

lowing the completion of the firing testing down there, we had planned to take the stage down and move it to Marshall for use in the dynamic test vehicle. We successfully completed the firing of the all-systems stage and were in the course of the dismantling of it from the test stand. Certain things had happened during static firings and they were being repaired and tested before shipping them to Marshall. There was an accident caused by overpressurization of the second stage and that, in turn, resulted in the destruction of the stage (fig. 15, MA-66-9250). That had several consequences, the principal one was that we had to divert our structural test stage from the testing down at the cape to the dynamic test vehicle at Huntsville. That meant that we had to make one stage do the work of several stages.

Fortunately for us, it had completed its firings and therefore it had provided us with the information we needed to go forward with the flight stage itself.

Mr. FULTON. Is that a personnel error or equipment failure?

Dr. MUELLER. There was a report prepared by the Accident Review Board. They attributed the failure to a combination of personnel error and also to an overstressing of the stage itself, so it was a combination of two errors, if you will.

Mr. FULTON. Do you mean the personnel error was an error in planning or an error in real-time operations?

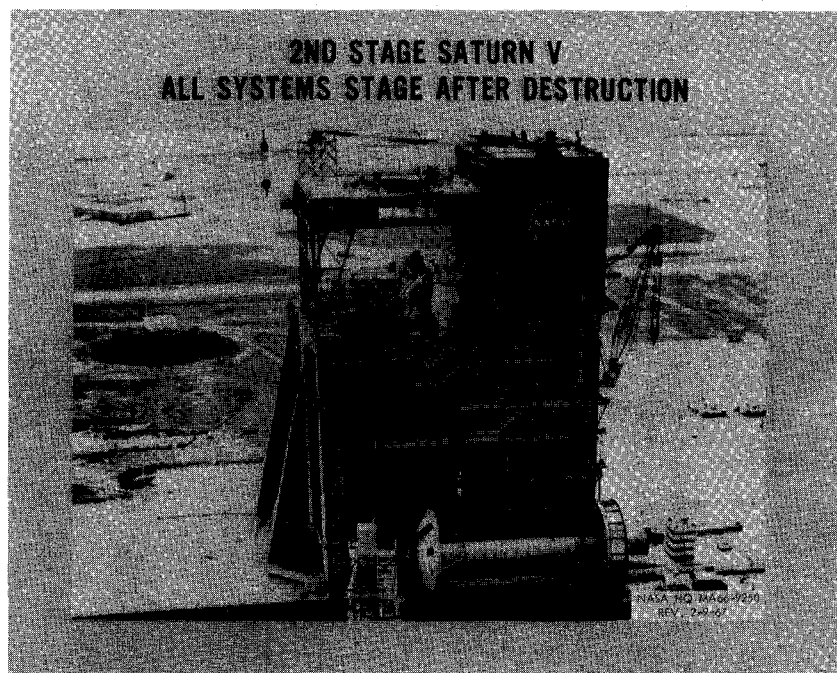


FIGURE 15