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## GOLDEN FLEECE AWARDS - 1975

Given to the biggest, most ridiculous or most ironic example of government spending or waste.

March: National Science Foundation

For squandering \$84,000 to try to find out why people fall in love. They say they want to study this especially between men and women.

I object to this because no one--not even the National Science Foundation--can argue that falling in love is a science. Even if they spend \$84 million or \$84 billion, they wouldn't get an answer that anyone would believe.

And I'm against it because I don't want the answer. I believe that 200 million other Americans want to leave some things in life a mystery, and right at the top of the list of things we don't want to know is why a man falls in love with a woman and vice versa.

NSF is also spending \$15,000 to study hitchhiking; \$81,000 to study the social behavior of the Alaskan Brown Bear; \$25,000 to study primate teeth; and \$112,000 to examine the African climate during the last Ice Age.

April: National Science Foundation, National Aeronautics and Space Administration and the Office of Naval Research

For spending over \$500,000 in the last seven years to determine under what conditions rats, monkeys and humans bite and clench their jaws. From the findings of these studies it is clear that the government paid a half million dollars to find out that anger, stopping smoking and loud noises produce jaw clenching in people.

All this money was given to Dr. Roland R. Hutchinson of Kalamazoo State Hospital in Michigan. Last year alone he spent over \$200,000, of which more than \$100,000 were federal funds. And what are some of the other results reached by these research projects in the last seven years?

Dr. Hutchinson told NASA that people get angry when they feel cheated and tend to clench their jaws or even scream and kick. NSF learned that the researcher's monkeys became angry when they were shocked and would try to get away from the shock. In addition, NSF was informed that drunk monkeys do not usually react as quickly or as often as sober monkeys and that hungry monkeys get angry more quickly than well-fed monkeys. The Office of Naval Research appears to have gotten the same type of so-called research as did the NSF and NASA.

It is interesting to trace the history of these extremely similar and perhaps duplicative projects. In 1967 NSF gave Dr. Hutchinson \$44,700 to study "Environmental and Physiological Causes of Aggression." For two years he studied the biting reactions of monkeys when they received electric shocks. He also compared their reaction while being given a number of different drugs such as alcohol and caffeine. In 1969 the NSF gave him another \$26,300 to continue these experiments. He received another grant, this one for \$51,200 in 1970 from the NSF. In 1970 Dr. Hutchinson received a grant which ran for five years from the ONR to continue "research on subhuman primates to determine the environmental, physiological and biochemical factors responsible for the maintenance of aggressive behavior and systematic replication of results obtained in primates extended to human subjects." Total funding from the Navy ran to \$207,000. During this period he applied for and received a \$50,000 grant from NASA to develop measurements of latent anger or aggression in humans by means of jaw clenching. In addition he received his fourth NSF grant in 1972 for \$51,800 in order to continue his experiments on monkeys and extend the work to human jaw clenching.

The funding of this nonsense makes me almost angry enough to scream and kick or even clench my jaw. It's time for the federal government to get out of this monkey business.

May: Selective Service System; Army Corps of Engineers.

To the Selective Service System for a \$98,029 contract it awarded Mr. Kenneth Coffey to study the all-volunteer army concept in a number of foreign countries two years after the all-volunteer army had been put into effect in the U.S.

1) Mr. Coffey negotiated the \$98,029 contract from the Selective Service System while he was still the Public Relations Officer at the Selective Service System on May 11, 1973. He retired two weeks later, and the contract was awarded on June 15, 1973. 2) It was a sole source contract, for which Mr. Coffey was the only applicant. 3) It was done without advertising under a provision of the Selective Service Act authorizing "equipment and supplies" to be purchased without advertising or formal contract. Technically, the study was termed the purchase of "equipment." 4) Mr. Coffey received for himself \$30,000, \$4,500 in fringe benefits, \$7,000 for travel, \$6,000 per diem for 175 days abroad, plus a \$6,413 profit which he gained by incorporating himself--for a total of \$53,913. 5) Finally, in the finest tradition of nepotism, Mr. Coffey's wife Osa was placed on the payroll as a part-time assistant.

This may be the most expensive severance pay in the history of government.

The Army Corps of Engineers shares the fickle finger award for their backdoor attempt to commit \$6 to \$10 billion to build a series of new locks and dams on the Mississippi River under a little known 1909 law designed merely for the maintenance, repair or replacement of existing structures.

The law (33 USC, Sec. 401) requires specific Congressional legislative authority for any dam or other structure in a navigable river of the United States. But using the excuse of the 1909 law, which allows for maintenance or replacement of existing structures, the Army Engineers are building an entirely new lock and dam, Number 26, at Alton, Illinois, two miles downstream from the existing lock and dam, with two new 1200 foot locks, over twice as long as the existing locks. While the original lock and dam Number 26 was completed in 1938 for less than \$30 million, the new dam downstream will cost from \$400 to \$450 million.

