

*The 28th Bomb Wing Welcomes
the BRAC Commissioners
June 24, 2005*

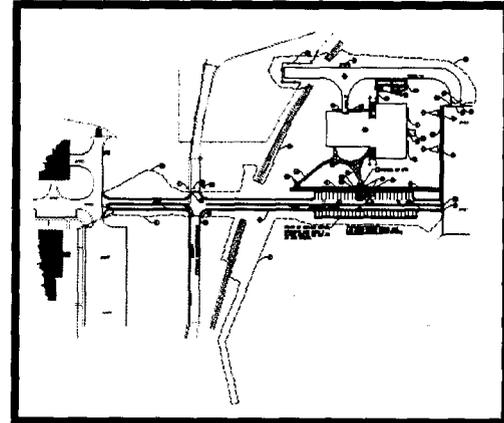


B-1 Weapons System Trainer

2005 ACC Honor Award, Concept Design



Rendering



Site Plan

Background

Ellsworth, being one of only two B-1 bases remaining, is required to provide the most current and up-to-date training methods possible for B-1 war fighters. True mission rehearsal, a requirement of DMO, which requires accurate training from which our aviators can develop tactics, evaluate risks, and make critical decisions, can not be achieved. Limiting all training to the current one-ship simulator would degrade the training of our aviators need to accomplish their mission

Project Scope

Construct a two-ship simulator for operations and training functions adjacent to the two bomb squadrons. The recent B-1 consolidation plan required Ellsworth to add one more simulator to achieve DMT requirements. The additional Weapons System Trainer (WST) could not be housed in the existing facility due to size constraints. The existing facility is located within a Quantity-Distance (Q-D) arc and is geographically separated by the two bomb squadrons.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 30,000.

PROJECT COST: \$8.5 million

AWARD DATE: 30 Aug 2005

CONTRACTOR: Heavy Constructors

PROJECT STATUS: 35% complete, ECD is Mar 2006

NOTES



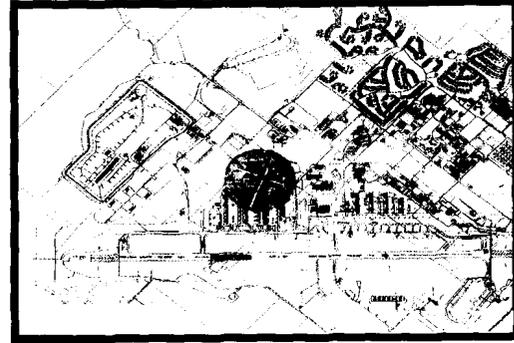
37th Sq Ops Facility



2003 ACC Merit Award, Concept Design



Rendering



Project Location

Project Background

The 37th Bomb Squadron is currently one of two squadrons located at Ellsworth AFB. The squadron was previously located in four separate facilities which required extra time and manpower to coordinate mission activities. A single building was desired that consolidates aircrew, support and maintenance activities for rapid mission deployment and flexible war fighting capabilities.

Project Scope

The project consists of design and construction of a new operations facility for the 37th Bomb Squadron and 37th Aircraft Maintenance Unit. The single story facility is located along Bergstrom Drive immediately north of the 34th Bomb Squadron and will house offices and administrative support consolidating functions from four separate buildings.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 58,125

PROJECT COST: \$14.6 million

AWARD DATE: 12 Aug 2003

CONTRACTOR: Dean Kurtz Construction

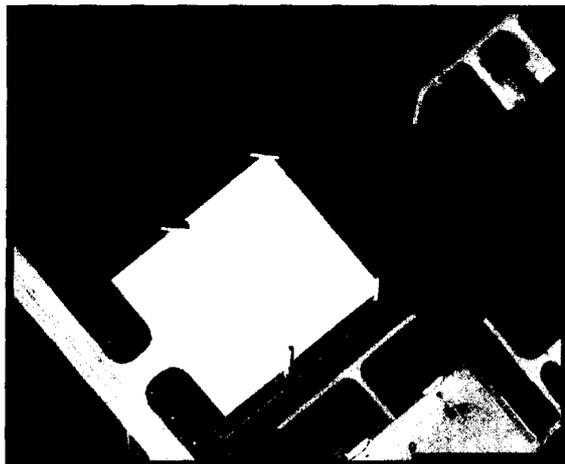
COMPLETION DATE: 7 June 2005

PROJECT STATUS: Complete

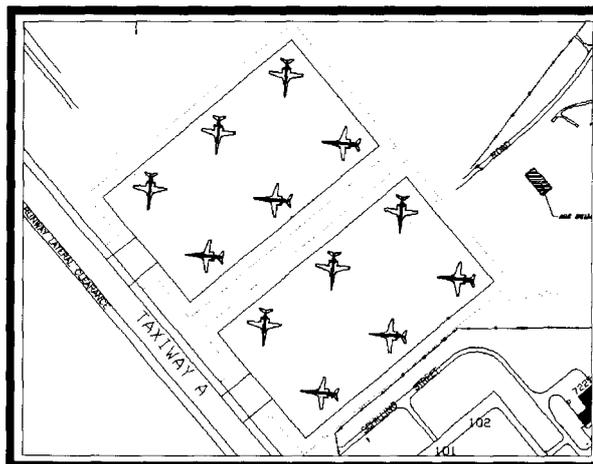
NOTES



Live Ordinance Loading Area (LOLA)



Perspective



Site Plan

Project Background

LOLA is a concrete apron to load/unload B-1's and other combat aircraft that is necessary to resolve weekly work-arounds that degrade the 28th Bomb Wing's mission. EAFB previous explosive site plan would not support projected requirements for 3-bay Joint Direct Attack Munitions (JDAM) loaded B-1 aircraft. Previous capacity was 16,322 lb Net Explosive Weight (NEW). JDAM will raise overall spot requirements to 22,680 lb NEW. An Air Combat Command directed review of the elimination of explosive waivers and exceptions in December 1997 resulted in this long term solution of a dedicated bomber loading area. The LOLA project has been split into three phases of which phase one has been constructed, remaining phases have been sited.

Project Scope

LOLA is a concrete apron large enough for twelve B-1's to be parked and loaded with live ordnance, based on intermagazine distance of 331 feet between bomb bays to facilitate preloading capabilities of the MHU-196 trailer. The project also includes the construction of an AGE support facility, partial relocation of the base obstacle course, replacement of the secondary bomb haul route and utility construction.

Detailed Project Information from Phase One

APRON SQUARE FOOTAGE FOR 4 LOADING SPOTS: 446,000

APRON DIMENSIONS: 561 Ft. x 640 Ft. x 20 Inches Thick

BUILDING SQUARE FOOTAGE: 5873

PROJECT COST: \$10.0 Million

AWARD DATE: 9 August 2002

CONTRACTOR: Heavy Constructors

COMPLETION DATE: 16 March, 2004

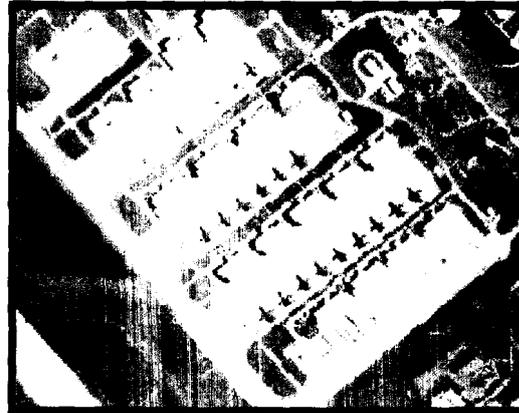
NOTES



North B-1 Ramp



Perspective



Site Plan

Operational Ramp Background

The north operational ramp is home of the 34thBS and 37thBS B-1's.

Ramp Scope

- 11 Hangars (10 new hangars and 1 old configuration hangar)
 - Four Tail Out Maintenance (TOM) Docks
 - One Fuel Cell
 - Five Full In Docks (FID) (1 also used for corrosion control)
 - One Corrosion Control Dock
 - Computation Factor for Hangars is .30 X # Aircraft (AC)
 - 30 Aircraft X .30 = Nine Hangars
 - Other two hangars are Fuel Cell and Corrosion Control
 - Three additional hangars available for rehab after Aircraft Ground Equipment (AGE) MILCON
- Apron Space on the LOLA, 100, 90, 80, 70, 60 Rows
 - 33 Parking Spaces, All 33 are sited for munitions loading
- The main taxiway (Taxiway A) completely rebuilt in 2004
- Fully operational Centralized Aircraft Support System (CASS)
 - Hydrant Fuel, 400HZ power, Coolanol system, Start Air
 - New Munitions Load Crew Training Facility, 1990
- AC Parts Store Supply Warehouse and Readiness Spares Pkgs (RSP) adjacent to the FIDs
- New Deicing Support Facility adjacent to ramp, 2001
- Building 7239 Available Sq Ops and Aircraft Maintenance (AMU) 19 KSF
- Building 7503 Available Sq Ops and AMU 43 KSF

Detailed Ramp Information

- 398K SF (11 Hangars, 370K SF new, 28K SF old configuration)
 - \$53M Replacement Value
 - 85K SF Additional three Hangars available for rehab upon completion of AGE MILCON
- 283K SY apron and 40K SY Live Ordinance Loading Area (33 Parking Spots)
 - \$74M Replacement Value
 - Additional 28K SY of Apron available upon completion of AGE MILCON

NOTES

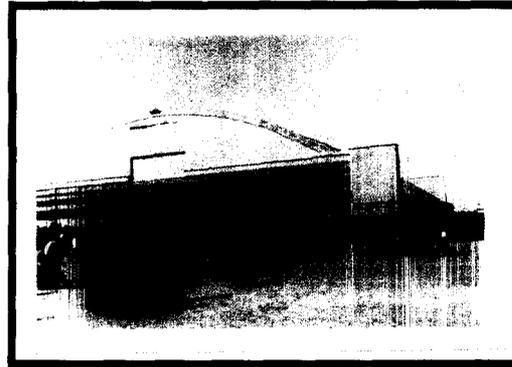


PRIDE Hanger

Flightline Fitness to Hanger



Perspective



1949 Perspective

Background

The Professional Results in Daily Efforts (PRIDE) Hanger is reputed as the largest monolithic structure in the world. Upon completion it was the world's largest concrete hanger. It is structurally held by 13 ribs supported by pedestals buried two ft deep underground. Its original use from 1949 until 1960 was for maintaining bombers and it is the former home of the B-36 and B-52. After 1960, it was designated to the Missile Wing until 1994. The 34th Bomb Squadron used the hanger prior to their departure to Mt. Home in 1996 and from 1997-2000 the 77th Bomb Squadron resided in the PRIDE Hanger before moving to their new building (7274). In 2004 it was converted into a flightline fitness testing facility.

Scope

An ongoing Demand Side Management (DSM) project is rehabilitating the Pride Hanger to include the lighting, heating, bathrooms, and air stratification of the entire building. Expected completion of this project is Summer 2005. Other programmed rehabilitation includes door repairs, a fire suppression system, office refurbishment, and mechanical repairs to a sum of \$6M. These repairs will make it operational and bring it full circle for its original use.

Detailed Information

Main floor = 103K SF

Side Offices = 17K SF

Roof installed in 1995, verified as structurally sound in 2004

NOTES



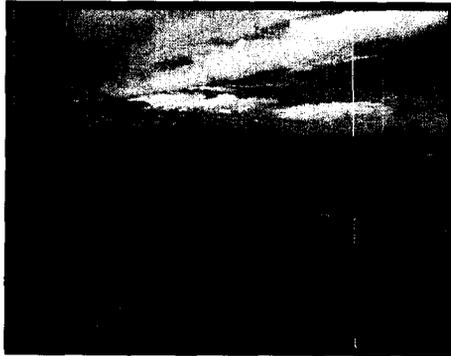
Main Fire/Crash Rescue Building



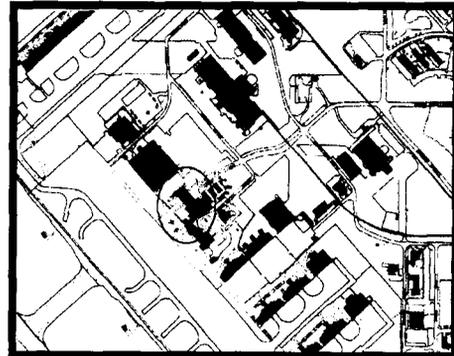
2000 ACC Honor Award, Concept Design

2001 Air Force Merit Award, Facility Design

2002 ACC Merit Award, Facility Design



Perspective



Site Plan

Project Background

The previous fire station was undersized and functionally inadequate which ultimately compromised fire fighting, crash rescue and environmental response. Specifically, the previous facility offered sheltered parking stalls for only 12 of the assigned 23 vehicles with the balance being parked outside and subject to starting delays during cold winter weather. Further, the facility had major deficiencies in the office, recreation and sleeping areas.

Project Scope

Construction of a consolidated 18 bay Main Fire/Crash Rescue Station. The site was located at the midpoint of the flightline and on a primary east/west collector street that bisects the base to facilitate rapid response to all points on the base. The building was organized into three principle areas; administrative, apparatus storage, and residential quarters.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 42,491

PROJECT COST: \$6.9 million

AWARD DATE: Aug 1998

CONTRACTOR: Dean Kurtz Construction

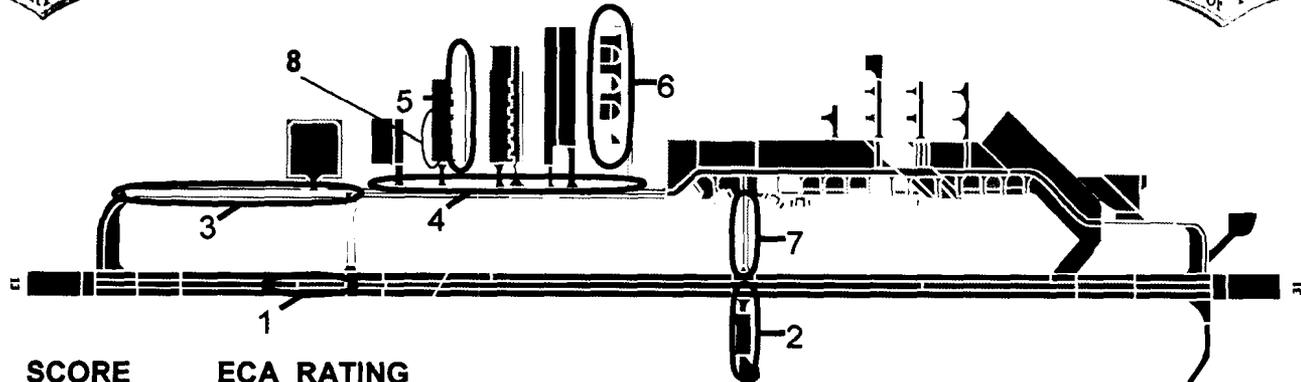
COMPLETION DATE: Feb 2000

NOTES





Airfield Pavements



SCORE	ECA RATING
100	ADEQUATE
85	DEGRADED
65	UNSATISFACTORY
55	
40	
25	NOT EVALUATED
10	
0	

IMPROVEMENTS SINCE 2004 ASSESSMENT

1) RUNWAY 13	RESEAL CENTERLINE JOINT
2) TAXIWAY D-WEST	RECONSTRUCT
3) TAXIWAY A-NORTH	RECONSTRUCT KEEL
4) TAXIWAY A-NORTH	OVERLAY EDGE & SHOULDERS
5) 90-ROW APRON	REPAIR B-1 PARKING SPOTS

IMPROVEMENTS FOR 2005 (FUNDED)

6) 60 ROW APRON	OVERLAY APRON & SHOULDERS
7) TAXIWAY D-EAST	OVERLAY EDGES & SHOULDERS
8) 90-ROW APRON	REPLACE SLABS, REPAIR SPALLS

AFCEA TO CONDUCT STRUCTURAL EVALUATION AND FRICTION CHARACTERISTICS TESTING IN AUGUST 2005
 LAST AIRFIELD PAVEMENT CONDITION SURVEY (PCI) IN 2003

NOTES

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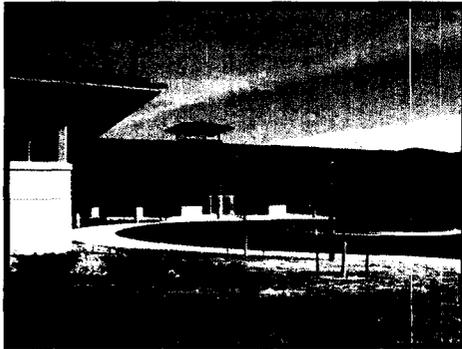


Consolidated Base Support Complex

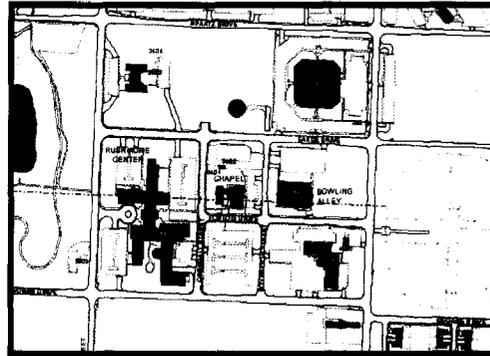


1998 Air Force Merit Award, Concept Design

2001 Air Force Merit Award, Facility Design



Perspective



Site Plan

Project Background

The purpose of the Consolidated Base Support Complex is to provide a central location delivering "one-stop" service for all command personnel functions at Ellsworth AFB. The complex houses 18 separate, yet interrelated, departments with approximately 325 personnel. This 115,000 SF facility was constructed in three phases and demolished 160,000 SF of office space in 10 outdated and inefficient buildings scattered across the base. The consolidation resulted in significantly improved customer convenience, operational efficiency and inter-departmental communication.

Project Scope

The following functions are included:

Accounting and Finance	Contracting	Sexual Assault Counselor
Family Support	Family Services	Civilian Personnel
Area Defense Counsel	Social Actions	Military Personnel
Inspector General	Services	Document Staging
Defense Security Service	Law Center	Mission Support Group HQ
Mission Support Squadron	Red Cross	Equal Employment Office

Detailed Project Information

BUILDING SUARE FOOTAGE: 115,000

PROJECT COST: \$ 14.9 million

AWARD DATE: FY 94

CONTRACTOR: Gustafson Builders, Kurtz Construction

COMPLETETION DATE: FY 96

NOTES



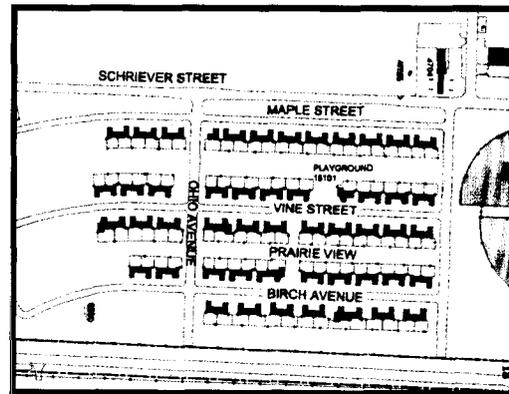
Base Housing Phases 1 & 2



2003 ACC Merit Award, Concept Design



Perspective



Project Location

Project Background

First two phases of multi-phase, multi-year program to replace all of the base's existing family housing units. Previous housing units were approximately 40 to 50 years old. The overall program will replace or demolish approximately 1,000 existing units covering all ranks.

Project Scope

The first phase (78 units) and second phase (22 units) are a mix of 3-bedroom (60) and 4-bedroom (40) junior enlisted units. The project included demolition of the previous 100 units on the site. These units have all modern appliances, full unfinished basements, front porches, rear patios, and be of a Prairie Style Architecture. This was a design build project. Totaling 100 units in all.

Detailed Project Information

BUILDING SQUARE FOOTAGE: Variable

PROJECT COST: \$16.9 million

AWARD DATE: Award Date: 15 Jul 02

CONTRACTOR: Weis Construction

COMPLETION DATE: Jul 04

PROJECT STATUS: Complete

NOTES



Consolidated Education Complex

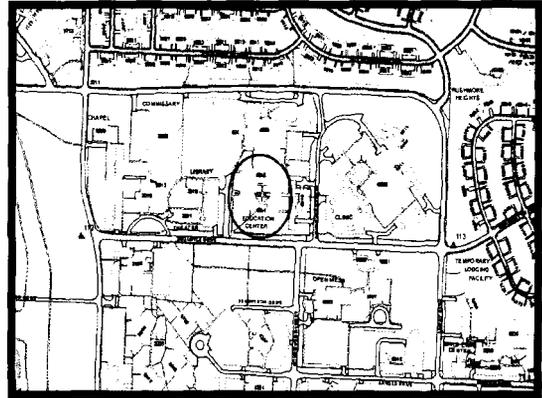


2002 Air Combat Command, Merit Award, Concept Design

2004 ACC Honor Award, Facility Design



Perspective



Site Plan

Project Background

Prior to the construction of the new consolidated education center the education center was located in functionally inadequate buildings in the base "industrial zone". The new educational center replaced seven buildings, at 95,000 SF, with a new consolidated building having only 63,829 SF. It contains a total of 59 rooms to include 37 classrooms, one seminar classroom, one large conference room, one music room, and one science demonstration laboratory/classroom.

Project Scope

The purpose of the Consolidated Education Center is to provide a facility to serve the continuing educational needs of active duty military, civilians and base employees, which presently includes more than 1,500 enrollments through three colleges plus universities throughout the world via the World Wide Web. Serving the entire base populace, the facility is a regional educational resource for the base and the local community. In FY 04 it provided more than \$1.2 M in Tuition Assistance.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 63,829

PROJECT COST: \$9.5 million

AWARD DATE: Aug 2000

CONTRACTOR: Dean Kurtz Construction

COMPLETION DATE: May 2002

NOTES



Future Missions



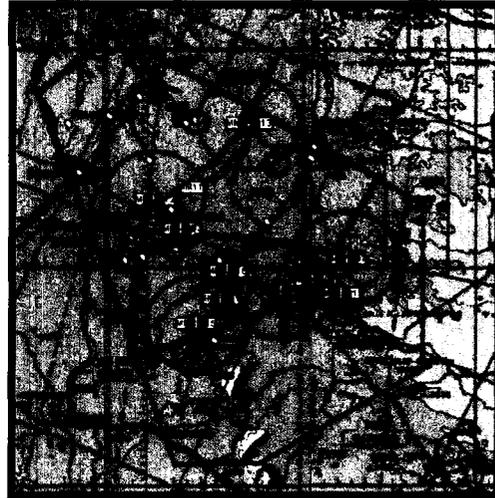
Sq Ops/AMU	Sq Ops/AMU	Test/Eval/School	Sq Ops/AMU
1008,1011, 1012	7503	7540	7239



- **Available Sq Ops and Aircraft Maintenance Unit (AMU) Building** 137K SF
- **North Ramp**
 - Building 7239 Available Sq Ops and AMU 19 K SF
 - Building 7503 Available Sq Ops and AMU 43 K SF
- **South Ramp**
 - Pride Hangar Available Offices (requires rehab) 17K SF
 - Buildings Available, Adjacent to Bomber Alert Apron 25K SF
 - Buildings 7426, 7437, 7450
 - 7450, Simulator, Available Spring 2006
 - Sq Ops Buildings Available, Adjacent to South Ramp 33K SF
 - Adjacent to 20, 30, 40 Rows
 - Building 1008
 - B1 Test Evaluation and Weapons School Detachments moved from this building to Dyess AFB in July 2002 and January 2003
 - Building 1011, Available July 2005
 - Building 1012, Available Spring 2007
- **10 Available Hangar Have Capacity for 34 Large Aircraft / Additional Hangar Capacity for 34 Aircraft**
 - # Aircraft X .30 = B1 Hangars Authorized
 - Two large aircraft can be accommodated in the Pride Hangar
 - 17 Large Aircraft Hangars have total capacity for: 58 Large Aircraft
 - North Ramp hangar capacity for 30 Aircraft in nine hangars
 - South Ramp hangar capacity for 28 Aircraft in eight hangars
 - Primary Aircraft Assigned to Ellsworth AFB are Authorized 24 Aircraft in 7 hangars
 - In addition there is one Corrosion Control Hangar and one Fuel Cell Hangar Currently Authorized
- **Available Large Aircraft Parking Spaces at Ellsworth AFB** 51 Available Parking Spaces
 - Total Parking Spaces for Aircraft 77
 - LOLA 4
 - 100 Row 3
 - North Docks 26
 - Pride Hangar 6
 - South Ramp 12
 - South Ramp 12
 - Hot Cargo Pad 1
 - Base Ops DV/Transient 1
 - Bomber Alert 12
 - Current Aircraft Parking Spaces Used at Ellsworth AFB 26
 - 24 Primary Assigned Aircraft
 - Hot Cargo Pad
 - Transient Alert/DV Parking by Base Ops



Belle Fourche Electronic Scoring Site (ESS)



Operational Background

The Belle Fourche ESS located 65 miles north of Ellsworth AFB operates the three Powder River Training Complex low level Instrument Routes (IR), IR 473, 485, 492. Accommodates high and low activity from any axis against 17 pre-surveyed targets.

