H-II

Part of H-2 Family

Heavy lift Japanese indigenous launch vehicle. The original H-2 version was cancelled due to high costs and poor reliability and replaced by the substantially redesigned H-2A.


3 stage vehicle consisted of 2 x H-II SRB + 1 x H-II stage 1 + 1 x H-II stage 2

LEO Payload: 10,060 kg (22,170 lb) to a 200 km orbit at 30.40 degrees. Payload: 3,930 kg (8,660 lb) to a GTO. Development Cost $: 2,300.000 million. Launch Price $: 190.000 million in 1994 dollars in 1998 dollars.

Stage Data - H-2


More at: H-II.

Photo Gallery

H-2 Cutaway view
Credit: NASDA

H-2
H-2 - COSPAR 1994-007


Experiment. Orbital Re-entry Experiment Vehicle (OREX) Ryusei. Acquisition of data related to atmospheric reentry. Launch vehicle H-II rocket test flight H-II 1F. Launching organization NASDA. Launch time 2220:00 UT.


Vehicle Evaluation Payload; monitored H-2 performance. Vehicle Evaluation Payload (VEP) MYOJO. Provides a ranging function as well as functions to measure the acceleration and deformation, in order to confirm the accuracy of the H-II rocket orbit injection and understand the environment of the payload equipment. Launch vehicle H-II rocket test flight H-II 1F. Launching organization NASDA. Launch time 2220:00 UT.


Geostationary Meteorological Satellite; carried search and rescue package. Stationed at 140.2 deg E. Positioned in geosynchronous orbit at 160 deg E in 1995; 140 deg E in 1995-1999. As of 5 September 2001 located at 139.99 deg E drifting at 0.028 deg W per day. As of 2007 Mar 10 located at 45.88E drifting at 3.134W degrees per day.


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The Orihime and Hikoboshi satellites undocked and redocked on July 7 1998 in the FP-1 test of automated docking systems. Despite claims of the NASA space agency that this is a first, automated Russian craft have docked on many occasions since the Kosmos-186/188 docking in 1968.


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Kakehashi, meaning 'Bridge', was called Communicuications and Broadcasting Experimental Test Satellite (COMETS) before launch. It contained Ka-band communications and inter-satellite data relay payloads. Premature shutdown 44 seconds into the H-II second stage second burn put the satellite into a much lower
than planned orbit. The on-board Unified Propulsion System was used to raise it to a more useful orbit.


Multi-functional Transportation Satellite intended to provide communications and air traffic control for the Japanese transportation ministry and a meteorological data for the Japanese Meteorological Agency. The spacecraft had a mass of 1223 kg dry and was a follow-on to the GMS (Himawari) weather satellite series.