

~~Had Inn Downtown - (close)~~  
~~West of town~~

~~DCA to OH to WV to DCA~~

~~12 JUN~~

~~Dep DCA 1659~~  
~~Arr CMH 2050~~

~~RON Columbus~~

14 ~~13~~ JUN

~~Drive to Mansfield~~

~~Meet 0900~~

~~Drive to Springfield~~

~~Meet 1400~~

~~Drive to ~~CMH~~~~

2 hrs

1040 Les: Mike Roberts (Springfield)  
(937) 327 2237

13 ~~14~~ JUN

~~Meet 0930~~

Dept CRW 1502

Arriv DCA 1917

~~WV~~

~~Left WV~~

Remember a joker

Col Tim Fry 341-6131

Maint Les Inn  
304 345 4200  
N Gate Bus Pk

(304)

Col Jerry ~~Bohm~~ ✓  
Goahin VWC

(304) 553-1260 cell

Talked to...

Cell  
419 295 7117

Col Waldron Vice  
Ext. 153

Mansfield

Col Mark Stephens

179 Av 419-520-6179

1947 Harrington Memorial Dr

Mansfield 44903-0179

419 520 6100

Springfield

Col Lohnes WC ✓

178 Fw \*

Col Mike Roberts  
VWC ✓

706 Regula Ave

Springfield 45502-8784

937-327-2224 2178

Charlie West

130 Av

1679 Coonskin Dr

Charler WV 25311-5005

~~304 341-6350~~

800 228 1205

**McRee, Bradley, CIV, WSO-BRAC**

---

**From:** Stephens Mark L Colonel 179AW/CC 696-6179 [mark.stephens@OHMANS.ANG.AF.MIL]  
**Sent:** Friday, June 24, 2005 10:00 AM  
**To:** 'david.vansaun@wso.whs.mil'; 'bradley.mcree@wso.whs.mil'  
**Subject:** Update from the 179th  
**Attachments:** MCI Point Analysis.PPT; MCI Scores Analysis.xls

Good morning, Brad and Dave -

During your visit, you will recall that we found the AF BRAC military value analysis was "skewed toward large installations and unfairly disadvantaged smaller, right-sized installations." Since 14 June, we have further analyzed the MCI point value calculations, and found that our findings are substantiated by the data.

I have attached a spreadsheet of Airlift MCI points lost which I believe demonstrates this bias. Included is a column showing Greater Peoria, a unit with a lower MCI value than Mansfield, and yet one GAINING aircraft! Aside from the bias toward large installations, we can discern no logic in the AF's lose/gain conclusions.

Also attached are our original Military Value powerpoint slides, annotated (in red) to relate them to the MCI data.

Thank you again for the hard work I know you're doing to impartially analyze the BRAC proposal. Please let me know right away if there's anything else we may do to assist.



## MILITARY VALUE



### 1. Current/Future Mission

- **1- Operating Environment**

1242- ATC Restrictions to Operations

***The AF MCI formula took no points off at Little Rock or Charlotte; both are air operations intensive!***

- Little Rock AFB would have a large amount of air traffic
  - 100+ C130s sharing one runway
  - A major airport within 15 miles
- Mansfield ANGB has a low amount of air traffic
  - There are two available runways
  - There are NO traffic delays
  - There are NO major airports within 50 miles

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## MILITARY VALUE



**VIOLATES:**

- BRAC Deploy and Employ Principle

**Mansfield's Airspace is Virtually Ours to Use!**

- NO Competing Commercial or Regularly Scheduled Private Carriers
- NO Airspace Flow Control Problems Compared To Other Gaining Airports

Airport	Air Operations 2004 Totals
Mansfield (MFD)	35,009
Little Rock (LRF)	111,001
Louisville (SDF)	165,589
Charlotte (CLT)	467,676
Minn-St.Paul (MSP)	540,727

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## MILITARY VALUE



### 1. Current/Future Mission

#### • 2 - Geo-locational Factors

1246 - Proximity to low level routes

***Mansfield lost over 11% of MCI points available in the AF calculation! Slow routes were given no credit.***

- Irrelevant question for Airlift – Instrument Routes/Visual Routes not used
- Slow Routes are the only routes used by the Airlift Community

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## MILITARY VALUE



### 1. Current/Future Mission

#### • 2 - Geo-locational Factors

1248 - Proximity to DZ/LZ

1249 - Airspace Associated with DZ/LZ

***Mansfield lost over 13% of available MCI points in this category!***

- Mansfield EFFICIENTLY shares nine DZ's and one LZ with five other ARC units
- Questions biased against ANG due to small, efficient footprint and cost effectiveness of ANG Community Basing
- Two questions are "double jeopardy", providing the same analysis tool twice, encompassing 23.02 points out of 100
- Large number of DZ/LZ's in close proximity to several Active Duty bases precluded a level playing field with ANG

Base	DZ's	LZ's (within 150nm)
- Pope	31	3
- Maxwell	22	1
- Little Rock	8	2
- Dyess	4	0