Operational Scope

The Powder River Military Ops Area (MOA) comprised of 1,500,000 acres is available for multi-axis and composite force training. The wide variety of equipment includes:



- MUTES (Multiple Threat Emitter System): Multi-emitter system designed to transmit simulated pre-programmed threat signals or manually selected individual signals with up to 120 different signals stored in the computer.
- Mini-MUTES (Mini-Multiple Threat Emitter System): Smaller more mobile version of the MUTES with five different pedestal configurations. Each pedestal radiates only a particular threat family of signals.
- TRAINS (Threat Reaction Analysis and Indicator System): Transportable van that receives electromagnetic transmissions from airborne and ground Electronic Warfare equipment via antennas to collect the measurement and analysis data necessary to report end of run summaries (EORS).
- SEEK SCORE (Radar Bomb Scoring (RBS)): Automatic bomb scoring system. Simulated weapons release scoring and position scoring for low and high level targets.

Detailed Threat Information:

MUTES scenarios are an assortment of range driven threat scenarios with threat systems or country specific scenarios, and non-reactionary engagements. Also, Passive Run with crew specified signals is available. Real-Time Engagements (RTE) using MUTES and TRAINS provides feedback for unrecognized events (chaff, maneuvers, towed decoy...)



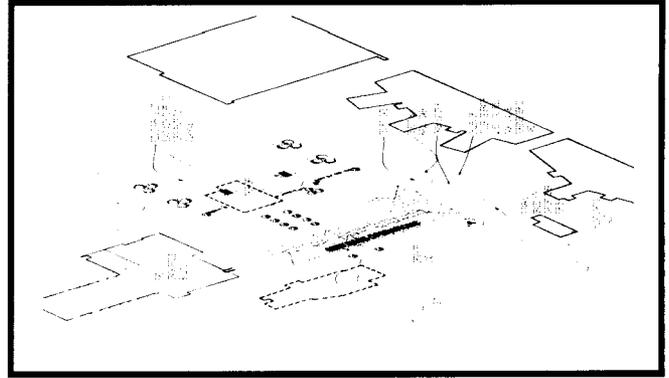
Base Operations/ RAPCON Facility



2005 ACC Merit Award, Concept Design



Rendering



Project Location

Project Background

The deteriorating structures housing Base Operations, Radar Approach Control (RAPCON), Weather Services, Flight Line Food Services, and Safety are over 40 years old. The flight kitchen is inefficient, the mechanical systems require replacement, and the existing RAPCON facility does not meet Air Force and FAA standards. All of these factors create poor working conditions and contribute to a poor image of Ellsworth to visitors arriving on the flight line. In addition, RAPCON is scheduled for a major equipment update in the near future, which will mesh nicely with the new facility.

Project Scope

Constructs a 30,000 SF facility to replace the existing, extremely inefficient facilities and consolidate Wing Safety, Base Operations, Food Services, Weather Services, and Radar Approach Control (RAPCON). This project will consolidate these functions in one facility adjacent to the flight line. This project also demolishes three facilities (32,345 SF).

Detailed Project Information

BUILDING SQUARE FOOTAGE: 30,000

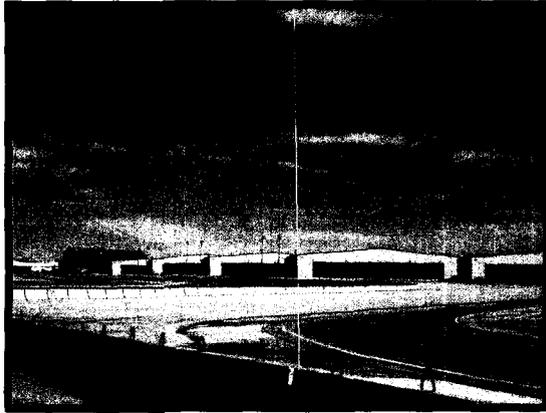
ESTIMATED PROJECT COST: \$9.3 million

ESTIMATED AWARD DATE: 29 July 2005

CONTRACTOR: TBD



South Ramp



South Ramp Background

The south operational ramp is under utilized, pending reuse. In the past it was used to maximum capacity for KC135, EC135, B52, T38, and helicopter aircraft all at the same time.

South Ramp Scope

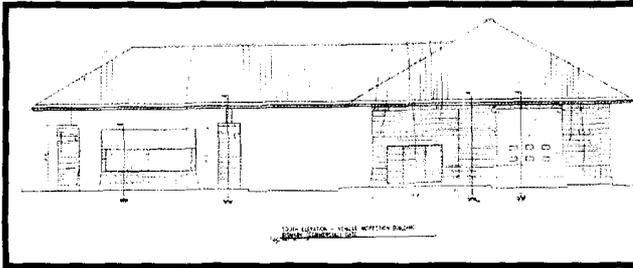
- Eight old configuration hangars
 - One Full In Dock (FID), Pride Hangar will accommodate two large aircraft, Requires Rehab
 - Seven Tail Out Maintenance (TOM) Docks
 - Computation Factor for B-1 Hangars is .30 X # Aircraft (AC)
 - 27 Aircraft X .30 = eight Hangars + one Additional AC in the Pride Hangar = 28 Aircraft
 - Two additional hangars available for rehab after future MILCON projects
 - (Dock 51 and Dock 42)
 - Dock 43 requires rehab
 - \$4.2M to rehab each of the TOM Docks, Total of \$29.4M
 - \$3M for Full In Dock Addition, or \$150K for door opening repairs for TOM
 - \$1.2M, Fire Suppression System
 - Rehab of FID, Pride Hangar, includes door repairs, fire suppression, refurb, paint and mech. Room, total of \$6M
 - Lighting and heating will be complete in Summer 2005
- Apron Space
 - Apron at 40, 30, 20 rows and apron at 7504
 - Apron West of 40, 30, 20 rows
 - Bomber Alert Apron
 - Three Areas have 42 Parking Spaces, 28 are sited for munitions loading
 - Hot Cargo Pad
 - One Parking Space, Sited, 7K SY
 - DV/Transient Alert Parking by Base Ops
 - One Parking Space, Not Sited, 20K SY
- Adjacent Available Buildings, 75K SF
 - 17K SF Available office space in Pride Hangar, Building 7504, requires rehab
 - 25K SF Available in Bomber Alert Buildings 7426, 7437, 7450
 - 7450, Simulator, Available Spring 2006
 - 33K SF Available in Buildings 1008, 1011, 1012, Adjacent to 20,30,40 Rows
 - 1011, Available July 2005
 - 1012, Available Spring 2007

Summarized South Ramp Information

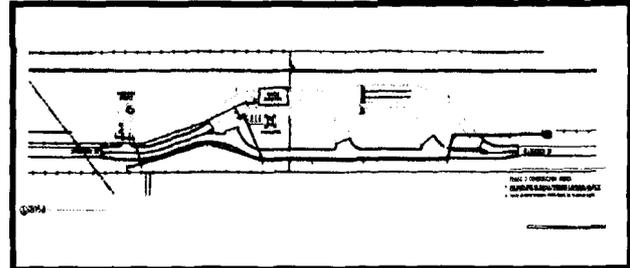
- 290K SF (8 Hangars)
 - \$99M Replacement Value
 - 53K Additional SF in 2 Hangars available for rehab upon completion of moves from 51 & 42
- 405K SY (42 Parking Spots)
 - \$22M Replacement Value for All of South Ramp



Bismarck Gate (Commercial)



Rendering



Project Location

Project Background

This project is one of three to replace all existing gates for the base. The gate will replace the current commercial gate. Relocation will remove an airfield obstruction and provide the required stand-off distance for terrorist threats.

Project Scope

The project will include an inspection building, large enough to inspect semi tractor trailer in an enclosed heated space. This facility is designed to accept future x-ray equipment. Also included is space for security police office, break room and the working dogs. There will be a separate guard facility to handle cars and light commercial vehicles with accommodation to accept smart gate technology, and will have the latest in antiterrorism technology.

Detailed Project Information

BUILDING SQUARE FOOTAGE: 4,400

PROJECT COST: \$2.6 million

AWARD DATE: N/A

CONTRACTOR: N/A

COMPLETION DATE: N/A

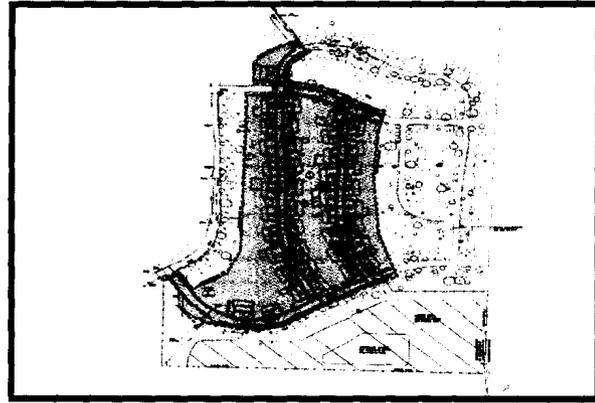
PROJECT STATUS: 100% designed, awaiting funding



Base Housing Phase 3



Rendering



Project Location

Project Background

Third phase of multi-phase, multi-year program to replace all of the base's inadequate family housing units. Existing houses are approximately 45 years old.

Project Scope

This project includes demolition of 80 existing units and construction of 75 new, 4-bedroom, Jr. enlisted, housing units along Cleveland, Jefferson, and Roosevelt Drives in Rushmore Heights. This is the initial delivery order issued against this design-build contract which may include additional, follow-on work.

Detailed Project Information

BUILDING SQUARE FOOTAGE: Variable

PROJECT COST: \$16.3 million

AWARD DATE: 12 January 2004

CONTRACTOR: Parsons Evergreene

COMPLETION DATE: 18 July 2005 (est.)

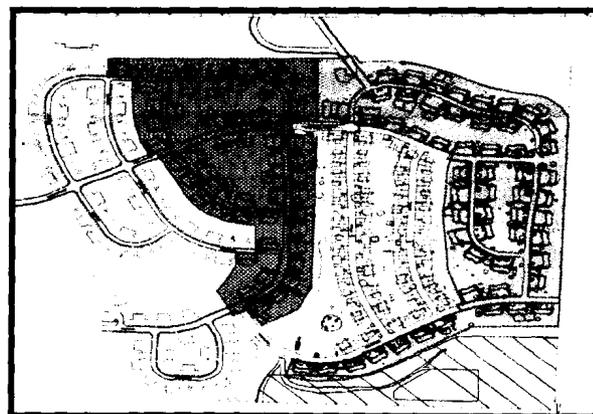
PROJECT STATUS: 60% complete



Base Housing Phase 4



Rendering



Project Location

Project Background

Project issued as follow-on delivery order to original (Phase 3) contract. Pre construction meeting held 8 March '05. NTP for construction issued 21 Mar 2005 with a contract performance period of 450 calendar days.

Project Scope

Consists of 3 Group Commander (GC), 1 "prestige" Command Chief, 10 Field Grade Officer (FGO), 22 Company Grade Officer (CGO), 14 SNCO and 25 JNCO units. One each GC, CGO, and FGO are handicapped adaptable. GC and FGO units are all single family. Seven of FGO units are 3-bedroom; all 68 others are 4 bedroom. Totaling 75 units in all.

Detailed Project Information

BUILDING SQUARE FOOTAGE: Variable

PROJECT COST: \$21 million

AWARD DATE: 25 February 2005

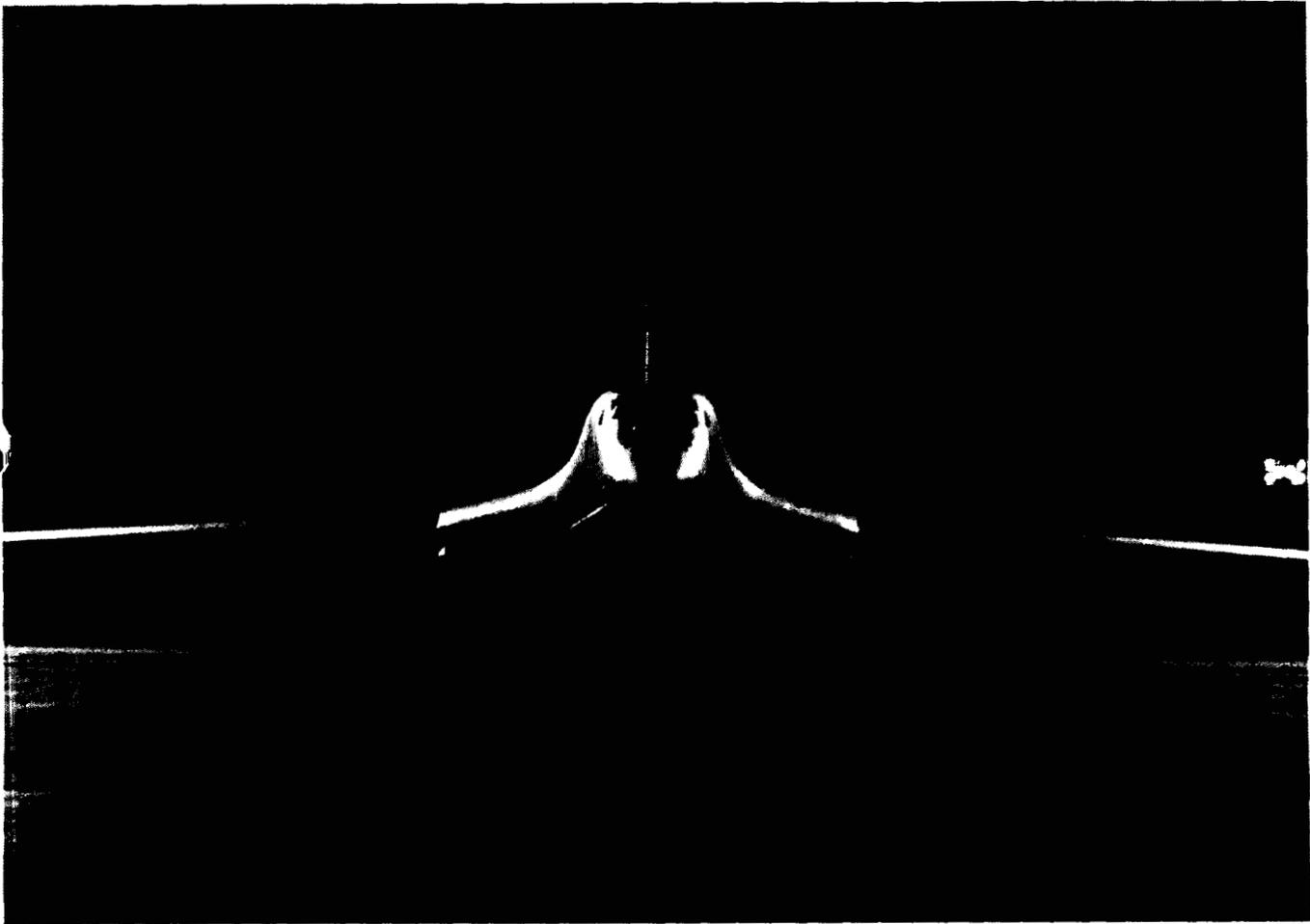
CONTRACTOR: Parsons Evergreene

COMPLETION DATE: 14 June 2006 (est.)

PROJECT STATUS: On-hold



ELLSWORTH AIR FORCE BASE



Economic Impact Analysis
Fiscal Year
2004



AIR COMBAT COMMAND VALUES, VISION, AND MISSION

CORE VALUES

**INTEGRITY FIRST, SERVICE BEFORE SELF,
AND EXCELLENCE IN ALL WE DO!**

VISION

**AIR FORCE PEOPLE BUILDING THE WORLD'S
MOST RESPECTED AIR AND SPACE FORCE...
GLOBAL POWER AND REACH FOR AMERICA**

MISSION

**AIR COMBAT COMMAND PROFESSIONALS
PROVIDING THE WORLD'S BEST COMBAT
AIR FORCES...DELIVERING RAPID,
DECISIVE AND SUSTAINABLE AIRPOWER....
ANYTIME, ANYWHERE**

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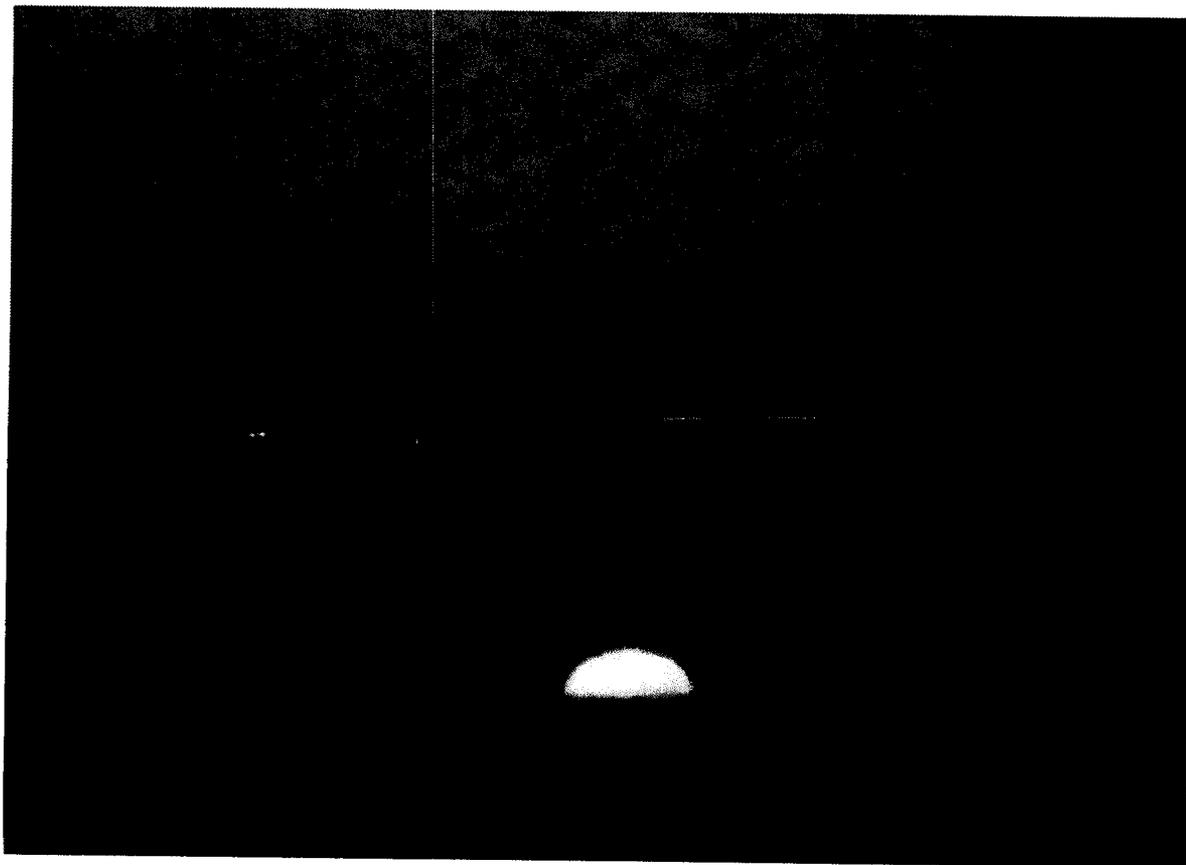
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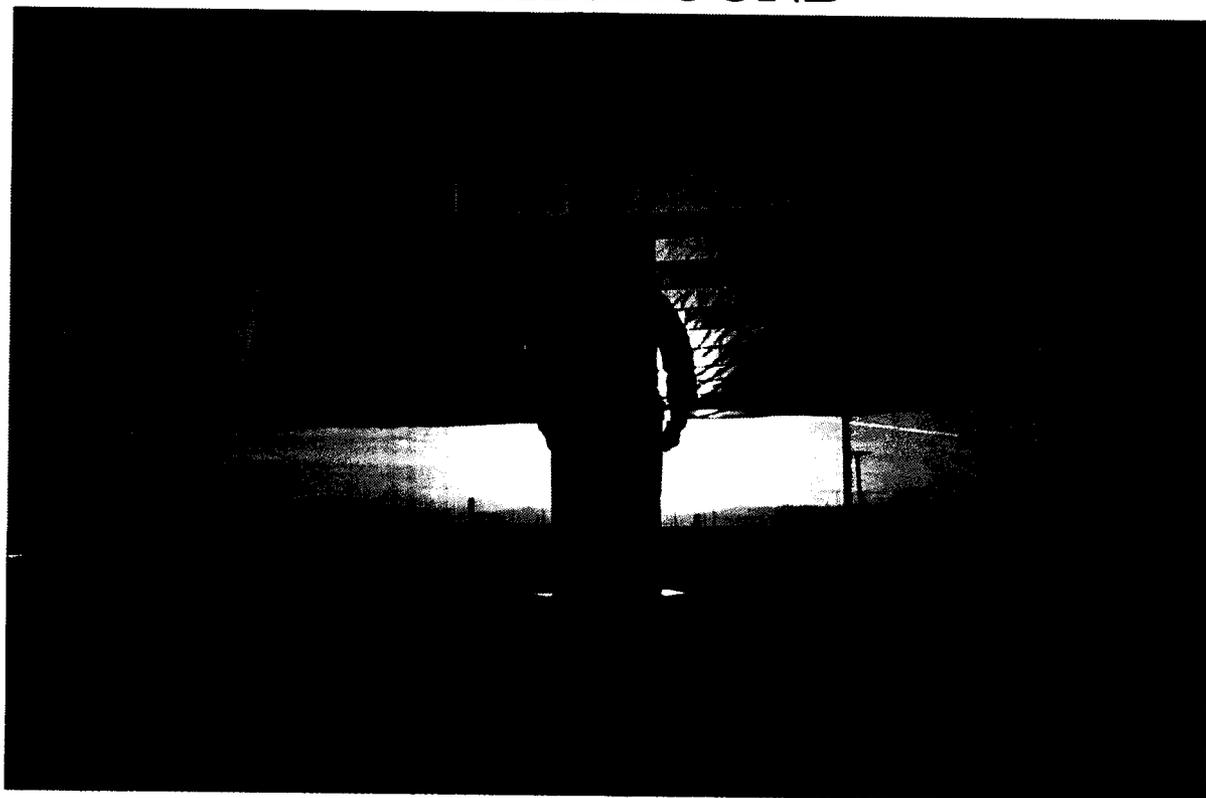
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PART I BACKGROUND



FORWARD

ELLSWORTH AIR FORCE BASE ECONOMIC IMPACT ANALYSIS FISCAL YEAR 2004

The base is home to the 28th Bomb Wing, which is one of two primary B-1 Bomber bases in the Air Force. In addition, there are several tenant units, some directly supporting the base, and others carrying out their own missions using Ellsworth's facilities.

Approximately 5,769 individuals live in Ellsworth AFB's owned or leased military family housing units and dormitory rooms provided for members and their families.

