

FAO

APOLLO 12

**LAUNCH OPERATIONS
CHECKLIST**

PART NO	S/N
SKB3210008I-306	1003

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LIFTOFF CONFIGURATIONPANEL 1

EMS FUNC - ΔV
EMS MODE - STBY
GTA - off (down)
EMS GTA COVER - Secure
CMC ATT - IMU
FDAI SCALE - 5/5
FDAI SEL - 1/2
FDAI SOURCE - CMC
ATT SET - GDC
MAN ATT ROLL - RATE CMD
MAN ATT PITCH - ACCEL CMD
MAN ATT YAW - RATE CMD
LIM CYCLE - OFF
ATT DBD - MIN
RATE - HIGH
TRANS CONTR PWR - on (up)
RHC PWR NORM (2) - AC/DC
RHC PWR DIR (2) - MNA/MNB
SC CONT - SCS
CMC MODE - FREE
BMAG MODE ROLL - RATE 1
BMAG MODE PITCH - RATE 1
BMAG MODE YAW - RATE 1
SPS THRUST - NORMAL (lock)
ΔV THRUST (2) - OFF (guarded)
SCS TVC PITCH - RATE CMD
SCS TVC YAW - RATE CMD
SPS GMBL MOT PITCH (2) - OFF
SPS GMBL MOT YAW (2) - OFF
ΔV CG - CSM
ELS LOGIC - OFF (guarded)
ELS AUTO - AUTO
CM RCS LOGIC - on (up)
CM PRPLNT DUMP - OFF (guarded)
CM PRPLNT PURG - off (down) (guarded)
IMU CAGE - off (down) (guarded)
EMS ROLL - OFF
.05G sw - OFF

LIFTOFF CONFIG
a/Pc IND sw - a
LV/SPS IND SII/SIVB - SII/SIVB
TVC GMBL DR PITCH - AUTO
TVC GMBL DR YAW - AUTO
EVNT TMR RSET - up (center)
EVNT TMR STRT - center
EVNT TMR MIN - center
EVNT TMR SEC - center

PANEL 2

PL VENT vlv - push (lock)
PROBE EXTD/REL - OFF (guarded)
PROBE EXTD/RETR (2) tb - gray
DOCK PROBE RETR PRIM - OFF
DOCK PROBE RETR SEC - OFF
EXT RUN/EVA LT - OFF
EXT RNDZ LT - off (center)
TUNL LT - OFF
LM PWR - OFF
SM RCS He 1 (4) - center (on,up*)
SM RCS He 1 tb(4) - gray
UP TLM CM - BLOCK
UP TLM IU - BLOCK
CM RCS PRESS - off (down) (guarded)
SM RCS IND sw - PRPLNT QTY
SM RCS He 2 (4) - center (on,up*)
SM RCS He 2 (4) tb - gray
SM RCS HTRS (4) - OFF
SM RCS PRPLNT (4) - center (on, up*)
SM RCS PRPLNT tb (8) - gray
RCS CMD - center (OFF*)
RCS TRNFR - center (SM*)
CM RCS PRPLNT (2) - center (on,up*)
CM RCS PRPLNT tb(2) - gray
SM RCS SEC FUEL PRESS (4) - Center (CLOSE*)
EDS AUTO - on (up)
CSM/LM FINAL SEP (2) - off (down) (guarded)
CM/SM SEP (2) - off (down) (guarded)
SIVB/LM SEP - off (down) (guarded)
PRPLNT DUMP - AUTO
2 ENG OUT - AUTO
LV RATES - AUTO

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TWR JETT (2) - AUTO (down) (guarded)
LV GUID - IU
LV STAGE - off (down) (guarded)
XLUNAR - INJECT
MN REL - off (down) (guarded)
MSN TMR HR - off (center)
MSN TMR MIN - off (center)
MSN TMR SEC - off (center)
C/W NORM - BOOST
C/W CSM - CSM
C/W PWR - 1
C/W LAMP TEST - off (center)
MSN TMR - START
RCS IND sel - SM D
CAB FAN (2) - OFF
H2 HTRS (2) - AUTO
O2 HTRS (2) - AUTO
O2 PRES IND sw - SURGE TK
H2 PANS (2) - OFF
O2 PANS (2) - OFF
ECS IND sel - PRIM
ECS RAD FLOW AUTO CONT - AUTO
ECS RAD tb - gray
ECS RAD FLOW PWR CONT - off (center)
ECS RAD MAN SEL - RAD 1
ECS RAD PRIM HTR - off (center)
ECS RAD SEC HTR - OFF
POT H2O HTR - OFF
SUIT CKT H2O ACCUM AUTO - 1
SUIT CKT H2O ACCUM ON - off (center)
SUIT CKT HT EXCH - off (center)
SEC COOL LOOP EVAP - off (center)
SEC COOL LOOP PUMP - off (center)
H2O QTY IND sw - POT
GLY EVAP IN TEMP - MAN
GLY EVAP STM PRESS AUTO - MAN
GLY EVAP STM PRESS INCR - center
GLY EVAP H2O FLOW - off (center)
CAB TEMP - MAN
CAB AUTO TEMP tw - max decr
HI GAIN ANT TRACK - AUTO
HI GAIN ANT BEAM - WIDE
HI GAIN ANT PITCH POS - 0°

HI GAIN ANT YAW POS - 180°
HI GAIN ANT PWR - OFF
HI GAIN ANT SERVO ELECT - PRIM

PANEL 3

VHF ANT - SM LEFT
SPS ENG INJ VLV ind (4) - CLOSE
FC RAD (3) - center (NORMAL*)
FC RAD (3) tb - N/A
FC HTRS (3) - on (up)
FC IND sel - 2
SPS QTY TEST - off (center)
OXID FLOW VLV INCR - NORM
OXID FLOW VLV PRIM - PRIM
PUG MODE - NORM
FC PURG (3) - OFF
FC REAC (3) - center (on,up*)
FC REAC tb (3) - gray
FC 1 MN BUS A - center (on,up*)
FC 1 MN BUS A tb - gray
FC 2 MN BUS A - center (on,up*)
FC 2 MN BUS A tb - gray
FC 3 MN BUS A - OFF
FC 3 MN BUS A tb - bp
MN BUS A RSET - center (RESET*)
FC 1 MN BUS B - OFF
FC 1 MN BUS B tb - bp
FC 2 MN BUS B - center (on,up*)
FC 2 MN BUS B tb - gray
FC 3 MN BUS B - center (on,up*)
FC 3 MN BUS B tb - gray
MN BUS B RSET - center (RESET*)
DC IND sel - MNA
BAT CHARGE - OFF
SPS He vlv (2) - AUTO
SPS He vlv tb (2) - bp
SPS LINE HTRS - off (center)
SPS PRESS IND sw - He
S BD XPNDR - PRIM
S BD PWR AMPL PRIM - PRIM
S BD PWR AMPL HI - HIGH
PWR AMPL tb - gray

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CSM

S BD MODE VOICE - VOICE
S BD MODE PCM - PCM
S BD MODE RNG - RNG
S BD AUX TAPE - off (center)
S BD AUX TV - off (center)
UP TLM DATA - DATA
UP TLM CMD - NORM
S BD ANT OMNI - B
S BD ANT - OMNI
VHF AM A - (center)
VHF AM B - DUPLEX
VHF AM RCV - off (center)
VHF AM SQLCH tw (2) - noise threshold + 1 div
VHF BCN - OFF
VHF RNG - OFF
S BD SQUELCH - ENABLE
FC REACS vlv - LATCH
H2 PURG LINE HTR - OFF
TAPE RCDR PCM - PCM/ANLG
TAPE RCDR RCD - RCD
TAPE RCDR FWD - FWD
TAPE MOTION tb - gray
SCE PWR - NORM
PMP PWR - NORM
PCM BIT RATE - HI
AC INV 1 - MNA
AC INV 2 - MNB
AC INV 3 - OFF
 INV 1 AC 1 - on (up)
 INV 2 AC 1 - OFF
 INV 3 AC 1 - OFF
AC 1 RSET - center (RSET*)
 INV 1 AC 2 - OFF
 INV 2 AC 2 - on (up)
 INV 3 AC 2 - OFF
AC BUS 2 RSET - center (RSET*)
AC IND sel - BUS 20C

PANEL 4

SPS GAUGING - AC1
TELCOM GRP 1 - AC1
TELCOM GRP 2 - AC2
GLY PUMPS - 1 - AC1

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SUIT COMPR 1 - AC1
SUIT COMPR 2 - OFF
CB Panel 4 - all closed

PANEL 5

FC1 PUMPS - AC1
FC2 PUMPS - AC2
FC3 PUMPS - AC2
G/N PWR - AC1
MN BUS TIE BAT A/C - on (up)
MN BUS TIE BAT B/C - on (up)
BAT CHGR - AC1
NONESS BUS - OFF
INT INTGL LT - as desired
INT FLOOD LT - OFF, full dim or full bright
INT FLOOD LT DIM - 1
INT FLOOD LT FIXED - OFF
CB Panel 5 all closed except:
 CB INST NONESS - open
 CB INST SCI EQUIP SEB 1 - open
 CB INST SCI EQUIP SEB 2 - open
 CB INST SCI EQUIP HATCH - open
 CB WASTE H2O/UR DUMP HTRS (2)-open

PANEL 6

MODE - INTERCOM/PTT
PWR - AUDIO/TONE
INTERCOM - T/R
PAD COMM - OFF
S BD - T/R
VHF AM - T/R
AUDIO CONT - NORM
SUIT PWR - on (up)
tw settings - as desired

PANEL 7

EDS PWR - on (up)
SCS TVC SERVO PWR #1 - AC1/MNA
SCS TVC SERVO PWR #2 - AC2/MNB
FDI/GPI PWR - BOTH
LOGIC 2/3 PWR - on (up)

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SCS ELEC PWR - GDC/ECA
SCS SIG CONDR/DR BIAS 1 - AC1
SCS SIG CONDR/DR BIAS 2 - AC2
EMAG PWR (2) - ON
DIRECT O2 vlv - open (CCW) (>2 in H2O on SUIT/CAB ΔP ind)

PANEL 8

CB Panel 8 - all closed except:
CB CM RCS HTRS (2)- open
AUTO RCS SEL A/C ROLL A1 - OFF
AUTO RCS SEL A/C ROLL C1 - OFF
AUTO RCS SEL A/C ROLL A2 - OFF
AUTO RCS SEL A/C ROLL C2 - OFF
AUTO RCS SEL B/D ROLL B1 - MNA
AUTO RCS SEL B/D ROLL D1 - MNB
AUTO RCS SEL B/D ROLL B2 - MNA
AUTO RCS SEL B/D ROLL D2 - MNB
AUTO RCS SEL PITCH A3 - MNB
AUTO RCS SEL PITCH C3 - MNA
AUTO RCS SEL PITCH A4 - MNA
AUTO RCS SEL PITCH C4 - MNB
AUTO RCS SEL YAW B3 - MNA
AUTO RCS SEL YAW D3 - MNB
AUTO RCS SEL YAW B4 - MNB
AUTO RCS SEL YAW D4 - MNA
INT NUM LT - as desired
INT INTGL LT - as desired
INT FLOOD LT - OFF, full dim, or full brt
FLOOD LTS DIM - 1
FLOOD LTS FIXED - OFF
FLOAT BAG (3) - VENT (locked)
SECS LOGIC (2) - on (up) (locked)
SECS PYRO ARM (2) - on (up) (locked)

PANEL 9

MODE - INTERCOM/PTT
PWR - AUDIO/TONE
INTERCOM - T/R
PAD COMM - OFF
S BD - T/R
VHF AM - T/R

AUDIO CONT - NORM
SUIT PWR - on (up)
VHF RNG - NORM
tw settings - as desired

PANEL 10

MODE - INTERCOM/PTT
PWR - AUDIO/TONE
PAD COMM - OFF
INTERCOM - T/R
S BD - T/R
VHF AM - T/R
AUDIO CONT - NORM
SUIT PWR - on (up)
tw settings - as desired

PANEL 12

LM TUNL VENT vlv - LM/CM ΔP

PANEL 13

FDAI sw (2) - INRTL
EARTH/LUNAR - PWR OFF
ALT SET - 100
LTG - OFF
MODE - HOLD/FAST
SLEW - off (center)

PANEL 15

COAS PWR - OFF
UTIL PWR - OFF
PL BCN LT - off (center)
PL DYE MARKER - off (down) (guarded)
PL VENT - OFF

PANEL 16

DOCK TRGT - OFF
UTIL PWR - OFF
COAS PWR - OFF

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CSV

UTIL PWR - OFF
FLOOD LTS DIM - 1
FLOOD LTS FIXED - OFF
OPT PWR - OFF
IMU PWR - on (up) (guarded)
RNDZ XPNDR - OFF
NUMERICS LT - as desired
FLOOD LTS - off, full dim, or full bright
INTGL LT - as desired

PANEL 101

SYS TEST (LH) - 4
SYS TEST (RH) - B
CM RCS HTRS - OFF
UR DUMP - HTR A
WASTE H2O DUMP - HTR A
RNDZ XPNDR - OPR

PANEL 122

OPT ZERO - ZERO
OPT TELTRUN - SLAVE TO SXT
OPT COUPLING - DIRECT
OPT MODE - MAN
OPT SPEED - LO
COND LAMPS - ON
UP TLM - ACCEPT

PANEL 162

SCI PWR - OFF (verified at panel closeout)

PANEL 163

SCI/UTIL PWR - OFF (verified at panel closeout)

PANEL 225

CB Panel 225 - all closed except:
CB HI GAIN ANT FLT BUS - open
CB HI GAIN ANT GRP 2 - open

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PANEL 226

CB Panel 226 - all closed except:

CB FC REACS (3)-open
CB FC RAD (3) - open
CB COAS/TUNL LTC MNB - open

PANEL 227

SCI PWR - OFF

PANEL 229

CB Panel 229 all closed except:

