

# Time series

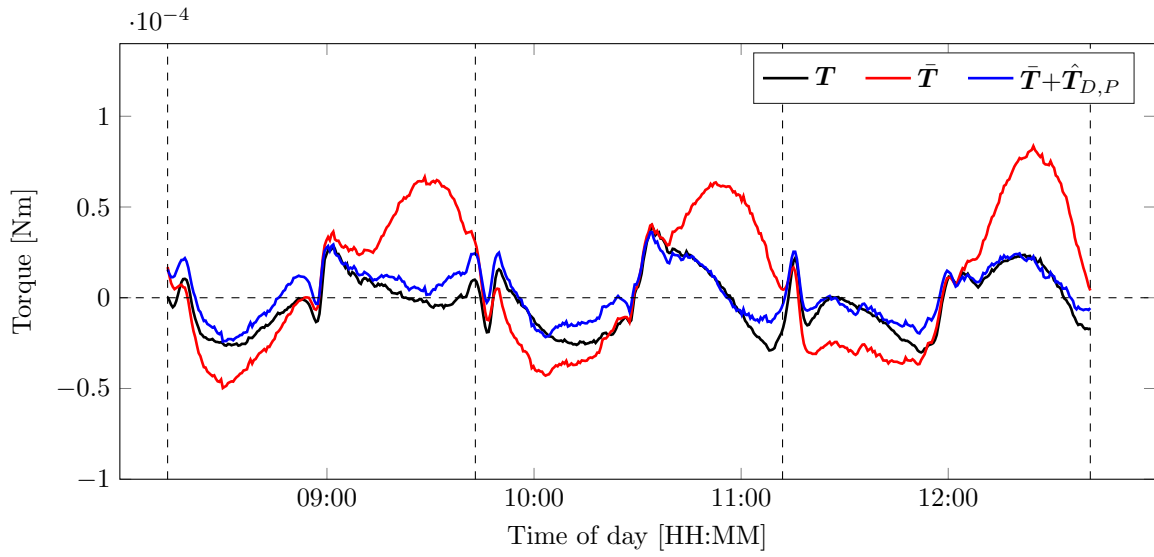
## **GOCE Aerodynamic Torque Modeling**

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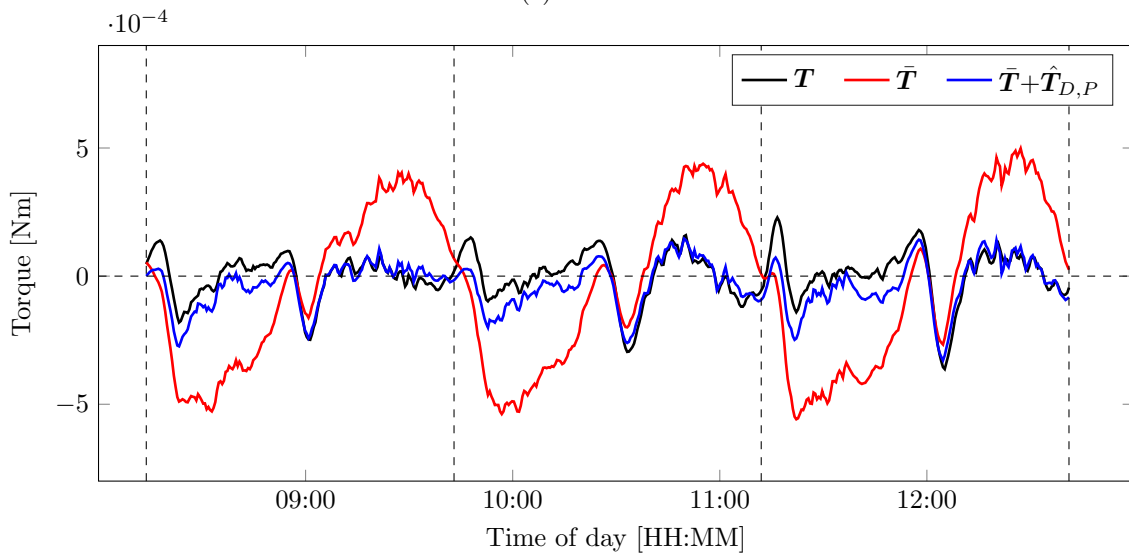
*Faculty of Aerospace Engineering, Delft University of Technology, Delft, The Netherlands*

B. Fritsche

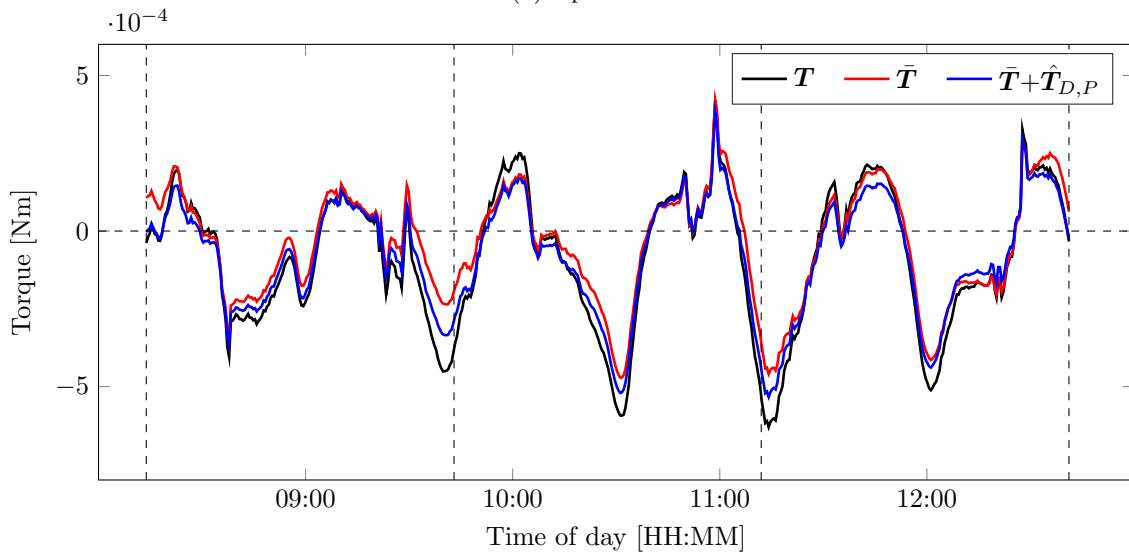
*Hyperschall Technologie Göttingen GmbH, Katlenburg-Lindau, Germany*



