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A SATELLITE LIBRARY IN ECOSIMPRO FOR THE AOCS' EFFECTS ON THE PROPULSION SUBSYSTEM

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ABSTRACT

The paper documents the preliminary implementation and validation of a satellite AOCS library within the existing tool EcosimPro®. The components added to the new satellite library are compatibles with existing the propulsion libraries.

EcosimPro® is a Physical Simulation Modeling tool that is an object-oriented visual simulation tool capable of solving various kinds of dynamic systems represented by writing equations and discrete events. It can be used to study both steady states and transients. The object oriented tool, with the propulsion library for example, allows the user to draw (and to design at the same time) the propulsion system with components of that specific library with tanks, lines, orifices, thrusters, tees. The user enhances the design with components from the thermal library (heaters, thermal conductance, radiators), from the control library (analogue/digital devices), from the electrical library, etc.

The paper presents the improvements performed in the phase 3 of the development of the European Space Propulsion System Simulation (ESPSS) that consists of multiple libraries to represent a functional propulsion system, e.g. fluid properties, pipe networking including multi-phase fluid flow, two-phase two fluids tanks with gravity or accelerations effects, etc.

The use of the satellite library for being able to model some interactions between the AOCS and the propulsion system are finally presented.

1. INTRODUCTION

The paper presents first a simulation concept that is a system engineering tool dedicated for complex systems, the European Space Propulsion System Simulation (ESPSS) libraries, and in a second part the simulation application for designing and modelling space propulsion sub-systems, in particular for the validation of the simulation results with respect to available ground experimental data: comparison of liquid filling events and gas pressurisation and depressurisation events

2. ESPSS BACKGROUND

EcosimPro® is a Physical Simulation Modelling tool developed for ESA by Empresarios Agrupados Internacional (Spain) since 1989. EcosimPro® was a precursor and now with its 23 years of careful growing it belongs to the last generation of the common engineering tools after CAD and integrated engineering analysis tools available on classical laptops. The kernel of EcosimPro® is an expert solver of all the equations set in the different components of a system. Thanks to such expert solver, the tool allows to manipulate components like objects that can be independently further developed with more sophisticated equations. EcosimPro® is based on a visual simulation tool for solving simple and complex physical processes that can be expressed in terms of differential-algebraic equations or ordinary differential equations and discrete events.

Practically, the modelling of physical components is based on a basic "EcosimPro language" (EL), an object-oriented programming language which is very similar to other conventional programming languages (Basic) but is very powerful to write equations and differential equations for modelling continuous and discrete processes. EcosimPro employs a set of libraries containing various types of components (mechanical, electrical, pneumatic, hydraulic, etc…) which can be interconnected to model complex multi-domain dynamic systems. The ESA European Space Propulsion System Simulation (ESPSS) is a set of EcosimPro® libraries written to model all aspects of a functional propulsion system. As a tool ESPSS is relying on 1D flow equations, thermodynamic relationships and real fluid properties, there is no need for fudge factors, therefore the results of the simulation could be considered as general as long as the flow is one-dimensional and homogeneous (either as mono-phase, or two-phase state or as a mixture).

The Libraries section describes those libraries, focusing on their physical modelling. Some realistic cases of interest are chosen to give an overview of the capabilities of the software.

3. ESPSS LIBRARIES

The following libraries have been developed in the phases 1&2 of the project ESPSS: “Fluid Properties”, “1-D Fluid Flow”, “Tanks”, “Combustion Chambers” and “Turbomachinery” libraries. An overview of these propulsion libraries with some validation cases is presented in [R 1].

As the third phase of the project ESPSS started last July 2011, only the preliminary new improvements are discussed in the following chapters. One among them is the new Steady-State library compatible with other parts of ESPSS along with a preliminary new library Satellite is prepared as well (the latter added for the next release of ESPSS to its users [R 2]).

4. ESPSS IMPROVEMENTS

The improvement of ESPSS are numerous, here are reported only some significant points:

In the Junction components the supersonic conditions are allowed as option, and can be detected automatically.

The heat Exchanger have been upgraded for cross flow dispositions accounting for several baffles and tube passes

A more robust version of the Cold Thruster component using supersonic junctions (non adapted conditions can be calculated included the shock inside the nozzle)

Valves have been upgraded to consider EqualPercentage, Linear, QuickOpening or user-defined laws

Fluid Cavities (not the simple Volumes) and Tank models account for the volume expansion due to wall compressibility

Added new input data and options for right, Y and User defined Tee component.

Nozzle & chamber diameters reconstruction is included in the continuous block allowing geometry redefinition during a simulation

New components are available for imposed static boundary conditions (intakes)

N2, He,O2, H2, CH4 real properties files are rebuilt with more points in pressure & temperature. Moreover, extrapolating in real properties at P>Pmax, T<Tmin or under two-phase flow is better detected and treated

1D Tanks include film boiling bubbles formulation (as a new option) and better simulation of the generalized boiling process

Condensation (raining) flow is now optional: Droplets can remain as a fog in the ullage volume or can drop to the liquid volume at a given speed

Pumps model: Table of loss of head vs. NPSH and compressibility effects due to pump cavitation have been included

Combustor models are more robust simulating start-ups and shutdown sequences

New components are available to compute the delay in the transport of the combustion products also permitting the simulation of a mixture of combusted gases and pure fluids (chamber with more than 2 injectors)

In addition a new library has been added to ESPSS for the simplified cases of Steady states. That library has been called STEADY.

