

APOLLO

GUIDANCE, NAVIGATION AND CONTROL

Approved: David G. Hoag Date: 25 Mar 66
DAVID G. HOAG, DIRECTOR
APOLLO GUIDANCE AND NAVIGATION PROGRAM

Approved: Ralph R. Ragan Date: 28 Mar '66
RALPH R. RAGAN, DEPUTY DIRECTOR
INSTRUMENTATION LABORATORY

E-1142 (Rev. 42)

SYSTEM STATUS REPORT

March 1966



CAMBRIDGE 39, MASSACHUSETTS

INSTRUMENTATION LABORATORY

COPY # _____

ACKNOWLEDGEMENT

This report was prepared under DSR Project 55-238, sponsored by the Manned Spacecraft Center of the National Aeronautics and Space Administration through Contract NAS 9-4065.

The publication of this report does not constitute approval by the National Aeronautics and Space Administration of the findings or the conclusions contained therein. It is published only for the exchange and stimulation of ideas.

E-1142
(Rev. 42)

SYSTEM STATUS REPORT

ABSTRACT

The System Status Report is distributed on the 15th of each month. The areas of activity reported on in this month's revision include, but are not limited to, the following for the Block I 100 Series and Block II Command Modules and Lunar Excursion Module equipment: configuration weight, weight trend information, centers of gravity, moments of inertia, electrical power requirements, and computer programming status.

by Apollo Staff
March 15, 1966

TABLE OF CONTENTS

<u>Section</u>		<u>Page</u>
Accuracy		7
Introduction		9
1	Weights	10
	Reported Block I - 100 Series Weight Changes	14
	Block I - 100 Series Weight Trend Information	15
	Reported Block II Weight Changes	18
	Block II Weight Trend Information	19
	Reported LEM Weight Changes	22
	LEM Weight Trend Information	23
2	Centers of Gravity and Moments of Inertia	24
3	Glossary and System Definition	27
	Command Module Block I, Series 100	28
	Command Module Block II	33
	Lunar Excursion Module	39
4	Guidance Computer Programming	43
5	Electrical Power and Energy	47

ACCURACY

The accuracy of numerical values reported in this revision should not be considered to be within the tolerances implied by the significant figures quoted. The reported values, although based upon the most current information, are subject to slight variations from system to system.

INTRODUCTION

The areas of activity reported on in this month's revision include, in general, the following for the Block I 100 Series and Block II Command Modules and Lunar Excursion Module equipment:

- Section 1 - Configuration Weight
Reported Weight Changes
Weight Trend Information
- Section 2 - Centers of Gravity
Moments of Inertia
- Section 3 - Glossary and System Definition
- Section 4 - Computer Programming Status
- Section 5 - Electrical Power Requirements

Additional material, not suited to this format, will be presented from time to time as an appendix when it is particularly significant.

Reliability estimates will no longer be recorded in this report. This information may be found in the "Quarterly Reliability and Quality Assurance Progress Report".

Since weight data is not considered classified information (Reference: security guide SCG-11 Revision 1), this report will be published as an unclassified document.

SECTION 1

WEIGHTS

Weights are reported to the nearest tenth of a pound on a component level. Each component weight is identified as estimated, calculated, or measured in order of increasing accuracy. These terms are defined as follows: estimated weights (E) are based on rough calculations; calculated weights (C) are based on detailed calculations made from final production drawings that will be used to build flyable equipment; measured weights (M) are actual weights of equipment built to the production drawings.

Tables 1, 2, and 3, respectively, present the weight of all CM Block I 100 Series, CM Block II, and LEM Guidance and Navigation equipment based upon the most current information. These tables offer a comparison of present component weight values with those listed in last month's revision of the System Status Report. The weights tabulated for Block II CM and LEM configuration represent operational flight hardware.

Also included are the respective control and design load weights as assigned by NASA. The Control Weight is the maximum allowable total weight of the Apollo Guidance and Navigation equipment for which MIT/IL is responsible. Design Load Weights are restricted to individual components and should be considered as "not to exceed" weights. These values represent a maximum within which design variations may cause changes without need for renegotiation.

The row labeled "Bare Guidance System" is inserted to provide for comparisons with similarly specified systems.

When applicable, the tables will be followed by a discussion of reported weight changes and weight trend information. Each weight increase or decrease is accompanied with an explanation for the change and the effectivity by system number. Weight trend information describes future component changes presently being studied with an emphasis on weight reduction proposals.

North American Aviation and Grumman Aircraft Engineering Corporation will provide and be responsible for weights of cold plates that are not integral with guidance and control equipment.

TABLE 1. CURRENT WEIGHT STATUS OF BLOCK I 100 SERIES
COMMAND MODULE G&N (LBS AT IG)

Command Module G&N Equipment	Weight Reduction Proposal	Status -2/66	Change	Status 3/66	Design Load * Weight
<u>LOWER EQUIPMENT BAY</u>					
CDU Assy		16.9 (M)	0.0	16.9 (M)	16.0
Optical Subsystem	}	47.6 (M)	0.0	47.6 (M)	155.0**
SXT		25.7 (M)	0.0	25.7 (M)	
SCT		12.7 (M)	0.0	12.7 (M)	
Optical Base and Gearing		61.2 (M)	0.0	61.2 (M)	
NVB and Resilient Mounts		0.9 (M)	0.0	0.9 (M)	
Bellows Assy		65.4 (M)	0.0	65.4 (M)	120.0
IMU		26.1 (M)	0.0	26.1 (M)	
Coolant Hoses (Two)		3.1 (M)	0.0	3.1 (M)	4.5
Power Servo Assy		87.0 (E)	0.0	87.0 (E)	100.0
G&N Interconnection Assy		5.0 (E)	0.0	12.1 (E)†	---
Optical Shroud		2.0 (E)			
G&N to S/C Interface Assy		1.5 (M)			
AGC		2.8 (M)			
Optical Eyepiece Storage Assy		0.8 (M)			
Condition Annunciator Assy		2.6 (M)	0.0	2.6 (M)	5.0
SXT Normal Relief Eyepiece		1.8 (M)	0.0	1.8 (M)	4.0
SCT Normal Relief Eyepiece					
SCT Long Relief Eyepiece					
D&C Electronics Assy					
Control Electronics Assy					

TABLE 1. CURRENT WEIGHT STATUS OF BLOCK I 100 SERIES
COMMAND MODULE G&N (LBS AT IG) (CONT)

