

stages were static fired at the test stand you saw yesterday at MSFC, and I believe you also visited the dynamic test tower which we operate for MSFC. At MTF we will carry out static testing of the stages built at Michoud, and at the Cape they are supporting readiness for launch.

In addition to the work done in-house, we are supported by 4,400 vendors and subcontractors (fig. 5). We have subcontractors in 46 of the 50 States. The commitments total some \$270 million as of January 1, 1967. California receives a good-sized share, as does Louisiana, Alabama, and other States as shown. The distribution of these dollars is in proportion to the black circles on the chart.

Figure 5 provides a summary look at the schedule we are working to on this program. The bottom three bars of this chart depict the three parts of our contract arranged on a time scale, while the top bar is a look at the principal testing activities for the launch vehicle. As depicted on the second bar, stage design, assembly, and test activities through the S-IC-15 stage, which is presently under contract, continue through 1969. Operations at the Cape to launch these 15 stages (bottom bar) carry through 1970 while the third bar, representing the mission support work at Huntsville, is contracted through 1968 for the first eight flight stages. This contract will have to be extended to include the additional stages. Looking at the top bar, there has been some very extensive testing going forward in support of the stage design and assembly. The first is the static firing activity on the propulsion test stage at Huntsville. In the qualification test program, we have tested over 1,100 parts critical to flight. Additionally, we are also doing reliability testing, dynamic testing, and very extensive structural testing. These test programs must be completed prior to launch of first manned missions.

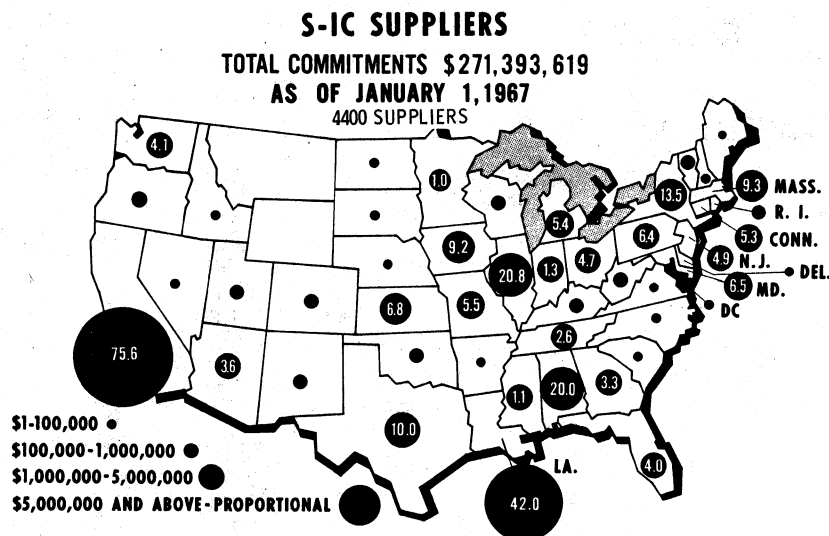


FIGURE 4