Ellsworth's work force consists of 5,543 military members and civilian employees. Of these employees, 1,052 are civilian employees. The remainder is active duty military, Air Force Reserve, and Air National Guard. Civilian employees are divided into three major categories: Wage Grade employees, General Schedule Civil Service employees, and Non-Appropriated Fund employees (included in the non-appropriated numbers are Base exchange, Sentinel Federal Credit Union, and private contractors.)

For fiscal year 2004, the economic impact of Ellsworth AFB on the local area was approximately 278 million dollars.

METHODOLOGY

The total economic impact of a base on its economic area is computed by summing annual base payroll, annual base expenditures, and the estimated dollar value of indirect jobs created. An economic area is generally defined as a Metropolitan Statistical Area (MSA). Each MSA has unique indirect job multipliers that are calculated by the Bureau of Labor Statistics (BLS) and are used to estimate the value of the indirect jobs created. The average annual pay for the local area was obtained from the Rapid City Chamber of Commerce, using South Dakota Employment Security Commission Labor Market Information Division data. This analysis was prepared using a Secretary of the Air Force/Directorate of Economic and Business Management (SAF/FMCE) program that was developed within the parameters of the Office of the Secretary of Defense's Economic Impact Analysis model. The economic impact takes into account both Appropriated Funds (APF) and Non-Appropriated Funds (NAF).

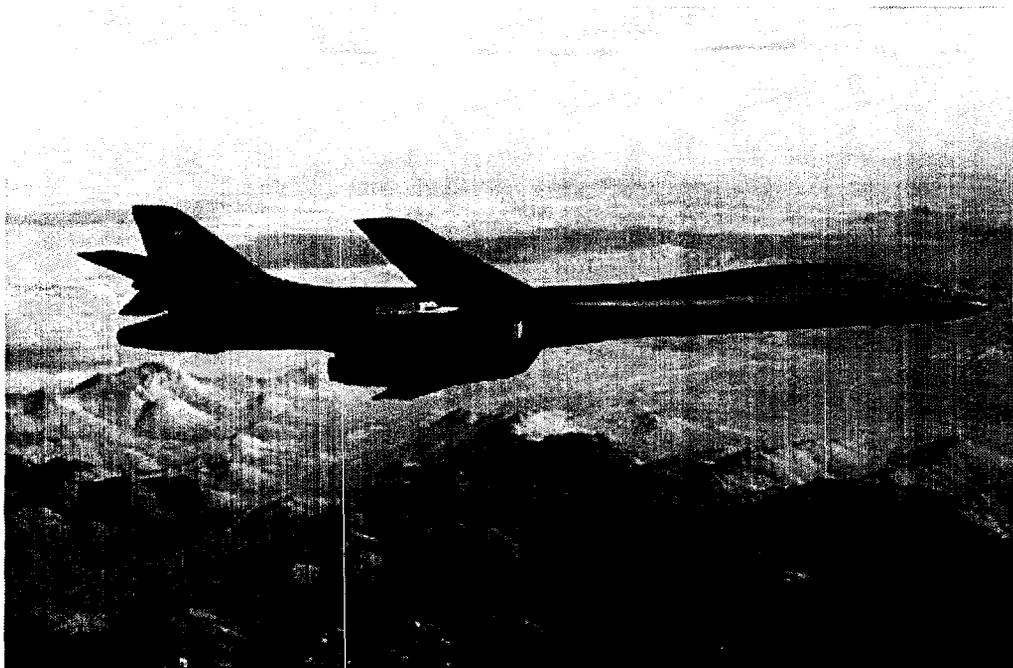
AVAILABILITY OF INFORMATION

This Economic Impact Analysis (EIA) provides unclassified key information about the resources and economic impact of Ellsworth AFB on the surrounding communities. Release of this document to non-military individuals must be approved by the Public Affairs Office at Ellsworth AFB SD (605) 385-5056, or DSN 675-5056. Questions concerning the content of this analysis should be directed to the Public Affairs Office.

Information contained in this analysis is current as of 30 September 2004. This analysis was prepared by 2Lt Jason Fuqua, DSN 675-1527 or commercial (605) 385-1527, 28 CPTS/FMA.

FACT SHEET

B-1 BOMBER



Mission

Carrying the largest payload of both guided and unguided weapons in the Air Force inventory, the multi-mission B-1 is the backbone of America's long-range bomber force. It can rapidly deliver massive quantities of precision and non-precision weapons against any adversary, anywhere in the world, at any time.

Features

The B-1's blended wing/body configuration, variable-geometry wings and turbofan afterburning engines, combine to provide long range, maneuverability and high speed while enhancing survivability. Forward wing settings are used for takeoff, landings, air refueling and in some high-altitude weapons employment scenarios. Aft wing sweep settings – the main combat configuration -- are typically used during high subsonic and supersonic flight, enhancing the B-1's maneuverability in the low- and high-altitude regimes. The B-1's speed and superior handling characteristics allow it to seamlessly integrate in mixed force packages. These capabilities, when combined with its substantial payload, excellent radar targeting system, long loiter time and survivability, make the B-1 a key element of any joint/composite strike force. The B-1 weapon system is capable of creating a multitude of far-reaching effects across the battlefield.

The B-1 is a highly versatile, multi-mission weapon system. The B-1's offensive avionics system includes high-resolution synthetic aperture radar, capable of tracking, targeting and engaging moving vehicles as well as self-targeting and terrain-following modes. In addition, an extremely accurate Global Positioning System-aided Inertial Navigation System enable aircrews to autonomously navigate globally, without the aid of ground-based navigation aids as well as engage targets with a high level of precision. The recent addition

of Combat Track II (CTII) radios permit an interim secure beyond line of sight data link capability until LINK-16 is integrated on the aircraft. In a time sensitive targeting environment, the aircrew can receive targeting data from the Combined Air Operations Center over CT II, then update mission data in the offensive avionics system to strike emerging targets rapidly and efficiently. This capability was effectively demonstrated during operations Enduring Freedom and Iraqi Freedom.

The B-1's self-protection electronic jamming equipment, radar warning receiver (ALQ-161) and expendable countermeasures (chaff and flare) system complements its low-radar cross-section to form an integrated, robust onboard defense system that supports penetration of hostile airspace. The ALQ-161 electronic countermeasures system detects and identifies the full spectrum of adversary threat emitters then applies the appropriate jamming technique either automatically or through operator manual inputs. Chaff and flares are employed against radar and infrared threat systems.

B-1 capabilities are being enhanced through the Conventional Mission Upgrade Program (CMUP). This program has already improved lethality by adding the ability to carry up to 30 cluster munitions (CBU-87, -89, -97), a Global Positioning System receiver, an improved weapons interface that allows the carriage of guided weapons (GBU-31, Joint Direct Attack Munitions) and advanced secure radios (ARC-210, KY-100). Survivability is enhanced through the addition of the ALE-50 Towed Decoy System which decoys advanced radar guided surface-to-air and air-to-air missile systems.

The current stage of CMUP (Block E) is adding vastly improved avionics computers which allow the employment of additional advanced guided precision and non-precision weapons: 30 Wind-Corrected Munitions Dispensers (CBU-103, -104, -105 WCMD), 12 Joint Standoff Weapons (AGM-154 JSOW) and 24 precision Joint Air-to-Surface Standoff Missile (AGM-158 JASSM). A Block E modified B-1 will be able carry and employ a vast mix of weapons (a different type of weapon in each bay, such as 10 CBU-103 WCMDs in one bay, eight GBU-31 JDAMs in another and eight AGM-158 in the last). The B-1 is also the threshold platform for the extended range version of the JASSM. These modifications significantly increase B-1 combat capability.

Future planned modifications build on this foundation provided by the new avionics computers. Radar sustainability and capability upgrades will provide a more reliable system in addition to an ultra high-resolution capability that will include automatic target recognition features. The addition of LINK-16 will allow the B-1 to operate in the integrated battlefield of the future. Cockpit modifications will relieve reliability problems and increase aircrew situational awareness and provide an integrated flow of information. These modifications enhance the already capable B-1 weapon system and provide the combatant commander a conventional workhorse.

Background

The B-1A was initially developed in the 1970s as a replacement for the B-52. Four prototypes of this long-range, high speed (Mach 2.2) strategic bomber were developed and tested in the 1970s, but the program was canceled in 1977 before going into production. Flight testing continued through 1981.

The current B-1 is an improved variant initiated by the Reagan administration in 1981. Major changes included the addition of additional structure to increase payload by 74,000 pounds, an improved radar and reduction of the radar cross section (RCS) by an order of magnitude. The inlet was extensively modified as part of this RCS reduction, necessitating a reduction in maximum speed to Mach 1.2.

The first production B-1 flew in October 1984, and the first B-1 was delivered to Dyess Air Force Base, Texas, in June 1985. Initial operational capability was achieved on Oct. 1, 1986. The final B-1 was delivered May 2, 1988.

The B-1 holds 43 world records for speed, payload, range, and time of climb. The National Aeronautic Association recognized the B-1 for completing one of the 10 most memorable record flights for 1994.

The B-1 was first used in combat in support of operations against Iraq during Operation Desert Fox in December 1998. In 1999, six B-1s were used in Operation Allied Force, delivering more than 20 percent of the total ordnance while flying less than 2 percent of the combat sorties. Eight B-1s were deployed in support of Operation Enduring Freedom. B-1s dropped nearly 40 percent of the total tonnage during the first six months of OEF. This included nearly 3,900 JDAMs, or 67 percent of the total. All of this was accomplished while maintaining an impressive 79 percent mission capable rate.

General Characteristics

Primary Function: Long-range, multi-role, heavy bomber

Builder: Boeing, North America (formerly Rockwell International, North American Aircraft)

Operations Air Frame and Integration: Offensive avionics, Boeing Military Airplane; defensive avionics, EDO Corporation

Power plant: Four General Electric F-101-GE-102 turbofan engine with afterburner

Thrust: 30,000-plus pounds with afterburner, per engine

Length: 146 feet (44.5 meters)

Wingspan: 137 feet (41.8 meters) extended forward, 79 feet (24.1 meters) swept aft

Height: 34 feet (10.4 meters)

Weight: Empty, approximately 190,000 pounds (86,183 kilograms)

Maximum Takeoff Weight: 477,000 pounds (216,634 kilograms)

Speed: 900-plus mph (Mach 1.2 at sea level)

Range: Intercontinental, unrefueled

Ceiling: More than 30,000 feet (9,144 meters)

Crew: Four (aircraft commander, copilot, and two weapon systems officers)

Armament: 24 GBU-31 GPS-aided JDAM (both Mk-84 general purpose bombs and BLU-109 penetrating bombs) or 24 Mk-84 2,000-pound general purpose bombs; 8 Mk-85 naval mines; 84 Mk-82 500-pound general purpose bombs; 84 Mk-62 500-pound naval mines; 30 CBU-87, -89, -97 cluster munitions. Upon Block E completion, additional weapons available will be 30 CBU-103/104/105 WCMD, 24 AGM-158 JASSMs or 12 AGM-154 JSOWs.

Date Deployed: June 1985

Unit Cost: \$283.1 million (constant fiscal 98 dollars)

Inventory: Active force, 60; ANG, 0; Reserve, 0

Point of Contact

Air Combat Command, Public Affairs Office; 115 Thompson Street, Suite 211; Langley AFB, VA 23665-1987; DSN 574-5014 or (757) 764-5014; e-mail: acc.pai@langley.af.mil

June 2003



PART II
WING
ASSETS



DESCRIPTION OF CAPITAL ASSETS

Ellsworth AFB SD FY04

As of 30 Sep 04

LAND

Total Acres:	On-base	5,411
	Off-base	2,511

RUNWAY

Length	13,500 feet
Width	300 feet

BUILDINGS

Total structures	376
Square feet	4,420,982

MILITARY FAMILY HOUSING UNITS

	2BR	3BR	4BR	TOTAL
Officer	0	226	81	307
Enlisted	<u>452</u>	<u>894</u>	<u>303</u>	<u>1,649</u>
Total	452	1,120	384	1,956

DORMITORY QUARTERS

	NUMBER	CAPACITY
Airman	653	728

TEMPORARY QUARTERS

	NUMBER	CAPACITY
Visitor Quarters	80	80
Distinguished Visitors Quarters	8	8
Temporary Lodging Facilities	<u>30</u>	<u>30</u>
Total	118	118

AIRCRAFT

B-1 Bombers Assigned – 29

CURRENT VALUE OF CAPITAL ASSETS/SALES

Ellsworth AFB SD FY04

As of 30 Sep 04

WEAPONS SYSTEMS

B-1 Bombers	\$8,209,900,000
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INVENTORIES (Sales Outlets)

Commissary	\$ 856,458
AAFES	\$ 3,199,714
NAF	<u>\$ 66,760</u>

Total	\$ 4,122,932
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CAPITAL ASSETS

Runway	\$ 19,454,428
Real Property	\$ 462,813,403
MF Housing	\$ 14,463,411
Leased Housing	\$ 73,360,178
On/Off Base Land	<u>\$ 946,876</u>

Total	\$ 571,038,296
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TOTAL VALUE OF ASSETS	\$8,785,061,228
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RETAIL SALES (Actual)

Commissary	\$ 12,389,221
AAFES	\$ 12,787,731
NAF	<u>\$ 4,333,757</u>

Total	\$ 29,510,710
-------	---------------



PART III WING ECONOMIC IMPACT



ECONOMIC IMPACT ANALYSIS (Version 1.4)

Ellsworth AFB FY04

As of 30 Sep 04

TABLE 1
PERSONNEL BY CLASSIFICATION AND HOUSING LOCATION

CLASSIFICATION	LIVING ON BASE	LIVING OFF BASE	TOTAL
1. APPROPRIATED FUND MILITARY			
Active Duty	2,347	1,783	4,130
Air Force Reserve/Air National Guard	65	296	361
Non-Extended Active Duty Reserve/ANG	0	0	0
Trainees/Cadets	N/A	N/A	0

TOTAL:	2,412	2,079	4,491
2. ACTIVE DUTY MILITARY DEPENDENTS			
	3,357	2,283	5,640
3. APPROPRIATED FUND CIVILIANS			
General Schedule*			306
Federal Wage Board			112
Other			0

		TOTAL:	418
4. NON-APPROPRIATED FUND CONTRACT CIVILIANS AND PRIVATE BUSINESS			
Civilian NAF			227
Civilian BX			106
Contract Civilians (not elsewhere included)			270
Private Businesses On Base, By Type:			
Branch Banks/Credit Union			31
Other Civilians (not elsewhere included)			0

		TOTAL:	634
	TOTAL PERSONNEL:		11,183

*Includes DECA GS positions

ECONOMIC IMPACT ANALYSIS
Ellsworth AFB FY04

TABLE 2
ANNUAL PAYROLL BY CLASSIFICATION AND HOUSING LOCATION

As of 30 Sep 04

CLASSIFICATION	LIVING ON BASE (\$)	LIVING OFF BASE (\$)	TOTAL (\$)
1. APPROPRIATED FUND MILITARY			
Active Duty	\$60,849,625	\$74,525,945	\$135,375,569
ANG/Reserve	N/A	N/A	\$0
Trainees/Cadets	N/A	N/A	\$0
Non-Extended Active Duty ANG/Reserve	N/A	N/A	\$0

TOTAL:	\$60,849,625	\$74,525,945	\$135,375,569
2. APPROPRIATED FUND CIVILIANS			
*General Schedule			\$15,832,826
Federal Wage Board			\$5,325,815
Other			\$0

		TOTAL:	\$21,158,641
3. NON-APPROPRIATED FUND CONTRACT CIVILIANS AND PRIVATE BUSINESS			
Civilian Non-Appropriated Fund			\$2,810,916
Civilian BX			\$1,541,092
Contract Civilians (not elsewhere included)			\$0
Private Businesses On Base, By Type:			
Credit Union			\$647,745
Other Civilians (not elsewhere included)			\$0

		TOTAL:	\$4,999,753
* Includes DECA GS wages			
	TOTAL ANNUAL PAYROLL:		\$161,533,963

ECONOMIC IMPACT ANALYSIS**Ellsworth AFB FY04****TABLE 3****EXPENDITURES FOR CONSTRUCTION, SERVICES, AND PROCUREMENT OF MATERIALS, EQUIPMENT, AND SUPPLIES**

(Not including contracts for services supplied to other Air Force installations)

As of 30 Sep 04

	ACTUAL ANNUAL EXPENDITURES
1. CONSTRUCTION	
Military Construction Program	\$17,300,000
Non-Appropriated Fund	\$261,712
Military Family Housing	\$3,575,485
O&M	\$10,843,179
Hospital	\$233,000
Other (Hunt)	\$554,900

TOTAL:	\$32,768,276
 2. SERVICES	
Services Contracts *	\$4,696,586
Other Services (not elsewhere included)	\$585,959

TOTAL:	\$5,282,545
 3. MATERIALS, EQUIPMENT, AND SUPPLIES PROCUREMENT	
Commissary	\$19,746
Base Exchange (BX)	\$2,378,674
Health (TRICARE, Government cost only)	\$7,900,000
Education (Impact aid and tuition assistance)**	\$7,606,755
TDY	\$1,216,049
Other Materials, Equipment & Supplies (not elsewhere included)	\$10,544,741

TOTAL:	\$29,665,965
 TOTAL ANNUAL EXPENDITURES:	 \$67,716,786

* Includes only contracts in the local economic area or contracts requiring the use of locally supplied goods and services.

** Includes monies owed from previous year from Dept of Education

ECONOMIC IMPACT ANALYSIS
Ellsworth AFB FY04

TABLE 4
ESTIMATE OF NUMBER AND DOLLAR VALUE OF INDIRECT JOBS CREATED

As of 30 Sep 04

Type of Personnel	# of Base Jobs	Multiplier	# of Indirect Jobs
Active Duty Military	4,130	0.29	1,198
Reserve/ANG/Trainees	361	0.13	47
Appropriated Fund Civilians	418	0.43	180
Other Civilians	634	0.43	273
	-----		-----
TOTAL:	5,543		1,698

ESTIMATED NUMBER OF INDIRECT JOBS CREATED: **1,698**

AVERAGE ANNUAL PAY FOR THE LOCAL COMMUNITY: **\$28,943**

ESTIMATED ANNUAL DOLLAR VALUE OF JOBS CREATED: \$49,145,689

Data Sources:

Multipliers: Economic Impact Database, 1995 Base Realignment and Closure, Logistics Management Institute, Feb 95.

ECONOMIC IMPACT ANALYSIS
Ellsworth AFB FY04

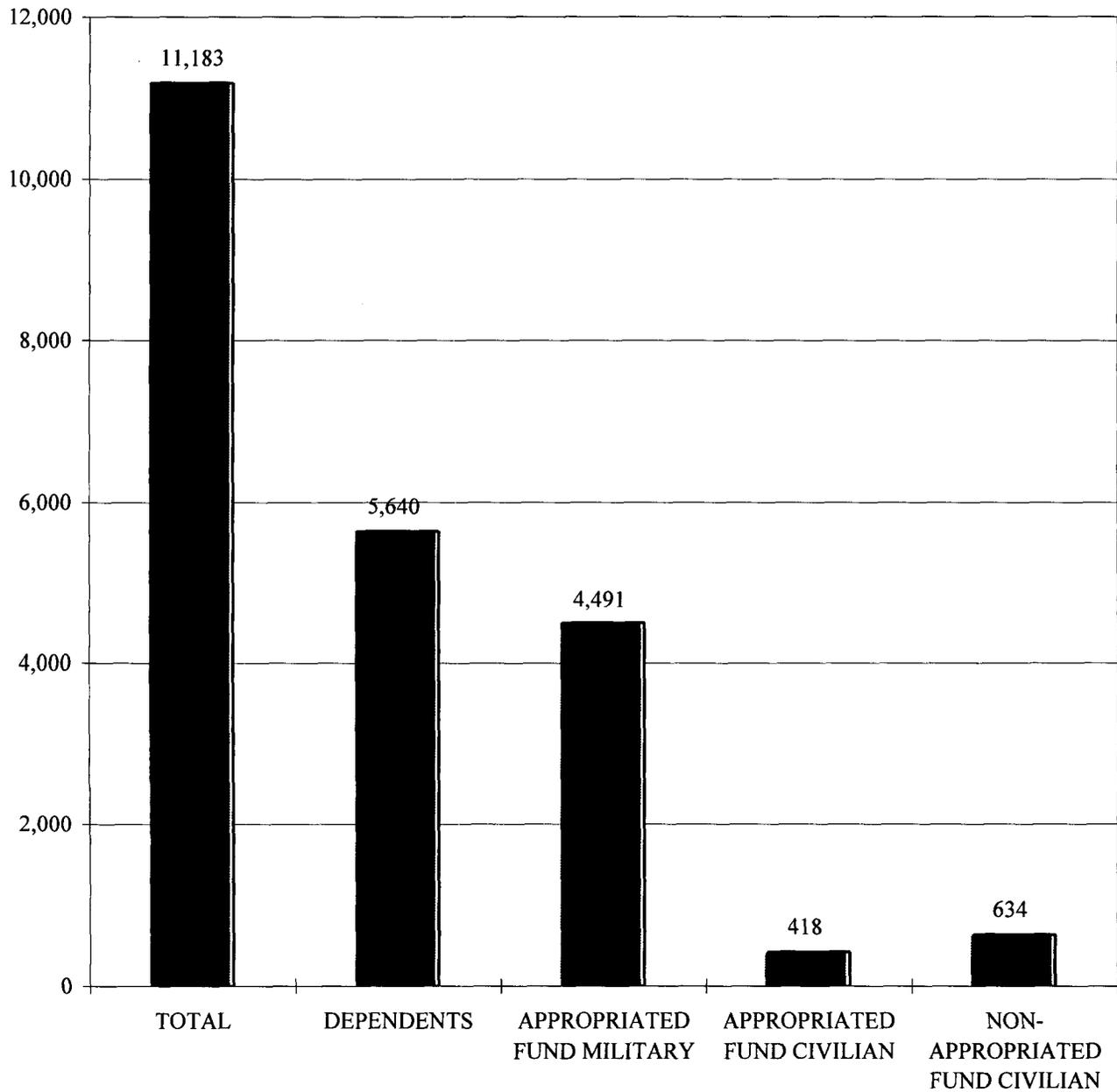
TABLE 5
TOTAL ANNUAL ECONOMIC IMPACT ESTIMATE

As of 30 Sep 04

ANNUAL PAYROLL:		\$161,533,963
	Military	\$135,375,569
	Federal Civilian	\$21,158,641
	Other Civilian	\$4,999,753
ANNUAL EXPENDITURES:		\$67,716,786
ESTIMATED ANNUAL DOLLAR VALUE OF JOBS CREATED:		\$49,145,689
	Estimated Indirect Jobs Created	1,698
	Average Annual Pay	\$26,500
	GRAND TOTAL:	\$278,396,439

