

We report the results of the study bifunctional thrust vector control system liquid rocket engine based on the combined use of mechanical (engine swing) and gas-dynamic (blowing the gas turbine to the nozzle) control systems. Various options for the control system, expanding the range of control, increase system reliability and reduce energy consumption for space flight control stage of the rocket. The physical model of the processes in the nozzle when blowing gas turbine and the proposed settlement ratio for determining the characteristics of the flow disturbance in it.

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10.06.2016,
06.10.2016