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Optimal Trajectory Reconfiguration And Retargeting
Optimal Trajectory Reconfiguration and Retargeting for a Reusable Launch Vehicle Patrick J. Shafler' and I. Michael Rossy Naval PostGraduate School, Monterey, CA, 93943, USA Michael W. Oppenheimerz and David B. Domanx AFRL/VACA, 2210 Eighth Street, Bldg. 146, Rm. 305, WPAFB, OH 45433-7531

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The results show that the inner loop control can adequately track the desired optimal guidance commands; thus, confirming that applicability of this control architecture for future development...

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this work is to demonstrate the feasibility of inner loop reconfiguration and outer loop trajectory retargeting and replanning for the X-33 reusable launch vehicle (RLV) following the imposition of a control surface failure. The trajectory generation model employs path constraints generated by an AFRL trim deficiency algorithm coupled

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Publications - Center for Control and Optimization - Naval ...
Onboard, real-time optimal trajectory generation, planning, adaptation, reconfiguration, and retargeting are the methods currently being pursued to achieve the autonomous operations needed to facilitate the accomplishment of these objectives.

AFRL-VA-WP-TP-2006-306
LCDR Jack Rust (USN), "Fuel Optimal Low Thrust Trajectories for an Asteroid Sample Return Mission," 2005. CDR Patrick Shaffer (USN), "Optimal Trajectory Reconfiguration and Retargeting for the X-33 Reusable Launch Vehicle," 2004. CDR Andrew Flemming (USN), "Real-Time Optimal Slew Maneuver Design and Control," 2004.

Students - Center for Control and Optimization - Naval ...
With the aim of introducing fuel-balancing objectives in the off-line planning, the optimal approach starts from the nominal trajectory relative to the chosen reference S/C (x 1 i des) and then geometrically transforms it into one that is referenced to the formation center (x ci des), so that the virtual center algorithm can be applied. 1 Fig. 2 shows that the second input (x 1 i) to the ...

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A Method for Estimating Control Failure Effects for ...
retargeting or reconfiguration ofguidance law to meet the complex performance and ... guidance schemes capable of on-line trajectory reshaping, retargeting or ... an optimal open loop trajectory designed in ground, for minimum load on the vehicle conditions.

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The optimal control inputs for this formation reconfiguration of both underactuated cases are shown in Fig. 2.As can be seen, the optimal control accelerations are both on the order of 10 −4 m/s 2 but the case without in-track control requires more control efforts (i.e., cost function J), as compared in Table 2.Furthermore, due to the reason that the out-of-plane relative orbital motion is ...

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optimal trajectory generated for Example A by the planner (Plan). Figure 2.11(b) is the trajectory produced by the smoother based on the plan. This trajectory has a cost of 0.430825 and was smoothed after 18 seconds. The running times of the smoother for small cases like this (1 spacecraft) are usually lower, but in this case