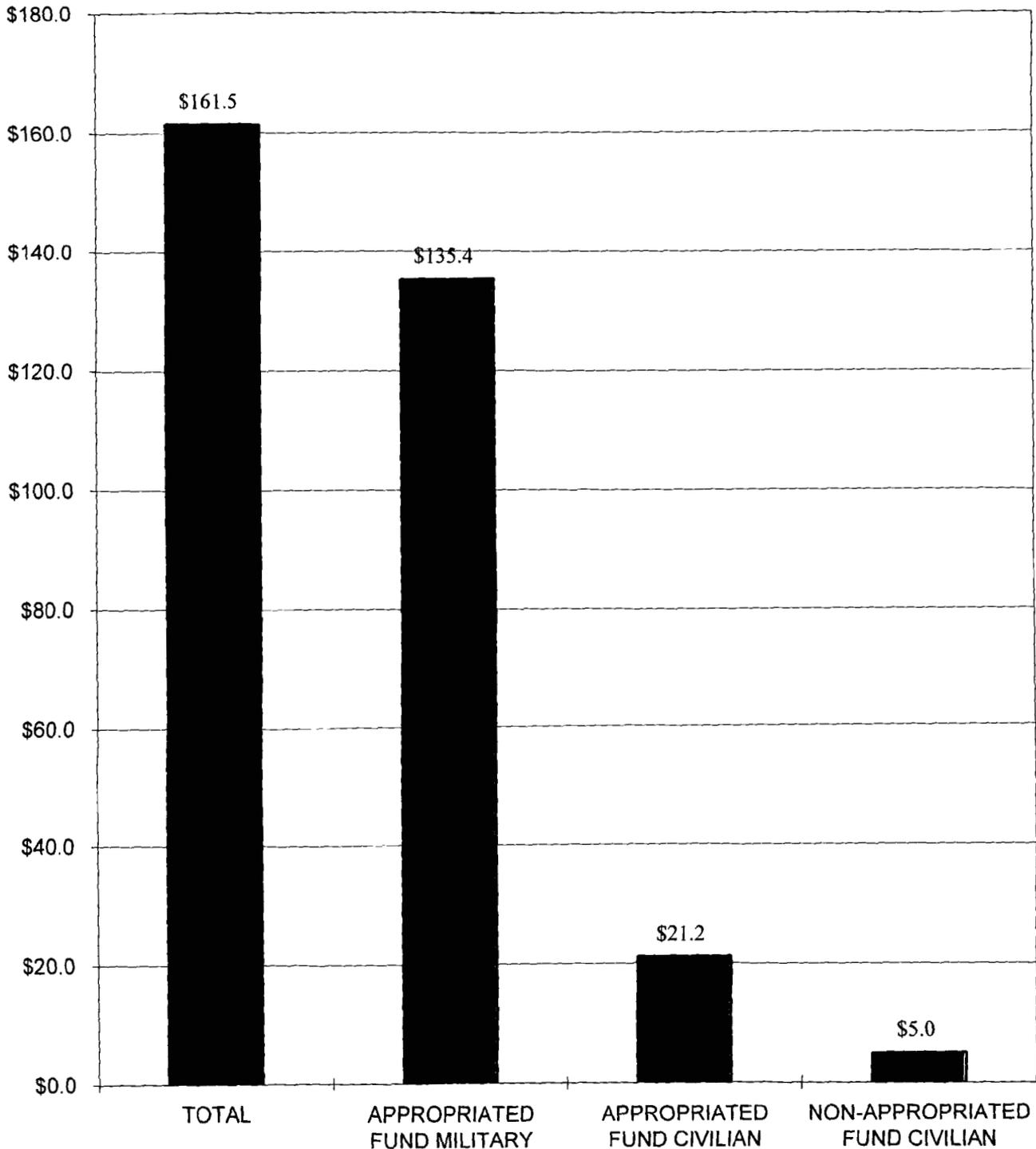
PERSONNEL SUMMARY

Ellsworth AFB FY04

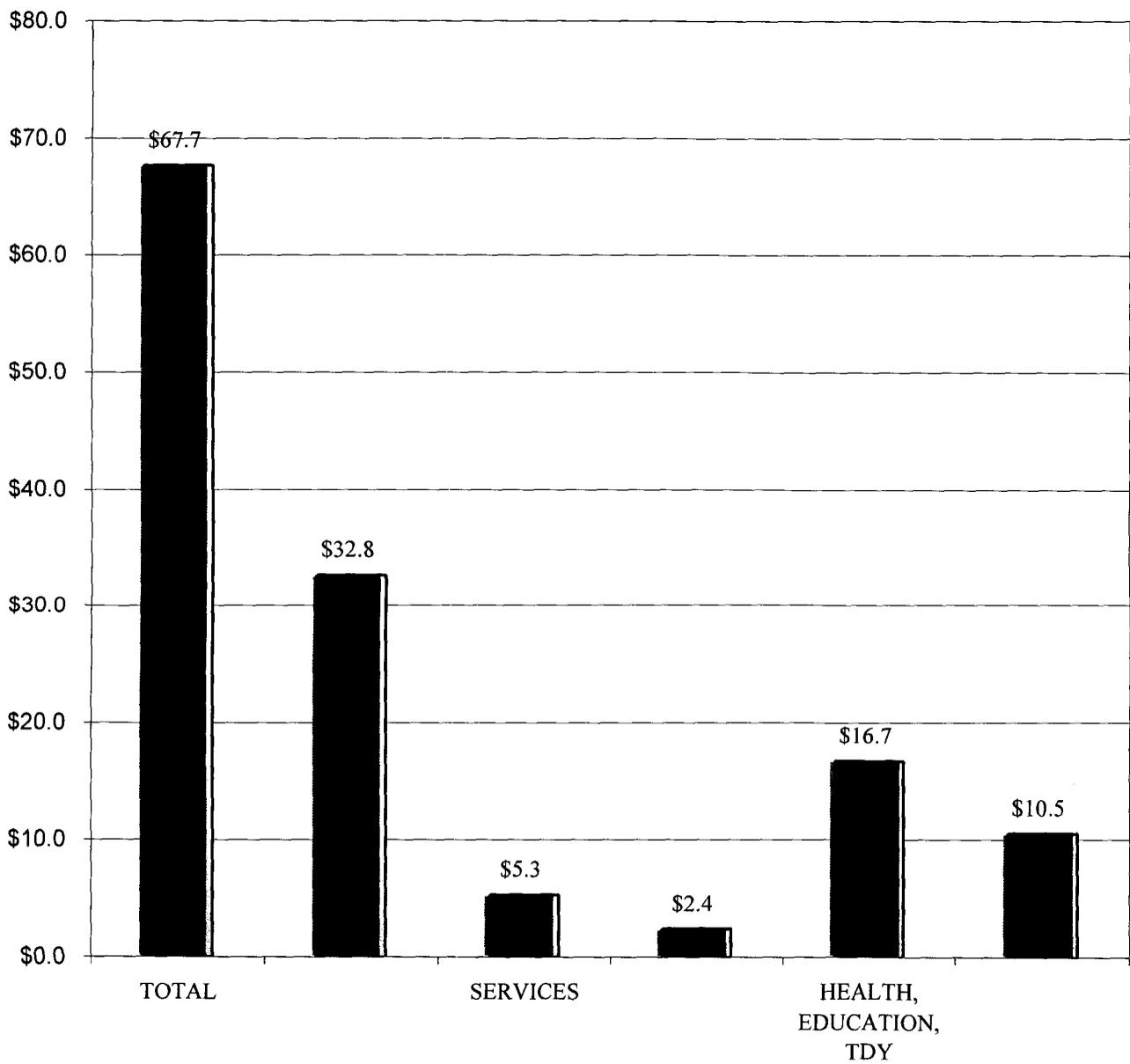


ANNUAL PAYROLL SUMMARY (\$M)

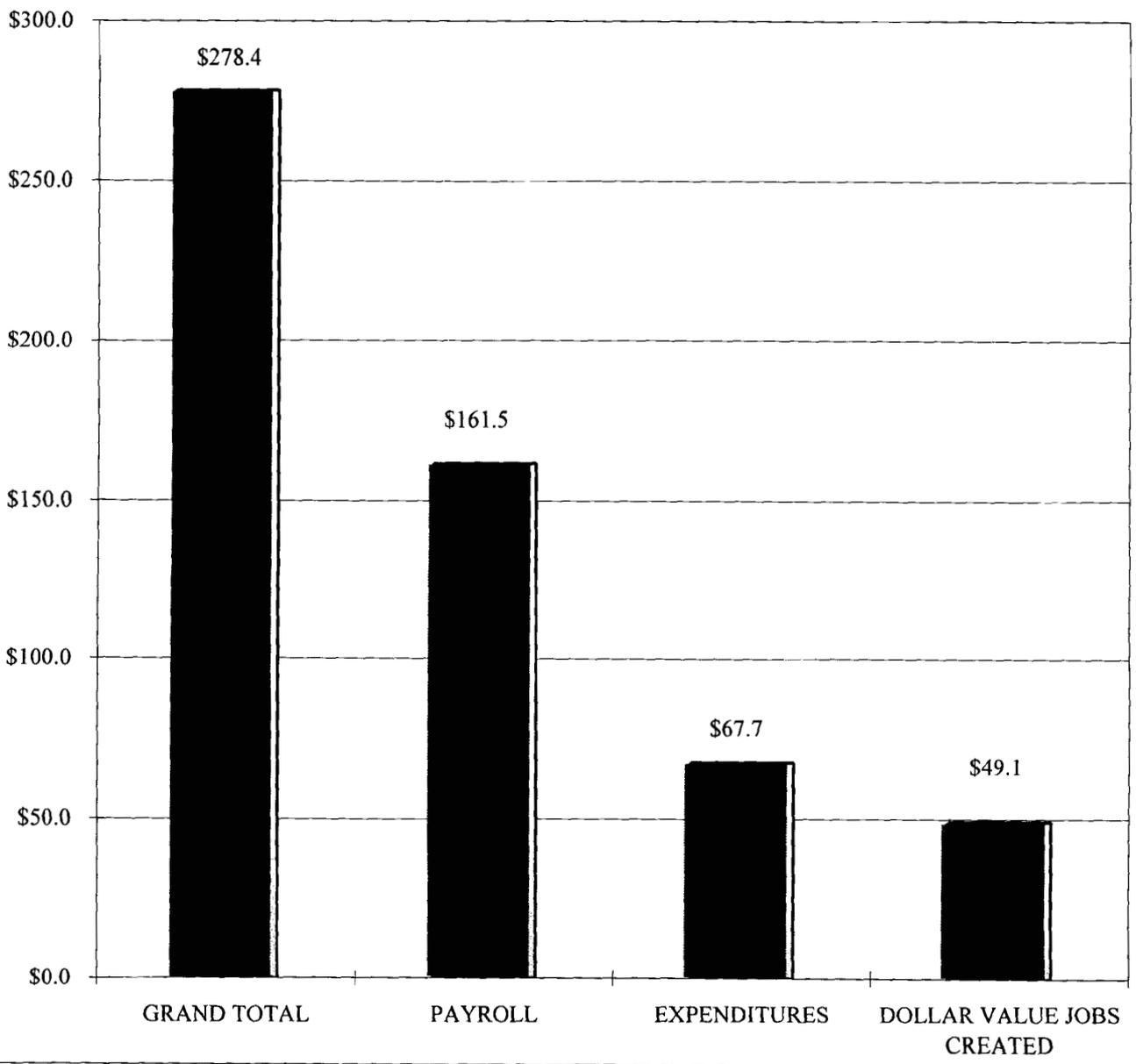
Ellsworth AFB FY04



ANNUAL EXPENDITURE SUMMARY (\$M) Ellsworth AFB FY04



**TOTAL ANNUAL ECONOMIC IMPACT
(\$M) Ellsworth AFB FY04**





PART IV

MISCELLANEOUS INFORMATION



ORGANIZATIONS



ORGANIZATIONS

HOST: 28th Bomb Wing

28th Bomb Wing

- Commander/Vice Commander
- Command Chief
- Chaplain
- 28th Comptroller Squadron
- Equal Employment Opportunity
- Flight Safety
- Grounds Safety
- Historian
- Inspector General
- Judge Advocate
- Military Equal Opportunity
- Protocol
- Public Affairs
- Treaty Compliance Office
- Weapons Safety
- Wing Operations Center



28th Operations Group

- 34th Bomb Squadron
- 37th Bomb Squadron
- 28th Operations Support Squadron

28th Maintenance Group

- 28th Aircraft Maintenance Squadron
- 28th Maintenance Squadron
- 28th Maintenance Operations Squadron
- 28th Munitions Squadron

28th Mission Support Group

- 28th Civil Engineer Squadron
 - 28th Communications Squadron
 - 28th Contracting Squadron
 - 28th Logistics Readiness Squadron
 - 28th Services Squadron
 - 28th Security Forces Squadron
 - 28th Mission Support Squadron
- 

28th Medical Group

28th Medical Support Squadron

28th Medical Operations Squadron

ASSOCIATE UNITS

Army-Air Force Exchange Service

Air Force Audit Agency

Air Force Junior ROTC

American Red Cross

Defense Commissary Agency

Defense Investigative Service

Defense Reutilization and Marketing Office

Detachment 3, Combat Command (AFIT)

Detachment 8, 372d Training Squadron

Detachment 226, AFOSI

Raytheon Support Services Company

USAF Judiciary 4th Circuit

Belle Fourche Electronic Scoring Site (Lockheed-Martin)

DISTRIBUTION

GOVERNMENT

Governor Mike Rounds

Representative Stephanie Herseth

Senator Tim Johnson

Senator John Thune

State Legislators

Representative James Bradford (Dist 27)

Representative Paul Valandra (Dist 27)

Senator Theresa Two Bulls (Dist 27)

Senator Eric Bogue (Dist 28)

Representative Thomas Van Norman (Dist 28)

Representative Ted Klautd (Dist 28)

Senator Kenneth McNenny (Dist 29)

Representative Larry Rhoden (Dist 29)

Representative Thomas Brunner (Dist 29)

Representative Gordon Howie (Dist 30)

Senator Jim Lintz (Dist 30)

Representative Gordon Pederson (Dist 30)

Representative Tom Hills (Dist 31)

Senator Jerry Apa (Dist 31)

Representative Charles Turbiville (Dist 31)

Senator Stan Adelstein (Dist 32)

Representative Alan Hanks (Dist 32)

Representative Tom Hennies (Dist 32)

Senator JP Duniphan (Dist 33)

Representative Don Van Etten (Dist 33)

Representative Mike Buckingham (Dist 33)

Senator Royal McCracken (Dist 34)

Representative Elizabeth Kraus (Dist 34)

Representative Ed McLaughlin (Dist 34)

Representative Alice McCoy (Dist 35)

Senator Bill Napoli (Dist 35)

Representative Jeff Haverly (Dist 35)

Mayor Rapid City Jim Shaw

Mayor Box Elder Vern Kienzle

MILITARY ORGANIZATIONS

28 BW/CC 28 MXG/CC

28 BW/CV 28 AMXS/CC

28 BW/CCC 28 MUNS/CC

28 BW/DS 28 MXS/CC

28 BW/MO 28 MOS/CC

28 BW/CCT 28 BW/CAA

28 BW/IG 28 MSG/CC

CHAMBER OF COMMERCE

Belle Fourche

Box Elder

Custer

Hot Springs

Keystone

Rapid City

Sturgis

Spearfish

Wall

TELEVISION STATIONS

KNBN Rapid City

KOTA Rapid City

KEVN Rapid City

KELO Sioux Falls

NEWSPAPERS

Rapid City Journal

28 BW/JA	28 MSS/CC
28 BW/XP	28 CONS/CC
28 BW/HO	28 SVS/CC
28 BW/HC	28 CES/CC
28 BW/CCP	28 SFS/CC
28 BW/SE	28 CS/CC
28 BW/MEO	28 LRS/CC
28 BW/PA	
	28 MDG/CC
28 CPTS/CC	28 MDOS/CC
	28 MDSS/CC
28 OSS/CC	
34 BS/CC	
37 BS/CC	AUDIT AGENCY



Michael Rounds was sworn in as South Dakota's 31st governor on January 7, 2003. Mike Rounds is committed to working with South Dakotans to make the state a better place to live, work, and raise a family. He believes South Dakota's children are its most valuable resource and that every child in the state should receive a quality education.

Governor Rounds is encouraging South Dakotans to make healthy choices that lead to longer, healthier lives, and he has initiated an effort in state government to help state employees make healthy choices. He is encouraging every South Dakotan to follow this lead.

In 2004, working with legislators, state employees and South Dakotans, Governor Rounds has already:

- Passed a balanced state budget that meets the needs of South Dakota without any tax increases;
- Reduced the structural deficit from \$28 million to \$20 million;
- Created the Homestake Underground Laboratory project;
- Reorganized the South Dakota Department of Education to better embrace the concepts of "No Child Left Behind;"
- Increased state aid for local public schools by more than \$10.2 million in ongoing funding, as well as an additional \$7.3 million in one-time funding;
- Increased state funding for public universities by more than \$7.5 million and for public technical institutes by more than \$1.6 million;
- Created a special program to give sales tax on food relief to individuals within 150 percent of the poverty level;
- Passed a law to regulate pharmacy benefits management companies;
- Passed several bills to provide new benefits to guardsmen and women, veterans and their families;
- Funded many important water projects so that South Dakotans have clean water;
- Created a commission to expedite compliance with the federal Indian Child Welfare Act;
- Designed the 2010 Initiative, a series of specific goals for economic growth and visitor spending in South Dakota;
- Expanded recreational opportunities in South Dakota, including public hunting and campground access and protection of natural resources; and,
- Initiated the Missouri River Summit, a meeting that brought stakeholders together to discuss the management of the Missouri River.

From 1990 to 2000, Republican Mike Rounds was elected to serve South Dakota for five terms in the state Senate and to represent District 24, including Pierre and the surrounding areas. In 1994, he was chosen by his peers to serve as Senate Majority Leader, a post he held for six years. As a senator, Rounds was a leader in:

- Balancing the budget every year;
- Overhauling the state aid to education formula and increasing the state's share of funding from less than 30 percent to more than 50 percent of the general education budget;

- Reducing property taxes by an average of 25 percent for homeowners, farmers, and ranchers;
- Repealing more than 500 rules and mandates affecting local school boards;
- Making major reforms in the South Dakota's workers' compensation plan that helped employers to hire more workers;
- Funding thousands of acres of public hunting land;
- Authorizing and funding the largest four-lane highway construction project since the Interstate Highway System was completed;
- Wiring schools to provide more educational opportunities for all South Dakota students; and
- Selling the State Cement Plant and creating a \$240 million trust from the proceeds so that the state receives a steady annual income of at least \$12 million instead of varying incomes dependent on the cement market.

Mike, the oldest of 11 children, was born in Huron, S.D., and is a lifelong resident of Pierre. He earned a Bachelors of Science degree in political science from South Dakota State University in Brookings and met his wife, Jean, of Lake Preston, while attending the university. The two were married in 1978 and have four children – Christopher and his wife, Lindsay, Brian, Carrie, and John.

Governor Rounds is part owner of Fischer, Rounds & Associates Inc., an insurance and real estate agency with offices in Pierre, Mitchell, Rapid City and Brandon. He has previously served as board president of the Oahe YMCA, vice president of the Home and School Association of St. Joseph School, president of the Pierre-Ft. Pierre Exchange Club and exalted ruler of the Pierre Elks Lodge. He is also a member of St. Peter and Paul Catholic Church of Pierre, the Knights of Columbus, and Ducks Unlimited.

The governor is a licensed pilot with multi-engine and instrument ratings. He enjoys playing racquetball with his buddies and hunting in his spare time with his sons and his lab, Brandy. In the summer, you'll often find him and his family boating and camping on the Missouri River.



Tim Johnson's roots run deep in the plains of South Dakota. A fourth-generation South Dakotan, Tim was born in Canton to Van and Ruth Johnson. His great-grandfather homesteaded near Centerville, so farming and ranching concerns are second nature to Tim.

The son of a college professor and a homemaker, Tim, along with his brother, Tom, and sister, Julie, learned early on the value of a good education and the necessity of hard work.

Tim attended school in Canton, Flandreau, and Vermillion, where he graduated from high school in 1965. He then attended the University of South Dakota (USD), graduating with Phi Beta Kappa academic honors. Tim went on to earn both a master's degree in political science and a law degree from the University of South Dakota.

During his undergraduate years at USD, Tim met Barbara Brooks of Sioux Falls, whom he married shortly after graduating. Balancing family needs with academic and work pressures is something Barbara and Tim came to know well during their early years. After Tim completed his graduate studies at USD, he worked as a budget analyst for the Michigan State Senate Appropriations Committee while Barbara completed her master's degree in social work. It was during this time that their first child, Brooks, was born.

Tim began a private law practice in Vermillion in 1975, the same year their second child, Brendan, was born. Just three years after starting his own law practice, Tim was elected to the South Dakota House of Representatives in 1978 and then reelected in 1980. Their daughter, Kelsey, was born during his second term in the state House. Though Tim and Barbara were both actively involved in raising their children, Barbara put her master's degree to work and became very active in children's issues and services.

After serving in the state House for four years, Tim ran for the state Senate and was elected in 1982 and 1984. During his years in the South Dakota Legislature, Tim earned a reputation as a hardworking, effective author of sound fiscal and social policy. His achievements did not go unnoticed. In 1979, the Vermillion Jaycees presented him with the "Outstanding Citizen Award." In 1983, he was the first recipient of the "Billie Sutton Award for Legislative Achievement" presented by the South Dakota Democratic Party.

After eight years in the state legislature, Tim decided to take his commitment to creating positive change for South Dakotans to Washington. He was elected to the U.S. House of Representatives in 1986 with nearly 60 percent of the vote. During his first term in Congress, he was responsible for passing more legislation than any of the other 50 first-term members. And, he received national awards by the National Farmers Union, Disabled American Veterans, and Mothers Against Drunk Driving. Within the House Democratic leadership organization, Tim served as Regional Deputy Whip from 1991-94. Tim served as South Dakota's congressman for five terms before being elected to the Senate on November 5, 1996.

Tim has distinguished himself as South Dakota's senior Senator. He serves on the powerful Senate Appropriations Committee, the Senate Budget Committee, the Senate Banking Committee, the Senate Energy and Natural Resources Committee, and the Senate Indian Affairs Committee.

This past year, Democratic Leader Senator Harry Reid observed that he was naming Tim to be the Vice Chair of the Senate Ethics Committee because of his confidence in Senator Johnson's integrity and sense of fairness.

Today, Tim is an active member of numerous policy-based organizations and in his own community.

Tim and Barbara still have their home in Vermillion. Their oldest son, Brooks, is in the U.S. Army having served in Bosnia, Kosovo, South Korea, Afghanistan, and Iraq. In May 2004, Brooks married Naida Snipas Johnson of Boston, Massachusetts. Brooks remains on active duty stateside. Brendan worked as an assistant prosecutor for Minnehaha County and currently practices law in Sioux Falls.

In October 2003, Tim and Barbara proudly announced the birth of their first grandchild, Sutton Timothy James Johnson to their second eldest son, Brendan Johnson, and his wife, Dr. Jana Beddow Johnson of Sioux Falls. Their daughter, Kelsey, a 2004 graduate of the University of South Dakota, is now working in public service in Washington, DC.

This past year, Tim battled prostate cancer. After surgery, all tests now show him clear of the disease. Barb, a two time breast cancer survivor, was crucial to his recovery. The two remain committed to raising awareness about prevention and early testing.

For many years, Tim Johnson has been an active voice in the fight for building a better future for all South Dakotans -- regardless of gender, age, ethnicity, income or religion. From championing fiscal responsibility to leading the charge on agricultural issues to fighting for children, youth, and families, Tim's commitment to creating positive change for all South Dakotans can clearly be seen in his legislative achievements. Perhaps that's why, after five terms in the House of Representatives, his 1996 election to the U.S. Senate and reelection in 2002, Tim remains one of the most popular public officials in South Dakota.



John Thune grew up in Murdo, South Dakota. His interest in politics was sparked at a young age after making five of six free throws during a freshman basketball game. He was greeted by a spectator who said, "I noticed you missed one." That spectator happened to be well-known sports enthusiast and U.S. Representative Jim Abdnor. The introduction was the start of a friendship that ignited John's career in public service.

Thune received his undergraduate degree at Biola University and his Master's degree in Business Administration from the University of South Dakota. Upon completion of his Master's Degree in 1984, he married Kimberley Weems, a native of Doland, South Dakota.

John's attraction to public service took him to Washington, DC to work for U.S. Senator Jim Abdnor. He then served at the Small Business Administration under an appointment from President Ronald Reagan.

In 1989, John and his family returned to South Dakota, where he served as the Executive Director of the South Dakota Republican Party. In 1991, Governor George S. Mickelson appointed him the State Railroad Director, a position he held until 1993, when he became Executive Director of the South Dakota Municipal League.

In 1996, with a shoestring budget and the support of family and friends, John won his first term as South Dakota's lone member of the United States House of Representatives. John was reelected to a second term by the largest margin in South Dakota history. He returned again to Washington in 2001 to serve his third term in the House.

