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- [Places](#)
- [Area 51](#)
- [Random](#)
- [Top 100](#)
- [Catalog](#)
- [What's New](#)

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- Page Contents
- Book
- Title/Author
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Skunk Works Mailing List

Re: skunk-works-digest V8 #66

From: "Adam Chance"
 Subject: Re: skunk-works-digest V8 #66
 Date: Sat, 19 Jun 1999 17:58:15 -0400

Forgive me if this is just plain stupid, I have no idea what I am talking about.

However just a quick observation.

It seems to me that for a variety of reasons the amount of fuel onboard the missile would have effects on its maneuverability, range and speed.

However in the field there would be no time for people to properly fuel up the missiles before plotting the intercept. It would seem a safe bet that the missiles are kept pretty much fueled up (would a missile like this use solid fuel or liquid fuel?) so they would have maximum range at a moments notice.

It would also seem that the closer the missile got to its target the more important its maneuverability and flight characteristics would be. So what I am going to suggest is maybe it is a basic feature that the when the computer plots the course it also includes a flight pattern that would burn off the excess fuel well before the intercept point.

Please feel free to poke holes in this theory, that is why I read this group, so I can get smarter.

----- Original Message -----
 From: patrick <patrick@e-z.net>

To: <skunk-works@netwrx1.com>
Sent: Saturday, June 19, 1999 10:42 AM
Subject: RE: skunk-works-digest V8 #66

> At 10:11 AM 6/19/99 -0400, Sam wrote:
> >This was the intended flight path of the missile. It was done
> intentionally in
> >order to burn excess fuel to make sure the missile did not have enough to
> leave
> >the White Sands test range and possibly crash into a populated area.
> >
> >
> >
> Say what? This makes no sense whatever. Excess fuel equals poorer
> performance (acceleration after ignition) as Art has recently pointed out.
> What kind of an anti-missile has a preprogrammed flight path designed for
> fuel manoeuvring and when does this profile give way to the flight profile
> requiring intercept? If it was a true concern why have the excess fuel
> onboard? The "burn" segment of flight indicates too much fuel was added
> knowingly before flight if your statement is valid.
>
> And finally having some awareness of WSMR and its operations I don't
> believe they need to be concerned with populated areas when they plan and
> conduct testing like this. WSMR is a vast range, surrounded by even more
> unpopulated areas, much of which can be called up for temporary range use
> by pre-negotiated agreements with ranchers.
>
> As I recall the Patriot missiles flown against SCUD's during the Gulf War
> exhibited similar characteristics. I could be wrong though.
>
> Sam, were you kidding??
>
> patrick
>

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