

INFORMATION CONCERNING WASTE OF GOVERNMENT PROPERTY.

THE FOLLOWING WASTE AND MISMANAGEMENT HAVE BEEN OBSERVED WHILE I HAVE BEEN STATIONED AT KINGMAN ARMY AIR FIELD:

1. At this station it was my duty to set up maintenance procedures, train mechanics, inspect parts, set up spare parts stock, and initiate action, also follow up the procurement of the necessary parts to keep the vehicles in serviceable and economical operating condition,—along with other duties that were assigned to me from time to time. During my stay at this station all the above was accomplished, along with the procurement of a 16" lathe, with which we were able to manufacture a number of parts that were not available through normal channels, thereby keeping these otherwise deadline vehicles in operating condition.

This station had been operating several months before my arrival on July 12, 1943, and up until the latter part of June, 1943, the motor pool and the repair shop was under the command of Capt. Wergen, who until that time had never had a 1000 or 6000 mile inspection program in effect for the vehicles on this post. The enlisted mechanics were working on private civilian automobiles, and some of these men informed me that they had made as much as \$150.00 working on civilian cars during June, 1943. It was necessary then to put an extra crew of mechanics to work for approximately six months to catch up on the neglected maintenance of these vehicles. Capt. Wergen has since been promoted to Major. This neglect cost the government many thousands of dollars.

ARMY REGULATION 850-15, Paragraph 8, Sub-Paragraph (a), states as follows:

"Privately owned motor vehicles, motor vehicle units, parts, accessories or equipment will not be repaired or manufactured in any government owned shop, garage, or other building in which government-owned vehicles or vehicle equipment is stored or repaired. Government-owned tools, equipment or supplies will not be used to repair such private vehicles."

2. PARAGRAPH 24, SUB-PARAGRAPH (b), SECTION 1, STATES THAT:

Repairs to vehicles will be performed in the lowest echelon of maintenance consistent with—

- a. Availability of suitable tools.
- b. Availability of necessary parts.
- c. Capabilities of mechanics.
- d. Time available.
- e. Tactical situation.

As the Kingman Army Air Field is a permanent installation, no tactical condition existed, and parts and tools were available; time element did not enter into the matter; and the mechanics were capable of any work, such as installing crankshafts, rings, piston pins, timing gears in motore, and installing ring gears and pinions, overhauling transmissions and transfercases and motors. Unit repair at a permanent shop such as we had available at the Kingman Field is far more expeditious and the cost is approximately one-third as much as removing these units from the vehicles and transporting them to other shops, as the cost of transportation alone exceeds the cost of unit repair, at a shop such as most all air bases have.

EXAMPLE: Cost of motor parts needed for 75% of motor overhauls—

Rings	\$11.00
Bearings Comp.	13.00
Gaskets	3.00
Piston Pins	1.50
Timing gear	6.50
Total	\$35.00
Plus 16 man hours of soldier labor	16.00
Total cost	\$51.00.



Information obtained from the freight office, and estimated cost compiled by myself reveal the following excess cost of repairing these engines in the practice now in effect and authorized in ordnance information letters received from the Ninth Service Command, and in some cases an order from the War Department:

Removing and replacing engine in frame—18 man hours soldier labor	\$18.00
Crating and transporting to ordnance command shop	30.00
Freight rates on 900 lb. engine, a distance of 1200 miles both ways	35.00
Cost of labor and parts at 9th Service Command Shop, civilian labor	<u>150.00</u>
Total cost	<u>\$233.00.</u>

This practice of engine overhaul costs \$152.00 more on each engine than it would if it were done at the Kingman Air Field Shop. The same ratio of excess costs on repair of other assemblies exists. If records on the amount of units shipped in for repair that could have been repaired at permanent stations were examined, I frankly believe it would be revealed that at least 100,000 have been sent in needlessly; and multiplying the excess cost of one engine—\$152.00, by 100,000, the cost is \$15,200,000 needless and unnecessary.