Thune then honored his 1996 campaign pledge to serve only three terms in the House of Representatives. After a narrow loss in a Senate race in 2002, Thune won his Senate seat in 2004, when he made history by defeating a sitting Senate party leader for the first time in 52 years.

Thune serves on the Armed Services Committee, the Environment and Public Works Committee, the Small Business Committee, and the Veterans Affairs Committee.

John and his wife Kimberley live in Sioux Falls, South Dakota where their two daughters, Brittany and Larissa, attend public school. In his free time, John enjoys spending time with his family, pheasant hunting, and playing basketball.



Stephanie Herseth is South Dakota's at-large Member of Congress. She is a member of the Blue Dog Coalition, a group of moderate Democrats committed to fiscal discipline and strong national security, and is co-chair of the Rural Working Group, which is dedicated to raise the profile of issues important to rural America. She also serves on three committees vital to South Dakota's interests: Agriculture, Veterans' Affairs and Resources. She is Ranking Member on the Veterans' Affairs subcommittee on Economic Opportunity.

Stephanie grew up on her family's farm and ranch near Houghton, in the northeast part of the state. She graduated from Groton High School and attended Georgetown University in Washington, D.C. where she graduated summa cum laude and Phi Beta Kappa with a B.A. in Government. Stephanie received her law degree from the Georgetown University Law Center, was a senior editor of the law review, and served on the faculty in 1997.

Stephanie is a member of the South Dakota Bar. She has worked on energy and telecommunications issues for the South Dakota Public Utilities Commission in Pierre and organized commission meetings with tribal leaders regarding utility regulation on the Rosebud and Pine Ridge Indian reservations. She also worked with the Legal Counsel for the Elderly, providing assistance to those unable to afford legal services on issues relating to housing, Medicare and Social Security. And through The Fund for American Studies, Stephanie traveled to the Czech Republic to teach classes on the American system of government to central and eastern European and Asian college students.

Stephanie worked with U.S. District Court Judge Charles B. Kornmann in Pierre and Aberdeen. She also served as a law clerk to the Honorable Diana Gribbon Motz on the U.S. Court of Appeals for the Fourth Circuit, and has been in the private practice of law assisting clients in litigation matters throughout the United States. Stephanie currently lives in Brookings, is a member of Brookings Rotary, and attends Brookings First Lutheran Church.

In 2003, she served as the executive director of the South Dakota Farmers Union Foundation, working to expand the base of financial support for cooperative education youth programs as part of the Foundation's mission to support programs and advance efforts that further economic prosperity and cultural vitality in rural South Dakota. During that year, Stephanie also taught courses on campaigns and politics at Augustana College in Sioux Falls and South Dakota State University in Brookings.

Former Governor Ralph Herseth was Stephanie's grandfather and Lorna B. Herseth, South Dakota's Secretary of State, was her grandmother. Her father, Lars, served in the state legislature for 20 years and was the Democratic nominee for Governor in 1986.



BIOGRAPHY

UNITED STATES AIR FORCE

28th Bomb Wing Public Affairs Division, 1958 Scott Dr. Suite 4, Ellsworth AFB, SD 57706-4710

Tel: (605) 385-5056

COLONEL JEFFRY F. SMITH



Col. Jeffrey F. Smith is commander of the 28th Bomb Wing, Ellsworth Air Force Base, S.D. He commands the largest B-1 combat wing in the U.S. Air Force, with 29 aircraft and more than 4,000 military and civilian members.

Colonel Smith received his commission through the Air Force Reserve Officer Training Corps program in 1983. A command pilot with more than 3,600 flying hours, Col. Smith holds three B-1 time-to-climb world records. He began his career as a B-52G co-pilot at Mather Air Force Base, Calif., upgrading to B-1 pilot at Dyess Air Force Base, Texas. After transferring to the B-1, he served as aircraft commander, instructor pilot and evaluator at Grand Forks Air Force Base, N.D.

Colonel Smith has held a variety of key positions, including aide-de-camp and executive officer to the commander, Headquarters Eighth Air Force, Barksdale Air Force Base, La., Joint Task Force Operations officer, Headquarters USCINCPAC, Camp H. M. Smith, Hawaii, commander of the 37th Bomb Squadron, Ellsworth Air Force Base, S.D., commander of the 608th Combat Operations Squadron, Headquarters Eighth Air Force, Barksdale AFB, La.

EDUCATION:

1983 Bachelor of Arts degree in political science and international affairs, The Pennsylvania State University

1987 Squadron Officer School, Maxwell AFB, Ala.

1992 Master's degree in management, Embry-Riddle Aeronautical University

1994 Air Command and Staff College, Maxwell AFB, Ala.

1995 Armed Forces Staff College, Norfolk, Va.

2002 Master's degree in strategic studies, Air University, Maxwell AFB, Ala.

ASSIGNMENTS:

1. August 1983 - August 1984, student, Undergraduate Pilot Training, Williams AFB, Ariz.
2. August 1984 - January 1985, B-52G Combat Crew Training, Castle AFB, Calif.
3. January 1985 - December 1987, B-52G co-pilot and evaluator co-pilot, 441st Bomb Squadron, Mather AFB, Calif.
4. January 1988 - December 1988, student, B-1 Initial Qualification Training, Pilot Upgrade Training and Central Flight Instructor Course, Dyess AFB, Texas
5. January 1989 - May 1992, pilot, aircraft commander, instructor and evaluator pilot, 46th Bomb Squadron, Grand Forks AFB, N.D.
6. June 1992 - August 1993, aide-de-camp and executive officer to the commander, Headquarters Eighth Air Force, Barksdale AFB, La.

7. August 1993 - May 1994, student, Air Command and Staff College, Maxwell AFB, Ala.
8. July 1994 - August 1996, Joint Task Force operations officer, Headquarters USCINCPAC, Camp H. M. Smith, Hawaii
9. September 1996 - September 1997, B-1 Formal Training Unit flight instructor, assistant director of operations, 9th Bomb Squadron, Dyess AFB, Texas
10. September 1997 - July 1999, deputy commander, 7th Operations Support Squadron, Dyess AFB, Texas
11. July 1999 - June 2001, commander, 37th Bomb Squadron, Ellsworth AFB, S.D.
12. July 2001 - May 2002, student, Air War College, Maxwell AFB, Ala.
13. June 2002 - January 2003, commander, 608th Combat Operations Squadron, Headquarters Eighth Air Force, Barksdale AFB, La.
14. January 2003 - December 2003, deputy director of operations and deputy commander, 608th Air Operations Group, Headquarters Eighth Air Force, Barksdale AFB, La.
15. January 2004 - May 2005, commander, 608th Air Operations Group and Director of Operations, Headquarters Eighth Air Force, Barksdale AFB, La.
16. June 2005 - Present, commander, 28th Bomb Wing, Ellsworth AFB, S.D.

FLIGHT INFORMATION:

Rating: Command Pilot with more than 3,600 hours

Aircraft Flown: T-37, T-38, B-52G and B-1B

MAJOR AWARDS AND DECORATIONS:

Bronze Star

Defense Meritorious Service Medal

Meritorious Service Medal with three oak leaf clusters

Air Medal

Aerial Achievement Medal

Air Force Commendation Medal

Joint Service Achievement Medal

Air Force Achievement Medal

Combat Readiness Medal with three oak leaf clusters

National Defense Service Medal with one bronze star

Humanitarian Service Medal

OTHER ACHIEVEMENTS:

1985 Distinguished Graduate, Combat Crew Training

1988 Distinguished Graduate, B-1 Initial Qualification Training, Pilot Upgrade Training, Central Flight Instructor Course

1992 Three B-1 time-to-climb world records

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant June 26, 1983

First Lieutenant June 26, 1985

Captain June 26, 1988

Major Mar. 1, 1995

Lieutenant Colonel Sept. 1, 1998

Colonel July 1, 2003

(Current as of May 2, 2005)



BIOGRAPHY

UNITED STATES AIR FORCE

28th Bomb Wing Public Affairs Division, 1958 Scott Dr. Suite 4, Ellsworth AFB, SD 57706-4710

Tel: (605) 385-5056

COLONEL DAVID A. CROCKETT



Col. David A. Crockett is vice commander of the 28th Bomb Wing, Ellsworth Air Force Base, S.D. He serves as second in command of the largest B-1 combat wing in the U.S. Air Force, with 29 aircraft and more than 3,500 military and civilian members.

Colonel Crockett was commissioned through the Air Force Officer Training School program. A master navigator with more than 2,600 hours, he began his career as a weapons controller and has flown as a navigator in the KC-135, B-52 and B-1.

Colonel Crockett has held a variety of staff assignments as Aide de Camp for DEPCOMSIXATAF (NATO), Izmir, Turkey; and strategy and concepts officer, Joint Training Division deputy chief, Strategy and Policy Division deputy chief and Senior Controller, USSTRATCOM. Colonel Crockett has also served as squadron operations officer and commander of the 20th Bomb Squadron at Barksdale Air Force Base, La. Before assuming his current position, he served as chief of wargame operations at Maxwell Air Force Base, Ala.

EDUCATION:

- 1978 Bachelor of Arts degree in business administration, Baylor University, Waco, Texas
- 1989 Master of public administration degree, Troy State University, Troy, Ala.
- 1994 Air Command and Staff College, Maxwell AFB, Ala.
- 1998 Air War College, correspondence
- 2000 Master of Science degree in national security & strategic studies, Naval War College, Newport, R.I.

ASSIGNMENTS:

1. August 1980 - March 1982, weapons controller, Fort Lee, Va.
2. March 1982 - October 1982, student, Unit NV6AF CL 83-01, 450th Flying Training Squadron, Mather AFB, Calif.
3. October 1982 - April 1983, student, advance navigation training, 449th Flying Training Squadron, Mather AFB, Calif.
4. April 1983 - February 1985, KC-135 navigator, 811th Air Refueling Squadron, Seymour Johnson AFB, N.C.
5. February 1985 - November 1985, KC-135 instructor navigator, 911th Air Refueling Squadron, Seymour Johnson AFB, N.C.
6. November 1985 - June 1987, KC-135A instructor navigator, 97th Air Refueling Squadron, Eaker AFB, Ark.

7. June 1987 - August 1989, Aide De Camp, AFELM NATO/6ATAF, Ismir, Turkey
8. August 1989 - April 1990, student, initial qualification B-52 navigator, 329th Crew Training Squadron, Castle AFB, Calif.
9. April 1990 - August 1990, B-52G navigator, 340th Bombardment Squadron, Eaker AFB, Ark.
10. August 1990 - August 1991, B-52G flight commander radar navigator, 340th Bombardment Squadron, Eaker AFB, Ark.
11. August 1991 - June 1992, B-52H instructor flight chief, 23rd Bomb Squadron, Minot AFB, N.D.
12. June 1992 - December 1992, wing executive officer, 5th Operations Support Squadron, Minot AFB, N.D.
13. December 1992 - August 1993, operations officer, 5th Operations Support Squadron, Minot AFB, N.D.
14. August 1993 - September 1994, ACSC student, Air Command & Staff College, Maxwell AFB, Ala.
15. September 1994 - May 1997, strategy and concepts officer, U.S. Strategic Command, Offutt AFB, Neb.
16. May 1997 - May 1998, operations officer, 20th Bomb Squadron, Barksdale AFB, La.
17. May 1998 - July 1999, commander, 20th Bomb Squadron, Barksdale AFB, La.
18. July 1999 - June 2000, student, AFELM Naval War College, Newport, R.I.
19. June 2000 - June 2001, deputy chief, Joint Training Division, USSTRATCOM, Offutt AFB, Neb.
20. June 2001 - January 2002, deputy chief, Strategy & Policy Division, USSTRATCOM, Offutt AFB, Neb.
21. January 2002 - January 2003, USSTRATCOM senior controller, USTRATCOM, Offutt AFB, Neb.
22. January 2003 - March 2004, chief, wargame operation, cadre, Maxwell AFB, Ala.
23. March 2004 - Present, vice commander, 28th Bomb Wing, Ellsworth AFB, S.D.

FLIGHT INFORMATION:

Rating: Master navigator with more than 2,600 hours

Aircraft flown: B-1B, B-52G/H, KC-135A

MAJOR AWARDS AND DECORATIONS:

Defense Superior Service Medal

Defense Meritorious Service Medal

Meritorious Service Medal with three oak leaf clusters

Air Medal

Joint Service Commendation Medal

Air Force Commendation Medal

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant June 6, 1980

First Lieutenant June 6, 1982

Captain June 6, 1984

Major July 1, 1992

Lieutenant Colonel December 1, 1996

Colonel May 1, 2002

(Current as of Feb. 17, 2005)



FACT SHEET

UNITED STATES AIR FORCE

28th Bomb Wing Public Affairs Division, 1958 Scott Dr. Suite 4, Ellsworth AFB, SD 57706-4710

Tel: (605) 385-5056

ELLSWORTH AIR FORCE BASE, SOUTH DAKOTA

Ellsworth Air Force Base, located 10 miles east of Rapid City, S.D., on Interstate 90, is Air Combat Command's lead B-1 conventional wing. The base is the home of the 28th Bomb Wing, which is assigned to 12th Air Force.

The mission of the 28th BW is to train and equip combat-ready forces to support Joint Chiefs of Staff tasking and joint/combined applications of conventional airpower.

Ellsworth's population of approximately 11,000 includes the more than 4,000 active-duty personnel and their family members, as well as about 1,100 civilian employees. The base's sister city, Rapid City has a population of approximately 60,000. There are also about 25,000 military retirees in western South Dakota, northern Nebraska and eastern Wyoming.



ORGANIZATIONS OF THE 28th BOMB WING

The 28th BW is operationally divided into the 28th Operations Group, the 28th Maintenance Group, the 28th Mission Support Group and the 28th Medical Group.

28th OPERATIONS GROUP

The mission of the 28th Operations Group is to provide combat-ready B-1 aircraft, aircrews, maintainers and weapons to support Joint Chiefs of Staff taskings, including conventional theater operations and power projection. The 28th OG has three squadrons under its command to assist in accomplishing its mission – the 28th Operations Support Squadron, the 37th Bomb Squadron and the 34th Bomb Squadron.

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28th MAINTENANCE GROUP

The 28th Maintenance Group enables the rapid global employment of air power by producing logistics support to ensure combat-ready B-1 aircraft and associated support equipment. It provides mission-capable aircraft, equipment, weapons and trained personnel through maintenance and munitions to sustain both training missions, and wartime and contingency taskings. Four squadrons support the 28th Maintenance Group's mission: 28th Maintenance Operations Squadron, 28th Munitions Squadron, 28th Maintenance Squadron and 28th Aircraft Maintenance Squadron.

28th MISSION SUPPORT GROUP

The 28th Mission Support Group provides mission essential "city" services at home and combat support services while deployed. Approximately 20 percent of military members and civilians stationed at Ellsworth are part of the 28th MSG team, maintaining the base infrastructure and providing essential services to military members, Department of Defense civilians, retirees and their family members. Seven squadrons support the group's operations: 28th Contracting Squadron, 28th Logistics Readiness Squadron, 28th Mission Support Squadron, 28th Civil Engineer Squadron, 28th Communications Squadron, 28th Security Forces Squadron and the 28th Services Squadron.

28th MEDICAL GROUP

The 28th Medical Group provides outpatient medical and dental care to both active-duty and retired personnel and their families. They also provide veterinary services for routine vaccinations and treatment of minor illnesses for dogs, cats and horses belonging to active-duty and retired military personnel. Two squadrons support the 28th Medical Group's mission: 28th Medical Support Squadron and the 28th Medical Operations Squadron.

ASSOCIATE UNITS

Detachment 226, Air Force Office of Special Investigations: Within the jurisdiction of the United States Air Force, the Air Force Office of Special Investigations is the single agency responsible for the investigation of major criminal, fraud and counter-intelligence matters.

The AFOSI also serves a role similar to that of the U.S. Secret Service, providing personal protective services for high-ranking Air Force officials and other dignitaries. The organization's personnel also

-more-

keeps commanders informed of the ever-changing worldwide terrorist threat.

Detachment 8, 372nd TRS: Detachment 8 is one of 44 Air Education and Training Command training detachments throughout the world. They provide formal training for the B-1 maintenance community, supporting Ellsworth, Dyess, Tinker and Edwards Air Force Bases. Additionally, they have an operating location at Minot Air Force Base, N.D., which supports the B-52 maintenance community there and at Barksdale Air Force Base, La. Det. 8 also provides oversight of a maintenance contract on training simulators at several bases. The detachment currently employs 30 people at Ellsworth and eight at Minot and trains over 1,000 B-1 maintainers annually.

Defense Investigative Service: The local Defense Investigative Service focuses its efforts on personnel and industrial security and counter-intelligence awareness. It conducts security clearance background investigations on military members and defense contractor personnel.

Area Audit Office, Air Force Audit Agency: The mission of the Air Force Audit Agency is to assist Air Force managers to accomplish their mission in the most economical and effective manner possible. The AFAA detachment at Ellsworth is independent of the base and reports directly to the AFAA, Eastern Region Office at Langley Air Force Base, Va.

Defense Reutilization and Marketing Office: The primary mission of the DRMO is the receipt of all excess, surplus and recyclable property from Department of Defense activities in South Dakota. Redistribution of this property to federal government agency and authorized state/local recipients is the number one objective of the DRMO.

American Red Cross: The American Red Cross provides assistance in emergency communication and financial support, personal and family problems, information and referral, to active-duty personnel and their families. The American Red Cross has volunteers at the base hospital, legal office and the base library, and others who volunteer their time in health and safety services – CPR, first aid, water safety and an active youth program.

Master Schedule and Script (as of 11am)
South Dakota Presentation to Base Realignment and Closure Commission
June 21, 2005
Rapid City, South Dakota

MC: Jim McKeon

Welcome the Audience

House Announcements

Announce the Entrance of Local, State and Federal Officials and Advocates

Announce the Entrance of Commissioners

National Anthem and Pledge of Allegiance

Commission's Regional Chairman Opening Statement --- Commissioner Skinner

Swearing In of Witnesses --- Commission Counsel

Commissioner Skinner, Commissioner Bilbray and Commissioner Coyle, I am Jim McKeon, President and CEO of the Rapid City Area Chamber of Commerce. On behalf of our community, I welcome you the Black Hills of South Dakota and the home of Ellsworth Air Force Base.

Before we begin, we would like to express our sincerest appreciation for accepting the monumental task placed before you. We know it will challenge your endurance and skills as credentialed public servants, but as you go thorough the remainder of the summer and find that you are asking yourself not only what town am I waking-up in but why did I not listen to that little voice that cautioned me about "what I was getting into" ... know that we admire you for your service to our country.

Today, it is our pleasure to be able to meet with you to hear from us. You have now seen Ellsworth firsthand ... a modern platform from which the "bomber of choice" in our ongoing Global War of Terror engages our

nation's enemies. Hopefully, your brief visit to the base and discussions with its airmen and civilians accurately depicted that it began its transformation and modernization long before the concepts became widely accepted.

And ... as a community ... so long tied to the defense of our nation, I am sure that the audience assembled here, although adamantly opposed to your approval of the Secretary of Defense's recommendation to close Ellsworth Air Force Base, appreciates your service to our nation.

In a like manner, we are all fully aware that you are seated as an independent body of examiners and were not involved in the formulation of the Secretary's recommendation. As such, we believe you will find our preliminary analysis of the limited information the Secretary released in the weeks after his recommendations were forwarded to you and the bodies of data, minutes and decisions released in the past week will establish that there is substantial deviation from the criteria approved for this round of closures and realignments. We believe you will insure this is a fair process and the credibility of data used in your determinations must be above reproach if the American public is to believe in the integrity of the BRAC process.

Commissioners, at this time, I would like to direct your attention to the video screens for a specially produced introduction to the fabric of life that bonds our greater military-civilian community in the defense of our nation. Without reservation, I can tell you "there is no us and them" in the community we have built over the past six decades of war and peace --- Ellsworth has been and must be here at the foot of Mount Rushmore, our nation's Shrine of Democracy...

Show video --- South Dakota Video

From what you just saw in that video, I believe you should have an understanding of who we are and the values in which we believe.

Now that you know a little about our community and the values by which we live, at this time, let us "get down to facts" about our reaction to the Secretary's recommendation." In addition to being adamantly opposed to your approval of the Secretary of Defense's recommendation to close Ellsworth Air Force Base, we are deeply disappointed in the Department of Defense's management of the release of the data, records of discussions and decision processes that were used in formulating the recommendations

presented to you. We believe you likewise share our sense of frustration and the presentation of such unnecessary challenges to communities such as ours and for that matter to the Commission. The last several weeks have been like working with a kaleidoscope of ever emerging pictures. While such may be an amusing adventure in some circumstances, we have found it to be inconsistent with the gravity of the national security decisions being made in this process. As late as last Friday, data was being released ... and, as such, we sincerely believe that your offer to communities to be able to present new information to you over the next several weeks will help compensate for the Department's actions.

Here to open our message is a former commander of Air Combat Command, General Mike Loh. General Loh is an Air Force visionary, who told us when Ellsworth became an Air Combat Command base in the 1990's that the Air Force will need Ellsworth, a base with great expanses of open skies and uncongested airspace in 2020 and beyond, but the Air Force needs the vision to get it there. I would offer that nothing could be more appropriate to you today, as you decide whether Ellsworth will be here in 2020 and beyond. Although General Loh was unable to join us in person due to a medical condition, he has provided this video for us. A copy of his written testimony along with his sworn affirmation is also being provided for your consideration.

Commissioners, General Loh.

John Michael Loh
General USAF Retired
125 Captaine Graves
Williamsburg, Virginia
June 15, 2005

To the Chairman and Commissioners of the 2005 Base Realignment and Closure Commission (BRAC),

Whereas, I desire to submit a Statement and Videotape to the BRAC Commissioners meeting in public session at Rapid City, South Dakota on June 21, 2005, and

Whereas, due to a medical condition preventing extensive travel, I am unable to appear in person at the public hearing in Rapid City, South Dakota on June 21, 2005, and

Whereas, I am providing this Statement voluntarily, at my own request, and without any compensation whatsoever for this testimony, and

Whereas, I am attaching as enclosures to this document the Statement and Videotape for presentation as testimony at the public hearing in Rapid City, South Dakota, therefore,

I do solemnly swear that the testimony I so provide is the truth, the whole truth, nothing but the truth, and is accurate to the best of my knowledge, so help me God.


John Michael Loh

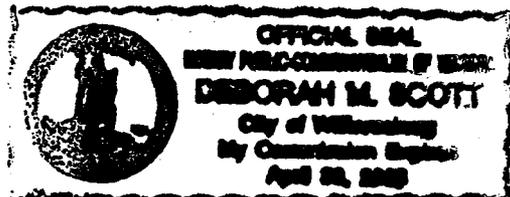
2 Enclosures:

- 1. Statement of John Michael Loh, General, USAF Retired, to the Base Realignment and Closure Commission (BRAC) for the Public Hearing of the Commission in Rapid City, South Dakota on June 21, 2005.**
- 2. Videotape containing the Statement in Attachment 1.**

Sworn at Williamsburg, Virginia on the 15th day of June, 2005, by John Michael Loh, 125 Captaine Graves, Williamsburg, Virginia.

In the presence of, and notarized by Deborah M. Scott, on the 15th day of June, 2005.

My commission expires April 30, 2008



Statement of John Michael Loh, General, USAF Retired, to the Base Realignment and Closure Commission (BRAC) for the public hearing of the Commission in Rapid City, South Dakota on June 21, 2005.

I thank the Commission for this opportunity to present this statement to the BRAC Commissioners in Rapid City, South Dakota, supporting Ellsworth Air Force Base.

Please allow me to introduce myself.

I am John Michael Loh, a retired Air Force four-star general. I served as commander of Air Combat Command from its inception in June 1992 until my retirement from the Air Force in July 1995. Prior to that, I was the Air Force Vice Chief of Staff during the first Gulf War, and commander of Tactical Air Command from March 1991 until June 1992.