(a)  $\bar{T}_{\text{roll}}$

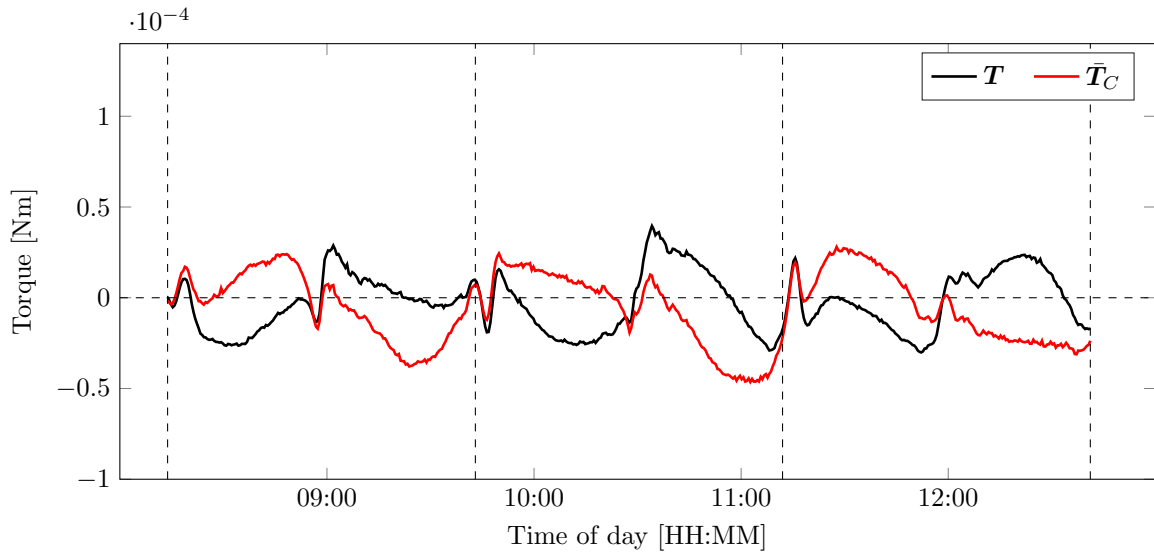


(b)  $\bar{T}_{\text{pitch}}$

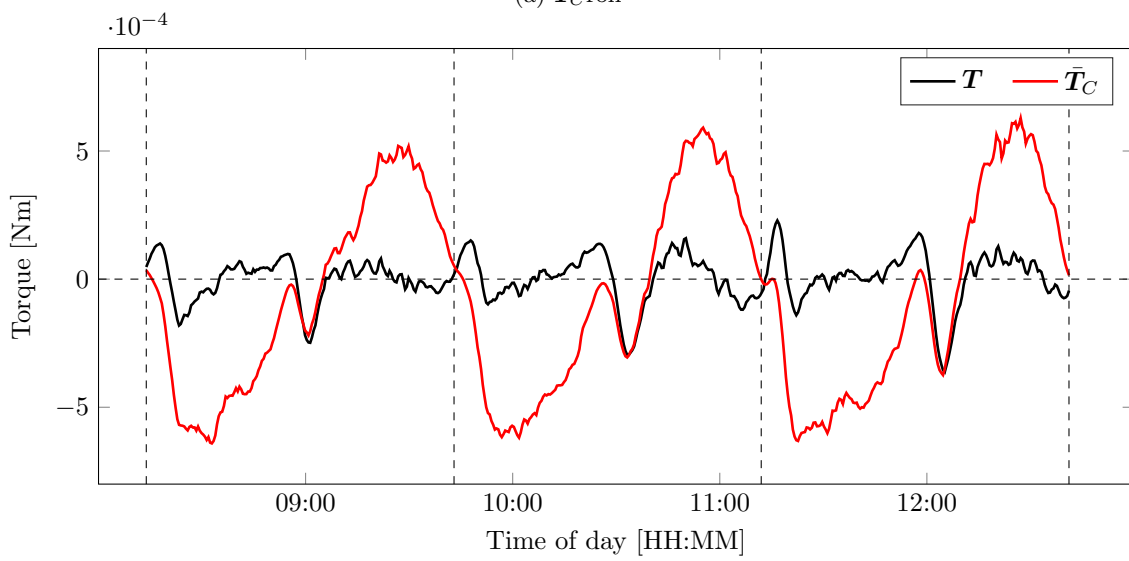


(c)  $\bar{T}_{\text{yaw}}$

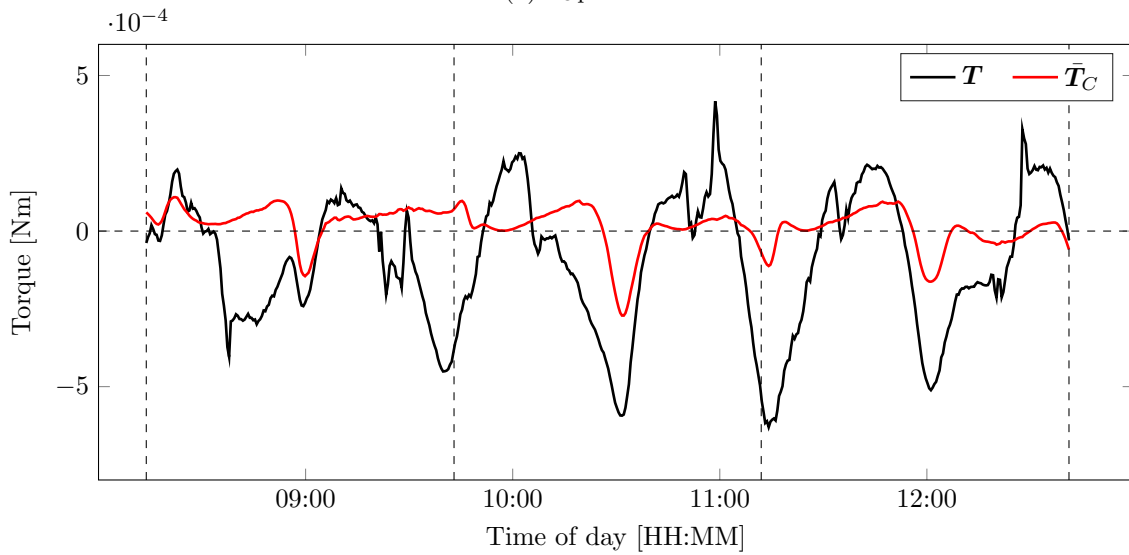
Figure 1: Total modeled torque  $\bar{T}$  as a function of time, on October 16, 2013.