Command Module G&N Equipment	Weight Reduction Proposal	Status 2/66	Change	Status 3/66	Design Load Weight*
G&N Indicator Control Panel		10.9 (M)	0.0	10.9 (M)	15.0
IMU Control Panel		2.9 (M)	0.0	2.9 (M)	5.0
Signal Conditioner Assy		3.9 (C)	+0.9	4.8 (M)	8.0
DSKY		23.0 (M)	0.0	23.0 (M)	26.0
<u>MAIN PANEL AREA</u>					
DSKY		25.2 (E)	0.0	25.2 (E)	26.0
<u>LOOSE STORED ITEMS</u>					
Optics Cover		2.1 (M)	0.0	2.1 (M)	2.5
Horizontal Hand Holds (Two)		0.3 (M)	0.0	0.3 (M)	1.0
TOTAL	---	431.4	+0.9	432.3	--
The reported total weight for this month is 2.3 pounds more than the 430.0 pound total control weight †					
Bare Guidance Systems - IMU, AGC, IMU portions of the CDU's and IMU Support electronics					
				202.6	---

* Design Load Weights are taken from ICD MH01-01256-416 signed 3 June 1965, submitted by MIT in letter AG 478-65.

** This design load weight includes only 1/2 the weight of the Bellows Assembly.

† The Total Control Weight is specified in NASA letter EG-151-44-65-55 dated 10 February 1965. This weight assignment does not include recognition of the Optical Eyepiece Storage Assembly.

‡ See the section entitled Block I 100 Series Weight Trend Information.

Reported Block I - 100 Series Weight Changes

Optical Eyepiece Storage Assembly

The eyepiece storage unit and eyepieces will no longer be reported on a separate subassembly level. They have been combined with a total weight of 12.1 lbs. A more detailed breakdown may be found in Section 3 - 100 Series Glossary.

Signal Conditioner Assembly (+0.9 lb)

The signal conditioner assembly of G&N System 12 (Block I Series 50) has a measured weight of 4.8 lbs. Since the SCA of the Block I configurations are nearly the same, this assembly is representative of a Series 100 system.

Block I - 100 Series Weight Trend Information

Optical Eyepiece Storage Assembly

NASA letter, EG 44-85-66, directed MIT/IL to prepare for CCB approval the necessary documentation to implement the focusable SCT (normal relief) eyepiece change. The effectivity for this change is as follows:

Block I - Series 50	G&N 12,20, a spare
Block I - Series 100	G&N 110, and subsequent

TABLE 2. CURRENT WEIGHT STATUS OF BLOCK II COMMAND MODULE GN&C (LBS AT IG)

Command Module GN&C Equipment	Weight Reduction Proposal	Status 2/66	Change	Status 3/66	Design Load Weight*
<u>LOWER EQUIPMENT BAY</u>					
CDU Assy		36.2 (E)	0.0	36.2 (E)§	50.0
Optical Subsystem	}	47.6 (M)	0.0	47.6 (M)	150.0
SXT		14.9 (E)	0.0	14.9 (E)	
SCT		12.7 (E)	0.0	12.7 (E)	
Optical Base & Gearing		42.2 (M)	+0.3	42.5 (M)	
NVB & Mounts		0.9 (E)	0.0	0.9 (E)	
Bellows Assy		49.4 (E)	0.0	49.4 (E)	58.0
IMU		9.0 (E)	0.0	9.0 (E)	12.0
Coolant Hoses (Two)		30.0 (E)	0.0	30.0 (E)	40.0
Power Servo Assy		65.0 (E)	0.0	65.0 (E)	80.0
PIPA Electronics Assy		3.1 (M)	0.0	3.1 (M)	4.5
G&N Interconnect Harness Assy		5.0 (E)	}	10.1 (E)†	---
AGC	1.5 (M)				
Optical Shroud	2.8 (M)				
Optical Eyepiece Storage Assy	0.8 (M)				
SXT Normal Relief Eyepiece		12.1 (E)	0.0	12.1 (E)	17.0
SCT Normal Relief Eyepiece		17.5 (E)	0.0	17.5 (E)	25.0
SCT Long Relief Eyepiece		8.0 (E)	0.0	8.0 (E)**	8.0
G&N Indicator Control Panel					
DSKY					
Signal Conditioner Assy (Operational Flights)					

TABLE 2. CURRENT WEIGHT STATUS OF BLOCK II COMMAND MODULE GN&C (LBS AT IG) (CONT)

Command Module GN&C Equipment	Weight Reduction Proposal	Status 2/66	Change	Status 3/66	Design Load Weight*
<u>MAIN PANEL AREA</u>					
DSKY		17.5 (E)	0.0	17.5 (E)	25.0
<u>LOOSE STORED ITEMS</u>					
Horizontal Hand Holds (Two)		0.3 (M)	0.0	0.3 (M)	1.0
TOTAL	---	376.5	+0.3	376.8	---
The reported total weight for this month is 23.2 pounds less than the 400.0 pound total control weight†					
Bare Guidance Systems - IMU, AGC, IMU portions of the CDUs and IMU support electronics					
				168.1	---

* Design Load Weights are taken from ICD MH01-01356-416 signed 16 July 1965 at Meeting #22A.

** The weight of a qualification flight signal conditioner assy is 9.6 (E) pounds.

† The Total Control Weight is specified in NASA letter EG-151-44-65-55 dated 10 February 1965. This weight assignment does not include recognition of the Optical Eyepiece Storage Assembly.

‡ See the section entitled Block II Weight Trend Information.

Reported Block II Weight Changes

IMU (+0.3 lb)

The increase in the IMU weight is a result of weighing a "wet" IMU #200-5 at MIT/IL. This IMU is more representative of operational flight hardware and contains different temperature control heaters and sensors on the stabilized member (inner gimbal). This change resulted in an addition to the balance weights.

Optical Eyepiece Storage Assembly

The eyepiece storage unit and eyepieces will no longer be reported on a separate subassembly level. They have been combined with a total weight of 10.1 lbs. A more detailed breakdown may be found in Section 3 - Block II Glossary.

Block II Weight Trend Information

CDU Assembly

An extensive weight analysis has been performed on the CDU assembly during this reporting period. As forecast in E-1142 Revision 41, the module weight estimates have increased as a result of the weighing of potted prototypes at AC Electronics/Milwaukee. Tray estimates have also been modified. Stiffening members were added to the trays to reduce deflection when the unit is pressurized. The assembly hardware, holding tray "S" and tray "X" together, changed from a # 6 machine screw to a # 10 reflecting an increase.

