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GEMINI
MSC-G-14

GUIDANCE SYSTEM EVALUATION
TRAJECTORY RECONSTRUCTION (U)

Prepared by
Space Flight Analysis Section
TRW Systems

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GEMINI 8 INERTIAL GUIDANCE SYSTEM EVALUATION
AND TRAJECTORY RECONSTRUCTION (U)

30 JUNE 1966

Prepared for
MISSION PLANNING AND ANALYSIS DIVISION
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
MANNED SPACECRAFT CENTER
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NAS 9-4810

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ABSTRACT

The report contains a detailed evaluation of the Gemini 8 inertial guidance system accuracy during the ascent and reentry phases of the mission. An analysis of the external tracking instrumentation accuracy during ascent is also included. The results of the error analyses are used to construct a reference Gemini 8 trajectory for the ascent and reentry portions of the mission.

Postflight reconstructions of the Gemini and Agena trajectories during the rendezvous interval are differenced and compared with the onboard rendezvous radar relative position measurements in an attempt to evaluate the onboard radar accuracy.

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1. INTRODUCTION AND SUMMARY

Gemini Flight No. 8 was launched on 16 March 1966 from Complex 19 at Cape Kennedy, Florida. The major objective accomplished on this flight was rendezvous and docking of the Gemini spacecraft with the Agena target vehicle. This report, submitted to the NASA Manned Spacecraft Center by TRW Systems in response to Task MSC/TRW G-14 of the Mission Trajectory Control Program, presents the results obtained from analysis of the inertial guidance system (IGS) performance during ascent and reentry flight phases and provides a reconstruction of the spacecraft trajectory during ascent and reentry.

The following is a brief summary of the analysis results:

- a) The inertial guidance system (IGS) performance during ascent was satisfactory. Best estimates of the IGS errors at SECO +20 seconds are as follows:

$$\begin{aligned} \Delta x &= +896 \pm 50 \text{ ft} & \Delta \dot{x} &= +5.1 \pm 0.5 \text{ ft/sec} \\ \Delta y &= -617 \pm 200 \text{ ft} & \Delta \dot{y} &= -5.3 \pm 2.0 \text{ ft/sec} \\ \Delta z &= +985 \pm 100 \text{ ft} & \Delta \dot{z} &= +11.0 \pm 2.0 \text{ ft/sec} \end{aligned}$$

- b) A set of IGS and tracking system error source coefficients was derived from analysis of the position and velocity comparisons between IGS telemetry and tracking system data. Recovered IGS error sources that contributed significantly to the explanation of the observed differences were:

	<u>Coefficient</u>	<u>Velocity error contribution in IGS coordinates (ft/sec)</u>
<u>x axis</u>		<u>$\Delta \dot{x}$</u>
X accelerometer scale factor	+199 \pm 30 ppm	+5.0
<u>y axis</u>		<u>$\Delta \dot{y}$</u>
X accelerometer bias	+45.5 \pm 10 ppm g	-1.1
Z accelerometer bias	+84.1 \pm 10 ppm g	+0.9
Z accelerometer misalignment toward x	+38 \pm 37 $\overset{\frown}{\text{sec}}$	-4.6

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<u>z axis</u>	<u>Coefficient</u>	<u>Velocity error contribution in IGS coordinates (ft/sec)</u>
		<u>$\Delta \dot{z}$</u>
X gyro spin axis unbalance	$-1.1 \pm 0.44^\circ/\text{hr/g}$	+10.6
Z gyro input axis unbalance	$-0.18 \pm 0.30^\circ/\text{hr/g}$	-6.3
IGS azimuth misalignment	$+57 \pm 18 \text{ sec}$	+6.9

- c) Significant tracking system bias errors recovered from analysis were:

	<u>Coefficient</u>	<u>Velocity error contribution in IGS coordinates SECO +20 sec (ft/sec)</u>
<u>MISTRAM I</u>		
P 100K bias	$-2.2 \pm 0.5 \text{ ft}$	$\Delta \dot{y} = +28.5$
Refraction (P 100K)	$+2 \pm 1 \text{ ppm}$	$\Delta \dot{y} = -10$
<u>MISTRAM II</u>		
P bias	$+1.5 \pm 1.0 \text{ ft}$	$\Delta \dot{y} = -2.7$
<u>GE Mod III</u>		

No GE Mod III bias errors were found to be significant relative to the random error in the system. The random error, though nominal, is very large (10-100 ft/sec) late in flight at the lower elevation angles.

- d) A reentry IGS evaluation and trajectory reconstruction is attempted by comparing guidance system output with nominal trajectory characteristics during the terminal phase of descent. No major IGS errors are apparent; however, incorrect initial conditions used in the navigation contributed approximately 10 n mi of downrange miss. No reentry tracking data were available.

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- e) A comparison between rendezvous radar measurements and calculated values from a TRW reconstruction of the Gemini IX and Agena trajectories shows agreement within 1000 to 4000 feet. Inaccuracies in the trajectory reconstruction appear to be the limiting factor in this attempted onboard radar accuracy analysis.

Sections 2, 3, and Appendix D contain details of the ascent and reentry IGS analysis, while listings of the reconstructed trajectories are contained in Appendixes A and B. An analysis of the quality of the external tracking data obtained during ascent is contained in Section 4, and includes plots of the residuals of each system referenced to the reconstructed trajectory. Section 5 discusses a comparison made between telemetered rendezvous radar measurements and calculated values.

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2. INERTIAL GUIDANCE SYSTEM PERFORMANCE ANALYSIS

Comparisons of IGS telemetered navigation quantities and external tracking data were made for the purpose of evaluating the Gemini 8 IGS performance. The IGS evaluation was based in part on sensed velocity comparisons (Figure 2-1). These were generated by comparing external tracking data adjusted for gravity with the telemetered accelerometer accumulated count appropriately biased and scaled to engineering units. The residuals from these comparisons were attributed to inertial measurement unit (IMU) and tracking system errors.

Comparisons were also made between the telemetered total inertial position and velocity outputs from the airborne computer and external tracking data (Figures 2-2 and 2-3). These comparisons include airborne computer navigation errors caused by IMU position error feedback into the gravity calculation, gravity approximations, truncation errors, etc., as well as IMU and tracking errors. The difference between the sensed and inertial comparison sets, called delta-delta comparisons (Figure 2-4), provide a measure of the airborne computer computational error alone.

The sensed, inertial, and delta-delta comparisons are plotted in the IGS Computer Coordinate System, which is an inertial, orthogonal, right-handed system referenced to the center of the earth. The x and z axes lie in a plane parallel to the geodetic tangent plane at the launch site at platform release time, with the x axis nominally defined by the launch azimuth (actually by the misaligned azimuth), positive downrange. The y axis is positive down along the geodetic vertical, and the z axis is directed to complete the right-handed x, y, z set.

Position and velocity comparisons were also made in the external tracking measurement coordinates for the purpose of isolating IMU and tracker error coefficients by performing a statistical regression analysis on the difference. External tracking data used in the evaluation included Quick Look MISTRAM I 10K and 100K, GE Mod III Burroughs (2 per second), final MISTRAM, passive MISTRAM II, and AFETR BET. An analysis of these data sources is described in Section 4. Unless otherwise noted, the plots enclosed are referenced to liftoff time (16:41:02.389 GMT) which occurred 3.303 seconds after IGS "platform release."

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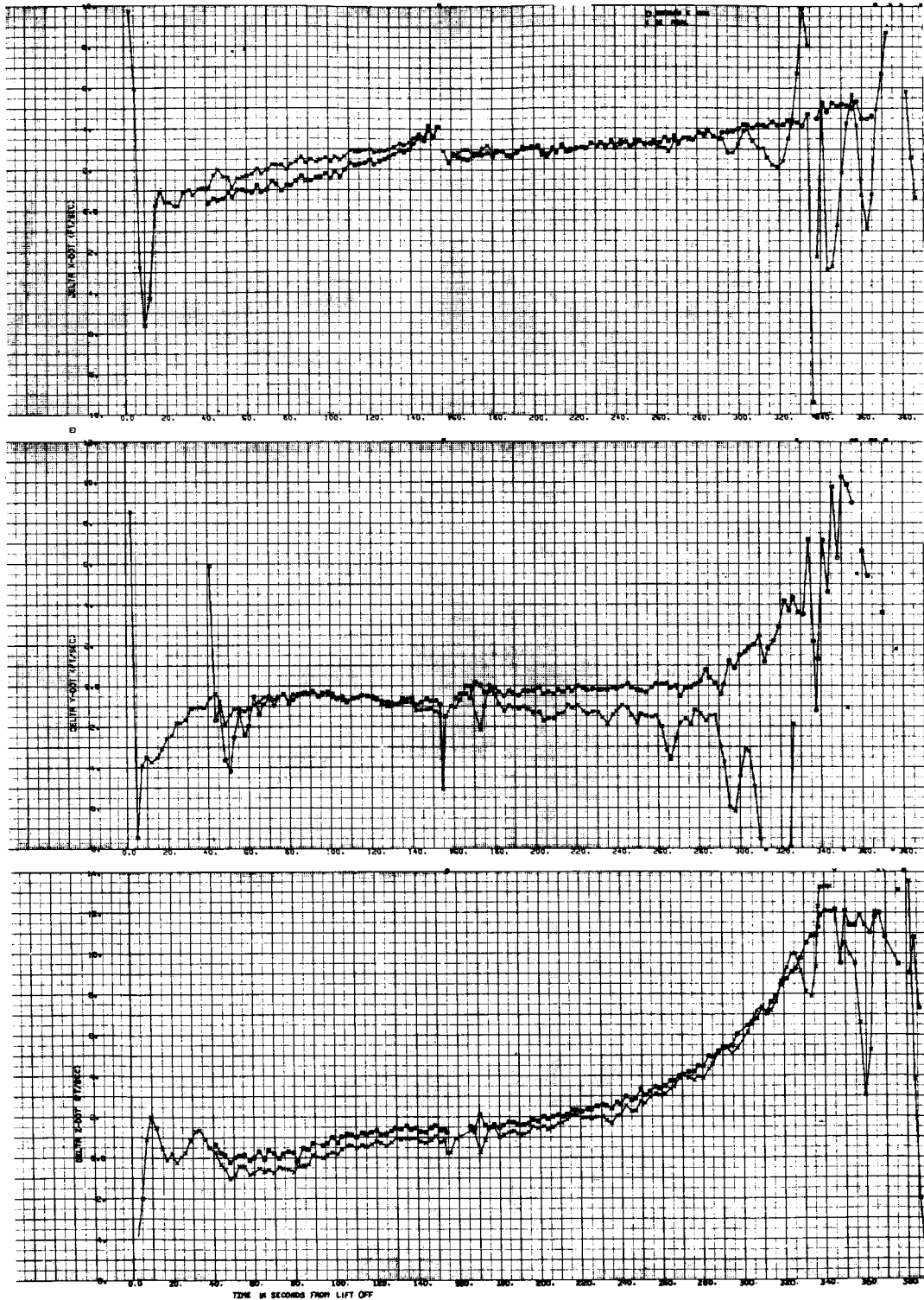


Figure 2-1. GE/Final and 100K MISTRAM ΔV Sensed Coordinates

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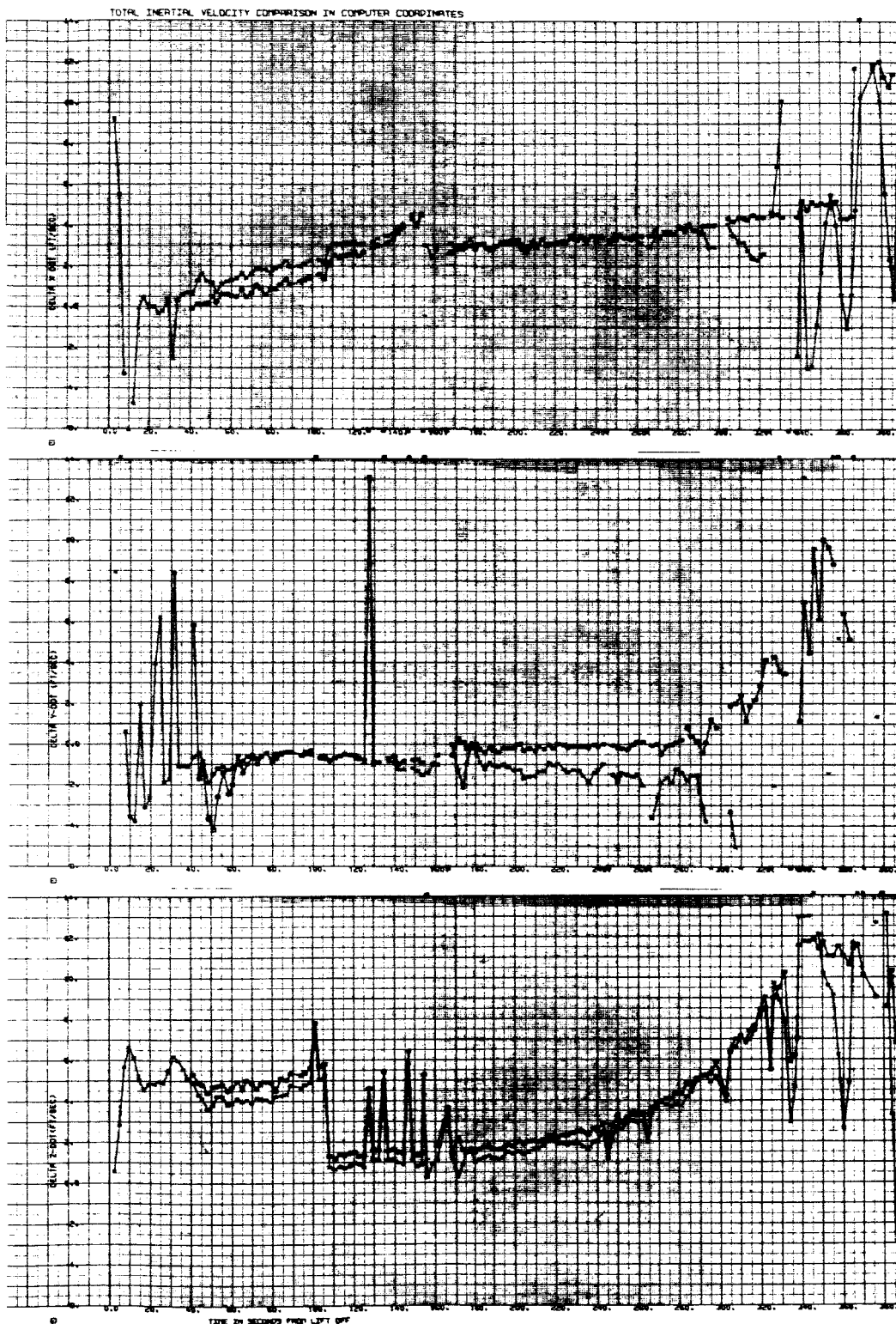


Figure 2-2. GE/Final and 100K MISTRAM ΔV Guidance Inertial Coordinates

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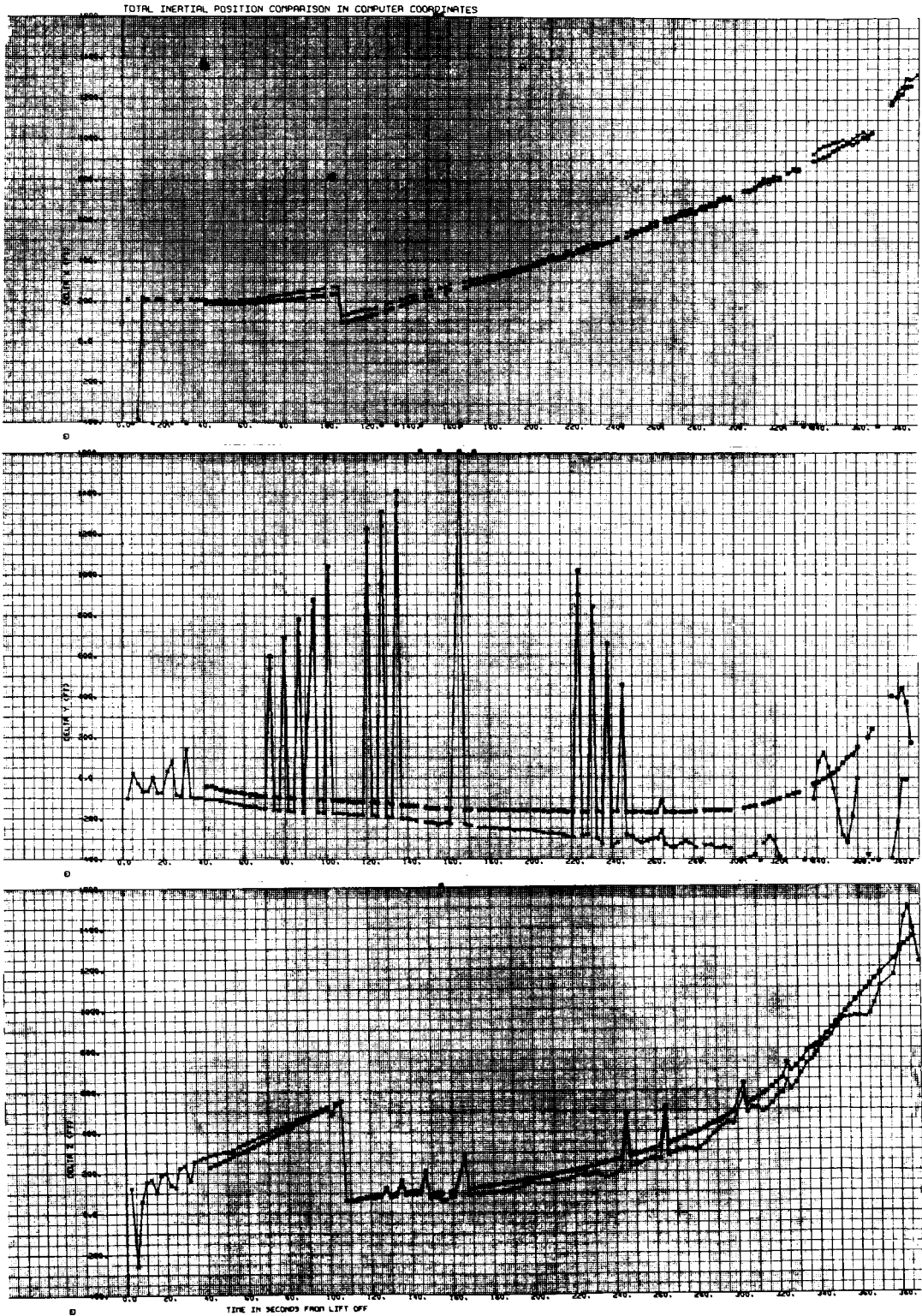


Figure 2-3. GE/Final and 100K MISTRAM ΔP Guidance Inertial Coordinates

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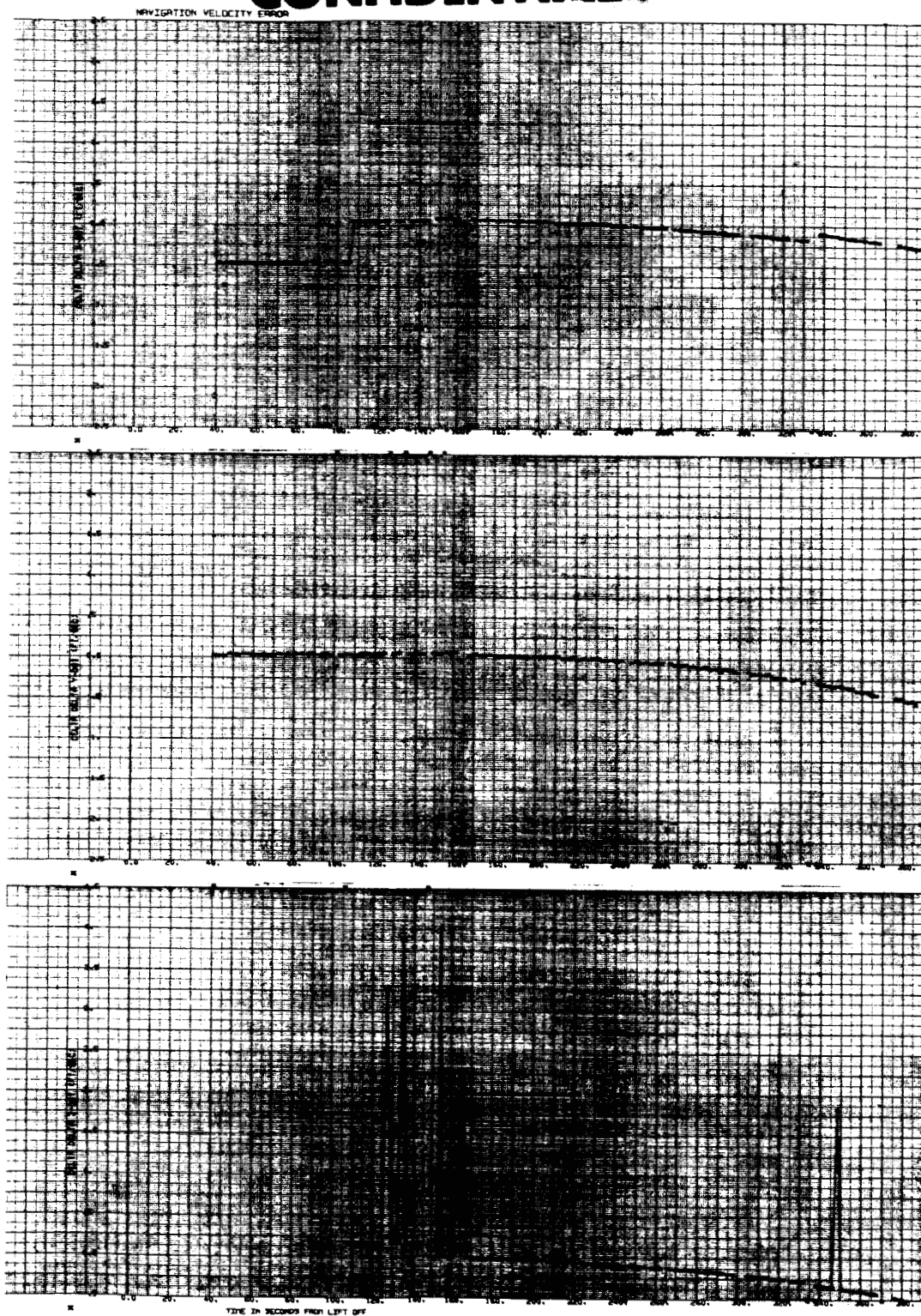


Figure 2-4. Navigation Velocity Error

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2.1 TOTAL IGS ERROR

The IGS error at SECO +20 seconds determined from analysis of position and velocity comparisons is presented in Table 2-1. The column headed "IMU Error" represents the error contributed by the accelerometer, gyro, and platform initial alignment sources. The column headed "Navigation Equation Error" represents the contributions due to various approximations within the airborne computer. The columns headed "Total IGS Error" represent the composite of IMU and navigation equation errors.

Table 2-1(a) gives the IGS error based on the analysis of the ascent (MISTRAM and Mod III) tracking data. Table 2-1(b) lists the total error derived from the TRW reconstruction of the Revolution 1 free-flight trajectory propagated back to the time of ascent telemetry data. This reconstruction is based on the data from the Gemini network of radar tracking sites and is completely independent of the "ascent" tracking data (see Reference 1). The good agreement between the "Total IGS Error," indicated in Table 2-1(a and b), therefore gives considerable confidence in the error assignment. The total IGS error reported in the NASA 30-Day Report is given in Table 2-1(c) for reference. The IGS error magnitudes indicated in Table 2-1 give the following "trajectory" referenced errors:

Velocity magnitude error	= +4.1 ft/sec
Flight path angle error	= +0.015°
Out-of-plane velocity error	= +11.0 ft/sec

2.2 IMU ERROR

Analyses to recover inertial measurement unit (IMU) error source coefficients were performed by using procedures and data processing programs as documented in Reference 2. The error source recovery was accomplished in the following manner:

- a) Accelerometer bias errors were determined from the slopes of the IGS sensed velocities during an interval of orbit flight when no thrusting was being applied.
- b) A regression analysis in the tracking data velocity domain was performed on the IGS/tracker residuals after compensating for the previously determined accelerometer bias errors.

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Table 2-1. Inertial Guidance System Error at SECO + 20 Seconds

Parameter	(a) TRW Ascent Data Analysis			(b) TRW Orbit 1 Recon- struction	(c) NASA 30- Day Report
	IMU Error	Navigation Equation Error	Total IGS Error	Total IGS Error	Total IGS Error
\dot{x}	+5.2 ± 0.5	-0.13 ± 0.2	+5.1 ± 0.5	+5.4 ± 1.	+5.0 ± 1.
\dot{y}	-4.9 ± 2.0	-0.39 ± 0.1	-5.3 ± 2.0	-3.2 ± 1.	-4.9 ± 2.
\dot{z}	+11.4 ± 2.0	-0.38 ± 0.1	11.0 ± 2.0	+11.1 ± 2.	+11.4 ± 2.
x	+872. ± 50.	+24. ± 10.	+896. ± 51.	+813. ± 100.	+920. ± 100.
y	-564. ± 200.	-53. ± 5.	-617. ± 200.	-786. ± 100.	+120. ± 100.
z	+1000. ± 100.	-15 ± 5.	+985. ± 100.	+1021. ± 200.	+1015. ± 200.

2.2.1 Accelerometer Bias Determination

The accelerometer biases are determined prelaunch by calibration, and the ascent accelerometer output is compensated for these predetermined estimates. However, the free-flight intervals of orbital flight offer an ideal test situation to recalibrate these biases. This test is carried out in real-time, and the computer bias constants are updated during orbit if they appear to be significantly different from the preflight values. Various segments of orbit IGS telemetry data are available to TRW, and a postflight determination of accelerometer bias is also made. Table 2-2 summarizes the various bias determinations. The difference between the TRW postflight value and the preflight value inserted into the IGS computer during ascent is listed in parts-per-million of gravity as an ascent IMU error in Table 2-3. A history of the prelaunch calibration values for bias is plotted in Appendix C.

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Table 2-2. Gemini 8 Accelerometer Bias Estimation

X-Bias (counts/sec)	Y-Bias (counts/sec)	Z-Bias (counts/sec)	Source	Time of Measurement
1. 02997567	0.16331029	-0.09914397	Preflight calibration, ascent computer compensation	Prelaunch
1.040	0.163	-0.070	In-orbit update	Revolution 1
1.0446	0.1599	-0.0720	Postflight determination (TRW)	Revolution 4

2.2.2 Error Source Regression Results

The identification of individual error sources, in addition to accelerometer bias, was attempted mainly by a statistical error source regression, i. e., by a weighed least-square-fit of the probable IGS and tracker error sources to the (bias compensated) IGS/tracker differences. The regression was made in the coordinates of the external tracking systems and involved a simultaneous solution for IGS, MISTRAM I and II, and GE Mod III errors. A discussion of the regression technique and more details on various computer runs, problems, and limitations in the analysis are contained in Appendix D. The results of the IGS error source analysis are summarized in Tables 2-3 and 2-4. The tables also include the NASA/Honeywell preflight error source estimates as well as the postflight estimates included in the NASA 30-Day Report. The external tracker error source recovery results are presented in Table 4-1 of Section 4.

Table 2-3 lists the IGS error source magnitudes, and Table 2-4 lists their contributions to the total IGS error at SECO +20 seconds. The error sources are grouped primarily as to the type of error source and to a lesser extent in accordance with the velocity error propagation correlation among them.

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Table 2-3. IGS Error Source Summary

Error source	Units	TRW analysis		Preflight measured coefficient (NASA/Honeywell)	NASA 30-day report
		Recovered coefficient	Uncertainty (2)		
I Accelerometer					
X accelerometer bias	ppm g	+45.5	10.	+10.9	+44.
Y accelerometer bias	ppm g	-10.5	10.	+45.	+10.
Z accelerometer bias	ppm g	+84.1	10.	-69.	-100.
X accelerometer scale factor	ppm	+200.0	30.	-80.	+200.
Z accelerometer scale factor	ppm	-58.	157.	+31.4	-150.
Z accelerometer misalignment toward X	sec	-38.	37.	-7.8	-30.
II Pitch drift					
Y gyro constant drift rate	°/hr	(1)	-	-0.043	-0.1
Y gyro input axis unbalance	°/hr/g	+0.002	0.30	-0.029	+0.12
III Roll and azimuth drift					
X gyro constant drift rate	°/hr	(1)	-	+0.085	+0.08
Z gyro constant drift rate	°/hr	(1)	-	-0.107	
X gyro input axis unbalance	°/hr/g	(1)	-	-0.221	-0.22
Z gyro input axis unbalance	°/hr/g	-0.18	0.30	+0.079	+0.08
X gyro spin axis unbalance	°/hr/g	-1.1	0.44	-0.41	-0.72
Z gyro spin axis unbalance	°/hr/g	(1)	-	-0.06	+0.1
IV System					
Platform azimuth misalignment	sec	+57.	18.		+43.
IGS time correlation	sec	+0.025	0.006		+0.029
IGS time scale factor	ppm	-90.	20.		-100.

(1) Not included in the statistical regression error model because of high correlation with other terms.

(2) Uncertainties are 1-sigma estimates.

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Table 2-4. IGS Error Source Contribution to Velocity Error at SECO +20 Seconds

Error source	TRW analysis			Preflight measured (NASA/Honeywell)			NASA 30-day report		
	\dot{X}	\dot{Y}	\dot{Z}	\dot{X}	\dot{Y}	\dot{Z}	\dot{X}	\dot{Y}	\dot{Z}
<u>I Accelerometer</u>									
X accelerometer bias	+0.18	-1.1		+0.05	-0.27		+0.18	-1.1	
Y accelerometer bias			+0.16			-0.7			-0.1
Z accelerometer bias		+0.93			-0.80			-1.1	
X accelerometer scale factor	+4.97			-2.0			+4.9		
Z accelerometer scale factor		+0.40			-0.21			+1.0	
Z accelerometer misalignment toward X		-4.55			-0.94			-3.6	
Total I	+5.15	-4.32	+0.16	-1.95	-2.22	-0.7	+5.08	-4.8	-0.1
<u>II Pitch drift</u>									
Y gyro constant drift rate				-0.04	-1.15		-0.1	-2.7	
Y gyro input axis unbalance		+0.06		+0.10	+0.77		+0.1	+3.2	
Total II		+0.06		+0.06	-0.38		+0.0	+0.5	
<u>III Roll and azimuth drift</u>									
X gyro constant drift rate				-0.01	+0.01	-0.85			-0.8
Z gyro constant drift rate				+0.02	0	-1.47			
X gyro input axis unbalance				+0.02	+0.02	+2.80	+0.1		-2.7
Z gyro input axis unbalance	+0.09		-6.26	-0.04	0	+2.75			+2.7
X gyro spin axis unbalance	-0.06	-0.60	+10.60	-0.02	-0.20	+3.95		-0.2	+6.7
Z gyro spin axis unbalance						+0.47			+0.8
Total III	+0.03	-0.60	+4.34	-0.03	-0.17	+7.65	+0.1	-0.2	+6.7
<u>IV System</u>									
IGS azimuth misalignment			+6.85						+5.2
IGS time correlation									
IGS time scale factor									
Total IV			+6.85						+5.2
Total I+II+III+IV	+5.18	-4.86	+11.35	-1.93	-2.77	+6.95	+5.2	-4.5	+11.8
Navigation	-0.13	-0.39	-0.38				-0.2	-0.4	-0.4
Total IGS	+5.05	-5.25	+10.97				+5.0	-4.9	+11.4

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It must be emphasized at the outset that the complete separation of possible IMU and tracker error sources by analysis of the postflight IGS/tracker position and velocity comparison residuals is impossible. There is simply insufficient information in the comparison to differentiate among the great number of probable sources. In other words, there is too high a correlation or similarity among large groups of possible error sources to pick out the individual contribution of each error source. Various substitute procedures can be attempted, and the one general approach used in this analysis is to limit the regression error model to only one or two representative and probable error sources within each correlated group and solve for these. The coefficient recovered in the regression for this "representative" error source is in effect an equivalent coefficient standing for some linear combination of all the possible errors in the correlated group. The net effect then is that a unique separation of error sources is not possible or to be implied from the analysis included here. What is provided is a "statistically reasonable" explanation of the observed differences and an indication of the kind of error source that is causing a trajectory position and velocity measurement error on the flight.

There are some error sources, of course, that can be identified with much better confidence than others, e. g., X accelerometer scale factor error, because of their lack of similarity to other error terms or because of preferred directional propagation with respect to the external tracking system. Another most important aspect of the analysis is that, for the most part, this problem with correlation among error sources does not affect the assignment of total guidance system error (Section 2.1). Therefore, there is a large uncertainty as to what some of the individual error source coefficients are, but not in their net effect. There is accuracy of 0.5 to 2 ft/sec (depending on coordinate and time) in the specification of IGS error propagation as a result of analysis of the redundant tracking data. Whatever the proposed error solution, it must give an explanation of the observed differences to within these accuracies throughout the flight.

2.2.3 Discussion of Error Analysis

The dominant recovered errors that explain the x axis residuals are the IGS time correlation and scale factor errors and the X accelerometer scale factor error (see Tables 2-3 and 2-4). The X scale factor error of approximately 200 ppm is the cause of the main trend

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in the x axis residual and amounts to 5 ft/sec error at SECO + 20 seconds (see Figure 2-1). The velocity residuals resulting from timing errors are directly proportional to acceleration and are evidenced by -1.3 and +1.2 ft/sec jumps in the x velocity residuals at 160 and 337 seconds, respectively, corresponding to the abrupt acceleration changes at BECO and SECO. Although the timing errors cause no explicit IMU velocity error after SECO, these errors do cause approximately 1 ft/sec of IGS gravity integration error at burnout and position errors equal to the integral of the velocity error. The propagations of these major x axis error contributors are shown as dashed curves in Figure 2-5. Their combined effect, along with the effect of other minor error sources, is shown as a solid line on this plot.

The Z accelerometer scale factor and misalignment and the IGS timing errors could account for the major portion of the y axis trend. These error source propagations are shown in Figure 2-6. The X accelerometer bias error, which results in an initial misalignment about the Y accelerometer axis, and the Z accelerometer bias error both have contributions to the y axis residual, but their velocity errors propagate with opposite sign so as to nearly cancel their net effect.

Figure 2-1 shows that there is good agreement between MISTRAM and GE Mod III tracking data in the crossrange, z, direction and indicates an IGS error of 11 to 12 ft/sec. Also note that there is a residual error of 1.6 ft/sec at 140 seconds, which is the time the GE Burroughs/IGS update should zero out the cross-range IGS velocity error. This inexact update, which appears due to an approximation in the Burroughs computer, results in an equivalent 50-60 arc seconds IGS azimuth misalignment and accounts for approximately one-half the \dot{z} burnout error. The remaining \dot{z} error is accounted for in the regression by the Z gyro and X gyro g-dependent drift rate terms (see Tables 2-3 and 2-4). All the X and Z gyro drift terms as well as azimuth alignment contribute to the z axis residual in a highly correlated manner such that the regression is severely limited in its error source discrimination. This fact is mathematically represented in the large uncertainty associated with the recovered X and Z gyro drift error sources (see Table 2-3). However, from an analysis of all the regression runs (see Appendix D), and as further indicated by the preflight

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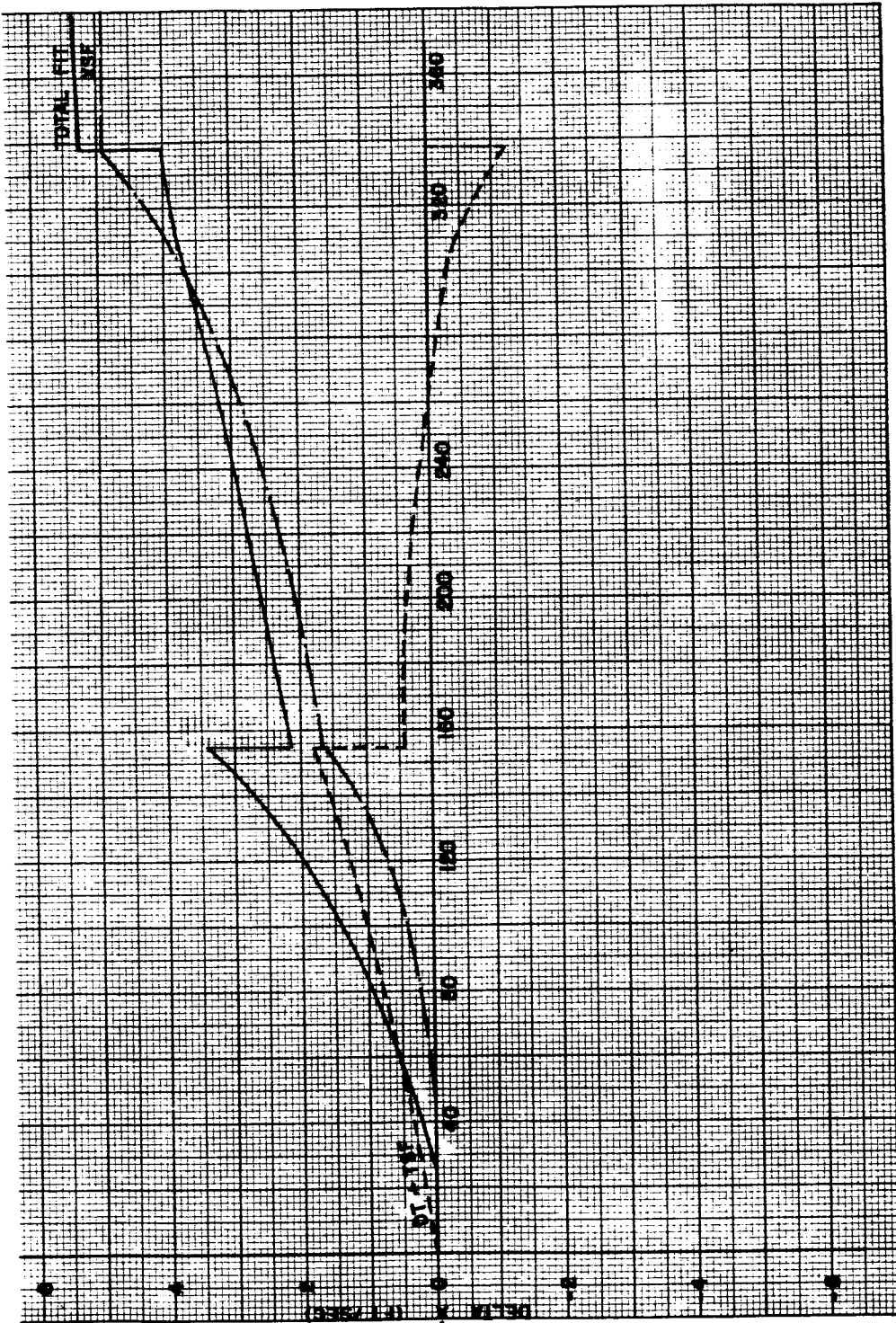


Figure 2-5. IGS Error Source Contribution to Sensed Velocity Differences - x Axis

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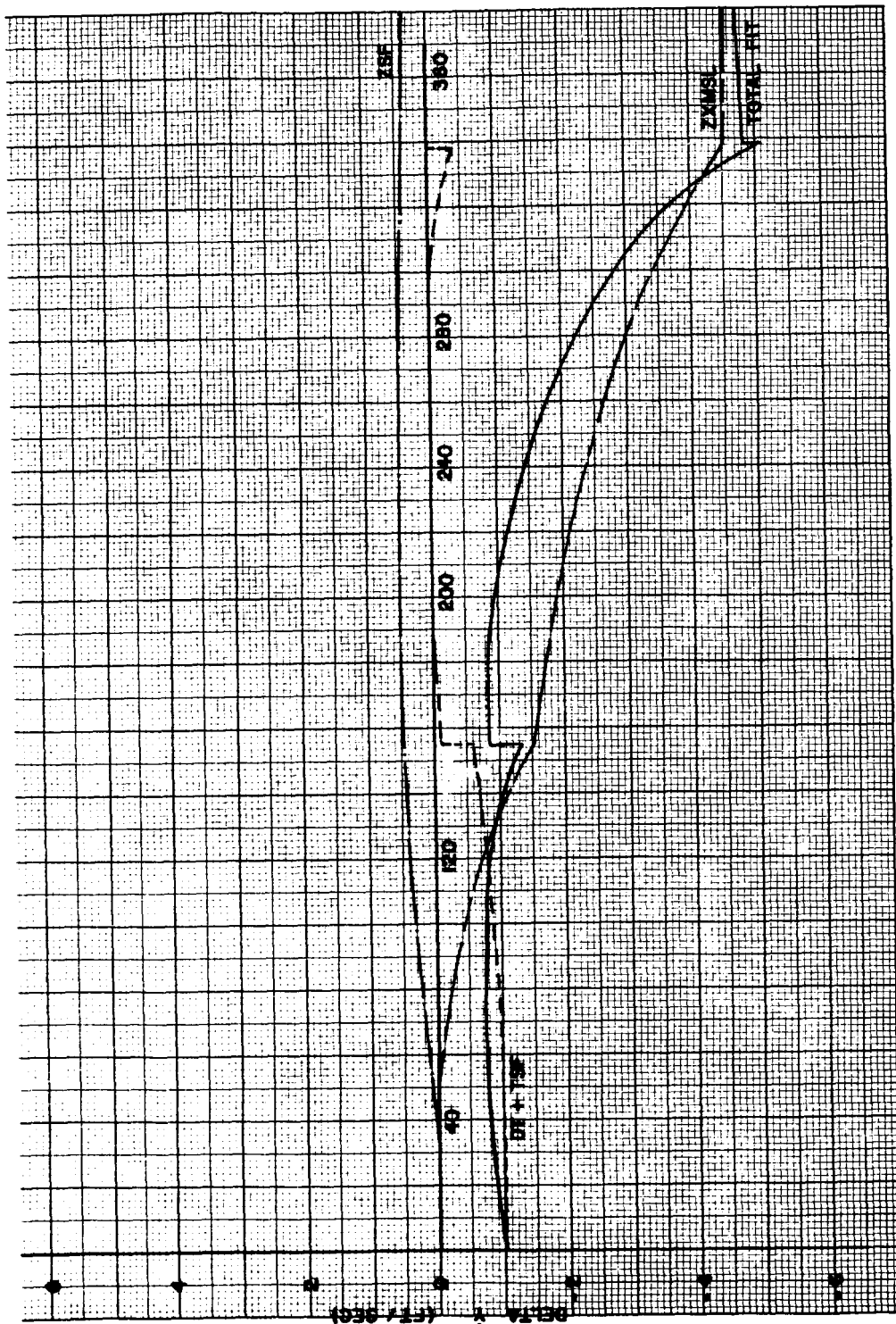


Figure 2-6. IGS Error Source Contribution to Sensed Velocity Differences - y Axis

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calibration data, there appears to be a good reason to suspect a large X gyro spin axis unbalance drift error source. The velocity error propagation of each significant recovered error source is shown in Figure 2-7.

The net fit associated with all the recovered IGS error coefficients listed in Table 2-3 is shown as an overplot on the IGS/tracker differences in Figure 2-8. It is evident that the postulated IGS errors do not provide a satisfactory explanation of the y axis MISTRAM residuals, which show an increasing deviation from the fit-curve and the Mod III data starting at BECO and continuing beyond SECO. A MISTRAM P bias of 2.2 feet and P 100K refraction error of two parts per million in the index of refraction (2 n units) were recovered from the error analysis of the tracking data (see Section 4). Combining these errors with the recovered IGS errors provides an explanation of both the MISTRAM and Mod III residuals to within 0.5 to 1 ft/sec throughout flight in all coordinates.

2.2.4 Preflight Measurement of IMU Errors

A set of preflight-measured IMU error source coefficients obtained from NASA/Honeywell are also presented in Tables 2-3 and 2-4. Figure 2-9 illustrates the velocity error propagation curve associated with these coefficients. It is observed that the preflight error estimates (adjusted for the incorrect azimuth update) provide an explanation of the y and z axis residuals to within a few feet per second throughout flight. This is considered a reasonably good flight verification of the preflight estimates. However, the x residual is poorly compensated by the preflight estimate. The difference of approximately 8 ft/sec in burnout error is most likely due to a change from the preflight calibration of the X accelerometer scale factor and amounts to a 300-parts per million error. A time history of calibration values for gyro drifts and accelerometer bias and scale factor is presented in Appendix C.

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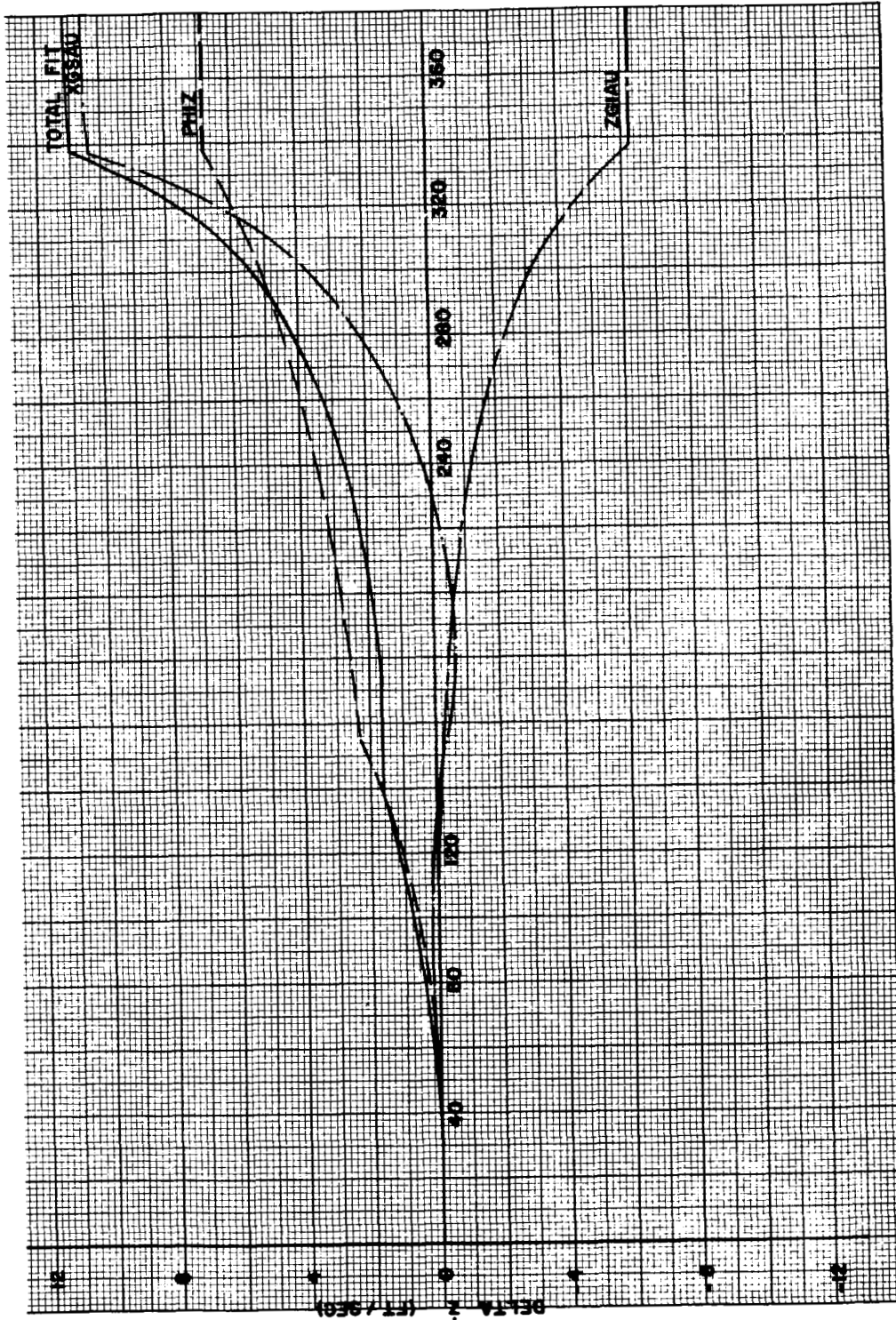


Figure 2-7. IGS Error Source Contribution to Sensed Velocity Differences - z Axis

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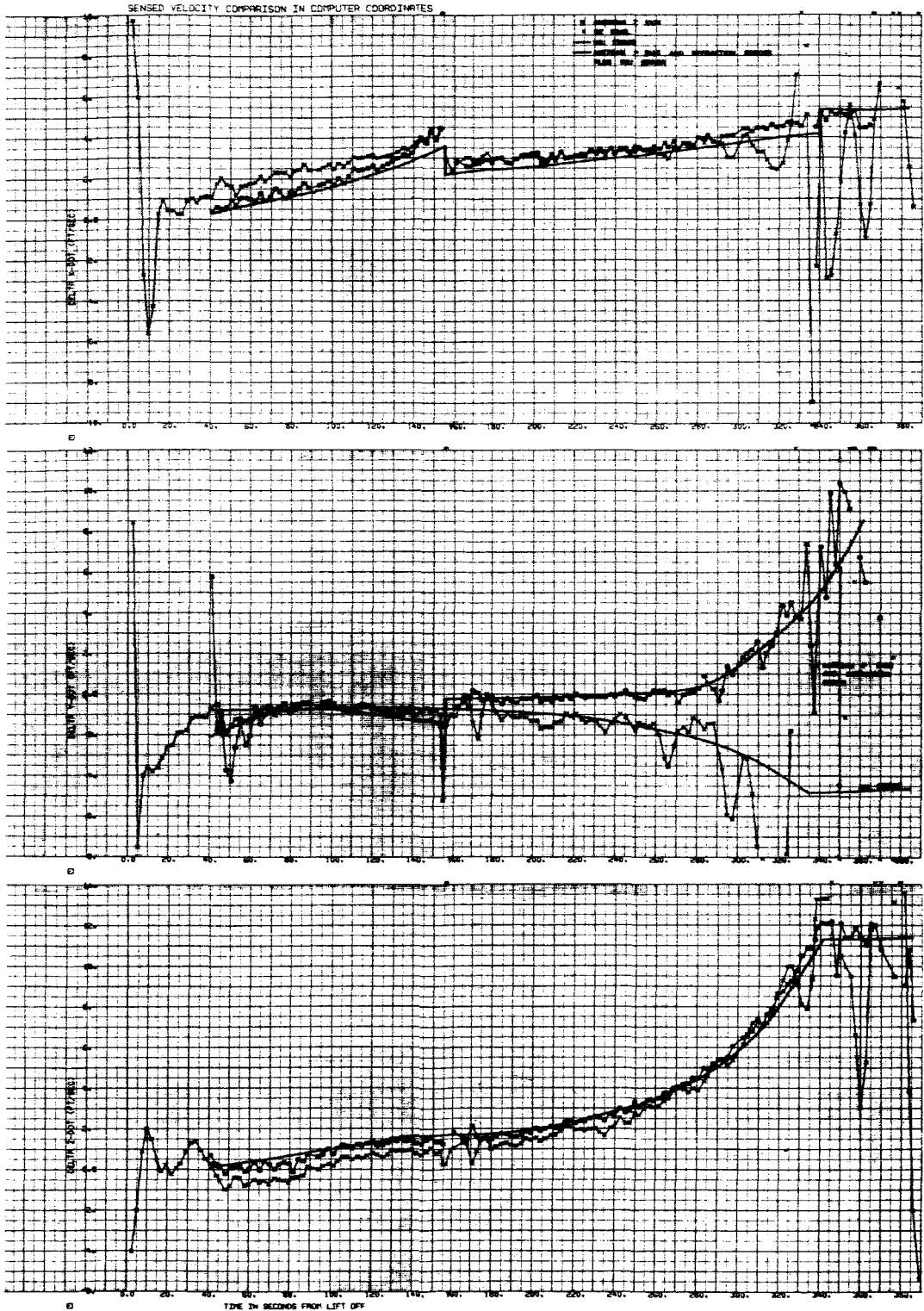


Figure 2-8. Sensed Coordinates ΔV With Recovered IMU Error Source Fit

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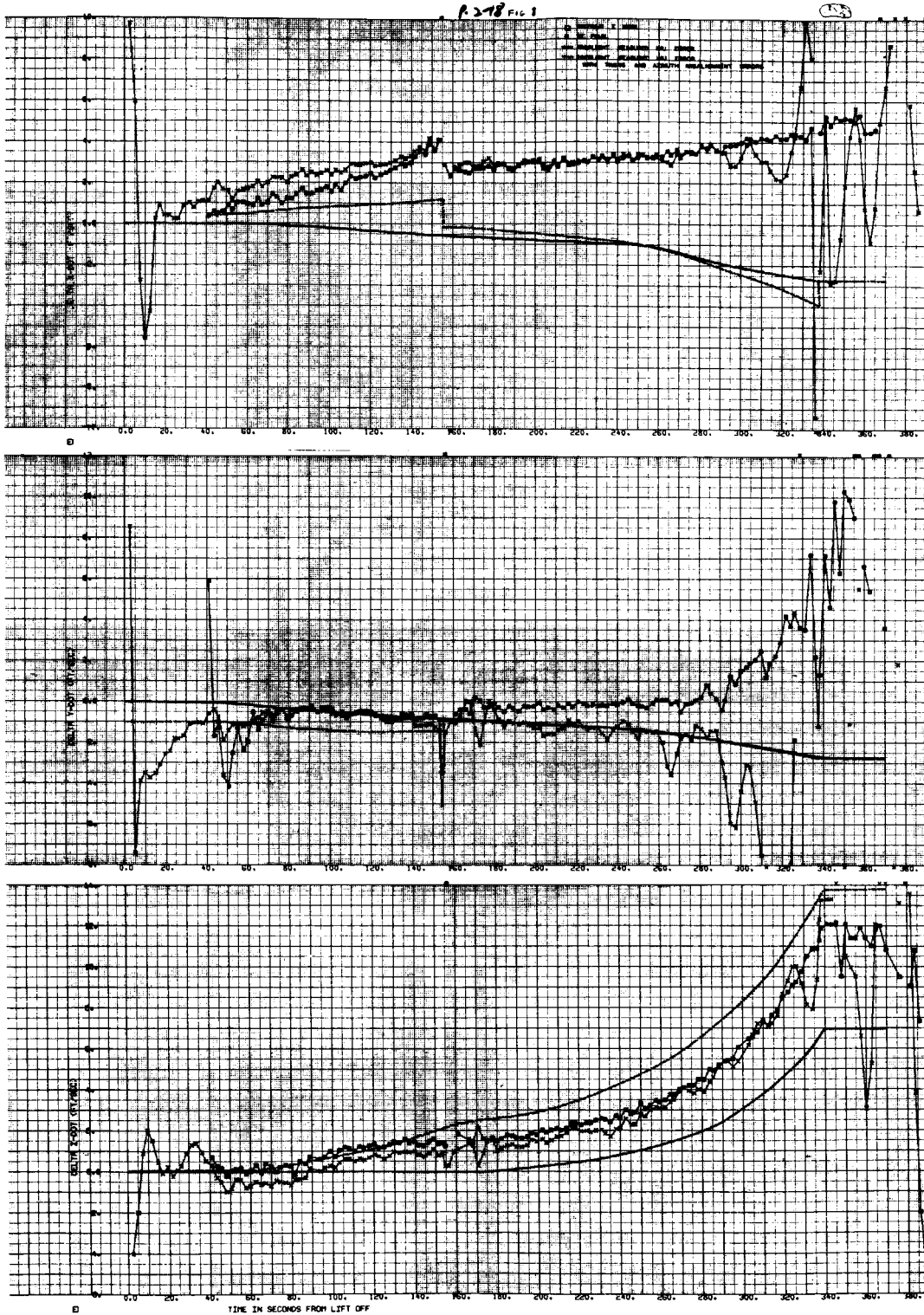


Figure 2-9. Sensed Coordinate ΔV With Preflight Measured Error Source Fit

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2.3 AZIMUTH UPDATE

An IGS azimuth correction is calculated at three separate times by the onboard computer. On the first pass through the navigation equations after platform release, the roll gimbal angle reading is compared to the desired value, and the difference is used as a correction to the intended flight azimuth. This correction is called $\Delta\eta_x$, where a positive value implies that the platform is rotated clockwise from the desired azimuth.

