Abstract

Lynx is XCOR’s entry into the commercial reusable launch vehicle (RLV) market. This two-seat, piloted space transport vehicle will transport humans and payloads on a half-hour suborbital flight to 100 km (330,000 feet) and then return safely to a landing at the originating runway.

Lynx will operate as an FAA AST-licensed suborbital reusable launch vehicle. XCOR already has successfully passed the AST licensing process with an earlier vehicle concept, and has been actively involved in the development of the statutory and regulatory framework within which Lynx will operate.

The Lynx will offer several multi-mission primary and secondary payload capabilities including: in-cockpit experiments, externally mounted experiments, test pilot/astronaut training, upper atmospheric sampling, microsatellite launch / ballistic trajectory research (Mark III / US capability only), and personal spaceflight (space tourism). “Primary” payloads pay for the flight, while “secondary” payloads are on a ride-share basis with a primary payload, typically for a nominal ride-share fee.

The seminar describes the vehicle and operations plus reports on progress towards flight and on opportunities for researchers.

Bio

Khaki Rodway has been the Program Manager at XCOR Aerospace for almost seven years. Her primary focus is managing XCOR's government and government-related commercial contracts. She also does XCOR's marketing communications, as well as writing the company's technical reports, papers, and proposals.

Prior to working at XCOR, Khaki was the Operations Manager for the Borehole Research Group (BRG) at the Lamont-Doherty Earth Observatory in Palisades, NY where she managed BRG's annual $5 million Ocean Drilling Program (ODP) contract. In addition, she has published papers on ODP well/logging science and use of remote sensing in archaeology and heritage conservation. She has an MS from Columbia University's School of Architecture, Planning, and Preservation and a BA from Rutgers University.