

BIREN SINGH ENGTI) : beg to lay
on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Grih Kalyan Kendra for the year 1985-86 along with Audited Accounts.

- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Grih Kalyan Kendra for the year 1985-86.

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-4064/87]

12 07 hrs.

PUBLIC ACCOUNTS COMMITTEE

Sixty-sixth Report

[English]

SHRI E. AYYAPU REDDY (Kurnool) : I beg to present the Sixty-sixth Report (Hindi and English versions) of the Public Accounts Committee on Action taken on Hundred and Sixty-second Report (Seventh Lok Sabha) on Western Railway Construction of a Metre Gauge Line from Dable to Singhana.

12 07½ hrs.

COMMITTEE ON PUBLIC UNDERTAKINGS

Seventeenth Report

[English]

SHRI K. RAMAMURTHY (Krishnagar) : I beg to present the Seventeenth Report (Hindi and English versions) of the Committee on Public Undertakings on Action Taken by Government on the recommendations contained in their Eighth

Report on Oil and Natural Gas Commission—Organisational structure and project clearance.

12.08 hrs.

STATEMENT RE : LAUNCHING OF AUGMENTED SATELLITE LAUNCH VEHICLE D-1 ON 24.3.1987

[English]

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN) : The first developmental flight of the Augmented Satellite Launch Vehicle (ASLV-D 1) with the SROSS-1 Satellite on board took place from Sriharikota on March 24, 1987. The lift-off took place at 12.09 hours IST with the ignition of the two strap-on booster motors. The performance of the vehicle was normal upto 48.5 seconds when the core motor ignition was initiated. The two strap-on motors also separated at 52.4 seconds as per the design. Preliminary analyses indicate that the vehicle seems to have lost control due to a suspected malfunction of the core-motor resulting in a termination of the flight after 163 seconds. Telemetry data was received throughout the flight duration. Data has also been received from the launch vehicle performance monitoring pay-loads of the SROSS-1 Satellite. Detailed analysis of these data is on in order to identify the exact reasons for the failure.

Of the two important new technologies incorporated in ASLV, the strap-on booster technology development has performed quite satisfactorily. Even though the closed loop guidance system, which operates only from the second stage onwards, could not be evaluated fully due to the premature termination of the flight, the available data upto the termination has clearly demonstrated satisfactory performance of the inertial guidance system package.

Further analysis of data will continue to understand the complex reasons of the