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## MILITARY VALUE



### 2. Condition of Infrastructure

- **3 - Key Mission Infrastructure**

*Over 4% of available points lost to this meaningless question!*

- 1 - Fuel Hydrant System

- Per ANGH 32-1084 (Authorized ANG Infrastructure Guidance) a hydrant system is only required for a total tank capacity of 20k gallons, C-130 holds 9k gallons
- System is not specifically authorized for any bases in ANG unless they have C-17, C-5, or KC-135 aircraft
- Question should not be weighted for C-130
- ANG bases are penalized for their efficiency and holding to regulation
- **Mansfield is correctly equipped to handle 12 C-130 PAA**

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## MILITARY VALUE



### 2. Condition of Infrastructure

- **3 - Key Mission Infrastructure**

- 8 - Ramp Area and Serviceability

- Per ANGH 32-1084 (Authorized ANG Infrastructure Guidance)
  - 8 PAI C-130 authorized 52,730 s.y. of apron
  - 12 PAI C-130 authorized 87,875 s.y. of apron
- No points given in this category unless > 137,000 s.y. of apron
- Bias against correct sized and efficient ANG bases
- **Mansfield is equipped to handle 8 PAA, and has room to expand to 12 PAA**

**5.98% of MCI Points Lost**

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# MILITARY VALUE



## 2. Condition of Infrastructure

- **3 - Key Mission Infrastructure**
- **9 - Runway Dimensions and Serviceability**
  - Air Force model does not allow credit for more than one runway
  - This is a critical flaw in the model as only one runway (e.g. Little Rock) significantly hampers Operational flexibility
  - **Mansfield's TWO runways provide this flexibility**

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# MILITARY VALUE -



### VIOLATES:

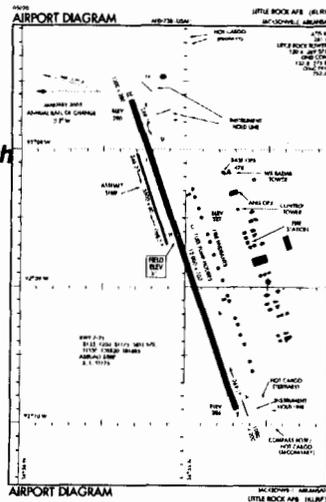
- BRAC Deploy and Employ Principle

• **Little Rock Airfield Must Support 116 aircraft with ONE runway and yet earned all 5.98 MCI points available Mansfield, with 2 runways, lost 1.49 points**

• Operations can be shut down decisively by:

- Aircraft accident
- FOD Incident
- Terrorist Attack
- Wildlife Incident
- Weather Emergency

• **Mansfield boasts two runways (9000' and 7000')**



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## MILITARY VALUE –



### 1. Current/Future Mission

#### • 1- Operating Environment

##### 1271- Prevailing Installation Weather Conditions

- Extreme severe weather was not considered
  - Tornado – Plains states
  - Hurricanes – Coastal areas
  - Flooding – Low lying areas, e.g. New Orleans
  - Earthquakes – West coast



Pulaski County, Arkansas (home of Little Rock AFB) averages 63 tornados in just over 50 years

***AF MCI formula did not take severe weather incidents into account. Little Rock earned 3.16 points; Mansfield lost all 3.22 available points.***

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## MILITARY VALUE



### 3. Contingency, Mobilization, Future Force

#### • 5 – Mobility/Surge

##### 1214 – Fuel Dispensing Rate to Support Mobility and Surge

- Question biased against ANG and irrelevant to their mission of Homeland Defense and augmenting the active duty force
- ANG Bases would never serve as AEF launch point for a major overseas deployments
- Per ANGH 32-1084 total fuel storage requirements for C130 aircraft is 100,000 gallons
- Mansfield correctly sized with 100,000 gallon capacity for 8 to 10 PAA
- No properly equipped ANG unit could handle 12PAA without modifications

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## MILITARY VALUE



### 3. Contingency, Mobilization, Future Force

- **5 – Mobility/Surge**  
**1241 – Ability to Support Large-Scale Mobility Deployment**
  - Question asks for MOG based on *transient* parking, however per ANGH 32-1084 *transient aircraft parking is not authorized unless specifically exempted on ANG bases*

***Mansfield lost all 2.20 Points***

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## MILITARY VALUE



### 3. Contingency, Mobilization, Future Force

- **5 – Growth Potential** **3.92 MCI Points Lost**
  - **1205.1 – Buildable acres for Indust. Operations Growth**
  - **1205.2 – Buildable acres for Air Operations Growth**
  - Questions biased against Community Based ANG bases
    - Only land under current lease was considered in analysis
    - ANG Bases have capability to acquire more land with simple concurrence of the Air Force and City or Port authority (Generally at no cost)
  - **Mansfield has 161 acre available NOW for \$1**

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12



## MILITARY VALUE



### 2. Condition of Infrastructure

- 3 - Key Mission Infrastructure

- 1235 – Installation Pavements Quality

- Mansfield's runway met AF Criteria, but formula combined runway and ramp quality.
    - Mansfield's authorized ramp size too small to earn points in this category.