This weight increase is offset by an expected decrease. The present CDU trays are pre-sealed with a bead of epoxy around all openings, and encapsulated with a solid polyurethane. This two-part system provides a pressure seal for the center cavity, a vapor barrier for protection of the wiring, and structural support for the wiring. There is a total of 9.16 lbs polyurethane in the CDU's "S" and "X" trays. Investigation is underway to replace part of the polyurethane with a foam encapsulant. It is estimated that at least 4.0 lbs can be saved by this change.

The following program is in process to implement the change:

- (1) Determine the minimum amount of epoxy pre-seal and/or polyurethane layer required for sealing the CDU trays (MIT/IL and AC Electronics)
- (2) Develop a process for applying a conformal coat over tray wiring and Malco pins (AC Electronics)
- (3) Produce (1) assembly with the pre-seal, wiring conformal coat, and foam encapsulation.
- (4) Test the completed assembly in thermal shock, humidity, and vibration environments.

The program will extend into the next reporting period.

Optical Eyepiece Storage Assembly

NASA letter, EG 44-85-66, directed MIT/IL to prepare for CCB approval the necessary documentation to implement the focusable SCT (normal relief) eyepiece change. The effectivity for this change is:

Block II G&N 201, and subsequent

Recent simulations by crew personnel have indicated that a SXT long relief eyepiece is required for Block II. Therefore, MIT/IL is directed to proceed with the design of the SXT long relief eyepiece (LRE) for CCB release effective G&N 201. MIT should investigate the necessity of thermal blankets for the SXT LRE and design accordingly.

TABLE 3. CURRENT WEIGHT STATUS OF LEM PGNCS (LBS AT IG)

LEM PGNCS Equipment	Weight Reduction Proposal	Status 2/66	Change	Status 3/66	Design Load * Weight
IMU		42.1 (M)	+0.3	42.4 (M)	43
Navigation Base		4.0 (E)	0.0	4.0 (E)	8
AOT		23.1 (E)	0.0	23.1 (E)	25
Button Box		2.0 (E)	0.0	2.0 (E)	2
PTA		14.8 (E)	0.0	14.8 (E)	17
Harness "B"		4.5 (E)	0.0	4.5 (E)	8
DSKY		17.5 (E)	0.0	17.5 (E)	20
LGC		65.0 (E)	0.0	65.0 (E)	65
CDU		37.3 (E)	0.0	37.3 (E) †	37
PSA		20.6 (E)	-3.7	24.6 (E) **	28.2
Signal Conditioner Assy	} Combined Assembly for Operation Flights	7.7 (E)			
Harness "A"		14.6 (E)	0.0	14.6 (E)	22
Lens Cleaning Kit		0.3 (E)	0.0	0.3 (E)	0.5
TOTAL	---	253.5	-3.4	250.1	---
The reported total weight for this month exceeds the 240.0 pounds total control weight by 10.1 lbs. †					
Bare Guidance Systems - IMU, LGC, IMU portions of the CDUs and IMU support electronics					

* Design Load Weights are taken from ICD LIS-490-10001 as modified by NASA letter EG-43-422-65-766 dated 27 October 1965.

** The weight of a qualification flight signal conditioner assy is 9.2 (E) pounds.
The weight of an "independent" PSA is 20.6 (E) pounds.

† The Total Control Weight is specified in NASA letter EG-151-44-65-55 dated 10 February 1965.

‡ See the section entitled "LEM Weight Trend Information".

Reported LEM Weight Changes

IMU (+0.3 lb)

The increase in the IMU weight is a result of weighing a "wet" IMU #200-5 at MIT/IL. This IMU is more representative of operational flight hardware and contains different temperature control heaters and sensors on the stabilized member (inner gimbal). This change resulted in an addition to the balance weights.

Operational Signal Conditioner Assembly and PSA (-3.7 lb)

Contract Change Authorization 4065-0018 directed MIT/IL to implement the changes necessary to eliminate a separate LEM operational signal conditioner. Repackaging the LEM PSA and operational SCA will result in a substantial savings in weight and an improvement in reliability. A weight breakdown follows:

Independent operational SCA	7.65 lbs
Independent PSA	20.6 lbs
Total	28.25 lbs

Weight savings in SCA (integrated unit)	2.6 lb.
Weight savings in PSA (integrated unit)	0.6 lb
Weight savings due to the deletion of the PIPA power supply module	0.5 lb
Total	3.7 lbs

Estimated weight of integrated PSA/SCA for operational flights
24.55 lbs

LEM Weight Trend Information

CDU Assembly

An extensive weight analysis has been performed on the CDU assembly during this reporting period. As forecast in E-1142 Revision 41, the module weight estimates have increased as a result of the weighing of potted prototypes at AC Electronics/Milwaukee. Tray estimates have also been modified. Stiffening members were added to the trays to reduce deflection when the unit is pressurized. The assembly hardware, holding tray "S" and tray "X" together, changed from a # 6 machine screw to a # 10 reflecting an increase.

This weight increase is offset by an expected decrease. The present CDU trays are pre-sealed with a bead of epoxy around all openings, and encapsulated with a solid polyurethane. This two-part system provides a pressure seal for the center cavity, a vapor barrier for protection of the wiring and structural support for the wiring. There is a total of 9.16 lbs polyurethane in the CDU's "S" and "X" trays. Investigation is underway to replace part of the polyurethane with a foam encapsulant. It is estimated that at least 4.0 lbs. can be saved by this change.

The following program is in process to implement the change:

- (1) Determine the minimum amount of epoxy pre-seal and/or polyurethane layer required for sealing the CDU trays (MIT/IL and AC Electronics)
- (2) Develop a process for applying a conformal coat over tray wiring and Malco pins (AC Electronics)
- (3) Produce one (1) assembly with the pre-seal, wiring conformal coat, and foam encapsulation.
- (4) Test the completed assembly in thermal shock, humidity, and vibration environments.

The program will extend into the next reporting period.

SECTION 2

CENTERS OF GRAVITY AND MOMENTS OF INERTIA

The centers of gravity and moments of inertia are summarized in tabular form. This data has been prepared for MIT/IL designed equipment with respect to the reference axes of the Block II Command Module and the Lunar Excursion Module. MIT assumes that all hardware is in the proper configuration for Thrusting Modes; therefore, the eyepieces (3) will be located in the Optical Eyepiece Storage Assembly. North American Aviation will provide storage for the astronaut's Horizontal Handholds (2). Since this storage information is not available at MIT/IL, it is suggested that NAA supply the centers of gravity and moments of inertia for these items.

Each assembly has a percentage reflecting the error in the values recorded incurred in the calculation methods employed. Analytical values will be verified by experiment (Tri-Filar Pendulum Moment of Inertia Test) when flight hardware is available.

