<table>
<thead>
<tr>
<th>TIME</th>
<th>EVENT</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>-00:09</td>
<td>LCC: REPORT IGNITION</td>
<td>CREW POSITIONS @ L/O</td>
</tr>
<tr>
<td>00:00</td>
<td>LCC: CDR: REPORT LIFT-OFF</td>
<td>CDR - LH COUCH</td>
</tr>
<tr>
<td></td>
<td>CDR: REPORT LIFT-OFF</td>
<td>CMP - CENTER COUCH</td>
</tr>
<tr>
<td>00:02</td>
<td>CDR: REPORT YAW MNVR</td>
<td>LMP - RH COUCH</td>
</tr>
<tr>
<td>00:11</td>
<td>CDR: REPORT ROLL AND PITCH PROGRAM</td>
<td>LIFTOFF 1022 CST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NOVEMBER 14, 1969, 72.1° L.A.</td>
</tr>
<tr>
<td>00:30</td>
<td>CDR: REPORT ROLL COMPLETE</td>
<td>TARGETED FOR LANDING SITE 7.</td>
</tr>
<tr>
<td>00:42</td>
<td>MCC: REPORT MARK MODE IB</td>
<td>PROP DUMP TO RCS CMD</td>
</tr>
<tr>
<td>00:50</td>
<td>LMP: REPORT CABIN PRESS DECREASING</td>
<td>ALTITUDE 14,000 ft</td>
</tr>
<tr>
<td>01:24</td>
<td>MAX Q</td>
<td></td>
</tr>
<tr>
<td>01:57</td>
<td>MCC: REPORT MARK MODE IC</td>
<td>ALTITUDE 100,000 ft</td>
</tr>
<tr>
<td>02:00</td>
<td>MCC: CDR: REPORT GO/NO-GO FOR STAGING</td>
<td></td>
</tr>
<tr>
<td>02:16</td>
<td>CDR: REPORT INBOARD ENGINES CUTOFF</td>
<td></td>
</tr>
<tr>
<td>02:42</td>
<td>CDR: REPORT OUTBOARD ENGINES CUTOFF</td>
<td></td>
</tr>
<tr>
<td>02:43</td>
<td>CDR: REPORT STAGING</td>
<td></td>
</tr>
<tr>
<td>02:44</td>
<td>CDR: REPORT S-II IGNITION</td>
<td></td>
</tr>
<tr>
<td>03:13</td>
<td>CDR: REPORT S-II SEP LT OUT</td>
<td></td>
</tr>
<tr>
<td>03:18</td>
<td>CMP: REPORT TOWER JETT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MCC: REPORT MODE II</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CDR: REPORT S/C GO/NO-GO</td>
<td></td>
</tr>
<tr>
<td>TIME</td>
<td>EVENT</td>
<td>REMARKS</td>
</tr>
<tr>
<td>--------</td>
<td>--------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>03:23</td>
<td>CDR: REPORT GUIDANCE INITIATE</td>
<td></td>
</tr>
<tr>
<td>03:53</td>
<td>MCC: REPORT TRAJECTORY GO/NO-GO</td>
<td></td>
</tr>
<tr>
<td>04:00</td>
<td>CMP: REPORT S/C GO/NO-GO</td>
<td></td>
</tr>
<tr>
<td>05:00</td>
<td>LMP: REPORT S/C GO/NO-GO</td>
<td></td>
</tr>
<tr>
<td>05:25</td>
<td>MCC: REPORT S-IVB TO COI CAPABILITY</td>
<td></td>
</tr>
<tr>
<td>06:00</td>
<td>CDR: REPORT S/C GO/NO-GO</td>
<td></td>
</tr>
<tr>
<td>06:25</td>
<td>MCC: REPORT S/C GO/NO-GO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MCC: REPORT TIME OF LEVEL SENSE ARM AND S-II CUTOFF</td>
<td></td>
</tr>
<tr>
<td>07:00</td>
<td>CDR: REPORT S/C GO/NO-GO</td>
<td></td>
</tr>
<tr>
<td>08:00</td>
<td>CDR: REPORT S/C GO/NO-GO</td>
<td></td>
</tr>
<tr>
<td>08:30</td>
<td>MCC &amp; CDR: REPORT S/C GO/NO-GO FOR STAGING</td>
<td></td>
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<tr>
<td>09:00</td>
<td>MCC: REPORT MARK MODE IV</td>
<td></td>
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<tr>
<td>09:11</td>
<td>CDR: REPORT S-II CUTOFF</td>
<td></td>
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<tr>
<td>09:14</td>
<td>CDR: REPORT S-II S-IVB STAGING</td>
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<td>09:17</td>
<td>CDR: REPORT S-IVB IGNITION</td>
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<tr>
<td>10:00</td>
<td>MCC &amp; CDR: REPORT GO/NO-GO FOR ORBIT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MCC: REPORT PREDICTED SECO</td>
<td></td>
</tr>
<tr>
<td>TIME</td>
<td>EVENT</td>
<td>REMARKS</td>
</tr>
<tr>
<td>------</td>
<td>-------</td>
<td>---------</td>
</tr>
<tr>
<td>11:00</td>
<td>CDR: REPORT S/C GO/NO-GO</td>
<td></td>
</tr>
<tr>
<td>11:29</td>
<td>CDR: REPORT SECO TB₅ = 0 S-IVB MAINTAINS COMMANDED CUTOFF INERTIAL ATTITUDE</td>
<td></td>
</tr>
<tr>
<td>SECO +10 SEC</td>
<td>MCC: REPORT ORBITAL GO/NO-GO</td>
<td>INSERTION</td>
</tr>
<tr>
<td>SECO +20 SEC</td>
<td>S-IVB MANEUVERS TO LH AND INITIATES ORB RATE (HEADS DOWN)</td>
<td></td>
</tr>
<tr>
<td>SECO +59 SEC</td>
<td>S-IVB INITIATES CONTINUOUS LH₂ VENTING (TERMINATES AT TB₆ + 42.2 SEC GET = 2:38:24)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>V66-TRANSFER CSM STATE VECTOR TO LM SLOT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>V45-RESET LUNAR SURFACE FLAG</td>
<td></td>
</tr>
<tr>
<td>12:50</td>
<td>BDA LOS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>INSERTION CHECKLIST</td>
<td></td>
</tr>
<tr>
<td>16:04</td>
<td>VAN LOS</td>
<td></td>
</tr>
<tr>
<td>16:37</td>
<td>CYI AOS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MCC UPDATE: Z TORQUING ANGLE</td>
<td></td>
</tr>
<tr>
<td>23:44</td>
<td>CYI LOS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SYSTEM MONITORING &amp; CHECKING POST INSERTION ECS CONFIGURATION</td>
<td></td>
</tr>
</tbody>
</table>