CB MAIN REL PYRO (2)- open
CB O2 VAC ION PUMPS (2) - open

PANEL 250

CB Panel 250 - all closed except:

CB PYRO A TIE TO BAT BUS A - open
CB PYRO B TIE TO BAT BUS B - open
CB BAT C TO BAT BUS A - open
CB BAT C TO BAT BUS B - open

PANEL 251

WASTE MGMT OVBD DRAIN vlv - OFF

PANEL 252

BAT VENT vlv - CLOSED

WASTE STOWAGE VENT vlv - VENT

PANEL 275

CB Panel 275 - all closed except:

CB MNA BAT C - open
CB MNB BAT C - open
CB FLT/PL BAT BUS A - open
CB FLT/PL BAT BUS B - open
CB FLT/PL BAT C - open

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PANEL 276

CB Panel 276 - all closed

PANEL 278

CB Panel 278 - all closed except:
CB UPRT SYS COMPR (2) - open

PANEL 300

LH SUIT FLOW vlv - FULL FLOW

PANEL 301

RH SUIT FLOW vlv - FULL FLOW

PANEL 302

CTR SUIT FLOW vlv - FULL FLOW

PANEL 303

PRIM CAB TEMP vlv - COLD (CW)
SEC CAB TEMP vlv - COOL-MAX (CW)

PANEL 304

DRNK H2O SUPPLY vlv - OFF (CW)

PANEL 305

FOOD PREP COLD H2O vlv - rel
FOOD PREP HOT H2O vlv - rel

PANEL 306

MSN TMR - START
EVNT TMR RSET - UP (center)
EVNT TMR STRT - center
EVNT TMR MIN - center
EVNT TMR SEC - center
MSN TMR HR - center
MSN TMR MIN - center
MSN TMR SEC - center

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PANEL 325

CAB PRESS RELF vlv (RH) - BOOST/ENTRY
CAB PRESS RELF vlv (LH) - BOOST/ENTRY
PRIM GLY TO RAD vlv - BYPASS (pull)

PANEL 326

REPRESS PKG vlv - ON
SM 02 SUPPLY vlv - ON
SURGE TK 02 vlv - ON
GLY RSVR IN vlv - OPEN
GLY RSVR BYPASS vlv - CLOSE
GLY RSVR OUT vlv - OPEN

PANEL 350

CO2 CSTR DIVERT vlv - both (center)

PANEL 351

MAIN REG vlv (2) - open
H2O/GLY TK PRESS REG vlv - BOTH
H2O/GLY TK PRESS RELF vlv - BOTH
EMER CAB PRESS vlv - OFF
CAB REPRESS vlv - OFF (CCW)

PANEL 352

WASTE TK SERVICING vlv - CLOSE
PRESS RELF vlv - 2
POT TK IN vlv - OPEN
WASTE TK IN vlv - AUTO

PANEL 375

SURGE TK PRESS RELF vlv - open (CW)

PANEL 376

PLVC - NORMAL (up)

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PANEL 377

GLY TO RAD SEC vlv - BYPASS (CCW)

PANEL 378

PRIM GLY ACCUM vlv - open (CCW)

PANEL 379

PRIM ACCUM FILL vlv - OFF (CW)

PANEL 380

O2 DEMAND REG vlv - BOTH

SUIT TEST vlv - OFF

SUIT CKT RET vlv - close (push)

PANEL 382

SUIT HT EXCH PRIM GLY vlv - FLOW (CCW)

SUIT FLOW RELF vlv - OFF

PRIM GLY EVAP IN TEMP vlv - MIN (CCW)

SUIT HT EXCH SEC GLY vlv - FLOW (CCW)

SEC EVAP H2O CONT vlv - AUTO (CW)

PRIM EVAP H2O CONT vlv - AUTO (CW)

H2O ACCUM vlv (2) - RMTE (CCW)

PANEL 600

EMER O2 vlv - close

PANEL 601

REPRESS O2 vlv - close

PANEL 602

REPRESS O2 RELF vlv - OPEN (CW)

FWD HATCH

PRESS EQUAL vlv - CLOSE

ACTR HNDL sel - stow/check locked

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SIDE HATCH

CAB PRESS DUMP vlv - close (CW)
GEAR BOX sel - LATCH
ACTR HANDLE sel - UNLATCH
LOCK PIN REL KNOB - LOCK
LOCK PIN ind - flush
GN2 VLV HANDLE - outboard
BPC JETT KNOB - toward BPC JETT

* - last momentary position before liftoff.

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BOOST-INSERTION - TLI

BOOST PREPARATION

L
2-2

- 06:00 TVC SERVO PWR #1 - AC1/MNA
TVC SERVO PWR #2 - AC2/MNB
- 04:00 ASTRO LAUNCH OPERATIONS COMM CHECK
- 03:00 DSKY - Verify P02
V75 (NO ENTR)
TAPE RCDR FWD - FWD (tb-gray)
- 2:15 PRIM GLY TO RAD - pull (bypass)
- 1:15 MN BUS TIE (2)-on (up)
-1:00 PAD COMM (2) - OFF
-00:45 GDC ALIGN pb - PUSH & HOLD
R=90+AZ, P=90, Y=0
FDAI 2 Total att - no motion
GDC ALIGN pb - release

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F/N
C/W

Time from first motion, min:sec, g.e.t.	SC IMU pitch gimbal angle, ω , deg	DSKY displays			Time from first motion, min:sec, g.e.t.	SC IMU pitch gimbal angle, θ , deg	DSKY displays		
		Inertial velocity, V_i , fps	Altitude rate, h , fps	Altitude, h , n. mi.			Inertial velocity, V_i , fps	Altitude rate, h , fps	Altitude h , n. mi.
00:00	90	1 340	0	0.0	06:00	11	14 147	678	93.5
00:30	86	1 390	286	0.6	06:30	8	15 367	461	96.3
01:00	68	1 858	796	3.2	07:00	5	16 739	297	98.1
01:30	49	3 023	1460	7.1	07:30	2	18 291	197	99.3
02:00	34	5 052	2193	17.7	08:00	3	19 827	161	100.2
*02:15	29	6 455	2607	23.6	08:30	359	21 114	151	101.0
02:30	26	7 773	2883	30.4	09:00	355	22 398	164	101.7
*02:42.24	23	9 059	3144	36.5	*09:10.73	353	22 856	179	102.0
03:00	23	9 261	2812	45.2	09:30	350	23 143	112	102.5
03:30	25	9 816	2350	57.9	10:00	346	23 708	32	102.8
04:00	22	10 471	1951	68.5	10:30	344	24 300	-17	102.8
04:30	20	11 227	1581	77.2	11:00	340	24 921	-30	102.7
05:00	17	12 088	1243	84.1	*11:23:61	340	25 562	0	102.6
05:30	14	13 058	940	89.5					

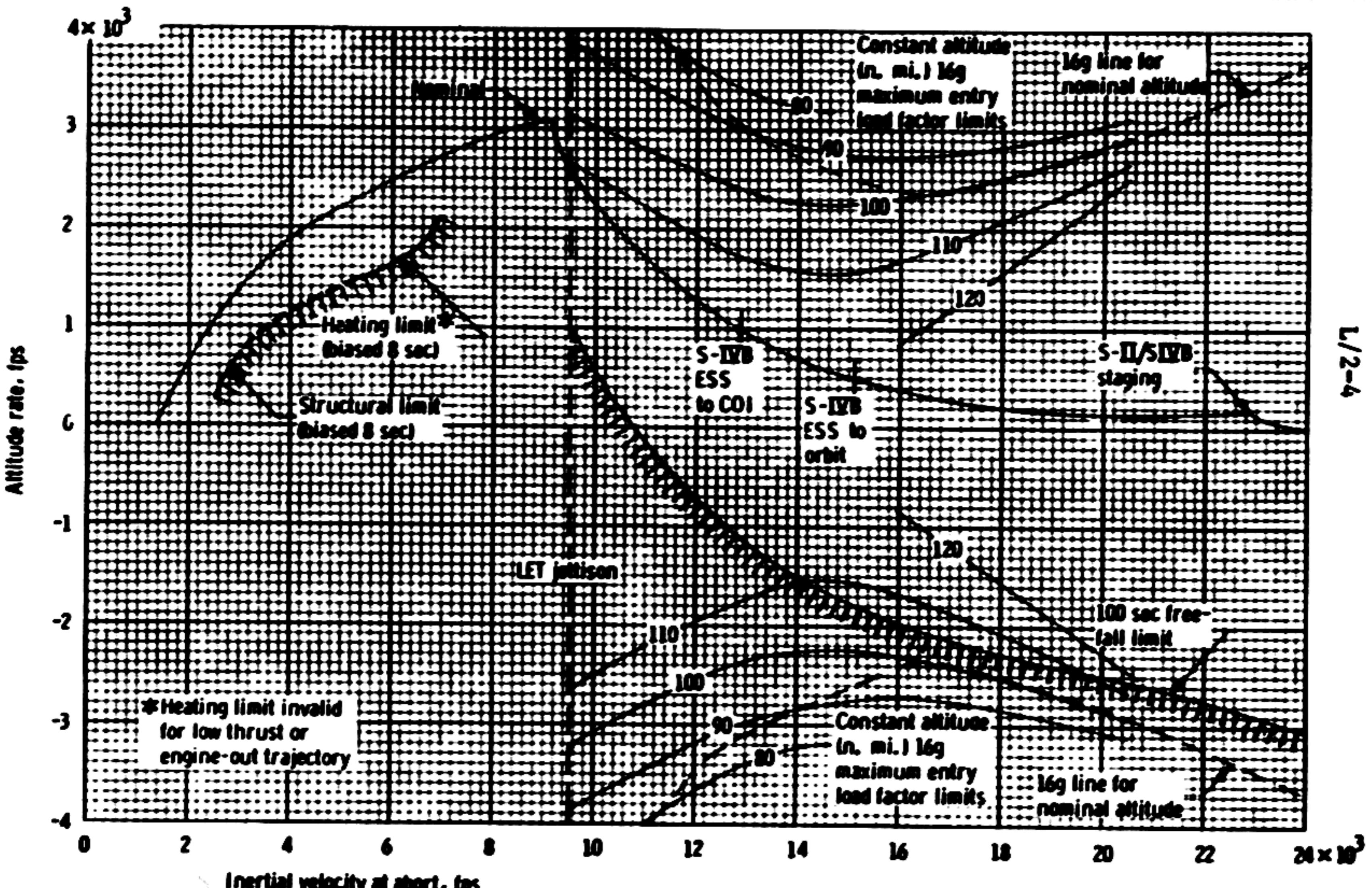
^aS-IC center-engine cutoff (TB2).

^bS-IC outboard-engine cutoff (TB3).

^cS-II engine cutoff (TB4).

^dS-IVB guidance cutoff signal.

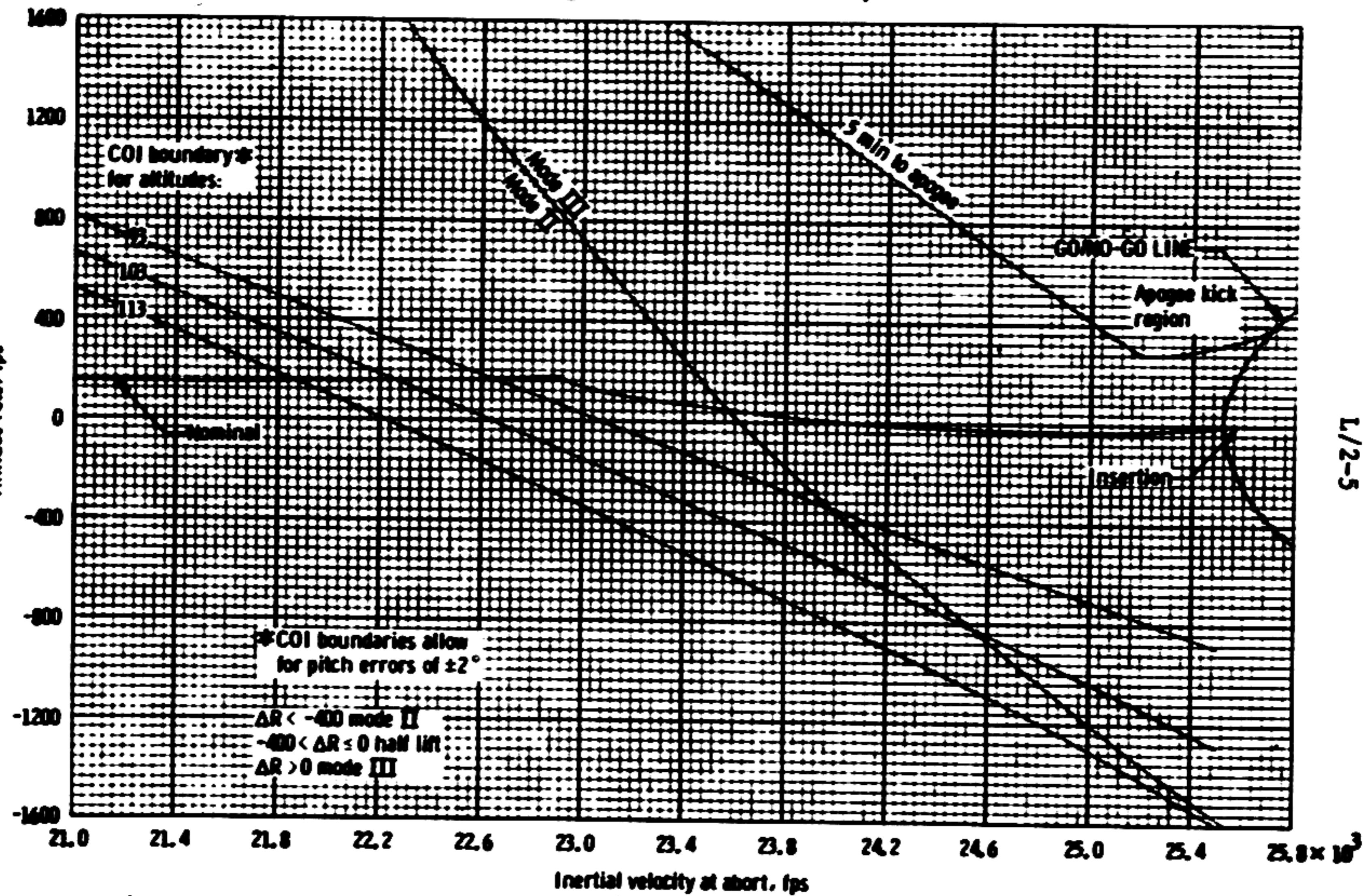
LAUNCH ABORT



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L/2-4

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DRONE
MOLNIYI 1969

ALTITUDE VS V_i

Altitude, h , n. mi.	Inertial velocity, v_i , fps
75	25 713
80	25 686
85	25 659
90	25 631
95	25 604
100	25 577
105	25 550
110	25 523
115	25 496
120	25 469
125	25 442
130	25 416
135	25 389
140	25 362
145	25 336
150	25 309

