

COST PLAN

16 STAGE "FOLLOW-ON" PROGRAM
\$ IN MILLIONS

SCHED. VI →	FISCAL YEAR							TOTAL
	67	68	69	70	71	72	73	
ENGINEERING L&B \$	1.074	3.709	6.345	6.868	7.074	4.656	.919	30.645
OPERATIONS L&B \$	.932	7.437	9.691	9.982	8.347	2.899	.007	39.295
OTHER L&B \$	.033	.562	.505	.520	.401	.122	.001	2.144
SUBTOTAL L&B \$	2.039	11.708	16.541	17.370	15.822	7.677	.927	72.084
OTHER DIRECT COSTS								
MAT'L (STAGE) \$	3.600	11.700	9.300	9.299	2.973	.326	0	37.198
MAT'L PROC. EXP. \$	.582	1.365	2.204	2.269	2.069	1.041	0	9.530
OTHER \$	.286	.594	1.354	1.386	1.339	.955	.031	5.945
SUB TOTAL \$	4.468	13.659	12.858	12.954	6.381	2.322	.031	52.673
3% A EXPENSE & FEE \$	.694	2.982	3.390	3.497	2.561	1.153	.109	14.386
GRAND TOTAL \$	7.201	28.349	32.789	33.821	24.764	11.152	1.067	139.143

CHART 16

Congressman TEAGUE. What does a postflight analysis look like?

Mr. MELDRUM. The postflight analysis compares what actually did happen in flight with what was supposed to have happened and tracks down, with the analysis, what could have caused the difference. It is a feedback into the designer to make sure that he is able to predict with greater accuracy what is supposed to happen, or how to make what is supposed to happen, happen on the next flight. It involves everything, telemetry, instrumentation, powerplant analysis, structure, vibration, thermal environment, you name it, it covers the whole spectrum of technology.

Mr. LOWREY. It might be interesting to note that, in this regard, the first four vehicles were highly instrumented to tell a very great deal of information—S-IB-1, 2, 3, and 4. After that, we feel we will not have to get that much information on the other vehicles and so the telemetry and instrumentation have been cut from maybe 1,200 channels to something like 400.