

occurred at static firing in Huntsville and at launch at Cape Kennedy (which are the real acid test of whether or not you have controlled your quality) are, as everybody knows, excellent. We have had no failures.

Our quality program is active in two places, first in the house, and secondly at our suppliers. The "in-house" program is called CARE. It is an acronym for "Chrysler Always Requires Excellence." It is a motivational program, an attempt to motivate people to get the job done right the first time. As you rode through the plant you saw quality charts at every work station, which indicated the quality rating for that work station for the past week. As you go through the plant you will find that we have quality problems everywhere. This is normal. The advantage of the program is that we become aware of these problems as they happen, so that we can institute corrective

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RELIABILITY PROGRAM STATUS

1. THE RELIABILITY TEST PROGRAM HAS BEEN COMPLETED
2. RELIABILITY TEST PROGRAMS HAVE BEEN CONDUCTED ON OVER 200 FLIGHT CRITICAL ITEMS
3. 284 TEST FAILURE REPORTS HAVE BEEN ISSUED. (27 JAN 67)
4. ON 54 ITEMS CHANGES HAVE BEEN DEVELOPED ON EITHER DESIGN OR PROCESSING AND HAVE BEEN SUCCESSFULLY TESTED (27 JAN 67)