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ROUND-TRIP TRAJECTORIES WITH STOPOVERS AT BOTH MARS AND VENUS

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NATIONAL AERONAUTICS AND SPACE ADMINISTRATION • WASHINGTON, D. C. • APRIL 1970



0132413

1. Report No. NASA TN D-5758		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle ROUND-TRIP TRAJECTORIES WITH STOPOVERS AT BOTH MARS AND VENUS		5. Report Date April 1970		6. Performing Organization Code	
7. Author(s) Edward A. Willis, Jr., and John A. Padrutt		8. Performing Organization Report No. E-5291		10. Work Unit No. 124-09	
9. Performing Organization Name and Address Lewis Research Center National Aeronautics and Space Administration Cleveland, Ohio 44135		11. Contract or Grant No.		13. Type of Report and Period Covered Technical Note	
12. Sponsoring Agency Name and Address National Aeronautics and Space Administration Washington, D.C. 20546		14. Sponsoring Agency Code			
15. Supplementary Notes					
16. Abstract Round-trip interplanetary trajectories that include stopovers at both Mars and Venus before the return to Earth are studied. Such trips fall roughly midway between conventional opposition- and conjunction-class Mars missions in terms of propulsive effort, trip time, and stay time. This trajectory mode appears to be of significant interest if Venus is considered to be an important eventual manned spaceflight goal.					
17. Key Words (Suggested by Author(s)) Mars Stopovers Venus Trajectories Round trips			18. Distribution Statement Unclassified - unlimited		
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 30	22. Price* \$3.00		

*For sale by the Clearinghouse for Federal Scientific and Technical Information
Springfield, Virginia 22151

ROUND-TRIP TRAJECTORIES WITH STOPOVERS AT BOTH MARS AND VENUS

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SUMMARY

This report considers a class of efficient interplanetary round-trip trajectories that involve entering parking orbits at both Mars and Venus before returning to Earth. When the conventional two-body, impulsive-trajectory model is used, the following conclusions can be reached:

(1) Propulsive effort requirements and trip times for these trajectories fall roughly midway between those of conventional opposition- and conjunction-class trajectories to Mars only.

(2) Trajectories recur on a 6.4-year major cycle, and there are seven low-energy launch opportunities within that period. (Venus-swingby trajectories also recur on a 6.4-year cycle, and may be regarded as a special case of the trajectories considered herein.)

(3) Three of these seven opportunities are particularly desirable in that they involve optimum trip times of only about 700 days (as compared to 1000 days for conjunction-class trips to Mars or Venus only). This time may be reduced to 600 days without a major penalty in propulsive effort $\Sigma\Delta V$. Two other opportunities require an 890-day optimum trip time, but this may be reduced to about 750 days before a large penalty in $\Sigma\Delta V$ is incurred. The remaining two opportunities cannot be reduced much below 1000 days trip time.

(4) Optimum stay times at Mars tend to be short (e.g., 10 days) for short trip times, but can be increased to 50 or 75 days for a very minor ΔV increase. Optimum Venus stay times are generally longer than 75 days.

(5) Preliminary vehicle mass calculations, assuming representative payloads and typical stage parameters, suggest that the two-planet stopover mission will not be greatly heavier than a typical Mars mission and definitely lighter than the sum of two separate missions to Mars and Venus.

INTRODUCTION

Manned missions to Mars and Venus may eventually become the prime focus of the national manned spaceflight program. Such missions clearly involve a new order of difficulty when compared to present orbital and lunar operations, and will depend on the proper functioning of systems which have yet to be developed. In order to define the requirements for these systems, it is now appropriate to evaluate preferred mission modes and trajectories.

Numerous studies have been made of manned missions to Mars or Venus that involve entering a capture orbit at the destination planet. Several of these single-planet stopover trajectories seem attractive on their own merits; nevertheless, it is not clear that two of them taken together comprise an optimum program for investigating both Mars and Venus. Therefore, this report analyzes an alternative class of trajectories, illustrated in figure 1, in which the space vehicle orbits both Venus and Mars before returning to Earth.

Previous stopover trajectory modes normally visited either Mars or Venus, but not both. The earliest studies involved the use of minimum-effort (Hohmann type) outbound and return trajectories, separated by a relatively long stay time at the destination planet. These conjunction-class trajectories yield very low propulsive effort $\Sigma\Delta V$ and Earth reentry speeds, but require stay times and trip times averaging 450 and 1000 days,

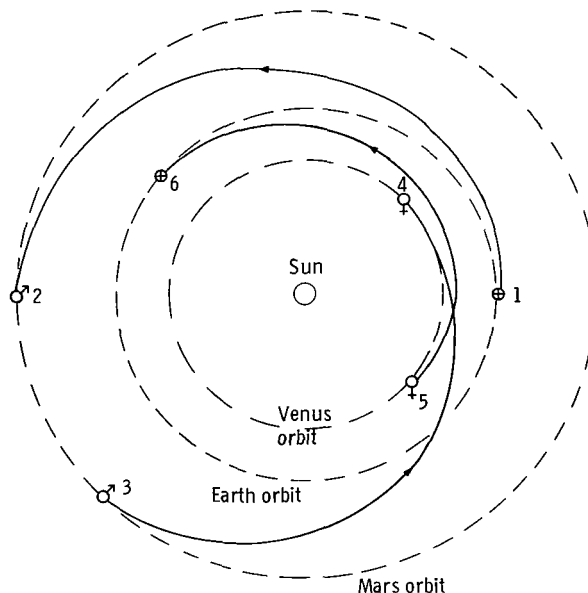


Figure 1. - Typical two-planet stopover trajectory. Earth-Mars-Venus-Earth, 1980.

respectively, for either planet (ref. 1). Higher energy trips to both planets have also been investigated extensively, and three categories of such "fast" trips have been reported: (1) opposition-class trajectories, (2) trajectories using one or two double-conic (three impulse) transfers, and (3) the Venus-swingby trajectory mode.

The conventional, opposition-class trip is discussed in references 2 to 4. For missions to Venus, this mode yields low velocity increments and reentry speeds for trip times averaging 450 to 550 days. For Mars missions, unfortunately, the $\Sigma\Delta V$'s and/or reentry speeds are quite high. As shown in references 5 and 6, these high $\Sigma\Delta V$'s and reentry speeds can be significantly lowered in many cases by employing a third impulse near perihelion of a long-angle transfer (fig. 2). These double-conic trajectories, in

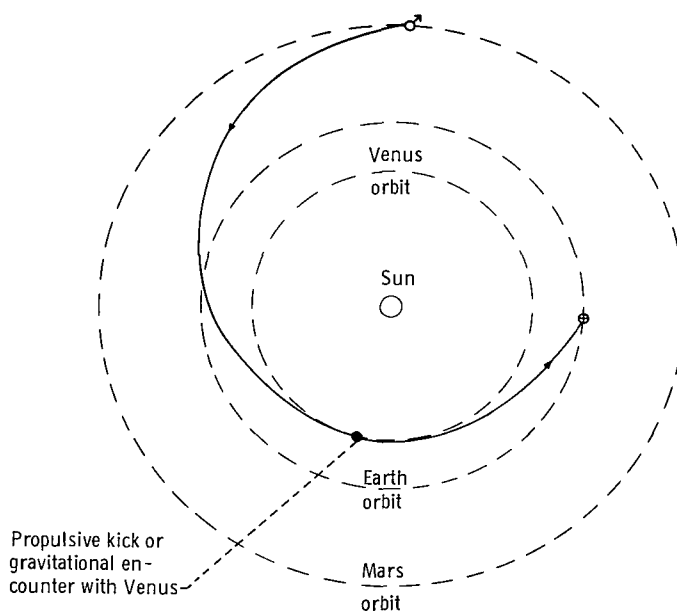


Figure 2. - Double-conic or Venus-swingby transfers.

addition, exhibit unusually wide launch windows for both Earth departure and Mars departure (refs. 6 and 7). Optimum trip times average 550 days.

Venus-swingby trajectories (fig. 2 and refs. 8 to 10) are similar to the double-conic trajectory in that the elements of a long-angle Earth-Mars or Mars-Earth transfer are modified in midcourse. The change, however, is supplied by Venus' gravity rather than by propulsion. The $\Sigma\Delta V$ requirements for these trajectories are somewhat variable but are generally below those of the double-conic type, and trip times are longer, 550 to 700 days.

