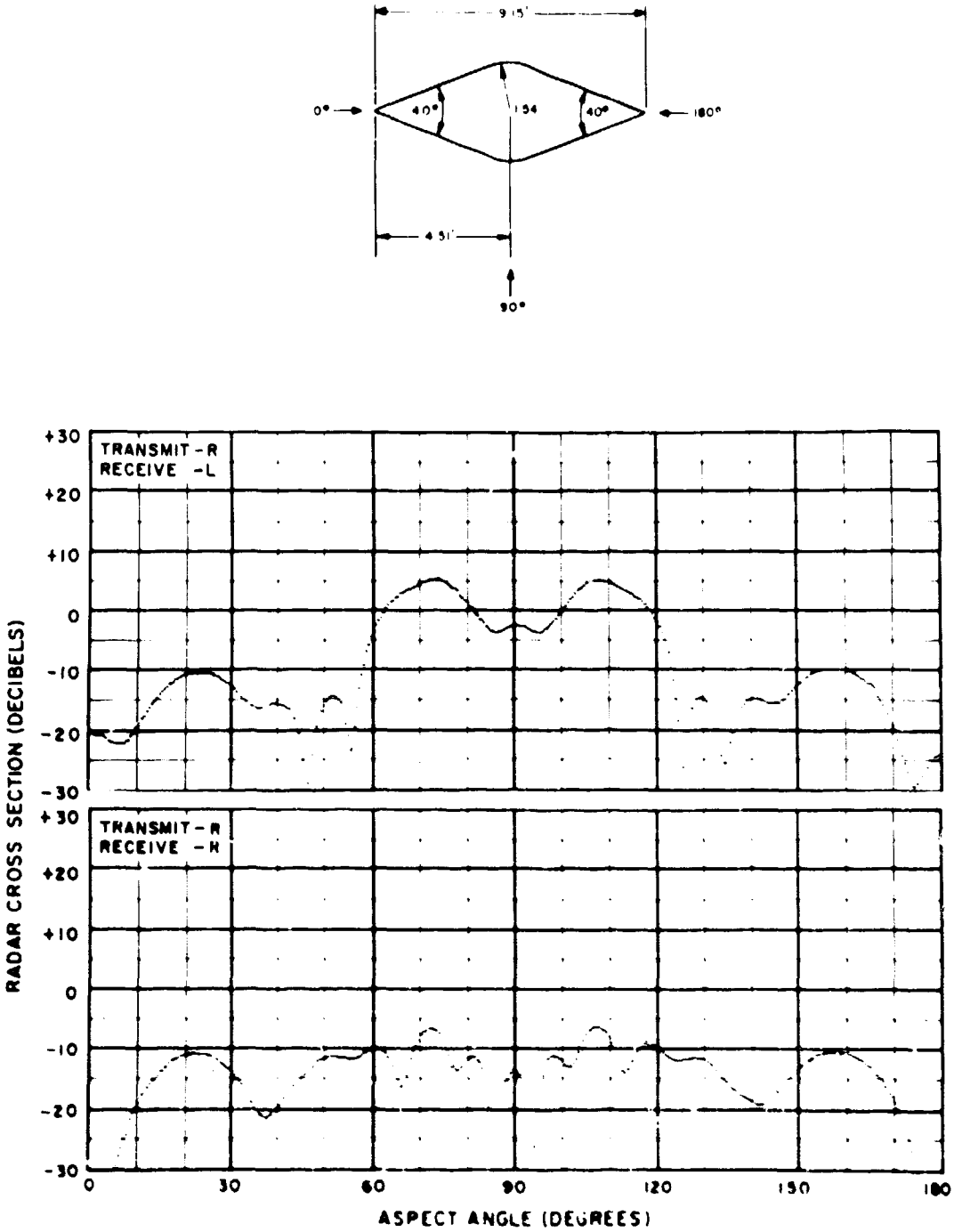
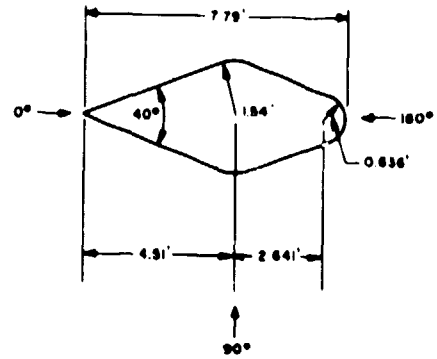


Figure 2-6. Spindle Circular Polarization



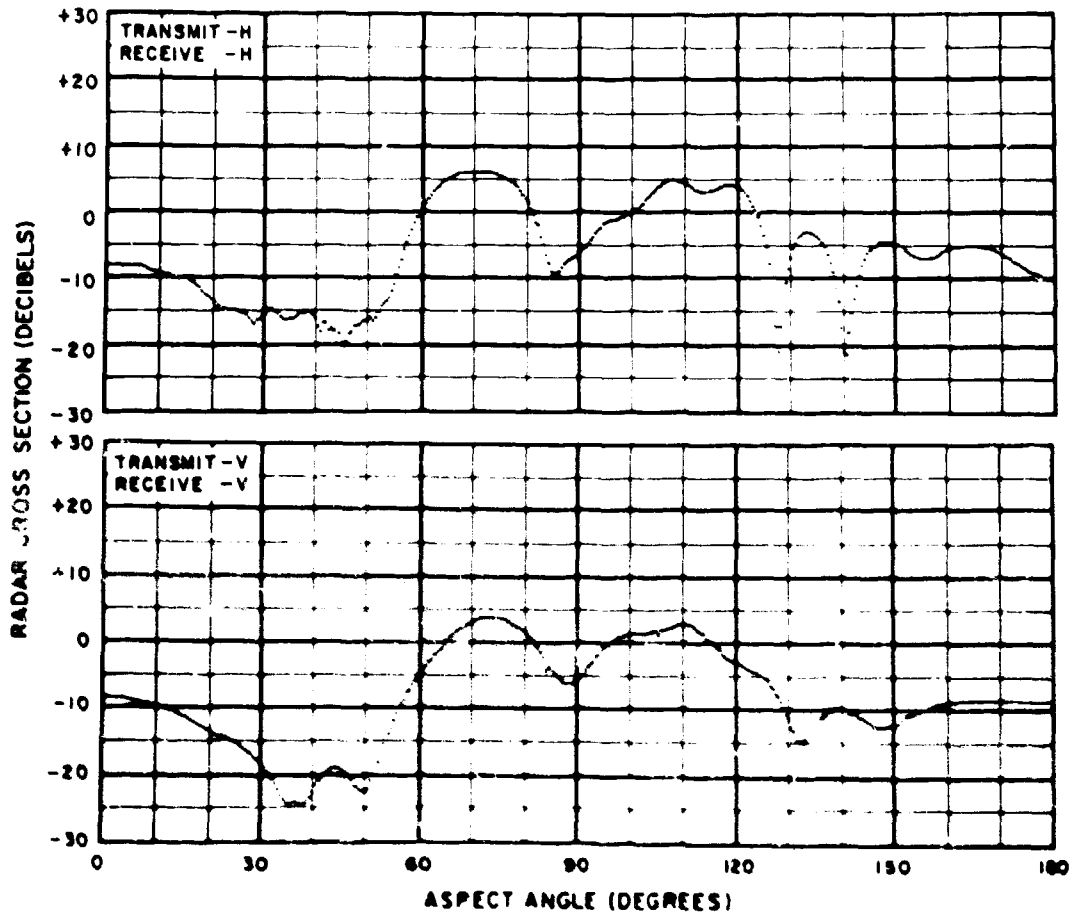
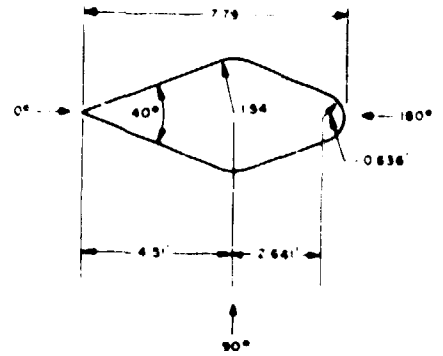


Figure 2-7. Cone Cup H & V Polarization



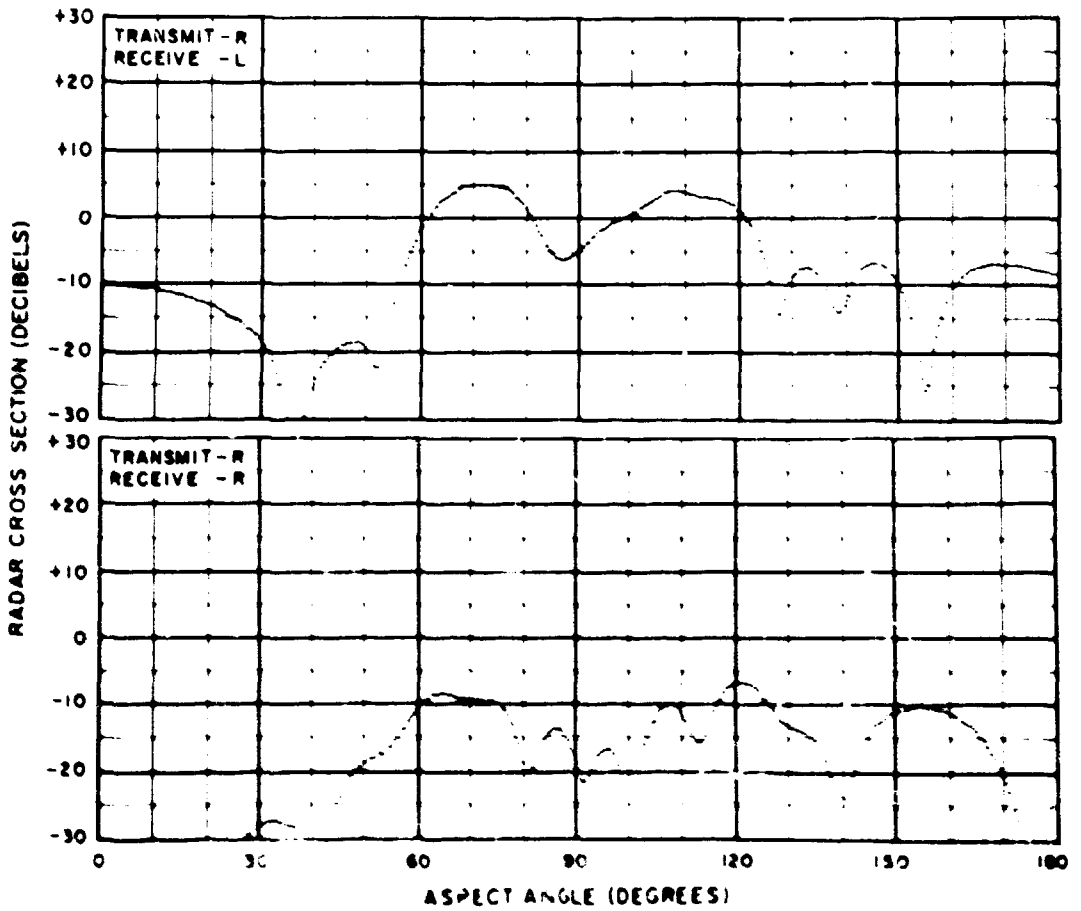
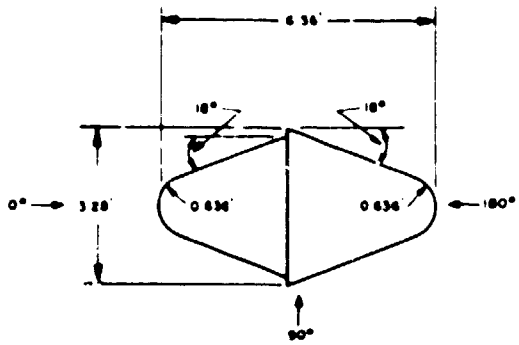


Figure 2-4. Cone Cup Circular Polarization



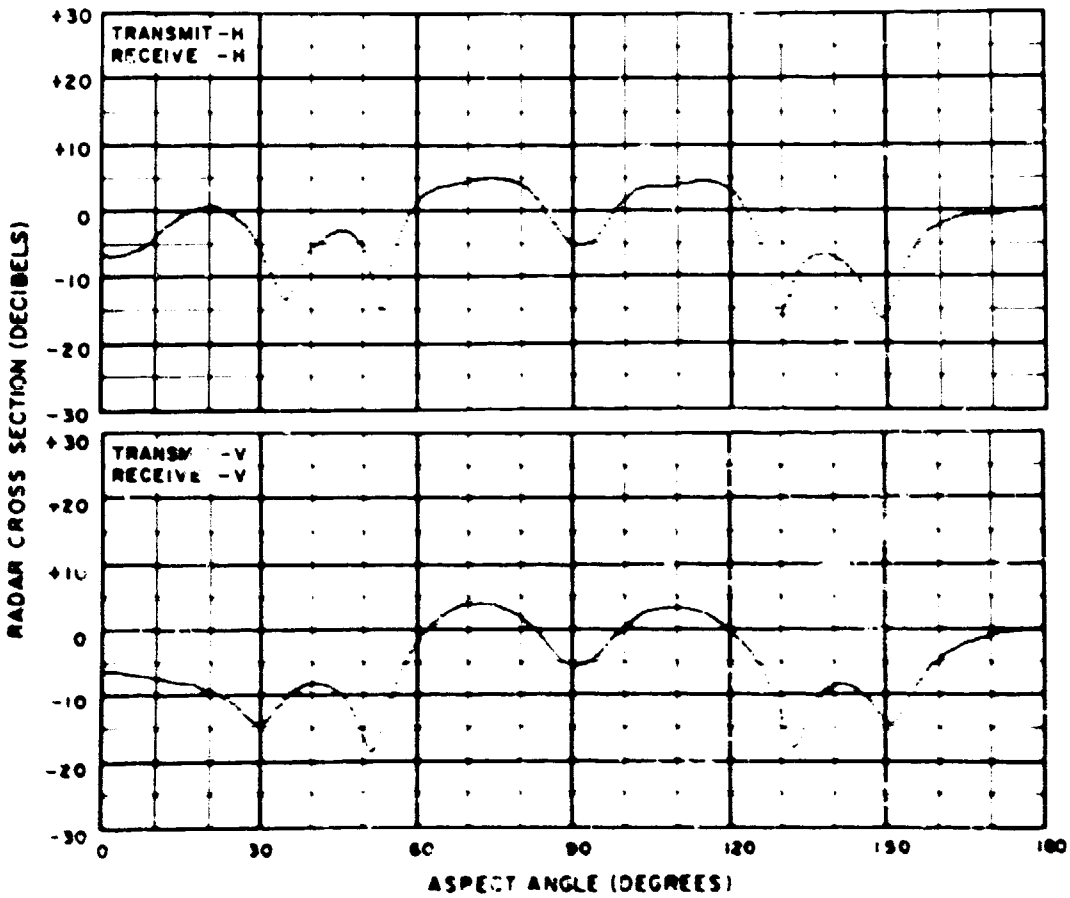
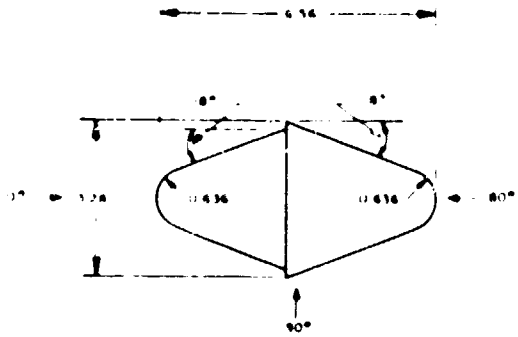


Figure 2-9. Double Cup H & V Polarization



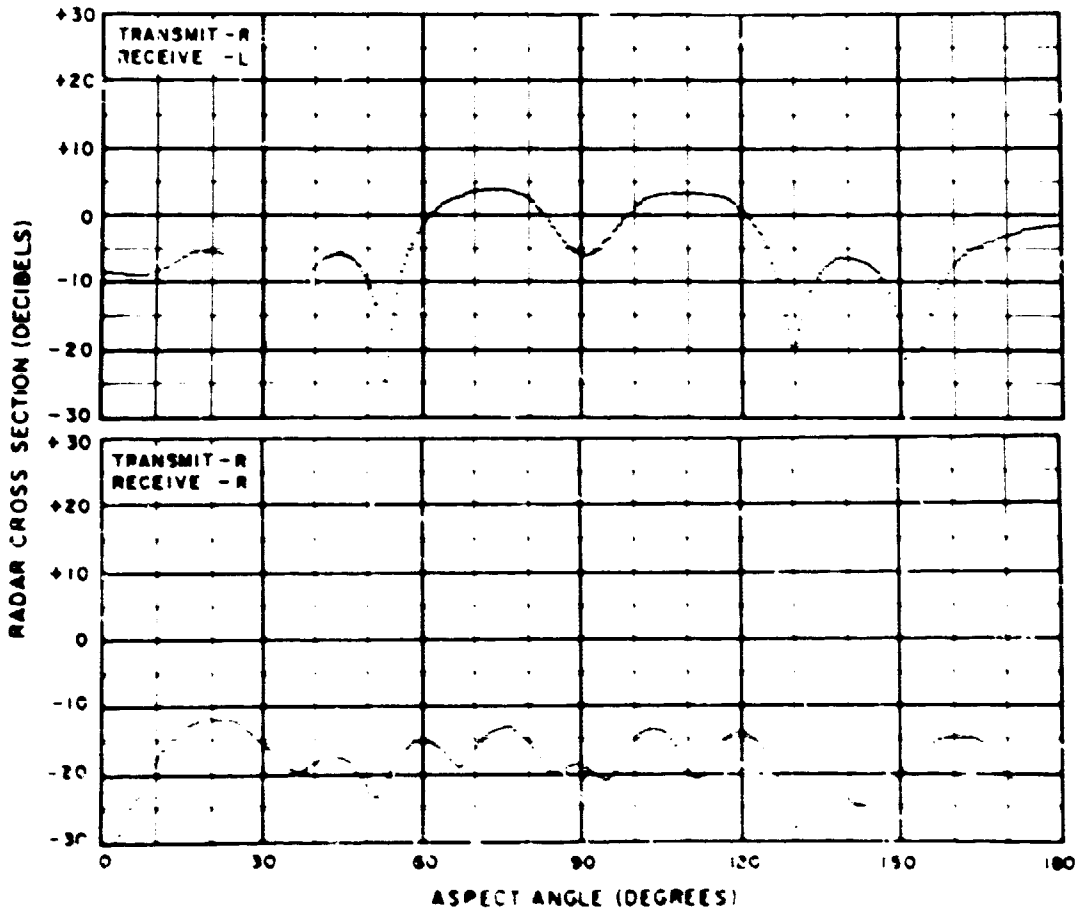
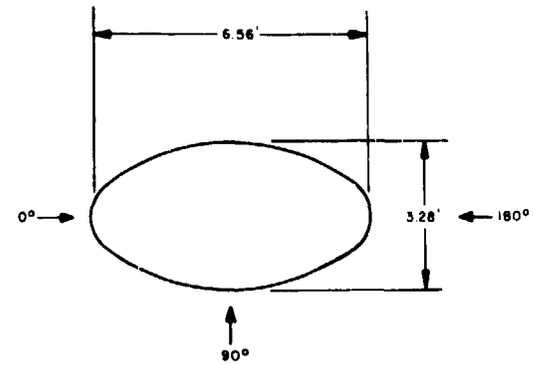


Figure 2-10. Double Cup Circular Polarization



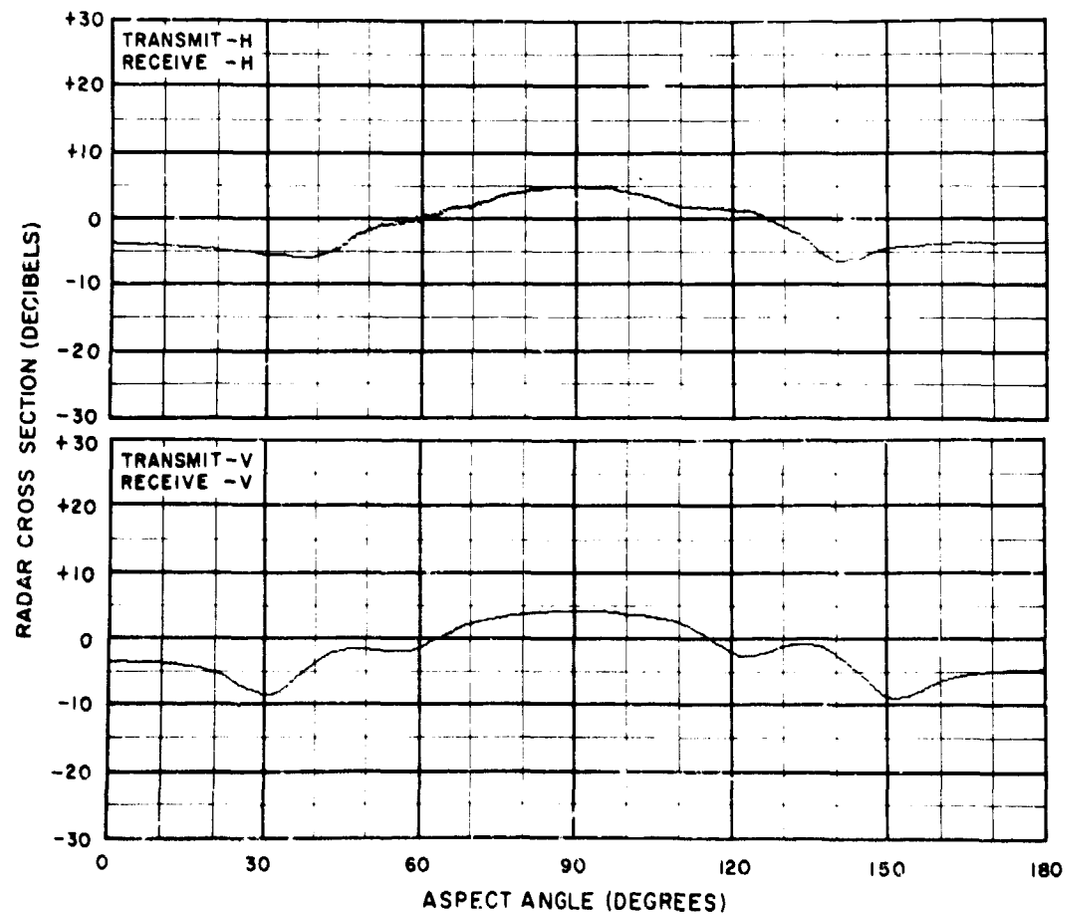
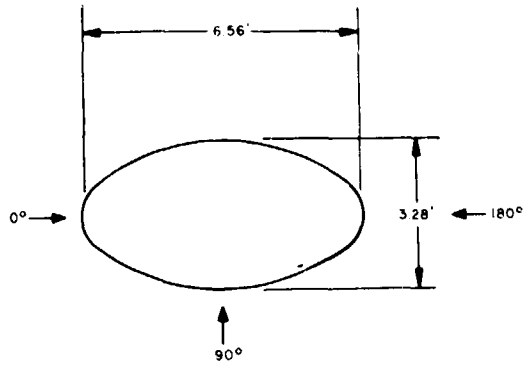


