

NAS 8-4016

SCHEDULE II-VEH. INTEGRATION (DESCRIPTION)

1. EFFORT IS DIRECTED TOWARD THE CREATION AND MAINTENANCE OF ALL REQUIRED PRE-FLIGHT & POST-FLIGHT ANALYSES FOR EACH MISSION. THESE ANALYSES ARE PUBLISHED AS REPORTS.
(TRAJECTORIES-VEHICLE MASS DISTRIBUTIONS, LAUNCH CONSTRAINTS, ETC.)
2. CURRENT ACTIVITY(AT BOTH MICHOU D AND HUNTSVILLE) IS AUTHORIZED UNTIL 30 APRIL 1969, BUT A DEFINITIVE CONTRACT IS STILL IN NEGOTIATION. WORK IS FUNDED ON A MONTH-TO-MONTH BASIS AT APPROXIMATELY \$1 MILLION PER MONTH.

CHART 21

Mr. MELDRUM. This is a picture (see chart 23) of what is actually under contract as of the end of January 1967; \$15.78 million, of which \$14.225 is labor and burden. You see it's almost all labor and burden, and as I mentioned, this authorization is flowing at the rate of about a million a month, and as far as looking at people is concerned, it's these people until the end of January.

It's these people at the end of January and we believe it's these people for the balance of the 12-bird program. Now I have not shown on any of these charts, this kind of work that would be continued when we go into a follow-on program. Some kind of work of that type will have to take place under some arrangement.

Now we are going to talk about schedule III, mechanical ground support equipment. What is it? It's sustaining engineering oriented to (1) design and maintenance of design of required mechanical ground support equipment, cooling units, pneumatic consoles, handling equipment, dollies, and so forth, for which MSFC has responsibility. This is distinguished from that for which KSC has