The one element common to these trajectories is that only one planet is visited for

any significant length of time. On the other hand, reference 11 indicates that both Mars and Venus are worthwhile objectives for manned investigations. There is no reason to assume that the optimum program for investigating both Mars and Venus would consist of running separate missions of the previously mentioned types. Accordingly, this report presents an initial, but relatively thorough, account of trajectories involving stopovers at both Mars and Venus. Numerical results are presented for launch opportunities from 1980 to 1999, trip times from 550 to 1100 days, and stay times at each planet ranging from 10 to several hundred days. These results are compared with those for the previously mentioned single-planet trajectory modes, and a sample mission application is discussed.

INPUT ASSUMPTIONS

Many variables must be considered in evaluating final mission criteria, such as space vehicle mass or cost. Several useful mission parameters, however, can be studied on the basis of trajectory information alone, including

- (1) Total propulsive effort (or total velocity increment) $\Sigma\Delta V$
- (2) Total trip time T_t
- (3) Stay times at the destination planets T_s

The mass ratio required for each propulsive maneuver is directly related to the associated velocity increment, and the sum of these increments is the best single indication of space vehicle mass that can be obtained without making detailed assumptions about the vehicle systems, payloads, and mission objectives. The velocity increment sum is therefore used as the primary criterion of merit for the purpose of developing and illustrating the present trajectory mode. It could be replaced by cost, mass, or other criteria without essentially changing the nature of the trajectories.

The trip time and stay times are treated as secondary criteria. A low value of T_t would indicate a minimal exposure to the hazards of space, and the stay times limit the time available to accomplish the primary mission objectives.

The analysis is based on the well-known, impulsive, two-body trajectory model; that is, propulsive maneuvers are treated as impulses and the actual n-body problem is replaced by a sequence of two-body coasting arcs. Successive heliocentric arcs are joined by a midcourse impulse; that is, double-conic (three impulse) interplanetary transfers (ref. 6) are used whenever they yield a lower $\Sigma\Delta V$. Heliocentric and planetocentric arcs are related by matching conditions applied at the sphere of influence. Inside the sphere of influence, only the planet's gravitational field is considered; and outside, only the Sun's. The spheres of influence are taken to be of negligible size compared to interplanetary distances, but much larger than the parking-orbit dimensions. It is

assumed that transfers begin and end in planetocentric parking orbits, and that the plane orbits are elliptic and coplanar. As reference 12 shows, the $\Sigma\Delta V$ penalty for using highly inclined, nearly 180° transfers can be almost eliminated by using a broken-plane transfer with an optimum midcourse impulse. In fact, the true (i.e., optimum three dimensional) results are better approximated by the present two-dimensional calculation than by the more common three-dimensional, single-plane approach.

The following additional assumptions are used in computing numerical results:

(1) Atmospheric braking from $V_{AE} \leq 15.85$ kilometers per second (52 000 ft/sec) is used at Earth return. (Propulsive retrothrust is used if necessary to decrease V_{AE} to this value.)

(2) Elliptic parking orbits ($e_{po} = 0.9$) are used at Mars and Venus (periapsides at 1.1 planet radii).

The planet orbit elements and physical data used herein are listed in table I. Tables II to IV give a sequence of Earth-Mars, Earth-Venus, and Venus-Mars alinement dates (from 1975 to 2000) that will prove useful in the following sections. These data were obtained from references 10 and 13.

HOHMANN TRANSFERS FOR TWO-PLANET STOPOVERS

Propulsive Effort

It is convenient initially to consider a simple special case that uses Hohmann-type (optimum travel time and travel angle) transfers between planets in circular orbits. Such a trip, illustrated in figure 1, can be easily analyzed, and the solutions provide a basis for understanding the general case presented later.

In this special case, it is well known that the minimum-energy interplanetary transfer trajectories are semiellipses with aphelion and perihelion tangent, respectively, to the outer and inner circular planetary orbits. The semimajor axes of these elliptical trajectories are thus

$$a_h = \frac{1}{2} (R_o + R_i) \quad (1)$$

where these and all following symbols are defined in the appendix. The travel time is

$$T_h = \frac{365.2568}{2} (a_h)^{3/2} \quad (2)$$

Noting that a heliocentric angle of 180° is traversed in these times, it may be seen that the necessary initial angular separation of the two planets involved is given by

$$\psi_{i,o} = 180^\circ - T_h \omega_o \quad (3)$$

$$\psi_{o,i} = \omega_i T_h - 180^\circ \quad (4)$$

(in degrees, measured in the direction of motion from the inner planet).

The heliocentric speeds upon arrival at the planetary orbits are

$$V_o = \sqrt{\left(\frac{2GM_{\text{Sun}}}{R_o + R_i}\right)\left(\frac{R_i}{R_o}\right)} \quad (5a)$$

$$V_i = \sqrt{\left(\frac{2GM_{\text{Sun}}}{R_i + R_o}\right)\left(\frac{R_o}{R_i}\right)} \quad (5b)$$

The planetocentric speeds are computed from

$$V_{\infty,o} = V_{\text{planet}} - V_o \quad (6a)$$

$$V_{\infty,i} = V_i - V_{\text{planet}} \quad (6b)$$

and propulsive velocity increments from

$$\Delta V = \left(V_{\infty}^2 + 2V_{\text{cpo}}^2\right)^{1/2} - V_{\text{cpo}}(1 + e_{\text{po}})^{1/2} \quad (7)$$

The Hohmann travel times resulting from equation (2) are $(T_h)_{\oplus,\ominus} = 146.1$ days, $(T_h)_{\oplus,\sigma} = 258.9$, $(T_h)_{\sigma,\oplus} = 217.5$. Values resulting from equations (3) and (7) are given in tables V and VI.

Trip Times, Stay Times, and Dates

The foregoing results may now be used to determine optimum departure and arrival dates at each terminal, and hence, the optimum trip times and stay times. Actual

departure dates are computed by subtracting the appropriate Hohmann date taken from table V from the appropriate date listed in tables II, III, or IV

$$D_{\text{dep}} = D_{\text{opp}} - D_{\text{h}} \quad (8)$$

Arrival dates are then calculated by adding T_{h} to equation (8)

$$D_{\text{arr}} = D_{\text{dep}} + T_{\text{h}} \quad (9)$$

This procedure results in six lists of departure and arrival dates for the Hohmann transfers, as presented in table VII.

The use of table VII is best illustrated by an example. Consider an Earth-Venus-Mars-Earth trip in 1980: the Earth departure and Venus arrival dates are found from table VII(a) to be 4318.2 and 4464.3, respectively. Comparing the latter with departure dates in table VII(d), it is seen that the next Venus-Mars transfer departure and arrival dates are 4638.9 and 4856.4, respectively. Comparing the arrival date to departures in table VII(f) shows the next Mars-Earth transfer departure date is 4897.1 and with a return to Earth on 5156.0. Thus, a total trip time of 837.8 days, including Mars and Venus stay times of 40.7 and 174.6 days, respectively, is predicted for this trip. Applying this same procedure to trips in other years leads to the results shown in table VIII.

Trajectories with Reduced Trip Times

Although the trip times presented in table VIII may seem unreasonably long, it may be noted that this is due, in general, to an arrival date falling only slightly behind a departure date for the next leg. The stay time then approaches the synodic period for the two planets concerned. On the other hand, by departing about one synodic period earlier and using a slightly faster transfer, a large trip-time reduction is possible for only a small $\Sigma\Delta V$ penalty. For example, the 1982 Earth-Mars-Venus-Earth trip is reduced from 1283 to 710 days by deleting one Mars-Venus period from the Mars stay time, and one Venus-Earth period from the Venus stay time. Many cases of this nature are discussed later in the section GENERAL TWO-PLANET STOPOVERS.