Figure 2-11. Prolate Spheroid H & V Polarization



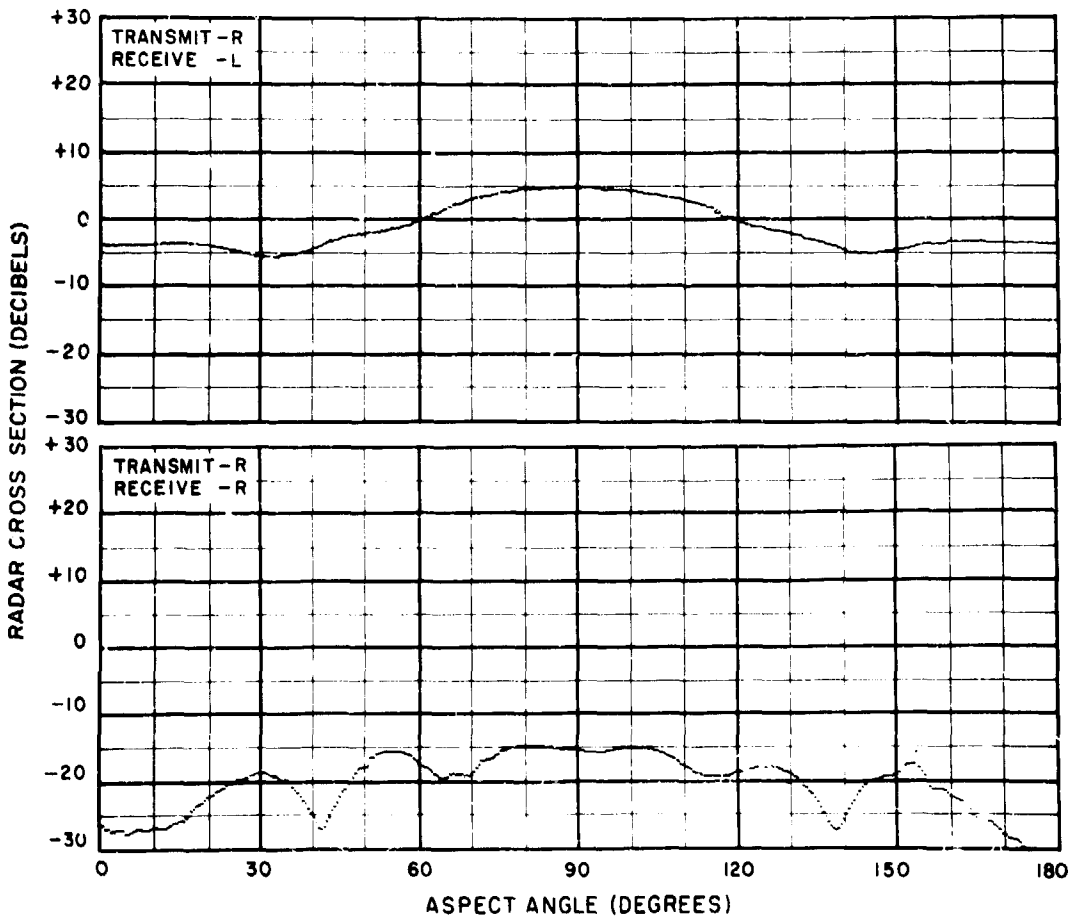


Figure 2-12. Prolate Spheroid Circular Polarization

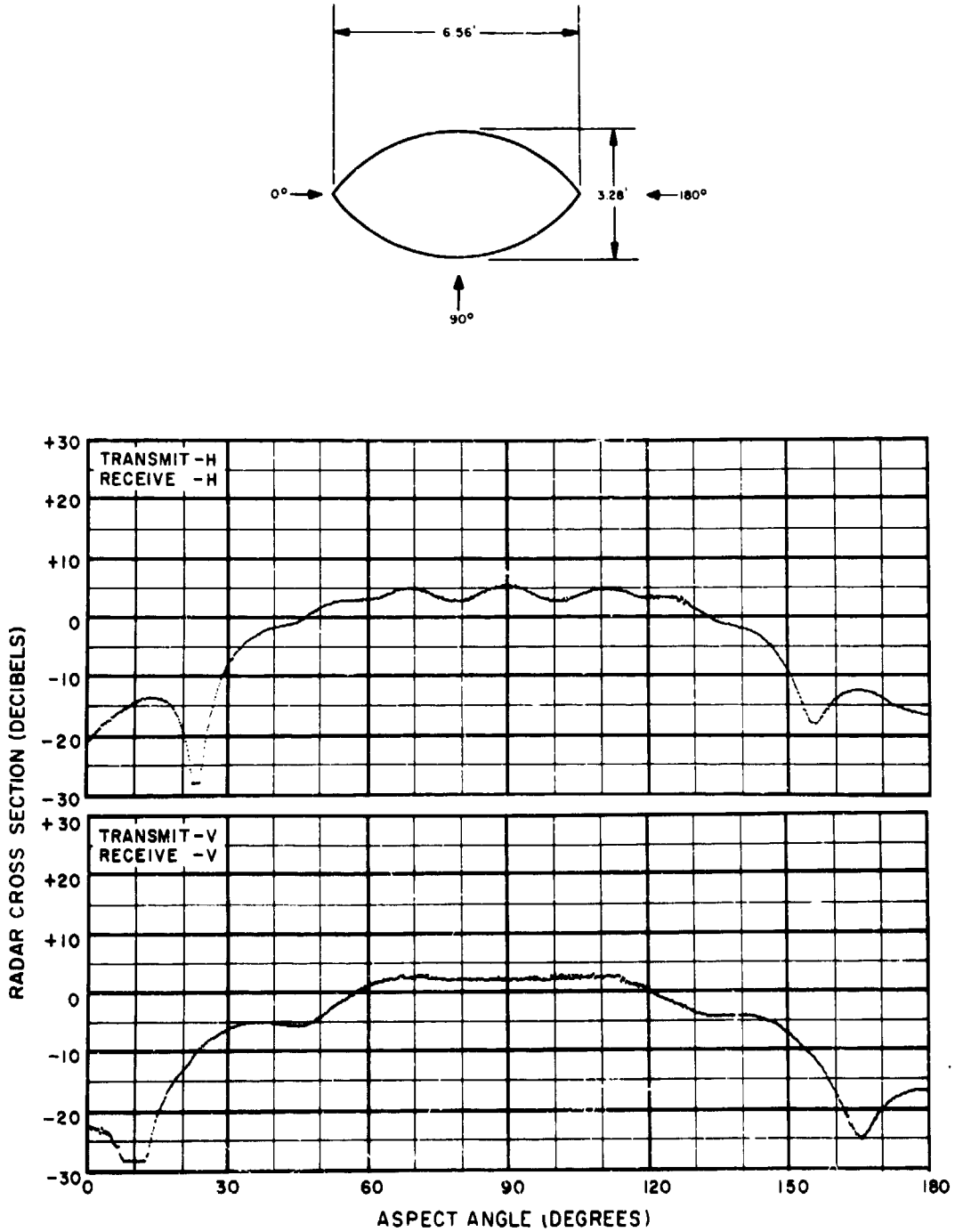
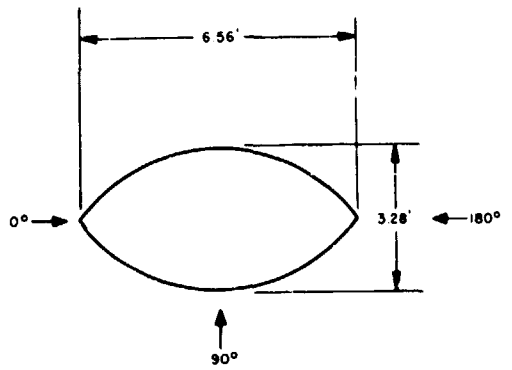


Figure 2-13. Ogive H & V Polarization



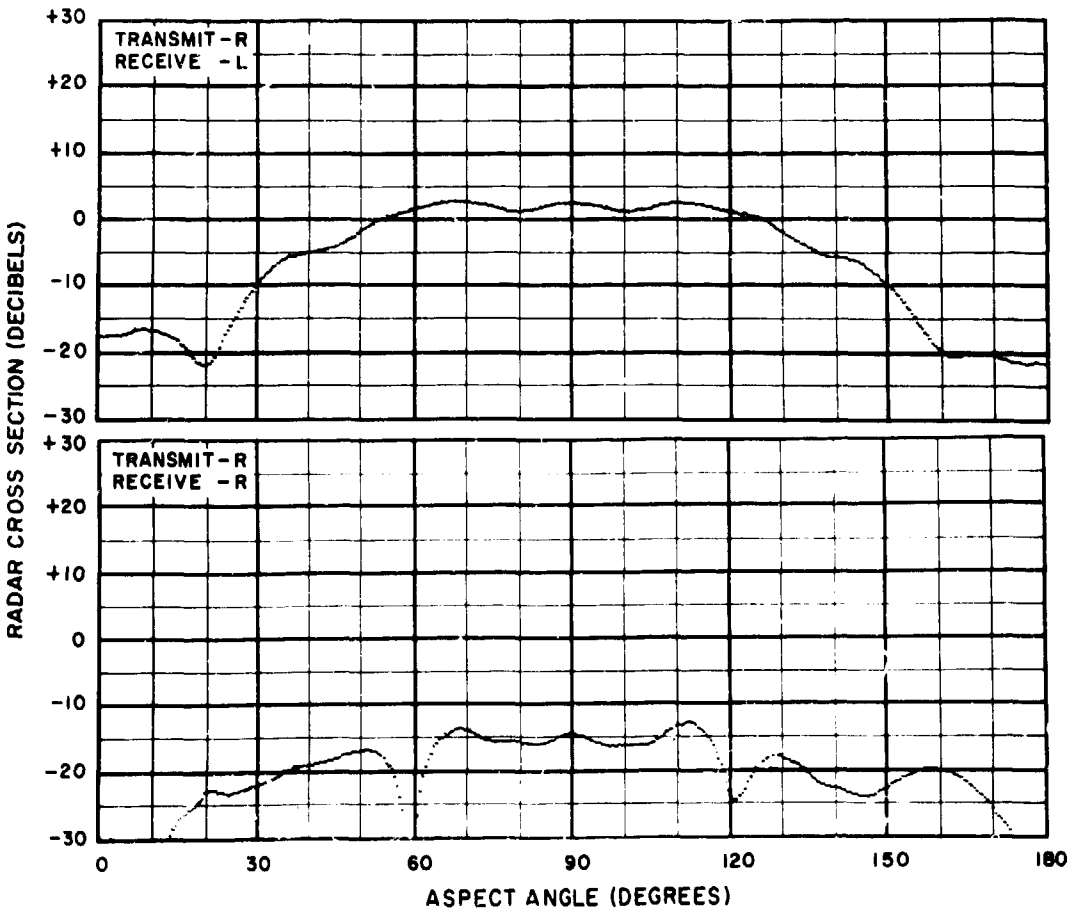
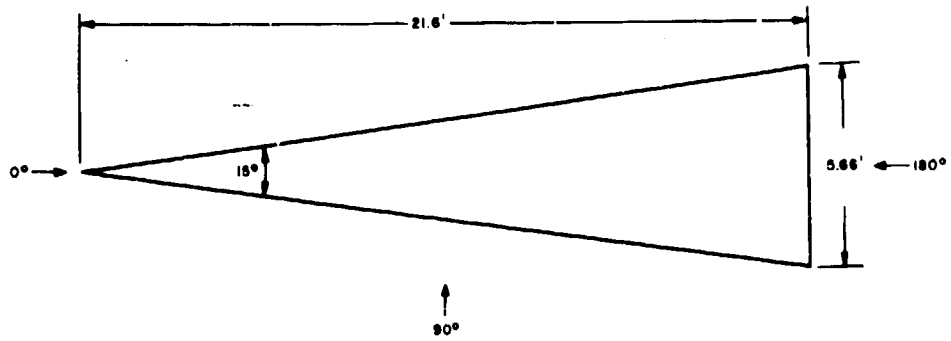


Figure 2-14. Ogive Circular Polarization

SECTION 3

CONICAL PAYLOAD

(FLAT BASE)



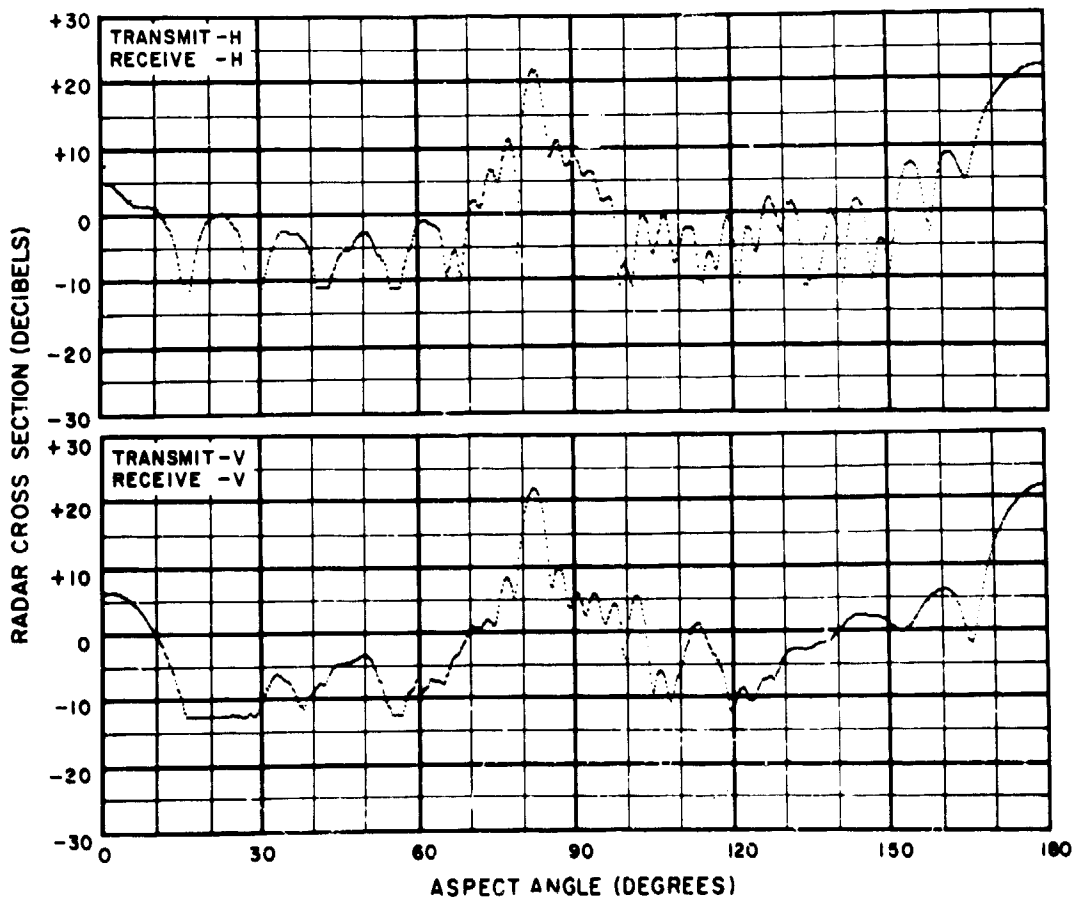


Figure 3-1. 15 Degree Cone, Flat Base

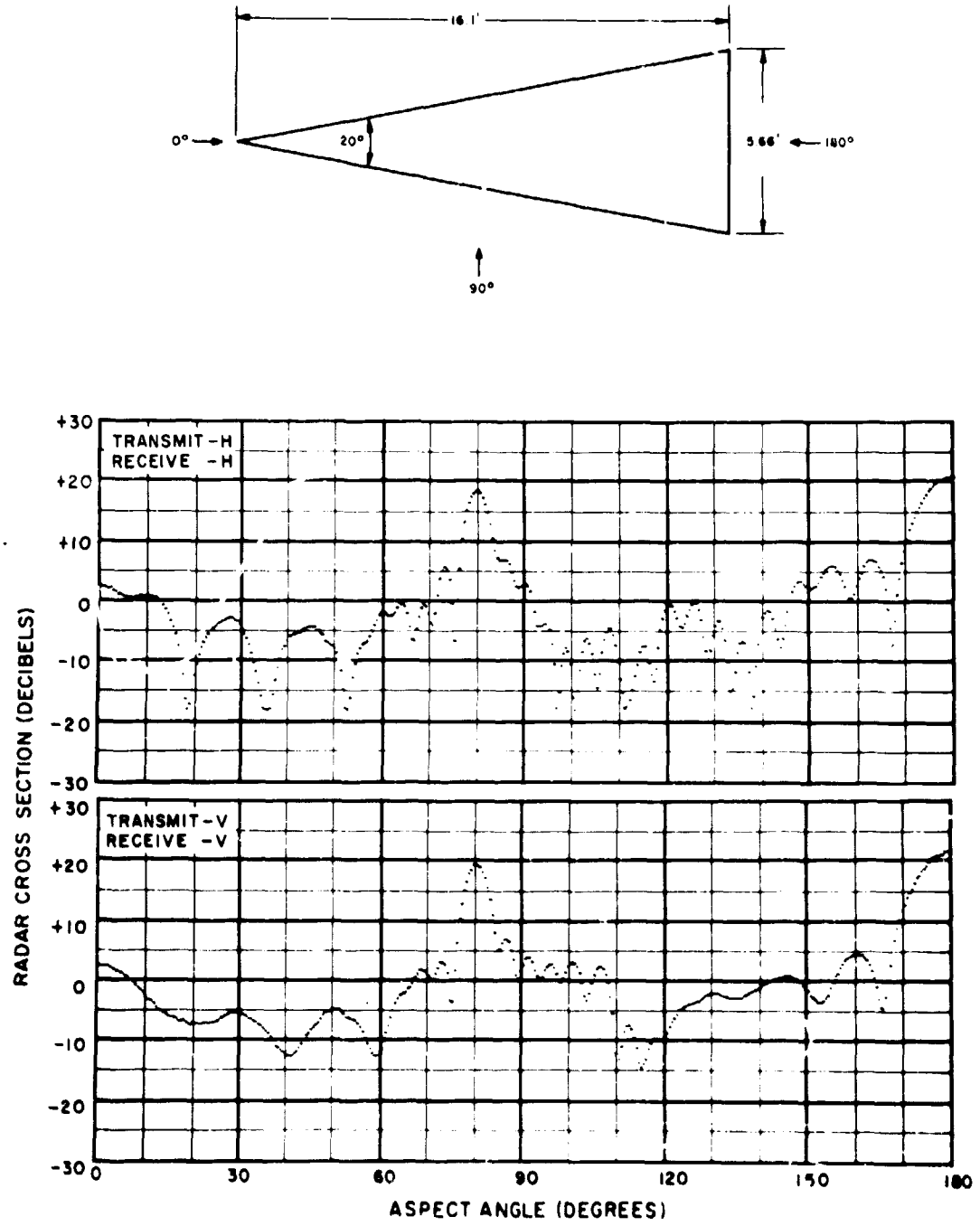
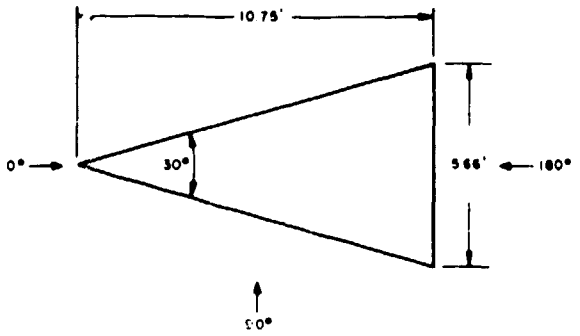


