DOCUMENT NO. D5-15560-6

TITLE APOLLO/SATURN $V$ POSTFLIGHT TRAJECTORY - AS-506

MODEL NO. SATURN V CONTRACT NO. NAS8-5608, Schedule II, Part IIA, Task 8.1.6, Item 42

October 6, 1969

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FLIGHT SYSTEMS ANALYSIS

ISSUE NO.
ISSUED TO

| D5-15560-6 |
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| REVISIONS |
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## ABSTRACT AND LIST OF KEY WORDS

This document presents the postflight trajectory for the Apollol Saturn V AS-506 flight. Included is an analysis of the orbital and powered flight trajectories of the launch vehicle, the free flight trajectories of the expended S-IC and S-II stages, and the slingshot trajectory of the S-IVB/IU. Trajectory dependent parameters are provided in earth-fixed launch site, launch vehicle navigation, and geographic polar coordinate systems. The time history of the trajectory parameters for the launch vehicle is presented from guidance reference release to Command/ Service Module (CSM) separation.

Tables of engine cutoff, stage separation, parking orbit insertion, and translunar injection conditions are included in this document. The heliocentric parameters of the S-IVB/IU are given. Figures of such parameters as altitude, surface and cross ranges, and magnitudes of total velocity and acceleration as a function of range time for the powered flight trajectories are presented.
The following is a list of key words for use in indexing this document for data retrieval:

Apollo/Saturn V
AS-506
Postflight Trajectory
Powered Flight Trajectory
Orbital Trajectory
Spent Stage Trajectory
Slingshot Trajectory

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2. NASA Document M-D E 8020.008B, "Natural Environment and Physical Standards for the Apollo Program," April, 1965.
3. NASA Document MFT-1-69, "AS-506 G Mission Launch Vehicle Operational Trajectory," July 14, 1969.
4. Lockheed Document TM 54/30-150, "Manual for the GATE Program," September, 1967.

## ACKNOWLEDGEMENT

The analyses presented in this document were conducted by the following Boeing personnel:
G. Engels
J. Graham
J. Jaap
J. Liu

The analysis presented in Section 7 of this document was conducted by the following MSFC personnel of the S\&E-AERO-M Division and is included for completeness in terms of spent stage trajectories:
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The Boeing Company
Huntsville, Alabama 35807

## SOURCE DATA PAGE

The following listed government-furnished documentation was used in the preparation of this document:

Exhibit FF
Line Item Date
Number GFD Title Received

R-AERO-P-\#35C OMPT Format 6/16/69
R-AERO-P-\#17 Tracking and Network Specifications

7/9/69
R-AERO-P-\#35b
Transponder Locations
7/9/69
N/A
I-MO-\#4a
I-MO-\#4c
I-MO-\#4f
I-MO-\#6
I-M0-\#9
I-MO-\#17c
I-M0-\#18a
I-M0-\#18c

Operational Trajectory Certified
Data (MSFC supplied)
7/18/69
Insertion Point and/or Orbital
Elements
7/17/69
Six Seconds Raw Radar
7/17/69
Meteorological Data (Final) 7/25/69
IP Raw MP
Pulse Radar
Final Significant Time of Events
7/17/69

Preliminary Guidance Velocities
7/25/69
7/25/69
Orbital Venting Accelerations Data Cards

7/18/69
9/8/69

## SECTION 1

## SUMMARY AND INTRODUCTION

The Apollo/Saturn VAS-506 vehicle was launched from Launch Complex 39, Pad A at the Kennedy Space Center on July 16, 1969, at 8:32:00 A.M. Eastern Standard Time (Range Time Zero) at an azimuth of 90 degrees east of north. Range time, which is referenced to Range Time Zero, is used throughout this document unless otherwise specified. Guidance reference release (GRR) was established to have occurred at -16.968 seconds. First motion occurred at 0.3 second. At 13.2 seconds, a roll maneuver was initiated, orienting the vehicle to a flight azimuth of 72.058 degrees east of north. This flight azimuth, dependent on the launch time, launch day and month, is calculated using polynomial coefficients taken from the guidance presettings in order to achieve the desired translunar targeting parameters. The translunar targeting parameters are functions of the moon position, earth parking orbit inclination, earth-moon distance, and moon travel rate.

The vehicle performed with only minor deviations throughout the entire flight. The vehicle was inserted into a parking orbit at 709.33 seconds at an altitude of $191.1 \mathrm{~km}(103.2 \mathrm{nmi})$ and a total space-fixed velocity of $7,793.1 \mathrm{~m} / \mathrm{s}(25,567.9 \mathrm{ft} / \mathrm{s})$. The vehicle remained in orbit for approximately one and one-half revolutions. The S-IVB stage was restarted during the second revolution approximately midway between Australia and Hawaii, at $9,856.2$ seconds.

At $10,213.03$ seconds, the vehicle was injected onto a circumlunar trajectory at an altitude of $334.4 \mathrm{~km}(180.6 \mathrm{nmi})$ and a total space-fixed velocity of $10,834.3 \mathrm{~m} / \mathrm{s}(35,545.6 \mathrm{ft} / \mathrm{s})$. At 11,723 seconds, the CSM separated from the launch vehicle at an altitude of $7,065.7 \mathrm{~km}(3,815.2 \mathrm{n} \mathrm{mi})$ and a total space-fixed velocity of $7,608.6 \mathrm{~m} / \mathrm{s}(24,962.6 \mathrm{ft} / \mathrm{s})$. Following LM extraction, the launch vehicle maneuvered to a singshot attitude fixed relative to local horizontal. The retrograde velocity to achieve S-IVB/IU lunar slingshot was accomplished by a LOX dump, APS burn, and $\mathrm{LH}_{2}$ venting. The S-IVB/IU closest approach of $3,379 \mathrm{~km}(1,825 \mathrm{n} \mathrm{mi})$ to the lunar surface occurred at 78.70 hours into the mission.

The impact location of the expended S-IC stage was determined to be 30.212 degrees north 1 atitude and 74.038 degrees west longitude at 543.7 seconds. The impact location of the expended S-II stage was determined to be 31.535 degrees north latitude and 34.844 degrees west longitude at $1,213.7$ seconds.

Section 2 of this document defines the coordinate systems and launch parameters used for the postflight trajectory analysis.

## SECTION 1 (Continued)

The postflight mass point trajectory related parameters and analytical procedures are presented in Sections 3 through 7. The trajectory is divided into six phases:
a. Ascent Phase
b. Orbital Phase
c. Second Burn Phase
d. Post TLI Phase
e. Free Flight Phase
f. Slingshot Phase

The ascent phase, covering the portion of fight from guidance reference release to orbital insertion (709.33 seconds), is discussed in Section 3. This trajectory was established from data provided by external $C$-band radars and telemetered onboard data obtained from the ST-124M inertial platform.

The second burn phase, discussed in Section 3, covers the portion of flight from S-IVB restart preparations to translunar injection ( $10,213.03$ seconds). This trajectory was established by integrating the ST-124M platform telemetered guidance velocities between constraining state vectors obtained from the orbital and post TLI trajectory phases.

The orbital phase, discussed in Section 4, covers the portion of flight from orbital insertion to S-IVB restart preparations ( $9,278.2$ seconds). The orbital trajectory was established from data provided by the C-band radars of the Manned Space Flight Network.

The post translunar injection (TLI) phase, discussed in section 4 , covers the portion of flight from the translunar injection to CSM separation (11,723 seconds). This trajectory was established from data provided by the C-band radars of the Manned Space Fiight Network.

The error analysis of the reconstructed trajectory is discussed in Section 5. The criteria for error analysis are included and trajectory uncertainty limits are assigned to the boost, parking orbit, second burn, and post TLI phases.

The free flight phase, discussed in Section 6, covers the trajectories of the expended S-IC and S-II stages. These trajectories are based on initial conditions obtained from the postflight trajectory at separation. The nominal separation impulses for both stages were used in the simulation.

## SECTION 1 (Continued)

The slingshot phase, discussed in Section 7, covers the trajectory of the S-IVB/IU after it was separated from the CSM/LM. This trajectory was produced by integrating orbital model equations forward from a state vector at 21.58 hours GMT, July 16, 1969, which was established by Goddard Space Fifight Center from Unified S-band (USB) tracking data.
Appendix A provides a detailed definition of the symbols, nomenclature, and coordinate systems used throughout the document.

Appendix $B$ tabulates the time history of the trajectory parameters in metric units.

Appendix $C$ tabulates the time history of the trajectory parameters in English units.

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SECTION 2

## COORDINATE SYSTEMS AND LAUNCH PARAMETERS

The time history of Observed Mass Point Trajectory parameters in both metric and English units is tabulated in Appendices B and $C$, respectively. These tabulations are in earth-fixed launch site, launch vehicle navigation, and geographic polar coordinate systems. These coordinate systems are defined in Reference 1, "Project Apollo Coordinate System Standards," (PACSS) and are designated PACSS10, PACSS1, and PACSS13, respectively. The trajectory symbols and terminology used in this document are defined in Appendix $A$.

The Fischer Ellipsoid of 1960 (Reference 2) is used as the representative model for the earth and its gravitational field. All latitude and longitude coordinates are defined with respect to this ellipsoid.

The geographic coordinates for Launch Complex 39, Pad A, at the Kennedy Space Center are as follows:

$$
\begin{array}{ll}
\text { Geodetic Latitude } & 28.608422 \text { degrees north } \\
\text { Longitude } & 80.604133 \text { degrees west }
\end{array}
$$

The height of the center of gravity of the launch vehicle above the reference ellipsoid is 59.4 m (194.9 ft).

The azimuth alignments are as follows:

Launch Azimuth
Fiight Azimuth
ST-124M Platform Azimuth
90.0 degrees east of north 72.058 degrees east of north 72.058 degrees east of north

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## SECTION 3

## POWERED FLIGHT TRAJECTORY RECONSTRUCTION

### 3.1 POWERED FLIGHT TRAJECTORY

3.1.1 Ascent Phase

A comparison of actual and nominal times for significant fight events is presented in Table 3-I. The nominal times for these events are taken from Reference 3.

The tracking stations and the vehicle ground track for the ascent phase are shown in Figure 3-1.

The actual altitude, surface range, and cross range are shown in Figures 3-2 through 3-4, respectively, for the entire ascent trajectory. The magnitude of the total space-fixed velocity vector and the associated flight path angle are shown in figure 3-5. The magnitude of the total inertial acceleration vector is shown in Figure 3-6. Mach number and dynamic pressure are shown during the S-IC phase of the ascent trajectory in Figure 3-7.

Various trajectory parameters, such as altitude, velocity, and acceleration are given at some significant event times in Table 3-II.

Engine cutoff and stage separation conditions are given in Tables 3-III and 3-IV, respectively.

The ascent trajectory, from guidance reference release to parking orbit insertion, is tabulated in Tables $B-I$ through B-III in metric units, and in Tables $C-I$ through C-III in English units. These tables present the trajectory in the earth-fixed launch site (PACSS10), launch vehicle navigation (PACSS13), and geographic polar (PACSS1) coordinate systems. The definitions pertaining to the trajectory symbols and the coordinate systems are given in Appendix $A$.

### 3.1.2 Second Burn Phase

A comparison of actual and nominal times for significant flight events pertaining to the second burn phase is included in Table 3-I.

The actual altitude is shown in Figure 3-8. The magnitude of the total space-fixed velocity vector and the associated flight path angle are shown in Figure 3-9. The magnitude of the total inertial acceleration vector is shown in Figure 3-10. The maximum total inertial acceleration and earth-fixed velocity are shown in Table 3-II.

### 3.1.2 (Continued)

The second burn trajectory, from the time of S-IVB restart preparations to CSM separation, is tabulated in Tables B-V through B-VII in metric units, and in Tables C-V through C-VII in English units. These tables present the trajectory in the earth-fixed launch site (PACSS10), launch vehicle navigation (PACSS13), and geographic polar (PACSS1) coordinate systems. The definitions pertaining to the trajectory symbols and the coordinate systems are given in Appendix A.

### 3.1.3 Targeting Parameters

The actual and nominal targeting parameters are given in Table 3-V. These nominal parameters are used in the guidance computer as terminal conditions for the powered flight phases. The actual targeting parameters were close to nominal.

### 3.2 DATA SOURCES

3.2.1 Ascent Phase

Tracking data and telemetered guidance velocity data were received during the period from first motion through orbital insertion. The time periods for which tracking system coverage was available are shown in Figure 3-11 and itemized in Table 3-VI. The geographic locations of the tracking stations and the ground track for the ascent trajectory are shown in figure 3-1. The antenna locations for the tracking system and the vehicle center of gravity are shown in Figure 3-12.

Considerable $C$ - Band tracking data were furnished by the stations located at Cape Kennedy, Patrick Air Force Base, Merritt Island, Grand Turk Island, and Bermuda Island. These tracking data were provided as measured parameters in azimuth angle, elevation angle, and slant range. These measurements are defined in Reference 1 and designated as PACSS3a.

Comparisons between these data and the ascent trajectory were calculated in PACSS3a. The position components of the ascent trajectory in PACSS10 were corrected for the differences between the center of gravity and the transponder location. The corrected position components were transformed into the measured parameters of PACSS3a. Differences or deviations (tracking data minus corresponding parameters derived from the ascent trajectory) were calculated, smoothed, and plotted as functions of time, and are shown in Figures 3-13 through 3-15.

Cape Kennedy (1.16) radar provided tracking data from 25 to 400 seconds. The azimuth angle measurements were noisy throughout the time span of tracking, and oscillated about

### 3.2.1 (Continued)

the trajectory up to about 175 seconds. After 175 seconds, the azimuth angle measurements agree favorably with the trajectory with maximum deviation of 0.016 degree. The elevation angle measurements were noisy throughout the tracking period with maximum deviation of 0.037 degree from the trajectory. The slant range measurements contained little noise throughout the tracking period with maximum deviation of 48 m (157 ft) from the trajectory.

Patrick (0.18) radar provided tracking data from 25 to 500 seconds. The azimuth angle measurements contained iftte noise throughout the tracking period. They deviated considerably from the trajectory up to about 225 seconds, but agree excellently thereafter with maximum deviation of 0.008 degree. The elevation angle measurements were noisy during the early portion ( 25 to 75 seconds) and the later portion (465 to 500 seconds) of tracking. The elevation angle measurements also deviated considerably from the trajectory up to about 100 seconds, and agree favorably with the trajectory in the time span from 100 to 465 seconds with maximum deviation of 0.028 degree. The slant range measurements contained little noise throughout the tracking period with maximum deviation of 32 m ( 105 ft ) from the trajectory.

Merritt Island (19.18) radar furnished data from 80 to 425 seconds. The azimuth angle measurements were of good quality except in the time spans of $80-120$ and $165-200$ seconds, where the data were erratic. The azimuth angle measurements reached a maximum deviation of 0.059 degree at 115 seconds, and decreased rapidly thereafter with near zero deviation after 300 seconds. The elevation angle measurements were of good quality and deviated a maximum of 0.030 degree from the trajectory. The slant range measurements were of good quality except in the time span of 170-200 seconds, where the data were erratic. The slant range measurements had a discontinuity at about 390 seconds, indicating a switch from beacon to skin tracking. The maximum deviation of slant range measurements from the trajectory amounted to $35 \mathrm{~m}(115 \mathrm{ft})$.

Grand Turk (7.18) radar supplied data from 230 to 520 seconds. The azimuth and elevation angle measurements were noisy and erratic throughout the tracking period. Although the slant range measurements contained little noise and deviated reasonably from the ascent trajectory, the data were considered as invalid and were not used in the trajectory reconstruction.

Bermuda (67.16) radar provided data from 275 to 710 seconds. The azimuth angle measurements contained little noise through-

### 3.2.1 (Continued)

out the tracking period. Except for a characteristic deviation from 500 to 600 seconds, the azimuth angle measurements were in good agreement with the trajectory with maximum deviation of 0.012 degree. The elevation angle measurements were noisy at the beginning ( 275 to 330 seconds) of tracking. A characteristic deviation occurred from 500 to 625 seconds. The elevation angle measurements were in good agreement with the trajectory near the end of tracking with a deviation of 0.022 degree at parking orbit insertion (709.33 seconds). The slant range measurements contained little noise throughout the tracking period; however, a large deviation occurred in the interval 375 to 575 seconds. Approaching the end of the tracking period, the deviation in the slant range measurements decreased rapidiy with a deviation of $48 \mathrm{~m}(157 \mathrm{ft})$ at parking orbit insertion.

Bermuda (67.18) radar provided data from 250 to 710 seconds. The azimuth angle measurements contained little noise throughout the tracking period. As with the 67.16 radar, a characteristic deviation was evident from 500 to 600 seconds. Otherwise, the azimuth angle measurements were in good agreement with the trajectory with maximum deviation of 0.024 degree. The elevation angle measurements were noisy at the beginning ( 250 to 330 seconds) of tracking. A characteristic deviation occurred from 500 to 625 seconds. The elevation angle measurements were in good agreement with the trajectory near the end of tracking with a deviation of 0.030 degree at parking orbit insertion. The slant range measurements contained little noise throughout the tracking period; however, a large deviation occurred from 400 to 575 seconds. Approaching the end of the tracking period, the deviation in the slant range measurements decreased rapidly with a deviation of $20 \mathrm{~m}(66 \mathrm{ft})$ at parking orbit insertion.

### 3.2.2 Second Burn Phase

Telemetered guidance velocity data during the $S$-IVB second burn period were received. Also, C-band radar tracking data were obtained from the Redstone Ship from 9,726 to 10,098 seconds. These tracking data were found to be invalid and were not used in the trajectory reconstruction.

### 3.3 TRAJECTORY RECONSTRUCTION

3.3.1 Ascent Phase

The ascent trajectory from guidance reference release to orbital insertion was established by a composite solution of available tracking data and telemetered onboard guidance velocity data.

### 3.3.1 (Continued)

Before the data were used in the trajectory solution, one or more of the following processing steps was performed:
a. Inspecting for format and parity errors
b. Time editing
c. Data editing and filtering
d. Refraction correction
e. Reformatting
f. Coordinate transformation

The position components of the tracking point of the vehicle in PACSS10 were established by merging the launch phase and ascent phase trajectory segments.

The launch phase (from first motion to 20 seconds) was established by integrating the telemetered guidance accelerometer data and by constraining it to the early portion of the ascent phase trajectory. The ascent phase (from 20 seconds to orbital insertion at 709.33 seconds) was based on a composite fit of external tracking data and telemetered onboard guidance velocity data. The ascent phase was constrained to the insertion vector obtained from the orbital analysis of section 4 . The output data were transformed to the vehicle center of gravity.
A computer program (GATE), which uses a guidance error model, was utilized. The telemetered guidance velocity data were used as the generating parameter, and error coefficients were estimated to best fit the tracking observations. The Kalman recursive method was used for the estimation. Reference 4 gives a theoretical discussion of the GATE program.

The position components, in PACSS10, were filtered and differentiated to obtain vehicle velocity and acceleration components. Since numerical differentiators tend to distort the data through the transient areas (engine cutoffs), the guidance velocity data were integrated and used to fililin these areas.

The trajectory data in PACSS10 were then transformed to several coordinate systems. Various trajectory parameters were also calculated and are presented in Appendices B and C. In calculating the Mach number and dynamic pressure, measured meteorological data were used up to an altitude of $56.0 \mathrm{~km}(30.2 \mathrm{n} \mathrm{mi})$. Above this altitude the measured data were merged into the U.S. Standard Reference Atmosphere.

### 3.3.2 Second Burn Phase

The second burn trajectory was established by combining an orbital trajectory segment and a powered fiight trajectory segment.

The orbital trajectory segment covers the portion of flight from the beginning of $S$-IVB restart preparations ( $9,278.2$ seconds) to 9,715 seconds. This trajectory segment was obtained from the orbital solution as described in section 4.
The powered flight trajectory segment covers the time span from 9,715 seconds to translunar injection (10,213.03 seconds). This trajectory segment was established by integrating the telemetered guidance velocity data forward from the state vector at 9,715 seconds and constraining the end point to the translunar injection vector (obtained from the post TLI trajectory of Section 4). The GATE program was utilized for the solution.

The Redstone Ship tracking data during the second burn phase were noisy and erratic. These tracking data were not utilized in the trajectory reconstruction.

The position components, in PACSS10, were filtered, differentiated, shaped, and transformed in the same manner as described in Paragraph 3.3.1.