***Mansfield lost 7.47 MCI Points –  
should at least have been  
credited with runway!***

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MCI Points Lost Analysis

22 June 2005

TOTAL MCI POINTS EARNED 37.28 63.23 59.90 56.26 34.54

MCI: Airlift - Points Lost	Max Points Available	Mansfield	Little Rock	Maxwell	Charlotte (Gain)	Greater Peoria (Gain)
1246.00 Proximity to Low Level Routes Supporting Mission	13.98	11.27	10.24	6.46	6.37	11.43
1248.00 Proximity to DZ/LZ	14.72	7.99	8.99	2.93	2.53	12.85
1235.00 Installation Pavements Quality	11.95	7.47	2.99	2.99	5.98	7.47
8.00 Ramp Area and Serviceability	5.98	5.98	0.00	4.48	5.98	5.98
1249.00 Airspace Attributes of DZ/LZ	8.30	5.55	5.82	2.10	1.32	7.21
1.00 Fuel Hydrant Systems Support Mission Growth	4.32	4.32	0.22	4.32	4.32	4.32
1273.00 Aerial Port Proximity	8.10	4.05	4.05	4.05	4.05	4.05
1271.00 Prevailing Installation Weather Conditions	3.22	3.22	0.06	0.00	0.64	1.22
19.00 Hangar Capability-Large Aircraft	3.32	2.48	2.17	2.39	2.42	2.39
1241.00 Ability to Support Large Scale Mobility Deployment	2.20	2.20	0.00	2.20	2.20	1.65
1205.10 Buildable Acres for Industrial Operations Growth	1.96	1.96	0.36	1.95	1.89	1.62
1205.20 Buildable Acres for Air Operations Growth	1.96	1.96	0.26	1.60	1.96	1.45
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	2.20	1.82	1.31	2.01	1.98	1.93
9.00 Runway Dimension and Serviceability	5.98	1.49	0.00	2.24	0.75	0.75
1250.00 Area Cost Factor	1.25	0.39	0.18	0.06	0.18	0.86
1207.00 Level of Mission Encroachment	1.66	0.31	0.00	0.02	0.22	0.00
1402.00 BAH Rate	0.88	0.16	0.11	0.27	0.23	0.22
1269.00 Utilities Cost Rate (U3C)	0.13	0.10	0.01	0.03	0.05	0.06
213.00 Attainment/Emission Budget Growth Allowance	1.68	0.00	0.00	0.00	0.67	0.00
1242.00 ATC Restrictions to Operations	5.98	0.00	0.00	0.00	0.00	0.00
1403.00 GS Locality Pay Rate	0.25	0.00	0.00	0.00	0.00	0.00
<b>TOTAL POINTS LOST</b>		<b>62.72</b>	<b>36.77</b>	<b>40.10</b>	<b>43.74</b>	<b>65.46</b>

**McRee, Bradley, CIV, WSO-BRAC**

---

**From:** Stephens Mark L Colonel 179AW/CC 696-6179 [mark.stephens@OHMANS.ANG.AF.MIL]

**Sent:** Wednesday, June 22, 2005 2:49 PM

**To:** 'david.vansaun@wso.whs.mi'; 'bradley.mcree@wso.whs.mil'

Gentleman, Wanted to call your attention to a small error in the numbering of the supporting data for our slides. There was a transition slide inserted into our visual presentation that increased the number on the printed slides by one. So when you look at the supporting data you will find that supporting info referenced to slide 35 really supports slide 36 and so on. Having found this oversight we are reprinting the supporting data and will present these to you in Buffalo. Sorry for the inconvenience.

7/2/2005

**McRee, Bradley, CIV, WSO-BRAC**

---

**From:** Van Saun, David, CIV, WSO-BRAC  
**Sent:** Wednesday, June 15, 2005 5:08 PM  
**To:** McRee, Bradley, CIV, WSO-BRAC  
**Subject:** FW: 179th Airlift Wing Key Points Summary  
**Attachments:** BRAC Analyst Ltr\_15 June 05.doc

Brad - Don't answer the email but include in the letter in the base visit report. I gave them our email address just to speed the process. If you like, thank them by phone. Dave

---

**From:** Stephens Mark L Colonel 179AW/CC 696-6179 [mailto:mark.stephens@OHMANS.ANG.AF.MIL]  
**Sent:** Wednesday, June 15, 2005 4:00 PM  
**To:** 'david.vansaun@wso.whs.mil'; 'bradley.mcree@wso.whs.mil'  
**Subject:** 179th Airlift Wing Key Points Summary

The attached letter is in follow up to our meeting yesterday and summarizes the key points of our presentation.

**MARK L. STEPHENS, Colonel, Ohio ANG**  
**Commander**  
**179AW/CC**  
**DSN 696-6179**  
**COMM 419-520-6179**  
**mark.stephens@ohmans.ang.af.mil**



**OHIO AIR NATIONAL GUARD**  
**HEADQUARTERS 179TH AIRLIFT WING (AMC)**  
**MANSFIELD, OHIO**

15 June 2005

Mr. Brad McRee, Senior Analyst  
Mr. Dave Van Saun, Joint Issues Team Leader  
Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

On behalf of the men and women of the 179<sup>th</sup> Airlift Wing, I would like to thank you for visiting with us yesterday and for making us an "extension of your staff." We are grateful that, like us, you were sufficiently concerned with the grave potential losses to state and national security posed by closure of Air National Guard C-130 units that you felt the visit was warranted.