**FLIGHT PLAN**

**MISSION** APOLLO 12 **EDITION** FINAL (NOV 14) **DATE** OCTOBER 15, 1969 **PAGE** 3-iii
<table>
<thead>
<tr>
<th>TIME</th>
<th>EVENT</th>
</tr>
</thead>
</table>
| 31:31 | CONFIGURE CAMERA FOR T&D AND S-IVB PHOTO  
       | [CM2/DAC/18/CEX-BRKT, MIR (f8,250,7) 6fps, 0.3 MAG (5 MIN)]  
       | CM2/EL/80/CEX (f8,250,30) 10 |
| 52:20 | UNSTOW TV CAMERA  
       | PRE-TLI SYSTEM VERIFICATION AND MONITORING  
       | CDR INSTALL COAS  
       | CMP JETTISON OPTICS COVERS  
       | P52 IMU REALIGN  
       | Option 3-REFSMMAT  
       | REPORT GYRO TORQUING ANGLES  
       | CRO AOS  
       | DUMP DSE  
       | GDC ALIGN TO IMU |
| 58:11 | CRO LOS |

**REMARKS**

- LMP HOLDS CAMERA
- REALIGNS TO PAD ORIENTATION

### IMU REALIGN P52

- **H71:**
- **N05:**
- **N93:**
  - X
  - Y
  - Z
  - GET
FLIGHT PLAN

LIFTOFF 14 NOV 1969

SEC0

INSERTION CK LIST
SYSTEMS MONITORING & CHECKING
PRE-TLI SYSTEM VERIFICATION AND MONITORING

SETUP CAMERA EQUIPMENT

IMU REALIGN - P52 (OPTION 3 - REFSMMAT)

REPORT GYRO TORQUING ANGLES
GDC ALIGN TO IMU

1022 CST
00:00

NOTES
LIFTOFF CREW POSITIONS
LEFT COUCH - CDR
CENTER COUCH - CMP
RIGHT COUCH - LMP
AT SEC0+20 SEC, SIV-B MNVRS TO LH AND INITIALIZES ORB RATE (HEADS DOWN)