Recurrence Period

The synodic period between two planets, say Earth and Mars, is defined by

$$\begin{aligned}
\tau_{\oplus, \sigma} &= \frac{360^\circ}{\omega_{\oplus} - \omega_{\sigma}} \\
&= \frac{\tau_{\oplus}}{1 - \frac{\tau_{\oplus}}{\tau_{\sigma}}}
\end{aligned} \tag{10}$$

(Parameter values are given in table I.) By analogy, the "general synodic period" (i.e., the recurrence period for Venus, Earth, and Mars alignments) is

$$T_{\oplus, \sigma; \oplus, \varphi} = \frac{\tau_{\oplus, \sigma}}{1 - \frac{\tau_{\oplus, \sigma}}{\tau_{\oplus, \varphi}}} \tag{11}$$

or approximately 2338 days (6.4 yr). During the course of one recurrence period, there are three Earth-Mars oppositions and four Earth-Venus conjunctions; the mutual planetary configurations at the end almost exactly duplicate those at the beginning. Consequently, the two-planet stopover trajectories recur periodically whether they are minimum-energy or time-constrained. Additional cases may then be determined by adding whole multiples of 2338 days to each baseline arrival and departure date. The recurrence phenomenon for Venus-swingby Mars trips (discussed in ref. 10, under the terminology "syzygistic" period) involves the same 2338-day period.

Comparison with Venus-Swingby Trajectories

Two-planet stopovers and Venus-swingby trajectories are similar in that the same planets and recurrence relations are involved. The former, however, are a more general class since they present several additional degrees of freedom that cannot be freely chosen in a swingby. These include the stay time, parking orbit elements, and propulsive maneuvers at Venus. The stay time primarily determines the degree of physical resemblance that can exist between these two modes. Clearly, the smallest possible discrepancy in any one encounter date is equal to half the Venus stay time. If long stay times are optimum (or required by groundrules), there can be little, if any, physical similarity.

Short-stay missions, however, can closely resemble their swingby counterparts, at least in the sense that trajectory legs occur in the same order and involve similar (within plus or minus the stay time) encounter dates. Cases where this is true will be

presented later. On the other hand, it should be recognized that the procedure of estimating a double-stopover trip by inserting a brief Venus stopover into a swingby is likely to yield unrealistically high $\Sigma\Delta V$'s unless followed by a thorough optimization. This is because swingbys with low $\Sigma\Delta V$'s often have high passage speeds at Venus and hence (when converted to double stopovers) high ΔV 's at Venus.

GENERAL TWO-PLANET STOPOVERS

The dates, travel times, and stay times estimated as described in the preceding section were used for initial guesses in the trajectory computer code of reference 6. This code involves elliptic coplanar planet orbits, whereas circular orbits were assumed so far. It uses optimum three-impulse (double conic) transfers whenever applicable, and searches for the optimum values of the departure and arrival dates, stay and travel times, and other adjustable parameters.

Characteristics of Mars-Venus Stopover Trajectories

Stay times at Mars and Venus were optimized subject to an allowable minimum stay of 10 days at each planet. Thus, the results to be presented below are based on a total planetary stay time of at least 20 days (although, in most cases, longer times are obtained).

Low-energy trajectories. - The first concern of this section is to validate the Hohmann-transfer predictions of minimum $\Sigma\Delta V$'s and optimum trip and stay times. Table IX first presents the seven Hohmann-class trips for one recurrence period. These are the same trips as were discussed in connection with table VIII, except that elliptic planet orbits and minor adjustments in travel and stay times and dates are incorporated as required for more realistic optimization. By noting the fairly close agreement between the table VIII and IX results, it may be inferred that the previously discussed approximate method using Hohmann transfers is a reliable way to predict the possible dates for low-energy trips.

As previously explained, it is often possible to reduce the long trip times shown in table IX rather dramatically, by deducting an appropriate synodic period from one of the stay times. It was anticipated that by properly reoptimizing the trajectory, a second local minimum could be found at a lower trip time and for little penalty in $\Sigma\Delta V$. This proved to be the case for three of the seven opportunities in one 6.4-year recurrence period. The results are presented in figure 3, where trip time, $\Sigma\Delta V$, Venus stay time,

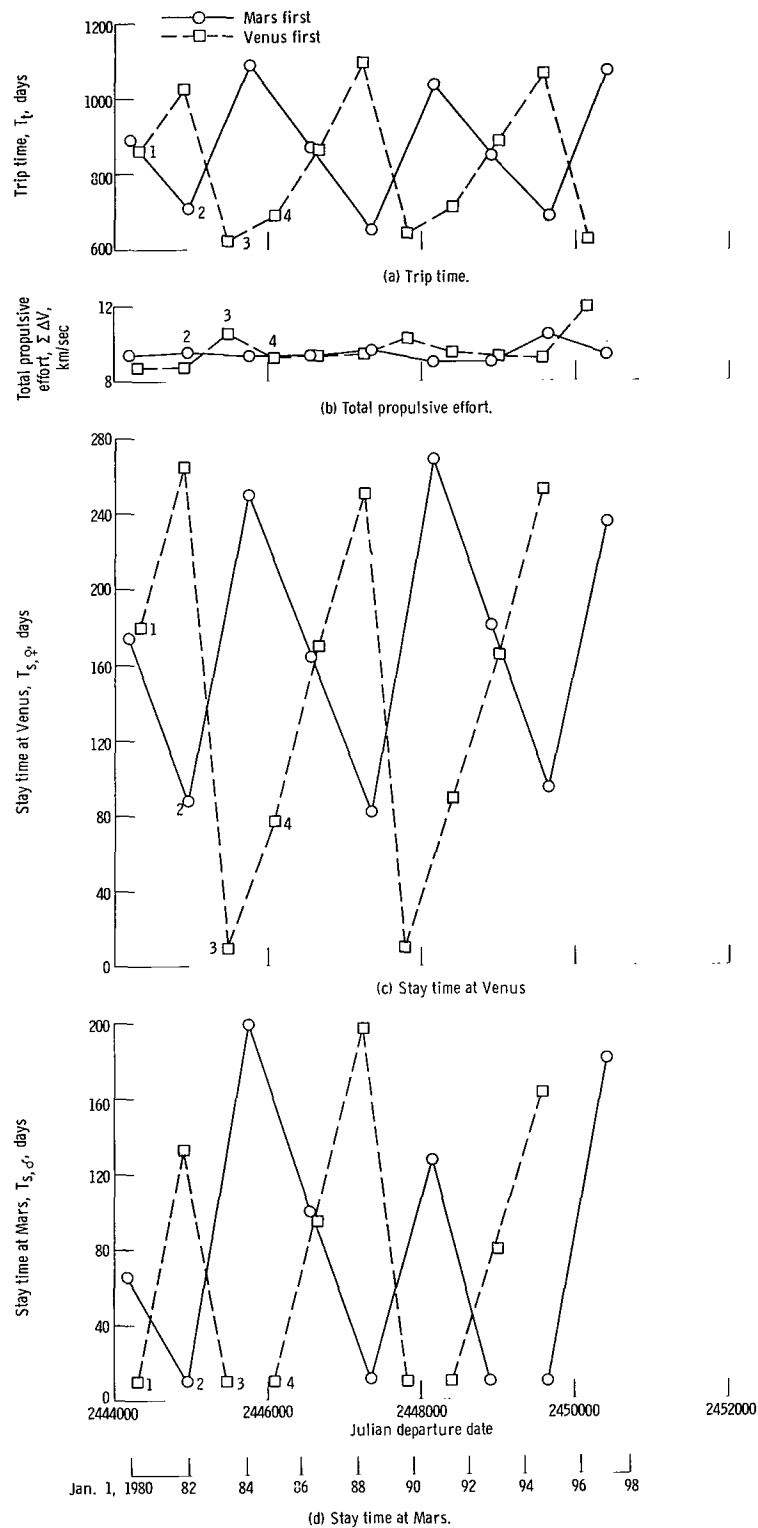


Figure 3. - Characteristics of two-planet stopover trajectories. Optimum trip time and stay time.

and Mars stay time are all plotted as functions of launch year from 1980 to 1998. The 6.4-year periodicity of the results is clearly evident.

Consider first the trip time and $\Sigma\Delta V$ behavior (figs. 3(a) and (b)). The three originally longest trajectories were the ones that responded to the reduction process (i.e., they attained new local minimums). The resulting $\Sigma\Delta V$'s are, as hoped, only slightly higher than those of the long-trip-time minimums. These trajectories may, in fact, be the better approximation to mass-optimized trajectories because of the effect of trip time upon life-support systems. Details are presented in the lower block of table IX.