The STEADY library contains a complete set of components (combustors, cooling-circuits, nozzles, turbines, pumps and valves) able to calculate the performances of any rocket engine cycle type under design and off-design conditions

The STEADY_EXAMPLES library contains a set of cycles types with examples helping the user building models

These two kinds of analysis (design and off-design conditions) performed by the STEADY library are characterized by:

Design models contain the design conditions (normally non-dimensional engine’s performance) as part of the components’ input data. Experiments built with the default partition (automatic ordering of the whole cycle equations made by EcosimPro) will calculate the operational values of the cycle

Analysis (off-design) models contain the operational conditions as input data. Off design conditions will be calculated accordingly with the varying boundary conditions and using the performance maps of turbines and pumps.

The STEADY library has been prepared to run design and off-design calculations using an only model by means of the design partition, that is an EcosimPro capability to transform the operational data to unknowns adding the design conditions (efficiencies, chamber pressure, etc.) as boundaries

Finally a new library for dealing with interactions of the Satellite Attitude and Orbit Control System (AOCS) with its propulsion subsystem has been prepared for being added to ESPSS future releases. This library has been named SATELLITE and is described in more detail below.

5. SATELLITE LIBRARY

The satellite library contains the main components needed to build a satellite AOCS with the major interactions and perturbations that occurs in flight [R 3].

- Moon and Sun perturbations, mainly corrected by the use of thrusters for the North-South station keeping of a GEO satellite
- Earth flatness or J2 perturbations to be used for the heliosynchronous satellites
- Sun pressure interaction with the solar arrays of the satellite

In addition, a control of the satellite attitude can be added (using the existing components of the CONTROL library) for performing an Earth Pointing with a set of actions on the reaction wheels or on a set of thrusters.

Finally the preliminary components of the library are shown in the Fig. 1.

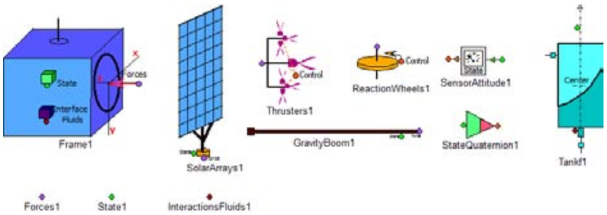

Fig. 1 Palette of components for the Satellite lib.

Three ports have been added for the transfer of information between the components of the new library:

- Port force: port that is multifunctional port for allowing inputs from a set of thrusters, RW, SA and gravity boom with the port directions set at IN for the satellite frame, OUT for all other components. The variables of the port are of type SUM in order to automatically account for all mass flow rates, forces, moment, Angular momentum, power coming from all connected components.
- Port State: port that is multipurpose port for allowing the attitude and orbit control and for 3D visualization, as well as the needed inputs for the solar arrays and gravity booms, with the port directions set at OUT for the satellite frame, IN for all other components
- Port InteractionsFluids: this port allow to transfer the location of the free surface of the liquid from the tank component and the Archimedes pressure function, as well as the intertia matrix and the location of the centre of mass (COM).

5.1. Frame component

The major component of the Satellite library is the frame component that is in charge to solve the flight dynamic with input data of the initial orbit and with forces vectors coming from the thrusters, the solar arrays. The perturbation forces coming from Moon and Sun gravity are directly solved inside the component.

The first main equation of the component is based on the momentum equation (1) as follow:

$$\frac{d\vec{\pi}}{dt} = \vec{\Pi} \qquad (1)$$

with

$$\vec{\pi} = \begin{pmatrix} \vec{r} \\ \vec{v} \\ m \end{pmatrix} \qquad \vec{\Pi} = \begin{pmatrix} \vec{v} \\ -GM_{focus}\, \vec{r}/r^3 + \sum\left(\vec{T}_{thrust} + \vec{P}_{perturb}\right)/m \\ \sum - thrusters\_mass\_flow \end{pmatrix}$$

where ***v*** is the velocity vector of the satellite frame with respect to the Earth centered inertial frame (ECI), *GM* the gravitational constant time the Mass of the focus body (Earth), ***r*** the radius vector from the focus body centre, ***T*** the thrust vector, applied on the satellite COM, in ECI, ***P*** the perturbation and interaction force vector in ECI and *m* the instantaneous mass of the satellite that is corrected by the thruster consumption if any.

