service propulsion subsystem firing in an altitude chamber back at the Arnold Engineering Development Center, and this is, by the way, about a factor of almost 2 over the longest running of the engine which we would require in a lunar-return operation. So, we satisfied ourselves that we have a topnotch service propulsion system engine.

Spacecraft 008's thermal vacuum retest No. 3 was completed at MSC. This is a condition where we operate in a vacuum chamber with the spacecraft operating as it would in flight. In November, we had our first block II water impact tests and completed that program in December. We have brought in the lunar mapping and survey subsystem as an element of additional equipment in the Apollo program, and in December we held a preliminary design definition with the NASA.

In January, Spacecraft 017–501 mating tests were completed at KSC, and we completed our block II earth landing system qualification drops at El Centro. That's the test program where a C–133 drops a boilerplate version of our spacecraft to verify the parachute operation.

I am going to talk about the program schedules. These schedules have not been adjusted for the impact of Spacecraft 012 (slide 32). The schedule effects of the considerations of the NASA board can't be included here because their considerations are not completed.

APOLLO CSM PROGRAM

IMPACT OF SC 012 IS NOT REFLECTED IN

PROGRAM PLANS PENDING NASA 204 BOARD CONCLUSIONS

AND RECOMMENDATIONS

SLIDE 32. APOLLO COMMAND AND SERVICE MODULES PROGRAM