(a)  $\bar{T}_{C\text{roll}}$

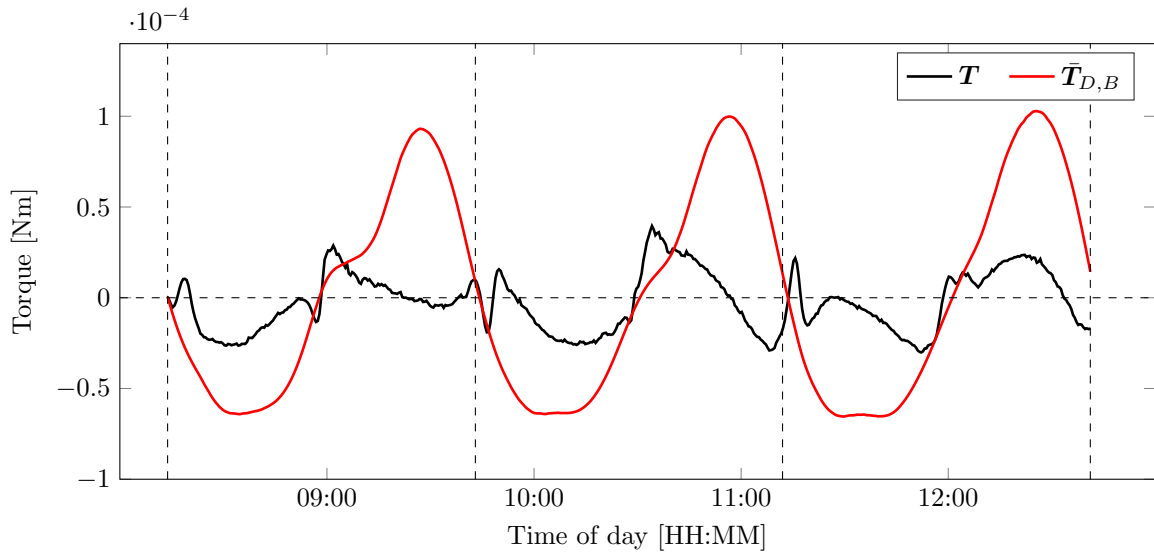


(b)  $\bar{T}_{C\text{pitch}}$

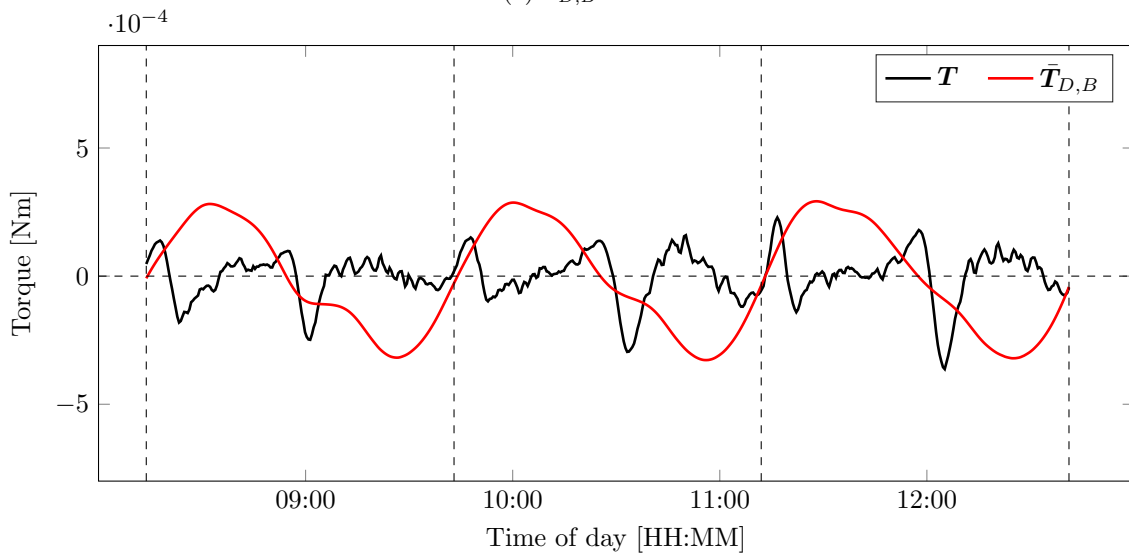


(c)  $\bar{T}_{C\text{yaw}}$

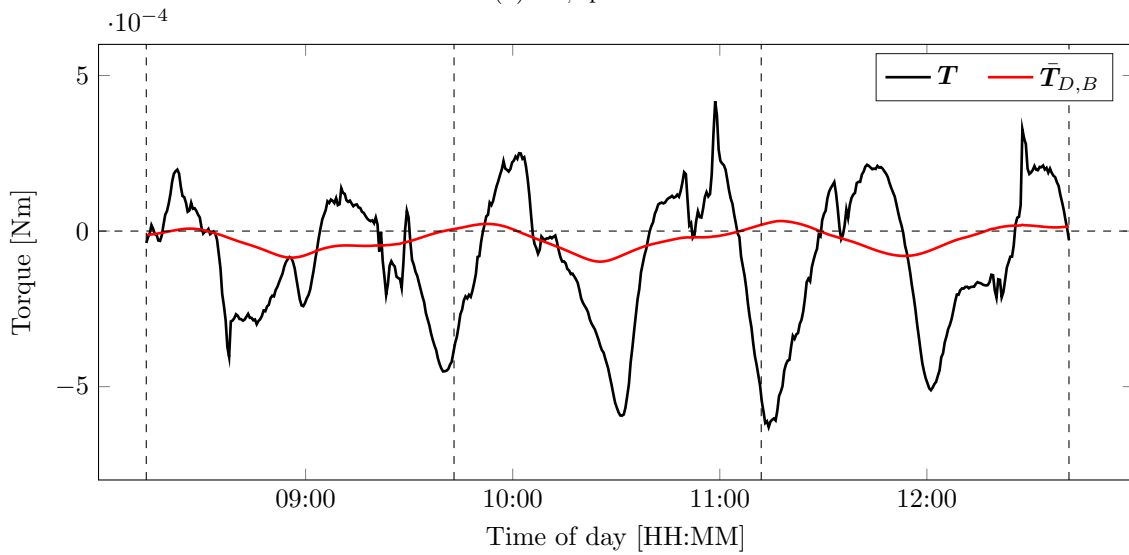
Figure 2: Magnetic control torque  $\bar{T}_C$  as a function of time, on October 16, 2013.



