

separate office to provide more planning and coordination in this area between the three services? Do you think that is a future need that the services are still building towards, until you get this compatibility problem whipped a little more?

General MILLER. I think that our present system of checks and balances on the development of the systems and insurance of their compatibility is sufficient at the moment.

Each service has its own peculiar requirements for certain things, and they do differ in many respects, although you could draw some sort of a comparison between let's say echelons and in general organizations. I cite an example.

You might say a guided missile cruiser might be comparable to an Army division, for example, insofar as its self-sufficiency is concerned.

Mr. DAHLIN. I hope they do not have to drag that CS₃ equipment along.

General MILLER. Well, as a matter of fact, that computer equipment is installed onboard the ship according to the Navy testimony, and it is rather easy to carry.

Mr. DAHLIN. Perhaps they are saved by the integrated management of air conditioning.

General MILLER. But by and large I feel that the systems we now have developing within the service have sufficient checks and balances, and directed common language that will insure their compatibility.

I would think there would be no need for a centralized direction, and they would have a horrible time trying to direct all the different systems used by the services to fit their own peculiar needs.

We have a hard enough time in the Army, my office does, in being sure and controlling the system of the Army in the field, which is different from the Continental U.S. Army Command post, camp and station system, and the AMC wholesale system. And yet we have to stay on top of all those to insure that they are compatible.

SUPPLY PERSONNEL

Mr. ROBACK. What are you doing in the manpower field? There was some discussion by General Heiser on that. Is this a serious problem or is this a routine problem?

General MILLER. Well, it is a serious problem in this regard to us. We want to insure in the logistics area that we have career patterns and career ladders for the people who want to enter these fields, and this is both in the military and in our civil service employee programs. We must insure that the young man that we want to get into the systems area has a clear, visible ladder up which he can go in his career.

This means then that we also have to study required levels of training that will enable him to advance in his job, so that at the top, hopefully at the peak, we will have a logistician, an individual broad enough in scope and in training to participate in management of the whole system.

Mr. ROBACK. Does this involve incentives?

General MILLER. To a degree incentives, but I think it is even more than that. I am sure you have had experience with your youngsters, as I have with mine, looking forward to what they want to do. They want to see something that if they go into this certain area, as a young