Variable Angle Target Training System (V. A. T. T. S.)

TEAM #16

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Overview

- Background
- Goals and Needs Statement
- Design Specifications
- Design Progress
    - Target Bracket Progress
    - Lifting and Turning Arm Designs
    - Motor Analysis
- Future Work and Challenges

Background

- Stationary Infantry Targets (SITs) are used to train military in combat situations
- Include many features that help provide a more realistic experience
  - Muzzle Flash
  - Hit Detection
- Flips targets up and down
- A variety of targets can be used with the SIT

Background

“E” Style
(Waffle Board)

“Figure 12”
Style

“Figure 11”
Style

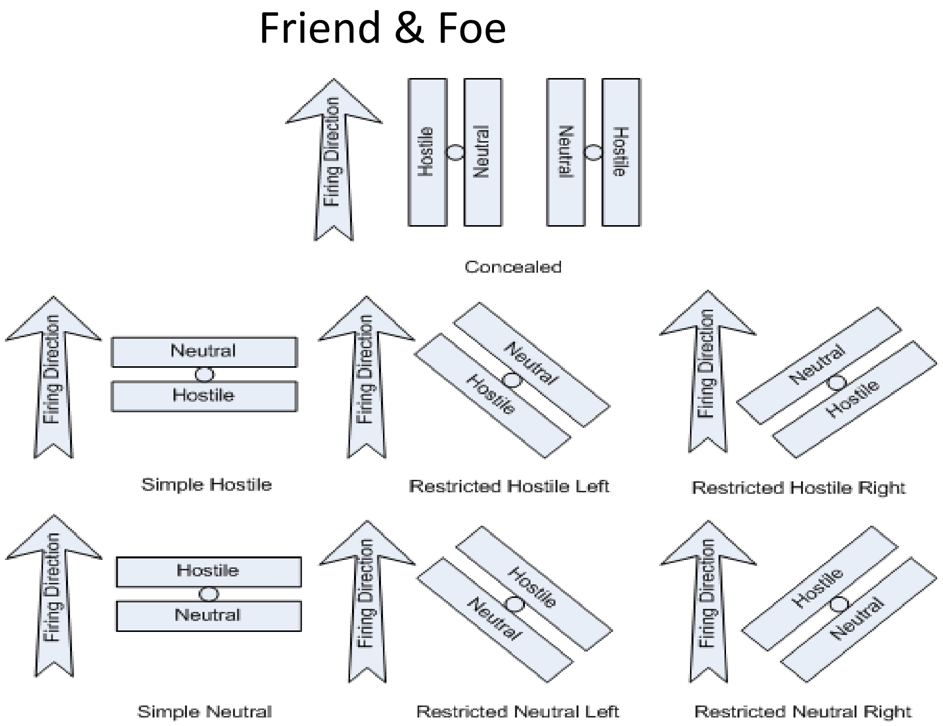
“Ivan”
Style

Terminology

Target Bracket

Arm

Lifter



Needs and Goal Statement

- Needs Statement:

"Lockheed-Martin's current Stationary Infantry Target does not allow for horizontal rotation."

- Goal Statement:

"To create a target system that can deploy a variety of targets from a resting position, and rotate to a desired angular position."

Objectives

Current Design:

Down Position

Up Position

Objectives

Proposed Design:

Down Position

Up Position
with Rotation

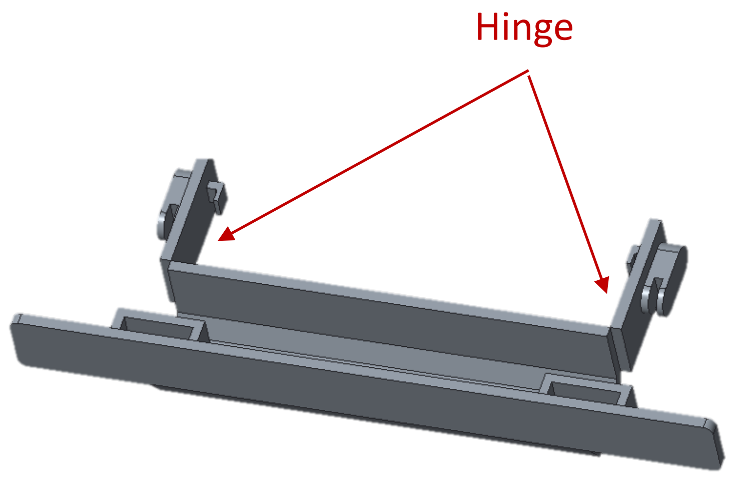
Objectives

- Adding to Lockheed-Martin's current SIT to allowing for rotation of the of the target
- Create a universal bracket for variety of targets
- Produce a functional prototype of our selected design

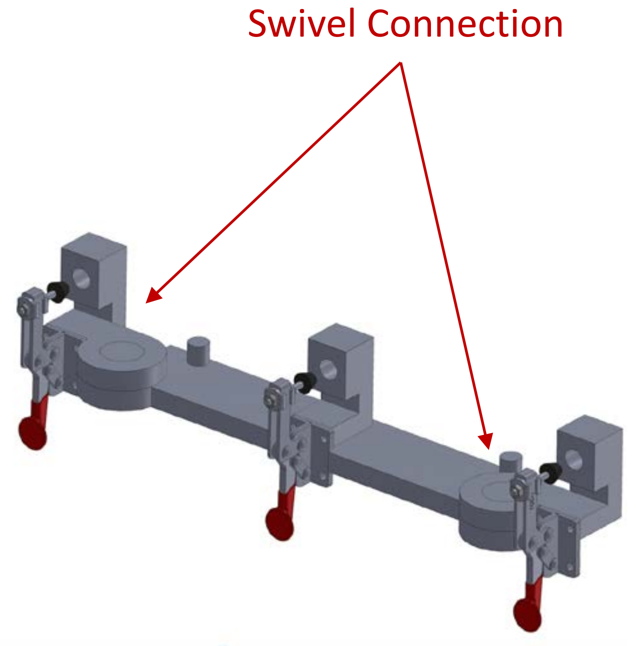
Design Specifications

- **Time to install new target shall be less than 10 seconds**
- **Motor housing shall be rated to at least IP67**
- **Motor shall rotate target 90^{o} in either direction within 1 second of receiving command**
- Distance from bottom of lifter to top of the bracket shall be no more than 18”
- Weight of lifter arm with turner motor shall be no more than 10 lbs.
- Arm shall not impede other integrated SIT functionalities
- Firmware shall be compatible with all FASIT 2.0 commands
- Bracket and arm must be able to hold the target in 35 mph winds
- Combined operational and storage temperature: $-20^{o}C$ to $60^{o}C$

