

of overage aircraft ejection-seat catapults might result in a savings to the Government. We were advised that the Department of Defense concurred in our proposals that the Navy's decision not to restore overage catapults be evaluated and all overage catapults be held in stock until the evaluation was completed.

Many items of equipment used by one military department are either identical or similar to items used by another department. Our findings on the aircraft ejection-seat catapult program and our review of other equipment programs demonstrate that increased inter-service consideration by equipment managers of the different policies and practices within each of the military departments could result in the adoption of more effective and efficient management techniques. We therefore recommended to the Secretary of Defense that a program be established that will ensure the exchange and use of information between the individual military services with respect to the management and operating practices and policies of each for the same or similar items to identify opportunities for improved management and potential savings. We recommended further that this program emphasize the need for exchange of information during the entire life of the equipment programs to ensure that each using service is aware of pending or approved changes that would be of benefit to all users.

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MANAGEMENT OF SELECTED TIME COMPLIANCE TECHNICAL ORDERS REQUIRING MODIFICATIONS TO ENGINES FOR F-100 AIRCRAFT, DEPARTMENT OF THE AIR FORCE

The General Accounting Office reviewed the management of selected time compliance technical orders requiring modifications to engines for F-100 aircraft.

Aircraft engines of a given design frequently have undesirable but latent characteristics that are not detected until data on performance under actual operating conditions has been accumulated and evaluated. After a problem area has been identified and the means of solution determined, a time compliance technical order for modification of the engines is issued. These orders are directives used by the Air Force to provide information and instructions to maintenance activities for accomplishing modifications within a specified period of time. Such modifications are undertaken to eliminate safety hazards, to improve reliability, and to facilitate maintenance.

Our review indicated that there was a need for significant improvements in the management of time compliance technical orders to ensure their timely accomplishment. The technical order program for aircraft engines is a dynamic and complex program which requires constant attention by all levels of management during all phases of its operation. The Air Force has made certain improvements in the program; however, in our opinion, greater improvements are necessary to prevent loss of aircraft because technical orders were not accomplished in a timely manner.

Air Force records show that two F-100 fighter aircraft crashed and were destroyed because certain engine components which endangered the operation of the aircraft were not replaced. Prior to the loss of