As commander of Air Combat Command I controlled all of the Air Force's bombers and bomber bases including Ellsworth Air Force Base. I was responsible for training, equipping, and maintaining combat readiness for our bomber aircraft and crews for combat operations worldwide. This included all of the B-1 bombers and B-1 bases.

I speak today to urge the Commissioners to retain Ellsworth Air Force Base as a B-1 operational base vital to our nation's security and defense preparedness.

(By the way, and just for the record, I submit this statement voluntarily, at my own request, and I am not being compensated in any way for this testimony.)

I believe the Pentagon deviated significantly from six of the eight BRAC criteria in its recommendation to close Ellsworth and move all of its B-1 bombers to another B-1 base. I will explain why in a minute.

First, we must understand how valuable our fleet of 67 B-1s is to our current warfighting needs. The B-1 bomber is the backbone of the bomber force. In both Afghanistan and Iraq, the B-1s delivered more weapons, and struck more targets, than any other bomber or fighter, by far.

In Afghanistan, the B-1 accounted for 40%, by weight, of the weapons delivered. In Iraq, 34%. No other weapon system came close.

So, whatever decisions you make regarding B-1s, please do so carefully because you are dealing with the Air Force's number one offensive weapon system in terms of its impact on the global war on terror.

Enclosure 1

Now, when the Air Force created Air Combat Command in 1992 it had four large B-1 bases each with about 24 B-1s. These bases were Ellsworth AFB South Dakota, Grand Forks AFB North Dakota, McConnell AFB Kansas, and Dyess AFB Texas. Subsequent BRACs and Air Force decisions reduced the number of B-1s to its current number, 67, and the number of B-1 bases to two bases, Ellsworth and Dyess.

I mention this brief history because when the Air Force consolidated to two bases in 2001, it violated one of the guiding principles I consistently and scrupulously followed for long range bomber operations; that is, do not operate more than 36 heavy, long range bombers from a single base.

This long-standing principle has a sound basis. In the case of the B-1, putting more than 36 bombers at one base results in a very inefficient operation.

Operational readiness suffers because too many crews must share too few training ranges and training airspace.

Logistics suffers because there is too little support infrastructure to handle greatly expanded maintenance, supply and transportation needs,

Quality of life suffers because one base cannot provide adequately for all the medical, housing and other needs of our people.

Now, putting all 67 B-1s at one base, the current plan under BRAC, almost doubles the maximum size for a bomber base and will greatly aggravate these adverse operational, logistical, and security problems. It's a recipe for unmanageable congestion and never-ending chaos that spells inefficiency, waste and degraded operational readiness for the B-1s.

Moreover, having the entire B-1 fleet at one base with only a single runway presents an unacceptable security risk. This situation provides an inviting target to an enemy that could render the entire B-1 fleet inoperable with a single weapon.

In addition, having two B-1 bases allows the Air Force the option of adding back more B-1s from inactive status as it did just recently, and allows for the introduction of additional missions at both bases, an important BRAC criterion not available if Ellsworth is closed.

So, as I read the eight BRAC criteria, I find that the Pentagon deviated significantly from six of them in its recommendation on Ellsworth.

Criteria one concerns the impact on operational readiness. Closing Ellsworth will decrease the operational readiness of the B-1 fleet as I explained earlier.

Enclosure 1

Criteria two concerns facilities and airspace at receiving and existing bases. Closing Ellsworth shuts down forever valuable training airspace in the northwest U.S. and aggravates the available training ranges and airspace at the receiving base.

Criteria three concerns the ability to accommodate future requirements. Closing Ellsworth will deny the Pentagon a valuable base for future missions in an area that will offer ideal, unencroached land and airspace for generations to come.

Criteria four concerns cost and manpower. Closing Ellsworth will not reduce cost or manpower. In the long run, trying to operate 67 B-1s from a single base will cost more than operating two B-1 bases at peak efficiency for each.

Criteria six concerns the economic impact on the community. Closing Ellsworth will be devastating to the regional economy. Others can speak to this impact better than I.

Criteria seven concerns the ability of the receiving infrastructure to support the mission. Closing Ellsworth will cause enormous, long-term infrastructure problems at the receiving base that will adversely impact operational readiness of the B-1 fleet.

So, in my opinion, the Pentagon, in its zeal to consolidate and reach some perceived quota for base closures, picked the wrong base by putting Ellsworth on the list. There are many other options that do not involve this questionable move of all B-1s to a single operating location while closing the one base, Ellsworth, that is located in a region of the country having the capacity for unencroached military operations as far as the eye can see.

Mr. Chairman, I have served as the senior commander of bomber operations for our nation. I sincerely feel that tinkering with our most productive bomber fleet in this way is a misguided and risky application of the BRAC process.

I urge you to retain Ellsworth Air Force Base as an urgently needed B-1 base, and remove it from the closure list.

Thank you.



John Michael Loh
General, USAF Retired
125 Captaine Graves
Williamsburg, Virginia

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Enclosure 1

Commissioners, to bring another personal face to the powerful testimony General Loh has provide to you, I would like to present to you Air Force Lieutenant General Thad Wolfe (Retired). General Wolfe commanded the 509th Bomb Wing's and its FB-111s, commanded Ellsworth's Strategic Warfare Center from 1990 to 1992 with its three wings of B-1B, KC-135, EC-135, B-52, T-38 and UH-1 flying missions and the 44th Strategic Missile Wing as an associate unit. General Wolfe concluded his career as Vice Commander of Air Combat Command from 1993 to 1996 with a vast variety of bases and weapons systems assigned.

General Wolfe.

THANK YOU FOR THE OPPORTUNITY TO PRESENT THIS STATEMENT REGARDING THE PROPOSED CLOSURE OF ELLSWORTH AIR FORCE BASE.

I AM JOINING YOU TODAY BECAUSE I AM CONCERNED ABOUT THAT TENTATIVE DECISION. I SERVED AT ELLSWORTH IN 1990 AS THE COMMANDER OF WHAT WAS THEN CALLED THE STRATEGIC WARFARE CENTER AND I WAS THE SENIOR COMMANDER AT THE BASE. THEN FROM 1992 THROUGH 1995, I WAS THE VICE COMMANDER OF AIR COMBAT COMMAND OVERSEEING THE OPERATIONS OF ELLSWORTH ALONG WITH ABOUT 30 OTHER BASES. I WORKED DIRECTLY FOR GENERAL MIKE LOH WHOSE STATEMENT YOU'VE JUST HEARD. HE IS WIDELY RESPECTED FOR HIS INTELLECT, PRAGMATISM, AND HIS ADVOCACY FOR GOOD ANALYSIS. HIS THOUGHTFUL RECOMMENDATIONS SHOULD BE HELPFUL TO YOU.

MY SOLE PURPOSE TODAY IS TO PROVIDE THIS PANEL WITH INFORMATION AND INSIGHTS THAT MAY ALSO HELP YOU REACH SOME DIFFICULT DECISIONS.

IN THE END, I HAVE CONCLUDED THAT THE COMMISSION SHOULD RECOMMEND RETAINING ELLSWORTH AS A B-1 OPERATIONAL BASE FOR ITS CURRENT AND FUTURE MILITARY VALUE, FOR SECURITY REASONS WHICH WEIGH AGAINST CONSOLIDATION OF ALL B-1 ASSETS AT ONE PLACE, AND AS A UNIQUE HEDGE AGAINST EVOLVING NEW MISSION REQUIREMENTS.

I WILL SUPPORT THE CASE IN TERMS OF MY DOUBTS ABOUT THE OSD CLOSURE RECOMMENDATION.

FIRST, MOST EVERYONE AGREES ON THE VIABILITY OF THE B-1. THAT VIABILITY WAS APPARENTLY NOT A FACTOR IN DECIDING TO RECOMMEND CLOSING ELLSWORTH. THE B-1 WILL UNDOUBTEDLY BEAT ITS LIFE EXPECTANCY AND WILL HAVE NEW TECHNOLOGY INSERTED TO EXTEND ITS SERVICE LIFE AND ITS EFFECTIVENESS AS A WEAPON SYSTEM.

BUT, MILITARY VALUE TAKES MORE THAN JUST THE WEAPON SYSTEM. WHAT ADDS TO THE B-1 OPERATIONAL EFFECTIVENESS MAY BE UNIQUE TO THIS REGION BECAUSE OF ELLSWORTH'S REMARKABLE PROXIMITY TO

UNCROWDED, QUICKLY ACCESSIBLE AIRSPACE AND RANGES, SPARSELY POPULATED AND DIVERSE TERRAIN, PROXIMITY TO OTHER TRAINING AREAS NEARBY FOR JOINT AND COMBINED OPERATIONS; AND FINALLY, TO MODERNIZED INFRASTRUCTURE—ELLSWORTH IS LITERALLY A “NEW” BASE.

SO, HOW DID ELLSWORTH END UP ON THE CLOSURE LIST? FOR CONTEXT, ELLSWORTH HAS BEEN A WELL KEPT SECRET—PERHAPS TOO WELL KEPT. AS THE AIR FORCE, ITS MAJOR AIR COMMANDS, AND OUR UNIFIED COMBATANT COMMANDS HAVE CHANGED, INCLUDING RE-SUBORDINATION OF UNITS, FEWER PEOPLE IN DECISION MAKING ROLES HAVE LONG-TERM, DIRECT INSIGHT INTO SOME UNIQUE AND VALUABLE ASPECTS OF ELLSWORTH. WHAT I AM REFERRING TO IS THE CLOSE RELATIONSHIP BETWEEN RAPID CITY, THE STATE, THE CONGRESSIONAL DELEGATION, AND TRIBAL ENTITIES IN THE AREA. I SAY THIS TO UNDERSCORE MY CONCERN THAT WHEN IT COMES TIME TO MAKE JUDGEMENTS ABOUT ELLSWORTH—THE FORCED DECISION BETWEEN CLOSING ONE OR THE OTHER OF THE B-1 BASES--THE “JUDGES” LACKED THE MORE ROUNDED INSIGHT REQUIRED TO MAKE THE BEST DECISIONS COMBINING OBJECTIVE DATA WITH SUBJECTIVE JUDGMENTS.

NOW THAT YOU HAVE SPENT EVEN A DAY HERE, YOU MAY ALSO SHARE MY CONCERN AS A FORMER COMMANDER HERE AND LATER OVERSEEING ACC BASES, THAT THE AIR FORCE AND OSD DECISION LACKS AN APPRECIATION OF JUST WHAT THIS ENDURING CIVIL-MILITARY RELATIONSHIP BETWEEN BASE AND COMMUNITY HAS PROVIDED TO THE MILITARY SUCCESS OF ELLSWORTH AND THE AIR FORCE AND WOULD CONTINUE TO BRING IN THE FUTURE--AN ASPECT NOT QUANTIFIABLE WITHIN DOD DATA CALLS. WHILE YOU'LL HEAR MORE ABOUT THIS IN A MOMENT, AS SOMEONE WHO LED THE AIRMEN AT ELLSWORTH, I URGE YOU TO CONSIDER WHAT THAT RELATIONSHIP HAS MEANT IN TERMS OF QUALITY OF LIFE AND QUALITY OF SERVICE—UNQUESTIONABLY SIGNIFICANT ELEMENTS OF MILITARY VALUE DIRECTLY AND INDIRECTLY AT ELLSWORTH. AS YOU NOTICED TODAY, ELLSWORTH IS ONE OF THE BEST EQUIPPED AND MOST UPDATED IN THE AIR FORCE INVENTORY. FOR INSTANCE,

- OVER A THOUSAND HOUSING UNITS, INCLUDING MANY UNDER CONSTRUCTION TODAY IMPROVING THE QUALITY OF LIFE OF OUR YOUNG AIRMEN, OFFICERS AND THEIR FAMILIES. THOSE WERE A RESULT OF THE COMBINED COMMITMENT OF THE BASE, THE AIR FORCE, THE TOWNSPEOPLE, THE GOVERNOR, AND THE CONGRESSIONAL DELEGATION.**
- THE SAME IS TRUE FOR VAST INFRASTRUCTURE IMPROVEMENTS. IN FACT, THE INFRASTRUCURE IS**

NEWER, MORE MODERN AND IN BETTER SHAPE THAN MOST BASES NOT ON THE CLOSURE LIST.

- **THE PARTNERSHIP EXTENDS TO SUCH VITAL ELEMENTS AS:**
 - **CONTINUED COMMUNITY SUPPORT FOR COMBAT COMPETITIONS THAT ENHANCE MILITARY VALUE; AND SUPPORT FOR OUR PEOPLE INCREASINGLY PLACED IN HARMS WAY IN THE GLOBAL WAR ON TERRORISM.**
 - **OPEN INFORMATION FLOW BETWEEN THE GOVERNOR'S OFFICE AND ELLSWORTH WHEN PLANS, POLICIES AND ACTIVITIES WOULD AFFECT THE OTHER.**
 - **SHARING INSIGHTS IN ENVIRONMENTAL TECHNOLOGY VALUABLE TO STATE AND BASE.**
 - **REGULAR OPPORTUNITIES TO EXCHANGE CULTURAL INSIGHTS WITH THE LAKOTA SOUIX.**
 - **EFFICIENCIES IN MEDICAL CARE THROUGH EXCHANGE OF PATIENTS AND EQUIPMENT BETWEEN THE ELLSWORTH HOSPITAL AND THE VA HOSPITALS IN THE AREA.**
 - **AN OPEN AND RATIONAL RELATIONSHIP WITH THE UNION REPRESENTING MANY ELLSWORTH EMPLOYEES.**
 - **A STRONG PROGRAM TO SUPPORT THE HIRING AND SKILL DEVELOPMENT OF INDIVIDUALS WITH SPECIAL CHALLENGES.**

- **AND, ACCESS TO THE MOST ACCESSIBLE FORESTS, MOUNTAINS AND OTHER ATTRACTIONS THAT DRAW VAST NUMBERS TO THE BLACK HILLS AND SURROUNDING AREA. YOUNG PEOPLE WHO SERVE HERE WANT TO STAY OR RETURN.**

THIS LIST COULD GO ON BUT THE REAL POINT IS THAT THERE IS A FLAW IN THE BRAC ASSESSMENT CRITERIA AND PROCESS THAT FAILS TO CAPTURE AND CONSIDER VITAL SUBJECTIVE FACTORS SUCH AS THESE THAT CONTRIBUTE DIRECTLY TO THE SUCCESS OF OUR AIR CREWS AND SUPPORT PERSONNEL. SO, THE COMMISSION MUST OVERLAY THAT JUDGEMENT ONTO THE ANALYSIS.

I HAVE ADDITIONAL CONCERNS WITH CLOSING ELLSWORTH—WITH ITS ADVERSE EFFECT ON OUR NATION'S SECURITY AND FUTURE FLEXIBILITY OF OUR AIR FORCE. I SHARE GENERAL LOH'S VIEW THAT CONSOLIDATION OF B-1S AT ONE BASE WILL HAVE A MEASURABLE ADVERSE IMPACT ON READINESS AND MILITARY EFFECTIVENESS OF THE B-1 FLEET. FOR INSTANCE, ELLSWORTH'S B-1S REGULARLY OUTSCORE THEIR PEERS IN READINESS MEASUREMENTS, IN LARGE PART DUE TO FACTORS UNIQUE TO THIS REGION AND THIS BASE—NOT UNLIKE THE PARTNERSHIP I SPOKE OF MOMENTS AGO. DUE TO THE VAST UNCROWDED AIRSPACE, SPARSELY POPULATED AND DIVERSE TERRAIN, VARIETY OF WEATHER AND OTHER

ENVIRONMENTAL ELEMENTS, AND PROXIMITY TO OTHER TRAINING AREAS FOR JOINT AND COMBINED OPERATIONS, ELLSWORTH HAS PROVEN TO BE THE IDEAL LOCATION FOR B-1 BED-DOWN AND CREW TRAINING. I URGE YOU TO REVIEW READINESS DIFFERENCES BETWEEN THE B-1 BASES.

OF FURTHER CONCERN ABOUT THE DATA USED TO JUSTIFY CLOSING ELLSWORTH, I BELIEVE THAT THE ASSESSORS ERRED WHEN COMPARING THE LANCER MILITARY OPERATING AREA WITH THE POWDER RIVER COMPLEX LITERALLY OVERHEAD THIS IMMEDIATE AREA. IT IS NOT CLEAR THAT THEY LOOKED AT THE QUALITATIVE VALUE OF THE TRAINING AVAILABLE BUT APPEARED TO SCORE PRIMARILY THE DISTANCE TO AND NUMBER OF ENTRY POINTS OF EACH RANGE COMPLEX. THOSE ARE INTERESTING BUT NOT COMPELLING WHEN LOOKING AT OVERALL TRAINING VALUE.

I ALSO BELIEVE BRAC IS DEALING WITH AN INCOMPLETE VIEW OF FUTURE MISSIONS AND ELLSWORTH'S ROLE AND VALUE THEREIN. IMPORTANT COMMAND MISSIONS ARE CHANGING RAPIDLY WHILE THIS BRAC PROCESS IS UNDERWAY. NEW MISSIONS LIKE GLOBAL STRIKE, INFORMATION OPERATIONS, INTELLIGENCE/SURVEILLANCE/AND RECONNAISSANCE, MISSILE DEFENSE, SUPPORT TO CIVIL AUTHORITY, AND BROADENED HOMELAND DEFENSE TO INCLUDE MARITIME

AND LAND SURVEILLANCE ARE RAPIDLY EMERGING. FOR CONTEXT, AGAIN:

- **YOU RECOGNIZE THAT ELLSWORTH IS SUBORDINATE TO AIR COMBAT COMMAND... AIR COMBAT COMMAND, IN TURN, IS A COMPONENT TO SEVERAL COMBATANT COMMANDS THAT RELY ON CAPABILITIES AT ELLSWORTH. ACC ALSO PROVIDES FORCES TO STRATEGIC COMMAND [HEADQUARTERED IN OMAHA], USNORTHERN COMMAND [HEADQUARTERED IN COLORADO SPRINGS], JOINT FORCES COMMAND [...NORFOLK]; AND ALSO THROUGH JOINT FORCES COMMAND TO OTHER REGIONAL COMBATANT COMMANDS AROUND THE WORLD.**
- **THE POINT IS THAT EACH OF THESE SUPPORTED COMMANDS HAS EVOLVING MISSIONS THAT WOULD USE THE KIND OF CAPABILITIES RESIDENT AT OR POTENTIALLY RESIDENT AT ELLSWORTH—IF IT WERE TASKED. THERE IS NO BASE IN THE NORTH CENTRAL REGION BETTER POSITIONED TO DO THAT.**

ALL OF THOSE EVOLVING MISSIONS WILL REQUIRE FORCES, SYNCHRONIZATION, TRAINING, EXERCISES AND EDUCATION. FURTHER, DOD IS TRANSFORMING TO JOINT FUNCTIONAL COMPONENT COMMANDS WHEREIN SERVICE FORCES CAN WORK FOR ANYBODY, ANYPLACE, AT ANYTIME. THIS IS OCCURRING AS THE U.S. IS PULLING BACK FROM OVERSEAS STATIONS, REDUCING FORWARD BASED

FORCES. THAT PUTS AN ADDITIONAL PREMIUM ON BASES IN THE U.S.

TO DATE, I DON'T BELIEVE THAT THE BRAC PROCESS HAS BEEN CAPABLE OF GIVING THIS ADEQUATE AIRING BECAUSE THE CHANGES ARE ONGOING.

SO WITH THESE EVOLVING MISSIONS, FACTORS WHICH SHOULD BE FURTHER CONSIDERED INCLUDE ELLSWORTH'S POTENTIAL VALUE IN:

- NEAR SPACE ACTIVITY AND THE ESSENTIAL USE OF THE AIRSPACE IN THIS REGION IN SUPPORT OF MISSILE DEFENSE**
- THE NEED TO MAINTAIN FORCES AT DIFFERENT LOCATIONS TO PLACE STRESS ON THE INFORMATION TECHNOLOGY AND NET-CENTRIC NATURE OF FUTURE CONFLICT. DOD IS CHANGING TO THIS MODEL TODAY WHICH APPEARS TO RUN COUNTER TO CLOSING OF HIGH VALUE BASES LIKE ELLSWORTH.**
- OUR RESPONSE TO THE GLOBAL WAR ON TERRORISM SHOULD CONSIDER ELLSWORTH FOR CONVENTIONAL ICBMS, UNMANNED AIR VEHICLES, AND UNMANNED COMBAT AIR VEHICLES TAKING ADVANTAGE AGAIN OF THE AIR SPACE AND RANGES, SPARSE POPULATION AND EXISTING INFRASTRUCTURE.**
- FROM NORAD AND U.S. NORTHERN COMMAND THERE IS CERTAINLY A POTENTIAL FOR ELLSWORTH IN**

**MAINTAINING, TRAINING WITH, AND OPERATING UAVS
FOR SURVEILLANCE OF OUR BORDERS.**

**AGAIN, THIS LIST COULD GO ON BUT IT IS ILLUSTRATIVE
AND NOT EXHAUSTIVE. BUT IT POINTS OUT THAT
DISSOLVING ELLSWORTH'S CAPABILITIES DUE TO A
QUESTIONABLE A PRIORI DECISION TO CONSOLIDATE THE
FLEET SEEMS A RISKY PROPOSITION TO SAY THE LEAST.
OUR AIR FORCE ITSELF RECOGNIZED THIS WHEN IT
REVIEWED ITS DECISION REGARDING KEEPING A
STRATEGIC PRESENCE IN THE UPPER MID-WEST.
COINCIDENTALLY, ELLSWORTH'S MILITARY VALUE SCORES
ARE FIRST IN SIX OF THE EIGHT MISSION AREAS AND
SECOND IN THE OTHER TWO. THE SOLUTION TO BOTH OF
THESE IS TO RECOGNIZE THAT STRATEGIC REDUNDANCY
AND OPERATIONAL EFFECTIVENESS ARE TOO IMPORTANT
TO SACRIFICE ON THE ALTAR OF CONSOLIDATION AND
BUDGET CUTS. BOTH ARE SOLVED BY REMOVING
ELLSWORTH FROM THE LIST, PRESERVING THE DUAL B-1
BEDDOWN, AND WORKING WITH DUE DILIGENCE TO
EXPAND THE ELLSWORTH MISSIONS.**

**IN CLOSING, NAPOLEAN SAID ESSENTIALLY THAT THE
"MORAL IS TO THE PHYSICAL, AS THREE IS TO ONE". WELL,
THE COMBINATION OF THE SUPERIOR TRAINING
ENVIRONMENT, YOUNG PEOPLE WHO WANT TO SERVE
HERE, AND THE ENDURING POSITIVE CIVIL-MILITARY**

RELATIONSHIP HAVE ADDED UNIQUELY TO THE DOMINANT VALUE OF THE "MORAL" COMPONENT OF MILITARY EFFECTIVENESS AT ELLSWORTH—AND IT PROMISES TO DO SO EVEN MORE DRAMMATICALLY IN THE FUTURE. WE ARE COUNTING ON YOUR ROLE AS COMMISSIONERS TO BE THE ADEQUATELY EMPOWERED AUTHORITY CAPABLE OF "JUDGING SOME OF THE JUDGMENTS" THAT HAVE BEEN MADE IN THE PROCESS TO DATE. THAT IS WHAT I RESPECTFULLY ASK OF YOU IN REMOVING ELLSWORTH FROM THE BRAC CLOSURE LIST.

THANK YOU FOR THE OPPORTUNITY TO SPEAK TODAY.

Thank you General Wolfe.

Now, before I move on to more specifics of our preliminary analysis, I would like to provide you a little more information about my Air Force career experiences ...

from 1987 to 1989 I was the commander of Flying Operations at RAF Fairford and the European Tanker Task Force. In 1989, I stood up the 99th Strategic Wing here at Ellsworth. A wing unique in that from Ellsworth it trained B-52s, B-1Bs, FB -111 and KC-135 aircraft.

As to some of our specific analysis to date ...

