PROTOTYPE MANEUVER DECOMPOSITION ALGORITHM FOR GENESIS

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ABSTRACT

This paper addresses a prototype of a maneuver decomposition algorithm developed by the Genesis Navigation Team at JPL. Genesis is the fifth mission selected as part of NASA’s Discovery Program with the objective of collecting solar wind samples for a period of approximately two years while in orbit about the Earth-Sun L1 point. The algorithm described herein is an early prototype designed to support navigation analyses and to provide the basis for later development of operational software by the Spacecraft Team. The basic algorithm is applicable to any spin-stabilized spacecraft with axisymmetric thrusters.

The following is an extended abstract.

MISSION OVERVIEW AND SPACECRAFT CHARACTERISTICS

The Genesis mission\(^1\) is designed to deliver the spacecraft and its instruments into a series of four halo orbits about the Sun-Earth collinear libration point, L1, located between the Sun and Earth. The prime mission was originally scheduled for launch in January 2001, with actual launch on August 8, 2001 using a Delta II launch vehicle. Genesis will spend a minimum of 22 months collecting samples of the solar wind and taking science data, mostly during the halo orbits. At the end of the collection period, the spacecraft will follow a free-return trajectory to a specific target that results in a parachute recovery at the Utah Test and Training Range (UTTR) outside Salt Lake City, Utah. Sample return to Earth from L1 has never been attempted before and presents a formidable challenge in terms of mission design and operations, particularly with regard to planning and execution of propulsive maneuvers.

An overview of the Genesis trajectory\(^2\) is provided in Figure 1, including various mission phases and locations for expected trajectory correction maneuvers (TCMs). In addition to maneuvers indicated in Figure 1, there are 15 halo station keeping maneuvers (SKMs), three per halo orbit plus with an additional cleanup burn after Lissajous Orbit Insertion (LOI). Moreover, a deboost maneuver will be performed on the spacecraft bus after release of the Sample Return Capsule (SRC) to enable descent over the Pacific Ocean and prevent entry over a populated area. However, in the event of adverse conditions at UTTR, the spacecraft will be diverted to backup orbit for entry at least 19 days later, as shown. Also, there are opportunities for special calibration maneuvers\(^3\) during return in preparation for more precise TCMs during recovery.

The spacecraft design for Genesis is shown from two perspectives in Figure 2, with solar arrays and collectors on the front and thrusters on the aft side of the spacecraft. After initial maneuvers and spacecraft checkouts are performed, the SRC backshell and collection canister lid will be open as shown in Figure 2 until completion of science collection. However, for large maneuvers during collection, such as LOI, the SRC backshell and canister lids will be closed and latched, then reopened after the maneuver is completed. Except when maneuvers are required, solar arrays are usually pointed to within 10\(^\circ\) of the sun to avoid battery power depletion. However, over science collection and checkout, collectors need to be pointed in
the prevailing solar wind direction or between 4° and 5° ahead of the sun near the ecliptic plane.

Figure 1. Original Genesis Mission Trajectory (January 2001 Launch)

Figure 2. Forward Deck View (Normally Pointing Toward Sun) and Rear Deck View

All maneuvers, including both translational maneuvers and attitude control, will be performed using a hydrazine fueled blowdown system. To minimize contamination risk to the samples collected for maneuvers other than LOI, all thrusters have been placed in an axisymmetric configuration on the side opposite the sample collection canister. For trajectory corrections more than 30° off sun, a Δv limit for each propulsive maneuver is imposed, driven by a maximum battery depletion time.

