STAR OCCULTATION MEASUREMENTS
AS AN AID TO NAVIGATION IN
CIS-LUNAR SPACE

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ABSTRACT

The time measurement of star occultations is one of several
modes of obtaining navigation data in cis-lunar space. Using
statistical methods of optimization of data, the feasibility
of navigation using the measurement of star occultations as
a method in itself and in combination with angle measure-
ments is investigated using digital computation techniques.
The real star field is approximated by a statistical star back-
ground for the purpose of this study. An "average occultation
frequency" is calculated based on a reference trajectory and
the statistical star background. The occurrence or non-
ocurrence of occultations along the trajectory is determined
by a random number operation which utilizes the "average
occultation frequency". The measurements obtained are
introduced into a navigation routine which simulates the
circumlunar voyage. The results indicate that navigation
based on occultation measurements alone is not practical.
However, when occultation measurements are used in conjunction
with angle measurements, it is shown that the total velocity
correction required is reduced and other navigational
parameters are similarly reduced. This study indicates that
further investigation using actual star data would be
appropriate.

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CHAPTER I

INTRODUCTION

As seen from a vehicle traveling in earth-moon space, stars will disappear behind the earth or the moon due to the relative movement of those bodies with respect to the vehicle. In a like manner stars will appear from behind the earth and the moon. The word occultation will be used in this study to include both phenomena, although in the strict sense this word applies only to the disappearance of one celestial body due to the intervention of a second celestial body.

By noting the time that an occultation of a known star takes place, an astronaut may gain information about the vehicle's position and velocity. The same kind of information may be gained by other types of measurements.¹ One family of measurements available is comprised entirely of angular measurements. Included in this category are measurements of the angle between the moon horizon and the earth horizon, the moon horizon and a star, an earth landmark and a star and other obvious combinations. Also included in this family is the measurement of the apparent diameter of
either the earth or the moon. A second family is comprised entirely of measurements utilizing electromagnetic radiation.

All of the angular measurements require some sort of space sextant and possibly some maneuvering of the space vehicle. The electromagnetic techniques would also involve additional equipment and perhaps some maneuvering. In contrast the occultation measurements would require no equipment other than a precision time source which would already be included in any self contained navigation system. Assuming that omnidirectional vision would be provided by periscopes, occultation measurements would require no maneuvering of the space vehicle. The observer would simply record the instant of occultation. Thus the measurement would cost nothing in the way of propellant to maneuver the vehicle and would require no extra equipment in the vehicle. There is one other important difference between occultation measurements and the other measurements mentioned. The angular measurements and the electromagnetic measurements are available over some continuous time interval, whereas occultations are discrete events.

To be of real use occultations must meet two criteria. They must occur frequently enough to provide more than sporadic information, and the information they
provide must be of usable quality. Both of these factors will be investigated in the work that follows.

Several possibilities for the use of occultation measurements in space navigation present themselves. Perhaps a successful voyage could be made using only occultation data for navigation. More probably occultation measurements could be used to supplement other techniques. In connection with the latter idea, it is interesting to note that angular measurements are more easily made from an illuminated horizon while occultations are most accurately observed when they take place at a non-illuminated portion of the occulting body. Thus it appears that angular measurements and occultation measurements complement one another. Finally it is possible that occultation measurements could provide an emergency navigation technique in the event of failure of a more sophisticated system.

The purpose of this thesis is to study the usefulness of star occultation data for navigational purposes during a circum-lunar voyage. There are several logical steps that must be taken before any conclusions can be drawn. First, it must be established that occultations occur frequently enough to be useful. Here, the authors have drawn heavily from an unpublished study on star
occultation frequency by Dr. J. H. Laning Jr.\(^2\) This study indicated that occultations do occur frequently enough to warrant investigation into their usefulness as an aid to navigation. This result motivated the work that is the main body of the present study.

A control program, utilizing existing subroutines and an existing trajectory, was written to simulate a circum-lunar flight. Options were written into the control program so that the use of two navigational modes could be simulated. In one case the navigation is based entirely on occultation measurements. In the second case navigation is based on a combination of angle and occultation measurements.

It should be noted here that the entire study is a statistical simulation of the actual problem. The frequency with which occultations would occur is computed on the basis of a statistical star background. A random number process based on this frequency determines whether an occultation actually occurs, and a similar process determines where on the body the occultation takes place.

A simulated flight is begun by estimating injection errors in position and velocity. These initial errors are chosen on the basis of a statistical knowledge of the launch guidance capabilities. Upon completion of
a simulated flight, the effectiveness of the navigation technique employed can be evaluated on the basis of the resulting errors in position and velocity at the target, the accuracy with which these errors are known and the required velocity corrections.
CHAPTER 2

NAVIGATION THEORY

2.1 Introduction

For the past several years there has been considerable thought and effort devoted to the ways and means of midcourse navigation of both manned and unmanned space flight vehicles. This study will concern itself with the work of Dr. R. H. Battin and his method for optimum utilization of space navigation data.¹

For the purposes of clarity and cohesiveness a summary of Dr. Battin's approach to this problem of optimum utilization of navigation data will be included here, but the reader is directed to the above reference for a more comprehensive study.

This summary will be further limited to the application of Dr. Battin's work to star occultation measurement data in earth-moon space in accordance with the area of this study and with the fact that other measurement modes are utilized in an entirely analogous manner.
2.2 General

Star occultation navigation is founded on small perturbation theory in which only small deviations from the referenced times of occultation and the corresponding small deviations in position and velocity from a reference trajectory are utilized. Data are obtained by an astronaut using a timer device to obtain the time difference between the actual and referenced times of an occultation, where an on-board clock will serve as a time reference. These data will be processed by an on-board computer and will provide the calculations for any small changes in the vehicle velocity.

Problems to be solved by using this method of statistical optimization of star occultation data are: (1) definition and derivation of the optimum linear operations for processing the star occultation data in a manner consistent with the mission objectives; (2) optimization of the number of corrective maneuvers required in terms of mission accuracy; and (3) expression of the mean-squared velocity correction directly in terms of the errors associated with initial orbital injection, star occultation measurements and establishment of the desired velocity corrections.

It will be assumed throughout this study that the cross-correlation effects of random measurement errors is negligible and will therefore be ignored. This
assumption is not true in general but was utilized here for the sake of convenience. Also, launch guidance is not considered so that the guidance problem is confined to the time between injection into and return from a trans-lunar orbit.

Errors arising from lunar orbit injection will be considered small and the corresponding deviations in position will be detected and corrected in the normal course of the star occultation navigation program. Navigationally the outbound and return portions of the trip are basically the same.

Star occultation measurements and velocity corrections will be made at specific points along a specified trajectory, where the time interval and selection of these points is arbitrary with consideration being given to proximity of the vehicle to the target body. That is, the nearer the vehicle is to the reference body, the smaller the integration interval of the equations of motion should be for greater accuracy of trajectory determination. The time limits of these intervals define the location of decision points along the trajectory. For an actual mission the decision points will be those pre-calculated reference times of desired real star occultations. The trajectory is based on a three-dimensional model of the solar system.
In the star occultation mode one of two events can occur at each decision point: (1) either a velocity correction is implemented; or (2) an occultation measurement is initiated if available. This procedure differs from that when using angular measurements only in that it costs nothing but a few seconds of the astronaut's time to make an occultation measurement so that for the sake of better reduction of data uncertainties the occultation measurement should be made at every available opportunity.

Notation conventions utilized are as follows: (1) a column vector of any dimension is represented by an underscored letter with the absolute value identified by omitting the underscore; (2) matrices are denoted by capital letters; (3) the transpose of a vector or a matrix will be denoted by a superscript T; (4) the scalar product of two vectors a and b will be written as a^Tb; and (5) the average value of any quantity will be indicated by an overscore.

2.3 The Star Occultation Measurement

The reference time T is defined as that time when a predetermined occultation should occur. At this reference time T for an occultation measurement there exists a reference position vector $\mathbf{r}$ for the vehicle, and it is assumed that we know the exact position and velocity of the earth.
and moon at time T. Time T will correspond to those times establishing decision points along the reference trajectory.

If a position deviation $\delta r$ exists, then a specified occultation will not occur at the reference time T so that a time increment $\delta \tau$ is defined as that interval between the referenced and actual occultation times. $\delta \tau$ can be an interval either before or after the reference time T since the probabilities of an occultation occurring before or after the reference time are the same.

It is assumed that there is no clock error present in these measurements and calculations since clocks are currently available with accuracies such that the resultant navigation errors induced in a typical sixty-hour lunar mission is negligible.

To obtain the deviation in time $\delta \tau$ with respect to the position deviation $\delta r$ of the vehicle from its reference position, let the relative positions of the sun, occulting body and vehicle be as shown in Fig. 2.1. Let $\mathbf{r}$ be the vector from the sun to the vehicle $S_0$ and $\mathbf{z}$ the vector from $S_0$ to the center of the occulting body OB. The unit vector $\mathbf{n}$ is in the direction of the star to be occulted while $\mathbf{m}$ is the unit vector corresponding to $\mathbf{z}$. $\mathbf{p}$ is a unit vector associated with the vector $\mathbf{x}$ defined as normal to $\mathbf{m}$ and in the plane of occultation defined by $\mathbf{m}$ and $\mathbf{n}$. As shown, $\gamma$ is the angle between the vehicle-star and the
vehicle-occuling body center lines.

FIG. 2.1 Star occultation geometry
Factors affecting the relationship between $\delta \tau$ and $\delta r$ are (1) motion of the occulting body during the interval $\delta \tau$; (2) the initial displacement $\delta r$ of the vehicle position with respect to $S_0$ at the time $T$ when the occultation should occur; and (3) the vector distance $v_s \delta \tau$ traveled by the vehicle with velocity vector $v_s$ from the start to finish of the occultation measurement.