But the consequences of the action are far greater. If the Army Engineers get by with this action, they can replace any of the other 27 locks and dams on the Mississippi and 7 locks and dams on the Illinois River without specific approval. This would cost from \$6 to 10 billion.

June: Congress

For living high off the hog while much of the rest of the country is suffering economic disaster.

1) The Senate has just approved the addition of up to three new committee staff employees per Senator at a salary of \$33,975 each. While all Senators may not use their full allotment and add 300 employees at a cost of \$10.2 million, it is estimated that about half the number at a cost of \$4 to \$6 million will be added.

2) Unfortunately, the Senate in enlarging its perquisites and prerogatives has taken its cue from the House of Representatives. Earlier in the year the House Administration Committee increased the expense allowances for equipment, travel, newsletter, phones, etc., by \$23,000 a Member for a total cost of \$10 million. The House itself then added some 735 staff positions for Members and committees at an additional minimum cost of \$6 million.

3) The Senate is now constructing a third Senate Office Building at a cost of \$85 million. So far there is an overrun of \$37 million, or 78% over the original estimate of \$48 million.

4) The ultimate Congressional absurdity is the \$1.3 million the House will spend to automate 19 elevators while retaining operators to run them. In this instance the House is merely following the lead of the Senate, where the automatic elevators in the Dirksen Building are routinely run by operators.

Congress owes it to the public to live simply. Senators and Congressmen should not be too far removed from the trials and tribulations of the average citizen whom they represent.

July: Bureau of Land Management

For requiring useless paperwork on a contract that resulted in a \$4000 piece of equipment costing over \$15,000.

The Bureau of Land Management issued 155 pages of requirements, including 23 fold-out diagrams, for fire equipment to be placed on two pick-up trucks. The fire equipment could have been supplied for \$4,000 per unit without the complicated and massive government requirements detailing the placement of every screw and bolt. In order to bid, the firm would have had to charge three to five times higher than a commercial order and hire 8-10 people for pushing paper alone. The solicitation for bids was sent to 41 companies. Only two responded with a bid. The low estimate won at a level of \$15,497 per unit (not including the trucks).

The effect of the overwhelming paperwork burden is to squeeze small business out of government work and to inflate the cost of procurement for government agencies.

It has been estimated that the total cost to the federal government and private business for filling out official forms runs as high as \$36 billion annually. Over 130 million manhours a year are lost on paper shuffling. And the amount of paperwork is increasing each year.

August: Federal Aviation Administration

For a \$57,800 study of the body measurements of airline stewardess trainees. The study was done ostensibly for the design of safety equipment, but the 103-page report dealing with 79 measurements from head to foot seems like a bust to me.

As the study says, "Although all airlines recruit stewardesses from the same general population of young females, each has its own selection standards for age, height, weight, education, and other variables." Thus, the sample of the 423 American Airline stewardess trainees is unrepresentative of the airline stewardesses as a whole and is therefore completely useless.

Information of equal value was available from anthropometric data already gathered on WAF recruits, student nurses and college women as well as the known minimum-maximum requirements of the airlines for height, weight, age, hip girth, etc.

Some of the 79 individual measurements appear to be either unnecessary or irrelevant in any case. Detailed measurements were made of body features such as the skinfold of the upper arm and the posterior calf; the vertical height of the sphyrion; the popliteal length of the buttocks; the transverse distance between the centers of the anterior superior iliac spines; the knee to knee breadth while sitting; the maximum horizontal width of the jaw across the gonial angles and the height of the nose.

Besides, why should the government spend taxpayers' money to do this study at all? It is proper for the FAA to set standards and to require the airlines and aircraft manufacturers to live up to them, but the cost of the research and its application should be borne by the airlines or aircraft manufacturers.

September: Department of the Navy

For using 64 aircraft to fly 1334 officers to the Hilton Hotel in Las Vegas for a reunion of a private organization during the height of the energy crisis.

During the September, 1974, reunion of the Tailhook Association the Navy placed 64 aircraft, ranging from tactical fighters to VIP jets, at the service of 1334 Navy officers throughout the country who needed transportation to Las Vegas. The flights cost more than \$191,000 in tax funds and squandered 347,000 gallons of fuel in the midst of the most severe energy crisis the nation has ever faced.

The Tailhook Association is a private, non-governmental organization made up of active duty, reserve and retired military aviators and civilians interested in aircraft carrier affairs.

The flights were authorized by the Chief of Naval Operations and justified as "space required" travel. None of the officers carried the required documentation for "space required" travel, however, and none was involved in a temporary or permanent change of station as required by the regulation. The designation was a subterfuge.

Many aircraft were taken off operational duty for these flights. The giant airlift was of such magnitude that it required the assignment of 13 Navy personnel for ground support and administration.

Considering that it will take weeks to reinforce our troops in Europe by air, there is great comfort in noting that the Navy can quickly airlift thousands of officers to Las Vegas in the face of a compelling requirement. Where there's a will, there's a way.

