

tions than we would normally use for those items of equipment that are less mission-essential, or that are of higher density in the field.

What I am saying really is that it is far more significant today to have a HUEY helicopter down for a part than it is to have a truck down for a part; and, therefore, in making these considerations, both criticality and economics, we are finding that in the support of our aircraft we tend to do more by air.

Mr. ROBACK. You are also saying that criticality is not necessarily a factor in airworthiness in this sense—

General HEISER. Yes, sir.

Mr. ROBACK. That even items that are not very critical or not very sensitive might be more economically transported by air because you would not have all the pipelines and storage?

General HEISER. Exactly.

Mr. ROBACK. So you could not necessarily measure the economics of airworthiness by the invoice cost for the transportation, so to speak?

General HEISER. Exactly, sir.

Mr. ROBACK. Are you saying that as part of your remarks?

General HEISER. Yes, sir.

In fact, that is really what I intended to say pertaining to the economics as opposed to the criticality.

And I might say that in the past we have, in placing our requirements on the Air Force for air transportation, we have tended more or less to deal with criticality. We now have a study in being—and again I am getting a little bit ahead of myself, but it is pertinent to your point—we have a study in being that is exploring fully this whole avenue of economics of materiel being air transported, both now as well as in the days of the C-5A.

Mr. ROBACK. Is this a study in the time frame of the C-5A?

General HEISER. As one of the remote objectives; yes, sir.

Mr. ROBACK. As I recall, your statement has a 1970-75 time frame. Is that the time of the C-5A?

General HEISER. Sir, it does have that; but it also has immediate application in that we have by Federal stock numbers specific items that this study has indicated are definitely candidates for air transportation now, and we have furnished those Federal stock numbers again to show AMC's importance.

We furnished those Federal stock numbers for the Army Materiel Command to determine and place requirements for air transportation as appears appropriate to handle these particular items right now in support of South Vietnam and the rest of the Army, sir.

Mr. LUMAN. Could I ask one thing?

General, you indicated in your discussion of safeguards on high priority requisitions that the unit commander has to review the requirements. The fact that you have your IG and CMI inspections shows somewhat of a check on this command, but do you not think the unit commander is torn between two desires: No. 1, to obey the law as far as his requisitions and equipment are concerned and No. 2, to make sure his unit is supplied? Isn't there a tendency perhaps to upgrade the priority?

The GAO report indicated some of those errors you mention were not errors exactly. The man was directed to put it in. What in your