Figure 3-1. GROUND track and tracking stations - ascent phase

FIGURE 3-2. ALTITUDE - ASCENT PHASE



figure 3-4. Cross range - ascent phase
Sヨ38930－379N甘 HL甘d LH9I7J


FIGURE 3－5．SPACE－FIXED VELOCITY AND FLIGHT PATH ANGLE－ASCENT PHASE

FIGURE 3-6. TOTAL INERTIAL ACCELERATION - ASCENT PHASE

FIGURE 3-7. MACH NUMBER AND DYNAMIC PRESSURE - S-IC PHASE

FIGURE 3-8. ALTITUDE - SECOND BURN PHASE



FIGURE 3-12. ANTENNA LOCATIONS AND CENTER OF GRAVITY

FIGURE 3-13. AZIMUTH ANGLE TRACKING COMPARISON - ASCENT PHASE


Figure 3-14. elevation angle tracking comparison - ascent phase


TABLE 3-I. TIMES OF SIGNIFICANT EVENTS

| EVENT | RANGE TIME, SEC |  |  |
| :---: | :---: | :---: | :---: |
|  | ACTUAL | NOMI NAL | ACT-NOM |
| Guidance Reference Release | -16.968 | -16.987 | 0.019 |
| First Motion | 0.3 | 0.3 | 0.0 |
| Start of Time Base 1 | 0.6 | 0.7 | -0.1 |
| Mach 1 | 66.3 | 65.6 | 0.7 |
| Maximum Dynamic Pressure | 83.0 | 81.3 | 1.7 |
| S-IC Center Engine Cutoff | 135.20 | 135.26 | -0.06 |
| S-IC Outboard Engine Cutoff | 161.63 | 161.08 | 0.55 |
| S-IC/S-II Separation Command | 162.3 | 161.8 | 0.5 |
| S-II Center Engine Cutoff | 460.62 | 460.08 | 0.54 |
| S-II Outboard Engine Cutoff | 548.22 | 551.65 | -3.43 |
| S-II/S-IVB Separation Command | 549.0 | 552.4 | -3.4 |
| S-IVB Ist Guidance Cutoff | 699.33 | 699.49 | -0.16 |
| Parking Orbit Insertion | 709.33 | 709.49 | -0.16 |
| Begin S-IVB Restart Preparations | 9.278 .2 | 9,277.3 | 0.9 |
| S-IVB Engine Reignition (STDV Open) | 9,856.2 | 9,855.5 | 0.7 |
| S-IVB 2nd Guidance Cutoff | 10,203.03 | 10,204.06 | -1.03 |
| Translunar Injection | 10,213.03 | 10,214.06 | -1.03 |
| CSM Separation | 11.723 | 11,704 | 19 |
| Begin Slingshot Maneuver | 17,467.7 | 17,404.4 | 63.3 |

TABLE 3-II. SIGNIFICANT TRAJECTORY PARAMETERS

| event | parameter | Value |
| :---: | :---: | :---: |
| First Motion | Range Time, sec <br> Total Inertial Acceleration, $\mathrm{m} / \mathrm{s}^{2}$ (ft/s2) | $\begin{array}{r} 0.3  \tag{g}\\ 10.47 \\ (34.35) \\ (1.07) \end{array}$ |
| Mach 1 | Range Time, sec <br> Altitude, km ( $n$ m1) | $\begin{array}{r} 66.3 \\ 7.8 \\ (4.2) \end{array}$ |
| Maximum Dynamic Pressure | Range Time, sec <br> Dynamic Pressure, $\mathrm{N} / \mathrm{cm}^{2}$ <br> ( $1 \mathrm{~b} f / \mathrm{f} \mathrm{t}^{2}$ ) <br> Altitude, km ( $n \mathrm{mi}$ ) | $\begin{array}{r} 83.0 \\ 3.52 \\ (735.2) \\ (73.6 \\ (7.3) \end{array}$ |
| Maximum Total Inertial <br> Acceleration: <br> S-IVB ist Burn <br> S-IVB 2nd Burn | Range Time, sec <br> Acceleration, $\mathrm{m} / \mathrm{s}^{2}$ <br> (ft/s ${ }^{2}$ ) <br> (g) <br> Range Time, sec <br> Acceleration, $\mathrm{m} / \mathrm{s}^{2}$ <br> (ft/s2) <br> (g) <br> Range Time, sec <br> Acceleration, $\mathrm{m} / \mathrm{s}^{2}$ <br> (ft/s ${ }^{2}$ ) <br> (g) <br> Range Time, sec <br> Acceleration, $\mathrm{m} / \mathrm{s}^{2}$ $\left(\mathrm{ft} / \mathrm{s}^{2}\right)$ <br> (g) | $\begin{array}{r} 161.71 \\ 38.61 \\ (126.67) \\ (3.94) \\ 460.70 \\ 17.84 \\ (58.53) \\ (1.82) \\ 699.41 \\ 6.73 \\ (22.08) \\ (0.69) \\ 10.203 .11 \\ 14.22 \\ (46.65) \\ (1.45) \end{array}$ |
| Maximum Earth-Fixed <br> Velocity: <br> S-IVB ist Burn <br> S-IVB 2nd Burn | Range Time, sec <br> Velocity, $\mathrm{m} / \mathrm{s}$ <br> ( $\mathrm{ft} / \mathrm{s}$ ) <br> Range Time, sec <br> Velocity, m/s <br> ( $\mathrm{ft} / \mathrm{s}$ ) <br> Range Time, sec <br> Velocity, $\mathrm{m} / \mathrm{s}$ <br> (ft/s) <br> Range Time, sec <br> Velocity, m/s <br> (ft/s) | $\begin{array}{r} 162.30 \\ 2,402.7 \\ (7,882.9) \\ 549.00 \\ 6,515.7 \\ (21,377.0) \\ 709.33 \\ 7.389 .5 \\ (24,243.8) \\ 10,203.50 \\ 10,433.4 \\ (34,230.3) \end{array}$ |

SNOILIONOJ JコOLกJ ヨNIGNヨ III－\＆ヨาg＊1

| PARAMETER | S－IC CECO | S－ICOECO | S－I CECO | S－II OECO | $\begin{aligned} & \text { S - IVB IST } \\ & \text { GUIDANCE } \\ & \text { CUTOFF } \end{aligned}$ | $\begin{aligned} & \text { S-IVB 2ND } \\ & \text { GUIDANCE } \\ & \text { CUTOFF } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Range Time，sec | 135.20 | 161.63 | 460.62 | 548.22 | 699.33 | 10，203．03 |
| $\text { Altitude, }{ }_{(n \mathrm{nmi})}^{\mathrm{mm}}$ | $\begin{array}{r} 44.0 \\ (23.8) \end{array}$ | $\begin{array}{r} 66.1 \\ (35.7) \end{array}$ | $\begin{array}{r} 180.2 \\ (97.3) \end{array}$ | $\begin{array}{r} 187.3 \\ (101.1) \end{array}$ | $\begin{array}{r} 191.1 \\ (103.2) \end{array}$ | $\begin{array}{r} 320.9 \\ (173.3) \end{array}$ |
| Surface Range， $\begin{gathered}\mathrm{km} \\ (\mathrm{n} \mathrm{mi})\end{gathered}$ | $\begin{array}{r} 46.4 \\ (25 . i) \end{array}$ | $\begin{array}{r} 93.6 \\ (50.5) \end{array}$ | $\begin{aligned} & 1.114 .3 \\ & (601.7) \end{aligned}$ | $\begin{aligned} & 1.618 .4 \\ & (873.9) \end{aligned}$ | $\begin{array}{r} 2,633.5 \\ (1,422.0) \end{array}$ |  |
| $\begin{array}{r} \text { Space-Fixed Velocity, } \mathrm{m} / \mathrm{s} \\ (\mathrm{ft} / \mathrm{s}) \end{array}$ | $\begin{array}{r} 1,979.0 \\ (6,492.8) \end{array}$ | $\begin{array}{r} 2,764.1 \\ (9,068.6) \end{array}$ | $\begin{array}{r} 5,707.5 \\ (18,725.4) \end{array}$ | $\begin{array}{r} 6,916.1 \\ (22,690.6) \end{array}$ | $\begin{array}{r} 7,791.2 \\ (25,561.7) \end{array}$ | $\begin{array}{r} 10,841.2 \\ (35,568.2) \end{array}$ |
| Flight path Angle．deg | 22.957 | 19.174 | 0.897 | 0.619 | 0.011 | 6.914 |
| Heading Angle，deg | 76.315 | 75.439 | 79.646 | 82.396 | 88.414 | 59.934 |
| Cross Range， $\begin{aligned} & k m \\ &\left(\begin{array}{ll}n & m i\end{array}\right)\end{aligned}$ | $(0.1)^{0.2}$ | $\begin{array}{r} 0.5 \\ (0.3) \end{array}$ | 15.0 $(8.1)$ | $\begin{array}{r} 27.4 \\ (14.8) \end{array}$ | $\begin{array}{r} 60.9 \\ (32.9) \end{array}$ |  |
|  | $\left(17^{5.7}\right)^{4}$ | $\begin{array}{r} 12.6 \\ (41.3)^{2} \end{array}$ | $\begin{array}{r} 111.9 \\ (367.1) \end{array}$ | $\begin{array}{r} 174.1 \\ (571.2) \end{array}$ | $\begin{array}{r} 274.3 \\ (899.9) \end{array}$ |  |
| Eccentricity |  |  |  |  |  | 0.97548 |
| $\begin{aligned} & C_{3}^{*}, \\ & m^{2} / s^{2} \\ & \left(f t^{2} / s^{2}\right) \end{aligned}$ |  |  |  |  |  | $\begin{array}{r} -1,480,682 \\ (15,937,928) \end{array}$ |
| Inclination，deg |  |  |  |  |  | 31.386 |
| Descending Node，deg |  |  |  |  |  | 121．849 |

[^0]TABLE 3-IV. STAGE SEPARATION CONDITIONS

| PARAMETER | $\begin{aligned} & \text { S-IC/S-II } \\ & \text { SEPARATION } \\ & \text { COMMAND } \end{aligned}$ | $\begin{aligned} & \text { S-II/S-IVB } \\ & \text { SEPARATION } \\ & \text { COMMAND } \end{aligned}$ |
| :---: | :---: | :---: |
| Range Time, sec | 162.3 | 549.0 |
| Altitude $\binom{\mathrm{km}}{\mathrm{mi}}$ | $\begin{array}{r} 66.7 \\ (36.0) \end{array}$ | $\begin{array}{r} 187.4 \\ (101.2) \end{array}$ |
| Surface Range, $(\mathrm{nm} \mathrm{mi})$ | $\begin{array}{r} 95.1 \\ (51.3) \end{array}$ | $\begin{aligned} & 1,623.4 \\ & (876.6) \end{aligned}$ |
| Space-Fixed Velocity, m/s ( $\mathrm{ft} / \mathrm{s}$ ) | $\begin{gathered} 2,773.9 \\ (9,100.7) \end{gathered}$ | $\begin{array}{r} 6,918.8 \\ (22,699.5) \end{array}$ |
| Flight Path Angle, deg | 19.020 | 0.611 |
| Heading Angle, deg | 75.436 | 82.426 |
| $\text { Cross Range, }{ }_{(n \mathrm{~mm})}^{\mathrm{km}}$ | $(0.3)$ | 27.5 $(14.8)$ |
| Cross Range Velocity, m/s ( $\mathrm{ft} / \mathrm{s}$ ) | $\begin{aligned} & 12.8 \\ & (42.0) \end{aligned}$ | $\begin{array}{r} 174.7 \\ (573.2) \end{array}$ |
| Geodetic Latitude, deg $N$ | 28.865 | 31.883 |
| Longitude, deg E | -79.676 | -64.147 |

TABLE 3-V. TARGETING PARAMETERS

| PARAMETER | ACTUAL | NOMINAL | ACT-NOM |
| :---: | :---: | :---: | :---: |
| S-IVB IST GUIDANCE CUTOFF |  |  |  |
| Range Time, sec | 699.33 | 699.49 | -0.16 |
| Altitude, km ( $n$ mi) | $\begin{array}{r} 191.1 \\ (103.2) \end{array}$ | 191.3 $(103.3)$ | $(-0 . i)^{-0.2}$ |
| $\begin{array}{r} \text { Space-Fixed Velocity, } \mathrm{m} / \mathrm{s} \\ (\mathrm{ft} / \mathrm{s}) \end{array}$ | $\begin{array}{r} 7,791.2 \\ (25,561.7) \end{array}$ | $\begin{array}{r} 7,791.4 \\ (25,562.3) \end{array}$ | $\left(\begin{array}{r} -0.2 \\ (-0.6) \end{array}\right.$ |
| Flight Path Angle, deg | 0.011 | -0.002 | 0.013 |
| TRANSLUNAR INJECTION |  |  |  |
| Range Time, sec | 10,213.03 | 10,214.06 | -1.03 |
| Eccentricity | 0.97696 | 0.97667 | 0.00029 |
| $\mathrm{c}_{3}, \quad \mathrm{~m}^{2} / \mathrm{s}^{2}$ | -1,391,607 | -1,408,484 | 16,877 |
| $\left(\mathrm{ft}^{2} / \mathrm{s}^{2}\right)$ | $(-14,979,133)$ | $(-15,160,796)$ | (181,663) |
| Inclination, deg | 31.383 | 31.379 | 0.004 |
| Descending Node, deg | 121.847 | 121.866 | -0.019 |


(PACSS3a)
** Data invalid

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## SECTION 4

## ORBITAL TRAJECTORY RECONSTRUCTION

### 4.1 ORBITAL TRAJECTORIES

The S-IVB/LM/CSM was inserted into a circular parking orbit at 709.33 seconds. While in parking orbit, vehicle subsystem checkout was carried out from the tracking stations and Mission Control Center at Houston. During the second revolution, approximately midway between Australia and Hawaii, the S-IVB stage was restarted and the vehicle was placed onto a circumlunar trajectory.

The parking orbit insertion conditions were close to nominal. The space-fixed velocity at insertion was equal to nominal, and the flight path angle was 0.013 degree greater than nominal. The eccentricity was 0.00001 less than nominal. The apogee and perigee were $0.5 \mathrm{~km}(0.3 \mathrm{n} \mathrm{mi})$ and $0.6 \mathrm{~km}(0.3 \mathrm{n} \mathrm{mi})$ less than nominal, respectively.

The translunar injection (TLI) conditions were also close to nominal. The eccentricity was 0.00029 greater than nominal, the inclination was 0.004 degree greater than nominal, the node was 0.019 degree lower than nominal, and $C_{3}$ was 16,877 $\mathrm{m}^{2} / \mathrm{s}^{2}\left(181,663 \mathrm{ft}^{2} / \mathrm{s}^{2}\right)$ greater than nominal. The space-fixed velocity was $3.2 \mathrm{~m} / \mathrm{s}(10.5 \mathrm{ft} / \mathrm{s})$ greater than nominal, and the altitude was $3.1 \mathrm{~km}(1.6 \mathrm{n} \mathrm{mi})$ less than nominal.

The parking orbit trajectory spans the interval from insertion to begin S-IVB restart preparations (9,278.2 seconds). The post TLI trajectory covers the period from translunar injection (10,213.03 seconds) to CSM separation (11,723 seconds). These two orbital trajectories were established by the integration of the orbital model equations using the insertion/injection vector as the initial conditions.

The insertion/injection conditions, as determined by the Orbital Correction Program (OCP), were obtained by a differential correction procedure which adjusted the estimated insertion/injection conditions to fit the $C$-band radar tracking data in accordance with the weights assigned to the data. After all available C-band radar tracking data were analyzed, the stations and passes providing the better quality data were used in the determination of the insertion/injection conditions.
4.2 ORBITAL DATA SOURCES

### 4.2.1 Orbital Tracking Data

Orbital tracking was conducted by the NASA Manned Space Fiight Network (MSFN). A summary of the C-band tracking data is given in Table 4-I. There were also considerable Unified S-band (USB) tracking data available during these periods of flight which were not used due to the abundance of C-band radar data.

### 4.2.2 Orbital Venting Acceleration Data

During the orbit, no major thrusting occurred; however, the orbit was continuously perturbed by low-level LH2 venting thrust. To accurately model the orbit of the vehicle, this perturbation was taken into account. The venting model was derived from telemetered guidance velocity data from the ST-124M guidance platform. The guidance velocity data were fitted in segments by polynomials in time. These polynomials were analytically differentiated to obtain the acceleration components measured by the guidance platform. Table 4-II lists the acceleration polynomials derived by this method. Figure 4-1 reflects the best estimate of the total venting acceleration (RSS of components) after atmospheric effects and biases have been removed.

### 4.3 TRAJECTORY RECONSTRUCTION

### 4.3.1 Parking Orbit Insertion Conditions

The Orbital Correction Program (OCP) was used to solve for the parking orbit insertion conditions utilizing C-band tracking data and the above-mentioned vent model. The insertion conditions are given in Table 4-III. The parking orbit solution was based on a composite fit of the two Bermuda stations at insertion, pass one of Carnarvon, pass two of Patrick, and pass two of Carnarvon. This combination of trackers is geometrically spaced to insure adequate coverage of the parking orbit. The Bermuda data at insertion were also used in the trajectory reconstruction of the ascent phase. The use of Bermuda data in the ascent phase solution and also in the orbital phase solution aids in assuring the continuity of the trajectory. The orbital solution, with the exception of the FPS $-16 M$ Bermuda radar, is based on the higher quality FPO-6 radars. The ground track from parking orbit insertion to CSM separation is given in Figure 4-2. The parking orbit trajectory in PACSSI is given in Tables B-IV and C-IV.

### 4.3.2 Translunar Injection Conditions

The translunar injection (TLI) conditions were determined by the Orbital Correction Program (OCP) utilizing the post injection C-band tracking data. The TLI conditions are given in Table 4-IV. The TLI state vector obtained by the GATE program from the integration of guidance velocity data agreed favorably with the OCP determined TLI vector. The post TLI trajectory is included in Tables B-V through B-VII in metric units and Tables C-V through C-VII in English units. The CSM separation conditions are given in Table $4-V$.

### 4.4 ORBITAL TRACKING ANALYSIS

The stations used to obtain the parking orbit insertion conditions and translunar injection conditions are given by Tables 4-VI and 4-VII, respectively. These two tables also include the number of data points and the Root-Mean-Square (RMS) errors of the residuals for each data type. These RMS errors represent the difference between the actual radar observations and the calculated observations based on the orbital ephemeris defined by the initial conditions. The RMS residual errors in clude high frequency errors (assumed Gaussian), systematic errors due to instrumentation biases, mathematical model error, and errors in the correction for atmospheric refraction.

The maximum RMS error of the radar residuals for the parking orbit was $18 \mathrm{~m}(59 \mathrm{ft})$ in slant range, 0.030 degree in elevation angle, and 0.015 degree in azimuth angle. The maximum RMS error of the radar residuals for the post TLI trajectory was 18 m ( 59 ft ) in slant range, 0.025 degree in elevation angle, and 0.020 in azimuth angle. The magnitudes of these RMS errors are reasonable and indicate the validity of the parking orbit and post TLI trajectory.


| 우N | 1 | $\underset{\sim}{\sim}$ | - | $\stackrel{1}{+}$ |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |


LONGITUDE - DEGREES
FIGURE 4-2. GROUND TRACK

TABLE 4-I. SUMMARY OF ORBITAL C-BAND TRACKING DATA AVAILABLE

| STATION | TYPE OF RADARS | REV 1 | REV 2 | POST TLI |
| :---: | :---: | :---: | :---: | :---: |
| Bermuda | FPS-16M | X |  |  |
| Bermuda | FPQ-6 | X | X | X |
| Tananarive | FPS -16M | X | X |  |
| Carnarvon | FPQ-6 | $x$ | $x$ |  |
| California | TPQ-18 | X |  | X |
| Patrick | FPQ-6 |  | X | X |
| Grand Turk | TPQ-18 |  | X | X |
| Redstone Ship | FPS-16M |  | X |  |
| Hawai i | FPS-16M |  |  | X |
| Antigua | FPQ-6 |  |  | X |
| Ascension | TPQ-18 |  |  | X |

TABLE 4-II. ORBITAL VENTING ACCELERATION POLYNOMIALS*

| $\ddot{\chi} * *$ |  |  |  |
| :---: | :---: | :---: | :---: |
| Tb | 710 | 1,483 | 9,535 |
| Te | 1,483 | 9,535 | 9,840 |
| $c_{0}$ | $-0.29883288 \times 10^{-5}$ | -0.12140570×10-5 | $-0.61607689 \times 10^{-6}$ |
| $\mathrm{C}_{1}$ | $0.19159214 \times 10^{-7}$ | -0.25510786×10-9 | $0.49930034 \times 10^{-7}$ |
| $\mathrm{C}_{2}$ | -0.46780418×10-10 | $0.13961048 \times 10^{-11}$ | -0.39763102 $\times 10^{-9}$ |
| $\mathrm{C}_{3}$ | $0.34343775 \times 10^{-13}$ | -0.59877535 $10^{-15}$ | $0.86249576 \times 10^{-12}$ |
| $\mathrm{C}_{4}$ | 0 | $0.89589398 \times 10^{-19}$ | 0 |
| $\mathrm{C}_{5}$ | 0 | -0.44624259×10-23 | 0 |
| $\ddot{\mathrm{Y}}$ |  |  |  |
| $\mathrm{T}_{\mathrm{b}} \quad 710$ |  |  |  |
| $\mathrm{T}_{\mathrm{e}} \quad 9,840$ |  |  |  |
| $\mathrm{C}_{0}$ | $0.13272155 \times 10^{-7}$ |  |  |
| $c_{1}$ | $0.60177901 \times 10^{-11}$ |  |  |
| $\mathrm{C}_{2}$ | 0 |  |  |
| $\mathrm{C}_{3}$ | 0 |  |  |
| $\mathrm{C}_{4}$ | 0 |  |  |
| $\mathrm{C}_{5}$ | 0 |  |  |
| 710 Z |  |  |  |
| $\mathrm{T}_{\mathrm{b}}$ | 710 | 1,483 | 9,535 |
| $\mathrm{T}_{\mathrm{e}}$ | 1,483 | 9,535 | 9,840 |
| ${ }^{\text {c }}$ | $0.54491435 \times 10^{-5}$ | $0.39339382 \times 10^{-6}$ | -0.26517094×10-6 |
| $\mathrm{C}_{1}$ | $-0.37627287 \times 10^{-7}$ | -0.24289009 $\times 10^{-8}$ | $0.10419636 \times 10^{-7}$ |
| $\mathrm{C}_{2}$ | $0.86370452 \times 10^{-10}$ | $0.15008060 \times 10^{-11}$ | -0.92767644×10 ${ }^{-10}$ |
| $\mathrm{C}_{3}$ | $-0.61633706 \times 10^{-13}$ | -0.30356055 $\times 10^{-15}$ | $0.22408258 \times 10^{-12}$ |
| $\mathrm{C}_{4}$ | 0 | $0.20894634 \times 10^{-19}$ | 0 |
| $\mathrm{C}_{5}$ | 0 | -0.21112472×10 ${ }^{-24}$ | 0 |