I am fully aware, too, that we covered a lot of ground in our meeting and that you face a daunting task as you analyze not only Mansfield, but the many units affected by DoD's BRAC proposal. In the hope of making your jobs a little easier, I would like to share a few key points that I think distill the essence of our message yesterday:

1. Land is not an obstacle here, but the Air Force's *flawed* capacity analysis process used land to preclude us from further consideration:
  - How 12 or even 16 aircraft could have been accommodated on our existing land was never considered.
  - Options for additional land were readily available, but the AF's BRAC data calls never allowed for submission of this fact.
2. The Air Force's inconsistent and biased Military Value analysis contained many significant errors and, incredibly, completely *ignored* the value of the 179<sup>th</sup>'s deeply experienced and highly skilled patriots.
  - ANG personnel are *not fungible*.
  - They are not easily, and certainly not readily, replaced.
3. There is a demonstrably *negative* correlation in the Air Force's plan between the distribution of new missions (gains) and ANG units with a record of recruiting and retention success.
  - Mansfield draws from a rich recruiting base, and makes good use of it. When coupled with a unit culture that produces equally excellent retention, the 179<sup>th</sup> boasts the *best* strength figures of any ANG C-130 unit.
  - There is *no logical* correlation in the AF analysis between this indisputable fact and the gain/close recommendations.
4. Strikingly, the military value of ANG C-130 units to the Governor's state security mission is nowhere to be found in the AF analysis.
  - ANG airlift units provide direct support to Homeland Security missions like EMEDS and the Civil Support Teams
  - We can and do train with joint state forces.
  - We will be providing you with much more specific data in this area soon.

5. From the data currently available to us, these flaws, errors and omissions led to a significant miscalculation of at least \$ 773 million in NPV:
- Mansfield can expand to accommodate 12 aircraft at a (COBRA modeled) infrastructure cost of \$13.7 million. Compared to the total cost of \$21.6 million projected in the Air Force analysis, *this represents a savings to the taxpayer of \$7.9 million.*
  - Our investment in the training of our people amounts to at least \$ 214 million. It will be substantially lost, since the close community ties of our members precludes their ability or desire to move “with the iron”, (even if they could,) to units that are hundreds of miles away. This loss appears nowhere in the COBRA calculations.
  - AF COBRA costs do not include projections for aircraft conversion or associated retraining costs at either of the bases to which Mansfield’s aircraft are slated to transfer. At Maxwell alone, the cost will be over \$ 41 million.
  - And, finally, the COBRA costs do not include allowances for the hallmark efficiency which units like the 179<sup>th</sup> operate. The taxpayer only pays for our traditional members when they are used, yet members in this status were not modeled (nor were state or contract employees.) An active duty unit of the same size as the 179<sup>th</sup> would cost the taxpayer an additional \$ 54 million *per year.*

I thank you again for inviting us to collaborate with you in this undertaking on behalf of the American people.

*/// Signed ///*

MARK L. STEPHENS, Colonel, Ohio ANG  
Commander

cc: MG Gregory Wayt  
MG Harry Feucht  
BG Homer Smith  
Mr. Joe Renaud

DRAFT – FOR INTERNAL USE ONLY

**BASE VISIT REPORT**  
**MANSFIELD-LAHM MUNICIPAL AIRPORT AGS, OH**  
**June 14, 2005**

**COMMISSION STAFF:** Dave Van Saun, Brad McRee

**LIST OF ATTENDEES:** (see attached)

**BASE'S PRESENT MISSION:** To support operations related to the operation of (8) assigned C-130s in the Intra-theater airlift mission.

**SECRETARY OF DEFENSE RECOMMENDATION:**

Close Mansfield-Lahm Municipal Airport Air Guard Station (AGS). Distribute the eight C-130H aircraft of the 179th Airlift Wing (ANG) to the 908th Airlift (AFR), Maxwell Air Force Base, Alabama (four aircraft) and the 314th Airlift Wing, Little Rock Air Force Base, Arkansas (four aircraft). Flying related Expeditionary Combat Support (ECS) moves to Louisville International Airport AGS, Kentucky (aerial port) and Toledo Express Airport AGS, Ohio (fire fighters).

**SECRETARY OF DEFENSE JUSTIFICATION:**

This recommendation distributes C-130 aircraft to two bases with higher military value, Little Rock Air Force Base (17) and Maxwell Air Force Base (21). The addition of aircraft at Maxwell Air Force Base creates an optimally sized Reserve Component squadron. Additionally, these transfers move C-130 force structure from the Air National Guard to the Air Force Reserve and active duty--addressing a documented imbalance in the active/Air National Guard/Air Force Reserve manning mix for C-130s.

**MAIN FACILITIES REVIEWED:** (Entire base – windshield tour)

**KEY ISSUES IDENTIFIED:**

- \* Mansfield has responsibilities for transporting the state Civil Support Team (CST.)
- \* The unit did a detailed analysis of the types of questions asked by the Air Force. The Reserve Component was put into the same category as the Active Component. (unlike the way the other services did it.) The unit was in full compliance with ANG installation guidelines and thinks it is being penalized for “following the rules.”

