fail at temperatures below 400° F. The glycol mixture from the cooling system, acting as a fuel and supported by the flowing oxygen from the failed lines, caused continued hot burning in the left corner and melted a large hole in the floor there.

Reevaluation and redesign effort

The work of the Board will continue as the burned spacecraft and the 014 control spacecraft are carefully disassembled. In the meantime our review and reevaluation of decisions is paralleling the work of the Board. I would like to outline some of the salient features of this effort.

In particular, we are initiating actions to be responsive to each of the preliminary recommendations of the Apollo AS–204 Review Board. In this regard, we are taking steps to apply certain newly developed materials which are nonflammable in every possible place in the spacecraft. The non-metallic materials will be arranged so as to maintain fire breaks and the systems that contain oxygen and liquid combustibles will be made more fire and heat resistant. This new cabin configuration will be verified by full boilerplate flame tests. A new hatch is now being designed. Emergency procedures throughout the program are being revised to recognize the possibility of cabin fire. A comprehensive review of the specification, design, and qualification of spacecraft systems is under way. Studies of the tradeoffs between one and two gas atmospheres as well as studies of means to implement the Board recommendation for the elimination of pure oxygen at atmospheric pressures in prelaunch operations are under way.

You recognize, I am sure, that it will take time to complete the review and carry through the new designs to a point where proper decisions can be made. The work of the program is directed at a point where we can have sufficient information and test results to make the right set of decisions, which will provide a sound basis upon which to continue the orderly execution of the Apollo program.

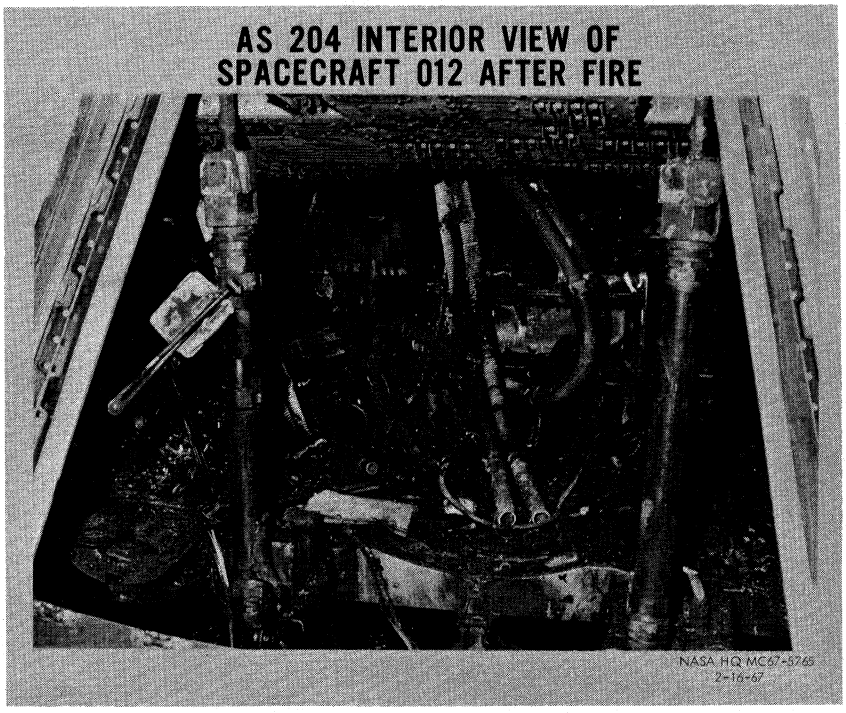

FIGURE 13