#### October: National Institute on Alcohol Abuse and Alcoholism

For spending millions of dollars to find out if drunk fish are more aggressive than sober fish, if young rats are more likely than adult rats to drink booze in order to reduce anxiety, and if rats can be systematically turned into alcoholics.

The NIAAA has the important responsibility of combating the most extensive and tragic drug problem facing our nation. They tell us of their need for additional funds, yet they have wasted funds on the following studies:

-- \$102,000 to study the effects of alcohol on aggressive behavior in a species of sunfish. One experiment will measure the effects of gin compared to tequila in a fighting test. NIAAA seems to be interested in testing what it means to be "stewed to the gills." Or perhaps they want to understand what is really behind the expression "drinks like a fish." In any case, the application of this "fishy" research to understanding the problems of alcoholism and aggression in humans will not be swallowed hook, line and sinker by the American taxpayer.

-- At the same time the NIAAA is funding the fish study, they are also funding another \$90,000 study by the same researcher. In this one attempts are being made to turn rats into alcoholics by making them neurotic. The rats are placed in insolvable situations or given unpredictable rewards and shocks.

The rationale for this waste of taxpayers' money is to create an animal model of alcohol consumption which would then give NIAAA a better understanding of human alcoholism, but the fish and rat are so much lower on the evolutionary scale than man that the result of these experiments will tell us very little, if anything, about the nature of complex human problems such as alcoholism.

It is time for the NIAAA to take a hard and sober look at its research priorities and concentrate its effort on overcoming the tragic problem of alcoholism in America.

#### November: Frank Zarb, Administrator of the Federal Energy Administration

For spending \$25,000 and using almost 19,000 gallons of fuel in the ten months since January 1, 1977, jetting about the country in chartered aircraft urging businessmen and civic groups to economize on energy resources.

Since January 1, 1975, this winged wastrel of energy, fuel and taxpayers' money has used chartered Air Force and private aircraft on 13 trips to various cities around the country. On 7 of the 13 trips Administrator Zarb's basic purpose was to convince local business or civic groups of the need to conserve

fuel. In half or more of the total cases, Mr. Zarb flew in a plush, four-engine Air Force jet which burned enough fuel in an hour to supply the average American driver with enough gasoline to drive for an entire year.

In many instances commercial flights were available at a much lower cost. For example, the cost of Mr. Zarb's chartered round-trip flight to Little Rock on May 9 was more than 20 times greater than the round-trip commercial coach fare.

Mr. Zarb is a hard working, conscientious administrator. He should recognize, however, the supreme irony that the leading advocate of energy conservation presents to the nation when he fails to practice what he preaches.

#### December: The White House

For its efforts to add to its empire through increased funds for consultants, contingencies, travel and high level personnel while calling for austerity from the rest of the government.

-- The White House has dramatically increased funding for 'consultants' from an initial \$250,000 in FY68 to a whopping \$3,850,000 in FY76. This is an increase of \$1.6 million since Mr. Ford became President.

-- In FY76 the White House requested a 100% increase (to \$1,000,000) for the discretionary contingency fund called "unanticipated needs." The funds can be used for any activity--at home or abroad--the President decides is in "furtherance of the national interest."

-- In FY75 without any legislative authorization travel funds for the White House staff (not the President) were increased from \$40,000 to \$100,000.

-- The White House now has 54 aides earning between \$37,800 and \$44,600 a year. (No less than 9 of these are Executive Level 2 positions although there are only 16 other Executive Level 2 spots throughout the rest of the government.) This year the White House requested authority from Congress to hire an unlimited number of these high level employees; however, the House of Representatives, over White House opposition, placed a ceiling of 95 on the number of supergrade and Executive Level positions in the White House.

#### Fleece of the Year: Department of the Air Force

For operating a \$66 million fleet of 23 plush jets used solely to transport top government officials at a cost to the taxpayers of over \$6 million a year. This little known executive airline is called the 89th Military Airlift Wing and is based at Andrews Air Force Base near Washington, D.C.

This fleet cost the taxpayers \$66.7 million to purchase. Operation and maintenance costs run from \$2,206 an hour to \$155 an hour for the smaller planes. In the first ten months of 1975 the 89th made 975 flights carrying government officials as passengers at a cost of over \$6 million.

In fairness to the Air Force this Fleece of the Year should be shared by all the government bigshots who insist on such special treatment at the expense of the taxpayers. 849 of these flights were undertaken for high ranking defense officials. Treasury Department officials used these executive jets on 67 occasions, the State Department 26 times, the Federal Energy Administration 11, ERDA 8, and NASA 6. There were a number of other miscellaneous flights.

Military aides who accompany the passengers on these flights to serve food and drink and assist in their comfort are justified by the AF "for passenger safety."

The stupidity of this massive airlift is that in almost every case, commercial flights were available to the same destination. Commercial flights would not only save the government hundreds of thousands of dollars--if not millions--but they would also help the depressed U.S. airline industry.