

FIELD-SITE MANPOWER

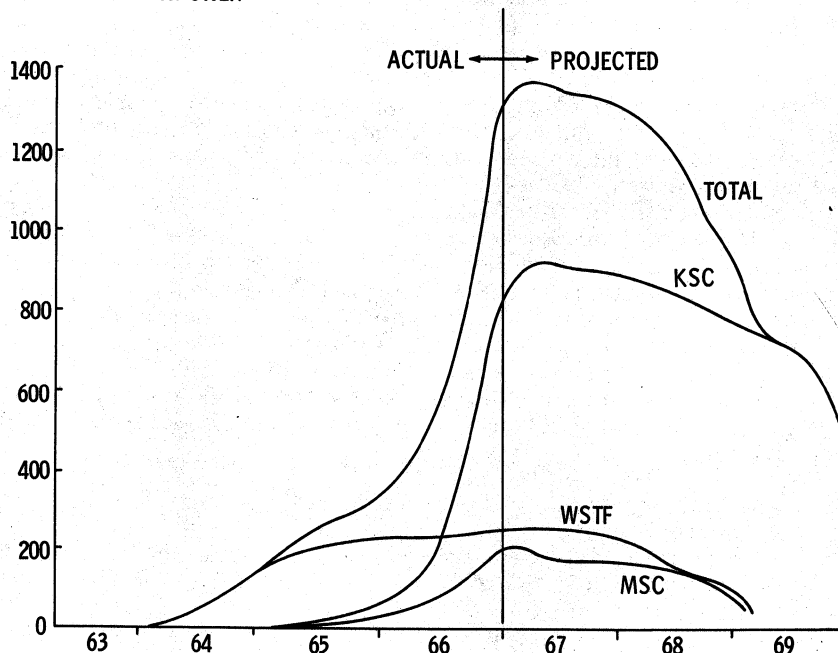


FIGURE 48

the LTA-2R, which are the vehicles which fly on the Saturn V boosters, and it will have LM-1 just as fast as we can get it there.

Mr. TITTERTON. I might highlight the fact, Mr. Chairman, and the question earlier as applied to Cape Kennedy is very, very pertinent. We have acquired any number of really skilled people who have been on the early programs in Kennedy and know exactly how that base works. Two-thirds of the people at Kennedy come from Bethpage. The rest we have tried to hire on site. Men who know the job and know the area, and this has worked out beautifully. We have some awfully good people down there.

Mr. GAVIN. Well, going on from the manpower situation to costs, I think I have already, in answer to one of the earlier questions, said just about what I was going to say as the summary. We have this forecast for the fiscal year of 1967, \$373 million (fig. 49). It appears to me to be attainable. It is going to be tough, and I think the earlier comments have pretty well covered this.

In looking beyond the fiscal year 1967—

Chairman TEAGUE. Before you leave this, do you people have any real problem between NASA and Grumman as far as money is concerned?

Mr. GAVIN. Well, there certainly is a great desire—

Chairman TEAGUE. I am sure there is something going on all the time.

Mr. GAVIN. There certainly is a great desire to decrease the expenditure rate all the time, and I would say that a very large part of