Additional azimuth corrections are made during flight at 100 and 140 seconds after liftoff. These are calculated by comparing the cross-range (z direction) velocity, as measured by GE/Burroughs, with that derived from the airborne system and attributing the residual to an IGS azimuth misalignment. The calculated updates were telemetered on the Gemini 8 mission for the first time and are presented in Table 2-5. The update values determined during the postflight data analysis are also presented as determined by the following methods:

- a) Calculated from the telemetry data, and simulating the in-flight calculations
- b) Calculated from the jumps in the inertial velocity comparisons and the delta-delta curve

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Table 2-5. Azimuth Update

Time (sec from liftoff)	Onboard computer	Postflight data analysis		Units
		Flight calculation simulation	Delta-delta	
0	+0.0018382	+0.001942	+0.001942	rad
100	-0.0014965	-0.001009	-0.001402	rad
140	-0.0001249	-0.000733	-0.000135	rad
TOTAL	-0.0016214	-0.001742	-0.001537	rad
(100 and 140)	-0.092899	-0.0998	-0.08806	deg

The values indicated at 100 seconds include those at 0 seconds. The post-flight value for 0 seconds was determined from an observable jump in the IGS z velocity after platform release. This jump corresponds to the first IGS correction. The telemetered total azimuth correction of -0.0929° has been included in all plots contained in this report. This is the smallest correction required of all the Gemini flights. A brief history of updates follows.

<u>Flight Number</u>	<u>Azimuth Update (deg)</u>	<u>Mean Value</u>	<u>NASA/Honeywell Specification</u>
2	-0.29	-0.033	± 0.75
3	-0.52		
4	-0.12		
5	-0.27		
6	-0.53		
7	-0.48		
8	-0.09		

2.4 REFERENCE ASCENT TRAJECTORY

Appendix A contains a reconstruction of the ascent trajectory generated by correcting IGS output for those recovered errors listed in Table 2-3. The trajectory is provided in Cartesian earth-centered inertial coordinates and in earth-referenced coordinates. A plot of the sensed acceleration obtained by differentiation of the IGS accelerometer output is also included.

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3. REENTRY IGS EVALUATION

There was no post retrofire tracking data available for direct comparison with IGS output during reentry. However, a trajectory reconstruction using ground tracking data during the two orbits preceding retrofire has permitted an accurate estimate of reentry initial conditions, and a span of IGS data beyond main chute deployment makes possible an evaluation of IGS platform misalignment.

Table 3-1 presents a summary of spacecraft impact measured by the IGS, the recovery ship, the sighting aircraft, and the TRW postflight reconstruction. The same information is displayed in Figure 3-1. The large crossrange motion of the telemetered IGS ground trace is due to one of the obvious IGS errors recovered in the TRW analysis. The best estimate of total IGS error at drogue chute deployment is:

7.6 \pm 1 n mi right

8.1 \pm 1 n mi long

3.7 \pm 1 n mi low

As seen in Table 3-2, which summarizes recovered error sources and their effects, most of the downrange error is attributable to the error in initial conditions, the altitude error is primarily due to IGS platform pitch misalignment, and the crossrange error is caused by both roll and azimuth misalignments. Figure 3-2, which presents a plot of ground traces of the uncorrected IGS trajectory, the IGS trajectory with initial conditions corrected, and the IGS trajectory with both initial conditions and misalignments corrected, provides an indication of the contribution of the various errors.

3.1 INITIAL CONDITIONS

Table 3-3 presents the retrofire state vector from the Real-Time Computer Complex (RTCC) used by the IGS for reentry initialization and the retrofire state vector recovered by the TRW orbital reconstruction program (ESPOD)(see Reference 1). It is also shown that the difference is primarily due to inaccuracies in the RTCC vector. To obtain retrofire conditions, this RTCC vector was propagated through approximately two orbits from the Hawaii 05 differential correction; ESPOD, on the

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Table 3-1. Estimated Impact Summary

Description		Latitude (deg)	Longitude (deg)	Crossrange miss distance (n mi)	Downrange miss distance (n mi)
Intended target		+25.25	+136.0	--	--
Ship pickup		+25.37	+135.93	+6.18	-5.28
Aircraft sight.		+25.23	+135.90	-2.36	-5.0
Telemetered IGS*	Drogue chute	+25.19	+136.081	-2.59	+3.27
	Main chute	+25.10	+136.094	-7.5	+6.9
	Final point ~8000 ft	+24.97	+136.031	-16.01	+5.34
TRW Trajectory Reconstruction	Drogue chute	+25.349	+135.941	+4.99	-4.86
	Main chute	+25.352	+135.967	+5.58	-3.09
	Final point ~8000 ft	+25.349	+135.973	+5.47	-2.73

The "drogue chute" impact estimate should be used for IGS accuracy evaluation, since IGS guidance capability essentially ends at this time.

Note: A positive value indicates, respectively, North latitude, East longitude, a long downrange miss, or a crossrange miss to the left of the intended target.

Table 3-2. Reentry Error Source Summary

Error Source	Recovered error (sec)	Position error at drogue		
		Downrange (ft)	Crossrange (ft)	Up (ft)
Initial conditions	*	54000	-4000	-8000
Platform misalignment				
About X accelerometer axis	-1565 ± 300 **	-4000	-19000	-300
About Y accelerometer axis	-1325 ± 100	+2500	-4000	-20000
About Z accelerometer axis	-2220 ± 300	-3000	-14000	+500

* See differences in Table 3-3.

** The ± numbers are 1σ estimates.

Note: The position error values listed here are only approximate. Other, less significant errors were caused by those sources found during the ascent analysis which were also assumed present during reentry.

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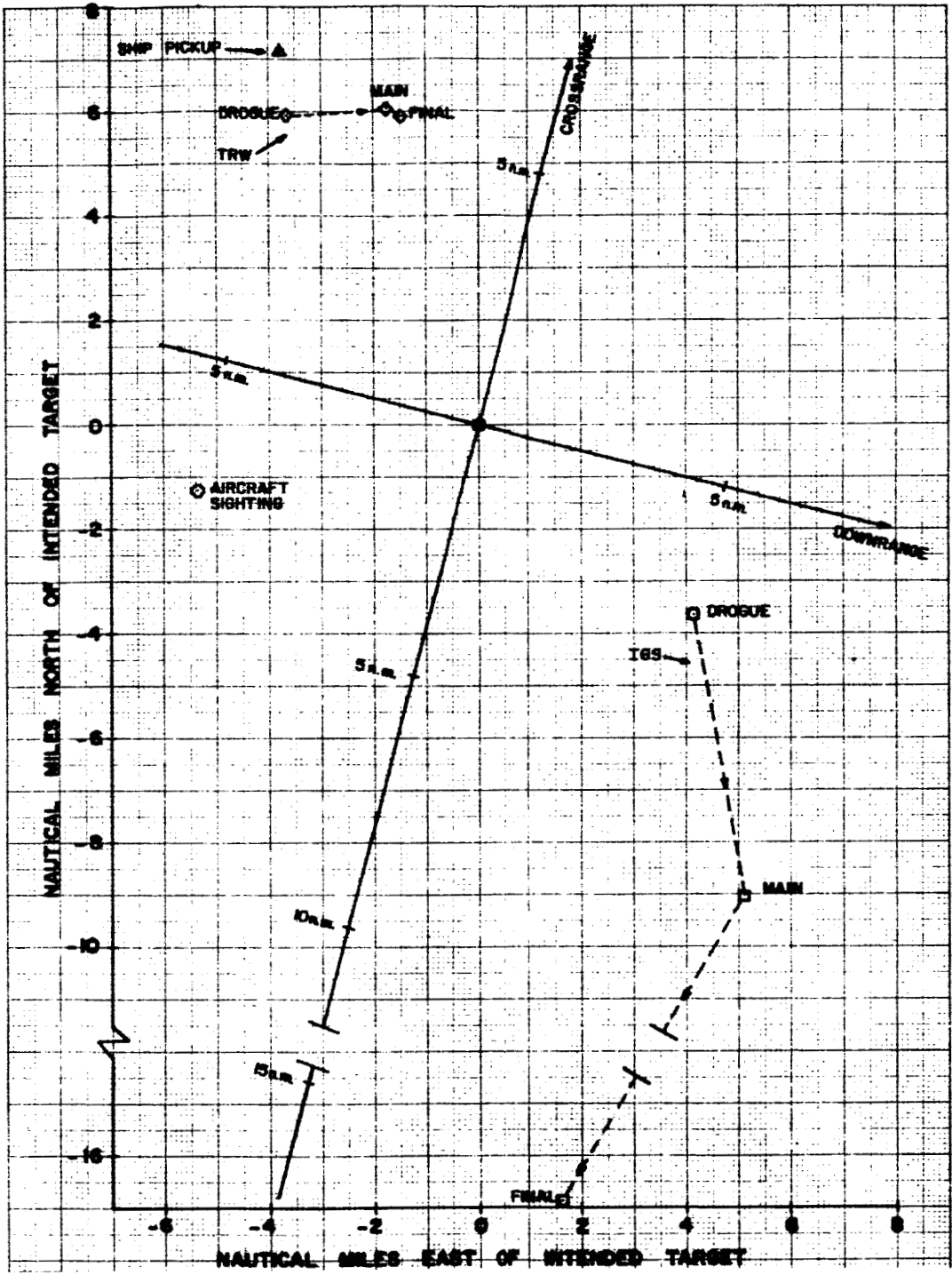


Figure 3-1. Map of Estimated Impact Points

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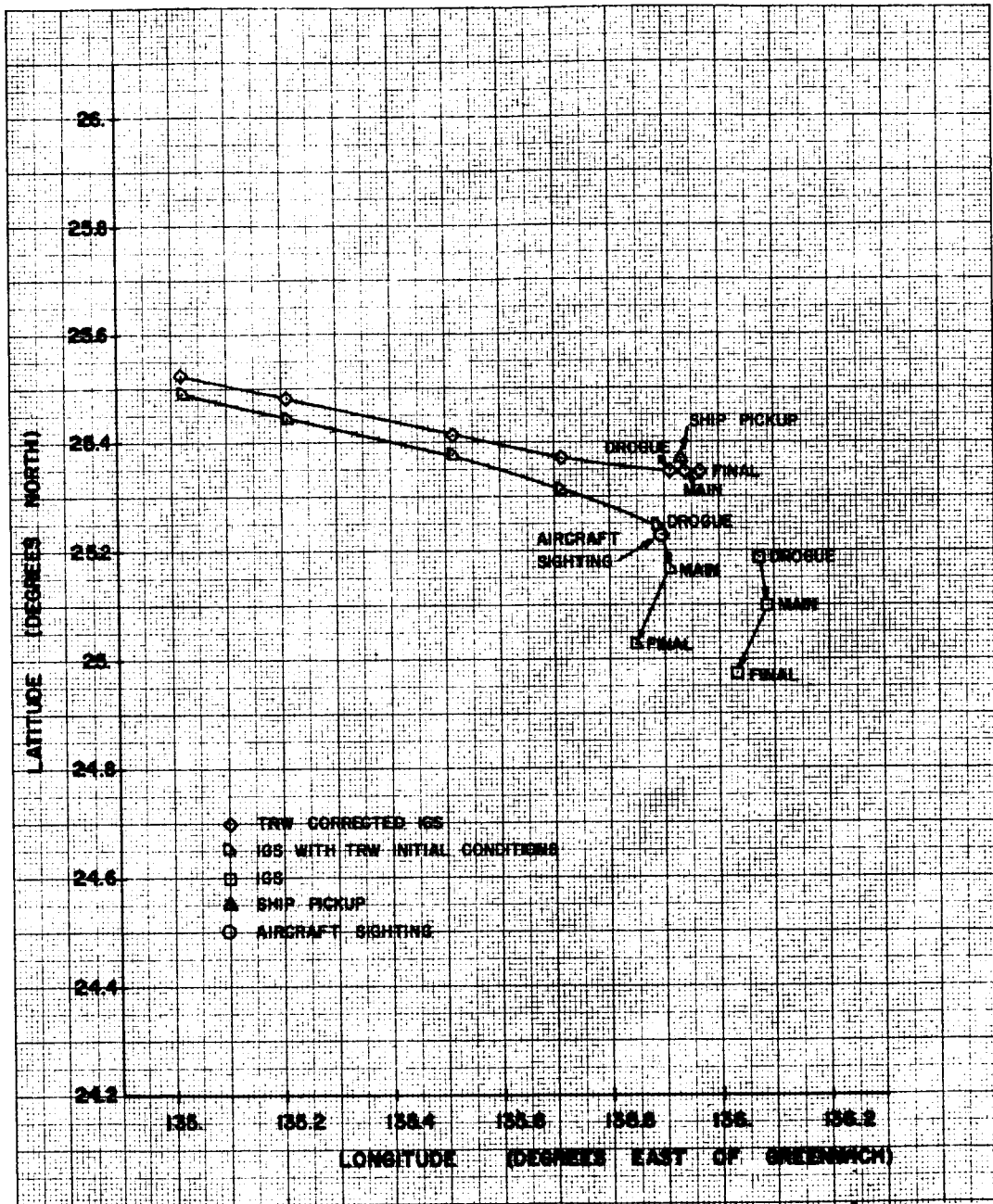


Figure 3-2. Effects of Initial Condition and IMU Corrections Upon IGS Trajectory

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other hand, used all available data including the Ascension 07 radar pass, which occurred less than 8 minutes before retrofire. Moreover, the RTCC Ascension 07 fit agrees closely with the ESPOD fit. The coordinate system of the state vector shown in Table 3-3 is ECI with x through Greenwich at 0^h day of launch.

Table 3-3. IGS (RTCC) and TRW (ESPOD) Retrofire Conditions*

	IGS vector	TRW vector	Difference: IGS - TRW
X	+10,094,700 ft	+10,131,910 ft	-37,210 ft
Y	+19,407,000 ft	+19,393,020 ft	+13,980 ft
Z	-317,700 ft	-338,502 ft	+20,802 ft
\dot{X}	-19,638.0 ft/sec	-19,609.7 ft/sec	-28.3 ft/sec
\dot{Y}	+10,417.8 ft/sec	+10,461.0 ft/sec	-43.2 ft/sec
\dot{Z}	+12,259.8 ft/sec	+12,259.7 ft/sec	+0.1 ft/sec

*Time = 1^d 2^h 45^m 49^s from 0^h day of launch

3.2 PLATFORM MISALIGNMENT

An accurate set of trajectory measurements against which the IGS may be calibrated is necessary for recovery of IGS error sources. On Gemini 8, this condition was partially met by the extension of IGS data into the lower atmosphere where the main chute was deployed. Due to the lack of conventional trajectory measurements during main chute descent, nominal steady-state conditions were used for comparison with IGS indicated values. These are listed in Table 3-4. The assumption of nominal conditions was primarily based upon postflight reporting that a smooth Gemini 8 splash-down occurred. Nevertheless, had the actual main chute velocity been as large as twice nominal, the assumption would have been approximately five times more accurate than the IGS indicated value.

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Table 3-4. Assumed Steady-State Reentry Conditions

Event	Time from retrofire (sec)	Altitude (ft)	Velocity crossrange	Velocity downrange	Velocity vertical (ft/sec)
Drogue chute	1909	50,000	0	*	*
Main chute	2005	10,000	0	*	*
Main chute plus 2.37 minutes	2147	*	0	0	-32

* No assumption made

As noted, asterisks in Table 3-4 indicate no assumption was made for the given quantity. In fact, the three velocity components at the final point and the zero crossrange velocity at 50,000 feet were used to compute the misalignments, and the other values were used only to check the reasonableness of the resulting trajectory. The final horizontal components of velocity could be in error by tens of feet per second due to surface winds at reentry, but this is small compared to the nearly 400 ft/sec indicated IGS horizontal velocity that was probably due to platform misalignment.

The error model used to fit the observed velocity differences consisted of only platform alignment errors for the following reasons:

- a) No other error source could supply a significant portion of the observed error without being grossly out of tolerance.
- b) Nominal IGS performance was seen during the ascent flight, which was only 10 hours before reentry.
- c) The recovered misalignments are all of reasonable size relative to expected values.

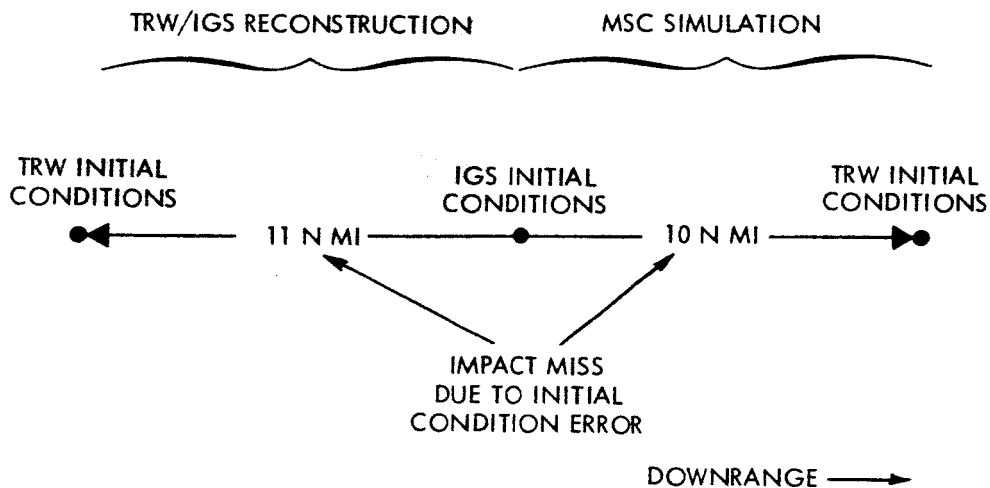
Although their effect was relatively small on the reentry error, the ascent-recovered IMU errors were also removed from the IGS indicated reentry trajectory.

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3.3 SIMULATION RESULTS

3.3.1 MSC Simulation

Two point-mass reentry simulation runs were made by MSC, one using the same retrofire state vector as the IGS and the other the retrofire state vector recovered by the TRW orbital trajectory reconstruction. The simulation impacts were then compared with the two trajectory impacts formed by integrating the IGS accelerometer data from each of the retrofire state vectors, as was done in the TRW reentry reconstruction. The position difference between the two impact points was of the same magnitude in simulation and integration of IGS, but of opposite direction (see diagram below).



The explanation of this somewhat unexpected result is that, in simulation, drag acceleration is a function of computed altitude and depends directly upon initial conditions. On the other hand, in integration of IGS data, drag acceleration is given by accelerometer output and is independent of both computed altitude and initial conditions. Note that the actual reentry navigation and guidance encompasses use of IGS data for navigation and simulation results for guidance from the indicated position to the intended target. There is, therefore, a complicated tradeoff among initial condition error, navigation error, and resulting guidance or

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steering errors. It was beyond the scope of this analysis to demonstrate how each of these add together to give an effective total system miss from the intended target.

3.3.2 McDonnell 6-Degree-of-Freedom Simulation

The position and velocity differences between the McDonnell simulation and the TRW reconstruction of reentry are presented in Figures 3-3 through 3-5. These plots appear in IGS coordinates.

The differences are large primarily because the McDonnell simulation begins with the RTCC retrofire state vector used by the IGS rather than the updated one used by TRW. The in-plane differences observed (x and y) are consistent with the differences in initial conditions and their resulting propagation through reentry in a strictly simulation sense. That is, from the MSC point-mass results, it is expected that a simulation using IGS initial conditions will impact approximately 10 miles short of the same simulation using the TRW initial conditions. Actually the position error indicated at the end of the comparison (Figures 3-3 through 3-5), which corresponds to an altitude of 80,000 feet, is about 20 miles short of the TRW reconstruction at that point. The additional error may be due to what amounts to an effective timing error between the two trajectories near the end (the velocity difference has not get gone to zero, and the position error is getting smaller). It is also expected that there is some true simulation error in addition to the initial condition error, and this error will also appear in this comparison.

The peak crossrange error at 1800 seconds (see the plot of delta z in Figure 3-5) may also be partly due to the different crossrange acceleration profile resulting from the incorrect initial altitude. Due to the TRW analysis uncertainty in dividing main chute crossrange velocity error between IGS platform yaw and roll alignment error, it is believed that not more than 50 percent of this error is also in the TRW reconstruction.

3.4 REFERENCE REENTRY TRAJECTORY

The reentry trajectory was reconstructed by integrating the equations of motion using corrected IGS measurement of sensed velocity and the TRW estimate of the initial conditions. The corrections applied to the IGS output were for the ascent recovered IGS errors defined in Section 2

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and for the initial platform misalignment errors recovered during the reentry phase evaluation. Plots of spacecraft sensed velocity and acceleration, relative velocity magnitude, flight path angle, and altitude follow (see Figures 3-6 through 3-16).

Appendix B contains a complete listing of the reentry trajectory reconstruction in an earth-referenced coordinate system.

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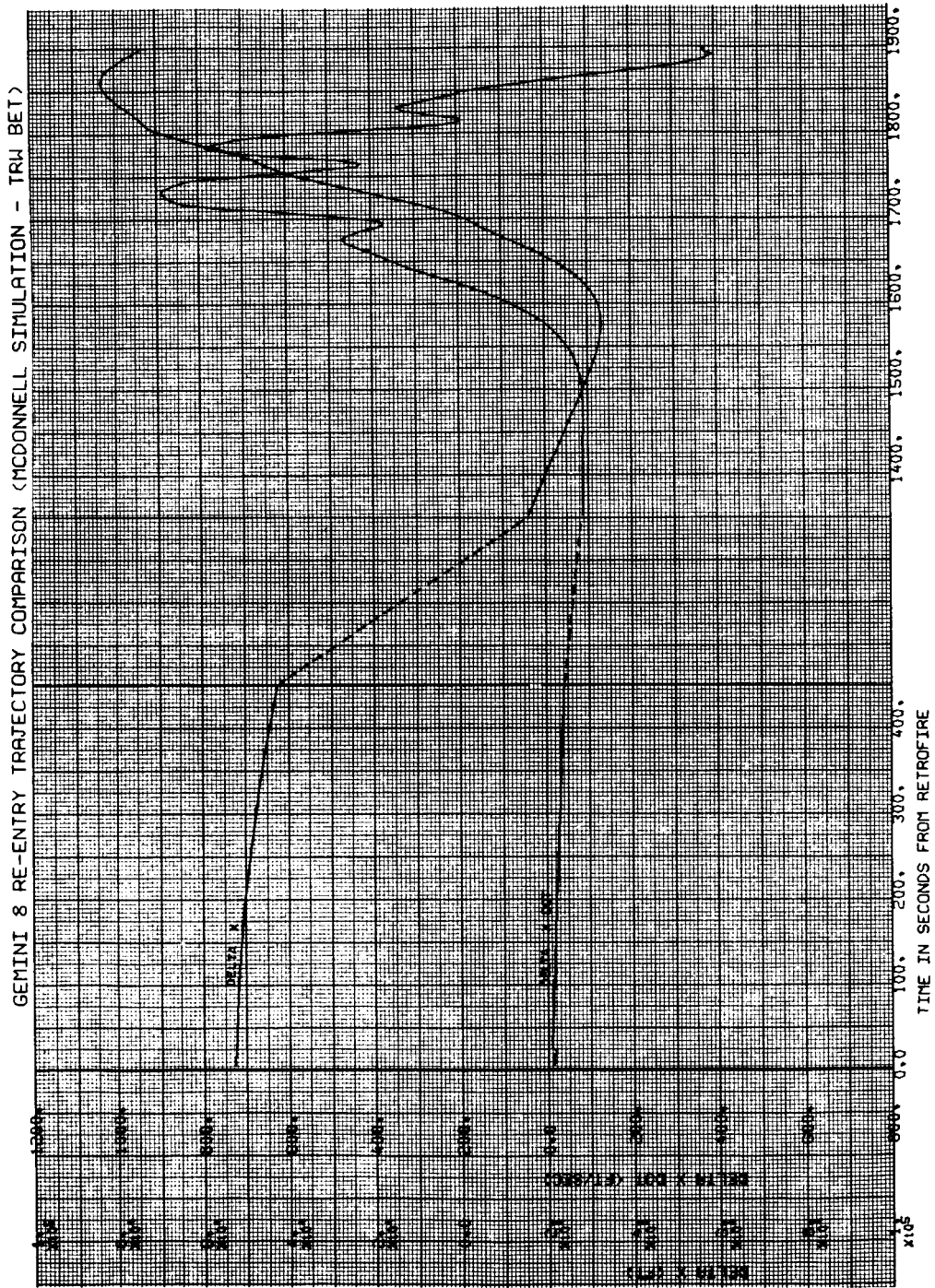


Figure 3-3. Reentry Trajectory Comparison (Simulation-TRW/BET)
x Axis

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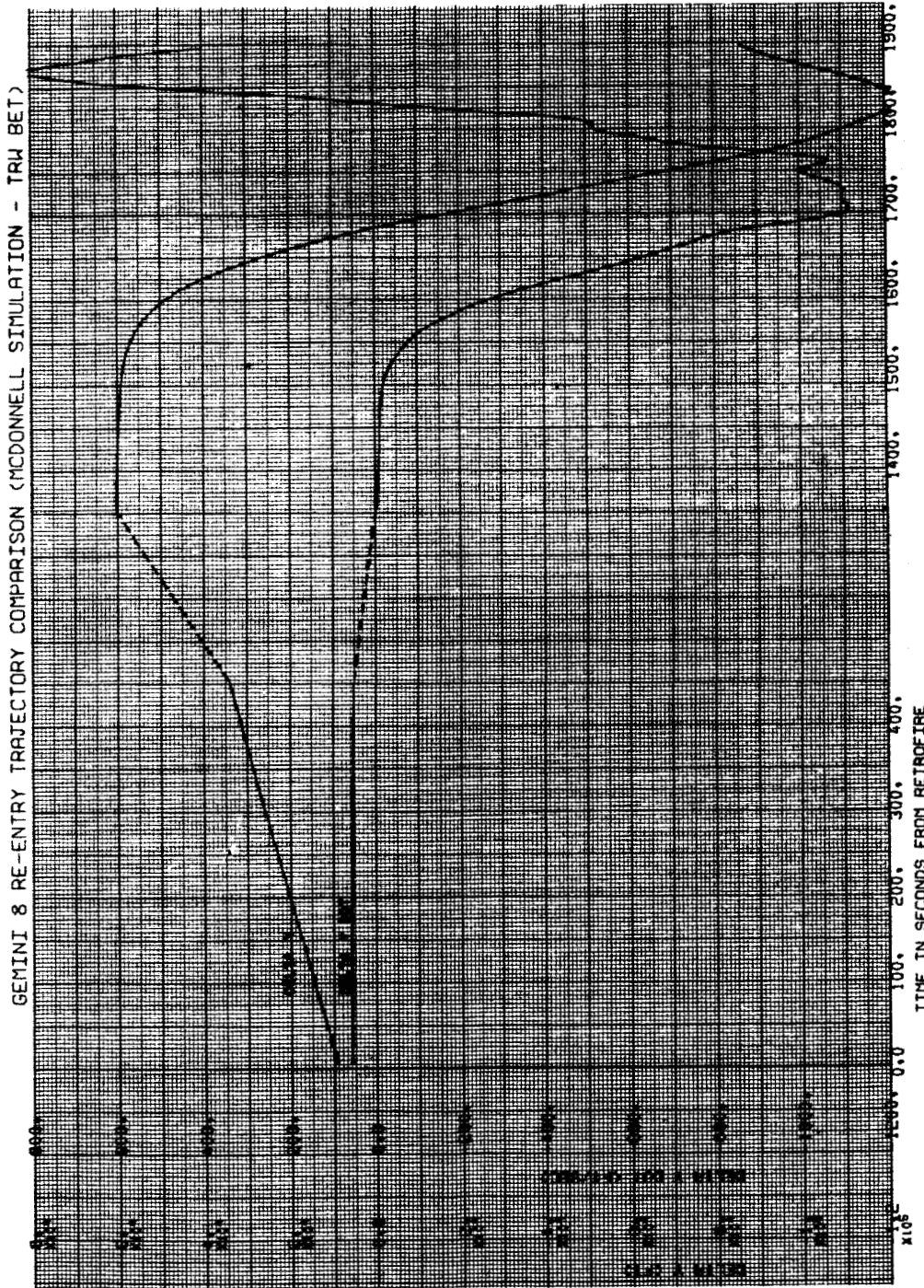


Figure 3-4. Reentry Trajectory Comparison (Simulation -TRW/BET)

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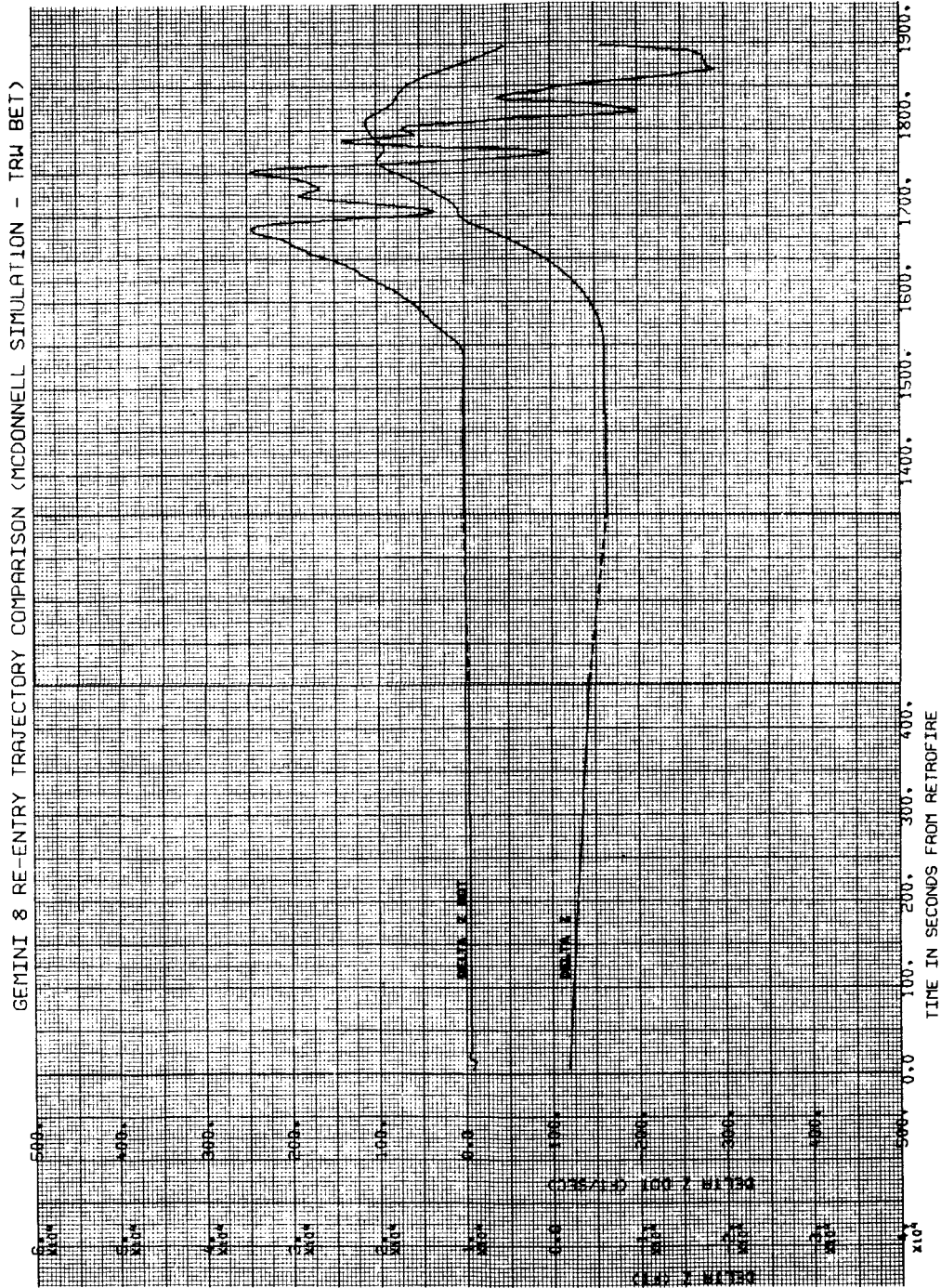


Figure 3-5. Reentry Trajectory Comparison (Simulation - TRW/BET)

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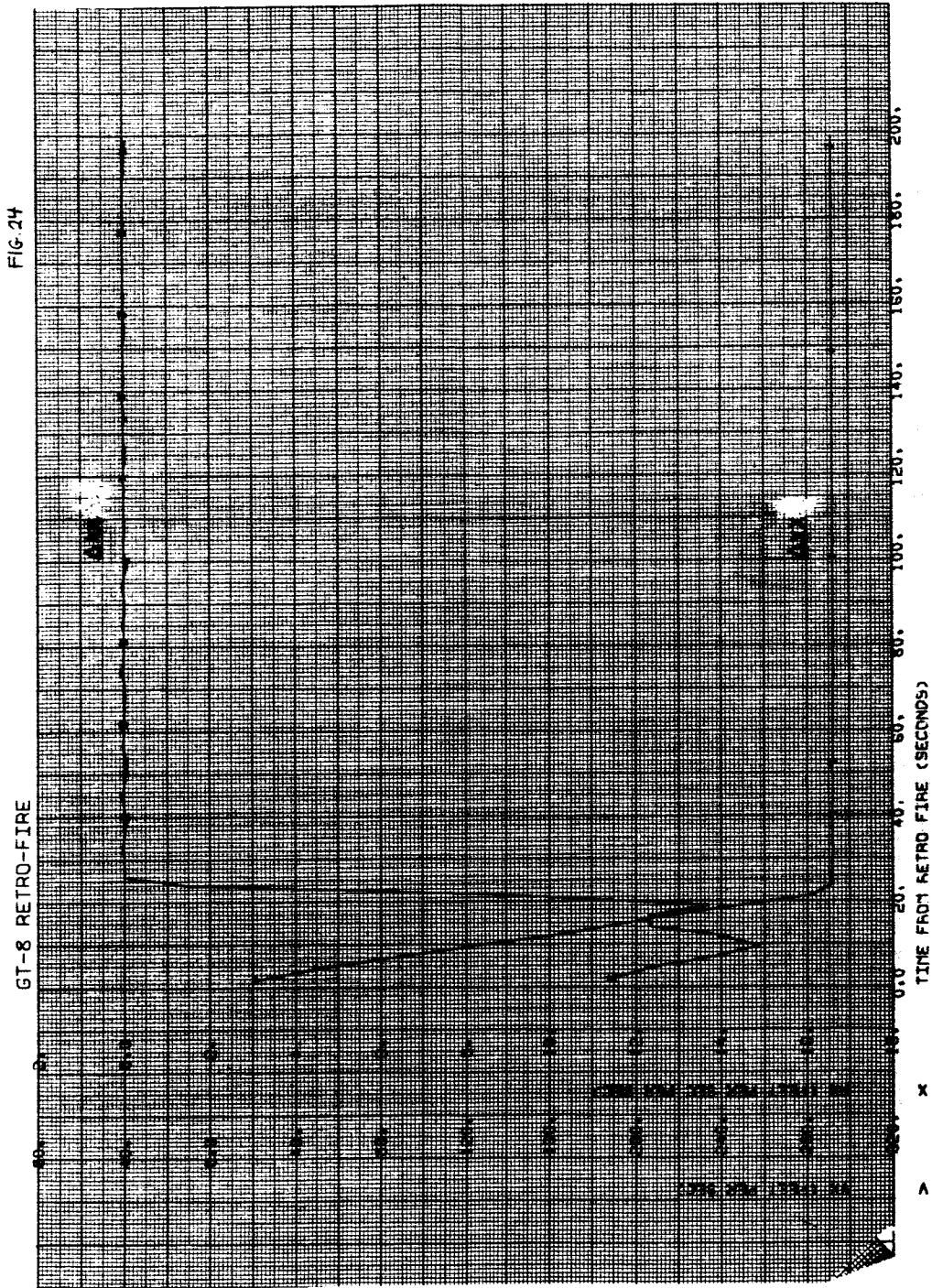


Figure 3-6. Gemini 8 Retrofire—IGS Measured Sensed Velocities and Accelerations (x Axis)

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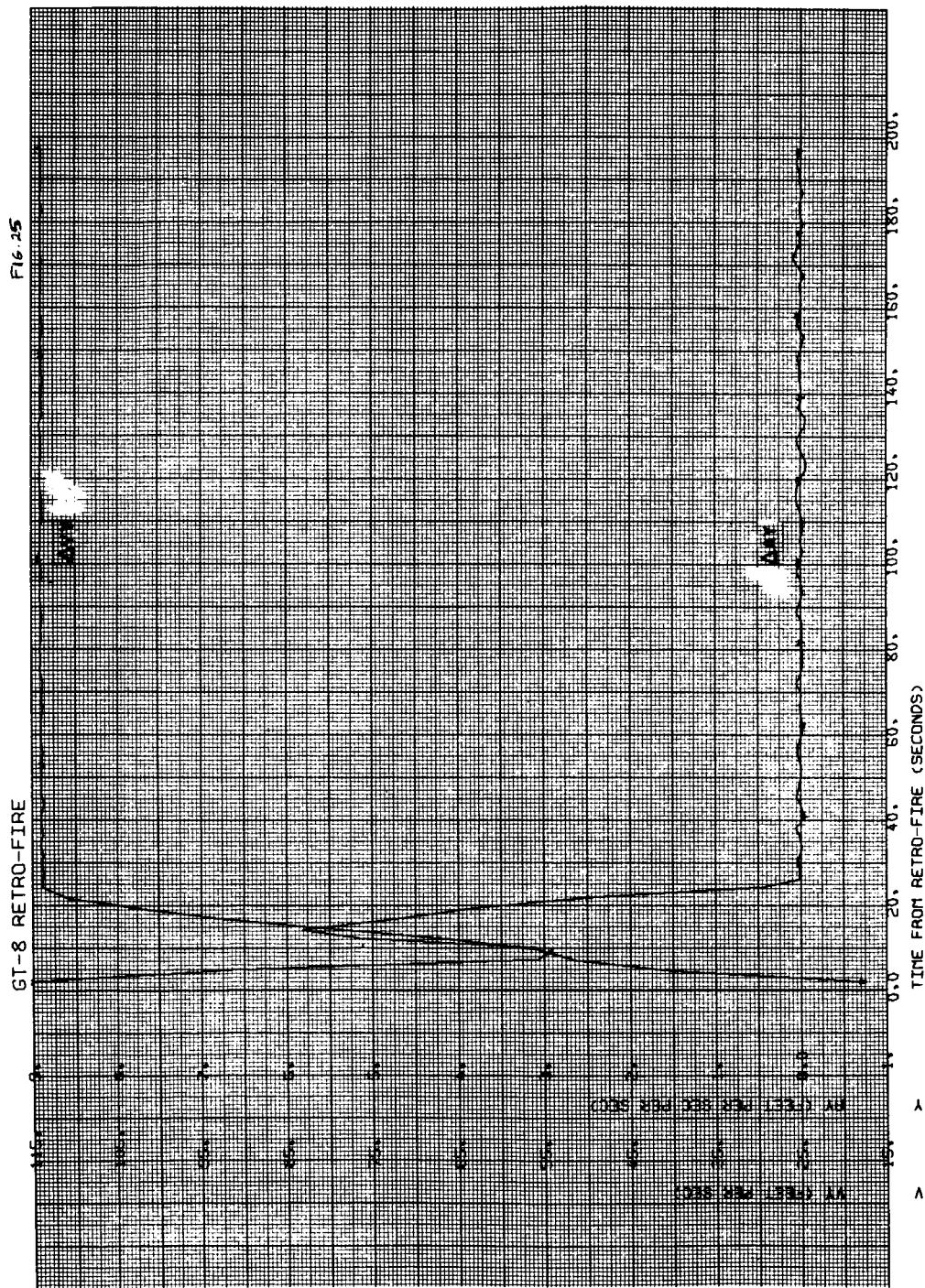


Figure 3-7. Gemini 8 Retrofire--JGS Measured Sensed Velocities and Accelerations (y Axis)

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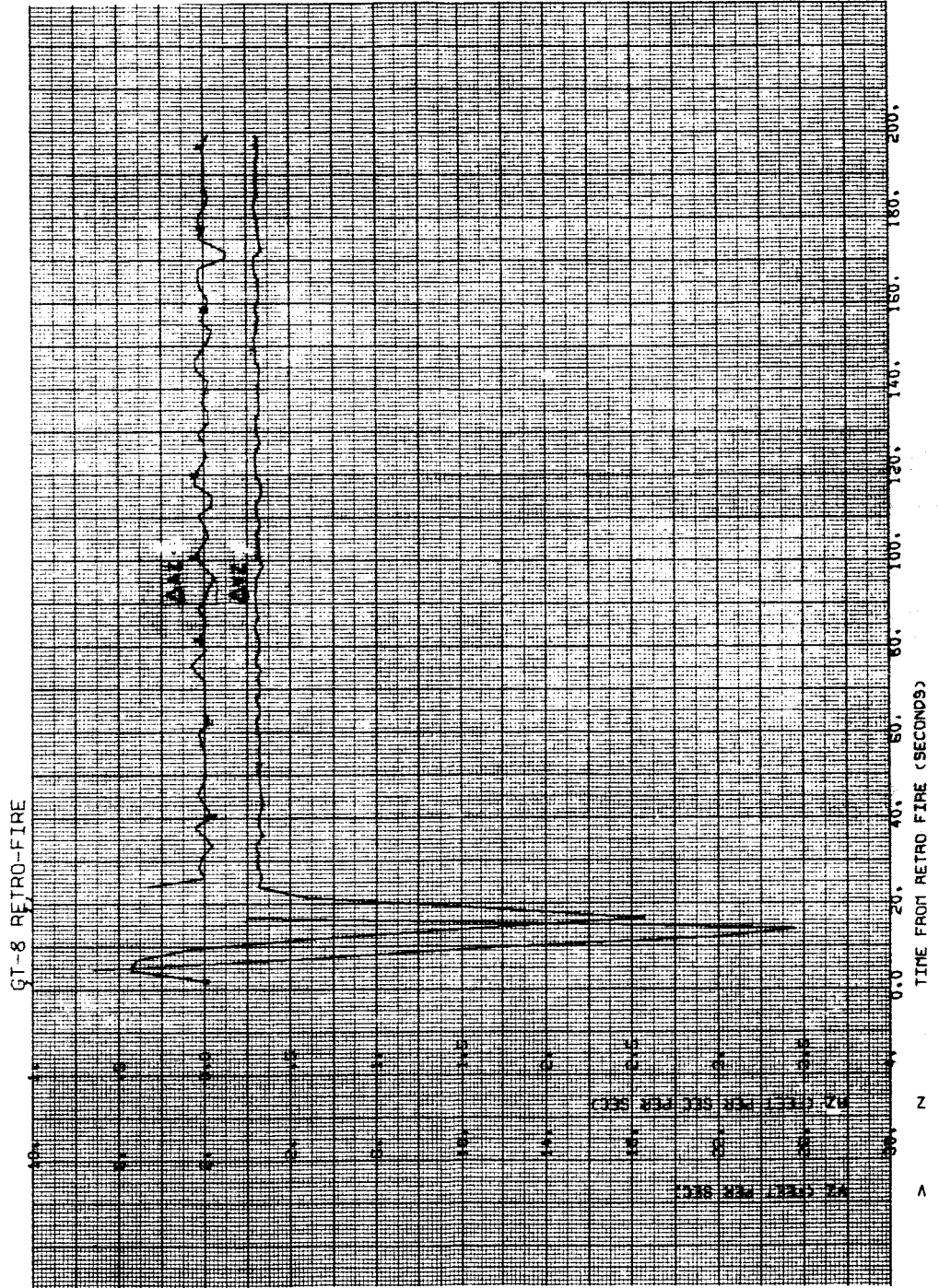


Figure 3-8. Gemini 8 Retrofire—IGS Measured Sensed Velocities and Accelerations (z Axis)

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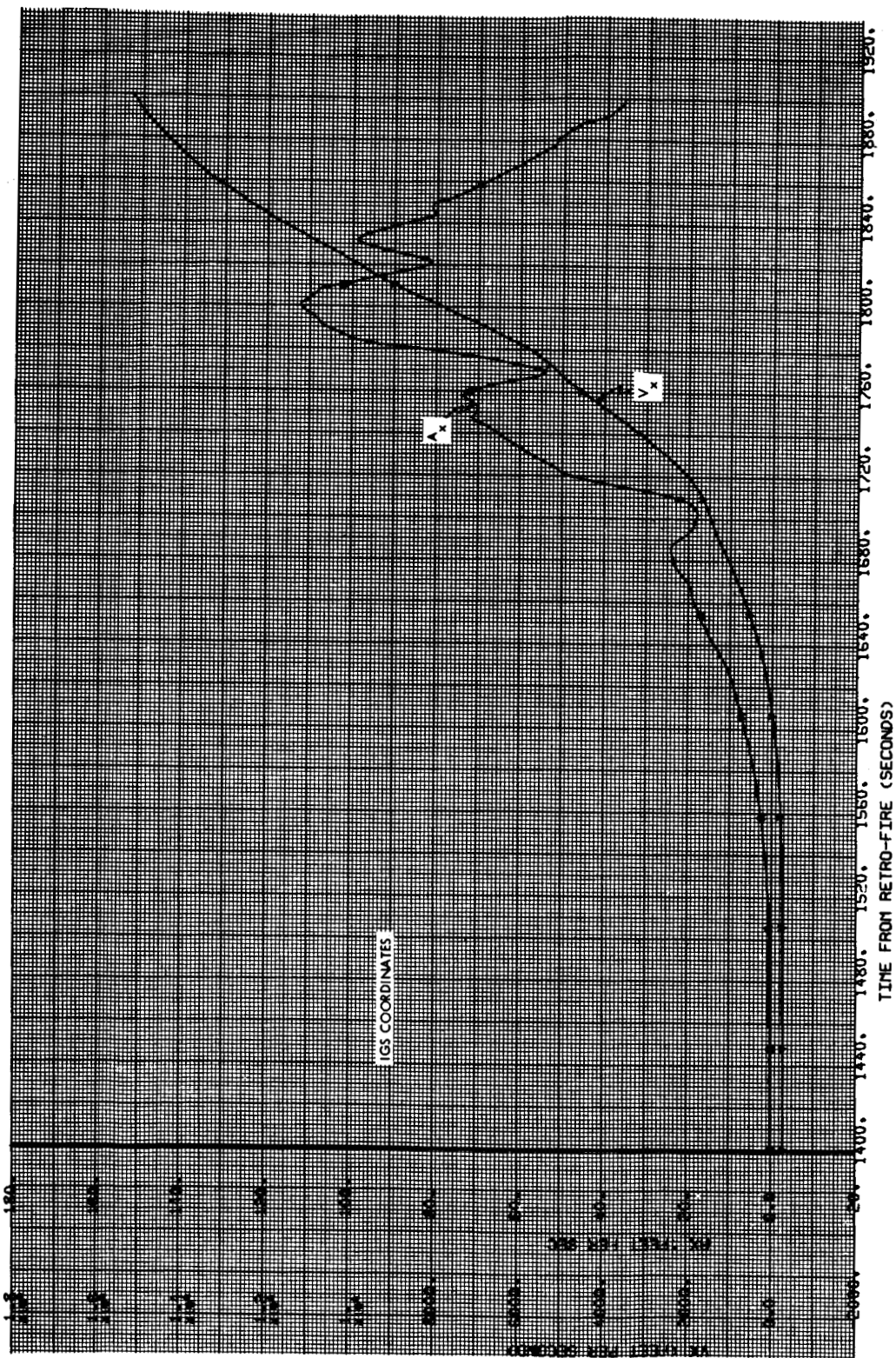


Figure 3-9. Gemini 8 Reentry--IGS Measured Sensed Velocities and Accelerations (x Axis)

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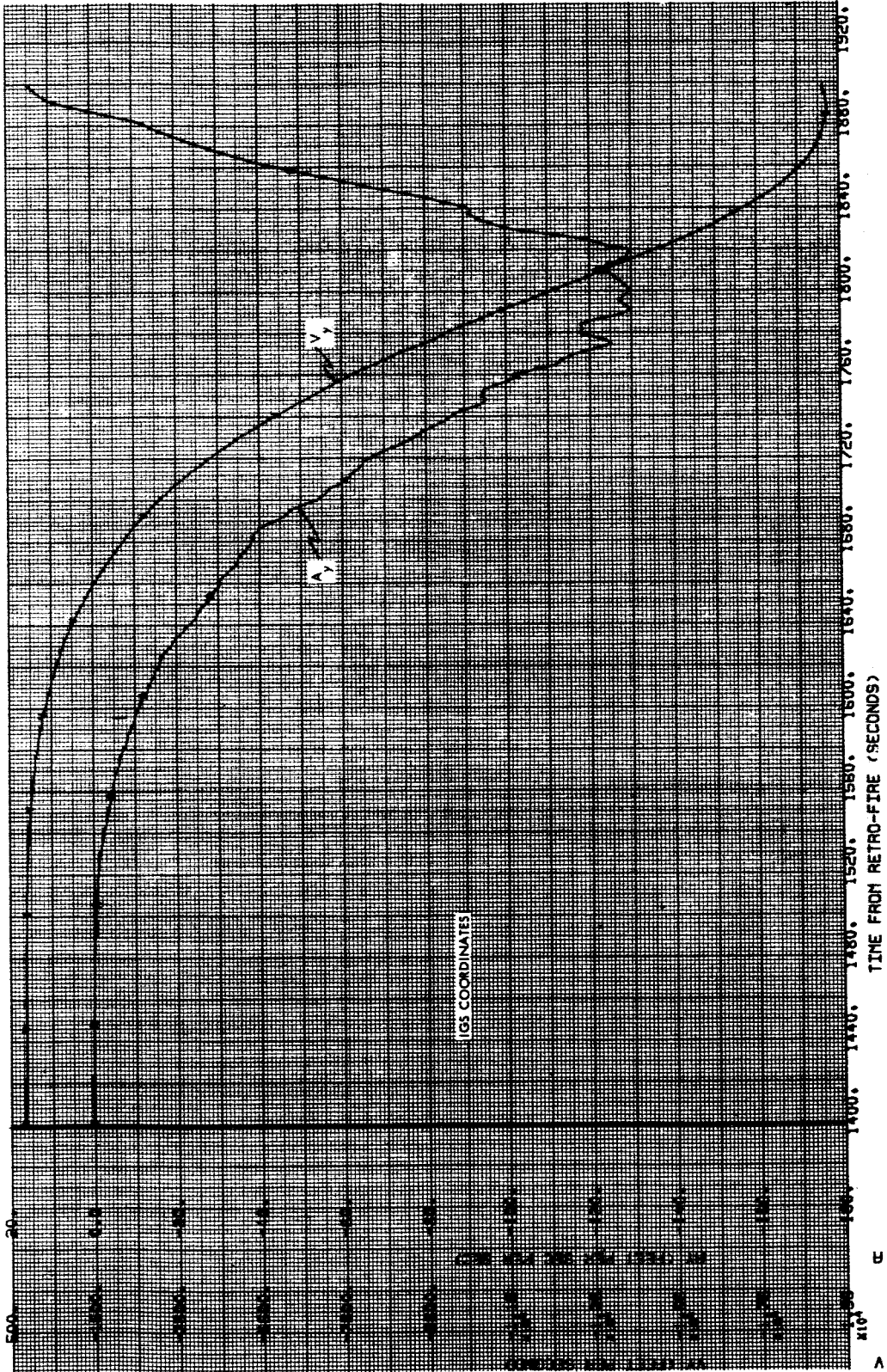