At the instant of occultation we have

$$n \cdot z = z \cos \gamma \quad (2.2)$$

where

$$z^2 = z \cdot z \quad (2.3)$$

Treating changes as first order differentials there results

$$n \cdot \delta z = \cos \gamma \delta z - z \sin \gamma \delta \gamma$$

$$= \cos \gamma (m \cdot \delta z) - z \sin \gamma \delta \gamma \quad (2.4)$$

where

$$\delta z = m \cdot \delta z \quad (2.5)$$

The angle $\gamma$ is also defined by the relation

$$\sin \gamma = \frac{D}{2z} \quad (2.6)$$

Again taking first order differentials to compute the
angle deviation $\delta \gamma$, there results

$$2 \sin \gamma \delta z + 2z \cos \gamma \delta \gamma = 0 \quad (2.7)$$

from which

$$\delta \gamma = - \frac{\sin \gamma \delta z}{z \cos \gamma}$$

$$= - \frac{D}{2z^2 \cos \gamma} \delta z \quad (2.8)$$

$$= - \frac{D}{2z^2 \cos \gamma} \mathbf{m} \cdot \delta \mathbf{z}$$

with the aid of Eq. (2.5).

With $v_p$ and $v_s$ defining the velocity vectors of the occulting body and vehicle respectively and $v_r$ defining the velocity of the vehicle with respect to the occulting body, we have

$$v_s = v_r + v_p \quad (2.9)$$

From Fig. 2.1 summing vectors

$$z + \delta z - v_p \delta \tau - z + \delta \mathbf{r} + v_s \delta t = 0 \quad (2.10)$$

from which

$$\delta z = (v_p - v_s) \delta \tau - \delta \mathbf{r}$$

$$= -v_r \delta \tau - \delta \mathbf{r} \quad (2.11)$$
The vector $\mathbf{x}$ normal to the unit vector $\mathbf{m}$ is defined as

$$
\mathbf{x} = (\mathbf{m} \times \mathbf{n}) \times \mathbf{m}
$$

$$
= \mathbf{n}(\mathbf{m} \cdot \mathbf{m}) - \mathbf{m}(\mathbf{n} \cdot \mathbf{m})
$$

$$
= \mathbf{n} - \mathbf{m}(\mathbf{n} \cdot \mathbf{m})
$$

$$
= \mathbf{n} - \cos \gamma \mathbf{m}
$$

with magnitude

$$
x = 1 - \cos^2 \gamma
$$

$$
= |\sin \gamma|
$$

The unit vector corresponding to $\mathbf{x}$ is defined as

$$
\hat{\mathbf{e}} = \frac{\mathbf{x}}{x}
$$

$$
= \frac{\mathbf{n} - \cos \gamma \mathbf{m}}{|\sin \gamma|}
$$

using Eqs. (2.12) and (2.13).

Solving Eq. (2.4) for the angular deviation $\delta \gamma$ and using Eqs. (2.8) and (2.14), we have

$$
\delta \gamma = \frac{(\cos \gamma \mathbf{m} - \mathbf{n}) \cdot \delta \mathbf{z}}{z \sin \gamma}
$$

$$
= -\frac{1}{z} \hat{\mathbf{e}} \cdot \delta \mathbf{z}
$$

$$
= \frac{D \mathbf{m} \cdot \delta \mathbf{z}}{2z^2 \cos \gamma}
$$

(2.15)
Eqs. (2.6) and (2.15) then give us

\[ \frac{1}{z} \mathbf{z} \cdot \delta \mathbf{z} = \frac{D m \cdot \delta z}{2z^2 \cos \gamma} \]

or

\[ = \tan \frac{\gamma}{z} m \cdot \delta z \]  

(2.16)

Finally, using Eqs. (2.11) and (2.16) there results

\[ \frac{1}{z} \mathbf{z} \cdot (-\delta \mathbf{r} - \nu_r \delta \tau) = \frac{\tan \gamma}{2} m \cdot (-\delta \mathbf{r} - \nu_r \delta \tau) \]  

(2.17)

and solving for \( \delta \tau \), we have

\[ \delta \tau = - \frac{(\mathbf{r} - \tan \gamma \mathbf{m})}{(\mathbf{r} - \tan \gamma \mathbf{m}) \cdot \nu_r} \cdot \delta \mathbf{r} \]

(2.18)

where the vector \( \mathbf{h} \) is defined as

\[ \mathbf{h} = - \frac{(\mathbf{r} - \tan \gamma \mathbf{m})}{(\mathbf{r} - \tan \gamma \mathbf{m}) \cdot \nu_r} \]

(2.19)

enabling us to rewrite Eq. (2.18) as

\[ \delta \tau = \mathbf{h} \cdot \delta \mathbf{r} \]

(2.20)

Therefore, the vector \( \mathbf{h} \) is dependent upon the geometrical configuration of the vehicle and occulting body combination with respect to the star background on the celestial sphere at the time of measurement.
2.4 Correlation of Deviation Vectors

To relate the results of measurements at times \( T_n \) and \( T_{n+1} \) a six-dimensional deviation vector \( \delta x_n \) is introduced and is defined as

\[
\delta x_n = \begin{bmatrix}
\delta r_n \\
\delta v_n
\end{bmatrix} = \begin{bmatrix}
\delta r_{1n} \\
\delta r_{2n} \\
\delta r_{3n} \\
\delta v_{1n} \\
\delta v_{2n} \\
\delta v_{3n}
\end{bmatrix}
\]

(2.21)

where \( \delta r_n \) is the position deviation vector from the reference path, \( \delta v_n \) is the velocity deviation vector from the reference value and \( \delta x_n \) defines the "state" of the vehicle dynamics at time \( T_n \).

\( \delta x \) at times \( T_n \) and \( T_{n+1} \) respectively is related by a "transition" matrix such that

\[
\delta x_n = \Phi_{n,n-1} \delta x_{n-1}
\]

(2.22)

and

\[
\delta x_{n+1} = \Phi_{n+1,n} \delta x_n
\]

(2.23)
from which

$$\delta x_n = \Phi_{n+1,n} \delta x_{n+1} \tag{2.24}$$

By defining the rectangular matrix $K$ as

$$K = \begin{bmatrix} I \\ 0 \end{bmatrix} \tag{2.25}$$

where $I$ and $0$ represent respectively the three dimensional identity and zero matrices, the position deviation vector $\delta r_n$ can be related to $\delta x_n$ as

$$\delta r_n = \begin{bmatrix} \delta r_{1n} \\ \delta r_{2n} \\ \delta r_{3n} \end{bmatrix} = \begin{bmatrix} \delta v_{1n} \\ \delta v_{2n} \\ \delta v_{3n} \end{bmatrix} = K^T \delta x_n \tag{2.26}$$

where $K^T$ and $\delta x_n$ derive from Eqs. (2.21) and (2.25).

Eqs. (2.24) and (2.26) enable us to rewrite Eq. (2.20) as

$$\delta r_n = h_n \cdot \delta r_n$$

$$= h_n^T \delta r_n$$

$$= h_n^T K^T \delta x_n$$

$$= h_n^T K^T \Phi_{n+1,n} \delta x_{n+1} \tag{2.27}$$
which now relates the effect at time $T_{n-1}$ of an occultation measurement at time $T_n$. The vector $h_{n+1}^T K T \Phi^{-1}_{n+1,n}$ of Eq. (2.27) may be rewritten as $\Phi^{-1}_{n+1,n} K h_n$ and each occultation measurement will yield one component of this six dimensional deviation vector so that if six occultations were recorded and no two components were parallel, the deviation vector could be obtained.

2.5 The Statistical Parameters

Combining additional observations with linear least squares estimation techniques of analysis, it is possible to arrive at a more accurate estimate of position and velocity; and as an added benefit, avoid inverting sixth order matrices as would be required for a solution above.

In order to explore this technique, several quantities must be defined. They are (1) the measured deviation in time $\delta \bar{T}_n$; (2) the true deviation in time $\delta \tau_n$; (3) the associated error in the occultation measurement $a_n$ which will be regarded as a random variable; (4) the predicted value of the position deviation vector $\delta \hat{r}_n$; (5) the actual position deviation vector $\delta r_n$; (6) the error in the position prediction vector $\delta \hat{r}_n$; (7) the predicted deviation in velocity $\delta \hat{v}_n$; (8) the true velocity deviation $\delta v_n$;
and (9) the error in the velocity prediction $\delta u_n$.