It is evident that by choosing the most appropriate trajectory profile (e.g., Mars first in 1982), it is possible to obtain low-energy trips with trip times of 620 to 700 days in 1982, 1983, 1985, and the 6.4-year repeats of these trips. In 1980 (and its repeats), both profiles require about 850 days, and it appears to be more difficult to obtain short trip times in that period; however, the $\Sigma\Delta V$ is still quite low. The sequence marked 1-2-3-4 on figures 3(a) and (b) represents the most attractive two-planet stopover trajectories in terms of $\Sigma\Delta V$ and trip time discussed up to this point, and is referred to hereinafter as the "minimum-energy family."

The stay times associated with the preceding trajectories are presented in figures 3(c) and (d). Again the sequence 1-2-3-4 denotes the minimum-energy family. It is evident that this family tends to have short stay times at Mars and this could be an undesirable feature, depending on mission objectives.

Effect of time constraints. - Three of four trips in the minimum-energy family

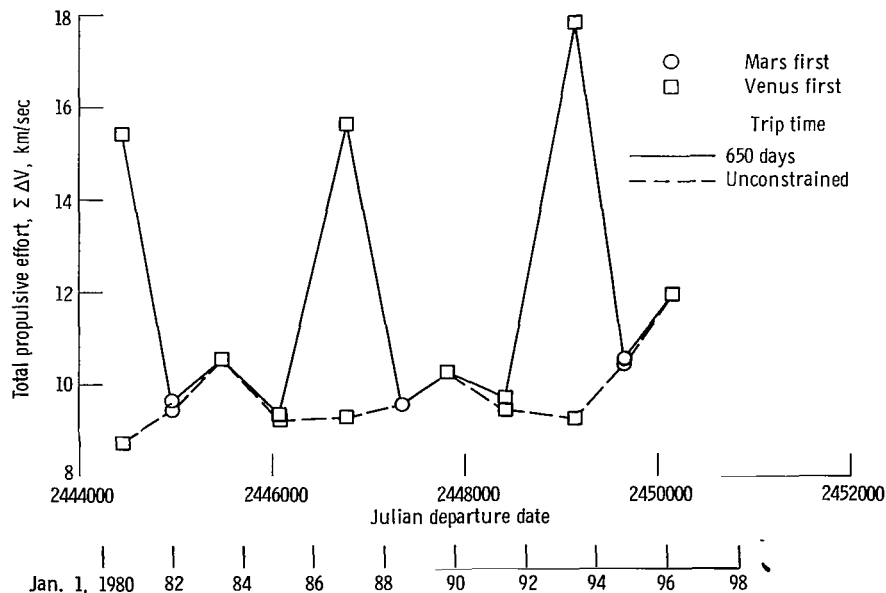


Figure 4. - Two-planet stopover trajectories, with total trip times of 650 days and unconstrained.

involve trip times of less than 2 years and even the exception (1980) is shorter than a Hohmann or conjunction-class trip to Mars only (which typically requires 1000 days). It may nevertheless be desirable to impose a shorter trip-time limitation or longer stay times, even if this involves some $\Sigma\Delta V$ penalty. The effect of constraining T_t to 650 days or less is shown in figure 4. The constraint is binding in all periods but 1983, but has a major effect only in 1980 where $\Sigma\Delta V$ is increased from 8.7 to 15.4 kilometers per second, a penalty of about 80 percent.

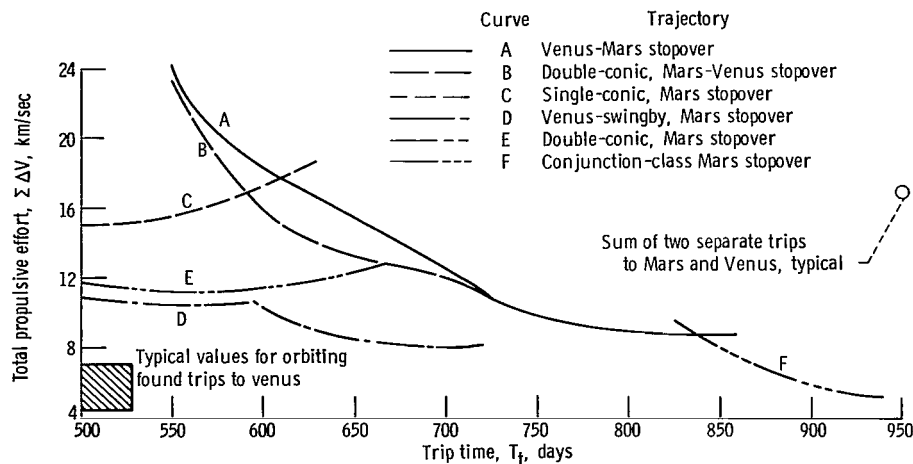
The effect of T_t on $\Sigma\Delta V$ and T_s in the difficult 1980 period is considered in more detail in figures 5(a) and (b). In figure 5(a), consider only curve A, which represents the present two-planet stopover trajectories. The other curves represent different trajectory options and need not be considered now. Note there is a mild "knee" at about 720 days where $\Sigma\Delta V$ increases quickly for shorter times. Stay times vary slowly at long trip times but decrease rapidly below 720 days - especially at Venus (fig. 5(b)).

Planetary configurations in 1980 are such that T_t reductions occur primarily by decreasing the Venus stay time; for example, in decreasing T_t from 750 to 650 days, T_s is shortened from 177 to 68 days, while Earth-Venus travel time and other parameters vary relatively slowly. Thus as T_t decreased, the Earth-departure and Venus-arrival dates were delayed by about the same amount.

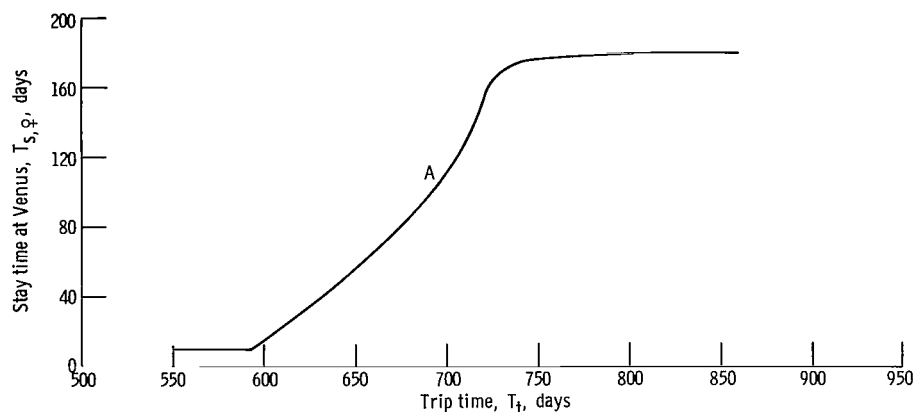
This means that the Earth-Venus travel angle $\omega_{\odot} - \omega_{\oplus}$ increases by about 0.7 degree per day, or roughly 10° for each 2-week reduction in T_t . The resulting larger-than-optimum travel angles involve significant $\Sigma\Delta V$ penalties which can be partly offset by the use of a double-conic transfer (ref. 6). This is shown by curve B in figure 5(a); the maximum saving is 2.5 out of 17 kilometers per second, or 15 percent, and occurs for 620 days trip time.

The solid curves in figures 5(c) to (e) show the effect of T_t on ΔV for other members of the minimum-energy family. Clearly, the trip times may be reduced to 600 days or perhaps a bit less in these three different periods without incurring major $\Sigma\Delta V$ penalties.

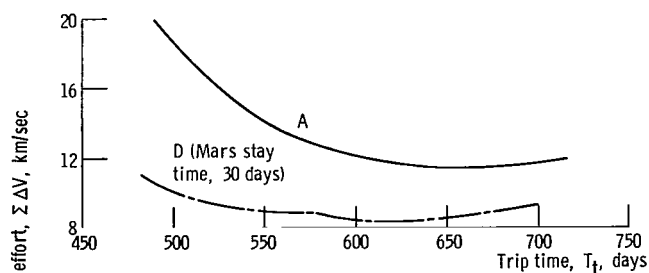
Previous results show that optimum stay times at Mars tend to be short, and this may be a disadvantage. The effect of constraining stay time at Mars is shown in figure 6 for a 750-day (fixed) trip in 1980. Actually, the Mars stay time can be increased to 60 to 75 days for a very minor penalty in $\Sigma\Delta V$. This may be an important consideration, depending on the relative emphasis placed on Mars-related and Venus-related mission objectives.