(a)  $\bar{T}_{D,B}$ roll

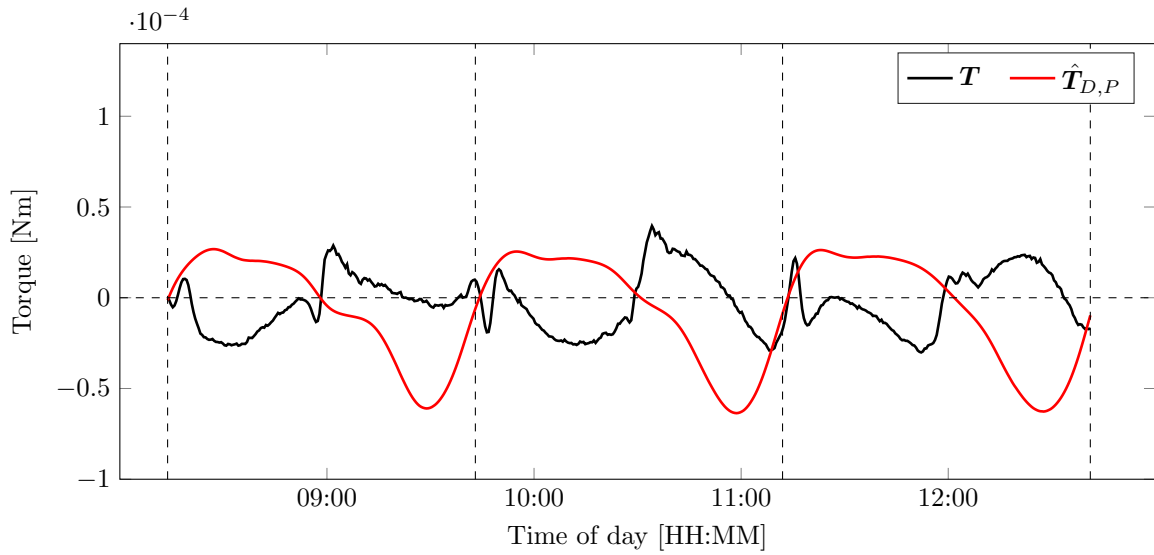


(b)  $\bar{T}_{D,B}$ pitch

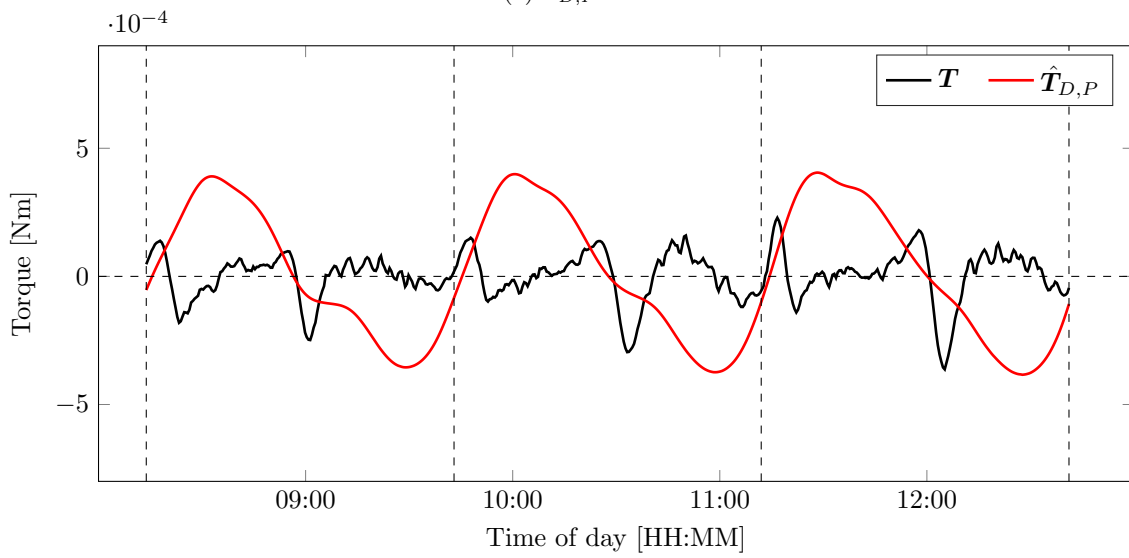


(c)  $\bar{T}_{D,B}$ yaw

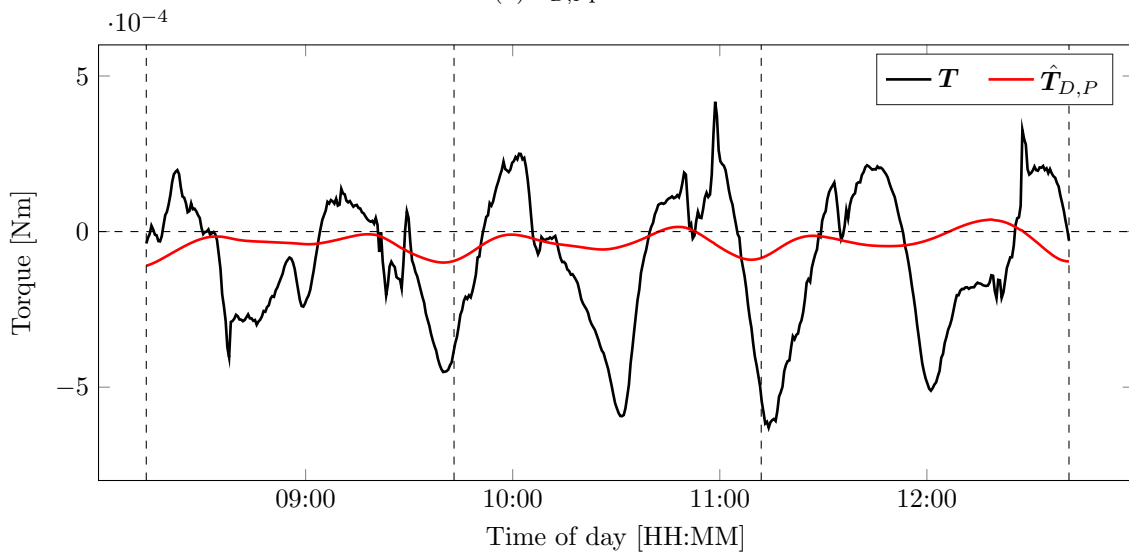
Figure 3: Residual bus dipole torque  $\bar{T}_{D,B}$  as a function of time, on October 16, 2013.