The second main equation of the component is based on the dynamic equation for the attitude of satellite around its COM (2) as follow:

$$\frac{d\vec{H}}{dt} + \vec{\Omega} \wedge \vec{H} = \vec{M}_{Control} + \vec{M}_{Perturbation} \qquad (2)$$

with $\vec{M}_{Control} = \left\{ M_{thruster} - \sum_i \frac{d\vec{H}_{RWi}}{dt} \right\}$ the torques due to the thrusters and reaction wheels (RW), and $\vec{M}_{Perturbation} = \left\{ M_{perturb} - \sum_i \vec{\Omega} \wedge \vec{H}_{RWi} - \sum_i \vec{\Omega} \wedge \vec{H}_i - \sum_i \frac{d\vec{H}_i}{dt} \right\}$ the perturbation torques due to the other mobile or flexible parts of the satellite (solar arrays and the fluid in the tanks) and with $\vec{\Omega}$ the instantaneous rotation with respect to the inertial orientation frame of the satellite and the kinetic moment with respect to the satellite of the reaction wheels $\vec{H}_{RWi}$ and of the other mobile parts $\vec{H}_i$, but with all their coordinates and derivative written in the satellite axis.

The attitude angles of the satellite must be known to properly set the local data like the thrust with respect to the satellite frame into the ECI frame. Those can be given by the Cardan angles (yaw, pitch, roll) of the satellite axis with respect to the orbital frame. The attitude angles of the orbital frame can be given by the Euler angles (precession, nutation, proper rotation) with respect to the inertial frame ECI. But in order to ensure robustness in the solutions, the equations dealing with the attitude angles are based upon the quaternions theory. Thus the general equation of the quaternion theory (3) is to be solved simultaneously with the other previous equations.

$$\frac{dQ}{dt} = \frac{1}{2} \cdot Q.\Omega \qquad (3)$$

This integration produces at each time *t* the quaternion $Q(t)$ that enable to retrieve (with suitable conversion matrixes) the attitude angles without any risk of singularities as the quaternions considered are unit elements. As the quaternion of the satellite with respect to the orbital frame is available (transmitted to the state port) it is used in the preliminary external control loop of the attitude of the satellite for an Earth pointing command by setting to zero its imaginary components.

5.2. Solar array component

For the preliminary release of the library, an automatic orientation of the solar arrays with respect to the sun is considered. The component is linked to the Frame component (state port) in order to get the Satellite to Sun vector and other information.

The classic equations of sun pressure interaction on the solar array are used in this component with input coefficients of reflection, specular reflection and absorption.

The output of the solar arrays are the 3D forces due to the sun pressure, their moments and the power produced by the solar cells according to the input data of the efficiency of the solar cells.

As for other components, the solar array component is written in terms of vector to allow a number of solar arrays that are all described in term of location, orientation, size.

5.3. Thruster component

When activated, this component outputs the thrust vector with respect to the satellite, the moment induced by the thrusters forces and the mass flow rates. In case of electric propulsion, the electric power consumption is provided as well.

5.4. Reaction wheel component

Once activated this component outputs the kinetic momentum vector with respect to the satellite as well as the electric power consumption of all reaction wheels considered.

5.5. Gravity boom component

Based on the input from the state port coming from the satellite frame component and the geometrical location of the main body, this component provides the moment vector with respect to the satellite without any forces (pure torque) for all the gravity booms considered.

5.6. Tank component

The classic relation for Archimedes' pressure $dp = -\rho g\left(z - z_0\right)$ is already taken into account in the existing Flow1D tank model of the original ESPSS [R 2], but this is too restrictive. In space, the satellite is rotating around its COM (and some couples are produced by thrusters and reaction wheels, or windmill effect by the solar pressure on the solar arrays). Further particular forces e.g. originating from thrusters or solar pressure on the solar arrays, produce acceleration. Therefore the Archimedes' pressure needs to take into account the effect of the acceleration and the effect of the rotations.

This component is quite sophisticated because its task is to manage the location of the free surface between the liquid and gas phases for a given set of acceleration and instantaneous rotation levels, and hence allowing the evaluation of the Archimedes' pressure. Thanks to a connection from the frame to the state port, the information of acceleration and rotation are available.

The effects of combined rotation and acceleration on the liquid phase location can be summarized as follow in the most general case where an instantaneous rotation $\vec{\Omega}$ and an acceleration of the satellite $\vec{A}$ are not null: one can use them for a defining a base of a frame with Z along $\vec{\Omega}$, and with $-\vec{Y}$ along $\vec{\Omega} \wedge \vec{A}$ and $\vec{X}$ along $\vec{Y} \wedge \vec{Z}$: that means that the two given vectors $\vec{\Omega}, \vec{A}$ are in the plane XZ. The corresponding sketch and nomenclature are given in Fig. 2.

For a point M(x,y,z) in the frame based on "Ω^A" the forces per unit of mass $\vec{f}$ is given by:

$$\begin{pmatrix} f_x \\ f_y \\ f_z \end{pmatrix} = \begin{pmatrix} \omega^2 x + A_I \sin(\alpha) \\ \omega^2 y \\ -A_I \cos(\alpha) \end{pmatrix} \tag{4}$$

where ω is the module of ***Ω***, A_I the inertial acceleration module.

The equilibrium equation of the free surface is defined by the fact that the pressure is constant and according to the liquid volume conservation.