Figure 3-2. 20 Degree Cone, Flat Base



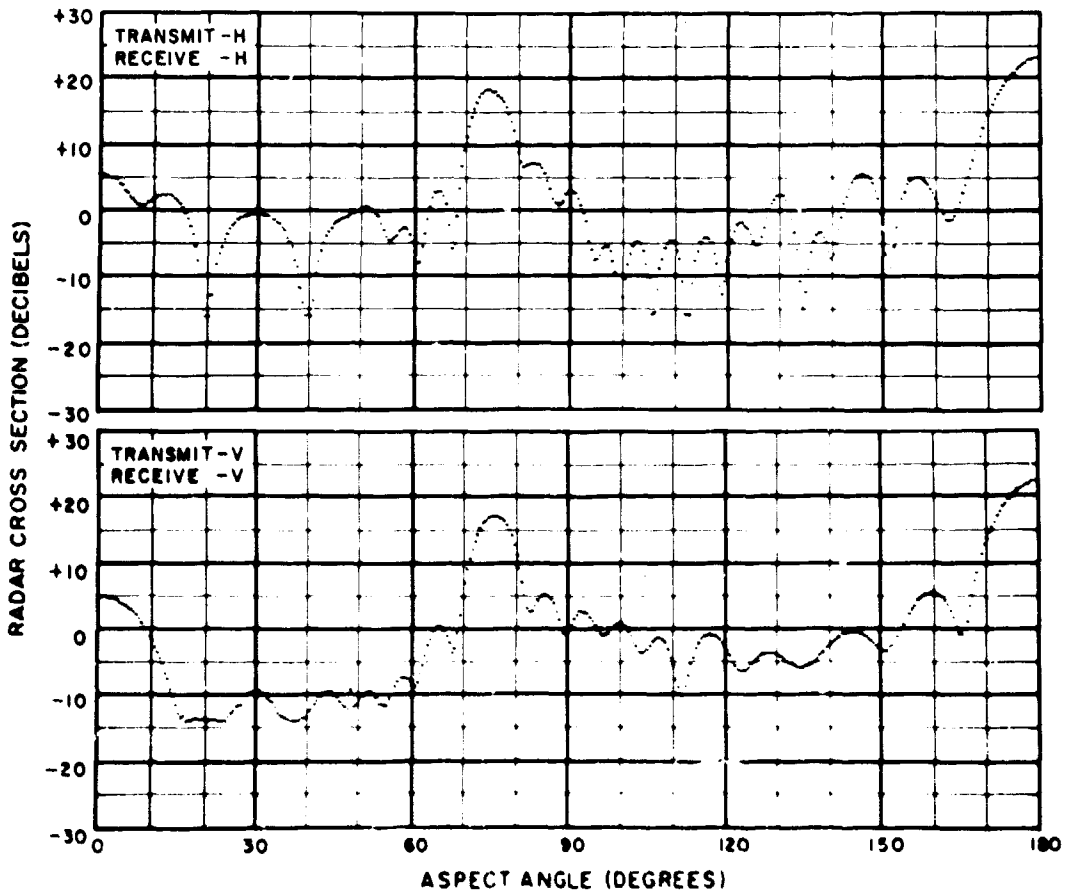


Figure 3-3. 30 Degree Cone, Flat Base

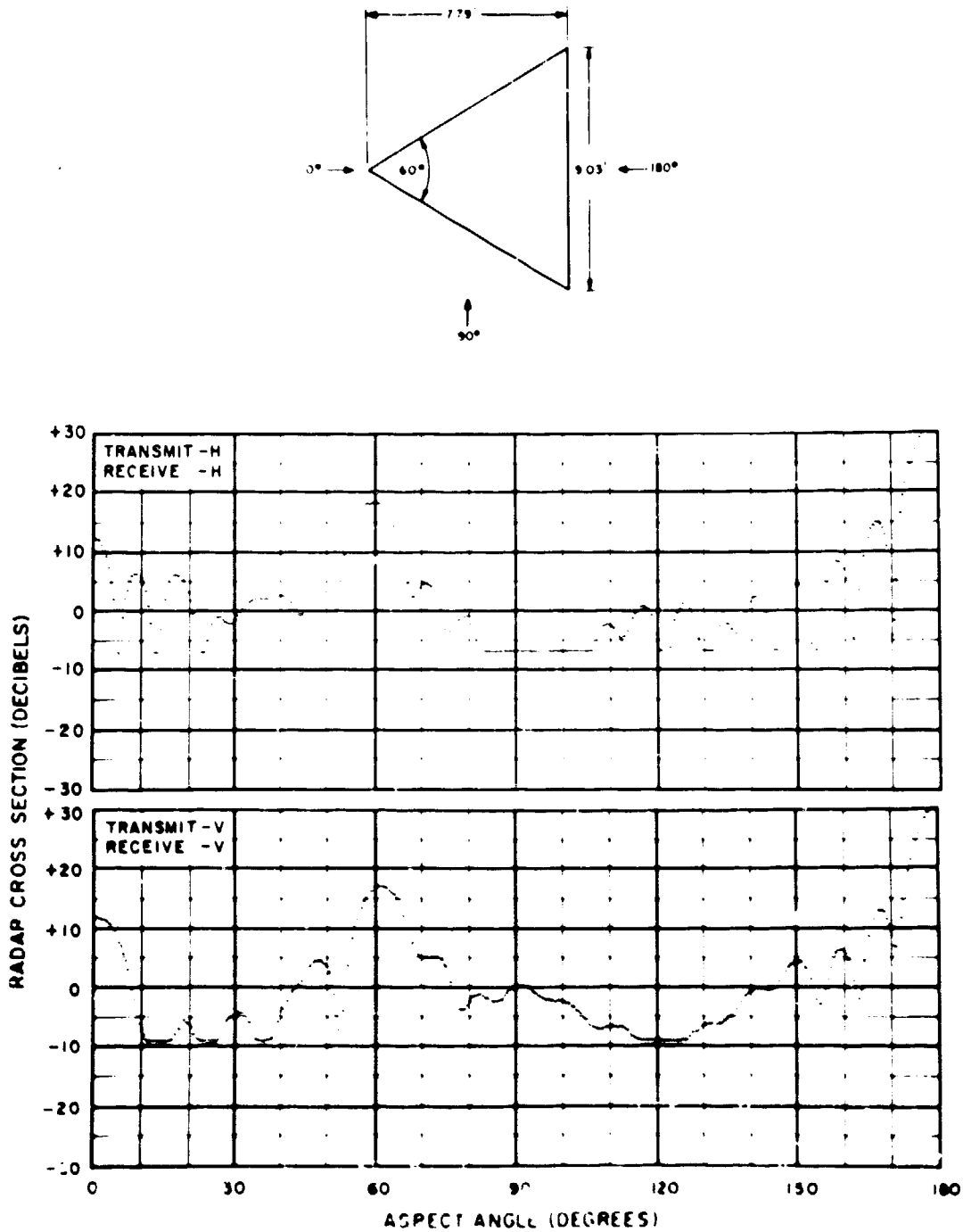
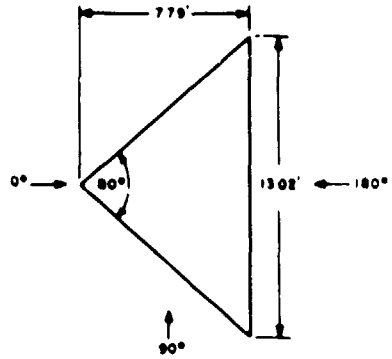


Figure 3-1. 60 Degree Cone, Flat Base



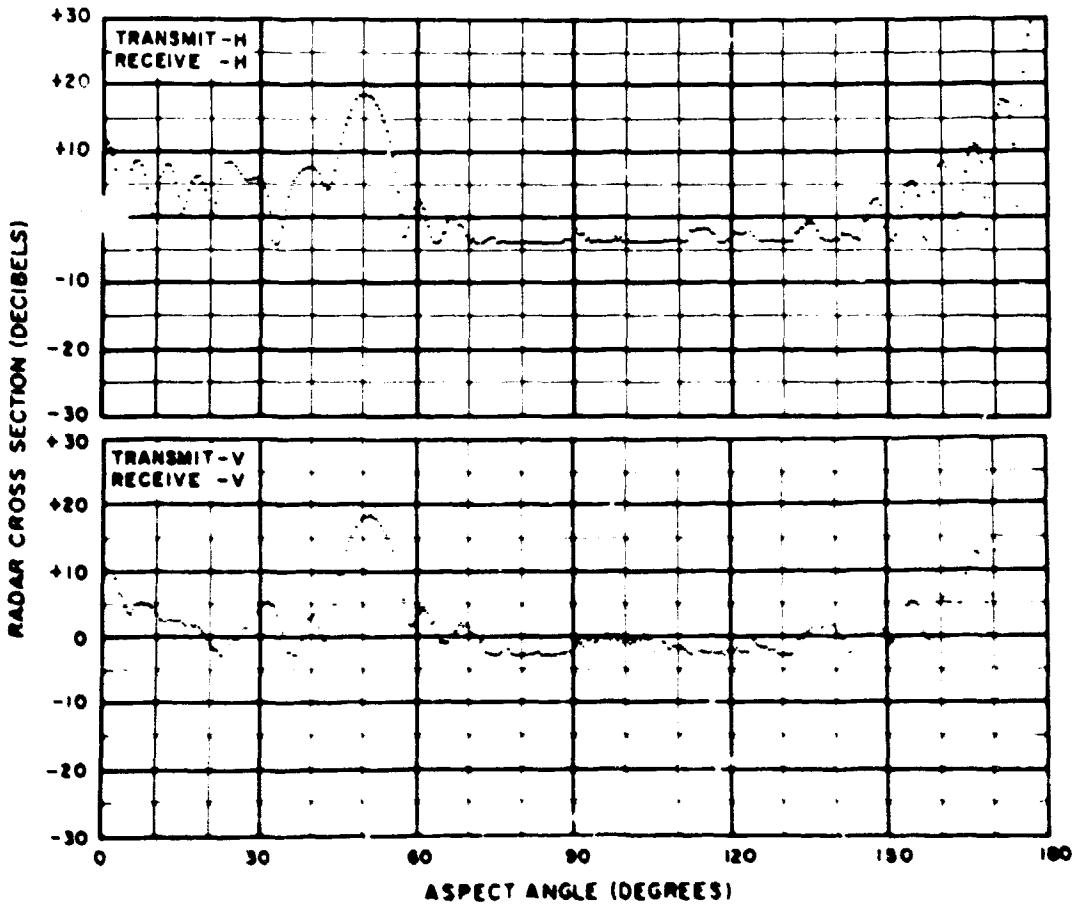
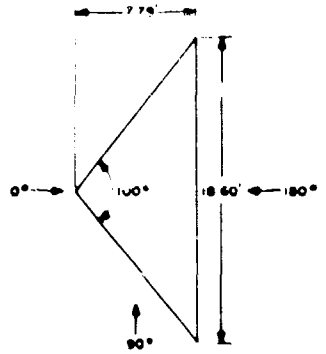


Figure 3-5. 60 Degree Cone, Flat Base



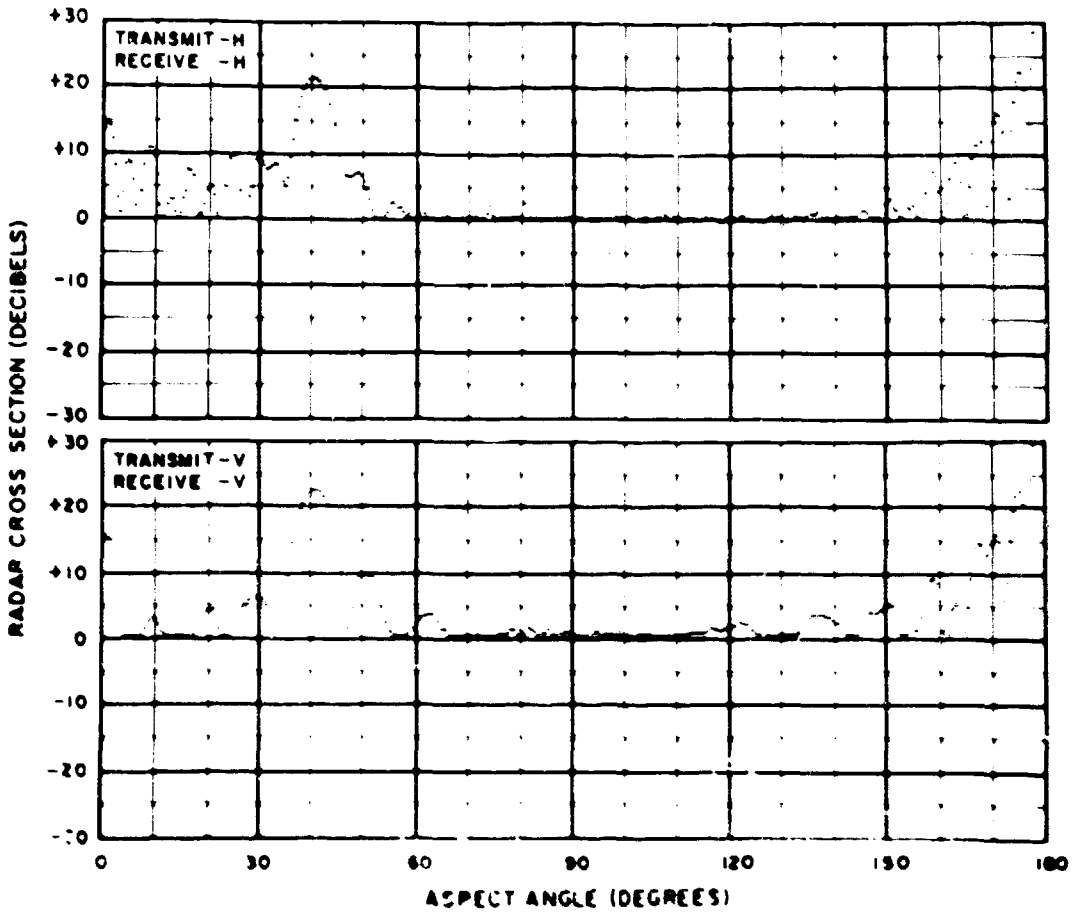
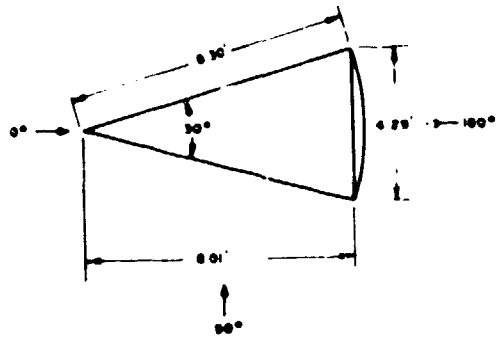


Figure 3-6. 100 Degree Cone, Flat Base

SECTION 4

CONICAL PAYLOADS
(ROUNDED BASE)



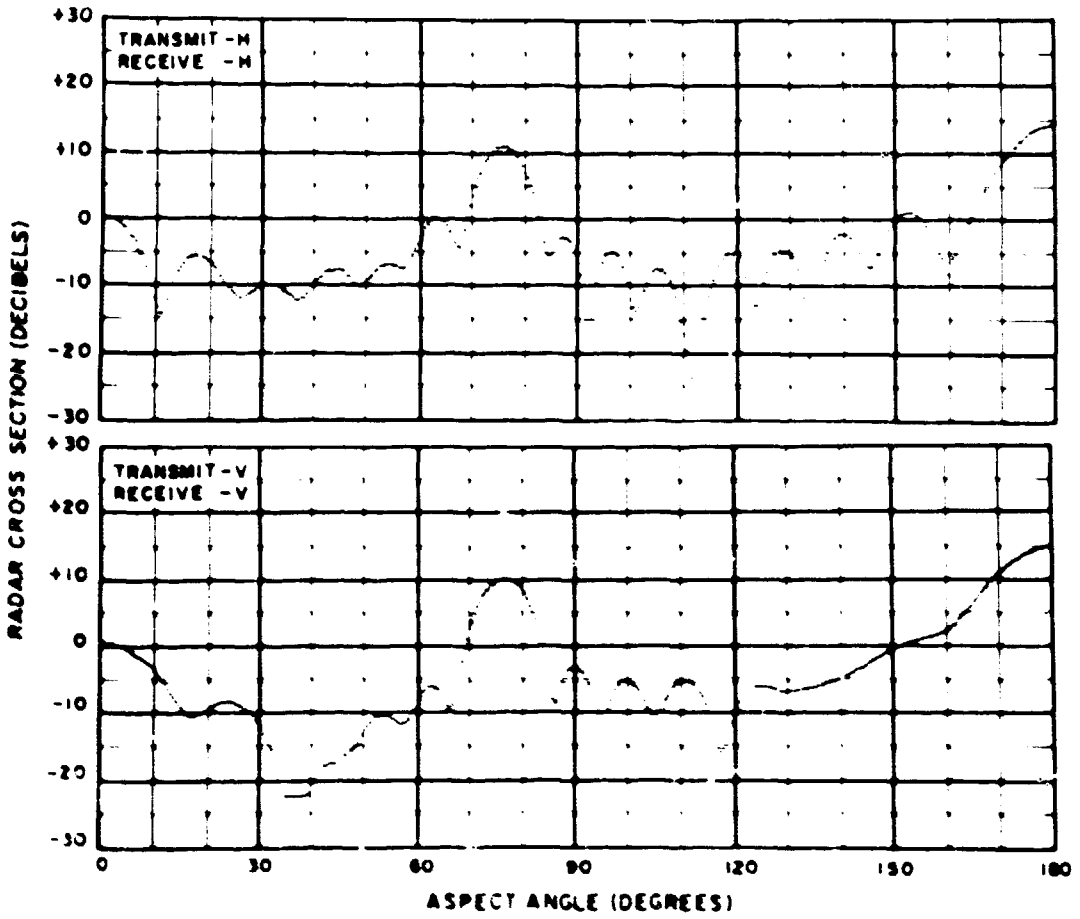
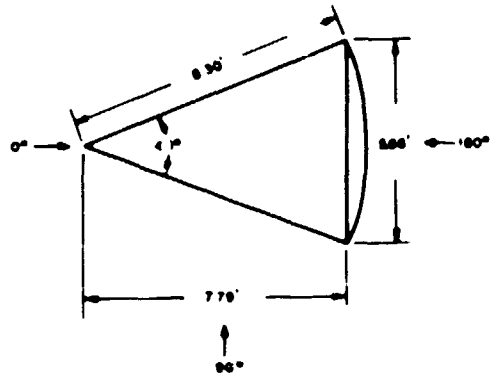


Figure 4-1. 30 Degree Cone, Rounded Base



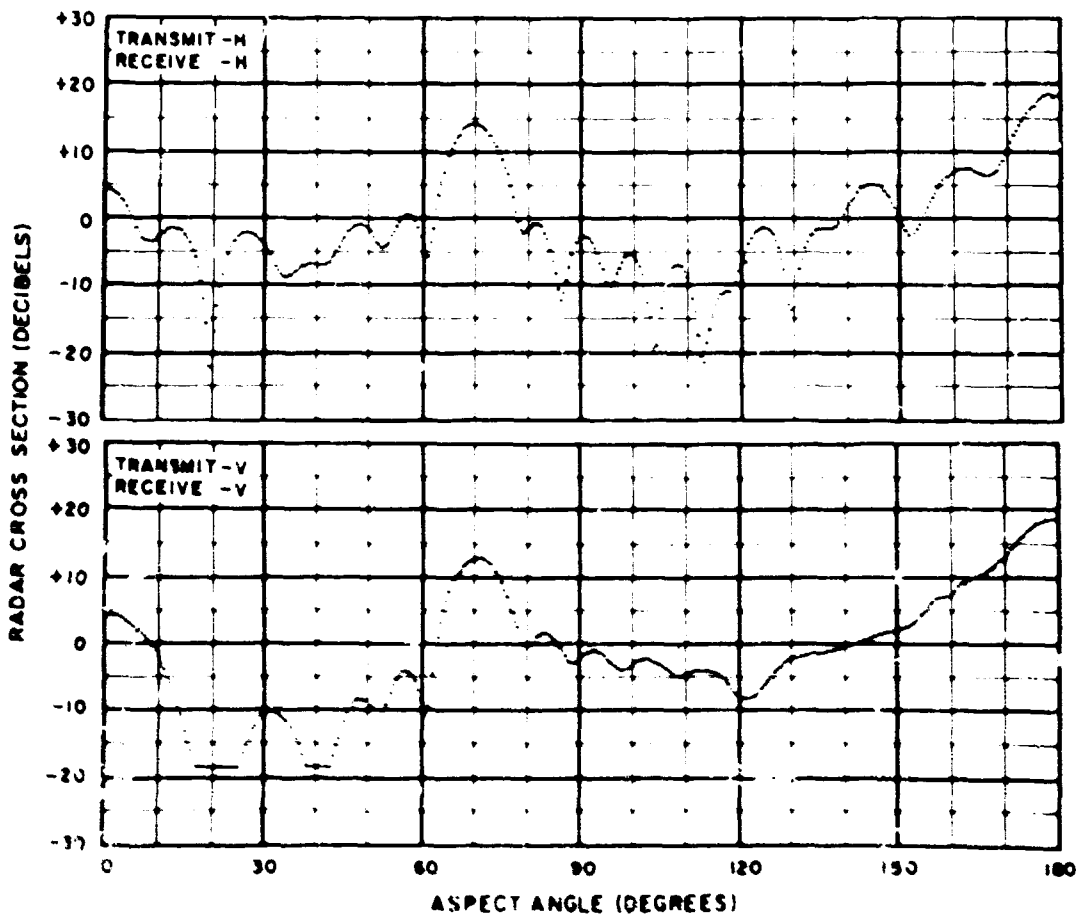
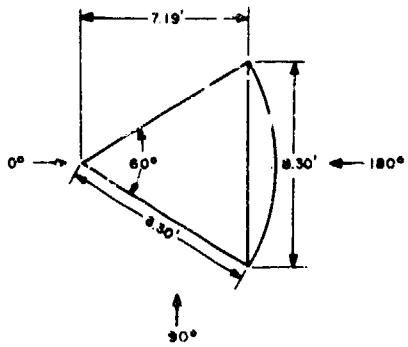