TABLE 4. COMMAND MODULE BLOCK II GN&C MASS PROPERTY DATA

Command Module G&N Equipment	Center of Gravity - Inches				Moment of Inertia - Slug-ft ²			
	\bar{x}	\bar{y}	\bar{z}	\pm Error	I_x	I_y	I_z	\pm Error
CDU Assy	39.0	15.6	42.3	5%	17.85	28.78	15.34	2%
Optical Subsystem SXT SCT Optical Base & Gearing	69.7	0	33.6	10%	11.77	61.99	50.25	2%
NVB & Mounts Bellows Assy	65.5	0	39.8	10%	10.02	35.56	26.15	5%
IMU	55.8	0	40.9	10%	15.41	43.96	28.67	5%
Coolant Hoses (two)								
Power Servo Assy	44.2	0	44.4	5%	22.77	44.04	22.09	1%
PIPA Electronics Assy	64.2	-14.0	37.6	5%	3.12	10.70	8.39	2%
G&N Interconnect Harness Assy								
AGC	38.0	-4.0	46.2	5%	32.11	52.93	21.49	1%
Optical Shroud								
Optical Eyepiece Storage Assy SXT Eyepiece SCT Eyepiece SCT Long Eye Relief Eyepiece	54.5	0	36.5	5%	3.61	11.27	7.91	4%
G&N Indicator Control Panel								
DSKY (L. E. B.)	61.5	17.1	36.5	5%	6.14	19.31	15.39	1%
Signal Conditioner Assy	72.5	15.1	31.6	5%	2.12	10.79	9.46	2%
DSKY (Main Panel) Horizontal Handholds (Two)	68.0	-13.9	-20.5	5%	2.32	19.06	18.21	2%
TOTAL								

TABLE 5. LUNAR EXCURSION MODULE PGNC'S MASS PROPERTY DATA

LEM GN&C EQUIPMENT	Center of Gravity - Inches			Moment of Inertia - Slug-ft ²			
	\bar{x}	\bar{y}	\bar{z}	I_x	I_y	I_z	\pm Error
IMU	307.0	0	49.9	22.90	886.76	863.97	1%
Navigation Base							
AOT							
Button Box							
PTA							
Harness "B"							
DSKY							
LGC	266.0	0	-22.9	8.24	1034.57	1027.81	1%
CDU							
PSA							
Signal Conditioner Assy							
Harness "A"							
Lens Cleaning Kit							
TOTAL							

SECTION 3

GLOSSARY AND SYSTEM DEFINITION

A description of what constitutes MIT supplied hardware for the guidance and navigation equipment in Block I (100 Series) and Block II Command Modules and Lunar Excursion Module is contained in this section.

COMMAND MODULE BLOCK I, Series 100

Apollo Guidance Computer (AGC)

A single complete flight computer containing all logic, memory associated power supplies, and all interface circuits except those identified with the CDU's. Does not contain the associated displays and controls.

The AGC consists of one case containing factory replaceable electronic modules. The weight estimate includes a cover for moisture-proofing and the G&N to S/C Interface Assembly which is located in the adjacent area. The weight of the necessary cold plate is not included.

Bellows Assembly

Consists of two flexible metal bellows forming a pressure seal between CM and optical subsystem for penetration of hull.

Coupling Data Unit (CDU) Assembly

The CDU provides the necessary signal interface among the IMU gimbal angles, optics gimbal angles, angle registers in the AGC, and the spacecraft autopilot attitude error signals.

The assembly contains five interchangeable gear boxes each with necessary motor tachometer, resolver synchros, and encoder. The CDU does not include associated electronics. (This electronics is located in the Block I PSA.) A frame assembly encloses the CDUs in a moisture-proof container and mounts them to the spacecraft structure.

Cold Plates

Cold plates for the IMU are built into the IMU. Necessary cold plates for electronics are part of the equipment supplied by the spacecraft manufacturer (NAA).

Control Electronics Assembly

Consists of one power transformer, one relay and diode module and a bracket end connector mounted behind G&N indicator control panel to support display and control functions. Includes moisture-proofing.

Coolant Hoses

Consists of: (1) three steel-flex coolant hoses between IMU and spacecraft, (2) line transition piece, (3) bracket assembly screws and clamp, and (4) entrapped coolant. (The line transition piece makes two of the hoses a single unit.)

DSKY (D&C/AGC)

Number displays and keyboard control associated with the operation of the AGC. Two functionally identical and parallel operating units: one in lower equipment bay and one on main panel between left and center couches. The main panel DSKY has a piece of fail-safe alarm detection equipment called a "nightwatchman".

D&C Electronics Assembly

Consists of a chassis, a relay and diode module, a demod. elect. module, a saturable reactor, a time delay module, a connector, and wiring and is mounted behind the G&N Indicator Control Panel. Used to support display and control functions. Connectors will be moisture-proofed.

G&N Indicator Control Panel

Consists primarily of controls and displays for the operation of the optics, IMU temperature control, panel brightness control, and attitude impulse control. It includes display and control elements, panel, panel wiring, supporting hardware, and moisture-proofing.

G&N Interconnection Assembly

Consists of an interconnect wiring harness, which electrically ties together the assemblies that constitute a completely integrated system. This term does not include weights of harness support brackets, which are an NAA responsibility.

G&N to S/C Interface Assembly

This assembly provides the electrical interface between the spacecraft wiring channel, the computer connector, and the PSA end connector assembly. There are no active electronics in the assy. The weight of this item is included with the Block I computer.

Horizontal Hand Holds (Two)

These handholds are part of the body tethering system for use during navigation sightings. Two handholds are mounted on the G&N Indicator Control Panel and will be removed when not in use. The weight reported includes the mounting screws.

Inertial Measurement Unit (IMU)

The IMU consists of three gyros and three accelerometers mounted on the innermost gimbal of a three degree-of-freedom gimbal structure. The size 14 IMU (14-inch case diameter) gimbal assembly including all parts inside hermetic case, entrapped coolant, and heat exchanger insulation are included in the weight.

IMU Control Panel

Consists of panel, wiring, attitude error meter, CDU transfer switch, manual alignment switch, CDU mode control switches, connector, supporting hardware, and associated moisture-proofing.

NVB and Resilient Mounts

Rigid beryllium structure supporting the IMU and the optical subsystem with its associated hardware. The NVB is attached to the spacecraft using flexible resilient mounts to prevent spacecraft strains from distorting the NVB and the alignment between the IMU and optics. These mounts also provide shock and vibration attenuation.