(a)  $\hat{T}_{D,P}$ roll

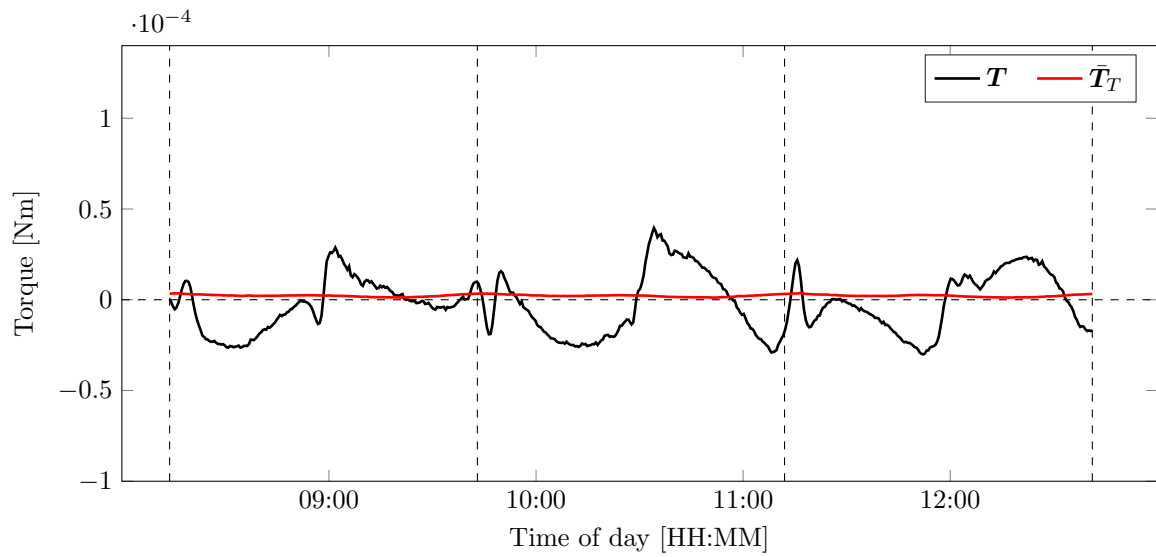


(b)  $\hat{T}_{D,P}$ pitch

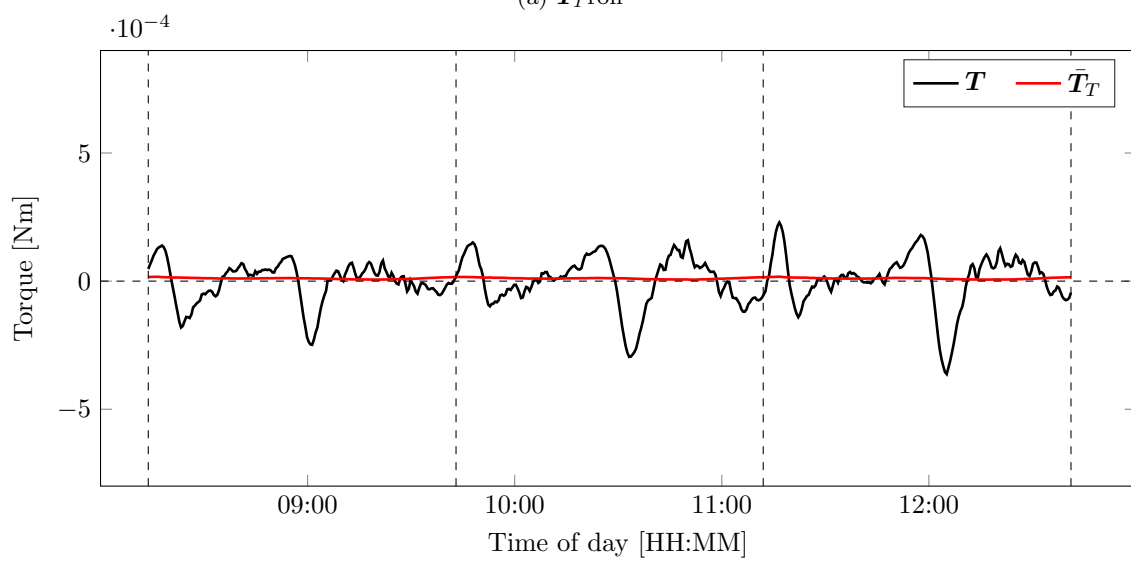


(c)  $\hat{T}_{D,P}$ yaw

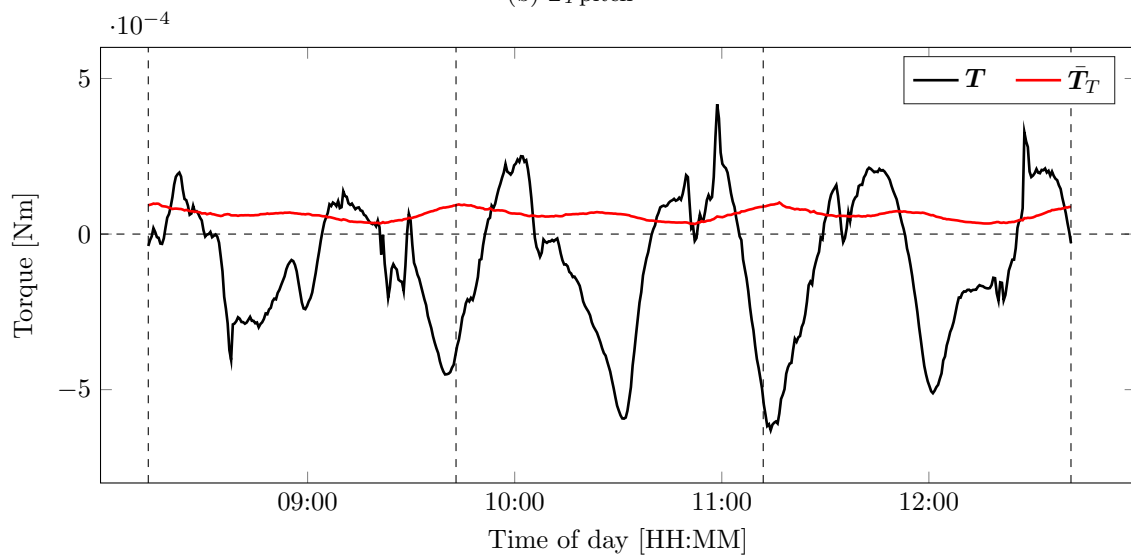
Figure 4: Fitted payload dipole torque  $\hat{T}_{D,P}$  as a function of time, on October 16, 2013.