Figure 4-2. 40 Degree Cone, Rounded Base



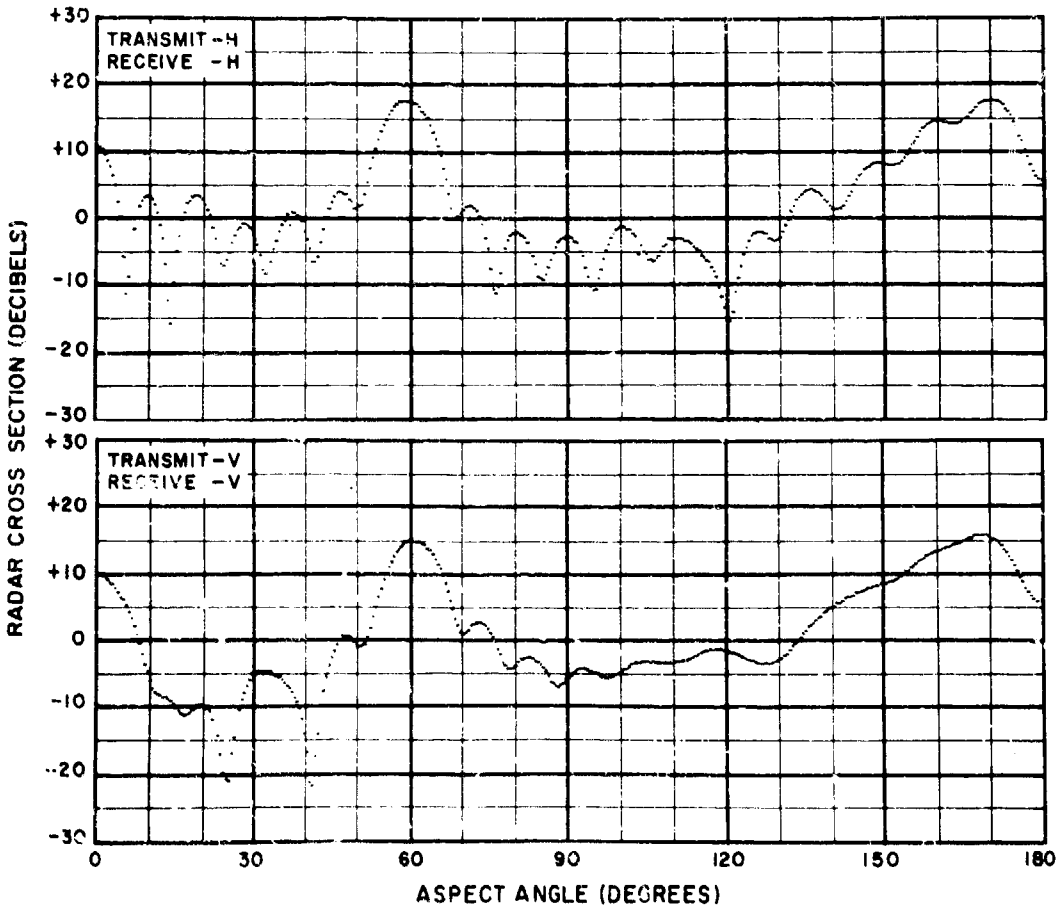


Figure 4-3. 60 Degree Cone, Rounded Base

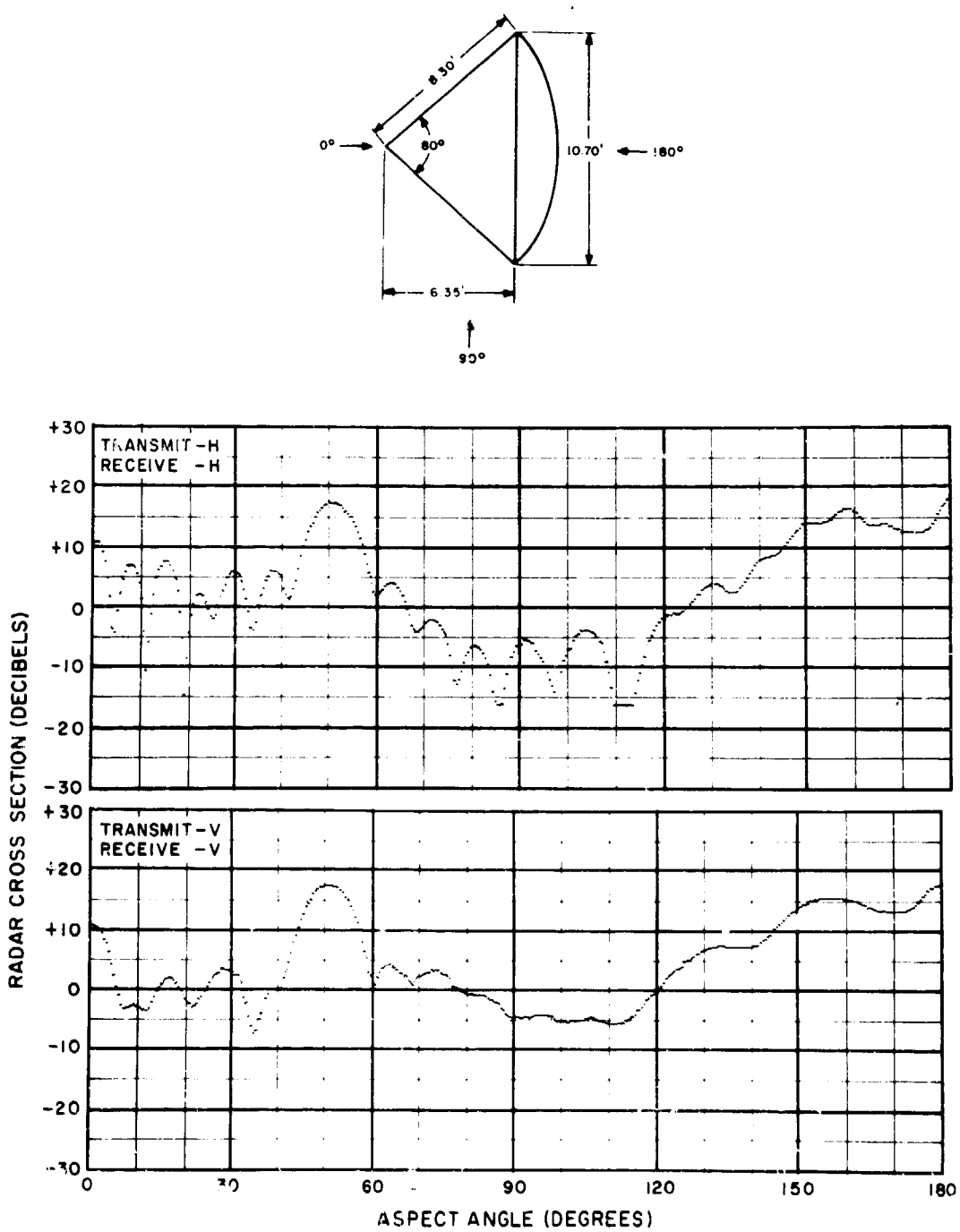


Figure 4-4. 80 Degree Cone, Rounded Base

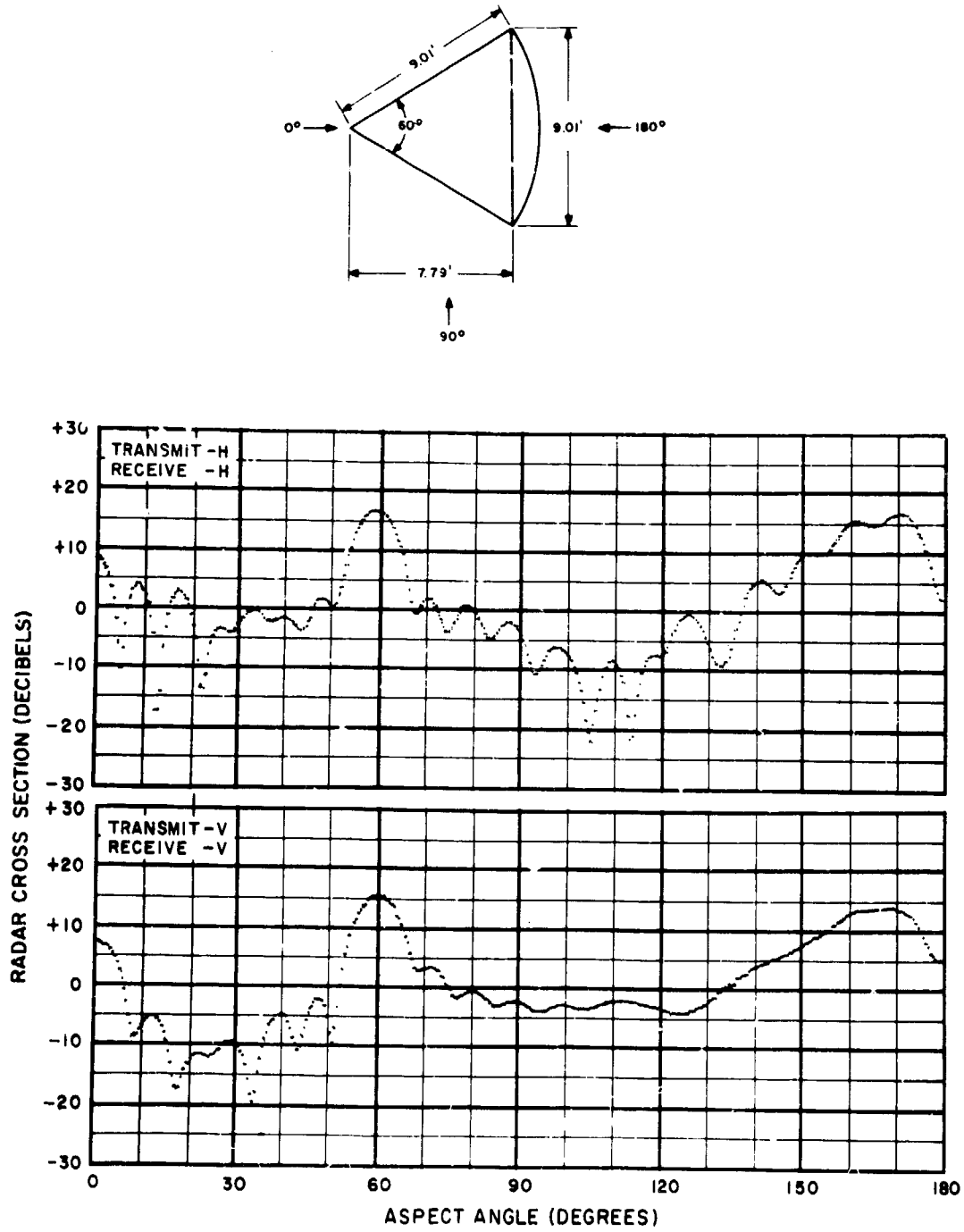


Figure 4-5. 60 Degree Cone, Rounded Base

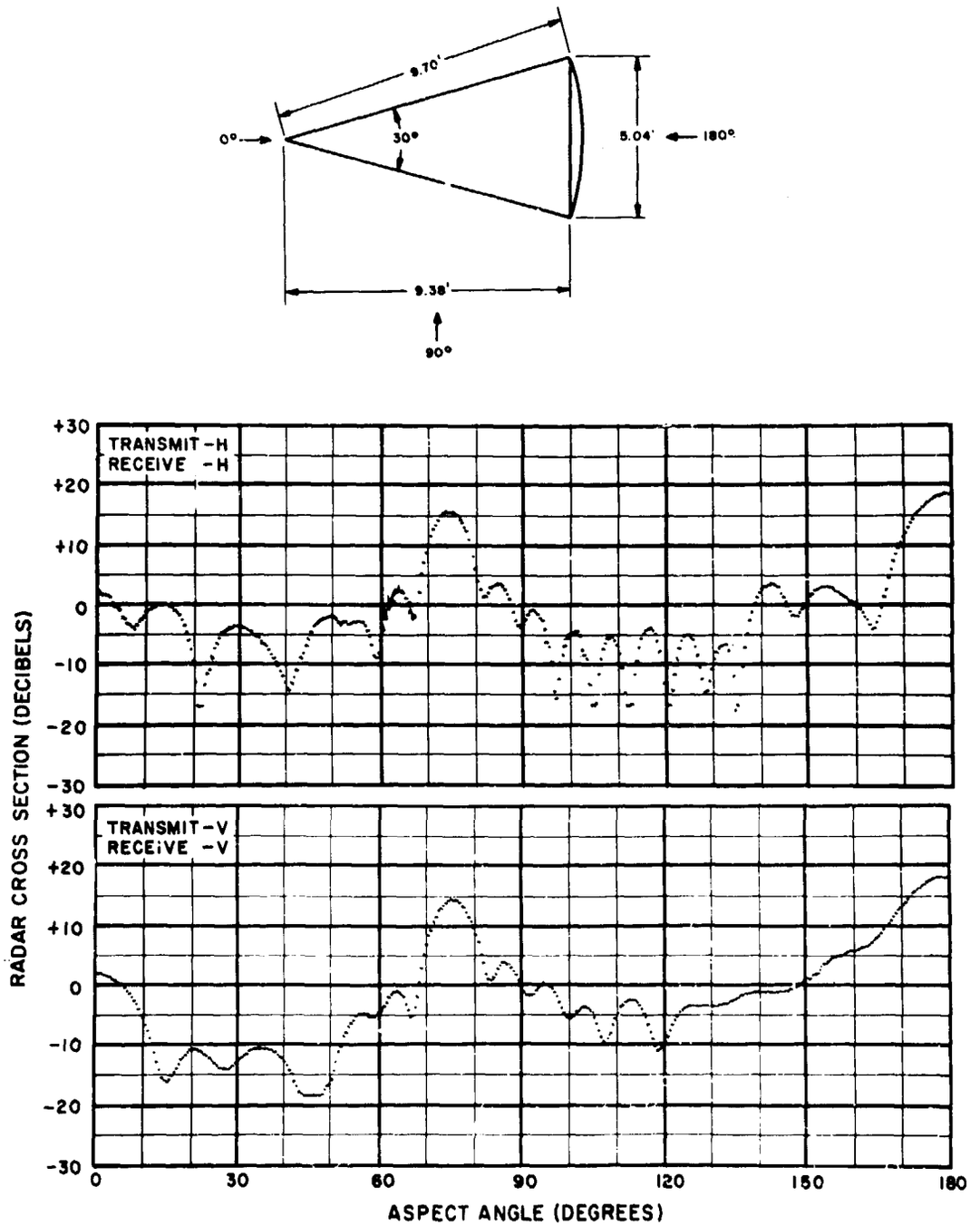
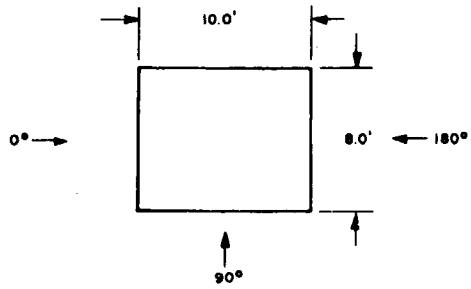
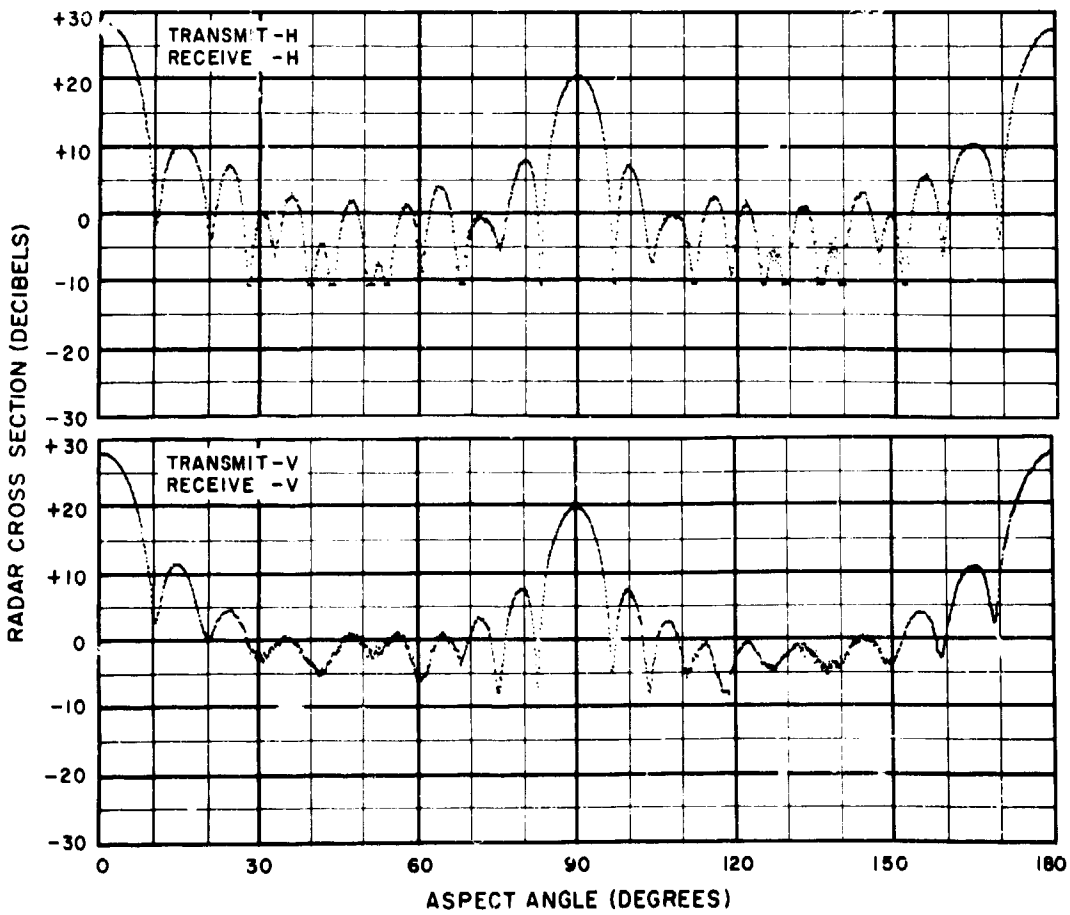
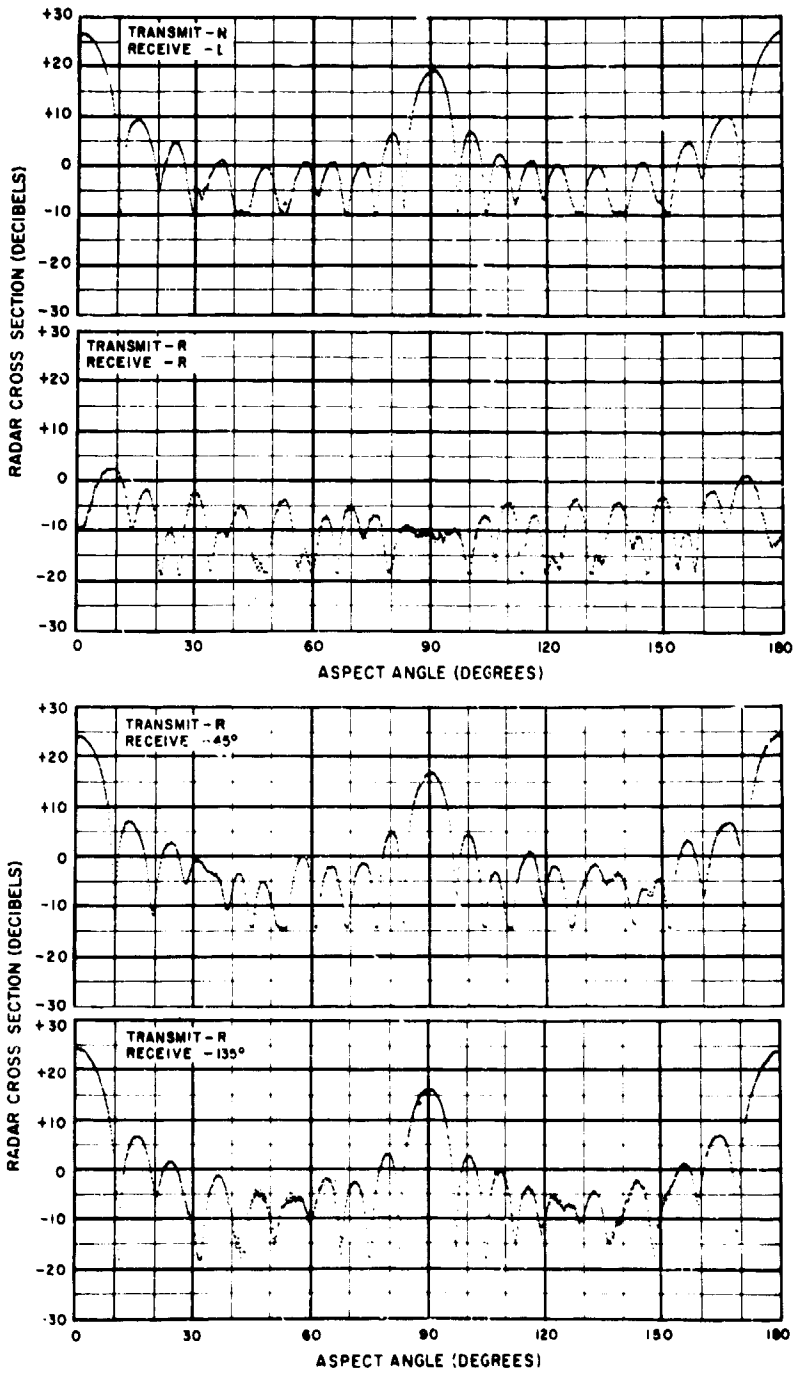


Figure 4-6. 30 Degree Cone, Rounded Base


10.0'
0°
8.0'
180°
90°


TRANSMIT -H
RECEIVE -H
TRANSMIT -V
RECEIVE -V
RADAR CROSS SECTION (DECIBELS)
+30
+20
+10
0
-10
-20
-30
0
30
60
90
120
150
180
ASPECT ANGLE (DEGREES)