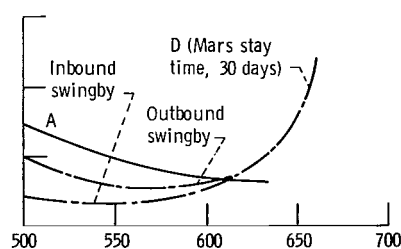
(a) Total propulsive effort, 1980.



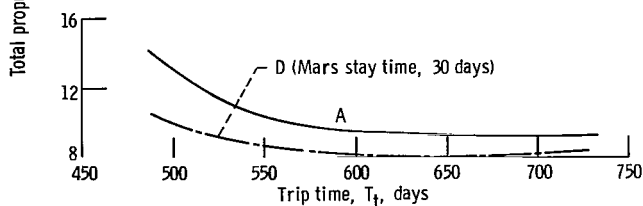
(b) Stay time at Venus. Two-planet stopover, Venus first, single conic, 1980.



(c) Total propulsive effort, 1982.



(d) Total propulsive effort, 1983.



(e) Total propulsive effort, 1985.

Figure 5. - Effect of trip time on one- and two-planet stopover trajectories to Mars.

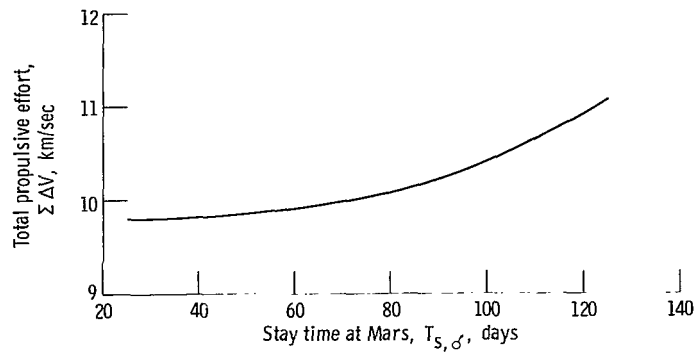


Figure 6. - Effect of Mars stay time constraint. Total trip time, 750 days. 1980.

Comparison of Trajectory Modes

Although the Mars-Venus stopover mission is novel and interesting in its own right, it must compete with better-known profiles if it is to find application in the manned space-flight program. In this section, the previously discussed characteristics of Mars-Venus stopover trajectories are compared with corresponding results for conventional opposition-class, double-conic opposition-class, Venus-swingby, and conjunction-class trajectories to Mars.

Propulsive effort and trip times. - Figure 5(a) portrays the $\Sigma\Delta V$ -against- T_t behavior of the four abovementioned trajectory modes, again for the 1980 opportunity. The two-planet results are indicated by curves A and B and were previously discussed. Note that $\Sigma\Delta V$'s comparable to those of a conventional opposition-class mission (curve C) can be obtained for trip times of 600 days or more. Using double-conic, opposition-class trajectories for comparison (curve E), the present trajectories yield comparable $\Sigma\Delta V$'s at about 700 days trip time, and are superior at longer times. For Venus-swingby trajectories (curve D), the minimum $\Sigma\Delta V$ occurs at about 700 days; at this value of T_t , the two-planet mode involves about a 4-kilometer-per-second $\Sigma\Delta V$ penalty. In general, the Venus-swingby mode offers an attractive compromise between T_t and $\Sigma\Delta V$, and appears to be the major alternative to which the present trajectories should be compared. If the trip time can be extended to about 800 days, the penalty is under 1 kilometer per second. At trip times greater than about 850 days, the conjunction-class trips (curve F) yield the lowest $\Sigma\Delta V$, and this advantage increases to 4 kilometers per second at trip times in the 950 to 1000 days range.

In 1980, the two-planet stopover does not require greatly increased $\Sigma\Delta V$ compared to the swingby mode for trip times beyond 750 days. It should be recalled, moreover, that the 1980 opportunity proved particularly difficult for Mars-Venus stopover trajectories, from the viewpoint of obtaining relatively short trip times. The more representative opportunities of 1982, 1983, and 1985 are therefore shown in figures 5(c) to (e).

The Mars-Venus stopovers are shown by the solid curves (A), while Venus swingbys are indicated by the dash-dot curves (D). (The other three modes are not further discussed.) In 1982 to 1985, the two profiles are more competitive at trip times of about 600 days, with the swingby being progressively better at shorter trip times and the Mars-Venus stopover being highly competitive or somewhat superior at longer times. As in 1980, the conjunction-class trip (not illustrated in figs. 5(c) to (e)) would yield the lowest $\Sigma\Delta V$ for trip times greater than 850 or 900 days. Thus, in 1982 to 1985 the two-planet trajectory mode is competitive over a considerable range of trip times, 600 to 850 days.

Mission objectives capability. - If $\Sigma\Delta V$ and trip time were the only considerations, there would be little need for the two-planet class of trajectories. Existing Mars trajectory modes generally yield shorter trip times for comparable $\Sigma\Delta V$'s or lower total $\Sigma\Delta V$'s at comparable trip times. Moreover, trajectories to Venus alone can be performed for $\Sigma\Delta V$'s of the order of only 7 to 8 kilometers per second for trip times of 400 to 550 days (ref. 4).

On the other hand, the Mars mission comparisons do not recognize the fact that Venus may also be a legitimate object for scientific and technical investigations. Although a manned landing on Venus is not presently contemplated, there are several major objectives (e.g., preparation of a detailed radar map of the entire Venusian surface or remote manipulation of a mobile soft-landed probe) which would either require, or benefit significantly from, the presence of a properly trained crew in orbit.

Thus, it seems that the two-planet mode could more appropriately be compared with the sum of individual Mars and Venus round trips. This sum typically is as shown by the circular symbol at the upper right of figure 5(a). On this basis the Mars-Venus stopover is clearly superior to any combination of Mars-only and Venus-only round trips.

Vehicle mass. - Although a comprehensive initial-mass survey is beyond the scope of this report, it is of some interest to demonstrate that the previously described features carry over, for typical mission examples, when initial mass in Earth orbit (IMEO) is used as a criterion of merit. Therefore, mission calculations were performed for the four trajectories in the minimum energy family, in the 1980 to 1986 recurrence period. The results are compared with those for the four most nearly comparable Venus-swingby trajectories in the same period. In each case, scalable ('rubber') solid-core nuclear stages are assumed, one for Earth escape and one for capture and escape at each planet. The Earth-escape stage consists of one engine system and one set of tankage. The destination-planet stages each consist of one restartable engine system and two tankage sets; the first is jettisoned after capture, and the second is jettisoned along with the engine system after escape. The stage and payload input values used are listed in table X. The payloads were taken from previous mission reports (refs. 14 and 15). The stage inputs, though arbitrary, are representative. (Earth atmospheric braking and highly elliptic parking orbits are used.)

The resulting minimum IMEO's and associated optimum trip times for both trajectory modes are presented in table XI, and pertinent trajectory details are presented in table XII. From the data in table XI it is clear that the present double-stopover trajectory mode generally involves IMEO and trip-time penalties of around 20 percent, as might be anticipated from the $\Sigma\Delta V$ results. The mass penalty ranges from 45 000 to 138 000 kilograms; these values might be compared with an IMEO of about 300 000 kilograms found in reference 15 for a manned Venus orbiter mission with assumptions similar to the present ones. The trip-time penalty varies from 77 to 204 days; again, these might be compared with the 460 to 565 days optimum trip time found in reference 15 for missions to Venus only.

These comparisons indicate that the value of the two-planet stopover trajectory Maneuver dates. - It is of some interest to compare the maneuver dates shown in table XII for the double-stopover and swingby missions. As was predicted earlier, there is no evident similarity when the double stopover involves a long stay time at Venus. For short-stay missions, however, the dates are more nearly equal (i.e., within plus or minus the Venus stay time), and there is a definite qualitative resemblance between the trajectories (the 1983 Venus-Mars double stopover is closely comparable with one of the 1984 outbound swingbys found in ref. 10).

