

FOLLOW-ON CONTRACT PLANNING

"GROUND RULES"

- A. NUMBER OF STAGES 16
- B. DELIVERY RATE 4 PER YEAR
- C. FIRST DELIVERY 1 NOV 1968
- D. CONFIGURATION LIKE S-IB-12 WITH 2 CHANGES
- E. "FROZEN DESIGN" (ONLY "MAKE-IT-FIT/MAKE-IT-WORK" CHANGES)
 NO PRODUCT IMPROVEMENT WORK
 NO QUALIFICATION WORK } EXCEPT FOR FORCED
 NO RELIABILITY IMPROVEMENT WORK } VENDOR CHANGES ETC.
- F. NO STATIC FIRE-ONLY ONE FACTORY CHECK OUT
- G. PROCUREMENT LOT SIZE AND "MAKE" LOT SIZE -4
- H. STAGE FLIGHT EVALUATION INCLUDED
- I. DELIVERY AT MICHoud DOCK
- J. TRANSPORTATION ASSISTANCE INCLUDED
- K. CHRYSLER TOTAL STAGE DESIGN RESPONSIBILITY
CONTINUED

CHART 15

tion work. The effort is directed toward the creation and maintenance of all of the required preflight and postflight analyses for each mission and these are published as reports. The output of schedule II is books, not hardware. Trajectories, vehicle mass distributions, launch constraints and so forth. Current activities both here at Michoud and Huntsville is authorized until the middle of 1969 but a definitive contract is still under negotiation. This work is being authorized on a month by month basis at about \$1 million a month. We expect that this will continue for about 24 months.

This will give you a bird's eye view of what comes out of that work. All the preflight mission analysis reports on 1, 2, 3, and 4 were 100-percent complete 5.82, 6.51, 7.27, 8.27, and 9.14 percent, and we have not started on 10, 11, and 12. On the postflight mission analyses reports 1, 2, and 3 are complete and, of course, we can't start on the others until the flights take place.