Previous Target Brackets



Example of
Previous Bracket 1



Example of
Previous Bracket 2

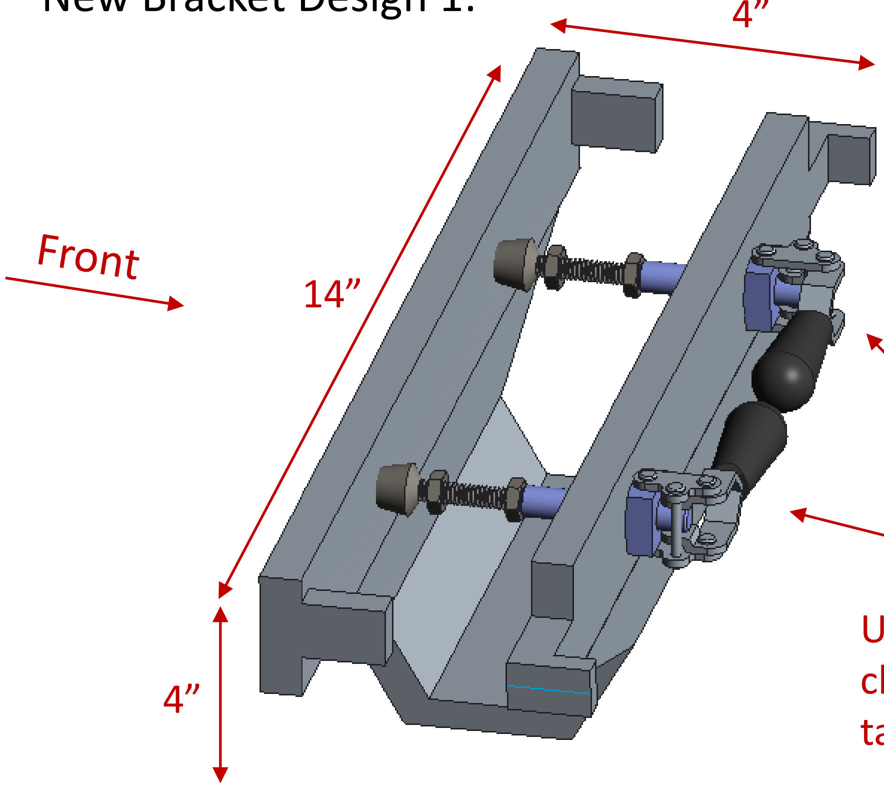
Target Bracket Progress

New Developments:

- From sponsor feedback, many of the team’s previous designs were inadequate due to various uses of a hinge or other similar moving parts
- Hinges inadequate due to operational conditions, specifically the SIT’s environment
- Previous designs were amended to incorporate an alternate form of latching/locking mechanism

Amended Turning Bracket Designs

New Bracket Design 1:

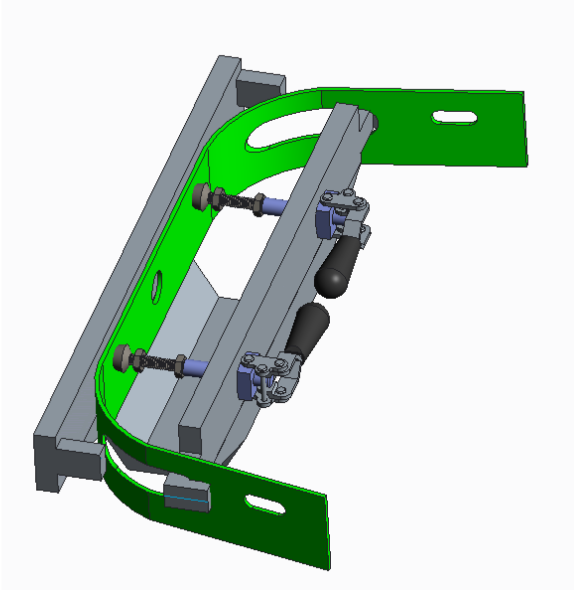


Use of two toggle lever clamps to brace the various targets against front plate

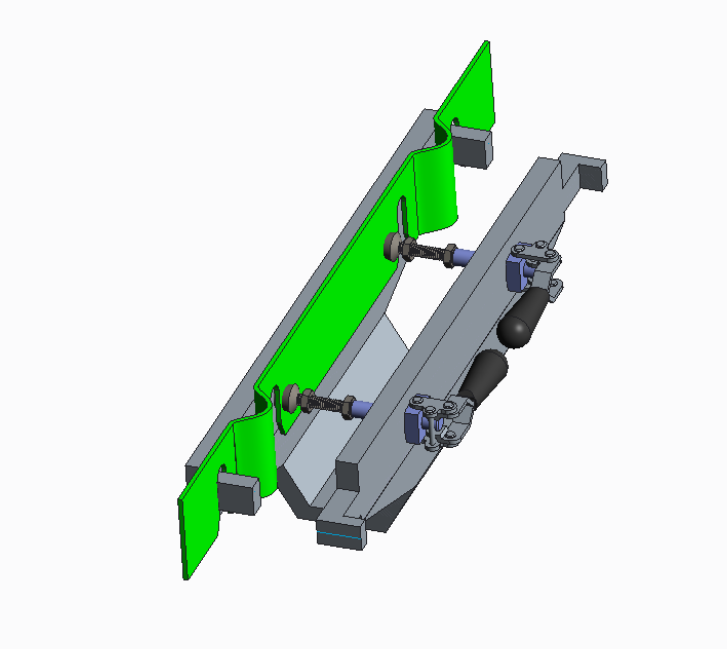
Example of clamp utilized

Amended Turning Bracket Designs

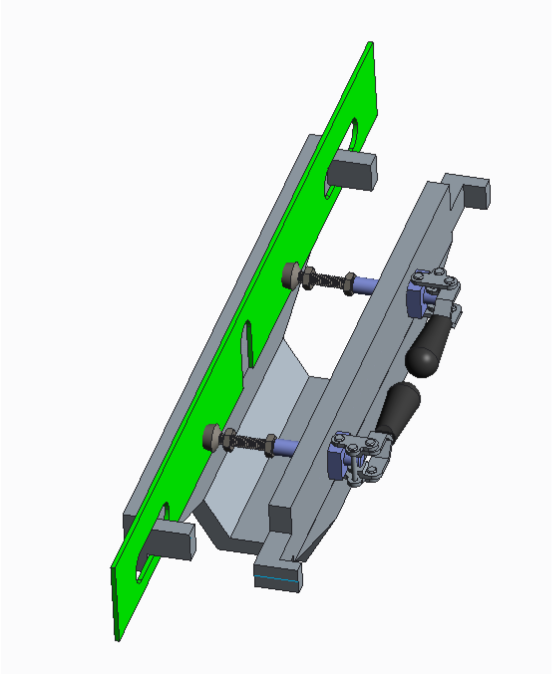
New Bracket Design 1:



"Ivan" Target Fit



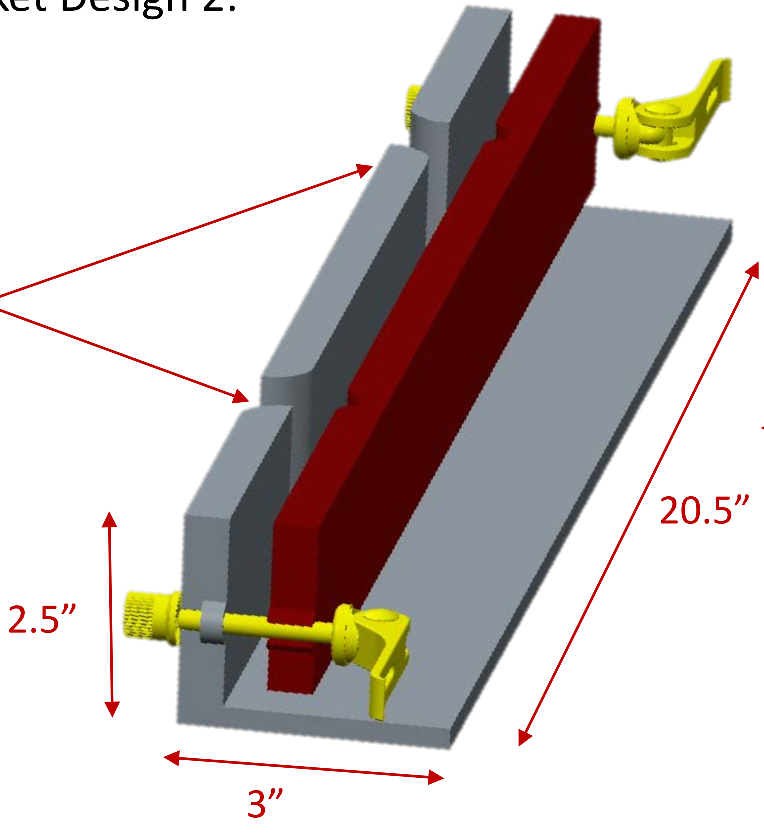
"Figure 11" and "Figure 12" Target Fit



"Waffle Board" Target Fit

Amended Turning Bracket Designs

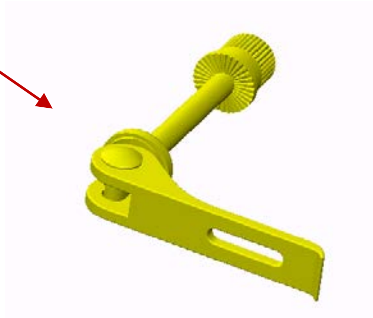
New Bracket Design 2:

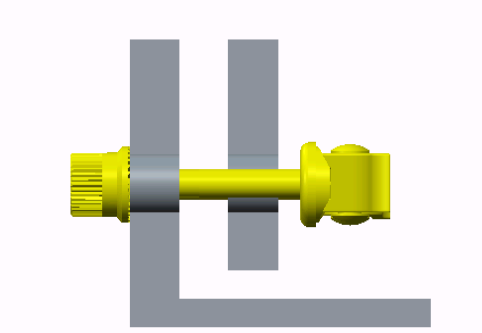


“Ivan” Target fits into slots in brace plate

Use of readily available bicycle seat clamps to secure targets

Front

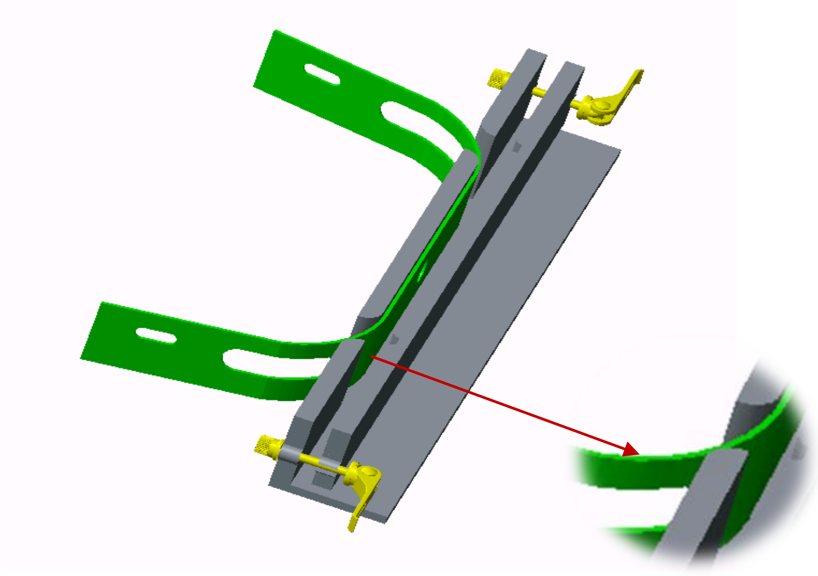




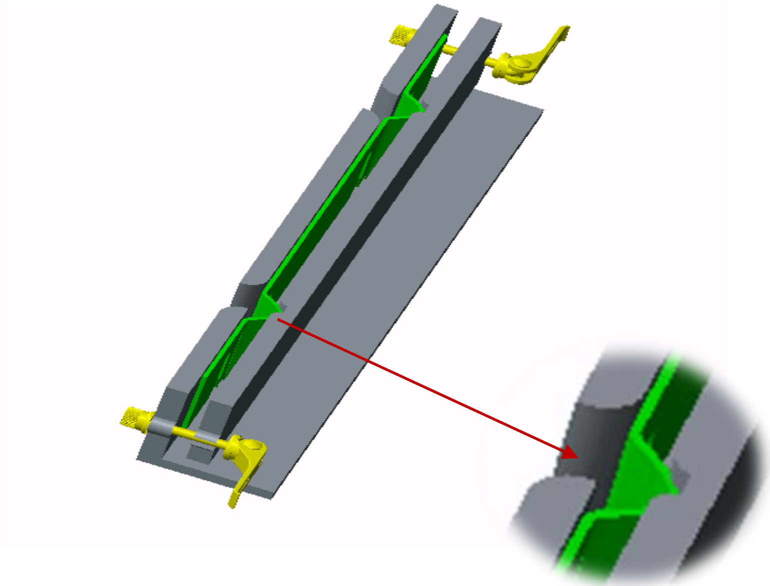
Side Profile of Bracket Design 2

Amended Turning Bracket Designs

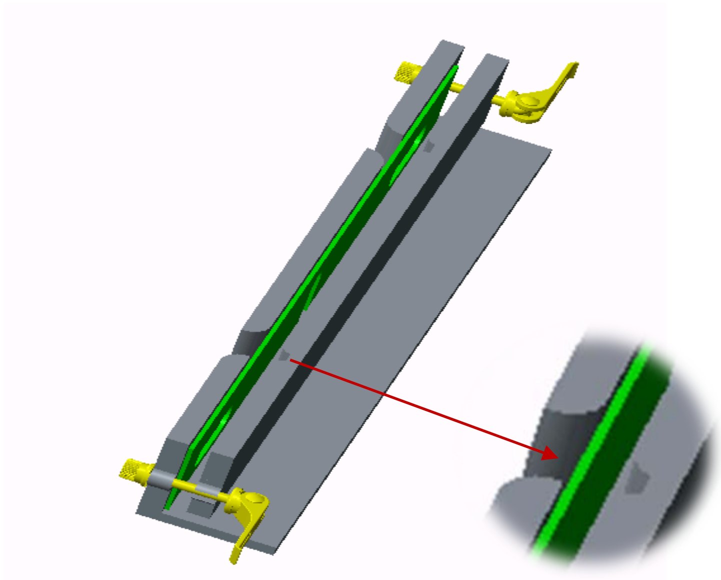
New Bracket Design 2:



“Ivan” Target Fit



“Figure 11” and “Figure 12” Target Fit

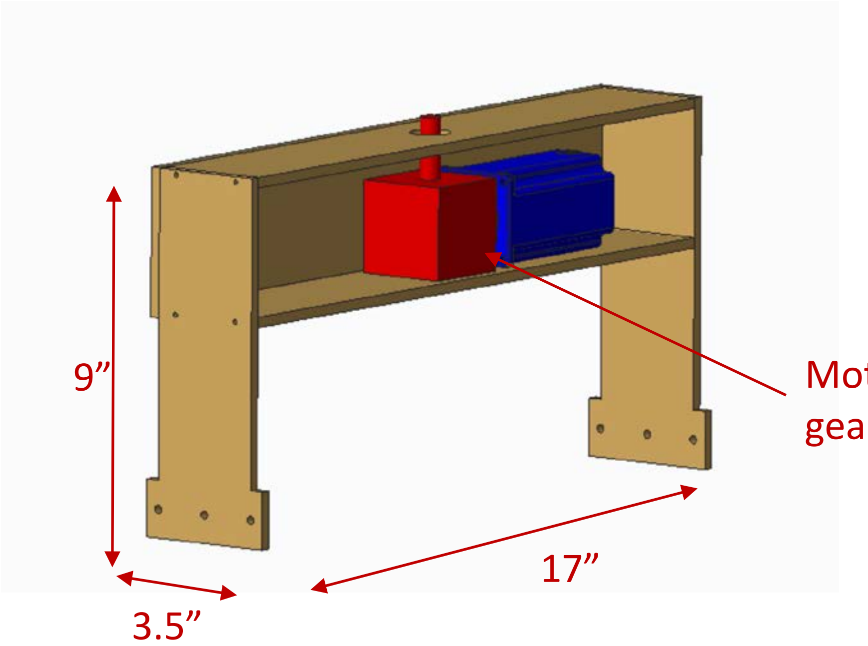


“Waffle Board” Target Fit

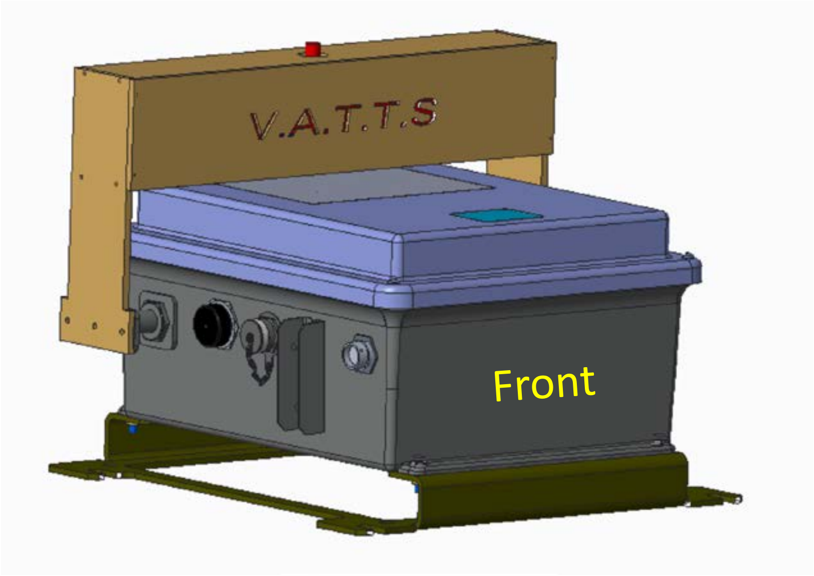
LOCKHEED MARTIN

Lifting and Turning Arm Designs

Arm Design 1:



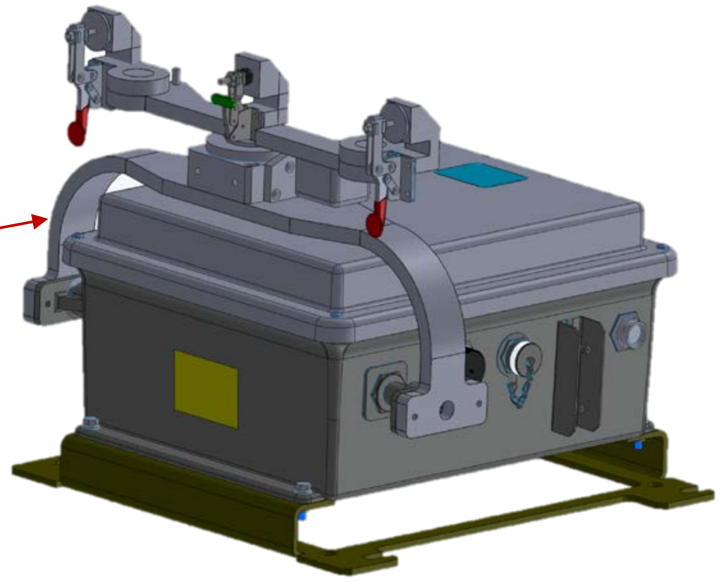
Motor attached to gear box

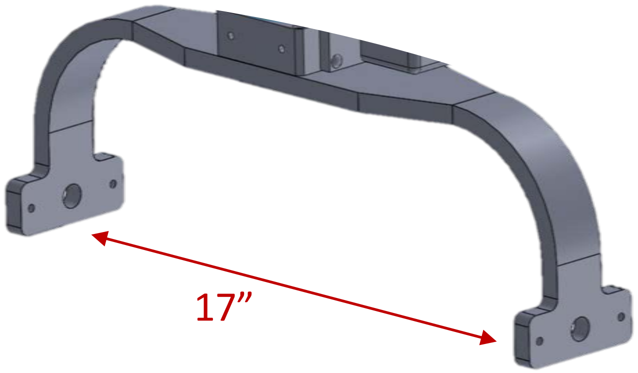


Arm Design Attached to Provided Lifter

Lifting and Turning Arm Designs

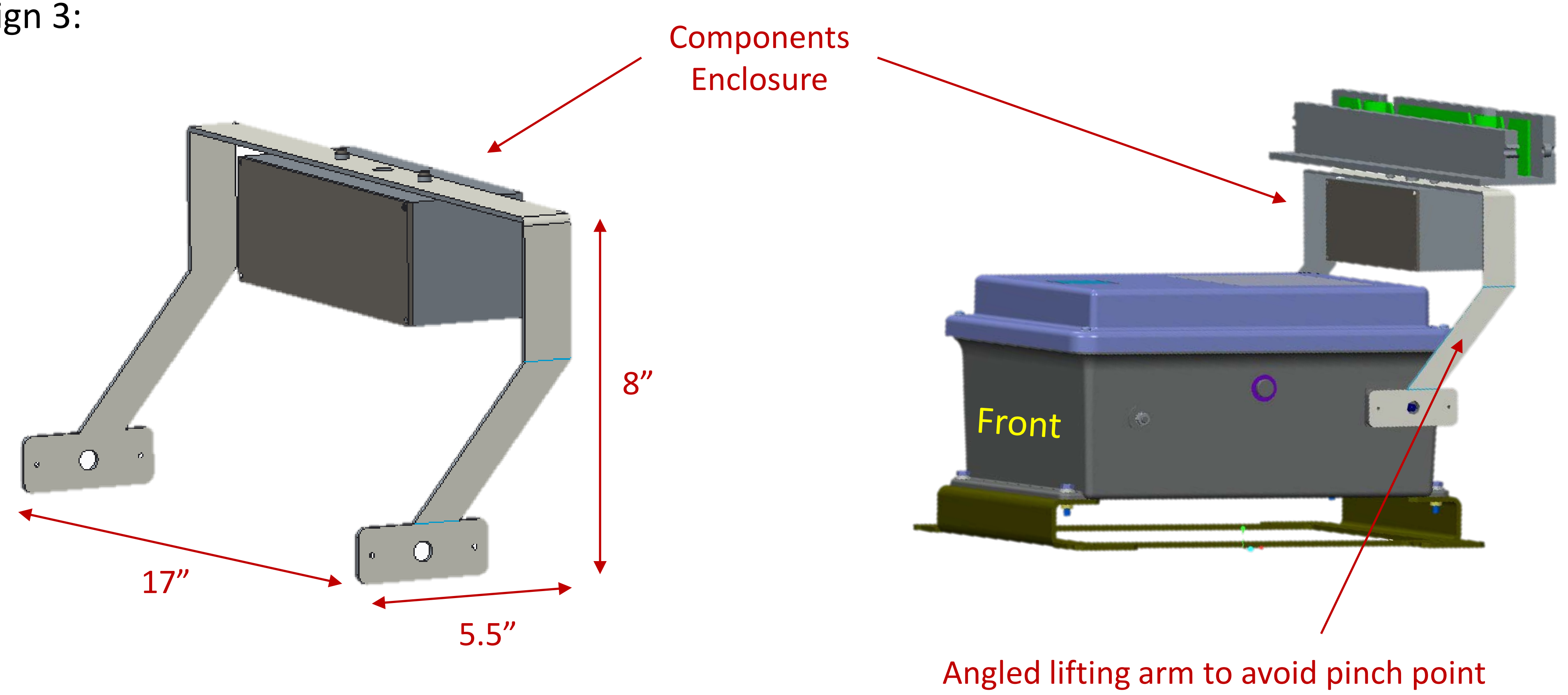
Arm Design 2:





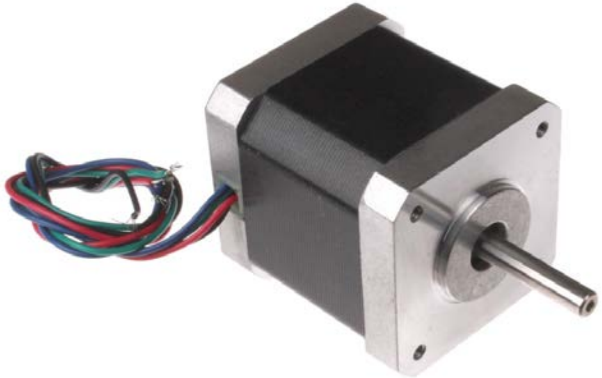
Lifting and Turning Arm Designs

Arm Design 3:



Target Turning Motor Selection

- Stepper Motor
  - Provides a Full Range of Motion
  - Precision Control
  - Open-Loop Feedback
  - High Holding Torque