These definitions combine to form the expressions

$$\delta \tau_n = \delta \tau_n + a_n$$

$$\delta \hat{\tau}_n = \delta \hat{\tau}_n + e_n$$

and

$$\delta \hat{\hat{\tau}}_n = \delta \hat{\hat{\tau}}_n + \hat{\delta}_n$$

where $a_n$, $e_n$ and $\hat{\delta}_n$ are all considered to be random variables. For example, the average value of $a_n$ is $\overline{a_n}$ and the variance is

$$\sigma^2_n = \overline{a_n^2} - \overline{a_n}^2$$

In a manner analogous to Eqs. (2.28) through (2.30), the optimal linear estimate of $\delta x_n$ denoted by $\hat{\delta} x_n$ can be written as

$$\hat{\delta} x_n = \delta x_n + e_n$$

where $e_n$ is the associated six-dimensional estimation error vector defined as

$$e_n = \frac{e_n}{\delta n}$$

$\delta n$ and $\hat{\delta}_n$ are respectively the position and velocity estimation errors as defined in Eqs. (2.29) and (2.30).
The optimal linear estimate $\hat{x}_n$ can be updated by a simple recursive formula (cf. Section 2.6). The correlation matrix of the estimation error can be defined as

$$
E_n = e_{n-1}^T e_{n-1}
$$

$$
= \begin{bmatrix}
\xi_n & \xi_n \delta_n \\
\delta_n & \delta_n \delta_n \\
\end{bmatrix}
$$

The quantity $\hat{x}'_n$ defines an estimate simply extrapolated from a previous estimate as opposed to the estimate $\hat{x}_n$ obtained by incorporating an observation at time $t_n$. Therefore, using the "transition" matrix, $\hat{x}'_n$ is defined as

$$
\hat{x}'_n = \Phi_{n,n-1} \hat{x}_{n-1}
$$

where

$$
\hat{x}_{n-1} = \hat{x}_{n-1} + e_{n-1}
$$
from Eq. (2.32). Combining Eqs. (2.35) and (2.36), we have

\[ \delta \hat{x}'_n = \phi_{n,n-1} \delta x_{n-1} + \phi_{n,n-1} e_{n-1} \]  

(2.37)

Defining an extrapolated error vector as

\[ e'_n = \phi_{n,n-1} e_{n-1} \]  

(2.38)

and using Eq. (2.22), Eq. (2.37) can be rewritten as

\[ \delta \hat{x}' = \delta x_n + e'_n \]  

(2.39)

The associated extrapolated correlation matrix is defined as

\[ E'_n = e'_n e'_n^T \]  

(2.40)

Using Eq. (2.38) and its transpose, this can be rewritten as

\[ E'_n = \phi_{n,n-1} e_{n-1} e_{n-1}^T \phi_{n,n-1}^T \]

\[ = \phi_{n,n-1} E_{n-1} \phi_{n,n-1}^T \]  

(2.41)

where

\[ E_{n-1} = e_{n-1} e_{n-1}^T \]  

(2.42)

from Eq. (2.34).
An estimate of the deviation in the occultation time $\delta \tau$ to be measured at time $T_n$ may be obtained from the extrapolated estimate of $\delta \hat{\mathbf{x}}_{n-1}$ giving us

$$
\delta \hat{\mathbf{x}}_n = \mathbf{h}_n^T K \mathbf{x}_n' \quad (2.43)
$$

This relation, when compared to the measured deviation $\delta \hat{\mathbf{x}}_n$, is used in arriving at a revised estimate of $\delta \mathbf{x}_n$.

2.6 Navigation and Guidance Equations

Time $t_L$ corresponds to time of completion of launch and the associated correlation matrix

$$
E_0 = E(t_L) 
$$

is specified initially from a statistical knowledge of injection guidance errors. The initial estimate of position and velocity deviation

$$
\delta \hat{\mathbf{x}}_0 = \delta \hat{\mathbf{x}}(t_L) 
$$

is zero since the best unbiased estimate in the absence of any observation is that the vehicle is on course.

A revised estimate $\delta \hat{\mathbf{x}}(t)$ of the deviation vector $\delta \mathbf{x}(t)$ is made at each decision point—the form of the revision dependent upon the nature of the decision of which there are two possibilities: (1) a measurement; or
(2) a velocity correction; so that $\delta \hat{x}_n$ may be written as

$$\begin{bmatrix}
\delta \hat{x}'_n + a_n^{-1}E'_n \left( E'_n K h_n \right) (\delta \hat{\tau}_n - \delta \hat{\tau}'_n) \\
(I + J B_n) \delta \hat{x}'_n
\end{bmatrix} \quad \text{(measurement)}$$

$$\text{(correction)}$$

The scalar coefficient $a_n$ is computed from

$$a_n = h_n^T K^T E'_n K h_n + \bar{a}_n^2$$

The rectangular matrix $J$ is just the reverse of the $K$ matrix so that

$$J = \sqrt{I}$$

The matrix $B_n$ is also rectangular and is defined as

$$B_n = \sqrt{C_n^* - I}$$

where $C_n^*$ is one of the fundamental navigation matrices described in Ref. 1.

At each decision point the correlation matrix $E_n$ must be updated. Thus

$$E_n' - a_n^{-1}(E'_n K h_n)(E'_n K h_n)^T$$

$$E_n =$$

$$E_n' + J \frac{\Delta_n}{\Delta_n} J^T$$

$$\text{(correction)}$$

where $\Delta_n$ denotes the uncertainty in the velocity correction.
Eqs. (2.46) and (2.50) represent the recursive relation used in obtaining improved estimates of position and velocity deviation at each of the measurement times \( t_1, t_2 \ldots \ldots \).

2.7 Solution of the Trajectory Equations

Let \( r_s(t) \) and \( v_s(t) \) denote the position and velocity vectors of the vehicle in an inertial coordinate system, and let \( g(r_s, t) \) denote the gravitational acceleration at position \( r_s \) and time \( t \). Now let \( r_o(t) \) and \( v_o(t) \) denote the position and velocity at time \( t \) associated with the prescribed reference trajectory. With this information we have

\[
\delta r(t) = r_s(t) - r_o(t) \tag{2.51}
\]

and

\[
\delta v(t) = v_s(t) - v_o(t) \tag{2.52}
\]

so that

\[
\frac{d(\delta r)}{dt} = \delta v \tag{2.53}
\]

and

\[
\frac{d(\delta v)}{dt} = G(r_o, t) \delta r \tag{2.54}
\]

where \( G(r_o, t) \) is a matrix whose elements are the partial derivatives of the components of \( g(r_o, t) \) with respect to
the components of \( \mathbf{r}_0 \). Define \( t_L \) and \( t_A \) as the time of launch and the time of arrival at the target.

To solve Eqs. (2.53) and (2.54) define the matrices

\[
\begin{align*}
\frac{d\mathbf{R}}{dt} &= \mathbf{V} , \quad \frac{d\mathbf{R}^*}{dt} = \mathbf{V}^* \\
\frac{d\mathbf{V}}{dt} &= \mathbf{G}\mathbf{R} , \quad \frac{d\mathbf{V}^*}{dt} = \mathbf{G}\mathbf{R}^*
\end{align*}
\]

(2.55)

where

\[
\mathbf{R}(t_L) = 0 , \quad \mathbf{R}^*(t_A) = 0
\]

(2.56)

\[
\mathbf{V}(t_L) = \mathbf{I} , \quad \mathbf{V}^*(t_A) = \mathbf{I}
\]

so that

\[
\delta\mathbf{r}(t) = \mathbf{R}(t)\mathbf{c} + \mathbf{R}^*(t)\mathbf{c}^* \tag{2.57}
\]

and

\[
\delta\mathbf{v}(t) = \mathbf{V}(t)\mathbf{c} + \mathbf{V}^*(t)\mathbf{c}^* \tag{2.58}
\]

where \( \mathbf{c} \) and \( \mathbf{c}^* \) are arbitrary constant vectors.

2.8 Vector Velocity Corrections

Associated with the position \( \mathbf{r}_s \) and the time \( t \) is the vector velocity required by the vehicle to travel in free fall from \( \mathbf{r}_s(t) \) to the target point \( \mathbf{r}_0(t_A) \) in the time interval \( (t_A-t) \).

Solving Eqs. (2.57) and (2.58), it can be shown that
the required velocity deviations at time \( t \) can be written as

\[
\delta v^+(t) = V^*(t) R^*(t)^{-1} \delta \rho(t) \quad (2.59)
\]

and

\[
\delta v^-(t) = V(t) R(t)^{-1} \delta \rho(t) \quad (2.60)
\]

where the superscripts - and + denote the velocity just prior to or immediately following the correction respectively.

From Eq. (2.59) and (2.60) the required velocity correction \( \Delta v^* \) is given as

\[
\Delta v^*(t) = C^*(t) \delta \rho(t) - \delta v^-(t)
\]

\[
= C^*(t) - C(t) \delta \rho(t) \quad (2.61)
\]

where \( \Lambda(t) = V^*(t) - C^*(t) R(t) \) \quad (2.64)

\[
\Lambda^*(t) = V^*(t) - C(t) R^*(t) \quad (2.65)
\]

and \( \delta v(t_L) \) denotes an injection velocity error.
Finally it can be shown that

\[
\delta \mathbf{x}(t) = \begin{bmatrix} R(t) & R^*(t) \\ V(t) & V^*(t) \end{bmatrix} \begin{bmatrix} \mathbf{c} \\ \mathbf{c}^* \end{bmatrix}
\]  

(2.66)

and from Eq. (2.23) the six-dimensional transition matrix can be computed as

\[
\Phi_{n+1,n} = \begin{bmatrix} R_{n+1} & R^*_{n+1} \\ V_{n+1} & V^*_{n+1} \end{bmatrix} \begin{bmatrix} A_n^{-1} & 0 \\ 0 & -A_n^*^{-1} \end{bmatrix} \begin{bmatrix} C_n & -I \\ C_n & -I \end{bmatrix}
\]  

(2.67)

Using Eqs. (2.30) and (2.49), an estimate of the velocity correction vector \( \delta \mathbf{\hat{v}}_n \) may be determined from

\[
\Delta \mathbf{\hat{v}}_n = \mathbf{B}_n \delta \mathbf{\hat{x}}_n
\]  

(2.68)

This process is necessary in that injection, measurement, and rocket instrumentation errors give rise to a series of velocity corrections to be implemented along the trajectory.