## DRAFT – FOR INTERNAL USE ONLY

- \* Mansfield officials also found some interesting AF BRAC Red Team comments which were critical of the AF BRAC plan.
- \* The unit has much recent deployed experience. Aircrews and maintenance personnel especially are very experienced.
- \* The unit has some very good strength statistics.
- \* They expect that maybe 15% of the operational people would follow the aircraft.
- \* With respect to national military strategy, they question the logic of taking aircraft from high strength states and placing them in states with lower personnel strength.
- \* Little Rock AFB (where the bulk of the C130s are going nationwide) has these issues:
  - \*\* Only one runway
  - \*\* 34% of its maintenance people are the lowest skill level (compared with 17% at Mansfield)
  - \*\* Severe weather such as tornados
  - \*\* Ripe target potential
- \* COBRA gives little weight to costs of personnel moves and retraining costs.
- \* Little consideration given to impact of mixing dissimilar models of C-130s
- \* 90% of the “Community Attributes” not applicable to the ANG
- \* Open to new missions such as Predator

### **INSTALLATION CONCERNS RAISED**

- \* Ramp space – Report not correct. They can accommodate more than (8) C-130s on current ramp.
- \* The base was given no credit for hanger because of the width of the door. It contains the C-130 just fine because of the wing slots in the hanger wall.
- \* Because of the rural setting and lack of encroachment the pilots can practice with Night Vision Goggles (NVGs) on the runway and do all necessary flight proficiency training.
- \* There is little other competing air traffic at Mansfield. No commercial carriers there – just a Fixed Base Operator (FBO)
- \* The base has plenty of room to expand (currently 60 acres but has access to 161 acres)
- \* Current lease expires in 2090.
- \* If the base gets realigned, the FAA tower would close and the adjacent industrial park would loose its fire protection

### **COMMUNITY CONCERNS RAISED:** (Did not meet with community)

### **REQUESTS FOR STAFF AS A RESULT OF VISIT:**

- \* Research Air Force BRAC Red Team comments
- \* Determine BRAC wide impacts related to Retraining Costs
- \* If aircraft have to leave, does the Aerial Port Squadron have to leave also?

Mansfield 6/14/05

BRAC  
\* Need to get into Red Team  
~~BRAC~~ white papers

[ K / 1  
Good Strength COA & state  
RC lumped in same as AD - unlike other SVCS.  
Room to expand

Gd / Res had difficulty competing ...  
\* Recruit / Retrain huge issue  
Cuit 7 had to compete

AF does not look at demographics the way Guard does ...

Data address FT strength concern that guard strength not reflected  
Huge retraining costs - exp. veterans

Drill, State, Contract not in AF cost model

4 Aft to Montgomery - Birmingham closing - Montgomery recruit prob

BRAC Red Team comments \*\*

Study on optimizing sqdn size  
Not asked if room for expansion ...  
Rural - no encroachment issues

Errors capacity analysis

K Ops: 15% follow aft

K High Value Aft Exp.

K Nat'l Mil Strategy - putting aft in states w/ downward moving trends

LRAFB 34% 3-levels 17% here

K HLS EMEDS in Alpena for Region 5

Huge Impact Medical

Maj Johnson: MCI #s rewarded excess - peralized right size

LRAFB 1 R/W no Comm traffic here

IR VR Route system not a good question  
Hort airlift

1248/1249 Double jeopardy 25% points

K ANGIT 32-1084 Peralized for following rules

\* 137,000 SY Apron ⇒ only C-5 base could do this  
No credit for more than 1 R/W

K Previously weather did not include forwarders, etc  
Turnout suitability

I 60+ Ac + 161 Ac Access 2 under shelter  
2090. loose expenses pok  
+ Drop Zone  
Contiguous

COBRA Model Flawed

K Concept of "fungible" personnel  
Cost not considered for dissimilar C-130s

COBRA numbers 8M cheaper to take Masfield to 12 PAA

K 9 of 10 Cnty attributes not apply to ANG

I FAA - Tower would close  
Inland Park - loss of fire fighting

Did have some plans to do some joint stuff w/ Army / Marines  
Ricker backer a model...

\* Get Newton to comment on  
FU Tng Impacts

K Future Predator missions...

K APS - If love left - why couldn't they stay here?

Mansfield, OH

**BRAC Analysts**

Brad McRee  
Dave Von Saun

**Wing Leadership**

Colonel Stephens, Waldron, Daugherty, McMahon, Lewis, Patterson

**Legislative Staff**

Mike Kobyłka (Sen. Voinovich)  
Elizabeth Goodwin (Sen DeWine)  
Phil Holloway (Congressman Oxley)

