testing using a pure oxygen environment pending findings of the Review Board. The Block II is similar to the Block I with the addition of a docking configuration. It was initiated in 1962 when the Lunar Orbit Rendezvous Mode for lunar landing was selected. The adapters for Block II are the same as flown with the Block I spacecraft and require no additional testing.

Adapter Section

Testing of the Adapter Sections, which will house the Apollo Lunar Module spacecraft on future flights, was successfully concluded. Adapter Section units for Apollo Saturn flights with the Lunar Module are now being fabricated at Tulsa and delivered to KSC and MSC by helicopter (fig. 41, MC66–10,271).

Lunar Module

The Lunar Module development program follows the Command and Service Modules by about one year. Qualification and major ground testing will be completed in 1967, although, as I mentioned, it is quite possible that we will experience some impact from the AS–204 accident in our Lunar Module development program.

During 1966, major components were integrated in various subsystem tests and their operation was verified. The component qualification test program started last year is continuing.

The Lunar Module subsystem and vehicle development is supported by a number of major hardware articles, including Engineering Test Models, Propulsion Test Rigs, and Lunar Module Test Articles. Engineering Test Models are continuing in use to obtain specific design performance information, such as thermal-vacuum and RF transmission characteristics. Propulsion Test Rigs have been actively used at the engine contractors, Arnold Engineering Development Center, and the White Sands Test Facility. The engine test program at the Arnold Center has been completed on the ascent and descent engines and supplemental testing is continuing at the engine contractor's plant.

FIGURE 41