To distinguish times of velocity correction from decision point times, \( t_{c,n} \) will be used to denote the time of the \( n \)-th correction maneuver. A commanded velocity change will be denoted as \( \Delta \mathbf{\hat{r}}_{c,n} \), while \( \Delta \mathbf{v}_{c,n} \) and \( \mathbf{n}_{c,n} \) will denote the actual velocity change.
experienced and the uncertainty in applying the correction respectively. Therefore, we can write

$$\Delta \hat{V}_{c,n} = \Delta V_{c,n} + \eta_{c,n}$$  \hspace{1cm} (2.69)$$

from which the actual velocity change may be expressed as

$$\Delta V_{c,n} = B_{c,n} (\delta x'_{c,n} e_{c,n}) - \eta_{c,n}$$  \hspace{1cm} (2.70)$$

At the correction point

$$e_{c,n} = e'_{c,n} + \begin{bmatrix} 0 \\ 0 \\ e_{c,n} \end{bmatrix}$$  \hspace{1cm} (2.71)$$

so that Eq. (2.70) becomes

$$\Delta V_{c,n} = B_{c,n} (\delta x'_{c,n} e_{c,n})$$  \hspace{1cm} (2.72)$$

Also the correlation matrix of the deviation errors must be updated at the correction point. It follows from Eq. (2.71) that

$$E_{c,n} = E'_{c,n} + \begin{bmatrix} 0 \\ 0 \\ e_{c,n} \end{bmatrix}$$  \hspace{1cm} (2.73)$$

Eq. (2.72) may be rewritten as

$$\Delta V_{c,n} = B_{c,n} e_{c,n} - \Lambda_{c,n} B_{c,n}^{-1} e_{c,n-1}$$ \hspace{1cm} (2.74)$$
or we may write

$$\Delta \hat{V}_{c,n} = B_{c,n} e_{c,n}' - A_{c,n}^{-1} B_{c,n-1} e_{c,n-1}$$

and it is one of these two latter forms that we shall use.

The correlation matrix of the estimated velocity correction vector is found by computing the mathematical expectation of the product of $\Delta \hat{V}_{c,n}$ and its transpose. This matrix is written as $\Delta \hat{V}_{c,n} \Delta \hat{V}_{c,n}^T$ from whose trace is defined the mean-squared estimate of the velocity correction.

The uncertainty associated with a velocity correction is defined as

$$d_{c,n} = \Delta \hat{V}_{c,n} - B_{c,n} \delta \mathbf{x}_{c,n}$$

$$= B_{c,n} e_{c,n}'$$

from which the mean-squared uncertainty is determined as the trace of the matrix

$$\mathbf{d}_{c,n} \mathbf{d}_{c,n}^T = B_{c,n} \mathbf{E}_{c,n} \mathbf{E}_{c,n}^T$$

Since the inaccuracy in establishing a commanded velocity correction $\Delta \hat{V}$ is due to errors in both magnitude and orientation, it is necessary to examine more carefully the vector uncertainty $\mathbf{n}$ in the velocity correction. Both
sources of error will be assumed independently random with
zero means.

It can be shown that the uncertainty vector \( \eta \) is
expressible as

\[
\eta = \Delta \hat{v} - \Delta v = -\Delta \hat{v} M \begin{pmatrix}
(1 + k) \gamma & \begin{pmatrix} \cos \beta \\ \sin \beta \end{pmatrix} + K & 0 \\
0 & 0 & 1
\end{pmatrix}
\]

(2.78)

and the corresponding correlation matrix of the velocity
correction uncertainty is

\[
\eta \eta^T = k^2 \Delta \hat{v} \Delta \hat{v}^T + \frac{k^2}{2} \Delta \hat{v} \Delta \hat{v} M \begin{pmatrix}
1 & 0 & 0 \\
0 & 1 & 0 \\
0 & 0 & 0
\end{pmatrix} M^T
\]

(2.79)

\[
= k^2 \Delta \hat{v} \Delta \hat{v}^T + \frac{k^2}{2} \left( \Delta \hat{v} \Delta \hat{v} I - \Delta \hat{v} \Delta \hat{v}^T \right)
\]

(2.80)

where \( I \) is the three-dimensional identity matrix, \( K \) is a
random variable, \( M \) is a transformation matrix, \( \gamma \) is a
random angle between \( \Delta \hat{v} \) and \( \Delta v \), \( \beta \) is a polar angle
defining the rotation of \( \Delta \hat{v} \) with respect to \( \Delta v \) and \( K \), \( \gamma \),
and \( \beta \) are all statistically independent random variables
with zero means.
2.9 Target Miss Distance

Denoting $t_N$ as the time of the last velocity correction and $\delta x_A$ as the deviation vector at the time of arrival $t_A$, it can be shown that

$$\delta \Gamma_A = -R_A \Lambda_N^{-1} B_N \delta x_N^+$$

which relates the target position error to the error vector $e_N$. The mean-squared position error at the target is then the trace of the matrix $\delta \Gamma_A \delta \Gamma_A^T$. 
CHAPTER 3

OCCULTATION THEORY

3.1 Trajectory

The reference trajectory used in this study is the outbound half of a close approach, free fall, circum-lunar trajectory with departure on May 20, 1968. The trajectory starts from an earth parking orbit at 114 miles. The distance to the moon's surface at the closest point of approach is 60 miles. The time from departure of the parking orbit to arrival at the closest point of approach is 62.5 hours.

3.2 Statistical Star Background

In order to base this study on actual occultations that would occur along the reference trajectory, a great quantity of star data would have to be compiled. Considering only stars of magnitude six or greater, it would be necessary to tabulate unit vectors for approximately 10,000 stars. Even with this information, the computation necessary to determine when occultations occur would be lengthy.

To avoid these difficulties a statistical star background
is employed. The stars are assumed to be distributed isotropically and at random. The star density is assumed to be a function of visual magnitude. The star densities used in this study are tabulated as a function of visual magnitude for magnitudes four through nine in Table 3.1. In each case the density is given for stars brighter than the corresponding magnitude.

**TABLE 3.1**

**STATISTICAL STAR DENSITY AS A FUNCTION OF VISUAL MAGNITUDE**

<table>
<thead>
<tr>
<th>Magnitude (Mag)</th>
<th>Star Density* (CFI)</th>
<th>( \log_{10} d )</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>0.0129</td>
<td>-1.89</td>
</tr>
<tr>
<td>5</td>
<td>0.0398</td>
<td>-1.40</td>
</tr>
<tr>
<td>6</td>
<td>0.1175</td>
<td>-0.93</td>
</tr>
<tr>
<td>7</td>
<td>0.3467</td>
<td>-0.46</td>
</tr>
<tr>
<td>8</td>
<td>1.000</td>
<td>0.00</td>
</tr>
<tr>
<td>9</td>
<td>2.818</td>
<td>0.45</td>
</tr>
</tbody>
</table>

*density of stars brighter than the corresponding magnitude

3.3 Occultation Frequency Assumptions

For an actual flight occultation times would normally be precalculated so that the approximate time of each useful occultation would be known in advance. Measurements would
then be made as the useful occultations occur. To simulate this procedure accurately on the basis of a statistical star background it would be necessary to determine a specific time of occurrence for every occultation. Since trajectory data is given at intervals along the trajectory known as "decision points", it is advantageous to make all calculations at these decision points. For this reason the frequency of occultation will be determined at each decision point, and the assumption will be made that the frequency of occultation remains constant until the next decision point is reached at which time a new occultation frequency will be computed. This approximation is entirely satisfactory for the purpose of this study since the interval between decision points ranges from 1.2 to 30 minutes corresponding to portions of the trajectory that are near either body or far from both bodies respectively.

In determining the frequency of occultations the earth and the moon are assumed to be perfect spheres, and the periphery of either body is assumed to be illuminated or not illuminated with no gradation. The state of illumination is based on light from the sun only. Reflected light is not considered.

3.4 Determination of Occultation Frequency

The following derivation is taken largely from an unpublished study by Dr. J. H. Laning Jr. 2
Fig. 3.1 Star occultation geometry

In the work that follows an underscore will be used to indicate a vector quantity. When the underscore is omitted from a previously defined vector quantity, it will be understood that the magnitude is meant.

Let $\mathbf{A}$ be a unit vector with $x, y, z$ components $\cos \rho, 0, \sin \rho$. Let $\mathbf{B}$ be a unit vector having $x', y', z'$ components
cos \rho, 0, \sin \rho. From Fig. 3.1 it can be seen that

\begin{align*}
x &= x' \\
y &= y' \cos \psi - z' \sin \psi = -\sin \rho \sin \psi \\
z &= y' \sin \psi + z' \cos \psi = -\sin \rho \cos \psi
\end{align*}

so that \( B \) has components in the \( x, y, z \) frame of \( \cos \rho, -\sin \rho \sin \psi, \sin \rho \cos \psi \).

As seen from the spacecraft, stars are occulted by a body due to two effects: the apparent angular velocity of the line of sight from the spacecraft to the body and the apparent expansion and contraction of the body due to a velocity component toward or away from it. Since the angular velocity of the line of sight is given by

\[ \omega = \omega \cdot z \]  

(3.2)

the motion of \( B \) due to the angular velocity of the line of sight is

\[ \omega \times B = \omega \left( z \times x \cos \rho - z \times y \sin \rho \sin \psi \right) = \omega \cdot x \cos \rho + \omega \times \sin \rho \sin \psi \]  

(3.3)

The motion of \( B \) due to radial motion of the spacecraft with
respect to the body is

\[ - \dot{\rho} (\mathbf{y}' \times \mathbf{B}) = - \dot{\rho} (\mathbf{y} \cos \psi + \mathbf{z} \sin \psi) \times \mathbf{B} \]

\[
= - \dot{\rho} \begin{vmatrix}
\mathbf{x} & \mathbf{y} & \mathbf{z} \\
0 & \cos \psi & \sin \psi \\
\cos \rho & -\sin \rho & \sin \rho \cos \psi \\
\end{vmatrix}
\]

\[= - \dot{\rho} \left[ \mathbf{x} \left( \cos^2 \psi \sin \rho + \sin^2 \psi \sin \rho \right) + \mathbf{y} \left( \sin \psi \cos \rho \right) + \mathbf{z} \left( -\cos \psi \cos \rho \right) \right]\]

\[= - \dot{\rho} \mathbf{x} \sin \rho - \dot{\rho} \mathbf{y} \sin \psi \cos \rho + \dot{\rho} \mathbf{z} \cos \psi \sin \rho \quad (3.4)\]

Adding the motion of B due to each of the effects mentioned will yield the total motion of B.