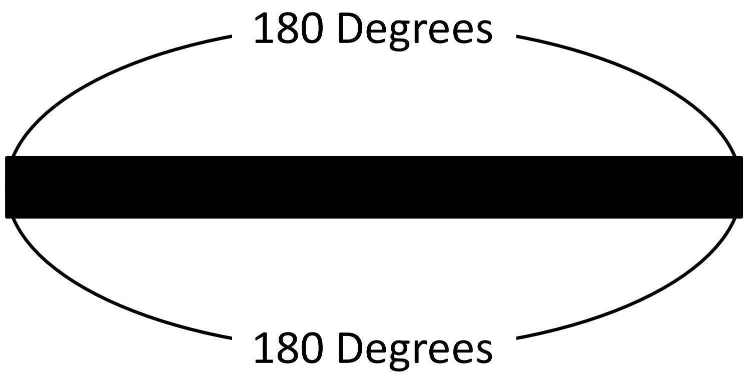


- Ideal for quick and accurate positioning over short distances

- Team has experience working with stepper motors

Target Turning Motor Selection

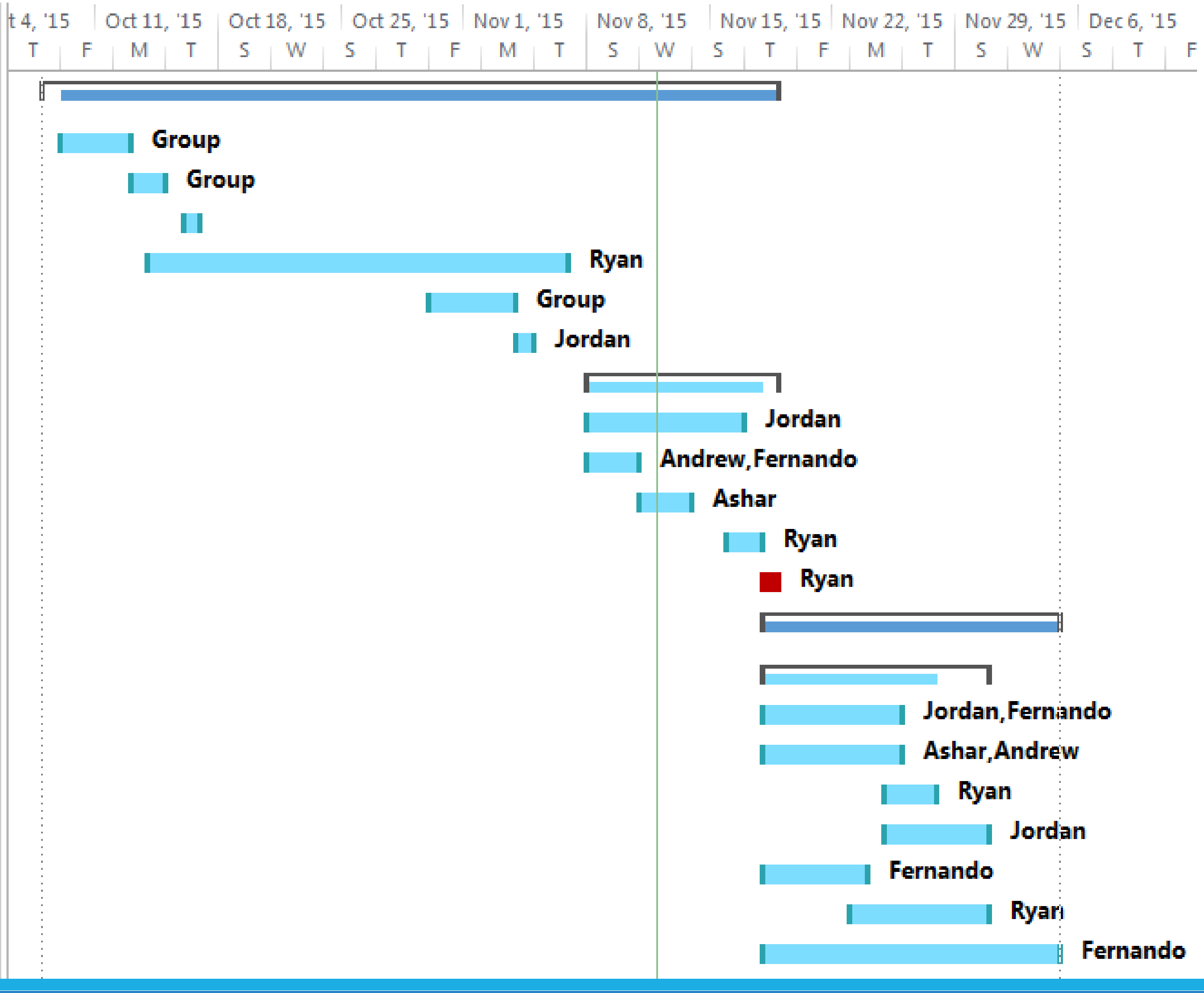
- Bracket needs to be able to turn **180** degrees in **1** second
- Required Operating Speed is **40** RPM
- To Find Required Torque from Motor
  - Assumed a very bulky bracket
  - The biggest target is attached
  - Frictionless
- Required Motor Torque: **620** ozf*in @ **40** RPM
  - Safety Factor: 1.5



Bracket: 180 Degree Positioning

Gantt Chart

Task Name	Duration
Design Ideation	**30 days**
Bracket Brainstorming	2 days
Bracket Functional Analysis	2 days
Mentor Review	1 day
Bracket Concept Selection	18 days
Turning and Lifting Arm Brainstorming	3 days
Turning and Lifting Arm Functional Analysis	1 day
Design Synthesis	**9 days**
Combining Lifting Arm and Bracket Designs	7 days
Motor Analysis (Torque Required, Enclosure Type)	3 days
Controller Analysis (Requirements Based on Motor)	3 days
Motor and Controller Selection	2 days
Final Design Selected	1 day
Prototype Generation	**13 days**
Prototype Engineering Analysis	**9 days**
Structural Analysis	6 days
Thermal Analysis	6 days
Safety Analysis	3 days
Economic Analysis	4 days
Budgeting	4 days
Final Parts Selection and Bill of Materials	6 days
Parts Ordering	13 days



Future Challenges

- Mating of the Bracket and the Arm assemblies
- Developing a suitable enclosure for the motor and control board
- Synthesis of all design components
- Engineering analysis of all design components

References

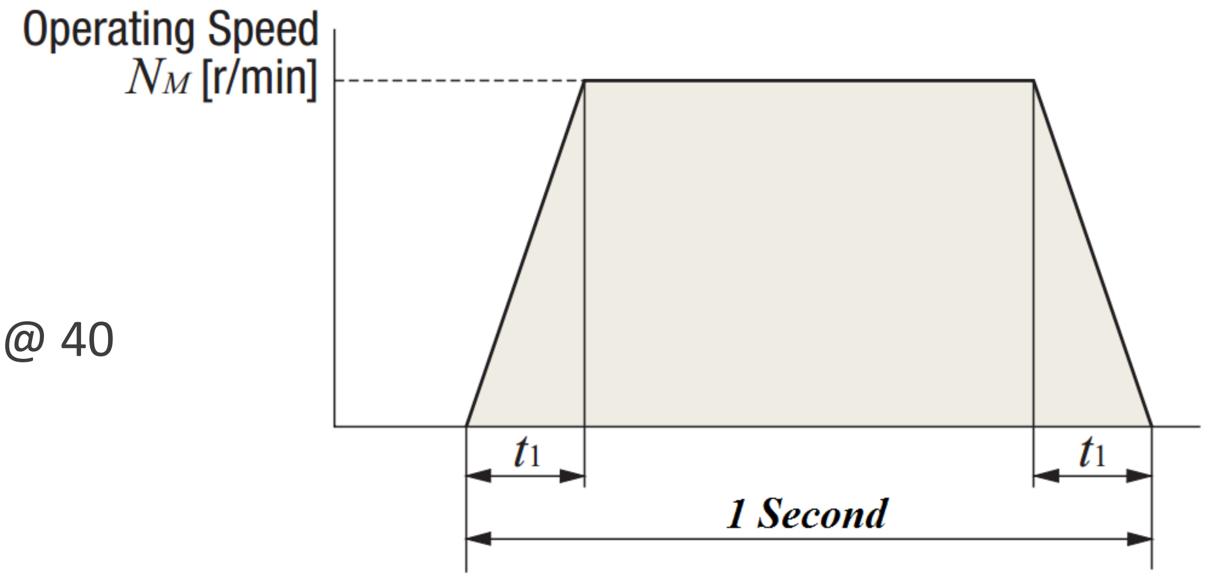
1. Infantry Squad Battle Course, Army Engineers
2. MS Instruments Stationary Infantry Target Specifications
3. Theissen GSA Federal Supply Schedule Price List
4. Future Army System of Integrated Targets: Presentation Devices Interface Control Doc. 2.0
5. http://www.orientalmotor.com/products/pdfs/2015 2016/H/Technical_Reference_Overview.pdf
6. McMaster Carr