Figure 3-10. Gemini 8 Reentry—IGS Measured Sensed Velocities and Accelerations (y Axis)

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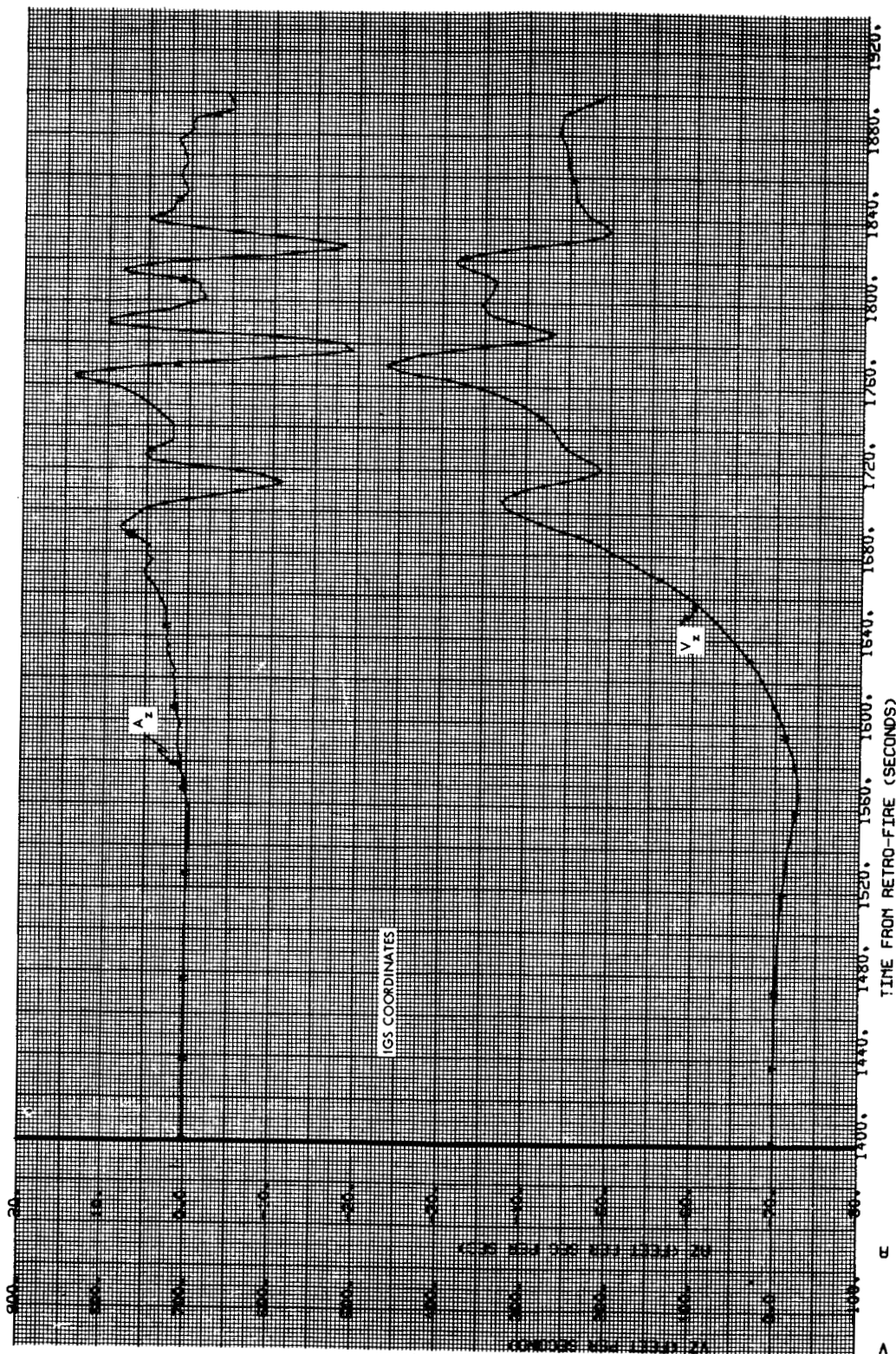


Figure 3-11. Gemini 8 Reentry—IGS Measured Sensed Velocities and Accelerations (z Axis)

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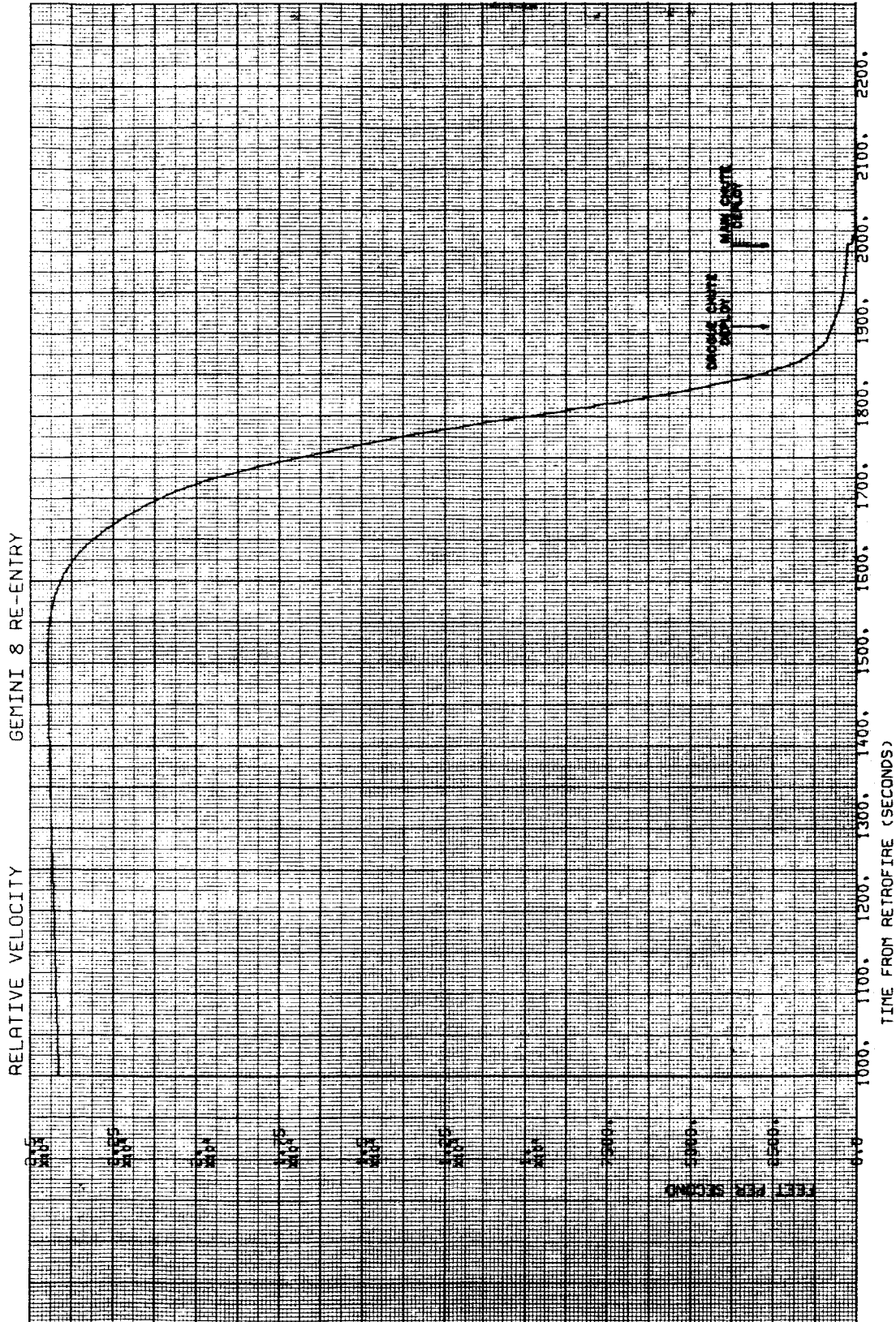


Figure 3-12. Gemini 8 Reentry—Relative Velocity Magnitude

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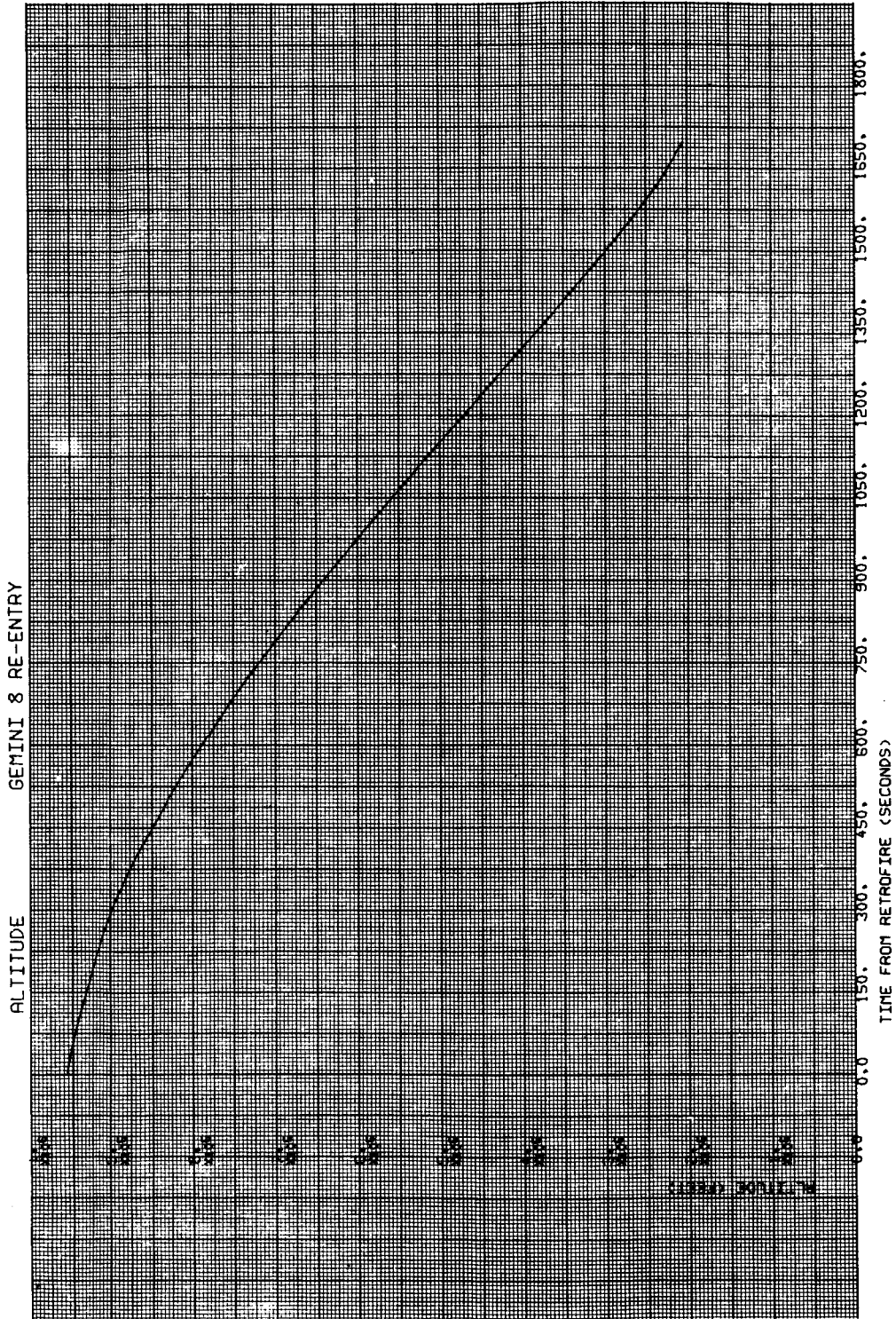


Figure 3-13. Gemini 8 Reentry—Altitude

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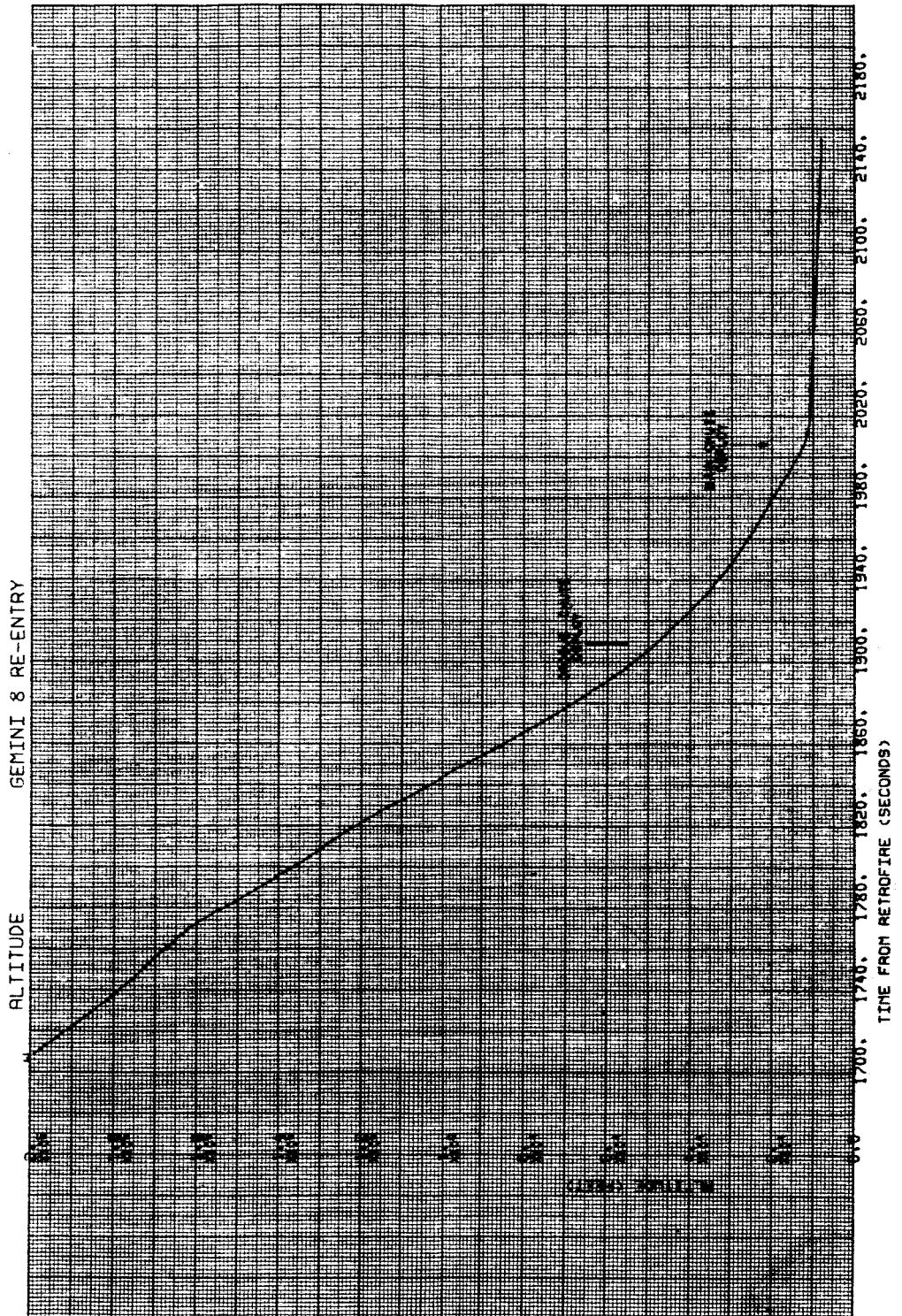


Figure 3-14. Gemini 8 Reentry—Altitude (Terminal Phase)

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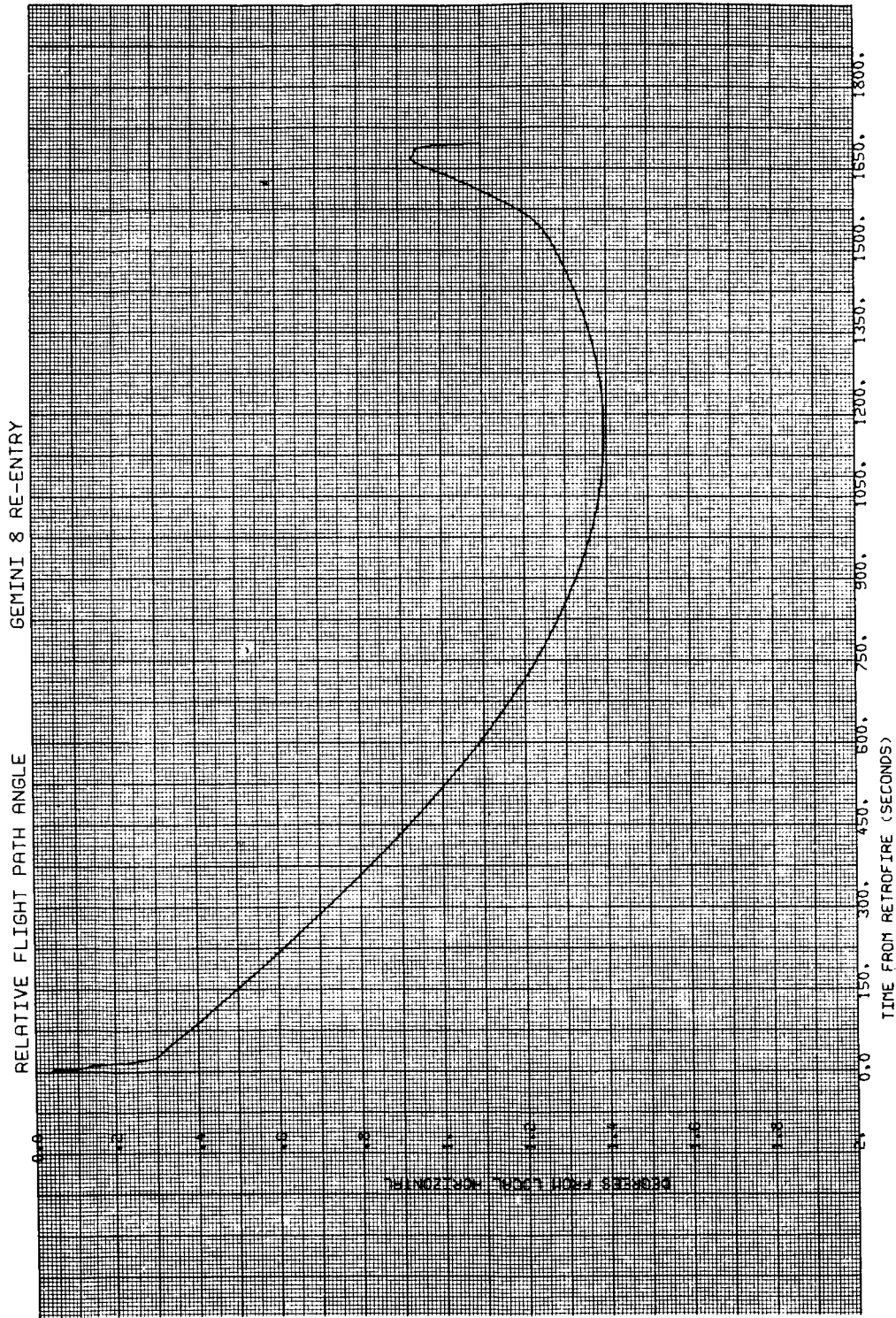


Figure 3-15. Gemini 8 Reentry—Relative Flight Path Angle

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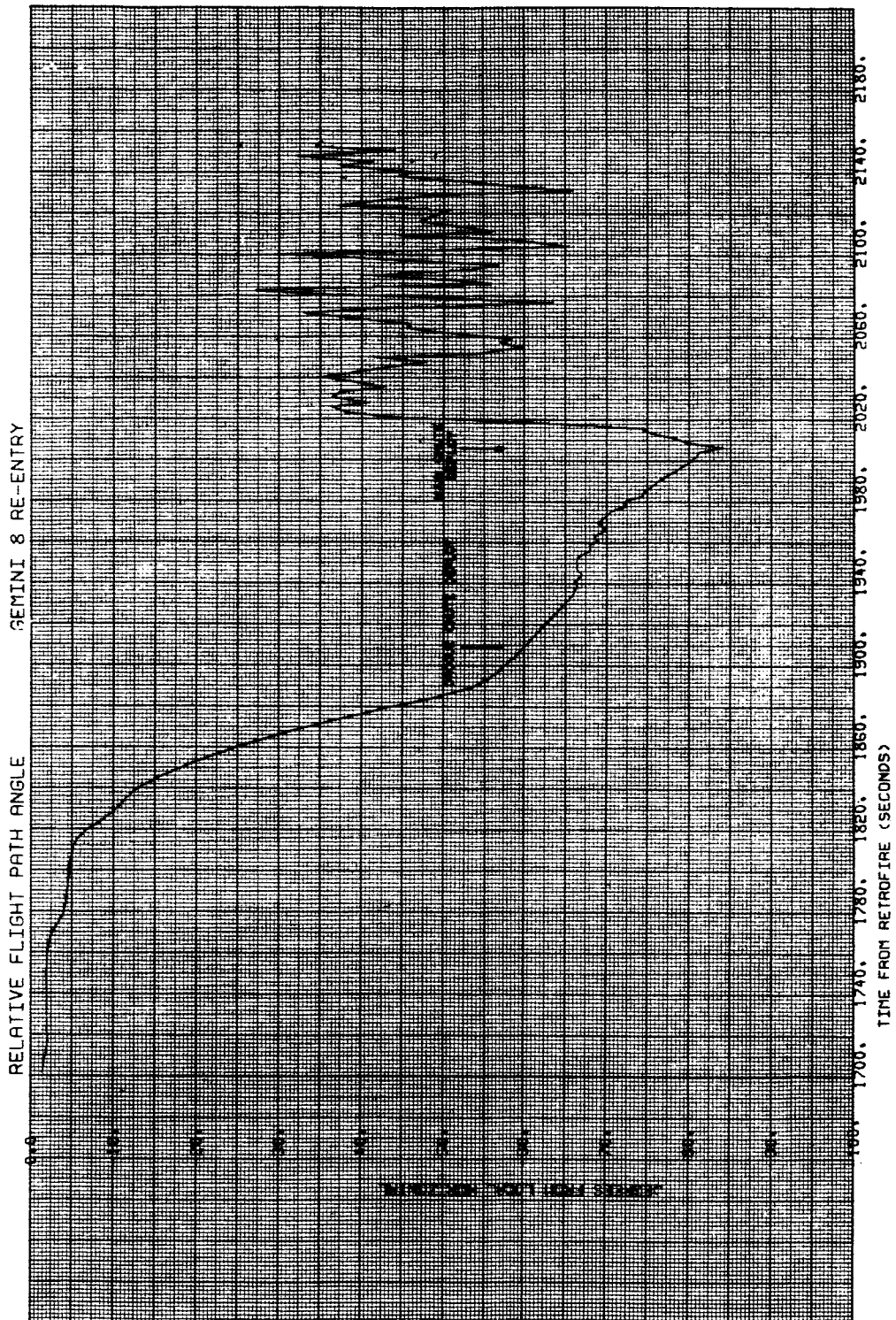


Figure 3-16. Gemini 8 Reentry—Relative Flight Path Angle (Terminal Phase)

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4. TRACKING SYSTEM PERFORMANCE

Tracking data available for analysis of the Gemini 8 IGS performance included the following:

- a) GE Mod III/Burroughs (TRW-processed)
- b) GE Mod III/Burroughs (GE-processed)
- c) MISTRAM I Quick Look 10K and 100K
- d) MISTRAM II (passive mode)
- e) AFETR MISTRAM-only BET
- f) AFETR final BET

Each of the above sets was used for position and velocity comparisons, as described in Section 2. The TRW-processed GE Mod III/Burroughs data were used for quick look analyses; however, detailed analyses were subsequently accomplished with the remaining sources. A TRW program (TOPS), which is used to produce powered flights best estimates of trajectory (BET), was also used to aid in the tracking data analysis. The results of the ensemble IMU/tracking system analysis accomplished on this flight are presented in Table 4-1. Also presented are error sources obtained by AFETR, GLAD, and BET programs.

For a clear picture of what portion of the observed differences are considered a tracking error, tracking system data were compared with inertial guidance data that had been corrected for guidance system errors derived from the regression analysis results of Section 2.

In general, the most significant tracking system error was an approximate 2-foot bias in the MISTRAM I 100K P channel measurements (because of forced internal consistency, there was about 0.2-foot bias also in the 10K P channel). The GE Mod III system performance was nominal, as was the performance of the MISTRAM II system. The AFETR MISTRAM-only BET agreed well with the final TRW trajectory, while the AFETR final BET contained a small difference in the vertical direction, amounting to about 3 ft/sec at SECO.

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4.1 GE MOD III

4.1.1 GE Mod III/Burroughs (TRW-Processed)

The Burroughs data received at TRW consisted of raw counts recorded on punched paper tape at a rate of two samples per second. The data were transferred to magnetic tape at TRW and processed in the data reduction programs.

Figures 4-1 and 4-2 show GE/Burroughs (TRW)-compensated IGS comparisons in guidance coordinates. No major errors are evident, and differences are within the uncertainties of both the GE system and the compensated IGS data (see Section 2). The regression analyses using the GE-processed Burroughs data (Section 4.1.2) resulted in estimated azimuth and elevation biases of -0.000015 radian and -0.00005 radian, respectively, and a range bias of about -75 feet, all of which are nominal values for the GE Burrough tracker measurements. The analysis, including the GE rate (\dot{r} , \dot{p} , \dot{q}) measurements (Section 2), showed some remaining residual errors in these data, although their level was generally within the expected uncertainties.

4.1.2 GE Mod III/Burroughs (GE-Processed)

The General Electric Company processes essentially the same two per second Burroughs data which are transmitted to Syracuse in near real-time via hardware. The primary differences between the two processing techniques (TRW and GE) are the amount of filtering applied to the data and the method of correcting for refraction effects.

Figures 4-3 and 4-4 show the GE-processed Burroughs data-compensated IGS comparisons. Comparison with Figure 3-3 clearly shows the heavier degree of filtering in the GE-processed data. These results disagree with the TRW data (Figure 4-1) in the y direction by approximately 1.5 ft/sec at SECO because of differences in refraction corrections applied.

4.2 MISTRAM

The MISTRAM data received at TRW are fully scaled and corrected raw range sum, P, and Q measurements. These data were processed through the TRW transformation and comparison programs in the usual manner.

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Table 4-1. Tracking Data Errors

System error	Units	TRW analysis		AFETR MISTRAM- only BET		AFETR final BET	
		Estimated bias	1 σ uncertainty	Estimated bias	1 σ uncertainty	Estimated bias	1 σ uncertainty
MISTRAM I	RSUM	-5.	6.0	+0.68	0.76	-3.9	0.4
	P 10K	+0.19 (post-BECO)	0.05	+0.21	0.006	+0.10	0.005
	Q 10K	0.0 (post-BECO)	0.05	+0.08	0.007	-0.036	0.006
	P 100K	+2.2 (post-BECO)	0.5	+2.46	0.06	+1.2	0.05
	Q 100K	+0.06 (post-BECO)	0.5	+0.81	0.07	-0.50	0.06
Refraction (central site)	n-units	-1.71	3.3				
Refraction (P 100K)	n-units	+2	1.				
MISTRAM II	RSUM	+2	5.	-0.09	0.4	-1.13	0.4
	P	+1.5	1.	2.15	0.1	+0.095	0.1
	Q	+0.5	0.5	1.08	0.04	+0.651	0.04
	RSUM	+0.22	0.1	0.002		+0.005	0.002
	Refraction	n-units	-3.2	5.			
Timing	sec	-0.00088	0.002				
GE Mod III	R	-74.3	12.				
	A	-0.015	0.010				
	E	-0.050	0.020				
	Refraction	n-units	-15.3	3.			
	Timing	sec	+0.0	0.0004			

- 1) TRW results obtained from regression and TOPS analysis
- 2) AFETR MISTRAM only BET results from Reference 3
- 3) AFETR Final BET results from Reference 4

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4.2.1 MISTRAM I

Figures 4-5 through 4-8 show the MISTRAM I 10K and 100K-compensated IGS comparisons.

Except for noise levels, these results agree with each other because of forced internal consistency between the 10K and 100K systems. The primary error found to be present in MISTRAM (Section 4.3 and 4.4) was an approximate +2-foot bias and 2 n-unit refraction error in the P 100 channel, the effect of which is most noticeable in the IGS y (vertical) coordinate (Figure 4-7) where a positive trend culminating in about +16 ft/sec at SECO +20 seconds is apparent. This P bias error also propagates somewhat into the x and z coordinates, although at a greatly reduced level. Subsequent analyses by AFETR (Section 4.3) and TRW (Section 4.4) indicated that there were no other significant errors in the MISTRAM I measurements.

4.2.2 MISTRAM II (Passive Mode)

Figures 4-9 and 4-10 show the MISTRAM II-compensated IGS comparisons in IGS coordinates. These results in general represent the best performance of MISTRAM II observed thus far in the Gemini series. Except for an initially high noise level due to the low elevation angle at acquisition, these differences agree quite well with those of the BET analyses (Sections 4.3 and 4.4). These same analyses showed no large errors in the MISTRAM II measurements. This fact, coupled with the improved geometry of the Gemini 8 trajectory relative to MISTRAM II, resulted in the overall good performance of this system for this flight.

4.3 AFETR BEST ESTIMATE OF TRAJECTORY

4.3.1 MISTRAM-Only BET

The MISTRAM-only BET is computed by means of the AFETR "GLAD" program using MISTRAM I (10K and 100K) and MISTRAM II measurements. The solution is obtained from a conventional least-square adjustment of measurement biases and Cartesian trajectory values. A rate bias term is included in the MISTRAM II (passive) range sum error model. No refraction terms are solved for.

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Figures 4-11 and 4-12 show the final MISTRAM BET-compensated IGS comparisons. These differences imply that the GLAD trajectory adjustment agrees well with the results of the IGS regression of Section 2. The biases estimated by GLAD were +2.46 feet for MISTRAM I P 100 (0.21 for P 10), +0.81 foot for Q 100 (0.08 for Q 10), +2.15 feet for MISTRAM II P, and +1.08 feet for MISTRAM II Q. Range sum estimated biases were 0.68 foot for MISTRAM I and -0.09 foot for MISTRAM II. These values also agree well with those estimated by the TRW TOPS analysis (Section 4.4).

4.3.2 Final BET

The AFETR final BET is a conventional weighted least-square adjustment using measurements from MISTRAM, GE, FPQ-6 radars, and x-band GLOTRAC stations.

Figures 4-13 and 4-14 show the final BET-compensated IGS comparisons. The most significant difference is the trend in the y coordinate, which implies that the BET incorrectly estimated tracker bias errors by an amount sufficient to cause about 3 ft/sec vertical velocity error at SECO. For example, this is reflected in the final BET's estimate of MISTRAM I P100 bias, which was +1.2 feet, a figure low about 1 foot (Section 4.4 and 4.4.1). This same type of final BET error was noted during the analysis of the Gemini 6 IGS.

4.4 TRW TOPS BET

Input to the TRW TOPS program consisted of MISTRAM I and II and GE Mod III (track and rate) measurements. Figures 4-15 and 4-16 show the TOPS-compensated IGS comparisons. These results generally agree with those of the preceding analyses and help to verify the estimates of guidance system errors. In terms of MISTRAM I 100K, the TOPS estimates of P and Q biases at SECO were approximately +2.1 and +0.12 feet, respectively. Estimated range sum bias was approximately -5 feet. A 2 n-unit P 100K refraction error was also estimated in the TOPS analysis. Estimated errors for the MISTRAM II and GE Mod III systems were nominal and agreed well with the regression results of Section 2.

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GE/BURROUGHS AND COMPENSATED IGS VELOCITY COMPARISON

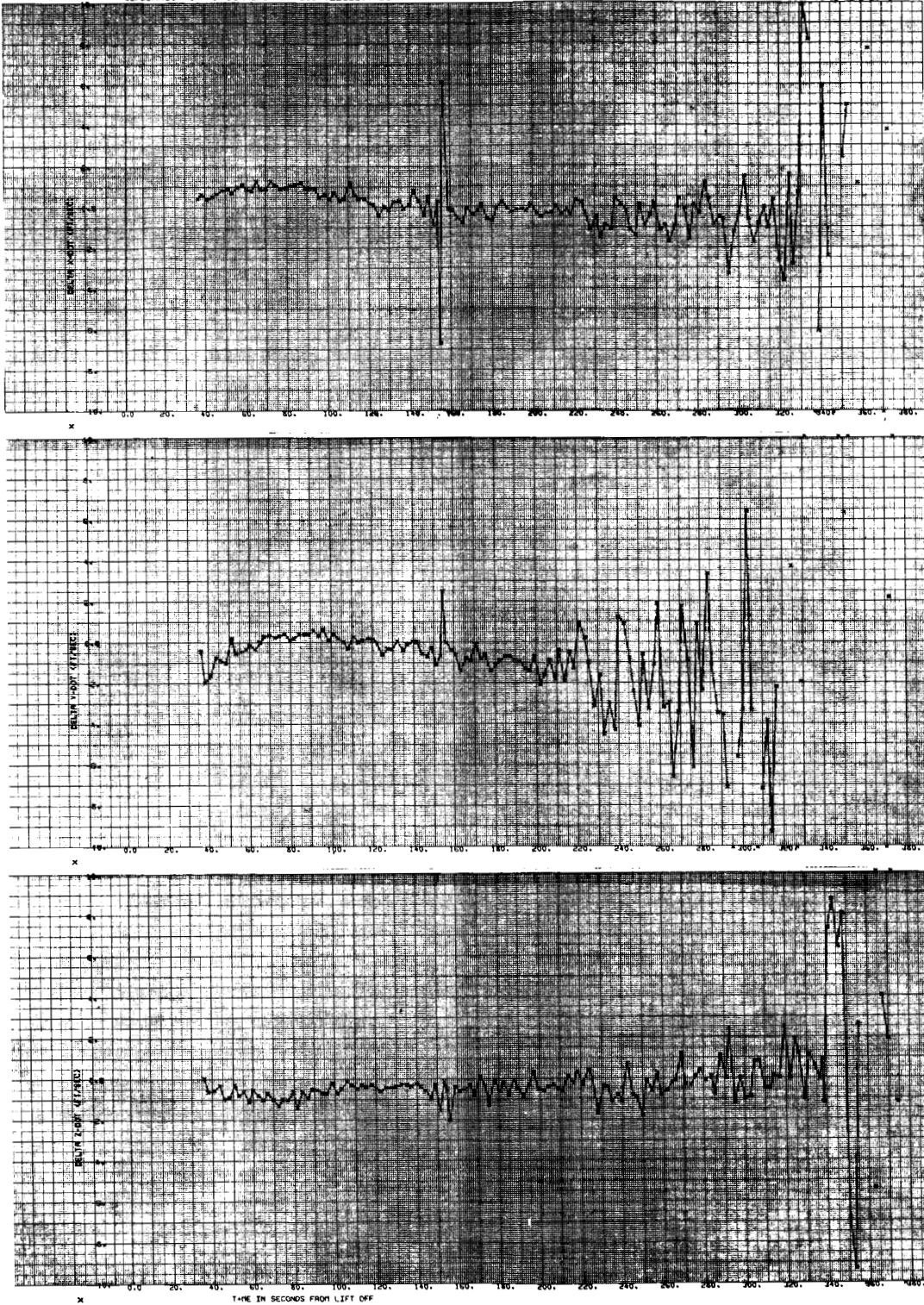


Figure 4-1. GE Burroughs and Compensated IGS ΔV in Sensed Coordinates

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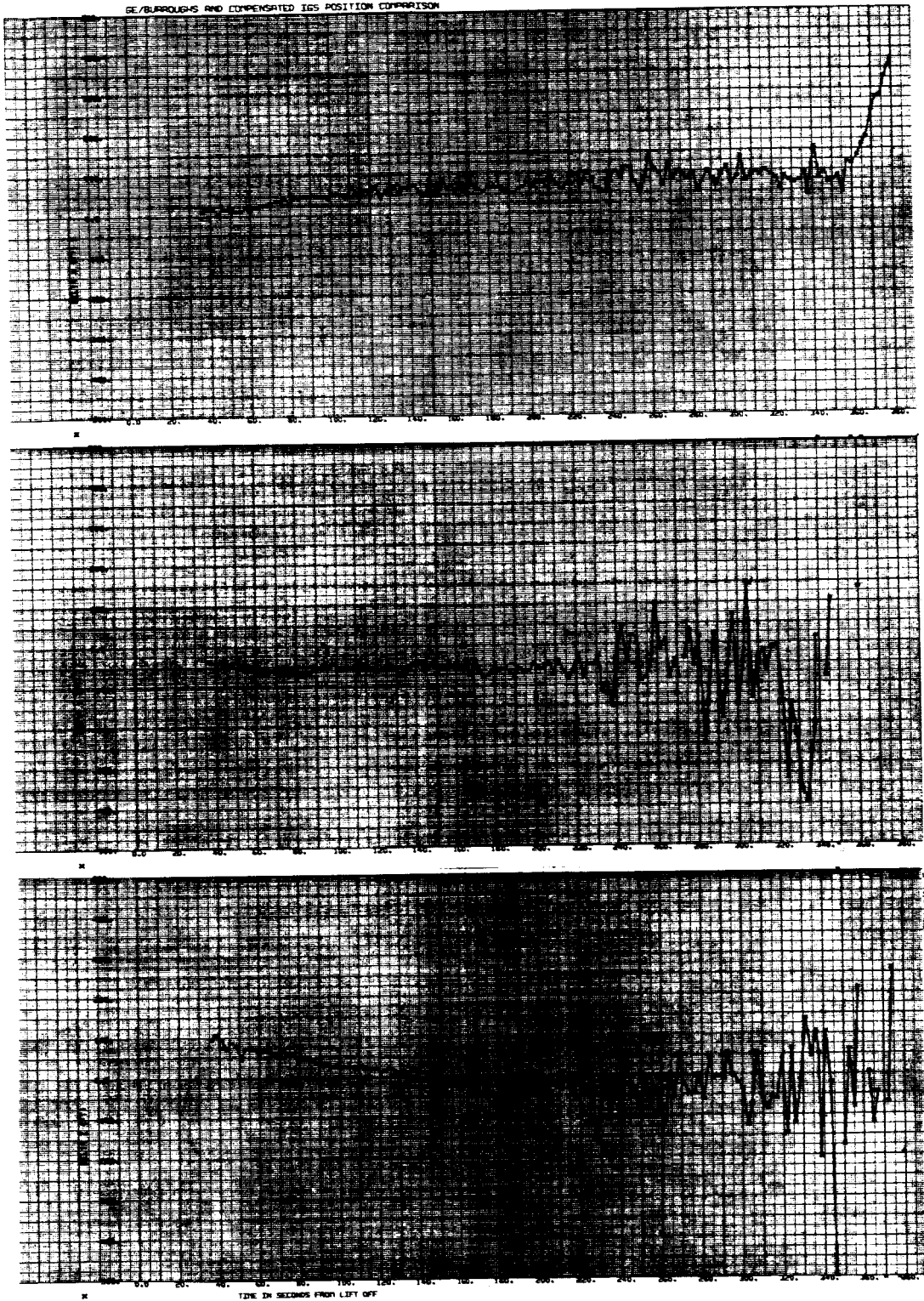


Figure 4-2. GE Burroughs and Compensated IGS ΔP in Sensed Coordinates

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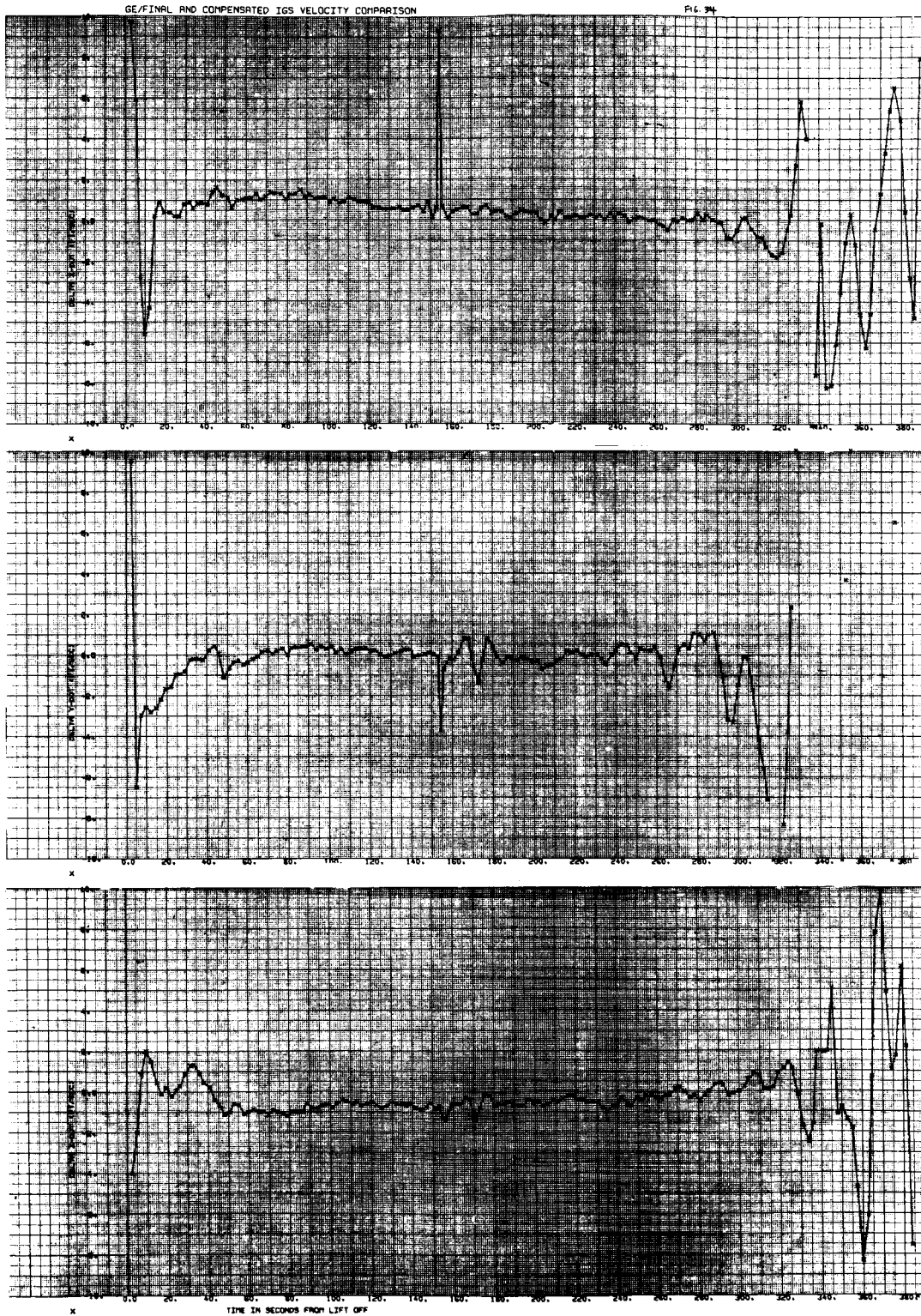


Figure 4-3. GE Final and Compensated IGS ΔV in Sensed Coordinates

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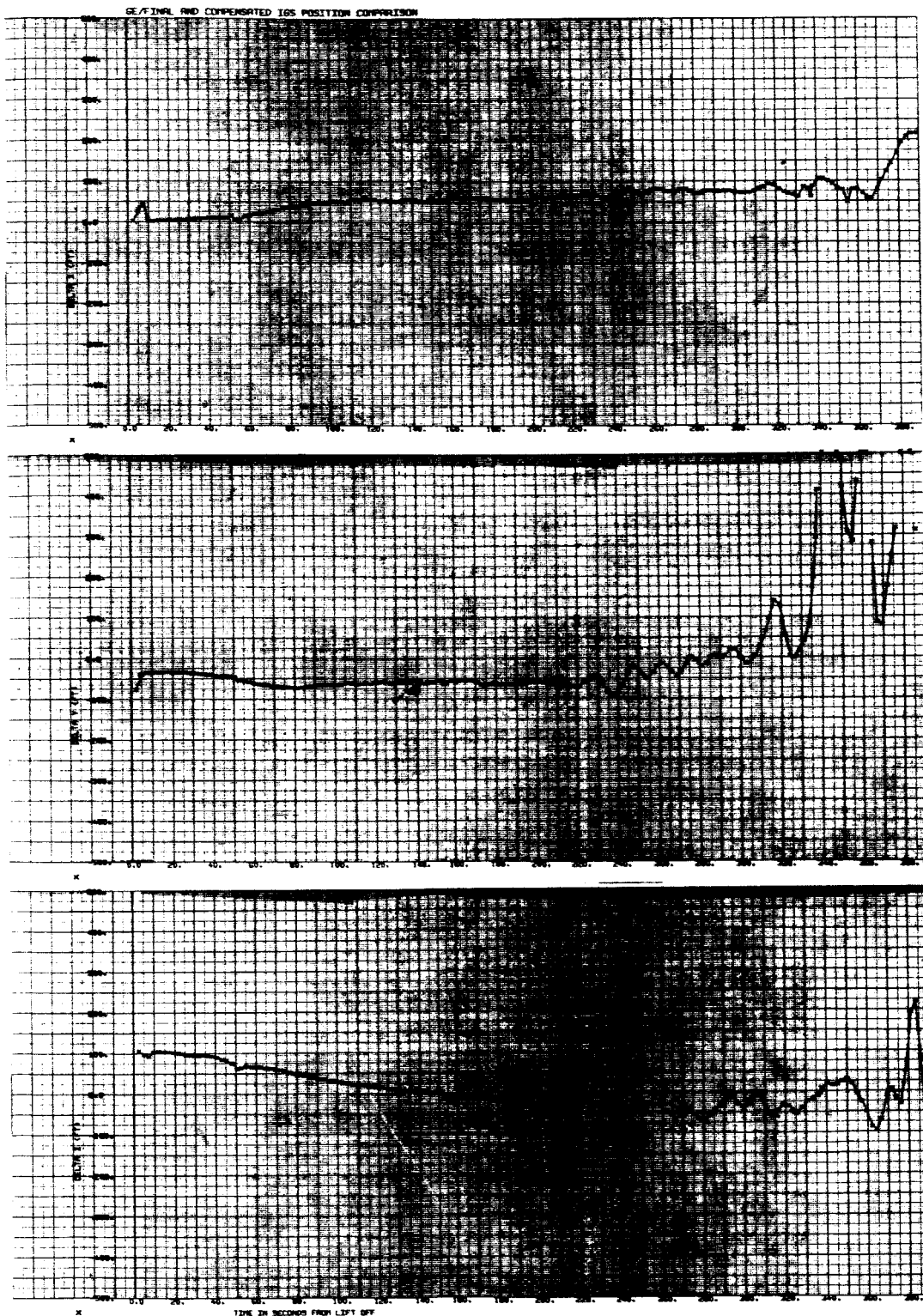


Figure 4-4. GE Final and Compensated IGS ΔP in Sensed Coordinates

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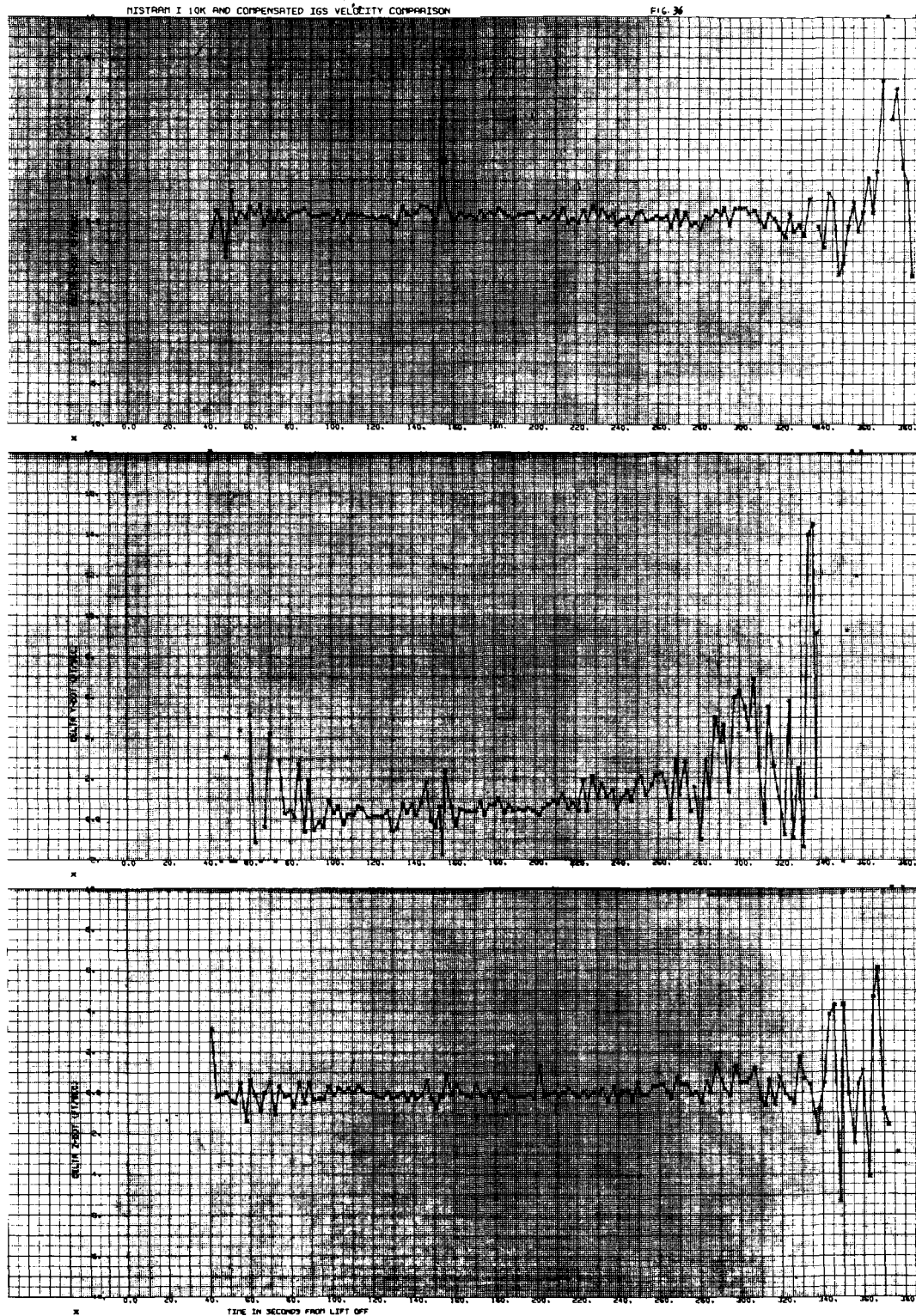


Figure 4-5. MISTRAM I 10 K and Compensated IGS ΔV in Sensed Coordinates

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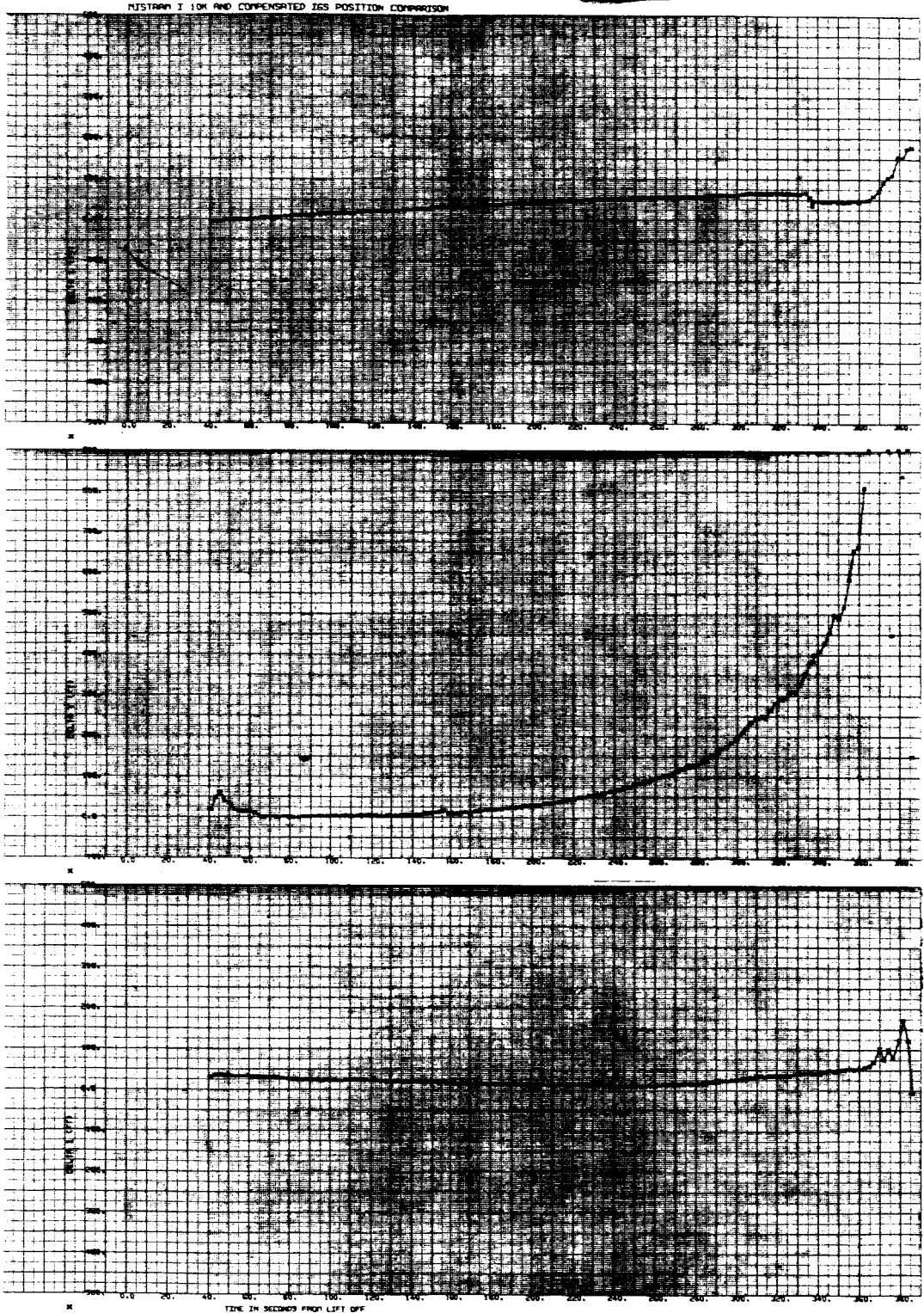