Optical Eyepiece Storage Assy

A polyurethane filled structure will provide storage for three optical eyepieces: SXT normal relief, SCT normal relief, and SCT long relief eyepieces. The condition annunciator assembly is part of the compartment structure. The weight also includes a protective cover or door. The assembly is located in the area vacated by the M&DV.

Condition Annunciator Assy: This unit visually displays the status of G&N System. This function was previously part of the Map and Data Viewer.

Normal Relief Eyepieces: Removable SXT eyepiece and SCT eyepiece.

Long Relief Eyepiece: A SCT eyepiece to provide eye relief of at least 1.6 inches for closed visor operation. Used in place of normal eyepiece of SCT.

Optical Subsystem

The subsystem consists of a sextant, scanning telescope, and an optical base, each with associated hardware. An equipment definition follows:

Sextant (SXT): A two line-of-sight, narrow field-of-view, two degree-of-freedom sextant with its attached gearing.

Scanning Telescope (SCT): A single line-of-sight, wide field-of-view, two degree-of-freedom articulation optical instrument with its attached gearing.

Optical Base: A base for the SXT and SCT with its associated gearing.

Optical Shroud & Cover Assembly

Consists of the optical shroud and protective cover.

Power Servo Assembly (PSA)

The PSA includes most of the support electronics: power supplies; IMU, Optics, and CDU servos; IMU temperature control; accelerometer pulse torquing and gyro pulse torquing. Replaceable modules are placed in each of the 10 trays. Moisture protection is provided for each tray individually by a gasket and a connector cover with mounting screws. A beryllium front toe plate is included in the PSA weight.

The PSA end connector is the electrical interface between the 10 PSA trays, the G&N Interconnection Assy, and the G&N to S/C Interface Assy. The end connector weight is reported in the G&N to S/C Interface Assy value.

Signal Conditioner Assembly

This assembly buffers and conditions signals for transmission to telemetry.

COMMAND MODULE BLOCK II

Apollo Guidance Computer (AGC)

A single complete flight computer containing all logic, memory associated power supplies, and all interface circuits except those identified with the CDU's. Does not contain the associated displays and controls.

Consists of one case containing factory replaceable electronic modules. Includes cover for moisture-proofing, but does not include the necessary cold plate.

Many Block I modules have been redesigned and repackaged in a separate case. Memory capacity increased over Block I.

Bellows Assembly

Consists of two elastomeric, semi-toroidal, strain isolation, pressure vessel penetration seals between the CM hull and the optical subsystem.

Coupling Data Unit Assembly (CDU)

The coupling data unit provides central data conversion between the G&N analog subsystems (inertial and optics sextant), and in addition certain spacecraft analog control and display functions. The CDU is an all-electronic device that employs analog computational techniques in conjunction with digital counters and control logic to perform both analog to digital (A/D) and digital analog (D/A) conversion.

Moding of various Guidance and Control system functions that operate in conjunction with the CDU signals is accomplished by the computer through the CDU control and synchronizing logic.

The weight includes all the support electronics, the 4 V power supply, and the header mounted adjacent to the AGC.

Cold Plates

Cold plates for the IMU are built into the IMU. Necessary cold plates for electronics are part of the equipment supplied by the spacecraft manufacturer. (NAA).

Coolant Hoses

Consists of: (1) two steel-flex coolant hoses, between IMU and spacecraft and (2) entrapped coolant. (Bracket assembly, screws and clamps will be supplied by NAA)

DSKY (D&C/AGC)

Number displays and keyboard control associated with the operation of the AGC. Two functionally identical and parallel operating units: one in lower equipment bay and one on main panel between left and center couches.

Mechanically and electrically similar to Block I but smaller configuration because of smaller relays. The Block II displays and keyboard controls will be sealed by encasing the unit in a container and using pressurized O-rings.

G&N Indicator Control Panel

Consists of controls and displays for optics, condition lamps, telemetry, and Master Alarm. Also contains attitude impulse switch and hand controller. Has integral illuminated computer instructions. The condition lamps replace the Block I Condition Annunciator Assembly.

G&N Interconnect Harness Group

This assembly consists of eight cables that electrically tie together the hardware that makes up the GN & C system and also provides the electrical interface with the spacecraft. The cables are defined as follows:

HARNESS A	AGC-CDU to Left Hand Bracket and S/C
HARNESS B	PSA to Optics (SXT) and Optics Resolver
HARNESS C	PSA to Upper and Lower IMU & PIPA
HARNESS D	PSA to Left Hand Bracket (AGC-CDU)
HARNESS E	PSA to G&N Panel
HARNESS F	PSA to Optics (SCT)
HARNESS G	PSA to Signal Conditioner and S/C Right Hand Bracket
HARNESS H	PSA to DSKY, Left Hand Bracket and Right Hand Bracket (Power)

The estimated weights include the group shielding, potting compound, connectors, wire, cable clamps, and clamp brackets.

Horizon Photometer - Star Tracker (Experimental Basis Only)

An earth horizon brightness photometer and automatic star tracker used for navigation measurements against the earth's illuminated limb. The sensors are incorporated into the head of the SXT, the weight of which includes this function. The PSA includes all support electronics for the horizon photometer.

Horizontal Handholds (Two)

These handholds are part of the body tethering system for use during navigation sightings. Two handholds are mounted on the G&N Indicator Control Panel and will be removed when not in use. The reported weight includes the mounting screws.

Inertial Measurement Unit (IMU)

The IMU consists of three gyros and three accelerometers mounted on innermost gimbal of a three degree-of-freedom gimbal structure. The size 12.5 IMU (12.5-inch case diameter) gimbal assembly including all parts inside the hermetic case, entrapped coolant, and heat exchanger insulation are included in the weight.

NVB & Mounts

A polyurethane filled aluminum skinned structure functionally similar to Block I but lighter and will provide for mounting the size 12.5 IMU. The Block II NVB is attached to the spacecraft by use of strain isolation hardmounts and will have a transition piece as a result of the re-orientation of the NVB so that the IMU axes will be parallel to the Command Module axes.

Optical Eyepiece Storage Assembly

A polyurethane filled structure will provide storage for three optical eyepieces: SXT normal relief, SCT normal relief, and a SCT long relief eyepiece. The weight also includes a protective cover or door. This assembly is located in the area vacated by the M&DV. There is no provision for a condition annunciator as part of the compartment structure.

Normal Relief Eyepieces: Removable SXT eyepiece and a SCT eyepiece.

Long Relief Eyepieces: A SCT eyepiece to provide eye relief of at least 1.6 inches for closed visor operation. Used in place of SCT normal eyepiece.