**Community**

Mike Green  
BG (Ret) Fred Larson  
Mayor Lydia Reid

**Governor's Staff**

Joe Renaud

**State Staff**

MG "AJ" Feucht  
BG Homer Smith  
Doctor Mark Wayda

**Maintenance Group**

MSgt Dave Krutsch

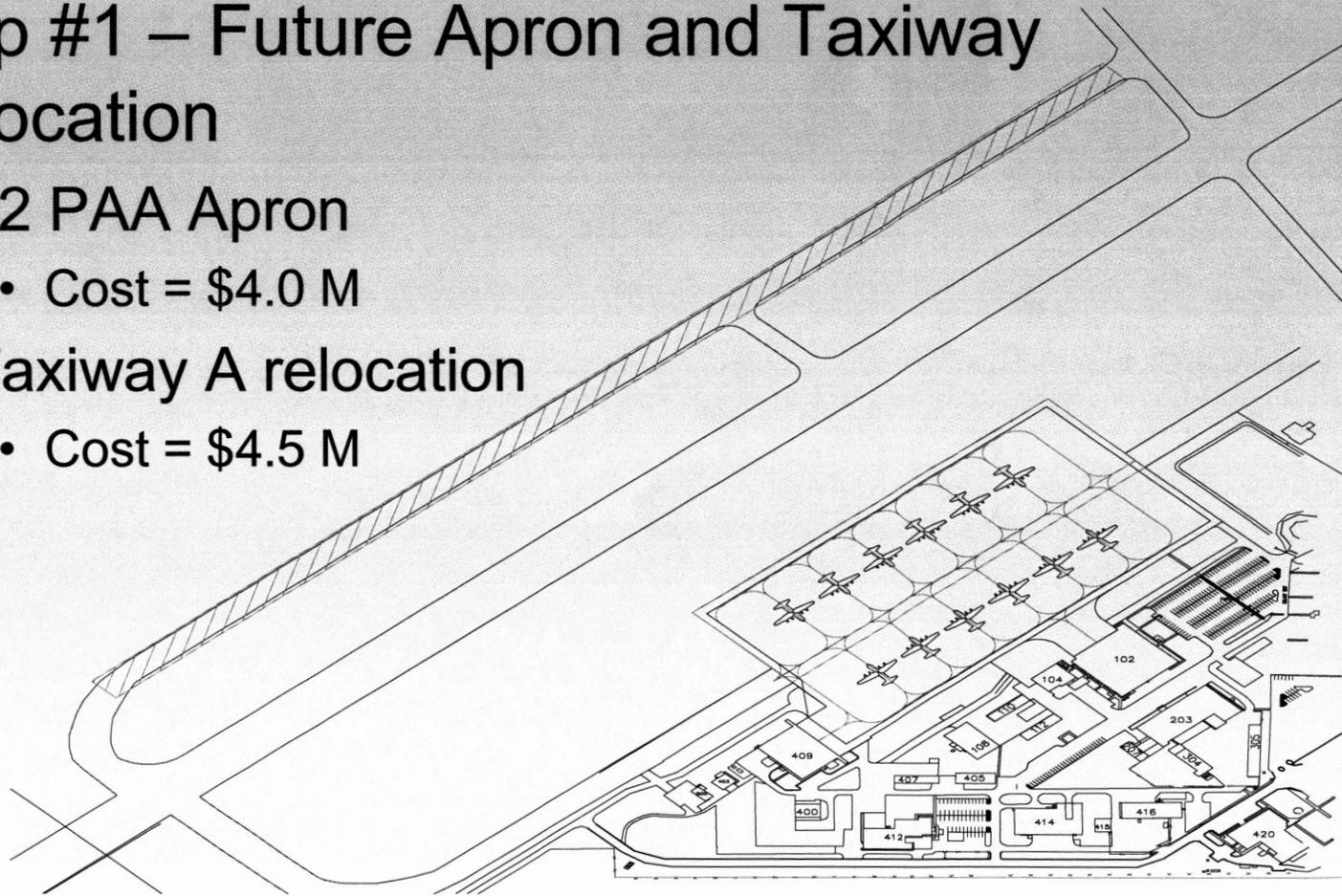
**Civil Engineering Squadron**

MAJ Dan Tack (Commander)  
MAJ Mark Johnson (Deputy Base Civil Engineer)



# Base Tour

- Stop #1 – Future Apron and Taxiway Relocation
  - 12 PAA Apron
    - Cost = \$4.0 M
  - Taxiway A relocation
    - Cost = \$4.5 M