Figure 4-6. MISTRAM I 10 K and Compensated IGS ΔP in Sensed Coordinates

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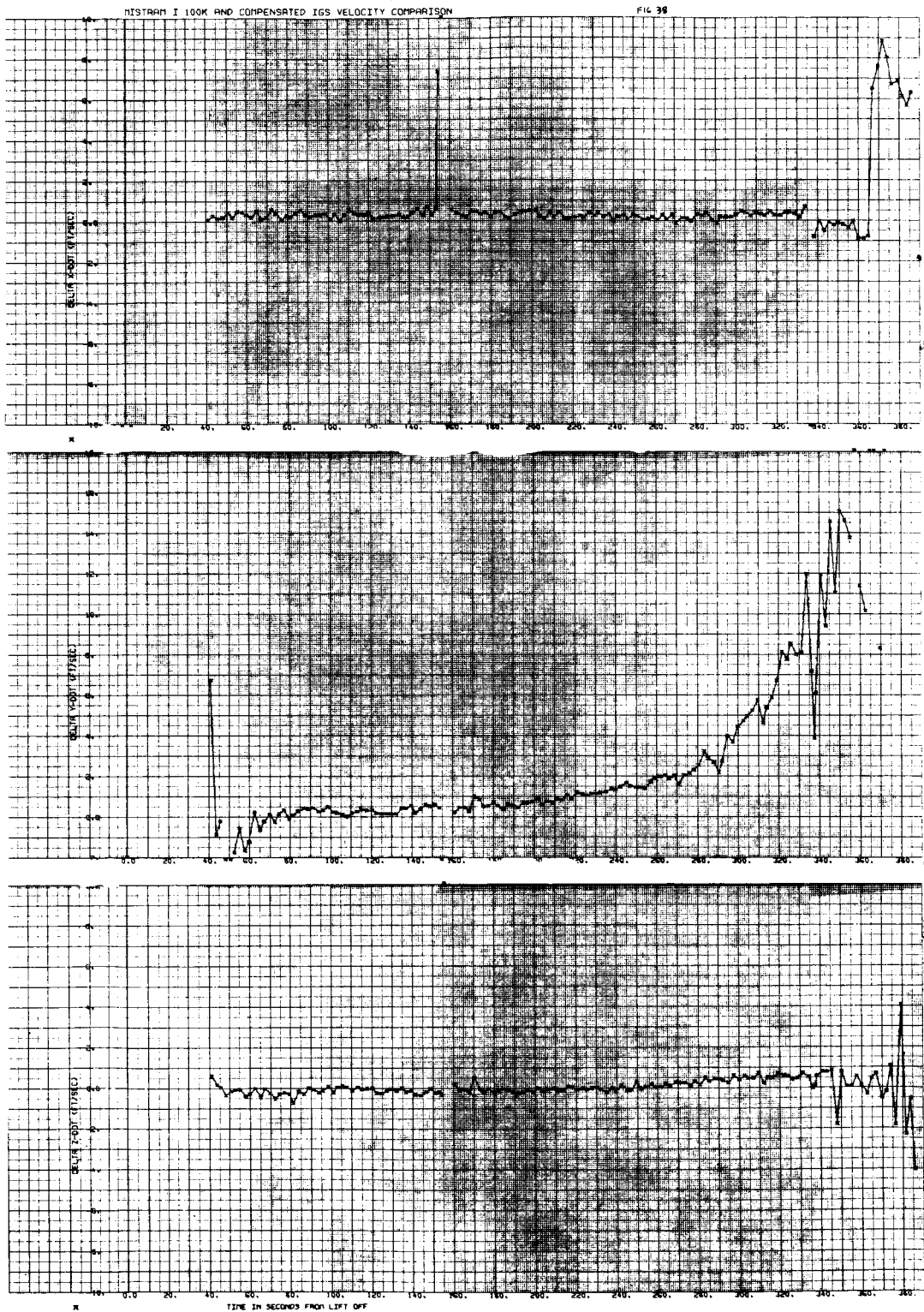


Figure 4-7. MISTRAM I 100K and Compensated IGS ΔV in Sensed Coordinates

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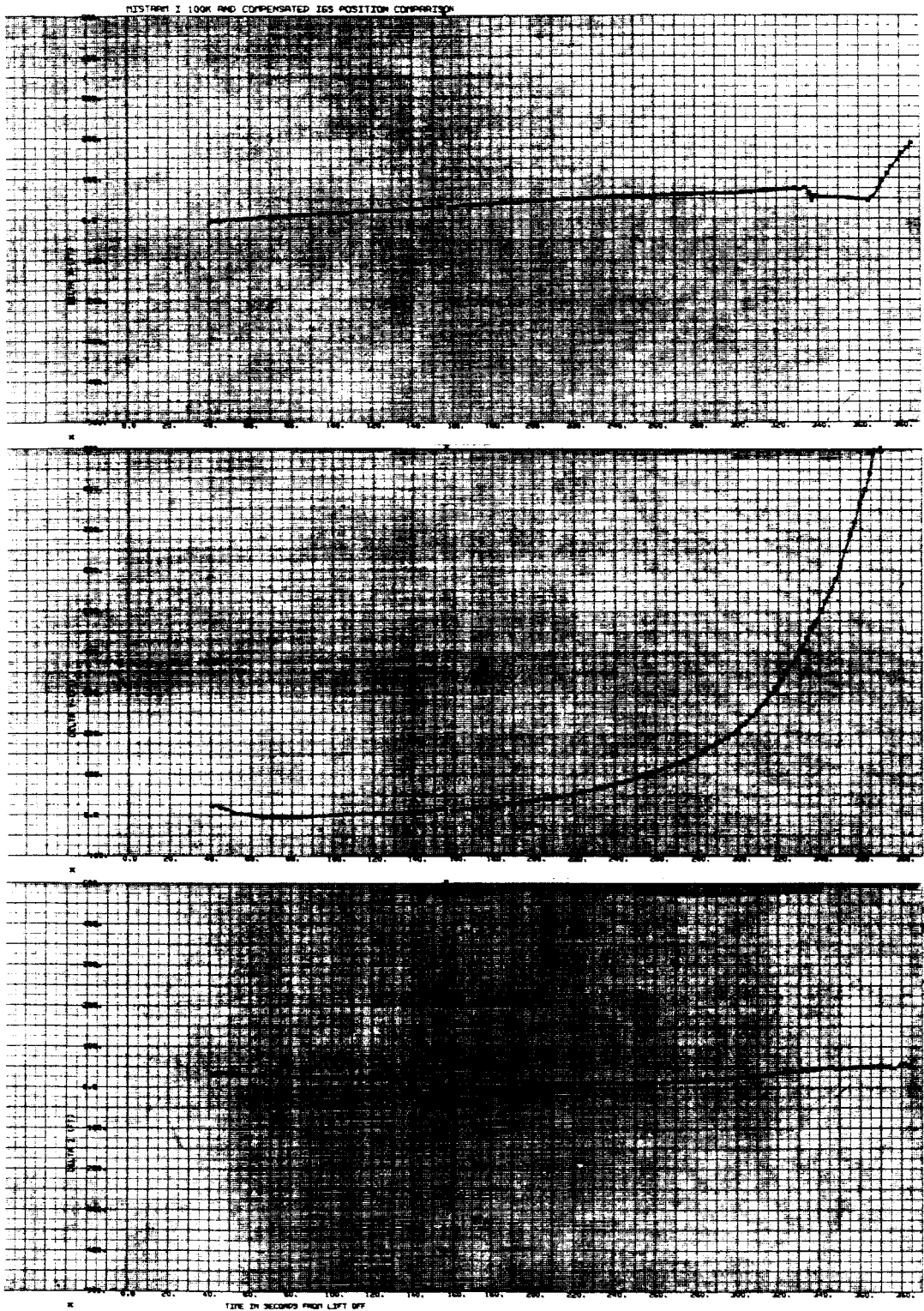


Figure 4-8. MISTRAM I 100K and Compensated IGS ΔP in Sensed Coordinates

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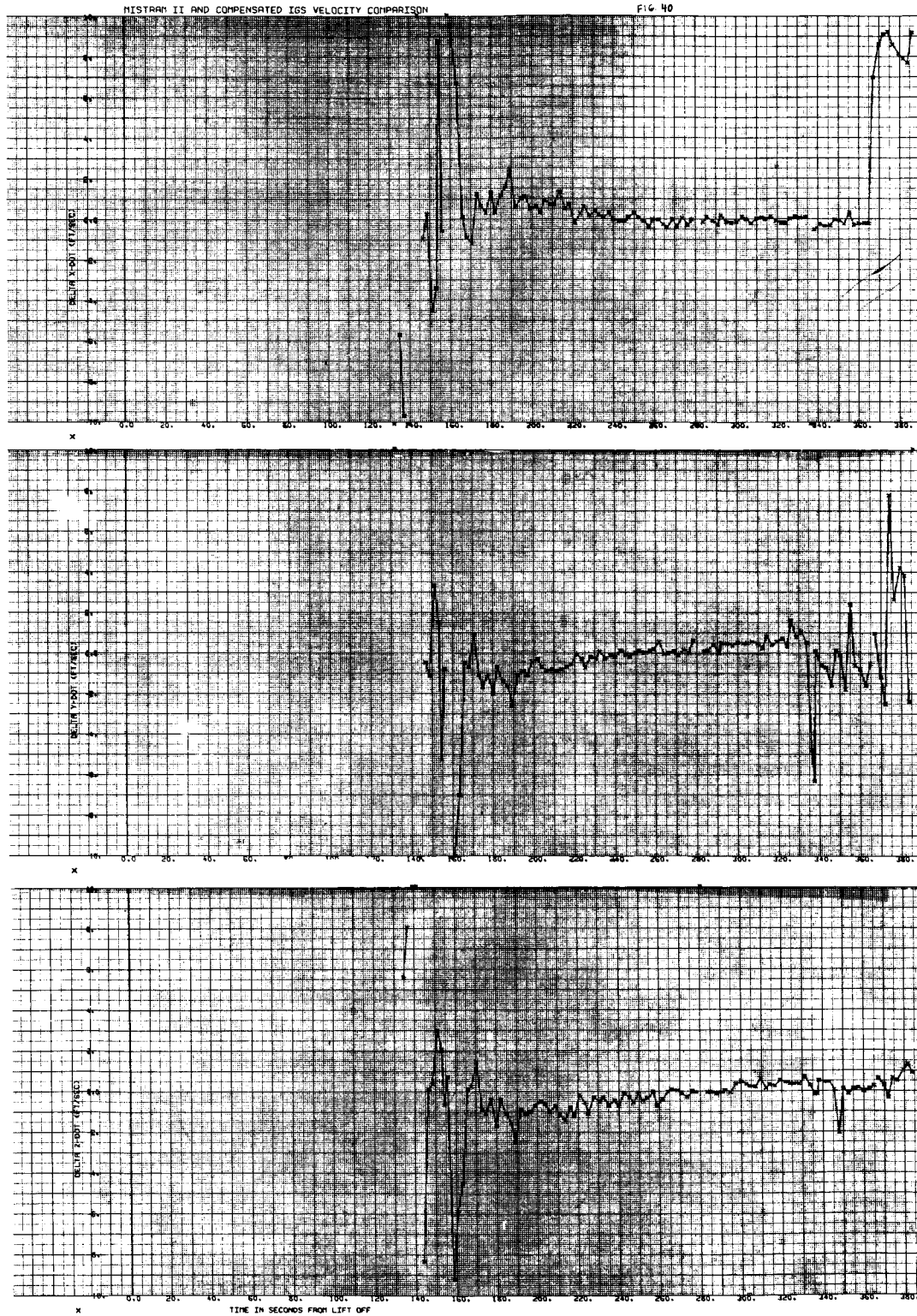


Figure 4-9. MISTRAM II Passive and Compensated IGS ΔV in Sensed Coordinates

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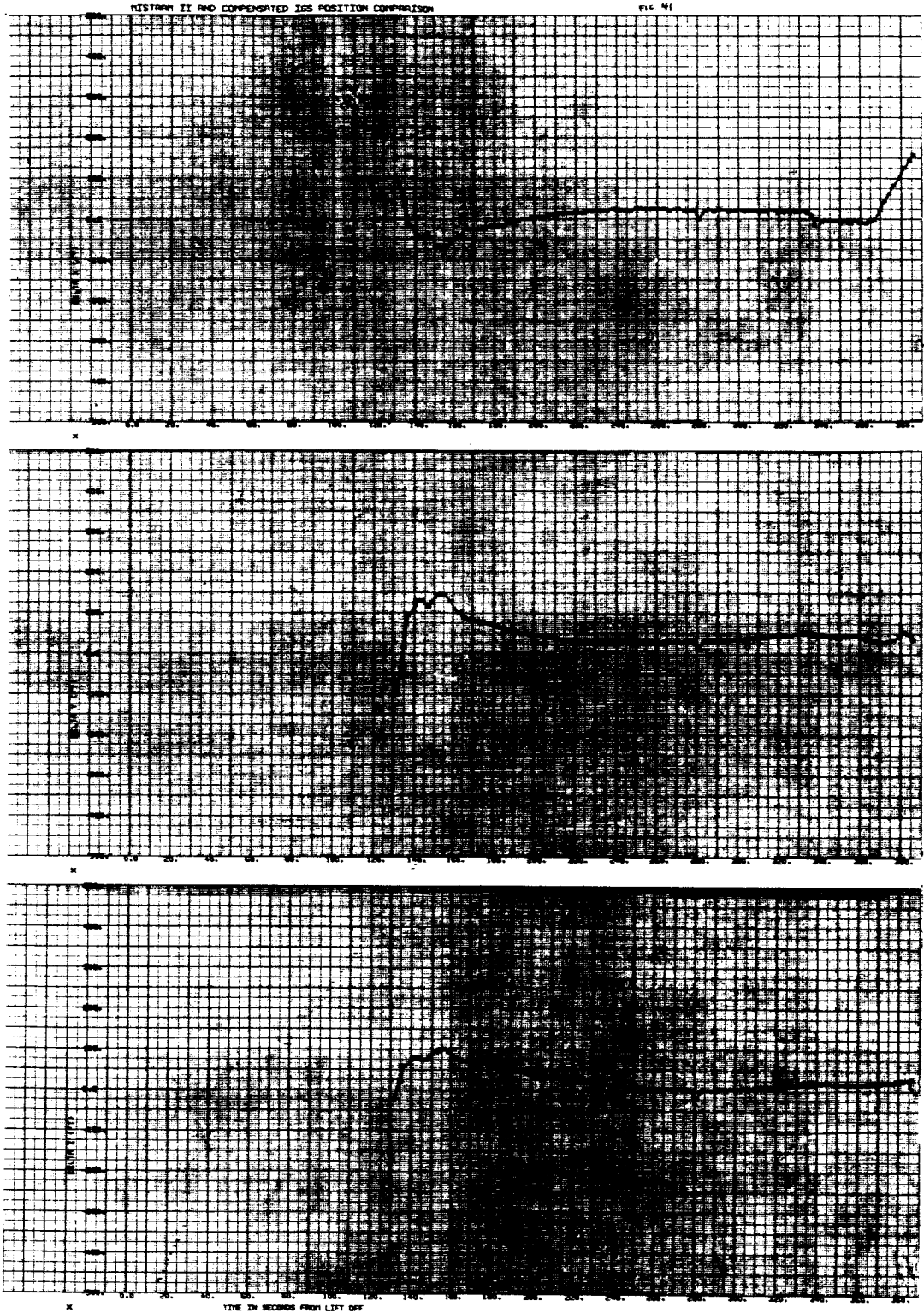


Figure 4-10. MISTRAM II Passive and Compensated IGS ΔP in Sensed Coordinates

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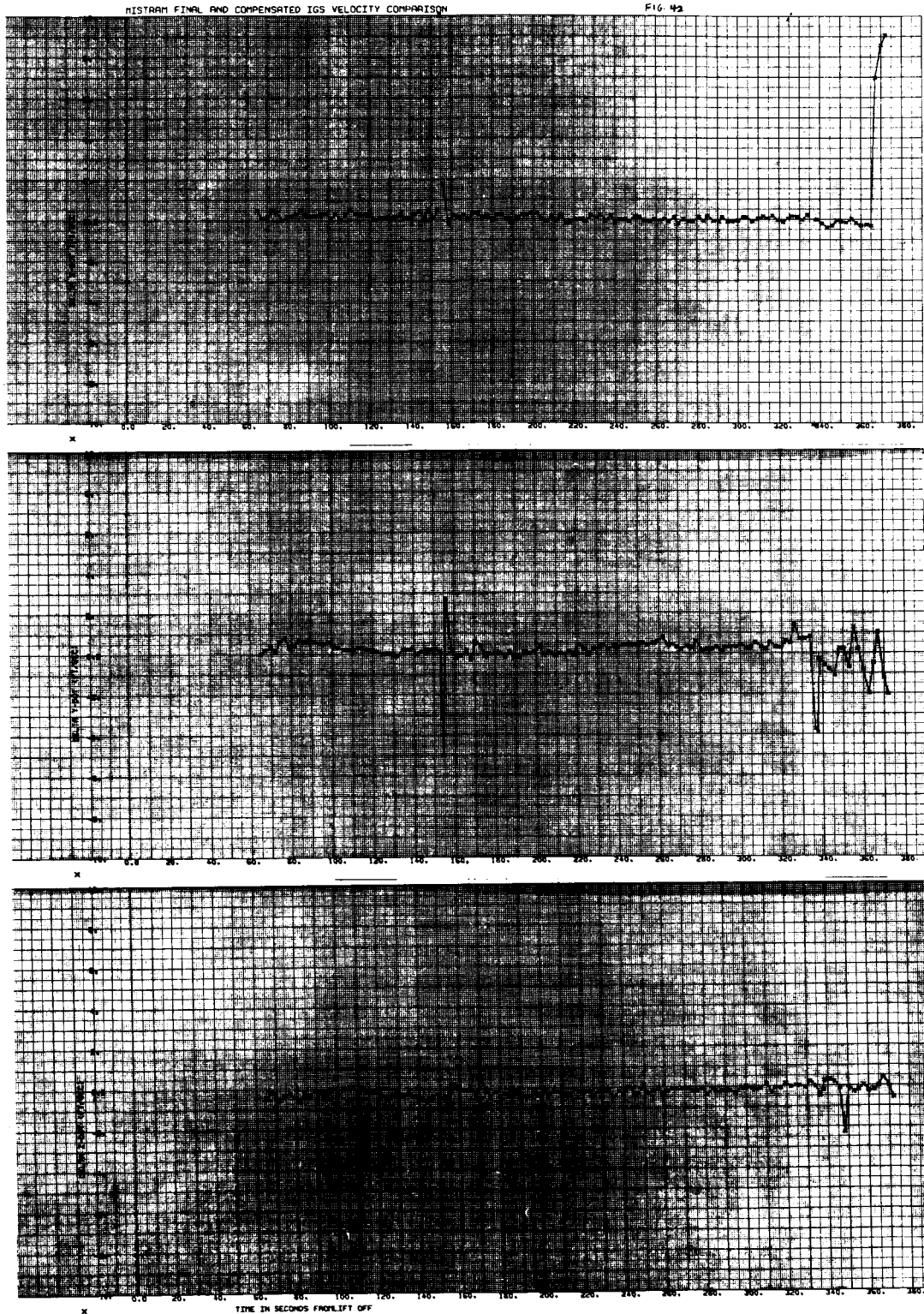


Figure 4-11. MISTRAM Final BET and Compensated IGS ΔV in Sensed Coordinates

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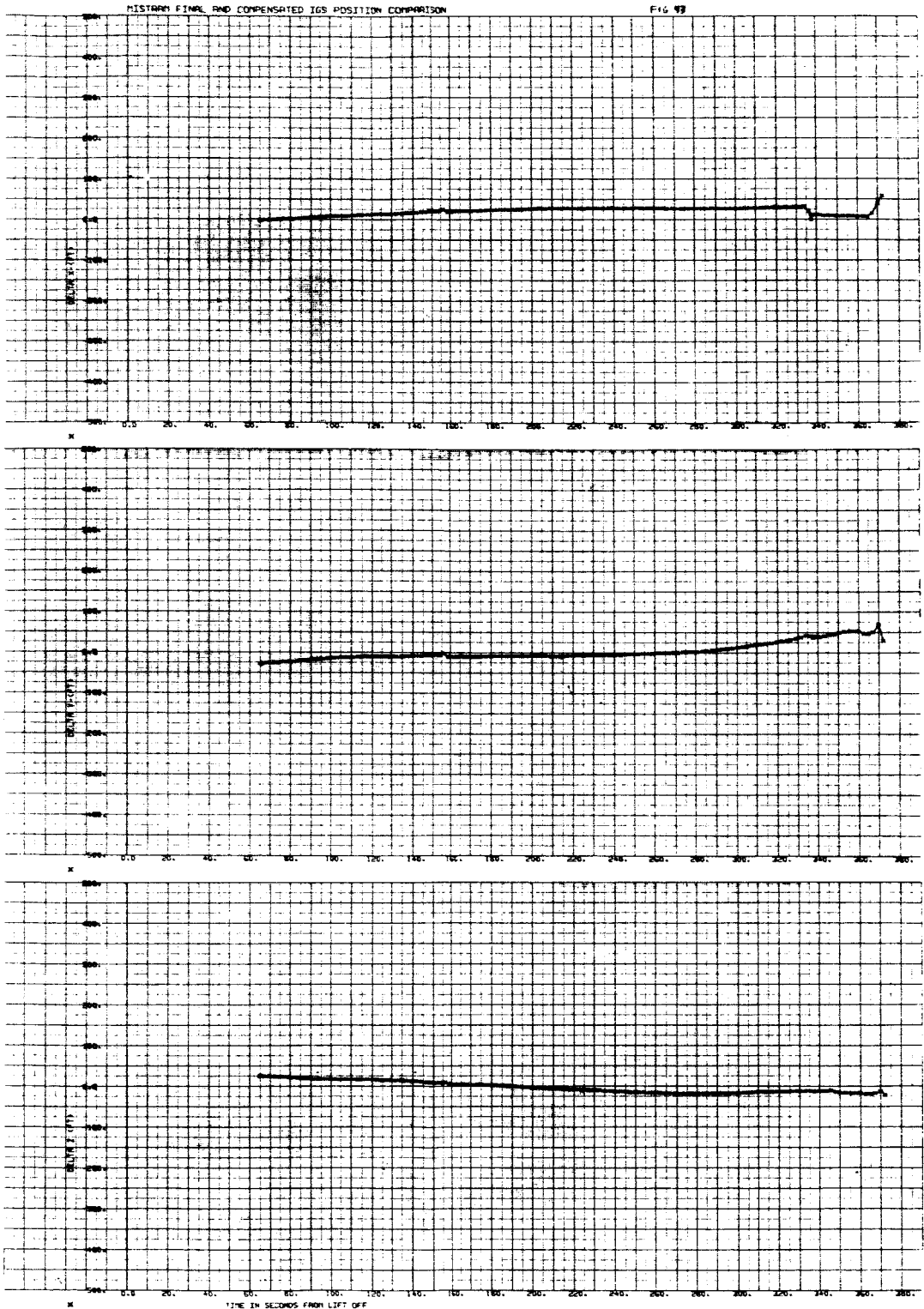


Figure 4-12. MISTRAM Final BET and Compensated IGS ΔP in Sensed Coordinates

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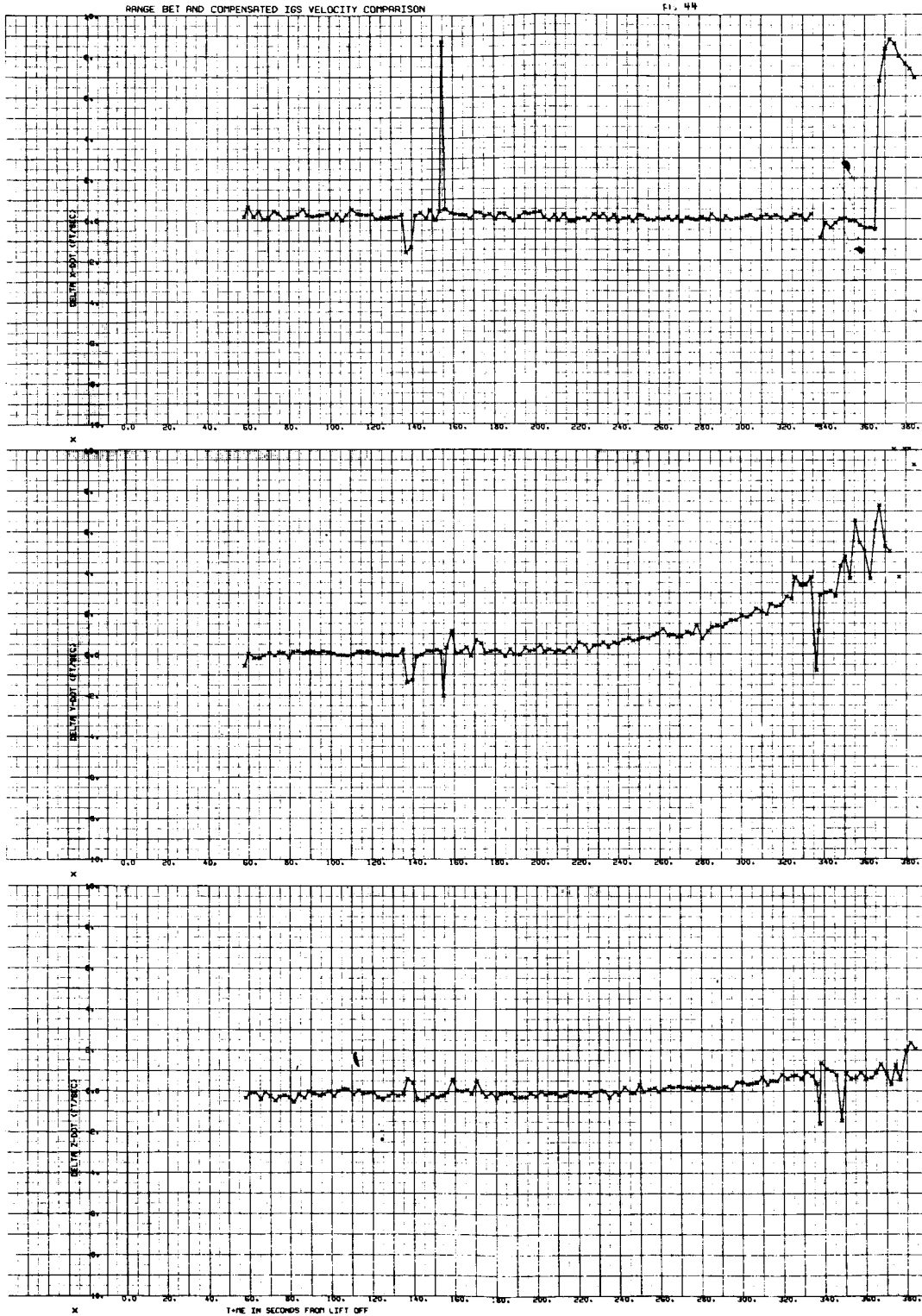


Figure 4-13. AFETR BET and Compensated IGS ΔV in Sensed Coordinates

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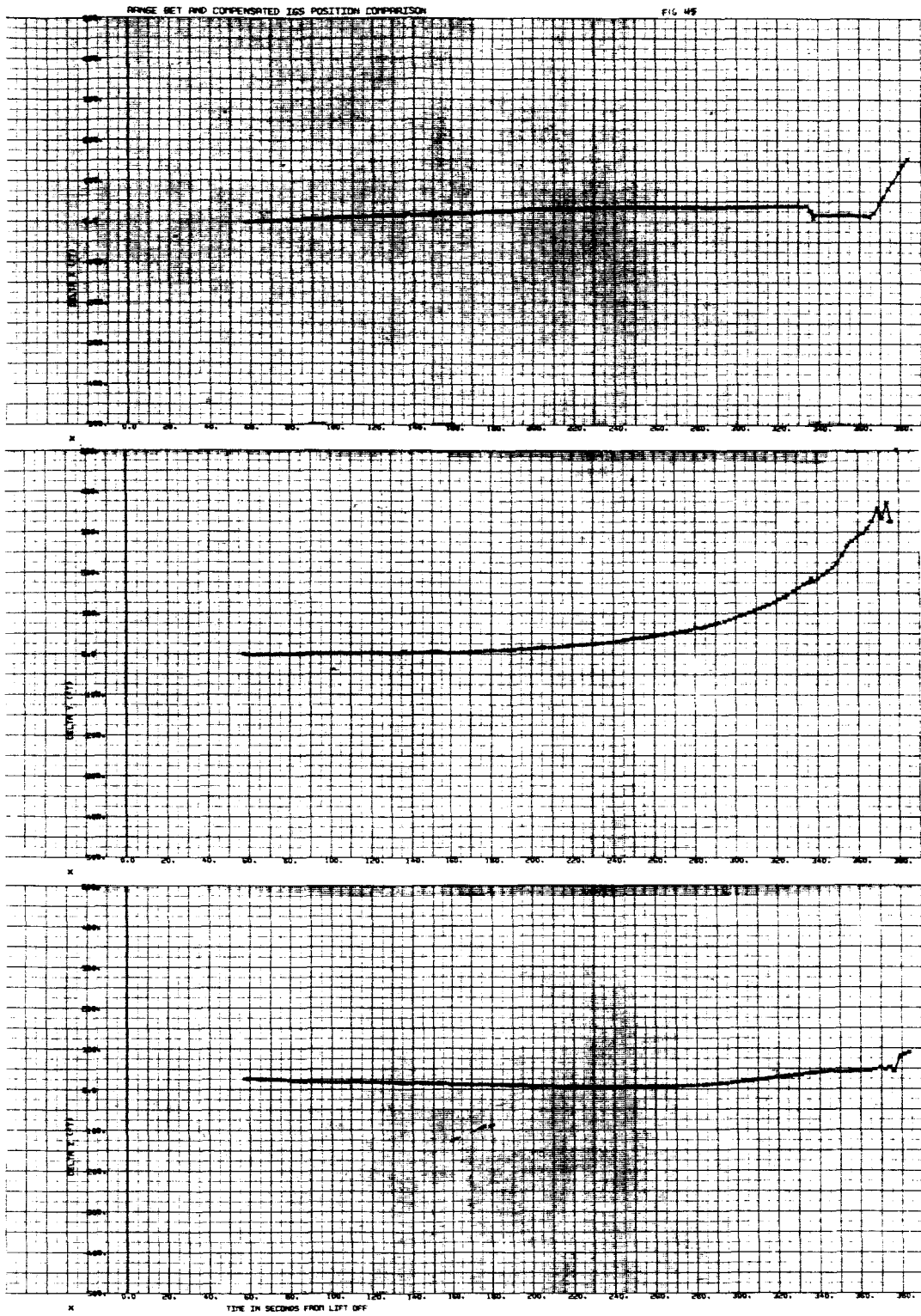


Figure 4-14. AFETR BET and Compensated IGS ΔP in Sensed Coordinates

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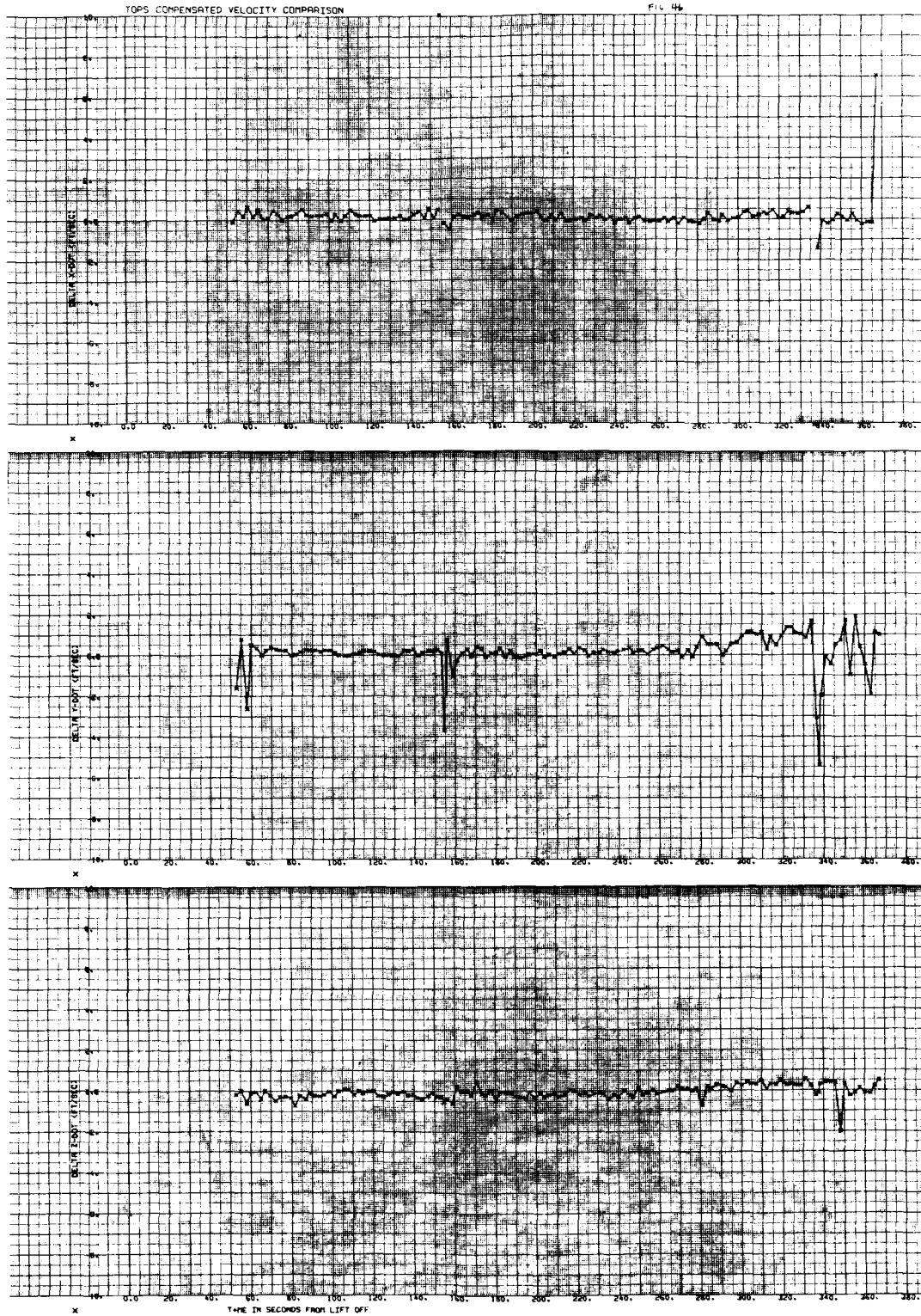


Figure 4-15. TOPS BET and Compensated IGS ΔV in Sensed Coordinates

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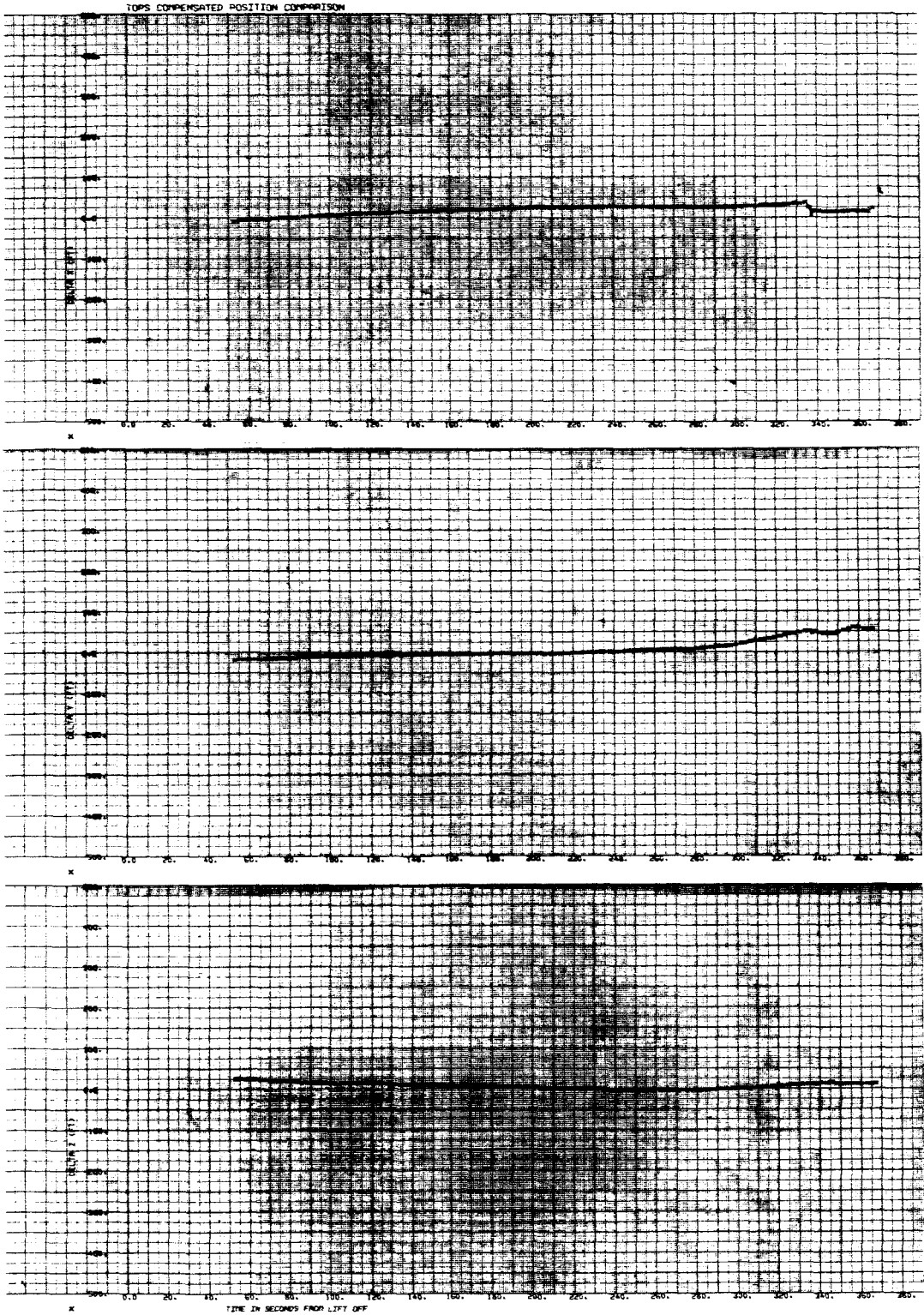


Figure 4-16. TOPS BET and Compensated IGS ΔP in Sensed Coordinates
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5. RENDEZVOUS RADAR EVALUATION

The rendezvous analysis for the flight consisted of comparing the onboard radar measurements (R, A, E) with a set of calculated measurements. The calculated values were obtained by reconstructing the trajectories for both the Agena Target Vehicle (ATV) and the Gemini spacecraft during the rendezvous sequence and then differencing the trajectories to obtain a relative position vector.

5.1 TRW/RENDEZVOUS RADAR COMPARISON

The ATV and Gemini trajectories were reconstructed using the ground radar data detailed in Table 5-1. Gemini 8 IGS accelerometer data were used in the TRW orbit prediction program to propagate the Gemini trajectory through the terminal maneuvers preceding docking.

Table 5-1. Ground Tracking Coverage

Flight phase	Comparison interval GET (min)	Tracking data used in orbit determination			
		Gemini		Agena	
Pre NSR	212 to 220	CALC	02	CYIC	01
		WHSC	02	CYIS	01
		GTIC	03	CROC	01
		PREC	03	HAWC	01
				HAWS	01
Post NSR to TPI	270 to 315			CALC	01
				GYMS	01
		CALC	03	WHSC	01
		HAWC	03	TEXS	01
		PREC	04	HAWS	02
TPI to rendezvous	316 to 355			CALS	02
				EGLC	03
				MLAC	03
				GBIC	04
				CALS	04

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The results of the comparison between observed and calculated rendezvous radar measurements are presented in Figures 5-1 through 5-3. These plots show the range, azimuth, and elevation residuals over the data span from 210 to 344 minutes from launch. Figures 5-4 through 5-6 are plots of the rendezvous radar measurements themselves.

There appears to be an inability to reconstruct the trajectories, most probably the Gemini trajectory, to better than a mile or so over this rendezvous interval. The quality of the Gemini orbit reconstruction over the main period of interest, NSR to TPI, depends primarily on the quality of three radar passes:

- HAW 03, maximum elevation 16°
- CAL 03, maximum elevation 5°
- PRE 04, maximum elevation 9° , which represents the pre-TPI burn portion of this pass

Fifty minutes of orbit must be determined by this tracking, and the conclusion must be that the tracking data quality is not adequate for a better overall orbit determination than the 1000 to 4000-foot residuals shown in the comparisons. (The assumption here is that the rendezvous radar is relatively accurate, which appears justified in this case since the radar measurements successfully accomplished the rendezvous, and no major radar biases were noted by the astronauts when the Gemini and ATV were relatively close together.)

The lack of a precision reconstruction means that a detailed rendezvous radar evaluation cannot be done. However, the comparisons (Figures 5-1 through 5-3) can and do demonstrate grossly adequate radar accuracy and provide good estimates of system noise (the reconstruction is smooth, if biased). A comparison of this accuracy would be very useful in the event of a system malfunction.

Both the tracking coverage and maneuver telemetry data on Gemini 8 were better than for the rendezvous interval of Gemini 7/6, and a considerably better comparison was obtained. Gemini IX will rendezvous a full orbit earlier, which should provide better ground tracking coverage than either of the previous missions. Therefore, an improved relative position determination should be possible. The analysis procedure is also being examined in an effort to improve the accuracy of this comparison.

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5.2 RTCC/RENDEZVOUS RADAR COMPARISON

It is desired to generate a comparison which demonstrates the accuracy with which the MSC RTCC real-time operation computes the Gemini/Agena relative trajectory in the post-coeliptical (NSR) maneuver interval. A comparison identical to that just presented (Figures 5-1 to 5-3), but substituting an RTCC-calculated trajectory for the TRW-calculated values is an attempt to show this accuracy.

Figures 5-7 to 5-9 are plots of the comparison between observed onboard radar measurements and predicted parameters using RTCC-initialized Gemini and Agena orbits. The RTCC vector nearest NSR was taken for Agena; the first vector print after the NSR maneuver was taken for the Gemini initialization. No subsequent updating by the RTCC is reflected in this trajectory; that is, the RTCC vectors at the indicated times were simply propagated forward using the TRW reconstruction program, and the resulting Gemini/Agena trajectory differenced and compared with telemetered radar values.

The Gemini orbit was constructed using initial conditions provided by the RTCC program at 20^h15^m0^sGMT. (The vector was taken from the RTCC on-line print.) The Agena orbit was constructed using initial conditions provided by the RTCC program at 20^h33^m0^sGMT. The comparison span was limited to the interval of time between the NSR and TPI maneuvers.

It is apparent that utilizing RTCC initialized orbits leads to somewhat greater residuals in relative range than the TRW reconstruction presented here; however, no significant differences exist in azimuth and elevation angle residuals.

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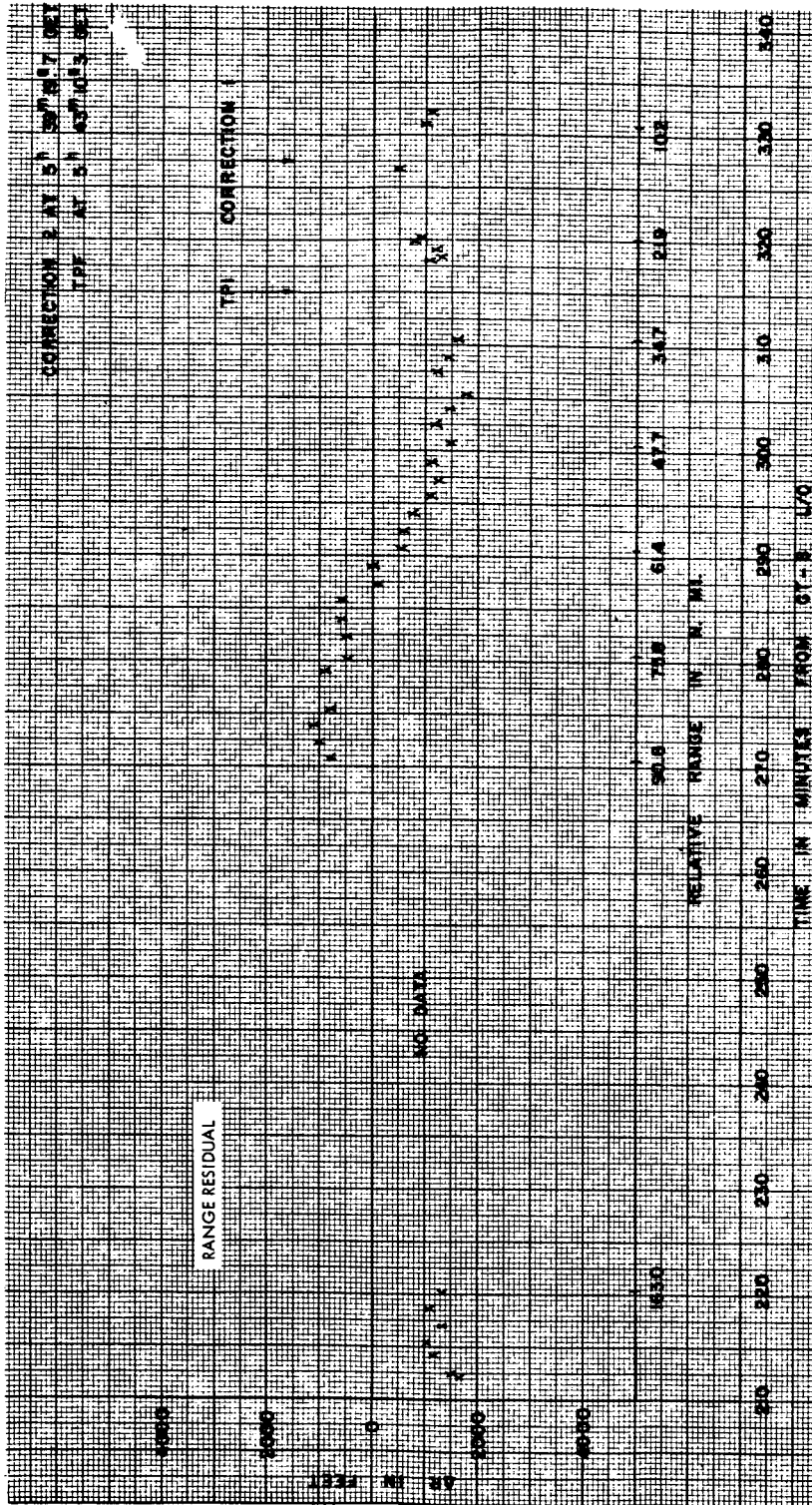


Figure 5-1. Rendezvous Radar Residuals ΔR , Radar Minus TRW Calculations

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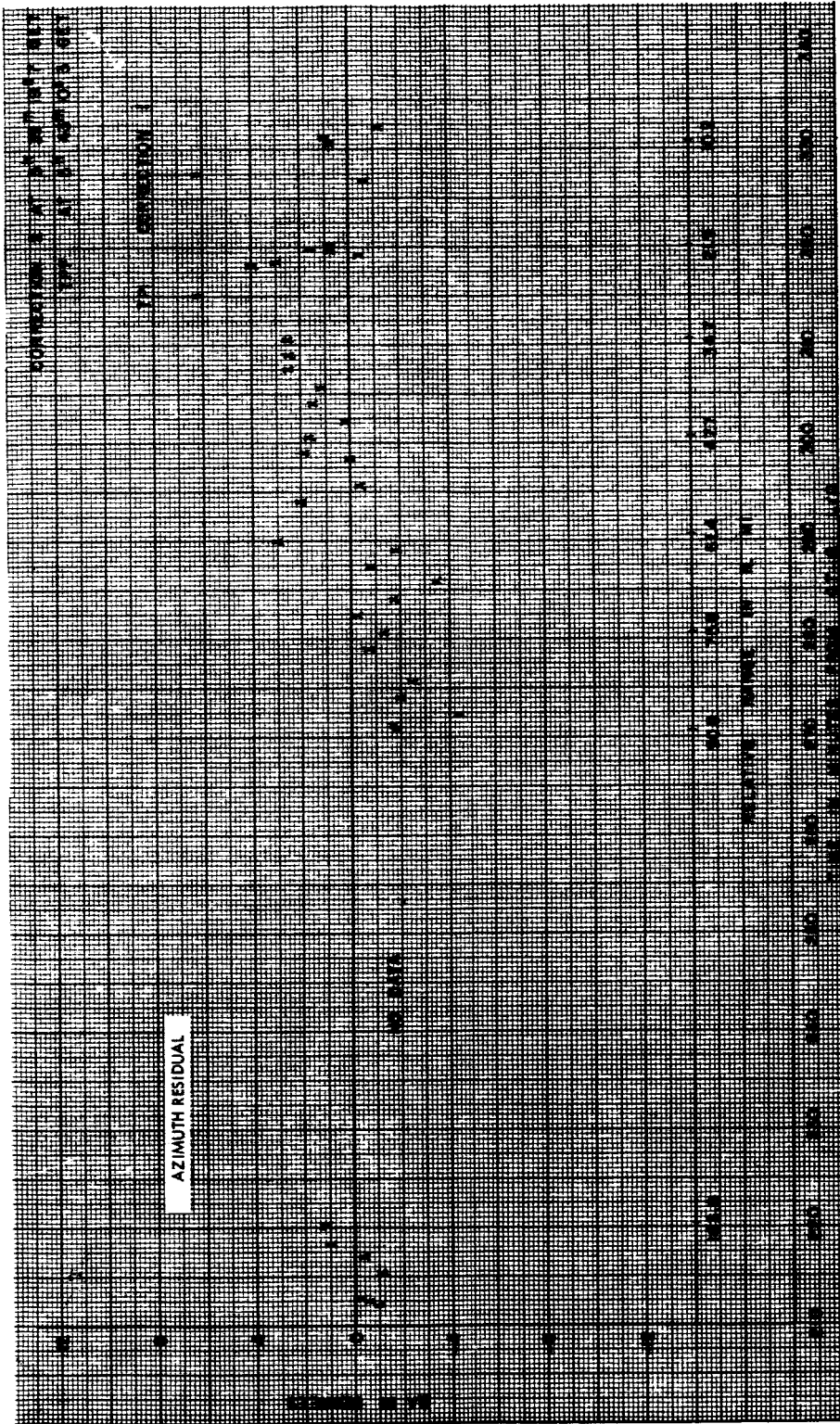
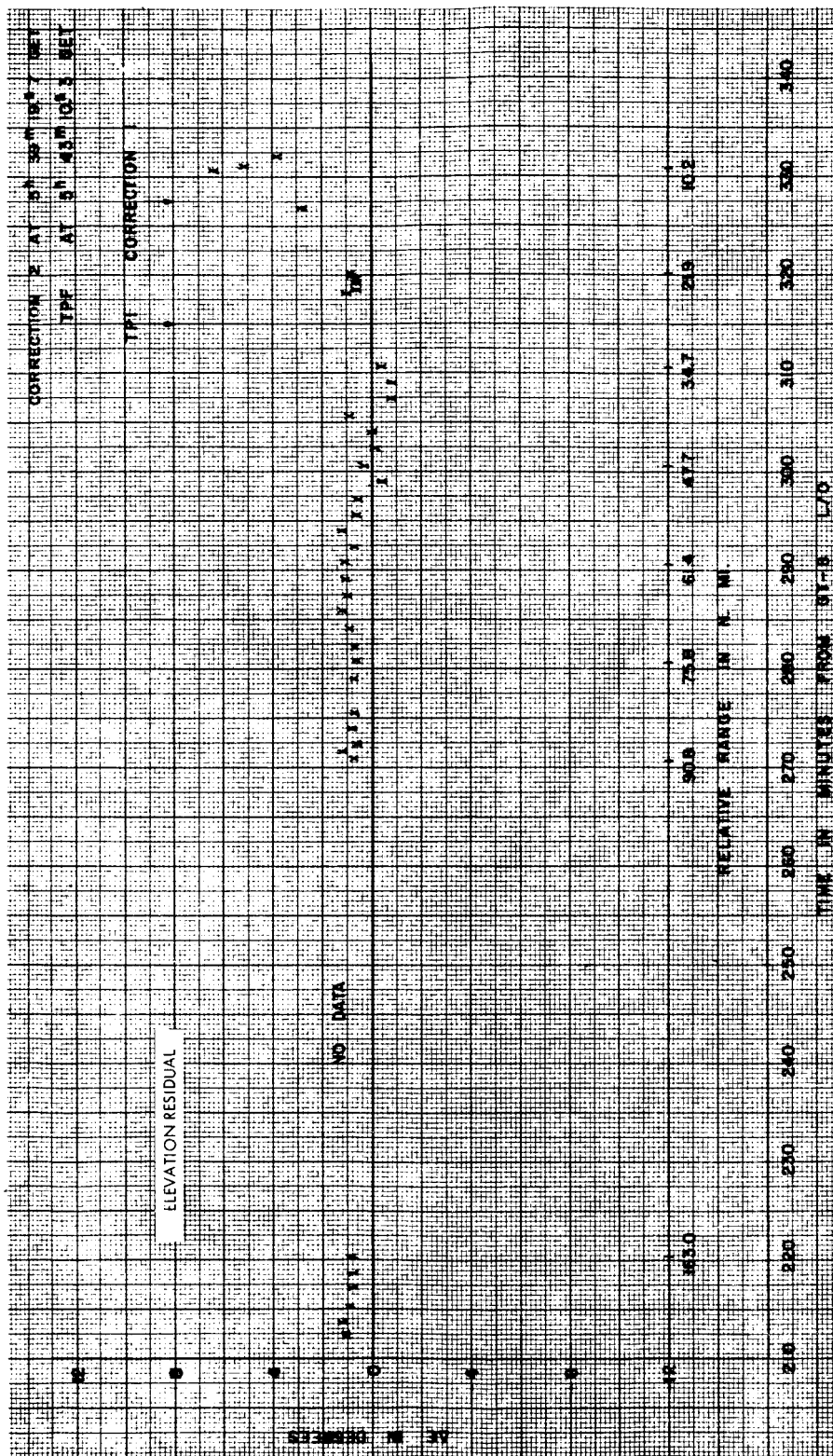


