FINAL REPORT ON NASA GRANT NO. NAG-8-820,
GUIDANCE TRAJECTORIES FOR
AEROASSISTED ORBITAL TRANSFER

by

A. MIELE

RICE UNIVERSITY
1990
FINAL REPORT ON NASA GRANT NO. NAG-8-820,
GUIDANCE TRAJECTORIES FOR
AEROASSISTED ORBITAL TRANSFER
by
A. MIELE

RICE UNIVERSITY
1990
Final Report on NASA Grant No. NAG-8-820,
Guidance Trajectories for
Aeroassisted Orbital Transfer\textsuperscript{1,2}
by
A. Miele\textsuperscript{3}

\textsuperscript{1} Period from March 1, 1990 to December 31, 1990.
\textsuperscript{2} This research was supported by NASA Marshall Space Flight Center
Grant No. NAG-8-820, by Jet Propulsion Laboratory Contract
No. 956415, and by Texas Advanced Technology Program Grant
No. TATP-003604020.
\textsuperscript{3} Foyt Family Professor of Aerospace Sciences and Mathematical
Sciences, Aero-Astronautics Group, Rice University, Houston, Texas.
Abstract. This paper summarizes the research on aerobraking guidance schemes performed by the Aero-Astronautics Group of Rice University during the period March 1, 1990 to December 31, 1990. The intent is to produce aerobraking guidance trajectories exhibiting many of the desirable characteristics of optimal aerobraking trajectories. Both one-control schemes and two-control schemes are studied. The research is of interest for AFE vehicles and AOT vehicles.

Key Words. Flight mechanics, hypervelocity flight, atmospheric flight, aeroassisted flight experiment, aeroassisted orbital transfer, optimal trajectories, guidance trajectories.
1. **Introduction**

Current AFE and AOT guidance schemes have been under development for several years, based on previous experience with spacecraft traversing the atmosphere. For AFE and AOT flights, the major goals are: lowering the total characteristic velocity; lowering the peak heating rate; and having stability vis-a-vis dispersion effects arising because of navigation errors, variations in the atmospheric density, and uncertainties in the aerodynamic coefficients.

To achieve the above goals, certain research areas must be investigated: (i) one-control optimal trajectories; (ii) one-control guidance trajectories; (iii) two-control optimal trajectories; and (iv) two-control guidance trajectories. These research areas are important not only within the frame of AFE and AOT vehicles for near-Earth applications, but more generally within the frame of future AOT vehicles, in particular, lunar return vehicles and Mars exploration/return vehicles.
2. **Research Results**

The research undertaken with the present grant has led to the publication of three Aero-Astronautics Reports (Refs. 1-3), one paper presented at the 17th Congress of the International Council of the Aeronautical Sciences, Stockholm, Sweden, 1990 (Ref. 5), and four papers to appear in refereed journals (Refs. 4 and 6-8).

**2D Gamma Guidance.** References 1, 5, 6 deal with one-control guidance for coplanar, aeroassisted orbital transfer under the assumption that the AOT spacecraft is controlled only via the lift coefficient (hence, the angle of attack). For the atmospheric pass, a two-stage gamma guidance law is developed.

For the descending flight branch (branch 1), the gamma guidance is a linear path inclination guidance; for the ascending flight branch (branch 2), the gamma guidance is a constant path inclination guidance. The selection of the guidance parameters (entry path inclination, target altitude, switch velocity, and target path inclination) is discussed.

A modified gamma guidance is also developed. It differs from the gamma guidance in two aspects: lower target altitude; and use of a predictor-corrector algorithm to determine the switch velocity and the target path inclination. It is shown that the modified gamma guidance is quite stable with respect to dispersion effects arising from navigation errors, variations of the atmospheric density, and uncertainties in the aerodynamic coefficients (Refs. 1, 5, 6).
2D, One-Control, AOT Optimal Trajectories. References 2 and 7 deal with one-control optimal trajectories for coplanar, aeroassisted orbital transfer under the assumption that the AOT spacecraft is controlled only via the lift coefficient (hence, the angle of attack). An ideal optimal trajectory is determined analytically for lift coefficient unbounded. This trajectory is called the grazing trajectory, because the atmospheric pass is made by flying at constant altitude along the edge of the atmosphere until the excess velocity is depleted.

Starting from the grazing trajectory results, a real optimal trajectory is determined numerically for lift coefficient bounded from both below and above. It is shown that the real optimal trajectory is characterized by atmospheric penetration with the smallest possible entry angle, followed by flight at the lift coefficient lower bound. Consistently with the grazing trajectory behavior, the real optimal trajectory (nearly-grazing trajectory) minimizes the total characteristic velocity and simultaneously nearly minimizes the peak values of the altitude drop, the dynamic pressure, and the heating rate.