\[ \mathbf{v}_B = \mathbf{x} \left( - \dot{\rho} \sin \rho + \omega \sin \psi \sin \rho \right) + \mathbf{y} \left( - \dot{\rho} \sin \psi \cos \rho \right) + \omega \cos \rho + \mathbf{z} \left( \dot{\rho} \cos \psi \cos \rho \right) \quad (3.5)\]

The total motion of B can now be broken into two components: (1) the component along the line of sight to B which does not contribute to the sweeping out of star background; and (2) the radial component (radial with respect to the occulting body) which does sweep out an area of the star background. To facilitate the separation of
the radial component it is convenient to define a unit vector in the direction of radial motion.

\[ u = -x \sin \rho + x' \sin \rho \]
\[ = -x \sin \rho + \cos \rho (-x \sin \psi z \cos \psi) \]

(3.6)

Fig. 3.2 Unit vector in direction of radial motion

The radial component of motion of B is given by

\[ v_{BR} = \mathbf{v}_B \cdot \mathbf{u} = (-\dot{\rho} \sin \rho + \omega \sin \psi \sin \rho)(-\sin \rho) \]
\[ + (-\dot{\rho} \sin \psi \cos \rho + \omega \cos \rho)(-\sin \psi \cos \rho) \]
\[ + (\rho \cos \psi \cos \rho)(\cos \psi \cos \rho) \]
\[ = \dot{\rho} \left[ \sin^2 \rho \cos^2 \rho \left( \sin^2 \psi + \cos^2 \psi \right) \right] \]
\[ + \omega \left( -\sin \psi \sin^2 \rho - \sin \psi \cos^2 \rho \right) \]
\[ = \dot{\rho} - \omega \sin \psi \]

(3.7)

Thus the rate at which an element d\psi along the visible
periphery of the body sweeps out the star background is

\[ \dot{A} = (\dot{\rho} - \omega \sin \psi) \sin \rho \, d\psi \quad (3.8) \]

It is necessary to express \( \dot{A} \) in terms of parameters that will be available at each decision point. The following quantities are available:

- \( \mathbf{R} \) - the vector from the center of the reference body to the spacecraft
- \( \mathbf{V} \) - the velocity of the spacecraft with respect to the reference body
- \( \mathbf{R}_{EM} \) - the vector from the center of the earth to the center of the moon
- \( \mathbf{V}_{EM} \) - the velocity of the moon with respect to the earth

Knowledge of these quantities, along with the radius of the occulting body, is sufficient for the computation of all the quantities shown in Fig. 3.3.

Fig. 3.3 Star occultation geometry
With the aid of Fig. 3.3 the following relations are readily developed:

\[
\sin \rho = \frac{r}{R_{VB}} \tag{3.9}
\]

\[
\rho \cos \rho = -r \frac{R_{VB}}{2} \tag{3.10}
\]

\[
\rho = -\tan \rho \frac{R_{VB}}{R_{VB}} \tag{3.10}
\]

\[
R_{VB} = -V \cos \gamma \tag{3.11}
\]

\[
\rho = \frac{V}{R_{VB}} \tan \gamma \cos \gamma \tag{3.12}
\]

\[
\omega = \frac{V}{R_{VB}} \sin \gamma \tag{3.13}
\]

Therefore

\[
A = \frac{V \sin \rho}{R_{VB}} \left[ \tan \rho \cos \gamma \sin \psi \sin \gamma \right] d\psi \tag{3.14}
\]

The portion of a body that occults a star may be illuminated or dark. In addition the body may be covering or uncovering the star. The accuracy with which the time of occultation can be observed is dependent upon both these conditions. For this reason it would be convenient to sort occultations into four categories, covering all combinations of the above conditions. This can be accomplished during the integration around the periphery of the occulting body with respect to \(d\psi\). The integration will be separated
into four parts corresponding to the four conditions:

Ni+ non-illuminated, covering previously visible sky  
NI- non-illuminated, uncovering previously hidden sky  
I+ illuminated, covering previously visible sky  
I- illuminated, covering previously hidden sky

The covering or uncovering category is determined by the sign of \( \hat{A} \). In order to determine the illumination condition the direction from the occulting body to the sun must be established. The vector from the sun to the earth \( \vec{R}_{SE} \) is part of the information available at each decision point. Depending on which body is the occulting body, the unit vector from the occulting body to the sun \( \vec{U}_S \) can be established.

Now define a unit vector \( \vec{U}_{OB} \) along the direction from the center of the occulting body to a point on the visible periphery determined by the value of \( \psi \) as shown in Fig. 3.4 where

\[
\vec{U}_{OB} = - \sin \rho \hat{x} - \cos \rho \sin \psi \hat{y} + \cos \rho \cos \psi \hat{z} \tag{3.15}
\]

Thus

\[
\vec{U}_{OB} \cdot \vec{U}_S > 0 \tag{3.16}
\]

indicates that the periphery in the direction \( \vec{U}_{OB} \) from the
Fig. 3.4 Occulting body illumination

center of the occulting body is illuminated and

\[ U_{OB} \cdot U_S < 0 \]  (3.17)

indicates a non-illuminated condition. Integrating \( \dot{A} \) over the visible periphery, keeping track of four categories of occultations, results in four corresponding values for the rate at which the statistical star background is being swept out. If \( Q_0, Q_1, Q_2 \) and \( Q_3 \) correspond to \( NI^+, NI^- \),
I +, and I - respectively, the frequency of occultation in each category may be found by

\[ FREQ_0 = CFI \times Q_0 \]  \hspace{1cm} (3.18)
\[ FREQ_1 = CFI \times Q_1 \]  \hspace{1cm} (3.19)
\[ FREQ_2 = CFI \times Q_2 \]  \hspace{1cm} (3.20)
\[ FREQ_3 = CFI \times Q_3 \]  \hspace{1cm} (3.21)

where \( CFI \) is a conversion factor dependent on the magnitude of stars being considered and the units of \( Q \). See Table 3.1.

It should be noted that the preceding calculations are gone through twice at each decision point, once for the earth as the occulting body and once for the moon as the occulting body.

3.5 Random Number Method for Determining Whether an Occultation Occurs

\( FREQ_0 \) through \( FREQ_3 \) represent the average frequency with which occultations of the corresponding category are taking place during the time interval between two decision points. Based on this average frequency and the time interval involved, the number of occultations in each of the four categories can be determined. However, for the purpose of this study a simpler computation is adequate. It is assumed that only one observation will be made between decision points, regardless of the number of occultations that occur.
The navigational value of an occultation depends chiefly on the orientation of the bodies involved and the category of the occultation. Since the orientation of the bodies remains essentially constant during the time interval between two decision points, all observations subsequent to the first one would provide essentially redundant information.

The probability that a specific number of occultations occurs between two decision points is given by a Poisson distribution. For example, the probability that two occultations of type $NI^+$ occur in the interval $t_2 - t_1$ is given by

$$P_2 = \frac{\mu^2}{2!} e^{-\mu}$$

(3.22)

where

$$\mu = (FREQ_0)(t_2 - t_1)$$

(3.23)

Since only one measurement will be made regardless of the number of occultations that occur it is necessary only to compute the probability, $P_{nz}$, that one or more occultations occur. This is accomplished by finding the probability that no occultations occur and subtracting this result from one.

$$P_{nz} = 1 - \frac{\mu^0}{0!} e^{-\mu} = 1 - e^{-\mu}$$

(3.24)

The occurrence or non-occurrence of an occultation is then determined in the following manner.
A random number with rectangular distribution and an interval of zero to one is generated. \( P_{nz} \) is subtracted from this random number. A negative or zero result is interpreted as meaning that one or more occultations occur in the time interval under consideration.

This computation is made eight times at each decision point. It is performed for each of eight values of FREQ, corresponding to two occulting bodies with four categories of occultations each. The result is

\[
\begin{align*}
\text{OCC}_{E,0} &= 0 \text{ or } 1 \\
\text{OCC}_{E,1} &= 0 \text{ or } 1 \\
\vdots \\
\text{OCC}_{M,3} &= 0 \text{ or } 1
\end{align*}
\]

where subscripts \( E \) and \( M \) represent the earth and moon respectively, and the zero or one represent the non-occurrence or occurrence of one or more occultations. In the event that no occultations occur at a decision point, the next decision point is examined. If one or more categories of occultation occur it is necessary to select the best one.

3.6 Selection of the Best Occultation

From the eight possible occultations the best two can be selected a priori. That is, the best occultation for
each body can be determined with no further calculation. By "best occultation" is meant the occultation which yields the most navigational information. It is obvious that a NI + occultation is better than a I - occultation. The choice between NI - and I + is not so obvious, but the illumination condition is assumed to be the more important for the purpose of this study. Thus the best occultation for each body is the first type that occurs in the following order of preference: NI +, NI -, I +, I -.

If both the earth and the moon provide occultations at a particular decision point the choice between them is based on the quantity $\xi$, defined as the mean squared reduction in position error at the target if a velocity correction were made following the measurement. The "best occultation" is the one giving the largest $\xi$. This "best occultation" is the occultation upon which further navigational computations are based.

3.7 Determination of the Unit Vector from the Spacecraft to the Point of Occultation

Having identified the "best occultation" at a particular decision point it is now necessary to determine the direction from the spacecraft to the point of occultation. Since the star field is being simulated by a statistical star background it will be necessary to locate the point of occultation by a random number process.
The angular velocity of the line of sight to the occulting body is given by

\[ \omega_{OB} = \frac{(R_{VB} \times V_{OB})}{R_{VB}^2} \]  

(3.26)

where \( R_{VB} \) is the vector from the spacecraft to the center of the occulting body, and \( V_{OB} \) is the velocity of the occulting body with respect to the spacecraft. The direction orthogonal to \( \omega_{OB} \) and \( R_{VB} \) is defined as \( A \) where

\[ A = \omega_{OB} \times R_{VB} \]  

(3.27)

\( A \) and \( R_{VB} \) lie in the plane of Fig. 3.5.