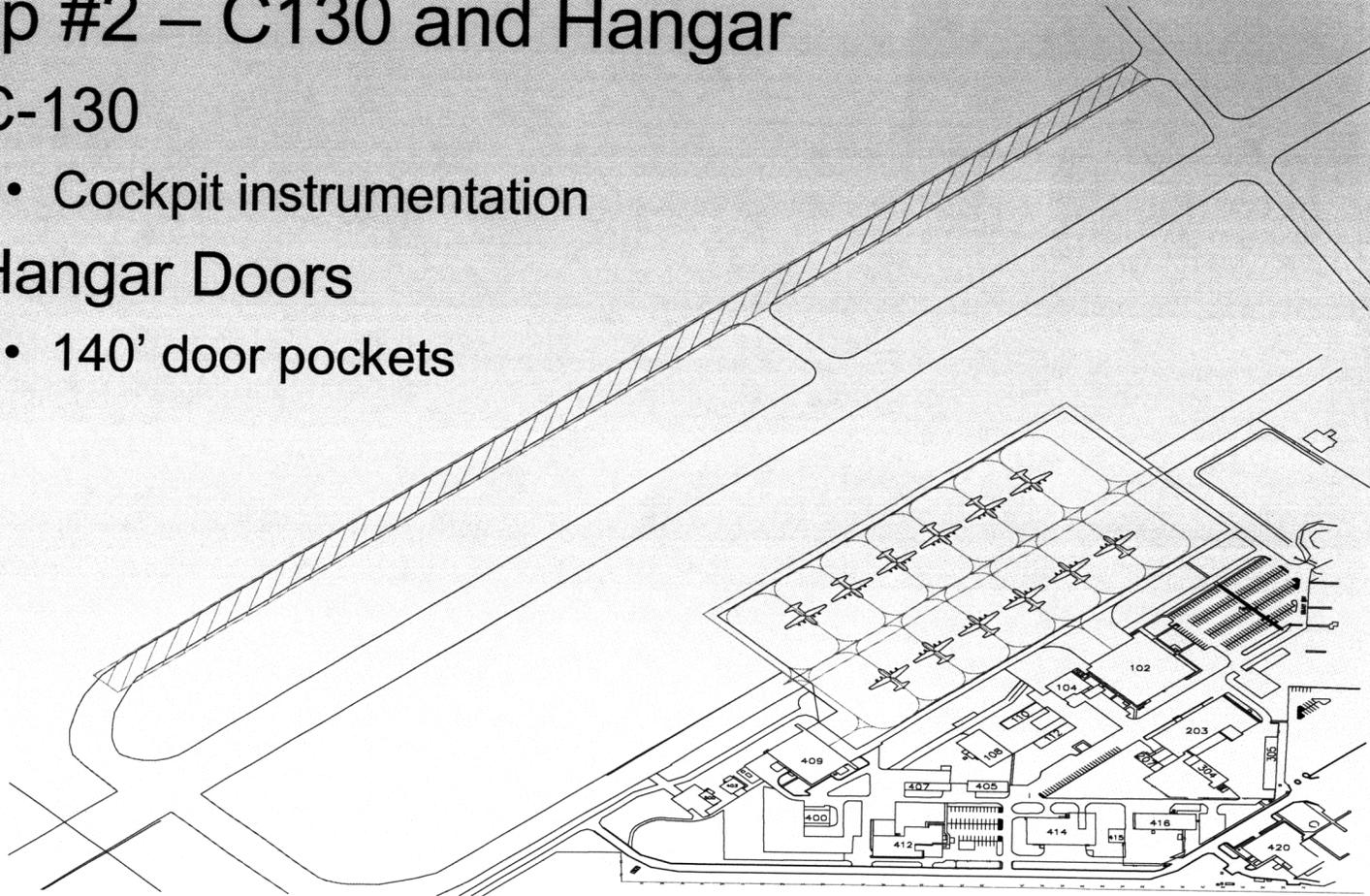
Land to Expand → Fully Manned + → The Best People



# Base Tour



- Stop #2 – C130 and Hangar
  - C-130
    - Cockpit instrumentation
  - Hangar Doors
    - 140' door pockets



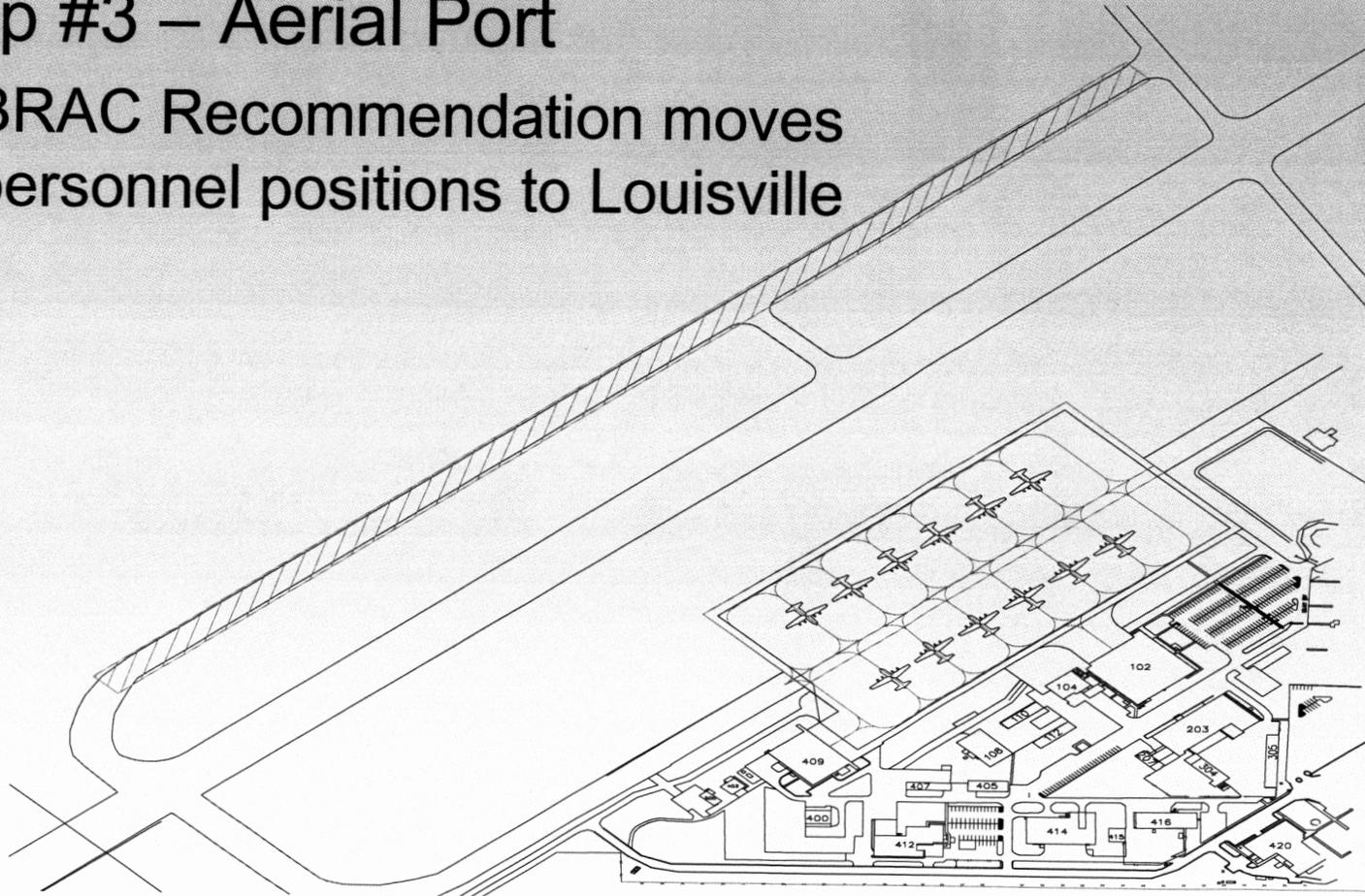
Land to Expand → Fully Manned + → The Best People