1



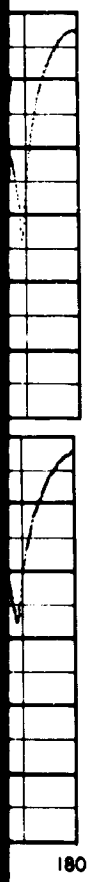
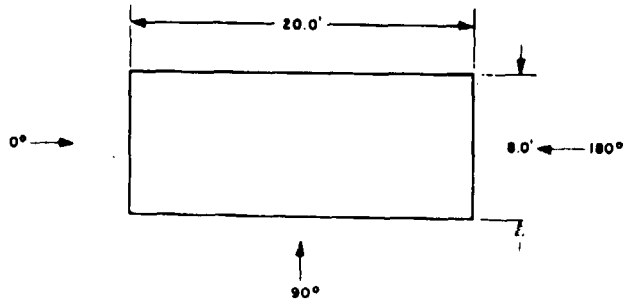
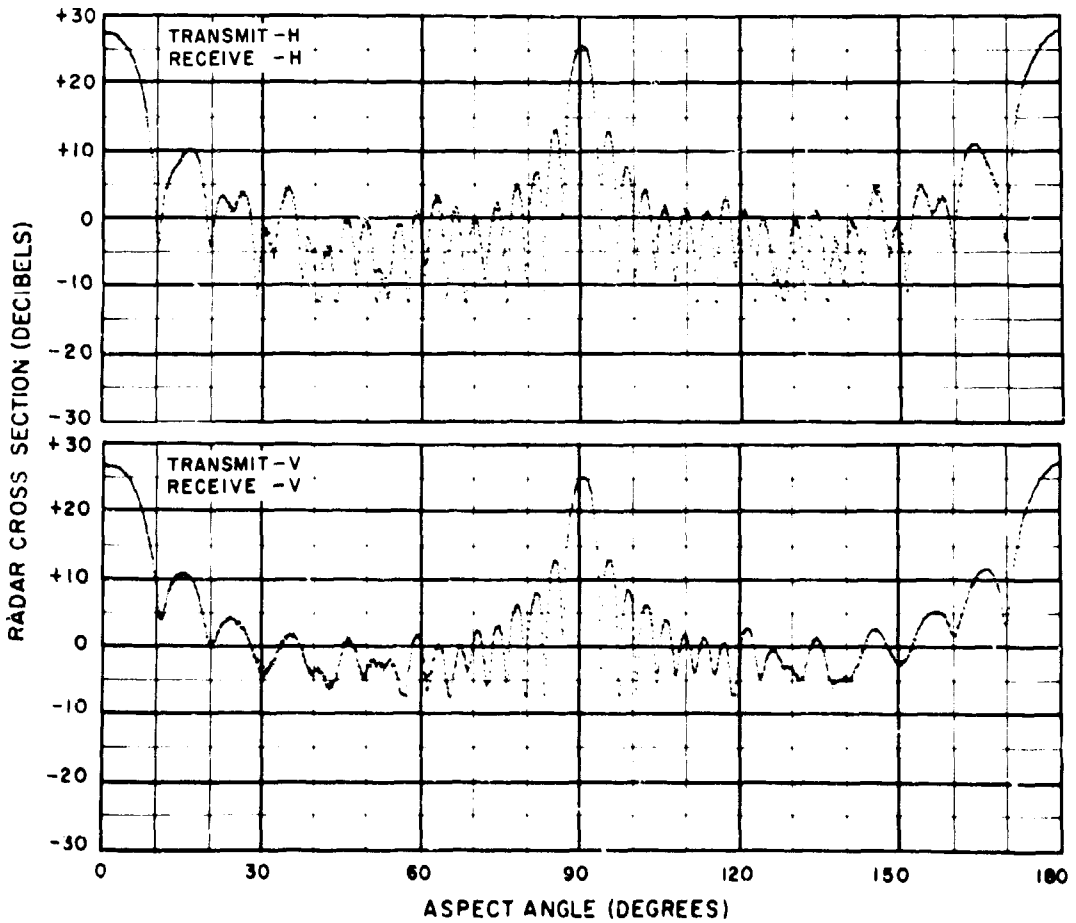


Figure 5-1. Short Cylinder


20.0'
0°
8.0'
180°
90°


TRANSMIT -H
RECEIVE -H
TRANSMIT -V
RECEIVE -V
+30
+20
+10
0
-10
-20
-30
RADAR CROSS SECTION (DECIBELS)
0
30
60
90
120
150
180
ASPECT ANGLE (DEGREES)

1

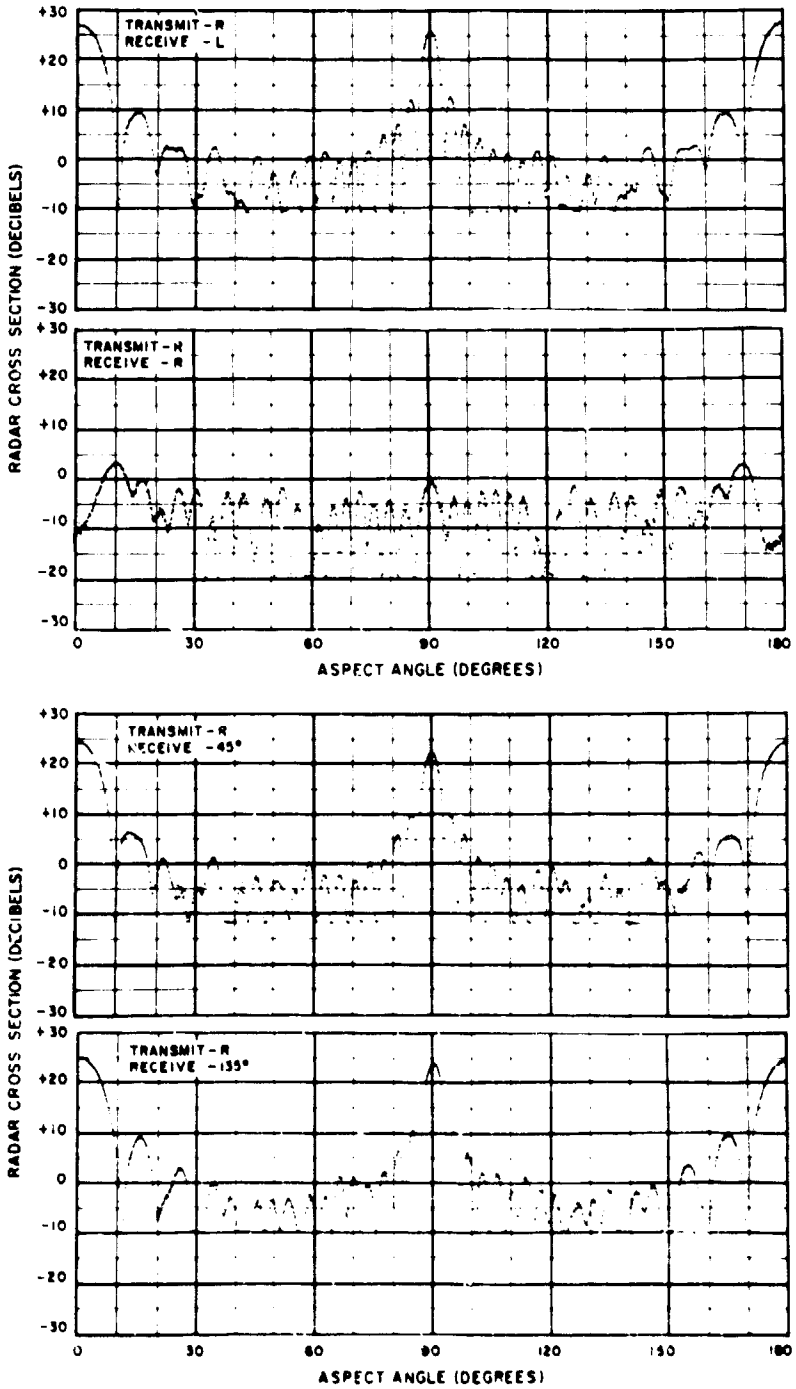
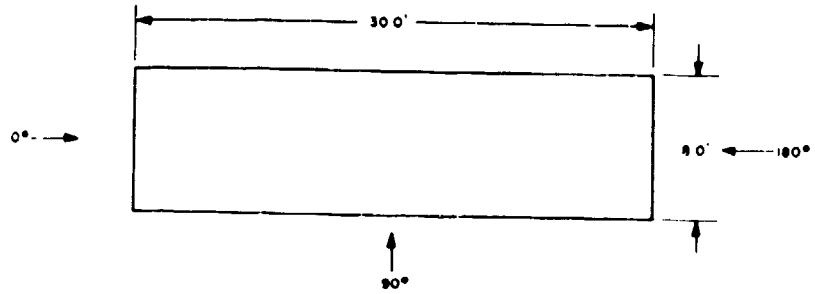
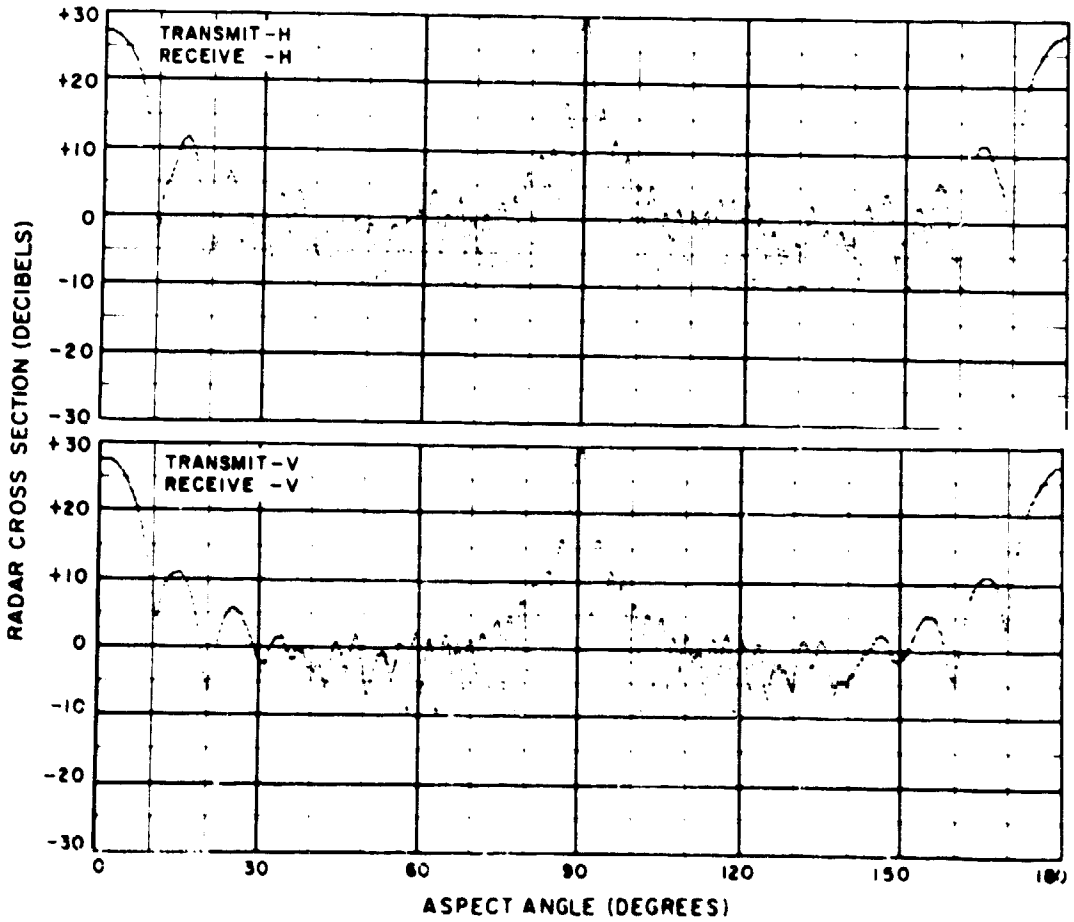
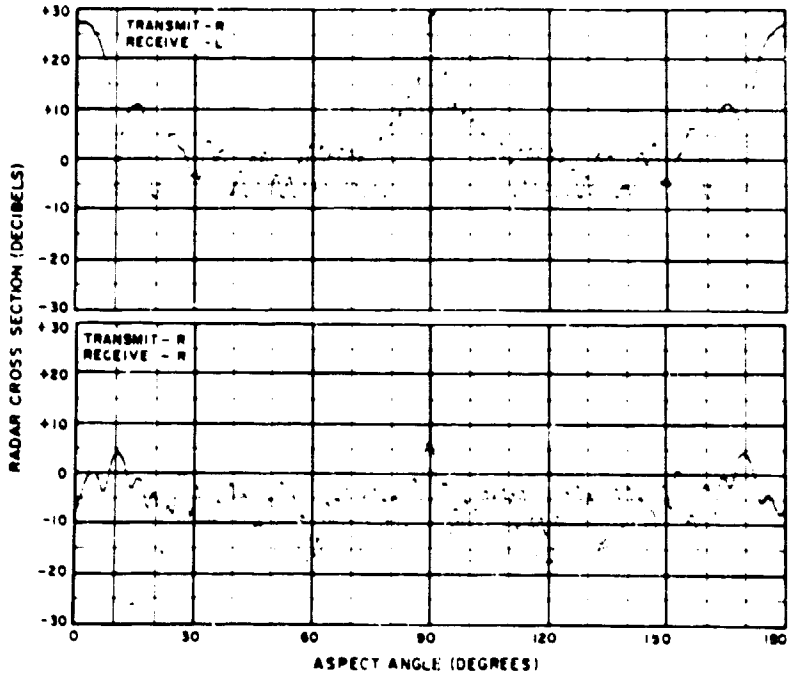


Figure 5-2. Medium Cylinder


30.0'
0°
9.0'
180°
90°


TRANSMIT-H
RECEIVE -H
TRANSMIT-V
RECEIVE -V
RADAR CROSS SECTION (DECIBELS)
+30
+20
+10
0
-10
-20
-30
0
30
60
90
120
150
180
ASPECT ANGLE (DEGREES)

1



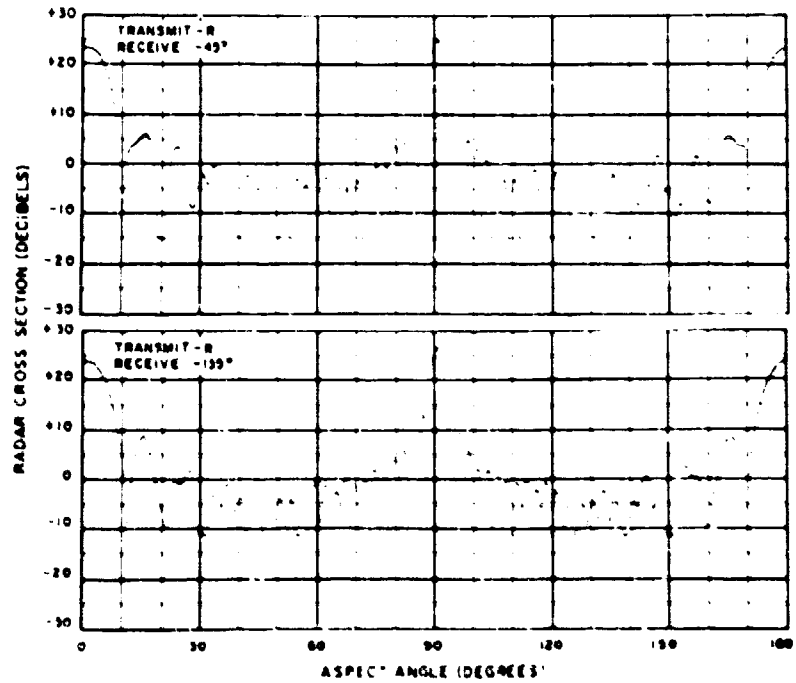


Figure 3-3. Long Cylinder

APPENDIX A

COMPLEX MODEL CROSS SECTIONS

The following curves, representing the radar cross sections for various complex body shapes, were obtained by mating the simpler shapes. These cross section curves are for vertical transmit and receive polarization (VV) and have a reference level of zero decibels equals one square meter (dbsm). Because these measurements were taken in the anechoic chamber before some of the residual errors present in it were removed, these curves should only be used for relative comparisons. As noted earlier, examination of these curves will show the contributions by each of the simple component parts to the whole.

The phase angle included as part of these curves is a first revolution presentation of the absolute phase angle of the received signal. This phase angle, directly measurable only when the precision of the target range measurement is greater than the wavelength of the transmitted signal, yields additional information useful in cross section analysis. Since this range precision is not readily attained, the relative phase angle between two received signals from the same target is being employed in some of the newer manual satellite analysis work. The relative phase angle is the difference between two absolute phase angles as measured here. More emphasis on the information content in phase-angle data is being placed in new work, and several advanced automatic systems employ functions of them.

