

| | | | | | |
|--|--|--------------|---|---------------------------|----------|
| APOLLO SPACECRAFT SOFTWARE CONFIGURATION CONTROL BOARD PROGRAM CHANGE REQUEST | | | | NUMBER (Completed by FSB) | |
| 1.0 COMPLETED BY ORIGINATOR | | | | | |
| 1.1 ORIGINATOR | | DATE | 1.2 ORGANIZATION | | APPROVAL |
| EYLES | | Aug. 24, '70 | MIT | | |
| 1.3 EFFECTIVITY | | | 1.4 TITLE OF CHANGE | | |
| LUMINARY 1E (Apollo 15) | | | Zero auto-throttle when in AGS. | | |
| 1.5 REASON(S) FOR CHANGE | | | | | |
| See attached sheet. | | | | | |
| 1.6 DESCRIPTION OF CHANGE | | | | | |
| See attached sheet. | | | | | |
| 2.0 SOFTWARE CONTROL BOARD OR FLIGHT SOFTWARE BRANCH DECISION FOR VISIBILITY IMPACT ESTIMATE BY MIT | | | | | |
| 2.1 <input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED | | | 2.2 REMARKS: | | |
| 2.3 SOFTWARE CONTROL BOARD OR FLIGHT SOFTWARE BRANCH SIGN OFF | | | | | |
| DATE | | | | | |
| 3.0 MIT VISIBILITY IMPACT EVALUATION: | | | | | |
| 3.1 SCHEDULE IMPACT | | | 3.2 IMPACT OF PROVIDING DETAILED EVALUATION | | |
| 3.3 STORAGE IMPACT <i>+ 12 words</i> | | | 3.4 REMARKS: | | |
| 3.5 MIT COORDINATOR | | | | | |
| DATE | | | | | |
| 4.0 SOFTWARE CONTROL BOARD ACTION | | | | | |
| 4.1 <input type="checkbox"/> IMPLEMENT AND PROVIDE DETAILED CHANGE EVAL. <input type="checkbox"/> PROVIDE DETAILED CHANGE EVALUATION <input type="checkbox"/> DIS-APPROVED | | | 4.2 REMARKS: | | |
| 4.3 SOFTWARE CONTROL BOARD SIGN OFF | | | | | |
| DATE | | | | | |
| 5.0 MIT DETAILED PROGRAM CHANGE EVALUATION | | | | | |
| 5.1 MIT COORDINATOR | | | 5.2 MIT EVALUATION | | |
| DATE | | | | | |
| 6.0 SOFTWARE CONTROL BOARD DECISION ON MIT DETAILED PROGRAM CHANGE EVALUATION | | | | | |
| 6.1 <input type="checkbox"/> START OR CONTINUE IMPLEMENTATION <input type="checkbox"/> DISAPPROVED OR STOP IMPLEMENTATION | | | 6.2 REMARKS: | | |
| 6.3 SOFTWARE CONTROL BOARD SIGN OFF | | | | | |
| DATE | | | | | |

APOLLO SPACECRAFT SOFTWARE CONFIGURATION CONTROL BOARD
 -DATA AMPLIFICATION SHEET -

PAGE ____ OF ____

| | | |
|-------------------------------------|---|-------------------|
| PROGRAM CHANGE REQUEST NO. _____ | PREPARED BY: <u>EYLES</u> DATE: <u>August 24, 1970</u> | ORGANIZATION: MIT |
|-------------------------------------|---|-------------------|

CONTINUATION SECTION (REFER TO BLOCK NUMBER AND TITLE
 ON PROGRAM CHANGE REQUEST FORM)

1.5 Reasons for Change:

To simplify the procedure of switching into AGS during descent by eliminating the necessity of switching the throttle to manual, to cut off PGNCS outputs to the throttle.

1.6 Description of Change:

When the throttle-command routine (executed every 2 seconds during P63 and P64, more often during P66) senses the bit that indicates guidance control has been given to AGS, send out enough negative bits to zero the auto-throttle.

REMARKS

The dark side of this change is that it introduces sensitivity to a channel bit failure.

This is item E in Dave Scott's June 25 "Luminary Improvements" memo.