

have not relaxed the program. The stage was immature and to provide more project assurance the test program for the first flight stage was intensified to require the contractor to perform two consecutive full duration firings.

The first flight second stage was placed in the stand at Mississippi, and the objectives were achieved (fig. 27). The stage has been checked out, refurbished and sent to the Cape, and is now stacked in the low bay of the Vertical Assembly Building.

The first flight stage, like the All-systems, was late and as a result, it was shipped to the Cape with some manhours of work to be completed. However, it is scheduled to replace the fit-up fixture in the AS-501 stack toward the latter part of this month.

Here is a short film clip of the AS-501 erection showing the use of the second stage fit-up fixture (figs. 28 and 29). We determined the fit-up fixture could be used to represent the second stage in the AS-501 stack to preclude the loss of 3 to 3½ months which otherwise would have been lost by late delivery of the second stage.

The point to be made is that very valuable schedule time would have been lost had we not done this. This was not only a mechanical improvisation; we wired around the fit-up fixture so that the ground support equipment, and particularly the all important electrical support equipment, could check out the vehicle stages that were there.

Turning now to the third stage of the Saturn V, two flight stages have been acceptance tested (fig. 30). One is at the Cape and the

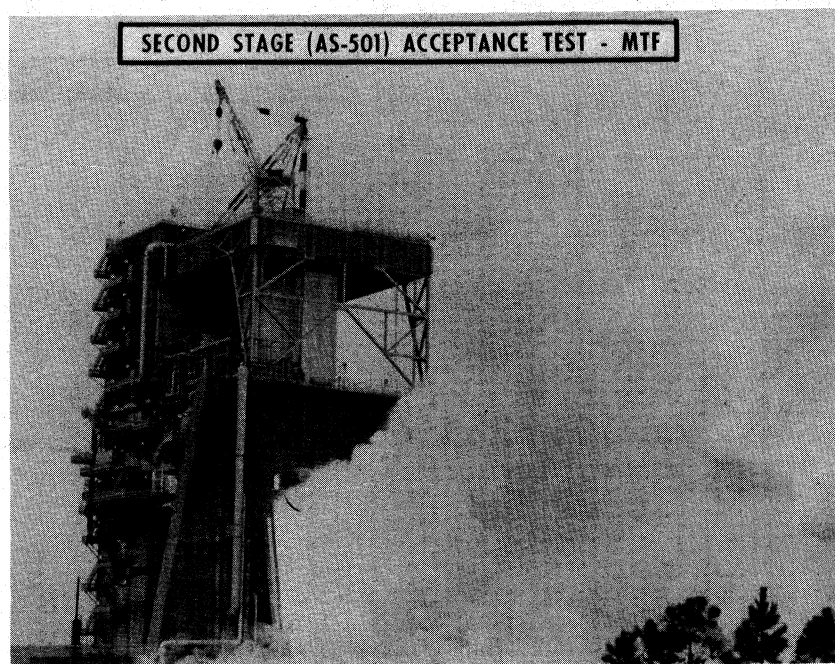


FIGURE 27