L/2-6

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BOOST

-00:09 Ignition CMD
-00:01 L/V ENGINES lts (5) - out 00:00
00:00 LIFTOFF lt - on

- * LIFTOFF VERIFIED: *
- * If LIFTOFF lt off - push *
- * If NO AUTO ABORT lt on - push *

Clock Running (auto) - report
MET Resets & starts counting up auto
Pll auto

+4°/sec P,Y
-20°/sec R

- * NO Pll - Key ENTR *
- * START DET & RESET MET*

06 62 VI,H DOT, H PAD (fps,fps,.lmm)
* LV G UID & LV RATE lts ON* MODE IA
* LV G UID - CMC *

+00:02 Yaw Mnvr.- report
+00:11 Roll & Pitch Program - report
+00:30 Roll complete - report

+00:42 MODE IB - report
PRPLNT DUMP - RCS CMD
+00:50 Monitor a' to T +02:00
(100%, 5° Att error)

00:42

+4°/sec P,Y
-20°/sec R

CABIN PRESSURE DECREASING (~14K)

- * NO PRESSURE DECREASE by 25K *
- * CAB PRESS RELIEF vlv (RH) - *
- * DUMP *

MODE IB

+01:21 MAX Q

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+01:56 MODE IC - report (R3 = 16.5NM)

1:56

+02:00 EDS AUTO - OFF
2 ENG OUT - OFF
LV RATES - OFF
a/Pc sw - Pc

+9°/sec P,Y
+20°/sec R

LV RATE lt disabled as IU failure cue

GO/NO GO FOR STAGING - report

MODE IC

+02:16 INBOARD CUTOFF - (lt 5 on)

LIPTOFF lt - out

+02:39 CMC BOOST Polynomial ends

+02:42 OUTBOARD CUTOFF - report (lts 1,2,3,4 on)

+02:43 SIC/SII STAGING (lts off)

+02:44 SII Ign Command (lts on)

02:44

SII SEP lt - on

+02:45 SII 65% - lts out

+03:13 SII SEP lt - out report

MODE IC

+03:18 TWR JETT (2) - on(up) (TPP>1+20)

3:18

* NO TWR JETT, pg L/5-1 *

* For MAN BOOSTER CONTROL *

* LV GUID - CMC *

* Key V46E *

* SCS TVC (2) - AUTO *

MAN ATT PITCH - RATE CMD

Twr Jett & MODE II - Report

GLY EVAP STEAM PRESS - AUTO

GLY EVAP H2O FLOW - AUTO

MODE II

+03:23 Guidance Initiate - report (OECO +41sec)

+03:53 Guidance Good

+04:00 Report status

+05:00 Report Status

+05:30 SIVB to COI

+06:00 Report Status

GMBL MOT (4) - START - ON (LMP Confirm)

Check GPI

SII/SIVB/GPI - CPI (Momentarily)

PITCH = -1.49

YAW = +1.32

Basic Date - October 6, 1969

Changed -

CSN 108

+06:15 OMNI ANT - D (AZ < 96°)
 - C (AZ > 96°)

+06:25 SIVB to orbit - Level sense arm 08:37

+07:00 Report Status

+07:42 IECO (lt 5 - on)

+08:00 Report Status

+08:01 PU SHIFT

+08:30 GO/NO GO FOR STAGING - report

+09:00 Mode IV - Report
 (VI ~ 22,200, H DOT ~ +160,
Report Status H ~ +100)

+09:11 OECO (lts 1,2,3, & 4 - on)

+09:14 SII Staging - lts out

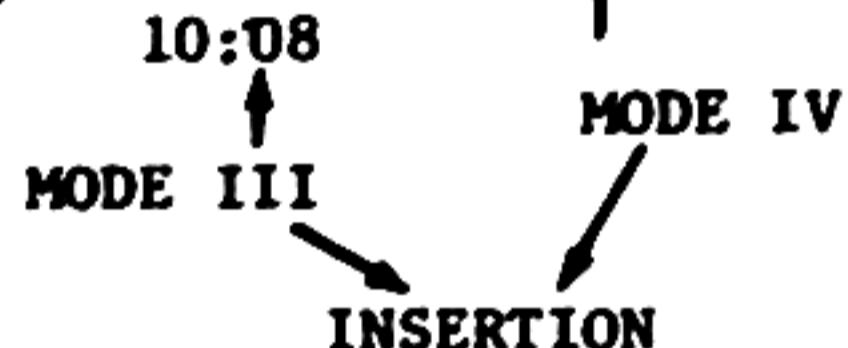
+09:17 SIVB Ign Cmd - lt on

+09:19 SIVB 65% - lt out

+10:00 GO/NO GO FOR ORBIT - report

+11:00 Report Status

+11:29 SECO (lt on) - report
 (Begin TB5)



*If LV GUD - CMC *
 *LV STAGE sw - SII/SIVB (*Lens by 60 fps*)
 *SECO *
 *LV ENG 1 lt - on *
 *Begin TB5 *

*If no SECO, (VI +100 fps) *
 *LV STAGE sw SII/SIVB *
 *If still no SECO, THC *
 * CCW & neutral in 1 sec *

+11:39 INSERTION - lt out (TB5 + 10 sec)

Basic Date October 6, 1969
 Changed November 4, 1969

L
2-10

Record VI _____ (fps)
H DOT _____ (fps)
H PAD _____ (.1mm)

KEY V82E

Record HA _____ (.1mm)
HP _____ (.1mm)
TFF _____ (min-sec)

PRO

V37E 00E

When CMC ACTY lt out:

V66E

V45E

Verify DAP load, V48: R1 = 31102, R2 = 01111

V46E

CSM WT

V83E (check)

P TRIM

PRO

Y TRIM

BDA LOS
(00:12:50)

CSM 108

October 6, 1969

Basic Date _____
Changed _____

INSERTION CHECKLIST

CDR

- 1 GMBL MTRS (4) - OFF (LMP confirm)
 EDS PWR - OFF
 TVC SERVO PWR (2) - OFF
 MN BUS TIE (2) - OFF(LMP)
 SECS PYRO ARM (2) - SAFE
 SECS LOGIC (2) - OFF
 cb SECS ARM (2) - open
 BMAG MODE (3) - RATE 2
 ELS - MAN
 CM RCS LOGIC - OFF
 CAB PRESS REL vlv (2) - NORMAL/LATCHED
 REPRESS PKG vlv - OFF
 cb DIRECT ULLAGE (2) - open
 cb FLOAT BAG (3) - open
 cb FLT/PL VENT - open
 cb ELS BAT (2) - open
 DIRECT O2 vlv - CLOSE
 ROT CONTR PWR DIRECT(2) - OFF
 EMS FUNCT - OFF
 INSTALL COAS
~~TRANS CONTR PWR~~ - OFF
 MONITOR LV TANK PRESS
 * $\Delta P > 36$ psid (OXID > FUEL) *
 * $\Delta P > 26$ psid (FUEL > OXID) *
 *LOX TK PRESS > 50 psia *
 EMERGENCY CSM/LV SEP pg L/5-1

CYI AOS
(00:16:37)

CMP

- 2 SM RCS HTRS (4) - PRIM
 CM RCS PRPLNT (2) - OFF, tb (2) - bp
 C/W - NORMAL
 BPC JETT KNOB - 180° from BPC JETT
 GN2 VLV HNDL - pull
 HATCH GEAR BOX - LATCH (verify)
 ACTR HNDL SELECTOR - neutral

LMP

- 3 cb WASTE H2O/URINE DUMP HTRS (2) - close
 FC REACS vlv - NORM
 H2 PURGE LINE HTR - ON
- 4 MCCH - G/N Status .
 Z Torquing angle _____

Basic Date October 6, 1969
Changed November 7, 1969

CSM 108

SYS MONITORING & CHECKING

1 SM RCS MONITORING CHECK (CMP)

SM RCS PRPLNT tb (8) - gray

SM RCS He 1 & 2 tb (8) - gray

RCS IND sel - SM A, B, C, D

PKG TEMP - 115°-175° F (C/W 75°-205°)

He PRESS - record

MANF PRESS - 192-207 psia (C/W 145-215 psia) |

He TK TEMP - record

PRPLNT QTY - record

When MANIF PRESS <150 psia

RCS SEC FUEL PRESS A (B, C, D) - OPEN

2 CM RCS MONITORING CHECK (CMP)

CM RCS PRPLNT tb (2) - bp

RCS IND sw - CM 1,2

He TEMP - 60-90°F

He PRESS - 4100-4200 psia

MANIF PRESS - 80-105 psia

October 6, 1969
October 27, 1969

3 C/W OPERATIONAL CHECK (LMP)

C/W LAMP TEST - 1 (LH MA & 15 lts)

C/W LAMP TEST - 2 (RH MA & 20 lts)

C/W CSM - CM (CM RCS lt (2) - on)

C/W CSM - CSM (CM RCS lt (2) - out)

Basic Date -
Changed |

4 CMP to LEB for MN REG CHECK

STRUT UNLOCK LANYARD (2) - STOW

DRINKING WATER SUPPLY vlv - ON

cb COAS/TUNL LTC MNB - close

Unstow:

Helmet bags (R6)

Accessory bags (R6)

Tool E (L2)

CSM 108

5 Confirm normal suit pressure, cabin pressure, & O2 flow

EMERG CABIN PRESS vlv - BOTH

SUIT CKT RET vlv - open (pull)

Remove helmet & gloves & stow in PGA bag

Unstow & mount TSB's (A1)

6 MAIN REG CHECK

MAIN REG B vlv - close
 EMER CABIN PRESS sel - 1
 PUSH TO TEST PB - PUSH (O2 FLOW INC)
 MAIN REG B vlv - open
 MAIN REG A vlv - close
 EMER CABIN PRESS sel - 2
 PUSH TO TEST PB - PUSH (O2 FLOW INC)
 MAIN REG A vlv - open
 EMER CABIN PRESS sel - BOTH

7 SEC RAD LEAK Ck

Monitor SEC ACCUM QUANTITY (LMP)
 SEC GLY To RAD vlv - NORM for 30 sec, then
 BYPASS (CDR)

+20:00 8 ECS Post Insertion Config (CDR)

GLY RSVR BYPASS vlv - OPEN
 GLY RSVR OUT vlv - CLOSE
 GLY RSVR IN vlv - CLOSE
 PRIM GLY ACCUM QTY 25-50%
 PRIM ACCUM FILL vlv - ON until 50-55%
 ECS RAD FLOW CONT - PWR
 PRIM GLY TO RAD vlv - NORMAL (push)
 ECS RAD HTR - PRIM 1 (LMP)
 ECS RAD TEMP PRIM OUT below PRIM IN
 If outlet temp after 5 min
 * above INLET TEMP *
 *PRIM GLY TO RAD vlv - *
 * BYPASS (pull) *
 *Recheck in 10 min *
 ECS RAD tb - gray
 GLY EVAP TEMP IN - AUTO

9 POT H20 HTR - MNA

CYI LOS
 (00:23:44) PCM BIT RATE - LOW
 UP TLM - CMD RSET, then NORM
 VHF AM A - SIMPLEX
 VHF AM B - off (ctr)

10 FC Purge Ck (LMP)

H2/O2 PURGE (6) - ON (monitor)

Observe Flow rate inc

Reset MA (as req'd)

H2 PURGE LINE HTR - OFF

PRE-TLI SYS VERIFICATION & MONITORING

1 EPS MONITORING CHECK (LMP)

Cryogenic Pressure - Quantity Check

H2 PRESS (2) - 225-260 psia

O2 PRESS (2) - 865-935 psia

SURGE TK PRESS - 865-935 psia

H2 QTY (2) - record

O2 QTY (2) - record

CRYO FANS - OFF; ON as req'd

FC Power Plant Check

FC HTRS(3) -on(up)

FC REACT tb (3) - gray

FC IND sel - 1, 2, 3

H2 FLOW - 0.03-0.15 lb/hr

O2 FLOW - 0.25-1.2 lb/hr

MOD SKIN TEMP - 390-450° F

MOD COND EXH TEMP - 150-175° F

FC pH HI tb - gray

FC RAD TEMP LO tb - gray

FC REACS & RAD cb (6) - out, all others in(verify)

D-C Voltage-Amperage Check

MN BUS TIE (2) - OFF (verify)

FC MNA tb - 1 & 2 gray, 3 bp

FC MNB tb - 1 bp, 2 & 3 gray

FC 1, 2, & 3 (RECORD AMPS)

MAIN BUS A, B, (26.5-31 vdc - Record)

BAT BUS A, B, & BAT C (31.5-38 vdc < 3 amp)

PYRO BAT A, B (36.5 - 37.5 vdc)