Spin stabilization was chosen as a simple means of attitude control, in lieu of three-axis stabilization. No reaction wheels, gyros or accelerometers are included in the attitude control subsystem (ACS). The spacecraft normally spins at 1.6 revolutions per minute (rpm). Star trackers and sun sensors support attitude determination, but only the latter are effective when spinning at greater than 2 rpm. Any attitude changes, including spin changes and precessions, must be performed open loop with thrusters. Because the thrusters do not produce balanced torques, all attitude control maneuvers result in a translational Δv, affecting the spacecraft trajectory. Thruster activity, asymmetric mass properties and misalignments also induce oscillations in the spin vector, such as nutation and wobble.
The orientation and characteristics of thrusters needed for guidance and navigation are indicated in Figure 3 and Table 1. There are two separate thruster strings, a primary and redundant. For large maneuvers ($\Delta v > 2.5$ m/s), two 5 lbf thrusters will be used for the burn or translational maneuver, with an initial precession to the burn attitude using alternating pairs of 0.2 lbf, followed by spin up from 1.6 to 10 rpm with 0.2 lbf thrusters before the burn. The higher spin rate increases stability during large maneuvers and reduces execution errors. Following the burn itself, the space vehicle will precess back towards the initial near-sun pointing attitude. Spin down to 1.6 occurs after precession-induced nutation has damped out. For small maneuvers ($\Delta v < 2.5$ m/s), no spin changes are needed and four 0.2 lbf thrusters are used for the burn. 360° precession changes may be required to remove undesired components introduced by the precession itself. The most recent estimate of execution errors for most maneuvers without calibration are indicated in Table 2. Another maneuver mode, which will be employed prior to recovery, involves use of spin changes in lieu of previously described translational maneuvers to achieve higher delivery accuracy via calibration.

The Genesis spacecraft is also equipped with nutation dampers (not shown in Figure 2). Depending on the size and direction of the maneuver required, nutation could grow as large as 20°. As much as 6 hours could be required to allow damping to less than 0.5° of nutation, as well as full recharge of batteries. Therefore, a period of at least 12 hours for interruption of science collection will be reserved for execution of TCMs and SKMs. Maneuver design will be performed jointly by the Navigation Team at the Jet Propulsion Laboratory (JPL) and the Spacecraft Team at Lockheed-Martin Astronautics (LMA) in Denver, CO, in light of spacecraft constraints.

[Diagram showing thruster configurations]

**Notes:**
- All thrusters are located on aft (-X) side, which usually face away from sun and toward Earth.
- T refers to the large 5 lbf thrusters (thrust axis toward +X)
- R refers to the small 0.2 lbf thrusters, canted 45° off -X in the X, Z plane.
- For precession maneuvers, use a single set, e.g., R1 and R2, once a spin cycle, or two sets, e.g., R1, R2 and R3, R4 in alternating half cycles for faster precessions, but with greater nutation at the end of precession.

**Figure 3. Genesis Thruster Configuration**

<table>
<thead>
<tr>
<th>String 1 (Primary)</th>
<th>String 2 (Redundant)</th>
<th>Maneuver Usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1+R2 and R3+R4</td>
<td>R5+R6 and R7+R8</td>
<td>Precession (alternating pairs each half spin cycle)</td>
</tr>
<tr>
<td>R2+R4</td>
<td>R6+R8</td>
<td>+X spin up</td>
</tr>
<tr>
<td>R1+R3</td>
<td>R5+R7</td>
<td>+X spin down</td>
</tr>
<tr>
<td>R1+R2+R3+R4</td>
<td>R5+R6+R7+R8</td>
<td>$\Delta v &lt; 2.5$ m/s</td>
</tr>
<tr>
<td>T1+T2</td>
<td>T3+T4</td>
<td>$\Delta v &gt; 2.5$ m/s</td>
</tr>
<tr>
<td>T1 and T2</td>
<td>T3 and T4</td>
<td>Rapid Precession (alternating each half spin cycle)</td>
</tr>
</tbody>
</table>

