MIT/IL PROGRAM CHANGE ROUTING SLIP

PCR/PCN #

ANOMALY # 1NY 90

COLOSSUS 1A [ ] LUMINARY 1
COLOSSUS 2 [ ] LUMINARY 1A
COLOSSUS 2A [ ] LUMINARY 1B
COLOSSUS [ ]

MIT Approved PCN [ ] NASA Approved PCR
[ ] NASA Approved PCN [ ] NASA Approved Software Anomaly
[ ] MIT Approved Software Anomaly

A. Coding

[ ] Begin coding immediately

ACTION: [ ]

Program Supervisor: [ ]

[ ] Do not code until new GSOP material has been approved by the MIT Mission Design Review Board (MDRB) and distributed.

B. GSOP Preparation

[ ] Prepare GSOP revisions for MDRB consideration

ACTION: [ ]

[ ] Technical Committee Meeting not required.

[ ] Technical Committee Meeting(s) held on Attendees:

C. KSC Testing and Checkout

[ ] Review for possible impact on KSC testing and checkout

ACTION: [ ]

D. Other Programs Affected

[ ] Review for corresponding changes in

ACTION: [ ]

Special Instructions

Project Manager: [ ]

Date: 8/5/69

(Rex 1 7/69)
If an engine fail occurs in P63 between TIG and throttle up, the flashing V97N63 display will be overwritten by the static V06N63 display. The V97 display comes up once per second, while the V06 display comes up once per two seconds; so that a response to the V97 display can be lost.

**MIT ANALYSIS**

**2.1 CAUSE:** Coding error

**2.2 RECOGNITION:** V97N63 and V06N63 displays replacing one another. A response to the flashing V97 may be ignored.

**2.3 MISSION EFFECT:** Longer time required to respond to V97 in P63

**2.4 AVOIDANCE PROCEDURE:** None

**2.5 RECOVERY PROCEDURE:** Respond to V97 again, as often as necessary.

**2.6 PROGRAM CORRECTION:** Fix code.

**2.7 RECOMMENDED DISPOSITION (Fix, Work-around, etc.):** Fix in LUM 1B

**2.8 RECOMMENDED RE-TESTING:** Engine fail in P63