

Mr. NELSON. The Boeing Mississippi Test Facility people are carried in the New Orleans part of this chart. We have about 300 of them.

At this point of time, we are at the point where we can no longer utilize people from Huntsville and New Orleans at the Cape since they are about to reach their peak. We are now in a declining manpower situation in the program and it will continue throughout the remainder of the program.

The area on figure 48, designated units 16-25, gives us a look at what impact the additional stages at three-per-year delivery has on the total manpower situation. As you can see, our manpower will still be decreasing. In order to prevent a dip in the manpower line, we will have to activate the S-IC-16 through S-IC-25 program very soon. If we don't, we will have to lay off and then bring people back at a later date to staff the work force. Figure 49 shows the schedule situation for those followon stages. The top bar is the schedule for the first eight flight stages built at Michoud through S-IC-10, which will be delivered late in 1968. Assembly of S-IC-11 will start April 20, 1967. In order to hold this delivery schedule for S-IC-11, it was necessary to place orders for long-lead items some 38 months before the delivery date of the 11th stage. This required that we place orders for S-IC-11 material in November 1965. In

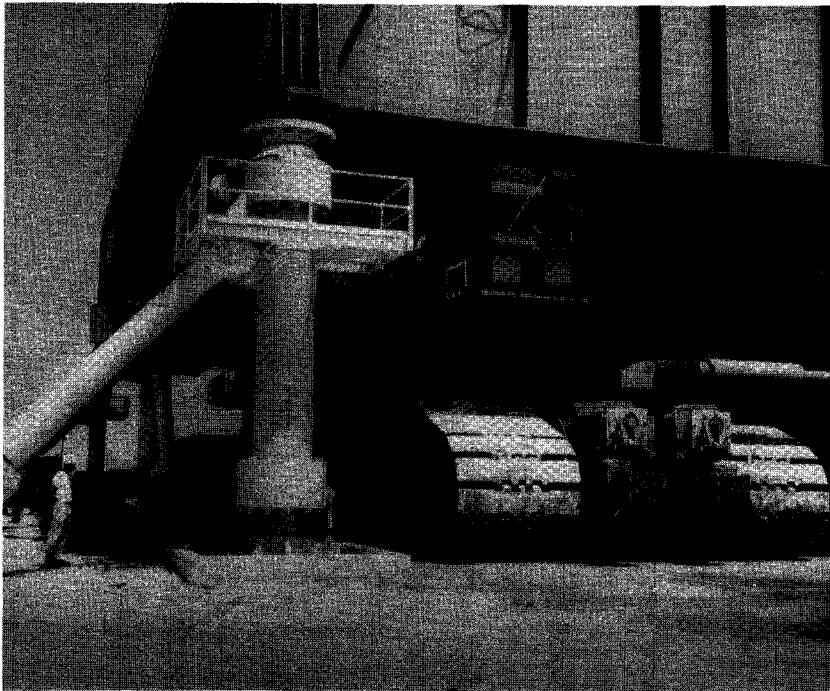


FIGURE 42