Questions / Comments

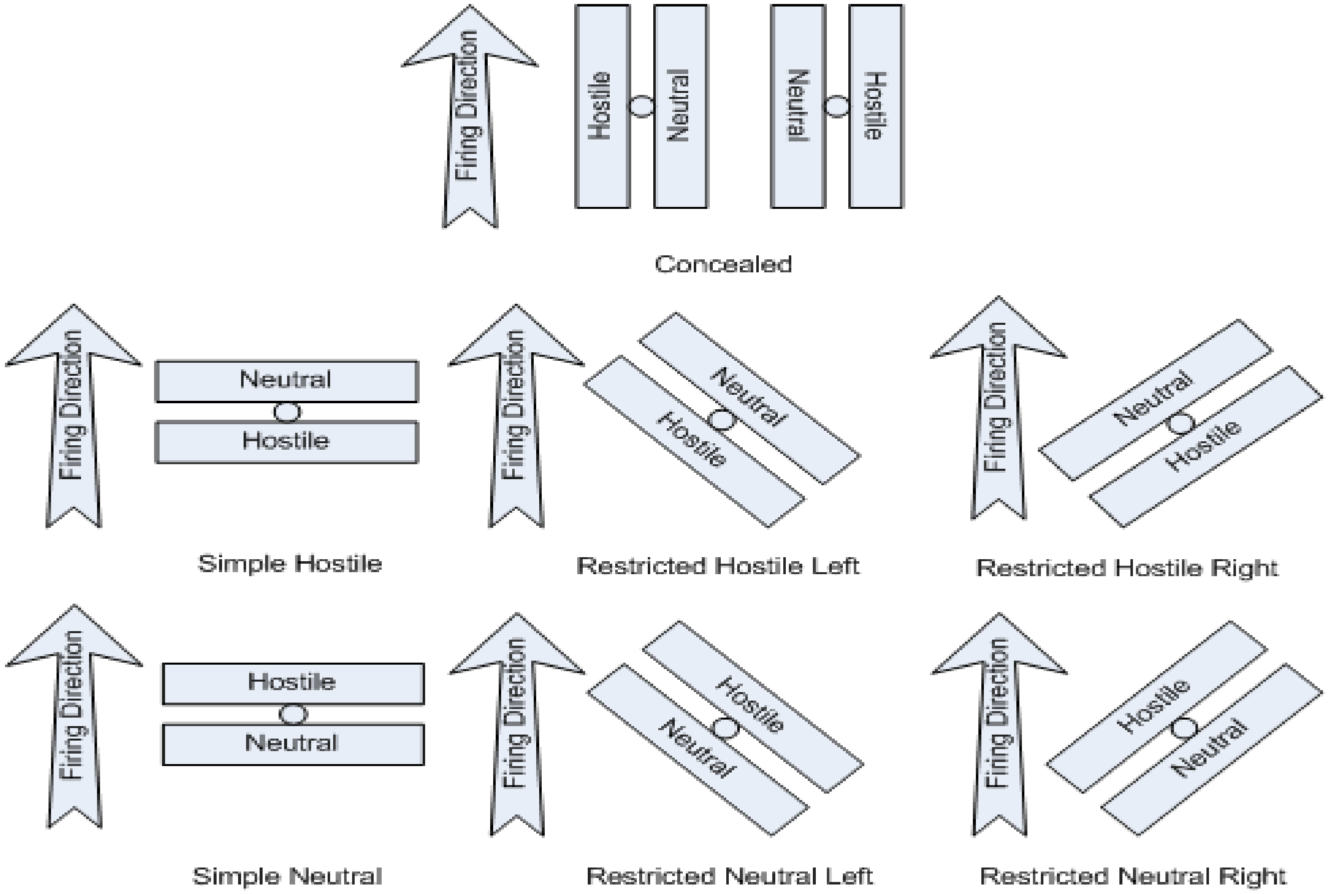
References

- Bracket needs to be able to turn **180** degrees in **1** second
- Acceleration/Deceleration time t_1 is **0.125** seconds
- To Find Required Torque from Motor
  - Assumed a very bulky bracket
  - The biggest target is attached
  - Frictionless
- Required Motor Torque: 620 ozf*in (32 lbf*in) @ 40 RPM
  - Safety Factor: 1.5

Motor Speed vs Time



References



Firing Direction
Hostile
Neutral
Neutral
Hostile
Concealed
Neutral
Hostile
Simple Hostile
Restricted Hostile Left
Restricted Hostile Right
Hostile
Neutral
Simple Neutral
Restricted Neutral Left
Restricted Neutral Right

References

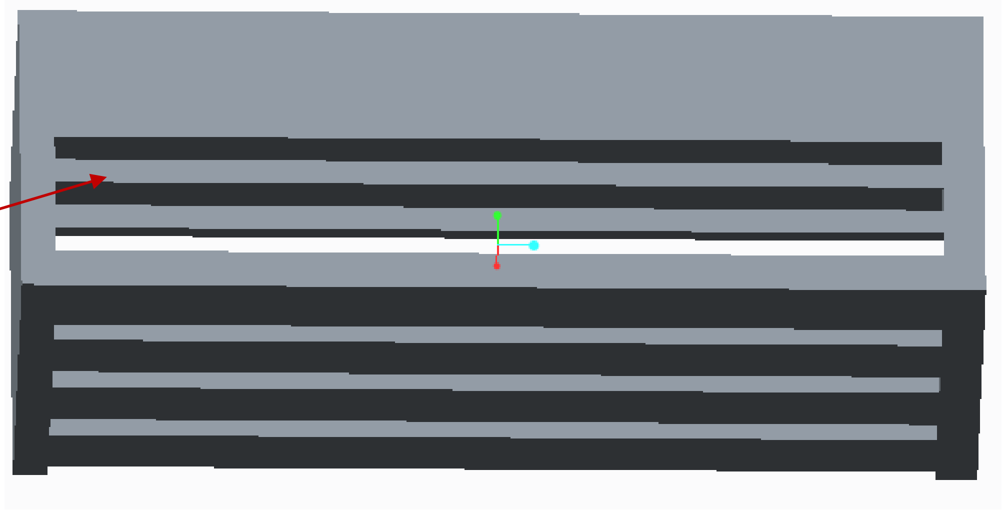
FASIT 2.0 PD IDC Command	Target Action
0	Concealed
1	Simple Hostile
2	Restricted Hostile Left
3	Restricted Hostile Right
4	Simple Neutral
5	Restricted Neutral Left
6	Restricted Neutral Right