DC IND sel - MNB

SYS TEST 4B (BAT RLY BUS - 3.4-4.1 vdc)

A-C VOLTS - 113 to 117 all phases

October 6, 1969

Basic Date -
Changed -

CSM 102

2 ECS MONITORING CHECK

SUIT COMP ΔP - .3-.4 psid

O2 FLOW - 0.2-0.45 lb/hr (after changeover)

O2 SURGE TANK PRESS - 865-935 psia

REPRESS O2 >865 psia

PRIM RAD tb - gray

*IF PRIM RAD tb - 2 *

* ECS RAD FLOW AUTO CONT - 1 until *

* tb gray, then AUTO *

ECS RAD TEMP PRIM IN - 67-97° F

ECS RAD TEMP PRIM OUT - -20° to +63° F

PRIM GLY EVAP TEMP OUT - 38-50.5° F

PRIM GLY EVAP STEAM PRESS

.1-.15 boiling, > .16 not boiling

PRIM GLY DISCH PRESS - 40-52 psig

SUIT TEMP - 45-55° F

SUIT PRESS/CABIN PRESS - 4.7-5.3 psia

PART PRESS CO2 < 7.6 mm Hg

POT H2O QTY - 10-100%

WASTE H2O QTY - 25-85%

3 SPS MONITORING CHECK (LMP)

SPS PRPLNT TK TEMP ind - +45 to +75° F

*IF<45°F, SPS LINE HTRS - A *

*IF>75°F, SPS LINE HTRS - off (ctr) *

SPS PRESS IND sw - He, N2A, & N2B

SPS PRPLNT TK PRESS ind

He 3900 psia max

N2A 2900 psia max

N2B 2900 psia max

SPS PRESS IND sw - He

FUEL & OXID PRESS ind - 170 to 195 psia

SPS ENG INJ VLVS (4) - CLOSE

SPS OXID, FUEL & UNBAL QTY - record

OXID FLOW VLV PRIM - PRIM

SPS He VLV (1&2) - AUTO, tb - bp

4 GDC ALIGN (CDR)5 UNSTOW SEQ CAMERA BRACKET & ORDEAL (CDR)6 MOUNT ORDEAL BOX & Initialize

October 6, 1969

Basic Date
Changed

CSM 108

7 SECONDARY GLYCOL LOOP CHECK (LMP)

ECS IND sw - SEC
SEC COOL LOOP PUMP - AC1
GLY DISCH SEC PRESS - 39-51 psig
ACCUM SEC QTY IND - 30-55%
SEC COOL LOOP - EVAP
SEC EVAP STM PRESS - .09 - .15 boiling
>.16 not boiling

After 5 min:

SEC EVAP TEMP OUT - 38-50.5° F
SEC COOL LOOP EVAP - RSET 1 min,
off (ctr)
SEC COOL LOOP PUMP - off (ctr)
ECS IND sw - PRIM

8 UNSTOW CAMERAS (CMP)

DAC (f8,250,10) 6 fps (B3)
Power cable (B3)
18mm lens (B3)
Rt. angle mirror (B3)
(Assemble & mount in L.H. rendezvous window)

EL (f8,250,30) (B3)
(Stow in LMP TSB)

9 UNSTOW TV CAMERA (CMP)

TV (ALC - outside) (A7)
Power cable (A6)
Bracket (A6)
Monitor & cable (A6)
(Assemble, connect cables & hand to LMP)

10 OPTICS DUST COVER JETT (CMP)

Install Optics eyepieces
OPT ZERO - OFF
G/N PWR OPTICS - on (up)
OPT MODE - MAN
OPT COUPLING CONT - DIRECT
OPT SPEED CONT - HI
OHC - MAX RIGHT (Obs eject thru eyepiece)
(SXT 40°, SCT 80° shaft ang)

Basic Date - October 6, 1969

Changed -

CSM 106

SUNSET 11 IMU REFSMMAT Realign Check (P52), (CMP)
 (00:31:42) P52 - (PAD REFSMMAT)

N71: — —, — —

N05: — — — • — —

N93:

X — — • — — —

Y — — • — — —

Z — — • — — —

GET: — — : — — : — —

If IMU is realigned,
 Realign GDC (CDR)
 OOE
RETICLE BRIGHTNESS - DIM
Stow Optics Eyepieces
Increase S BD volume

CRO AOS
 (00:52:20)

CRO LOS
 (00:58:11)

HSK AOS(s) 12 Two way USB VOICE Check
 (00:59:38) Report GYRO torquing angles

HSK LOS
 (01:05:41)

SUNRISE
 (01:05:47)

US AOS
 (01:28:22)

13 SCS ATT Ref Comp Check

V16 N20E

FDAI SELECT - 1

FDAI SOURCE - ATT SET

ATT SET - GDC

ATT SET dials - null FDAI 1 err needles

Key VERB when nulled (freeze display)

Record from DSKY:

R _____, P _____, Y _____

Record from ATT SET dials:

R _____, P _____, Y _____

FDI SEL - 1/2

14 EXTEND DOCKING PROBE

cb DOCK PROBE (2) - close (verify)

DOCK PROBE EXTD/REL - EXTD/REL until
full probe extension

(DOCK PROBE tb - grey at full extension)

	EXT	RET
FULL EXT	Grey	Grey
FULL RET	BP	BP
PART EXT	BP	Grey

DOCK PROBE EXTD/REL - RETRACT (tb-gray)

15 COPY TLI, TLI ABORT, & P37 PADS

SV UPDATES (MCCH)

16 SM RCS HOT FIRE

MAN ATT (3) - MIN IMP

SC CONT - SCS (verify)

cb SECS ARM (2) - close

RCS CMD - ON

AC ROLL (4) - ~~MAN~~ → Test SM RCS jets - report

AC ROLL (4) - OFF → RCS CMD - OFF

MAN ATT (3) - RATE CMD

17 SECS LOGIC (2) - on(up)

MSFN confirm GO for PYRO ARM

US LOS

(01:45:44)

CYI AOS

(01:50:10)

ober 6, 1969

November 7, 1969

Basic Date -

Changed -

TLI

X				X				TB6p
X	X	X		X	X	X		R
X	X	X		X	X	X		P
X	X	X		X	X	X		Y
X	X	X	.	X	X	X	.	BT
			.				.	ΔVC
+				+				V
X	X	X		X	X	X		R
X	X	X		X	X	X		P
X	X	X		X	X	X		Y
X	X	X		X	X	X		R
X	X	X		X	X	X		P
X	X	X		X	X	X		Y

Basic Date - October 6, 1969
Channel -

L
2-20

P27 UPDATE

PURP	V	V	V	
GET	:	:	:	:
304 01	INDEX	INDEX	INDEX	
02				
03				
04				
05				
06				
07				
10				
11				
12				
13				
14				
15				
16				
17				
20				
21				
22				
23				
24				
N34	HRS	X X X		X X X
	MIN	X X X X		X X X X
NAV CHECK SEC		X X		X X
N43	LAT	0		0
	LONG			
ALT	+ 0			+ 0

Basic Date - October 6, 1969

Changed -

CSA .08

Basic Date October 6, 1969

CGN 108

SET STARS						PURPOSE
R ALIGN	—	+				PROP/GUID
P ALIGN	—	0 0				WT N47
Y ALIGN	—	0 0	.			P TRIM N48
		+	0 0			Y TRIM
ULLAGE	—	+	0 0 0			HRS GETI
	—	+	0	.		MIN N33
	—	+		.		SEC
	—			.		ΔV_X N81
	—			.		ΔV_Y
	—			.		ΔV_Z
	—	X X X				R
	—	X X X				P
	—	X X X				Y
	—	+		.		H_A N44
	—			.		H_P
	—	+		.		ΔV_T
HORIZON/WINDOW	—	X X X	.			BT
	—	X		.		ΔV_C
	—	X X X X				SXTS
	—	+		0		SFT
	—	+	.	0 0		TRN
	—	X X X				BSS
	—	X X				SPA
	—	X X X				SXP
P37 FOR L/048		GETI	0	.		LAT N61
X		ΔV_T		.		LONG
X		LONG	+	.		RTGO EMS
		GET	+	.		VIO
		400K				GET 0.05G

P30 MANEUVER

L/2-22

SET STARSR ALIGN _____P ALIGN _____Y ALIGN _____ULLAGE _____HORIZON/WINDOW _____P37 FOR L/0+8

X	X	X	X	GETI
X				ΔV_T
X				LONG
				GET 400K

				PURPOSE
				PROP/GUID
+				WT N47
	0	0	.	P TRIM N48
	0	0	.	Y TRIM
+	0	0		HRS GETI
+	0	0	0	MIN N33
+	0		.	SEC
			.	ΔV_X N81
			.	ΔV_Y
			.	ΔV_Z
X	X	X		R
X	X	X		P
X	X	X		Y
+			.	H_A N44
			.	H_P
+			.	ΔV_T
X	X	X	.	BT
X			.	ΔV_C
X	X	X	X	SXTS
+			0	SFT
+			0 0	TRN
X	X	X		BSS
X	X			SPA
X	X	X		SXP
	0		.	LAT N61
			.	LONG
+			.	RTGO EMS
+			.	VIO
				GET 0.05G

Basic Date - October 6, 1969

Changed -

CSM .38

TLI PREPARATION

GET = 1:50

XLUNAR - INJECT (verify)
 EDS PWR - on (up)
 EMS FUNC - OFF (verify)
 EMS MODE - STBY
 EMS FUNC - ΔV SET/VHF RNC
 Set ΔV ind. to +1586.8 fps
 EMS MODE - NORMAL
 EMS FUNC - ΔV Test
 SPS THRUST 1t - on/off (10 sec)
 ΔV ind stops at -0.1 to -41.5
 EMS MODE - STBY
 EMS FUNC - ΔV SET/VHF RNC
 Set ΔVC
 EMS FUNC - ΔV

Basic Date Changed	
CYI LOS (01:55:29)	GDC ALIGN V48E, 31102, 01111 Key V83E Set ORDEAL SECS PYRO ARM (2) - on (up) TRANS CONTROL PWR - ON ROT CONTR PWR NORMAL (2)-AC/DC (verify) ROT CONTR PWR DIRECT (2)-MNA/MNB LV IND/GPI - SII/SIVB (verify) LV GUID - IU (verify) cb DIRECT ULLAGE (2) - closed SET EVENT TIMER to 51:00 Begin MONITOR For TB6
SUNSET (01:59:54)	
CRO AOS (02:25:28)	
CRO LOS (02:31:44)	
SUNRISE (02:33:56)	

October 6, 1969

October 27, 1969

CSN 108

TLI

CMP to Couch

TB 6 - SII SEP lt on (TIG-9 min, 38 sec)
SII SEP lt out (38 sec later)

51:00 Start DET COUNTING UP
SC CONT - SCS (verify)
MONITOR LV TANK PRESS
* $\Delta P > 36 \text{ psid}$ (OXID > FUEL) *
* $\Delta P > 26 \text{ psid}$ (FUEL > OXID) *
*LOX TK PRESS >50 psia *
*EMERGENCY CSM/LV SEP pg L/5-1 *

UP TLM CM - BLOCK (verify)
UP TLM IU - BLOCK (verify)

ORDEAL - 300/LUNAR
ORDEAL FDAI 1 - ORB RATE
FDAI 2 - INERTIAL
Slew FDAO to PITCH = 15°

V37E 47E (check bias) Record
(Limit: 9.8 f/s/min)
ΔVX,Y,Z (.1f/s)

58:00 N62E
P 16 62 VI,HDOT,HPAD (f/s,f/s,.1mm)
MONITOR VI () at ECO
SCS TVC SERVO PWR #1 - AC1/MNA
SCS TVC SERVO PWR #2 - OFF (verify)
TAPE RCDR - HBR/RCD/FWD/CMD RESET

58:20 EMS MODE - NORMAL
58:36 SII SEP lt - on

TLI Inhibit Signals will not
* be honored after 59:42 *

58:38 SIVB ULLAGE Begins
59:00 Slew FDAO to PITCH = 7°

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Basic Date -
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CSM 108

59:42 SII SEP 1t - out (TIG - 18 sec)
 59:52 SIVB FUEL LEAD
 59:55 SIVB ULLAGE discontinues
 Insure FDAI 1 PITCH = 3°
 59:59 LV ENG 1 1t - on
MSFN AOS
(02:52:44) Start ORDEAL torquing
 00:00 SIVB IGNITION (: : GETI)
 00:02 LV ENG 1 1t - out
 MONITOR THRUST & ATTITUDE **+45°/P,Y**
 MONITOR LV TANK PRESS **+10°/sec P,Y**
 05:45 SIVB ECO (1t on) (BEGIN TB7) **+20°/sec R**

*EMER SIVB CUTOFF AT 6 SEC *
 * PAST BURN TIME IF VI ATTAINED*
 *LV STAGE sw - SII/SIVB *
 *If still no ECO, *
 * THC CCW & NEUTRAL in 1 sec *
 *If LV GUD - CMC, *
 * LV STAGE sw-SII/SIVB on VI *

Key VERB (freeze display)

05:55 LV ENG 1 1t - out (TB7 + 10 sec) |
 SIVB ATT HOLD 20 sec & BEGIN VENTING
 SIVB MNVR TO ORB RT (HDS DN) (.3°/sec)
 VI _____ & ΔVC _____ report
 HDOT _____
 HPAD _____
 KEY RLSE
 F 16 62
 KEY RLSE
 F 16 83 ΔVX,Y,Z (.1fps)
 SCS TVC SERVO PWR #1 - OFF
 PCM BIT RATE - LOW
 EMS MODE - STBY
 EMS FUNC - OFF
 SECS PYRO ARM (2) - SAFE
 FDAI #1 - INRTL
 PRO