The hydrostatic general equation (i.e. a degeneration of the general Navier-Stokes) is

$$\vec{\nabla} P = \rho \vec{f} \tag{5}$$

For a infinitesimal displacement $d\vec{s} = \begin{pmatrix} dx \\ dy \\ dz \end{pmatrix}$ we have $\vec{\nabla} P \cdot d\vec{s} = \rho \vec{f} \cdot d\vec{s}$ which give the elementary equation $dP = \rho \vec{f} \cdot d\vec{s}$

When the small displacement belongs to the free surface, we finally get the equation of a free surface by implying dp=0:

$$\begin{aligned} dP = 0 &= \rho\left(f_x dx + f_y dy + f_z dz\right) \\ &= \rho\left(\omega^2 x dx + A_I \sin(\alpha) dx + \omega^2 y dy - A_I \cos(\alpha) dz\right) \end{aligned} \tag{6}$$

The integration of the previous equation introduces a constant:

$$0 = \rho\left(\omega^2 \frac{x^2}{2} + A_I \sin(\alpha) x + \omega^2 \frac{y^2}{2} - A_I \cos(\alpha) z\right) + Const \tag{7}$$

The equation of the surface can be seen as a function of x and y with the constant Cz that shall be adjusted into each tank for fulfilling the conservation of the liquid volume.

$$z = S(x, y) + C_z \tag{8}$$

and

$$S(x, y) = \frac{\rho}{A_I \cos(\alpha)} \left(\omega^2 \frac{x^2}{2} + A_I \sin(\alpha) x + \omega^2 \frac{y^2}{2} \right) \tag{9}$$

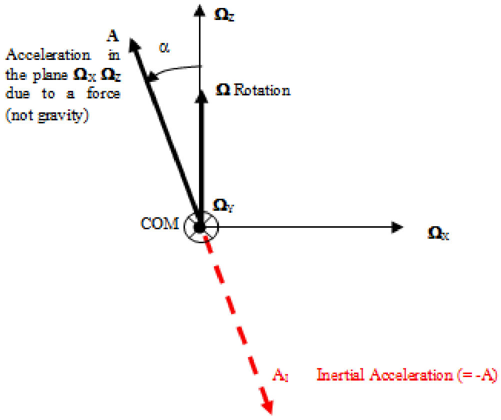

Fig. 2 Sketch of frame for free surface

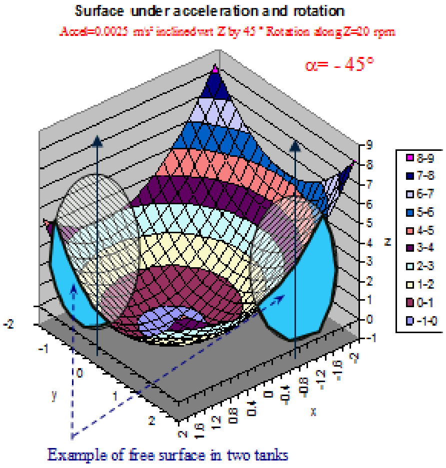

Fig. 3 Free surface example

The Tank component solves the equation (9) thanks to a suited 3D discretisation of the tanks in small volumes.

Finally, the pressure in the liquid phase at the outlet of each tank is deduced from the free surface by the curvilinear integral along the arc from any point of the free surface to the outlet of the tank, the pressure difference is given by:

$$\Delta P_{arc} = \int_{arc} \rho \vec{f} \cdot d\vec{s} \, . \tag{10}$$

The pressure difference in (10) can be positive or negative because the liquid can be in the opposite side of the exit of the tank while the exit is still wetted by liquid thanks to the PMD inside the tank.

The port "InteractionsFluids" transmits all the elements needed of the dynamic function ΔP for computation into the connected main component (Satellite frame), and for each tanks considered.

6. SATELLITE LIBRARY VALIDATION CHECKS

The validation plan of the new library includes flight dynamic validation, the attitude control validation and the tank Archimedes pressure validation as described in the next paragraphs.

6.1. Flight dynamic validation

Thanks to the equations that can take into account the perturbations of the orbit due to the Moon and the Sun, there is one obvious check that can be performed without any difficulties: it is well known that the inclination from GEO increases by the rate of up to about 1 degree per year. This has been checked with a simple model for an orbit near GEO. The results are shown in Fig. 4.

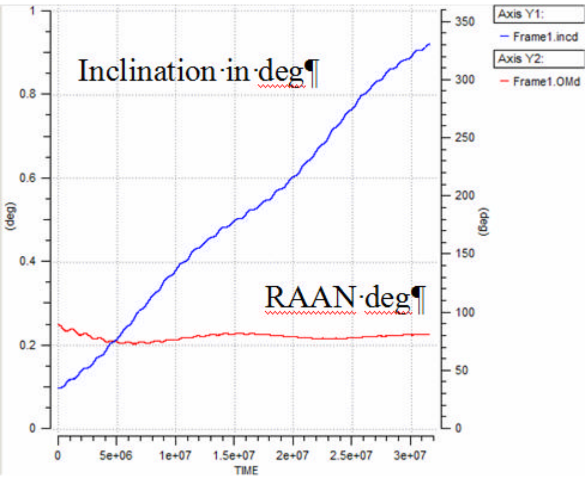

Fig. 4 GEO perturbation in 1 year

The order or magnitude of the evolution of the orbital inclination is well respected with about 0.8 degrees after 31 millions of seconds (i;e. 1 year). This is the right rate for the date and orbit considered. The Right Ascension of the Ascending Node (RAAN) is about constant near 90° which is also the right evolution.

