

period at the Cape. We have a thousand people, roughly, at the Cape. Two hundred and fifty of those people came from Huntsville when some of the responsibility for mechanical ground support equipment was transferred from Huntsville to the Cape.

To give you a bird's-eye view on how much these various activities cost, the work under contract as of the end of January is around \$200 million, and the big item is Schedule I which is half of it, stage supplies, with \$7 million for the long leadtime items. Call the sub-total \$103 million, and the work at the Cape is about \$70 million. These others are lesser amounts. In the case of Schedule II, as I'll get into it later, that (\$15.7 million) is what we have under contract. We expect another \$1 million a month for the next 24 months.

Now on stage supply. The best picture of stage supply (see chart 40) is produced from this wall chart. We have a 14-stage program. Each one of these bands represents one stage. These are calendar years at the base, and the end point of each of these strips represents the date when that stage will be available to ship to Kennedy. Five of these stages have been launched. The red arrow tips indicate the dates that they were launched. This stage (S-IB-5) is in storage. You saw it downstairs. S-IB-6 is at the Cape and S-IB-4 is at the Cape.

As we go down over the history, S-I-8 was successfully launched on the 25th of May and put Pegasus 2, the micrometeorite detection satellite, in orbit. S-I-10 was launched on the 30th of July. Pegasus 3 was put in orbit, and is still in orbit. S-IB-1 was launched on the 26th of February 1966. This was the "quarter lob" shot (a quarter of the way around the world), to help qualify the heat shield. We had maximum heat transfer rate across the heat shield. S-IB-3 was launched on the 5th of July. This was the liquid hydrogen experiment, and incidentally, that was launch number 80 for Chrysler Corp., 80 sequential successful launches.

S-IB-2 was launched on the 25th of August. This was a "three-quarter lob" shot (three-quarters of the way around the world), and came down near Hawaii. This was the qualification test of the heat shield from the standpoint of total quantity of heat transferred. S-IB-4 is at Kennedy. It was completed on schedule in June of 1966. S-IB-5 was completed on schedule in August of 1965. It is awaiting shipment. You saw it, with the blue cover on it, downstairs. S-IB-6 is at Kennedy. It was completed here in November of 1966. S-IB-7 is on schedule. It is in poststatic modification. It was the one closest to the far wall. S-IB-8 is on schedule. It's in poststatic firing mod. It has been static fired. S-IB-9 is up in Huntsville, undergoing static fire. S-IB-10 is on schedule. It is in prestatic fire checkout. You saw it in the checkout room. S-IB-11 and 12 are on schedule. They are in clustering. You saw them in the clustering fixtures downstairs.

From the standpoint of initial engineering releases the job is now 100 percent on S-IB-1 through 7 and 99.8 to 99.6 percent on the rest. The only thing left on some of these is the "ship loose" list of the items that are shipped with the bird and some of the electrical schematics for 11 and 12. From the standpoint of initial engineering releases the job is done. The engineering activity now has to be concerned with those changes (what we call the "make-it-fit, make-it-work" changes)