

Mr. HORTON. Which also cuts down on your losses overseas, the other problems of guarding it and all the other things that go with it.

General RIEMONDY. Yes.

Mr. HORTON. So there must be a cost factor.

General RIEMONDY. There is.

Mr. HORTON. A plus there.

General RIEMONDY. Yes, sir.

Mr. DAHLIN. Some of your depots were eliminated for you, General. It was not so much a choice, because the territory, the base agreements and this sort of thing ran out.

General RIEMONDY. No. The overseas depots were not eliminated because of that. While it had an impact, needless to say, the decision was made to eliminate all our overseas depots, because of what I said previously.

Mr. HORTON. General, what you are saying, too, coming back to the earlier question about the use or the choice of the use of air over Navy ships, is that you don't have complete control of designation of the means of transportation. This is controlled at the Department of Defense level.

General RIEMONDY. Yes, sir.

Mr. HORTON. So that you are not the one who makes the final judgment.

General RIEMONDY. That is correct.

Mr. HORTON. And even if you were tempted, you would have somebody looking over your shoulder.

General RIEMONDY. Yes, sir.

Mr. HORTON. Is that what you are saying?

General RIEMONDY. That is exactly right. While the Air Force flies the airplanes, while the Air Force is the single manager of the military airlift, it discharges these responsibilities in accordance with the specified charter which says you will move property in accordance with the priority system. Even if the Air Force wanted to use all of this airlift for itself, it could not do it. It doesn't do it.

COMMUNICATIONS FOR SUPPLY

Mr. LUMAN. You mentioned three things that allowed you to have centralized control, the computers, the communications, and the air transportation. You have got the air transportation, you use it, and you have apparently been out in front in computers.

Can we also assume here that the Air Force logistics people may have been able to get dedicated communications in greater degree than the logistics people in the other services have?

General RIEMONDY. We had what was known as the LOG Command Logistics Transceiver Network (LOGCOM), which has now evolved into AUTODIN. Our LOGCOM system, it was a dedicated Air Force system. Most of what LOGCOM did is now wrapped up in the AUTODIN system which is now a Department of Defense system.

Mr. LUMAN. Can the Air Force logistics people as part of the Air Force requirement make their views known and get a sufficient amount of overseas dedicated logistics circuits to enable you to—