

In other words, you are satisfied that this contracting out system does not impair the training ability or the ability of your own men in uniform to perform this repair work at a remote area in time of emergency?

General BUNKER. Within the personnel authorizations that we have, I am satisfied.

Mr. NORBLAD. That is what I am driving at.

General BUNKER. Yes, sir.

Secretary IGNATIUS. We try to contribute to that capability also through our Reserve program, where we try to maintain units that are trained in these supporting activities of maintenance and overhaul.

Mr. NORBLAD. Of course, I also assume some of these contractor personnel would be available to go with your people in time of emergency, to act as experts or technicians to advise.

General BUNKER. We have three Reserve maintenance—

Mr. NORBLAD. No. I mean civilian employees—not Army employees.

Secretary IGNATIUS. Technical people?

Mr. NORBLAD. Technical people from the contractor.

General BUNKER. Yes, sir, we have about 50 technical representatives.

Mr. NORBLAD. I know in my own experience at an overseas base during World War II—I was with the bombers, as an Army personnel. There were a lot of contractor personnel, I believe, from Martin, going around giving advice and technical aid to the men doing the repair work on the planes.

General BUNKER. The contract in which you are interested, sir, is a modification contract. We secured the engines for our DeHavilland Caribou procurement from Air Force excess.

Mr. NORBLAD. I don't follow you, from the beginning.

Secretary IGNATIUS. Canadian.

General BUNKER. Canadian.

Mr. NORBLAD. Yes, I asked about that. What is it?

In Washington, D.C., and one in Montreal, I noticed.

General BUNKER. That is because the contracts with the DeHavilland Corp. are made through a contractor which is an arm of the Canadian Government, called the Canadian Commercial Corporation. And some of the contracts list the contractor as DeHavilland, which it is not. It is the Canadian Corporation.

Mr. NORBLAD. These are some British planes, you mean, that the Army bought, or Canadian?

General BUNKER. No, sir. They are Canadian aircraft. But the engine contract is for the modification of an excess, out-of-production engine to meet production of this new aircraft.

Mr. NORBLAD. Well, in other words, the basic question would be answered by this: The Canadian Commercial Corporation comes into the picture because you bought certain planes from a Canadian manufacturer, is that it?

General BUNKER. That is correct, sir.

Mr. HÉBERT. May we have the contracts, Mr. Courtney?

Mr. COURTNEY. Now, Mr. Chairman, we pass with that, and with the supplementary information which the Secretary will supply, to a consideration to what has been described as "effort" type.