A further flight dynamic check can be performed easily when considering a heliosynchronous orbit: it is well known that by definition the Right Ascension of the Ascending Node (RAAN) shall increase by 1 degree per day. Thanks to the equations that take into account the Earth flatness (J2 term) this effect can be checked with a simple model into the Satellite library for an orbit near the helio-synchonism. The results are shown in Fig. 5.

The rate of evolution of the RAAN is well in accordance with the waited result.

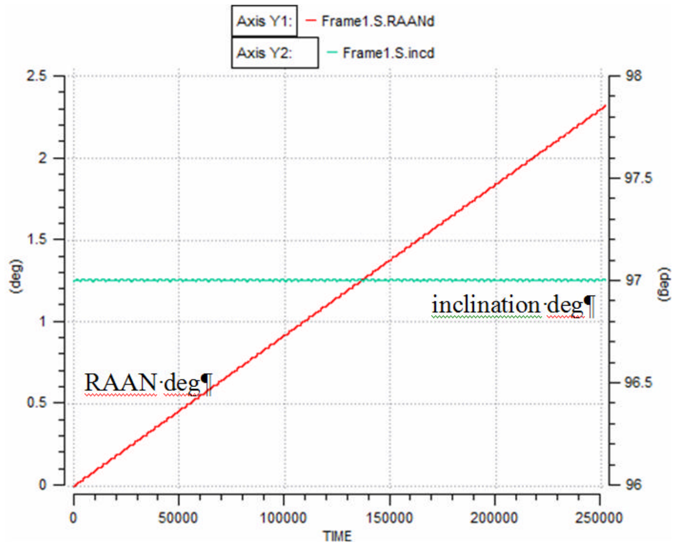

Fig. 5 Heliosynchronous perturbation in 2.8 days

Finally a third check can be performed with respect to thrust by simply applying the Edelbaum's formula for continuous thrust transfer between circular orbits: the ideal velocity (ΔV) produced for the transfer is given by the difference in initial orbit and final orbit. This ΔV can also be computed with the mass consumption for the given Isp. The check has been performed with a strategy of horizontal thrust into the orbital plane. It shows very similar values between Edelbaum's ΔV and the computed ΔV (with a difference of <0.09 %)

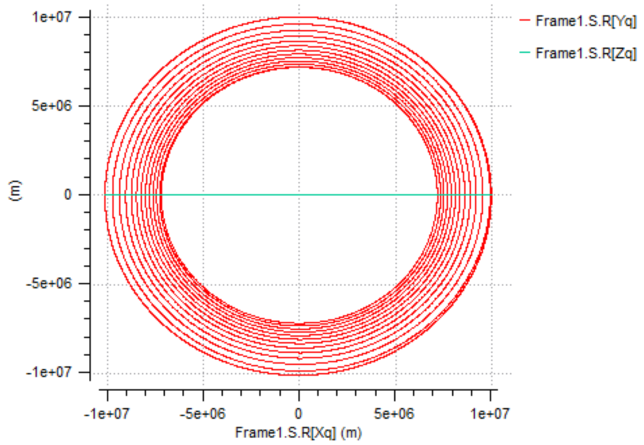

Fig. 6 Orbit transfer with thrust

6.2. Attitude control validation

The attitude check has been performed with classic methods showing that after all stabilization, absolute values of kinetic moments of the S/C without the reaction wheels and the one of the kinetic moment of the reaction wheel are equal.

6.3. Archimedes pressure validation

The validation of the Archimedes pressure simulation was performed with the output of the free surface. A 3D tool was used to show such surface.