When CMC ACTY lt out,
Key V66E
CMP to LH couch
CDR to CTR couch
WASTE STOWAGE VENT vlv - CLOSED
HI GAIN ANT PWR - OFF (Verify)
cb HI GAIN ANT FLT BUS - close
cb HI GAIN ANT GRP 2 - close
T, D, & E, pg L/3-1

Basic Date - October 6, 1969
Changed _____

Basic Date October 6, 1969
 Changed _____

SIVB TLI - NOMINAL

Nov. 14, 1969 AZ 72°

FIRST OPPORTUNITY

θ	ψ	DET	V_I	\dot{H}	H
59	1.0	0:00	25559	9	106
56	- 2.0	0:30	26116	24	106
55	0.0	1:00	26727	85	106
54	2.5	1:30	27364	206	107
53	3.0	2:00	28092	399	108
53	6.8	2:30	28903	681	111
52	8.7	3:00	29754	1057	115
51	10.6	3:30	30649	1534	122
50	12.5	4:00	31594	2122	131
48	14.3	4:30	32595	2819	143
46	15.9	5:00	33664	3633	159
41	17.6	5:30	34819	4536	179
41	17.5	5:44	35426	5026	190

SIVB TLI - MANUAL

Nov. 14, 1969 AZ 72°

FIRST OPPORTUNITY

θ	ψ	DET	V_I	\dot{H}	H
57	8.0	0:00	25559	9	106
56	8.0	0:30	26116	24	106
55	8.0	1:00	26727	85	106
54	8.0	1:30	27364	206	107
53	8.0	2:00	28092	399	108
52	8.0	2:30	28903	681	111
51	8.0	3:00	29754	1057	115
50	8.0	3:30	30649	1534	122
49	8.0	4:00	31594	2122	131
48	8.0	4:30	32595	2819	143
47	8.0	5:00	33664	3633	159
45	8.0	5:30	34819	4536	179
45	8.0	5:44	35426	5026	190

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TLI BACKUP GUIDANCE PROCEDURES

Basic Date
Changed
October 6, 1969
October 27, 1969

CSM 108

- | | |
|-----------|---|
| TB5 | Key V46E
LV GUID - CMC
*V96E
V25 N33E
Load GET of TB6
V25 N26E
26000E
01513E
10067E
**V30E
F 06 34 Time from TB6
SC CONT - SCS (verify)
MONITOR LV TANK PRESS
* $\Delta P > 36$ psid (OXID > FUEL) *
* $\Delta P > 26$ psid (FUEL > OXID) *
*LOX TK PRESS >50 psia *
*EMERGENCY CSM/LV SEP pg L/S-1 *
ORDEAL ALT = 300 NM
EARTH/LUNAR = LUNAR
Mnvr SIVB to TLI Att:
R = 180° , P = 59.25° , Y = 8.0° (1st OPP)
R = 180° , P = 59.60° , Y = 355.0° (2nd OPP)
Key V16 N20E (DSKY R2 = 59.25°)
Null SIVB rates
ORDEAL FDAI #1 = ORB RATE
ORDEAL MODE - FAST/HOLD
Slew FDAI #1 TO P = 0°
Insure R2 = 59.25°
KEY REL |
| TB6 | UPLK ACTY lt - on |
| TB6+10sec | S-II SEP lt - on
UPLK ACTY lt - out
F37 00E |
| 51:00 | S-II SEP lt - out
Start DET |
| 57:00 | V37E 47E (check bias) Record
(Limit: 9.8 fps/min) |
| F 16 83 | $\Delta V_x, V_y, V_z$ (.1fps) |
| | N20E |
| 58:00 | Insure FDAI #1 P = 0° & R2 = 59.25° , R3 = 8.0° |

TLI TRAJECTORY OPP 2
NOM & MAN

SIVB TLI - NOMINAL					
Nov. 14, 1969 AZ 72° SECOND OPPORTUNITY					
θ	ψ	DET	V _I	ΔH	H
60	1.0	0:00	25553	10	108
54	5.5	0:30	26189	3	108
52	3.2	1:00	26912	38	108
52	1.0	1:30	27673	143	108
51	-1.5	2:00	28475	326	109
50	-3.5	2:30	29319	598	112
49	-5.7	3:00	30208	967	115
48	-7.9	3:30	31143	1441	121
47	-9.9	4:00	32135	2025	130
45	-12.0	4:30	33190	2732	142
43	-13.8	5:00	34320	3556	157
41	-14.6	5:29	35502	4447	177

SIVR TLI - MANUAL					
Nov. 14, 1969 AZ 72° SECOND OPPORTUNITY					
θ	ψ	DET	V _I	ΔH	H
55	-5.0	0:00	25553	10	108
54	-5.0	0:30	26189	3	108
52	-5.0	1:00	26912	38	108
51	-5.0	1:30	27673	143	108
51	-5.0	2:00	28475	326	109
50	-5.0	2:30	29319	598	112
48	-5.0	3:00	30208	967	115
47	-5.0	3:30	31143	1441	121
46	-5.0	4:00	32135	2025	130
45	-5.0	4:30	33190	2732	142
44	-5.0	5:00	34320	3556	157
43	-5.0	5:29	35502	4447	177

L-2-28

L
2-30

N62E

F 16 62 VI,HDOT,HPAD (fps,fps,.1nm)
MONITOR VI (_____) at ECO
SCS TVC SERVO PWR #1 - AC1/MNA
SCS TVC SERVO PWR #2 - OFF (verify)
TAPE RECR - HBR/RCD/FWD/CMD RESET
58:20 EMS MODE - NORMAL
58:36 SII SEP lt - on

TLI Inhibit Signals will not
* be honored after 59:42 *

58:38 SIVB ULLAGE Begins
59:05 Start ORDEAL torquing
59:42 S-II SEP lt - out (TIG - 18 sec)
59:52 SIVB FUEL LEAD
59:55 SIVB ULLAGE discontinues
59:59 LV ENG 1 lt - on
00:00 SIVB IGNITION (____:____:____) GETI
00:02 LV ENG 1 lt - out
FLY P = 0°, Y = 8.0°
MONITOR THRUST & ATTITUDE
MONITOR LV TANK PRESS

+45°/P,Y
+10°/sec P,Y
+20°sec R

05:45(1st) CUTOFF ON PAD VI (lead by 100 fps)
LV STAGE sw -SII/SIVB

05:29(2nd) Key VERB (freeze display)
VI _____ & ΔVC _____ report
HDOT _____
HPAD _____
KEY RLSE

F 16 62

KEY RLSE

F 16 83 ΔVX,Y,Z (.1fps)
SCS TVC SERVO PWR #1 - OFF
PCM BIT RATE - LOW
EMS MODE - STBY
EMS FUNC - OFF
SECS PYRO ARM (2) - SAFE
FDAI #1 - INRTL

PRO

F 37

OOE

Basic Date - October 6, 1969
Changed - October 27, 1969

CS' '08

When CMC ACTY lt out,
Key V66E

CMP to LH couch

CDR to CTR couch

WASTE STOWAGE VENT vlv - CLOSED

HI GAIN ANT PWR - OFF (Verify)

cb HI GAIN ANT FLT BUS - close

cb HI GAIN ANT GRP 2 - close

T, D, & E, pg L/3-1

Do not select P20, P23, P3X, P4X, P6X or P7X prior to TB6
or MANUAL TB6 will be necessary

If V37E XXXE or RESTART occurs after (*V96E), key V21 N1E,
3573EE & repeat steps (*V96E) to (**V30E)

*MANUAL TB6	*
*V1 N10E	*
*12E	*
*R1=0BCDE	*
*V21E	*
*12E	*
*Load R1=1BCDE	*
*ENTR	*
After S-II SEP	
* lt - on	*
*V37E 00E	*

(__ : __) (TB6)

SATURN RATE CHANGE

V24 N1 E
3322E, XXXE, YYYYYE

SIVB RATE	SAT RATE +1 address 3322	SAT RATE +2 address 3323
	XXX	YYYYY
.05°/sec	RPY 161	77616
.1	RPY 210	77567
.2	RPY 266	77511
*.3	RPY 344	77433
.3P, Y .5	R 476	77301

*USE FOR TLI

October 6, 1969
October 27, 1969

Basic Date
Changed

CSM 108

NORMAL SC/BOOSTER SEPARATIONS**1 PRE CSM SEPARATION**

DIRECT O2 vlv - OPEN until

CAB PRESS = 5.7, then close

cb DOCK PROBE (2) - close (verify)

COAS PWR - on

ALIGN GDC

SIVB MNVR (____:____:____)

Verify RCS DAP loaded

SEP (____:____:____)

R1=11102, R2=01111

V46E

OMNI ANT - B

Load N17 & N22 (PAD)

V63E (Monitor SIVB Mnvr) (TB7 + 15 min)

* If error needles not nulled: *

* V60E *

* V16N20E *

* R P Y *

* _____ (N20) *

* -56 +180 +/- *

* _____ (N22) *

* _____ *

* Load new Docking Attitude *

Basic Date - October 6, 1969
 Changed - October 27, 1969

SC/BOOSTER SEP

2 CSM SEPARATION PREP

DOCK PROBE EXTD/REL - RETRACT (verify)

SM RCS PRPLNT tb (8) gray (verify)

AUTO RCS SELECT (16) - MNA/MNB

EMS FUNCT - ΔV SET/VHF RNG

Set EMS ΔV ctr to -100

EMS FUNCT - ΔV

MAN ATT (3) - RATE CMD

LIMIT CYCLE - OFF (verify)

ATT DB - MIN

RATE - LOW

TRANS CONT PWR - on (up) (verify)

ROT CONT PWR NORMAL (2) - AC/DC (verify)

ROT CONT PWR DIRECT (2) - MNA/MNB (verify)

CNC MODE - FREE (verify)
SC COMT - CNC
BHAG MODE (3) - RATE 2 (verify)
cb RCS LOGIC (2) - close (verify)
TVC SERVO PWR #1 - AC1/MNA
DET RSET - RESET
DET - 59:30
PC REAC vlv - LATCH

3 CSM SEPARATION

THC - armed
RHC #2 - armed
cb SECS LOGIC (2) - closed (verify)
cb SECS ARM (2) - closed (verify)
SECS LOGIC (2) - on (up)(verify)
RCS CMD - ON
TAPE RCDR - HBR/RCD/FWD/CMD RESET
EMS FUNCT - ΔV (verify)
EMS MODE - NORMAL
SECS PYRO ARM (2) - on (up)
Start DET up
59:50 CNC MODE - AUTO
59:58 THC - +X and hold
00:00 CSM/LV SEP pb - push, hold, and release
LV TANK PRESS - full scale Low

*No Separation:

- *THC - CCW (leave in detent) until 1 fps *
- *DET reset and counting up (auto) *
- * LV TK PRESS-full scale low (SEP ind) *
- * THC - neutral *
- *Confirm ΔV = .8 fps *

THC - release

ΔV ind - -100.8 fps
SM RCS PRPLMT tb (8)-gray (verify)
SM RCS He tb (8)-gray (verify)
SM RCS SEC PRPLMT FUEL PRESS (4) - CLOSE
PC REAC vlv - NORM

00:15 Thrust -X to -100.5 fps
BHAG MODE (3) - ATT 1/RATE 2
SC CONT - SCS
MAN ATT (PITCH) - ACCEL CMD
 Pitch up at 1.5° sec
 Key V62E
MAN ATT (PITCH) - RATE CMD (after 180° pitch)
 Null Translation and rates
 Thrust +X ($\Delta V \sim .5$ fps)
SC CONT - CMC
BHAG MODE (3) - RATE 2
V49E F 06 22 (DOCKING ATT) OMNI ANT - C
PRO F 50 18
PRO 06 18
F 50 18 (Completion of MNVR)
ENTR
HI GAIN ANT TRACK - MAN
HI GAIN ANT PWR - POWER
Slew ANT to verify operation
HGA angles: P = -20, Y = 290
S BD ANT OMNI - HI GAIN
HI GAIN ANT TRACK - REACQ
 For TV go to pg F/10-20

Basic Date | October 27, 1969
 Changed |
 |
 |
 |
 |

4

DOCKING

Stabilize & align CSM
BHAG MODE (3) - ATT 1/RATE 2
THC +X to close at .25 to .5 fps
At capture:
PROBE EXTD/RETR tb-bp (A, pg F/11-8)
CMC MODE - FREE
Allow probe to damp S/C motions
 (approx 10 sec)
Align Pitch and Yaw with THC (<3°)
 (minimum possible)
DOCK PROBE RETRACT PRIM -1 (E,pg F/11-8)

After dock latches have engaged:

PROBE EXTD/RETR tb - grey
 (A-1,5,9,;B-3,7,11)
SECS PYRO ARM (2) - SAFE
SECS LOGIC (2) - OFF

EDS PWR - OFF
cb EDS (3) - open
DOCK PROBE EXTD/REL - OFF
DOCK PROBE RETRACT (2) - OFF
cb DOCK PROBE (2) - open
TAPE RCDR - off (ctr)
PCM BIT RATE - LOW

5 POST DOCKING

RATE - HIGH
ATT DB - MAX
COAS PWR - OFF
cb RCS LOGIC (2) - open
TVC SERVO PWR #1 - OFF
THC,RHC - locked
EMS MODE - STBY
EMS FUNCT - OFF
BHAG MODE (3) - RATE 2 (verify)
Verify Suit Integrity
COUCHES - CDR-90°, CMP-0°, LMP-180°
LM PWR - OFF (verify)
TUNNEL LIGHTS - ON

6 CM/LM PRESSURE EQUALIZATION (Decal)

O2 PRESS IND sw - SURGE TANK
Verify CRYO O2 PRESS 1 ind - 865-935 psia
EMER CAB PRESS sel - OFF
REPRESS PKG vlv - OFF
DIRECT O2 vlv - CLOSE (verify)
TUNL VENT vlv - LM/CM ΔP
LM/CM ΔP ind - +4 psid (pegged)
PRESS EQUAL vlv - OPEN (D, PG F/11-8)
CAB PRESS ind - 4.5 psia
PRESS EQUAL vlv - CLOSE
LM/CM ΔP ind - ~ 2.4 psid
Monitor LM/CM ΔP ind for 3 min
and verify ΔP stable
PRESS EQUAL vlv - OPEN
CAB PRESS ind - 4.0 psia
REPRESS O2 vlv - OPEN