Figure 5-2. Rendezvous Radar Residuals ΔA , Radar Minus TRW Calculations

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Figure 5-3. Rendezvous Radar Residuals ΔE , Radar Minus TRW Calculations

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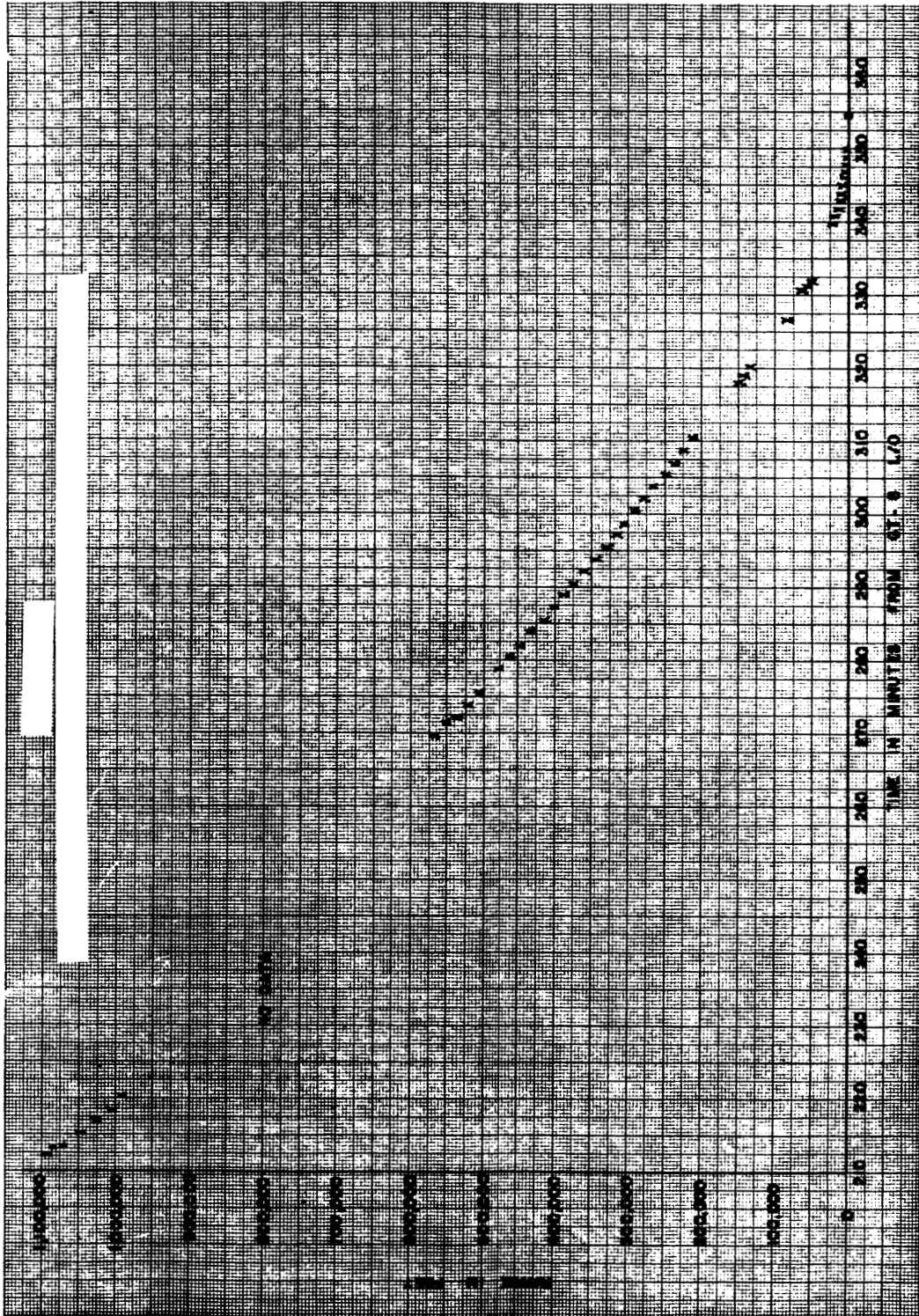


Figure 5-4. Rendezvous Radar Telemetered Relative Range

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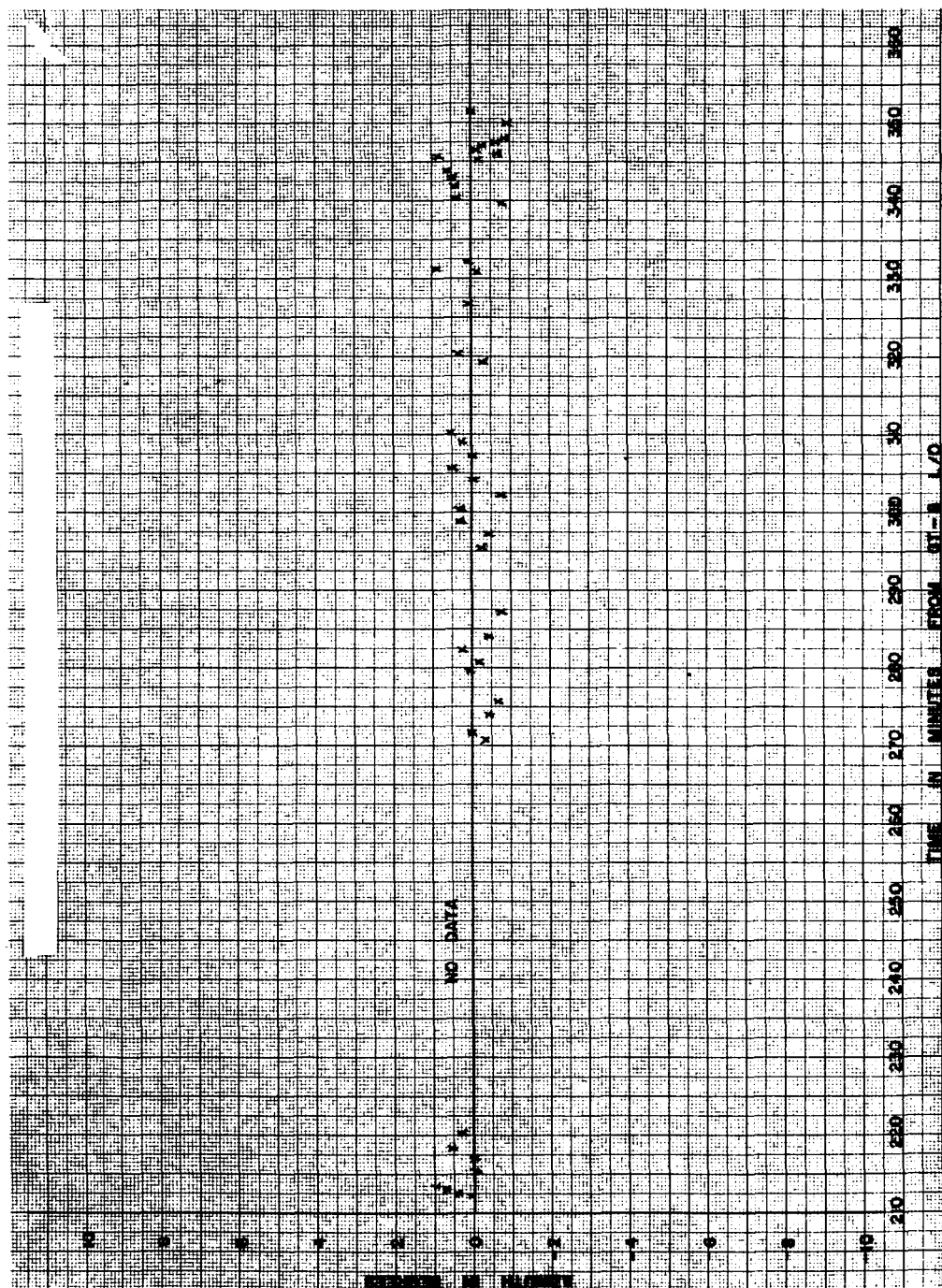


Figure 5-5. Rendezvous Radar Telemetered Relative Azimuth

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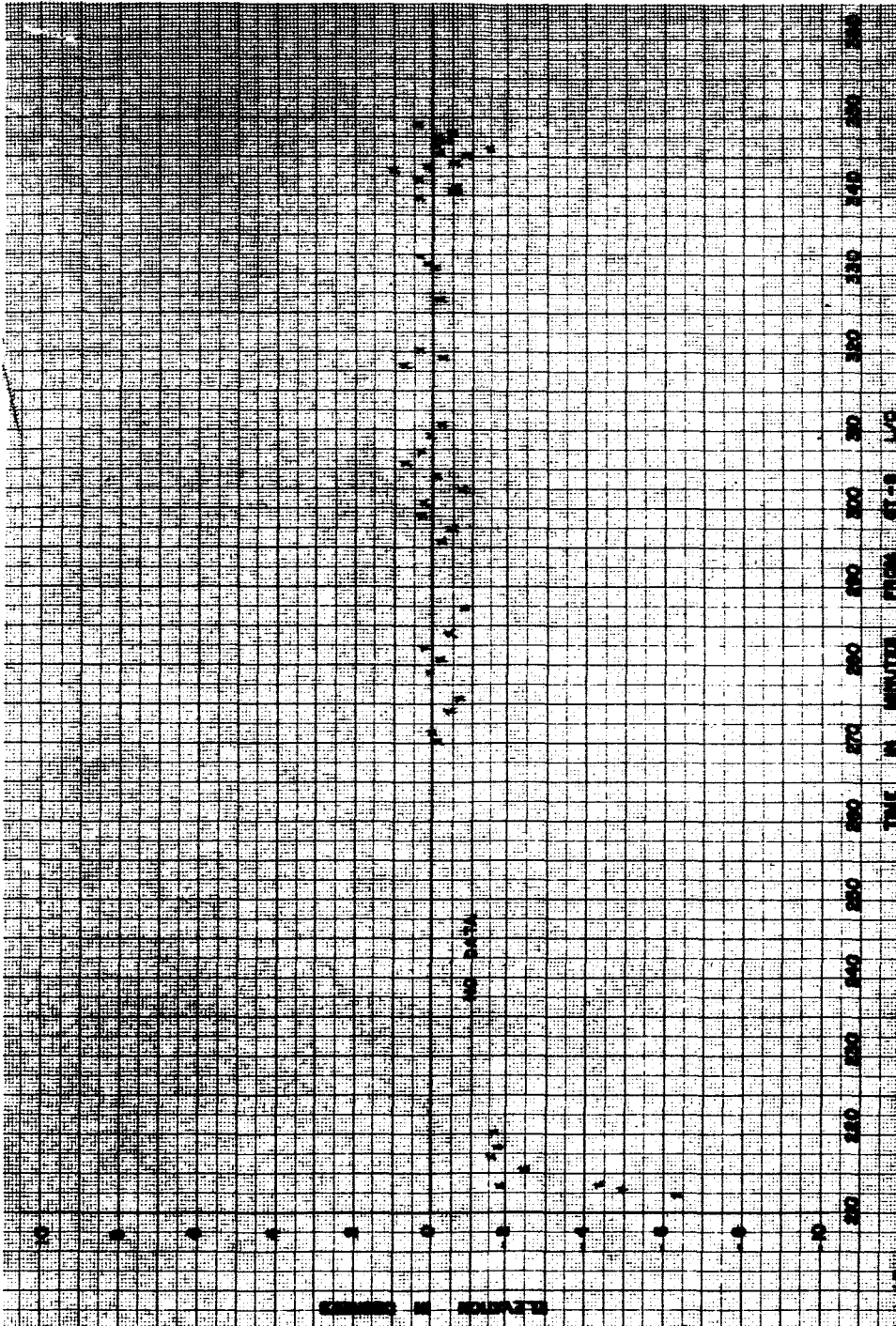
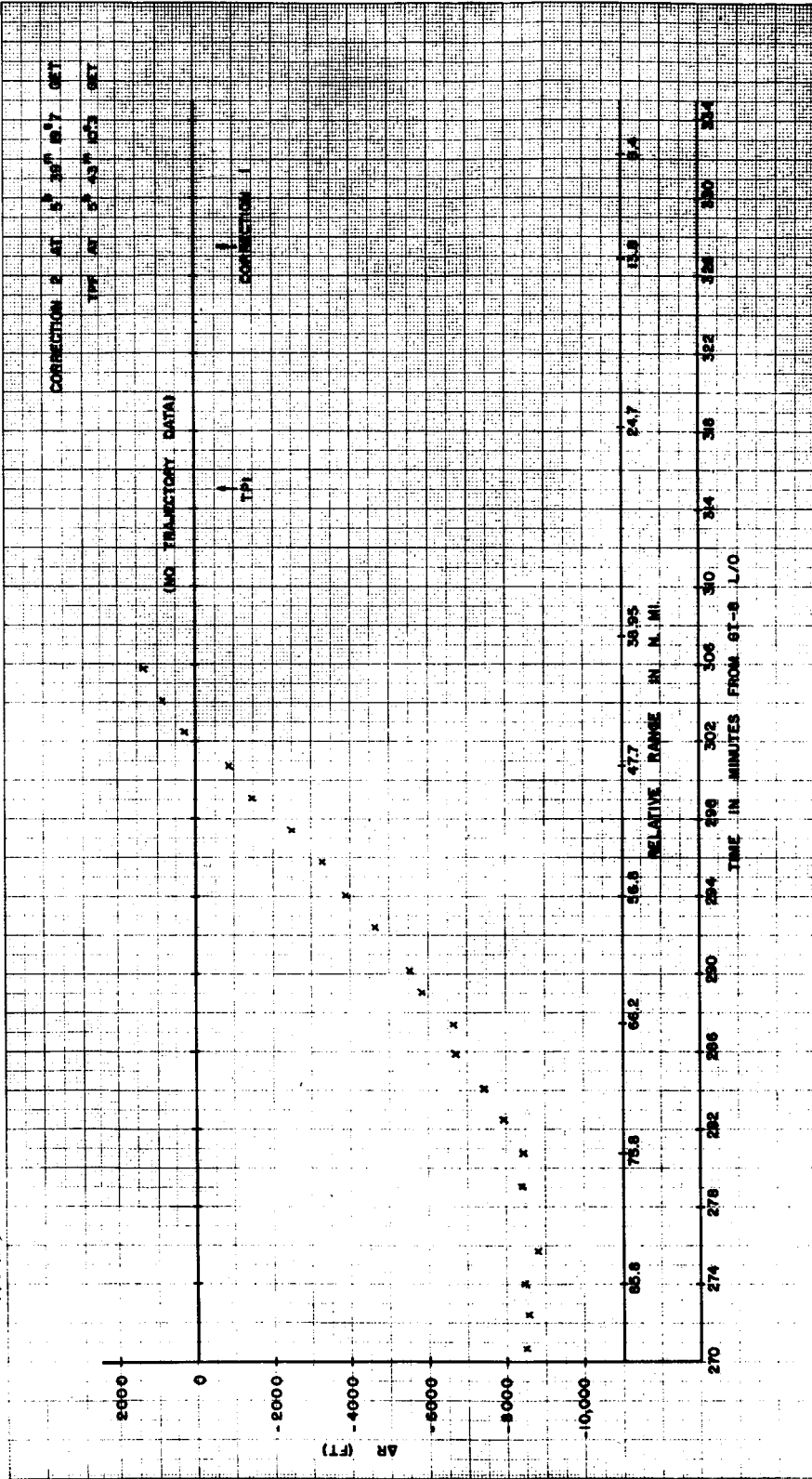


Figure 5-6. Rendezvous Radar Telemetered Relative Elevation

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Figure 5-7. Rendezvous Radar Residuals ΔR , Radar Minus RTCC Trajectory

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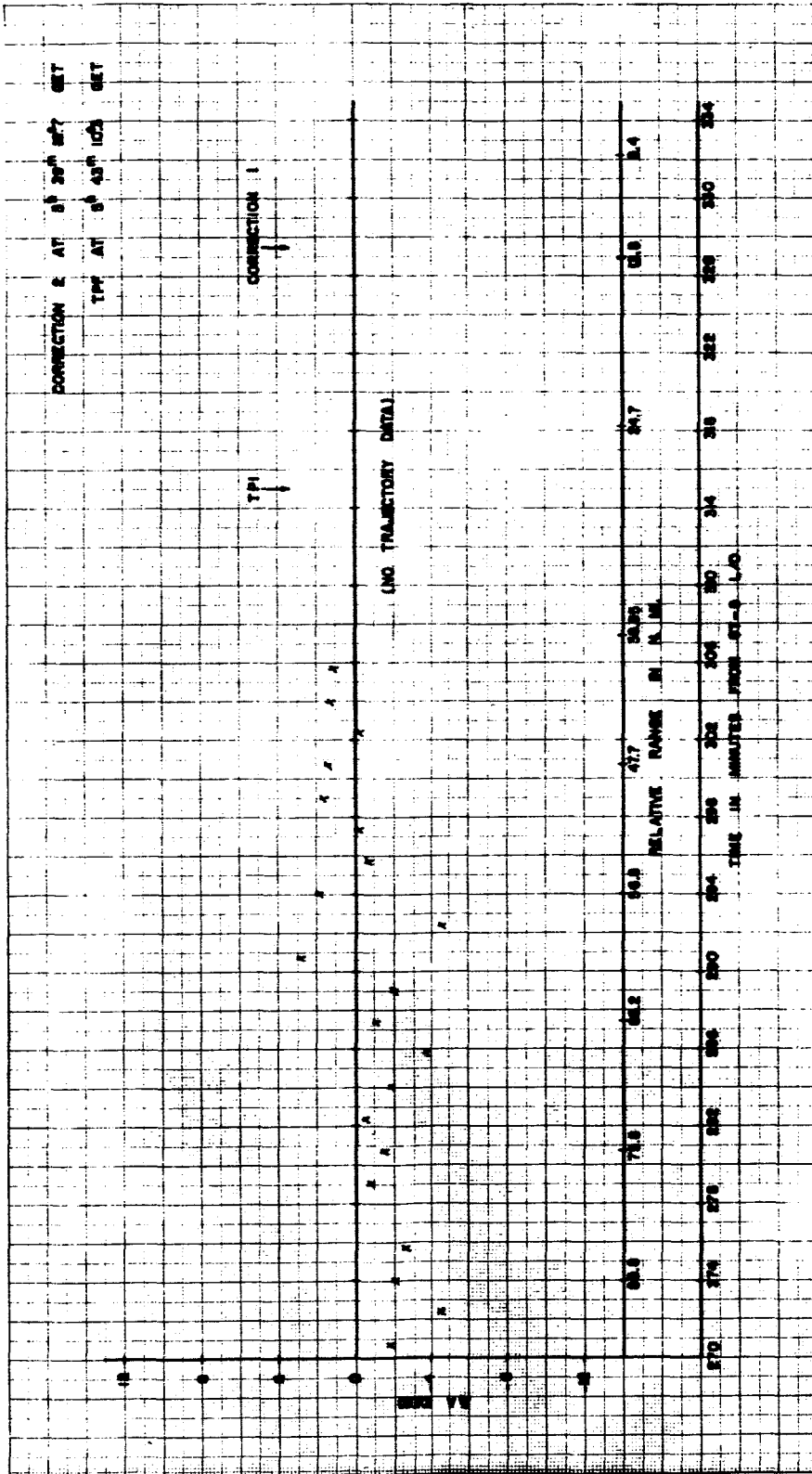


Figure 5-8. Rendezvous Radar Residuals ΔA , Radar Minus RTCC Trajectory

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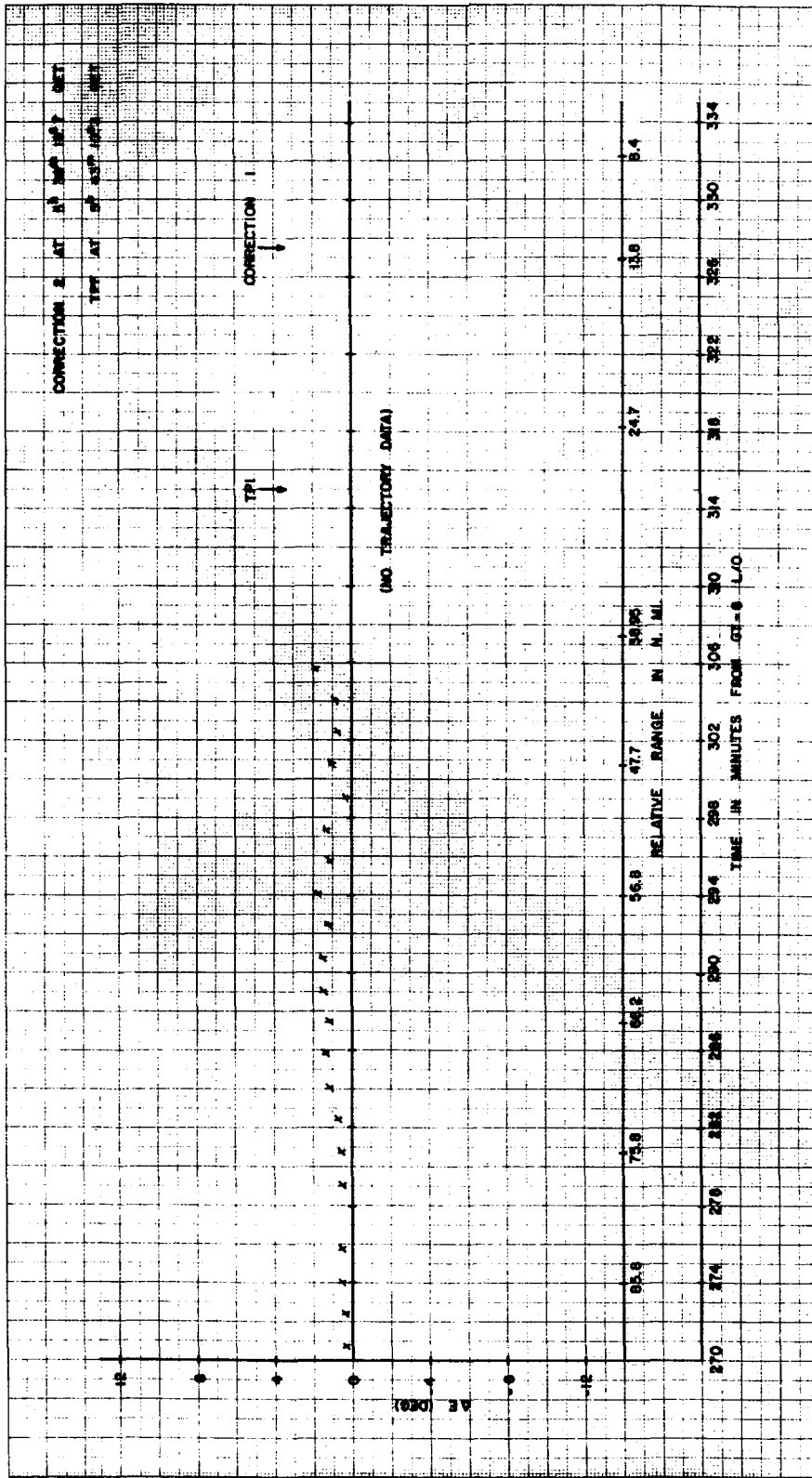


Figure 5-9. Rendezvous Radar Residuals ΔE , Radar Minus RTCC Trajectory

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APPENDIX A
ASCENT TRAJECTORY

The ascent trajectory is provided in three separate forms: a) guidance coordinates as sensed by the accelerometers (these data are uncorrected for errors determined during flight); b) an earth-centered inertial coordinate set; and c) various special earth-referenced parameters. The latter two have been corrected for apparent IGS errors and therefore represent the TRW best estimate of the ascent trajectory.

The earth-centered inertial coordinate system has the z axis aligned with the earth's rotational axis, positive north, and the x-y plane is in the equatorial plane with the x-z plane containing the Greenwich meridian at platform release time.

<u>Figure</u>		<u>Page</u>
A-1	Sensed Acceleration in IGS Coordinates	A-2

<u>Tables</u>		
A-1	Sensed Trajectory Listing for the Ascent Flight Phase . . .	A-3
A-2	Reconstructed Ascent Trajectory, ECI Coordinates	A-5
A-3a, b	Reconstructed Ascent Trajectory, Special Parameters . . .	A-7

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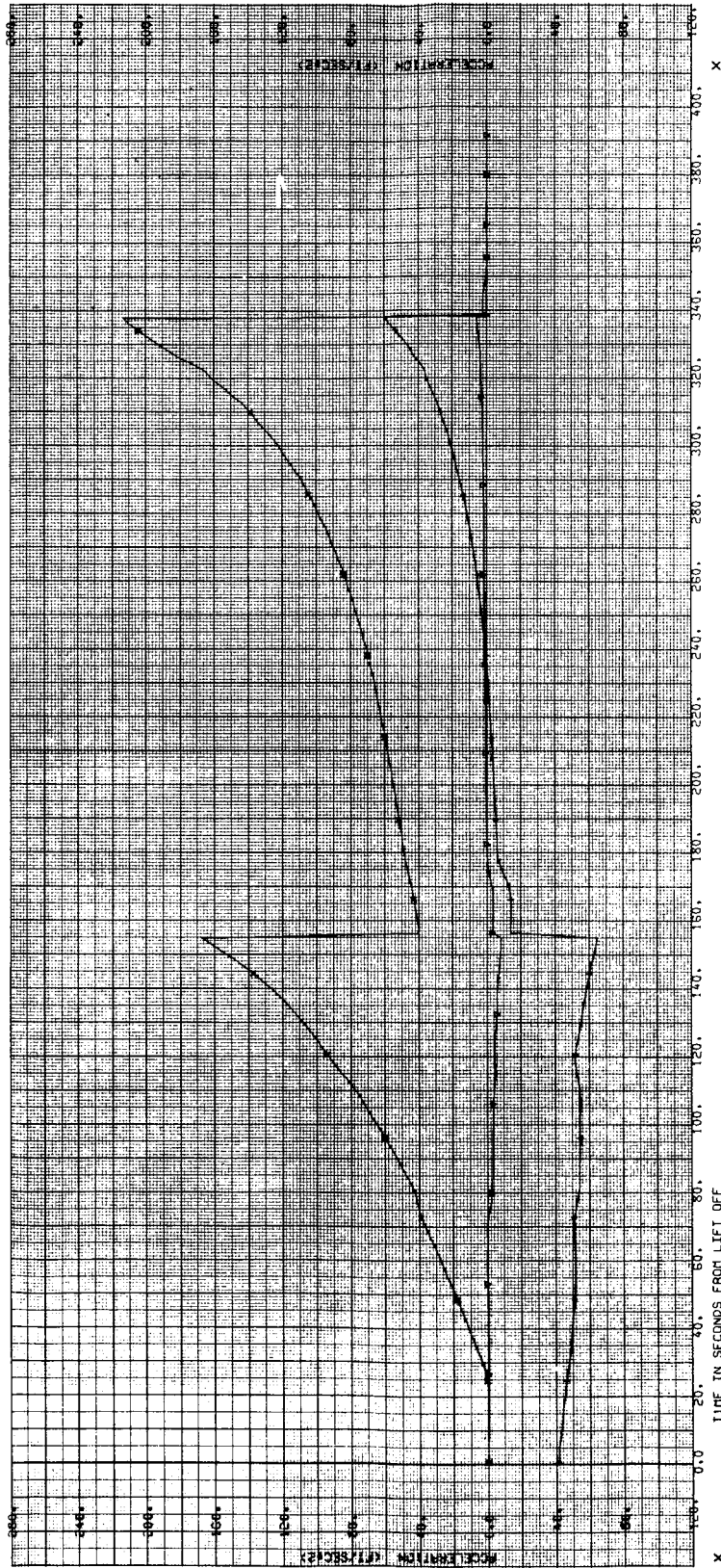


Figure A-1. Sensed Acceleration in IGS Coordinates

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Table A-2. Reconstructed Ascent Trajectory, ECI Coordinates

TIME FROM LIFTOFF (SEC)	GENIWA ASCENT TRAJECTORY I ECI COORDINATES									
	PX	PY	PZ	VX	VY	VZ	AX	AY	AZ	
4.748	3024939.5	-18152177.0	9927951.0	1324.178	215.253	2.133	1.1822	-7.8159	4.3316	
2.5783	3027727.6	-18151938.5	9977964.7	1326.732	290.435	10.992	1.2783	-8.0572	4.3831	
5.1213	3031105.6	-18151455.0	9928006.9	1330.122	179.645	22.175	1.3698	-8.3220	4.4713	
7.6633	3034491.5	-18151025.7	9928077.6	1333.843	157.896	33.657	1.4211	-8.5150	4.5687	
9.7356	3037258.7	-18150717.7	9928157.6	1336.795	139.281	42.609	1.4634	-9.1914	4.8104	
12.2863	3040472.0	-18150393.0	9928284.6	1344.450	115.159	56.081	1.4736	-9.6655	4.9784	
14.8391	3044100.2	-18150131.0	9928444.5	1344.482	99.848	69.087	1.4914	-10.1749	5.1807	
16.9143	3046853.2	-18149966.7	9928598.7	1347.404	68.241	79.706	1.4970	-10.6026	5.3778	
19.4709	3050343.1	-18149827.2	9928820.6	1351.288	40.634	93.991	1.5226	-11.1062	5.6542	
22.0217	3053796.9	-18149761.0	9929079.1	1355.092	11.339	128.773	1.7947	-11.6377	5.9517	
24.4024	3057149.6	-18149768.2	9929366.4	1359.285	-17.687	173.829	2.5821	-12.1611	6.1614	
26.4865	3059867.2	-18149828.2	9929625.7	1364.647	-42.602	176.411	3.5514	-12.5055	6.3019	
29.1640	3063435.1	-18149982.7	9930003.1	1375.919	-76.092	153.039	5.2634	-12.9441	6.4564	
31.7044	3067041.2	-18150225.2	9930423.6	1391.914	-110.102	169.898	7.2499	-13.2437	6.5576	
33.6965	3069834.7	-18150471.7	9930776.4	1407.684	-136.875	183.362	8.8250	-13.4486	6.6529	
36.3350	3073540.4	-18151875.0	9931277.0	1433.568	-172.407	200.600	11.0535	-13.6475	6.7635	
38.7090	3076414.9	-18151245.2	9931689.6	1458.996	-199.810	216.249	12.5827	-13.7404	6.8425	
40.9784	3080267.5	-18151814.2	9932272.9	1492.511	-235.744	232.749	14.6479	-13.8284	6.9804	
43.5198	3084216.2	-18152477.0	9932903.1	1533.576	-272.074	250.690	16.7197	-13.9799	7.2032	
45.5080	3088730.6	-18153045.7	9933416.0	1568.095	-299.783	264.805	18.3441	-14.0641	6.9803	
48.1213	3094467.2	-18153878.0	9934131.9	1618.743	-337.152	282.845	21.4312	-14.1611	6.9785	
51.7287	3097567.7	-18154805.9	9934892.7	1675.161	-373.965	300.587	22.5061	-14.1475	7.1126	
52.7199	3099137.4	-18155578.0	9935505.0	1721.198	-412.306	315.167	24.1471	-14.0944	7.2252	
55.3332	3100714.9	-18156475.7	9936052.9	1766.949	-454.035	334.460	26.2954	-14.0762	7.3562	
57.3377	3102465.7	-18157468.2	9937250.0	1858.231	-475.539	353.660	27.4828	-13.7889	7.2606	
59.0290	3112223.7	-18159442.5	9937968.6	1916.777	-592.839	368.103	30.1057	-13.6454	6.9938	
62.5692	3117334.1	-18161201.2	9938854.3	1998.195	-537.023	396.438	32.2358	-13.3752	6.8837	
65.1467	3122653.7	-18161649.0	9939987.7	2084.612	-572.009	422.005	34.5852	-12.8546	6.1281	
67.1379	3126875.6	-18162815.7	9940974.1	2154.758	-598.693	437.125	36.4937	-11.3688	6.9211	
69.7473	3129639.7	-18164418.7	9941882.1	2255.759	-679.331	429.283	37.6743	-11.7889	5.8587	
72.3615	3130452.6	-18164101.7	9943034.7	2359.507	-658.519	445.915	41.1870	-12.0944	4.9843	
74.3537	3134346.4	-18167437.0	9943935.4	2443.470	-682.512	454.424	42.4041	-12.8244	4.3992	
76.9651	3149964.8	-18169244.0	9945132.4	2556.570	-717.773	462.682	43.7302	-14.1011	3.7384	
79.5775	3156779.2	-18171187.2	9946351.1	2671.105	-757.352	472.615	45.2570	-15.0503	3.6659	
81.5647	3162190.6	-18172725.7	9947311.2	2762.086	-747.621	480.928	46.7997	-15.3917	3.6071	
94.1771	3169567.0	-18174837.7	9948563.6	2884.745	-829.639	489.300	48.3584	-15.3373	3.7667	

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Table A-3b. Reconstructed Ascent Trajectory, Special Parameters

GEMINI 8 ASCENT SET					
TIME FROM LIFTOFF (SECONDS)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
2.578	89.185	-116.584	-80.530	28.346	26909913.5
5.121	89.332	-141.238	-80.520	28.346	26910003.2
7.663	89.267	-142.239	-80.569	28.346	26910155.2
9.736	89.231	-159.658	-80.500	28.346	26910327.7
12.286	89.014	-157.674	-80.490	28.346	26910602.2
14.835	88.873	-159.229	-80.479	28.346	26910949.2
16.314	88.602	-155.855	-80.470	28.346	26911286.7
19.471	88.519	-152.130	-80.460	28.346	26911774.0
22.322	88.346	-148.492	-80.449	28.346	26912343.0
24.463	88.320	-147.189	-80.439	28.346	26912975.7
26.487	88.401	-156.867	-80.431	28.346	26913547.7
29.094	88.346	170.226	-80.420	28.346	26914384.2
31.700	87.452	138.159	-80.409	28.346	26915322.7
33.696	86.281	123.907	-80.400	28.346	26916113.7
36.306	84.254	114.298	-80.389	28.346	26917245.7
38.295	82.547	109.891	-80.380	28.346	26918185.2
40.608	80.157	106.202	-80.369	28.345	26919522.7
43.519	77.677	103.758	-80.357	28.345	26920979.0
45.508	75.797	102.470	-80.348	28.345	26922178.7
48.121	73.285	101.446	-80.336	28.345	26923847.5
50.729	70.768	100.649	-80.323	28.344	26925647.5
52.720	68.959	100.020	-80.313	28.344	26927109.5
55.350	66.584	99.280	-80.300	28.344	26929142.7
57.638	64.287	98.712	-80.286	28.343	26931308.0
59.929	62.551	98.339	-80.275	28.343	26933052.7
62.540	60.345	97.855	-80.260	28.343	26935459.7
65.147	58.209	97.854	-80.244	28.342	26937996.5
67.198	56.595	97.802	-80.232	28.342	26940023.5
69.747	54.465	97.507	-80.215	28.341	26942794.2
72.362	52.400	97.181	-80.197	28.340	26945700.5
74.354	50.967	97.242	-80.184	28.340	26948002.0
76.565	49.152	97.540	-80.165	28.339	26951135.0
79.572	47.709	97.815	-80.145	28.338	26954407.0
81.565	46.673	97.957	-80.129	28.337	26957008.2
84.177	45.373	98.234	-80.107	28.335	26960555.0
86.786	44.076	98.426	-80.085	28.334	26964253.5
88.779	43.056	98.514	-80.067	28.333	26967181.5
91.352	41.832	98.677	-80.043	28.331	26971158.2
94.002	40.667	98.800	-80.018	28.329	26975290.2
95.994	39.760	98.864	-79.998	28.328	26978551.5
98.608	38.667	98.953	-79.970	28.325	26982972.7
101.255	37.553	99.029	-79.941	28.323	26987616.5
103.250	36.731	99.074	-79.918	28.321	26991226.7
105.671	35.681	99.123	-79.886	28.318	26996112.2
107.922	34.926	99.160	-79.861	28.316	21000052.0
110.535	33.999	99.230	-79.827	28.312	21005226.0
113.149	33.034	99.316	-79.791	28.309	21010508.0
115.147	32.285	99.374	-79.763	28.306	21014760.5
117.745	31.312	99.417	-79.724	28.302	21020041.5
120.386	30.549	99.431	-79.684	28.298	21026189.2
122.428	29.623	99.441	-79.651	28.294	21030800.7
125.546	28.774	99.471	-79.607	28.289	21036858.2
127.663	27.999	99.508	-79.561	28.284	21043080.5
129.665	27.441	99.537	-79.524	28.280	21047957.7
132.264	26.757	99.590	-79.474	28.274	21054459.7
134.903	26.116	99.636	-79.422	28.268	21061229.2
136.504	25.645	99.666	-79.380	28.263	21066505.5
139.524	25.067	99.705	-79.324	28.256	21073595.0
141.563	24.038	99.734	-79.278	28.251	21079260.5
144.186	24.112	99.777	-79.217	28.243	21086746.5
146.673	23.663	99.822	-79.151	28.235	21094658.2
148.874	23.240	99.855	-79.100	28.229	21100715.2
151.496	22.767	99.902	-79.031	28.220	21108877.2
153.493	22.456	99.937	-78.976	28.213	21115272.7
156.600	22.279	99.957	-78.945	28.209	21119886.2
158.117	22.031	99.985	-78.902	28.203	21123862.5
158.736	21.598	100.050	-78.826	28.193	21132383.7
160.774	21.264	100.102	-78.767	28.185	21138960.7
163.396	20.837	100.170	-78.690	28.175	21147350.2
166.013	20.420	100.238	-78.612	28.164	21155644.5
167.946	20.121	100.289	-78.554	28.156	21161724.0
170.554	19.719	100.352	-78.476	28.145	21169858.0
173.172	19.284	100.382	-78.396	28.134	21177946.0
174.972	18.952	100.387	-78.340	28.127	21183447.5
177.607	18.446	100.390	-78.259	28.115	21191401.5
180.263	17.939	100.393	-78.175	28.104	21199294.7
182.134	17.585	100.393	-78.116	28.095	21204778.5
184.819	17.085	100.393	-78.030	28.083	21212536.2
187.499	16.587	100.393	-77.943	28.071	21220151.7
189.332	16.254	100.394	-77.882	28.063	21225283.7
192.017	15.772	100.393	-77.794	28.050	21232690.2
194.697	15.257	100.393	-77.704	28.037	21239555.0
196.530	14.978	100.392	-77.642	28.029	21244844.7
199.215	14.517	100.392	-77.550	28.016	21251902.5

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Table A-3b. Reconstructed Ascent Trajectory, Special Parameters
(Continued)

201.935	14.057	100.391	-77.456	28.002	21258916.2
203.765	13.755	100.392	-77.392	27.993	21263561.0
206.449	13.316	100.392	-77.297	27.980	21270264.7
209.129	12.866	100.394	-77.201	27.966	21276827.2
210.561	12.596	100.396	-77.135	27.957	21281239.0
213.645	12.179	100.399	-77.037	27.943	21287592.7
216.325	11.770	100.402	-76.938	27.928	21293809.7
218.157	11.495	100.405	-76.879	27.919	21297984.5
220.843	11.097	100.412	-76.805	27.904	21303994.7
223.561	10.704	100.418	-76.685	27.889	21309945.0
225.393	10.443	100.423	-76.594	27.879	21313881.7
228.676	10.068	100.429	-76.489	27.864	21319539.5
230.357	9.702	100.437	-76.383	27.848	21325062.7
232.591	9.455	100.442	-76.310	27.838	21328768.0
235.280	9.112	100.451	-76.201	27.822	21334094.0
237.688	8.752	100.460	-76.091	27.806	21339327.0
239.842	8.518	100.467	-76.014	27.794	21342834.5
242.954	8.176	100.478	-75.899	27.777	21347930.2
245.301	7.845	100.492	-75.784	27.760	21352812.0
247.155	7.624	100.501	-75.704	27.745	21356079.5
249.864	7.364	100.515	-75.587	27.731	21360747.7
251.715	7.189	100.527	-75.506	27.719	21363860.2
254.428	6.780	100.544	-75.385	27.701	21368312.5
257.137	6.477	100.562	-75.264	27.683	21372627.2
258.687	6.273	100.575	-75.179	27.671	21375497.2
261.743	5.976	100.595	-75.053	27.652	21379656.0
264.446	5.691	100.615	-74.926	27.632	21383609.7
266.299	5.499	100.631	-74.839	27.619	21386240.5
269.011	5.223	100.653	-74.709	27.600	21389979.2
270.850	5.039	100.669	-74.619	27.586	21392451.7
273.571	4.775	100.694	-74.485	27.566	21395966.2
275.282	4.516	100.700	-74.352	27.545	21399349.2
278.132	4.341	100.737	-74.258	27.531	21401579.2
280.844	4.092	100.766	-74.120	27.509	21404736.0
283.590	3.844	100.794	-73.978	27.487	21407794.7
285.445	3.679	100.815	-73.880	27.472	21409761.2
288.157	3.442	100.845	-73.736	27.449	21412571.7
290.732	3.222	100.875	-73.597	27.428	21415092.0
292.491	3.074	100.856	-73.501	27.413	21416742.7
295.071	2.861	100.928	-73.358	27.390	21419055.2
297.649	2.653	100.959	-73.213	27.367	21421240.2
300.225	2.449	100.992	-73.066	27.343	21423295.2
302.840	2.249	101.026	-72.914	27.319	21425250.7
304.624	2.116	101.050	-72.811	27.302	21426495.0
307.184	1.925	101.085	-72.657	27.277	21428205.5
309.765	1.758	101.120	-72.500	27.252	21429784.0
312.380	1.552	101.157	-72.338	27.226	21431250.2
314.144	1.428	101.183	-72.228	27.208	21432159.7
316.724	1.252	101.220	-72.064	27.181	21433376.2
319.302	1.080	101.259	-71.897	27.153	21434454.7
321.910	.910	101.299	-71.724	27.124	21435407.0
324.495	.749	101.340	-71.551	27.095	21436206.0
326.261	.642	101.368	-71.430	27.075	21436673.7
328.840	.487	101.411	-71.251	27.045	21437237.5
331.459	.332	101.454	-71.065	27.013	21437661.7
334.233	.178	101.453	-70.878	26.982	21437927.7
336.487	.030	101.533	-70.697	26.950	21438033.5
337.510	-.032	101.549	-70.620	26.937	21438032.7
338.455	-.056	101.577	-70.548	26.925	21438010.5
341.365	-.056	101.669	-70.351	26.891	21437948.7
343.445	-.056	101.754	-70.171	26.859	21437892.0
345.842	-.055	101.839	-69.989	26.827	21437835.7
348.120	-.053	101.926	-69.817	26.797	21437783.5
350.405	-.052	102.003	-69.645	26.766	21437732.5
352.887	-.051	102.093	-69.457	26.732	21437678.0
355.301	-.049	102.180	-69.275	26.699	21437627.2
357.594	-.048	102.262	-69.102	26.667	21437580.2
359.905	-.047	102.345	-68.928	26.635	21437533.5
362.802	-.045	102.449	-68.710	26.595	21437476.7
364.484	-.043	102.527	-68.545	26.564	21437426.0
367.160	-.043	102.604	-68.382	26.525	21437396.2
370.030	-.040	102.707	-68.166	26.492	21437345.5
372.238	-.040	102.786	-68.000	26.461	21437507.7
374.419	-.037	102.863	-67.836	26.429	21437272.2
376.598	-.036	102.941	-67.672	26.397	21437238.2
379.523	-.035	103.044	-67.453	26.355	21437194.2
381.853	-.033	103.126	-67.278	26.320	21437160.5
384.091	-.032	103.205	-67.110	26.287	21437129.2
386.270	-.030	103.282	-66.947	26.254	21437103.7
389.147	-.029	103.383	-66.732	26.211	21437064.2

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APPENDIX B
REENTRY TRAJECTORY

The reentry trajectory is provided in two sets, the earth-centered inertial coordinates and the special earth-referenced coordinates. The inertial set has the z axis aligned with the earth's rotational axis, positive north, and the x-y plane is in the equatorial plane with the x-z plane containing the Greenwich meridian at the time of retrofire (17 March 2^h45^m49^s).

<u>Tables</u>		<u>Page</u>
B-1	Reconstructed Reentry Trajectory, ECI Coordinates	B-2
B-2a, b	Reconstructed Reentry Trajectory, Special Parameters	B-12

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Table B-1. Reconstructed Reentry Trajectory, ECI Coordinates (Continued)

Table with 7 columns: TIME (SEC), X (FT), Y (FT), Z (FT), XDOT (FT/SEC), YDOT (FT/SEC), ZDOT (FT/SEC). Rows contain numerical data for trajectory coordinates and velocities.