The comparisons above indicate that the value of the two-planet stopover trajectory mode will depend on whether Venus, in addition to Mars, is considered an important manned spaceflight goal. If it is not, the present trajectories are of no interest. If it is, the present trajectories offer a total IMEO saving in the 150 000- to 250 000-kilogram range, and total trip-time savings on the order of 250 to 400 days. They also imply further cost savings (not evaluated herein) by halving the requirement for astronaut crews and expensive subsystems such as the command module. The primary disadvantage is that the trip times applicable to one crew are longer than would seem desirable.

CONCLUDING REMARKS

In this report, a class of round-trip trajectories with stopovers at both Mars and Venus has been studied. By contrast, previously studied trajectory modes usually include a stopover at only one planet, not both. Thus, if it is accepted that Venus is a legitimate goal for manned reconnaissance, the present trajectory mode offers the potential of essentially doubling the "return" derived from a single manned spaceflight mission.

The two-planet stopovers were evaluated by computer simulation. Assuming elliptic planetary parking orbits and atmospheric braking at Earth, the following conclusions were obtained:

1. Total velocity increment $\Sigma\Delta V$ requirements for two-planet stopovers are moderate and are not greatly higher than those of the best existing trajectory modes for trips to Mars only.

2. There are seven low-energy launch opportunities within each 6.4-year repeating period. Of these, three involve only moderate (<2 yr) trip times, two require very long (>3 yr) times, and two require an intermediate time of about $2\frac{1}{2}$ years. Four of the seven visit Venus first and Mars second, while the order is reversed for the remaining three.

3. The trip times associated with the three most desirable trips in each repeating period can be decreased from the optimum values of 650 to 700 days to as little as 600 days without incurring prohibitive $\Sigma\Delta V$ penalties.

4. Stay times tend to be short (e.g., 10 days) especially at Mars, but can be lengthened to about 60 days without major $\Sigma\Delta V$ penalty.

5. For typical nuclear stage inputs, it would appear that the Mars-Venus two-planet stopover trajectories yield initial vehicle weights which are somewhat (e.g., 20 percent) larger than those of either the Venus-swingby trip to Mars or the Venus orbiter trip, but significantly less than the sum of these two.

From the foregoing it may be also concluded that, if Venus as well as Mars is a major manned spaceflight goal, the present class of trajectories is of legitimate interest and should be taken into account in future mission studies. In particular, vehicle mass studies for the two-planet trajectories should be performed for a wider range of flight system inputs and payloads; any further results should be optimized on a mass, cost, or reliability basis rather than $\Sigma\Delta V$; and a rationale must be established for comparing the present trajectories with those for stopovers at only one planet.

Lewis Research Center,
National Aeronautics and Space Administration,
Cleveland, Ohio, December 18, 1969,
124-09.

APPENDIX - SYMBOLS

A_o	initial acceleration
a	semimajor axis of elliptical heliocentric trajectory, AU
D_{arr}	Julian arrival date
D_{dep}	Julian departure date
D_h	Julian departure date for a Hohmann transfer, measured relative to opposition
D_{opp}	Julian date of planetary opposition
EMOS	Earth mean orbital speed, 29.77 km/sec
e_{po}	eccentricity of parking orbit about planet
F	engine thrust
GM_{Sun}	gravitational parameter of Sun
$g_{\oplus}$	gravitational acceleration at Earth's surface, 9.80665 m/sec
I_{sp}	specific impulse, sec
M_{ac}	after-cooling propellant mass
M_{aux}	auxiliary equipment mass
M_e	engine mass
M_{fs}	thrust sensitive structure mass
M_g	vehicle gross mass
M_{is}	interstage mass
M_p	propellant mass
M_{pay}	payload mass
M_{ps}	propellant sensitive structure mass
R	radius of planet's orbit, AU
T	syzygistic period
T_h	Hohmann transfer time
$T_{s,\sigma}$	stay time at Mars
$T_{s,\phi}$	stay time at Venus
T_t	total trip time

V_{AE}	upper limit for nonpropulsive Earth reentry
V_{cpo}	circular velocity about planet at altitude of 0.1 times radius of planet
V_i	heliocentric velocity upon arrival at orbit of inner planet
V_o	heliocentric velocity upon arrival at orbit of outer planet
V_{planet}	mean orbital speed of planet
V_{∞}	planetocentric approach speed
ΔV	single velocity increment
τ_a	sidereal period of planet a
$\tau_{a,b}$	synodic period of planet a with respect to planet b
$\psi_{a,b}$	initial angular separation required for going from planet a to planet b by means of a Hohmann transfer; measured positively from inner planet
ω	planetary mean angular motion about Sun

Subscripts:

h	Hohmann transfer
i	inner planet
max	maximum
o	outer planet
$\oplus$	Earth
$\mars$	Mars
$\venus$	Venus

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TABLE I. - PLANET ORBIT ELEMENTS AND PHYSICAL DATA

	Venus	Earth	Mars
Semimajor axis, AU ^a	0.723 332	1.000 000	1.523 691
Eccentricity	0.006 793	0.016 726	0.093 368
Inclination to ecliptic, deg ^b	3.394 23	0.0	1.849 91
Mean longitude of ascending node, deg	76.319 72	-----	49.249 03
Mean longitude of perihelion, deg	131.008 31	102.252 53	335.322 69
Mean longitude at epoch ^c , deg	174.294 31	100.158 15	258.767 29
Position of vernal equinox, deg	-102.27	0.0	-67.01
Mean motion, deg/day	1.602 131	0.985 609	0.524 033
Sidereal period, days	224.701	365.256	686.98
Synodic period, days	583.92	-----	779.94
Mean orbital speed, km/sec	34.999	29.766	24.113
Inclination of equator to orbit plane, deg	3	23.450	23.984
Gravitational parameter ^d , km ³ /sec ²	3.1993×10 ⁵	3.9857×10 ⁵	0.4088×10 ⁵
Planetary radius, km	6100	6378	3415
Parking orbit radius in terms of planet radius	1.1 R	1.1 R	1.1 R
Circular velocity at parking orbit periapse radius, km/sec	6.9050	7.5373	3.2989
Parking orbit eccentricity, e _{po}	0.9	0.0	0.9

^a 1 AU = 149 599 000 km^b Zero inclination used in calculations.^c Epoch = 1.5 Jan. 1960 eastern standard time (2436935.0 Julian).^d GM_{Sun} = 1.327155×10¹¹ km³/sec².

TABLE II. - OPPOSITIONS OF MARS,

1975 TO 1999

Julian date	Calendar date	Heliocentric longitude, deg
2442762.1	15.6 Dec. 1975	82.75
2443530.5	22.0 Jan. 1978	121.35
2444294.7	25.2 Feb. 1980	155.48
2445059.9	31.4 Mar. 1982	190.03
2445831.9	11.4 May 1984	230.50
2446621.8	10.3 July 1986	287.37
2447432.7	28.2 Sept. 1988	4.92
2448223.3	27.8 Nov. 1990	64.90
2448995.4	7.9 Jan. 1993	107.15
2449760.5	12.0 Feb. 1995	142.35
2450524.8	17.3 Mar. 1997	176.20
2451293.2	24.7 Apr. 1999	213.51

TABLE III. - INFERIOR CONJUNCTIONS

OF VENUS, 1975 TO 1999

Julian date	Calendar date	Heliocentric longitude, deg
2442652.0	27.5 Aug. 1975	333.42
2443239.8	6.3 Apr. 1977	196.11
2443820.4	7.9 Nov. 1978	44.85
2444405.8	15.3 June 1980	264.05
2444990.9	21.4 Jan. 1982	120.75
2445571.7	25.2 Aug. 1983	331.09
2446159.4	3.9 Apr. 1985	193.73
2446739.9	5.4 Nov. 1986	42.33
2447325.5	13.0 June 1988	261.79
2447910.4	18.9 Jan. 1990	118.18
2448491.3	22.8 Aug. 1991	328.77
2449079.0	1.5 Apr. 1993	191.35
2449659.5	3.0 Nov. 1994	39.80
2450245.2	10.7 June 1996	259.52
2450830.0	16.5 Jan. 1998	115.60
2451411.0	20.5 Aug. 1999	326.46