3. At least 1,600 oil filter elements are needed yearly for the vehicles at the Kingman Air Field, as they are supposed to be changed every three (3) months or every 3000 miles in order to protect the engines against the dusty condition in that locality. I believe an examination of the parts that were received at Kingman Air Field will reveal the fact that not over 500 of these elements were received in the last year, or until the time I left the Field on May 5, 1944. Some of the trucks that are 2 years old still have the original oil filter elements in them. This practice will result in early engine failure of many of these motors.

4. At the time I left the Kingman Air Field there was very little or no Prestone being saved that is drained from the vehicles in warm weather. If this practice is still in effect it will be necessary to purchase approximately 600 gallons of Prestone for next winter, at an approximate cost of \$1,400, which is unnecessary if proper care were exercised. In my opinion there are a number of these fields following this practice, and an examination or inspection of parts requisitions would reveal this waste.

5. About three months ago a 2½-ton G.M.C. truck was sent to Phoenix from Kingman for about 800 to 1000 lbs. of lumber for the Officers Club. This truck was wrecked, costing \$575.00 to repair. As I understand A. R. 850-15, this was a direct violation, and so far as I know no payment was ever made by the Officers Club to take care of it.

6. Each month there is approximately 4000 to 6000 gallons of gasoline drained out of gasoline tankers onto the ground when cleaning the segregators on the bottom of the tanks. This gasoline could be used for several purposes.

7. Ball bearings are a critical item, and are being thrown out in the junk or salvage pile, exposed to dust, sand and weather. Civilians and soldiers are picking up these parts and carrying them off. Several hundred of these bearings were laying in the junk or salvage pile when I left. Lt. Thompson had 32 of them he had picked up himself which came out of discarded target releases.

8. About December 1, 1943, the Kingman Army Air Field received eight (8) 4000 gallon tankers and four (4) 7½-ton Reo Tractors, when there have been 15 or 16 tankers of 2000 gallons capacity at one place for 6 or 7 months, with lines exposed to sun and weather—approximately \$150,000 in equipment idle.



9. About January 1, 1944, the Santa Fe train hit an Army bus, killing 26 soldiers. This was a K-7 International Bus—29 passenger. These buses were brought onto the field and put in use around the 5 of November, 1943. Very soon after they were put in use I made out an order for 6 clutch adjusting links, past experience having proved to me that these clutch linkages were weak; but the order was never filled. Before this accident occurred three of these links failed, as I believed they would. I inspected the bus that was wrecked by the train, and found the clutch linkage was bent. Testimony of the fireman and other witnesses of the accident stated that the bus was standing still and all at once it jumped forward into the path of the train. If this clutch linkage failed at that time and the bus was in low gear it would have moved in front of the train—which I believe happened. I made several pages of testimony in connection with this bus, but nothing has been done about a modification of this part to make it stronger, and possibly prevent another accident.

10. In the case of housing of civilians in the Federal Housing Project at Kingman, Arizona, approximately 25 of the leases are made out at \$26.75 per month; however, the receipts given us are for \$32.00 and \$35.50 per month. There must be some explanation, as Mr. Golding, who was in charge of these houses, when asked about the difference in prices on these houses, stated that if we did not like it we could move. Such dealings as mentioned here, and some that occur on the Kingman Army Air Field, result in an enormous turnover in civilian personnel at this post.

11. In the case of the batteries that were sold at the Ninth Service Command, I believe I can show where it cost the government at least \$500,000 on this deal alone.

12. In January of 1944 a B-17 Bomber exploded at Sacramento, California, killing ten or twelve men. The only survivor of this accident was Major Wergen, who was returning from school at Seattle, Washington.

It is common talk at the Kingman Army Air Field that this plane went to Seattle, Washington, for the sole purpose of bringing Major Wergen back to Kingman. I believe a thorough investigation of this trip and accident will reveal it was unauthorized by the proper authorities. The cost of this accident was approximately \$700,000 to the government.

13. After having been assigned to the Sixth Motorized Division from 5 May, 1942, until Mar. 18, 1943, I was transferred to Camp Adair, Oregon. About the 1st of April I was authorized by Major General Gilbert R. Cook to wear the U. S. Army uniform. About April 14, 1943, W. D. Circular 104, Sec. 111, 1943, and in accordance with paragraph 23 A. R. 600-40 states: Advisors are not authorized to wear any distinctive parts of duly prescribed uniforms of the United States Army.