* Polynomials are of the form $a=C_{0}+C_{1} t+C_{2} t^{2}+C_{3} t^{3}+C_{4} t^{4}+C_{5} t^{5}$ where $a$ is the acceleration component ( $k m / \mathrm{s}^{2}$ ) and $t=T-T_{b}$ where $T_{b} \leq T_{<} T_{e}$. The begin time ( $T_{b}$ ) and the end time ( $T_{e}$ ) for the polynomial segments are expressed in seconds.
** The acceleration components are expressed in the launch vehicle platform-accelerometer system (PACSS12).
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TABLE 4-III. PARKING ORBIT INSERTION CONDITIONS

| PARAMETER | VALUE |
| :---: | :---: |
| Range Time, sec | 709.33 |
| Altitude $\binom{\mathrm{km}}{\mathrm{mi}}$ | $\begin{array}{r} 191.1 \\ (103.2) \end{array}$ |
| $\text { Space-Fixed Velocity, } \underset{(\mathrm{ft} / \mathrm{s})}{\mathrm{m} / \mathrm{s}}$ | $\begin{array}{r} 7,793.1 \\ (25,567.9) \end{array}$ |
| Flight Path Angle, deg | 0.012 |
| Heading Angle, deg | 88.848 |
| Inclination, deg | 32.521 |
| Descending Node, deg | 123.088 |
| Eccentricity | 0.00021 |
| $\text { Apogee*, }{\underset{(n m i}{n m})}^{k m}$ | $\begin{array}{r} 186.0 \\ (100.4) \end{array}$ |
| $\text { Perigee*, }{ }_{(\mathrm{nm}}^{\mathrm{n} \mathrm{mi})}$ | $\begin{gathered} 183.2 \\ (98.9) \end{gathered}$ |
| Period, min | 88.18 |
| Geodetic Latitude, deg $N$ | 32.672 |
| Longitude, deg E | -52.694 |

[^1]TABLE 4-IV. TRANSLUNAR INJECTION CONDITIONS


* Twice the specific energy of orbit
$C_{3}=V^{2}-\frac{2 \mu}{R}$
where $V=$ Inertial Velocity
$\mu=$ Gravitational Constant
$R=$ Radius vector from center of earth

$$
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$$

TABLE $4-V . \quad$ CSM SEPARATION CONDITIONS

| PARAMETER | value |
| :---: | :---: |
| Range Time, sec | 11,723 |
| Altitude, ${ }_{(\mathrm{nm} \text { mi })}$ | $\begin{array}{r} 7,065.7 \\ (3,815.2) \end{array}$ |
| $\text { Space-Fixed Velocity, } \underset{(\mathrm{ft} / \mathrm{s})}{\mathrm{m} / \mathrm{s}}$ | $\begin{array}{r} 7,608.6 \\ (24,962.6) \end{array}$ |
| Flight Path Angle, deg | 45.148 |
| Heading Angle, deg | 93.758 |
| Geodetic Latitude, deg $N$ | 31.246 |
| Longitude, deg E | -90.622 |

TABLE 4-VI. PARKING ORBIT TRACKING UTILIZATION SUMMARY

| STATION | TIME OF TRACK (SECONDS) <br> BEGIN <br> END | DATA TYPE | VALID OBSERVATIONS | RMS ERROR OF RESIDUALS |
| :---: | :---: | :---: | :---: | :---: |
| Bermuda (FPS-16M) | 714 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 6 \\ & 7 \\ & 7 \end{aligned}$ | $\begin{aligned} & 0.010 \mathrm{deg} \\ & 0.030 \mathrm{deg} \\ & 18 \mathrm{~m}(59 \mathrm{ft}) \end{aligned}$ |
| Bermuda $(F P Q-6)$ | 714 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 7 \\ & 6 \\ & 7 \end{aligned}$ | $\begin{aligned} & 0.015 \mathrm{deg} \\ & 0.023 \mathrm{deg} \\ & 3 \mathrm{~m} \quad(10 \mathrm{ft}) \end{aligned}$ |
| Carnarvon $(F P Q-6)$ | 3,174 3,456 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 48 \\ & 47 \\ & 47 \end{aligned}$ | $\begin{aligned} & 0.005 \mathrm{deg} \\ & 0.017 \mathrm{deg} \\ & 10 \mathrm{~m}(33 \mathrm{ft}) \end{aligned}$ |
| Patrick $(F P Q-6)$ | 5,748 6,096 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 52 \\ & 53 \\ & 58 \end{aligned}$ | $\begin{aligned} & 0.007 \mathrm{deg} \\ & 0.011 \mathrm{deg} \\ & 9 \mathrm{~m} \quad(30 \mathrm{ft}) \end{aligned}$ |
| Carnarvon $(F P Q-6)$ | 8,772 9,090 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 50 \\ & 49 \\ & 54 \end{aligned}$ | $\begin{aligned} & 0.003 \mathrm{deg} \\ & 0.007 \mathrm{deg} \\ & 7 \mathrm{~m} \quad(23 \mathrm{ft}) \end{aligned}$ |

TABLE 4-VII. POST TLI TRACKING UTILIZATION SUMMARY

| STATION | TIME OF TRACK (SECONDS) BEGIN END | DATA TYPE | $\begin{gathered} \text { VALID } \\ \text { OBSERVATIONS } \end{gathered}$ | RMS ERROR OF RESIDUALS |
| :---: | :---: | :---: | :---: | :---: |
| Hawai <br> (FPS-16M) | 10,218 10,752 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 84 \\ & 87 \\ & 85 \end{aligned}$ | $\begin{aligned} & 0.017 \mathrm{deg} \\ & 0.025 \mathrm{deg} \\ & 18 \mathrm{~m}(59 \mathrm{ft}) \end{aligned}$ |
| California (TPQ-18) | 10,464 11,526 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 80 \\ & 84 \\ & 83 \end{aligned}$ | $\begin{aligned} & 0.009 \mathrm{deg} \\ & 0.009 \mathrm{deg} \\ & 9 \mathrm{~m}(30 \mathrm{ft}) \end{aligned}$ |
| Bermuda $(F P Q-6)$ | 10,944 11,520 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 48 \\ & 49 \\ & 46 \end{aligned}$ | $\begin{aligned} & 0.008 \mathrm{deg} \\ & 0.012 \mathrm{deg} \\ & 5 \mathrm{~m}(16 \mathrm{ft}) \end{aligned}$ |
| Grand Turk (TPQ-18) | 11,028 11,520 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 35 \\ & 33 \\ & 35 \end{aligned}$ | $\begin{aligned} & 0.020 \mathrm{deg} \\ & 0.012 \mathrm{deg} \\ & 14 \mathrm{~m}(46 \mathrm{ft}) \end{aligned}$ |
| Antigua (FPQ-6) | 11,052 11,520 | Azimuth Angle <br> Elevation Angle <br> Slant Range | $\begin{aligned} & 27 \\ & 27 \\ & 30 \end{aligned}$ | $\begin{aligned} & 0.009 \mathrm{deg} \\ & 0.016 \mathrm{deg} \\ & 14 \mathrm{~m}(46 \mathrm{ft}) \end{aligned}$ |

## SECTION 5

## TRAJECTORY ERROR ANALYSIS

### 5.1 ERROR ANALYSIS

The confidence level or uncertainty one may assign to a reconstructed trajectory depends on the degree of fulfillment of the following criteria:
a. Quantity of Tracking Data
b. Quality of Tracking Data
c. Consistency between Tracking and Guidance Velocity Data
d. Continuity between Trajectory Segments

These criteria vary from flight to flight. Therefore, a rigorous statistical error analysis of the reconstructed trajectory is difficult to obtain. The following paragraphs summarize the results for this flight, and lead to the position and velocity uncertainties for the reconstructed trajectory.
5.1.1 Quantity of Tracking Data

The available tracking data for the powered fight phases are given in Figure 3-11 and Table 3-VI. The tracking coverages for the parking orbit and post TLI phases are given in Table 4-I.

The tracking stations for the ascent and post TLI phases provided extensive redundant coverages. The available tracking data during parking orbit provided adequate coverage. The Redstone Ship C-band tracking data were available for a portion of the second burn phase.

### 5.1.2 Quality of Tracking Data

The tracking data were generally of good quality. The Grand Turk (7.18) radar data for the ascent phase and the Redstone Ship radar data for the second burn phase were found to be invalid. However, the tracking data furnished before and after the second burn phase were of good quality.

Comparisons of the tracking data in measured parameters (PACSS3a) with the ascent trajectory are shown in Figures 3-13 through 3-15. These plots indicated that the tracking data from the different stations were mutually consistent. Except for the characteristic data deviations from the Bermuda stations occurring approximately in the time span 400-600 seconds, the tracking data deviations were of acceptable magnitude. The tracking data obtained during the parking orbit and post TLI phases were

### 5.1.2 (Continued)

of good quality. The RMS errors of residuals for each data type are given in Tables $4-V I$ and $4-V I I, ~ r e s p e c t i v e l y . ~$

The tracking data were transformed into the earth-fixed launch site coordinate system (PACSS10) and differenced with the reconstructed trajectory to provide a more direct indication of the spread of the tracking data. The tracking data spreads for the ascent, parking orbit, and post TLI phases are given in Tables 5-I through 5-III, respectively.
5.1.3 Consistency Between Tracking and Guidance Velocity Data

The consistency between tracking and guidance velocity data can be obtained by examining the guidance velocity error plots during powered flight trajectory segments. These error plots give the differences between the guidance velocities from the ST-124M platform and those derived from the reconstructed trajectory.

The guidance velocity error plots for the ascent phase had reasonable shapes and magnitudes. The maximum error amounted to $1.5 \mathrm{~m} / \mathrm{s}(4.9 \mathrm{ft} / \mathrm{s})$ in the $X$-direction, $2.8 \mathrm{~m} / \mathrm{s}(9.2 \mathrm{ft} / \mathrm{s})$ in the $Y$-direction, and $0.7 \mathrm{~m} / \mathrm{s}(2.3 \mathrm{ft} / \mathrm{s})$ in the $Z$-direction, referenced to launch vehicle platform-accelerometer coordinate system (PACSS12).

The guidance velocity error plots for the second burn phase had reasonable shapes and magnitudes. The maximum error amounted to $1.2 \mathrm{~m} / \mathrm{s}(3.9 \mathrm{ft} / \mathrm{s})$ in the $X$-direction, $1.7 \mathrm{~m} / \mathrm{s}$ ( $5.6 \mathrm{ft} / \mathrm{s}$ ) in the Y -direction, and $0.9 \mathrm{~m} / \mathrm{s}(3.0 \mathrm{ft} / \mathrm{s})$ in the Z-direction, referenced to PACSS12.

### 5.1.4 Continuity Between Trajectory Segments

The continuity between trajectory segments can be obtained by examining the spread of solutions at parking orbit insertion and translunar injection before the trajectory segments were merged together.

Comparisons of the spread of solutions at the parking orbit insertion obtained independently by the powered flight and orbital analyses yielded good agreement. The position and velocity components of the solutions had a spread of 70 m ( 230 ft ) and $0.3 \mathrm{~m} / \mathrm{s}(1.0 \mathrm{ft} / \mathrm{s})$ in the downrange direction, $170 \mathrm{~m}(558 \mathrm{ft})$ and $0.8 \mathrm{~m} / \mathrm{s}(2.6 \mathrm{ft} / \mathrm{s})$ in the vertical direction, and $130 \mathrm{~m}(427 \mathrm{ft})$ and $1.7 \mathrm{~m} / \mathrm{s}(5.6 \mathrm{ft} / \mathrm{s})$ in the crossrange direction, referenced to the earth-fixed launch site coordinate system (PACSS10).

### 5.1.4 (Continued)

Comparisons of the TLI vectors determined independently from the powered flight and orbital analyses yielded good agreement. The TLI vector from the powered flight analysis was obtained by propagating forward the state vector at 9,715 seconds (from parking orbit analysis) to $10,213.03$ seconds. The TLI vector from the orbital analysis was determined separately by using the post TLI tracking data. The position and velocity components of the two solutions had respectively a spread of 90 m $(295 \mathrm{ft})$ and $0.3 \mathrm{~m} / \mathrm{s}(1.0 \mathrm{ft} / \mathrm{s})$ in the $X$-direction, 80 m $(262 \mathrm{ft})$ and $1.2 \mathrm{~m} / \mathrm{s}(3.9 \mathrm{ft} / \mathrm{s})$ in the Y -direction, and 430 m ( $1,411 \mathrm{ft}$ ) and $1.4 \mathrm{~m} / \mathrm{s}(4.6 \mathrm{ft} / \mathrm{s})$ in the Z -direction, referenced to the earth-fixed launch site coordinate system (PACSS10).

A dispersion analysis was performed for the parking orbit trajectory. Three solutions were obtained by judiciously selecting various tracking data combinations. The parking orbit insertion vectors had a spread in position and velocity components respectively of $60 \mathrm{~m}(197 \mathrm{ft})$ and $0.3 \mathrm{~m} / \mathrm{s}(1.0 \mathrm{ft} / \mathrm{s})$ in downrange (Z), $275 \mathrm{~m}(902 \mathrm{ft})$ and $0.1 \mathrm{~m} / \mathrm{s}(0.3 \mathrm{ft} / \mathrm{s})$ in vertical $(X)$, and $80 \mathrm{~m}(262 \mathrm{ft})$ and $0.2 \mathrm{~m} / \mathrm{s}(0.7 \mathrm{ft} / \mathrm{s})$ in crossrange $(Y)$, referenced to the earth-fixed launch site coordinate system (PACSS10).

### 5.2 TRAJECTORY UNCERTAINTIES

Based on the information of Paragraph 5.1, past experience, and engineering judgment, the trajectory uncertainties were estimated.

The trajectory uncertainties for the ascent phase are shown in Figure 5-1. At S-IC OECO, the uncertainties in position and velocity components in PACSS10 are $\pm 60 \mathrm{~m}( \pm 197 \mathrm{ft})$ and $\pm 0.4 \mathrm{~m} / \mathrm{s}$ $( \pm 1.3 \mathrm{ft} / \mathrm{s})$, respectively. At S-II OECO, the uncertainties in position and velocity components in PACSS10 are $\pm 350 \mathrm{~m}( \pm 1,148$ $\mathrm{ft})$ and $\pm 0.7 \mathrm{~m} / \mathrm{s}( \pm 2.3 \mathrm{ft} / \mathrm{s})$, respectively. At insertion and throughout the parking orbit, the uncertainties in position and velocity components in PACSS 10 are $\pm 500 \mathrm{~m}( \pm 1,640 \mathrm{ft})$ and $\pm 1.0 \mathrm{~m} / \mathrm{s}( \pm 3.3 \mathrm{ft} / \mathrm{s})$, respectively. The trajectory uncertainties increased to $\pm 750 \mathrm{~m}( \pm 2,461 \mathrm{ft})$ in position components and $\pm 1.5 \mathrm{~m} / \mathrm{s}( \pm 4.9 \mathrm{ft} / \mathrm{s})$ in velocity components at TLI. The trajectory uncertainties at CSM separation are $\pm 1,500 \mathrm{~m}$ ( $\pm 4,921 \mathrm{ft}$ ) in position components and $\pm 2.0 \mathrm{~m} / \mathrm{s}( \pm 6.6 \mathrm{ft} / \mathrm{s})$ in velocity components.


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* Expressed in PACSS10

* Expressed in PACSS10
TABLE 5-III. TRACKING DATA SPREAD* - POST TLI PHASE

| STATION | $\text { MIN } \begin{gathered} \text { SLANT RANGE } \\ \text { MAX } \end{gathered}$ | $\Delta X$ | $\Delta Y$ | $\Delta Z$ |
| :---: | :---: | :---: | :---: | :---: |
| Hawai (FPS-16M) | $\left.\begin{array}{lll} 1,476 & \mathrm{~km} & 4,259 \mathrm{~km} \\ 797 \mathrm{nki} \end{array}\right)(2,300 \mathrm{nki})$ | $\begin{gathered} 250 \mathrm{~m} \\ (820 \mathrm{ft}) \end{gathered}$ | $\begin{gathered} 400 \mathrm{~m} \\ (1,312 \mathrm{ft}) \end{gathered}$ | $\begin{gathered} 1,000 \mathrm{~m} \\ (3,281 \mathrm{ft}) \end{gathered}$ |
| California (TPQ-18) | $\begin{array}{lll}3,315 & \mathrm{~km} & 6,836 \mathrm{~km} \\ (1,790 \mathrm{n} \mathrm{mi}) & (3,691 \mathrm{n} \mathrm{mi})\end{array}$ | $\begin{gathered} 500 \mathrm{~m} \\ (1,640 \mathrm{ft}) \end{gathered}$ | $\begin{gathered} 700 \mathrm{~m} \\ (2,297 \mathrm{ft}) \end{gathered}$ | $\begin{gathered} 400 \mathrm{~m} \\ (1,312 \mathrm{ft}) \end{gathered}$ |
| Bermuda (FPQ-6) | $\begin{aligned} & 6,582 \mathrm{~km} \\ & (3,554 \mathrm{nki})(3,207 \mathrm{~km} \\ & (3,892 \mathrm{nki}) \end{aligned}$ | $\begin{gathered} 1,200 \mathrm{~m} \\ (3,937 \mathrm{ft}) \end{gathered}$ | $\begin{array}{r} 600 \mathrm{~m} \\ (1,969 \mathrm{ft}) \end{array}$ | $\begin{gathered} 1,200 \mathrm{~m} \\ (3,937 \mathrm{ft}) \end{gathered}$ |
| Grand Turk (TPQ-18) | $\begin{array}{cc}6,224 & \mathrm{~km} \\ (3,361 \mathrm{n} \mathrm{mi}) & (3,024 \mathrm{~km} \\ (3,793 \mathrm{n} \mathrm{mi})\end{array}$ | $\begin{gathered} 1,100 \mathrm{~m} \\ (3,609 \mathrm{ft}) \end{gathered}$ | $\begin{gathered} 2,000 \mathrm{~m} \\ (6,562 \mathrm{ft}) \end{gathered}$ | $\begin{gathered} 800 \mathrm{~m} \\ (2,625 \mathrm{ft}) \end{gathered}$ |
| Antigua (FPQ-6) | $\begin{array}{cl} 7,298 & \mathrm{~km} \\ (3,941 \mathrm{n} \mathrm{mi}) & (4,895 \mathrm{~km} \\ (4,263 \mathrm{n} \mathrm{mi}) \end{array}$ | $\begin{gathered} 1,500 \mathrm{~m} \\ (4,921 \mathrm{ft}) \end{gathered}$ | $\begin{array}{cl} 1,500 & \mathrm{~m} \\ (4,921 \mathrm{ft}) \end{array}$ | $\begin{gathered} 1,500 \mathrm{~m} \\ (4,921 \mathrm{ft}) \end{gathered}$ |

* Expressed in PACSS10
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SECTION 6
SPENT STAGE TRAJECTORIES

### 6.1 S-IC SPENT STAGE TRAJECTORY

Postflight predictions of earth surface impact parameters for the spent $S$-IC stage were computed using a mass point trajectory simulation computer program. S-IC postflight burnout position and velocity data were combined with nominal main propulsion system decay performance and nominal retro rocket performance to initialize the simulation program.

Three separate theoretical trajectories were computed for the spent S-IC stage. These three trajectories represent the following booster atmospheric entry conditions:
a. Zero-degree angle-of-attack entry
b. Ninety-degree angle-of-attack entry
c. Tumbling entry

The tumbling booster case is considered to define actual case impact conditions although no tracking coverage was available for confirmation.

Results of the three computed S-IC spent stage trajectories are summarized in Table $6-I$. The ground track is shown in Figure 6-1.

### 6.2 S-II SPENT STAGE TRAJECTORY

Three separate theoretical trajectories, corresponding to the zero-degree, ninety-degree, and tumbling case trajectories computed for the S-IC stage, were computed for the spent S-II stage.

The computed results, assuming a tumbling stage, were considered to define stage impact conditions since no tracking coverage of the spent S-II stage was available.

Results of the three computed S-II spent stage trajectories are summarized in Table 6-II. The ground track is shown in Figure 6-1.


