

Mr. WAGGONNER. Did I understand you to say that this budget was prepared before the 204 accident and that it is your opinion and the opinion of NASA that whatever changes that are made mandatory when the investigation is finally completed in the program can be taken care of within the framework of the budget which was proposed prior to the accident by reprogramming or reallocating the Apollo money?

Dr. MUELLER. As you will recall in the testimony that we presented to the Senate Space Committee a couple of weeks ago, we had an early look at the results of the investigation and an early look at the kinds of things or possibilities that we were studying, among which choices would have to be made.

If those projections of the problem are correct, then the changes will be of such a magnitude that I believe they can be accommodated within the basic Apollo budget, that we have both in fiscal 1967 and in fiscal 1968.

What this reflects, actually, is somewhat better than anticipated experience in the launch vehicle and a poorer than anticipated experience in the spacecraft.

There will have to be a reallocation of funds within the launch vehicle and spacecraft, but the total would appear to be within our ability to accommodate.

Mr. WAGGONNER. You are not saying you predict the changes in the spacecraft will be of no magnitude?

Dr. MUELLER. No, sir.

Mr. TEAGUE. Mr. Gurney?

Mr. GURNEY. Since we are touching upon the accident, let me ask one or two questions.

I notice we are going into this thing in detail later on when the report comes out, but there have been some disturbing news stories coming out recently and it might be well to comment on it right here.

There was one, in Sunday's Post, by an A.P. writer. Statements in it were made like this: That there were so many troubles in the Apollo spacecraft program that some people in industry felt the Apollo project was falling apart at the seams.

Then there was another statement that quoted one of the NASA people telling newsmen that there were something like 20,000 failures at one time or another in the test of the Apollo cabin and engine sections.

What I am saying is that the news reports or speculation reports on the accident certainly are giving a different color to the fact that there was something wrong with the program.

Do you just want to comment on that generally?

Dr. MUELLER. Let me say that the material, by and large, that was presented in that particular article had been covered and was taken actually from the testimony prepared by NASA for the Senate Space Committee and earlier reports which NASA had made to the industry and the country. Particularly, "20,000 failures" was a part of the discussion that was held at the symposium of the Manned Spacecraft Center several months ago in trying to bring the public up to date on the status of the program.

You will recall that I had a history of the acceptance testing of the Gemini spacecraft in the presentation I gave just a few moments ago