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VAFB PROGRAM
OPERATIONS

VEHICLE 1613
SYSTEMS TEST

Declassified and Released by the N R C.

In Accordance with E. O. 12958

on NOV 26 1997

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DATE: 8 JUNE 1965

VAFB PROGRAM OPERATIONS

VEHICLE 1613

SYSTEMS TEST



To date, Vehicle 1613 has been subjected to testing at VAFB in accordance with the "Vehicle Test Plan", LMSC Document Number 39205.

Major systems tests were performed as follows:

- A. System Test Run No. 1.
 - 1. Subsystem Compatibilities (TP V50400-1613) 3-23-65
 - 2. Systems Test - Phase 1 (TP V50401-1613) 3-24-65
 - 3. Systems Test - Phase 2 (TP V50402-1613) 3-26-65
 - 4. Systems Test - Phase 3 (TP V50403-1613) 4-5-65
 - 5. Systems Test - Phase 4 (TP V50404-1613) 4-6-65
- B. System Test Run No. 2.
 - 1. Systems Test - Phase 1 (TP V50401-1613) 4-26-65
 - 2. Systems Test - Phase 2 (TP V50402-1613) 4-27-65
- C. System Test Run No. 3.
 - 1. Systems Test - Phase 1 (TP V50401-1613 A) 5-14-65
 - 2. Systems Test - Phase 2 (TP V50402-1613 A) 5-14-65
 - 3. Systems Test - Phase 3 (TP V50403-1613) 6-5-65

The attached data, lists details of operating anomalies and discrepancies encountered during the 14 May and 5 June tests, together with related subsystem explanations and resolutions.

LMSC Vehicle 1613 is ready for continuation of pre-launch activities.


 Program Systems Engi Dept. 77-12

 Program Conduct Dept. 77-10

APPROVED:



, Manager
VAFB Program Operations

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TEST PERFORMANCE EVALUATION

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PROCEDURE NO. TP V50401 A VEHICLE 1613 RUN DATE 14 May 1965
 PROCEDURE TITLE Phase 1 RUN NO. 3

O.	MEAS NO.	CHANNEL	PROBLEM	RESOLUTION
	D83/88	1-14-0	Velocity Meter Counter Output Task 6, Item 103, T+4.29 Sec: Velocity Meter Disable shows six (6) readouts, instead of eight (8).	The Velocity Meter Disable is a manual function and occurred 1 second late. Telemetry switched to orbit mode during the final two readouts. Eight readouts were obtained on hardline.
	C-156 C-157	1-17-43 1-17-45	Inv. #1 Voltage, Phase AB Inv. #2 Voltage, Phase AB Task 6: These monitors spike continuously throughout the entire test.	These indications are caused by the PIT shunt box. Field Engineering is presently re-designing the AC-DC shielding within the box. Without the box all indications are proper.

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TEST PERFORMANCE EVALUATION



PROCEDURE NO. V50402 A VEHICLE 1613 RUN DATE 5-14-65
 PROCEDURE TITLE Phase 2 RUN NO. 3

MEAS NO.	CHANNEL	PROBLEM	RESOLUTION
C-6	1-17-47	Pyro Mode Monitor Monitor indicates open circuit.	This point was not simulated by the payload test aid. Proper operation verified in the first systems test.
		Analog 3 Task 7, Item 80, T+648, Execute 1 Analog 3. Not recorded.	Operator error. No system impact caused by omission. Vehicle operation verified at later item in test procedure
H-161	1-16-15	Reset Monitor T+16160.8: At this time this monitor stepped from 1.0 to 3.5 in response to a Brush 2 which was not per TP.	Test procedure omission. Future test procedures will incorporate callouts.
C-156 C-157	1-17-43	Inv. #1, Voltage Phase AB Inv. #2, Voltage Phase AB These monitors are noisy points throughout the test.	PIT Shunt Box problem. (Same as ϕ 1).



TEST PERFORMANCE EVALUATION



PROCEDURE NO. V50401, V50402 VEHICLE 1613 RUN DATE 14 May 1965
 PROCEDURE TITLE Phase 1, Phase 2 RUN NO. 3

O.	MEAS NO.	CHANNEL	PROBLEM	RESOLUTION
			Mechanical - A and B Electrical C and D Electronic - H and T/M AP/PL - SS/L RP/PL - SS/J Type VIII Programmer - LMSC 1461895-33 and -35 S/N 63-839 Deck 1 and Deck 2 - Revision 4 Deck 3 and Deck 4 - Revision 3	No Operational Discrepancies. No Operational Discrepancies. CEC Landline Records: Pyro - No Discrepancies Power - No Discrepancies No Operational Discrepancies. No Discrepancies to be listed on this report. See AP report. No Operational Discrepancies. The programmer satisfactorily passed all test procedures. All operational checks prior to final installation were satisfactory. <u>NOTE ON ABOVE:</u> No operational discrepancies were observed either during the test or in subsequent data evaluation, except as noted on prior pages.