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Table B-2a. Reconstructed Reentry Trajectory, Special Parameters (Continued)

TIME FROM RETROFLARE (SEC)	INERTIAL VEL. MAGNITUDE (FT/SEC)	RELATIVE VEL. MAGNITUDE (FT/SEC)	INERTIAL FLT. PATH ANGLE (DEGREES)	INERTIAL HEADING ANGLE (DEGREES)	ALTITUDE (FEET)	GEOGETIC LAT. (DEGREES)	GEOGETIC LONG. (DEGREES)
1845.048	4763.4	3436.4	-11.274	92.001	98729.0	25.377	135.686
1846.229	4437.2	3111.5	-12.510	92.313	96872.2	25.371	135.716
1857.715	4219.7	2911.3	-12.533	97.685	93679.5	25.367	134.733
1852.441	4617.8	2723.4	-13.775	97.667	91937.9	25.364	135.750
1854.579	3826.8	2517.4	-12.662	97.639	89097.2	25.361	135.765
1857.747	3565.9	2267.5	-14.489	96.374	87147.2	25.358	135.786
1859.875	3437.6	2112.2	-15.758	95.876	85252.5	25.356	135.799
1862.094	3266.0	1967.8	-15.615	95.355	83376.5	25.354	135.810
1864.135	3115.1	1837.6	-16.142	94.812	81516.7	25.352	135.821
1867.272	2923.6	1659.1	-16.899	94.220	78822.2	25.350	135.835
1869.220	2809.1	1547.4	-17.387	93.495	77393.0	25.349	135.844
1874.510	2557.7	1323.2	-18.611	92.130	72796.5	25.347	135.862
1876.562	2467.6	1244.6	-18.235	91.540	71133.5	25.347	135.868
1878.448	2335.8	1176.0	-19.454	90.937	69443.7	25.347	135.874
1881.744	2274.7	1083.6	-20.739	90.528	67724.0	25.347	135.881
1883.796	2232.1	1025.9	-22.374	90.511	66010.7	25.347	135.886
1885.888	2147.0	976.0	-22.644	89.900	63848.7	25.347	135.890
1888.989	2061.2	900.8	-22.658	89.377	61551.5	25.347	135.895
1891.030	2020.7	874.8	-22.579	88.102	60085.0	25.347	135.899
1893.167	1939.9	848.8	-22.550	88.210	58580.7	25.349	135.902
1895.336	1961.4	821.5	-22.350	88.307	57027.0	25.348	135.905
1898.474	1927.5	790.7	-22.105	88.455	54965.5	25.349	135.919
1900.521	1910.2	772.4	-19.978	88.790	53470.0	25.349	135.912
1905.748	1852.9	727.3	-19.598	89.442	50282.2	25.349	135.918
1933.863	1623.3	455.8	-14.831	90.798	35659.7	25.350	135.941
1939.075	1432.2	429.1	-14.275	89.388	33580.0	25.350	135.944
1941.663	1596.6	419.3	-17.904	89.175	32780.7	25.350	135.945
1944.165	1535.8	409.4	-13.750	89.204	31611.5	25.351	135.947
1946.226	1593.2	421.2	-13.436	89.800	30841.5	25.351	135.948
1948.268	1579.4	394.8	-13.237	88.891	30078.2	25.351	135.949
1951.364	1573.4	385.8	-12.981	88.775	28892.5	25.351	135.950
1953.432	1567.2	380.8	-12.907	88.853	28248.7	25.351	135.951
1955.499	1560.5	376.3	-12.911	89.015	27533.0	25.351	135.952
1958.604	1555.1	367.0	-12.640	89.219	26667.7	25.352	135.953
1960.650	1547.0	360.4	-12.568	89.566	25771.0	25.352	135.954
1962.698	1546.7	354.1	-12.206	89.741	25086.0	25.352	135.955
1965.893	1537.1	349.6	-17.731	90.170	24356.2	25.352	135.956
1967.851	1533.9	342.2	-12.665	89.905	23478.2	25.352	135.957
1969.941	1534.8	337.0	-11.825	89.925	22739.0	25.352	135.958
1973.003	1526.5	330.8	-11.749	89.939	21781.7	25.352	135.959
1975.091	1519.7	322.8	-11.549	89.946	21139.7	25.352	135.959
1977.142	1511.2	322.5	-11.725	89.936	20512.7	25.352	135.961
1980.274	1504.5	311.2	-11.374	89.762	19588.5	25.352	135.961
1982.325	1496.1	312.2	-11.613	89.850	18954.0	25.352	135.962
1984.383	1491.0	306.2	-11.984	89.900	18340.0	25.352	135.962
1989.567	1477.9	294.1	-11.151	89.330	16837.5	25.352	135.963
1992.711	1459.7	284.5	-10.932	89.265	15669.0	25.352	135.964
1998.896	1454.2	277.6	-10.807	89.277	14720.0	25.352	135.965
2001.955	1451.7	275.5	-10.700	89.231	13677.0	25.352	135.965
2004.285	1445.7	266.0	-11.519	89.004	12839.0	25.352	135.966
2006.137	1433.1	267.1	-10.483	89.061	12296.0	25.352	135.966
2008.225	1423.0	190.3	-7.165	89.054	11433.5	25.352	135.966
2011.287	1408.7	112.4	-4.473	89.004	11393.5	25.352	135.966
2013.272	1408.0	94.1	-5.764	89.007	11187.2	25.352	135.966
2015.424	1407.3	90.0	-5.511	89.054	10908.8	25.352	135.966
2019.522	1404.0	47.2	-1.483	89.069	10861.0	25.352	135.967

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Table B-2a. Reconstructed Reentry Trajectory,
Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	INERTIAL VEL. MAGNITUDE (FT/SEC)	RELATIVE VEL. MAGNITUDE (FT/SEC)	INERTIAL FLT. PATH ANGLE (DEGREES)	INERTIAL HEADING ANGLE (DEGREES)	ALTITUDE (FEET)	GEODEIC LAT. (DEGREES)	GEODEIC LONG. (DEGREES)
2020.571	1399.5	27.8	-0.01	80.754	1772.7	25.352	135.967
2122.625	1395.1	28.7	-0.75	80.285	1770.5	25.352	135.967
2025.722	1397.9	24.5	-0.66	80.517	1765.7	25.352	135.967
2027.771	1431.1	27.2	-0.14	80.190	1761.2	25.352	135.967
2029.853	1436.7	27.5	-0.12	80.424	1757.0	25.352	135.967
2032.922	1424.8	23.3	-0.82	80.434	1751.7	25.352	135.968
2035.025	1424.5	22.6	-0.74	80.487	1746.5	25.352	135.968
2037.063	1477.8	25.4	-0.27	80.828	1741.2	25.352	135.968
2040.155	1471.6	27.5	-0.82	80.728	1736.7	25.352	135.968
2147.613	1421.8	22.4	-1.14	80.411	1731.2	25.352	135.969
2049.657	1422.6	21.7	-0.85	80.727	1731.5	25.352	135.969
2051.699	1397.6	29.8	-0.97	80.119	1725.2	25.351	135.969
2154.674	1395.8	29.8	-1.24	80.167	1719.2	25.351	135.969
2156.657	1397.4	25.2	-0.77	80.287	1714.5	25.351	135.969
2058.741	1395.5	29.4	-1.11	80.170	1708.7	25.351	135.969
2061.812	1477.2	31.0	-0.93	80.717	1703.2	25.351	135.969
2063.851	1471.1	29.6	-0.86	80.887	1701.7	25.351	135.970
2065.941	1477.7	32.1	-0.54	80.194	1705.2	25.351	135.970
2069.023	1411.8	29.1	-0.78	80.981	1697.7	25.351	135.970
2071.091	1413.9	29.4	-0.77	80.931	1692.7	25.351	135.970
2073.147	1424.1	31.8	-0.87	80.253	1687.2	25.351	135.970
2076.224	1285.4	27.2	-0.85	80.184	1681.7	25.351	135.970
2078.292	1396.7	25.2	-0.82	80.117	1675.0	25.351	135.971
2080.380	1413.5	41.1	-0.94	80.720	1670.2	25.351	135.971
2082.421	1414.8	29.2	-0.75	80.734	1664.7	25.351	135.971
2085.567	1395.0	27.5	-0.77	80.929	1659.2	25.351	135.971
2087.617	1397.7	27.2	-0.83	80.647	1657.7	25.351	135.971
2089.711	1425.8	23.8	-0.15	80.288	1652.0	25.351	135.971
2092.812	1394.2	26.3	-0.72	80.443	1647.5	25.351	135.972
2094.862	1385.4	25.6	-0.88	80.544	1642.2	25.351	135.972
2096.955	1399.5	28.8	-0.83	80.344	1636.7	25.351	135.972
2100.011	1414.6	41.4	-0.83	80.191	1631.2	25.351	135.972
2102.096	1398.6	28.3	-0.80	80.254	1625.0	25.351	135.972
2104.154	1379.5	27.5	-1.28	80.476	1619.5	25.351	135.972
2107.249	1390.4	26.1	-0.88	80.387	1614.7	25.351	135.972
2109.326	1420.7	29.4	-0.43	80.215	1609.7	25.351	135.972
2111.354	1389.4	22.7	-0.82	80.475	1604.2	25.351	135.972
2114.448	1385.5	25.1	-0.79	80.471	1598.0	25.351	135.972
2116.497	1397.1	27.7	-0.92	80.520	1592.7	25.351	135.972
2118.648	1374.5	31.2	-1.10	80.779	1587.5	25.351	135.972
2120.671	1368.4	25.8	-0.81	80.491	1581.0	25.351	135.972
2122.823	1395.7	23.7	-0.72	80.144	1575.2	25.351	135.972
2130.913	1376.9	25.6	-0.77	80.408	1569.2	25.350	135.973
2136.062	1394.2	31.0	-0.90	80.570	1564.2	25.350	135.973
2138.112	1391.4	27.6	-0.79	80.472	1559.7	25.350	135.973
2140.199	1375.4	32.7	-0.92	80.919	1554.7	25.350	135.973
2143.297	1381.8	29.5	-0.72	80.958	1549.7	25.350	135.973
2145.381	1290.2	21.0	-0.84	80.614	1544.0	25.350	135.973
2147.438	1421.2	28.8	-0.62	80.365	1538.0	25.350	135.973
2150.540	1389.2	22.5	-0.64	80.585	1532.5	25.349	135.973
2152.591	1390.4	26.5	-0.62	80.824	1527.5	25.349	135.973
2154.673	1391.6	28.2	-0.69	80.821	1522.7	25.349	135.973

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Table B-2b. Reconstructed Reentry Trajectory,
Special Parameters

TIME FROM RETROFIRE (SEC)	RELATIVE FLY. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
2.325	-0.028	59.266	19.997	-0.812	21892899.2
4.867	-0.094	59.274	20.146	-0.731	21892769.7
7.355	-0.171	59.281	20.295	-0.650	21892658.2
9.926	-0.134	59.284	20.437	-0.569	21892572.7
12.422	-0.167	59.285	20.583	-0.489	21892369.7
14.326	-0.199	59.270	20.603	-0.428	21892339.2
16.876	-0.229	59.297	20.847	-0.347	21892008.2
19.396	-0.257	59.277	20.985	-0.267	21891759.0
21.916	-0.266	59.284	21.131	-0.187	21891479.5
24.422	-0.207	59.284	21.275	-0.107	21891179.0
26.374	-0.200	59.249	21.387	-0.045	21890929.7
28.476	-0.204	59.249	21.531	-0.024	21890616.7
31.396	-0.308	59.249	21.676	-0.114	21890297.7
33.042	-0.212	59.249	21.821	-0.195	21879971.0
36.422	-0.216	59.287	21.965	-0.274	21879648.5
38.371	-0.219	59.287	22.110	-0.336	21879399.7
40.876	-0.223	59.287	22.221	-0.415	21879059.2
43.396	-0.327	59.287	22.366	-0.495	21878720.0
45.942	-0.231	59.285	22.512	-0.574	21878373.2
50.377	-0.229	59.289	22.768	-0.717	21877759.5
52.911	-0.347	59.287	22.914	-0.797	21877411.7
55.432	-0.246	59.287	23.060	-0.877	21877142.2
57.947	-0.251	59.285	23.204	-0.957	21876890.0
60.422	-0.255	59.287	23.346	-1.036	21876318.0
62.795	-0.258	59.277	23.488	-1.111	21875949.0
65.195	-0.247	59.272	23.631	-1.187	21875410.0
67.624	-0.246	59.274	23.761	-1.264	21875244.7
70.022	-0.270	59.280	23.899	-1.341	21874878.7
72.423	-0.274	59.284	24.038	-1.417	21874509.7
74.823	-0.278	59.288	24.176	-1.493	21874136.7
77.422	-0.281	59.297	24.248	-1.541	21873885.7
79.595	-0.286	59.296	24.451	-1.644	21873583.0
81.996	-0.289	59.297	24.589	-1.727	21873098.2
84.423	-0.292	59.305	24.729	-1.797	21872675.5
86.795	-0.296	59.317	24.866	-1.873	21872217.7
89.224	-0.400	59.315	25.004	-1.957	21871817.2
91.624	-0.405	59.327	25.144	-2.024	21871417.5
94.223	-0.408	59.325	25.282	-2.112	21871114.1
96.396	-0.412	59.331	25.419	-2.177	21870761.2
98.795	-0.415	59.338	25.557	-2.252	21870200.2
101.195	-0.427	59.343	25.696	-2.329	21869785.5
103.515	-0.422	59.349	25.834	-2.405	21869366.5
105.996	-0.427	59.354	25.972	-2.481	21868944.2
108.257	-0.431	59.362	26.111	-2.556	21868523.2
110.423	-0.434	59.369	26.251	-2.634	21868083.5
113.195	-0.438	59.376	26.388	-2.709	21867655.0
115.795	-0.442	59.384	26.527	-2.785	21867218.0
117.996	-0.444	59.391	26.666	-2.861	21866777.0
120.396	-0.457	59.399	26.804	-2.937	21866331.7
122.795	-0.453	59.406	26.942	-3.013	21865887.0
124.422	-0.456	59.411	27.087	-3.088	21865476.7
127.624	-0.461	59.423	27.222	-3.166	21864969.5
130.722	-0.464	59.431	27.357	-3.242	21864499.7
132.423	-0.469	59.440	27.490	-3.318	21864045.7
134.795	-0.471	59.449	27.624	-3.397	21863584.0
137.195	-0.474	59.458	27.757	-3.468	21863113.2
139.595	-0.479	59.467	27.914	-3.544	21862639.0
142.723	-0.492	59.477	28.054	-3.621	21862155.1
144.423	-0.497	59.486	28.197	-3.697	21861673.2
146.823	-0.490	59.494	28.332	-3.772	21861187.7
149.224	-0.494	59.506	28.471	-3.848	21860698.2
151.624	-0.498	59.516	28.611	-3.924	21860205.0
153.996	-0.501	59.527	28.748	-3.999	21859714.0
156.419	-0.505	59.537	28.887	-4.075	21859221.0
158.822	-0.509	59.548	29.027	-4.151	21858727.7
161.224	-0.517	59.559	29.164	-4.227	21858235.7
163.624	-0.516	59.571	29.305	-4.303	21857746.0
166.023	-0.520	59.582	29.446	-4.378	21857258.7
168.423	-0.524	59.593	29.584	-4.454	21856769.7
170.795	-0.527	59.605	29.721	-4.529	21856279.5
172.422	-0.52	59.614	29.861	-4.587	21855777.2
175.624	-0.525	59.627	30.002	-4.662	21855271.0
178.023	-0.529	59.640	30.146	-4.736	21854757.2
180.423	-0.542	59.655	30.287	-4.811	21854237.0
182.923	-0.546	59.667	30.427	-4.887	21853714.0
185.224	-0.557	59.681	30.569	-4.967	21853184.5
187.624	-0.552	59.694	30.710	-5.046	21852646.7
190.722	-0.556	59.708	30.850	-5.123	21852116.5
192.423	-0.567	59.721	30.994	-5.200	21851584.5
194.823	-0.564	59.735	31.137	-5.284	21851051.5
197.224	-0.568	59.749	31.287	-5.359	21850517.5
199.624	-0.571	59.762	31.437	-5.434	21849971.7
202.423	-0.575	59.778	31.587	-5.511	21849420.7
204.409	-0.579	59.793	31.736	-5.584	21848871.2

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Table B-2b. Reconstructed Reentry Trajectory, Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
216.322	-592	59,919	31,817	5.661	21847849.5
219.274	-595	59,883	31,354	5.725	21847258.5
211.674	-597	59,848	30,891	5.817	21846684.2
214.123	-599	59,813	30,428	5.895	21846109.2
216.423	-600	59,820	30,376	5.967	21845534.5
218.728	-600	59,894	30,615	6.025	21844915.5
221.438	-601	59,894	32,451	6.086	21844506.7
223.590	-601	59,897	33,796	6.185	21844374.2
225.900	-601	59,934	32,738	6.257	21843108.5
228.338	-601	59,855	33,214	6.334	21842499.2
231.790	-601	59,867	33,356	6.445	21841895.2
233.198	-621	59,884	33,356	6.484	21841269.7
235.500	-621	59,884	33,604	6.555	21840649.5
237.300	-621	59,884	33,537	6.624	21840025.7
240.300	-622	59,884	33,777	6.718	21839398.7
242.798	-624	59,885	33,819	6.783	21838798.0
245.128	-629	59,873	34,158	6.858	21838193.7
247.590	-643	59,701	34,109	6.922	21837495.5
249.990	-646	59,700	34,347	7.007	21836856.5
252.344	-650	59,628	34,400	7.091	21836213.5
254.798	-653	59,647	34,631	7.156	21835561.2
257.198	-657	59,664	34,762	7.220	21834909.7
259.599	-660	59,685	34,902	7.305	21834253.7
261.990	-664	59,705	35,044	7.379	21833594.7
264.398	-667	59,725	35,185	7.454	21832932.5
266.798	-671	59,745	35,326	7.528	21832266.5
269.198	-672	59,760	35,473	7.570	21831609.5
271.620	-678	59,786	35,618	7.671	21830924.5
273.990	-691	59,826	35,751	7.751	21830249.5
276.398	-694	59,827	35,891	7.825	21829564.7
278.798	-698	59,849	36,032	7.899	21828888.5
281.198	-693	59,869	36,174	7.973	21828219.2
283.599	-693	59,890	36,315	8.047	21827509.0
285.990	-698	59,849	36,457	8.121	21826815.5
288.398	-702	59,836	36,599	8.195	21826118.7
290.798	-705	59,855	36,740	8.269	21825418.7
293.198	-709	59,874	36,882	8.343	21824714.9
295.599	-712	59,895	37,024	8.416	21824006.7
297.990	-714	59,923	37,166	8.490	21823296.0
300.384	-710	59,945	37,307	8.563	21822585.7
302.798	-710	59,969	37,450	8.637	21821863.7
305.198	-712	59,992	37,592	8.711	21821142.7
307.599	-710	59,915	37,734	8.785	21820418.2
309.990	-712	59,939	37,876	8.858	21819690.5
312.398	-714	59,963	38,018	8.932	21818959.0
314.798	-716	59,987	38,160	9.005	21818224.5
317.198	-714	59,972	38,258	9.055	21817490.7
319.599	-714	59,995	38,445	9.152	21816745.2
321.990	-715	59,974	38,589	9.225	21816000.5
324.398	-719	59,985	38,731	9.299	21815259.2
326.798	-716	59,991	38,873	9.371	21814511.0
329.198	-716	59,995	39,016	9.444	21813746.0
331.599	-712	59,983	39,159	9.517	21812988.0
333.990	-716	59,984	39,302	9.590	21812224.5
336.398	-719	59,917	39,444	9.663	21811461.7
338.798	-722	59,939	39,587	9.736	21810693.5
341.198	-724	59,965	39,731	9.809	21809921.7
343.599	-726	59,991	39,874	9.882	21809146.5
345.990	-728	59,919	40,017	9.955	21808368.5
348.384	-728	59,944	40,159	10.027	21807591.7
350.798	-729	59,972	40,302	10.100	21806802.7
353.198	-722	59,999	40,447	10.172	21806014.7
355.599	-725	59,927	40,591	10.245	21805223.2
357.990	-719	59,954	40,734	10.317	21804428.5
360.398	-712	59,982	40,878	10.390	21803631.7
362.798	-715	59,911	41,022	10.462	21802831.0
365.198	-718	59,937	41,167	10.534	21802027.2
367.599	-712	59,967	41,311	10.606	21801216.7
369.990	-715	59,996	41,454	10.679	21800405.5
372.398	-718	59,925	41,598	10.751	21799591.7
374.798	-721	59,954	41,742	10.823	21798774.5
377.198	-725	59,984	41,886	10.895	21797953.7
379.599	-728	59,913	42,030	10.967	21797129.5
381.990	-731	59,942	42,174	11.039	21796312.0
384.398	-734	59,970	42,318	11.110	21795472.2
386.798	-737	59,899	42,462	11.182	21794638.7
389.198	-741	59,924	42,606	11.253	21793801.7
391.599	-744	59,944	42,751	11.325	21792961.2
393.990	-747	59,965	42,894	11.397	21792118.0
396.384	-750	59,895	43,040	11.468	21791277.0
398.771	-753	59,925	43,186	11.539	21790432.2
401.171	-757	59,954	43,331	11.610	21789579.2
403.599	-759	59,972	43,478	11.682	21788713.2
405.990	-761	59,952	43,623	11.753	21787854.0

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Table B-2b. Reconstructed Reentry Trajectory, Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO CENTER (FEET)
408.398	-.866	51.786	43.759	11.824	21756991.7
411.728	-.869	51.817	43.916	11.825	21786126.2
412.265	-.873	51.830	44.016	11.847	21785559.2
415.571	-.875	51.822	44.277	12.036	21784306.7
417.976	-.878	51.915	44.349	12.117	21783521.2
421.371	-.881	51.948	44.405	12.178	21782643.7
422.771	-.884	51.991	44.641	12.249	21781761.7
425.171	-.887	52.034	44.787	12.319	21780877.7
427.509	-.891	52.048	44.934	12.391	21779987.7
429.345	-.893	52.01	45.077	12.459	21779100.2
432.345	-.896	52.116	45.224	12.531	21778216.2
434.746	-.899	52.151	45.372	12.602	21777319.2
437.146	-.903	52.185	45.516	12.670	21776429.2
439.545	-.906	52.210	45.653	12.741	21775517.2
441.645	-.909	52.254	45.819	12.811	21774631.5
444.316	-.912	52.289	45.954	12.882	21773712.7
446.774	-.915	52.325	46.105	12.952	21772779.7
449.174	-.918	52.361	46.251	13.021	21771844.7
451.546	-.921	52.397	46.397	13.090	21770957.2
453.646	-.923	52.433	46.544	13.161	21770136.5
456.346	-.926	52.469	46.691	13.231	21769117.7
458.747	-.929	52.505	46.839	13.300	21768196.7
461.374	-.932	52.537	46.939	13.366	21767555.7
463.574	-.936	52.587	47.135	13.439	21766312.0
465.975	-.939	52.616	47.282	13.508	21765376.0
468.375	-.941	52.654	47.431	13.578	21764437.0
470.774	-.945	52.691	47.578	13.647	21763495.7
473.146	-.947	52.728	47.724	13.715	21762561.7
475.546	-.950	52.765	47.872	13.784	21761612.7
477.975	-.953	52.805	48.021	13.854	21760651.7
482.774	-.956	52.844	48.171	13.923	21759696.7
485.174	-.959	52.882	48.318	13.991	21758741.2
487.574	-.962	52.921	48.466	14.060	21757785.5
489.946	-.965	52.960	48.615	14.129	21756818.0
492.367	-.967	52.999	48.763	14.196	21755863.7
494.774	-.971	53.038	48.911	14.265	21754899.5
497.174	-.974	53.078	49.061	14.334	21753912.7
499.574	-.976	53.119	49.210	14.402	21752930.7
501.975	-.979	53.158	49.358	14.470	21751962.7
504.375	-.982	53.199	49.508	14.538	21751002.5
506.774	-.985	53.239	49.657	14.606	21750099.7
509.174	-.987	53.281	49.806	14.674	21749114.2
511.574	-.990	53.324	49.956	14.741	21748156.2
513.975	-.993	53.361	50.105	14.808	21747244.5
516.375	-.996	53.403	50.254	14.877	21746330.7
518.774	-.999	53.444	50.404	14.945	21745422.5
521.174	-1.002	53.486	50.554	15.012	21744512.5
523.574	-1.004	53.530	50.704	15.080	21743610.5
525.975	-1.007	53.572	50.854	15.147	21742714.5
528.375	-1.009	53.617	51.004	15.214	21741825.7
530.774	-1.012	53.655	51.154	15.281	21740915.0
533.174	-1.015	53.697	51.305	15.348	21740011.0
535.574	-1.018	53.741	51.455	15.415	21739104.0
537.975	-1.021	53.784	51.606	15.482	21738194.2
540.367	-1.023	53.827	51.756	15.549	21737292.0
542.774	-1.026	53.877	51.906	15.614	21736402.0
542.774	-1.029	53.915	52.058	15.681	21735889.2
545.174	-1.031	53.959	52.209	15.749	21735358.7
547.574	-1.034	54.003	52.360	15.814	21734806.0
549.975	-1.036	54.047	52.511	15.880	21734249.7
552.375	-1.039	54.092	52.665	15.946	21733751.5
554.774	-1.042	54.137	52.818	16.012	21733281.0
556.415	-1.044	54.167	52.918	16.077	21732796.5
558.574	-1.048	54.227	53.118	16.144	21732310.0
561.975	-1.051	54.273	53.317	16.211	21731856.0
564.375	-1.052	54.315	53.422	16.275	21731417.0
566.774	-1.055	54.365	53.574	16.341	21730982.2
569.174	-1.057	54.411	53.726	16.406	21730555.0
571.574	-1.061	54.457	53.879	16.471	21730134.5
573.975	-1.063	54.503	54.031	16.536	21729714.5
576.375	-1.066	54.551	54.183	16.600	21729282.0
578.774	-1.068	54.607	54.326	16.664	21728854.2
581.174	-1.071	54.644	54.489	16.728	21728431.7
583.574	-1.073	54.697	54.641	16.791	21728014.5
585.975	-1.076	54.747	54.794	16.861	21727604.5
588.367	-1.079	54.787	54.947	16.925	21727185.5
590.774	-1.081	54.835	55.101	16.990	21726768.7
593.174	-1.083	54.884	55.254	17.054	21726354.7
595.574	-1.085	54.932	55.408	17.118	21725941.7
597.975	-1.088	54.981	55.561	17.182	21725531.2
600.375	-1.091	55.033	55.715	17.246	21725124.0
602.774	-1.094	55.079	55.869	17.310	21724714.7
604.415	-1.095	55.113	55.974	17.364	21724314.5
607.574	-1.098	55.178	56.177	17.439	21723912.0

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Table B-2b. Reconstructed Reentry Trajectory,
Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
609.975	-1.101	65.228	56.321	17.501	21724027.5
612.275	-1.102	65.273	56.484	17.544	2172023.5
614.774	-1.105	65.329	56.647	17.629	2171814.7
617.174	-1.108	65.378	56.795	17.691	2171570.0
619.574	-1.110	65.429	56.949	17.754	21699596.7
621.975	-1.112	65.472	57.104	17.817	21598482.5
624.375	-1.114	65.521	57.259	17.880	21607366.0
626.774	-1.117	65.592	57.414	17.943	21595247.2
629.174	-1.120	65.634	57.569	18.005	21585125.5
631.574	-1.122	65.681	57.725	18.068	21584002.0
633.975	-1.125	65.727	57.880	18.131	21592875.7
636.367	-1.127	65.780	58.035	18.192	21601754.0
638.774	-1.129	65.841	58.192	18.255	21609616.2
641.169	-1.132	65.902	58.346	18.316	21608494.5
643.549	-1.134	65.966	58.502	18.378	21608369.1
645.949	-1.136	65.999	58.558	18.440	21607221.0
648.357	-1.139	66.052	58.814	18.501	21606080.2
650.753	-1.141	66.106	58.971	18.562	21604937.0
652.423	-1.143	66.143	59.080	18.604	21604138.2
655.521	-1.146	66.212	59.232	18.685	21602656.7
657.921	-1.147	66.264	59.390	18.746	21601566.7
660.351	-1.150	66.321	59.537	18.808	21600341.2
662.757	-1.153	66.375	59.754	18.869	21600185.2
665.149	-1.155	66.437	59.912	18.931	21600020.0
667.549	-1.157	66.495	60.169	18.990	21600849.7
669.921	-1.159	66.539	60.224	19.050	21600721.2
672.321	-1.161	66.594	60.382	19.111	21600587.2
674.722	-1.163	66.657	60.540	19.171	21600391.0
677.122	-1.166	66.705	60.697	19.231	21600222.2
679.521	-1.169	66.762	60.855	19.291	21600051.2
681.921	-1.172	66.818	61.012	19.351	21600878.2
684.335	-1.172	66.874	61.173	19.411	21600696.0
686.757	-1.174	66.931	61.332	19.471	21600511.5
689.122	-1.177	66.987	61.488	19.530	21600345.5
691.521	-1.179	67.044	61.647	19.589	21600183.5
693.921	-1.181	67.101	61.804	19.648	21600019.2
696.321	-1.183	67.158	61.965	19.708	21600870.5
698.721	-1.185	67.216	62.124	19.767	21600673.7
701.149	-1.186	67.255	62.232	19.826	21600796.5
703.549	-1.189	67.323	62.444	19.885	21600206.0
705.949	-1.192	67.391	62.533	19.943	21600010.5
708.35	-1.194	67.449	62.762	20.002	21600812.7
710.721	-1.196	67.507	62.921	20.059	21600627.2
713.122	-1.197	67.564	63.081	20.118	21600435.2
715.521	-1.200	67.625	63.241	20.176	21600221.2
717.949	-1.202	67.685	63.402	20.234	21600011.5
720.357	-1.204	67.745	63.563	20.292	21600803.0
722.757	-1.206	67.804	63.723	20.350	21600587.5
725.149	-1.208	67.864	63.884	20.407	21600370.2
727.549	-1.210	67.924	64.044	20.464	21600155.7
729.921	-1.212	67.994	64.202	20.521	21600953.7
732.335	-1.213	68.064	64.365	20.578	21600728.2
734.757	-1.215	68.124	64.527	20.635	21600500.7
737.149	-1.217	68.184	64.689	20.692	21600278.5
739.549	-1.219	68.248	64.851	20.749	21600054.2
741.949	-1.222	68.289	65.011	20.805	21600827.5
744.357	-1.224	68.351	65.173	20.862	21600598.5
746.757	-1.225	68.413	65.334	20.918	21600374.7
749.149	-1.227	68.454	65.467	20.955	21600156.7
751.549	-1.229	68.537	65.659	21.011	21600930.5
753.949	-1.231	68.599	65.821	21.065	21600766.0
756.357	-1.232	68.662	65.983	21.119	21600542.2
758.757	-1.235	68.724	66.145	21.196	21600318.7
761.149	-1.237	68.787	66.309	21.252	21600094.2
763.549	-1.238	68.851	66.471	21.307	21600869.7
765.949	-1.240	68.914	66.634	21.362	21600645.5
768.357	-1.242	68.978	66.797	21.417	21600421.0
770.757	-1.244	69.041	66.960	21.471	21600197.0
773.149	-1.246	69.106	67.123	21.526	21600971.0
775.549	-1.247	69.171	67.286	21.580	21600747.2
777.949	-1.249	69.235	67.450	21.634	21600523.2
780.335	-1.251	69.299	67.613	21.688	21600299.2
782.757	-1.253	69.354	67.778	21.742	21600074.5
785.149	-1.254	69.429	67.942	21.796	21600849.2
787.549	-1.256	69.494	68.106	21.850	21600624.2
789.949	-1.258	69.559	68.270	21.904	21600399.2
792.357	-1.260	69.625	68.435	21.958	21600174.5
794.757	-1.262	69.691	68.599	22.011	21600949.7
796.149	-1.263	69.754	68.712	22.064	21600724.7
799.549	-1.264	69.823	68.829	22.115	21600499.0
801.949	-1.266	69.890	68.944	22.168	21600274.2
804.357	-1.268	69.957	69.059	22.221	21600049.2
806.757	-1.270	70.023	69.174	22.273	21600824.5
809.149	-1.272	70.091	69.289	22.325	21600599.5

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Table B-2b. Reconstructed Reentry Trajectory, Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
811.549	-1.272	71.158	69.755	22.277	21673419.5
812.949	-1.275	71.204	69.801	22.429	21672196.7
816.757	-1.276	71.292	70.107	22.481	21670852.0
818.755	-1.278	71.331	70.253	22.532	21599566.0
821.149	-1.280	71.370	70.410	22.583	21598277.7
825.640	-1.281	71.407	70.585	22.635	21596988.2
828.949	-1.282	71.466	70.752	22.686	21595697.3
832.336	-1.284	71.524	70.917	22.736	21594411.7
835.757	-1.285	71.574	71.085	22.787	21593125.0
838.149	-1.287	71.623	71.252	22.838	21591814.7
838.549	-1.289	71.647	71.419	22.889	21590516.5
837.940	-1.290	71.691	71.584	22.938	21589217.5
840.350	-1.292	71.691	71.753	22.988	21587916.5
842.757	-1.293	71.683	71.921	23.038	21586613.7
844.390	-1.294	71.690	72.085	23.072	21585322.7
847.540	-1.295	71.691	72.256	23.117	21584034.2
849.946	-1.298	71.647	72.424	23.166	21582746.7
852.324	-1.299	71.632	72.595	23.215	21581451.7
854.725	-1.301	71.463	72.758	23.264	21580160.7
857.125	-1.302	71.474	72.927	23.313	21578877.7
859.524	-1.304	71.545	73.095	23.361	21577564.7
861.924	-1.305	71.617	73.264	23.410	21576249.7
864.324	-1.306	71.688	73.432	23.458	21574933.2
866.725	-1.308	71.767	73.601	23.506	21573515.2
869.125	-1.309	71.833	73.771	23.554	21572195.7
871.524	-1.310	71.905	73.941	23.602	21570874.7
873.924	-1.312	71.977	74.110	23.650	21569552.5
876.311	-1.313	72.049	74.277	23.717	21568236.0
878.696	-1.314	72.122	74.444	23.764	21566918.7
881.084	-1.314	72.195	74.614	23.811	21565592.0
882.524	-1.317	72.267	74.788	23.859	21564248.2
885.924	-1.319	72.343	74.958	23.915	21562918.7
888.324	-1.320	72.416	75.128	23.951	21561588.0
890.725	-1.321	72.490	75.298	23.997	21560255.2
892.398	-1.322	72.562	75.417	24.030	21558925.2
895.497	-1.324	72.637	75.537	24.069	21557611.5
897.896	-1.325	72.712	75.658	24.135	21556264.7
899.296	-1.326	72.786	75.079	24.180	21554976.5
902.696	-1.327	72.861	76.150	24.226	21553587.2
905.096	-1.328	72.936	76.321	24.271	21552247.2
907.497	-1.329	73.011	76.492	24.316	21550905.0
909.824	-1.329	73.087	76.664	24.361	21549546.2
912.296	-1.329	73.162	76.835	24.405	21548217.2
914.696	-1.329	73.238	77.007	24.451	21546871.7
917.096	-1.325	73.313	77.179	24.494	21545524.2
919.497	-1.326	73.389	77.351	24.538	21544175.7
921.897	-1.327	73.466	77.523	24.582	21542825.7
924.297	-1.328	73.543	77.694	24.624	21541474.7
926.726	-1.329	73.621	77.871	24.671	21540126.5
929.125	-1.327	73.697	78.043	24.713	21538783.5
931.525	-1.341	73.774	78.215	24.756	21537439.0
933.907	-1.342	73.850	78.386	24.798	21536150.0
936.297	-1.343	73.927	78.559	24.841	21534772.2
938.697	-1.345	74.005	78.733	24.884	21533344.5
941.096	-1.345	74.083	78.907	24.917	21532423.0
943.525	-1.347	74.162	79.081	24.959	21530699.0
945.925	-1.348	74.242	79.255	25.011	21529247.5
948.325	-1.348	74.318	79.429	25.052	21527788.7
950.726	-1.351	74.396	79.603	25.094	21526521.0
953.125	-1.351	74.475	79.777	25.135	21525156.0
955.499	-1.352	74.553	79.949	25.176	21523806.0
957.925	-1.353	74.633	80.125	25.217	21522423.2
960.325	-1.354	74.712	80.299	25.258	21521055.0
962.726	-1.355	74.792	80.474	25.299	21519685.2
965.125	-1.355	74.871	80.649	25.339	21518315.2
967.525	-1.356	74.951	80.824	25.379	21516944.2
969.925	-1.357	75.031	81.000	25.419	21515572.0
972.312	-1.358	75.111	81.173	25.459	21514206.5
974.726	-1.359	75.191	81.349	25.499	21512824.0
977.125	-1.360	75.271	81.524	25.538	21511449.7
979.525	-1.361	75.352	81.701	25.577	21510072.2
981.925	-1.362	75.433	81.876	25.616	21508695.0
984.325	-1.363	75.514	82.051	25.655	21507316.7
986.726	-1.364	75.595	82.227	25.693	21505936.7
989.125	-1.365	75.677	82.398	25.719	21504593.7
991.525	-1.365	75.758	82.567	25.757	21503217.5
993.925	-1.366	75.840	82.736	25.807	21501803.0
996.325	-1.367	75.921	82.903	25.845	21500409.7
998.726	-1.368	76.003	83.109	25.883	21499025.5
1001.125	-1.368	76.085	83.286	25.920	21497640.7
1003.525	-1.369	76.167	83.463	25.957	21496255.0
1005.925	-1.370	76.250	83.641	25.994	21494868.7
1008.325	-1.371	76.333	83.817	26.030	21493481.5
1010.726	-1.372	76.416	83.994	26.067	21492093.0

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Table B-2b. Reconstructed Reentry Trajectory, Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	COCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
1115.125	-1.272	76.409	86.172	26.113	21499763.5
1115.525	-1.273	76.592	86.240	26.130	21499313.7
1117.025	-1.273	76.665	86.527	27.175	21487923.5
1121.312	-1.274	76.749	86.734	26.217	21486541.0
1122.726	-1.275	76.927	86.883	26.246	21485139.5
1125.125	-1.276	76.914	85.761	26.281	21483746.2
1127.525	-1.276	77.000	85.930	26.316	21482352.7
1129.925	-1.277	77.084	85.617	26.350	21481058.4
1132.325	-1.277	77.169	85.596	26.385	21479563.1
1134.727	-1.278	77.252	85.774	26.419	21478165.7
1137.126	-1.278	77.331	85.897	26.442	21477212.5
1139.525	-1.279	77.402	86.130	26.487	21475372.5
1141.925	-1.280	77.507	86.311	26.521	21473974.7
1144.325	-1.280	77.562	86.500	26.554	21472575.7
1146.726	-1.281	77.677	86.600	26.587	21471174.2
1149.125	-1.282	77.762	86.820	26.620	21469776.0
1151.525	-1.282	77.848	87.028	26.653	21468375.0
1153.925	-1.283	77.934	87.238	26.695	21466973.2
1156.325	-1.283	78.000	87.389	26.718	21465571.5
1158.726	-1.284	78.100	87.649	26.751	21464168.7
1161.125	-1.284	78.100	87.749	26.782	21462765.5
1163.525	-1.285	78.173	87.971	26.813	21461361.7
1165.926	-1.285	78.264	88.134	26.844	21459972.0
1168.327	-1.285	78.440	88.285	26.875	21458575.0
1170.727	-1.286	78.537	88.467	26.906	21457161.2
1173.125	-1.286	78.624	88.660	26.937	21455754.7
1175.526	-1.287	78.711	88.879	26.968	21454348.0
1177.926	-1.288	78.798	89.119	26.998	21452940.7
1180.325	-1.288	78.885	89.101	27.028	21451532.7
1182.727	-1.288	78.973	89.371	27.058	21450124.7
1185.126	-1.289	79.000	89.605	27.078	21448716.2
1187.525	-1.289	79.128	89.734	27.117	21447313.7
1189.925	-1.289	79.234	89.915	27.146	21445907.5
1192.325	-1.289	79.323	90.007	27.175	21444487.5
1194.726	-1.290	79.412	90.278	27.203	21443077.0
1197.125	-1.291	79.501	90.461	27.232	21441665.2
1199.525	-1.291	79.589	90.642	27.260	21440253.7
1201.925	-1.291	79.678	90.822	27.287	21438845.5
1204.327	-1.291	79.765	91.004	27.315	21437446.5
1206.726	-1.291	79.855	91.189	27.343	21436047.5
1209.125	-1.292	79.944	91.371	27.371	21434648.2
1211.525	-1.292	80.000	91.554	27.397	21433249.7
1213.927	-1.292	80.100	91.736	27.424	21431851.0
1216.327	-1.292	80.211	91.918	27.451	21430451.0
1218.727	-1.292	80.300	92.100	27.477	21429055.0
1221.127	-1.292	80.390	92.283	27.505	21427655.5
1223.527	-1.292	80.479	92.465	27.532	21426255.5
1225.927	-1.293	80.568	92.645	27.559	21424855.2
1228.327	-1.293	80.660	92.824	27.586	21423455.5
1230.727	-1.293	80.750	93.003	27.613	21422055.2
1233.127	-1.293	80.841	93.184	27.639	21420655.2
1235.527	-1.293	80.931	93.365	27.665	21419255.5
1237.926	-1.294	81.022	93.548	27.679	21417855.0
1240.327	-1.294	81.112	93.727	27.703	21416455.7
1242.727	-1.294	81.203	93.906	27.727	21415055.2
1245.127	-1.294	81.292	94.087	27.751	21413655.5
1147.525	-1.295	81.385	94.304	27.774	21411954.7
1149.925	-1.295	81.474	94.480	27.797	21410372.0
1152.325	-1.294	81.567	94.573	27.820	21408791.0
1154.725	-1.295	81.659	94.857	27.843	21407211.0
1157.125	-1.294	81.751	95.142	27.866	21405632.5
1159.525	-1.295	81.842	95.227	27.888	21404054.2
1161.925	-1.294	81.933	95.411	27.911	21402476.0
1164.327	-1.294	82.025	95.595	27.932	21400898.2
1166.727	-1.295	82.117	95.781	27.953	21400320.5
1169.125	-1.294	82.209	95.964	27.974	21399742.2
1171.525	-1.295	82.301	96.151	27.995	21399164.7
1173.925	-1.295	82.393	96.336	28.016	21398587.7
1176.325	-1.294	82.485	96.522	28.037	21398010.7
1178.725	-1.294	82.579	96.707	28.057	21397433.2
1181.125	-1.294	82.671	96.894	28.077	21396855.7
1183.525	-1.294	82.763	97.078	28.097	21396277.5
1185.925	-1.294	82.856	97.265	28.116	21395699.7
1188.325	-1.293	82.949	97.451	28.136	21395121.5
1190.725	-1.293	83.042	97.635	28.155	21394543.7
1193.125	-1.293	83.135	97.820	28.174	21393965.2
1195.525	-1.293	83.228	98.005	28.192	21393387.2
1197.925	-1.294	83.321	98.191	28.211	21392809.2
1200.325	-1.293	83.414	98.374	28.228	21392231.2
1202.725	-1.293	83.507	98.558	28.246	21391653.2
1205.125	-1.293	83.600	98.743	28.264	21391075.2
1207.525	-1.292	83.693	98.928	28.281	21390497.2
1209.925	-1.292	83.786	99.112	28.299	21389919.2
1212.327	-1.292	83.879	99.297	28.316	21389341.2

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Table B-2b. Reconstructed Reentry Trajectory,
Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
1214.750	-1.302	83.074	99.499	28.331	21372238.0
1217.100	-1.301	84.171	99.684	28.349	21371820.5
1219.500	-1.301	84.165	99.873	28.364	21369403.0
1221.950	-1.301	84.259	100.067	28.379	21367096.0
1224.300	-1.301	84.352	100.267	28.395	21364804.7
1226.700	-1.300	84.447	100.434	28.410	21362515.2
1228.340	-1.300	84.512	100.562	28.421	21361184.0
1231.500	-1.300	84.634	100.800	28.444	21357319.0
1233.900	-1.300	84.731	101.004	28.455	21356003.0
1236.300	-1.300	84.825	101.184	28.460	21354906.5
1238.700	-1.300	84.920	101.371	28.463	21353817.7
1241.100	-1.300	85.015	101.550	28.497	21352655.0
1243.500	-1.300	85.110	101.746	28.510	21351524.0
1245.900	-1.300	85.205	101.934	28.523	21350424.7
1248.300	-1.300	85.300	102.122	28.536	21349341.5
1251.700	-1.300	85.400	102.311	28.540	21348280.5
1253.100	-1.300	85.400	102.498	28.561	21347242.0
1255.500	-1.300	85.500	102.584	28.574	21346168.5
1257.900	-1.300	85.601	102.874	28.585	21345075.5
1261.300	-1.300	85.705	103.061	28.597	21343955.5
1263.700	-1.300	85.801	103.250	28.600	21342803.0
1265.100	-1.300	85.907	103.430	28.607	21341621.2
1267.500	-1.300	86.002	103.627	28.631	21340415.5
1269.900	-1.300	86.100	103.816	28.641	21339184.0
1272.300	-1.300	86.204	104.004	28.652	21337923.0
1274.700	-1.300	86.300	104.192	28.662	21336637.5
1277.100	-1.300	86.404	104.380	28.668	21335324.7
1279.500	-1.300	86.500	104.568	28.681	21334007.7
1281.900	-1.300	86.604	104.757	28.690	21332689.0
1284.300	-1.300	86.700	104.945	28.699	21331370.5
1286.700	-1.300	86.800	105.134	28.708	21329942.2
1289.100	-1.300	86.905	105.322	28.717	21328504.7
1291.500	-1.300	87.000	105.512	28.725	21327067.2
1293.900	-1.300	87.106	105.699	28.733	21325630.0
1296.300	-1.300	87.213	105.890	28.741	21324194.2
1298.700	-1.300	87.310	106.079	28.748	21322758.7
1301.100	-1.300	87.408	106.268	28.756	21321324.0
1303.500	-1.300	87.507	106.458	28.763	21319890.5
1305.900	-1.300	87.600	106.647	28.769	21318458.7
1308.300	-1.300	87.694	106.835	28.776	21317021.2
1310.700	-1.300	87.790	107.024	28.782	21315580.7
1313.100	-1.300	87.887	107.213	28.788	21314140.2
1315.500	-1.300	87.985	107.402	28.794	21312700.7
1317.900	-1.300	88.081	107.594	28.799	21311261.2
1320.300	-1.300	88.178	107.784	28.804	21309821.7
1322.700	-1.300	88.275	107.973	28.809	21308387.7
1325.100	-1.300	88.372	108.164	28.812	21306948.7
1327.500	-1.300	88.469	108.357	28.818	21305504.5
1329.900	-1.300	88.567	108.550	28.821	21304064.0
1332.300	-1.300	88.667	108.743	28.826	21302624.7
1334.700	-1.300	88.765	108.936	28.829	21301184.2
1337.100	-1.300	88.861	109.129	28.832	21300744.2
1339.500	-1.300	88.958	109.322	28.835	21300304.7
1341.900	-1.300	89.055	109.514	28.838	21300864.7
1344.300	-1.300	89.152	109.707	28.841	21300424.2
1346.700	-1.300	89.249	109.900	28.844	21300984.5
1349.100	-1.300	89.346	110.092	28.846	21300544.2
1351.500	-1.300	89.443	110.284	28.848	21300104.7
1353.900	-1.300	89.540	110.477	28.851	21300664.7
1356.300	-1.300	89.637	110.670	28.851	21300224.7
1358.700	-1.300	89.734	110.862	28.851	21300784.7
1361.100	-1.300	89.831	111.054	28.851	21300344.7
1363.500	-1.300	89.928	111.247	28.851	21300904.7
1365.900	-1.300	90.025	111.439	28.850	21300464.7
1368.300	-1.300	90.122	111.632	28.850	21300024.7
1370.700	-1.300	90.219	111.824	28.850	21300584.7
1373.100	-1.300	90.316	112.017	28.850	21300144.7
1375.500	-1.300	90.413	112.210	28.850	21300704.7
1377.900	-1.300	90.510	112.402	28.850	21300264.7
1380.300	-1.300	90.607	112.595	28.850	21300824.7
1382.700	-1.300	90.704	112.787	28.850	21300384.7
1385.100	-1.300	90.801	112.980	28.850	21300944.7
1387.500	-1.300	90.898	113.172	28.850	21300504.7
1389.900	-1.300	90.995	113.365	28.850	21300064.7
1392.300	-1.300	91.092	113.557	28.850	21300624.7
1394.700	-1.300	91.189	113.750	28.850	21300184.7
1397.100	-1.300	91.286	113.942	28.850	21300744.7
1399.500	-1.300	91.383	114.135	28.850	21300304.7
1401.900	-1.300	91.480	114.327	28.850	21300864.7
1404.300	-1.300	91.577	114.519	28.850	21300424.7
1406.700	-1.300	91.674	114.712	28.850	21300984.7
1409.100	-1.300	91.771	114.904	28.850	21300544.7
1411.500	-1.300	91.868	115.097	28.850	21300104.7
1413.900	-1.300	91.965	115.289	28.850	21300664.7

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Table B-2b. Reconstructed Reentry Trajectory,
Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
1415.771	-1.331	02,047	115,350	28,702	21255153.2
1416.439	-1.329	02,155	115,478	28,705	21253526.5
1420.677	-1.328	02,224	115,721	28,707	21252628.0
1423.479	-1.327	02,352	115,740	28,722	21251779.5
1427.371	-1.326	02,428	116,112	28,767	21249727.0
1428.777	-1.324	02,546	116,243	28,759	21249062.0
1431.211	-1.323	02,624	116,497	28,753	21246968.2
1432.176	-1.322	02,74	116,724	28,744	21245348.5
1435.11	-1.321	02,819	116,878	28,738	21244257.2
1437.377	-1.319	02,924	117,115	28,728	21242641.5
1439.912	-1.318	04,112	117,254	28,722	21241552.0
1442.677	-1.316	02,108	117,444	28,712	21239939.7
1444.611	-1.315	02,215	117,630	28,704	21238852.5
1447.478	-1.313	02,322	117,867	28,694	21237243.5
1447.445	-1.312	02,412	118,121	28,684	21236140.0
1452.277	-1.311	02,516	118,249	28,675	21234553.2
1454.744	-1.310	02,605	118,404	28,667	21233451.2
1457.72	-1.307	02,719	118,620	28,655	21231868.0
1459.145	-1.306	02,789	118,784	28,646	21230769.2
1461.877	-1.304	02,893	119,118	28,634	21229189.2
1463.245	-1.303	02,982	119,165	28,625	21228192.7
1465.791	-1.301	04,141	119,310	28,616	21227110.5
1468.646	-1.299	04,174	119,564	28,602	21225422.7
1471.590	-1.298	04,254	119,710	28,592	21224743.2
1472.670	-1.297	04,371	119,920	28,578	21223740.0
1475.201	-1.295	04,449	120,140	28,560	21221682.0
1478.270	-1.293	04,740	120,310	28,546	21220083.0
1482.118	-1.291	04,777	120,580	28,528	21217431.2
1487.854	-1.288	04,957	121,169	28,501	21214799.0
1490.654	-1.286	05,122	121,447	28,472	21212140.5
1497.511	-1.281	05,176	121,931	28,444	21209534.7
1499.432	-1.279	05,215	121,984	28,432	21208446.2
1501.290	-1.277	05,520	122,210	28,414	21206880.0
1504.232	-1.274	05,608	122,263	28,411	21205825.2
1507.111	-1.274	05,727	122,521	28,382	21204262.5
1512.252	-1.271	05,92	122,307	28,348	21201461.2
1514.417	-1.269	06,16	122,169	28,333	21200287.1
1516.545	-1.267	06,110	122,316	28,319	21199134.2
1518.712	-1.266	06,188	122,517	28,313	21197960.0
1521.971	-1.264	06,275	122,677	28,287	21196792.5
1524.761	-1.261	06,413	122,920	28,264	21195172.2
1526.271	-1.259	06,601	124,100	28,248	21193909.2
1528.347	-1.257	06,572	124,247	28,232	21192766.2
1531.532	-1.254	06,643	124,430	28,215	21191593.7
1532.735	-1.252	06,701	124,601	28,190	21190879.7
1534.654	-1.251	06,876	124,868	28,174	21188747.5
1536.120	-1.248	06,943	125,120	28,156	21187587.7
1541.141	-1.245	07,140	125,134	28,130	21186452.7
1542.377	-1.241	07,178	125,440	28,113	21184750.7
1544.541	-1.237	07,244	125,610	28,105	21183464.0
1547.647	-1.234	07,351	125,786	28,107	21182483.0
1551.552	-1.229	07,483	126,219	28,101	21179656.2
1554.214	-1.225	07,654	126,378	28,112	21178525.5
1557.145	-1.221	07,747	126,545	28,093	21177416.5
1558.612	-1.217	07,827	126,714	28,073	21176291.2
1561.677	-1.214	07,912	126,895	28,054	21175174.7
1564.850	-1.209	08,139	127,122	28,025	21173531.5
1567.121	-1.205	08,120	127,311	28,005	21172426.5
1569.167	-1.197	08,220	127,464	28,886	21171339.5
1571.332	-1.192	08,287	127,537	28,844	21170230.0
1574.576	-1.185	08,470	127,886	28,833	21168614.0
1576.654	-1.191	08,489	128,051	28,813	21167520.5
1578.791	-1.174	08,567	128,217	28,792	21166483.0
1581.974	-1.171	08,644	128,333	28,771	21165416.7
1584.135	-1.167	08,746	128,431	28,730	21163834.5
1586.254	-1.159	08,842	128,705	28,718	21162793.7
1588.391	-1.154	08,919	128,96	28,496	21161749.5
1590.513	-1.148	08,996	129,124	28,474	21160707.7
1592.677	-1.146	09,113	129,127	28,642	21159180.7
1595.864	-1.136	09,187	129,626	28,410	21158144.7
1597.990	-1.129	09,244	129,717	28,497	21157128.5
1601.132	-1.122	09,342	129,865	28,574	21156114.5
1603.335	-1.115	09,455	130,111	28,547	21154610.5
1605.450	-1.108	09,590	130,272	28,518	21153622.7
1607.590	-1.101	09,614	130,434	28,495	21152634.5
1609.732	-1.094	09,677	130,51	28,471	21151649.5
1612.897	-1.087	09,785	130,841	28,437	21150296.5
1615.021	-1.080	09,841	131,022	28,413	21149247.2
1617.147	-1.076	09,931	131,164	28,389	21148292.5
1619.298	-1.069	100,034	131,327	28,365	21147333.2
1622.498	-1.059	100,111	131,569	28,329	21145920.5
1624.584	-1.054	100,170	131,726	28,316	21145006.5
1626.748	-1.047	100,253	131,880	28,291	21144067.5
1628.871	-1.040	100,320	132,048	28,257	21143152.7

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Table B-2b. Reconstructed Reentry Trajectory,
Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
1632.061	-1.623	101.424	132.287	27.220	21141796.7
1634.187	-1.627	101.498	132.444	27.195	21141895.7
1636.312	-1.630	101.564	132.605	27.171	21142008.7
1638.452	-1.633	101.631	132.770	27.148	21142136.7
1641.616	-1.637	101.714	132.938	27.129	21142278.2
1643.740	-1.638	101.771	133.156	27.104	21142433.0
1645.874	-1.639	101.841	133.317	27.084	21142597.2
1648.052	-1.640	101.908	133.544	27.1.21	21142825.5
1651.216	-1.640	101.960	133.774	26.995	21143078.0
1653.312	-1.640	102.000	134.007	26.971	21143316.2
1655.474	-1.640	102.119	134.214	26.944	21143536.7
1658.652	-1.640	102.278	134.745	26.916	21143732.0
1660.774	-1.642	102.267	134.374	26.880	21143936.2
1662.912	-1.642	102.218	134.551	26.854	21144151.5
1668.213	-1.642	102.144	134.703	26.790	21144392.7
1672.466	-1.642	102.100	134.871	26.745	21144614.7
1677.813	-1.642	102.144	135.291	26.739	21144837.5
1678.941	-1.640	102.144	135.477	26.674	21145094.2
1682.066	-1.642	102.170	135.755	26.640	21145325.7
1684.204	-1.644	102.170	135.927	26.623	21145567.0
1687.414	-1.644	102.170	136.1.5	26.597	21145791.5
1689.541	-1.641	102.145	136.271	26.552	21146039.0
1691.667	-1.645	102.097	136.416	26.532	21146282.0
1693.723	-1.644	102.068	136.560	26.517	21146519.5
1695.854	-1.641	102.098	136.703	26.448	21146766.1
1701.572	-1.640	102.014	137.031	26.388	21147002.5
1703.555	-1.644	102.044	137.256	26.344	21147243.2
1706.627	-1.625	102.123	137.557	26.329	21147497.2
1708.792	-1.620	102.277	137.498	26.274	21147711.0
1711.927	-1.720	102.203	137.834	26.270	21147933.0
1713.237	-1.831	102.44.8	137.975	26.253	21148158.0
1715.246	-1.899	102.538	138.113	26.228	21148380.2
1718.416	-1.951	102.778	138.315	26.190	21148598.0
1721.595	-1.956	102.831	138.457	26.164	21148811.0
1724.722	-1.947	102.905	138.582	26.139	21149021.5
1728.874	-1.933	102.961	138.714	26.114	21149237.0
1729.272	-1.927	102.971	138.978	26.1.76	21149437.5
1731.195	-1.919	102.995	139.136	26.152	21149728.2
1732.322	-1.910	102.922	139.162	26.027	21149501.0
1734.474	-1.899	102.967	139.280	26.073	21149673.5
1737.627	-1.891	102.912	139.475	26.067	21149849.5
1739.795	-1.877	102.936	139.596	26.043	21150138.2
1741.922	-1.866	102.922	139.714	26.027	21150327.2
1744.077	-1.855	102.926	139.837	26.006	21150507.5
1747.235	-1.851	102.926	140.113	26.047	21150726.2
1749.397	-1.844	102.926	140.113	26.041	21150927.5
1751.572	-1.847	102.907	140.250	26.010	21151109.2
1754.220	-1.844	102.901	140.287	26.740	21151332.0
1759.272	-1.837	102.967	140.441	26.730	21151543.5
1761.166	-1.829	102.927	140.736	26.702	21151761.5
1764.188	-2.827	102.936	140.834	26.692	21151981.2
1766.286	-2.727	102.940	140.976	26.674	21152168.2
1768.473	-2.410	102.971	141.1.7	26.656	21152377.2
1771.220	-2.818	102.926	141.278	26.627	21152592.2
1776.072	-3.645	102.923	141.435	26.587	21152811.2
1777.965	-3.783	102.827	141.518	26.571	21153021.2
1781.998	-4.042	102.571	141.544	26.544	21153215.2
1787.996	-4.134	102.770	141.773	26.531	21153437.2
1785.122	-4.175	102.850	141.816	26.512	21153654.2
1787.309	-4.205	102.872	141.923	26.495	21153876.5
1790.472	-4.294	102.735	142.124	26.471	21154128.2
1792.595	-4.363	102.610	142.122	26.454	21154367.5
1794.757	-4.427	102.519	142.118	26.441	21154607.0
1798.978	-4.464	102.464	142.287	26.426	21154882.0
1802.272	-4.566	102.397	142.364	26.414	21155147.2
1807.195	-4.625	102.394	142.433	26.302	21155405.2
1804.432	-4.690	102.381	142.571	26.381	21155677.4
1806.474	-4.801	102.356	142.546	26.349	21155947.2
1809.514	-4.975	102.311	142.685	26.352	21156251.5
1811.487	-5.120	102.370	142.711	26.324	21156502.7
1814.514	-5.522	102.206	142.702	26.327	21156764.7
1816.461	-6.850	102.891	142.841	26.310	21157037.5
1819.427	-6.691	102.676	142.715	26.316	21157304.5
1821.361	-7.371	102.837	142.961	26.290	21157564.2
1823.335	-8.114	102.630	143.1.6	26.291	21157867.2
1826.315	-9.317	102.774	143.1.7	26.281	21158164.0
1828.288	-9.873	102.644	143.111	26.274	21158411.2
1831.311	-10.640	102.470	143.171	26.244	21158645.5
1833.320	-11.174	102.440	143.278	26.258	21158884.5
1835.448	-11.586	102.681	143.245	26.251	21159131.2
1838.627	-12.466	102.438	143.200	26.243	21159378.2
1840.792	-13.282	102.147	143.232	26.237	21159634.7
1842.886	-14.283	102.846	143.364	26.232	21159892.5