Fig. 3.5 Apparent semi-diameter of the occulting body
The apparent semi-diameter of the occulting body, C, is given by

\[ C = r \cos \rho \]  \hspace{1cm} (3.28)

and the vector \( \mathbf{C} \), shown in Fig. 3.5 is given by

\[ \mathbf{C} = \frac{\mathbf{CA}}{A} \] \hspace{1cm} (3.29)

A cross section of the occulting body containing \( \mathbf{C} \) and \( \omega \) is shown in Fig. 3.6.

Fig. 3.6 Geometry for determining the point of occultation
From Fig. 3.5 it can be seen that

\[ R_{VB} = \cos^2 \rho R_{VB} \] 

(3.30)

where \( R_{VB} \) is the vector from the spacecraft to the center of the visible disk.

A rectangularly distributed random number \( T \) is now generated with width \(-C\) to \(+C\). Thus \( T \) determines the magnitude and direction of \( E \) in accordance with the original hypothesis that the stars are isotropically and randomly distributed.

\[ E = T \frac{\omega}{\omega} \]

(3.31)

\( F \) is found from the relation

\[ F = \sin \psi G \]

(3.32)

and \( G \) is given by

\[ G = E + F \]

(3.33)

This leads to

\[ R_{STAR} = R_{VB} + G \]

(3.34)

and finally

\[ n = \frac{R_{STAR}}{R_{STAR}} \]

(3.35)
3.8 Visibility of Occultations

There are two limitations on the visibility of an occultation which must be taken into consideration. An occultation will not be observable if the line of sight to the occultation is too close to the line of sight to the sun. A limit of 15 degrees was used in this study. The computation

\[ \text{TEST} = \mathbf{n} \cdot \mathbf{U}_{\text{SUN}} - \cos 15^\circ \]  \hspace{1cm} (3.36)

where \( \mathbf{n} \) and \( \mathbf{U}_{\text{SUN}} \) are unit vectors to the occulted star and the sun, is used to determine if the lines of sight are within 15 degrees of each other. If TEST is positive the occultation is considered not visible.

The second condition affecting the visibility of an occultation is the position of the non-occulting body relative to the line of sight from the spacecraft to the point of occultation on the occulting body as shown in Fig. 3.7. \( \mathbf{R}_n \) is the vector from the spacecraft to the center of the non-occulting body. The apparent radius of the non-occulting body \( \theta \) is determined in the following manner

\[ \theta = \arcsin \left[ \frac{r_n}{R_n} \right] \]  \hspace{1cm} (3.37)

Let \( \mathbf{U}_n \) be the unit vector in the \( \mathbf{R}_n \) direction. From
Section 3.7 the direction to the star being occulted is given by the vector $\mathbf{n}$. Then 

$$\text{TEST} = \mathbf{n} \cdot \mathbf{U}_n - \cos \theta$$  \hspace{1cm} (3.38)  

From Fig. 3.7 it can be seen that TEST will be positive when the occultation is not visible.

### 3.9 Variance

The variance is a measure of the accuracy with which an occultation can be observed. There are three factors which influence the variance. The first, $t_r$, is the response time of the person making the observation. This parameter is one
of the variable inputs to the program so that the effect of of varying $t_r$ can be studied. A nominal value for this parameter is 0.2 seconds.

The second factor, $t_c$, compensates for the greater difficulty in accurately observing occultations of the NI-, I+ and I- types.

The third factor takes into consideration the deviation of the occulting bodies from perfect spheres. The variation from the assumed radius is given by

$$\delta r = R_{VB} \cos \rho \delta \rho$$

or

$$\delta \rho = \frac{\delta r}{R_{VB} \cos \rho}$$  \hspace{1cm} (3.40)

Relating $\delta \rho$ to the variation in time,

$$\delta \tau = \frac{R_{VB} \cos \rho \delta \rho}{R_{VE} \cos \rho \omega \sin \psi} = \frac{R_{VB} \delta \rho}{v_r \sin \psi}$$  \hspace{1cm} (3.41)

Substituting Eq. (3.40) into Eq. (3.41)

$$\delta \tau = \frac{\delta r}{v_r \cos \rho \sin \psi}$$

It should be noted that $\delta r$ will depend on the occulting body. $\delta r_e$ and $\delta r_m$ are used to represent the variation of the
earth's surface and the moon's surface respectively from their assumed radii.

The total variance is the sum of the squares of the three contributions. For the earth

\[ V = t_r^2 + (K t_c)^2 + \left( \frac{\delta r_e}{v_r \cos \beta \sin \psi} \right)^2 \]  

(3.43)

and for the moon

\[ V = t_r^2 + (K t_c)^2 + \left( \frac{\delta r_m}{v_r \cos \beta \sin \psi} \right)^2 \]  

(3.44)

where \( K \) has values 0, 1, 2 or 3 corresponding to the types of occultations NI +, NI −, I + and I −.

### 3.10 Determination of "h" Vector

From Chapter 2 the "h" vector for a star occultation is given by

\[ h = \frac{1}{(\hat{\rho} - \tan \gamma \hat{m}) \cdot \hat{v}_r} (\hat{\rho} - \tan \gamma \hat{m}) \]  

(3.45)

where \( \hat{m} \) is the unit vector directed from the spacecraft to the center of the occulting body; \( \gamma \) is the angle between \( \hat{m} \) and \( \hat{n} \), the unit vector directed toward the point of occultation; \( \hat{\rho} \) is the unit vector perpendicular to \( \hat{m} \) and in the plane determined by \( \hat{m} \) and \( \hat{n} \) and \( v_r \) is the velocity of the spacecraft relative to the occulting body.
In terms of quantities derived up to this point the "h" factor is found as follows.

\[ m = \frac{R_{VB}}{R_{VB}} \]  

(3.46)
The unit vector \( \mathbf{i} \) is given by

\[
\mathbf{i} = \frac{\mathbf{m} \times \mathbf{n}}{\sin \rho}
\]  
(3.47)

and the unit vector \( \mathbf{p} \), equivalent to \( \mathbf{\rho} \) in Eq. 3.45 is then

\[
\mathbf{p} = \mathbf{i} \times \mathbf{m}
\]  
(3.48)

Rewriting Eq. (3.45) in terms of the quantities shown in Fig. 3.8 we have

\[
h = -\frac{1}{(\mathbf{p} - \tan \rho \mathbf{m}) \cdot \mathbf{v}_r} (\mathbf{p} - \tan \rho \mathbf{m})
\]  
(3.49)
CHAPTER 4

PRESENTATION AND DISCUSSION OF RESULTS

4.1 Introduction

The results obtained from the computations described in Chapters 2 and 3 are strongly dependent on a number of parameters, some of which could not be specified exactly by the authors. For example, the value of $\delta r_e$ (the contribution to the variance in earth occultation measurements due to the effect of the atmosphere and the departure of the earth's surface from a regular geometry) was assumed to be eight miles in all computations but one. In order to establish this parameter more accurately a study of the optics involved would have to be undertaken. In addition it would be appropriate to determine to what extent this contribution to the variance can be predicted, since any predictable contribution could be compensated for in the calculations and would not detract from the accuracy of an observation. The results also depend on input conditions such as the magnitude of stars used and the position of the sun. And finally, the results vary with the mode of navigation employed.
In the interest of both time and economy it was necessary to make a limited number of computer runs. The input conditions were varied over reasonable limits, and the results are presented here in both tabular and graphical form. Sufficient data is presented so that the relative sensitivity or insensitivity of the results to various input conditions can be determined. Thus, with care, the data can be extrapolated to some degree to cover cases for which computations were not made.

The results obtained by navigation schemes such as the ones employed here, are highly dependent upon the number and magnitudes of the velocity corrections and the times at which they are implemented. No attempt was made to optimize the application of velocity corrections. Rather, the same decision rules were used for all runs so that the results can be compared independent of the method of determining when to make velocity corrections. In all runs a velocity correction was made whenever the ratio of the uncertainty in the computed velocity correction to the computed velocity correction became less than 0.2.

The results are also dependent on the injection errors. These errors are specified by the value of the initial "E matrix." The following value was assumed
for all runs.

\[ E_0 = \begin{bmatrix}
.980 & .063 & .203 & 0 & 0 & 0 \\
.063 & 4.58 & -1.86 & 0 & 0 & 0 \\
.203 & -1.86 & 7.04 & 0 & 0 & 0 \\
0 & 0 & 0 & 7.73 & 4.65 & 2.72 \\
0 & 0 & 0 & 4.65 & 83.8 & 36.0 \\
0 & 0 & 0 & 2.72 & 36.0 & 36.1 \\
\end{bmatrix} \]

This corresponds to a RMS positron error of 3.55 miles and a RMS velocity error of 11.3 miles.