# Base Tour



- Stop #3 – Aerial Port
  - BRAC Recommendation moves personnel positions to Louisville



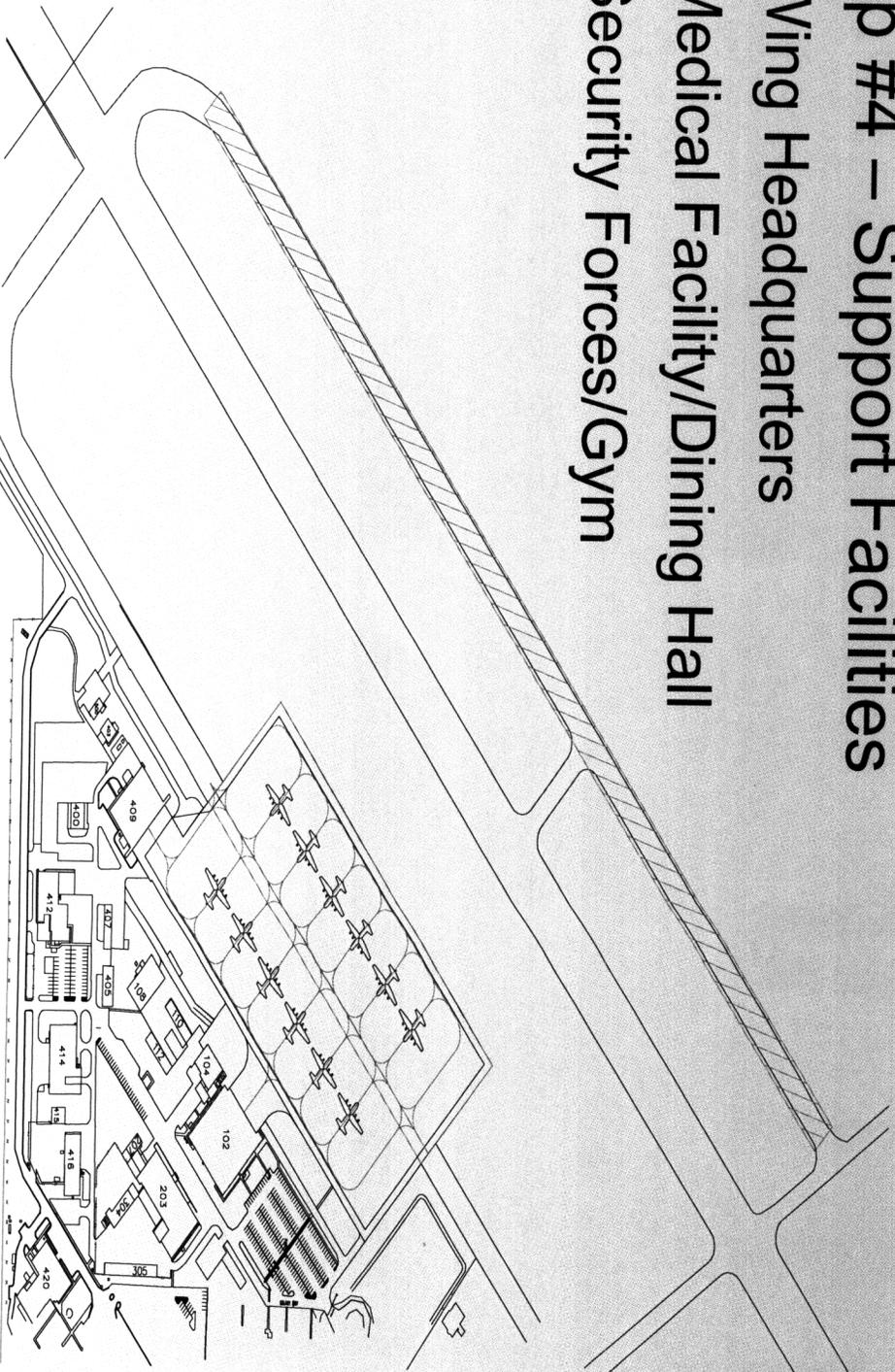
**Land to Expand → Fully Manned + → The Best People**



# Base Tour



- Stop #4 – Support Facilities
  - Wing Headquarters
  - Medical Facility/Dining Hall
  - Security Forces/Gym



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