Mr. Hamaker told me I must wear the Army Officers uniform or I could not work there at Camp Adair. Approximately 18 days after I purchased these uniforms, I was informed I was subject to arrest and a fine of \$300.00. Due to my size I could not sell the uniforms, and still have them on hand. To date I have approximately \$350.00 tied up in army clothes due to this request.

As nothing could be done about the uniforms I wrote to the Secretary of War and General McNair about it, and they in turn wrote to Major Gilbert R. Cook, whereupon I was transferred to Kingman Army Air Field, and also lost a promotion because of writing to General McNair.

14. Gasoline tanks on the tankers used to refuel the planes were calibrated at an excessive and unnecessary cost to the government, because the capacities of these tanks are marked on the tanks. I believe this is required of all manufacturers of these tanks.



15. Recently a demonstration was put on at this Field for the purpose of taking a picture for some magazine. 75,000 rounds of tracer ammunition, I believe, was used in this demonstration; based on a cost of 13¢ a round this would be \$9,750.00, not counting the gun barrels that were ruined. I could not obtain a record of them myself, but there must be such a record.

16. A letter which Col. H. P. Huglin wrote regarding driving to and from work without carrying passengers resulted in the Commanding Officer's order to take 5 C coupons for gasoline away from me. This letter is now in the possession of the Truman Committee. A thorough investigation at Kingman Air Field will reveal several thousand gallons of gasoline drained out on the ground each month. Therefore Col. Huglin was not justified in taking my gas coupons, as I was using my car in the training of Army personnel. There is no doubt my training has and will save many men's lives in overseas combat, and each man's life I am responsible for saving will save the government many times my salary.

17. Ball and Roller Bearings are one of the most critical items of which the war program is short. However there are thousands of these bearings laying out exposed to the dust, dampness and weather, in the Kingman Army Air Field and other Fields.

I have no way of knowing what other Fields are doing in respect to these bearings, but do know they are being thrown out in the junk and salvage piles at Kingman Air Field, such as target releases and airplane parts. A B-17 Bomber I believe has approximately 3000 ball and roller bearings in it. In my opinion, if these bearings were taken care of and used again, it would release much needed labor, as it takes just as much work and precision labor to manufacture these small bearings as it does some much larger; also these small bearings are very much in demand for the airplane industry.

18. Approximately three months ago a new Cletrac tractor was shipped to Kingman Field. I suggested to the Motor Officer that this tractor be sent in to the Base Motor Repair Shop for inspection before being put into use.

The Motor Officer complied with my suggestion, and I believe the Sub-Depot Supply informed him this tractor was to be shipped to Winslow and would not be serviced. Inspection at Winslow revealed the fact that the tractor has been filled with water, and the cylinder block was broken through the freezing of the water in the radiator. Had my suggestion been followed this would not have happened. It took two men approximately 6 days, plus traveling expenses, plus freight on a new engine, and also the cost of a new engine, to replace this tractor in working order. If this practice prevails at other fields it is no wonder it is costing so much. Records available at Kingman will prove this.

19. The morale at the Kingman Army Air Field, in regard to military and civilian personnel, is in a terrible state, due to the methods of operation and waste—all of which is unnecessary. I know several men stationed at this Post who will verify this statement.



This list of information is not printed or released to any person or persons or organization for the purpose of impeding, damaging or harmful effects upon the war effort. It is a condition that can and should be corrected at once for the safety and security of this country.

Many of these statements can be proved by my help and cooperation only. The rest can be proved by records available at stations throughout the Ninth Service Command and possibly other Commands.

It is my understanding with Senator Harley M. Kilgore that my services will be utilized in this investigation. Otherwise I cannot guarantee that many of these statements will be proved. My help is absolutely essential in this matter.

*Joseph E. Drury.*

Joseph E. Drury  
Former Automotive Advisor to United States Army  
9839 Winner Road  
Independence, Missouri