Optical Subsystem

The subsystem consists of a sextant, scanning telescope, and an optical base each with associated hardware. An equipment definition follows:

Sextant (SXT): A two line-of-sight, narrow field-of-view, two degree-of-freedom sextant with its attached gearing. The horizon photometer and automatic star tracker sensors are incorporated into the SXT head. (See the experimental Horizon Photometer - Star Tracker)

Scanning Telescope (SCT): A single line-of-sight, wide field-of-view, two degree-of-freedom articulation optical instrument with its attached gearing.

Optical Base: A base for the SXT and SCT with its associated gearing.

Optical Shroud & Cover Assembly

Contains an optical shroud. The optics cover is to be used also as a work table during the flight. NAA has design responsibility for the "optics cover - work table".

PIPA Electronics Assembly (PEA)

Consists of electronics which directly support the function of the PIPA loop, including the calibration modules, containing selected components, assigned to each IMU. This sealed assembly is located in the Block I CDU location.

Power Servo Assembly (PSA)

The PSA consists of a single-plane matrix header with a cold plate mounted on top and the modules plugging in from beneath. A cover is required to protect the modules from moisture. The assembly is similar in function to the Block I PSA; however, many of the modules have been redesigned and repackaged.

The support electronics for the PIPA loop has been transferred to the PIPA Electronics Assembly. The CDU servos are deleted because the Block II CDU is an electronic package. The PSA includes electronics used to support the display and control functions previously identified with the Block I Control Electronics Assy and D&C Electronics Assy. The operational modules of the Horizon Photometer-Star Tracker have been replaced by equivalent dummy modules.

Signal Conditioner Assembly (SCA)

This assembly buffers and conditions signals for transmission to telemetry. These modules are located in the same volume occupied by the Block I lower equipment bay DSKY.

LUNAR EXCURSION MODULE

Apollo Guidance Computer (LGC)

A single complete flight computer containing all logic, memory associated power supplies, and all interface circuits except those identified with the CDUs. Does not contain the associated displays and controls.

Consists of one case containing factory replaceable electronic modules. Includes cover for moisture-proofing, but does not include the necessary cold plate.

Except for computer programs, the LGC is identical to the CM Block II AGC.

Alignment Optical Telescope (AOT)

The AOT is a three-position periscope with a single degree-of-freedom, manually read reticle. The weight estimate includes a normal eye-relief eyepiece and a bellows assy between the AOT and the LEM hull. The bellows assy is an elastomeric, semi-toroidal, strain isolation, pressure vessel penetration seal. The AOT reticle is used for alignment of the IMU.

Cold Plates

Cold plates for the IMU are built into the IMU. Necessary cold plates for electronics are part of the equipment supplied by the spacecraft manufacturer. (GAEC)

Computer Control and Reticle Dimmer Assy (Button Box)

Located on GAEC Supplied Hardware protecting the AOT. Contains illuminated push button controls mark "x", mark "y", and "reject" mark. Also has an AOT reticle dimmer.

Coolant Hoses

The coolant hoses for the LEM IMU will be supplied by the spacecraft manufacturer. (GAEC)

Coupling Data Unit (CDU)

The coupling data unit provides central data conversion between the computer and G&N analog subsystems (inertial and radar), and in addition certain spacecraft analog control and display functions. The CDU is an all-electronic device that employs analog computational techniques in conjunction with digital counters and control logic to perform both analog to digital (A/D) and digital to analog (D/A) conversion.

Moding of various Guidance and Control system functions that operate in conjunction with the CDU signals is accomplished by the computer through the CDU control and synchronizing logic.

The LEM CDU uses modules identical to those used in the CM Block II but mounted on a different header. The weight includes all the support electronics, the 4V power supply, and the header mounted adjacent to the AGC.

DSKY

Number Displays and Keyboard controls associated with the operation of the LGC. The DSKY will be sealed by encasing the unit in a container and using pressurized O-rings. Identical to the Block II DSKY except only a single unit is required.

Harness "A"

Harness "A" provides electrical interconnection in the CDU, AGC, and PSA areas. The estimated weights include the connectors, wire, insulation, shielding, and cable clamps.

Harness "B"

Harness "B" provides the electrical interconnection in the IMU and PTA areas. The estimated weights include the connectors, distribution box, wire, insulation, shielding, and cable clamps.

Inertial Measurement Unit (IMU)

The IMU consists of three gyros and three accelerometers mounted on the innermost gimbal of a three-degree-of-freedom gimbal structure. The size 12.5 LEM IMU is physically identical to the Block II. The weight value includes the gimbal assembly (and all parts inside the hermetic case), entrapped coolant, and the heat exchanger insulation.

Lens Cleaning Kit

Not specifically defined but appropriate cloths for cleaning the accessible surfaces of the optics lens.

NVB and Mounts

A toroidal aluminum ring with: (1) four tubular aluminum posts to provide for IMU mounting, (2) four tubular aluminum posts for AOT mounting, and (3) three aluminum inserts to provide strain isolation ball mounting to the GAEC structure.

Power Servo Assembly/Signal Conditioner Assembly (PSA/SCA Operational Flights Only)

The PSA/SCA consists of a single-plane matrix header mounted on a cold plate with the modules plugging in from the top. A cover is required to protect the modules from moisture. The assembly consists of electronics modules similar to those identified in the Block II PSA and

the Block II SCA; however, many of the modules have been redesigned and repackaged. Support electronics for the PIPA and IRIG loops are not included. See "Pulse Torque Assembly". Support electronics for the optical subsystem is not identified.

Pulse Torque Assembly (PTA)

This assembly consists of electronics contained in the PIPA and IRIG loops, including the pulse torque power supply and PIPA and IRIG calibration modules. The PIPA calibration modules, containing selected components, are assigned to each IMU. This sealed assembly is located adjacent to the IMU in LEM.

SECTION 4

GUIDANCE COMPUTER PROGRAMMING

Guidance computer programs fall into three categories: service, test and mission programs.

1. Service Programs: The service programs may be regarded as the "tools" used to accomplish the mission objectives. These programs are necessary for the general operation of the computer and they are completely insensitive to mission planning.
2. Test Programs: The test programs are used to test the AGC, the G&N System, and other programs.
3. Mission Programs: The mission programs are those AGC programs which directly accomplish the guidance and navigation functions. Certain parts of these are highly sensitive to mission plans, vehicle configuration, ground based activities, etc. Although some portions of these programs are quite general, a complete specification is not possible until the release of the Guidance System Operation Plan for each particular mission.

The memory also contains all mission and vehicle dependent data that is written directly into the memory of AGC. The very limited erasable section is intended primarily for storage of computational variables. Those mission parameters that do not change during flight are consigned to the fixed section of the memory.

