

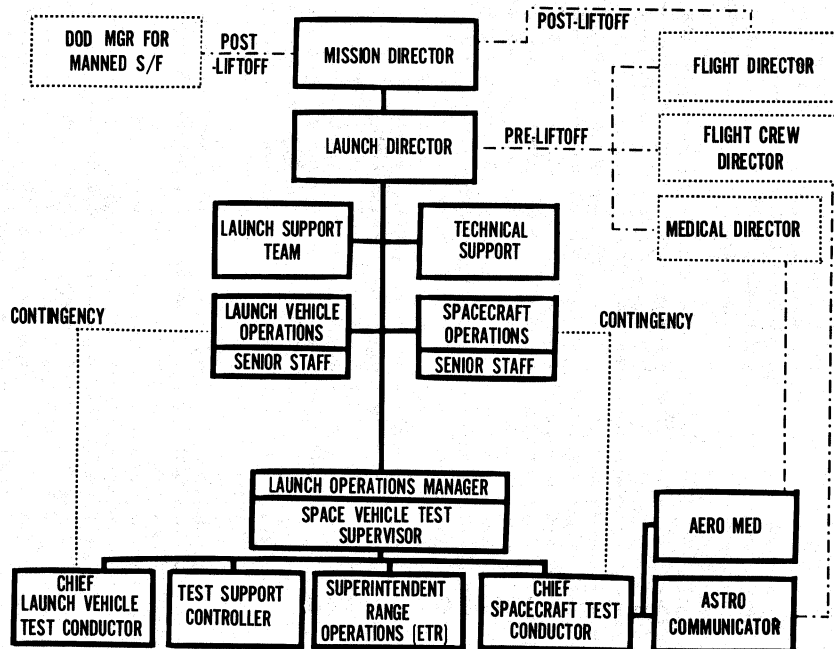


FIGURE B-6

as well as the necessary support elements such as the Eastern Test Range and our own technical support personnel which the Center furnishes.

Now we tie in spacecraft activities with the Aeromed and the Astro-Communicator in our Launch Control Center.

The test conductors will carry out commands from the test supervisor and carry them out through a contractor structure. They interface, for example, with the Boeing test team. In addition, the test conductor will have a systems engineer for each major system supporting him for the test. This is where the Government team and the contractor counterparts work together for the conduct of the operation on a task force basis. The real time command will flow through this line to the launch vehicle or spacecraft. Although there is an agreed-to countdown, a contingency line is also available if the countdown does not proceed as planned and rehearsed. There is a Launch Vehicle Operations Staff as well as a Spacecraft Staff. These staffs consist of the senior people; for example, Dr. Gruene, Director, Launch Vehicle Operations, or John Williams, Director, Spacecraft Operations. They have a contingency line direct to their test conductor if they have to resolve a specific technical problem. In addition, they will have with them representatives from MSFC for the launch vehicle and representatives from MSC for the spacecraft. One of the contingencies may be a question concerning a necessary waiver. For example, if a measurement listed as "highly desirable" in the mission rules fails, or if a tolerance approaches a red line—not necessarily passes it—there