

Representative WAGGONNER. And you related the problem of the structure to the thermal shield, which you apparently have solved?

Mr. GAVIN. We are in the middle of solving that right now. I will now speak about the current status of the program, and I am going to cover some of the ground you have seen this morning.

Chairman TEAGUE. Before you go on, any of this you have just been talking about apply to the MOL problem, the subsystems?

Mr. GAVIN. Mr. Teague, my interest—

Chairman TEAGUE. And if so, is the information you have available to people working on the MOL program?

Mr. GAVIN. To the best of our knowledge, some of the LM technology has found its way into the MOL program. A recent survey of some of the LM major subcontractors indicated that 75 percent of them have made use of LM technology in one way or another in support of the MOL. It is interesting to note that one-fourth of the LM subcontractors surveyed had actually been awarded MOL contracts of one sort or another.

Mr. FREITAG. I might comment briefly and say that several of these subsystems are used directly. For example, the reaction control engines are being used, and common tests are being planned on that. There are other systems which even we are not too familiar with, but the transfer of technology is quite great, and as you saw last year at Douglas, this was being done.

Representative WAGGONNER. But Bob, is that as a result of willingness on the part of the parties, or is that as a result on the part of the Air Force being inquisitive?

Mr. FREITAG. You mean the transfer of technology?

Representative WAGGONNER. Yes.

Mr. FREITAG. No; it is pure and simple. The equipment is there. It does the job; and what's the use of developing it a second time? They just use it directly. If I recall last year, Douglas stated that something like 60 percent of the components of their equipment are direct transfers. The tanks and the fuel cells are direct transfers, and you have another 20 percent of just reshaping of the equipment.

Mr. GAVIN. I think Tom Kelly mentioned when you were out in the final assembly area, that both LM-1 and LTA-8 were in or approaching the final engineering acceptance test. This is a hurdle which we should have accomplished by this time and, therefore, we are behind on these. LM-1, once it gets past final engineering acceptance test, goes through a final fluid pressure check prior to shipment. LTA-8 does not require final fluid pressure checking, but the installation of its instrumented skins represents a hurdle that is unique to that vehicle.

I mention this because you couldn't have picked a more critical time to be here with regard to those two vehicles. There is no question but what the whole operation here is focused on getting these two vehicles through their test sequences and delivered.

We have progressed reasonably well in the manufacturing areas, but as I have just pointed out, we haven't done as well as we should in completing the operational checkout procedures.

I have a slide which gives you a rough scorecard on the number of these procedures required per vehicle and where we stand as of yester-