FIGURE 6-1. GROUND TRACKS FOR S-IC AND S-II SPENT STAGES

TABLE 6-I. S-IC SPENT STAGE TRAJECTORY PARAMETERS

| EVENT | PARAMETER | VALUE |
| :---: | :---: | :---: |
| Impact: Tumbling Case | Range Time, sec | 543.7 |
|  | Latitude, deg $N$ | 30.212 |
|  | Longitude, deg E | -74.038 |
|  | Surface Range, km ( n mi ) | $\begin{array}{r} 661.4 \\ (357.1) \end{array}$ |
| $\begin{aligned} \text { Impact: } & 0^{\circ} \text { Angle-of- } \\ & \text { Attack } \end{aligned}$ | Range Time, sec | 503.5 |
|  | Latitude, deg $N$ | 30.231 |
|  | Longitude, deg E | -73.942 |
|  | Surface Range, $\begin{aligned} & \mathrm{km} \\ & (\mathrm{mi})\end{aligned}$ | $\begin{array}{r} 671.0 \\ (362.3) \end{array}$ |
| Impact: 90 Angle-ofAttack | Range Time, sec | 577.8 |
|  | Latitude, deg $N$ | 30.198 |
|  | Longitude, deg E | -74.105 |
|  | $\text { Surface Range, }{ }_{(n \mathrm{~km}}^{\mathrm{mi})}$ | $\begin{array}{r} 554.9 \\ (353.6) \end{array}$ |
| Apex: Tumbling Case | Range Time, sec | 269.1 |
|  | Altitude, ${ }_{(\mathrm{n} ~ \mathrm{~mm}}^{\mathrm{km})}$ | $\begin{gathered} 115.0 \\ (62 . i) \end{gathered}$ |
|  | Surface Range, $\begin{aligned} & (n \mathrm{~km} \\ & \mathrm{mi})\end{aligned}$ | $\begin{array}{r} 327.4 \\ (176.8) \end{array}$ |

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TABLE 6-II. S-II SPENT STAGE TRAJECTORY PARAMETERS

| EVENT | PARAMETER | VALUE |
| :---: | :---: | :---: |
| Impact: Tumbling Case | Range Time, sec | 1,213.7 |
|  | Latitude, deg $N$ | 31.535 |
|  | Longitude, deg E | -34.844 |
|  | Surface Range, km ( $n \mathrm{mi}$ ) | $\begin{array}{r} 4,392.5 \\ (2,371.8) \end{array}$ |
| $\text { Impact: } \begin{aligned} & 0^{\circ} \text { Angle-of- } \\ & \text { Attack } \end{aligned}$ | Range Time, sec | 1,179.9 |
|  | Latitude, deg $N$ | 31.497 |
|  | Longitude, deg E | -34.582 |
|  | $\text { Surface Range, } \underset{(n \mathrm{~mm})}{ }$ | $\begin{array}{r} 4,417.8 \\ (2,385.4) \end{array}$ |
| $\begin{aligned} & \text { Impact: } 90^{\circ} \text { Angle-of- } \\ & \text { Attack } \end{aligned}$ | Range Time, sec | 1,252.7 |
|  | Latitude, deg $N$ | 31.573 |
|  | Longitude, deg E | 35.113 |
|  | Surface Range, $\begin{aligned} & \text { km } m i)\end{aligned}$ | $\begin{array}{r} 4,366.7 \\ (2,357.8) \end{array}$ |
| Apex: Tumbling Case | Range Time, sec | 587.0 |
|  | Altitude, km ( n mi ) | $\begin{array}{r} 188.8 \\ (101.9) \end{array}$ |
|  | Surface Range, km ( $n \mathrm{mi}$ ) | $\begin{array}{r} 1,862.9 \\ (1,005.9) \end{array}$ |

## SECTION 7

## S-IVB/IU SLINGSHOT TRAJECTORY

Following LM extraction, the $S-I V B / I U$ was placed on a lunar slingshot trajectory. This was accomplished by slowing down the S-IVB/IU to make it pass by the trailina edge of the moon and obtain sufficient energy to continue to a solar orbit. The velocity increase was achieved by a combination of 108second LOX dump, $280-s e c o n d$ APS burn, and LH2 vent. A time history of the vehicle longitudinal velocity increase for the slingshot maneuver is presented in Figure 7-1. Table 7-I presents a comparison of the actual and nominal velocity increase due to the various phases of the maneuver. The major error contribution in total velocity increase is the resulting $7.3 \mathrm{~m} / \mathrm{s}(24.0 \mathrm{ft} / \mathrm{s})$ from the continuous venting system (CVS) as compared to $3.5 \mathrm{~m} / \mathrm{s}(11.5 \mathrm{ft} / \mathrm{s})$ for the predicted value. Figure 7-2 presents the resultant conditions for various velocity increases at the given attitude of the vehicle for the maneuver.

The S-IVB/IU closest approach of 3,379 kilometers ( $1,825 \mathrm{nmi}$ ) above the lunar surface occurred at 78.70 hours into the mission. The trajectory parameters were obtained by integrating forward a vector furnished by Goddard Space Flight Center (GSFC) which was obtained from USB tracking data during the active lifetime of the S-IVB/IU. The actual and nominal conditions at closest approach are presented in Table 7-II. Figure 7-3 illustrates the influence of the moon on the S-IVB/IU energy (velocity) relative to the earth and shows that the S-IVB/IU escaped as a result of the lunar encounter. Ficure 7-4 illustrates the relationship between the S-IVB/IU and the spacecraft in the lunar vicinity, with all paths shown in the spacecraft's orbital plane. The spacecraft had completed one lunar revolution prior to S-IVB/spacecraft close approach, at which time the two vehicles were approximately $3,500 \mathrm{~km}(1,890$ $n \mathrm{mi}$ ) apart. Some of the heliocentric orbit parameters of the S-IVB/IU are presented in Table 7-III. The same parameters for the orbit of the earth are also presented for comparison.
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ATTITUDE (LOCAL HORIZONTAL REFERENCE SYSTEM) $218^{\circ}$ PITCH
$170^{\circ}$ YAWL
$170^{\circ}$ ROLL

FIGURE 7-2. TRAJECTORY CONDITIONS RESULTING FROM SLINGSHOT MANEUVER

FIGURE 7-3. S-IVB/IU VELOCITY RELATIVE TO EARTH DISTANCE


TABLE 7-I. COMPARISON OF SLINGSHOT MANEUVER VELOCITY INCREMENT

| PARAMETER | ACTUAL | NOM I NAL |
| :---: | :---: | :---: |
| Longitudinal Velocity Increase, m/s ( $\mathrm{ft} / \mathrm{s}$ ) | $\begin{array}{r} 36.3 \\ (119.1)^{3} \end{array}$ | $\begin{array}{r} 31.5 \\ (103.3) \end{array}$ |
| $\text { LOX Dump } \begin{gathered} \mathrm{m} / \mathrm{s} \\ (\mathrm{ft} / \mathrm{s}) \end{gathered}$ | $\begin{array}{r} 17.0 \\ (55.8) \end{array}$ | $\begin{array}{r} 16.0 \\ (52.5) \end{array}$ |
| $\begin{gathered} \text { APS Burn, } m / s \\ (f t / s) \end{gathered}$ | $\begin{array}{r} 12.0 \\ (39.4) \end{array}$ | $\begin{array}{r} 12.0 \\ (39.4) \end{array}$ |
| Continuous Vent System*, m/s (ft/s) | $\left(\begin{array}{r} 7.3 \\ (24.0 \end{array}\right.$ | $\left(\begin{array}{r} 3.5 \\ (11.5) \end{array}\right.$ |

* Latched open at 17,468 seconds

TABLE 7-II. COMPARISON OF LUNAR CLOSEST APPROACH PARAMETERS

| PARAMETER | ACTUAL | NOMINAL |
| :---: | :---: | :---: |
| $\text { Selenocentric Distance, }\left(\begin{array}{ll} \mathrm{km} \\ \mathrm{mi}) \end{array}\right.$ | $\begin{array}{r} 5,117 \\ (2,763) \end{array}$ | $\begin{array}{r} 3,700 \\ (1,998) \end{array}$ |
| Altitude Above Lunar Surface, km ( n mi ) | $\begin{array}{r} 3,379 \\ (1,825) \end{array}$ | $\begin{array}{r} 1,962 \\ (1,059) \end{array}$ |
| Time from Launch, hr | 78.7 | 78.4 |
| Velocity Increase Relative to Earth from Lunar Encounter, $\mathrm{km} / \mathrm{s}$ <br> ( $\mathrm{n} \mathrm{mi} / \mathrm{s}$ ) | $\begin{array}{r} 0.680 \\ (0.367) \end{array}$ | $\begin{array}{r} 0.860 \\ (0.464) \end{array}$ |

TABLE 7-III. HELIOCENTRIC ORBIT PARAMETERS

| PARAMETER | S-IVB/IU | EARTH |
| :---: | :---: | :---: |
| Semimajor Axis, $\quad 10^{6} \mathrm{~km}$ | $\begin{array}{r} 143.08 \\ (77.26) \end{array}$ | $\begin{array}{r} 149.00 \\ (80.45) \end{array}$ |
| $\begin{aligned} \text { Aphelion, } & 10^{6} \mathrm{~km} \\ & \left(10^{6} \mathrm{n} \mathrm{mi}\right) \end{aligned}$ | $\begin{array}{r} 151.86 \\ (82.00) \end{array}$ | $\begin{array}{r} 151.15 \\ (81.61) \end{array}$ |
| $\text { Perihelion, } 10^{6} \mathrm{~km}$ | $\begin{array}{r} 134.30 \\ (72.52) \end{array}$ | $\begin{array}{r} 146.84 \\ (79.29) \end{array}$ |
| Inclination,* deg | 0.3836 | 0.0000 |
| Period, days | 342 | 365 |

* Measured with respect to the ecliptic plane


## DEFINITIONS OF TRAJECTORY SYMBOLS AND COORDINATE SYSTEMS

SYMBOL
XE, YE, ZE
DXE, DYE, DZE DDXE, DDYE, DDZE

## DEFINITION

Position, velocity, and acceleration components of vehicle center of gravity in EarthFixed Launch Site Coordinate System. The origin of this system is at the intersection of Fischer Ellipsoid (1960) and the normal to it which passes through the launch site. The $X$ axis coincides with the ellipsoid normal passing through the site, positive upward. The $Z$ axis is parallel to the earth-fixed flight azimuth, defined at guidance reference release time, and is positive down range. The $y$ axis completes a right-handed system. This coordinate system is identical to Standard Coordinate System 10 of Project Apollo Coordinate System Standards, abbreviated as PACSS10.

Position, velocity, and acceleration components of vehicle center of gravity in Launch Vehicle Navigation Coordinate System. The origin of this system is at the center of the earth. The $X$ axis is parallel to Fischer Ellipsoid normal through the launch site, positive upward. The $Z$ axis is parallel to the flight azimuth, positive downrange. The $Y$ axis completes a right-handed system. The direction of the coordinate axes remains fixed in space at guidance reference release. This coordinate system is identical to Standard Coordinate System 13 of Project Apollo Coordinate System Standards, abbreviated as PACSS13.

GC DIST
GC LAT
GD LAT
LONG

Position components of vehicle center of gravity in Geographic Polar Coordinate System. Position in this system is defined by the geocentric distance (GC DIST), geocentric latitude (GC LAT), geodetic latitude (GD LAT), and longitude (LONG). Geocentric distance is the distance from the geocenter to vehicle center of gravity. Geocentric latitude is the angle between the radius vector of the subvehicle point and the equatorial plane, positive north of the equatorial plane. Geodetic latitude is the

## APPENDIX A (Continued)

SYMBOL

EF VEL VEL-AZ VEL-EL

SF VEL
FLT-PATH
HEAD

DEFINITION
angle between the normal to the Fischer Ellipsoid through the subvehicle point and the equatorial plane, positive north of the equatorial plane. Longitude is the angle between the projection of the radius vector into the equatorial plane and the Greenwich meridian, positive east of the Greenwich meridian. This coordinate system is identical to Standard Coordinate System 1 of Project Apollo Coordinate System Standards, abbreviated as PACSSI.

Earth-fixed velocity of vehicle center of gravity in Geographic Polar Coordinate System. Velocity in this system is given in terms of azimuth (VEL-AZ), elevation (VEL-EL), and magnitude of the velocity vector (EF VEL). Azimuth is the angle between the projection of the velocity vector into the local horizontal plane and the north direction in this plane, positive east of north. Elevation is the angle between the velocity vector and the local horizontal plane, positive above the horizontal plane. This coordinate system is identical to Standard Coordinate System 1 of Project Apollo Coordinate System Standards, abbreviated as PACSS1.

Space-fixed velocity of vehicle center of gravity in Geographic Polar Coordinate System. Velocity in this system is given in terms of heading angle (HEAD), flight path angle (FLT-PATH), and magnitude of velocity vector (SF VEL). Heading angle is the angle between the projection of the velocity vector into the local horizontal plane and the north direction in this plane, positive east of north. Flight path angle is the angle between the velocity vector and the local horizontal plane, positive above the horizontal plane. This coordinate system is identical to Standard Coordinate System 1 of Project Apollo Coordinate system Standards, abbreviated as PACSS1.

## APPENDIX A (Continued)

SYMBOL
ALTITUDE

RANGE

TIME

DEFINITION
Perpendicular distance from vehicle snter of gravity to Fischer Ellipsoid, positive above Fischer Ellipsoid.

Surface range, measured along Fischer Ellipsoid from the launch site to the subvehicle point.

Range time, referenced to nearest integer second before IU umbilical disconnect.

## APPENDIX B

TIME HISTORY OF TRAJECTORY PARAMETERS - METRIC UNITS
The postflight trajectory, from guidance reference release to CSM separation,is tabulated in metric units in Tables B-I through B-VII.

Table $B-I$ gives the earth-fixed launch site position, velocity, and acceleration components for the ascent phase of the fight.

Table B-II gives the launch vehicle navigation position, velocity, and acceleration components for the ascent phase of the flight.

Table B-III gives the geographic polar coordinates for the ascent phase of flight.

Table B-IV gives the geographic polar coordinates for the parking orbit phase of flight.

Table B-V gives the earth-fixed launch site position, velocity, and acceleration components for the second burn phase of the flight.

Table B-VI gives the launch vehicle navigation position, velocity, and acceleration components for the second burn phase of flight.

Table B-VII gives the geographic polar coordinates for the second burn phase of flight.



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$m / s$







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$$

$$
\stackrel{u_{x}^{x}}{x}
$$



| TABLE B-I |  | EARTH-FIXED LALNCH SITE POSITIONS, VELOCITIES, AND ACCELERATIONS - ASCENT PHASE (CONT,) |  |  |  |  |  |  | $\begin{aligned} & \text { DDZE } \\ & \text { M/S SQ } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TIME | XE | YE | 7.E | DXE | Ore | D2E | DDXE | OOYE |  |
| SFC | M | M | M | m/s | M/S | M/S | M/S SQ | M/S SO |  |
| 58.0 | 5669 | 24 | 996 | 235.9 | -0.4 | 86.2 | 6.19 | -0.04 | 5.68 |
| 59.0 | 5908 | 23 | 1085 | 242.1 | -0.4 | 92.0 | 6.23 | -0.03 | 5.91 |
| 60.0 | 6153 | 23 | 1180 | 248.4 | -0.5 | 98.0 | 6.27 | -0.02 | 6.15 |
| 61.0 | 6405 | 22 | 1282 | 254.7 | -0.5 | 104.3 | 6.31 | 0.00 | 6.38 |
| 62.0 | 6662 | 22 | 1389 | 261.0 | -0.4 | 110.8 | 6.35 | 0.03 | 6.60 |
| 63.0 | 6927 | 22 | 1503 | 267.4 | -0.4 | 117.5 | 6.38 | 0.05 | 6.83 |
| 64.0 | 7197 | 21 | 1624 | 273.8 | -0.4 | 124.4 | 6.41 | 0.07 | 7.08 |
| 65.0 | 7474 | 21 | 1752 | 280.2 | -0.3 | 131.6 | 6.42 | 0.07 | 7.33 |
| 66.0 | 7757 | 21 | 1887 | 286.6 | -0.2 | 139.1 | 6.42 | 0.07 | 7.58 |
| MACH 1 |  |  |  |  |  |  |  |  |  |
| 66.300 | 7844 | 21 | 1930 | 298.5 | -0.2 | 141.4 | 6.42 | 0.07 | 7.66 |
| 67.0 | 8047 | 20 | 2030 | 293.0 | -0.2 | 146.8 | 6.41 | 9.07 | 7.85 |
| 68.0 | 8343 | 20 | 2181 | 299.4 | -0.1 | 154.8 | 6.40 | 0.07 | 8.12 |
| 69.0 | 8646 | 20 | 2340 | 305.8 | 0.0 | 163.0 | 6.40 | 0.09 | 8.39 |
| 70.0 | 8955 | 20 | 2507 | 312.2 | 0.1 | 171.6 | 6.41 | 0.12 | 8.66 |
| 71.0 | 9271 | 21 | 2683 | 318.7 | 0.3 | 180.4 | 6.43 | 0.16 | 8.93 |
| 72.0 | 9592 | 21 | 2868 | 325.1 | 0.4 | 189.4 | 6.46 | 0.19 | 9.22 |
| 73.0 | 9921 | 21 | 3062 | 331.6 | 0.6 | 198.8 | 6.49 | 0.20 | 9.52 |
| 74.0 | 10256 | 22 | 3266 | 338.1 | 0.8 | 208.5 | 6.51 | 0.22 | 9.83 |
| 75.0 | 10597 | 23 | 3479 | 344.6 | 1.1 | 218.5 | 6.53 | 0.23 | 10.14 |
| 76.0 | 10945 | 24 | 3703 | 351.1 | 1.3 | 228.8 | 6.56 | 0.22 | 10.46 |
| 77.0 | 11299 | 26 | 3937 | 357.7 | 1.5 | 239.4 | 6.58 | 0.22 | 10.78 |
| 78.0 | $11660^{\circ}$ | 27 | 4182 | 364.3 | 1.7 | 250.3 | 6.60 | 0.21 | 11.08 |
| 79.0 | 12028 | 29 | 4438 | 370.9 | 1.9 | 261.6 | 6.62 | 0.19 | 11.39 |
| 80.0 | 12402 | 31 | 4705 | 377.6 | 2.1 | 273.1 | 6.65 | 0.17 | 11.70 |
| 81.0 | 12783 | 33 | 4984 | 384.2 | 2.3 | 285.0 | 6.68 | 0.14 | 12.00 |
| 82.0 | 13170 | 36 | 5275 | 390.9 | 2.4 | 297.1 | 6.72 | 0.12 | 12.31 |
| maximum drnamic pressure |  |  |  |  |  |  |  |  |  |
| 83.000 | 13565 | 38 | 5578 | 397.7 | 2.5 | 309.6 | 6.75 | 0.09 | 12.63 |
| 84.0 | 13966 | 41 | 5894 | 404.4 | 2.6 | 322.4 | 6.78 | 0.09 | 12.95 |
| 85.0 | 14374 | 43 | 6223 | 411.2 | 2.7 | 335.5 | 6.81 | 0.09 | 13.24 |
| 86.0 | 14788 | 46 | 6565 | 418.0 | 2.8 | 348.8 | 6.85 | 0.09 | 13.52 |
| 87.0 | 15210 | 49 | 6921 | 424.9 | 2.9 | 362.5 | 6.89 | 0.08 | 13.80 |
| 88.0 | 15638 | 52 | 7290 | 431.8 | 2.9 | 376.4 | 6.94 | 0.06 | 14.06 |
| 89.0 | 16073 | 55 | 7674 | 438.8 | 3.0 | 390.6 | 6.99 | 0.03 | 14.33 |
| 90.0 | 16516 | 58 | 8072 | 445.8 | 3.0 | 405.1 | 7.03 | -0.00 | 14.62 |
| 91.0 | 16965 | 61 | . 8484 | 452.9 | 2.9 | 419.9 | 7.07 | -0.04 | 14.94 |
| 92.0 | 17421 | 63 | 8912 | 459.9 | 2.9 | 435.0 | 7.10 | -0.07 | 15.27 |
| 93.0 | 17885 | 66 | 0354 | 467.0 | 2.8 | 450.4 | 7.11 | -0.08 | 15.61 |



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TABLE B-1.







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699.330 & -360536 & 60931 \\
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708.0 & -386489 & 6328
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| $\underset{\text { SEC }}{\text { TIME }}$ | GC KMIST | $\begin{aligned} & \text { LONG } \\ & \text { DEG E } \end{aligned}$ | GC LAT DEG N | $\begin{gathered} \text { VEL-AZ } \\ \text { DEG. } \end{gathered}$ | $\begin{gathered} \text { VEL-EL } \\ \text { DEG } \end{gathered}$ | EF VEL M/S | $\begin{array}{r} \text { HEAD } \\ \text { DEG } \end{array}$ | $\begin{gathered} \text { FLT-PATH } \\ \text { DEG } \end{gathered}$ | $\begin{aligned} & \text { SF VEL } \\ & M / S \end{aligned}$ | $\underset{M}{\text { RANGE }}$ | ALTITUDE |
| 67.20 | 6563.108 | -55.5203 | 32.4170 | 87.10 | 0.01 | 7207.2 | 87.25 | 0.01 | 7610.8 | 2439862 | 191109 |
| 674.0 | 6563.111 | -55.3713 | 32.4233 | 87.19 | 0.01 | 7220.2 | 87.34 | 0.01 | 7623.7 | 2453868 | 191114 |
| 676.0 | 6563.112 | -55.2219 | 32.4294 | 87.28 | 0.00 | 7233.2 | 87.42 | 0.00 | 7636.7 | 2467900 | 191117 |
| 678.0 | 6563.112 | -55.0723 | 32.4353 | 87.37 | -0.00 | 7246.2 | 87.50 | -0.00 | 7649.8 | 2481957 | 191119 |
| 680.0 | 6563.111 | -54.9225 | 32.4410 | 87.45 | -0.00 | 7259.3 | 87.59 | -0.00 | 7662.8 | 2496040 | 191120 |
| 682.0 | 6563.110 | -54.7723 | 32.4465 | 87.54 | -0.01 | 7272.4 | 87.67 | -0.01 | 7676.0 | 2510147 | 191121 |
| 684.0 | 6563.108 | -54.6218 | 32.4519 | 87.63 | -0.01 | 7285.6 | 87.76 | -0.01 | 7689.1 | 2524281 | 191121 |
| 686.0 | 6563.106 | -54.4710 | 32.4570 | 87.72 | -0.01 | 7298.8 | 87.84 | -0.01 | 7702.3 | 2538440 | 191121 |
| 688.0 | 6563.105 | -54.3200 | 32.4620 | 87.81 | -0.01 | 7312.0 | 87.93 | -0.01 | 7715.5 | 2552624 | 191121. |
| 690.0 | 6563.103 | -54.1686 | 32.4668 | 87.90 | -0.01 | 1325.3 | 88.01 | -0.00 | 7728.8 | 2566835 | 191121 |
| 692.0 | 6563.102 | -54. 3170 | 32.4714 | 87.99 | -0.00 | 7338.6 | 88.10 | -0.00 | 7742.1 | 2581071 | 191121 |
| 694.0 | 6563.102 | -53.8651 | 32.4757 | 88.09 | -0.00 | 7351.9 | 88.18 | -0.00 | 7755.5 | 2595333 | 191122 |
| 696.0 | 6563.102 | -53.7129 | 32.4799 | 88.18 | 0.90 | 7365.3 | 88.27 | 0.00 | 7768.8 | 2639620 | 191124 |
| 698.0 | 6563.104 | -53.5603 | 32.4839 | 88.27 | 0.01 | 7378.7 | 88.36 | 0.01 | 7782.2 | 2623934 | 191127 |
| S-IV9 S-IVB 1ST GUIDANCE CUTOFF |  |  |  |  |  |  |  |  |  |  |  |
| 700.0 | 6563.107 | -53.4075 | 32.4877 | 88.36 | 0.01 | 7389.3 | 88.44 | 0.01 | 7792.9 | 2638273 | 191131 |
| 702.0 | 6563.110 | -53.2547 | 32.4913 | 88.45 | 0.01 | 7389.4 | 88.53 | 0.01 | 7792.9 | 2652621 | 191136 |
| 704.0 | 6563.113 | -53.1017 | 32.4947 | 88.54 | 0.01 | 7389.4 | 88.62 | 0.01 | 7792.9 | 266696.8 | 191140 |
| 706.0 | 6563.116 | -52.9488 | 32.4979 | 88.63 | 0.01 | 7389.4 | 88.70 | 0.01 | 7792.9 | 2681316 | 191144 |
| 708.0 | 6563.119 | -52.7959 | 32.5009 | 88.72 | 0.01 | 7399.4 | 88.79 | 0.01 | 7792.9 | 2695664 | 191149 |
| 709.330 | $\begin{aligned} & \text { IRK ING OR } \\ & 6563.052 \end{aligned}$ | $\begin{aligned} & \text { INSERTIOA } \\ & -52.6941 \end{aligned}$ | 32.5027 | 88.78 | 0.01 | 7389.5 | 88.85 | 0.01 | 7793.1 | 2705210 | 191082 |