TABLE IV. - MARS-VENUS

ALINEMENTS, 1975 TO 1999

Julian date	Calendar date	Heliocentric longitude, deg
2442700.1	14.6 Oct. 1975	49.97
2443016.2	25.7 Aug. 1976	197.90
2443367.1	11.6 Aug. 1977	38.68
2443685.2	25.7 June 1978	189.71
2444033.8	9.3 June 1979	26.79
2444354.4	24.9 Apr. 1980	181.71
2444700.1	5.6 Apr. 1981	14.32
2445023.6	23.1 Feb. 1982	173.84
2445366.0	31.5 Jan. 1983	1.32
2445692.9	24.4 Dec. 1983	166.08
2446031.7	27.2 Nov. 1984	347.93
2446362.3	23.8 Oct. 1985	158.37
2446697.2	23.7 Sept. 1986	334.33
2447031.6	24.1 Aug. 1987	150.68
2447362.7	20.2 July 1988	320.72
2447701.0	23.5 June 1989	142.97
2448028.4	16.9 May 1990	307.33
2448370.3	23.8 Apr. 1991	135.19
2448694.3	12.8 Mar. 1992	294.34
2449039.6	21.1 Feb. 1993	127.31
2449360.5	8.0 Jan. 1994	281.87
2449708.7	22.2 Dec. 1994	119.28
2450027.1	5.6 Nov. 1995	270.00
2450377.8	21.3 Oct. 1996	111.06
2450694.1	2.6 Sept. 1997	258.73
2451046.7	21.2 Aug. 1998	102.60
2451361.4	1.9 July 1999	248.05

TABLE VI. - VELOCITY INCREMENTS FOR
HOHMANN TRANSFERS

Departure planet	Destination planet	Propulsive effort, ΔV , km/sec		Total propulsive effort, $\Sigma \Delta V$, km/sec
		Departure	Arrival	
Mars-first trip				
Earth	Mars	3.521	0.817	4.338
Mars	Venus	2.122	1.819	3.941
Venus	Earth	.615	(a)	<u>.615</u>
				8.894
Venus-first trip				
Earth	Venus	3.410	0.615	4.025
Venus	Mars	1.819	2.122	3.941
Mars	Earth	.817	(a)	<u>.817</u>
				8.783

^aAtmospheric braking used at Earth return.

TABLE V. - INITIAL CONFIGURATION ANGLES FOR
HOHMANN TRANSFERS, AND
CORRESPONDING DATES
(RELATIVE TO OPPOSITION)

Departure planet	Destination planet		
	Venus	Earth	Mars
Configuration angle, deg			
Venus	-----	36.0	66.0
Earth	54.0	----	44.3
Mars	168.4	75.1	----
Dates of occurrence (days before opposition)			
Venus	-----	58.4	61.2
Earth	87.6	-----	96.0
Mars	156.2	162.8	----

TABLE VII. - DATES FOR HOHMANN TRANSFERS BETWEEN VENUS, EARTH, AND MARS

(a) Earth-Venus transfer

Opposition calendar year	Departure date (Julian date minus 2.44×10^6)	Arrival date (Julian date minus 2.44×10^6)
1980	4318.2	4464.3
1982	4903.3	5049.4
1983	5484.1	5630.2
1985	6071.8	6217.9
1986	6652.3	6798.4
1988	7237.9	7384.0
1990	7822.8	7968.9
1991	8403.7	8549.8
1993	8991.4	9137.5
1994	9571.9	9718.0
1996	10157.6	10303.7
1998	10742.4	10888.5
1999	11323.4	11469.5

(b) Earth-Mars transfer

Opposition calendar year	Departure date (Julian date minus 2.44×10^6)	Arrival date (Julian date minus 2.44×10^6)
1980	4198.6	4457.5
1982	4963.8	5222.7
1984	5735.8	5994.7
1986	6525.7	6784.6
1988	7336.6	7595.5
1990	8127.2	8386.1
1993	8899.3	9158.2
1995	9664.4	9923.3
1997	10428.7	10687.6
1999	11197.1	11456.0

(c) Mars-Venus transfer

Opposition calendar year	Departure date (Julian date minus 2.44×10^6)	Arrival date (Julian date minus 2.44×10^6)
1979	3877.6	4095.1
1980	4198.2	4415.7
1981	4543.9	4761.4
1982	4867.4	5084.9
1983	5209.8	5427.3
1983	5536.7	5754.2
1984	5878.5	6096.0
1985	6206.1	6423.6
1986	6541.0	6758.5
1987	6875.4	7029.9
1988	7206.5	7424.0
1989	7544.8	7762.3
1990	7872.2	8089.7
1991	8214.1	8431.6
1992	8538.1	8755.6
1993	8883.4	9100.9
1994	9204.3	9421.8
1994	9552.5	9770.0
1995	9870.9	10088.4
1996	10221.6	10439.1
1997	10537.9	10755.4
1998	10890.5	11108.0
1999	11205.2	11422.7

(d) Venus-Mars transfer

Opposition calendar year	Departure date (Julian date minus 2.44×10^6)	Arrival date (Julian date minus 2.44×10^6)
1979	3972.6	4190.1
1980	4293.2	4510.7
1981	4638.9	4856.4
1982	4962.4	5179.9
1983	5304.8	5522.3
1983	5631.7	5849.2
1984	5970.5	6188.0
1985	6301.1	6518.6
1986	6636.0	6853.5
1987	6970.4	7187.9
1988	7301.5	7519.0
1989	7639.8	7857.3
1990	7967.2	8184.7
1991	8309.1	8526.6
1992	8633.1	8850.6
1993	8978.4	9195.9
1994	9299.3	9516.8
1994	9647.5	9865.0
1995	9965.9	10183.4
1996	10316.6	10534.1
1997	10632.9	10850.4
1998	10985.5	11203.0
1999	11300.2	11517.7

(e) Venus-Earth transfer

Opposition calendar year	Departure date (Julian date minus 2.44×10^6)	Arrival date (Julian date minus 2.44×10^6)
1980	4347.4	4493.5
1982	4932.5	5078.6
1983	5513.3	5659.4
1985	6101.0	6247.1
1986	6681.5	6827.6
1988	7267.1	7413.2
1990	7852.0	7998.1
1991	8432.9	8579.0
1993	9020.6	9166.7
1994	9601.1	9747.2
1996	10186.8	10332.9
1998	10771.6	10917.7
1999	11352.6	11498.7

(f) Mars-Earth transfer

Opposition calendar year	Departure date (Julian date minus 2.44×10^6)	Arrival date (Julian date minus 2.44×10^6)
1980	4132.9	4391.8
1982	4897.1	5156.0
1984	5669.1	5928.0
1986	6459.0	6717.9
1988	7269.9	7528.8
1990	8060.5	8319.4
1993	8832.6	9091.5
1995	9597.7	9856.6
1997	10362.0	10620.9
1999	11130.4	11389.3

TABLE VIII. - PREDICTED TRIP TIMES AND STAY TIMES FOR MINIMUM-TOTAL-
PROPULSIVE-EFFORT ($\Sigma\Delta V$) TWO-PLANET STOPOVER TRAJECTORIES

(a) Earth-Mars-Venus-Earth

Opposition year	Total propulsive effort, $\Sigma\Delta V$, km/sec	Total trip time, T_t , days	Stay time, days		Ideal velocity increments, ΔV , km/sec	Maneuver dates (Julian date minus 2.44×10^6)
			At Mars	At Venus		
1980	8.894	880.0	86.4	171.1	3.521, 0.817, 2.122, 1.819, 0.615, 0.0	4198.6, 4457.5, 4543.9, 4761.4, 4932.5, 5078.6
1982	8.894	1283.3	314.0	346.8	3.521, 0.817, 2.122, 1.819, 0.615, 0.0	4963.8, 5222.7, 5536.7, 5754.2, 6101.0, 6247.1
1984	8.894	1091.8	211.4	257.9	3.521, 0.817, 2.122, 1.819, 0.615, 0.0	5735.8, 5994.7, 6206.1, 6423.6, 6681.5, 6827.6