A close examination of the Comparative Military Value Rankings among the three bases in the north central U.S., where the Air Force has stated they plan to maintain a strategic presence, Ellsworth ranked first in 6 of the 8 functional categories --- Ellsworth is clearly "a base" to be retained.

As used for their Ellsworth recommendation, Air Force Basing Principle Number Ten directing consolidated operations violates Air Force Basing Principle Number Seven that directs Long Range Strike Basing to provide flexible strategic response. Consolidating all B-1B aircraft on one base with one runway violates that principle.

The information on Ellsworth's infrastructure is not accurately characterized in the data used in the recommendation to close Ellsworth --- clear examples are the total square footage of facilities and aircraft parking capacity.

Ellsworth's rating on Current and Future Mission Capability is undervalued by a misconstructured metric measuring access and use of the primary aerial training range managed by Ellsworth.

Consistent with General Loh's assessment of the ability of a single B-1B base to maintain a satisfactory or higher aircraft mission capable rate, the Air Force substantially deviated from Military Value Criteria #1 in recommending the consolidation of Ellsworth's consistently higher rated B-1B operations at a base that maintains a lesser operational readiness rate; thereby impacting training, readiness and warfighting.

The Air Force substantially deviated from Military Value Criteria #2 in that the recommended closure of Ellsworth will relocate the B-1B aircraft, which constitute 82% of the use of the immediately adjacent air space (Powder River MOA) to a base at least two hours flight time away; thereby, either increasing operational cost or reducing mission effectiveness.

The Air Force substantially deviated from Military Value Criteria #3 in that the reduced use of the Powder River MOA will either increase the cost of operations per mission flown from out of the area or cause it to be abandoned for use by future total force requirements.

If the Secretary's recommended closure of Ellsworth is approved, General Loh's assessment of the loss of valuable training airspace constitutes substantial deviation from Military Value Criteria #3 regarding use of the Powder River MOA.

If on the other hand, the Powder River MOA is not to be closed, it is difficult, if not impossible to understand how Ellsworth scored low with respect to access to the Powder River MOA.

The Air Force substantially deviated from Military Value Criteria #4 in that the cost to operate the entire B-1B fleet will exceed the cost of maintaining two bases, each of which has the capacity to accept future force beddowns.

The Air Force substantially deviated from Military Value Criteria #6 in that of the three bases in the north central U.S., considered for strategic presence retention, the recommended closure of Ellsworth will eliminate the most highly rated base for realigning tanker aircraft or the beddown of future force missions such as Unmanned Aerial Vehicles, C2ISR or emerging missions such as the Airborne Laser.

The Air Force substantially deviated from Military Value Criteria #6 in that of the three bases in the north central U.S. considered for strategic presence retention, the recommended closure of Ellsworth will more severely impact the existing communities in its vicinity than the one being recommended for retention for an “emerging mission.”

The Air Force substantially deviated from Military Value Criteria #7 in that the recommended closure of Ellsworth will relocate B-1B assets to base that has a lesser current Plant Replacement Value and will have a lesser infrastructure and overall capacity even after the more than \$100 million required facility projects are constructed.

Commissioners, I would now like to introduce to you Air Force Colonel Pat McElgunn (Retired). Pat served at Ellsworth from 1989 to 1994 and commanded the largest Security Group in Strategic Air Command. After 27 years of service, he joined us in 1994 as Director of our Ellsworth Task Force.

Pat McElgunn's Testimony

Commissioner Skinner, Commissioner Bilbray and Commissioner Coyle, on behalf of our Ellsworth Task Force, I welcome you the military support community that is the proud host of Ellsworth Air Force Base.

As we began to analyze the data, minutes and decisions the Secretary used in preparing the recommendations, we became concerned about the integrity and clarity of the information. We were also concerned about the unprecedented withholding of information used in determining which bases should close. I testify here today with the conviction that from what we have seen to date, the Air Force's recommendations to the Secretary of Defense regarding Ellsworth are not based on accurate information and substantially deviate from the BRAC 2005 criteria. You have heard a number of specific citations to that effect and I am convinced that the Air Force process took a basing imperative to consolidate legacy aircraft out of the context and applied it to B-1B weapon system thereby violating the basing principle of insuring the flexibility of the its Long Range Strike Force. In addition, from what limited information and time we have been afforded, Ellsworth's modernized facilities and base operations support cost were not properly considered in head to heads competition with like bases in the north central U.S. and in similar evaluations among this regions bases capable of handling heavy aircraft.

Examples of Ellsworth's Military Value in terms of operational advantages are as follows:

Easy/quick access to multiple training ranges from the Upper Great Plains/Midwest to the Rocky Mountain/Western region.

Low air traffic density, unconstrained airspace, and excellent flying weather provide ideal operational conditions for DOD multiple/joint mission basing.

Ellsworth's location in the geographical center of the nation has advantages of Central CONUS location ideal for Global Strike and Response missions equidistant from Atlantic and Pacific Theaters.

Shorter Polar Routes into the most likely theaters of operations.

Security advantages of distances from East and West Coast and well within protective envelope of National Missile Defenses.

Low-density population, incremental growth, no aggressive urban sprawl and encroachment which severely impact many DOD installations.

State and region is not projected for any acceleration of population growth.

Bottom line --- Operational advantages of EAFB make it an ideal 21st Century installation for manned and unmanned platforms supporting current national security and homeland defense and those operations of 2025 and beyond.

Examples of Ellsworth's Military Value in terms of Joint Missions Capabilities.

Ellsworth has a 65-year history of supporting multiple aircraft weapon systems including Bombers, Tankers, Command and Control, Jet Trainers, Helicopters and Ground and Flight Training missions.

As recently as 1990, EAFB housed the Strategic Warfare Center and four wings with over 7,300 military personnel.

Ellsworth is even better positioned today to support multiple missions and joint-service basing options due to its comprehensive facilities modernization and ideal operational conditions.

- Available/existing or readily modified facilities for operations, maintenance and support:
 - 230,000 sq. yd. of ramp space.
 - 200,000 sq. ft. in 8 large aircraft docks.
 - 100,000 sq. ft. in a single arched structure for oversized aircraft.
 - 99,000 sq. ft. of administrative space.
 - 20,000 sq. ft of maintenance or support space.

Flight line dock space can support multiple joint basing options for current and future manned/unmanned atmospheric platforms.

Ellsworth has over 1,800 acres of undeveloped and suitable on-base property to beddown new missions or missions relocating from CONUS or overseas theaters.

Ellsworth's Military Construction and Airfield Infrastructure do not present major funding requirements in the Air Force's FY06 Unfunded Priority List.

Specific examples of Ellsworth's "Future Total Force" Basing.

Ellsworth's existing physical plant and airspace can accommodate future missions such as airborne laser, near-space vehicles, DOD Joint Service and Service specific missions and 21st Century missions identified in the Air Force's Transformation Flight Plan.

Ellsworth's infrastructure and operational advantages make it an ideal base for collocation of Active Duty, National Guard and/or Reserve missions.

Ellsworth can support the National Guard Initiatives to reduce Reserve Component "footprints" within continental regions and consolidate operations at primary or active duty installations.

Considering Reserve Component operations within the region,

Ellsworth provides an excellent opportunity for units to take advantage of Ellsworth's excellent infrastructure, secure operating location and training opportunities.

Consolidations at Ellsworth also provide excellent opportunities to conduct joint training operations and more effectively support annual joint training exercises and war fighting deployments.

Specific examples of Ellsworth's Military Value in terms of Transformation.

Ellsworth has "in-place" the modern and cost-efficient infrastructure DOD needs for 21st Century basing requirements.

Proven basing facility for B-1B platforms and crews in Global Power Operations.

Repeated AEF cycles of heavy lifting and precision weapons deliveries in Afghanistan and Iraq.

Projected “weapons of choice” and chosen as CENTCOM’s roving linebacker.

In 2001, Ellsworth was rated as one of the top five AF bases for beddown of the Global Hawk Mission; subsequent infrastructure improvements have enhanced its competitiveness for future manned or RPV capabilities.

Air Force has invested over \$150 million to replace, consolidate or upgrade major operations, maintenance, support and quality of life facilities over the past 15 years.

Infrastructure modernization prior to and after mid-1980’s beddown of the B-1B has positioned EAFB as a showcase of consolidated operations in multi-purpose or joint-use facilities --- in many instances one facility has replaced two or more outdated units.

A majority of the workforce occupies facilities built after 1985. Disposal of over 100 outdated and inefficient facilities has reduced unnecessary infrastructure and lower operations/maintenance costs.

With approval of \$14.4M in the FY07 budget, the aggressive management of EAFB’s Military Family Housing will have produced a total EAFB housing inventory less than 20 years old.

Specific examples of Ellsworth’s Business Operations and Cost Efficiencies.

Ellsworth has the lowest utility rates in Air Combat Command:

Access to extremely reliable and very affordable federally generated electrical power purchased at 50% of the commercial rate (\$.02/kw).

The base upgraded its internal electrical power distribution system in the 1990’s.

Similar savings are being realized for its natural gas requirements with very favorable rates and an upgraded distribution system.

With strong community support, Ellsworth has long-term water

reservoir rights and a favorable long-term water purification contract with Rapid City.

Ellsworth's aggressive water conservation measures have enabled the installation to consume only 55% of its nearly 600 million-gallon annual allocation.

Ellsworth recently upgraded its wastewater facility and can double its treatment and discharge flow.

Bottom line --- Ellsworth is a modern installation with cost-efficient operations that provides the taxpayer maximum combat power for minimum cost.

Thank you Pat.

Commissioners, I would like to now like you to hear from Rapid City Mayor Jim Shaw, who will speak on behalf of our local government leaders.

Mayor Shaw.

Commissioner Skinner, Commissioner Bilbray and Commissioner Coyle, Rapid City and the other Greater Black Hills area cities and counties have a well established history of both supporting and embracing our nation's military services.

For over 60 years, we have supported Ellsworth's many and varied missions throughout WWII, Korea, Viet Nam, the Cold War and Gulf Wars including a 12,000 sq. mi. Intercontinental Ballistic Missile Field.

Since 9-11, we have supported Ellsworth's base and family needs during their repeated deployments in support of operations in Afghanistan and Iraq and in a similar manner, we have seen our area's National Guard units mobilized with many still serving in Afghanistan and Iraq.

As someone who has the privilege of associating with Ellsworth's B-1B crew members, I can tell you those who train to fight from Ellsworth absolutely rave about our uncongested skies and immediate access to the Powder River Military Operating Area.

The inherent military utility Ellsworth offers air crews, maintainers and support personnel is being continually demonstrated by the B-1B squadron's skilled crews delivering precision weapons and tremendous firepower for Central Command's missions over Afghanistan and Iraq.

In another area of base support, as a community, we addressed the issue of encroaching development near Ellsworth in the 1990's and took an unprecedented multimillion dollar initiative to relocate an interstate highway interchange and build a new five lane base access road. As a result, development has been drawn away from the area and property and acreages have been purchased in that Accident Potential Zone.

In that same area of concern, I can assure you that we have few, if any prospects, of suffering the congestion and urban sprawl that is limiting the operational utility of many other bases within cities and in the high to explosive growth areas of our nation.

As to another important factor in the overall management and retention of military personnel, our community pays close attention to the Quality of Life afforded them and most importantly their families.

In fact, a 2004 survey by Expansion Management Magazine rated the overall Quality of Life afforded those who live in the Rapid City Community to be in the top 25% of 60 military support communities evaluated.

Such categories as Best Public Schools, Spousal Employment Opportunities, and Middle Class Living Standard stood out from the rest and when combined with the quality housing and access to National and State Parks, military families flourish here.

Further evidence of the sustained Quality of Life we and the rest of South Dakota enjoys is a 15 year record of being nationally recognized as one of the "Top Ten Most Livable States" in terms of 44 evaluation categories.

Commissioners, we are convinced that Ellsworth offers the Air Force and DOD an opportunity to both realize Ellsworth's military value and expand on its operational advantages and expansion capability.

Further, we can assure you that the base and its missions will be supported by the public policy decision within our community; we will continue to

embrace its people as integral members of our community and our Congressional Delegation will be similarly supportive.

In closing, please allow me to commend you on behalf of the citizens of Rapid City and our Greater Black Hills Area. We appreciate the challenges you face and believe when you have evaluated the Secretary's recommendation to close Ellsworth you will find the counter points offered in the testimony of our experienced military leaders to prevail.

Thank you for this opportunity to appear before you.

Commissioners, I would like to introduce to you our senior United States Senator, Tim Johnson.

Senator Johnson.

I would like to welcome Commissioner Skinner, Commissioner Bilbray, and Commissioner Coyle to South Dakota and to thank them for their service to the Base Realignment and Closure Commission. I know each of you will give careful and thoughtful consideration to the arguments presented today in defense of Ellsworth Air Force Base.

I would also like to recognize the Ellsworth Task Force, the Rapid City and Box Elder communities, and the men and women stationed at Ellsworth. Your steadfast dedication, patriotism, and support for Ellsworth has strengthened America.

This morning, I had the opportunity to join the Commissioners in touring Ellsworth Air Force Base and we saw first hand that it is an unparalleled and world-class military installation that is uniquely qualified to beddown the B-1 bomber fleet. Ellsworth is physically not the same air force base that it was a decade ago. In an age of ever-changing and emerging threats, it was imperative to upgrade the facilities at Ellsworth in order to confront the new enemies of the 21st century. Without question, we have succeeded.

The challenge to transform Ellsworth was necessary given our military's growing reliance on the B-1 bomber in defending our country. The B-1 bomber was first used in combat during Operation Desert Fox in December 1998. In recent years, B-1 bombers and their crews proved their combat value in Kosovo, Afghanistan, and Iraq. In fact, in Operation Iraqi Freedom,

B-1s flew fewer than 2% of the combat sorties, but dropped more than half the satellite guided munitions. They showed great flexibility and were assigned a broad range of targets in Iraq, including command and control facilities, bunkers, tanks, armored personnel carriers, and surface-to-air missile sites. They also demonstrated the ability to linger for many hours over the battlefield and to provide close air support for U.S. forces engaged in the field.

Clearly, the B-1 bomber has proven it is the backbone of our bomber fleet. To ensure that its mission was not compromised, and to maintain operational efficiencies and readiness, the South Dakota Congressional delegation secured funding necessary for substantial upgrades to the base's infrastructure. As a result, Ellsworth is a top-notch, modern facility without equal among military installations.

In the past decade, we have secured nearly \$140 million dollars that has been invested in Ellsworth's infrastructure. This includes funding for a new flight-simulator facility for B-1 crews to replace the outdated facility, allowing aviators access to improved training methods. A new operations center for the 37th Bomb Squadron was built to consolidate operations that had previously been housed in three separate locations. Erected in close proximity to the new headquarters of the 77th Bomb Squadron and to the flight line, it has enhanced mission responsiveness and productivity.

While servicemembers must have access to the most advance training systems available, it is equally important to provide a good quality of life to the men and women who serve Ellsworth. The dilapidated family housing units have been replaced with military housing that ranks amongst the best in the country. In addition, a new library and education center have been built, while the McRaven Child Development Center has been remodeled and expanded. These improvements have made Ellsworth one of the most family friendly and desirable bases for military personnel and their loved ones.

Finally, Ellsworth is strategically located with good access to training ranges and potential for growth. Ellsworth has strong community support and does not face the urban encroachment issues that confront many other military installations. Rather than closing, Ellsworth has without a doubt demonstrated it is our nation's premier bomber base, and is well positioned to receive additional missions.

The entire state of South Dakota is proud of Ellsworth and the men and women stationed there for their role in keeping America safe. The B-1s that call Ellsworth home are integral to our nation's defense, and Ellsworth is uniquely qualified to maintain the B-1 mission. Closing Ellsworth and stationing all our bombers at one installation without carefully considering the long term consequences will impair our ability to protect against threats at home and abroad.

Thank you.

Commissioners, I would like to introduce to you our newest United States Senator, John Thune.

Senator Thune.

Thank you for coming today, and welcome to Rapid City and the Black Hills.

As a member of the Senate Armed Services Committee, I know that you and your fellow commissioners will bear a great responsibility over the coming months. As Commissioners, your decisions will directly impact the safety and security of all Americans.

The B-1 Bomber, as the backbone of our nation's bomber force, plays a critical role in our War on Terror. The question for this Commission is this: Does it make military sense to house the entire B-1 fleet in a single location?

Members of the BRAC Commission, we believe the answer is clear -- any further consolidation of the B-1s would create an unnecessary and unwise security risk, and the Pentagon's proposal to do so should be rejected by this Commission.

Let's take a look at the risks and dangers of the Pentagon's proposal:

As General Loh explained, putting all our B-1s in a single location would make our B-1 fleet unnecessarily vulnerable.

First, as we have so painfully learned, military installations are not immune from attack. We should never forget about the short-sightedness we had as a nation before Pearl Harbor. We might dismiss that as just some past, distant war from another time and another place, not really applicable to today's threats. But it is.

We were reminded of this on September 11th, when Al Qaeda attacked the Pentagon itself, with tragic results. And there were also reports that the terrorists had targeted other military installations before September 11th.

With the terrorists clearly bent on targeting our military assets and their willingness to use unconventional weapons, we should make it harder, not easier, to take out our fleet of B-1s. But the Pentagon's proposal would create the possibility that a single terrorist attack could wipe out our entire B-1 fleet, or all of the B-1 pilots and flight crews.

Second, the risk of natural disasters is a constant reminder that we shouldn't put all our B-1 assets in a single location, particularly one located in the heart of "tornado alley." We simply cannot afford to risk our nation's security on the whims of a single deadly tornado that could destroy or damage our entire B-1 fleet.

Third, we can't afford to look only at the world as it is now. Instead, we have to look to the emerging threats our nation will face 10 or 20 years from now. This is not as easy as it sounds.

From the abrupt ending of the Cold War to the events of September 11th, it is clear that we live in an uncertain world full of surprises.

We must learn from our history. Although the Soviet Union is gone, countries like China, North Korea, and Iran either have nuclear weapons or are actively developing them. What's more, they are seeking the means to deliver those weapons by long-range ballistic missiles.

The lesson in all this is that the threats we face as a nation will continue to change. And to respond to those threats, we need to maintain or increase our flexibility, not reduce it. If the Pentagon is allowed to close Ellsworth, it will be difficult or impossible to re-open it if we are once again surprised by the unexpected.

General Loh's statement that we should not over-consolidate our B-1 fleet makes perfect sense. It is also supported by sound military principle.

The Department of Defense itself has stated, in its *National Defense Strategy* report issued just three months ago, that we should be guided by the goal of "developing greater flexibility to contend with uncertainty by emphasizing agility and *by not overly concentrating military forces in a few locations.*"

Similarly, the DOD has stated that they need "secure installations . . . that ensure strategic redundancy."

Finally, Ellsworth's military value is clear even under the Pentagon's own analysis, and could easily expand with additional missions. The Pentagon gives Ellsworth one of its highest scores for a tanker mission – a significantly higher ranking than the three bases that will actually bed tankers under the Pentagon's plan -- McConnell, Fairchild and McDill.

Among the three bases in North and South Dakota -- Ellsworth, Grand Forks, and Minot -- Ellsworth scored highest in six of the eight Air Force mission evaluation categories, with the other bases scoring first in only one category each. The surge capacity of Ellsworth is unmistakable.

We fully understand that one of the purposes of this BRAC round is to save money. But we should not do so at the expense of our nation's security. With the ever-changing threats we face in this century, we simply cannot take the chance of closing Ellsworth. If we eliminate this base, it cannot be easily replaced later.

Members of the Commission, we are all here today urging you to take Ellsworth off the Pentagon's proposed closure list. Obviously, Ellsworth is critically important to our state. But it is even more important to our country and to our national defense. Ellsworth is a first-class base with a critical mission in our War on Terror, both now and in the future. As a nation, we simply cannot afford to lose it.

Commissioners, I would like to introduce to you our United States Representative, Stephanie Herseth.

Representative Herseth.

As Senator Johnson discussed, and as you undoubtedly noticed in your visit this morning, Ellsworth has been transformed from a base of the past to a modern base of the future. It has, and can continue, to serve the existing B-1 mission extremely well. And as we in Congress work to transform our nation's military, there is no doubt that Ellsworth is uniquely positioned to serve as an exceptional facility for emerging missions.

The transformation of the Air Force is already underway, and while we have some good guesses as to what the Air Force will look like in 2025, there is never any absolute certainty about how the military will look in the future or how the strategic environment for our national security may change. Ellsworth is one of the few bases with the viability to accept the emerging missions currently being developed and deployed, and it is well positioned to operate virtually any defense platform conceived by the military in the future.

Because of Ellsworth's existing infrastructure, the Air Force has already recognized Ellsworth as a base well positioned to handle various emerging missions. And as Senator Thune mentioned briefly, that makes Ellsworth an extremely important asset to our nation's military in the years to come.

For example, the Air Force has already identified Ellsworth as an excellent candidate for an Unmanned Aerial Vehicle mission such as the Predator or Global Hawk. In contrast to the other base in the region recommended by the Pentagon for retention and bed-down, Ellsworth was one of the five continental U.S. bases identified by the Air Force's internal alternative identification and evaluation process and the only north central base considered suitable for the initial bed-down of a Global Hawk UAV mission in 2001. Given the Air Force's own recommendations, I submit that the Air Force deviated from the Military Value Criteria by not designating Ellsworth as a base to be retained in the north central continental United States for a UAV mission.

Additionally, the Air Force's own evaluation of Ellsworth's location and infrastructure positions it as a prime candidate to bed-down new missions such as Command & Control, Intelligence, Surveillance and Reconnaissance or "C2ISR"; and Space Operations. Additionally, the Air Force has given Ellsworth a rating for a future tanker mission that exceeds that of the bases recommended for a tanker mission. Importantly, Ellsworth also has been

surveyed for the bed-down of the Airborne Laser, and its arched hanger capable of housing two 747 sized aircraft make it a prime candidate for that mission.

In closing, allow me to reiterate that Ellsworth is the only facility in the region considered suitable for a Global Hawk UAV mission. It is also ready and uniquely capable of accepting the Airborne Laser mission, and has been identified as an excellent location for a tanker mission. Additionally, the base has the flexibility of accepting emerging missions such as C2ISR as well as space operations. I submit that there was a substantial deviation from the Military Value Criteria by not adequately considering the emerging mission capability of Ellsworth. As the commission moves forward, I ask that you review the Air Force's own findings related to the potential of Ellsworth to house both a UAV and airborne laser mission. Those findings reflect what those of us familiar with the base already know – it is a world class, modern facility well positioned to handle emerging missions in the decades to come.

Thank you.

Commissioners, I would now like to move to another area of concern that can be best addressed by an authority on the impact of Ellsworth Air Force Base as a vital component of our state and region. Professor Sidney Goss, Ph.D. of The South Dakota School of Mines and Technology, here in Rapid City will provide you a perspective that might not be readily understood or appreciated in terms of impact on our state and region.

Professor Goss.

Good Afternoon Commissioners.

My name is Sidney Goss.

My focus today is to show the impact of the closure of Ellsworth AFB on our community.

Among the BRAC selection criteria is one which states that the commission is to consider the “impact on existing communities in the vicinity of the military installation.”

Our community is large, cohesive, and may be defined in many ways.

Some would define our community as the entire state of South Dakota, others as the western ½ of SD, others as the 100 mile trade area with 144,000 population, others as the 200 mile trade area, with 459,000 persons, and still others as the Black Hills Region. We live in an area where people think nothing of driving over 100 miles each way to shop. All of these definitions of community are valid.

For purposes of comparison, I'll also refer to the federally defined, United States Census Bureau area called the Rapid City Metropolitan Statistical Area, or Rapid City MSA. This includes the populations of Pennington and Meade Counties. Coincidentally, EAFB sits on the county line of the counties making up this statistical area. The surrounding area, by any definition, supplies more than sufficient population to support guard or reserve units.