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|  | TABLE B-V, | TH-FI XED | SITE POS | VELOCIT | AND ACCE | TIONS - | BURN | (CONT, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TIME | XE | YE | ZE | OXE |  |  |  |  |  |
| SEC | M | M | $\frac{2 E}{M}$ | M/S | $\begin{aligned} & \text { DYE } \\ & M / S \end{aligned}$ | $\begin{aligned} & \text { OLE } \\ & \text { M/S } \end{aligned}$ | $\begin{aligned} & \operatorname{DOXE} \\ & M / S S O \end{aligned}$ | nove <br> M/S SQ | $\begin{aligned} & \text { DDZE } \\ & \text { M/S SQ } \end{aligned}$ |
| 9898.0 | -8013721 | -2395661 | -5900256 | 7355.6 | -1410.9 |  |  |  |  |
| 9900.0 | -7998994 | -2398479 | -5903198 | 7372.0 | -1410.9 | -1477.7 | 8.18 | 2.07 | 6.58 |
| 9902.0 | -7984233 | -2401288 | -5906114 | 7388.3 | -1402.5 | -1464.6 | 8.19 | 2.09 | 6.57 |
| 9904.0 | -7969440 | -2404089 | -5909004 | 7404.7 | -1439.5 | -1451.4 | 8.20 | 2.10 | 6.57 |
| 9906.0 | -7954614 | -2406881 | -5911868 | 7421.2 | -1394.1 | -1425.1 | 8.20 | 2.11 | 6.58 |
| 9908.0 | -7939756 | -2409665 | -5914705 | 7437.6 | -1389.8 | -1411.9 | 8.21 | 2.12 | 6.59 |
| 9910.0 | -7924864 | -2412441 | -5917515 | 7454.0 | -1385.6 |  | 8.22 | 2.13 2.15 | 6.60 |
| 9912.0 | -7909940 | -2415208 | -5920299 | 7470.5 |  | -1398.7 | 8.22 8.21 | 2.15 2.15 | 6.61 6.61 |
| 9914.0 | -7894982 | -2417966 | -5923057 | 7486.9 | -1376.9 | -1385.5 | 8.21 8.21 | 2.15 2.17 | 6.61 6.61 |
| 9916.0 | -7879992 | -2420715 | -5925788 | 7503.3 | -1372.6 | -1352.3 -1359.0 | 8.21 8.20 | 2.17 7.19 | 6.61 6.62 |
| 9918.0 9920.0 | -7864959 | -2.223456 | -5928493 | 7519.7 | -1369.2 | -1345.0 | 8.20 8.20 | 2.19 2.20 | 6.62 6.62 |
| 9920.0 9922.0 | -7849913 -7834824 | -2426188 | -5931172 | 7536.1 | -1363.7 | -1332.6 | 8.20 | 2.22 | 6.62 6.62 |
| 9924.0 | -7819702 | -2431625 | -5933824 | 7552.5 7568.9 | -1359.3 | $-1319.3$ | 8.19 | 2.24 | 6.63 |
| 9926.0 | -7804549 | -2434330 | -5939448 | 7568.9 | -1354.8 | -1306.1 | 8.20 | 2.25 | 6.63 |
| 9928.0 | -7789362 | -2437026 | -5941620 | 7685.3 | -1350.3 | -1292.8 | 8.21 | 2.25 | 6.63 |
| 9930.0 | -7774142 | -2439713 | -5944166 | 7618.7 | -1345.8 -1341.3 | -1279.5 | 8.27 | 2.26 | 6.64 |
| 9932.0 | -7758889 | -2442391 | -5946685 | 7634.7 | -1341.3 | -1266.2 | 8.23 | 2.27 | 6.64 |
| 9934.0 | -7743603 | -2445060 | -5949178 | 7634.7 | -1336.7 | -1253.0 | 8.24 | 2.29 | 6.64 |
| 9936.0 | -7728284 | -2447720 | -5951644 | 7667.6 | -1332.1 | -1239.7 | 8.24 | 2.30 | 6.65 |
| 9938.0 | -7712933 | -245037c | -5954083 | 7684.1 | -1327.5 | -1226.4 | 8.24 | 2.31 | 6.66 |
| 9940.0 | -7697548 | -2453011 | -5956496 | 7797.6 | -1322.9 | -1213.1 | 8.24 | 2.32 | 6.66 |
| 9942.0 | -7682130 | -2455643 | -5958882 | 7717.1 | -1318.2 | -1199.7 | 8.24 | 2.33 | 6.66 |
| 9944.0 | -7666680 | -2458265 | -5961242 | 7733.6 | -1313.5 -1308.8 | -1186.4 | 8.25 | 2.34 | 6.66 |
| 9946.0 | -765119ti | -2460879 | -5963574 | 7750.1 | -1308.8 -1304.1 | -1173.1 | 8.25 | 2.36 | 6.66 |
| 9948.0 | -7635679 | -2463482 | -5965981 | 7766.6 | -1304.1 | -1159.8 | 8.25 8.24 | 2.36 | 6.67 |
| 9950.0 | -7620130 | -2466076 | -5969160 | 7793.1 | -1299.4 -1294.6 | -1146.4 | 8.24 8.26 | 2.37 | 6.67 |
| 9952.9 | -7604547 | -246866C | -5970413 | 7799.5 | -1294.6 | -1133.1 | 8.26 | 2.39 | 6.68 |
| 9954.0 | -758993? | -2471235 | -5972639 | 7816.1 | -1289.8 -1285.0 | -1119.7 | 8.27 | 2.41 | 6.68 |
| 9956.0 | -7573293 | -2473800 | -5974838 | 7.332 .7 | -1285.0 $-1 \geq 30 . ?$ | -1106.3 | 8.27 | 2.41 | 6.68 |
| 9959.0 | -7557601 | -2476356 | -5977011 | 7849.7 | -1275.3 | -1093.0 | 8.28 | 2.42 | 6.68 |
| 9960.0 | -7541986 | -7478971 | -5979157 | 7865.3 | -1275.3 | -1079.6 | 8.28 | 2.43 | 6.68 |
| 9967.0 | -7526139 | -2491437 | -5991276 | 7887.3 | -1270.4 | -1066.2 -1052.9 | 8.29 | 2.44 | 6.68 |
| 9964.0 | -7510356 | -2483964 | -5933368 | 7998.9 | -1255.5 -1260.6 | -1052.9 | 8.27 | $? .45$ | 6.69 |
| 9966.0 | -749454? | -2496480 | -5985434 | 7915.4 | -1260.6 | -1030.5 | 8.27 8.27 | 2.47 | 6.70 6.70 |
| 9969.9 | -7478695 | -2488986 | -5997472 | 7931.9 | -1255.7 | -1026.1 | 8.27 8.26 | 2.48 | 6.70 |
| 9970.7 | -7462914 | -2491493 | -5989494 | 7948.4 | -1245.7 | -1012.7 -999.3 | 8.26 8.26 | 2.49 | 6.69 |
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| 9974.0 | -7430954 | -2496445 | -5993428 | 7981.4 | -1240.7 | -985.9 -972.4 | P. 25 8.78 | 2.52 2.51 | 6.70 6.70 |
| 9976.9 | -7414974 | -2498912 | -5995359 | 7999.4 | -1235.7 | -972.4 | 8.78 | 2.51 | 6.70 |
| 9978.1 | -7398956 | -2501369 | -5997265 | 8918.7 | -1225.9 | -959.2 | 9.28 | 2.46 | 6.60 |
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 $-7020154$ -7098626 N
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10434.7
1.3407 .5
10404.7
13722.1
13399.3
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TABLE B-V, EARTH-FIXED LAUNCH SITE POSITIONS, VELOCITIES, AND ACCELERATIONS - SECOND BUPN PHASE (CONT.)

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M/S  ..... $\stackrel{\infty}{\stackrel{\infty}{\dot{\sim}}}$1542.8
$\underset{\sim}{w}$ -5499949
-5374800
-5241280
-5100440
-4953262
-4800649
-4643428
-4482349
-4318087
-4151249
-3982378
-3811959
-3640420
-3468145
-3295471
-3122699
-2950091
-2777883
-2606280
-2435464
-2265595
-2096816
-1929248
-1763003 ..... $-1686998$
$\underset{\sim}{w}$

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$-2745.9$
BASE 6
7290.6
7296.4
7328.2


TABLE B-VI.

9899.0
9903.0
9902.0
9904.0
9906.0
9908.0
9910.0
9912.0
9914.0
9915.0
9918.0
9920.0
9922.0
9924.0
9926.0
9929.0
9930.0
99332.0
9934.0
9936.0
9938.0
9940.0
9942.0
9944.0
9946.0
9948.0
9950.0
9952.0
9954.0
9956.0
9958.0
9960.0
9962.0
9964.0
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\begin{aligned}
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-5426.196
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| $\underset{\text { STME }}{\text { SFC }}$ | XS$k \times 4$ |  | 7.8$K M$ | $\begin{aligned} & n \times 5 \\ & 4 / 5 \end{aligned}$ | $\begin{aligned} & \text { nys } \\ & M / s \end{aligned}$ | $\begin{aligned} & \mathrm{DrS} \\ & \mathrm{M} / \mathrm{S} \end{aligned}$ | $\begin{aligned} & \operatorname{mox} \times s \\ & M / S \end{aligned}$ | $\begin{aligned} & \text { gTYs } \\ & \text { M/S SO } \end{aligned}$ | $\begin{gathered} \text { ODLS } \\ \hline / \mathrm{SO} \mathrm{~S} \end{gathered}$ |
|  |  |  |  |  |  |  |  |  |  |
| 10156.0 | 4426.562 | -80.135 | -4958.125 |  |  |  |  |  |  |
| 10158.0 | 4443.015 | -79.504 | -4945.824 | 9230.6 | 311.5 317.1 | 6136.5 6164.4 | 3.84 3.86 3.8 | 1.80 1.83 | 13.93 13.98 |
| 10160.0 | 4459.484 | -78.866 | -4933.467 | 8230.6 8239.4 | 317.1 <br> 320.5 <br> 32.8 | 6164.4 6192.4 | 3.86 3.88 | 1.83 1.86 | 13.98 14.03 |
| 10162.0 | 4475.969 | -78.221 | -4921.054 | 8246.2 | 324.6 | 6220.4 6220.5 | 3.88 | 1.86 1.87 | 14.03 14.08 14.08 |
| 10164.0 | 4492.469 | -77.568 | -4908.585 | 8254.0 | 328.3 | 6248.7 | 3.91 | 1.87 | 14.08 14.14 |
| 10166.0 | 4508.985 | -76.907 | -4896.059 | 9?61.9 | 332.1 | 6277.0 | 3.93 | 1.88 1.89 | 14.14 14.18 |
| 10158.0 | 4525.517 | -76.239 | -4883.477 | 8269.8 | 335.9 | 6305.5 | 3.97 | 1.89 1.90 | 14.18 14.23 |
| 10170.0 10172.0 | 4542.064 | -75.564 | -4870.837 | 8277.8 | 339.7 | 6334.0 | 3.98 | 1.92 | 14.23 14.28 |
| 10172.0 10174.9 | 4558.628 | -74.991 | -4859.141 | 3295.7 | 343.5 | 6362.6 | 4.00 | 1.94 | 14.28 14.33 |
| 10174.7 10176.0 | 4575.207 4591.803 | -74.191 | -4845.387 | 8293.8 | 347.4 | 6391.3 | 4.02 | 1.96 | 14.39 |
| 10178.0 | 4591.803 4608.414 | -73.491 -72.784 | -4932.576 -4910.706 | 8331.8 83.09 .7 | 351.4 355 35.5 | 6420.2 6440.4 | 3.99 | 2.37 | 14.52 |
| 10180.? | 4625.041 | -72.069 | -4806.779 | 9317.4 |  | 6449.4 | 3.71 | 2.05 | 14.70 |
| 10182.0 | 4641.684 | -71.346 | -4793.790 | 8325.2 | 363.8 | 6479.3 8508.9 | 3.85 3.96 3.85 | 2.08 | 14.87 |
| 10184.0 | 4658.34 ? | -70.614 | -4780.743 | 8333.0) | 367.7 | 6538.7 | 3.93 | 2.10 | 14.96 14.95 14.95 |
| 10186.0 | 4675.016 | -59.874 | -4767.635 | 8340.9 | 372.2 | 6568.6 | 4.00 | ?.11 | 14.95 14.95 |
| 10189.0 10190. | 4691.706 | -69.125 | -4754.468 | 3348.9 | 376.4 | 6598.6 | 4.05 | 2.12 | 14.95 14.99 |
| 10190.3 10192.0 | 4709.412 | -68.368 | -4741.241 | 8357.1 | 38. .7 | 6628.6 | 4.11 | 2.13 | 14.99 15.05 |
| 10194.0 | 4725.134 4741.973 | -67.6)3 | -4727.954 | 8365.4 | 384.9 | 6658.7 | 4.16 | 2.14 | 15.10 |
| 10196.0 | 4758.629 | -66.829 | -4714.606 -4701.198 | 8373.8 <br> 9392.3 | 389.2 393.5 | 6698.9 | 4.22 | 2.14 | 15.10 |
| 10198.0) | 4775.402 | -65.255 | -4687.730 | 8390.9 | 393.5 397.9 | 6719.1 6749.4 | 4.27 | 2.15 | 15.12 |
| $10200 . ?$ | 4792.193 | -64.455 | -4674.200 | 8399.5 | 397.9 402.1 | 6749.4 6779.7 | 4.32 | 2.16 | 15.13 |
| 10202.0 | 4809.001 | -63.646 | -4660.611 | 3408.4 | 406.4 | 6809.9 | 4.37 | 2.15 | 15.15 |
| s-iva zno guidance cutaff |  |  |  |  |  |  |  |  |  |
| 10203.030 | 4817.664 | -63.226 | -4653.589 | 8413.0 | 408.5 | 6925.5 | 4.60 | 1. | 15.02 |
| 10204.0 | 4825.924 | -62.930 |  |  |  |  |  |  |  |
| 10206.0 | 4842.678 | -62.011 | -4633.284 | 83970 | 409.2 | 6834.2 | -6.45 | 0.16 | 6.18 |
| 10208.0 | 4859.410 | -61.192 | -4617.579 | 3394.? | 409.5 | 8846.5 6850.7 | -6.43 -6.44 | 0.188 | 6.14 |
| 10210.0 | 4876.166 | -60.373 | -4605.849 | 3371.3 | 409.6 | 6858.7 6870.9 | -6.44 -6.45 | c. 38 | 6.12 |
| 10212.0 | 4992.896 | -59.553 | -4592.095 | 835 A .4 | 410.0 | 6883.1 | -6.47 | 0.18 | 6.09 6.06 |
| anslunar injectition (tli) |  |  |  |  |  |  |  |  |  |
| 10213.030 | 4901.532 | -59.131 | -4595.002 | 9351.7 | 410.3 | 6899.3 | -6.47 | 0.09 | 6.05 |
| 10259.0 | 5205.789 | -43.970 | -4326.277 | 9108.2 |  |  |  |  |  |
| 10303.0 | 5602.723 | -23.222 | -2964.391 | 7757.4 | 412.7 |  | -6.7c | 0.06 | 5.57 |
| 10350.0 | 5982.387 | -2.440 | -3597.276 | 7419.3 | 415.1 | 7365.7 7593.3 | -6.92 | 0.33 | 4.89 |
| 10450.0 | 6344.497 | 18.363 | -3225.617 | 7066.0 | 415.9 | 7787.6 | -1.03 | -0.01 | 4.22 |
| 10455.0 | 6689.013 | 39.129 | -2412.055 | 6714.8 | 414.5 | 7949.7 | -7.05 -6.99 | -0.02 -0.04 | 3.56 2.93 2.03 |
| 10503.0 | 7016.059 | 59.806 | -2411.149 | \$369.6 | 412.4 | 8081.7 | -6.85 | -0.05 | 2.93 2.35 |


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## APPENDIX C

TIME HISTORY OF TRAJECTORY PARAMETERS - ENGLISH UNITS
The postflight trajectory, from guidance reference release to CSM separation, is tabulated in English units in Tables C-I through C-VII.

Table C-I gives the earth-fixed launch site position, velocity, and acceleration components for the ascent phase of flight.
Table C-II gives the launch vehicle navigation position, velocity, and acceleration components for the ascent phase of

Table C-III gives the geographic polar coordinates for the ascent phase of flight.

Table C-IV gives the geographic polar coordinates for the parking orbit phase of fiight.

Table $C-V$ gives the earth-fixed launch site position, velocity, and acceleration components for the second burn phase of flight.

Table C-VI gives the launch vehicle navigation position, phacity, and acceleration components for the second burn

Table C-VII gives the geographic polar coordinates for the second burn phase of fiight.

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| TIMF | TABLE C | EARTH-FIXED |  | VELOCITIES, AND ACCELERATIONS - ASCENT PHASE (CONT.) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $x E$ | re | zF | dxe | DYE | dze | DDXE | dove | Doze |
| SEC | FT | Ft | FT | FT/S | FT/S | FT/S | FT/S So | FT/S So | FT/S SO |
| 58.0 | 18598 | 78 | 3269 | 774.0 | -1.4 | 282.8 | 20.30 | -0.12 | 18.64 |
| 59.0 | 19382 | 77 | 3561 | 794.4 | -1.5 | 301.8 | 20.43 | -0.10 | 19.40 |
| 60.0 | 20187 | 75 | 3873 | 814.9 | -1.5 | 321.6 | 20.56 | -0.05 | 20.16 |
| 61.0 | 21012 | 74 | 4205 | 835.6 | -1.5 | 342.1 | 20.72 | 0.01 | 20.92 |
| 62.0 | 21858 | 72 | 4557 | 856.3 | -1.5 | 363.4 | 20.83 | 0.10 | 21.67 |
| 63.0 | 22725 | 71 | 4932 | 877.2 | -1.3 | 385.4 | 20.94 | 0.17 | 22.42 |
| 64.0 | 23613 | 69 | 5328 | 898.2 | -1.2 | 408.3 | 21.02 | 0.22 | 23.22 |
| 65.0 | 24521 | 68 | 5748 | 919.2 | -1.0 | 431.9 . | 21.06 | 0.23 | 24.04 |
| 66.0 | 25451 | 68 | 6192 | 940.3 | -0.9 | 456.4 | 21.06 | 0.24 | 24.88 |
| MACH 1 |  |  |  |  |  |  |  |  |  |
| 66.300 | 25735 | 67 | 6331 | 946.6 | -0.7 | 463.9 | 21.05 | 0.23 | 25.14 |
| 67.0 | 26402 | 67 | 6661 | 961.3 | -0.5 | 481.7 | 21.03 | 0.23 | 25.75 |
| 68.0 | 27374 | 67 | 7156 | 982.3 | -0.? | 507.9 | 21.00 | 0.23 | 26.63 |
| 69.0 | 28366 | 66 | 7677 | 1003.3 | 0.1 | 534.9 | 20.99 | 0.30 | 27.53 |
| 70.0 | 29380 | 67 | 8226 | 1024.4 | 0.4 | 562.9 | 21.03 | 0.41 | 28.41 |
| 71.0 | 30415 | 67 | 9803 | 1045.5 | 0.9 | 591.7 | 21.10 | 0.53 | 29.30 |
| 72.0 | 31471 | 68 | 9410 | 1065.6 | 1.4 | 621.5 | 21.19 | 0.62 | 30.24 |
| 73.0 | 32548 | 70 | 10047 | 1087.8 | 2.0 | 652.3 | 21.29 | 0.67 | 31.23 |
| 74.0 | 33647 | 73 | 10715 | 1109.1 | 2.8 | 684.0 | 21.37 | 0.71 | 32.25 |
| 75.0 | 34767 | 76 | 11415 | 1130.6 | 3.5 | 716.8 | 21.44 | 0.75 | 33.27 |
| 76.0 | 35909 | 79 | 12149 | 1152.0 | 4.2 | 750.6 | 21.53 | 0.73 | 34.33 |
| 77.9 | 37071 | 84 | 12917 | 1173.6 | 5.0 | 785.4 | 21.60 | 0.72 | 35.37 |
| 78.0 | 38255 | 89 | 13720 | 1195.2 | 5.7 | 821.3 | 21.65 | 0.69 | 36.37 |
| 79.0 | 39461 | 95 | 14560 | 1216.9 | 6.3 | 858.1 | 21.73 | 0.64 | 37.37 |
| 83.0 | 40689 | 102 | 15436 | 1238.7 | 6.9 | 896.0 | 21.83 | 0.55 | 38.37 |
| 81.0 | 41939 | 109 | 16352 | 1260.6 | 7.4 | 934.9 | 21.93 | 0.47 | 39.38 |
| 82.0 | 43210 | 117 | 17307 | 1282.5 | 7.8 | 974.8 | 22.03 | 0.39 | 40.40 |
| maximum drnamic pressure |  |  |  |  |  |  |  |  |  |
| 83.000 | 44504 | 125 | 18307 | 1304.6 | 8.2 | 1015.7 | 22.14 | 0.31 | 41.45 |
| 84.0 | 45820 | 133 | 19338 | 1326.8 | 9.5 | 1057.7 | 22.24 | 0.28 | 42.48 |
| 85.0 | 47158 | 142 | 20417 | 1349.1 | 8.8 | 1100.6 | 22.36 | 0.29 | 43.44 |
| 86.0 | 49518 | 151 | 21540 | 1371.5 | 9.1 | 1144.5 | 22.48 | 0.29 | 44.36 |
| 87.0 | 49901 | 160 | 22707 | 1394.1 | 9.4 | 1189.3 | 22.62 | 0.26 | 45.27 |
| 88.7 | 51306 | 170 | 23919 | 1416.8 | 9.6 | 1235.0 | 72.77 | 0.20 | 46.14 |
| 89.0 | 52734 | 179 | 25177 | 1439.7 | 9.7 | 1281.6 | 22.92 | 0.10 | 47.02 |
| 97.0 | 54195 | 189 | 26482 | 1462.7 | 9.7 | 1329.1 | 23.07 | -0.00 | 47.96 |
| 91.0 | 55660 | 199 | 27936 | 1485.8 | 9.7 | 1377.6 | 23.19 | -0.13 | 49.00 |
| 92.0 | 57157 | 209 | 29238 | 1509.0 | 9.5 | 1427.2 | 23.28 | -0.22 | 50.09 |
| 93.0 | 58678 | 218 | 30590 | 1532.3 | 9.3 | 1477.8 | 23.33 | -0.26 | 51.20 |





