Figure 2-1. Integrated Flight Profile Functional Flow Diagram

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SYSTEMS DATA
Figure 2-13. SCS Functional Block Diagram (Sheet 2 of 2)

STABILIZATION AND CONTROL SYSTEM

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NOTES:

1. AGC Inputs and outputs shown are present at various times, depending upon mode of operation, but not concurrently.

2. These components are physically mounted on the IMU but illustrated as shown for clarity.

Figure 2-6. GN System Functional Block Diagram
AS/GPD PANEL
EULER ERROR NAV AXES TORQUING ATTITUDE SET NAV AXES ERROR ATTITUDE SET/ASCU
RESOLVER COMPARISON CLOSED SCS MODES - HI - NAV AXES ATTITUDE ERROR D/AGAA ECA BODY AXES ATTITUDE ERRORS/OR BACKUP RATE S/C COMMAND ATTITUDE ERROR S/C ANGULAR VELOCITY ► FDAI GIMBAL DRIVE SIGNALS FDAI BALL ROTATIONAL RATES FDAI BALL EULER ERROR IMU/CDU RESOLVER COMPARISON CLOSED, G&N MODES TOTAL ATTITUDE CDU ATTITUDE ERROR BODY AXES GYRO TORQUING SWITCHES ROTATION CONTROL STEERING SCS CONTROL PANEL INERTIAL CDU ATTITUDE REFERENCE FUNCTIONAL CONTROL LOOP

Figure 2-13. SCS Functional Block Diagram (Sheet 1 of 2)
For engine gimbaling, see gimbal actuator description.
Figure 2-27. SPS Engine Ignition Control Diagram

Service Propulsion System

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Figure 2-35. S/M RCS Functional Flow Diagram (Package A)
Figure 2-37. C/M RCS Squib Valve Power Control Diagram

NOTE: Contacts of relays K1, K2, K3, and K4 are shown in the normally open (de-energized) position. Relays are energized only upon receipt of an EDS abort signal or initiation of C/M-S/M separation.

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SYSTEMS DATA

S/M JETTISON CONTROLLER A
S/M SEPARATION BATTERY A
S/M JETTISON CONTROLLER B
S/M SEPARATION BATTERY B

FUEL CELL NO. 1
OVERLOAD SENSE AND REVERSE CURRENT RELAY

FUEL CELL NO. 2
OVERLOAD SENSE AND REVERSE CURRENT RELAY

FUEL CELL NO. 3
OVERLOAD SENSE AND REVERSE CURRENT RELAY

MAIN BUS TR (MBC-20)
OFF
M/M & A & C

ENTRY BATTERY A

ENTRY BATTERY B

ENTRY BATTERY C

P/NB BATTERY A

P/NB BATTERY B

AC INVERTER NO. 1

S/M JETTISON CONTROLLER B

S/M SEPARATION BATTERY B

NOTES:
1. Motor switch contacts close when MAIN BUS tie switches are set to BAT A & C and BAT B & C positions.
2. Normally open relay contacts, located in RCS Control Box, close during an abort or normal separation of S/M.
3. Indicates AC INVERTER No. 1 is powering both AC BUS No. 1 and No. 2.

Figure 2-43. Electrical Power System Block Diagram

ELECTRICAL POWER SYSTEM
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NOTES:
1. All switches and indicators are located on MDC-18 unless otherwise indicated.
2. FUEL CELL INDICATORS switch must be placed to selected fuel cell for readouts.

Figure 2-45. Fuel Cell Power Plant Flow Diagram

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NOTES:
1. Normally open relay contacts, located in RCS Control Box, close during an abort or normal separation of S/M.
2. These circuit breakers disengaged until after landing.
3. Motor switch contacts operate when MAIN BUS TIE switches are set to BAT A & C and BAT B & C positions.

Figure 2-50. Battery Charger and Bus Control Circuits
Figure 2-52. D-C Power Distribution
TELECOMMUNICATION SYSTEM

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Figure 2-66. Data Operations

S-BAND PWR AMPL AND DIPLEXER

UP-DATA (S-BAND MODE)

VHF-FM TRANSMITTER

VHF PORTIONS OF SCION ANTENNAS

UPPER (Z) LOWER (Z)

VHF PORTIONS OF SCION ANTENNAS

UPPER (Z) LOWER (Z)

NOTES: 1. All switches shown are on MDC-20 unless otherwise indicated. 2. Not scheduled for use on SC-012.
Figure 2-88. SECS Controllers Interface Block Diagram
Figure 2-95. EDS Functional Schematic

SEQUENTIAL SYSTEMS

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Figure 2-93. Master Events Sequence Controller Block Diagram

**SEQUENTIAL SYSTEMS**

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Figure 2-94. Earth Landing System Controller Block Diagram

Sequential Systems

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SYSTEMS DATA
PANEL NAME AND SYSTEM

1. DRINKING WATER SUPPLY SHUTOFF VALVE (UNDER SIDE OF FWD EQUIPMENT BAY)
2. OXYGEN CONTROL PANEL (MISC)
3. SUIT CONNECTOR PANEL (3)
4. CABIN TEMPERATURE CONTROL PANEL (ECS)
5. FOOD PREPARATION WATER SUPPLY UNIT (ECS)
6. CLOCK AND EVENT TIMERS PANEL (MISC)

Figure 3-1. Controls and Displays (Sheet 2 of 3)
Panel numbers and area divisions will not be labeled on display console. They are used for location reference only.

NOTE:

FROM VHF RECOVERY BEACON

FROM VHF ANT SW-
NOTE: The SXT and SCT eyepieces are stowed behind compartment door.

Figure 3-1. Controls and Displays (Sheet 3 of 3)