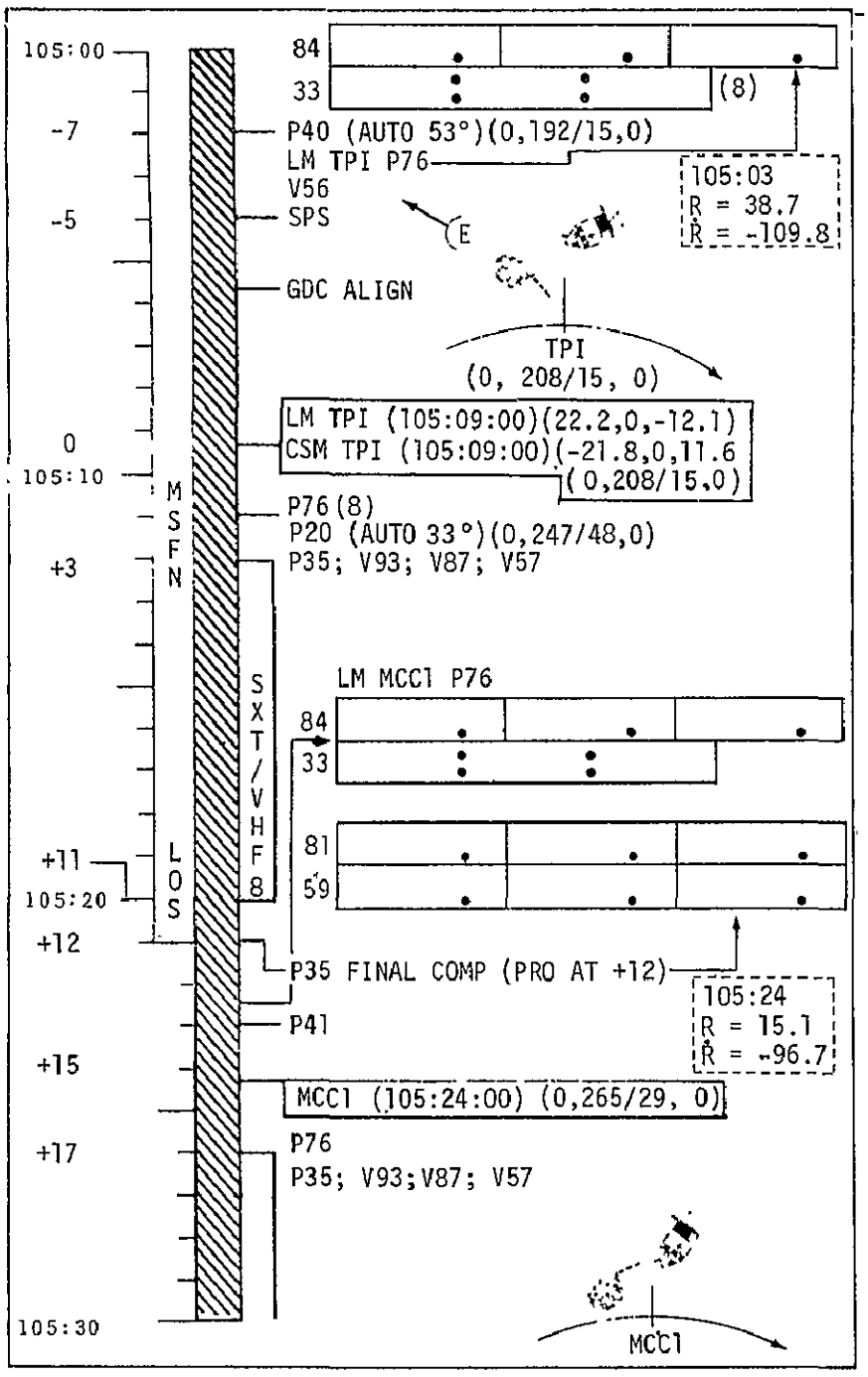
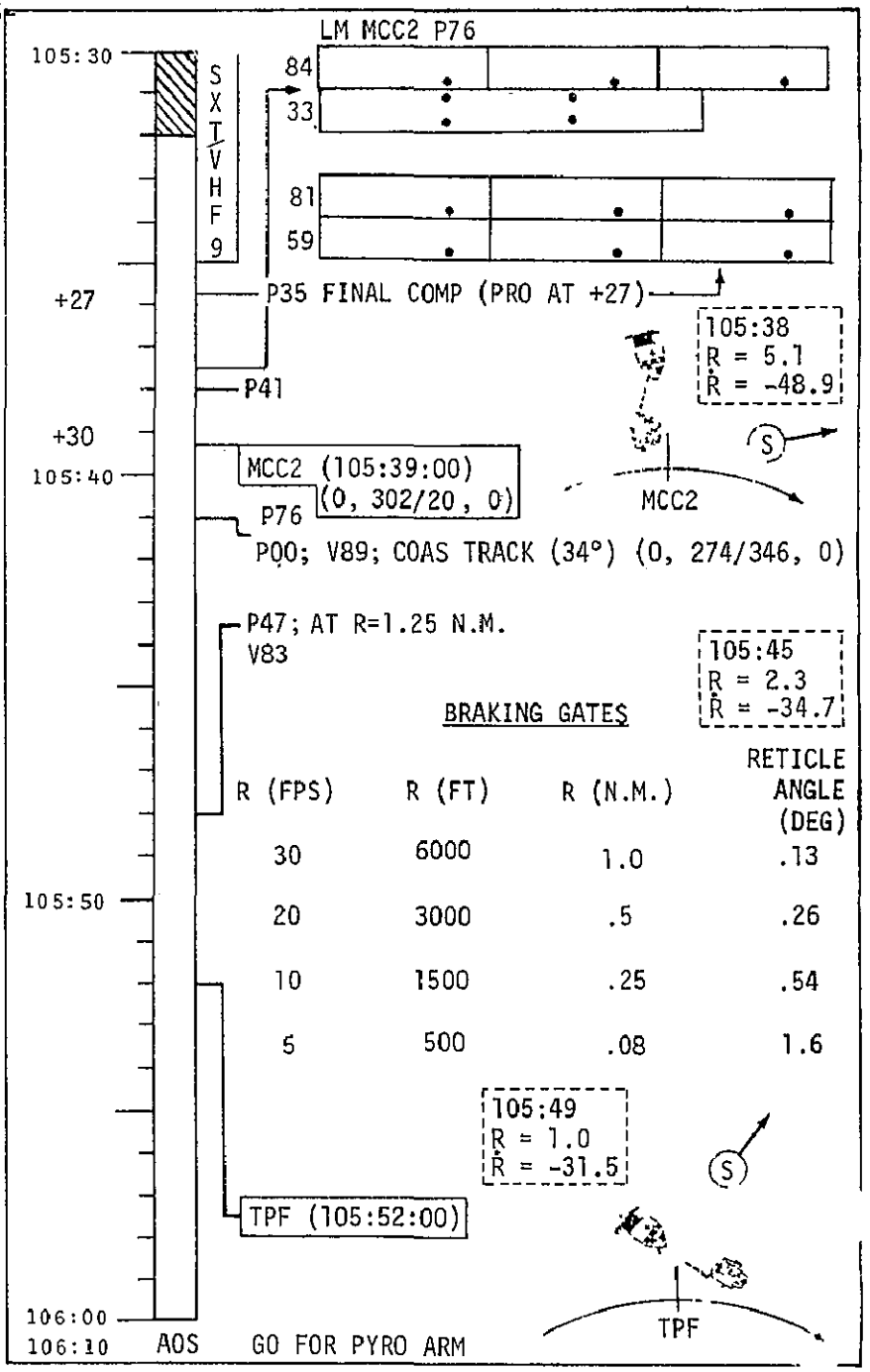

105:00
-7
-5
0
105:10
+3
+11
105:20
+12
+15
+17
105:30
MSFN
LOS
SXT/VHF 8
84
33
(8)
P40 (AUTO 53°)(0,192/15,0)
LM TPI P76
V56
SPS
105:03
R = 38.7
Ṙ = -109.8
E
GDC ALIGN
TPI
(0, 208/15, 0)
LM TPI (105:09:00)(22.2,0,-12.1)
CSM TPI (105:09:00)(-21.8,0,11.6
(0,208/15,0)
P76 (8)
P20 (AUTO 33°)(0,247/48,0)
P35; V93; V87; V57
LM MCC1 P76
84
33
81
59
P35 FINAL COMP (PRO AT +12)
105:24
R = 15.1
Ṙ = -96.7
P41
MCC1 (105:24:00) (0,265/29, 0)
P76
P35; V93;V87; V57
MCC1


105:30
SXT/VHF 9
LM MCC2 P76
84
33
81
59
P35 FINAL COMP (PRO AT +27)
105:38
R = 5.1
Ṙ = -48.9
+27
P41
+30
105:40
MCC2 (105:39:00)
(0, 302/20, 0)
P76
S
MCC2
P00; V89; COAS TRACK (34°) (0, 274/346, 0)
P47; AT R=1.25 N.M.
V83
105:45
R = 2.3
Ṙ = -34.7
BRAKING GATES
R (FPS) R (FT) R (N.M.) RETICLE ANGLE (DEG)
30 6000 1.0 .13
20 3000 .5 .26
10 1500 .25 .54
5 500 .08 1.6
105:50
105:49
R = 1.0
Ṙ = -31.5
S
TPF (105:52:00)
106:00
106:10
AOS
GO FOR PYRO ARM
TPF