### 4.2 Dependence of Results on the Random Number Sequence

As was explained in Chapter 3, there can be as many as four computations at each decision point which use the computer's random number function. Thus, the results of each run depend to some extent on the starting point in the random number sequence. It would be desirable to show that this dependence is such that the results are essentially independent of the starting point in the random number sequence. Table 4.1 shows the results of three runs in which all parameters were held constant with the exception of the starting point in the random number sequence.
TABLE 4.1
EFFECT OF VARYING THE STARTING POINT IN THE RANDOM NUMBER SEQUENCE

Sun rotation 70
Magnitude < 4
Occultations and angle measurements

<table>
<thead>
<tr>
<th>Run</th>
<th>Total Velocity Correction (mph)</th>
<th>Final Velocity Uncertainty (mph)</th>
<th>Final Position Uncertainty (miles)</th>
<th>Final Miss Distance (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>48.6</td>
<td>3.80</td>
<td>1.77</td>
<td>4.09</td>
</tr>
<tr>
<td>2</td>
<td>47.8</td>
<td>2.57</td>
<td>1.25</td>
<td>3.83</td>
</tr>
<tr>
<td>3</td>
<td>50.7</td>
<td>2.27</td>
<td>1.13</td>
<td>3.03</td>
</tr>
</tbody>
</table>

4.3 Navigation Modes

A number of navigation modes were considered in this study. Navigation by angle measurements only, mode 1, will be used as a basis for comparison, since this mode of navigation has been studied extensively at the M.I.T. Instrumentation Laboratory by the Space Guidance Analysis Group. In order to obtain a more accurate comparison, the best and worst cases of navigation by angle measurements only are presented. These best and worst cases result from values for sun rotation of 250 and 70 degrees respectively. The input parameter "sun
rotation" is used to vary the direction of the sun as viewed from earth. This device serves to simulate the illumination conditions that would be encountered at various times during the year without generating a new trajectory for each new time. The inaccuracies introduced by this device are not significant in this type of analysis. Navigation by occultations only, mode 2, will also be considered. The remaining mode, mode 3, involves using both occultation and angle measurements. All three basic modes are considered for a sun rotation of 70 and 250 degrees.

Two variations to the basic modes were introduced: (1) In two mode 3 runs the variance associated with occultation measurements was reduced in order to determine the sensitivity of the results to the accuracy with which occultation measurements can be made. In this case the astronaut's response time was reduced from 0.2 to 0.1 seconds. \(t_c\), a factor which compensates for the difficulty in accurately observing occultations of types NI-, I+ and I-, was reduced from 0.2 to 0.1 seconds. \(\delta r_e\) was reduced from eight miles to one mile, and \(\delta r_m\) was reduced from three to 0.5 miles.\(^5\) (2) In an effort to simulate a realizable navigation technique more closely, modes 2 and 3 were varied in one case to consider occultations of all types by the moon only and in a second case to consider only occultations of type NI+ by the moon.
4.4 Occultation Frequency

The frequency with which stars of magnitude less than six are occulted by the earth and the moon is shown in Fig. 4.1. The corresponding data for stars of magnitude less than four are shown in Fig. 4.2. In both cases the frequencies were computed for the first half of a circumlunar voyage using the trajectory described in Chapter 3 and shown in Fig. 4.3. The frequencies shown in Figs. 4.1 and 4.2 are the total frequencies of occultation. These total frequencies were obtained by summing the results of Eqs. (3.18) through (3.21).

In Fig. 4.1 the influence of the spacecraft's position and motion relative to the occulting bodies is shown quite clearly. The initial occultation frequency for stars of magnitude less than six occulted by the earth is 3102 occultations per hour. This extreme value, too large to be shown in Fig. 4.1, is due to two factors: (1) the nearness of the spacecraft to the earth; and (2) the high rate at which the earth's periphery is moving relative to the star background. The same effect is noted when the spacecraft is at its closest point of approach to the moon, the extreme lunar occultation frequency being 4361 occultations per hour.

As the spacecraft starts around the far side of the moon the frequency of occultations by the earth
Fig. 4.1 Time history of occultation frequency

MAGNITUDE < 4
Fig. 4.2 Time history of occultation frequency
Fig. 4.3: Circumlunar trajectory in Earth-centered non-rotating coordinates.
approaches zero as would be expected. The corresponding effect on occultations by the moon is noted during the initial portion of the trajectory.

Fig. 4.2 would show the same trends as described in the preceding paragraph if the ordinate were extended to include smaller values of frequency. The maximum occultation frequencies for stars of magnitude less than four are 339 and 471 occultations per hour for the earth and moon respectively.

4.5. The Number of Occultation Measurements Along the Trajectory

Fig. 4.4 is a plot vs. time of the occultations that were measured during two simulated voyages. In one case stars of magnitude less than four were considered and in the other case stars of magnitude less than six were considered. In both cases measurements of occultations by the earth and by the moon are shown separately.

One of the principal disadvantages of star occultation measurements is illustrated in Fig. 4.4. Occultations occur so frequently during the initial and moon approach phases of the voyage that it would only be practical to measure a fraction of the occultations that occur. However, during a considerable portion of the voyage, when the spacecraft is far from both bodies, the
probability that an occultation will occur is negligibly small unless stars of magnitudes considerably larger than six are considered.

4.6 Tabulation of Results

The results obtained from computer simulations of the navigation modes and variations thereto described in Section 4.3 are presented in Tables 4.2 and 4.3. The results in Table 4.2 were obtained using a sun rotation of 70 degrees. The applicable value of sun rotation is specified in Fig. 4.3.

The authors will not attempt to discuss the implications of all the data presented in Tables 4.2 and 4.3. Rather, several trends will be pointed out as examples of the correlations that can be established between the various results. The first two runs in Table 4.2 involve the use of occultation measurements only. The first run uses only stars of magnitude less than four, whereas the second run uses stars of magnitude less than six. The results show that roughly the same navigational accuracy is obtained in each case but at the expense of almost five times the total velocity correction when stars of magnitude less than four are used. This result would be expected since Fig. 4.4 shows that the period during which no occultations
<table>
<thead>
<tr>
<th></th>
<th>Number of Earth Occultations Measured</th>
<th>Number of Moon Occultations Measured</th>
<th>Number of Angle Measurements</th>
<th>Number of Velocity Corrections</th>
<th>Total Velocity Correction (mph)</th>
<th>Final Velocity Uncertainty (mph)</th>
<th>Final Position Uncertainty (miles)</th>
<th>Final Miss Distance (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occultations Only Magnitude &lt; 4</td>
<td>24</td>
<td>25</td>
<td>N/A</td>
<td>3</td>
<td>220</td>
<td>3.48</td>
<td>1.80</td>
<td>7.40</td>
</tr>
<tr>
<td>Occultations Only Magnitude &lt; 6</td>
<td>40</td>
<td>32</td>
<td>N/A</td>
<td>3</td>
<td>482</td>
<td>2.78</td>
<td>1.34</td>
<td>3.78</td>
</tr>
<tr>
<td>Occultations and Angle Measurements Magnitude &lt; 4</td>
<td>16</td>
<td>25</td>
<td>32</td>
<td>4</td>
<td>50.7</td>
<td>2.27</td>
<td>1.13</td>
<td>3.03</td>
</tr>
<tr>
<td>Occultations and Angle Measurements Magnitude &lt; 6</td>
<td>28</td>
<td>29</td>
<td>32</td>
<td>3</td>
<td>36.2</td>
<td>2.43</td>
<td>1.19</td>
<td>5.03</td>
</tr>
<tr>
<td>Occultations and Angle Measurements Magnitude &lt; 9</td>
<td>Not Computed</td>
<td>Not Computed</td>
<td>32</td>
<td>4</td>
<td>29.0</td>
<td>2.05</td>
<td>1.01</td>
<td>3.42</td>
</tr>
<tr>
<td>Occultations Only Occulting Body: Moon Magnitude &lt; 4</td>
<td>N/A</td>
<td>24</td>
<td>N/A</td>
<td>3</td>
<td>827</td>
<td>8.10</td>
<td>3.58</td>
<td>7.04</td>
</tr>
<tr>
<td>Occultations and Angle Measurements Occulting Body: Moon Magnitude &lt; 4</td>
<td>N/A</td>
<td>25</td>
<td>32</td>
<td>4</td>
<td>49.4</td>
<td>2.26</td>
<td>1.12</td>
<td>4.16</td>
</tr>
</tbody>
</table>

Table 4.2 Navigation data
<table>
<thead>
<tr>
<th>Magnitude (4)</th>
<th>Rotation (degrees)</th>
<th>Number of Earth Occultations Measured</th>
<th>Number of Moon Occultations Measured</th>
<th>Number of Angle Measurements</th>
<th>Number of Velocity Corrections</th>
<th>Total Velocity Correction (mph)</th>
<th>Final Velocity Uncertainty (mph)</th>
<th>Final Position Uncertainty (miles)</th>
<th>Final Miss Distance (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angle Measurements Only</td>
<td>70</td>
<td>N/A</td>
<td>N/A</td>
<td>32</td>
<td>3</td>
<td>84.0</td>
<td>19.8</td>
<td>6.76</td>
<td>10.1</td>
</tr>
<tr>
<td>Occultations Only</td>
<td>70</td>
<td>24</td>
<td>25</td>
<td>N/A</td>
<td>3</td>
<td>220</td>
<td>3.48</td>
<td>1.80</td>
<td>7.40</td>
</tr>
<tr>
<td>Occultations and Angle Measurements</td>
<td>70</td>
<td>16</td>
<td>25</td>
<td>32</td>
<td>4</td>
<td>50.7</td>
<td>2.27</td>
<td>1.13</td>
<td>3.03</td>
</tr>
<tr>
<td>Occultations and Angle Measurements Reduced Variance</td>
<td>70</td>
<td>16</td>
<td>24</td>
<td>32</td>
<td>5</td>
<td>94.5</td>
<td>1.81</td>
<td>1.02</td>
<td>.454</td>
</tr>
<tr>
<td>Occultations by Immersion Only Occulting Body: Moon</td>
<td>70</td>
<td>N/A</td>
<td>24</td>
<td>N/A</td>
<td>3</td>
<td>3760</td>
<td>11.7</td>
<td>4.79</td>
<td>6.84</td>
</tr>
<tr>
<td>Occultations by Immersion Only and Angle Measurements Occulting Body: Moon</td>
<td>70</td>
<td>N/A</td>
<td>25</td>
<td>32</td>
<td>3</td>
<td>84.0</td>
<td>4.33</td>
<td>2.04</td>
<td>10.1</td>
</tr>
<tr>
<td>Angle Measurements Only</td>
<td>250</td>
<td>N/A</td>
<td>N/A</td>
<td>32</td>
<td>3</td>
<td>165</td>
<td>3.17</td>
<td>1.35</td>
<td>10.2</td>
</tr>
<tr>
<td>Occultations Only</td>
<td>250</td>
<td>26</td>
<td>25</td>
<td>N/A</td>
<td>3</td>
<td>79.4</td>
<td>5.02</td>
<td>2.37</td>
<td>8.97</td>
</tr>
<tr>
<td>Occultations and Angle Measurements</td>
<td>250</td>
<td>17</td>
<td>22</td>
<td>32</td>
<td>4</td>
<td>68.5</td>
<td>1.99</td>
<td>.904</td>
<td>1.51</td>
</tr>
<tr>
<td>Occultations and Angle Measurements Reduced Variance</td>
<td>250</td>
<td>17</td>
<td>14</td>
<td>32</td>
<td>4</td>
<td>35.7</td>
<td>1.21</td>
<td>.564</td>
<td>2.03</td>
</tr>
<tr>
<td>Occultations by Immersion Only Occulting Body: Moon</td>
<td>250</td>
<td>N/A</td>
<td>26</td>
<td>N/A</td>
<td>2</td>
<td>194</td>
<td>92.3</td>
<td>44.5</td>
<td>70.9</td>
</tr>
<tr>
<td>Occultations by Immersion Only and Angle Measurements Occulting Body: Moon</td>
<td>250</td>
<td>N/A</td>
<td>23</td>
<td>32</td>
<td>4</td>
<td>86.4</td>
<td>2.29</td>
<td>1.01</td>
<td>1.95</td>
</tr>
</tbody>
</table>

