

have and if they don't know where it is, they are going to have a very difficult time supporting their combat units.

So, it is important for the logistics people to get control of this area.

Mr. LUMAN. Your recommendation here, once again, is speaking to these large fixed depots rather than what the 101st Airborne has?

Mr. FASICK. Right, very much so. We are not talking about the platoon, or the company. We are talking primarily here of the depots and getting control. We are also alluding to the depots doing a better job in assisting the direct support units, so they can do the job they need to do.

PURA PROGRAM

Mr. ROBACK. Secretary Morris was in Vietnam. He recommended the setting up of the redistribution agency for the whole theater, did he not?

Mr. FASICK. Yes; he did. I think this is a reflection of the large amount of stocks that they knew were excess.

Mr. ROBACK. In the early days General Westmoreland wanted to put the troops in quickly, and the supplies lagged. When the supplies caught up, they more than caught up. In a sense, and given the limitations in the Army supply management systems, you not only had lots of supplies but you didn't always have good records on them. This is a problem we are now trying to grapple with.

Mr. FASICK. Yes.

Mr. ROBACK. Assistant Secretary Tom Morris, as we understand, is now in Southeast Asia and is probably reexamining or taking another look, and we are hoping we will be able to get a firsthand account from him when he gets back.

I would like to ask one more question, Mr. Chairman.

Mr. RANDALL. Go ahead. I have some more questions.

DOCTRINE FOR SUPPLY AIRLIFT

Mr. ROBACK. Considering the fact that there are large differences in the kind of airlift criteria, that is, airlift practices between the Air Force and the Army, let us say, what difference does that make to worldwide control and responsiveness of these supply systems? The Army doesn't move nearly as much by air as the Air Force does. Is it implied in this kind of recommendation that you make for standardization, complete visibility, and redistribution of assets, that the supply responsiveness hinges upon new concepts of airlift?

Mr. FASICK. I think so. I think the Army is even thinking ahead to an increased capability and availability of airlift to them.

Mr. ROBACK. What I see there are contrary tendencies. On the one hand you have to develop a doctrine of airlift for the grounded Army, so to speak; on the other hand, there is a lot of concern, in which the GAO probably not only shares but helps to articulate, that there is too much going by air that is not airworthy.

So you have a tendency to discourage people from developing air-mindedness in cargo when you are constantly criticizing them for hauling by air what ought to go by slower methods. These are practical problems of the operators.