(b) Earth-Venus-Mars-Earth

1980	8.783	837.7	174.6	40.7	3.410, 0.615, 1.819, 2.122, 0.817, 0.0	4318.2, 4464.3, 4638.9, 4856.4, 4897.1, 5156.0
1982	8.783	1024.7	255.4	146.8	3.410, 0.615, 1.819, 2.122, 0.817, 0.0	4903.3, 5049.4, 5304.8, 5522.3, 5669.1, 5928.0
1983	8.783	1233.8	1.5	609.8	3.410, 0.615, 1.819, 2.122, 0.817, 0.0	5484.1, 5630.2, 5631.7, 5849.2, 6459.0, 6717.9
1985	8.783	1457.0	83.2	751.3	3.410, 0.615, 1.819, 2.122, 0.817, 0.0	6071.8, 6217.9, 6301.1, 6518.6, 7269.9, 7528.8

TABLE IX. - CHARACTERISTICS OF MINIMUM ENERGY, DOUBLE-STOPOVER TRAJECTORIES

(a) Earth-Mars-Venus-Earth

Opposition year	Total propulsive effort, $\Sigma\Delta V$, km/sec	Total trip time, T_t , days	Stay time, days		Ideal velocity increments, ΔV , km/sec	Maneuver dates (Julian date minus 2.44×10^6)
			At Mars	At Venus		
1980	9.383	893.7	78.2	177.3	3.510, 0.811, 2.537, 1.558, 0.629, 0.0	4185.2, 4494.6, 4572.8, 4757.8, 4935.1, 5078.8
1982	9.253	1294.2	273.5	340.0	3.415, 1.020, 1.901, 1.942, 0.639, 0.0	4952.7, 5237.2, 5510.7, 5761.2, 6101.1, 6246.9
1984	9.341	1088.8	200.1	250.2	3.354, 1.184, 1.967, 1.899, 0.598, 0.0	5734.2, 5982.6, 6182.7, 6431.0, 6681.2, 6823.0

(b) Earth-Venus-Mars-Earth

1980	8.740	859.3	179.6	10.0	3.410, 0.615, 2.008, 1.798, 0.570, 0.0	4315.3, 4465.7, 4645.3, 4850.2, 4860.2, 5174.6
1982	8.701	1027.0	264.9	133.2	3.422, 0.601, 1.942, 1.901, 0.498, 0.0	4905.8, 5047.1, 5312.0, 5511.2, 5644.4, 5932.8
1983	9.019	1232.0	10.0	604.7	3.407, 0.715, 1.811, 2.137, 0.611, 0.0	5473.0, 5619.8, 5629.8, 5870.8, 6475.5, 6705.0
1985	9.323	1443.5	78.1	767.8	3.431, 0.593, 1.837, 2.057, 1.067, 0.0	6.072.7, 6218.2, 6296.3, 6541.5, 7309.4, 7516.2

(c) Trajectories with reduced trip time

1982 (Mars first)	9.428	707.3	9.6	87.7	3.417, 1.026, 2.440, 1.613, 0.595, 0.0	4951.3, 5231.5, 5241.1, 5423.7, 5511.4, 5658.7
1983 (Venus first)	10.565	633.1	9.7	10.3	3.410, 0.731, 1.830, 2.208, 2.048, 0.0	5472.4, 5618.9, 5629.2, 5856.3, 5866.0, 6105.4
1985 (Venus first)	9.235	692.1	10.0	76.5	3.431, 0.594, 1.846, 2.100, 0.927, 0.0	6073.0, 6218.9, 6295.4, 6530.9, 6540.8, 6765.2

TABLE X. - INPUT DATA FOR VEHICLE MASS ESTIMATION

Nuclear stages:	
Specific impulse, I_{sp} , sec	800
Engine specific thrust, $F/M_e g_\oplus$	4/1
Propellant fraction, after-cooling, M_{ac}/M_p	0.05
Tank structure fraction, M_{ps}/M_p	0.15
Thrust structure fraction, $M_{ts} g_\oplus / F$	0.02
Interstage structure fraction, $M_{is} g_\oplus / M_{pay} A_{max}$	0.02
Auxiliary equipment fraction, M_{aux}/M_{pay}	0.01
Vehicle initial acceleration, A_o , fraction of local gravity	0.2
Gravity and steering loss allowance (per ref. 16), percent of ideal ΔV , typically	9
Launch-window and guidance corrections ΔV allowance, km/sec	0.84 (total, for 6 main maneuvers plus 3 midcourses)
Chemical midcourse stages:	
Specific impulse, I_{sp} , sec	425
Engine specific thrust, $F/M_e g_\oplus$	10/1
Tank structure fraction, M_{ps}/M_p	0.10
Earth reentry vehicle:	
Mass, kg (lbm)	6810 (15 000)
Entry speed capability, km/sec (ft/sec)	15.5 (52 000)
Mission module and life support:	
Fixed mass, kg (lbm)	34 100 (75 000)
Expendables, kg/day (lbm/day)	22.78 (50)
Mission payloads:	
Mars excursion module, kg (lbm)	40 000 (90 000)
Venus soft landing probe, kg (lbm)	4540 (10 000)
Venus orbital experiments, kg (lbm)	13 600 (30 000)

TABLE XI. - COMPARISON BASED ON INITIAL MASS IN EARTH
ORBIT OF DOUBLE STOPOVER AND VENUS-SWINGBY

MISSIONS IN 1980 TO 1985

Year	Type of trajectory	Total trip time, T _t , days	Initial mass in Earth orbit	
			kg	lbm
Double-stopover mode				
1980	Earth-Mars-Venus-Earth	867	530×10 ³	1.17×10 ⁶
1982	Earth-Mars-Venus-Earth	684	517	1.14
1983	Earth-Venus-Mars-Earth	632	640	1.41
1985	Earth-Venus-Mars-Earth	685	554	1.22
Venus-swingby mode				
1980	Outbound swingby	663	485×10 ³	1.02×10 ⁶
1982	Inbound swingby	607	418	.92
1984	Inbound swingby	538	454	1.00

TABLE XII. - CHARACTERISTICS OF INITIAL-MASS-OPTIMIZED TRAJECTORIES

Trajectory	Year	Initial mass in Earth orbit		Trip time, T_t , days	Stay time, T_s , days	Earth reentry speed, km/sec	Minimum solar approach distance, AU	Ideal velocity increments, ΔV , km/sec	Maneuver dates (Julian date minus 2.44×10^6)
		kg	lbm						
Double stopovers of Mars and Venus									
Earth-Mars-Venus-Earth double stopover	1980	5.28×10^5	1.17×10^6	867	79 (Mars) 174 (Venus)	11.08	0.7197	3.51, 0.81, 2.54, 1.56, 0.651, 0.0	4187, 4494 4573, 4758, 4932, 5033
	1982	5.17×10^5	1.139×10^6	684	10 (Mars) 86 (Venus)	11.12	0.7195	3.42, 1.03, 2.44, 1.61, 0.62, 0.0	4952, 5232, 5242, 5424, 5510, 5637
Earth-Venus-Mars-Earth double stopover	1983	6.37×10^5	1.405×10^6	632	10 (Mars) 10 (Venus)	14.80	0.7216	3.40, 0.73, 1.82, 2.16, 2.12, 0.0	5476, 5619, 5629, 5861, 5871, 6108
	1985	5.54×10^5	1.22×10^6	685	10 (Mars) 77 (Venus)	11.59	0.723	3.43, 0.59, 1.84, 2.07, 0.97, 0.0	6074, 6219, 6296, 6534, 6544, 6758
Venus swingby and Mars stopover									
Outbound swingby	1980	4.85×10^5	1.67×10^6	664	30	13.57	0.580	4.28, 0.0064, 2.24, 1.28	3842, ^a 4003, 4170, 4200, 4505
Inbound swingby	1982	4.17×10^5	9.18×10^5	607	30	12.02	0.562	3.59, 1.27, 3.35, 0.0097	4933, 5211, 5241, ^a 5390, 5540
	1984	5.08×10^5	1.12×10^6	538	30	12.32	0.650	3.88, 1.61, 4.06, 0.0032	5681, 5941, 5971, ^a 6155, 6220
Outbound swingby	1986	4.52×10^5	9.97×10^5	601	30	11.59	0.631	3.92, 0.0113, 2.49, 1.11	6151, ^a 6320, 6521, 6551, 6752

^aVenus encounter.

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