(a)  $\bar{T}_{T\text{roll}}$

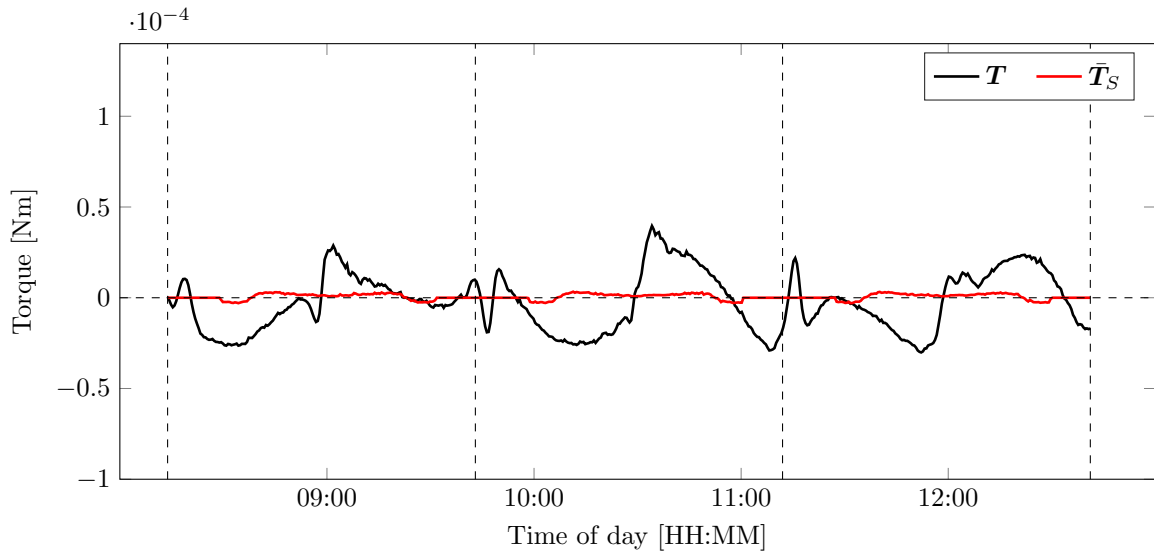


(b)  $\bar{T}_{T\text{pitch}}$

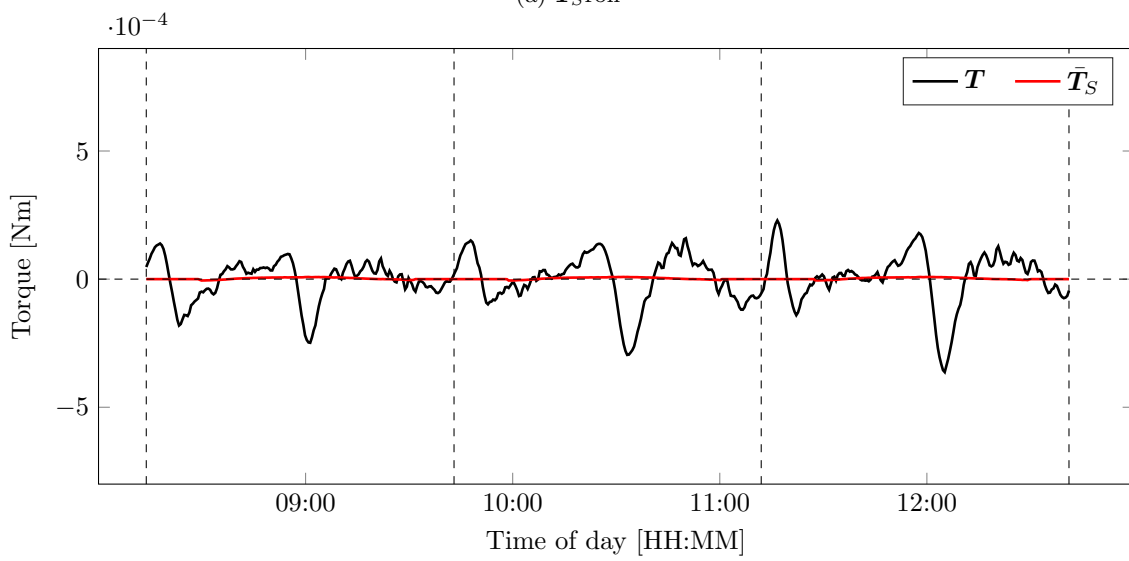


(c)  $\bar{T}_{T\text{yaw}}$

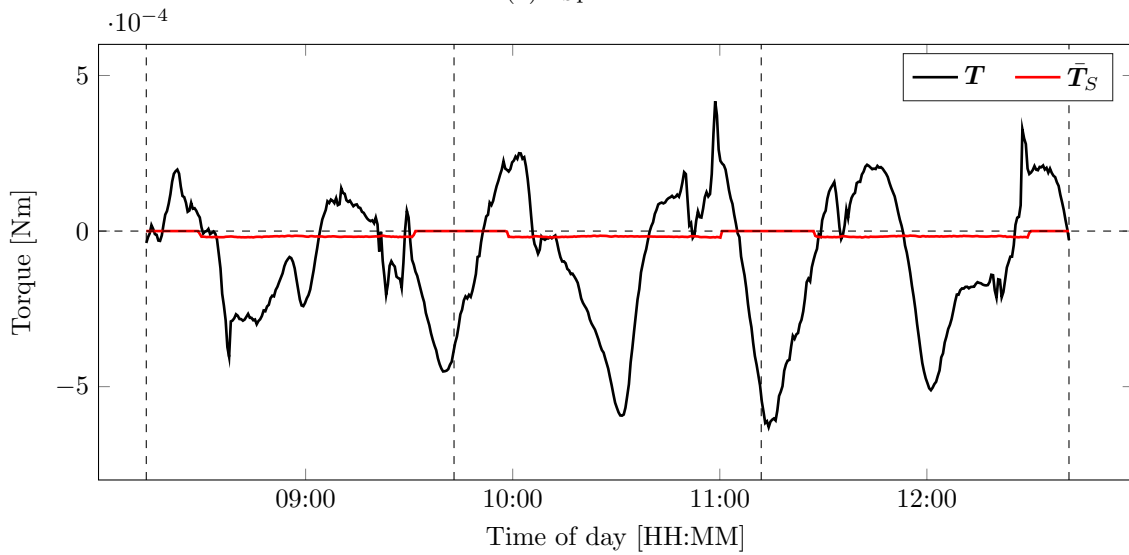
Figure 5: Thruster misalignment torque  $\bar{T}_T$  as a function of time, on October 16, 2013.



(a)  $\bar{T}_{S\text{roll}}$



(b)  $\bar{T}_{S\text{pitch}}$



(c)  $\bar{T}_{S\text{yaw}}$

Figure 6: Solar radiation pressure torque  $\bar{T}_S$  as a function of time, on October 16, 2013.