October 6, 1969

Basic Date.
Changed _____

CSN 108

CAB PRESS ind 5.7 psia
 Cycle REPRESS 02 as required
 between 4.0 and 5.7 psia limits
 until REPRESS 02 PRESS ind
 ~0.0 psia
 REPRESS 02 - CLOSE
 CAB PRESS ind > 4.0 psia
 *If CAB PRESS ind < 4.0 psia *
 * PRESS EQUAL vlv - CLOSE *
 LM/CM ΔP ind - ~ 0.0 psid
 CRYO 02 PRESS 1 ind (SURGE TK) > 400 psia
 REPRESS PKG vlv - FILL to 865-935, then OFF
 EMER CAB PRESS sel - BOTH
 TUNL VENT vlv - OFF
 WASTE STOW vlv - VENT (until cabin purge complete
 at ~8 hrs)

October 6, 1969

Basic Date
Changed

- 7 TUNNEL HATCH REMOVAL (Decal)
 HATCH PRESS EQUAL vlv - open (CCW) (verify)
 ACTR HNDL sel - unstow, pull to stop,
 - set to U
 - Push to stop
 Verify gearbox disconnect socket - U
 ACTR HNDL sel - stow
 ACTR HNDL - push to stow
 Remove hatch, stow
- 8 DOCKING LATCH VERIFICATION (Decal)
 LATCH HANDLE - Pull to verify hook en-gaged (12 latches)
 Not Engaged - Attempt to engage
 * before recocking *
 LATCH IND BUTTON (Red) - Flush (12 latches)
 Power BUNGEE FAIRING - Parallel to +X
 * Not parallel - Push +X end of *
 * bungee before recocking*
 *UNLOCKED LATCHES: *
 * Recock Latches *
 * Hook does not release: *
 * AUX REL (yellow)-push *
 * Cock latch *
 Release Latch - push man-release

Verify EXTEND LATCH ENGAGED INDICATOR (RED)
not visible
CN2 BLEED button (red) - press (10 sec)

9 LM UMBILICAL CONNECTION (Decal)

LM connector fairings (2) (orange)-open
LM umbilical connectors (2)-install & lock
LM connector fairings (2)(orange) - close
SYS Test - 4D
LM PWR - CSM
SYS Test ind - 0.5-3.2 volts

10 HATCH INSTALLATION (Decal)

Align Hatch in Tunnel
ACTR HNDL sel - unstow, set to L
- push to stop
Verify gearbox disconnect socket - L

*If latches cannot be closed: *
GEARBOX DISCONNECT - 180° CCW (Tool B)
*AUX LATCH DRIVE - LATCH (113° CW) *
*Verify hatch latches, remove tool B *

ACTR HNDL sel - stow
ACTR HNDL - push to stow
HATCH PRESS EQUAL vlv - close (CW) (C,pg F/11-8)
LM TUNL VENT vlv - LM/CM AP
LM TUNNEL LIGHTS - OFF

11 PRE LM SEP & EJECTION

cb SIVB/LM SEP (2) - close (verify)
EMS FUNCT - ΔV SET/VHF RNG
Slew ΔV ind to +100.0
EMS FUNCT - ΔV
TAPE RCDR - HBR/RCD/FWD/CMD RESET
EMS MODE - NORMAL
LOAD DAP, N46:
R1 = 2102, R2 = 0111
V46E

Bober 6, 1969
May 7, 1969
Basic Date -
Changed -

C: .08

Set DET: 00:00
cb SECS ARM (2) - close (verify)
SECS LOGIC (2) - on (up)
Obtain GO from MSFN
 SECS PYRO ARM (2) - ARM
TVC SERVO PWR #1 - AC1/MNA
Key V37E 47E

- 12 LM SEP & EJECTION
HAND CONTROLLERS - unlocked
SIVB/LM SEP - on (up)
Start DET
CMC MODE - AUTO
00:05sec
Thrust AFT (-X) for 3 sec

13 POST LM EJECTION

Key V37E 00E
SECS PYRO ARM (2) - SAFE
SECS LOGIC (2) - OFF
cb SECS ARM (2) - open
cb SIVB/LM SEP (2) - open
LV/SPS IND sw - GPI
TVC SERVO PWR (2) - OFF
EMS MODE - STBY
TAPE RCDR - off (ctr)
PCM BIT RATE - LOW
V49E
F 06 22
Load N22 att
96.3°, 277.1°, 343.5°
PRO
PRO (mnvr to burn att)
F 50 18
ENTR (POO)
TRANS CONT PWR - OFF
ROT CONTR PWR DIR (2) - OFF
Hand controllers - locked

October 6, 1969

Basic Date
Changed
November 4, 1969

Monitor SIVB thru Hatch Window

Time from Ejection (min:sec)	APS EVASIVE		
	CSM Inertial Att		
	<u>Roll</u>	<u>Pitch</u>	<u>Yaw</u>
00:00			
03:00	96.3	277.1	343.5
11:40	96.3	277.1	343.5
15:00	120.2	165.8	42.5
20:00	145.2	147.2	30.4

*NO APS EVASIVE at 11:40**TRANS CONTR +X (5 sec)**Monitor SIVB thru Hatch Window*

Time from Ejection (min:sec)	RCS EVASIVE		
	CSM Inertial Att		
	<u>Roll</u>	<u>Pitch</u>	<u>Yaw</u>
15:00	29.0	224.0	18.5
20:00	32.9	222.0	22.0

Basic Date October 6, 1969
 Changed November 4, 1969

ABORT PROCEDURES**MODE IA ABORT**
(00:00 to 00:42) (10K)

- 00:00 TRANS CONTR - CCW then NEUTRAL
 CM/SM SEP (2) - on (up)
- 00:14 ELS LOGIC - on
 TWR JETT (2) - on (up)
 APEX COVER JETT PB - PUSH
- 00:16 DROGUE DEPLOY PB - PUSH
- 00:18 CM RCS He DUMP PB - PUSH
 Monitor altimeter
 If <3800 ft - DEPLOY MAINS
 >3800 ft - NO ACTION
- 00:28 If <10,000 ft - DEPLOY MAINS

GO TO LANDING PHASE AT 10,000 ft pg L/4-8

MODE IB ABORT
(00:42 to 16.5 nm) (1:56)

- 00:00 TRANS CONTR - CCW then NEUTRAL
 CM/SM SEP (2)-on (up)
- 00:11 CANARD DEPLOY - PUSH
- 00:14 ELS LOGIC - on (up)
 RCS CMD - ON

GO TO LANDING PHASE pg L/4-8

Basic Date
Changed

CSM 108

Mode 1

MODE IC ABORT

(16.5 nm to TWR JETT) (01:56 - 03:18)

00:00 TRANS CONTR - CCW then NEUTRAL
 CM/SM SEP (2) - on (up)

RCS CMD - ON

00:11 CANARDS DEPLOY

CM RCS PRESS - on (up)

RCS TRNFR - CM

RCS IND - CM (1 or 2)

C/W MODE - CM

S/C PLATFORM GO/NO GO (Excessive Rates)

V82E Check HA

HA>32nm & PLAT GO

HA<32nm or PLAT NO GO

TWR JETT sw(2)-on(up)
 MAN PITCH - RATE CMD
 ENT ATT RO°, P135°, Y0°
 BMAG (3)- ATT1/RATE 2
 EMS FUNC - ENTRY
 EMS MODE - NORMAL
 At .05G Lt,
 .05G sw - on (up)
 Fly Max Lift

Estab. +5°/SEC
 pitch rate
 EXCESSIVE + PITCH RATES
 *ROLL 90° *
 *USE YAW THRUSTERS TO *
 *CONTROL RATE *
 ROLL BACK TO HEADS DN

θ (.05G) _____
 GET DROGUE _____

LET FAILS To JET - L/5-1

GO TO LANDING PHASE pg L/4-8

October 6, 1969

Basic Date _____
Changed _____MODE 1
SWAR

CSM 1C

MODE II RCS ABORT

(TWR JETT to MODE III) (03:18 - 10:08)

- 00:00 TRANS CONTR - CCW (4 sec min)
 No BECO-Reset THC, Req. RSO Shutdown
 *Reset & start DET *
- 00:03 *CSM/LV SEP - PUSH*
 *RCS CMD - ON *
- 00:05 TRANS CONTR - NEUTRAL THEN +X
- 00:24 TRANS CONTR +X OFF
 Entry ATT - ($R=0^\circ$, $P=120^\circ$, $Y=0^\circ$) (Compl by 1:40)
 V82E - NOTE TFF (Ha, Hp, TFF)
 If TFF>2 min, Yaw 45° (LEFT) out-of-plane
 BMAG MODE (3) - ATT1/RATE 2
 cb MNA&B BAT C (2) - closed
 CM/SM SEP - on (up) GET 300K _____ |
 CSM/LM FNL SEP (2) - on (up)
 CM RCS - PRESS θ (.05G) _____ |
 RCS TRNFR - CM GET DROGUE _____ |
 C&W MODE - CM
 EMS FUNC - ENTRY
 EMS MODE - NORMAL
- Set up Single Ring RCS
 At .05G Lt, Sw - on (up)
 EMS ROLL - ON
 Fly Max. Lift
 N62E VI, HDOT, H

GO TO LANDING PHASE pg L/4-8

October 6, 1964

Basic Date
Changed -

MODE III SPS ABORT

(ΔR= -400 NM to INSERTION) (10:08 - 11:39)

- 00:00 TRANS CONTR - CCW (4 Sec Min)
 *NO BECO - RESET THC, *
 * LV STAGE sw - SII/SIVB*
 *Reset & start DET *
- 00:03 *CSM/LV SEP - PUSH*
 *RCS CMD - ON *
- 00:05 TRANS CONTR - NEUTRAL THEN +X
 LV IND/GPI sw - GPI
- 00:24 TRANS CONTR +X OFF
 KEY V82E N50E ΔR,HP,TFF (.1mm,min-sec)
 If ΔR>0:
 MNVR to retro att (R=180°,P=194°,Y=0°)
 (Scribe on horiz, BEF, Hds up)
 BMAG MODE (3) - ATT1/RATE2
 SCS TVC P&Y - AUTO
 EMS MODE - NORMAL GETI _____
 ΔV THRUST A - NORMAL (6999.9)
02:05 DIRECT ULLAGE PB - PUSH ΔV _____
 THRUST ON PB - PUSH VC _____
 Burn to VC (ΔR=0) Δtb _____
 ΔV THRUST (2) - OFF GET 300K _____
 θ (.05G) _____
 If TFF>2min, Yaw (RT) 45° GET Drogue _____
 out-of-plane
 cb MNA&B BAT C(2) - closed
 CM/SM SEP - on (up)
 CSM/LM FNL SEP (2) - on (up)
 CM RCS PRESS - on (up)
 RCS TRANSFER - CM
 C&W MODE - CM
 MNVR to entry att (R=0°,P=105°,Y=0°)
 (BEF, Hds Dn, Full Lift)
 Note TFF

CSM 10t

October 6, 1969

Basic Date
Changed

L
4-5

EMS MODE - STBY
EMS FUNC - ENTRY
EMS MODE - NORMAL
Set up single ring RCS
.05G Lt., Sw - on (up)
EMS Roll - on (up)
.2G Lt., Roll left 55°
Fly Half Lift

GO TO LANDING PHASE pg L/4-8

Basic Date - October 6, 1969
Changed _____

CSM 108

MODE IV SPS TO ORBIT

(VI=21,800 HDOT ~ +250 Alt ~100 NM to INSERTION)

- 00:00 TRANS CONT - CCW (4 sec min)
 *NO BECO-RESET THC, *
 * LV STAGE sw - SII/SIVB *
 *RESET & START DET *
- 00:03 *CSM/LV SEP - PUSH*
 *RCS CMD - ON *
- 00:05 TRANS CONTR - NEUTRAL THEN +X
 LV IND/GPI sw - CPI
- 00:24 TRANS CONTR - +X OFF
 (Scribe on horiz, SEF, Hds Dn)
 BMAC MODE (3) - ATT1/RATE2
 EMS MODE - NORMAL
 ΔV THRUST A - NORMAL GETI _____
 01:30 DIRECT ULLAGE PB - PUSH 6999.9
 THRUST ON PB - PUSH ΔV _____
 FLY VI, HDOT, H VC _____
 *Burn to VC (hp>75 nm *
 * +6 sec BT or HA=200nm*
 * & +HDOT *
 ΔV THRUST (2) - OFF Δtb _____
 EMS MODE - STBY

Record VI _____ (fps)
 H DOT _____ (fps)
 H PAD _____ (.1nm)

KEY V82E

Record HA _____ (.1nm)
 HP _____ (.1nm)
 TFF _____ (min-sec)

PRO

October 6, 1969

Basic Date -
Changed

V37E 00E

When CMC ACTY lt out:

V66E

V45E

Verify DAP load, V48: R1=11102, R2=01111

V46E

CSM WT _____

V83E (check)

P TRIM _____

PRO

Y TRIM _____

BDA LOS

(00:12:50)

GO TO INSERTION CHECKLIST pg L/2-11

Basic Date - October 6, 1969

Changed - _____

CSM 108

LANDING PHASE

LANDING PHASE (30K, DESCENDING)

30K' cb ELS (2) - close
 ELS - AUTO
 ELS LOGIC - on (up)
 24K' Twr jett (auto)

*TWR JETT (2) - on (up) *
 *CSM/LM FNL SEP(2)-on(up) *

Apex cover jett (auto)
 *APEX COVER JETT PB-PUSH) *

(WAIT 2 SECS)