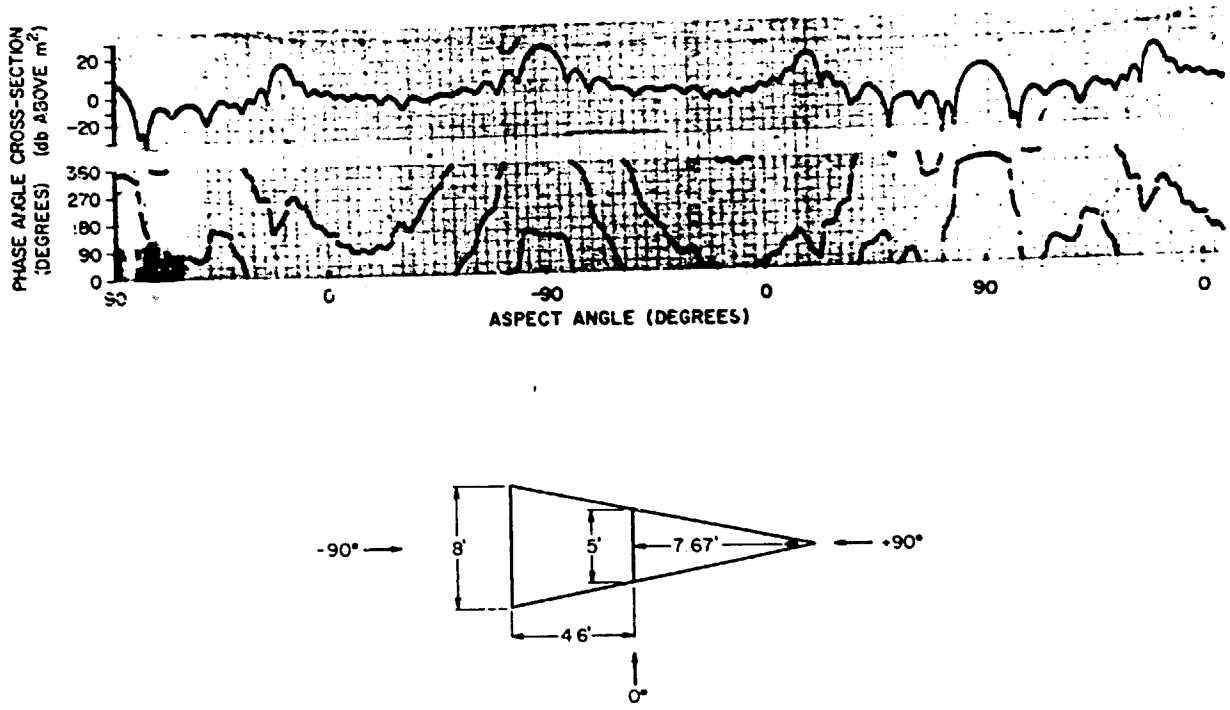


Figure A-1. Complex Model Data

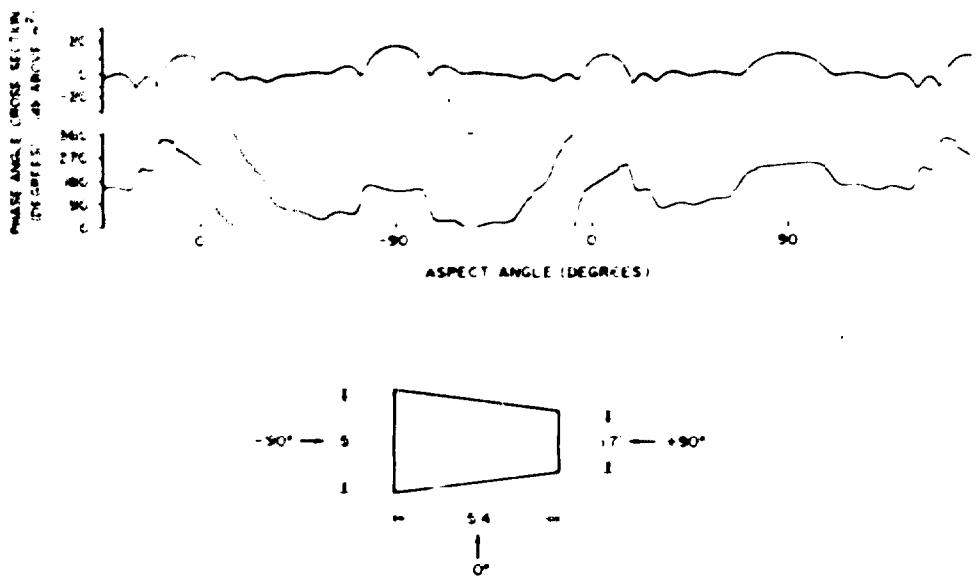


Figure A-2. Complex Model Data

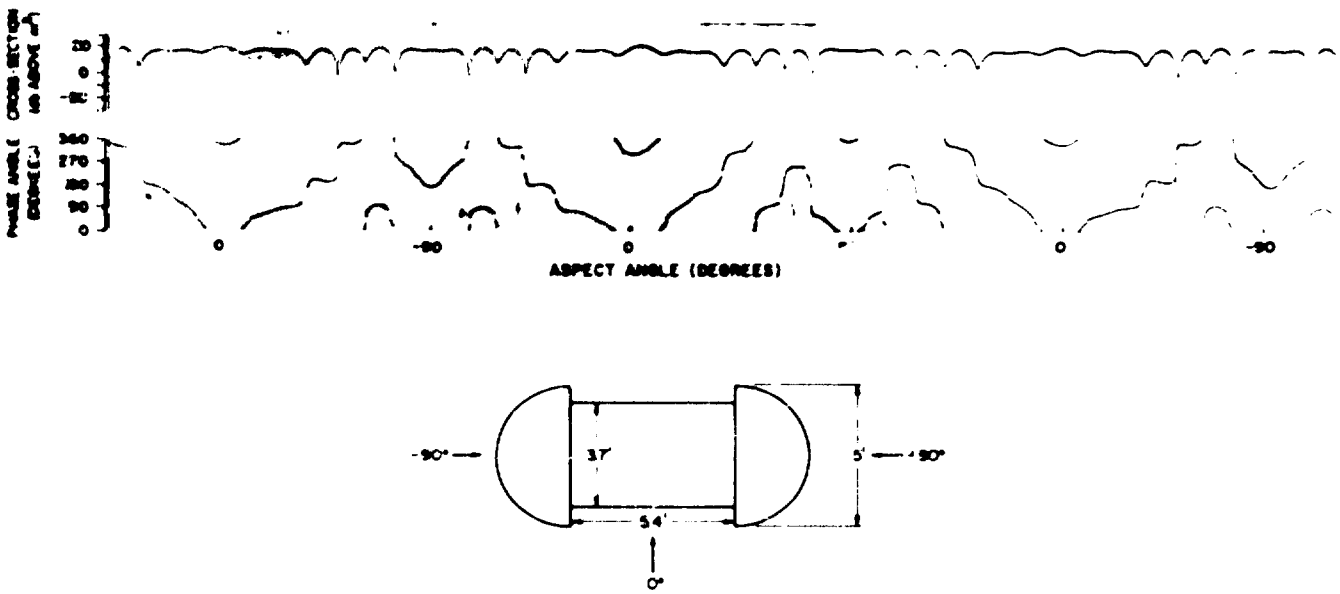


Figure A-3. Complex Model Data

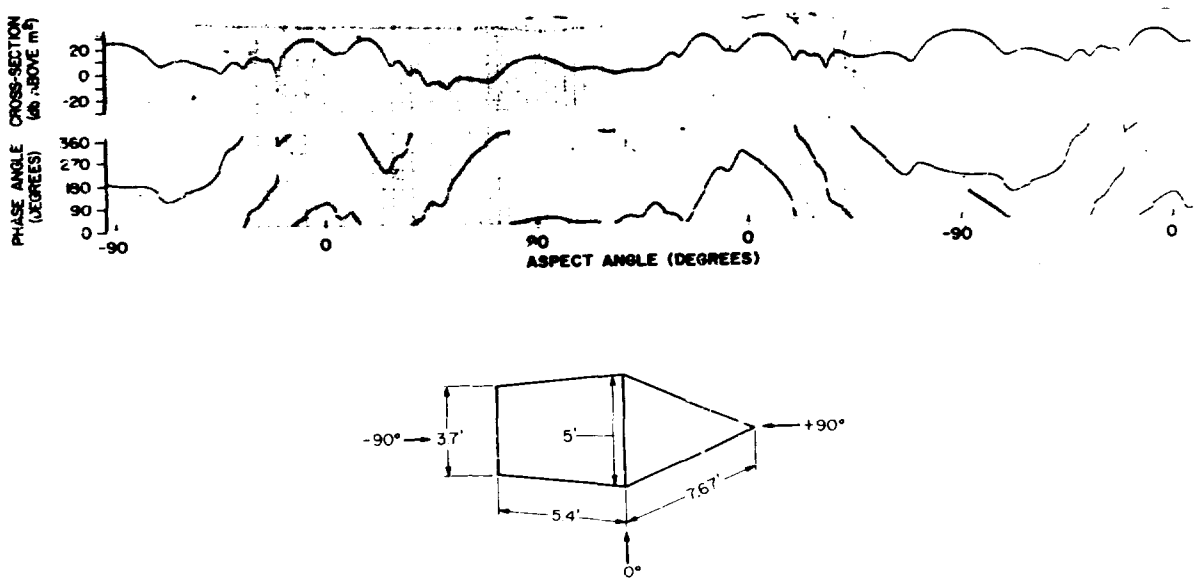


Figure A-4. Complex Model Data

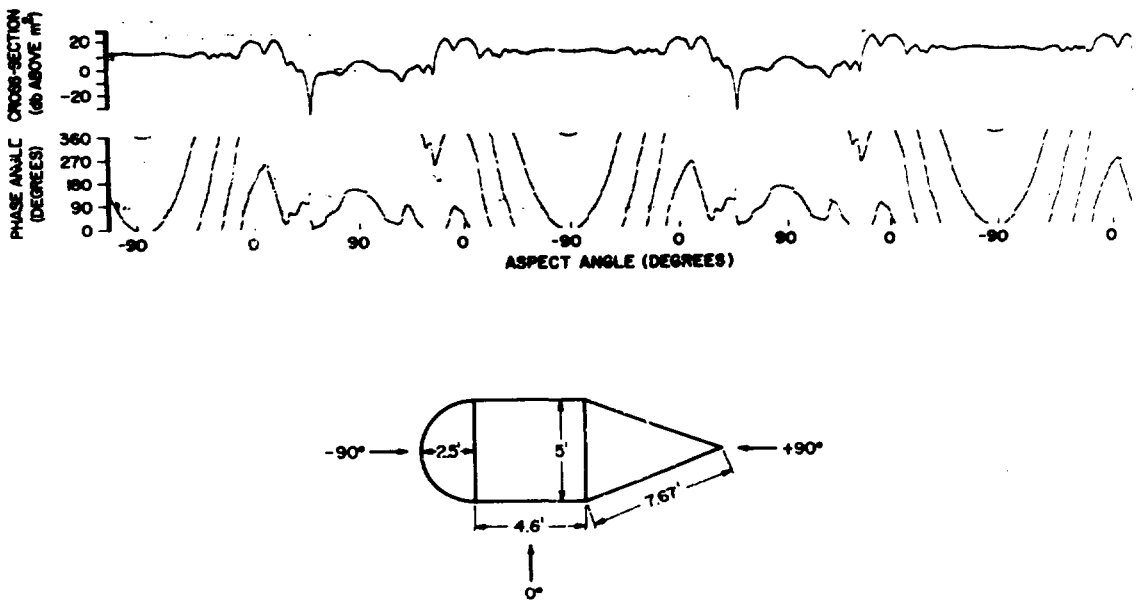


Figure A-5. Complex Model Data

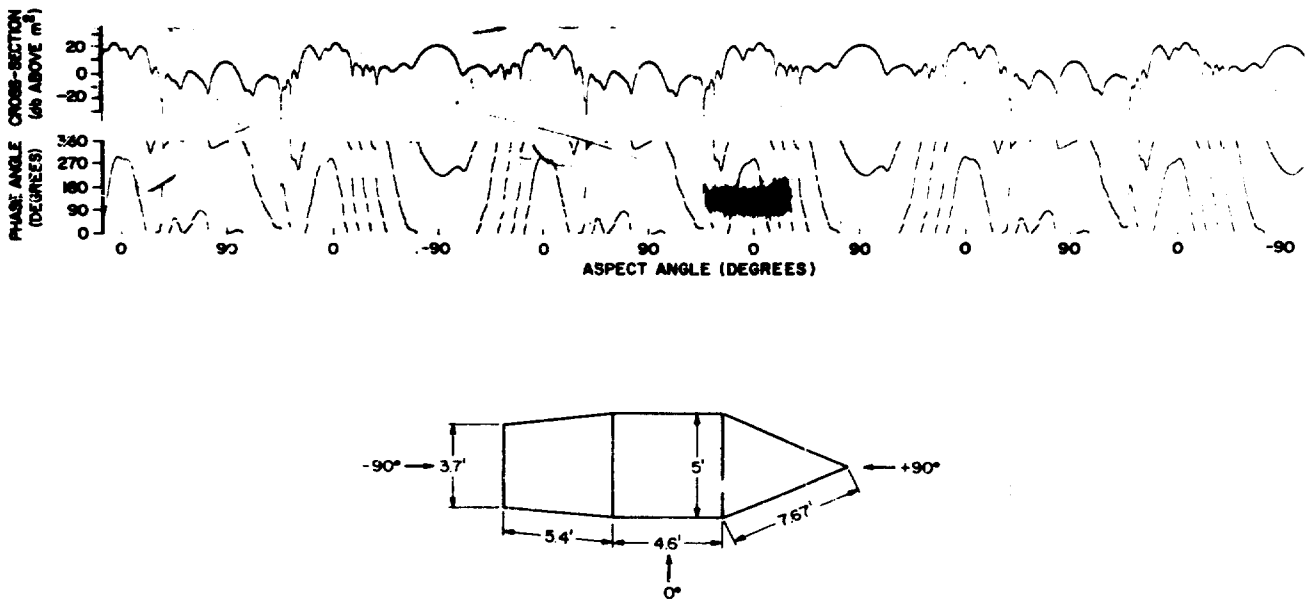


Figure A-6. Complex Model Data

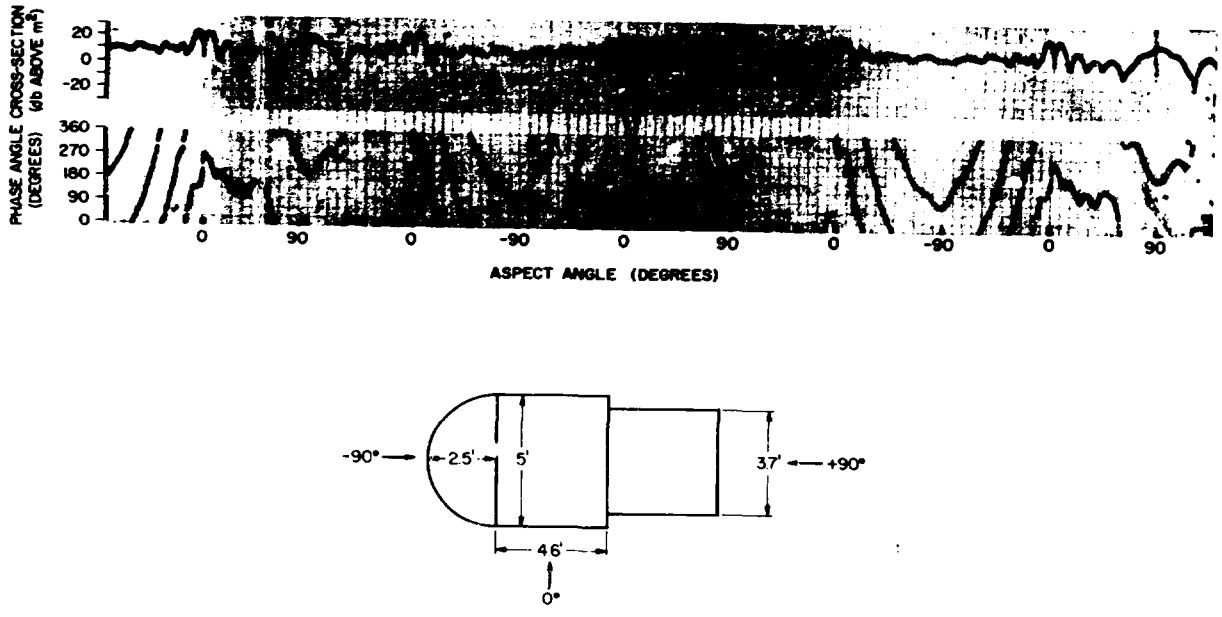


Figure A-7. Complex Model Data

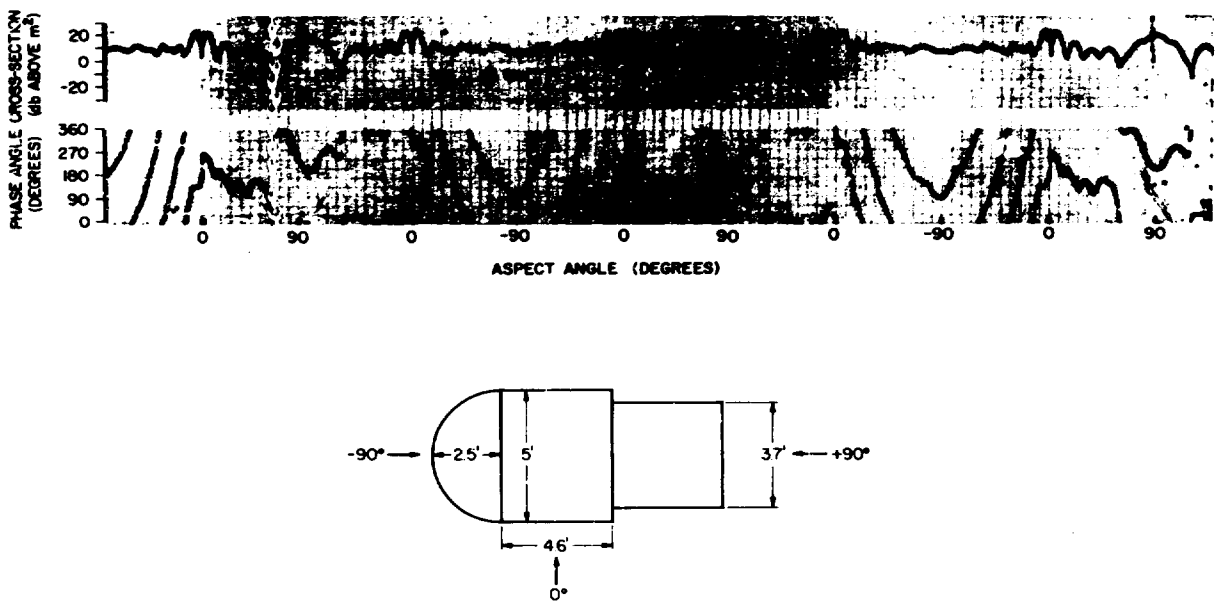


Figure A-7. Complex Model Data

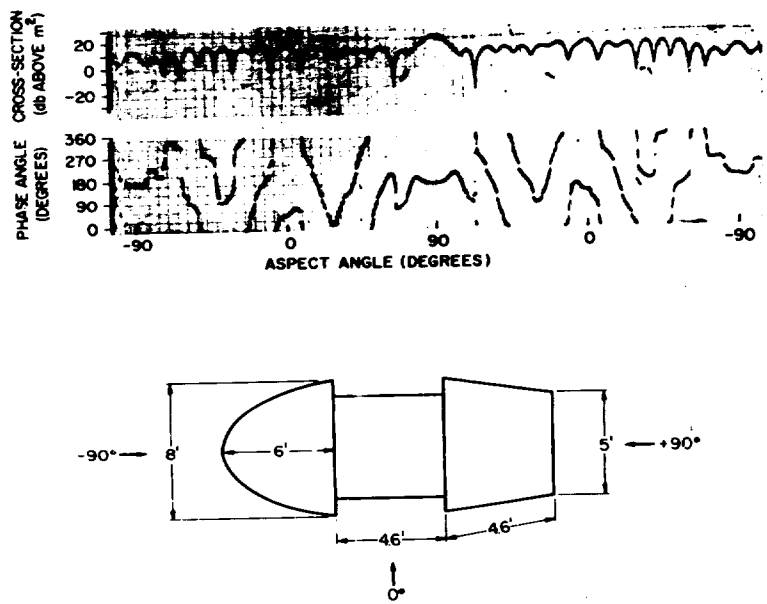


Figure A-8. Complex Model Data

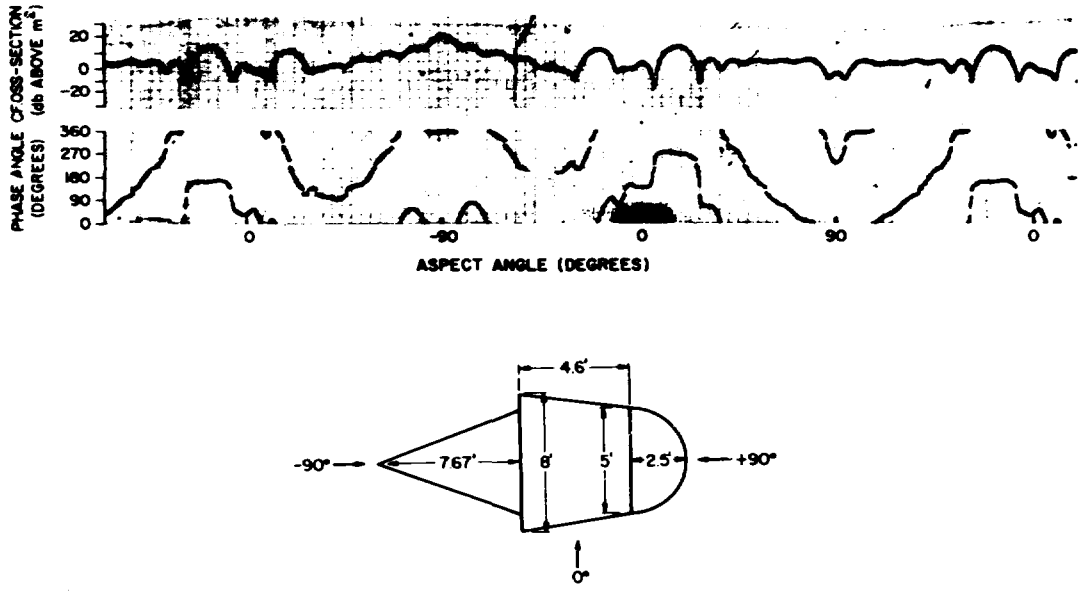


Figure A-9. Complex Model Data

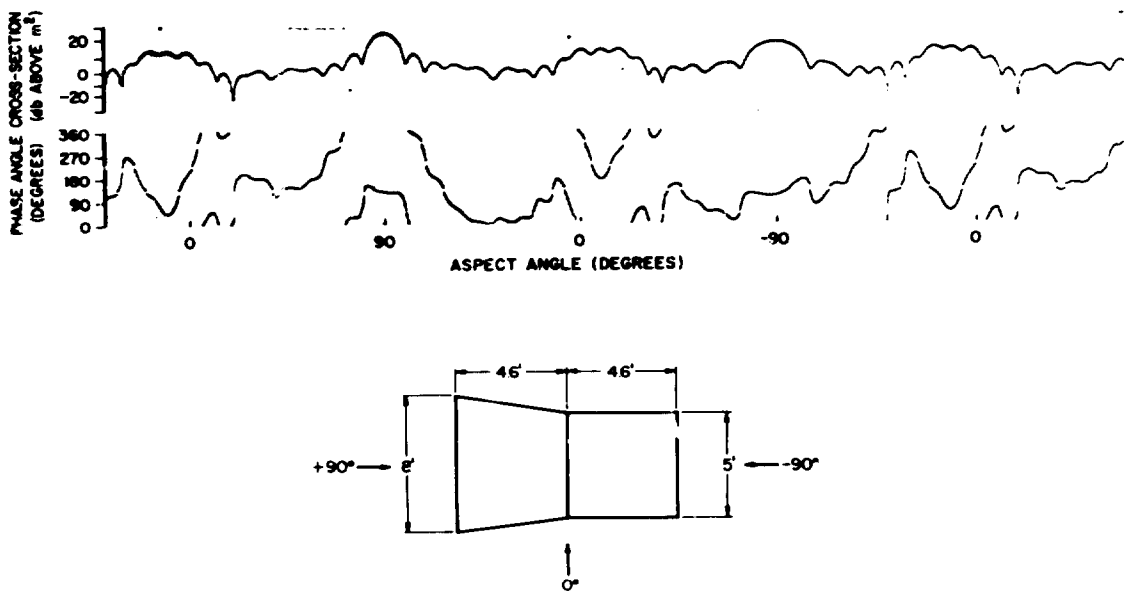


Figure A-10. Complex Model Data

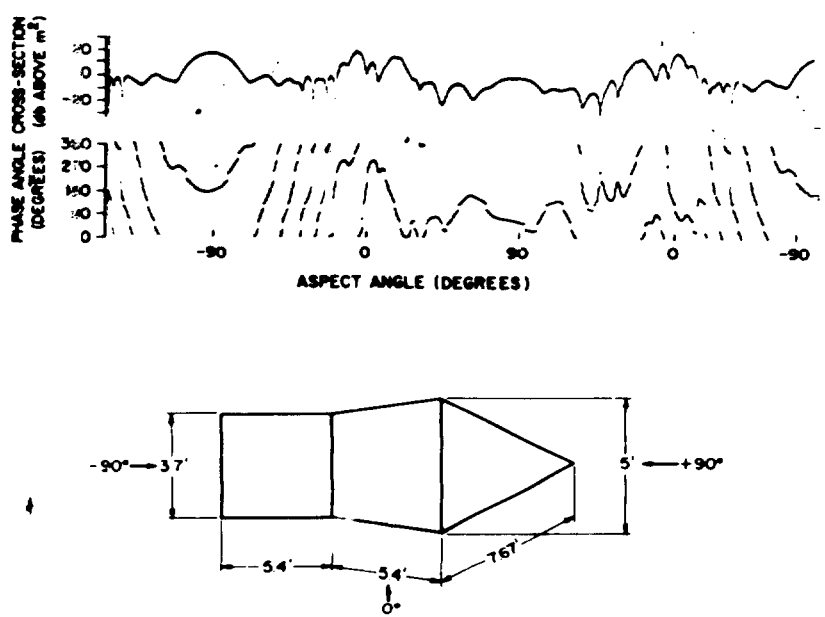
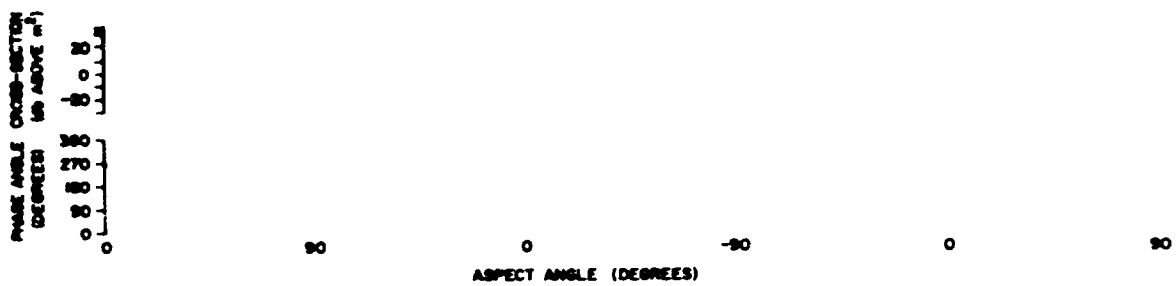