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|  | TABLF C-I. |  | VELOCITIES, AND ACCELERATIONS - ASCENT PHASE (CONT.) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { TIME } \\ & \text { SEC } \end{aligned}$ | $\begin{aligned} & \text { XE } \\ & \text { FT } \end{aligned}$ | $\begin{aligned} & Y E \\ & F T \end{aligned}$ | $\begin{aligned} & \text { ZE } \\ & \text { F } \end{aligned}$ | $\begin{aligned} & \text { DXE } \\ & \text { FT/S } \end{aligned}$ | $\begin{aligned} & \text { OYE } \\ & \text { FT/S } \end{aligned}$ | $\begin{aligned} & \text { OZF } \\ & \text { FT/S } \end{aligned}$ | $\begin{aligned} & \text { DOXE } \\ & \text { FT/S SQ } \end{aligned}$ | $\begin{aligned} & \text { DDYE } \\ & \text { FT/S SO } \end{aligned}$ | $\begin{aligned} & \text { DOZE } \\ & \text { FT/S SO } \end{aligned}$ |
|  |  |  |  |  |  |  |  |  |  |
| 586.0 | $-287780$ | 112791 | 6194278 | -6171.6 | 641.9 | 21052.1 | -29.77 | 2.09 | 10.55 |
| 588.0 | -300181 | 114079 | 6236403 | -6229.3 | 646.1 | 21073.2 | -28.88 | 2.12 | 10.55 |
| 590.0 | -312697 | 115375 | 6278570 | -6297.1 | 650.3 | 21094.3 | -29.00 | 2.13 | 10.57 10.58 |
| 592.0 | -325329 | 116680 | 6320780 | -6345.? | 654.6 | 21115.4 | -29.09 | 2.14 | 10.58 |
| 594.0 | -338078 | 117994 | 6363032 | -6403.5 | 658.9 | 21136.6 | -29.17 | 2.15 | 10.54 |
| 596.0 | -350943 | 119316 | 6405326 | -6461.9 | 663.2 | 21157.6 | -29.27 | 2.16 | 10.49 |
| 598.0 | -363926 | 120446 | 6447662 | -6520.6 | 667.5 | 21178.5 | -29.38 | 2.16 | 10.46 |
| 600.0 | -377026 | 121986 | 6490040 | -6579.4 | 671.9 | 21199.4 | -29.47 | 2.17 | 10.44 |
| 602.0 | -390244 | 123334 | 6532460 | -6638.4 | 676.2 | 21220.3 | -29.55 | 2.19 | 10.44 |
| 604.0 | -403580 | 124691 | 6574922 | -6697. 6 | 680.6 | 21241.2 | -29.62 | 2.21 | 10.41 |
| 606.0 | -417034 | 126056 | 6617425 | -8756.9 | 685.0 | 21262.0 | -29.69 | 2.22 | 10.38 10.36 |
| 608.0 | -430607 | 127431 | 6659969 | -6816.4 | 589.5 | 21282.7 | -29.78 | 2.22 | 10.36 |
| 610.0 | -444300 | 128814 | 6702556 | -6976.3 | 693.9 | 21303.4 | -29.87 | 2.22 | 10.36 |
| 612.0 | -458112 | 130206 | 6745183 | -6935.9 | 698.4 | 21324.2 | - 29.98 | 2.24 2.26 | 10.39 10.39 |
| 614.0 | -472043 | 131698 | 6787852 | -6995.9 | 702.9 | 21344.9 | -30.08 | 2.26 | 10.39 10.36 |
| 616.0 | -486096 | 133018 | 6830563 | -7056.2 | 707.4 | 21365.7 | $-30.16$ | 2.25 | 10.36 |
| 618.0 | -500268 | 134437 | 6873315 | -7116.6 | 711.9 | 21386.4 | -30.24 -30.32 | 2.23 7.22 | 10.32 10.30 |
| 620.0 | -514562 | 135865 | 6916108 | -7177.1 | 716.3 | 21407.0 | -30.32 -30.41 | 2.22 2.25 | 10.30 10.27 |
| 622.0 | -528977 | 137303 | 6958943 | -7237.9 | 720.8 | 21427.6 | -30.41 | 2.25 2.28 | 10.27 10.23 |
| 624.0 | -543514 | 138749 | 7001819 | -7298.8 | 725.3 | 21448.1 | -30.50 | 2.28 2.30 | 10.23 10.20 |
| 626.0 | -559172 | 140294 | 7044735 | -7359.9 | 729.9 | 21468.5 | $-30.58$ | 2.30 | 10.20 |
| 629.0 | -572953 | 141669 | 7087693 | -7421.1 | 734.5 | 21488.9 | -30.66 | 2.29 | 10.21 |
| 630.0 | -587857 | 143142 | 7130691 | -7492.5 | 739.1 | 21509.3 | -30.75 | 2.28 | 10.19 |
| 632.9 | -602883 | 1.44625 | 7173730 | -7544.1 | 743.6 | 21529.7 | -30.82 | 2.26 2.25 | 10.16 |
| 634.0 | -618033 | 146116 | 7216809 | $-7605.8$ | 748.1 | 21550.0 | -30.88 | 2.25 2.25 | 10.13 |
| 636.0 | -633307 | 147617 | 7259930 | -7667.6 | 752.6 | 21570.2 | -30.96 | 2.25 | 10.11 |
| 638.0 | -648704 | 149127 | 7303090 | -7729.6 | 757.1 | 21590.4 | -31.05 | 2.28 | 10.09 |
| 640.0 | -664225 | 150646 | 7346291 | -7791.9 | 761.7 | 21610.5 | -31.15 | 2.29 | 10.05 |
| 642.0 | -679871 | 152173 | 7399532 | -7854.7 | 766.3 | 21630.6 | -31.22 | 2.28 | 10.01 9.99 |
| 644.0 | -69564? | 153711 | 7432813 | -7916.7 | 770.8 | 21650.6 | -31.30 | 2.27 | 9.99 9.98 |
| 646.0 | -711539. | 155257 | 7476135 | -7979.4 | 775.4 | 21670.6 | -31.38 | 2.27 | 9.98 9.97 |
| 648.0 | -727560 | 156812 | 7519496 | -9042.3 | 779.9 | 21690.5 | -31.47 | 2.28 | 9.97 |
| 650.0 | -743707 | 153376 | 7562897 | - 3105.3 | 784.5 | 21710.5 | -31.56 | 2.29 | 9.98 10.01 |
| 652.0 | -759981 | 15995 C | 7606337 | $-8168.5$ | 789.1 | 21730.4 | -31.66 | 2.35 | 10.01 |
| 654.0 | -776382 | 161533 | 7649818 | -8231.9 | 743. 7 | 21750.4 | -31.74 | 2.32 | 9.99 |
| 656.0 | -792909 | 163125 | 7693339 | $-8295.5$ | 798.3 | 21770.4 | -31.82 | 2.32 2.31 | 9.93 9.89 |
| 658.0 | -809564 | 164726 | 7736900 | -3359.2 | 803.0 | 21790.2 | -31.91 | 2.31 | 9.89 |
| 660.0 | -826346 | 166337 | 7790500 | -9423.1 | $8) 7.6$ | 21809.9 | -32.01 | 2.31 | 9.86 |
| 662.3 | -843256 | 167956 | 7824139 | -9497. 2 | 812.7 | 21829.6 | -32.08 | 2.31 | 9.82 |
| 664.0 | -860295 | 169585 | 7867818 | -9551.4 | 816.3 | 21849.3 | -32.10 | 2.30 | 9.82 |
| 666.0 | -87746? | 171224 | 791.1536 | -9615.6 | 821.4 | 21868.9 | -32.16 | 2.29 2.31 | 9.81 |
| 668.0 | -894758 | 172871 | 7955294 | -3680.? | 326.0 | 21888.4 | -32.41 | 2.31 | 9.74 |
| 670.0 | -912183 | 174578 | 7999000 | $-8745.4$ | 930.6 | 21907.8 | -32.76 | 2.34 | 9.61 |



|  | TABLE C-I, EARTH-FIXED LAUNCH SITE POSITIONS, VELOCITIES. AND ACCELERATIONS - ASCENT PHASE (CONT.) |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | XE | YE | 2 E | DXE | Ore | DZE | DOXE | DDYE |
| SEC | Ft | Ft | Ft | FV/S | FT/S | FT/S |  |  |
| 672.0 | -929740 | 176193 | 8042925 | -8911.2 | 835.3 | 21926.9 | -33.04 | 2.35 |
| 674.0 | -947428 | 177869 | 9086797 | $-9877.3$ | 884.0 | 21945.9 |  | 2.34 2.34 2.34 |
| 676.0 | -965249 | 179553 | 8130708 | -9943.5 | 844.7 | 21964.9 | -33.02 | 2.34 2.35 |
| 678.0 | -983202 | 181248 | 8174657 | $-9509.5$ | 849.4 854.1 | 22003.2 | -32.97 | 2.37 |
| 680.0 | -1001287 | 182951 | 8218644 | -9375.4 | 854.1 858.8 | 22002.3 | -32.96 | 2.38 |
| 682.0 | -1019504 | 184664 | 8262670 8306734 | -9141.3 -9207.2 | 886.8 | 22041.5 | -32.93 | 2.37 |
| 684.0 | -103785? | 186386 | 8306734 | -9207.2 | 886.6 | 22060.7 | -32.90 | 2.36 |
| 686.0 | -1056332 | 188118 | 8350836 | -9273.0 | 868.3 8771 | 22079.9 | -32.88 | 2.37 |
| 688.0 | -1074944 | 189860 | 8394976 | -9338.8 -9404.6 | 873.1 877.8 | 22099.1 | -32.87 | 2.37 |
| 690.0 | -1093688 | 191610 | 843915 | -9470.3 | 882.6 | 22118.4 | -32.85 | 2.37 |
| 69.0 | -1112563 | 193371 | R483373 | -9536.3 | 887 | 22137.6 | -32.83 | 2.37 |
| 694.0 | -1131569 | 195141 | . 8527629 | -9536.0 | 887.3 | 22159.6 | -32.82 |  |
| 696.0 | -1150706 | 196920 | 8571924 | -9601.6 | ${ }_{896.1}^{892.1}$ | 22176.2 | -32.81 | 2.37 |
| 69.8 | -1169975 | 198709 | 8616257 | -9667.2 | 896.8 | 22176.2 | -32.81 |  |
| 699.370 | $\begin{aligned} & \text { S-IVB } 1 \text { ST GU GU } \\ & -118286 ? \end{aligned}$ | cutoff | 8645761 | -9710.9 | 900.0 | 22189. | -32.80 | 2.38 |
| 700.0 | -1189374 | 200507 | 8660627 | -9729.2 | 931.4 | 22187.0 | -25.06 | 1.66 |
| 702.0 | -1208883 | 20231 ? | 8704978 | -9779.2 | 904.5 | 22165.0 | -24.96 | 1.66 |
| 704.0 | -1228491 | 204125 | 8749285 | -9820.1 | 907.8 | 22142.8 | -24.94 | 1.66 |
| 706.0 | -1248201 | 205044 | 8793550 | -9878.9 | 911.1 | 22120.5 | -24.92 | 1.67 |
| 708.0 | -1268009 | 207769 | 8937769 | -9929.7 | 914.4 | 22098.1 | -24.89 | 1.66 |
| 709.330 | PARKING ORBI | $\mathrm{T}_{20 \mathrm{IONO}}^{2090}$ | 8867971 | -9962.3 | 916.8 | 22083.4 | -24.88 | 1.66 |

TABLE C－II，LAUNCH VEHICLE NAVIGATION POSITIONS，VELOCITIES，AND ACCELERATIONS－ASCENT PHASE

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| TABLE C-II. LAUNCH VEHICLE NAVIGATION POSITIONS, VELOCITIES, AND ACCELERATIONS - ASCENT PHASE (CONT.) |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | $\times 5$ | rs | 25 | Dxs | ors | ozs | 00xs | Dors |
| SEC | NM | NM | NM | Ft/s | fi/s | FT/S | FT/S SQ | ft/s so |
| 58.0 | 3444.309 | 14.317 | 13.308 | 766.1 | 408.9 | 1564.0 | 20.11 | -0.16 |
| 59.0 | 3444.437 | 14.384 | 13.567 | 796.2 | 408.9 | 1583.2 | 20.24 | -0.15 |
| 60.0 | 3444.568 | 14.452 | 13.829 | 8.35 .5 | 408.7 | 1603.2 | 29.35 | -0.10 |
| 61.0 | 3444.702 | 14.519 | 14.095 | 827.0 | 408.6 | 1623.9 | 20.50 | -0.04 |
| 62.0 | 3444.840 | 14.586 | 14.364 | 847.5 | 409.6 | 1645.4 | 20.61 | 0.04 |
| 63.0 | 3444.981 | 14.653 | 14.636 | 963.2 | 403.7 | 1667.7 | 20.71 | 0.11 |
| 64.0 | 3445.126 | 14.721 | 14.913 | 888.9 | 408.8 | 1590.7 | 20.79 | 0.15 |
| 65.0 | 3445.274 | 14.788 | 15.193 | 909.7 | 409.9 | 1714.6 | 20.82 | 0.17 |
| 66.0 | 3445.425 | 14.855 | 15.477 | 930.4 | 409.0 | 1739.3 | 20.81 | 0.16 |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| 67.0 | 3445.580 | - 14.922 | 15.766 | 951.2 | 409.2 | 1764.9 | 20.77 | 0.15 |
| 68.0 | 3445.739 | 14.990 | 16.058 | 971.9 | 4.109 .4 | 1791.3 | 20.73 | 0.15 |
| 69.0 | 3445.900 | - 15.057 | 16.355 | 992.7 | 409.6 | 1818.6 | 20.71 | 0.21 |
| 70.0 | 3446.765 | -15.125 | 16.657 | 1313.4 | 409.9 | 1846.8 | 20.74 | 0.32 |
| 71.0 | 3446.234 | - 15.192 | 16.963 | 1034.2 | 410.2 | 1875.9 | 20.80 | 0.44 |
| 72.0 | 3446.406 | - 15.260 | 17.274 | 1055.0 | 41.97 | 1905.9 | 20.88 | 0.52 |
| 73.0 | 3446.581 | 15.327 | 17.591 | 1075.9 | 411.2 | 1936.9 | 20.96 | 0.56 |
| 74.0 | 3446.760 | 15.395 | 17.912 | 1096.9 | 411.8 | 1968.9 | 21.03 | 0.61 |
| 75.0 | 3446.942 | 15.463 | 18.239 | 1117.9 | 412.4 | 2002.0 | 21.09 | 0.64 |
| 76.0 | 3447.128 | - 15.531 | 18.571 | 1139.7 | 413.0 | 2036.1 | 21.17 | 0.61 |
| 77.0 | 3447.317 | 15.599 | 18.909 | 1160.2 | 413.6 | 2071.2 | 21.23 | 0.60 |
| 79.0 | 3447.510 | 15.667 | 19.253 | 1181.4 | 414. ? | 2107.3 | 21.26 | 0.56 |
| 79.7 | 3447.706 | - 15.735 | 19.603 | 1232.7 | 414.7 | 2144.5 | 21.33 | 0.50 |
| 80.0 | 3447.906 | - 15.803 | 19.959 | 1224.1 | 415.1 | 2182.6 | 21.42 | 0.41 |
| 91.0 | 3448.109 | - 15.872 | 20.321 | 1245.5 | 415.5 | 2221.8 | 21.50 | 0.33 |
| 82.0 | 3448.316 | $6 \quad 15.940$ | 20.690 | 1267.1 | 415.8 | 2262.0 | . 21.60 | 0.23 |
| maximum ornamic pressure |  |  |  |  |  |  |  |  |
| 83.090 | 3448.526 | 516.009 | 21.066 | 1289.7 | 416.3 | 2303.3 | 21.68 | 0.15 |
| 84.0 | 3449.747 34489 | $7 \quad 16.077$ | 21.448 | 1310.4 | 415.1 | 2345.5 | 21.77 | 0.11 |
| 85.9 | 3448.957 | 716.146 | 71.838 | 1332.2 | 416.2 | 2388.9 | 21.88 | 0.11 |
| 86.7 | 3449.178 | 16.214 | 22.235 | 1354.1 | 416.3 | 2433.0 | 21.99 | c. 11 |
| 87.3 | 3449.403 | 316.283 | 22.639 | 1376.2 | 415.4 | 2478.1 | 22.12 | 0.07 |
| 88.9 | 3449.631 | 16.351 | 23.050 | 1308.4 | 416.4 | 2524.1 | 22.25 | 0.01 |
| $89 . ?$ | 3449.863 | 316.420 | 23.470 | 1423.7 | 415.4 | 2571.0 | 22.39 | -0.10 |
| 90.0 | 3450.999 | -16.488 | 23.897 | 1443.1 | 416.2 | 2618.9 | 22.53 | -0.21 |
| 91.0 | 3450.339 | $9 \quad 16.557$ | 24.332 | 1465.7 | 415.9 | 2667.8 | 22.62 | -0.34 |
| 92.9 | 3450.581 | 16.625 | 24.775 | 1499.3 | 415.5 | 2717.5 | 27.70 | -0.44 |
| 93.0 | 3450.929 | 316.693 | 25.226 | 1511.0 | 415.1 | 2768.7 | 22.73 | -0.49 |

## D5-15560-6

 ASCENT PHASE (CONT.)