Drogues deployed (auto)

DROGUE DPLY PB-PUSH

If Both drogues Fail:

*ELS - Man *
 *STABILIZE CM *
 5K' MAIN DPLY PB - PUSH
 *ELS - AUTO *

49 sec

23.5K' Cabin Pressure increasing

*If not increasing by 17K': *
 *CABIN PRESS REL vlv (RH)-DUMP *

10K'

Main parachutes deployed
 MAIN DEPLOY PB - PUSH (within 1 sec)
 VHF ANT - RECY
 VHF AM A - SIMPLEX
 VHF BCN - ON
 CABIN PRESS REL vlv (2) - CLOSE
 DIRECT O2 vlv - OPEN (verify)
 RCS DUMP (Auto for Mode IA)
 CM RCS LOGIC - on (up)
 CM PRPLNT - DUMP (burn audible)
 MONITOR CM RCS 1&2 for He press decrease
 NO BURN or PRESS DECREASE
 * USE BOTH RHC's *
 *DO NOT FIRE PITCH JETS *
 CM PRPLNT - PURGE
 CM RCS He DUMP PB-PUSH
 *RHC (both) - 30 secs *
 * NO PITCH *
 CABIN PRESS REL vlv - BOOST/ENTRY

October 6, 1969

Basic Date |
Changed |

CSM 108

STRUT LOCKS (4) - UNLOCK

cb FLT & PL BAT BUS A,B,&BAT C (3) - close
 cb FLT & PL MNA & B (2) - open
 cb ECS RAD HTR OVLD (2) - open
 cb SPS P&Y (4) - open

3K' CM RCS PRPLNT (2) - OFF (terminates purge)
 CABIN PRESS REL vlv (RH) - DUMP
 FLOOD Lts - POST LDG
 ROT CONTR PWR DIRECT - OFF
 ELS - AUTO (verify)
 ELS LOGIC - ON (verify)

800' CAB PRESS REL vlv - CLOSE (latch off)
 MN BUS TIE (2) - OFF
 cb BAT RLY BUS (2) - open

POSTLANDING

STABILIZATION, VENTILATION, COMMUNICATIONS

1

Stabilization after landing

cb MAIN REL PYRO (2) - close
 MAIN RELEASE - on (up)
 SECS PYRO ARM (2) - SAFE
 SECS LOGIC (2) - OFF
 DIRECT O2 - OFF (verify)

No contact with recovery forces

*VHF AM A&B - off (ctr) *

*VHF AM RCV ONLY - A *

cb PL VENT - close

cb FLOAT BAG (3) - close

cb UPRIGHT SYS COMPRESS (2) - close

If Stable II:

FLOAT BAG(3)-FILL till 2 min after
 upright, then - OFF

VHF AM A/B & BCN - OFF while inverted

If Stable I:

After 10 Min Cooling Period,

FLOAT BAG (3) - FILL 7 min, then OFF

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Post Stabilization And Ventilation

PL BCN LT - BCN LT LOW

PL VENT vlv - UNLOCK (Pull)

Remove PL VENT Exh Cover

PL VENT - HIGH or LOW

PL DYE MARKER - ON (swimmer comm) (NA 108)

Release footstraps and restraints

cb MNA BAT BUS A & BAT C (2) - open

cb MNB BAT BUS B & BAT C (2) - open

cb FLT & PL BAT C - open

cb PYRO A SEQ A - open

cb PYRO B SEQ B - open

*EACH HR - CHECK DC VOLTS \geq 27.5 V *

*If Not:

* cb FLT & PL-BAT BUS A&B (2) -open*

* cb FLT & PL BAT C (1) - close *

* GO TO LOW POWER CHECKLIST *

Unstow and install PLV DISTRIB DUCT

Deploy grappling hook and line if req.

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UNAIDED EGRESS PROCEDURES

PREPARATION

DISCONNECT UMBILICALS

NECK DAMS ON (if suited)

CONFIGURE COUCH(S) - 270°

ARMRESTS STOWED

UNSTOW SURVIVAL KITS

CONNECT LANYARDS, (Green to S/C, White to Crew)

STABLE I

PL VENT - OFF

CB PNL 250 (ALL) - OPEN

CHARGE HATCH COUNTERBALANCE

OPEN SIDE HATCH

ACTR HNDL SEL - N

REMOVE RAFT FROM KIT NO. 2

PUT RAFT OVERBOARD & PULL INFLATION LANYARD

PASS KITS TO RAFT

EGRESS, INFLATE LIFE VEST, BOARD RAFT

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STABLE II

CB CREW STA AUDIO (3) - OPEN
PWR (3) - OFF
SUIT PWR (3) - OFF
PRESS EQUAL VLV - OPEN
REMOVE & STOW HATCH
PUT SURVIVAL RUCKSACKS DOWN TUNNEL
EXIT FEET FIRST; WHEN CLEAR OF S/C INFLATE
WATER WINGS
REMOVE LIFE RAFT FROM KIT NO. 2 AND INFLATE

POST LANDING COMMUNICATIONS

VHF ANT-RECY (verify)
VHF BCN - ON (verify)
If no contact with recovery forces
perform VHF BEACON Check
MONITOR VHF BEACON transmission with
VHF AM B Rcvr and/or Survival Transceiver

*VHF Beacon not operating *
*connect Survival Transceiver to ant *
cable Conn P112 behind VHF ant access pnl and
*place radio in BCN mode *

LOW POWER CHECKLIST

VHF BCN - OFF
VHF AM (3) - RCV
FLOOD LTS - OFF
VHF AM A&B - off (ctr)
VHF AM RCV ONLY - A (verify)
COUCH LIGHTS - OFF
POSTLANDING VENT SYS: minimize use
SURV RADIO - plug into VHF BCN ANT cable
conn P112 behind VHF ant access pnl & turn
radio on in BCN mode

TLI 90 MIN ABORT

(Return to targeted splash point;
SPS burn at SIVB C/O +90 min)

V37E 47E

If abort decision occurs after CSM/LV separation, go to 00:14.

SECS LOGIC (2) - on (up)(verify)
SECS PYRO ARM (2) - ARM

(TLI+25min)

- 00:00 TRANS CONTR - CCW (4 sec)
 DET RESET (verify)
- 00:03 SIVB/CSM SEP
 LV ENG 1 Lt - out
 CSM/LV SEP PB - PUSH
 *RCS CMD-ON *
- 00:05 TRANS CONTR - neutral then +X for
 10 sec
 SIVB/GPI sw - GPI
- 00:14 TRANS CONTR +X - OFF
 PITCH UP to LOCAL VERT (+X axis
 toward the earth)
 RATE - LOW
 BMAG MODE (3) - ATT1/RATE 2
 EDS PWR - OFF
 SECS PYRO ARM (2) - SAFE
 SECS LOGIC (2) - OFF
 cb SECS ARM (2) - open
 cb EDS (3) - open
- 01:00 TRANS CONTR -X (8 to 10 sec)
V37E OOE
RATE - HIGH
- MNVR TO RETRO ATT
R _____ (Block Data)
P _____ (Block Data)
Y _____ (Block Data)

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RETRO UPDATE (NO COMM - use Block Data)
GETI _____ 0 .05G _____

ΔV	GET DROGUE
VC	ENTRY R
Atb	P
GET 400K	Y

If time permits, go to G&N thrusting procedures;
if time critical, continue with SCS ΔV.

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XX:XX

Set DET counting up to GETI
GDC ALIGN
EMS FUNC - ΔV SET/VHF RNC
SET ΔVc ABORT
EMS FUNCT - ΔV

TVC CHECK & PREP

cb STAB CONT SYS (Pnl 8) - close
cb SPS (12) - close
MAN ATT (3) - RATE CMD
LIMIT CYCLE - ON
ATT DB - MIN
RATE - LOW
TRANS CONT PWR - ON
SCS TVC (2) - RATE CMD
AVCG - LM/CSM or CSM
TVC GMBL DRIVE P&Y - AUTO

(54:00)
(-06:00)

MN BUS TIE (2) - ON
TVC SERVO PWR #1 - AC1/MNA
TVC SERVO PWR #2 - AC2/MNB
ROT CONTR PWR NORMAL (2) - AC
ROT CONT PWR DIRECT (2) - OFF
BMAG MODE (3) - ATT1/RATE2
SC CONT - SCS
RHC #2 - ARMED

- (55:00) PRIMARY TVC CHECK
- (-05:00) GMBL MOT P1-Y1 - START/ON (LMP Confirm)
 Verify TRIM CONTROL & SET
 Verify MTVC
 SCS TVC (2) - AUTO
 THC - CW
 Verify NO MTVC
- SEC TVC CHECK
- GMBL MOT P2-Y2 - START/ON (LMP Confirm)
 SET GPI TRIM
 Verify MTVC
 THC NEUTRAL
 Verify NO MTVC
 Verify GPI returns to trim
 ROT CONT PWR NORM (2) - AC/DC
 ROT CONT PWR DIRECT (2) - MNA/MNB
 FDAI SCALE - 5/5
 LIMIT CYCLE - OFF
 RATE - HIGH
 UPDATE DET
- (58:00)
- (-02:00) ΔV THRUST A(B) - NORMAL
 V37E 47E
 THC - ARMED
 RHC (2) - ARMED
 SPS He vlvs (2) - AUTO (verify)
 TAPE RCDR - HBR/RCD/FWD/CMD RESET
 EMS MODE - NORMAL
- 00:00 ULLAGE & THRUST ON PB - PUSH
 SPS THRUST Lt - ON
- 00:03 ΔV THRUST B(A) - NORMAL
 ULLAGE & THRUST ON PB - PUSH
- MONITOR THRUSTING
- Pc 95-105 psia
EMS COUNTING DOWN
SPS INJ VLVS (4) - OPEN
SPS He vlvs tb-gray
SPS FUEL/OXID PRESS - 170-195 psia
PUGS - BALANCED

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00:XX

ECO

ΔV THRUST A&B - OFF
VERIFY THRUST OFF
SPS INJ VLVS (4) - CLOSED
SPS He vlvs tb (2) - bp
QMBL MTRS (4) - OFF (LMP Confirm)
TVC SERVO PWR 1&2 - OFF
MN BUS TIE (2) - OFF

19 F 16 83	ΔV XYZ (CM)	(.1fps)
	RECORD	ΔVC
	EMS FUNC - OFF	ΔVX
	EMS MODE - STBY	ΔVY
	LIMIT CYCLE - ON	ΔVZ
	ATT DB - MAX	
	TRANS CONT PWR - OFF	
	ROT CONTR PWR DIRECT (2) - OFF	
	BMAG MODE (3) - RATE 2	
	TAPE RCDR - off (ctr)	
	PCM BIT RATE - LOW	
	PRO	
	F37 00E	
	V66E	

Go to ENTRY PREP & SUPERCIRC ENTRY PROCEDURE

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LAUNCH EMERGENCY PROCEDURES

LET FAILS TO JETTISON

LEGS CUT/NO MOTOR FIRE (pyro audible)

LES MOTOR FIRE PB - push

NO RESPONSE to ABORT SYS TWR JETT switches

cb SECS ARM (2) - close (verify)

cb SECS LOGIC (2) - close (verify)

cb EDS (3) - close (verify)

SECS LOGIC (2) - on (up) (verify)

SECS PYRO ARM (2) - on (up) (verify)

EDS PWR - on (up) (verify)

ABORT SYS TWR JETT (2) - on (up) (verify)

NO TWR JETT - continue to orbit

ABORT SYS TWR JETT (2) - off (ctr)

EMERGENCY CSM/LV SEPARATION

(During TLI Burn, start at step 2)

1 cb SECS ARM (2) - close

SECS LOGIC (2) - on (up)

SECS PYRO ARM (2) - ARM

ROT CONTR PWR DIRECT (2) - MNA/MNB

SC CONT - SCS

2 CSM/LV SEP (ATTACHED TO SIVB)

00:00 TRANS CONTR - CCW (4sec) (Go to step 3)

or CSM/LV SEP (DOCKED, UMBILICAL NOT CONNECTED)

CSM/LM FINAL SEP (2) - ON (.4fps sep)

TRANS CONTR -X (5 sec)

MNVR TO BURN ATTITUDE (Go to step 3)

or CSM/LM-LV SEP (DOCKED, UMBILICAL CONNECTED)

SIVB/LM SEP - on (up)

TRANS CONTR -X (5 sec)

MNVR TO BURN ATTITUDE

ΔVCG - LM/CSM

Set GPI trim: P=+.94, Y=-.25 (Go to step 3)

3 MN BUS TIE (2) - ON

TVC SERVO PWR #1 - AC1/MNA

TVC SERVO PWR #2 - AC2/MNB

BMAG MODE (3) - ATT1/RATE 2

GMBL MTRS (4) - ON (LMP confirm)

ΔV THRUST A - NORMAL

00:06 DIRECT ULLAGE & THRUST ON PB - PUSH

00:11 ΔV THRUST (2) - OFF

RAPID HATCH OPENING

- 1 GEAR BOX SEL - UNLATCH (verify)
ACTR HANDLE rel - push or squeeze
- 2 ACTR HANDLE - operate (until hatch is unlatched)
 - *If hatch fails to open *
 - * GN2 RATCHET HNDL - operate *
 - * GN2 VLV HNDL - unlock and *
 - * push (outboard) *

FIRE IN CM DURING BOOST

- 1 CABIN FAN (2) - OFF (verify)
- 2 Monitor EPS indicators for excessive current.
Immediately remove power from affected bus.
If in abort modes I or II:
Verify suit compressor on good AC bus
If in abort mode III with affected bus Main A (B):
TVC GMBL DRIVE (2) - 2 (1)
AC INV 1 (2) AC BUS 1 (2) - OFF
AC INV 2 (1) AC BUS 1 (2) - on (up)
- 3 CAB PRESS REL vlv (RH) - DUMP
- 4 ABORT using appropriate mode & reconfigure per
Bus Lost Reconfiguration List, pg L/5-8

CONTAMINATION IN CM

- 1 Don O2 masks and/or PGA's immediately
- 2 Evaluate contamination level (isolate & correct source of contamination if possible) and proceed with one of the following steps:
 - a. Retain O2 masks or remain in suit and accept contamination level in cabin.