FLIGHT 202

The guidance routines for the various mission phases are incorporated within the 202 mission control program section of program CORONA as specified in the NASA approved Guidance System Operation Plan presented in MIT Report R-477, "Guidance and Navigation System Operations Plan Apollo Mission 202". See Table 9.

FLIGHT 204

The preliminary version of MIT/IL Report R-507 "Guidance and Navigation Systems Operations Plan, AS-204" as modified by NASA letter EG 22-65-858 dated 23 November 1965, constitutes a NASA/MSC - approved document. Computer programming has started for the various 204 mission control sections incorporated in Program CORONA. Preliminary estimates of the fixed-memory allocation for Flight 204 are in the process of being calculated and will be reported when the values become established.

BLOCK II & LEM

The AURORA Guidance Computer Program represents the basic Block II guidance computer and contains programs similar to the CORONA assembly for the Block I CSM PGNS. The LGC Program, AURORA, is midway to completion. Estimates of the fixed-memory capacity will be recorded as the values become established.

TABLE 6. MEMORY ALLOCATION FOR COMMAND MODULE COMPUTER

AGC Program	FLIGHT 202 Fixed Memory	FLIGHT 204 Fixed Memory
Interrupt Transfer Routines	39	
Fixed-Fixed Interpreter Section	941	
Bank 03 Interpreter Section	822	
Executive	339	
Waitlist	221	
Restart Control	116	
202 Restart Tables and Routines	464	
Fresh Start and Restart	312	
Down-Telemetry Program	230	
T 4 Rupt Output Control Program	805	
Mode Switching and Mark Routines	587	
IMU Compensation Package	215	
IRIG Pulse-Torquing Routines	288	
Extended Verbs for Moding	695	
AGC-Self Check	984	
Inter-bank Communication	74	
Alarm and Display Procedures	59	
Orbital Integration Program	840	
Midcourse Navigation Game	808	
Latitude-Longitude Subroutines	279	
Midcourse Initialization	159	
Orbital Integration for 202	170	
Measurement Incorporation	168	
B Vector Routine	535	
Prelaunch Alignment Program	900	
Inflight Alignment Program	235	
RTB OP Codes	348	
IMU Performance Tests 1	1009	
IMU Performance Tests 2	1017	
Inflight Alignment Subroutines	410	
Keyrupt, Uprupt, Fresh Start	98	
Pinball Game Buttons and Lights (DSKY)	2259	
202 Mission Control Program	2015	
Powered Flight Subroutines	1867	
Dummy 202 Initialization	32	
Re-Entry Control	1349	
Average G Integrator	153	
Verification Assistance Programs	99	
Sum Check End of Record Marks	24	
TOTAL FIXED MEMORY WORDS	21,965	

TABLE 7. PROGRAM STATUS FOR LUNAR EXCURSION
MODULE COMPUTER

LGC Program AURORA is midway to completion, with some sections already run on the PGNCS. Program status may be summarized as follows:

Fresh Start and Restart (4)*
Interpreter (3)
Executive (4)
Waitlist (4)
Restart Control (2)
T4RUPT Program (4, 2, 1)
IMU Mode Switching (4)
AOT Routines (3)
Radar Routines (2)
Extended Verbs (4, 1)
Keyboard & Display (4)
Alarm & Abort (4)
Meter Routines (2)
Downlink (3)
LGC Self Check (4)
Prelaunch Alignment (2)
LEM Flight Control System Test (3)
G&N System Tests (3)
Digital Autopilot (3, 2, 1)

* Numeric designations have the following meanings:

- (1) Planned
- (2) Programmed
- (3) Bench Tested or Digital Simulator
- (4) Test Run on PGNCS

Multiple numbers mean that different sections of the program are at different stages.

Preliminary estimates of the memory capacity for the LEM AURORA program will be reported when the values become established.

SECTION 5

ELECTRICAL POWER AND ENERGY

Electrical power and energy reporting is based upon the inflight spacecraft sequence of events for the Design Reference Mission as developed by the Apollo Mission Planning Task Force (AMPTF). (Reference GAEC Report Volume III - LED-540-12, dated 30 October 1964.)

The accompanying tables present the magnitude and distribution of power dissipated on a subsystem level. It is assumed that power is drawn from the spacecrafts' primary +28VDC supply and a 400 cps - 115 VAC single phase inverter.

Intermittent power peaks can exist, particularly during operation of displays and controls at random times. The energy content in these peaks is considered negligible.

All values (except those mentioned above) are actual expected levels of power. No margin factor has been applied to protect against possible differences between actual loads which will be experienced and the calculated levels quoted. Thus, these values should not be taken as "not to exceed" extremes.