| time | TABLE C-II, LAUNCH | VEHICLE NAVIGATION POSITIONS, VELOCITIES, AND ACCELERATIONS - ASCENT PHASE (CONT.) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | X 5 | Ys | 2S | DxS | drs | DZS | ooxs | ooys |
| SEC | NM | NM | NM | FT/S | FT/S | FT/S | FT/S SO | FT/S SQ |
| 136.0 | 3464.882 | 19.591 | 55.215 | 2448.5 | 403.5 | 6080.1 | 10.85 | -c. 09 |
| 137.0 | 3465.288 | 19.657 | 56.222 | 2459.4 | 403.4 | 6164.8 | 10.89 | -0.01 |
| 139.0 | 3465.691 | 19.723 | 57.243 | 2470.2 | 403.5 | 6250.1 | 10.92 | 0.18 |
| 139.0 | 3466.099 | 19.790 | 58.280 | 2481.2 | 4.33 .7 | 6336.3 | 10.95 | 0.21 |
| 140.0 | 3466.508 | 19.856 | 59.330 | 2492.1 | 403.9 | 6423.7 | 10.99 | 0.29 |
| 141.0 | 3466.919 | 19.923 | 60.395 | 25.3 .1 | 404.3 | 6512.2 | 11.06 | 0.40 |
| 142.9 | 3467.332 | 19.989 | 61.474 | 2514.2 | 4.94 .6 | 6601.9 | 11.12 | 0.23 |
| 143.0 | 3467.747 | 20.056 | 62.568 | 2525.3 | 404.7 | 6692.7 | 11.18 | 0.21 |
| 144.0 | 3468.164 | 20.123 | 63.677 | 2536.3 | 404.9 | 6786.1 | 11.28 | 0.14 |
| 145.0 | 3469.587 | 20.189 | 64.892 | 2547.6 | 405.3 | 6879.6 | 11.41 | 0.07 |
| 146.0 | 3469.003 | 20.256 | 65.942 | 2559.7 | 405.0 | 6974.2 | 11.53 | -0.00 |
| 147.0 | 3469.425 | 70.323 | 67.098 | 2570.5 | 405.0 | 7070.0 | 11.66 | -0.05 |
| 148.0 | 3459.849 | 20.389 | 68.269 | 2592.3 | 404.4 | 7167.1 | 11.79 | -0.07 |
| 149.0 | 3477.275 | 20.456 | 69.457 | 2594.1 | 404.9 | 7265.6 | 11.89 | -0.08 |
| 150.0 | 3470.703 | 20.522 | 70.661 | 2535.1 | 404.9 | 7365.3 | 12.02 | -0. 28 |
| 151.0 | 3471.134 | 20.589 | 71.881 | 2618.1 | 404.7 | 7466.4 | 17.16 | -0.08 |
| 152.9 | 3471.566 | 20.656 | 73.118 | 2630.3 | 404.6 | 7568.9 | 12.28 | -0.09 |
| 153.) | 3472.005 | 20.722 | 74.373 | 2642.7 | 404.5 | 7672.6 | 12.38 | -0.08 |
| 154.0 | 3472.436 | 23.789 | 75.644 | 2655.1 | 404.4 | 7777.8 | 12.52 | -0.08 |
| 155.0 | 3472.974 | 20.855 | 76.933 | 2567.7 | 404.3 | 7884.5 | 12.66 | -0.09 |
| 156.0 | 3473.314 | 20.922 | 78.239 | 2580.4 | 404.2 | 7992.9 | 12.81 | -0.05 |
| 157.0 | 3473.757 | 20.98 A | 79.564 | 2493.? | 404.? | 8102.5 | 12.96 | -0.05 |
| 158.0 | 3474.201 | 21.055 | 89.906 | 2706.2 | 404.2 | 8213.3 | 13.10 | 0.08 |
| 159.9 | 3474.648 | 21.121 | 82.267 | 2719.4 | 404.2 | 8326.7 | 13.25 | -0.02 |
| 160.0 | 3475.097 | 21.188 | 83.647 | 2732.7 | 404.2 | 8441.0 | 13.39 | -0.05 |
| 161.0 | 3475.548 | 71.254 | 85.046 | 2745.2 | 404.1 | 8556.9 | 13.54 | -0.06 |
|  | S-IC dutroaro engine | CUTOFF IFNGINE | SOLENOITI |  |  |  |  |  |
| 161.630 | 3475.835 | 21.296 | 95.942 | 2754.7 | 474.0 | 8630.7 | 13.62 | -0.23 |
| 162.0 | 3476.003 | 21.321 | 86.468 | 2753.0 | 404.7 | 9659.1 | $-13.42$ | -c. 10 |
| 163. 200 | S-IC/S-II SEPARATION | COMMAND | 86.895 | 2747.7 | 403.9 | 9666.5 | $-30.98$ | -0.04 |
| 162. 20 | 3476.134 | 71.341 | 86.895 | 2747.7 | 403.4 | 8666.5 | -30.98 | -0.04 |
| 164.0 | 3476.890 | 21.454 | 99.317 | 2605.5 | 407.7 | 9867.3 | -30.85 | -0.03 |
| 166.0 | 3477.774 | 21.587 | 92.175 | 2637.) | 403.3 | 9878.0 | -24.46 | -0.33 |
| 168.0 | 3474.637 | 21.719 | 95.036 | 2597.5 | 402.9 | 8715.7 | -23.63 | -0.16 |
| 170.0 | 3479.482 | 21.952 | 97.912 | 2543.1 | 432.4 | 875 K .6 | -22.42 | -0.26 |
| 172.0 | 3480.312 | 21.984 | 100.801 | 24.98 .4 | 401.9 | 8801.6 | -22.28 | -0.33 |
| 174.9 | 3481.127 | 72.110 | 103.706 | 2453.7 | 401.5 | 4947.2 9893.5 | -22.17 | -0.17 |
| 176.7 | 3491.927 | 22.349 | 106.626 | 24.19 .6 | 401.7 | 9893.5 | -22.0n | -0.22 |
| 178.? | 3492.713 | 22.380 | 109.561 | 2365.6 | 400.6 | 8339.9 | -21.94 | -0. 21 |$\underset{\sim}{2}$



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| ABLE C-II. | VEHICLE | TION POS | S, VEL | AN | LERATI | ASCENT PH | (CONT. ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\times 5$ | YS | 25 | Dxs | DYS | DZS |  |  |
| NM | NM | NM | FT/S | Fr/S | FT/S | FT/S 50 | FT/S So |
| 3483.484 | 22.512 | 112.511 | 2321.9 |  |  |  |  |
| 3484.241 | 22.644 | 115.477 | 2278.2 | 439.1 | 8986.5 | -21.86 | -0.21 |
| 3484.984 | 22.775 | 119.458 | 2234.7 | 309.3 | 9083.3 | -21.78 | -0.21 |
| 3485.713 | 22.907 | 121.455 | 2191.2 | 398.8 | 9127.5 | -21.72 | -0.21 |
| 3486.427 | 23.038 | 174.467 | 2147.9 | 398.4 | 9174.9 | -21.68 | -0.20 |
| 3487.127 | 23.169 | 127.495 | 2104.7 | 398.0 | 9222.4 | -21.62 | -0.20 |
| 3487.812 | 23.300 | 130.538 | 2061.6 | 397.6 | 9270.2 | -21.56 | -0.20 |
| 3488.484 | 23.431 | 133.597 | 2718.7 | 397.2 | 9318.1 | -21.48 | -0.21 |
| 3489.141 | 23.561 | 136.672 | 1975.9 | 396.7 | 9366.4 | -21.41 | -0.20 |
| 3489.785 | 23.692 | 139.763 | 1933.4 | 396.3 | 9414.9 | -21.16 | -0.21 |
| 3499.414 | 23.827 | 142.870 | 1891.0 | 395.9 | 9463.7 | -21.20 | -0.18 |
| 3491.029 | 23.953 | 145.993 | 1949.3 | 395.5 | 9512.9 | -21.35 | -0.18 |
| 3491.631 | 24.083 | 149.133 | 1805.7 | 395.1 | 9562.4 | -21.35 | -0.18 |
| 3492.218 | 24.213 | 152.289 | 1763.7 | 394.6 | 9611.9 | -20.72 | -0.22 |
| 3492.792 3493.359 | 24.342 | 155.460 | 1723.3 | 394.0 | 9660.8 | -19.60 | -0.27 -0.32 |
| 3493.357 3493.902 3490.48 | 2.4 .472 | 158.648 | 1895.2 | 393.3 | 9709.0 | -19.63 | -0.36 |
| 3493.902 3494.438 | 24.601 | 161.852 | 1648.7 | 392.5 | 9756.5 | -17.84 | -0.36 -0.39 |
| 3494.438 3494.964 3495 | 24.730 | 165.071 | 1513.4 | 391.7 | 9803.7 | -17.46 | -0.39 |
| 3494.964 3495.478 | 24.850 | 168.306 | 1578.7 | 391.3 | 9850.3 | -17.32 | -0.37 |
| 3495.478 3495.980 | 24.988 25.116 | 171.556 | 1544.1 | 390.2 | 9898.0 | -17.18 | -0.35 |
| 3495.980 3496.472 | 25.116 25.244 | 174.822 173.103 | 1509.8 | 389.5 | 9945.4 | -17.14 | -0.34 |
| 3496.95? | 25.372 | 181.400 | 1475.5 | 388.8 | 9992.9 | -17.16 | -0.34 |
| 3497.420 | 25.500 | 184.713 | 1441.1 | 388.1 | 10040.8 | $-17.20$ | -0.35 |
| 3497.878 | 25.627 | 199.042 | 14372.1 13721 | 387.3 386.6 | 10088.9 | -17.23 | -0.38 |
| 3498.324 | 25.754 | 191.387 | 1337.5 | 386.6 | 10137.3 | -17.26 | -0.40 |
| 3498.758 | 25.881 | 194.748 | 1372.9 | 385.8 385.7 | 10185.9 | -17.29 | -0.38 |
| 3499.181 | 26.008 | 198.125 | 1268.? | 385.3 394.3 | 10234.8 | -17.32 | -0.34 |
| 3499.593 | 26.134 | 201.518 | 12.33 .5 | 384.3 383.7 | 10284.9 10333.4 | -17.33 -17.34 | -0.33 |
| 3499.993 3500.382 | 26.260 | 204.927 | 1198.4 | 383.7 | 10333.4 | $-17.34$ | -0.35 |
| 3500.382 3500.760 | 26.386 | 209.353 | 1164.0 | 392.2 | 10383.0 10432.9 | -17.37 -17.40 | -0.35 |
| 3500.760 3501.126 | 26.512 | 211.795. | 1129.1 | 391.5 | 10432.9 | -17.40 | -0.35 |
| 3501.126 3501.48 J | 26.637 | 215.754 | 1094.2 | 330.9 | 10533.5 | -17.41 | -0.35 |
| 3501.483 3501.923 | 26.763 | 218.730 | 1559.3 | 390.1 | 10593.3 | -17.43 | -0.35 |
| 3501.823 3507.154 | 25.897 | 222.222 | $1) 74.3$ | 379.3 | 10535.3 | -17.46 | -C.36 |
| 3507.154 3502.474 | 27.C12 | 225.731 | 989.3 | 378.6 | 10586.5 | -17.50 -17.53 | -0.35 |
| 3502.474 3502.782 | 27.137 | 729.257 | 254.1 | 377.9 | 10738.1 | -17.53 | -0.33 -0.33 |
| 3532.782 3502.079 | 27.2 .61 | 233.900 | ง19.0. | 377.3 | 10790.3 | -17.57 | -0.33 |
| 3502.779 3503.764 | 27.385 | 236.361 | 333.8 | 376.6 | 10342.2 | -17.59 | -0.33 -0.33 |
| 3503.764 3503.639 | 27.509 | 239.933 | 949.5 | 375.9 | 10994.6 | -17.61 | -0.33 |
| 3503.638 3503.900 | 27.633 | 243.533 | 813.2 | 375.2 | 10947.3 | -17.65 | -0.33 |
| 3503.900 3504.150 | 27.756 | 247.145 | 777.9 | 374.6 | 11000.3 | -17.69 | -c. 35 |
| 3504.150 | 27.379 | 750.774 | 742.4 | 373.9 | 11053.7 | -17.74 | -c. 35 |

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|  | TABLE C-II. | VEHICLE NAVIGATION POSITIONS, VELOCITIES, AND ACCELERATIONS - ASCENT PHASE (CONT.) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | xs | ys | 25 | nxs | DYS | ozs | ooxs | onvs |
| SEC | NM | NM | NM | FT/S | FT/S | FT/S | FT/S So | FT/S SQ |
| 266.0 | 3504.398 | 28.002 | 254.422 | 706.8 | 373.2 | 11107.4 | -17.78 | -0.33 |
| 268.0 | 3504.615 | 28.125 | 258.087 | 671.2 | 372.5 | 11161.4 | -17.79 | -0.34 |
| 270.0 | 3504.830 | 28.247 | 261.769 | 635.6 | 371.8 | 11215.6 | -17.80 | -0.34 |
| 272.0 | $35 \mathrm{C5.034}$ | 28.370 | 265.470 | 599.9 | 371.1 | 11270.3 | -17.84 | -0.34 |
| 274.0 | 3505.225 | 28.492 | 269.189 | 564.2 | 370.4 | 11325.3 | -17.90 | -0.34 |
| 276.0 | 3505.405 | 29.613 | 272.926 | 528.3 | 369.7 | 11380.7 | -17.94 | -0.34 |
| 278.0 | 3505.573 | 28.735 | 276.681 | 492.3 | 369.0 | 11436.4 | -17.98 | -0.34 |
| 280.0 | 3505.729 | 29.856 | 289.454 | 456.3 | 368.3 | 11492.3 | -18.02 | -c. 33 |
| 282.0 | 3505.873 | 28.977 | 284.247 | 420.1 | 367.6 | 11548.6 | -18.07 | -0.32 |
| 284.0 | 3506.006 | 29.098 | 288.057 | 383.9 | 367.) | 11605.3 | -18.12 | -0.32 |
| 286.0 | 3506.126 | 29.219 | 291.887 | 347.6 | 366.3 | 11662.4 | -19.16 | -0.31 |
| 288.0 | 3506.234 | 29.339 | 295.735 | 311.7 | 365.7 | 11719.7 | -18.19 | -0.29 |
| 290.0 | 3506.331 | 29.460 | 299.602 | 274.8 | 365.1 | 11777.3 | -18.23 | -0.29 |
| 292.0 | 3506.415 | 29.590 | 303.488 | 238.2 | 364.5 | 11835.2 | -19.28 | -0.30 |
| 294.0 | 3506.488 | 29.700 | 307.393 | 2.1 .5 | 363.8 | 11893.5 | -18.34 | -0.31 |
| 296.0 | 3506.548 | 29.819 | 311.318 | 164.8 | 363.2 | 11952.2 | $-18.39$ | -0.28 |
| 298.0 | 3506.596 | 29.939 | 315.262 | 127.9 | 362.6 | 12011.3 | -18.43 | -0.27 |
| 300.0 | 3506.632 | 30.058 | 319.225 | 91.0 | 362.0 | 12070.7 | -18.46 | -0.30 |
| 302.0 | 3506.656 | 30.177 | 323.208 | 54.0 | 361.4 | 12130.4 | -18.50 | -0.32 |
| 304.0 | 3506.668 | 30.296 | 327.211 | 16.9 | 360.9 | 12190.4 | -18.55 | -c. 32 |
| 306.0 | 3506.667 | 30.415 | 331.233 | -20.3 | 360.1 | 12250.8 | -18.62 | -0.30 |
| 308.0 | 3506.654 | 30.533 | 335.275 | $-57.7$ | 359.5 | 12311.6 | -18.70 | -0.31 |
| 310.0 | 3506.629 | 30.651 | 379.338 | -95.2 | 358.8 | 12372.7 | -18.76 | -0.33 |
| 312.0 | 3506.592 | 30.769 | 343.421 | -132.9 | 358.2 | 12434.3 | $-18.81$ | -0.33 |
| 314.0 | 3506.542 | 30.887 | 347.524 | -170.5 | 357.5 | 12496.2 | -18.86 | -0.32 |
| 315.0 | 3506.479 | 31.005 | 351.647 | $-728.3$ | 355.8 | 12559.4 | -18.92 | -0.32 |
| 318.0 | 3506.404 | 31.122 | 355.791 | -246.3 | 356.2 | 12621.1 | -18.98 | -0.32 |
| 320.0 | 3506.317 | 31.239 | 359.956 | -294.3 | 355.5 | 12684.3 | -19.04 | -0.31 |
| 322.0 | 3504. 217 | 31.356 | 364.141 | -322.5 | 354.9 | 12747.8 | -19.11 | -c. 30 |
| 324.0 | 3506.105 | 31.473 | 369.348 | $-350.8$ | 354.3 | 12811.6 | -19.17 | -C.31 |
| 326.9 | 3505.980 | 31.589 | 372.576 | -399.3 | 353.6 | 12875.8 | -19.22 | -0.32 |
| 328.) | 3505.842 | 31.706 | 375.824 | -437.9 | 353.0 | 12940.5 | -19.30 | -0.31 |
| 330.0 | 3505.691 | 31.822 | 381.095 | -476.5 | 352.3 | 13305.5 | -19.38 | -0.29 |
| 332.0 | 3505.528 | 31.937 | 385.396 | -515.4 | 351.7 | 13071.0 | -19.46 | - 0.29 |
| 334.9 | 3505.352 | 32.053 | 389.699 | -554.4 | 351.1 | 13136.9 | -19.51 | -0.29 |
| 336.0 | 3505.163 | 32.169 | 394.034 | -593.6 | 350.5 | 13203.2 | -19.57 | -0.29 |
| 338.0 | 3504.961 | 32.284 | 398.391 | $-632.9$ | 349.9 | 13269.9 | -19.66 | -0.30 |
| 340.0 | 3504.747 | 32.399 | 402.770 | $-577.3$ | 349.3 | 13337.1 | -19.74 | -0.29 |
| 342.0 | 3504.519 | 32.514 | 407.171 | -711.9 | 349.7 | 13404.7 | -19.83 | -0.27 |
| 344.0 | 3504.278 | 32.620 | 411.595 | $-751.7$ | 349.2 | 13472.6 | -19.93 | -0.26 |
| 346.0 | 3504.024 | 32.743 | 416.041 | -791.7 | 347.6 | 13541.1 | -20.01 | -0.28 |
| 348.0 | 3503.757 | 32.857 | 420.509 | $-831.8$ | 347.0 | 13610.0 | -20.06 | -0.29 |
| 350.0 | 3503.476 | 32.971 | 425.000 | -872.0 | 346.4 | 13679.3 | -20.13 | -0.28 |



 $\dot{\sim} \dot{m} \dot{m} \dot{m} \dot{m} \dot{m} \dot{m} \dot{m} \dot{m} \dot{m} \dot{m} \dot{m} \dot{\tilde{m}} \dot{\mathrm{~N}} \dot{m} \dot{m} \dot{m} \dot{m}$




## $\underset{\text { FT/S }}{\substack{\text { D2S } \\ \text { fis }}}$


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$\sim \frac{\pi}{2}$





|  | S-II/S-ivb Separation | C.DMMAND |
| :---: | :---: | :---: |
| 549.000 | 3395.25 ? | 43.436 |
| 550.0 | 3394.226 | 43.485 |
| 552.0 | 3392.153 | 43.583 |
| 554.0 | 3390.065 | 43.680 |
| 556.0 | 3387.955 | 43.777 |
| 558.0 | 3785.925 | 43.974 |
| 560.0 | 3393.675 | 43.971 |
| 562.0 | 3381.504 | 44.067 |
| 564.0 | 3379.313 | 44.167 |
| 566.0 | 3377.103 | 44.258 |
| 568.0 | 3374.871 | 44.354 |
| 570.0 | 3372.620 | 44.448 |
| 572.0 | 3370.348 | 44.543 |
| 574.0 | 3368.056 | 44.637 |
| 576.6 | 3365.744 | 44.732 |
| 579.0 | 3363.419 | 44.825 |
| 58).0 | 3361.055 | 44.919 |
| 598.0 | 3358.692 | 45.713 |
| 584.0 | 3356.286 | 45.136 |

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FT/S SO

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6.92
6.96
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6.96
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6.94

6.94
6.9 .34
-13.34
-13.42
-13.51
-13.59
-13.67

-13.72

- ASCENT PHASE (CONT.)

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1598.961
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LONG GC LAT



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|  |  <br>  <br>  | $\begin{aligned} & \$ \\ & 0 \\ & 0 \\ & \hline \end{aligned}$ |  | $\begin{aligned} & N \\ & \stackrel{1}{1} \\ & \dot{\sim} \end{aligned}$ |  |




| TIME <br> SFC | GC DIST | LONG <br> DEGE | GC LAT <br> DEG N |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
| 58.0 | 3444.365 | -80.5944 | 28.4497 |
| 59.0 | 3444.494 | -80.5935 | 28.4499 |
| 60.0 | 3444.626 | -80.5926 | 28.4592 |
| 61.0 | 3444.767 | -80.5916 | 28.4505 |
| 62.0 | 3444.901 | -80.5906 | 28.4508 |
| 63.0 | 3445.044 | -80.5895 | 28.4511 |
| 64.0 | 3445.190 | -80.5883 | 28.4515 |
| 65.0 | 3445.339 | -80.5870 | 28.4518 |
| 66.0 | 3445.492 | -80.5857 | 28.4522 |

$M$
$n$
$n$
$n$
$N$
$N$ -90.5853
-90.5843
-80.5829
-80.5813
-80.5797
-80.5780
-99.5762
-80.5743
-80.5723
-90.5703
-80.5691
-80.5658
-80.5634
-80.5610
-80.5584
-80.5556

-90.5529 |  |  |
| :--- | :--- |
| 4ACH 1 |  |
| $66.3 n 0$ | 3445.539 |
| 67.0 | 3445.649 |
| 68.0 | 3445.809 |
| 69.0 | 3445.972 |
| 70.0 | 3446.139 |
| 71.0 | 3446.309 |
| 72.0 | 3446.489 |
| 73.0 | 3446.660 |
| 74.0 | 3446.841 |
| 75.0 | 3447.025 |
| 76.0 | 3447.213 |
| 77.0 | 3447.404 |
| 78.0 | 3447.599 |
| 79.0 | 3447.747 |
| 89.0 | 3448.000 |
| 81.0 | 3448.205 |
| 82.0 | 3448.414 |












EF VEL
FT/S
 $V F L-F L$
$D E G$ -






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63409
65026
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68330
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71727
73461
75218
76998
78801
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92071
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100165 98106
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5098.25078.2
5193.5$\infty$
$\dot{\sim}$
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VEL－EL
DEG    今ま゙$\begin{array}{ccc}\text { ENGINE CUTOFF } & \text { IENGINE SOLFNOIDI } \\ -9) .1517 & 28.5739 & 72.41\end{array}$5z
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28.5070
28.5093 28.5093
28.5117 28.5117
28.5141
28.5166  

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\end{gathered}
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148964
151534
154123
156724
159339
161970
164615
167276
169952
172644
175351
178074
180813
183569
186342
189131
191937
194761
197603
200463
203341
206238
209153
212088
215043

| $\begin{aligned} & \text { N } \\ & \text { O} \\ & \stackrel{y}{N} \end{aligned}$ | $\begin{aligned} & N \\ & \text { N } \\ & \text { © } \\ & \sim \end{aligned}$ | $\stackrel{\rightharpoonup}{\infty}$ $\stackrel{\infty}{\infty}$ $\stackrel{y}{\infty}$ |  |
| :---: | :---: | :---: | :---: |
|  |  |  | N |
| N | $\stackrel{\circ}{\circ}$ |  |  |
| - | $\dot{0}$ | $\stackrel{\square}{-}$ | $\dot{\sim}$ |$\begin{array}{ll}0 & 0 \\ \text { N } & 0 \\ 0 & 0 \\ 0 & 0 \\ i n & n\end{array}$

in

6567.0 岕9068.7
9095.5

HEAD FLT-PATH
DEG DEG$\dot{m}$
$\dot{\sim}$
$\dot{\sim}$
$\dot{m}$
5719.9
5804.45804.4
5890.0
5976.91
0
0
0
0Con
No
No
0
0
0
0$N$
$\dot{\sim}$
$\dot{\sigma} \underset{\sim}{\sim}$
N~~~守n 0
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n
5
7851.9
7878.2
VEL-EL
DEG$\begin{array}{ll}\underset{\sim}{n} & \underset{\sim}{\sim} \\ \underset{\sim}{\sim}\end{array}$