**TABLE 1. Thruster Combinations for Genesis**
<table>
<thead>
<tr>
<th>Maneuver Component</th>
<th>Error (Fixed)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precession</td>
<td>≤0.03 m/s × sin (ψ/2) per axis (3σ) with respect to original spin pointing direction for one-way precession ( \psi &lt; 180^\circ ); error applies for entire two-way precession; if total precession is 360(^\circ), corresponding errors are 0.01 m/s (3σ) along original spin axis direction and 0.035 m/s (3σ) per crosstrack axis</td>
</tr>
<tr>
<td>Spin Change</td>
<td>≤0.06 m/s × (spin change/16 rpm) (3σ) along original spin axis direction; ≤0.01 m/s × (spin change/16 rpm) (3σ) per crosstrack axis</td>
</tr>
<tr>
<td>Translational ∆v Maneuver</td>
<td>Use values indicated in panel below.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Translational ∆v Usage criteria</th>
<th>Thrusters</th>
<th>Magnitude proportionality %</th>
<th>Fixed magnitude m/s</th>
<th>Crosstrack proportionality % (per axis)</th>
<th>Fixed Crosstrack m/s (per axis)</th>
</tr>
</thead>
<tbody>
<tr>
<td>∆v &gt; 2.5 m/s; SRC closed</td>
<td>two 5 lbf</td>
<td>6.0</td>
<td>0</td>
<td>3.0</td>
<td>0</td>
</tr>
<tr>
<td>0.05&lt;∆v&lt;2.5 m/s; SRC open</td>
<td>four 0.2 lbf</td>
<td>6.0</td>
<td>0.01</td>
<td>4.0</td>
<td>0.005</td>
</tr>
<tr>
<td>0.05&lt;∆v&lt;2.5 m/s; SRC closed(^1)</td>
<td>four 0.2 lbf</td>
<td>6.0</td>
<td>0.01</td>
<td>3.0</td>
<td>0.003</td>
</tr>
</tbody>
</table>

**TABLE 2. Uncalibrated Maneuver Execution Errors (per Original Design)**

**SPINNING SPACECRAFT DYNAMICS AND DECOMPOSITION ALGORITHM**

Based on previous experience with the Galileo spacecraft\(^4\), the Navigation Team has developed a decomposition algorithm to be used to support maneuver planning and mission analyses. The purpose of this algorithm is to decompose maneuvers into constituents to account for both the translational burn and spacecraft attitude changes required to carry out such a maneuver. Attitude changes may include precessions, as well as changes to the spacecraft spin rate, such as those required to increase stability for large maneuvers.

In general, the total propulsive maneuver can be decomposed into components associated with the turn or precession, spin changes (increase and decrease), as well as the burn or translational maneuver, which is usually but not always the largest component. This can be expressed in terms of the vector summation:\(^{5}\)

\[
\Delta v_{\text{total}} = \Delta v_{\text{burn}} + \Delta v_{\text{turn}} + \Delta v_{\text{spinup}} + \Delta v_{\text{spindown}}
\]  

(3)

\(\Delta v_{\text{total}}\) is the desired propulsive maneuver, which is derived via the orbit determination process prior to start of maneuver planning. \(\Delta v_{\text{total}}\) is oriented relative to some initial attitude for the spacecraft.

In the case of precessions, \(\Delta v\) is obtained from a series of pulses which occur each revolution or half-revolution. The cumulative effect of these pulses is to produce a \(\Delta v\) vector which lies along the chord of a turn circle in spacecraft centered \(\Delta v\) space (or along the +X body axis), as illustrated in Figure 5. The circumference of a turn circle traces out induced \(\Delta v\) resulting from a series of thruster pulses. Thus, a 360\(^\circ\) turn in the absence of execution errors results in a net induced \(\Delta v\) of zero.

The diameter \(V_0\) of the two-way turn circle shown in Figure 5 can be derived from mass properties and

\(^1\) Bold face denotes vector or matrix; \(^\wedge\) denotes a unit vector
characteristics of the spacecraft as follows:

$$V_0 = \frac{4I_{xx} \omega_x}{rm}$$  \hspace{1cm} (1)

where $I_{xx}$ is the spacecraft moment of inertia about the spin axis ($x$), $\omega_x$ is the component of angular velocity along the spin axis, $r$ is the lever arm associated with either a 5 lbf thruster or 0.2-lbf thruster pair and $m$ is the spacecraft mass. Whenever the desired $\Delta v$ falls inside the two-way turn circle (typically $V_0 < 0.5$ m/s), $\Delta v$ resulting from spacecraft precession cannot be used effectively as a component of the desired $\Delta v$, and must therefore be removed by precessing at least one complete revolution around the turn circle. Most TCMs and SKMs are estimated to be small enough that $360^\circ$ precessions might be required most of the time. However, biasing strategies are currently under investigation to attempt to reduce the number of such precessions that might otherwise be required.