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Table B-2b. Reconstructed Reentry Trajectory,
Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
1845.148	-15.441	102.574	143.395	25.228	21011574.0
1848.278	-17.266	102.135	143.478	25.222	21018752.7
1851.315	-18.200	101.704	143.464	25.219	21026833.7
1852.441	-19.547	101.470	143.449	25.216	21034893.7
1854.579	-21.042	101.128	143.514	25.213	21042956.7
1857.747	-22.277	100.544	143.568	25.207	21051010.7
1858.875	-24.770	100.051	143.670	25.203	20998217.2
1862.034	-26.455	99.609	143.690	25.203	20996341.0
1864.135	-28.134	99.256	143.611	25.204	20994434.7
1867.272	-30.017	97.954	143.537	25.202	20971793.0
1868.337	-32.893	97.124	143.684	25.201	20969763.7
1874.517	-38.488	94.945	143.604	25.199	20945769.0
1876.552	-40.289	93.481	143.708	25.198	20944106.5
1878.668	-42.130	92.209	143.723	25.198	2092437.0
1881.768	-44.011	91.024	143.743	25.198	20979997.2
1883.736	-45.935	89.749	143.756	25.198	20978413.0
1885.898	-47.817	88.582	143.769	25.198	20976821.7
1888.930	-49.743	86.771	143.788	25.199	20974524.2
1891.130	-51.721	82.749	143.799	25.199	20973157.5
1892.167	-53.852	82.834	143.812	25.199	20971552.7
1895.334	-56.132	82.644	143.874	25.200	20970054.5
1898.474	-57.315	84.066	143.841	25.200	20967941.0
1901.571	-57.641	84.002	143.882	25.200	20966591.2
1905.749	-59.226	87.117	143.881	25.201	20963253.2
1933.863	-65.772	87.944	144.021	25.201	20948629.2
1939.015	-66.302	86.121	144.146	25.202	20946549.7
1941.165	-66.213	85.002	144.055	25.202	20945750.5
1944.145	-67.000	81.051	144.070	25.202	20944571.0
1946.206	-66.466	81.027	144.079	25.202	20943811.0
1948.209	-67.070	78.729	144.090	25.202	20943047.5
1951.364	-66.276	77.442	144.113	25.202	20941951.5
1953.451	-66.921	77.826	144.113	25.202	20941917.7
1955.499	-67.899	78.999	144.122	25.202	20940501.7
1958.514	-68.028	81.976	144.137	25.203	20939432.2
1960.651	-69.053	84.517	144.146	25.203	20938739.5
1962.588	-68.480	84.627	144.155	25.203	20938157.5
1964.892	-69.892	80.040	144.160	25.203	20937036.7
1967.351	-69.412	81.542	144.179	25.203	20936373.0
1969.961	-68.972	88.674	144.188	25.203	20935707.5
1973.033	-69.074	88.783	144.202	25.203	20934753.2
1975.061	-70.406	88.825	144.211	25.203	20934107.7
1977.162	-70.201	78.872	144.221	25.203	20933481.2
1979.274	-72.446	80.811	144.234	25.203	20932557.0
1982.325	-74.203	87.036	144.244	25.203	20931922.5
1984.387	-74.873	87.446	144.253	25.203	20931310.5
1986.547	-76.273	94.198	144.276	25.203	20929806.0
1992.711	-77.871	95.715	144.294	25.203	20928637.5
1998.896	-80.066	87.578	144.314	25.203	20927207.5
2000.085	-81.670	80.107	144.325	25.203	20926646.2
2004.187	-81.206	84.827	144.330	25.203	20925870.5
2006.137	-84.048	91.690	144.348	25.203	20925264.5
2008.225	-80.007	91.600	144.356	25.203	20924802.0
2011.287	-77.707	80.747	144.360	25.203	20924362.0
2013.372	-75.201	80.466	144.378	25.203	20924150.7
2015.424	-74.112	82.474	144.387	25.203	20923947.0
2018.522	-67.000	81.051	144.400	25.202	20923769.5

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Table B-2b. Reconstructed Reentry Trajectory,
Special Parameters (Continued)

TIME FROM RETROFIRE (SEC)	RELATIVE FLT. PATH ANGLE (DEGREES)	RELATIVE HEADING ANGLE (DEGREES)	INERTIAL LONG. (DEGREES)	GEOCENTRIC LAT. (DEGREES)	RADIUS TO EARTH CENTER (FEET)
2020.571	-44.718	72.122	144.420	25.203	2092377.2
2022.625	-38.478	70.577	144.418	25.203	20923669.0
2024.722	-36.303	69.406	144.431	25.203	20923619.7
2027.771	-41.025	11.531	144.430	25.203	20923583.7
2029.862	-36.613	12.517	144.448	25.203	20923539.5
2032.022	-37.617	113.818	144.461	25.203	20923474.2
2035.075	-42.785	94.073	144.477	25.203	20923409.0
2037.763	-39.749	81.141	144.470	25.203	20923383.7
2040.145	-35.206	77.267	144.472	25.203	20923315.2
2042.423	-47.032	114.404	144.522	25.203	20923146.7
2044.450	-41.840	100.070	144.532	25.203	20923100.2
2051.400	-54.150	60.377	144.560	25.203	20923054.0
2054.674	-59.771	93.573	144.553	25.203	20922977.0
2056.651	-57.165	121.418	144.562	25.203	20922929.2
2058.741	-58.475	97.113	144.571	25.203	20922881.7
2061.873	-49.618	70.277	144.584	25.203	20922827.0
2063.951	-45.716	82.149	144.592	25.203	20922760.5
2065.941	-45.662	111.047	144.611	25.203	20922714.0
2069.003	-38.003	98.003	144.614	25.203	20922641.5
2071.101	-33.103	84.003	144.593	25.203	20922593.5
2073.142	-40.572	144.674	144.632	25.203	20922530.0
2076.274	-43.440	157.674	144.645	25.203	20922485.5
2078.292	-50.377	67.730	144.584	25.203	20922443.7
2080.380	-35.352	77.000	144.563	25.203	20922398.0
2082.471	-27.193	70.740	144.671	25.203	20922355.5
2085.547	-56.132	83.750	144.585	25.203	20922291.5
2087.617	-51.817	95.445	144.503	25.203	20922246.5
2089.711	-41.446	84.744	144.712	25.203	20922200.7
2092.812	-53.792	129.354	144.715	25.203	20922129.2
2094.342	-46.036	161.145	144.734	25.203	20922083.0
2096.955	-46.418	115.65	144.733	25.203	20922038.7
2100.111	-29.779	31.484	144.746	25.203	20921975.2
2102.096	-47.803	108.876	144.755	25.203	20921932.0
2104.154	-55.273	-173.939	144.762	25.203	20921884.5
2107.249	-58.637	131.285	144.776	25.203	20921812.7
2109.296	-44.619	105.818	144.785	25.203	20921769.7
2111.384	-56.208	137.991	144.794	25.203	20921724.2
2114.448	-49.888	-177.542	144.817	25.203	20921668.2
2116.497	-47.206	127.487	144.815	25.203	20921625.2
2121.648	-50.879	-161.276	144.837	25.203	20921505.0
2123.671	-27.109	-142.450	144.845	25.203	20921464.7
2128.823	-48.532	104.676	144.867	25.203	20921379.0
2130.102	45.742	-169.072	144.874	25.203	20921325.0
2134.162	-51.800	125.065	144.897	25.203	20921214.2
2138.112	-44.403	146.261	144.916	25.201	20921169.7
2140.100	-46.678	-166.184	144.915	25.201	20921125.0
2143.297	-27.268	179.480	144.928	25.201	20921061.2
2145.331	-41.434	129.787	144.936	25.201	20921021.0
2147.438	-32.152	111.386	144.945	25.201	20920983.5
2150.547	-44.144	151.088	144.958	25.201	20920935.5
2152.581	-34.617	156.219	144.967	25.201	20920904.2
2154.673	-35.237	151.344	144.975	25.201	20920871.5

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APPENDIX C
IMU CALIBRATION HISTORY

The following plots contain the history of the preflight calibration values for the accelerometer bias and scale factors and the gyro drift rate. The bias and scale factors are shown as the differences from the flight value, and the gyro drift rate is shown as the actual calibrated value (there is no in-flight adjustment for the gyro drift rate). This information was provided by NASA/Honeywell.

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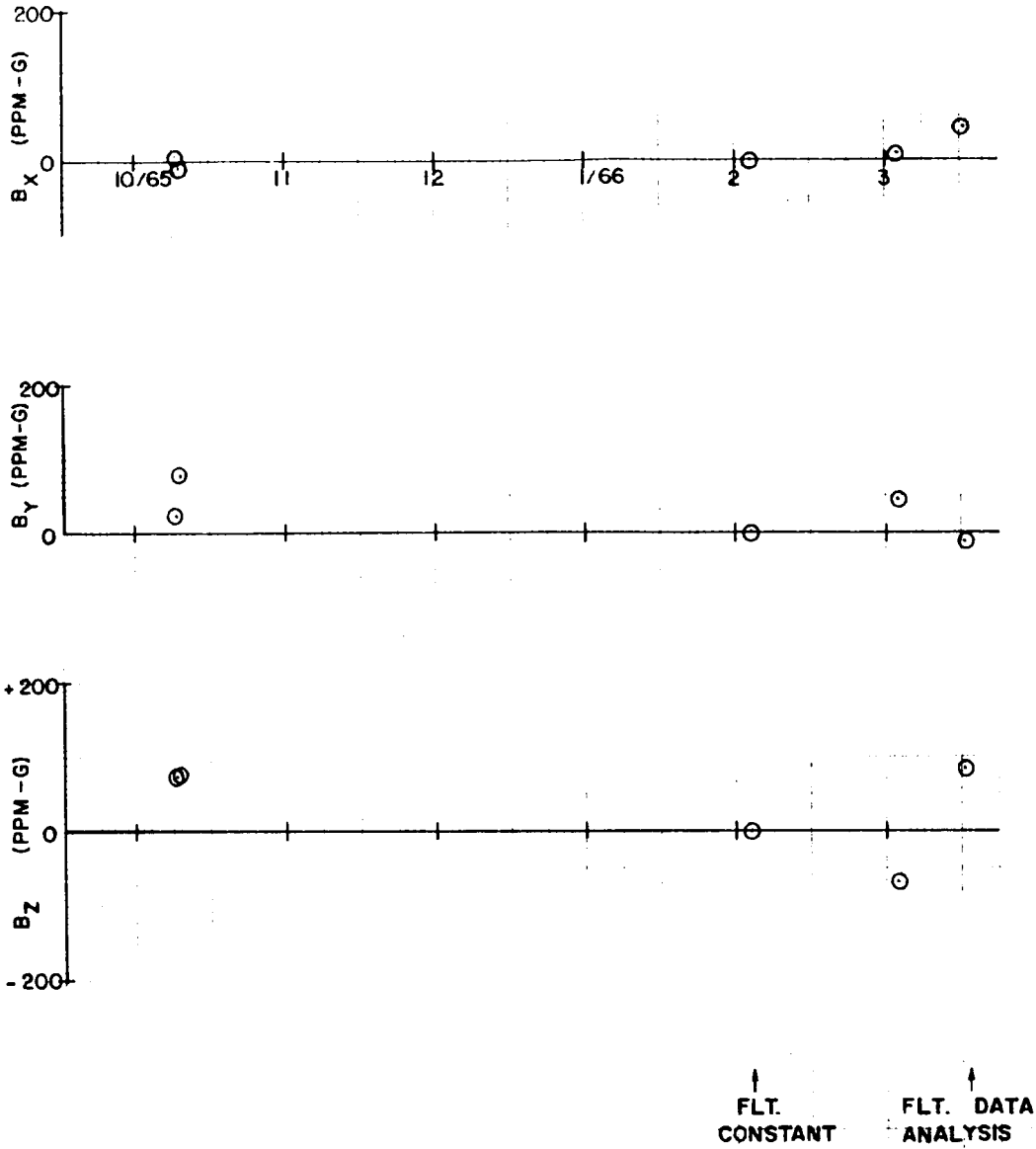


Figure C-1. Accelerometer Bias History (Deviation from Flight Constant)

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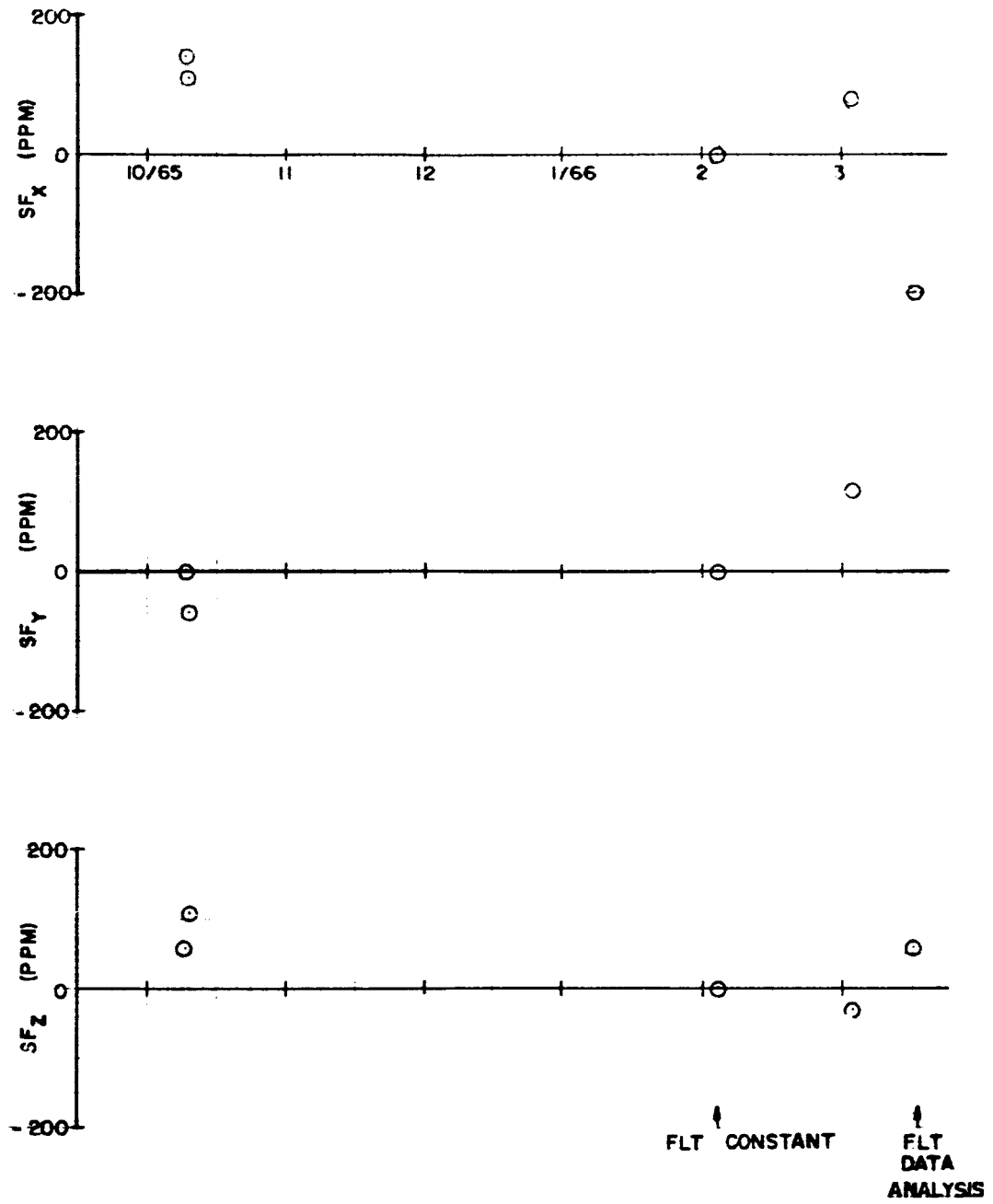


Figure C-2. Accelerometer Scale Factor History (Deviation from Flight Constant)

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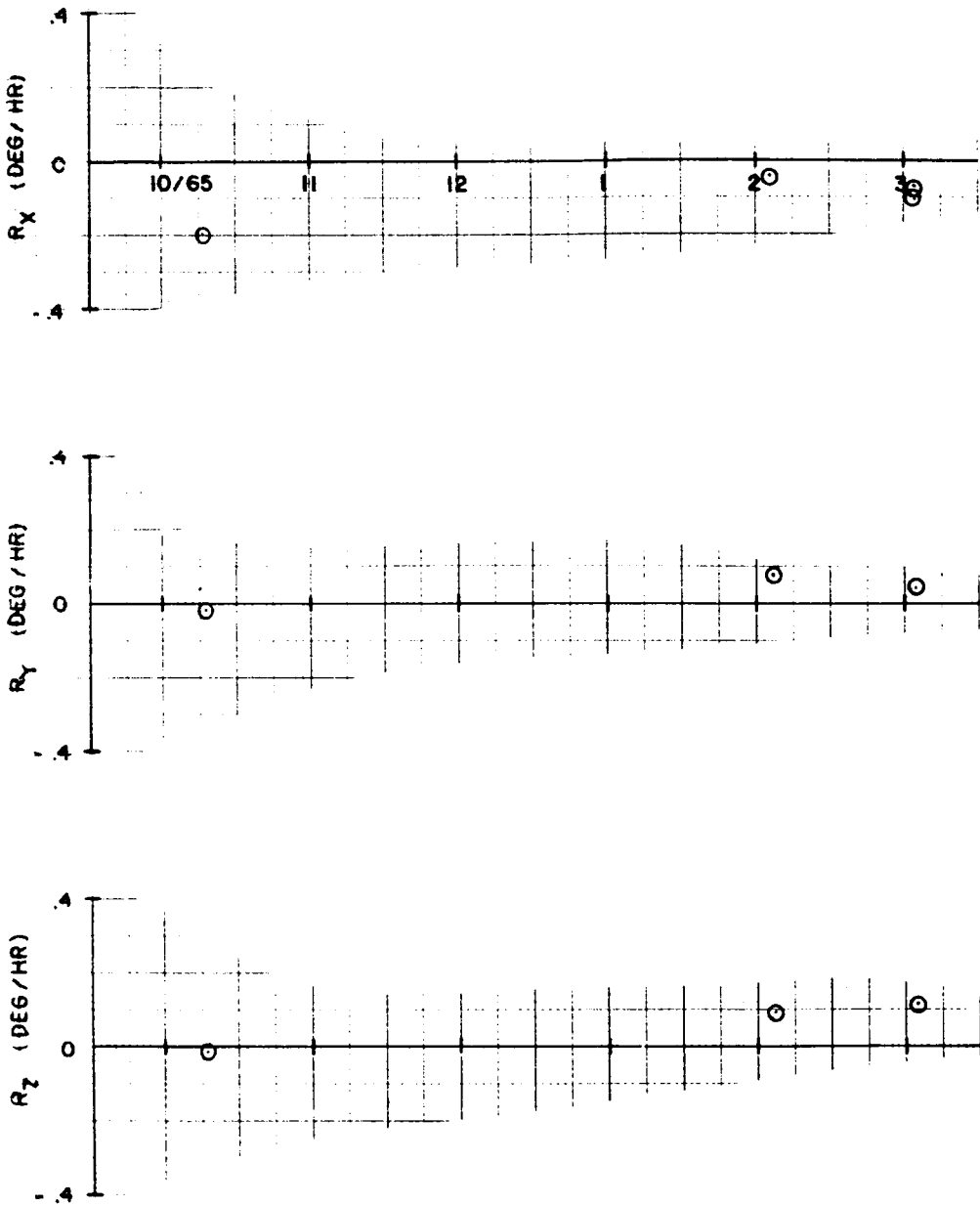


Figure C-3. Gyro Constant Drift Rate History

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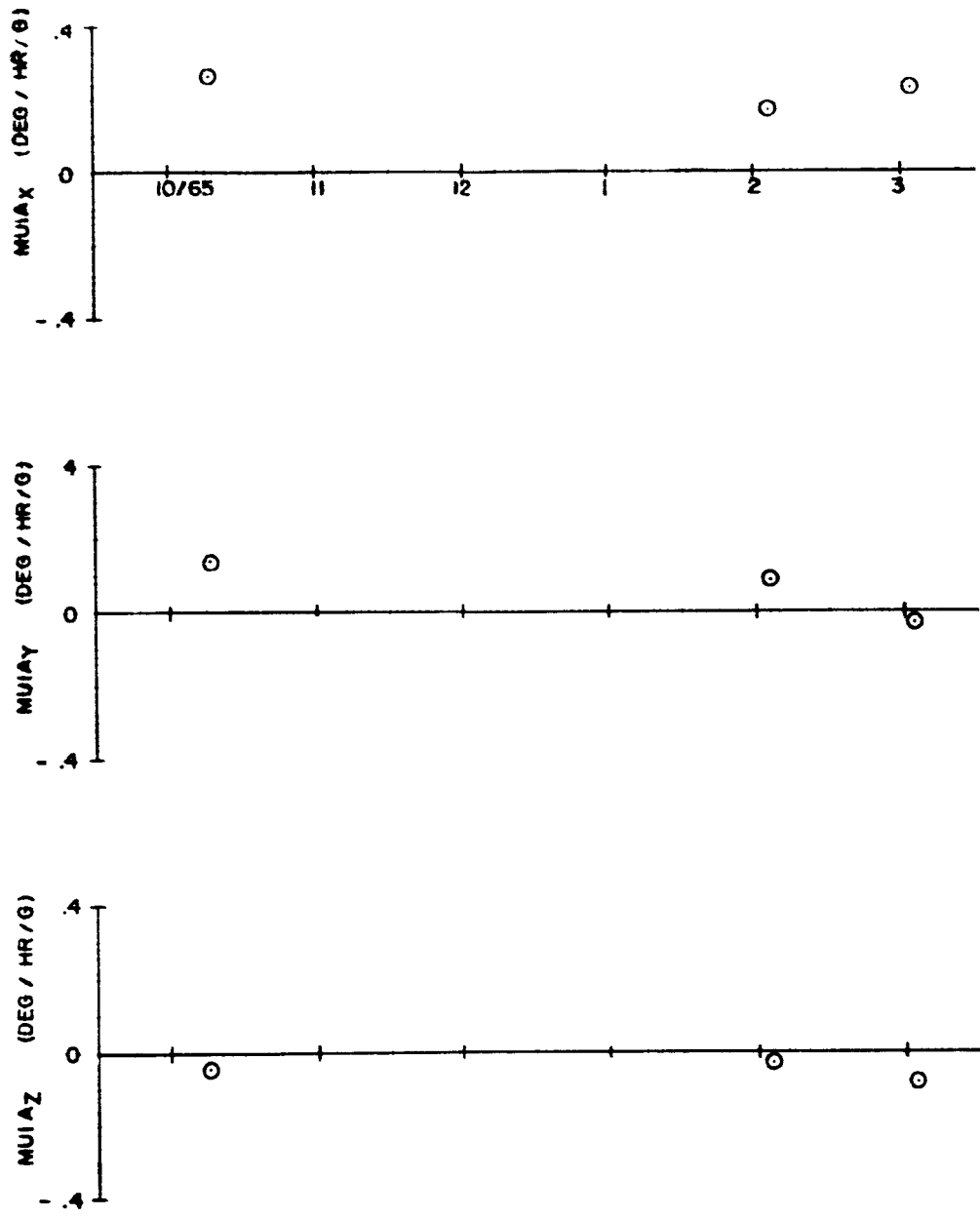


Figure C-4. Gyro Input Axis Unbalance Drift History

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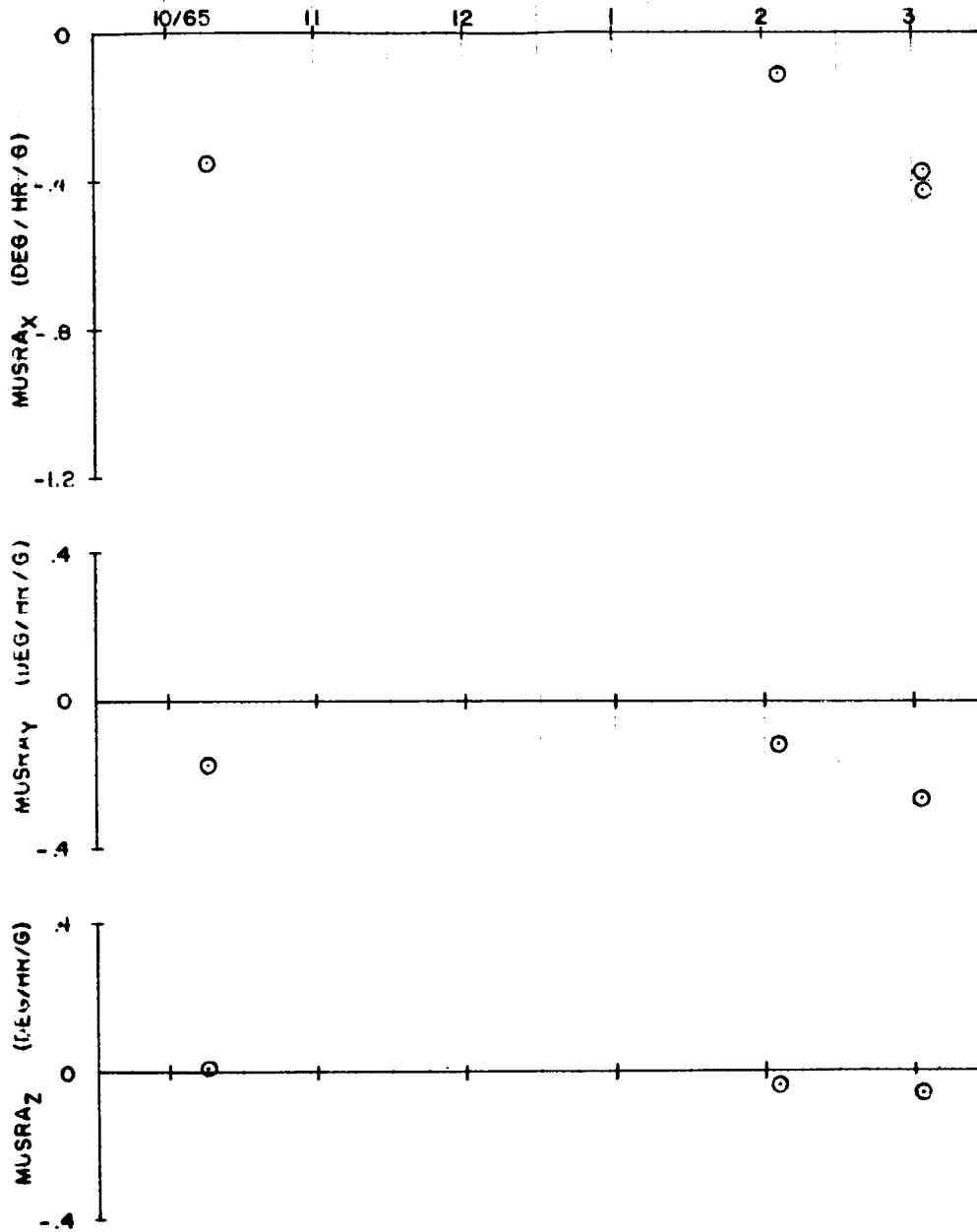


Figure C-5. Gyro Spin Axis Unbalance Drift History

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APPENDIX D
ERROR SOURCE REGRESSION ANALYSIS

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APPENDIX D
ERROR SOURCE REGRESSION ANALYSIS

The regression analysis was performed using the IMU telemetered data together with tracking data from the GE Mod III, MISTRAM I 10K and 100K system, and data from the MISTRAM II (Eleuthera) system. The fit domain was that of the following tracking systems:

MISTRAM I 10K \dot{R}_{SUM} , \dot{P} , \dot{Q}

MISTRAM I 100K \dot{P} , \dot{Q}

GE Mod III R, A, E, \dot{R} , \dot{P} , \dot{Q}

MISTRAM II \dot{R}_{SUM} , \dot{P} , \dot{Q}

This domain was selected since MISTRAM position bias errors have no effect. Weighting of the data was accomplished by visually examining the residuals prior to the fit to determine white noise 1-sigma estimates. Table D-1 indicates the various 1-sigma noise estimates which were used in the regression program.

Table D-1. Tracker Noise Estimates

Tracker	From (sec)	To	1 σ	From	To	1 σ	
GE Mod III	R A E \dot{R} \dot{P} Q	120	160	10 ft	160	330	20
				0.00005 rad			0.00005
				0.00005 rad			0.00005
				0.25 ft/sec			0.5
				0.01			0.02
				0.01			0.02
MISTRAM I	R _{SUM} P _{10K} Q _{10K} P _{100K} Q _{100K}			0.25			0.25
				0.01			0.005
				0.01			0.005
				0.03			0.01
				0.03			0.01
MISTRAM II	R _{SUM} P Q	140	360	0.15	-	-	-
				0.02			-
				0.02			-

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Table D-2 lists the total postulated models together with the a priori 1-sigma uncertainties. This model was input into the Recursive Error Modeling Program (REMP) with about half of the terms excluded from the fit. However, the statistical effect of this exclusion is accounted for (Reference 5).

Table D-3 lists the final model selected by REMP along with the error coefficients recovered in the fit. Also in the table are the a priori uncertainties and the a posteriori uncertainties (i. e., the uncertainty associated with the recovered error term). The REMP does a preliminary ordering of the total error model based on the effect of the error function due to the associated 1-sigma a priori uncertainty. The weighted least-square curve-fit then proceeds a term at a time using the established sequence. In this manner, the more prominent error sources are used first in the regression solution. The program rejects error functions as the solution proceeds if they are "excessively" correlated with one or a combination of the previously selected functions. The correlation limit (the definition of "excessively") is an input item and has been empirically determined. In this analysis, the following error sources were purposely omitted from the fit, but left in as far as the a posteriori uncertainties are concerned:

BX	PHIX
BY	PHIY
BZ	VOX
YSF	VOY
A9(4)	VOZ
A10(4)	YGSAU
A11(4)	ZGSAU

In addition, the following terms were automatically omitted by the program due to correlation:

YGCDR
XGIAU
ZGCDR
XGCDR

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Table D-2. Error Model and A Priori Uncertainties

Error	Description	1σ a priori uncertainty
BX	X accelerometer bias	5.0 ppm
BY	Y accelerometer bias	5.0 ppm
BZ	Z accelerometer bias	5.0 ppm
*XSF	X accelerometer scale factor	160 ppm
YSF	Y accelerometer scale factor	160 ppm
*ZSF	Z accelerometer scale factor	160 ppm
*POX	X initial position bias	50 ft
*POY	Y initial position bias	50 ft
*POZ	Z initial position bias	50 ft
XGCDR	X gyro constant drift rate	0.1 deg/hr
YGCDR	Y gyro constant drift rate	0.1 deg/hr
ZGCDR	Z gyro constant drift rate	0.1 deg/hr
VOX	X initial velocity bias	0.5 ft/sec
VOY	Y initial velocity bias	0.5 ft/sec
VOZ	Z initial velocity bias	0.5 ft/sec
*XGSAU	X gyro spin axis unbalance	0.2 deg/hr/g
YGSAU	Y gyro spin axis unbalance	0.2 deg/hr/g
ZGSAU	Z gyro spin axis unbalance	0.2 deg/hr/g
XGLAU	X gyro input axis unbalance	0.2 deg/hr/g
*YGLAU	Y gyro input axis unbalance	0.2 deg/hr/g
*ZGLAU	Z gyro input axis unbalance	0.2 deg/hr/g
ZXMSL	Z accelerometer misaligned toward X	35 sec
PHIX	Platform misalignment about X	45 sec
PHIY	Platform misalignment about Y	45 sec
*PHIZ	Platform misalignment about Z (IGS azimuth)	100 sec
TSF	Timing scale factor	100 ppm
DT	Timing bias	0.01 sec
*A4(1)	MISTRAM I refraction error (central site)	5 n units
C2(3)	Time bias in Mod III	0.01 sec
*C3(3)	GE Mod III range bias	100 ft
*C4(3)	GE Mod III refraction error	5 n units
*DO(3)	GE Mod III azimuth bias	0.0002 rad
*FO(3)	GE Mod III elevation bias	0.0002 rad
A2(4)	Time bias in passive MISTRAM	0.01 sec
A9(4)	MISTRAM II X survey	50 ft
A10(4)	MISTRAM II Y survey	50 ft
A11(4)	MISTRAM II Z survey	10 ft
*G3(4)	MISTRAM II rate bias	0.5 ft/sec
*A4(4)	MISTRAM II refraction error	5 n units

* The asterisks indicate those error coefficients solved for in the regression.

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Table D-3. Recovered Errors and Uncertainties

Name	Coefficient value	A posteriori uncertainty	A priori uncertainty	Number of sigmas*	Units
TSF	-89.9	19.7	100.	0.9	ppm
DT	+0.025	0.0055	0.01	2.5	sec
A2(4)	+0.00088	0.0019	0.01	0.08	sec
C2(3)	-0.00013	0.00036	0.01	0.001	sec
C4(3)	+15.29	3.3	5.0	3.0	n units
A4(4)	+3.15	5.1	5.0	0.6	n units
A4(1)	+1.71	5.2	5.0	0.3	n units
PHIZ	+56.9	1.8	100.	0.57	sec
XSF	+198.	29.8	160.	1.2	ppm
YGIAU	+0.0019	0.29	0.2	0.01	deg/hr/g
ZGIAU	-0.18	0.30	0.2	1.	deg/hr/g
ZXMSL	-37.9	37.4	35.	1.	sec
ZSF	-57.8	157.	160.	0.35	ppm
CO(3)	+74.3	11.6	100.	0.74	ft
POX	+18.6	55.	50.	0.35	ft
POZ	-30.	58.7	50.	0.6	ft
POY	+31.1	39.6	50.	0.6	ft
XGSAU	-1.1	0.44	0.2	5.5	deg/hr/g
DO(3)	+0.000015	0.00001	0.0002	0.07	rad
FO(3)	+0.00005	0.00002	0.0002	0.25	rad
G3(4)	-0.22	0.088	0.5	0.45	ft/sec

* This column indicates the magnitude of the recovered coefficients in terms of the a priori 1-sigma.

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Table D-3 indicates that only one recovered error coefficient (XGSAU) is very large in terms of its a priori uncertainty. It is felt that this error possibly represents a combination of gyro errors that were excluded. The uncertainty of $0.4^{\circ}/\text{hr}/\text{g}$ is twice the size of the a priori value (0.2), which testifies to the high correlation of this term with omitted terms.* Some compensating effect does occur between XGSAU and ZGIAU.

Figures D-1 through D-10 are plots of the error coefficients as the regression solution proceeds. These plots represent the value of the error coefficients which would be produced by the program if the solution were stopped at the addition of each new error source. These figures also indicate that the solution for ZGIAU shifts abruptly at the inclusion of XGSAU, indicating correlation between these error functions. Figure D-11 is a history of the RMS (root mean square) of the residuals as new error terms are added. Note that the RMS does decrease as XGSAU is added, although the reduction is not impressive. Correlation between PHIZ and XGSAU is evidenced by the level change in PHIZ when XGSAU is included in the fit (see Figure D-4).

Several REMP runs were made using error functions other than XGSAU; however, the resulting fit to the data was decidedly poorer than when XGSAU was used. Because of this, more credibility is given to the final recovered coefficient. To see if a tracker refraction error might be altering the solution somewhat, a regression run was made that used no data beyond 300 seconds, which insured against small elevation angles; the recovered coefficients remained approximately the same (XGSAU became $-1.35^{\circ}/\text{hr}/\text{g}$). The final solution included tracker refraction errors, and the data were used over the interval 120 to 360 seconds. Data prior to 120 seconds were not used in order that low altitude refraction effects could be avoided. The actual results of the regression may be seen in Figures D-12 through D-16, which are plots of the residuals input to the program with the curve-fit superimposed. The fit to the MISTRAM 10K and 100K data was extremely good, resulting in near zero remaining mean.

The MISTRAM II data were also fit quite well and appears to be reasonably free of systematic trends.

*For an explanation of this, see the Appendix of Reference 5.

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The GE Mod III curves indicate that although small, systematic trends still remain in all six parameters (Figures D-12 and D-13). Possibly the most dramatic of these is the \dot{R} residuals that indicate a ramp-type error remaining in the data. There is no explanation for the remaining bias at this time.

Some remarks are in order concerning the validity of the recovered error coefficients from the final regression run. First, it is seen from Table D-3 that the terms

A4(4)	ZXMSL
A4(1)	POX
YGIAU	POZ
ZGIAU	XGSAU

have a posteriori uncertainties larger than the a priori uncertainties, because so many error sources are carried as "nuisance" parameters without being solved for. In particular, this implies that although XGSAU was continually recovered to a level of $\approx -1.2^{\circ}/\text{hr}/\text{g}$, it could be a combination of some unsolved errors. It can be said regarding XGSAU that it is the one term that does the best job of fitting the data. Second, the RMS remaining after the fit is the smallest yet observed for a Gemini analysis (see Figure D-11), a plot of the RMS history). This remaining level of 1.0 denotes a near perfect fit in terms of the assumed noise on the data versus the final observed RMS. Third, the histories of the coefficients as the solution progresses (Figures D-1 through D-10) indicates that serious compensational effects are not present to any alarming degree in the final reduced model.

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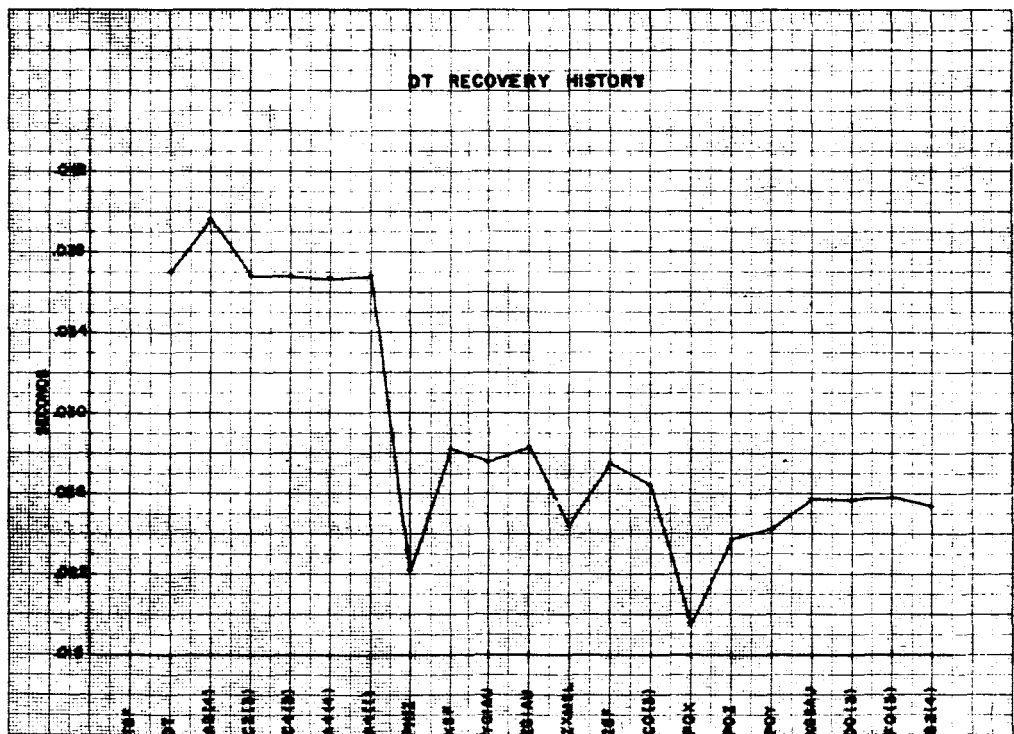
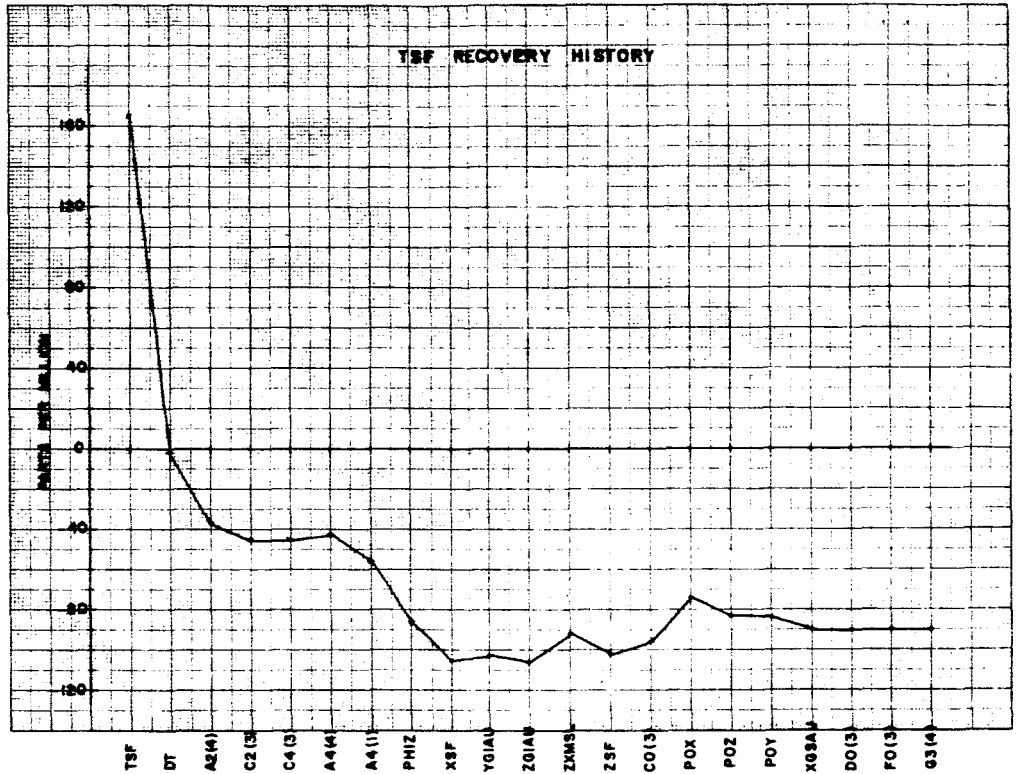


Figure D-1. Error Source Recovery History — TSF, DT

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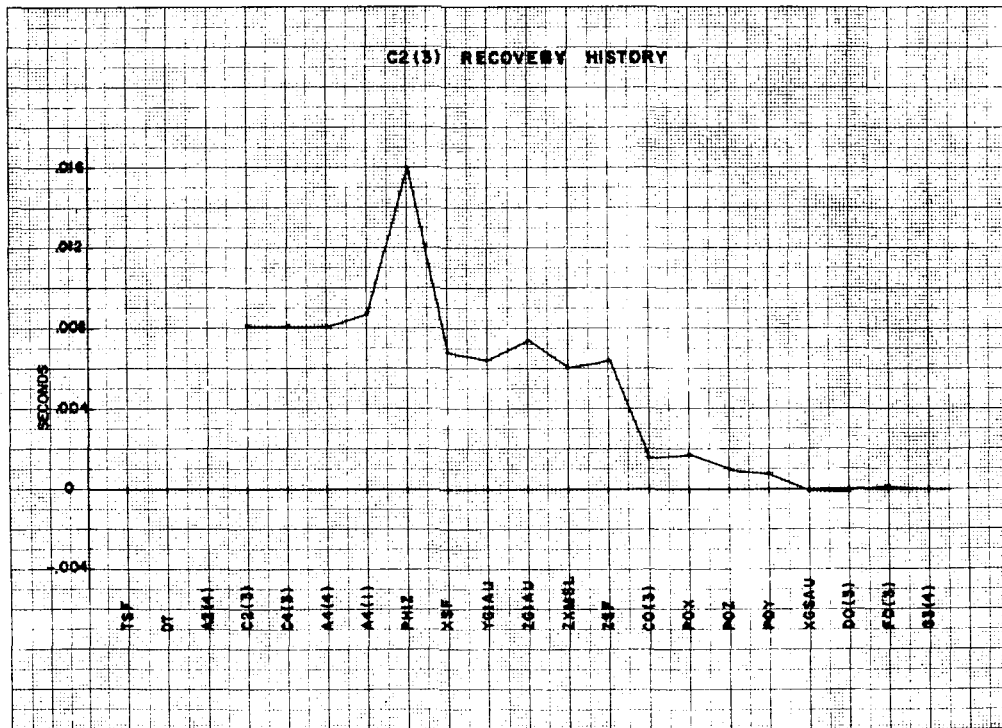
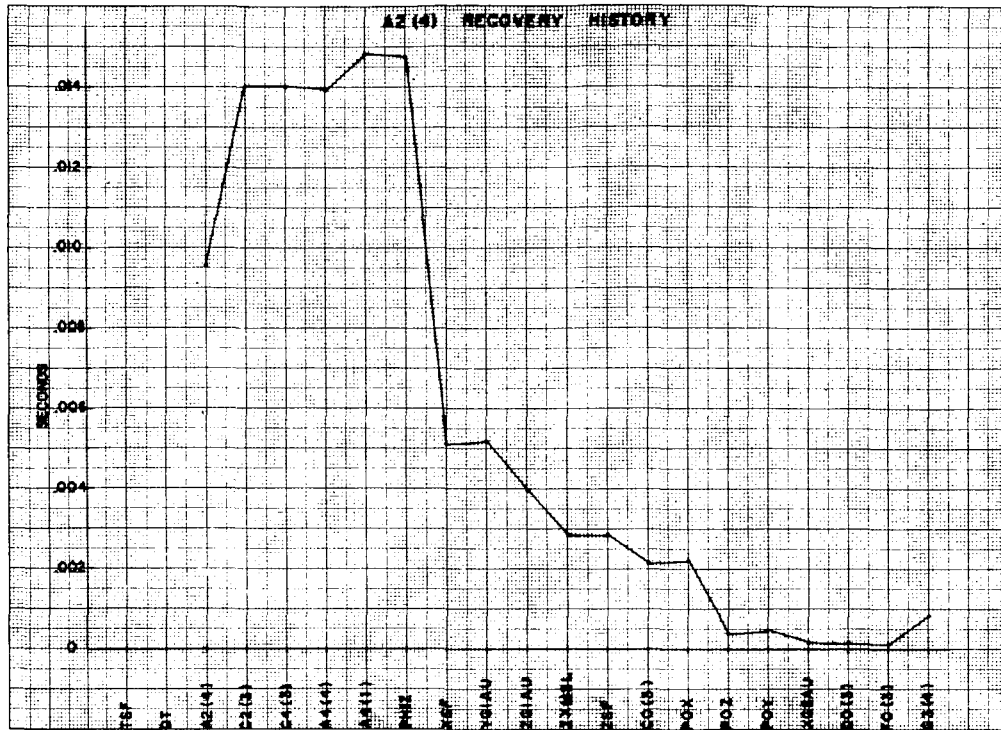


Figure D-2. Error Source Recovery History — A2(4), C2(3)

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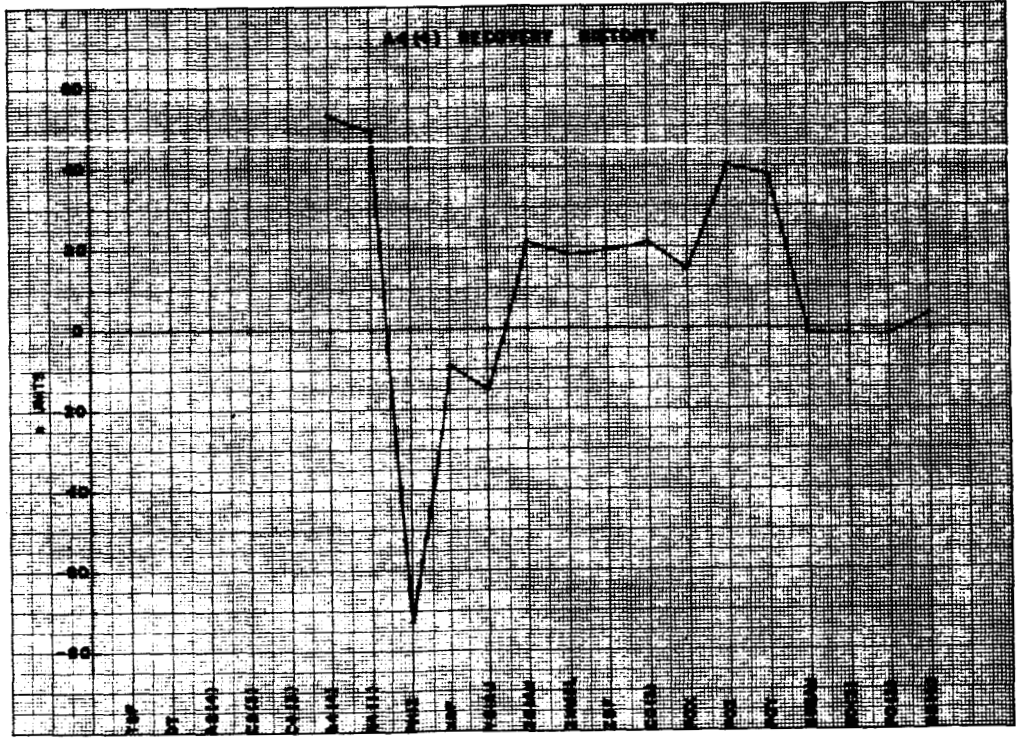
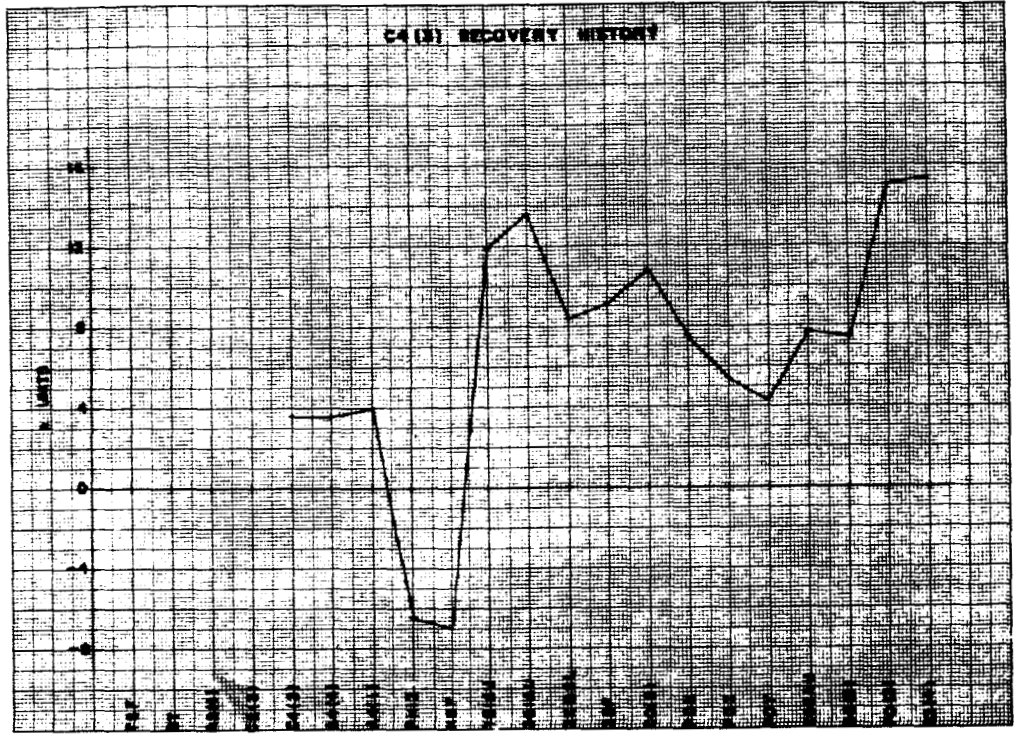


Figure D-3. Error Source Recovery History — C4(3), A4(4)

