Spacecraft 020 is still here at Downey. You saw it out in building 290, and it will be shipped in about March to the field. Our Boilerplate 6–B parachute recovery test program is complete. Our propulsion test fixture at White Sands is moving along on schedule for the support of the program.

Spacecraft 007A is a modification. We have added the Block II configuration changes, and it will be shipped to Houston for post-landing tests there. Then we come to our vacuum-test model. This is a spacecraft which has essentially a flight spacecraft capability. It has a couple of things left out of it; we left out the cryotanks because we don't use them in the vacuum chamber at Houston. That is going to be moving down to Houston in the next month for extensive chamber tests in their large chamber down there. Spacecraft 101, which is the first manned spacecraft capability, is in building 290 going through its last part of checkout. It's about 2 weeks down on schedule. There have been some directions from the customer that have added work activity to it, and we have had some problems in the details of getting parts to support the manufacture of that ship. As we move on down the schedule, you can see all ships beyond this are on schedule within our manufacturing operation.

Mr. PETTIS. Mr. Chairman, may I ask what you mean when you say "customer"?

Mr. MYERS. NASA.

Mr. PETTIS. NASA is the customer?

Mr. MYERS. Yes. There are bits and pieces that come in as a direction from NASA that affect the spacecraft configuration and leave us open to negotiation of schedule impacts. They are generally, as you can see, quite detailed things. We are not having large changes.

Mr. PETTIS. This leads to one other question, if I may, Mr. Chairman?

Mr. TEAGUE. Go right ahead.

Mr. PETTIS. Then, when you have a simulated test or a test of one kind or another at the cape, it's the customer who calls for that test rather than you or someone else?

Mr. MYERS. Right. We work out the details of the test plan and the detailed procedures to be accomplished to meet an overall objective that NASA has.

Mr. TEAGUE. It's a cooperative effort, is it not?

Mr. MYERS. You bet. We work together on these things. In fact, it starts very early in the program in the definition of all the different types of tests that involve suppliers tests of their parts, then our tests of those parts in assembly, then the tests in the spacecraft—first, as individual systems tests, then as integrated tests, where we play them all together. We go through planning that involves sort of a trade-off with NASA—is it better to do a particular test here or in Florida. All that coordination activity is going on in a continuous operation. Then, when we get to Florida, what we call operational checkout procedures are written by us to meet these overall plans that have previously been worked out between us and NASA. So it's very much an integrated activity. Of course, they are the customer, they are the guys in charge, and if they direct us to make a change in a