COOLANT CONTROL ATTENUATION PANEL NOT OPENED

P52 (PAD ORIENT)
N71: ___ ___ ___ ___
NO5: ___ ___ ___ ___
N93:
X ___ ___ ___ ___
Y ___ ___ ___ ___
Z ___ ___ ___ ___
GET ___ ___ ___ ___

MISSION | EDITION | DATE | TIME | DAY/REV | PAGE
----------|----------|------|-------|---------|-----
APOLLO 12 | FINAL (NOV 14) | OCTOBER 15, 1969 | 00:00 - 01:00 | 1/1 | 3-1

MSC Form 29 (May 69)
FLIGHT PLANNING BRANCH
FLIGHT PLAN

1122 CST

01:00

SCS ATT REF COMPARISON CK
EXTEND DOCKING PROBE

01:30

SM RCS HOT FIRE
(MIN IMPULSE - ALL JETS)
GO/NO GO FOR PYRO ARM (CUE MSFN)
LOGIC-ON
BEGIN TLI PREP

02:00

EMS ΔV TEST

DUMP DSE

UPLINK TO CSM
STATE VECTOR & V66

UPDATE TO CSM
TLI PAD
TLI +90 MIN
ABORT PAD
P37 (L/0+8) PAD

GO/NO-GO FOR PYRO ARM

AS A GENERAL RULE,
MSFN WILL ALWAYS
UPLINK THE STATE
VECTOR TO THE CSM
SLOT AND TRANSFER
IT VIA V66 TO THE
LM SLOT IN ORDER TO
HAVE REDUNDANT STATE
VECTORS ONBOARD

<table>
<thead>
<tr>
<th>MISSION</th>
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</thead>
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<tr>
<td>APOLLO 12</td>
<td>FINAL (NOV 14)</td>
<td>OCTOBER 15, 1969</td>
<td>01:00 - 02:00</td>
<td>1/1-2</td>
<td>3-2</td>
</tr>
</tbody>
</table>

MSC Form 29 (May 69)
## FLIGHT PLAN

### TLI BURN TABLE

<table>
<thead>
<tr>
<th>P OR Y RATES</th>
<th>ATT DEVIATION</th>
<th>SHUTDOWN TIME</th>
<th>RESIDUALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10°/SEC SHUTDOWN</td>
<td>+45° SHUTDOWN</td>
<td>BT + 6 SEC &amp; ( V_i = \text{PAD VALUE} )</td>
<td>NO TRIM</td>
</tr>
</tbody>
</table>

**TABLE 3-1**

3-3
FLIGHT PLAN

1222 CST

02:00

PYRO ARM

GDC ALIGN TO IMU

SET ORDEAL

02:15

GO/NO GO

02:30

GO/NO GO FOR TLI

02:31

TB-6 (02:37:41.8)

02:33

P47 - THRUST MONITOR

02:45

POO - CMC IDLING

02:52

V66 - TRANS CSM SV TO LM SLOT

03:00

TLI BURN STATUS REPORT

CDR - TRANS TO CENTER COUCH, CMP - LEFT COUCH

LMP - RIGHT COUCH

TIG: 02:47:19.8
BT: 5:45.0
ΔV: 10,510 FPS

NOTES

AT SECO: SIVB INERTIAL
AT SECO+20 SEC: SIVB TO LOCAL HORIZONTAL
ORB RATE, HEADS DOWN

MISSION | EDITION | DATE | TIME | DAY/REV | PAGE
---|---|---|---|---|---
APOLLO 12 | FINAL (NOV 14) | OCTOBER 15, 1969 | 02:00 - 03:00 | 1/TLC | 3-4

MCC-H

FLIGHT PLANNING BRANCH

MSC Form 28 (May 69)
**FLIGHT PLAN**

**1322 CST**

03:00

- **WASTE STOWAGE VENT - CLOSED**
- **DIRECT O₂ VLV-OPEN UNTIL CAB= 5.7 PSI, THEN CLOSE**
- **GDC ALIGN TO IMU**
- **SIVB MNVRS TO CSM/SIVB SEP ATT BY 03:11**
- **S-BAND ANT - OMNI**
- **S-BAND ANT OMNI - B**
- **ACTIVATE AND LOAD DAP (11102, 01111)**
- **LOAD DOCKING GIMBAL ANGLES**
- **CSM SEP PREPARATION**

