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UNITED STATES GENERAL ACCOUNTING OFFICE

REGIONAL OFFICE

ROOM 403, U.S. CUSTOMHOUSE, 610 SOUTH CANAL STREET  
CHICAGO, ILLINOIS 60607

MAR 27 1975

Commander  
928th Tactical Airlift Group (AFRES)  
Chicago - O'Hare International Airport  
Chicago, Illinois 60666

Dear Commander:

We have completed a review of the energy conservation efforts undertaken by the 928th Tactical Airlift Group (TAG). Our objectives were to determine how effectively energy conservation measures were implemented and to identify potential areas for effective long-range energy conservation through more efficient operating procedures and capital improvements. Specifically, we were concerned with the development of an adequate energy-use information system, controls to reduce energy consumed in buildings and by aircraft and vehicles, and the impact of energy conservation on operations.

The 928th TAG furnishes heat, gas, oil, and vehicle and aviation fuel to a number of tenant organizations located on the Base. Aviation and vehicle fuel is also provided to other Governmental organizations that visit the 928th TAG Reserve Base. The amount of energy consumed by these organizations and the 928th TAG is reported in total to Headquarters Air Force Reserve.

The 928th TAG has not developed a formal long-range energy conservation program coordinating their energy conservation efforts with those of its tenant organizations. Although the 928th TAG reported a 14-percent overall reduction in the use of electricity, coal, and heating, vehicle, and aviation fuel for fiscal year 1974 as compared to fiscal year 1973, and reported further reductions in the first half of fiscal year 1975, some of the actions taken were stopgap measures directed toward solving problems as they occurred.

For example, while consumption of aviation fuel decreased during fiscal year 1974, the reduction was achieved primarily during the 1973-74 oil embargo when most of the aircraft were grounded. The 928th TAG has since resumed normal flying operations and during the first six months of fiscal year 1975 reduced flying hours by only one percent. We were informed that reductions in flying hours are difficult to achieve because of established training requirements.

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Further, although overall gasoline consumption decreased by 7-percent during fiscal year 1974, the reduction fell short of the Department of Defense wide goal of 15-percent. We noted that the 928th TAG does not have any compacts or subcompacts in its inventory of about 42 sedans, trucks, and other vehicles, although such vehicles, we were told, could be utilized in its operations. Efforts to acquire the smaller size vehicles were not made, because the Headquarters Air Force Reserve determines the number and type of vehicles that are allocated to units under its command. We believe, however, that the 928th TAG should request action to acquire such vehicles to achieve greater energy reductions.

While progress was made in reducing overall energy consumption, the 928th TAG was not aware of and we could not readily determine the extent the reported savings could be attributed to the efforts of the 928th TAG or its tenant organizations. Since a substantial portion of the energy was consumed by tenant organizations, coordination is necessary, and development of a coordinated long-range energy conservation program would be a major step toward conservation on a continuing basis.

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We acknowledge the cooperation extended to our representatives during the review. Your comments on the matters discussed herein will be appreciated.

A copy of this report is being forwarded to the Commander, Headquarters Air Force Reserve, Robins Air Force Base.

Sincerely yours,

G. F. Stromvall

G. F. Stromvall  
Regional Manager

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