

Spacecraft 011 was an even more complicated mission (slide 38). We had four service propulsion system burns. We had tests of our reaction control system during this flight. This was a three-quarter earth-orbit flight and used many of the elements of the ground tracking network that will be used in the Apollo program. That flight was essentially 100 percent successful. I think the only anomaly in it was an argument we ended up with finally, on whether the ground system or the spacecraft system was causing some decrease in the power output of an antenna system on reentry. But it was a highly successful flight.

Mr. PETTIS. Mr. Chairman, may I interrupt there on a question not related to this exactly?

Do we use nationals of other countries in these tracking stations as employees, or are they all American?

Mr. TEAGUE. Yes; many. Jerry, I think when I was in Australia, we had five Americans down there and I don't know how many thousand British and Australians. In Madrid just as soon as they can they will turn it over to nationals. We put the minimum number of Americans in tracking stations.

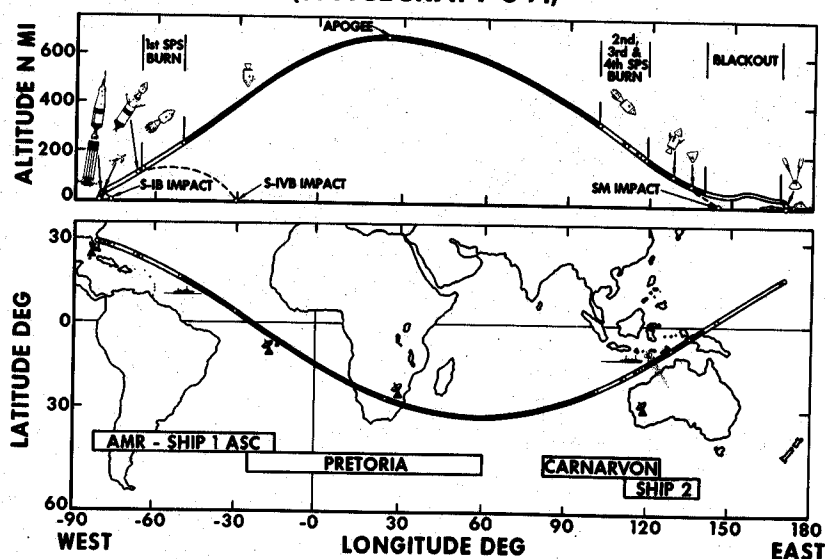
Right, Bob?

Mr. FREITAG. That's right, sir. And they have access to information.

Mr. TEAGUE. Carnarvon, as I remember, was mostly British.

Mr. MYERS. Here is a list of what I call problems and solutions in 1966 (slide 39). They deal with the kinds of things we have run into during the development program and as we have moved toward completion of the major problems in the program. You will find that

APOLLO SATURN 202 MISSION (SPACECRAFT 011)



SLIDE 38. APOLLO SATURN 202 MISSION—SPACECRAFT 011