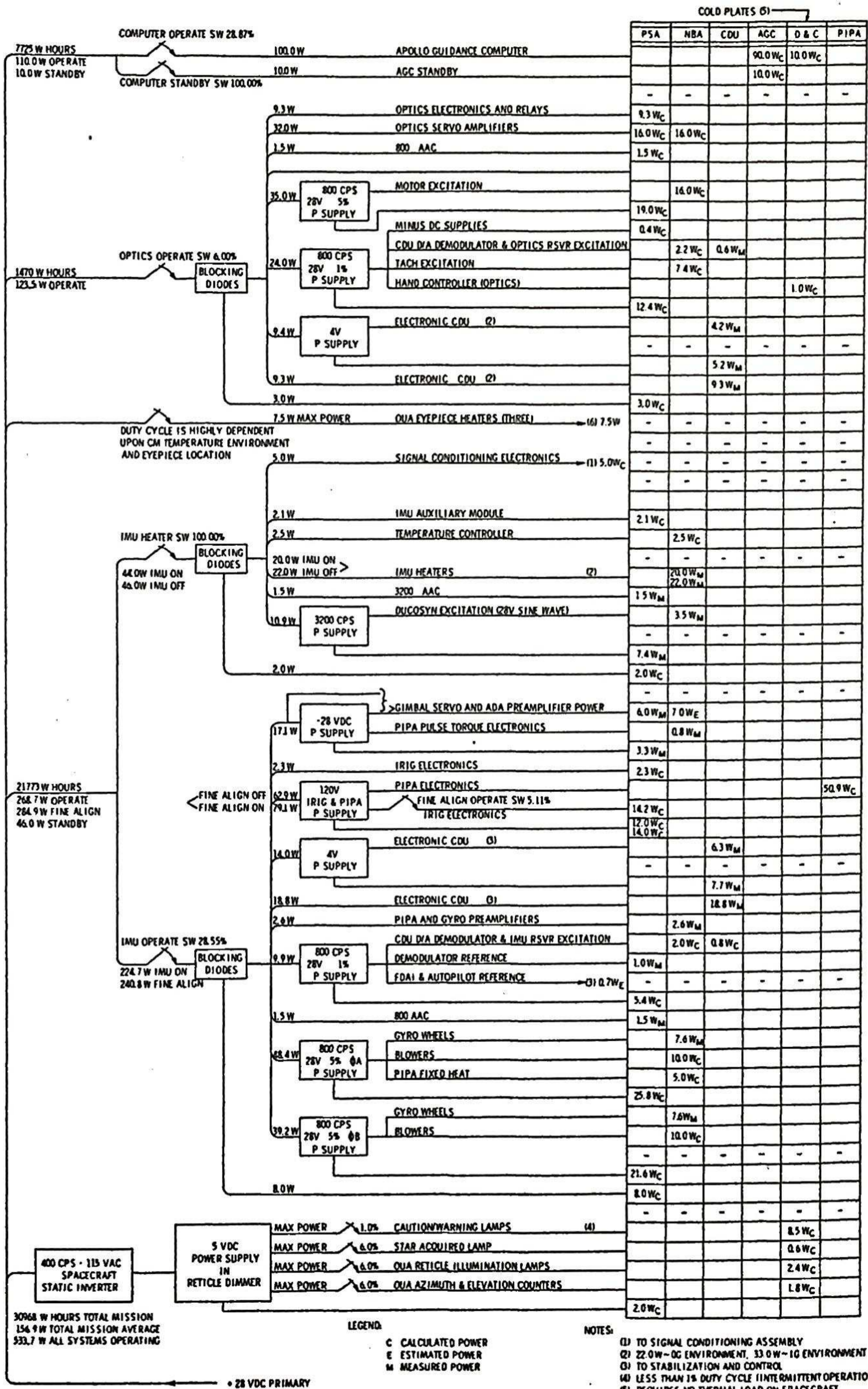
Interface Control Documents serve as the guidelines for reporting power figures.

CM Block I 100 Series	MH01-01227-216 "G & N Electrical Input Power" signed 11 June 1965
CM Block II	MH01-01327-216 "G & N Electrical Input Power" signed 15 July 1965
LEM	LIS-390-10002 "PGNCS Prime Power Requirements and Characteristics" signed 30 July 1965

BLOCK II GUIDANCE AND NAVIGATION LOAD ON PRIMARY + 28 VDC COMMAND MODULE

BASED UPON 198.5 HOUR (8.27 DAY) LUNAR ORBIT MISSION
DESIGN REFERENCE MISSION

REFERENCE GAEC REPORT - LED 540-12, 30 OCTOBER 1964
APOLLO MISSION PLANNING TASK FORCE



LEGEND:
C CALCULATED POWER
E ESTIMATED POWER
M MEASURED POWER

NOTES:
(1) TO SIGNAL CONDITIONING ASSEMBLY
(2) 22.0W - 0C ENVIRONMENT, 33.0W - 1G ENVIRONMENT
(3) TO STABILIZATION AND CONTROL
(4) LESS THAN 1% DUTY CYCLE (INTERMITTENT OPERATION)
(5) REQUIRES NO THERMAL LOAD ON SPACECRAFT COOLANT
(6) TO EACH QUA EYEPIECE IN USE OR STORAGE

30968 W HOURS TOTAL MISSION
156.9 W TOTAL MISSION AVERAGE
533.7 W ALL SYSTEMS OPERATING

• 28 VDC PRIMARY

E-1142

Rev 42

DISTRIBUTION LIST

Internal

M. Adams (MIT/GAEC)	T. M. Lawton (MIT/ MSC)
R. Battin	G. Mayo
P. Bowditch/F. Siraco	John Miller
A. Boyce	W. Nadler (2)
N. Cluett	J. Nevins
J. Dahlen	J. Nugent
J. DeLisle	E. Olsson
E. Duggan	M. Richter (MIT/ MSC)
J. B. Feldman	E. Schwarm
S. Felix	J. Sciegienny
J. Flanders (MIT/KSC)	N. Sears
Eldon Hall	W. Shotwell (MIT/ AC)
T. Hemker (MIT/NAA)	W. Stameris
E. Hickey	J. Stone
D. Hoag	M. Trageser
F. Houston	P. Watson
L. B. Johnson	R. Weatherbee
A. Koso	L. Wilk (2)
M. Kramer	R. Woodbury
L. Larson	Apollo Library (5)
J. Lawrence (MIT/GAEC)	MIT/IL Library (8)
T. J. Lawton	

E-1142

Rev 42

DISTRIBUTION LIST

External:

W. Rhine (NASA/MSC)	(2)
NASA/RASPO	(1)
L. Holdridge (NAA/MIT)	(1)
T. Heuermann (GAEC/MIT)	(1)
AC Electronics	(10)
Kollsman	(10)
Raytheon	(10)
Major H. Wheeler (AFSC/MIT)	(1)
MSC:	(30 + 1R)
National Aeronautics and Space Administration Manned Spacecraft Center Apollo Document Distribution Office (PA2) Houston, Texas 77058	
KSC:	(1R)
NASA J. F. Kennedy Space Center Technical Document Control Office, HB-23 Cape Kennedy, Florida	
GAEC:	(3 + 1R)
Grumman Aircraft Engineering Corporation Data Operations and Services, Plant 25 Bethpage, Long Island, New York Attn: Mr. E. Stern	
NAA:	(18 + 1R)
North American Aviation, Inc. Space and Information Systems Division 12214 Lakewood Boulevard Downey, California Attn: Apollo Data Requirements AE99 Dept. 41-096-704 (Bldg 6)	

NAA RASPO: (1)

NASA Resident Apollo Spacecraft Program Office
North American Aviation, Inc.
Space and Information Systems Division
Downey, California 90241

ACSP RASPO: (1)

National Aeronautics and Space Administration
Resident Apollo Spacecraft Program Officer
Dept. 32-31
AC Electronics Division of General Motors
Milwaukee 1, Wisconsin
Attn: Mr. W. Swingle

Mr. H. Peterson (1)
Bureau of Naval Weapons
c/o Raytheon Company
Foundry Avenue
Waltham, Massachusetts

Mr. S. Schwartz (1)
Department of Defense
DCASD, Garden City
605 Stewart Avenue,
Garden City, L. I., N. Y.
Attn: Quality Assurance

D. F. Kohls (1)
AFPRO (CMRKA)
AC Electronics Division of General Motors
Milwaukee 1, Wisconsin 53201