

General ANDERSON. Well, in retrospect you may say we should have considered it. I do not believe that we did actually. It was a very small quantity starting up. The subsequent quantities, as a matter of fact, have not been very big. Our forecast requirement in subsequent years gives us some feel that we certainly are considering it now.

Mr. LUMAN. What is the price they want for this now?

General ANDERSON. We have asked them for a quotation. They have not given us one. We have used a Government estimate which may not reflect the true circumstances of I think [deleted].

Mr. SCHAEFFEL. That is right.

Mr. LUMAN. You are dickering over this now with Chromcraft?

General ANDERSON. We have asked them for a proposal to acquire these rights and drawings, whatever those rights are, and to at the same time identify to us what rights it is that we bought, if any, plus the drawings.

Mr. DAHLIN. For both 157 and 159?

General ANDERSON. Only the 159.

Mr. DAHLIN. Only the 159?

General ANDERSON. Yes, because we have our own developed 158 launcher to satisfy our seven tube requirements basically.

Mr. ROBACK. Is there any spillover? Is this 158 of interest to the other services?

General ANDERSON. I do not know that it is. It is for a low-speed aircraft. We are the only ones—well, the Marine Corps uses low-speed aircraft too, but since they operate off shipboard they have to keep commonality which the other launchers but ours is the only requirement I believe.

Mr. ROBACK. In your low-speed aircraft you are interested in more precision targeting than the high-speed aircraft.

General ANDERSON. Mr. Roback, I would not say that we are interested in more or less than the Navy. I would assume not.

Mr. ROBACK. I mean more pinpoint targeting rather than suppressive fire for an area say.

General ANDERSON. Well, the first difference, Mr. Roback, is that we want a reusable launcher. We want one also that is repairable in that certain components can be replaced. We get more mileage per dollar this way, because we have a low-speed aircraft and we can tolerate these things.

Mr. HOLIFIELD. I was going to ask you that question.

General ANDERSON. We get more mileage per dollar. And we can tolerate it on a low-speed aircraft, which is not true of course of the Navy and the Air Force.

COST OF INTERVALOMETERS

Mr. ROBACK. Since you mount intervalometer in the cockpits—

General ANDERSON. Yes?

Mr. ROBACK. Is that an important component in terms of cost?

General ANDERSON. I think it costs the same whether it is in the cockpit or on the launcher for that matter. It is just the controls are in the cockpit.

Mr. ROBACK. Is the intervalometer supplied—what I mean is you only have one intervalometer.