![Figure 4. Turn Circle Geometry for Spinning Spacecraft](image)

Spin change can be characterized extremely well, because a spin change of magnitude $\Delta \omega_x$ produces a $\Delta v_{\text{spin}}$ along the $+x$ axis and inertially fixed, according to the following relationship:

$$\Delta v_{\text{spin}} \approx \frac{I_{xx} \Delta \omega_x}{rm}$$  \hspace{1cm} (2)

The thruster lever arm $r$ is well defined beginning before launch. Mass properties are also fairly well defined at launch, but will change over the course of the mission. Because there are no accelerometers on Genesis, $\Delta v_{\text{spin}}$ cannot be determined by the on-board ACS software. However, through observation of a spin change event from the ground coupled with spin rate estimates available from telemetry throughout the event, the spacecraft mass property $I_{xx}/m$ can be established very accurately. In particular, studies\(^5\) have demonstrated that reduction of all fixed errors to 3 mm/s and proportional errors to 1% would permit all of the aforementioned entry requirements to be met with reasonable performance margin.

**DETERMINATION OF TURNS AND BURN**

The initial attitude can be defined in terms of the transformation from inertial to precession plane coordinates, provided by the direction cosines:

$$\mathbf{A}_{\text{initial}} = \begin{bmatrix} \hat{x} \\ \hat{y} \\ \hat{z} \end{bmatrix}, \hat{x} = \omega_{\text{initial}}^{EME2000}, \hat{y} = \frac{\Delta v_{\text{total}}^{EME2000} \times \omega_{\text{initial}}^{EME2000}}{\Delta v_{\text{total}}^{EME2000}}, \hat{z} = \hat{x} \times \hat{y}$$  \hspace{1cm} (4)

where $\omega_{\text{initial}}^{EME2000}$ is the initial angular velocity of the spacecraft, defining the initial direction of the spin
axis and thruster alignment, and $\Delta v_{total}^{EME2000}$ is the desired propulsive maneuver, both specified in terms of the inertial coordinate frame associated with the Earth Mean Equator of January 1, 2000 (EME2000). The angle $\theta$ of the desired maneuver within the precession plane can be determined by:

$$\theta = \cos^{-1}(\Delta v_{total}^{EME2000} \cdot \hat{\omega}_{initial}^{EME2000})$$

(5)

Thus, the total maneuver in the precession plane can be expressed as the 2-vector (x and z spacecraft directions, respectively):

$$\Delta v_{total} = \begin{bmatrix} \Delta v_{total} \cos \theta, \Delta v_{total} \sin \theta \end{bmatrix} = \begin{bmatrix} (\Delta v_{total})_x, (\Delta v_{total})_z \end{bmatrix}$$

(6)

However, owing to the contribution of other components, the translational component $\Delta v_{burn}$ must be executed at a somewhat different angle $\psi$, which is the angle through which the spacecraft must precess between the initial attitude and the burn attitude. Assuming spin changes are not part of the maneuver sequence for the time being, the turn and burn components $\Delta v_{turn}$ and $\Delta v_{burn}$ are oriented in the precession plane as shown in Figure 5.