Figure A-11. Complex Model Data



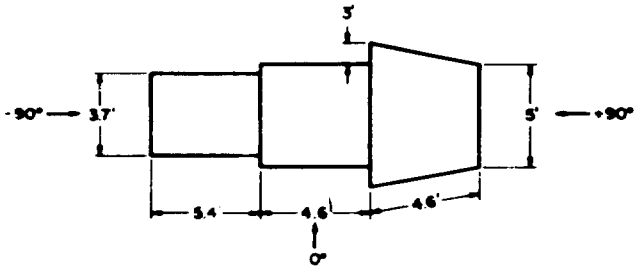


Figure A-12. Complex Model Data

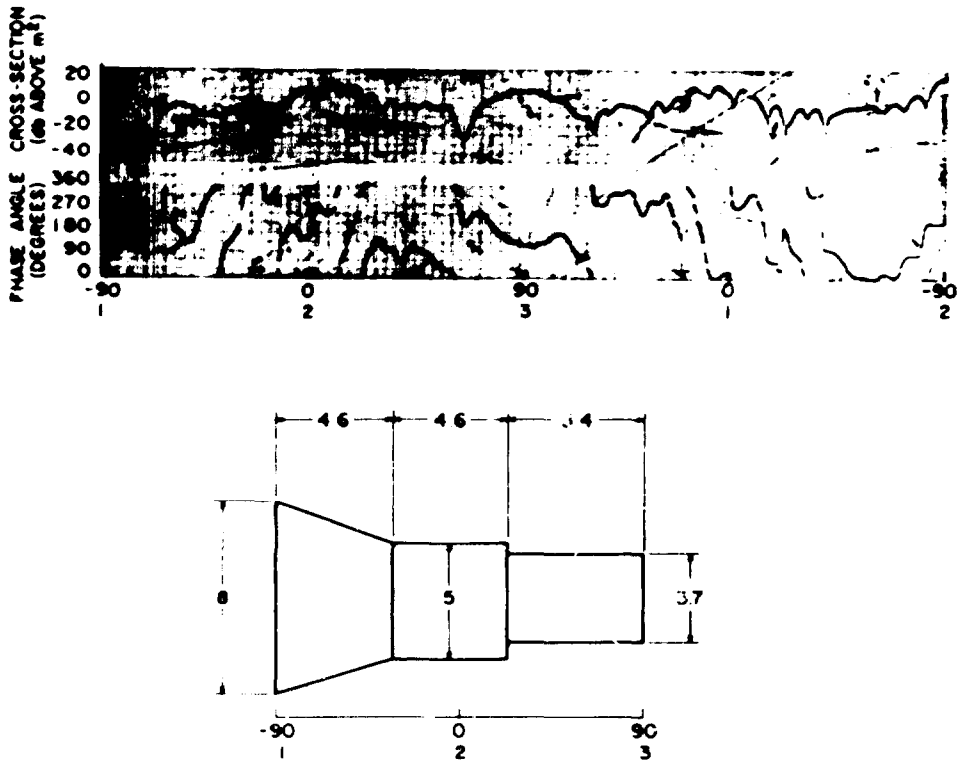


Figure A-13. Complex Model Data

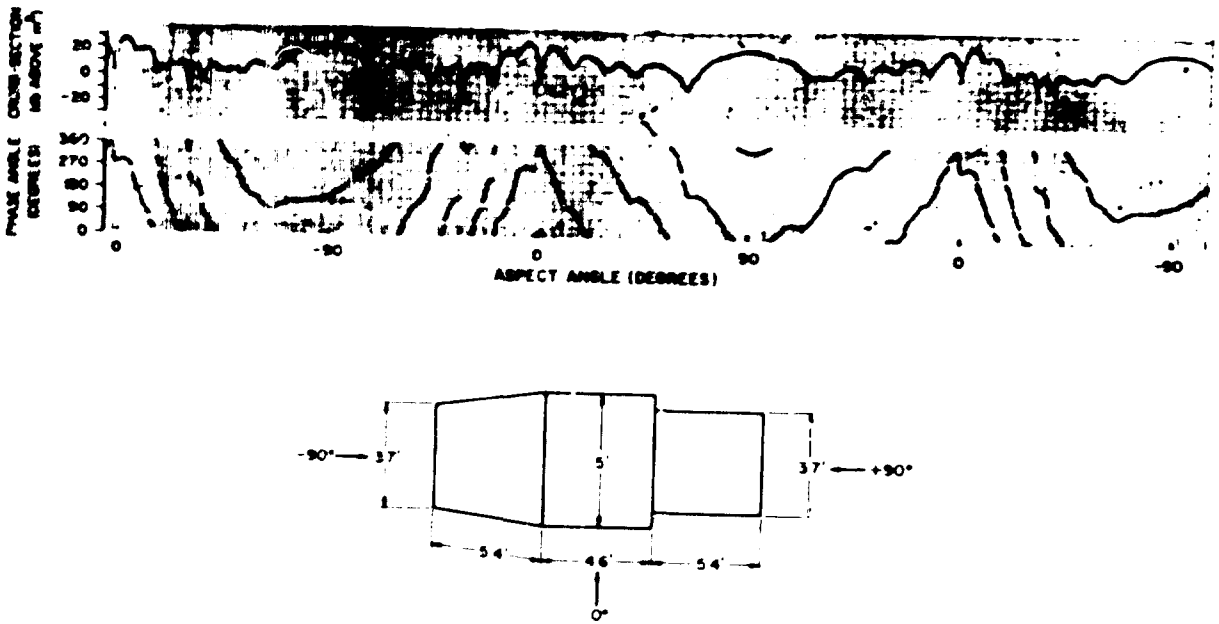


Figure A-14. Complex Model Data

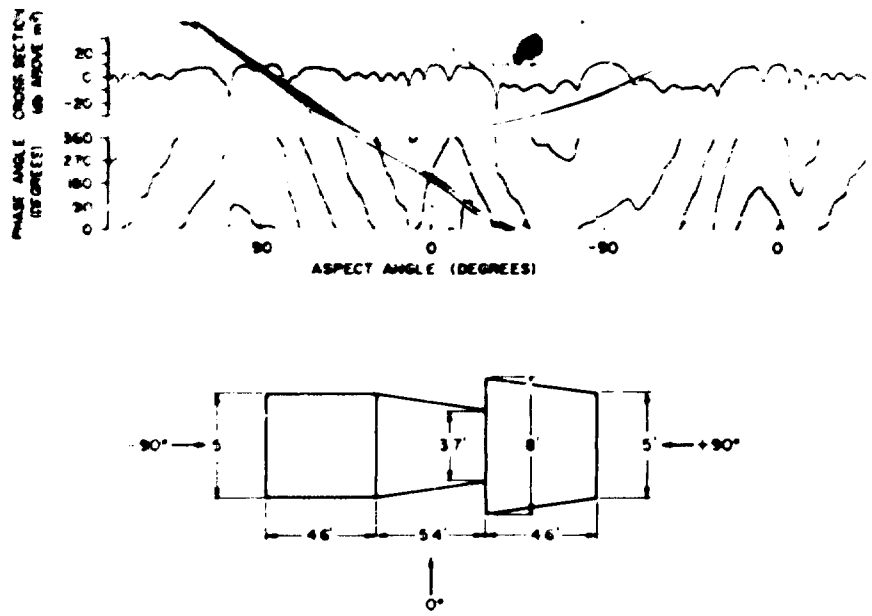


Figure A-15. Complex Model Data

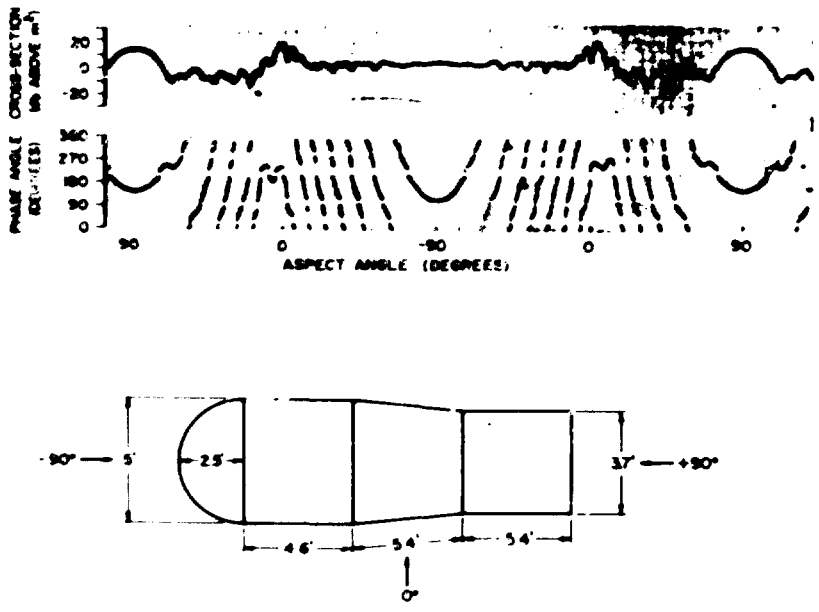
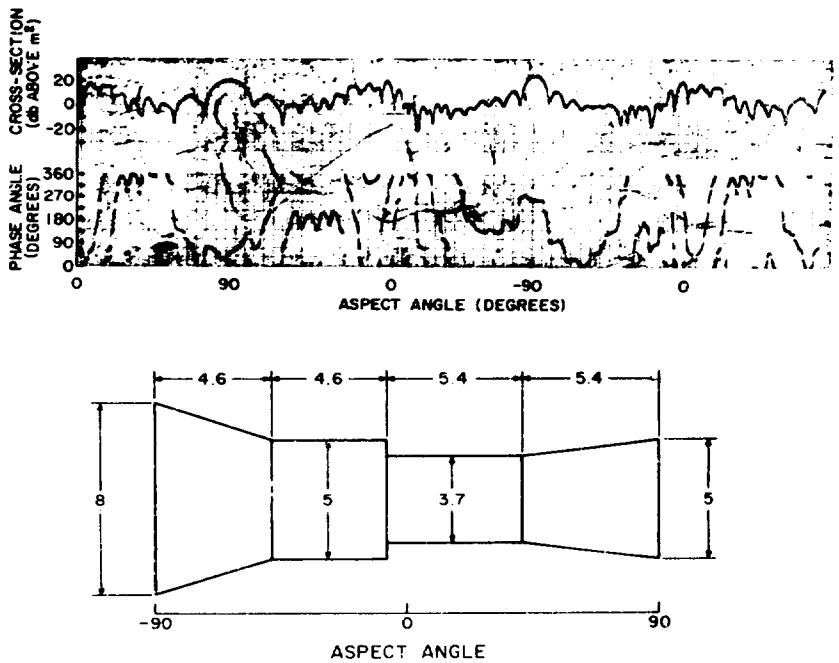


Figure A-16. Complex Model Data



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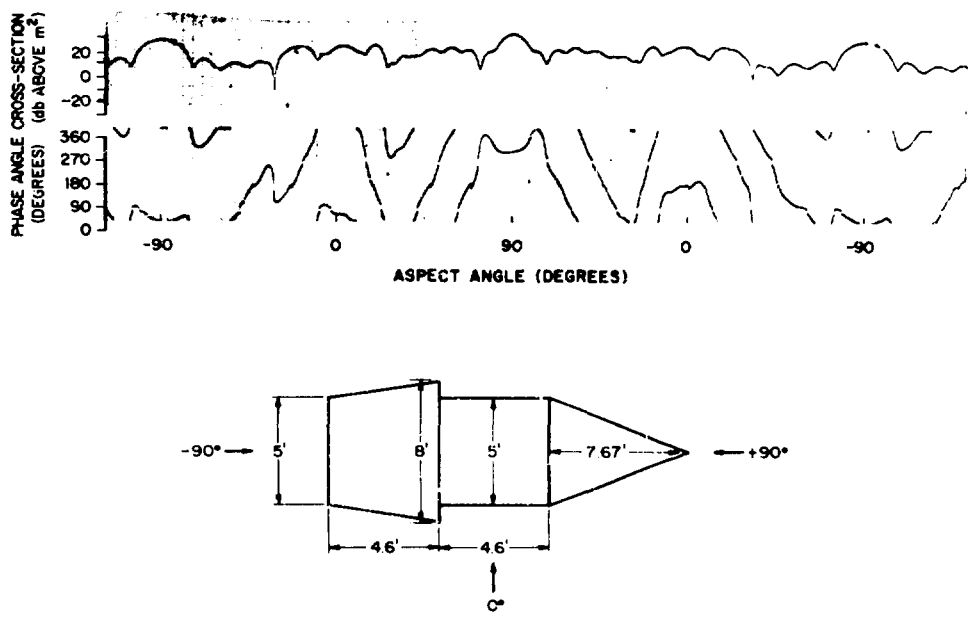
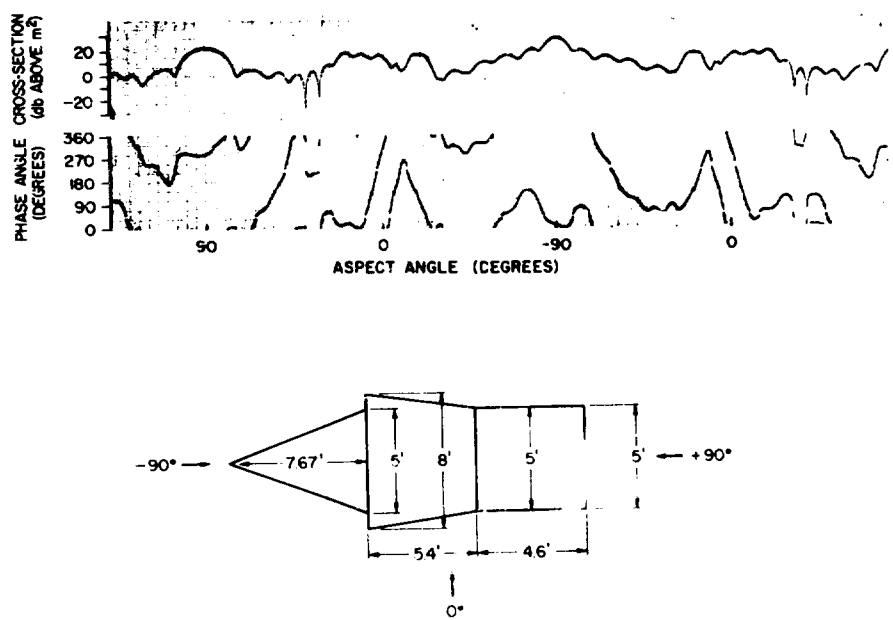


Figure A-18. Complex Model Data



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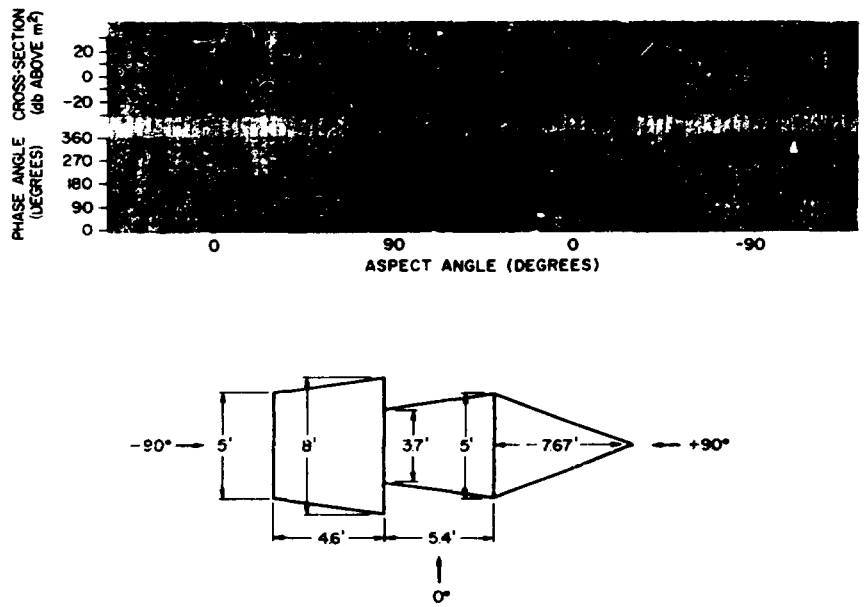


Figure A-20. Complex Model Data

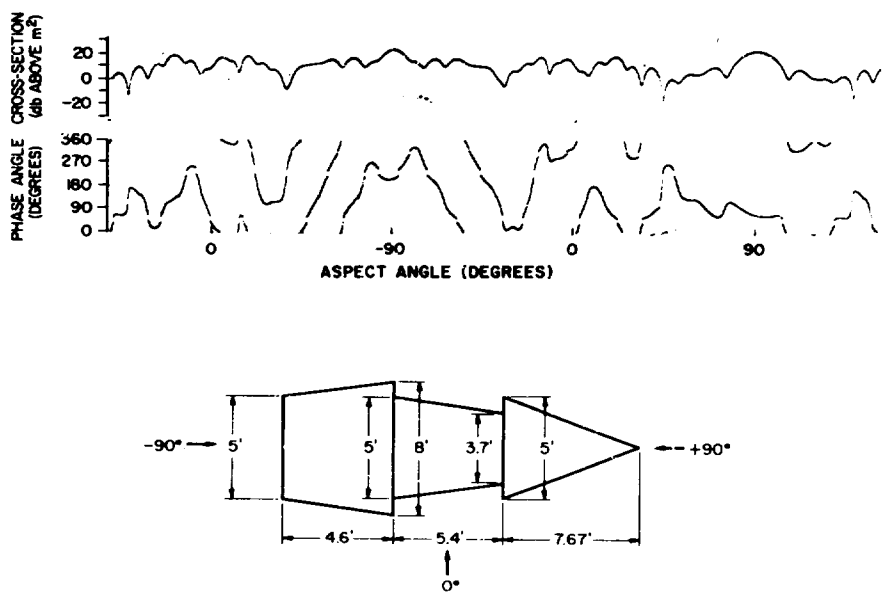
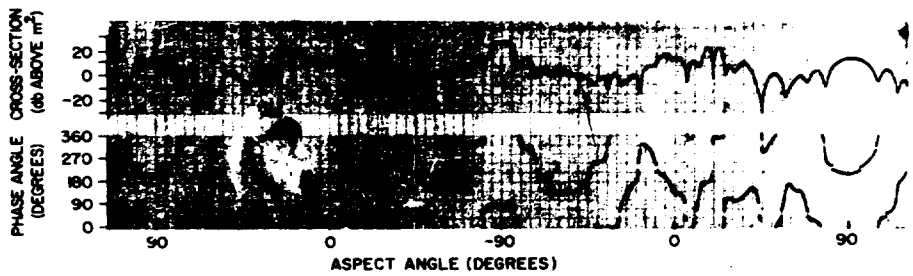


Figure A-21. Complex Model Data



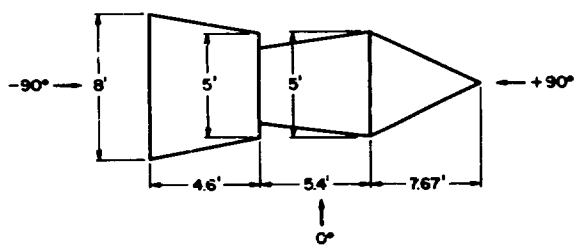
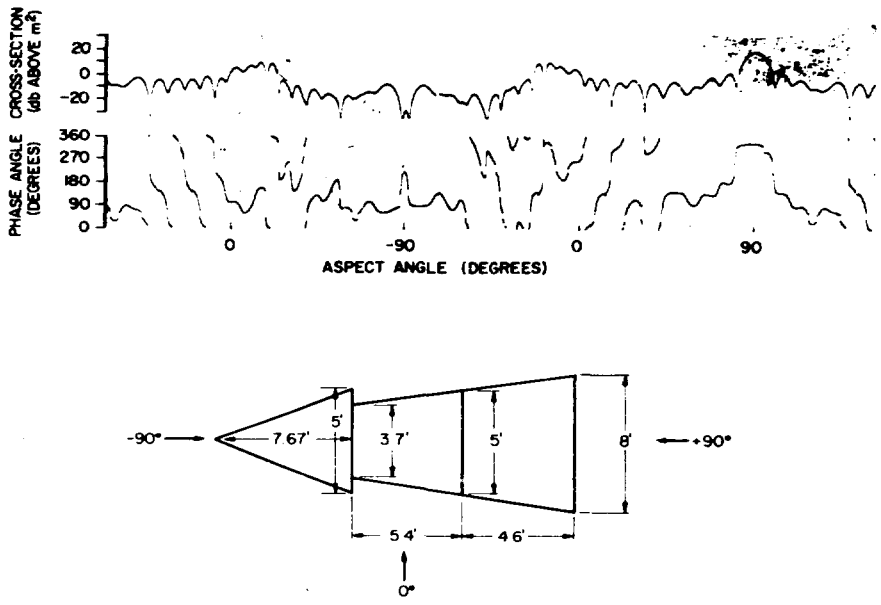