**CSM/SIVB SEP**

GET: 03:23

**CSM MNVR TO DOCK ATT BY 03:28**

**HGA TRACK - REACQ**

**HGA BEAM - WIDE**

**TV (GDS) 03:28 TO 04:30 CM4-IN, BRKT (f22)**

**VISUALLY INSPECT AND PHOTOGRAPH SIVB AND LM**

**DOCK**

GET: 03:33

**BEGIN CSM/LM CABIN PRESSURE EQUALIZATION**

**CDR:**

- **CONFIGURE FOR LM EJECTION**
- **TUNNEL PRESSURE INTEGRITY CHECK**
- **WASTE STOWAGE VENT VALVE - VENT**
- **REMOVE AND TEMPORARILY STOW TUNNEL HATCH**
- **CHECK DOCKING LATCHES**
- **VENT DOCKING PROBE**
- **LM UMBILICAL CONNECTION**
- **REINSTALL TUNNEL HATCH**
- **LM TUNNEL VENT VLV - LM/CM ΔP**
- **LEAVE TUNNEL EQUALIZATION VALVE CLOSED**
- **CYCLE O₂ & H₂ FANS**

**NOTES**

- **SWITCH TO OMNI C**
- **DURING THE MNVR TO THE DOCKING ATTITUDE**

**T & D MNVR**

+X 0.8 FPS, AFTER 15 SEC -X 0.3 FPS.

**V49 AUTO MNVR TO DOCKING ATT. NULL TRANSLATION AND RATES, +X TO CLOSE AT 0.25 TO 0.5 FPS.**

**CAMEIRA SETTINGS FOR LM EJECTION:**

- **CM 2/DAC/18/CEX - BRKT, MIR (f8,250,7) 12 fps, 0.7 MAG (6MIN)**

- **CM 4/EL/80/ CEX- (f8,250,30)5**

**MISSION | EDITION | DATE | TIME | DAY/REV | PAGE**
--- | --- | --- | --- | --- | ---
APOLLO 12 | FINAL (NOV 14) | OCTOBER 15, 1969 | 03:00 - 04:00 | 1/TLC | 3-5
**FLIGHT PLAN**

**GO/NO-GO PYRO ARM (CUE MSFN)**
LOGIC ON
LOAD DAP (21101, 11111)
PYRO ARM
P47 - THRUST MONITOR
PHOTOGRAPH LM EJECTION

**CSM/LM EJECTION**
MVR TO ACQUIRE S-IVB IN HATCH WINDOW BY 04:18
R 96
P 277
Y 344

**S-IVB APS EVASIVE MNVR GET = 04:25**
\[\Delta V \approx 9.6 \text{ FPS}\]

BATTERY CHARGE, BATTERY B

CONTINUE TO MONITOR S-IVB THROUGH WINDOW UNTIL COMPLETION OF SLINGSHOT MANEUVER

**S-IVB SLINGSHOT MNVR GET = 04:46**

**NOTES**

SPRING ACTUATOR
\[\Delta V \approx 0.8 \text{ FPS}, 4 \text{ JET}\]
RCS -X TRANSITION
\[0.4 \text{ FPS FOR A TOTAL} \Delta V \approx 1.2 \text{ FPS}\]
5 SEC AFTER EJECTION
THERE IS AN RCS -X TRANSITION FOR 3 SEC.

<table>
<thead>
<tr>
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<td>04:00 - 05:00</td>
<td>1/TLC</td>
<td>3-6</td>
</tr>
</tbody>
</table>

FLIGHT PLANNING BRANCH

MSC Form 29 (May 69)
FLIGHT PLAN

05:00

DOFF & STOW PGA's

TRANSFER ITEMS OUT OF PGA POCKETS

05:15

P52 - IMU REALIGN
OPTION 1 - PREFERRED

REPORT GYRO TORQUING ANGLES

05:30

GDC ALIGN TO IMU

05:45

VHF A SIMPLEX - OFF

06:00

NOTES

P52 (PTC ORIENT)
N71: __ __ __
N05: __ __ __
N93:
X __ __ __
Y __ __ __
Z __ __ __
GET __ __ __

P 37 PAD ASSUMES NO MCC-1

MISSION | EDITION | DATE | TIME | DAY/REV | PAGE
---|---|---|---|---|---
APOLLO 12 | FINAL (NOV 14) | OCTOBER 15, 1969 | 05:00 - 06:00 | 1/TLC | 3-7

MSC Form 29 (May 69)

