

OPERATING PLAN

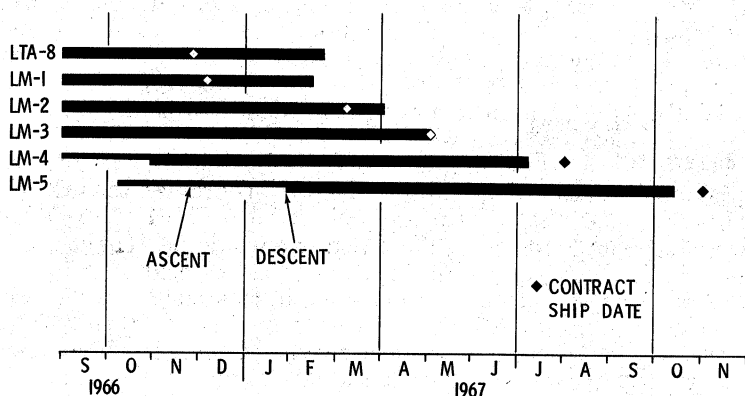


FIGURE 36

LM-2 is less behind. The responsibility that faces us at this point is that we just must get LM-1 and LTA-8 out as soon as possible. I then have to go on to say that because I have emphasized LM-1 and LTA-8 so far in these comments—and this is important, because solving their problems is a prerequisite for later vehicles—I should point out that LM-2 is in many respects a vehicle more vital to the entire Apollo program, because it must meet a launch date, to provide the first manned flight testing of the combined spacecraft.

What we have done to help ourselves with respect to the earlier vehicles is equally applicable to LM-2. At this point, we are convinced that LM-2 can gain from this experience, and we are expecting to support the Apollo launch schedule with LM-2.

I think that it is obvious from the chart that at least these next 6 weeks are going to be very critical ones to us.

The next several (figs. 37-44) lists in your handouts summarize the milestones which we see coming for fiscal 1967. I don't intend to go through them in detail. I would point out that the key events are these vehicle deliveries. This slide shows the assignment of the early vehicles (fig. 40). The corresponding delivery dates that go with these vehicles were described on the previous slide (fig. 36). It looks like LM-1 can be accomplished in late February, LM-2 in early April, LM-3 in May, LM-4 the first of August, and LM-5 by the first of November; so that gives you an indication of the rate at which these things face us; and I think it is also clear from this that the hump is with us right at the moment.

Representative CABELL. What was your projected delivery for LM-3?

Mr. GAVIN. LM-3 is May.

Representative CABELL. May?

Mr. GAVIN. Yes.

Representative WAGGONER. Joe, how does it develop that you can be as far behind on the LTA-8 and as far ahead on the LM-2 that