Figure A-22. Complex Model Data



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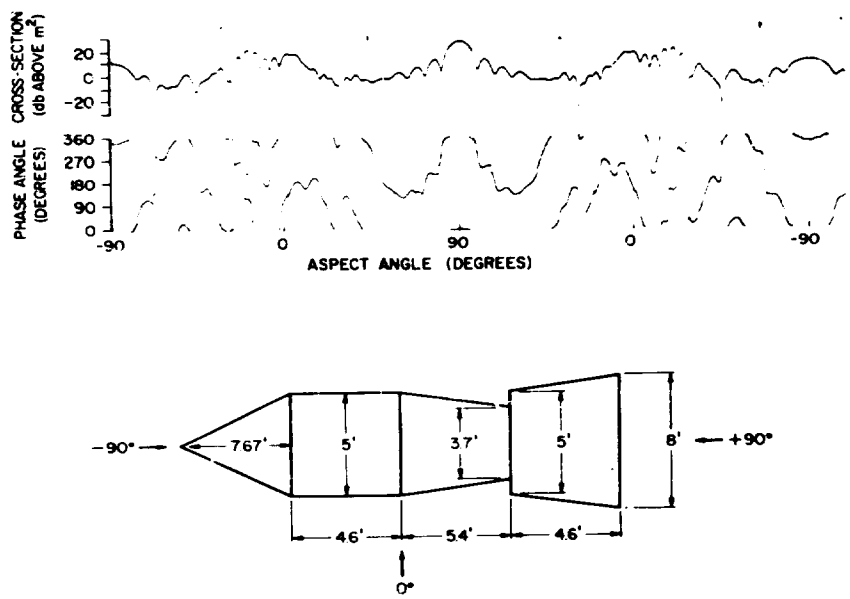

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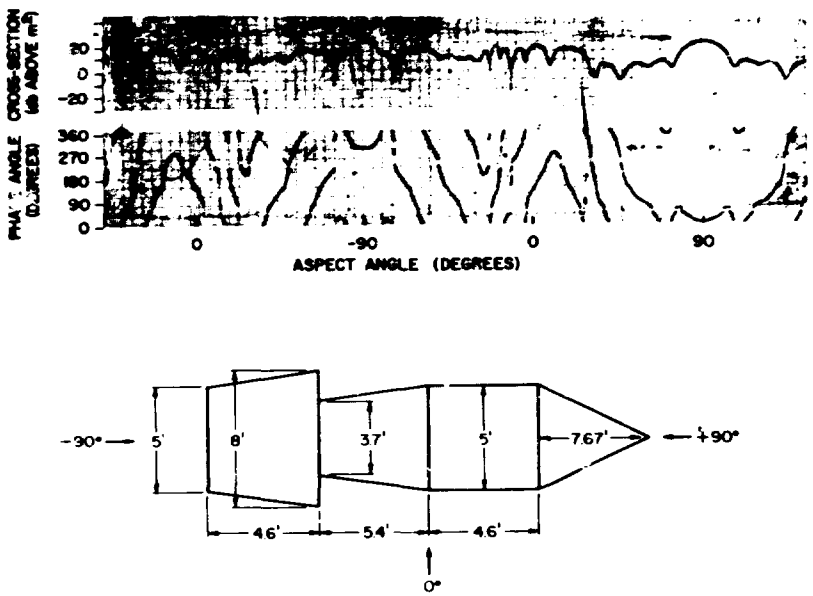

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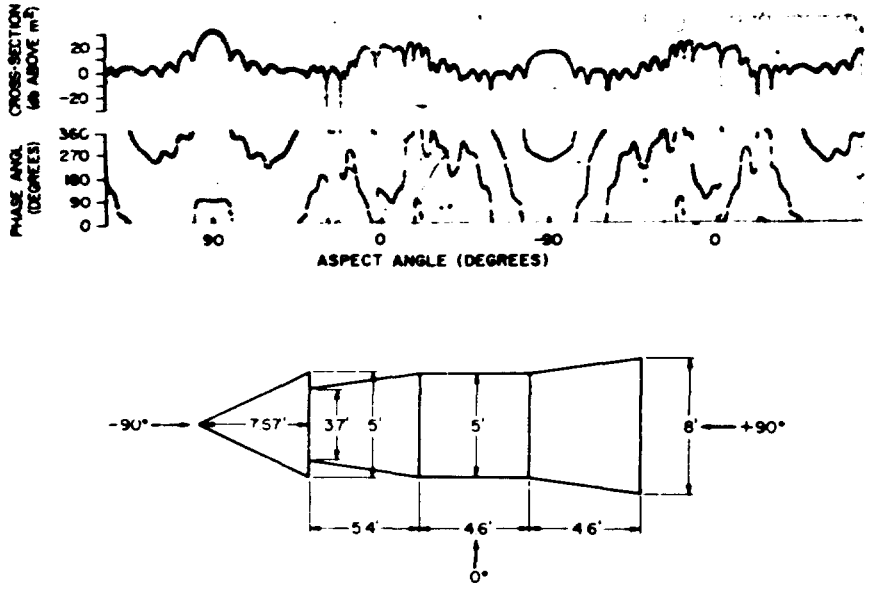

Figure A-26. Complex Model Data

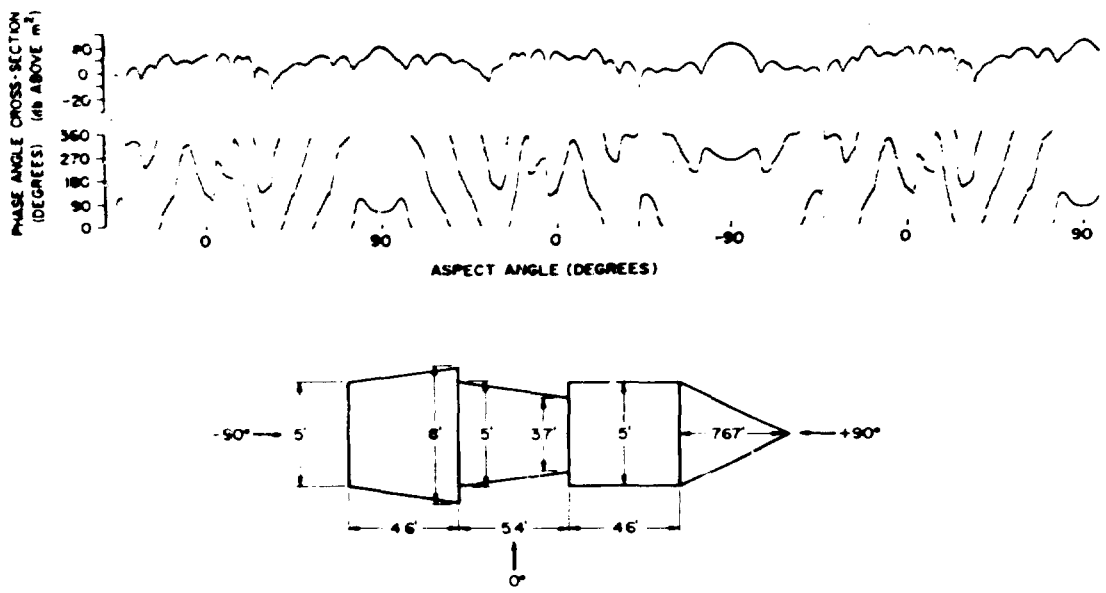

Figure A-27. Complex Model Data

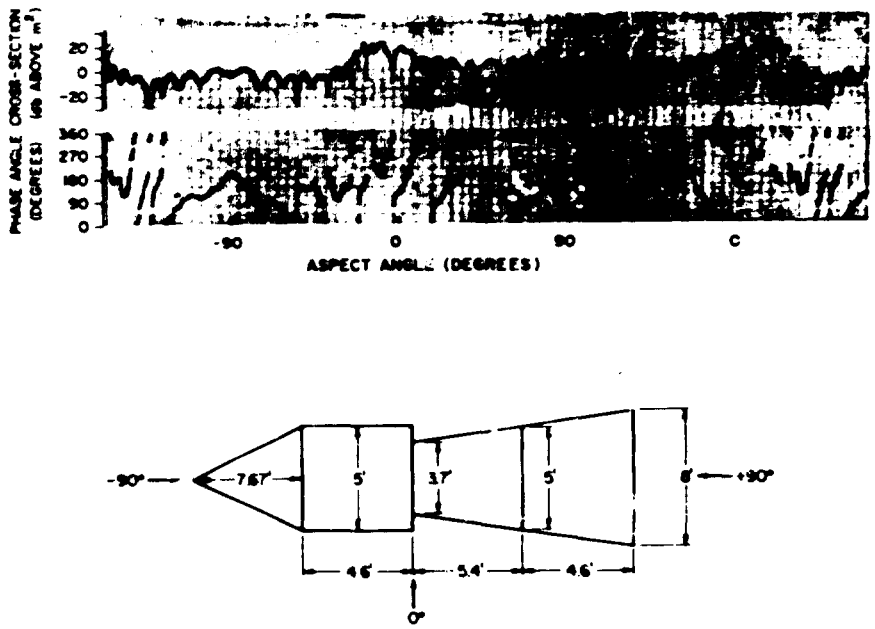

Figure A-28. Complex Model Data

APPENDIX B

LARGE CYCLINDRICAL TANKS

As mentioned earlier, the size of the presentation used here introduces a limitation on the visual usefulness of the cross section curves for large cylindrical tanks. An example of this limitation is shown in Figures B-1 and B-2 for a 50-foot long, 8-foot diameter cylinder. The lobing structure at cylinder broadside, θ = 90 degrees, is so fine that the detail cannot be seen. Figure B-3 presents the detail for a much more restricted aspect angle region (80° to 100°) for the HH polarization case.

The data in Figure B-3 show that the classic equation for the cross section of a cylinder at broadside applies. This relation is given as

$$\sigma_c = \frac{\pi d L^2}{\lambda} \sin\theta \left[\frac{\sin\left(\frac{2\pi L}{\lambda}\cos\theta\right)}{\frac{2\pi L}{\lambda}\cos\theta} \right]^2 .$$

where d is the diameter, L the length, θ the aspect angle, and λ the wavelength. This equation is applicable only over a limited range of aspect angles, θ, near broadside and only when (1) L is greater than d, (2) d is greater than λ, and (3) the radar line of sight and the plane of body rotation coincide. The above relation becomes more accurate for larger regions of aspect angle, with increasing L/d ratio and L/λ or d/λ ratio.

The null points in the cross section curve occur when

$$\theta = \cos^{-1}\left(\frac{n\lambda}{2L}\right)$$

where $n = \pm 1, \pm 2, \pm 3, \ldots\ldots$ This shows that the nulls are dependent only on one parameter of the body, its length. For the data given in Figure B-3, the aspect angles, θ, for the first three null pairs using the above equation yields 85.7, 87.2, 88.6, 91.4, 92.8, and 94.3 degrees showing good agreement between theoretical relation and measured data. Hence, for large cylindrical tanks, it is possible to use the theoretical equation instead of depending on visual presentations that become extremely bulky in order to show the detail.

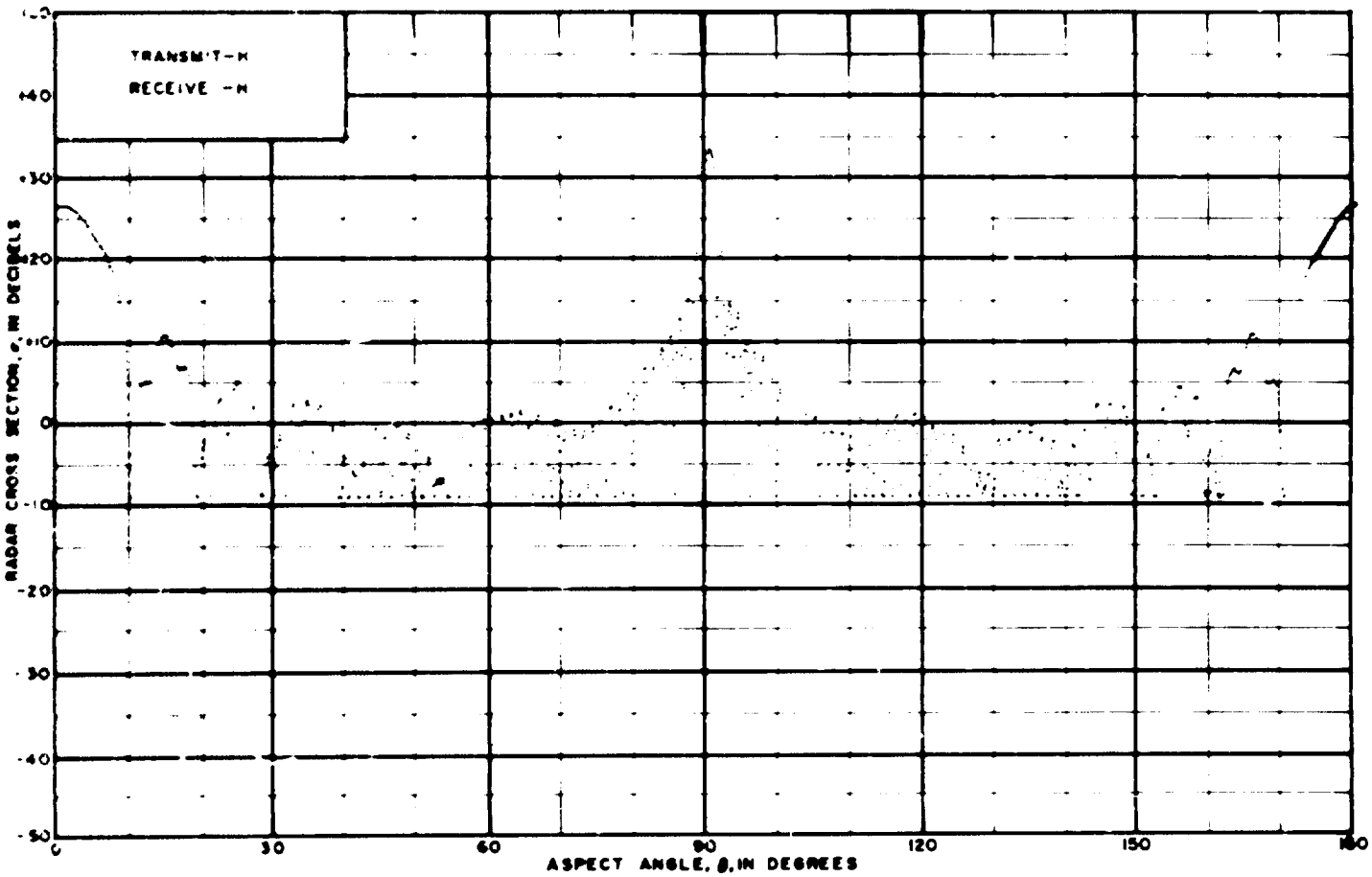

Figure B-1. Illustrating Excessive Cylinder Size (H-Polarization)

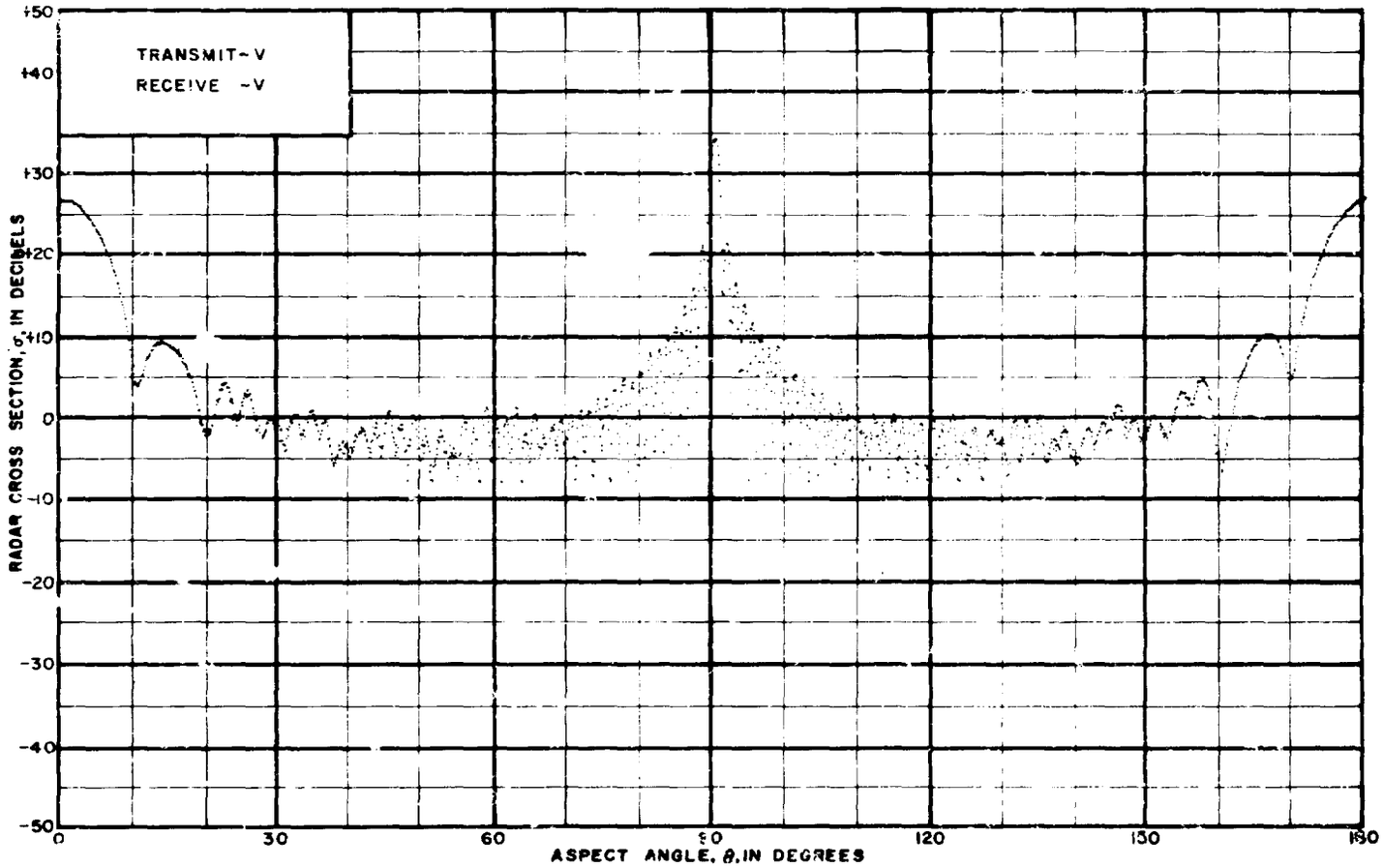

Figure B-2. Illustrating Excessive Cylinder Size (V-Polarization)

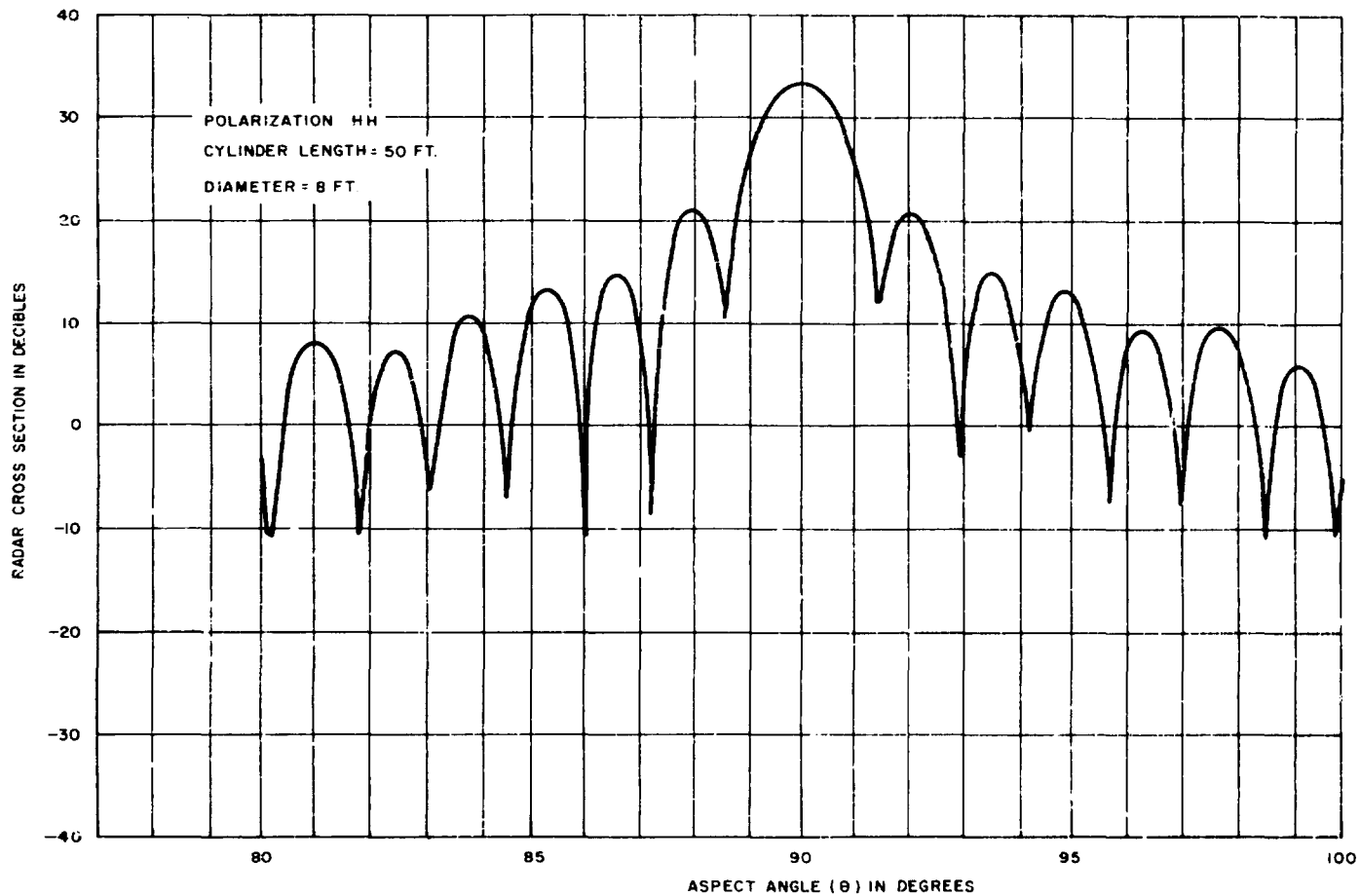

Figure B-3. Lobing Structure in an Expanded Region (80° to 100°) of Figure B-1