

The total value of the materiel to be returned to service from this facility cannot at this time be reasonably projected; however, a sample portion (engine and aircraft overhaul) can be fairly accurately computed. For the first year, the estimated direct overhaul cost of \$3.3 million will yield a return of \$16.5 million value of material recovered.

As mentioned by Secretary Ignatius in his remarks, the primary functions to be accomplished at this depot are as follows:

(a) Maintain a base which will provide maintenance capability during a national emergency.

(b) Effect prototype installations and develop man-hour standards so that more definitized maintenance work specifications for competitive contracting can be developed.

(c) Retain, within the military sphere, a source of skills for over-sea assignments and a home assignment for skilled personnel returning from overseas.

(d) Fabricate aircraft parts for out-of-production aircraft and critically needed long leadtime items required on an emergency basis.

(e) Perform overhaul and effect repairs to crash damaged aircraft having various degrees of damage and requiring job operation rather than production line maintenance.

To summarize, the activation of this depot will enable us in the Transportation Corps to advance side by side with industry in executing a difficult but essential maintenance program and provide a source of information to industry to better enable them to assist us in performing, by contract, the functions of aeronautical maintenance.

In addition, the Transportation Corps also operates four fourth-echelon maintenance shops located at the general depots where our supplies are stored. While their primary function is in support of aircraft stationed in the geographical area in which they are located and the care and preservation of depot stocks of aeronautical equipment, they have performed certain overhaul operations. This program has been based on skills and labor available not required to meet the fluctuating requirements received from the field activities.

Although this discussion has been primarily on depot level of maintenance, I feel it would be desirable to mention briefly our:

V. FIELD AND ORGANIZATIONAL MAINTENANCE

In the Army, field and organizational maintenance are responsibilities of the commanders of the using units. As a matter of basic policy, we desire that these functions be performed by military units in order that they may be deployed with the equipment in the event of emergencies.

Due to shortages of personnel in units and other special considerations, however, there are a few significant instances in which their function is "contracted out."

a. All of our school aircraft at both Camp Wolters, Tex., and Fort Rucker, Ala., are supported by contractors for their full range of organizational and field maintenance. As a matter of interest, this covers almost one-quarter of our U.S.-based aircraft.

b. All of our test aircraft are supported by maintenance contractors at Fort Rucker, Ala., and Fort Huachuca, Ariz.