As a state, South Dakota is rural. Our entire state's population is 771,000. That's roughly the size of a small city. In fact, Indianapolis, Indiana or Jacksonville, FL have roughly the same population as the entire state of South Dakota. This satellite night-time image shows the rurality of SD quite well. The upper Midwest area without many lights...that's South Dakota.

On your way here, you drove through the town of Box Elder, SD. Its population is about 3000.

Rapid City, where are now seated, has a population is about 60,000. The Rapid City MSA, or combined counties population is 116,000.

EAFB contains nearly 4500 military personnel	4491
With	5600 dependents (5640)
Civilian employees	1000 (418 appropr, 634 non-apprrp) (w/o Dep.)
Total	11,000

Indirect jobs 1700 (1698) (w/o Dependents)
EAFB Econ Impact Report, Fiscal 2004

Ellsworth contains nearly 4500 military personnel with 5600 dependents. It also employs over 1000 civilian employees, not counting their dependents, for a total of over 11,000 persons. Ellsworth also creates 1700 indirect jobs.

If we quickly find employment for 1000 of these individuals (a major feat in an area with low unemployment), we'll lose an estimated 10,000 people.

This conservative number of 10,000 represents:

9% of RC MSA --a 2 county population base.

10,000 persons represent, in the Minneapolis MSA area 0.3 %

In Denver's MSA, 0.4%

Of Rapid City MSA, 9%

We are also an area experiencing net out-migration. Over the past census decade, the RC MSA lost 1300 (1279) persons due to net out-migration. In other words, 1300 more persons moved out than in to this area between 1990 and 2000, the last census decade, roughly 130 persons per year, net out migration for our MSA.

We understand that the Department of Defense wishes to move quickly.

If our metro area of 116,000 were to lose 10,000 persons in 1 year, this would be the equivalent of 76 years of out-migration for this area—hitting us all at once. This impact is significant.

Our community has experienced moderate growth, as births outnumber deaths giving us today's 116,000 population.

A decrease of 10,000 persons would put our population back to levels of 1988, a 17-year regression.

Economically, Ellsworth represents \$278,000,000 annually in our economy. This is a large figure in SD terms, and represents, in fact a figure larger than the total annual gross sales of neighboring Sturgis, SD, some 20 miles from here.

Ellsworth Econ Impact Report, Fiscal Year 2004

Simply put, EAFB is SD's 2nd largest employer. The state's largest employer is some 350 miles east of here. I don't know how to state its economic impact more clearly. EAFB is the state's second largest employer. SD Dept of Labor, Phil George

Now, please allow me to be more specific about the integration of the EAFB personnel and our community, state and region.

1st, Schools: Ellsworth is served by area public schools, most notably the Douglas school system. Douglas K12 school contains 2500 students, ½ of whom are Ellsworth dependents.

This school is the 10th largest in South Dakota. Out of SD's 165 school districts, the Douglas school system is larger than 155 of them. It is larger than the smallest 25 school districts combined. The reduction of ½ of this school is equivalent to the closing of 16 of the state's smallest school districts. (DECA figures, SD Dept of Education).

University and Technical school offerings are popular at Ellsworth. We combine our local populations with the military personnel and dependents to create a college student nucleus large enough to support our offerings. A reduction of 10,000 base-related personnel will seriously diminish the educational opportunities of those of us remaining in this community. (BHSU, T. Flickema: 284/977 students are military or dependents, Fall 2004)

Services: The local United Way indicates that their member agencies rely heavily upon Ellsworth and its personnel in many ways. While there are too many examples to cite, at last year's day of caring, a day of community projects, 300 Ellsworth personnel worked on 54 projects in this community. Their volunteerism is an integral part of our community.
Renee Parker, United Way

Medicine: The Rapid City Regional Hospital provides most of the inpatient health care needs of Ellsworth personnel and dependents. 12% of the babies born there are to Ellsworth personnel or dependents. During the past 5 years, this hospital served 27,000 military personnel/ dependent or retiree cases, generating \$50 million in gross charges (\$49,539,610 over 5 years).
RCRH Alan Bares

Our arts community, or symphony, our theaters, our sports teams all receive substantial support from the Ellsworth community. Our community's ability to offer such life enriching experiences will be diminished by the loss of EAFB.

Our places of worship are lead by and contributed to significantly by Ellsworth personnel and dependents.

Our security: I'm not talking about the nation's security, but instead our volunteer firefighters, search and rescue teams, or police reserves. For example, when search and rescue called recently for assistance to find a lost alzheimer's patient, over 50 of those searchers were Ellsworth personnel. As part of the mutual aid fire departments, the EAFB fire department responds regularly to fires throughout the area. The law enforcement divisions of Ellsworth are true partners with the local sheriff and police departments. In the Pennington County Sheriff's Department alone, 50 current employees are former EAFB personnel or spouses, comprising 19% (50/267, Lt. Weber) of the staff. In fact, 12 of the 28 members of the Box Elder volunteer fire department are EAFB personnel.

Penn Co Sheriff's Office, Lt. K. Weber
Box Elder Mayor Haddenham
Park Owen, Emergency Management

Retirees: Our community is enriched by the countless military retirees residing here. They fill much needed rolls in our community and are integral to our economic and cultural well-being. While it is difficult to get an exact count, we know that a minimum over 2700 retirees use medical facilities at Ellsworth. The number of retirees in our community far exceeds this figure.

Quality of Life: The EAFB community, the RC community, has been ranked, not by us, but by independent agencies and organizations as among the top in lifestyle. Morgan Quitno puts SD in the top 10 of the "most livable" states in America. Expansion Magazine ranks us among 60 military communities in its top ¼, ranking 2 in schools, and high in numerous other categories. In short, the military personnel enjoy living here as much as we enjoy having them here.

Commissioners: Ellsworth Air Force Base is a significant part of our community and we are a significant part of theirs. We know that your decision must be based primarily on military value factors. We also know that your criteria include "the impact on existing communities in the vicinity of the military installation." Congress included this provision for a reason.

Commissioners, the impact of the closure of Ellsworth AFB on this community, state and region will be significant and long lasting.

Thank you.

Jim McKeon

As you have heard in the testimonies provided, we have pronounced differences with the Secretary's recommendations and offer to you that Ellsworth Air Force Base should not be closed. Rather, it should be retained for basing the currently assigned B-1B squadrons and that you designate it as the strategic base of presence in the north central U.S. for assignment of the "emerging mission" now identified as an Unmanned Aerial Vehicle. Further, we recommend you consider Ellsworth for the basing of Tanker missions being realigned from the region or retained for basing of C2ISR or Space missions in which it ranked fifth and tenth, respectively, in MCI scoring. The basis of our recommendations are:

1. The Air Force recommendation to consolidate all B-1B aircraft at one base with one runway violates Air Force Principle #7 as contained in Department of the Air Force Analysis and Recommendations BRAC 2005 (Volume V, part 1 of 2) Air Force Basing Considerations 1.7.1.7 "Insure long range strike bases provide flexible strategic response and strategic force protection."
2. In contrast, the Air Force has not recommended the consolidation of any other Legacy Aircraft Principle.
3. Air Force officials have testified to the Commission that Ellsworth's current bomber mission capability is diminished by training range access; however, the metric on which that measurement is based does not consider the quality of the training available on the range or the average sortie time required to accomplish identical mission requirements.
4. Ellsworth's Powder River MOA is 7 to 8 minutes from Ellsworth's runway, has a ground or surface to unlimited ceiling operations area and allows a training mission to be flown in a duration of 3.8 hrs. versus the same mission flown at the proposed consolidation base which has less vertical space and requires an additional .7 hours of

flight time. The result will be less quality training at an estimated additional 14 thousand dollars per mission.

5. As the aircraft assigned to Ellsworth constituted 82% (686 of 832) of the missions flown in the Powder River MOA in the past year and the Air Force has stated its intent to maintain the Powder River MOA, either it will continue to be used as a primary B-1B MOA or be grossly underutilized. If B-1B missions from the consolidated base use the range in the future, the added cost per mission is estimated at \$100k --- an estimated \$68.6m annually or \$1.3 billion over the next 20 years.

6. The Air Force recommendation to assign the Unmanned Aerial Vehicle mission to a strategic base of presence in the north central U.S. other than Ellsworth Air Force Base is inconsistent with the findings of the Environmental Assessment for Global Hawk Main Operating Base Beddown as determined by the March 2001 Air Combat Command finding that Ellsworth Air Force Base is the only base in the region suited for the mission.

7. The Air Force recommendation to realign Tanker Assets to bases ranked lower than Ellsworth's fifth position in Tanker MCI scoring is inconsistent with the Military Value Criteria Number 1 --- Current and Future Mission capabilities.

8. An analysis of the Air Force MCI ratings of the three bases positioned to be retained as a strategic base of presence in the north central U.S. rated Ellsworth 1st in six of eight categories (Bomber, Airlift, Tanker, Fighter, C2ISR and Space). Each of the other bases only ranked first in one category each. In point-of-fact, Ellsworth ranked no lower than second in the other two categories. Accordingly the recommendation to close Ellsworth Air Force base is inconsistent with Military Value Criteria #1 as relates to Future Mission capabilities.

Before our Governor, Mike Rounds close our testimony, I would like to recap the salient points with which General Mike Loh opened our testimony.

First. The Air Force substantially deviated from Criteria #1 in recommending the consolidation of Ellsworth's consistently higher

rated B-1B operations at a base that maintains a lesser operational readiness rate; thereby impacting training, readiness and warfighting.

Second. The Air Force substantially deviated from Criteria #2 in that the recommended closure of Ellsworth will relocate the aircraft that constitute 82% of the use of the immediately adjacent air space (Powder River MOA) to a base at least two hours flight time away; thereby either increasing operational cost or reducing mission effectiveness.

Third. The Air Force substantially deviated from Criteria #3 in that the reduced use of the Powder River MOA will either increase the cost of operations per mission flown from out of the area or cause it to be abandoned for use by future total force requirements.

Fourth. The Air Force substantially deviated from Criteria #4 in that the cost to operate the entire B-1B fleet will exceed the cost of maintaining two bases, each of which with the capacity to accept future force beddowns.

Fifth. The Air Force substantially deviated from Criteria #6 in that of the three bases in the north central U.S., considered for strategic presence retention, the recommended closure of Ellsworth will eliminate the most highly rated base for realigning tanker aircraft or the beddown of future force missions such as Unmanned Aerial Vehicles, C2ISR or emerging missions such as the Airborne Laser.

Sixth. The Air Force substantially deviated from Criteria #6 in that of the three bases in the north central U.S., considered for strategic presence retention, the recommended closure of Ellsworth will more severely impact the existing communities in its vicinity than the one being recommended for retention for an "emerging mission."

And

Seventh. The Air Force substantially deviated from Criteria #7 in that the recommended closure of Ellsworth will relocate B-1B assets to base that has a lesser current Plant Replacement Value and will have a lesser infrastructure and overall capacity even after the proposed facility projects identified for construction are completed.

Commissioners, to conclude our testimonies before you, I would like to present to you one of the few Governor who has flown in the front seat of a B-1B bomber as it was put through its paces in our Powder River Training Area. He knows of what he speaks and is as closely associated with our state's National Guard as any Governor can possible be.

Commissioners, Governor Mike Rounds.

Commissioners Skinner, Bilbray and Coyle... Thank you very much for coming to South Dakota.

We all appreciate your hard work and the extra efforts you are making to thoroughly understand the Defense Department recommendations and the nation's response to them. The time you have spent visiting Ellsworth and listening to us is very, very much appreciated.

As Governor, it has been my privilege to meet the men and women who fly the B-1B bombers and provide all the support that keeps these bombers in top condition to defend our country. I know first-hand how professional and conscientious they are.

There aren't enough words in the dictionary to describe how proud we are of them and what they do for us. We are grateful to have them living and working here in South Dakota. We appreciate them more than anyone can imagine.

With this morning's base visit and the testimony presented to you this afternoon, I believe you have the information you need to conclude that the Air Force and the Secretary of Defense substantially deviated from the military value criteria required to recommend a base for closure.

Internal Air Force evaluations clearly show that Ellsworth Air Force Base has the infrastructure and other qualities needed to be the only B-1B base.

But, the argument should not be one base versus another base. The bottom line is— for the defense of our people, America needs the B-1B on

more than one base so that the B-1B is not vulnerable to a single attack or a natural disaster.

The B-1B dropped over 40% of the munitions in Afghanistan and 34% of the munitions in the initial push in Iraq.

The B-1B's vital mission of defending and protecting Americans should not be placed in jeopardy by deploying it on only one base that has only one usable runway for the B-1B. America needs two bases and two runways.

We also need more than one base and more than one usable runway so that natural disasters, storms, weather and other things that temporarily close a base don't cause a delay in our B-1Bs responding to a call for immediate action.

Hickam Field and battleship row at Pearl Harbor. Clark Field in the Philippines on the same day. They were all concentrations of resources in just one place which allowed the enemy to successfully attack us.

The proposed consolidation of 65 or more B-1B bombers at one base brings into question the entire assessment process that refuses to recognize the need for redundancy in protecting this country.

When the principle of redundancy has not been followed, our nation and other nations have suffered terribly. Therefore, please don't allow this principle to be abandoned.

Looking through the factors that led to the recommendation to put all the B-1Bs at one base, why wasn't the importance of redundancy a factor?

How many points would Ellsworth and other bases have gained if the importance of redundancy for this and other vital weapons systems been recognized and in the scoring system?

I'm not a military planner.

But, if you ask a veteran of Pearl Harbor,
If you ask a commander in the Korean War,

If you ask a helicopter pilot from the Vietnam War,
If you ask any of our soldiers from the Gulf and Iraqi Wars, or
If you ask the moms or dads of those soldiers,
I don't think any one of them would tell you that that it is good idea to put
ALL our B-1B bombers in one location instead of two.

The Air Force also erred when it testified on May 17th that Ellsworth could
not handle all B-1B aircraft. In fact, Ellsworth has the space to house
71 large aircraft. The Air Force also underestimated the total square
footage of the available ramp space by 20%.

But, gentlemen, we are not asking for Ellsworth to be the only B-1B base.
America needs two bases, not one, for the B-1B mission.

Even though the Defense Department wants to close Ellsworth, the Air
Force will still continue to use both its ground and airspace presence
in an estimated 320,000 square miles of the Upper Great Plains
extending from Montana to Nebraska.

This airspace is some of the most open and uncluttered airspace in the
United States... and it is only 7 or 8 flight minutes away from
Ellsworth.

In your difficult deliberations, you are evaluating sites for both current and
future missions. Many future missions will include joint active-
reserve component operations as expressed by the Air Force in its
May 17th testimony.

I believe the people of this region can provide the personnel needed for a
blended wing of B-1B aircraft, as well as enough personnel for any
other future missions.

The South Dakota Army National Guard is at 96% of its authorized strength
and has a retention rate of 87%.

The South Dakota Air National Guard is at 102% of its authorized strength
and has a 95% retention rate.

Both of them rank in the top 5 in comparison to the other 54 states and
territories in recruiting, retention and attrition measurements.

We want to participate in joint active-reserve operations.

In summary, the Department of Defense's recommendation to close Ellsworth puts a critical national defense mission into a vulnerable position where all the B-1Bs could be destroyed by a single attack or a natural disaster... or they could be delayed in responding by something as simple as bad weather.

The recommendation also ignores the capacity of both bases to continue the B-1B mission and perform additional future missions.

The Defense Department also ignores the desires of people in this region to serve in joint active-reserve missions.

I strongly recommend that you reject the recommendation to close Ellsworth.

I hope you will also direct that the current B-1Bs remain to provide redundancy in our total B-1B mission.

I would also ask that you consider adding new missions at Ellsworth to fully utilize the base's under-reported capacity.

Nobody's perfect. This Defense Department recommendation to close Ellsworth is a mistake made by good people who were trying to do their best.

But, now, you have the opportunity to correct it. For the defense and protection of the people of America, we hope that the BRAC Commission will correct this mistake.

I'd like to add just one more thing.

As the Commander in Chief of South Dakota's Army and Air National Guards, I am grateful for the B-1B's reliability and effectiveness in killing the enemy and pushing the enemy back to minimize the face-to-face combat that my South Dakota soldiers have encountered overseas.

Our B-1Bs should not be put in a vulnerable position that might allow all of them to be destroyed or delayed in responding to protect our soldiers on the ground.

If that happens, we are less protected here at home and so too are the soldiers we send from our hometowns to fight our enemies in foreign lands.

Thank you.

Closing Comments --- Jim McKeon

Chairman Skinner, Commissioner Bilbray and Commissioner Coyle, as we prepared for this hearing we came to realize that it would be both complex and lengthy. The delayed release of information hampered us in preparing a more concise argument. We would have liked to have more time to do so but we realize you are on an accelerated schedule and believe it was best for you to visit both Ellsworth and with us here in Rapid City.

We deeply appreciate the courtesies you have extended to us, the endurance you have exhibited and your acceptance of the monumental task placed before you.

We will be in contact with your staff members in the coming weeks and available to you as needed,

Again, thank you for your service to our country.

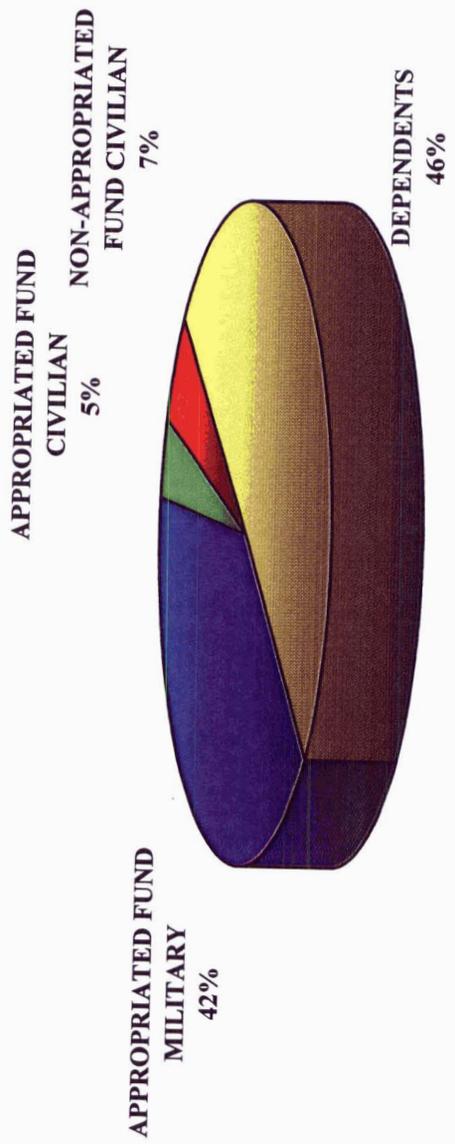
We stand ready for any questions you may have.

After Questions.

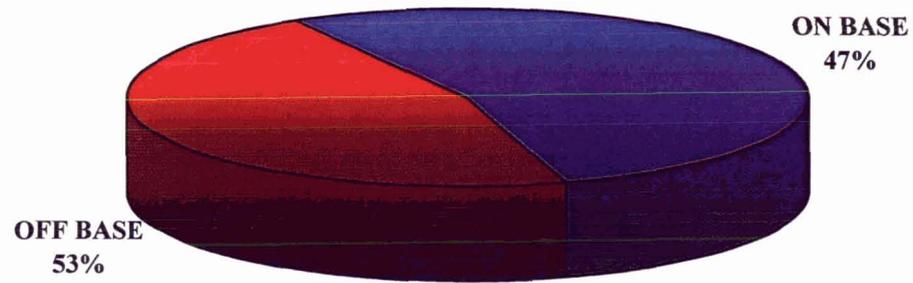
This concludes our presentation but since this is a regional meeting, a representative from Wyoming will now make their presentation.

PERSONNEL SUMMARY BY PERCENT

Ellsworth AFB FY04

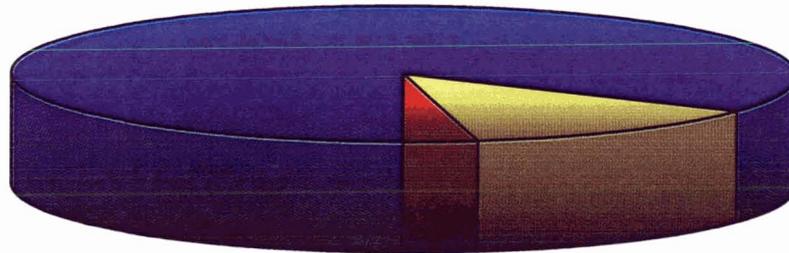


PERCENT OF APPROPRIATED FUND MILITARY PERSONNEL LIVING ON AND OFF BASE Ellsworth AFB FY04



ANNUAL PAYROLL SUMMARY BY PERCENT Ellsworth AFB FY04

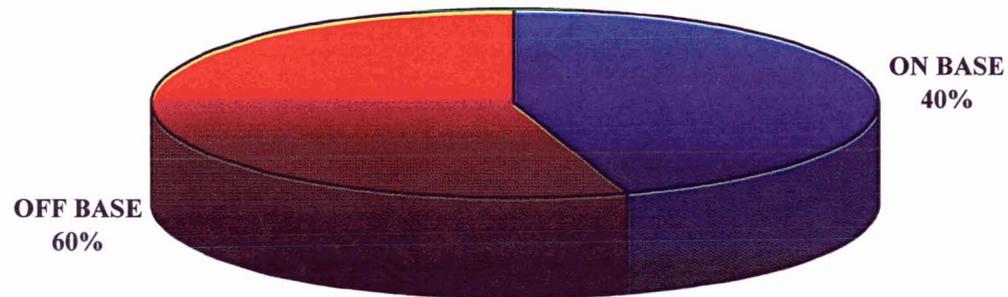
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MILITARY
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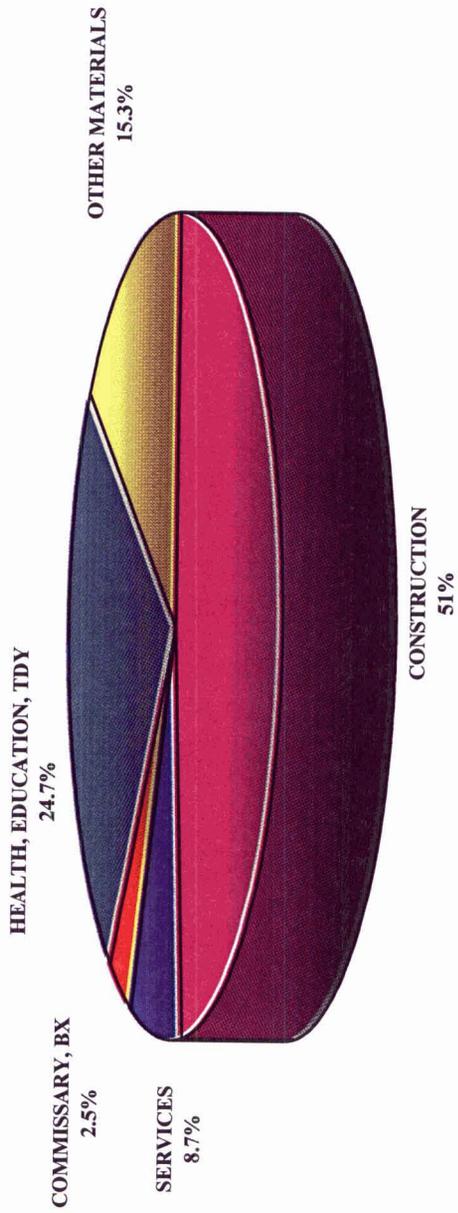
NON-APPROPRIATED
FUND CIVILIAN
3%

APPROPRIATED FUND
CIVILIAN
13%

**PERCENT OF THE APPROPRIATED FUND MILITARY
PERSONNEL PAYROLL ATTRIBUTABLE TO
PERSONNEL LIVING ON AND OFF BASE
Ellsworth AFB FY04**



ANNUAL EXPENDITURE SUMMARY (\$M) Ellsworth AFB FY04



TOTAL ANNUAL ECONOMIC IMPACT BY PERCENT
Ellsworth AFB FY04