Therefore, the burn and turn components in the precession plane can be expressed as the following two component vectors:

$$\Delta v_{burn} = \begin{bmatrix} \Delta v_{burn} \cos \psi, \Delta v_{burn} \sin \psi \end{bmatrix} = \begin{bmatrix} (\Delta v_{burn})_x, (\Delta v_{burn})_z \end{bmatrix}$$

(7a)

$$\Delta v_{turn} = \begin{bmatrix} \Delta v_{turn} \cos (\psi/2), \Delta v_{turn} \sin (\psi/2) \end{bmatrix} = \begin{bmatrix} (\Delta v_{turn})_x, (\Delta v_{turn})_z \end{bmatrix}$$

(7b)

Figure 5. Maneuver Decomposition Disregarding Spin Changes

$\Delta v_{burn}$ is the sum of outbound and inbound turn components ($v_{\psi1}$ and $v_{\psi2}$) respectively, oriented along the chord of the turn circle at half of the precession angle, as shown in Figure 5. A more precise expression for
the diameter \( v_0 \) of the two-way turn circle (as opposed to Equation 1) is related to known mass properties and characteristics of the spacecraft as follows:

\[
v_0 = \frac{4I_{xx} \omega_x}{m \sin \frac{\gamma}{2}}, \quad \gamma = \omega_x \frac{\Delta T}{2}
\]

(8)

where \( I_{xx} \) is the spacecraft moment of inertia about the spin axis, \( \omega_x \) is the component of angular velocity along the spin axis, \( r \) is the lever arm associated with the net thrust along the spin axis direction, \( m \) is spacecraft mass and \( \sin \frac{\gamma}{2} \) is an efficiency factor related to the duty cycle of thrusting where \( \Delta T \) is the total pulse duration per spin revolution. Therefore, for a two-way precession, where the outbound and inbound turns are identical:

\[
\| \Delta v_{\text{turn}} \| = v_{\alpha 1} + v_{\alpha 2} = v_0 \sin \left( \frac{\psi}{2} \right)
\]

(9)

or for a one-way precession,

\[
\| \Delta v_{\text{turn}} \| = v_{\psi} \sin \left( \frac{\psi}{2} \right), \quad v_{\psi} = \frac{v_0}{2}
\]

(10)

where \( v_{\psi} \) is the diameter of the one-way turn circle (also, the radius of the two-way turn circle). In general, the final attitude of the spacecraft after the maneuver will be close enough to the initial attitude prior to the maneuver, that the two-way turn circle geometry is applicable. Corrections for differences between initial and final attitude will be described later.

The primary goal of the decomposition algorithm is to determine the precession angle \( \psi \) and the magnitude of the \( \Delta v_{\text{burn}} \) for the translational component. Use equations 3, 6, 7, but ignore the effects of spin changes. This yields:

\[
\begin{align*}
\left( \Delta v_{\text{total}} \right)_x &= \| \Delta v_{\text{burn}} \| \cos \psi + \| \Delta v_{\text{turn}} \| \cos \frac{\psi}{2} \\
\left( \Delta v_{\text{total}} \right)_z &= \| \Delta v_{\text{burn}} \| \sin \psi + \| \Delta v_{\text{turn}} \| \sin \frac{\psi}{2}
\end{align*}
\]

(11)

Spin change components \( \Delta v_{\text{spinup}} \) and \( \Delta v_{\text{spindown}} \) are required either when large thrusters are needed (e.g., when \( \Delta v_{\text{total}} > 2.5 \) m/s) or in lieu of \( \Delta v_{\text{burn}} \) when precise maneuvers are required, such as those prior to entry. Application of spin change components will be discussed later.

By applying equations 9 and 10 and trigonometric identities, the following two equations are obtained:

\[
\begin{align*}
\left( \Delta v_{\text{total}} \right)_x &= \| \Delta v_{\text{burn}} \| \cos \psi + v_{\psi} \sin \psi \\
\left( \Delta v_{\text{total}} \right)_z &= \| \Delta v_{\text{burn}} \| \sin \psi + v_{\psi} \left( 1 - \cos \psi \right)
\end{align*}
\]

(12)

From these, a quadratic equation may be obtained in \( \cos \psi \):

\[
\left[ R^2 + \left( \Delta v_{\text{total}} \right)_x^2 \right] \cos^2 \psi + 2v_{\psi} R \cos \psi + \left[ v_{\psi}^2 - \left( \Delta v_{\text{total}} \right)_x^2 \right] = 0
\]