Table 4.3 Navigation Data
occur is considerably longer in the case where stars of magnitude less than four are used than it is when stars of magnitude less than six are used. Thus, with no measurements available, the errors build up to the point where a large velocity correction must be made relatively close to the moon.

From Table 4.3 it is interesting to compare, for both values of sun rotation, the run where navigation is accomplished by angle measurements alone, and the run where the angle measurements are supplemented by star occultation measurements of type NI+ by the moon. In both cases the addition of occultation measurements improves the results, but it is interesting to note that the same parameters are not improved in both cases. When the value of sun rotation is 70 degrees, the total velocity correction and final miss distance are unaffected while the final velocity and position uncertainties are improved substantially. When the value of sun rotation is 250 degrees the addition of occultation measurements reduces the total velocity correction by a factor of two and the final miss distance by a factor of five while the final position uncertainty and the final velocity uncertainty show little change.
Table 4.3 also shows the results of the simulations made with a reduced value of variance as described in Section 4.3 (1). In both cases the mode 3 results show a marked improvement over the mode 1 results. These results emphasize the need for accurately determining the values of the parameters that contribute to the variance.

4.7 Position Uncertainty

In addition to the end results of the various navigation modes presented in Section 4.6 it is informative to look at the time histories of the various navigation modes. In order to do this, a representative parameter must be selected. The authors chose $U_p$, the root mean squared position uncertainty at the destination if no more observations were made, for this purpose.

Fig. 4.5 shows the effect on this time history of changing the magnitude of stars used when the navigation is based on occultations alone. A large negative slope is desirable and is indicative of a large number of observations. In this case the large negative slope exists while the spacecraft is near the earth and again when it approaches the moon. The discontinuities following a portion of curve with a near zero slope correspond to the first occultation that occurs following
Fig. 4.5 Time history of position uncertainty
a period during which no measurements were available. The discontinuity in the magnitude less than six curve at 34 hours can be traced to an early occultation by the moon that is shown to occur in Fig. 4.4. The other discontinuities can be traced in a similar manner.

With the exception of Fig. 4.5 all graphs of position uncertainty vs. time are for stars of magnitude less than four. This value was chosen as a compromise between a manageable number of stars and the quantity of stars necessary to provide a reasonable number of occultations. There are approximately 500 stars in this category.

Fig. 4.6 shows the time history of $U_p$ for navigation modes 1, 2 and 3 with a sun rotation of 70 degrees. This is the case where most of the moon as seen from the approaching spacecraft is non-illuminated. Since this condition is favorable for occultation measurements and unfavorable for angle measurements, the improvement in $U_p$ shown in Fig. 4.6 when occultation measurements are used in conjunction with angle measurements is as would be expected.

The results shown in Fig. 4.7 are obtained in the same manner as those shown in Fig. 4.6 with the exception that the value of sun rotation is changed to 250 degrees. This is the condition most favorable to angle
Fig. 4.6 Time history of position uncertainty
Fig. 4.7 Time history of position uncertainty
measurements and least favorable to occultation measurements. The results here are also as would be expected. The addition of occultation measurements does not improve the time history of $U_p$ to a great extent.

It should be pointed out at this point that the extreme decrease in $U_p$ that occurs, starting at approximately 60 hours, is a somewhat unrealistic result of the computer simulation used. As was stated in Chapter 3 the program was written so that a measurement would be made at each decision point at which one or more occultations occur. Since the last three decision points are 1.2 minutes apart it is clear that observations could not be made as frequently on a real mission as they were during the final portion of this simulation. Thus, the mode 2 results in Fig. 4.6 are somewhat optimistic. By a careful analysis of Tables 4.2 and 4.3 this weakness in the simulation can be compensated for to some extent. In most cases a velocity correction was not made during this portion of the simulation so that the values of "total velocity correction" and "final miss distance" are not affected by this discrepancy.

Since the effect of earth occultation measurements is slight due to the large variance associated with them, two runs were made using only occultations by the moon. The results of these runs are shown in Fig. 4.8.
Fig. 4.8 Time history of position uncertainty
The variation to modes 2 and 3 described in Section 4.3 resulted in the curves shown in Figs. 4.9 and 4.10. By using only NI+ occultations the number of measurements was reduced to an amount that might realistically be made. The number of measurements made is listed in Table 4.3.

4.8 Occultations of the 40 Brightest Stars

Since the results of the computer simulations indicated that occultation measurements would increase navigational accuracy and reduce the total velocity correction required, the authors wrote a program to determined how many actual occultations involving the 40 brightest stars could be observed by an astronaut aboard a spacecraft traveling along the first half of the circumlunar trajectory shown in Fig. 4.3. The results of this program appear in Table. 4.4.
Fig. 4.9 Time history of position uncertainty
Fig. 4.10 Time history of position uncertainty
TABLE 4.4

OCCULTATIONS OF THE 40 BRIGHTEST STARS

<table>
<thead>
<tr>
<th>Time (Approx)</th>
<th>Occulting Body</th>
<th>Immersion</th>
<th>Emersion</th>
</tr>
</thead>
<tbody>
<tr>
<td>.30</td>
<td>earth</td>
<td></td>
<td>498*</td>
</tr>
<tr>
<td>.30</td>
<td>earth</td>
<td></td>
<td>380*</td>
</tr>
<tr>
<td>.70</td>
<td>earth</td>
<td>498</td>
<td></td>
</tr>
<tr>
<td>.75</td>
<td>earth</td>
<td></td>
<td>498</td>
</tr>
<tr>
<td>2.20</td>
<td>moon</td>
<td>509</td>
<td></td>
</tr>
<tr>
<td>3.00</td>
<td>moon</td>
<td>526</td>
<td></td>
</tr>
<tr>
<td>3.40</td>
<td>moon</td>
<td>483</td>
<td></td>
</tr>
<tr>
<td>24.00</td>
<td>moon</td>
<td>417</td>
<td></td>
</tr>
<tr>
<td>62.38</td>
<td>moon</td>
<td></td>
<td>417</td>
</tr>
<tr>
<td>62.42</td>
<td>moon</td>
<td></td>
<td>483</td>
</tr>
<tr>
<td>62.44</td>
<td>moon</td>
<td></td>
<td>509</td>
</tr>
<tr>
<td>62.52</td>
<td>moon</td>
<td></td>
<td>526</td>
</tr>
</tbody>
</table>

380 - Regulus  498 - Spica
417 - Dubhe     509 - η Ursae Majoris
483 - ε Ursae Majoris  526 - Arcturus

*behind the earth at the beginning of the trajectory
CHAPTER 5

CONCLUSIONS

The simulations of various circumlunar navigation techniques which were made during the course of this study show that the inclusion of occultation measurements tends to improve navigational accuracy and reduce the total velocity correction required.

The accuracy with which occultations by the earth can be observed was not accurately established. Therefore more emphasis was placed on studying the effect of lunar occultation measurements.

The value of utilizing occultation measurements in addition to angle measurements is heavily dependent on two factors: (1) the number of occultations that occur; and (2) the accuracy with which occultations can be measured. The number of occultations that occur is obviously dependent on the magnitude of the stars considered. There are several practical limits on the number of stars that can be considered. The astronaut must identify each star on which a measurement is based. As more stars are considered this would become increasingly difficult. In addition, data must be available on each star considered.
This too, would provide a limit on the number of stars that can be considered. The values used in this study for the variance associated with a lunar occultation were chosen conservatively. It was shown that a reduction in the parameters that determine the value of variance for an occultation results in a marked improvement in the quality of the navigation obtained.

The results obtained in this study indicate that angle measurements and occultation measurements might best be used in a complementary fashion, taking advantage of the favorable aspects of both types of measurements.

Since the initial occultation measurements are not very accurate due to the large variance associated with earth occultation measurements and since occultation measurements are practically non-existent during the mid-portion of the trajectory, angle measurements alone might be used until approximately 55 hours have passed. At this time the navigator would switch over to occultation measurements entirely, since it is reasonable to assume that more occultation measurements than angle measurements can be made in a given amount of time. The quality of both types of measurements is comparable in this region. Thus, by virtue of the greater quantity of measurements made, this scheme should improve the
navigational accuracy.

Since this study was based on a statistical star background rather than an actual star field, no final conclusions concerning the advisability of using star occultation measurements can be reached. However, based on the results of this study the authors feel that further investigation using actual star data would be appropriate.
REFERENCES