3D, One-Control, AFE Optimal Trajectories. Reference 4 deals with one-control optimal trajectories for nearly-planar aeroassisted orbital transfer. It is assumed that the lift coefficient (hence, the angle of attack) is kept constant and that the spacecraft is controlled via the angle of bank. It is further assumed that the entry conditions (longitude, latitude, altitude, velocity, path inclination, heading angle) are fixed.
It is shown that the optimal trajectory is a two-subarc trajectory, with the bank angle constant in each subarc (bang-
bang control). The optimal values of the bank angle are

\[ \mu = 176.7 \text{ deg} \] for the entry branch and

\[ \mu = 5.5 \text{ deg} \] for the exit branch.

3D, Two-Control, AFE Optimal Trajectories. References

3 and 8 extend the work of Ref. 4. These papers deal

with optimal trajectories for nearly-planar aeroassisted orbital transfer, the controls being the lift coefficient (hence, the angle of attack) and the angle of bank. It is assumed that the entry conditions are partly fixed (longitude, latitude, altitude, heading angle) and partly free (velocity, path inclination). Of course, the entry values of the velocity and the path inclination must satisfy a constraint arising from energy conservation and angular momentum conservation along the transfer orbit. For the atmospheric pass, both the lift coefficient and the angle of bank are optimized.

It is shown that the minimization of the total characteristic velocity is achieved by flying at constant lift coefficient and constant angle of bank, \[ \mu = 5.35 \text{ deg} \]. This result is important in that it provides the basis for simple nominal trajectories to be employed in connection with the future development of two-control guidance schemes.
3. Abstracts of Publications


Abstract. This paper is concerned with the optimization and guidance of trajectories for coplanar, aeroassisted orbital transfer (AOT) from a high Earth orbit (HEO) to a low Earth orbit (LEO). In particular, HEO can be a geosynchronous Earth orbit (GEO). It is assumed that the initial and final orbits are circular, that the gravitational field is central and is governed by the inverse square law, and that at most three impulses are employed, one at HEO exit, one at atmospheric exit, and one at LEO entry. It is also assumed that, during the atmospheric pass, the trajectory is controlled via the lift coefficient. The presence of upper and lower bounds on the lift coefficient is considered.

First, optimal trajectories are computed by minimizing the total velocity impulse (hence, the propellant consumption) required for AOT transfer. Use is made of the sequential gradient-restoration algorithm (SGRA) for optimal control problems. It is shown that the optimal trajectory includes two branches: a relatively short descending flight branch (branch 1) and a long ascending flight branch (branch 2).

In branch 1, the path inclination ranges from a few degrees negative to zero and is nearly a linear function of the altitude; in branch 2, the path inclination ranges from zero to a fraction
of a degree positive and is a slowly varying function of the altitude. Velocity depletion takes place along the entire atmospheric trajectory, but is concentrated mostly in the terminal part of branch 1 and the beginning part of branch 2. As the ratio of HEO radius to LEO radius increases, the minimum altitude of the optimal trajectory decreases, implying that deeper penetration into the atmosphere is required.

Next, attention is focused on guidance trajectories capable of approximating the optimal trajectories in real time, while retaining the essential characteristics of simplicity, ease of implementation, and reliability. For the atmospheric pass, a feedback control scheme is employed and the lift coefficient is adjusted according to a two-stage gamma guidance law. For branch 1, the gamma guidance is a linear path inclination guidance; for branch 2, the gamma guidance is a constant path inclination guidance. The switch from branch 1 guidance to branch 2 guidance is governed by the requirement that a specified apogee be reached, following the atmospheric exit. Computer simulations show that, by proper selection of four guidance parameters (the entry path inclination $\gamma_0$, the target altitude $h_T$ of branch 1, the switch velocity $V_S$, and the target path inclination $\gamma_T$ of branch 2), the gamma guidance trajectory can be made close to the optimal trajectory.

Further improvements are possible via a modified gamma guidance, which differs from the gamma guidance as follows: in the gamma guidance, the parameters $V_S$, $\gamma_T$ are preselected; in the modified gamma guidance, $V_S$, $\gamma_T$ are adjusted in flight with a
predictor-corrector algorithm; also, the target altitude of the modified gamma guidance is lower than that of the gamma guidance. Computer simulations show that the modified gamma guidance trajectory is superior to the gamma guidance trajectory in the following sense: it is more stable with respect to dispersion effects arising from navigation errors, variations of the atmospheric density, and uncertainties in the aerodynamic coefficients.

