

Association, the Association of the United States Army, and is an associate fellow of the Institute of the Aeronautical Sciences. In addition he is the author of many articles which have appeared in various technical magazines.

Mrs. Bunker is the former Crystle Carr, the daughter of Lt. Col. William L. Carr (retired), and has one son, Paul D. Bunker III.

General Bunker's decorations include the Legion of Merit with two Oak Leaf Clusters, the Army Commendation Ribbon, the order of the British Empire (U.K.), and the Medalla de Distincion (Nicaragua).

General BUNKER. Thank you, sir.

Mr. COURTNEY. One question before we leave here.

On these numbers—you took the ice cream plants and bakeries and so on. Are you dealing with continental installations or are you talking in that figure of worldwide?

Colonel DENNISON. Continental and Alaska—continental United States, sir, Alaska and Hawaii.

Mr. COURTNEY. You are not considering in there any of the installations abroad?

Colonel DENNISON. No, sir.

Mr. COURTNEY. And that is true of all the figures, is it?

Colonel DENNISON. These figures which are related to the BOB bulletins.

Mr. COURTNEY. Well, then, I would take it from that that the BOB bulletin in your opinion is not applicable abroad.

Colonel DENNISON. It was specifically so stated.

Mr. COURTNEY. Specifically so stated.

Colonel DENNISON. As not being.

Mr. COURTNEY. That is right. That is all continental United States or Alaska or Hawaii.

Colonel DENNISON. What is now the 50 States.

Mr. COURTNEY. The 50 States.

Colonel DENNISON. Yes, sir.

Mr. COURTNEY. I just wanted to clear that up.

General BUNKER. Mr. Chairman and members of the committee, I am going to discuss the maintenance of Army aviation equipment and the use of commercial contractors in the performance of this function.

First, I will discuss the depot level or major rebuild and overhaul program.

Prior to July 1957 depot level maintenance of Army air equipment was accomplished by the Department of the Air Force. In October 1955 the Office of the Secretary of Defense approved the transfer of depot support of Army aircraft from the Air Force to the Army. This transfer was predicated upon the use of contractor and existing maintenance facilities of the other services and prohibited the establishment of any new Army facilities.

In December 1959 the Office of the Secretary of Defense rescinded restrictions imposed in the original transfer and authorized the Army to perform limited inhouse depot level maintenance of aeronautical components.

In addition, at this time the Department of the Army was requested to make plans to attain capabilities to overhaul end item aircraft and aircraft engines. To this end, the Army has recently reactivated the U.S. Army Transportation Aeronautical Depot Maintenance Center at Corpus Christi, Tex., of which I shall speak later.