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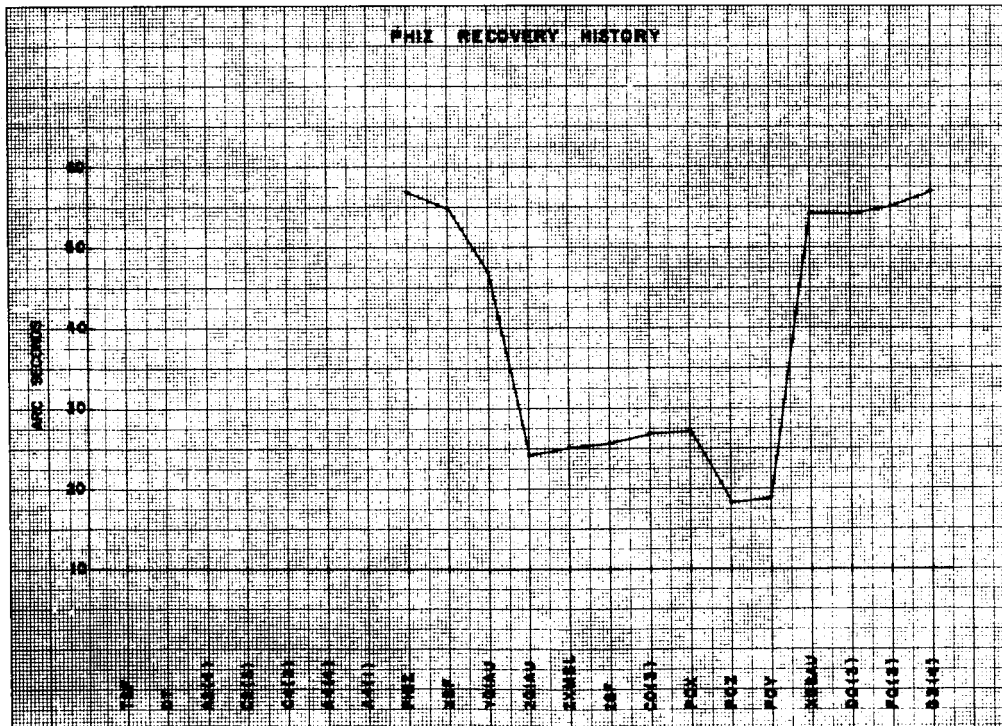
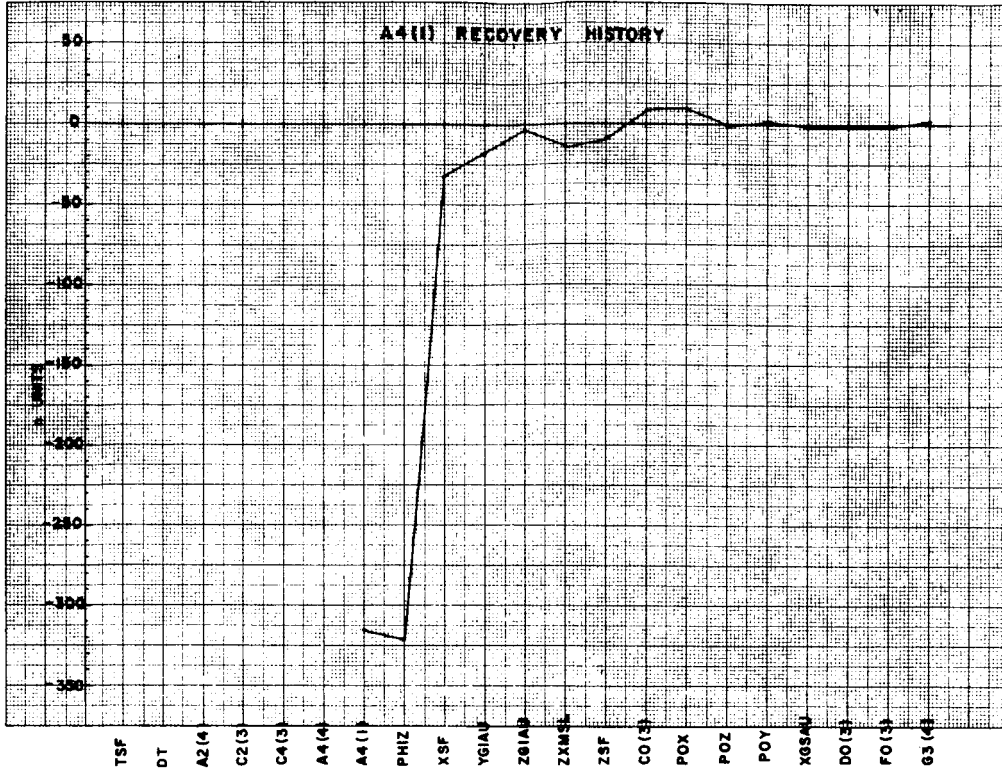


Figure D-4. Error Source Recovery History — A4(1), PHIZ

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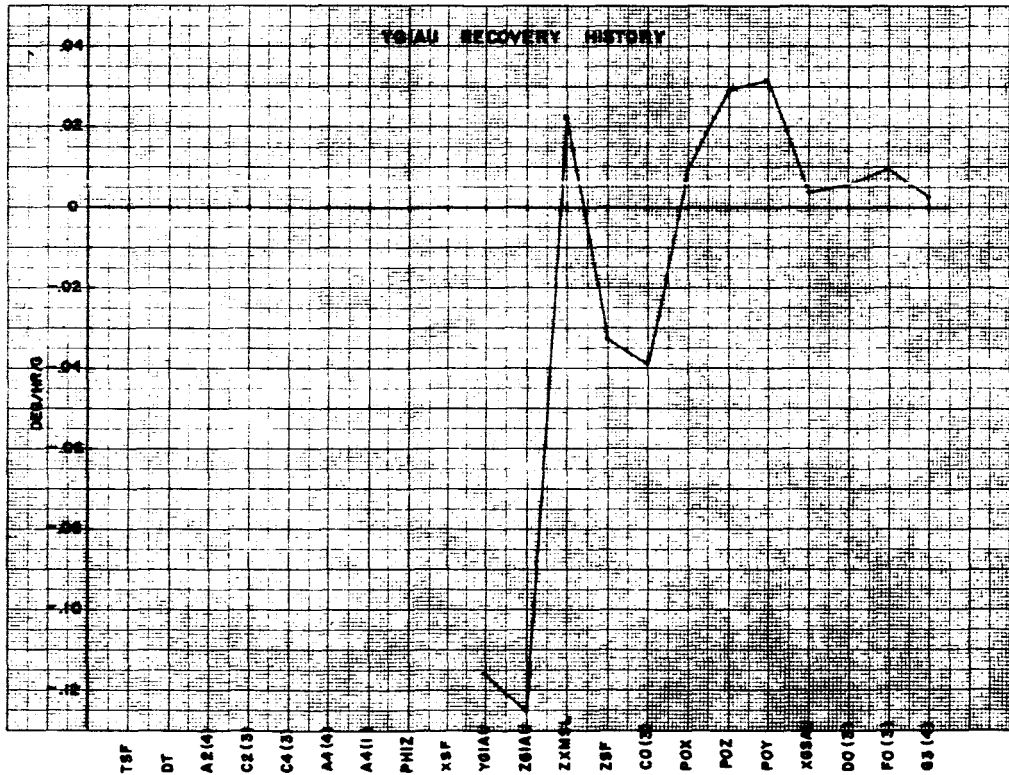
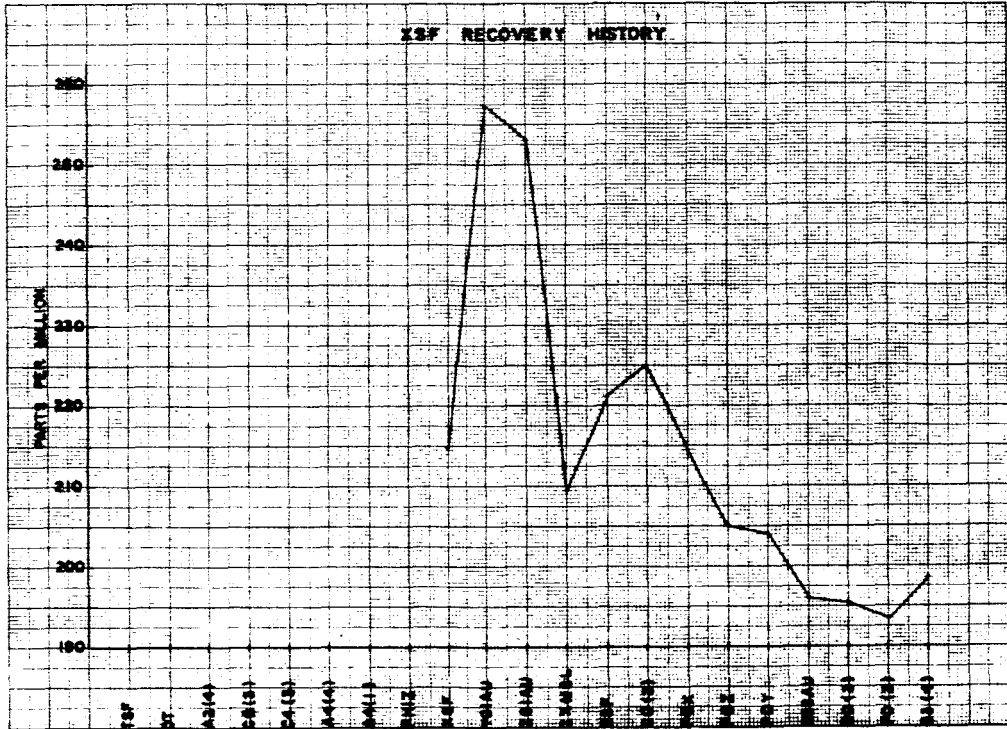


Figure D-5. Error Source Recovery History — XSF, YGIAG

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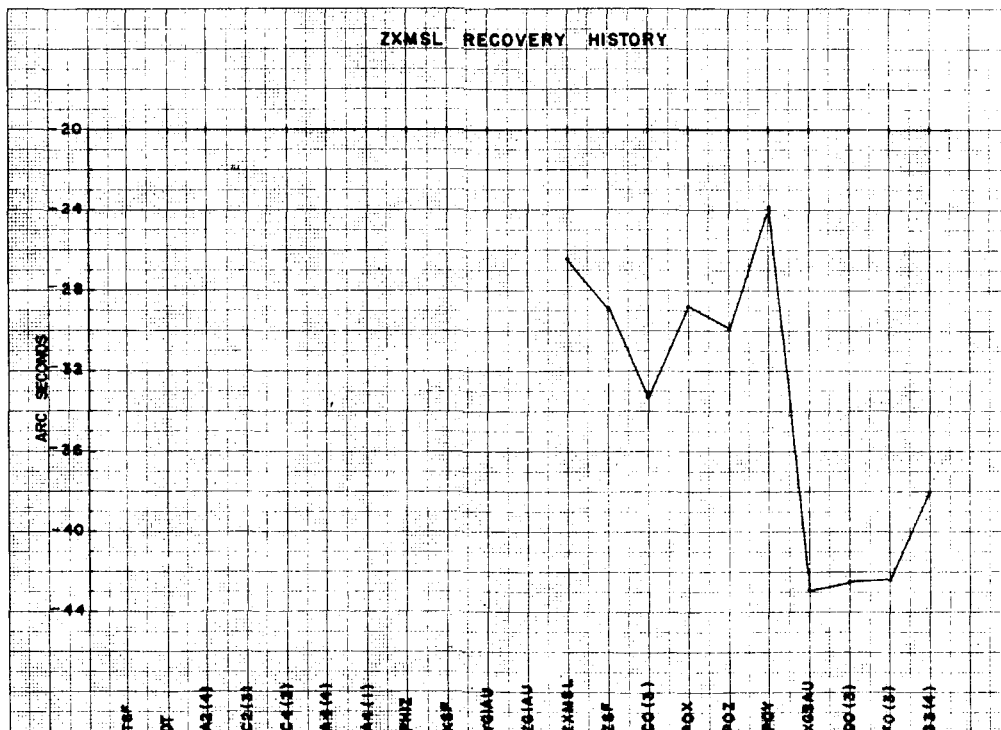
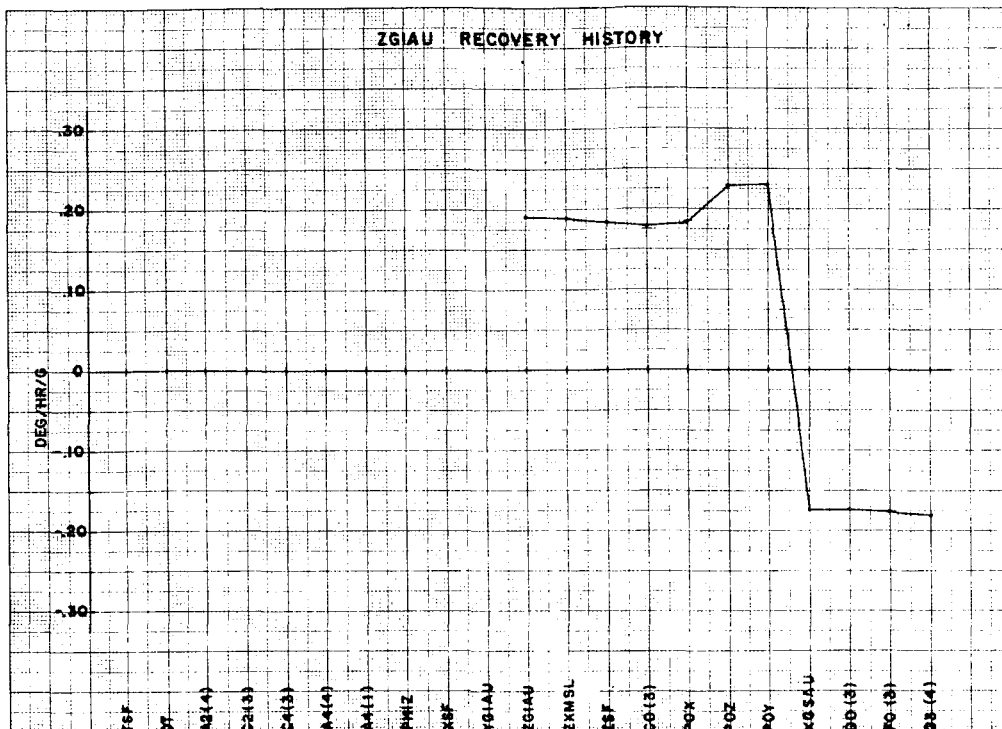


Figure D-6. Error Source Recovery History -- ZGIAU, ZXMSL

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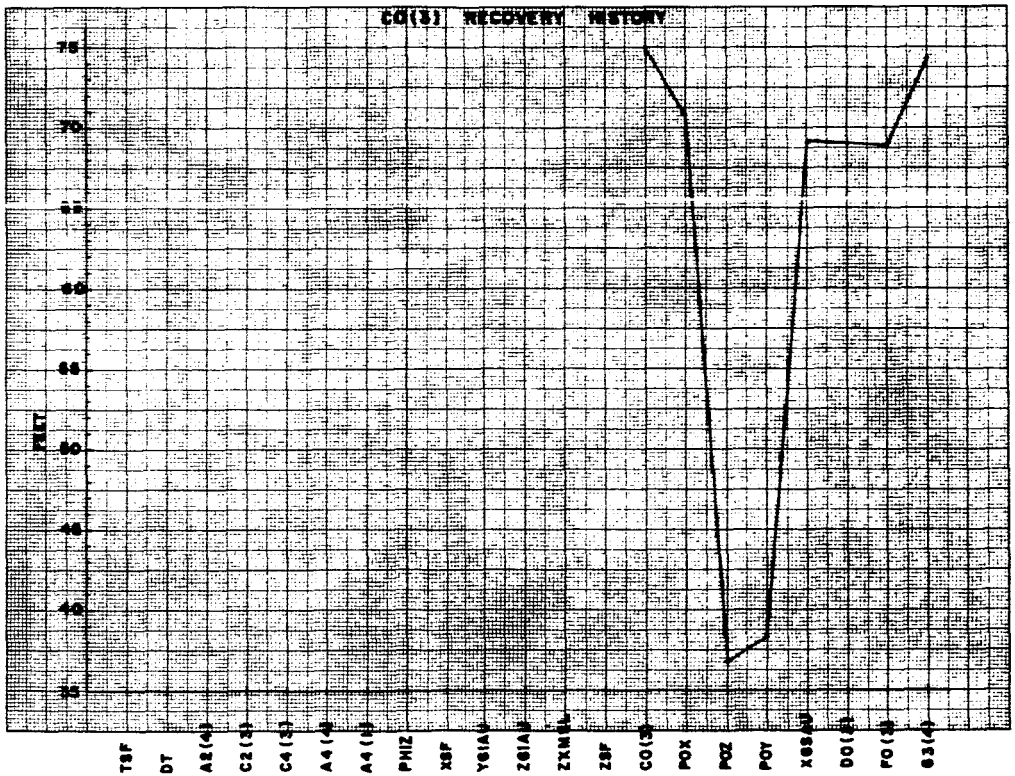
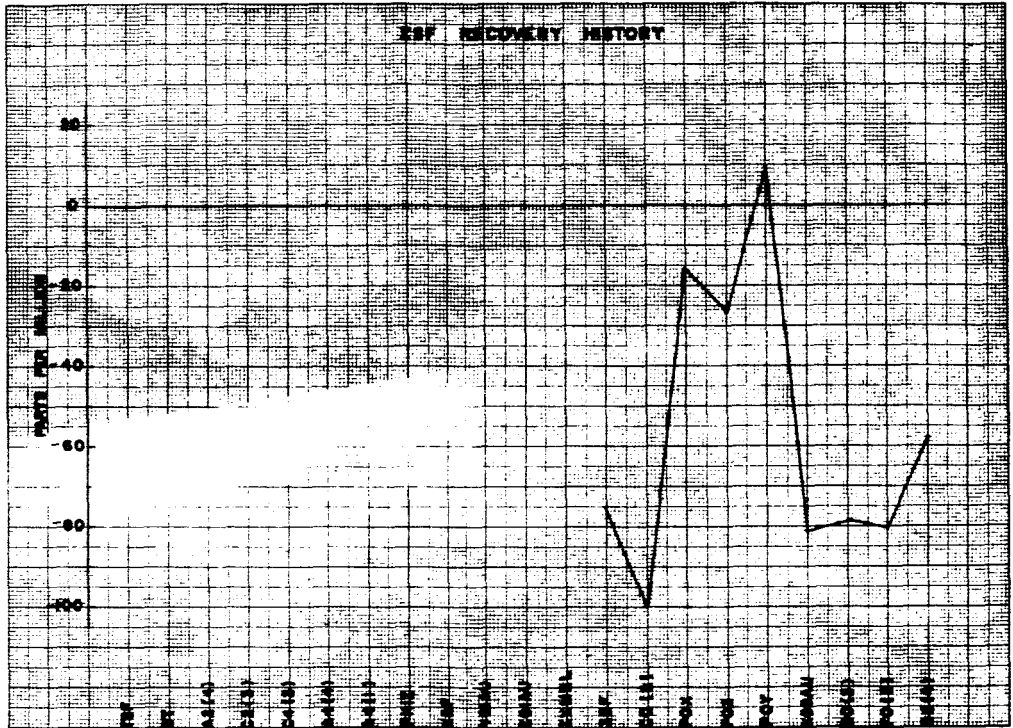


Figure D-7. Error Source Recovery History — ZSF, CO(3)

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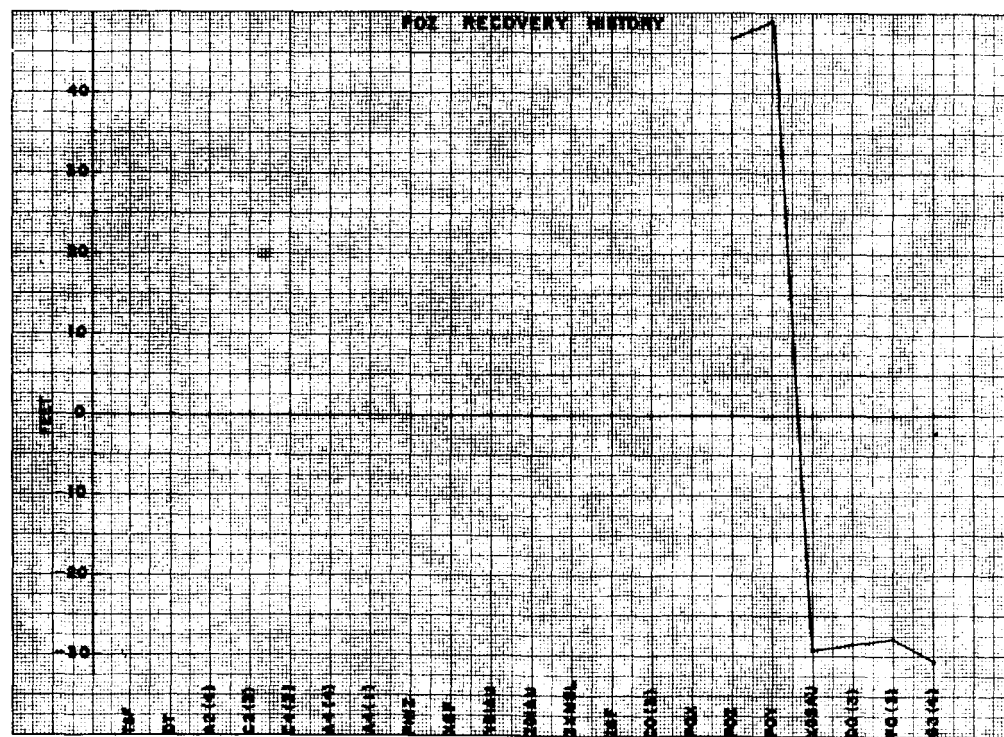
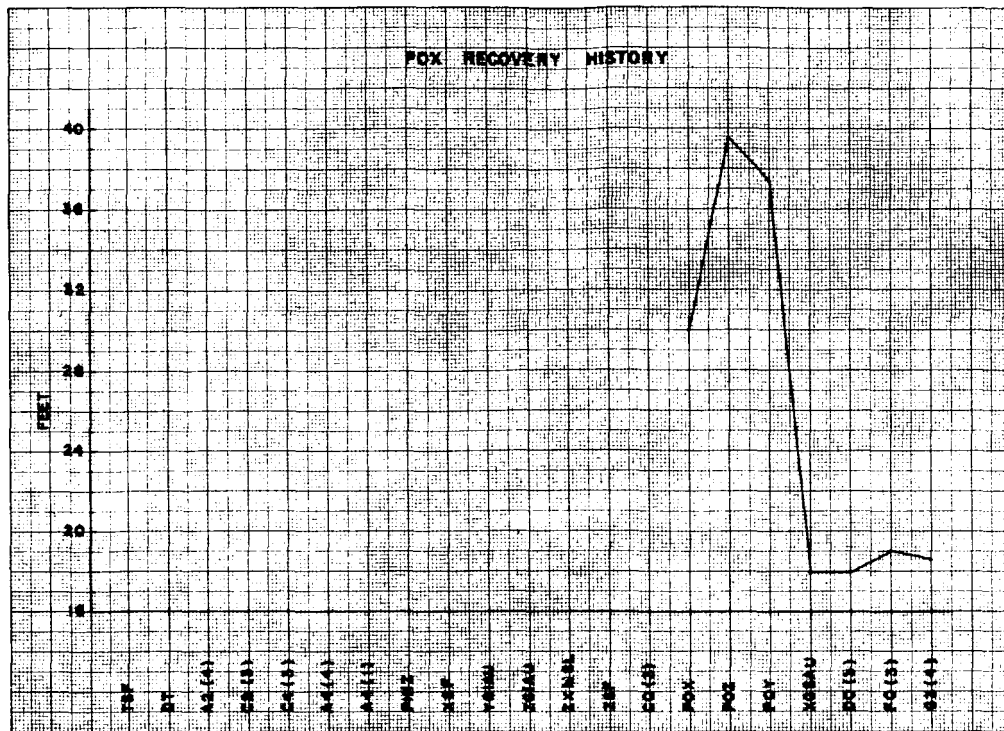


Figure D-8. Error Source Recovery History — POX, POZ

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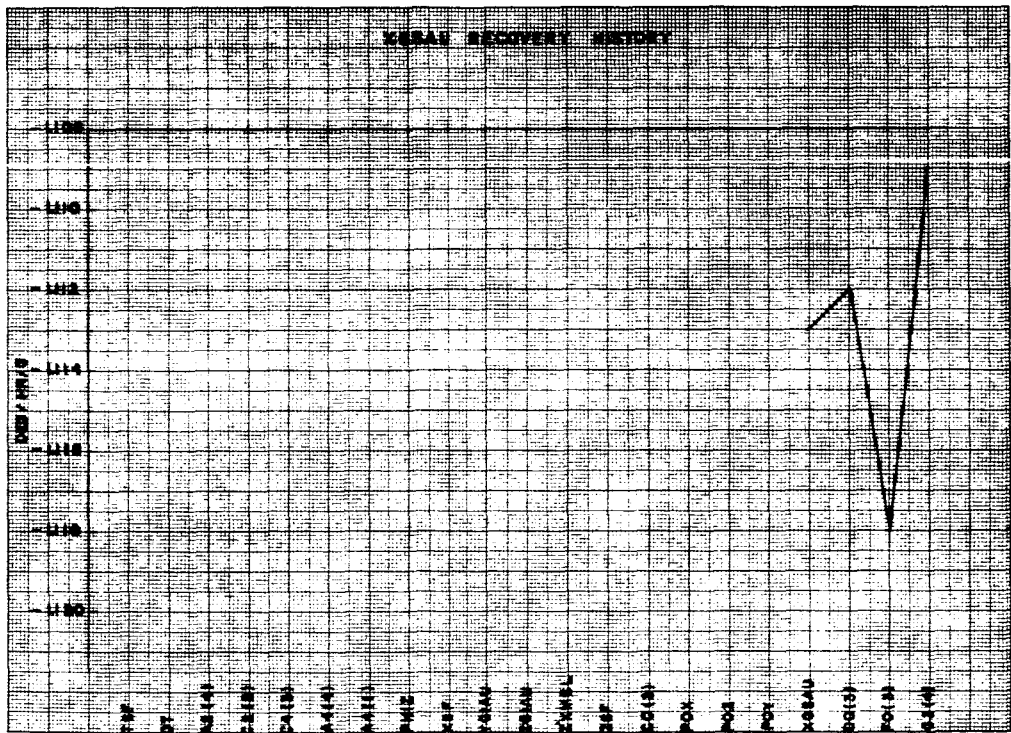
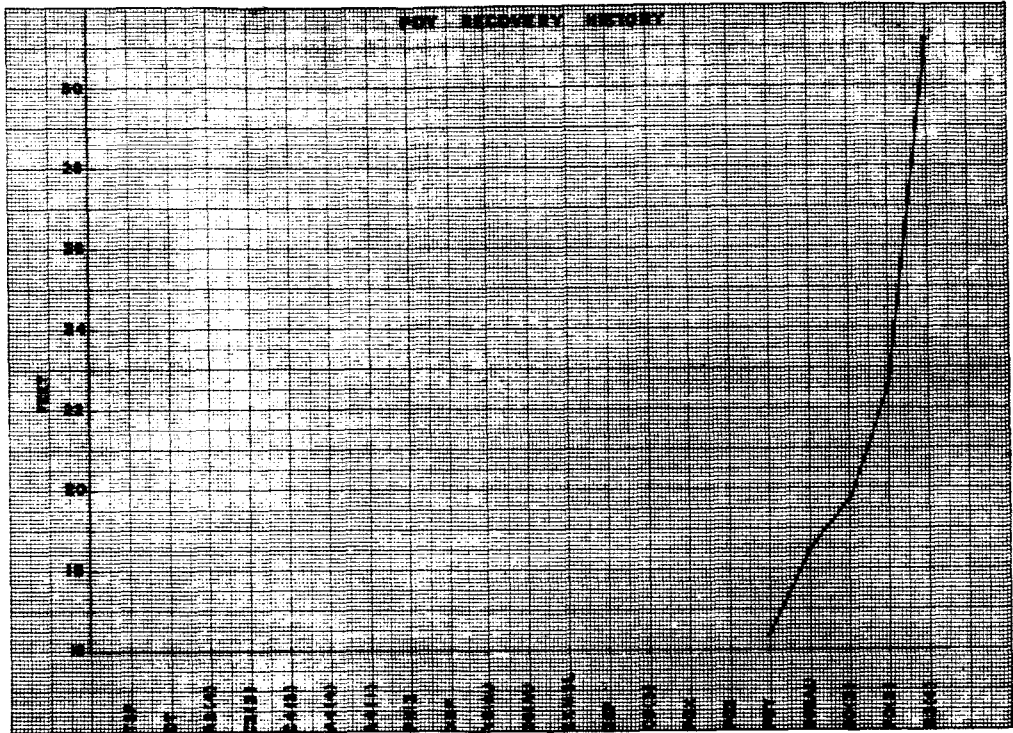


Figure D-9. Error Source Recovery History — POY, XGSAU

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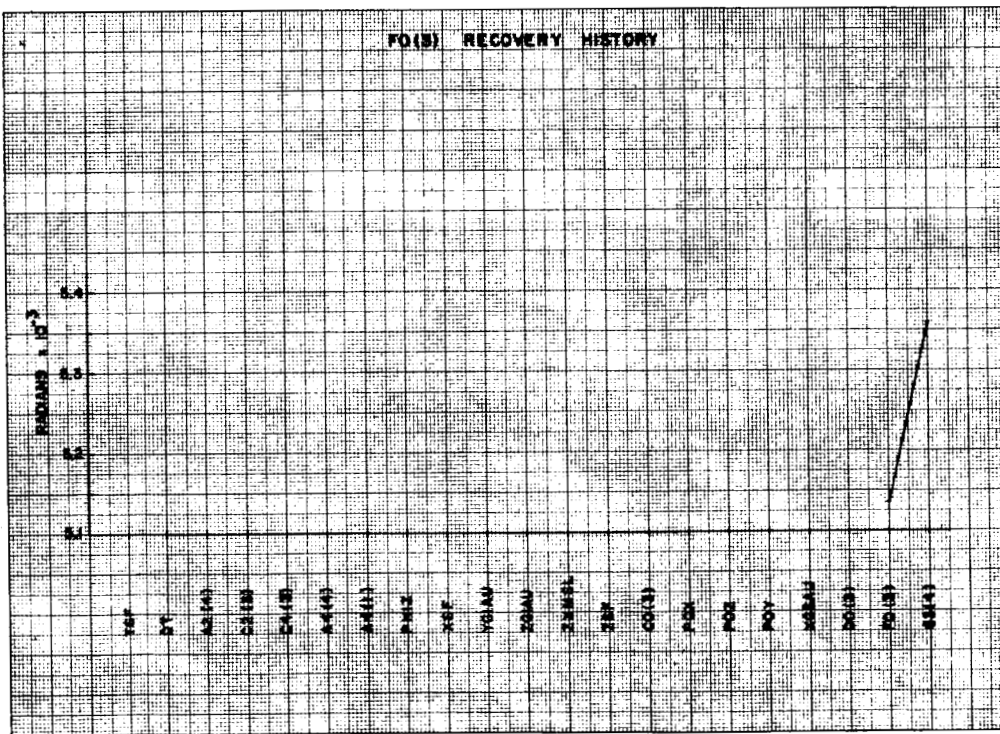
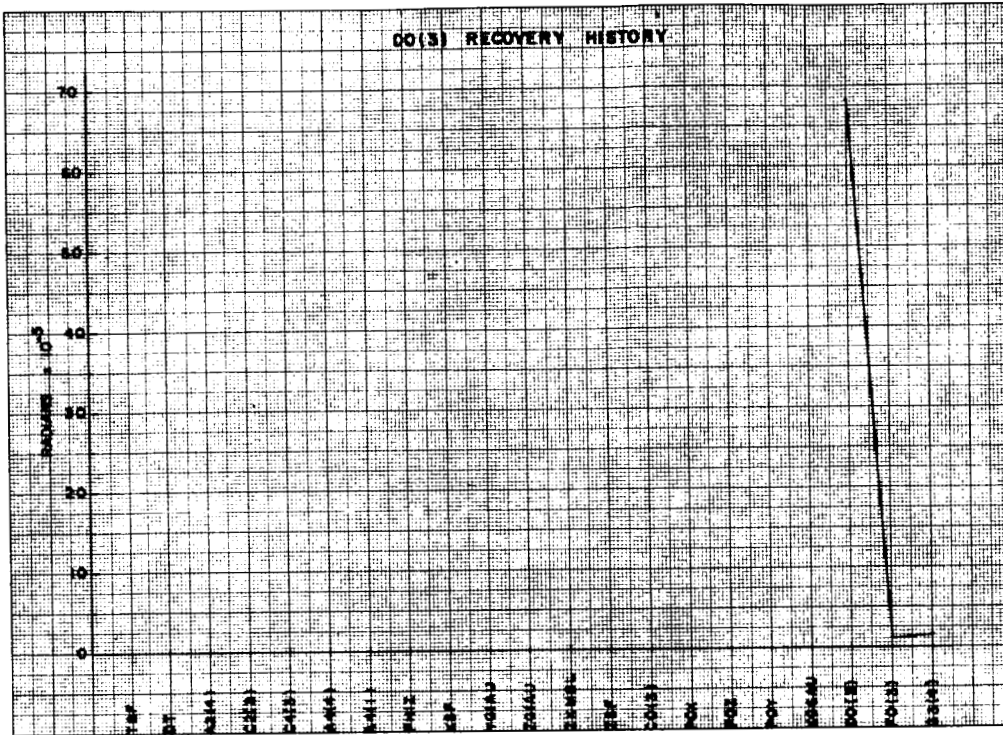


Figure D-10. Error Source Recovery History — DO(3), FO(3)

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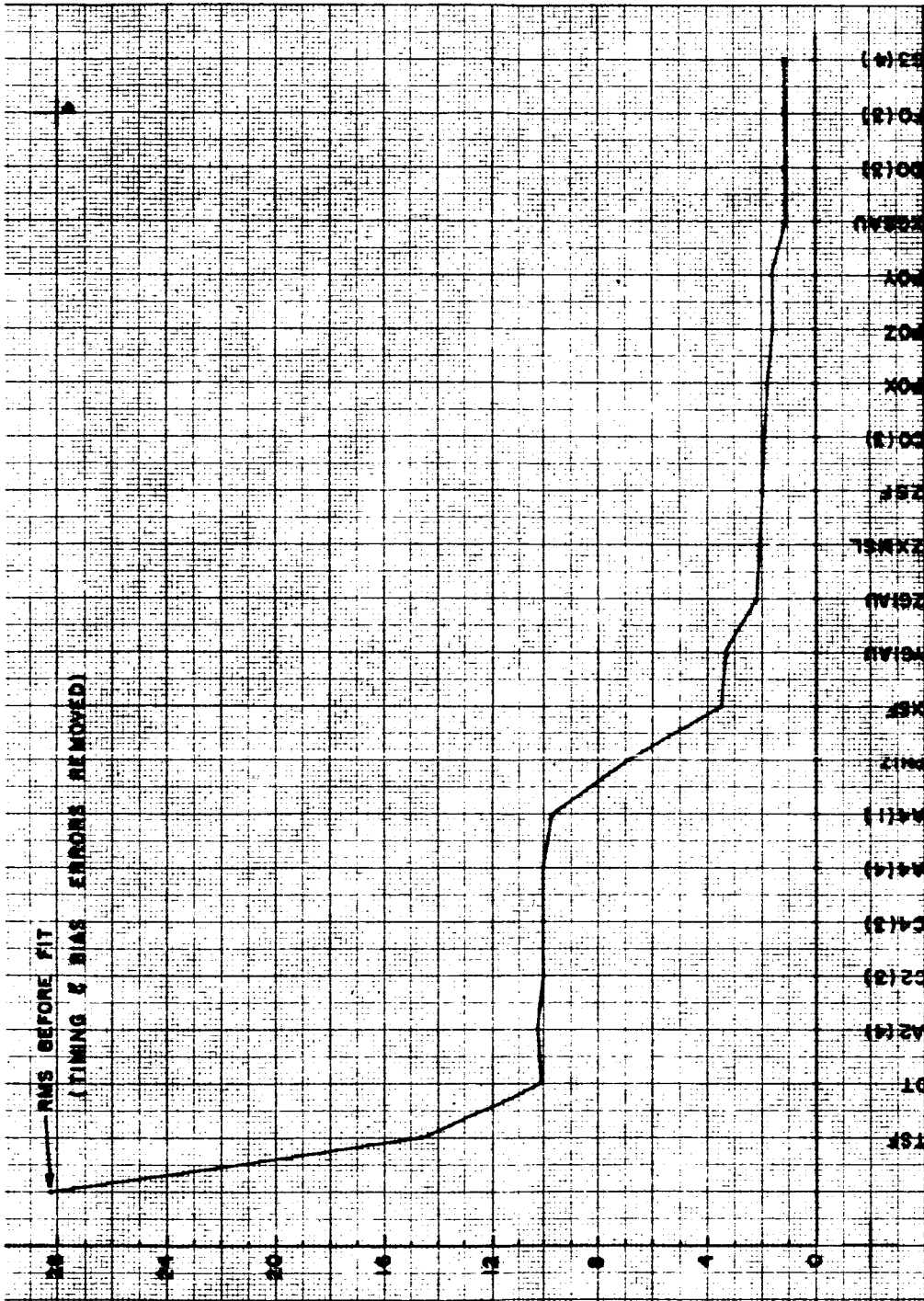


Figure D-11. Regression Residual RMS History

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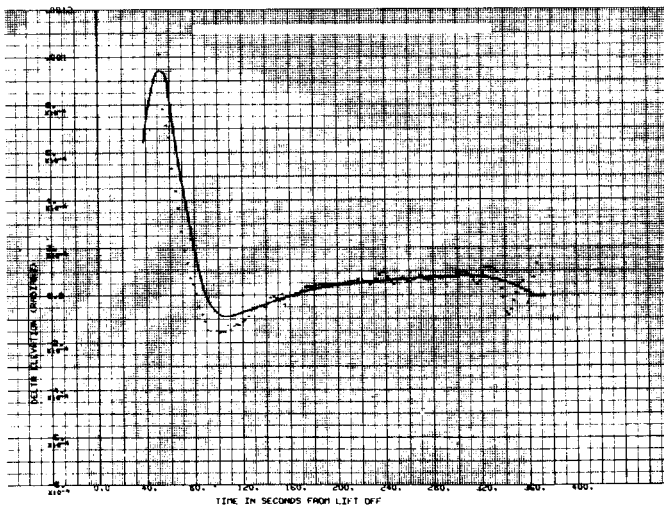
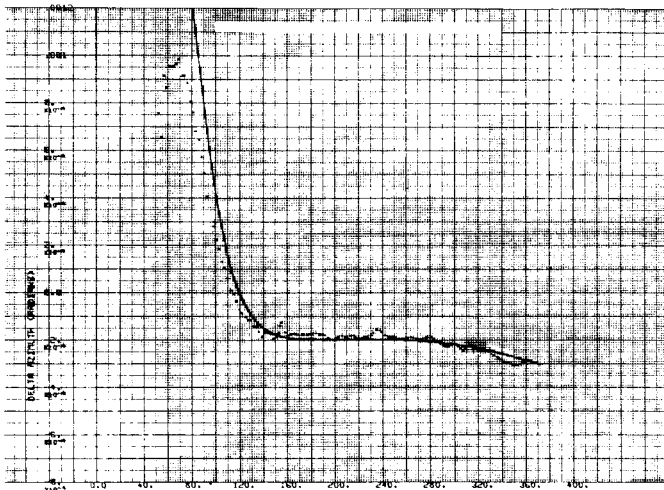
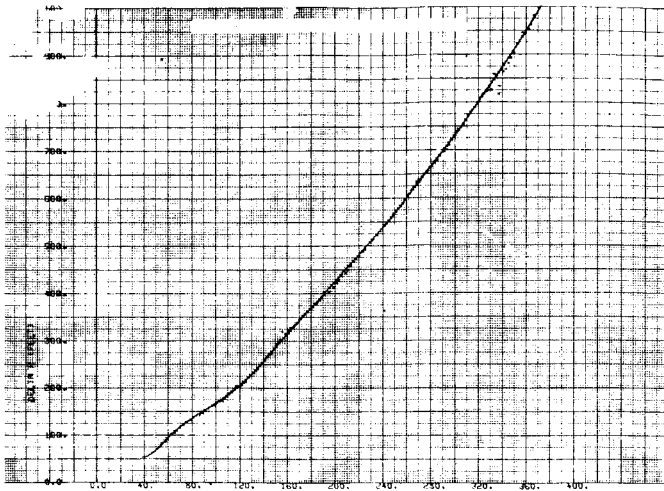


Figure D-12. GE Mod III ΔP and Regression Fit in Tracker Coordinates

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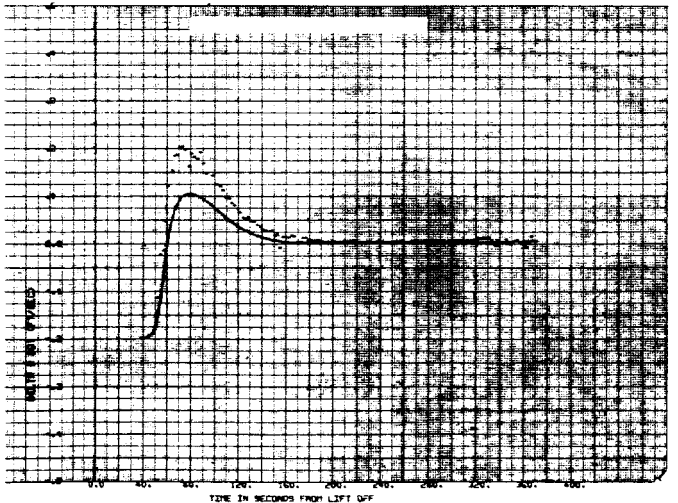
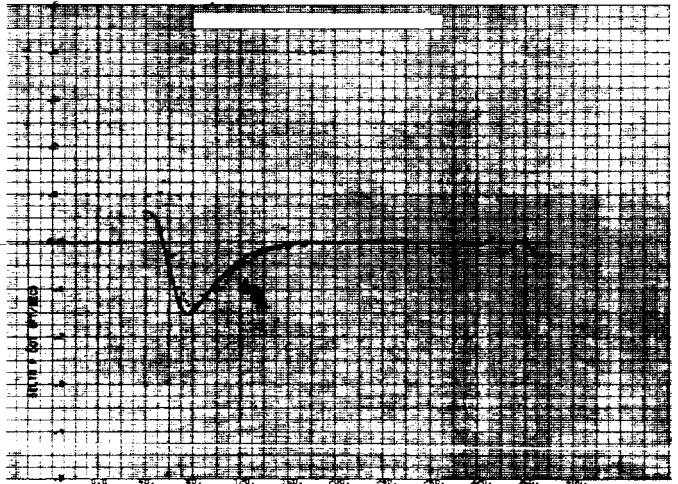
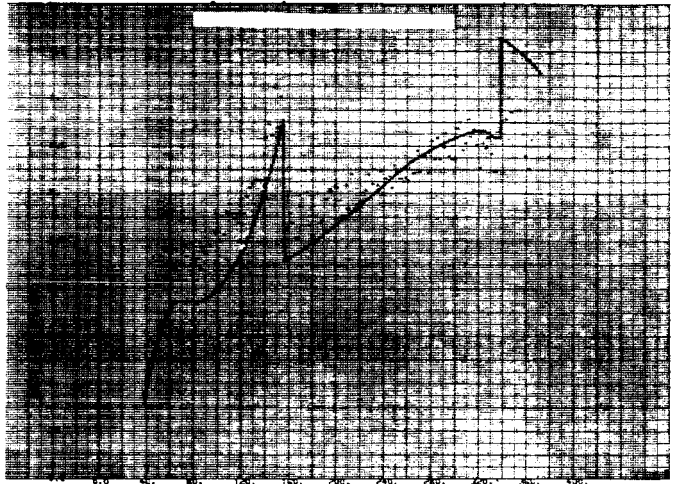


Figure D-13. GE Mod III ΔV and Regression Fit in Tracker Coordinates

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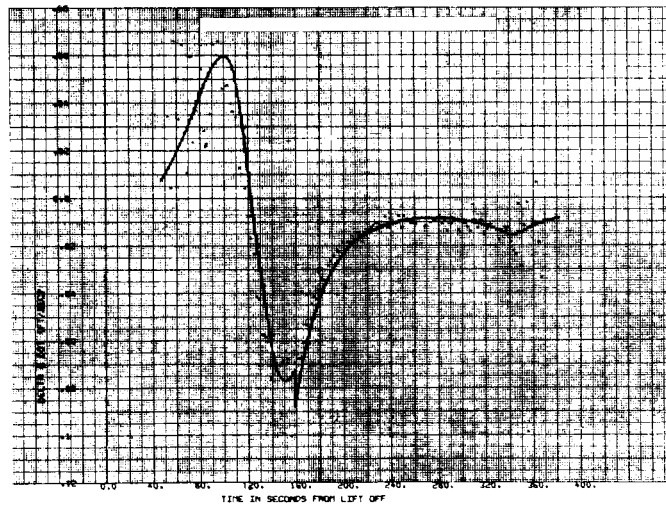
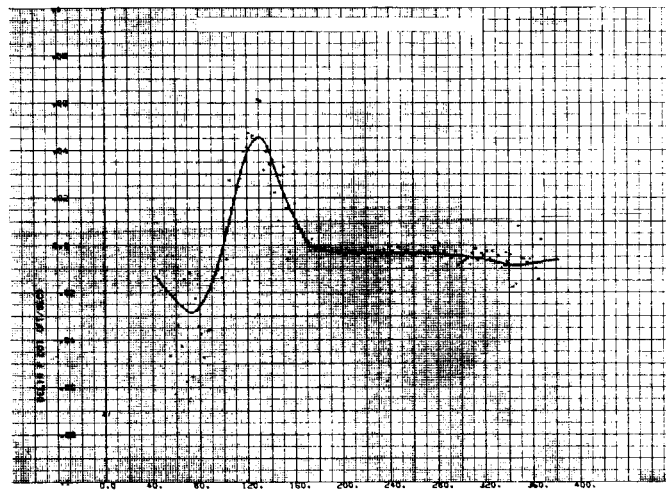
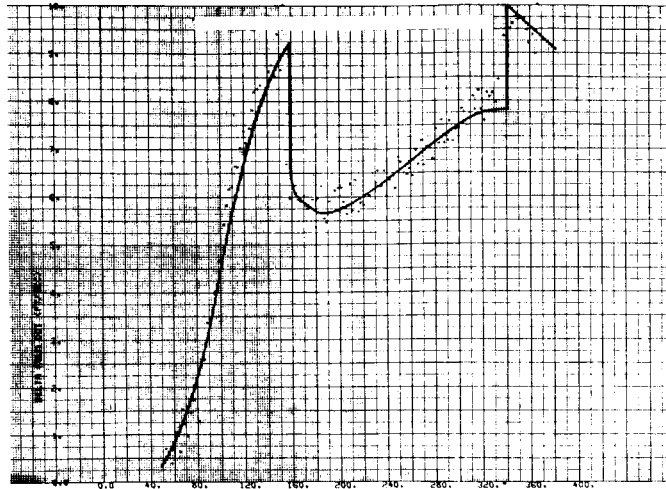


Figure D-14. MISTRAM I 10K and Regression Fit ΔV in Tracker Coordinates

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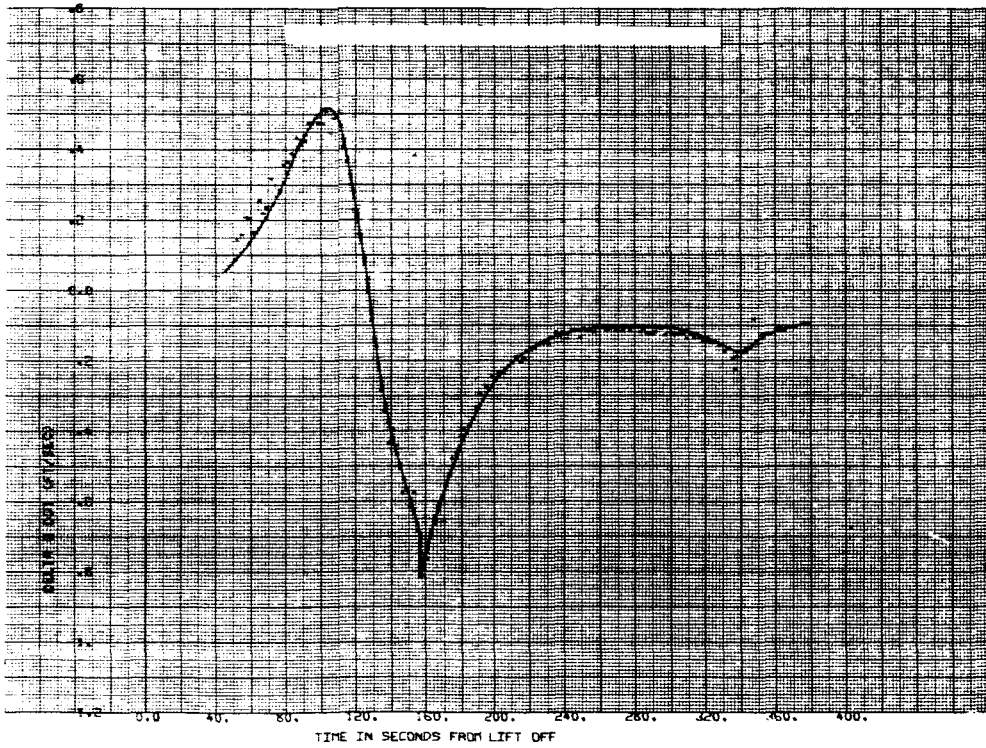
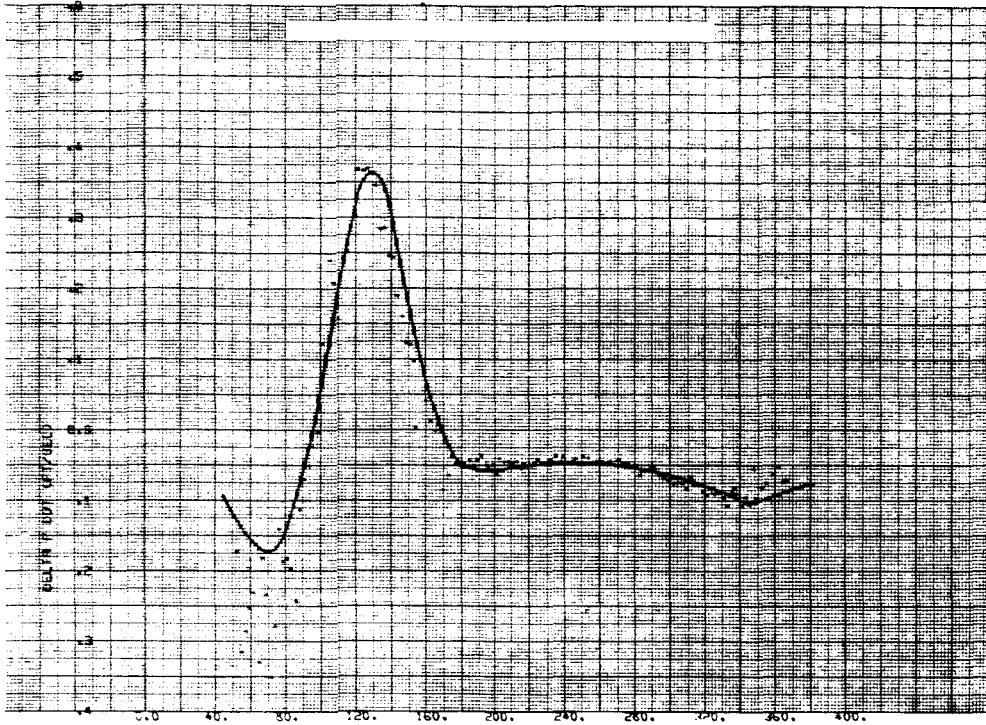


Figure D-15. MISTRAM I 100K and Regression Fit ΔV in Tracker Coordinates

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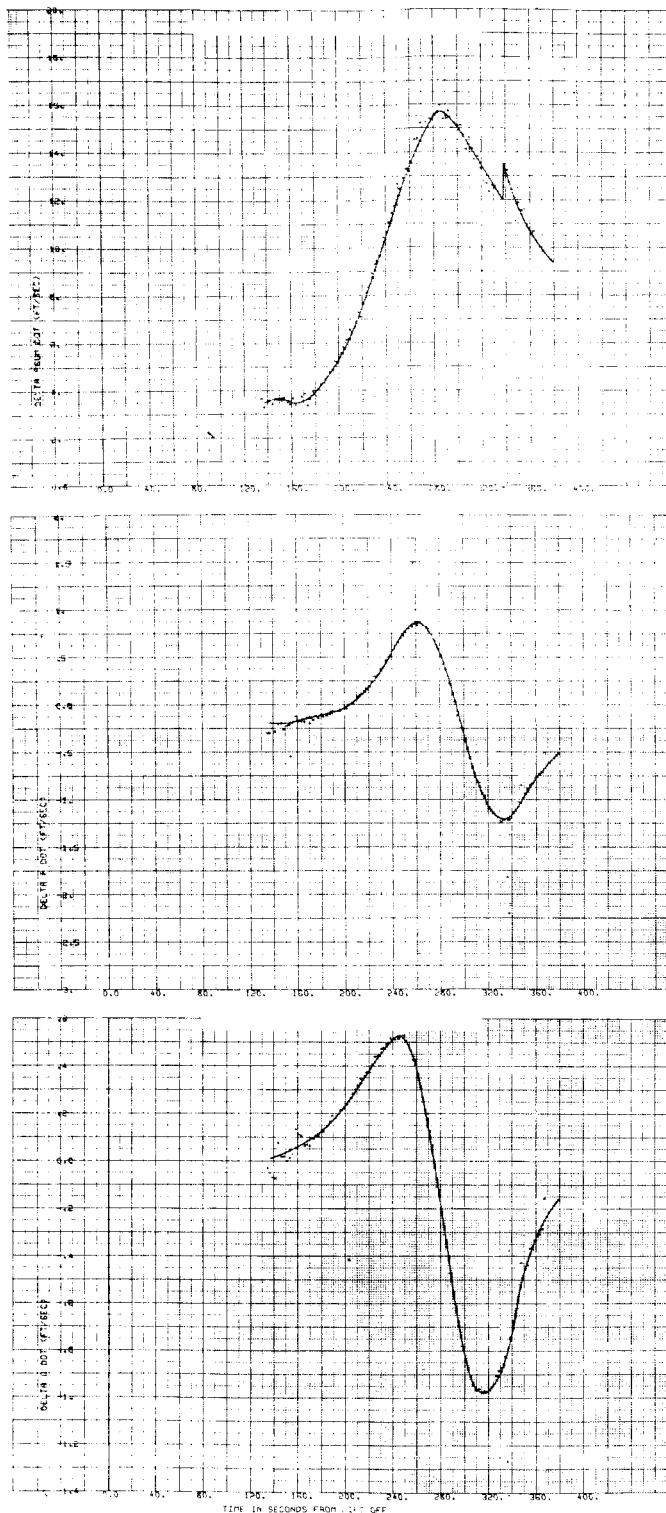


Figure D-16. MISTRAM II Passive ΔV and Regression Fit in Tracker Coordinates

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