   72.61
72.62
72.63
72.64 ..... 72.62
72.64
TABLETABLE C-III.
$\begin{array}{ll}\text { LING } & \text { GC LAT } \\ \text { DEGE } & \text { DEG } N\end{array}$ 
GC OIST  

            3469.246
    3469.698

                3469.688
    3470.133

                3470.133
    3470.591
3471.031





                        \(\begin{array}{ll}152.0 & 3472.397 \\ 153 . n & 3472.859 \\ 154.0 & 3473.322 \\ 155.0 & 3473.787 \\ 156.7 & 3474.259 \\ 157.0 & 3474.731 \\ 158.0 & 3475.207 \\ 159.0 & 3475.696 \\ 163.0 & 3476.164 \\ 161.0 & 3476.653\end{array}\)
    
                        136.0
    137.0
138.0
139.0
140.0
141.0
142.0
143.0
144.9
145.0
146.0
147.0
149.0
149.0
150.0
151.7
152.0
153.0
154.0
155.0
156.0
157.0
158.0
159.0
163.0
161.0

## 

72.77$161.630 \begin{array}{lll}\text { S-IC OUTBOARO ENGINF COTOFF } \\ 3475.963 & -79.6998 & 28.7007\end{array}$
$162.0 \quad 3477.143 \quad-79.6828 \quad 79.7 C 29$

$\begin{array}{llll} & \text { S-IC/S-1I SECARATION COUMAND } \\ 162.300 & 3477.290 & -79.5764 & 28.7 C 46 \\ & & & \\ 164.7 & 3478.112 & -79.5398 & 28.7146 \\ 166.0 & 3479.066 & -79.5966 & 28.7263 \\ 169.7 & 3490.003 & -79.5533 & 28.7390 \\ 171.0 & 3480.928 & -79.5098 & 28.7498 \\ 172.7 & 3481.940 & -79.4650 & 29.7616 \\ 174.0 & 3492.741 & -79.4220 & 28.7735 \\ 174.0 & 3487.630 & -79.3777 & 28.7854 \\ 178.0 & 3434.508 & -79.3331 & 28.7974\end{array}$

|  |  |
| :---: | :---: |






 FT/S
8049.3
8080.4

 GEOGRAPHIC POLAR COORDINATES -

に



TIME
SEC




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| :---: | :---: |
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ALTITUDE
FT

537962
5339506
541023
542513
543975
545411
546821
548204
5495622
550895
552203
553486
554744
555979
557190
558378
559543
560685
561806
562905
563983
565040
566076
567092
568089
569065
579023
570962
571883
572786
573671
574539
575391
576226
577046
577851
578642
579417
580179
580928
581664
582387
583099










TIME
SEC

| TABLE C-III, GEOGRAPHIC POLAR COORDINATES - ASCENT PHASE (CONT.) |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \operatorname{TIME} \\ S E C \end{gathered}$ | $\begin{aligned} & \text { GC OIST } \\ & \text { NM } \end{aligned}$ | $\begin{aligned} & \text { LONG } \\ & \text { DEG E } \end{aligned}$ | $\begin{aligned} & \text { GC LAT } \\ & \text { DEG } \end{aligned}$ | $\begin{gathered} \text { VEL-AZ } \\ \text { DEG. } \end{gathered}$ | $\begin{gathered} V F L-E L \\ D E G \end{gathered}$ | EF VEL FT/S | $\begin{gathered} \text { HEAD } \\ \text { DEG } \end{gathered}$ | $\begin{gathered} \text { FL T-PATH } \\ \text { DEG } \end{gathered}$ | SF VFL FT/S | RANGE NM | $\underset{\text { FT }}{\text { ALTITUDE }}$ |
| 438.0 | 3536.986 | -70.5849 | 30.7499 | 78.17 | 1.20 | 16183.5 | 79.08 | 1.11 | 17503.7 | 540.969 | 583799 |
| 440.0 | 3537.096 | - 70.4863 | 30.7676 | 78.23 | 1.17 | 16286.8 | 79.13 | 1.08 | 17607.0 | 546.166 | 584489 |
| 442.0 | 3537.205 | -70.3870 | 30.7954 | 78.29 | 1.14 | 16390.9 | 79.18 | 1.06 | 17711.1 | 551.39 | 585168 |
| 444.0 | 3537.312 | -70.2871. | 30.8031 | 78.35 | 1.12 | 16495.9 | 79.22 | 04 | 17816.2 | 556.660 | 585837 |
| 446.0 | 3537.417 | -75.1865 | 30.8209 | 78.41 | 1.10 | 16601.9 | 27 | 02 | 17922.3 | 561.958 | 586497 |
| 44 . 0 | 3537.521 | -70.0852 | 30.8387 | 78.47 | 1.08 | 16708.9 | . 32 | 1.0 | 18029.3 | 567.289 | 587148 |
| 450.0 | 3537.624 | -69.9832 | 30.8565 | 78.53 | 1.05 | 16816.9 | 79.37 | 0.98 | 18137.3 | 572.655 | 587792 |
| 452.0 | 3537.725 | -69.8305 | 30.9743 | 78.59 | 1.34 | 16925.7 | 79.42 | 0.96 | 18246.2 | 578.055 | 588427 |
| 454.0 | 3537.825 | -69.7772 | 30.8922 | 78.65 | 1.02 | 17035.6 | 79.47 | 0.95 | 18356.1 | 583.491 | 589056. |
| 456.0 | 3537.925 | -69.6731 | 30.9101 | 78.71 | 1.00 | 17146.3 | 79.53 | 0.93 | 18466.9 | 588.961 | 589678 |
| 458.0 | 3538.023 | -69.5683 | 30.9280 | 78.77 | 0.99 | 17258.1 | 79.58 | $0.9 ?$ | 18578.7 | 594.467 | 590294 |
| 460.0 | 3538.120 | -69.4627 | 30.9459 | 78.83 | 0.97 | 17370.9 | 79.63 | 0.90 | 18691.5 | 600.009 | 590904 |
|  | S-II CENTEQ | ENGINE CuToff | 1 Engine | enoiol |  |  |  |  |  |  |  |
| 460.620 | 3538.149 | -69.4309 | 30.9513 | 78.85 | 0.97 | 17404.8 | 79.65 | 0.97 | 18725.5 | 601.678 | 591086 |
| 462.0 | 3538.216 | -69.3565 | 30.9638 | 78.89 | 0.95 | 17473.8 | 79.68 | 0.88 | 18791.6 | 605.585 | 591508 |
| 464.0 | 3538.310 | -69.2496 | 30.9818 | 78.96 | 0.92 | 17562.4 | 79.74 | 0.85 | 18883.2 | 611.191 | 592099 |
| 466.0 | 3538.4 Cl | -69.1422 | 30.9997 | 79.02 | 0.99 | 17654.4 | 79.79 | 0.83 | 18975.3 | 616.827 | 592672 |
| 468.0 | 3538.491 | -69.0341 | 31.0176 | 79.08 | 0.87 | 17747.0 | 79.84 | 0.81 | 19067.9 | 622.492 | 593235 |
| 470.0 | 3538.579 | -69.9254 | 31.0355 | 79.14 | 0.85 | 17840.9 | 79.90 | 0.79 | 19160.9 | 628.187 | 593786 |
| 477.0 | 3538.665 | -68.8162 | 31.0534 | 79.21 | 0.83 | 17934.3 | 79.95 | 0.78 | 19255.2 | 633.911 | 594331 |
| 474.0 | 3538.751 | -68.7063 | 31.0713 | 79.27 | 0.83 | 18.029 .1 | 80.01 | 0.77 | 19349.1 | 639.665 645.449 | 594871 |
| 476.0 | 3538.836 | -68.5958 | 31.0892 | 79.33 | 0.82 | 18122.3 | 80.07 | 0.77 | 19443.3 | 645.449 651.264 | 595410 |
| 478.0 | 3538.922 | -68.4846 | 31.1071 | 79.40 | 0.82 | 18217.2 | 80.12 | 0.76 | 19538.2 | 651.264 657.108 | 595950 |
| 480.0 | 3539.008 | -68.3729 | 31.1249 | 79.46 | 0.82 | 18312.8 | 80.18 | 0.76 | 19633.9 | 657.198 | 596491 |
| 482.9 | 3539.094 | -68.2605 | 31.1427 | 79.53 | 0.82 | 18409.3 | 80.24 | 0.76 | 19730.4 | 668.889 | 597583 |
| 484.0 | 3539.181 | -68.1475 | 31.1606 | 79.59 | 0.82 | 18506.6 | 80.29 | 0.76 | 19827.8 | 674.827 | 598133 |
| 486.9 | 3539.268 | -68.0338 | 31.1784 | 79.66 | 0.82 | 18604.9 | 880.45 | 0.77 |  |  | 598686 |
| 498.0 | 3539.356 | -67.9195 | 31.1962 | 79.73 | 0.82 0.82 | 18703.9 18803.8 | 80.41 80.47 | 0.77 | 20125.1 | 689.795 | 598686 599242 |
| 490.7 | 3539.445 | -67.8046 | 31.2139 | 79.79 | 0.82 | 18803.8 | 90.47 | 0.77 | 20125.1 | 696.7928 |  |
| 492.0 | 3539.533 | -67.6889 | 31.2316 | 79.84 | 3.82 | 18904.6 | 80.53 | 0.77 | 20225.9 | 692.828 698.892 | 599802 |
| 494.0 | 3539.623 | -67.5727 | 31.2494 | 79.93 | 0.82 | 19008.2 | 80.59 | 3.77 | 20327.6 | 698.892 | R00364 600930 |
| 496.7 | 3539.713 | -67.4557 | 31.2671 | 80.00 | 0.82 | 19108.6 | 80.65 | 0.77 | 20430.0 | 774.989 | 600930 601500 |
| 498.0 | 3539.803 | -67.3391 | 31.2847 | 80.07 | 0.82 | 19211.9 | 80.71 | 0.77 | 23533.4 | 711.119 | 601500 |
| 500.0 | 3539.894 | -67.2198 | 31.3024 | 80.14 | 0.81 | 19302.6 | 80.78 | 0.76 | 20624.1 | 717.280 | 602071 |
| 502.0 | 3539.984 | -67.1010 | 31.3199 | 80.21 | 0.89 | 19383.6 | 80.84 | 0.75 | 20705.2 | 723.467 | 602635 |
| 504.0 | 3540.072 | -66.9816 | 31.3375 | 80.28 | 2.78 | 19464.2 | 80.90 | 0.73 | 20785.9 | 729.681 | 603191 |
| 506.0 | 3540.159 | -64.9617 | 31.3550 | 80.35 | 0.77 | 19545.0 | 80.97 | 0.72 | 20866.7 | 735.921 742.186 | 603740 604282 |
| 508.3 | 3547.246 | -66.7412 | 31.3724 | 80.42 | 0.76 | 19626.1 | 81.03 | 0.71 | 20947.8 | 742.186 | 604282 |
| 510.0 | 3540.331 | -66.6202 | 31.3898 | 80.47 | 0.75 | 19708.6 | 81.10 | 0.70 0.69 | 21030.3 21112.4 | 748.477 754.794 | 604817 |
| 512.0 | 3540.415 | -66.4986 | 31.4071 | 80.57 80.64 | 0.73 0.73 | 19790.\% | 81.16 | 0.69 0.69 | 21194.8 | 761.137 | 605871 |
| 514.0 | 3540.498 | -66.3765 | 31.4243 | 90.64 | 0.73 | 13873.0 | 81.23 | 0.68 | 21194.8 |  |  |


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FT

621572
621848
622115
622374
622624
622866
623099
623323
623540
623748
623948
624141
624325
624502
624672
624934
624989
625137
625277
625411
625538
625659
625773
625880
625982
626078
626168
626253
626332
626406
626475
626540
626599
626654
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626794
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626869
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626956
626979

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\begin{aligned}
& \text { SF VEL } \\
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| :---: | :---: | :---: | :---: |
|  |  <br>  －$\dot{\sim}$ <br>  | $\begin{aligned} & \sigma \\ & \text { Na } \\ & \dot{\sim} \\ & \underset{\sim}{N} \end{aligned}$ |  umotis からல்が <br>  $\qquad$ |
| $\begin{aligned} & \stackrel{4}{\underset{\sim}{2}} \approx \\ & \text { 出 } \end{aligned}$ |  <br>  <br>  <br>  NNNNNNNNNNNN N | $\stackrel{0}{0}$ $\stackrel{\sim}{n}$ $\sim$ | NNMmer ペべト 0000伿伿的 NNNNN |
| $\begin{aligned} & \frac{I}{6} \\ & 0 \\ & \frac{1}{4} \\ & \frac{1}{4} \end{aligned}$ |  | $\begin{aligned} & \overrightarrow{0} \\ & \dot{0} \end{aligned}$ |  |
|  | 人 | $\begin{aligned} & \stackrel{\rightharpoonup}{5} \\ & \infty \\ & \infty \\ & \infty \end{aligned}$ | さ～NOR $\dot{\infty} \infty$ |


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-52.9498
-52.7959
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-52.6941

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$\begin{array}{ll}694.0 & 3543.791 \\ 696.0 & 3543.792 \\ 69.8 .0 & 3543.792\end{array}$
-54.3200
-54.1686
-54.0170
-53.8651
-53.7129
-53.56 .33
699.330
700.0
702.0
704.0
706.0
709.0
709.230

TABLE C-IV. GEOGRAPHIC POLAR COORDINATES - PARKING ORBIT PHASE

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| :---: |

HEAD
DEG

88.85
99.62









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|  | TABLE C-VI, LAUNCH VEHICLE NAVIGATION POSITIONS, VELOCITIES, AND ACCELERATIONS - SECOND BURN PHASE (CONT.) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | tima | xs | vs | zs | nxs | $\mathrm{crss}_{\mathrm{Fr} / \mathrm{S}}$ |  | Doxs <br> FT/S SO | odys FT/S SQ | Dozs $\mathrm{FT} / \mathrm{S} \mathrm{SO}$ |
|  | SEC | NM | NM | NM | FT/S | FT/S | Fi/s |  |  |  |
|  | 10156.0 | 2393.152 | -43.269 | -2677.173 | 26978.1 | 1028.6 | 20132.8 | 12.60 | 5.91 | 45.71 |
|  | 1015月.0 | 2399.036 | -42.929 | -2670.531 | 27003.4 | 1040.5 | 20224.4 | 12.67 | 6.91 | 45.88 |
|  | 1016).0 | 2407.929 | -42.584 | -2663.859 | 27028.8 | 1052.6 | 20316.3 | 12.74 | 6.09 | 46.03 |
|  | 10162.0 | 2416.830 | -42.236 | -2657.157 | 27054.3 | 1064.8 | 20408.5 | 12.81 | 6.12 | 46.20 |
|  | 10164.0 | 2425.739 | -41.383 | -2650.424 | 27980.1 | 1077.1 | 20501.1 | 12.90 | 6.15 | 46.38 |
|  | 10166.0 | 2434.657 | -41.527 | -2643.661 | 27105.9 | 1089.5 | 20594.0 | 12.96 | 6.19 | 46.54 |
|  | 10168.n | 2443.594 | -41.166 | -2636.867 | 27131.9 | 1101.9 | 20687.2 | 13.01 | 6.24 | 46.68 |
|  | 10173.0 | 2452.518 | -40.801 | -2630.042 | 27158.0 | 1114.4 | 20780.7 | 13.06 | 6.30 | 46.84 |
|  | 10172.9 | 24.1 .46 ? | -40.432 | -2623.186 | 27184.2 | 1127.1 | 20874.6 | 13.12 | 6.35 | 47.00 |
|  | 10174.0 | 2470.414 | -40.059 | -2616.300 | 27210.5 | 1139.9 | 20968.7 | $13.1{ }^{\circ}$ | 6.44 | 47.21 |
|  | $10176 . n$ | 2479.375 | -39.682 | -2609.382 | 27236.8 | 1152.9 | 21063.6 | 13.09 | 6.57 | 47.63 |
|  | 10178.3 | 2489.345 | -39.390 | -2602.433 | 27362.7 | 1166.2 | 21159.5 | 12.83 | 6.71 | 48.23 |
|  | 10180.9 | 2497.323 | -38.914 | -2595.452 | 27298.2 | 1179.7 | 21256.5 | 12.62 | 6.82 | 48.78 |
|  | 10182.0 | 2506.309 | -38.524 | -2589.440 | 27313.5 | 1193.4 | 21354.3 | 12.67 | 6.97 | 49.08 |
|  | 10184.0 | 2515.304 | -39.129 | -2581.395 | 27339.1 | 1237.2 | 21452.5 | 12.91 | 6.89 | 49.05 |
|  | 10186.0 | 2524.307 | -37.729 | -2574.317 | 27365.1 | 1221.3 | 21550.5 | 13.12 | 6.93 | 49.04 |
|  | 10189.7 | 2533.319 | -37.325 | -2557.207 | 27391.5 | 1234.9 | 21648.8 | 13.29 | 6.97 | 49.19 |
|  | 10190.0 | 2542.339 | -36.916 | -2560.065 | 27418.3 | 1248.9 | 21747.4 | 13.47 | 6.99 | 49.38 |
| $\bigcirc$ | 1019.0 | 2551.363 | $-36.503$ | -2552.891 | 27445.4 | 1262.9 | 21846.2 | 13.66 | 7.00 | 49.53 |
| $P_{0}$ | 17194.0 | 2550.407 | $-36.085$ | -2555.684 | 27472.9 | 1276.9 | 21945.3 | 13.86 | 7.03 | 49.53 |
|  | 10196.0 | 2569.454 | -35.682 | -2533.444 | 27500.8 | 1791.0 | 22044.4 | 14.02 | 7.05 | 49.60 |
| U |  | 2578.511 |  |  | 27529.1 | 1305.1 | 22143.6 | 14.18 | 7.07 | 49.66 |
| $\cdots$ | 10200.0 | 2587.577 | -34.803 | -2523.866 | 27557.5 | 1319.3 | 22243.0 | 14.35 | 7.05 | 49.71 |
|  | 10202.0 | 2596.653 | -34.366 | -2516.528 | 27586.5 | 1333.4 | 22342.3 | 14.55 | 6.98 | 49.74 |
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|  | 10203.030 | 2601.330 | $-34.140$ | -2512.737 | 27631.6 | 1340.1 | 22393.3 | 15.09 | 6.12 | 49.28 |
|  | 10204.0 | 2605.736 | -33.925 | -2509.159 | 27591.6 | 1342.7 | 22421.8 | -21.16 | 0.53 | 20.29 |
|  | 10206.0 | 2614.810 | -33.483 | -2501.773 | 27549.4 | 1343.3 | 22462.1 | -21.10 | 0.27 | 20.14 |
|  | 10208. ${ }^{\text {c }}$ | 2623.872 | -33.041 | -2494.373 | 27507.2 | 1343.9 | 22502.3 | -21.12 | 0.28 | 20.06 |
|  | 10210.9 | 2632.919 | -32.599 | -2486.959 | 27465.0 | 1344.5 | 22542.4 | -21.17 | 0.27 | 19.98 |
|  | 10212.0 | 2641.052 | -32.156 | -2479.533 | 27422.6 | 1345.0 | 22592.2 | -21.21 | 0.27 | 19.90 |
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|  | 10213.930 | 2646.599 | -31.928 | -2475.703 | 27400.7 | 1345.3 | 22602.7 | -21.24 | 0.27 | 19.85 |
|  | 10250.0 | 2810.901 | -23.715 | -2336.003 | 26601.6 | 1353.9 | 23307.6 | -21.98 | 0.20 | 18.27 |
|  | 10300.0 | 3025.229 | -12.539 | -2140.600 | 25483.4 | 1361.6 | 24165.6 | -22.70 | 0.11 | 16.05 |
|  | 10350.0 | 3230.231 | -1.317 | -1938.594 | 24338.2 | 1365.0 | 24912.4 | -23.07 | 0.02 | 13.83 |
|  | 10400.0 | 3425.755 | 9.915 | -1730.895 | 23192.3 | 1364.4 | 25549.7 | -23.13 | -0.05 | 11.68 |
|  | $10450 \cdot 3$ | 3611.773 | 21.128 | -1518.388 | 22030.2 | 1360.2 | 26091.7 | -22.92 | -0.12 | 9.63 |
|  | 10500.0 | 3798.369 | 32.292 | -1301.916 | 20894.2 | 1352.9 | 26514.7 | -22.49 | -0.18 | 7.72 |

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| 28642.0 | 658680 |
| 28696.8 | 659461 |
| 28751.7 | 660272 |
| 28806.9 | 661116 |
| 28862.2 | 661993 |
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| 28973.5 | 663947 |
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| 30617.9 | 707444 |
| 30679.9 | 709737 |





| 0 |
| :---: |
| - |
|  |



 in in



 1.0399
1.1226
1.2055

 1.6219
1.7055
1.7904
1.9733
1.9574 1.9733
1.9574
2.0416
2.1250 0040
$-5 N 0$
$0 \sim N$
NNN
N N 2.21950
2.3707
2.4646
2.5405
 0
0
$\sim$
$\sim$
$\sim$



LONG
OEG $F$



Altitude





VEL-EL

HEAD
DEG

SF VEL
$\frac{1}{4}$

VFL-AZ

GC LAT

TABLE C-VII.



 ตn in in in minnininininininininininininin



$N$
$\dot{\sigma}$
$\stackrel{N}{N}$
$\underset{N}{N}$$\alpha$
$\sigma$
$\sigma$
$\underset{\sim}{4}$$\stackrel{0}{\stackrel{\circ}{\circ}}$

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[^0]:    ＊Twice the specific energy of orbit
    $C_{3}=v^{2}-\frac{2 \mu}{R}$
    where $V=$ Inertial Velocity
    $R=$ Radius vector from center of earth

[^1]:    *Based on a spherical earth of radius $6,378.165 \mathrm{~km}$ (3,443.934 n mi)

[^2]:    

[^3]:    TIME
    SEC
    

[^4]:    TIME
    SEC

    TIME
    SEC
    