A byproduct of the studies on dispersion effects is the following design concept. For coplanar, aeroassisted orbital transfer, the lift-range-to-weight ratio appears to play a more important role than the lift-to-drag ratio. This is because the lift-range-to-weight ratio controls mainly the minimum altitude (hence, the peak heating rate) of the guidance trajectory; on the other hand, the lift-to-drag ratio controls mainly the duration of the atmospheric pass of the guidance trajectory.


Abstract. This report is concerned with the optimization of trajectories for coplanar, aeroassisted orbital transfer (AOT) from a high Earth orbit (HEO) to a low Earth orbit (LEO). In particular, HEO can be a geosynchronous Earth orbit (GEO). It is assumed that the initial and final orbits are circular, that the
The gravitational field is central and is governed by the inverse square law, and that two impulses are employed, one at HEO exit and one at LEO entry. During the atmospheric pass, the trajectory is controlled via the lift coefficient in such a way that the total characteristic velocity is minimized.

First, an ideal optimal trajectory is determined analytically for lift coefficient unbounded. This trajectory is called the grazing trajectory, because the atmospheric pass is made by flying at constant altitude along the edge of the atmosphere until the excess velocity is depleted. For the grazing trajectory, the lift coefficient varies in such a way that the lift, the centrifugal force due to the Earth's curvature, the weight, and the Coriolis force due to the Earth's rotation are in static balance. Also, the grazing trajectory minimizes the total characteristic velocity and simultaneously nearly minimizes the peak values of the altitude drop, the dynamic pressure, and the heating rate.

Next, starting from the grazing trajectory results, a real optimal trajectory is determined numerically for lift coefficient bounded from both below and above. This trajectory is characterized by atmospheric penetration with the smallest possible entry angle, followed by flight at the lift coefficient lower bound. Consistently with the grazing trajectory behavior, the real optimal trajectory minimizes the total characteristic velocity and simultaneously nearly minimizes the peak values of the altitude drop, the dynamic pressure, and the heating rate.

**Abstract.** The aeroassisted flight experiment (AFE) refers to a spacecraft to be launched and then recovered by the space shuttle in 1994. It simulates a transfer from a geosynchronous Earth orbit (GEO) to a low Earth orbit (LEO). Specifically, the AFE spacecraft is released from the space shuttle and is accelerated by means of a solid rocket motor toward Earth, so as to achieve atmospheric entry conditions close to those of a spacecraft returning from GEO. Following the atmospheric pass, the AFE spacecraft ascends to the specified LEO via an intermediate parking Earth orbit (PEO). The final maneuver includes rendezvous with and capture by the space shuttle. The entry and exit orbital planes of the AFE spacecraft are identical to the orbital plane of the space shuttle.

In this report, with reference to the AFE spacecraft, an actual GEO-to-LEO transfer is considered and optimal trajectories are determined by minimizing the total characteristic velocity. The optimization is performed with respect to the time history of the controls (angle of attack and angle of bank), with the entry path inclination and the flight time being free. Two transfer maneuvers are considered: (DA) direct ascent to LEO; (IA) indirect ascent to LEO via PEO.
While the motion of the AFE spacecraft in 3D-space is described by a system of six ODEs, substantial simplifications are possible if one exploits these facts: (i) the instantaneous orbital plane is nearly identical to the initial orbital plane; (ii) the bank angle is small; and (iii) the Earth's angular velocity is relatively small. Under these assumptions, the complete system can be decoupled into two subsystems, one describing the longitudinal motion and one describing the lateral motion.

The angle of attack history, the entry path inclination, and the flight time are determined via the longitudinal motion subsystem; in this subsystem, the total characteristic velocity is minimized subject to the specified LEO requirement. The angle of bank history is determined via the lateral motion subsystem; in this subsystem, the difference between the instantaneous bank angle and a constant bank angle is minimized in the least square sense subject to the specified orbital inclination requirement.

It is shown that both the angle of attack and the angle of bank are constant. This result has considerable importance in the design of nominal trajectories to be used in the guidance of AFE and AOT vehicles.