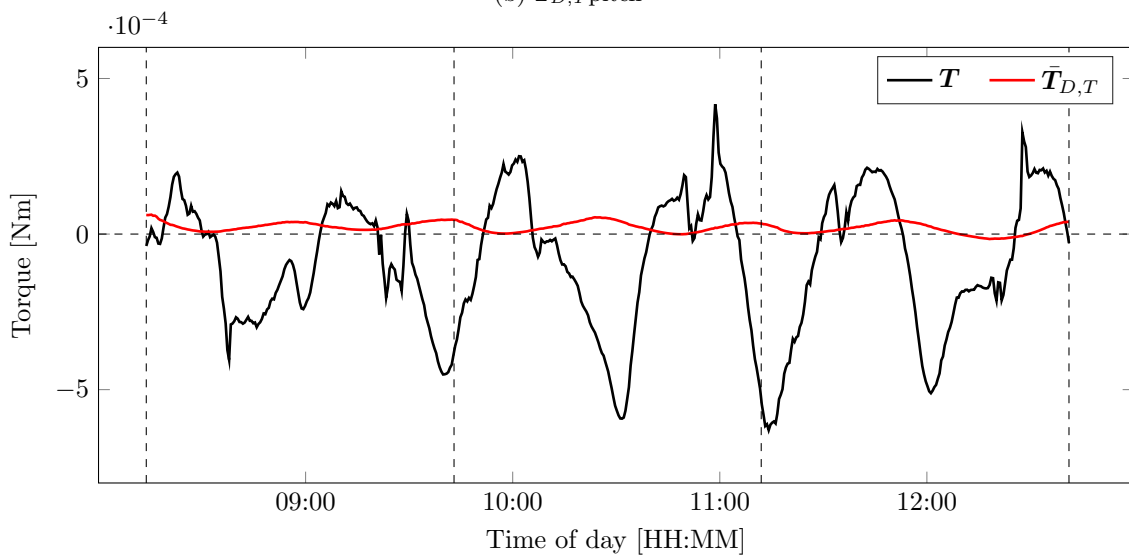
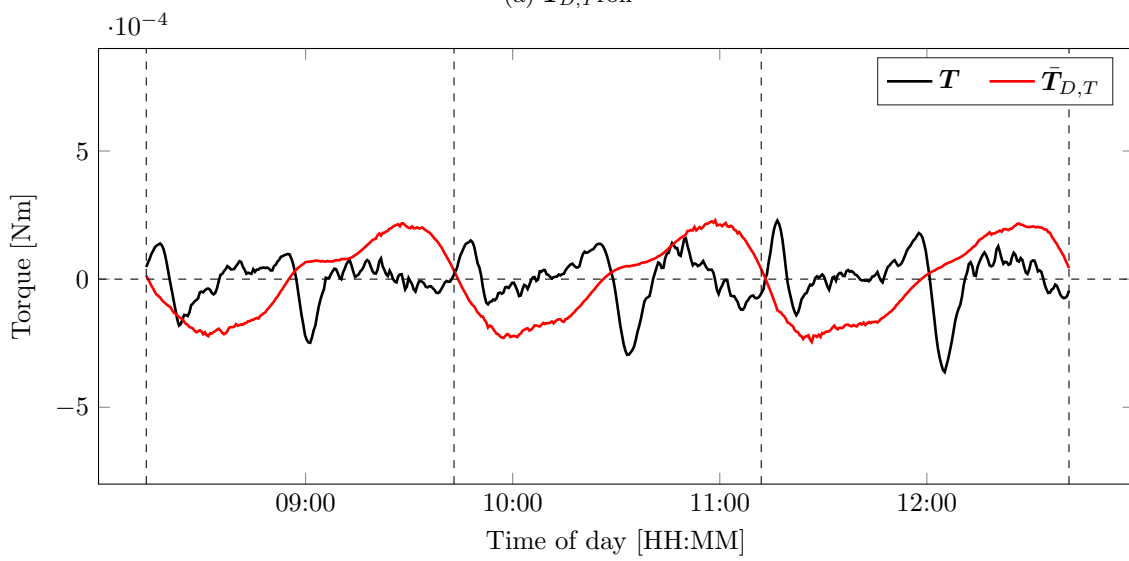
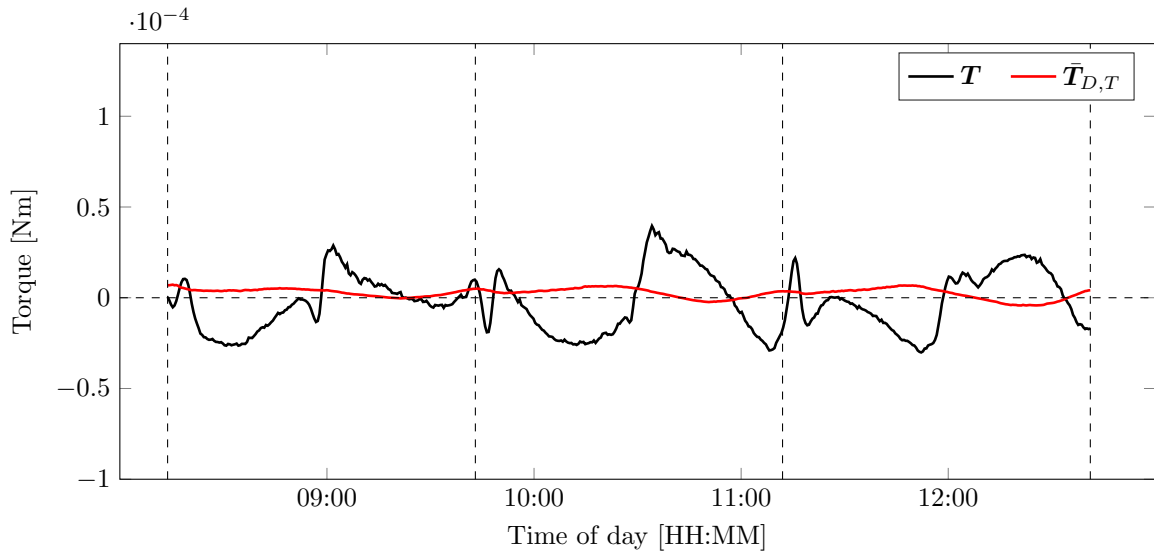
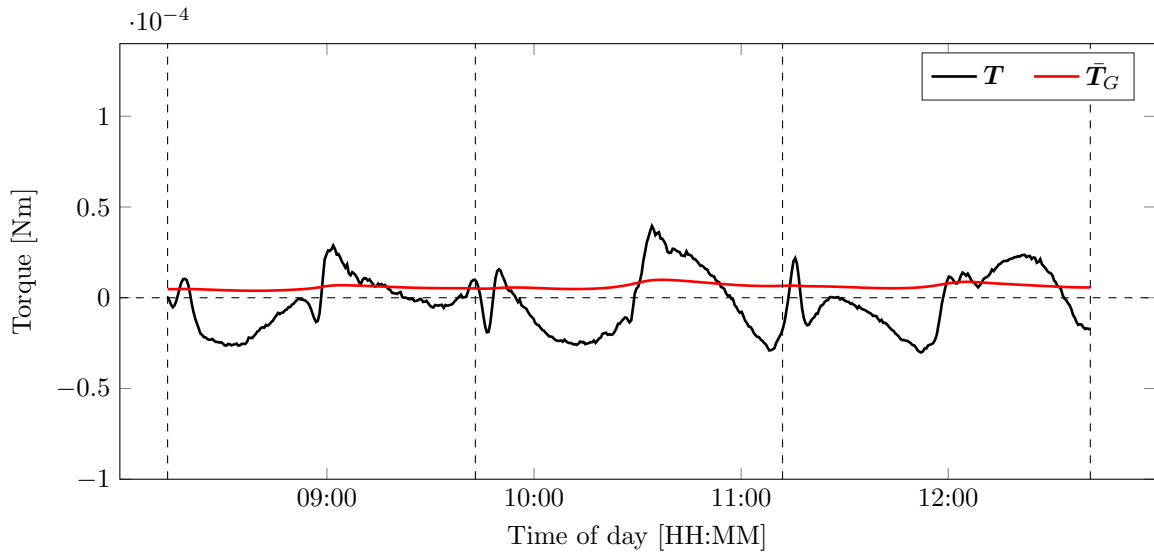
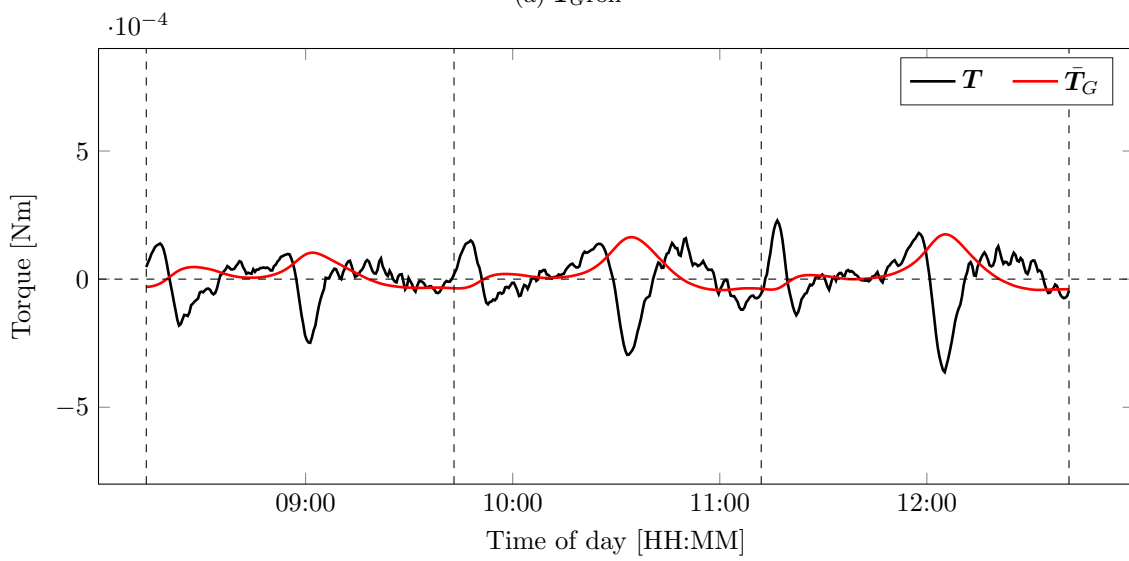


Figure 7: Thruster dipole torque  $\bar{T}_{D,T}$  as a function of time, on October 16, 2013.

