

the proper facilities and experienced personnel in the fabrication of Block III vehicles, the more Block II vehicles we have to build.

In the launch vehicle area, as mentioned this morning by Mr. Greer, we need full go-ahead by March 15 for stages 11 through 15, and for long leadtime for stages 16 through 19, by October 1 of this year.

That concludes our material, Mr. Chairman.

Mr. TEAGUE. Thank you, Bob.

Mr. WINN. I hate to slow it down a minute; I know what you're talking about, I get the picture real fast, but are you talking about the production of the same type of capsule or space unit clear to 26?

Mr. CARROLL. Len, if I may go back into your charts here—

Mr. WINN. In other words, 126, is that the same as 101, 103, and 104?

Mr. CARROLL. Let me use Mr. Tinnan's chart (slide 79). As you can see, this would be using the same basic Block II vehicle, using it with modification kits, and using it with experimental packages, such as we are doing right now. We have currently defined additional AAP-type missions which utilize these vehicles—the identical configuration as far as the total vehicle is concerned—but with certain changes made inside the service module and certain changes made inside the command module to do different kinds of things and to carry different types of experiments.

Mr. TEAGUE. That answers your question, Larry?

Mr. WINN. Yes. What if we wanted to make a drastic change in this? You keep talking about minimum changes. What if at 114 or 112, that you want to be funded for shortly, we wanted to make a drastic change in this thing?

Mr. CARROLL. Len, do you want to step in and answer that?

Mr. TINNAN. Yes.

Mr. TEAGUE. You pay for it in money and time.

Mr. TINNAN. Spacecraft 112 is under firm contract; 113, 114, and 115 are under current negotiation and we have had long-lead authorization there.

Last year at this time we presented to the committee the points that if we were to in fiscal 1967 get authorization, we could come right behind it with our first Block III drastically changed vehicle. We have lost 1 year, which says the first one here. Now, we can compress this schedule in response to your question, but it will cost if we try to go into a high-priority accelerated run.

The point is that we have laid out this schedule based upon our Apollo experience on a nonemergency, nonovertime basis.

Mr. WINN. OK.

Mr. TEAGUE. Mr. Storms, may I thank all of you.

Mr. STORMS. It's been a pleasure to have you here.

Mr. TEAGUE. It's always a pleasure to come out here.