CAUTION

If in PGA's, adjust DIRECT O2 to maintain suit to cabin ΔP > +2 in. H2O

- b. Retain O2 masks and scrub cabin atmosphere through suit loop. If initially suited, establish partially suited or shirtsleeve configuration and don O2 masks.

CAUTION

Change LiOH cartridges after scrub completed.

- c. Retain PGA's or don PGA's
Verify suit integrity (visually)
Perform Cabin Dump
Perform Cabin Repress

CONTAMINATION IN SUIT

- 1 SUIT COMPR 2 - AC1
- 2 SUIT COMPR 1 - OFF
- 3 DIRECT O2 vlv - OPEN for 1 minute
then CLOSE

If condition persists:

- 4 SUIT COMPR 2 - OFF
- 5 DIRECT O2 vlv - CLOSE
- 6 Doff helmet
- 7 Don emergency O2 masks

FIRE/SMOKE IN CM (CREW SUITED)

- 1 CAB PAN (2) - OFF (verify)
- 2 Monitor EPS for excessive current and remove power from affected bus
- 3 Verify suit compressor on good AC bus
- 4 Use fire extinguisher as appropriate

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FIRE IS OUT

5 Remove smoke from cabin per "Contamination in CM" procedures before removing helmets

5a Reconfigure per Bus Lost Reconfiguration List pg L/5-8

FIRE PERSISTS - DUMP CABIN

- 6 Verify:
SUIT CKT RET vlv - CLOSE (push)

EMER CAB PRESS vlv - OFF

REPRESS PKG vlv - OFF
- 7 Visually check suit integrity
- 8 CAB PRESS REL (RH) - DUMP to 3.0 psia
then to BOOST ENTRY
Provides controlled cabin dump until
suit circuit pressure is verified
- 9 Verify Suit pressure > 3.5 psia
- 10 CAB PRESS REL (RH) - DUMP
and/or CAB PRESS DUMP vlv - OPEN
- 11 CAB PRESS ind 0.0 psia for 6 min
- 12 CAB PRESS REL (RH) - NORMAL
- 13 CAB PRESS DUMP vlv - CLOSE
- 14 Do not repress cabin until fire source is removed

FIRE/SMOKE IN CM (CREW UNSUITED)

- 1 Don emergency 02 masks
- 2 CAB FAN (2) - OFF (verify)
- 3 SUIT COMPR (2) - OFF

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- 4 Monitor EPS for excessive current and remove power from affected bus
- 5 Use fire extinguishers as appropriate

FIRE IS OUT

- 6 Remove smoke from cabin per "Contamination in CM" procedure before removing O2 masks
- 6a Reconfigure per Bus Lost Reconfiguration List

pg L/5-8

FIRE PERSISTS - DUMP CABIN

- 7 Don PGA's except helmets and verify O2 connectors (Use O2 masks as long as possible)
- 8 DIRECT O2 vlv - OPEN
Purges suit circuit of smoke and fumes
- 9 Don helmet
- 10 SUIT FLOW vlv (3) - SUIT FULL FLOW
- 11 SUIT COMPR 1 (2) - AC1 (AC2)
- 12 DIRECT O2 vlv - CLOSE
- 13 EMER CAB PRESS vlv - OFF
- 14 Visually check suit integrity
- 15 CAB PRESS REL (RH) - DUMP to 3.0 psia
then to BOOST ENTRY
- 16 Verify Suit pressure holding >3.5 psia
- 17 CAB PRESS REL (RH) - DUMP
and/or CAB PRESS DUMP vlv - OPEN
- 18 CAB PRESS ind 0.0 psia for 6 min.

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- 19 CAB PRESS REL (RH) - NORMAL
- 20 CAB PRESS DUMP vlv - CLOSE
- 21 Do not repress cabin until fire source is removed

FIRE/SMOKE IN CM DURING ENTRY

- 1 CABIN FAN (2) - OFF (verify)
- 2 Monitor EPS indicators for excessive current.
Immediately remove power from affected bus.
- 3 ROT CONTR PWR DIRECT (2) - MNA/MNB
& maintain attitude if required.
- 4 If affected bus is:
MNA
AC INV 1 AC BUS 1 - OFF
AC INV 2 AC BUS 1 - on (up)
Set up for CM/RCS sys 2
AUTO RCS SEL A/C ROLL (4) - OFF
AUTO RCS SEL CM 1(6) - OFF
AUTO RCS SEL CM 2(6) - MNB
Use RHC's for RCS dump, not CM PRPLNT DUMP switch
MNB
AC INV 2 AC BUS 2 - OFF
AC INV 1 AC BUS 2 - on (up)
Use RHC's for RCS dump, not CM PRPLNT DUMP switch
- 5 CAB PRESS REL vlv (RH) - DUMP
- 6 Reconfigure per bus loss list
- 7 Continue ENTRY

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LAUNCH EMERGENCY POWER DOWN

(MN BUS Voltage <26.0, no short verified
 Powerdown until MN BUS voltage >26.5 vdc)

	Amps
O2 HTRS (2) - off (ctr)	11.05
If GET > 2 min	
EDS AUTO - OFF	
2 ENG OUT - OFF	
LV RATES - OFF	
cb MNA BAT C - close	
cb MNB BAT C - close	
S BD PWR AMP - off (ctr)	4:00
FC PUMPS (3) - OFF	8:73
H2 HTRS (2) - off (ctr)	1.43
LIGHTS (min req'd)	1.57
TAPE RCDR FWD - off (ctr)	1.54
*GMBL MTRS P2, Y2 - OFF	10.00
TVC GMBL DR (P&Y)-1	
IMU PWR DN (STBY)	6.33
CMC MODE - FREE	
G&N IMU PWR - OFF	
CMC to STBY	1.96
V48E	
F 04 46, load 0 in left digit R1	
PRO,PRO,PRO,V46E	
V37E 06E	
F 50 25 00062 CMC PWR DN	
PRO, hold until STBY lt on	
G&N PWR - OFF	1.50
ECS GLY PUMP 1 - OFF	2.57
cb ECS RAD CONT/HTR (2) - open	1.05
SCE PWR - off (ctr)	0.65
TELECOM GRP 1&2 - OFF	1.76
cb INSTR ESS MNA&B - open	4.85

*Crew Option

BUS LOST RECONFIGURATIONA. Loss of MAIN BUS A

EDS AUTO/OFF - off
 FC 2 - MAIN B only
 FC 1 - off (MAIN A and B)
 cb MAIN B BAT C - closed
 cb MAIN A BAT BUS A - open
 AC INV 3 - MNB
 AC INV 3 AC 1 - on (up)
 SCS TVC P, Y - RATE CMD (verify)
 FDAI SELECT - 2
 TVC GIMBAL DRIVE (P, Y) - 2
 BMAG MODE (3) - RATE 2
 ROT CONTR POWER DIRECT 2 - MNB

IF ABORT REQUIRED,For SPS Burn

cb's SPS PITCH 2 & YAW 2 (2) - open
 (After Sec Gimb1 Mtr turn on & prior to Ign)

If Mode IV,

cb's SPS PITCH 2 & YAW 2 (2) - closed
 (prior to Sec Gimb1 Mtr turn off)

Use RHC's for RCS dump, not CM PRPLNT DUMP switch

At insertion, proceed to flight reconfiguration list

B. Loss of MAIN BUS B

EDS AUTO/OFF - off
 FC 2 - MAIN A only
 FC 3 - off (MAIN A and B)
 cb MAIN A BAT C - closed
 cb MAIN B BAT BUS B - open
 AC INV 2 - off
 AC INV 2 AC 2 - off
 AC INV 3 - MNA
 AC INV 3 AC 2 - on (up)
 TVC GIMBAL DRIVE (p, y) - 1
 ROT CONTR POWER DIRECT 1 - MNA

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IF ABORT REQUIRED,For SPS Burn

cb's SPS PITCH 1 & YAW 1 (2) - open

(After Pri Gmbl Mtr turn on & prior to Ign)

If Mode IV,

cb's SPS PITCH 1 & YAW 1 (2) - closed

(prior to Pri Gmbl Mtr turn off)

Use RHC's for RCS dump, not CM PRPLNT DUMP switch |

At insertion, proceed to flight reconfiguration
list |

C. Loss of BAT BUS A

EDS AUTO/OFF - off

cb MAIN A to BAT C - closed

TVC GIMBAL DRIVE (P, Y) -2

(if bus lost prior to Gmbl Mtr turn on)

AUTO RCS SELECT RING 1 - off

AUTO RCS SELECT B/D ROLL B1, B2 (2) - off

IF ABORT REQUIRED,For SPS Burn

If SPS GMBL MTRS off:

Sec Gmbl Mtrs (2) - on (up)

cb SPS P2 & Y2 (2) - open

(After Sec Gmbl Mtr turn on & prior to Ign)

If Mode IV,

cb SPS P2 & Y2 (2) - closed

(prior to Sec Gmbl Mtr turn off)

WARNING - Primary gimbal motors cannot be turned
off if bus lost while they are running |

At insertion, proceed to flight reconfiguration
list |

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D. Loss of BAT BUS B

EDS AUTO/OFF - off

cb MAIN B to BAT C - closed

TVC GIMBAL DRIVE (P,Y) - 1 (prior to Gimb1 Mtr turn on)

AUTO RCS SELECT RING 2 - off

AUTO RCS SELECT - B/D ROLL D1, D2 (2) - off

IF ABORT REQUIRED,

For SPS Burn

If SPS GMBL MTRS off:

Pri Gimb1 Mtrs (2) - on (up)

cb SPS P1 & Y1 (2) - open

(After Pri Gimb1 Mtr turn on & prior to Ign)

If Mode IV,

cb SPS P1, & Y1 (2) - closed (prior to Pri Gimb1 Mtr turn off)

WARNING - Secondary gimbal motors cannot be turned off if bus lost while they are running.

At insertion, proceed to flight reconfiguration list

E. Loss of AC BUS 1

AC INV 1 MNA - OFF

SUIT COMPR 2 - AC2

FDAI SEL - 2

BMAG MODE (3) - RATE 2

TVC SERVO PWR #1 - AC2/MNB (loss of φA only)

SCS TVC (P&Y) - RATE CMD (Verify)

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F. Loss of AC BUS 2

AC INV 2 MNB - OFF

TVC SERVO PWR #2 - AC1/MNA (loss of φA only)

SCS TVC (P&Y) - AUTO

ΔV CG - LM/CSM

Control SPS with trim wheels

LOSS OF TWO FUEL CELLS AT LIFTOFF

Entry Area 3-1

After 2 min EDS AUTO - OFF

1. If loss of FC 1&2, tie BAT C to MNA
2. If loss of FC 2&3, tie BAT C to MNB
3. If loss of FC 1&3, tie BAT C to both MNA&B

Failed FC PUMPS (2) - OFF

At insertion perform insertion checklist plus the following power down. Leave batteries on until power down complete.

Pnl 2

O2 & H2 HTRS (4) - off (ctr)

C/W NORM - ACK

Power down CMC per checklist, leave IMU powered up (Note: No need to realign IMU for 3-1 entry).

Pnl 3

TAPE RCDR FWD - off (ctr)

S BD NORM PWR AMP - off (ctr)

Remaining fuel cell to both Main Buses. Select single inverter operation.

Pnl 5

cb RAD HTR OVLD (2) - open

Do not reset cb's unless batteries are tied to the Main Buses.

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Pnl 7

LOGIC 2/3 PWR - OFF

FDAI/GPI PWR - OFF

ELEC PWR - OFF

BMAG PWR (2) - OFF

Note: If voltage permits leave BMAG PWR in WARMUP after the batteries are off the main bus, if not place BMAG PWR - ON 40 min prior to IMU/GDC align.

Pnl 8

AUTO RCS SEL (16) - OFF

cb SCS LOGIC (4) - open

4. Batteries off line

Charge lowest battery

5. 1 hour to SPS ignition

BMAG PWR (2) - WARMUP

Pressurize CM RCS

6. 10 min to SPS ignition

Power up CMC and SCS and perform IMU/GDC align

7. Perform SPS normal deorbit

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Chancery

CREW LOG

CREW LOG

APOLLO 12

OCTOBER 20, 1969

Changed —

NASA — MSC

Basic Date OCTOBER 20, 1969

APOLLO

AP00L40 12

OCTOBER 20, 1969

Changed —

NASA - MSC

Basic Date OCTOBER 20, 1969
Changed _____

APOLLO

APOLLO 12

Basic Date
Changed —

OCTOBER 20, 1969

NASA - MSC

**Basic Date - OCTOBER 20, 1969
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APOLLO

APOLLO 12

Basic Date OCTOBER 20, 1969
Changed —

NASA - MSC

Basic Date OCTOBER 20, 1969

APOLLO

APOLLO 12

OCTOBER 20, 1969

**Basic Date
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NASA—MSC

Basic Date OCTOBER 20, 1969

APOLLO

APOLLO 12

OCTOBER 20, 1969

Changed

NASA—MSC

Basic Date OCTOBER 20, 1969

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APOLLO 12

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NASA - MSC

Basic Date - OCTOBER 20, 1969

APOLLO

APOLLO 12

OCTOBER 20, 1969

**Basic Date
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NASA—MSC

Basic Date OCTOBER 20, 1969
Changed

APOLLO

APOLLO 12

OCTOBER 20, 1969

**Basic Date
Changed —**

VASA - MSC

Basic Date OCTOBER 20, 1969

APOLLO

APOLLO 12

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**Basic Date
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NASA—MSC