(13)

whose solutions are:

\[
\cos \psi = \frac{-v_{\psi} R \pm \sqrt{\left( \Delta v_{\text{total}} \right)_x \sqrt{\left( \Delta v_{\text{total}} \right)_x^2 + R^2 - v_{\psi}^2}}}{{\left( \Delta v_{\text{total}} \right)_x^2 + R^2}}
\]

(14)
where \[ R = \left( \Delta v_{\text{total}} \right)_z - v_{\psi}. \]

If the radical
\[ \left( \Delta v_{\text{total}} \right)_x^2 + R^2 - v_{\psi}^2 < 0 \]

then \( \Delta v_{\text{total}} \) lies inside the two-way turn circle of radius \( v_{\psi} \). In this situation, \( \Delta v_{\text{turn}} \) cannot be used as a component of \( \Delta v_{\text{total}} \) and must be nullified by implementing a total precession of 360° around the turn circle; in the absence of any spin changes, this results in \( \Delta v_{\text{burn}} = \Delta v_{\text{total}} \) with an initial precession of \( \theta \) and a final precession of 360°- \( \theta \).

When not inside the turn circle, there are two solutions for \( \cos \psi \) which give rise to four possible solutions for \( \psi \). This ambiguity can be resolved through trial and error. Equation 9 can be applied to estimate the magnitude of the turn for each of the four cases, and equation 12 can be applied as follows to estimate the magnitude of the burn for each case:

\[
\left| \Delta v_{\text{burn}} \right| = \begin{cases} 
\left( \Delta v_{\text{total}} \right)_x - v_{\psi} \sin \psi 
& \text{when } \left| \cos \psi \right| > \sqrt{2}/2 \\
\cos \psi 
& \text{when } \left| \cos \psi \right| \leq \sqrt{2}/2 \\
\left( \Delta v_{\text{total}} \right)_z + v_{\psi} (\cos \psi - 1) 
& \text{when } \left| \cos \psi \right| \leq \sqrt{2}/2 
\end{cases}
\]

One and only one of the four possibilities for turn and burn magnitudes as obtained from equations 15 and 9 respectively, should satisfy equations 11 (or provide a result which is reasonably close to satisfying the equality). Moreover, the correct solution should also result in a positive burn magnitude.

If the resulting \( \psi > 180° \), then it is generally recommended that \( \Delta v_{\text{turn}} \) not be applied to the maneuver design, since this would entail a two-way precession of greater than 360° and unnecessarily increase the off-sun time during the maneuver sequence. In this situation, just like the condition of being inside the turn circle, \( \Delta v_{\text{burn}} = \Delta v_{\text{total}} \) is imposed with an initial precession of \( \theta \) and a final precession of 360°- \( \theta \). Figure 6 illustrates the aforementioned conditions in which a 360° precession would be applied.

For maneuvers involving only a single precession, such as the final SRC release and deboost maneuvers, equation 10 is applied in place of equation 9 with the consequence that \( v_{\psi} \) in all subsequent equations would now represent the radius of the one-way turn circle and would be halved in value.

All components obtained from the aforementioned algorithm can be transformed back to EME2000 using the transpose of \( A_{\text{initial}} \) from equation 4, assuming \( \hat{\omega}_{\text{initial}} = \hat{\omega}_{\text{final}} \).
MODIFICATIONS FOR SPIN CHANGES

For cases where spin changes are used, each spin change component is estimated as follows:

\[ \left\| \Delta v_{\text{spin}} \right\|_i \approx \frac{I_{xx} \Delta \omega}{\text{im}} \]

(16)

based on the magnitude of the change in the spin rate of the spacecraft. The spin change component is aligned more or less with the spacecraft spin axis and will generally occur at points before and after the burn which accommodate a minimal time when more than 30° off sun for power reasons. This would occur either along the burn attitude (when before the burn or when after the burn and within 30° of the sun direction) or at an attitude which is at a prescribed off-sun angle \( \alpha \) within the plane defining the inbound precession (when after a burn greater than 30° off sun).