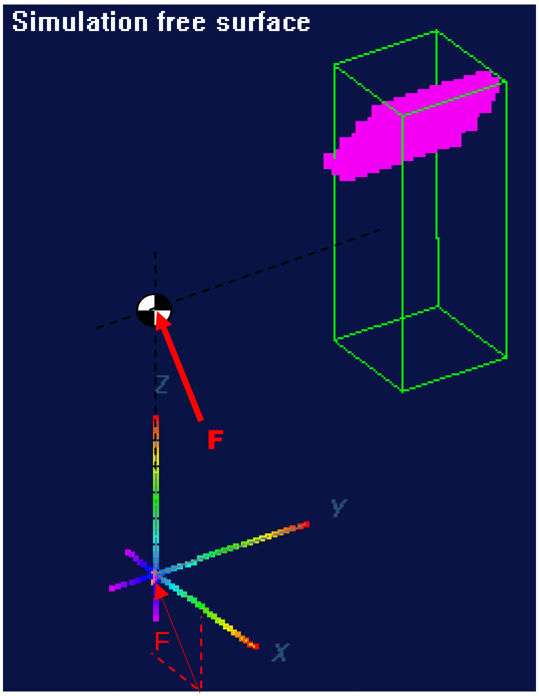

Fig. 7 Free surface simulation under force ***F***

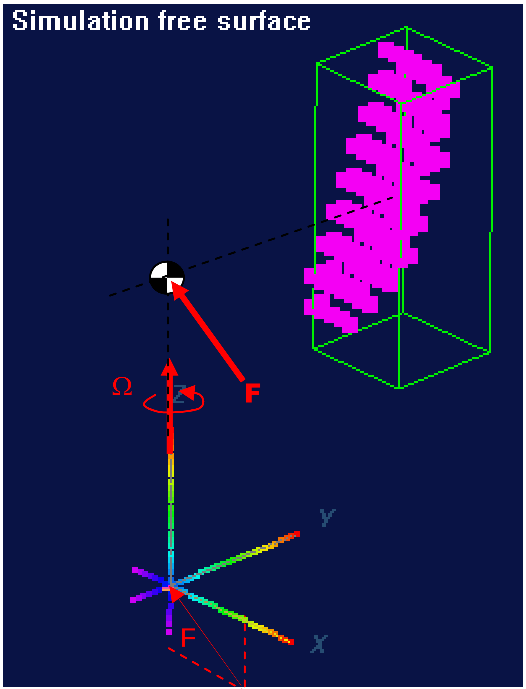

Fig. 8 Free surface simulation under combined force ***F*** and rotation ***Ω***

The case of a simple acceleration along –X and Z (-1, 0, 1) is considered first. The effect of this force applied at the COM on the free surface of a tank with its axis along Z is shown in Fig. 7 in the S/C frame. The free surface is a plane inclined by 45 ° with respect to Z perpendicular to the applied force.

The more complex case of a combined acceleration along –X and Z (-1,0,1) with a rotation around Z (0,0,1) is shown in Fig. 8. The effects of such combination on the free surface of the tank are simulated within the Satellite library. The effect of the rotation re-orients and curves the free surface as expected in the previous sketch of Fig. 3 , the surface becomes a part of a paraboloïd centred roughly on the Z axis.

The effects of the force component along X are no more visible because of the centrifugal forces around Z.

7. MODELLING OF PROPULSION SYSTEM

The modelling of propulsion system (or parts of it) is presented in order to check the implementation of the new components especially those dealing with the mission effects onto the propulsion sub-system. In particular, the accelerations generated by thrusters, reaction wheels and other satellite components have an influence over the fluid-dynamic behaviour of the propulsion system. Moreover, the propellant tanks' fill level influences the satellite's COM and moments of inertia, which can in turn have an effect on the pressure and flow conditions in fluid lines. A conceptual demonstration of these evolutionary behaviour models is described for a classical chemical propulsion system in the case of a GEO spin satellite.

The bi-propellant propulsion system comprises 4 tanks filled with MMH and NTO. The 4 tanks are disposed in cross with their outlet toward the external diameter.

The simulation model of the system has been performed within ESPSS and the new Satellite library described before. The simplified model for the assessment of the Archimedes pressure is shown in Fig. 9. It comprises the main frame component and 3 vectorised components: the thrusters icon represent up to 13 thrusters, the reaction wheels icon represent up to 4 individual reaction wheels and the tanks icon up to 4 tanks.

For the purpose of the preliminary checks, the satellite is spinned to the rate of 60 rpm around the Y axis by using the proper activation of the thrusters and reaction wheels. The free surface of the liquids in the 4 tanks and the delta pressure Archimedes from the free surface to the outlets of the tanks are shown in Fig. 10 and Fig. 11 for the case when the tanks are almost full (200 litres).

Because the disposition of the tanks is symmetric with respect to the spin axis, the two tanks filled with MMH exhibit the same delta pressure of 113 mb and the two NTO tanks exhibit the same delta pressure of 187 mb. The ratio of the two values NTO/MMH represents of course the mixture ratio.