References

References

Arm Design 3:

Ventilation of
Components
Enclosure



Forces generated with tailwind

Drag Force:

$$\rho := 1.225 \frac{kg}{m^3}$$

$$v := 35mph$$

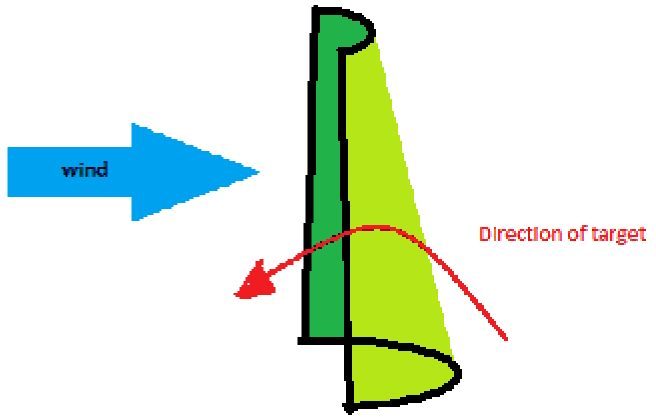
$$A := \pi \cdot 6in \cdot 3ft = 0.438\,m^2$$

$C_d := 2$ this is the drag coefficent for a half sphere

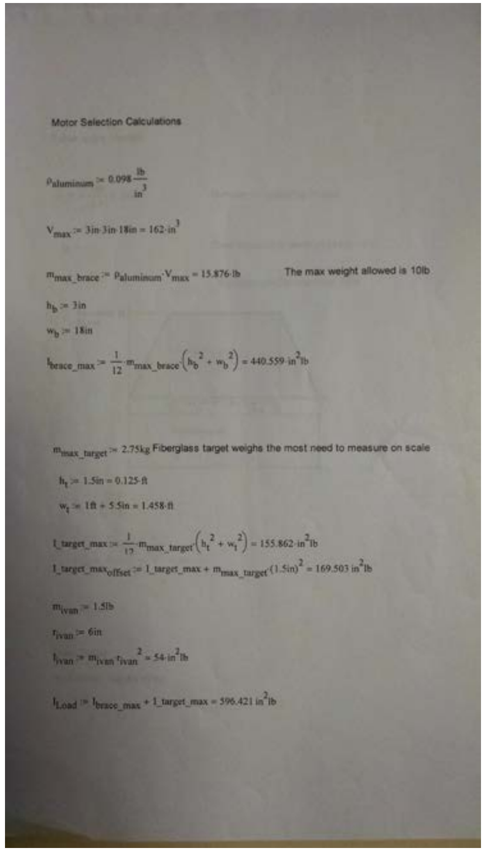
$$F_d := 0.5 \cdot \rho \cdot v^2 \cdot C_d \cdot A = 131.291\,N$$

$$131N = 29.45\,lbf$$

Note this is the force required to lower the target when a 30 mph tailwind is blowing on the back hollowed out portion.



References



Motor Selection Calculations

$\rho_{aluminum} := 0.098 \frac{lb}{in^3}$

$V_{max} := 3in \cdot 3in \cdot 18in = 162 \cdot in^3$

$m_{max\_brace} := \rho_{aluminum} \cdot V_{max} = 15.876 \cdot lb$ The max weight allowed is 10lb

$h_b := 3in$

$w_b := 18in$

$I_{brace\_max} := \frac{1}{12} \cdot m_{max\_brace} \cdot \left(h_b^2 + w_b^2\right) = 440.559 \cdot in^2 lb$

$m_{max\_target} := 2.75kg$ Fiberglass target weighs the most need to measure on scale

$h_t := 1.5in = 0.125 \cdot ft$

$w_t := 1ft + 5.5in = 1.458 \cdot ft$

$I\_target\_max := \frac{1}{12} \cdot m_{max\_target} \cdot \left(h_t^2 + w_t^2\right) = 155.862 \cdot in^2 lb$

$I\_target\_max_{offset} := I\_target\_max + m_{max\_target} \cdot (1.5in)^2 = 169.503 \, in^2 lb$

$m_{ivan} := 1.5lb$

$r_{ivan} := 6in$

$I_{ivan} := m_{ivan} \cdot r_{ivan}^2 = 54 \cdot in^2 lb$

$I_{Load} := I_{brace\_max} + I\_target\_max = 596.421 \, in^2 lb$

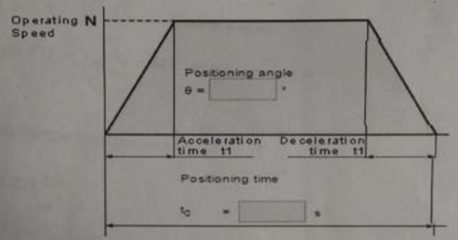
References

1.8 step angle chosen

$O\_P := \frac{180}{1.8} = 100$ Number of Operating Pulses

$t_0 := 1s$ Time required to preform positioning

$t_1 := .25s$ Acceleration/Deceleration Time



$f_2 := \frac{O\_P}{t_0 - t_1} = 133.333 \frac{1}{s}$

$N_M := \frac{1.8 \cdot f_2 \cdot 60 \frac{s}{min}}{360} = 40 \frac{1}{min}$

Load Torque

No Friction, Maybe Wind

$T_L := 0$

References

Acceleration Torque

$I_0 := 0$

$i := 1$

I.0 is motor inertia

i is gear ratio

$$T_a := \frac{\left(I_0 \cdot i^2 + I_{Load}\right) \cdot \left(N_M \cdot 60\right)}{9.55 \cdot t_1} = 414.098 \text{ ozf} \cdot \text{in}$$

Required Torque

$S_f := 1.5$ Safety Factor

$$T_R := \left(T_L + T_a\right) \cdot S_f = 621.146 \text{ ozf} \cdot \text{in}$$