Currently, the strategy for spin up entails precessing to the burn attitude using smaller thrusters and spinning up just prior to the translational maneuver. For this situation:

\[ \Delta v_{\text{spin}} = \left\| \Delta v_{\text{spin}} \right\| \hat{v}_{\text{burn}} \]  

(17a)

\[ \Delta v_{\text{corrected}} = \Delta v_{\text{burn}} - \Delta v_{\text{spin}} \]  

(17b)

which is applied after \( \Delta v_{\text{burn}} \) is determined via the aforementioned algorithm, but prior to transforming back into the EME2000 coordinate frame.

In the case of spin down after large maneuvers (> 2.5 m/s) where \( \Delta v_{\text{total}} \) is greater than 30° off sun, the final attitude is assumed to be the sun direction and the spin change would occur at an angle \( \alpha \) from the final spacecraft attitude during the post-burn precession in order to minimize off-sun time. For large maneuvers, it can be assumed that \( \hat{\omega}_{\text{initial}} = \hat{\omega}_{\text{final}} = \hat{\omega}_{\text{SC}} \), where \( \hat{\omega}_{\text{SC}} \) is spacecraft position relative to the sun in EME2000; this entails correcting \( \Delta v_{\text{total}} \) in the precession plane coordinate.
frame prior to applying the decomposition algorithm, as follows:

\[
\Delta v_{\text{spindown}} = \left\| \Delta v_{\text{spin}} \right\| \begin{bmatrix} \cos \alpha \\ 0 \\ \sin \alpha \end{bmatrix} 
\]

(18a)

\[
\Delta v_{\text{corrected}}^{\text{total}} = \Delta v_{\text{total}} - \Delta v_{\text{spindown}} 
\]

(18b)

These equations may also be applied to address any spin up which may be required for the case of large maneuvers, in lieu of equations 17, since initial pointing for this case will be at some angle \( \alpha \) off sun.

If \( \Delta v_{\text{total}} \) is within 30° of the sun, then spin down can occur immediately after the burn, so that \( \Delta v_{\text{spindown}} \) would be computed and \( \Delta v_{\text{burn}} \) corrected in the same manner as in equations 17.

For the case where spin changes are employed in lieu of the burn itself, \( \Delta v_{\text{burn}} \) is set to zero and replaced with some combination of spin change components, such that:

\[
\begin{align*}
\Delta v_{\text{spinup}} + \Delta v_{\text{spindown}} &= \sum_{i=1}^{N} \left\| \Delta v_{\text{spin}} \right\| \Delta v_{\text{burn}} \\
\left\| \Delta \omega \right\|_{i} &= \frac{rm}{I_{xx}} \left\| \Delta v_{\text{spin}} \right\|_{i} 
\end{align*}
\]

(19a)

(19b)

Corrected components can be transformed back to EME2000 using the transpose of \( A_{\text{initial}} \) from equation 4, assuming \( \Omega_{\text{initial}}^{\text{EME2000}} \approx \Omega_{\text{final}}^{\text{EME2000}} \).

**CORRECTIONS FOR PRECESSION ASYMMETRY**

For cases where initial and final attitudes differ significantly, such as when a propulsive maneuver is combined with a sun or solar wind pointing correction, or portions of the precession are performed with a different thruster combination and spin rate, adjustments to \( \Delta v_{\text{burn}} \) and \( \Delta v_{\text{burn}} \) must be applied to correct the previous precession estimate and to compensate for error in the previous burn estimate in the along-track direction. This is done after transforming back to EME2000 using \( A_{\text{initial}}^{\text{transposed}} \) derived from equation 4. For the case where only smaller thrusters are used for precession and \( \Omega_{\text{initial}}^{\text{EME2000}} \neq \Omega_{\text{final}}^{\text{EME2000}} \),

\[
v_{\alpha 1}^{\text{EME2000}} = \frac{\Delta v_{\text{turn}}^{\text{EME2000}}}{2} 
\]