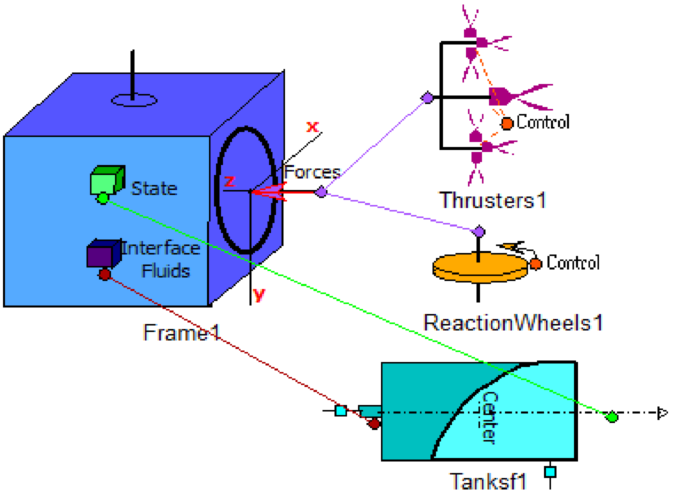

Fig. 9 Spin satellite model for evolutionary behaviour

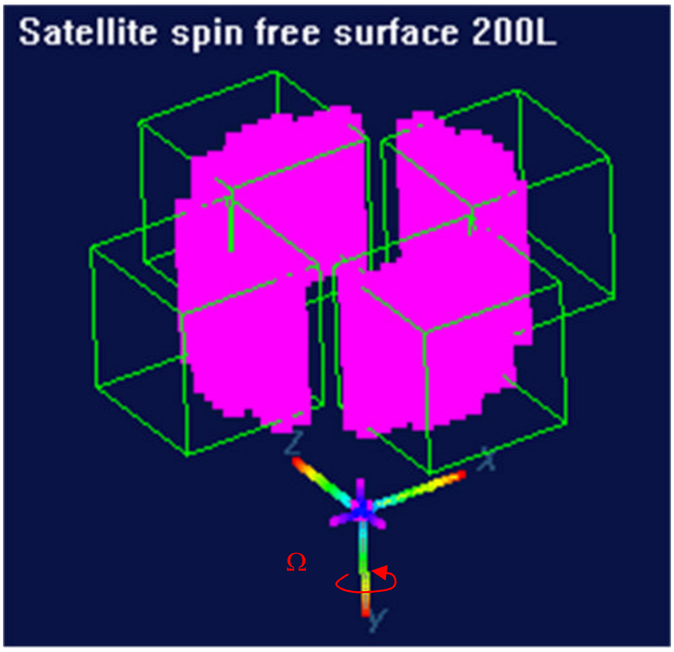

Fig. 10 Free surface of GEO spin satellite with 4 tanks full 200 litres

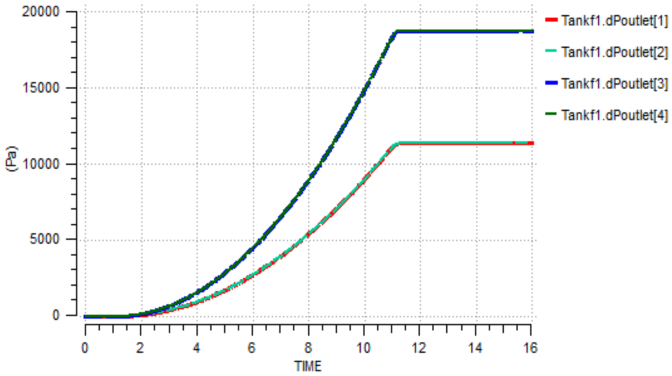

Fig. 11 Delta pressure Archimedes with 4 tanks full 200 litres under 60 rpm after 12s.

For a different filling, the value of the Archimedes pressure is different as exemplified in Fig. 12 when the tanks contain only 50 litres. The two tanks filled with MMH exhibit the same delta pressure of 33 mb and the two NTO tanks exhibit the same delta pressure of 54 mb. The ratio of the two values NTO/MMH represents also the mixture ratio.

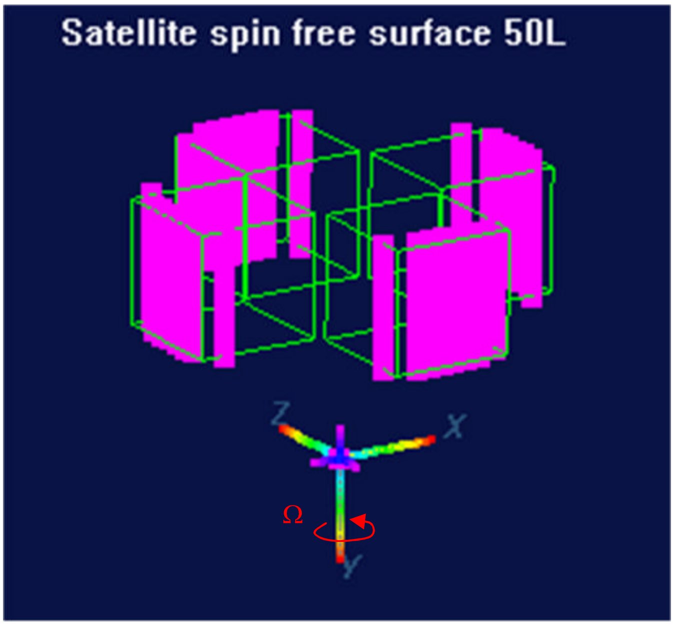

Fig. 12 Free surface of GEO spin satellite tanks 50 litres .

8. MODELLING OF PROPULSION SYSTEM WITH CONTROL LOOP

Thanks to the capabilities of the existing libraries into ESPSS, especially the CONTROL library, the interaction between the AOCS mission and the behaviour of the fluid pressure can be simulated when a control loop is used to perform the attitude and spinning rate goals.

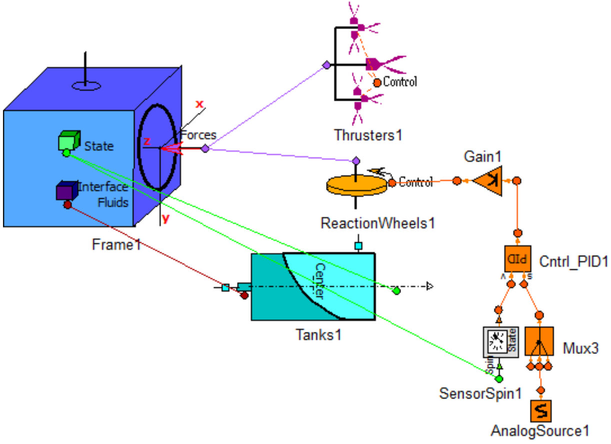

Fig. 13 Spin satellite with control loop for evolutionary behaviour

The added control loop is mainly active to set a small spin rate after launch and before the spin thrusters are activated and at the end of the spinning phase with the thrusters to adjust the rate to the required one (60 rpm).

