

Fuel leaking from fittings on fuel pump and fuel tank; fuel pump leaking; general assembly dirty; spark plugs, contact points, and condenser defective; excessive paint on control levers.

That is from Vietnam.

(Displays exhibit.)

Mr. JACOBSON. Where is that one from, Mr. Beaser?

to necessitate our taking a look at the entire contract.

Mr. BEASER. Thank you. Because if you rely solely on the subcommittee staff picking this up, it is hopeless.

Mr. LEE. I realize that. On the other hand, if we do have specific complaints, then we will want to take a look at all the work that is being done. As far as I know—and perhaps we have some examples—I was not aware of the fact that we had had complaints on those facilities. If we have had, we will certainly look into the overall situation. But I think we have gone on another assumption that we had better supervision on those sites, because they were supervised by the Department of Defense. They have had a lot of experience in this type of thing, and generally I think they do a very good job.

Senator GRUENING. Mr. Lee, on page 34 of your statement you say that you have found a number of instances of improper utilization of excess property preferred for Korea, Vietnam, and Turkey. Now, those are among the countries visited by the subcommittee staff. And I think it would be desirable to have Mr. Lippman give us a summary of the investigative findings in each of these countries. If your staff has any comment as Mr. Lippman proceeds, please don't hesitate to interject your questions.

April and May of 1967. This area is under the jurisdiction or the control of the Port of Saigon Authority. And the equipment that moved in here came directly off the ships as part of AID's excess property program, and was placed here in a hold status before it was sent out to the countryside and elsewhere to the recipients, who were Vietnamese Government agencies, authorities, and the like elsewhere.

(Exhibiting large photograph)