(20a)

\[
\left( v_{\alpha 2}^{\text{EME2000}} \right)^{\text{corrected}} = v_{\psi} \sin \left( \psi / 2 \right) \left[ \Delta v_{\text{burn}}^{\text{EME2000}} + \Omega_{\text{final}}^{\text{EME2000}} \right] \\
\left( \Delta v_{\text{burn}}^{\text{EME2000}} \right)^{\text{corrected}} = v_{\alpha 1}^{\text{EME2000}} + \left( v_{\alpha 2}^{\text{EME2000}} \right)^{\text{corrected}}
\]

(20b)

(20c)
\[
\left( \Delta v_{\text{burn}}^{\text{EME2000}} \right)^{\text{corrected}} = \Delta v_{\text{burn}}^{\text{EME2000}} + \Delta v_{\text{burn}}^{\text{EME2000}} \left( \Delta v_{\text{burn}}^{\text{EME2000}} \cdot \left( \hat{v}_{\text{a2}}^{\text{EME2000}} \right)^{\text{corrected}} - v_{\text{a1}}^{\text{EME2000}} \right) \]

(20d)

Errors in the burn estimate in the cross-track direction are not compensated for; however, it can be shown that these errors are no larger than \( v_{\psi} \sin^2 (\Delta \psi / 2) \) in the worst case where \( \Delta \psi = \psi' - \psi \). The worst-case estimate of uncompensated cross-track error introduced by the algorithm as a result of a difference in initial and final attitude for \( \Delta \psi < 10^\circ \) is typically \( \sim 1\% \) of the uncalibrated cross-track execution error. For the case where large thrusters are required for a burn more than 30\(^\circ\) off sun, rapid precession on large thrusters is performed for the first part of the inbound precession (i.e., until within sun angle \( \alpha \)), so that \( v_{\psi} \neq v_{\psi} \) due to a different spin rate \( \omega_x \) and thruster lever arm \( r' \) affecting the turn circle size (equation 8). For this situation, let us assume \( \omega_{\text{initial}}^{\text{EME2000}} = \omega_{\text{final}}^{\text{EME2000}} \) and replace equation 20b with the following:

\[
\left( \hat{v}_{\text{a2}}^{\text{EME2000}} \right)^{\text{corrected}} = v_{\psi} \sin \left( \frac{\psi - \alpha}{2} \right) \left( \Delta v_{\text{burn}}^{\text{EME2000}} + \Delta v_{\text{spindown}}^{\text{EME2000}} \right) \]

(21)

**LIMITATIONS**

Note that this algorithm ignores both the effects of nutation introduced over the course of the maneuver and wobble due to misalignment of the spin axis with a principal axis of the spacecraft. Further improvements to the algorithm are required to compensate for these effects and to allow for adjustments to various components during operations on the basis of spacecraft performance as derived from previous maneuvers and special maneuver calibrations, including an estimate of confidence or uncertainty level.

Strictly speaking, this algorithm does not accommodate large maneuvers coinciding with sun or solar wind pointing corrections. The assumption for such maneuvers would be that \( \omega_{\text{initial}}^{\text{EME2000}} = \omega_{\text{final}}^{\text{EME2000}} \) and that any asymmetry required in the final precession could be treated as a separate attitude control event, completely decoupled from the propulsive maneuver.

Also, durations of various components and delay times between components need to be added to the algorithm or specified directly by the Spacecraft Team based on scenarios developed and tested for assembly, test and launch operations (ATLO). This is of particular importance for the final pre-entry maneuvers, where specific execution errors and durations become much more significant.

**CONCLUSION**

A prototype decomposition algorithm has been developed for the Genesis mission which partially addresses spacecraft design limitations and constraints. A more sophisticated algorithm, developed subsequently by the Spacecraft Team, is being used to support Genesis flight operations at present. Nevertheless, the algorithm presented above may be applicable to other missions using spin-stabilized spacecraft with axisymmetric thrusters.
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