FLIGHT PLANNING BRANCH
FLIGHT PLAN

MNVR TO OPTICS CALIBRATION ATT
P23 - CISLUNAR NAVIGATION
OPTICS CALIBRATION
STAR 1 5

POO
V49 - MNVR TO SIGHTING ATT
STAR/EARTH HORIZON
P23 - CISLUNAR NAVIGATION
LOAD W MATRIX (R1 + 8 0 0 0 0)(R2 + 0 0 0 7 0)
1. STAR 2 3 E N H (R3 = 0 0 1 1 0)

2. STAR 1 5 E F H (R3 = 0 0 1 2 0)

3. STAR 2 4 E N H (R3 = 0 0 1 1 0)

4. STAR 2 4 E N H (R3 = 0 0 1 1 0)

5. STAR 1 6 E F H (R3 = 0 0 1 2 0)

NOTES

3 MARKS ON EACH STAR
INCORPORATE P23
MARK DATA AND
UPDATE ONBOARD
STATE VECTOR

FOV 16°
GET 06:00

MISSION | EDITION | DATE | TIME | DAY/REV | PAGE
---------|---------|------|------|---------|------
APOLLO 12 | FINAL (NOV 14) | OCTOBER 15, 1969 | 06:00 - 07:00 | 1/TLC | 3-8

MSC Form 28 (May 69)
FLIGHT PLANNING BRANCH
FLIGHT PLAN

1722 CST

07:00

MNVR TO PTC ATTITUDE

ESTABLISH PTC

DEACTIVATE PRIMARY EVAPORATOR
GLY EVAP H₂O FLOW - OFF (CRT)
GLY EVAP STM PRESS AUTO - MAN
GLY EVAP STM PRESS INCR - INCR FOR 1 MIN

SELECT NORMAL LUNAR COMM EXCEPT:
S-BD AUX TAPE - OFF
TAPE RCDR FWD - OFF

09:00

L1OH CANISTER CHANGE NO. 1
(3 INTO A, STOW 1 IN B5)

NOTES

MANEUVER TO PTC
ATTITUDE-DISABLE TWO
ADJACENT QUADS-NULL
RATES IN +.5°/DB FOR
20 MINUTES-WIDEN DEAD
BAND TO +30°, ENABLE
ALL JETS AND ROLL VE-
HICLE AT 0.3°/SEC,
DISABLE JETS

<table>
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<td>07:00 - 09:00</td>
<td>1/TLC</td>
<td>3-9</td>
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</tbody>
</table>
FLIGHT PLAN

UPLINK TO CSM
STATE VECTOR & V66
MCC-1 TGT LOAD

UPDATE TO CSM
MCC-1 MNVR PAD

CONTINUE PTC IF MCC-1 IS NOT PERFORMED
P52 IMU REALIGN
OPTION 3 - REFSMMAT
REPORT GYRO TORQUING ANGLES

<table>
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<tr>
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<td>09:00 - 11:00</td>
<td>1/TLC</td>
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# FLIGHT PLAN

**MCC-1**

**BURN TABLE**

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<thead>
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<th>P OR Y RATES</th>
<th>ATT DEVIATION</th>
<th>SHUTDOWN TIME</th>
<th>RESIDUALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10°/SEC TAKEOVER</td>
<td>+10° TAKEOVER</td>
<td>BT + 1 SEC</td>
<td>IF&lt;2FPS, TRIM X AXIS TO 0.2FPS IF&gt;2FPS, NO TRIM</td>
</tr>
</tbody>
</table>

**TABLE 3-2**
3-11
FLIGHT PLAN

P30 - EXTERNAL ΔV

V49 - MNVR TO BURN ATT

SXT STAR CHECK
BATTERY CHARGE, BATTERY A
O₂ FUEL CELL PURGE
WASTE WATER DUMP
P40/P41 - SPS/RCS THRUST

GDC ALIGN TO IMU

MCC-1
V66 - TRANSFER CSM SV TO LM SLOT
MCC-1 BURN STATUS REPORT

TIG: 11:47:19.8
ΔV: NOMINALLY ZERO

* ITEMS TO BE REPORTED IN MSFN
MCC-1 WILL BE DELAYED TO MCC-2
IF PROPELLANT COST IS NOT PROHIBITIVE
TLI + 9 HRS

MISSION | EDITION | DATE       | TIME         | DAY/REV | PAGE
--------|---------|------------|--------------|---------|-----
APOLLO 12 | FINAL (NOV 14) | OCTOBER 15, 1969 | 11:00 - 12:00 | 1/TLC | 3-12
FLIGHT PLAN