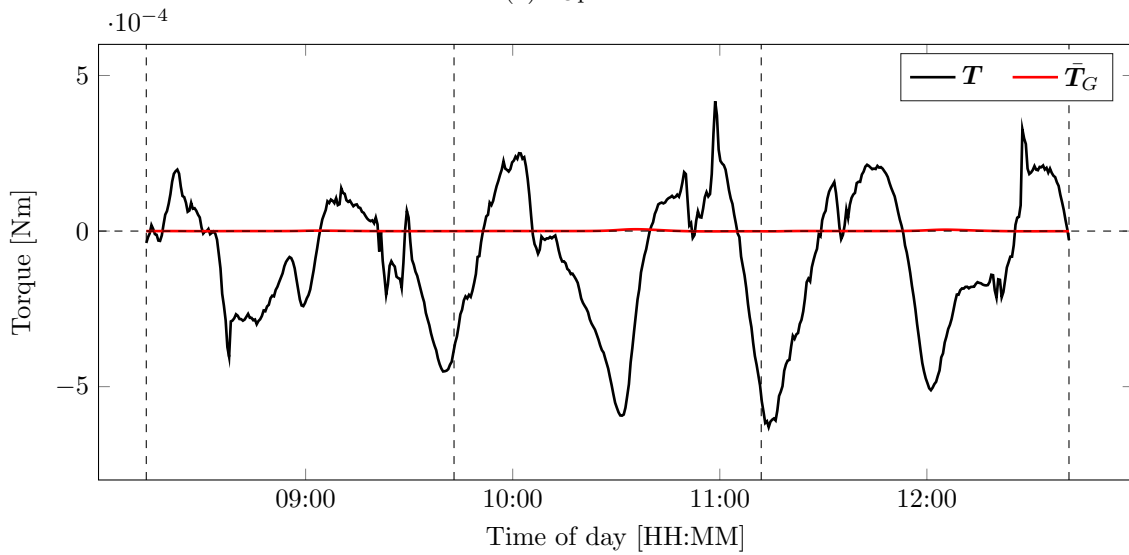




(a)  $\bar{T}_{G\text{roll}}$

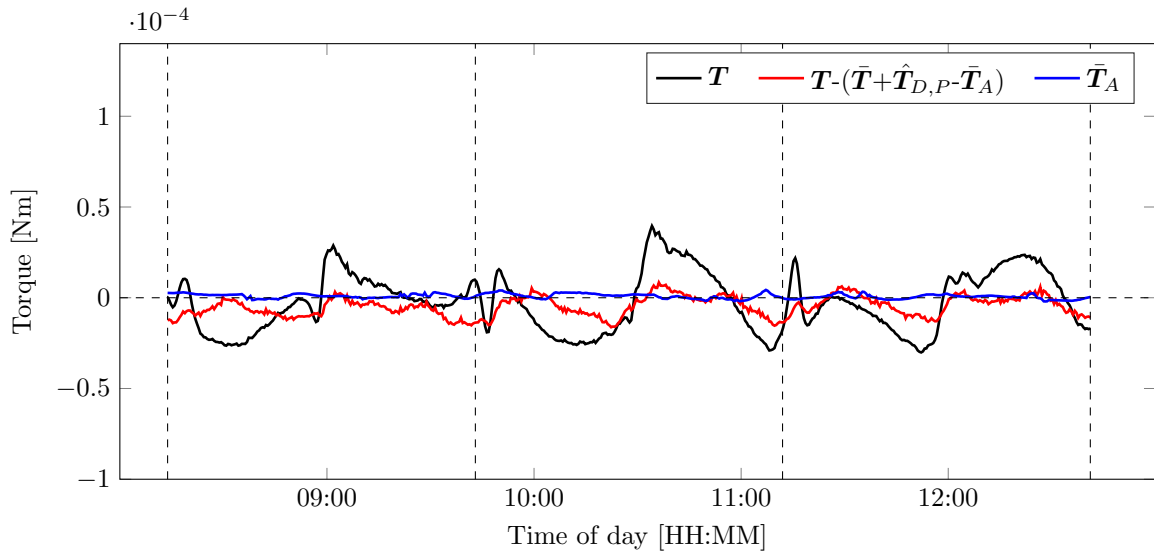


(b)  $\bar{T}_{G\text{pitch}}$

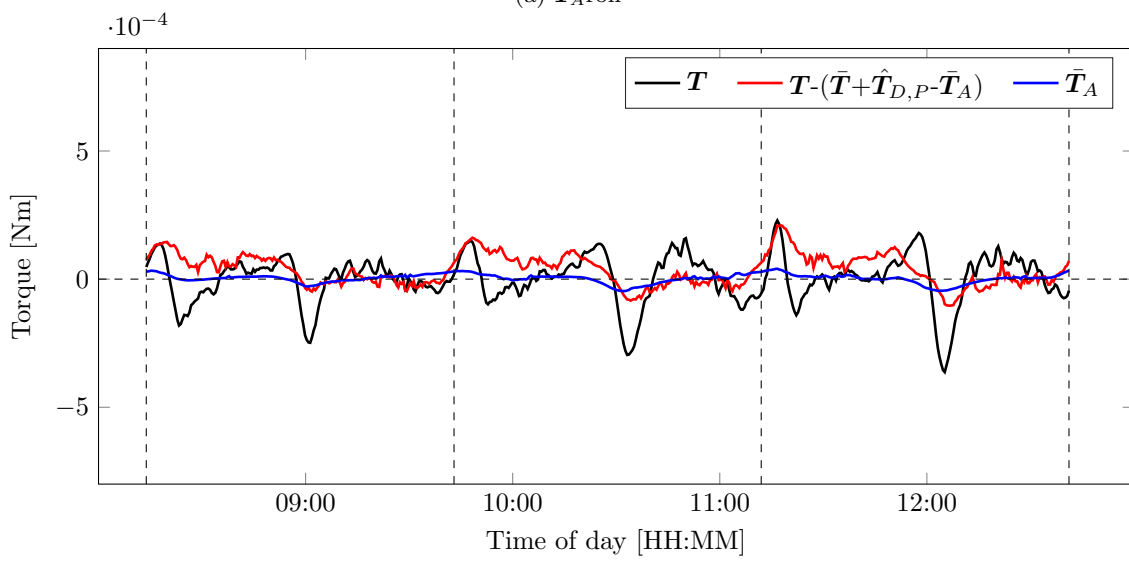


(c)  $\bar{T}_{G\text{yaw}}$

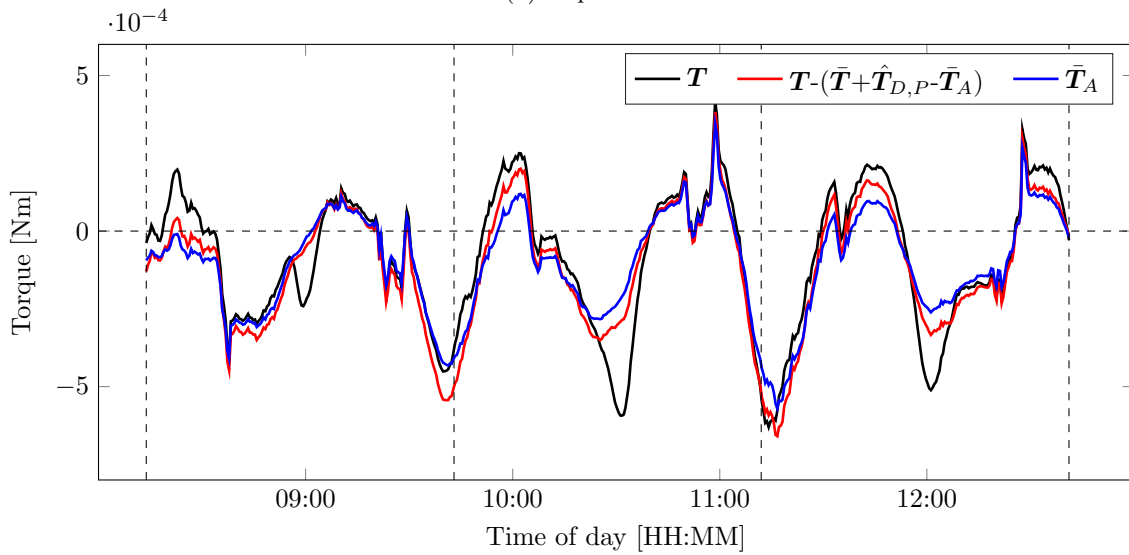
Figure 8: Gravity gradient torque  $\bar{T}_G$  as a function of time, on October 16, 2013.



(a)  $\bar{T}_{Aroll}$



(b)  $\bar{T}_{Apitch}$



(c)  $\bar{T}_{Ayaw}$

Figure 9: Aerodynamic torque  $\bar{T}_A$  as a function of time, on October 16, 2013.