

and previous GAO reports in our followup, that this has been reduced as of that December-January sample to 29.9 percent.

I would also indicate, sir, and I am not making any kind of comparisons, each of the services have their own problems, and from my viewpoint at the redistribution and utilization level of project coordinator for all services under the Secretary of Defense, I will just say this, sir, as an example:

If you look at the records of the Defense Supply Agency, you will find that the U.S. Army is using lower priority requisitions for the items supplied by DSA and GSA, I would say GSA for certain, than any other part of the Department of Defense.

My point is, sir, that we need to improve but we think we are improving, and we think we have a system for doing it. We think further, as I indicated earlier, we are willing to move out and try to do something better about it, including the wire that went out last night to Vietnam asking them why can we not put a block in the piece of equipment, in the machine, on certain types of noncombat essential items, to be sure that a challenge has been made.

Mr. ROBACK. Can I draw this interpretation from your remark? This is not a general but a specific one, that since the Army, compared with the Air Force, transports much less of its cargo by air, the opportunities for transporting nonairworthy cargo might lie more in the Air Force, let us say, than in the Army?

General HEISER. No, sir.

Mr. ROBACK. You are not saying anything like that?

General HEISER. I am not inferring that at all because I have no knowledge of that, Mr. Roback.

Mr. ROBACK. Well, you challenge over 1,000-pound shipments.

General HEISER. Yes, sir.

Mr. ROBACK. Compared to Army transport, Air Force transport must be seven times as much; that is, in terms of the proportion of their cargo transported by air. I would guess the Air Force transports 70 or 80 percent by air and the Army maybe 20 or 30.

I am just taking these figures out of the air.

General HEISER. May I be very factual with you?

Mr. ROBACK. I hope you always will be factual.

General HEISER. Yes, sir. But I want to be sure that it is recognized that I talk representing the Army, but I also have had the opportunity of looking broader, thank goodness.

Let's go to the support of our aircraft. In the support of aircraft, we are dealing to a large extent with high-dollar-value kinds of items, engines that cost upwards of \$60,000 apiece. We tend to think in terms of transport by air, in terms of criticality. We are trying to throw into this not only criticality, but economics of the situation; and, in terms of the Army and the Air Force, I would like to indicate that we are finding that in terms of support of aircraft, which is certainly among the most highly operationally essential weapons systems we have in the Army, and in turn of course the Air Force, we are finding that the transport by air in the last analysis, sir, may be the most economical and also the most effective; which means that we may find that in certain categories of mission-essential type equipment, that it is in the best interests of the United States to use higher priority requis-