REPORT: LM/CM ΔP
WASTE STOWAGE VENT VLV - CLOSE
VENT BATT S UNTIL SYSTEM TEST METER (4A) = 0

MNVR TO PTC ATT P 90
Y 0

UPDATE TO CSM
P37 PADS (L/0 + 25, 35, 45 & 60)

MCC-H
2222 CST
12:00
:30
MSFN
13:00
:30

PTC
P 90 Y 0

NOTES
DECISION TO REINITIATE CM CABIN PURGE
WILL BE MADE
REAL TIME AT APPROX
36 HRS GET

<table>
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<tr>
<th>MISSION</th>
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<td>1/TLC</td>
<td>3-13</td>
</tr>
</tbody>
</table>

MSC Form 29 (May 69)  
FLIGHT PLANNING BRANCH
FLIGHT PLAN

0022 CST

14:00

:15

14:30

:45

15:00

MSFN

PTC

P 90 Y 0

P52 (PTC ORIENT)

N71: __ __ __

N05: __ __ __ __

N93: __ __ __ __

X: __ __ __ __

Y: __ __ __ __

Z: __ __ __ __

GET: __ __ __ __

<table>
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<tr>
<td>APOLLO 12</td>
<td>FINAL (NOV 14)</td>
<td>OCTOBER 15, 1969</td>
<td>14:00 - 15:00</td>
<td>1/TLC</td>
<td>3-14</td>
</tr>
</tbody>
</table>

MSC Form 29 (May 69)

FLIGHT PLANNING BRANCH
FLIGHT PLAN

REPORT GYRO TORQUING ANGLES
GDC ALIGN TO IMU

15:00

MNVR TO OPTICS CALIBRATION ATT
R 204
P 262
Y 0

P23 - CISLUNAR NAVIGATION
OPTICS CALIBRATION
STAR 1 5
P00

15:30

V49 - MNVR TO SIGHTING ATT
R 145
STAR/EARTH HORIZON
P 293
P23 - CISLUNAR NAVIGATION
Y 0

LOAD W MATRIX (R1 + 1 4 0 0 0)(R2 + 0 0 0 0 2)

1. STAR 2 4 ENH (R3 = 0 0 1 1 0)

15:45

2. STAR 1 6 ENH (R3 = 0 0 1 2 0)

16:00

3. STAR 2 6 ENH (R3 = 0 0 1 1 0)

3 MARKS EACH STAR
INTEGRATE P23 MARK DATA AND
UPDATE ONBOARD STATE VECTOR

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FLIGHT PLAN

4. STAR 21E2H (R3 = 0 0 1 2 0)

5. STAR 23E1H (R3 = 0 0 1 1 0)

UPDATE TO CSM
QUADS TO DISABLE
FOR PTC (LOWEST
QUANTITY PRPLNT)

MNVR TO PTC ATTITUDE P 90
START PTC Y 0

EAT PERIOD

PTC

P 90 Y 0

FOV 6°
GET 15:15

mi

0222 CST

16:00

:15

16:30

:45

17:00

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FLIGHT PLANNING BRANCH

MCC-N
FLIGHT PLAN

PRESLEEP CHECKLIST:
- CREW STATUS REPORT (MED)
- ONBOARD READOUTS
- CYCLE O2 & H2 FANS
- CHLORINATE POTABLE WATER
- VERIFY:
  - WASTE MNGT OVBD DRAIN - OFF
  - WASTE STOW VENT VLV - CLOSED
  - EMER CABIN PRESS VLV - BOTH
  - SURGE TK O2 VLV - ON
  - REPRESS O2 VLV - OFF
  - LM TUNNEL VENT - LM/CM ΔP
  - "E" MEMORY DUMP
- NORMAL LUNAR COMM EXCEPT:
  - S-BD NORMAL MODE VOICE - OFF
  - S-BD SQUELCH - ENABLE
  - S-BD AUX TAPE - OFF
  - S-BD ANT - OMNI
  - S-BD ANT OMNI - B
  - TAPE RCDR FWD - OFF

LiOH CANISTER CHANGE NO. 2
(4 INTO B, STOW 2 IN B5)

ONBOARD READOUT
- BAT C
- PYRO BAT A
- PYRO BAT B
- RCS A
- B
- C
- D
- DC IND SEL - MNA OR B

PTC
- P 90 Y 0

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FLIGHT PLANNING BRANCH
FLIGHT PLAN

0422° CST

18:00

:30

19:00

M
S
F
N

REST PERIOD
(10 HOURS)

:30

20:00

NOTES

DURING REST PERIOD
TWO CREWMEN IN
COUCHES AND ONE
IN REST STATION

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