

General O'Connor will discuss this carryover question tomorrow. It is a very important aspect in our program. In fact, we feel in the Apollo program we are shaving things pretty tightly going with very, very thin reserves over into the next fiscal year.

Mr. TEAGUE. Doctor, are we shaving it too close?

Dr. VON BRAUN. I wouldn't say "too close." We are shaving it close.

Mr. TEAGUE. Do you have sufficient money for doing testing so that you have no question when the vehicle leaves here that you are satisfied with it? Would you test more if you had more money?

Dr. VON BRAUN. We are shaving things a little tight and we have to cut some corners. I have to admit that. With more money we could do a more thorough job. There is no question about it.

Mr. WILSON. I asked a company a couple of days ago that builds an airplane that also builds a very important part of the Apollo program, and they told me that they did not test the Apollo part as much as they tested the plane which they were building for the commercial market. This rather disturbed me. They said they just didn't have the money to do it.

Dr. VON BRAUN. There is no question that in many areas one could do a more thorough job with greater resources. But when you look at the program in its totality, you will find that most program elements are coming along quite well, while there are always a few things on what we call the critical path. These are the pacing items, the parts

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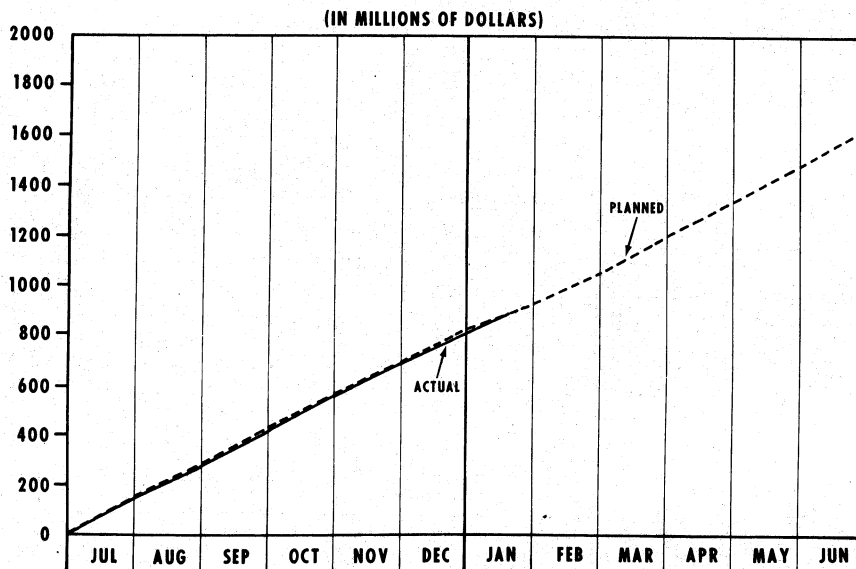


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