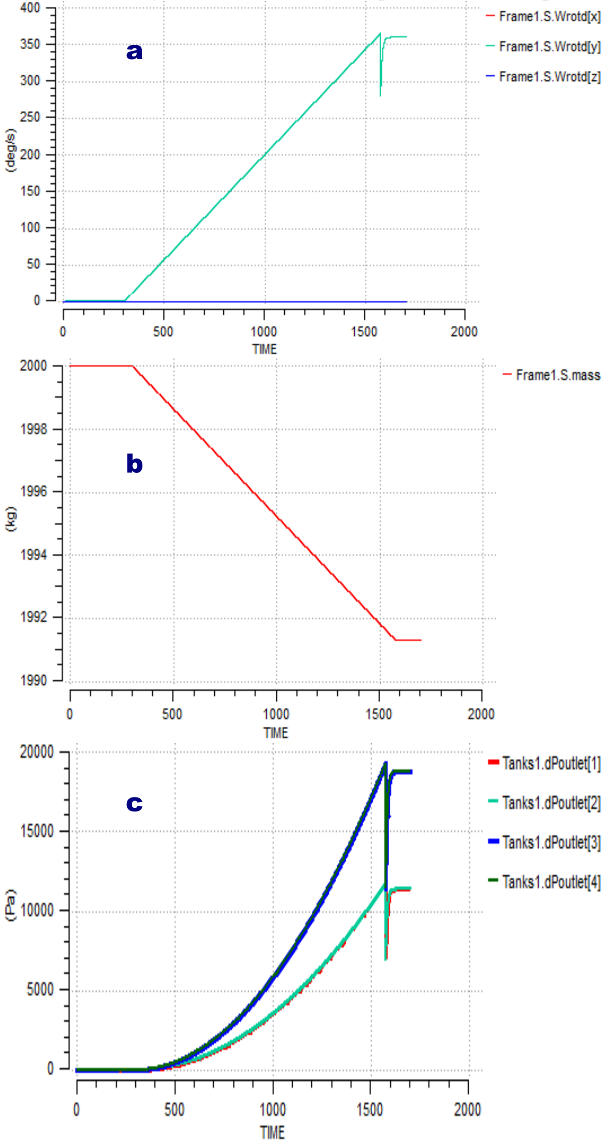

Fig. 14 a)Spin rate of the satellite in degrees/s; b)total decreasing mass due to the thrusters activation; c) Archimedes delta pressure evolution with 200 litres in each tanks.

The loop adjusting the spin rate can exhibit some small steps at the end of the spinning phase with the thrusters. This has been much amplified here above in Fig. 14. Indeed the same delta-P are recovered for the same spin rate as before in chapter 7 with 200 litres in the tanks. But more dynamical effects occur.

9. CONCLUSIONS

The preliminary extensions for implementation in the third development phase of the European Space Propulsion System Simulation (ESPSS) have been presented. The newly developed Satellite library has described in details with some validation cases.
Finally, a conceptual demonstration of the evolutionary

behaviour models for a classical bi-propellant chemical propulsion system of GEO spin satellite has been presented including the Archimedes delta pressure induced by the spin for two different levels of fluids.

Such behaviour has been obtained too with a control loop added for simulating the satellite's mission interactions with the propellant.

10. NOMENCLATURE

A	Local area (m²)
$\vec{A}$	Acceleration (m/s²)
COM	Centre of mass
$\vec{\nabla} P$	Gradient vector of the scalar P, $\frac{\partial P}{\partial x}, \frac{\partial P}{\partial y}, \frac{\partial P}{\partial z}$
ECI	Earth Centred Inertial Frame
Isp	Specific impulse (s)
P_{perturb}	Perturbing forces vector from other bodies, interaction forces (N)
P	Pressure (N/m²)
T_{thrust}	Resultant thrust vector (N)
$\vec{\Omega}$	Instantaneous rotation vector (rd/s)
g_0	Constant 9.80665 (m/s²)
g	gravity acceleration (m/s²)
m	Spacecraft mass (kg)
r	Radius vector from focus body to spacecraft (m)
r , r_S	Radius length (m)
RW	Reaction Wheel
SA	Solar Arrays
t	Time (s)
v	Spacecraft velocity vector (m/s)
$\vec{\pi}$, $\vec{\Pi}$	Global vectors
ω	Module of Ω (rd/s)
^	vector product

11. REFERENCES

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[R 2] ESPSS release 2.4.

[R 3] C R. Koppel, M. De Rosa, J. Moral and J. Steelant "Effects of a Satellite Mission on the Propulsion Subsystem", SP2012 2364281 Space Propulsion 2012, 7 – 10 May 2012,Bordeaux, France