Abstract. This paper deals with the determination of optimal trajectories for the aeroassisted flight experiment (AFE). The intent of this experiment is to simulate a GEO-to-LEO transfer, where GEO denotes a geosynchronous Earth orbit and LEO denotes a low Earth orbit. Specifically, the AFE spacecraft is released from the space shuttle and is accelerated by means of a solid rocket motor toward Earth, so as to achieve atmospheric entry conditions identical to those of a spacecraft returning from GEO. During the atmospheric pass, the angle of attack is kept constant, and the angle of bank is controlled in such a way that the following conditions are satisfied: (a) the atmospheric velocity depletion is such that, after exiting, the AFE spacecraft first ascends to a specified apogee and then descends to a specified perigee; and (b) the exit orbital plane is identical to the entry orbital plane. The final maneuver, not analyzed here, includes rendezvous with and capture by the space shuttle.

In this paper, the trajectories of an AFE spacecraft are analyzed in a 3D-space, employing the full system of 6 ODEs describing the atmospheric pass. The atmospheric entry conditions are given, and the atmospheric exit conditions are adjusted in such a way that requirements (a) and (b) are met, while simultaneously minimizing the total characteristic velocity, hence the propellant consumption required for orbital transfer.

Two possible transfers are considered: (IA) indirect ascent to a 178 NM perigee via a 197 NM apogee; and (DA) direct ascent
to a 178 NM apogee. For both transfers, two cases are investigated: (i) the bank angle is continuously variable; and (ii) the trajectory is divided into segments along which the bank angle is constant. For case (ii), the following subcases are studied: 2, 3, 4, and 5 segments; because the time duration of each segment is optimized, the above subcases involve 4, 6, 8, and 10 parameters, respectively.

It is shown that the optimal trajectories of cases (i) and (ii) coalesce into a single trajectory: a two-subarc trajectory, with the bank angle constant in each subarc (bang-bang control). Specifically, the bank angle is \( \mu = 176.7 \) deg in the atmospheric entry phase (positive lift projection phase) and \( \mu = 5.5 \) deg in the atmospheric exit phase (negative lift projection phase). It is also shown that, during the atmospheric pass, the peak values of the changes of the orbital inclination and the longitude of the ascending node are nearly zero; hence, the peak value of the wedge angle (angle between the instantaneous orbital plane and the initial orbital plane) is nearly zero. This means that the motion of the spacecraft is nearly planar in inertial space.

Abstract. This paper is concerned with the optimization and guidance of trajectories for coplanar, aeroassisted orbital transfer (AOT) from a high Earth orbit (HEO) to a low Earth orbit (LEO). In particular, HEO can be a geosynchronous Earth orbit (GEO).

First, optimal trajectories are computed by minimizing the total velocity impulse (hence, the propellant consumption) required for AOT transfer. It is shown that the optimal trajectory includes two branches: a relatively short descending flight branch (branch 1) and a long ascending flight branch (branch 2).

Next, attention is focused on guidance trajectories. For the atmospheric pass, a feedback control scheme is employed and the lift coefficient is adjusted according to a two-stage gamma guidance law. For branch 1, the gamma guidance is a linear path inclination guidance; for branch 2, the gamma guidance is a constant path inclination guidance. The selection of the guidance parameters (entry path inclination, target altitude, switch velocity, and target path inclination) is discussed.

Further improvements are possible via a modified gamma guidance, which differs from the gamma guidance in two aspects: lower target altitude; and use of a predictor-corrector algorithm to determine the switch velocity and the target path inclination. Computer simulations show that, vis-a-vis the gamma guidance, the modified gamma guidance is more stable with respect to dispersion.
effects arising from navigation errors, variations of the atmospheric density, and uncertainties in the aerodynamic coefficients.


Abstract. This paper is concerned with the optimization and guidance of trajectories for coplanar, aeroassisted orbital transfer from a high Earth orbit to a low Earth orbit.

Optimal trajectories are computed by minimizing the total velocity impulse required for orbital transfer. Each optimal trajectory includes two branches: a relatively short descending flight branch (branch 1) and a long ascending flight branch (branch 2).

Near-optimal guidance trajectories are implemented via a feedback control scheme in which the lift coefficient is adjusted according to a two-stage gamma guidance law. For branch 1, the gamma guidance is a linear path inclination guidance; for branch 2, the gamma guidance is a constant path inclination guidance.

A modified gamma guidance is developed; it differs from the gamma guidance in two aspects: lower target altitude; and use of a predictor-corrector algorithm to determine the switch velocity and the target path inclination. The modified gamma guidance is quite stable with respect to dispersion effects arising from navigation errors, variations of the atmospheric density, and uncertainties in the aerodynamic coefficients.
Abstract. See Section 3.2.

Abstract. See Section 3.3.
References

Reports


Papers


